WKE

JAN 2018

PROJECT ID: 2290-03-72, 2808-00-70

WITH: N/A

COUNTY: RACINE

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 = 450

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
2290-03-72		
2808-00-70	WISC 2018046	1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

NORTHWESTERN AVE, V MT PLEASANT

INTERSECTION OF CTH MM

STH 38

RACINE COUNTY

STATE PROJECT NUMBER
2290-03-72

CTH MM

STH 31 TO STH 38

CTH MM

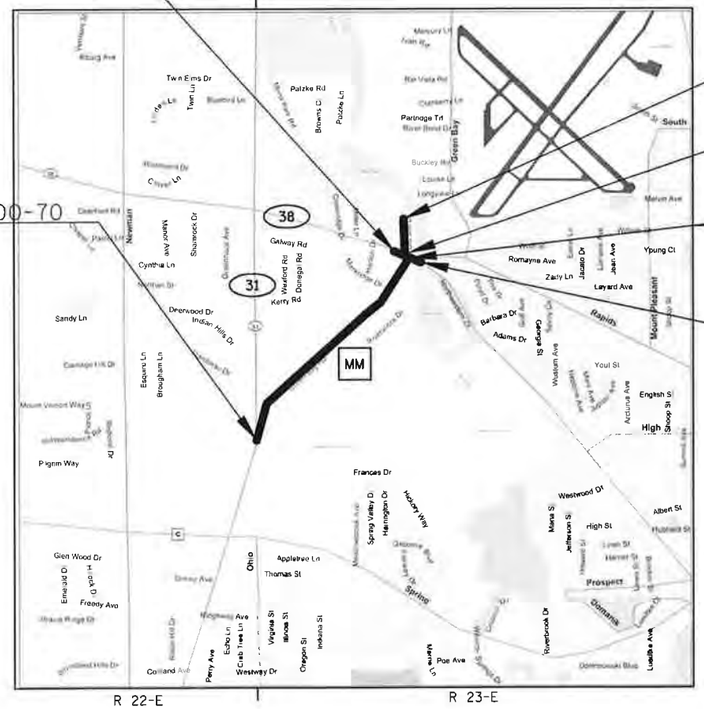
RACINE COUNTY

STATE PROJECT NUMBER
2808-00-70

N

BEGIN PROJECT 2290-03-72
STA. 226+55.98
Y = 195,370.37
X = 628,139.13

BEGIN PROJECT 2808-00-70
STA. 100+71.79
Y = 191,803.28
X = 625,736.61



END PROJECT 2808-00-70
STA. 204+82.48

BEGIN CONSTRUCTION
OLD MILL ROAD
STA. 200+00.00

END CONSTRUCTION CTH MM
STA. 146+34.74

END PROJECT 2290-03-72
STA. 233+93.95

DESIGN DESIGNATION			CTH MM	STH 38 WEST OF CTH MM	STH 38 EAST OF CTH MM
A.A.D.T.	2018	=	16,500	18,200	30,000
A.A.D.T.	2038	=	18,200	22,000	33,500
D.H.V.		=	1,875	2,266	3,605
D.D.		=	59/41	59/41	59/41
T.		=	6.2%	6.2%	6.2%
DESIGN SPEED		=	40 MPH	40 MPH	40 MPH
ESALS		=	2,000,000	5,800,000	5,800,000

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

LAYOUT

SCALE 0 0.5 MILE

PROJECT ID 2290-03-72 0.140 MILES (URBAN)
PROJECT ID 2808-00-70 0.956 MILES (URBAN)

TOTAL NET LENGTH OF CENTERLINE = 1.096 MILES (URBAN)

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, RACINE COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE NORTH AMERICAN 2012 VERTICAL DATUM OF 1988 NAVD88 (2012).

ACCEPTED FOR

COUNTY of RACINE

6/30/2017 Nathan Plunkett
(Date) County Engineer (Signature & Title of official)

ORIGINAL PLANS PREPARED BY

GRAEF 125 S. 84TH STREET, SUITE 401 MILWAUKEE, WI 53214

WISCONSIN
STEVEN T. SCHOWALTER
37305
LISBON, WI
PROFESSIONAL ENGINEER

6/29/17 (Date) (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY
Surveyor GRAEF
Designer GRAEF

MANAGEMENT CONSULTANT DAAR CORP, INC.
C.O. EXAMINER

APPROVED FOR THE DEPARTMENT
DATE: 7/25/2017 (MANAGEMENT CONSULTANT SIGNATURE)

E

GENERAL NOTES

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

THE EXACT LOCATION OF PRIVATE ENTRANCES ARE TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

ALL HOLES OR OPENINGS BELOW SUBGRADE RESULTING FROM THE ABANDONMENT OR REMOVAL OF EXISTING STRUCTURES OR FROM GRUBBING OF TREES OR STUMPS SHALL BE BACKFILLED WITH GRANULAR BACKFILL. BACKFILL GRANULAR MATERIAL IS INCIDENTAL TO THE REMOVAL ITEM.

ALL RADIUS DIMENSIONS FOR CURB & GUTTER ARE GIVEN TO THE FLANGE. ALL ELEVATIONS ALONG CURB & GUTTER ARE GIVEN TO THE FLANGE. OFFSETS NOTED ARE TO THE FLANGE OR EDGE OF LANE IF NO CURB, UNLESS OTHERWISE NOTED.

THE LOCATION OF KNOWN EXISTING UTILITIES IN THE VICINITY OF THE PROJECT ON THE PLANS IS APPROXIMATE. THERE MAY BE OTHER UTILITIES IN THE AREA THAT ARE NOT SHOWN.

SILT FENCE SHALL BE INSTALLED IN THE LOCATIONS SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.

ASPHALT AND CONCRETE DRIVEWAYS SHALL BE SAWCUT AT THE MATCH LINE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

HMA PAVEMENT WHERE INDICATED ON THE PLANS, SHALL CONSIST OF LAYERS AS FOLLOWS, UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE ENGINEER.

4" DEPTH	1 3/4" 4 LT 58-28 S AS THE TOP LAYER
	2 1/4" 3 LT 58-28 S AS THE LOWER LAYER

THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY LOCAL MUNICIPAL UTILITY WHICH IS NOT A MEMBER OF THE DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.

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

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

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

RE-TOPSOIL OF GRADED AREAS, AS DESIGNATED BY THE ENGINEER, IMMEDIATELY AFTER GRADING IS COMPLETED WITHIN THOSE AREAS. SEED, FERTILIZE, AND MULCH/EROSION MAT TOP-SOILED AREAS, AS DESIGNATED BY THE ENGINEER, WITHIN FIVE (5) CALENDAR DAYS AFTER PLACEMENT OF TOPSOIL. IF GRADED AREAS ARE LEFT EXPOSED FOR MORE THAN (14) CALENDAR DAYS, SEED THOSE AREAS WITH TEMPORARY SEED.

STOCKPILE EXCESS MATERIAL OR SPOILS ON UPLAND AREAS AWAY FROM WETLANDS, FLOODPLAINS AND WATERWAYS. STOCKPILED SOIL SHALL BE PROTECTED AGAINST EROSION. IF STOCKPILED MATERIAL IS LEFT FOR MORE THAN FOURTEEN (14) CALENDAR DAYS, SEED THE STOCKPILE WITH TEMPORARY SEED.

EROSION CONTROL BMP'S ARE AT SUGGESTED LOCATIONS. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE CONTRACTORS ECIP AND BY THE ENGINEER. EROSION CONTROL BMP'S SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR UNTIL THE ENGINEER DETERMINES THAT THE BMP IS NO LONGER REQUIRED.

STANDARD ABBREVIATIONS

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

AGENCIES

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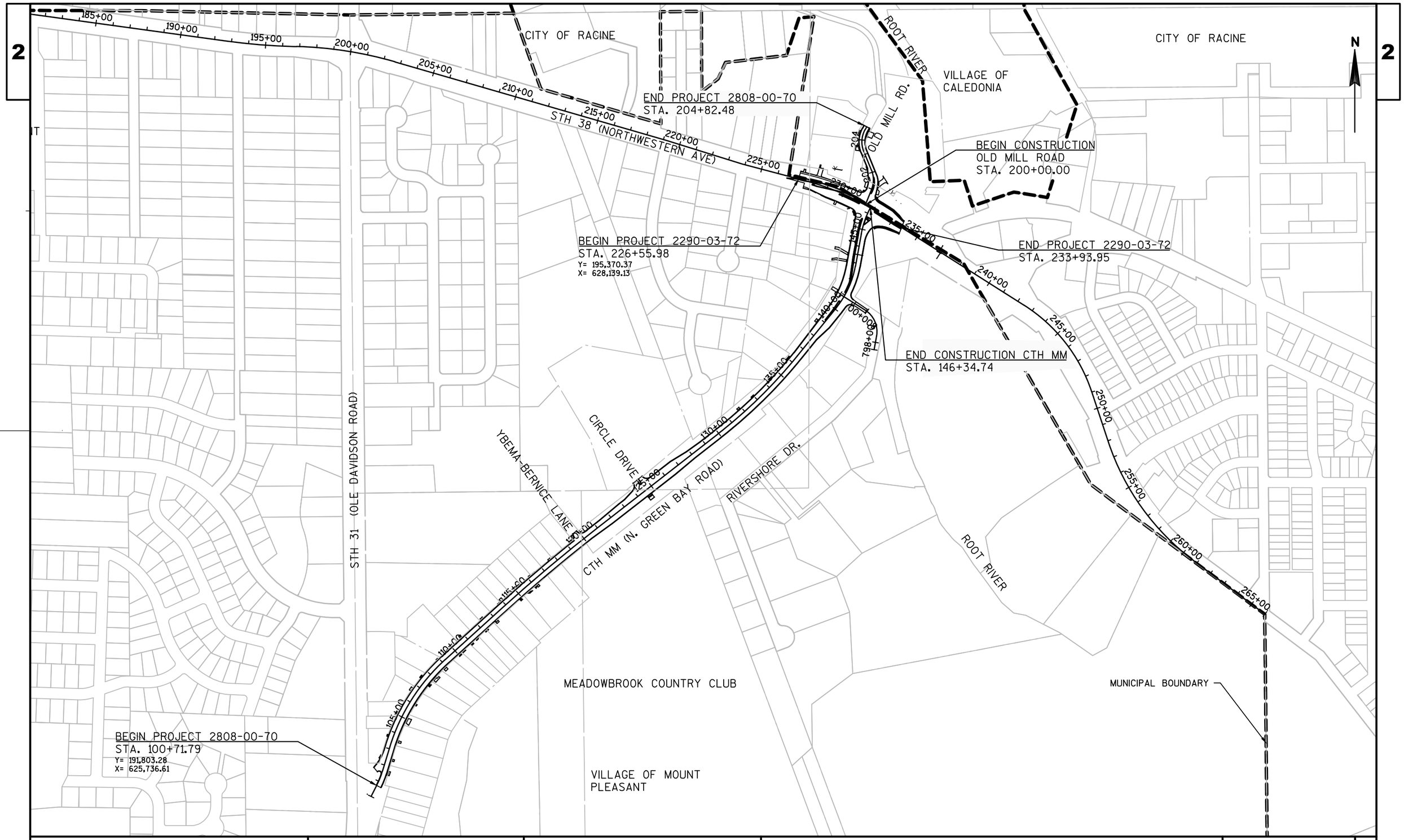
INDEX OF TYPICAL SECTION AND DETAIL SHEETS

PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
EROSION CONTROL
SIGNING AND PAVEMENT MARKING
TRAFFIC SIGNAL
TRAFFIC CONTROL AND CONSTRUCTION STAGING
ALIGNMENT

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



PROJECT NO: 2290-03-72 & 2808-00-70	HWY: STH 38 & CTH MM	COUNTY: RACINE	PROJECT OVERVIEW	SHEET 3	E

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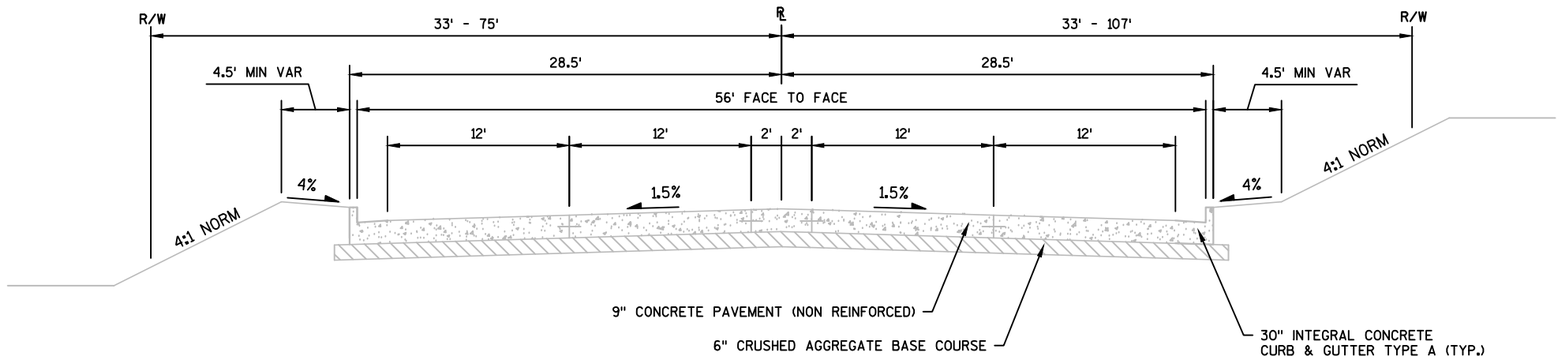
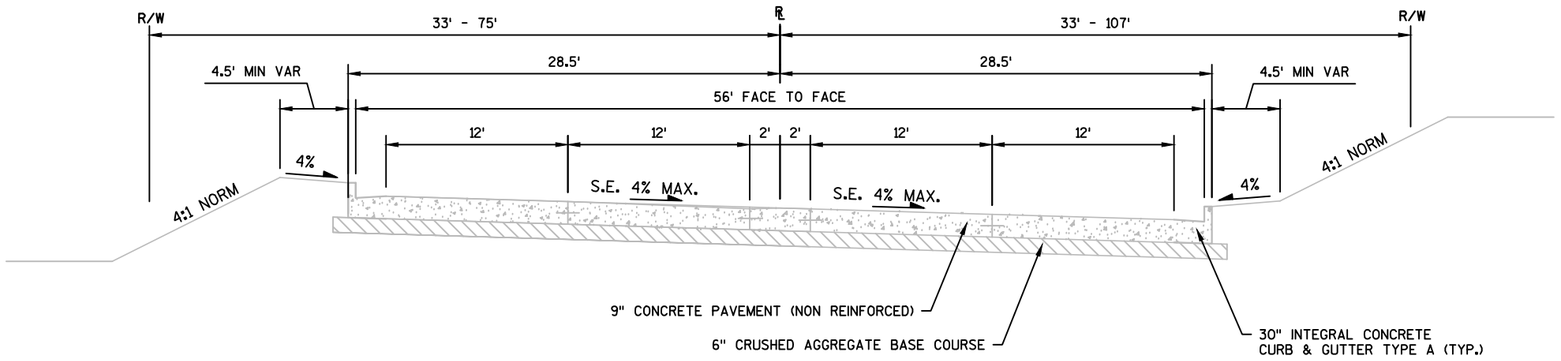
WISDOT/CADDS SHEET 42



EXISTING TYPICAL SECTION CTH MM

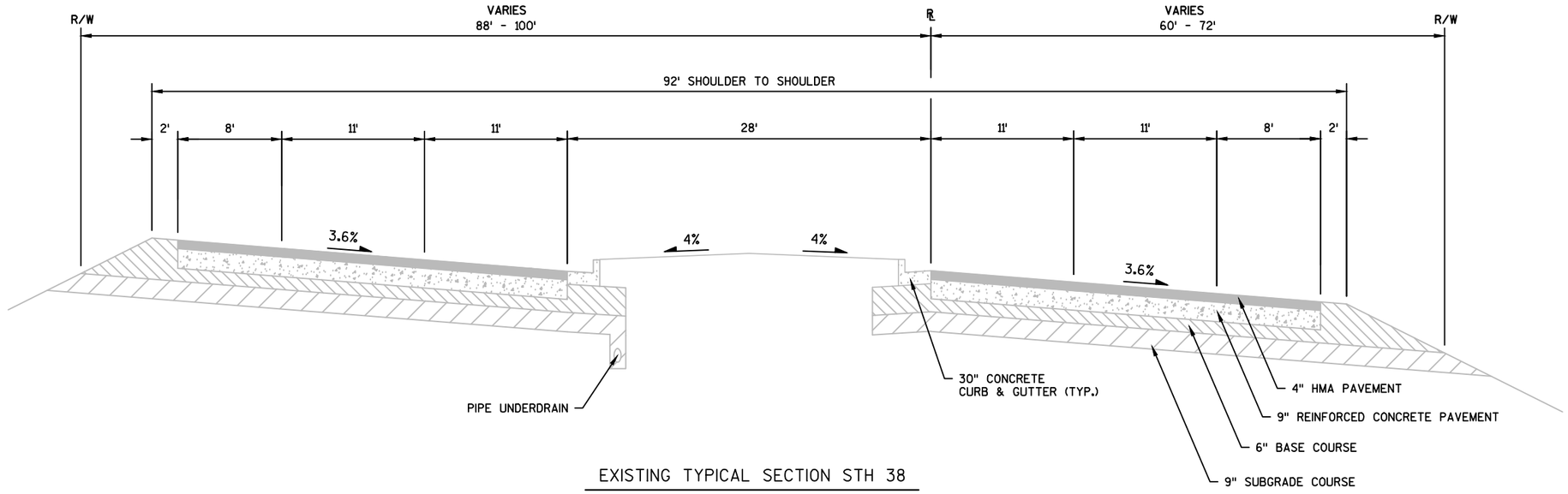
STA 100+71 TO STA 103+12
STA 109+24 TO STA 113+64
STA 121+05 TO STA 129+92
STA 136+48 TO STA 146+35



EXISTING SUPERELEVATED TYPICAL SECTION CTH MM

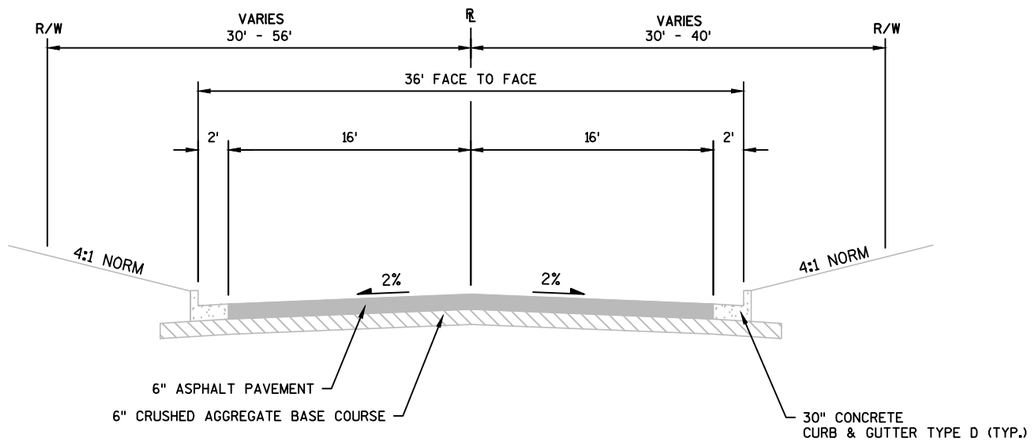
STA 103+12 TO STA 109+24
STA 113+64 TO STA 121+05
STA 129+92 TO STA 136+48

PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	EXISTING TYPICAL SECTION	SHEET 4	E



EXISTING TYPICAL SECTION STH 38

STA 226+56 TO STA 234+02



EXISTING TYPICAL SECTION OLD MILL ROAD

STA 200+00 TO STA 204+82

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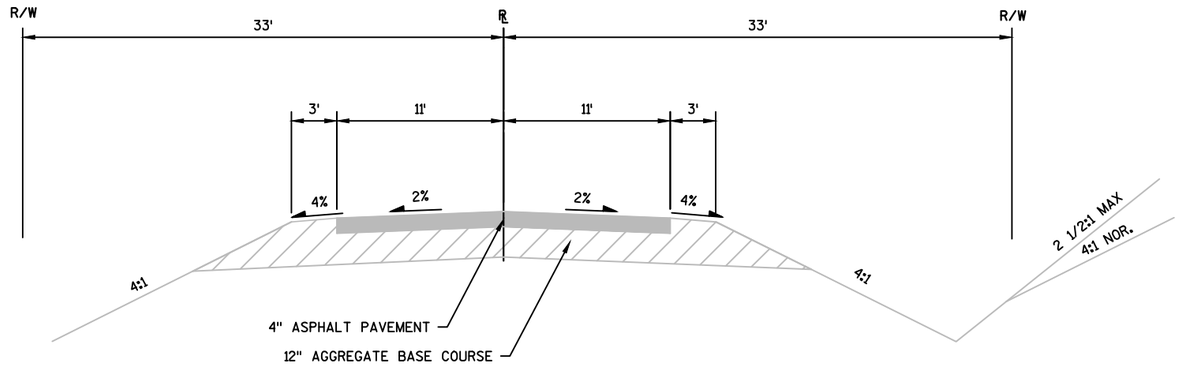
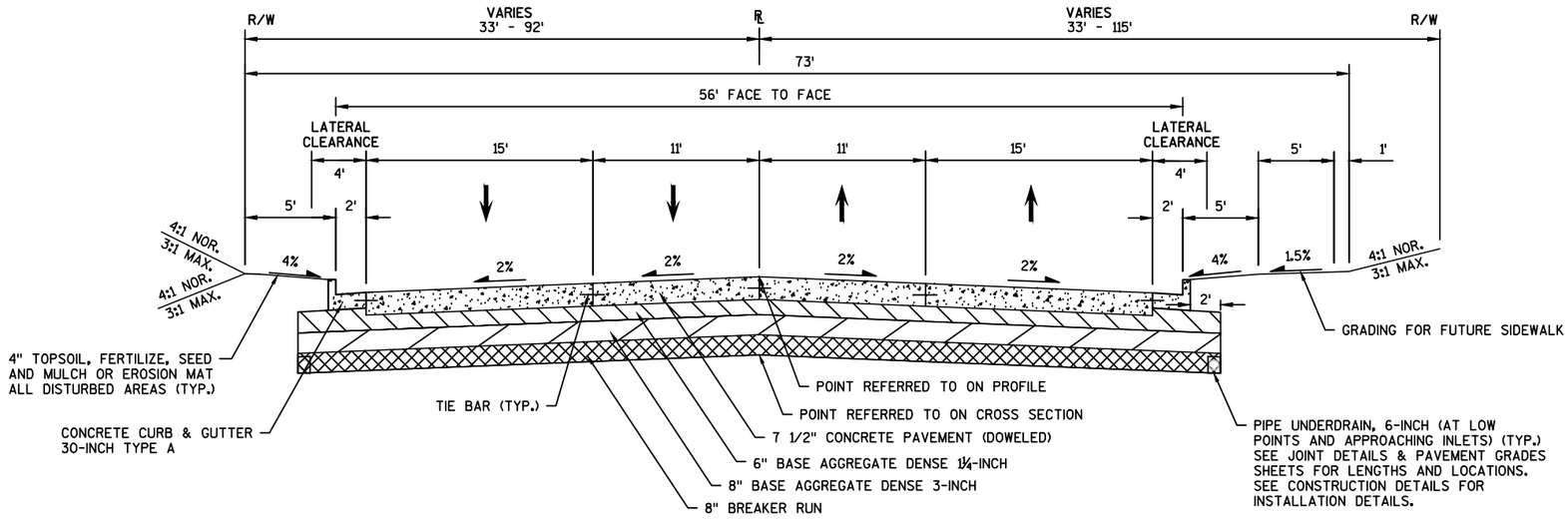


EXISTING TYPICAL SECTION RIVERSHORE DRIVE

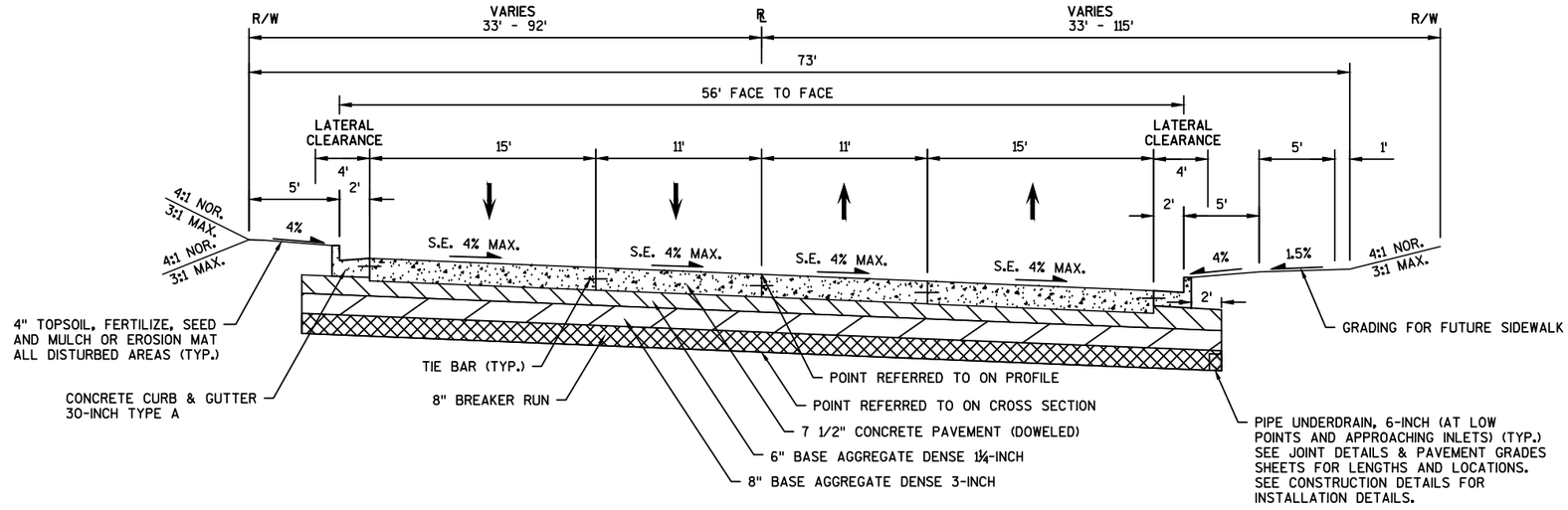
STA. 800+20 TO STA. 800+80

PROJECT NO:2808-00-70	HWY:CTH MM	COUNTY:RACINE	EXISTING TYPICAL SECTION	SHEET 6	E



TYPICAL FINISHED SECTION - CTH MM

STA 100+71 TO STA 103+12
STA 109+24 TO STA 113+64
STA 128+90 TO STA 129+92



TYPICAL SUPERELEVATED FINISHED SECTION - CTH MM

STA 103+12 TO STA 109+24
STA 113+64 TO STA 120+48
STA 129+92 TO STA 136+48

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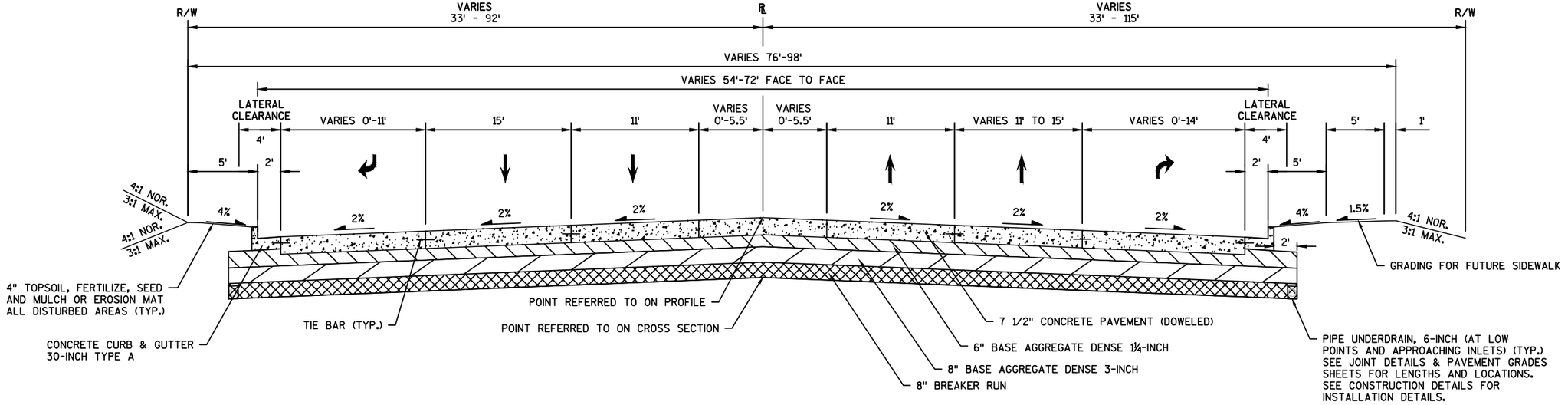
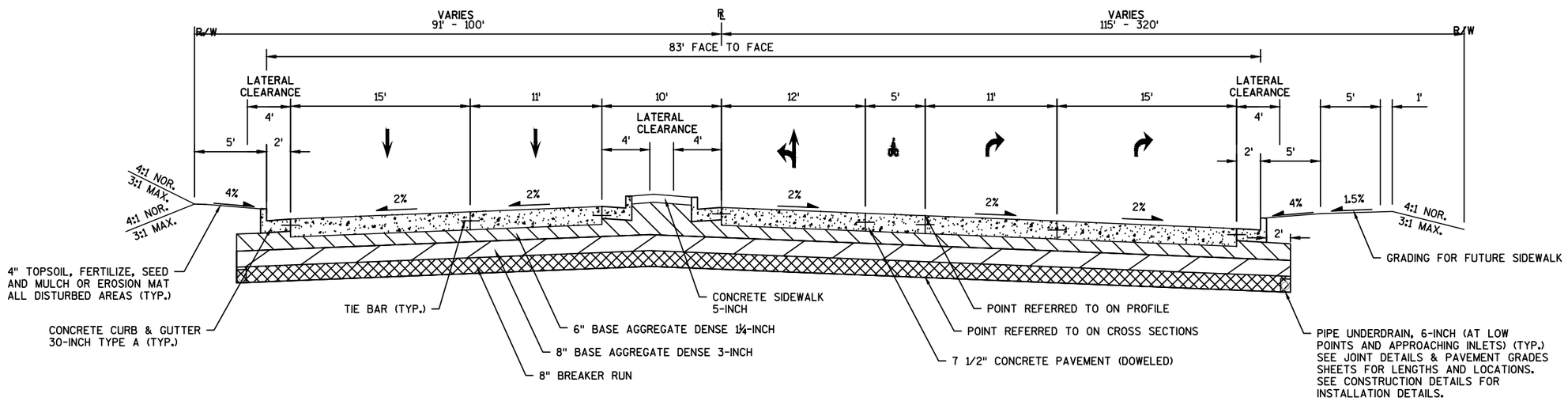


TYPICAL FINISHED SECTION - CTH MM

STA 120+48 TO STA 128+90
STA 136+48 TO STA 143+19



TYPICAL FINISHED SECTION - CTH MM

STA 143+19 TO STA 146+35

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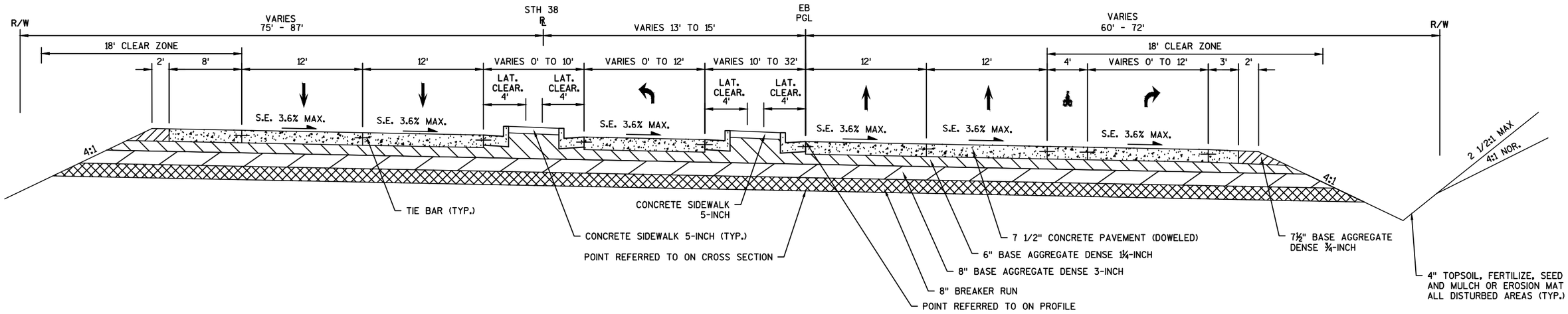
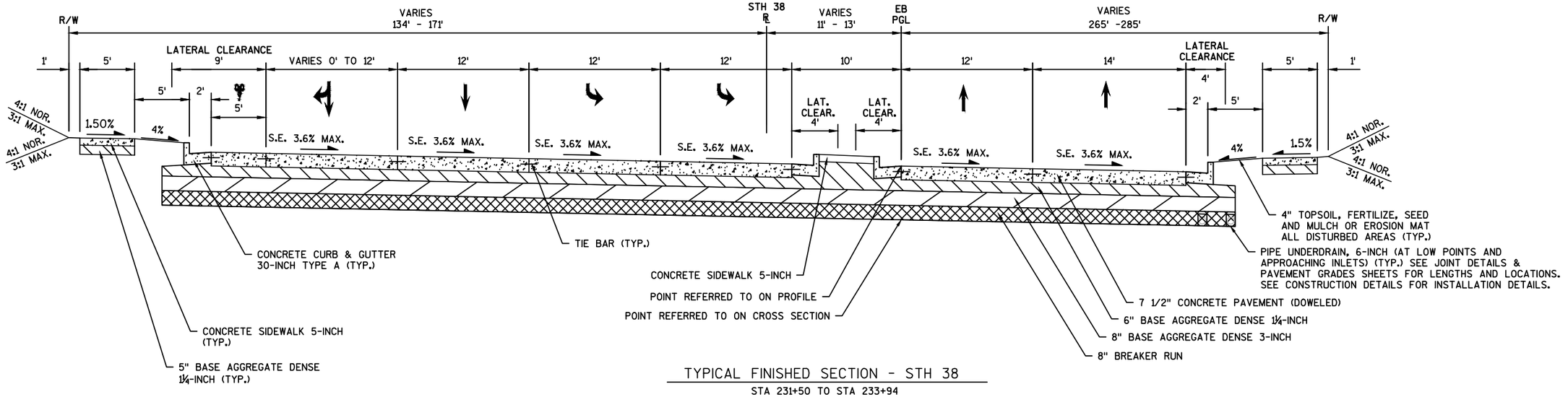


TYPICAL FINISHED SECTION - STH 38

STA 226+56 TO STA 231+50



TYPICAL FINISHED SECTION - STH 38

STA 231+50 TO STA 233+94

PROJECT NO: 2290-03-72 & 2808-00-70	HWY: STH 38 & CTH MM	COUNTY: RACINE	FINISHED TYPICAL SECTION	SHEET 9	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\020302_TS.DWG
LAYOUT NAME - 020302_TS - 020304_TS

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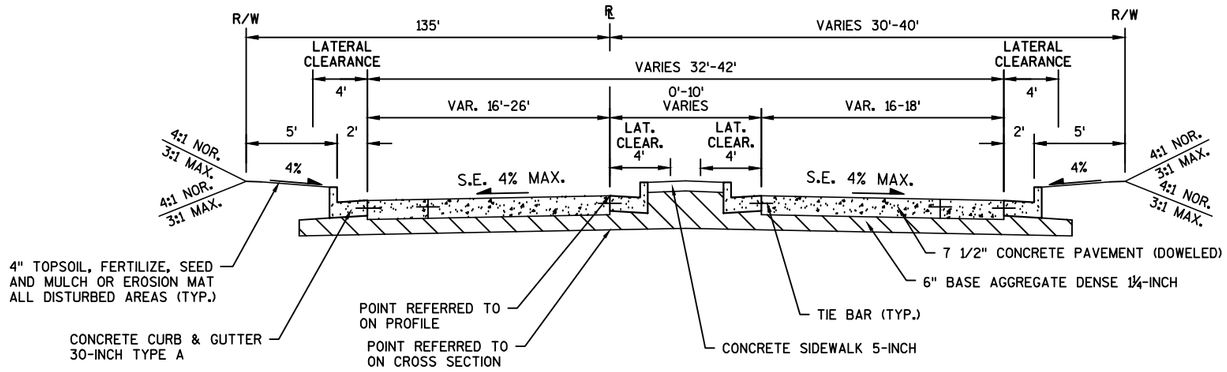
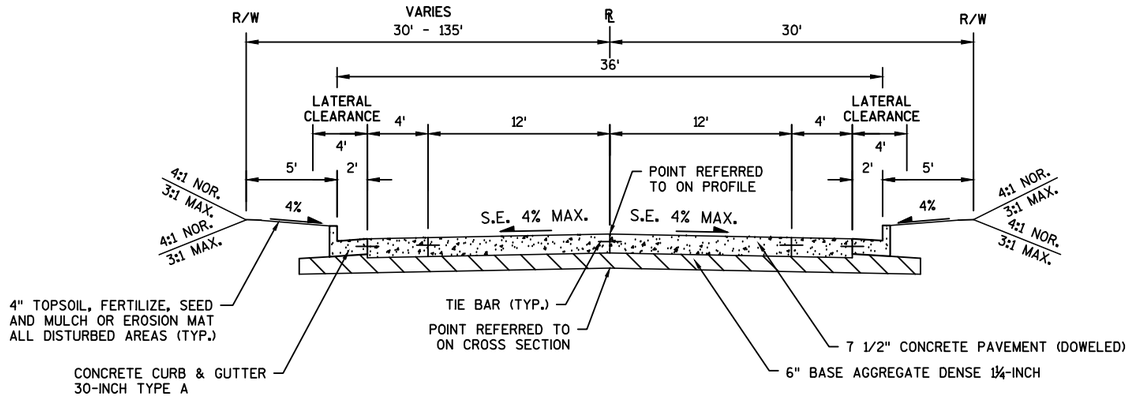
WISDOT/CADDS SHEET 42



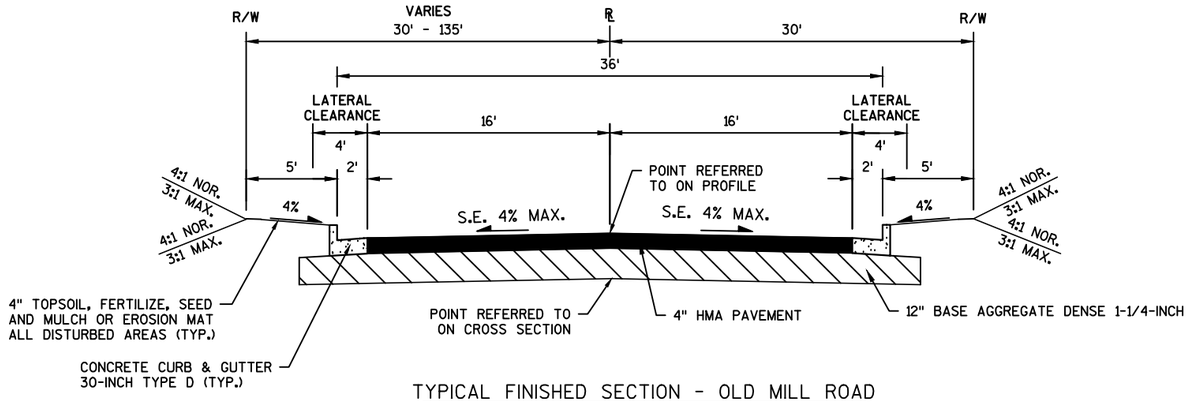
TYPICAL FINISHED SECTION - OLD MILL ROAD

STA 200+83.77 TO STA 201+83



TYPICAL FINISHED SECTION - OLD MILL ROAD

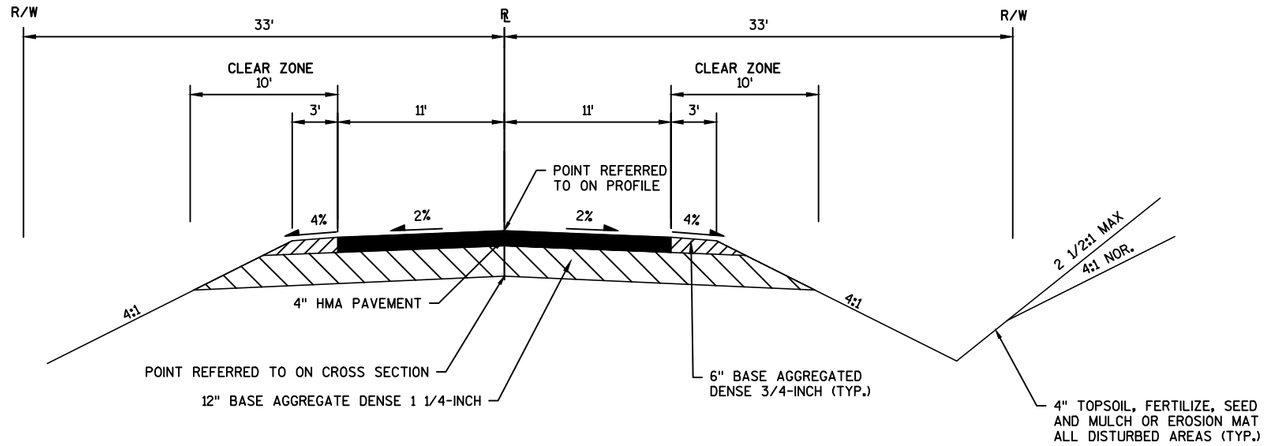
STA 201+83 TO STA 203+13



TYPICAL FINISHED SECTION - OLD MILL ROAD

STA 203+13 TO STA 204+84

PROJECT NO:2290-03-72 & 2808-00-70	HWY:STH 38 & CTH MM	COUNTY:RACINE	FINISHED TYPICAL SECTION	SHEET 10	E

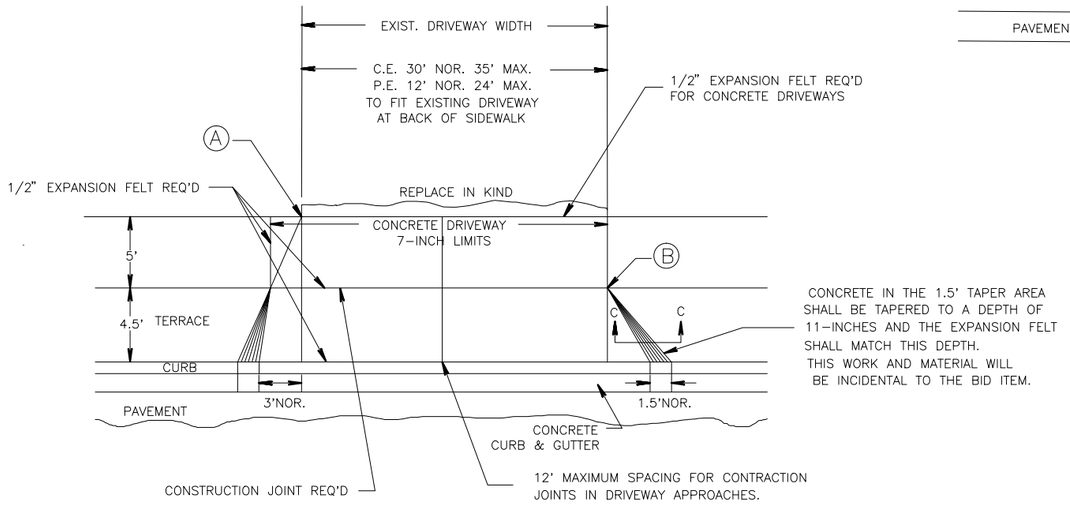


TYPICAL FINISHED SECTION RIVERSHORE DRIVE

STA. 800+05 TO STA. 801+30

PROJECT NO:2808-00-70	HWY:CTH MM	COUNTY:RACINE	FINISHED TYPICAL SECTION	SHEET 11	E

2

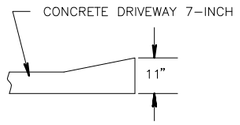


CONCRETE IN THE 1.5' TAPER AREA SHALL BE TAPERED TO A DEPTH OF 11-INCHES AND THE EXPANSION FELT SHALL MATCH THIS DEPTH. THIS WORK AND MATERIAL WILL BE INCIDENTAL TO THE BID ITEM.

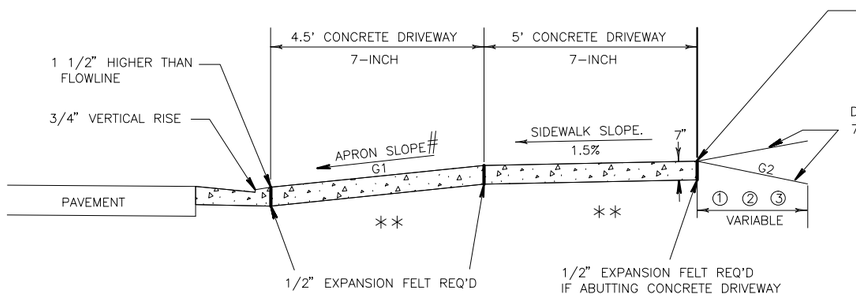
PLAN VIEW

Ⓐ WHEN "D" IS 13' OR LESS, ALIGN TAPER WITH BACK OF SIDEWALK

Ⓑ WHEN "D" IS GREATER THAN 13', ALIGN TAPER WITH FRONT OF SIDEWALK



SECTION C-C



TYPICAL SIDEWALK SECTION

① — 7" CONCRETE DRIVEWAY OR H.E.S. CONCRETE DRIVEWAY

② — 6" BASE AGG. DENSE 1-1/4-INCH

③ — 6" BASE AGGREGATE DENSE 1-1/4-INCH BASE WITH 3" ASPHALTIC SURFACE

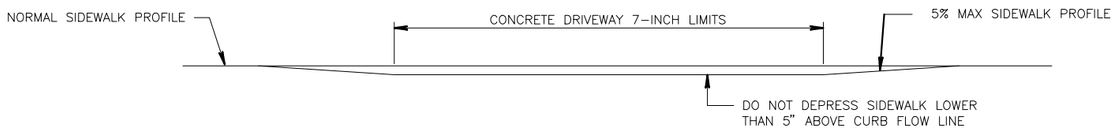
** = 6" BASE AGGREGATE DENSE 1-1/4-INCH REQ'D UNDER CONCRETE DRWY

\#

TERRACE WIDTH	APRON SLOPE (G1) MIN %	DESIRABLE %	MAX %
3 FT	7.0	8.5	9.0
4 FT	5.0	7.0	9.0
5 FT	4.0	7.0	9.0
6 FT	4.0	7.0	9.0
7 FT	3.5	7.0	9.0
8 FT	3.0	7.0	9.0

NOTE: ALGEBRAIC DIFFERENCE BETWEEN TANGENT GRADES G1 & G2 TO NOT EXCEED 15%

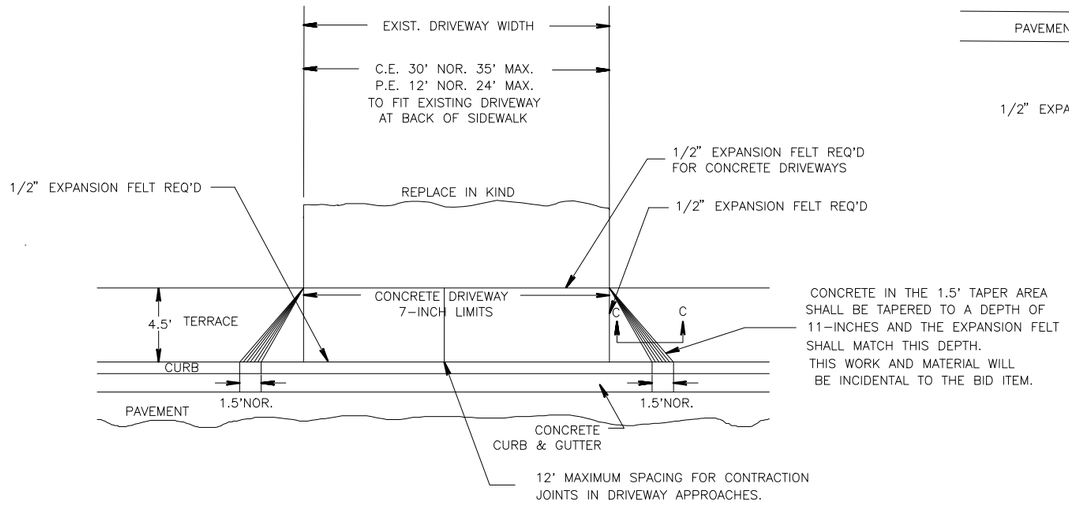
DEPRESS SIDEWALK PROFILE IF DRIVEWAY APRON EXCEEDS MAX SLOPE



DEPRESSED SIDEWALK PROFILE DETAIL

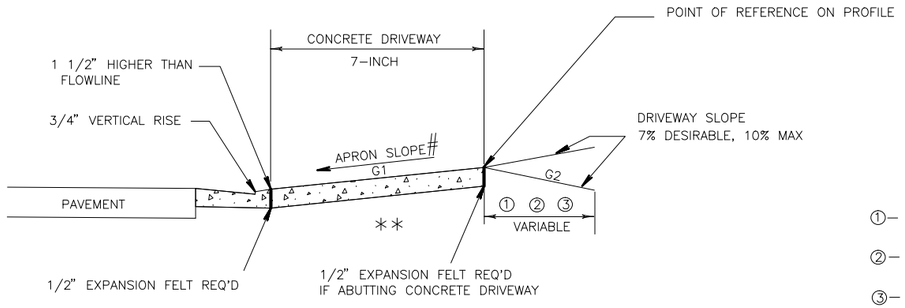
DRIVEWAY ENTRANCE DETAIL WITH SIDEWALK, CURB & GUTTER WITH TERRACE

PROJECT NO: 2290-03-72 & 2808-00-70	HWY: STH 38 & CTH MM	COUNTY: RACINE	CONSTRUCTION DETAILS	SHEET 12	E



CONCRETE IN THE 1.5' TAPER AREA SHALL BE TAPERED TO A DEPTH OF 11-INCHES AND THE EXPANSION FELT SHALL MATCH THIS DEPTH. THIS WORK AND MATERIAL WILL BE INCIDENTAL TO THE BID ITEM.

PLAN VIEW



TYPICAL SECTION

①- 7" CONCRETE DRIVEWAY OR H.E.S. CONCRETE DRIVEWAY

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\#

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3 FT	7.0	8.5	10.0
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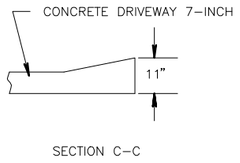
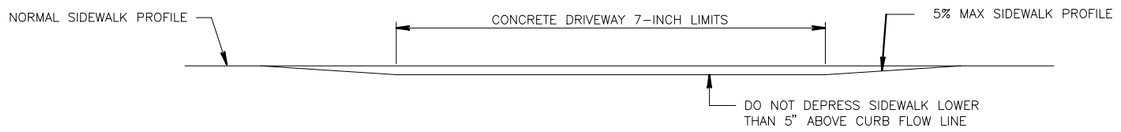
6 FT	4.0	7.0	10.0
7 FT	3.5	7.0	10.0
8 FT	3.0	7.0	10.0

NOTE: ALGEBRAIC DIFFERENCE BETWEEN TANGENT GRADES G1 & G2 TO NOT EXCEED 15%

DEPRESS SIDEWALK PROFILE IF DRIVEWAY APRON EXCEEDS MAX SLOPE



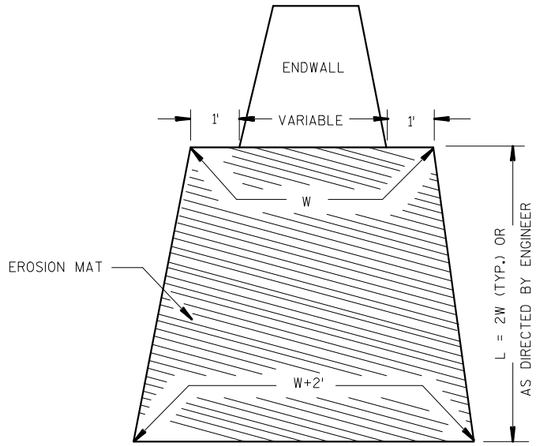
SECTION C-C



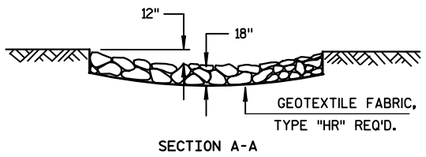
DEPRESSED SIDEWALK PROFILE DETAIL

DRIVEWAY ENTRANCE DETAIL WITH CURB & GUTTER

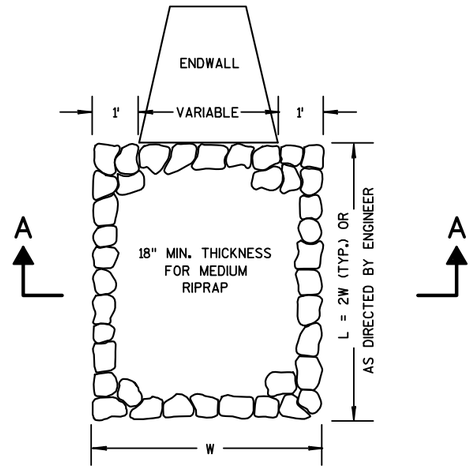
WEST SIDE OF CTH MM



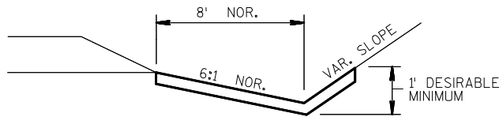
EROSION MAT TREATMENT AT CULVERTS



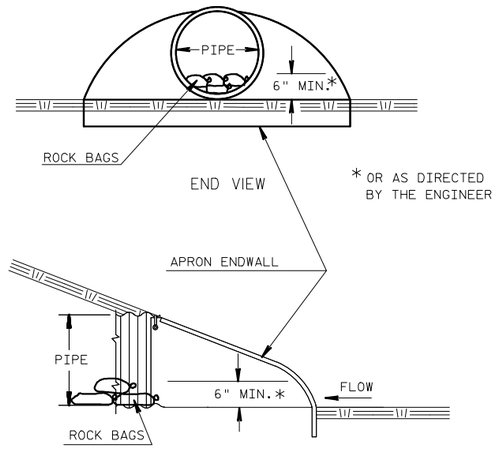
SECTION A-A



MEDIUM RIPRAP TREATMENT AT CULVERTS

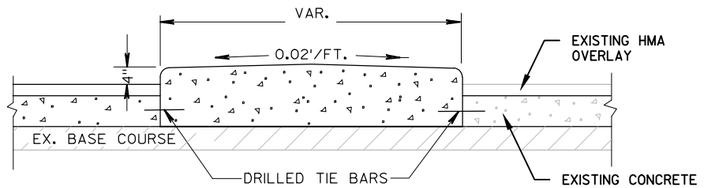


EROSION MAT DETAIL FOR DITCHES

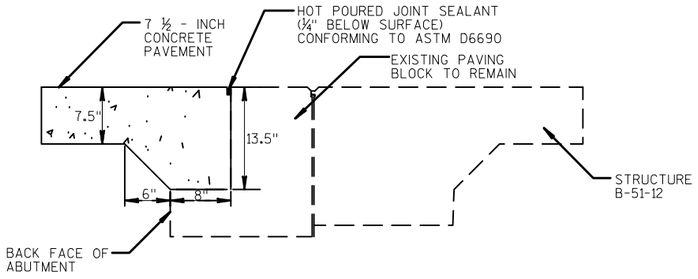


CULVERT PIPE CHECK

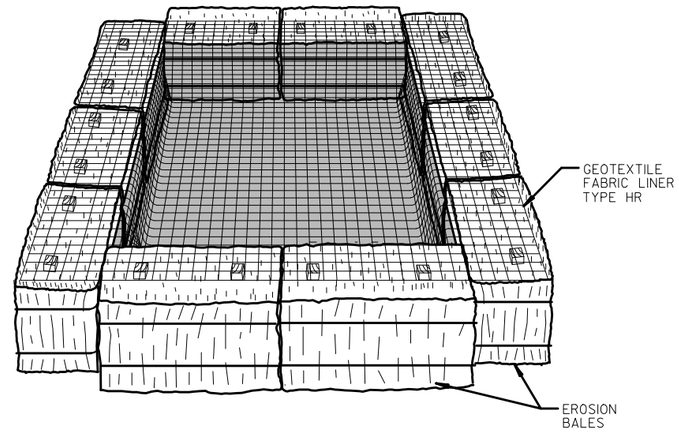
FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021001_CD.DWG
LAYOUT NAME - 021001_CD - 021003_CD
PLOT DATE : 7/31/2017 7:38 AM PLOT BY : SCHOWALTER, STEVEN PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42



CONCRETE SAFETY ISLAND
STA. 236+43 TO STA. 236+71



TYPICAL SECTION THROUGH JOINT AT ABUTMENT



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

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

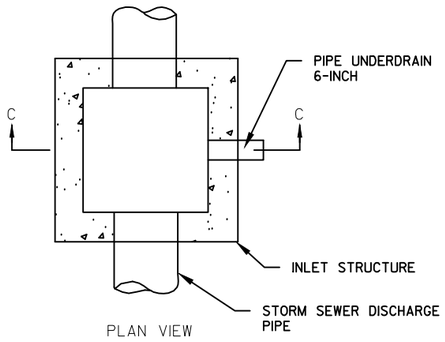
EXAMPLE:
CONTRACTOR INDICATES PUMP CAPABLE OF 50 GPM
HEIGHT OF BALES = 1.5 FT.

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

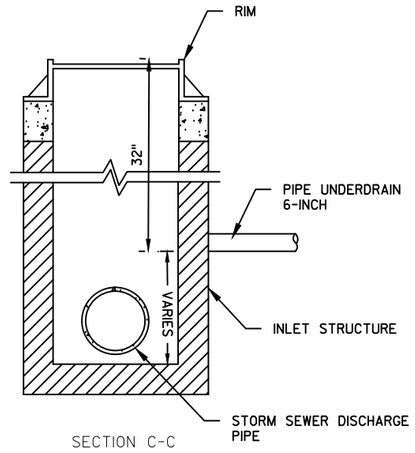
$\frac{800\ C.F.}{1.5\ FT.}$ = 533 S.F.

USE A 20 FT. X 27 FT. BASIN

TEMPORARY SETTLING BASIN



PLAN VIEW



SECTION C-C

UNDERDRAIN OUTFALL AT INLET

NOTES:

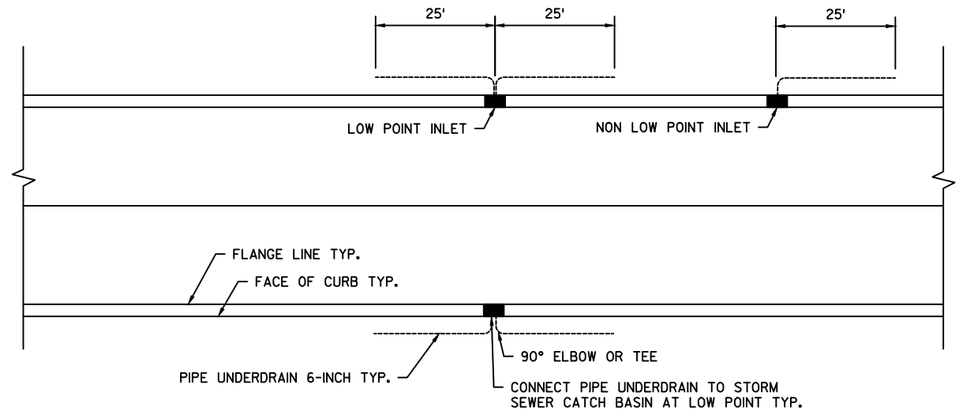
1. CONNECTIONS TO INLETS OR MANHOLES IN MEDIAN SHALL USE PIPE UNDERDRAIN, 6-INCH

2. PROVIDE 6" DIA. OPENINGS FOR UNDERDRAIN PIPE A MINIMUM OF 38" BELOW THE RIM ELEVATION. CORE INTO EXISTING INLETS TO REMAIN.

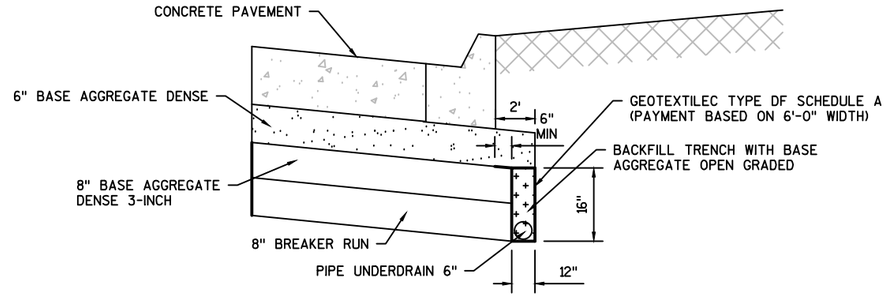
3. SEE MISCELLANEOUS QUANTITIES AND PAVING GRADES AND JOINTING FOR PIPE UNDERDRAIN LOCATIONS.

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

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

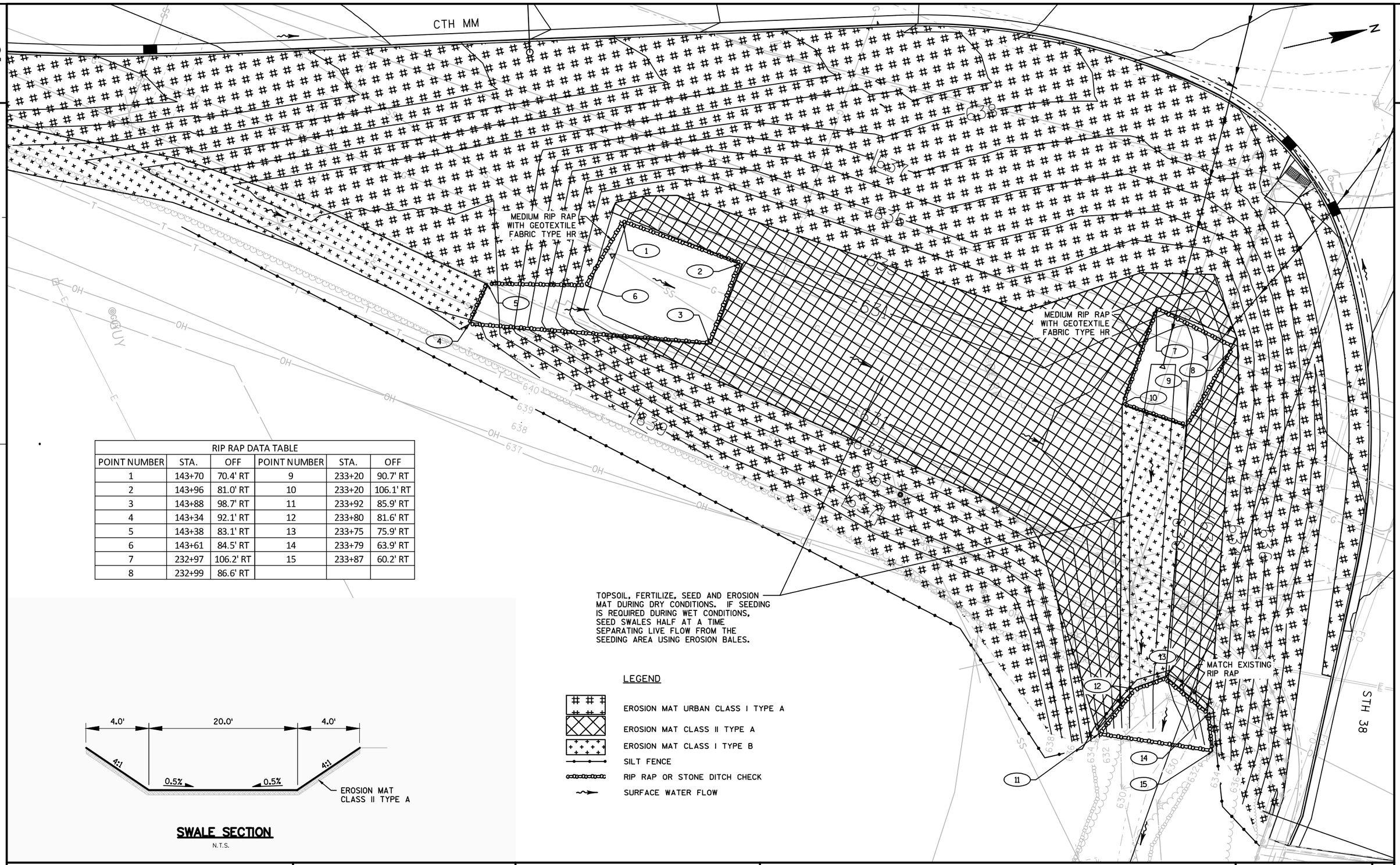


PLAN



UNDERDRAIN TRENCH DETAIL

25' EACH SIDE OF INLET AT LOW POINTS.
25' ON HIGH SIDE OF INLET AT ALL OTHER INLETS
CONNECT PIPE UNDERDRAIN TO INLETS
SEE EDGEDRAIN OUTLET AND OUTFALL MARKERS



RIP RAP DATA TABLE					
POINT NUMBER	STA.	OFF	POINT NUMBER	STA.	OFF
1	143+70	70.4' RT	9	233+20	90.7' RT
2	143+96	81.0' RT	10	233+20	106.1' RT
3	143+88	98.7' RT	11	233+92	85.9' RT
4	143+34	92.1' RT	12	233+80	81.6' RT
5	143+38	83.1' RT	13	233+75	75.9' RT
6	143+61	84.5' RT	14	233+79	63.9' RT
7	232+97	106.2' RT	15	233+87	60.2' RT
8	232+99	86.6' RT			

SWALE SECTION

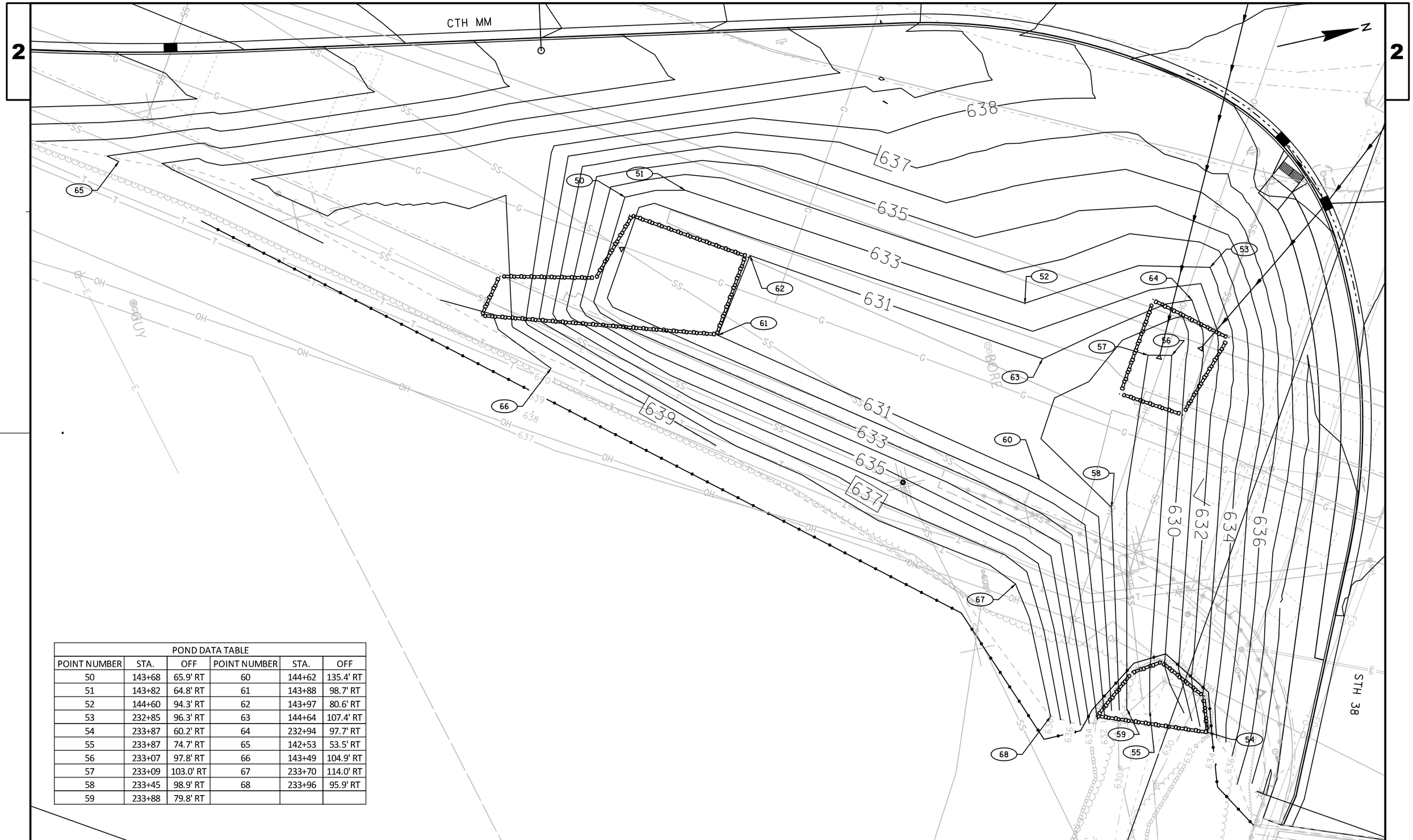
N.T.S.

TOPSOIL, FERTILIZE, SEED AND EROSION MAT DURING DRY CONDITIONS. IF SEEDING IS REQUIRED DURING WET CONDITIONS, SEED SWALES HALF AT A TIME SEPARATING LIVE FLOW FROM THE SEEDING AREA USING EROSION BALES.

LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT CLASS II TYPE A
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- SURFACE WATER FLOW

PROJECT NO: 2290-03-72 & 2808-00-70	HWY: STH 38 & CTH MM	COUNTY: RACINE	VEGETATED SWALE DETAIL	SHEET 17	E



POND DATA TABLE					
POINT NUMBER	STA.	OFF	POINT NUMBER	STA.	OFF
50	143+68	65.9' RT	60	144+62	135.4' RT
51	143+82	64.8' RT	61	143+88	98.7' RT
52	144+60	94.3' RT	62	143+97	80.6' RT
53	232+85	96.3' RT	63	144+64	107.4' RT
54	233+87	60.2' RT	64	232+94	97.7' RT
55	233+87	74.7' RT	65	142+53	53.5' RT
56	233+07	97.8' RT	66	143+49	104.9' RT
57	233+09	103.0' RT	67	233+70	114.0' RT
58	233+45	98.9' RT	68	233+96	95.9' RT
59	233+88	79.8' RT			

PROJECT NO: 2290-03-72 & 2808-00-70	HWY: STH 38 & CTH MM	COUNTY: RACINE	VEGETATED SWALE DETAIL	SHEET	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021002_CD.DWG
LAYOUT NAME - 021002_CD - 021003_CD
PLOT DATE : 7/31/2017 7:43 AM PLOT BY : SCHOWALTER, STEVEN PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42

2

2

LEGEND

- REMOVING PAVEMENT
- REMOVING CONCRETE SIDEWALK
- CLEARING AND GRUBBING AREA
- X — CLEARING AND GRUBBING INDIVIDUAL TREE
- REMOVING CURB & GUTTER
- SAWING CONCRETE
- SAWING ASPHALT

N

STH 31 (OLE DAVIDSON ROAD)

STH 31 (N. GREEN BAY ROAD)

BEGIN PROJECT 2808-00-70
STA. 100+71.79
Y= 191,803.28
X= 625,736.61

OLD GREEN BAY ROAD

SLOPE INTERCEPT (TYP.)

101+00

MATCHLINE STA. 101+50

EX. R/W

TLE

1735 N GREEN BAY ROAD

1735 N GREEN BAY ROAD

1809 N GREEN BAY ROAD

1815 N GREEN BAY ROAD

1835 N GREEN BAY ROAD

PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	REMOVAL PLAN	SHEET 19	E

LEGEND

- REMOVING PAVEMENT
- REMOVING CONCRETE SIDEWALK
- CLEARING AND GRUBBING AREA
- X — CLEARING AND GRUBBING INDIVIDUAL TREE
- REMOVING CURB & GUTTER
- SAWING CONCRETE
- SAWING ASPHALT

STH 31 (OLE DAVIDSON ROAD)

1846 N GREEN BAY ROAD | 1906 N GREEN BAY ROAD | 1914 N GREEN BAY ROAD | 1924 N GREEN BAY ROAD

SLOPE INTERCEPT (TYP.)

TLE (TYP.)

PROP. R/W

EX. R/W

EXISTING LANDSCAPING TO REMAIN

MATCHLINE STA. 101+50

102+00 | 103+00 | 104+00 | 105+00 | 106+00

34'

CTH MM (N. GREEN BAY ROAD)

MATCHLINE STA. 106+50

SLOPE INTERCEPT (TYP.)

CLEANING AND GRUBBING
STA 103+40 TO STA 103+50

TLE (TYP.)

1835 N GREEN BAY ROAD | 1845 N GREEN BAY ROAD | 1905 N GREEN BAY ROAD | 1917 N GREEN BAY ROAD | 1927 N GREEN BAY ROAD

PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	REMOVAL PLAN	SHEET 20	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021001_RM.DWG
LAYOUT NAME - 021001_RM - 021202_RM

PLOT DATE : 7/31/2017 7:47 AM PLOT BY : SCHOWALTER, STEVEN PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

LEGEND

- REMOVING PAVEMENT
- REMOVING CONCRETE SIDEWALK
- CLEARING AND GRUBBING AREA
- X — CLEARING AND GRUBBING INDIVIDUAL TREE
- REMOVING CURB & GUTTER
- SAWING CONCRETE
- SAWING ASPHALT

1946 N GREEN BAY ROAD
HISTORIC PROPERTY, ONLY COMPLETE CONSTRUCTION AS NOTED IN PLANS OR FURTHER COORDINATION MAY BE NEEDED WITH CRT/SHPO

2010 N GREEN BAY ROAD

2022 N GREEN BAY ROAD

2022 N GREEN BAY ROAD

1934 N GREEN BAY ROAD

CLEANING AND GRUBBING
STA 109+10 TO STA 109+45

CLEANING AND GRUBBING
STA 109+95 TO STA 110+45

AVOID IMPACT TO EXISTING LANDSCAPING ON 1924 N. GREEN BAY ROAD.

SLOPE INTERCEPT (TYP.)

TLE (TYP.)

EX. R/W

CTH MM (N. GREEN BAY ROAD)

MATCHLINE STA. 106+50

107+00 108+00 109+00 110+00 111+00 112+00

MATCHLINE STA. 112+00

EXISTING TREE TO REMAIN

SLOPE INTERCEPT (TYP.)

MOVE EXISTING BOULDER TO OUTSIDE SLOPE INTERCEPTS

TLE (TYP.)

GRADE THROUGH ENTIRE PLANTER BED

1927 N GREEN BAY ROAD

1935 N GREEN BAY ROAD

1943 N GREEN BAY ROAD

2001 N GREEN BAY ROAD

2009 N GREEN BAY ROAD

2017 N GREEN BAY ROAD

2023 N GREEN BAY ROAD

2029 N GREEN BAY ROAD

PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	REMOVAL PLAN	SHEET 21	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021001_RM.DWG
LAYOUT NAME - 021001_RM - 021203_RM

PLOT DATE : 7/31/2017 7:47 AM PLOT BY : SCHOWALTER, STEVEN PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

LEGEND

- REMOVING PAVEMENT
- REMOVING CONCRETE SIDEWALK
- CLEARING AND GRUBBING AREA
- X — CLEARING AND GRUBBING INDIVIDUAL TREE
- REMOVING CURB & GUTTER
- SAWING CONCRETE
- SAWING ASPHALT

2038 N GREEN BAY ROAD
2046 N GREEN BAY ROAD
2058 N GREEN BAY ROAD
2108 N GREEN BAY ROAD
2116 N GREEN BAY ROAD
2126 N GREEN BAY ROAD
2134 N GREEN BAY ROAD

TLE (TYP.)
SLOPE INTERCEPT (TYP.)
TLE (TYP.)
EX. R/W
EX. R/W

MATCHLINE STA. 112+00

113+00
114+00
115+00
116+00
117+00

CTH MM (N. GREEN BAY ROAD)

MATCHLINE STA. 117+50

EX. R/W
EXISTING FLOWER BED TO REMAIN
SLOPE INTERCEPT (TYP.)
EXISTING R/W
EXISTING IRRIGATION SYSTEM TO BE REINSTALLED AFTER THE PROJECT BY OTHERS. COORDINATE REMOVALS AND TEMPORARY IMPACTS WITH THE MEADOWBROOK COUNTRY CLUB. STA. 117+00 TO STA. 127+00

2037 N GREEN BAY ROAD
2045 N GREEN BAY ROAD
2101 N GREEN BAY ROAD
2117 N GREEN BAY ROAD
HISTORIC PROPERTY, ONLY COMPLETE CONSTRUCTION AS NOTED IN PLANS OR FURTHER COORDINATION MAY BE NEEDED WITH CRT/SHPO
2149 N GREEN BAY ROAD

PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	REMOVAL PLAN	SHEET 22	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021001_RM.DWG
LAYOUT NAME - 021001_RM - 021204_RM

PLOT DATE : 7/31/2017 7:47 AM PLOT BY : SCHOWALTER, STEVEN PLOT NAME : PLOT SCALE : 1" = 40'_XREF

2142 N GREEN BAY ROAD

2148 N GREEN BAY ROAD

YBEMA-BERNICE LANE

2234 N GREEN BAY ROAD

TLE (TYP.)

EX. R/W

SLOPE INTERCEPT (TYP.)

MATCHLINE STA. 117+50

118+00

119+00

120+00

121+00

122+00

MATCHLINE STA. 123+00

CTH MM (N. GREEN BAY ROAD)

EX. R/W

TLE (TYP.)

SLOPE INTERCEPT (TYP.)

EXISTING IRRIGATION SYSTEM TO BE REINSTALLED AFTER THE PROJECT BY OTHERS. COORDINATE REMOVALS AND TEMPORARY IMPACTS WITH THE MEADOWBROOK COUNTRY CLUB. STA. 117+00 TO STA. 127+00

EX. R/W

2149 N GREEN BAY ROAD

LEGEND

- REMOVING PAVEMENT
- REMOVING CONCRETE SIDEWALK
- CLEARING AND GRUBBING AREA
- X — CLEARING AND GRUBBING INDIVIDUAL TREE
- REMOVING CURB & GUTTER
- SAWING CONCRETE
- SAWING ASPHALT

PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	REMOVAL PLAN	SHEET 23	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021001_RM.DWG
LAYOUT NAME - 021001_RM - 021205_RM

PLOT DATE : 7/31/2017 7:48 AM PLOT BY : SCHOWALTER, STEVEN PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

2

LEGEND

- REMOVING PAVEMENT
- REMOVING CONCRETE SIDEWALK
- CLEARING AND GRUBBING AREA
- CLEARING AND GRUBBING INDIVIDUAL TREE
- REMOVING CURB & GUTTER
- SAWING CONCRETE
- SAWING ASPHALT

N

CIRCLE DRIVE

TLE (TYP.)

CLEANING AND GRUBBING
STA 123+75 TO STA 124+20

EX. R/W

SLOPE INTERCEPT (TYP.)

EX. R/W

MATCHLINE STA. 123+00

124+00

125+00

126+00

127+00

128+00

MATCHLINE STA. 128+50

CTH MM (N. GREEN BAY ROAD)

EXISTING IRRIGATION SYSTEM TO BE REINSTALLED AFTER THE PROJECT BY OTHERS. COORDINATE REMOVALS AND TEMPORARY IMPACTS WITH THE MEADOWBROOK COUNTRY CLUB. STA. 117+00 TO STA. 127+00

SLOPE INTERCEPT (TYP.)

EX. R/W

EX. R/W

MEADOWBROOK COUNTRY CLUB

2324 RIVERSHORE DRIVE

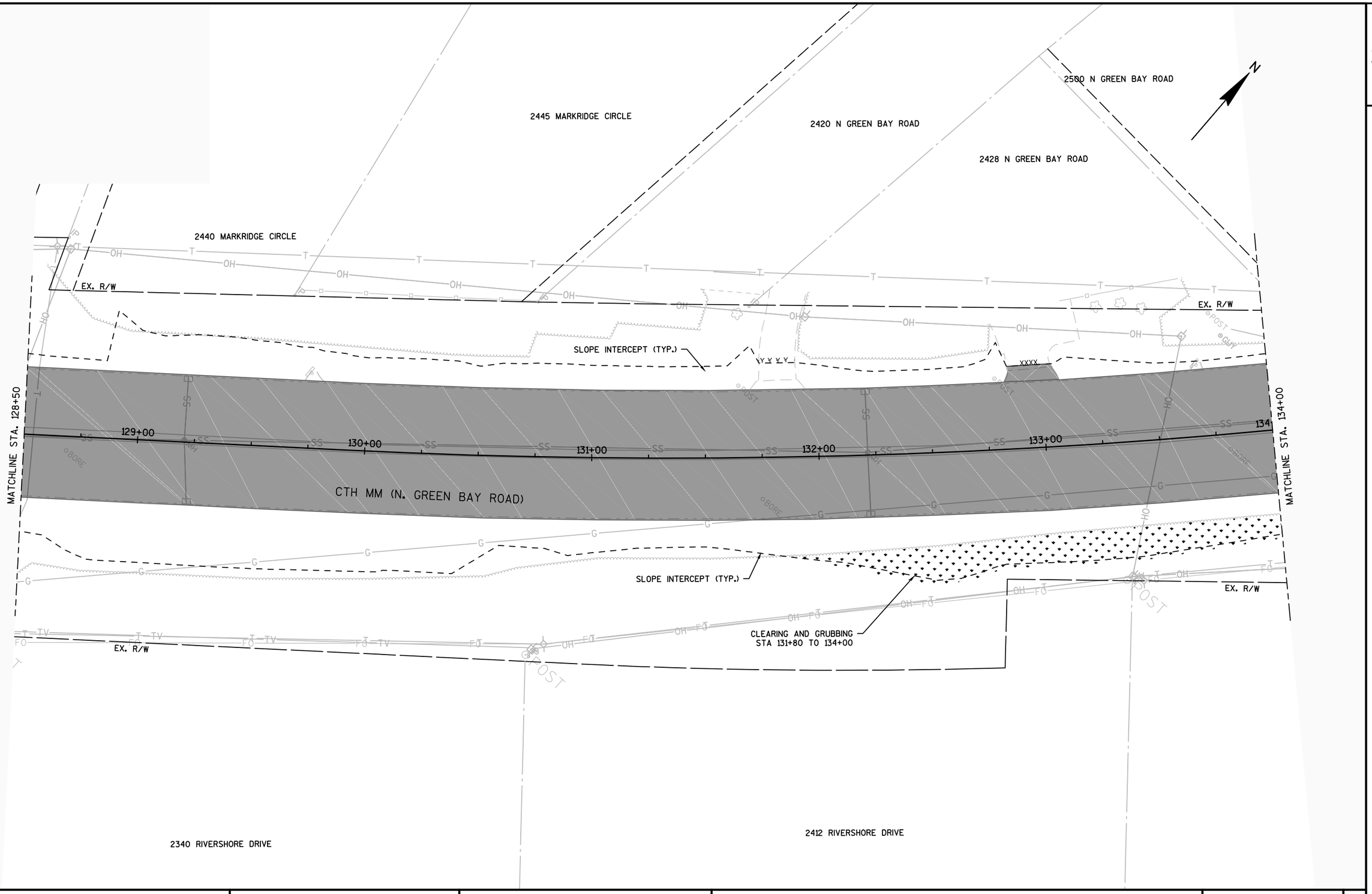
PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	REMOVAL PLAN	SHEET 24	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021001_RM.DWG
LAYOUT NAME - 021001_RM - 021206_RM

PLOT DATE : 7/31/2017 7:48 AM PLOT BY : SCHOWALTER, STEVEN PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

2



PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	REMOVAL PLAN	SHEET 25	E

LEGEND

- REMOVING PAVEMENT
- REMOVING CONCRETE SIDEWALK
- CLEARING AND GRUBBING AREA
- X — CLEARING AND GRUBBING INDIVIDUAL TREE
- REMOVING CURB & GUTTER
- SAWING CONCRETE
- SAWING ASPHALT

2500 N GREEN BAY ROAD

2540 N GREEN BAY ROAD

EX. R/W

SLOPE INTERCEPT (TYP.)

MATCHLINE STA. 134+00

135+00

136+00

137+00

138+00

139+00

MATCHLINE STA. 139+50

PAV 1

CTH MM (N. GREEN BAY ROAD)

CLEARING AND GRUBBING STA. 134+00 TO 136+00

SLOPE INTERCEPT (TYP.)

CLEARING AND GRUBBING STA. 136+50 TO 139+50

TLE

2440 RIVERSHORE DRIVE

2520 RIVERSHORE DRIVE

2530 RIVERSHORE DRIVE

PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	REMOVAL PLAN	SHEET 26 E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021001_RM.DWG
LAYOUT NAME - 021001_RM - 021208_RM

PLOT DATE : 7/31/2017 7:48 AM PLOT BY : SCHOWALTER, STEVEN PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

LEGEND

- REMOVING PAVEMENT
- REMOVING CONCRETE SIDEWALK
- CLEARING AND GRUBBING AREA
- CLEARING AND GRUBBING INDIVIDUAL TREE
- REMOVING CURB & GUTTER
- SAWING CONCRETE
- SAWING ASPHALT

2558 N GREEN BAY ROAD

2628 N GREEN BAY ROAD

2632 N GREEN BAY ROAD

N GREEN BAY ROAD

CLEARING AND GRUBBING TO 25' BEHIND BACK OF CURB. STA 141+30 TO STA 142+85. EXISTING PINE TREES TO REMAIN.

WETLAND BOUNDARY (TYP.)

CLEARING AND GRUBBING STA 144+30 TO STA 145+00

SLOPE INTERCEPT (TYP.)

EX. R/W

TLE

MATCHLINE STA. 139+50

MATCHLINE STA. 145+00

140+00

141+00

142+00

143+00

144+00

CTH MM (N. GREEN BAY ROAD)

RIVERSHORE DRIVE

801+00

800+00

CLEARING AND GRUBBING STA. 139+50 TO 140+70

CLEARING AND GRUBBING STA. 141+00 TO 142+40

SLOPE INTERCEPT (TYP.)

2545 RIVERSHORE DRIVE

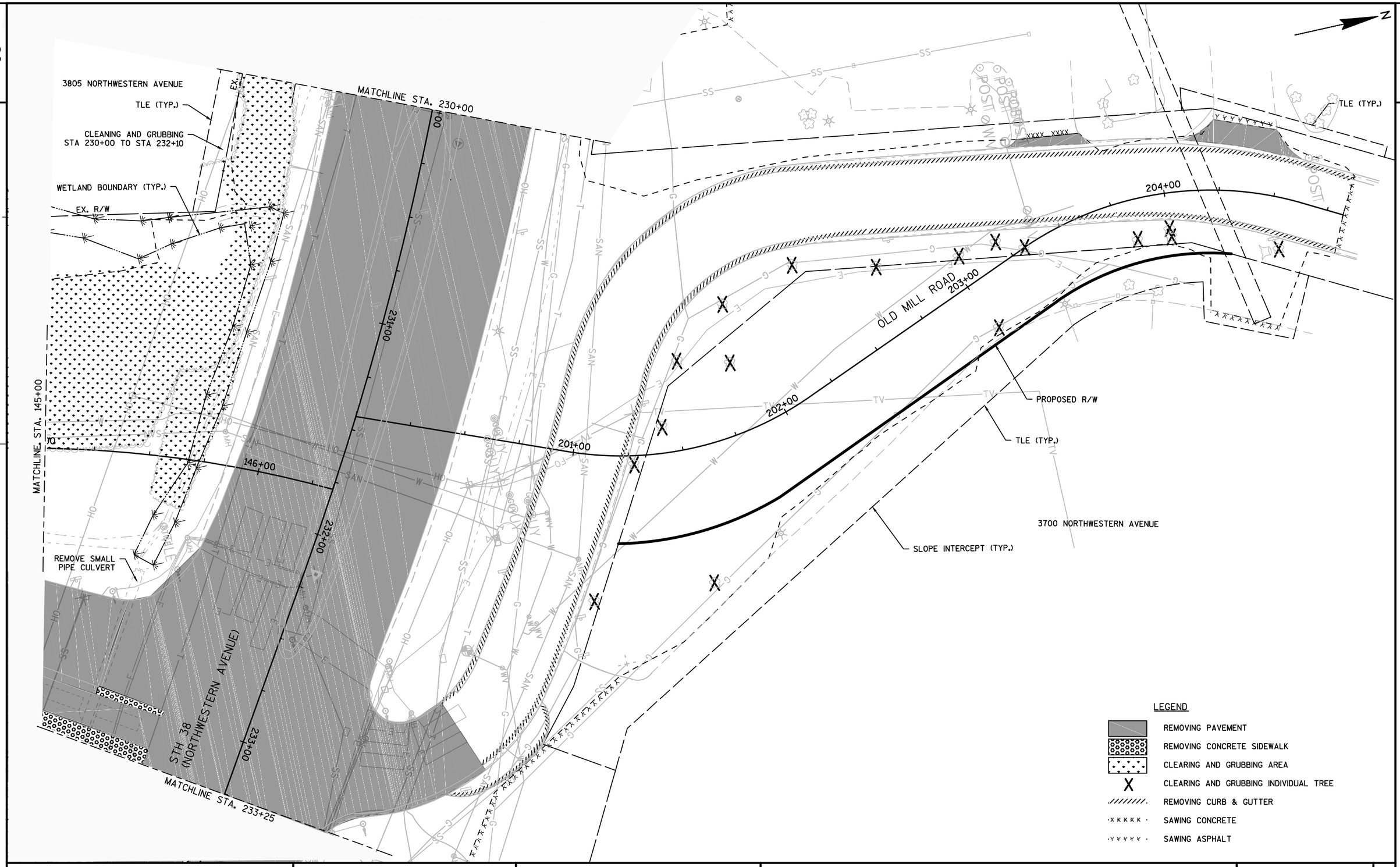
PROJECT NO: 2290-03-72 & 2808-00-70	HWY: STH 38 & CTH MM	COUNTY: RACINE	REMOVAL PLAN	SHEET 27 E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021001_RM.DWG
LAYOUT NAME - 021001_RM - 021209_RM

PLOT DATE : 7/31/2017 7:49 AM PLOT BY : SCHOWALTER, STEVEN PLOT NAME : PLOT SCALE : 1" = 40'_XREF

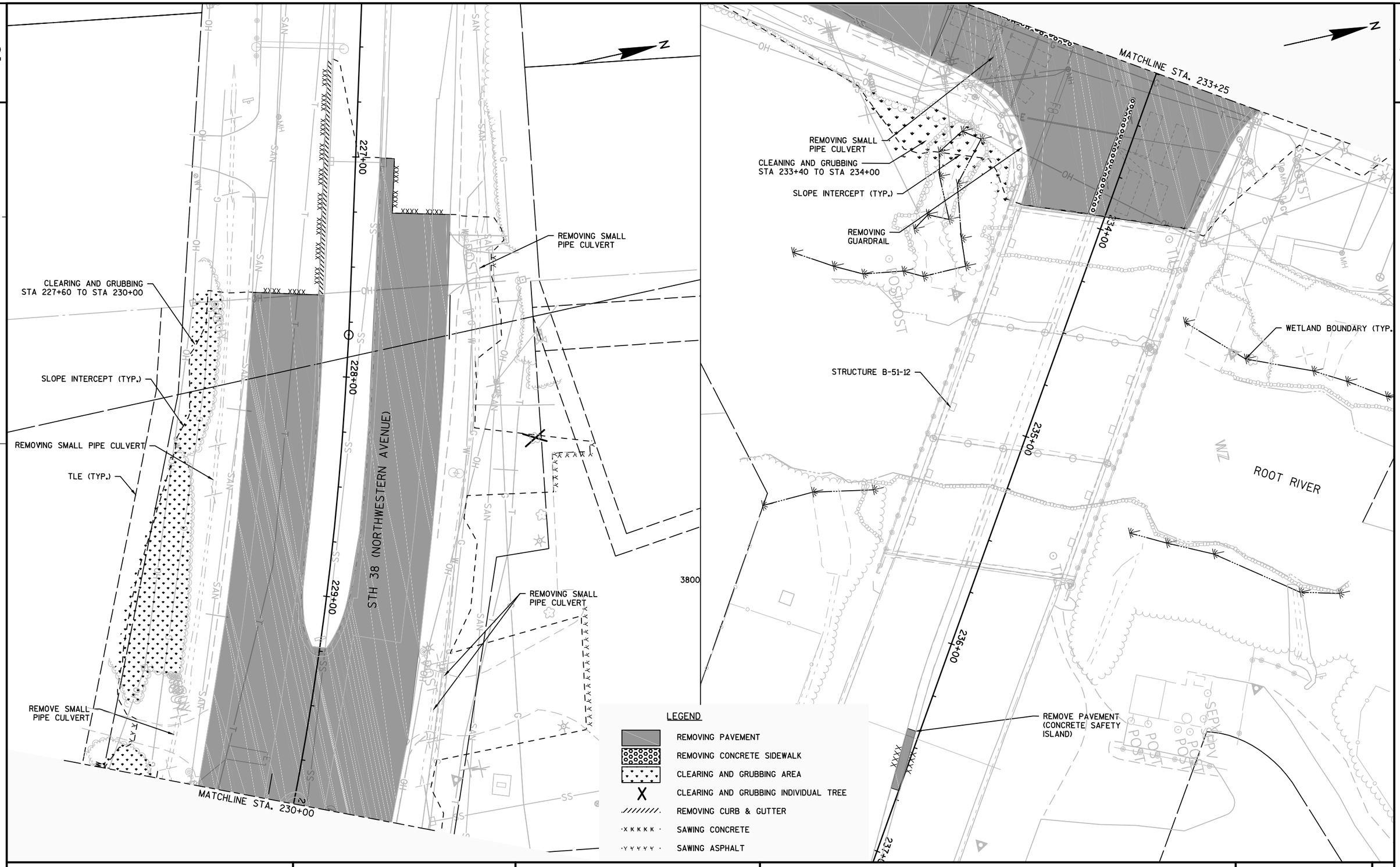
WISDOT/CADDS SHEET 42

2



PROJECT NO: 2290-03-72 & 2808-00-70	HWY: STH 38 & CTH MM	COUNTY: RACINE	REMOVAL PLAN	SHEET 28	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021001_RM.DWG
LAYOUT NAME - 021001_RM - 021210_RM
PLOT DATE : 7/31/2017 7:49 AM PLOT BY : SCHOWALTER, STEVEN PLOT NAME :
PLOT SCALE : 1" = 40'_XREF
WISDOT/CADDS SHEET 42



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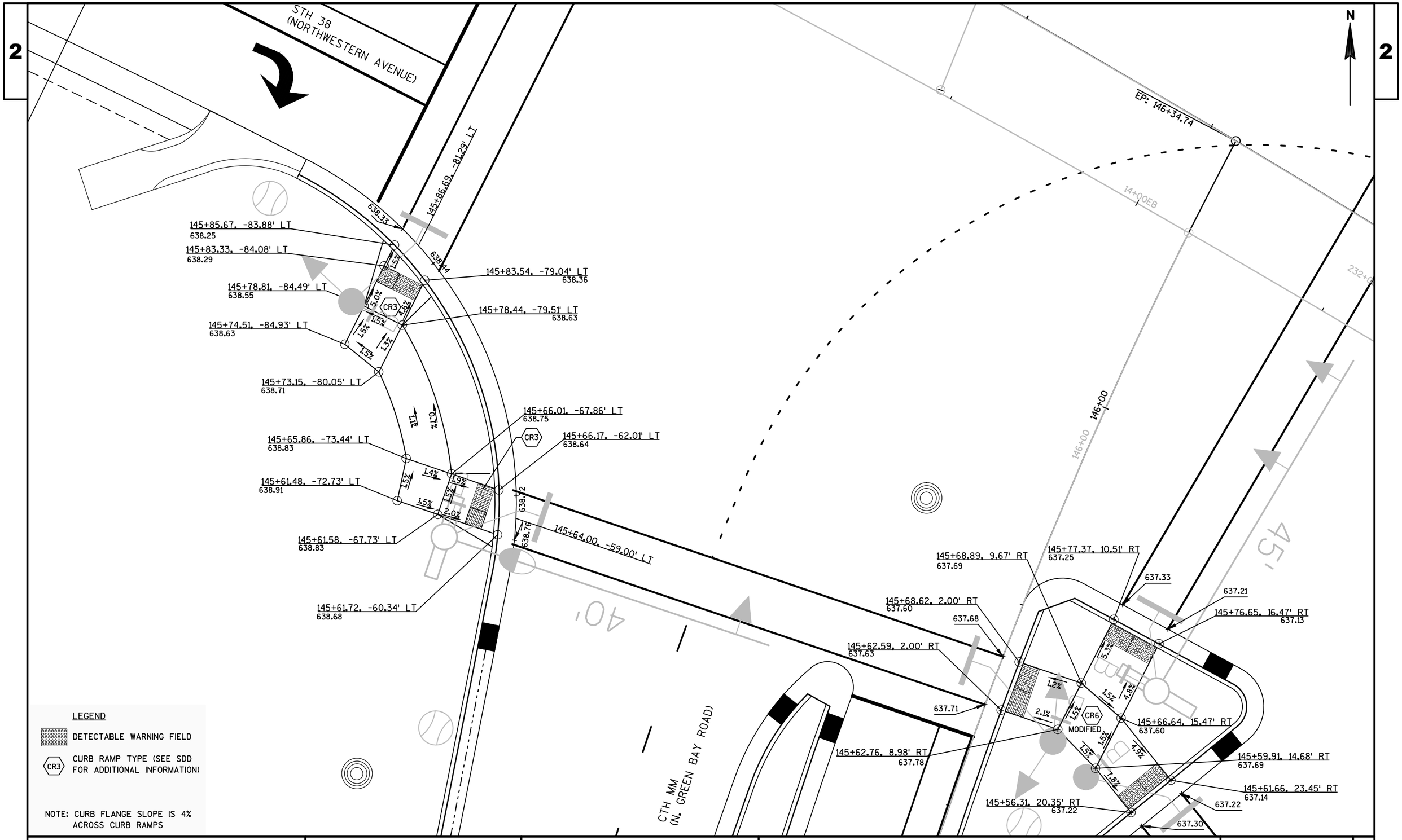
PROJECT NO: 2290-03-72 & 2808-00-70	HWY: STH 38 & CTH MM	COUNTY: RACINE	REMOVAL PLAN	SHEET 29	E

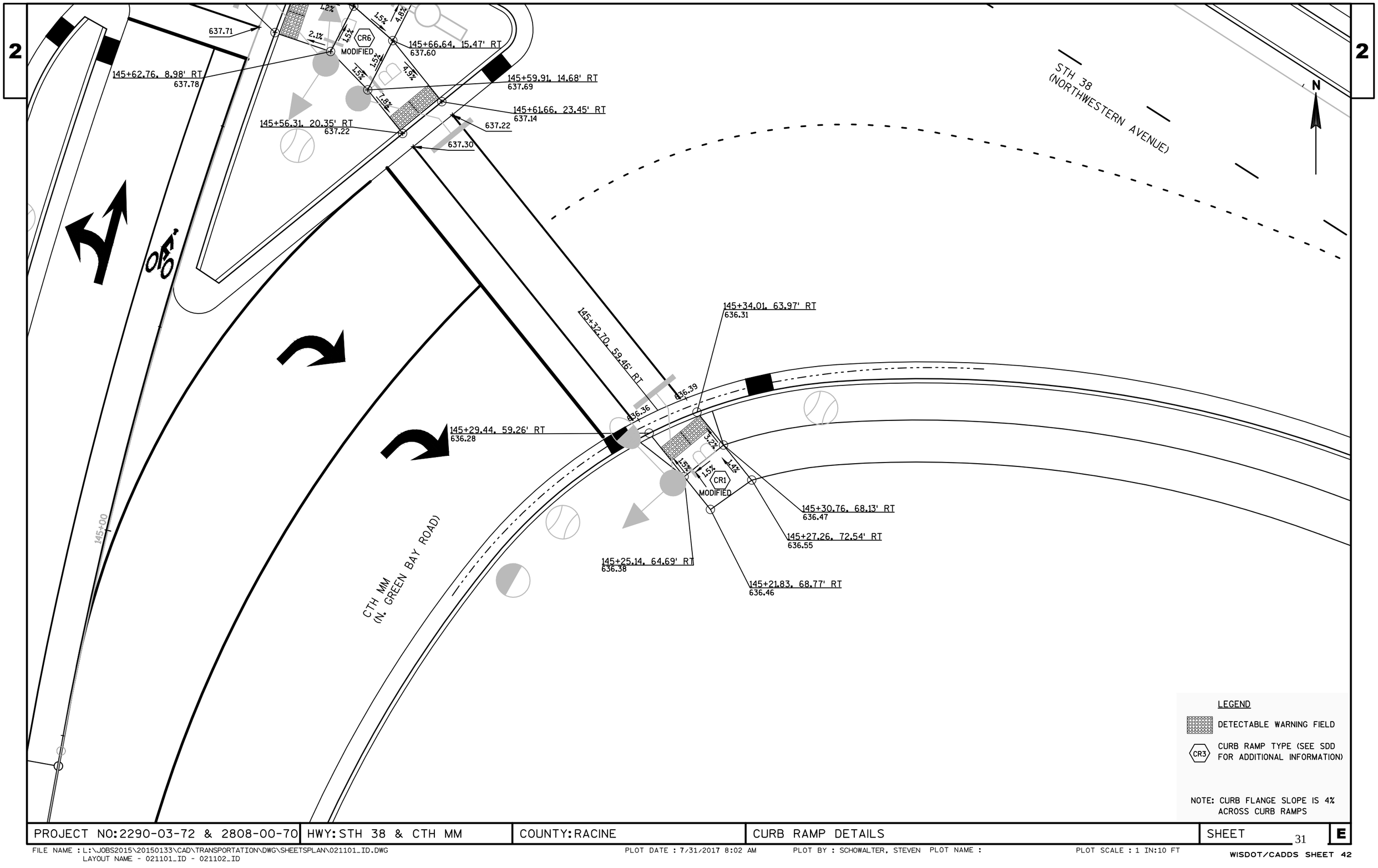
FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021001_RM.DWG
LAYOUT NAME - 021001_RM - 021211_RM
PLOT DATE : 7/31/2017 7:49 AM PLOT BY : SCHOWALTER, STEVEN PLOT NAME :
PLOT SCALE : 1" = 40'_XREF
WISDOT/CADDS SHEET 42



PROJECT NO: 2290-03-70 & 2808-00-70	HWY: STH 38 & CTH MM	COUNTY: RACINE	CURB RAMP DETAILS	SHEET 30	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021101_ID.DWG
LAYOUT NAME - 021101_ID - 021101_ID

PLOT DATE : 7/31/2017 8:02 AM PLOT BY : SCHOWALTER, STEVEN PLOT NAME : PLOT SCALE : 1 IN:10 FT



PROJECT NO: 2290-03-72 & 2808-00-70	HWY: STH 38 & CTH MM	COUNTY: RACINE	CURB RAMP DETAILS	SHEET 31	E

2

LEGEND

DETECTABLE WARNING FIELD

CR3 — CURB RAMP TYPE (SEE SDD FOR ADDITIONAL INFORMATION)

NOTE: CURB FLANGE SLOPE IS 4% ACROSS CURB RAMPS

N

200+75.86, -36.78' LT
640.44

200+76.45, -41.95' LT
640.52

200+70.87, -37.38' LT
640.52

200+71.30, -42.36' LT
640.60

200+67.97, -42.63' LT
640.64

200+62.46, -43.08' LT
640.51

200+75.23, -31.55' LT
640.21

PT: 200+97.20

640.29

640.39

200+84.95, -30.68' LT

CR2

640.59

640.55

200+70.55, -34.45' LT
640.31

200+66.77, -37.71' LT
640.47

200+74.41, -40.07' LT

STH 38
(NORTHWESTERN AVENUE)

30'

OLD MILL ROAD

20'

200+66.95, 37.49' RT
640.13

200+65.77, 47.32' RT
640.23

200+76.87, 36.33' RT
640.21

200+65.17, 52.29' RT
640.31

200+59.87, 54.48' RT
640.22

200+61.59, 40.14' RT
640.06

CR3

200+60.80, 46.73' RT
640.15

200+55.77, 60.78' RT
639.69

200+53.99, 65.68' RT
639.61

200+48.96, 64.36' RT
639.53

200+51.25, 58.64' RT
639.61

CR3

200+44.18, 63.66' RT
639.19

639.85

639.27

200+46.11, 57.88' RT
639.27

200+55.31, 60.49' RT

146+32.66, -81.87' LT
639.20

146+30.53, -81.83' LT
639.23

251+00

639.28

639.21

146+32.75, -76.87' LT
639.13

146+30.57, -76.83' LT
639.16

CR5
MODIFIED

639.03

638.96

146+26.73, -81.79' LT
638.95

146+26.73, -76.79' LT
638.88

BP: 200+

PROJECT NO: 2290-03-72 & 2808-00-70	HWY: STH 38 & CTH MM	COUNTY: RACINE	CURB RAMP DETAILS	SHEET 32	E

LEGEND

- 30A — CONCRETE CURB AND GUTTER TYPE / SIZE (INCHES)
- SN — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SW — CONCRETE SIDEWALK 5-INCH
- PAV 1 — 7.5" CONCRETE PAVEMENT
- CR2 — CURB RAMP TYPE
- 1 — POINT NUMBER
- XXXX — SAWCUT & MATCH EXISTING
- X — CLEANING AND GRUBBING

POINT NUMBER	STATION	OFFSET		DESCRIPTION
1	100+71.79	0.00'	RT	SAWCUT, MATCH EXISTING,BEGIN CURB
2	100+96.43	0.55'	RT	BEGIN 250' RADIUS
3	101+17.69	248.97'	LT	250' RADIUS
4	101+38.95	0.55'	RT	END 250' RADIUS
5	101+44.61	0.32'	RT	BEGIN 15' RADIUS
6	101+44.08	14.67'	LT	15' RADIUS
7	100+71.96	26.26'	RT	SAWCUT, MATCH EXISTING, BEGIN 500' RADIUS
8	100+71.36	472.98'	LT	500' RADIUS

N

STH 31 (OLE DAVIDSON ROAD)

STH 31 (N. GREEN BAY ROAD)

BEGIN PROJECT 2808-00-70
STA. 100+71.79
Y= 191,803.28
X= 625,736.61

OLD GREEN BAY ROAD

SLOPE INTERCEPT (TYP.)

101+00

MATCHLINE STA. 101+50

15'

XXXX

EX. R/W

TLE

1735 N GREEN BAY ROAD

1735 N GREEN BAY ROAD

1809 N GREEN BAY ROAD

1815 N GREEN BAY ROAD

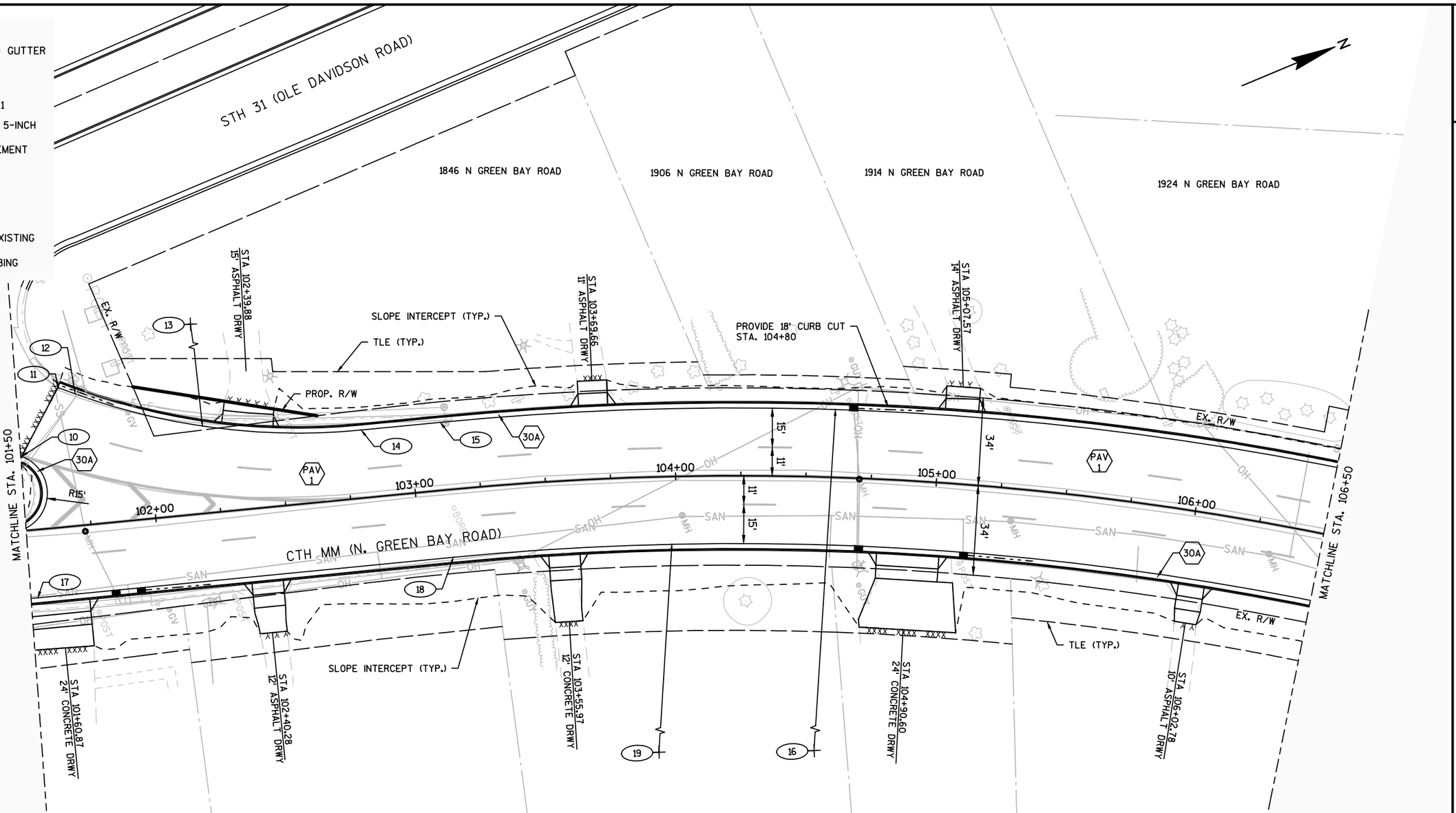
1835 N GREEN BAY ROAD

PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	PLAN DETAILS	SHEET 33	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021201_PD - 021201_PD
PLOT DATE : 7/31/2017 3:35 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 40'_XREF
WISDOT/CADDS SHEET 42

LEGEND

- 30A — CONCRETE CURB AND GUTTER TYPE / SIZE (INCHES)
- SN — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SW — CONCRETE SIDEWALK 5-INCH
- PAV 1 — 7.5" CONCRETE PAVEMENT
- CR2 — CURB RAMP TYPE
- 1 — POINT NUMBER
- XXXX — SAWCUT & MATCH EXISTING
- CLEANING AND GRUBBING



POINT NUMBER	STATION	OFFSET		DESCRIPTION
10	101+50.36	28.41'	LT	SAWCUT, MATCH EXISTING
11	101+67.52	53.46'	LT	SAWCUT, MATCH EXISTING
12	101+73.86	50.43'	LT	BEGIN 250' RADIUS
13	102+81.65	276.00'	LT	250' RADIUS
14	102+81.65	26.00'	LT	END 250' RADIUS
15	103+12.08	26.00'	LT	BEGIN 1171.92' RADIUS
16	103+12.08	1145.92'	RT	1171.92' RADIUS
17	101+52.55	26.11'	RT	END 500' RADIUS
18	103+12.08	26.00'	RT	BEGIN 1119.92' RADIUS
19	103+12.08	1145.92'	RT	1119.92' RADIUS

PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	PLAN DETAILS	SHEET 34	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021201_PD - 021202_PD

PLOT DATE : 7/31/2017 3:35 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 40'_XREF

2

LEGEND

- 30A — CONCRETE CURB AND GUTTER TYPE / SIZE (INCHES)
- SN — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SW — CONCRETE SIDEWALK 5-INCH
- PAV 1 — 7.5" CONCRETE PAVEMENT
- CR2 — CURB RAMP TYPE
- 1 — POINT NUMBER
- XXXX — SAWCUT & MATCH EXISTING
- CLEANING AND GRUBBING

1946 N GREEN BAY ROAD
HISTORIC PROPERTY, ONLY COMPLETE CONSTRUCTION AS NOTED IN PLANS OR FURTHER COORDINATION MAY BE NEEDED WITH CRT/SHPO

2010 N GREEN BAY ROAD

2022 N GREEN BAY ROAD

2022 N GREEN BAY ROAD

N GREEN BAY ROAD

CTH MM (N. GREEN BAY ROAD)

MATCHLINE STA. 106+50

MATCHLINE STA. 112+00

107+00 108+00 109+00 110+00 111+00 112+00

STA 106+66.77 21" CONCRETE DRWY

STA 107+56.12 18" CONCRETE DRWY

STA 108+89.90 11" ASPHALT DRWY

STA 109+70.45 11" ASPHALT DRWY

STA 110+78.35 12" ASPHALT DRWY

SLOPE INTERCEPT (TYP.)

TLE (TYP.)

EX. R/W

15' 11' 11' 15'

33' 33'

25 26

30A PAV 1

STA 107+48.03 16" ASPHALT DRWY

STA 107+97.54 23" CONCRETE DRWY

STA 108+86.40 18" CONCRETE DRWY

STA 110+07.53 12" ASPHALT DRWY

STA 110+37.42 18" ASPHALT DRWY

STA 111+01.60 16" ASPHALT DRWY

STA 111+38.34 16" ASPHALT DRWY

1927 N GREEN BAY ROAD

1935 N GREEN BAY ROAD

1943 N GREEN BAY ROAD

2001 N GREEN BAY ROAD

2009 N GREEN BAY ROAD

2017 N GREEN BAY ROAD

2023 N GREEN BAY ROAD

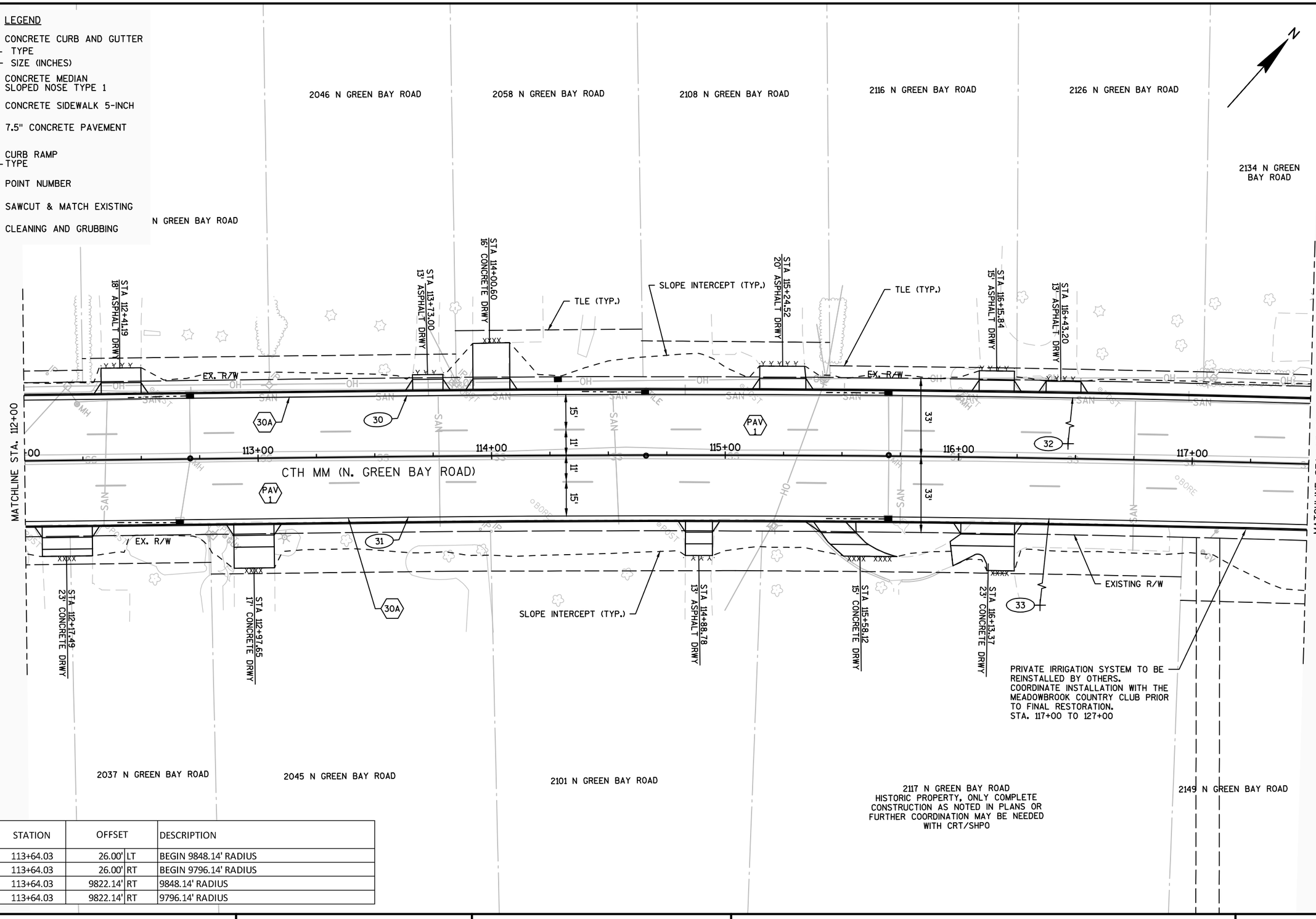
2029 N GREEN BAY ROAD

POINT NUMBER	STATION	OFFSET		DESCRIPTION
25	109+24.32	26.00'	LT	END 1171.92' RADIUS
26	109+24.32	26.00'	RT	END 1119.92' RADIUS

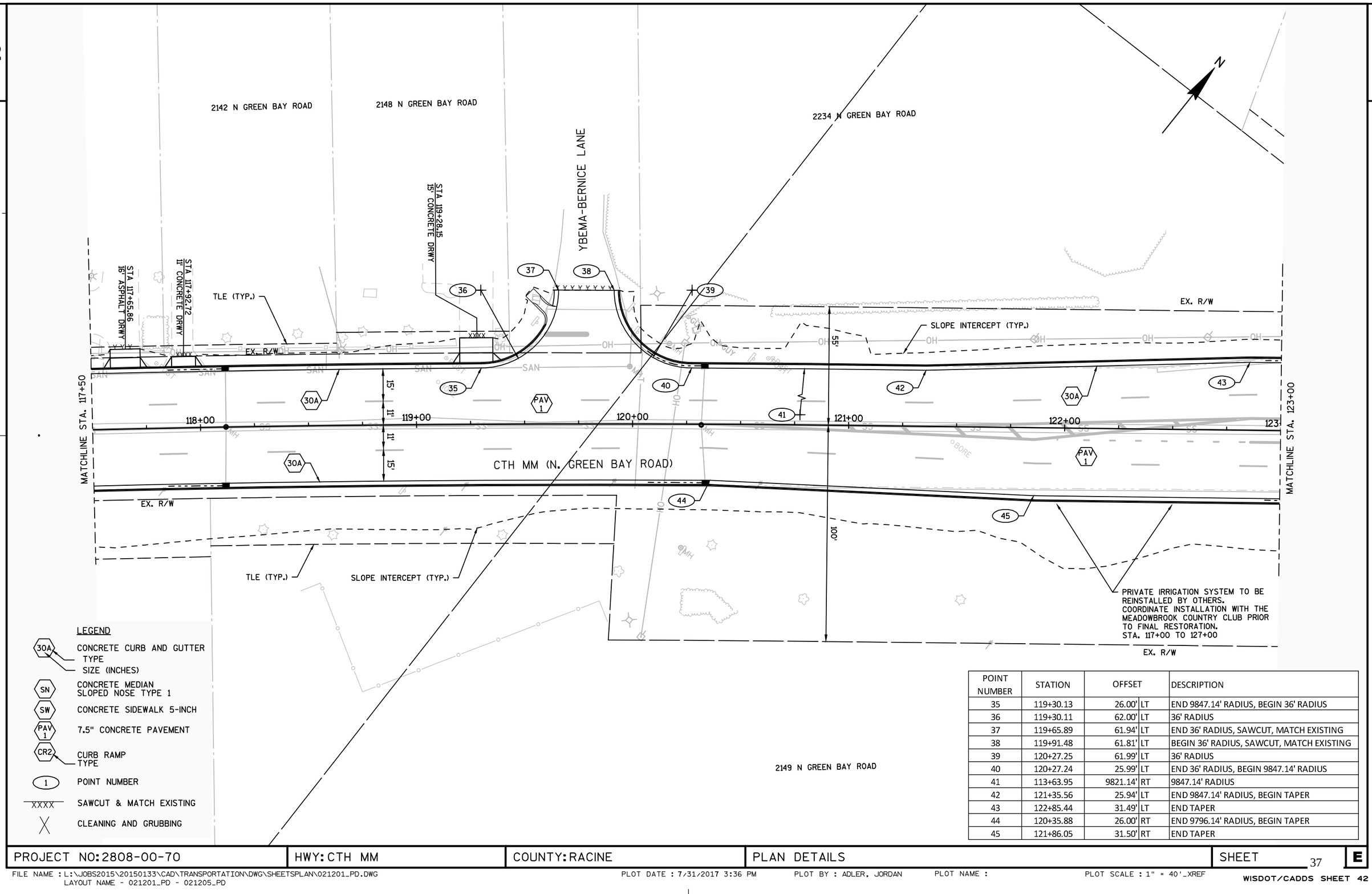
PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	PLAN DETAILS	SHEET 35	E

LEGEND

- 30A — CONCRETE CURB AND GUTTER TYPE / SIZE (INCHES)
- SN — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SW — CONCRETE SIDEWALK 5-INCH
- PAV 1 — 7.5" CONCRETE PAVEMENT
- CR2 — CURB RAMP TYPE
- 1 — POINT NUMBER
- XXXX — SAWCUT & MATCH EXISTING
- X — CLEANING AND GRUBBING



POINT NUMBER	STATION	OFFSET		DESCRIPTION
30	113+64.03	26.00'	LT	BEGIN 9848.14' RADIUS
31	113+64.03	26.00'	RT	BEGIN 9796.14' RADIUS
32	113+64.03	9822.14'	RT	9848.14' RADIUS
33	113+64.03	9822.14'	RT	9796.14' RADIUS



LEGEND

- 30A — CONCRETE CURB AND GUTTER TYPE / SIZE (INCHES)
- SN — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SW — CONCRETE SIDEWALK 5-INCH
- PAV 1 — 7.5" CONCRETE PAVEMENT
- CR2 — CURB RAMP TYPE
- 1 — POINT NUMBER
- XXXX — SAWCUT & MATCH EXISTING
- CLEANING AND GRUBBING

POINT NUMBER	STATION	OFFSET		DESCRIPTION
35	119+30.13	26.00'	LT	END 9847.14' RADIUS, BEGIN 36' RADIUS
36	119+30.11	62.00'	LT	36' RADIUS
37	119+65.89	61.94'	LT	END 36' RADIUS, SAWCUT, MATCH EXISTING
38	119+91.48	61.81'	LT	BEGIN 36' RADIUS, SAWCUT, MATCH EXISTING
39	120+27.25	61.99'	LT	36' RADIUS
40	120+27.24	25.99'	LT	END 36' RADIUS, BEGIN 9847.14' RADIUS
41	113+63.95	9821.14'	RT	9847.14' RADIUS
42	121+35.56	25.94'	LT	END 9847.14' RADIUS, BEGIN TAPER
43	122+85.44	31.49'	LT	END TAPER
44	120+35.88	26.00'	RT	END 9796.14' RADIUS, BEGIN TAPER
45	121+86.05	31.50'	RT	END TAPER

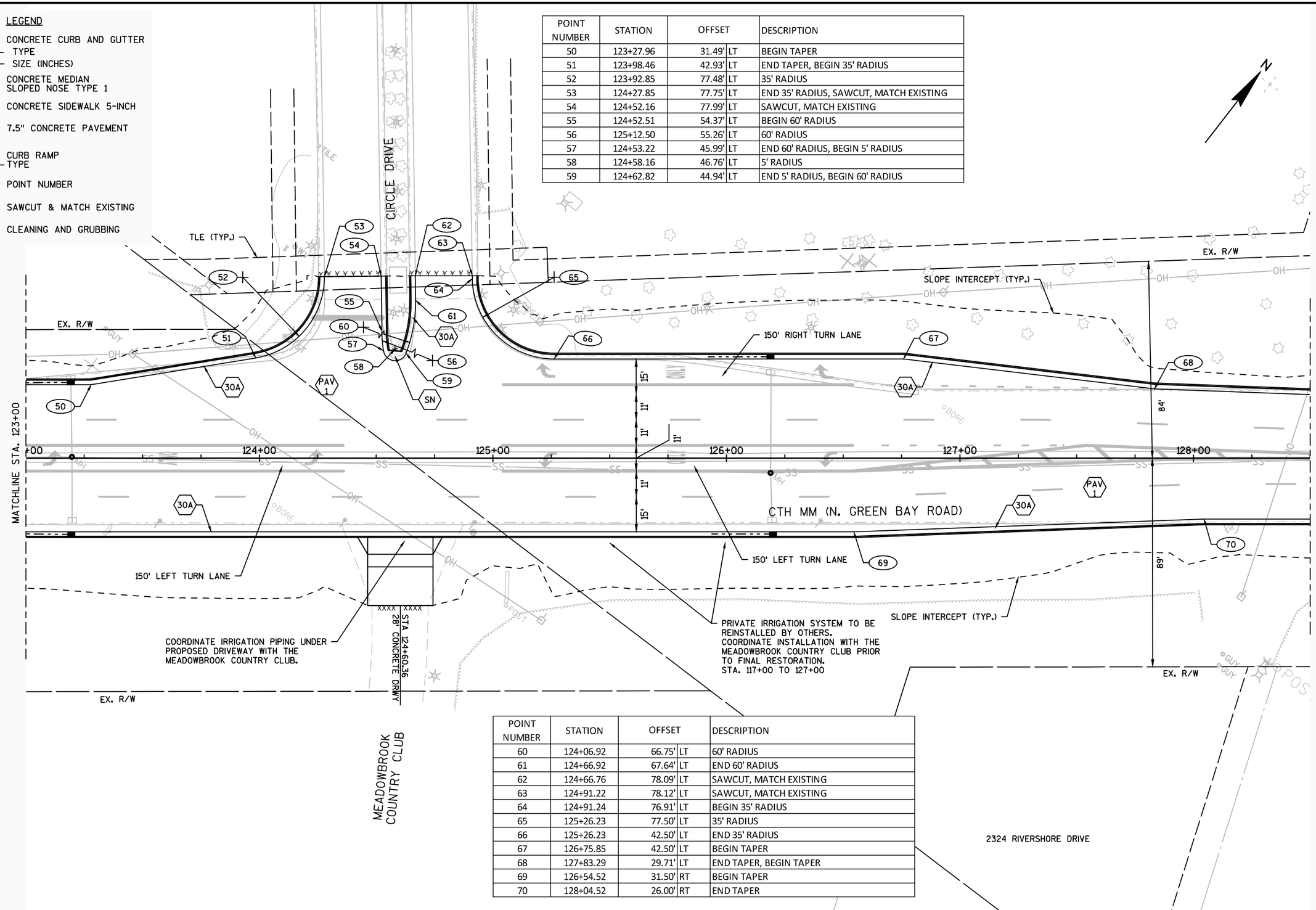
PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	PLAN DETAILS	SHEET 37	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021201_PD - 021205_PD
PLOT DATE : 7/31/2017 3:36 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 40'_XREF
WISDOT/CADDS SHEET 42

LEGEND

- 30A — CONCRETE CURB AND GUTTER TYPE / SIZE (INCHES)
- SN — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SW — CONCRETE SIDEWALK 5-INCH
- PAV 1 — 7.5" CONCRETE PAVEMENT
- CR2 — CURB RAMP TYPE
- 1 — POINT NUMBER
- XXXX — SAWCUT & MATCH EXISTING
- CLEANING AND GRUBBING

POINT NUMBER	STATION	OFFSET		DESCRIPTION
50	123+27.96	31.49'	LT	BEGIN TAPER
51	123+98.46	42.93'	LT	END TAPER, BEGIN 35' RADIUS
52	123+92.85	77.48'	LT	35' RADIUS
53	124+27.85	77.75'	LT	END 35' RADIUS, SAWCUT, MATCH EXISTING
54	124+52.16	77.99'	LT	SAWCUT, MATCH EXISTING
55	124+52.51	54.37'	LT	BEGIN 60' RADIUS
56	125+12.50	55.26'	LT	60' RADIUS
57	124+53.22	45.99'	LT	END 60' RADIUS, BEGIN 5' RADIUS
58	124+58.16	46.76'	LT	5' RADIUS
59	124+62.82	44.94'	LT	END 5' RADIUS, BEGIN 60' RADIUS



POINT NUMBER	STATION	OFFSET		DESCRIPTION
60	124+06.92	66.75'	LT	60' RADIUS
61	124+66.92	67.64'	LT	END 60' RADIUS
62	124+66.76	78.09'	LT	SAWCUT, MATCH EXISTING
63	124+91.22	78.12'	LT	SAWCUT, MATCH EXISTING
64	124+91.24	76.91'	LT	BEGIN 35' RADIUS
65	125+26.23	77.50'	LT	35' RADIUS
66	125+26.23	42.50'	LT	END 35' RADIUS
67	126+75.85	42.50'	LT	BEGIN TAPER
68	127+83.29	29.71'	LT	END TAPER, BEGIN TAPER
69	126+54.52	31.50'	RT	BEGIN TAPER
70	128+04.52	26.00'	RT	END TAPER

LEGEND

- 30A — CONCRETE CURB AND GUTTER TYPE / SIZE (INCHES)
- SN — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SW — CONCRETE SIDEWALK 5-INCH
- PAV 1 — 7.5" CONCRETE PAVEMENT
- CR2 — CURB RAMP TYPE
- 1 — POINT NUMBER
- XXXX — SAWCUT & MATCH EXISTING
- X — CLEANING AND GRUBBING

2500 N GREEN BAY ROAD
2445 MARKRIDGE CIRCLE
2420 N GREEN BAY ROAD
2428 N GREEN BAY ROAD
2440 MARKRIDGE CIRCLE
STA 131+82.19 17" ASPHALT DRWY
STA 132+95.27 19" CONCRETE DRWY
EX. R/W
SLOPE INTERCEPT (TYP.)
MATCHLINE STA. 128+50
MATCHLINE STA. 134+00
129+00
130+00
131+00
132+00
133+00
68'
90'
15'
11'
CTH MM (N. GREEN BAY ROAD)
2340 RIVERSHORE DRIVE
2412 RIVERSHORE DRIVE

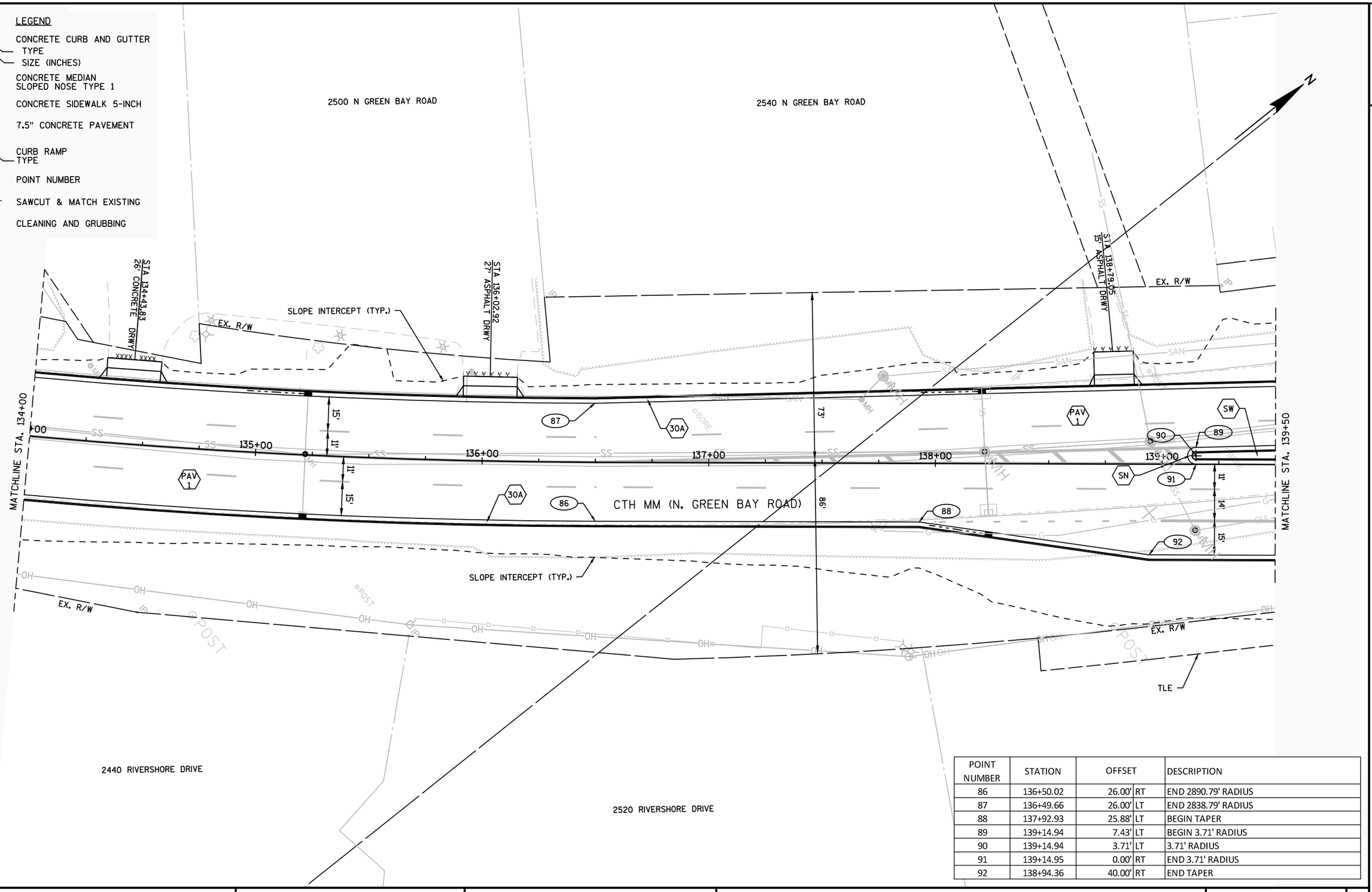
POINT NUMBER	STATION	OFFSET	DESCRIPTION
75	128+84.73	25.99' LT	END TAPER
76	129+92.13	26.00' LT	BEGIN 2836.79' RADIUS
78	129+92.13	26.00' RT	BEGIN 2890.79' RADIUS

PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	PLAN DETAILS	SHEET 39 E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021201_PD - 021207_PD
PLOT DATE : 7/31/2017 3:36 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 40'_XREF
WISDOT/CADDS SHEET 42

LEGEND

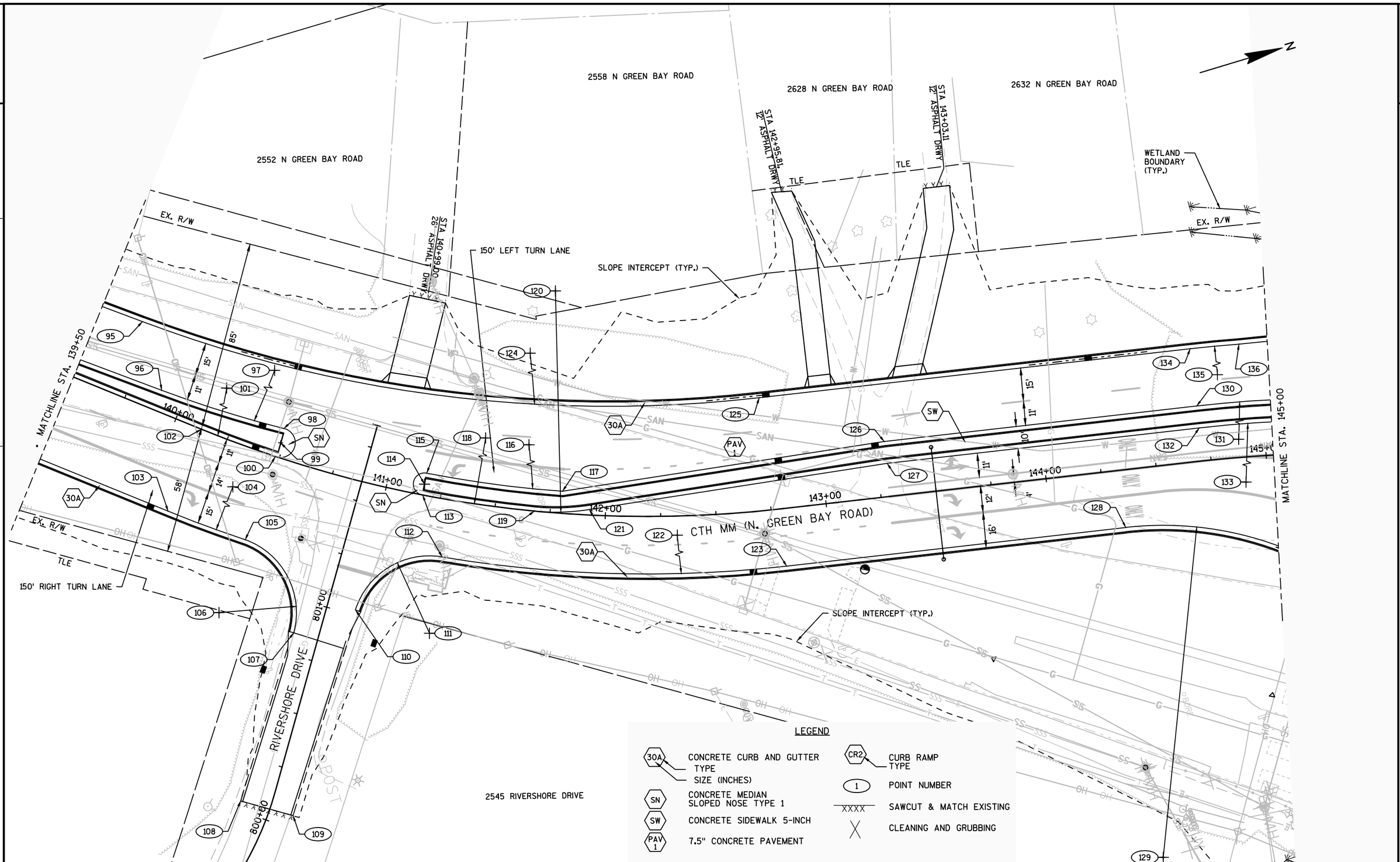
- 30A — CONCRETE CURB AND GUTTER TYPE / SIZE (INCHES)
- SN — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SW — CONCRETE SIDEWALK 5-INCH
- PAV 1 — 7.5" CONCRETE PAVEMENT
- CR2 — CURB RAMP TYPE
- 1 — POINT NUMBER
- XXXX — SAWCUT & MATCH EXISTING
- X — CLEANING AND GRUBBING



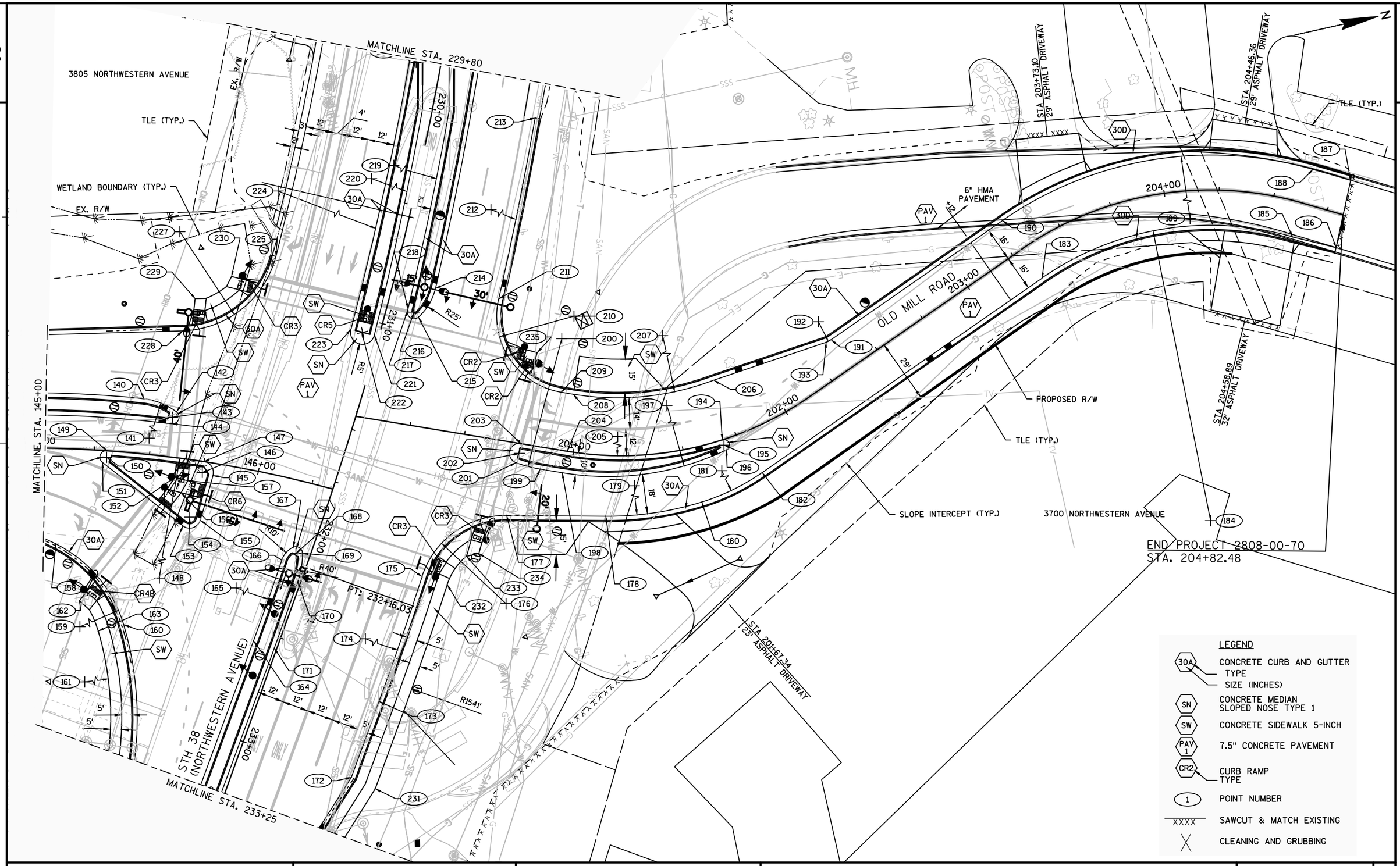
POINT NUMBER	STATION	OFFSET		DESCRIPTION
86	136+50.02	26.00'	RT	END 2890.79' RADIUS
87	136+49.66	26.00'	LT	END 2838.79' RADIUS
88	137+92.93	25.88'	LT	BEGIN TAPER
89	139+14.94	7.43'	LT	BEGIN 3.71' RADIUS
90	139+14.94	3.71'	LT	3.71' RADIUS
91	139+14.95	0.00'	RT	END 3.71' RADIUS
92	138+94.36	40.00'	RT	END TAPER

PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	PLAN DETAILS	SHEET 40	E

2



PROJECT NO: 2290-03-72 & 2808-00-70	HWY: STH 38 & CTH MM	COUNTY: RACINE	PLAN DETAILS	SHEET 41	E



PROJECT NO: 2290-03-72 & 2808-00-70	HWY: STH 38 & CTH MM	COUNTY: RACINE	PLAN DETAILS	SHEET 42	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021201_PD - 021210_PD

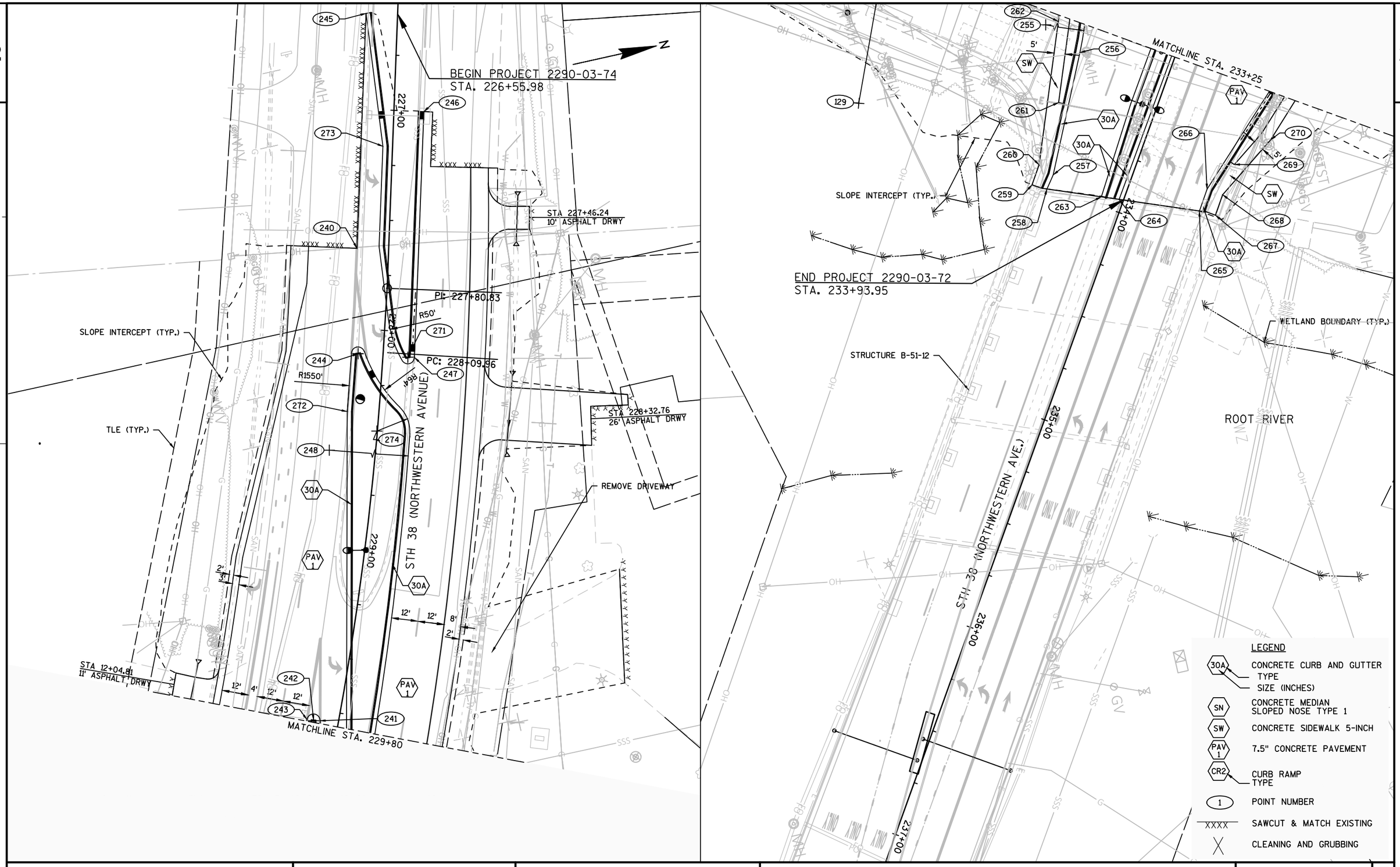
PLOT DATE : 7/31/2017 3:37 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

POINT NUMBER	STATION	OFFSET		DESCRIPTION
95	139+69.38	34.96'	LT	BEGIN 600' RADIUS
96	138+89.21	9.51'	LT	BEGIN 521' RADIUS
97	139+74.61	530.30'	LT	521' RADIUS
98	140+47.70	13.20'	LT	END 521' RADIUS, BEGIN 6.62' RADIUS
99	140+48.37	6.61'	LT	6.62' RADIUS
100	140+48.07	0.00'	RT	END 6.62' RADIUS, BEGIN 533' RADIUS
101	140+12.49	533.00'	LT	533' RADIUS
102	140+12.49	0.00'	RT	END 533' RADIUS
103	140+12.49	40.00'	RT	BEGIN 573' RADIUS
104	140+12.49	533.00'	LT	573' RADIUS
105	140+47.04	40.00'	RT	END 573' RADIUS, BEGIN 35' RADIUS
106	140+76.36	75.00'	RT	35' RADIUS
107	140+77.06	73.90'	RT	END 35' RADIUS, END CURB & GUTTER
108	140+74.56	153.56'	RT	SAWCUT, MATCH EXISTING
109	140+93.63	154.02'	RT	SAWCUT, MATCH EXISTING
110	140+98.92	57.16'	RT	BEGIN CURB & GUTTER, BEGIN 35' RADIUS
111	141+30.24	61.00'	RT	35' RADIUS
112	141+30.24	26.00'	RT	END 35' RADIUS, BEGIN 559' RADIUS
113	141+16.85	0.00'	RT	BEGIN 5' RADIUS END 533' RADIUS
114	141+16.78	5.00'	LT	5' RADIUS
115	141+16.85	10.00'	LT	END 5' RADIUS, BEGIN 523' RADIUS
116	142+79.14	533.00'	LT	523' RADIUS
117	141+79.90	10.00'	LT	END 523' RADIUS
118	142+79.14	533.00'	LT	533' RADIUS
119	141+67.87	0.00'	RT	END 523' RADIUS, BEGIN 100' RADIUS
120	141+67.87	100.00'	LT	100' RADIUS
121	141+92.67	2.52'	LT	END 100' RADIUS
122	140+12.49	533.00'	LT	559' RADIUS
123	142+79.14	26.00'	RT	END 559' RADIUS
124	139+52.57	634.73'	LT	600' RADIUS
125	142+74.96	50.99'	LT	END 600' RADIUS
126	143+29.27	25.00'	LT	CURB & GUTTER PI
127	143+29.47	15.00'	LT	CURB & GUTTER PI
128	144+33.30	26.00'	RT	BEGIN 150' RADIUS
129	144+33.30	176.00'	RT	150' RADIUS
130	144+71.34	25.00'	LT	BEGIN 558' RADIUS
131	144+71.34	533.00'	RT	558' RADIUS
132	144+71.34	15.00'	LT	BEGIN 548' RADIUS
133	144+71.34	533.00'	RT	548' RADIUS
134	144+71.34	51.00'	LT	BEGIN 584' RADIUS
135	144+71.34	533.00'	RT	584' RADIUS
136	144+91.54	51.00'	LT	END 584' RADIUS

POINT NUMBER	STATION	OFFSET		DESCRIPTION
140	145+45.07	24.85'	LT	END 558' RADIUS, BEGIN 30' RADIUS
141	145+44.52	5.14'	RT	30' RADIUS
142	145+59.74	20.59'	LT	END 30' RADIUS, BEGIN 3' RADIUS
143	145+58.28	17.99'	LT	3' RADIUS
144	145+58.48	15.00'	LT	END 3' RADIUS, END 548' RADIUS
145	145+80.00	5.59'	RT	BEGIN 5' RADIUS
146	145+74.98	5.00'	RT	5' RADIUS
147	145+74.98	0.00'	RT	END 5' RADIUS, BEGIN 533' RADIUS
148	144+71.34	533.00'	RT	533' RADIUS
149	145+30.70	0.00'	RT	END 533' RADIUS, BEGIN 3' RADIUS
150	145+30.70	3.00'	RT	3' RADIUS
151	145+29.00	5.48'	RT	END 3' RADIUS
152	145+62.76	8.98'	RT	SIDEWALK PI
153	145+69.65	30.23'	RT	BEGIN 5' RADIUS
154	145+72.28	25.89'	RT	5' RADIUS
155	145+77.50	26.51'	RT	END 5' RADIUS
156	145+66.64	15.47'	RT	SIDEWALK PI
157	145+68.89	9.67'	RT	SIDEWALK PI
158	145+08.69	43.39'	RT	END 150' RADIUS, BEGIN 60' RADIUS
159	233+03.85	117.40'	RT	60' RADIUS
160	232+68.38	69.01'	RT	END 60' RADIUS, BEGIN 150' RADIUS
161	233+56.61	190.17'	RT	138' RADIUS
162	232+64.98	91.57'	RT	SIDEWALK PI
163	232+75.03	78.87'	RT	END 48' RADIUS, BEGIN 138' RADIUS
164	232+55.27	11.12'	RT	BEGIN 1723' RADIUS
165	227+14.65	1729.52	RT	1723' RADIUS
166	232+16.64	11.35'	RT	END 1723' RADIUS, BEGIN 10' RADIUS
167	232+09.29	8.41'	RT	END 10' RADIUS, BEGIN 3' RADIUS
168	232+11.53	6.40'	RT	3' RADIUS
169	232+10.52	3.58'	RT	END 3' RADIUS, BEGIN 40' RADIUS
170	232+23.33	1.23'	RT	END 40' RADIUS
171	232+55.33	1.12'	RT	CURB & GUTTER PI
172	232+98.71	51.62'	LT	END TAPER
173	232+62.04	51.84'	LT	BEGIN 1529' RADIUS
174	232+52.75	1477.13'	RT	1529' RADIUS
175	232+02.59	51.10'	LT	END 1529' RADIUS, BEGIN 40' RADIUS
176	200+81.07	72.76'	RT	40' RADIUS
177	200+74.85	33.25'	RT	END 40' RADIUS
178	201+15.90	27.64'	RT	BEGIN 143' RADIUS
179	200+97.06	115.00'	LT	143' RADIUS
180	201+53.36	24.94'	RT	END 143' RADIUS, BEGIN 100' RADIUS
181	201+35.44	74.11'	LT	100' RADIUS
182	201+79.58	20.17'	RT	END 100' RADIUS
183	203+29.97	16.00'	RT	BEGIN 134' RADIUS
184	203+29.97	150.00'	RT	134' RADIUS
185	204+63.29	16.00'	RT	END 134' RADIUS
186	209+83.55	15.16'	RT	SAWCUT, MATCH EXISTING
187	204+81.35	16.01'	LT	SAWCUT, MATCH EXISTING
188	204+63.69	16.01'	LT	BEGIN 166' RADIUS
189	204+63.69	150.00'	RT	166' RADIUS
190	203+30.21	15.70'	LT	END 166' RADIUS
191	202+35.42	15.70'	LT	BEGIN 10' RADIUS
192	202+35.42	25.70'	LT	10' RADIUS
193	202+33.00	16.00'	LT	END 10' RADIUS
194	201+68.40	0.00'	RT	BEGIN 2.5' RADIUS, END 150' RADIUS
195	201+68.40	2.50'	RT	2.5' RADIUS
196	201+68.72	4.98'	RT	END 2.5' RADIUS, BEGIN 125' RADIUS
197	200+97.06	115.00'	LT	125' RADIUS
198	200+96.55	10.00'	RT	END 125' RADIUS
199	200+86.44	10.00'	RT	BEGIN 60' RADIUS

POINT NUMBER	STATION	OFFSET		DESCRIPTION
200	200+86.43	50.00'	LT	60' RADIUS
201	200+75.09	8.92'	RT	END 60' RADIUS, BEGIN 4.5' RADIUS
202	200+75.94	4.50'	RT	4.5' RADIUS
203	200+75.94	0.00'	RT	END 4.5' RADIUS
204	200+97.20	0.00'	RT	BEGIN 150' RADIUS
205	202+12.87	150.00'	LT	150' RADIUS
206	201+73.92	26.86'	LT	BEGIN 123' RADIUS
207	200+95.69	148.97'	LT	123' RADIUS
208	200+95.69	25.97'	LT	END 123' RADIUS
209	200+90.18	25.97'	LT	BEGIN 35' RADIUS
210	200+90.18	60.97'	LT	35' RADIUS
211	230+76.21	48.17'	LT	END 35' RADIUS, BEGIN 1529' RADIUS
212	232+52.75	1477.13'	LT	1529' RADIUS
213	229+95.13	46.48'	LT	END 1529' RADIUS, END CURB & GUTTER
214	230+78.59	19.21'	LT	END 1500' RADIUS, BEGIN 25' RADIUS
215	230+92.99	14.99'	LT	END 25' RADIUS, BEGIN 3' RADIUS
216	230+91.35	12.49'	LT	3' RADIUS
217	230+91.42	9.49'	LT	END 3' RADIUS
218	230+90.51	9.47'	LT	BEGIN 1490' RADIUS
219	232+52.75	1477.13	RT	1490' RADIUS
220	232+52.75	1477.13	RT	1478' RADIUS
221	231+06.00	2.19'	RT	END 1478' RADIUS, BEGIN 5' RADIUS
222	231+06.17	7.66'	RT	5' RADIUS
223	231+06.25	13.12'	RT	END 5 RADIUS, BEGIN 1550' RADIUS
224	232+45.85	1561.09	RT	1550' RADIUS
225	230+82.49	54.54'	RT	BEGIN CURB & GUTTER, BEGIN 45' RADIUS
227	230+82.48	99.55	RT	45' RADIUS
228	231+28.51	86.41'	RT	END 45' RADIUS
229	231+11.84	84.98'	RT	SIDEWALK PI
230	230+97.05	71.69'	RT	SIDEWALK PI
231	232+99.89	63.61'	LT	SIDEWALK PI
232	232+02.32	63.09'	LT	BEGIN 28' RADIUS
233	231+87.93	67.15'	LT	END 28' RADIUS
234	231+85.06	72.03'	LT	SIDEWALK PI
235	230+94.66	71.22'	LT	SIDEWALK PI



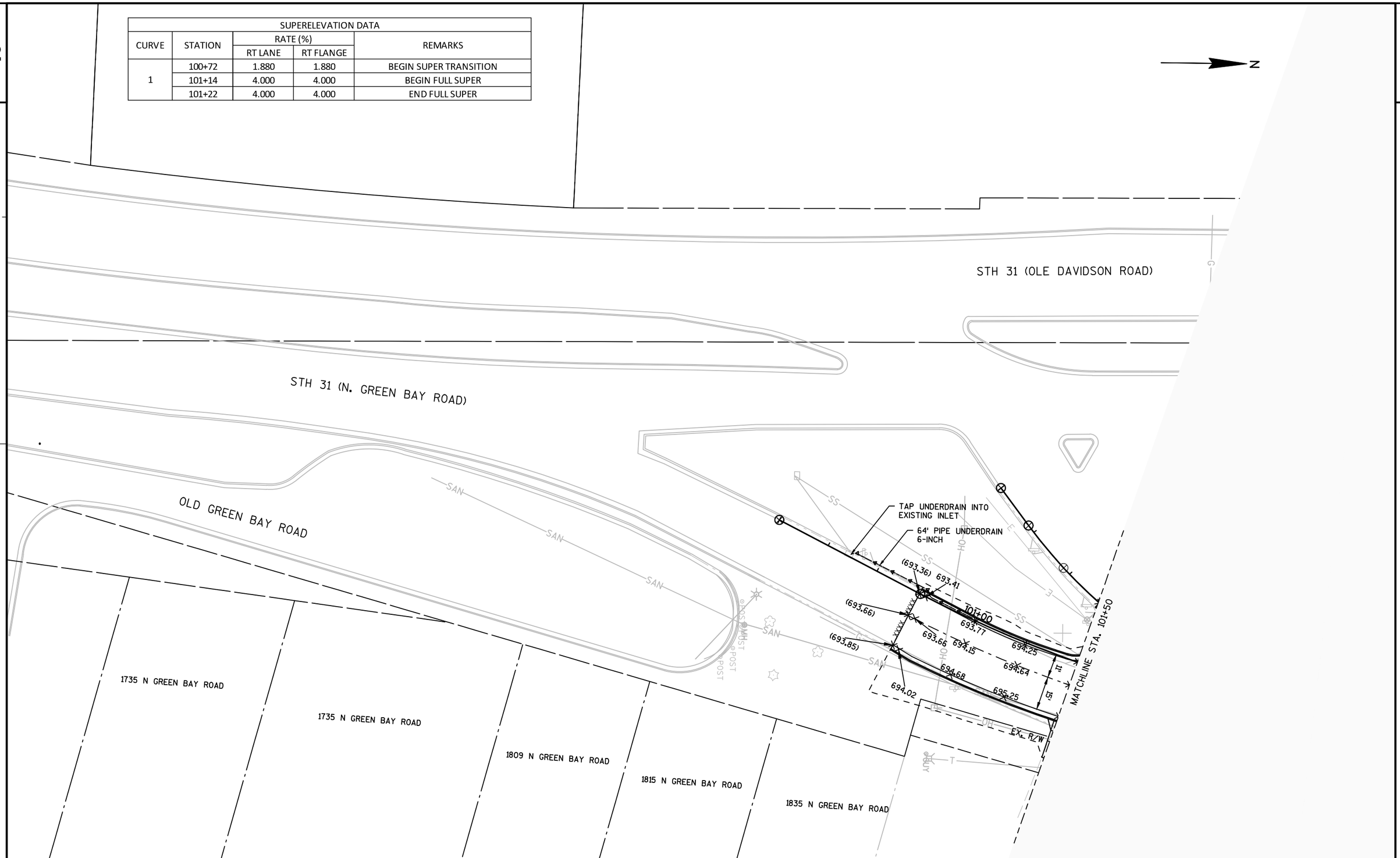
PROJECT NO: 2290-03-72 & 2808-00-70	HWY: STH 38 & CTH MM	COUNTY: RACINE	PLAN DETAILS	SHEET 44	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021201_PD - 021212_PD
PLOT DATE : 7/31/2017 3:37 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 40'_XREF
WISDOT/CADDS SHEET 42

POINT NUMBER	STATION	OFFSET		DESCRIPTION
240	227+63.22	14.37'	RT	BEGIN MAINLINE CONSTRUCTION
241	229+80.00	8.30'	RT	END TAPER, BEGIN 3' RADIUS
242	229+80.53	11.25'	RT	3' RADIUS
243	229+80.55	14.26'	RT	END 3' RADIUS, BEGIN 1550' RADIUS
244	228+11.29	11.32'	RT	4' RADIUS
245	226+56.47	14.33'	RT	SAWCUT, MATCH EXISTING
246	227+00.07	13.60'	LT	SAWCUT, MATCH EXISTING
247	228+11.38	14.29'	LT	BEGIN 3' RADIUS
248	232+52.75	1477.13	RT	1500' RADIUS

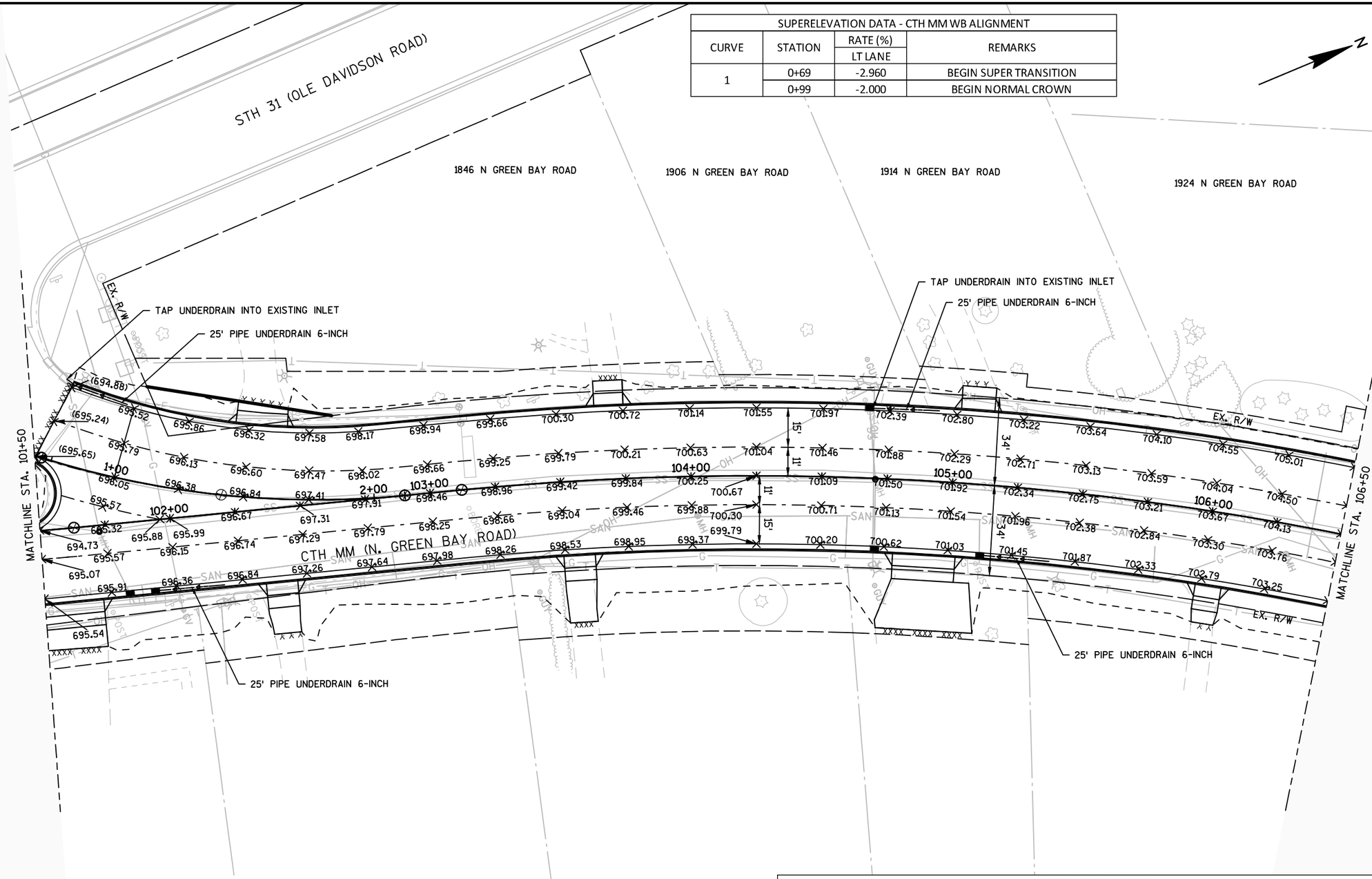
POINT NUMBER	STATION	OFFSET		DESCRIPTION
255	233+57.05	189.99'	RT	150' RADIUS
256	233+37.71	41.25'	RT	END 150' RADIUS, BEGIN TAPER
257	233+94.04	33.92'	RT	END TAPER
258	234+00.99	34.40'	RT	END CURB & GUTTER, SAWCUT, MATCH EXISTING
259	234+01.52	41.39'	RT	MATCH EXISTING
260	233+91.88	41.48'	RT	SIDEWALK PI
261	233+62.28	42.71'	RT	SIDEWALK PI
262	233+27.69	55.24'	RT	END 138' RADIUS
263	233+96.01	9.97'	RT	END CURB & GUTTER, SAWCUT, MATCH EXISTING
264	233+94.38	1.96'	RT	END CURB & GUTTER, SAWCUT, MATCH EXISTING
265	233+87.04	34.13'	LT	END CURB & GUTTER, SAWCUT, MATCH EXISTING
266	233+76.53	34.03'	LT	BEGIN TAPER
267	233+86.34	41.63'	LT	MATCH EXISTING
268	233+76.67	41.53'	LT	SIDEWALK PI
269	233+61.81	41.93'	LT	SIDEWALK PI
270	233+45.71	53.60'	LT	SIDEWALK PI
271	228+11.45	11.29'	LT	3' RADIUS
272	228+38.06	14.42'	RT	BEGIN TAPER, END 1550' RADIUS
273	227+16.47	4.36'	RT	END TAPER
274	228+45.82	0.22'	RT	15' RADIUS

SUPERELEVATION DATA				
CURVE	STATION	RATE (%)		REMARKS
		RT LANE	RT FLANGE	
1	100+72	1.880	1.880	BEGIN SUPER TRANSITION
	101+14	4.000	4.000	BEGIN FULL SUPER
	101+22	4.000	4.000	END FULL SUPER



PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	JOINT DETAILS & PAVEMENT GRADES	SHEET 46	E

SUPERELEVATION DATA - CTH MM WB ALIGNMENT			
CURVE	STATION	RATE (%) LT LANE	REMARKS
1	0+69	-2.960	BEGIN SUPER TRANSITION
	0+99	-2.000	BEGIN NORMAL CROWN



SUPERELEVATION DATA						
CURVE	STATION	RATE (%) LT FLANGE	LT LANE	RT LANE	RT FLANGE	REMARKS
2	103+47	3.400	3.400	-3.400	-3.400	BEGIN FULL SUPER
	108+89	3.400	3.400	-3.400	-3.400	END FULL SUPER
	109+33	2.000	2.000	-2.000	-2.000	REVERSE CROWN
	109+95	0.000	0.000	-2.000	-2.000	LEVEL CROWN
	110+57	-2.000	-2.000	-2.000	-2.000	BEGIN NORMAL CROWN

PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	JOINT DETAILS & PAVEMENT GRADES	SHEET 47	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021301_JD.DWG
LAYOUT NAME - 021301_JD - 021302_JD
PLOT DATE : 7/31/2017 8:17 AM PLOT BY : SCHOWALTER, STEVEN PLOT NAME : PLOT SCALE : 1" = 40'_XREF
WISDOT/CADDS SHEET 42

2

1946 N GREEN BAY ROAD
HISTORIC PROPERTY, ONLY COMPLETE CONSTRUCTION AS NOTED IN PLANS OR FURTHER COORDINATION MAY BE NEEDED WITH CRT/SHPO

2010 N GREEN BAY ROAD

2022 N GREEN BAY ROAD

2022 N GREEN BAY ROAD

1934 N GREEN BAY ROAD

TAP UNDERDRAIN INTO EXISTING INLET

25' PIPE UNDERDRAIN 6-INCH

CTH MM (N. GREEN BAY ROAD)

MATCHLINE STA. 106+50

MATCHLINE STA. 112+00

EX. R/W

705.47 705.93 706.39 706.84 707.25 707.60 707.91 708.17 708.38 708.54 708.56 708.41 708.21 707.97 707.67 707.33 706.94 706.64 706.36 706.02 705.64 705.21 704.73

705.42 705.88 706.33 706.74 707.09 707.40 707.66 707.87 708.03 708.10 708.07 708.00 707.87 707.70 707.47 707.20 706.94 706.66 706.32 705.94 705.51 705.03

704.96 705.51 705.96 706.36 706.72 707.03 707.29 707.49 707.65 707.76 707.83 707.84 707.80 707.71 707.58 707.39 707.16 706.88 706.54 706.16 705.73 705.25

704.59 705.05 705.13 705.58 705.99 706.35 706.66 706.91 707.12 707.28 707.43 707.58 707.62 707.58 707.49 707.36 707.17 706.94 706.66 706.32 705.94 705.51 705.03

704.22 704.68 704.17 704.62 705.07 705.48 705.84 706.15 706.40 706.61 706.77 706.98 707.24 707.32 707.28 707.19 707.06 706.87 706.64 706.36 706.02 705.64 705.21 704.73

703.71

15' 11' 11' 15' 33' 12'

107+00 108+00 109+00 110+00 111+00 112+00

1927 N GREEN BAY ROAD

1935 N GREEN BAY ROAD

1943 N GREEN BAY ROAD

2001 N GREEN BAY ROAD

2009 N GREEN BAY ROAD

2017 N GREEN BAY ROAD

2023 N GREEN BAY ROAD

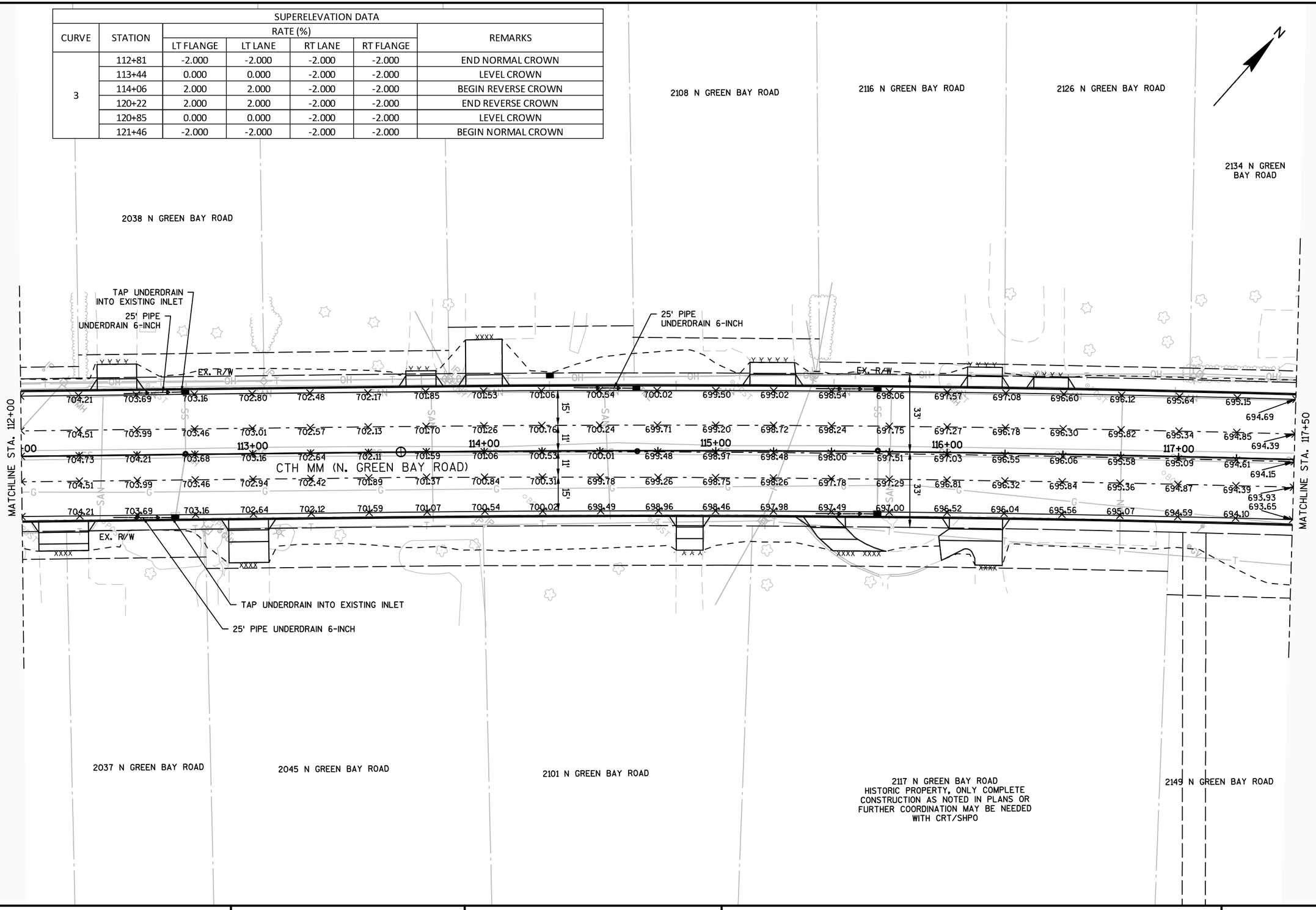
2029 N GREEN BAY ROAD

PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	JOINT DETAILS & PAVEMENT GRADES	SHEET 48	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021301_JD.DWG
LAYOUT NAME - 021301_JD - 021303_JD

PLOT DATE : 7/31/2017 8:17 AM PLOT BY : SCHOWALTER, STEVEN PLOT NAME : PLOT SCALE : 1" = 40'_XREF

SUPERELEVATION DATA						
CURVE	STATION	RATE (%)				REMARKS
		LT FLANGE	LT LANE	RT LANE	RT FLANGE	
3	112+81	-2.000	-2.000	-2.000	-2.000	END NORMAL CROWN
	113+44	0.000	0.000	-2.000	-2.000	LEVEL CROWN
	114+06	2.000	2.000	-2.000	-2.000	BEGIN REVERSE CROWN
	120+22	2.000	2.000	-2.000	-2.000	END REVERSE CROWN
	120+85	0.000	0.000	-2.000	-2.000	LEVEL CROWN
	121+46	-2.000	-2.000	-2.000	-2.000	BEGIN NORMAL CROWN



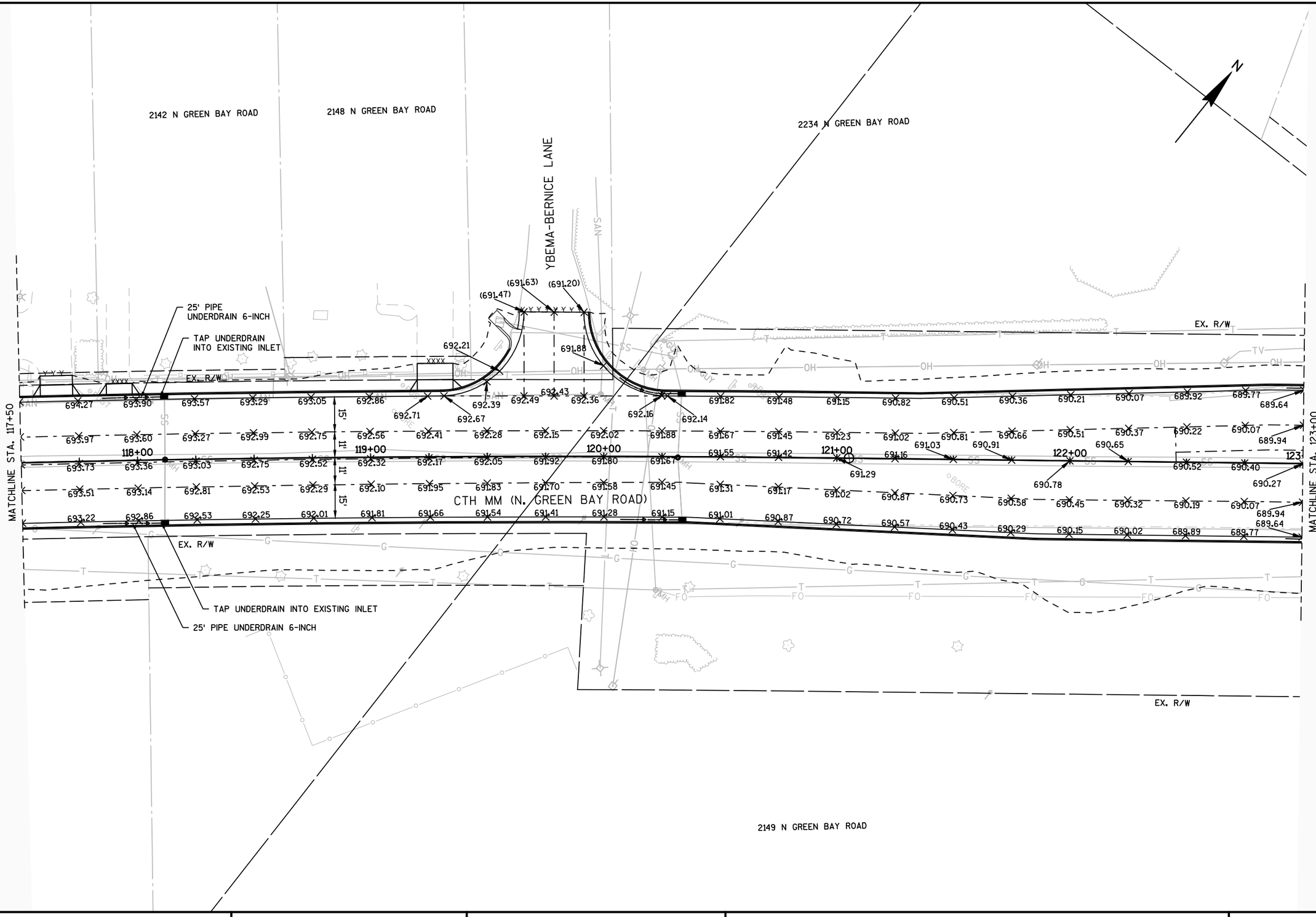
PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	JOINT DETAILS & PAVEMENT GRADES	SHEET 49	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021301_JD.DWG
LAYOUT NAME - 021301_JD - 021304_JD

PLOT DATE : 7/31/2017 8:17 AM PLOT BY : SCHOWALTER, STEVEN PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

2



PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	JOINT DETAILS & PAVEMENT GRADES	SHEET 50	E

2

2

CIRCLE DRIVE

EX. R/W

25' PIPE UNDERDRAIN 6-INCH

EX. R/W

25' PIPE UNDERDRAIN 6-INCH

MATCHLINE STA. 123+00

MATCHLINE STA. 128+50

CTH MM (N. GREEN BAY ROAD)

25' PIPE UNDERDRAIN 6-INCH

25' PIPE UNDERDRAIN 6-INCH

EX. R/W

EX. R/W

MEADOWBROOK COUNTRY CLUB

2324 RIVERSHORE DRIVE

PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	JOINT DETAILS & PAVEMENT GRADES	SHEET 51	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021301_JD.DWG
LAYOUT NAME - 021301_JD - 021306_JD

PLOT DATE : 7/31/2017 8:18 AM PLOT BY : SCHOWALTER, STEVEN PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

SUPERELEVATION DATA						
CURVE	STATION	RATE (%)				REMARKS
		LT FLANGE	LT LANE	RT LANE	RT FLANGE	
4	128+85	-2.000	-2.000	-2.000	-2.000	END NORMAL CROWN
	129+47	-2.000	-2.000	0.000	0.000	LEVEL CROWN
	130+09	-2.000	-2.000	2.000	2.000	REVERSE CROWN
	130+15	-2.200	-2.200	2.200	2.200	BEGIN FULL SUPER
	136+25	-2.200	-2.200	2.200	2.200	END FULL SUPER
	136+31	-2.000	-2.000	2.000	2.000	REVERSE CROWN
	136+93	-2.000	-2.000	0.000	0.000	LEVEL CROWN
	137+55	-2.000	-2.000	-2.000	-2.000	BEGIN NORMAL CROWN

2445 MARKRIDGE CIRCLE

2500 N GREEN BAY ROAD

2420 N GREEN BAY ROAD

2428 N GREEN BAY ROAD

2440 MARKRIDGE CIRCLE

EX. R/W

25' PIPE UNDERDRAIN 6-INCH

TAP UNDERDRAIN INTO EXISTING INLET

25' PIPE UNDERDRAIN 6-INCH

EX. R/W

MATCHLINE STA. 128+50

MATCHLINE STA. 134+00

686.33 685.97 685.56 685.09 684.58 684.02 683.35 682.68 681.97 681.23 680.42 679.57 678.66 677.70 676.72 675.67 674.56 673.47 672.37 671.26 670.16 669.06

686.63 686.27 685.86 685.39 684.88 684.32 683.68 683.02 682.31 681.56 680.75 679.90 678.99 678.04 677.05 676.00 674.90 673.80 672.70 671.59 670.49 669.39

129+00 130+00 131+00 132+00 133+00 134

686.86 686.49 686.08 685.61 685.10 684.54 683.93 683.27 682.56 681.80 681.00 680.14 679.24 678.29 677.29 676.24 675.14 674.04 672.94 671.83 670.73 669.63

686.64 686.33 686.00 685.62 685.20 684.73 684.18 683.52 682.81 682.05 681.24 680.39 679.49 678.54 677.53 676.48 675.39 674.28 673.18 672.08 670.97 669.87

686.34 686.10 685.89 685.64 685.34 684.99 684.51 683.86 683.16 682.38 681.58 680.72 679.82 678.88 677.86 676.81 675.73 674.61 673.51 672.41 671.30 670.20

15' 11' 11' 15'

CTH MM (N. GREEN BAY ROAD)

TAP UNDERDRAIN INTO EXISTING INLET

25' PIPE UNDERDRAIN 6-INCH

EX. R/W

EX. R/W

2340 RIVERSHORE DRIVE

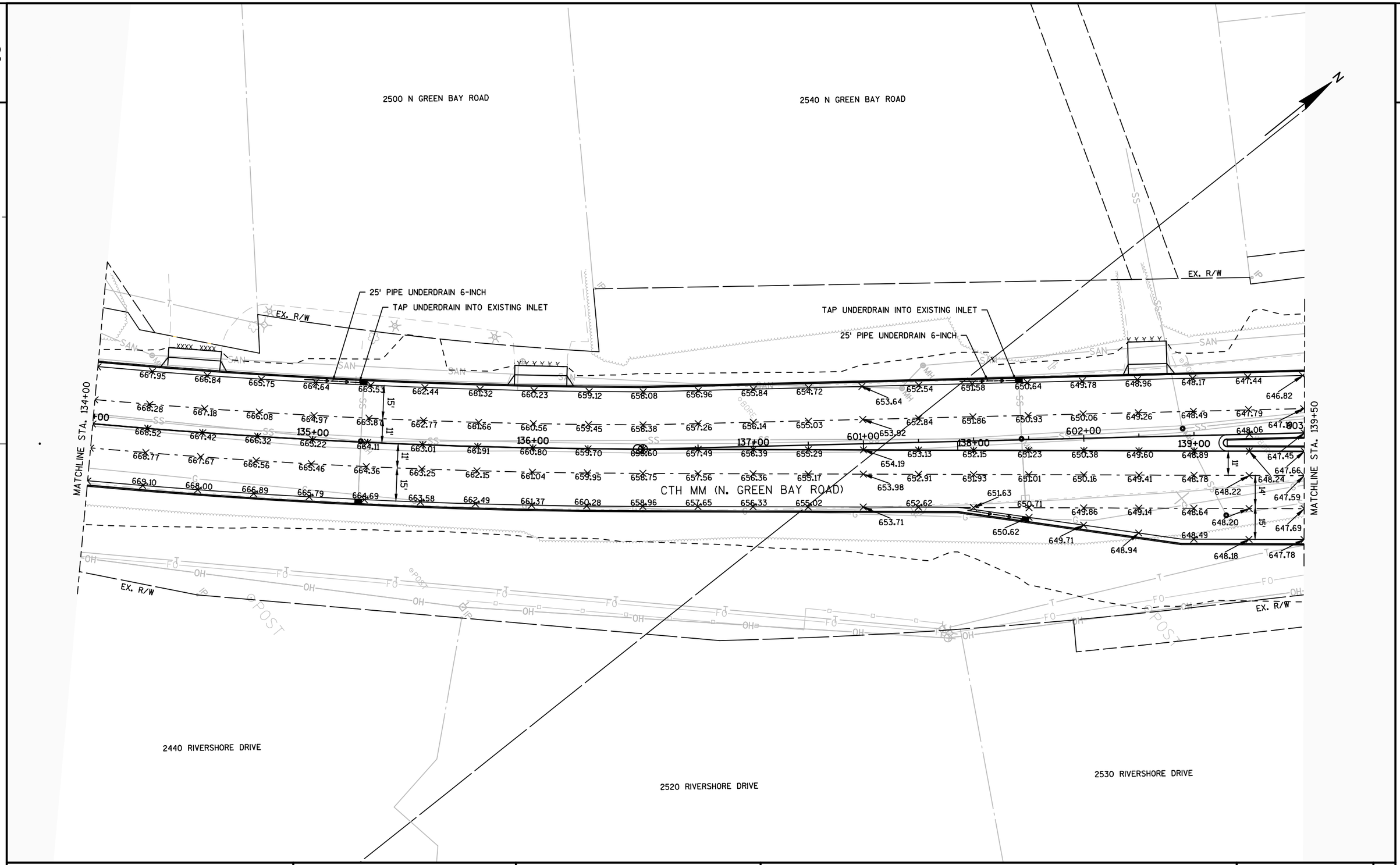
2412 RIVERSHORE DRIVE

PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	JOINT DETAILS & PAVEMENT GRADES	SHEET 52	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021301_JD.DWG
LAYOUT NAME - 021301_JD - 021307_JD

PLOT DATE : 7/31/2017 8:18 AM PLOT BY : SCHOWALTER, STEVEN PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42



PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	JOINT DETAILS & PAVEMENT GRADES	SHEET 53	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021301_JD.DWG
LAYOUT NAME - 021301_JD - 021308_JD

PLOT DATE : 7/31/2017 8:18 AM PLOT BY : SCHOWALTER, STEVEN PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

SUPERELEVATION DATA - CTH MM SB ALIGNMENT				
CURVE	STATION	RATE (%)		REMARKS
		LT LANE	LT FLANGE	
1	602+33	-2.000	-2.000	END NORMAL CROWN
	602+75	-2.500	-2.500	
	603+41	-2.500	-2.500	
	604+05	-4.000	-4.000	BEGIN FULL SUPER
	606+00	-4.000	4.000	END FULL SUPER
	606+21	-3.000	-3.000	
	606+46	-2.000	-2.000	BEGIN REVERSE CROWN
	606+65	-2.000	-2.000	END REVERSE CROWN
	607+58	0.000	0.000	LEVEL CROWN

SUPERELEVATION DATA - CTH MM SB ALIGNMENT				
CURVE	STATION	RATE (%)		REMARKS
		LT LANE	LT FLANGE	
2	607+58	0.000	0.000	LEVEL CROWN
	608+55	2.000	2.000	REVERSE CROWN
	609+33	2.000	2.000	END TRANSITION

2558 N GREEN BAY ROAD

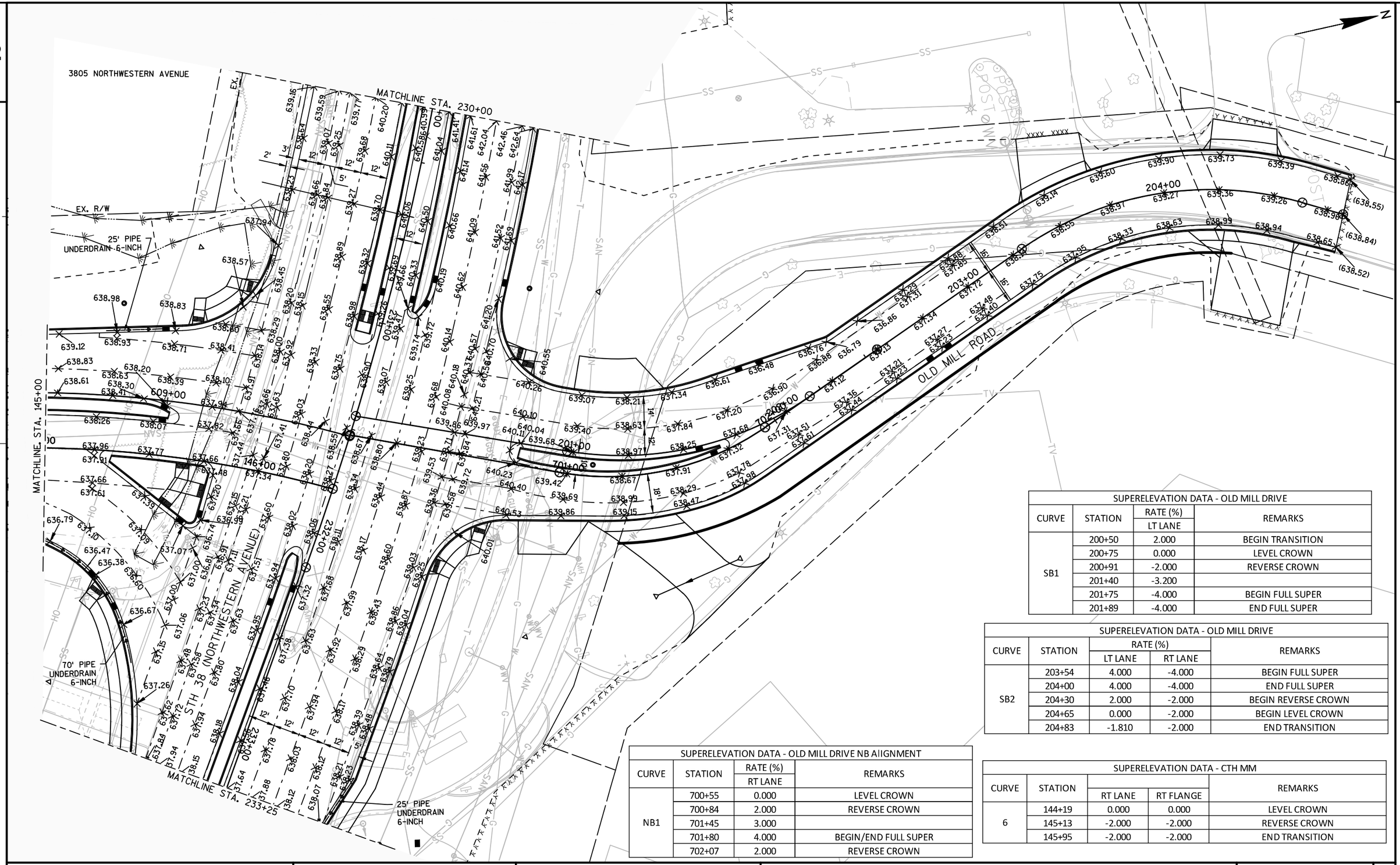
2545 RIVERSHORE DRIVE

CTH MM (N. GREEN BAY ROAD)

RIVERSHORE DRIVE

SUPERELEVATION DATA - CTH MM				
CURVE	STATION			REMARKS
		RT LANE	RT FLANGE	
5	138+68	-2.000	-2.000	END NORMAL CROWN
	139+30	0.000	0.000	LEVEL CROWN
	139+92	2.000	2.000	REVERSE CROWN
	140+54	4.000	4.000	BEGIN FULL SUPER
	142+79	4.000	4.000	END FULL SUPER
	143+51	1.570	1.570	REVERSE CROWN

PROJECT NO: 2290-03-72 & 2808-00-70	HWY: STH 38 & CTH MM	COUNTY: RACINE	JOINT DETAILS & PAVEMENT GRADES	SHEET 54	E

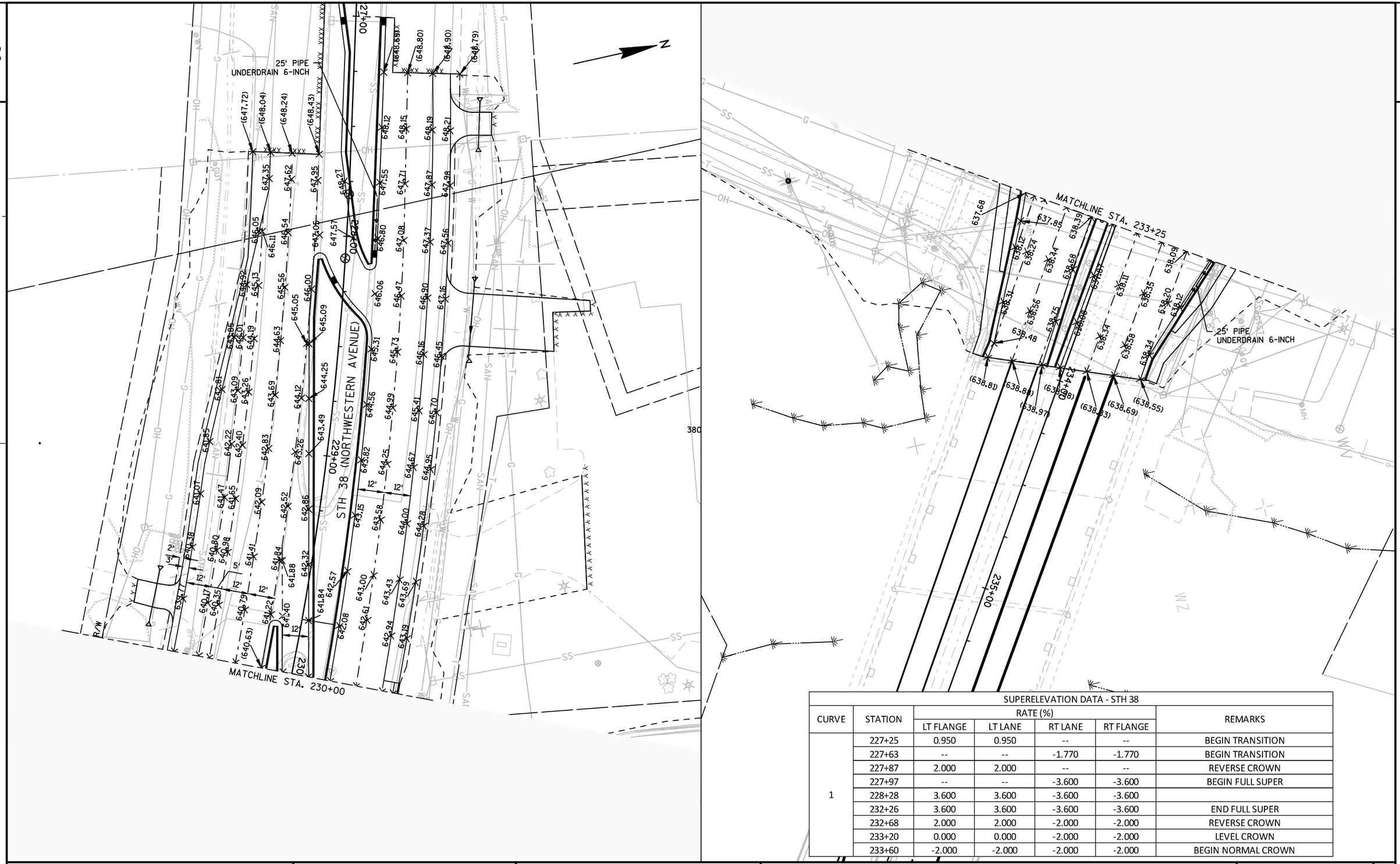


SUPERELEVATION DATA - OLD MILL DRIVE			
CURVE	STATION	RATE (%) LT LANE	REMARKS
SB1	200+50	2.000	BEGIN TRANSITION
	200+75	0.000	LEVEL CROWN
	200+91	-2.000	REVERSE CROWN
	201+40	-3.200	
	201+75	-4.000	BEGIN FULL SUPER
	201+89	-4.000	END FULL SUPER

SUPERELEVATION DATA - OLD MILL DRIVE				
CURVE	STATION	RATE (%) LT LANE	RATE (%) RT LANE	REMARKS
SB2	203+54	4.000	-4.000	BEGIN FULL SUPER
	204+00	4.000	-4.000	END FULL SUPER
	204+30	2.000	-2.000	BEGIN REVERSE CROWN
	204+65	0.000	-2.000	BEGIN LEVEL CROWN
	204+83	-1.810	-2.000	END TRANSITION

SUPERELEVATION DATA - OLD MILL DRIVE NB AIIGNMENT			
CURVE	STATION	RATE (%) RT LANE	REMARKS
NB1	700+55	0.000	LEVEL CROWN
	700+84	2.000	REVERSE CROWN
	701+45	3.000	
	701+80	4.000	BEGIN/END FULL SUPER
	702+07	2.000	REVERSE CROWN

SUPERELEVATION DATA - CTH MM				
CURVE	STATION	RT LANE	RT FLANGE	REMARKS
6	144+19	0.000	0.000	LEVEL CROWN
	145+13	-2.000	-2.000	REVERSE CROWN
	145+95	-2.000	-2.000	END TRANSITION



SUPERELEVATION DATA - STH 38						
CURVE	STATION	RATE (%)				REMARKS
		LT FLANGE	LT LANE	RT LANE	RT FLANGE	
1	227+25	0.950	0.950	--	--	BEGIN TRANSITION
	227+63	--	--	-1.770	-1.770	BEGIN TRANSITION
	227+87	2.000	2.000	--	--	REVERSE CROWN
	227+97	--	--	-3.600	-3.600	BEGIN FULL SUPER
	228+28	3.600	3.600	-3.600	-3.600	
	232+26	3.600	3.600	-3.600	-3.600	END FULL SUPER
	232+68	2.000	2.000	-2.000	-2.000	REVERSE CROWN
	233+20	0.000	0.000	-2.000	-2.000	LEVEL CROWN
	233+60	-2.000	-2.000	-2.000	-2.000	BEGIN NORMAL CROWN

LEGEND

- MULCH
- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT CLASS II TYPE A
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- INLET PROTECTION
- (A) INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

N

STH 31 (OLE DAVIDSON ROAD)

STH 31 (N. GREEN BAY ROAD)

OLD GREEN BAY ROAD

BEGIN PROJECT 2808-00-70
STA. 100+71.79
Y= 191,803.28
X= 625,736.61

MATCHLINE STA. 101+00

SLOPE INTERCEPTS (TYP.)

EX. R/W

PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	EROSION CONTROL	SHEET 57	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 022001_EC - 022001_EC

PLOT DATE : 11/2/2017 7:45 AM PLOT BY : SCHOWALTER, STEVEN PLOT NAME : PLOT SCALE : 1" = 40'_XREF

2

STH 31 (OLE DAVIDSON ROAD)

EX. R/W

EX. R/W

MATCHLINE STA. 101+00

102+00

103+00

104+00

105+00

106+00

MATCHLINE STA. 106+50

CTH MM (N. GREEN BAY ROAD)

EX. R/W

EX. R/W

SLOPE INTERCEPTS (TYP.)

N

LEGEND

- MULCH
- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT CLASS II TYPE A
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- INLET PROTECTION
- (A) INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	EROSION CONTROL	SHEET 58	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 022001_EC - 022002_EC

PLOT DATE : 11/2/2017 7:45 AM PLOT BY : SCHOWALTER, STEVEN PLOT NAME : PLOT SCALE : 1" = 40'_XREF

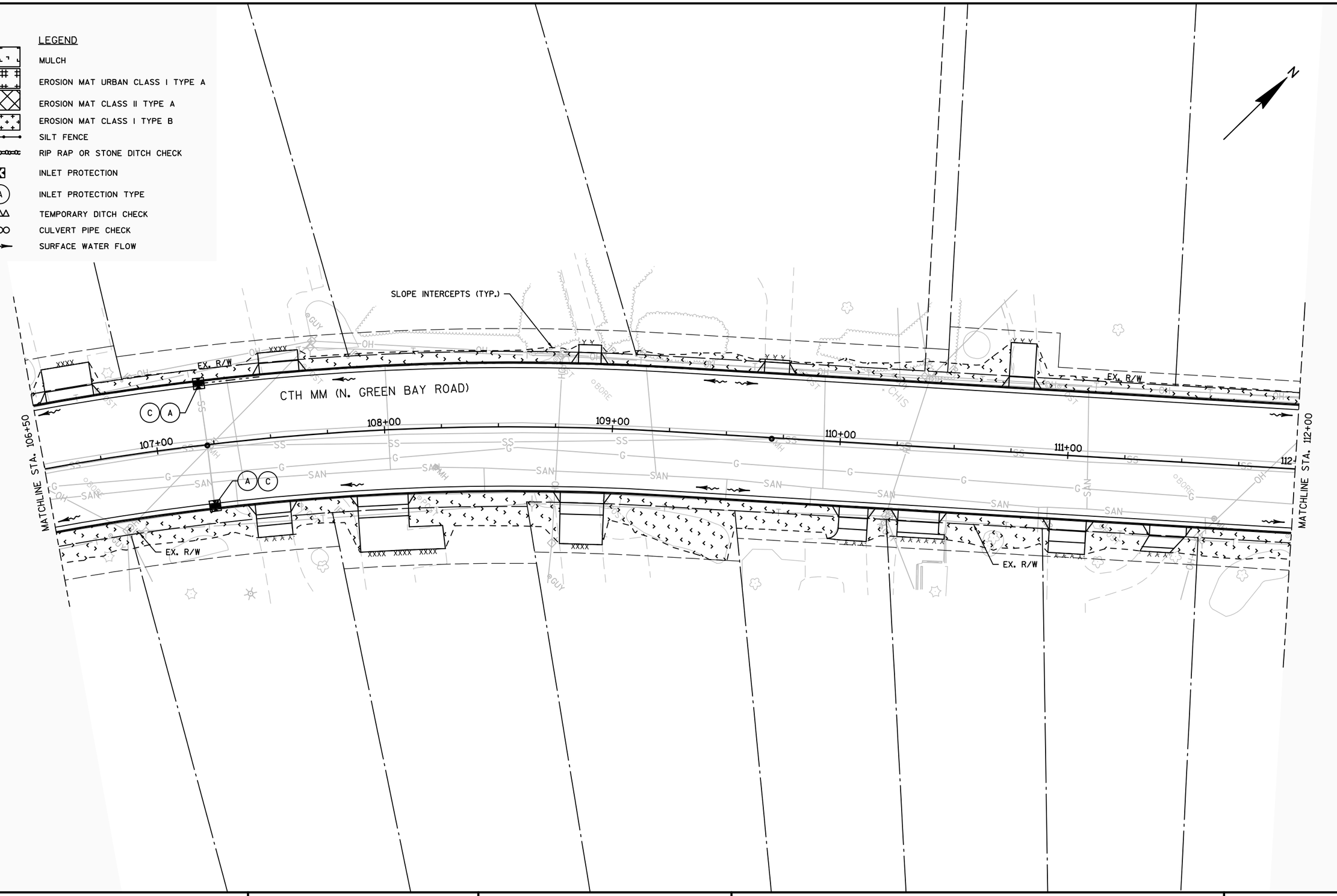
WISDOT/CADDS SHEET 42

2

2

LEGEND

- MULCH
- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT CLASS II TYPE A
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- INLET PROTECTION
- (A) INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW



PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	EROSION CONTROL	SHEET 59	E

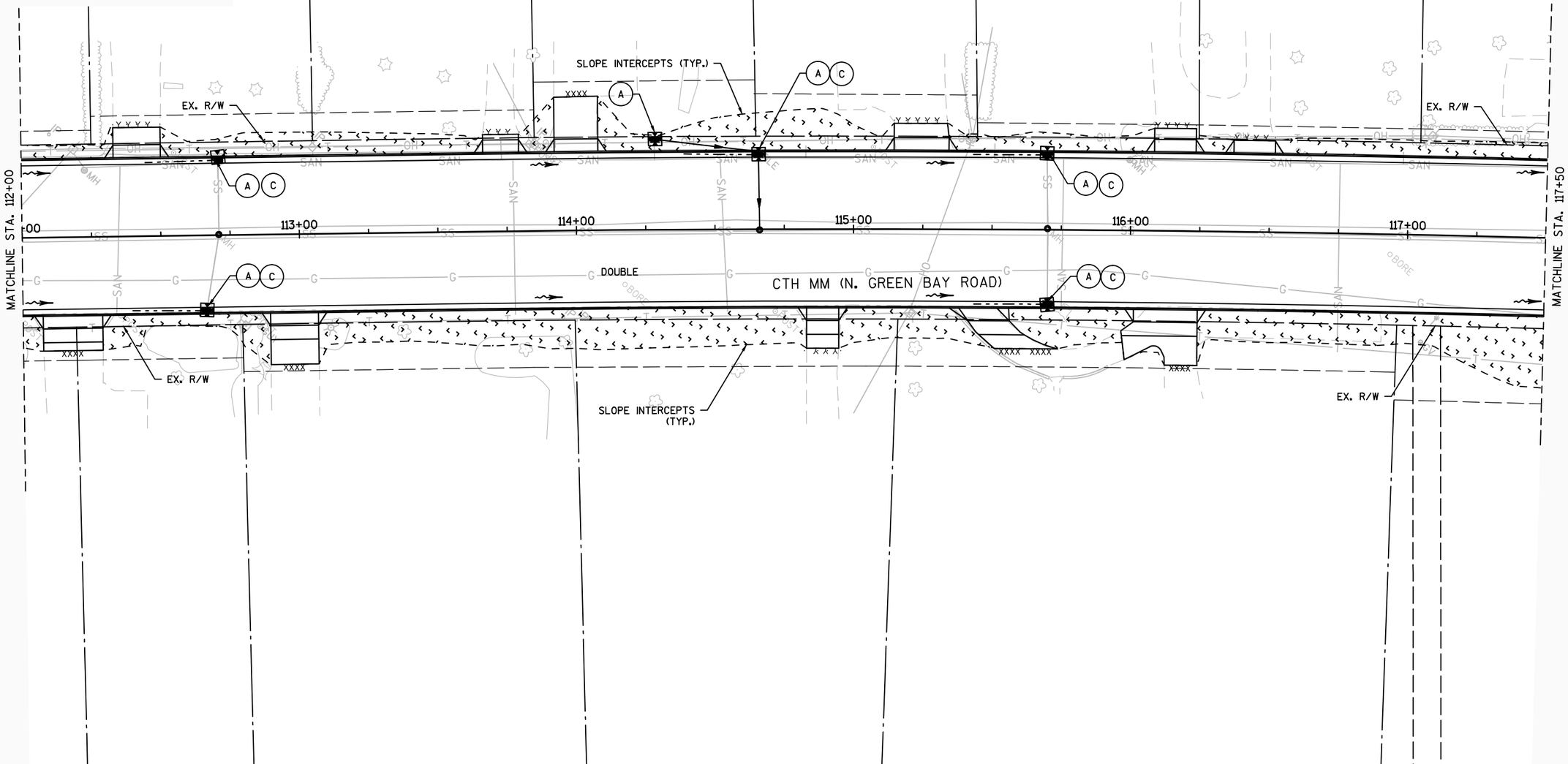
FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 022001_EC - 022003_EC

PLOT DATE : 11/2/2017 7:45 AM PLOT BY : SCHOWALTER, STEVEN PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

LEGEND

- MULCH
- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT CLASS II TYPE A
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- INLET PROTECTION
- (A) INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW



PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	EROSION CONTROL	SHEET 60	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 022001_EC - 022004_EC

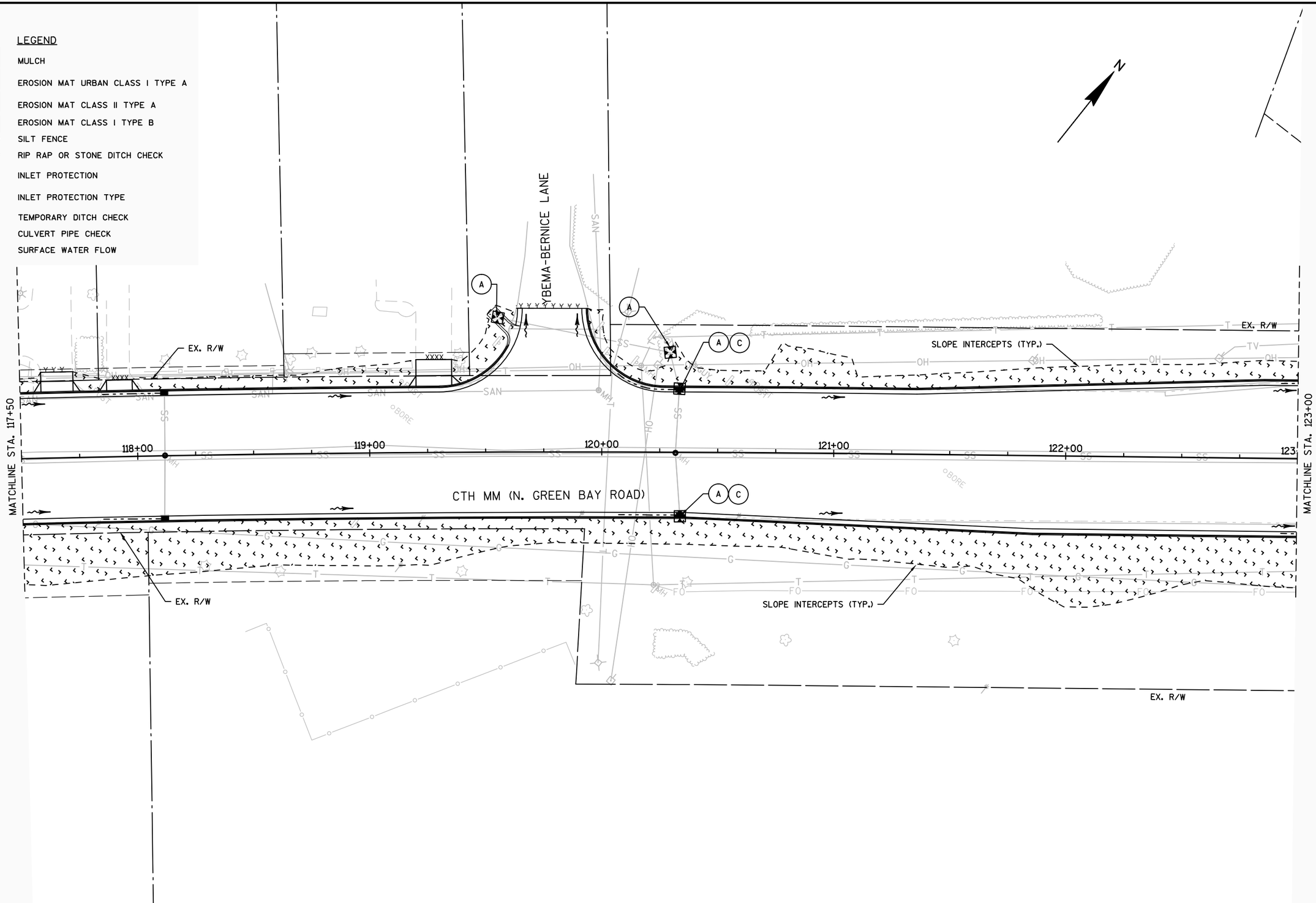
PLOT DATE : 11/2/2017 7:45 AM PLOT BY : SCHOWALTER, STEVEN PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

2

LEGEND

- MULCH
- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT CLASS II TYPE A
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- INLET PROTECTION
- (A) INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW



2

PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	EROSION CONTROL	SHEET 61	E

2

LEGEND

- MULCH
- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT CLASS II TYPE A
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- INLET PROTECTION
- (A) INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

CIRCLE DRIVE

EX. R/W

SLOPE INTERCEPTS (TYP.)

MATCHLINE STA. 123+00

MATCHLINE STA. 128+50

123+00 124+00 125+00 126+00 127+00 128+00

CTH MM (N. GREEN BAY ROAD)

SLOPE INTERCEPTS (TYP.)

EX. R/W

EX. R/W

MEADOWBROOK COUNTRY CLUB

PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	EROSION CONTROL	SHEET 62	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 022001_EC - 022006_EC
PLOT DATE : 11/2/2017 7:46 AM PLOT BY : SCHOWALTER, STEVEN PLOT NAME : PLOT SCALE : 1" = 40'_XREF
WISDOT/CADDS SHEET 42

LEGEND

- MULCH
- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT CLASS II TYPE A
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- INLET PROTECTION
- (A) INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

N

EX. R/W

SLOPE INTERCEPTS (TYP.)

MATCHLINE STA. 128+50

MATCHLINE STA. 134+00

129+00 130+00 131+00 132+00 133+00 134

CTH MM (N. GREEN BAY ROAD)

SLOPE INTERCEPTS (TYP.)

EX. R/W

PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	EROSION CONTROL	SHEET 63	E

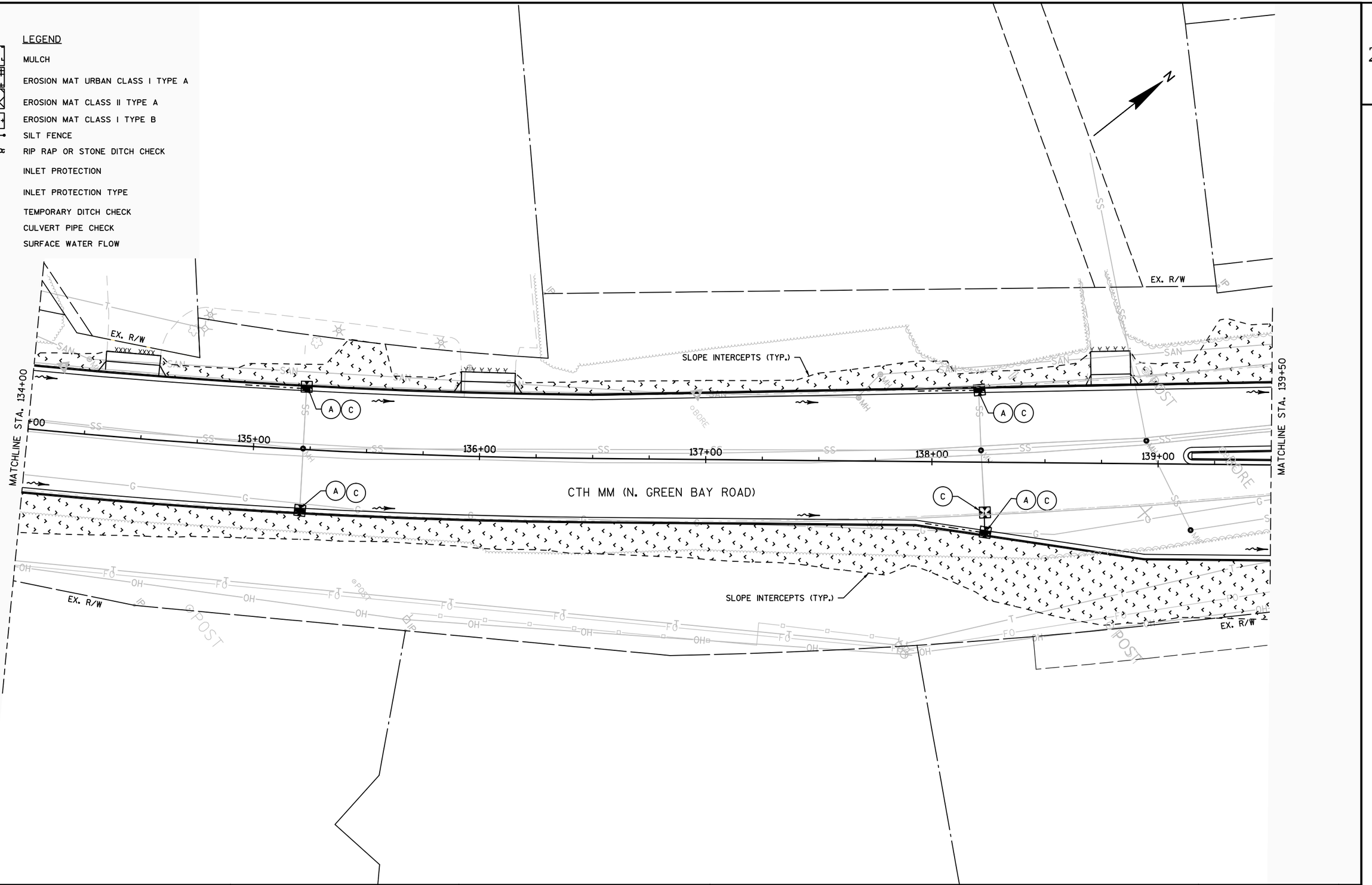
FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 022001_EC - 022007_EC

PLOT DATE : 11/2/2017 7:46 AM PLOT BY : SCHOWALTER, STEVEN PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

LEGEND

- MULCH
- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT CLASS II TYPE A
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- INLET PROTECTION
- (A) INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW



PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	EROSION CONTROL	SHEET 64	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 022001_EC - 022008_EC

PLOT DATE : 11/2/2017 7:46 AM PLOT BY : SCHOWALTER, STEVEN PLOT NAME : PLOT SCALE : 1" = 40'_XREF

LEGEND

- MULCH
- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT CLASS II TYPE A
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- INLET PROTECTION
- (A) INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

MATCHLINE STA. 139+50

MATCHLINE STA. 145+00

CTH MM (N. GREEN BAY ROAD)

140+00

141+00

142+00

143+00

144+00

145

EX. R/W

SLOPE INTERCEPTS (TYP.)

RIVERSHORE DRIVE

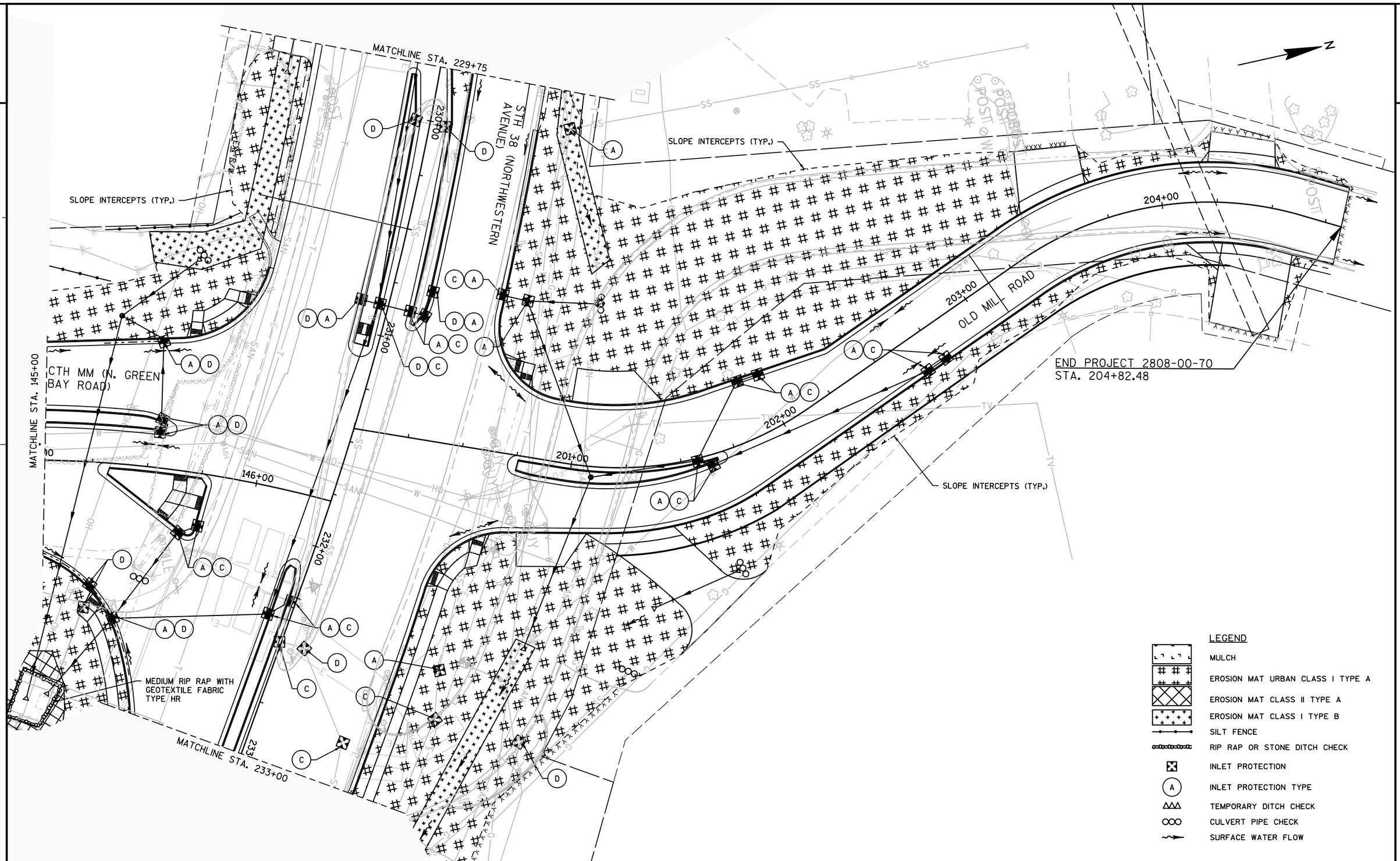
MEDIUM RIP RAP WITH GEOTEXTILE FABRIC TYPE HR

PROJECT NO: 2290-03-72 & 2808-00-70	HWY: STH 38 & CTH MM	COUNTY: RACINE	EROSION CONTROL	SHEET 65	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 022001_EC - 022009_EC

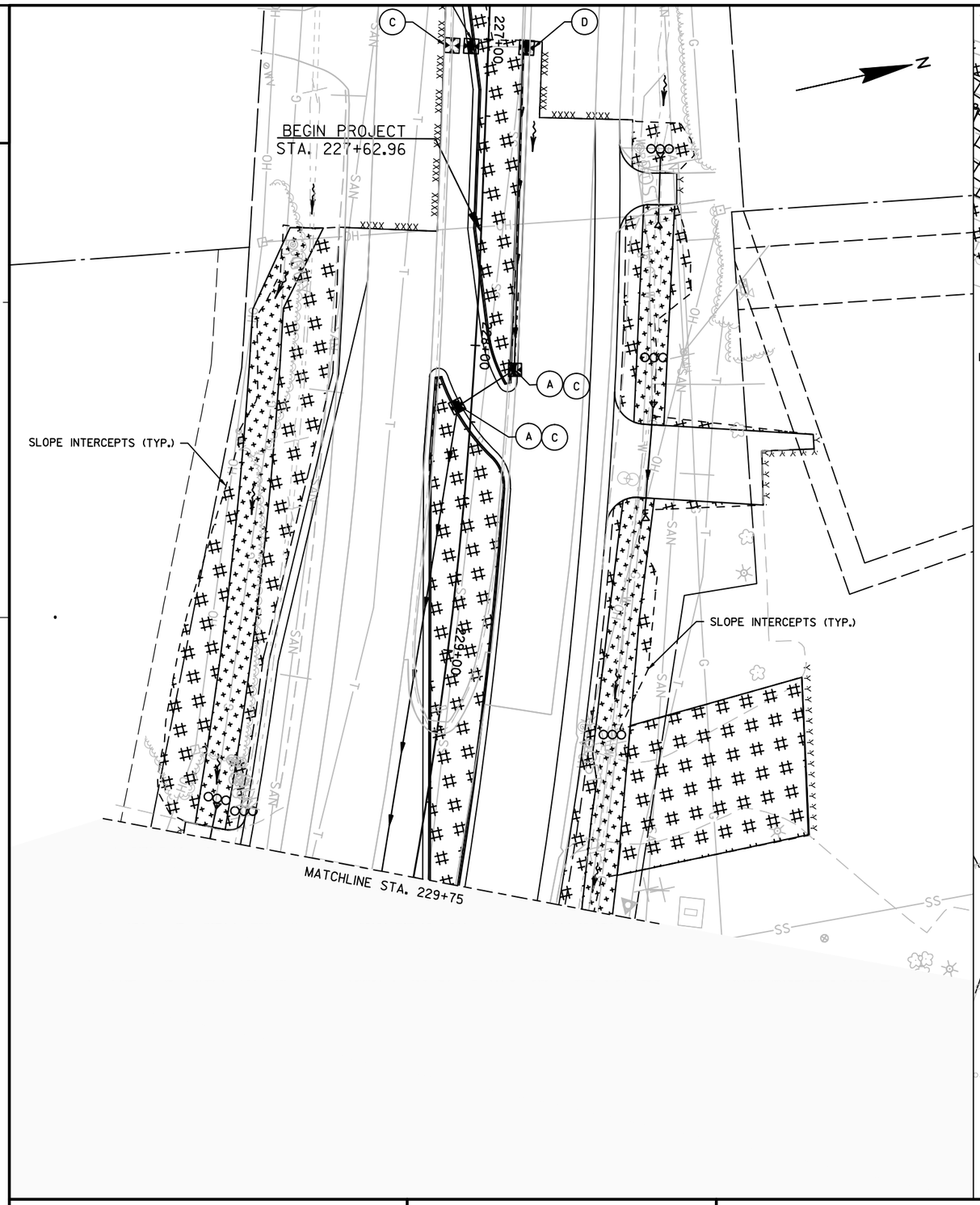
PLOT DATE : 11/2/2017 7:47 AM PLOT BY : SCHOWALTER, STEVEN PLOT NAME : PLOT SCALE : 1" = 40'_XREF

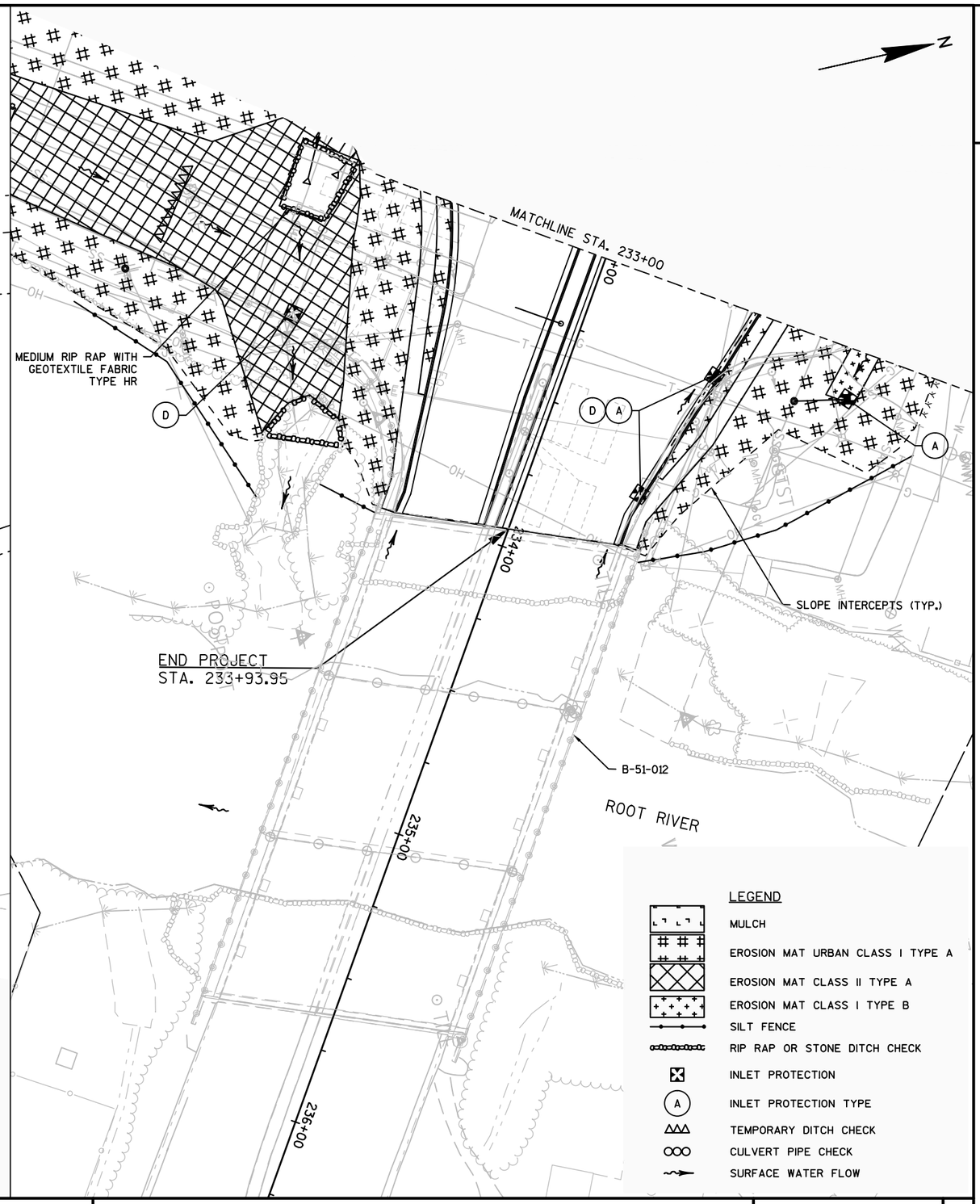
WISDOT/CADDS SHEET 42



PROJECT NO: 2290-03-72 & 2808-00-70	HWY: STH 38 & CTH MM	COUNTY: RACINE	EROSION CONTROL	SHEET 66	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 022001_EC - 022010_EC
PLOT DATE : 11/2/2017 7:47 AM PLOT BY : SCHOWALTER, STEVEN PLOT NAME :
WISDOT/CADDS SHEET 42


BEGIN PROJECT
STA. 227+62.96
227+00
229+00
SLOPE INTERCEPTS (TYP.)
SLOPE INTERCEPTS (TYP.)
MATCHLINE STA. 229+75
C
D
A
C
A
C


MATCHLINE STA. 233+00
MEDIUM RIP RAP WITH GEOTEXTILE FABRIC TYPE HR
D
D
A
A
SLOPE INTERCEPTS (TYP.)
234+00
END PROJECT
STA. 233+93.95
B-51-012
ROOT RIVER
235+00
236+00
LEGEND
MULCH
EROSION MAT URBAN CLASS I TYPE A
EROSION MAT CLASS II TYPE A
EROSION MAT CLASS I TYPE B
SILT FENCE
RIP RAP OR STONE DITCH CHECK
INLET PROTECTION
A
INLET PROTECTION TYPE
TEMPORARY DITCH CHECK
CULVERT PIPE CHECK
SURFACE WATER FLOW

2

STH 31 (OLE DAVIDSON ROAD)

CTH MM (N. GREEN BAY ROAD)

N

LEGEND

- XX — PROPOSED DRAINAGE STRUCTURE
- XX — EXISTING STRUCTURE TO BE ADJUSTED
- XX — EXISTING STRUCTURE TO BE REMOVED
- XX — EXISTING STRUCTURE TO BE RECONSTRUCTED
- EXISTING STORM SEWER TO BE REMOVED

STA. 101+82, 28.0' RT
INLET 2X3-H (10)

STA. 101+92, 28.0' RT
INLET 2X3-H (11)

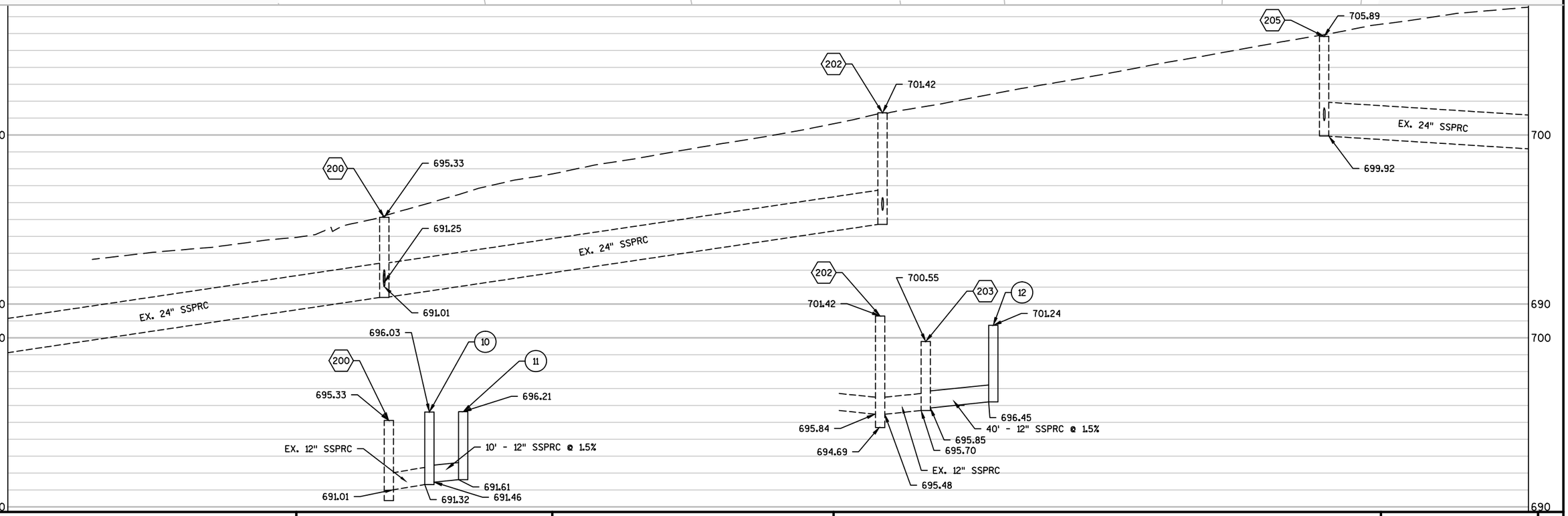
SANITARY MANHOLE
STA. 104+02, RT
RECONSTRUCT CHIMNEY, APPROX. 10"
WITH NEW TYPE J COVER
ADJUST TO GRADE

SANITARY MANHOLE
STA. 105+30, RT
RECONSTRUCT CHIMNEY, APPROX. 22"
WITH NEW TYPE J COVER
ADJUST TO GRADE

STA. 105+13, 28.0' RT
INLET 2X3-H (12)

SANITARY MANHOLE
STA. 106+31, RT
RECONSTRUCT CHIMNEY, APPROX. 14"
WITH NEW TYPE J COVER
ADJUST TO GRADE

MATCHLINE STA. 108+00



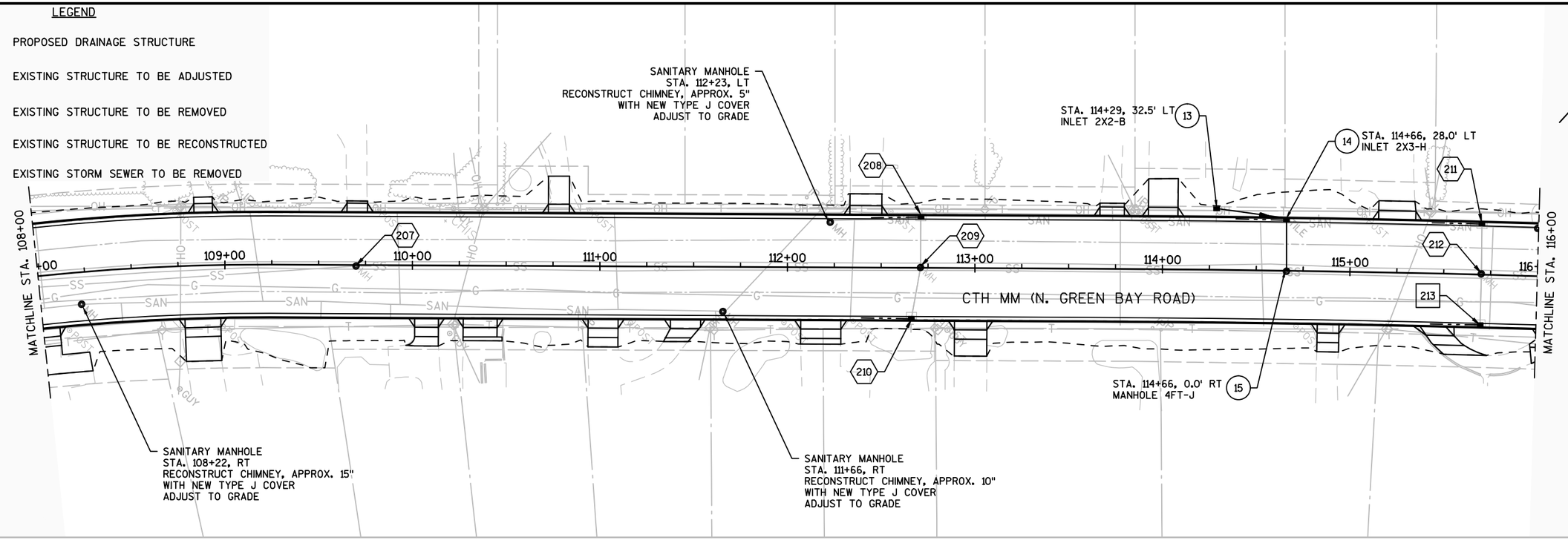
PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	STORM SEWER	SHEET 68 E

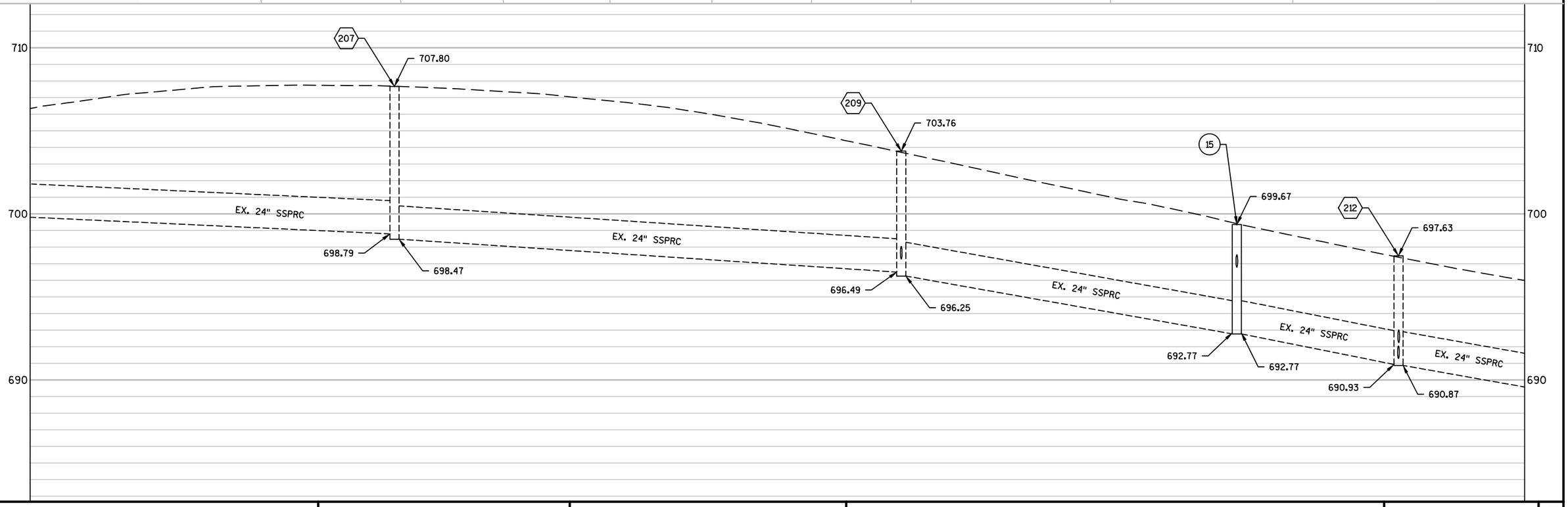
FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 022501_SS - 022501_SS

PLOT DATE : 7/31/2017 8:39 AM PLOT BY : SCHOWALTER, STEVEN PLOT NAME : PLOT SCALE : 1" = 60'_XREF

LEGEND

- (XX) PROPOSED DRAINAGE STRUCTURE
- ⬡ XX EXISTING STRUCTURE TO BE ADJUSTED
- △ XX EXISTING STRUCTURE TO BE REMOVED
- ▭ XX EXISTING STRUCTURE TO BE RECONSTRUCTED
- \\\\\\\\ EXISTING STORM SEWER TO BE REMOVED

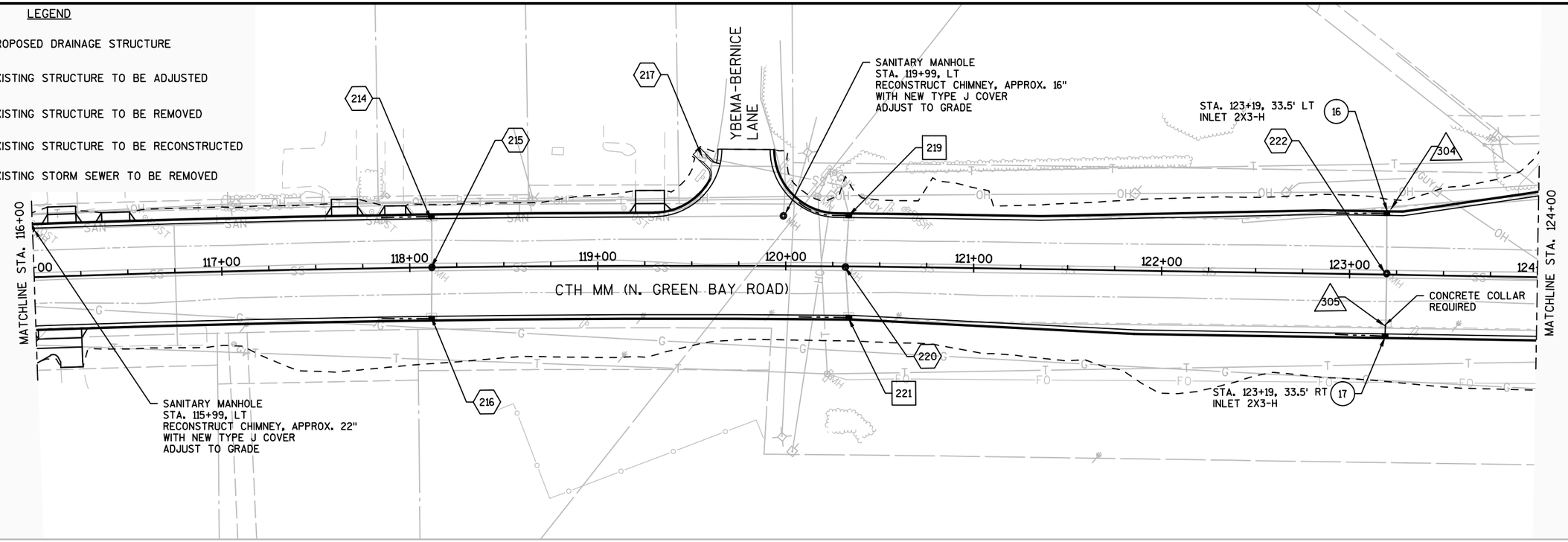


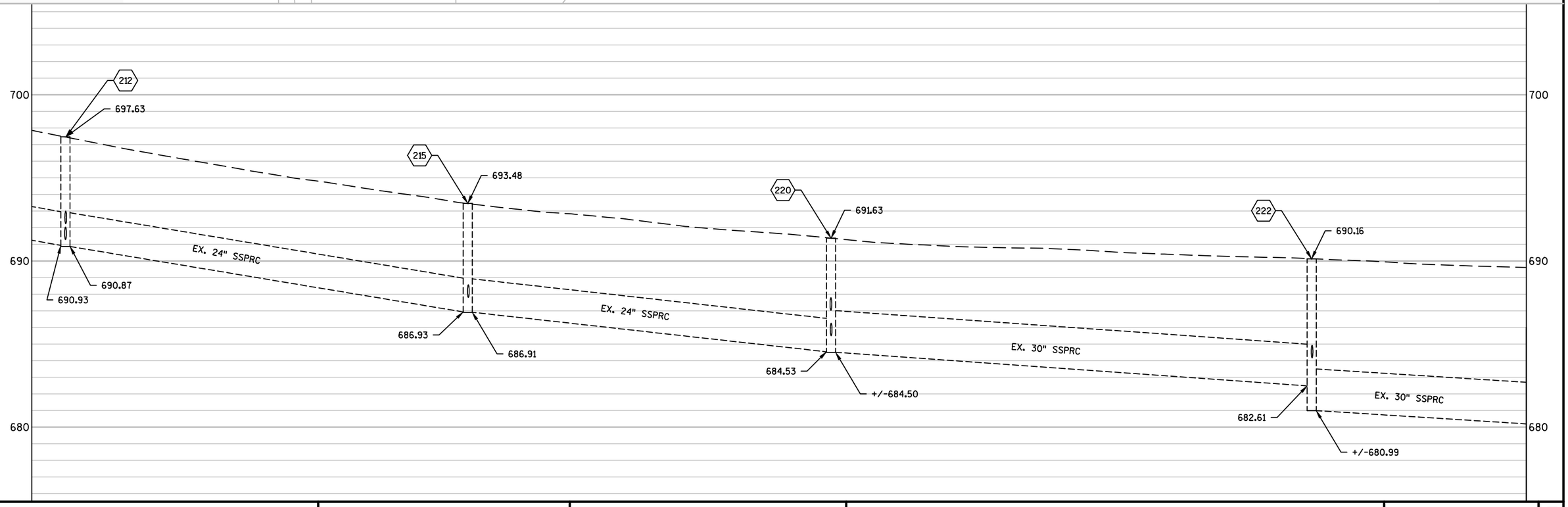


PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	STORM SEWER	SHEET 69	E

LEGEND

- (XX) PROPOSED DRAINAGE STRUCTURE
- ⬡ XX EXISTING STRUCTURE TO BE ADJUSTED
- △ XX EXISTING STRUCTURE TO BE REMOVED
- ▭ XX EXISTING STRUCTURE TO BE RECONSTRUCTED
- \\\\\\\\ EXISTING STORM SEWER TO BE REMOVED





PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	STORM SEWER	SHEET 70	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 022501_SS - 022503_SS
PLOT DATE : 7/31/2017 8:40 AM PLOT BY : SCHOWALTER, STEVEN PLOT NAME :
PLOT SCALE : 1" = 60'_XREF
WISDOT/CADDS SHEET 41

2

CIRCLE DR

CONCRETE COLLAR REQUIRED

18 STA. 126+19, 44.50' LT INLET 2X3-H

306

223

307

CONCRETE COLLAR REQUIRED

19 STA. 126+20, 33.50' RT INLET 2X3-H

224

225

226

MATCHLINE STA. 124+00

MATCHLINE STA. 132+00

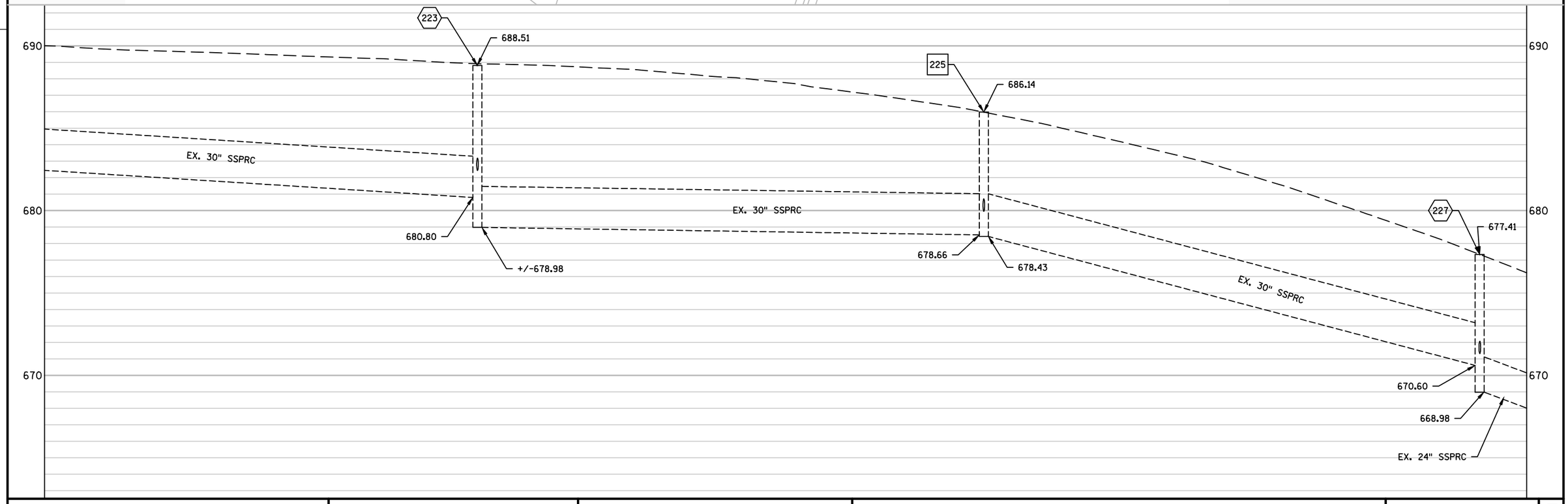
125+00 126+00 127+00 128+00 129+00 130+00 131+00

CTH MM (N. GREEN BAY ROAD)

N

LEGEND

- XX — PROPOSED DRAINAGE STRUCTURE
- XX — EXISTING STRUCTURE TO BE ADJUSTED
- XX — EXISTING STRUCTURE TO BE REMOVED
- XX — EXISTING STRUCTURE TO BE RECONSTRUCTED
- EXISTING STORM SEWER TO BE REMOVED



PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	STORM SEWER	SHEET 71	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 022501_SS - 022504_SS

PLOT DATE : 7/31/2017 8:40 AM PLOT BY : SCHOWALTER, STEVEN PLOT NAME : PLOT SCALE : 1" = 60'_XREF

LEGEND

XX PROPOSED DRAINAGE STRUCTURE

XX EXISTING STRUCTURE TO BE ADJUSTED

XX EXISTING STRUCTURE TO BE REMOVED

XX EXISTING STRUCTURE TO BE RECONSTRUCTED

EXISTING STORM SEWER TO BE REMOVED

N

SANITARY MANHOLE STA. 134+24, LT ADJUST TO GRADE WITH NEW TYPE J COVER

309

21 STA. 132+21, 28.0' LT INLET 2X3-H

SANITARY MANHOLE STA. 137+67, LT RECONSTRUCT CHIMNEY, APPROX. 9" WITH EXISTING COVER ADJUST TO GRADE

GRADE AROUND EXISTING SANITARY MANHOLE

MATCHLINE STA. 132+00

133+00 134+00 135+00 136+00 137+00 138+00 139+00 140

227 228 229 230 231 232 233 234 235

CTH MM (N. GREEN BAY ROAD)

310 CONCRETE COLLAR REQUIRED

STA. 138+23, 32.1' RT INLET 2X3-H 22

MATCHLINE STA. 140+00

680 670 660 650 640

227 677.41 670.60 668.98

230 664.24 657.81 657.77

EX. 24" SSPRC

233 651.25 644.70 644.66

234 648.81 637.32

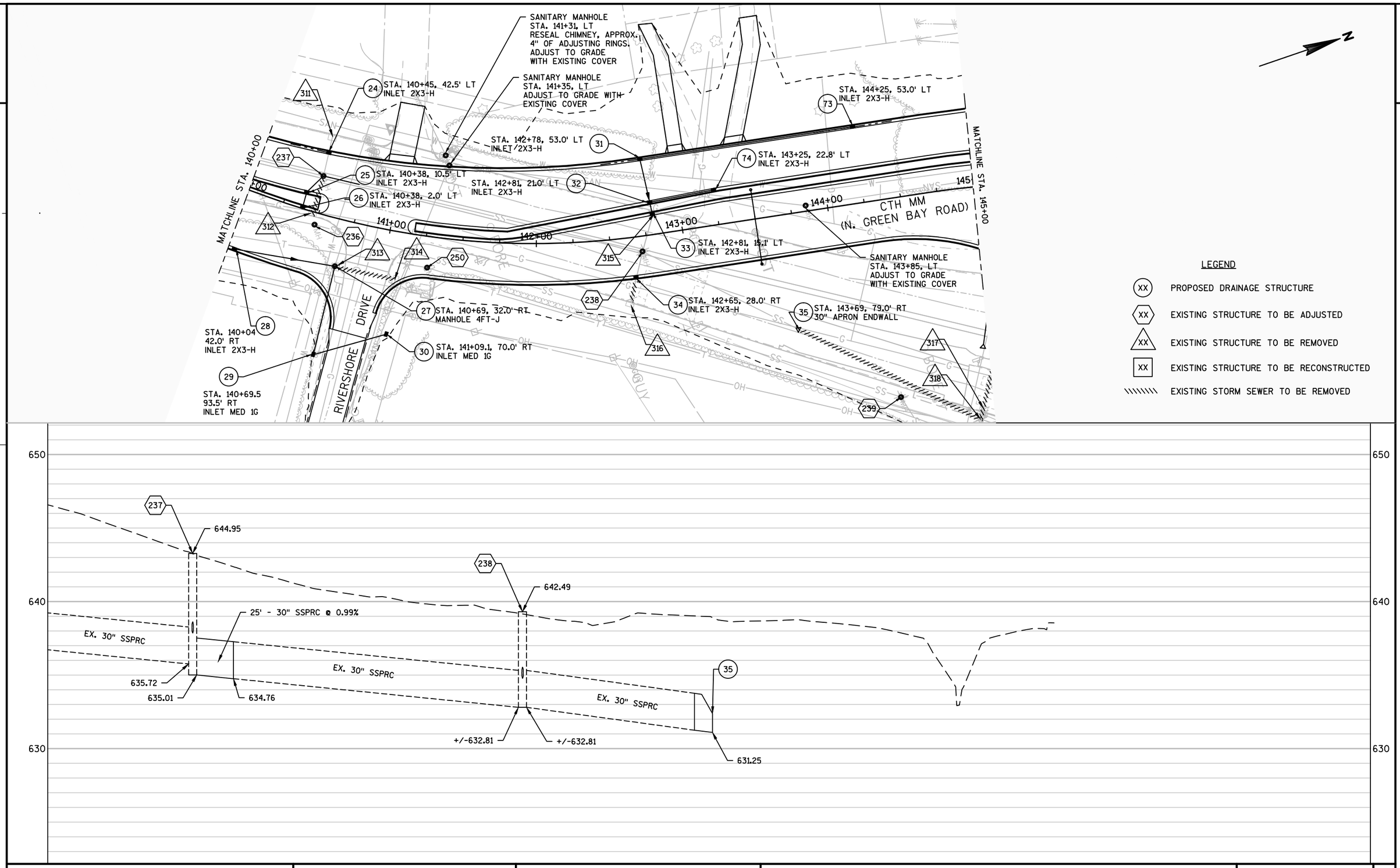
237 644.95 635.72 635.01

PROJECT NO: 2290-03-72 & 2808-00-70	HWY: STH 38 & CTH MM	COUNTY: RACINE	STORM SEWER	SHEET 72	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 022501_SS - 022505_SS

PLOT DATE : 7/31/2017 8:40 AM PLOT BY : SCHOWALTER, STEVEN PLOT NAME : PLOT SCALE : 1" = 60'_XREF

WISDOT/CADDS SHEET 41

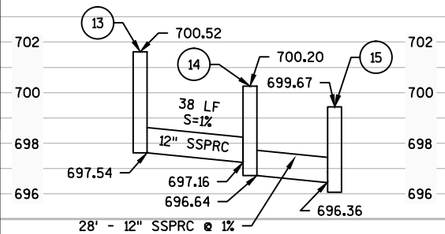


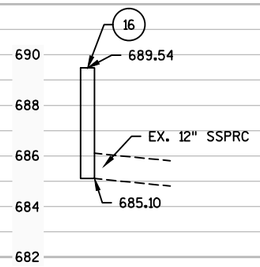
PROJECT NO: 2290-03-72 & 2808-00-70	HWY: STH 38 & CTH MM	COUNTY: RACINE	STORM SEWER	SHEET 73	E

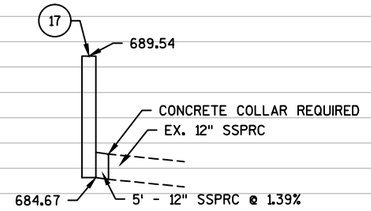
FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 022501_SS - 022506_SS

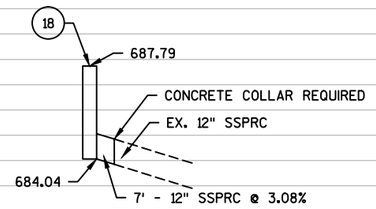
PLOT DATE : 11/2/2017 9:23 AM PLOT BY : SCHOWALTER, STEVEN PLOT NAME : PLOT SCALE : 1" = 60'_XREF

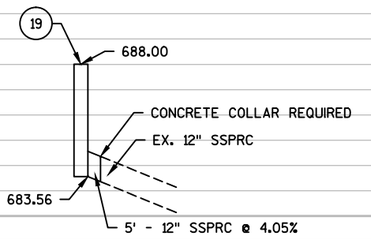
WISDOT/CADDS SHEET 41

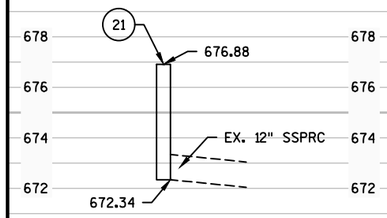

13
700.52
14
700.20
699.67
15
38 LF
S=1%
12" SSPRC
697.54
697.16
696.64
696.36
28' - 12" SSPRC @ 1%
702
700
698
696

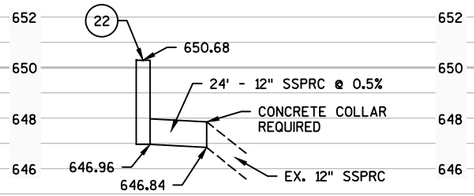

16
689.54
EX. 12" SSPRC
685.10
690
688
686
684
682

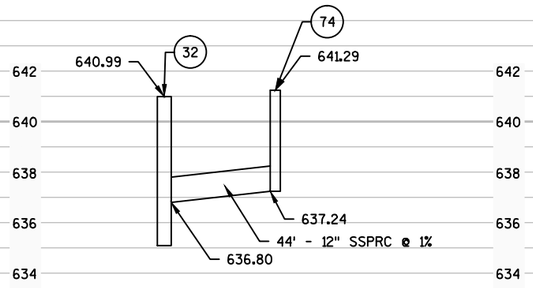

17
689.54
CONCRETE COLLAR REQUIRED
EX. 12" SSPRC
684.67
5' - 12" SSPRC @ 1.39%

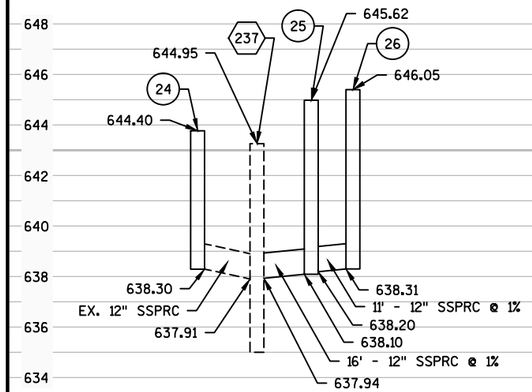

18
687.79
CONCRETE COLLAR REQUIRED
EX. 12" SSPRC
684.04
7' - 12" SSPRC @ 3.08%

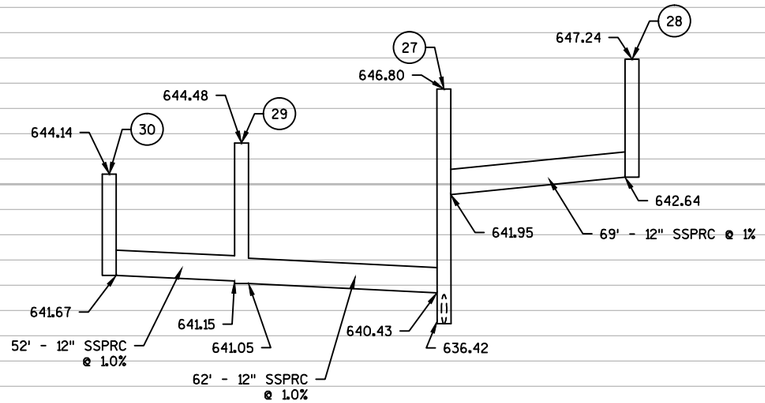

19
688.00
CONCRETE COLLAR REQUIRED
EX. 12" SSPRC
683.56
5' - 12" SSPRC @ 4.05%
690
688
686
684
682

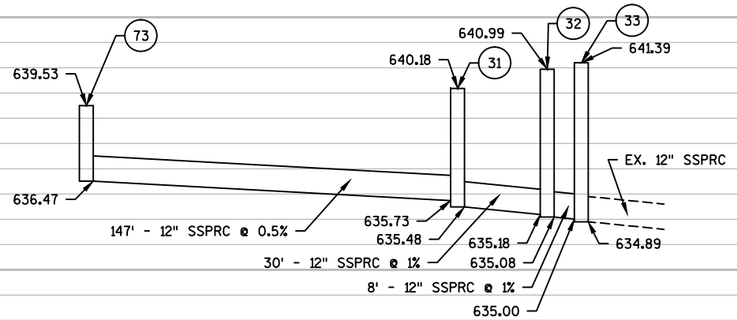

21
676.88
EX. 12" SSPRC
672.34
678
676
674
672


22
650.68
24' - 12" SSPRC @ 0.5%
CONCRETE COLLAR
REQUIRED
646.96
646.84
EX. 12" SSPRC
652
650
648
646


74
641.29
32
640.99
637.24
44' - 12" SSPRC @ 1%
636.80
642
640
638
636
634


25
645.62
237
644.95
26
646.05
24
644.40
638.30
EX. 12" SSPRC
637.91
638.31
11' - 12" SSPRC @ 1%
638.20
638.10
16' - 12" SSPRC @ 1%
637.94
648
646
644
642
640
638
636
634


27
646.80
28
647.24
644.48
29
644.14
30
642.64
641.95
69' - 12" SSPRC @ 1%
641.67
52' - 12" SSPRC
@ 1.0%
641.15
641.05
62' - 12" SSPRC
@ 1.0%
640.43
636.42
11"


73
639.53
636.47
147' - 12" SSPRC @ 0.5%
640.99
32
33
641.39
640.18
31
EX. 12" SSPRC
635.73
635.48
30' - 12" SSPRC @ 1%
635.18
635.08
8' - 12" SSPRC @ 1%
635.00
634.89
34
643.22
EX. 12" SSPRC
635.35
648
646
644
642
640
638
636
634

2

NOTES

1. REMOVE INLET TO TOP OF EXISTING PIPES AND PLATE STRUCTURE DURING STAGE 2. INLET TO BE FILLED DURING PIPE ABANDONMENT IN STAGE 3
2. CONSTRUCT DOWNSTREAM END OF PIPE DURING STAGE 2. CONNECT TO PROPOSED MEDIAN STORM SEWER IN STAGE 3.
3. MAINTAIN STORM SEWER UNTIL PROPOSED PARALLEL SYSTEM IS CONSTRUCTED IN STAGE 3.

60 STA. 202+77, 18.0' RT
INLET 2X3-H

61 STA. 202+67, 18.0' RT
INLET 2X3-H

62 STA. 201+63.1, 3.7' RT
INLET 2X3-H

63 STA. 201+57.3, 2.0' RT
INLET 4FT-H

STA. 201+49, 57.4' RT
30'-18" CSCP WITH AEW

SANITARY MANHOLE
STA. 231+74, LT
ADJUST TO GRADE WITH
EXISTING COVER

64 STA. 202+01.1, 26.3' LT
INLET 2X3-H

65 STA. 201+89.1, 28.0' LT
INLET 2X3-H

59 STA. 200+92, 87.7' RT
24" ENDWALL

SANITARY MANHOLE
STA. 233+16, LT
ADJUST TO GRADE WITH
EXISTING COVER

STA. 227+47, 57.7' LT
21'-18" CSCP WITH AEW

STA. 228+33, 59.0' LT
35'-24" CSCP WITH AEW

STA. 201+09.3, 4.9' RT
MANHOLE 5FT-J

58

SANITARY MANHOLE
STA. 231+71, LT
ADJUST TO GRADE WITH
EXISTING COVER

STA. 201+05, 73.6' LT
12" ENDWALL

56

70 STA. 233+16, 89.9' LT
MEDIAN INLET 2 GRATE

STA. 200+68.3, 69.9' LT
MANHOLE 5FT-C

57

327

328

329

71 STA. 233+23, 73.8' LT
MANHOLE 5FT-C

55

STA. 230+69, 50.0' LT
INLET 2X3-H

ABANDON PIPES
DURING STAGE 3

240

STA. 230+86, 16.2' LT
INLET 2X3-H

53

52 STA. 230+86, 11.4' LT
INLET 2X3-H

STA. 232+27,
3.2' RT
INLET 2X3-H

48

326

STA. 230+75, 17.1' LT
LT INLET 2X3-H

54

322

SEE NOTE 3

ABANDON
MANHOLE
SEE NOTE 1

323

324

72

STA. 233+25,
47.8' LT
MANHOLE 6FT-H

66 STA. 228+07, 12.2' LT
MANHOLE 5FT-H

51 STA. 230+86, 4.6' RT
MANHOLE 6FT-H

SEE NOTE 3

229+00

230+00

231+00

232+00

233+00

234+00

235+00

236+00

STH 38 (NORTHWESTERN AVENUE)

227+00

228+00

STA. 230+86, 13.4' RT
INLET 2X3-H

50

321

STA. 145+76, 23.7' RT
INLET 2X3-H

42

SEE NOTE 2

47 STA. 232+36.3, 9.1' RT
MANHOLE 7FT-H

STA. 145+54, 17.0' LT
INLET 2X3-H

38

43 STA. 145+69, 27.3' RT
INLET 2X3-H

44 STA. 145+39, 70.6' RT
MANHOLE 7FT-H

45 STA. 145+06, 107.2' RT
48" ENDWALL

37 STA. 144+94.9, 109.8' RT
38" X 60" ENDWALL

67 STA. 228+21, 5.3' RT
MANHOLE 5FT-H

330

46

STA. 145+28,
56.7' RT
INLET 2X3-H-S

320

317

318

75 STA. 227+02.1, 4.7' RT
INLET 2X3-H

STA. 229+76, 67.8' RT
24'-18" CSCP WITH AEW

SANITARY MANHOLE
STA. 230+07, RT
RECONSTRUCT CHIMNEY, APPROX. 25"
ADJUST TO GRADE WITH
NEW TYPE J COVER

STA. 145+62.1, 97.1' LT
48" ENDWALL

41

STA. 145+51, 58.4' LT
INLET 2X3-H

40

STA. 145+54, 21.2' LT
INLET 2X3-H

39

STA. 145+33.4, 67.1' LT
MANHOLE 8FT-J

36

MATCHLINE STA. 145+00

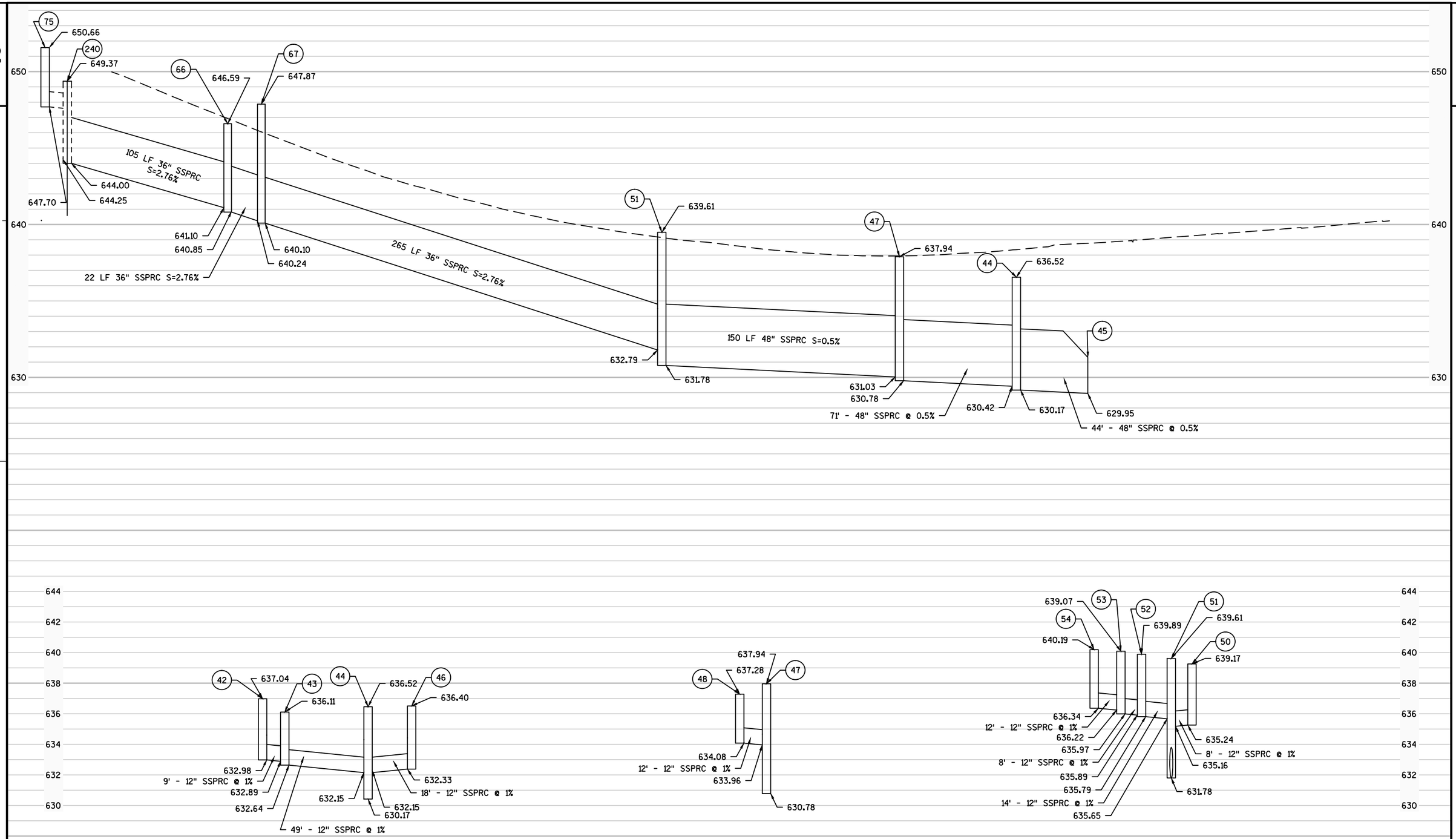
SANITARY MANHOLE
STA. 145+82, LT
RECONSTRUCT CHIMNEY, APPROX. 12"
WITH NEW TYPE J COVER

LEGEND

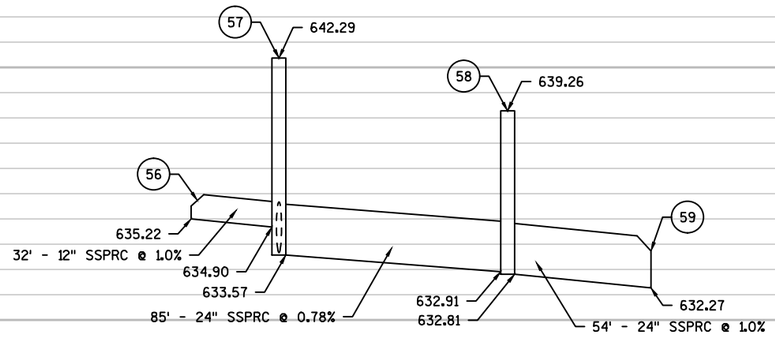
- (XX) PROPOSED DRAINAGE STRUCTURE
- ⬡ XX EXISTING STRUCTURE TO BE ADJUSTED
- △ XX EXISTING STRUCTURE TO BE REMOVED
- □ XX EXISTING STRUCTURE TO BE RECONSTRUCTED
- \\\\\\\\ EXISTING STORM SEWER TO BE REMOVED

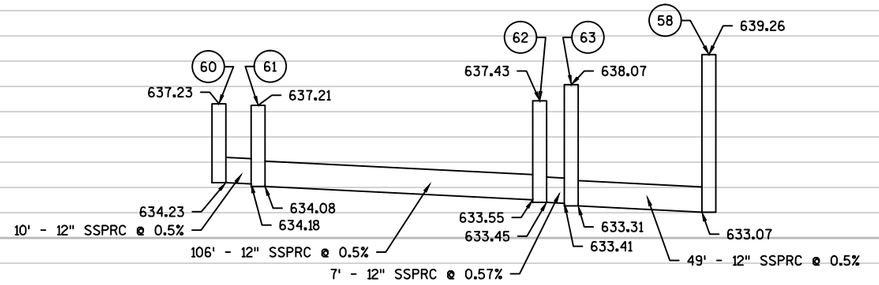
PROJECT NO: 2290-03-72 & 2808-00-70	HWY: STH 38 & CTH MM	COUNTY: RACINE	STORM SEWER	SHEET 75	E

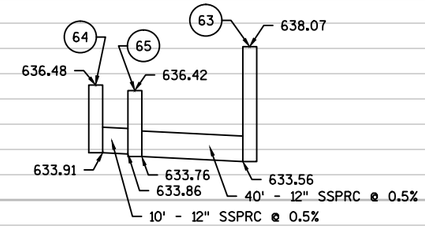
FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\022502_SS.DWG
LAYOUT NAME - 022502_SS - 022507_SS
PLOT DATE : 7/31/2017 8:45 AM PLOT BY : SCHOWALTER, STEVEN PLOT NAME :
PLOT SCALE : 1" = 60'_XREF
WISDOT/CADDS SHEET 41

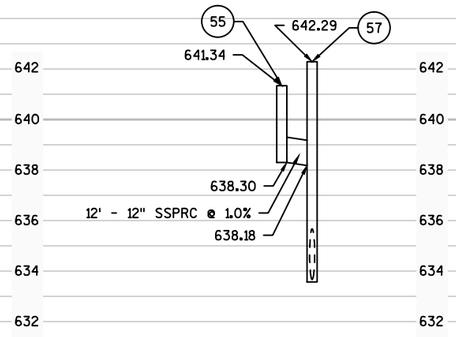


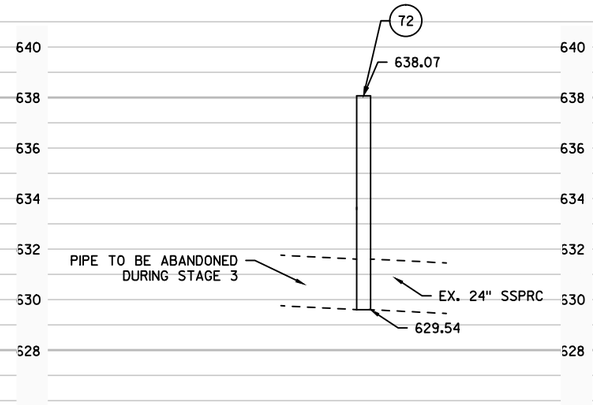
PROJECT NO:2290-03-72 & 2808-00-70	HWY:STH 38 & CTH MM	COUNTY:RACINE	STORM SEWER	SHEET 76	E

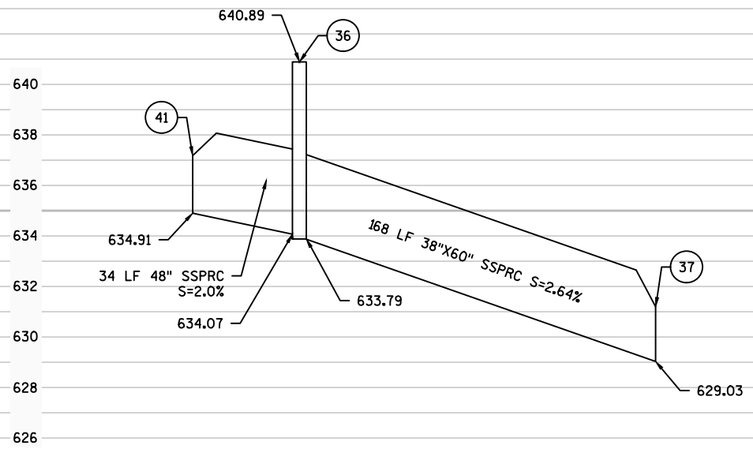


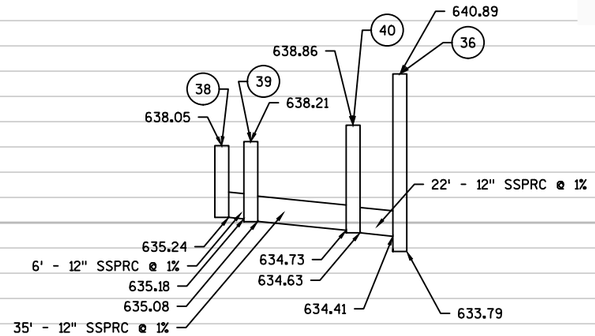


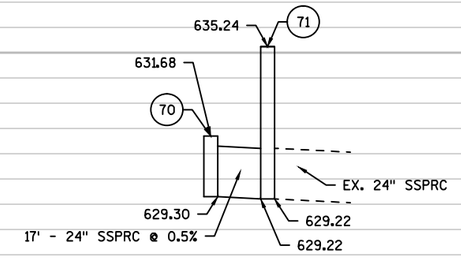












PROJECT NO: 2290-03-72 & 2808-00-70	HWY: STH 38 & CTH MM	COUNTY: RACINE	STORM SEWER	SHEET 77	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\022502_SS.DWG
LAYOUT NAME - 022502_SS - 022509_SS

PLOT DATE : 7/31/2017 8:45 AM PLOT BY : SCHOWALTER, STEVEN PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 41

STRUCT. NO.	STATION	OFFSET	C-C (FT)	TO STRUCT.	INLET/CB TYPE & COVER	MH TYPE & COVER	RIM/GRATE ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCH. ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	DISCHARGE PIPE CLASS	REMARKS	PIPE JOINT TIES
10	101+82	28.0' RT	--	200	INL 2X3 H	-- --	696.03	4.71	12	691.32	--	--	--	--	CONNECT TO EXISTING STORM SEWER	
11	101+92	28.0' RT	10	10	INL 2X3 H	-- --	696.21	4.60	12	691.61	691.46	10.00	1.50	III		
12	105+13	28.0' RT	40	203	INL 2X3 H	-- --	701.24	4.79	12	696.45	695.85	40.00	1.50	III		
13	114+29	32.5' LT	38	14	INL 2X2 B	-- --	701.52	3.98	12	697.54	697.16	38.00	1.00	IV		
14	114+66	28.0' LT	28	15	INL 2X3 H	-- --	700.20	3.56	12	696.64	696.36	28.00	1.00	III		
15	114+66	0.0' LT	--	212	-- --	4FT J	699.67	6.90	24	692.77	--	--	--	--	CONNECT TO EXISTING STORM SEWER	
16	123+19	33.5' LT	--	222	INL 2X3 H	-- --	689.54	4.44	12	685.10	--	--	--	--	CONNECT TO EXISTING STORM SEWER	
17	123+19	33.5' RT	5	--	INL 2X3 H	-- --	689.54	4.87	12	684.67	684.60	5.00	1.39	III	CONNECT TO EXISTING STORM SEWER, CONCRETE COLLAR REQUIRED	
18	126+19	44.50' LT	7	--	INL 2X3 H	-- --	687.79	3.75	12	684.04	683.82	7.00	3.08	III	CONNECT TO EXISTING STORM SEWER, CONCRETE COLLAR REQUIRED	
19	126+20	33.5' RT	5	--	INL 2X3 H	-- --	688.00	4.44	12	683.56	683.36	5.00	4.05	III	CONNECT TO EXISTING STORM SEWER, CONCRETE COLLAR REQUIRED	
21	132+21	28.0' LT	--	227	INL 2X3 H	-- --	676.88	4.54	12	672.34	--	--	--	--	CONNECT TO EXISTING STORM SEWER	
22	138+23	32.1' RT	24	233	INL 2X3 H	-- --	650.68	3.72	12	646.96	646.84	24.00	0.50	III	CONNECT TO EXISTING STORM SEWER, CONCRETE COLLAR REQUIRED	
24	140+45	42.5' LT	--	237	INL 2X3 H	-- --	644.40	6.10	12	638.30	--	--	--	--	CONNECT TO EXISTING STORM SEWER	
25	140+38	10.5' LT	16	237	INL 2X3 H	-- --	645.62	7.52	12	638.10	637.94	16.00	1.00	III		
26	140+38	2.0' LT	11	25	INL 2X3 H	-- --	646.05	7.74	12	638.31	638.20	11.00	1.00	III		
27	140+69	32.0' RT	--	--	-- --	4FT J	646.80	6.73	12	640.07	--	--	--	--	CONNECT TO EXISTING STORM SEWER	
28	140+04	42.0' RT	69	27	INL 2X3 H	-- --	647.24	4.60	12	642.64	641.95	69.00	1.00	III		
29	140+69.50	93.5' RT	62	27	INL MED 1G	-- --	644.48	3.43	12	641.05	640.43	62.00	1.00	III		
30	141+09.10	70.0' RT	52	29	INL MED 1G	-- --	644.14	2.47	12	641.67	641.15	52.00	1.00	III		
31	142+78	53.0' LT	30	32	INL 2X3 H	-- --	640.18	4.70	12	635.48	635.18	30.00	1.00	III		
32	142+81	21.0' LT	8	33	INL 2X3 H	-- --	640.99	5.91	12	635.08	635.00	8.00	1.00	III		
33	142+81	15.1' LT	--	238	INL 2X3 H	-- --	641.39	6.50	12	634.89	--	--	--	--	CONNECT TO EXISTING STORM SEWER	
34	142+65	28.0' RT	--	238	INL 2X3 H	-- --	643.22	7.87	12	635.35	--	--	--	--	CONNECT TO EXISTING STORM SEWER	
35	143+69.00	79.0' RT	--	--	-- --	-- --	--	--	30	631.20	--	--	--	--	CONNECT AEW TO EXISTING STORM SEWER	X
36	145+33.40	67.1' LT	168	37	-- --	8FT J	640.89	7.10	38X60	633.79	629.35	168.00	2.64	--		X
37	144+94.9	109.8' RT	--	--	-- --	-- --	--	--	38X60	629.03	--	--	--	--	APRON ENDWALL	X
38	145+54	17.0' LT	6	39	INL 2X3 H	-- --	638.05	2.81	12	635.24	635.18	6.00	1.00	IV		
39	145+54	21.2' LT	35	40	INL 2X3 H	-- --	638.21	3.13	12	635.08	634.73	35.00	1.00	III		
40	145+51	58.4' LT	22	41	INL 2X3 H	-- --	638.86	4.23	12	634.63	634.41	22.00	1.00	--		
41	145+62.60	96.6' LT	27	36	-- --	-- --		--	38x60	635.00	634.46	27.00	2.00	III	APRON ENDWALL	X
42	145+76	23.7' RT	9	43	INL 2X3 H	-- --	637.04	4.06	12	632.98	632.89	9.00	1.00	III		
43	145+69	27.3' RT	49	44	INL 2X3 H	-- --	637.11	4.47	12	632.64	632.15	49.00	1.00	III		
44	145+39	70.6' RT	44	45	-- --	7FT H	636.52	6.35	48	630.17	629.95	44.00	0.50	--		
45	145+06	107.2' RT	--	--	-- --	-- --	--	--	48	629.95	--	--	--	--	APRON ENDWALL	X
46	145+28	56.7' RT	18	44	INL 2X3 H-S	-- --	636.40	4.07	12	632.33	632.15	18.00	1.00	III		
47	232+36	9.1' RT	71	44	-- --	7FT H	637.94	7.16	48	630.78	630.43	71.00	0.50	IV		
48	232+27	3.2' RT	12	47	INL 2X3 H	-- --	637.28	3.20	12	634.08	633.96	12.00	1.00	III		
50	230+86	13.4' RT	8	51	INL 2X3 H	-- --	639.17	3.93	12	635.24	635.16	8.00	1.00	III		
51	230+86	5.3' RT	150	47	-- --	6FT H	639.61	7.83	48	631.78	631.03	150.00	0.50	III		
52	230+86	11.4' LT	14	51	INL 2X3 H	-- --	639.89	4.10	12	635.79	635.65	14.00	1.00	III		
53	230+86	16.2' LT	8	52	INL 2X3 H	-- --	640.07	4.10	12	635.97	635.89	8.00	1.00	III		
54	230+75	17.1' LT	12	53	INL 2X3 H	-- --	640.19	3.85	12	636.34	636.22	12.00	1.00	III		
55	230+69	50.0' LT	12	57	INL 2X3 H	-- --	641.34	3.04	12	638.30	638.18	12.00	1.00	III		
56	201+05	73.6' LT	32	57	-- --	-- --	--	--	12	635.22	634.90	32.00	1.00	III	APRON ENDWALL	X
57	200+68	69.9' LT	85	58	-- --	5FT C	642.29	8.72	24	633.57	632.91	85.00	0.78	III		
58	201+09	4.9' RT	54	59	-- --	5FT J	639.26	6.45	24	632.81	632.27	54.00	1.00	--		
59	200+92	87.7' RT	--	--	-- --	-- --	--	--	24	632.27	--	--	--	--	APRON ENDWALL	X

NOTES:

STATIONS AND OFFSETS TO MANHOLES, INLETS 1G AND INLETS 2G ARE GIVEN TO THE CENTER OF STRUCTURE.

STATIONS AND OFFSETS TO CATCH BASINS AND INLETS ARE GIVEN TO FACE OF CURB.

STATIONS, OFFSETS AND ELEVATIONS OF ENDWALLS ARE GIVEN TO THE END OF THE ENDWALL.

MANHOLE RIM/GRATE ELEVATIONS ARE GIVEN TO THE CENTER OF STRUCTURE.

CATCH BASIN AND INLET RIM/GRATE ELEVATIONS ARE GIVEN TO FLANGE LINE.

DEPTH OF MANHOLES AND INLETS ARE MEASURED FROM THE LOWEST INVERT OF THE STRUCTURE TO THE RIM/GRATE ELEVATION.

DEPTH OF CATCH BASINS ARE MEASURED FROM THE LOWEST INVERT TO THE RIM/GRATE ELEVATION. (ADD TWO FEET FOR SUMP DEPTH.)

PIPE LENGTHS FOR STRUCTURES ARE SHOWN FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE.

CONTRACTOR SHALL VERIFY DEPTH AND ELEVATIONS OF ALL EXISTING STORM SEWER STRUCTURES BEFORE BEGINNING WORK AND SHALL REPORT ANY DISCREPANCIES TO ENGINEER PRIOR TO BEGINNING WORK.

STRUCT. NO.	STATION	OFFSET	C-C (FT)	TO STRUCT.	INLET/CB TYPE & COVER	MH TYPE & COVER	RIM/GRATE ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	INLET ELEV.	DISCH. ELEV.	LENGTH (FT)	SLOPE (%)	PIPE CLASS	REMARKS	PIPE JOINT TIES
60	202+77	18.0' RT	10	61	INL 2X3 H	-- --	637.23	3.00	12	634.23	634.18	10.00	0.50	IV		
61	202+67	18.0' RT	106	62	INL 2X3 H	-- --	637.21	3.13	12	634.08	633.55	106.00	0.50	III		
62	201+63	3.7' RT	7	63	-- --	4FT H	637.43	3.98	12	633.45	633.41	7.00	0.57	III		
63	201+57	2.0' RT	49	58	-- --	4FT H	638.07	4.76	12	633.31	633.07	49.00	0.50	III		
64	202+01	26.3' LT	10	65	INL 2X3 H	-- --	636.48	2.57	12	633.91	633.86	10.00	0.50	IV		
65	201+89.1	28.0' LT	40	63	INL 2X3 H	-- --	636.42	2.66	12	633.76	633.56	40.00	0.50	III		
66	228+07	12.2' LT	22	67	-- --	5FT H	646.59	5.74	36	640.85	640.24	22.00	2.76	III		
67	228+21	5.3' RT	265	51	-- --	5FT H	646.00	5.90	36	640.10	632.79	265.00	2.76	III		
70	233+16	89.9' LT	17	71	INL MED 2 GRATE	-- --	631.68	2.38	24	629.30	629.22	17.00	0.50	III		
71	233+23	73.8' LT	--	--	-- --	5FT C	635.24	6.02	24	629.22	--	--	--	--	CONNECT MH TO EXISTING STORM SEWER	
72	233+25	47.8' LT	--	--	-- --	6FT H	638.07	8.53	48	629.54	--	--	--	--	CONNECT MH TO EXISTING STORM SEWER	
73	144+25	53.0' LT	147	31	INL 2X3 H	-- --	639.53	3.06	12	636.47	635.74	147.00	0.50	III		
74	143+25	22.8' LT	44	32	INL 2X3 H	-- --	641.29	4.49	12	636.80	636.36	44.00	1.00	III		
75	227+02.1	4.7' RT	--	--	INL 2X3 H	-- --	650.66	--	12	647.00	--	--	--	--		
200	101+73	2.4' LT	--	--	-- --	-- --	695.33	--	--	--	--	--	--	--	ADJUST INLET COVER	
201	104+67	28.0' LT	--	202	-- H	-- --	702.25	--	--	--	--	--	--	--	RECONSTRUCT INLET	
202	107+71	0.4' RT	--	--	-- --	-- --	701.42	--	--	--	--	--	--	--	ADJUST MANHOLE COVER	
203	104+71	28.0' RT	--	202	-- H	-- --	700.55	--	--	--	--	--	--	--		
204	107+21	28.0' RT	--	205	-- H	-- --	706.78	--	--	--	--	--	--	--		
205	107+22	0.4' RT	--	--	-- --	-- --	705.89	--	--	--	--	--	--	--	ADJUST MANHOLE COVER	
206	107+22	28.0' RT	--	205	-- H	-- --	705.03	--	--	--	--	--	--	--		
207	109+70	0.4	--	--	-- --	-- --	707.80	--	--	--	--	--	--	--	ADJUST MANHOLE COVER	
208	112+71	28.0' LT	--	209	-- H	-- --	703.24	--	--	--	--	--	--	--		
209	112+71	0.2' LT	--	--	-- --	-- --	703.76	--	--	--	--	--	--	--	ADJUST MANHOLE COVER	
210	112+66	28.0' RT	--	209	-- H	-- --	703.35	--	--	--	--	--	--	--		
211	115+70	28.0'LT	--	212	-- H	-- --	698.15	--	--	--	--	--	--	--		
212	115+70	0.3' LT	--	--	-- --	-- --	697.63	--	--	--	--	--	--	--	ADJUST MANHOLE COVER	
213	115+70	28.0' RT	--	212	-- H	-- --	697.11	--	--	--	--	--	--	--	RECONSTRUCT INLET	
214	118+12	28.0' LT	--	215	-- H	-- --	694.00	--	--	--	--	--	--	--		
215	118+12	0.0' LT	--	--	-- --	-- --	693.48	--	--	--	--	--	--	--	ADJUST MANHOLE COVER	
216	118+11	28.0' RT	--	215	-- H	-- --	692.97	--	--	--	--	--	--	--		
217	119+55	57.9' LT	--	218	-- --	-- --	690.80	--	--	--	--	--	--	--	ADJUST INLET COVER	
219	120+33	27.9' LT	--	220	-- H	-- --	692.06	--	--	--	--	--	--	--		
220	120+32	0.4' RT	--	--	-- --	-- --	691.63	--	--	--	--	--	--	--	ADJUST MANHOLE COVER	
221	120+34	28.0' RT	--	221	-- H	-- --	691.11	--	--	--	--	--	--	--		
222	123+20	0.5' LT	--	--	-- --	-- --	690.16	--	--	--	--	--	--	--	ADJUST MANHOLE COVER	
223	126+19	6.3' RT	--	--	-- --	-- --	688.51	--	--	--	--	--	--	--	ADJUST MANHOLE COVER	
224	129+21	28.0' LT	--	225	-- H	-- --	685.63	--	--	--	--	--	--	--		
225	129+21	0.8' LT	--	--	-- --	-- J	686.14	--	--	--	--	--	--	--	RECONSTRUCT MANHOLE	
226	129+23	28.0' RT	--	225	-- H	-- --	685.91	--	--	--	--	--	--	--		
227	132+21	1.2' LT	--	--	-- --	-- --	677.41	--	--	--	--	--	--	--	ADJUST MANHOLE COVER	
228	132+22	28.0' RT	--	227	-- H	-- --	677.98	--	--	--	--	--	--	--		
229	135+22	28.0' LT	--	230	-- H	-- --	663.67	--	--	--	--	--	--	--		
230	135+22	0.4' LT	--	--	-- --	-- --	664.24	--	--	--	--	--	--	--	ADJUST MANHOLE COVER	
231	135+22	28.0' RT	--	230	-- H	-- --	664.82	--	--	--	--	--	--	--		
232	138+20	32.8' LT	--	233	-- H	-- --	650.78	--	--	--	--	--	--	--		
233	138+22	5.2' LT	--	--	-- --	-- --	651.25	--	--	--	--	--	--	--	ADJUST MANHOLE COVER	
234	138+95	10.1' LT	--	--	-- --	-- --	648.81	--	--	--	--	--	--	--	ADJUST MANHOLE COVER	
235	139+15	29.2' RT	--	--	-- --	-- --	648.34	--	--	--	--	--	--	--	ADJUST MANHOLE COVER	
236	140+49	8.2' RT	--	--	-- --	-- --	646.18	--	--	--	--	--	--	--	ADJUST MANHOLE COVER	
237	140+46	25.3' LT	--	--	-- --	-- --	644.95	--	--	--	--	--	--	--	ADJUST MANHOLE COVER	
238	142+71	10.4' RT	--	--	-- --	-- --	642.49	--	--	--	--	--	--	--	ADJUST MANHOLE COVER	
239	144+30	134.7' RT	--	--	-- --	-- --	635.29	--	--	--	--	--	--	--	ADJUST MANHOLE COVER	
240	227+02	11.7' LT	105	66	-- --	-- --	649.37	5.37	36	644.00	641.10	105.00	2.76	III	ADJUST INLET COVER	
250	141+28	21.2' RT	--	--	-- --	-- --	645.36	--	--	--	--	--	--	--	ADJUST MANHOLE COVER	

NOTES:

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STATIONS, OFFSETS AND ELEVATIONS OF ENDWALLS ARE GIVEN TO THE END OF THE ENDWALL.
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PIPE LENGTHS FOR STRUCTURES ARE SHOWN FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE.

CONTRACTOR SHALL VERIFY DEPTH AND ELEVATIONS OF ALL EXISTING STORM SEWER STRUCTURES BEFORE BEGINNING WORK AND SHALL REPORT ANY DISCREPANCIES TO ENGINEER PRIOR TO BEGINNING WORK.

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN

N

CTH MM (N. GREEN BAY ROAD)

101+00 102+00 103+00 104+00 105+00 106+00

W1-8 ESTR

1R REMOVE

7R REMOVE

R1-2 ESTR

2R REMOVE

3R SOUTH 31 NORTH 31 REMOVE

4R REMOVE

CLASS B WEIGHT LIMIT MOVE SEE PERMANENT SIGNING PLAN

8R DO NOT ENTER REMOVE

6R SPEED LIMIT 35 REMOVE

5R REMOVE

NO PARKING 6AM-6PM EXCEPT SUNDAYS AND HOLIDAYS BY OTHERS VILLAGE OF MOUNT PLEASANT

SHEET 1 OF 12

PROJECT NO: 2290-03-72	HWY: CTH MM/ STH 38	COUNTY: RACINE	SIGN REMOVAL PLAN	SHEET 80	E

FILE NAME : N:\PDS\C3D\CAD\22900302\SIGN\023101_PS.DWG
LAYOUT NAME - 023101_PS

PLOT DATE : 7/4/2017 10:18 AM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

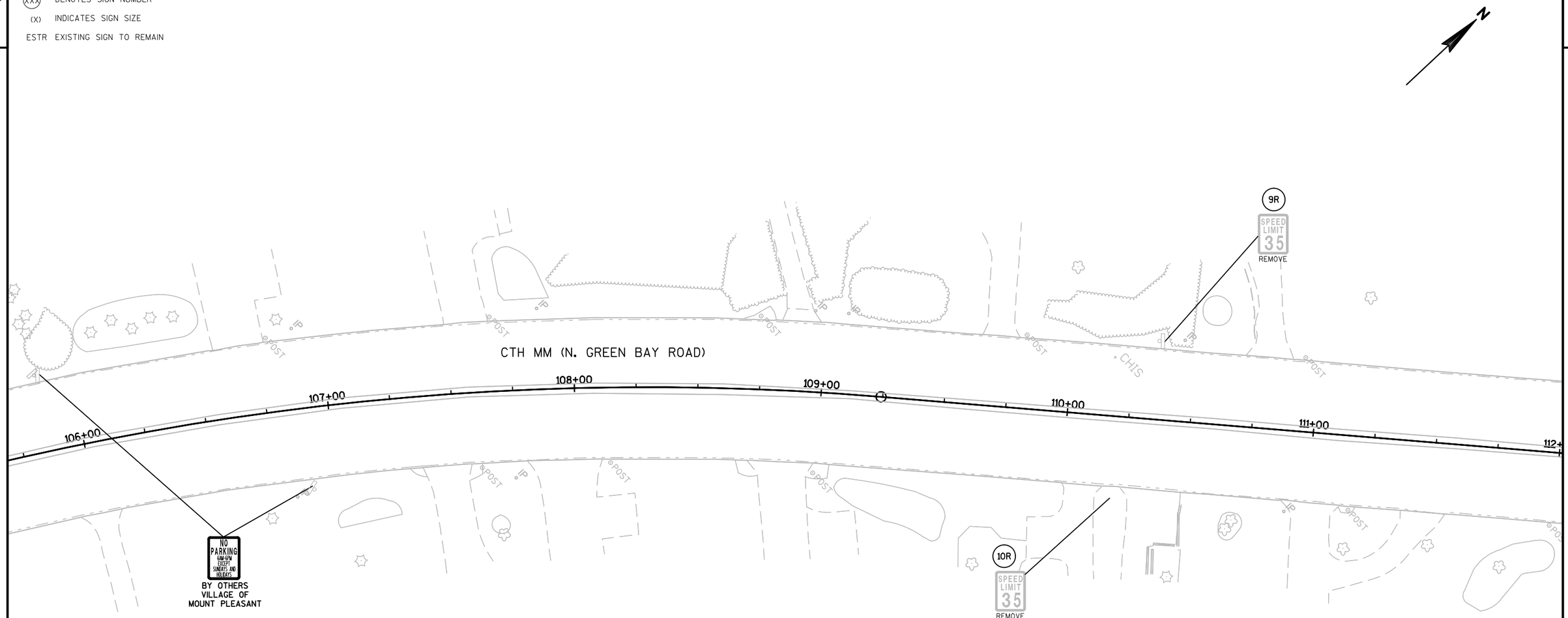
EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN



SHEET 2 OF 12

PROJECT NO: 2290-03-72	HWY: CTH MM/ STH 38	COUNTY: RACINE	SIGN REMOVAL PLAN	SHEET 81	E

FILE NAME : N:\PDS\C3D\CAD\22900302\SIGN\023101_PS.DWG
LAYOUT NAME - 023102_PS

PLOT DATE : 7/4/2017 10:18 AM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

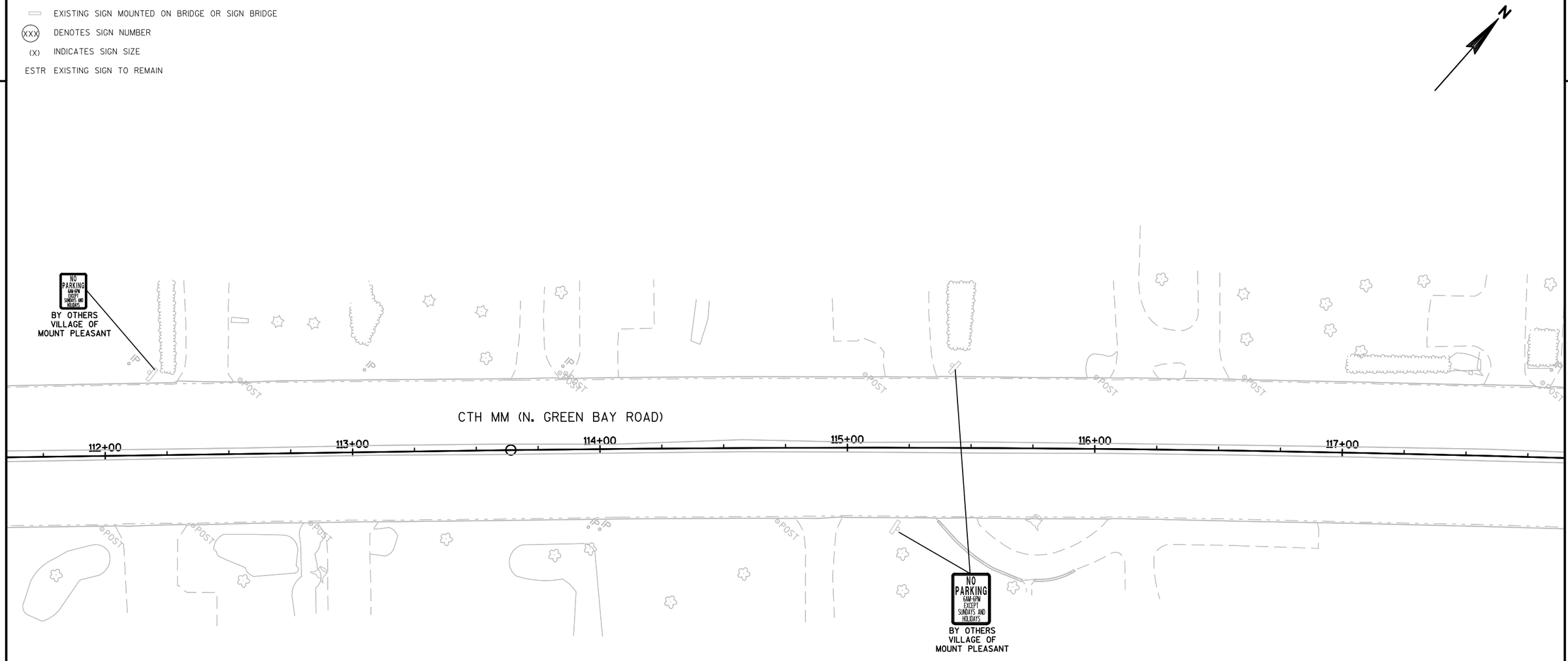
EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN



2

SHEET 3 OF 12

PROJECT NO: 2290-03-72	HWY: CTH MM/ STH 38	COUNTY: RACINE	SIGN REMOVAL PLAN	SHEET 82	E

FILE NAME : N:\PDS\C3D\CAD\22900302\SIGN\023101_PS.DWG
LAYOUT NAME - 023103_PS

PLOT DATE : 7/4/2017 10:18 AM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

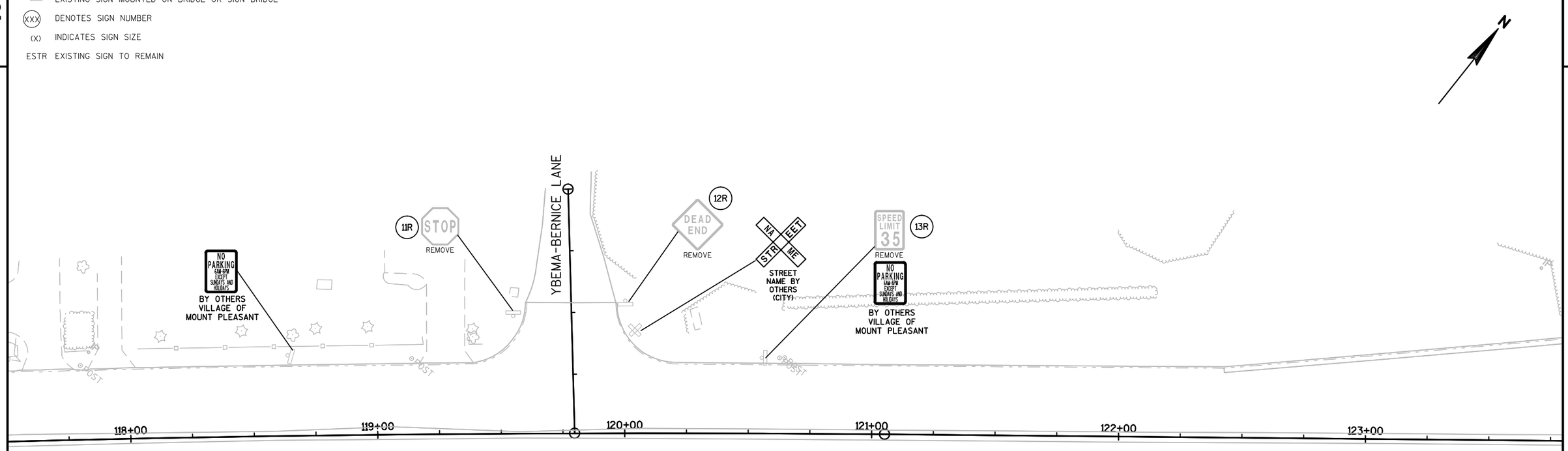
EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN



2

SHEET 4 OF 12

PROJECT NO: 2290-03-72	HWY: CTH MM/ STH 38	COUNTY: RACINE	SIGN REMOVAL PLAN	SHEET 83	E

2

2

CIRCLE DRIVE

CTH MM (N. GREEN BAY ROAD)

124+00 | 125+00 | 126+00 | 127+00 | 128+00 | 129+00

701+00

702+00

STREET NAME SIGN
MOVE BY OTHERS
(PRIVATE)

POST

15R SPEED LIMIT 35

REMOVE

NO PARKING 9AM-6PM EXCEPT SUNDAYS AND HOLIDAYS

BY OTHERS
VILLAGE OF
MOUNT PLEASANT

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

SHEET 5 OF 12

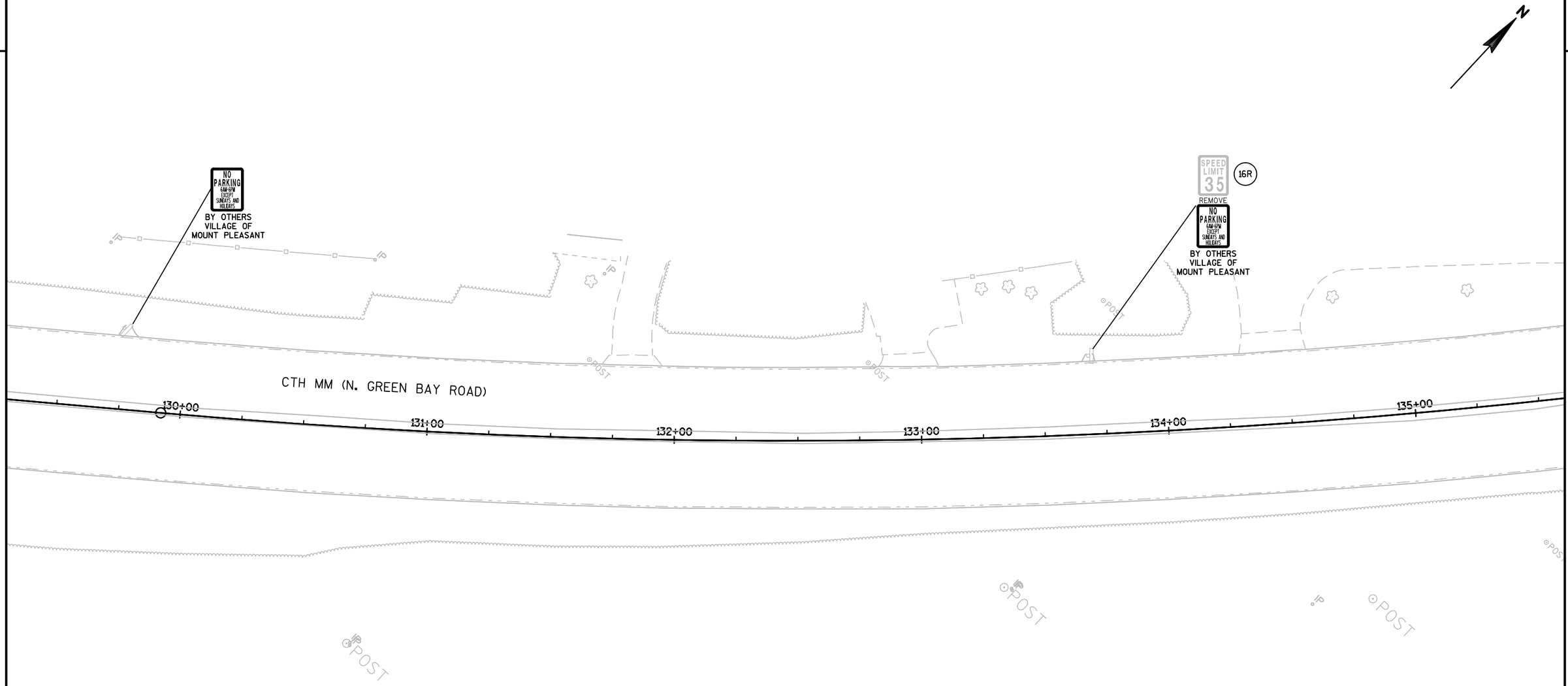
PROJECT NO: 2290-03-72	HWY: CTH MM/ STH 38	COUNTY: RACINE	SIGN REMOVAL PLAN	SHEET 84	E

FILE NAME : N:\PDS\C3D\CAD\22900302\SIGN\023101_PS.DWG
LAYOUT NAME - 023105_PS

PLOT DATE : 7/4/2017 10:18 AM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

SHEET 6 OF 12

PROJECT NO: 2290-03-72	HWY: CTH MM/ STH 38	COUNTY: RACINE	SIGN REMOVAL PLAN	SHEET 85	E

FILE NAME : N:\PDS\C3D\CAD\22900302\SIGN\023101_PS.DWG
LAYOUT NAME - 023106_PS

PLOT DATE : 7/4/2017 10:18 AM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN

N

NO PARKING 6AM-6PM EXCEPT SUNDAYS AND HOLIDAYS

BY OTHERS
VILLAGE OF
MOUNT PLEASANT

18R

REMOVE

136+00

137+00

138+00

139+00

140+00

CTH MM (N. GREEN BAY ROAD)

801+00

RIVERSHORE DRIVE

17R

SPEED LIMIT 35

REMOVE

NO PARKING 6AM-6PM EXCEPT SUNDAYS AND HOLIDAYS

BY OTHERS
VILLAGE OF
MOUNT PLEASANT

19R

REMOVE

20R

DEAD END

REMOVE

25 M.P.H.

REMOVE

SHEET 7 OF 12

PROJECT NO: 2290-03-72	HWY: CTH MM/ STH 38	COUNTY: RACINE	SIGN REMOVAL PLAN	SHEET 86	E

FILE NAME : N:\PDS\C3D\CAD\22900302\SIGN\023101_PS.DWG
LAYOUT NAME - 023107_PS

PLOT DATE : 7/4/2017 10:19 AM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN

N

UNLAWFUL TO PASS STOPPED SCHOOL BUS FROM EITHER DIRECTION

MOVE
SEE PERMANENT SIGNING PLAN

28R

SPEED LIMIT 35

REMOVE

CTH MM (N. GREEN BAY ROAD)

SEE SHEET 11

REMOVE OVERHEAD SIGN SUPPORT

NO PARKING HERE TO CORNER

REMOVE 22R

NA ME STR EET

STREET NAME SIGN CONTACT VILLAGE TO MOVE

801+00

RIVERSHORE DRIVE

STOP

REMOVE 21R

NORTH 38

REMOVE 23R

TO RAPIDS DRIVE

REMOVE 24R

TO RAPIDS DRIVE SOUTH 38

REMOVE 25R

RIGHT LANE

REMOVE 26R

GREEN BAY ETHNIC TRAIL

REMOVE 27R

BORE

GUY

POST

IP

SHEET 8 OF 12

PROJECT NO: 2290-03-72	HWY: CTH MM/ STH 38	COUNTY: RACINE	SIGN REMOVAL PLAN	SHEET 87	E

FILE NAME : N:\PDS\C3D\CAD\22900302\SIGN\023101_PS.DWG
LAYOUT NAME - 023108_PS

PLOT DATE : 7/4/2017 10:19 AM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

OLD MILL ROAD

STH 38 (NORTHWESTERN AVENUE)

13+00

14+00

15+00

POST

POST

POST

GTST

29R

REMOVE AND RETURN TO CITY OF RACINE

MOVE SEE PERMANENT SIGNING PLAN

31R

MOVE SEE PERMANENT SIGNING PLAN

NOT A THROUGH STREET

REMOVE

NO OUTLET

30R

REMOVE

MOVE SEE PERMANENT SIGNING PLAN

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

PROJECT NO: 2290-03-72	HWY: CTH MM/ STH 38	COUNTY: RACINE	SIGN REMOVAL PLAN	SHEET 88	E

FILE NAME : N:\PDS\C3D\CAD\22900302\SIGN\023101_PS.DWG
LAYOUT NAME - 023109_PS

PLOT DATE : 7/4/2017 10:19 AM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN

N

OLD MILL ROAD

STH 38 (NORTHWESTERN AVENUE)

550'

10+00

11+00

12+00

13+00

14+00

I55-56
MOVE SEE PERMANENT SIGNING PLAN

38R
RIDESHARE INFO CALL
1-800-455-POOL
REMOVE

41R 42R
SPEED LIMIT 35
REMOVE

NORTH 38
43R
REMOVE

MOVE SEE PERMANENT SIGNING PLAN

JCT COUNTY MM
32R
33R
REMOVE

34R
37R
REMOVE

REMOVE
OVERHEAD SIGN
SUPPORT S-51-11

39R
40R
REMOVE

44R
45R
38 COUNTY MM
REMOVE

TO RAPIDS DRIVE
REMOVE
35R

38 COUNTY MM
REMOVE
36R

SHEET 10 OF 12

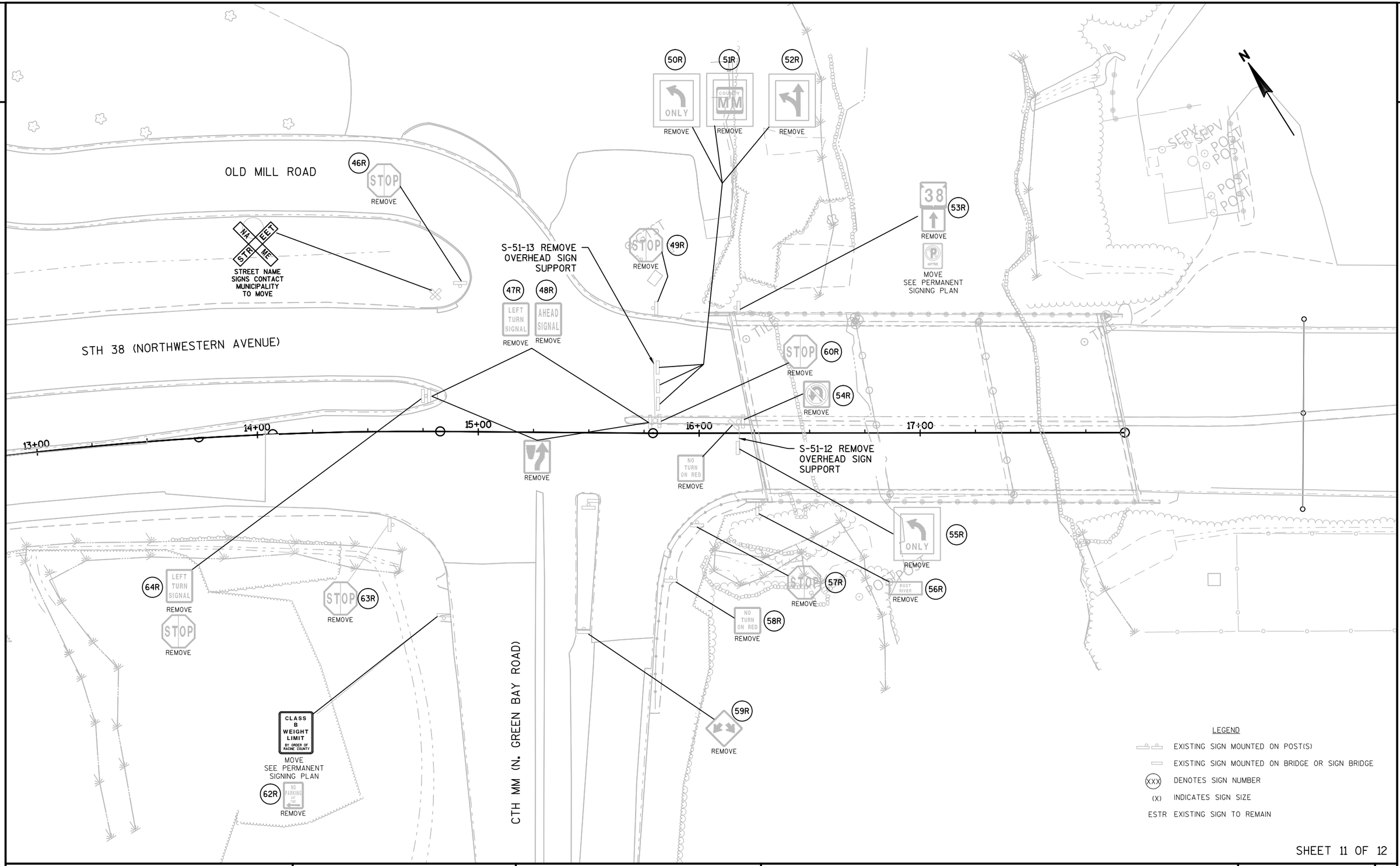
PROJECT NO: 2290-03-72	HWY: CTH MM/ STH 38	COUNTY: RACINE	SIGN REMOVAL PLAN	SHEET 89	E

FILE NAME : N:\PDS\C3D\CAD\22900302\SIGN\023101_PS.DWG
LAYOUT NAME - 023110_PS

PLOT DATE : 7/4/2017 10:19 AM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



SHEET 11 OF 12

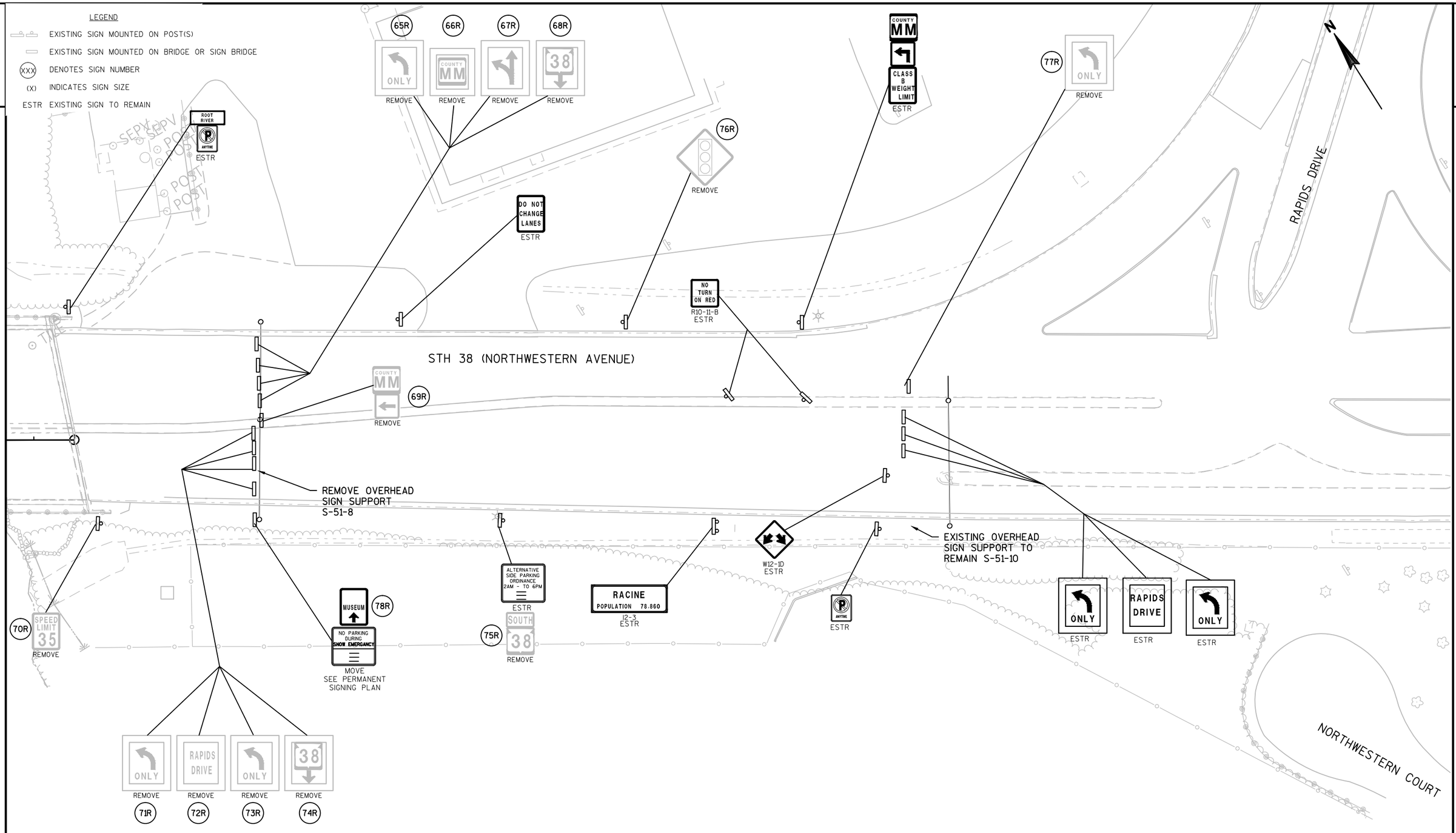
PROJECT NO: 2290-03-72	HWY: CTH MM/ STH 38	COUNTY: RACINE	SIGN REMOVAL PLAN	SHEET 90	E

FILE NAME : N:\PDS\C3D\CAD\22900302\SIGN\023101_PS.DWG
LAYOUT NAME - 023111_PS

PLOT DATE : 7/4/2017 10:19 AM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN



SHEET 12 OF 12

PROJECT NO: 2290-03-72	HWY: CTH MM/ STH 38	COUNTY: RACINE	SIGN REMOVAL PLAN	SHEET 91	E

FILE NAME : N:\PDS\C3D\CAD\22900302\SIGN\023101_PS.DWG
LAYOUT NAME - 023012_PS

PLOT DATE : 7/4/2017 10:23 AM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

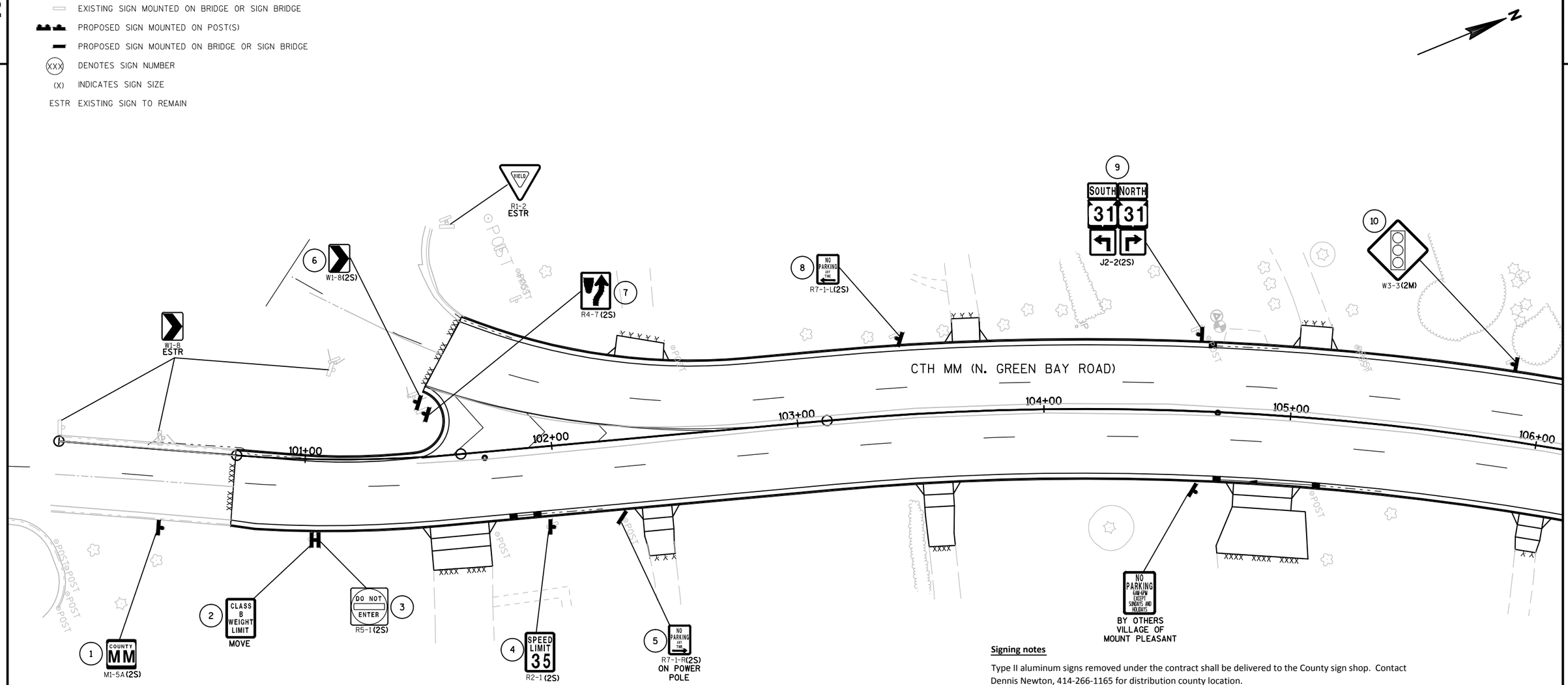
PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN



Signing notes

Type II aluminum signs removed under the contract shall be delivered to the County sign shop. Contact Dennis Newton, 414-266-1165 for distribution county location.

Signs shall be carefully removed from sign supports. The signs shall be palletized for handling with a forklift (see special provision 638.3.4). The Regional sign shop (414-266-1165) shall be notified three working days prior to delivery of the signs.

When an existing stop sign support is to be removed and a new stop sign and support erected, the work shall be done concurrently. For other signs and supports that are to be removed and new signs and supports erected, the removal of the existing sign/support and erection of the new sign/support should be done as concurrently as possible. In no case shall a new sign/support be down for more than 24 hours and there shall not be more than one sign of the same legend missing in a row.

Wood posts sizes, for type II signs are estimated lengths and the actual length will be determined in the field.

Street name signs are property of the municipality (city, village or town). The municipality shall be contacted to remove their street name signs prior to construction and it is their responsibility to reinstall the old signs or replace them following construction. WisDOT does not furnish or install street name signs. The street name signs shall not be placed on top of the STOP signs.

SHEET 1 OF 13

PROJECT NO: 2290-03-72	HWY: CTH MM / STH 38	COUNTY: RACINE	PERMANENT SIGNING	SHEET 92	E

FILE NAME : N:\PDS\C3D\CAD\22900302\SIGN\023201_PS.DWG
LAYOUT NAME - 023201_PS

PLOT DATE : 6/26/2017 12:46 PM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

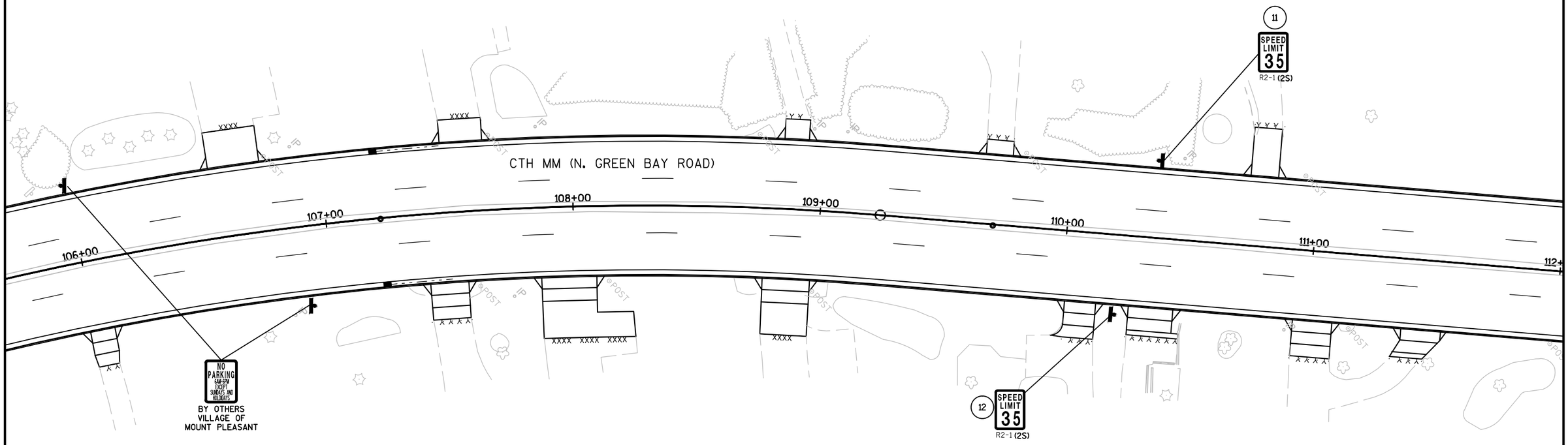
PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

XXX DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN



2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

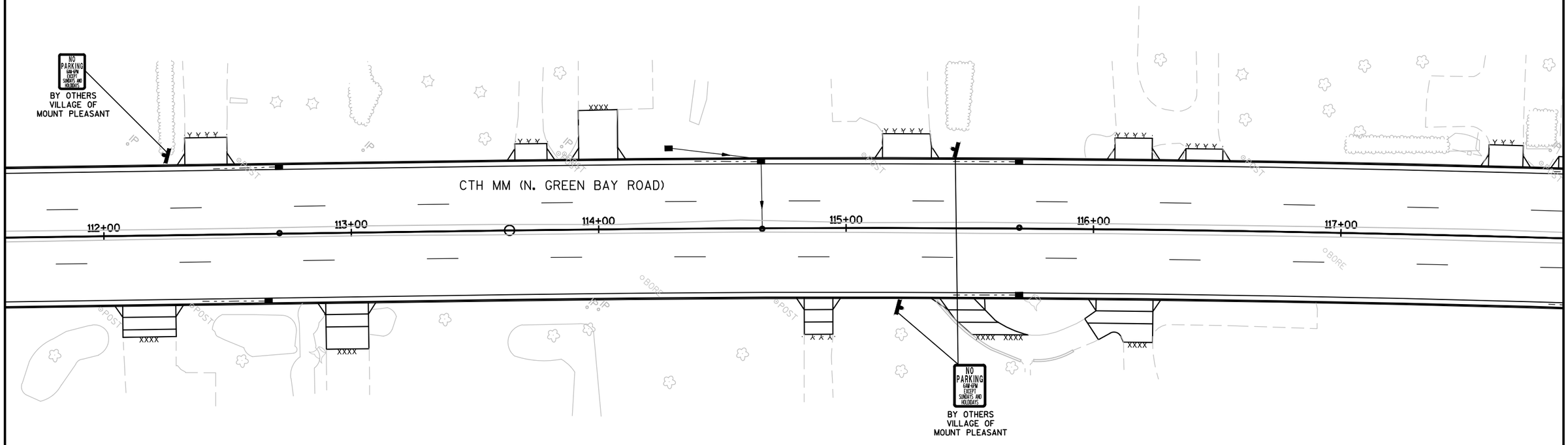
PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN

N



SHEET 3 OF 13

PROJECT NO: 2290-03-72	HWY: CTH MM / STH 38	COUNTY: RACINE	PERMANENT SIGNING	SHEET 94	E

FILE NAME : N:\PDS\C3D\CAD\22900302\SIGN\023201_PS.DWG
LAYOUT NAME - 023203_PS

PLOT DATE : 6/26/2017 12:46 PM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

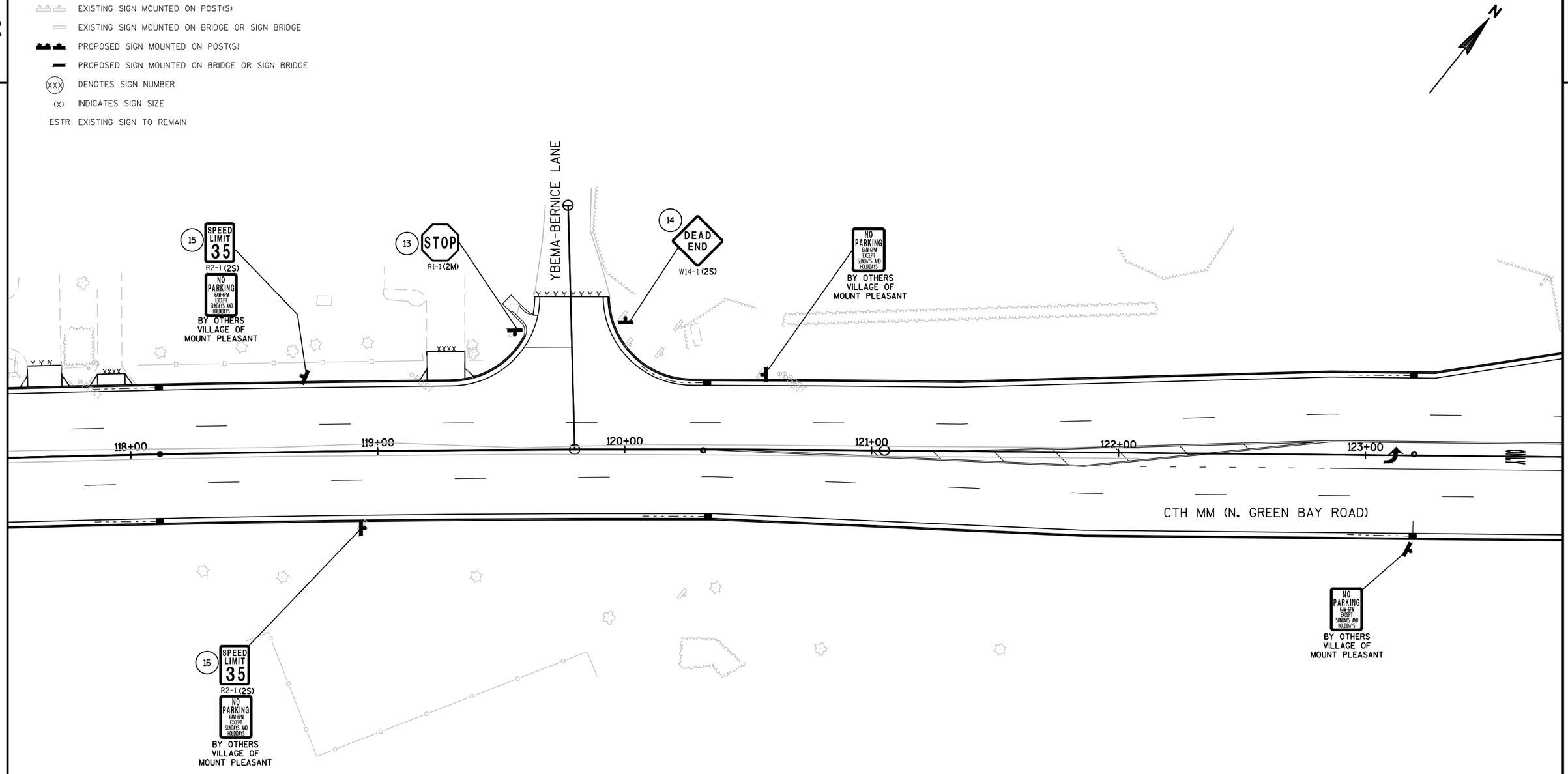
PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN



SHEET 4 OF 13

PROJECT NO: 2290-03-72	HWY: CTH MM / STH 38	COUNTY: RACINE	PERMANENT SIGNING	SHEET 95	E

FILE NAME : N:\PDS\C3D\CAD\22900302\SIGN\023201_PS.DWG
LAYOUT NAME - 023204_PS

PLOT DATE : 6/26/2017 12:46 PM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

CIRCLE DRIVE

701+00

17 STOP
R1-1 (2M)

ONLY

ONLY

124+00

125+00

126+00

127+00

128+00

129+00

702+00

CTH MM (N. GREEN BAY ROAD)

XXXX XXXX

POST

19 SPEED LIMIT 35
R2-1 (2S)

NO PARKING 6AM-6PM EXCEPT SUNDAYS AND HOLIDAYS

BY OTHERS
VILLAGE OF
MOUNT PLEASANT

POST

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

SHEET 5 OF 13

PROJECT NO: 2290-03-72	HWY: CTH MM / STH 38	COUNTY: RACINE	PERMANENT SIGNING	SHEET 96	E

FILE NAME : N:\PDS\C3D\CAD\22900302\SIGN\023201_PS.DWG
LAYOUT NAME - 023205_PS

PLOT DATE : 6/26/2017 12:46 PM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN

N

NO PARKING 6AM-6PM EXCEPT SUNDAYS AND HOLIDAYS

BY OTHERS VILLAGE OF MOUNT PLEASANT

SPEED LIMIT 35

R2-1 (2S)

22

END SCHOOL ZONE

S5-2 (2S)

22A

NO PARKING 6AM-6PM EXCEPT SUNDAYS AND HOLIDAYS

BY OTHERS VILLAGE OF MOUNT PLEASANT

CTH MM (N. GREEN BAY ROAD)

130+00

131+00

132+00

133+00

134+00

135+00

XXXX

XXXXX

XXXXXX

IP

POST

20

S1-1 (2S)

20A

AHEAD

S16-9P (2S)

20B

FINES HIGHER

R2-6P (2S)

21

W6-1 (2S)

SHEET 6 OF 13

PROJECT NO: 2290-03-72	HWY: CTH MM / STH 38	COUNTY: RACINE	PERMANENT SIGNING	SHEET 97	E

FILE NAME : N:\PDS\C3D\CAD\22900302\SIGN\023201_PS.DWG
LAYOUT NAME - 023206_PS

PLOT DATE : 6/26/2017 12:46 PM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN

N

CTH MM (N. GREEN BAY ROAD)

136+00 137+00 138+00 139+00 140+00 141+00

23 JCT 38 J1-1(2S)

NO PARKING 6AM-6PM EXCEPT SUNDAYS AND HOLIDAYS
BY OTHERS VILLAGE OF MOUNT PLEASANT

24 W3-3(2S)

25 R4-7(2S)

26 W5-54S (2S)

117 END SCHOOL ZONE S5-2(2S)

29 DO NOT ENTER R5-1(2S)

30 S1-1(2S)
30A AHEAD S16-9P(2S)
30B FINES HIGHER R2-6P (2S)

31 R4-7(2S)

32 ONE WAY R6-2-L (2S)

27 DEAD END W14-1(2S)

28 SPEED LIMIT 25 R2-1(2S)

RIVERSHORE DRIVE

810+00

IP POST

SHEET 7 OF 13

PROJECT NO:2290-03-72	HWY:CTH MM / STH 38	COUNTY:RACINE	PERMANENT SIGNING	SHEET 98	E

FILE NAME : N:\PDS\C3D\CAD\22900302\SIGN\023201_PS.DWG
LAYOUT NAME - 023207_PS

PLOT DATE : 6/26/2017 12:46 PM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN

33 R4-7(2S)

118 DO NOT ENTER R5-1(2S)

34 WRONG WAY R5-1A(2S)

35 W6-2(2S)

NORTH 38 J3-1(2S) 40

UNLAWFUL TO PASS STOPPED SCHOOL BUS FROM EITHER DIRECTION 44

MOVE CITY OWNED SIGN

SPEED LIMIT 35 R2-1(2S) 45

48 COUNTY MM M1-5A(2S)

46 DIVIDED HIGHWAY R6-3(2S)

47 STOP R1-1F(2M) ON SIGNAL POLE

49 ONE WAY R6-2-L(2S) ON SIGNAL POLE

51 R4-7(2S)

50 Northwestern Ave M1-94S ON MAST ARM

52 DO NOT ENTER R5-1(2S) ON SIGNAL POLE

54 Old Mill Rd / Green Bay Rd M1-94S ON MAST ARM

CTH MM (N. GREEN BAY ROAD)

141+00 142+00 143+00 144+00 145+00 146+00 147+00 148+00

230+00 231+00 232+00 233+00

NEW OVERHEAD SIGN SUPPORT S-51-607 STA 143+50

REMOVE EXISTING OVERHEAD SIGN SUPPORT

57 W12-1D(2S) 2' MOUNT HEIGHT

55 56 STOP R1-1F(2M) ON SIGNAL POLE

53 ONE WAY R6-2-L(2S) ON SIGNAL POLE

36 STOP R1-1(2M)

37 DIVIDED HIGHWAY R6-3-A(2S)

38 NORTH 38 SOUTH 38 J2-2(2S)

39 NO PARKING ANY TIME R7-1-L(2S)

41 R3-6-L(2S)

42 TO Rapids Dr

43 38 SOUTH TO Rapids Dr

STH 38 (NORTHWESTERN AVENUE)

SHEET 8 OF 13

PROJECT NO: 2290-03-72	HWY: CTH MM / STH 38	COUNTY: RACINE	PERMANENT SIGNING	SHEET 99 E

FILE NAME : N:\PDS\C3D\CAD\22900302\SIGN\023201_PS.DWG
LAYOUT NAME - 023208_PS

PLOT DATE : 6/26/2017 12:47 PM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

119
DO NOT ENTER
R5-1(2S)
ON SIGNAL POLE

58
STOP
R1-1F(2M)
ON SIGNAL POLE

65
MOVE

121
W12-1R(2S)
2' MOUNT HEIGHT

59
R4-7(2S)

62
Northwestern Ave
M1-9-4S
ON MAST ARM

63
NO OUTLET
W14-2(2S)

64
MOVE

66
67
MOVE

60
DIVIDED HIGHWAY
R6-3 (2S)

61
STOP
R1-1F(2M)

OLD MILL ROAD

STH 38 (NORTHWESTERN AVENUE)

12+00
23+00
25+00
30'
40'
146+00
14+00
45'
212+00
20'
18+00
28+00
204+00
203+00
202+00

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

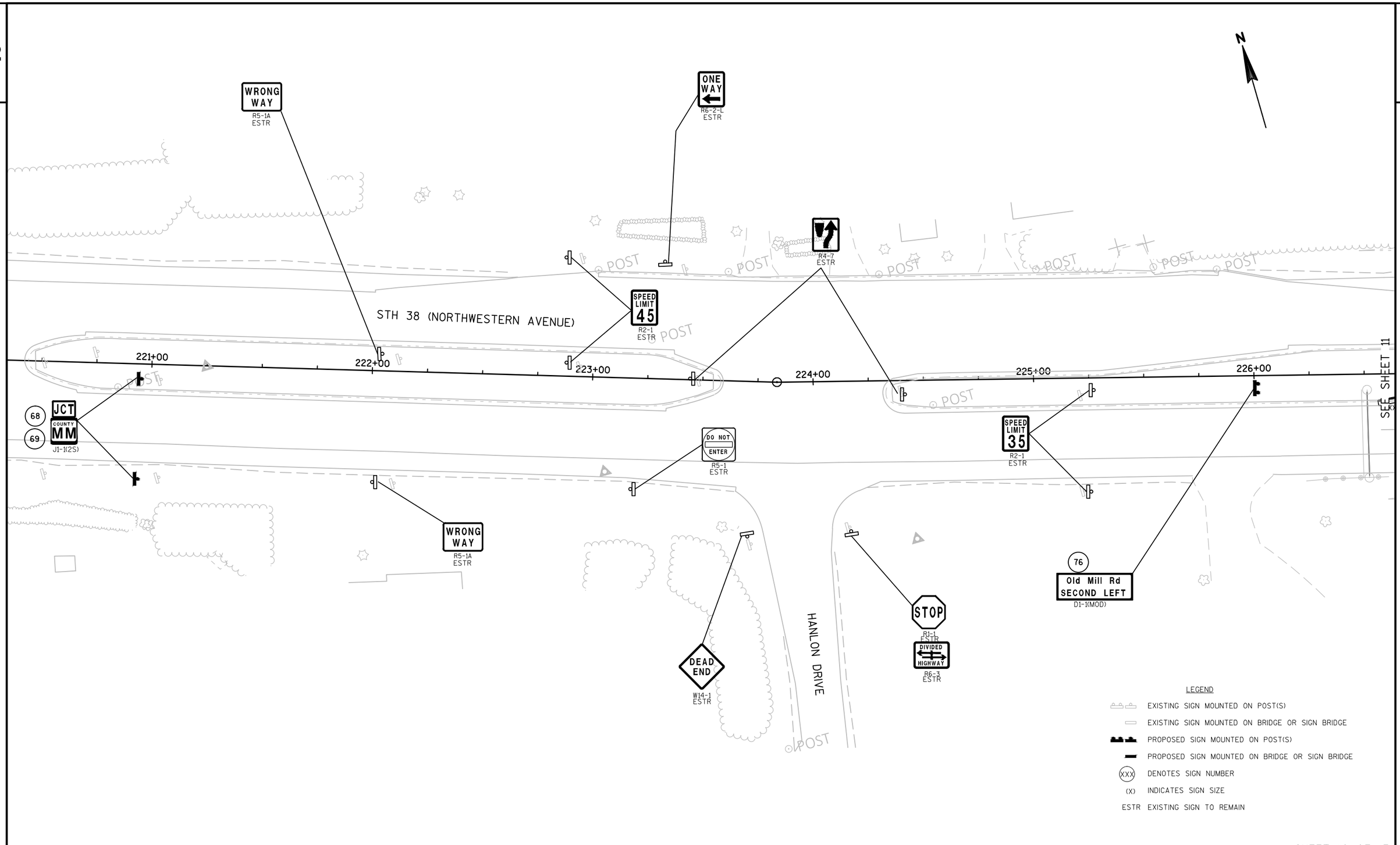
SHEET 9 OF 13

PROJECT NO: 2290-03-72	HWY: CTH MM / STH 38	COUNTY: RACINE	PERMANENT SIGNING	SHEET 100	E

FILE NAME : N:\PDS\C3D\CAD\22900302\SIGN\023201_PS.DWG
LAYOUT NAME - 023209_PS

PLOT DATE : 6/26/2017 12:47 PM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



SHEET 10 OF 13

PROJECT NO: 2290-03-72	HWY: CTH MM / STH 38	COUNTY: RACINE	PERMANENT SIGNING	SHEET 101	E

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN

N

STH 38 (NORTHWESTERN AVENUE)

STH 38

OLD DAIRY ROAD

CTH MM

227+00 228+00 229+00 230+00 231+00 232+00

10+00 11+00 12+00 13+00 14+00

145+00 146+00

70 W3-3(2M)

71

SEE SHEET 10

OVERHEAD SIGN SUPPORT S-51-11 TO REMAIN STA 226+50

72 Rapids Dr 2'-6" 2'-0"

73 SOUTH 38 MM 3'-6" 2'-0" 18'-3" CLEARANCE

74 SOUTH 38 COUNTY MM J3-2(2S)

75 BEGIN LEFT TURN LANE R3-20-L(2S)

77 I55-56 MOVE

78 RIDESHARE INFO CALL 1-800-455-POOL D12-2A (2S)

79 80 SPEED LIMIT 35 R2-1 (2M)

81 MOVE

82 NORTH 38 J4-1(2S)

83 ONE WAY R6-2-L(2S) ON SIGNAL POLE

88 Green Bay Old Mill M1-9-4S ON MAST ARM

89 R4-7(2S) ON SIGNAL POLE

90 DO NOT ENTER R5-1(2S) ON SIGNAL POLE

91 STOP R1-1F ON SIGNAL POLE

92 BEGIN LEFT TURN LANE R3-20-LL(2S)

84 86 DIVIDED HIGHWAY R6-3 (2S)

85 87 STOP R1-1F(2M) ON SIGNAL POLE

120 DO NOT ENTER R5-1(2S) ON SIGNAL POLE

122 RIGHT TURN ONLY R3-53-R(2S)

123 124 DO NOT ENTER R5-1(2S)

20' 30' 45' 40'

SHEET 11 OF 13

PROJECT NO: 2290-03-72	HWY: CTH MM / STH 38	COUNTY: RACINE	PERMANENT SIGNING	SHEET 102 E

FILE NAME : N:\PDS\C3D\CAD\22900302\SIGN\023201_PS.DWG
LAYOUT NAME - 023211_PS

PLOT DATE : 6/26/2017 12:47 PM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN

N

OLD MILL ROAD

202+00

20'

200'

REMOVE EXISTING S-51-13

95 STOP R1-1F(2M) ON SIGNAL POLE

98 R3-4 (2S) ON SIGNAL POLE

99 NO PARKING ANYTIME MOVE

104 ONLY ONLY R3-8-Y (2S)

REMOVE EXISTING S-51-12

WZ

GTST

SEPV SEPV POST POST POST POST

STH 38 (NORTHWESTERN AVENUE)

30'

93 LEFT TURN YIELD ON FLASHING YELLOW ARROW R10-50 ON MAST ARM

231+00 232+00 233+00 234+00 235+00 236+00

13+00 14+00 15+00 16+00 17+00

SEE SHEET 13

94 R4-7(2S) ON SIGNAL POLE

141+00

45'

DIVIDED HIGHWAY 96 R6-3 (2S)

97 STOP R1-1F(2M) ON SIGNAL POLE

OVERHEAD SIGN SUPPORT S-51-244 STA 233+25 REPLACE S-51-12

102 ONLY R3-5-L (2S)

ROOT RIVER 103 I3-1 ON LIGHT POLE

POST POST

40'

CTH MM (N. GREEN BAY ROAD)

145+00

ONLY ONLY ONLY

WZ

SHEET 12 OF 13

PROJECT NO: 2290-03-72	HWY: CTH MM / STH 38	COUNTY: RACINE	PERMANENT SIGNING	SHEET 103	E

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN

112 MM ONLY

113 MM ONLY

111 NORTH 38

114 W3-3(2M)

COUNTY MM
CLASS B WEIGHT LIMIT
ESTR

116 ONLY
R3-5-L (2S)

ROOT RIVER
ANYTIME
ESTR

110 Old Mill Rd
D1-1

DO NOT CHANGE LANES.
ESTR

NO TURN ON RED
R10-11-B
ESTR

RAPIDS DRIVE

REMOVE S-51-8 OVERHEAD SIGN SUPPORT (3 UPRIGHTS)

STH 38 (NORTHWESTERN AVENUE)

SEE SHEET 12

236+00 237+00 238+00 239+00 240+00 241+00

OVERHEAD SIGN SUPPORT S-51-246 STA 236+55

ONLY ONLY ONLY

OVERHEAD SIGN SUPPORT S-51-245 STA 236+65

Rapids Dr ONLY 106

Rapids Dr ONLY 106A

SOUTH 38 107

NO PARKING DURING SNOW EMERGENCY 109
MOVE

ALTERNATIVE SIDE PARKING ORDINANCE 2AM - TO 6PM
ESTR

115 SOUTH 38
J4-1(2S)

RACINE
POPULATION 78,860
I2-3
ESTR

W12-1D
ESTR

ESTR

EXISTING OVERHEAD SIGN SUPPORT S-51-10 TO REMAIN

ONLY ESTR

RAPIDS DRIVE ESTR

ONLY ESTR

NORTHWESTERN COURT

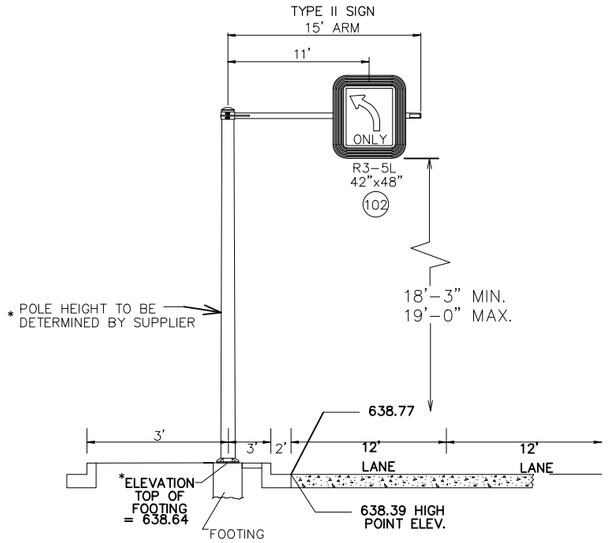
SHEET 13 OF 13

PROJECT NO: 2290-03-72	HWY: CTH MM / STH 38	COUNTY: RACINE	PERMANENT SIGNING	SHEET 104 E

FILE NAME : N:\PDS\C3D\CAD\22900302\SIGN\023201_PS.DWG
LAYOUT NAME - 023213_PS

PLOT DATE : 6/26/2017 12:47 PM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42



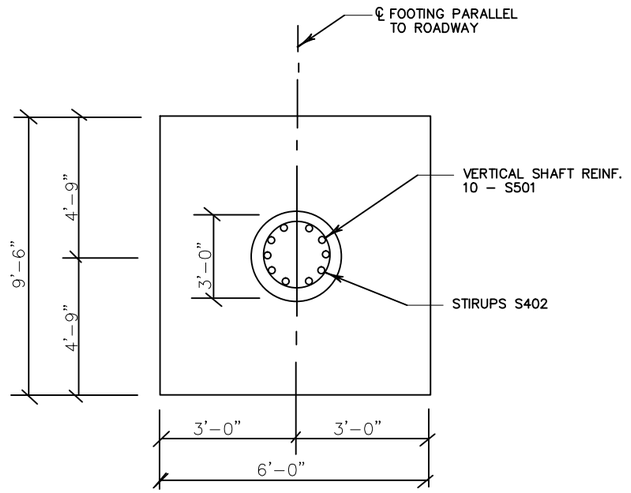
OVERHEAD SIGN SUPPORTS DETAIL
S-51-244
STH 38 EB @ CTH MM
STA. 233+25

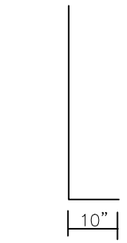
NOTE, CONTRACTOR SHALL:
1.) SUBMIT SHOP DRAWINGS OF OVERHEAD SIGN SUPPORT. TO TOM HEYDEL SE REGION TRAFFIC & BUREAU IF STRUCTRUES. FOOTINGS IS INCIDENTAL TO OVERHEAD SIGN SUPPORT.
2.) PROVIDE DESIGN CALCULATIONS.
3.) SHOW SIGNS ON SHOP DRAWINGS.
4.) I.D. PLAQUE INCIDENTAL TO SIGN SUPPORT
5.) 6ANCHER RODS SHALL BE USED PER SDD 36" DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE.

CONTRACTOR TO USE	SPREAD FOOTING PER DETAIL ATTACHED INCIDENTAL TO STRUCTURE ANCHOR RODS TO BE PER SDD 36" DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE

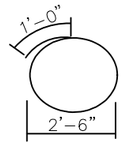
MOUNTING BRACKETS FOR SIGNS TO BE APPROVED FROM PRODUCT LIST FOR TYPE II SIGNS

SPREAD FOOTING FOR OVERHEAD SIGN SUPPORT

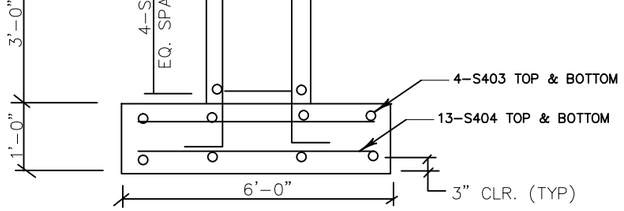




S501



S402



BILL OF BARS

BAR MARK	NO. REQ'D	LENGTH	WEIGHT
S501	10	4'-2"	43.49
S402	4	8'-11"	23.83
S403	8	9'-0"	48.10
S404	26	5'-6"	95.52

TOTAL = 211 lb

CONCRETE = 2.9 CT

ULTIMATE DESIGN STRESSES

CONCRETE	f'c = 3,500 psi
HIGH STRENGTH BAR STEEL REINFORCEMENT	fy = 60,000 psi
ALLOWABLE BEARING PRESSURE	2500 psf

SHEET 1 OF 4

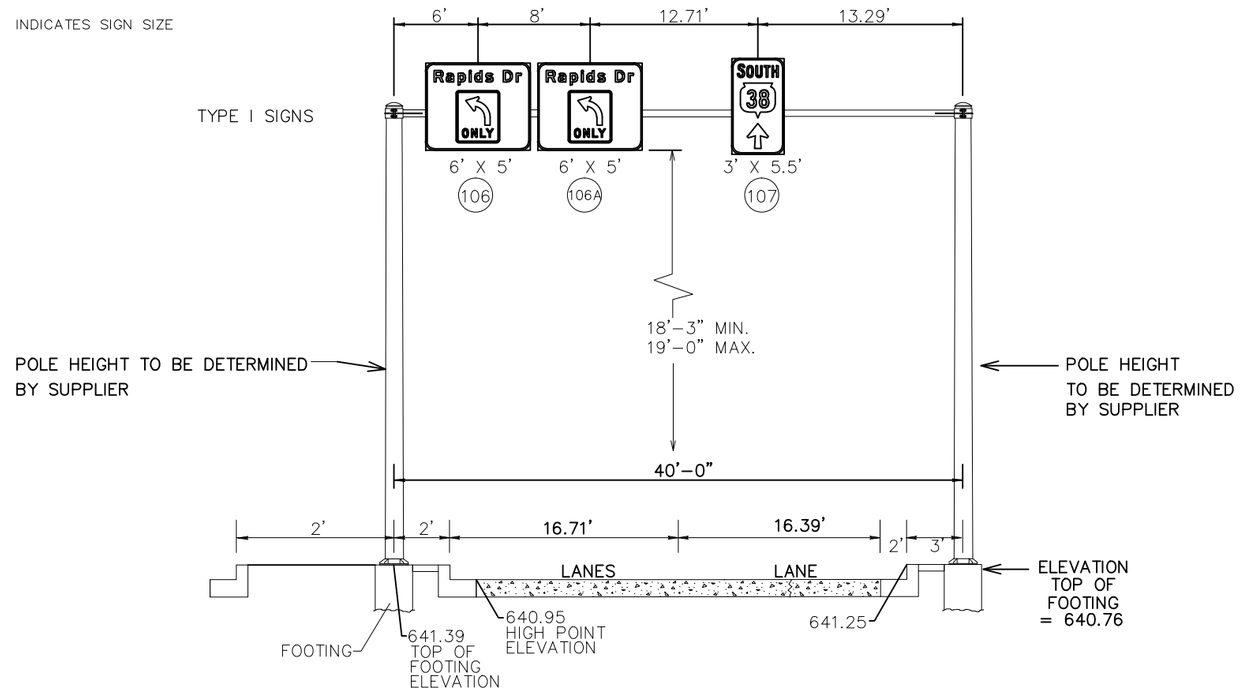
PROJECT NO: 2290-03-72	HWY: STH 38 / CTH MM	COUNTY: RACINE	OVERHEAD SIGN SUPPORT S-51-244	SHEET 105	E

LEGEND

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

TYPE I SIGNS



NOTE, CONTRACTOR SHALL:

1.) SUBMIT SHOP DRAWINGS OF OVERHEAD SIGN SUPPORT. TO SE REGION TRAFFIC OPS TOM HEYDEL & BUREAU OF STRUCTURES FOOTING IS INCIDENTAL TO OVERHEAD SIGN SUPPORT.

2.) PROVIDE DESIGN CALCULATIONS.

3.) SHOW SIGNS ON SHOP DRAWINGS.

4.) I.D. PLAQUE INCIDENTAL TO OVERHEAD SIGN SUPPORT

5.) 6 ANCHOR RODS PER STANDARD DETAIL DRAWING ARE REQUIRED

I BEAMS W5X3.7 FOR TYPE I SIGNS INCIDENTAL TO SIGNS

GENERAL NOTES

DRAWINGS NOT TO SCALE

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

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

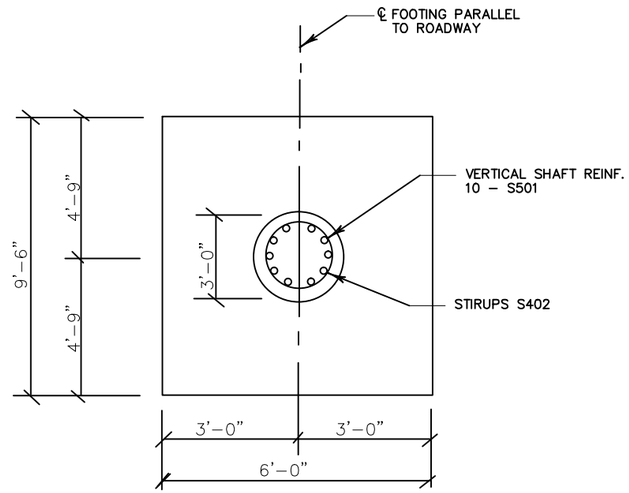
WIND VELOCITY PER WISDOT STD SPECIFICATIONS

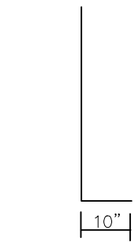
BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 3" CLEAR UNLESS DETAILED OTHERWISE.

OVERHEAD SIGN SUPPORTS DETAIL
S-51-245
STH 38 EASTBOUND @ RAPIDS DRIVE
STATION 236+65
(SEE SIGNING PLAN FOR LOCATION)

NOTE: FOOTING SHALL BE PER DETAIL DRAWING, SPREAD FOOTING INCIDENTAL TO STRUCTURE ANCHOR RODS PER SDD 36" DIAMETER FULL SPAN OVERHEAD SIGN SUPPORT

SPREAD FOOTING FOR OVERHEAD SIGN SUPPORT





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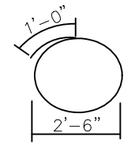

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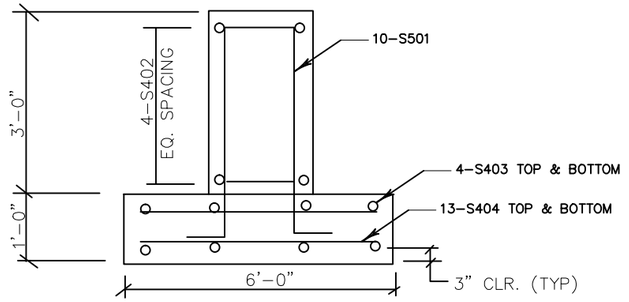


BILL OF BARS

BAR MARK	NO. REQ'D	LENGTH	WEIGHT
S501	10	4'-2"	43.49
S402	4	8'-11"	23.83
S403	8	9'-0"	48.10
S404	26	5'-6"	95.52

TOTAL = 211 lb

CONCRETE = 2.9 CT

ULTIMATE DESIGN STRESSES

CONCRETE	f'c = 3,500 psi
HIGH STRENGTH BAR STEEL REINFORCEMENT	fy = 60,000 psi
ALLOWABLE BEARING PRESSURE	2500 psf

SHEET 2 OF 4

PROJECT NO: 2290-03-72	HWY: CTH MM / STH 38	COUNTY: RACINE	OVERHEAD SIGN SUPPORT FULL SPAN S-51-245	SHEET 106	E

FILE NAME : N:\PDS\C3D\CAD\22900302\SIGN\OVERHEAD SIGN TYPICALS.DWG
LAYOUT NAME - PLAN 1 IN 100 FT (2)

PLOT DATE : 6/26/2017 12:57 PM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : Custom

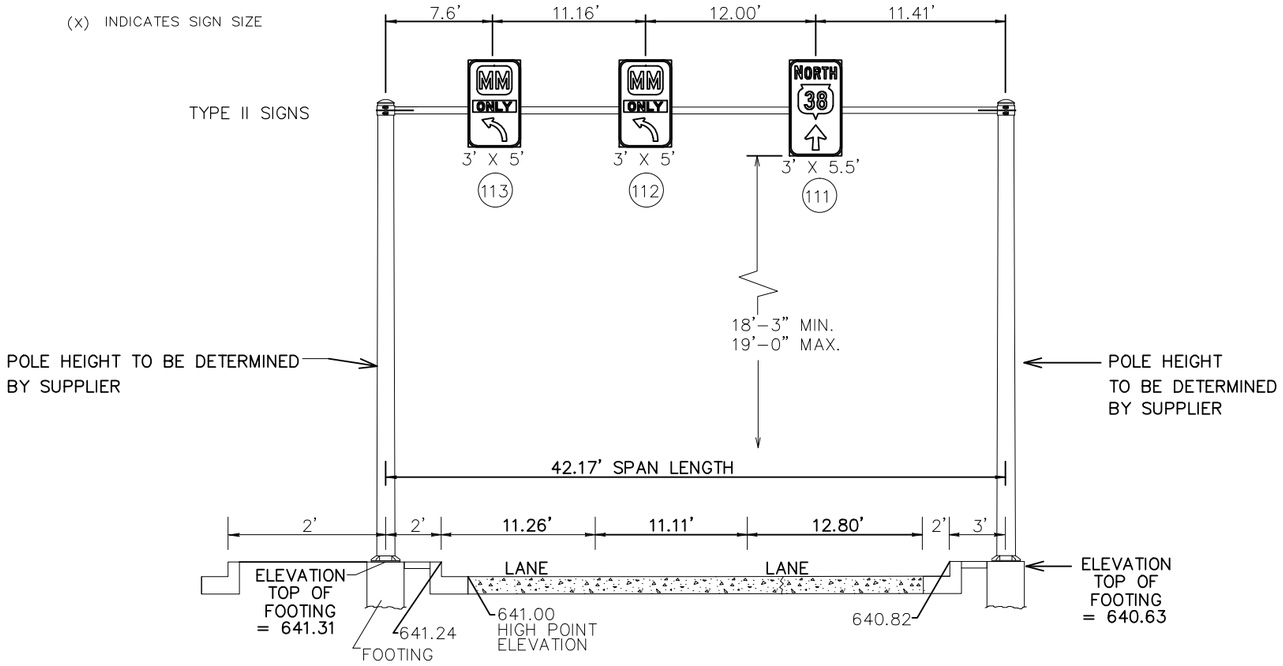
WISDOT/CADDS SHEET 42

LEGEND

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

TYPE II SIGNS



NOTE, CONTRACTOR SHALL:

1.) SUBMIT SHOP DRAWINGS OF OVERHEAD SIGN SUPPORT. TO SE REGION TRAFFIC OPS TOM HEYDEL & BUREAU OF STRUCTURES FOOTING IS INCIDENTAL TO OVERHEAD SIGN SUPPORT.

2.) PROVIDE DESIGN CALCULATIONS.

3.) SHOW SIGNS ON SHOP DRAWINGS.

4.) I.D. PLAQUE INCIDENTAL TO OVERHEAD SIGN SUPPORT

5.) 6 ANCHOR RODS PER STANDARD DETAIL DRAWING ARE REQUIRED

I BEAMS W5X3.7 FOR TYPE I SIGNS INCIDENTAL TO SIGNS

GENERAL NOTES

DRAWINGS NOT TO SCALE

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

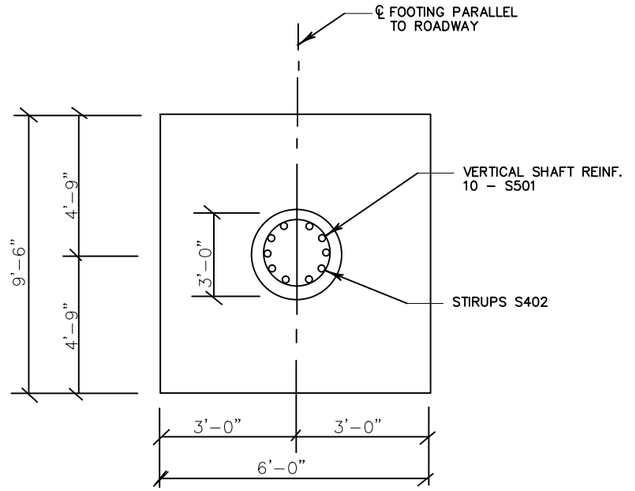
THE SIGN STRUCTURES SHALL BE DESIGNED TO SUPPORT THE SIGN SHOWN.

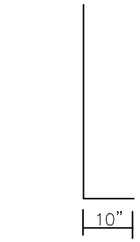
WIND VELOCITY PER WISDOT STD SPECIFICATIONS

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

OVERHEAD SIGN SUPPORTS DETAIL
S-51-246
STH 38 WESTBOUND PRIOR TO CTH MM
STATION 236+55
(SEE SIGNING PLAN FOR LOCATION)

SPREAD FOOTING FOR OVERHEAD SIGN SUPPORT





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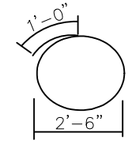
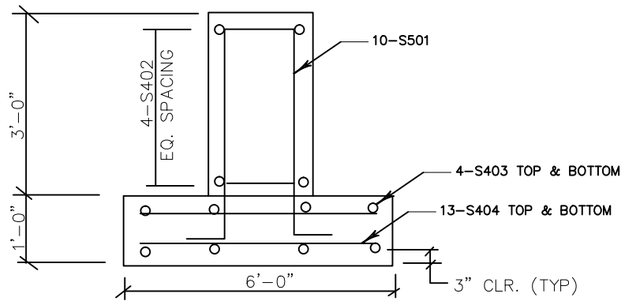


S402



BILL OF BARS

BAR MARK	NO. REQ'D	LENGTH	WEIGHT
S501	10	4'-2"	43.49
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S403	8	9'-0"	48.10
S404	26	5'-6"	95.52

TOTAL = 211 lb

CONCRETE = 2.9 CT

ULTIMATE DESIGN STRESSES

CONCRETE	f'c = 3,500 psi
HIGH STRENGTH BAR STEEL REINFORCEMENT	fy = 60,000 psi
ALLOWABLE BEARING PRESSURE	2500 psf

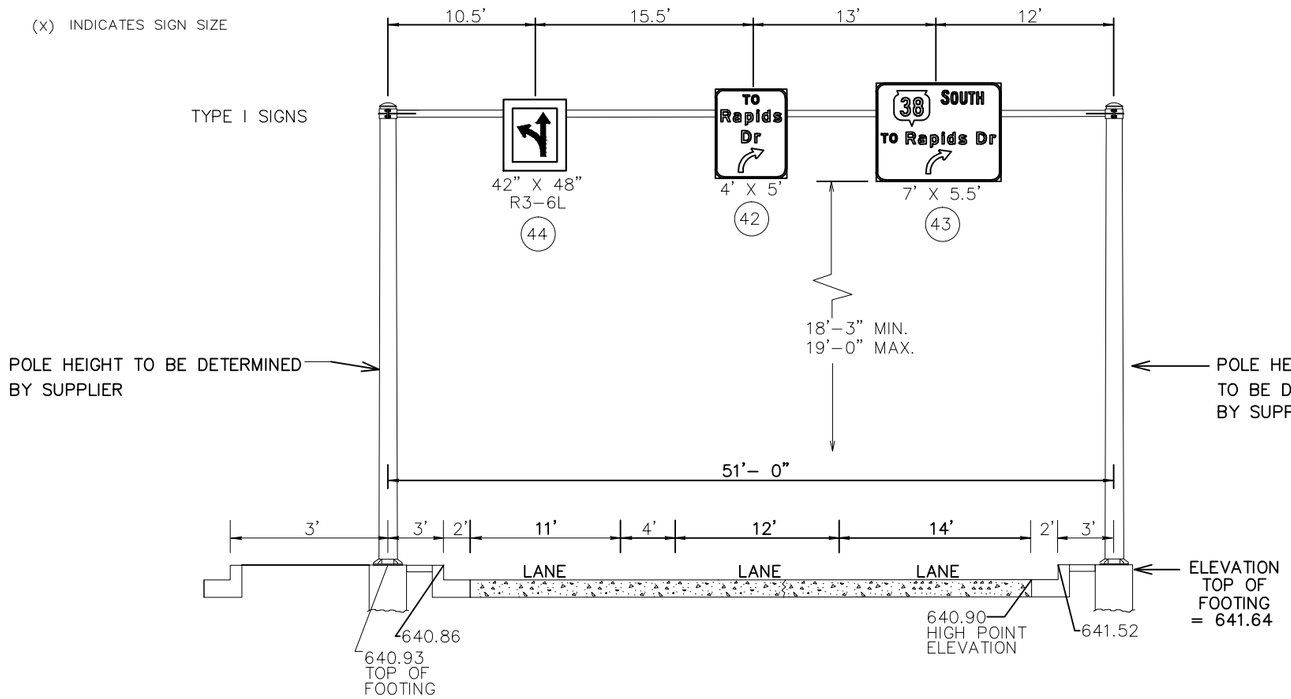
NOTE: FOOTINGS SHALL BE PER DETAIL DRAWING, SPREAD FOOTING INCIDENTAL TO STRUCTURE ANCHOR RODS PER SDD 36" DIAMETER FULL SPAN OVERHEAD SIGN SUPPORT

LEGEND

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

TYPE I SIGNS



OVERHEAD SIGN SUPPORTS DETAIL
S-51-607
CTH MM @ STH 38
STATION 143+50
(SEE SIGNING PLAN FOR LOCATION)

NOTE, CONTRACTOR SHALL:

1.) SUBMIT SHOP DRAWINGS OF OVERHEAD SIGN SUPPORT. TO SE REGION TRAFFIC OPS TOM HEYDEL & BUREAU OF STRUCTURES FOOTING IS INCIDENTAL TO OVERHEAD SIGN SUPPORT.

2.) PROVIDE DESIGN CALCULATIONS.

3.) SHOW SIGNS ON SHOP DRAWINGS.

4.) I.D. PLAQUE INCIDENTAL TO OVERHEAD SIGN SUPPORT

5.) 6 ANCHOR RODS PER STANDARD DETAIL DRAWING ARE REQUIRED

I BEAMS W5X3.7 FOR TYPE I SIGNS INCIDENTAL TO SIGNS

GENERAL NOTES

DRAWINGS NOT TO SCALE

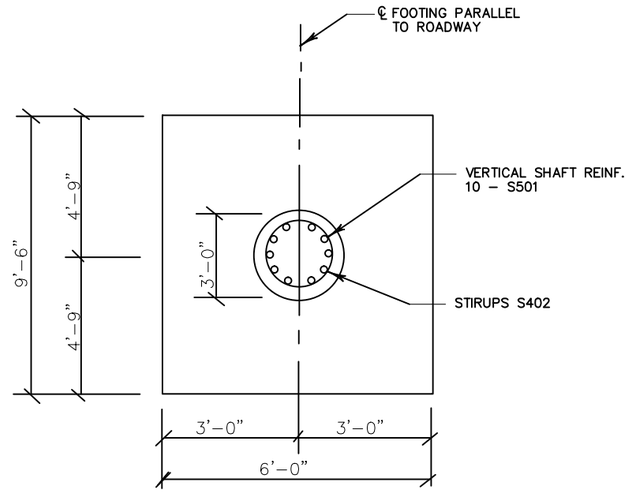
DESIGN ACCORDING TO AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS".

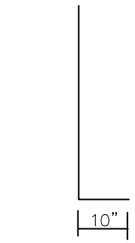
THE SIGN STRUCTURES SHALL BE DESIGNED TO SUPPORT THE SIGN SHOWN.

WIND VELOCITY PER WISDOT STD SPECIFICATIONS

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

SPREAD FOOTING FOR OVERHEAD SIGN SUPPORT





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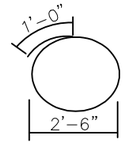

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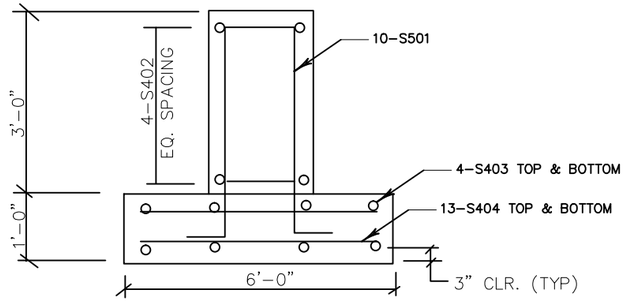

BILL OF BARS

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TOTAL = 211 lb

CONCRETE = 2.9 CT

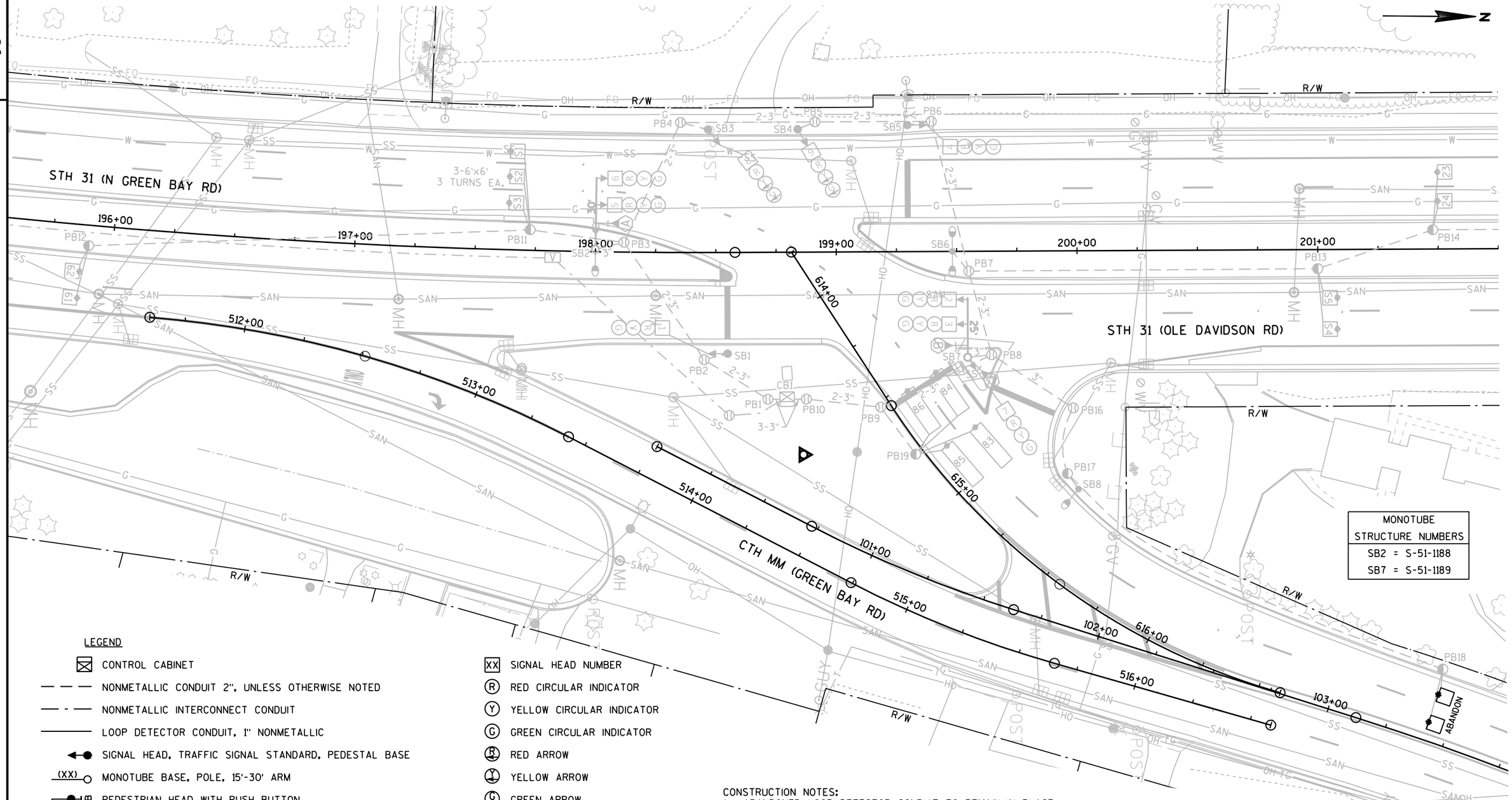
ULTIMATE DESIGN STRESSES

CONCRETE	f'c = 3,500 psi
HIGH STRENGTH BAR STEEL REINFORCEMENT	fy = 60,000 psi
ALLOWABLE BEARING PRESSURE	2500 psf

NOTE: FOOTINGS SHALL BE PER DETAIL DRAWING, SPREAD FOOTING INCIDENTAL TO STRUCTURE ANCHOR RODS PER SDD 36" DIAMETER FULL SPAN OVERHEAD SIGN SUPPORT

FILE NAME : N:\PDS\C3D\CAD\22900302\SIGN\OVERHEAD SIGN TYPICALS.DWG
LAYOUT NAME - PLAN 1 IN 100 FT (4)
PLOT DATE : 6/26/2017 12:57 PM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : Custom
WISDOT/CADDS SHEET 42

2



LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- NONMETALLIC INTERCONNECT CONDUIT
- LOOP DETECTOR CONDUIT, 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 15'-30' ARM
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- XX SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- (R) RED ARROW
- (Y) YELLOW ARROW
- (G) GREEN ARROW
- (X) EVP DESIGNATOR
- EVP DETECTOR HEAD
- [V] COMMUNICATIONS VAULT
- Y YIELD SIGN

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

CONSTRUCTION NOTES:

1. ABANDONED LOOP DETECTOR CONDUIT TO REMAIN IN PLACE. LOOP DETECTOR WIRE AND LEAD-IN CABLE TO BE REMOVED BY THE CONTRACTOR.
2. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. GRAYSHADE REPRESENTS EXISTING. BOLD REPRESENTS ITEMS TO BE REMOVED.

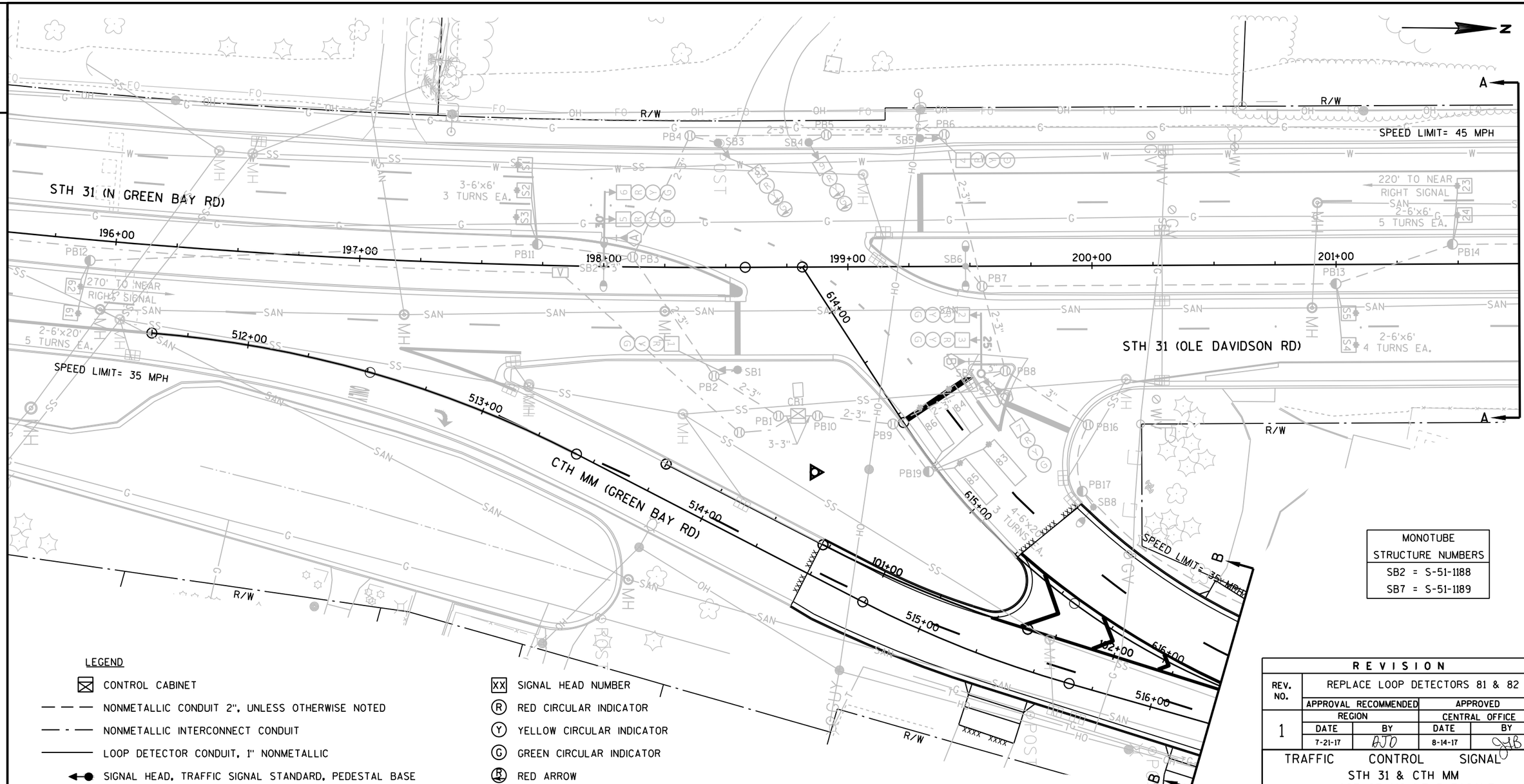
TRAFFIC CONTROL SIGNAL
STH 31 & CTH MM
VILLAGE OF MOUNT PLEASANT
RACINE COUNTY

SIGNAL NO. S51-0210

REGION CONTACT: D. DEDRICK
DESIGNED BY:
REVISED BY: C. VANDE LEEST

PAGE 1 OF 1

PROJECT NO:2290-03-72	HWY: STH 31	COUNTY: RACINE	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 109 E



MONOTUBE STRUCTURE NUMBERS
SB2 = S-51-1188
SB7 = S-51-1189

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- NONMETALLIC INTERCONNECT CONDUIT
- LOOP DETECTOR CONDUIT, 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 15'-30' ARM
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- XX SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- (R) RED ARROW
- (Y) YELLOW ARROW
- (G) GREEN ARROW
- (X) EVP DESIGNATOR
- EVP DETECTOR HEAD
- V COMMUNICATIONS VAULT
- Y YIELD SIGN

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 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.

2017 INITIAL INSTALLATION

REVISION

REV. NO.	REPLACE LOOP DETECTORS 81 & 82			
	APPROVAL RECOMMENDED		APPROVED	
	REGION		CENTRAL OFFICE	
	DATE	BY	DATE	BY
1	7-21-17	DJO	8-14-17	JJB

TRAFFIC CONTROL SIGNAL
STH 31 & CTH MM
VILLAGE OF MOUNT PLEASANT
RACINE COUNTY
CABINET TYPE: TS2
SIGNAL NO. S51-0210 CONTROLLER TYPE: ECONOLITE

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
DATE 11/4/16 JUSTIN R. EFFINGER, REGION TRAFFIC ENGINEER

APPROVED
DATE 11/16/16 JOANNA L. BUSH, STATE TRAFFIC ENGINEER

REGION CONTACT: D. DEDRICK
DESIGNED BY:
REVISED BY: C. VANDE LEEST

PAGE 1 OF 3

PROJECT NO: 2290-03-72	HWY: STH 31	COUNTY: RACINE	TRAFFIC SIGNAL PLAN	SHEET 110	E

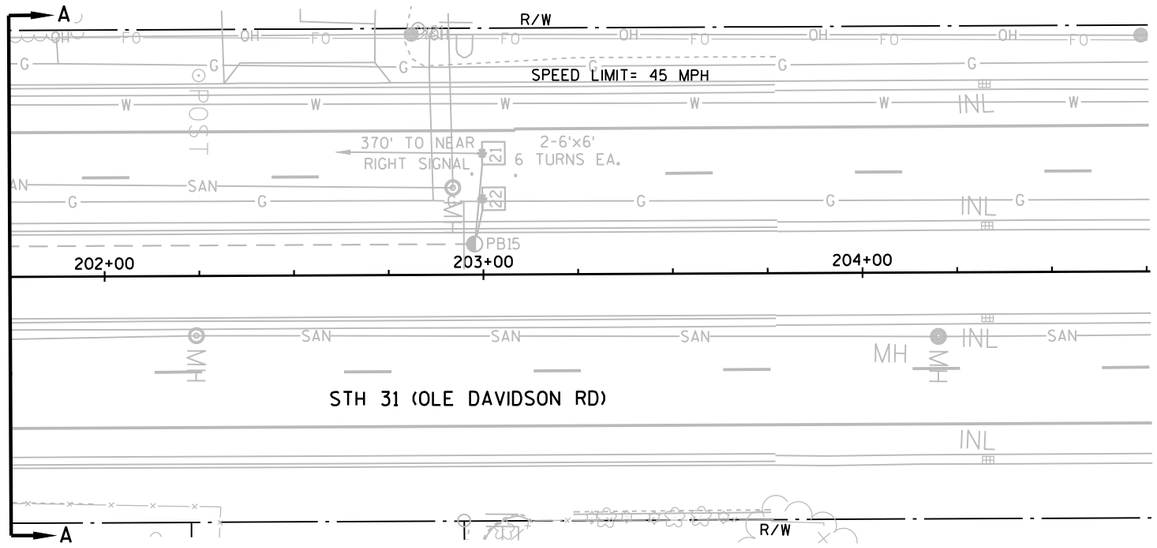
FILE NAME : N:\PDS\C3D\CAD\22900302\SIG\S51-0210\S51-0210_A.DWG
LAYOUT NAME - S51-0210_A_PG1

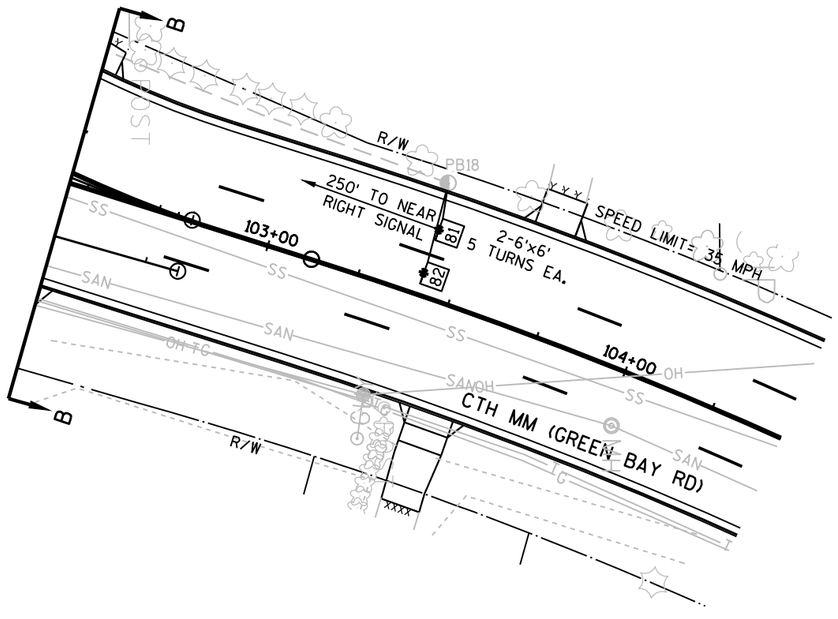
PLOT DATE : 9/6/2017 10:13 AM PLOT BY : VANDE LEEST, CYNTHIAPLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N





TRAFFIC CONTROL SIGNAL
STH 31 & CTH MM
VILLAGE OF MOUNT PLEASANT
RACINE COUNTY

SIGNAL NO. S51-0210

REGION CONTACT: D. DEDRICK
DESIGNED BY:
REVISED BY: C. VANDE LEEST

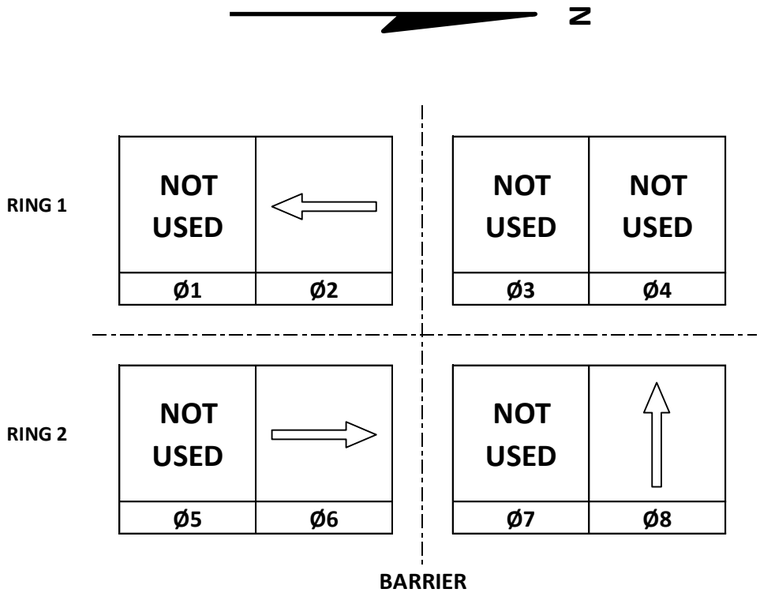
PAGE 2 OF 3

PROJECT NO: 2290-03-72	HWY: STH 31	COUNTY: RACINE	TRAFFIC SIGNAL PLAN	SHEET 111	E

FILE NAME : N:\PDS\C3D\CAD\22900302\SIG\S51-0210\S51-0210_A.DWG
LAYOUT NAME - S51-0210_A_PG2

PLOT DATE : 7/20/2017 3:56 PM PLOT BY : VANDE LEEST, CYNTHIA PLOT NAME : PLOT SCALE : 1 IN:40 FT

	HEAD NUMBERS	FLASH
Ø1		
Ø2	4,5,6	R
Ø3		
Ø4		
Ø5		
Ø6	1,2,3	R
Ø7		
Ø8	7,8,9	R
Ø2P		
Ø4P		
Ø6P		
Ø8P		
OLE		
OLF		
OLG		
OLH		



CONTROLLER LOGIC

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B	D
MOVEMENT	← →	← →	↑
PHASE	2+6	6+2	8

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

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

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

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

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

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR*(S)	21	23	61	81	83	85	S1	S3
CALLED PHASE	2	2	6	8	8	8		
CALL OPTION	X	X	X		X	X		
DELAY TIME								
EXTENTION OPTION	X	X	X	X	X	X		
EXTEND TIME				X				
USE ADDED INITIAL	X	X	X					
CROSS SWITCH PHASE								

DETECTOR INPUT	19	17	23	21	27	25	31	29
PLAN LOOP DETECTOR*(S)	S5							
CALLED PHASE								
CALL OPTION								
DELAY TIME								
EXTENTION OPTION								
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)	22	24	62	82	84	86	S2	S4
CALLED PHASE	2	2	6	8	8	8		
CALL OPTION	X	X	X		X	X		
DELAY TIME								
EXTENTION OPTION	X	X	X	X	X	X		
EXTEND TIME				X				
USE ADDED INITIAL	X	X	X					
CROSS SWITCH PHASE								

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

STH 31 & CTH MM
VILLAGE OF MOUNT PLEASANT
RACINE COUNTY COUNTY

SIGNAL NO: S51-0210 CABINET TYPE: TS2
CONTROLLER TYPE: ECONOLITE
DATE: 7/2017 PAGE NO. 3 OF 3

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT, 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LUMINAIRE UNDER PERMIT TO LOCAL MUNICIPALITY
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36"
- XX SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- (R) RED ARROW
- (Y) (Y) YELLOW ARROW
- (G) (G) GREEN ARROW

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

CONSTRUCTION NOTES:

1. EXISTING CONDUIT RUNS TO BE ABANDONED IN PLACE. CONTRACTOR TO REMOVE ANY CONDUCTORS REMAINING IN THE CONDUIT.
2. ABANDONED LOOP DETECTOR CONDUIT TO REMAIN IN PLACE. LOOP DETECTOR WIRE AND LEAD-IN CABLE TO BE REMOVED BY THE CONTRACTOR.
3. CABINET AND CONTROLLER SHALL BE REMOVED BY WISDOT ELECTRICAL PERSONNEL.
4. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
5. GRAYSHADE REPRESENTS EXISTING.
   BOLD REPRESENTS ITEMS TO BE REMOVED.
6. LUMINAIRES, POLES AND WIRING FOR LPB1, LPB2, LPB3 AND SB9 TO BE REMOVED BY OTHERS. CONCRETE BASES FOR LPB1, LPB2, LPB3 AND SB9 TO BE REMOVED AS PART OF SIGNAL WORK.

TRAFFIC CONTROL SIGNAL
STH 38 & CTH MM/OLD MILL RD
VILLAGE OF MT PLEASANT/CITY OF RACINE
RACINE COUNTY

SIGNAL NO. S51-0156

REGION CONTACT: D. DEDRICK
DESIGNED BY: C. VANDE LEEST
REVISED BY:

PAGE 1 OF 2

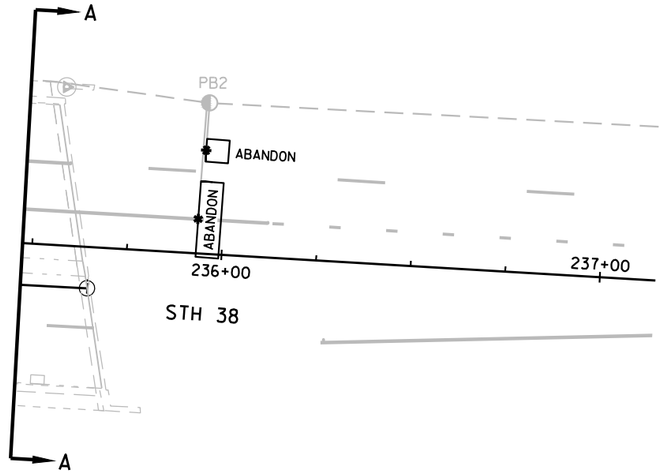
PROJECT NO: 2290-03-72	HWY: STH 38	COUNTY: RACINE	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 113	E

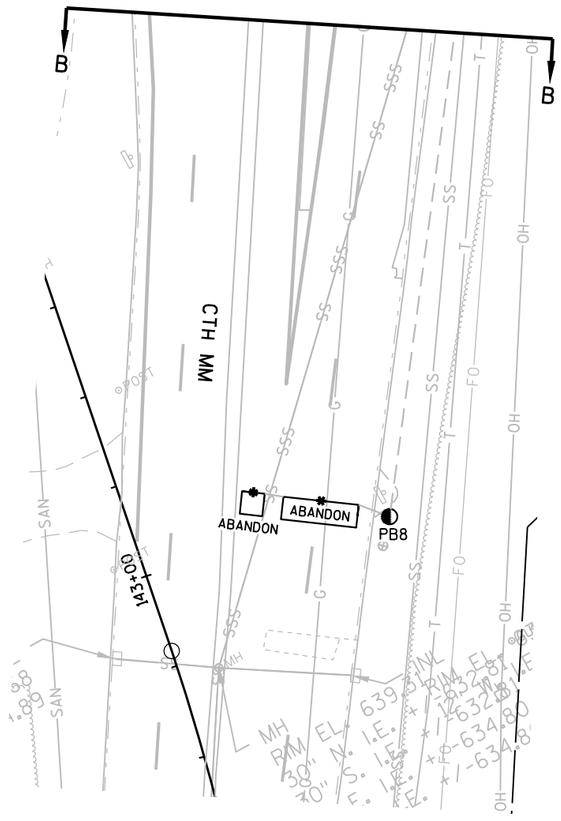
FILE NAME : N:\PDS\C3D\CAD\22900302\SIG\S51-0156\S51-0156_REM.DWG
LAYOUT NAME - S51-0156_REM_PG1

PLOT DATE : 7/6/2017 12:39 PM PLOT BY : VANDE LEEST, CYNTHIAPLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2





TRAFFIC CONTROL SIGNAL
STH 38 & CTH MM/OLD MILL RD
VILLAGE OF MT PLEASANT/CITY OF RACINE
RACINE COUNTY

SIGNAL NO. S51-0156

REGION CONTACT: D. DEDRICK
DESIGNED BY: C. VANDE LEEST
REVISED BY:

PAGE 2 OF 2

PROJECT NO:2290-03-72	HWY: STH 38	COUNTY:RACINE	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 114	E

FILE NAME : N:\PDS\C3D\CAD\22900302\SIG\S51-0156\S51-0156_REM.DWG
LAYOUT NAME - S51-0156_REM_PG2

PLOT DATE : 7/6/2017 12:39 PM PLOT BY : VANDE LEEST, CYNTHIAPLOT NAME : PLOT SCALE : 1 IN:40 FT

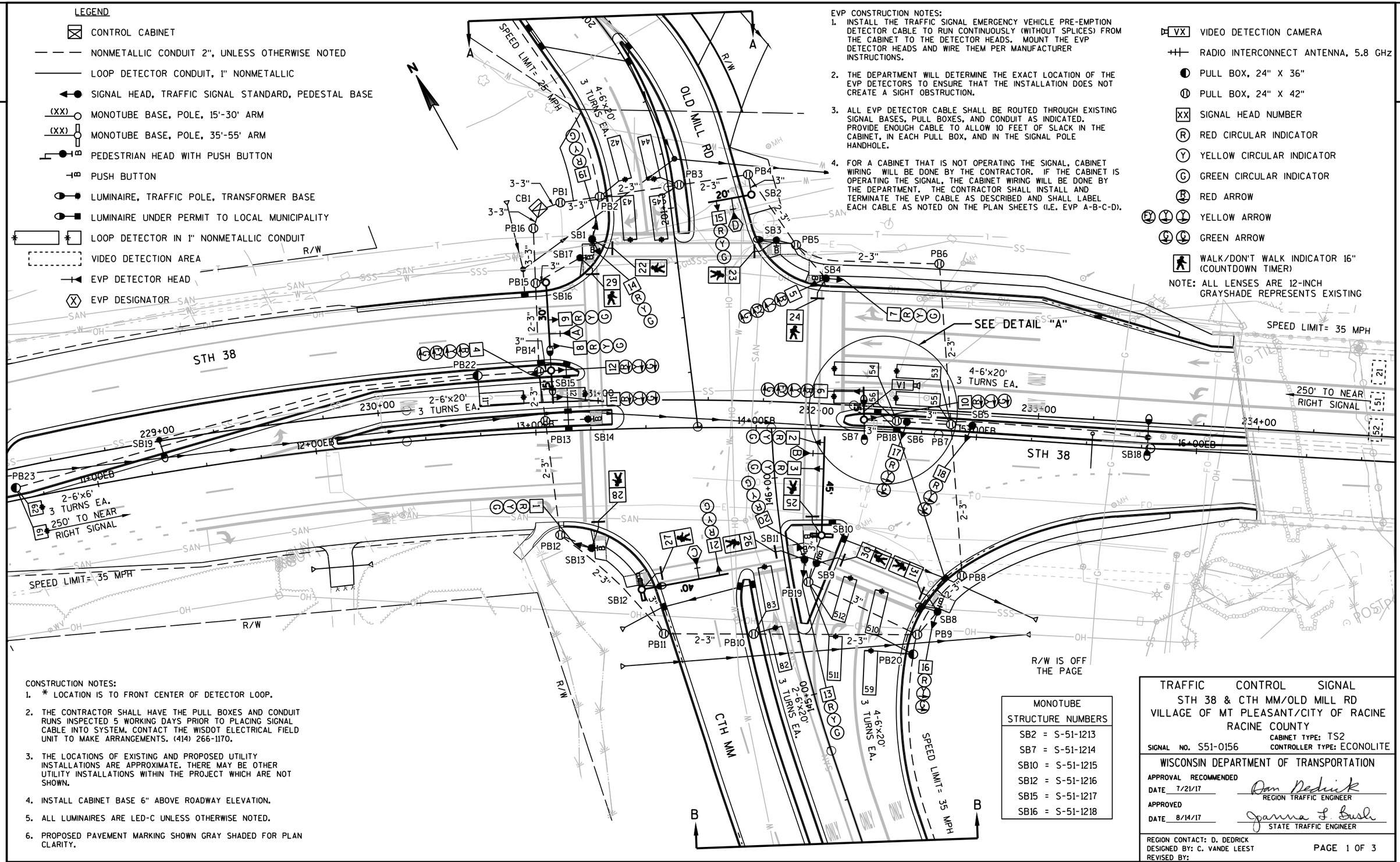
LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT, 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 15'-30' ARM
- (XX) MONOTUBE BASE, POLE, 35'-55' ARM
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LUMINAIRE UNDER PERMIT TO LOCAL MUNICIPALITY
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- VIDEO DETECTION AREA
- EVP DETECTOR HEAD
- EVP DESIGNATOR
- VX VIDEO DETECTION CAMERA
- RADIO INTERCONNECT ANTENNA, 5.8 GHz
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- RA RED ARROW
- YA YELLOW ARROW
- GA GREEN ARROW
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

EVP CONSTRUCTION NOTES:

1. INSTALL THE TRAFFIC SIGNAL EMERGENCY VEHICLE PRE-EMPTION DETECTOR CABLE TO RUN CONTINUOUSLY (WITHOUT SPLICES) FROM THE CABINET TO THE DETECTOR HEADS. MOUNT THE EVP DETECTOR HEADS AND WIRE THEM PER MANUFACTURER INSTRUCTIONS.
2. THE DEPARTMENT WILL DETERMINE THE EXACT LOCATION OF THE EVP DETECTORS TO ENSURE THAT THE INSTALLATION DOES NOT CREATE A SIGHT OBSTRUCTION.
3. ALL EVP DETECTOR CABLE SHALL BE ROUTED THROUGH EXISTING SIGNAL BASES, PULL BOXES, AND CONDUIT AS INDICATED. PROVIDE ENOUGH CABLE TO ALLOW 10 FEET OF SLACK IN THE CABINET, IN EACH PULL BOX, AND IN THE SIGNAL POLE HANDHOLE.
4. FOR A CABINET THAT IS NOT OPERATING THE SIGNAL, CABINET WIRING WILL BE DONE BY THE CONTRACTOR. IF THE CABINET IS OPERATING THE SIGNAL, THE CABINET WIRING WILL BE DONE BY THE DEPARTMENT. THE CONTRACTOR SHALL INSTALL AND TERMINATE THE EVP CABLE AS DESCRIBED AND SHALL LABEL EACH CABLE AS NOTED ON THE PLAN SHEETS (I.E. EVP A-B-C-D).



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 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. INSTALL CABINET BASE 6" ABOVE ROADWAY ELEVATION.
5. ALL LUMINAIRES ARE LED-C UNLESS OTHERWISE NOTED.
6. PROPOSED PAVEMENT MARKING SHOWN GRAY SHADED FOR PLAN CLARITY.

MONOTUBE STRUCTURE NUMBERS
SB2 = S-51-1213
SB7 = S-51-1214
SB10 = S-51-1215
SB12 = S-51-1216
SB15 = S-51-1217
SB16 = S-51-1218

R/W IS OFF THE PAGE

TRAFFIC CONTROL SIGNAL
STH 38 & CTH MM/OLD MILL RD
VILLAGE OF MT PLEASANT/CITY OF RACINE
RACINE COUNTY
CABINET TYPE: TS2
SIGNAL NO. S51-0156 CONTROLLER TYPE: ECONOLITE

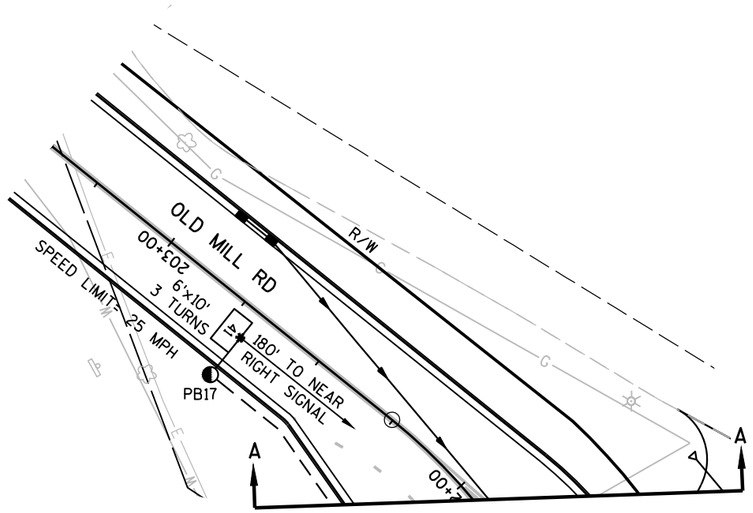
WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVAL RECOMMENDED
DATE 7/21/17 Dan Dedrick REGION TRAFFIC ENGINEER
APPROVED
DATE 8/14/17 Janna L. Bush STATE TRAFFIC ENGINEER

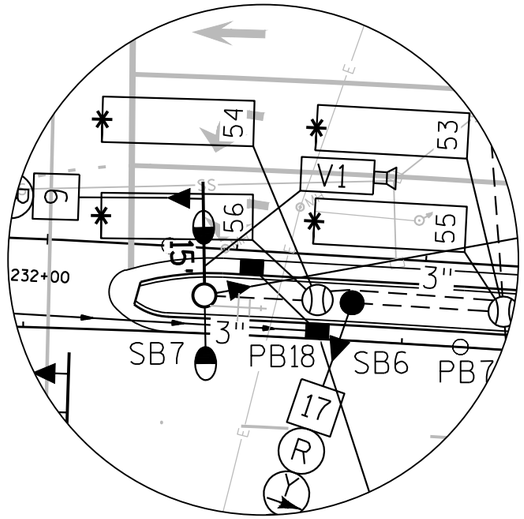
REGION CONTACT: D. DEDRICK
DESIGNED BY: C. VANDE LEEST
REVISED BY:
PAGE 1 OF 3

PROJECT NO: 2290-03-72	HWY: STH 38	COUNTY: RACINE	TRAFFIC SIGNAL PLAN	SHEET 115	E

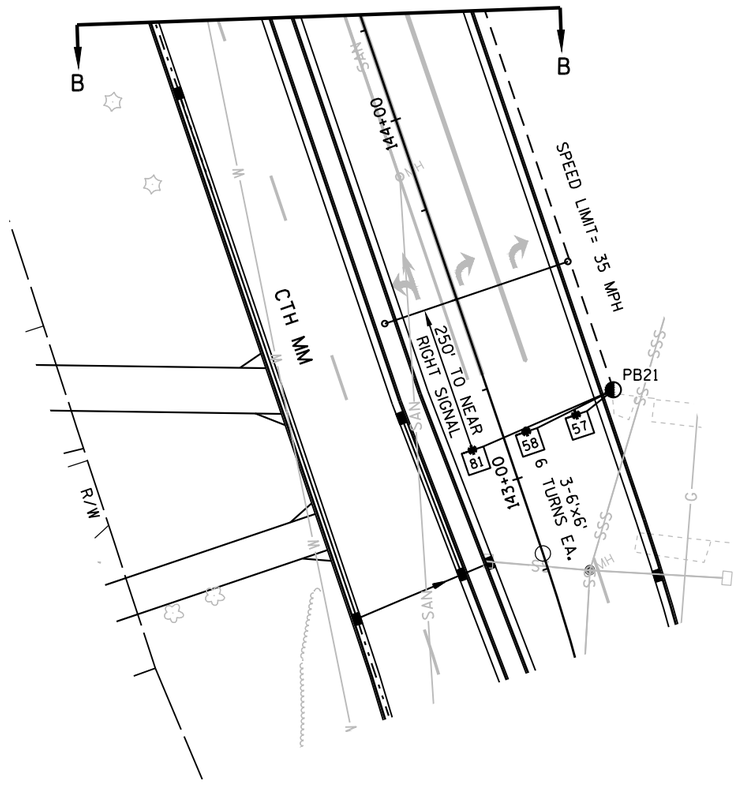
FILE NAME : N:\PDS\C3D\CAD\22900302\SIG\S51-0156\S51-0156.DWG
LAYOUT NAME - S51-0156_PG1
PLOT DATE : 9/6/2017 8:55 AM PLOT BY : VANDE LEEST, CYNTHIA PLOT NAME : PLOT SCALE : 1 IN:40 FT

2





DETAIL "A"



TRAFFIC CONTROL SIGNAL
STH 38 & CTH MM/OLD MILL RD
VILLAGE OF MT PLEASANT/CITY OF RACINE
RACINE COUNTY

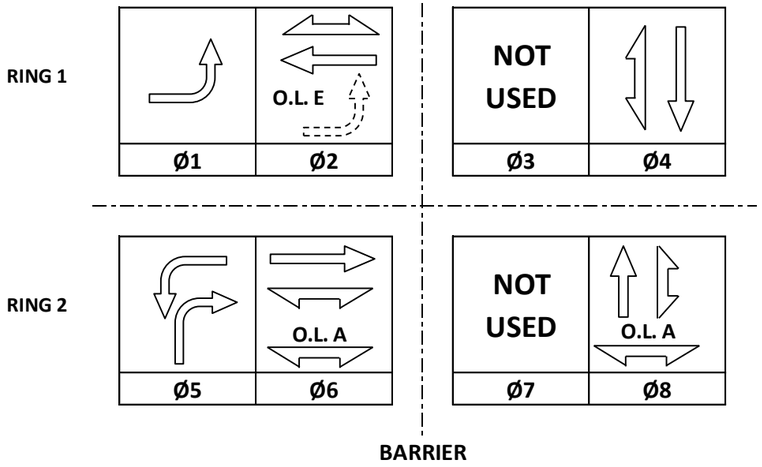
SIGNAL NO. S51-0156

REGION CONTACT: D. DEDRICK
DESIGNED BY: C. VANDE LEEST
REVISED BY:

PAGE 2 OF 3

PROJECT NO:2290-03-72	HWY: STH 38	COUNTY: RACINE	TRAFFIC SIGNAL PLAN	SHEET 116	E

	HEAD NUMBERS	FLASH
Ø1	4,5,6	R ←
Ø2	7,8,9	R
Ø3		
Ø4	19,20,21	R
Ø5	10,11,12,16,17,18	R. R ←
Ø6	1,2,3	R
Ø7		
Ø8	13,14,15	R
Ø2P	22,23	
Ø4P	28,29	
Ø6P	26,27	
Ø8P	24,25	
OLA	30,31	
OLE	4,5,6	-



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				
8		4	---	X

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B	C	D
MOVEMENT	←	→	↓↑	↓↑
PHASE	2+5	1+6	4+8	8+4

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

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

TYPE OF COORDINATION	
NONE	
TBC	X
TRAFFIC RESPONSIVE	
ADAPTIVE	
*LOCATION OF MASTER CONTROLLER NO:	S-
SIGNAL SYSTEM NO:	SS- 51-0039

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

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

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13	19	17	23				35	33	DETECTOR INPUT
PLAN LOOP DETECTOR*(S)	11	41	43	45	54	56	58	510	512	62	82				21	52	PLAN LOOP DETECTOR*(S)
CALLED PHASE	1	4	4	4	5	5	5	5	5	6	8				2	5	CALLED PHASE
CALL OPTION	X		X	X	X	X		X	X	X	X				X		CALL OPTION
DELAY TIME			X					X	X								DELAY TIME
EXTENTION OPTION	X	X	X	X	X	X	X	X	X	X	X				X	X	EXTENTION OPTION
EXTEND TIME		X					X									X	EXTEND TIME
USE ADDED INITIAL										X					X		USE ADDED INITIAL
CROSS SWITCH PHASE	2																CROSS SWITCH PHASE

DETECTOR INPUT	4	2	8	6	12	10	16	14	20	18	24				36	34	DETECTOR INPUT
PLAN LOOP DETECTOR*(S)	12	42	44	53	55	57	59	511	61	81	83				51		PLAN LOOP DETECTOR*(S)
CALLED PHASE	1	4	4	5	5	5	5	5	6	8	8				5		CALLED PHASE
CALL OPTION	X	X	X	X	X		X	X	X		X						CALL OPTION
DELAY TIME		X					X	X									DELAY TIME
EXTENTION OPTION	X	X	X	X	X	X	X	X	X	X	X				X		EXTENTION OPTION
EXTEND TIME						X				X					X		EXTEND TIME
USE ADDED INITIAL									X								USE ADDED INITIAL
CROSS SWITCH PHASE	2																CROSS SWITCH PHASE

STH 38 & CTH MM/OLD MILL RD
VILLAGE OF MT PLEASANT/CITY OF RACINE
RACINE COUNTY
SIGNAL NO: S51-0156 CABINET TYPE: TS2
CONTROLLER TYPE: ECONOLITE
DATE: 07/2017 PAGE NO. 3 OF 3

PROJECT ID:	2290-03-72
INTERSECTION:	STH 38 & CTH MM/OLD MILL ROAD

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

CB1 TO	AWG14 # OF CONDUCTORS	HEAD NO.	SIGNAL INDICATION WIRE COLOR									PED BUTTON	FUTURE APS
			RED	YELLOW	GREEN	<RED>	<YELLOW>	<GREEN>	<FLASHING YELLOW>	D/WALK	WALK		
SB1	12	14	RED	ORG	GRN								
		19	RED/BLK	ORG/BLK	GRN/BLK								
		22								BLK	BLU		
		B										WHT/BLK	BLU/BLK
SB2	7	15	RED	ORG	GRN								
SB3	12	23								BLK	BLU		
		B										WHT/BLK	BLU/BLK
SB4	12	5				RED	ORG	GRN	BLK/WHT				
		7	RED/BLK	ORG/BLK	GRN/BLK								
		24								BLK	BLU		
		B										WHT/BLK	BLU/BLK
SB5	7	18	RED				ORG	GRN					
SB6	7	17	RED				ORG	GRN					
SB7	12	6				RED	ORG	GRN	BLK/WHT				
		10				RED/BLK	ORG/BLK	GRN/BLK					
SB8	12	16	RED				ORG	GRN					
		31								BLK	BLU		
		B										WHT/BLK	BLU/BLK
SB9	12	30								BLK	BLU		
		B										WHT/BLK	BLU/BLK
SB10	12	2	RED	ORG	GRN								
		3	RED	ORG	GRN								
		25								BLK	BLU		
		B										WHT/BLK	BLU/BLK
SB11	12	13	RED	ORG	GRN								
		20	RED/BLK	ORG/BLK	GRN/BLK								
		26								BLK	BLU		
		B										WHT/BLK	BLU/BLK
SB12	12	21	RED	ORG	GRN								
		27								BLK	BLU		
		B										WHT/BLK	BLU/BLK
SB13	12	1	RED	ORG	GRN								
		28								BLK	BLU		
		B										WHT/BLK	BLU/BLK
SB14	12	B										WHT/BLK	BLU/BLK
SB15	12	4				RED	ORG	GRN	BLK/WHT				
		11				RED/BLK	ORG/BLK	GRN/BLK					
		12				RED/BLK	ORG/BLK	GRN/BLK					
SB16	7	8	RED	ORG	GRN								
		9	RED	ORG	GRN								
SB17	12	29								BLK	BLU		
		B										WHT/BLK	BLU/BLK

*Use the white conductor in the cable assembly as the grounded conductor for all traffic signal indications
*Ensure the grounded conductor in the feeder cable and the pole cables are both 18" longer than the ungrounded conductors.
*At the signal bases, connect one terminal from the pedestrian push buttons to the color indicated in the chart. Connect the other terminal to the grounded conductor.
*Reconnect the grounding conductors wherever the circuit has been interrupted to ensure the grounding circuit is complete.

FILE NAME : N:\PDS\C3D\CAD\22900302\SIG\S51-0156\S51-0156_cr.pptx PLOT DATE : 7/20/2017 PLOT BY : DOTCMV PLOT NAME : S51-0156_cr.pdf PLOT SCALE : 1:1

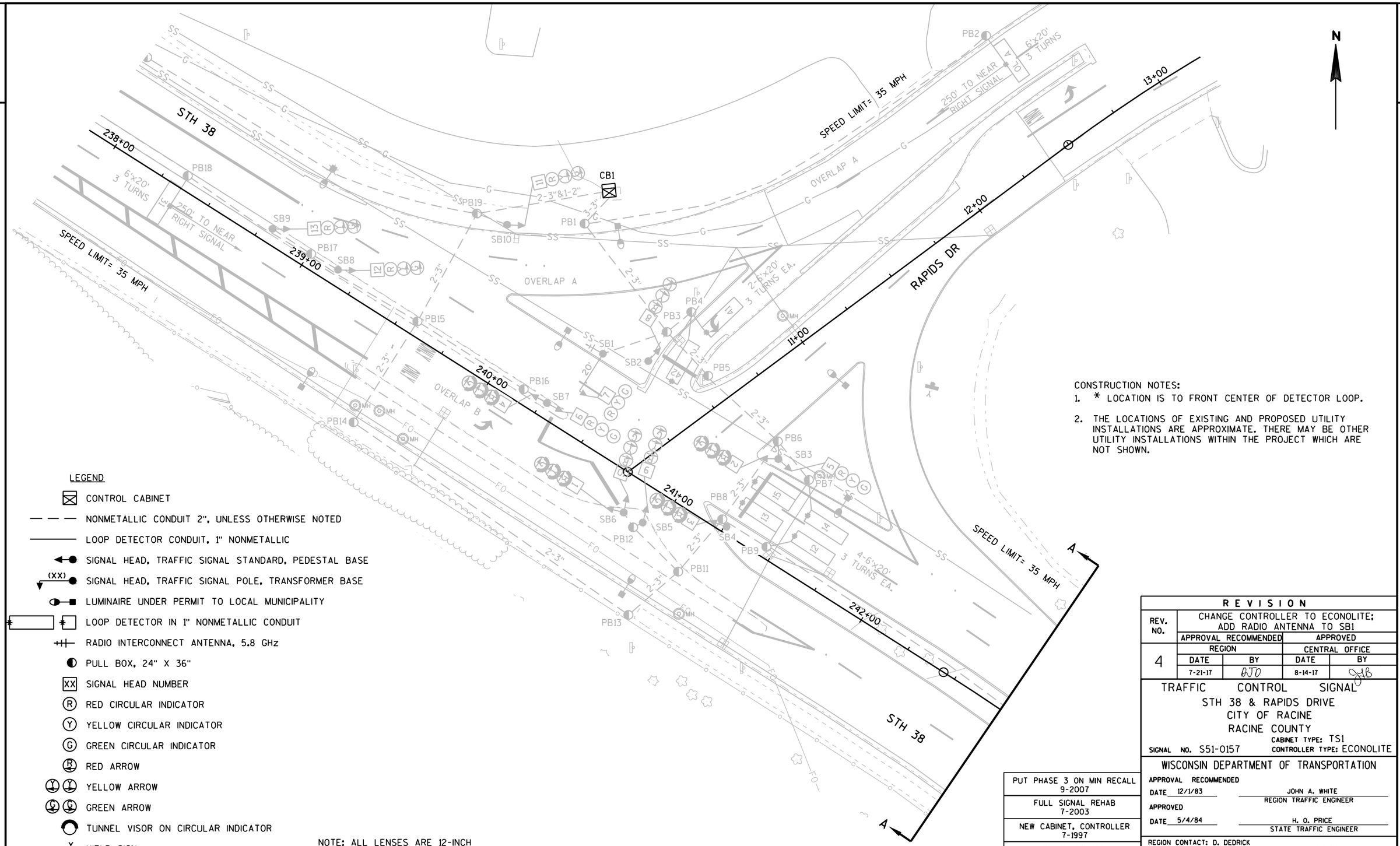
Equipment Grounding Conductor 10 AWG Green XLP	
From	To
CB1	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	SB11
SB11	SB12
SB12	SB13
SB13	SB14
SB14	SB15
SB15	SB16
SB16	SB17
SB17	CB1

Pull Box Bonding Jumper 10 AWG Green XLP	
From	To
PB1	CB1
PB2	SB1
PB3	SB2
PB4	SB2
PB5	SB3
PB6	SB3
PB7	SB5
PB8	SB8
PB9	SB8
PB10	SB12
PB11	SB12
PB12	SB13
PB13	SB14
PB14	SB15
PB15	SB16
PB16	CB1
PB18	SB7
PB19	SB9

Lighting UF 2-10 AWG Grounded	
From	To
CB1	SB3
SB3	SB7
SB7	SB18
SB7	SB8
CB1	SB15
SB15	SB19
SB15	SB12

EVP Cable	
From	To
CB1	SB16 (HEAD A)
CB1	SB10 (HEAD B)
CB1	SB12 (HEAD C)
CB1	SB2 (HEAD D)

Video Detection Cable	
From	To
CB1	SB7 (V1)



CONSTRUCTION NOTES:

1. * LOCATION IS TO FRONT CENTER OF DETECTOR LOOP.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT, 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- LUMINAIRE UNDER PERMIT TO LOCAL MUNICIPALITY
- * * LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- RADIO INTERCONNECT ANTENNA, 5.8 GHz
- PULL BOX, 24" X 36"
- XX SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- TUNNEL VISOR ON CIRCULAR INDICATOR
- Y YIELD SIGN

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

REVISION				
REV. NO.	CHANGE CONTROLLER TO ECONOLITE; ADD RADIO ANTENNA TO SB1			
	APPROVAL RECOMMENDED		APPROVED	
4	REGION		CENTRAL OFFICE	
	DATE	BY	DATE	BY
	7-21-17	AJO	8-14-17	[illegible]

TRAFFIC CONTROL SIGNAL
STH 38 & RAPIDS DRIVE
CITY OF RACINE
RACINE COUNTY
CABINET TYPE: TS1
SIGNAL NO. S51-0157 CONTROLLER TYPE: ECONOLITE

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
DATE 12/1/83 — JOHN A. WHITE, REGION TRAFFIC ENGINEER

APPROVED
DATE 5/4/84 — H. O. PRICE, STATE TRAFFIC ENGINEER

REGION CONTACT: D. DEDRICK
DESIGNED BY:
REVISED BY: C. VANDE LEEST

PAGE 1 OF 3

PUT PHASE 3 ON MIN RECALL 9-2007
FULL SIGNAL REHAB 7-2003
NEW CABINET, CONTROLLER 7-1997
INITIAL INSTALL 8-1972

PROJECT NO: 2290-03-72	HWY: STH 38	COUNTY: RACINE	TRAFFIC SIGNAL PLAN	SHEET 120	E

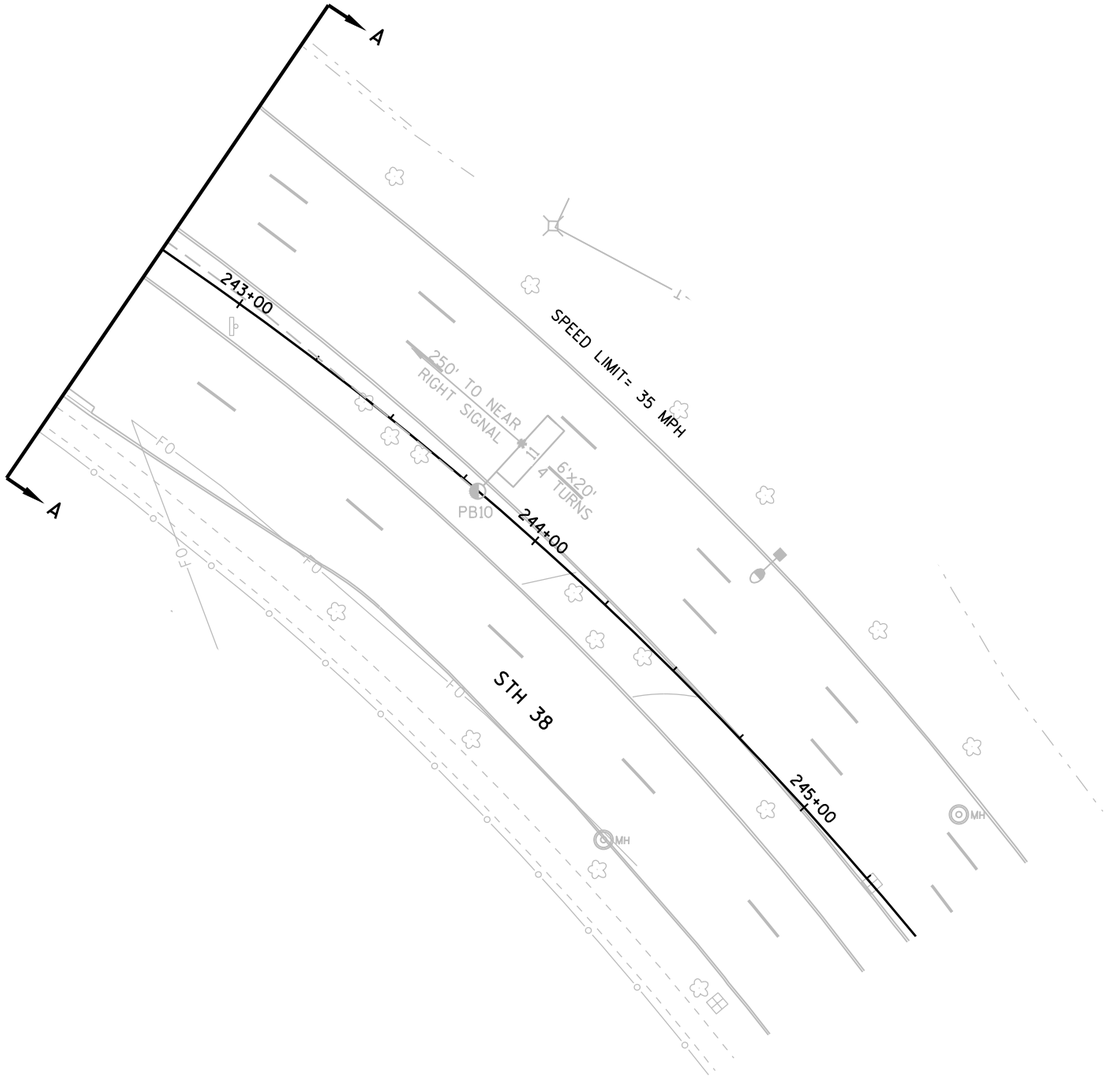
FILE NAME : N:\PDS\C3D\CAD\22900302\SIG\S51-0157\S51-0157_C.DWG
LAYOUT NAME - S51-0157_C_PG1

PLOT DATE : 9/6/2017 8:45 AM PLOT BY : VANDE LEEST, CYNTHIA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N



TRAFFIC CONTROL SIGNAL
STH 38 & RAPIDS DRIVE
CITY OF RACINE
RACINE COUNTY

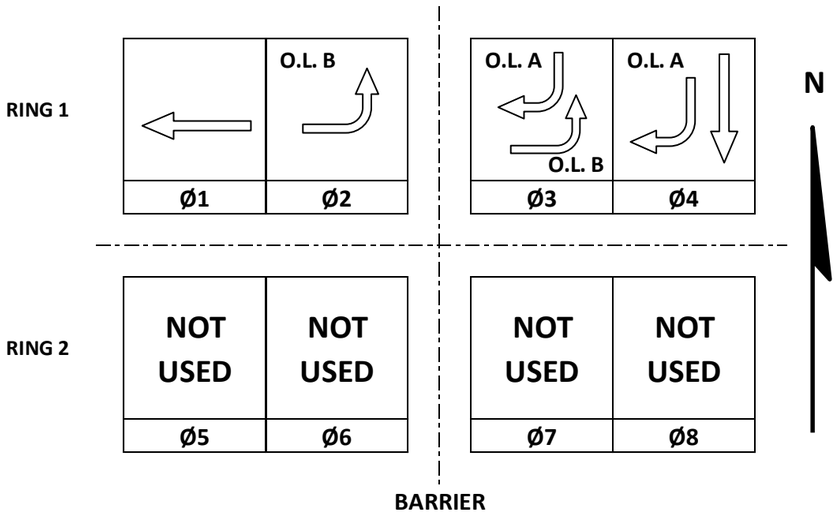
SIGNAL NO. S51-0157

REGION CONTACT: D. DEDRICK
DESIGNED BY:
REVISED BY: C. VANDE LEEST

PAGE 2 OF 3

PROJECT NO:2290-03-72	HWY: STH 38	COUNTY: RACINE	TRAFFIC SIGNAL PLAN	SHEET 121	E

	HEAD NUMBERS	FLASH
Ø1	5,6,7	R
Ø2		
Ø3		
Ø4	8,9,10	R ←
Ø5		
Ø6		
Ø7		
Ø8		
Ø2P		
Ø4P		
Ø6P		
Ø8P		
OLA	11,12,13	R
OLB	1,2,3,4	R ←
OLC		
OLD		



DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL	DETECTOR OPERATION			PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
		CALLS AND EXTENDS	CALLS ONLY	EXTENDS ONLY							
11	1			X		1			X	6 X 20	4
12	2	X			1	1				6 X 20	3
13	2	X			1	1				6 X 20	3
14	3	X			1	1				6 X 20	3
15	3	X			1	1				6 X 20	3
31	4	X			3	3				6 X 20	3
41	5	X			4	4				6 X 20	3
42	5	X			4	4				6 X 20	3
OLA	6	X			3 DURING 1	3	4			6 X 20	3

CONTROLLER LOGIC

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

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

TYPE OF COORDINATION	
NONE	
TBC	X
TRAFFIC RESPONSIVE	
ADAPTIVE	
*LOCATION OF MASTER CONTROLLER NO:	S-
SIGNAL SYSTEM NO:	SS- 51-0039

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

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

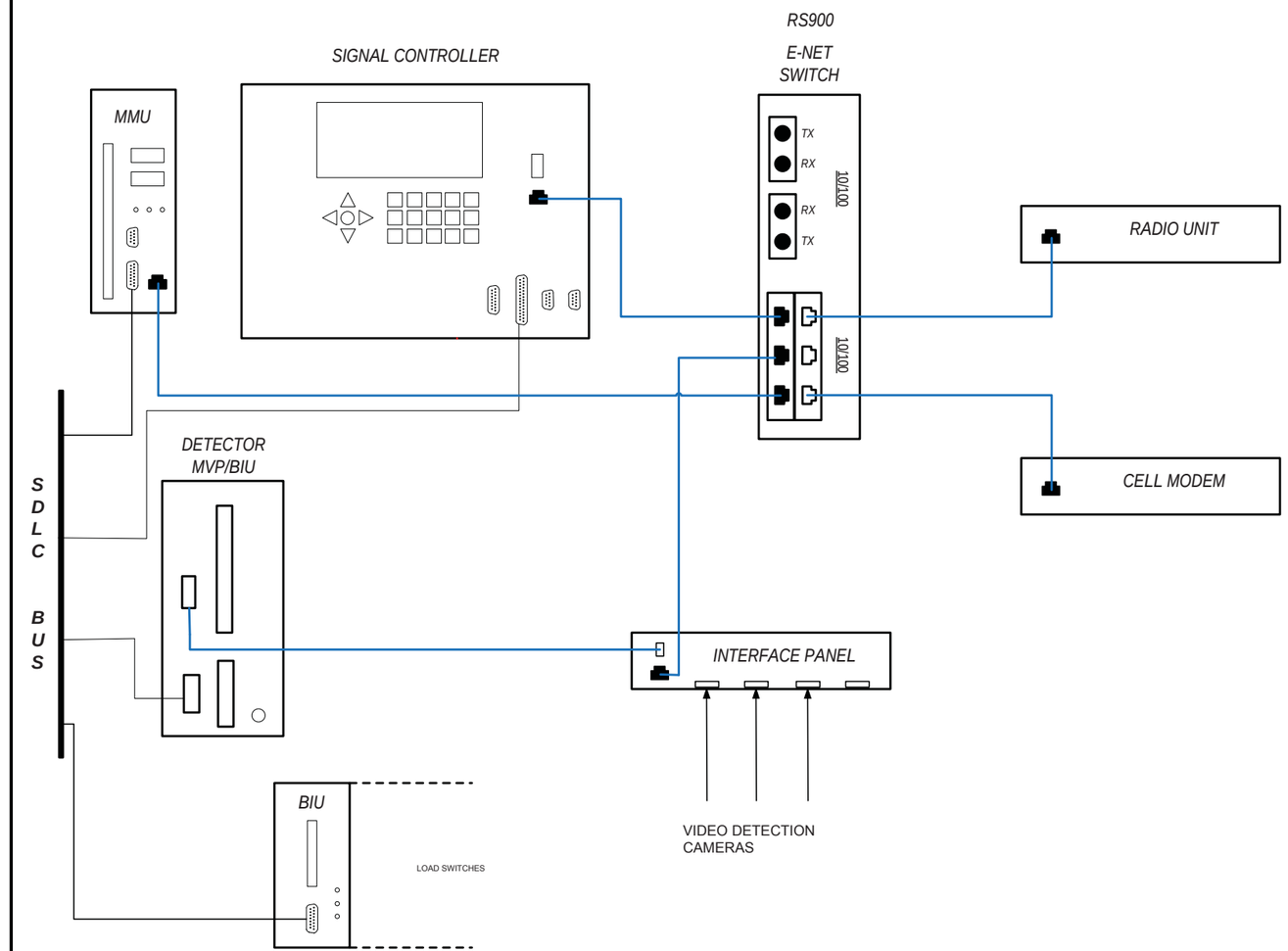
GENERAL NOTES:

1. WHEN PHASE 1 IS ON PHASE 2 SHALL FOLLOW
2. PHASE 2 IS A DELAY TIME BETWEEN THE START OF OVERLAP B AND THE START OF OVERLAP A

STH 38 & RAPIDS DRIVE
CITY OF RACINE
RACINE COUNTY
SIGNAL NO: S51-0157 CABINET TYPE: TS1
CONTROLLER TYPE: ECONO
DATE: 07/2017 PAGE NO. 3 OF 3

TRAFFIC SIGNAL CABINET, CB1 (S51-0156)

STH 38 & CTH MM/OLD MILL RD



LEGEND

CAT 5E PATCH CORD

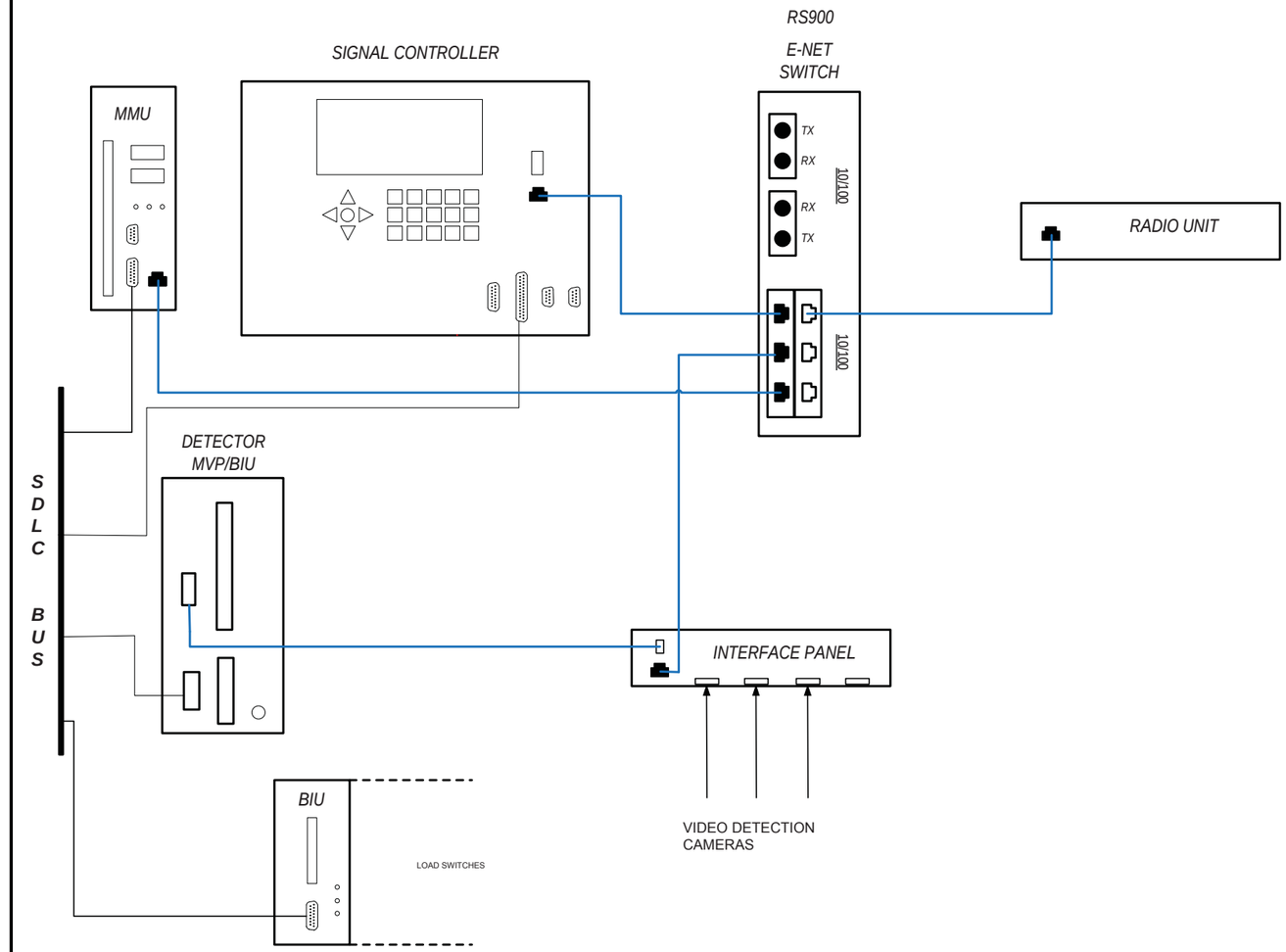
PROJECT NO: 2290-03-72	HWY: STH 38	COUNTY: RACINE	TRAFFIC SIGNAL COMMUNICATIONS	SHEET 123	E

TRAFFIC SIGNAL CABINET, CB1 (S51-0156)

STH 38 & RAPIDS DR

LEGEND

CAT 5E PATCH CORD



PROJECT NO: 2290-03-72	HWY: STH 38	COUNTY: RACINE	TRAFFIC SIGNAL COMMUNICATIONS	SHEET 124	E

LEGEND

CONTROL CABINET

RADIO INTERCONNECT ANTENNA, 5.8 GHz

CONSTRUCTION NOTES:
1. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.

OLD MILL RD

CB1
S51-0156

201+00

SEE DETAIL "A"

231+00

232+00

233+00

234+00

235+00

236+00

13+00EB

14+00EB

15+00EB

16+00EB

17+00EB

SB7

146+00

145+00

STH 38

CTH MM

R/W

R/W IS OFF THE PAGE

A

A

2+00

SB7

DETAIL "A"

TRAFFIC CONTROL INTERCONNECT
STH 38
VILLAGE OF MT PLEASANT/CITY OF RACINE
RACINE COUNTY

SIGNAL NO. S51-0156, S51-0157

REGION CONTACT: D. DEDRICK
DESIGNED BY: C. VANDE LEEST
REVISED BY:

PAGE 3 OF 4

PROJECT NO:2290-03-72	HWY: STH 38	COUNTY: RACINE	TRAFFIC SIGNAL INTERCONNECT PLAN	SHEET 125 E

FILE NAME : N:\PDS\C3D\CAD\22900302\SIG\COMMUNICATIONS\024050_IC.DWG
LAYOUT NAME - 024050_IC_PG1

PLOT DATE : 7/24/2017 8:35 AM PLOT BY : VANDE LEEST, CYNTHIAPLOT NAME : PLOT SCALE : 1 IN:40 FT

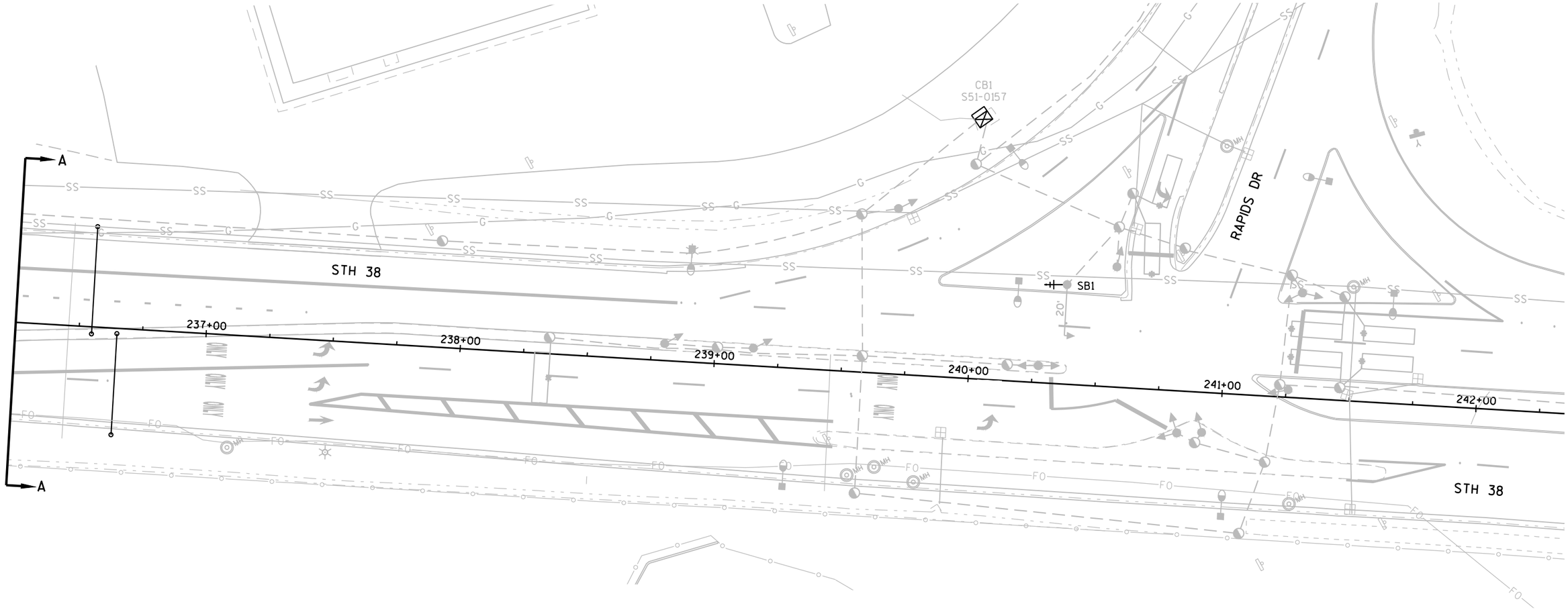
WISDOT/CADDS SHEET 42

2

LEGEND

CONTROL CABINET

RADIO INTERCONNECT ANTENNA, 5.8 GHz



TRAFFIC CONTROL INTERCONNECT
STH 38
VILLAGE OF MT PLEASANT/CITY OF RACINE
RACINE COUNTY

SIGNAL NO. S51-0156, S51-0157

REGION CONTACT: D. DEDRICK
DESIGNED BY: C. VANDE LEEST
REVISED BY:

PAGE 4 OF 4

PROJECT NO:2290-03-72	HWY: STH 38	COUNTY: RACINE	TRAFFIC SIGNAL INTERCONNECT PLAN	SHEET 126	E

LEGEND

1. MARKING LINE EPOXY 4-INCH, WHITE
2. MARKING LINE EPOXY 4-INCH, WHITE (37.5' SKIP, 12.5' LINE)
3. MARKING LINE EPOXY 4-INCH, WHITE (9' SKIP, 3' LINE)
4. MARKING LINE EPOXY 4-INCH, YELLOW
5. MARKING LINE EPOXY 8-INCH, WHITE
6. MARKING LINE EPOXY 8-INCH, WHITE (9' SKIP, 3' LINE)
7. MARKING STOP LINE EPOXY 18-INCH, WHITE
8. MARKING ARROW EPOXY, TYPE 2
9. MARKING WORD EPOXY
10. MARKING ARROW EPOXY, TYPE 3
11. MARKING DIAGONAL EPOXY 12-INCH, YELLOW (25' C-C)
12. NOT USED
13. MARKING ISLAND NOSE EPOXY
14. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
15. MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 4-INCH, WHITE (37.5' SKIP, 12.5' LINE)
16. MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH, WHITE
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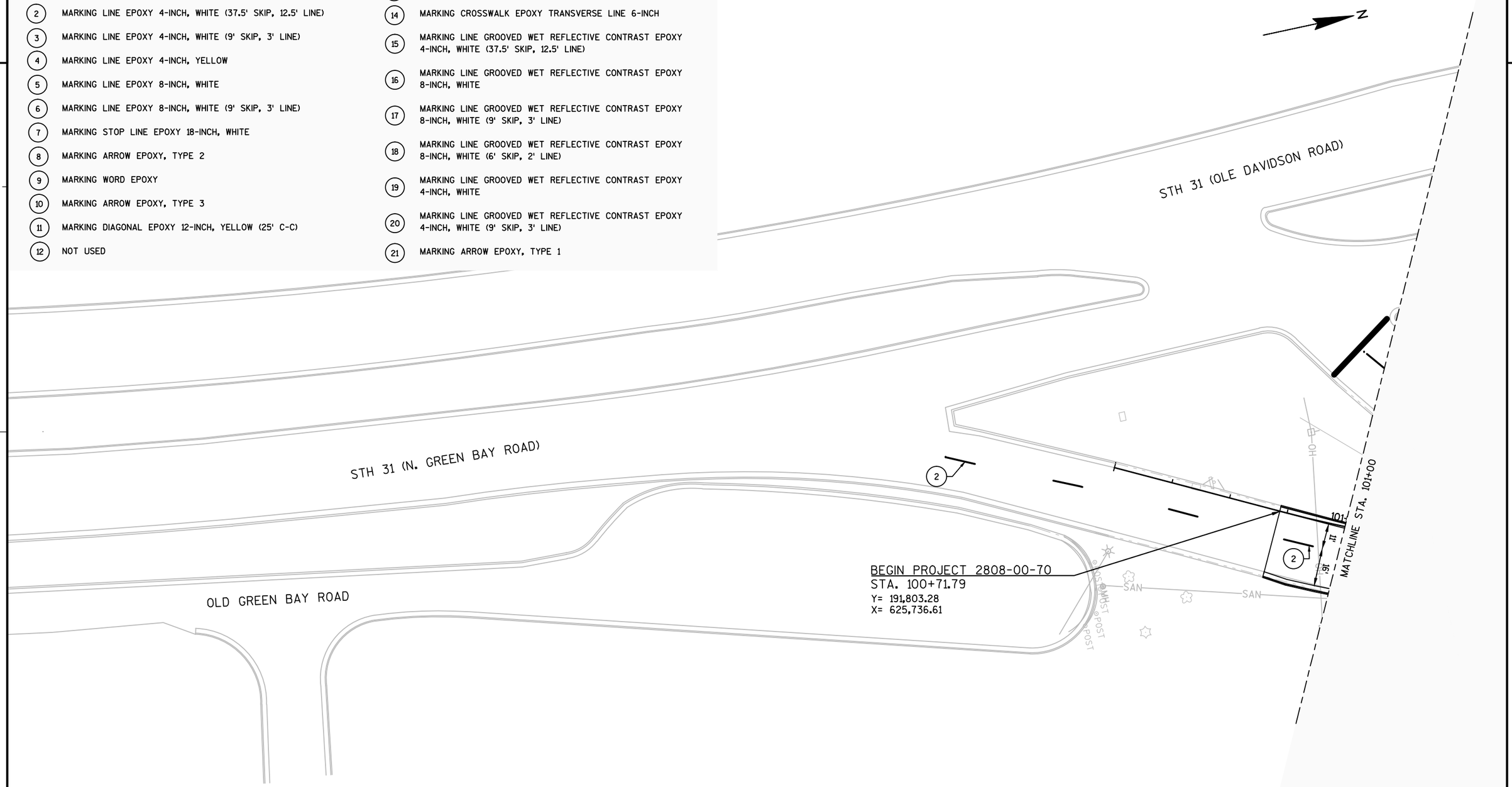
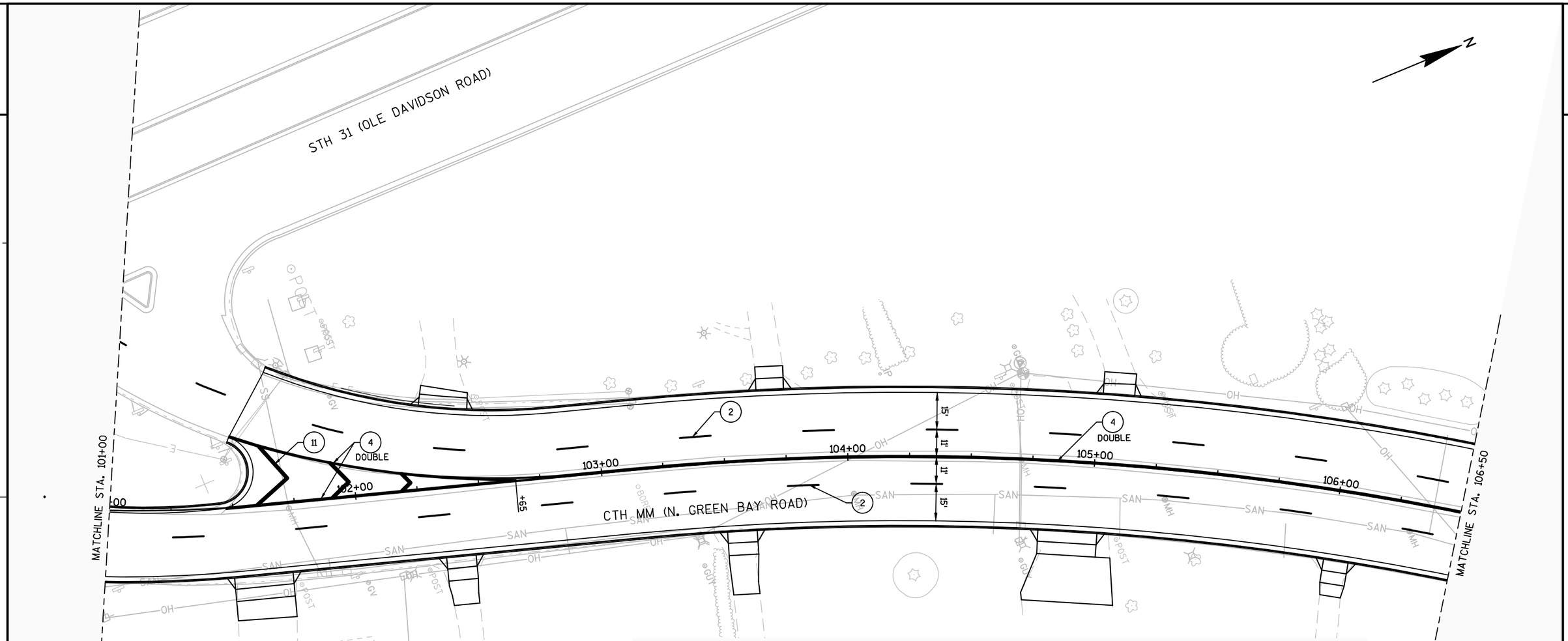
19. MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 4-INCH, WHITE
20. MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 4-INCH, WHITE (9' SKIP, 3' LINE)
21. MARKING ARROW EPOXY, TYPE 1



PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	PAVEMENT MARKING	SHEET 127	E

2



LEGEND

1	MARKING LINE EPOXY 4-INCH, WHITE
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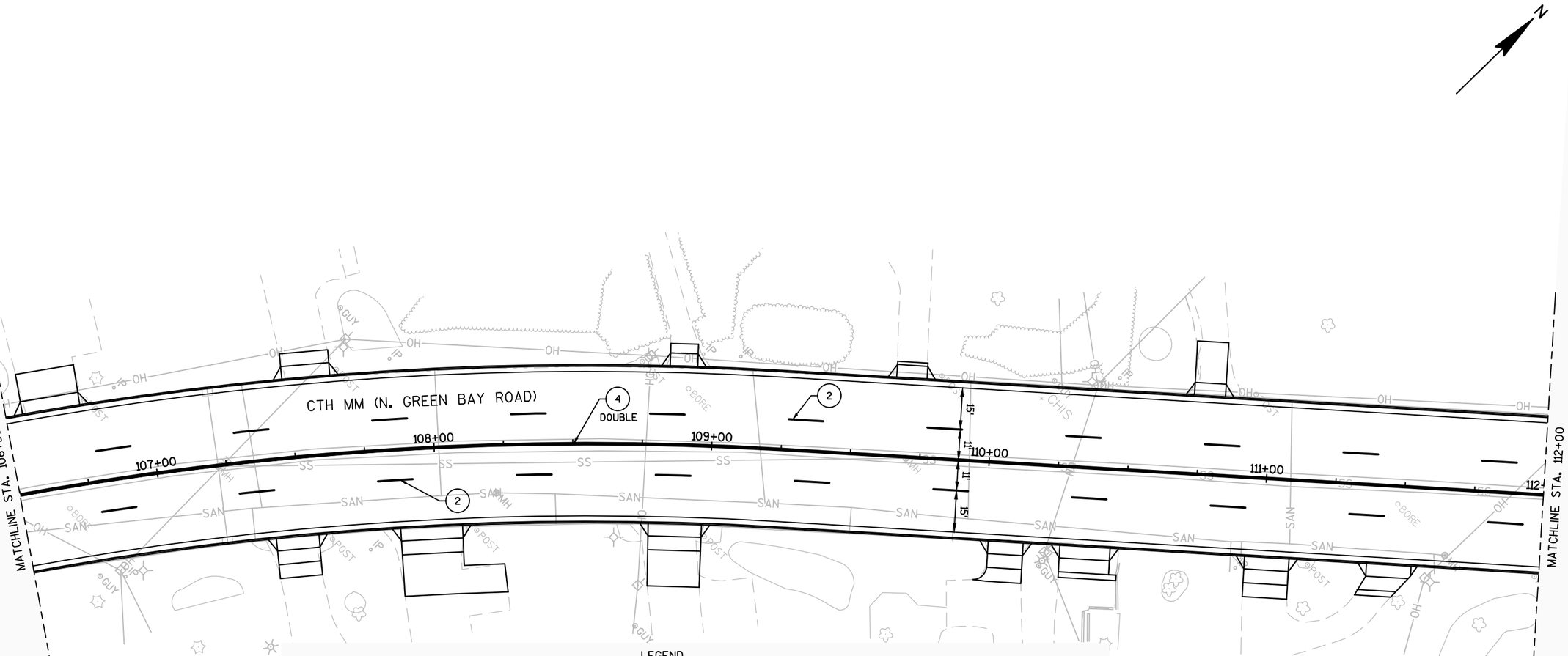
20	MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 4-INCH, WHITE (9' SKIP, 3' LINE)
21	MARKING ARROW EPOXY, TYPE 1

PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	PAVEMENT MARKING	SHEET 128	E

2



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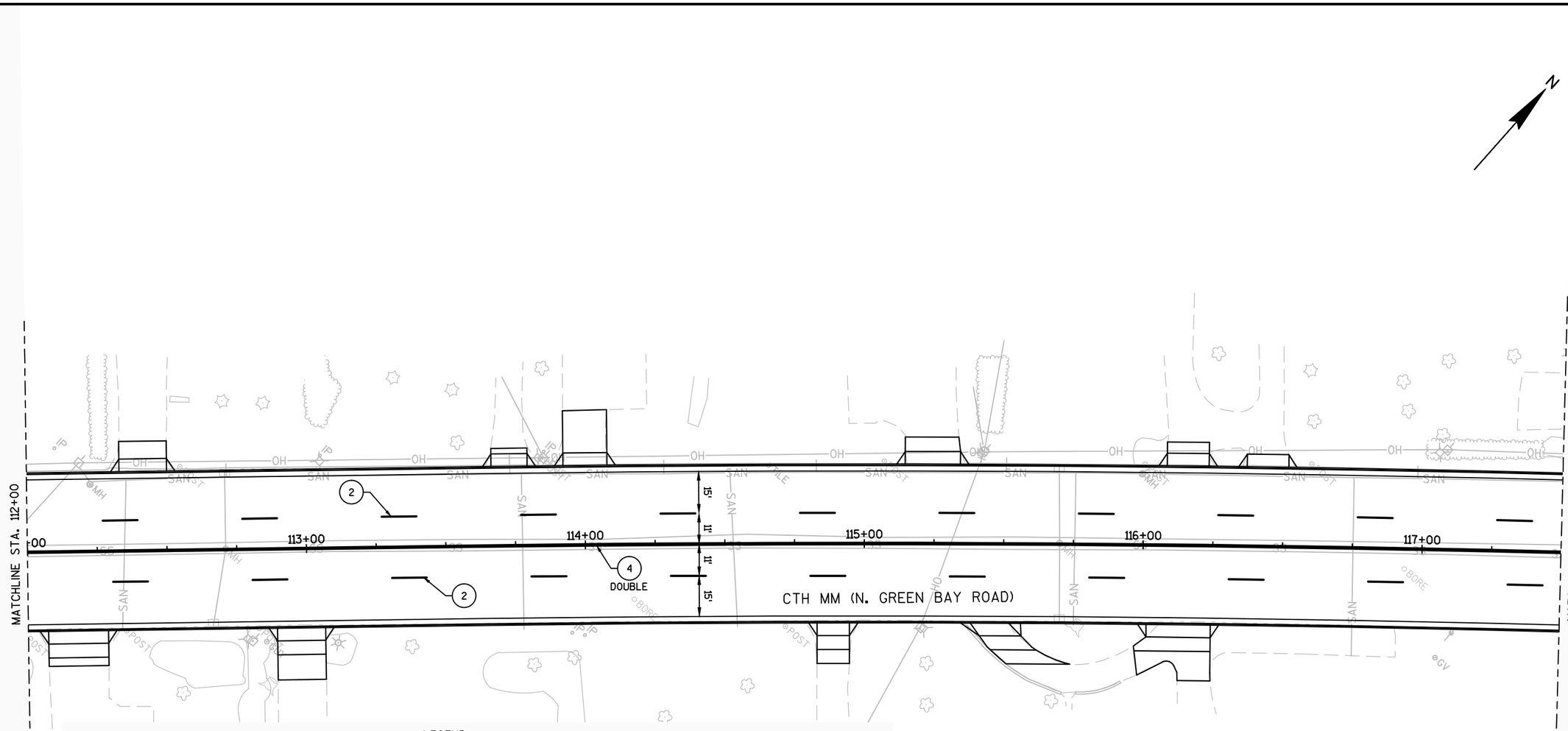
21. MARKING ARROW EPOXY, TYPE 1

PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	PAVEMENT MARKING	SHEET 129	E

2



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21. MARKING ARROW EPOXY, TYPE 1

PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	PAVEMENT MARKING	SHEET 130	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\024501_PM.DWG
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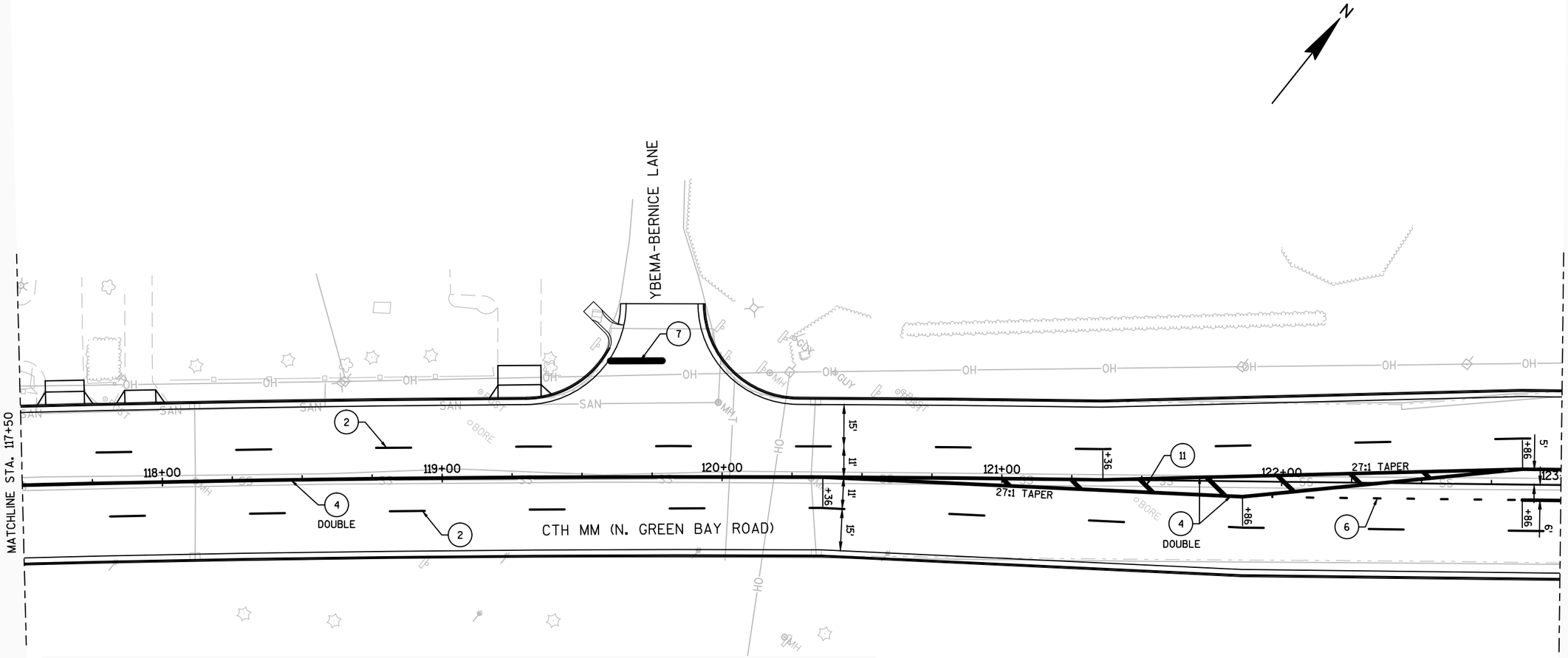
PLOT DATE : 11/2/2017 8:18 AM PLOT BY : SCHOWALTER, STEVEN PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42



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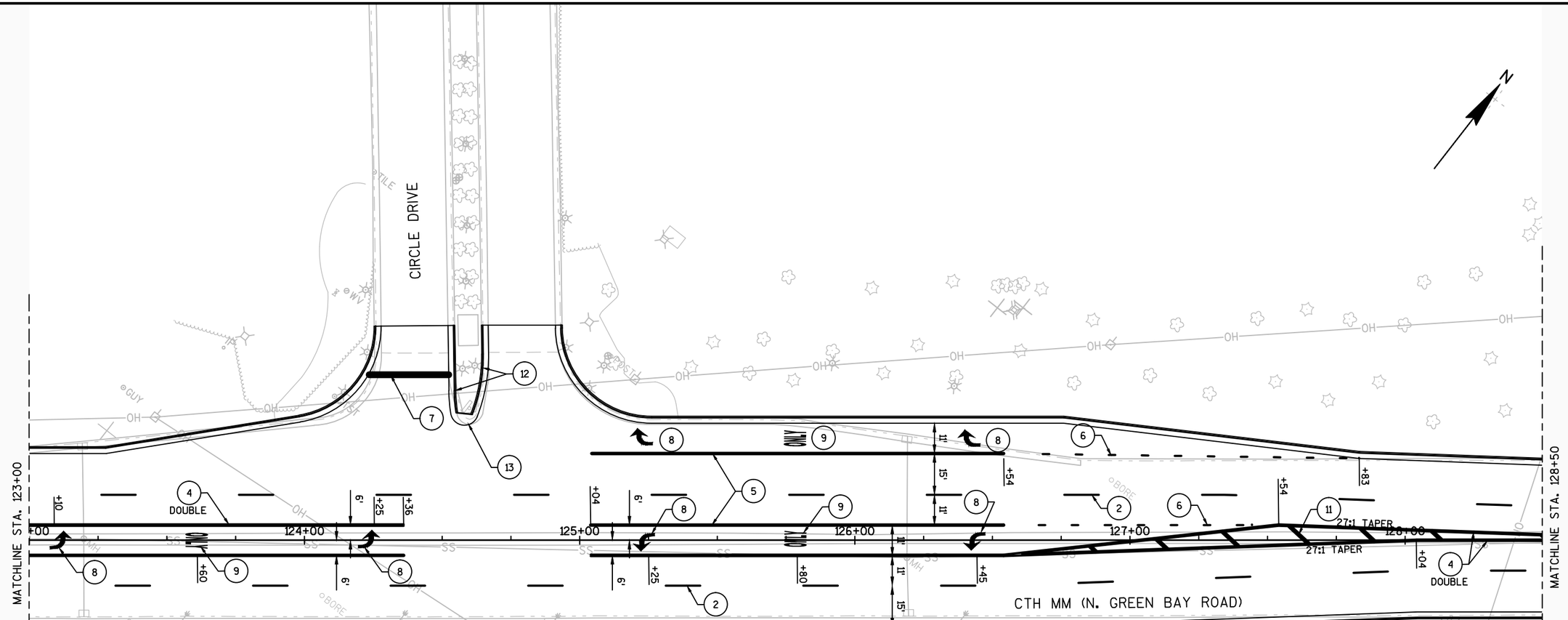
PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	PAVEMENT MARKING	SHEET 131	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024501_PM - 021205_PM

PLOT DATE : 11/2/2017 8:18 AM PLOT BY : SCHOWALTER, STEVEN PLOT NAME : PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42

2



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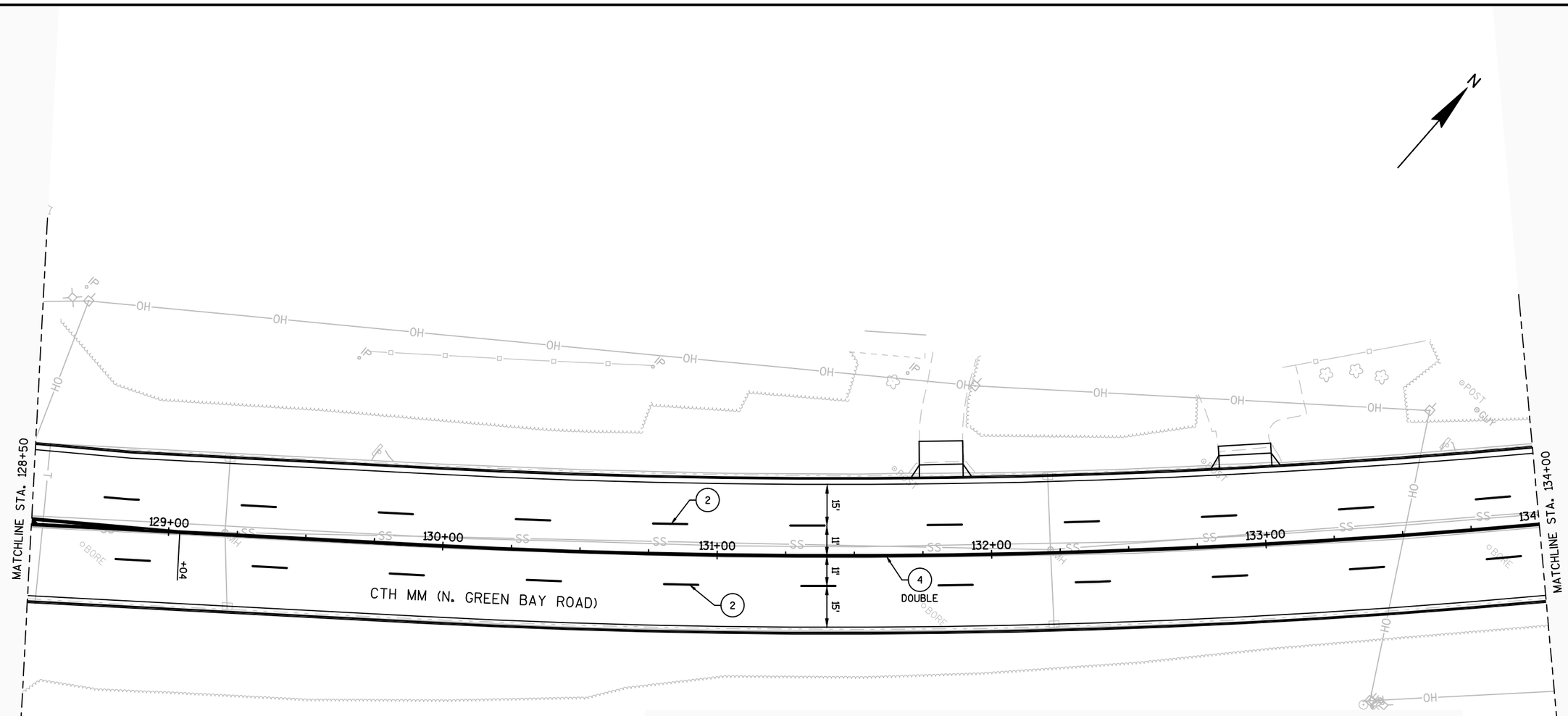
2



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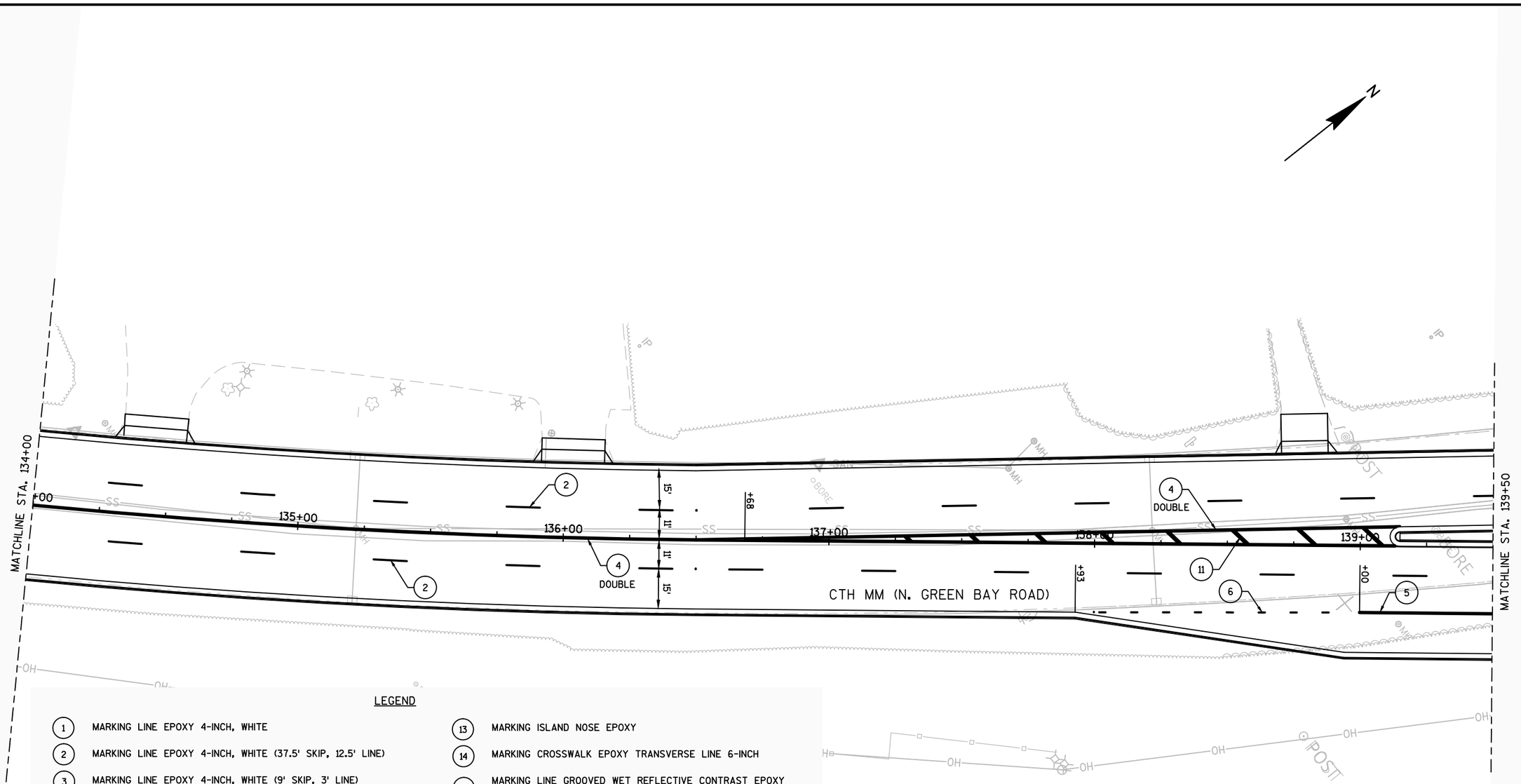
21. MARKING ARROW EPOXY, TYPE 1

PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	PAVEMENT MARKING	SHEET 133	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024501_PM - 021207_PM
PLOT DATE : 11/2/2017 8:18 AM PLOT BY : SCHOWALTER, STEVEN PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42

2



LEGEND

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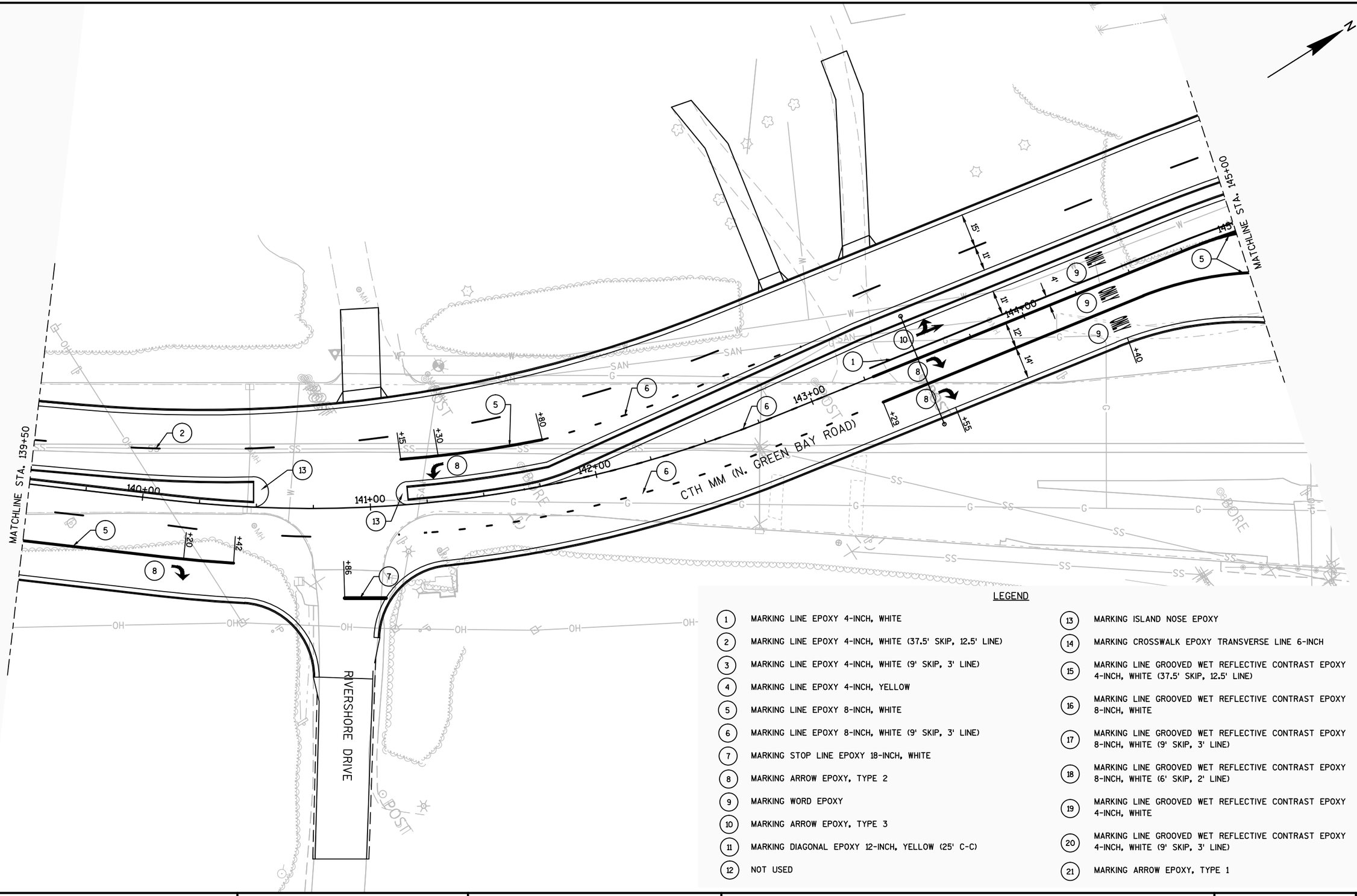
6. MARKING LINE EPOXY 8-INCH, WHITE (9' SKIP, 3' LINE)
7. MARKING STOP LINE EPOXY 18-INCH, WHITE
8. MARKING ARROW EPOXY, TYPE 2
9. MARKING WORD EPOXY
10. MARKING ARROW EPOXY, TYPE 3
11. MARKING DIAGONAL EPOXY 12-INCH, YELLOW (25' C-C)
12. NOT USED
13. MARKING ISLAND NOSE EPOXY
14. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
15. MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 4-INCH, WHITE (37.5' SKIP, 12.5' LINE)
16. MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH, WHITE
17. MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH, WHITE (9' SKIP, 3' LINE)
18. MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH, WHITE (6' SKIP, 2' LINE)
19. MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 4-INCH, WHITE
20. MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 4-INCH, WHITE (9' SKIP, 3' LINE)
21. MARKING ARROW EPOXY, TYPE 1

PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	PAVEMENT MARKING	SHEET 134	E

2

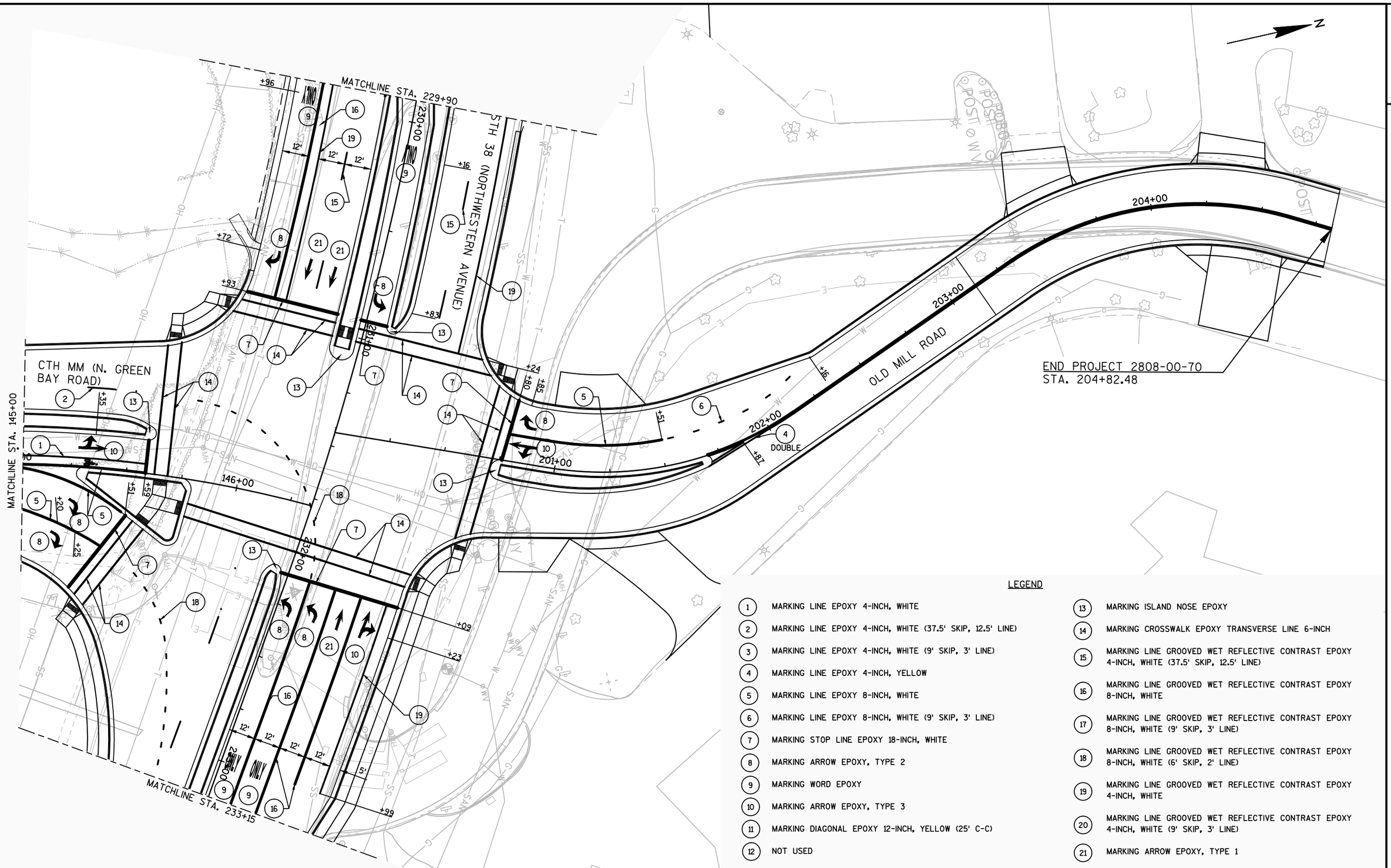


LEGEND

1	MARKING LINE EPOXY 4-INCH, WHITE
2	MARKING LINE EPOXY 4-INCH, WHITE (37.5' SKIP, 12.5' LINE)
3	MARKING LINE EPOXY 4-INCH, WHITE (9' SKIP, 3' LINE)
4	MARKING LINE EPOXY 4-INCH, YELLOW
5	MARKING LINE EPOXY 8-INCH, WHITE
6	MARKING LINE EPOXY 8-INCH, WHITE (9' SKIP, 3' LINE)
7	MARKING STOP LINE EPOXY 18-INCH, WHITE
8	MARKING ARROW EPOXY, TYPE 2
9	MARKING WORD EPOXY
10	MARKING ARROW EPOXY, TYPE 3
11	MARKING DIAGONAL EPOXY 12-INCH, YELLOW (25' C-C)
12	NOT USED
13	MARKING ISLAND NOSE EPOXY
14	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
15	MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 4-INCH, WHITE (37.5' SKIP, 12.5' LINE)
16	MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH, WHITE
17	MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH, WHITE (9' SKIP, 3' LINE)
18	MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH, WHITE (6' SKIP, 2' LINE)
19	MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 4-INCH, WHITE
20	MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 4-INCH, WHITE (9' SKIP, 3' LINE)
21	MARKING ARROW EPOXY, TYPE 1

PROJECT NO: 2290-03-72 & 2808-00-70	HWY: STH 38 & CTH MM	COUNTY: RACINE	PAVEMENT MARKING	SHEET 135	E

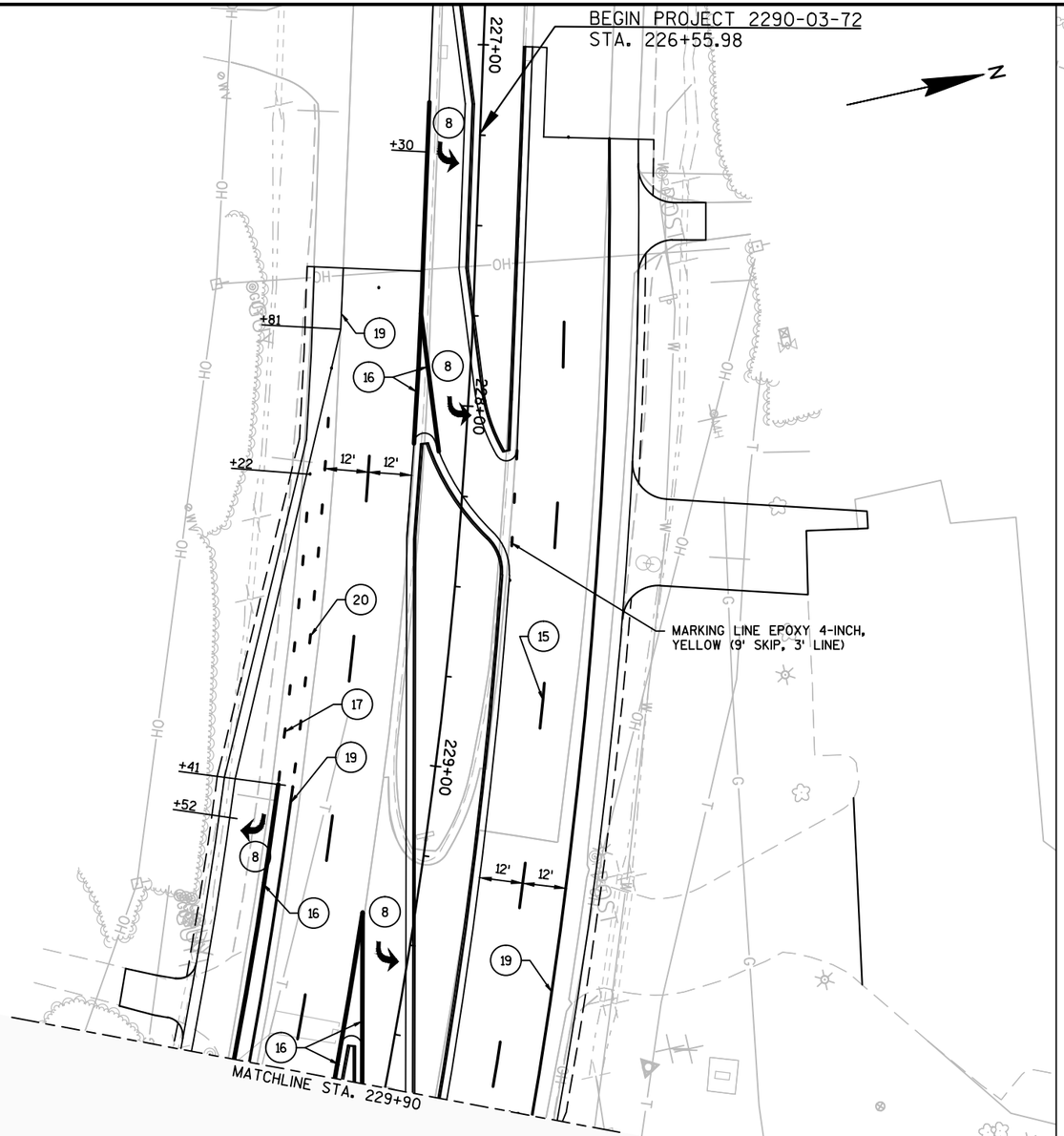
2

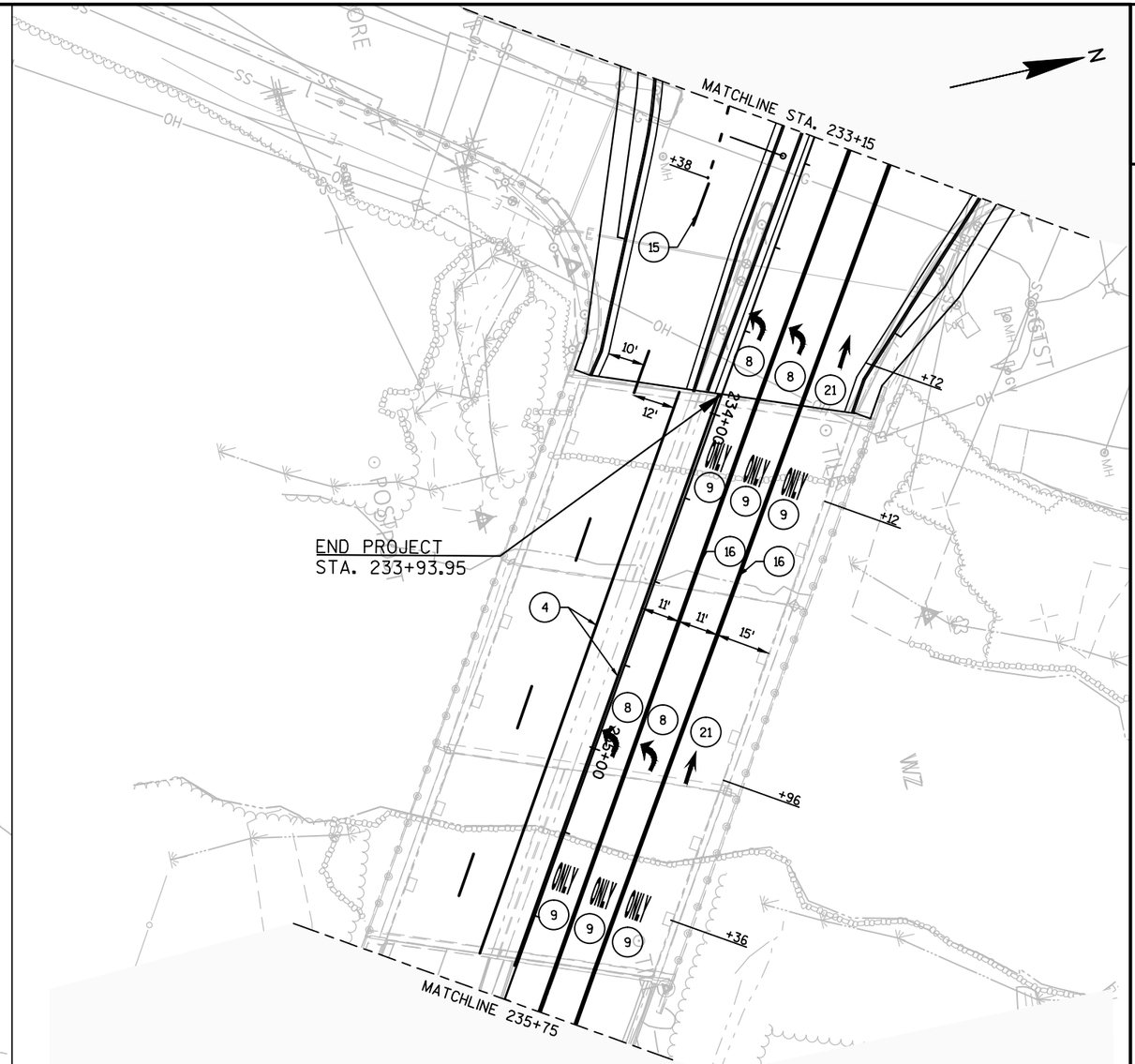


LEGEND

1	MARKING LINE EPOXY 4-INCH, WHITE
2	MARKING LINE EPOXY 4-INCH, WHITE (37.5' SKIP, 12.5' LINE)
3	MARKING LINE EPOXY 4-INCH, WHITE (9' SKIP, 3' LINE)
4	MARKING LINE EPOXY 4-INCH, YELLOW
5	MARKING LINE EPOXY 8-INCH, WHITE
6	MARKING LINE EPOXY 8-INCH, WHITE (9' SKIP, 3' LINE)
7	MARKING STOP LINE EPOXY 18-INCH, WHITE
8	MARKING ARROW EPOXY, TYPE 2
9	MARKING WORD EPOXY
10	MARKING ARROW EPOXY, TYPE 3
11	MARKING DIAGONAL EPOXY 12-INCH, YELLOW (25' C-C)
12	NOT USED
13	MARKING ISLAND NOSE EPOXY
14	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
15	MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 4-INCH, WHITE (37.5' SKIP, 12.5' LINE)
16	MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH, WHITE
17	MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH, WHITE (9' SKIP, 3' LINE)
18	MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH, WHITE (6' SKIP, 2' LINE)
19	MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 4-INCH, WHITE
20	MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 4-INCH, WHITE (9' SKIP, 3' LINE)
21	MARKING ARROW EPOXY, TYPE 1

PROJECT NO: 2290-03-72 & 2808-00-70	HWY: STH 38 & CTH MM	COUNTY: RACINE	PAVEMENT MARKING	SHEET 136	E





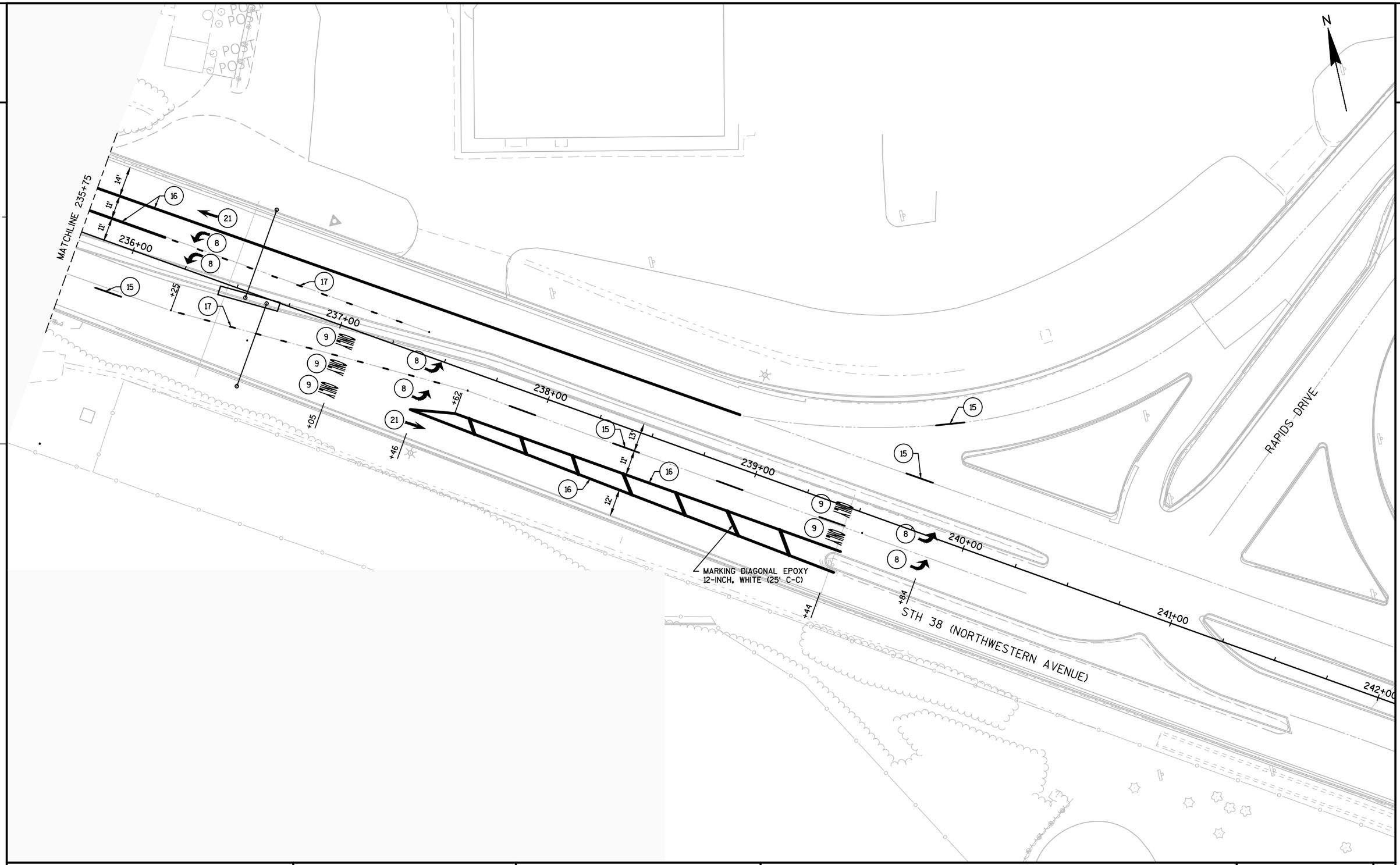
LEGEND

1	MARKING LINE EPOXY 4-INCH, WHITE	6	MARKING LINE EPOXY 8-INCH, WHITE (9' SKIP, 3' LINE)
2	MARKING LINE EPOXY 4-INCH, WHITE (37.5' SKIP, 12.5' LINE)	7	MARKING STOP LINE EPOXY 18-INCH, WHITE
3	MARKING LINE EPOXY 4-INCH, WHITE (9' SKIP, 3' LINE)	8	MARKING ARROW EPOXY, TYPE 2
4	MARKING LINE EPOXY 4-INCH, YELLOW	9	MARKING WORD EPOXY
5	MARKING LINE EPOXY 8-INCH, WHITE	10	MARKING ARROW EPOXY, TYPE 3

LEGEND

11	MARKING DIAGONAL EPOXY 12-INCH, YELLOW (25' C-C)	16	MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH, WHITE
12	NOT USED	17	MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH, WHITE (9' SKIP, 3' LINE)
13	MARKING ISLAND NOSE EPOXY	18	MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH, WHITE (6' SKIP, 2' LINE)
14	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH	19	MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 4-INCH, WHITE
15	MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 4-INCH, WHITE (37.5' SKIP, 12.5' LINE)	20	MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 4-INCH, WHITE (9' SKIP, 3' LINE)
		21	MARKING ARROW EPOXY, TYPE 1

PROJECT NO: 2290-03-72 & 2808-00-70	HWY: STH 38 & CTH MM	COUNTY: RACINE	PAVEMENT MARKING	SHEET 137	E



PROJECT NO: 2290-03-72 & 2808-00-70	HWY: STH 38 & CTH MM	COUNTY: RACINE	PAVEMENT MARKING	SHEET 138	E

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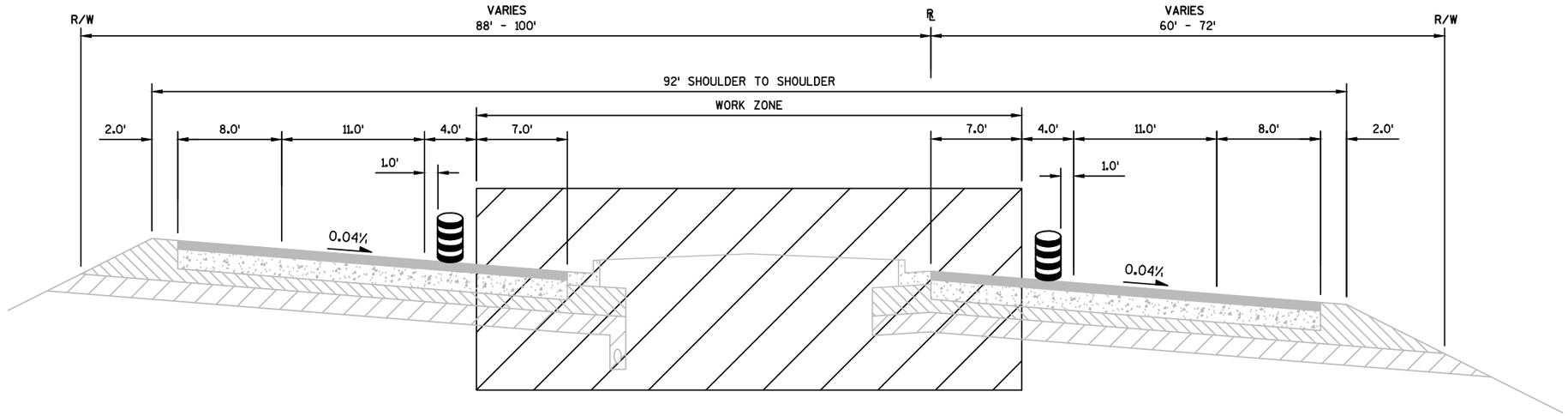
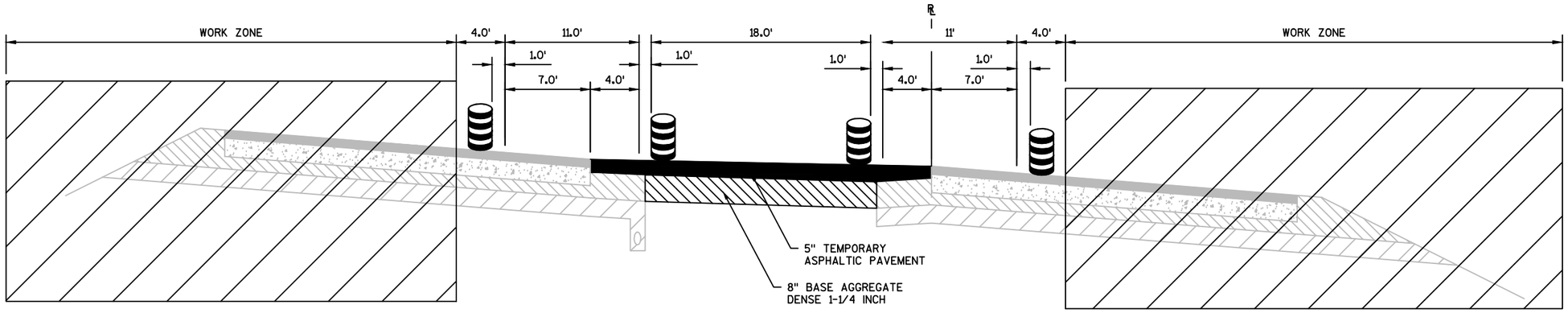
LAYOUT NAME - 024501_PM - 021212_PM
PLOT DATE : 11/2/2017 8:19 AM PLOT BY : SCHOWALTER, STEVEN PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42



TRAFFIC CONTROL STAGE 1 - TYPICAL SECTION

STH 38



TRAFFIC CONTROL STAGES 2 & 3 - TYPICAL SECTION

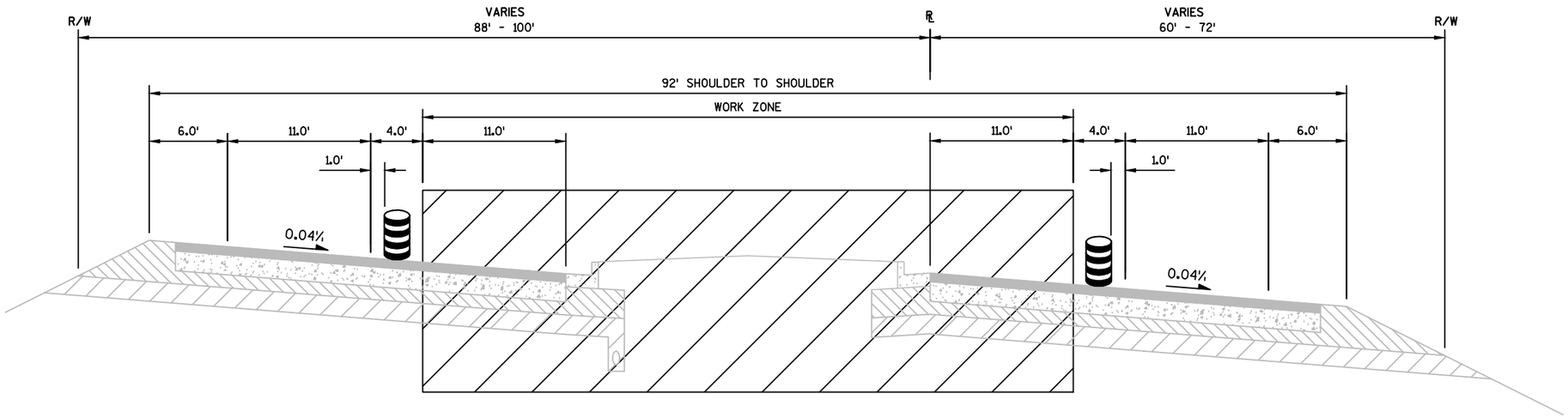
STH 38

PROJECT NO:2290-03-72 & 2808-00-70	HWY:STH 38 & CTH MM	COUNTY:RACINE	TRAFFIC CONTROL - TYPICAL SECTIONS	SHEET 139	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\025003_TC.DWG
LAYOUT NAME - 025003_TC - 025001_TC

PLOT DATE : 7/5/2017 4:32 PM PLOT BY : SCHOWALTER, STEVEN PLOT NAME : PLOT SCALE : 1 IN:10 FT

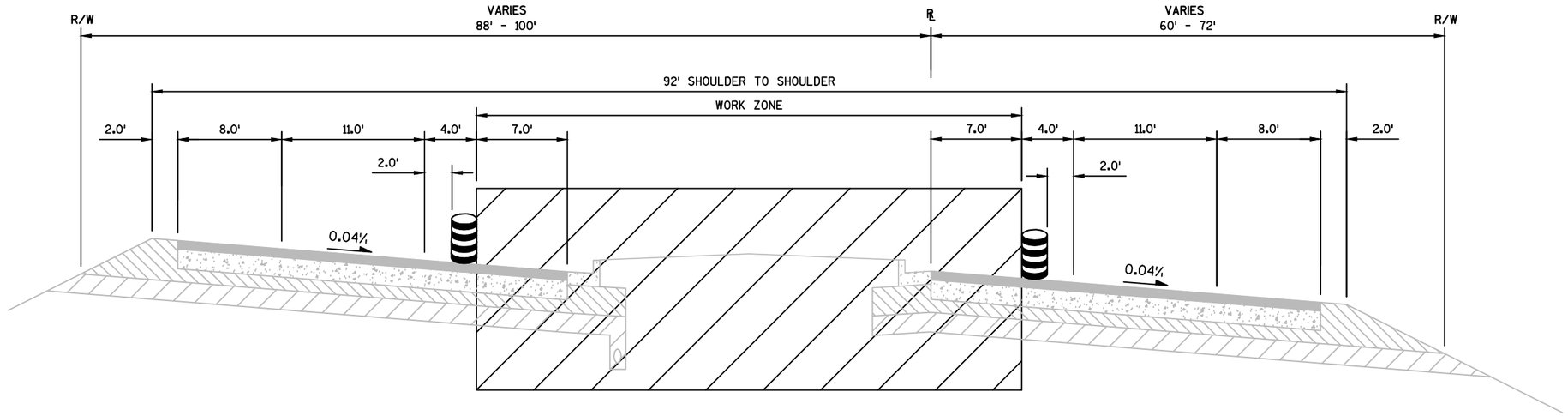
WISDOT/CADDS SHEET 42



TRAFFIC CONTROL STAGE 4 - TYPICAL SECTION

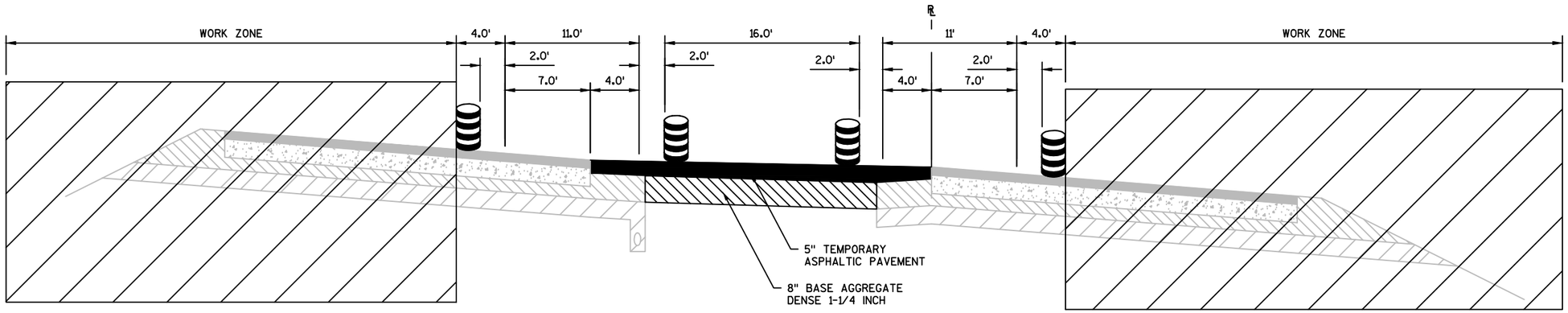
STH 38

PROJECT NO:2290-03-72 & 2808-00-70	HWY:STH 38 & CTH MM	COUNTY:RACINE	TRAFFIC CONTROL - TYPICAL SECTIONS	SHEET 140	E



TRAFFIC CONTROL STAGE 1 - TYPICAL SECTION

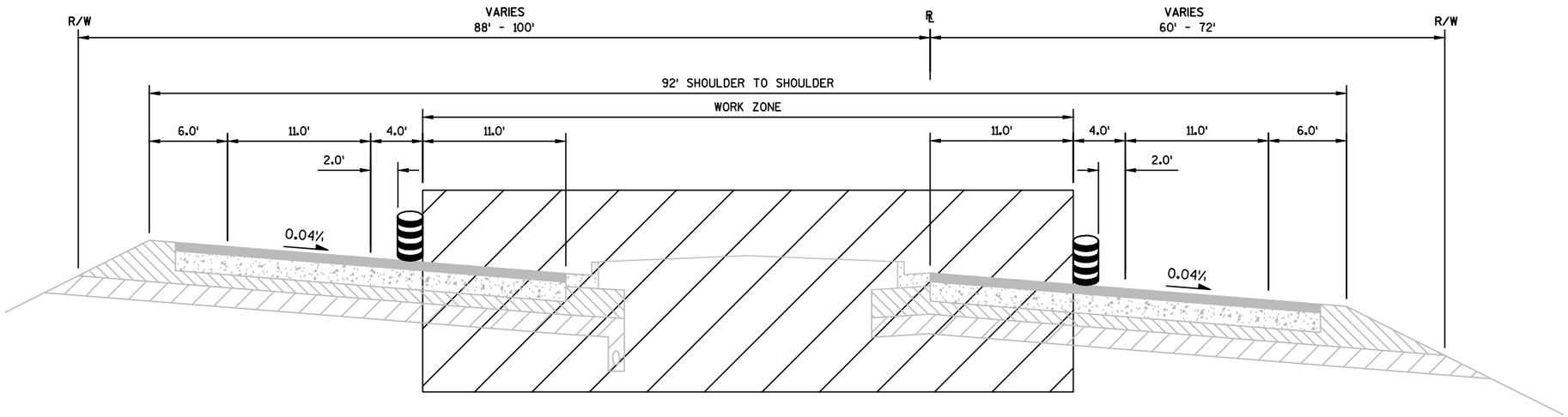
STH 38



TRAFFIC CONTROL STAGES 2 & 3 - TYPICAL SECTION

STH 38

PROJECT NO: 2290-03-72 & 2808-00-70	HWY: STH 38 & CTH MM	COUNTY: RACINE	TRAFFIC CONTROL - TYPICAL SECTIONS	SHEET 141	E



TRAFFIC CONTROL STAGE 4 - TYPICAL SECTION

STH 38

PROJECT NO:2290-03-72 & 2808-00-70	HWY:STH 38 & CTH MM	COUNTY:RACINE	TRAFFIC CONTROL - TYPICAL SECTIONS	SHEET 142	E

2

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- 5-INCH TEMPORARY PAVEMENT OVER 8-INCH BASE AGGREGATE DENSE 1-1/4 INCH

N

TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH

TEMPORARY MARKING ARROW EPOXY

TEMPORARY MARKING WORD EPOXY

LEFT LANE MUST TURN LEFT
R3-7L
36"X36"

TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH 3' LINE, 9' GAP

TEMPORARY MARKING ARROW EPOXY

TEMPORARY MARKING WORD EPOXY

LEFT LANE MUST TURN LEFT
R3-7L
36"X36"

LEFT LANE MUST TURN LEFT
R3-7L
36"X36"

200+00 201+00 202+00 203+00 204+00 205+00 206+00 207+00 208+00 209+00 210+00 211+00 212+00 213+00 214+00 215+00

500' LEFT TURN LANE

500'

500'

11'

STH 38 (NORTHWESTERN AVENUE)

STH 31 (OLE DAVIDSON ROAD)

WELL POST POST POST POST POST POST POST FLAG POST POST POST POST TILE POST POST POST POST POST POST POST

2

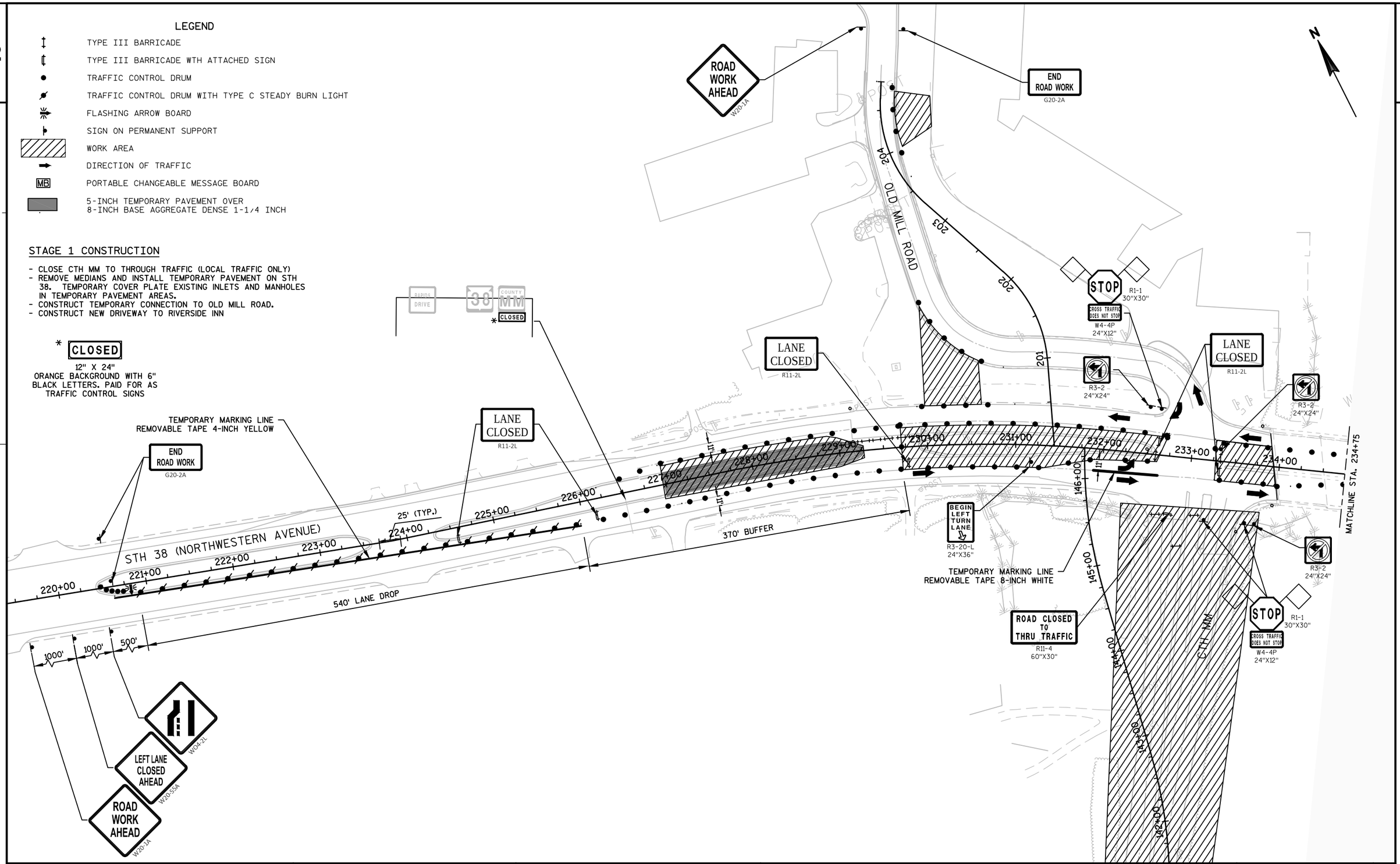
LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- 5-INCH TEMPORARY PAVEMENT OVER 8-INCH BASE AGGREGATE DENSE 1-1/4 INCH

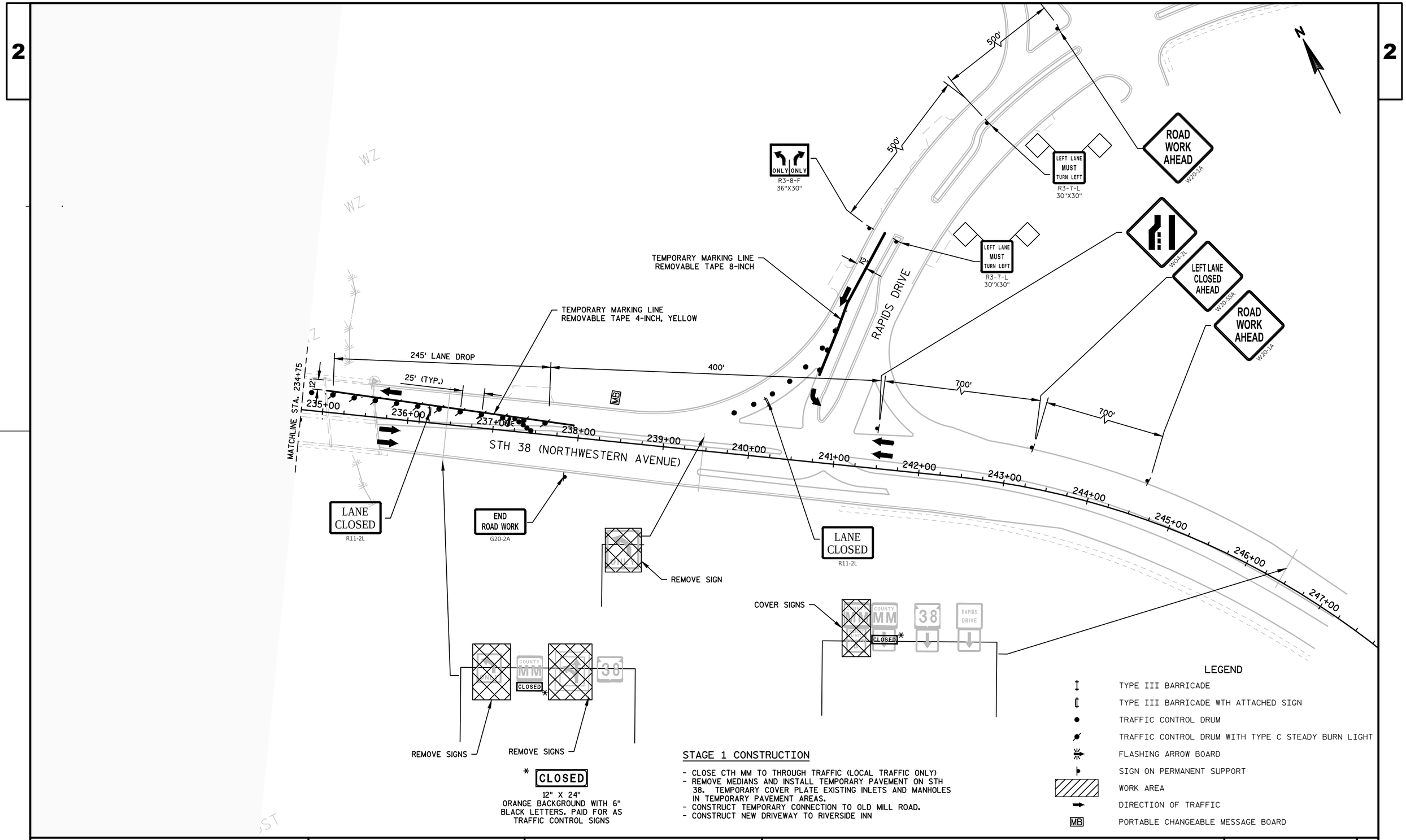
STAGE 1 CONSTRUCTION

- CLOSE CTH MM TO THROUGH TRAFFIC (LOCAL TRAFFIC ONLY)
- REMOVE MEDIANS AND INSTALL TEMPORARY PAVEMENT ON STH 38. TEMPORARY COVER PLATE EXISTING INLETS AND MANHOLES IN TEMPORARY PAVEMENT AREAS.
- CONSTRUCT TEMPORARY CONNECTION TO OLD MILL ROAD.
- CONSTRUCT NEW DRIVEWAY TO RIVERSIDE INN

* CLOSED
12" X 24"
ORANGE BACKGROUND WITH 6" BLACK LETTERS. PAID FOR AS TRAFFIC CONTROL SIGNS



PROJECT NO: 2290-03-72 & 2808-00-70	HWY: STH 38 & CTH MM	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 1	SHEET 144	E



PROJECT NO: 2290-03-72 & 2808-00-70	HWY: STH 38 & CTH MM	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 1	SHEET 145	E

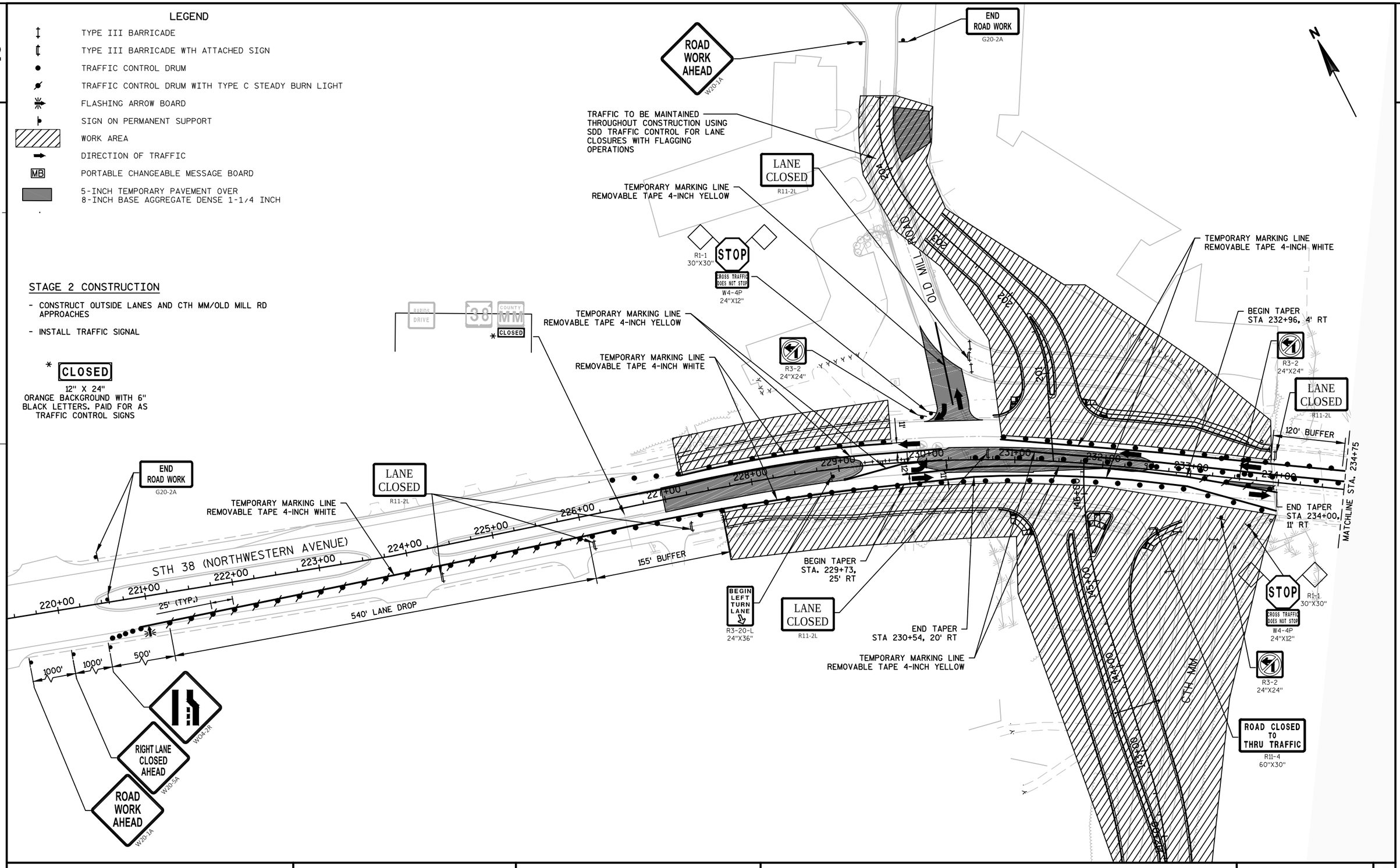
LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- 5-INCH TEMPORARY PAVEMENT OVER 8-INCH BASE AGGREGATE DENSE 1-1/4 INCH

STAGE 2 CONSTRUCTION

- CONSTRUCT OUTSIDE LANES AND CTH MM/OLD MILL RD APPROACHES
- INSTALL TRAFFIC SIGNAL

* CLOSED
12" X 24"
ORANGE BACKGROUND WITH 6" BLACK LETTERS. PAID FOR AS TRAFFIC CONTROL SIGNS


ROAD WORK AHEAD
W20-1A
END ROAD WORK
G20-2A
TRAFFIC TO BE MAINTAINED THROUGHOUT CONSTRUCTION USING SDD TRAFFIC CONTROL FOR LANE CLOSURES WITH FLAGGING OPERATIONS
LANE CLOSED
R11-2L
TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH YELLOW
TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH WHITE
R1-1 30"X30"
STOP
CROSS TRAFFIC DOES NOT STOP
W4-4P 24"X12"
RABIDS DRIVE
38
COUNTY MM
CLOSED
R3-2 24"X24"
BEGIN TAPER STA 232+96, 4' RT
120' BUFFER
END ROAD WORK
G20-2A
STH 38 (NORTHWESTERN AVENUE)
220+00
221+00
222+00
223+00
224+00
225+00
226+00
227+00
228+00
229+00
230+00
231+00
232+00
233+00
234+00
25' (TYP.)
155' BUFFER
540' LANE DROP
500'
1000'
1000'
BEGIN LEFT TURN LANE
R3-20-L 24"X36"
BEGIN TAPER STA. 229+73, 25' RT
END TAPER STA 230+54, 20' RT
END TAPER STA 234+00, 11' RT
MATCHLINE STA. 234+75
OLD MILL ROAD
CTH MM
M6+00
M7+00
M8+00
M9+00
M10+00
M11+00
M12+00
M13+00
M14+00
M15+00
M16+00
M17+00
M18+00
M19+00
M20+00
M21+00
M22+00
M23+00
M24+00
M25+00
M26+00
M27+00
M28+00
M29+00
M30+00
M31+00
M32+00
M33+00
M34+00
M35+00
M36+00
M37+00
M38+00
M39+00
M40+00
M41+00
M42+00
M43+00
M44+00
M45+00

2

N

500'

500'

ROAD WORK AHEAD
W20-1A

ONLY ONLY
R3-8-F
36"X30"

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

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

W04-2-R

RIGHT LANE CLOSED AHEAD
W20-5A

ROAD WORK AHEAD
W20-1A

TEMPORARY MARKING LINE
REMOVABLE TAPE 8-INCH

12'

RAPIDS DRIVE

TEMPORARY MARKING LINE
REMOVABLE TAPE 4-INCH, WHITE

LANE CLOSED
R11-2L

245' LANE DROP

25' (TYP.)

400'

700'

700'

MB

MATCHLINE STA. 234+75

235+00

236+00

237+00

238+00

239+00

240+00

241+00

242+00

243+00

244+00

245+00

246+00

247+00

STH 38 (NORTHWESTERN AVENUE)

END ROAD WORK
G20-2A

TEMPORARY MARKING LINE
REMOVABLE TAPE 4-INCH, YELLOW

SIGN REMOVED IN STAGE 1

LANE CLOSED
R11-2L

SIGNS COVERED IN STAGE 1

COUNTY MM
CLOSED
38
RAPIDS DRIVE

SIGNS REMOVED IN STAGE 1

SIGNS REMOVED IN STAGE 1

* CLOSED
12" X 24"
ORANGE BACKGROUND WITH 6"
BLACK LETTERS. PAID FOR AS
TRAFFIC CONTROL SIGNS

STAGE 2 CONSTRUCTION

- CONSTRUCT OUTSIDE LANES AND CTH MM/OLD MILL RD APPROACHES
- INSTALL TRAFFIC SIGNAL

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD

PROJECT NO: 2290-03-72 & 2808-00-70	HWY: STH 38 & CTH MM	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 2	SHEET 147	E

2

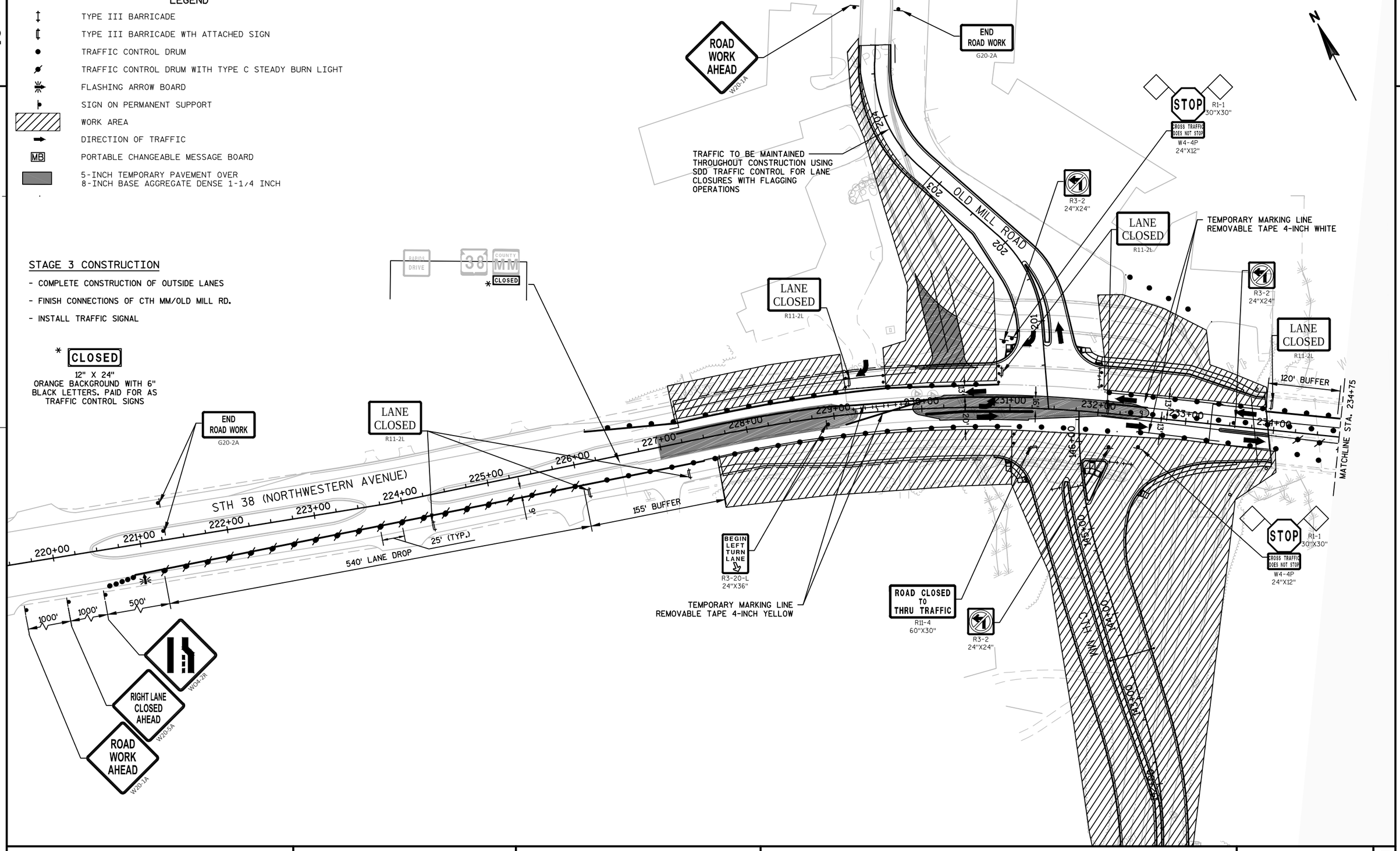
LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- 5-INCH TEMPORARY PAVEMENT OVER 8-INCH BASE AGGREGATE DENSE 1-1/4 INCH

STAGE 3 CONSTRUCTION

- COMPLETE CONSTRUCTION OF OUTSIDE LANES
- FINISH CONNECTIONS OF CTH MM/OLD MILL RD.
- INSTALL TRAFFIC SIGNAL

* CLOSED
12" X 24"
ORANGE BACKGROUND WITH 6" BLACK LETTERS. PAID FOR AS TRAFFIC CONTROL SIGNS



PROJECT NO: 2290-03-72 & 2808-00-70	HWY: STH 38 & CTH MM	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 3	SHEET 148 E

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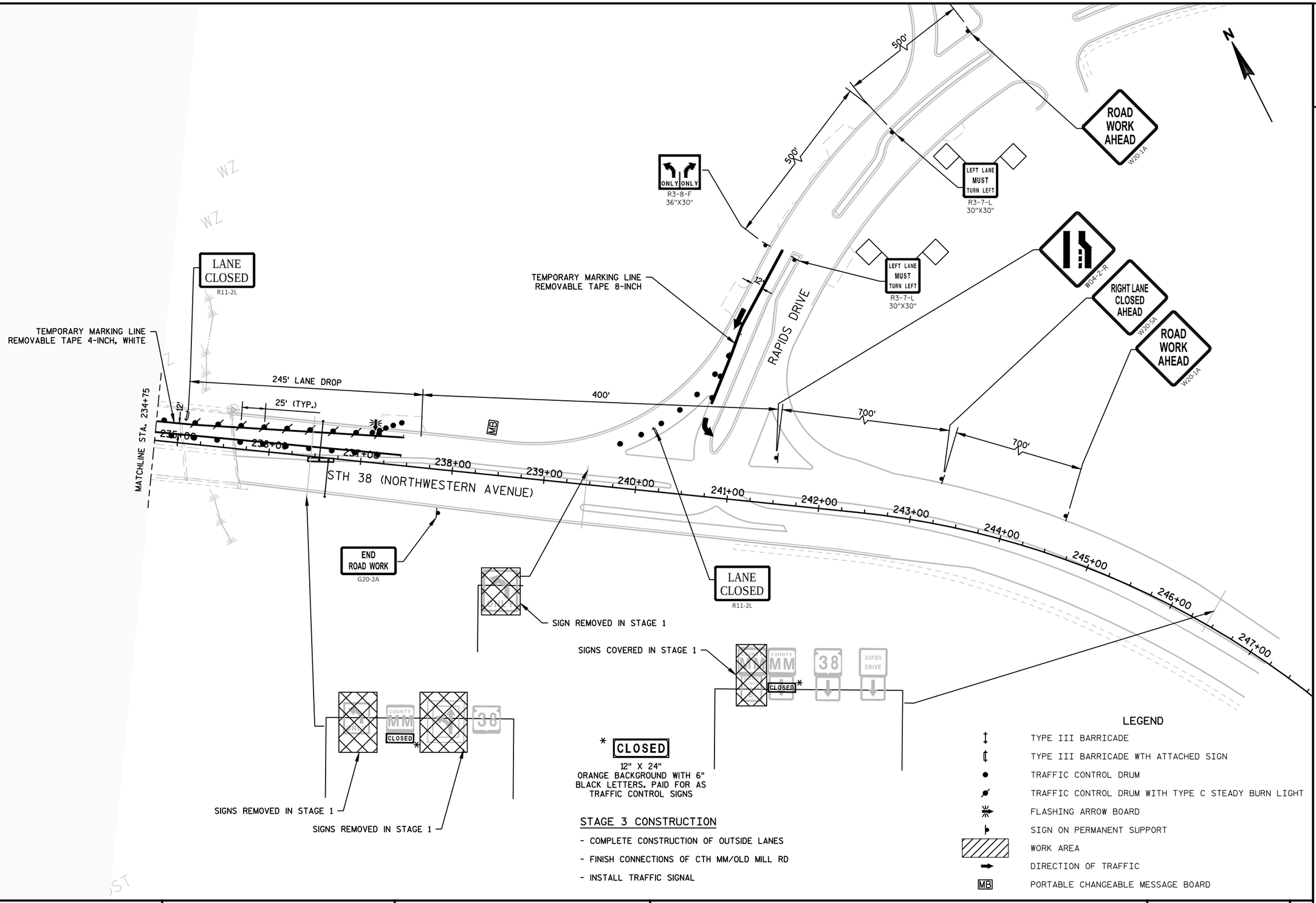
LAYOUT NAME - 025001_TC - 025005_TC

PLOT DATE : 7/31/2017 8:55 AM PLOT BY : SCHOWALTER, STEVEN PLOT NAME : PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 41



PROJECT NO:2290-03-72 & 2808-00-70	HWY:STH 38 & CTH MM	COUNTY:RACINE	TRAFFIC CONTROL - STAGE 3	SHEET 149	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\025001_TC.DWG
LAYOUT NAME - 025001_TC - 025006_TC
PLOT DATE : 7/31/2017 8:55 AM PLOT BY : SCHOWALTER, STEVEN PLOT NAME : PLOT SCALE : 1" = 100'_XREF
WISDOT/CADDS SHEET 41

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- 5-INCH TEMPORARY PAVEMENT OVER 8-INCH BASE AGGREGATE DENSE 1-1/4 INCH

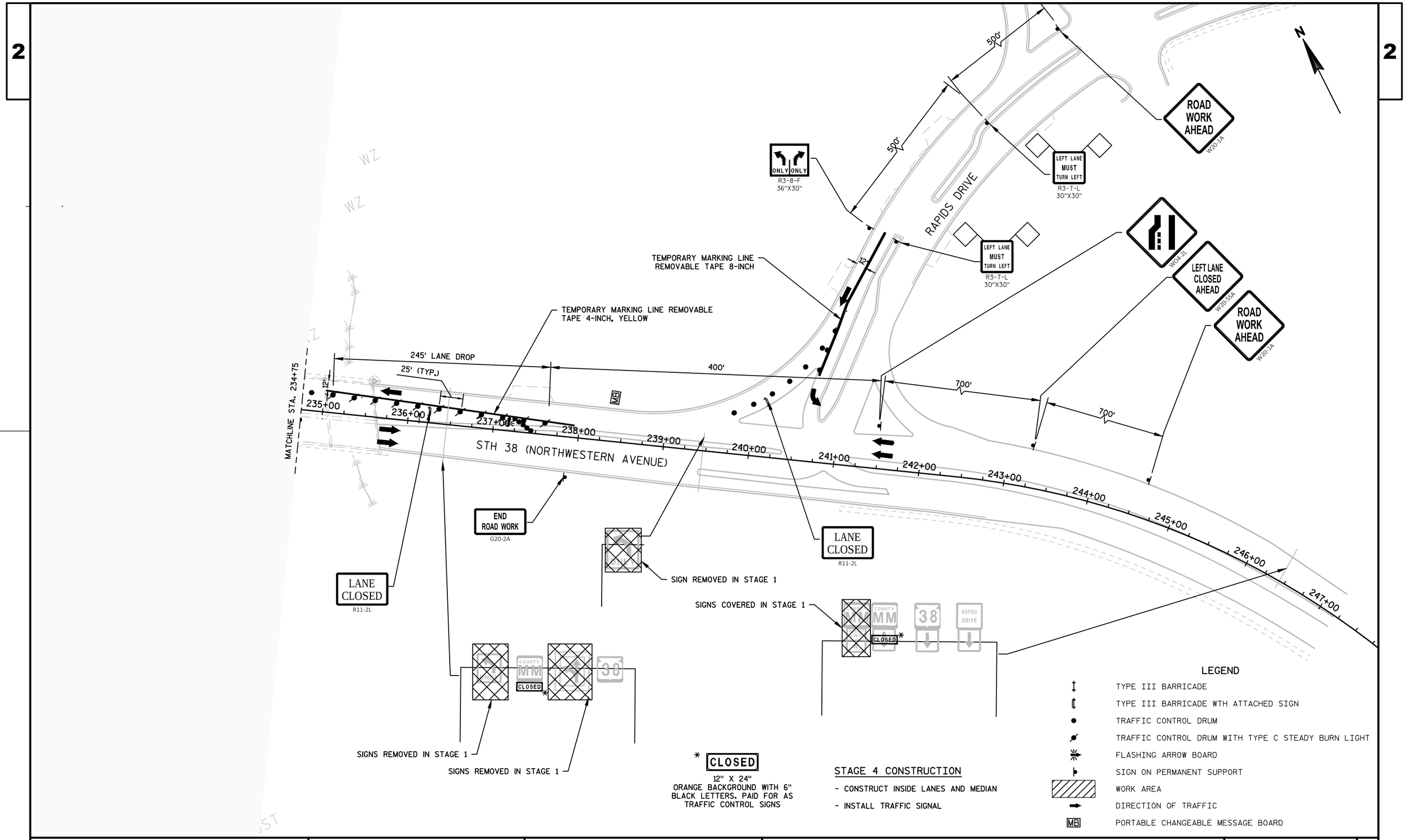
STAGE 4 CONSTRUCTION

- CONSTRUCT INSIDE LANES AND MEDIAN
- INSTALL TRAFFIC SIGNAL

* CLOSED
12" X 24"
ORANGE BACKGROUND WITH 6" BLACK LETTERS. PAID FOR AS TRAFFIC CONTROL SIGNS

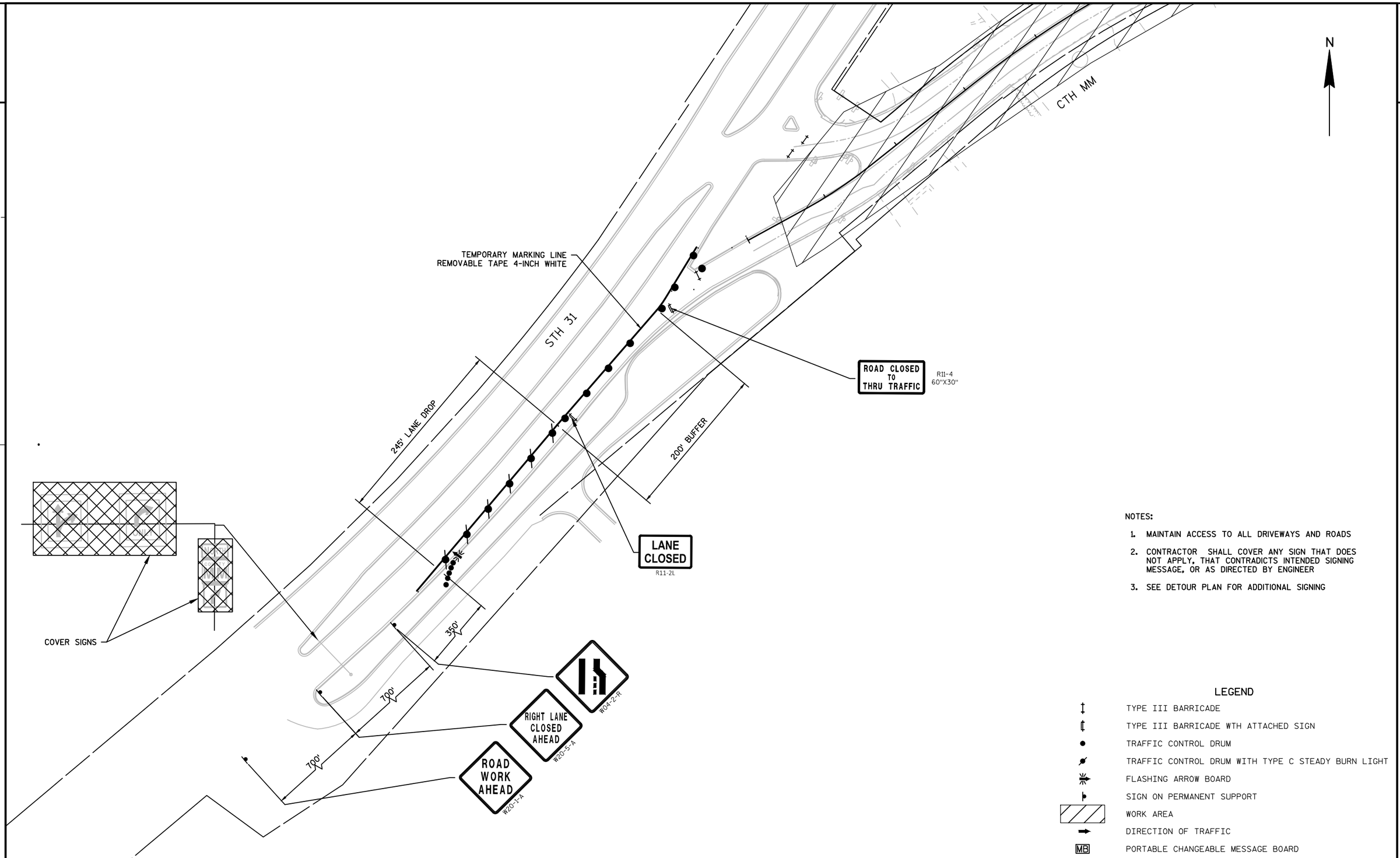
ROAD WORK AHEAD W20-1A
END ROAD WORK G20-2A
LANE CLOSED R11-2L
TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH YELLOW
TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH WHITE
STH 38 (NORTHWESTERN AVENUE)
OLD MILL ROAD
RAPIDS DRIVE
38
COUNTY MM
* CLOSED
STOP R1-1 30"X30"
CROSS TRAFFIC DOES NOT STOP W4-4P 24"X12"
R3-2 24"X24"
CONSTRUCT MEDIAN PAVEMENT THROUGH INTERSECTION ONE HALF AT A TIME TO MAINTAIN EASTBOUND LEFT TURN ACCESS. TO BE CONSTRUCTED WITH HES CONCRETE.
ROAD CLOSED TO THRU TRAFFIC R11-4 60"X30"
LEFT LANE CLOSED AHEAD W20-5SA
W4-2L
CTH MM
MATCHLINE STA. 234+75
120' BUFFER
540' LANE DROP
25' (TYP.)
1000'
1000'
500'
N

PROJECT NO: 2290-03-72 & 2808-00-70	HWY: STH 38 & CTH MM	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 4	SHEET 150	E



PROJECT NO:2290-03-72 & 2808-00-70	HWY:STH 38 & CTH MM	COUNTY:RACINE	TRAFFIC CONTROL - STAGE 4	SHEET 151	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\025001_TC.DWG
LAYOUT NAME - 025001_TC - 025008_TC
PLOT DATE : 7/31/2017 8:55 AM PLOT BY : SCHOWALTER, STEVEN PLOT NAME : PLOT SCALE : 1" = 100'_XREF
WISDOT/CADDS SHEET 41



NOTES:

1. MAINTAIN ACCESS TO ALL DRIVEWAYS AND ROADS
2. CONTRACTOR SHALL COVER ANY SIGN THAT DOES NOT APPLY, THAT CONTRADICTS INTENDED SIGNING MESSAGE, OR AS DIRECTED BY ENGINEER
3. SEE DETOUR PLAN FOR ADDITIONAL SIGNING

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD

PROJECT NO:2290-03-72 & 2808-00-70	HWY:STH 38 & CTH MM	COUNTY:RACINE	TRAFFIC CONTROL - CTH MM ALL STAGES	SHEET 152	E

LEGEND

5-INCH TEMPORARY PAVEMENT OVER
8-INCH BASE AGGREGATE DENSE 1-1/4 INCH

N

OLD MILL ROAD

202+53.7, 94.8' LT
638.44

201+38.9, 93.5' LT
637.75

36'

R15'

R15'

229+99.7, 44.8' LT
642.10

REMOVE EXISTING FRAME AND GRATE. COVER INLET WITH TEMPORARY COVER PLATE.

230+63.7, 44.9' LT
640.81

226+97.6, 13.8' LT
649.27

REMOVE EXISTING FRAME AND GRATE. COVER INLET WITH TYPE S COVER.

228+99.1, 14.0' LT
643.70

228+44.9, 14.0' LT
645.49

227+49.5, 13.6' LT
648.16

229+00

228+00

227+00

229+89.8, 1.5' LT
640.96

REMOVE EXISTING FRAME AND GRATE. COVER INLET WITH TEMPORARY COVER PLATE.

229+04.9, 13.9' RT
643.10

228+21.6, 14.0' RT
646.13

227+53.6, 14.3' RT
648.83

STH 38 (NORTHWESTERN AVENUE)

REMOVE EXISTING FRAME AND GRATE. COVER INLET WITH TYPE S COVER.

227+97.8, 4.9' RT
647.00

230+25.4, 14.2' LT
640.22

230+77.1, 14.5' LT
639.16

231+55.3, 13.9' LT
638.24

232+33.8, 13.8' LT
637.84

REMOVE EXISTING FRAME AND GRATE. COVER INLET WITH TEMPORARY COVER PLATE.

230+25.0, 0.0' LT
640.05

230+00

231+00

231+75.0, 2.0' LT
638.00

230+75.0, 0.0' LT
639.25

231+25.0, 0.0' LT
638.60

232+00

6' CULVERT PIPE
TEMPORARY AT 2%

232+02.3, 3.9' RT
637.95

232+57.5, 4.5' LT
637.88

230+70.7, 13.9' RT
639.39

231+21.5, 13.8' RT
638.79

232+31.0, 4.2' RT
637.85

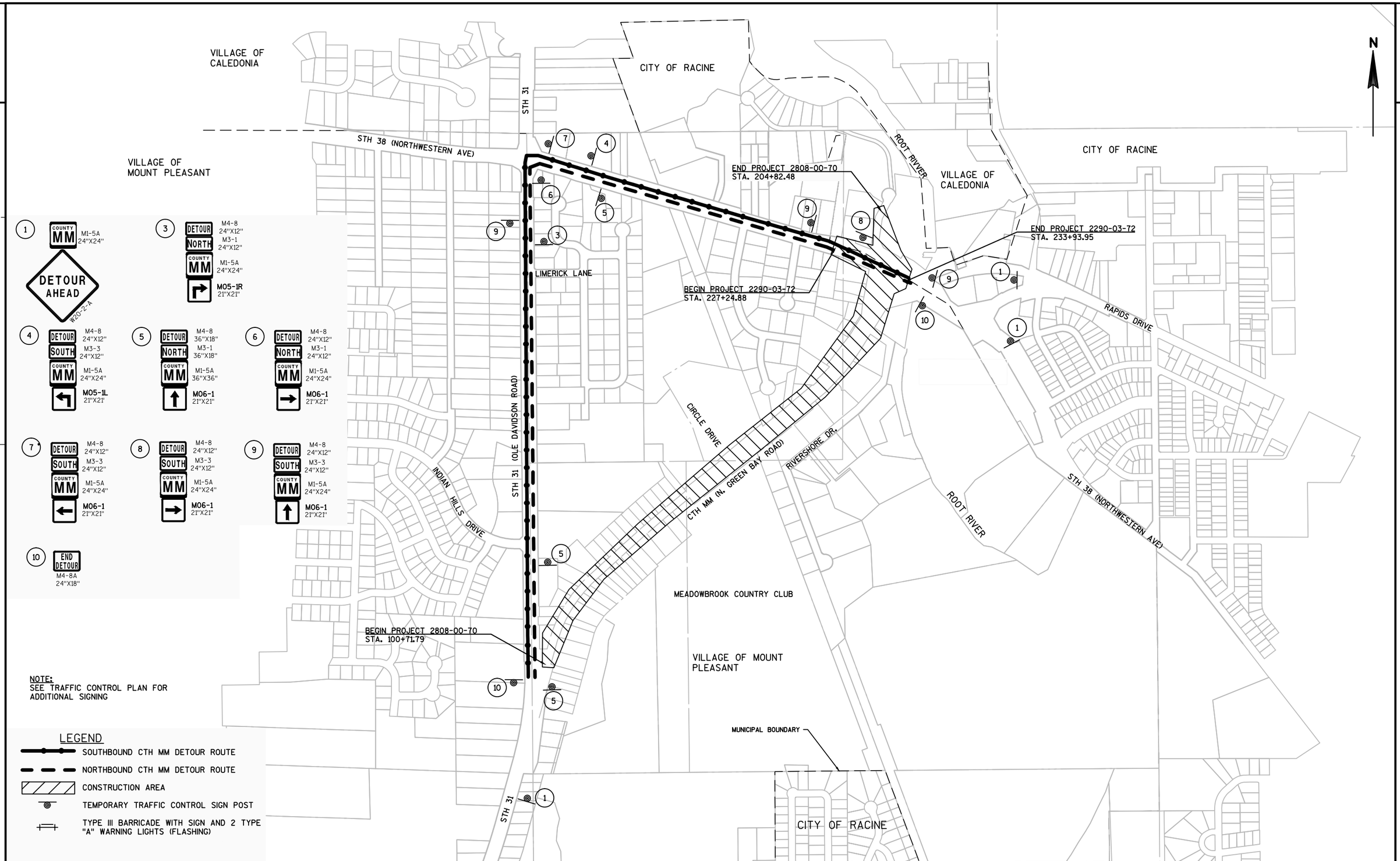
232+41.6, 4.4' LT
INLET 2X2-B
RIM 637.60
12" N I.E. 630.11

230+19.8, 13.8' RT
640.21

REMOVE EXISTING FRAME AND GRATE. COVER INLET WITH TEMPORARY COVER PLATE.

CTH MM

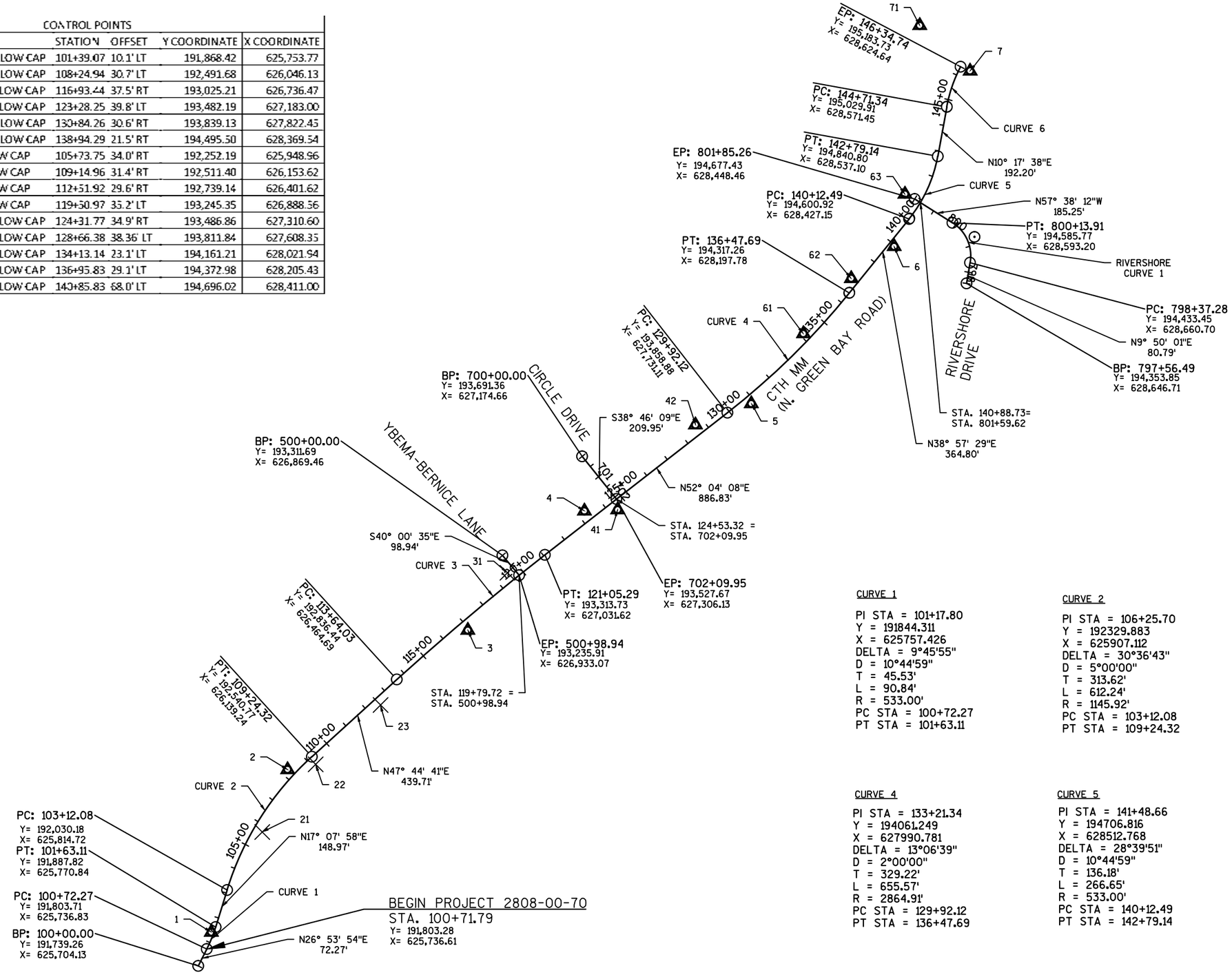
PROJECT NO: 2290-03-72 & 2808-00-70	HWY: STH 38 & CTH MM	COUNTY: RACINE	TRAFFIC CONTROL - TEMPORARY DETAILS	SHEET 153	E



PROJECT NO: 2290-03-72 & 2808-00-70	HWY: STH 38 & CTH MM	COUNTY: RACINE	DETOUR PLAN	SHEET 154	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\027001_DT.DWG
LAYOUT NAME - 027001_DT - 027001_DT
PLOT DATE : 7/31/2017 9:01 AM PLOT BY : SCHOWALTER, STEVEN PLOT NAME : PLOT SCALE : 1 IN:750 FT
WISDOT/CADDS SHEET 42

CONTROL POINTS					
POINT	DESCRIPTION	STATION	OFFSET	Y COORDINATE	X COORDINATE
1	CP REBAR WITH YELLOW CAP	101+39.07	10.1' LT	191,868.42	625,753.77
2	CP REBAR WITH YELLOW CAP	108+24.94	30.7' LT	192,491.68	626,046.13
3	BS REBAR WITH YELLOW CAP	116+93.44	37.5' RT	193,025.21	626,736.47
4	BS REBAR WITH YELLOW CAP	123+28.25	39.8' LT	193,482.19	627,183.00
5	CP REBAR WITH YELLOW CAP	130+84.26	30.6' RT	193,839.13	627,822.45
6	CP REBAR WITH YELLOW CAP	138+94.29	21.5' RT	194,495.50	628,369.54
21	REBAR WITH YELLOW CAP	105+73.75	34.0' RT	192,252.19	625,948.96
22	REBAR WITH YELLOW CAP	109+14.96	31.4' RT	192,511.40	626,153.62
23	REBAR WITH YELLOW CAP	112+51.92	29.6' RT	192,739.14	626,401.62
31	REBAR WITH YELLOW CAP	119+50.97	35.2' LT	193,245.35	626,888.56
41	BS REBAR WITH YELLOW CAP	124+31.77	34.9' RT	193,486.86	627,310.60
42	BS REBAR WITH YELLOW CAP	128+66.38	38.36' LT	193,811.84	627,608.35
61	BS REBAR WITH YELLOW CAP	134+13.14	23.1' LT	194,161.21	628,021.94
62	BS REBAR WITH YELLOW CAP	136+95.83	29.1' LT	194,372.98	628,205.43
63	BS REBAR WITH YELLOW CAP	140+85.83	68.0' LT	194,696.02	628,411.00



RIVERSHORE CURVE 1
PI STA = 799+37.45
Y = 194532.151
X = 628677.810
DELTA = 67°28'13"
D = 38°11'50"
T = 100.17'
L = 176.64'
R = 150.00'
PC STA = 798+37.28
PT STA = 800+13.91

CURVE 1

PI STA = 101+17.80
Y = 191844.311
X = 625757.426
DELTA = 9°45'55"
D = 10°44'59"
T = 45.53'
L = 90.84'
R = 533.00'
PC STA = 100+72.27
PT STA = 101+63.11

CURVE 2

PI STA = 106+25.70
Y = 192329.883
X = 625907.112
DELTA = 30°36'43"
D = 5°00'00"
T = 313.62'
L = 612.24'
R = 1145.92'
PC STA = 103+12.08
PT STA = 109+24.32

CURVE 3

PI STA = 117+34.84
Y = 193085.787
X = 626739.148
DELTA = 4°19'26"
D = 0°35'00"
T = 370.81'
L = 741.26'
R = 9822.14'
PC STA = 113+64.03
PT STA = 121+05.29

CURVE 4

PI STA = 133+21.34
Y = 194061.249
X = 627990.781
DELTA = 13°06'39"
D = 2°00'00"
T = 329.22'
L = 655.57'
R = 2864.91'
PC STA = 129+92.12
PT STA = 136+47.69

CURVE 5

PI STA = 141+48.66
Y = 194706.816
X = 628512.768
DELTA = 28°39'51"
D = 10°44'59"
T = 136.18'
L = 266.65'
R = 533.00'
PC STA = 140+12.49
PT STA = 142+79.14

CURVE 6

PI STA = 145+53.68
Y = 195110.930
X = 628586.163
DELTA = 17°33'52"
D = 10°44'59"
T = 82.34'
L = 163.40'
R = 533.00'
PC STA = 144+71.34
PT STA = 146+34.74

2

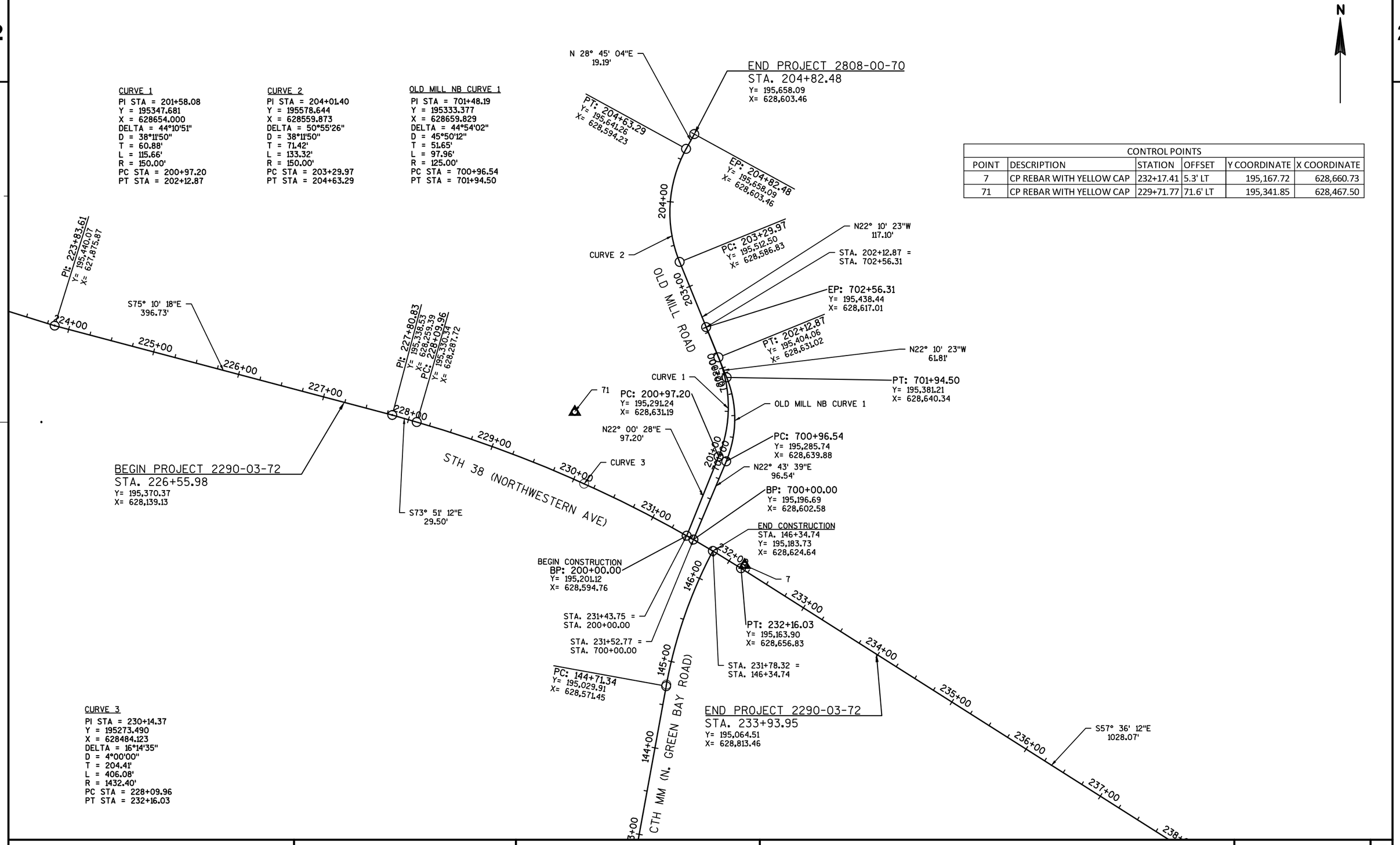
N

CURVE 1
PI STA = 201+58.08
Y = 195347.681
X = 628654.000
DELTA = 44°10'51"
D = 38°11'50"
T = 60.88'
L = 115.66'
R = 150.00'
PC STA = 200+97.20
PT STA = 202+12.87

CURVE 2
PI STA = 204+01.40
Y = 195578.644
X = 628559.873
DELTA = 50°55'26"
D = 38°11'50"
T = 71.42'
L = 133.32'
R = 150.00'
PC STA = 203+29.97
PT STA = 204+63.29

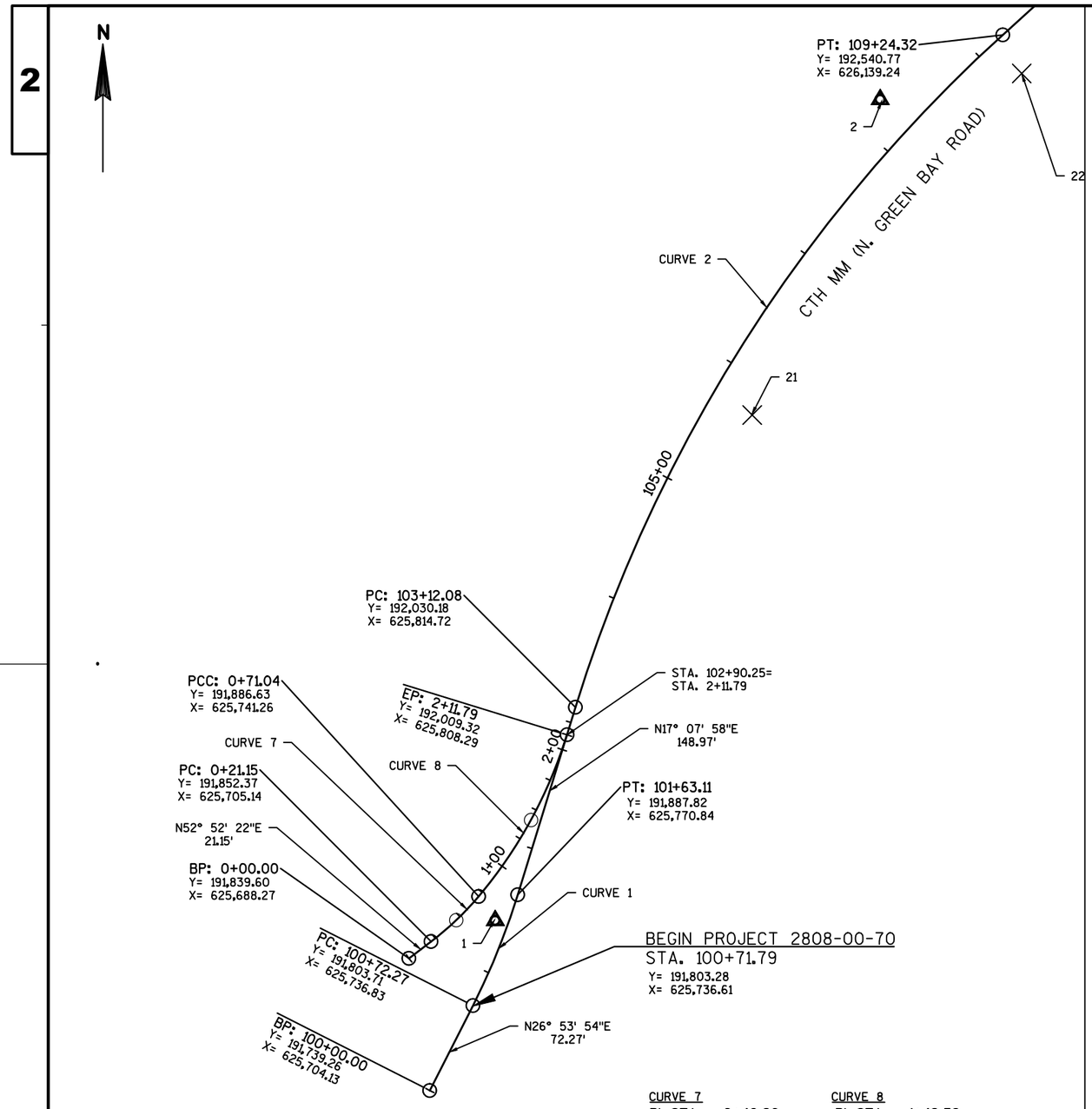
OLD MILL NB CURVE 1
PI STA = 701+48.19
Y = 195333.377
X = 628659.829
DELTA = 44°54'02"
D = 45°50'12"
T = 51.65'
L = 97.96'
R = 125.00'
PC STA = 700+96.54
PT STA = 701+94.50

CONTROL POINTS					
POINT	DESCRIPTION	STATION	OFFSET	Y COORDINATE	X COORDINATE
7	CP REBAR WITH YELLOW CAP	232+17.41	5.3' LT	195,167.72	628,660.73
71	CP REBAR WITH YELLOW CAP	229+71.77	71.6' LT	195,341.85	628,467.50

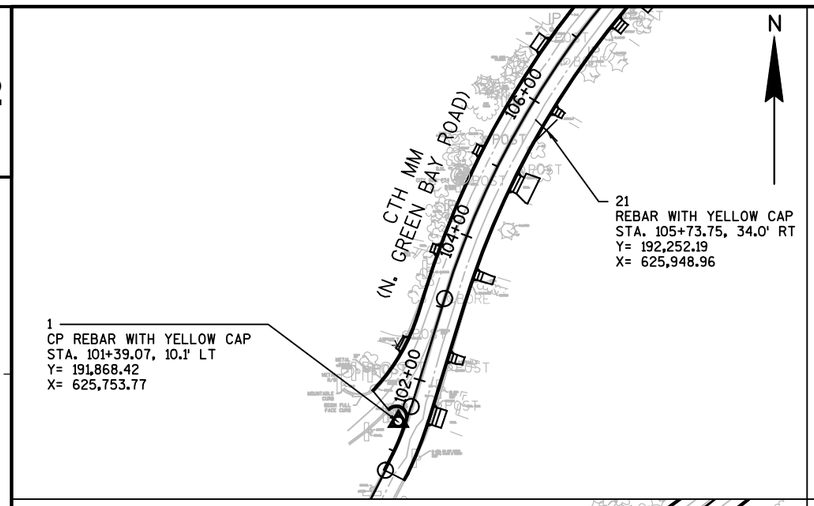


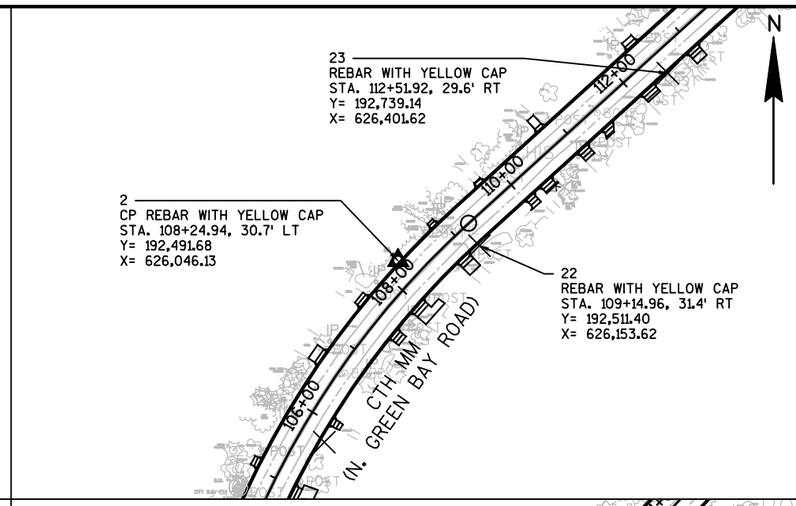
CURVE 3
PI STA = 230+14.37
Y = 195273.490
X = 628484.123
DELTA = 16°14'35"
D = 4°00'00"
T = 204.41'
L = 406.08'
R = 1432.40'
PC STA = 228+09.96
PT STA = 232+16.03

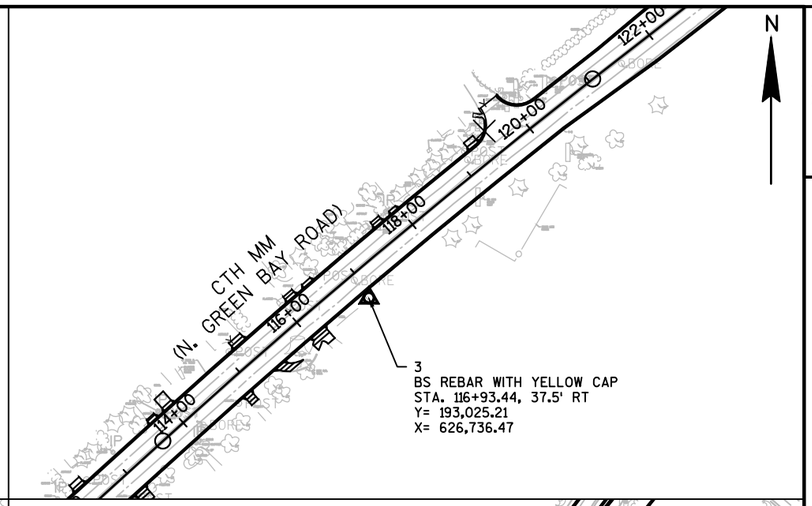
PROJECT NO: 2290-03-72 & 2808-00-70	HWY: STH 38 & CTH MM	COUNTY: RACINE	ALIGNMENT PLAN	SHEET 156	E

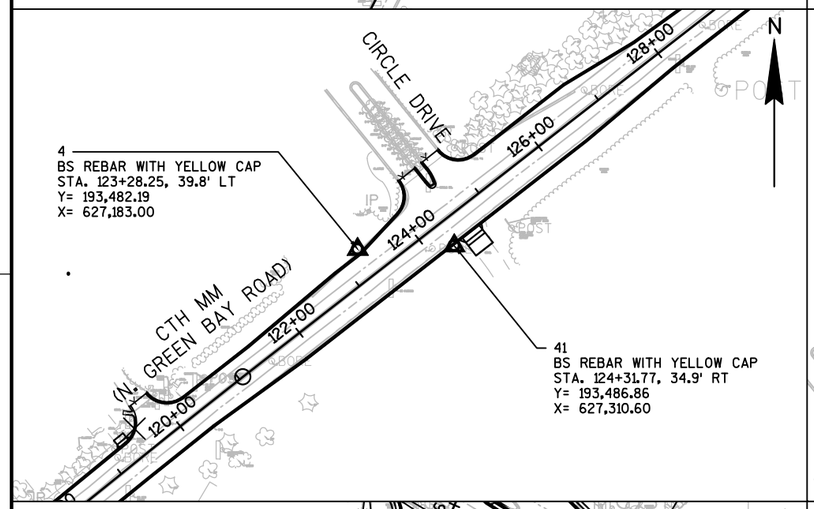


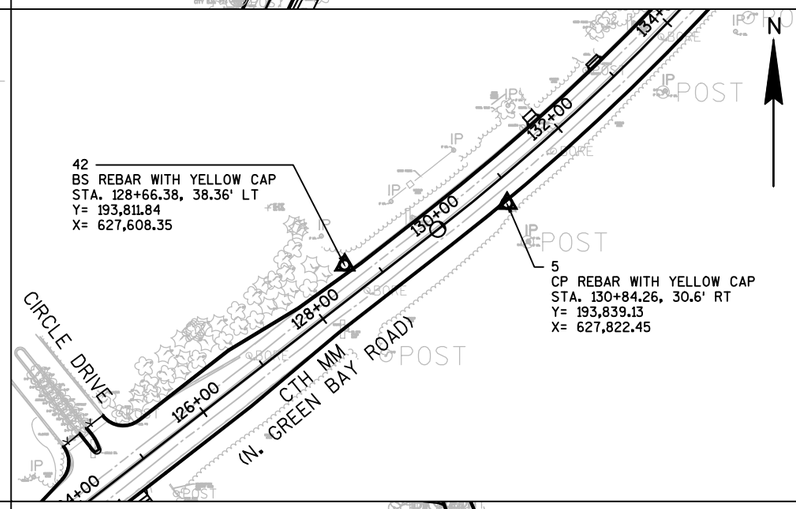
PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	ALIGNMENT PLAN	SHEET 157	E

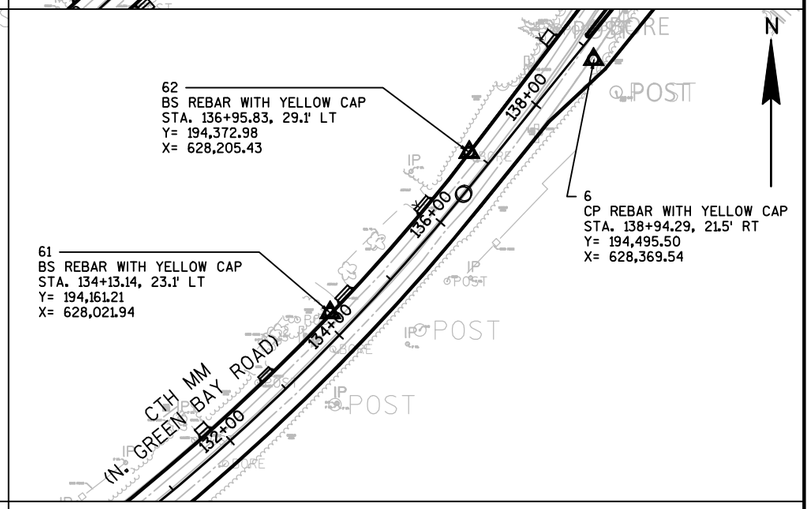


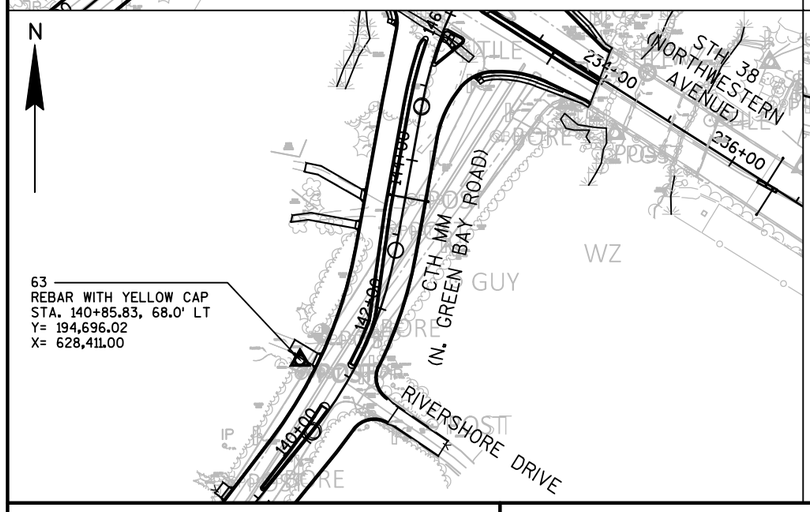


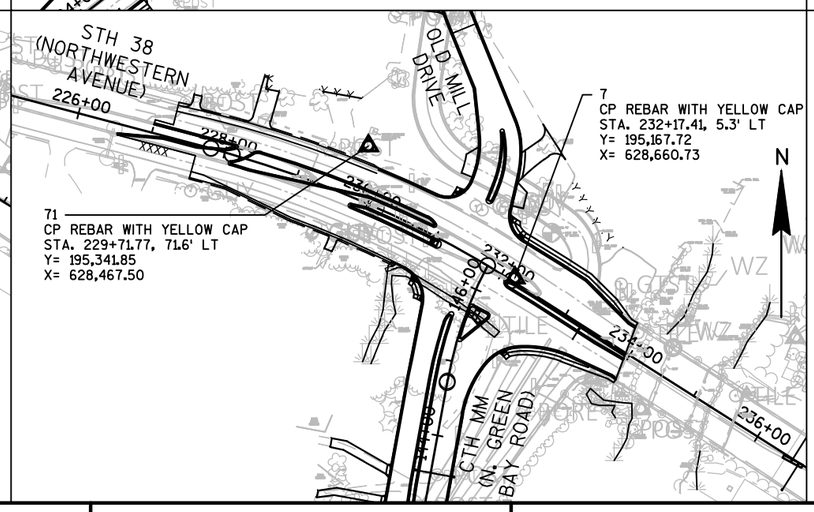






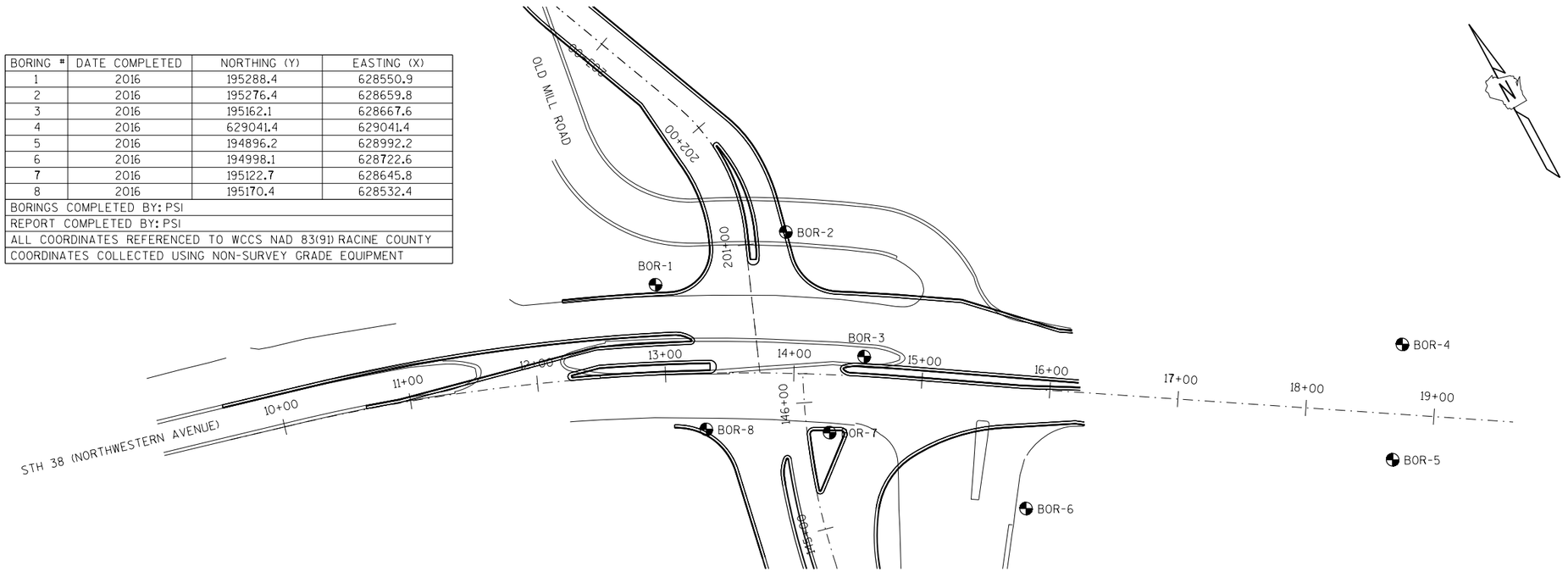


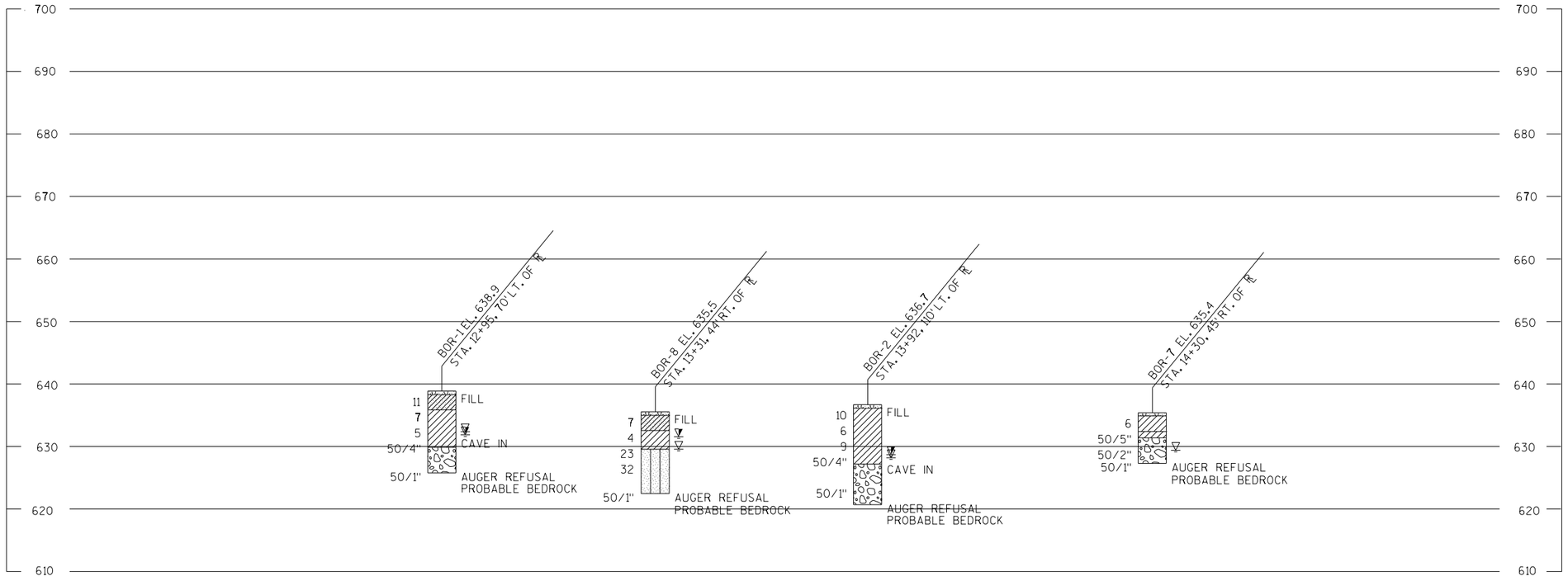




PROJECT NO: 2290-03-72 & 2808-00-70	HWY: STH 38 & CTH MM	COUNTY: RACINE	ALIGNMENT PLAN - SURVEY CONTROL	SHEET 158	E

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
1	2016	195288.4	628550.9
2	2016	195276.4	628659.8
3	2016	195162.1	628667.6
4	2016	629041.4	629041.4
5	2016	194896.2	628992.2
6	2016	194998.1	628722.6
7	2016	195122.7	628645.8
8	2016	195170.4	628532.4
BORINGS COMPLETED BY: PSI			
REPORT COMPLETED BY: PSI			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) RACINE COUNTY			
COORDINATES COLLECTED USING NON-SURVEY GRADE EQUIPMENT			





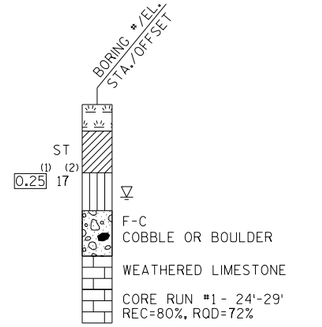
STATE PROJECT NUMBER

2290-03-02

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- ▽ AT TIME OF DRILLING
- ▼ END OF DRILLING
- ▼ AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

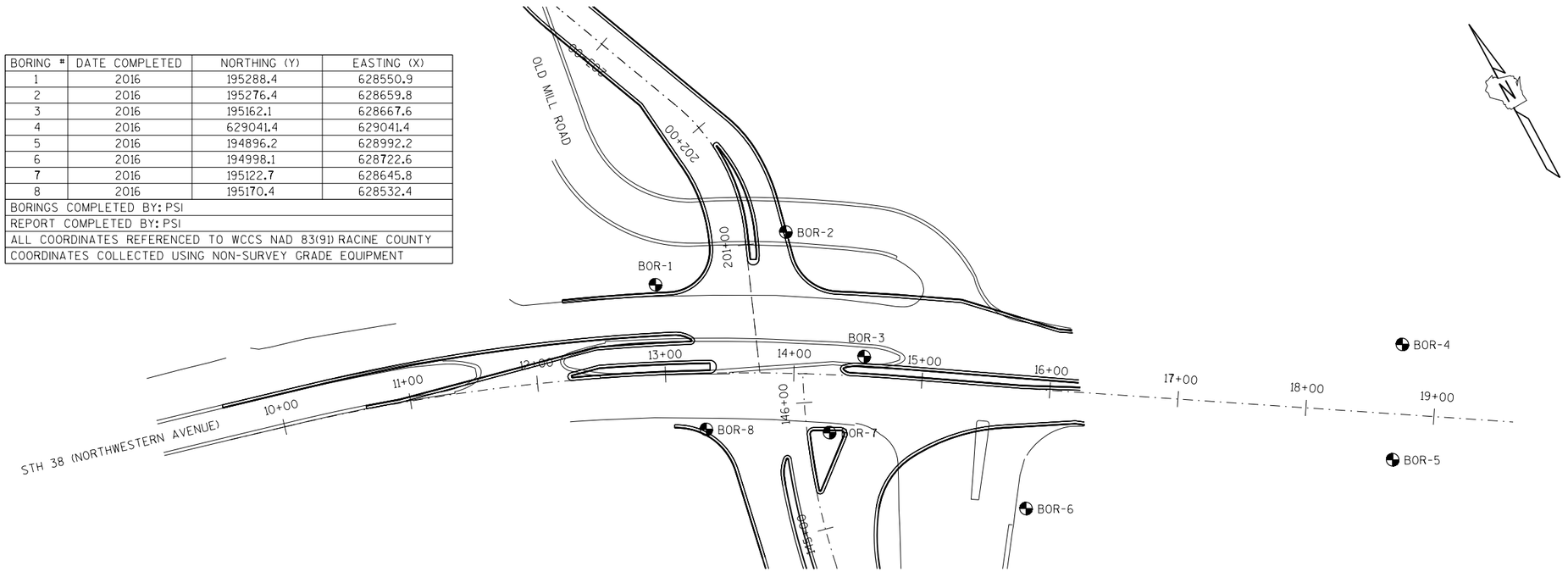
BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

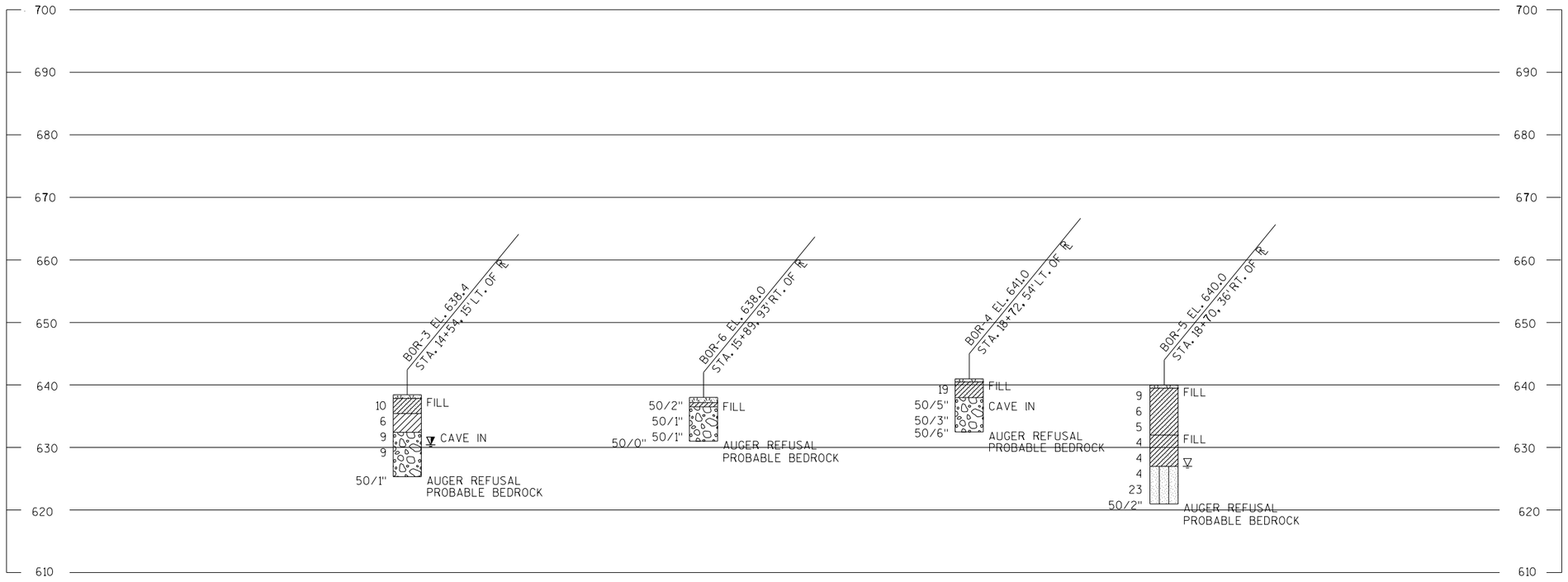
PROJECT NO: 2290-03-02	HWY: STH 38	COUNTY: RACINE	SOIL BORINGS FOR STH 38 AND CTH MM INTERSECTION	SHEET NO. 1 OF 1 SHEETS	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : _____ PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET

SCALE = _____

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
1	2016	195288.4	628550.9
2	2016	195276.4	628659.8
3	2016	195162.1	628667.6
4	2016	629041.4	629041.4
5	2016	194896.2	628992.2
6	2016	194998.1	628722.6
7	2016	195122.7	628645.8
8	2016	195170.4	628532.4
BORINGS COMPLETED BY: PSI			
REPORT COMPLETED BY: PSI			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) RACINE COUNTY			
COORDINATES COLLECTED USING NON-SURVEY GRADE EQUIPMENT			





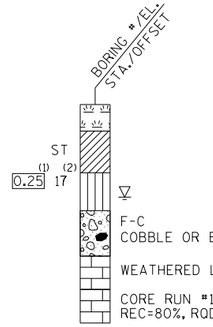
STATE PROJECT NUMBER

2290-03-02

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- ▽ AT TIME OF DRILLING
- ▼ END OF DRILLING
- ▽ AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

PROJECT NO: 2290-03-02	HWY: STH 38	COUNTY: RACINE	SOIL BORINGS FOR STH 38 AND CTH MM INTERSECTION	SHEET 7 of 160	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : _____ PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET

SCALE = _____

					2290-03-72	2808-00-70
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0002	201.0110	Clearing	SY	4,412.000		4,412.000
0004	201.0120	Clearing	ID	785.000		785.000
0006	201.0210	Grubbing	SY	4,412.000		4,412.000
0008	201.0220	Grubbing	ID	785.000		785.000
0010	203.0100	Removing Small Pipe Culverts	EACH	6.000		6.000
0012	204.0100	Removing Pavement	SY	37,529.000		37,529.000
0014	204.0150	Removing Curb & Gutter	LF	1,201.000		1,201.000
0016	204.0155	Removing Concrete Sidewalk	SY	78.000		78.000
0018	204.0165	Removing Guardrail	LF	115.000		115.000
0020	204.0195	Removing Concrete Bases	EACH	16.000	16.000	
0022	204.0210	Removing Manholes	EACH	8.000		8.000
0024	204.0220	Removing Inlets	EACH	19.000		19.000
0026	204.0245	Removing Storm Sewer (size) 01. 12-Inch	LF	214.000		214.000
0028	204.0245	Removing Storm Sewer (size) 02. 24-Inch	LF	192.000		192.000
0030	204.0245	Removing Storm Sewer (size) 03. 30-Inch	LF	238.000		238.000
0032	204.0245	Removing Storm Sewer (size) 04. 36-Inch	LF	545.000		545.000
0034	204.0245	Removing Storm Sewer (size) 05. 48-Inch	LF	28.000		28.000
0036	204.0250	Abandoning Manholes	EACH	1.000		1.000
0038	204.0291.S	Abandoning Sewer	CY	29.000		29.000
0040	204.9105.S	Removing (item description) 01. Overhead Sign Support Sta 143+50	LS	1.000	1.000	
0042	204.9105.S	Removing (item description) 02. Overhead Sign Support S-51-8 Sta 236+50	LS	1.000	1.000	
0044	204.9105.S	Removing (item description) 03. Overhead Sign Support S-51-12 Sta 233+25	LS	1.000	1.000	
0046	204.9105.S	Removing (item description) 04. Overhead Sign Support S-51-13 Sta 232+00	LS	1.000	1.000	
0048	204.9105.S	Removing (item description) 05. Loop Detector Wire and Lead-In Cable STH 31 & CTH MM	LS	1.000	1.000	
0050	204.9105.S	Removing (item description) 06. Loop Detector Wire and Lead-In Cable STH 38 & CTH MM	LS	1.000	1.000	
0052	204.9105.S	Removing (item description) 07. Traffic Signals STH 38 & CTH MM/Old Mill Rd	LS	1.000	1.000	
0054	205.0100	Excavation Common	CY	44,744.000		44,744.000
0056	213.0100	Finishing Roadway (project) 02. 2808-00-70	EACH	1.000		1.000
0058	305.0110	Base Aggregate Dense 3/4-Inch	TON	111.000		111.000
0060	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	17,777.000		17,777.000
0062	305.0130	Base Aggregate Dense 3-Inch	TON	18,522.000		18,522.000
0064	310.0110	Base Aggregate Open-Graded	TON	86.000		86.000
0066	311.0110	Breaker Run	TON	18,522.000		18,522.000
0068	415.0075	Concrete Pavement 7 1/2-Inch	SY	34,779.000		34,779.000

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Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0070	415.0210	Concrete Pavement Gaps	EACH	8.000		8.000
0072	415.5110.S	Concrete Pavement Joint Layout	LS	1.000		1.000
0074	416.0170	Concrete Driveway 7-Inch	SY	1,096.000		1,096.000
0076	416.0270	Concrete Driveway HES 7-Inch	SY	137.000		137.000
0078	416.0610	Drilled Tie Bars	EACH	52.000		52.000
0080	416.0620	Drilled Dowel Bars	EACH	148.000		148.000
0082	440.4410	Incentive IRI Ride	DOL	8,675.000		8,675.000
0084	455.0605	Tack Coat	GAL	80.000		80.000
0086	460.2000	Incentive Density HMA Pavement	DOL	180.000		180.000
0088	460.5223	HMA Pavement 3 LT 58-28 S	TON	105.000		105.000
0090	460.5224	HMA Pavement 4 LT 58-28 S	TON	81.000		81.000
0092	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	218.000		218.000
0094	465.0125	Asphaltic Surface Temporary	TON	492.000		492.000
0096	465.0315	Asphaltic Flumes	SY	24.000		24.000
0098	520.8000	Concrete Collars for Pipe	EACH	4.000		4.000
0100	521.1018	Apron Endwalls for Culvert Pipe Steel 18-Inch	EACH	6.000		6.000
0102	521.1024	Apron Endwalls for Culvert Pipe Steel 24-Inch	EACH	2.000		2.000
0104	521.5118	Culvert Pipe Corrugated Steel Polymer Coated 18-Inch	LF	75.000		75.000
0106	521.5124	Culvert Pipe Corrugated Steel Polymer Coated 24-Inch	LF	35.000		35.000
0108	522.1012	Apron Endwalls for Culvert Pipe Reinforced Concrete 12-Inch	EACH	1.000		1.000
0110	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	1.000		1.000
0112	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	1.000		1.000
0114	522.1048	Apron Endwalls for Culvert Pipe Reinforced Concrete 48-Inch	EACH	1.000		1.000
0116	522.2338	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 38x60-Inch	LF	207.000		207.000
0118	522.2638	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 38x60-Inch	EACH	2.000		2.000
0120	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	12,990.000		12,990.000
0122	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	340.000		340.000
0124	602.0410	Concrete Sidewalk 5-Inch	SF	8,005.000		8,005.000
0126	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	144.000		144.000
0128	602.2400	Concrete Safety Islands	SF	115.000		115.000
0130	606.0200	Riprap Medium	CY	115.000		115.000
0132	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	975.000		975.000
0134	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	156.000		156.000

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Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0136	608.0330	Storm Sewer Pipe Reinforced Concrete Class III 30-Inch	LF	25.000		25.000
0138	608.0336	Storm Sewer Pipe Reinforced Concrete Class III 36-Inch	LF	388.000		388.000
0140	608.0348	Storm Sewer Pipe Reinforced Concrete Class III 48-Inch	LF	150.000		150.000
0142	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	86.000		86.000
0144	608.0448	Storm Sewer Pipe Reinforced Concrete Class IV 48-Inch	LF	115.000		115.000
0146	611.0420	Reconstructing Manholes	EACH	1.000		1.000
0148	611.0430	Reconstructing Inlets	EACH	4.000		4.000
0150	611.0530	Manhole Covers Type J	EACH	5.000		5.000
0152	611.0535	Manhole Covers Type J-Special	EACH	11.000		11.000
0154	611.0606	Inlet Covers Type B	EACH	1.000		1.000
0156	611.0612	Inlet Covers Type C	EACH	2.000		2.000
0158	611.0624	Inlet Covers Type H	EACH	61.000		61.000
0160	611.0639	Inlet Covers Type H-S	EACH	1.000		1.000
0162	611.0642	Inlet Covers Type MS	EACH	4.000		4.000
0164	611.0651	Inlet Covers Type S	EACH	2.000		2.000
0166	611.2004	Manholes 4-FT Diameter	EACH	4.000		4.000
0168	611.2005	Manholes 5-FT Diameter	EACH	5.000		5.000
0170	611.2006	Manholes 6-FT Diameter	EACH	2.000		2.000
0172	611.2007	Manholes 7-FT Diameter	EACH	2.000		2.000
0174	611.2008	Manholes 8-FT Diameter	EACH	1.000		1.000
0176	611.3230	Inlets 2x3-FT	EACH	39.000		39.000
0178	611.3901	Inlets Median 1 Grate	EACH	2.000		2.000
0180	611.3902	Inlets Median 2 Grate	EACH	1.000		1.000
0182	611.8110	Adjusting Manhole Covers	EACH	19.000		19.000
0184	611.8115	Adjusting Inlet Covers	EACH	17.000		17.000
0186	611.8120.S	Cover Plates Temporary	EACH	5.000		5.000
0188	612.0106	Pipe Underdrain 6-Inch	LF	846.000		846.000
0190	612.0206	Pipe Underdrain Unperforated 6-Inch	LF	64.000		64.000
0192	612.0700	Drain Tile Exploration	LF	100.000		100.000
0194	616.0700.S	Fence Safety	LF	200.000		200.000
0196	619.1000	Mobilization	EACH	1.000	0.300	0.700
0198	620.0300	Concrete Median Sloped Nose	SF	404.000		404.000
0200	624.0100	Water	MGAL	628.000		628.000
0202	625.0100	Topsoil	SY	26,207.000		26,207.000
0204	627.0200	Mulching	SY	12,621.000		12,621.000
0206	628.1104	Erosion Bales	EACH	64.000		64.000

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Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0208	628.1504	Silt Fence	LF	461.000		461.000
0210	628.1520	Silt Fence Maintenance	LF	461.000		461.000
0212	628.1905	Mobilizations Erosion Control	EACH	4.000		4.000
0214	628.1910	Mobilizations Emergency Erosion Control	EACH	8.000		8.000
0216	628.2004	Erosion Mat Class I Type B	SY	1,272.000		1,272.000
0218	628.2006	Erosion Mat Urban Class I Type A	SY	11,377.000		11,377.000
0220	628.2021	Erosion Mat Class II Type A	SY	937.000		937.000
0222	628.6505	Soil Stabilizer Type A	ACRE	4.000		4.000
0224	628.6510	Soil Stabilizer Type B	ACRE	4.000		4.000
0226	628.7005	Inlet Protection Type A	EACH	91.000		91.000
0228	628.7015	Inlet Protection Type C	EACH	89.000		89.000
0230	628.7020	Inlet Protection Type D	EACH	19.000		19.000
0232	628.7504	Temporary Ditch Checks	LF	75.000		75.000
0234	628.7555	Culvert Pipe Checks	EACH	225.000		225.000
0236	628.7560	Tracking Pads	EACH	4.000		4.000
0238	628.7570	Rock Bags	EACH	50.000		50.000
0240	629.0210	Fertilizer Type B	CWT	17.000		17.000
0242	630.0130	Seeding Mixture No. 30	LB	21.000		21.000
0244	630.0140	Seeding Mixture No. 40	LB	449.000		449.000
0246	630.0200	Seeding Temporary	LB	352.000		352.000
0248	633.5200	Markers Culvert End	EACH	6.000		6.000
0250	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	60.000	60.000	
0252	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	5.000	5.000	
0254	637.1220	Signs Type I Reflective SH	SF	238.000	238.000	
0256	637.2210	Signs Type II Reflective H	SF	561.880	561.880	
0258	637.2215	Signs Type II Reflective H Folding	SF	67.140	67.140	
0260	637.2230	Signs Type II Reflective F	SF	115.500	115.500	
0262	638.2102	Moving Signs Type II	EACH	10.000	10.000	
0264	638.2602	Removing Signs Type II	EACH	78.000	78.000	
0266	638.3000	Removing Small Sign Supports	EACH	43.000	43.000	
0268	641.8100	Overhead Sign Support (structure) 01. S-51-244	LS	1.000	1.000	
0270	641.8100	Overhead Sign Support (structure) 02. S-51-245	LS	1.000	1.000	
0272	641.8100	Overhead Sign Support (structure) 03. S-51-246	LS	1.000	1.000	
0274	641.8100	Overhead Sign Support (structure) 04. S-51-607	LS	1.000	1.000	
0276	642.5401	Field Office Type D	EACH	1.000		1.000
0278	643.0300	Traffic Control Drums	DAY	31,350.000	31,350.000	
0280	643.0420	Traffic Control Barricades Type III	DAY	4,609.000	4,609.000	
0282	643.0705	Traffic Control Warning Lights Type A	DAY	9,218.000	9,218.000	
0284	643.0715	Traffic Control Warning Lights Type C	DAY	7,619.000	7,619.000	
0286	643.0800	Traffic Control Arrow Boards	DAY	552.000	552.000	

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Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0288	643.0900	Traffic Control Signs	DAY	17,296.000	17,296.000	
0290	643.0920	Traffic Control Covering Signs Type II	EACH	14.000	14.000	
0292	643.1050	Traffic Control Signs PCMS	DAY	368.000	368.000	
0294	643.5000	Traffic Control	EACH	1.000	1.000	
0296	645.0111	Geotextile Type DF Schedule A	SY	564.000		564.000
0298	645.0120	Geotextile Type HR	SY	304.000		304.000
0300	645.0140	Geotextile Type SAS	SY	2,500.000		2,500.000
0302	646.1020	Marking Line Epoxy 4-Inch	LF	13,184.000	13,184.000	
0304	646.1545	Marking Line Grooved Wet Ref Contrast Epoxy 4-Inch	LF	1,055.000	1,055.000	
0306	646.3020	Marking Line Epoxy 8-Inch	LF	1,482.000	1,482.000	
0308	646.3545	Marking Line Grooved Wet Ref Contrast Epoxy 8-Inch	LF	2,017.000	2,017.000	
0310	646.5020	Marking Arrow Epoxy	EACH	41.000	41.000	
0312	646.5120	Marking Word Epoxy	EACH	21.000	21.000	
0314	646.6120	Marking Stop Line Epoxy 18-Inch	LF	292.000	292.000	
0316	646.7120	Marking Diagonal Epoxy 12-Inch	LF	249.000	249.000	
0318	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	760.000	760.000	
0320	646.8220	Marking Island Nose Epoxy	EACH	8.000	8.000	
0322	646.9000	Marking Removal Line 4-Inch	LF	760.000	760.000	
0324	649.0150	Temporary Marking Line Removable Tape 4-Inch	LF	8,308.000	8,308.000	
0326	649.0250	Temporary Marking Line Removable Tape 8-Inch	LF	3,194.000	3,194.000	
0328	649.0520	Temporary Marking Arrow Epoxy	EACH	2.000	2.000	
0330	649.0620	Temporary Marking Word Epoxy	EACH	2.000	2.000	
0332	650.4000	Construction Staking Storm Sewer	EACH	60.000		60.000
0334	650.4500	Construction Staking Subgrade	LF	6,087.000		6,087.000
0336	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	340.000		340.000
0338	650.6000	Construction Staking Pipe Culverts	EACH	5.000		5.000
0340	650.7000	Construction Staking Concrete Pavement	LF	6,087.000		6,087.000
0342	650.8500	Construction Staking Electrical Installations (project) 01. 2290-03-72	LS	1.000	1.000	
0344	650.9000	Construction Staking Curb Ramps	EACH	11.000		11.000
0346	650.9910	Construction Staking Supplemental Control (project) 02. 2808-00-70	LS	1.000		1.000
0348	650.9920	Construction Staking Slope Stakes	LF	5,417.000		5,417.000
0350	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	989.000	989.000	
0352	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	1,635.000	1,635.000	
0354	652.0800	Conduit Loop Detector	LF	1,730.000	1,730.000	
0356	653.0135	Pull Boxes Steel 24x36-Inch	EACH	5.000	5.000	
0358	653.0140	Pull Boxes Steel 24x42-Inch	EACH	18.000	18.000	
0360	653.0905	Removing Pull Boxes	EACH	15.000	15.000	
0362	654.0101	Concrete Bases Type 1	EACH	9.000	9.000	

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Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0364	654.0102	Concrete Bases Type 2	EACH	2.000	2.000	
0366	654.0105	Concrete Bases Type 5	EACH	2.000	2.000	
0368	654.0110	Concrete Bases Type 10	EACH	4.000	4.000	
0370	654.0113	Concrete Bases Type 13	EACH	2.000	2.000	
0372	654.0217	Concrete Control Cabinet Bases Type 9 Special	EACH	1.000	1.000	
0374	655.0230	Cable Traffic Signal 5-14 AWG	LF	716.000	716.000	
0376	655.0240	Cable Traffic Signal 7-14 AWG	LF	1,171.000	1,171.000	
0378	655.0260	Cable Traffic Signal 12-14 AWG	LF	4,178.000	4,178.000	
0380	655.0320	Cable Type UF 2-10 AWG Grounded	LF	1,496.000	1,496.000	
0382	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	2,941.000	2,941.000	
0384	655.0610	Electrical Wire Lighting 12 AWG	LF	1,359.000	1,359.000	
0386	655.0700	Loop Detector Lead In Cable	LF	6,875.000	6,875.000	
0388	655.0800	Loop Detector Wire	LF	6,028.000	6,028.000	
0390	655.0900	Traffic Signal EVP Detector Cable	LF	1,421.000	1,421.000	
0392	656.0200	Electrical Service Meter Breaker Pedestal (location) 01. STH 38 & CTH MM/Old Mill Rd	LS	1.000	1.000	
0394	657.0100	Pedestal Bases	EACH	9.000	9.000	
0396	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	4.000	4.000	
0398	657.0310	Poles Type 3	EACH	2.000	2.000	
0400	657.0322	Poles Type 5-Aluminum	EACH	2.000	2.000	
0402	657.0405	Traffic Signal Standards Aluminum 3.5-FT	EACH	1.000	1.000	
0404	657.0420	Traffic Signal Standards Aluminum 13-FT	EACH	5.000	5.000	
0406	657.0425	Traffic Signal Standards Aluminum 15-FT	EACH	1.000	1.000	
0408	657.0430	Traffic Signal Standards Aluminum 10-FT	EACH	2.000	2.000	
0410	657.0609	Luminaire Arms Single Member 4-Inch Clamp 6-FT	EACH	2.000	2.000	
0412	657.0610	Luminaire Arms Single Member 4 1/2-Inch Clamp 6-FT	EACH	3.000	3.000	
0414	657.1345	Install Poles Type 9	EACH	2.000	2.000	
0416	657.1350	Install Poles Type 10	EACH	2.000	2.000	
0418	657.1355	Install Poles Type 12	EACH	1.000	1.000	
0420	657.1360	Install Poles Type 13	EACH	1.000	1.000	
0422	657.1515	Install Monotube Arms 15-FT	EACH	2.000	2.000	
0424	657.1520	Install Monotube Arms 20-FT	EACH	1.000	1.000	
0426	657.1530	Install Monotube Arms 30-FT	EACH	1.000	1.000	
0428	657.1540	Install Monotube Arms 40-FT	EACH	1.000	1.000	
0430	657.1545	Install Monotube Arms 45-FT	EACH	1.000	1.000	
0432	657.1815	Install Luminaire Arms Steel 15-FT	EACH	5.000	5.000	
0434	658.0173	Traffic Signal Face 3S 12-Inch	EACH	18.000	18.000	
0436	658.0174	Traffic Signal Face 4S 12-Inch	EACH	3.000	3.000	
0438	658.0416	Pedestrian Signal Face 16-Inch	EACH	10.000	10.000	
0440	658.0500	Pedestrian Push Buttons	EACH	11.000	11.000	

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Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0442	658.5069	Signal Mounting Hardware (location) 01. STH 38 & CTH MM/Old Mill Rd	LS	1.000	1.000	
0444	659.1125	Luminaires Utility LED C	EACH	10.000	10.000	
0446	670.0100	Field System Integrator	LS	1.000	1.000	
0448	670.0200	ITS Documentation	LS	1.000	1.000	
0450	678.0600	Install Ethernet Switches	EACH	2.000	2.000	
0452	678.0700	Install Wireless Antennas	EACH	2.000	2.000	
0454	678.0800	Install Cellular Modems	EACH	1.000	1.000	
0456	690.0150	Sawing Asphalt	LF	808.000		808.000
0458	690.0250	Sawing Concrete	LF	636.000		636.000
0460	715.0415	Incentive Strength Concrete Pavement	DOL	10,763.000		10,763.000
0462	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,000.000		2,000.000
0464	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	3,600.000		3,600.000
0466	SPV.0060	Special 03. Adjusting Sanitary Manholes	EACH	7.000		7.000
0468	SPV.0060	Special 04. Reconstructing Sanitary Manholes	EACH	11.000		11.000
0470	SPV.0090	Special 01. Concrete Curb and Gutter 30-Inch Type A HES	LF	80.000		80.000
0472	SPV.0105	Special 01. Transport & Install State Furnished Traffic Signal Cabinet STH 38 & CTH MM	LS	1.000	1.000	
0474	SPV.0105	Special 02. Transport & Install Autoscope Video Detection System STH 38 & CTH MM	LS	1.000	1.000	
0476	SPV.0105	Special 03. Transport Traffic Signal & Intersection Lighting Materials STH 38 & CTH MM	LS	1.000	1.000	
0478	SPV.0105	Special 07. Transport & Install State Furnished EVP Detector Heads STH 38 & CTH MM	LS	1.000	1.000	
0480	SPV.0170	Special 01. Test Rolling	STA	59.000		59.000
0482	SPV.0180	Special 01. Concrete Pavement HES 7 1/2-Inch	SY	1,832.000		1,832.000

CLEARING AND GRUBBING

STREET	STATION	TO	STATION	CLEARING 201.0110 SY	CLEARING 201.0120 ID	GRUBBING 201.0210 SY	GRUBBING 201.0220 ID
CTH MM	100+72	-	110+50	68	134	68	134
CTH MM	110+50	-	124+50	61	95	61	95
CTH MM	124+50	-	138+00	521	130	521	130
CTH MM	138+00	-	146+35	3213	75	3213	75
STH 38	227+25	-	233+94	549	--	549	--
OLD MILL DR	200+00	-	204+83	--	351	--	351
PROJECT TOTAL				4412	785	4412	785

REMOVING PAVEMENT

STREET	STATION	TO	STATION	204.0100 SY
CTH MM	100+71.79	-	110+50	6,568
CTH MM	110+50	-	124+50	9,620
CTH MM	124+50	-	138+00	9,255
CTH MM	138+00	-	146+34.74	5,335
STH 38	227+24.88	-	233+93.95	6,689
OLD MILL	200+00	-	204+82.48	62
			PROJECT TOTAL	37,529

REMOVING SMALL PIPE CULVERTS

STREET	STATION	TO	STATION	OFFSET	TYPE	SIZE (IN)	LENGTH (FT)	203.0100 EACH
STH 38	227+35	-	227+58	56' LT	CMP	18	22	1
STH 38	228+35	-	228+59	55.5' RT	CMP	18	23	1
STH 38	229+23	-	229+57	55' LT	CMP	15	35	1
STH 38	229+24	-	229+58	58' LT	CMP	15	35	1
STH 38	229+65	-	229+90	58' RT	CMP	18	24	1
STH 38	232+42	-	233+75	70' RT	CMP	38X50	132	1
PROJECT TOTAL								6

REMOVING CURB & GUTTER

STREET	STATION	TO	STATION	204.0150 LF
CTH MM	100+72	-	110+50	--
CTH MM	110+50	-	124+50	--
CTH MM	124+50	-	138+00	--
CTH MM	138+00	-	146+35	--
STH 38	227+25	-	233+94	25
OLD MILL DR	200+00	-	204+83	1,176
PROJECT TOTAL				1,201

ALL CATEGORY 0010

REMOVING CONCRETE SIDEWALK

STREET	STATION	TO	STATION	204.0155 SY
CTH MM	100+71.79	-	110+50	--
CTH MM	110+50	-	124+50	--
CTH MM	124+50	-	138+00	--
CTH MM	138+00	-	146+34.74	65
STH 38	227+24.88	-	233+93.95	13
OLD MILL	200+00	-	204+82.48	--
			PROJECT TOTAL	78

REMOVING GUARDRAIL

STATION		STATION	LOCATION	204.0165 LF
144+41	-	145+40	135' RT	115
PROJECT TOTAL				115

REMOVING STORM SEWER STRUCTURES

STRUCTURE NO.	STREET	STATION	LOCATION	REMOVING MANHOLES 204.0210 EACH	REMOVING INLETS 204.0220 EACH
300	CTH MM	101+84	29.4' RT	--	1
301	CTH MM	101+93	29.3' RT	--	1
304	CTH MM	123+20	33.5' LT	--	1
305	CTH MM	123+20	26.6' RT	--	1
306	CTH MM	126+19	35.8' LT	--	1
307	CTH MM	126+19	26.7' RT	--	1
309	CTH MM	132+21	28.1' LT	--	1
310	CTH MM	138+23	21.0' RT	--	1
311	CTH MM	140+44	52.0' LT	--	1
312	CTH MM	140+46	1.1' RT	1	--
313	CTH MM	140+71	31.7'RT	1	--
314	CTH MM	141+09	32.8' RT	--	1
315	CTH MM	142+82	13.7' LT	--	1
316	CTH MM	142+59	44.9' RT	--	1
317	CTH MM	144+89	150.3' RT	1	--
318	CTH MM	144+85	158.4' RT	1	--
320	CTH MM	145+24	67.3' RT	--	1
321	STH 38	230+01	7.7' RT	--	1
322	STH 38	230+01	8.0' LT	1	--
323	STH 38	232+46	11.6' LT	1	--
324	STH 38	232+47	1.9' RT	--	1
326	STH 38	233+69	37.1' LT	--	1
327	OLD MILL RD	200+96	127.8' RT	--	1
328	OLD MILL RD	200+58	101.4' RT	1	--
329	OLD MILL RD	200+59	125.0' RT	1	1
330	STH 38	227+02	12.4' RT	--	1
			PROJECT TOTAL	8	19

REMOVING STORM SEWER

STREET	STATION	-	STATION	LOCATION	204.0245.01 12-INCH LF	204.0245.02 24-INCH LF	204.0245.03 30-INCH LF	204.0245.04 36-INCH LF	204.0245.05 48-INCH LF
CTH MM	101+84	-	101+93	RT	10	--	--	--	--
CTH MM	140+72	-	141+08	RT	39	--	--	--	--
CTH MM	140+46	-	140+46	RT & LT	28	--	--	--	--
CTH MM	142+59	-	142+65	RT	14			--	--
CTH MM	143+68	-	144+86	RT	--	--	137	--	--
STH 38	227+02	-	230+01	LT	--	--	--	300	--
STH 38	230+01	-	230+01	LT & RT	15	--	--	--	--
STH 38	230+01	-	232+45	LT	--	--	--	245	--
STH 38	232+45	-	232+45	LT	10	--	--	--	--
STH 38	232+45	-	232+68	LT	--	--	--	--	28
STH 38	230+69	-	232+55	LT	--	192	--	--	--
STH 38	232+55	-	233+23	LT	--	--	68	--	--
STH 38	232+63	-	233+59	RT	98	--	--	--	--
STH 38	233+59	-	233+88	RT	--	--	33	--	--
				PROJECT TOTAL	214	192	238	545	28

ALL CATEGORY 0010

3

ABANDONING MANHOLE

STREET	STATION	LOCATION	204.0250 EACH
STH 38	232+80	42.4' LT	1
PROJECT TOTAL			1

ABANDONING SEWER

STREET	STATION	TO	STATION	LOCATION	204.0291.S CY
STH 38	232+65	-	232+80	LT	9
STH 38	232+80	-	233+50	LT	20
				PROJECT TOTAL	29

3

EARTHWORK SUMMARY

Division	From/To Station	Location	Common Excavation (1) (item # 205.0100)		Salvaged/ Unusable Pavement Material (4)	Available Material (5)	Unexpanded Fill	Expanded Fill (13)	Mass Ordinate +/- (14)	Waste	Borrow (15)	Comment:
			Cut (2)	EBS Excavation (3)				Factor 1.30				
CATEGORY 0010 (PRIORITY 1)												
CTH MM	100+72 to 146+35	Mainline	31857	0	7073	24784	2821	3667	21117	21117	-	
STH 38 Stage 1	227+25 to 233+95	Mainline	688	0	44	644	0	0	644	644	-	
STH 38 Stage 2 and 3	227+25 to 233+95	Mainline	6508	0	2293	4215	837	1088	3126	3126	-	
STH 38 Stage 4	227+25 to 233+95	Mainline	238	0	0	238	0	0	238	238	-	
OLD MILL DR	200+00 to 204+83	Mainline	2906	0	274	2632	616	801	1831	1831	-	
TEMPORARY PAVEMENT	227+00 to 234+00	Mainline	547	0	210	337	0	0	337	337	-	
* UNDISTRIBUTED		Project	0	2000	0	0	0	0	2000	2000	-	
PROJECT TOTAL			Total Common Exc	44744	9895	32849	4274	5556	29293	29293	-	

1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100
2) Salvaged/Unsuable Pavement Material is included in Cut.
3) EBS Excavation
4) Salvaged/Unusable Pavement Material
5) Available Material = Cut - Salvaged/Unusuable Pavement Material
13) Expanded Fill. Factor = 1.3

Expanded Fill = Unexpanded Fill * Fill Factor

14) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.
15) Borrow Excavation: Borrow shall not contain organics. See Specifications for additional information.

ALL CATEGORY 0010

FINISHING ROADWAY

PROJECT	213.0100 EACH
PROJECT 2808-00-70	1
PROJECT TOTAL	1

BASE AGGREGATE DENSE 3/4 INCH

STREET	STATION	TO	STATION	305.0110 TON
CTH MM	100+72	-	110+50	--
CTH MM	110+50	-	124+50	--
CTH MM	124+50	-	138+00	--
CTH MM	138+00	-	146+35	24
STH 38	227+25	-	233+94	87
OLD MILL DR	200+00	-	204+83	--
			PROJECT TOTAL	111

3

BASE AGGREGATE DENSE 1-1/4 INCH

STREET	STATION	TO	STATION	305.0120 TON
CTH MM	100+72	-	110+50	2,337
CTH MM	110+50	-	124+50	3,497
CTH MM	124+50	-	138+00	3,376
CTH MM	138+00	-	146+35	2,990
STH 38	227+25	-	233+94	3,346
OLD MILL DR	200+00	-	204+83	1,231
MAINTENANCE OF TRAFFIC				1,000
			PROJECT TOTAL	17,777

SUBGRADE IMPROVEMENTS

STREET	STATION	TO	STATION	BASE AGGREGATE DENSE 3-INCH 305.0130 TON	BREAKER RUN 311.0110 TON
CTH MM	100+72	-	110+50	2,573	2,573
CTH MM	110+50	-	124+50	4,026	4,026
CTH MM	124+50	-	138+00	3,979	3,979
CTH MM	138+00	-	146+35	3,114	3,114
STH 38	227+25	-	233+94	3,030	3,030
OLD MILL DR	200+00	-	204+83	--	--
UNDISTRIBUTED EBS				1,800	1,800
			PROJECT TOTAL	18,522	18,522

CONCRETE PAVEMENT

STREET	STATION	TO	STATION	415.0075 CONCRETE PAVEMENT 7 1/2-INCH SY	SPV.0180.01 CONCRETE PAVEMENT HES 7 1/2-INCH SY	416.0610 DRILLED TIE BARS EACH	416.0620 DRILLED DOWEL BARS EACH
CTH MM	100+71.79	-	110+50	5,276	278	--	56
CTH MM	110+50	-	124+50	8,375	441	--	48
CTH MM	124+50	-	138+00	8,287	436	--	--
CTH MM	138+00	-	146+34.74	6,034	318	--	--
STH 38	227+24.88	-	233+93.95	5,595	295	52	44
OLD MILL	200+00	-	204+82.48	1,212	64	--	--
			PROJECT TOTAL	34,779	1,832	52	148

CONCRETE PAVEMENT GAPS

STREET	STATION	TO	STATION	415.0210 EACH
CTH MM	UNDISTRIBUTED			4
STH 38	UNDISTRIBUTED			4
PROJECT TOTAL				8

CONCRETE PAVEMENT JOINT LAYOUT

STREET	415.5110.S LS
CTH MM & STH 38	1
PROJECT TOTAL	1

ALL CATEGORY 0010

CONCRETE DRIVEWAY - 7-INCH

STREET	STATION	TO	STATION	416.0170 CONCRETE DRIVEWAY 7-INCH SY	416.0270 CONCRETE DRIVEWAY HES 7-INCH SY
CTH MM	100+71.79	-	110+50	479	60
CTH MM	110+50	-	124+50	328	41
CTH MM	124+50	-	138+00	150	19
CTH MM	138+00	-	146+34.74	50	6
STH 38	227+24.88	-	233+93.95	0	0
OLD MILL	200+00	-	204+82.48	89	11
			PROJECT TOTAL	1,096	137

INCENTIVE DENSITY HMA PAVEMENT

LOCATION	460.2000 DOL
PROJECT 2808-00-70	180
PROJECT TOTAL	180

ASPHALTIC PAVEMENT

STREET	460.5223 HMA PAVEMENT 3 LT 58-28 S TON	460.5224 HMA PAVEMENT 4 LT 58-28 S TON	455.0605 TACK COAT GAL
RIVERSHORE DRIVE	26	21	20
OLD MILL ROAD	78	61	60
PROJECT TOTAL	105	81	80

ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

STREET	STATION	STATION	465.0120 TON
CTH MM	100+72	110+50	8
CTH MM	110+50	124+50	11
CTH MM	124+50	138+00	2
CTH MM	138+00	146+35	52
STH 38	227+25	233+94	63
OLD MILL ROAD	200+00	204+83	82
PROJECT TOTAL			218

ASPHALTIC SURFACE TEMPORARY

STREET		LOCATION	465.0125 TON
STH 38	STAGE 2	STH 38	492
PROJECT TOTALS			492

ASPHALTIC FLUMES

STREET	STATION	LOCATION	465.0315 SY
CTH MM	119+60	56' LT	10
STH 38	230+66	57' RT	14
PROJECT TOTAL			24

ALL CATEGORY 0010

3

DRIVEWAY CULVERT

STREET	STATION	LOCATION	521.5118 CULVERT PIPE CORRUGATED STEEL POLYMER COATED 18-INCH LF	521.5124 CULVERT PIPE CORRUGATED STEEL POLYMER COATED 24-INCH LF	521.1018 APRON ENDWALLS FOR CULVERT PIPE STEEL 18-INCH EACH	521.1024 APRON ENDWALLS FOR CULVERT PIPE STEEL 24-INCH EACH
STH 38	227+47	58' LT	21	--	2	--
STH 38	228+21	57' LT	--	35	--	2
STH 38	229+76	68' RT	24	--	2	--
OLD MILL RD	201+62	57' RT	30	--	2	--
	PROJECT TOTAL		75	35	6	2

CONCRETE SIDEWALK 5-INCH

STREET	STATION	TO	STATION	602.0410 SF
CTH MM	100+72	-	110+50	--
CTH MM	110+50	-	124+50	--
CTH MM	124+50	-	138+00	--
CTH MM	138+00	-	146+35	4,293
STH 38	227+25	-	233+94	3,050
OLD MILL DR	200+00	-	204+83	662
PROJECT TOTAL				8,005

3

CONCRETE CURB & GUTTER

STREET	STATION	TO	STATION	601.0409 30-INCH TYPE A LF	601.0411 30-INCH TYPE D LF	SPV.0090.01 30-INCH TYPE A HES LF
CTH MM	100+72	-	110+50	1975	--	--
CTH MM	110+50	-	124+50	2774	--	40
CTH MM	124+50	-	138+00	2759	--	--
CTH MM	138+00	-	146+35	3015	--	--
STH 38	227+25	-	233+94	1728	--	--
OLD MILL DR	200+00	-	204+83	739	340	40
	PROJECT TOTAL			12990	340	80

CURB RAMP DETECTABLE WARNING FIELD YELLOW

STREET	602.0505 SF
STH 38 INTERSECTION	144
PROJECT TOTAL	144

CONCRETE SAFETY ISLAND

STREET	STATION	TO	STATION	602.2400 SF
STH 38	236+43	-	236+71	115
PROJECT TOTAL				115

ALL CATEGORY 0010

STORM SEWER SUMMARY

ITEM NUMBER	ITEM	CATEGORY 0010 TOTAL	CATEGORY 0020 TOTAL	
520.8000	Concrete Collars for Pipe	4	0	EACH
522.1012	Apron Endwalls for Culvert Pipe Reinforced Concrete 12-Inch	1	0	EACH
522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	1	0	EACH
522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	1	0	EACH
522.1048	Apron Endwalls for Culvert Pipe Reinforced Concrete 48-Inch	1	0	EACH
522.2338	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 38x60-Inch	207	0	LF
522.2638	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 38x60-Inch	2	0	EACH
608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	975	0	LF
608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	156	0	LF
608.0330	Storm Sewer Pipe Reinforced Concrete Class III 30-Inch	25	0	LF
608.0336	Storm Sewer Pipe Reinforced Concrete Class III 36-Inch	388	0	LF
608.0348	Storm Sewer Pipe Reinforced Concrete Class III 48-Inch	150	0	LF
608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	86	0	LF
608.0448	Storm Sewer Pipe Reinforced Concrete Class IV 48-Inch	115	0	LF
611.0420	Reconstructing Manholes	1	0	EACH
611.0430	Reconstructing Inlets	4	0	EACH
611.0530	Manhole Covers Type J	5	0	EACH
611.0535	Manhole Covers Type J-Special	0	11*	EACH
611.0606	Inlet Covers Type B	1	0	EACH
611.0612	Inlet Covers Type C	2	0	EACH
611.0624	Inlet Covers Type H	61	0	EACH
611.0639	Inlet Covers Type H-S	1	0	EACH
611.0642	Inlet Covers Type MS	4	0	EACH
611.0651	Inlet Covers Type S	2	0	EACH
611.2004	Manholes 4-FT Diameter	4	0	EACH
611.2005	Manholes 5-FT Diameter	5	0	EACH
611.2006	Manholes 6-FT Diameter	2	0	EACH
611.2007	Manholes 7-FT Diameter	2	0	EACH
611.2008	Manholes 8-FT Diameter	1	0	EACH
611.3230	Inlets 2x3-FT	39	0	EACH
611.3901	Inlets Median 1 Grate	2	0	EACH
611.3902	Inlets Median 2 Grate	1	0	EACH
611.8110	Adjusting Manhole Covers	19	0	EACH
611.8115	Adjusting Inlet Covers	14	3	EACH

* SANITARY MANHOLE COVERS

COVER PLATE TEMPORARY

STREET	STATION	LOCATION	611.8120.S EACH
STH 38	230+01	7' RT	1
STH 38	230+01	7' LT	1
STH 38	232+46	1' RT	1
STH 38	232+46	11' LT	1
STH 38	232+80	42' LT	1
PROJECT TOTAL			5

DRAIN TILE EXPLORATION

STREET	STATION	TO	STATION	LOCATION	612.0700 LF
STH 38 & CTH MM				UNDISTRIBUTED	100
PROJECT TOTAL					100

CATEGORY 0010 UNLESS OTHERWISE NOTED

3

PIPE UNDERDRAIN & GEOTEXTILE FABRIC

STREET	STATION	TO	STATION	310.0110 BASE AGGREGATE OPEN GRADE TON	612.0206 PIPE UNDERDRAIN UNPERFORATED 6-INCH LF	612.0106 PIPE UNDERDRAIN 6-INCH LF	645.0111 GEOTEXTILE TYPE DF SCHEDULE A SY
CTH MM	100+72	-	110+50	10	64	100	67
CTH MM	110+50	-	124+50	28	--	275	183
CTH MM	124+50	-	138+00	15	--	150	100
CTH MM	138+00	-	146+35	25	--	246	164
STH 38	227+25	-	233+94	8	--	75	50
OLD MILL ROAD	200+00	-	204+83	--	--	--	--
PROJECT TOTAL				86	64	846	564

MOBILIZATION

LOCATION	619.1000 EACH
PROJECT 2290-03-72	0.3
PROJECT 2808-00-70	0.7
PROJECT TOTAL	1

MOBILIZATIONS EROSION CONTROL

LOCATION	628.1905 EACH
PROJECT 2808-00-70	4
PROJECT TOTAL	4

FIELD OFFICE TYPE D

LOCATION	642.5401 EACH
PROJECT 2808-00-70	1
PROJECT TOTAL	1

FENCY SAFETY

STREET	STATION	TO	STATION	616.0700.S LF
STH 38	UNDISTRIBUTED			200
PROJECT TOTAL				200

3

CONCRETE MEDIAN SLOPED NOSE

INTERSECTION	620.0300 SF
CIRCLE DRIVE	31
RIVERSHORE DRIVE	128
STA. 228+00	36
STH 38	209
PROJECT TOTAL	404

MOBILIZATIONS EMERGENCY EROSION CONTROL

LOCATION	628.1910 EACH
PROJECT 2808-00-70	8
PROJECT TOTAL	8

MARKERS CULVERT END

STREET	STATION	OFFSET	633.5200 EACH
CTH MM			
	145+00	RT	1
	145+11	RT	1
	145+32	LT	1
	145+46	LT	1
STH 38			
	230+64	LT	1
	232+10	LT	1
PROJECT TOTAL			6

ALL CATEGORY 0010

3

TOPSOIL

STREET	FROM		TO	625.0100 SY
CTH MM	100+71.79	-	110+50	1,402
CTH MM	110+50	-	124+50	3,302
CTH MM	124+50	-	138+00	4,066
CTH MM	138+00	-	146+34.74	6,299
STH 38	227+25	-	233+94	3,476
OLD MILL DR	200+00	-	204+83	2,421
UNDISTRIBUTED				5241
			PROJECT TOTAL	26207

TEMPORARY SETTLING BASINS

STREET	628.1104 EROSION BALES EACH	645.0120 GEOTEXTILE TYPE HR* SY
UNDISTRIBUTED	64	89
PROJECT TOTALS	64	89

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN PLANS

INLET PROTECTION

STREET	FROM	TO	628.7005 INLET PROTECTION TYPE A EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH
CTH MM	100+71.79	110+50	7	13	0
CTH MM	110+50	124+50	12	11	0
CTH MM	124+50	138+00	8	12	0
CTH MM	138+00	146+34.74	25	19	7
STH 38	227+25	233+94	15	10	8
OLD MILL	200+00	204+83	6	6	0
UNDISTRIBUTED			18	18	4
	PROJECT TOTAL		91	89	19

RIPRAP AND GEOTEXTILE FABRIC

STREET	FROM		TO	606.0200 RIP RAP MEDIUM CY	645.0120 GEOTEXTILE FABRIC TYPE HR* SY
CTH MM	100+71.79	-	110+50	--	--
CTH MM	110+50	-	124+50	--	--
CTH MM	124+50	-	138+00	--	--
CTH MM	138+00	-	146+34.74	51	103
STH 38	227+25	-	233+94	40	69
OLD MILL DR	200+00	-	204+83	--	--
UNDISTRIBUTED				23	43
			PROJECT TOTAL	115	215

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN PLANS

EROSION MAT

STREET	FROM		TO	628.2004 EROSION MAT CLASS I TYPE B SY	628.2006 EROSION MAT URBAN CLASS I TYPE A SY	628.2021 EROSION MAT CLASS II TYPE A SY
CTH MM	100+71.79	-	110+50	--	--	--
CTH MM	110+50	-	124+50	--	--	--
CTH MM	124+50	-	138+00	--	--	--
CTH MM	138+00	-	146+34.74	174	4,048	750
STH 38	227+25	-	233+94	843	2,633	--
OLD MILL DR	200+00	-	204+83	--	2,421	--
UNDISTRIBUTED				254	2,275	187
			PROJECT TOTAL	1,272	11,377	937

SOIL STABILIZER

STREET	628.6505 SOIL STABILIZER TYPE A ACRE	628.6510 SOIL STABILIZER TYPE B ACRE
UNDISTRIBUTED	4	4
PROJECT TOTALS	4	4

ALL CATEGORY 0010

3

MULCHING

STREET	FROM		TO	627.0200 SY
CTH MM	100+71.79	-	110+50	1,402
CTH MM	110+50	-	124+50	3,302
CTH MM	124+50	-	138+00	4,066
CTH MM	138+00	-	146+34.74	1,327
STH 38	227+25	-	233+94	--
OLD MILL DR	200+00	-	204+83	--
UNDISTRIBUTED				2524
			PROJECT TOTAL	12621

SILT FENCE

STREET	FROM		TO	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF
CTH MM	100+72	-	110+50	--	--
CTH MM	110+50	-	124+50	--	--
CTH MM	124+50	-	138+00	--	--
CTH MM	138+00	-	146+35	252	252
STH 38	227+25	-	233+94	117	117
OLD MILL	200+00	-	204+83	--	--
UNDISTRIBUTED				92	92
			PROJECT TOTALS	461	461

3

DITCH CHECKS

STREET	FROM		TO	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	628.7570 ROCK BAGS EACH
CTH MM	100+71.79	-	110+50	--	--	--
CTH MM	110+50	-	124+50	--	--	--
CTH MM	124+50	-	138+00	--	--	--
CTH MM	138+00	-	146+34.74	40	20	--
STH 38	227+25	-	233+94	20	100	--
OLD MILL DR	200+00	-	204+83	--	60	--
UNDISTRIBUTED				15	45	50
			PROJECT TOTAL	75	225	50

WATER

STREET	FROM		TO	624.0100 MGAL
CTH MM	100+71.79	-	110+50	75
CTH MM	110+50	-	124+50	115
CTH MM	124+50	-	138+00	113
CTH MM	138+00	-	146+34.74	92
STH 38	227+25	-	233+94	95
OLD MILL DR	200+00	-	204+83	12
UNDISTRIBUTED				126
			PROJECT TOTAL	628

SEEDING AND FERTILIZER

STREET	STATION	TO	STATION	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING MIXTURE NO. 30 LB	630.0140 SEEDING MIXTURE NO. 40 LB	630.0200 SEEDING TEMPORARY LB
CTH MM	100+72	-	110+50	1	--	25	19
CTH MM	110+50	-	124+50	2	--	59	45
CTH MM	124+50	-	138+00	3	--	73	55
CTH MM	138+00	-	146+34	4	3	110	85
STH 38	227+25	-	233+94	2	13	47	46
OLD MILL	200+00	-	204+83	2	--	44	33
	UNDISTRIBUTED			3	4	90	70
	PROJECT TOTAL			17	21	449	352

TRACKING PADS

STREET	628.7560 EACH
CTH MM	2
STH 38	2
PROJECT TOTAL	4

ALL CATEGORY 0010

3

TRAFFIC CONTROL

STAGE	STREET	DAYS	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	643.0705 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	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II NO.	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II CYCLES	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	643.1050 TRAFFIC CONTROL PCMS EACH	643.1050 TRAFFIC CONTROL PCMS DAYS
STAGE 1-4	CTH MM/STH 31 INT.	184	25	4,600	6	1104	12	2,208	6	1,104	1	184	4	736	6	1	6	0	0
STAGE 1-4	STH 31/STH 38 INT.	184	0	0	0	0	0	0	0	0	0	0	3	552	-	-	0	0	0
STAGE 1	STH 38	15	140	2,100	15	225	30	450	40	600	2	30	35	525	2	1	2	2	30
STAGE 2	STH 38	99	150	14,850	20	1980	40	3,960	35	3,465	2	198	35	3,465	2	1	2	2	198
STAGE 3	STH 38	50	140	7,000	20	1000	40	2,000	35	1,750	2	100	35	1,750	2	1	2	2	100
STAGE 4	STH 38	20	140	2,800	15	300	30	600	35	700	2	40	35	700	2	1	2	2	40
DETOUR	CTH MM	184	0	0	0	0	0	0	0	0	0	0	52	9,568	-	-	-	0	0
	PROJECT TOTAL			31,350		4,609		9,218		7,619		552		17,296			14		368

TRAFFIC CONTROL

LOCATION	643.5000 EACH
PROJECT 2290-03-72	1
PROJECT TOTAL	1

ALL CATEGORY 0010

3

MARKING

STREET	LOCATION			646.1020 LINE EPOXY 4-INCH WHITE LF	646.1020 LINE EPOXY 4-INCH YELLOW LF	646.3020 LINE EPOXY 8-INCH LF	646.1545 LINE GROOVED WET REF CONTRAST EPOXY 4-INCH LF	646.3545 LINE GROOVED WET REF CONTRAST EPOXY 8-INCH LF	646.6120 STOP LINE EPOXY 18-INCH LF	646.8220 ISLAND NOSE EPOXY EACH	646.7120 DIAGONAL EPOXY 12-INCH LF	646.7420 CROSSWALK EPOXY TRANSVERSE LINE LF	646.9000 REMOVAL LINE 4-INCH LF
CTH MM	100+72	-	110+50	521	2052	--	--	--	32	--	63	--	--
CTH MM	110+50	-	124+50	700	2980	173	--	--	48	--	31	--	--
CTH MM	124+50	-	138+00	675	3532	355	--	--	--	1	48	--	--
CTH MM	138+00	-	146+35	500	456	744	--	--	74	4	37	204	--
STH 38	227+25	-	240+00	760	348	122	1055	2017	110	2	70	420	760
OLD MILL RD	200+00	-	204+83	--	660	89	--	--	28	1	--	136	--
		PROJECT TOTAL		13,184		1,482	1,055	2,017	292	8	249	760	760

MARKING

STREET	LOCATION			646.5020 ARROW EPOXY TYPE 1 EACH	646.5020 ARROW EPOXY TYPE 2 EACH	646.5020 ARROW EPOXY TYPE 3 EACH	646.5120 WORD EPOXY EACH
CTH MM	100+72	-	110+50	--	--	--	--
CTH MM	110+50	-	124+50	--	2	--	1
CTH MM	124+50	-	138+00	--	4	--	2
CTH MM	138+00	-	146+35	--	6	2	3
STH 38	227+25	-	240+00	7	17	1	15
OLD MILL RD	200+00	-	204+83	--	1	1	--
		SUBTOTAL		7	30	4	21
		PROJECT TOTAL			41		21

TEMPORARY MARKING

STH 38 STAGE	STREET	649.0150 LINE REMOVABLE TAPE 4-INCH LF	649.0250 LINE REMOVABLE TAPE 8-INCH LF	649.0520 ARROW EPOXY EACH	649.0620 WORD EPOXY EACH
STAGE 1	STH 38	914	689	2	2
STAGE 2	STH 38	3,501	798	-	-
STAGE 3	STH 38	2,979	922	-	-
STAGE 4	STH 38	914	785	-	-
PROJECT TOTAL		8,308	3,194	2	2

ALL CATEGORY 0010

3

CONSTRUCTION STAKING ITEMS

ITEM	QUANTITY	UNIT	DESCRIPTION	CATEGORY
650.4000	60	EACH	CONSTRUCTION STAKING STORM SEWER	0010
650.4500	6,087	LF	CONSTRUCTION STAKING SUBGRADE	0010
650.5500	340	LF	CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER	0010
650.6000	5	EACH	CONSTRUCTION STAKING PIPE CULVERTS	0010
650.7000	6,087	LF	CONSTRUCTION STAKING CONCRETE PAVEMENT	0010
650.8500	1	LS	CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS (ID 2290-03-72)	0010
650.9000	11	EACH	CONSTRUCTION STAKING CURB RAMPS	0010
650.9910	1	LS	CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (ID 2808-00-70)	0010
650.9920	5,417	LF	CONSTRUCTION STAKING SLOPE STAKES	0010

SAWING PAVEMENT

STREET	LOCATION	TO	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
CTH MM	100+72	-	110+50	87	244
CTH MM	110+50	-	124+50	240	126
CTH MM	124+50	-	138+00	93	47
CTH MM	138+00	-	146+35	81	--
STH 38	227+25	-	233+94	210	190
OLD MILL	200+00	-	204+83	97	29
PROJECT TOTAL				808	636

TEST ROLLING

STREET	STATION	TO	STATION	SPV.0170.01 TON
CTH MM	100+72	-	110+50	10
CTH MM	110+50	-	124+50	14
CTH MM	124+50	-	138+00	14
CTH MM	138+00	-	146+35	9
STH 38	227+25	-	233+94	7
OLD MILL DR	200+00	-	204+83	5
			PROJECT TOTAL	59

GEOTEXTILE FABRIC TYPE SAS

STREET	STATION	TO	STATION	654.0140 SY
CTH MM & STH 38				
	UNDISTRIBUTED			2,500
PROJECT TOTAL				2,500

3

INCENTIVE STRENGTH CONCRETE PAVEMENT

LOCATION	715.0415 DOL
PROJECT 2808-00-70	10763
PROJECT TOTAL	10763

SANITARY MANHOLE COVERS

CATEGORY	STREET	STATION	LOCATION	SPV.0060.03 ADJUSTING SANITARY MANHOLES EACH	SPV.0060.04 RECONSTRUCTING SANITARY MANHOLES EACH
0020	CTH MM	104+02	RT	--	1
	CTH MM	105+30	RT	--	1
	CTH MM	106+31	RT	--	1
	CTH MM	108+22	RT	--	1
	CTH MM	111+66	RT	--	1
	CTH MM	112+23	LT	--	1
	CTH MM	115+99	LT	--	1
	CTH MM	119+99	LT	--	1
	CTH MM	134+24	LT	1	--
	CTH MM	137+67	LT	--	1
	CTH MM	141+31	LT	1	--
	CTH MM	141+35	LT	1	--
	CTH MM	143+85	LT	1	--
	CTH MM	145+82	LT	--	1
	STH 38	230+07	RT	--	1
	STH 38	231+71	LT	1	--
	STH 38	231+74	LT	1	--
	STH 38	233+16	LT	1	--
			PROJECT TOTAL	7	11

CATEGORY 0010 UNLESS OTHERWISE NOTED

REMOVE OVERHEAD SIGN SUPPORTS - MISC QUANTITIES

2290-03-72 STH 38 AT CTH MM

LOCATION	REMOVING OVERHEAD SIGN SUPPORT (NO ID #) 204.9105.S.01 L.S.	REMOVING OVERHEAD SIGN SUPPORT S-51-8 204.9105.S.02 L.S.	REMOVING OVERHEAD SIGN SUPPORT S-51-12 204.9105.S.03 L.S.	REMOVING OVERHEAD SIGN SUPPORT S-51-13 204.9105.S.04 L.S.
CTH MM Station 143+50	1			
STH 38 STATION 236 +50 - THREE UPRIGHTS		1		
STH 38 STATION 233+25			1	
STH 38 STATION 232 +00 - ARM FROM SIGNAL POLE				1
TOTAL	1	1	1	1

TYPE II SIGN REMOVAL **2290-03-72 CTH MM / STH 38**

SIGN NO.	SIGN CODE	SIGN MESSAGE	638.2602 REMOVING SIGNS TYPE II [EA]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	REMARKS / SIGN LOCATION
1R	W1-8	--	1	1	--
2R	R7-1L	--	1	1	--
3R	J2-2	SOUTH-31-[LA] - NORTH-31-[RA]	1	1	--
4R	W3-3	--	1	1	--
5R	R7-1R	--	1	--	REMOVE FROM POWER POLE
6R	R2-1	--	1	1	--
7R	R4-7	--	1	1	--
8R	R5-1	--	1	1	--
9R	R2-1	--	1	--	REMOVE FROM POWER POLE
10R	R2-1	--	1	--	REMOVE FROM POWER POLE
11R	R1-1	--	1	1	--
12R	W14-1	--	1	1	--
13R	R2-1	--	1	1	--
14R	R2-1	--	1	1	--
15R	R2-1	--	1	1	--
16R	R2-1	--	1	1	--
17R	R2-1	--	1	1	--
18R	S1-1	--	1	1	--
19R	W3-3	--	1	1	--
20R	W14-1	--	1	1	ALSO REMOVE SPEED PLAQUE
21R	R1-1	--	1	1	--
22R	R7-1L	--	1	1	--
23R	--	NORTH-38	1	--	REMOVE FROM OVERHEAD SIGN SUPPORT
24R	--	TO RAPIDS DRIVE	1	--	REMOVE FROM OVERHEAD SIGN SUPPORT
25R	--	TO RAPIDS DRIVE-SOUTH-38	1	--	REMOVE FROM OVERHEAD SIGN SUPPORT
26R	--	RIGHT LANE-NO TRUCKS	1	--	REMOVE FROM OVERHEAD SIGN SUPPORT
27R	M1-85	--	1	--	REMOVE FROM UPRIGHT
28R	R2-1	--	1	1	--
29R	--	NO PARKING ANY TIME	1	1	RETURN SIGN TO CITY OF RACINE
30R	W14-2	--	1	1	--
31R	--	NOT A THROUGH STREET	1	1	--
32R	J1-1	JCT MM	1	1	REMOVE EXISTING ASSEMBLY
33R	J1-1	JCT MM	1	1	REMOVE EXISTING ASSEMBLY
34R	W3-3	--	1	--	REMOVE FROM UPRIGHT
35R	--	TO RAPIDS DRIVE [ARROW]	1	--	REMOVE FROM OVERHEAD SIGN SUPPORT

TYPE II SIGN REMOVAL **2290-03-72 CTH MM / STH 38**

SIGN NO.	SIGN CODE	SIGN MESSAGE	638.2602 REMOVING SIGNS TYPE II [EA]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	REMARKS / SIGN LOCATION
36R	--	38 - MM - [ARROW]	1	--	REMOVE FROM OVERHEAD SIGN SUPPORT
37R	W3-3	--	1	--	REMOVE FROM UPRIGHT
38R	D12-2A	--	1	2	--
39R	R4-7	--	1	1	--
40R	R4-7	--	1	1	--
41R	R2-1	--	1	1	--
42R	R2-1	--	1	1	--
43R	J4-1	NORTH-38	1	1	--
44R	J3-2	38-[ARROW] - MM-[ARROW}	1	1	--
45R	J3-2	38-[ARROW] - MM-[ARROW}	1	1	--
46R	R1-1F	--	1	--	REMOVE FROM SIGNAL POLE
47R	R10-10L	--	1	--	REMOVE FROM SIGNAL POLE
48R	R10-10A	--	1	--	REMOVE FROM SIGNAL POLE
49R	R1-1F	--	1	--	REMOVE FROM SIGNAL POLE
50R	R3-5L	--	1	--	REMOVE FROM OVERHEAD SIGN SUPPORT
51R	--	MM	1	--	REMOVE FROM OVERHEAD SIGN SUPPORT
52R	R3-6L	--	1	--	REMOVE FROM OVERHEAD SIGN SUPPORT
53R	J3-1	--	1	--	REMOVE FROM SIGNAL POLE
54R	R3-4	--	1	--	REMOVE FROM SIGNAL POLE
55R	R3-5L	--	1	--	REMOVE FROM OVERHEAD SIGN SUPPORT
56R	I3-1	ROOT RIVER	1	--	REMOVE FROM LIGHT POLE
57R	R1-1F	--	1	--	REMOVE FROM SIGNAL POLE
58R	R10-11B	--	1	--	REMOVE FROM SIGNAL POLE
59R	W12-1D	--	1	1	--
60R	R1-1F	--	1	--	ALSO R4-7 FROM SIGNAL POLE
61R	R1-1F	--	1	--	REMOVE FROM SIGNAL POLE
62R	R7-1L	--	1	1	--
63R	R1-1F	--	1	--	REMOVE FROM SIGNAL POLE
64R	R10-10L	--	1	--	ALSO R4-7 FROM SIGNAL POLE
65R	R3-5L	--	1	--	REMOVE FROM OVERHEAD SIGN SUPPORT
66R	--	MM	1	--	REMOVE FROM OVERHEAD SIGN SUPPORT
67R	R3-6L	--	1	--	REMOVE FROM OVERHEAD SIGN SUPPORT
68R	--	38 - [ARROW]	1	--	REMOVE FROM OVERHEAD SIGN SUPPORT
69R	J13-1	MM - [LA]	1	--	REMOVE FROM UPRIGHT
70R	R2-1	--	1	--	REMOVE FROM LIGHT POLE

PROJECT NO: 2290-03-72	HWY: CTH MM / STH 38	COUNTY: RACINE	SIGN REMOVAL QUANTITIES	SHEET:	E

TYPE II SIGN REMOVAL **2290-03-72 CTH MM / STH 38**

SIGN NO.	SIGN CODE	SIGN MESSAGE	638.2602 REMOVING SIGNS TYPE II [EA]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	REMARKS / SIGN LOCATION
71R	R3-5L	--	1	--	REMOVE FROM OVERHEAD SIGN SUPPORT
72R	--	RAPIDS DRIVE	1	--	REMOVE FROM OVERHEAD SIGN SUPPORT
73R	R3-5L	--	1	--	REMOVE FROM OVERHEAD SIGN SUPPORT
74R	--	38 - [ARROW]	1	--	REMOVE FROM OVERHEAD SIGN SUPPORT
75R	J4-1	SOUTH - 38	1	--	REMOVE FROM LIGHT POLE
76R	W3-3	--	1	1	--
77R	R3-6L	--	1	--	REMOVE FROM OVERHEAD SIGN SUPPORT
78R	--	FADED MUSEUM SIGN	1	--	REMOVE FROM UPRIGHT
	--	--	--	--	--
	TOTALS		78	37 *	

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

3

SIGN NO.	SIGN CODE & SIZE	SIGN TYPE	SIGN MESSAGE	TYPE II SIGN SIZE W [IN.] x H [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	637.2215 SIGNS TYPE II REFLC H FOLDING [SF]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	634.0618 POSTS WOOD 4"X 6"x18' [EA]	634.0814 POSTS TUBULAR STEEL 2"X2"X14' [EA]	638.2102 MOVE SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION	TYPE I SIGN SIZE W [FT.] x H [FT.]	637.1220 SIGNS TYPE I REFLC SH [SF]
1	M1-5A(2S)	II	CTH MM	24 x 24	4.000	--	--	--	1	--	--	--	--	-- x --	--
2	--	--	CLASS B WEIGHT LIMIT	-- x --	--	--	--	--	--	--	1	3	BACK OF SIGN #3	-- x --	--
3	R5-1(2S)	II	--	30 x 30	6.250	--	--	--	1	--	--	--	--	-- x --	--
4	R2-1(2S)	II	35 MPH	24 x 30	5.000	--	--	--	1	--	--	--	--	-- x --	--
5	R7-1R(2S)	II	--	18 x 24	3.000	--	--	--	--	--	--	--	MOUNT ON POWER POLE	-- x --	--
6	W1-8(2S)	II	--	18 x 24	--	3.000	--	--	1	--	--	--	2 FT MOUNT HEIGHT	-- x --	--
7	R4-7(2S)	II	--	24 x 30	5.000	--	--	--	1	--	--	--	--	-- x --	--
8	R7-1L(2S)	II	--	18 x 24	3.000	--	--	--	--	--	--	--	MOUNT ON POWER POLE	-- x --	--
9	J2-2(2S)	II	--	48 x 57	19.000	--	--	--	1	--	--	--	--	-- x --	--
	M3-3		--	24 x 12											
	M1-6		STH 31	24 x 24											
	M5-1L		--	21 x 21											
	M3-1		--	24 x 12											
	M1-6		STH 31	24 x 24											
	M5-1R		--	21 x 21											
10	W3-3(2M)	II	--	36 x 36	--	9.000	--	--	1	--	--	--	--	-- x --	--
11	R2-1(2S)	II	35 MPH	24 x 30	5.000	--	--	--	1	--	--	--	--	-- x --	--
12	R2-1(2S)	II	35 MPH	24 x 30	5.000	--	--	--	1	--	--	--	--	-- x --	--
13	R1-1(2M)	II	--	36 x 36	7.460	--	--	--	1	--	--	--	--	-- x --	--
14	W14-1(2S)	II	--	30 x 30	--	6.250	--	--	1	--	--	--	--	-- x --	--
15	R2-1(2S)	II	35 MPH	24 x 30	5.000	--	--	--	1	--	--	--	--	-- x --	--
16	R2-1(2S)	II	35 MPH	24 x 30	5.000	--	--	--	1	--	--	--	--	-- x --	--
17	R1-1(2M)	II	--	36 x 36	7.460	--	--	--	1	--	--	--	--	-- x --	--
18	NOT USED	--	--	-- x --	--	--	--	--	--	--	--	--	--	-- x --	--
19	R2-1(2S)	II	35 MPH	24 x 30	5.000	--	--	--	1	--	--	--	--	-- x --	--
20	S1-1(2S)	II	--	36 x 36	--	6.750	--	--	1	--	--	--	--	-- x --	--
20A	S16-9P(2S)	II		30 x 18	--	3.750	--	--	--	--	--	20	--	-- x --	--
20B	R2-6P(2S)	II		24 x 18	3.000	--	--	--	--	--	--	20	--	-- x --	--
21	W6-1(2S)	II	--	36 x 36	--	9.000	--	--	1	--	--	--	--	-- x --	--
22	R2-1(2S)	II	35 MPH	24 x 30	5.000	--	--	--	1	--	--	--	--	-- x --	--
22A	S5-2(2S)	II		24 x 30	5.000	--	--	--	--	--	--	22	--	-- x --	--
23	J1-1(2S)	II	--	24 x 39	6.500	--	--	--	1	--	--	--	--	-- x --	--
	M2-1		--	21 x 15											
	M1-6		STH 38	24 x 24											
24	W3-3(2S)	II	--	36 x 36	--	9.000	--	--	1	--	--	--	--	-- x --	--
25	R4-7(2S)	II	--	24 x 30	5.000	--	--	--	1	--	--	--	--	-- x --	--
26	W5-54(2S)	II	--	18 x 18	--	2.250	--	--	--	--	--	25	--	-- x --	--
27	W14-1(2S)	II	--	30 x 30	--	6.250	--	--	1	--	--	--	--	-- x --	--
28	R2-1(2S)	II	25 MPH	24 x 30	5.000	--	--	--	1	--	--	--	--	-- x --	--
29	R5-1(2S)	II	--	30 x 30	6.250	--	--	--	1	--	--	--	--	-- x --	--
30	S1-1(2S)	II	--	36 x 36	--	6.250	--	--	1	--	--	--	--	-- x --	--
30A	S16-9P(2S)	II	--	30 x 18	--	3.750	--	--	--	--	--	30	--	-- x --	--
30B	R2-6P(2S)	II	--	24 x 18	3.000	--	--	--	--	--	--	30	--	-- x --	--
31	R4-7(2S)	II	--	24 x 30	5.000	--	--	--	1	--	--	--	--	-- x --	--
32	R6-2L(2S)	II	--	24 x 30	5.000	--	--	--	1	--	--	--	--	-- x --	--
33	R4-7(2S)	II	--	24 x 30	5.000	--	--	--	1	--	--	--	--	-- x --	--

SIGN NO.	SIGN CODE & SIZE	SIGN TYPE	SIGN MESSAGE	TYPE II SIGN SIZE W [IN.] x H [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	637.2215 SIGNS TYPE II REFLC H FOLDING [SF]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	634.0618 POSTS WOOD 4"X 6"x18' [EA]	634.0814 POSTS TUBULAR STEEL 2"X2"X14' [EA]	638.2102 MOVE SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION	TYPE I SIGN SIZE W [FT.] x H [FT.]	637.1220 SIGNS TYPE I REFLC SH [SF]
34	R5-1A(2S)	II	--	36 x 24	6.000	--	--	--	1	--	--	--	--	-- x --	--
35	W6-2(2S)	II	--	36 x 36	--	9.000	--	--	--	--	--	34	BACK OF SIGN #34	-- x --	--
36	R1-1(2M)	II	--	36 x 36	7.460	--	--	--	1	--	--	--	--	-- x --	--
37	R6-3A(2S)	II	--	30 x 24	5.000	--	--	--	--	--	--	36	--	-- x --	--
38	J2-2(2S)	II	--	48 x 57	19.000	--	--	--	1	--	--	--	--	-- x --	--
	M3-1		--	24 x 12											
	M1-6		STH 38	24 x 24											
	M5-1L		--	21 x 21											
	M3-3		--	24 x 12											
	M1-6		STH 38	24 x 24											
	M5-1R		--	21 x 21											
39	R7-1L(2S)	II	--	18 x 24	3.000	--	--	--	1	--	--	--	--	-- x --	--
40	J3-1(2S)	II	--	24 x 57	9.500	--	--	--	--	--	--	--	MOUNT ON UPRIGHT	-- x --	--
	M3-1		--	24 x 12									S-51-607		
	M1-6		STH 38	24 x 24											
	M6-1		--	21 x 21											
41	R3-6L(2S)	II	--	42 x 48	14.000	--	--	--	--	--	--	--	MOUNT ON OVERHEAD S-51-607	-- x --	--
42	D16-1	I	TO RAPIDS DR [A]	-- x --	--	--	--	--	--	--	--	--	MOUNT ON OVERHEAD S-51-607	4 x 5	20.00
43	D16-1	I	[38] SOUTH TO RAPIDS DR [A]	-- x --	--	--	--	--	--	--	--	--	MOUNT ON OVERHEAD S-51-607	7 x 5.5	38.50
44	--	--	UNLAWFUL TO PASS…	-- x --	--	--	--	--	--	--	1	45	--	-- x --	--
45	R2-1(2S)	II	35 MPH	24 x 30	5.000	--	--	--	1	--	--	--	--	-- x --	--
46	R6-3(2S)	II	--	30 x 24	5.000	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE	-- x --	--
47	R1-1F(2M)	II	--	36 x 36	--	--	7.460	--	--	--	--	--	MOUNT ON SIGNAL POLE	-- x --	--
48	M1-5A(2S)	II	CTH MM	24 x 24	4.000	--	--	--	1	--	--	--	--	-- x --	--
49	R6-2L(2S)	II	--	24 x 30	5.000	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE	-- x --	--
50	M1-94S	II	[38] NORTHWESTERN AVE	108 x 18	13.500	--	--	--	--	--	--	--	ON MAST ARM	-- x --	--
51	R4-7(2S)	II	--	24 x 30	5.000	--	--	--	1	--	--	--	--	-- x --	--
52	R5-1(2S)	II	--	30 x 30	6.250	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE	-- x --	--
53	R6-2L(2S)	II	--	24 x 30	5.000	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE	-- x --	--
54	M1-95S	II	[A] OLD MILL RD [MM] N GREEN BAY RD	108 x 30	22.500	--	--	--	--	--	--	--	ON MAST ARM	-- x --	--
55	R1-1F(2M)	II	--	36 x 36	--	--	7.460	--	--	--	--	--	MOUNT ON SIGNAL POLE	-- x --	--
56	R1-1F(2M)	II	--	36 x 36	--	--	7.460	--	--	--	--	--	MOUNT ON SIGNAL POLE	-- x --	--
57	W12-1D(2S)	II	--	24 x 24	--	4.000	--	--	1	--	--	--	2 FT MOUNT HEIGHT	-- x --	--
58	R1-1F(2M)	II	--	36 x 36	--	--	7.460	--	--	--	--	--	MOUNT ON SIGNAL POLE	-- x --	--
59	R4-7(2S)	II	--	24 x 30	5.000	--	--	--	1	--	--	--	--	-- x --	--
60	R6-3(2S)	II	--	30 x 24	5.000	--	--	--	--	--	--	60	BACK OF SIGN #60	-- x --	--
61	R1-1F(2M)	II	--	30 x 24	5.000	--	--	--	--	--	--	60	--	-- x --	--
62	M1-95S	II	[38] NORTHWESTERN AVE	108 x 18	13.500	--	--	--	--	--	--	--	ON MAST ARM	-- x --	--
63	W14-2(2S)	II	--	30 x 30	--	6.250	--	--	1	--	--	--	--	-- x --	--
64	--	--	NO PARKING ANYTIME	-- x --	--	--	--	1	--	1	1	--	--	-- x --	--

SIGN NO.	SIGN CODE & SIZE	SIGN TYPE	SIGN MESSAGE	TYPE II SIGN SIZE W [IN.] x H [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	637.2215 SIGNS TYPE II REFLC H FOLDING [SF]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	634.0618 POSTS WOOD 4"X 6"x18' [EA]	634.0814 POSTS TUBULAR STEEL 2"X2"X14' [EA]	638.2102 MOVE SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION	TYPE I SIGN SIZE W [FT.] x H [FT.]	637.1220 SIGNS TYPE I REFLC SH [SF]
65	--	--	NO PARKING ANYTIME	-- x --	--	--	--	1	--	1	1	--	--	-- x --	--
66	--	--	NO PARKING ANYTIME	-- x --	--	--	--	1	--	1	1	--	--	-- x --	--
67	--	--	NO PARKING ANYTIME	-- x --	--	--	--	1	--	1	1	--	--	-- x --	--
68	J1-1(2S)	II	--	24 x 39	6.500	--	--	--	1	--	--	--	--	-- x --	--
	M2-1		--	21 x 15											
	M1-5A		CTH MM	24 x 24											
69	J1-1(2S)	II	--	24 x 39	6.500	--	--	--	1	--	--	--	--	-- x --	--
	M2-1		--	21 x 15											
	M1-5A		CTH MM	24 x 24											
70	W3-3(2M)	II	--	36 x 36	--	9.000	--	--	--	--	--	--	MOUNT ON UPRIGHT S-51-11	-- x --	--
71	W3-3(2M)	II	--	36 x 36	--	9.000	--	--	--	--	--	--	MOUNT ON UPRIGHT S-51-11	-- x --	--
72	D16-1	I	RAPIDS DRIVE [A]	-- x --	--	--	--	--	--	--	--	--	MOUNT ON OVERHEAD S-51-11	4 x 4.5	18.00
73	D16-1	I	SOUTH [38] [MM] [A]	-- x --	--	--	--	--	--	--	--	--	MOUNT ON OVERHEAD S-51-11	7 x 5.5	38.50
74	J3-2(2S)	II	--	48 x 57	19.000	--	--	--	1	--	--	--	--	-- x --	--
	M3-3		--	24 x 12											
	M1-6		STH 38	24 x 24											
	M6-1		--	21 x 21											
	M1-5A		CTH MM	24 x 24											
	M6-1		--	21 x 21											
75	R3-20L(2S)	II	--	24 x 36	6.000	--	--	--	1	--	--	--	--	-- x --	--
76	D1-1 (MODIFIED)	II	OLD MILL RD SECOND LEFT	66 x 21	9.625	--	--	--	2	--	--	--	--	-- x --	--
77	I55-56	--	--	-- x --	--	--	--	1	1	--	1	--	--	-- x --	--
78	D12-2A(2S)	II	--	60 x 42	17.500	--	--	--	2	--	--	--	--	-- x --	--
79	R2-1(2M)	II	35 MPH	30 x 36	7.500	--	--	--	1	--	--	--	--	-- x --	--
80	R2-1(2M)	II	35 MPH	30 x 36	7.500	--	--	--	1	--	--	--	--	-- x --	--
81	--	--	NO PARKING ANYTIME	-- x --	--	--	--	--	--	--	1	82	ANGLE SIGN	-- x --	--
82	J4-1(2S)	II	--	24 x 36	6.000	--	--	--	1	--	--	--	--	-- x --	--
	M3-1		--	24 x 12											
	M1-6		STH 38	24 x 24											
83	R6-2L(2S)	II	--	24 x 30	5.000	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE	-- x --	--
84	R6-3(2S)	II	--	30 x 24	5.000	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE	-- x --	--
85	R1-1F(2M)	II	--	36 x 36	--	--	7.460	--	--	--	--	--	MOUNT ON SIGNAL POLE	-- x --	--
86	R6-3(2S)	II	--	30 x 24	5.000	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE	-- x --	--
87	R1-1F(2M)	II	--	36 x 36	--	--	7.460	--	--	--	--	--	MOUNT ON SIGNAL POLE	-- x --	--
88	M1-94S	II	[A] [MM] N GREEN BAY RD OLD MILL RD [A]	108 x 30	22.500	--	--	--	--	--	--	--	ON MAST ARM	-- x --	--
89	R4-7(2S)	II	--	24 x 30	5.000	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE	-- x --	--
90	R5-1(2S)	II	--	30 x 30	6.250	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE	-- x --	--
91	R1-1F(2M)	II	--	36 x 36	--	--	7.460	--	--	--	--	--	MOUNT ON SIGNAL POLE	-- x --	--
92	R3-20LL(2S)	II	--	24 x 36	6.000	--	--	--	1	--	--	--	--	-- x --	--
93	R10-50(2S)	II	--	30 x 36	7.500	--	--	--	--	--	--	--	ON MAST ARM	-- x --	--

SIGN NO.	SIGN CODE & SIZE	SIGN TYPE	SIGN MESSAGE	TYPE II SIGN SIZE W [IN.] x H [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	637.2215 SIGNS TYPE II REFLC H FOLDING [SF]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	634.0618 POSTS WOOD 4"X 6"x18' [EA]	634.0814 POSTS TUBULAR STEEL 2"X2"X14' [EA]	638.2102 MOVE SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION	TYPE I SIGN SIZE W [FT.] x H [FT.]	637.1220 SIGNS TYPE I REFLC SH [SF]
94	R4-7(2S)	II	--	24 x 30	5.000	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE	-- x --	--
95	R1-1F(2M)	II	--	36 x 36	--	--	7.460	--	--	--	--	--	MOUNT ON SIGNAL POLE	-- x --	--
96	R6-3(2S)	II	--	30 x 24	5.000	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE	-- x --	--
97	R1-1F(2M)	II	--	36 x 36	--	--	7.460	--	--	--	--	--	MOUNT ON SIGNAL POLE	-- x --	--
98	R3-4(2S)	II	--	24 x 24	4.000	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE	-- x --	--
99	--	--	NO PARKING ANYTIME	-- x --	--	--	--	1	--	1	1	--	--	-- x --	--
100	NOT USED	--	--	-- x --	--	--	--	--	--	--	--	--	--	-- x --	--
101	NOT USED	--	--	-- x --	--	--	--	--	--	--	--	--	--	-- x --	--
102	R3-5L(2S)	II	--	42 x 48	14.000	--	--	--	--	--	--	--	MOUNT ON OVERHEAD S-51-244	-- x --	--
103	I3-1	II	--	36 x 24	6.000	--	--	--	--	--	--	--	MOUNT ON LIGHT POLE	-- x --	--
104	R3-8Y(2S)	II	--	36 x 30	7.500	--	--	--	--	--	--	--	MOUNT ON UPRIGHT S-51-244	-- x --	--
105	NOT USED	--	--	-- x --	--	--	--	--	--	--	--	--	--	-- x --	--
106	D15-1	I	RAPIDS DR R3-50L	-- x --	--	--	--	--	--	--	--	--	MOUNT ON OVERHEAD S-51-245	6 x 5	30.00
106A	D15-1	I	RAPIDS DR R3-50L	-- x --	--	--	--	--	--	--	--	--	MOUNT ON OVERHEAD S-51-245	6 x 5	30.00
107	D16-1	I	SOUTH [38] [A]	-- x --	--	--	--	--	--	--	--	--	MOUNT ON OVERHEAD S-51-245	3 x 5.5	16.50
108	NOT USED	--	--	-- x --	--	--	--	--	--	--	--	--	--	-- x --	--
109	--	--	NO PARKING - SNOW EMERGENC	-- x --	--	--	--	--	--	--	1	--	MOUNT ON UPRIGHT S-51-245	-- x --	--
110	D1-1	II	OLD MILL RD [A]	78 x 15	8.125	--	--	--	2	--	--	--	--	-- x --	--
111	D16-1	I	NORTH [38] [A]	-- x --	--	--	--	--	--	--	--	--	MOUNT ON S-51-246	3 x 5.5	16.50
112	D16-1R	I	[MM] ONLY [A]	-- x --	--	--	--	--	--	--	--	--	MOUNT ON S-51-246	3 x 5	15.00
113	D16-1R	I	[MM] ONLY [A]	-- x --	--	--	--	--	--	--	--	--	MOUNT ON S-51-246	3 x 5	15.00
114	W3-3(2M)	II	--	36 x 36	--	9.000	--	--	1	--	--	--	--	-- x --	--
115	J4-1(2S) M3-3 M1-6	II	-- -- STH 38	24 x 36 24 x 12 24 x 24	6.000	--	--	--	--	--	--	--	MOUNT ON LIGHT POLE	-- x --	--
116	R3-5L(2S)	II	--	42 x 48	14.000	--	--	--	--	--	--	--	MOUNT ON OVERHEAD S-51-10	-- x --	--
117	S5-2(2S)	II	--	24 x 30	5.000	--	--	--	1	--	--	--	SHEET 7 OF 13	-- x --	--
118	R5-1(2S)	II	--	30 x 30	6.250	--	--	--	1	--	--	--	SHEET 8 OF 13	-- x --	--
119	R5-1(2S)	II	--	30 x 30	6.250	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE - SHEET 9 OF 13	-- x --	--
120	R5-1(2S)	II	--	30 x 30	6.250	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE - SHEET 11 OF 1	-- x --	--
121	W12-1R(2S)	II	--	24 x 24	--	4.000	--	--	1	--	--	--	2 FT MOUNTING HEIGHT - SHEET 9 OF 13	-- x --	--
122	R3-53R(2S)	II	--	24 x 30	5.000	--	--	--	1	--	--	--	SHEET 11 OF 13	-- x --	--
123	R5-1(2S)	II	--	30 x 30	6.250	--	--	--	1	--	--	--	SHEET 11 OF 13	-- x --	--
124	R5-1(2S)	II	--	30 x 30	6.250	--	--	--	1	--	--	--	SHEET 11 OF 13	-- x --	--
--	--	--	--	-- x --	--	--	--	--	--	--	--	--	--	-- x --	--
	TOTALS				561.880	115.500	67.140	6 *	60	5	10				238.000

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

OVERHEAD SIGN SUPPORTS - MISC QUANTITIES			2290-03-72	CTH MM at STH 38	
LOCATION		OVERHEAD SIGN	OVERHEAD SIGN	OVERHEAD SIGN	OVERHEAD SIGN
		SUPPORT STRUCTURE	SUPPORT STRUCTURE	SUPPORT STRUCTURE	SUPPORT STRUCTURE
		S-51-244	S-51-245	S-51-246	S-51-607
		L.S.	L.S.	L.S.	L.S.
		641.8100.01	641.8100.02	641.8100.03	641.8100.04
STH 38 EB AT MM		1			
STH 38 EB AT RAPIDS DRIVE			1		
STH 38 WB AT CTH MM				1	
CTH MM AT STH 38					1
TOTAL		1	1	1	1

SHEET 1 OF 1

PROJECT NO: 2290-03-72	HWY: CTH MM / STH 38	COUNTY: RACINE	MISCELLANEOUS QUANTITIES – OVERHEAD SIGN SUPPORT	SHEET:	E

STH 31 & CTH MM
RACINE COUNTY
CATEGORY 0010
S51-0210

TRAFFIC DETECTOR LOOPS

LOOP NO.	HOME RUN PB	LOCATION*	SIZE (FT)x(FT)	NO. OF TURNS	SDD INSTALLATION REFERENCE	652.0800 CONDUIT LOOP DETECTOR L.F.	655.0700 LOOP DETECTOR LEAD IN CABLE L.F.	655.0800 LOOP DETECTOR WIRE L.F.
81	PB18	REPLACE IN SAME LOCATION	6'x6'	5	09F15-04A - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	40	360	200
82	PB18	REPLACE IN SAME LOCATION	6'x6'	5	09F15-04B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	64	360	320
					TOTAL	104***	720***	520***

* LOCATION IS TO FRONT CENTER OF DETECTOR LOOP
* * FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
* * * QUANTITIY SHOWN ELSEWHERE ON PLAN.

REMOVE LOOP DETECTOR WIRE AND LEAD-IN CABLE

LOCATION		204.9105.S.05 REMOVING LOOP DETECTOR WIRE & LEAD-IN CABLE L.S.
STH 31 & CTH MM		1
	TOTAL	1

STH 38 & CTH MM/OLD MILL RD
RACINE COUNTY
CATEGORY 0010
S51-0156

STATE FURNISHED MATERIALS SUMMARY

EACH	DESCRIPTION
1	TRAFFIC SIGNAL CONTROLLER, FULLY ACTUATED, 8 PHASE
1	TRAFFIC SIGNAL CABINET
2	POLES, TYPE 9
2	POLES, TYPE 10
1	POLES, TYPE 12
1	POLES, TYPE 13
5	LUMINAIRE ARMS, STEEL, 15-FT
2	15-FT MONOTUBE ARM
1	20-FT MONOTUBE ARM
1	30-FT MONOTUBE ARM
1	40-FT MONOTUBE ARM
1	45-FT MONOTUBE ARM
1	VIDEO CAMERA
4	EVP DETECTOR HEADS
1	CELL MODEM

REMOVING CONCRETE BASES

SIGNAL BASE NO.	204.0195 REMOVING CONCRETE BASES EACH
CB1	1
SB1	1
SB2	1
SB3	1
SB4	1
SB5	1
SB6	1
SB7	1
SB8	1
SB9	1
SB10	1
SB11	1
SB12	1
LPB1	1
LPB2	1
LPB3	1
TOTAL	16

STATE FURNISHED FOR INFORMATION ONLY

SIGNAL BASE NO.	POLE TYPE 9 EACH	POLE TYPE 10 EACH	POLE TYPE 12 EACH	POLE TYPE 13 EACH	MONO 15' ARM EACH	MONO 20' ARM EACH	MONO 30' ARM EACH	MONO 40' ARM EACH	MONO 45' ARM EACH	VIDEO CAMERA EACH	LUMINAIRE ARMS STEEL, 15-FT EACH	EVP DETECTOR HEADS EACH
SB2	1					1						1
SB7		1			1					1	2	
SB10			1						1			1
SB12				1				1			1	1
SB15		1			1						2	
SB16	1						1					1
TOTAL	2	2	1	1	2	1	1	1	1	1	5	4

CONDUIT

FROM	TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F.	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH L.F.
CB1	PB1		30
PB1	PB2		54
PB2	PB3		72
PB3	PB4		64
PB4	PB5		78
PB5	PB6		134
PB6	PB7		146
PB7	PB8		138
PB8	PB9		68
PB9	PB10		148
PB10	PB11		82
PB11	PB12		130
PB12	PB13		104
PB13	PB14		46
PB14	PB15		80
PB15	PB16		75
PB16	CB1		27
PB2	PB17	138	
PB7	PB18		25
PB9	PB19		55
PB9	PB20	9	
PB20	PB21	189	
PB14	PB22	28	
PB22	PB23	216	
PB2	SB1	20	
PB4	SB2		9
PB5	SB3	9	
PB5	SB4	20	
PB7	SB5	10	
PB7	SB6	20	
PB18	SB7		15
PB9	SB8	14	
PB19	SB9	10	
PB19	SB10		22
PB19	SB11	11	
PB11	SB12		22
PB12	SB13	15	
PB13	SB14	19	
PB14	SB15		6
PB15	SB16		5
PB15	SB17	23	
PB7	SB18	90	
PB22	SB19	148	
	TOTAL	989	1635

FILE NAME : N:\PDS\C3D\CAD\22900302\SIG\S51-0156\S51-0156_mq.pptx PLOT DATE : 7/20/2017 PLOT BY : DOTCMV PLOT NAME : S51-0156_mq.pdf PLOT SCALE : 1:1

3

TRAFFIC DETECTOR LOOPS

LOOP NO.	HOME RUN PB	LOCATION*	SIZE (FT)x(FT)	NO. OF TURNS	SDD INSTALLATION REFERENCE	652.0800 CONDUIT LOOP DETECTOR L.F.	655.0700 LOOP DETECTOR LEAD IN CABLE L.F.	655.0800 LOOP DETECTOR WIRE L.F.
11	PB22	12+95.4 EB, 16.2'LT	6'x20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	68	116	204
12	PB14	13+23.0 EB, 16.4'LT	6'x20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	68	88	204
41	PB17	202+70.0, 8.2'LT	6'x10'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	46	180	138
42	PB2	201+16.3, 18.9'LT	6'x20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	74	42	222
43	PB2	200+88.1, 20.0'LT	6'x20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	70	42	210
44	PB3	201+14.3, 5.9'LT	6'x20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	70	78	210
45	PB3	200+86.4, 5.9'LT	6'x20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	70	78	210
53	PB7	14+62.3 EB, 27.8'LT	6'x20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	94	289	282
54	PB18	14+34.6 EB, 27.7'LT	6'x20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	96	314	288
55	PB7	14+62.6 EB, 15.5'LT	6'x20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	70	289	210
56	PB18	14+34.8 EB, 15.0'LT	6'x20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	76	314	228
57	PB21	143+11.0, 20.1'RT	6'x6'	6	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	42	541	252
58	PB21	143+11.0, 6.2'RT	6'x6'	6	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	70	541	420
59	PB20	145+12.8, 30.1'RT	6'x20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	84	352	252
510	PB20	145+39.9, 40.8'RT	6'x20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	88	352	264
511	PB19	145+23.4, 16.1'RT	6'x20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	104	398	312
512	PB19	145+48.9, 28.0'RT	6'x20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	92	398	276
61	PB23	10+73.0 EB, 16.5'RT	6'x6'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	62	332	186
62	PB23	10+73.0 EB, 5.4'RT	6'x6'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	42	332	126
81	PB21	143+11.0, 8.8'LT	6'x6'	6	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	98	541	588
82	PB10	145+33.3, 9.8'LT	6'x20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	66	269	198
83	PB10	145+60.8, 9.5'LT	6'x20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	76	269	228
					TOTAL	1626***	6155***	5508***

* LOCATION IS TO FRONT CENTER OF DETECTOR LOOP
* * FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
* * * QUANTITY SHOWN ELSEWHERE ON PLAN.

STH 38 & CTH MM/OLD MILL RD
RACINE COUNTY
CATEGORY 0010
S51-0156

PULL BOXES

PULL BOX NO.	LOCATION*	653.0135 PULL BOXES STEEL 24x36-INCH EACH	653.0140 PULL BOXES STEEL 24x42-INCH EACH
PB1	201+08.6, 49.4'LT		1
PB2	201+09.1, 31.4'LT		1
PB3	201+10.0, 5.0'RT		1
PB4	201+10.6, 36.6'RT		1
PB5	200+76.5, 54.4'		1
PB6	14+78.4 EB, 77.4'LT		1
PB7	14+88.1 EB, 5.0'LT		1
PB8	145+39.6, 77.9'RT		1
PB9	145+14.9, 52.3'RT		1
PB10	145+32.6, 20.0'LT		1
PB11	145+40.4, 59.9'LT		1
PB12	13+08.8 EB, 47.1'RT		1
PB13	13+04.6 EB, 5.0'LT		1
PB14	13+02.9 EB, 27.6'LT		1
PB15	200+73.7, 65.1'LT		1
PB16	200+98.5, 63.1'LT		1
PB17	202+70.0, 20.7'LT	1	
PB18	14+63.6 EB, 5.1'LT		1
PB19	145+50.7, 9.0'RT		1
PB20	145+05.9, 48.3'RT	1	
PB21	143+14.1, 31.5'RT	1	
PB22	12+75.5 EB, 27.3'LT	1	
PB23	10+63.1 EB, 5.5'LT	1	
	TOTAL	5	18

* FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

REMOVE PULL BOXES

PULL BOX NO.	653.0905 REMOVING PULL BOXES EACH
PB1	1
PB4	1
PB5	1
PB6	1
PB7	1
PB8	1
PB9	1
PB10	1
PB12	1
PB13	1
PB14	1
PB15	1
PB16	1
PB17	1
PB18	1
TOTAL	15

CONCRETE BASES

SIGNAL BASE NO.	LOCATION*	654.0101 CONCRETE BASES TYPE 1 EACH	654.0102 CONCRETE BASES TYPE 2 EACH	654.0105 CONCRETE BASES TYPE 5 EACH	654.0110 CONCRETE BASES TYPE 10 EACH	654.0113 CONCRETE BASES TYPE 13 EACH	654.0217 CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL EACH
CB1	201+06.5, 59.2'LT						1
SB1	200+90.2, 37.2'LT	1					
SB2	201+01.6, 37.1'RT				1		
SB3	200+79.8, 45.7'RT		1				
SB4	200+59.8, 65.9'RT	1					
SB5	14+97.8 EB, 5.1'LT	1					
SB6	14+68.2 EB, 5.0'LT	1					
SB7	14+48.7 EB, 5.0'LT				1		
SB8	145+23.9, 63.6'RT		1				
SB9	145+58.6, 14.0'RT	1					
SB10	145+71.2, 18.2'RT					1	
SB11	145+61.2, 8.9'RT	1					
SB12	145+59.6, 66.1'LT					1	
SB13	13+23.2 EB, 53.6'RT	1					
SB14	13+23.9 EB, 5.0'LT	1					
SB15	13+08.3 EB, 27.7'LT				1		
SB16	200+73.5, 60.3'LT				1		
SB17	200+82.7, 43.7'LT	1					
SB18	15+77.6 EB, 5.0'LT			1			
SB19	11+30.54 EB, 15.1'LT			1			
	TOTAL	9	2	2	4	2	1

* FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

STH 38 & CTH MM/OLD MILL RD
RACINE COUNTY
CATEGORY 0010
S51-0156

TRAFFIC SIGNAL CABLE AND WIRE

FROM	TO	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F.	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG L.F.	655.0320 CABLE TYPE UF 2-10 AWG GROUNDED L.F.
CB1	SB1		91	
CB1	SB2	180		
CB1	SB3		235	
CB1	SB4		246	
CB1	SB5	408		
CB1	SB6	418		
CB1	SB7		438	
CB1	SB8		482	
CB1	SB9		549	
CB1	SB10		561	
CB1	SB11		550	
CB1	SB12		343	
CB1	SB13		255	
CB1	SB14		189	
CB1	SB15		139	
CB1	SB16	82		
CB1	SB17		100	
CB1	SB3			235
SB3	SB7			261
SB7	SB18			170
SB7	SB8			229
CB1	SB15			139
SB15	SB19			222
SB15	SB12			240
	TOTAL	1088 ***	4178	1496

*** QUANTITY SHOWN ELSEWHERE ON PLAN

TRAFFIC SIGNAL CABLE AND WIRE

FROM	TO	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F.
CB1	SB1	91
SB1	SB2	153
SB2	SB3	97
SB3	SB4	53
SB4	SB5	226
SB5	SB6	54
SB6	SB7	100
SB7	SB8	229
SB8	SB9	119
SB9	SB10	56
SB10	SB11	57
SB11	SB12	275
SB12	SB13	142
SB13	SB14	126
SB14	SB15	88
SB15	SB16	91
SB16	SB17	52
SB17	CB1	100
PB1	CB1	33
PB2	SB1	40
PB3	SB2	77
PB4	SB2	29
PB5	SB3	29
PB6	SB3	112
PB7	SB5	30
PB8	SB8	84
PB9	SB8	34
PB10	SB12	99
PB11	SB12	42
PB12	SB13	35
PB13	SB14	39
PB14	SB15	26
PB15	SB16	25
PB16	CB1	32
PB18	SB7	36
PB19	SB9	30
	TOTAL	2941

TRAFFIC SIGNAL CABLE AND WIRE

FROM	TO	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F.	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F.
SB1	HEAD 14	19	
SB1	HEAD 19	19	
SB1	HEAD 22	15	
SB2	HEAD 15	41	
SB3	HEAD 23	15	
SB4	HEAD 5		22
SB4	HEAD 7	19	
SB4	HEAD 24	15	
SB5	HEAD 18	19	
SB6	HEAD 17	19	
SB7	HEAD 6		39
SB7	HEAD 10	19	
SB8	HEAD 16	19	
SB8	HEAD 31	15	
SB9	HEAD 30	15	
SB10	HEAD 2	67	
SB10	HEAD 3	55	
SB10	HEAD 25	15	
SB11	HEAD 13	19	
SB11	HEAD 20	19	
SB11	HEAD 26	15	
SB12	HEAD 21	61	
SB12	HEAD 27	15	
SB13	HEAD 1	19	
SB13	HEAD 28	15	
SB15	HEAD 4		22
SB15	HEAD 11	37	
SB15	HEAD 12	19	
SB16	HEAD 8	54	
SB16	HEAD 9	42	
SB17	HEAD 29	15	
	TOTAL	716	83 ***

*** QUANTITY SHOWN ELSEWHERE ON PLAN

TRAFFIC SIGNAL CABLE AND WIRE

FROM	TO	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG L.F.
SB3	LUMIN.	117
SB7	LUMIN. (2)	288
SB8	LUMIN.	117
SB12	LUMIN.	144
SB15	LUMIN. (2)	288
SB18	LUMIN. (2)	288
SB19	LUMIN.	117
	TOTAL	1359

STH 38 & CTH MM/OLD MILL RD
RACINE COUNTY
CATEGORY 0010
S51-0156

3

3

TRAFFIC SIGNAL EVP DETECTOR CABLE

FROM	TO	655.0900 TRAFFIC SIGNAL EVP DETECTOR CABLE L.F.
CB1	SB16 (HEAD A)	142
CB1	SB10 (HEAD B)	636
CB1	SB12 (HEAD C)	413
CB1	SB2 (HEAD D)	230
	TOTAL	1421

ELECTRICAL SERVICE METER BREAKER PEDESTAL

LOCATION*	656.0200.01 ELECTRICAL SERVICE METER BREAKER PEDESTAL L.S.
STH 38 & CTH MM/OLD MILL RD	1
TOTAL	1

* FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIEL

POLES

SIGNAL BASE NO.	657.0100 PEDESTAL BASES EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0310 POLES TYPE 3 EACH	657.0322 POLES TYPE 5 ALUMINUM EACH	657.0405 TRAFFIC SIGNAL STANDARDS ALUMINUM 3.5-FT 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	657.0609 LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 6-FT EACH	657.0610 LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 6-FT EACH	657.1345 INSTALL POLES TYPE 9 EACH	657.1350 INSTALL POLES TYPE 10 EACH	657.1355 INSTALL POLES TYPE 12 EACH	657.1360 INSTALL POLES TYPE 13 EACH	657.1515 INSTALL MONOTUBE ARMS 15-FT EACH	657.1520 INSTALL MONOTUBE ARMS 20-FT EACH	657.1530 INSTALL MONOTUBE ARMS 30-FT EACH	657.1540 INSTALL MONOTUBE ARMS 40-FT EACH	657.1545 INSTALL MONOTUBE ARMS 45-FT EACH	657.1815 INSTALL LUMINAIRE ARMS STEEL 15-FT EACH	658.0500 PEDESTRIAN PUSH BUTTONS EACH	659.1125 LUMINAIRES UTILITY LED C EACH
SB1	1					1																1	
SB2											1					1							
SB3		1	1						1													1	1
SB4	1						1															1	
SB5	1					1																	
SB6	1					1																	
SB7												1			1						2		2
SB8		1	1						1													1	1
SB9	1							1														1	
SB10													1							1		1	
SB11	1					1																1	
SB12														1			1		1		1	1	1
SB13	1					1																1	
SB14	1				1																	1	
SB15												1			1						2		2
SB16											1							1					
SB17	1							1														1	
SB18		1		1						2													2
SB19		1		1						1													1
TOTAL	9	4	2	2	1	5	1	2	2	3	2	2	1	1	2	1	1	1	1	5	11	10	

PROJECT NO: 2290-03-72	HWY: STH 38	COUNTY: RACINE	MISCELLANEOUS QUANTITIES	SHEET: 195	E

FILE NAME : N:\PDS\C3D\CAD\22900302\SIG\S51-0156\S51-0156_mq.pptx PLOT DATE : 7/20/2017 PLOT BY : DOTCMV PLOT NAME : S51-0156_mq.pdf PLOT SCALE : 1:1

3

STH 38 & CTH MM/OLD MILL RD
RACINE COUNTY
CATEGORY 0010
S51-0156

FACES

SIGNAL HEAD NO.	SIGNAL BASE NO.	658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH	658.0174 TRAFFIC SIGNAL FACE 4S 12-INCH EACH	658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH
1	SB13	1		
2	SB10	1		
3	SB10	1		
4	SB15		1	
5	SB4		1	
6	SB7		1	
7	SB4	1		
8	SB16	1		
9	SB16	1		
10	SB7	1		
11	SB15	1		
12	SB15	1		
13	SB11	1		
14	SB1	1		
15	SB2	1		
16	SB8	1		
17	SB6	1		
18	SB5	1		
19	SB1	1		
20	SB11	1		
21	SB12	1		
22	SB1			1
23	SB3			1
24	SB4			1
25	SB10			1
26	SB11			1
27	SB12			1
28	SB13			1
29	SB17			1
30	SB9			1
31	SB8			1
	TOTAL	18	3	10

SIGNAL MOUNTING HARDWARE

LOCATION	658.5069.01 SIGNAL MOUNTING HARDWARE L.S.
STH 38 & CTH MM/OLD MILL RD	1
TOTAL	1

STH 38 & CTH MM/OLD MILL RD
RACINE COUNTY
CATEGORY 0010
S51-0156

3

TRANSPORT AND INSTALL
STATE FURNISHED TRAFFIC SIGNAL CABINET

LOCATION	SPV.0105.01 TRANSPORT AND INSTALL STATE FURNISHED TRAFFIC SIGNAL CABINET L.S.
STH 38 & CTH MM	1
TOTAL	1

TRANSPORT AND INSTALL
AUTOSCOPE VIDEO DETECTION SYSTEM

LOCATION	SPV.0105.02 TRANSPORT AND INSTALL AUTOSCOPE VIDEO DETECTION SYSTEM L.S.
STH 38 & CTH MM	1
TOTAL	1

TRANSPORT TRAFFIC SIGNAL
AND INTERSECTION LIGHTING MATERIALS

LOCATION	SPV.0105.03 TRANSPORT TRAFFIC SIGNAL AND INTERSECTION LIGHTING MATERIALS L.S.
STH 38 & CTH MM	1
TOTAL	1

REMOVE LOOP DETECTOR WIRE AND LEAD-IN CABLE

LOCATION	204.9105.S.06 REMOVING LOOP DETECTOR WIRE & LEAD-IN CABLE L.S.
STH 38 & CTH MM	1
TOTAL	1

REMOVE TRAFFIC SIGNALS

LOCATION	204.9105.S.07 REMOVING TRAFFIC SIGNALS L.S.
STH 38 & CTH MM/OLD MILL RD	1
TOTAL	1

EVP DETECTOR HEAD INSTALLATION

LOCATION	SPV.0105.07 TRANSPORT AND INSTALL STATE FURNISHED EVP DETECTOR HEADS L.S.
STH 38 & CTH MM	1
TOTAL	1

STH 38 & RAPIDS DRIVE
RACINE COUNTY
CATEGORY 0010
S51-0157

3

3

STATE FURNISHED MATERIALS SUMMARY

EACH	DESCRIPTION
1	TRAFFIC SIGNAL CONTROLLER, FULLY ACTUATED, 8 PHASE

3

3

STATE FURNISHED MATERIALS SUMMARY

EACH	DESCRIPTION
2	ETHERNET SWITCH
2	RADIO INTERCONNECT ANTENNA 5.8 GHz
1	CELLULAR MODEM

FIELD SYSTEM INTEGRATOR

LOCATION*		670.0100 FIELD SYSTEM INTEGRATOR L.S.	670.0200 ITS DOCUMENTATION L.S.
2290-03-72		1	1
	TOTAL	1	1

COMMUNICATIONS EQUIPMENT

LOCATION		678.0600 INSTALL ETHERNET SWITCHES EACH	678.0700 INSTALL WIRELESS ANTENNAS EACH	678.0800 INSTALL CELLULAR MODEMS EACH	CAT-5E CABLE 5-FEET*** EACH
CB1 (S51-0156)		1		1	1
SB7 (S51-0156)			1		
CB1 (S51-0157)		1			1
SB1 (S51-0157)			1		
	TOTAL	2	2	1	2

* PAY ITEM INCLUDES INSTALLATION OF BOTH CONTRACTOR FURNISHED AND STATE FURNISHED MATERIALS

*** FOR INFORMATION ONLY

CONVENTIONAL SYMBOLS

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

SECTION CORNER SYMBOL (18 / 23 24 / 16 15 / 9)
SECTION CORNER MONUMENT
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN — SIGN
R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (1-INCH UNLESS NOTED) IP
OFF-PREMISE SIGN — I-25 — SIGN

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE		
TELEPHONE POLE		
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)		

ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)

PARCEL NUMBER 25 — UTILITY NUMBER 40
PARALLEL OFFSETS

CONVENTIONAL ABBREVIATIONS

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

CURVE DATA

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

NOTES:

COORDINATES SHOWN ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, RACINE COUNTY ZONE, NAD83 (2011) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

RIGHT OF WAY MONUMENTS ARE REBAR AND ARE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER.

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.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

CTH MM
STH 31 TO STH 38
NORTH GREEN BAY ROAD
RACINE COUNTY

PROJECT NUMBER
2808-00-00

R/W PROJECT NUMBER 2808-00-00	SHEET NUMBER	TOTAL SHEETS
CONSTRUCTION PROJECT NUMBER 2808-00-70	4.01	8

PLAT OF RIGHT OF WAY REQUIRED FOR
CTH MM
STH 31 TO STH 38

CTH MM — RACINE COUNTY

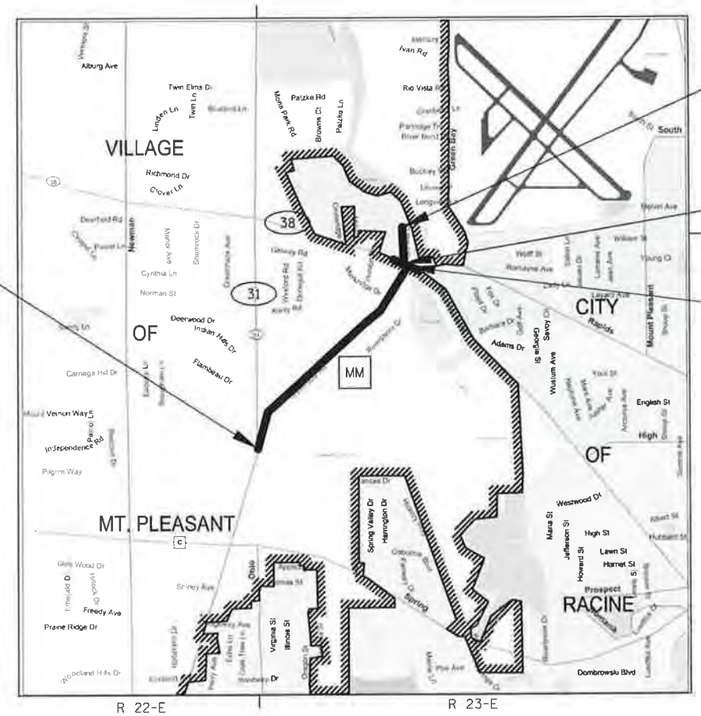
CAUTION
THIS PLAT IS FOR ILLUSTRATIVE PURPOSES ONLY. DEEDS MUST BE CHECKED TO DETERMINE PROPERTY BOUNDARIES.

BEGIN PROJECT
STA. 100+71.79
114' +/- EAST OF AND 930' +/- NORTH OF THE SOUTHWEST CORNER OF THE SOUTHWEST 1/4, SECT. 6, T3N, R23E.

END PROJECT
STA. 204+82.48
333' +/- EAST OF AND 689' +/- SOUTH OF THE NORTHWEST CORNER OF THE NORTHEAST 1/4, SECT. 6, T3N, R23E.

BEGIN CONSTRUCTION
STA. 200+00.00

END CONSTRUCTION
STA. 146+34.74



LAYOUT
SCALE 0 — 0.5 MILE

TOTAL NET LENGTH OF CENTERLINE = 0.956 MI.

CONVENTIONAL UTILITY SYMBOLS

WATER — W —
GAS — G —
TELEPHONE — T —
OVERHEAD TRANSMISSION LINES — OH —
ELECTRIC — E —
CABLE TELEVISION — TV —
FIBER OPTIC — FO —
SANITARY SEWER — SAN —
STORM SEWER — SS —

ORIGINAL PLAT PREPARED BY
GRÄEF

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

DATE: 2/23/17 (SIGNATURE)

REVISION DATE
04/20/17
06/19/17

RACINE COUNTY

APPROVED FOR RACINE COUNTY

DATE: _____ (Signature)

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\040401RT.DWG
LAYOUT NAME - 040401RT - 040401
PLOT DATE : 4/20/2017 9:02 AM PLOT BY : SCHOWALTER, STEVEN PLOT NAME :
WISDOT/CADDS SHEET 50

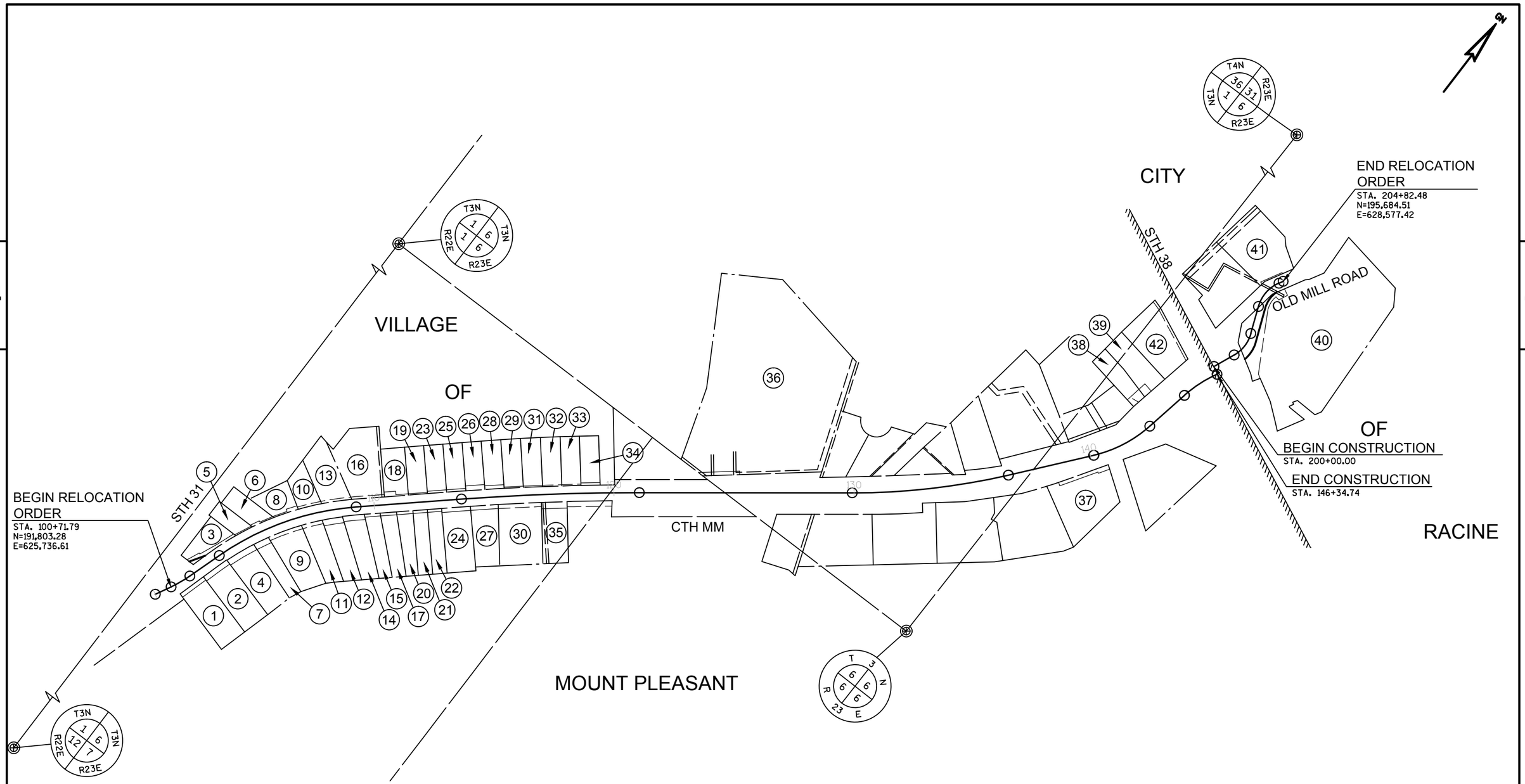
SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSED ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO RACINE COUNTY.

* DENOTES AREAS COMPUTED

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.

PARCEL NUMBER	SHEET NUMBER	OWNER	INTEREST REQUIRED	TOTAL ACRES	NEW	EXISTING	TOTAL	REMAINING ACRES	TEMP. ACRES	PERM. ACRES	PARCEL NUMBER
1	4.04	Silvestre DeLaRosa	TLE	0.571	0.000	0.000	0.000	0.571	0.047	0.000	1
2	4.04	Nicole K. Nielsen and George H. Nielson III	TLE	0.623	0.000	0.000	0.000	0.623	0.062	0.000	2
3	4.04	Jayn M. Bowers	FEE, TLE	0.458	0.014	0.000	0.014	0.444	0.064	0.000	3
4	4.04	Maria I. Garcia	TLE	0.625	0.000	0.000	0.000	0.625	0.074	0.000	4
5	4.04	Jayn M. Bowers and Robert R. Bowers	TLE	0.265	0.000	0.000	0.000	0.265	0.009	0.000	5
6	4.04	Fredrick V. Horn and Cindy Horn	TLE	0.372	0.000	0.000	0.000	0.372	0.016	0.000	6
7	4.04	Jared and Michelle Brasch	TLE	0.313	0.000	0.000	0.000	0.313	0.039	0.000	7
8	4.04	James Lee Tate	TLE	0.372	0.000	0.000	0.000	0.372	0.023	0.000	8
9	4.04	Michael A. Haney and Andrea L. Haney	TLE	0.318	0.000	0.000	0.000	0.318	0.050	0.000	9
10	4.04	Linda J. Righi, Trustee of the Linda J. Righi Revocable Trust	TLE	0.354	0.000	0.000	0.000	0.354	0.023	0.000	10
11	4.04	Donald Murawski and Jean Murawski	TLE	0.459	0.000	0.000	0.000	0.459	0.030	0.000	11
12	4.05	Salvatore Filipi	TLE	0.479	0.000	0.000	0.000	0.479	0.049	0.000	12
13	4.05	John G. Leonard and Charlotte A. Harwood	TLE	0.684	0.000	0.000	0.000	0.684	0.029	0.000	13
14	4.05	Steven Meyer and Geoveva Marquez-Meyer	TLE	0.481	0.000	0.000	0.000	0.481	0.046	0.000	14
15	4.05	Ronald L. Michelman and Barbara J. Michelman	TLE	0.360	0.000	0.000	0.000	0.360	0.018	0.000	15
16	4.05	Robert J. Ybema and Heather S. Ybema	TLE	1.270	0.000	0.000	0.000	1.270	0.032	0.000	16
17	4.05	Edwin Santiago and Sandra Santiago	TLE	0.359	0.000	0.000	0.000	0.359	0.019	0.000	17
18	4.05	Luis Mora Sr. and Ignacia Munoz de Mora	TLE	0.535	0.000	0.000	0.000	0.535	0.028	0.000	18
19	4.05	Luis Mora and Ignacia Mora	TLE	0.367	0.000	0.000	0.000	0.367	0.009	0.000	19
20	4.05	Adam J. Godson and Andrea J. Godson	TLE	0.360	0.000	0.000	0.000	0.360	0.019	0.000	20
21	4.05	Jerome L. Carel	TLE	0.350	0.000	0.000	0.000	0.350	0.017	0.000	21
22	4.05	Kimberly K. Zelko	TLE	0.349	0.000	0.000	0.000	0.349	0.017	0.000	22
23	4.05	Gabriel and Yazmin Vargas	TLE	0.367	0.000	0.000	0.000	0.367	0.018	0.000	23
24	4.05	Alexander J. Parker and Deborah H. Parker	TLE	0.598	0.000	0.000	0.000	0.598	0.047	0.000	24
25	4.05	Lewis C. Lieburn	TLE	0.367	0.000	0.000	0.000	0.367	0.018	0.000	25
26	4.06	Robert and Darlene Benson	TLE	0.367	0.000	0.000	0.000	0.367	0.037	0.000	26
27	4.06	Theodore E. Durocher	TLE	0.602	0.000	0.000	0.000	0.602	0.046	0.000	27
28	4.06	DuWayne F. Welch	TLE	0.375	0.000	0.000	0.000	0.375	0.028	0.000	28
29	4.06	Fredrick C. Kellner and Cheryl J. Kellner	TLE	0.374	0.000	0.000	0.000	0.374	0.009	0.000	29
30	4.06	Gregory H. Bindel, Jeffery S. Bindel, and Carol J. Bindel pursuant to a Life Estate interest as reserved in Quit Claim Deed	TLE	1.071	0.000	0.000	0.000	1.071	0.071	0.000	30
31	4.06	Nicole E. Hawver	TLE	0.374	0.000	0.000	0.000	0.374	0.009	0.000	31
32	4.06	Jeanette Kaprelian	TLE	0.374	0.000	0.000	0.000	0.374	0.009	0.000	32
33	4.06	Robert G. Sorenson and Cecilia M. Sorenson	TLE	0.373	0.000	0.000	0.000	0.373	0.009	0.000	33
34	4.06	Clifford L. Anderson and Kathleen Anderson	TLE	0.367	0.000	0.000	0.000	0.367	0.018	0.000	34
35	4.06	Golf Club Acquisition, LLC	TLE	76.381	0.000	0.000	0.000	76.381	0.161	0.000	35
36	4.06	Hidden Creek Condo	TLE	9.898	0.000	0.000	0.000	9.898	0.058	0.000	36
37	4.07	Carlton J. Jordan and Cheryl Jordan	TLE	1.306	0.000	0.000	0.000	1.306	0.079	0.000	37
38	4.08	Manuel Lopez and Sharon K. Lopez	TLE	0.460	0.000	0.000	0.000	0.460	0.056	0.000	38
39	4.08	Israel Betancourt and Allison K. Betancourt	TLE	0.616	0.000	0.000	0.000	0.616	0.033	0.000	39
40	4.08	3700 Northwestern LLC	FEE, TLE	4.320	0.307	0.000	0.307	4.013	0.244	0.000	40
41	4.08	PSA Management, LLC	TLE	1.338	0.000	0.000	0.000	1.338	0.012	0.000	41
42	4.08	James & Paula Spodick	TLE	1.200	0.000	0.000	0.000	1.200	0.065	0.000	42
80		Ameritech	Release of Rights								
81		WE Energies - Electric	Release of Rights								
82		WE Energies - Gas	Release of Rights								

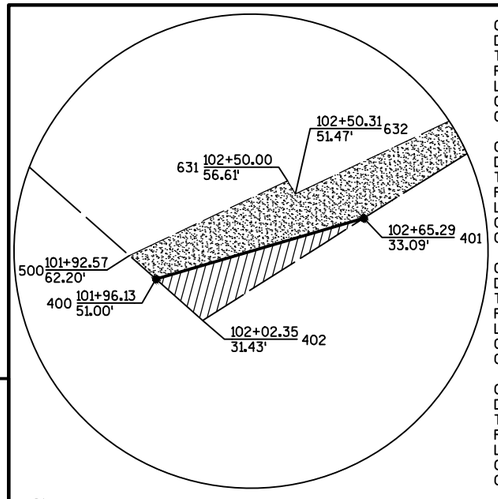


REVISION DATE	DATE 5/13/16	SCALE, FEET 0 400 800	HWY: CTH MM	R/W PROJECT NUMBER 2808-00-00	PLAT SHEET 4.03	
	GRID FACTOR 0.99993347		COUNTY: RACINE	CONSTRUCTION PROJECT NUMBER 2808-00-70	PS&E SHEET --202	E

FILE NAME : 040403_RL.DWG
LAYOUT NAME - 040403_RL - 040404RL

PLOT DATE : 6/15/2017 1:48 PM PLOT BY : SCHOWALTER, STEVEN PLOT NAME : PLOT SCALE : 1 IN:400 FT

WISDOT/CADDS SHEET 75



DETAIL "D"
N.T.S.

C1
DEL. = 9°45'55"
TAN. = 45.53'
RAD. = 533.00'
LEN. = 90.84'
CHD. = 90.73'
C.B. = N 22°00'56" E
P.I. = N=191,844.31 E=625,757.43

C2
DEL. = 30°36'43"
TAN. = 313.62'
RAD. = 1145.92'
LEN. = 612.24'
CHD. = 604.99'
C.B. = N 32°26'20" E
P.I. = N=192,329.88 E=625,907.11

C3
DEL. = 2°22'37"
TAN. = 23.09'
RAD. = 1112.81'
LEN. = 46.17'
CHD. = 46.16'
C.B. = N 16°48'35" E

C4
DEL. = 3°56'32"
TAN. = 40.91'
RAD. = 1188.81'
LEN. = 81.80'
CHD. = 81.78'
C.B. = N 20°05'02" E

C5
DEL. = 6°38'08"
TAN. = 68.34'
RAD. = 1178.81'
LEN. = 136.52'
CHD. = 136.44'
C.B. = S 18°56'20" W

C6
DEL. = 6°39'27"
TAN. = 64.61'
RAD. = 1110.81'
LEN. = 129.07'
CHD. = 129.00'
C.B. = N 21°19'56" E

C7
DEL. = 6°44'29"
TAN. = 63.95'
RAD. = 1085.81'
LEN. = 127.76'
CHD. = 127.68'
C.B. = S 21°26'27" W

C8
DEL. = 3°50'18"
TAN. = 39.50'
RAD. = 1178.81'
LEN. = 78.97'
CHD. = 78.96'
C.B. = S 24°10'33" W

C9
DEL. = 3°49'08"
TAN. = 39.47'
RAD. = 1183.81'
LEN. = 78.90'
CHD. = 78.89'
C.B. = N 24°03'53" E

C10
DEL. = 2°00'06"
TAN. = 20.77'
RAD. = 1188.81'
LEN. = 41.53'
CHD. = 41.53'
C.B. = N 26°51'20" E

C11
DEL. = 4°43'14"
TAN. = 48.59'
RAD. = 1178.81'
LEN. = 97.12'
CHD. = 97.09'
C.B. = S 28°27'19" W

C12
DEL. = 3°32'28"
TAN. = 34.34'
RAD. = 1110.81'
LEN. = 68.65'
CHD. = 68.64'
C.B. = N 26°25'54" E

C13
DEL. = 3°33'10"
TAN. = 33.67'
RAD. = 1085.81'
LEN. = 67.33'
CHD. = 67.32'
C.B. = S 26°35'16" W

C14
DEL. = 7°33'49"
TAN. = 73.43'
RAD. = 1110.81'
LEN. = 146.64'
CHD. = 146.53'
C.B. = N 31°59'02" E

C15
DEL. = 7°33'26"
TAN. = 72.37'
RAD. = 1095.81'
LEN. = 144.54'
CHD. = 144.43'
C.B. = S 32°04'38" W

C16
DEL. = 4°35'03"
TAN. = 44.46'
RAD. = 1110.81'
LEN. = 88.88'
CHD. = 88.85'
C.B. = N 38°03'28" E

C17
DEL. = 4°36'00"
TAN. = 44.01'
RAD. = 1095.81'
LEN. = 87.98'
CHD. = 87.95'
C.B. = S 38°09'21" W

C18
DEL. = 2°48'43"
TAN. = 29.06'
RAD. = 1183.81'
LEN. = 58.10'
CHD. = 58.09'
C.B. = S 29°15'46" W

C19
DEL. = 5°14'50"
TAN. = 54.02'
RAD. = 1,178.81'
LEN. = 107.96'
CHD. = 107.92'
C.B. = S 33°26'21" W

CONCRETE MONUMENT
WITH BRASS CAP
N=190,872.24
E=625,633.01

T3N R22E T3N R23E

CONCRETE MONUMENT
WITH BRASS CAP
N=193,513.74
E=625,603.65

T3N R22E T3N R23E

BEGIN RELOCATION ORDER
STA. 100+71.79
N=191,803.28
E=625,736.61

VILLAGE OF MOUNT PLEASANT

SW-SW

SW-SW

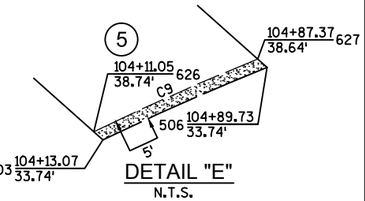
STH 31
N 89°29'55" E
98.87'
N 26°53'54" E
72.27'
N0° 38' 13"W
866.17'
N89° 21' 47"E
80.75'
195.09'
264.66'
274.81'
N 89°33'17" E
85.00'
N 89°33'17" E
220.45'
N 89°33'17" E
272.98'
S 74°53'13" E
34.48'
S 71°50'42" E
34.53'
N 17°07'58" E
148.97'
6.00'
PC: 103+12.08
PT: 101+63.11
RC: 100+72.27
BP: 100+00.00
CTH MM
1" I.P.
SEE DETAIL "D"
TLE SLOPES
SEE DETAIL "E"
SEE DETAIL "F"
SEE DETAIL "G"
SLOPE INTERCEPT (TYP.)
REBAR
PL
MATCH LINE

1 SILVESTRE DELAROSA
2 NICOLE K. & GEORGE H. NIELSEN III
3 JAYN M. BOWERS
4 MARIA I. GARCIA
5 JAYN M. & ROBERT R. BOWERS
6 FREDERICK V. & CINDY HORN
7 JARED & MICHELLE BRASCH
8 JAMES LEE TATE
PARCEL 3
CSM 1673
9 MICHAEL A. & ANDREA L. HANEY
10 LINDA J. RIGHI TRUSTEE OF LINDA J. RIGHI REVOCABLE TRUST
PARCEL 2
CSM 1673
11 DONALD& JEAN MURAWSKI

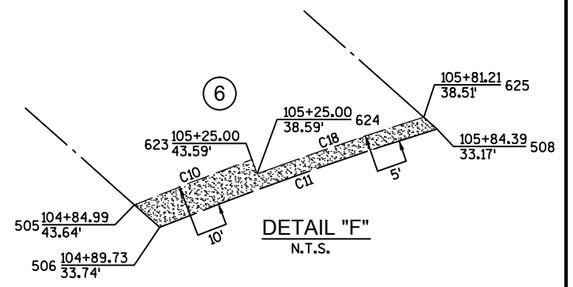
MEADOWBROOK GOLF CLUB SUDIVISION BLOCK 3
MEADOWBROOK GOLF CLUB SUBDIVISION BLOCK 4

599 100+95.42 59.39'
600 102+08.04 51.35'
601 102+08.21 56.45' 608
602 103+29.01 54.13'
603 103+29.28 59.15' 606
604 104+64.00 59.33' 605
609 105+35.02 49.43' 613
610 105+35.00 59.43'
611 106+84.77 49.64' 612
614 107+76.74 49.78'
597 – 600 S 74° 53' 13" E 16.90'
600 – 599 S 15° 34' 26" W 120.00'
599 – 598 N 74° 45' 05" W 17.00'
598 – 597 N 15° 37' 16" E 119.96'
597 – 607 N 15° 37' 16" E 73.86'
601 – 602 S 74° 53' 13" E 22.01'
602 – 608 S 16° 04' 57" W 120.02'
608 – 597 N 74° 53' 13" W 22.00'
601 – 603 S 74° 53' 13" E 2.00'
604 – 605 S 71° 50' 42" E 25.17'
606 – 603 N 74° 53' 13" W 25.03'
609 – 610 S 68° 47' 48" E 25.19'
611 – 612 S 60° 47' 05" E 15.10'
613 – 609 N 68° 47' 48" W 15.11'
566 – 614 S 57° 19' 47" E 15.14'
400 – 401 N 31° 39' 01" E 71.44'
401 – 402 S 15° 37' 16" W 62.96'
402 – 400 S 89° 29' 55" W 20.53'
400 – 500 S 89° 29'55" W 11.76'
502 – 503 N 89° 32' 52" E 10.83'
504 – 401 S 15° 37' 16" W 14.25'
505 – 506 N 89° 33' 17" E 11.17'
507 – 508 N 89° 33' 17" E 17.51'
500 – 631 N 22° 41' 39" E, 57.70'
631 – 632 S 72° 52' 02" E, 5.02'
632 – 501 N 22° 41' 39" E, 81.34'
623 – 624 S 62° 13' 16" E, 5.00'
625 – 508 N 89° 33' 17" E, 5.85'
625 – 628 N 32° 12' 34" E, 63.66'
628 – 629 N 57° 01' 26" W, 10.00'
629 – 633 N 34° 52' 16" E, 46.98'
633 – 634 S 59° 00' 18" E, 15.06'
627 – 506 N 89° 33' 17" E, 5.58'
503 – 626 S 89° 32' 52" W, 5.47'

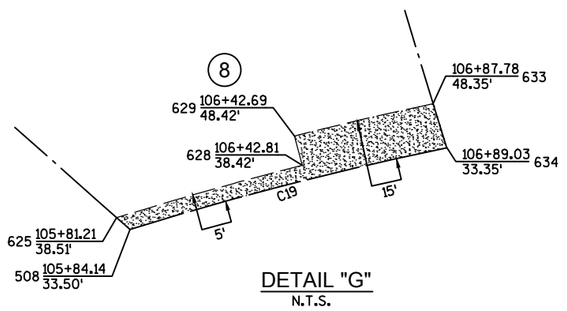
LINE TABLE



DETAIL "E"
N.T.S.



DETAIL "F"
N.T.S.



DETAIL "G"
N.T.S.

HIGHWAY	BASIS OF EXISTING RIGHT-OF-WAY	WIDTH
CTH MM	RIGHT OF WAY PLAT 2808-1-71	VARIES

REVISION DATE REV. 3/16/17 REV. 6/19/17	DATE 2/23/17 GRID FACTOR	SCALE, FEET 0 50 100	HWY: CTH MM COUNTY: RACINE	R/W PROJECT NUMBER 2808-00-00 CONSTRUCTION PROJECT NUMBER 2808-00-70	PLAT SHEET 4.04 PS&E SHEET --203	E

LINE TABLE

566 – 567	S 57° 19' 47" E	25.23'
570 – 565	S 54° 55' 18" E	2.03'
565 – 571	S 54° 55' 19" E	20.29'
569 – 585	S 47° 38' 51" W	35.01'
568 – 565	N 54° 55' 20" W	25.37'
570 – 571	S 54° 55' 20" E	22.32'
586 – 572	N 47° 38' 51" E	38.41'
571 – 568	S 54° 55' 20" E	5.08'
572 – 569	N 51° 08' 20" W	22.26'
569 – 573	N 47° 38' 51" E	66.48'
573 – 574	S 48° 42' 55" E	12.07'
574 – 575	S 47° 38' 51" W	65.97'
575 – 569	N 51° 08' 20" W	12.14'
573 – 576	N 47° 38' 51" E	68.55'
576 – 577	S 46° 31' 46" E	12.03'
577 – 574	S 47° 38' 51" W	68.09'
576 – 578	N 47° 38' 51" E	68.40'
578 – 579	S 42° 54' 15" E	12.00'
579 – 577	S 47° 38' 51" W	67.64'
578 – 580	N 47° 38' 51" E	60.00'
580 – 581	S 42° 54' 21" E	12.00'
581 – 579	S 47° 38' 51" W	60.00'
580 – 582	N 47° 38' 51" E	60.00'
582 – 583	S 42° 54' 28" E	12.00'
583 – 581	S 47° 38' 51" W	60.00'
582 – 587	N 47° 38' 51" E	56.06'
556 – 555	S 42° 55' 48" E	17.08'
555 – 584	S 47° 47' 13" W	120.00'
584 – 582	N 43° 05' 26" W	17.00'
588 – 589	S 47° 38' 51" W	124.67'
590 – 591	N 61° 45' 14" W	10.56'
592 – 593	N 47° 38' 51" E	124.63'
593 – 588	S 42° 33' 05" E	10.00'
588 – 594	N 42° 33' 05" W	20.00'
594 – 595	N 47° 38' 51" E	100.00'
595 – 596	S 42° 33' 05" E	20.00'
596 – 588	S 47° 38' 51" W	100.00'
594 – 620	N 47° 38' 09" E	48.38'
620 – 621	S 42° 20' 30" E	15.00'
621 – 622	N 47° 39' 30" E	51.68'
622 – 596	S 42° 33' 05" E	5.00'

CONCRETE MONUMENT
WITH BRASS CAP
N=193,513.74
E=625,603.65

T3N R22E R23E 1 6 12 7

N0° 38' 13"W 2641.66'

85.00'

274.81'

CONCRETE MONUMENT
WITH BRASS CAP
N=190,872.24
E=625,633.01

N17° 07' 58"E
148.97'

80.75'
N89° 21' 47"E

866.17'

N26° 53' 54"E
72.27'

CURVE
LEN. = 90.84'
RAD. = 533.00'
DEL. = 9°45'55"
CHD. = 90.73'
C.B. = N22°00'56"E
TAN. = 45.32'
P.I. = N=191,844.31
E=625,757.43

CURVE
LEN. = 481.53'
RAD. = 1145.92'
DEL. = 24°04'35"
CHD. = 477.99'
C.B. = N29°10'16"E
TAN. = 244.37'
P.I. = N=192,329.88
E=625,907.11

DETAIL "C"
N.T.S.

C1
DEL. = 4°24'35"
TAN. = 42.77'
RAD. = 1110.81'
LEN. = 85.49'
CHD. = 85.47'
C.B. = S 42°33'18" W

C2
DEL. = 4°27'55"
TAN. = 42.25'
RAD. = 1085.81'
LEN. = 84.46'
CHD. = 84.44'
C.B. = N 42°45'23" E

C3
DEL. = 2°54'19"
TAN. = 28.22'
RAD. = 1112.81'
LEN. = 56.43'
CHD. = 56.42'
C.B. = N 46°11'41" E

C4
DEL. = 2°42'30"
TAN. = 25.79'
RAD. = 1090.81'
LEN. = 51.56'
CHD. = 51.56'
C.B. = N 46°17'36" E

C5
DEL. = 4°19'26"
TAN. = 370.81'
RAD. = 9822.14'
LEN. = 741.26'
CHD. = 741.08'
C.B. = N 49°54'25" E
P.I. = N=193,085.79
E=626,739.15

C6
DEL. = 0°35'21"
TAN. = 6.06'
RAD. = 1178.81'
LEN. = 12.12'
CHD. = 12.12'
C.B. = S 47°21'10" W

C7
DEL. = 0°45'12"
TAN. = 7.82'
RAD. = 1188.81'
LEN. = 15.63'
CHD. = 15.63'
C.B. = N 47°16'16" E

C8
DEL. = 0°22'27"
TAN. = 31.97'
RAD. = 9788.69'
LEN. = 63.94'
CHD. = 63.94'
C.B. = N 47°50'04" E

NW-SW

VILLAGE OF MOUNT PLEASANT

NW-SW

DETAIL "E"
N.T.S.

YBEMA SUBDIVISION
LOT 10 LOT 9 LOT 8

(13) JOHN G. LEONARD & CHARLOTTE A HARWOOD
(16) ROBERT J. & HEATHER S. YBEMA
(18) LUIS MORA SR. IGNACIA MUNOZ DE MORA
(19) LUIS MORA & IGNACIA MORA
(23) GABRIEL & YAZMIN VARGAS
(25) LEWIS C. LIEBURN
(80) AMERITECH DOC. 1837130
(12) SALVATORE FILIPI
(14) STEVEN MEYER & GENOVEVA MARQUEZ-MEYER
(15) RONALD L. MICHELMAN & BARBARA J. MICHELMANN
(17) EDWIN & SANDRA SANTIAGO
(20) ADAM J. & ANDREA J. GODSON
(21) JEROME L. CAREL
(22) KIMBERLEY K. ZELKO
(24) ALEXANDER J. & DEBORAH H. PARKER

PARCEL 1
CSM 1673

CTH MM

PT: 109+24.32
PC: 113+64.03

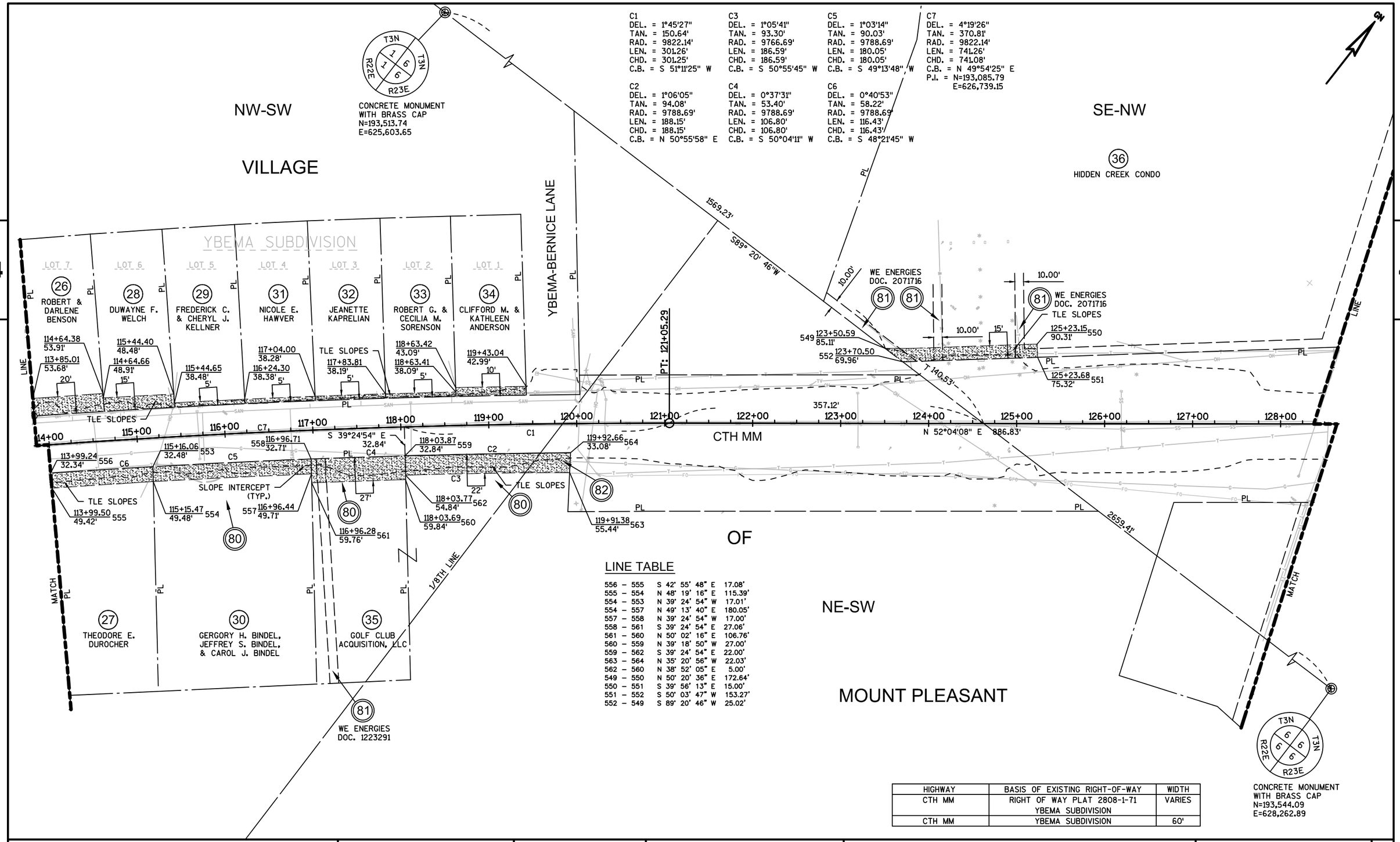
HIGHWAY	BASIS OF EXISTING RIGHT-OF-WAY	WIDTH
CTH MM	RIGHT OF WAY PLAT 2808-1-71	66'
CTH MM	YBEMA SUBDIVISION	66'

REVISION DATE REV. 3/16/17 REV. 6/19/17	DATE 02/23/17 GRID FACTOR	SCALE, FEET 0 50 100	HWY: CTH MM COUNTY: RACINE	R/W PROJECT NUMBER 2808-00-00 CONSTRUCTION PROJECT NUMBER 2808-00-70	PLAT SHEET 4.05 PS&E SHEET --204	E

FILE NAME : 040404_RP.DWG
LAYOUT NAME - 040404_RP - 040405RL

PLOT DATE : 6/19/2017 9:11 AM PLOT BY : SCHOWALTER, STEVEN PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 75



HIGHWAY	BASIS OF EXISTING RIGHT-OF-WAY	WIDTH
CTH MM	RIGHT OF WAY PLAT 2808-1-71 YBEMA SUBDIVISION	VARIES
CTH MM	YBEMA SUBDIVISION	60'

REVISION DATE REV. 6/19/17	DATE 02/23/17	SCALE, FEET 0 50 100	HWY: CTH MM	R/W PROJECT NUMBER 2808-00-00	PLAT SHEET 4.06
	GRID FACTOR		COUNTY: RACINE	CONSTRUCTION PROJECT NUMBER 2808-00-70	PS&E SHEET --205 E

FILE NAME : 040404_RP.DWG
LAYOUT NAME - 040404_RP - 040406RL

PLOT DATE : 6/19/2017 9:11 AM PLOT BY : SCHOWALTER, STEVEN PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 75

LINE TABLE

542	543	N 32° 10' 46" E	166.87'
543	544	S 55° 28' 29" E	19.56'
544	545	S 32° 13' 20" W	50.04'
545	546	N 55° 28' 29" W	5.00'
546	547	S 32° 13' 20" W	119.58'
616	615	N 56° 30' 33" W	14.50'

VILLAGE

SE-NW

MARKRIDGE SUBDIVISION

LOT 10 LOT 11

LINE

MATCH

PC: 129+92.12

PT: 136+47.69

PC: 140+12.49

MATCH

CONCRETE MONUMENT
WITH BRASS CAP
N=196,341.23
E=628,273.37

T3N R23E Sec 36 31 6 6

CTH MM

129+00 130+00 131+00 132+00 133+00 134+00 135+00 136+00 137+00 138+00 139+00 140+00

N 52°04'08" E
886.83'

108.66'

N 38°57'29" E
364.80'

255.93"

TLE SLOPES

SLOPE INTERCEPT
(TYP.)

OF

1" I.P.

1" I.P.

1" I.P.

1" I.P.

615 138+45.54 76.86'

542 138+97.76 71.28'

138+46.92 91.28' 616

138+96.13 85.99' 547

546 140+14.60 71.96'

140+14.92 76.95' 545

140+58.84 53.80' 543

140+58.68 73.35' 544

14'

PI

PI

PI

PI

C1

C2

C3

C4

C5

80

37

CARLTON J. &
CHERYL JORDAN

N 43°45'51" E
33.47'

N 00°02'57" E

857.80'

723.50'

66.00'

RIVERSHORE DRIVE

LINE

MATCH

SW-NE

MOUNT PLEASANT

CONCRETE MONUMENT
WITH BRASS CAP
N=193,544.09
E=628,262.89

T3N R22E R23E T3N Sec 6 6 6 6

C1
DEL. = 2°24'56"
TAN. = 26.26'
RAD. = 2371.87'
LEN. = 52.52'
CHD. = 52.52'
C.B. = N 32°51'23" E

C2
DEL. = 2°24'38"
TAN. = 24.75'
RAD. = 2376.99'
LEN. = 49.49'
CHD. = 49.49'
C.B. = N 32°49'07" E

C3
DEL. = 13°06'39"
TAN. = 329.22'
RAD. = 2864.91'
LEN. = 655.57'
CHD. = 654.14'
C.B. = N 45°30'48" E
P.I. = N=194,061.25
E=627,990.78

C4
DEL. = 28°39'51"
TAN. = 136.18'
RAD. = 533.00'
LEN. = 266.65'
CHD. = 263.88'
C.B. = N 24°37'33" W
P.I. = N=194,706.82
E=628,512.77

C5
DEL. = 3°53'07"
TAN. = 80.45'
RAD. = 2371.87'
LEN. = 160.84'
CHD. = 160.81'
C.B. = N 35°26'00" E

HIGHWAY	BASIS OF EXISTING RIGHT-OF-WAY	WIDTH
CTH MM	RIGHT OF WAY PLAT 2808-1-71 MARKRIDGE SUBDIVISION	VARIES
RIVERSHORE DRIVE		66'

REVISION DATE	DATE 02/23/17	SCALE, FEET 0 50 100	HWY: CTH MM	R/W PROJECT NUMBER 2808-00-00	PLAT SHEET 4.07	
	GRID FACTOR		COUNTY: RACINE	CONSTRUCTION PROJECT NUMBER 2808-00-70	PS&E SHEET --206	E

FILE NAME : 040404_RP.DWG
LAYOUT NAME - 040404_RP - 040407RL

PLOT DATE : 6/15/2017 1:48 PM PLOT BY : SCHOWALTER, STEVEN PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 75

4

VILLAGE

NE-NW

CITY

OF

OF

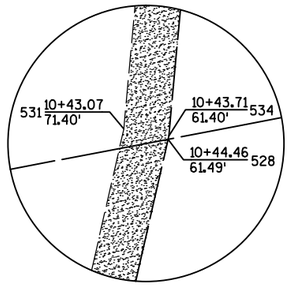
RACINE

MOUNT PLEASANT

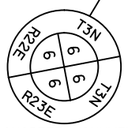
CTH MM

STH 38

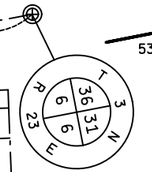
OLD MILL ROAD



DETAIL "A"
N.T.S.



CONCRETE MONUMENT
WITH BRASS CAP
N=193,544.09
E=628,262.89



CONCRETE MONUMENT
WITH BRASS CAP
N=196,341.23
E=628,273.37

LINE TABLE

510	511	N 08° 21' 39" E	11.54'
511	512	N 81° 38' 21" W	10.27'
512	513	N 28° 21' 52" E	97.67'
513	514	S 61° 38' 08" E	5.13'
514	515	S 28° 21' 39" W	81.74'
515	511	S 08° 21' 39" W	13.21'
516	527	N 27° 05' 12" W	81.21'
527	526	N 08° 22' 10" E	175.70'
526	406	N 28° 22' 10" E	18.66'
405	404	S 22° 34' 57" E	154.48'
403	516	N 59° 55' 49" W	75.05'
403	517	S 59° 55' 49" E	67.83'
517	518	S 49° 33' 49" E	29.68'
518	519	N 32° 27' 21" E	34.90'
519	520	N 61° 38' 39" W	19.76'
520	521	N 31° 04' 23" W	276.36'
522	523	S 79° 10' 31" E	25.89'
523	524	N 23° 44' 52" E	41.22'
524	525	N 63° 45' 37" W	29.47'
525	406	S 28° 22' 10" W	36.38'
528	529	S 66° 10' 14" E	241.29'
529	530	S 10° 55' 39" W	10.26'
530	531	N 66° 10' 14" W	243.64'
531	532	N 73° 48' 26" W	37.38'
532	533	N 08° 23' 58" E	10.09'
533	534	S 73° 48' 26" E	39.42'
534	528	S 66° 10' 14" E	0.72'
535	536	S 80° 30' 05" E	37.72'
536	537	N 10° 55' 39" E	61.02'
537	538	S 74° 55' 24" E	39.43'
538	535	S 09° 29' 55" W	64.84'
538	539	N 09° 29' 55" E	34.08'
539	540	S 81° 06' 44" E	40.20'
540	537	S 10° 55' 39" W	38.36'

C4
DEL. = 28°39'51"
TAN. = 136.18'
RAD. = 533.00'
LEN. = 266.65'
CHD. = 263.88'
C.B. = N 24°37'33" E
P.I. = N=194,706.82
E=628,512.77

C5
DEL. = 16°16'13"
TAN. = 76.19'
RAD. = 533.00'
LEN. = 151.36'
CHD. = 150.85'
C.B. = N 18°25'45" E
P.I. = N=194,104.87
E=628,585.06

C6
DEL. = 44°10'51"
TAN. = 60.88'
RAD. = 150.00'
LEN. = 115.67'
CHD. = 112.82'
C.B. = N 00°04'57" W
P.I. = N=195,347.68
E=628,654.00

C7
DEL. = 50°55'26"
TAN. = 71.42'
RAD. = 150.00'
LEN. = 133.32'
CHD. = 128.97'
C.B. = N 03°17'21" E
P.I. = N=195,578.64
E=628,559.87

C8
DEL. = 11°27'06"
TAN. = 150.40'
RAD. = 1500.00'
LEN. = 299.80'
CHD. = 299.30'
C.B. = N 69°22'56" W

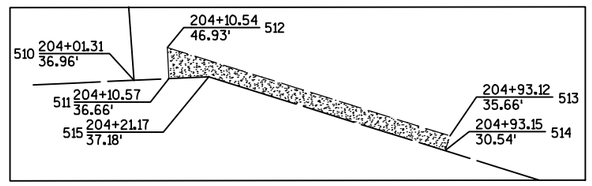
C9
DEL. = 17°50'46"
TAN. = 235.51'
RAD. = 1500.00'
LEN. = 467.21'
CHD. = 465.32'
C.B. = S 66°11'06" E
P.I. = N=195,286.10
E=628,509.57

C7
DEL. = 17°50'46"
TAN. = 243.36'
RAD. = 1550.00'
LEN. = 482.78'
CHD. = 480.84'
C.B. = S 66°11'06" E

C1
DEL. = 39°17'37"
TAN. = 43.38'
RAD. = 121.50'
LEN. = 83.33'
CHD. = 81.70'
C.B. = S 02°31'34" E

C3
DEL. = 32°00'09"
TAN. = 33.41'
RAD. = 116.50'
LEN. = 65.07'
CHD. = 64.23'
C.B. = N 05°30'36" W

C2
DEL. = 29°49'40"
TAN. = 39.34'
RAD. = 147.72'
LEN. = 76.90'
CHD. = 76.04'
C.B. = S 03°26'34" E



DETAIL "B"
N.T.S.

HIGHWAY	BASIS OF EXISTING RIGHT-OF-WAY	WIDTH
CTH MM	RIGHT OF WAY PLAT 2808-1-71	VARIES
STH 38	RIGHT OF WAY PLAT F074-1(4)	VARIES

REVISION DATE REV. 3/16/17	DATE 02/23/17	SCALE, FEET 0 50 100	HWY: CTH MM	R/W PROJECT NUMBER 2808-00-00	PLAT SHEET 4.08
	GRID FACTOR		COUNTY: RACINE	CONSTRUCTION PROJECT NUMBER 2808-00-70	PS&E SHEET --207 E

FILE NAME : 040404_RP.DWG
LAYOUT NAME - 040404_RP - 040408RL

PLOT DATE : 6/15/2017 1:48 PM PLOT BY : SCHOWALTER, STEVEN PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 75

BEGIN PROJECT 2808-00-70
STA. 100+71.79
Y= 191,803.28
X= 625,736.61

STH 31 (OLE DAVIDSON ROAD)

CTH MM (N. GREEN BAY ROAD)

BP: 100+00.00
N26°53'54"E
72.27'
PC: 100+72.27
CURVE 1
PT: 101+63.11
EX. R/W
WE ENERGIES ELECTRIC
PC: 103+12.08
AT&T CORP
BM 1
CURVE 2
N17°07'58"E
148.97'
SLOPE INTERCEPT (TYP.)
WE ENERGIES GAS
RACINE WASTEWATER UTILITY
PT: 109+24.32
MATCHLINE STA. 110+50

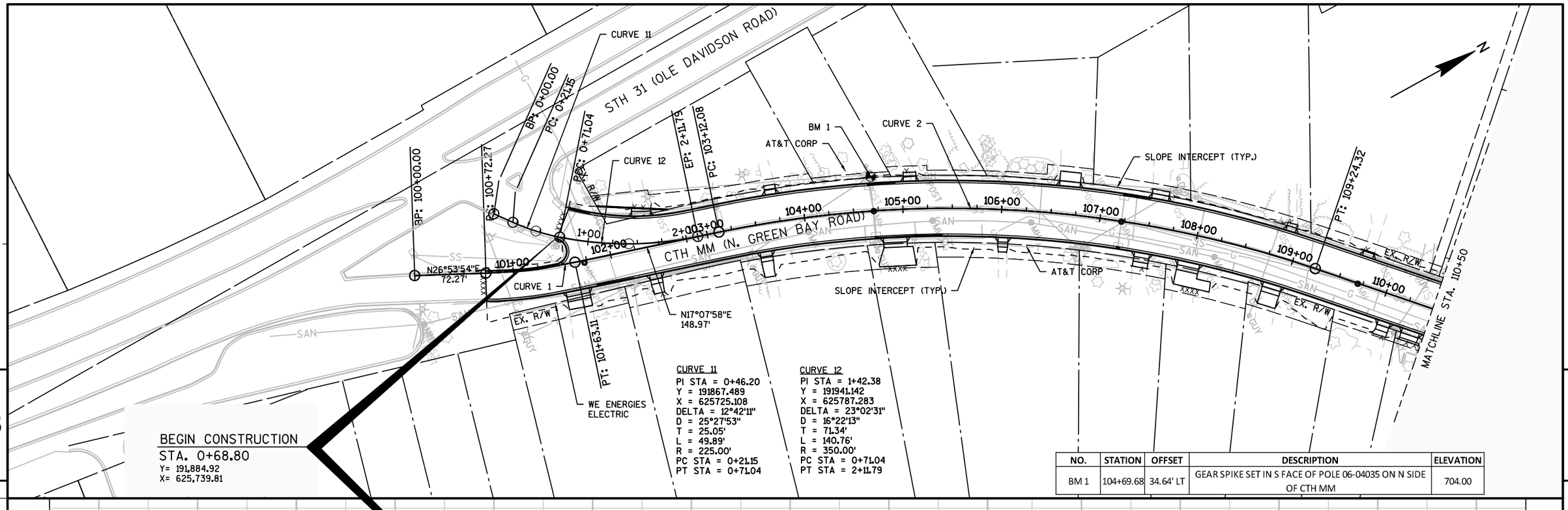
CURVE 1
PI STA = 101+17.80
Y = 191844.311
X = 625757.426
DELTA = 9°45'55"
D = 10°44'59"
T = 45.53'
L = 90.84'
R = 533.00'
PC STA = 100+72.27
PT STA = 101+63.11
SE = 4%

CURVE 2
PI STA = 106+25.70
Y = 192329.883
X = 625907.112
DELTA = 30°36'43"
D = 5°00'00"
T = 313.62'
L = 612.24'
R = 1145.92'
PC STA = 103+12.08
PT STA = 109+24.32
SE = 3.3%

NO.	STATION	OFFSET	DESCRIPTION	ELEVATION
BM 1	104+69.68	34.64' LT	GEAR SPIKE SET IN S FACE OF POLE 06-04035 ON N SIDE OF CTH MM	704.00

VCL = 120.00
K = 83.07
STA 100+71.79
EL 693.36
VPC STA 100+75.00
VPC EL 693.41
VPI STA 101+35.00
VPI EL 694.20
VPT STA 101+95.00
VPT EL 695.85
VPC STA 102+10.00
VPC EL 696.27
VPI STA 102+85.00
VPI EL 698.338
VPT STA 103+60.00
VPT EL 699.59
STA 105+50.00
EL 702.75
PROPOSED PROFILE ON R/L
EXISTING PROFILE ON R/L
1.32%
2.76%
1.67%
1.84%
VCL = 150.00
K = 136.93
VPC STA 107+10.00
VPC EL 705.69
VCL = 500.00
K = 127.07
VPI STA 109+60.00
VPI EL 710.288
PROPOSED ELEVATION ON R/L (TYP.)
EXISTING ELEVATION ON R/L (TYP.)

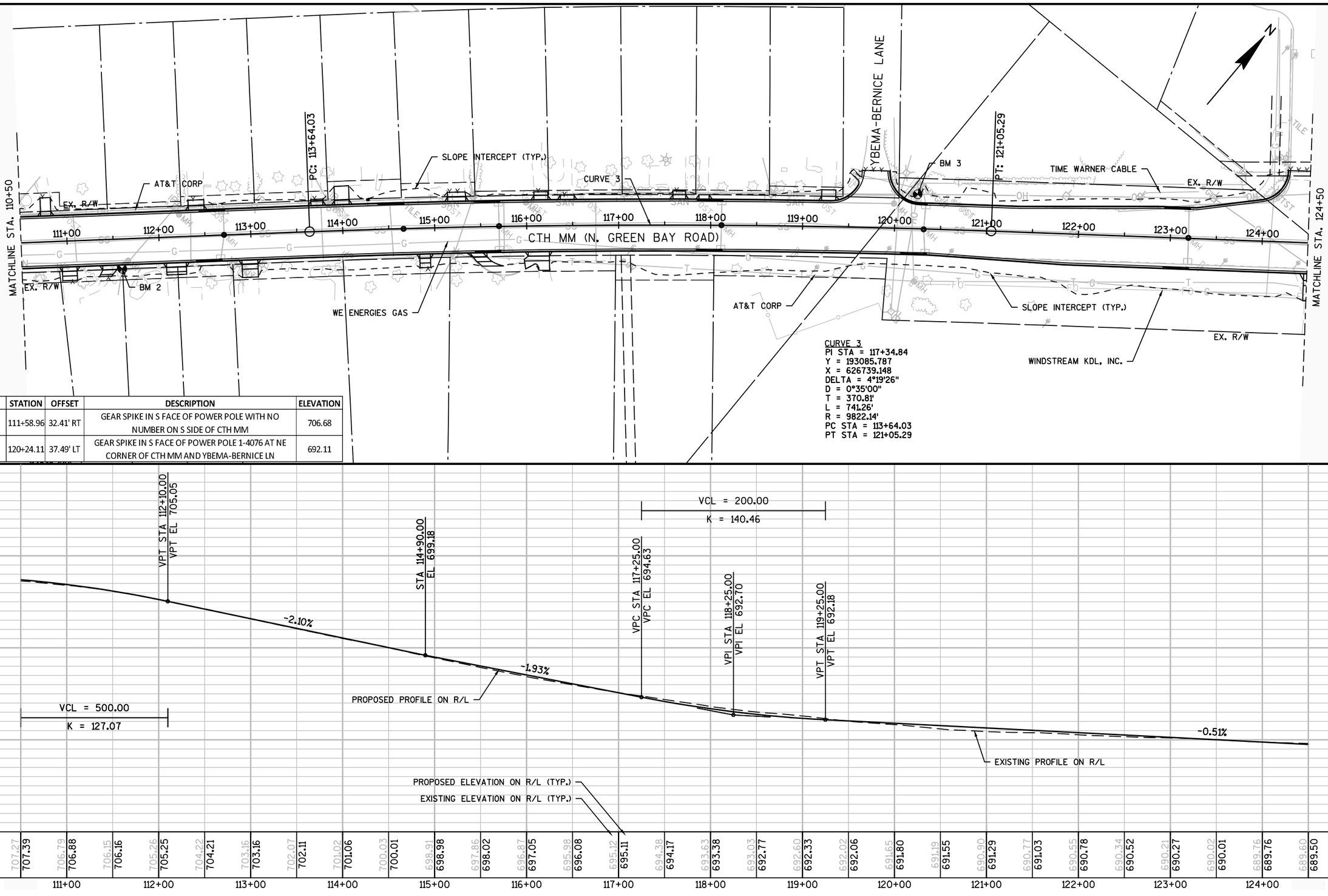
| | | |



NO.	STATION	OFFSET	DESCRIPTION	ELEVATION
BM 1	104+69.68	34.64' LT	GEAR SPIKE SET IN S FACE OF POLE 06-04035 ON N SIDE OF CTH MM	704.00

PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	PLAN AND PROFILE	SHEET 209 E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\050103_PP.DWG
LAYOUT NAME - 050103_PP - 050101A_PP
PLOT DATE : 7/31/2017 11:04 AM PLOT BY : SCHOWALTER, STEVEN PLOT NAME :
PLOT SCALE : 1:100_XREF
WISDOT/CADDS SHEET 44

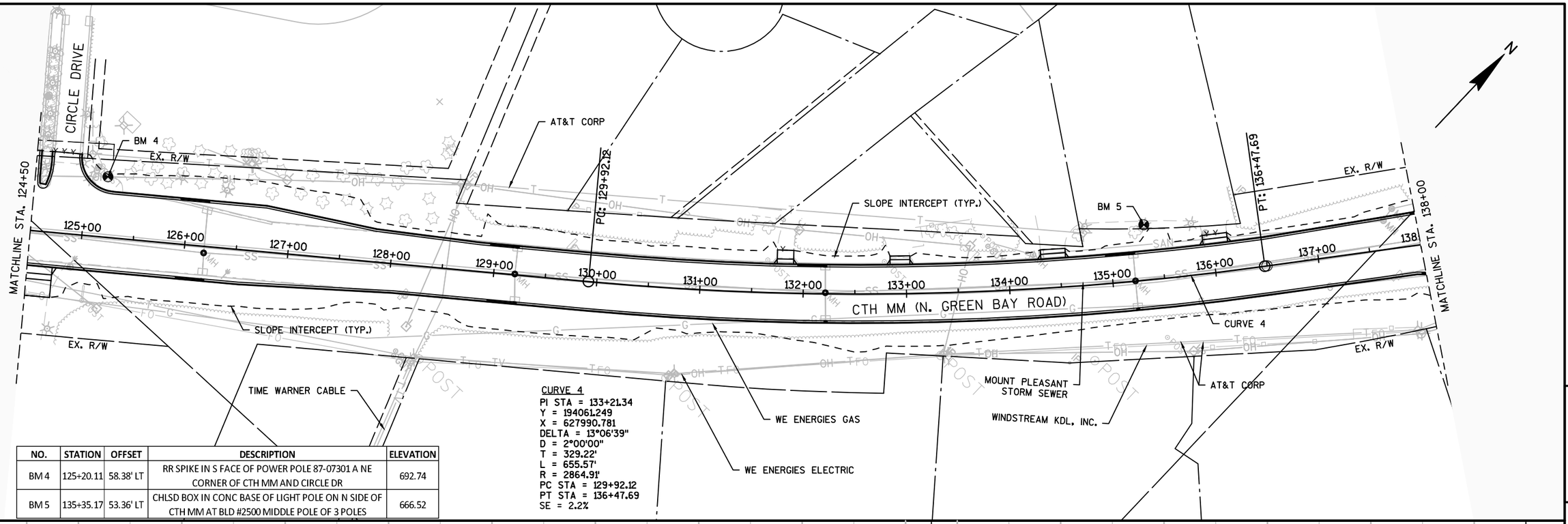


NO.	STATION	OFFSET	DESCRIPTION	ELEVATION
BM 2	111+58.96	32.41' RT	GEAR SPIKE IN S FACE OF POWER POLE WITH NO NUMBER ON S SIDE OF CTH MM	706.68
BM 3	120+24.11	37.49' LT	GEAR SPIKE IN S FACE OF POWER POLE 1-4076 AT NE CORNER OF CTH MM AND YBEMA-BERNICE LN	692.11

CURVE 3
PI STA = 117+34.84
Y = 193085.787
X = 626739.148
DELTA = 4°19'26"
D = 0°35'00"
T = 370.81'
L = 741.26'
R = 9822.14'
PC STA = 113+64.03
PT STA = 121+05.29

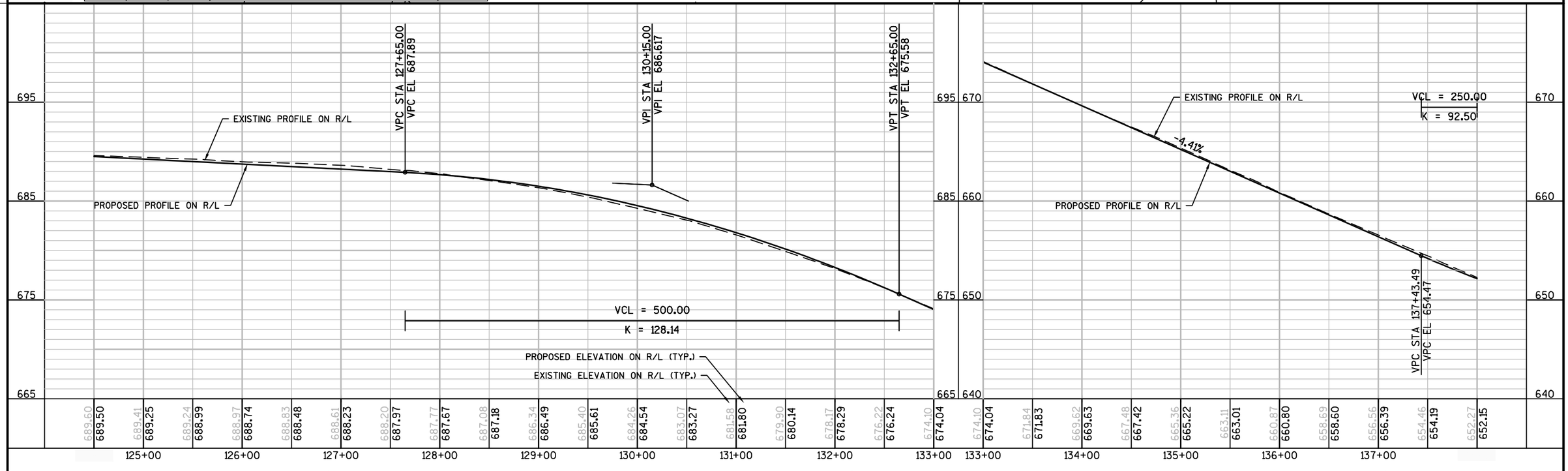
PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	PLAN AND PROFILE	SHEET 210 E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\050101_PP.DWG
LAYOUT NAME - 050101_PP - 050102_PP
PLOT DATE : 7/31/2017 11:10 AM PLOT BY : SCHOWALTER, STEVEN PLOT NAME : PLOT SCALE : 1:100_XREF



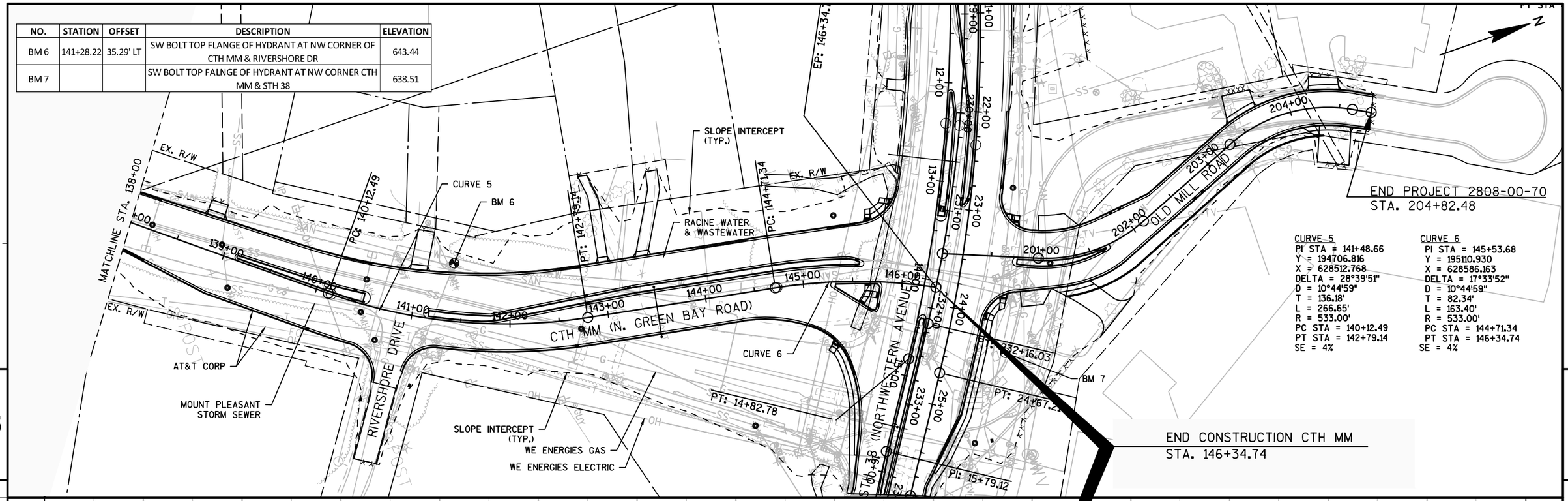
NO.	STATION	OFFSET	DESCRIPTION	ELEVATION
BM 4	125+20.11	58.38' LT	RR SPIKE IN S FACE OF POWER POLE 87-07301 A NE CORNER OF CTH MM AND CIRCLE DR	692.74
BM 5	135+35.17	53.36' LT	CHLSD BOX IN CONC BASE OF LIGHT POLE ON N SIDE OF CTH MM AT BLD #2500 MIDDLE POLE OF 3 POLES	666.52

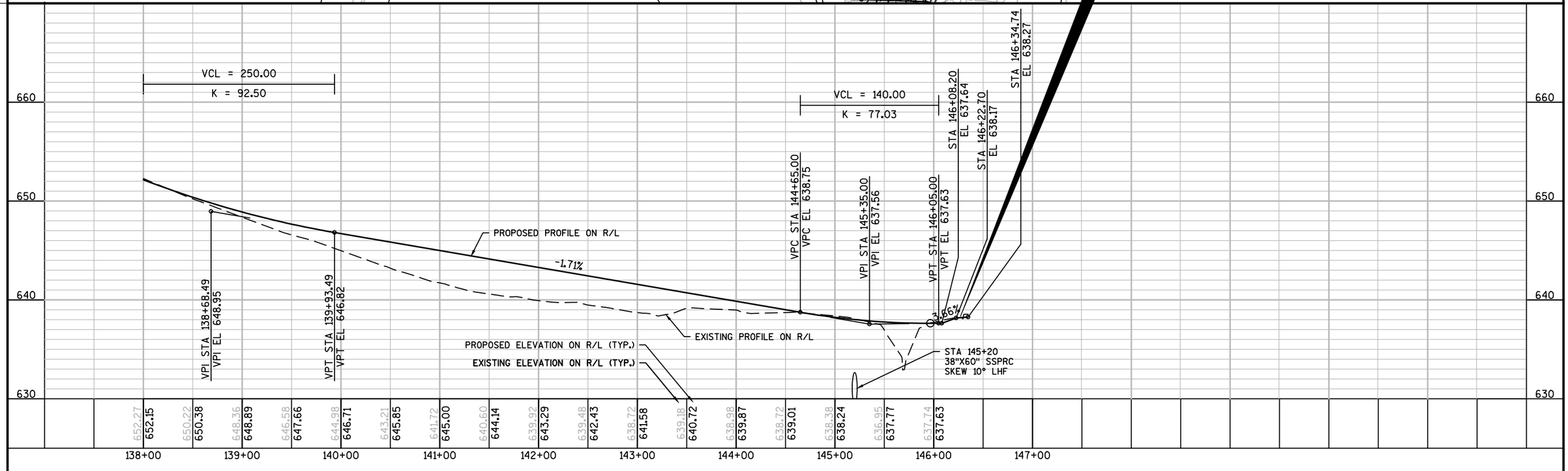
CURVE 4
PI STA = 133+21.34
Y = 194061.249
X = 627990.781
DELTA = 13°06'39"
D = 2°00'00"
T = 329.22'
L = 655.57'
R = 2864.91'
PC STA = 129+92.12
PT STA = 136+47.69
SE = 2.2%



PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	PLAN AND PROFILE	SHEET 211	E

NO.	STATION	OFFSET	DESCRIPTION	ELEVATION
BM 6	141+28.22	35.29' LT	SW BOLT TOP FLANGE OF HYDRANT AT NW CORNER OF CTH MM & RIVERSHORE DR	643.44
BM 7			SW BOLT TOP FALNGE OF HYDRANT AT NW CORNER CTH MM & STH 38	638.51





PROJECT NO: 2290-03-72 & 2808-00-70	HWY: STH 38 & CTH MM	COUNTY: RACINE	PLAN AND PROFILE	SHEET 212	E

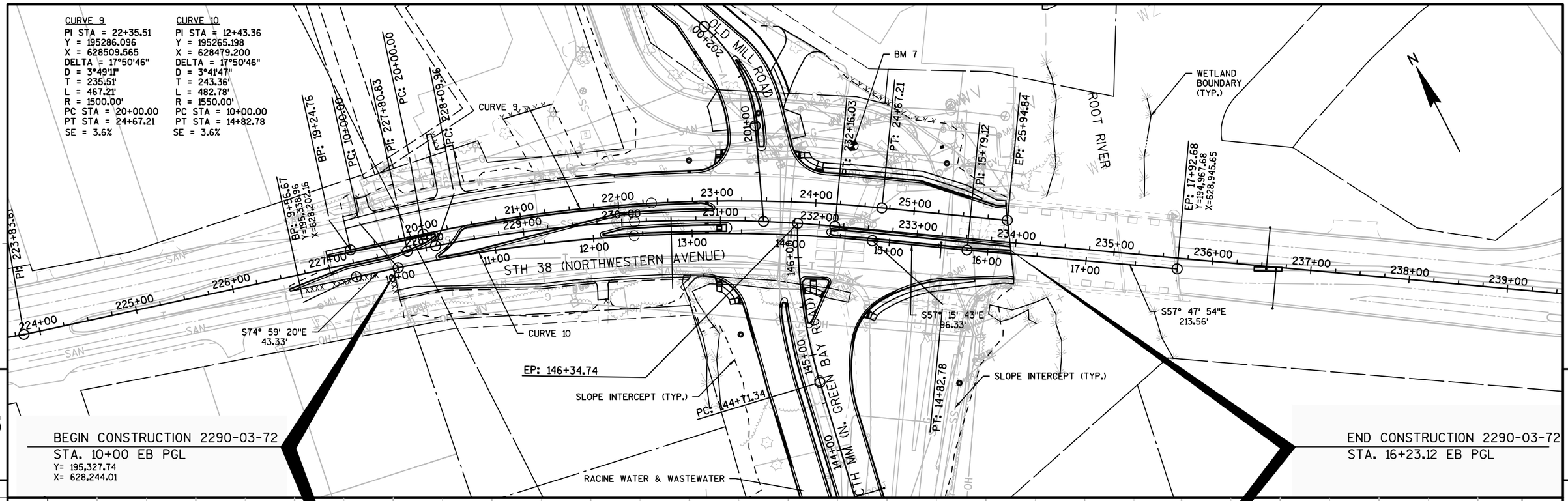
CURVE 9	CURVE 10
PI STA = 22+35.51	PI STA = 12+43.36
Y = 195286.096	Y = 195265.198
X = 628509.565	X = 628479.200
DELTA = 17°50'46"	DELTA = 17°50'46"
D = 3°49'11"	D = 3°41'47"
T = 235.51'	T = 243.36'
L = 467.21'	L = 482.78'
R = 1500.00'	R = 1550.00'
PC STA = 20+00.00	PC STA = 10+00.00
PT STA = 24+67.21	PT STA = 14+82.78
SE = 3.6%	SE = 3.6%

BEGIN CONSTRUCTION 2290-03-72
STA. 10+00 EB PGL
Y= 195,327.74
X= 628,244.01

END CONSTRUCTION 2290-03-72
STA. 16+23.12 EB PGL

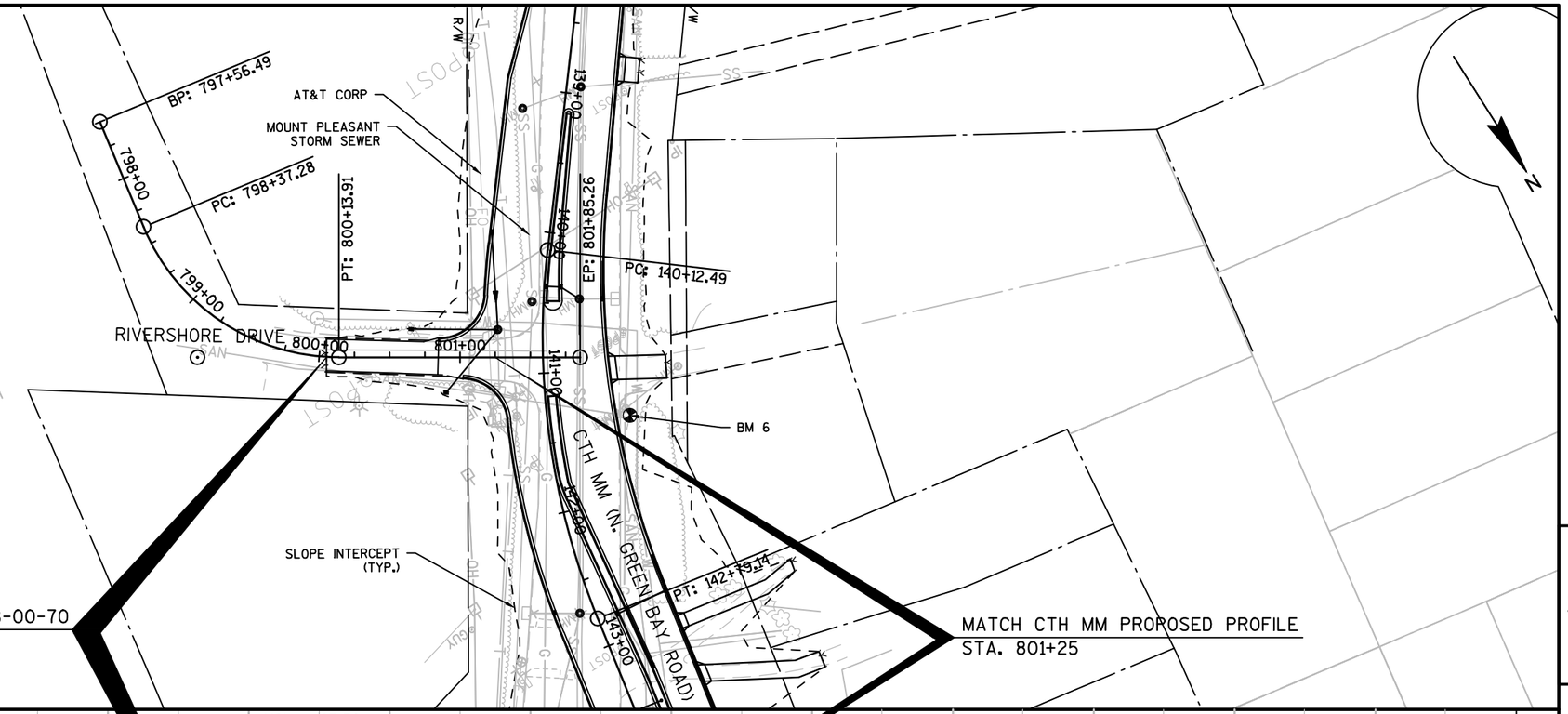
5

5



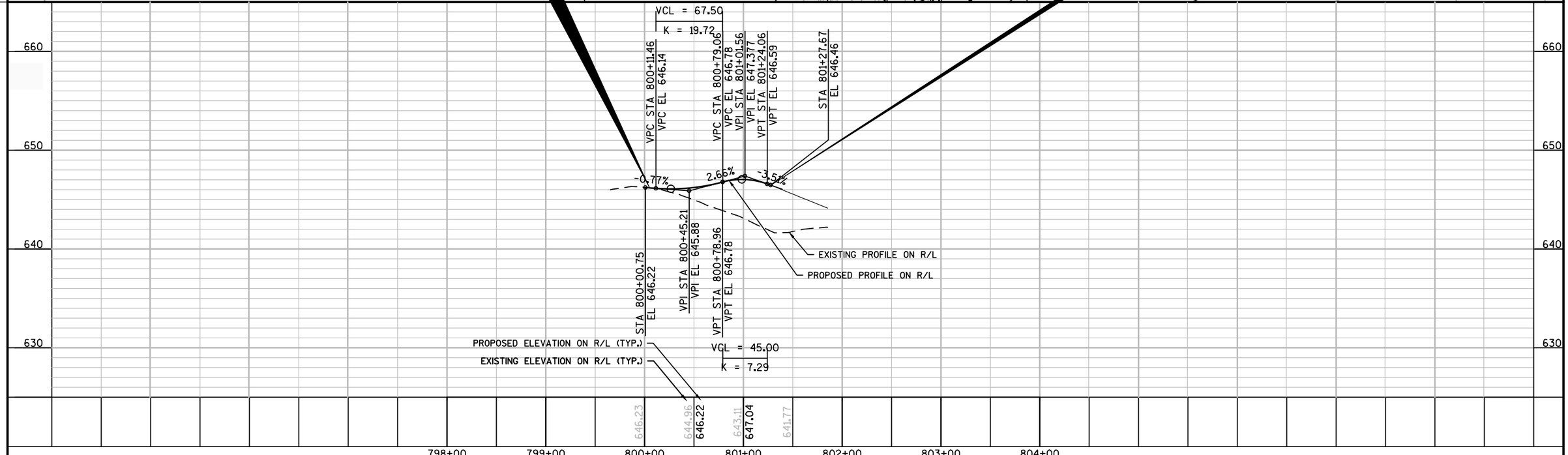
PROJECT NO: 2290-03-72 & 2808-00-70	HWY: STH 38 & CTH MM	COUNTY: RACINE	PLAN AND PROFILE STH 38 (NORTHWESTERN AVENUE)	SHEET 213	E

NO.	STATION	OFFSET	DESCRIPTION	ELEVATION
BM 6	141+28.22	35.29' LT	SW BOLT TOP FLANGE OF HYDRANT AT NW CORNER OF CTH MM & RIVERSHORE DR	643.44



BEGIN CONSTRUCTION 2808-00-70
STA. 800+05+19
Y= 194,581.11
X= 628,600.55

MATCH CTH MM PROPOSED PROFILE
STA. 801+25



PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	PLAN AND PROFILE RIVERSHORE DRIVE	SHEET 214	E

BEGIN CONSTRUCTION OLD MILL RD
STA. 200+00.00
Y= 195,189.71
X= 628,590.15

END PROJECT 2808-00-70
STA. 204+82.48

CURVE 7
PI STA = 201+58.08
Y = 195347.681
X = 628654.000
DELTA = 44°10'51"
D = 38°11'50"
T = 60.88'
L = 115.66'
R = 150.00'
PC STA = 200+97.20
PT STA = 202+12.87
SE = 4%

CURVE 8
PI STA = 204+01.40
Y = 195578.644
X = 628559.873
DELTA = 50°55'26"
D = 38°11'50"
T = 71.42'
L = 133.32'
R = 150.00'
PC STA = 203+29.97
PT STA = 204+63.29
SE = 4%

BM 6
EX. R/W
SLOPE INTERCEPT (TYP.)
RACINE WATER & WASTEWATER
CTH MM (N. GREEN BAY ROAD)
CURVE 5
SLOPE INTERCEPT (TYP.)
CURVE 6
WETLAND BOUNDARY (TYP.)
S TH 38 (NORTHWESTERN AVENUE)
BP: 200+00.00
PC: 200+97.20
PT: 202+12.87
PC: 203+29.97
PT: 204+63.29
EP: 204+82.48
OLD MILL ROAD
CURVE 7
CURVE 8
BM 7
EX. R/W

STA 200+48.58
EL 639.93
VPC STA 200+60.85
VPC EL 640.03
VPI STA 200+82.68
VPI EL 640.191
VPT STA 201+04.51
VPT EL 639.56
VCL = 146.35
K = 32.18
EXISTING PROFILE ON R/L
VPC STA 203+73.03
VPC EL 638.93
VPI STA 204+23.03
VPI EL 639.764
VPT STA 204+73.03
VPT EL 638.99
-0.75%
-2.89%
1.66%
-1.55%
PROPOSED PROFILE ON R/L
VCL = 43.66
K = 12.00
VPC STA 201+43.08
VPC EL 638.45
VPI STA 202+16.26
VPI EL 636.33
VPT STA 202+89.44
VPT EL 637.55
VPT STA 204+73.03
VPT EL 638.99
STA 204+82.48
EL 638.84
VCL = 100.00
K = 31.11
PROPOSED ELEVATION ON R/L (TYP.)
EXISTING ELEVATION ON R/L (TYP.)

650 640 630 620

639.02 639.07 639.95 637.00 639.68 640.06 638.25 637.58 637.31 638.40 637.13 639.34 637.72 639.50 638.55 639.52 639.27 639.34 639.26

200+00 201+00 202+00 203+00 204+00 205+00

PROJECT NO: 2290-03-72 & 2808-00-70	HWY: STH 38 & CTH MM	COUNTY: RACINE	PLAN AND PROFILE OLD MILL ROAD	SHEET 215	E

Standard Detail Drawing List

08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-02	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08C08-02	INLETS MEDIAN 1 AND 2 GRATE
08D01-19	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-19A	CURB RAMPS TYPES 1 AND 1-A
08D05-19B	CURB RAMPS TYPES 2 AND 3
08D05-19C	CURB RAMPS TYPES 4A AND 4A1
08D05-19D	CURB RAMPS TYPE 4B AND 4B1
08D05-19E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D15-05B	EDGEDRAIN AND BASE AGGREGATE OPEN GRADED
08D15-05C	EDGEDRAIN AND BASE AGGREGATE OPEN GRADED
08D22-01	DRIVEWAYS WITHOUT CURB & GUTTER RESURFACING PROJECTS RURAL
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
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
09B02-10	CONDUIT
09B04-11	PULL BOX
09C02-07	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C06-07	CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL
09C11-10	CONCRETE BASE TYPE 10
09C12-09A	CONCRETE BASE TYPE 13
09C12-09B	CONCRETE BASE TYPE 13
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D02-03	SIGNAL CONTROL CABINET
09E01-14B	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)
09E01-14D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E01-14G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-05	NON-FREEWAY LIGHTING UNIT POLE WIRING
09E06-05	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09E07-05	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
09E08-08A	TYPE 9 POLE 15'-30' MONOTUBE ARM
09E08-08B	TYPE 10 POLE 15'-30' MONOTUBE ARM
09E08-08C	TYPE 12 POLE 35'-55' MONOTUBE ARM
09E08-08D	TYPE 13 POLE 35'-55' MONOTUBE ARM
09E08-08E	GENERAL NOTES AND HARDWARE DETAILS FOR TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS
09F15-04A	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)
09F15-04B	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
09H16-01	INSTALL WIRELESS ANTENNA
11B02-02	CONCRETE MEDIAN NOSE
12A04-03	STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS
13C01-18	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C13-08	URBAN DOWELED CONCRETE PAVEMENT
13C18-05A	CONCRETE PAVEMENT JOINTING
13C18-05B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-05C	CONCRETE PAVEMENT JOINT TYPES
13C18-05D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-06A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-03	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C05-03	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-14A	PAVEMENT MARKING SYMBOLS
15C07-14B	PAVEMENT MARKING WORDS
15C07-14C	PAVEMENT MARKING ARROWS
15C07-14E	PAVEMENT MARKING FOR BIKE LANES

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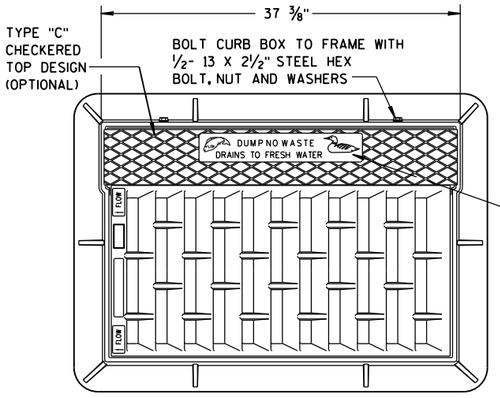
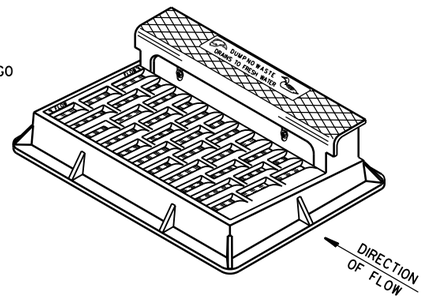
Standard Detail Drawing List

15C08-17C	PAVEMENT MARKING (ISLANDS)
15C08-18A	LONGITUDINAL MARKING (MAINLINE)
15C08-18B	PAVEMENT MARKING (TURN LANES)
15C12-06	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C15-05	36" DIAMETER FULL SPAN OVERHEAD SIGN SUPPORT BASE
15C18-04	MEDIAN ISLAND MARKING
15C24-04	36" DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE
15C27-02A	DOUBLE ARROW WARNING SIGN PLACEMENT
15C27-02B	PAVEMENT MARKING (ISLANDS)
15C29-05A	BICYCLE LANE MARKING
15C33-02	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-01A	PAVEMENT MARKING (INTERSECTIONS)
15D21-04	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D28-03	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS

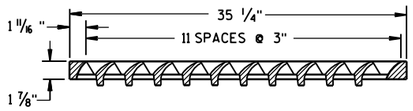
6

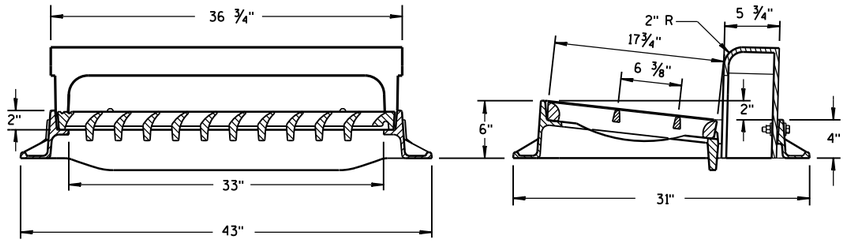


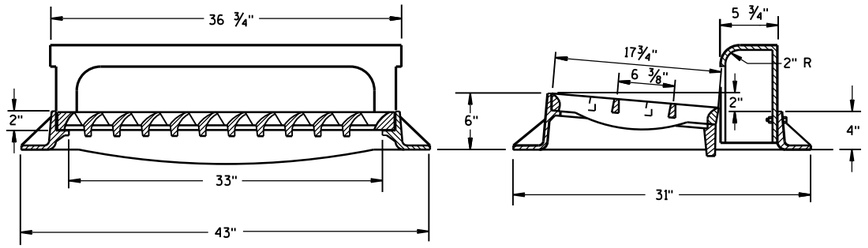
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

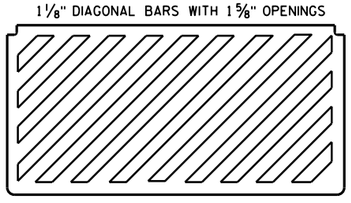






TYPE "H"

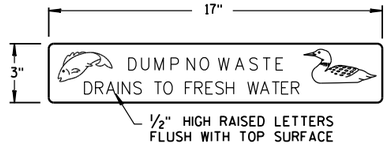
NOTE: EITHER CASTING IS ACCEPTABLE



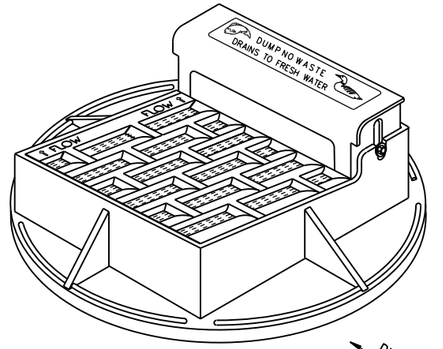
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 1/4" X 17 3/4" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

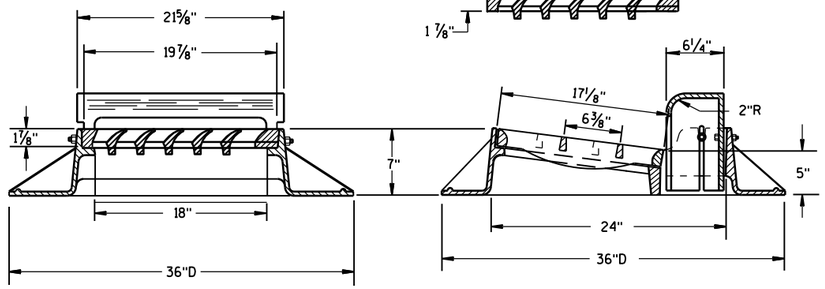


LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

NOTE:
GRATE IS REVERSIBLE.



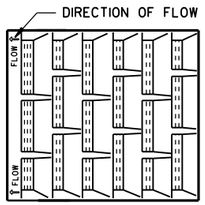
TYPE "A"

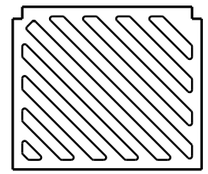
GENERAL NOTES

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

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

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

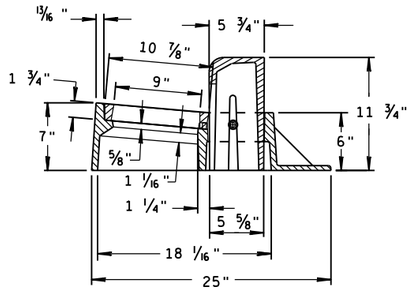


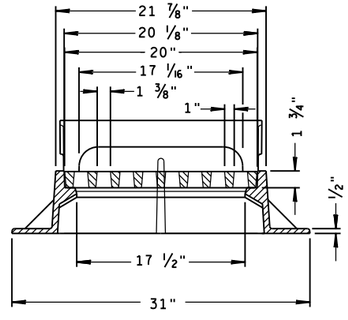


SPECIAL GRATE FOR TYPE "A" COVER

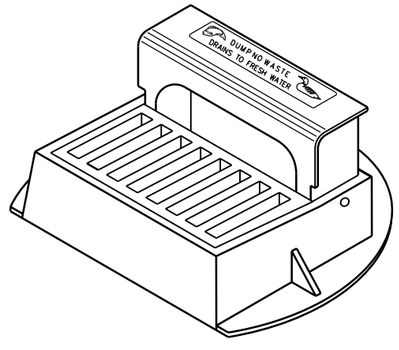
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)





TYPE "Z"



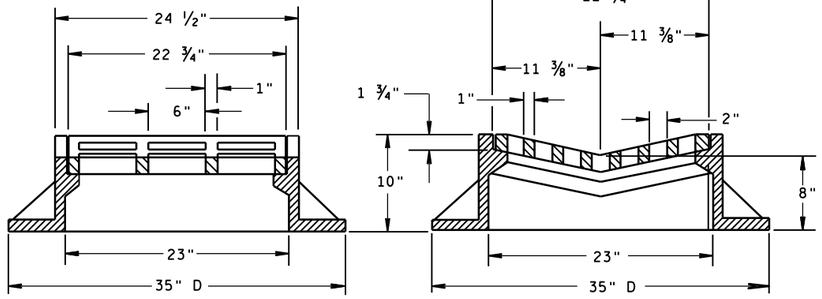
INLET COVERS TYPE A, H, A-S, H-S & Z

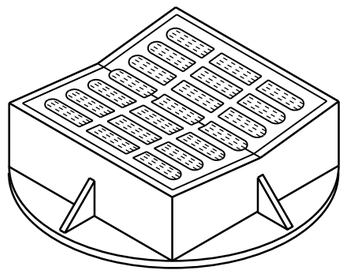
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11-27-13 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

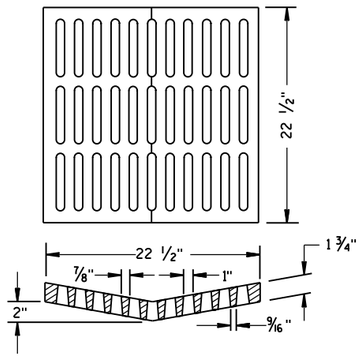
6

S.D.D. 8 A 5-19a



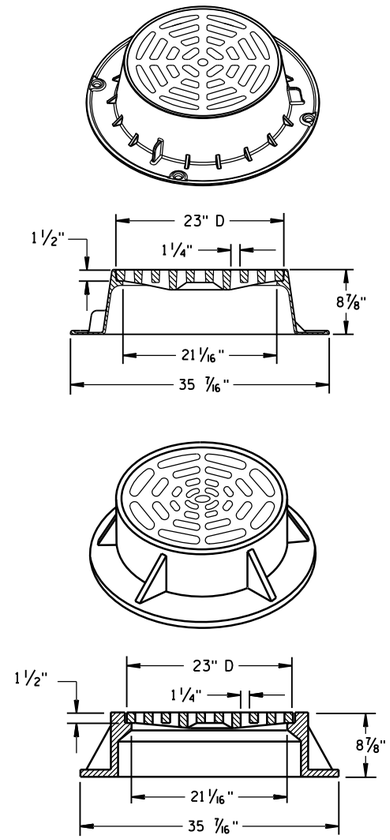


TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.
NOTED AS TYPE B-A ON THE DRAINAGE TABLE



TYPE "C"

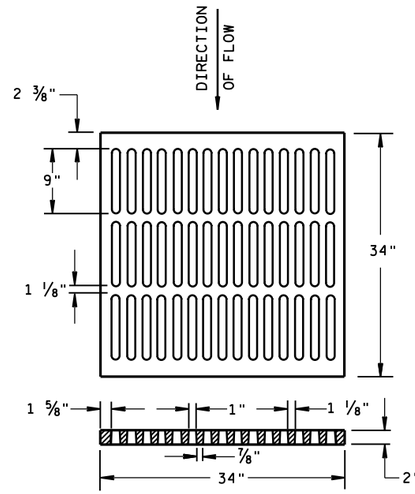
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

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

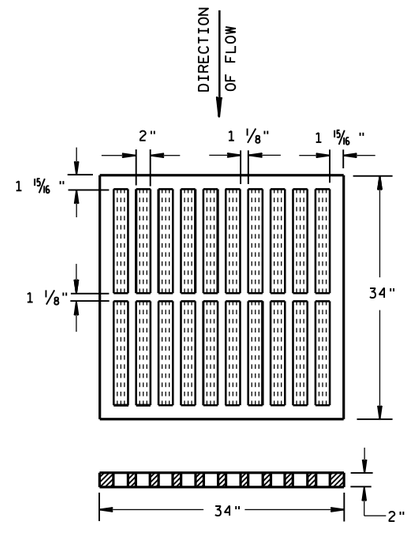
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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



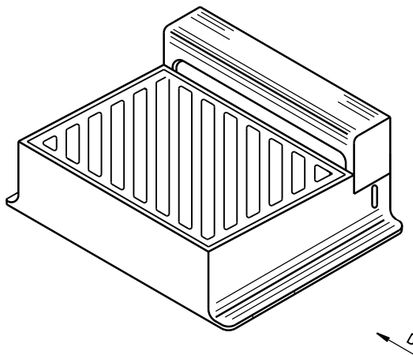
ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

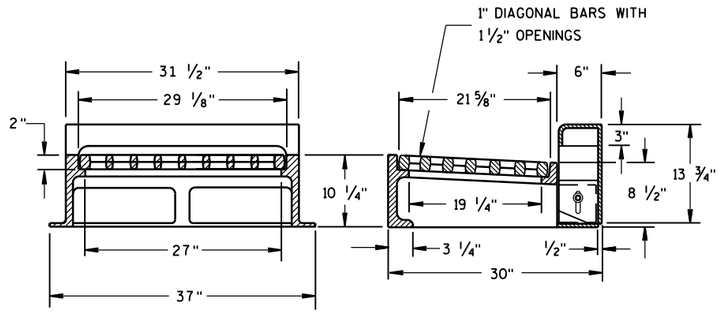


TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS
NOTED AS TYPE MS ON DRAINAGE TABLE



DIAGONAL SLOTS, SHALL BE ORIENTED TO THE DIRECTION OF FLOW AS ILLUSTRATED. GRATES ARE MANUFACTURED TO BE REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

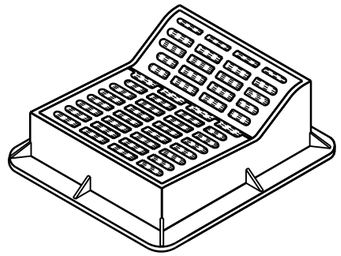
INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM

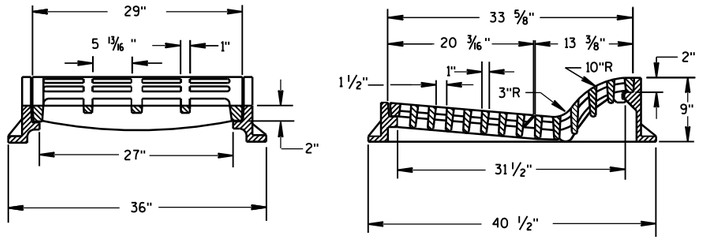
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

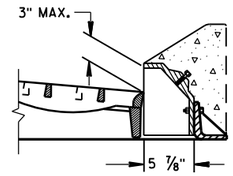
S.D.D. 8 A 5-19b





TYPE "F"

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

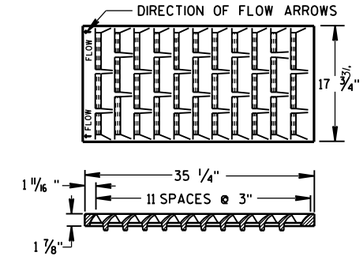
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

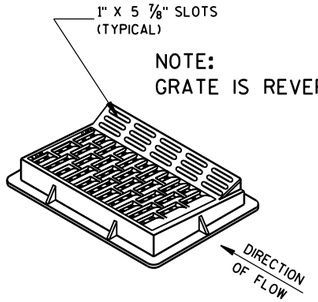
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

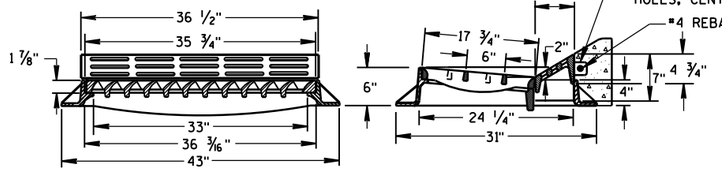
GENERAL NOTES

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.



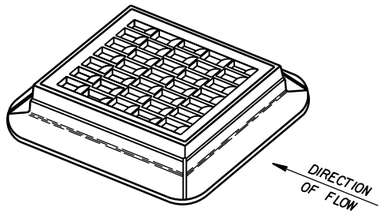


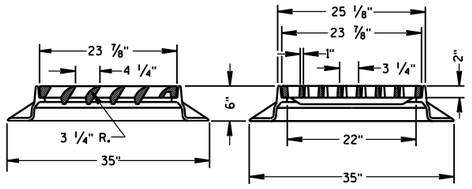


TYPE "HM"

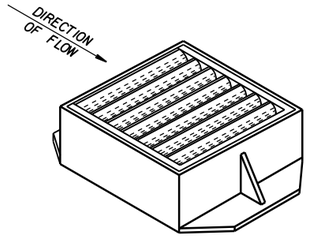
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

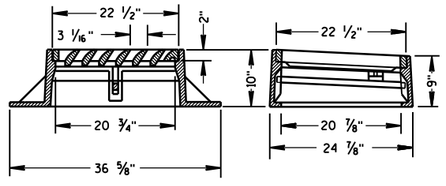
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE





TYPE "S"





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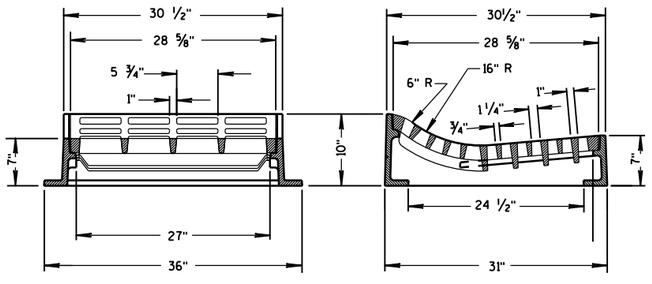
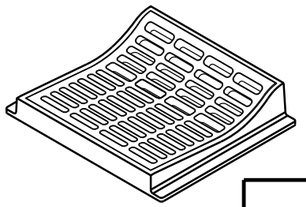




TYPE "T"

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

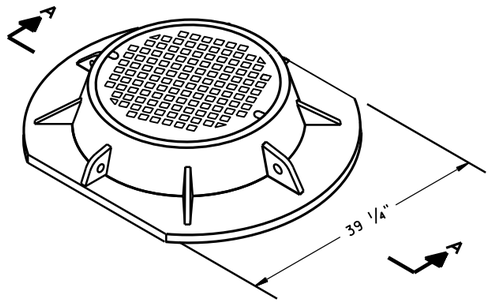
APPROVED
11/27/2013
DATE

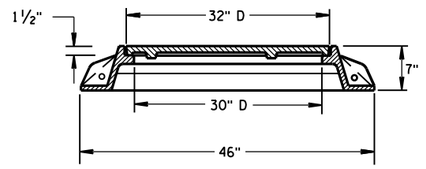
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

FHWA

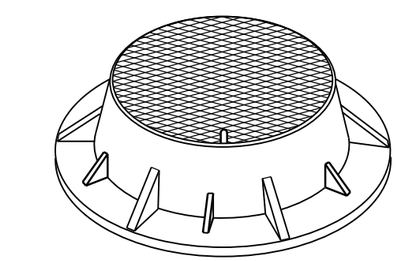
6

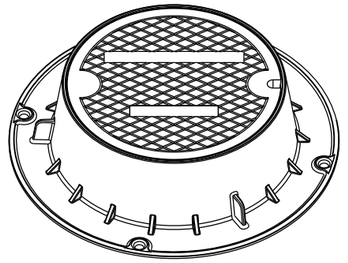
S.D.D. 8 A 5-19c

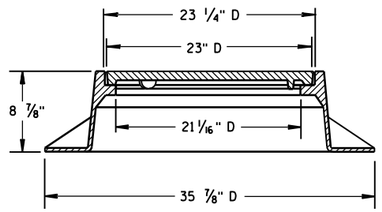


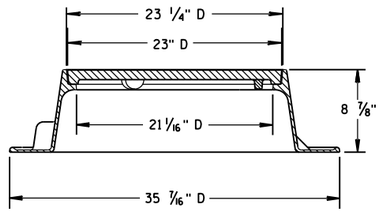


SECTION A-A
TYPE "K"









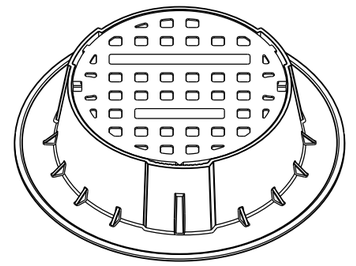
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

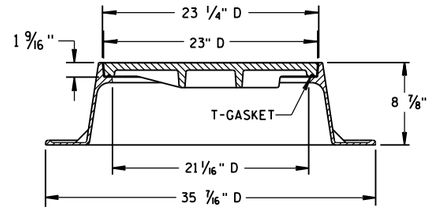
GENERAL NOTES

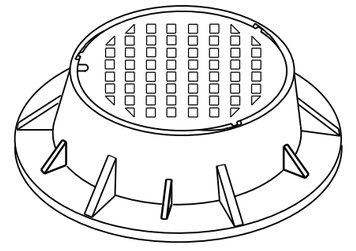
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

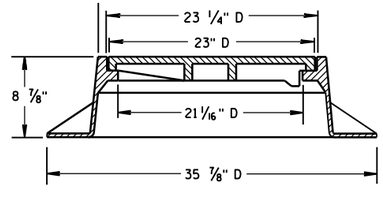
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

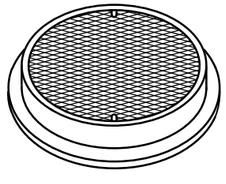


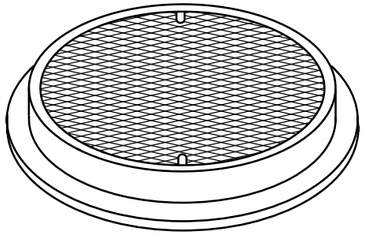


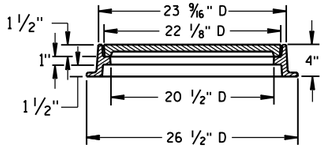




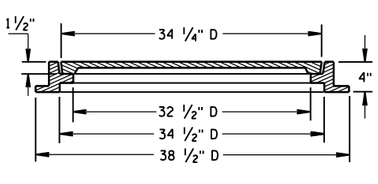
TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE



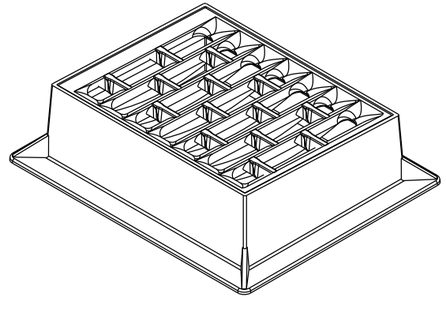


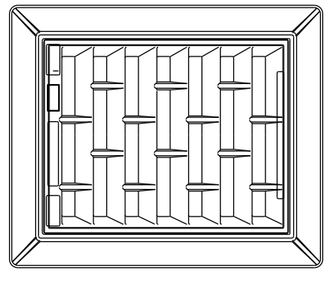


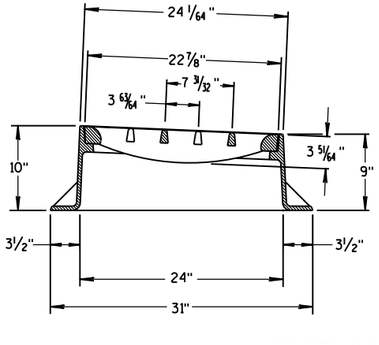
TYPE "L"

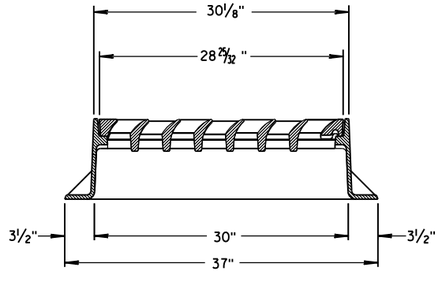


TYPE "M"









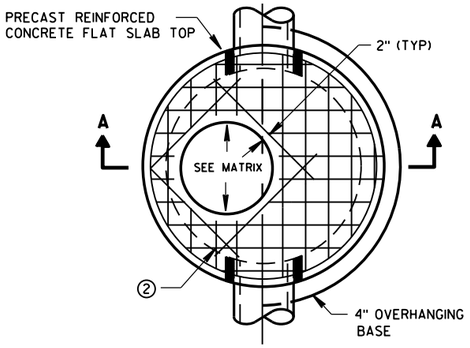
INLET COVER TYPE "BW"

INLET COVER TYPE BW
MANHOLE COVERS, TYPE K, J, J-S, L & M

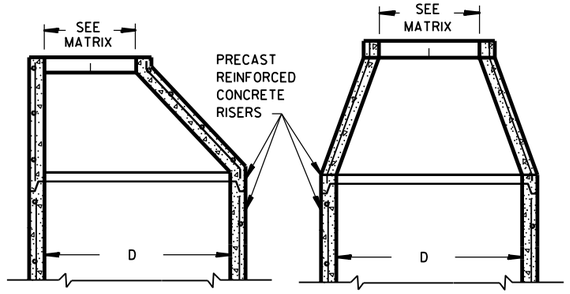
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 A 5-19d

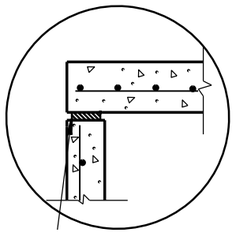


PLAN VIEW CIRCULAR OPENING

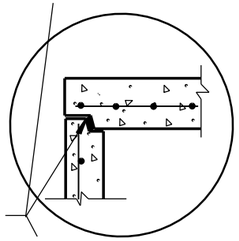


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

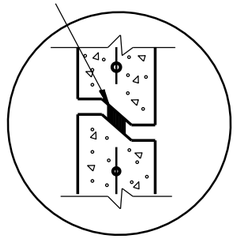


TOP WITH PLAIN END JOINT



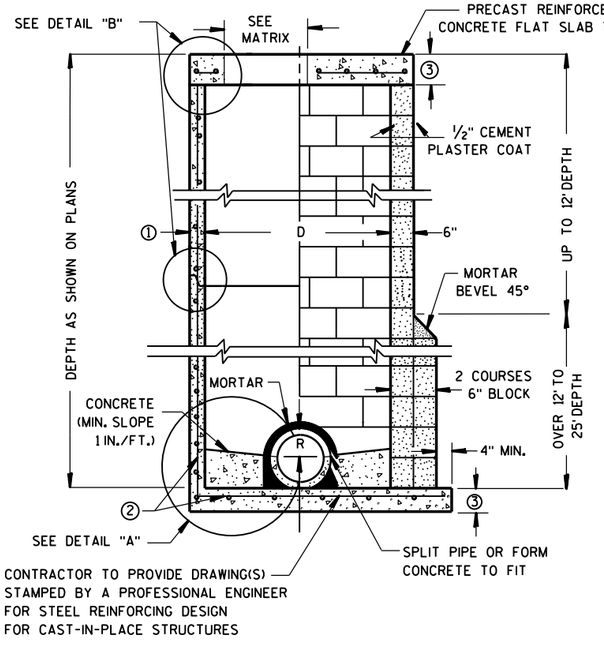
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



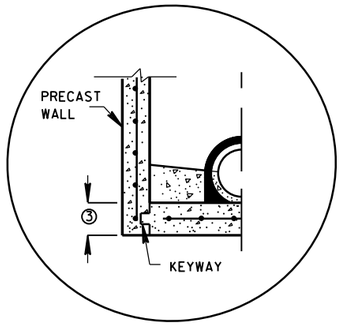
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

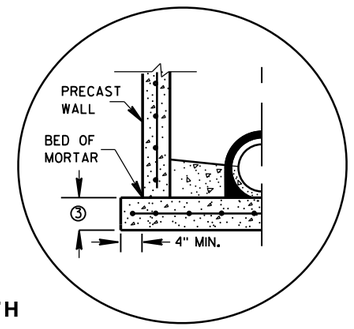


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

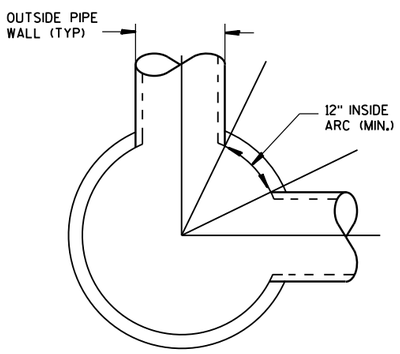


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE 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 FOUNDATION 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.

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 SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "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

APPROVED

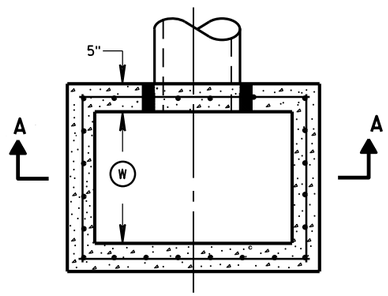
Sept., 2016
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERV

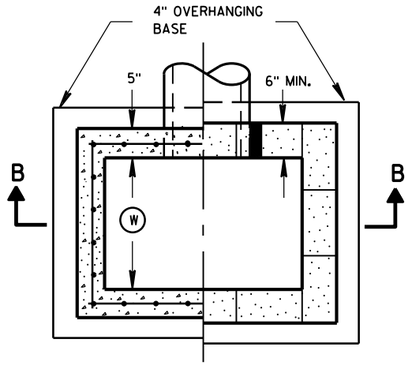
FHWA

222

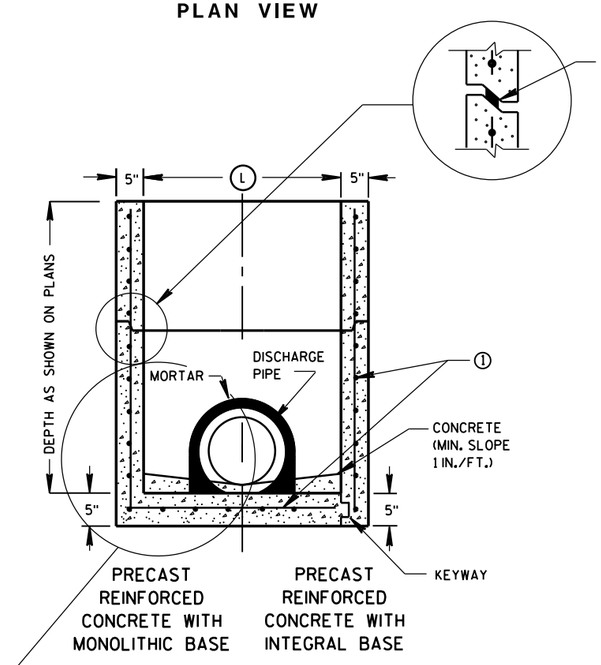
6
S.D.D. 8 B 9-2



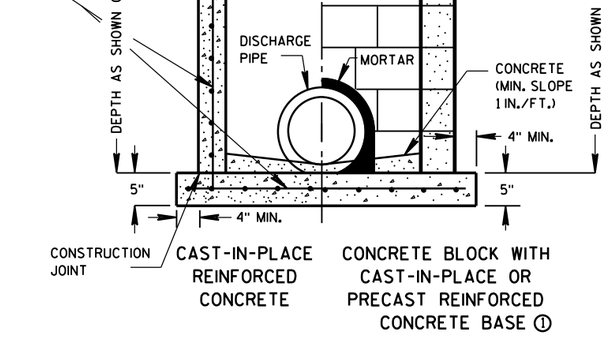
PLAN VIEW



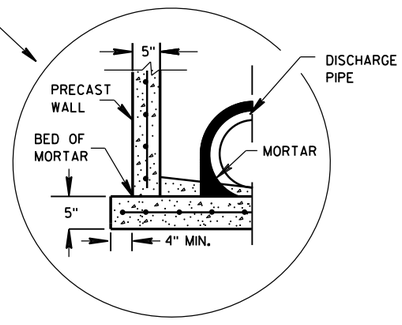
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE 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 FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS.
4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED.
OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3 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.

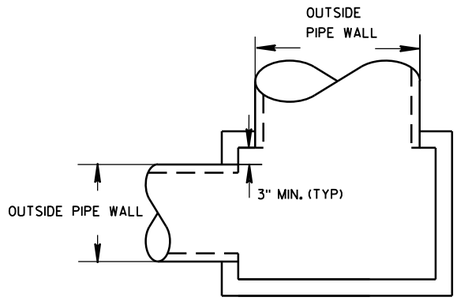
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

INLET SIZE		INLET COVER TYPE	ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM
	WIDTH Ⓦ (FT)	LENGTH Ⓛ (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
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DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D IT
UNIT SUPERVIS
FHWA

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

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S.D.D. 8 C 7-2

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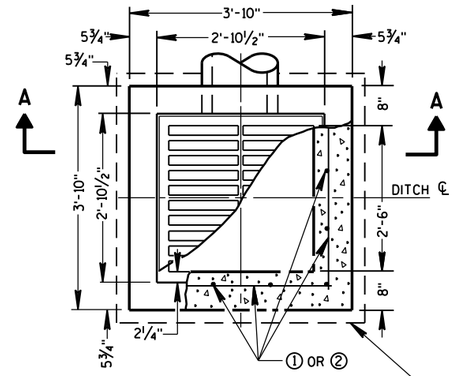
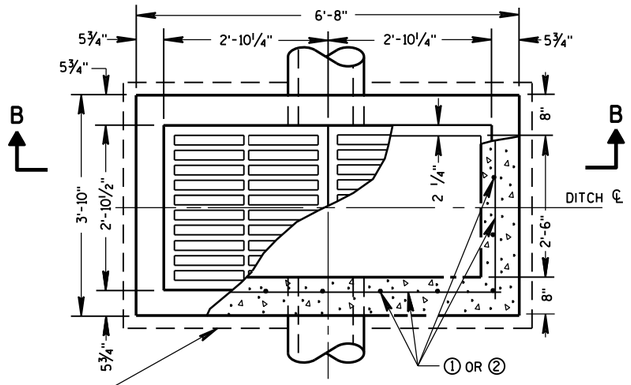
S.D.D. 8 C 7-2

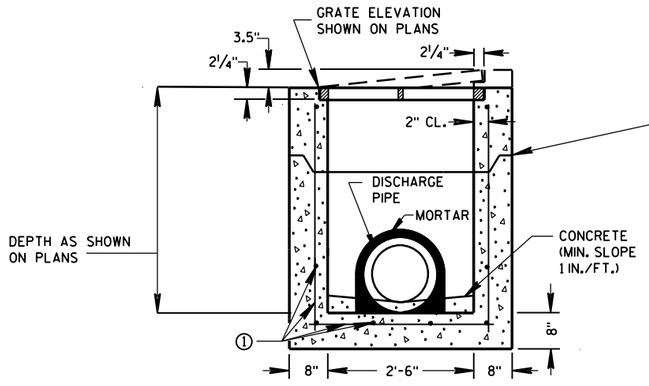


PLAN VIEW

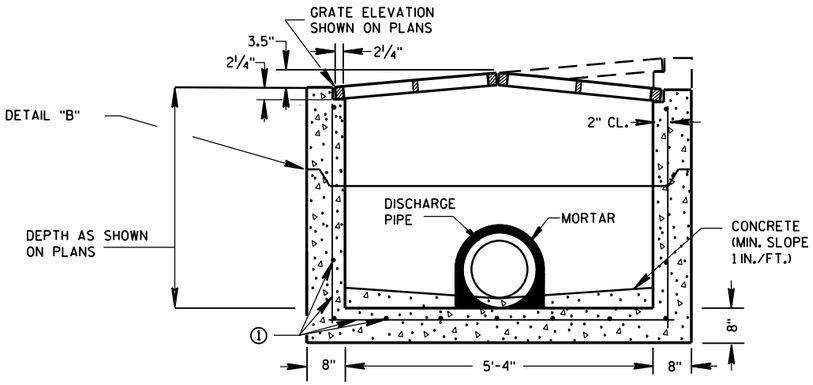


PLAN VIEW

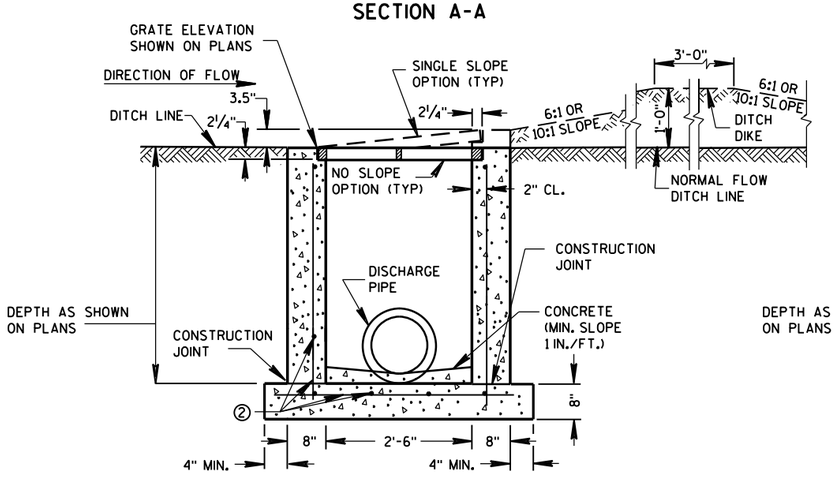
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



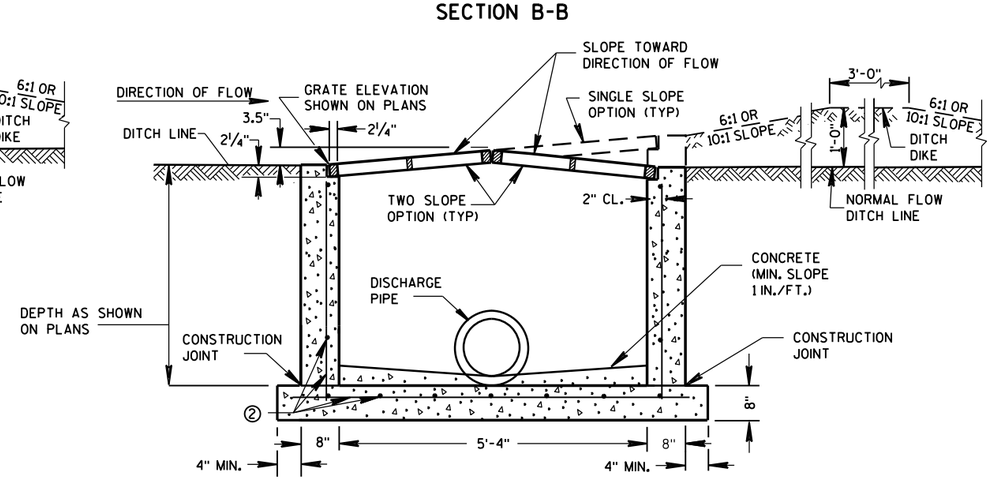
PRECAST REINFORCED CONCRETE SECTION A-A



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.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

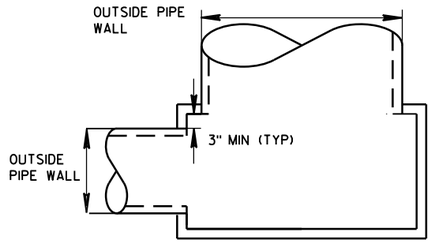
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

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.

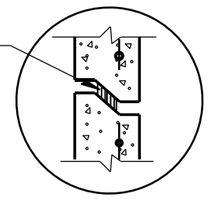
PIPE MATRIX

	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
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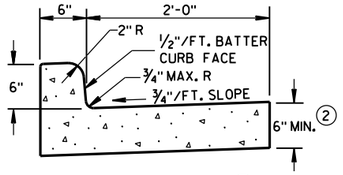
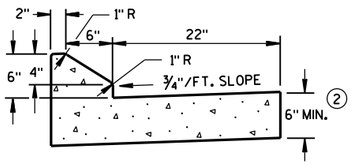
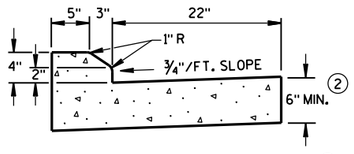


TYPES A & D ①

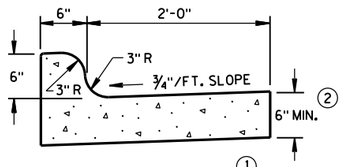


6" SLOPED CURB TYPES G & J ①

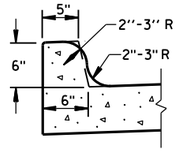


4" SLOPED CURB TYPES G & J ①

CONCRETE CURB & GUTTER 30"

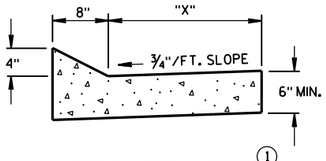


TYPES K & L ①



OPTIONAL CURB SHAPE FOR TYPES K & L ①

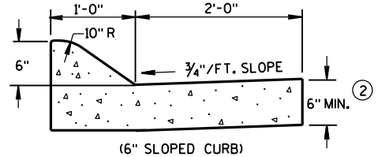
CONCRETE CURB & GUTTER 30"



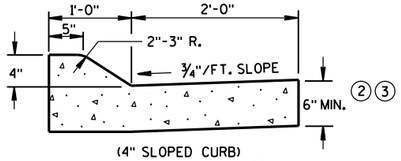
TYPES TBT & TBTT ①

CONCRETE CURB & GUTTER

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

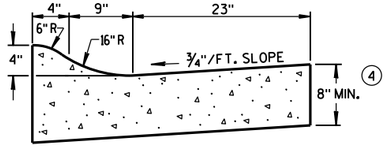


(6" SLOPED CURB)



(4" SLOPED CURB)

TYPES A & D ①



4" SLOPED CURB TYPES R & T ①⑤

CONCRETE CURB & GUTTER 36"

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, R AND TBTT.

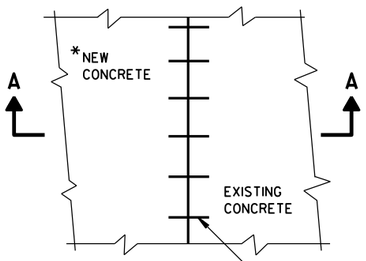
② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

③ USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.

④ THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

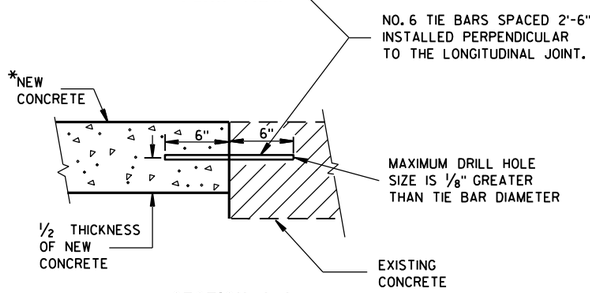
⑤ THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

⑥ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



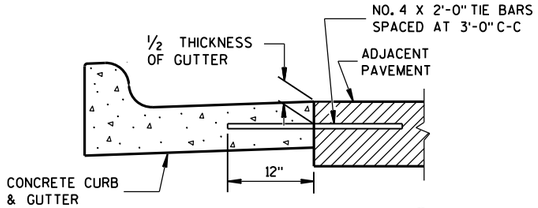
PLAN VIEW

*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

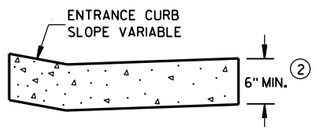


SECTION A-A

TIE BARS DRILLED INTO EXISTING PAVEMENT

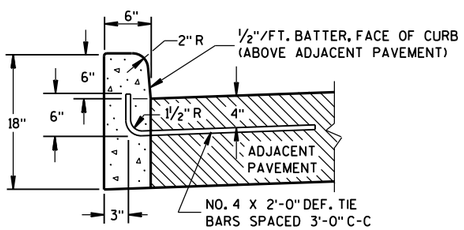


TYPICAL TIE BAR LOCATION ①

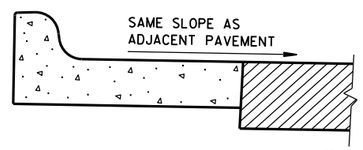


DRIVEWAY ENTRANCE CURB

(WHEN DIRECTED BY THE ENGINEER)

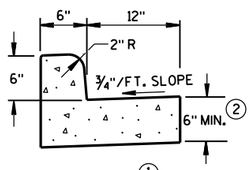


① TYPES A & D



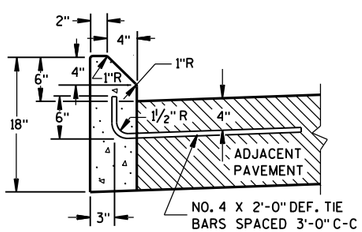
⑥ REVERSE SLOPE GUTTER

(TYPICAL FOR ALL CURB & GUTTER TYPES)



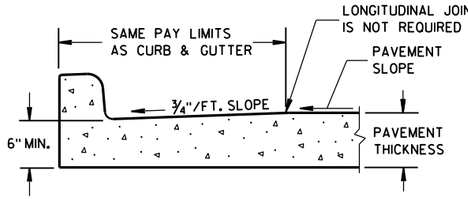
① TYPES A & D

CONCRETE CURB & GUTTER 18"

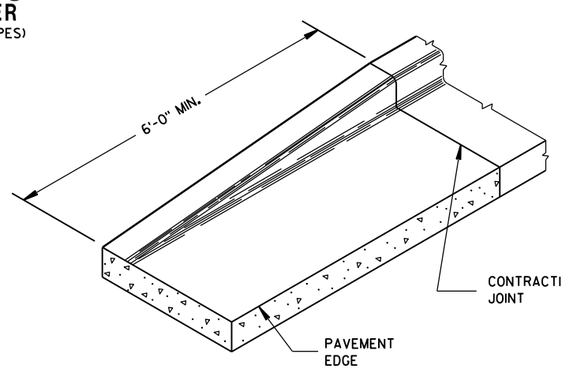


① TYPES G & J

CONCRETE CURB



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



END SECTION CURB & GUTTER

CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2016 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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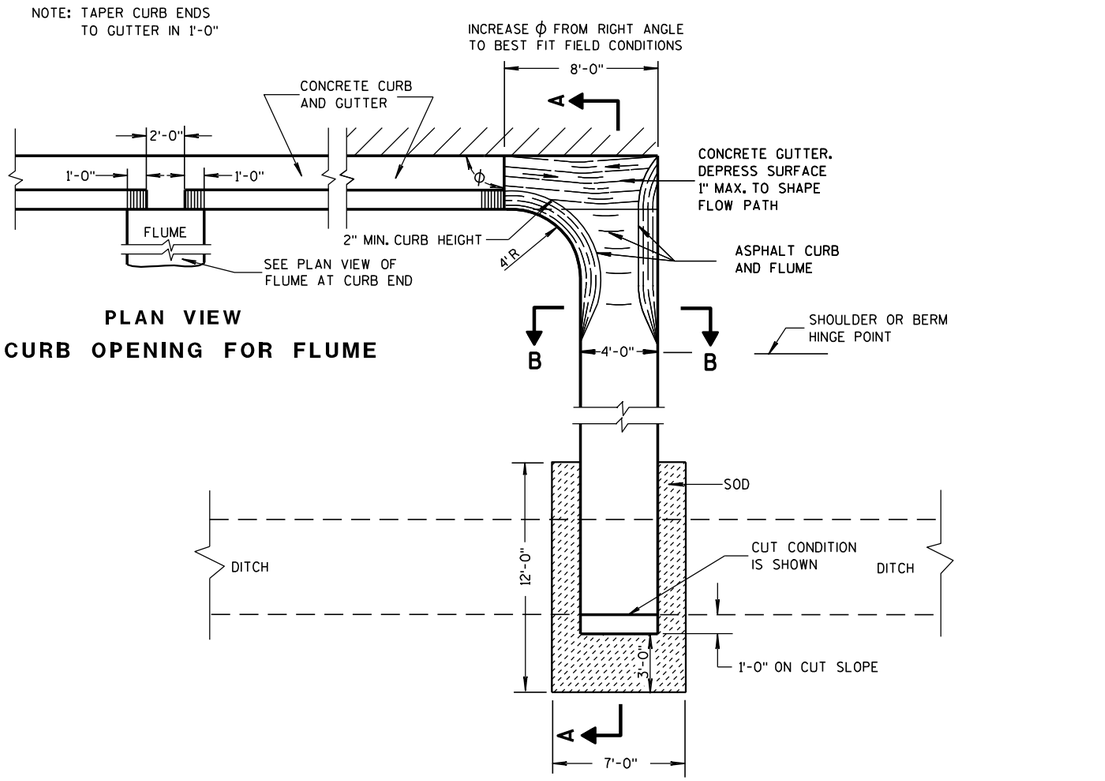
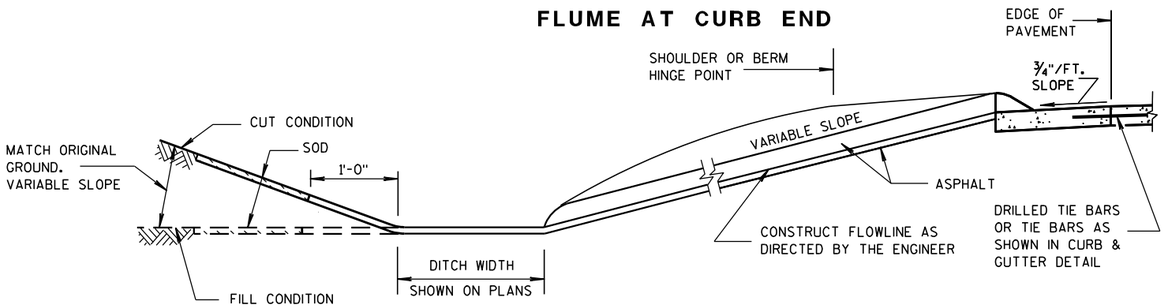
ASPHALTIC FLUME

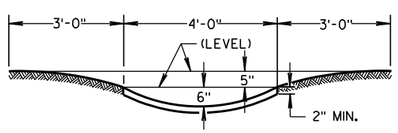


PLAN VIEW
CURB OPENING FOR FLUME

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.

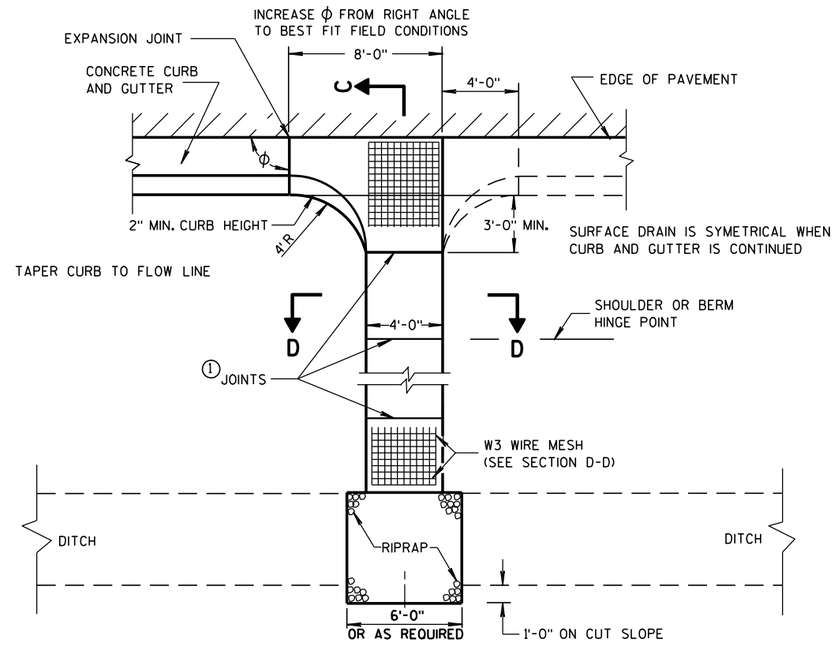
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE $\frac{1}{8}$ TO $\frac{1}{4}$ INCH WIDE BY $1\frac{1}{2}$ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

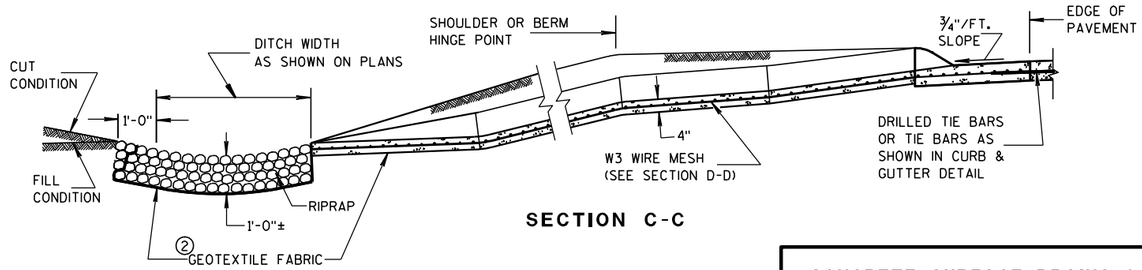
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

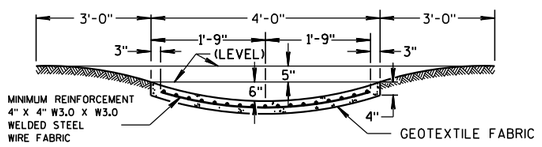
③ CONCRETE SURFACE DRAIN



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
FHWA

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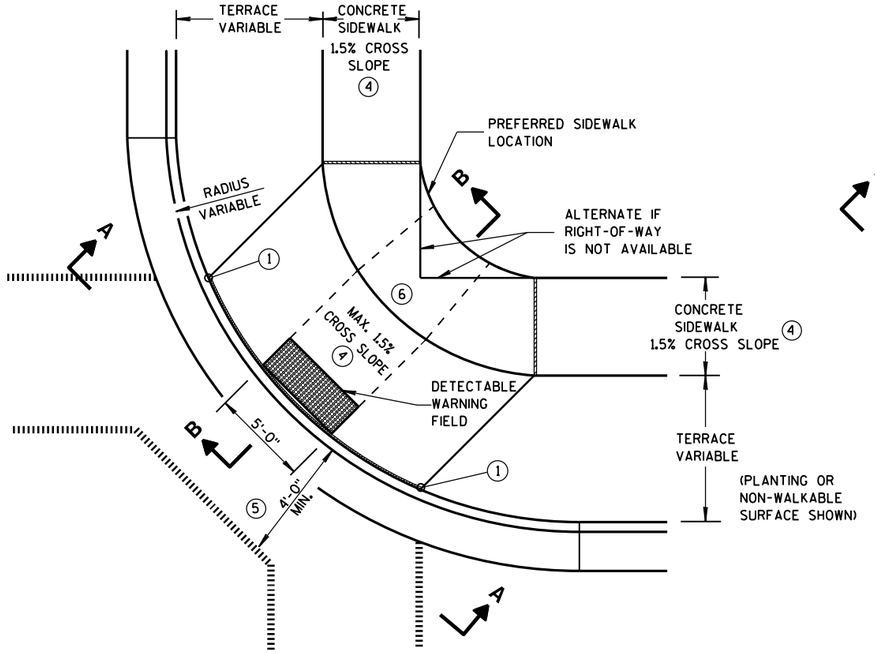
S.D.D. 8 D 4-5

6

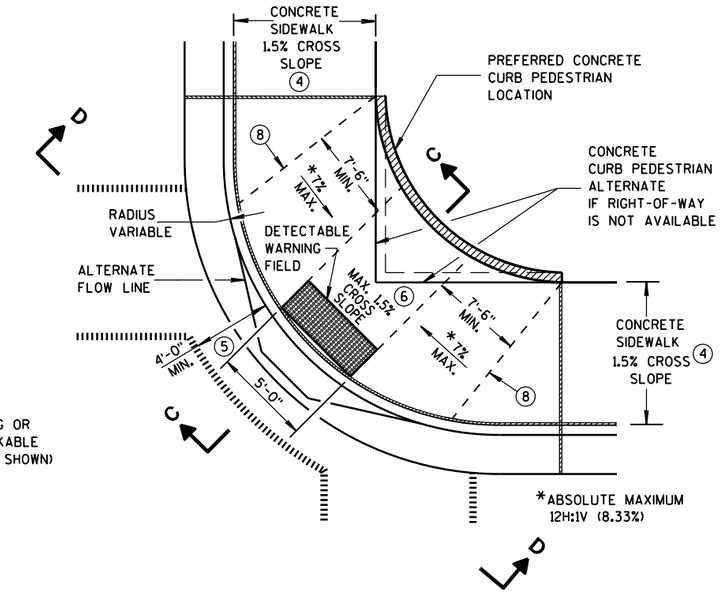
S.D.D. 8 D 4-5



PLAN VIEW

TYPE 1 RAMP

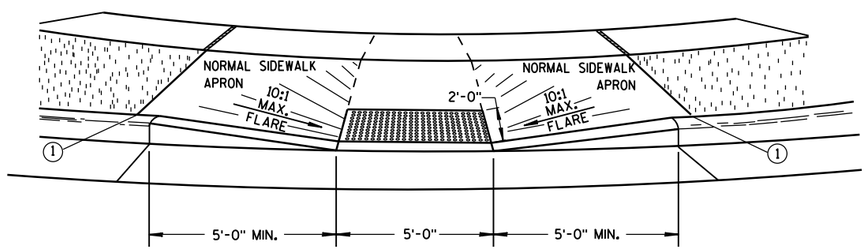
(CENTER OF CORNER RADIUS)



PLAN VIEW

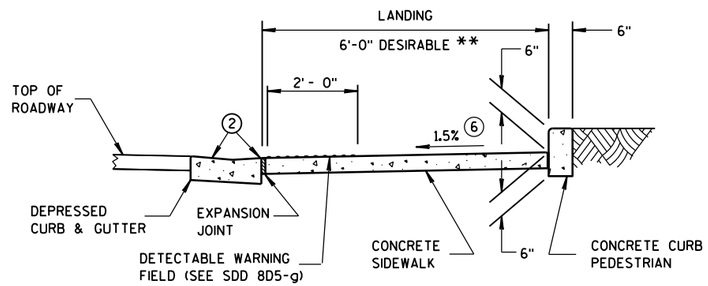
TYPE 1-A RAMP

(NO TERRACE)

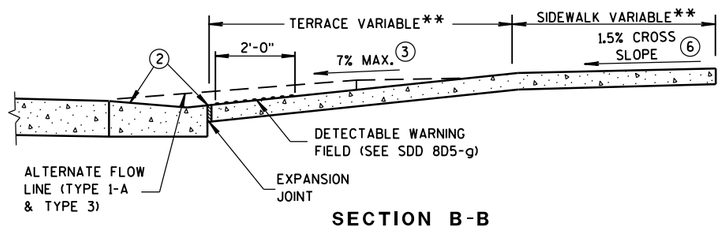


VIEW A-A

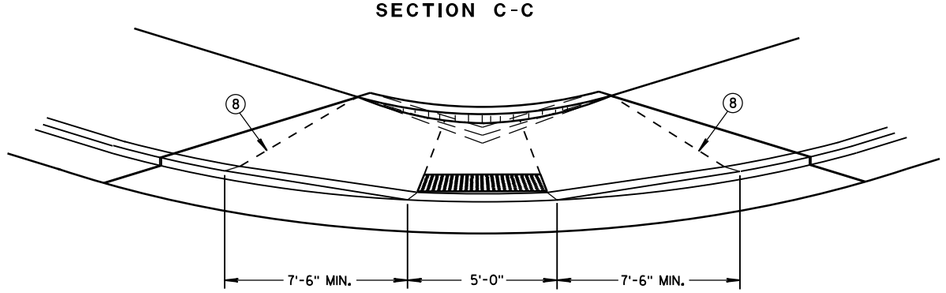
** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION C-C



SECTION B-B



VIEW D-D

GENERAL NOTES

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

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

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

TYPE 1 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".

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

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

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

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

LEGEND

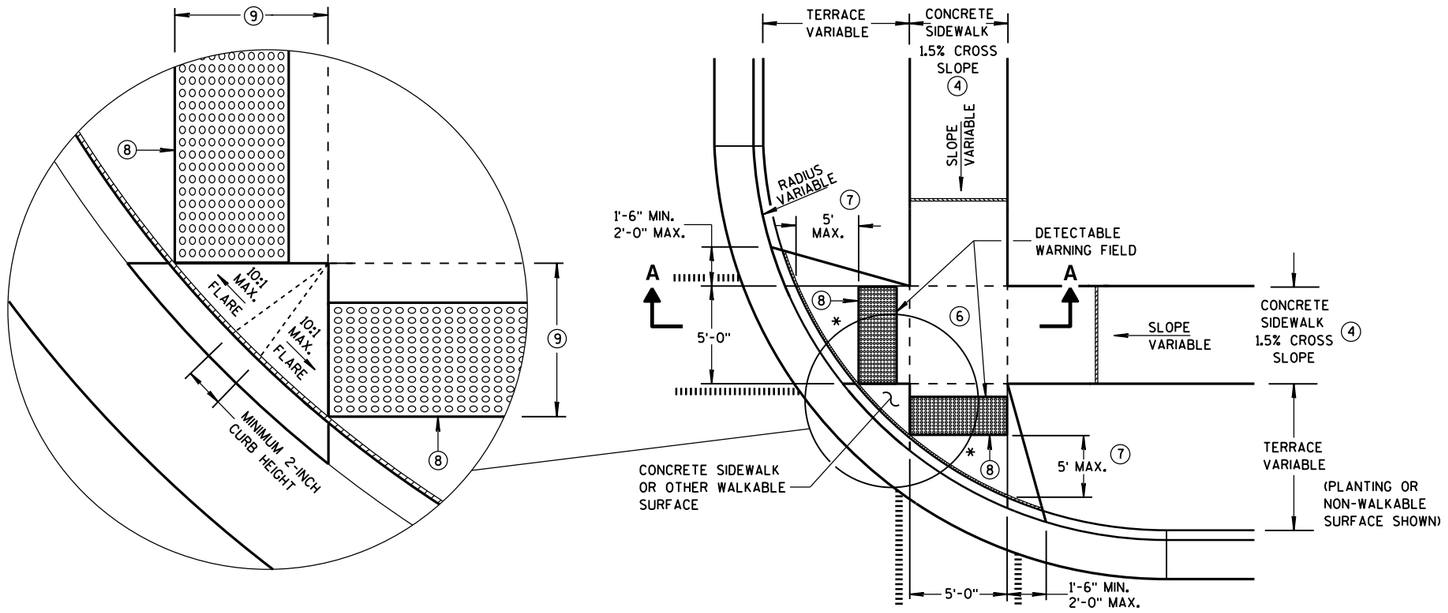
- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT

CURB RAMPS TYPES 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

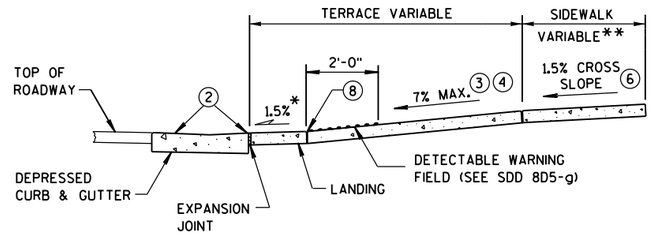
6

S.D.D. 8 D 5-19a



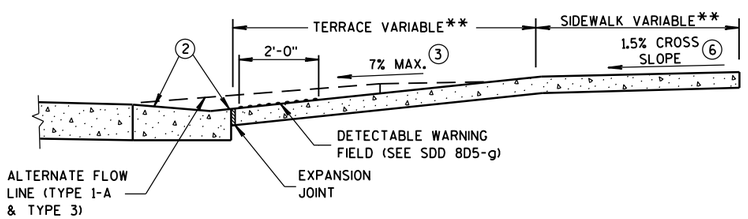
PLAN VIEW
TYPE 2 RAMP
(ON LINE WITH SIDEWALK)

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



SECTION A-A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B-B

GENERAL NOTES

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

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

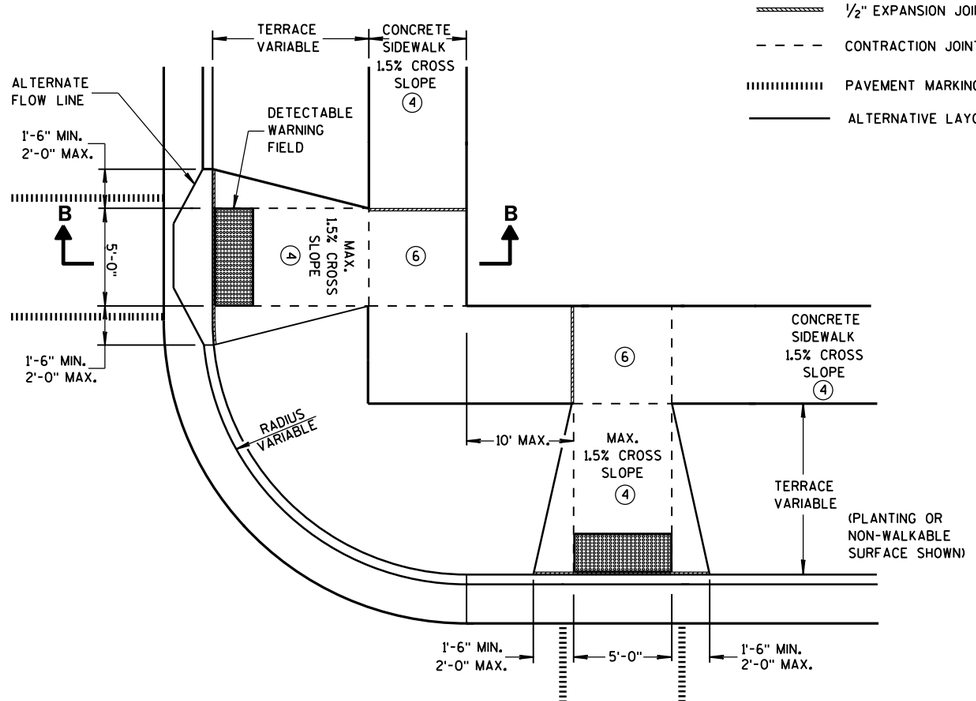
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

(9) WHEN THIS DISTANCE IS LESS THAN 6'-0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.

LEGEND

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



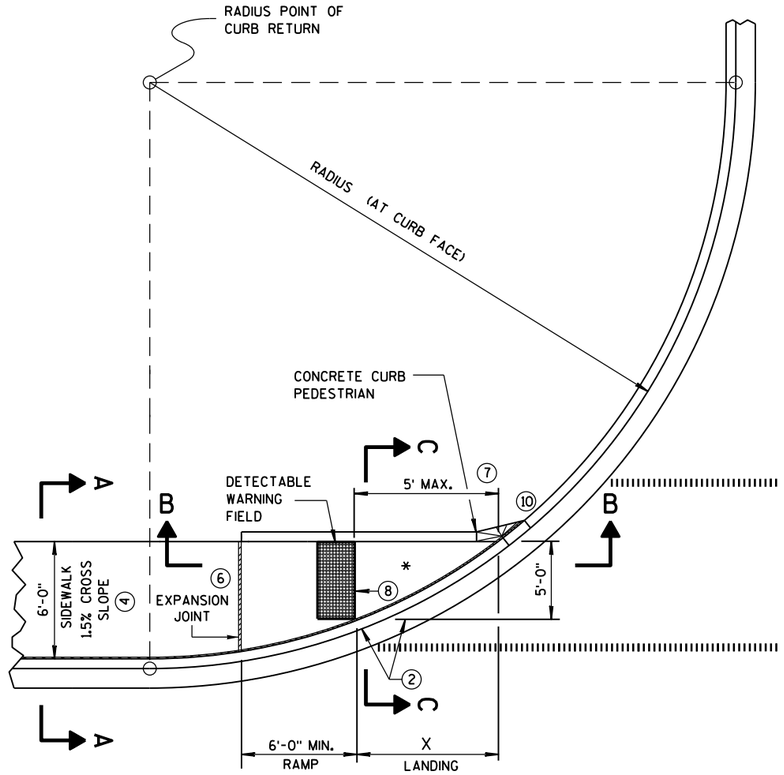
PLAN VIEW
TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS TYPES 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

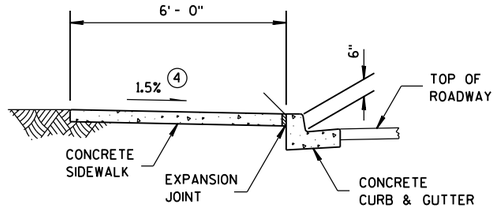
S.D.D. 8 D 5-19b



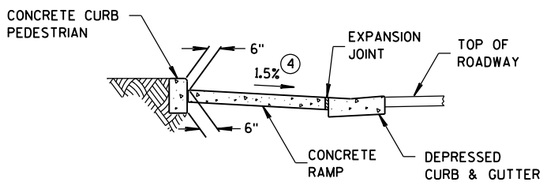
CURB RAMP TYPE 4A
PLAN VIEW

RADIUS (AT CURB FACE)	X
10 FEET	4'-7"
15 FEET	6'-5½"

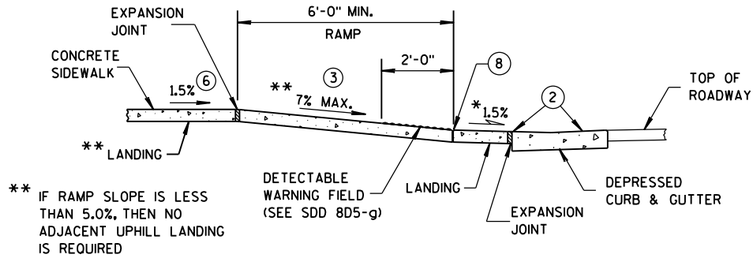
INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A-A FOR TYPE 4A



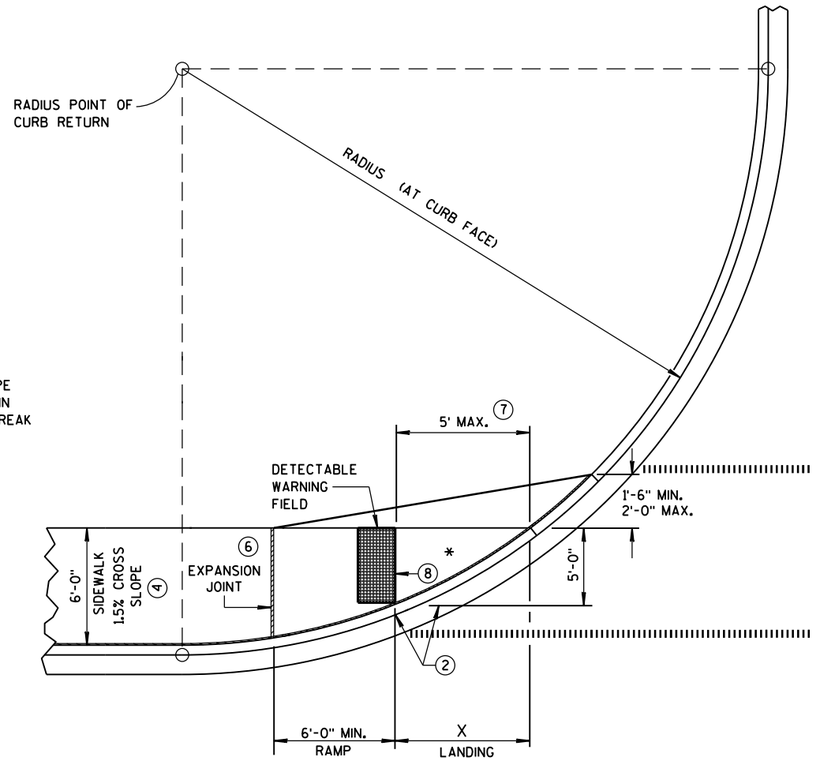
SECTION C-C FOR TYPE 4A



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

SECTION B-B FOR TYPE 4A

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



CURB RAMP TYPE 4A1
PLAN VIEW

GENERAL NOTES

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

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

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

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

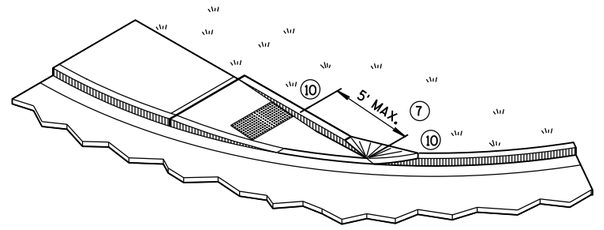
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

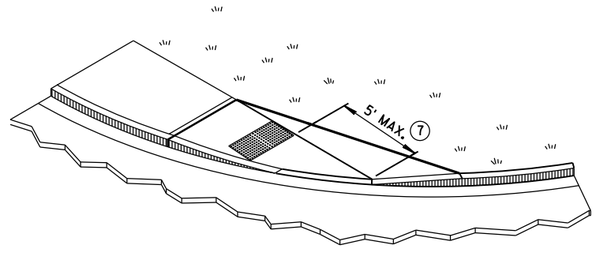
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

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



ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

LEGEND

½" EXPANSION JOINT-SIDEWALK

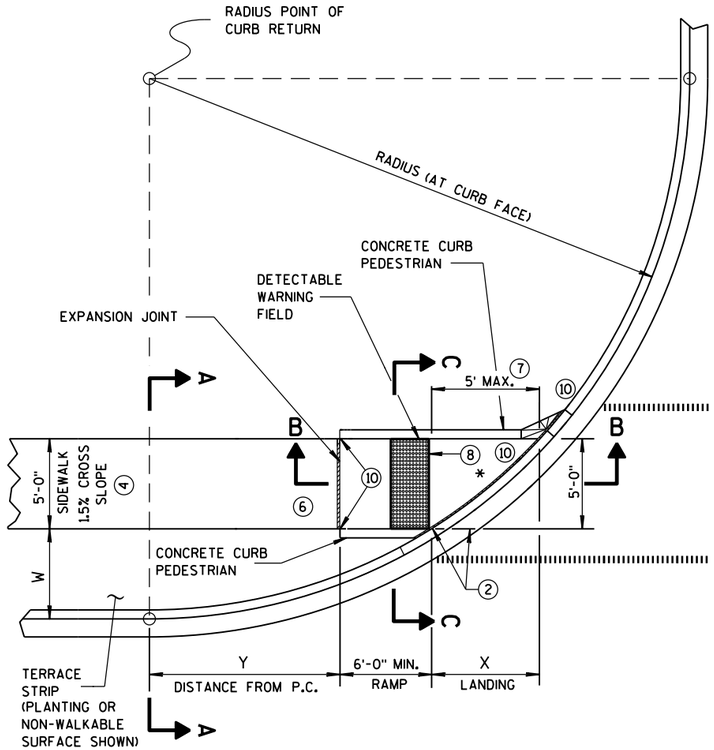
CONTRACTION JOINT FIELD LOCATED

PAVEMENT MARKING CROSSWALK (WHITE)

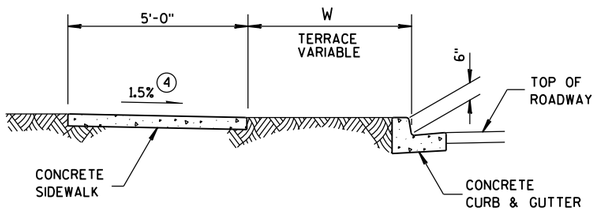
CURB RAMPS TYPES 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

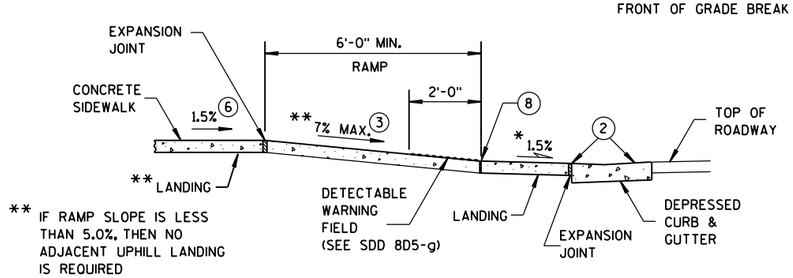
6
S.D.D. 8 D 5-19c



CURB RAMP TYPE 4B
PLAN VIEW



SECTION A-A FOR TYPE 4B



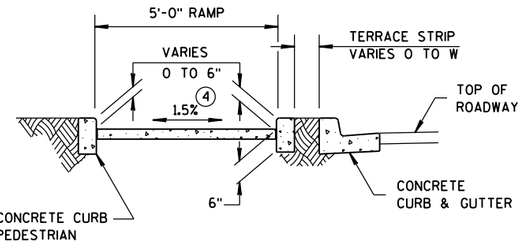
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

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

SECTION B-B FOR TYPE 4B

RADIUS (AT CURB FACE)	W = 3'-0"		W = 4'-0"		W = 5'-0"		W = 6'-0"		W = 7'-0"		W = 8'-0"		W = 9'-0"		W = 10'-0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2'-10¼"	0'-5"	2'-1"	1'-4½"	1'-5"	2'-1"	0'-10"	2'-7½"	0'-3¼"	3'-0¼"						
15 FEET	4'-6¾"	2'-1¾"	3'-9"	3'-5¼"	3'-1¼"	4'-6"	2'-6¾"	5'-4½"	2'-1"	6'-1"	1'-8"	6'-8½"	1'-3¼"	7'-2½"	0'-10¾"	7'-7¼"
20 FEET	5'-9¾"	3'-6½"	4'-11½"	5'-1¾"	4'-3¼"	6'-5½"	3'-8¾"	7'-7"	3'-3"	8'-6½"	2'-10"	9'-4½"	2'-5½"	10'-1¼"	2'-1¼"	10'-9"
30 FEET			6'-9¼"	7'-11¼"	6'-0¼"	9'-8"	5'-5"	11'-1¾"	4'-10¾"	12'-5¾"	4'-5½"	13'-7¾"	4'-0¾"	14'-8½"	3'-8½"	15'-8¼"
40 FEET									6'-1¾"	15'-8½"	5'-8"	17'-2"	5'-3"	18'-5¾"	4'-10¾"	19'-8¼"
50 FEET															5'-10¼"	23'-2"

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



SECTION C-C FOR TYPE 4B

GENERAL NOTES

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

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

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

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

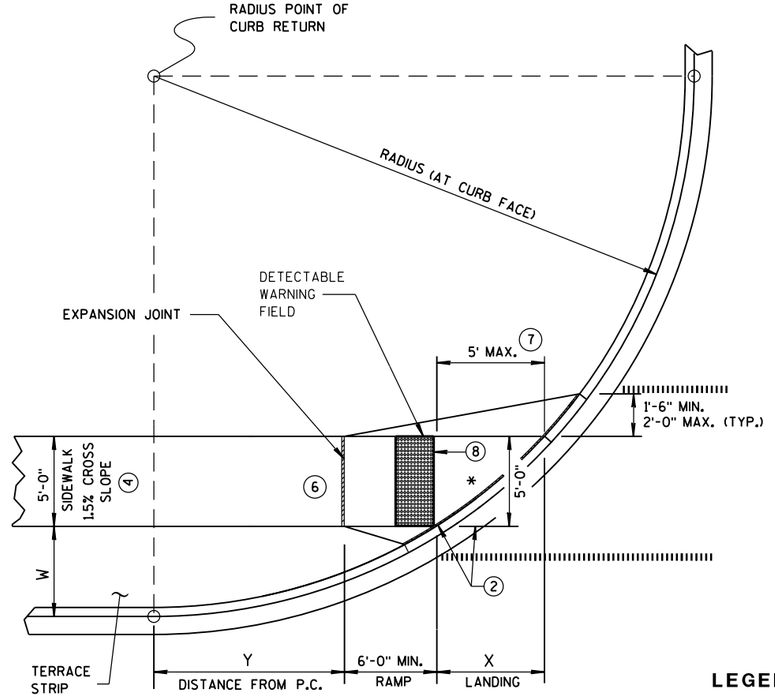
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

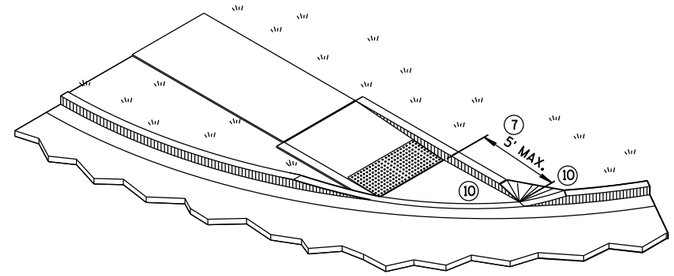
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

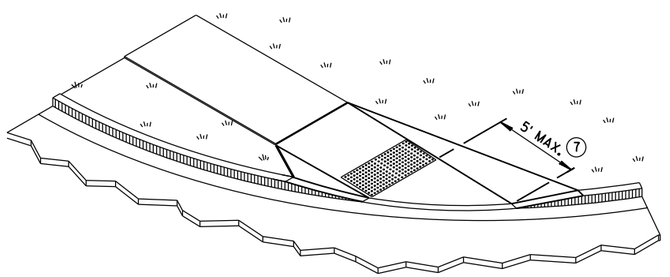
(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



CURB RAMP TYPE 4B1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

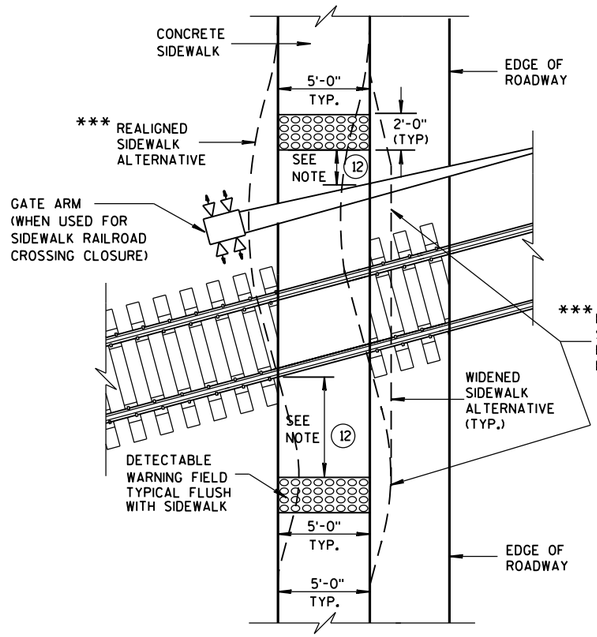
PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

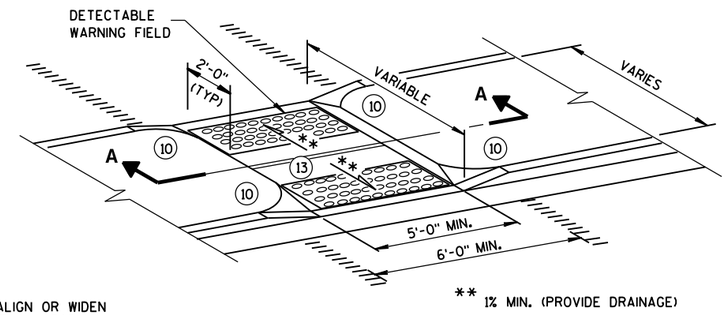
6

S.D.D. 8 D 5-19d



TYPE 8
DETECTABLE WARNINGS AT RAILROAD CROSSING

*** DETAILS TO BE DETERMINED BY DESIGNER



** 1% MIN. (PROVIDE DRAINAGE)

MEDIAN ISLAND
NON-ELEVATED PEDESTRIAN CROSSING
TYPE 5

GENERAL NOTES

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

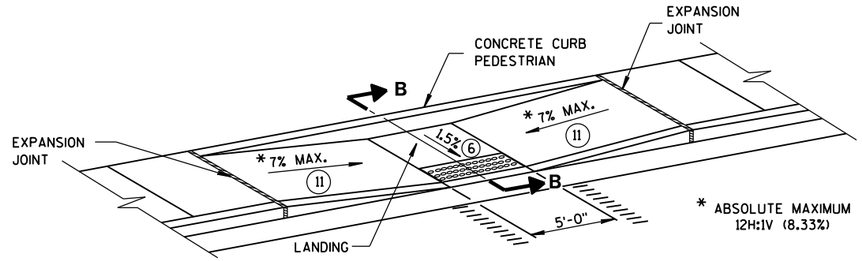
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

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

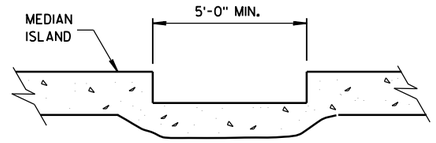
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ± 0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. 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.

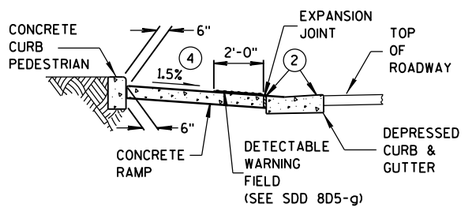
(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STREET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2-FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.



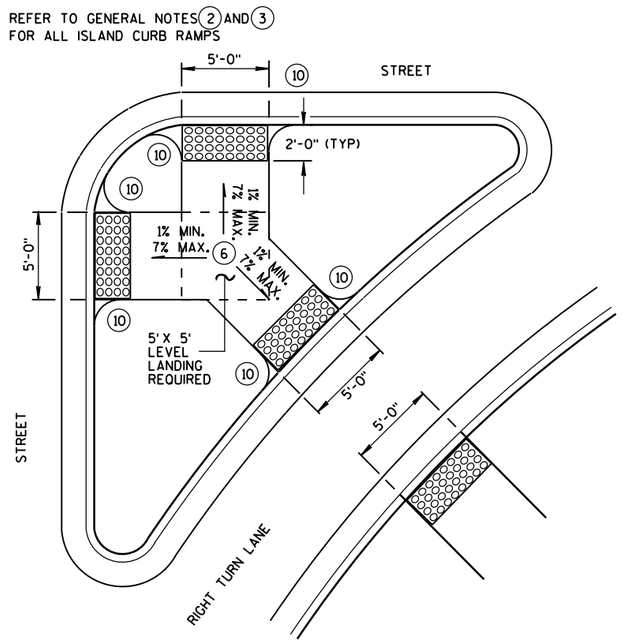
MID-BLOCK CROSSING
TYPE 7A



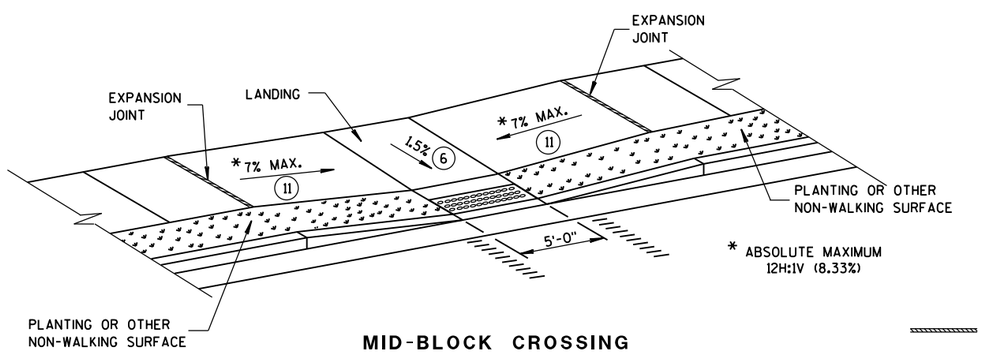
SECTION A-A



SECTION B-B



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.

LEGEND

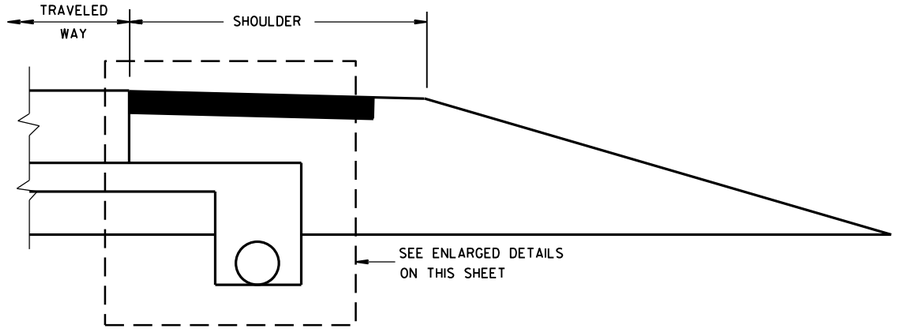
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 8 D 5-19e
S.D.D. 8 D 5-19e



RURAL CROSS SECTION

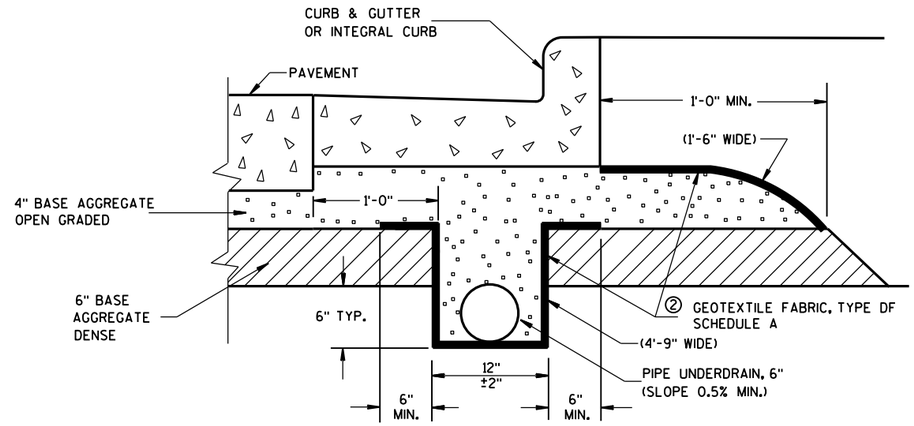
GENERAL NOTES

THE DIMENSIONS SHOWN ON THE TYPICAL CROSS SECTIONS WILL GOVERN IN THE EVENT THERE IS A CONFLICT WITH THE DETAILS SHOWN ON THIS DRAWING.

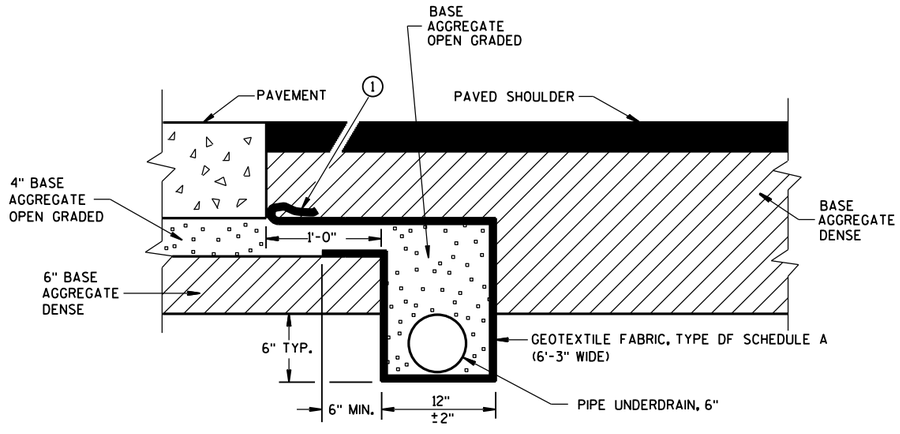
PIPE UNDERDRAIN SHALL BE LAID PARALLEL TO THE GRADE OF THE ROADWAY.

① FOLD OVER EXCESS GEOTEXTILE FABRIC AT THIS LOCATION.

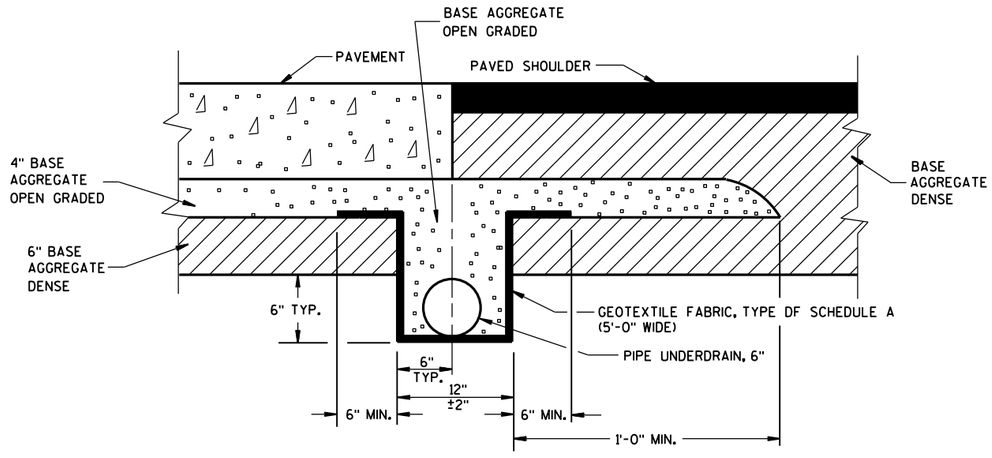
② TOTAL FABRIC WIDTH IS 6'-3" FOR PAYMENT.



EDGEDRAIN IN URBAN ROADWAY



POST PAVING INSTALLATION
(QUANTITIES ARE BASED ON THIS DETAIL)



PRE-PAVING INSTALLATION ALTERNATE

EDGEDRAIN IN RURAL ROADWAY

EDGEDRAIN AND BASE AGGREGATE OPEN GRADED

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2015 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPE
FHWA

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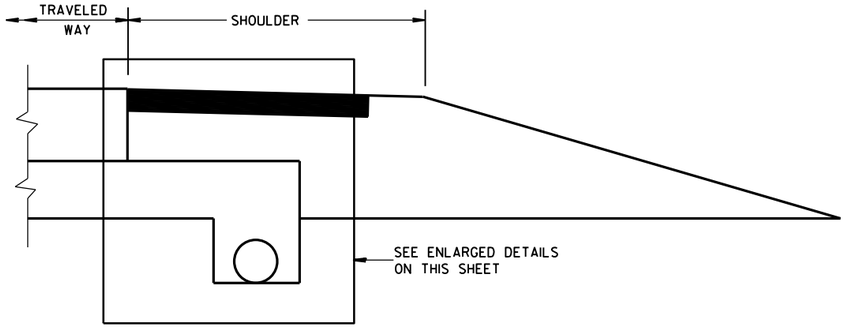
S.D.D. 8 D 15-5b

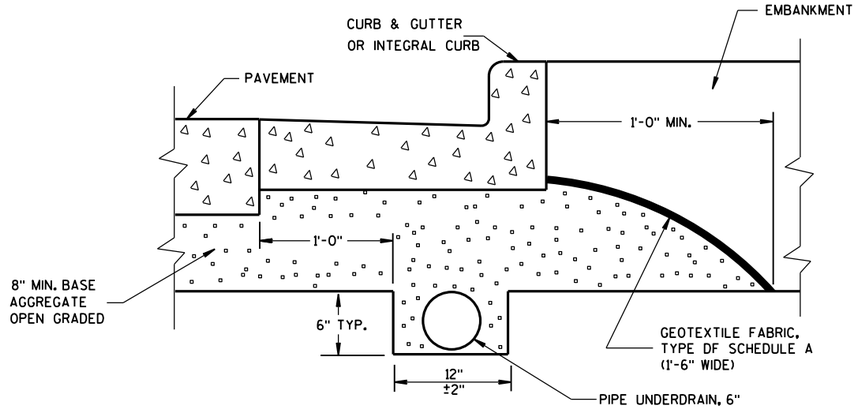


RURAL CROSS SECTION

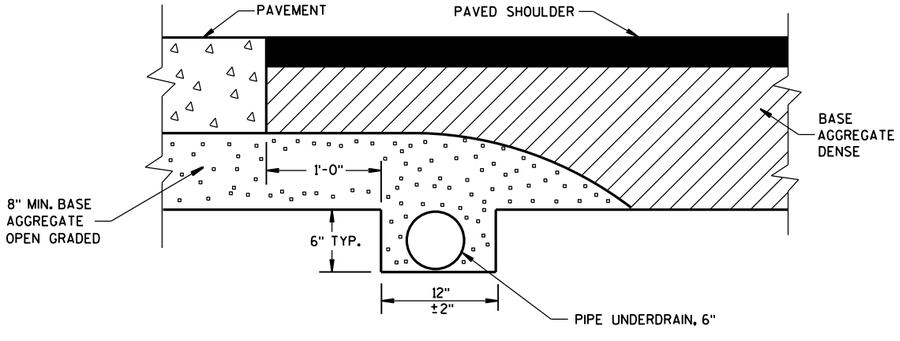
GENERAL NOTES

THE DIMENSIONS SHOWN ON THE TYPICAL CROSS SECTIONS WILL GOVERN IN THE EVENT THERE IS A CONFLICT WITH THE DETAILS SHOWN ON THIS DRAWING.

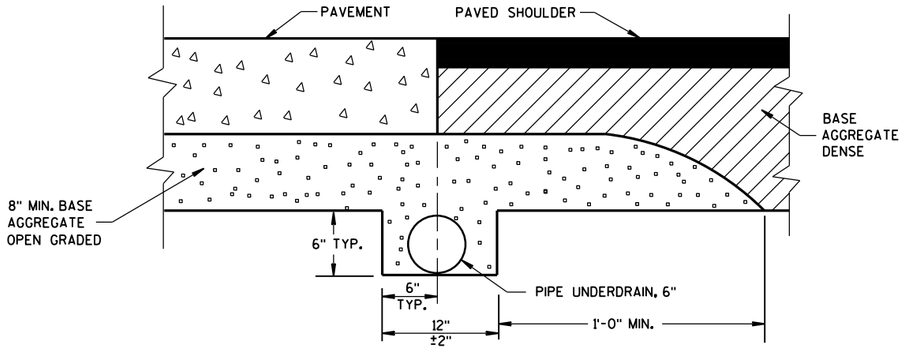
PIPE UNDERDRAIN SHALL BE LAID PARALLEL TO THE GRADE OF THE ROADWAY.



EDGEDRAIN IN URBAN ROADWAY



POST PAVING INSTALLATION
(QUANTITIES ARE BASED ON THIS DETAIL)



PRE-PAVING INSTALLATION ALTERNATIVE

EDGEDRAIN IN RURAL ROADWAY

EDGEDRAIN AND BASE AGGREGATE OPEN GRADED

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2015 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPE
FHWA

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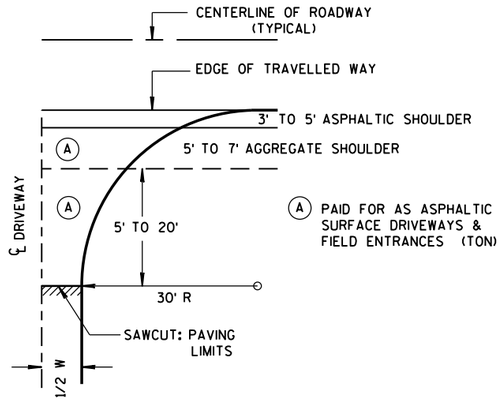
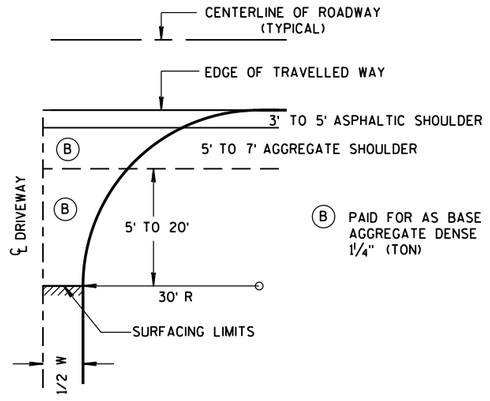
S.D.D. 8 D 15-5c



W MIN. = 16'
W MAX. = 24'

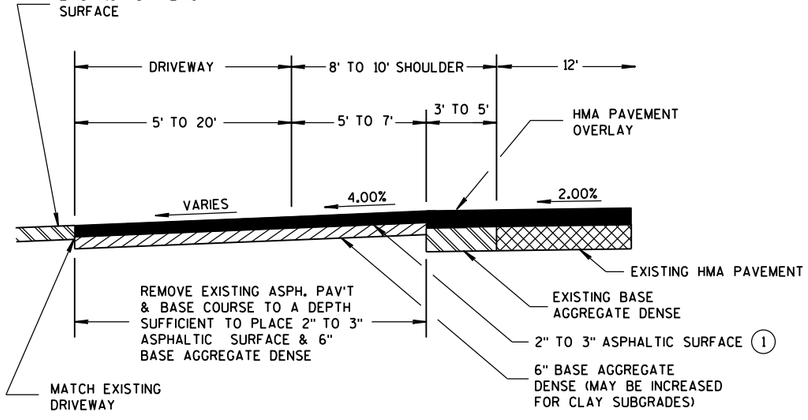
PLAN VIEW
HALF SECTION



PLAN VIEW
HALF SECTION

GENERAL NOTES

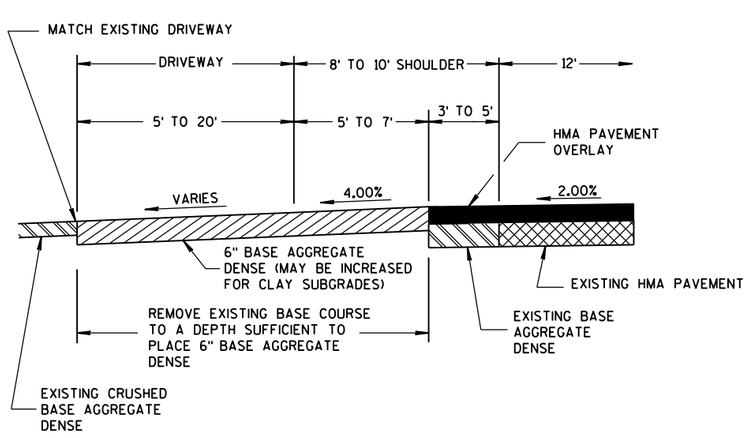
(1) DESIGN WILL DETERMINE FINAL DRIVEWAY ASPHALTIC THICKNESS BASED ON TYPE OF USAGE AND LOADINGS.



PROFILE VIEW

RURAL ENTRANCE WITH ASPHALTIC SURFACE

RESURFACING PROJECTS



PROFILE VIEW

RURAL ENTRANCE WITH AGGREGATE SURFACE

6" BASE AGGREGATE DENSE
RESURFACING PROJECTS

DRIVEWAYS WITHOUT CURB & GUTTER RESURFACING PROJECTS RURAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December, 2016 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERV
ENT
FHWA

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S.D.D. 8 D 22-1

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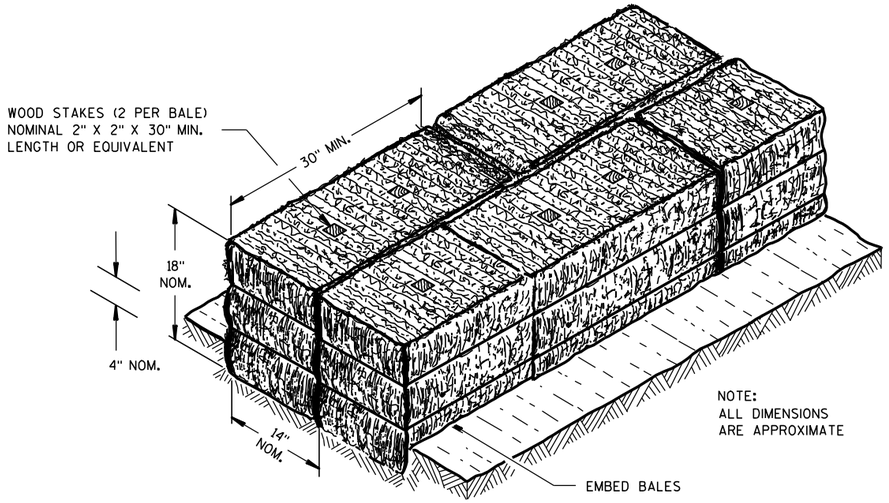
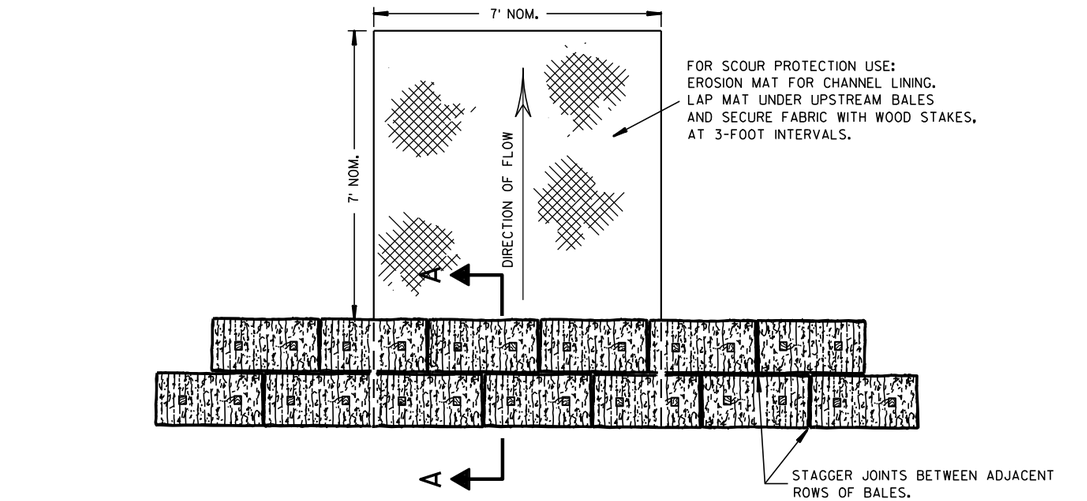
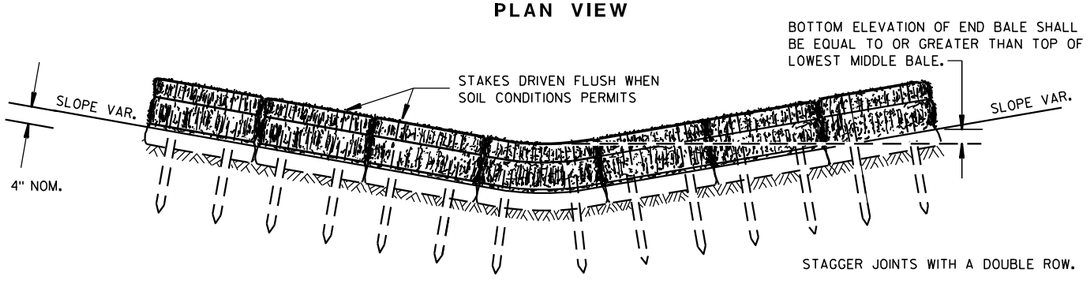
S.D.D. 8 D 22-1



SECTION A-A



PLAN VIEW



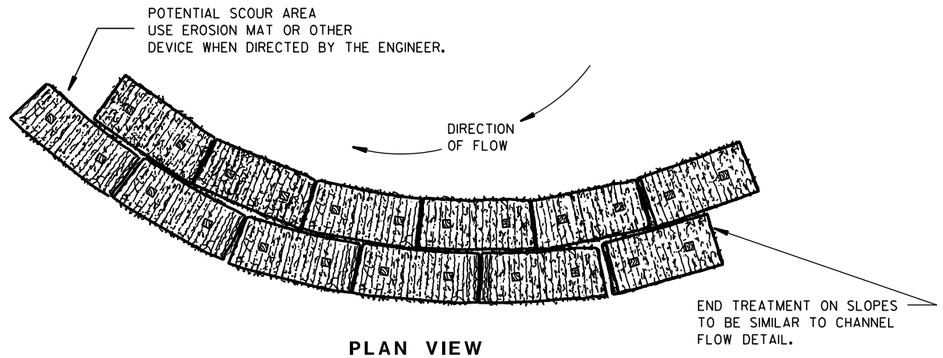
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

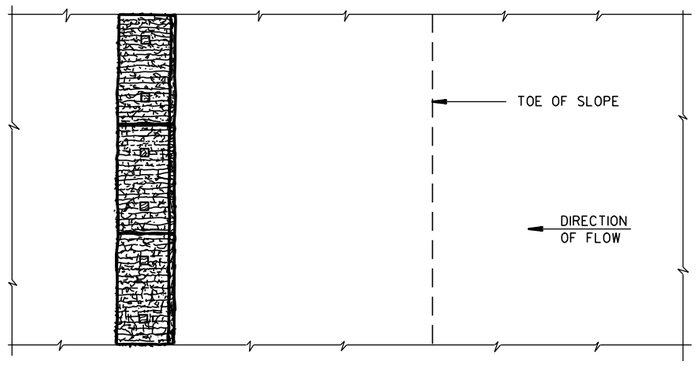
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

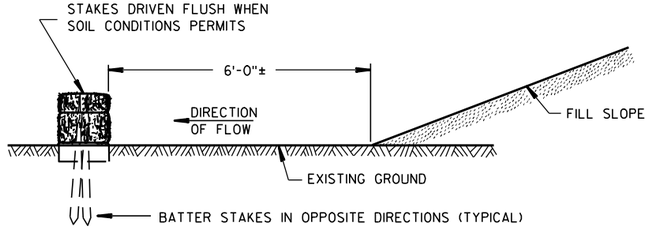


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

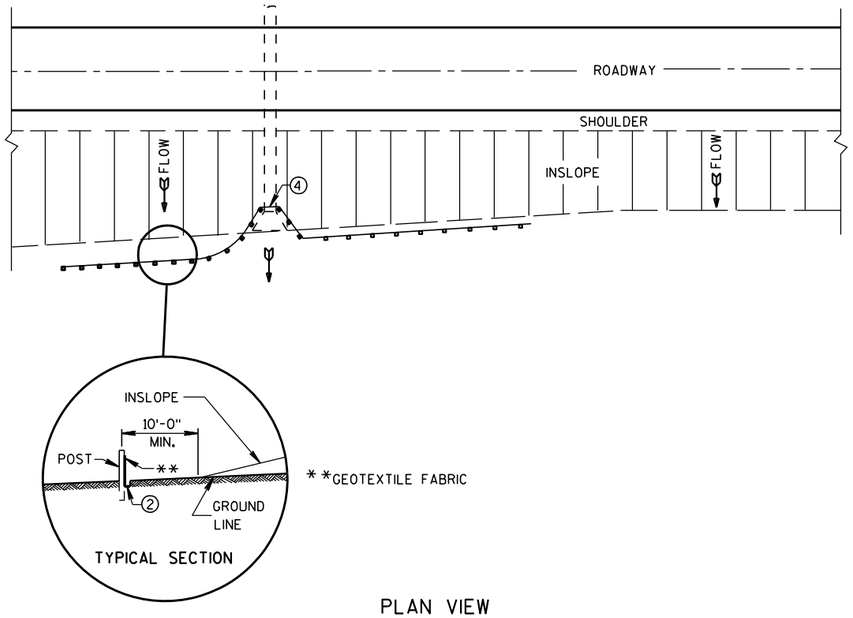
APPROVED

6/04/02 DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

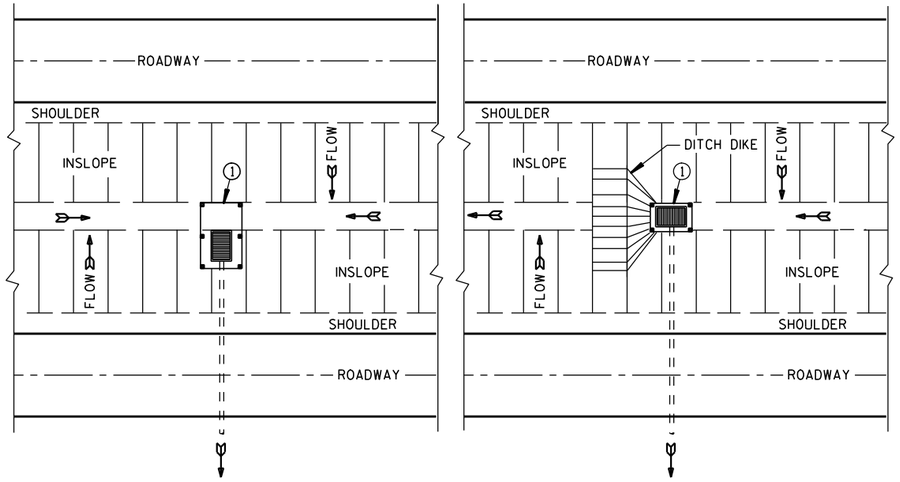
FHWA

6
S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

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

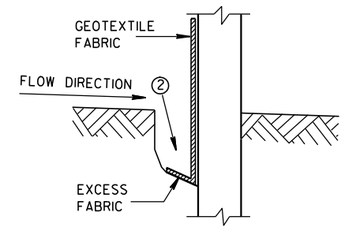
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

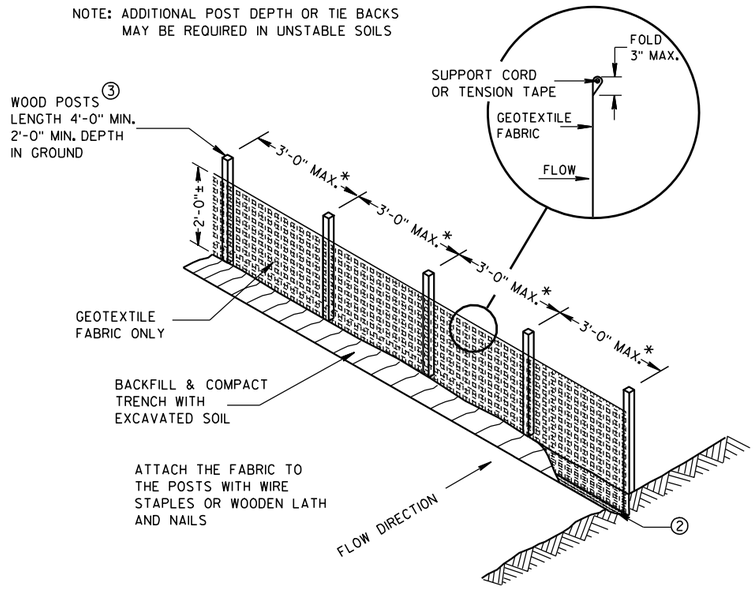
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

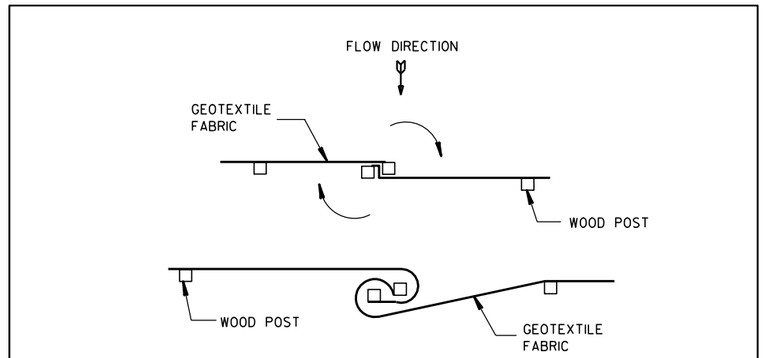
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



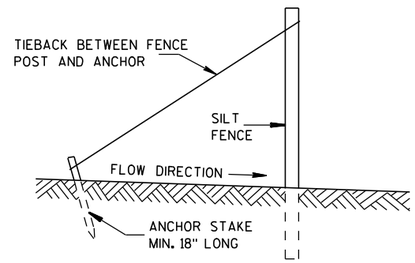
TRENCH DETAIL



SILT FENCE



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

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S.D.D. 8 E 9-6

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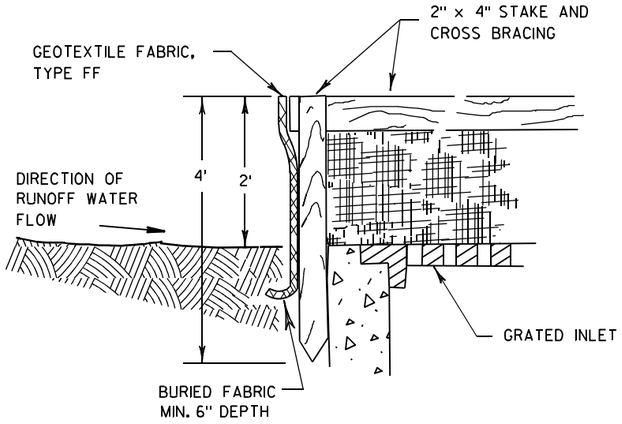
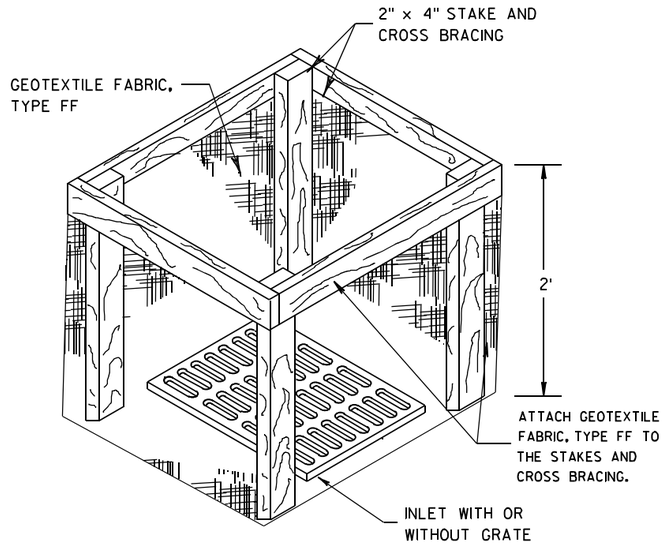
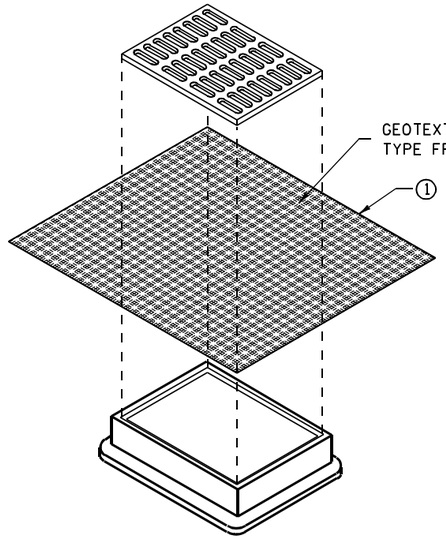
S.D.D. 8 E 9-6



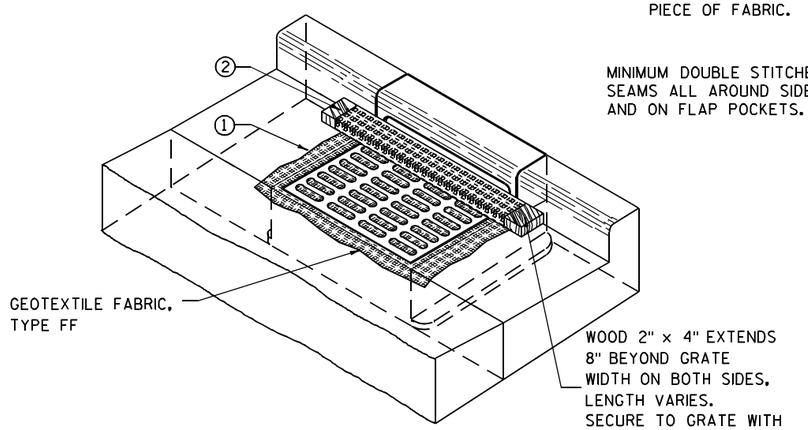


INLET PROTECTION, TYPE A

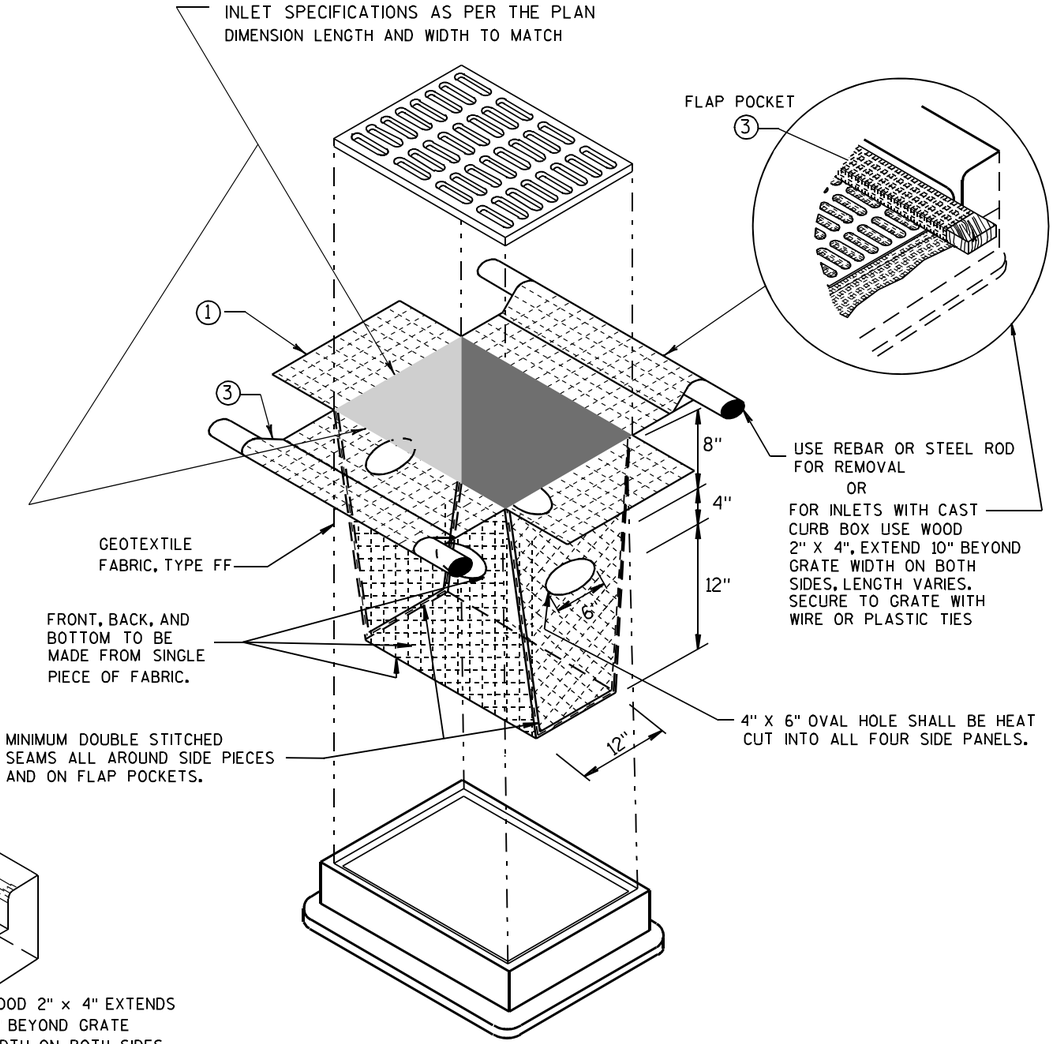


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(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

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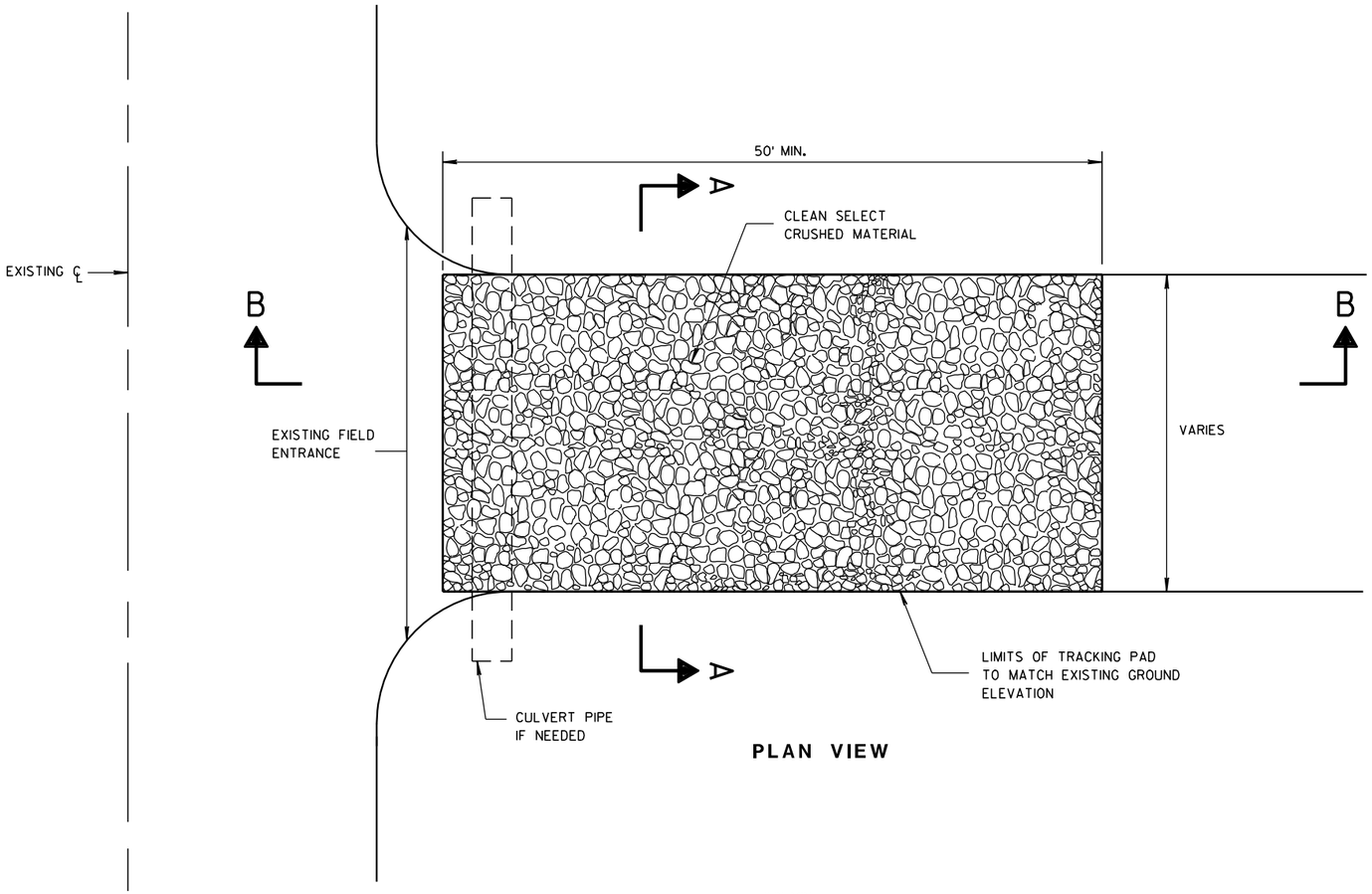
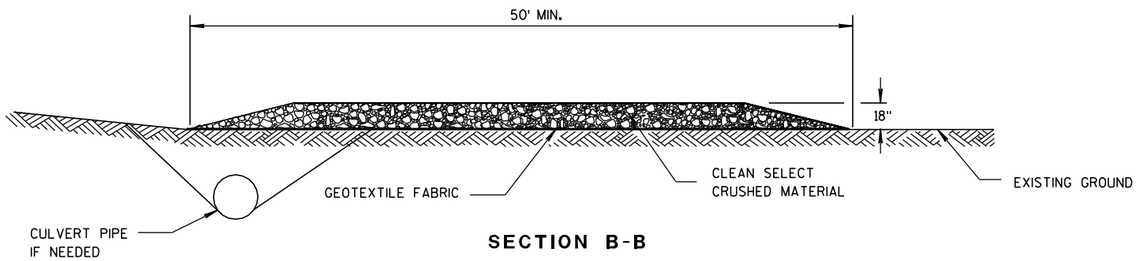
S.D.D. 8 E 10-2



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.

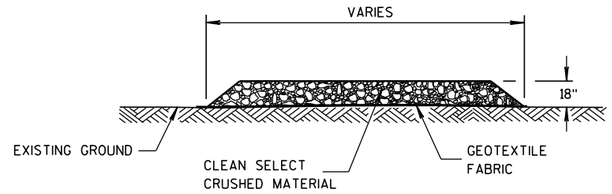
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

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

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S.D.D. 8 E 14-1

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/24/2011
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS ENGINEER

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FHWA

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S.D.D. 8 E 14-1

METAL APRON ENDWALLS

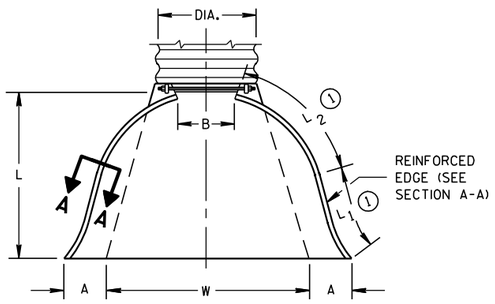
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	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

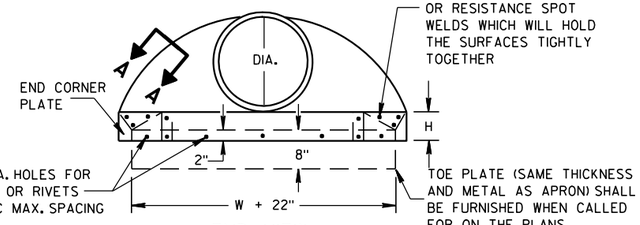
REINFORCED CONCRETE APRON ENDWALLS

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

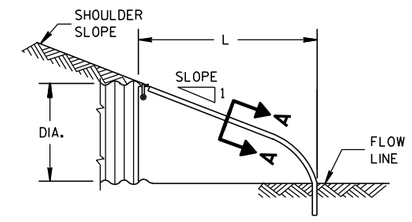
* MINIMUM
** MAXIMUM



PLAN VIEW

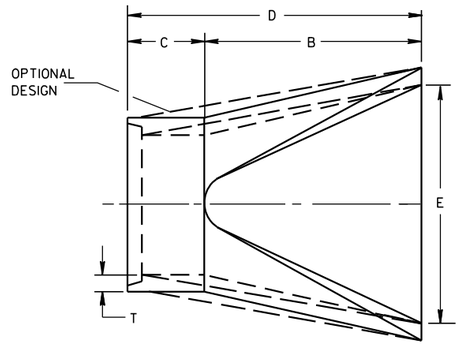


END VIEW

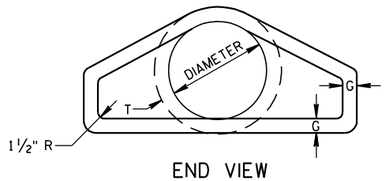


SIDE ELEVATION

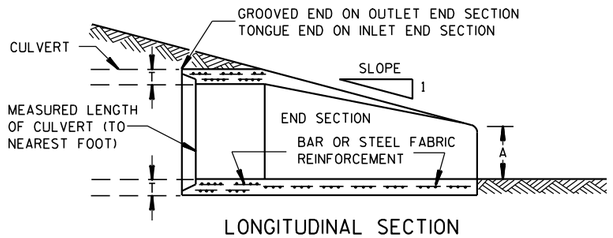
METAL ENDWALLS



PLAN

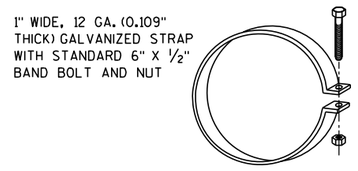


END VIEW



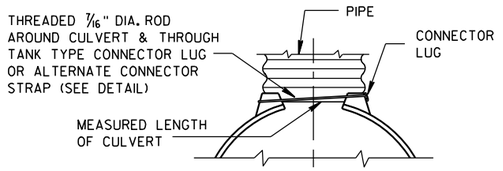
LONGITUDINAL SECTION

CONCRETE ENDWALLS

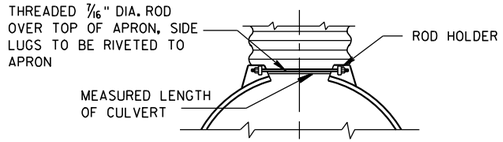


ALTERNATE FOR TYPE 1 CONNECTION

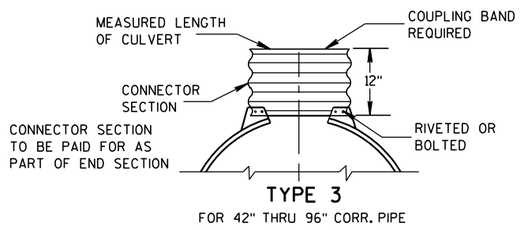
END SECTION CONNECTOR STRAP



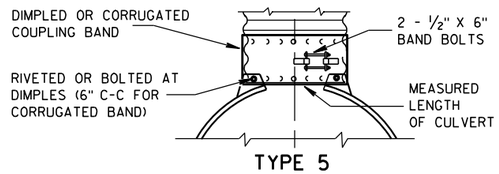
TYPE 1
FOR 12" THRU 24" CORR. PIPE



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

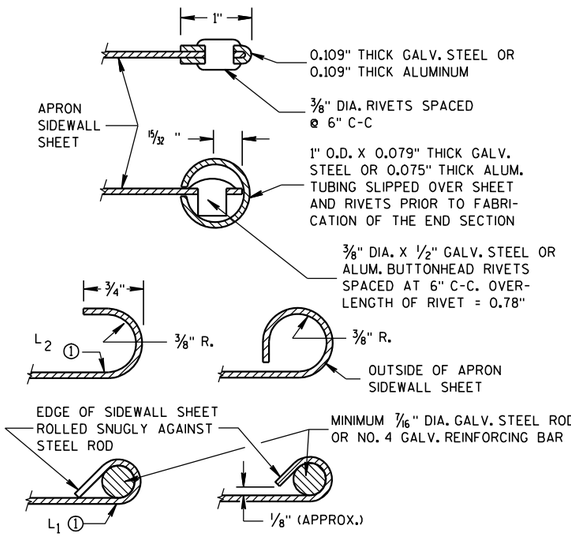
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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.

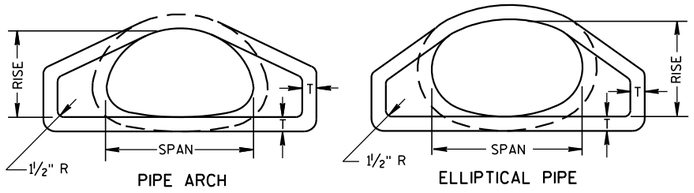
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

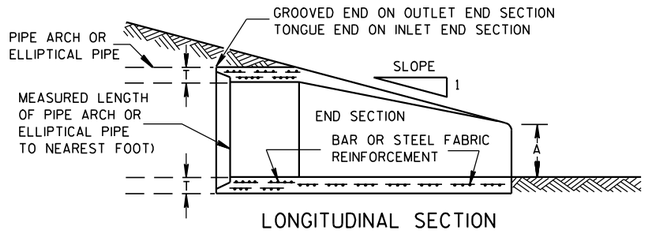
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

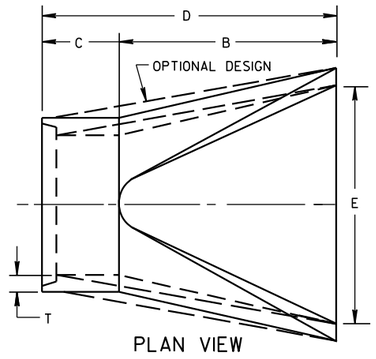
6
S.D.D. 8 F 1-11



END VIEW

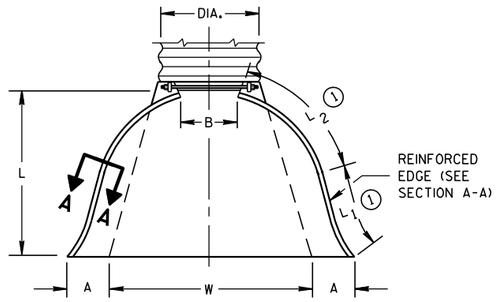


LONGITUDINAL SECTION

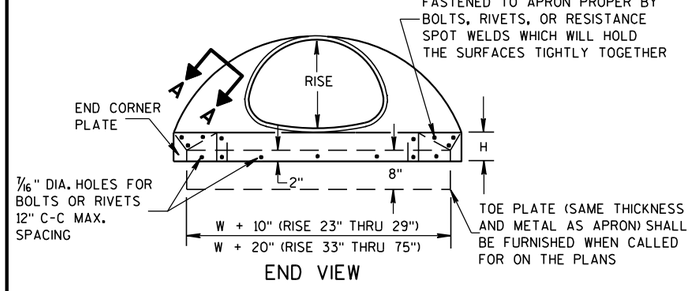


PLAN VIEW

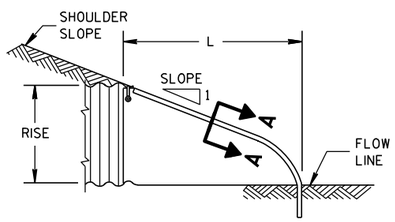
CONCRETE ENDWALLS



PLAN VIEW

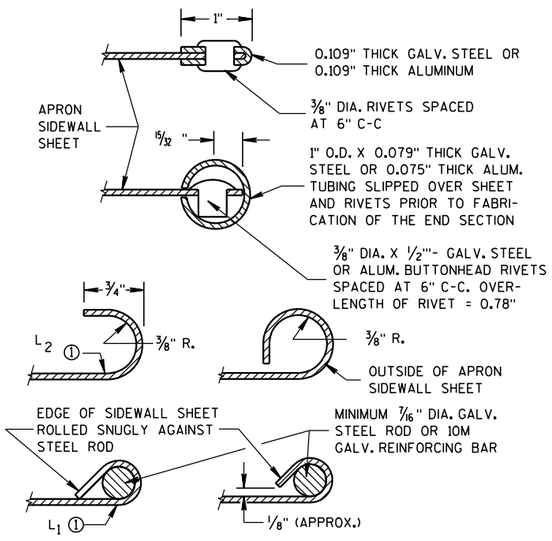


END VIEW



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

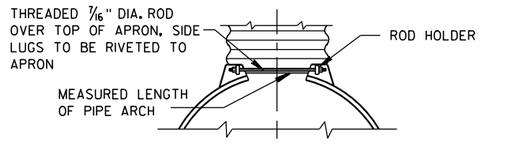
REINFORCED CONCRETE PIPE ARCH

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

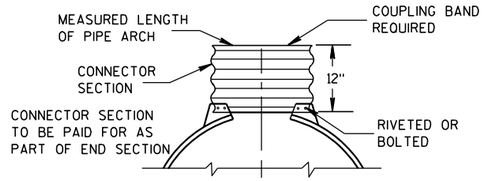
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

**NOMINAL SIZE



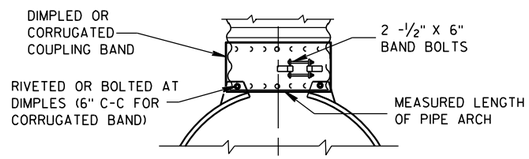
TYPE 2

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

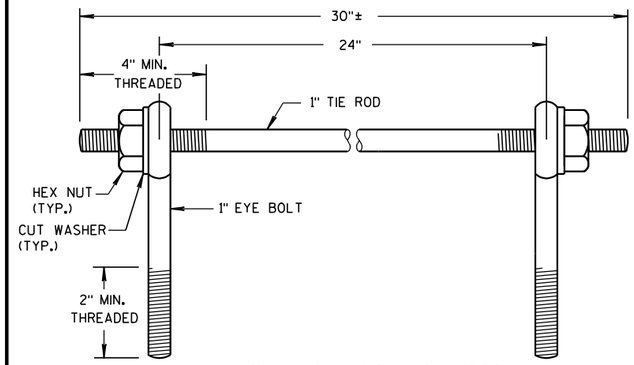
FHWA

6

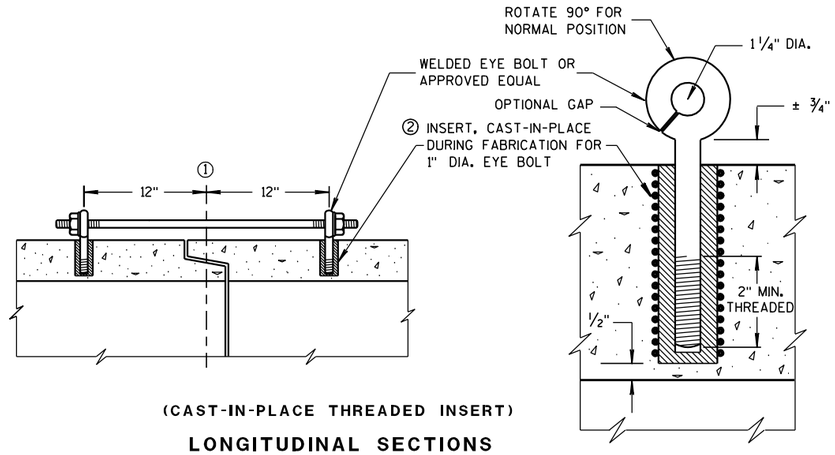
S.D.D. 8 F 2-1

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.

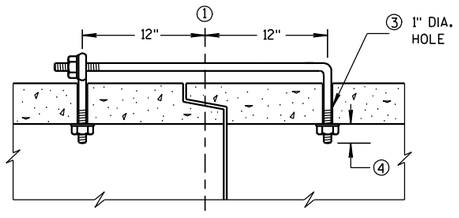
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

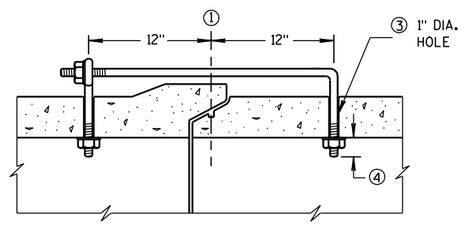
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

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)

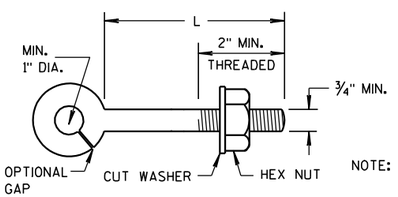


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

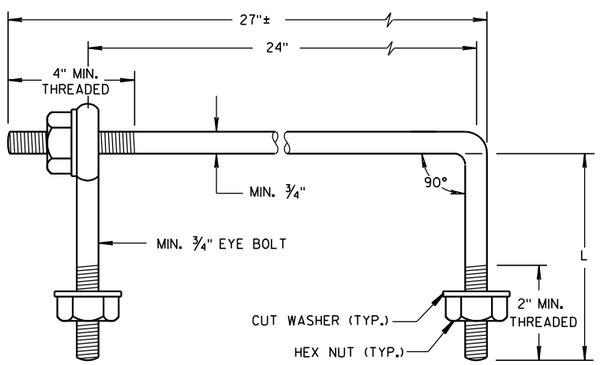
EYE BOLT DIMENSION TABLE

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"	



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

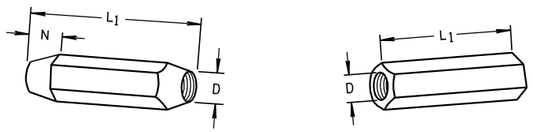
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

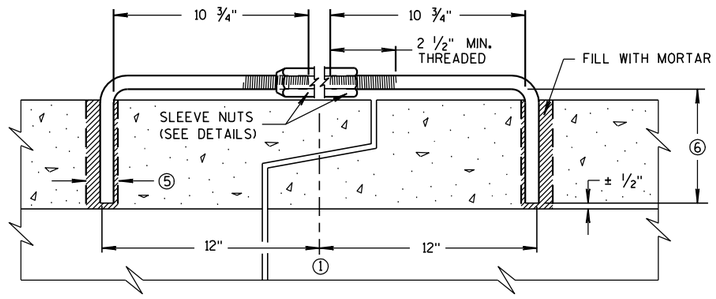
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

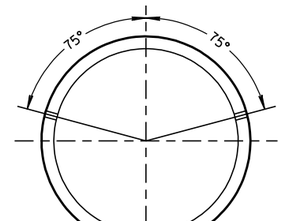
SLEEVE NUTS



LONGITUDINAL SECTION

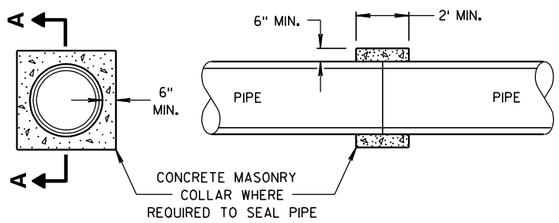
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

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
241
FHWA

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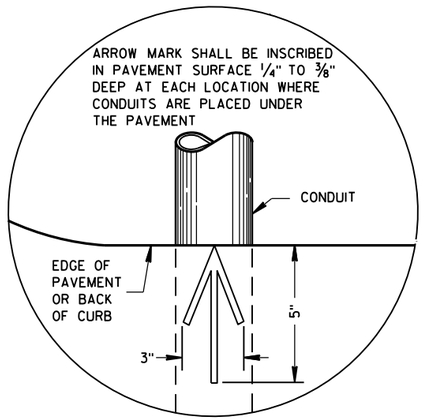
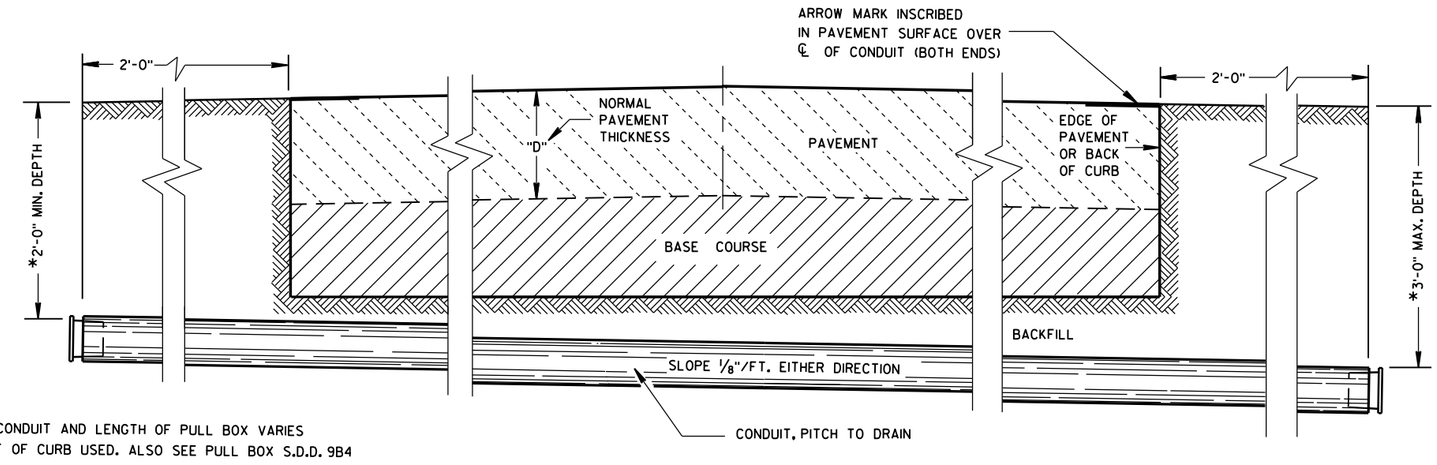
S.D.D. 8 F 4-7



PLAN VIEW

ARROW MARK



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

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

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

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

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

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

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

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

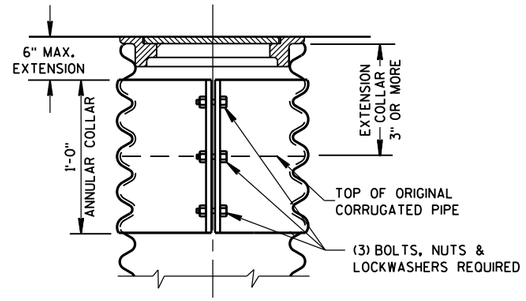
S.D.D. 9 B 2-10

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

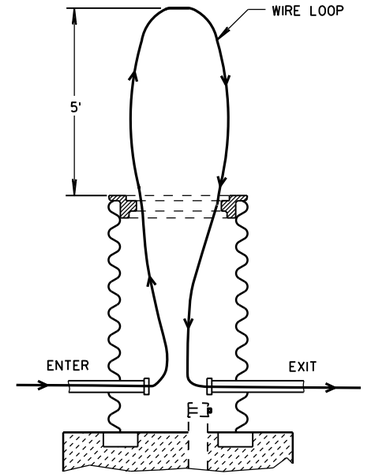
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	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.

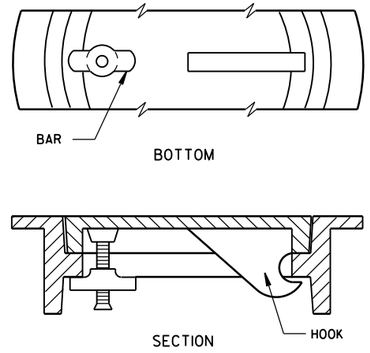
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

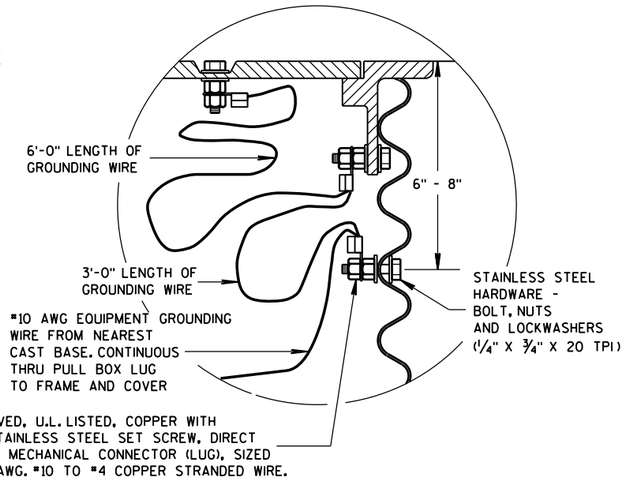


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

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.

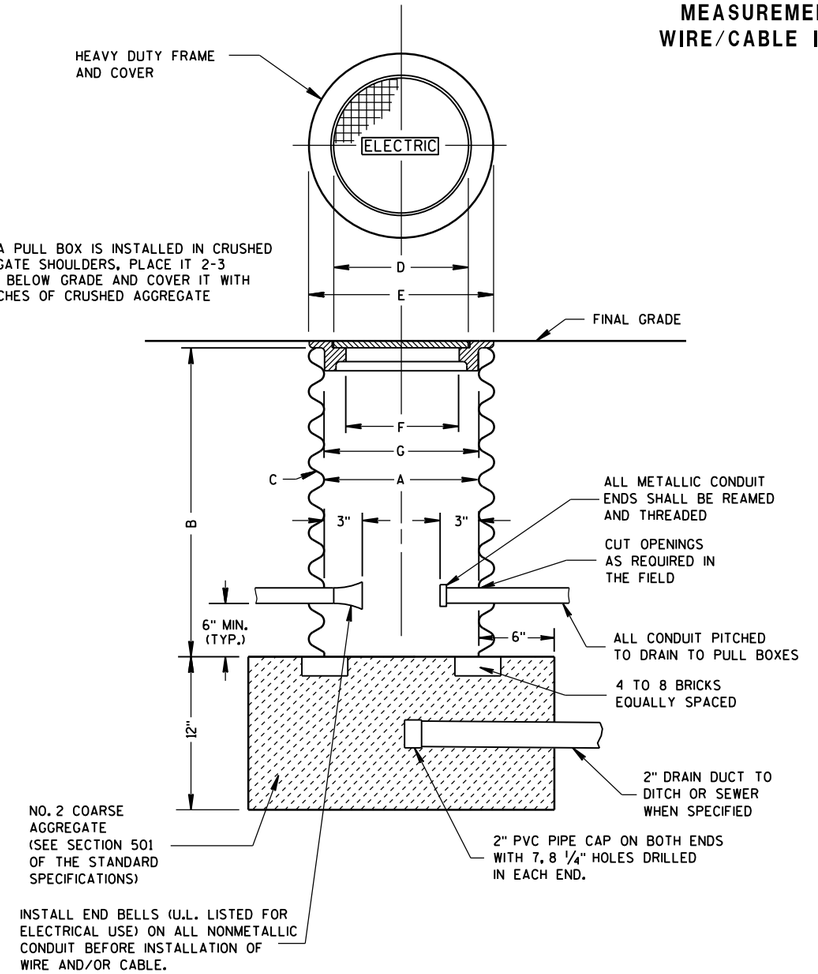
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

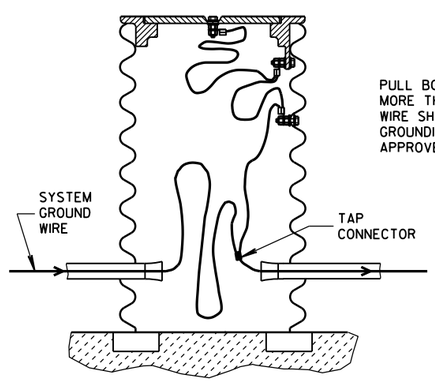
GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.



PULL BOX



PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

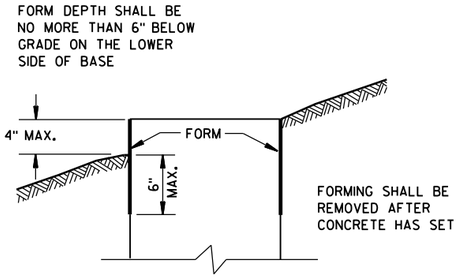
PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

S.D.D. 9 B 4-11



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS 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 1, TYPE 2, TYPE 5, AND TYPE 6 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 OF THE STANDARD SPECIFICATIONS.

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4" "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.

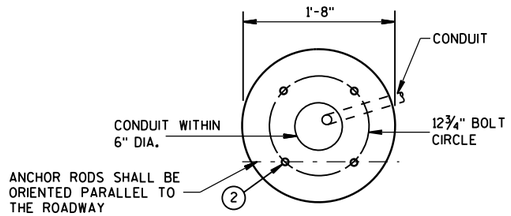
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

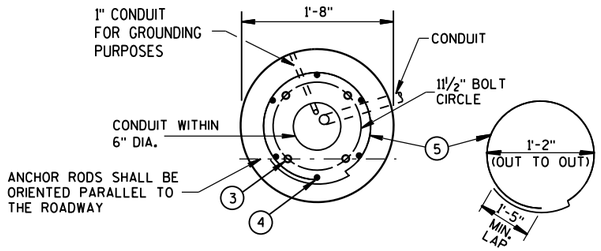
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

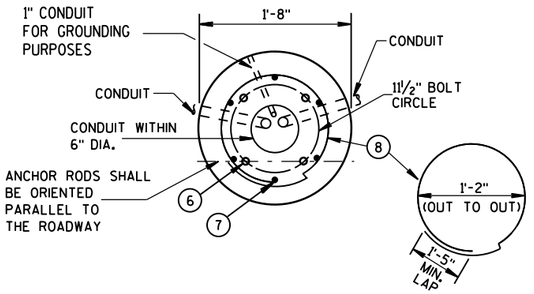
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

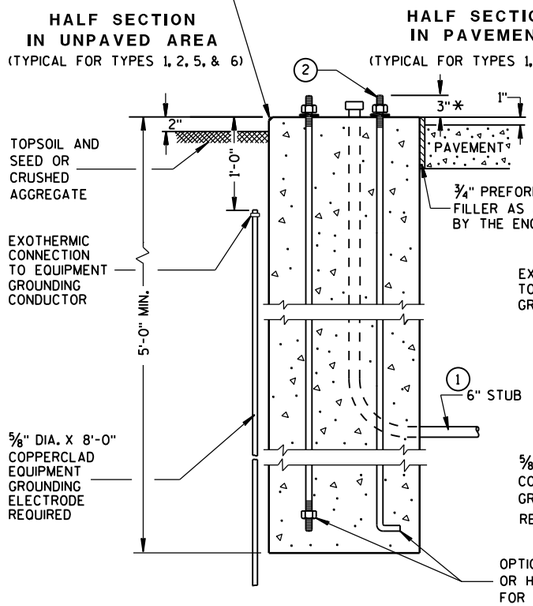
(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT.

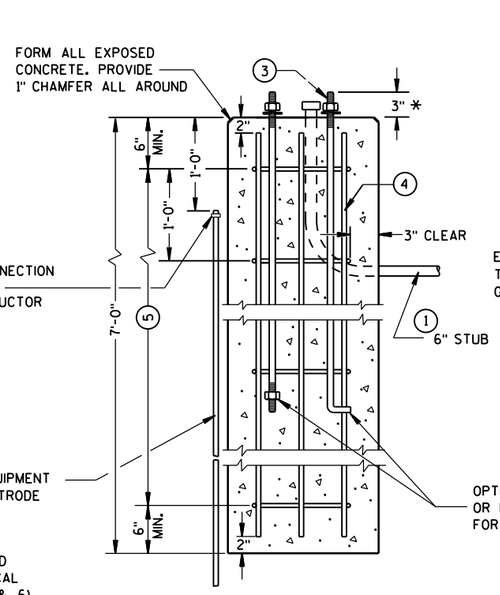
(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.



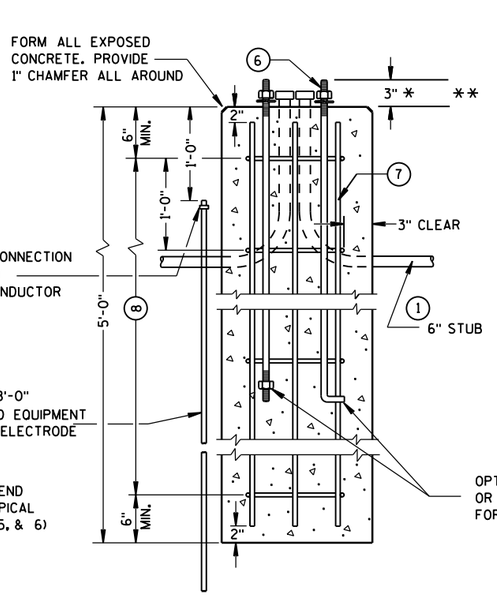








TYPE 2



TYPE 5 & 6

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, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

S.D.D. 9 C 2-7

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.

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

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

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

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

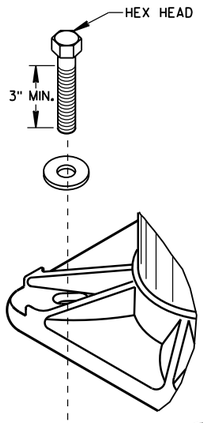
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

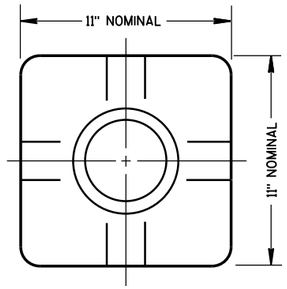
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

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

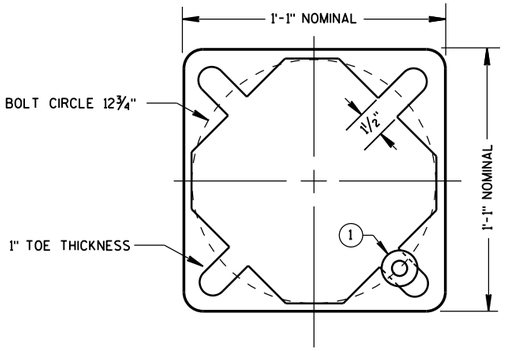
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

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

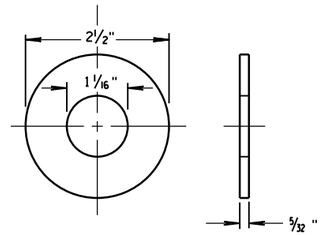




TOP VIEW
(PEDESTAL BASE)

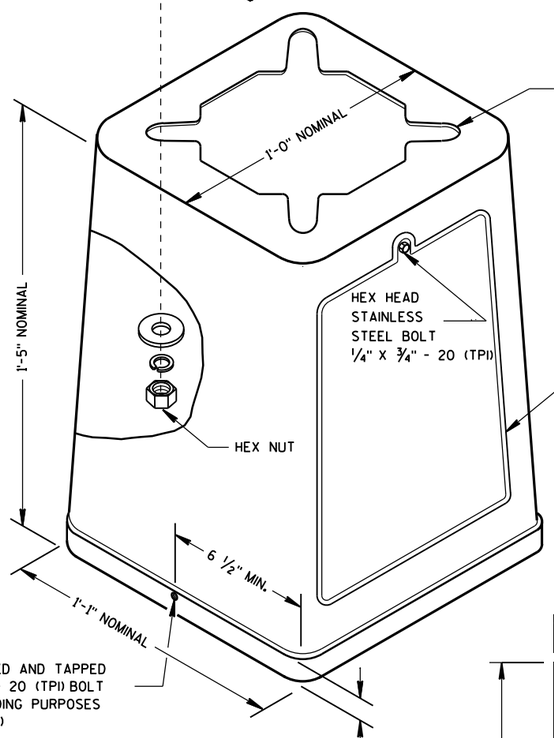


BOTTOM VIEW
(PEDESTAL BASE)

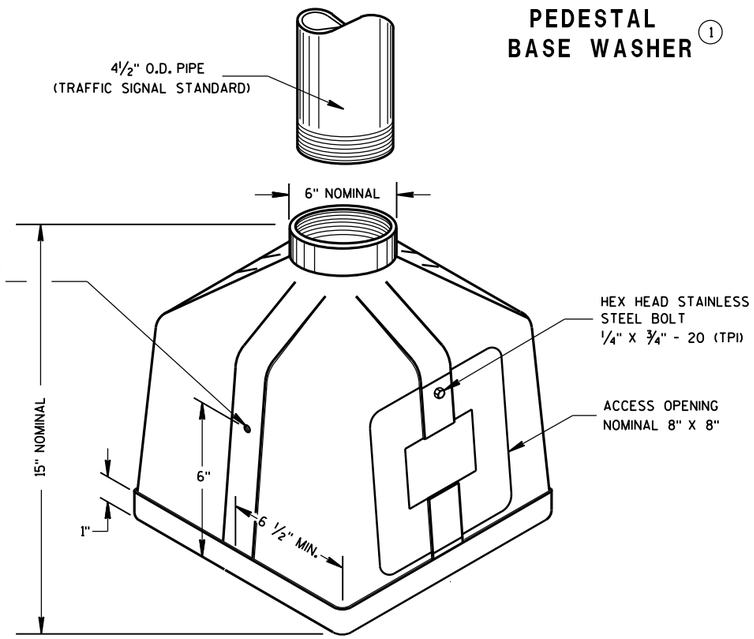


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

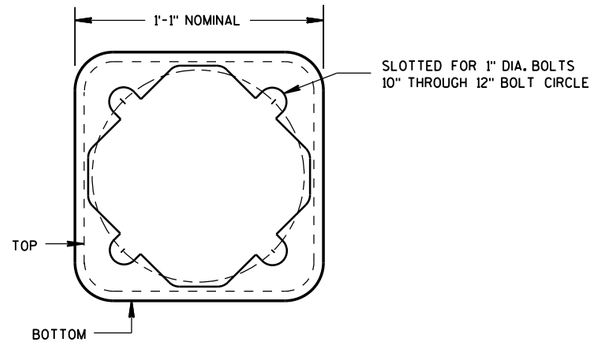


ISOMETRIC VIEW

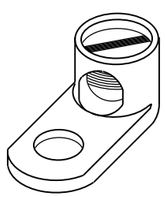


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

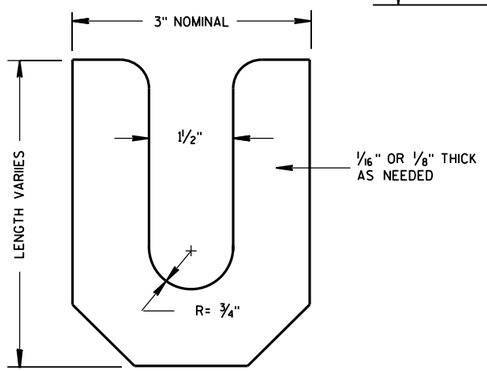


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

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



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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S.D.D. 9 C 3-4

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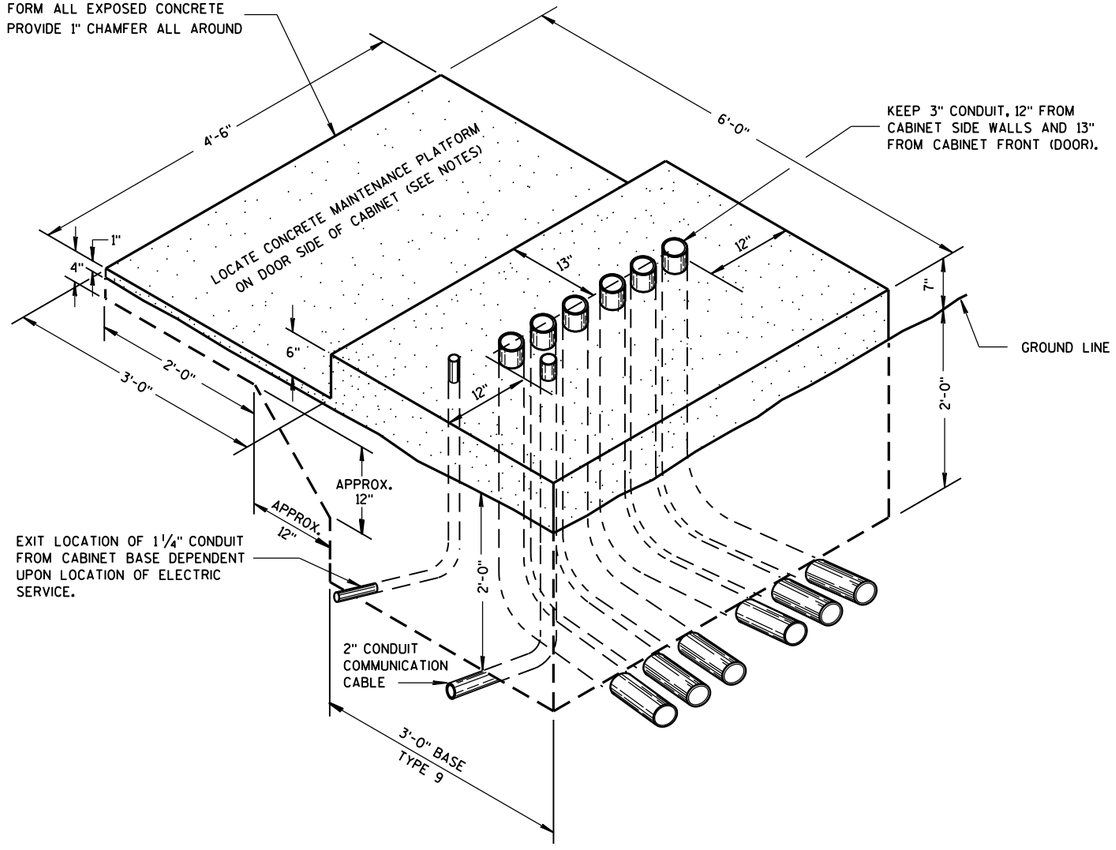
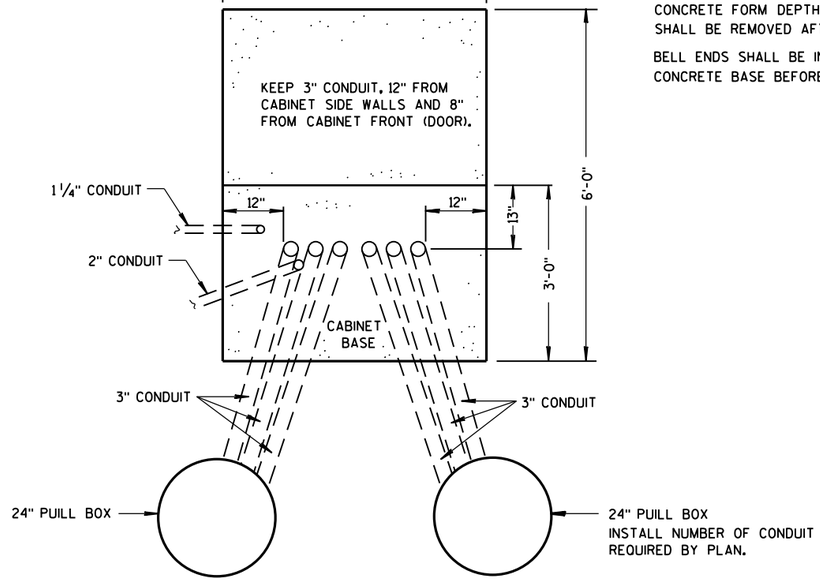
S.D.D. 9 C 3-4



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 WITH A PULLOUT STRENGTH OF 9,000 LBS. TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR STUDS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

WHEN REQUIRED TO CONNECT 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
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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).

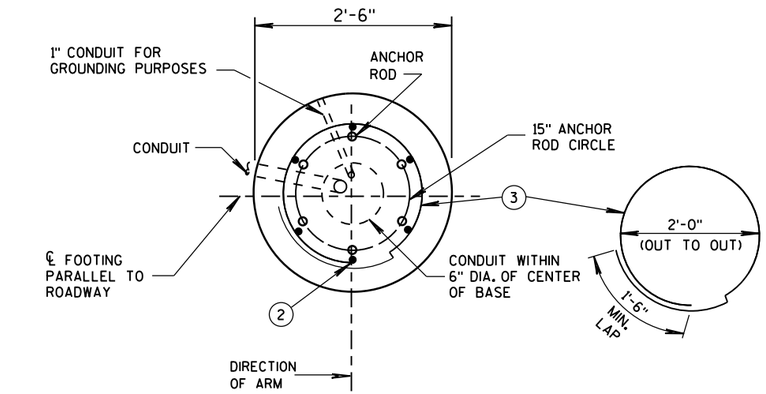
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

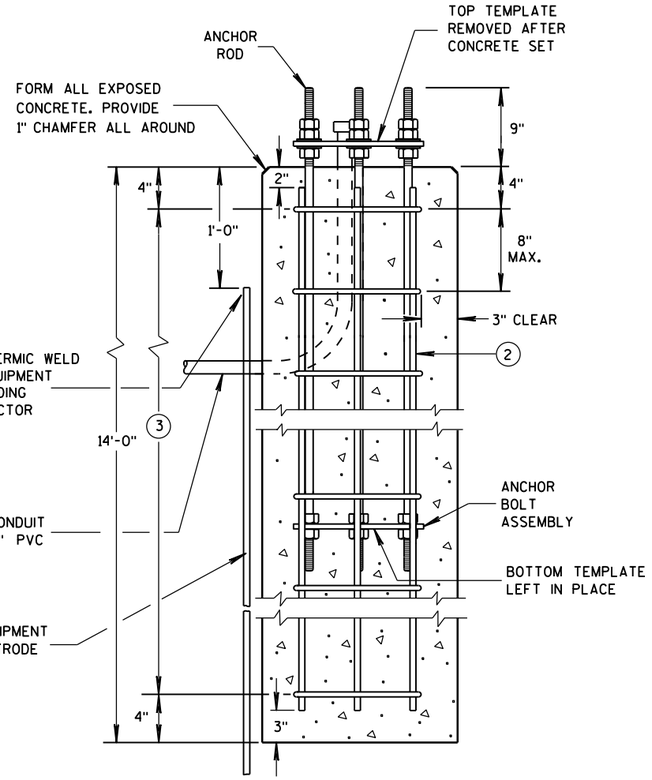
(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES. (GREATER THAN 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) (21) NO. 5 X 7'-10" BAR STEEL REINFORCEMENT @ 8" MAX. 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, ASTM F1554 GRADE 55 (IN ACCORDANCE WITH SECTION 641.2.2.3 OF THE STANDARD SPECIFICATION)	fy=55,000 p.s.i.
TEMPLATES, ASTM, A709 GRADE 36	fy=36,000 p.s.i.

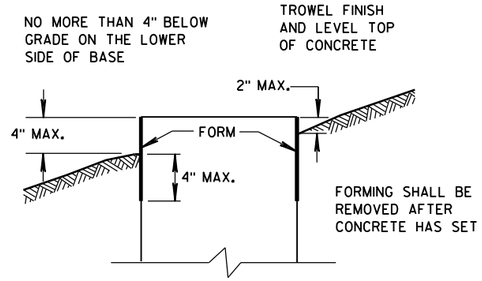




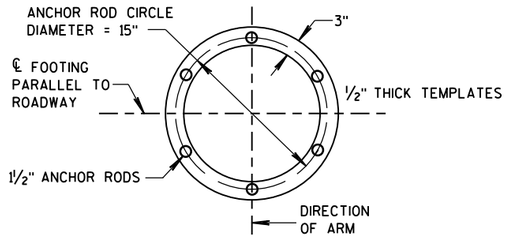
CONCRETE BASE TYPE 10

(FOR TYPE 9 & 10 & OVER HEIGHT (OH) POLES)

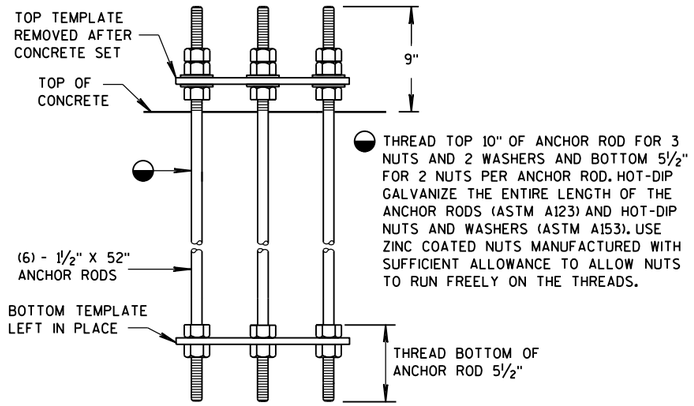
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE S.D.D. 9C13-2 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.



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	172
LBS. OF VERTICAL BAR STEEL	122

CONCRETE BASE TYPE 10

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 C 11-10

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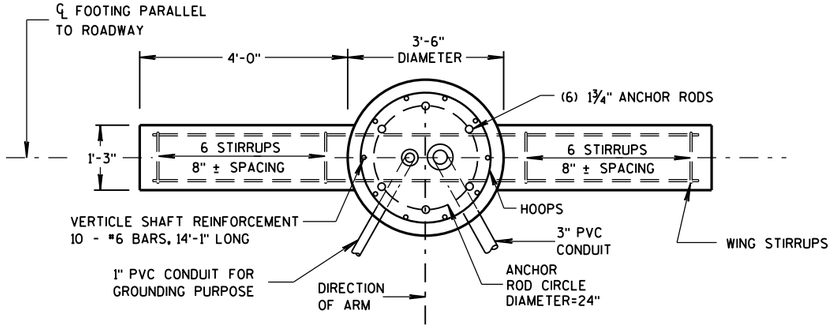
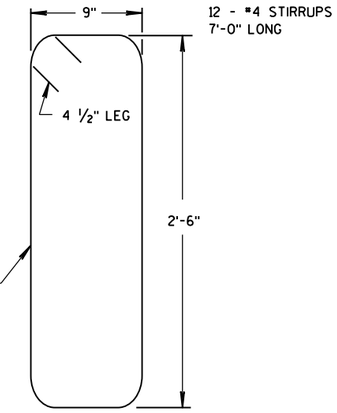
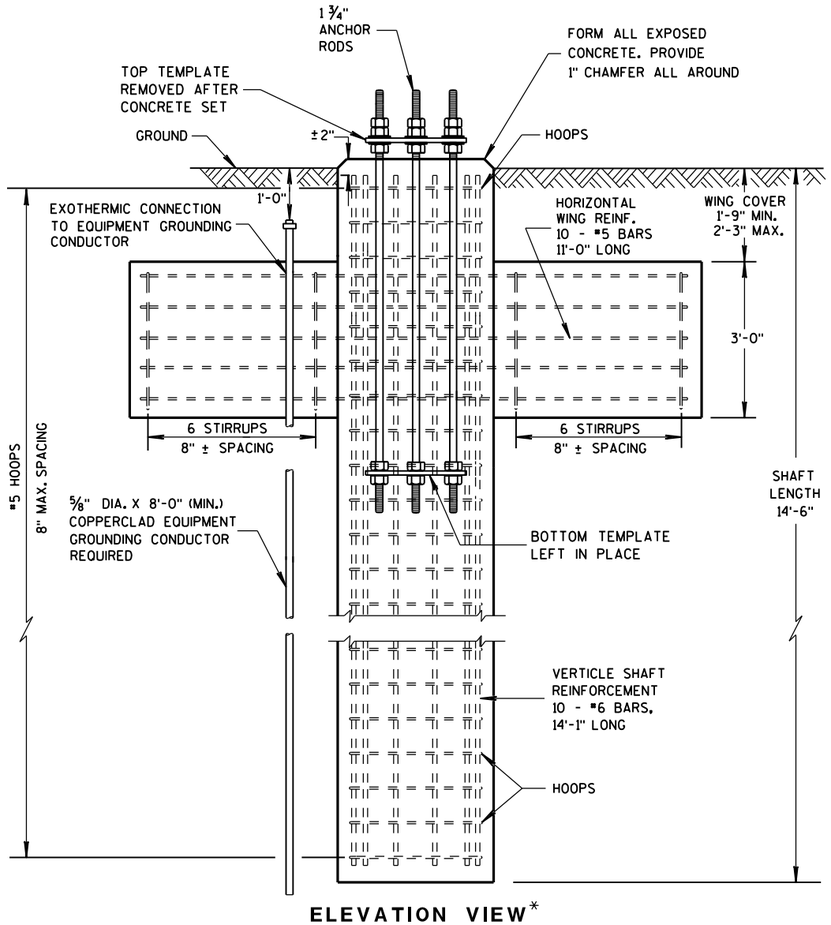
S.D.D. 9 C 11-10



PLAN VIEW

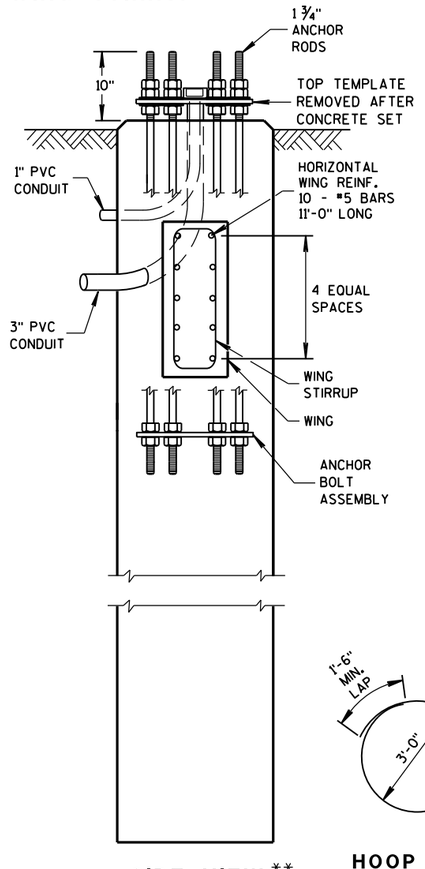


WING STIRRUP



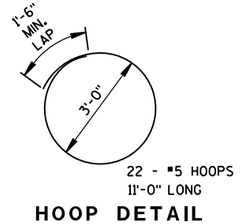
ELEVATION VIEW*

* CONDUITS ARE NOT SHOWN ON THIS VIEW FOR CLARITY



SIDE VIEW**

** HOOPS AND VERTICAL SHAFT REINFORCEMENT NOT SHOWN ON THIS VIEW FOR CLARITY



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, ASTM F1554 GRADE 55 (IN ACCORDANCE WITH SECTION 641.2.2.3 OF THE STANDARD SPECIFICATIONS	fy=55,000 p.s.i.
TEMPLATES, ASTM A709 GRADE 36	fy=36,000 p.s.i.

(FOR TYPE 12 & 13 & OVER HEIGHT (OH) POLES)

CONCRETE = 6.3 C.Y.
H.S. REINFORCEMENT = 635 LBS.

TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION.
SEE S.D.D. 9C13-2 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.

CONCRETE BASE TYPE 13

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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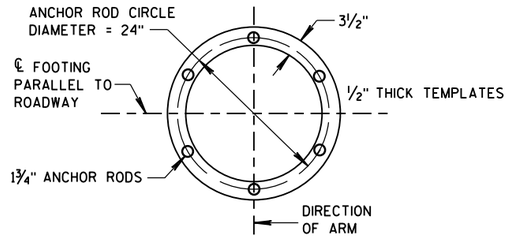
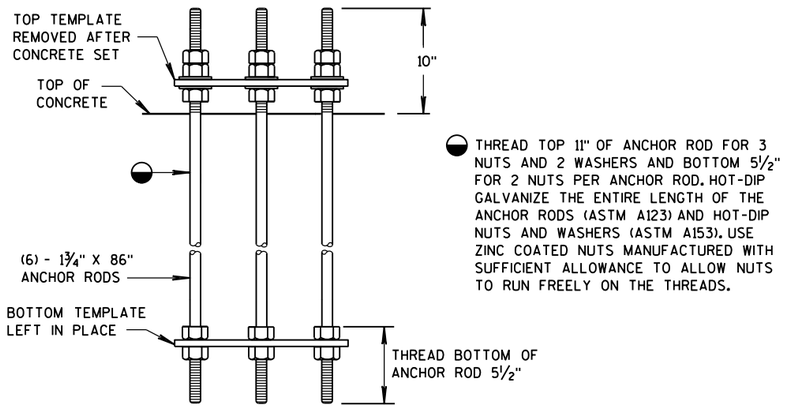
S.D.D. 9 C 12-9a

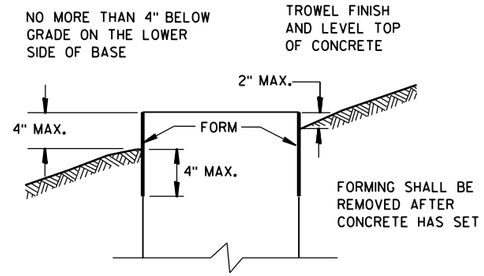


TOP AND BOTTOM TEMPLATES



ANCHOR BOLT ASSEMBLY DETAIL

CONCRETE BASE TYPE 13 ANCHOR ASSEMBLY



FORMING DETAIL

CONCRETE BASE TYPE 13	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2017 DATE FHWA	/S/ Ahmet Demirbilek STATE ELECTRICAL

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S.D.D. 9 C 12-9b

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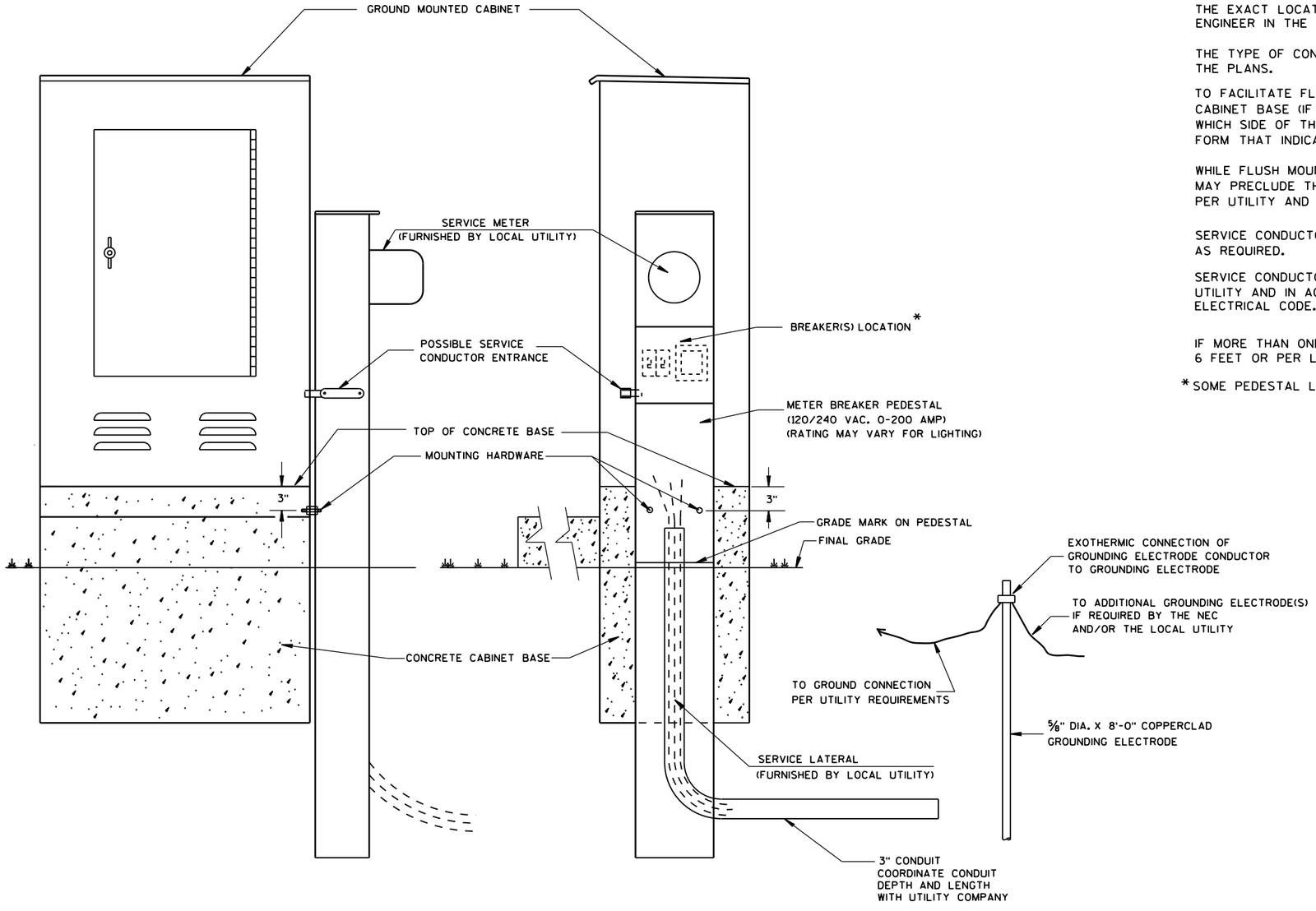
S.D.D. 9 C 12-9b



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

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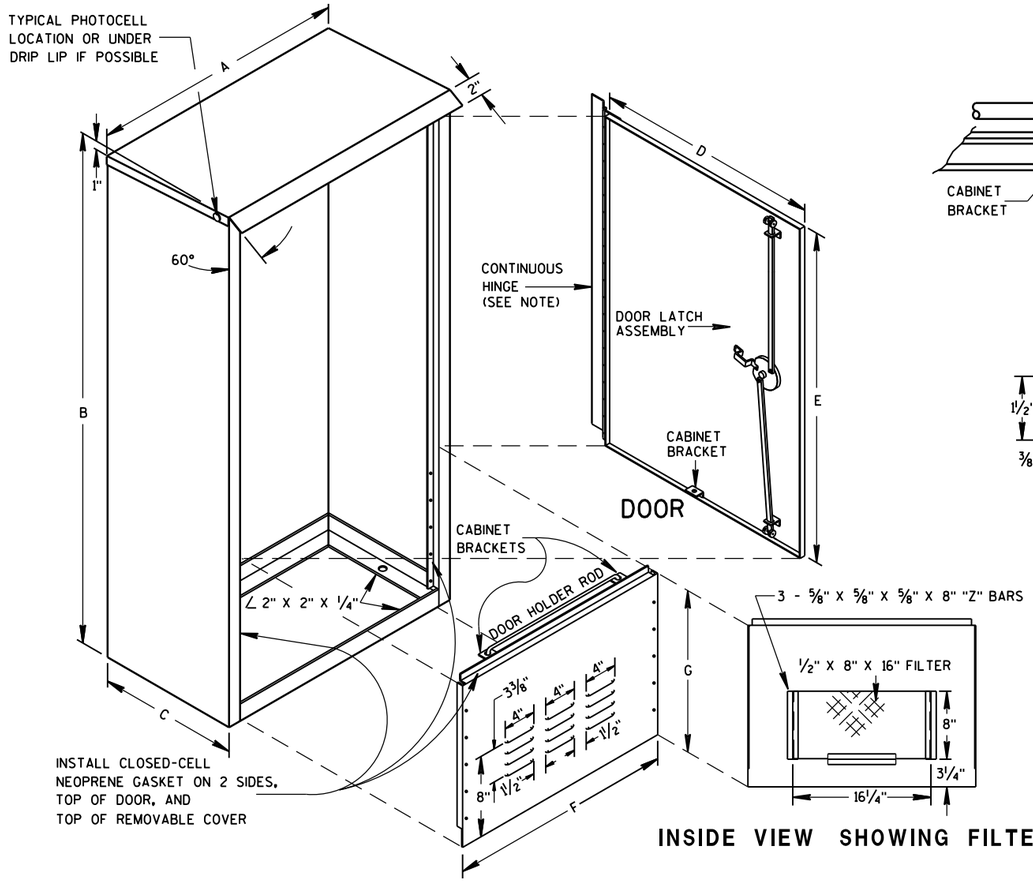
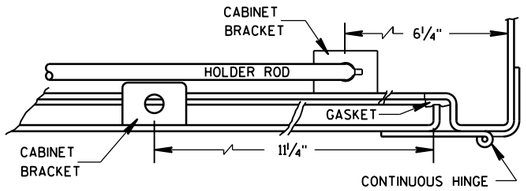
S.D.D. 9 D 1-5

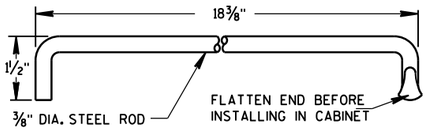


REMOVABLE COVER

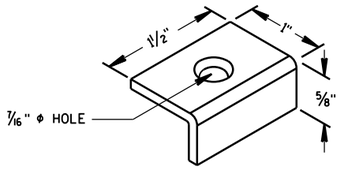
INSIDE VIEW SHOWING FILTER



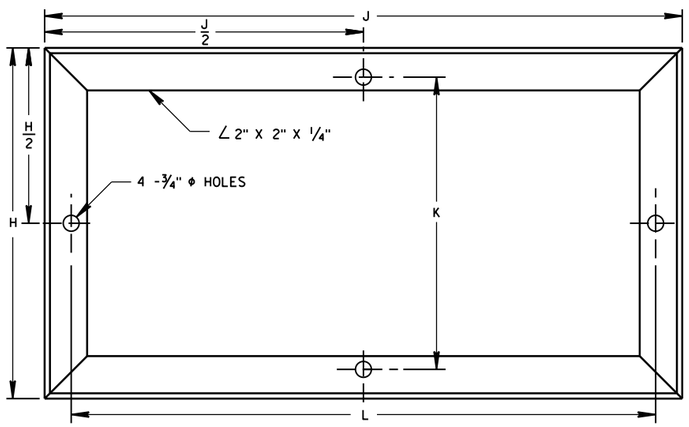
HINGE & DOOR HOLDER



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.

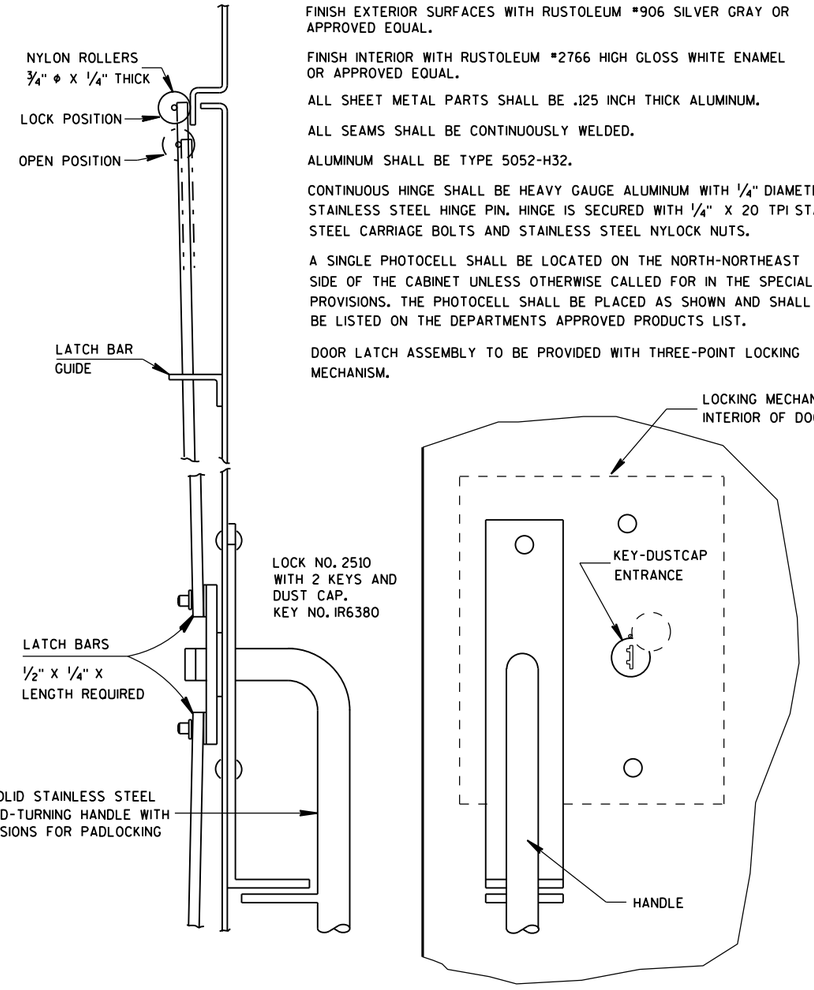
ALL SEAMS SHALL BE CONTINUOUSLY WELDED.

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 LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST.

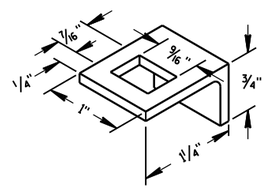
DOOR LATCH ASSEMBLY TO BE PROVIDED WITH THREE-POINT LOCKING MECHANISM.



SIDE VIEW

FRONT VIEW

LATCH ASSEMBLY



LATCH BAR GUIDE

SIGNAL CONTROL CABINET

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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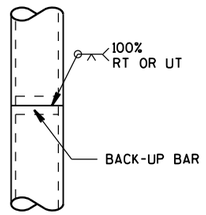
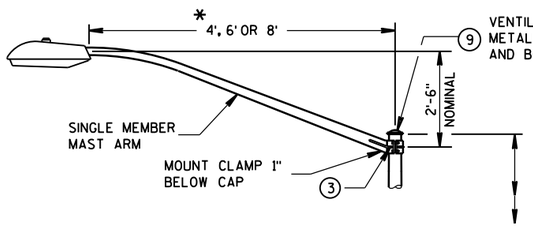
S.D.D. 9 D 2-3

FOR MANUFACTURERS USE ONLY

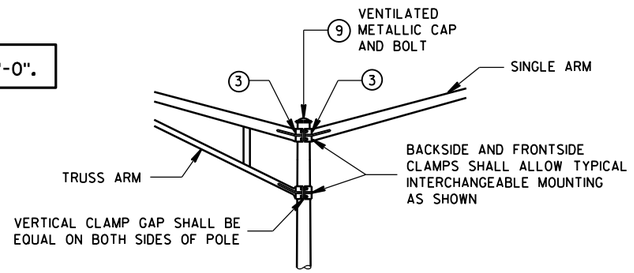
WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN/BRIDGE FOR VERIFICATION AND APPROVAL.

*RISE FOR 4' ARM SHALL BE 2'-0".





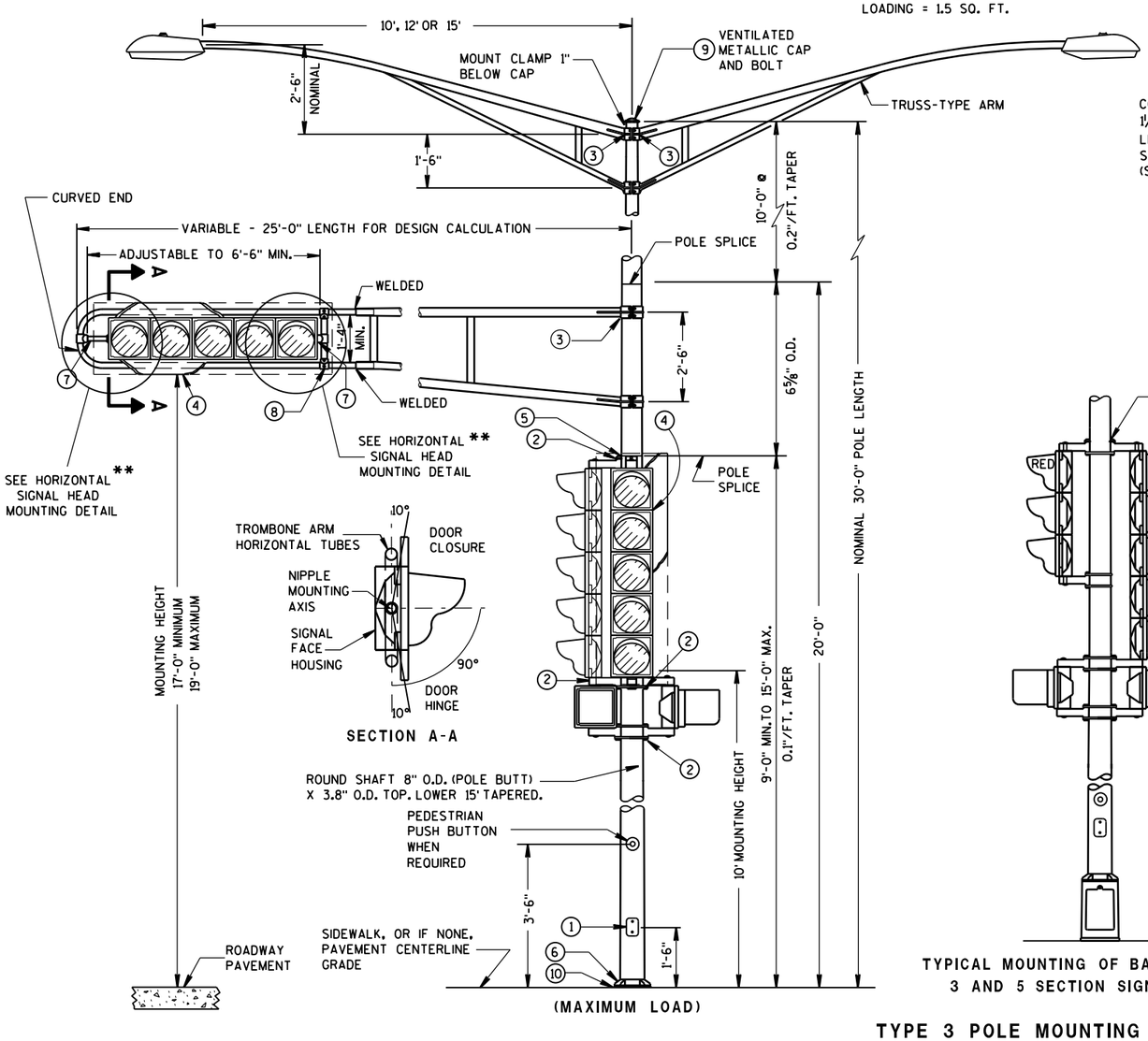
POLE SPLICE DETAIL



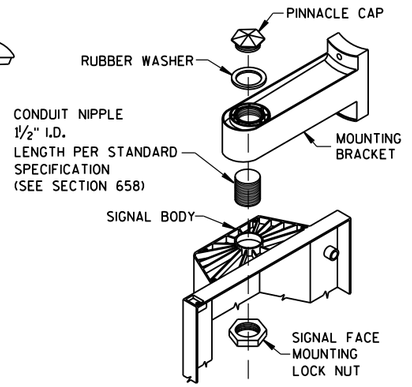
INTERCHANGEABLE MOUNTING DETAIL

LUMINAIRE

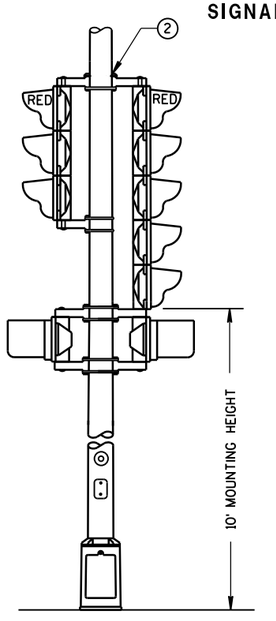
WT. - 50 LBS.
EFFECTIVE PROJECTED
AREA FOR WIND
LOADING = 1.5 SQ. FT.



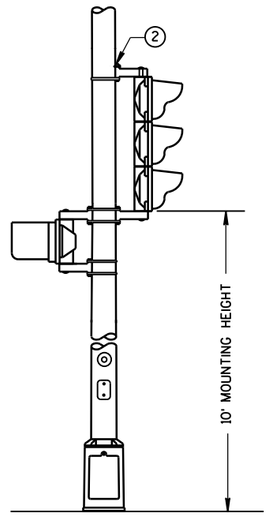
TYPE 3 POLE MOUNTING CONFIGURATION



SIGNAL FACE MOUNTING DETAIL
(BANDED)



TYPICAL MOUNTING OF BACK TO BACK
3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION
SIGNAL FACE

GENERAL NOTES

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

ALL TYPE 3 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL.

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

A PULL WIRE/ROPE IN ACCORDANCE WITH STANDARD SPECIFICATION 652, SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

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 MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE & 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 FACE.

(6) TYPE 3 POLE CONFIGURATIONS SHALL BE MOUNTED DIRECTLY TO THEIR CONCRETE BASES.

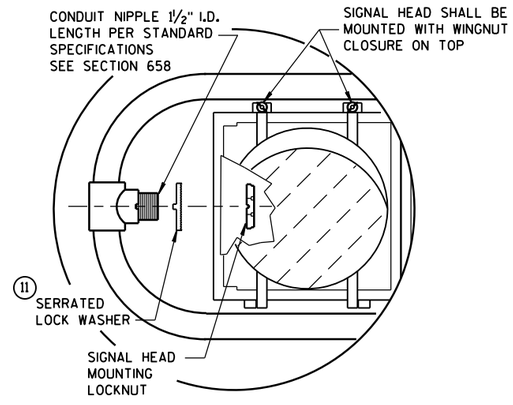
(7) MOUNTING BRACKET NIPPLES FOR THE SIGNAL FACE(S) SHALL BE 2 INCHES IN LENGTH AND 1½ INCHES IN DIAMETER. (SEE STANDARD SPECIFICATION - SECTION 658)

(8) VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (1/4 " X ¾" -20 TPI, STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUT IS THE SLIDING TYPE.

(9) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.



HORIZONTAL SIGNAL HEAD MOUNTING DETAIL**

** SIGNAL HEAD ATTACHMENT ALSO APPLYS TO MOUNTING AT CROSS BAR

POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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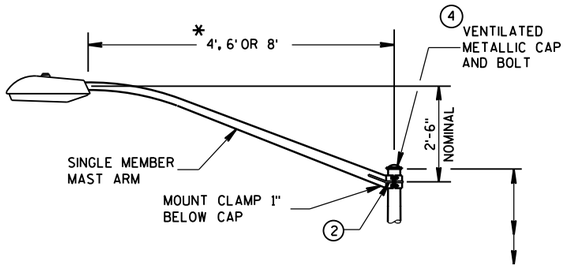
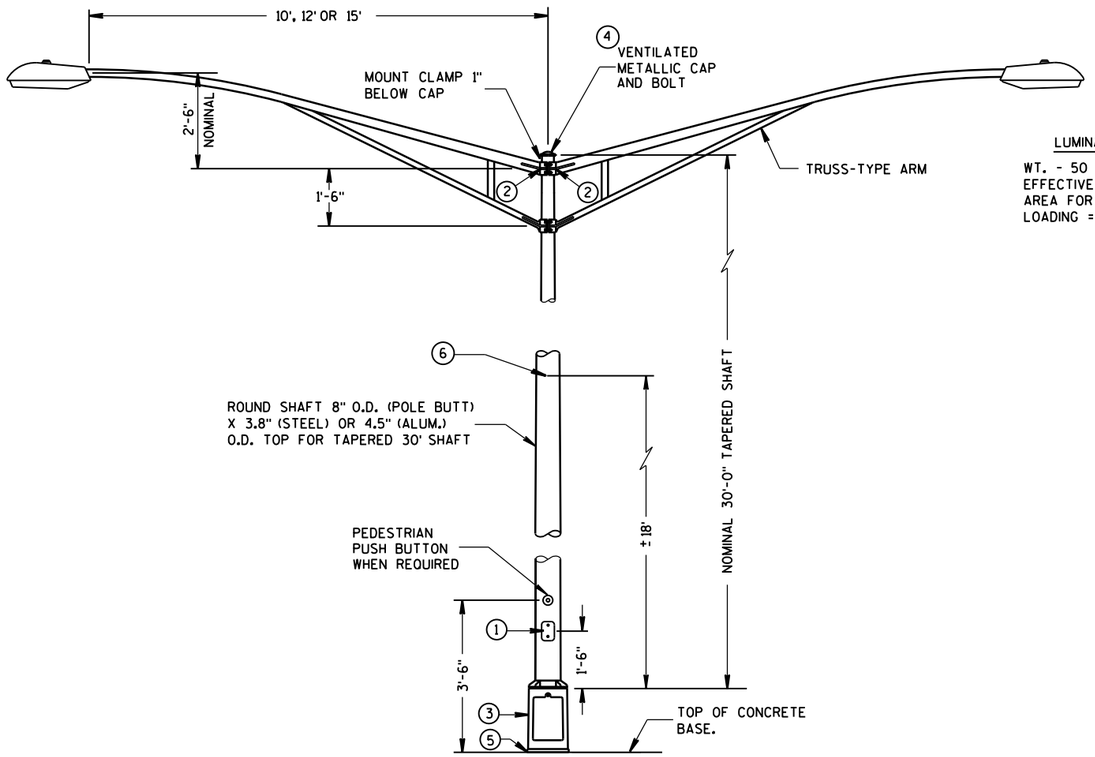
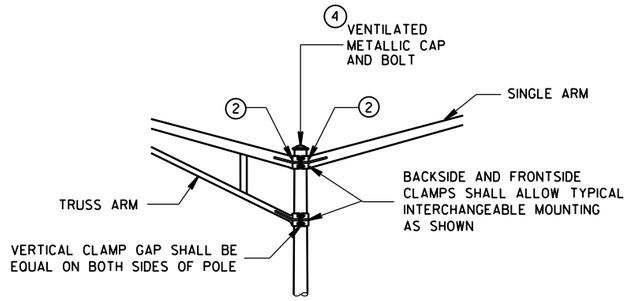
S.D.D. 9 E 1-14b

*RISE FOR 4' ARM SHALL BE 2'-0".





TYPE 5 POLE MOUNTING CONFIGURATION
(MAXIMUM LOAD)
LIGHTING ONLY



INTERCHANGEABLE MOUNTING DETAIL

LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED
AREA FOR WIND
LOADING = 1.5 SQ. FT.

GENERAL NOTES

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

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

THE TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.188".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

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 CONEECTIONS 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 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(4) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

(6) INTERNAL DUMBBELL-TYPE VIBRATION DAMPER.

6

S.D.D. 9 E 1-14d

POLE MONTINGS FOR
LIGHTING UNITS, TYPE 5
(30 FEET)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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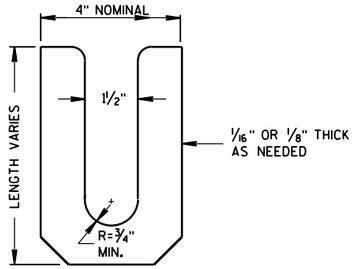
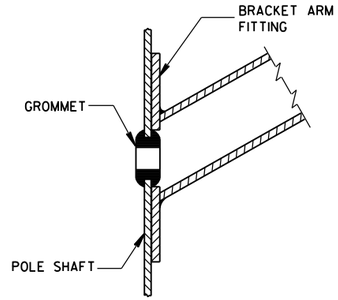
S.D.D. 9 E 1-14d

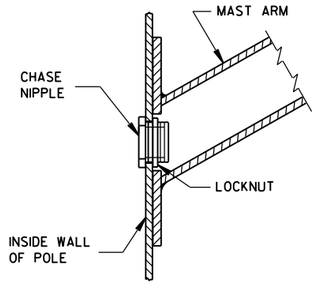


LEVELING SHIM (13)

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.

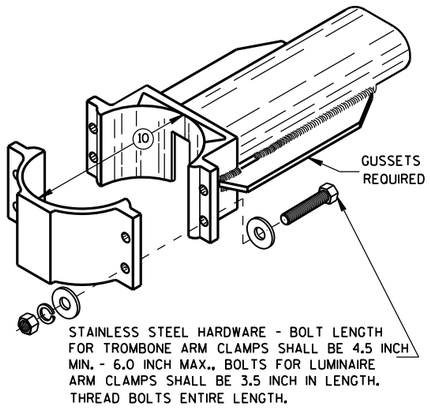
(10) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP.
6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(11) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

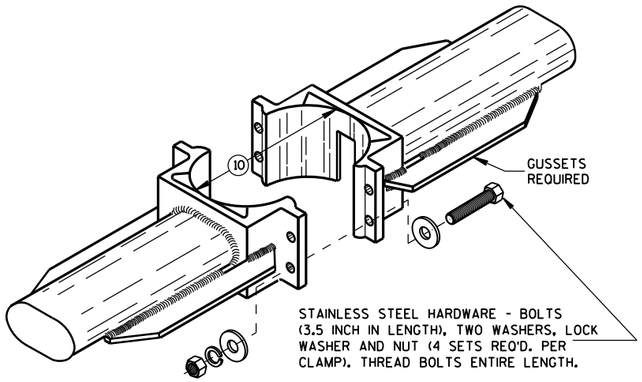
(12) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(13) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

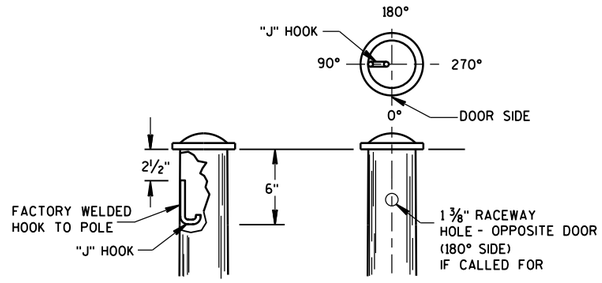
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



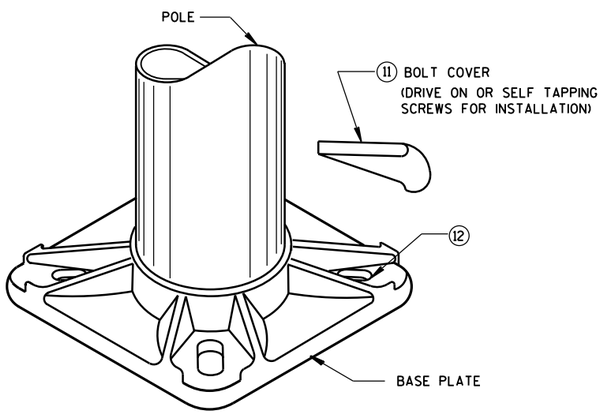
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



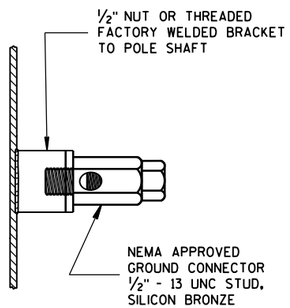
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

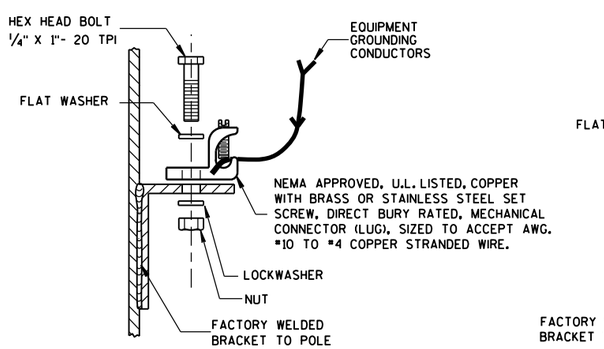


TYPICAL "J" HOOK LOCATION



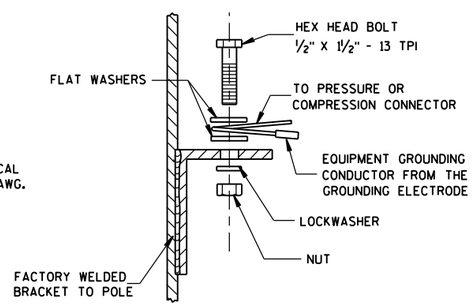
BASE PLATE





TYPICAL GROUNDING CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



HARDWARE DETAILS FOR POLE MOUNTINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Feb. 2015
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL

FHWA

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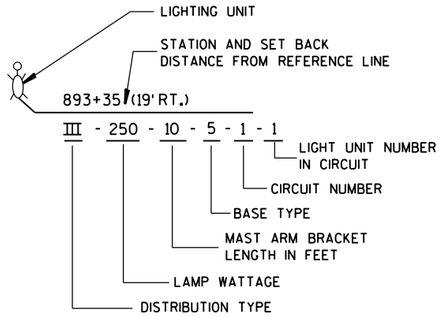
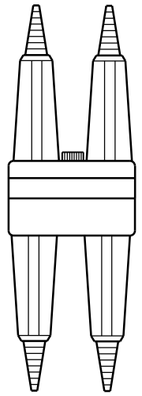
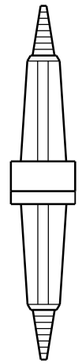
S.D.D. 9 E 1-14g



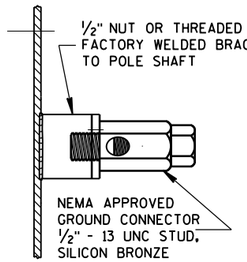
LIGHTING UNIT CODE
(TYPICAL)

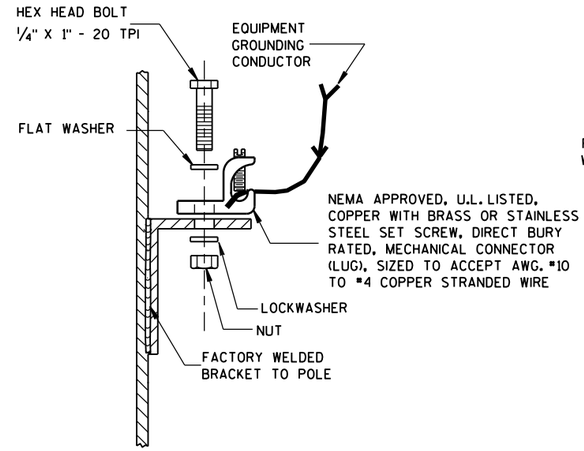


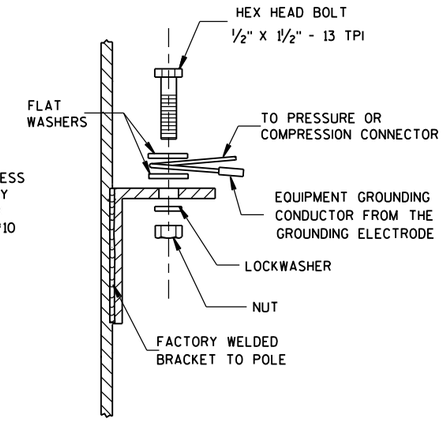
DETAIL "A"
BREAKAWY DOUBLE POLE WITH WATERPROOF INSULATING BOOT



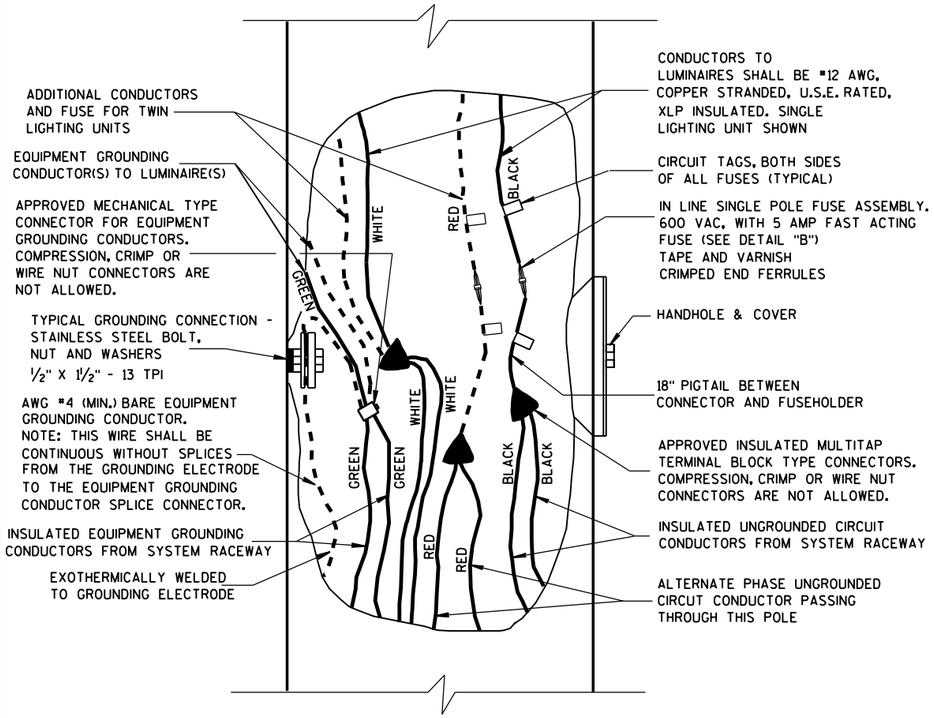
DETAIL "B"
BREAKAWY SINGLE POLE WITH WATERPROOF INSULATING BOOT



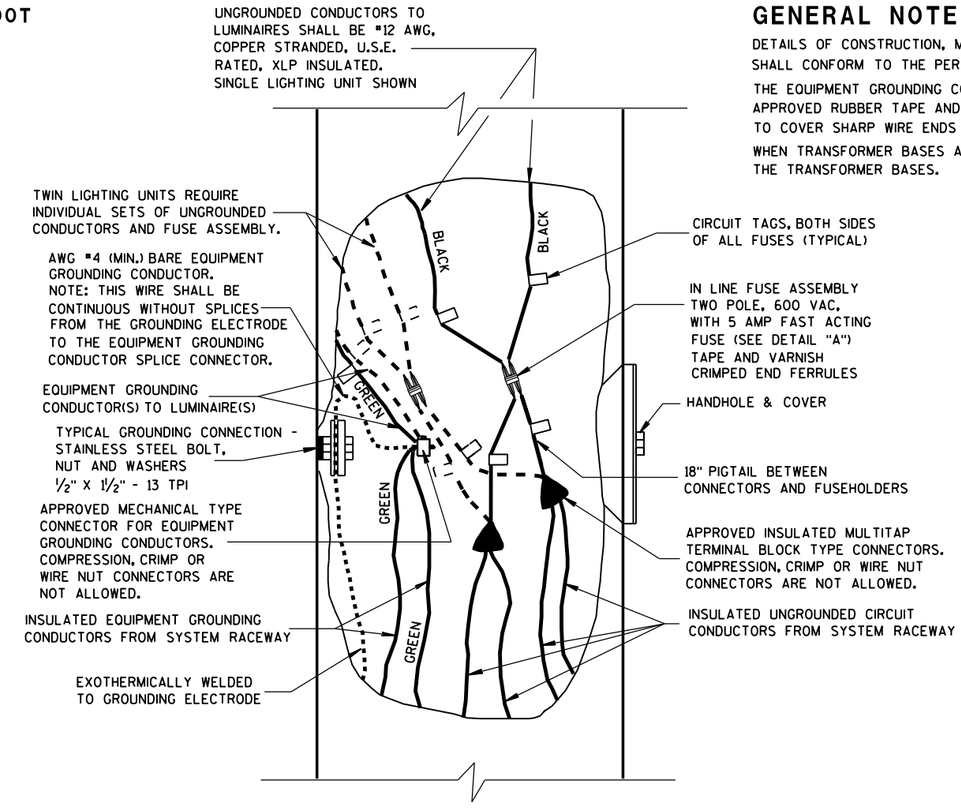




TYPICAL GROUNDING CONNECTIONS
NUT, BOLT, WASHERS AND LOCKWASHERS SHALL BE STAINLESS STEEL



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.

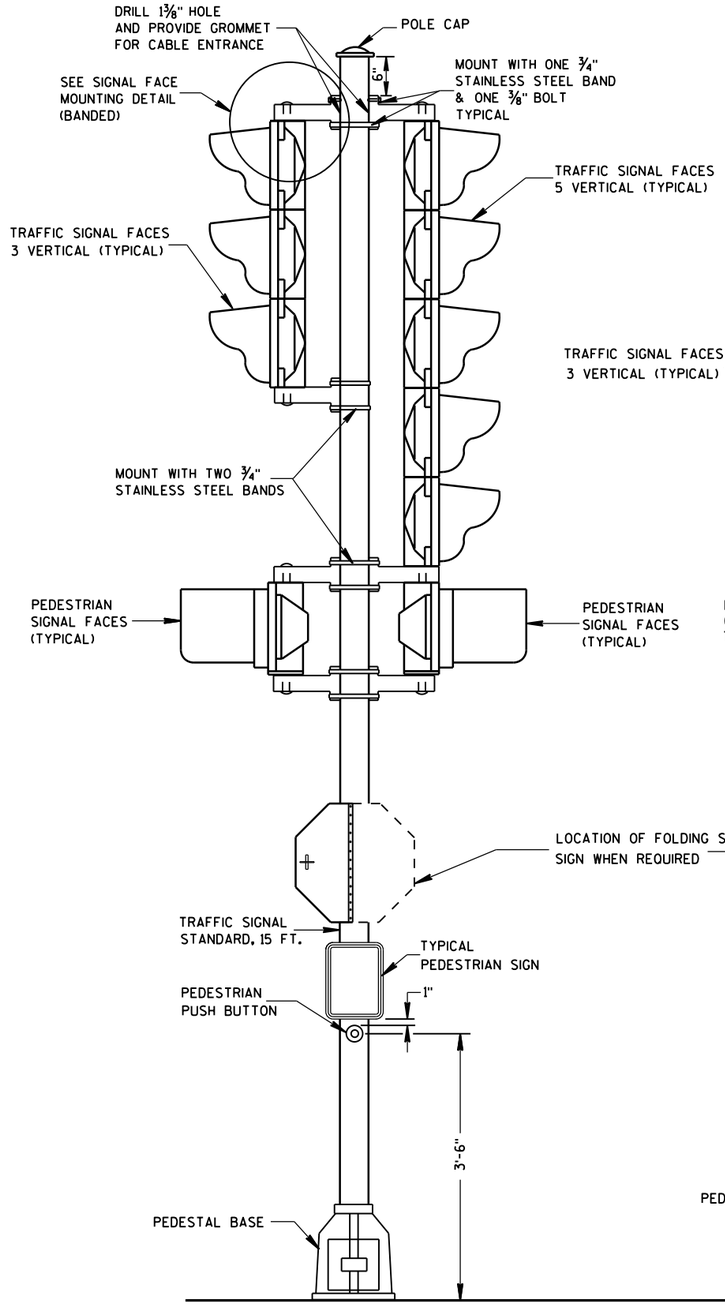
WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.

NON-FREEWAY LIGHTING UNIT POLE WIRING

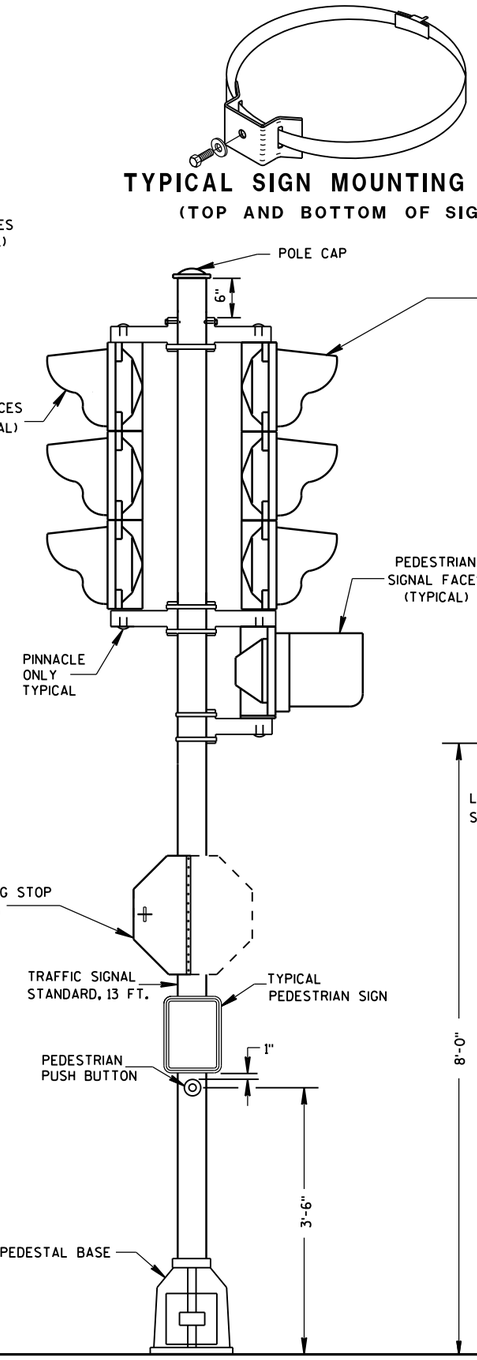
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6
S.D.D. 9 E 3-5

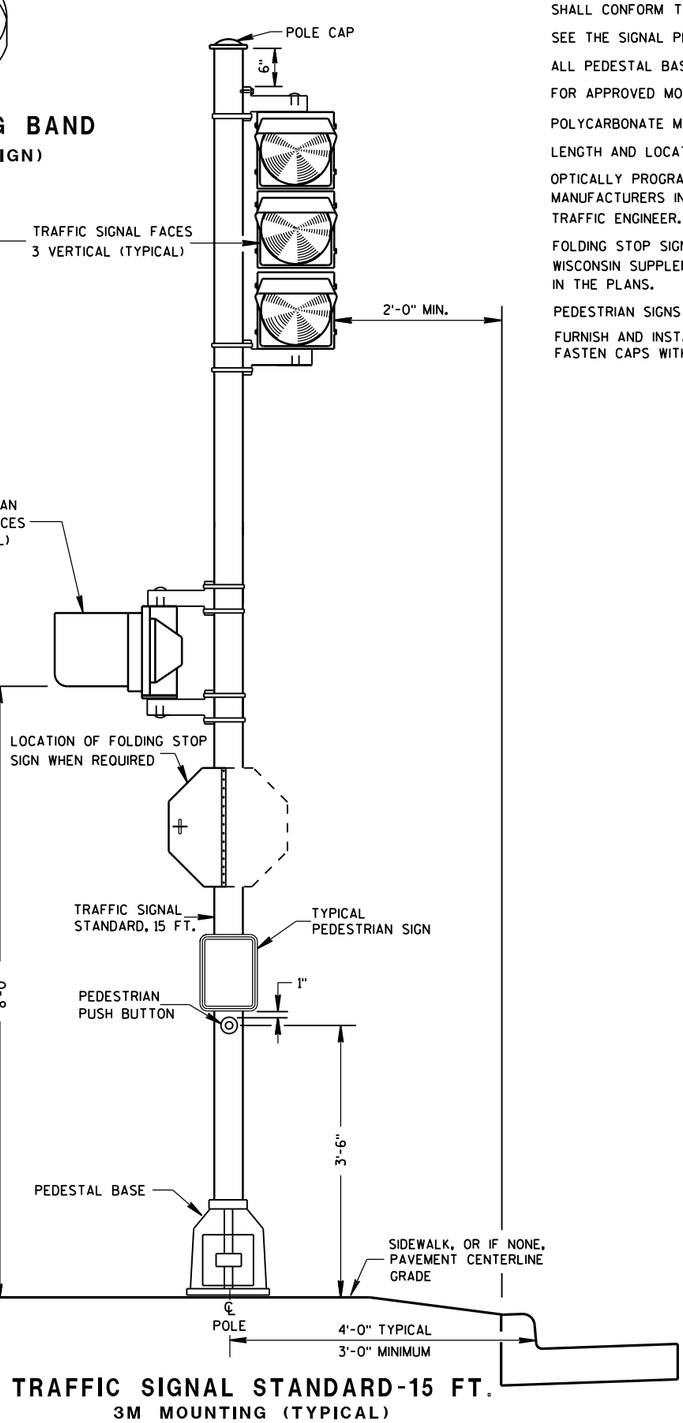


TRAFFIC SIGNAL STANDARD-15 FT.



TRAFFIC SIGNAL STANDARD-13 FT.

TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



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.

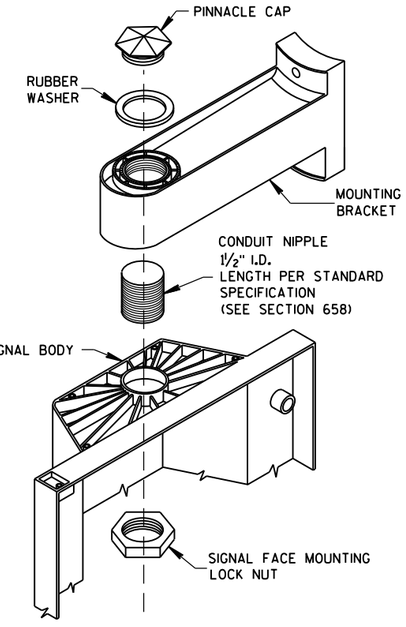
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE REGION TRAFFIC ENGINEER.

FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" 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	
APPROVED	
2/28/2013 DATE	/S/ Ahmet Demirbilek STATE ELECTRICAL
FHWA	

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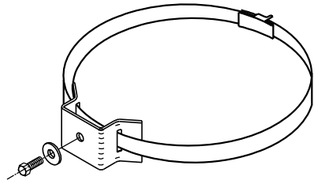
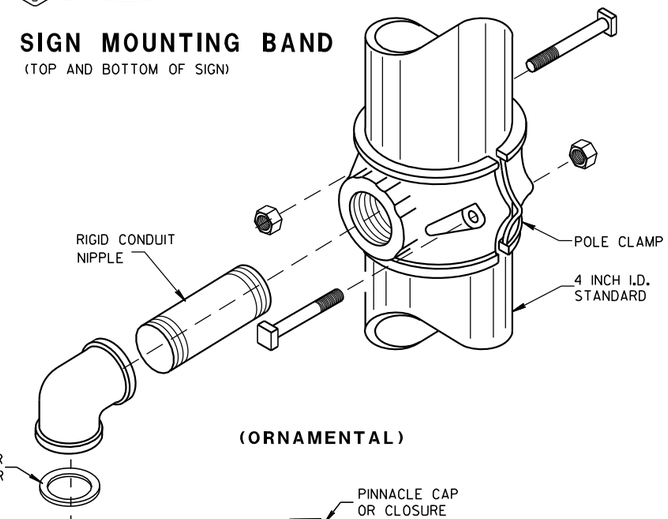
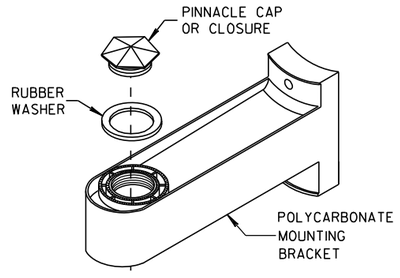
S.D.D. 9 E 6-5



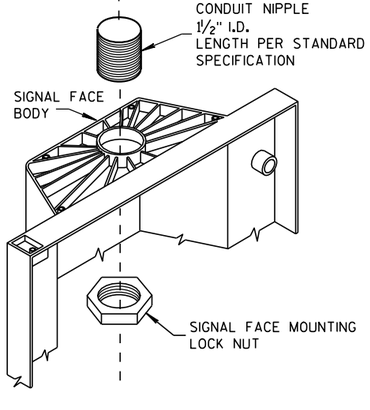
TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



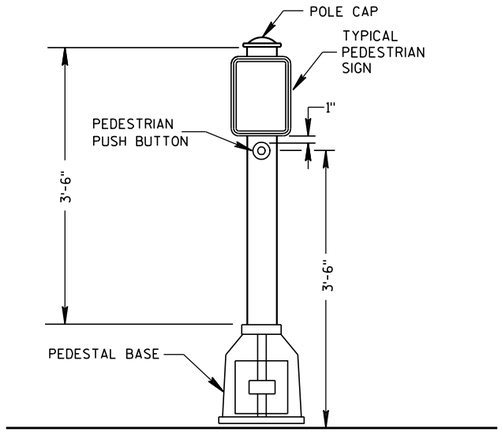
(ORNAMENTAL)



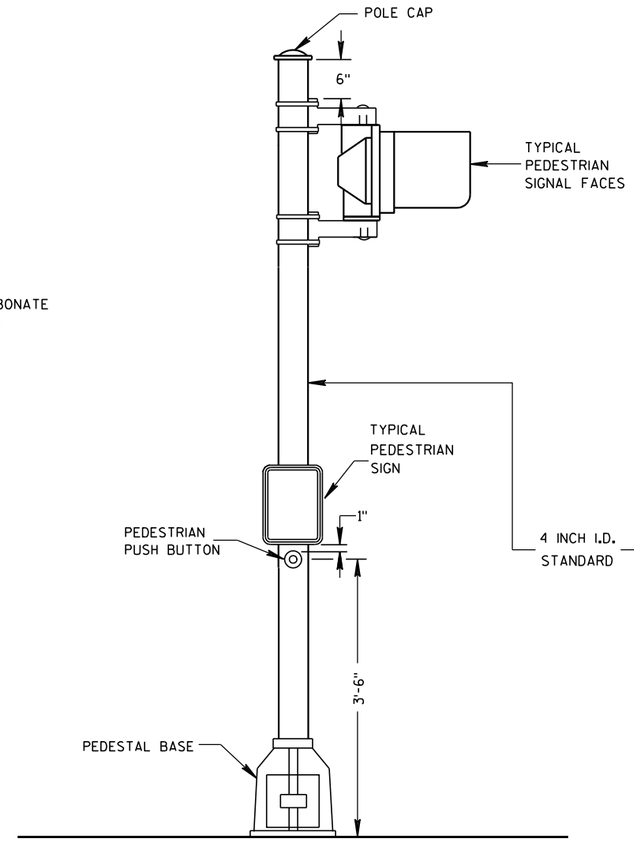
(BANDED)



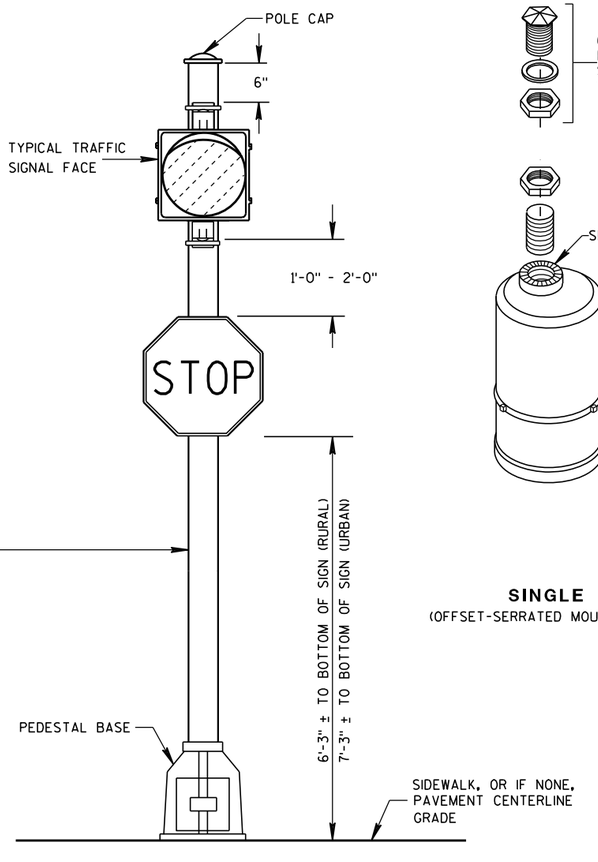
SIGNAL FACE MOUNTING DETAILS



PEDESTRIAN PUSH BUTTON TYPICAL MOUNTING



PEDESTRIAN FACE STANDARD-10 FT.
(WALK-DON'T WALK)



STANDARD FLASHER.
10 FOOT, 13 FOOT OR 15 FOOT AS REQUIRED

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

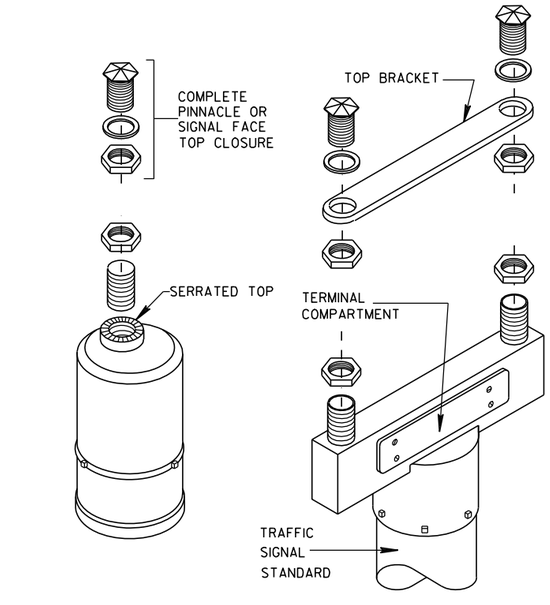
POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

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.



SINGLE
(OFFSET-SERRATED MOUNTING)

DOUBLE
(SERRATED MOUNTING)

SLIPFITTERS

TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/11/10
DATE

/S/ John Corbin
STATE ELECTRICAL ENGI

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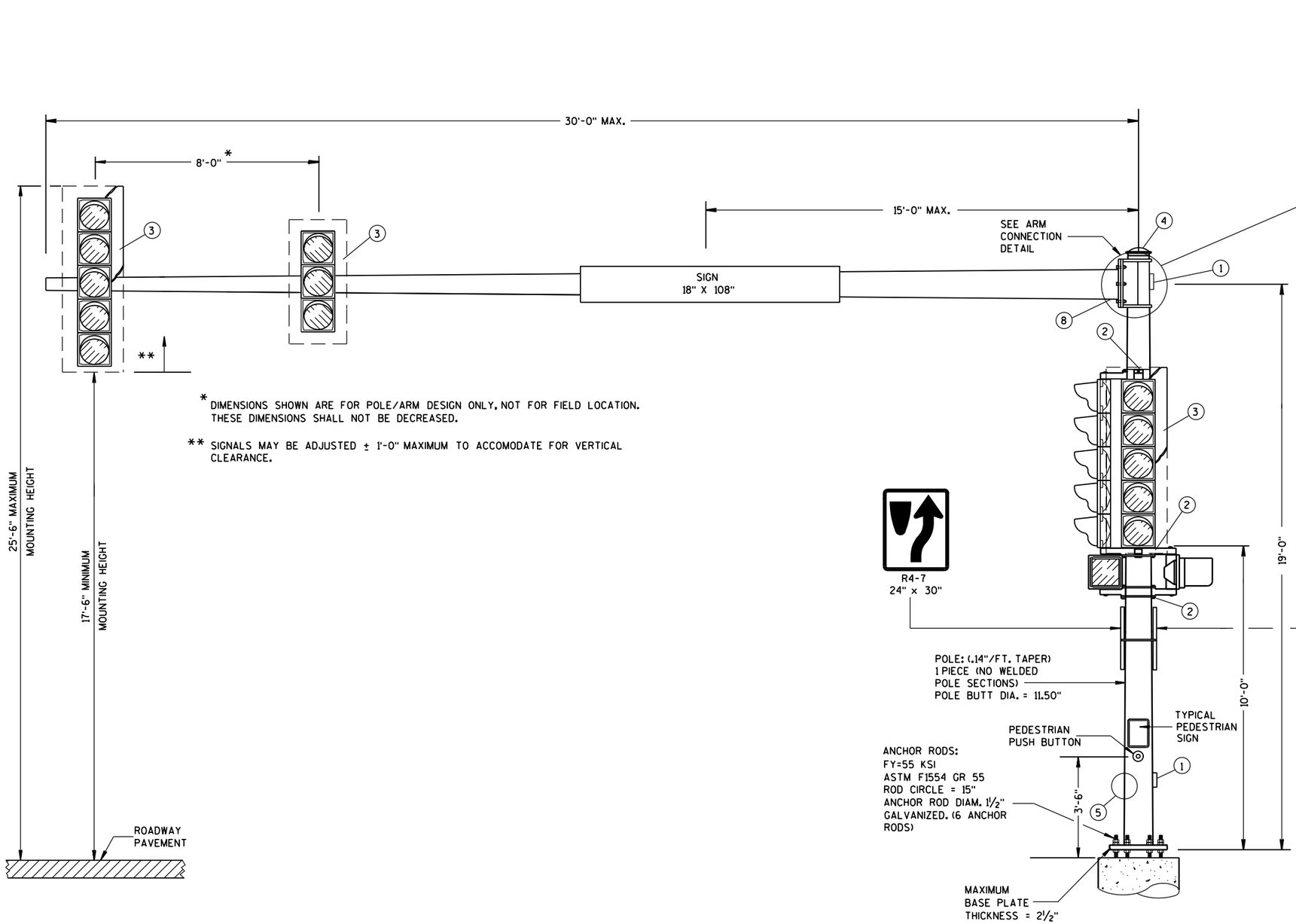
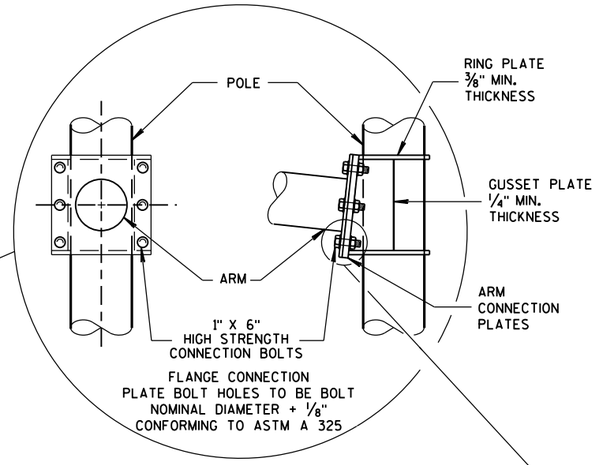
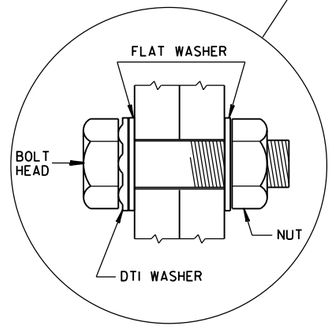


* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

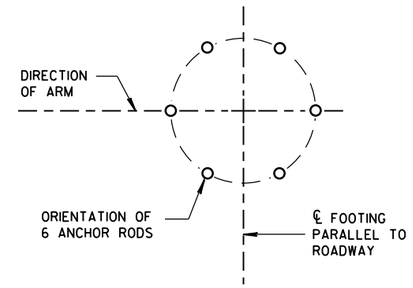
** SIGNALS MAY BE ADJUSTED ± 1'-0" MAXIMUM TO ACCOMODATE FOR VERTICAL CLEARANCE.



6 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL



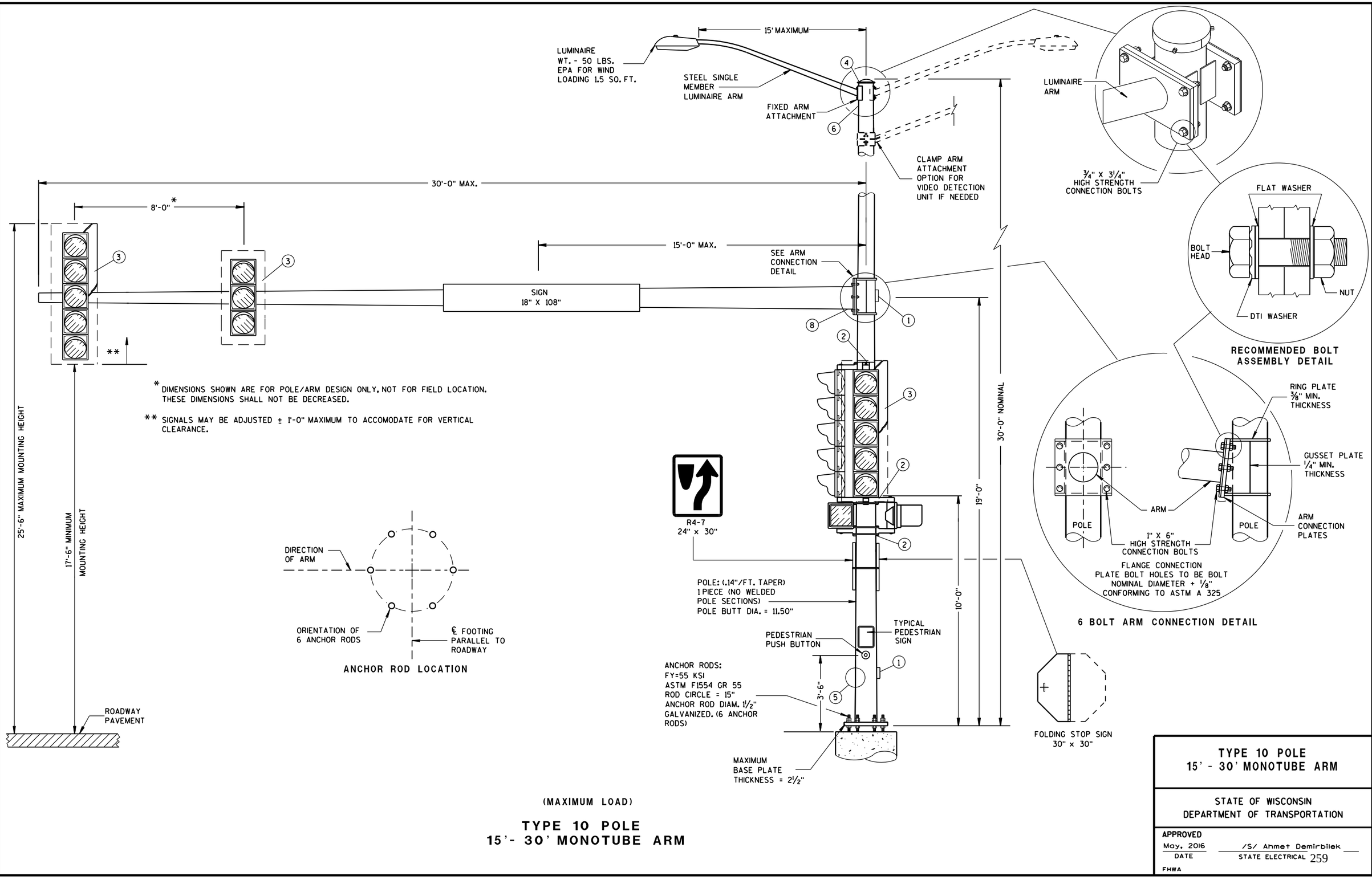
ANCHOR ROD LOCATION

(MAXIMUM LOAD)

TYPE 9 POLE 15'- 30' MONOTUBE ARM

TYPE 9 POLE 15' - 30' MONOTUBE ARM	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May, 2016 DATE	/S/ Ahmet Demirbilek STATE ELECTRICAL
FHWA	258

S.D.D. 9 E 8-8a



* 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.

(MAXIMUM LOAD)

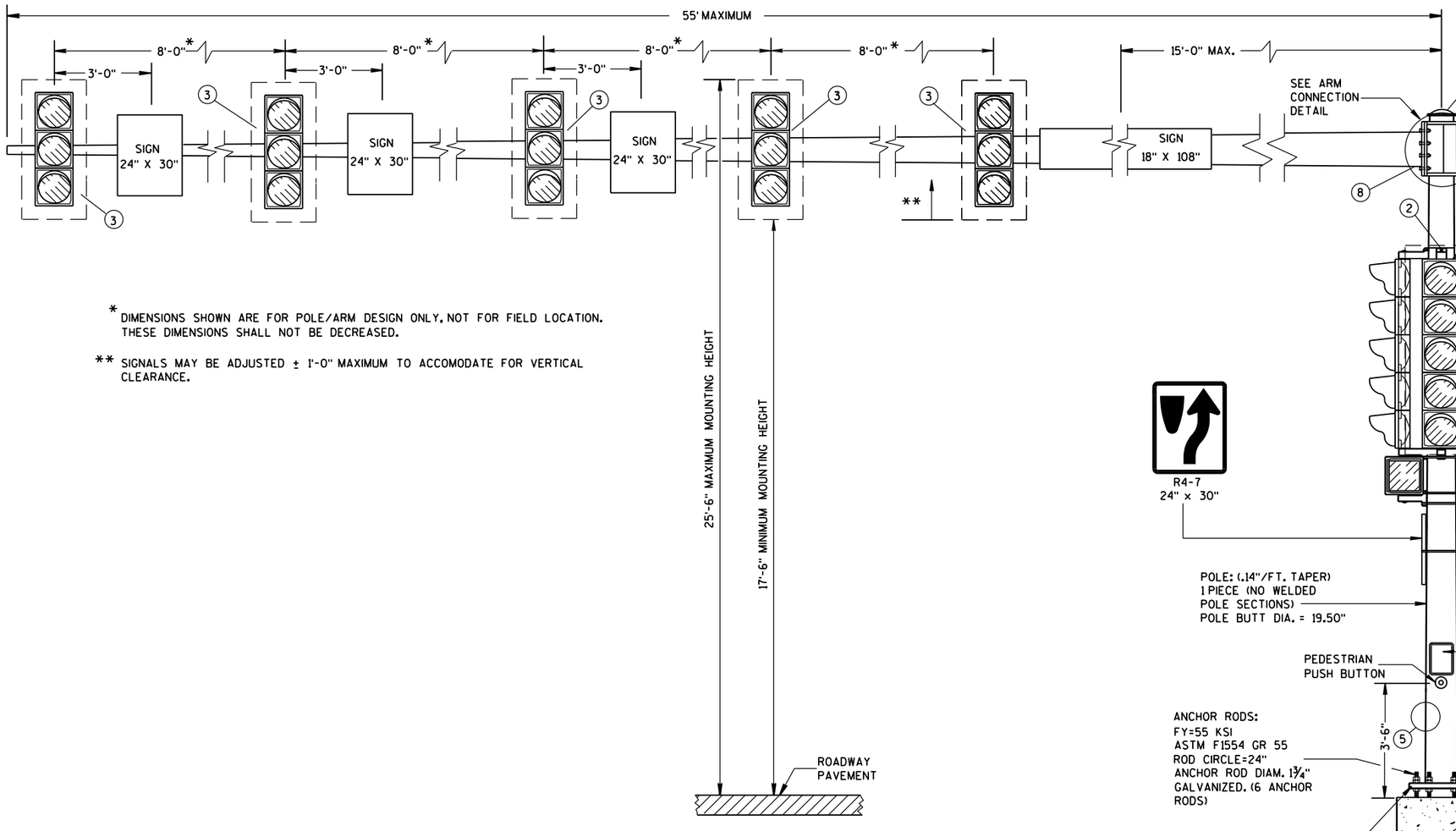
TYPE 10 POLE
15'- 30' MONOTUBE ARM

TYPE 10 POLE
15' - 30' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May, 2016 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6
S.D.D. 9 E 8-8b



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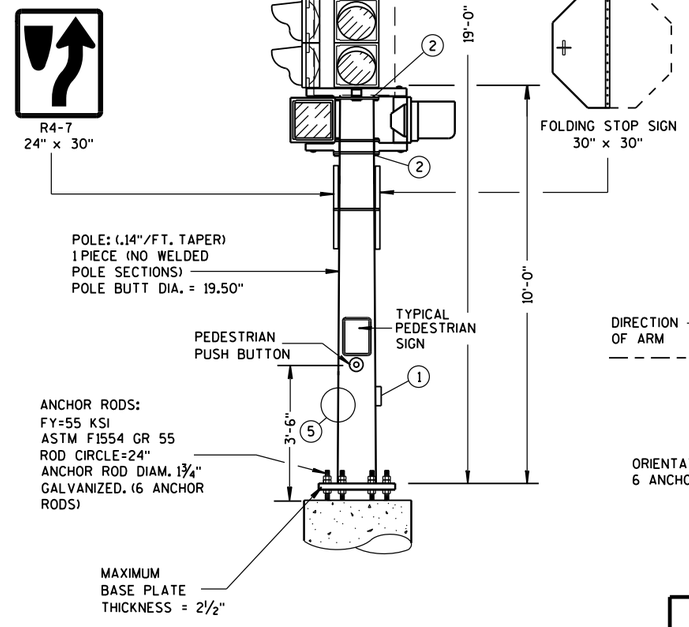
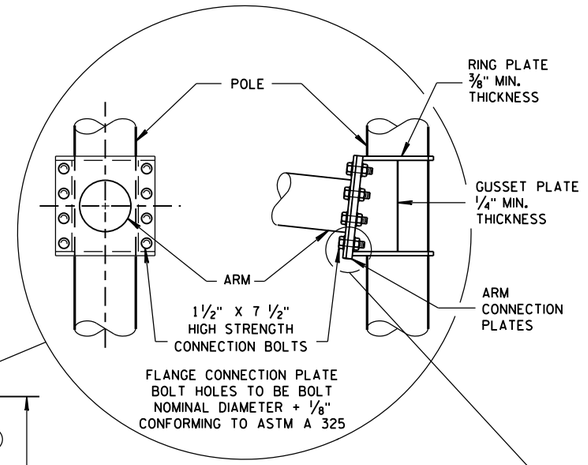
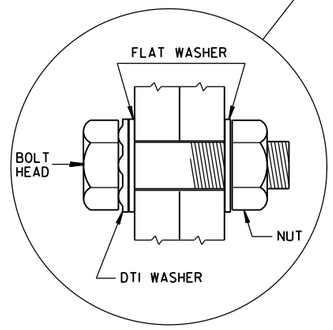
** SIGNALS MAY BE ADJUSTED ± 1'-0" MAXIMUM TO ACCOMODATE FOR VERTICAL CLEARANCE.

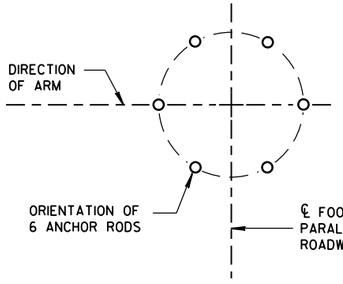




8 BOLT ARM CONNECTION DETAIL



RECOMMENDED
BOLT ASSEMBLY
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 May, 2015 — DATE /S/ Ahmet Demirbilek — STATE ELECTRICAL 260 FHWA

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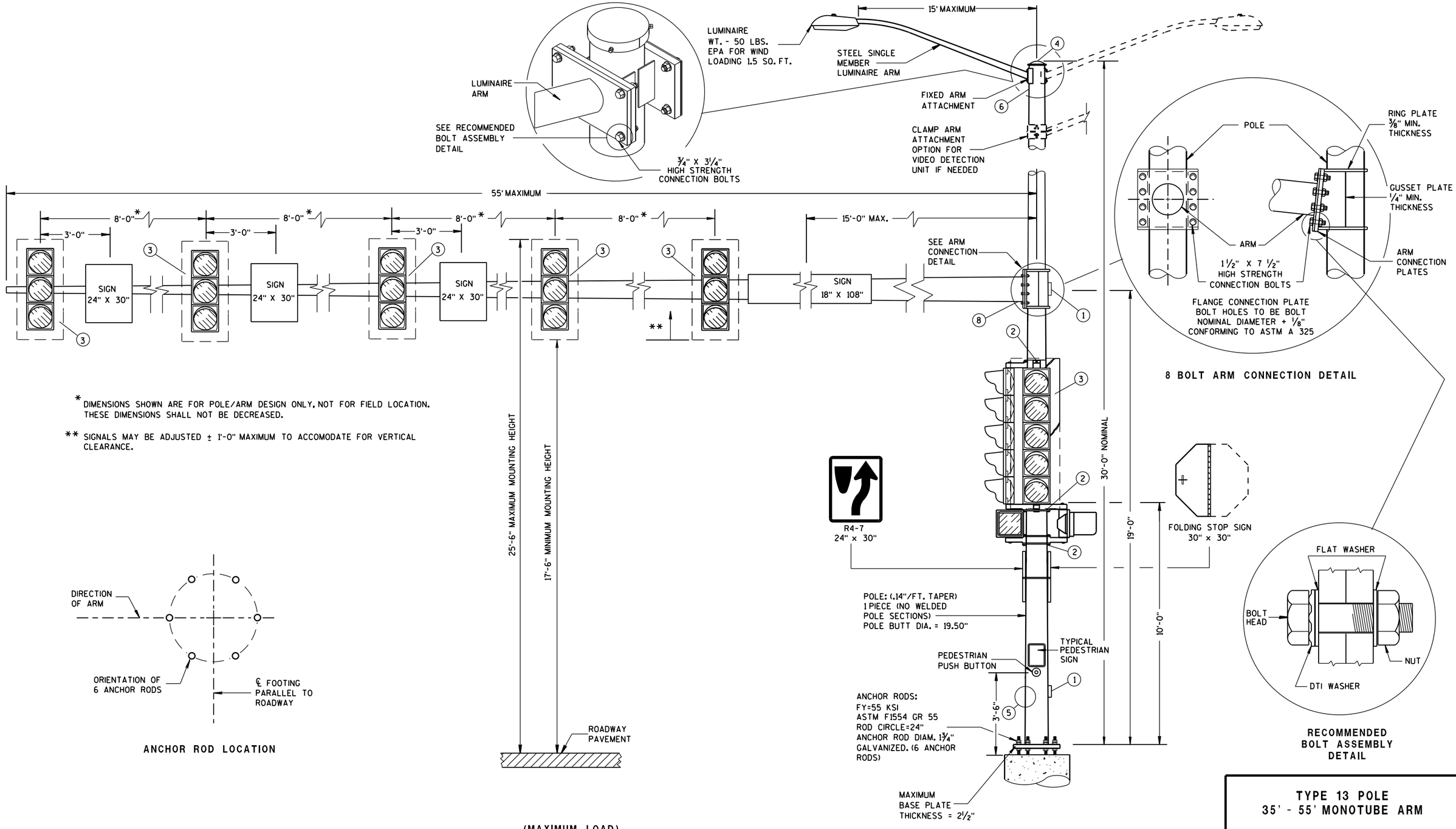
S.D.D. 9 E 8-8c



* 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

RECOMMENDED BOLT ASSEMBLY DETAIL

ANCHOR ROD LOCATION

(MAXIMUM LOAD)

TYPE 13 POLE 35'- 55' MONOTUBE ARM

TYPE 13 POLE
35' - 55' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2016 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6
S.D.D. 9 E 8-8d

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 AASHTO 2013 6TH EDITION AND ALL PERTINENT WISDOT SPECIFICATIONS AND DRAWINGS FOR TRAFFIC AND LIGHTING STRUCTURES AND AS FOLLOWS:

- CATEGORY III FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 AND TYPE 10 STRUCTURES.
- CATEGORY II FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 12 AND TYPE 13 STRUCTURES.
- 90 MPH (3-SECOND GUST) WIND SPEED AND A 50 YEAR DESIGN LIFE.

SECURE THE OPENING BELOW THE BASE PLATE WITH STAINLESS STEEL OR GALVANIZED STEEL MESH AND SECURE THE MESH WITH ¾" S.S. BANDING AROUND THE LEVELING NUTS.

INDENT PRINT (NOMINAL ½" HIGH) THE POLE LENGTH AND FIRST TWO LETTERS OF THE MANUFACTURERS NAME ON TWO SIDES OF THE BASE PLATE 180 DEGREES APART, BEFORE GALVANIZING. THE ARM SHALL BE IDENTIFIED WITH THE SAME INFORMATION BY INDENT PRINT.

SIGNAL FACE SHALL BE MOUNTED 6 INCHES (NOMINAL) FROM THE END OF THE MONOTUBE ARM OR AS SHOWN ON THE PLAN CONSTRUCTION DETAIL OR AS DIRECTED BY THE PROJECT ENGINEER/ELECTRICAL OPERATIONS PERSONNEL. MOUNT ALL LIKE HEADS AT SAME ELEVATION.

SIGN MOUNTING BRACKETS SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 637 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.

(1) DESIGN FOR MAXIMUM ALLOWABLE HANDHOLE WITH COVER ASSEMBLY WITH TWO ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLTS.

(2) SIGNAL MOUNTING BRACKETS FOR POLE MOUNTING, MOUNT WITH CAP SCREW AND BANDING, (SEE SPECIFICATIONS SEC. 658).

(3) SECURELY MOUNT BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURERS RECOMMENDATIONS.

(4) THE TOP OF THE POLE SHAFT AND THE END OF THE MONOTUBE ARM SHALL BE EQUIPPED WITH A REMOVABLE, VENTILATED CAP HELD SECURELY IN PLACE WITH SET SCREWS.

(5) FACTORY-WELDED BRACKET FOR GROUNDING LUG, OPPOSITE HANDHOLE, (LUG AND HARDWARE PAID UNDER SEPARATE ITEM). PROVIDE HOLE IN BRACKET FOR ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLT.

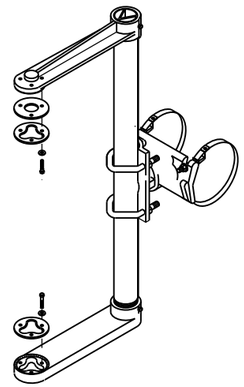
(6) FACTORY-WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL STRUCTURAL IDENTIFICATION PLAQUES.

STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

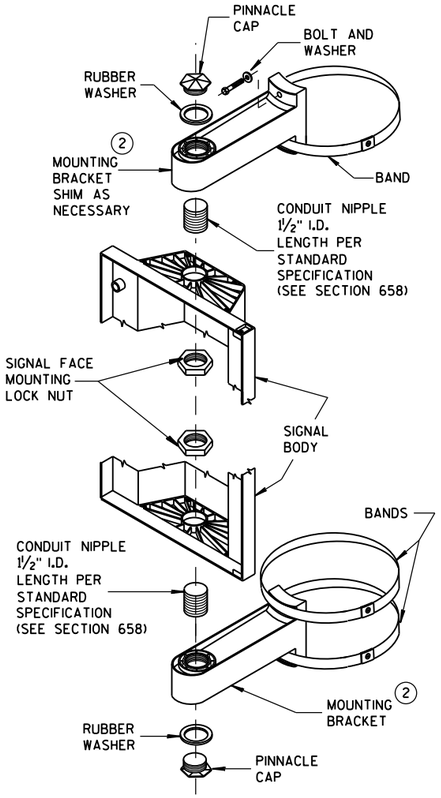
MOUNTING HEIGHT SHALL BE 6'-0" ABOVE THE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL BE OBSTRUCTED.

(8) FACTORY DRILLED ½" DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.

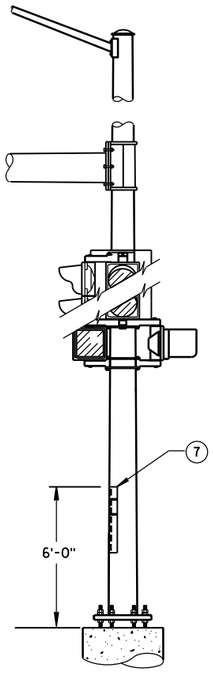


SIGNAL FACE MOUNTING BRACKET
DETAIL FOR MONOTUBE ARM

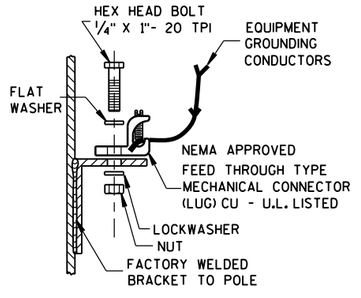
(MOUNT PER MANUFACTURER'S RECOMMENDATION)



SIGNAL FACE
VERTICAL MOUNTING DETAIL

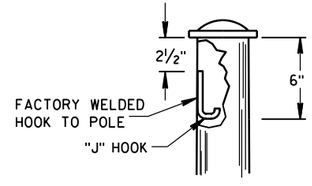


STRUCTURAL IDENTIFICATION
PLAQUE PLACEMENT



TYPICAL GROUNDING CONNECTIONS (5)

NUT, BOLT AND WASHERS SHALL
BE STAINLESS STEEL



"J" HOOK WIRE SUPPORT (6)

GENERAL NOTES AND HARDWARE DETAILS FOR TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS

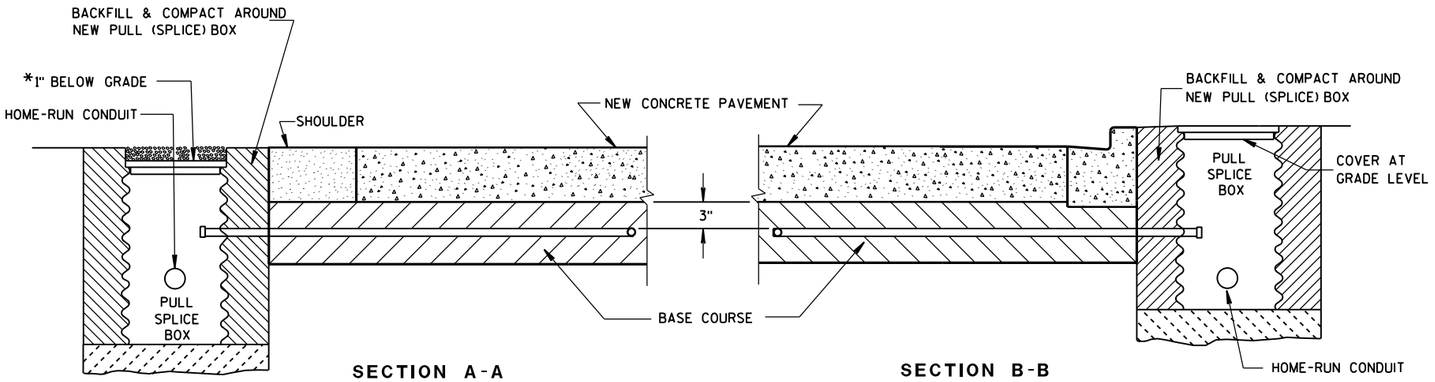
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2016 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL

FHWA

6

S.D.D. 9 E 8-8e



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 LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER 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.

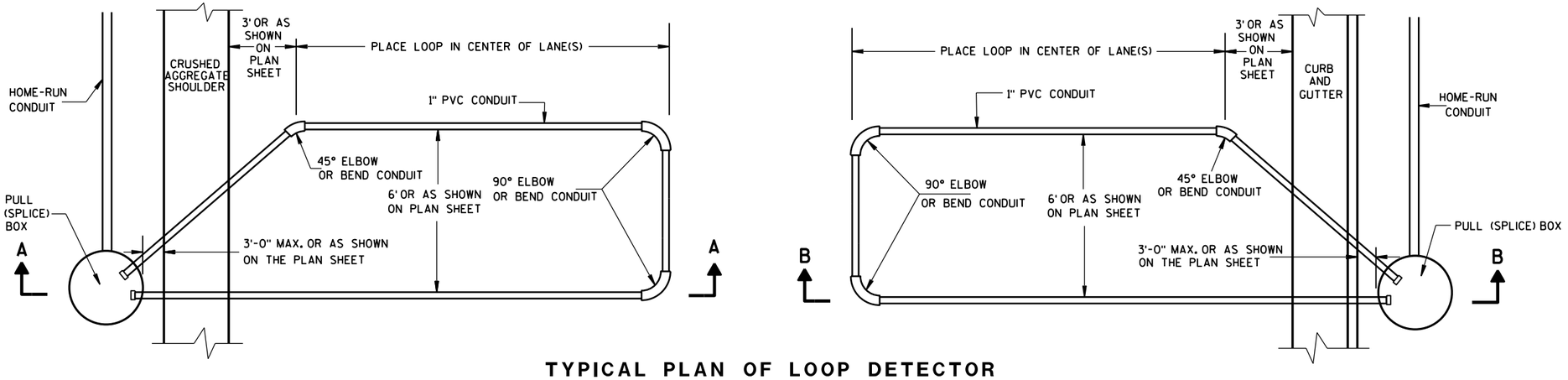
THE #12 AWG. LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

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-SPLICE CONTINUOUS LENGTH.

PROTECTION OF THE CONDUIT 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 18" OR 24" PULL (SPLICE) BOX

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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S.D.D. 9 F 15-4a

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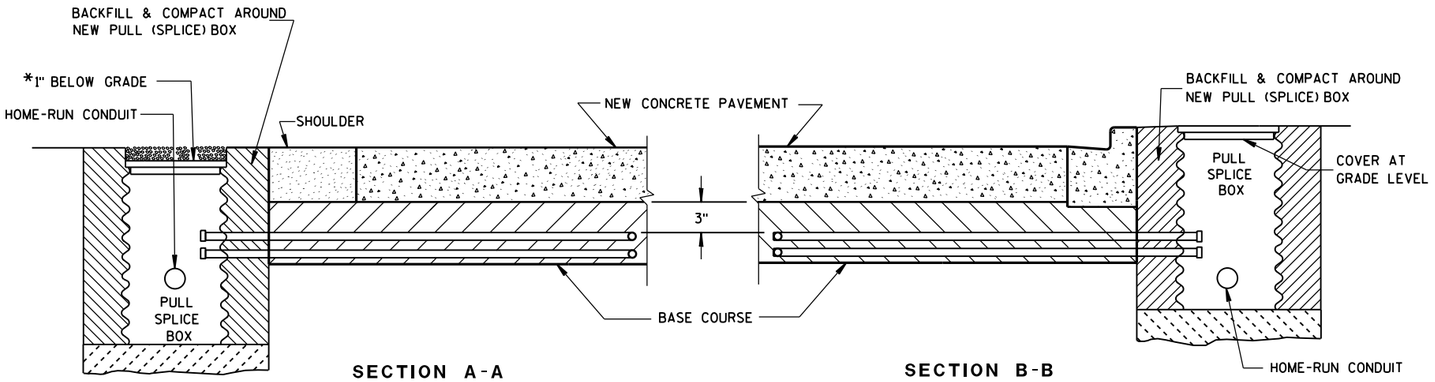
S.D.D. 9 F 15-4a



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 LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER 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.

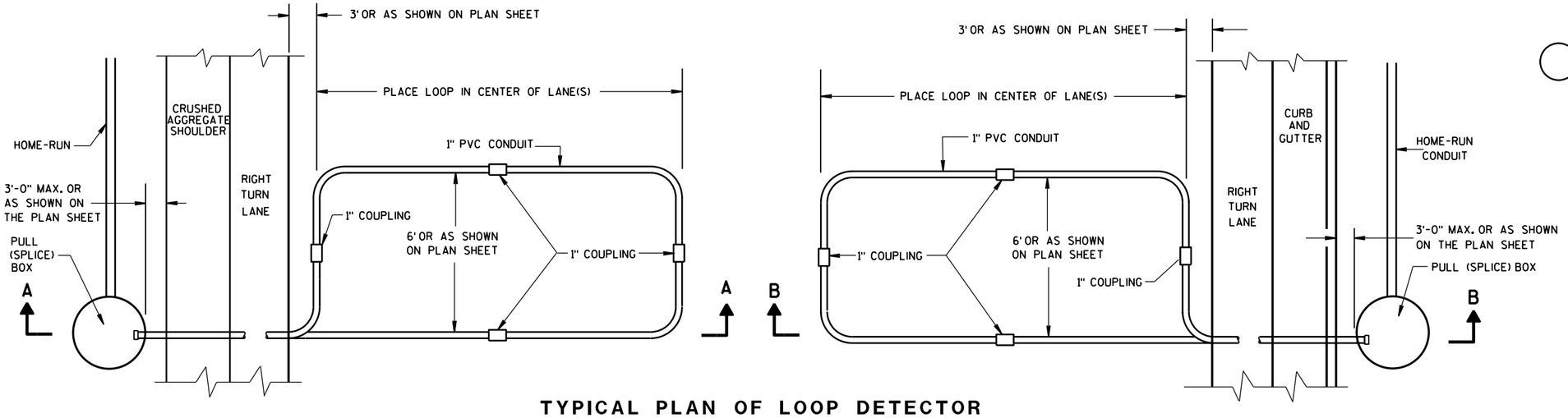
THE #12 AWG. LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPLICE) BOXES AT THE SIDE OF THE ROAD.

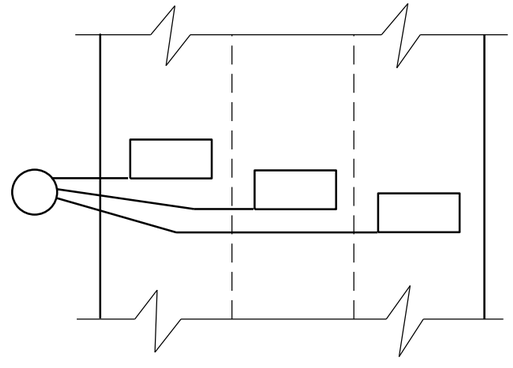
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE, NON-SPLICED CONTINUOUS LENGTH.

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

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S.D.D. 9 F 15-4b

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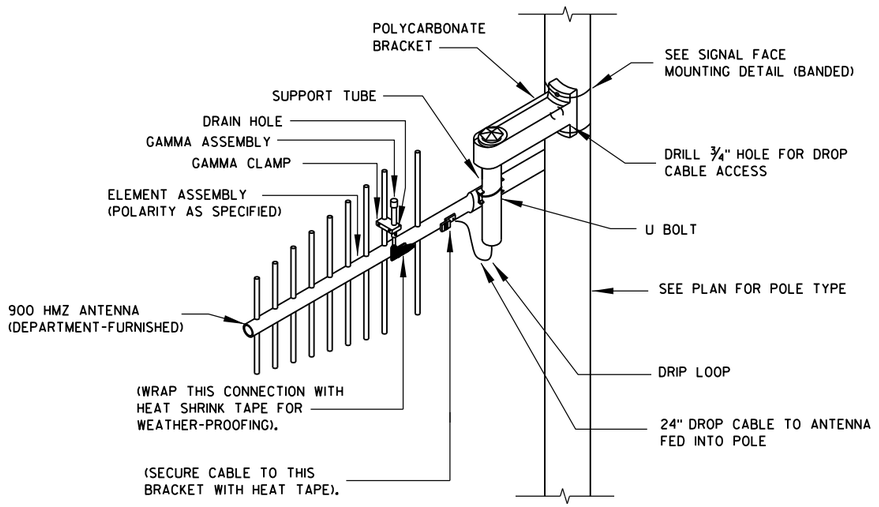
S.D.D. 9 F 15-4b

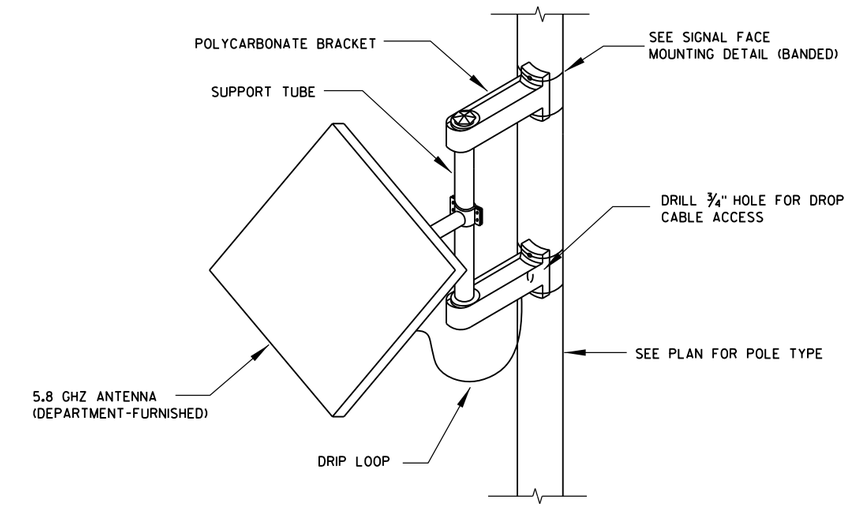
GENERAL NOTES

INSTALL DRIP LOOPS ON LOOSE CABLES TO PREVENT
WATER FROM FLOWING ON CABLE AND ENTERING POLES/ENCLOSURES.

ALL MOUNTING EQUIPMENT REQUIRED IS INCIDENTIAL TO BID ITEM
"INSTALL WIRELESS ANTENNA".



900 MHZ ANTENNA



5.8 GHZ ANTENNA

INSTALL WIRELESS ANTENNA

INSTALL WIRELESS ANTENNA	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2017 DATE FHWA	/S/ Ahmet Demirbilek STATE ELECTRICAL

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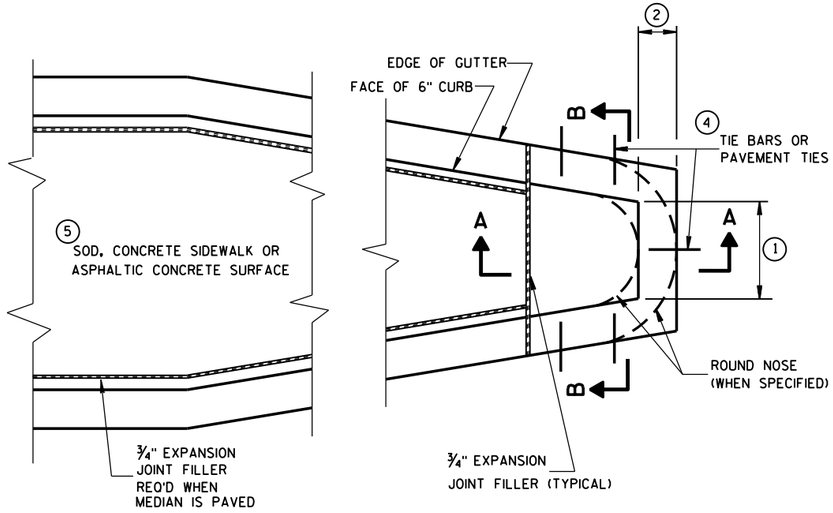
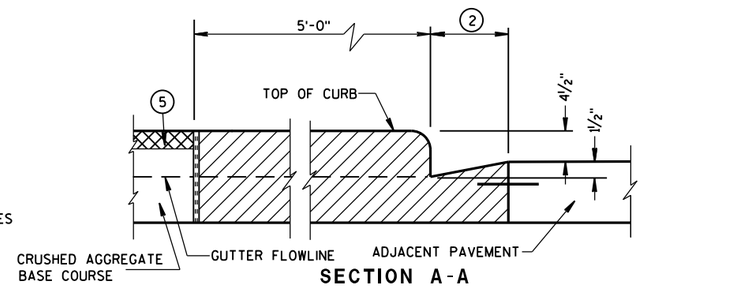




CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

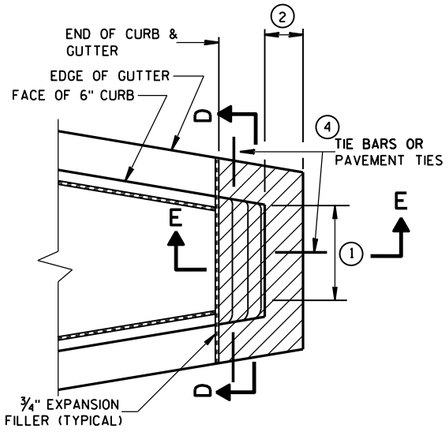
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

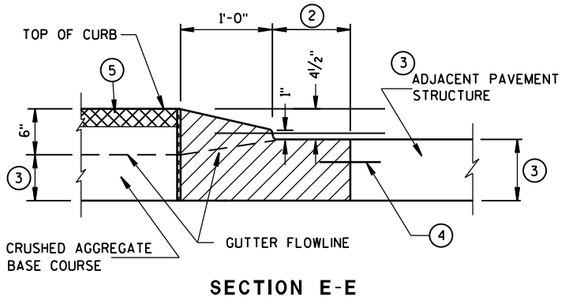
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

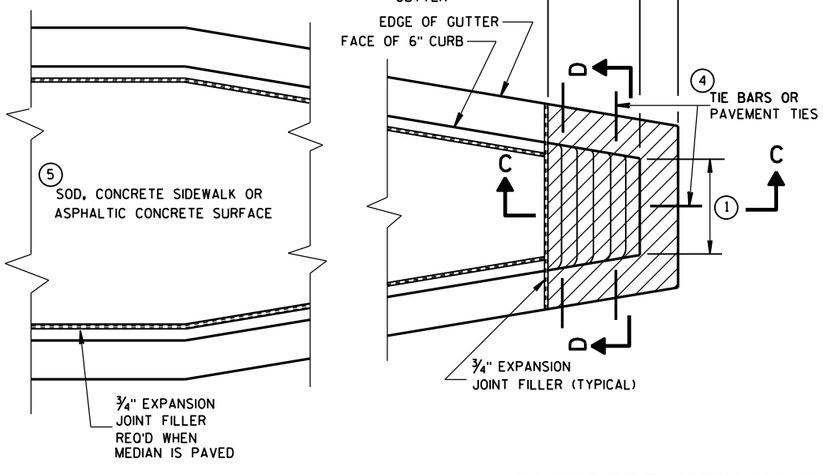
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

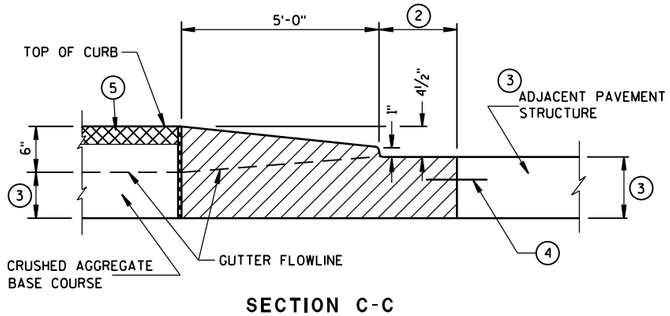




SECTION E-E

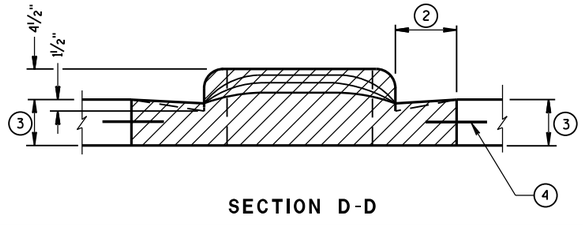
CONCRETE MEDIAN SLOPED NOSE TYPE 2





SECTION C-C

CONCRETE MEDIAN SLOPED NOSE TYPE 1



SECTION D-D

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/8/2006
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS D ENGINEER
FHWA

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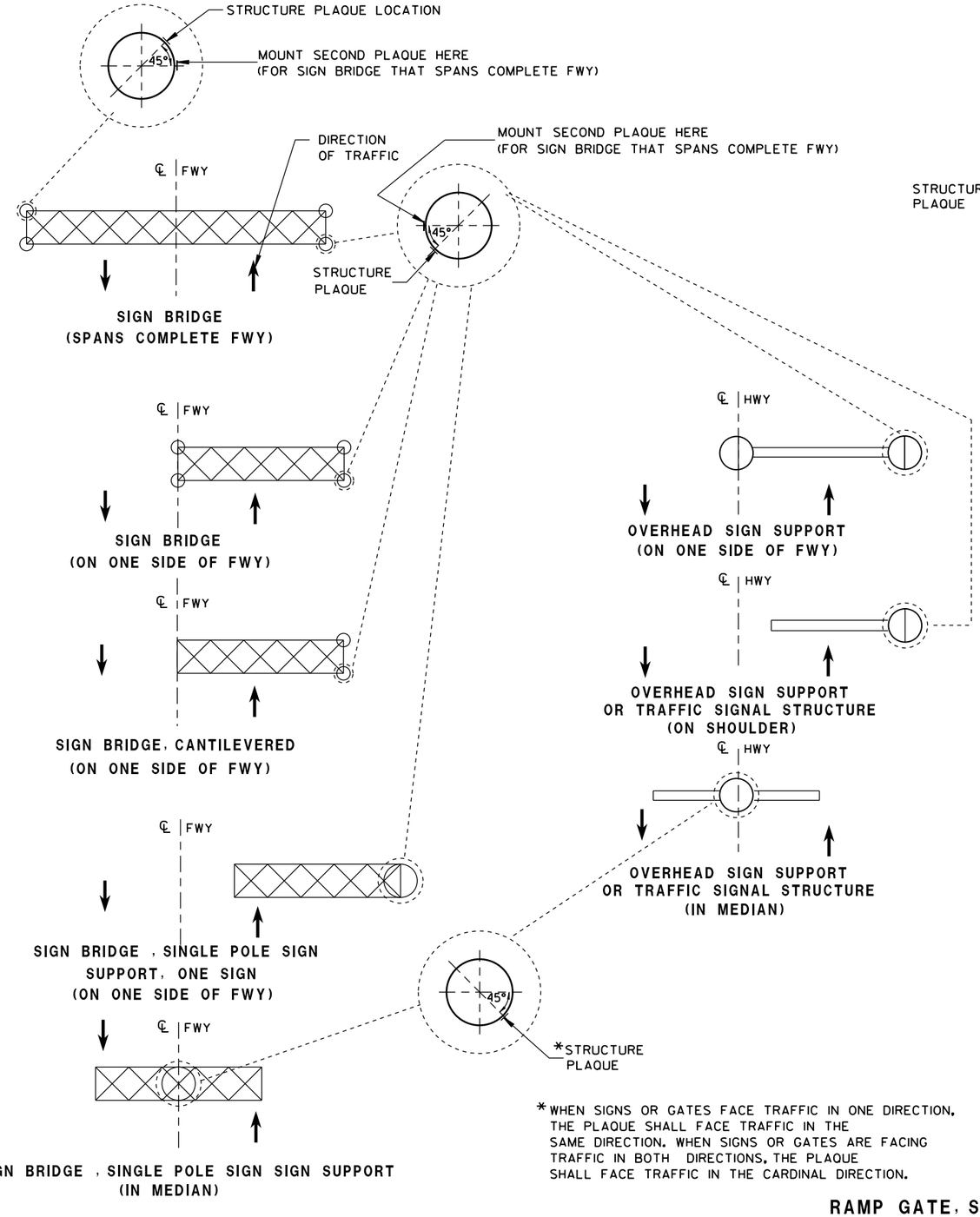
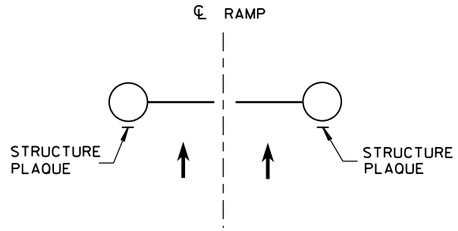
S.D.D. 11 B 2-2

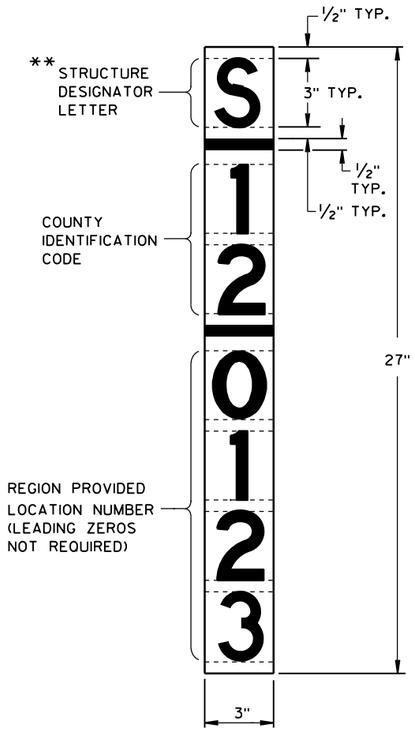


* WHEN SIGNS OR GATES FACE TRAFFIC IN ONE DIRECTION, THE PLAQUE SHALL FACE TRAFFIC IN THE SAME DIRECTION. WHEN SIGNS OR GATES ARE FACING TRAFFIC IN BOTH DIRECTIONS, THE PLAQUE SHALL FACE TRAFFIC IN THE CARDINAL DIRECTION.

LOCATION OF RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT & TRAFFIC SIGNAL STRUCTURE PLAQUES



**RAMP GATE
(ACROSS FWY ON-RAMP)**



** LETTER "G" UTILIZED FOR RAMP GATES. LETTER "S" UTILIZED FOR SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, AND TRAFFIC SIGNALS.

RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT AND TRAFFIC SIGNAL 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.

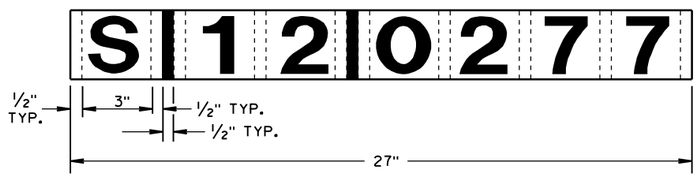
FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

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

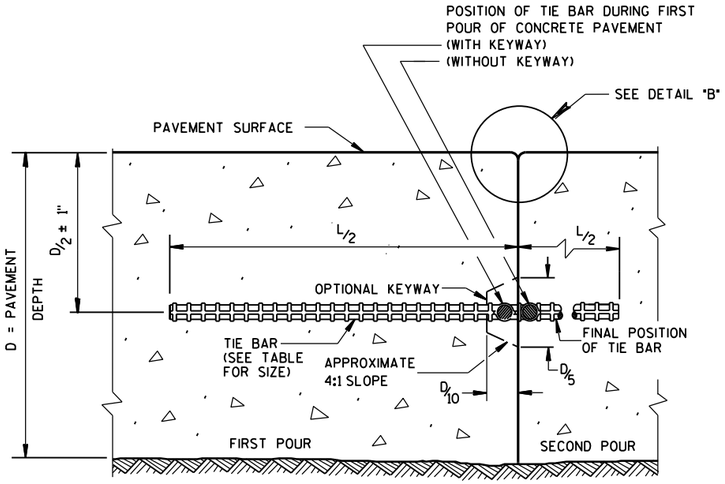
STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, & TRAFFIC SIGNALS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

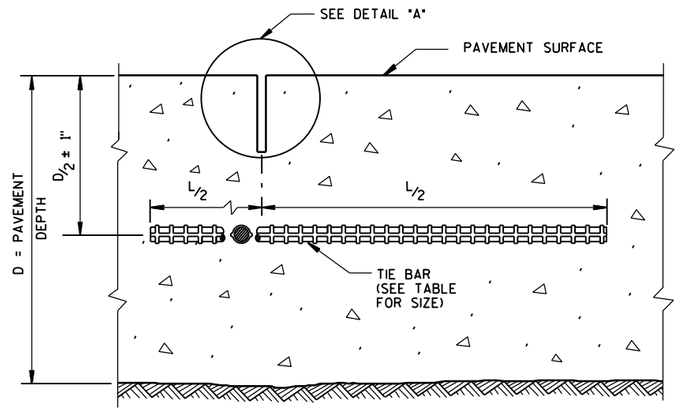
APPROVED
12/4/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 12 A 4-3



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.

(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

PLAN VIEW

SECTION A-A

LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

DETAIL "A"

DETAIL "B"

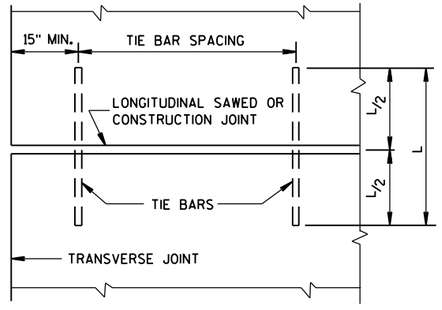
DETAIL "C"

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24"**

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPER
FHWA

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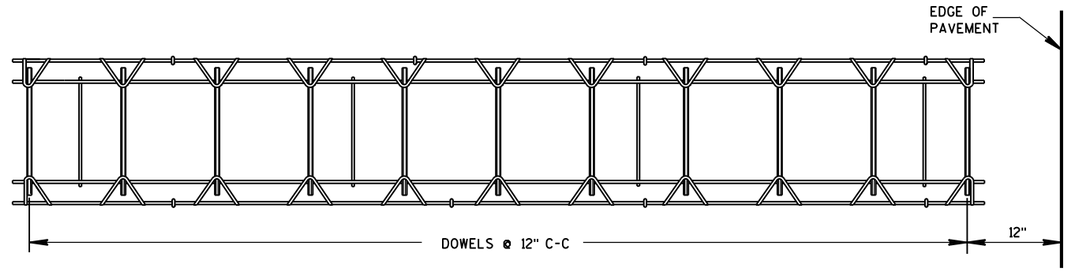
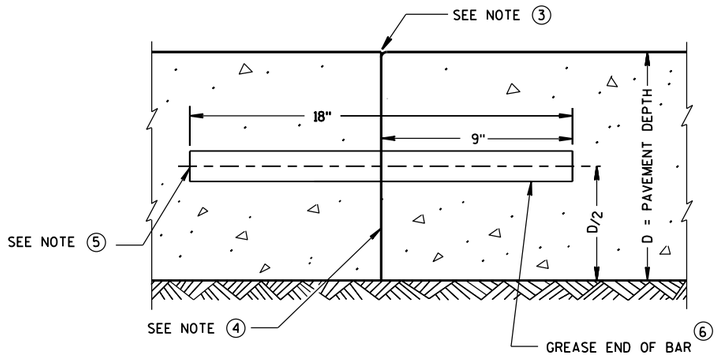


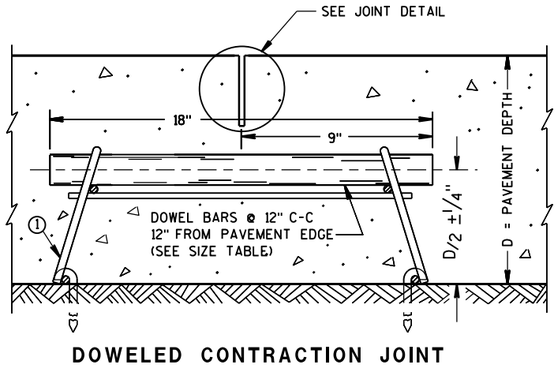
PLAN VIEW

SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY ①



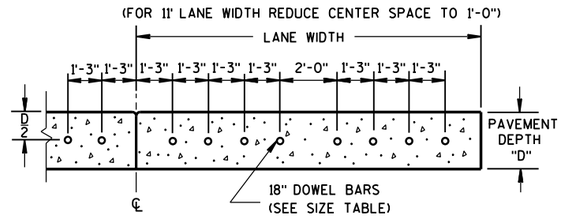
TRANSVERSE CONSTRUCTION JOINT



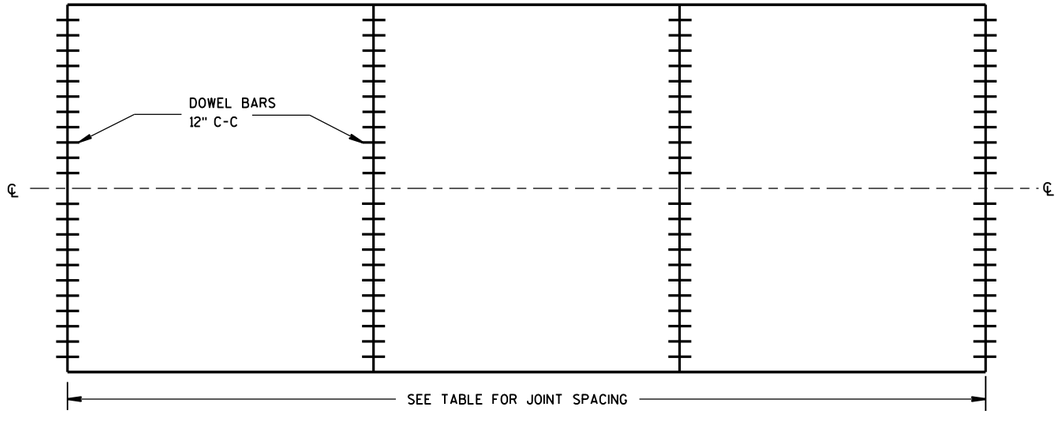
DOWELED CONTRACTION JOINT

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'



DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦



CONTRACTION JOINT LOCATIONS

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

DO NOT SEAL OR FILL CONTRACTION JOINTS.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES AND A MAXIMUM OF 18 INCHES FROM THE LONGITUDINAL JOINT AND THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

① **OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTING CONTRACTION JOINTS.**

② SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

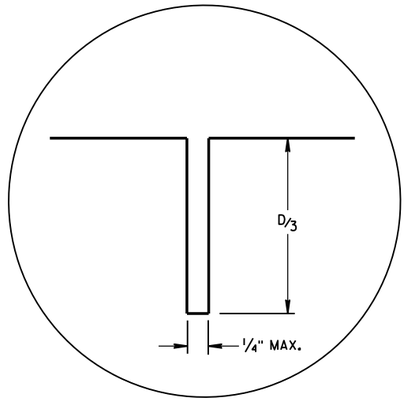
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼-INCH RADIUS AT FORMED JOINTS.

④ PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

⑤ INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO *DRILLED DOWEL BAR CONSTRUCTION JOINT* DETAIL.

⑥ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

⑦ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



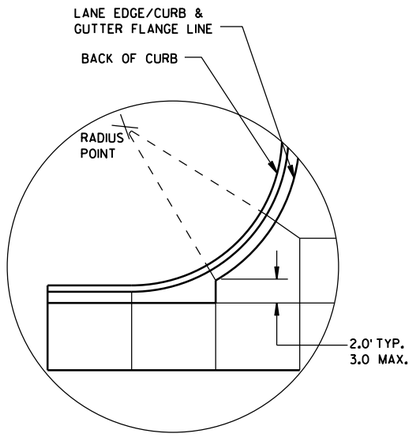
JOINT DETAIL

URBAN DOWELED CONCRETE PAVEMENT

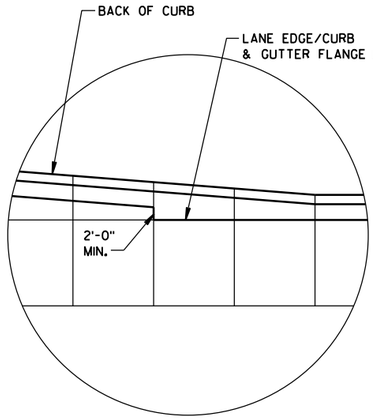
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/3/2013 DATE
/S/ Deb Bischoff
PAVEMENT POLICY & DE ENGINEER
FHWA

6
S.D.D. 13 C 13-8



DETAIL "A"



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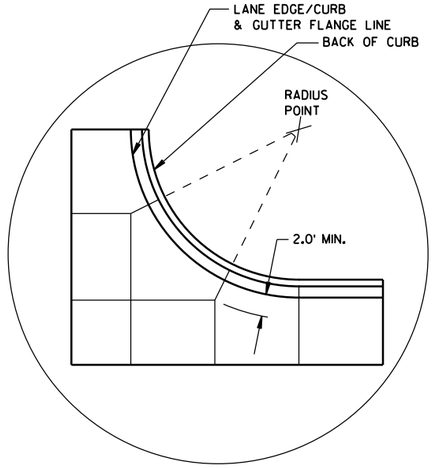

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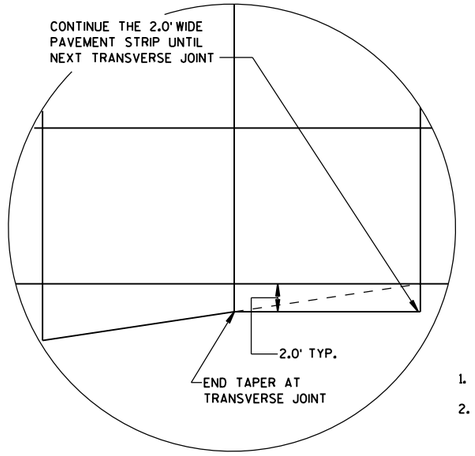


DETAIL "D"

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.

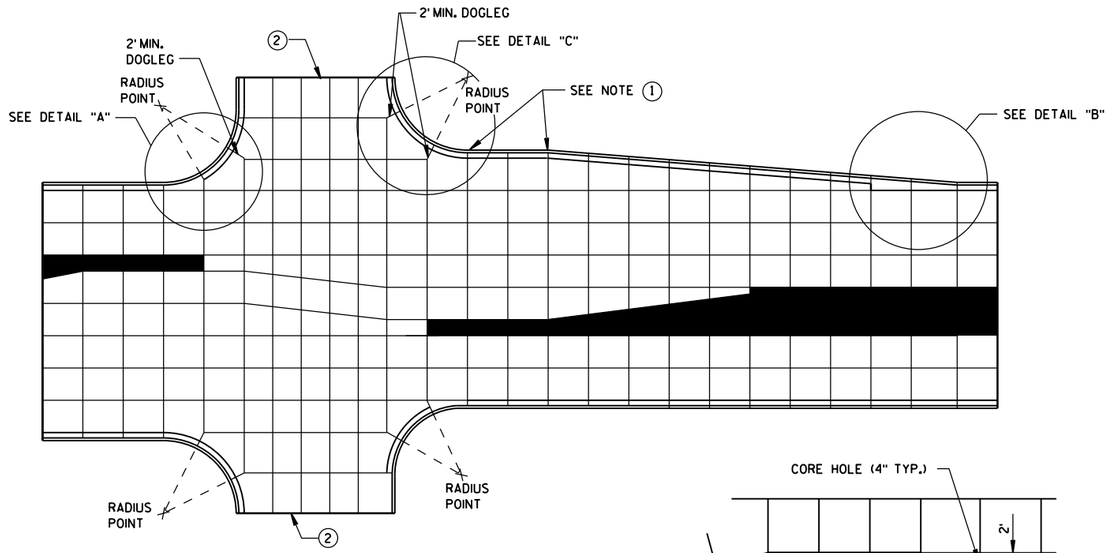
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

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.

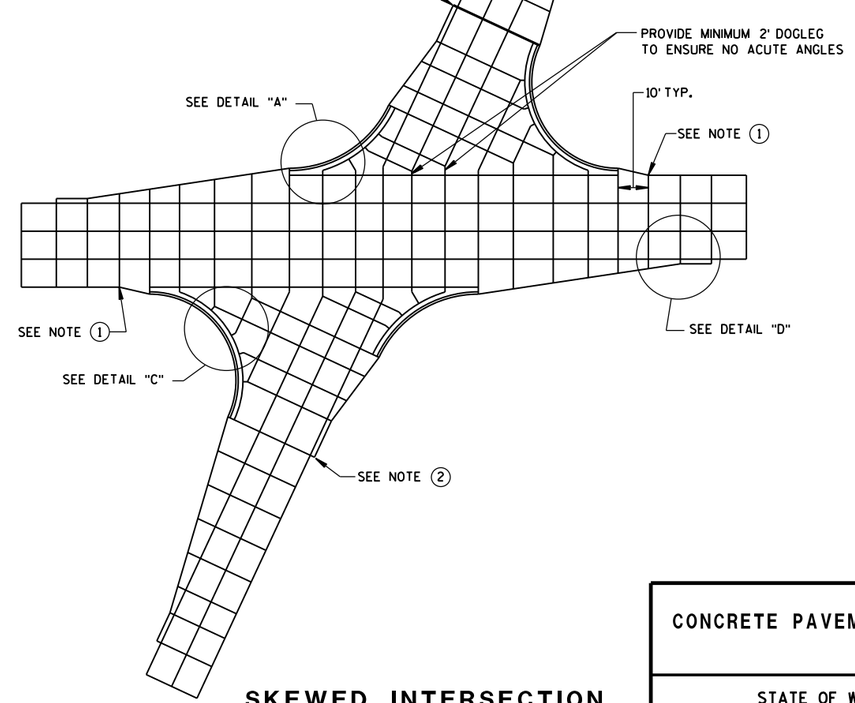
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



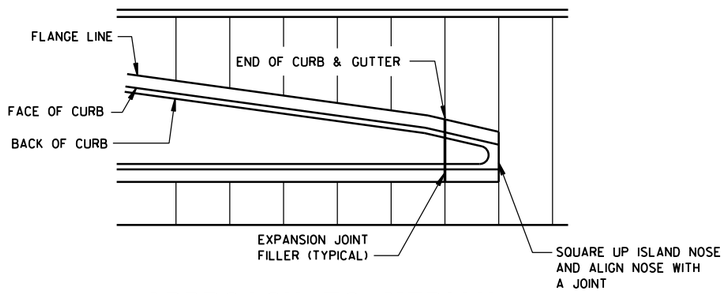
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

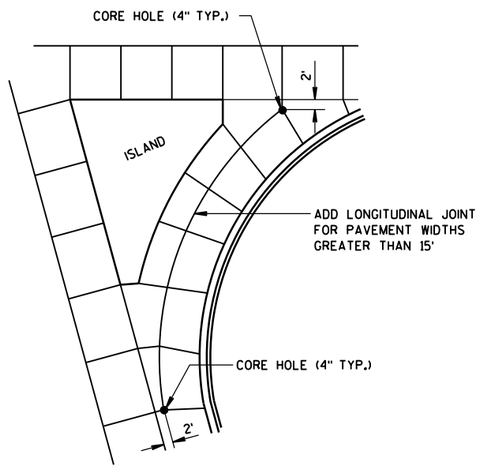
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6½"	12'
7", 7½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

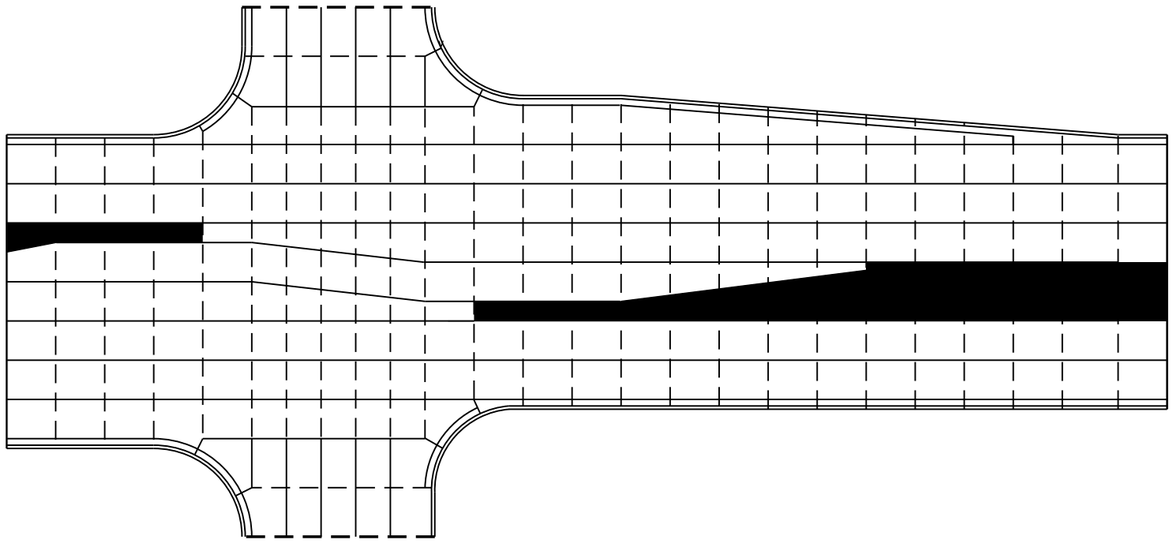
S.D.D. 13 C 18-5a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

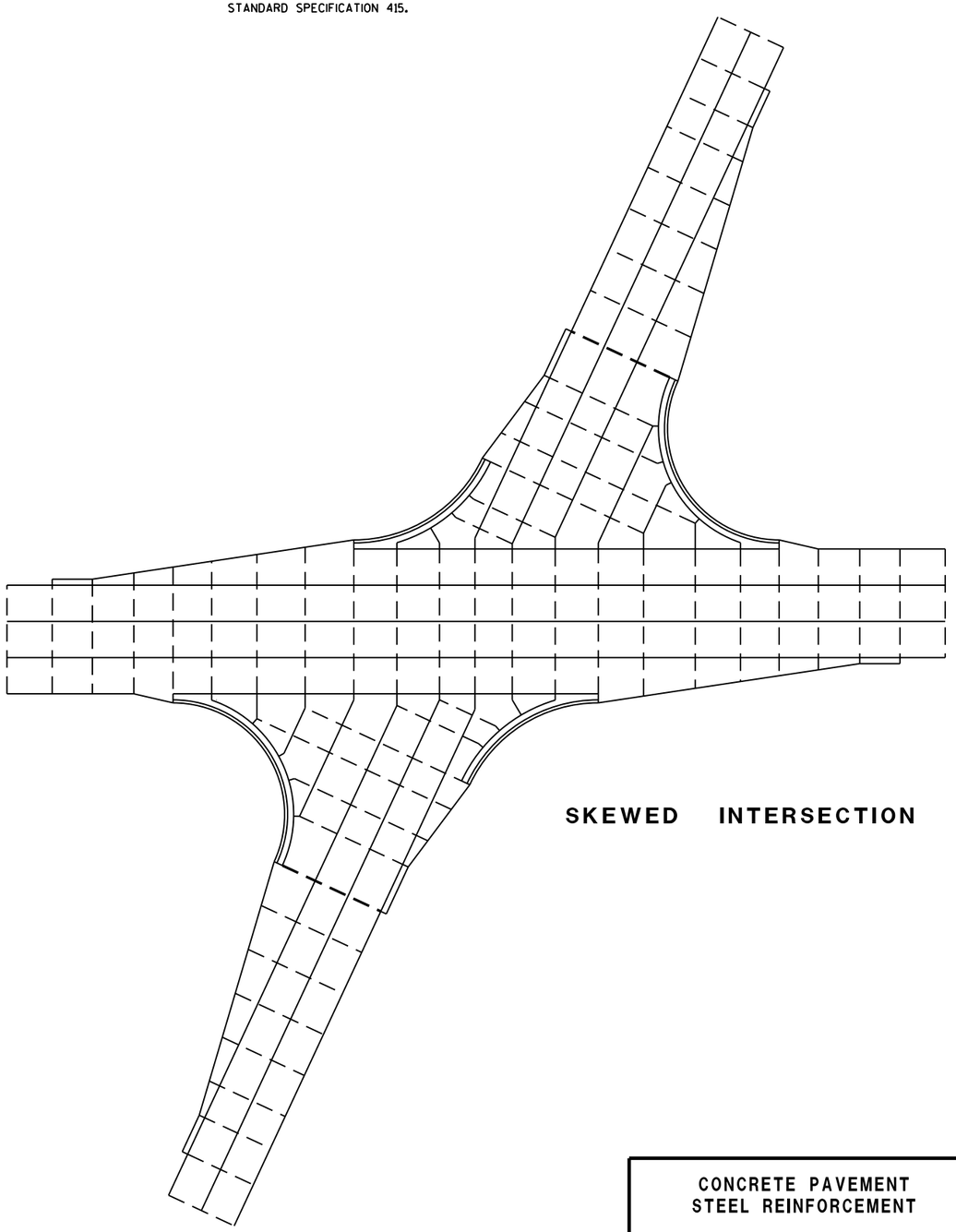
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

CONCRETE PAVEMENT
STEEL REINFORCEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 13 C 18-5b

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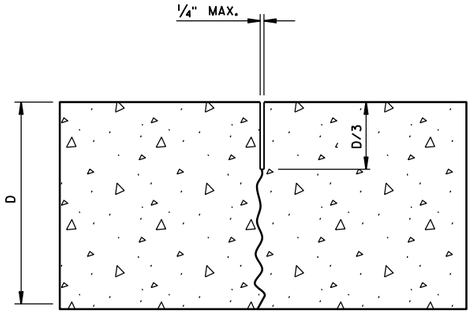
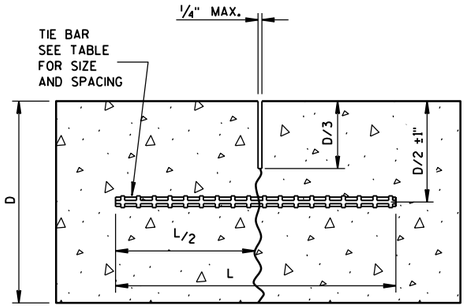
S.D.D. 13 C 18-5b



UNDOWELED-TRANSVERSE



TIED LONGITUDINAL

TIE BAR TABLE

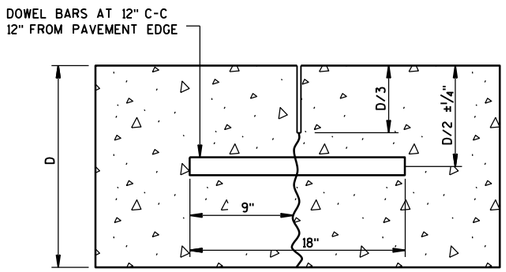
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4*	30"	24"**

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

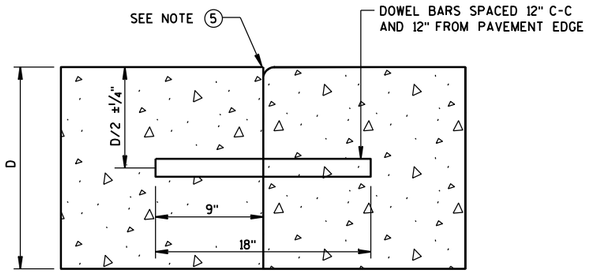
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A 1/4-INCH RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



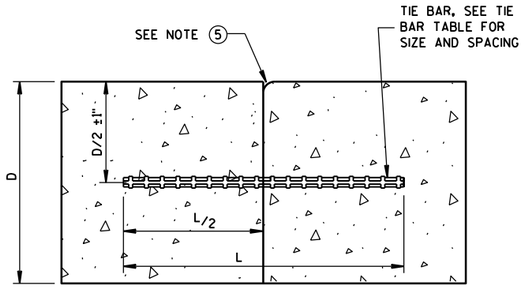
DOWELED-TRANSVERSE

CONTRACTION JOINTS

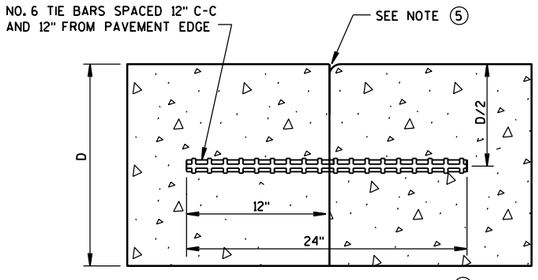
SEE NOTE (2)



DOWELED TRANSVERSE (3)

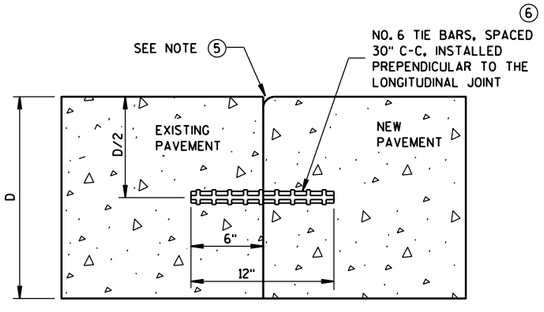


TIED LONGITUDINAL



TIED TRANSVERSE (3)

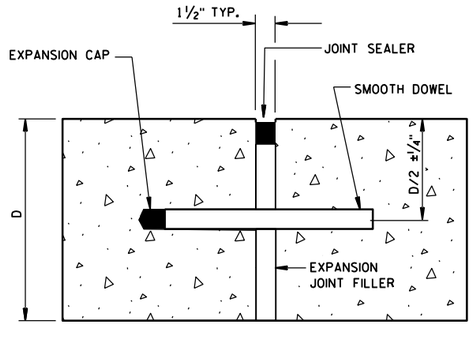
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

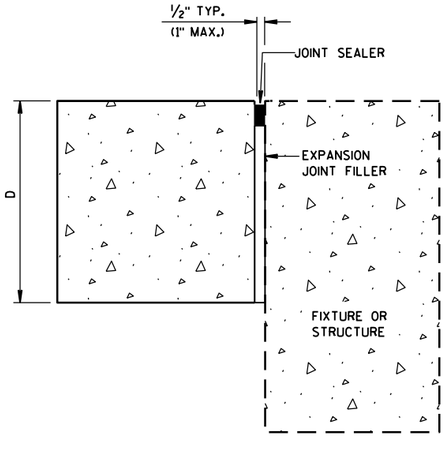
CONSTRUCTION JOINTS

SEE NOTE (4)



DOWELED-TRANSVERSE

SEE NOTE (1)



UNTIED-LONGITUDINAL

EXPANSION JOINTS

CONCRETE PAVEMENT
JOINT TYPES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI 272

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S.D.D. 13 C 18-5c

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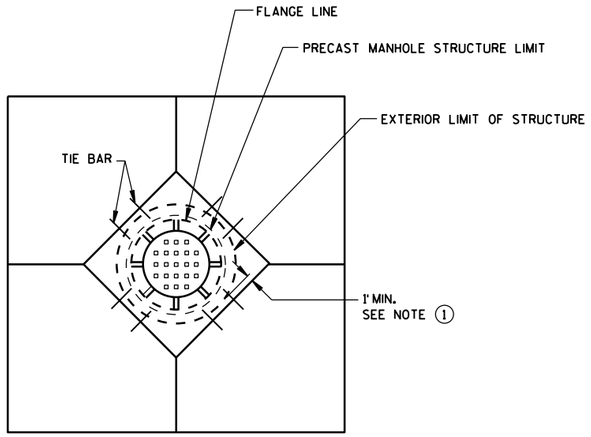
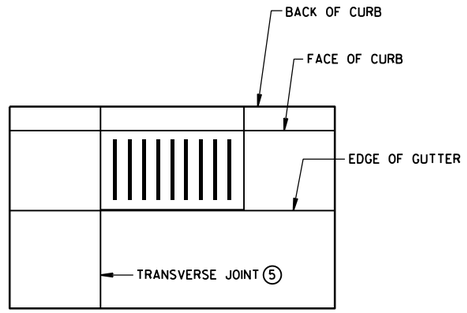
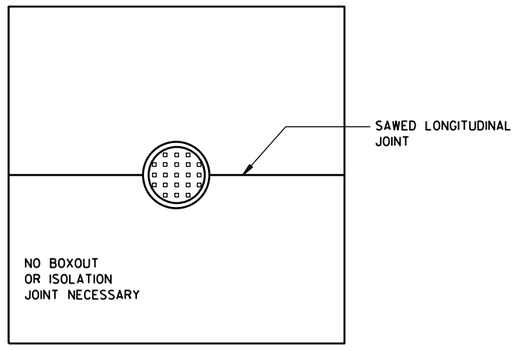
S.D.D. 13 C 18-5c



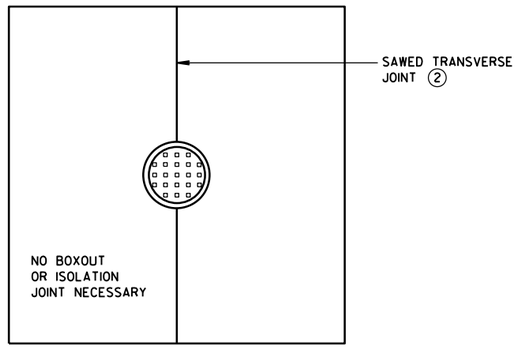
DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS



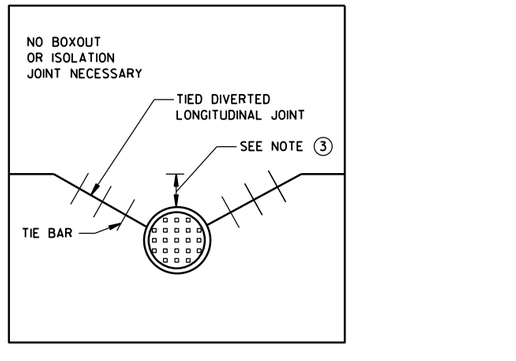
INLET WITH TRANSVERSE JOINT



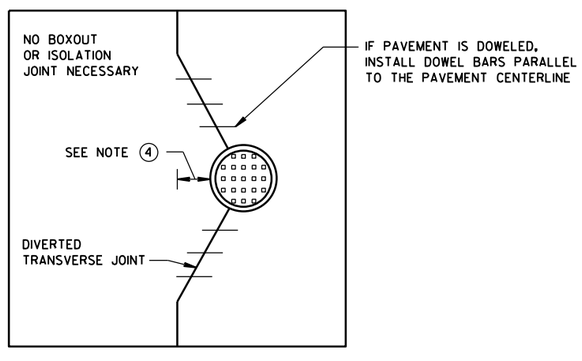
MANHOLE WITH LONGITUDINAL JOINT



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 2 FEET OR LESS, DIVERT THE LONGITUDIAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REBAR REINFORCEMENT AROUND THE MANHOLE.

(4) IF DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REBAR REINFORCEMENT AROUND THE 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
December, 2016 — /S/ Peter Kemp, P.E.
DATE — PAVEMENT SUPEF
FHWA

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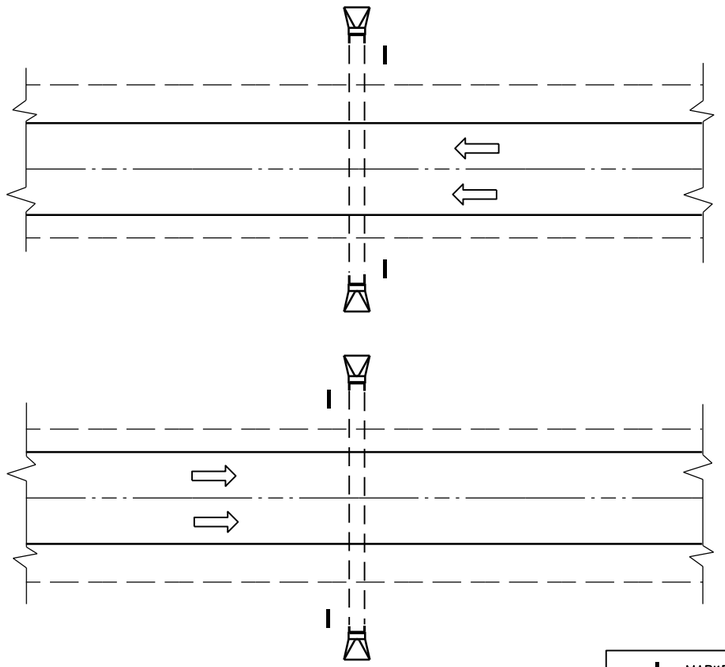
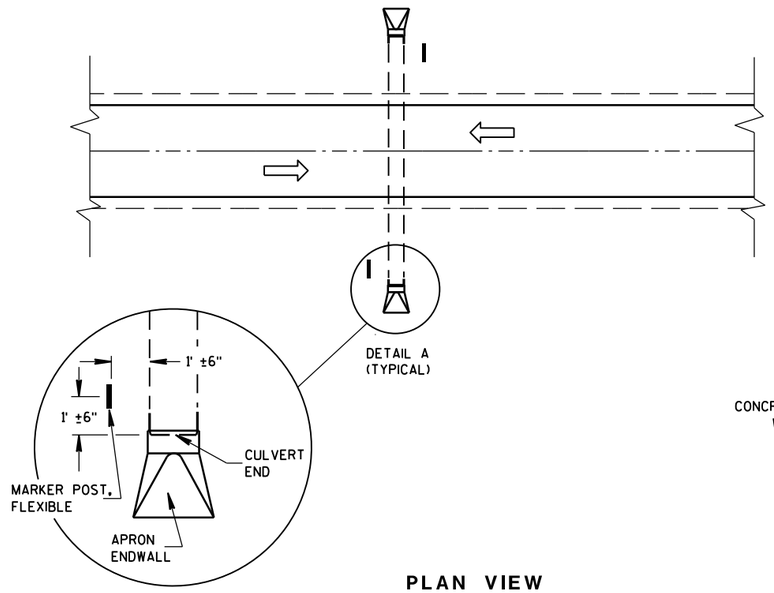
S.D.D. 13 C 18-5d



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

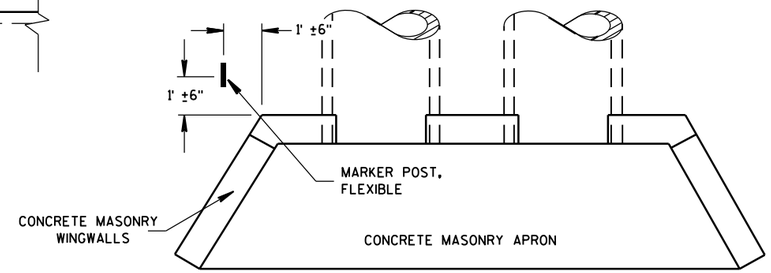
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

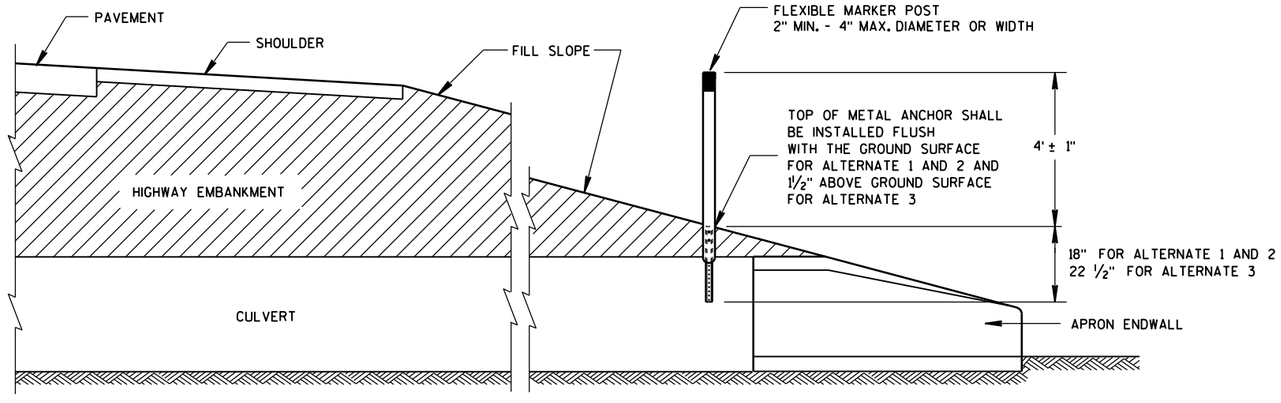
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 15 A 3-2a

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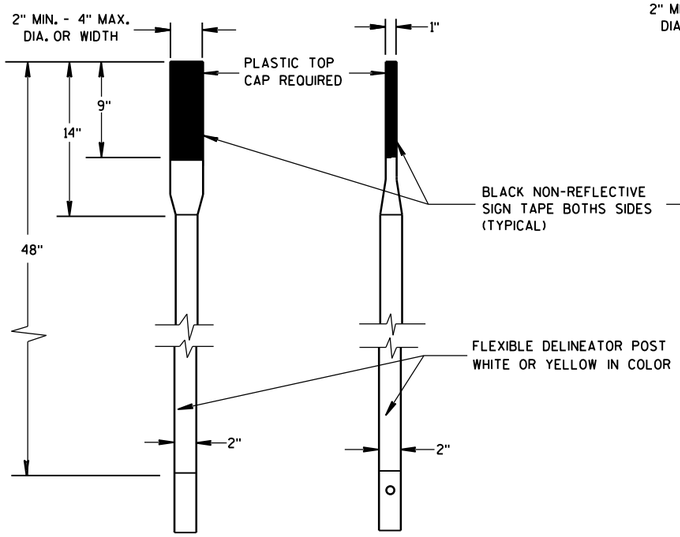
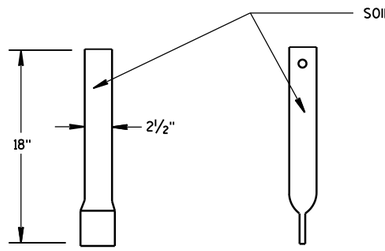
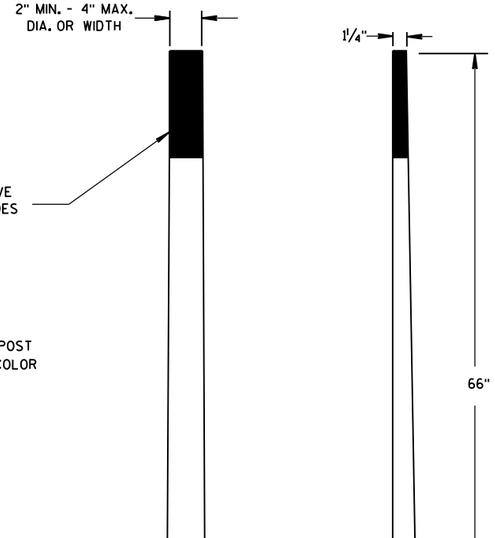
S.D.D. 15 A 3-2a





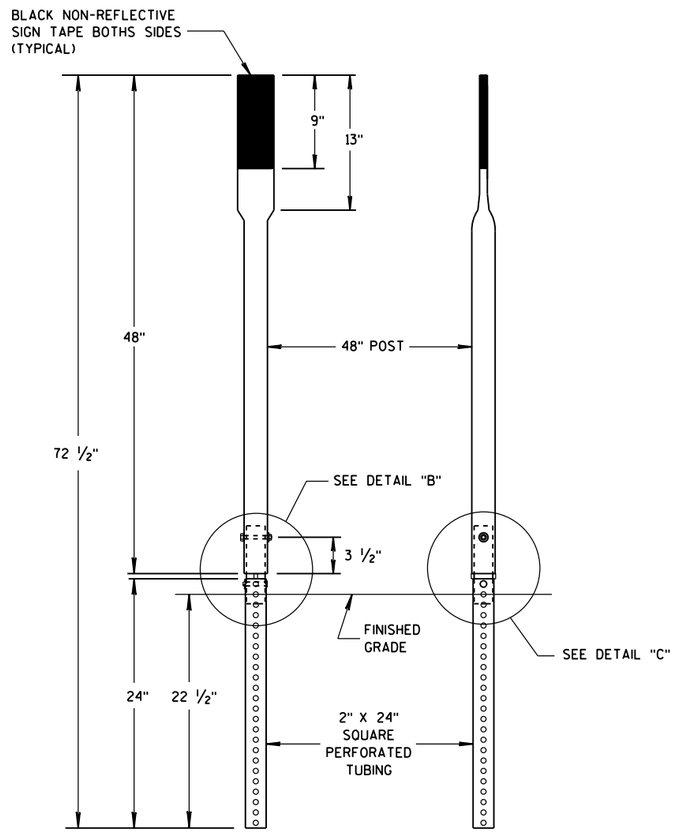
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

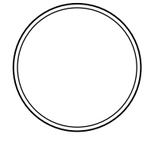
ALTERNATE 2



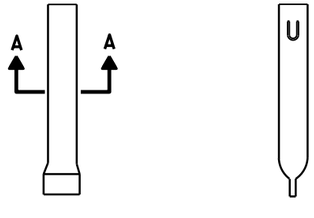
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POSTS

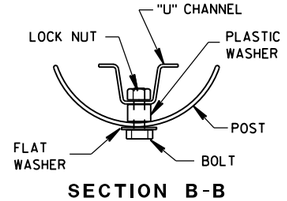


SECTION A-A

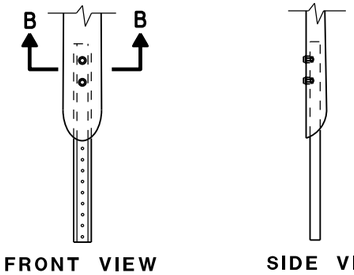


FRONT VIEW SIDE VIEW

ALTERNATE 1

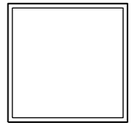


SECTION B-B

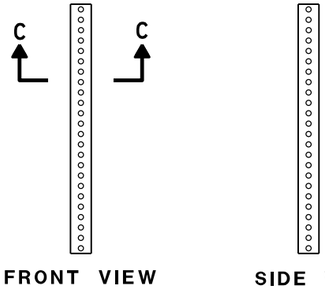


FRONT VIEW SIDE VIEW

ALTERNATE 2



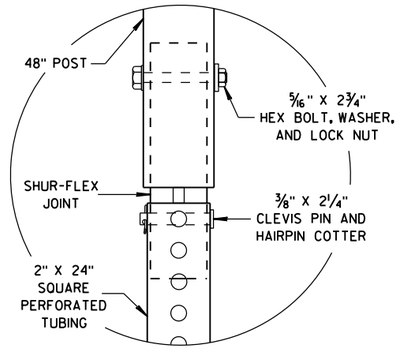
SECTION C-C



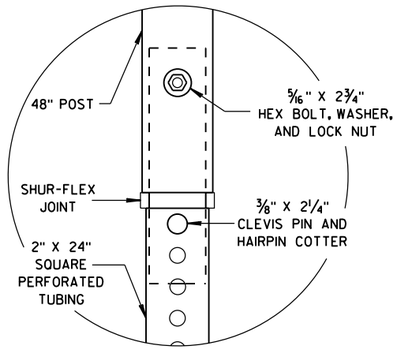
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/1/2012
DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER
FHWA

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S.D.D. 15 A 3-2b

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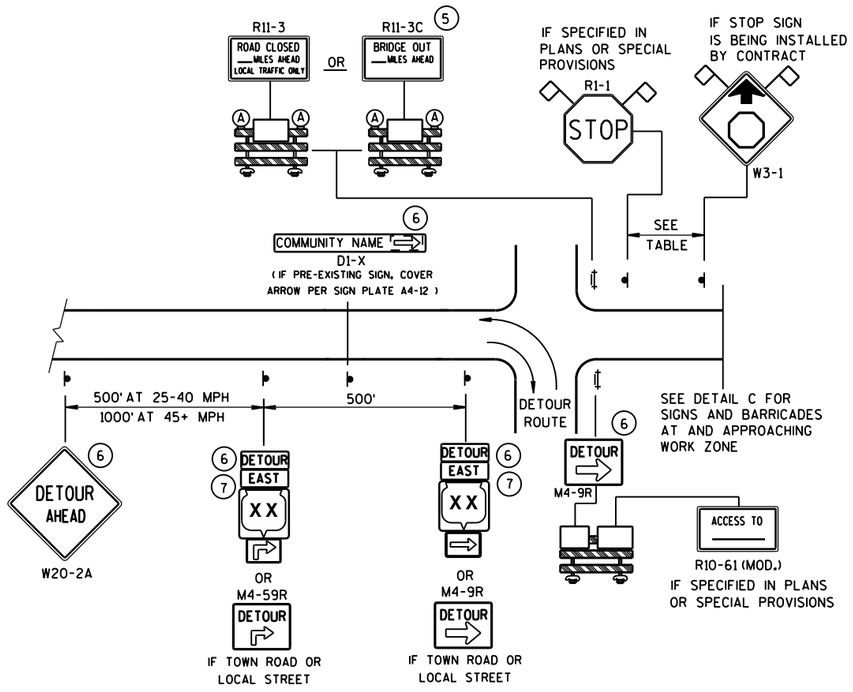
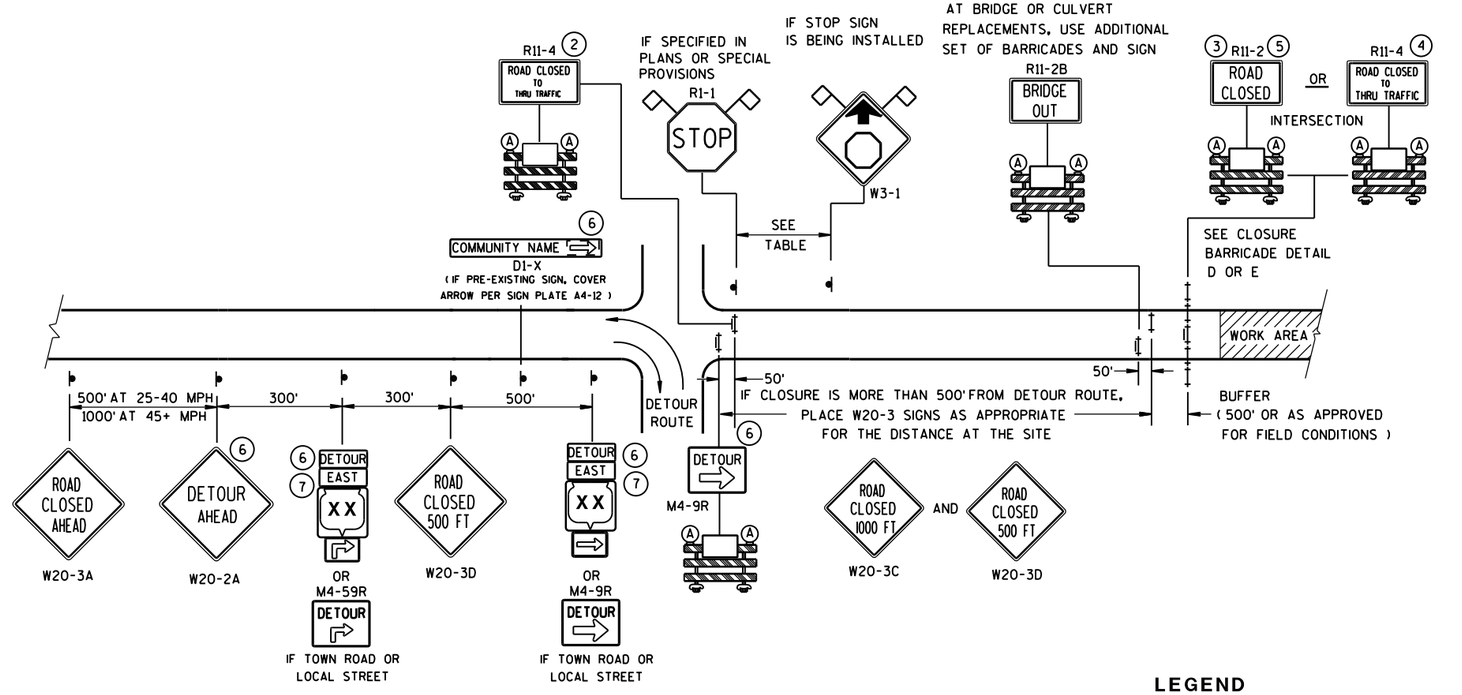
S.D.D. 15 A 3-2b



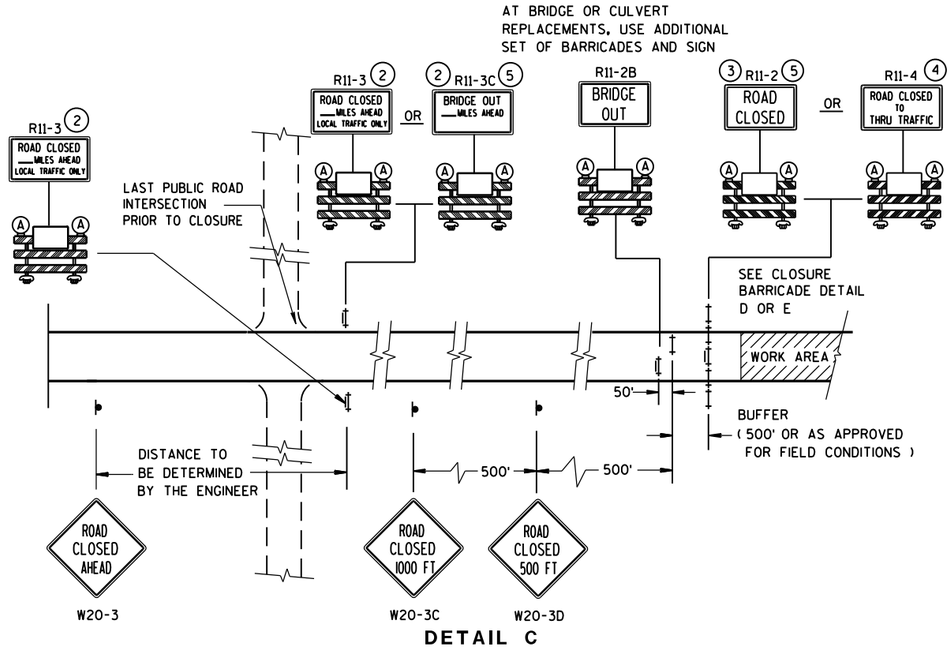
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-SHEET "**b**" FOR GENERAL NOTES AND FOOTNOTES (1) THROUGH (7)

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- 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)

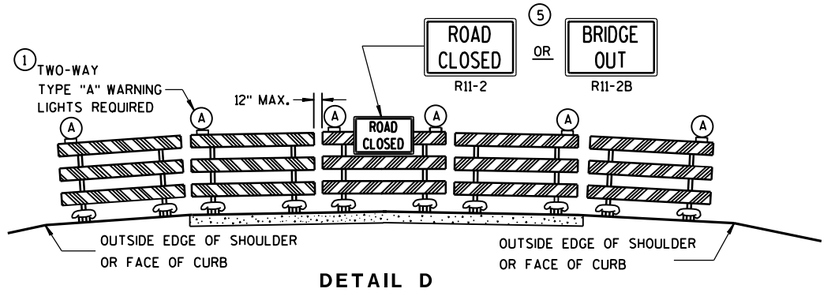
BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA

S.D.D. 15 C 2-6a

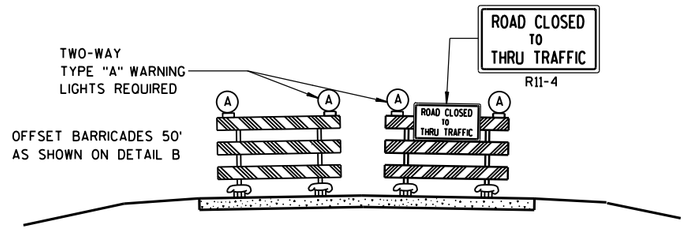
S.D.D. 15 C 2-6a



DETAIL D

ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW



DETAIL E

LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2-SHEET "**a**" FOR LEGEND

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND BARRICADES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, M4-9, R11-4 AND R10-61 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

"WO AND "MO" SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11-2 SHALL BE 48" X 30".
- R11-3, R11-4 AND R10-61 SHALL BE 60" X 30".
- M4-9 SHALL BE 30" X 24".
- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (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

Sept. 2015 — DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO SAFETY ENGI

277

FHWA — FIC

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S.D.D. 15 C 2-6b

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S.D.D. 15 C 2-6b

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.

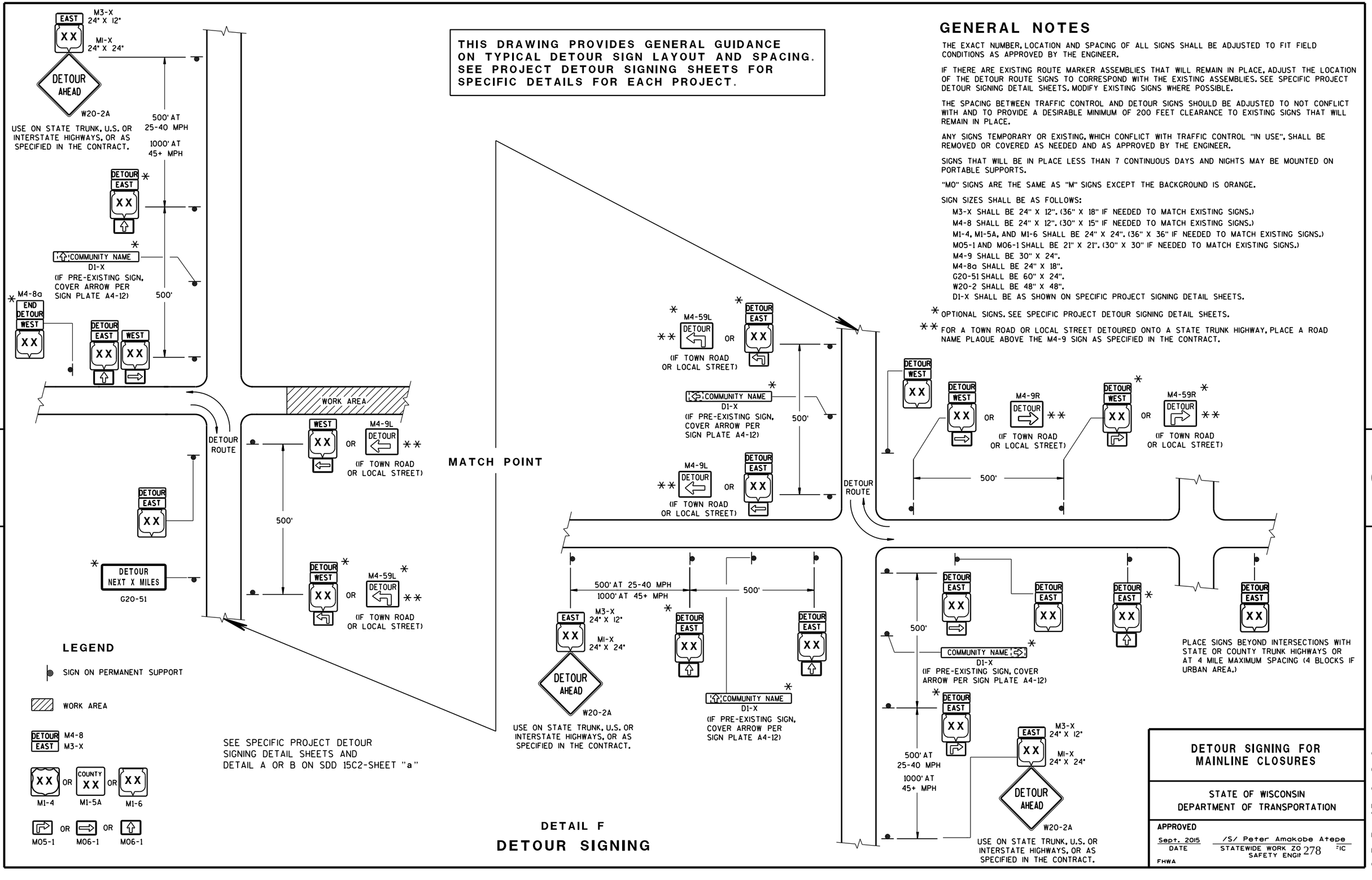
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- 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.)
- MO5-1 AND MO6-1 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

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- 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

SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD 15C2-SHEET "a"

DETAIL F

DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept. 2015 — DATE

/S/ Peter Amakobe Atepe — STATEWIDE WORK ZO... SAFETY ENGI...

FHWA

S.D.D. 15 C 2-6c

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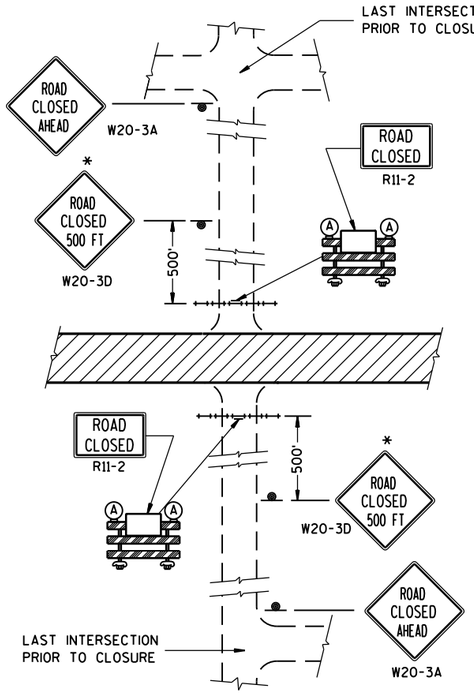
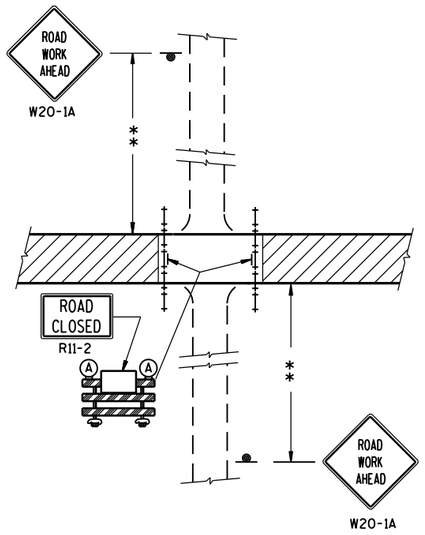


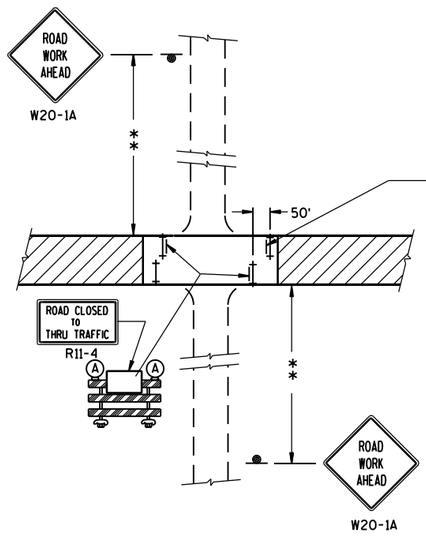
DETAIL 1

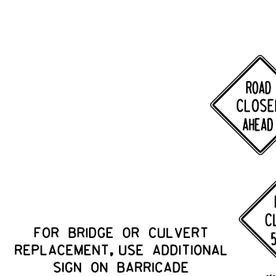
(NO ACCESS TO PROJECT)



DETAIL 2

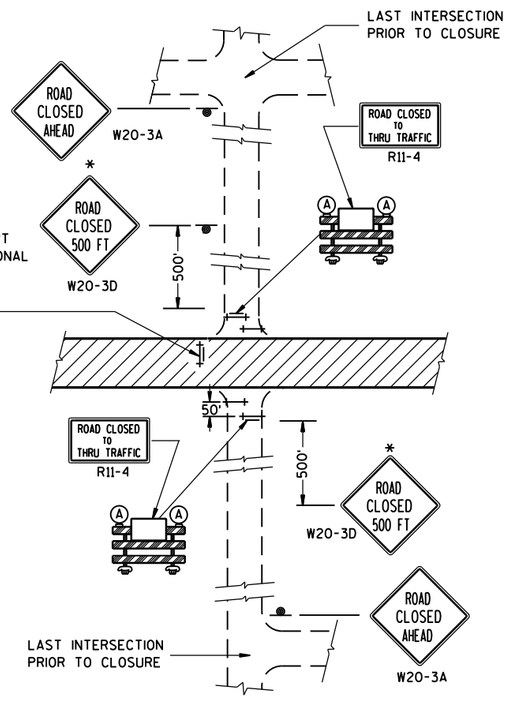
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT).





DETAIL 3

(PUBLIC CROSS-TRAFFIC MAINTAINED. CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS).



DETAIL 4

(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND BARRICADES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

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 AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

*OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FT. OR LESS FROM THE WORK ZONE.

**500' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO... SAFETY ENGI... — FHWA

6

S.D.D. 15 C 3-3

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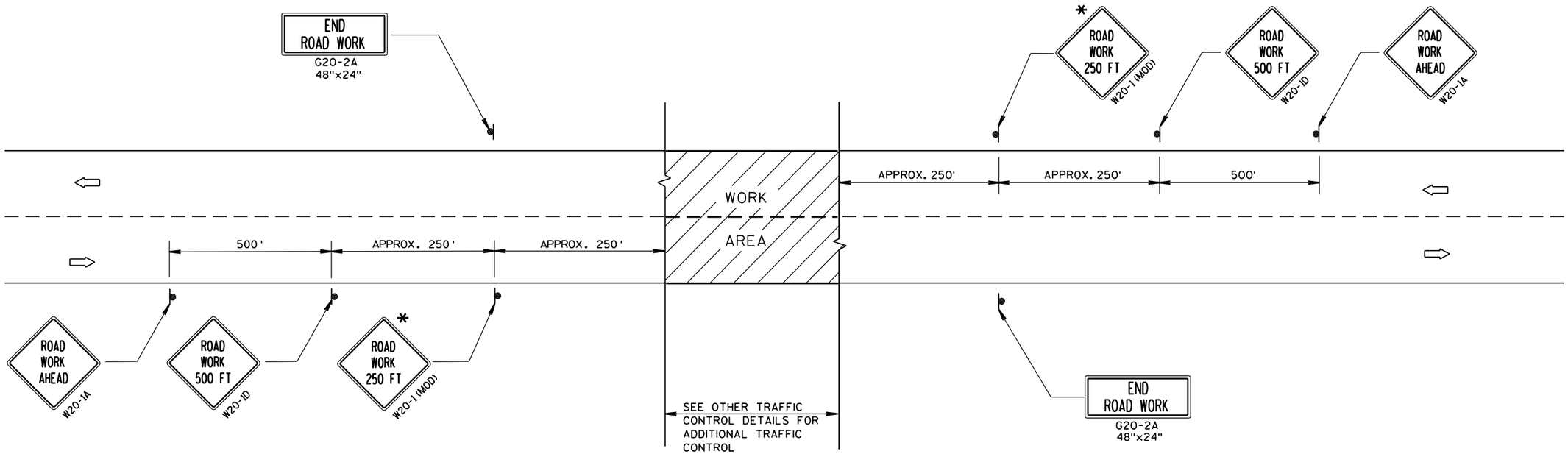
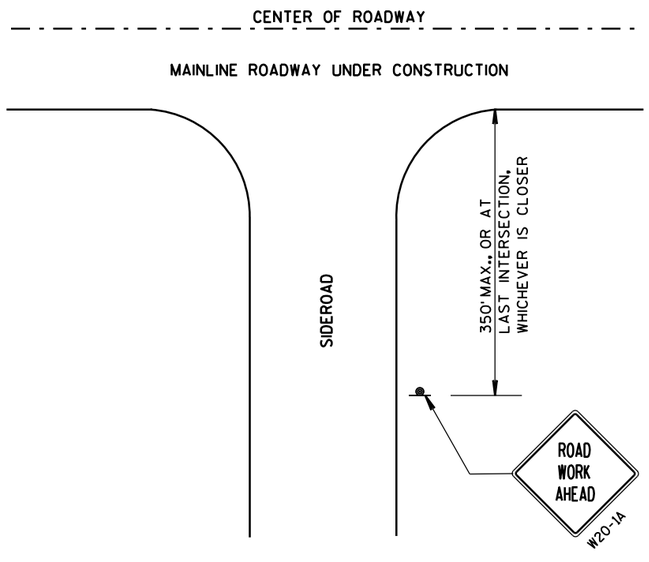
S.D.D. 15 C 3-3



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.

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

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

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
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER
FHWA

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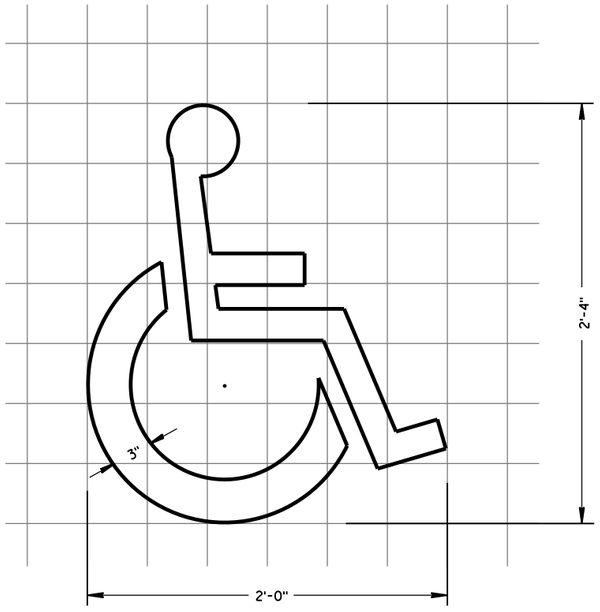
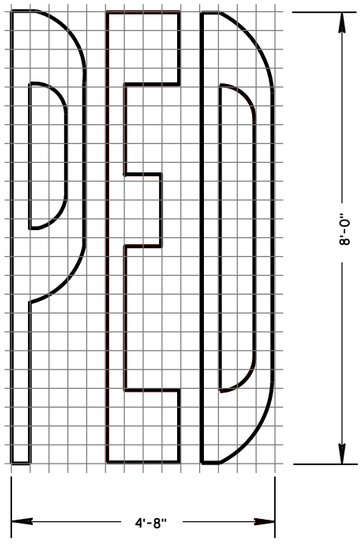
S.D.D. 15 C 5-3

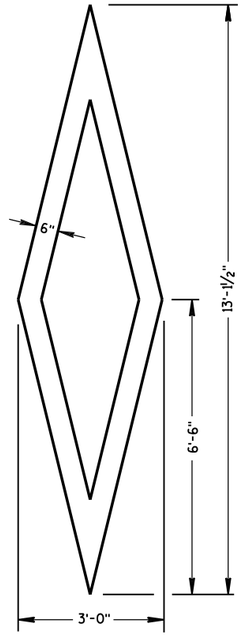
GENERAL NOTES

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



HANDICAP SYMBOL





PREFERENTIAL LANE SYMBOL

PAVEMENT MARKING SYMBOLS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MARK EER
FHWA

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S.D.D. 15 C 7-14a

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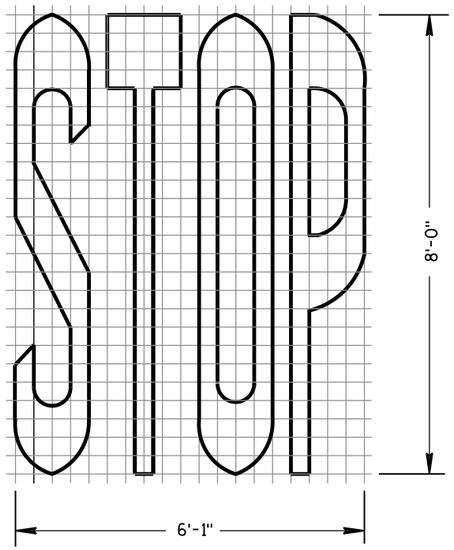
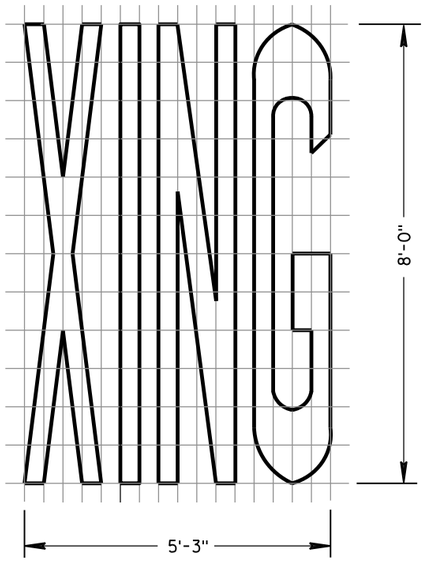
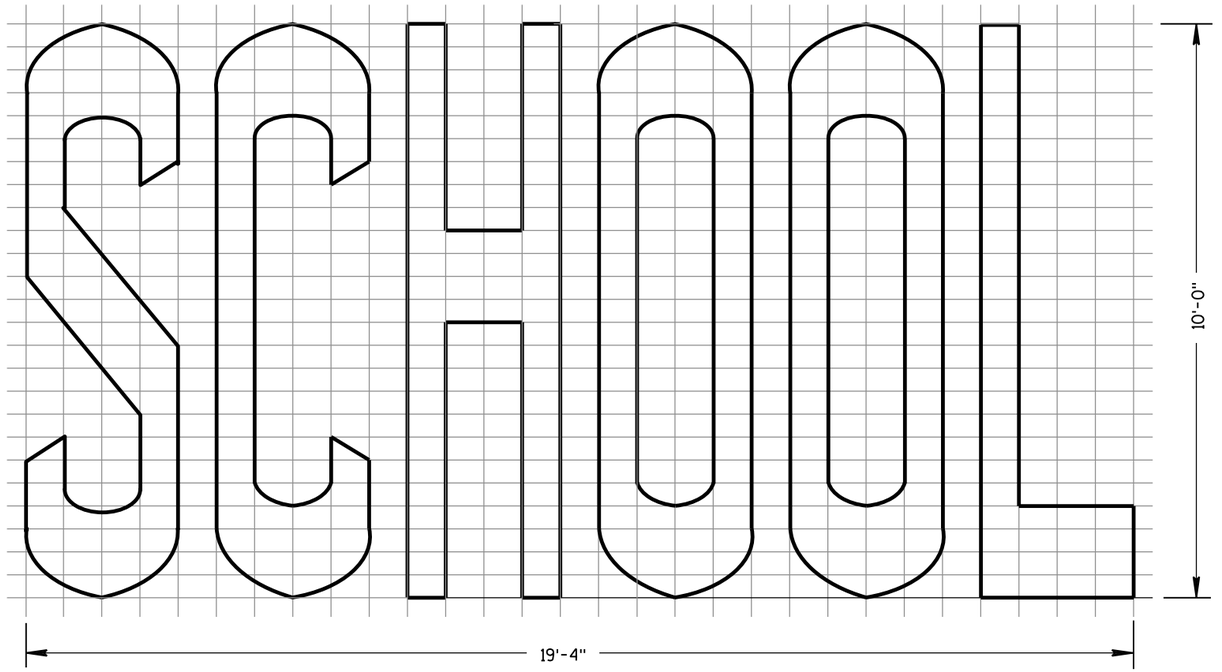
S.D.D. 15 C 7-14a

GENERAL NOTES

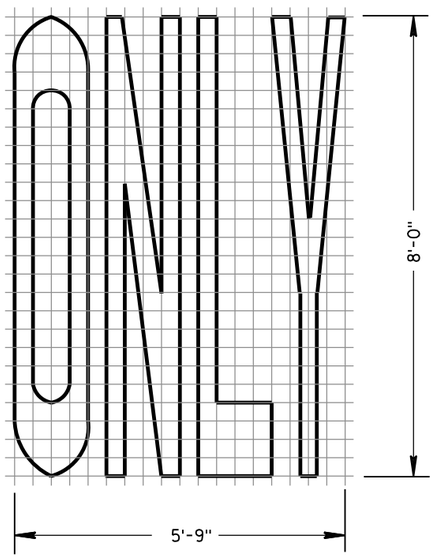
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

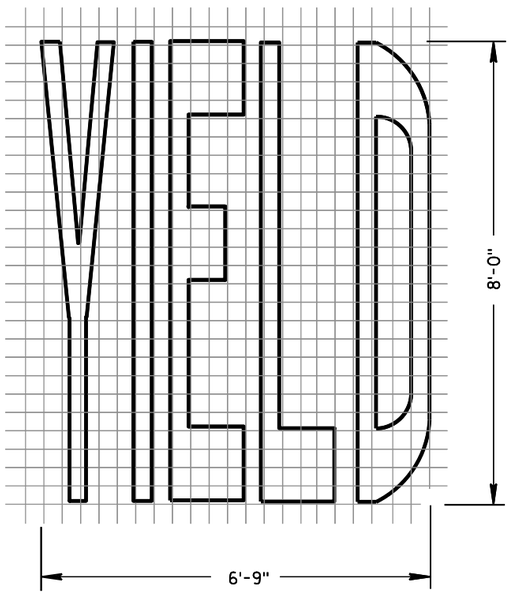


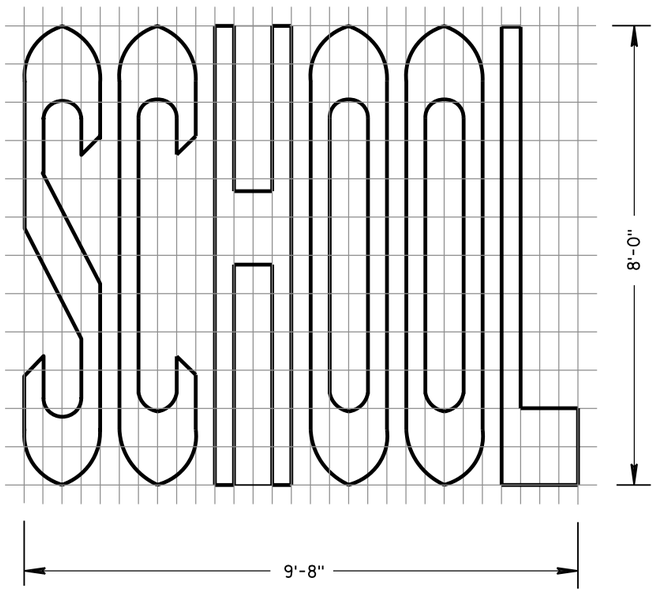




TWO-LANE







SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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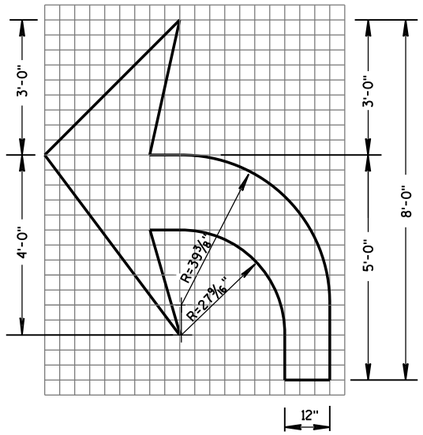
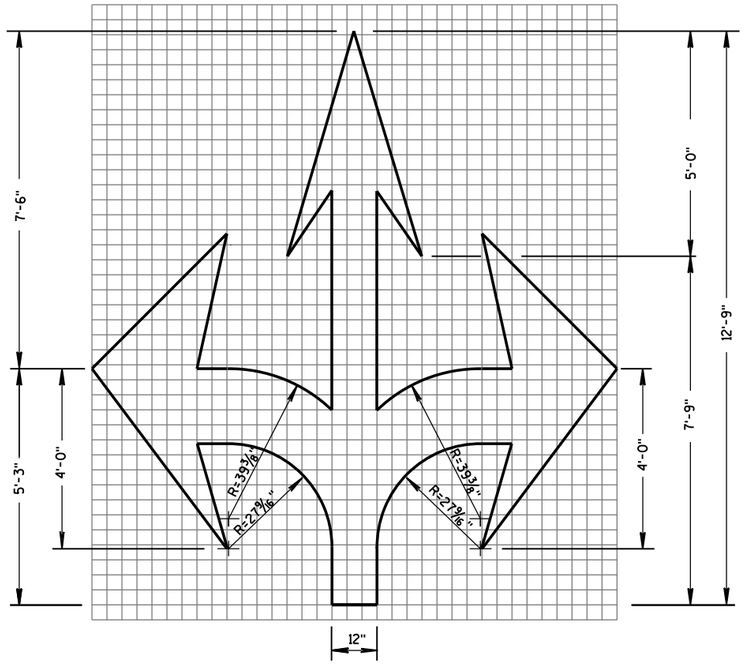
GENERAL NOTES

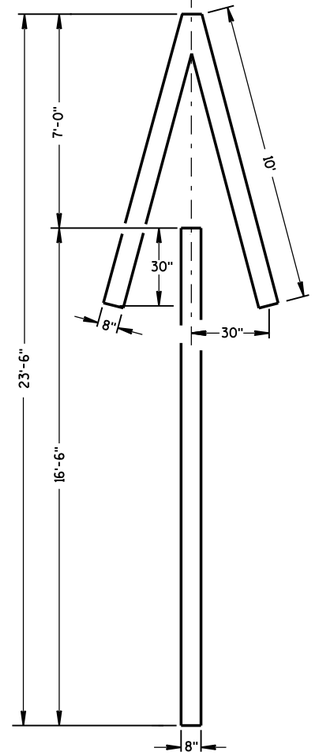
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



TYPE 2



TYPE 6



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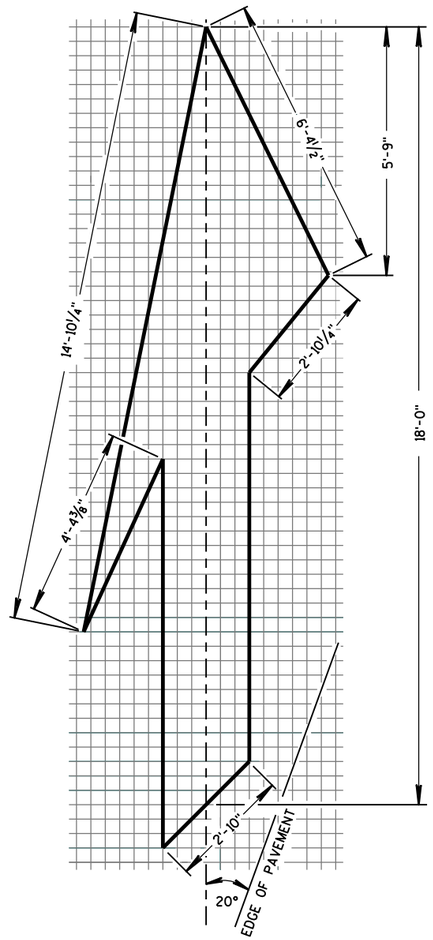
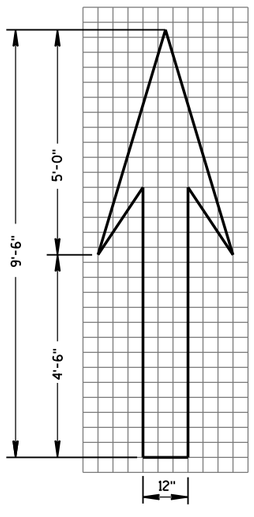
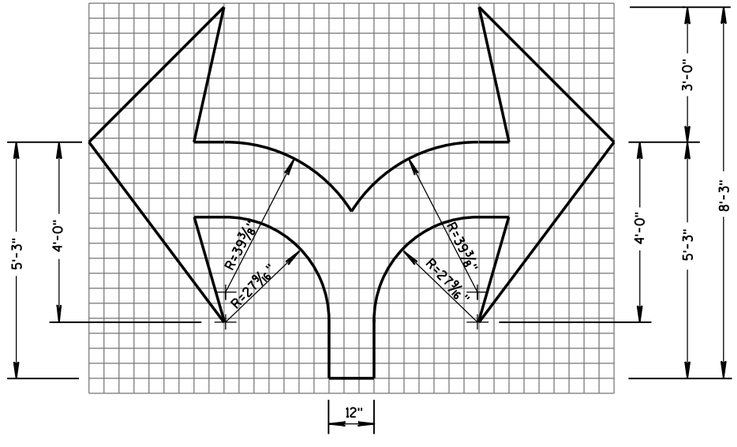


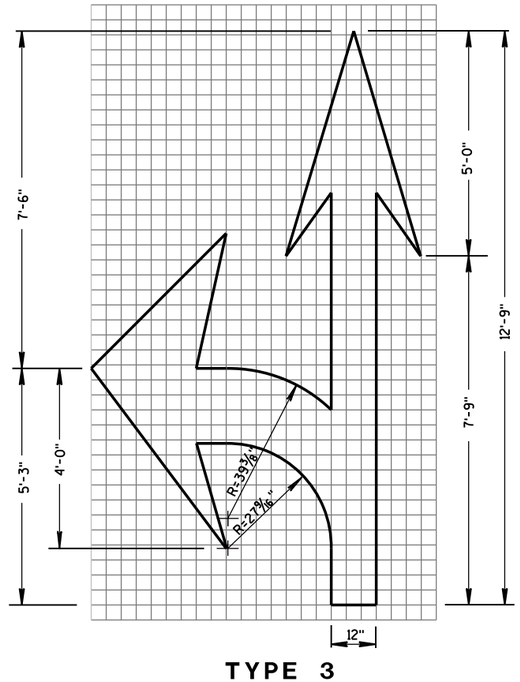
TYPE 5 LANE DROP ARROW



TYPE 1



TYPE 7



TYPE 3

PAVEMENT MARKING ARROWS

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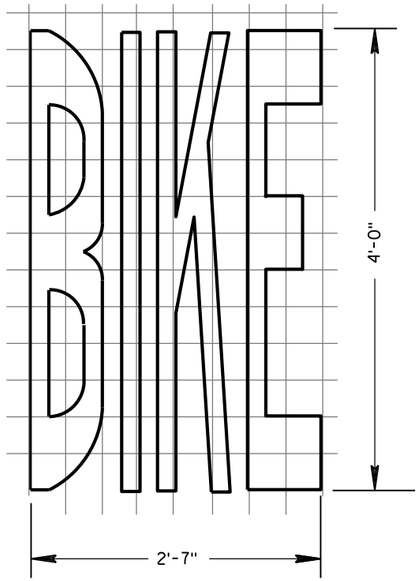
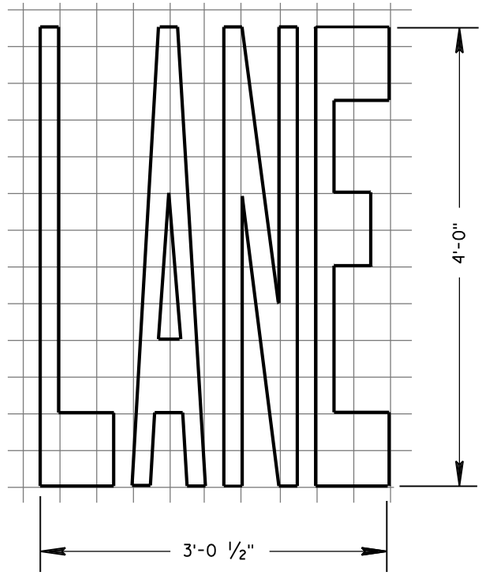
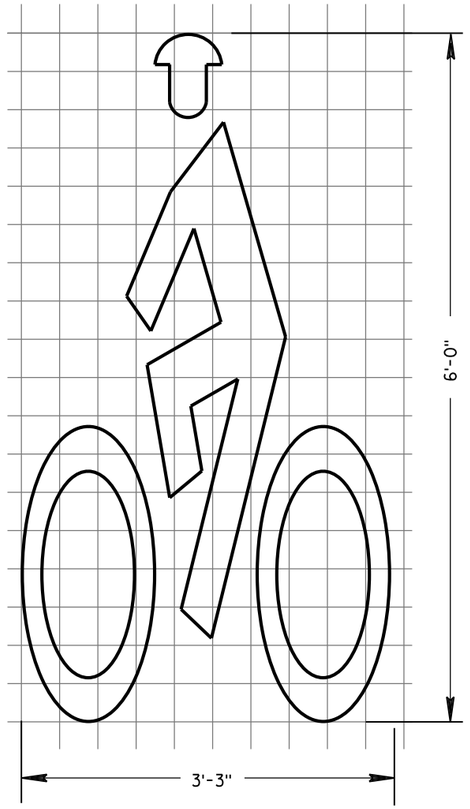
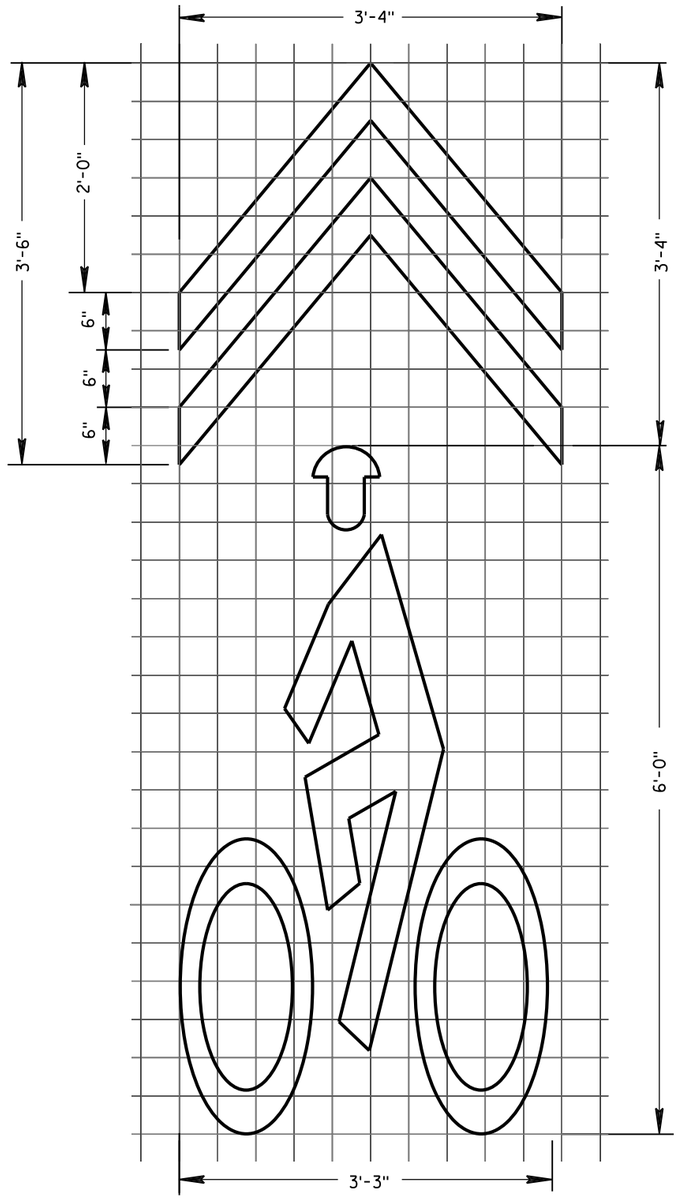




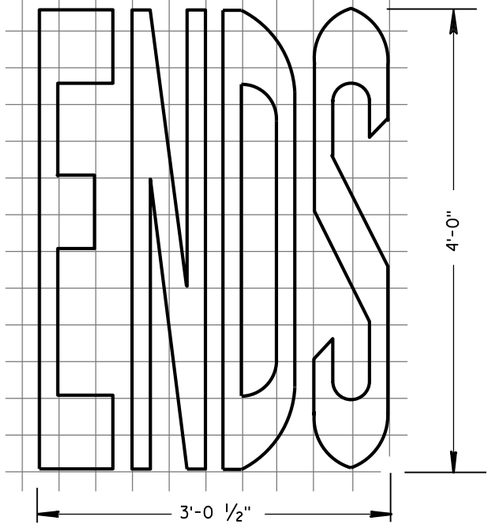
BIKE LANE WORDS



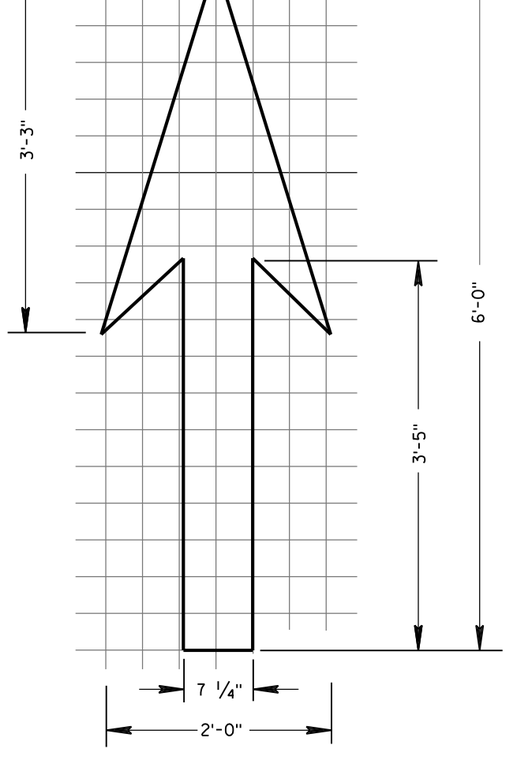
BIKE LANE SYMBOL



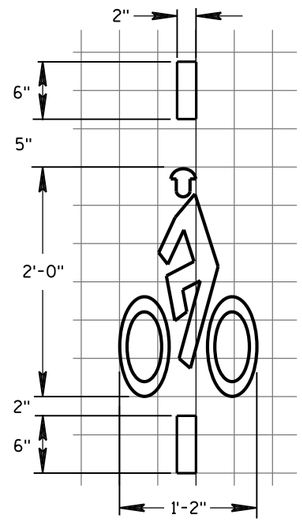
BIKE SYMBOL FOR SHARED LANE



BIKE LANE WORDS



BIKE LANE ARROW



BICYCLE DETECTOR PAVEMENT MARKING

GENERAL NOTES

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

PAVEMENT MARKING FOR BIKE LANES

STATE OF WISCONSIN
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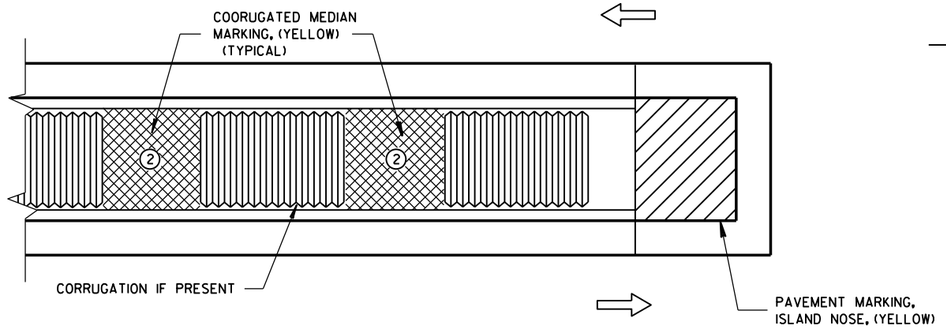
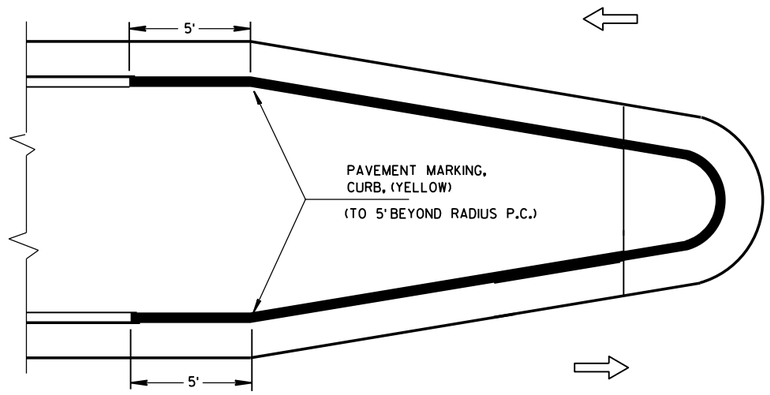
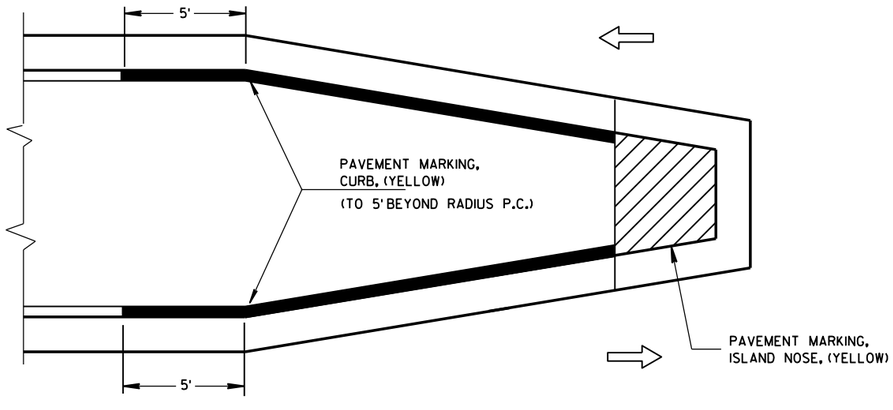


MEDIAN ISLAND WITH SQUARE BLUNT NOSE

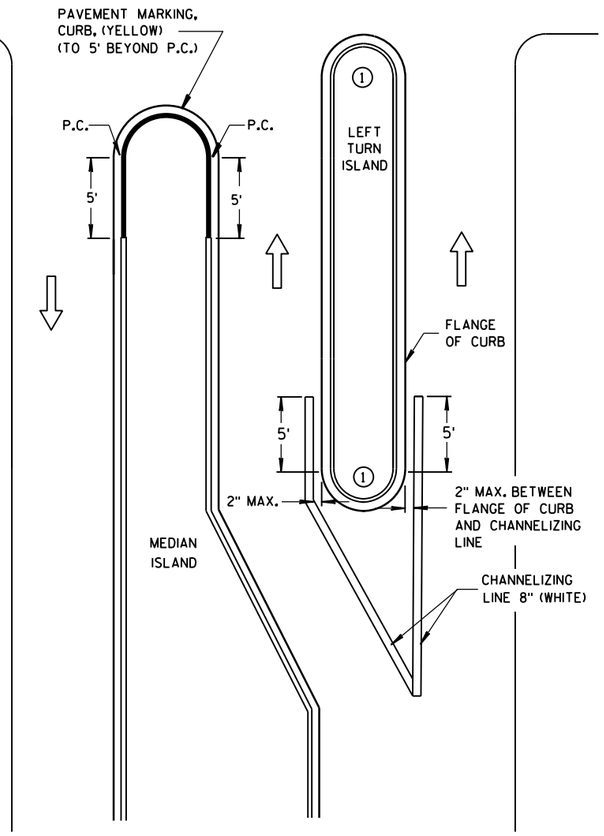


MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

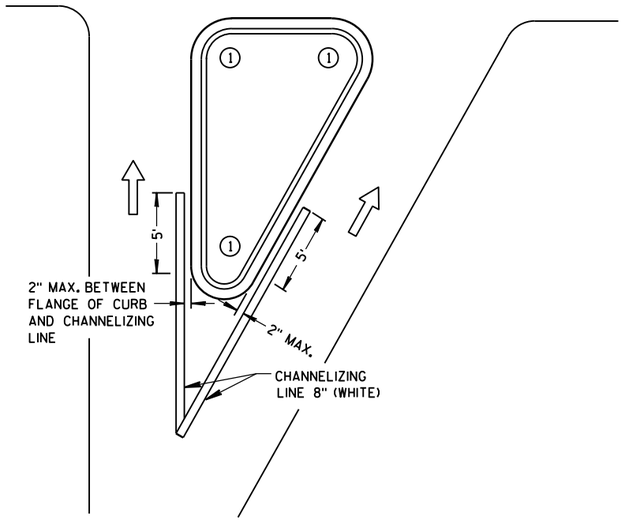


LEFT TURN & MEDIAN ISLAND

GENERAL NOTES

1. DO NOT MARK CURB NOSES THAT SEPARATE LANES OF TRAFFIC TRAVELING IN THE SAME DIRECTION.

2. 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

LEGEND

- ISLAND NOSE MARKING
- CURB MARKING
- CORRUGATED MEDIAN MARKING
- DIRECTION OF TRAVEL

PAVEMENT MARKING
(ISLANDS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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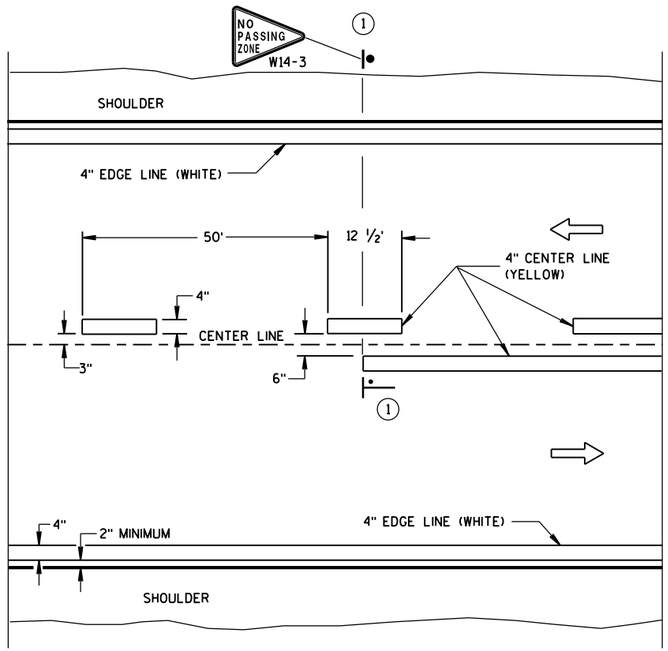
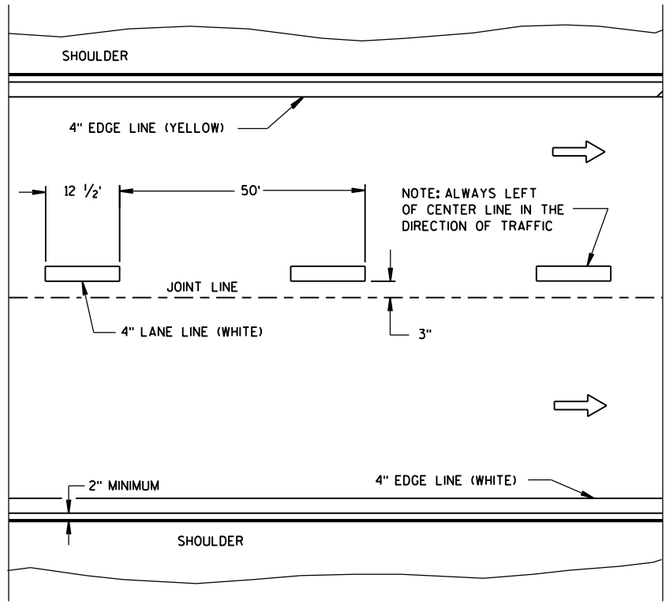


TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING.

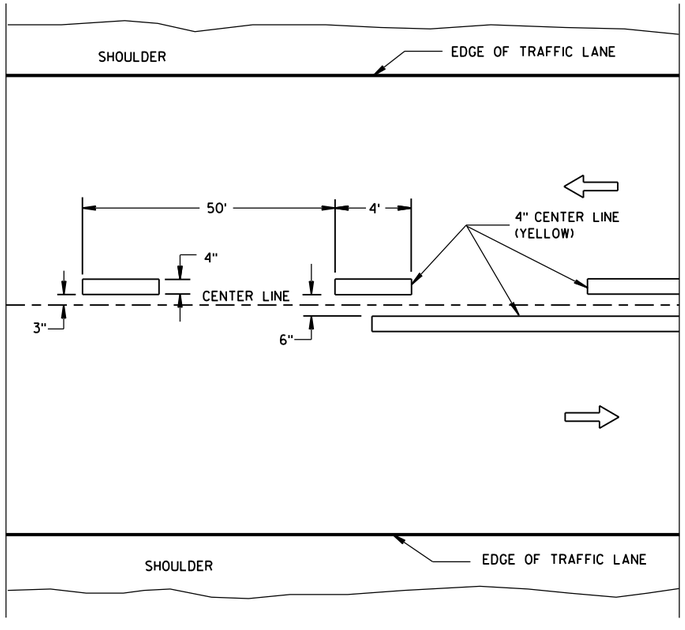
NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

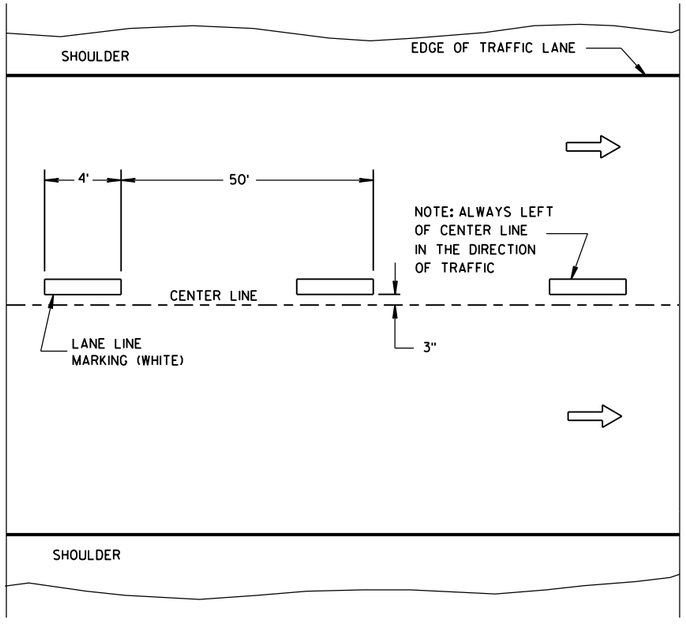
LEGEND

"T" MARKING

POST MOUNTED SIGN



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

LONGITUDINAL MARKING (MAINLINE)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June 2017 DATE	/S/ Matthew R. Rauch STATE SIGNING AND MAR[illegible]INEER
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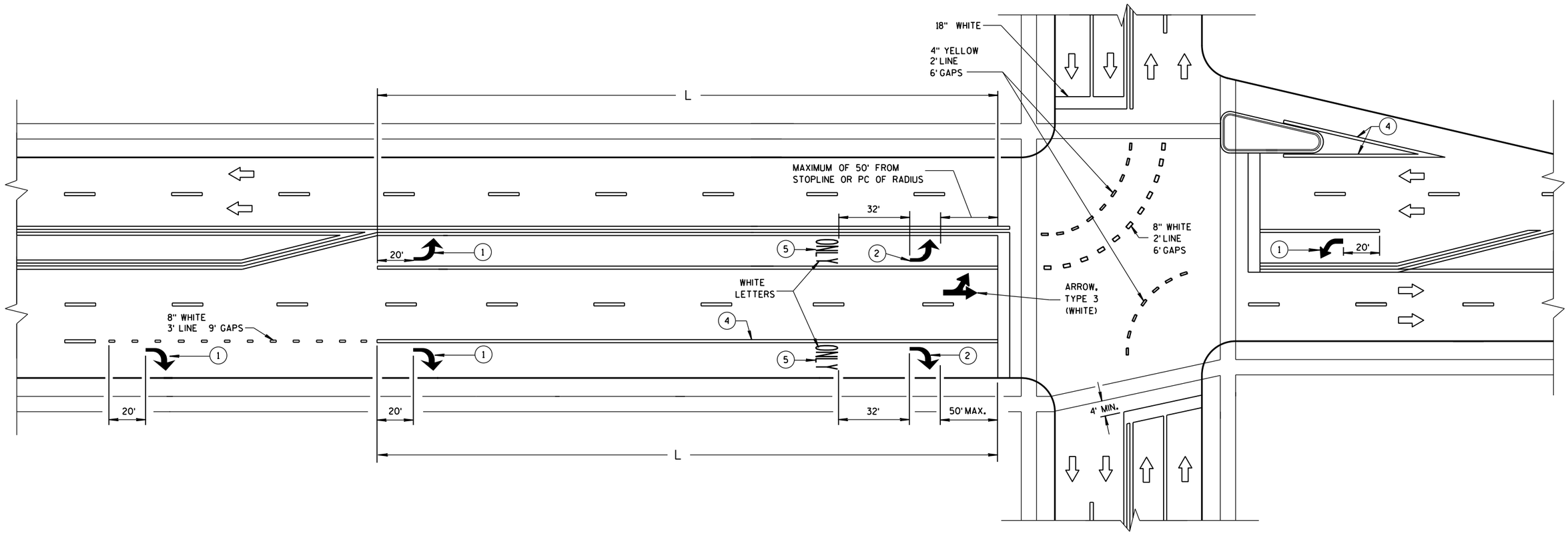

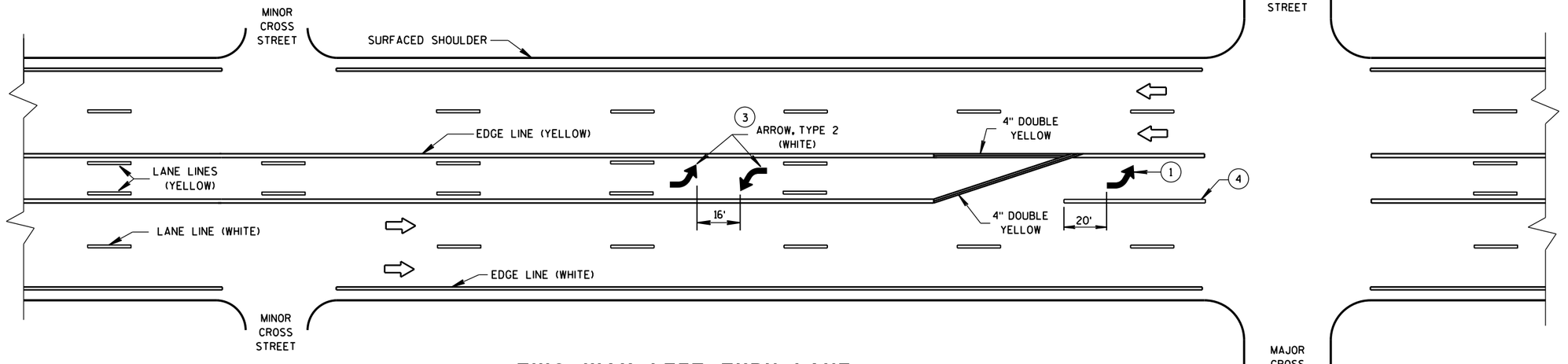

GENERAL NOTES

(1) REQUIRED ARROW, TYPE 2 (WHITE).

(2) REQUIRED ARROW, TYPE 2 (WHITE) WHEN L IS GREATER THAN 78 FEET AND LESS THAN OR EQUAL TO 166 FEET.

(3) A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.

(4) 8" WHITE

(5) REQUIRED WORD ONLY WHEN L IS GREATER THAN 166 FEET.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL

L = LENGTH OF TURN BAY

TWO WAY LEFT TURN LANE

PAVEMENT MARKING
(TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 15 C 8-18b

LEGEND

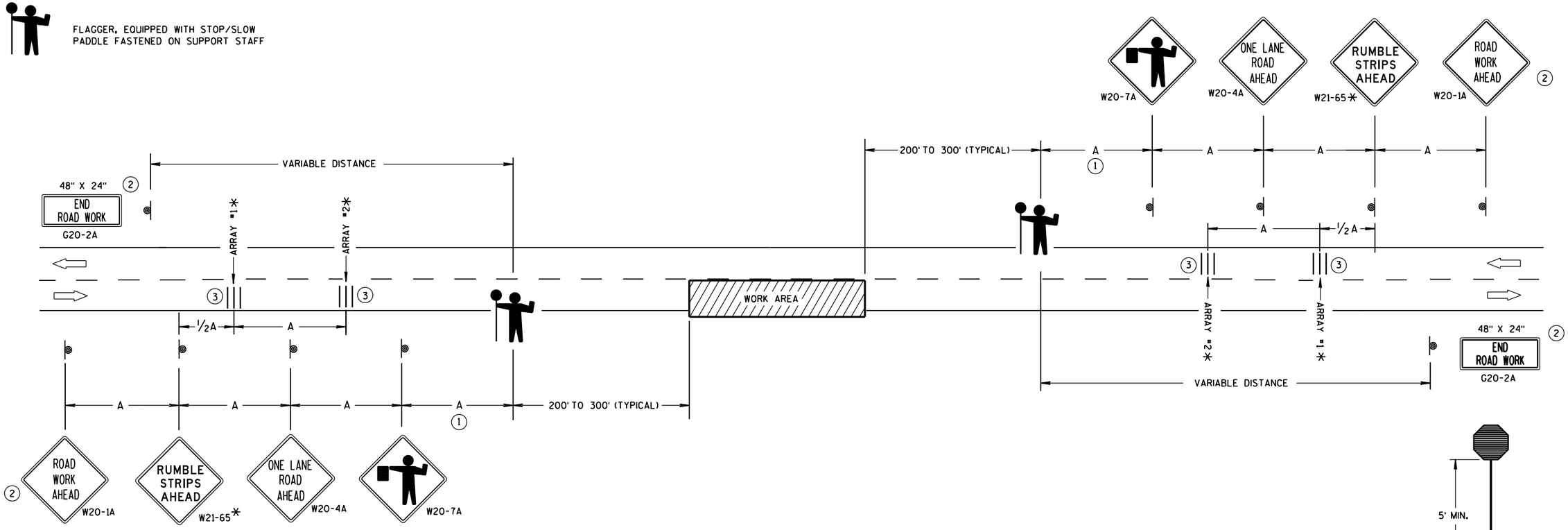
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

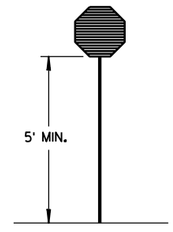
SPEED LIMIT	SPACING A
25-35 MPH	200'
35-40 MPH	350'
45-55 MPH	500'

W03-4

USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING A.



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION



STOP/SLOW PADDLE ON SUPPORT STAFF

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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.

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

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.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, REMOVE TEMPORARY RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

* UTILIZE TEMPORARY RUMBLE STRIPS WHEN FLAGGING OPERATION IS ANTICIPATED TO BE STATIONARY IN EXCESS OF TWO HOURS.

(1) FOR A MOVING WORK OPERATION, SIGNING AND TEMPORARY RUMBLE STRIPS (IF USED) SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3,500 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.

(3) EACH TEMPORARY RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE
/S/ Andrew Heldtke
WORK ZONE ENG
FHWA

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S.D.D. 15 C 12-6

GENERAL NOTES

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR ROD 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 RODS 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.

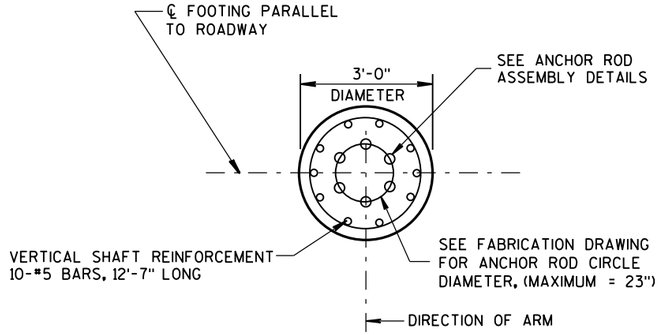
THE REINFORCEMENT AND ANCHOR RODS SHALL BE ADEQUATELY SUPPORTED IN THE PROPER POSITIONS SO NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT.

FORM ALL EXPOSED CONCRETE CORNERS WITH ¾" CHAMFER ALL AROUND. TOP OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

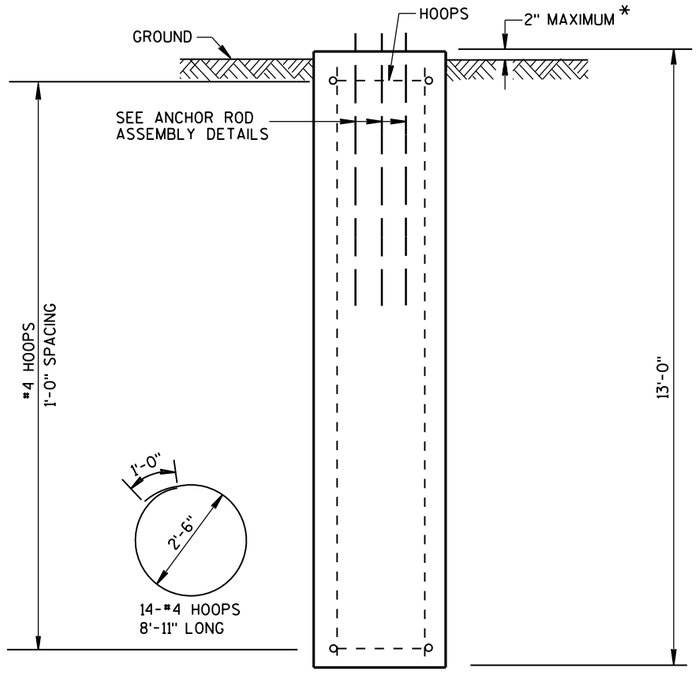
ANY DAMAGE TO THE CONCRETE BASE AND ANCHOR RODS DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE ENGINEER'S DIRECTION, AT THE EXPENSE OF THE CONTRACTOR.

CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR RODS, ASTM F1554, GRADE 55	fy=55,000 p.s.i.
ASTM A563A HEAVY HEX NUTS, AND ASTM F436 WASHERS.	
PLATES, ASTM A709, GRADE 36	fy=36,000 p.s.i.

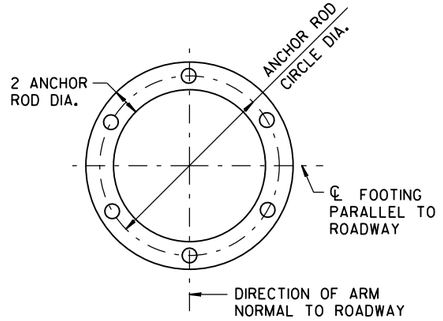
THIS FOOTING HAS BEEN DESIGNED FOR SITES WHERE SOILS EXHIBIT A PHI-ANGLE GREATER THAN OR EQUAL TO 20 DEGREES (GRANULAR SOILS), OR A COHESION VALUE GREATER THAN OR EQUAL TO 350 PSF (COHESIVE SOILS).



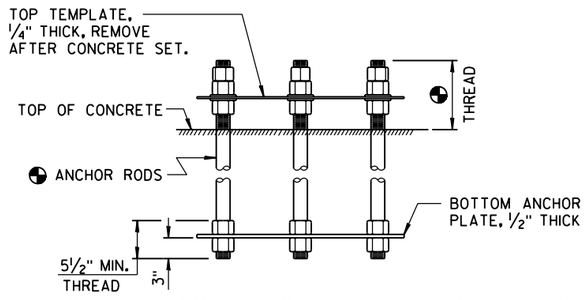
PLAN VIEW



ELEVATION VIEW



TOP TEMPLATE AND BOTTOM ANCHOR PLATE



ANCHOR ROD ASSEMBLY DETAILS

⊕ MINIMUM OF 6 ANCHOR RODS, EXACT NUMBER, SIZE, DIMENSION AND ORIENTATION AS SHOWN ON FABRICATION DRAWING.

* 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
June 2016 — DATE
/S/ Vu Thao — WIND LOADED STRU PROGRAM LEA
FHWA

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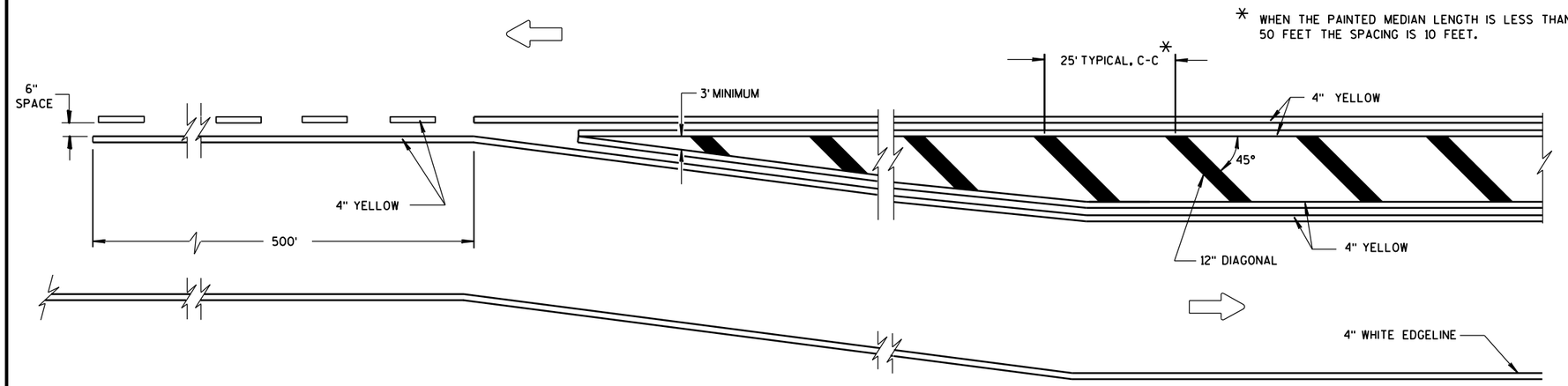
S.D.D. 15 C 15-5

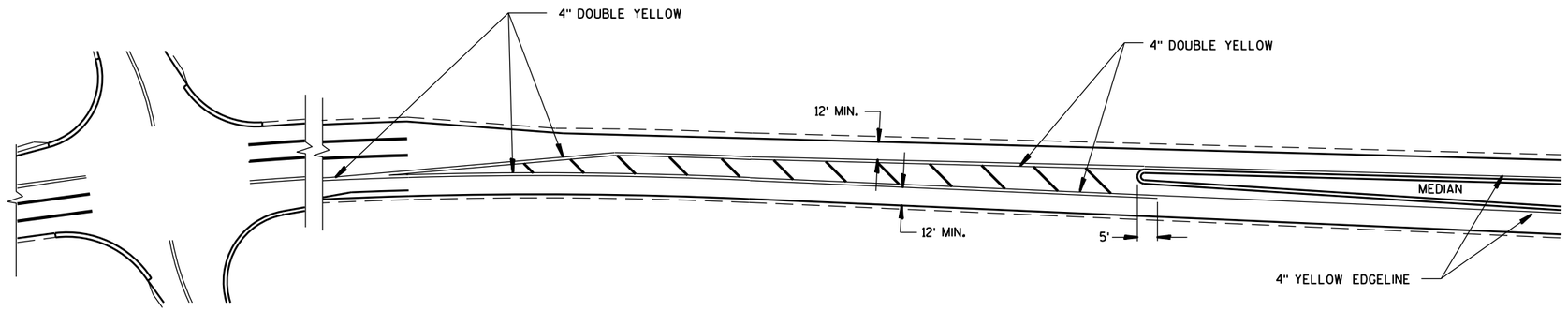


MEDIAN ISLAND DETAIL

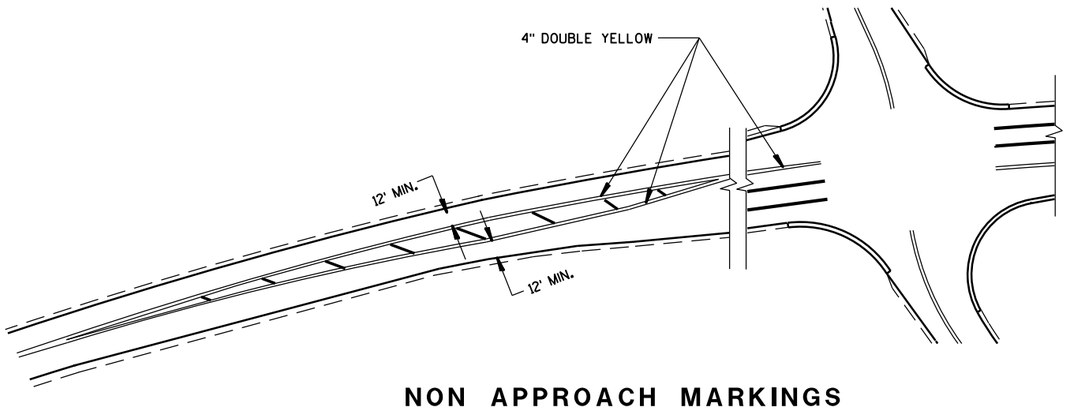
GENERAL NOTE

DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.

DIRECTION OF TRAVEL



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON APPROACH MARKINGS

MEDIAN ISLAND MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER
FHWA

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GENERAL NOTES

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR ROD 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 RODS 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.

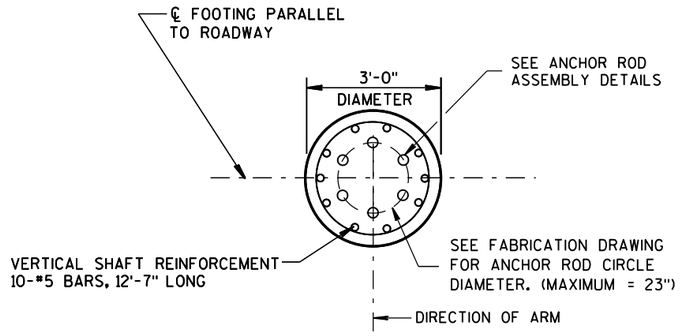
THE REINFORCEMENT AND ANCHOR RODS SHALL BE ADEQUATELY SUPPORTED IN THE PROPER POSITIONS SO NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT.

FORM ALL EXPOSED CONCRETE CORNERS WITH ¾" CHAMFER ALL AROUND. TOP OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

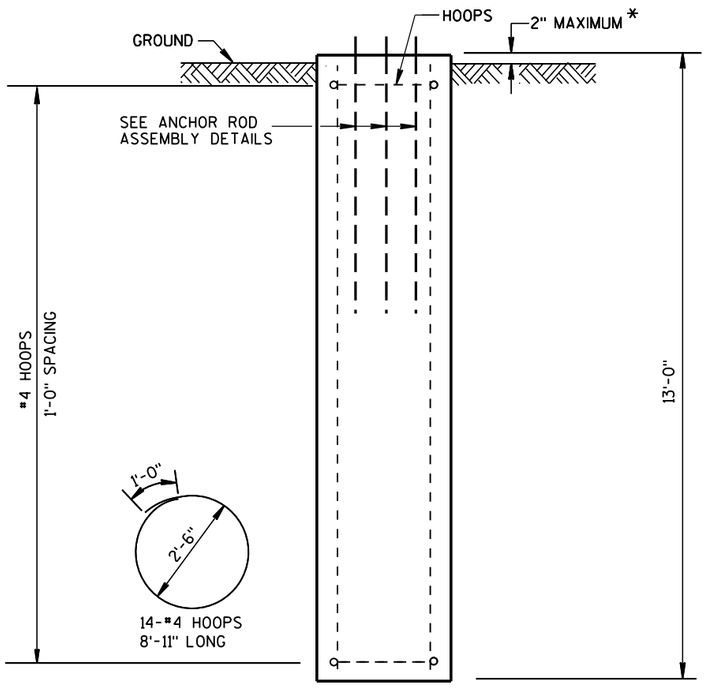
ANY DAMAGE TO THE CONCRETE BASE AND ANCHOR RODS DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE ENGINEER'S DIRECTION, AT THE EXPENSE OF THE CONTRACTOR.

CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR RODS, ASTM F1554, GRADE 55	fy=55,000 p.s.i.
ASTM A563A HEAVY HEX NUTS, AND ASTM F436 WASHERS.	
PLATES, ASTM A709, GRADE 36	fy=36,000 p.s.i.

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).

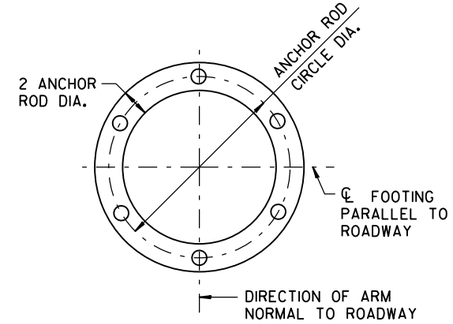


PLAN VIEW

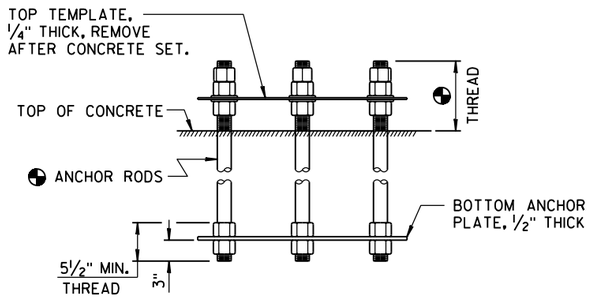


ELEVATION VIEW

* FOR OVERHEAD SIGN SUPPORTS THAT ARE INSTALLED ADJACENT TO SIDEWALKS, THE TOP OF THE BASE SHALL BE POURED FLUSH WITH THE GROUND.



TOP TEMPLATE AND BOTTOM ANCHOR PLATE



ANCHOR ROD ASSEMBLY DETAILS

⊕ MINIMUM OF 6 ANCHOR RODS, EXACT NUMBER, SIZE, DIMENSION AND ORIENTATION AS SHOWN ON FABRICATION DRAWING.

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
June 2016 — DATE
FHWA

/S/ Vu Thao
WIND LOADED STRU PROGRAM LEAD

6

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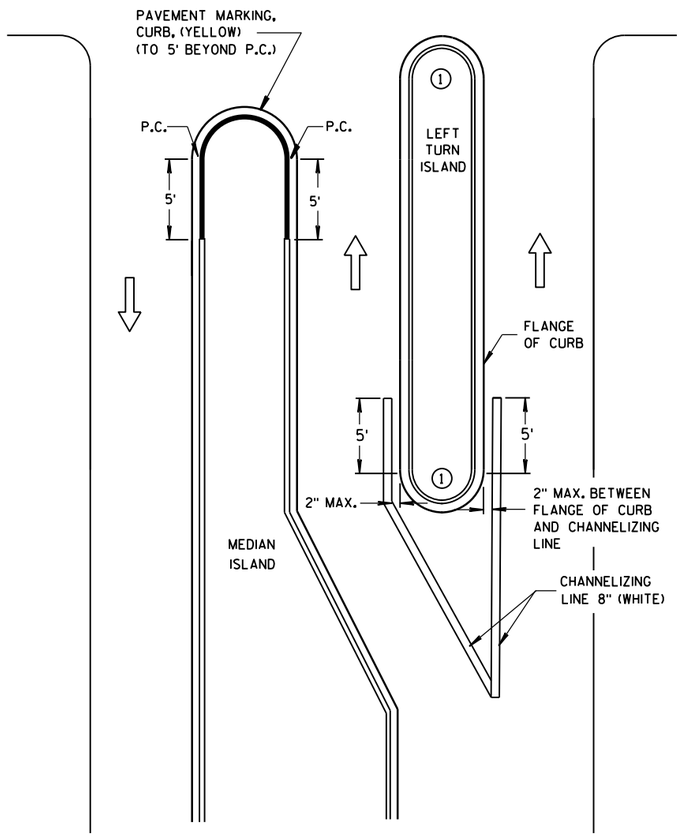
GENERAL NOTE

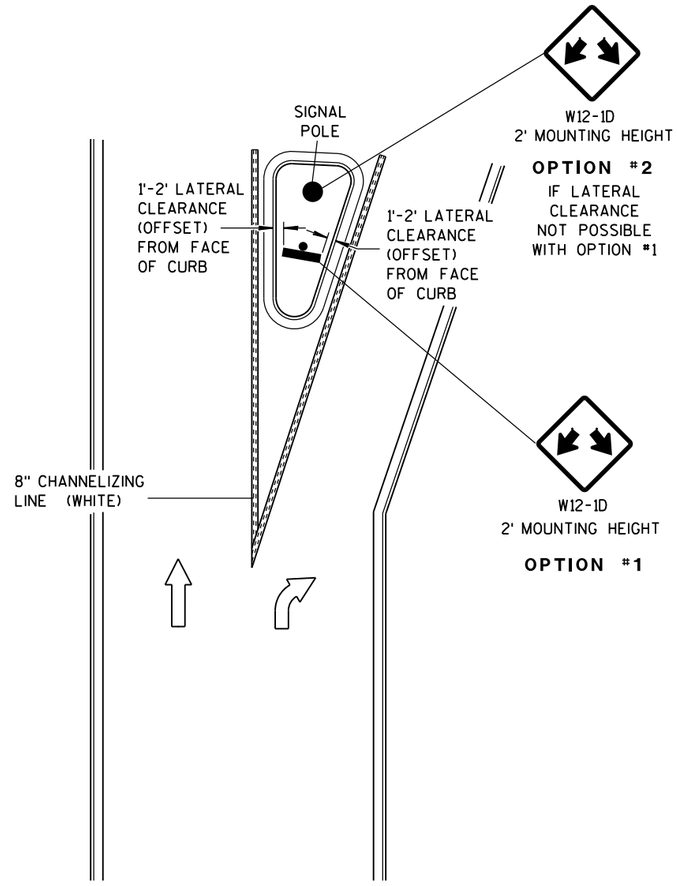
APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.

SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.

DIRECTION OF TRAVEL



LEFT TURN & MEDIAN ISLAND



RIGHT TURN ISLAND

DOUBLE ARROW
WARNING SIGN PLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER
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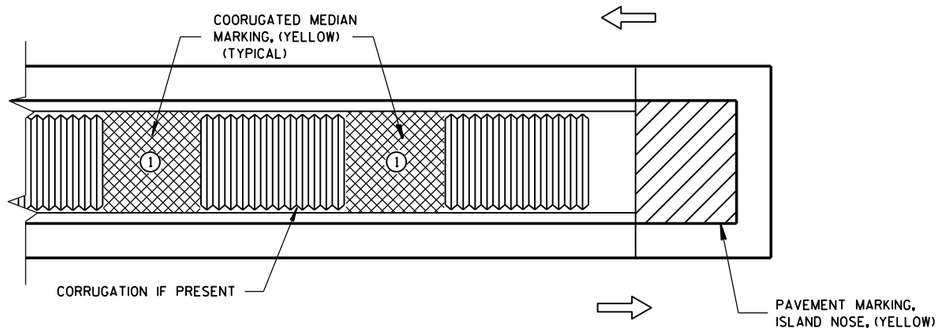
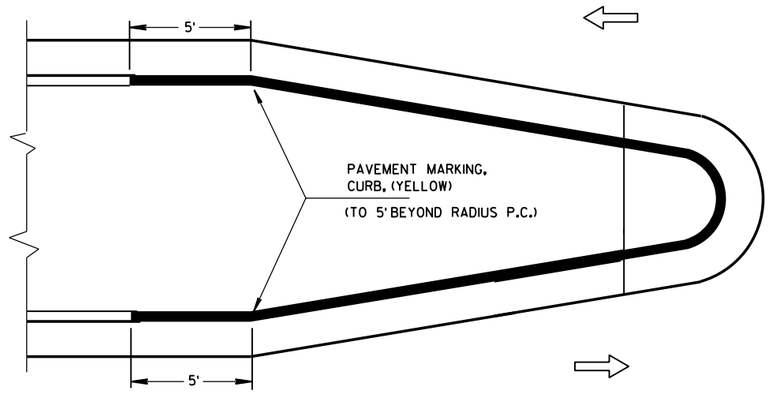
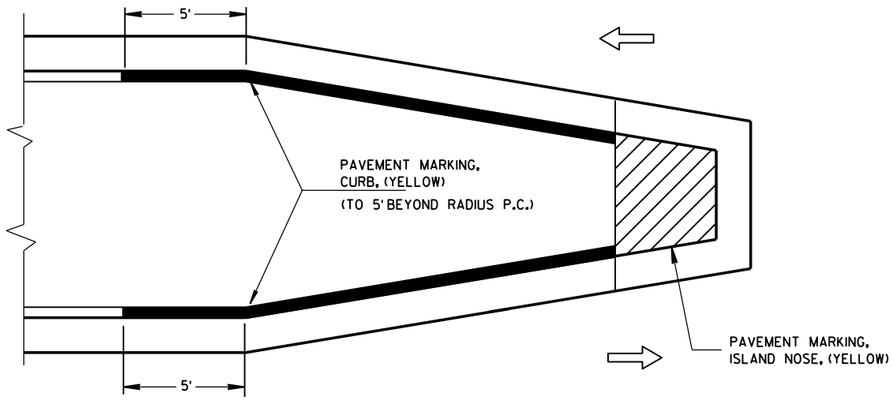


MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

GENERAL NOTES

(1) 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.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL

PAVEMENT MARKING
(ISLANDS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2017
DATE

/S/ Matthew Rauch
STATE SIGNING AND MARK 293 EER

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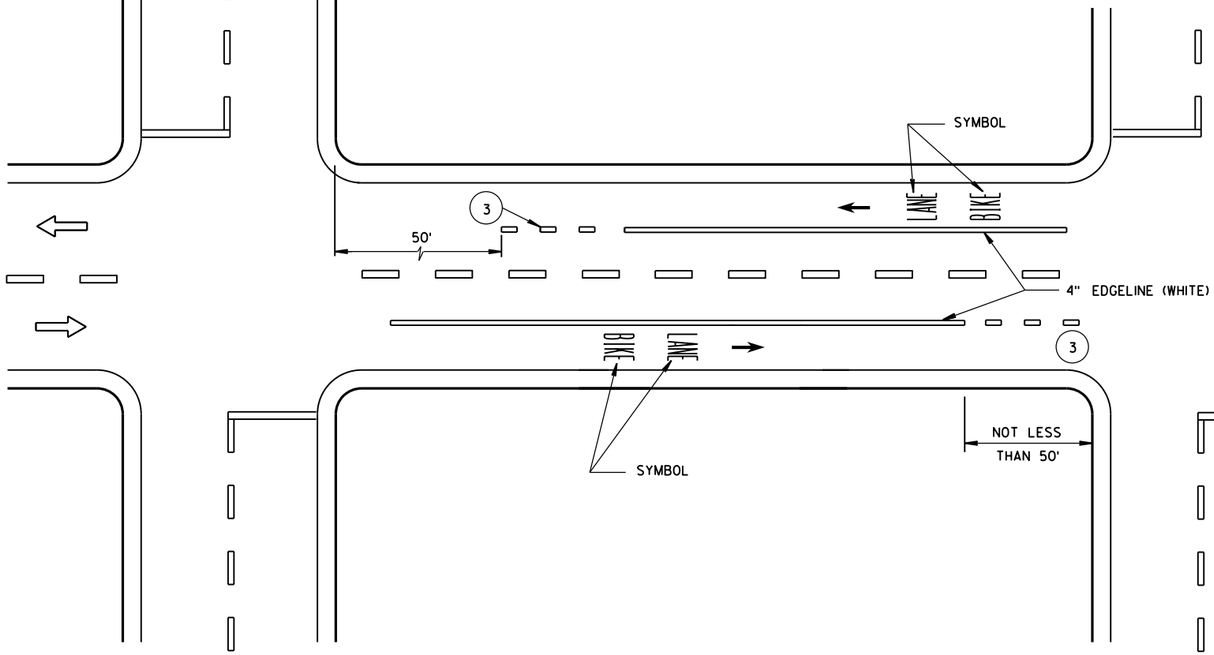
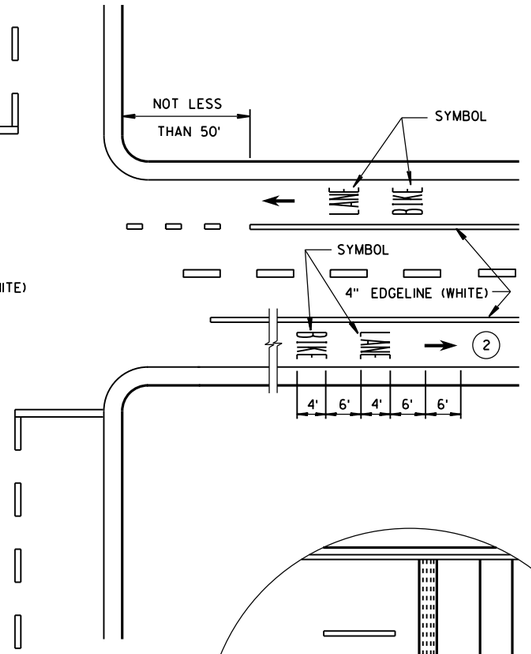
S.D.D. 15 C 27-2b



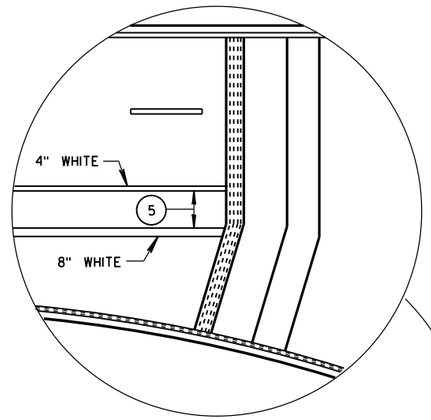


DESIGNATED BICYCLE LANE
NO PARKING

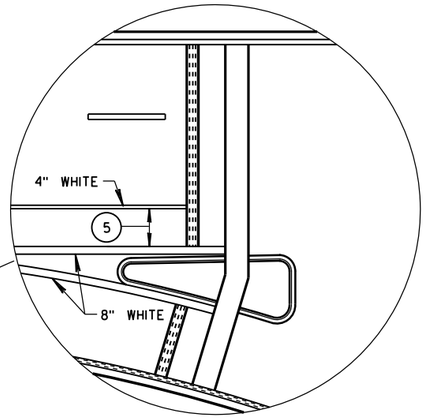
GENERAL NOTES

1. DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
2. MINIMUM OF ONE PER BLOCK. MAXIMUM OF 250 FEET.
3. DOTTED LINES (3'LINE, 9'GAP) SHOULD BE USED 50 FEET TO 200 FEET IN ADVANCE OF AN INTERSECTION WHERE THERE IS NO RIGHT TURN ONLY LANE AND THERE IS HEAVY RIGHT TURN TRAFFIC OR THERE IS A NEAR-SIDE BUS STOP. AT OTHER INTERSECTIONS WHERE RIGHT TURN TRAFFIC IS LIGHT TO MODERATE, A SOLID LINE CAN BE USED UP TO THE INTERSECTION.
4. IF SIGNED AND/OR MARKED AS A BICYCLE FACILITY INCLUDE SECOND LINE OF LINE-SPACE MARKING, OTHERWISE DO NOT.
5. BIKE ACCOMODATION FOR CONCRETE PAVEMENT IS 5 FEET WIDE. BIKE ACCOMODATION FOR ASPHALT PAVEMENT IS A MINIMUM OF 4 FEET. USE 5 FEET AT ≥45 MPH.
6. OMIT THESE MARKINGS FOR WIDER TURN LANE APPLICATIONS (MINIMUM OF 15 FEET WIDE TURN LANE).
7. REFER TO CONTRACT PLANS FOR LANE WIDTH.

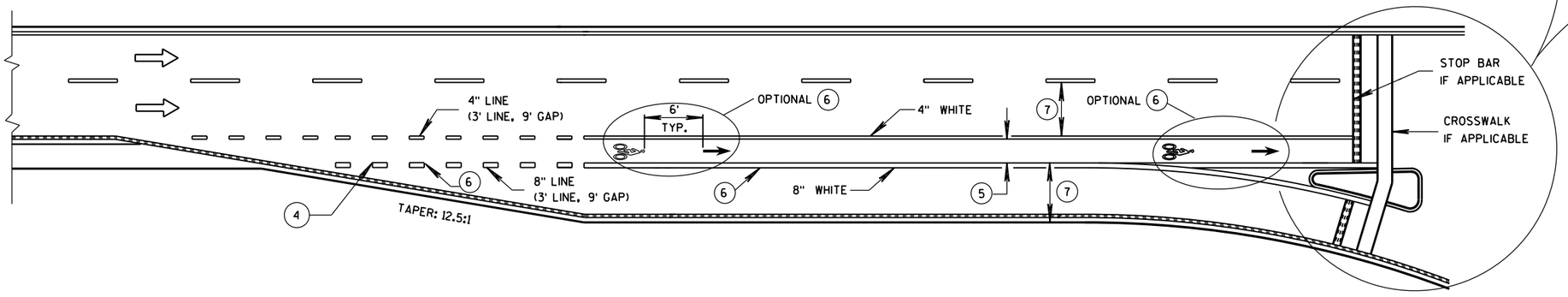
⇨ DIRECTION OF TRAVEL



4 LANE DIVIDED WITHOUT ISLAND



4 LANE DIVIDED WITH ISLAND



BIKE LANE - FOR 2-LANE ROADWAYS AND 4-LANE DIVIDED ROADWAYS
(4-LANE DIVIDED WITH RIGHT TURN LANE SHOWN)

BICYCLE LANE MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12-2016 DATE
/S/ Matthew R. Rauch
STATE SIGNING AND MARKING ENGINEER
FHWA

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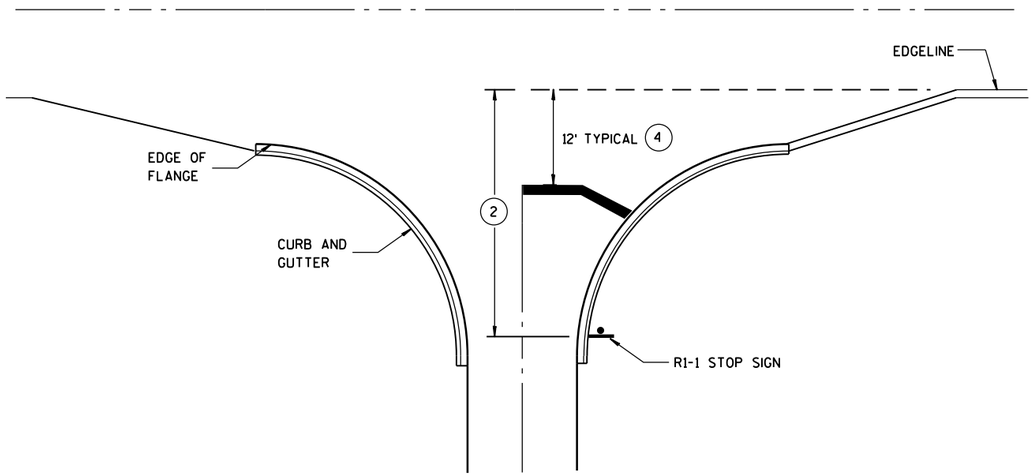
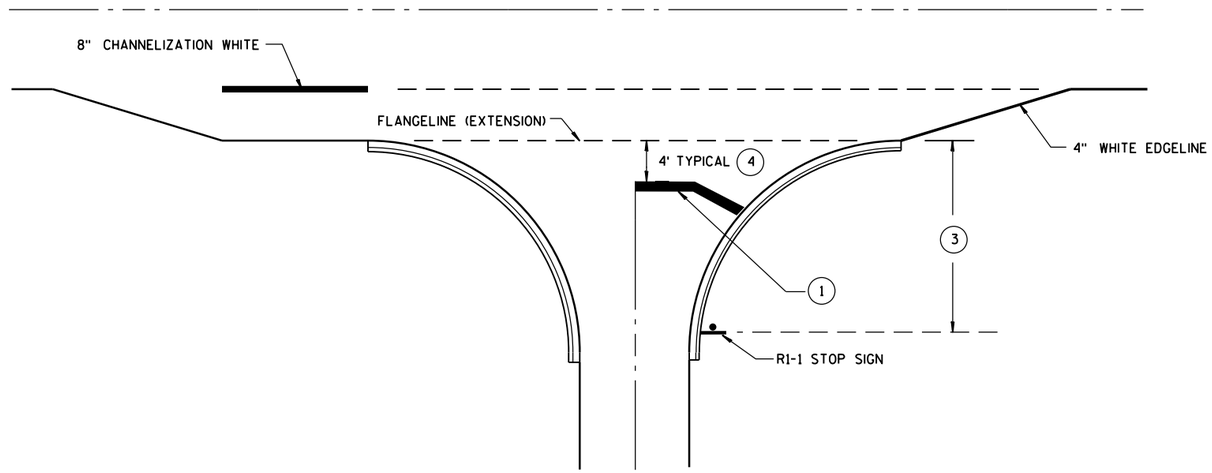
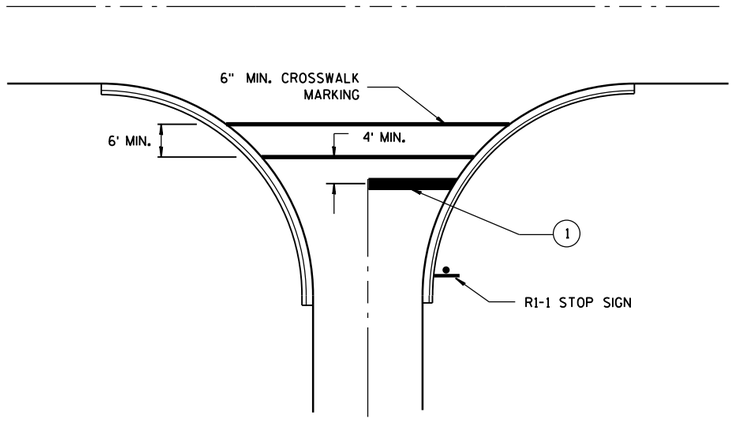


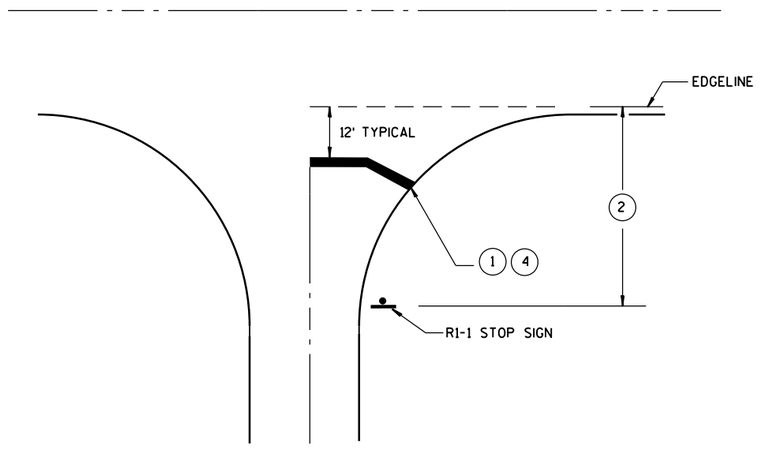
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

GENERAL NOTES

1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE PROJECT ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE THAN NO STOP LINE IS REQUIRED.
3. IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION THAN NO STOP LINE IS REQUIRED.
4. MOVE CLOSER TO EDGE OF TRAVEL LANE AS NEEDED FOR VISIBILITY AND SIGHT LINES. (NO CLOSER THAN 4 FEET).

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4-18-2016
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MAR 295 NEER

FHWA

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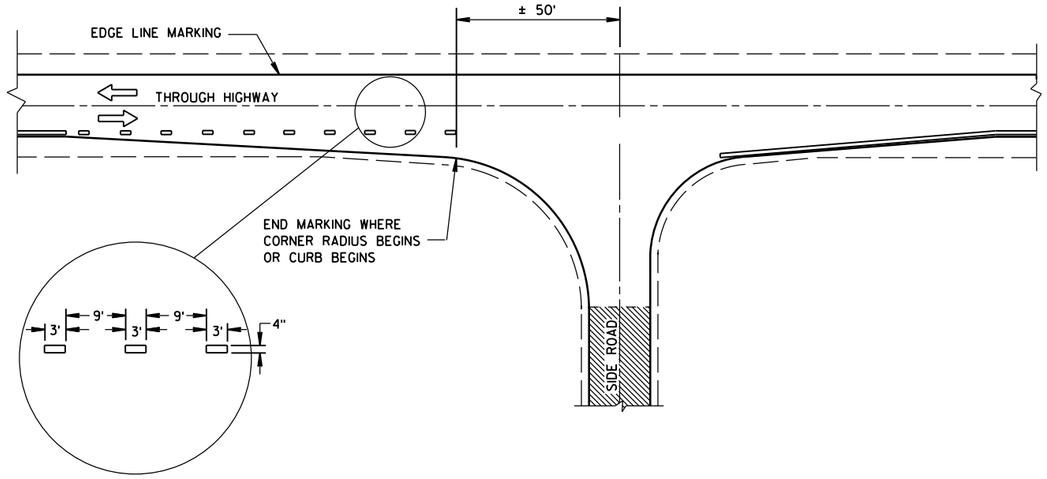


MINOR INTERSECTION WITHOUT CURBS

GENERAL NOTES

EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.

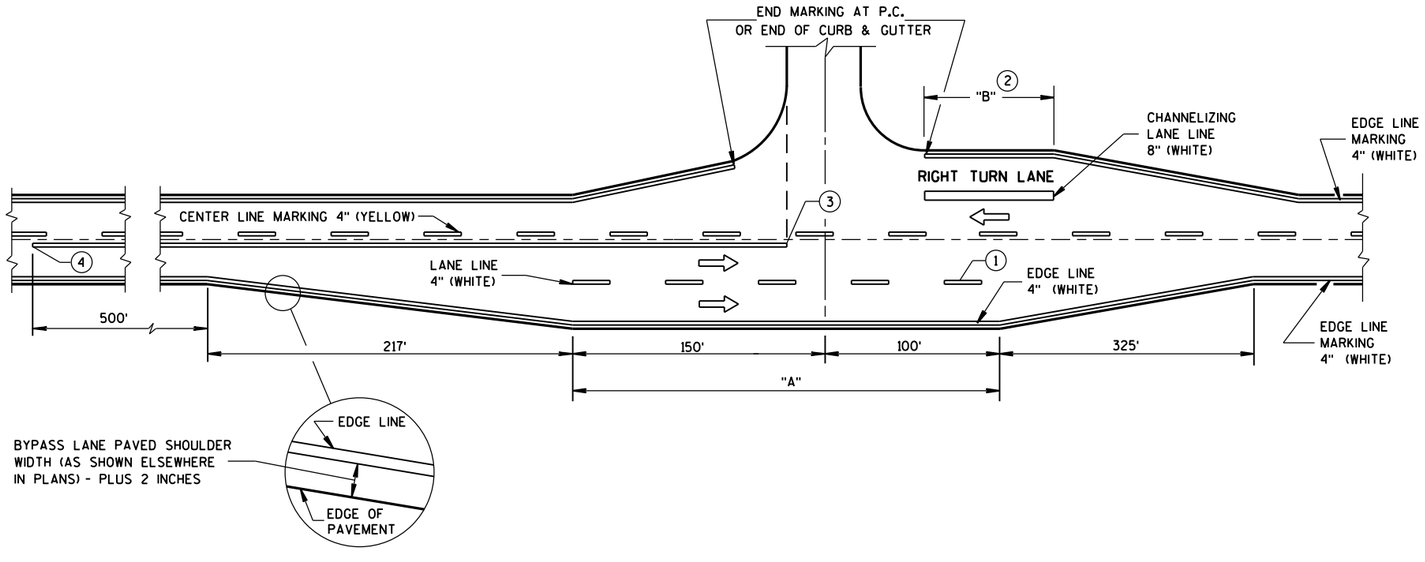
(1) WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.

(2) WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.

(3) BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.

(4) BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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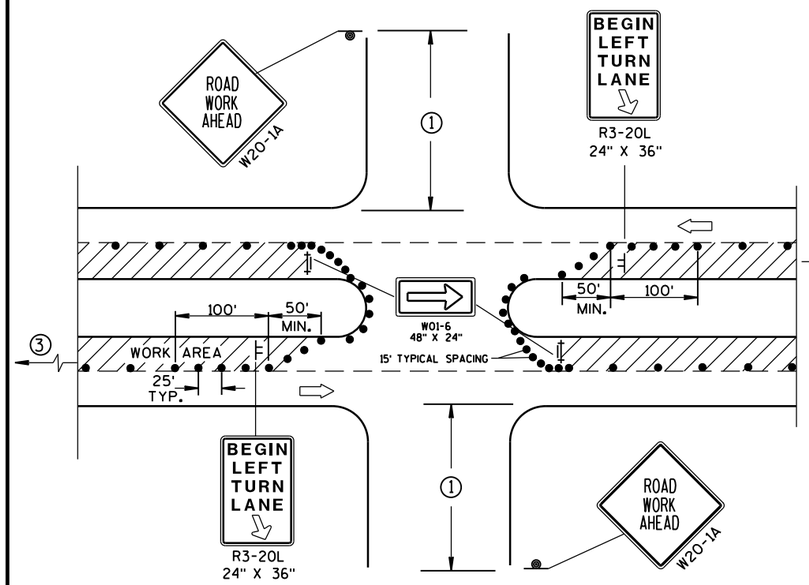
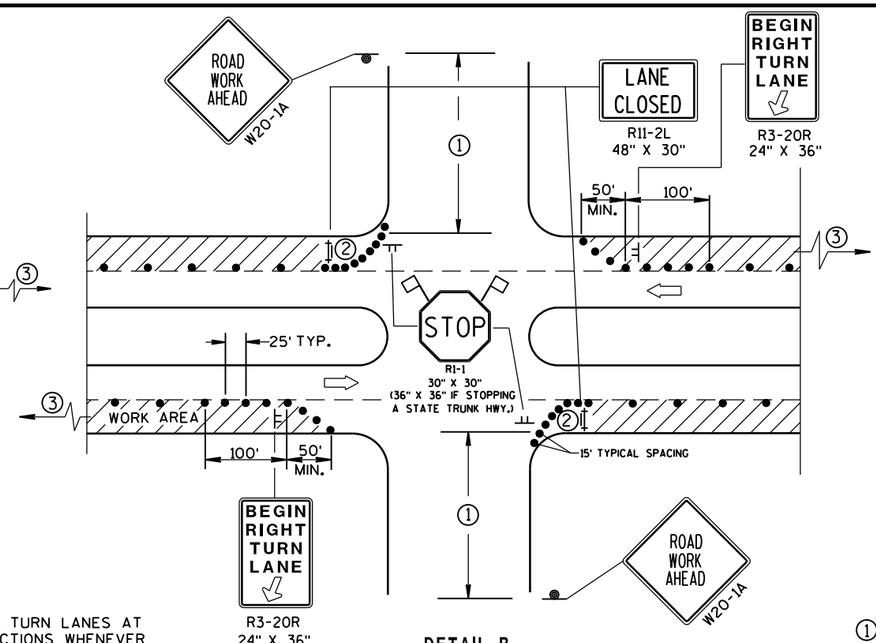
S.D.D. 15 C 35-1a



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"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.

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.

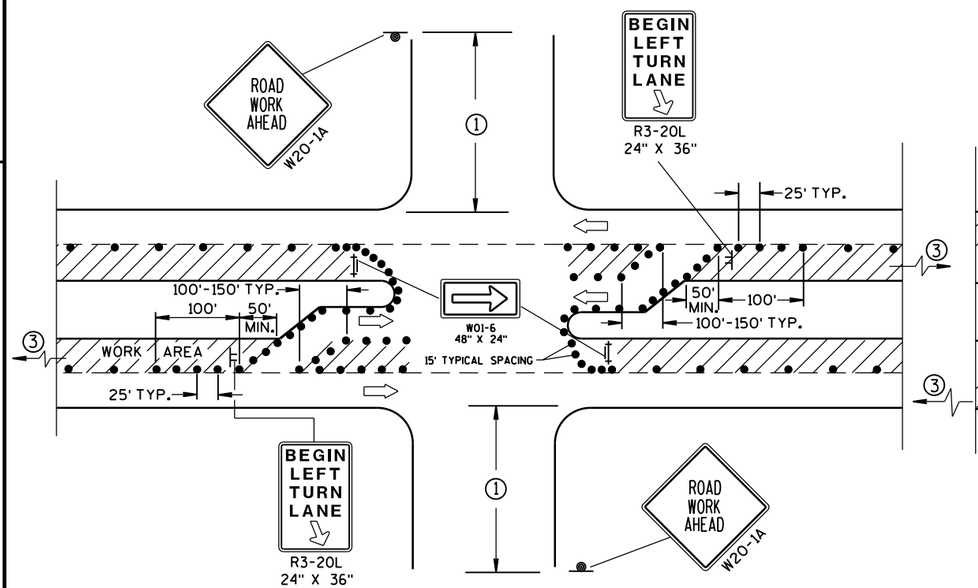
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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.

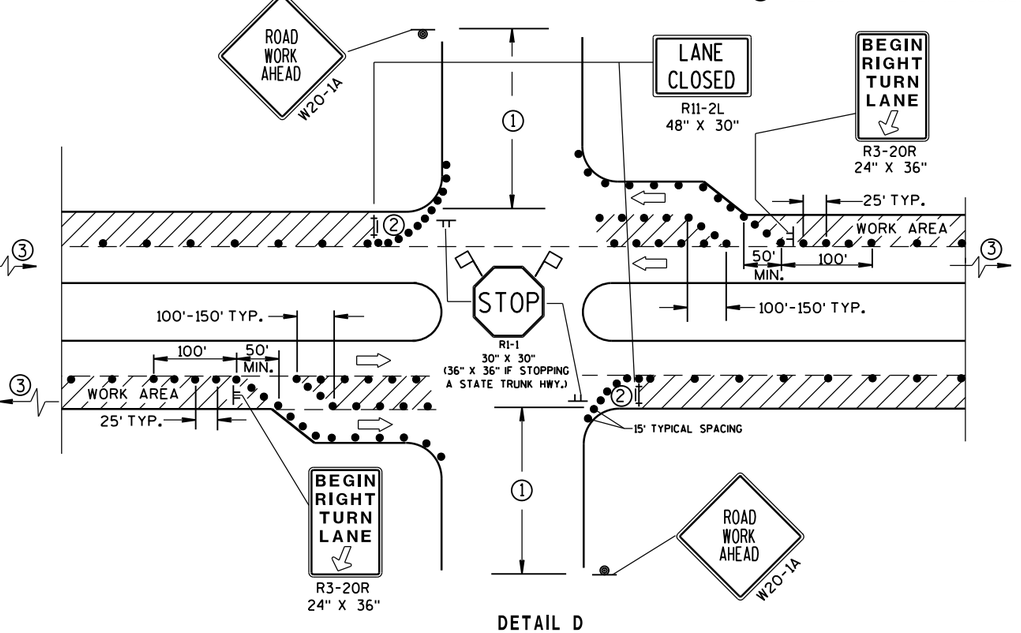
(2) ALSO USE BARRICADE AND 15-FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.

(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

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT (5' MIN. MOUNTING HEIGHT)
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., (ORANGE)
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
/S/ Peter Anakobe Atepe — STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA

6

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S.D.D. 15 D 21-4

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.

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.

CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

TABLE A

SHOULDER TAPER LENGTH (FEET)					BUFFER SPACE (FEET)
S \ W	4	6	8	10	
30	20	30	40	50	200
35	30	45	55	70	250
40	40	55	75	90	305
45	60	90	120	150	360
50	70	100	135	170	425
55	75	110	150	185	495

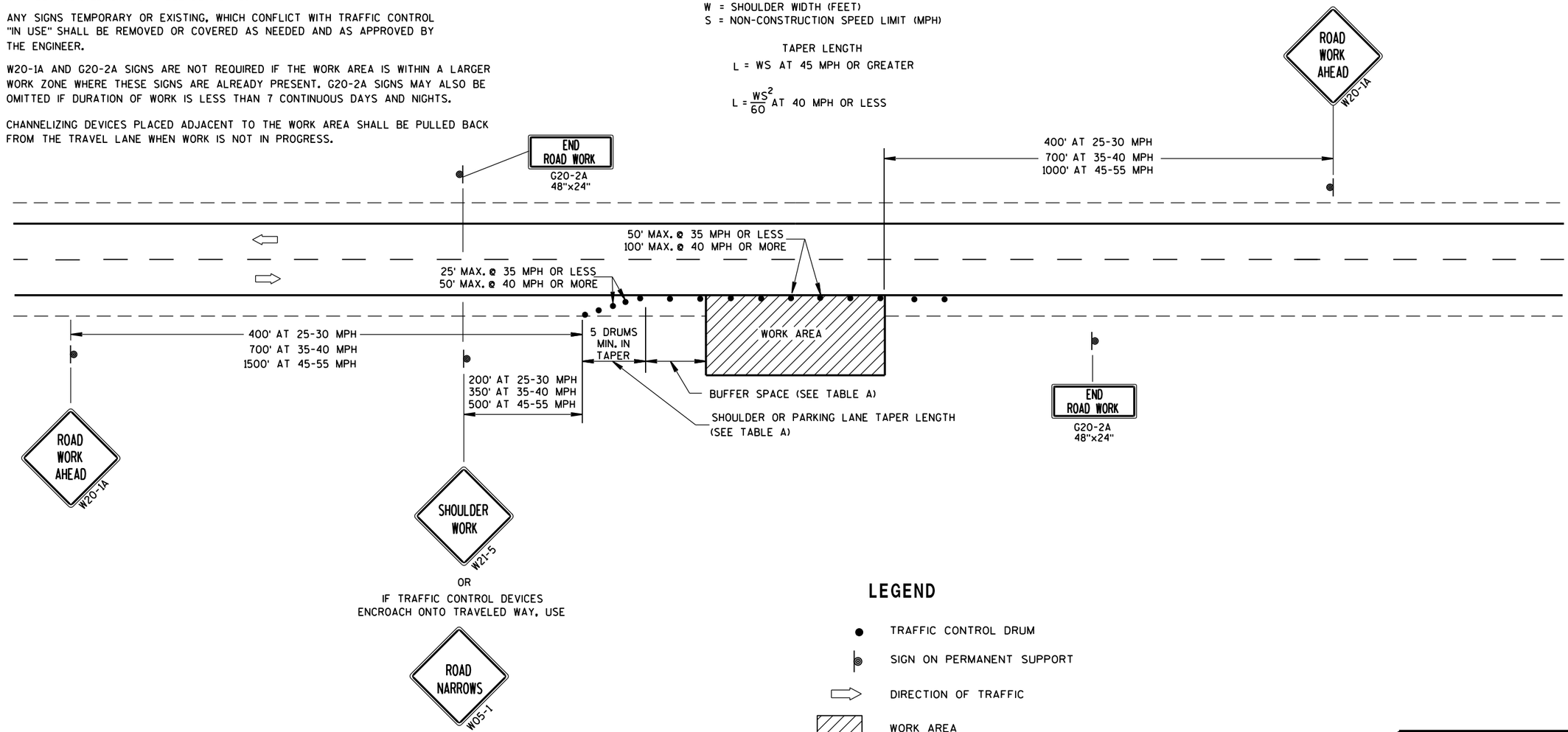
W = SHOULDER WIDTH (FEET)
S = NON-CONSTRUCTION SPEED LIMIT (MPH)

TAPER LENGTH

L = WS AT 45 MPH OR GREATER

$L = \frac{WS^2}{60}$ AT 40 MPH OR LESS

SHOULDER TAPER LENGTH = $\frac{1}{3}L$



LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

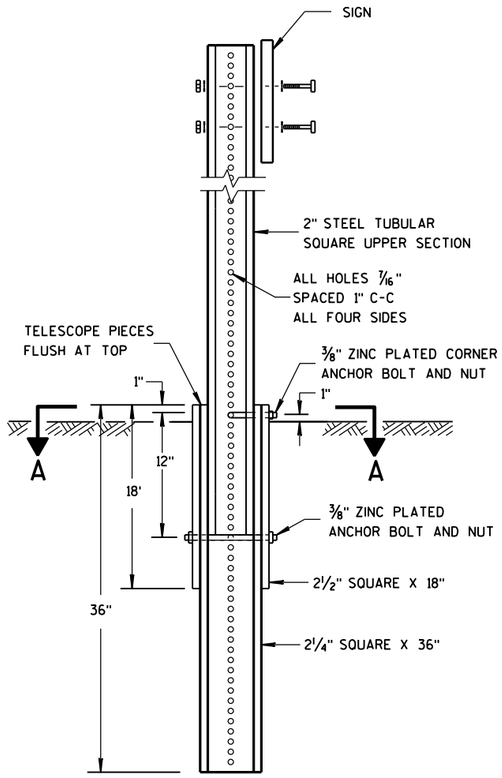
July 14, 2015 — DATE

/S/ Peter Amakobe Atepe — STATEWIDE WORK ZO[illegible] SAFETY ENGI[illegible] FIC

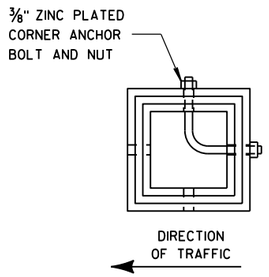
FHWA

6

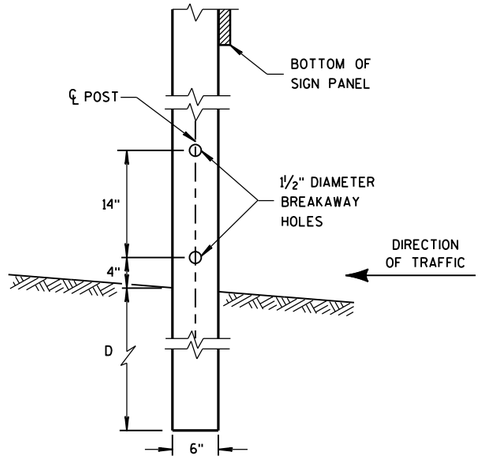
S.D.D. 15 D 28-3



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



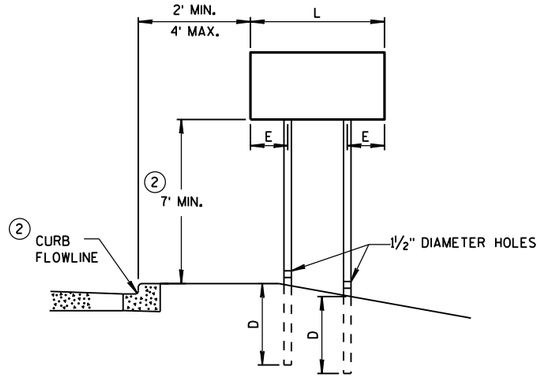
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

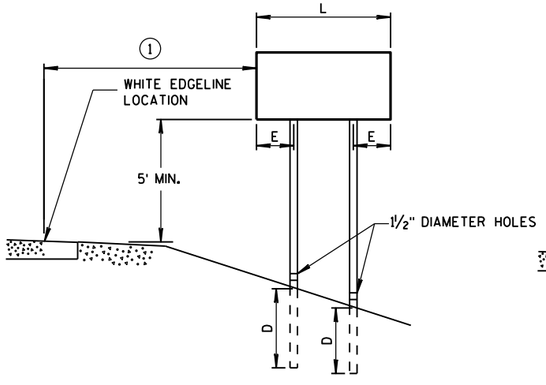
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

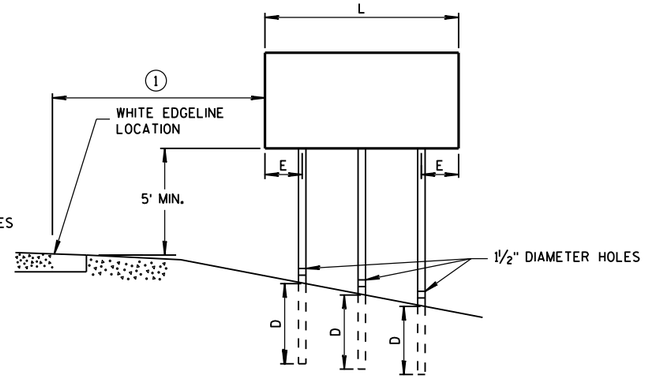
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK AND NO PARKING, VERTICAL CLEARANCE MAY BE REDUCED TO 5 FOOT MINIMUM. OFFSET OF SIGNS IS MEASURED FROM THE CURB FLOWLINE.

(3) FOR SIGNS REQUIRING 4 POSTS, SPACE INTERMEDIATE POSTS EVENLY.



URBAN AREA





RURAL AREA

POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

TUBULAR STEEL POSTS

AREA OF SIGN INSTALLATION (SQ. FT.)	NUMBER OF REQUIRED TUBULAR STEEL 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).

SIGNS LARGER THAN 27 SQ. FT. SHALL NOT BE MOUNTED ON TUBULAR STEEL POSTS.

WOOD POST EMBEDMENT DEPTH

AREA OF SIGN INSTALLATION (SQ. FT.)	D (MIN)
20 OR LESS	4'
GREATER THAN 20	5'

4" X 6" WOOD POST

POST SPACING REQUIREMENTS		NUMBER OF WOOD POSTS REQUIRED
L	E	
48" OR LESS AND LESS THAN 20 SQ. FT.	-	1
LESS THAN 60"	12"	2
60" TO 120"	L/5	2
GREATER THAN 120" LESS THAN 168"	12"	3
168" AND GREATER	12"	4

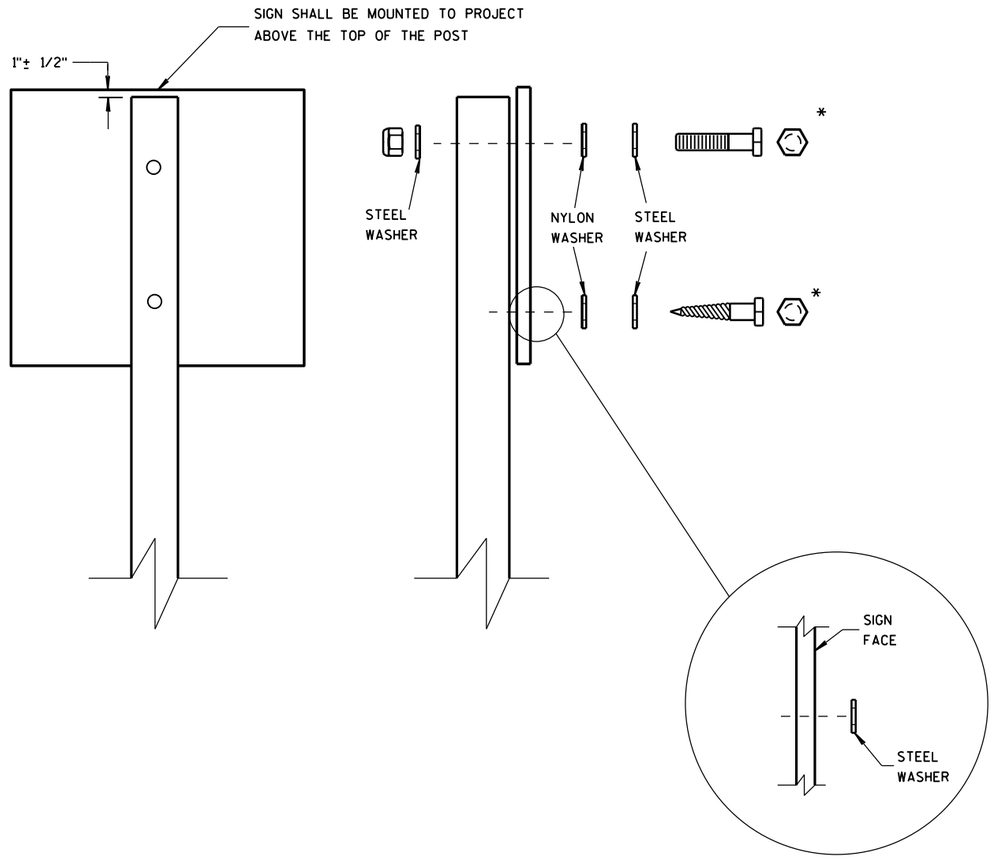
SEE NOTE (3)

TEMPORARY TRAFFIC CONTROL SIGN MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 15 D 38-2a
S.D.D. 15 D 38-2a



WASHER PLACEMENT WHEN SIGN HAS OTHER THAN TYPE H OR TYPE F FACE

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

* 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. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

6

6

S.D.D. 15 D 38-2b

S.D.D. 15 D 38-2b

ATTACHMENT OF SIGNS TO POSTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

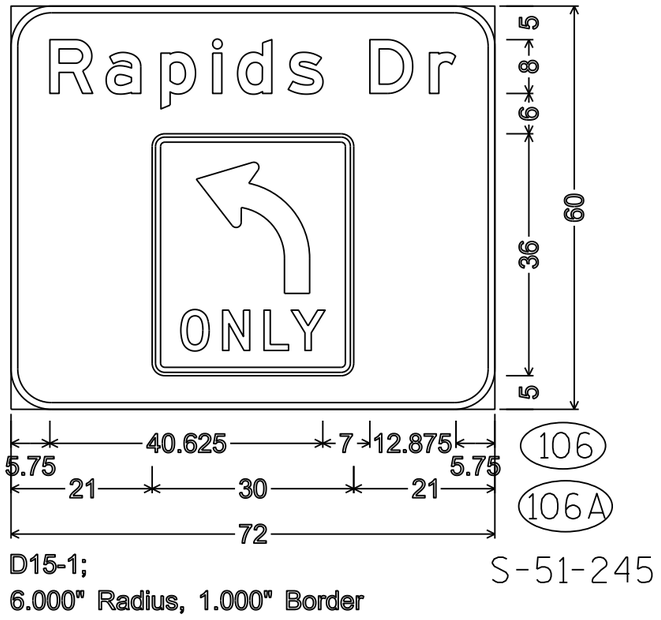
June 2017
DATE

/S/ Andrew Heldtke
WORK ZONE ENG

FHWA

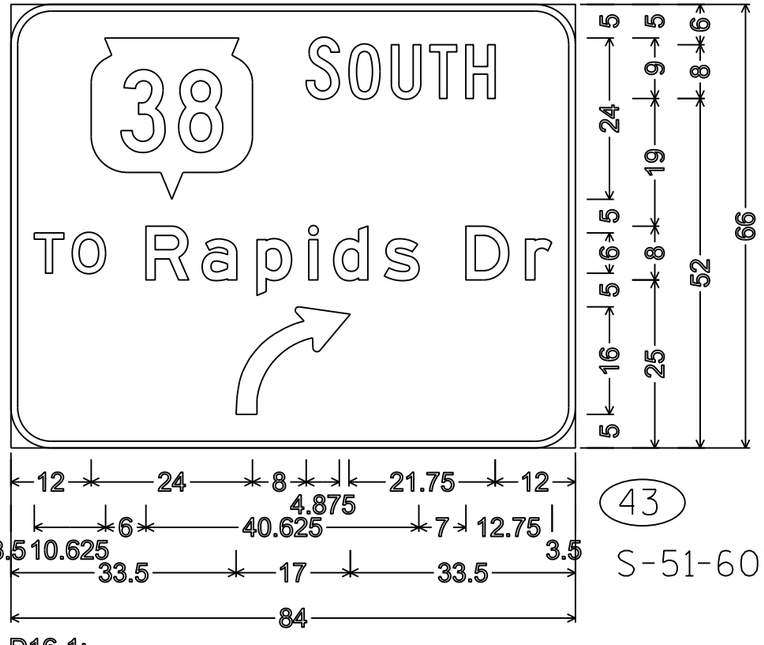
NOTES

1. All Signs Type I - Type SH Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E except as noted
4. R3-50L sign is White Background with Black Non-Reflective Message



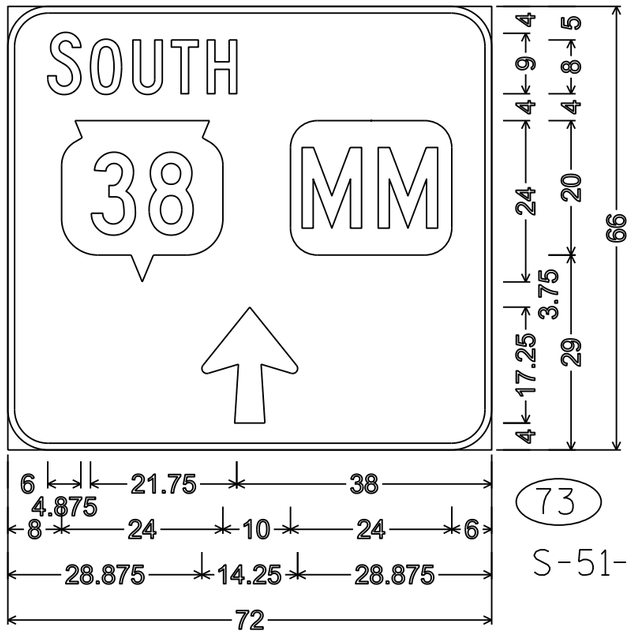
D15-1;
6.000" Radius, 1.000" Border

S-51-245



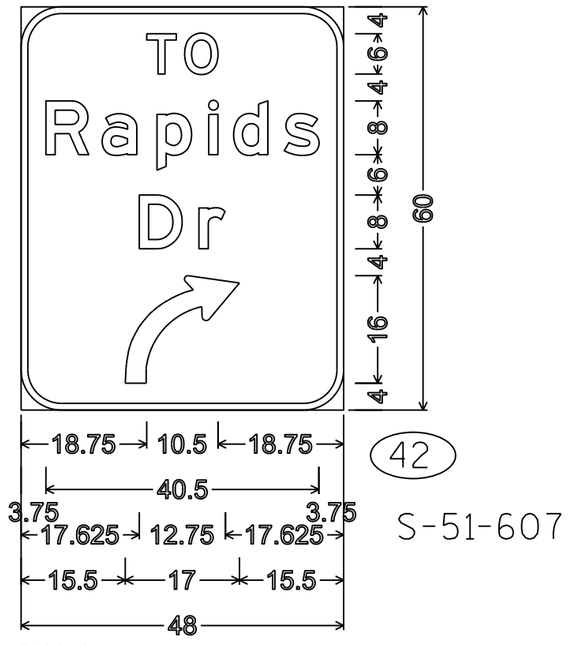
S-51-607

D16-1;
6.000" Radius, 1.000" Border
"SOUTH" C



S-51-11

D16-1;
6.000" Radius, 1.000" Border,
"SOUTH" C

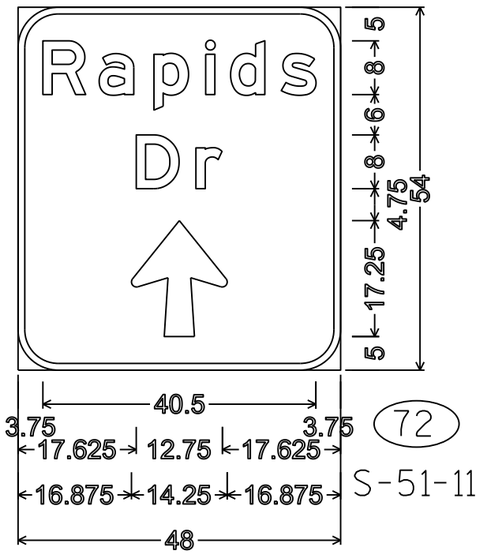


S-51-607

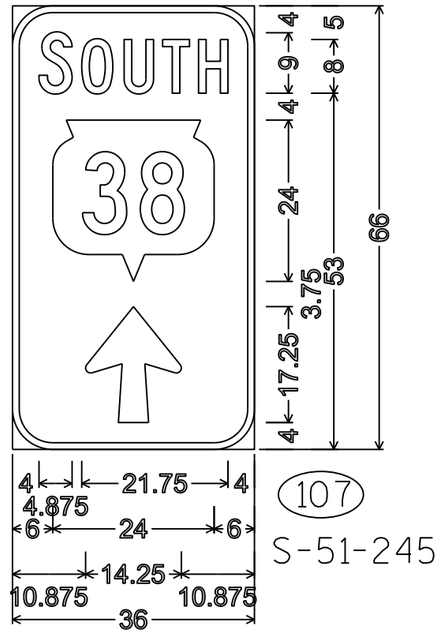
D16-1;
6.000" Radius, 1.000" Border

NOTES

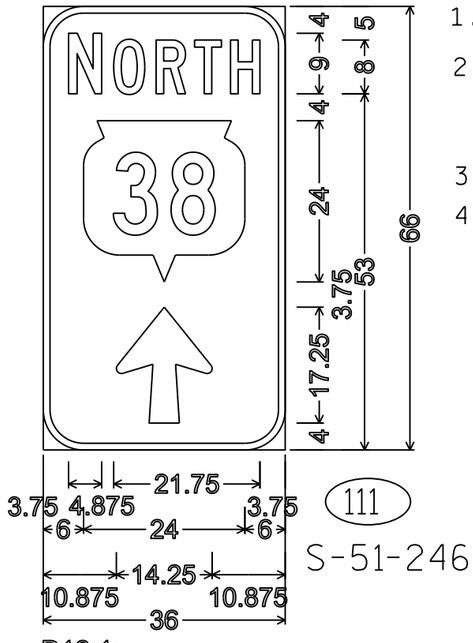
1. All Signs Type I - Type SH Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E except as noted
4. Only Plaque is on .040" aluminum with Type F Reflective Black Non-Reflective Message



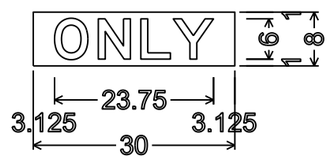
D16-1;
6.000" Radius, 1.000" Border



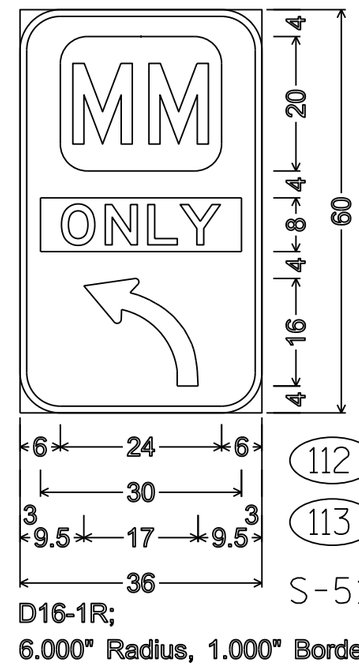
D16-1;
6.000" Radius, 1.000" Border,
"SOUTH" C



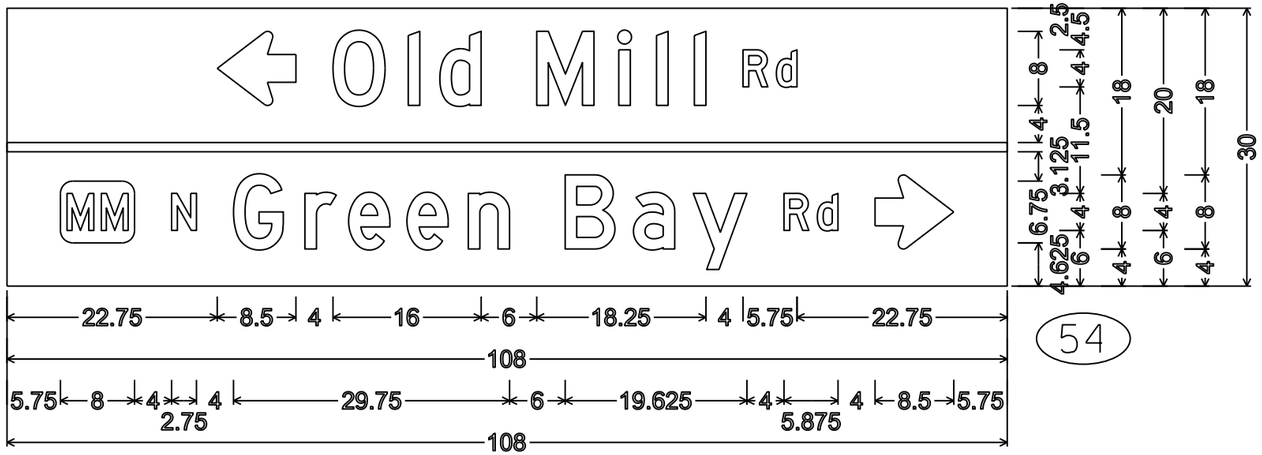
D16-1;
6.000" Radius, 1.000" Border,
"NORTH" C



No border, Black on Fluorescent yellow;
"ONLY" Black E;

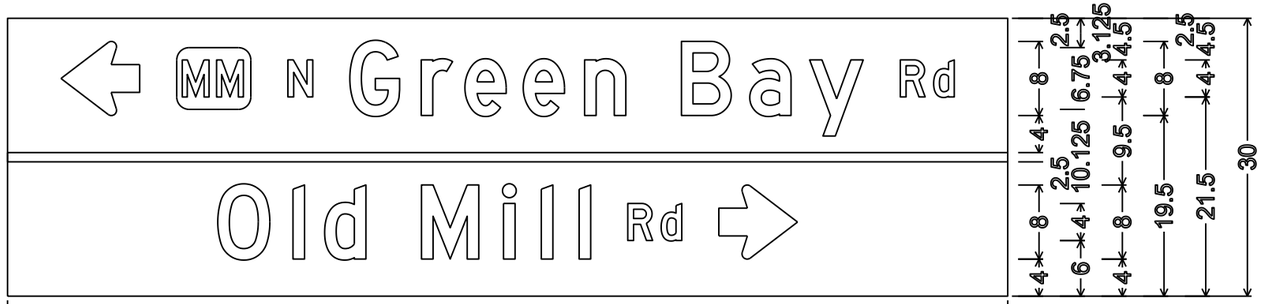


D16-1R;
6.000" Radius, 1.000" Border



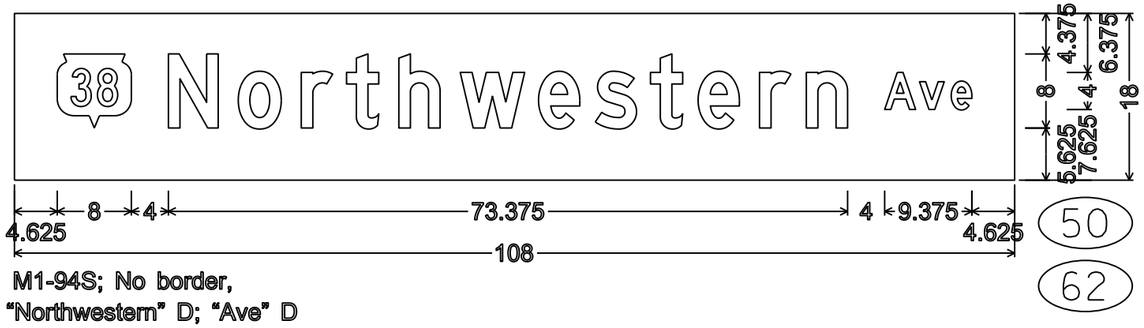
54

M1-94S; No border,
"Old" D; "Mill" D; "Rd" D; "N" D; "Green" D; "Bay" D; "Rd" D



88

M1-94S; No border,
"N" D; "Green" D; "Bay" D; "Rd" D; "Old" D; "Mill" D; "Rd" D



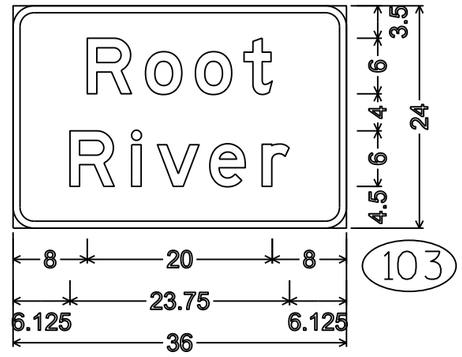
50

62

M1-94S; No border,
"Northwestern" D; "Ave" D

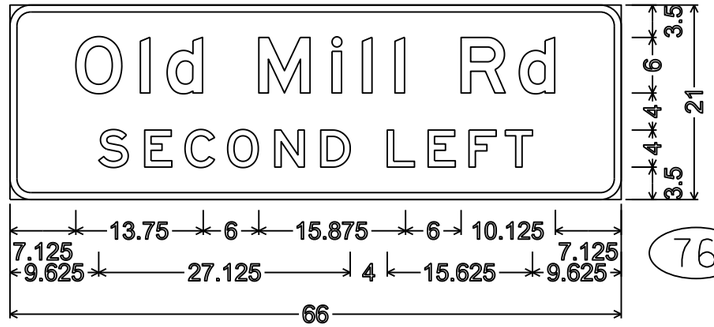
NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E except as noted
4. M1-94H and M1-94S base material is on .125" aluminum



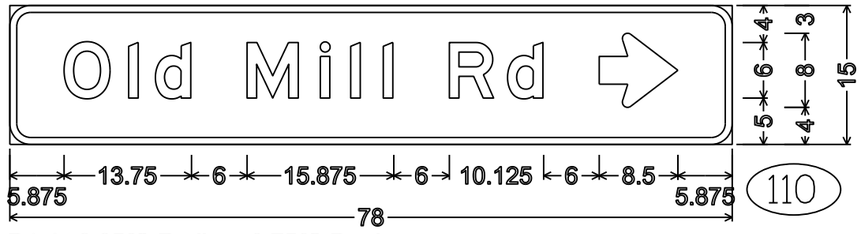
103

I3-1;
2.250" Radius, 0.750" Border



76

D1-Mod;
2.250" Radius, 0.750" Border



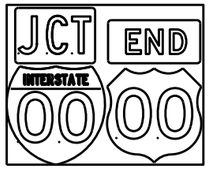
110

D1-1; 2.250" Radius, 0.750" Border

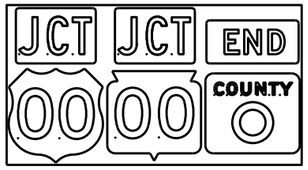
PROJECT NO: 2290-03-72	HWY: STH 38	COUNTY: RACINE	PERMANENT SIGNING	SHEET NO: 303	E

TYPICAL ASSEMBLIES

J1-1

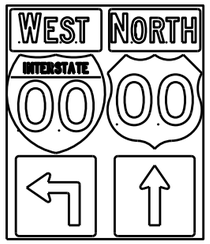


J1-2

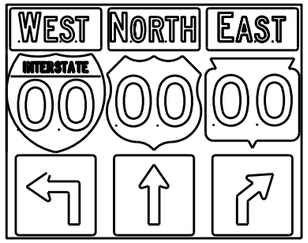


J1-3

J2-1



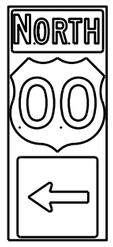
J2-2



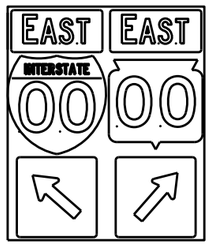
J2-3

JV

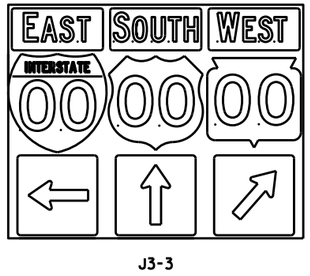
(Typical Vertical J-Assembly
See Note 10 and 11)



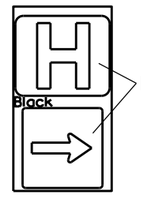
J3-1



J3-2

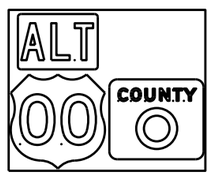


J3-3

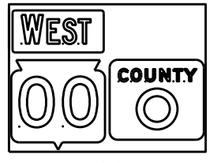


JH-1

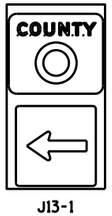
J4-1



J4-2



J4-2



J13-1

J12-1

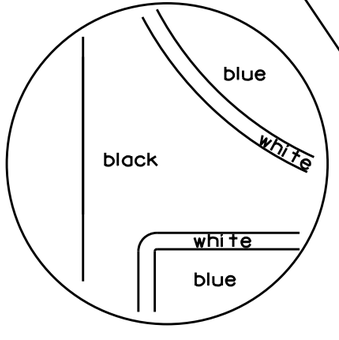
J32-1

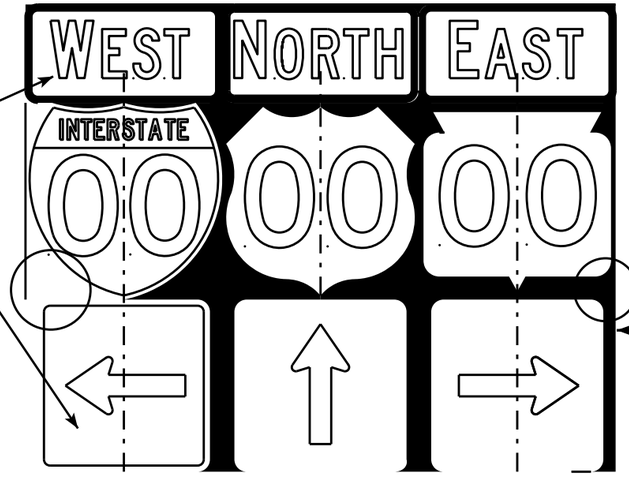
J33-1

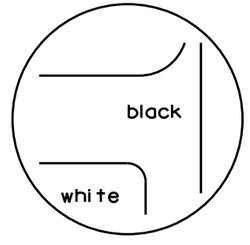
J23-1

J22-1

[blue background with interstate]







[black background]

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 or rounded if base material is plywood. If base material is metal the corners shall be rounded.
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.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

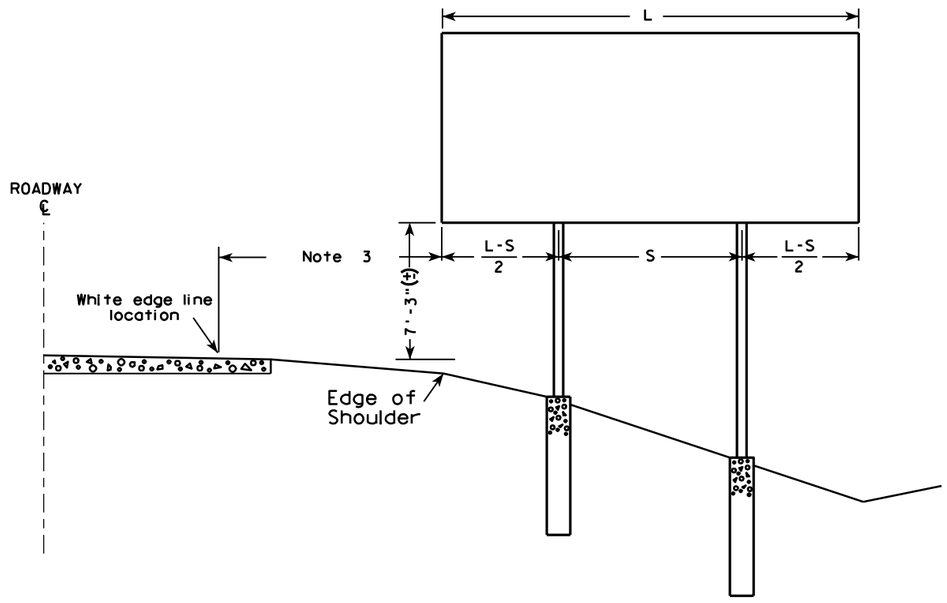
APPROVED Matthew R Rauch
for State Traffic Engineer

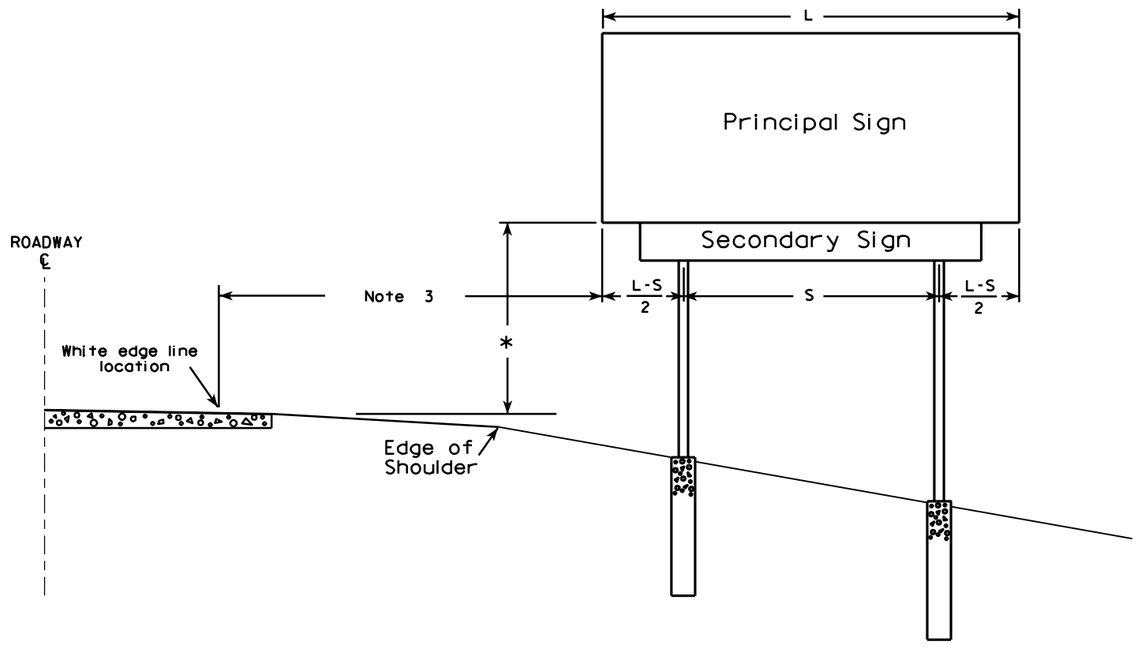
DATE 2/06/14 PL... A2-1S.8

PROJECT NO: SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A21S.DGN PLOT DATE : 06-FEB-2014 14:10 PLOT BY : mscsja PLOT NAME :

WISDOT/CADDS SHEET 42





GENERAL NOTES

1. For a 2 post installation, S equals 3L/5, but shall not be less than 9 ft.
2. For a 3 post installation, S equals 5L/7, but shall not be less than 18 ft., and the space between any two posts shall not be less than 9 ft.
3. Unless noted in the plan, the sign offset distance shall be a minimum of 17'-6", desirable 30'-0".
4. The (±) tolerance shown on this sheet is 3 in.
5. The vertical sign height clearance detailed is measured from the bottom of the sign to the near edge of pavement.
6. Post lengths shown in the miscellaneous quantities are estimated lengths. The contractor shall verify post lengths at the time of final grading.
7. Refer to the Traffic Guidelines Manual for further guidance on minimum vertical clearance requirements.

* Clearance is 8'-3"(±) when the secondary sign is 3 ft. or less in height. For secondary signs larger than 3 ft., the clearance to the bottom of the secondary sign shall be 5'-3"(±).

7

7

TYPICAL INSTALLATION OF TYPE I SIGNS

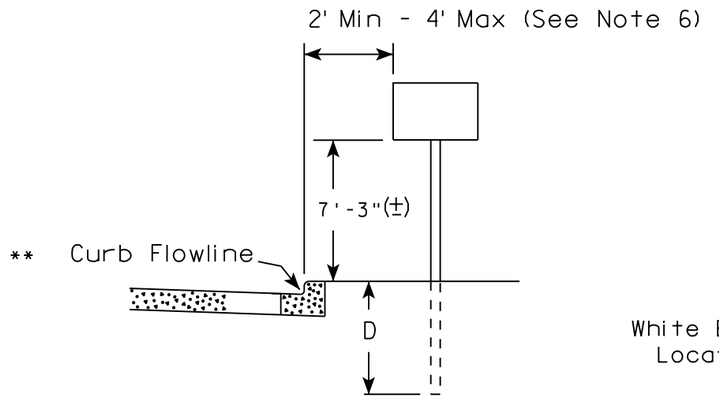
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

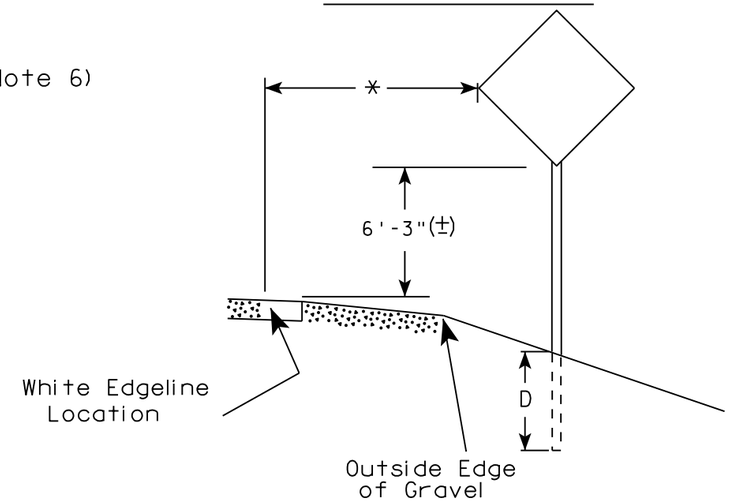
DATE 4/02/08 PLATE NO. A4-1.9

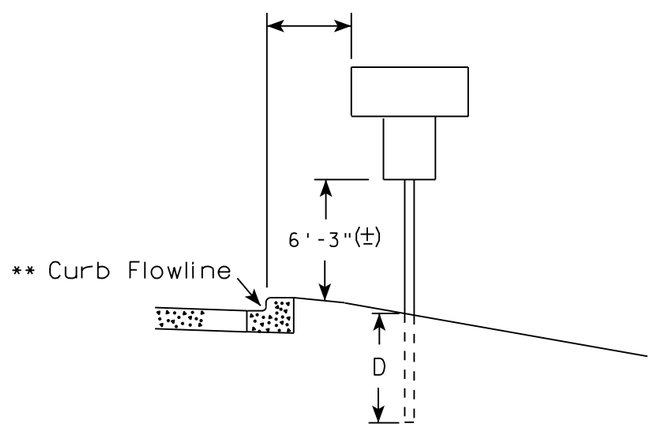
PROJECT NO:				SHEET NO: 305	E

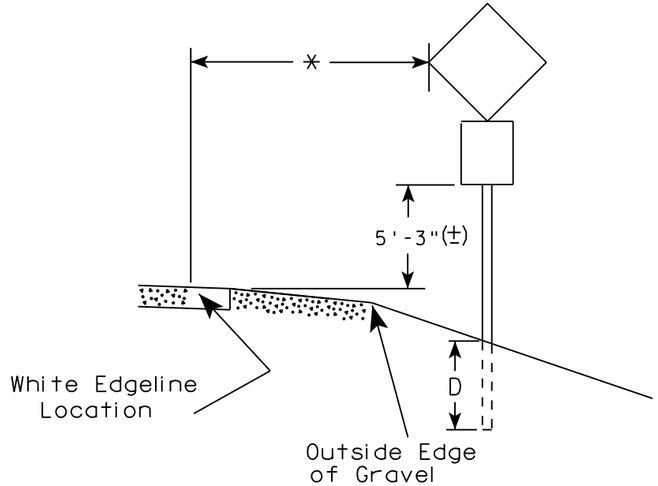
URBAN AREA



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.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq.Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on 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. J-Assemblies are considered to be one sign for mounting height.
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 signs shall be mounted at a height of 5'-3" (±) or as directd 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), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

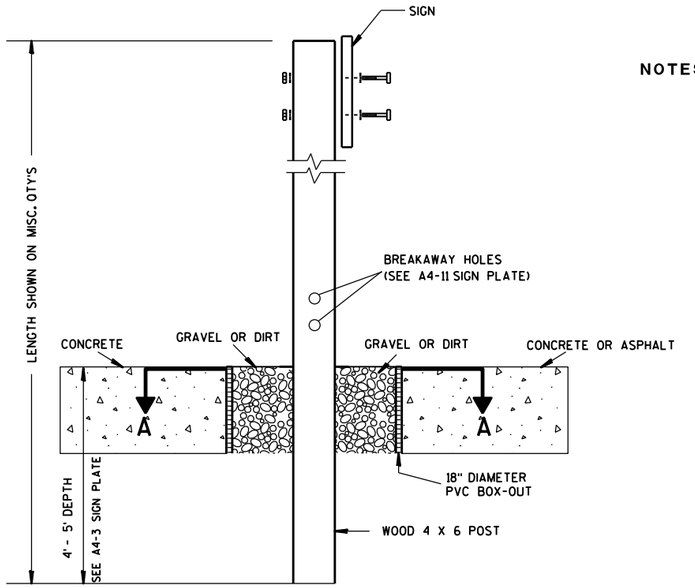
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-3.21

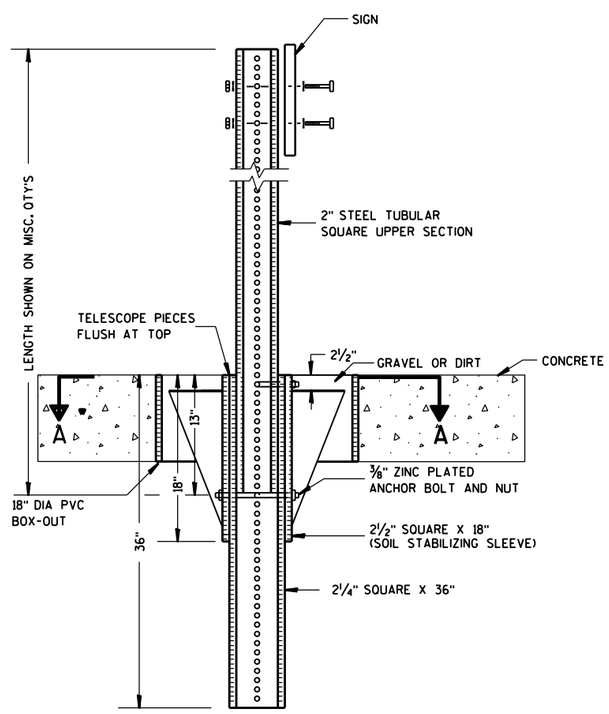
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 306	E



ELEVATION VIEW

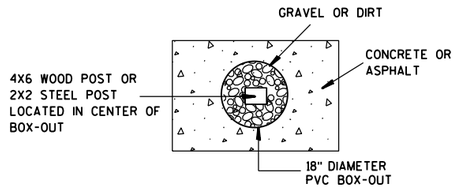
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

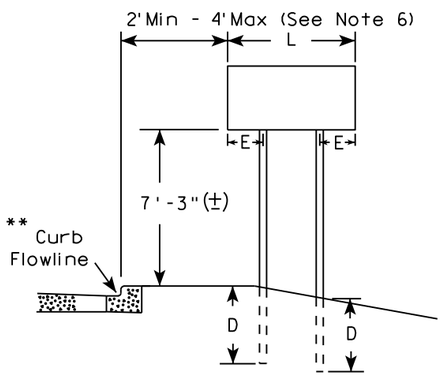
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

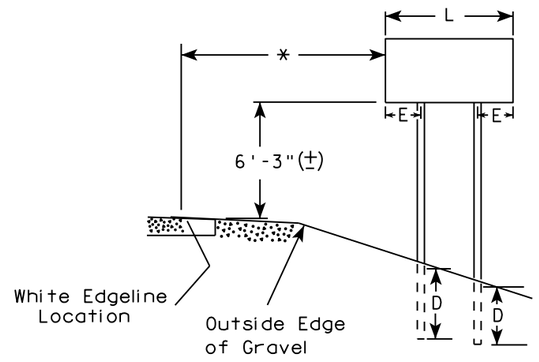
DATE 1/27/14 PLATE NO. A4-3B.1

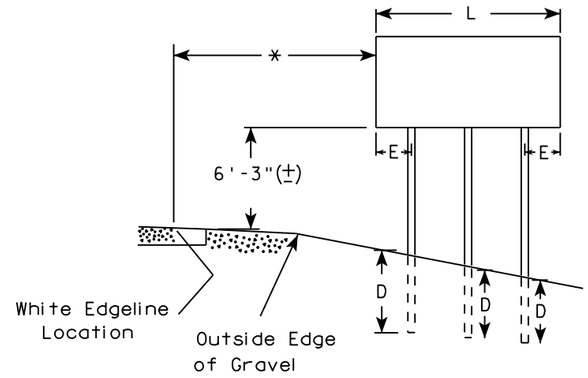
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

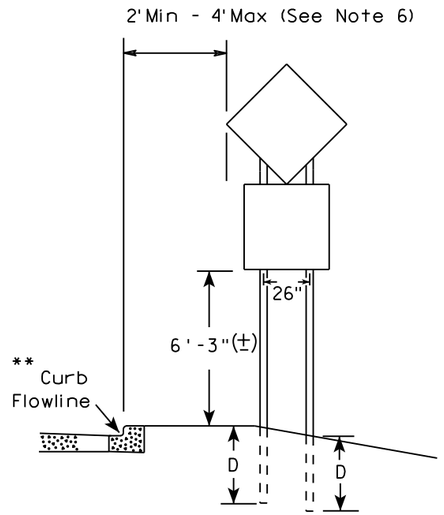
URBAN AREA



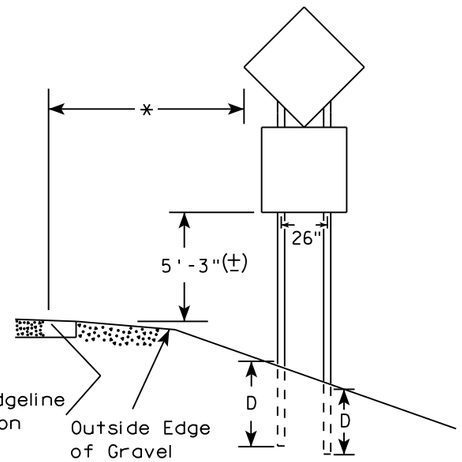
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)		
	L	E
***	Greater than 48" Less than 60"	12"
	60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) 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), In Road Object Markers (W5-54) & End of Road Markers (W5-56) 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 and less than 20 S.F. in area.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

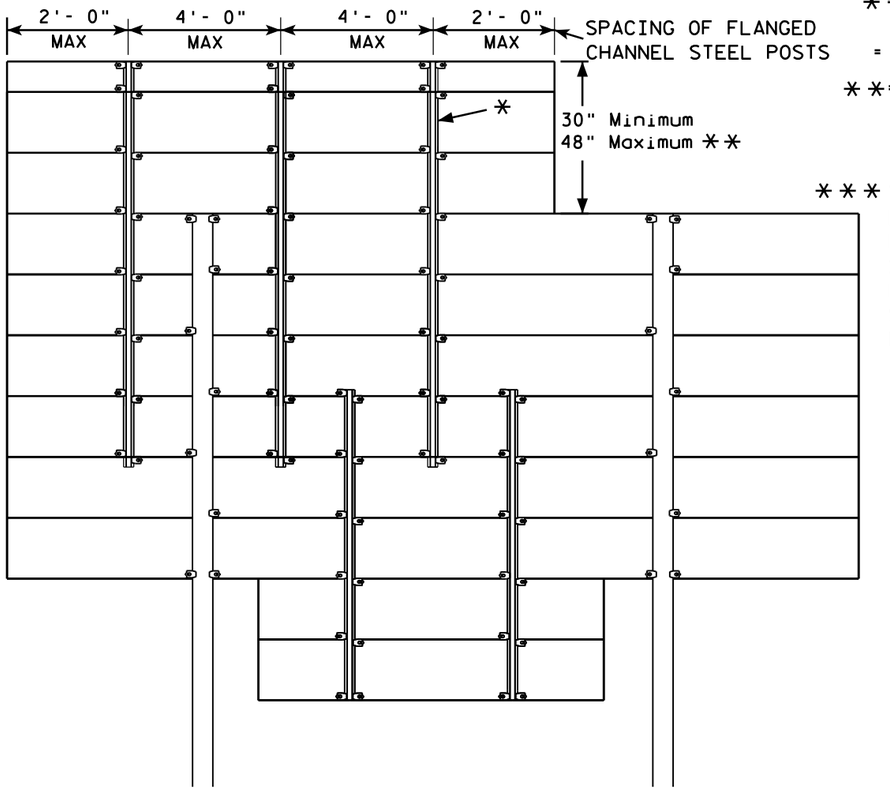
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 308	E

GROUND MOUNTED SIGN

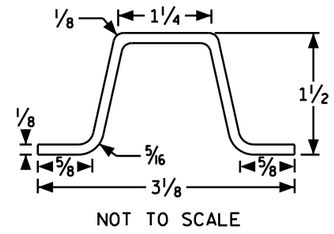


*=2.00 lb/ft FLANGED CHANNEL, MIN. YIELD STRENGTH = 60,000 PSI (GRADE 60) GALVANIZED

**=FOR 48" HEIGHT PANELS ON OVERHEAD STRUCTURES, ENTIRE SIGN SHALL BE CENTERED VERTICALLY ABOUT THE DEPTH OF THE TRUSS.

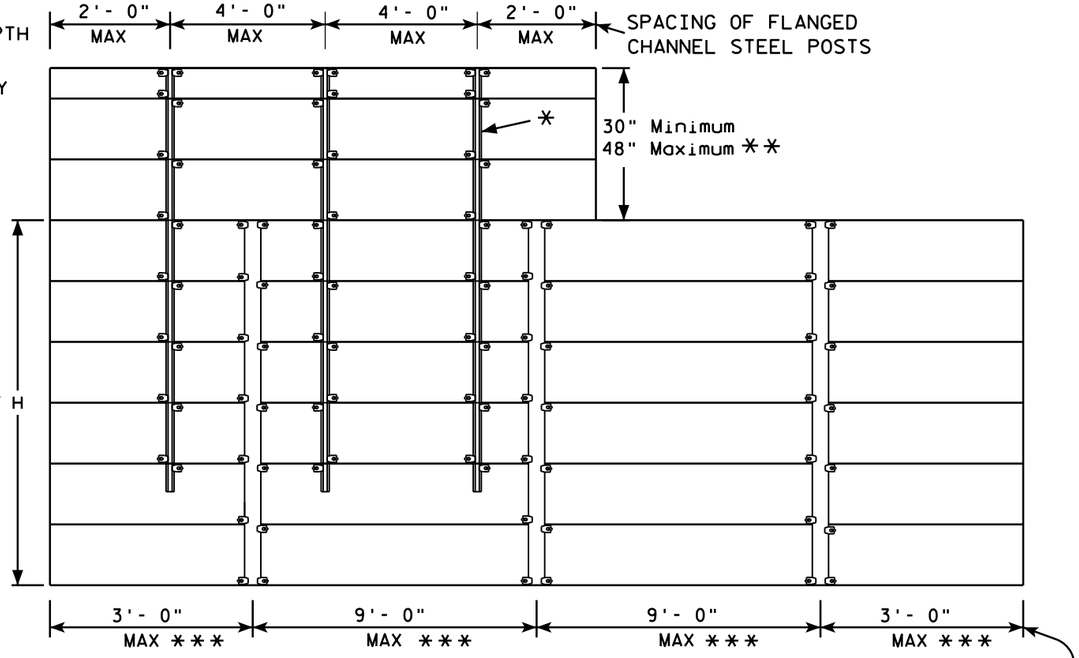
*** THESE SPACING DISTANCES SHALL ONLY BE USED WHEN THE MAIN SIGN HAS A MAXIMUM HEIGHT (DIMENSION H) OF 16 FT OR LESS. FOR SIGNS WITH A HEIGHT OF GREATER THAN 16 FT, STRUCTURAL CALCULATIONS SHALL BE PERFORMED.

FLANGE CHANNEL DETAIL



NOT TO SCALE

SIGN BRIDGE MOUNTED SIGN



SPACING OF ALUMINUM SIGN SUPPORTS
5" X 3.5" X 3.7 LBS./ft.

GENERAL NOTES

1. Flanged channel steel posts shall conform to size and material above, and shall be considered as incidental to other items in the contract.
2. Number of Flanged channel steel supports varies with length of panel and shall be spaced as shown:

   PANEL LENGTH 8'-0" OR LESS = 2 CHANNELS
   PANEL LENGTH 9'- 0" - 12'- 0" = 3 CHANNELS
   PANEL LENGTH 13'- 0" OR MORE = 4 CHANNELS

   If the flanged channel steel posts can not be horizontally spaced as shown, they can be moved so as to securely hold the sign.
3. The EXIT NUMBER PANEL shall normally be positioned above the guide sign aligned with the right edge of the guide sign. If the guide sign indicates a left exit, the EXIT NUMBER PANEL shall be aligned with the left edge of the guide sign.
4. If the bolt holes in the top panel (EXIT NUMBER), or sub panel (NEXT EXIT) line up with holes in main sign panel, stitch bolts shall be used in addition to the channels.
5. Provide post clips for each sign as shown. (Please note the differences between a ground mounted versus Sign bridge mounted sign as far as number of clips required on the main supports or beams)
6. Structural steel sign supports shall extend to the top of the main signs, as shown on the above details.

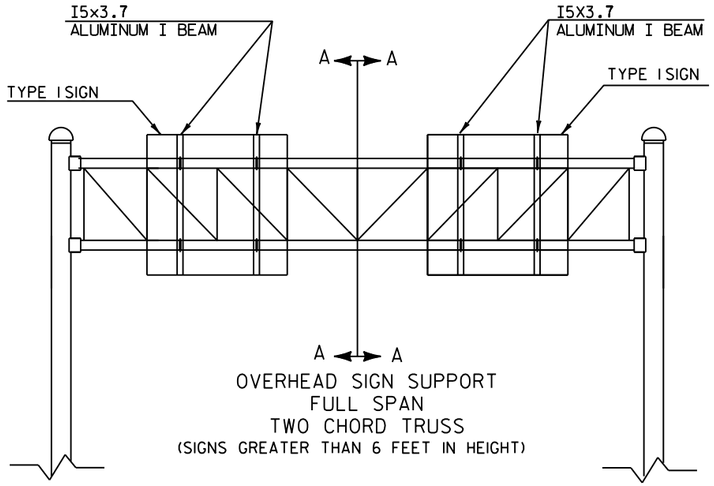
ATTACHMENT OF GUIDE SIGNS TO SUPPORTS

WISCONSIN DEPT OF TRANSPORTATION

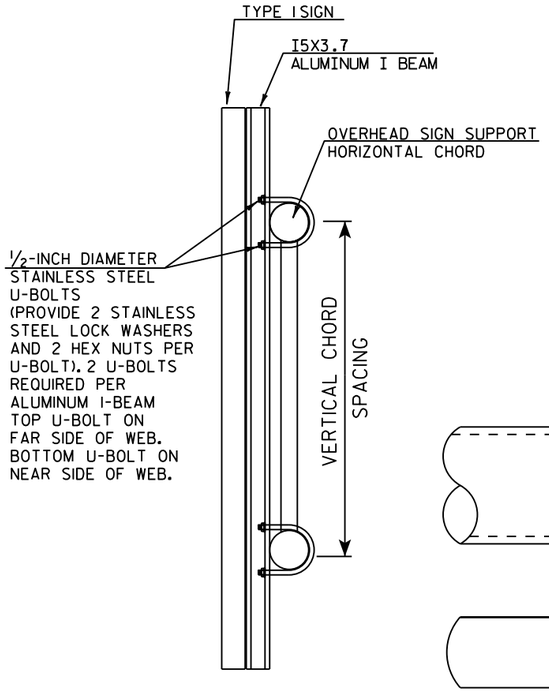
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/05/13 PLAT 309 A4-6.12

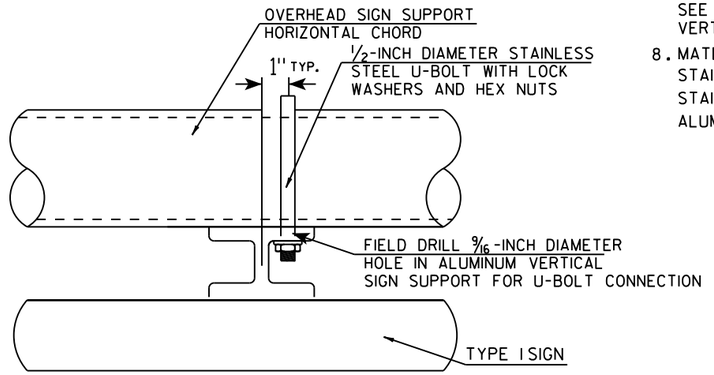
PROJECT NO:				SHEET NO:	E



OVERHEAD SIGN SUPPORT
FULL SPAN
TWO CHORD TRUSS
(SIGNS GREATER THAN 6 FEET IN HEIGHT)



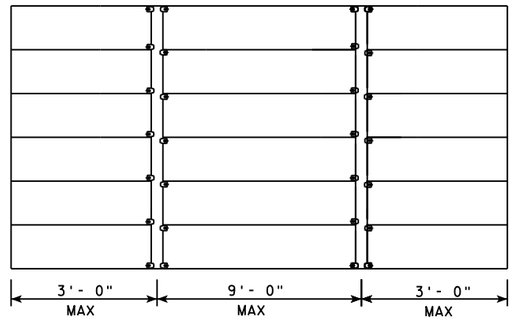
CUT SECTION A-A



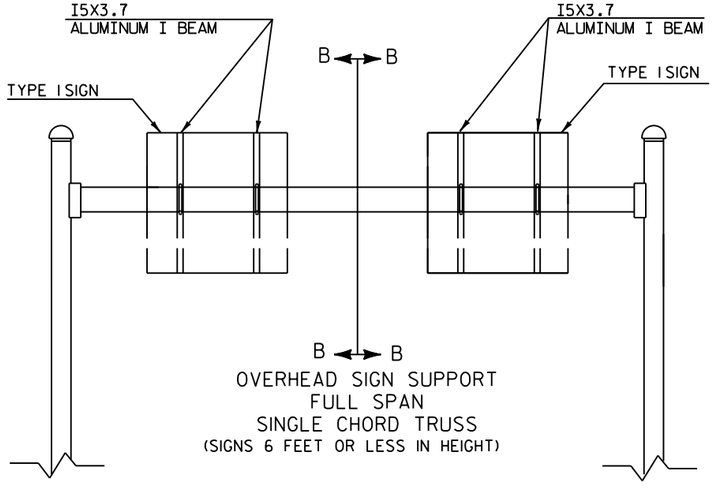
TYPICAL SIGN CONNECTION FOR
TWO CHORD TRUSS
PLAN VIEW

GENERAL NOTES

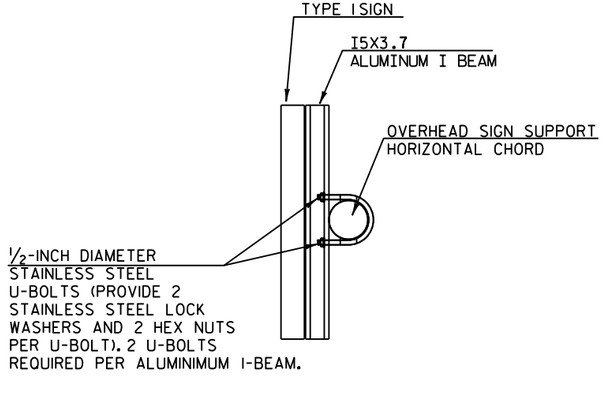
1. USE STAINLESS STEEL U-BOLTS, WASHERS, AND NUTS.
2. USE CLIPS ON EVERY EXTRUDED PANEL JOINT PER SIGN PLATE A4-6.
3. USE ALUMINUM VERTICAL SIGN SUPPORT BEAMS HAVING A 5 INCH BEAM DEPTH AND WEIGHT OF 3.7 LBS PER FOOT.
4. U-BOLTS SHALL BE STAINLESS STEEL AND MANUFACTURED TO THE PROPER SIZE TO FIT THE 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.



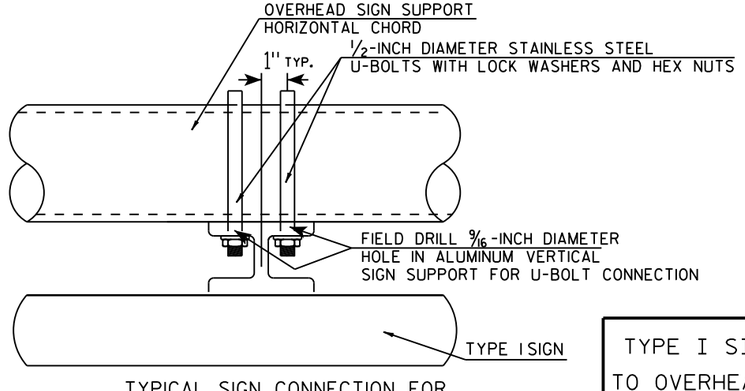
SPACING OF I5X3.7 ALUMINUM
VERTICAL SIGN SUPPORT



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

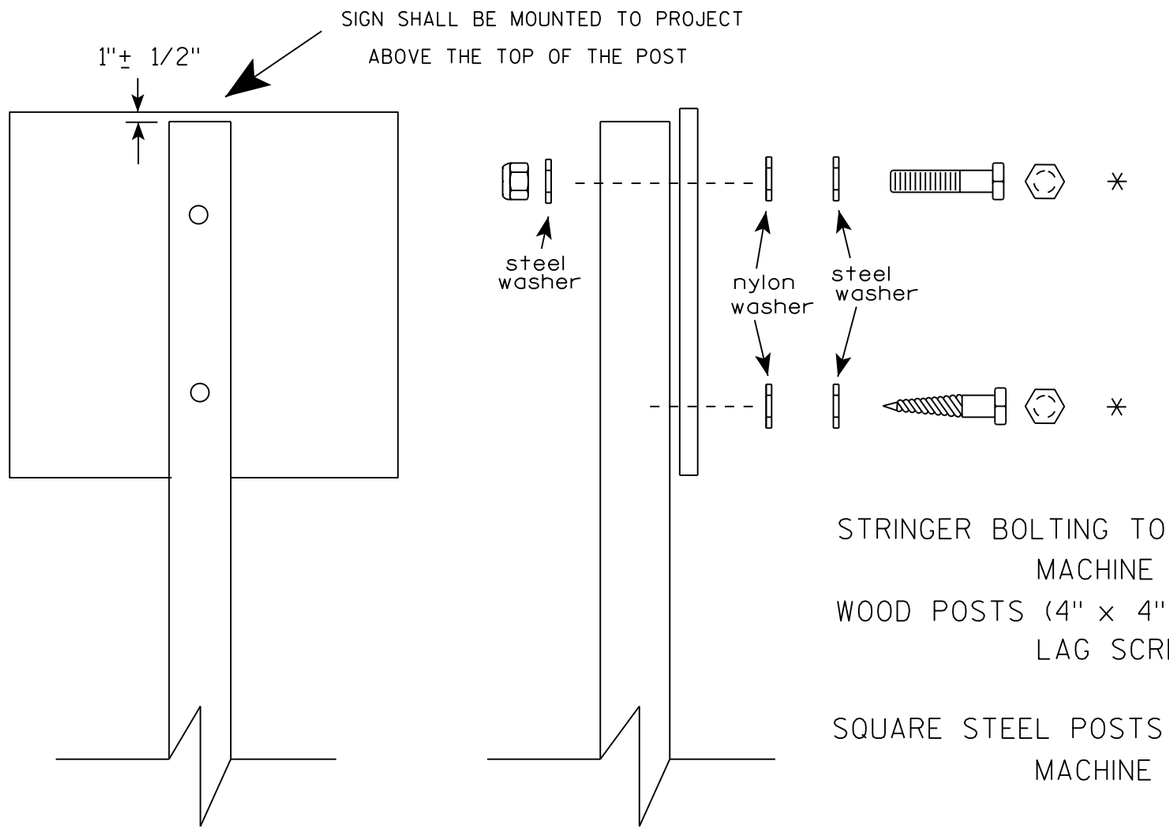
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 11/10/15 PLATE NO. A4-7.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A47.DGN PLOT DATE : 01-DEC-2015 17:42 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 38.916838:1.000000



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 4" or 4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)

3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)

3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32 " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL

1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

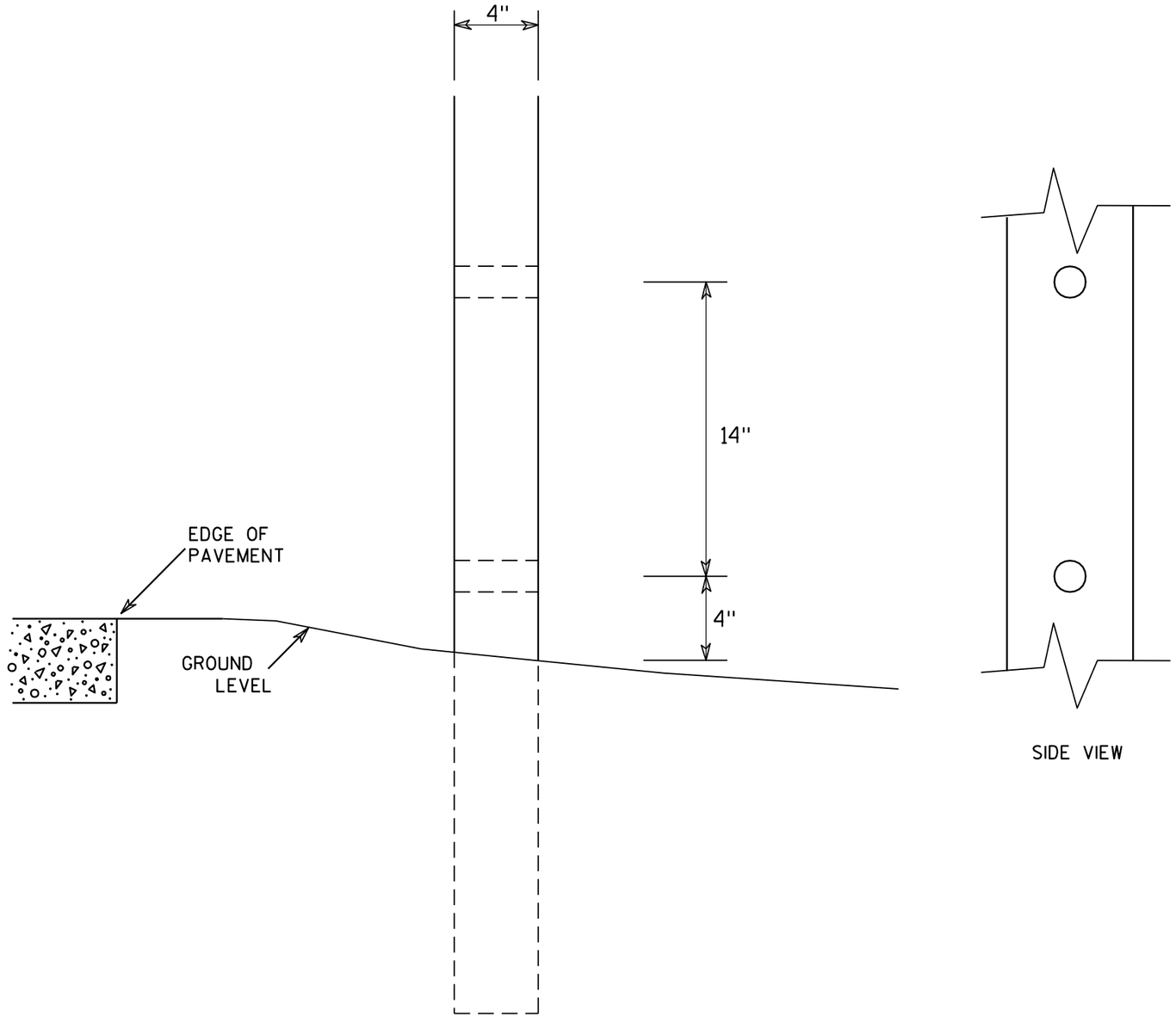
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 8/11/16 PLATE NO. A4-8.8

PROJECT NO: SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 11-AUG-2016 11:35 PLOT BY : $$ plotuser $$



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

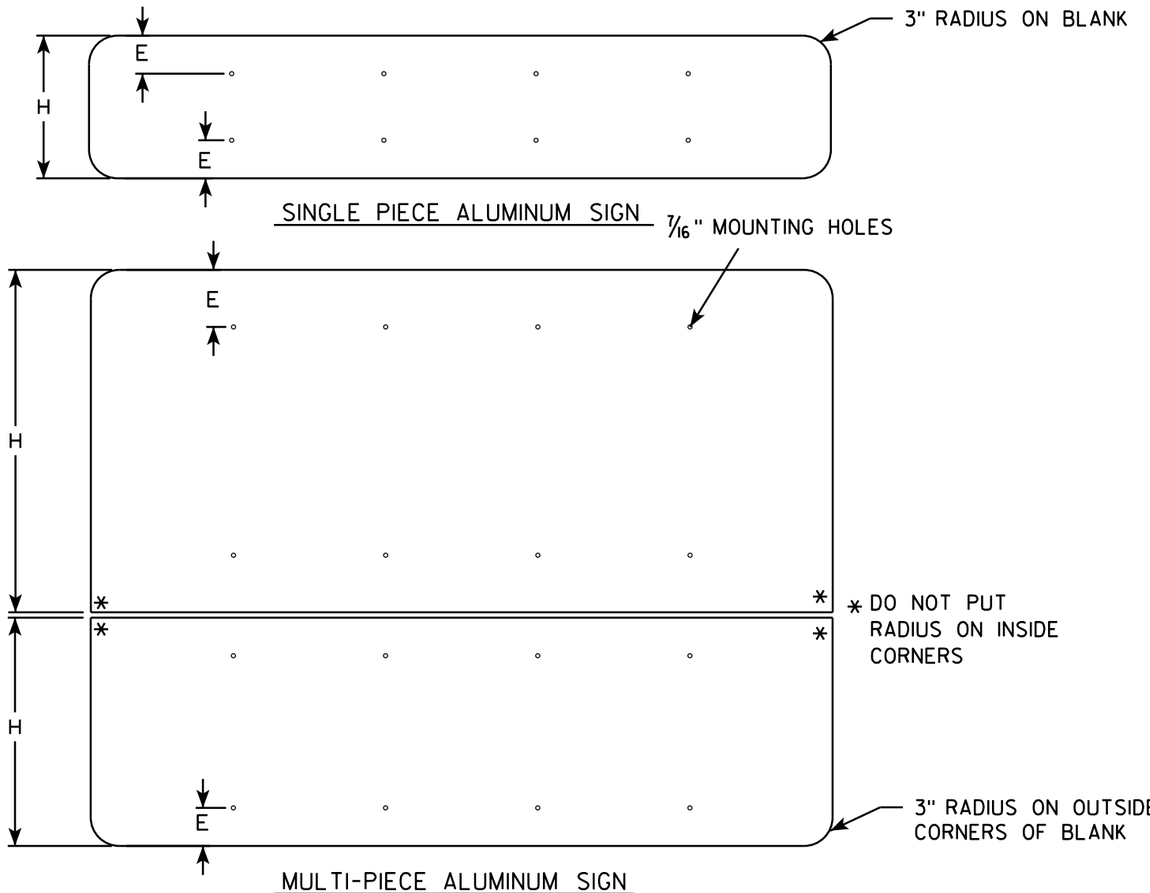
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

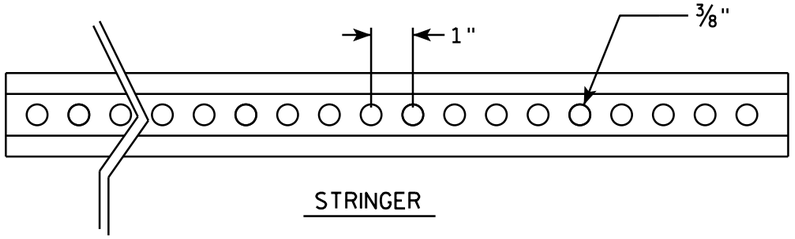
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 312	E



GENERAL NOTES

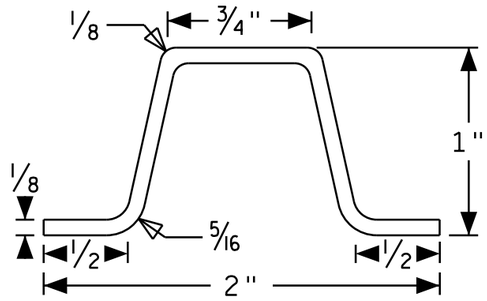
- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE 7/16" DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 36", DIMENSION E SHALL BE 4"
- SIGN STRINGER MATERIAL SHALL CONSIST OF STEEL CHANNEL POST SECTIONS, WEIGHING 1.12 LBS/FT IN ACCORDANCE WITH SECTION 633.2.1 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.
- SEE SIGN PLATE A4-8 FOR SIGN STRINGER BOLTING REQUIREMENTS.

SIGN WIDTH	STRINGER WIDTH	POSTS	HOLE SPACING	MOUNTING HOLES
78"	72"	2	16"	15" 31" 47" 63"
84"	72"	2	17"	16½" 33½" 50½" 67½"
90"	72"	2	18"	18" 36" 54" 72"
96"	90"	2	19"	19½" 38½" 57½" 76½"
102"	90"	2	20"	21" 41" 61" 81"
108"	90"	2	21"	22½" 43½" 64½" 85½"
114"	108"	3	15"	12" 27" 42" 57" 72" 87" 102"
120"	108"	3	16"	12" 28" 44" 60" 76" 92" 108"
126"	108"	3	17"	12" 29" 46" 63" 80" 97" 114"
132"	126"	3	18"	12" 30" 48" 66" 84" 102" 120"
138"	126"	3	19"	12" 31" 50" 69" 88" 107" 126"
144"	126"	3	20"	12" 32" 52" 72" 92" 112" 132"

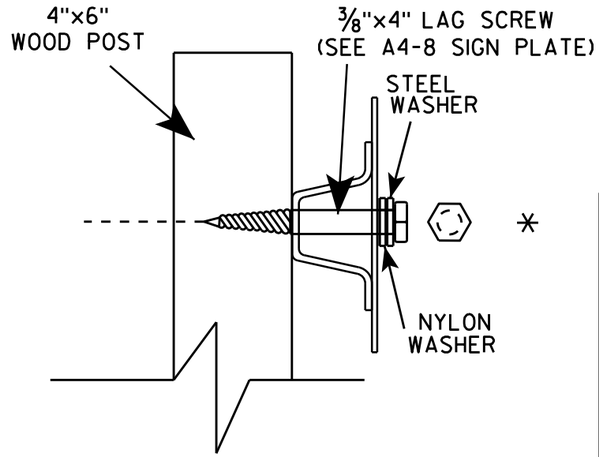


STRINGER

CROSS SECTION VIEW OF CHANNEL



POST MOUNTING



SIGN STRINGER MOUNTING REQUIREMENTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

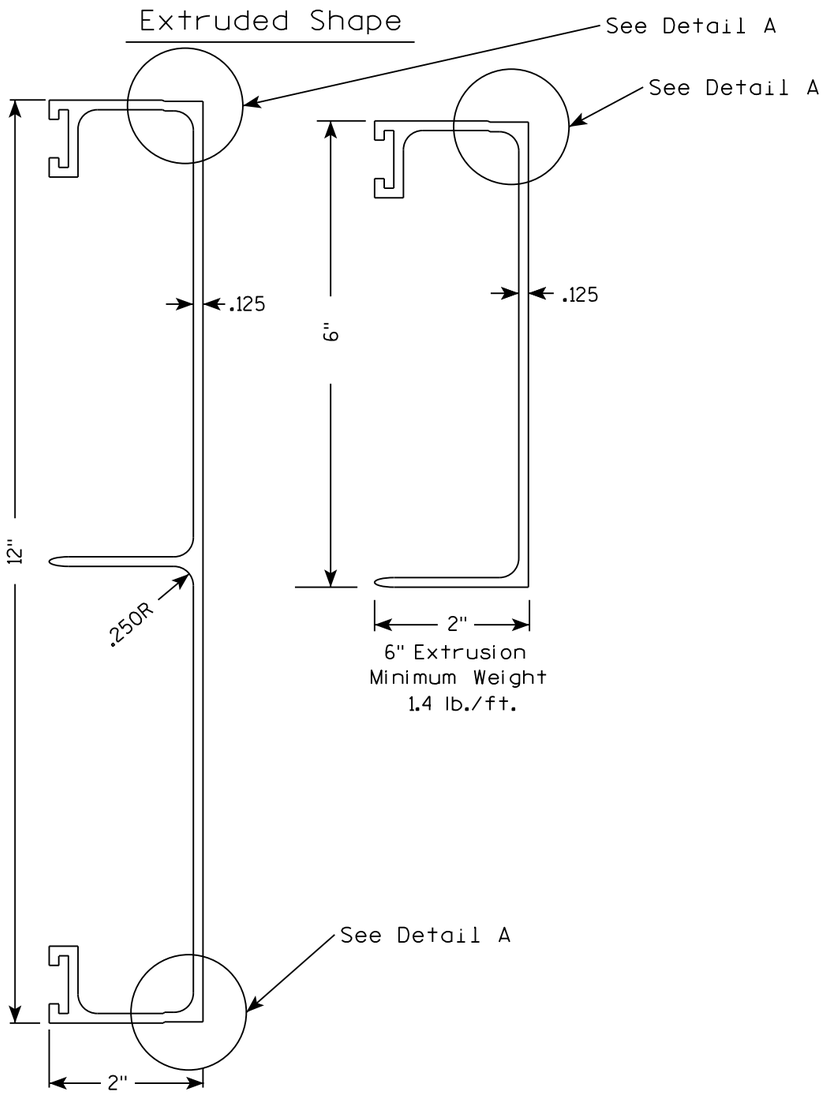
for State Traffic Engineer

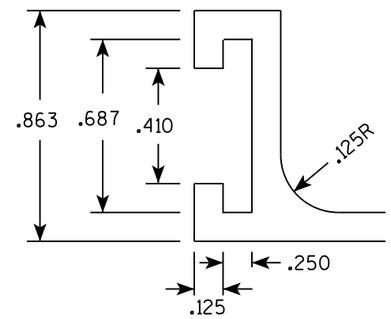
DATE 4/26/16 PLATE NO A4-18.1

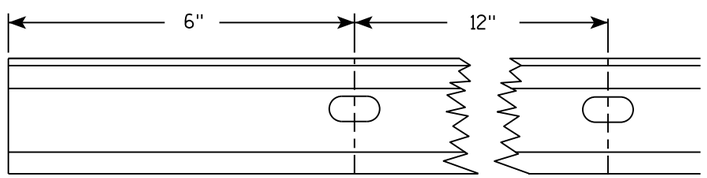
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A418.dgn PLOT DATE : 27-APR-2016 13:56 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 41.805205:1.000000 WISDOT/CADDS SHEET 42

Extruded Shape







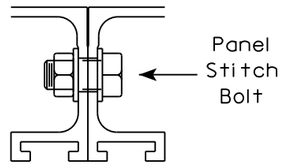
Punch 7/16" x 7/8" oval holes beginning 6" in from end of extrusion 12" CC on both edges of 6" and 12" panels.

Hardware

STITCH BOLT, WASHER & NUT

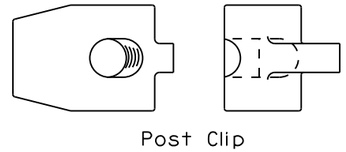
The hardware includes:

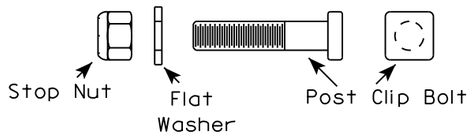
3/8 " - 16 X 3/4 " Economy Bolt 2024-T4 alloy
3/8 " - Stainless steel stop nut
3/8" X .064 Flat Washers, Alclad 2024-T4 alloy



POST CLIP, POST CLIP BOLT, WASHER & NUT

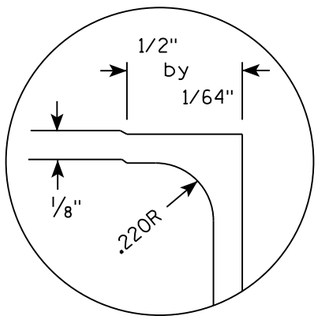
Post Clip shall be Alum. Alloy 356-T6
Post Clip Bolt shall be Stainless Steel.
Flat washer shall be 3/8" X .091, Stainless Steel.
Stop nut shall be stainless steel.





NOTES

1. The contractor may select any brand of extrusion that conforms to the illustrations or meets with the approval of the engineer, but all extrusions used on this contract shall be of the same brand.
2. Panel Stitch Bolts shall be used to assemble adjacent panels. Maximum stitch bolt spacing shall be 24" C-C, and a minimum of 4 bolts shall be used to connect any two extrusions.
3. Post Clips shall be used to attach the sign panel to the sign support.
4. Edge wrapping of sign sheeting required on all extrusions joints shown in Detail A.



DETAIL A (EDGE WRAP JOINT)

ALUMINUM EXTRUSIONS FOR TYPE I SIGNS

WISCONSIN DEPT OF TRANSPORTATION

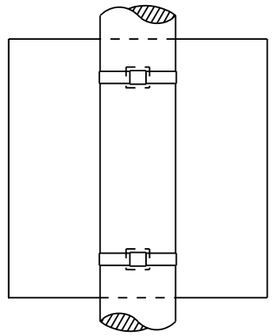
APPROVED Matthew R Rauch
for State Traffic Engineer

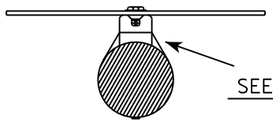
DATE 11/30/16 PLATE NO. A5-2.10

PROJECT NO:				SHEET NO: 314	E

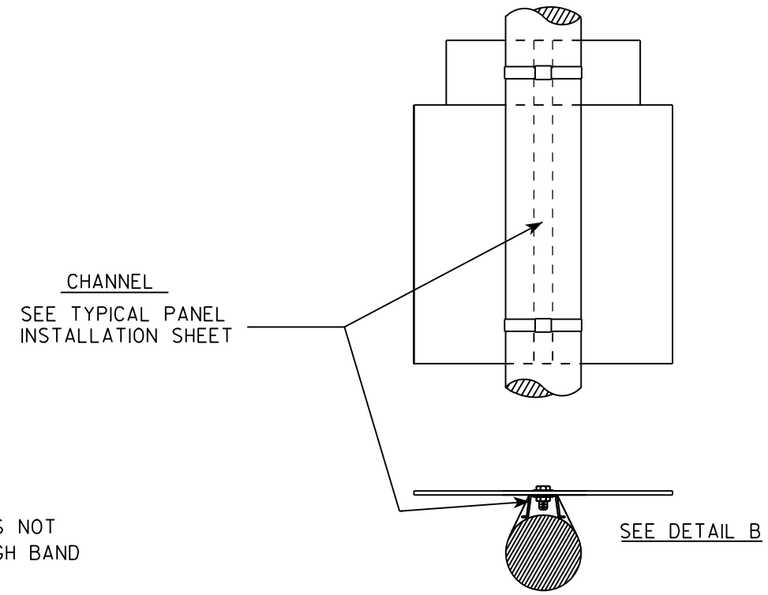
BANDING

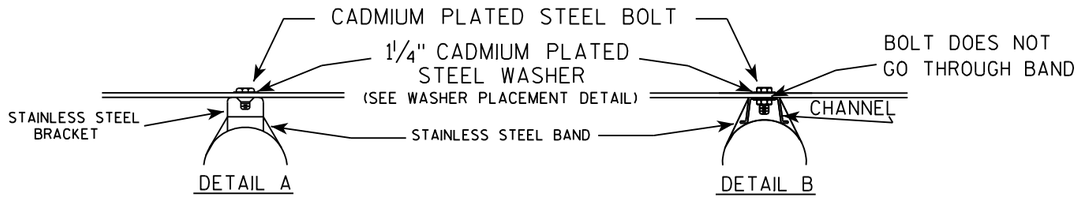
SINGLE SIGN



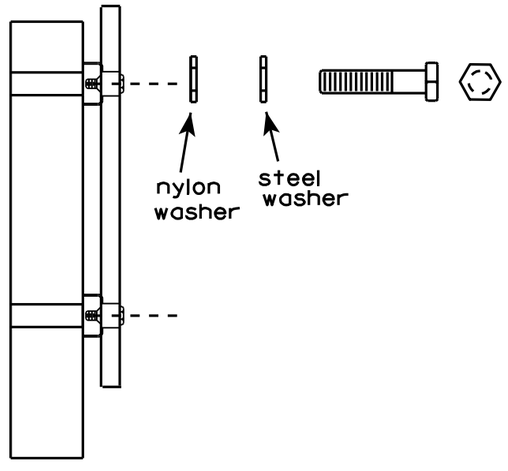


"J" ASSEMBLY





WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.

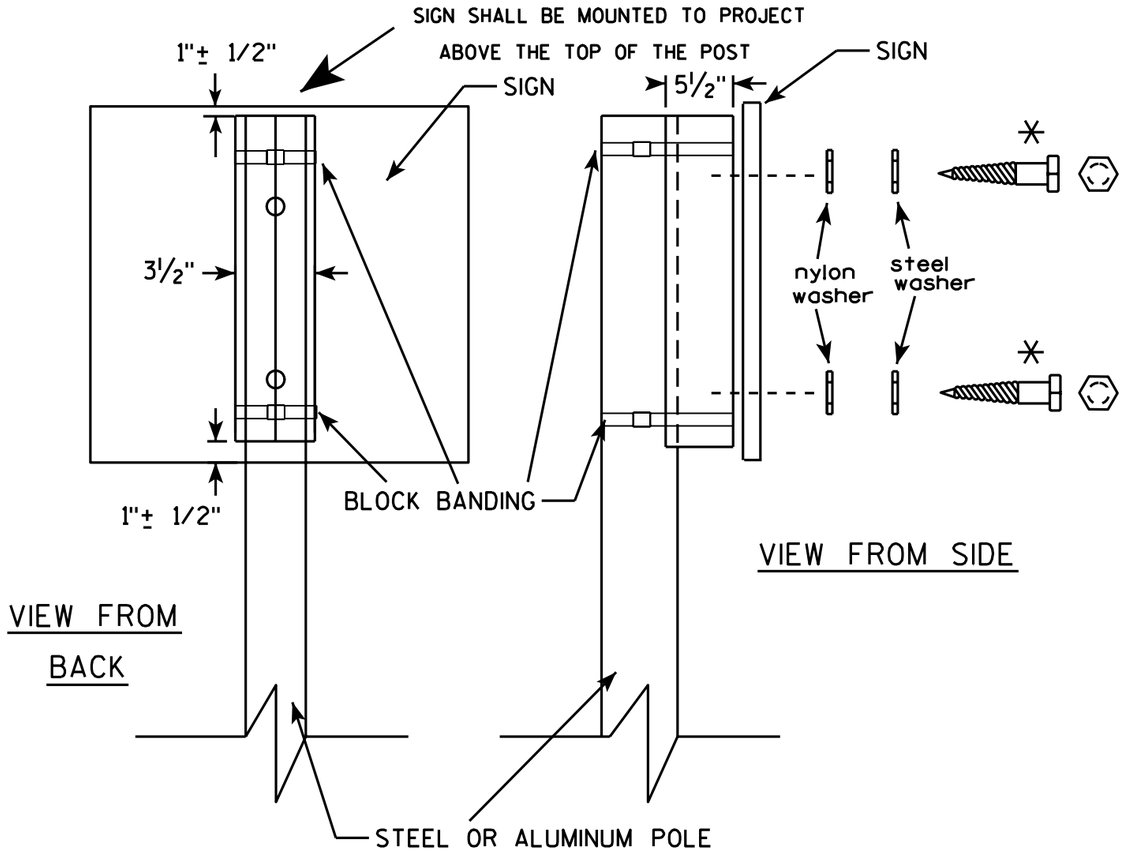
STANDARD SIGN
SIGN BANDING DETAILS

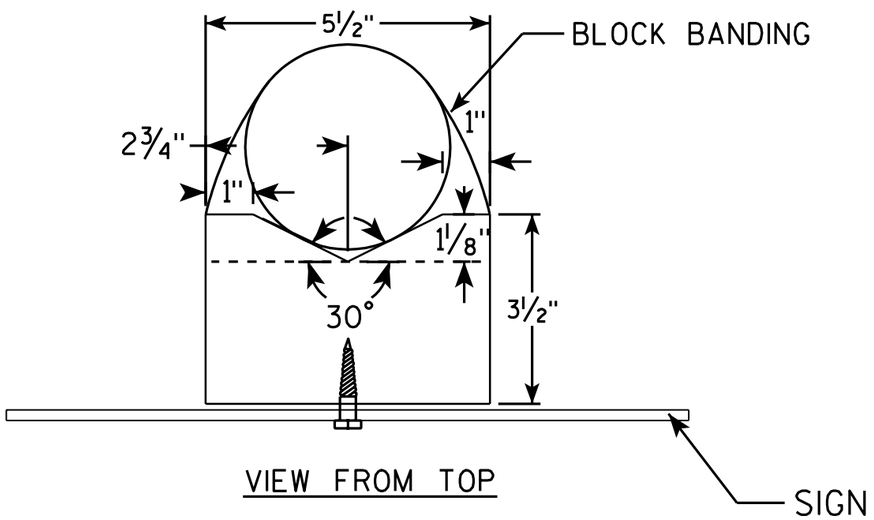
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/16/13 PLATE NO. A5-9.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 315	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

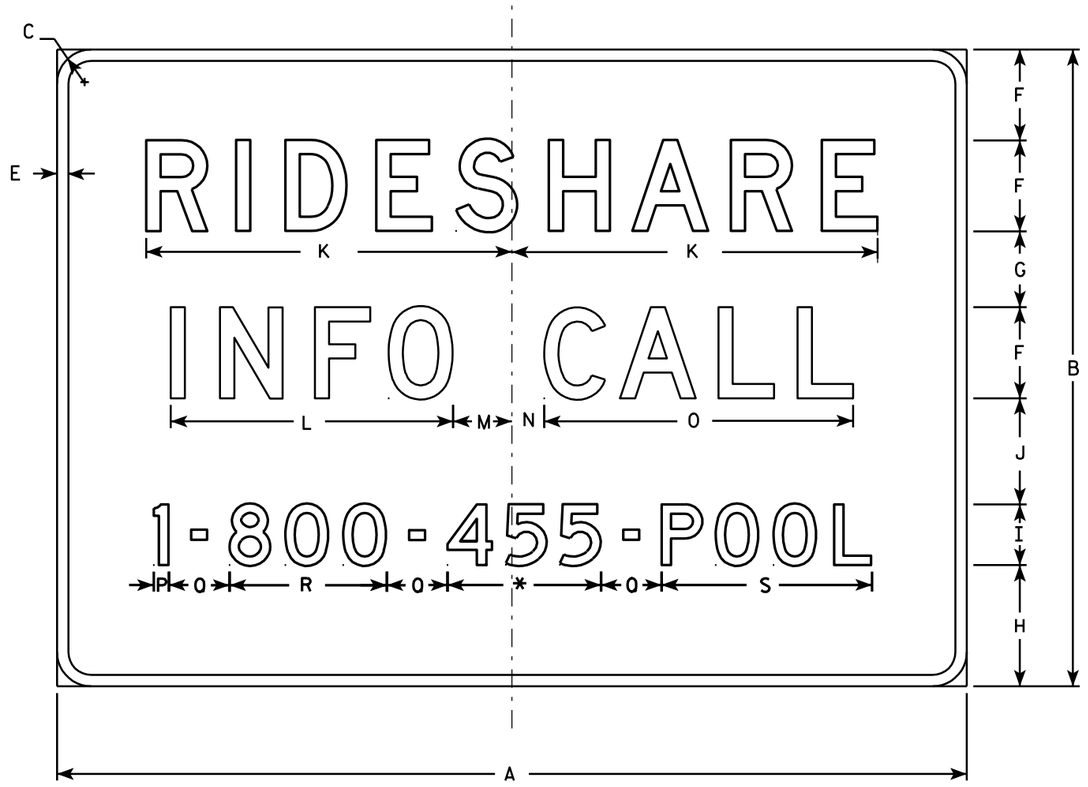
DATE 7/12/07 PLATE NO. A5-10.1

PROJECT NO:

SHEET NO: 316 E

FILE NAME : C:\Users\Projects\tr_stdplate\A510.dgn PLOT DATE : 06-AUG-2007 13:37 PLOT BY : ditjph

WISDOT/CADDS SHEET 42



D12-2A

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 - Type H Reflective
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. Substitute appropriate numerals and adjust spacing as required to achieve proper balance.

Metric equivalent for this sign is:

SIZE	
1	1200 mm X 525 mm
2	1500 mm X 1050 mm
3	
4	1500 mm X 1050 mm
5	1950 mm X 1350 mm

* Variable (See note 5)

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	48	21	1 1/2		1/2	3	2 3/4	3 1/2	3	2 3/4	12 1/8	9 3/8	2	1 1/8	10 1/4	3/4	3	7 3/4	10 5/8								7.0	0.63
2	60	42	2 1/4		3/4	6	5	8	4	7	24 1/8	18 5/8	3 1/8	2 1/8	20 1/8	1	4	10 3/8	13 7/8								17.5	1.58
3																												
4	60	42	2 1/4		3/4	6	5	8	4	7	24 1/8	18 5/8	3 1/8	2 1/8	20 1/8	1	4	10 3/8	13 7/8								17.5	1.58
5	78	54	3		1	8	6	10	6	8	30 1/8	23 5/8	4 1/8	2 1/8	26 3/8	1 1/2	5	15 1/2	21 1/4								29.25	2.63

STANDARD SIGN
D12-2A

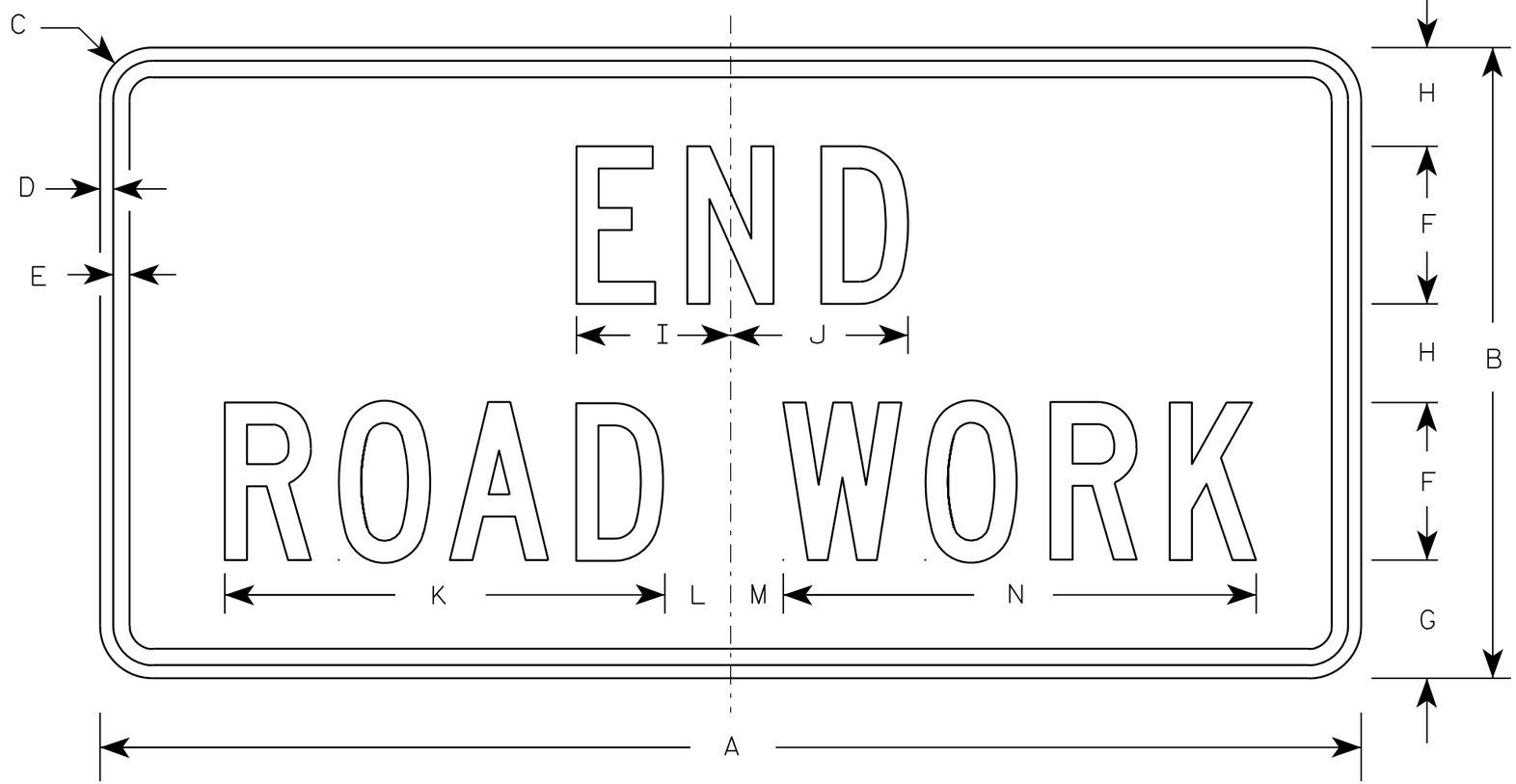
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spay for State Traffic Engineer

DATE 1/16/02 PLATE NO. D12-2A.3

PROJECT NO:

SHEET NO: 317 E



G20-2A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1200 mm X 600 mm
4	1200 mm X 600 mm
5	1200 mm X 600 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	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

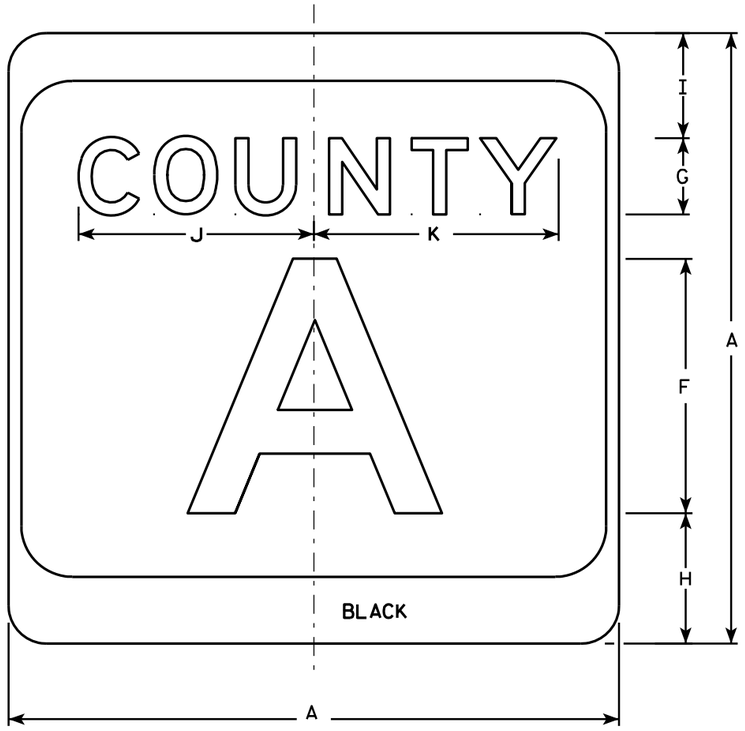
STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

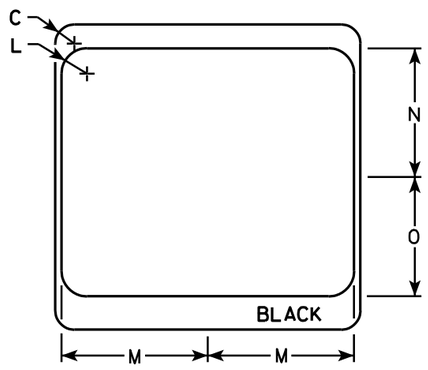
APPROVED Matthew R Rauch
for State Traffic Engineer

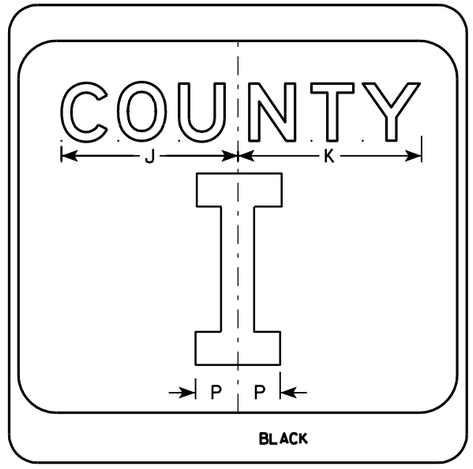
DATE 9/30/09 PLATE NO. G20-2A.8

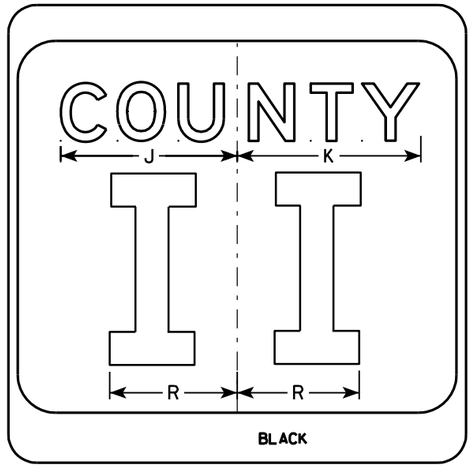
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 318	E



M1-5A







NOTES

1. Sign is Type II - see Note 7 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 7
   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. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
6. Substitute appropriate letters & optically center to achieve proper balance.
7. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - 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		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0

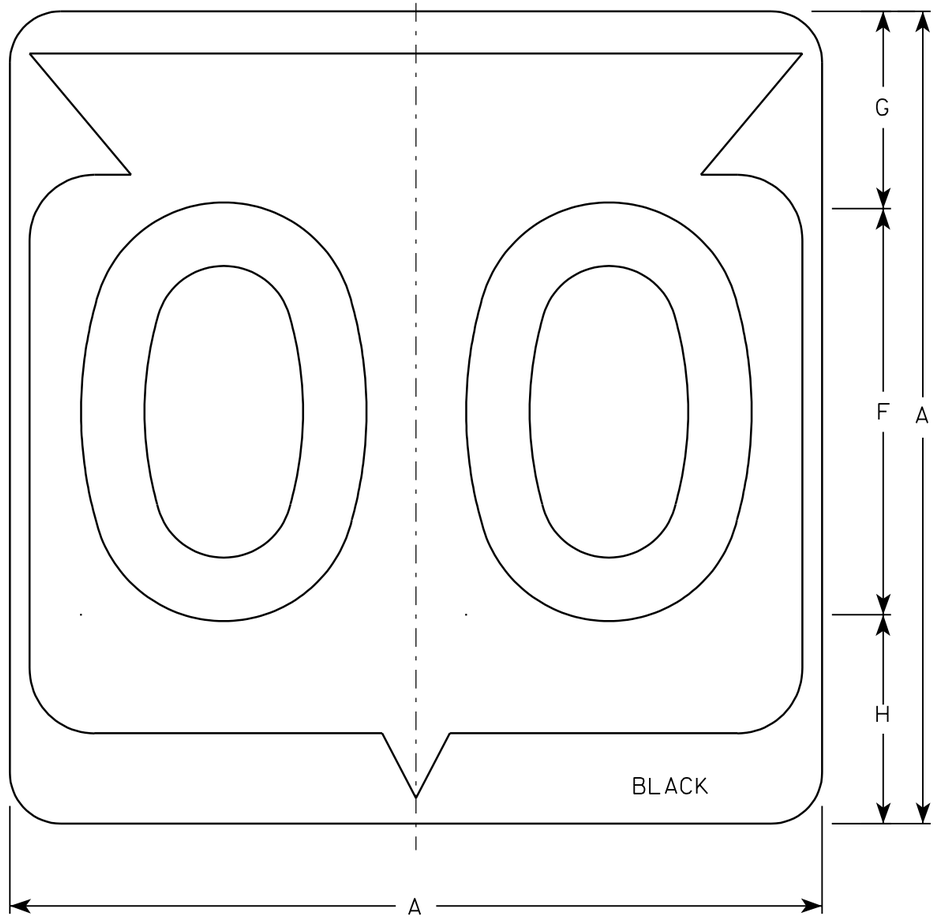
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

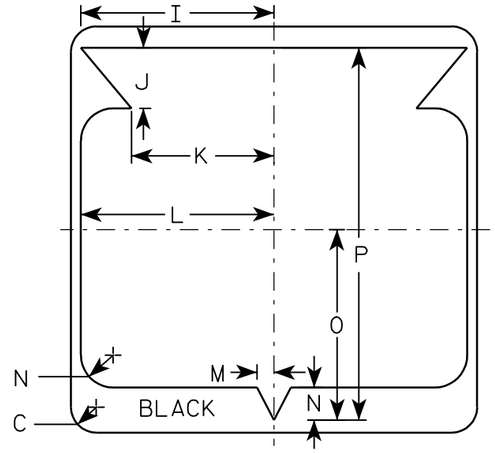
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 319	E



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

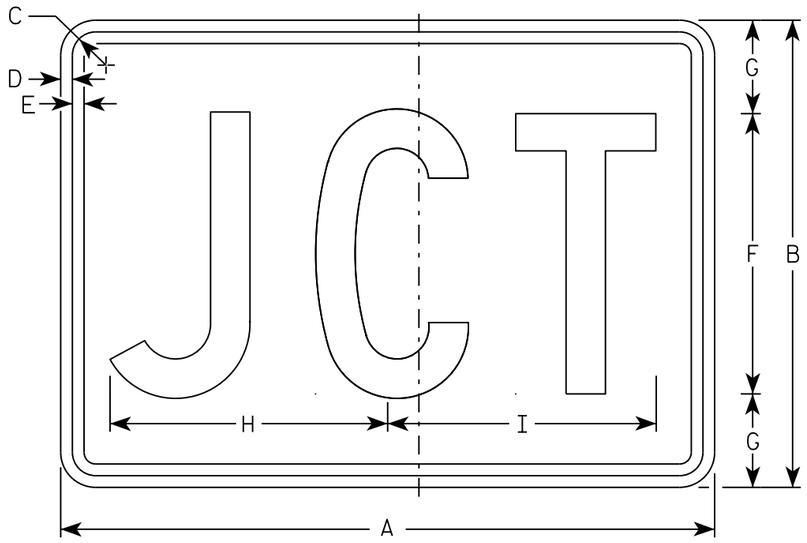
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

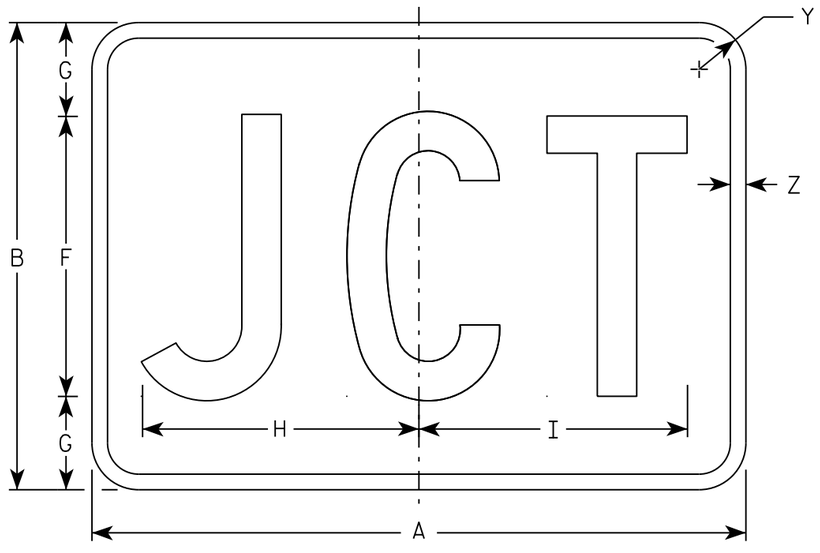
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 320	E



M2-1
MM2-1
MP2-1



MB2-1
MK2-1
MN2-1
MR2-1

NOTES

1. Sign is Type II - Type H
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
   Message - Black
   MB2-1 Background - Blue
   Message - White
   MK2-1 Background - Green
   Message - White
   MM2-1 Background - White
   Message - Green
   MN2-1 Background - Brown
   Message - White
   MP2-1 Background - White
   Message - Blue
   MR2-1 Background - Brown
   Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
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
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
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
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

STANDARD SIGN
M2-1

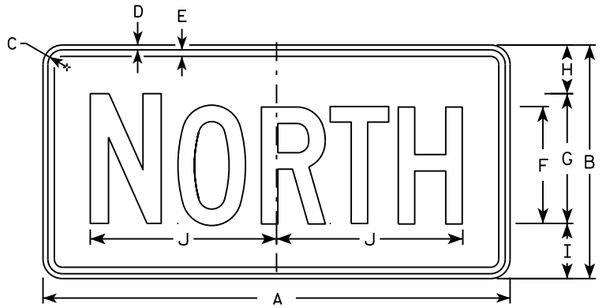
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

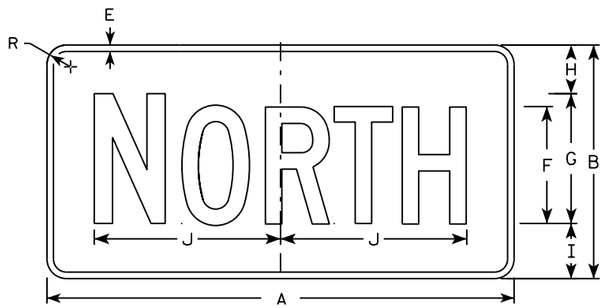
DATE 10/15/15 PLATE 321 12-1.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M21.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 4.864603:1.000000



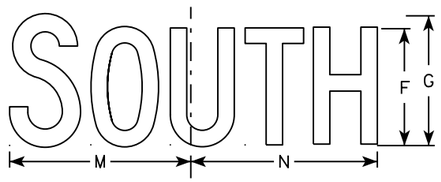
M3-1
MM3-1
MP3-1



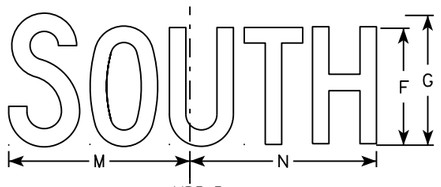
MB3-1
MK3-1
MN3-1

M3-2
MM3-2
MP3-2

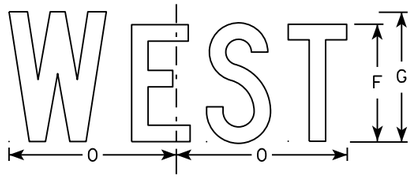
MB3-2
MK3-2
MN3-2



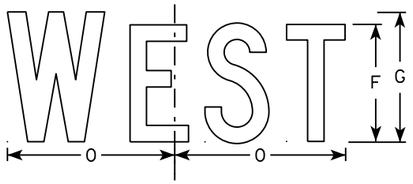
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
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

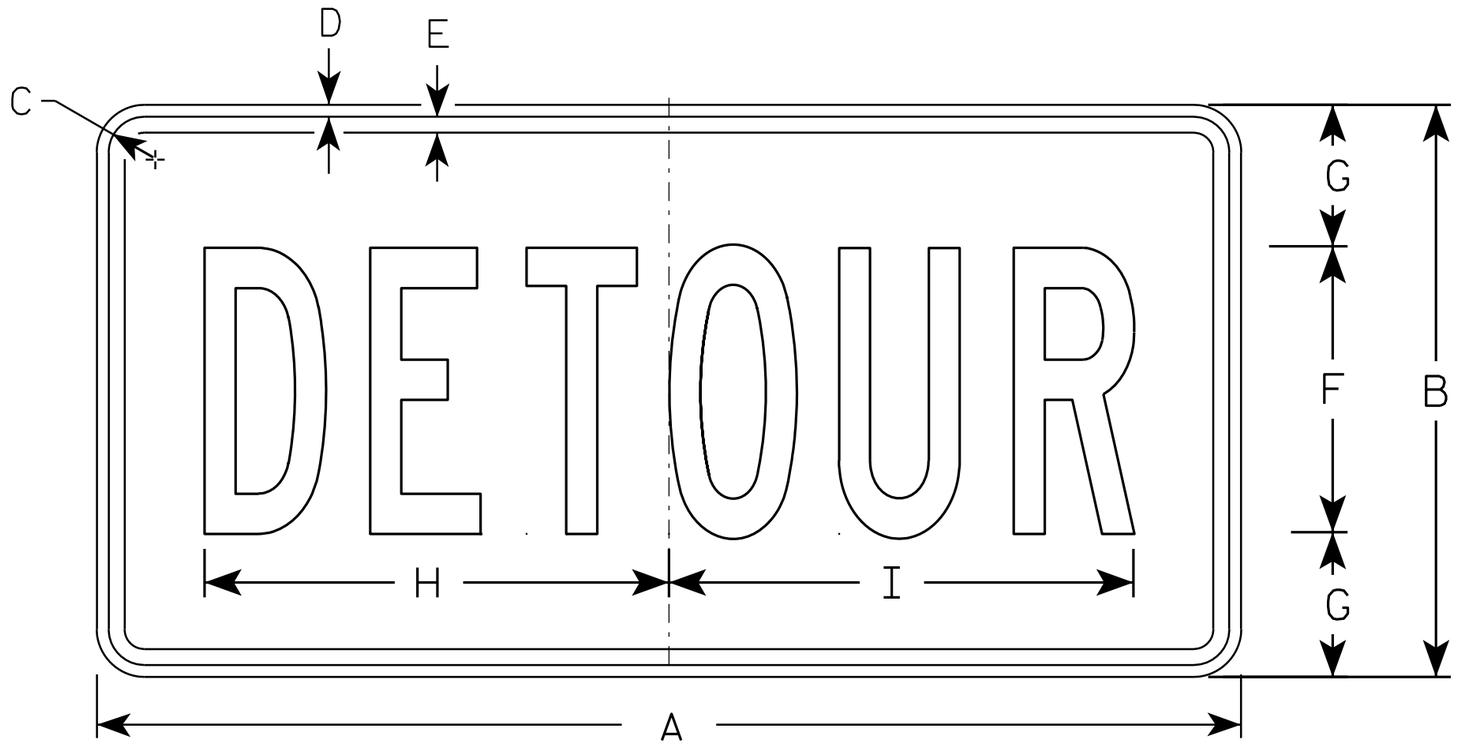
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

DATE 10/15/15 PLATE NO M3-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



M4-8

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/8	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4																											
5																											

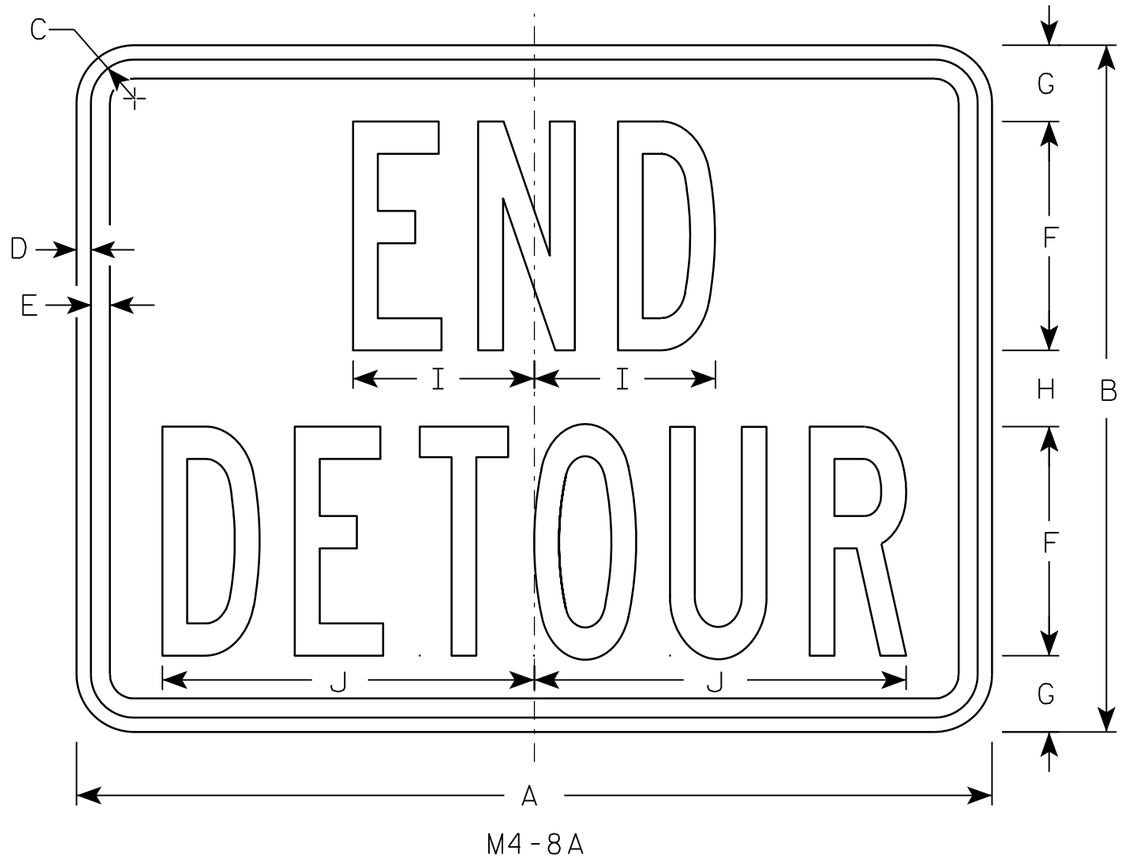
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-8.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 323	E



M4-8A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 1/8	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
3	30	24	1 1/8	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
4																											
5																											

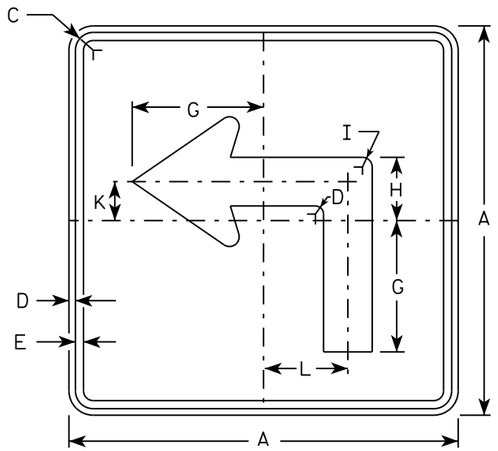
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

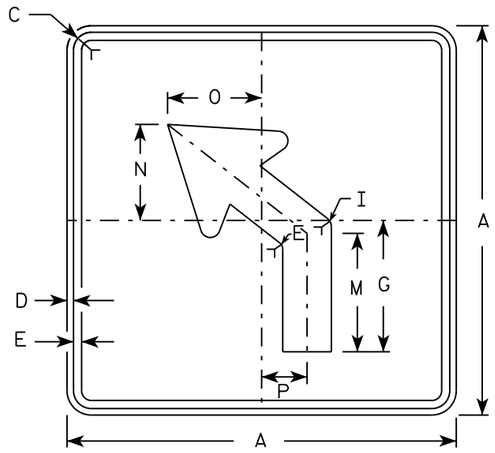
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

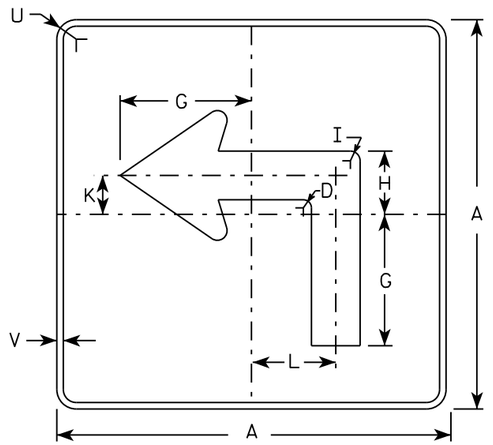
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 324	E



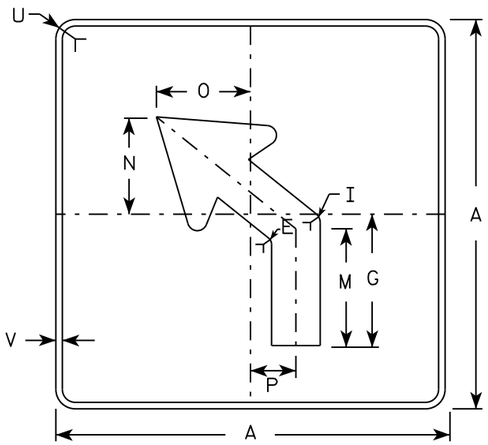
M5-1L
MM5-1L
MO5-1L
MP5-1L



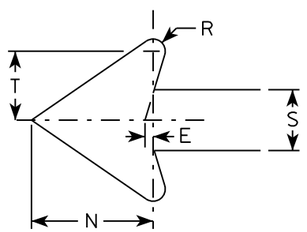
M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L



MB5-2L
MK5-2L
MN5-2L
MR5-2L



NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White - Type H Reflective
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts 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																											
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
3	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
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
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

STANDARD SIGN
M5-1 & M5-2

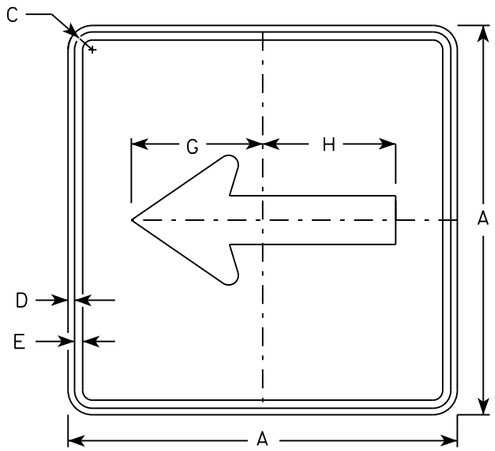
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

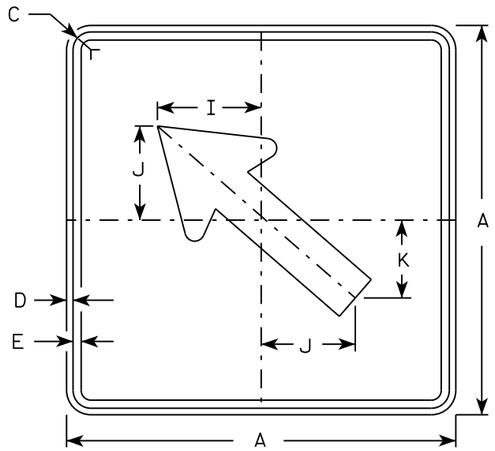
DATE 10/15/15 PLATE NO. M5-1.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M51.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



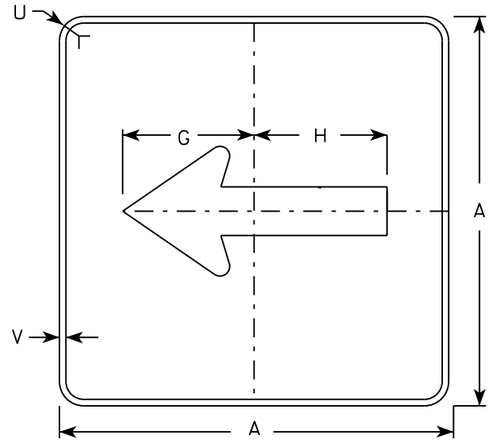
M6-1
MM6-1
MO6-1
MP6-1



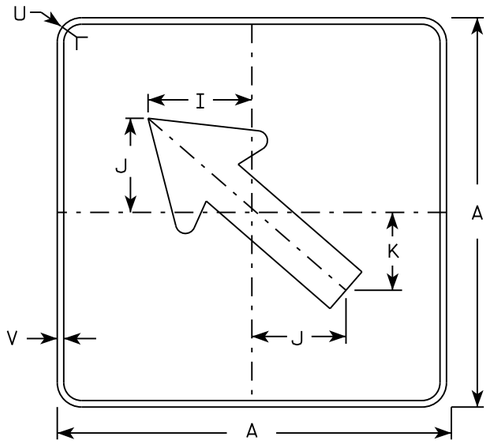
M6-2
MM6-2
MO6-2
MP6-2

NOTES

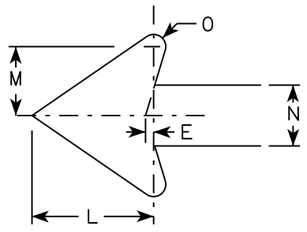
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow



MB6-1
MK6-1
MN6-1
MR6-1



MB6-2
MK6-2
MN6-2
MR6-2



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	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
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
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
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

STANDARD SIGN
M6-1 & M6-2
SERIES

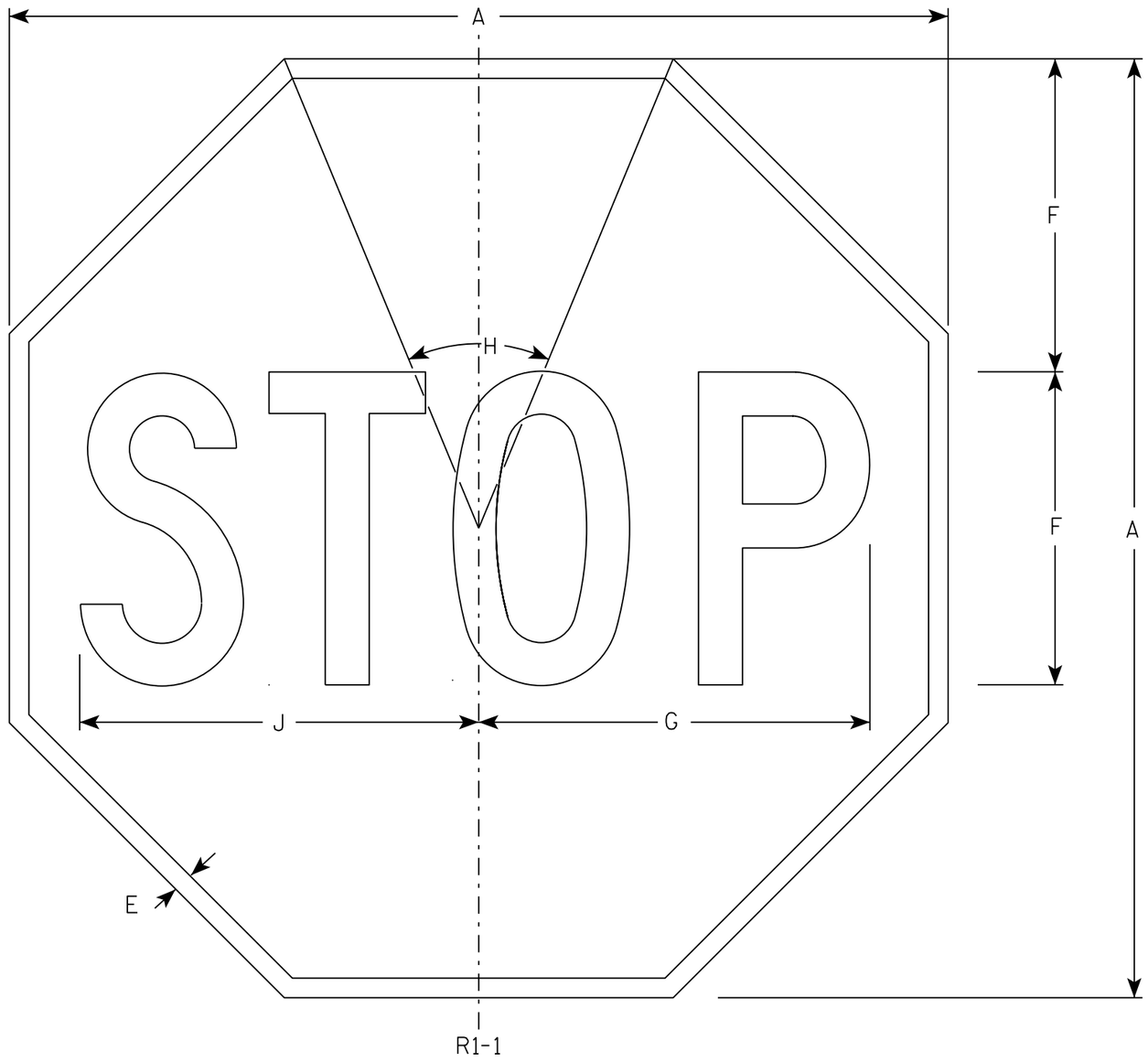
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 326 M6-1.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

STANDARD SIGN

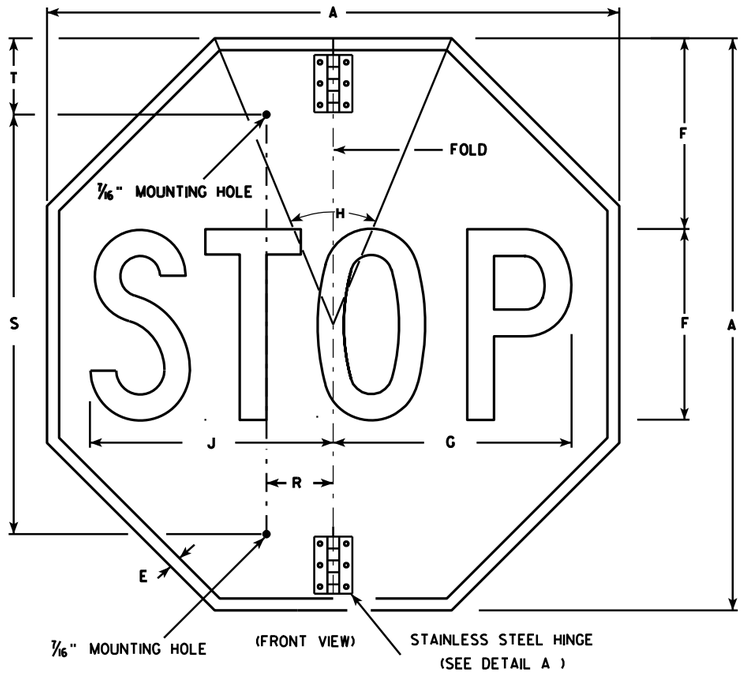
R1-1

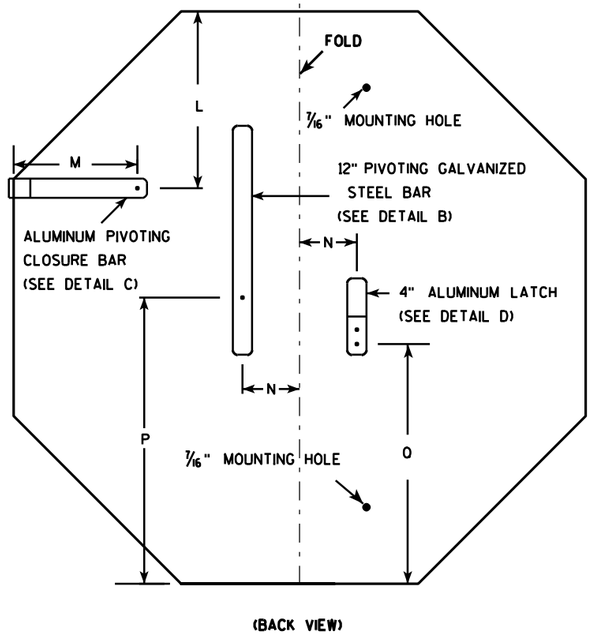
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/15 PLATE NO. R1-1.13

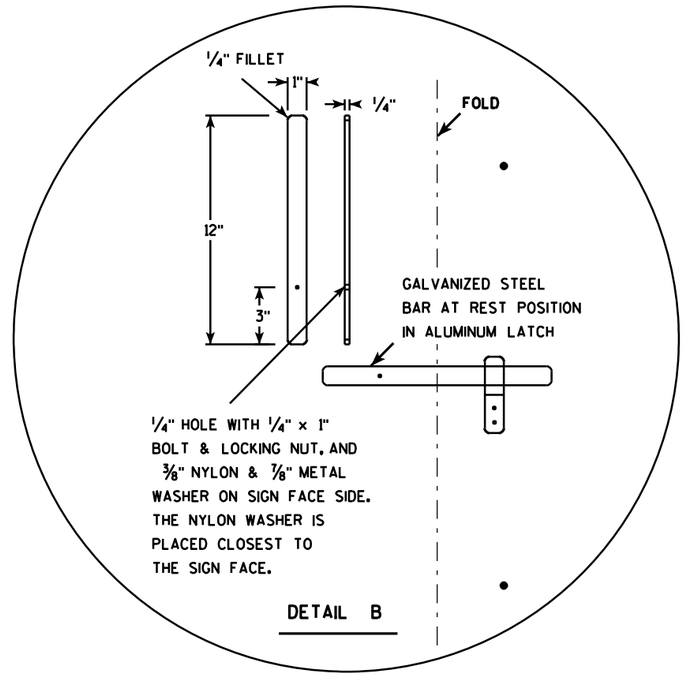
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 327	E



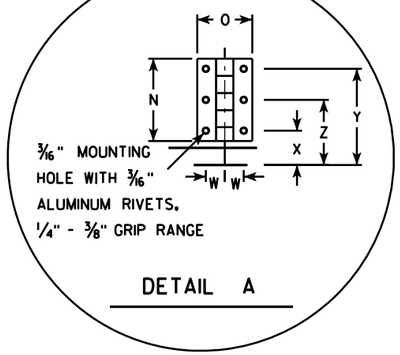


NOTES

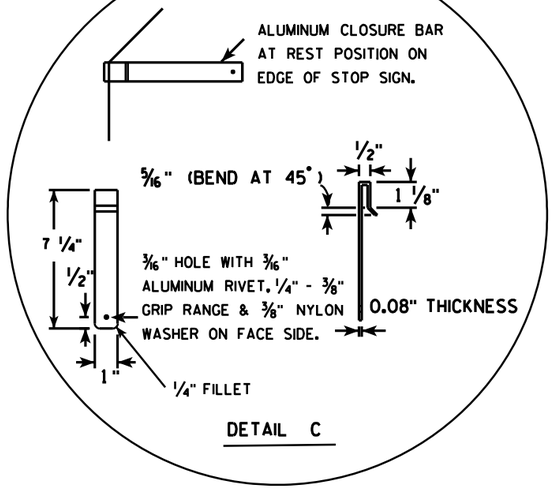
1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.



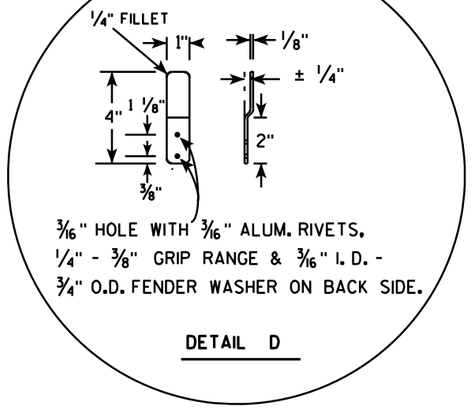
DETAIL B



DETAIL A



DETAIL C



DETAIL D

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

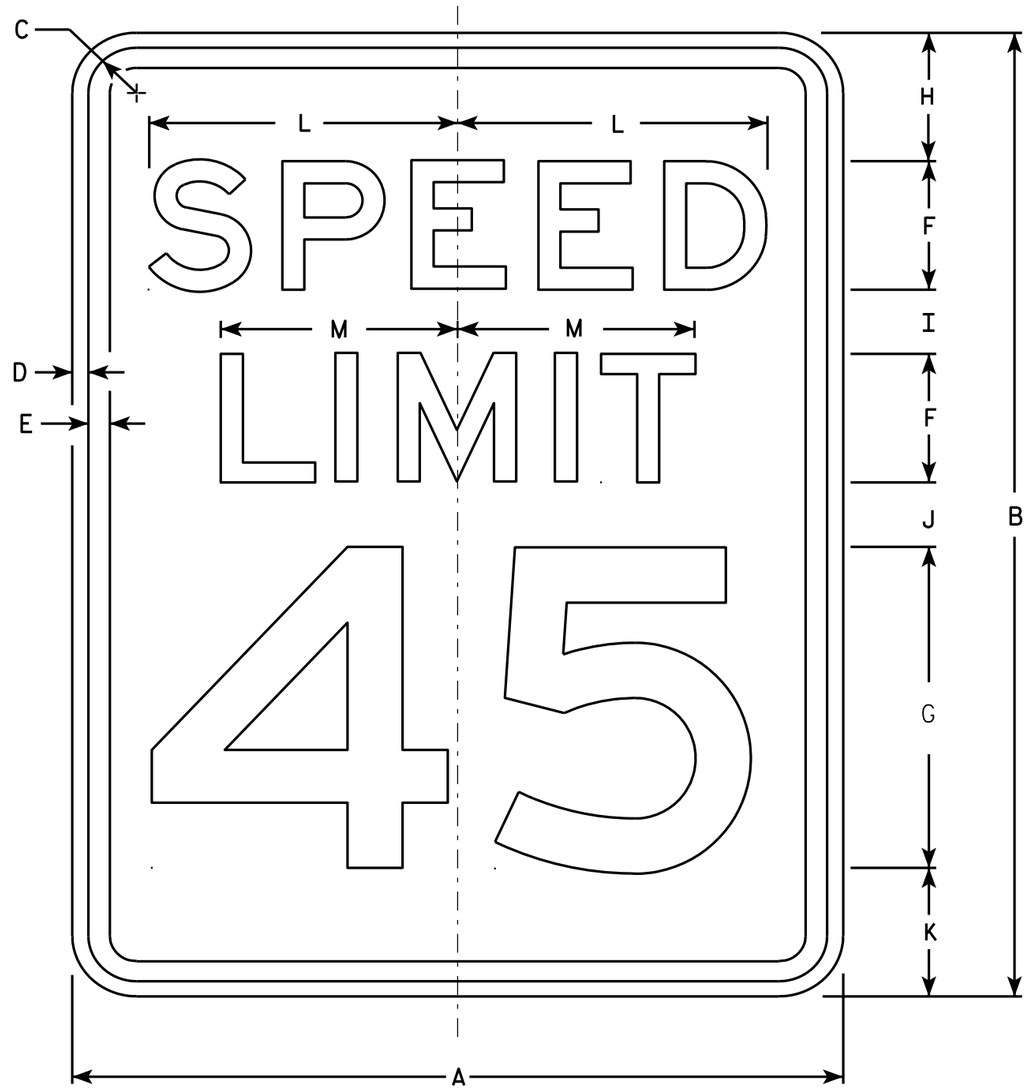
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 328 | E

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



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

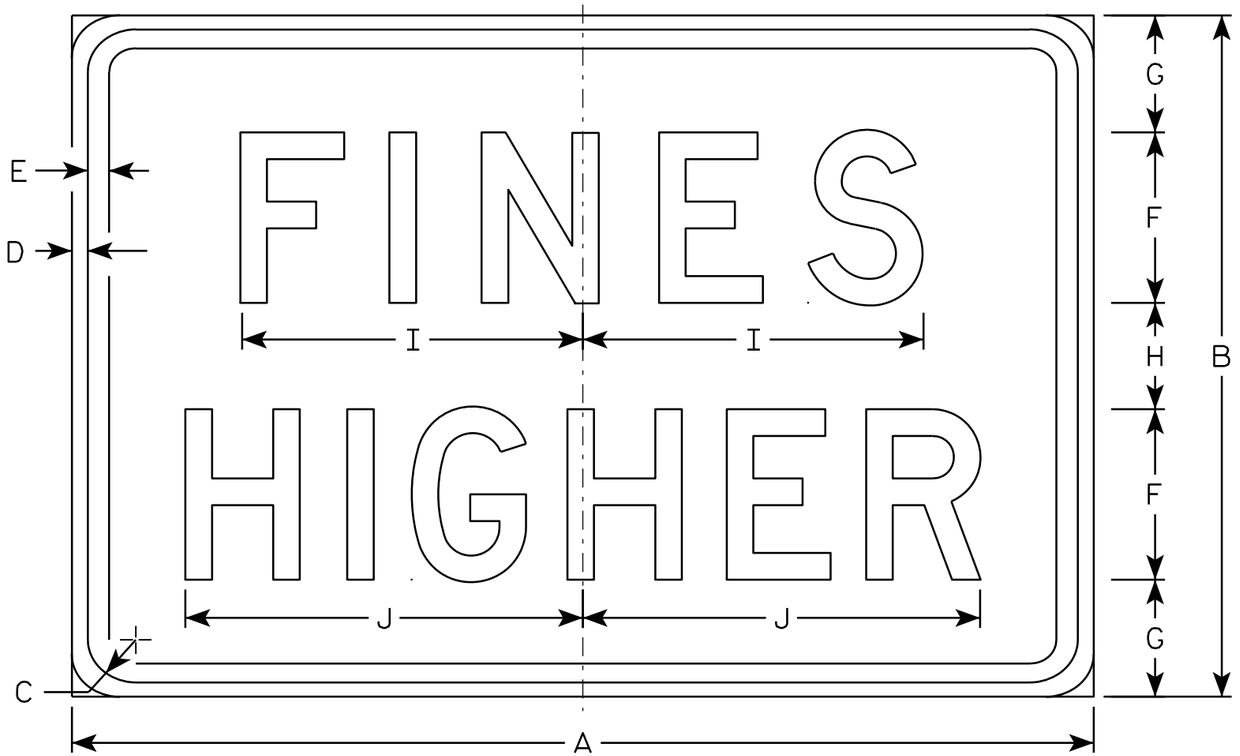
STANDARD SIGN
R2-1

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: 329 | E



R2-6P

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.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	18	1 1/8	3/8	3/8	4	3 1/2	3	7 5/8	9 1/4																	3.0
2M	24	18	1 1/8	3/8	3/8	4	3 1/2	3	7 5/8	9 1/4																	3.0
3	36	24	1 1/8	3/8	1/2	6	4 1/8	3 3/4	12	14																	6.0
4	36	24	1 1/8	3/8	1/2	6	4 1/8	3 3/4	12	14																	6.0
5	48	36	1 3/8	1/2	5/8	8	7	6	15 1/8	19																	12.0

STANDARD SIGN
R2-6P

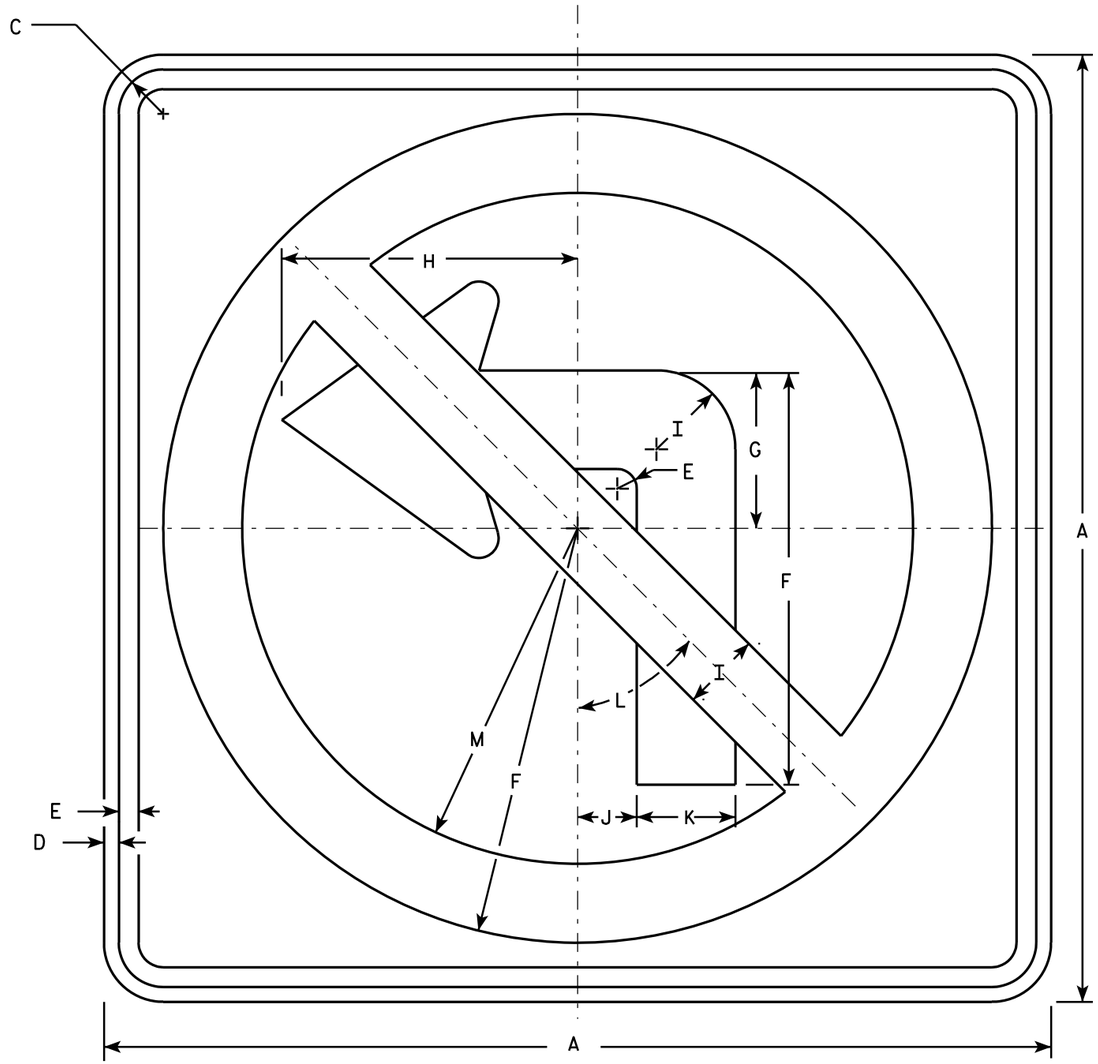
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/20/10 PLATE NO. R2-6P.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 330 | E

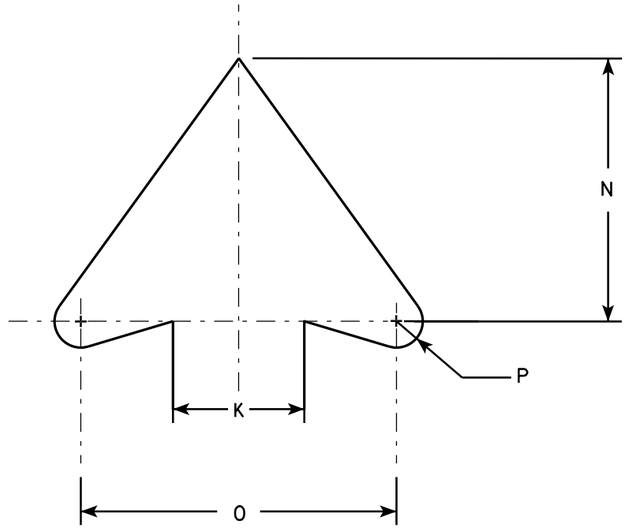
7



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

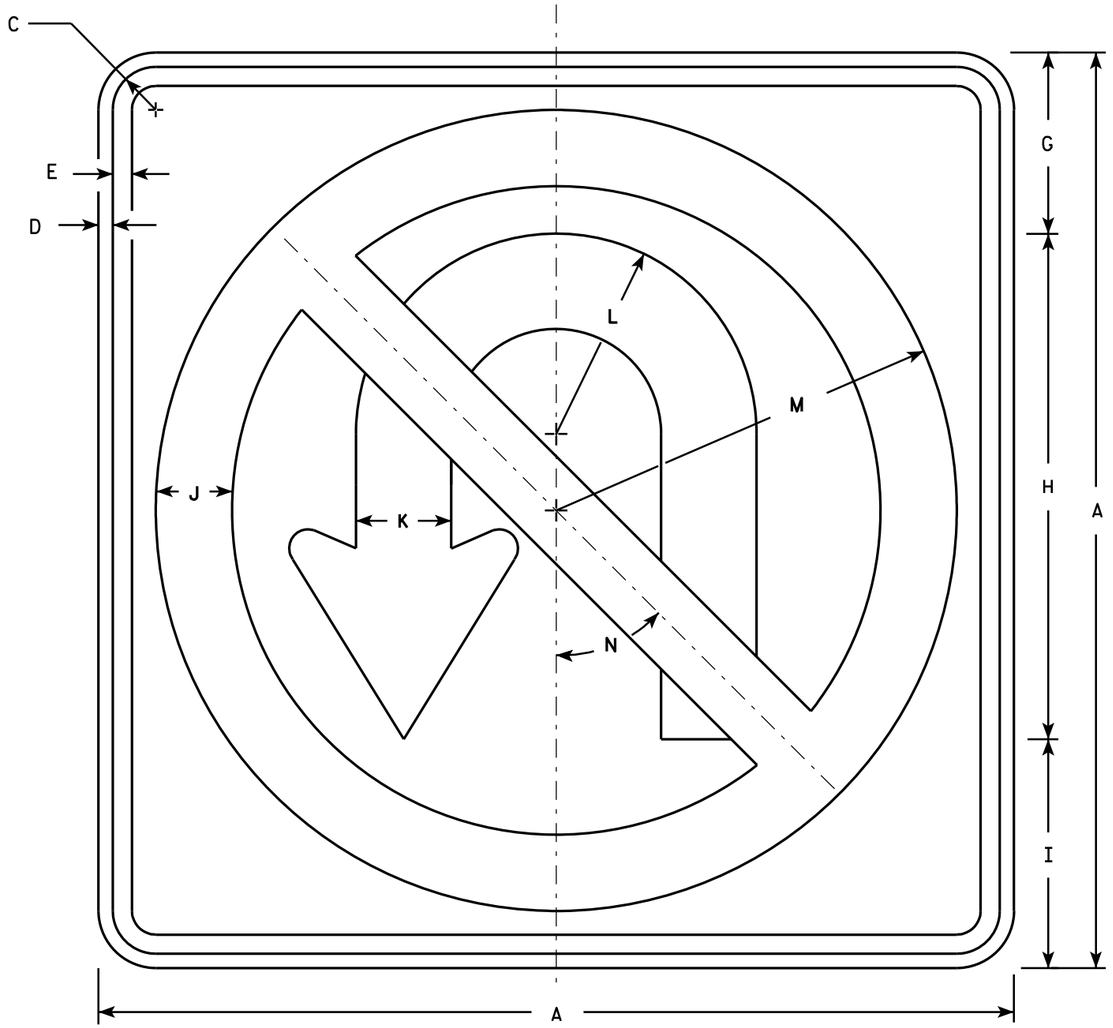
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

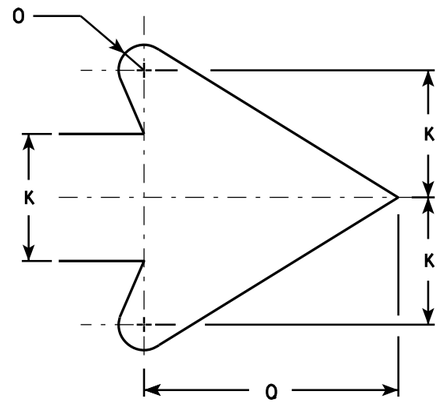
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 331 | E



R3-4

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	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	3/8	1/2		4 3/4	13 1/4	6	2	2 1/2	5 1/4	10 1/2	45°	1/2		5										4.0
2M	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
3	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
4	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
5	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0

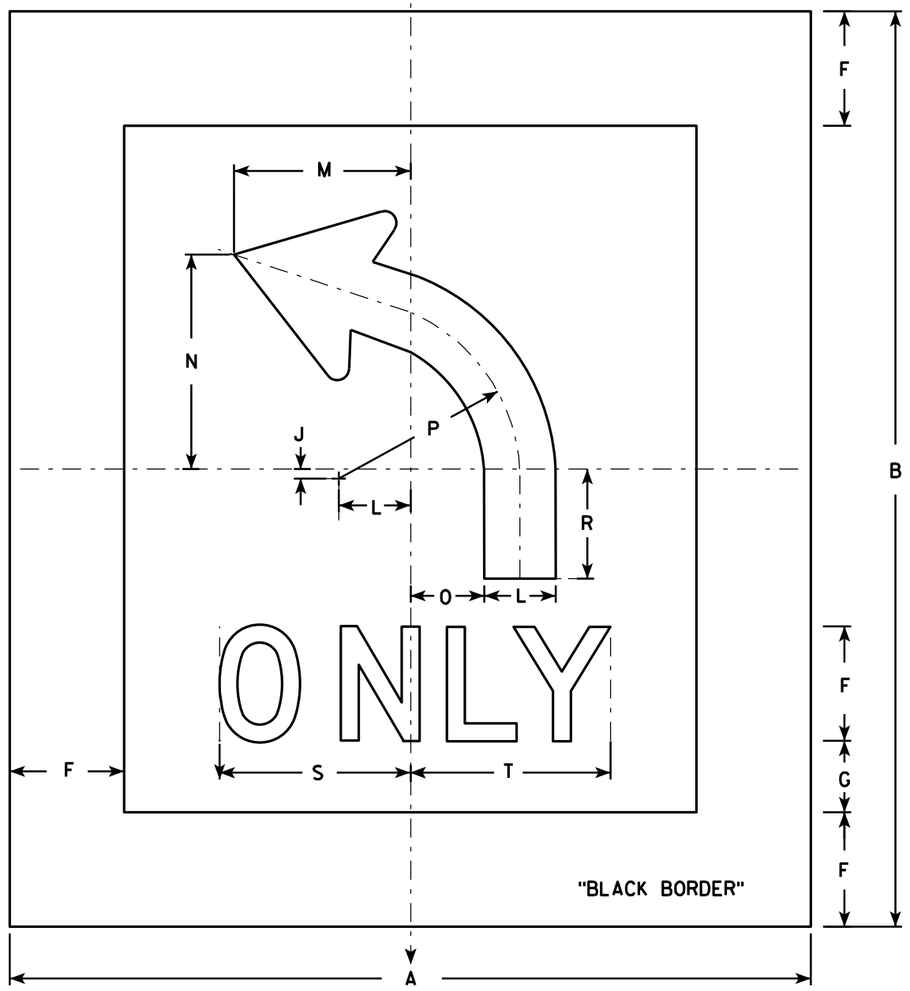
STANDARD SIGN
R3-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-4.11

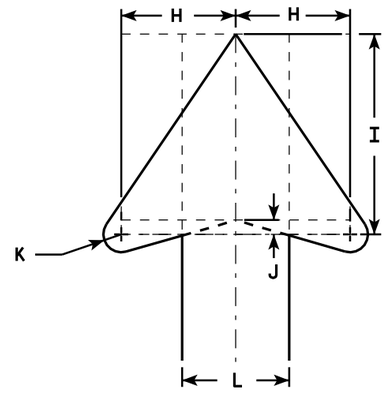
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 332	E



R3-5L

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. When base material is metal, the corners shall be rounded.
5. R3-5R is the same as R3-5L except curved portion of arrow points right.
6. 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	3 3/4	4	7	1/2	5/8	3 3/4	9 1/4	11 1/4	3 7/8	9 1/2		5 3/4	10	10 1/2							1.26
2M	42	48				6	3 3/4	4	7	1/2	5/8	3 3/4	9 1/4	11 1/4	3 7/8	9 1/2		5 3/4	10	10 1/2							1.26
3																											
4																											
5																											

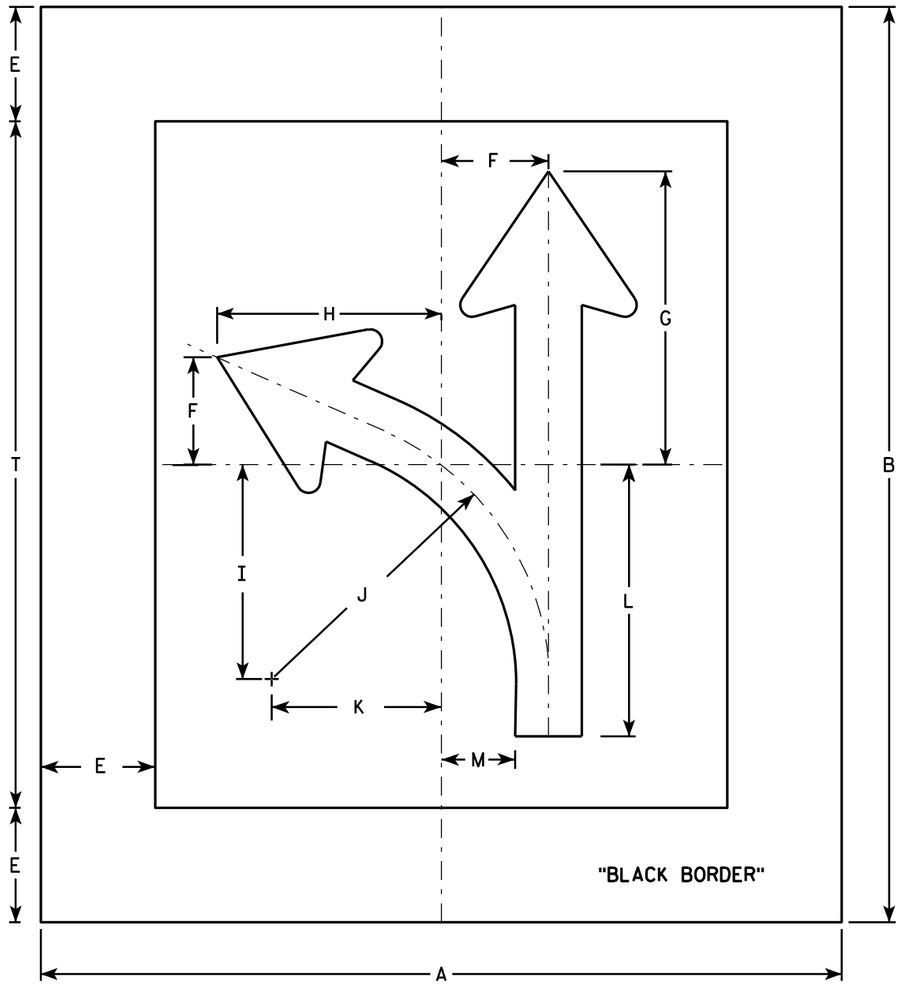
STANDARD SIGN
R3-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/24/11 PLATE NO. R3-5.6

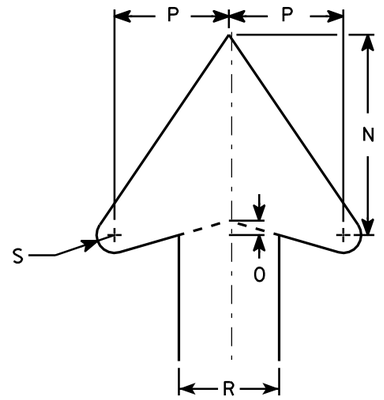
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 333	E



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																											

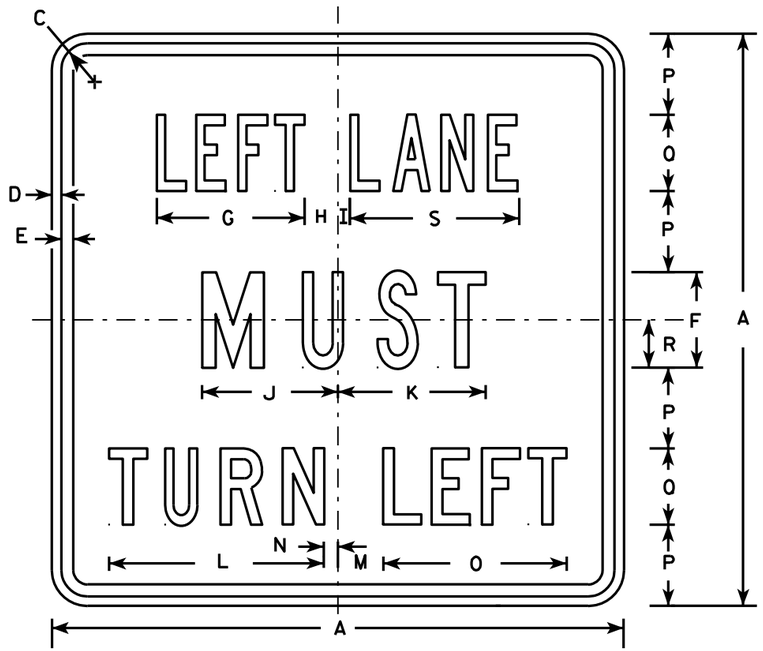
STANDARD SIGN
R3-6

WISCONSIN DEPT OF TRANSPORTATION

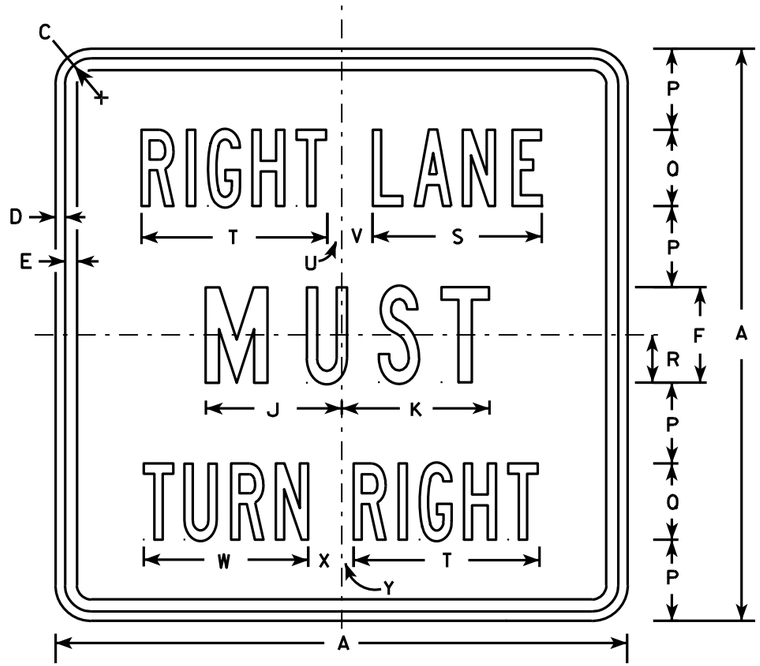
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/17/2011 PLATE NO. R3-6.5

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 334 | 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																											

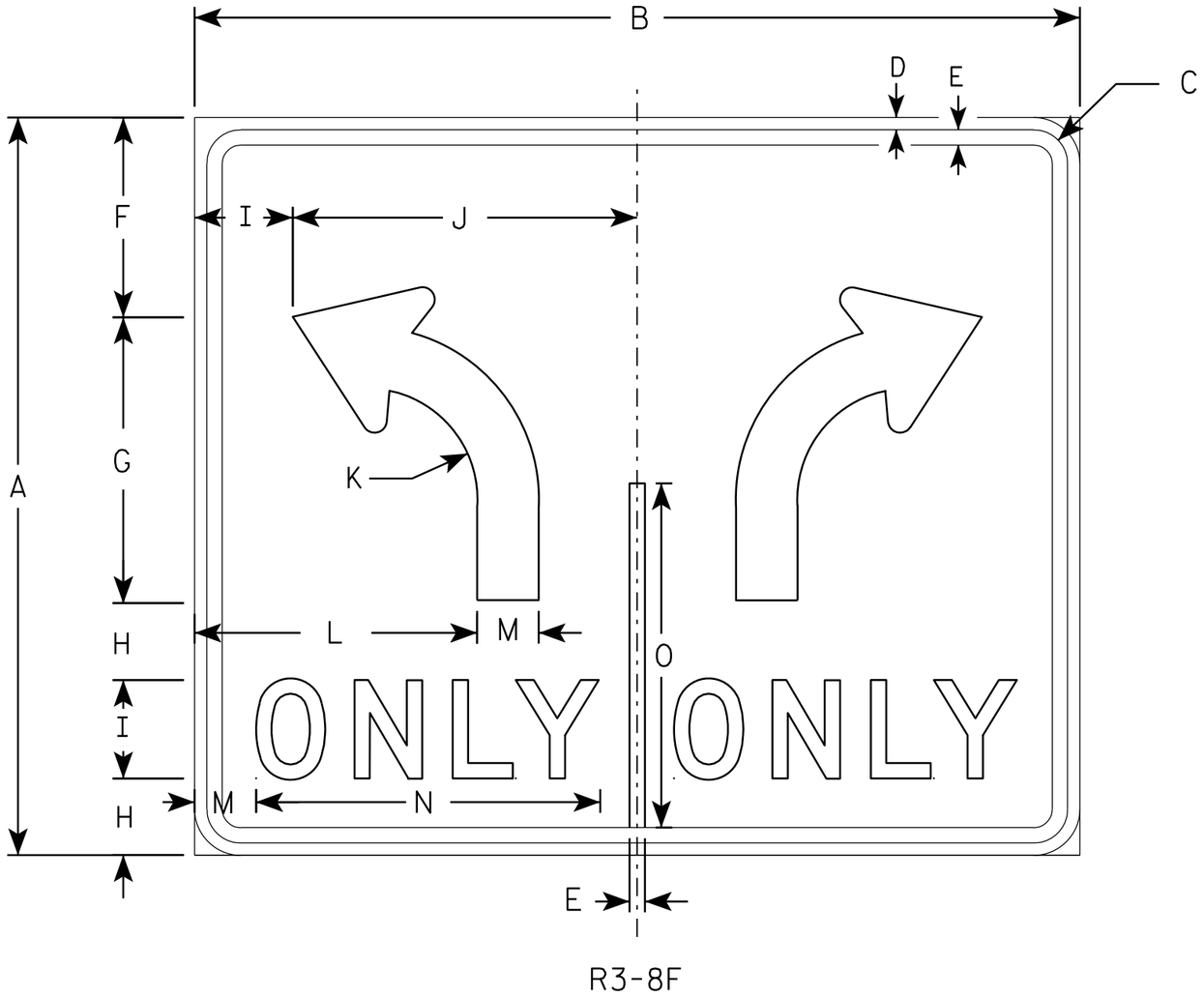
STANDARD SIGN
R3-7L & R3-7R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-7.3

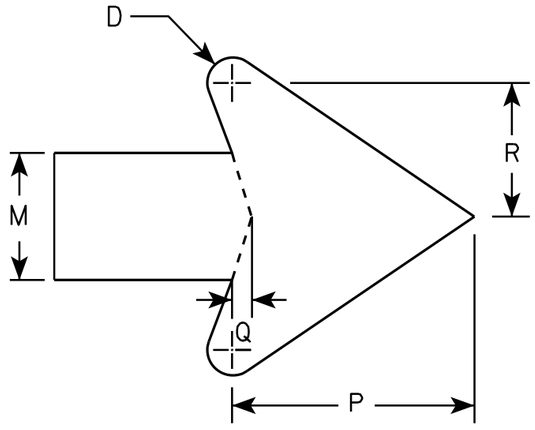
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 335 | E



R3-8F

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	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	14	4 1/2	11 1/2	2 1/2	14	14	4 3/4	3/8	2 5/8									7.5
2M	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	14	4 1/2	11 1/2	2 1/2	14	14	4 3/4	3/8	2 5/8									7.5
3																											
4	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	21	7 1/4	17 1/4	3 3/4	20 5/8	22 3/8	7 1/8	5/8	4									18.0
5	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	21	7 1/4	17 1/4	3 3/4	20 5/8	22 3/8	7 1/8	5/8	4									18.0

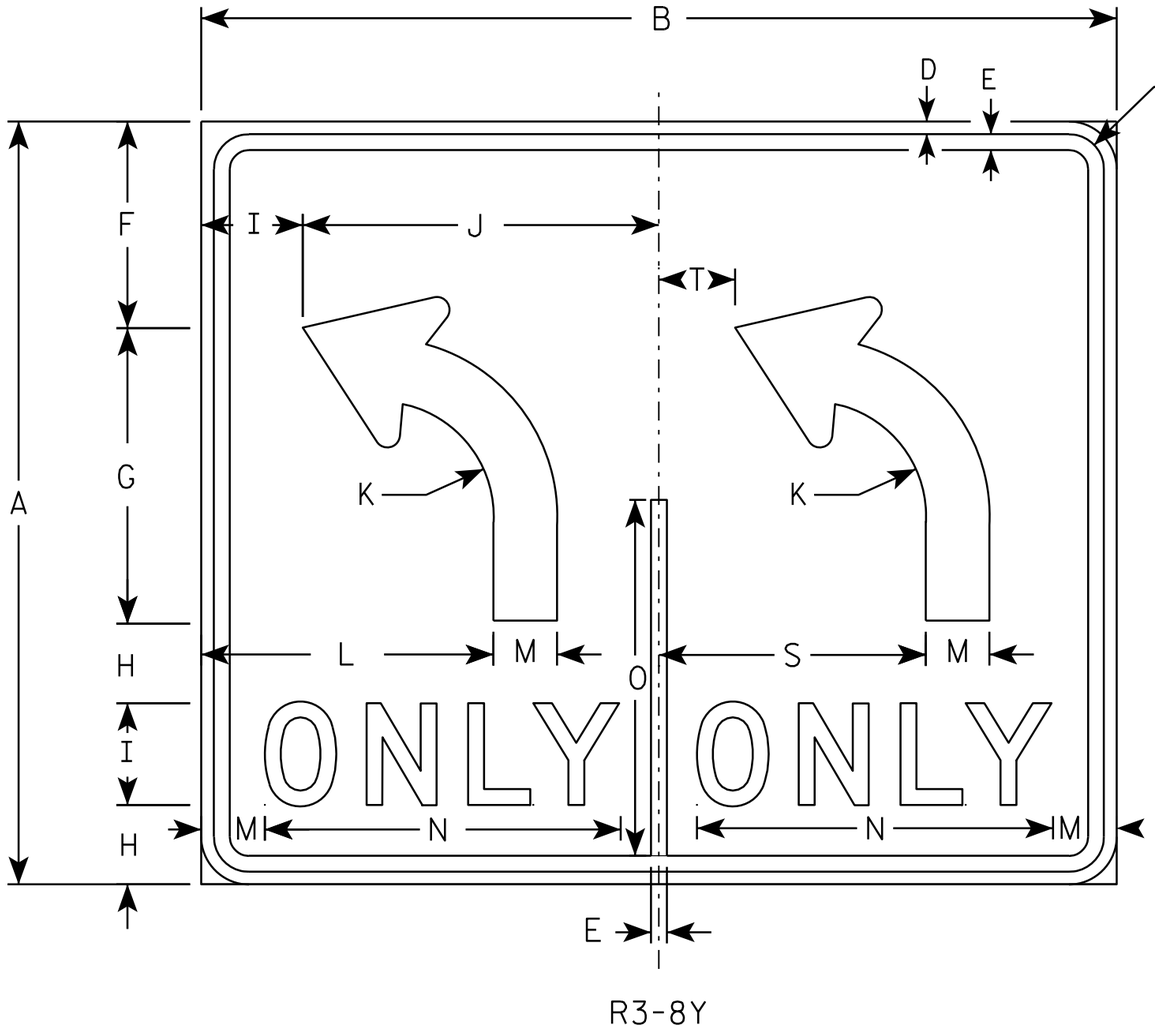
STANDARD SIGN
R3-8F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-8F.2

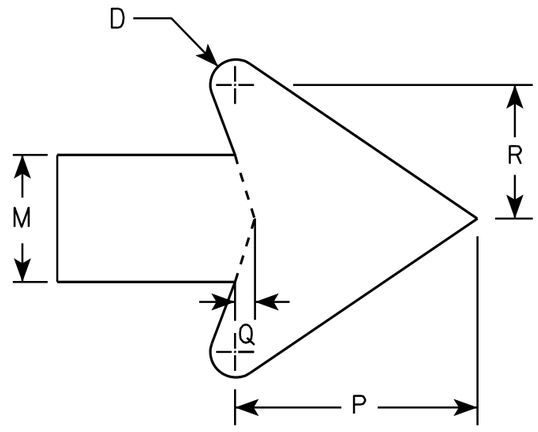
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 336 | E



R3-8Y

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	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	14	4 1/2	11 1/2	2 1/2	14	14	4 3/4	3/8	2 5/8	10 1/2	3							7.5
2M	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	14	4 1/2	11 1/2	2 1/2	14	14	4 3/4	3/8	2 5/8	10 1/2	3							7.5
3																											
4	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	21	7 1/4	17 1/4	3 3/4	20 5/8	22 3/8	7 1/8	5/8	4	15 3/4	4 1/2							18.0
5	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	21	7 1/4	17 1/4	3 3/4	20 5/8	22 3/8	7 1/8	5/8	4	15 3/4	4 1/2							18.0

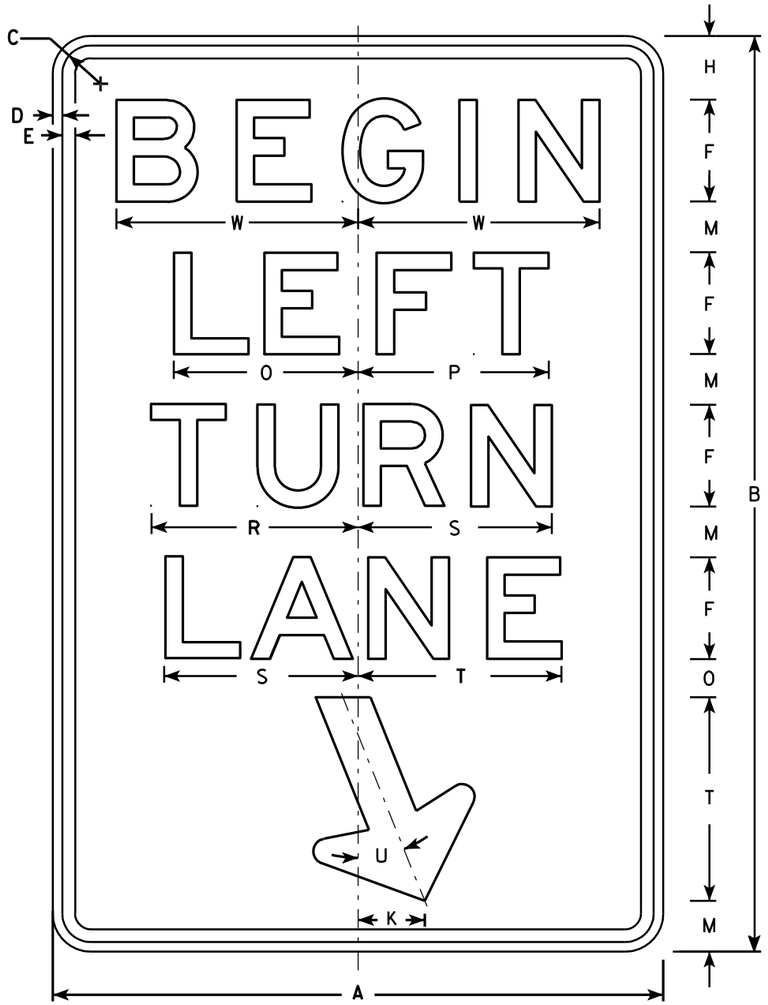
STANDARD SIGN
R3-8Y

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-8Y.2

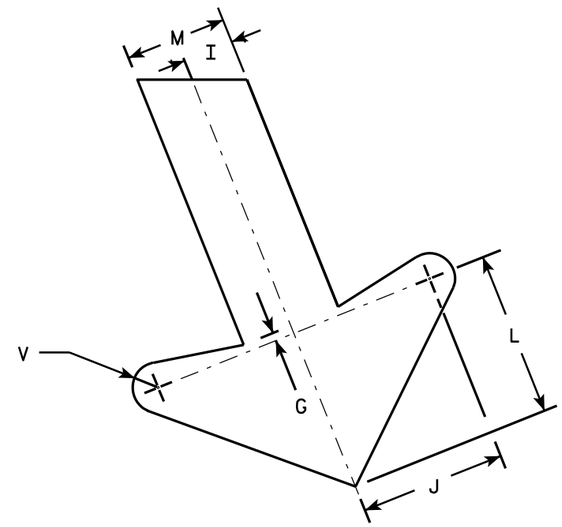
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 337 | E



R3-20L

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - 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	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 3/4	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	10 7/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

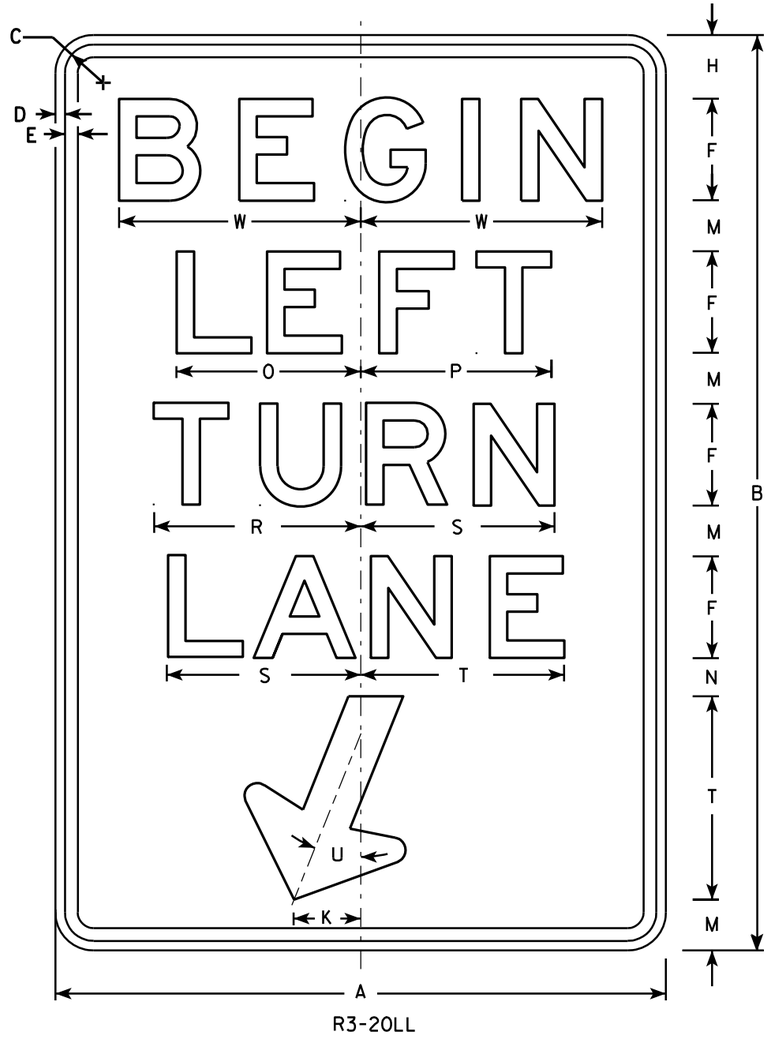
STANDARD SIGN
R3-20L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20L.7

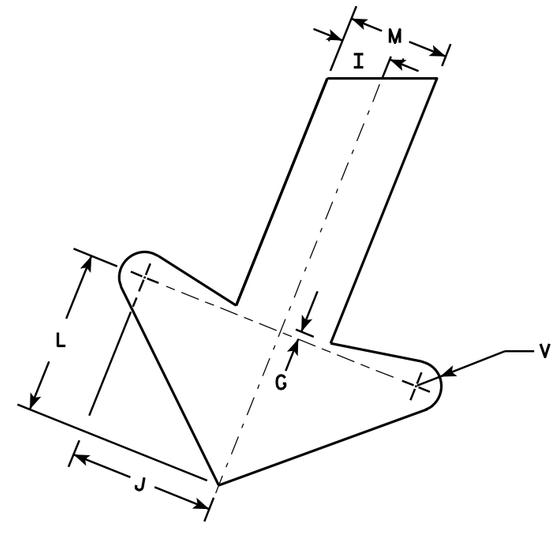
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 338 | E



R3-20LL

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	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 3/4	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	10 7/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

STANDARD SIGN
R3-20LL

WISCONSIN DEPT OF TRANSPORTATION

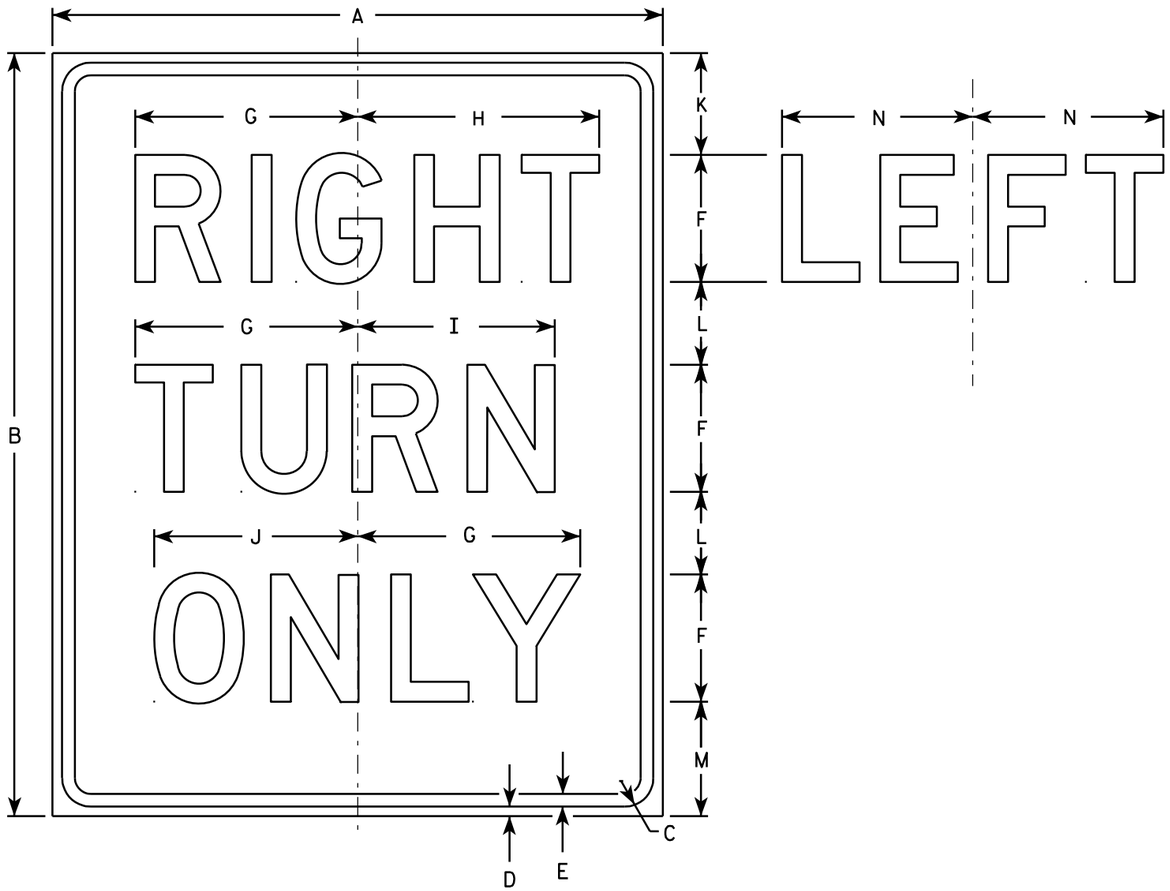
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20LL.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 339	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R320LL.DGN PLOT DATE : 15-OCT-2010 14:38 PLOT BY : dotsja PLOT NAME : PLOT SCALE : 5.959043:1.000000

WISDOT/CADDS SHEET 42



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.

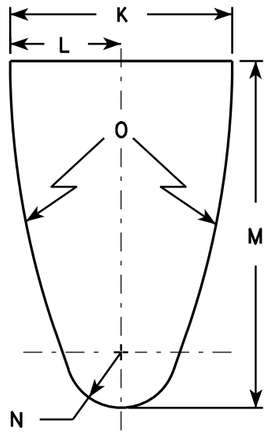
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	30	1 1/8	3/8	1/2	5	8 3/4	9 1/2	7 3/4	8	4	3 1/4	4 1/2	7 1/2													5.0
2M	24	30	1 1/8	3/8	1/2	5	8 3/4	9 1/2	7 3/4	8	4	3 1/4	4 1/2	7 1/2													5.0
3	24	30	1 1/8	3/8	1/2	5	8 3/4	9 1/2	7 3/4	8	4	3 1/4	4 1/2	7 1/2													5.0
4																											
5																											

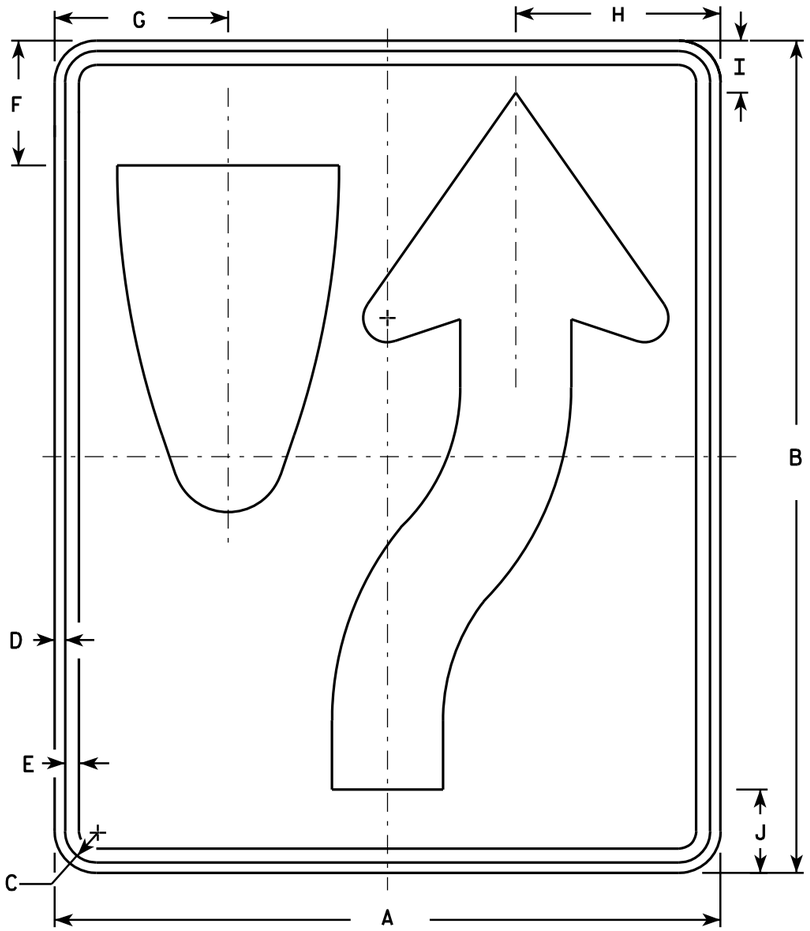
STANDARD SIGN
R3-53

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: 340	E

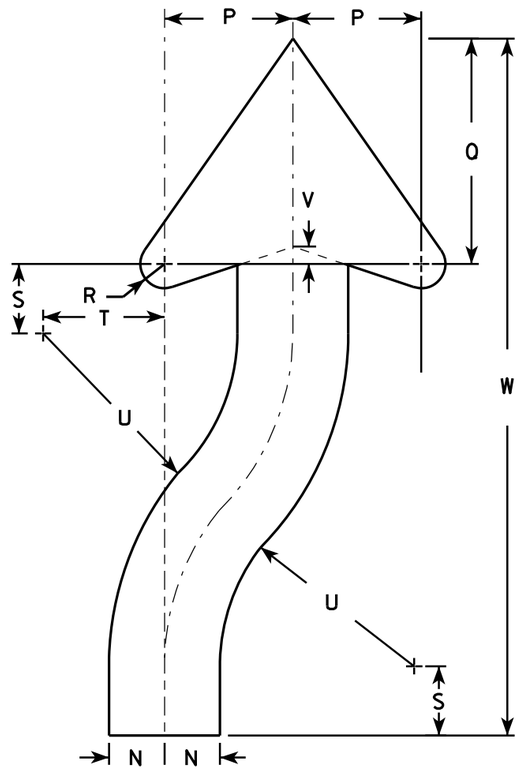




R4-7

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

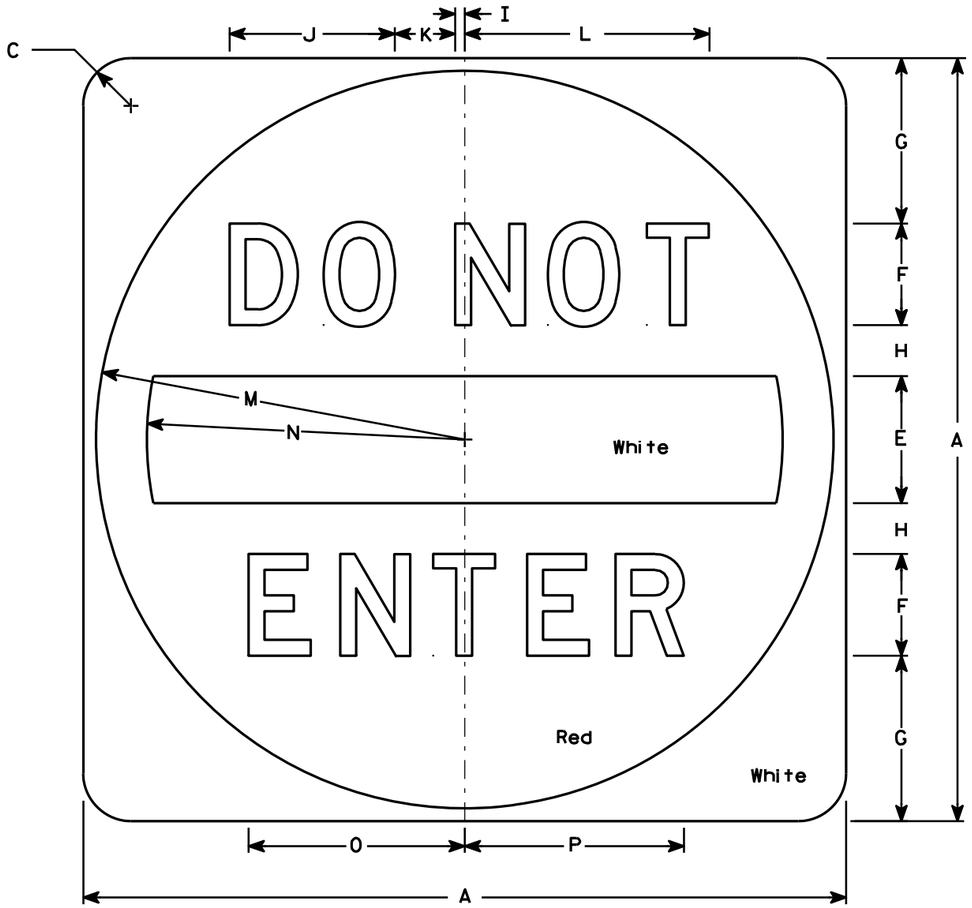
STANDARD SIGN
R4-7 & R4-8

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: 341	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

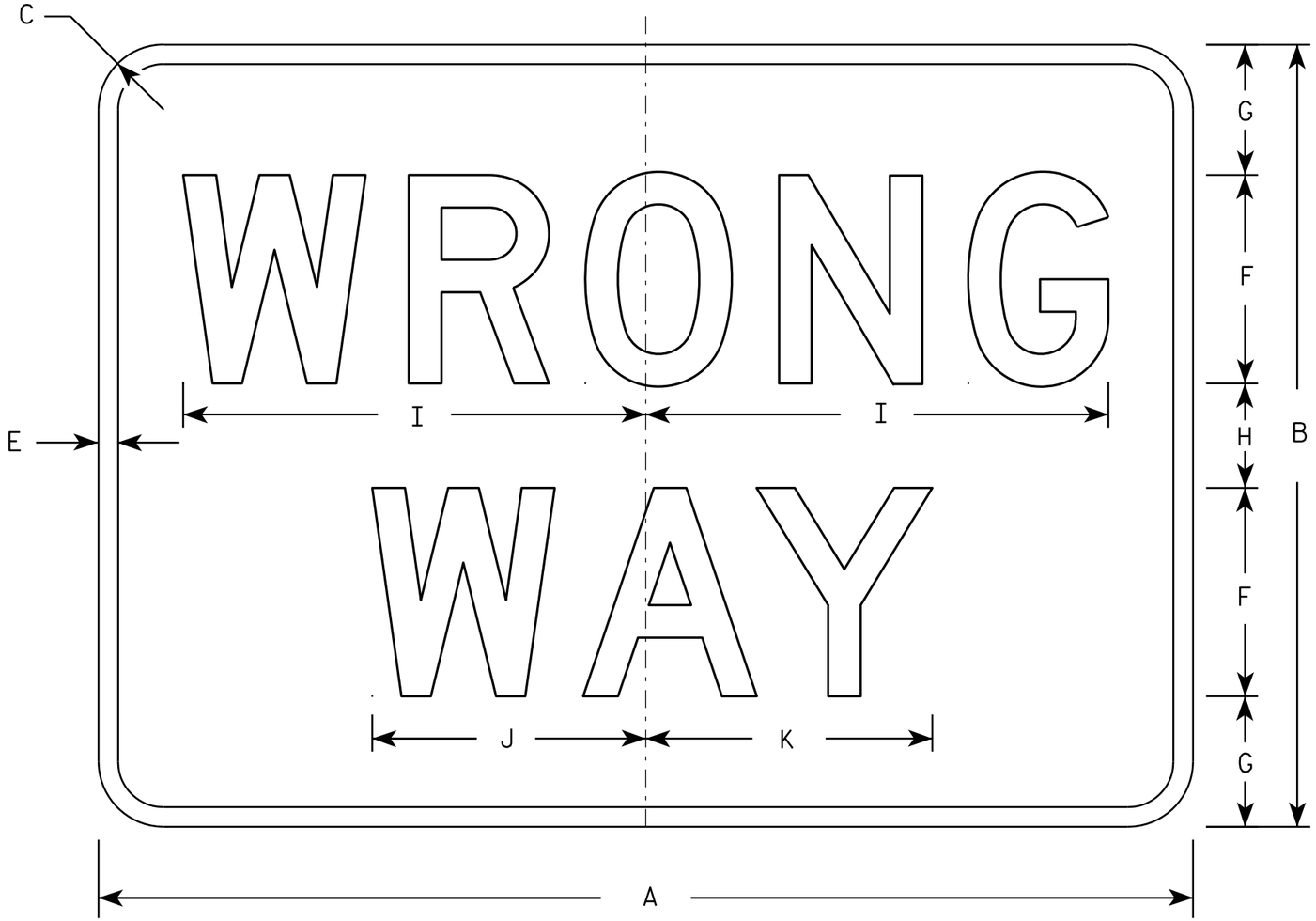
STANDARD SIGN
R5-1

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: 342 | 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

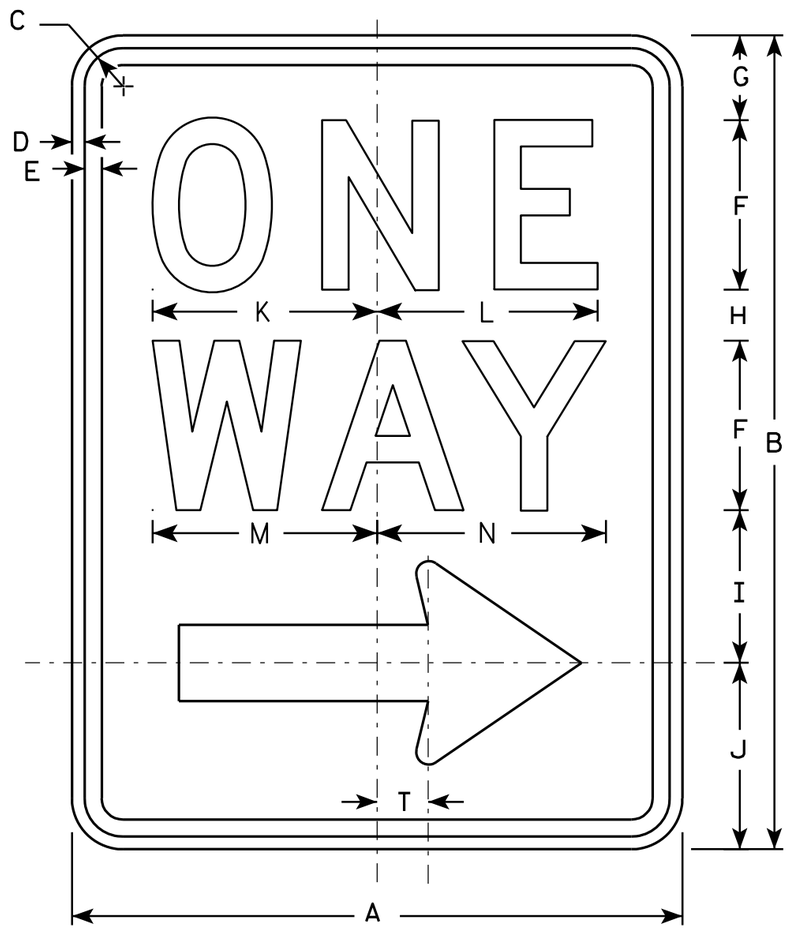
STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1A.2

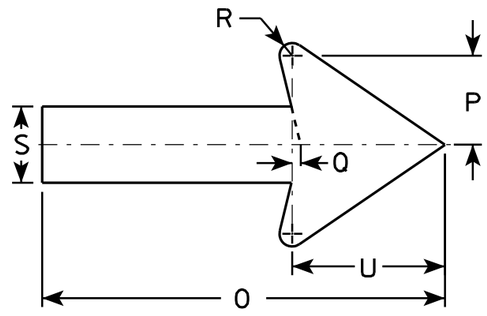
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 343	E



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	O	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																										

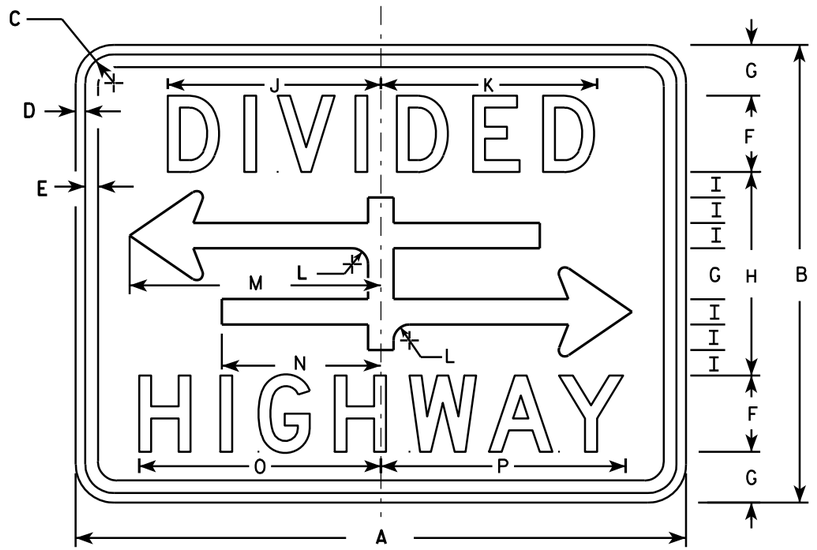
STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

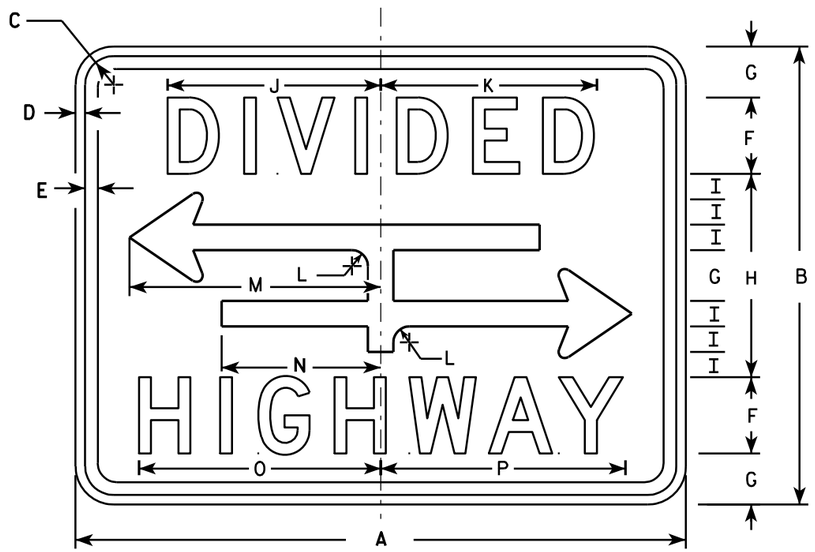
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 344	E



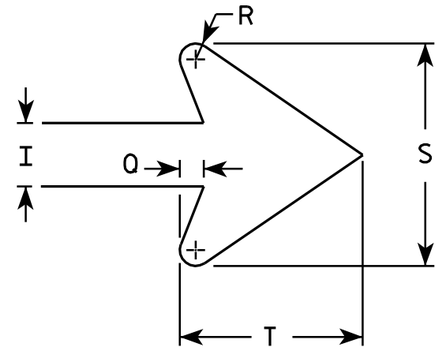
R6-3

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

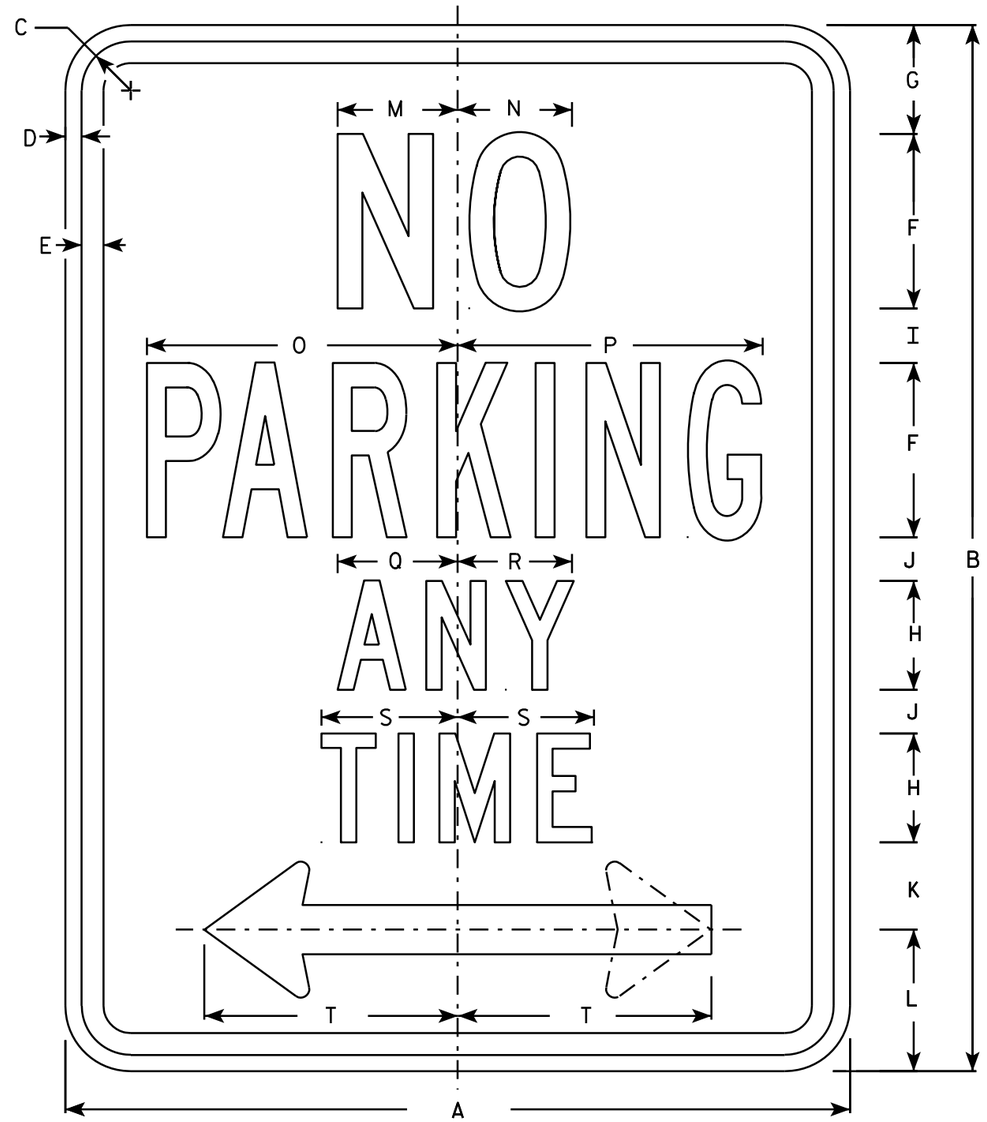
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R6-3.5

PROJECT NO:

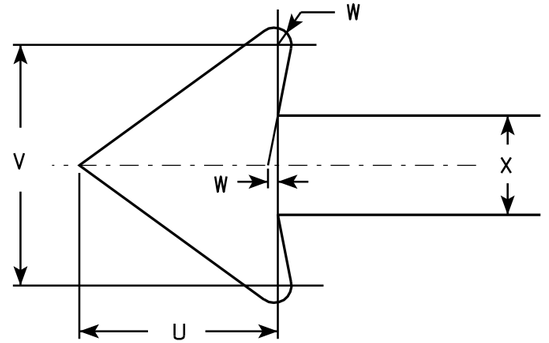
SHEET NO: 345 E



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

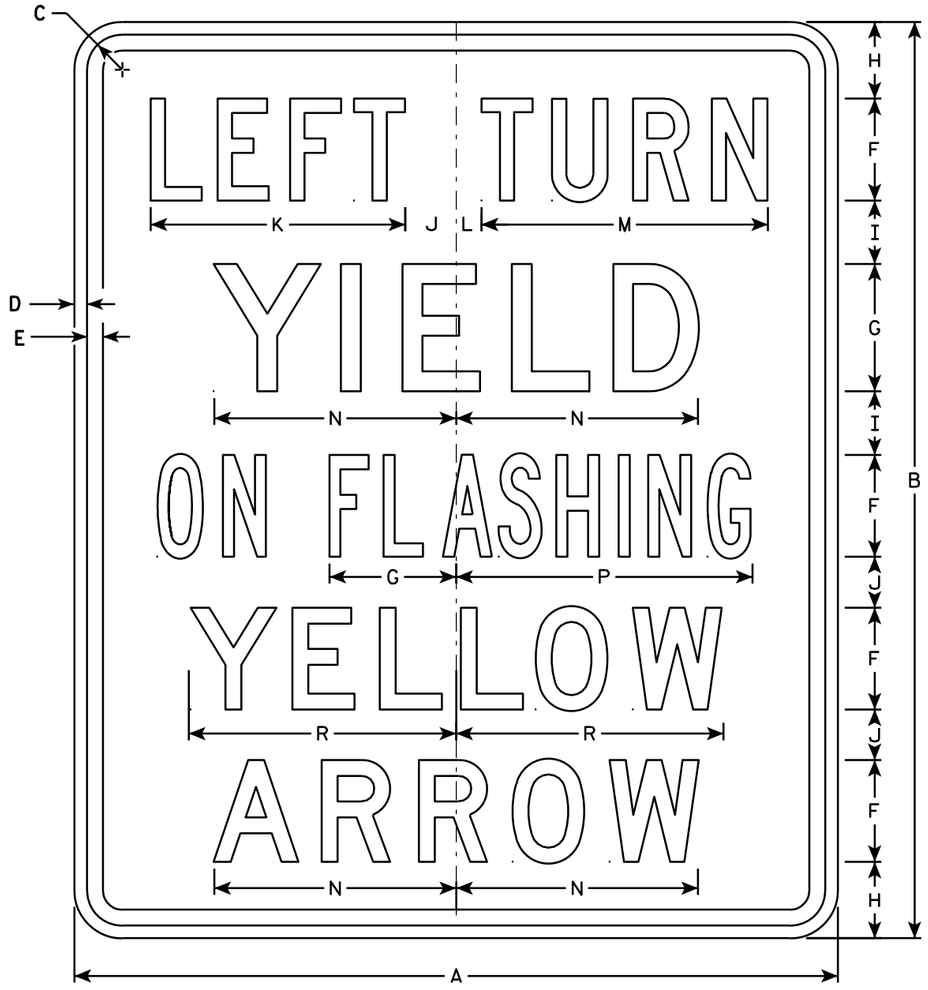
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R7-1.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 346 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R71.DGN PLOT DATE : 31-MAR-2011 09:20 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 3.476110:1.000000

WISDOT/CADDS SHEET 42

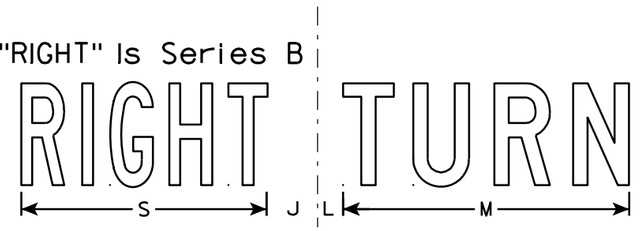


R10-50L

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.

"RIGHT" Is Series B



R10-50R

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	9 5/8								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	9 5/8								7.5
3																											
4																											
5																											

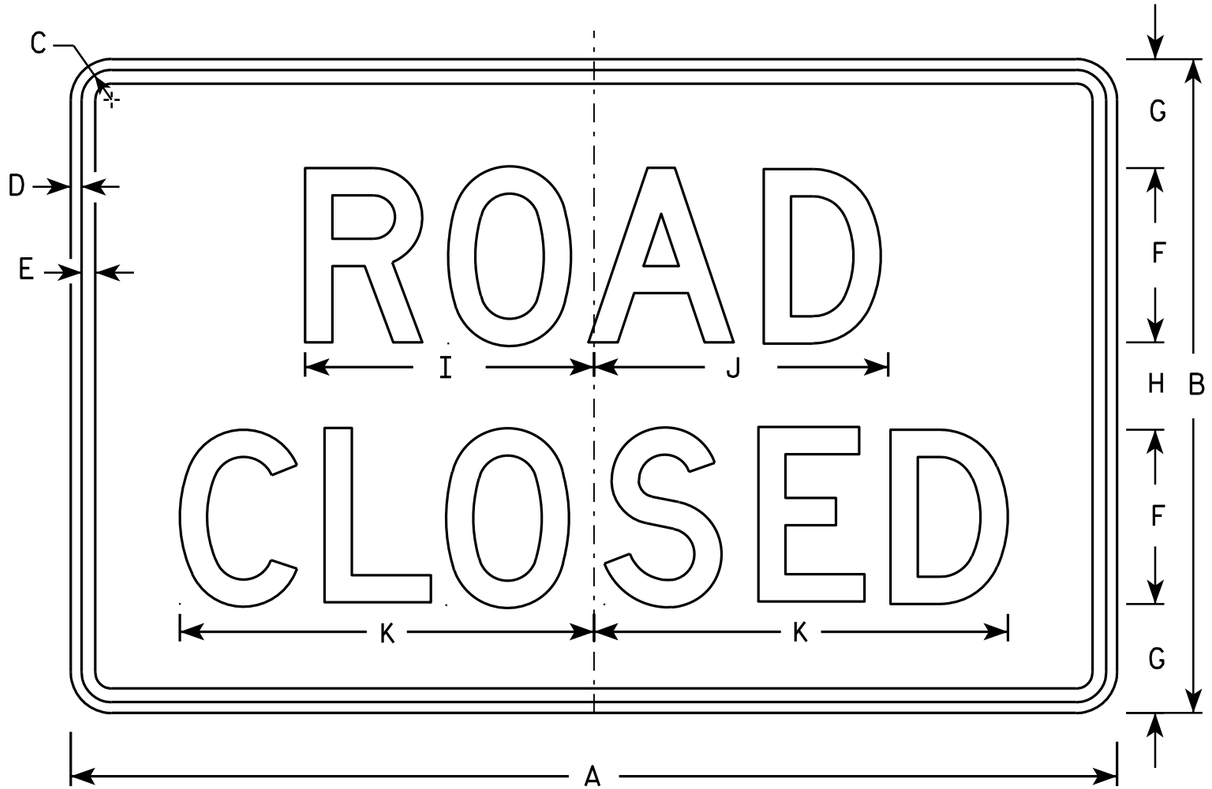
STANDARD SIGN
R10-50

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/11/13 PLATE NO. R10-50.2

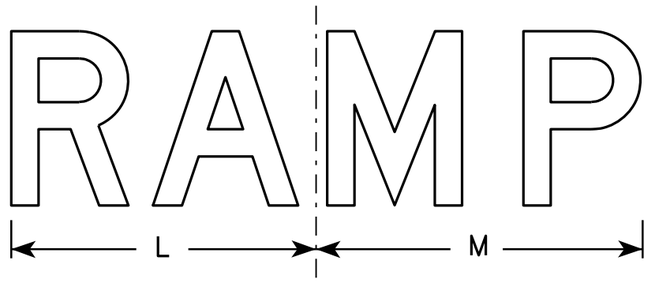
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 347	E



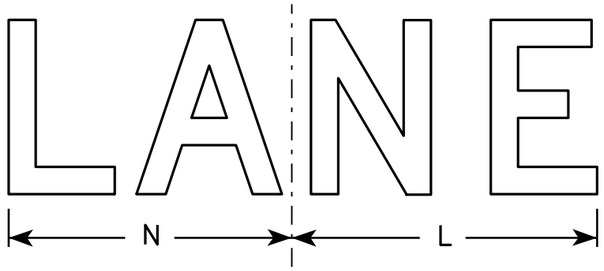
R11-2

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 - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



R11-2R



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
4	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
5	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0

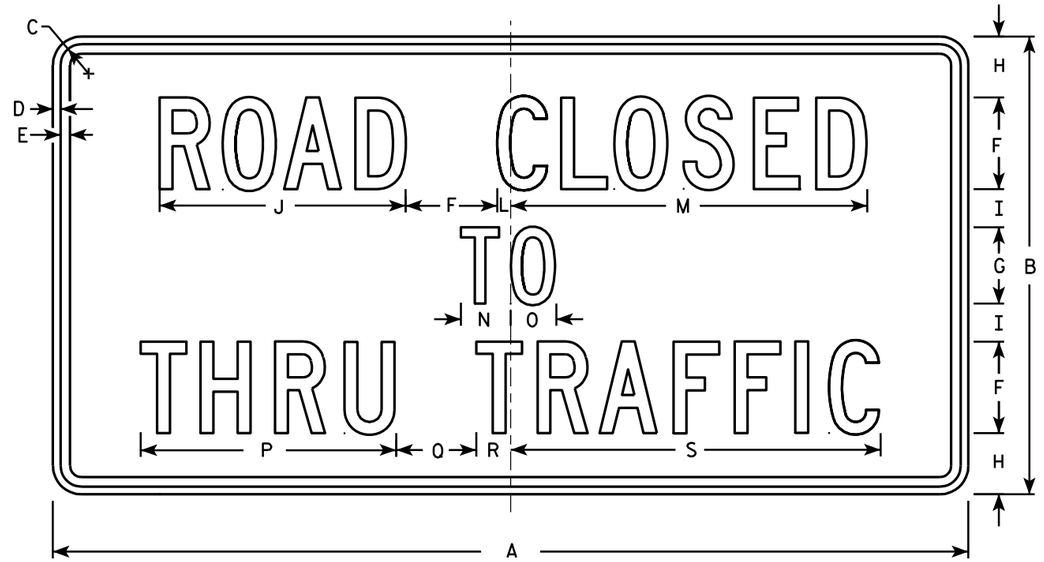
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-2.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 348 | E



R11-4

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.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

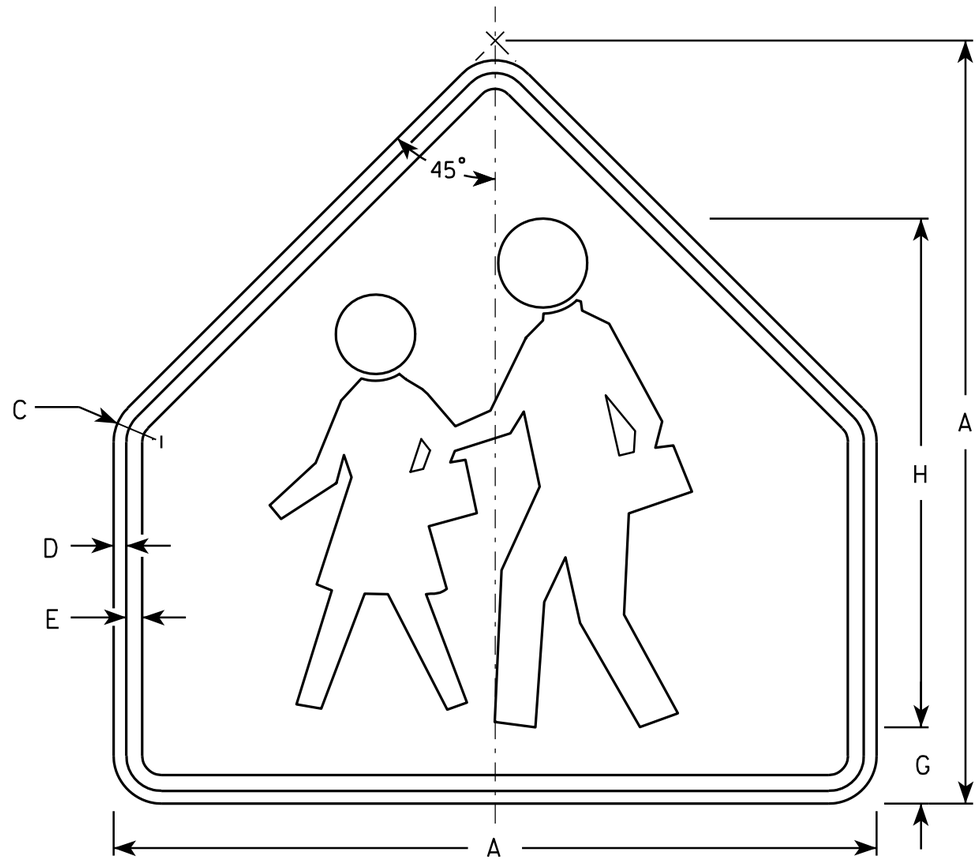
STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-4.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 349 | E



S1-1

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-Green
   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	30		1 3/8	1/2	5/8		3	20																			4.69
2	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
3	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
4	48		2 1/4	3/4	1		4 3/4	32																			12
5																											

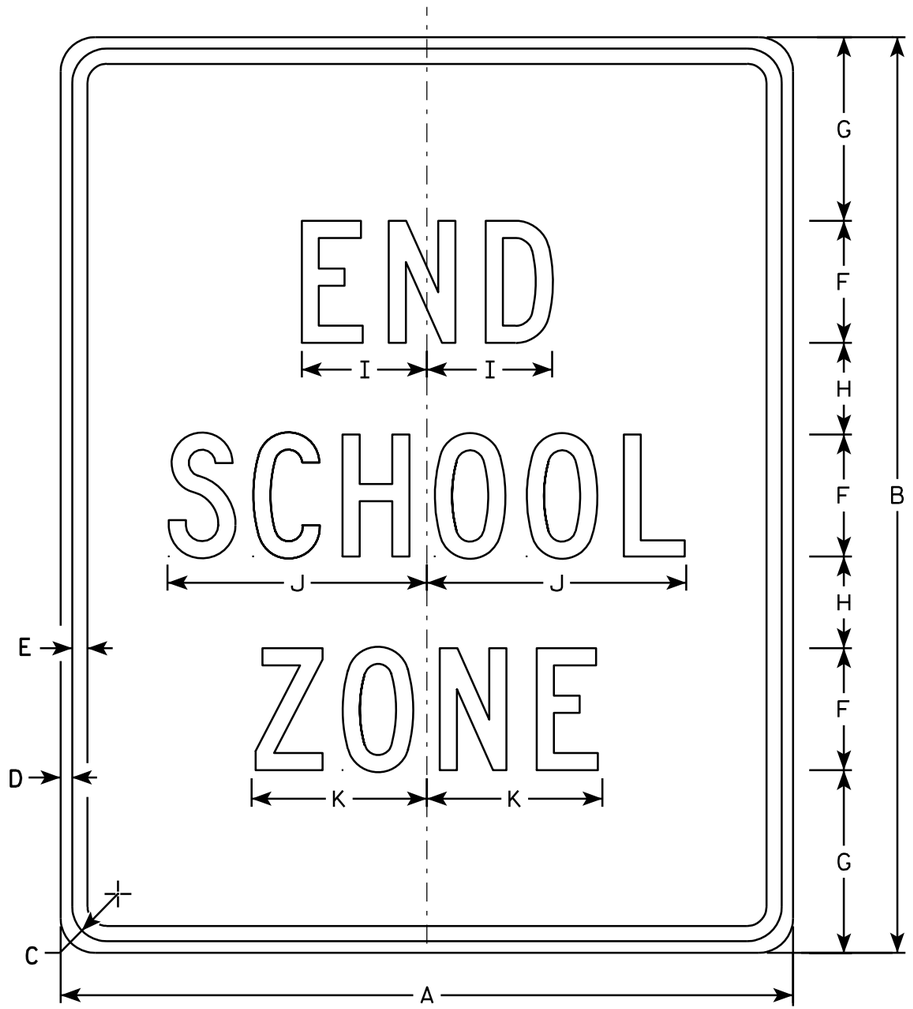
STANDARD SIGN
S1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/30/05 PLATE NO. S1-1.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 350	E



S5-2

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 - 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																											
2	24	30	1 1/8	3/8	1/2	4	6	3	4 1/8	8 1/2	5 3/4																5.0
3	36	42	1 5/8	5/8	3/4	6	7	5	6 1/8	12 5/8	8 5/8																10.5
4																											
5																											

STANDARD SIGN
S5-2

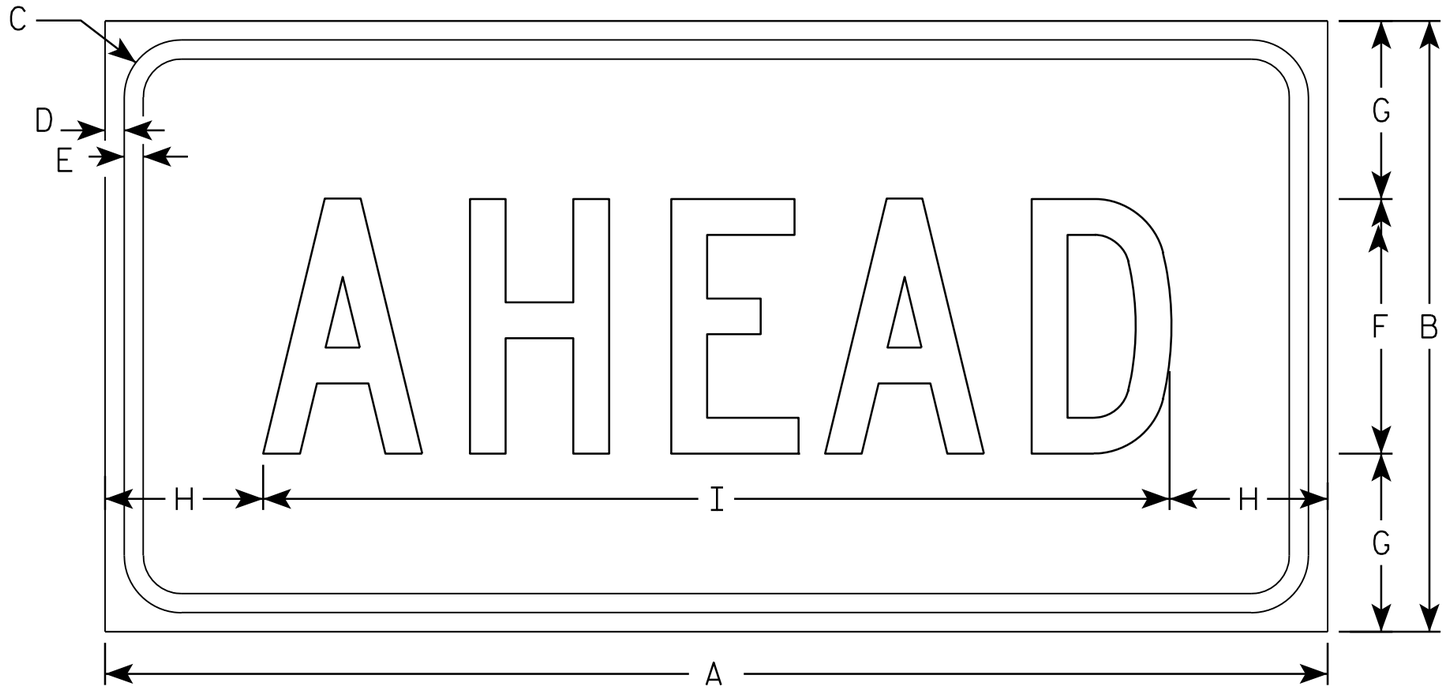
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/8/11 PLATE NO. S5-2.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 351 | E

7



S16-9P

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-Green
   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	24	12	1 1/8	3/8	3/8	5	3 1/2	3 1/8	17 3/4																		2.0
2S	30	18	1 1/8	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
2M	30	18	1 1/8	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
3	30	18	1 1/8	3/8	1/2	7	3 1/2	2 3/4	24 1/2																		3.75
4	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5																											

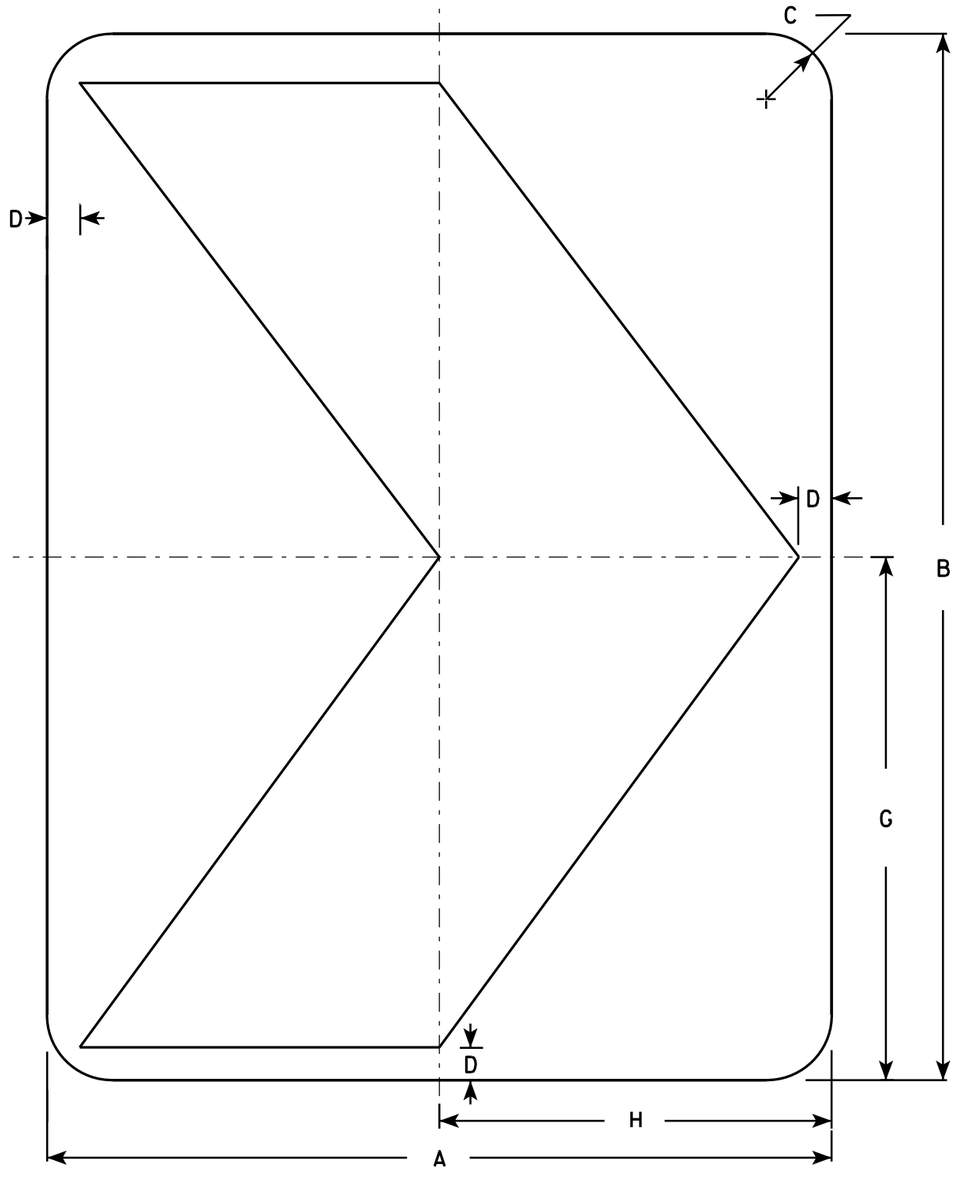
STANDARD SIGN
S16-9P

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/22/13 PLATE NO. S16-9P.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 352 | 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 - 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.

W1-8

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 ½	½			9	6																			1.5
2S	18	24	1 ½	¾			12	9																			3.0
2M	18	24	1 ½	¾			12	9																			3.0
3	24	30	1 ½	1			15	12																			5.0
4	30	36	1 ⅞	1 ¼			18	15																			7.5
5	36	48	2 ¼	1 ½			24	18																			12.0

STANDARD SIGN
W1-8

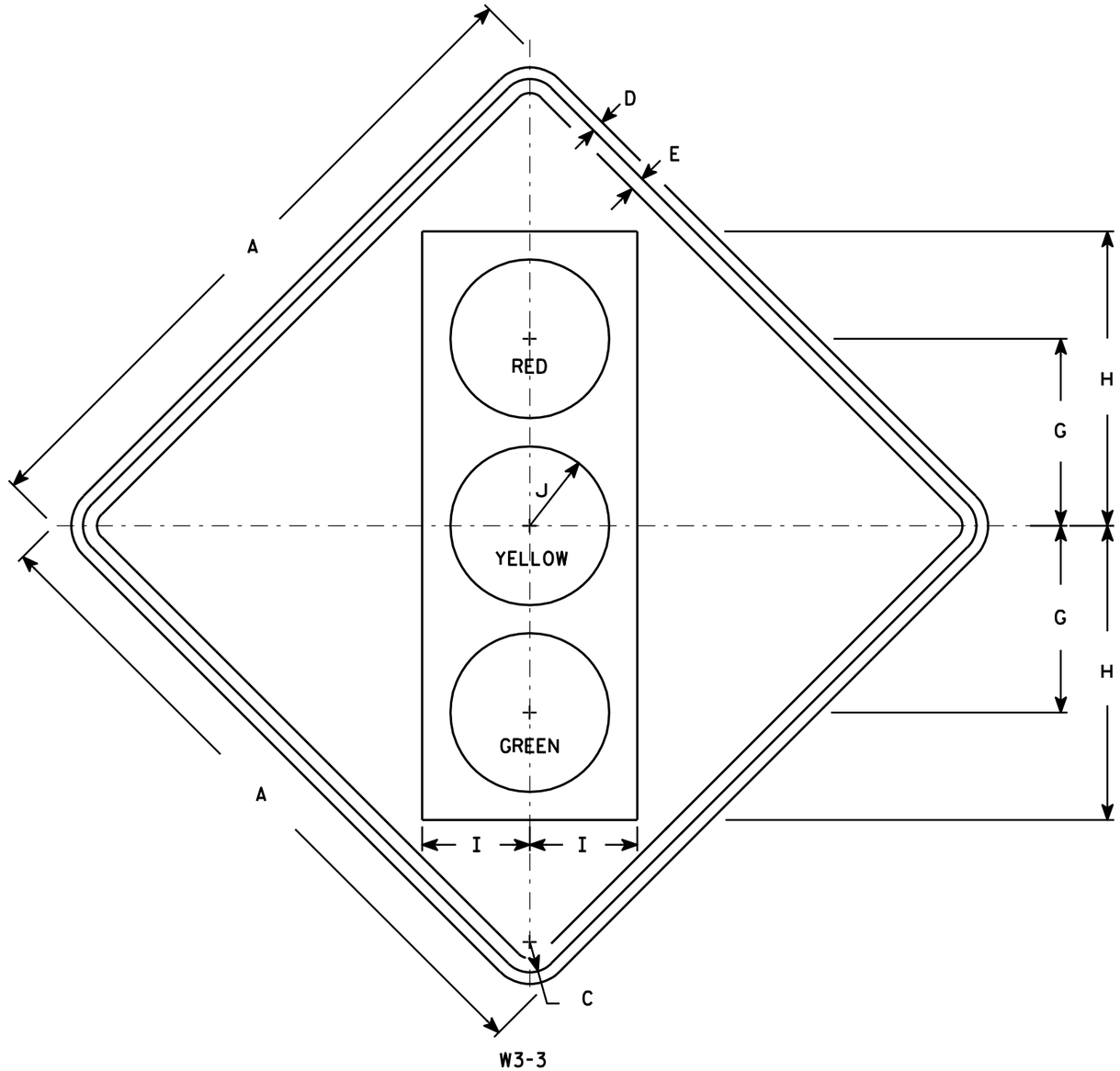
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-8.6

PROJECT NO:

SHEET NO: 353 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: 354 | E

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

W4-4P

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 - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	3	2 1/4	1 1/2	8	1 1/2	3/8	10	6 1/4	2 1/4	2 1/4	6 1/4											2.0
2M	24	12	1 1/8	3/8	3/8	3	2 1/4	1 1/2	8	1 1/2	3/8	10	6 1/4	2 1/4	2 1/4	6 1/4											2.0
3	36	15	1 1/8	3/8	1/2	4	2 5/8	1 3/4	10 3/4	2 3/8	3/8	13 1/2	8 3/8	3	3 1/8	8 3/8											3.75
4	42	18	1 1/8	3/8	1/2	5	3	2	13 3/8	3 1/8	3/8	16 7/8	10 1/2	3 5/8	3 7/8	10 3/8											5.25
5																											

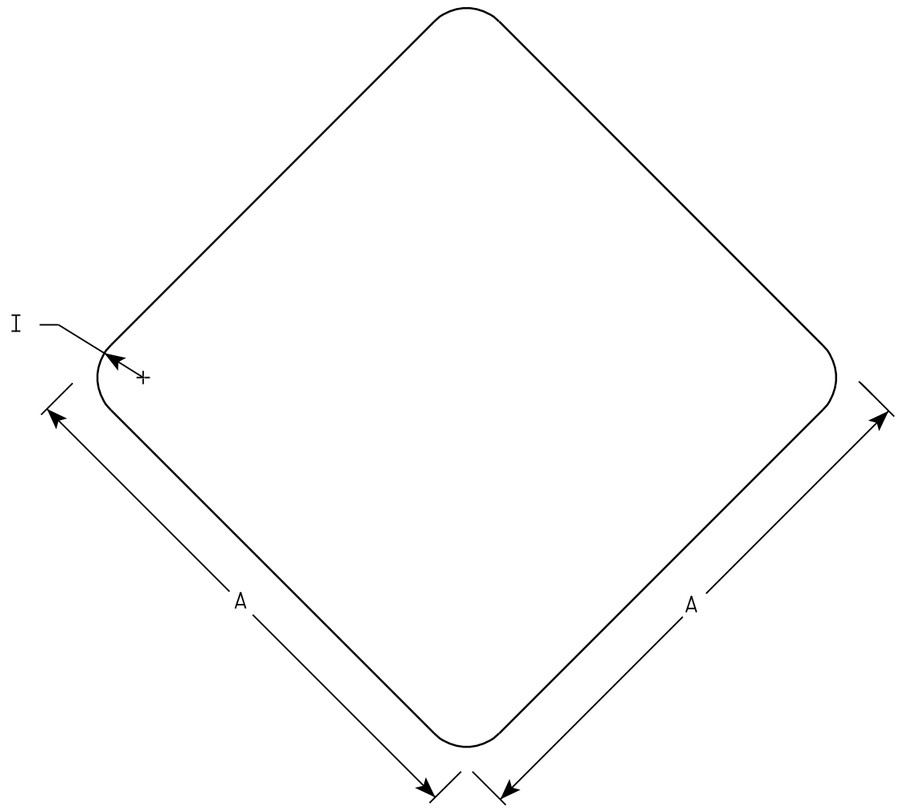
STANDARD SIGN
W4-4P

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W4-4P.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 355	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																											

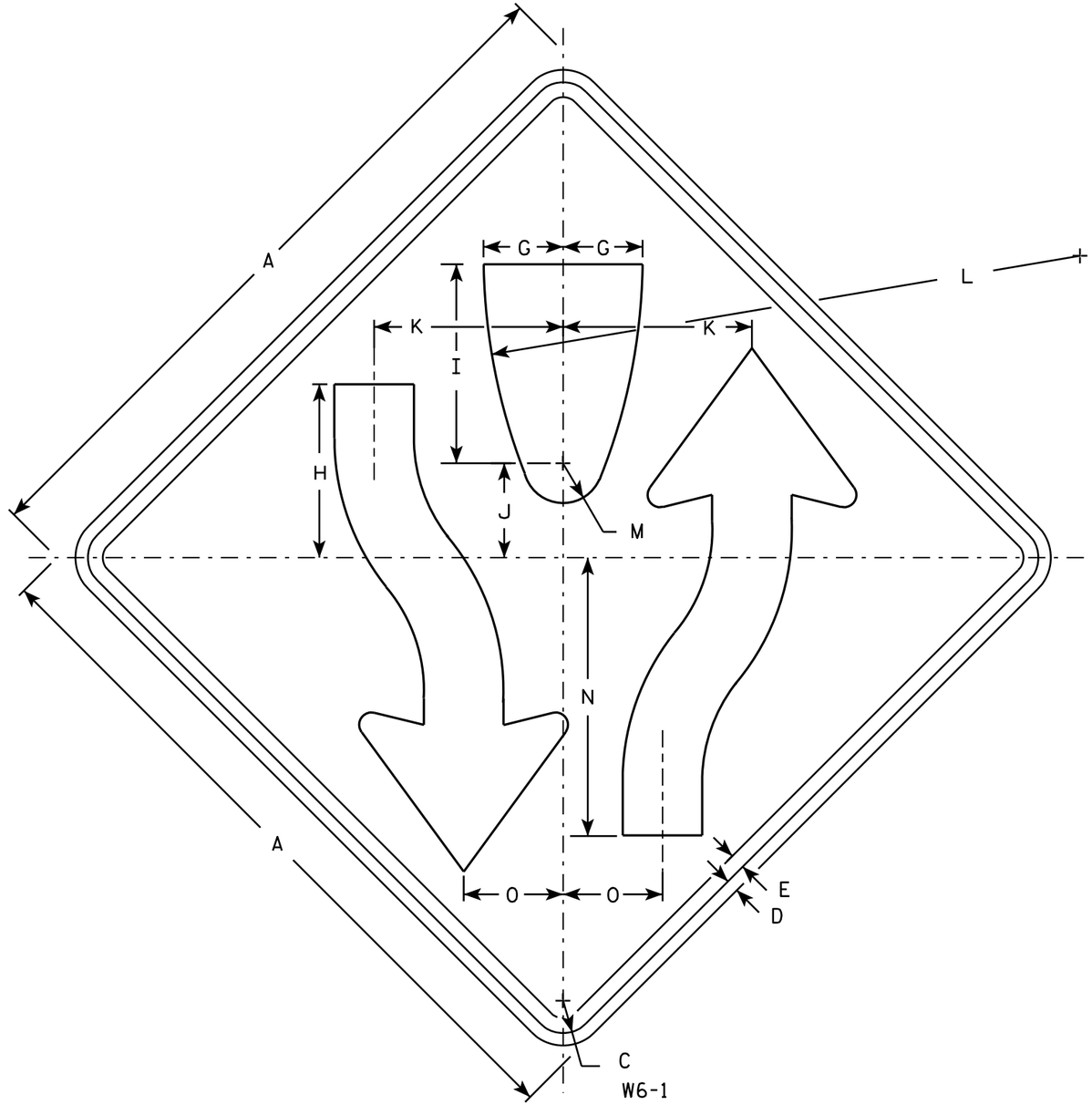
STANDARD SIGN
W5-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

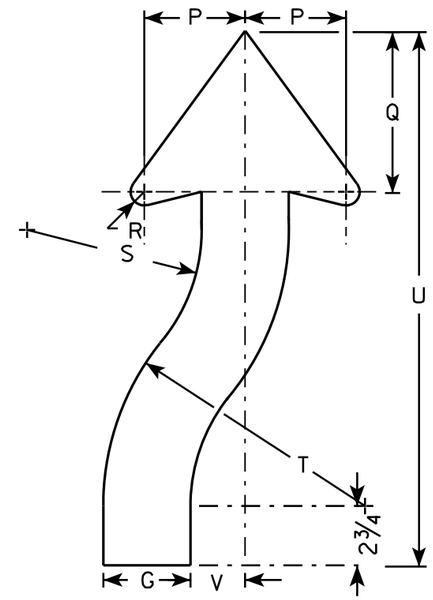
DATE 11/3/10 PLATE NO. W5-54.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 356 | 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 - 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. W6-2 same as W6-1 but is rotated 180° when mounted.



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		3 1/4	8	8 1/4	4 1/8	7 7/8	25	1 3/4	11 5/8	4 1/8	3 7/8	6 3/4	5/8	6 5/8	9 7/8	21 5/8	2					6.25
2S	36		1 5/8	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0
2M	36		1 5/8	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0
3																											
4	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0
5	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0

STANDARD SIGN
W6-1 & W6-2

WISCONSIN DEPT OF TRANSPORTATION

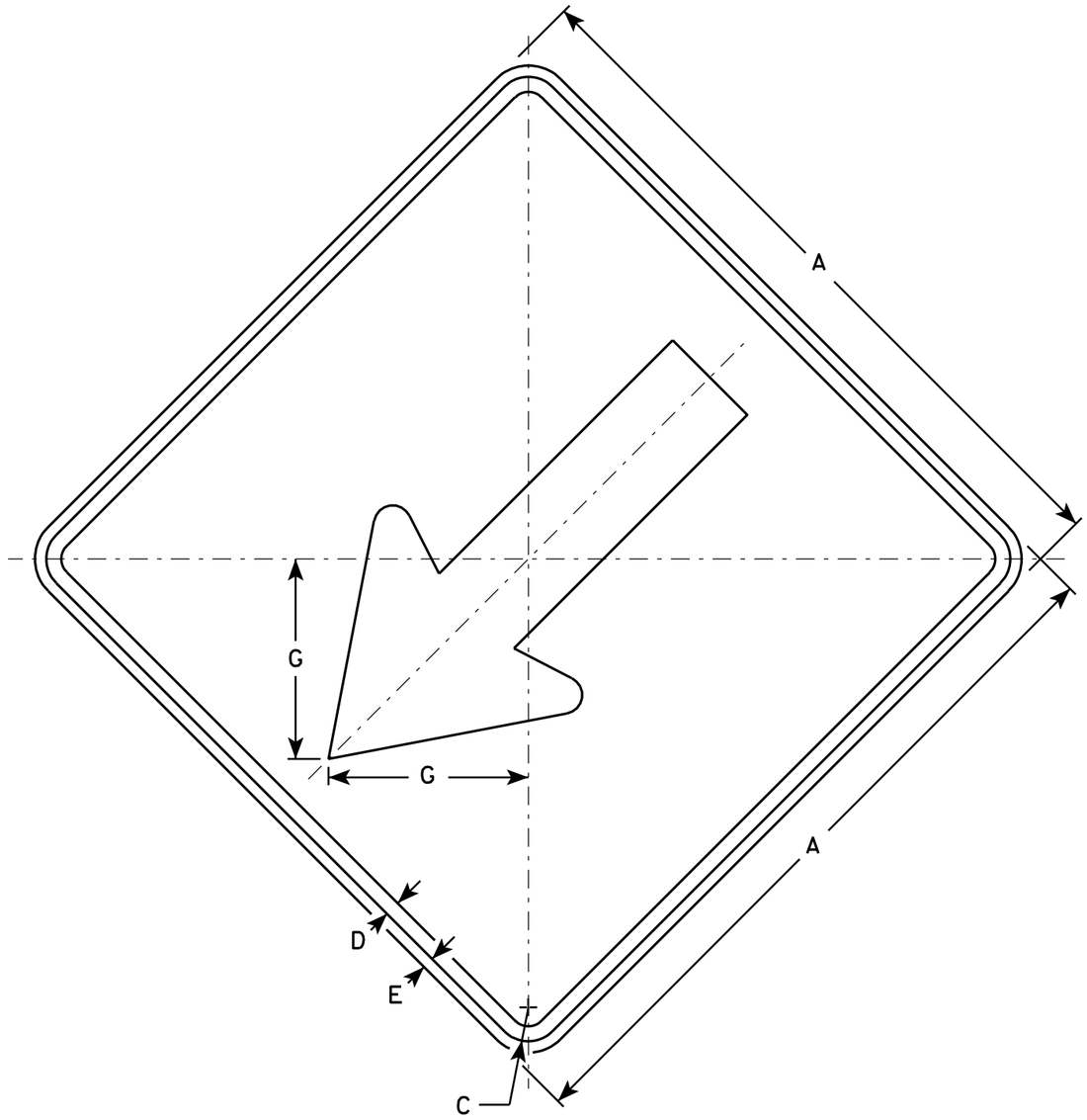
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W6-1.14

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 357	E

7

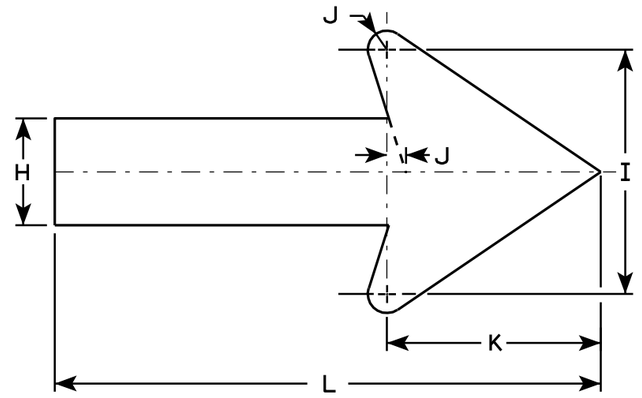
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W61.DGN PLOT DATE : 12-MAR-2013 14:02 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 6.946657:1.000000
WISDOT/CADDS SHEET 42



W12-1

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.



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		6 5/8	3 1/2	8	5/8	7	18															4
2M	24		1 1/8	1/2	3/8		6 5/8	3 1/2	8	5/8	7	18															4
3	30		1 3/8	5/8	1/2		8 1/4	4 3/8	10	3/4	8 3/4	22 3/8															6.25
4	36		1 3/4	3/4	5/8		10 3/8	5 1/2	12 1/2	1	11	27 7/8															9.0
5	48		2 1/4	3/4	1		12 1/2	6 5/8	15	1 1/4	13 1/4	33 1/2															16

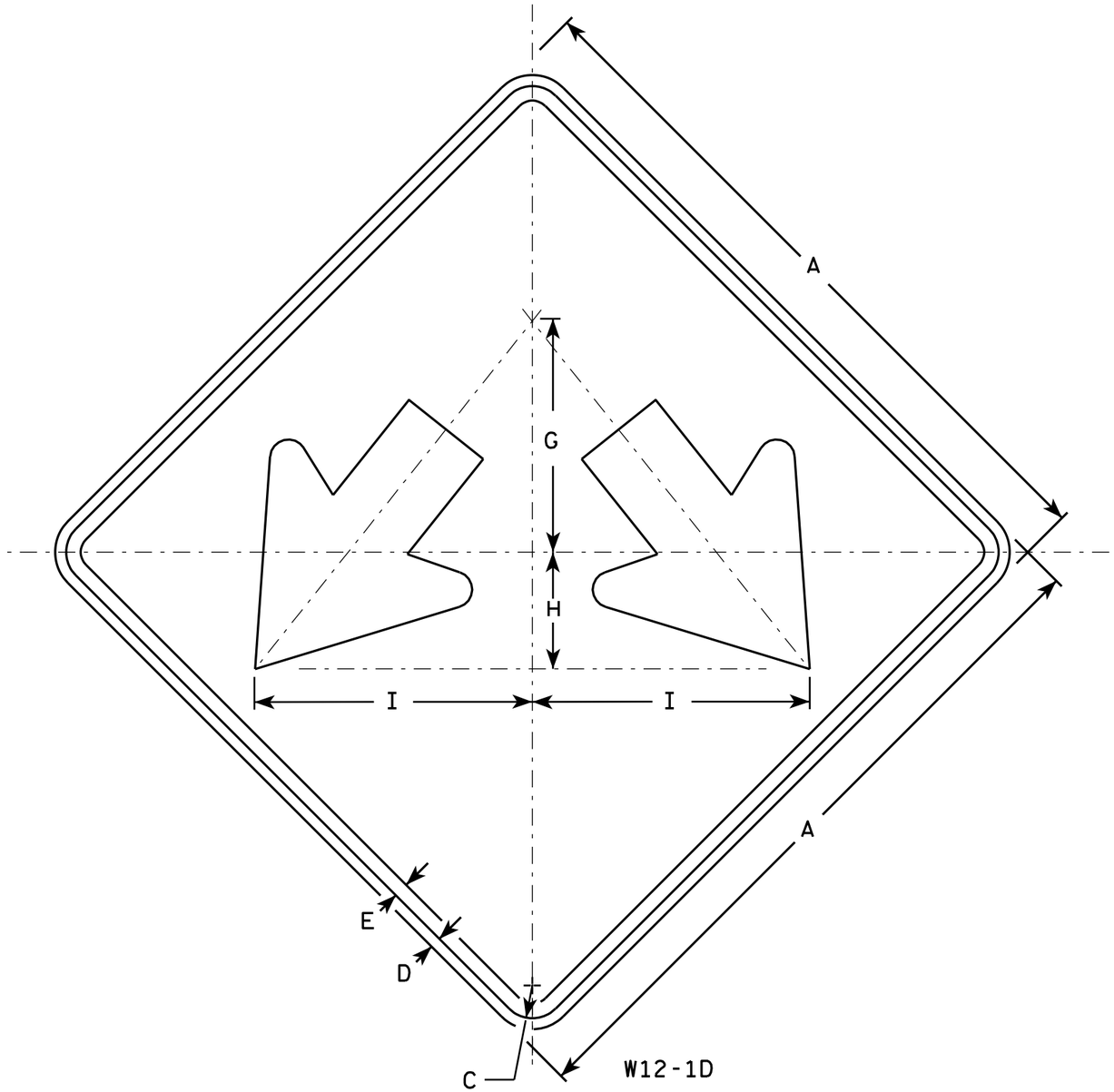
STANDARD SIGN
W12-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W12-1.12

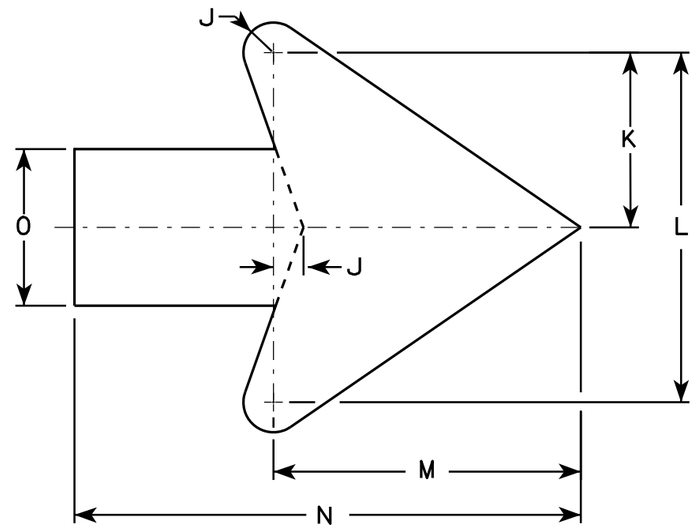
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 358	E



W12-1D

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.



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 3/13/13 PLATE NO. W12-1D.15

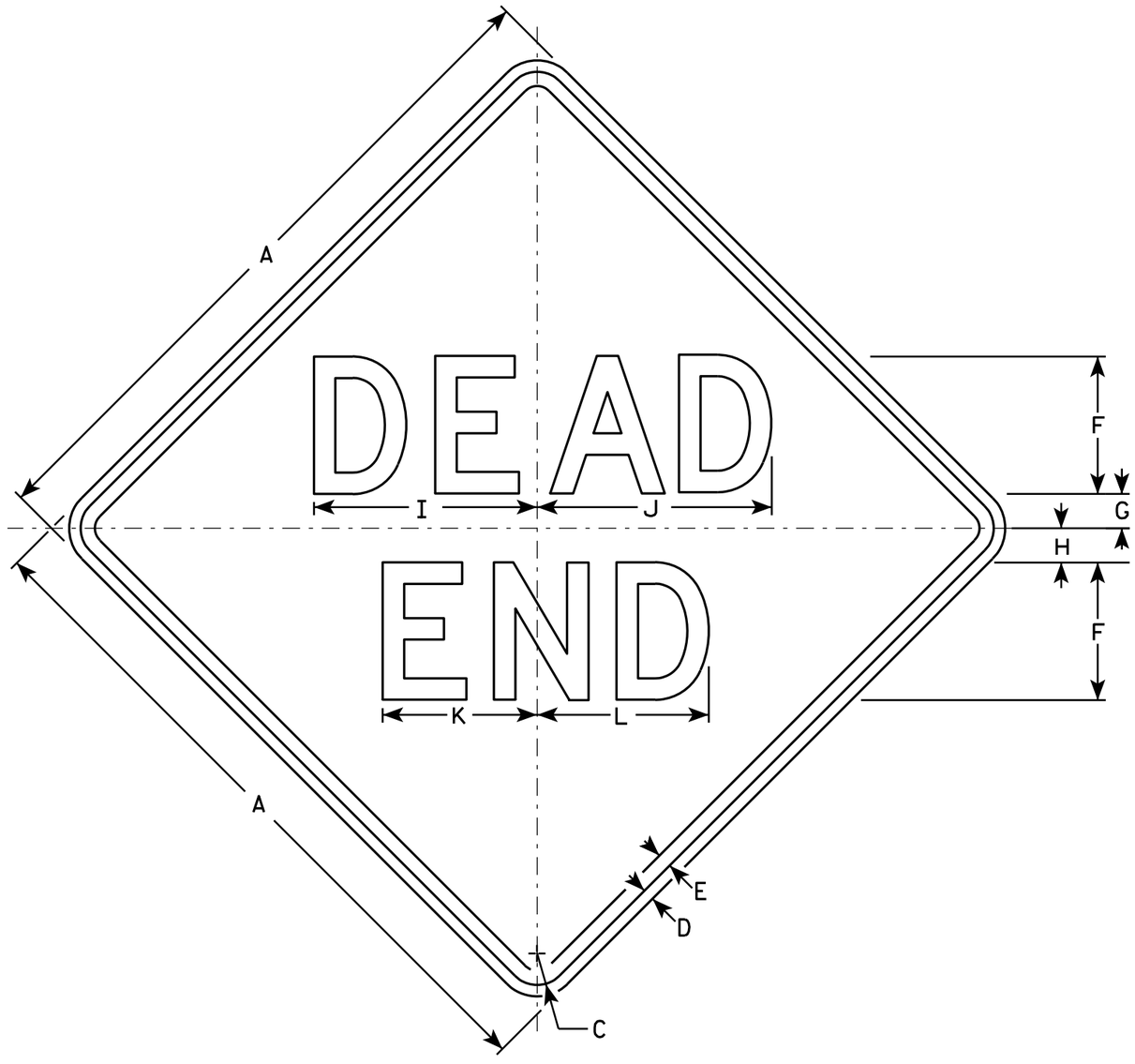
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 359	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W121D.DGN PLOT DATE : 13-MAR-2013 13:26 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 4.713802:1.000000

WISDOT/CADDS SHEET 42

7

7



W14-1

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 - 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																											

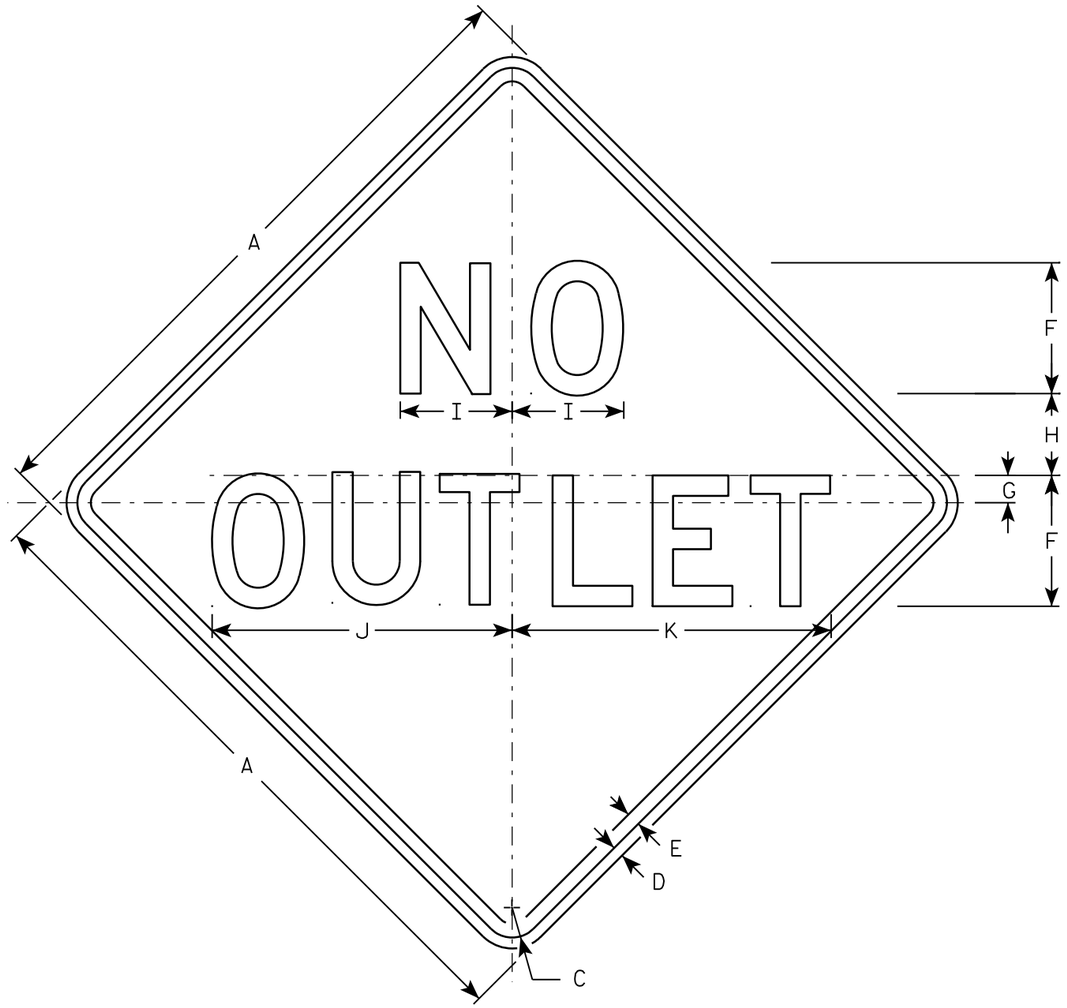
STANDARD SIGN
W14-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W14-1.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 360	E



W14-2

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 - 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

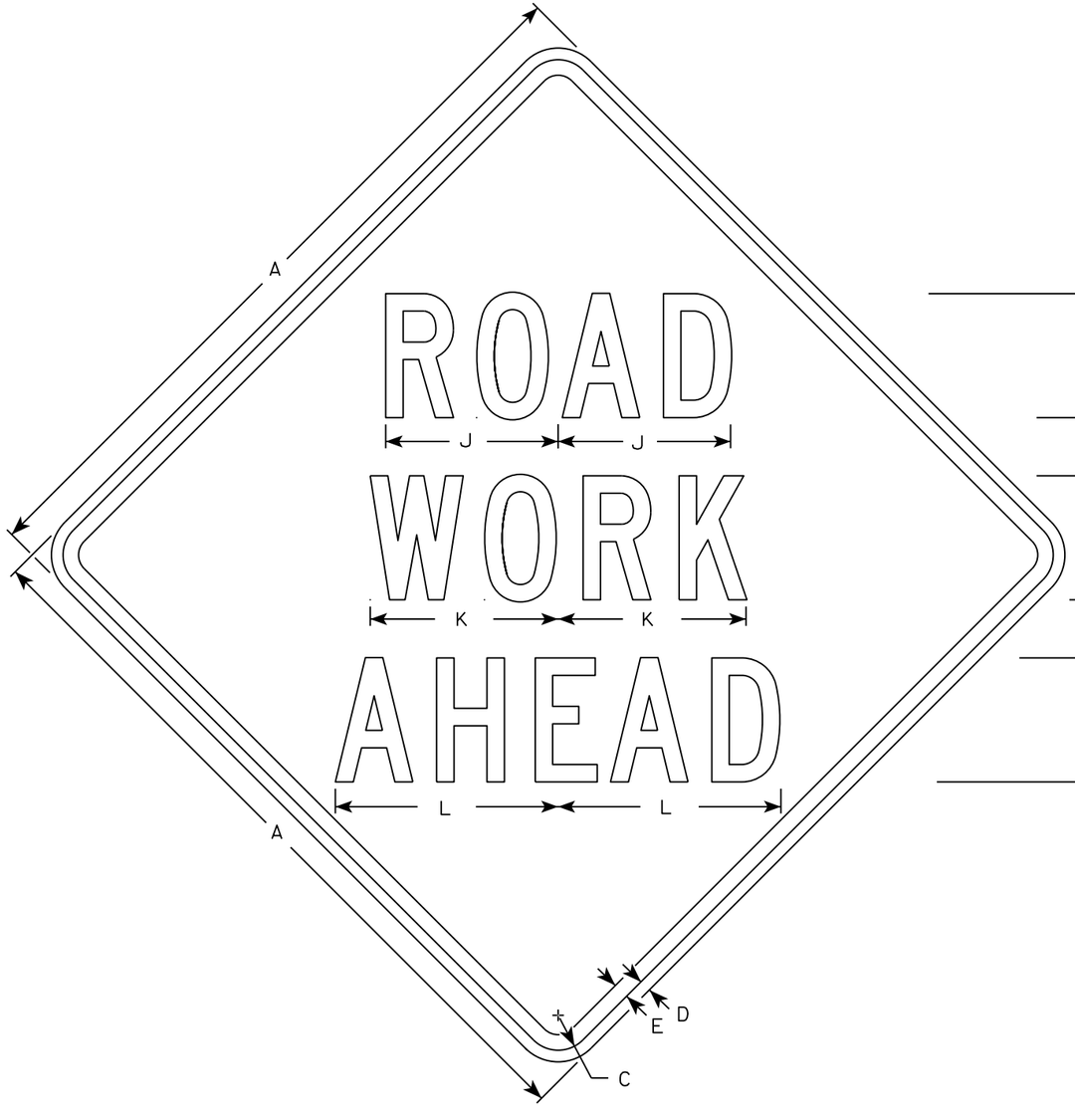
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

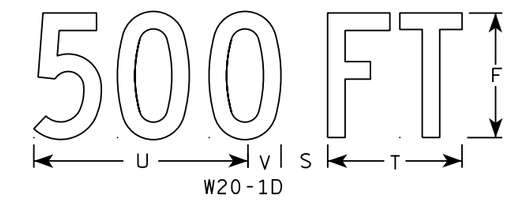
DATE 3/13/13 PLATE NO. W14-2.3

PROJECT NO:

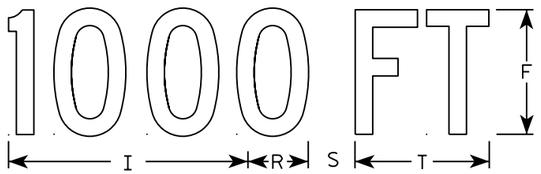
SHEET NO: 361 E



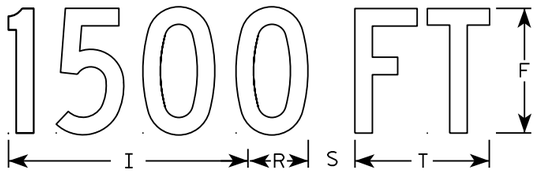
W20-1A



W20-1D

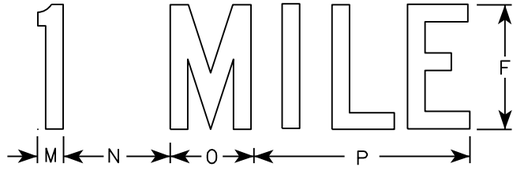


W20-1C

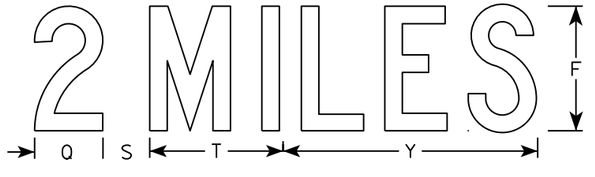


W20-1B

W20-1G



W20-1F



W20-1E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 3/8	1/2	5/8	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9		2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

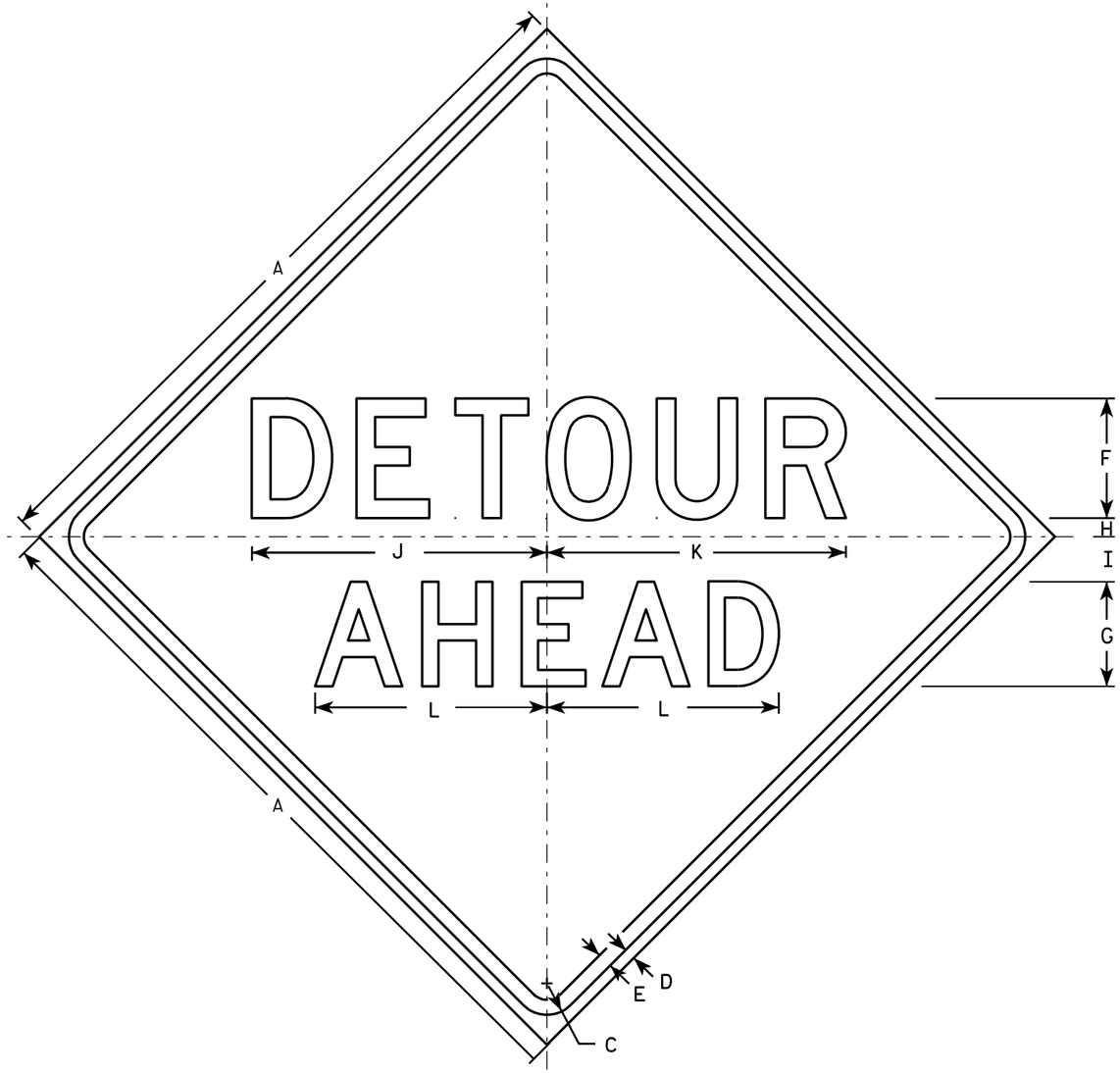
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/07/15 PLATE NO. W20-1.10

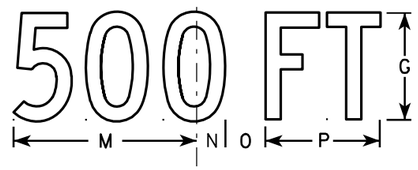
PROJECT NO:

SHEET NO: E

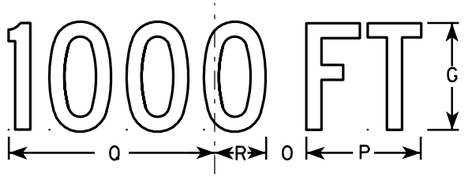
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 01-DEC-2015 18:24 PLOT BY : $$ plotuser $$



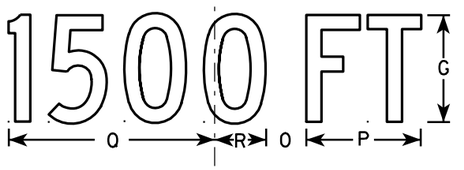
W20-2A



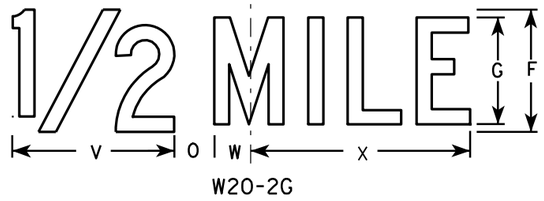
W20-2D



W20-2C



W20-2B



W20-2G

W20-2F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

STANDARD SIGN
W20-2A,B,C,D,F & G

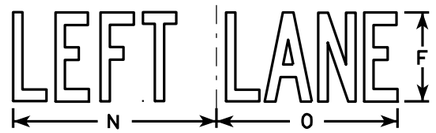
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

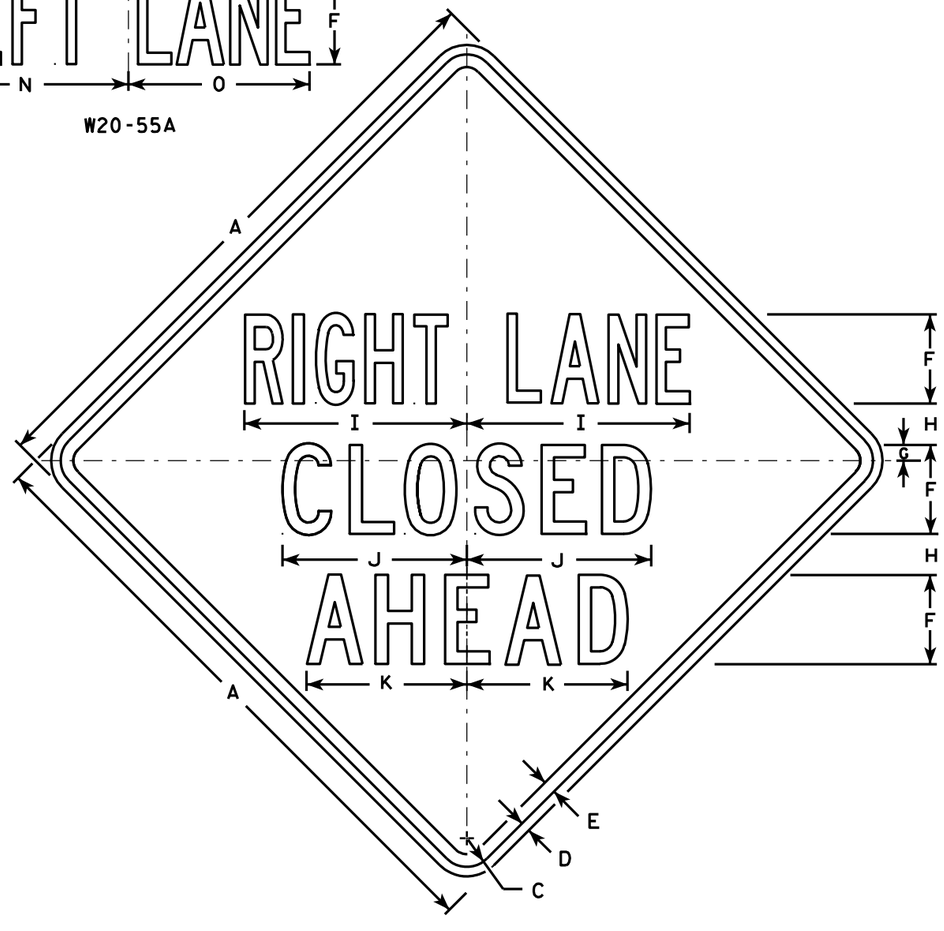
DATE 3/18/11 PLATE NO. W20-2.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 363 | E

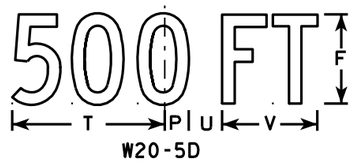
W20-56A



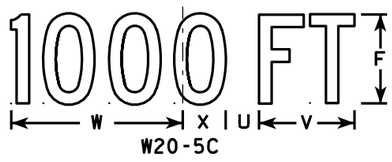
W20-55A



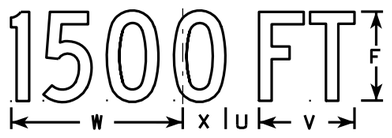
W20-5A



W20-5D



W20-5C



W20-5B

W20-5G

W20-5F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. " _____ LANE" is Series B.
   All other copy is Series C.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	6	1 5/8	5/8	3/4	5	1/8	2 1/2	13 1/8	10 3/4	9 1/2	14 1/4	13 5/8	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 1/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
2M	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
3	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
4	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
5	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0

STANDARD SIGN
W20-5A, B, C, D, F & G

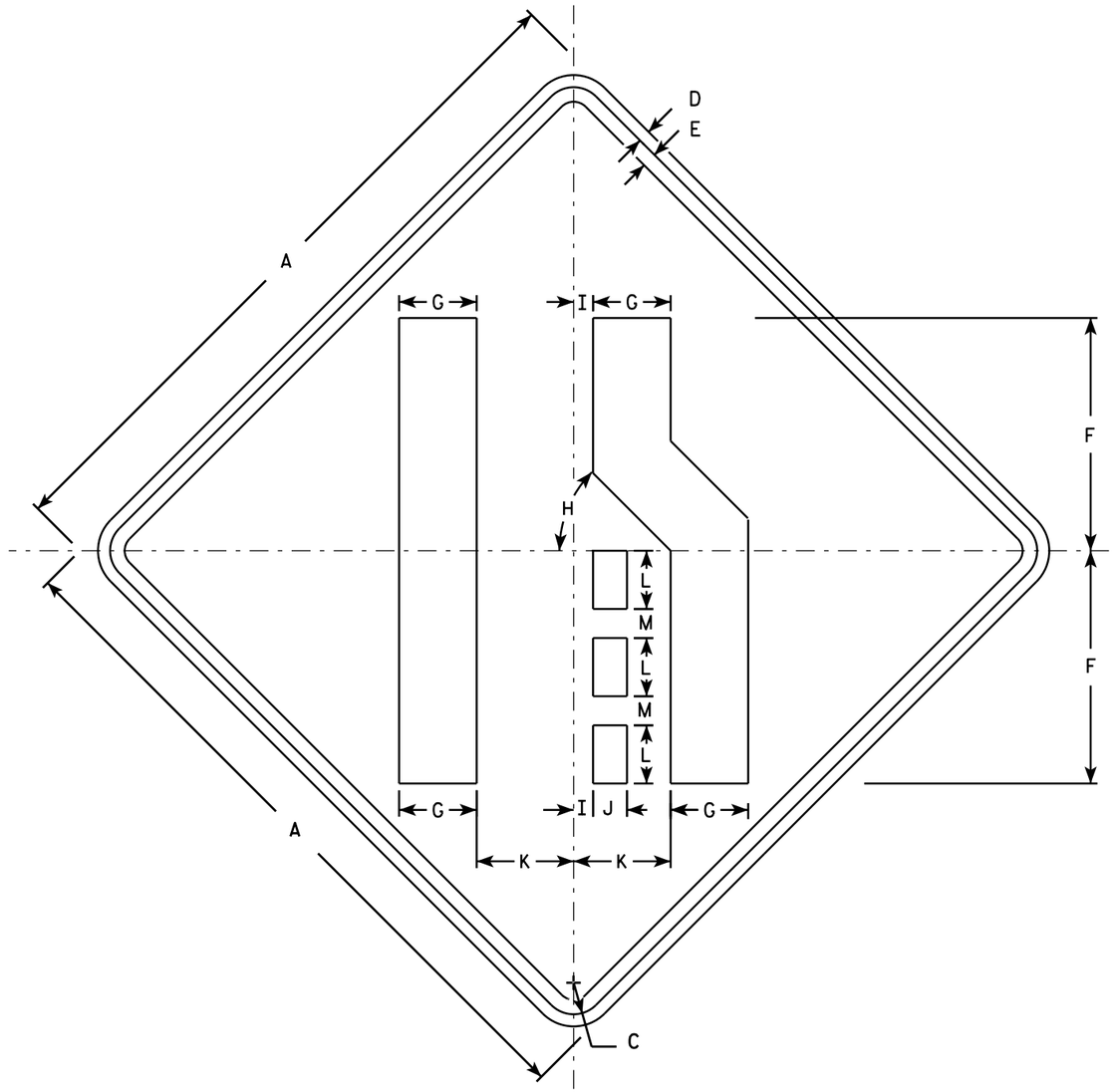
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-5.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 364	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W205.DGN PLOT DATE : 18-MAR-2011 12:15 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 11.918087:1.000000 WISDOT/CADDS SHEET 42



W04-2R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-2L is the same as W04-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	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
2M	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
3	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
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
W04-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 365 W04-2.1

PROJECT NO: | SHEET NO: E

CTH MM **CATEGORY 10**

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
100+72		78	43	7	0	0	0	0	0	0
101+00	28	74	43	6	79	44	7	79	9	26
101+50	50	87	43	0	149	79	6	228	16	88
101+62	12	154	43	0	53	19	0	281	16	123
102+00	38	153	43	8	216	60	6	497	23	271
102+40	40	144	43	0	220	63	6	717	31	420
102+50	10	121	43	12	49	16	2	766	34	450
103+00	50	116	43	3	219	79	15	985	53	572
103+50	50	125	43	6	223	79	9	1208	64	704
103+70	20	124	43	2	92	32	3	1300	68	761
104+00	30	120	43	2	136	48	2	1436	71	846
104+50	50	123	43	3	225	79	5	1661	77	986
105+00	50	161	43	1	262	79	3	1924	81	1165
105+10	10	136	43	2	55	16	0	1979	82	1203
105+50	40	135	43	2	201	63	3	2180	85	1338
106+00	50	142	43	0	257	79	2	2437	88	1512
106+50	50	138	43	1	260	79	1	2696	90	1691
106+66	16	150	43	1	85	25	1	2782	91	1751
107+00	34	134	43	2	179	54	2	2960	93	1874
107+50	50	151	43	0	264	79	1	3225	94	2057
108+00	50	167	43	0	294	79	0	3519	94	2272
108+50	50	144	43	0	288	79	0	3807	95	2480
108+89	39	164	43	0	222	62	0	4029	95	2641
109+00	11	133	43	1	60	17	0	4090	95	2684
109+50	50	130	43	0	243	79	1	4333	97	2846
109+70	20	130	43	1	96	32	0	4429	97	2910
110+00	30	133	43	2	146	48	1	4575	99	3006
110+08	8	147	43	0	41	13	0	4616	99	3035
110+37	29	147	43	0	158	46	0	4774	99	3147
110+50	13	141	43	0	69	21	0	4843	99	3195
110+78	28	154	43	0	153	44	0	4996	100	3303
111+00	22	148	43	0	123	35	0	5119	100	3391
111+40	40	142	43	0	214	63	0	5333	100	3542
111+50	10	135	43	3	51	16	1	5384	101	3577
112+00	50	138	43	3	252	79	6	5637	108	3743
112+17	17	151	43	0	91	27	1	5728	110	3805
112+40	23	151	43	0	128	36	0	5856	110	3897
112+50	10	151	43	0	56	16	0	5912	110	3937
113+00	50	168	43	0	295	79	0	6207	110	4153
113+50	50	138	43	1	284	79	1	6490	110	4357
114+00	50	146	43	8	263	79	8	6754	120	4531
114+50	50	132	43	7	257	79	13	7011	137	4691
114+89	39	144	43	0	199	62	5	7210	144	4823
115+00	11	127	43	3	55	17	1	7265	144	4860

NOTE: CONTINUED ON NEXT PAGE

CTH MM (CONTINUED FROM PREVIOUS PAGE) **CATEGORY 10**

STATION	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
		Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.3	Mass Ordinate
					Note 1	Note 2	Note 3	Note 1		Note 8
115+20	20	127	43	0	94	32	1	7359	146	4920
115+50	30	136	43	0	146	48	0	7506	146	5019
116+00	50	138	43	1	254	79	1	7759	148	5192
116+16	16	148	43	0	85	25	0	7844	148	5251
116+40	24	129	43	0	123	38	0	7967	148	5336
116+50	10	131	43	2	48	16	0	8015	149	5368
117+00	50	130	43	2	242	79	4	8257	154	5526
117+50	50	143	43	2	253	79	4	8509	158	5694
117+66	16	149	43	0	86	25	1	8596	159	5755
117+92	26	145	43	0	142	41	0	8738	159	5855
118+00	8	144	43	2	43	13	0	8780	160	5885
118+50	50	141	43	1	264	79	2	9044	163	6067
119+00	50	139	43	3	259	79	4	9304	167	6242
119+30	30	132	43	1	151	48	2	9454	171	6342
119+50	20	145	43	3	103	32	1	9557	173	6411
119+79	29	190	43	0	180	46	2	9738	175	6543
120+00	21	155	43	3	134	33	1	9872	177	6642
120+50	50	117	43	4	251	79	7	10123	186	6805
121+00	50	126	43	1	224	79	5	10347	193	6943
121+50	50	145	43	0	251	79	1	10598	194	7113
122+00	50	172	43	0	293	79	0	10891	194	7327
122+50	50	175	43	0	321	79	0	11212	194	7570
123+00	50	180	43	0	329	79	0	11541	194	7819
123+50	50	208	43	0	359	79	0	11900	194	8099
124+00	50	263	43	0	436	79	0	12336	194	8456
124+50	50	303	43	0	524	79	0	12860	194	8901
125+00	50	264	43	0	525	79	0	13385	194	9347
125+50	50	255	43	0	480	79	0	13865	194	9748
126+00	50	269	43	0	485	79	0	14351	194	10154
126+50	50	289	43	0	517	79	0	14868	194	10592
127+00	50	280	43	0	526	79	0	15394	194	11039
127+50	50	213	43	0	456	79	0	15850	194	11416
128+00	50	159	43	1	345	79	1	16195	196	11680
128+50	50	143	43	1	280	79	2	16475	199	11878
129+00	50	153	43	1	274	79	2	16749	201	12070
129+50	50	146	43	4	277	79	4	17026	207	12263
130+00	50	132	43	5	257	79	8	17284	218	12430
130+50	50	121	43	6	234	79	10	17518	230	12573
131+00	50	121	43	8	224	79	12	17742	246	12702
131+50	50	122	43	5	225	79	11	17967	261	12833
131+80	30	134	43	0	142	48	3	18109	265	12923
132+00	20	133	43	3	99	32	1	18208	266	12989
132+50	50	158	43	2	269	79	5	18477	273	13173
133+00	50	166	43	0	300	79	2	18778	275	13392

NOTE: CONTINUED ON NEXT PAGE

CTH MM (CONTINUED FROM PREVIOUS PAGE) **CATEGORY 10**

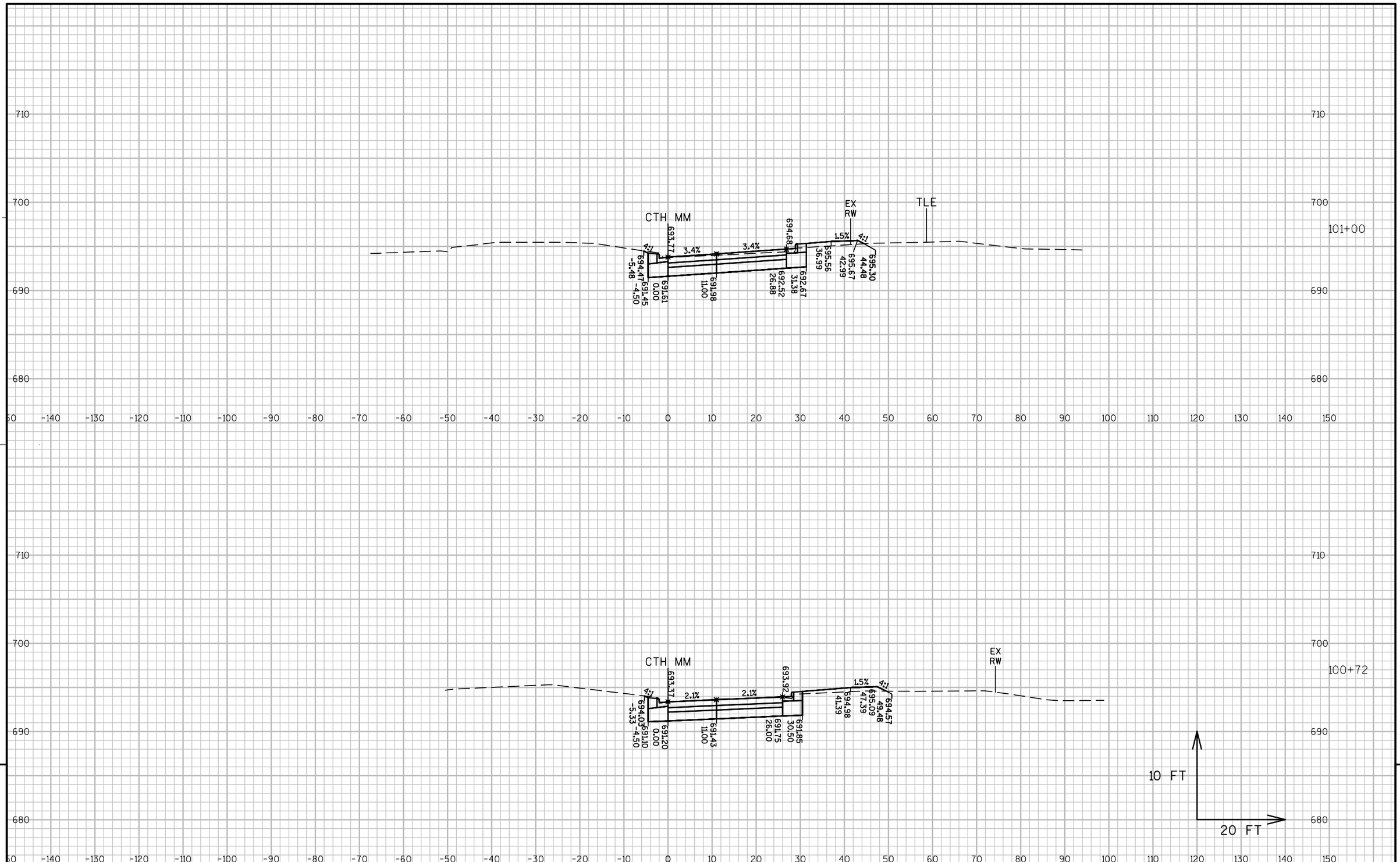
STATION	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
		Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.3	Mass Ordinate Note 8
133+50	50	163	43	0	305	79	0	19083	275	13618
134+00	50	148	43	0	288	79	0	19371	276	13826
134+50	50	150	43	0	276	79	0	19647	276	14023
135+00	50	141	43	1	269	79	1	19916	277	14211
135+50	50	138	43	2	258	79	3	20174	281	14387
136+00	50	144	43	0	261	79	2	20435	283	14566
136+50	50	149	43	1	271	79	1	20706	285	14757
137+00	50	167	43	1	293	79	2	20999	287	14967
137+50	50	189	43	1	329	79	1	21328	289	15216
138+00	50	195	43	1	356	79	2	21684	291	15490
138+50	50	234	43	4	398	79	4	22081	297	15803
138+80	30	276	43	0	283	48	2	22365	299	16036
139+00	20	246	43	6	193	32	2	22558	302	16195
139+50	50	220	43	34	431	79	37	22989	351	16499
140+00	50	195	43	51	384	79	79	23374	454	16701
140+50	50	119	43	103	291	79	142	23665	639	16727
141+00	50	73	43	288	178	79	362	23843	1110	16356
142+00	100	87	43	149	296	158	810	24139	2163	15440
142+50	50	271	43	191	331	79	315	24470	2573	15282
142+87	37	229	43	193	342	59	263	24813	2915	15224
143+00	13	243	43	193	114	21	93	24926	3036	15196
143+11	11	184	43	173	87	17	75	25013	3133	15169
143+50	39	331	43	86	372	62	187	25385	3376	15236
143+60	10	572	43	77	167	16	30	25552	3415	15348
144+00	40	925	43	42	1109	63	88	26661	3530	16279
144+50	50	987	43	24	1771	79	61	28432	3609	17891
145+00	50	1307	43	9	2124	79	30	30556	3648	19897
145+39	39	495	43	12	1301	62	15	31857	3667	21117
				Column totals	31857	7073	2821			

STH 38 CATEGORY 10

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
227+42		121	47	0	0	0	0	0	0	0
228+00	58	258	94	0	407	151	0	407	0	255
228+50	50	236	94	12	457	174	11	864	15	524
229+00	50	270	94	10	469	174	21	1333	42	791
229+50	50	287	127	6	515	205	16	1848	63	1082
229+73	23	243	127	6	226	108	5	2074	69	1193
230+00	27	257	94	5	250	111	5	2324	76	1326
230+50	50	251	94	58	471	174	58	2795	152	1546
231+00	50	295	94	146	505	174	189	3300	398	1632
231+50	50	324	94	85	573	174	214	3873	676	1753
232+00	50	403	94	47	674	174	122	4547	835	2094
232+50	50	427	127	50	768	205	90	5315	952	2541
233+00	50	337	127	22	707	235	67	6021	1039	2924
233+50	50	189	127	18	487	235	38	6508	1088	3127
				Column totals	6508	2293	837			

OLD MILL DR CATEGORY 10

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
200+50		278	19	232	0	0	0	0	0	0
201+00	50	225	19	125	466	34	331	466	431	1
201+50	50	219	19	21	412	34	136	877	607	202
201+60	10	202	19	16	78	7	7	955	616	264
202+00	40	244	19	31	331	27	35	1286	661	522
202+50	50	227	19	17	437	34	45	1723	719	866
203+00	50	204	19	6	400	34	22	2123	747	1204
203+50	50	133	19	13	312	34	18	2435	771	1459
203+76	26	117	19	6	120	18	9	2555	783	1549
204+00	24	106	19	6	99	16	5	2654	790	1624
204+50	50	166	19	3	252	34	8	2906	801	1831
				Column totals	2906	274	616			

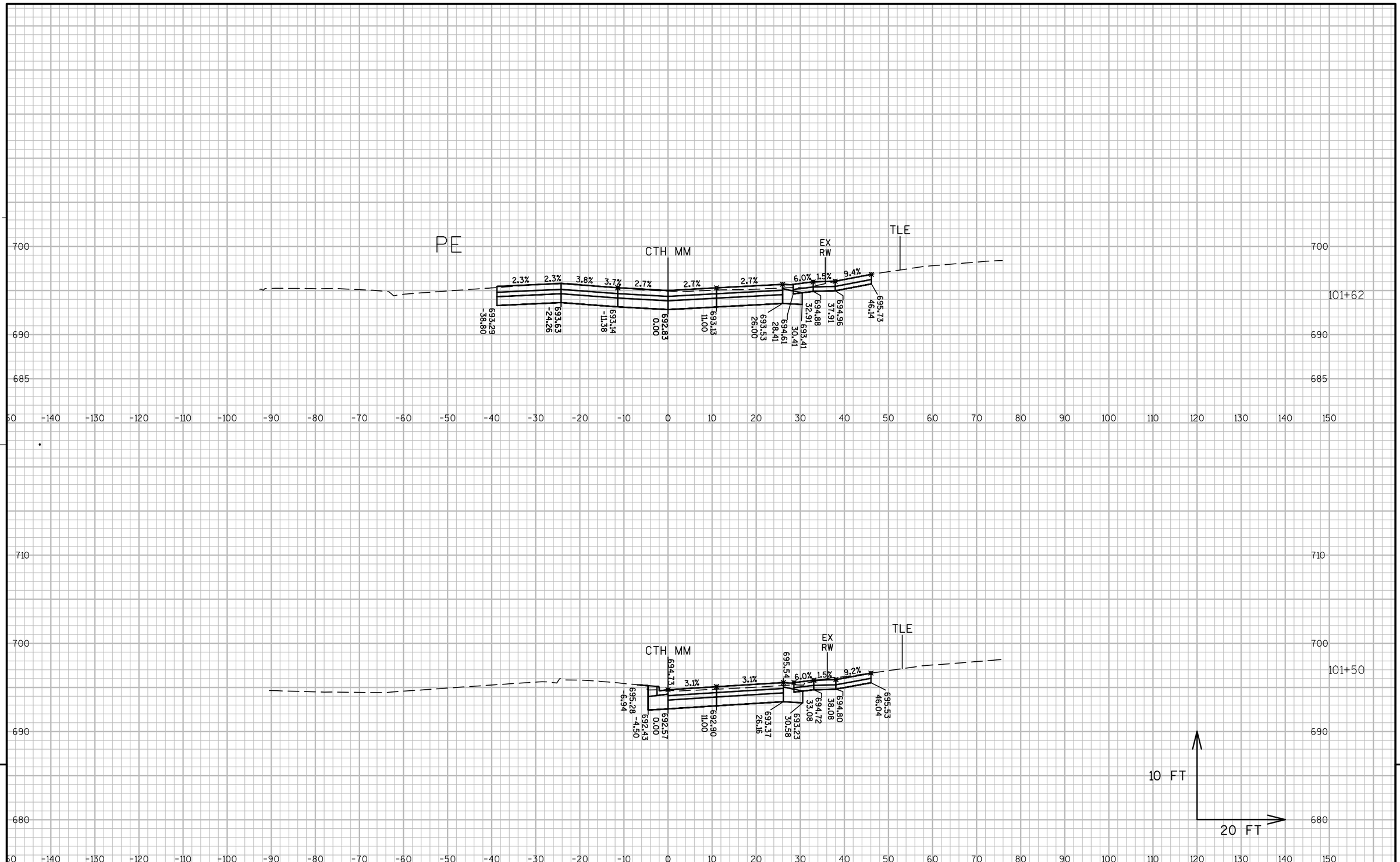


PROJECT NO: 2808-00-70 | HWY: CTH MM | COUNTY: RACINE | CROSS SECTIONS: CTH MM | SHEET 370 | E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090201_XS

PLOT DATE : 7/5/2017 4:03 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49

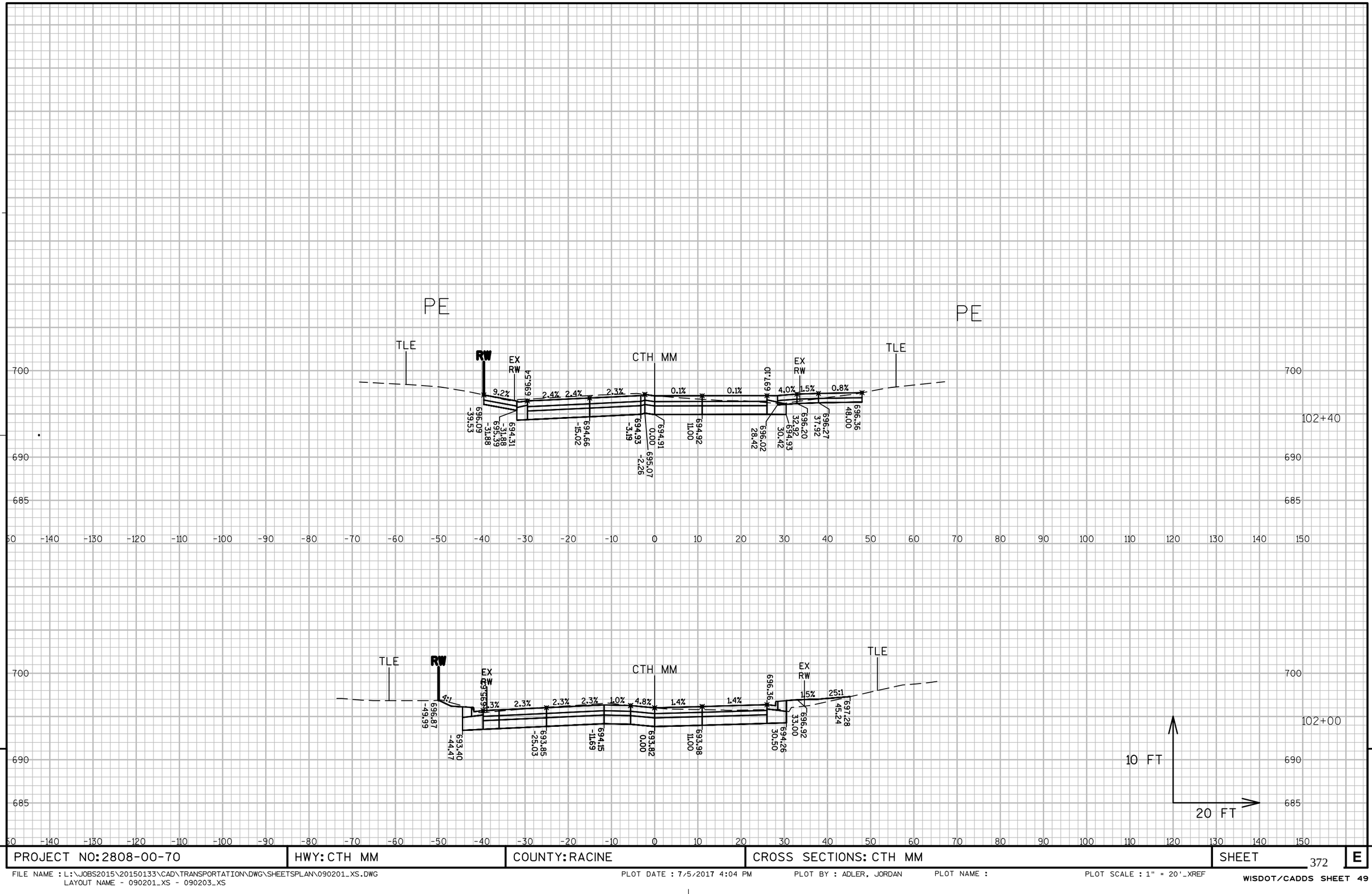


PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 371 E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090202_XS

PLOT DATE : 7/5/2017 4:03 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49



9

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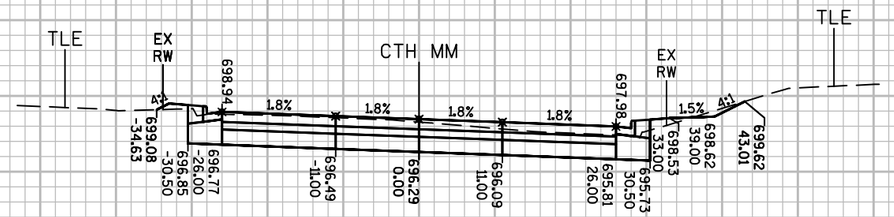
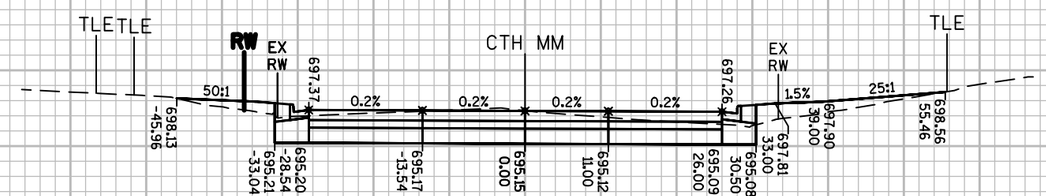
PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 372	E

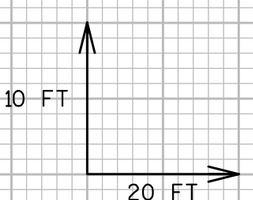
FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090203_XS

PLOT DATE : 7/5/2017 4:04 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49







103+00

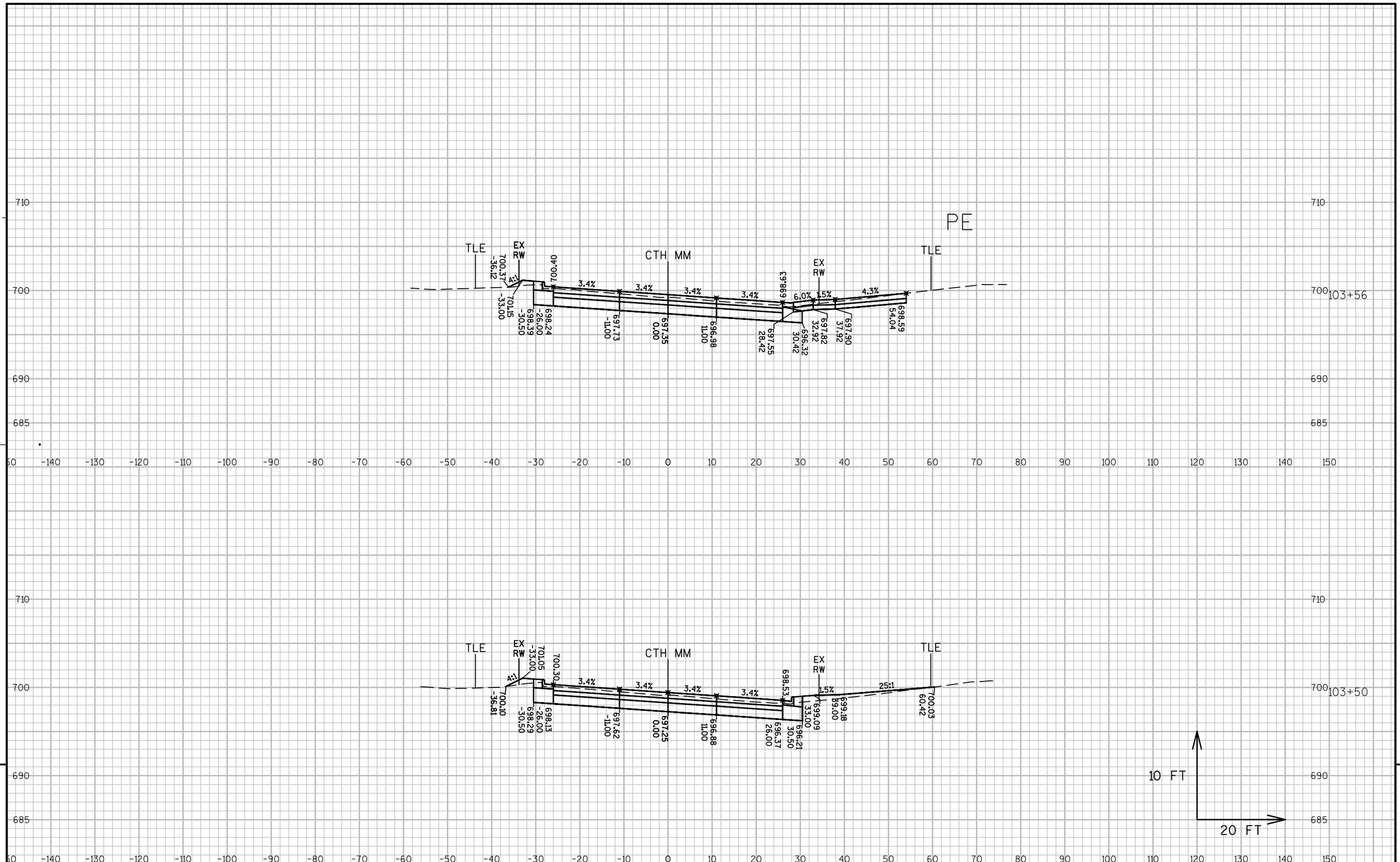
102+50

PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 373 E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090204_XS

PLOT DATE : 7/5/2017 4:04 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49

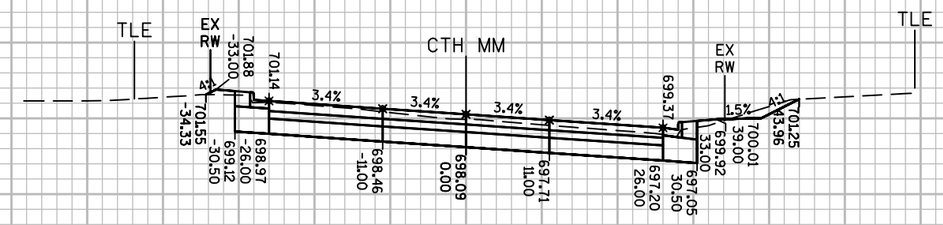


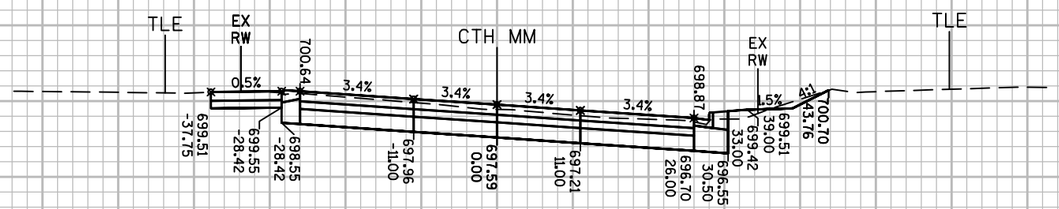
PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 374	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090205_XS

PLOT DATE : 7/5/2017 4:04 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49



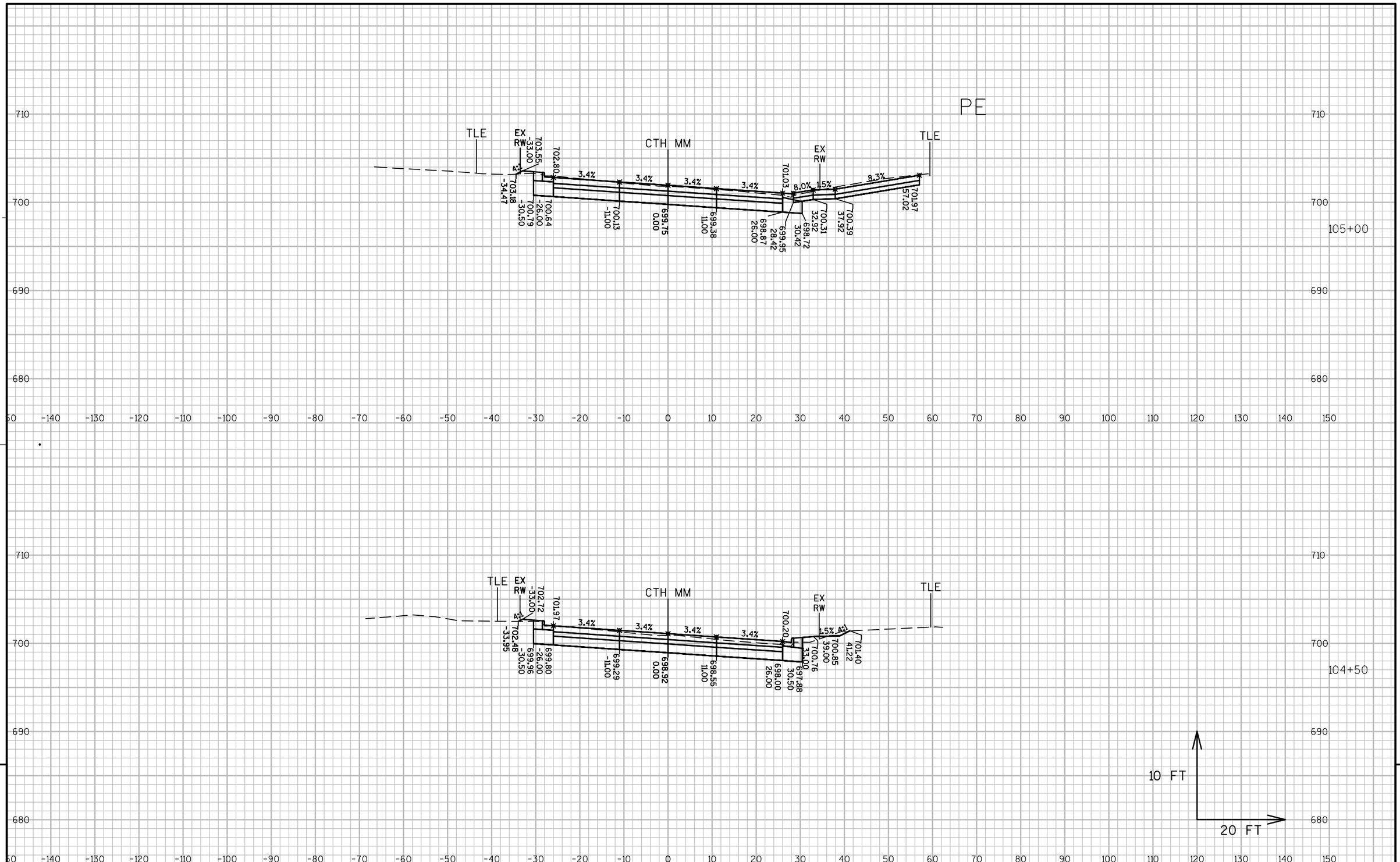


PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 375	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090206_XS

PLOT DATE : 7/5/2017 4:04 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49



9

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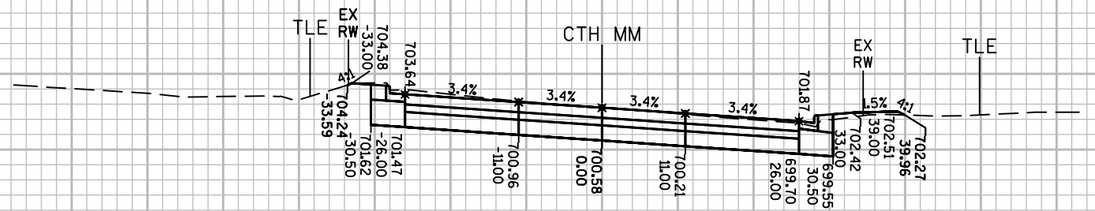
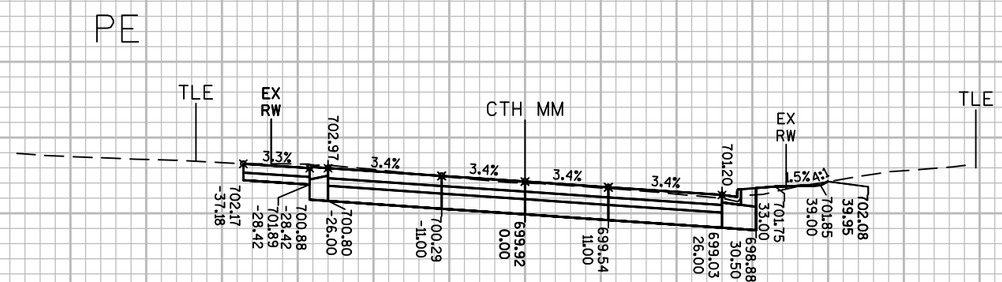
PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 376	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090207_XS

PLOT DATE : 7/5/2017 4:04 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49





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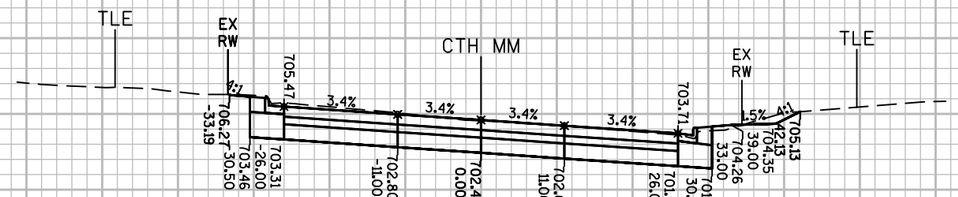
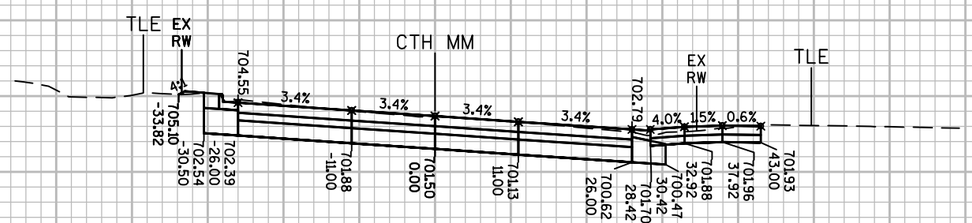
PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 377	E

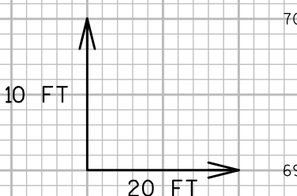
FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090208_XS

PLOT DATE : 7/5/2017 4:04 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49







106+50

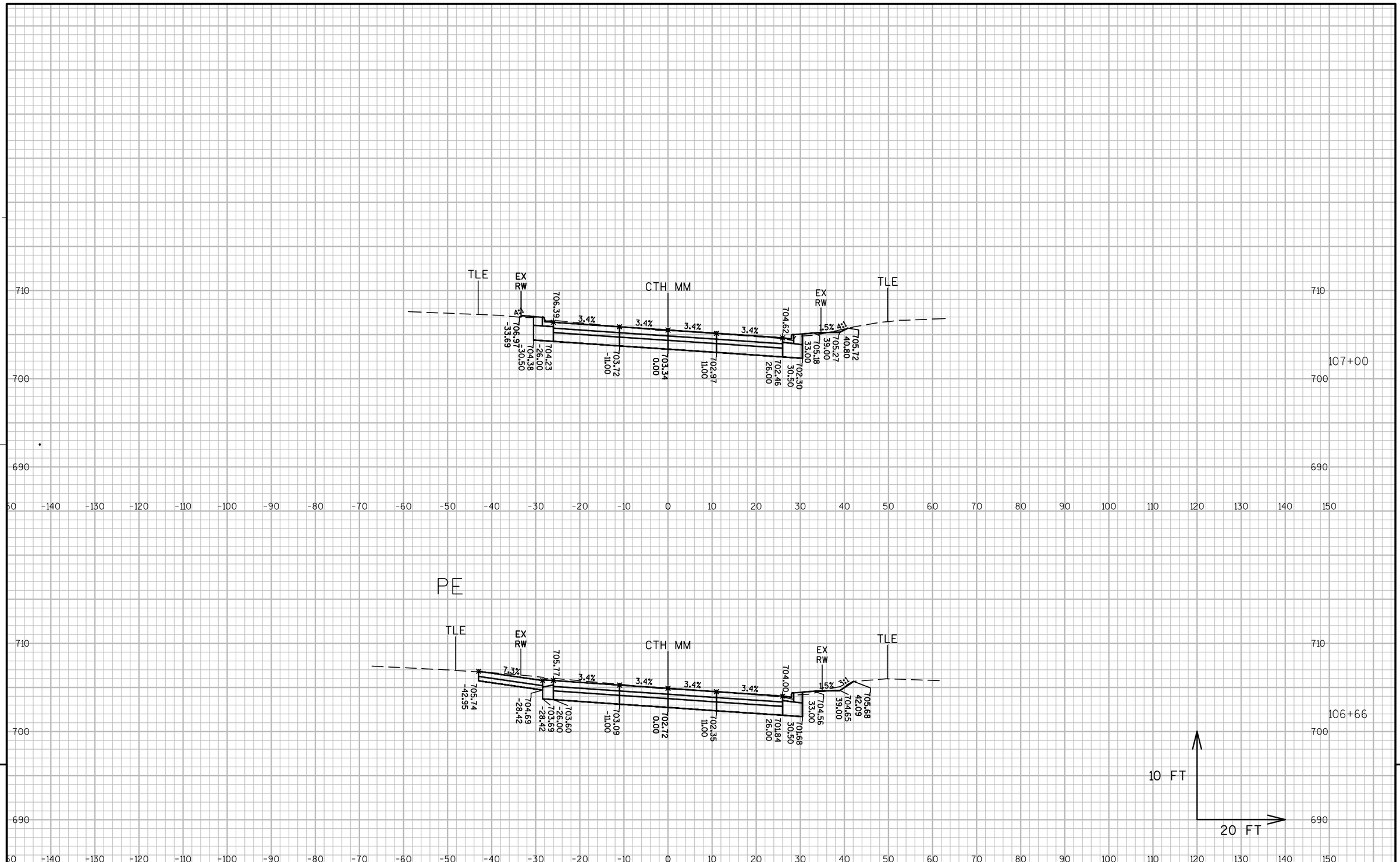
106+00

PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 378 E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090209_XS

PLOT DATE : 7/5/2017 4:05 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49



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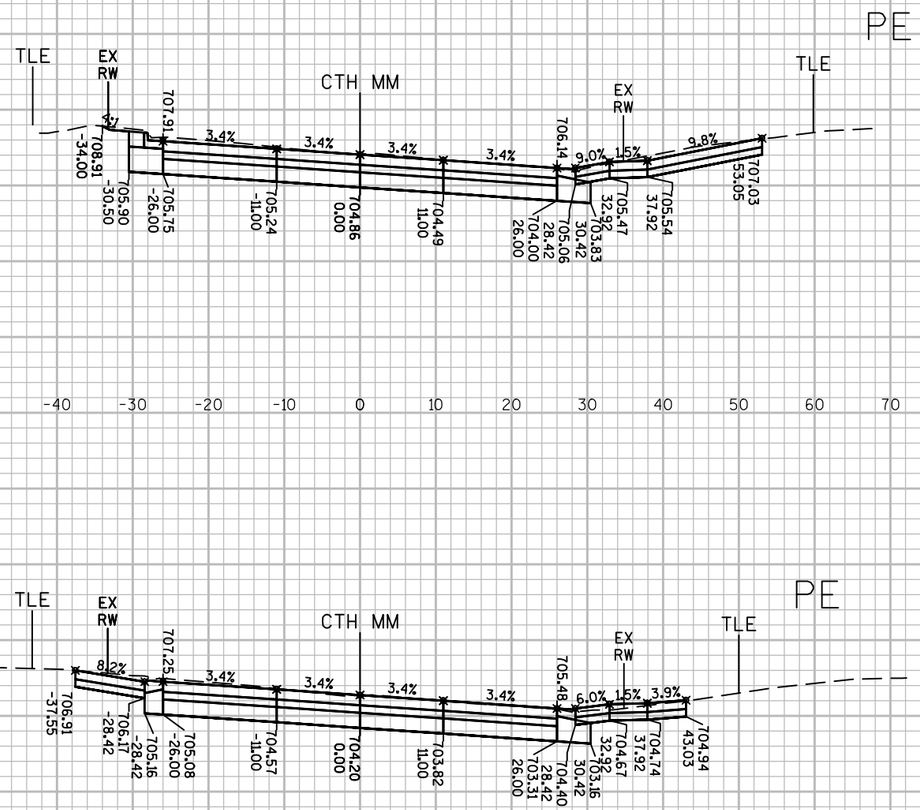
PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 379	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090210_XS

PLOT DATE : 7/5/2017 4:05 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49



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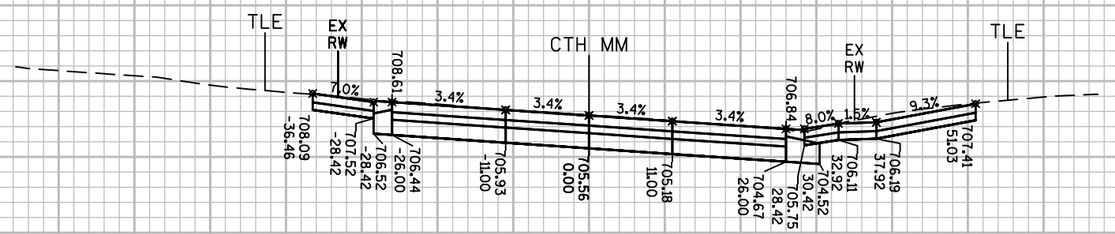
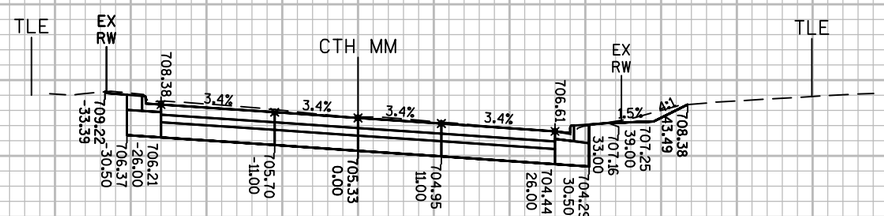
PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 380	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090211_XS
PLOT DATE : 7/5/2017 4:05 PM
PLOT BY : ADLER, JORDAN
PLOT NAME :
PLOT SCALE : 1" = 20'_XREF
WISDOT/CADDS SHEET 49





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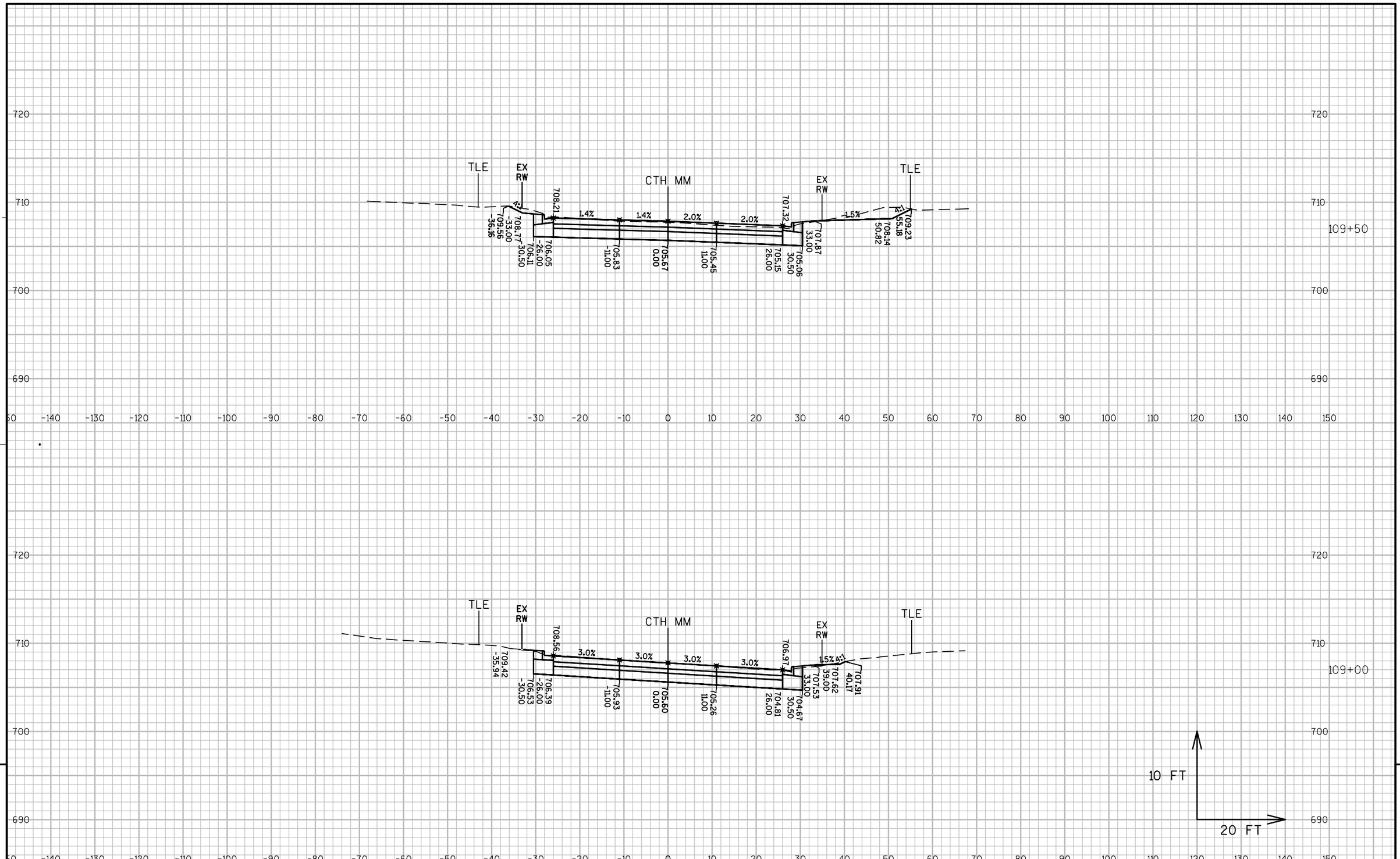
PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 381	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090212_XS

PLOT DATE : 7/5/2017 4:05 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49

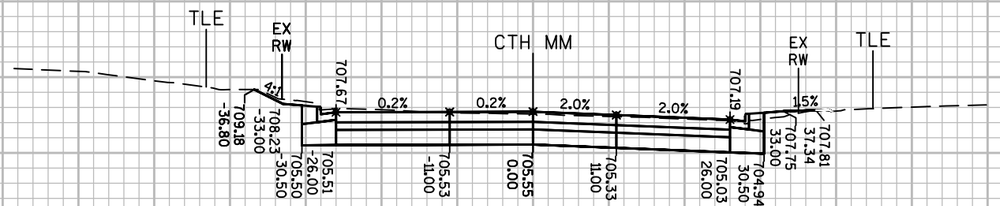


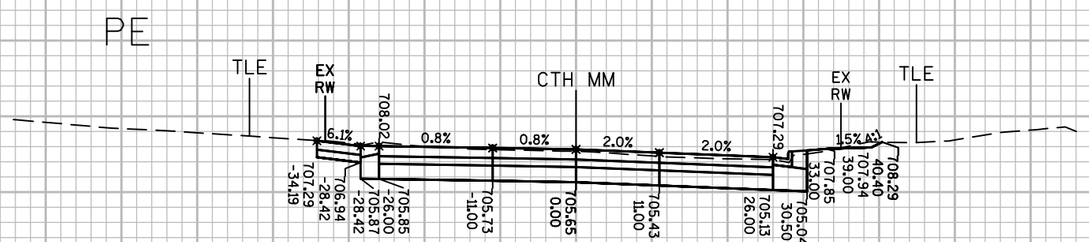
PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 382	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090213_XS

PLOT DATE : 7/5/2017 4:05 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49





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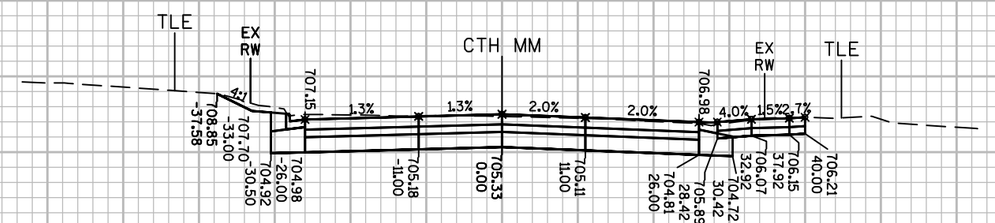
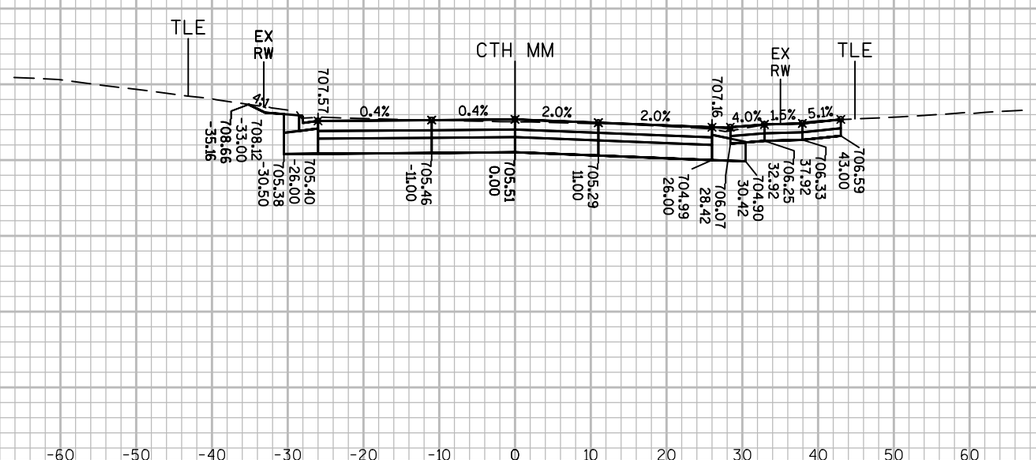
PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 383	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090214_XS
PLOT DATE : 7/5/2017 4:06 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF
WISDOT/CADDS SHEET 49





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PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 384	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090215_XS
PLOT DATE : 7/5/2017 4:06 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF
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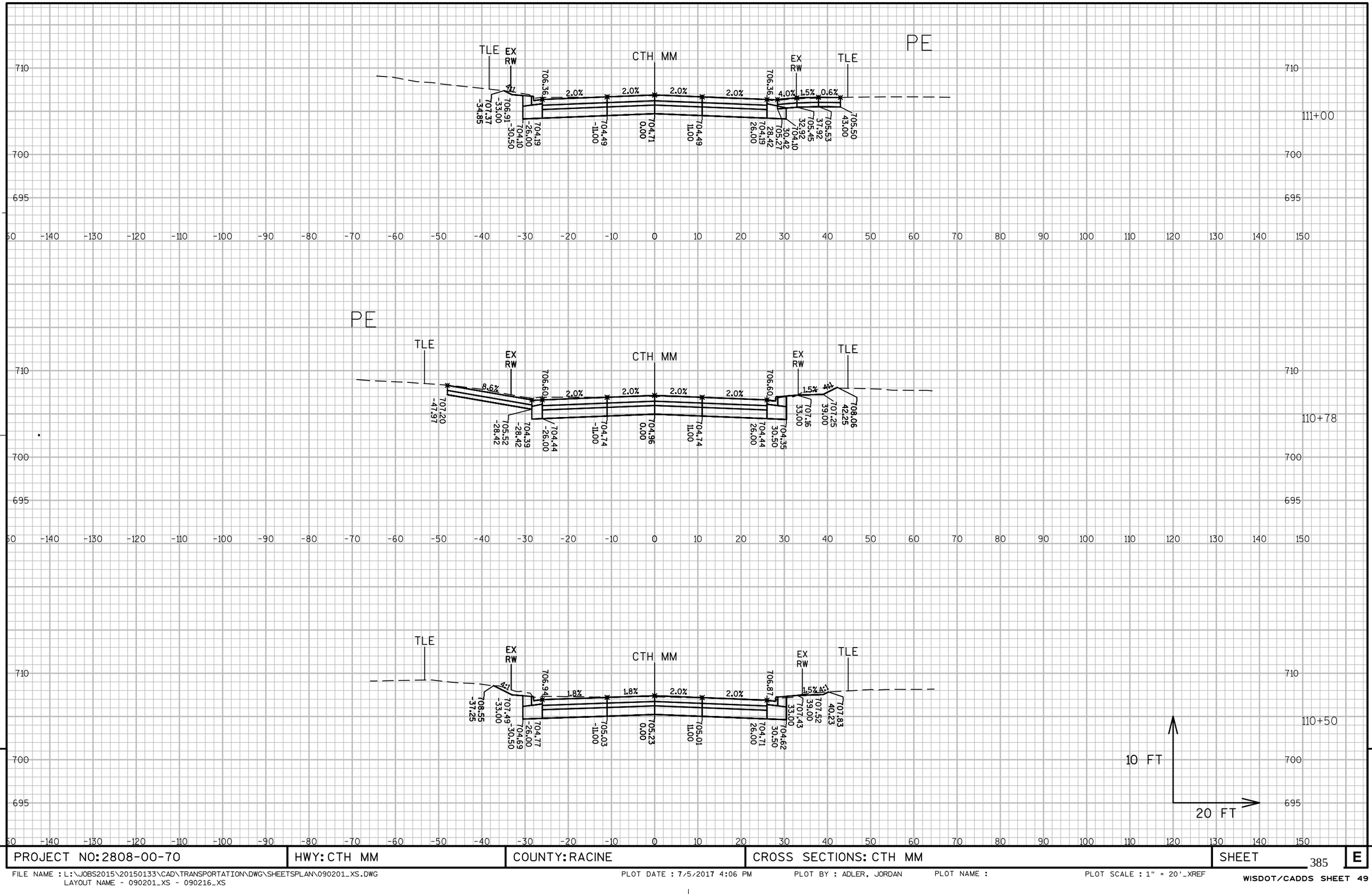

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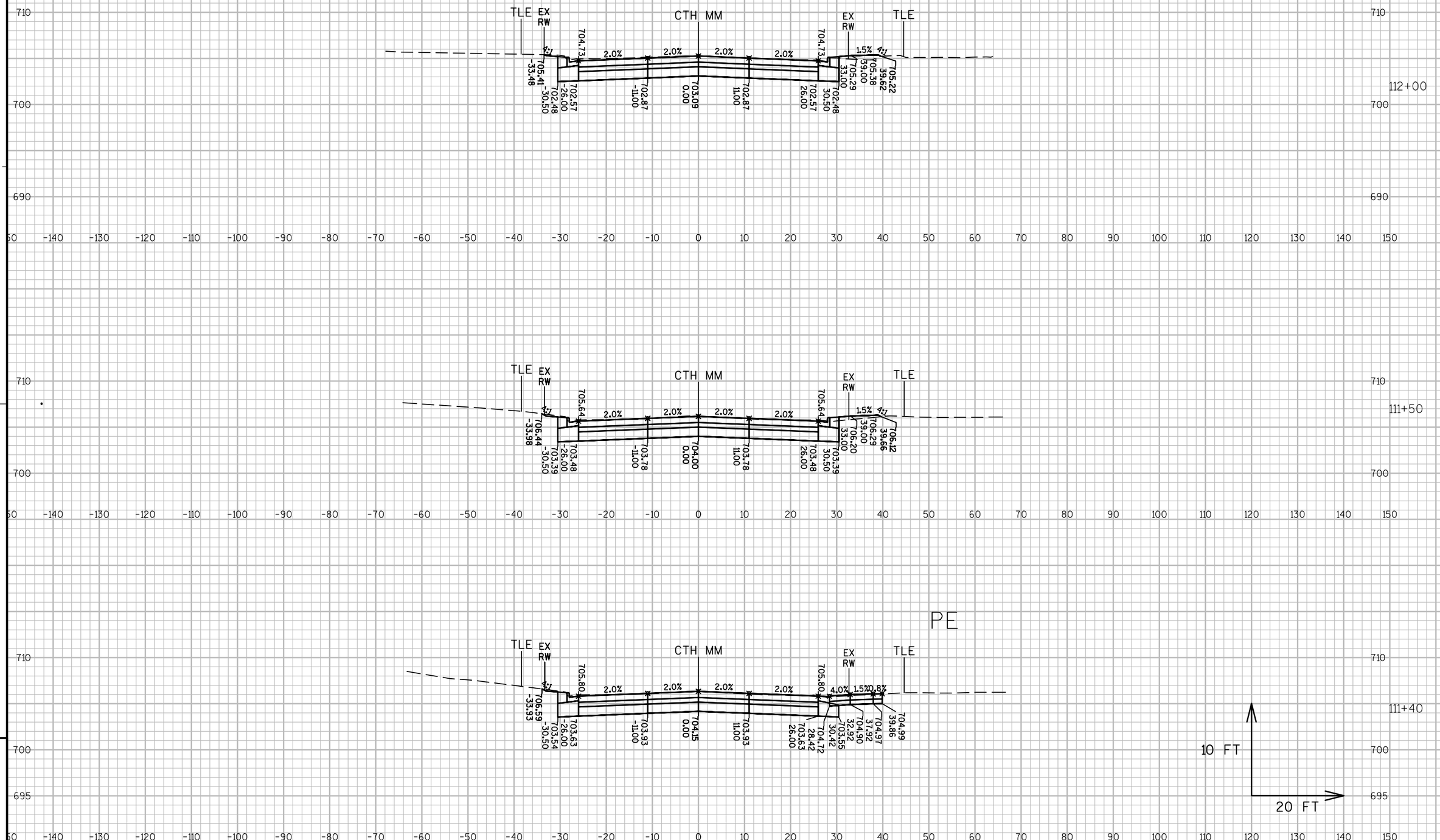
PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 385	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090216_XS

PLOT DATE : 7/5/2017 4:06 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49

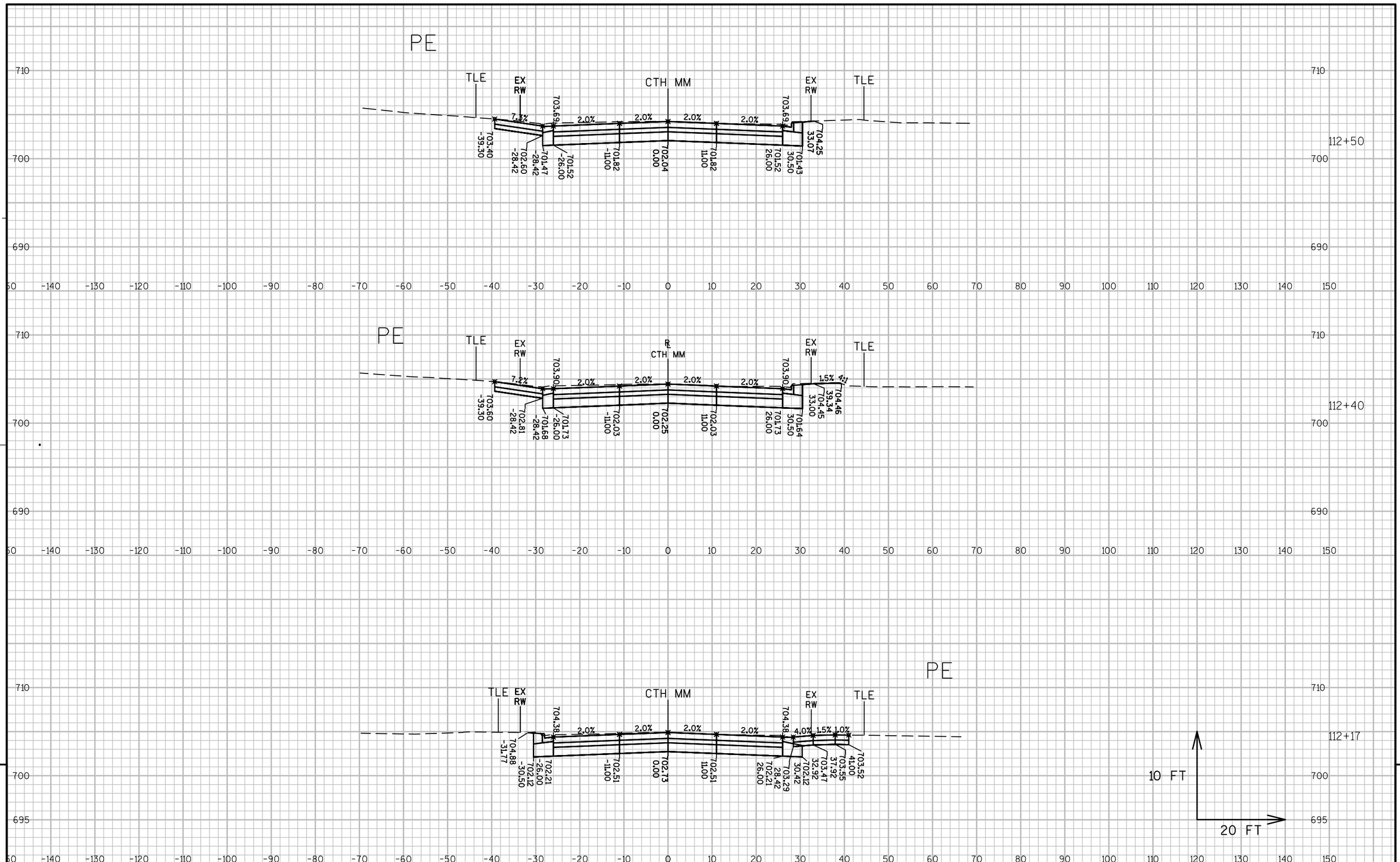


PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 386 E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090217_XS

PLOT DATE : 7/5/2017 4:06 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49



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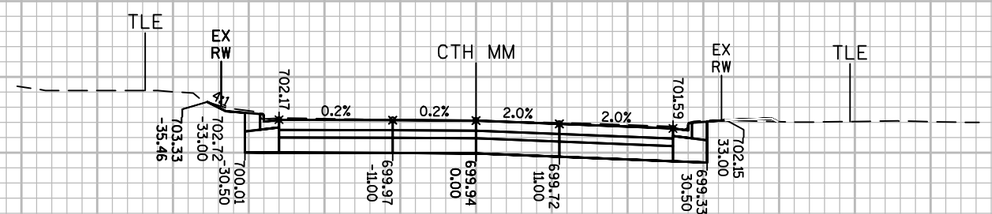
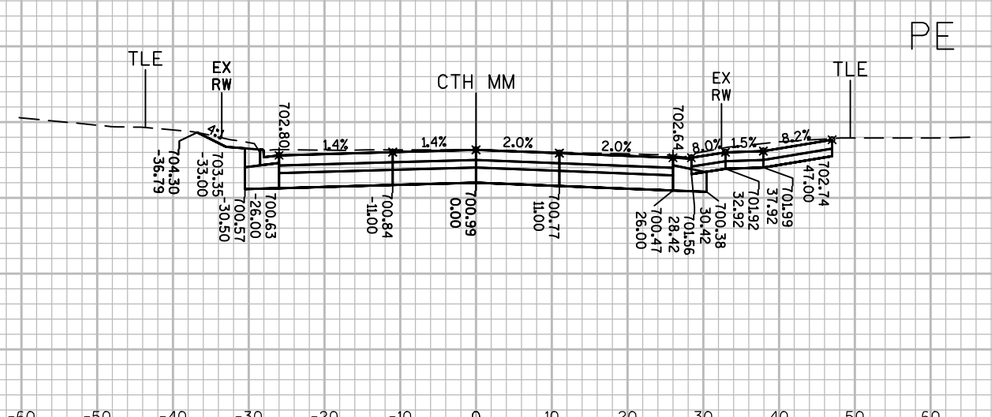
PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 387	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090218_XS

PLOT DATE : 7/5/2017 4:06 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49





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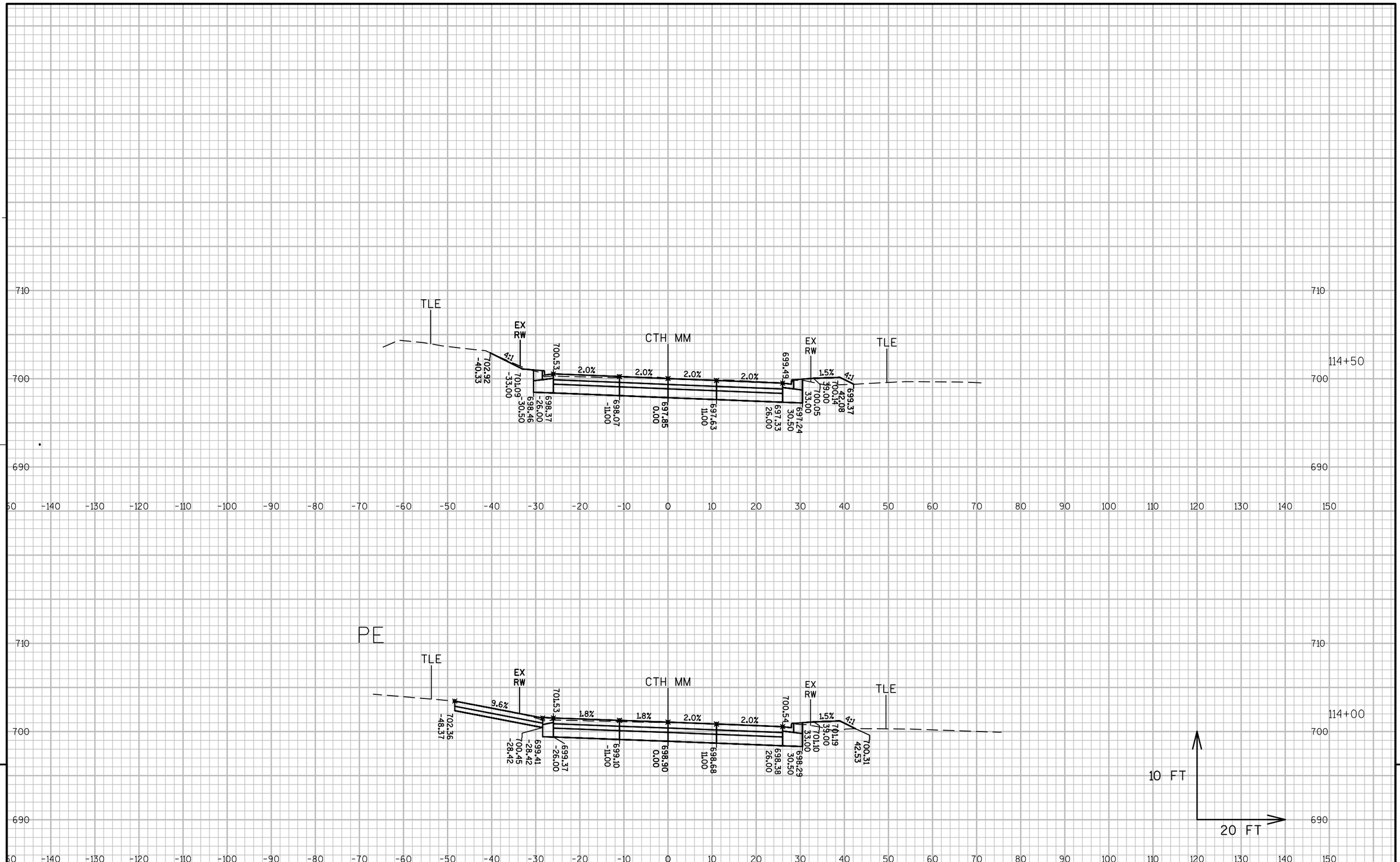
PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 388	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090219_XS

PLOT DATE : 7/5/2017 4:07 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49

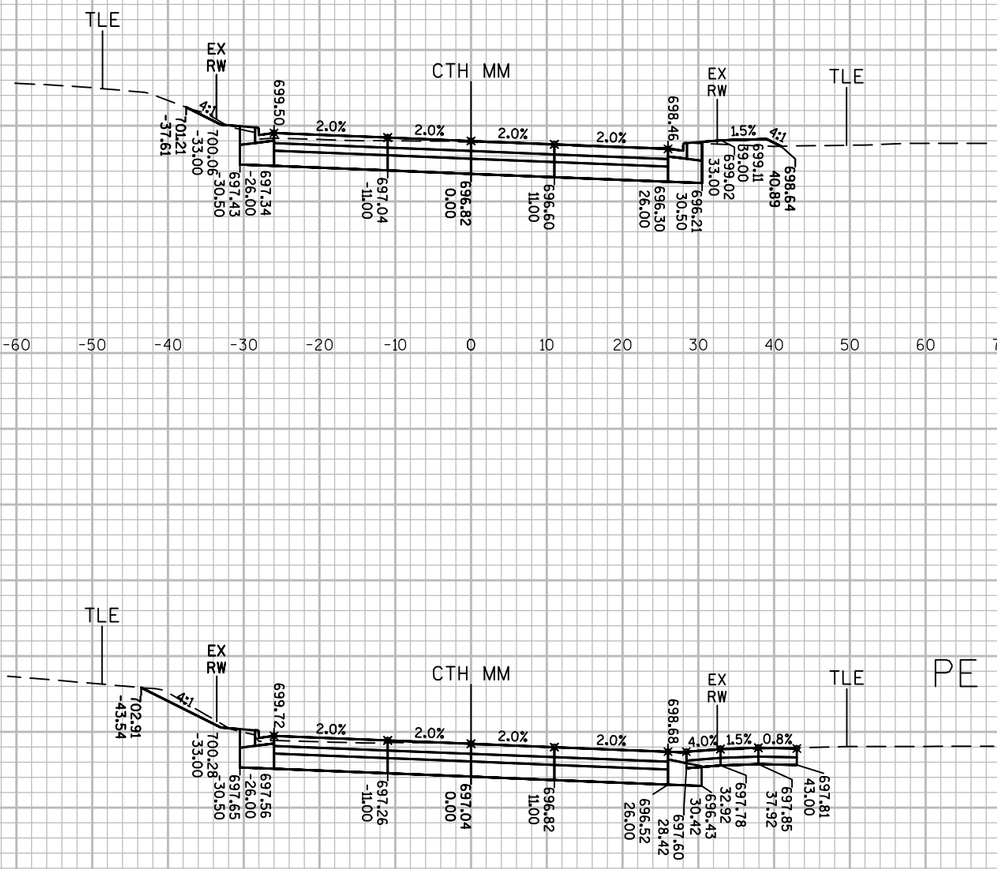


PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 389 E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090220_XS

PLOT DATE : 7/5/2017 4:07 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49

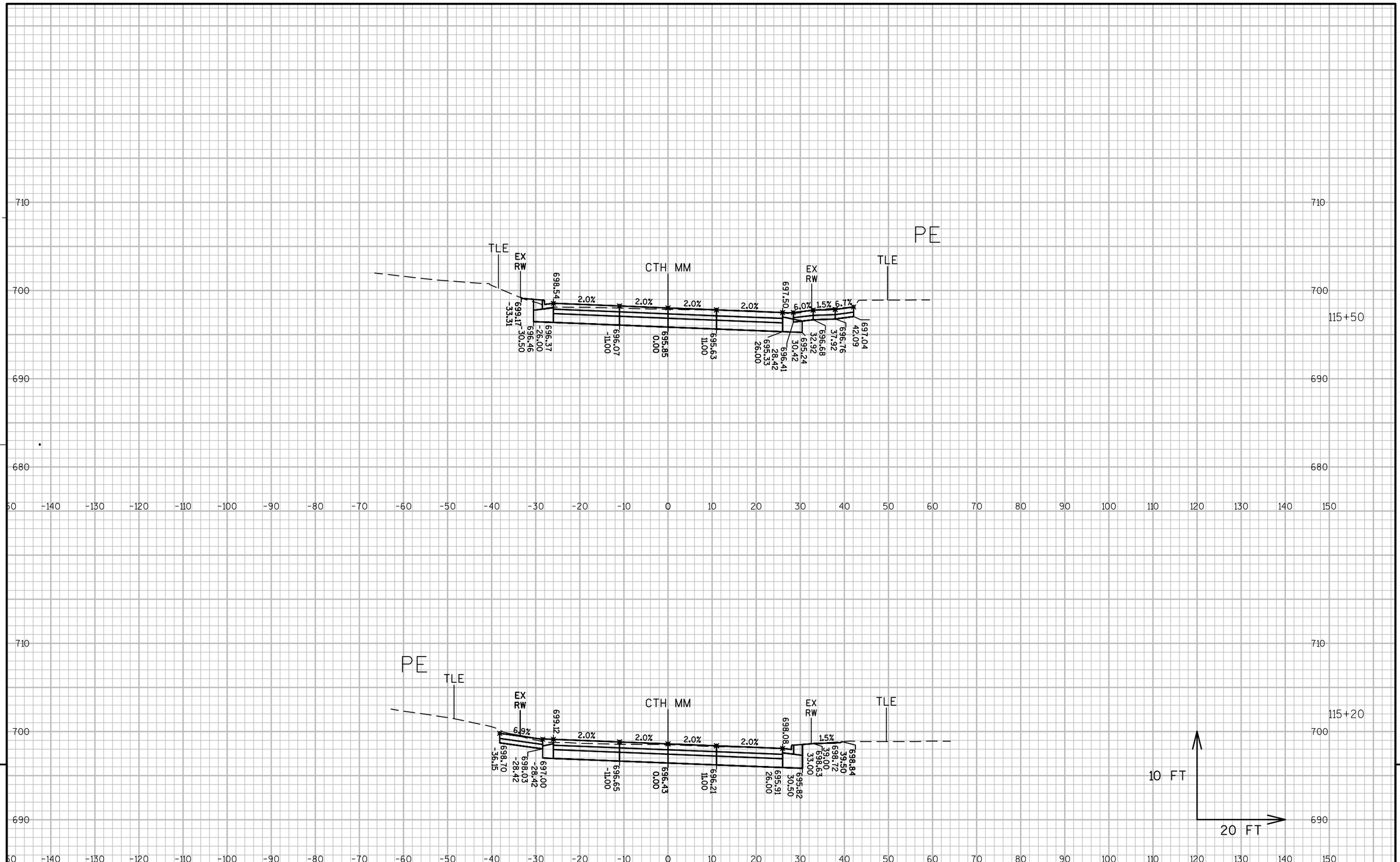


PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 390	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090221_XS

PLOT DATE : 7/5/2017 4:07 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49

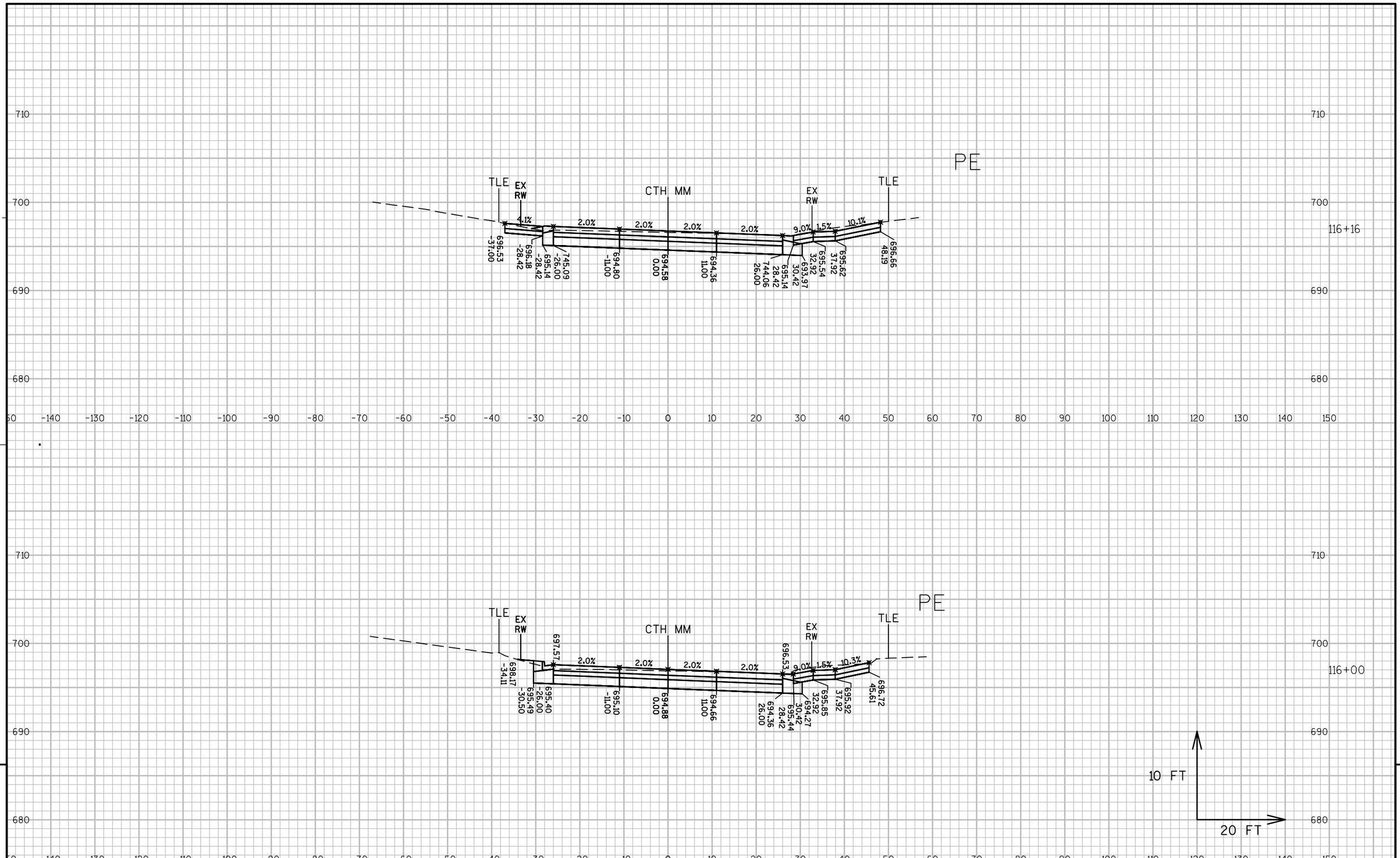


PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 391 E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090222_XS

PLOT DATE : 7/5/2017 4:07 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49

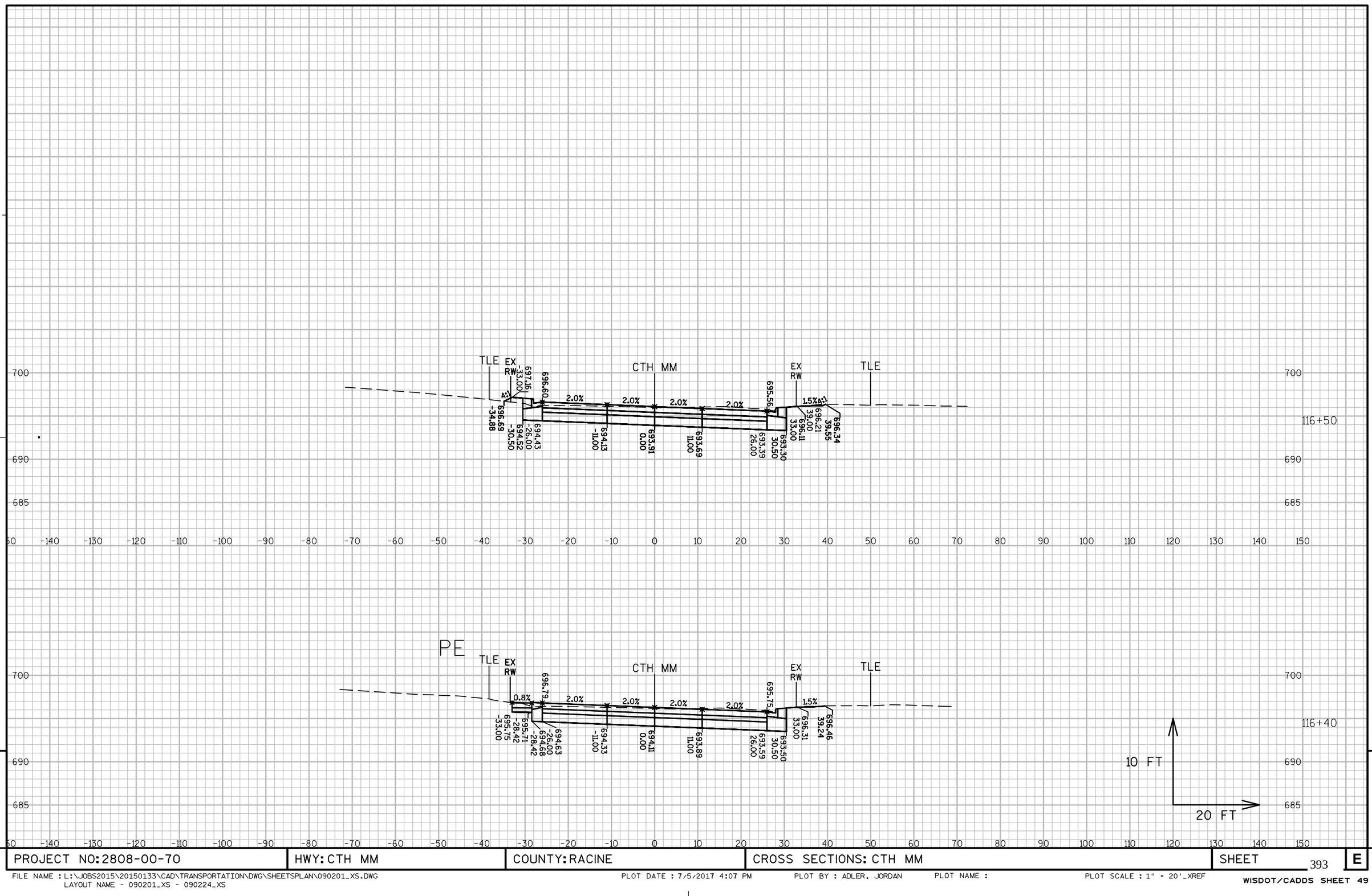


PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 392 E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090223_XS

PLOT DATE : 7/5/2017 4:07 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49



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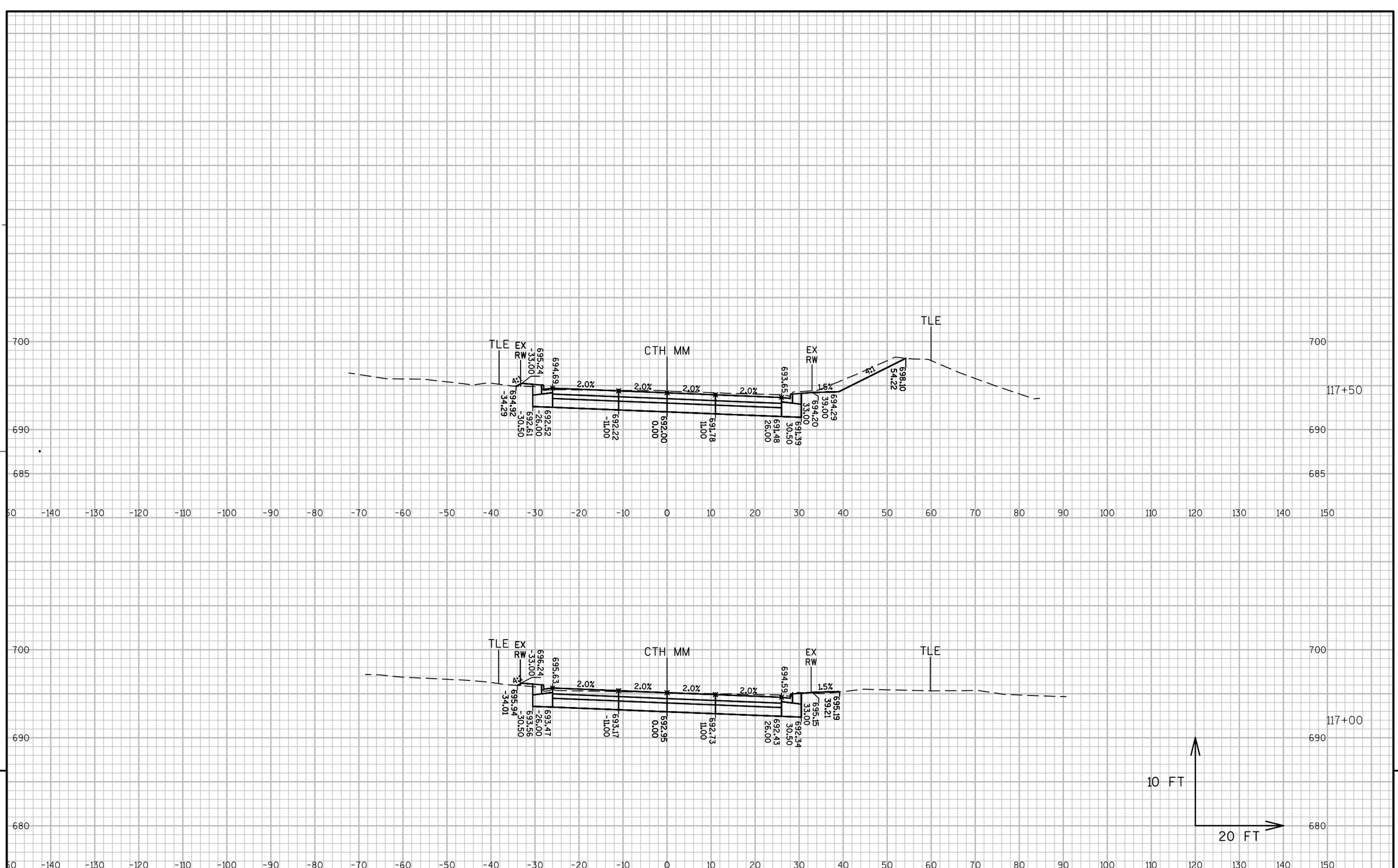
PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 393	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090224_XS

PLOT DATE : 7/5/2017 4:07 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49

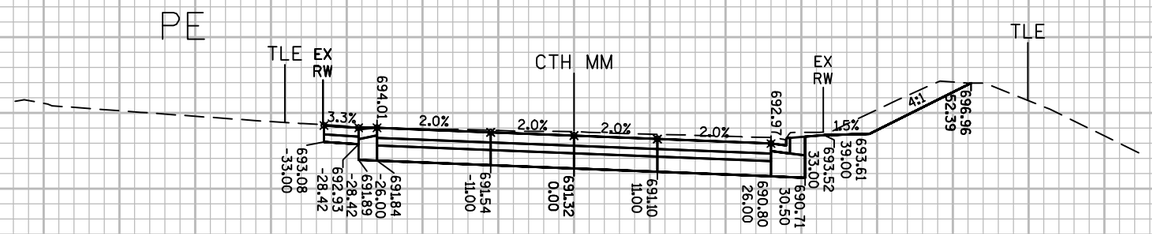


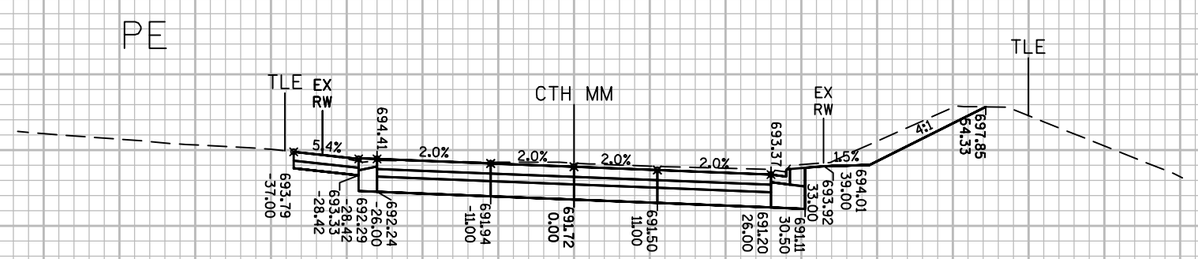
9	PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 394 E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090225_XS

PLOT DATE : 7/5/2017 4:08 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49





700 690 680

-140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

117+92

117+66

10 FT

20 FT

9

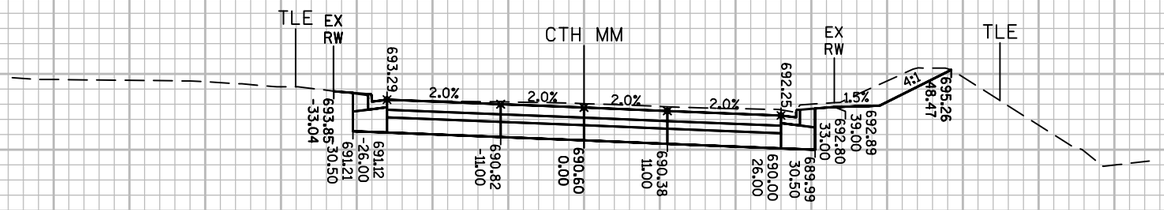
9

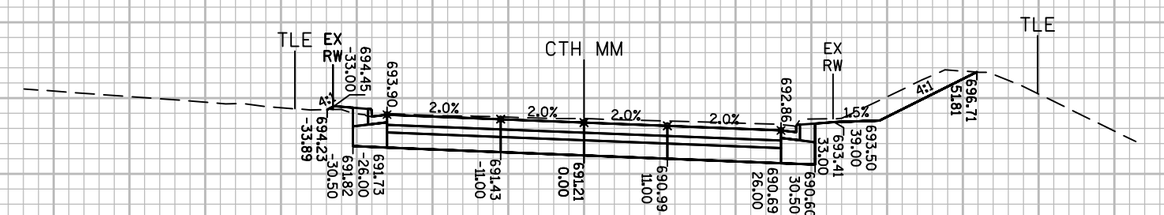
PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 395	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090226_XS

PLOT DATE : 7/5/2017 4:08 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49





PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 396 E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090227_XS

PLOT DATE : 7/5/2017 4:08 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49

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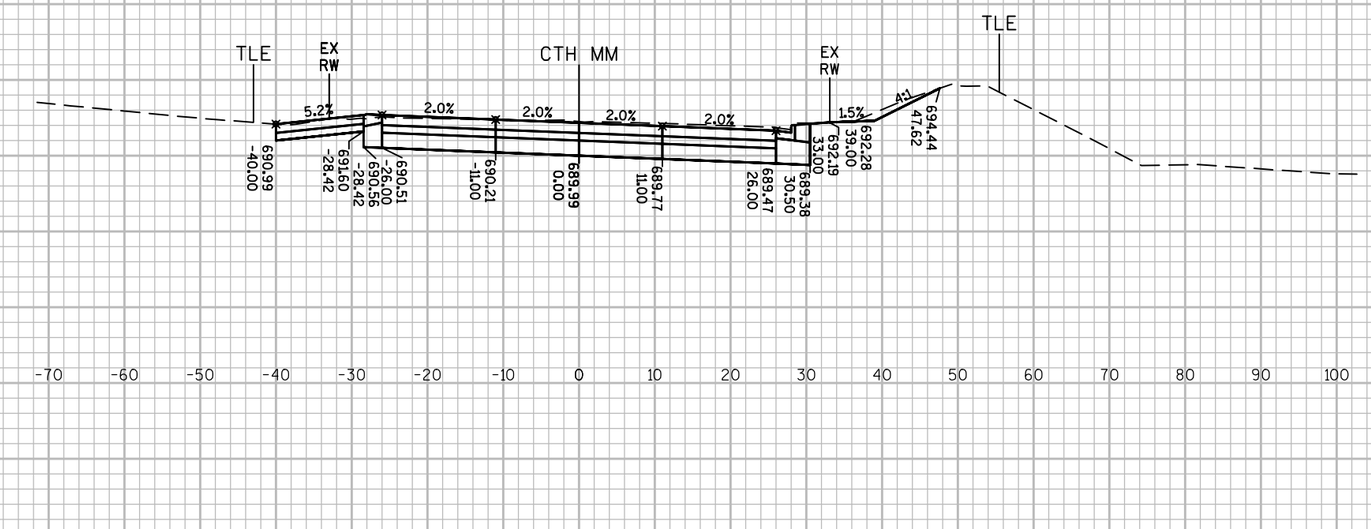

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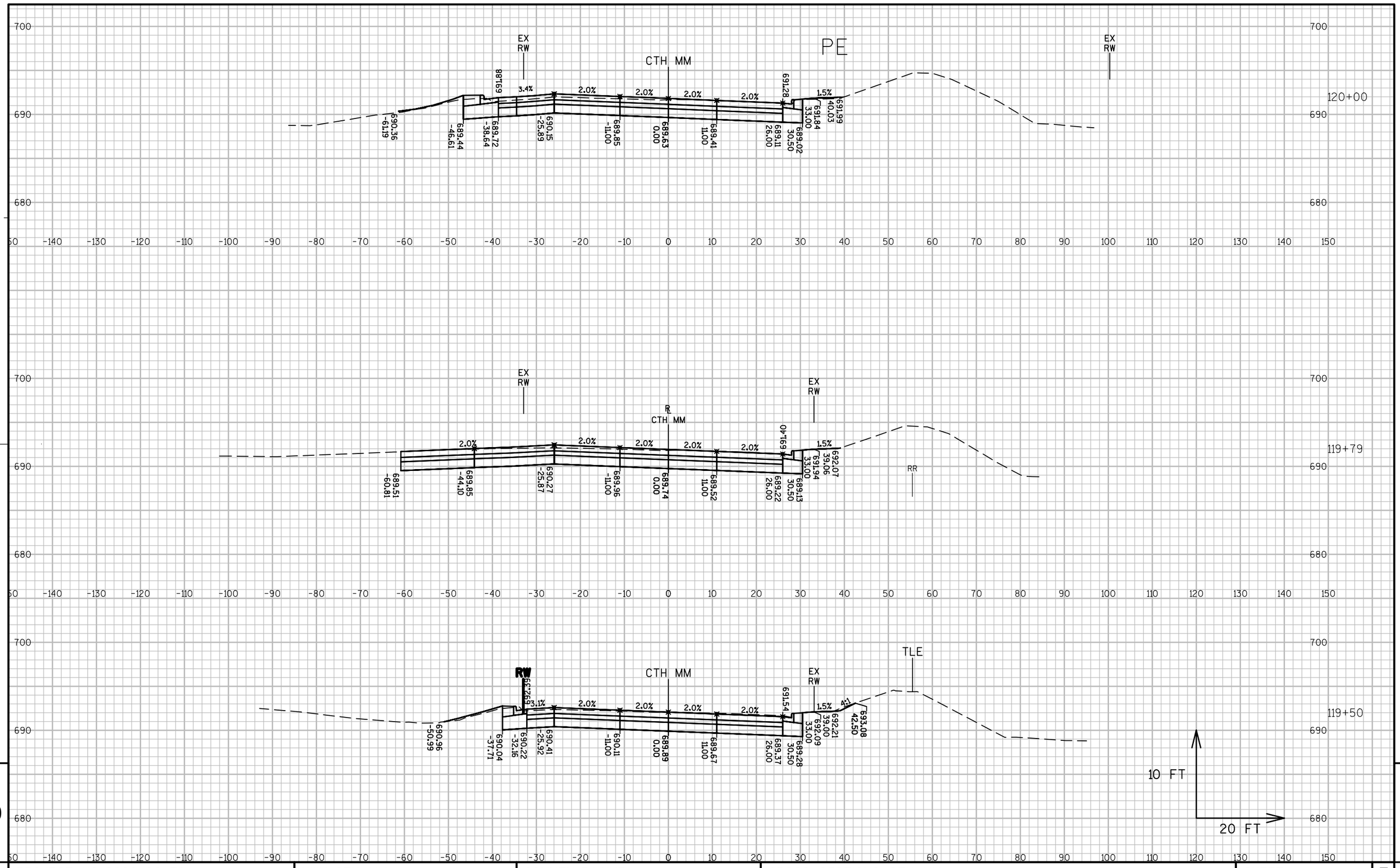
PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 397	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090228_XS

PLOT DATE : 7/5/2017 4:08 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49

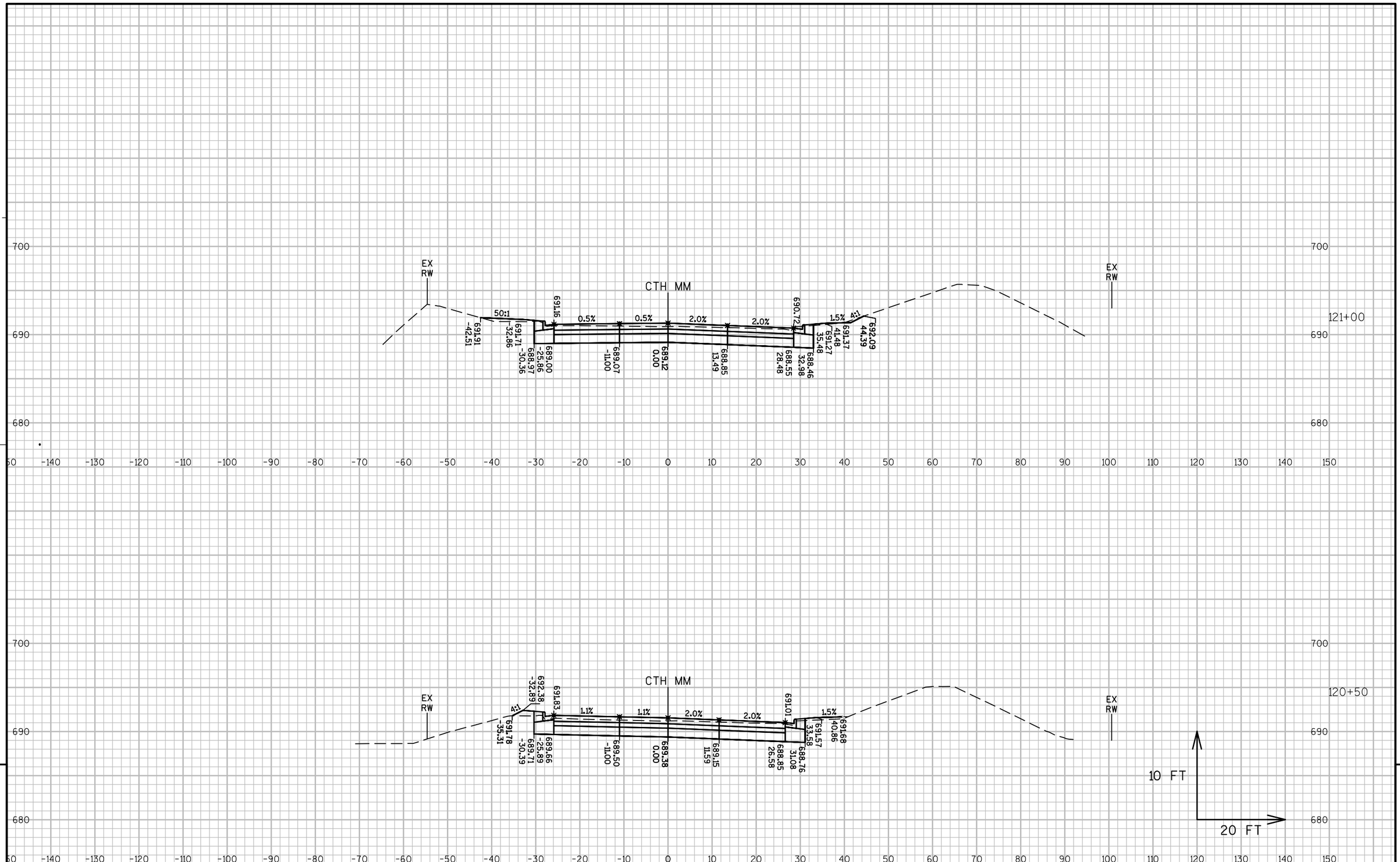


PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 398	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090229_XS

PLOT DATE : 7/31/2017 3:37 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49

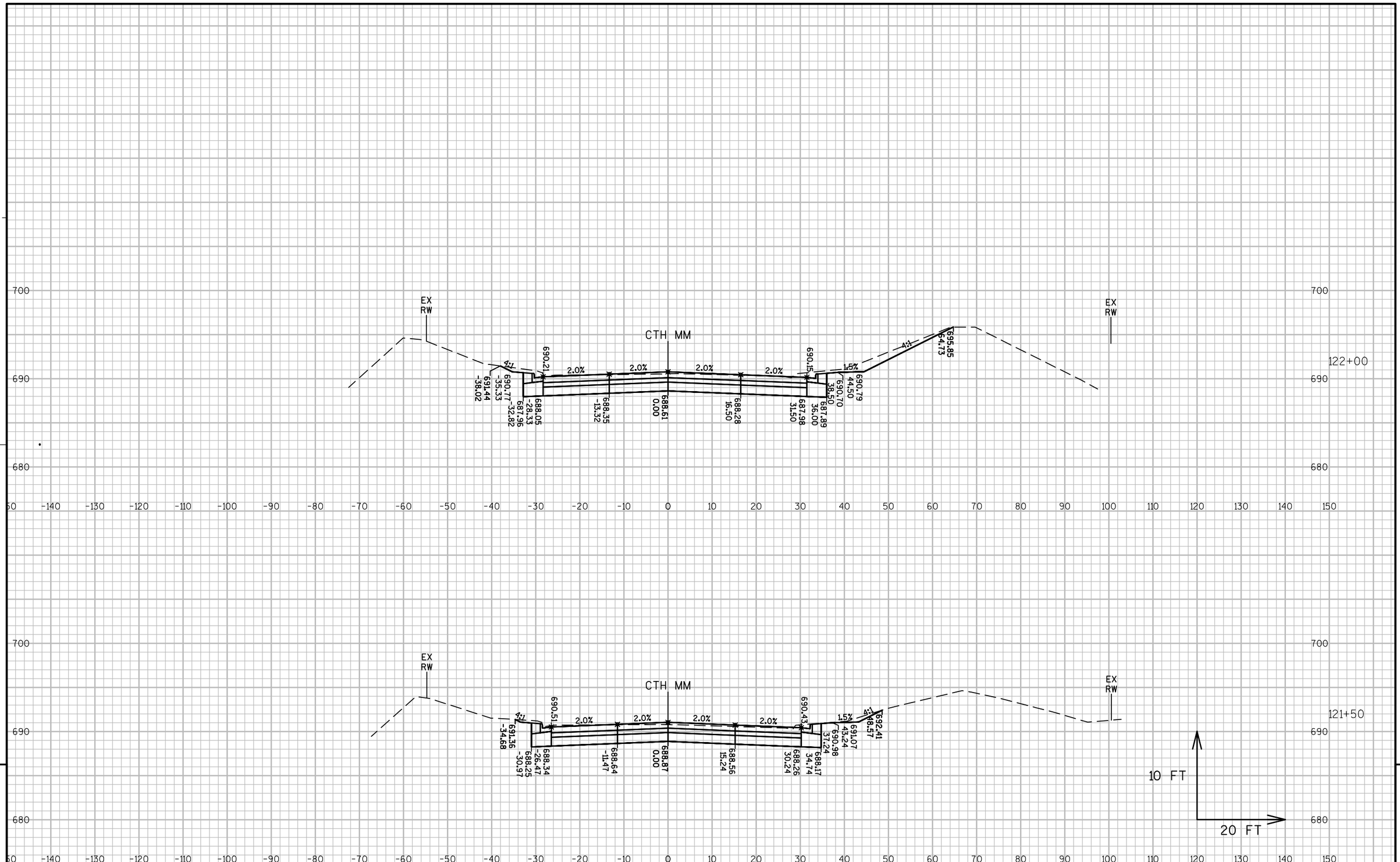


PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 399 E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090230_XS

PLOT DATE : 7/5/2017 4:09 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49

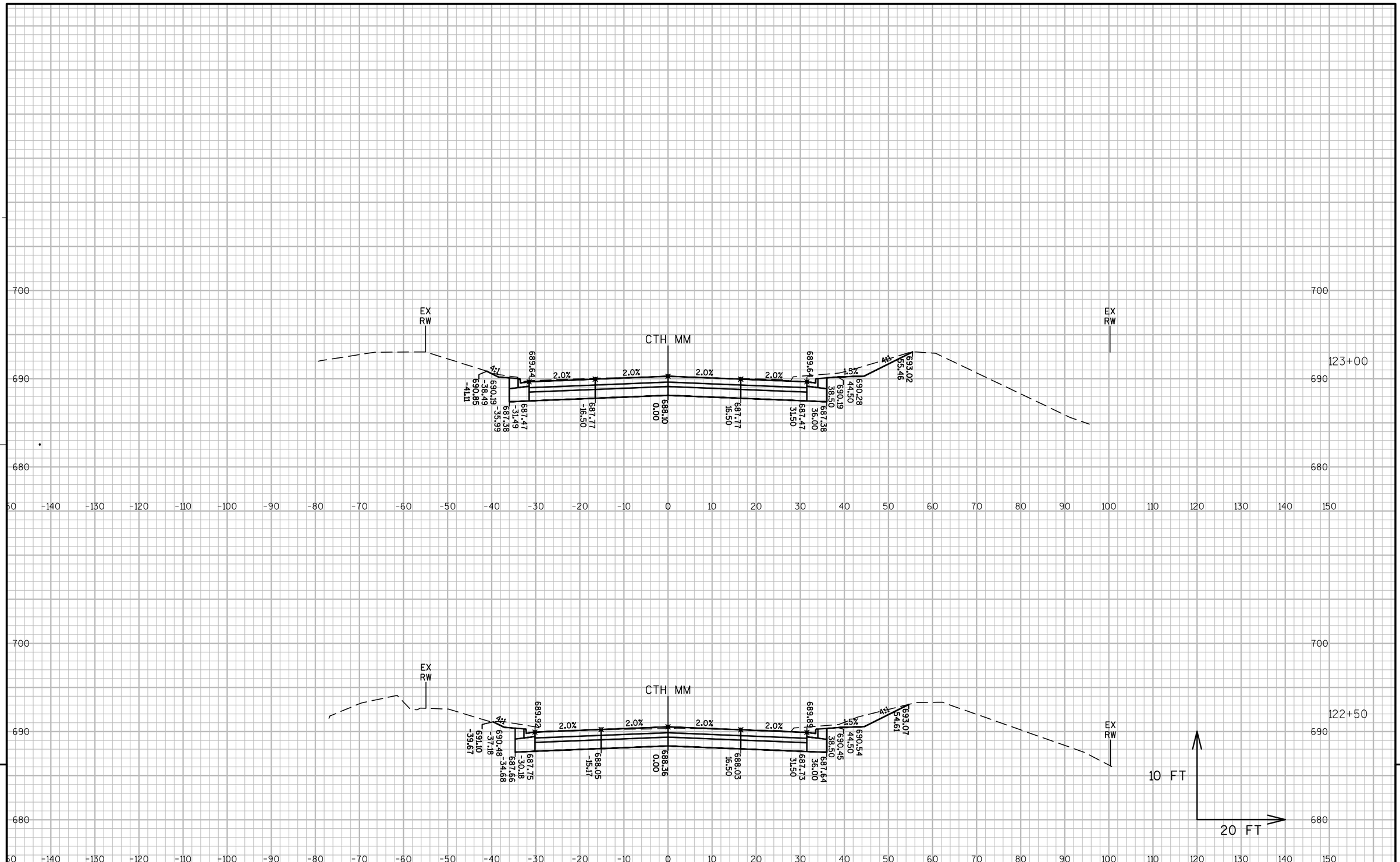


PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 400	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090231_XS

PLOT DATE : 7/5/2017 4:09 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49

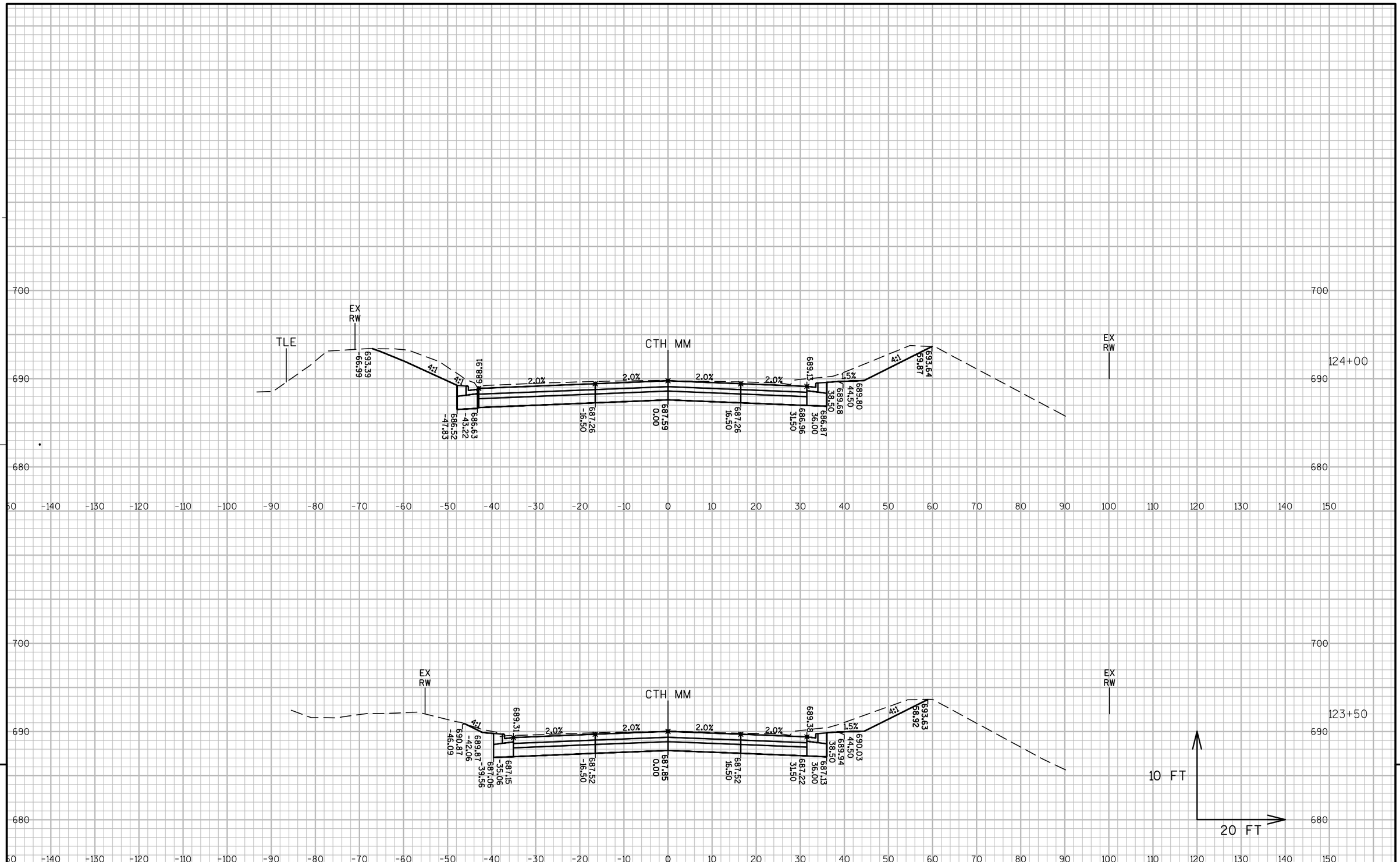


PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 401	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090232_XS

PLOT DATE : 7/5/2017 4:09 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49



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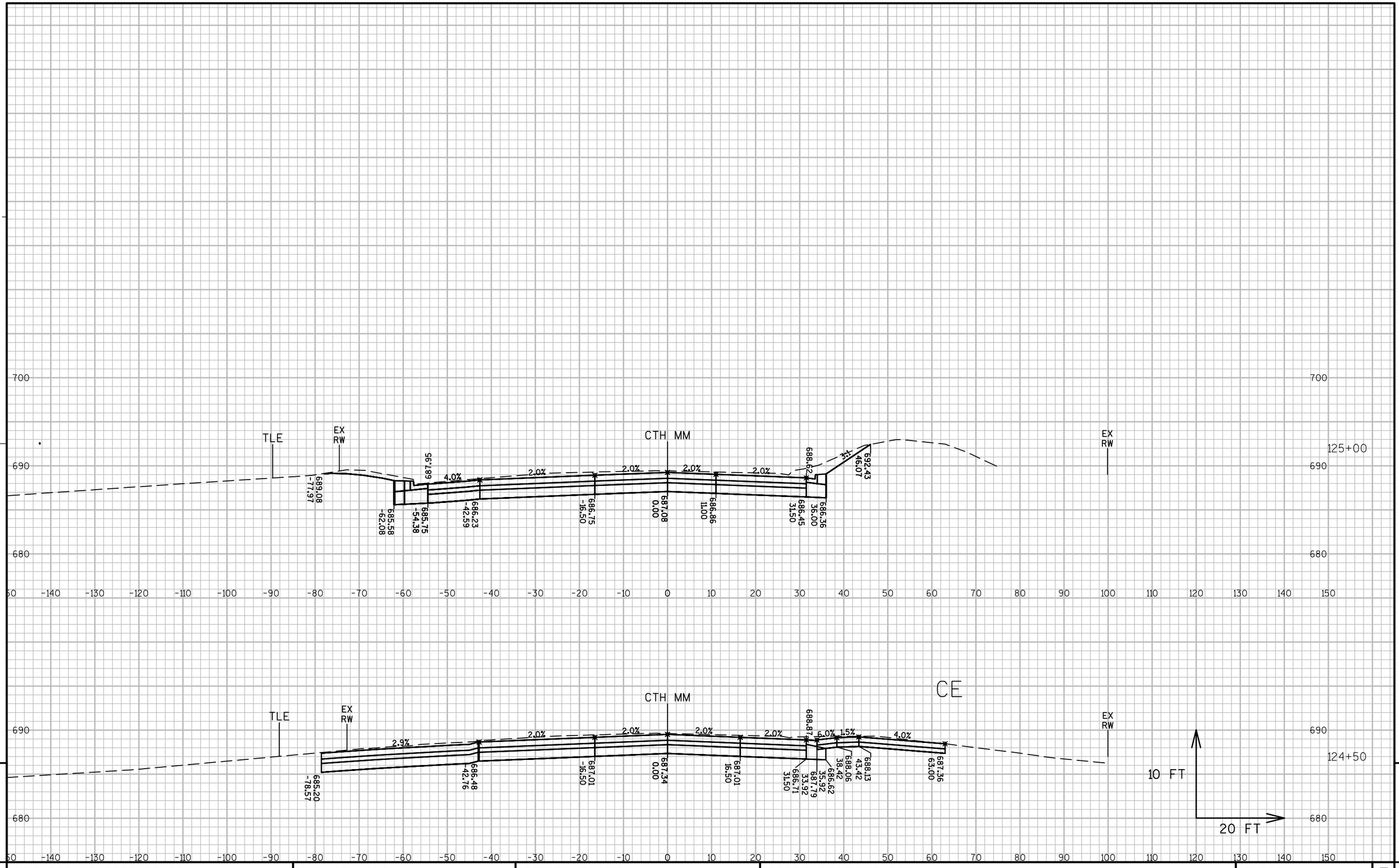
PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 402	E

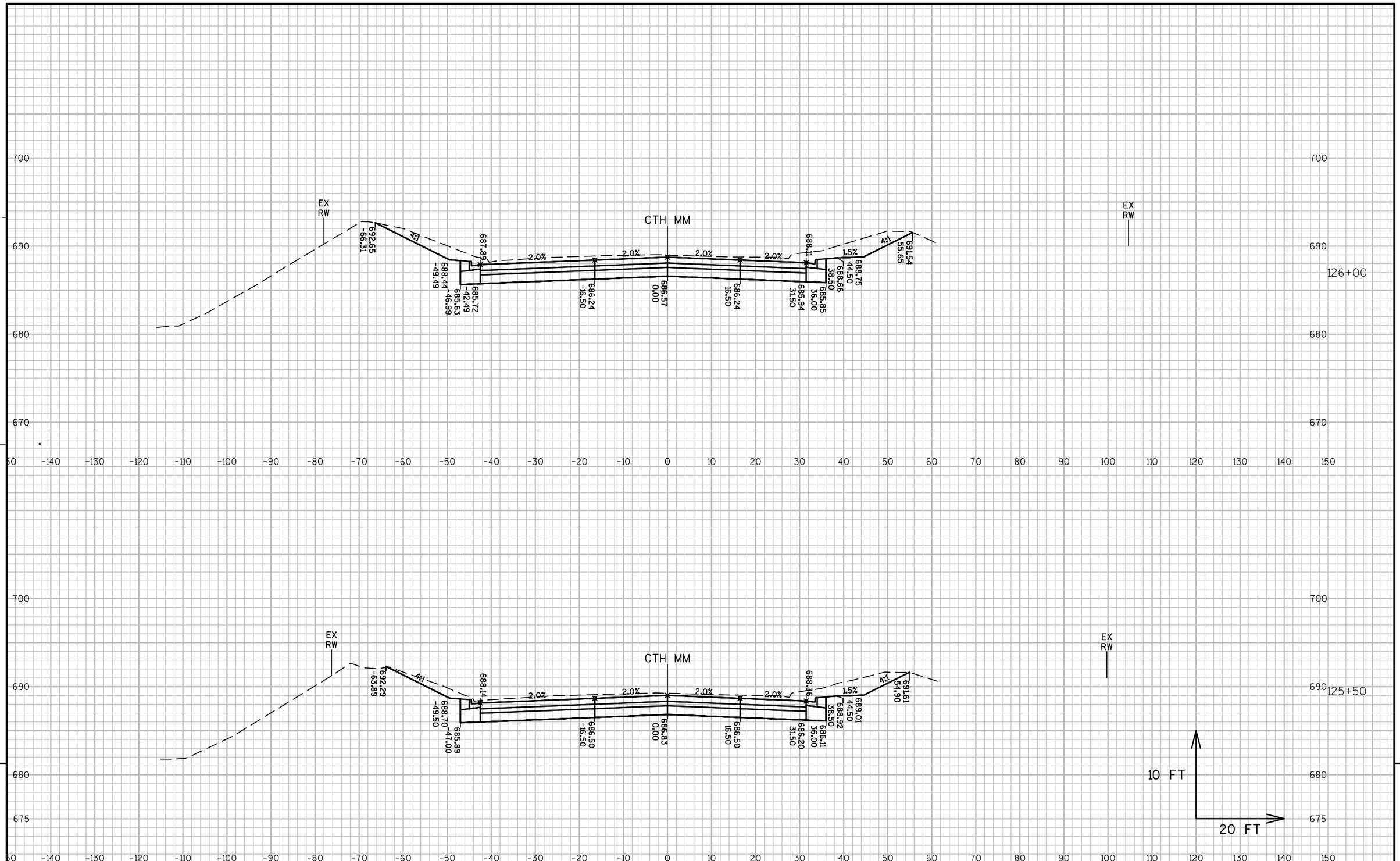
FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090233_XS

PLOT DATE : 7/5/2017 4:09 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49



PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 403	E



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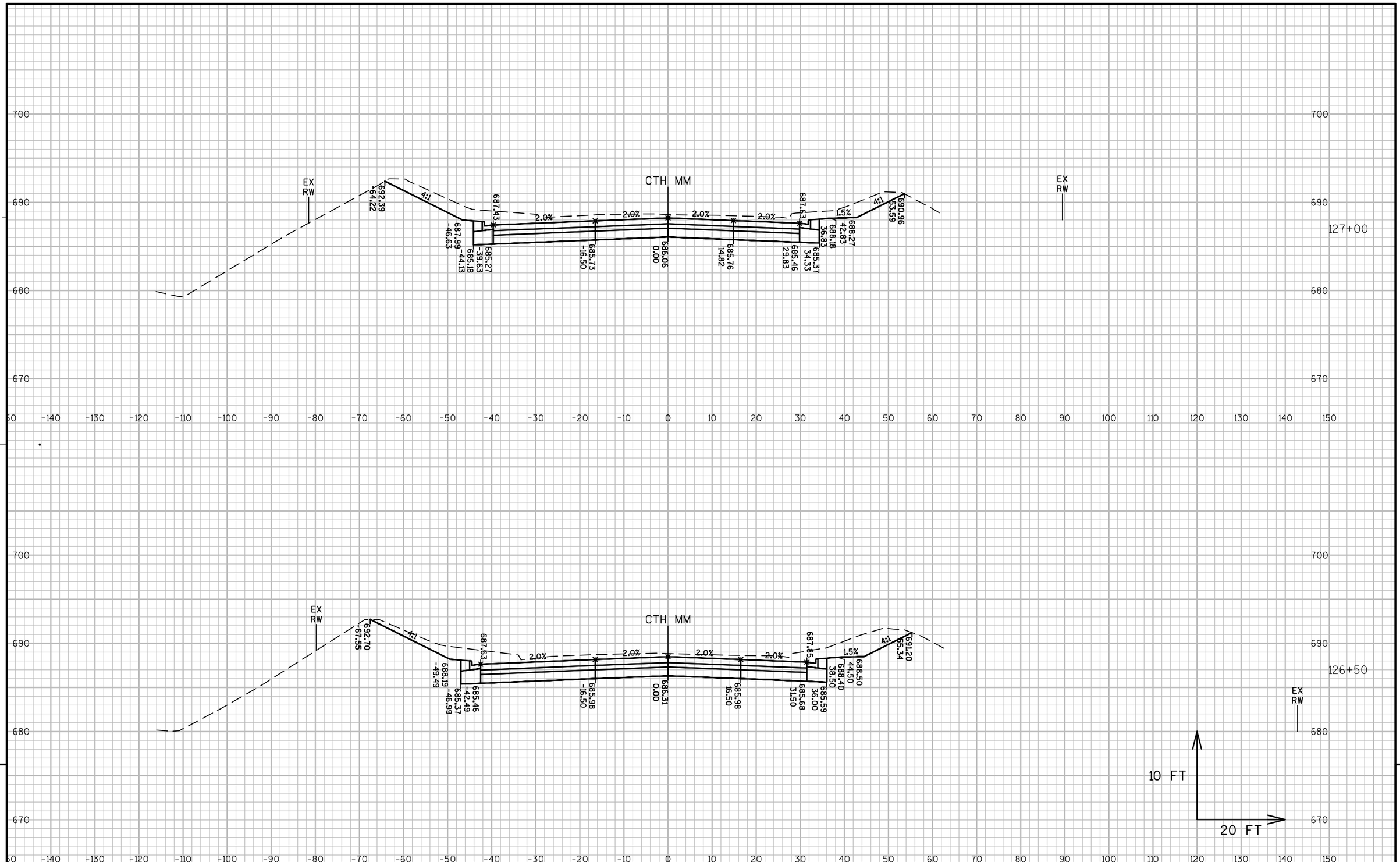
PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 404	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090235_XS
PLOT DATE : 7/5/2017 4:10 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF
WISDOT/CADDS SHEET 49

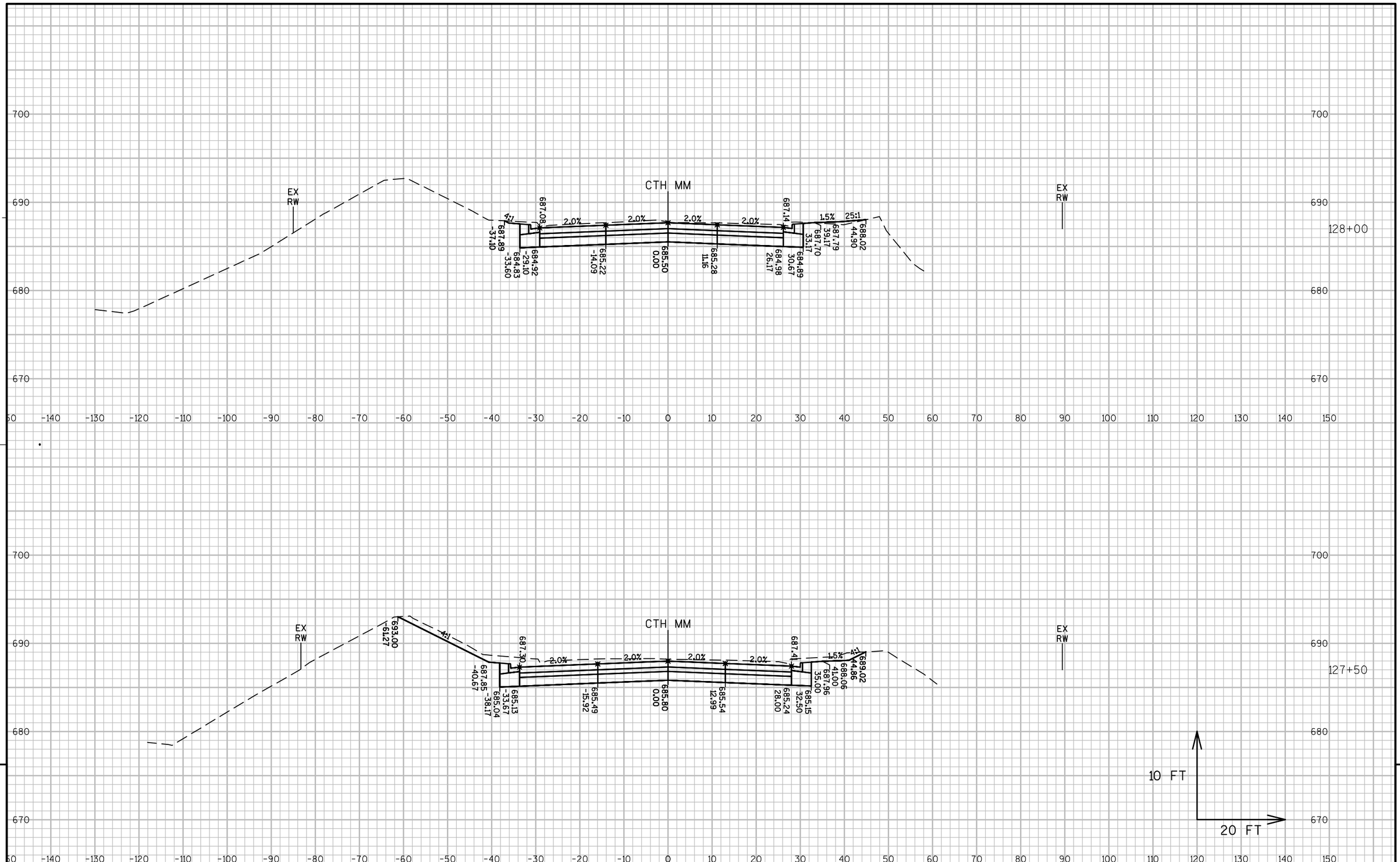


PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 405 E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090236_XS

PLOT DATE : 7/5/2017 4:10 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49

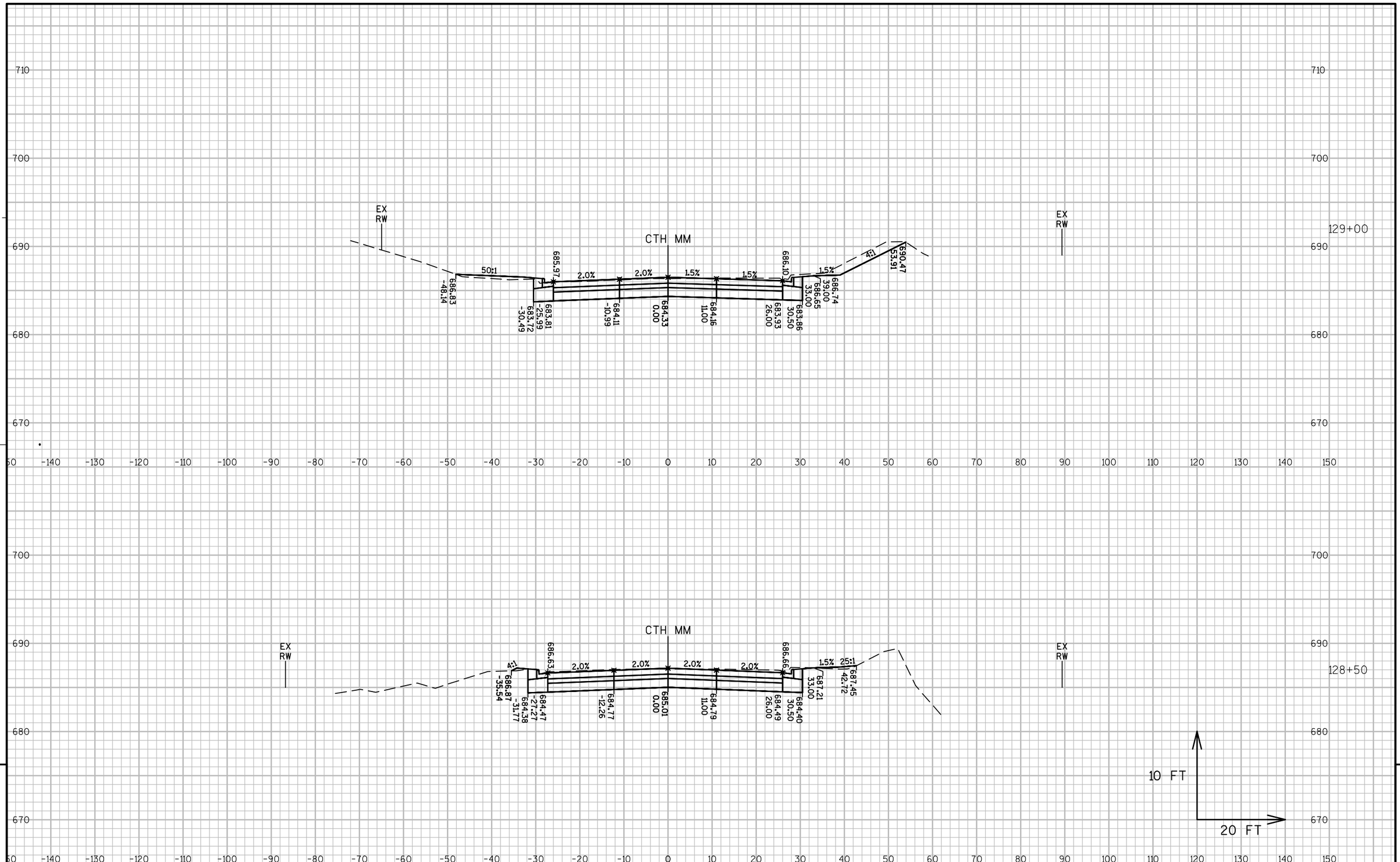


PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 406	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090237_XS

PLOT DATE : 7/5/2017 4:10 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49



PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 407	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090238_XS

PLOT DATE : 7/5/2017 4:10 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF

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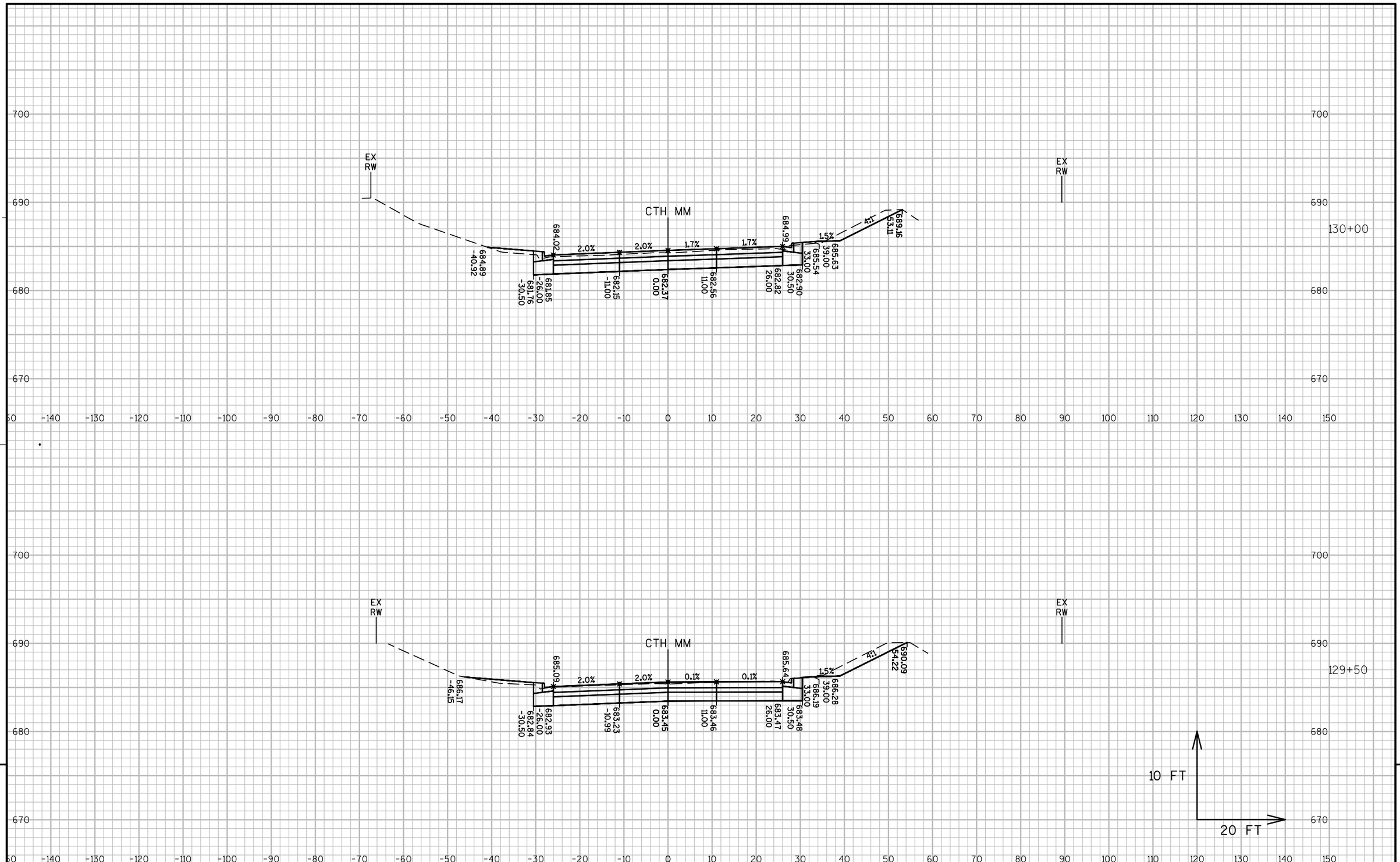

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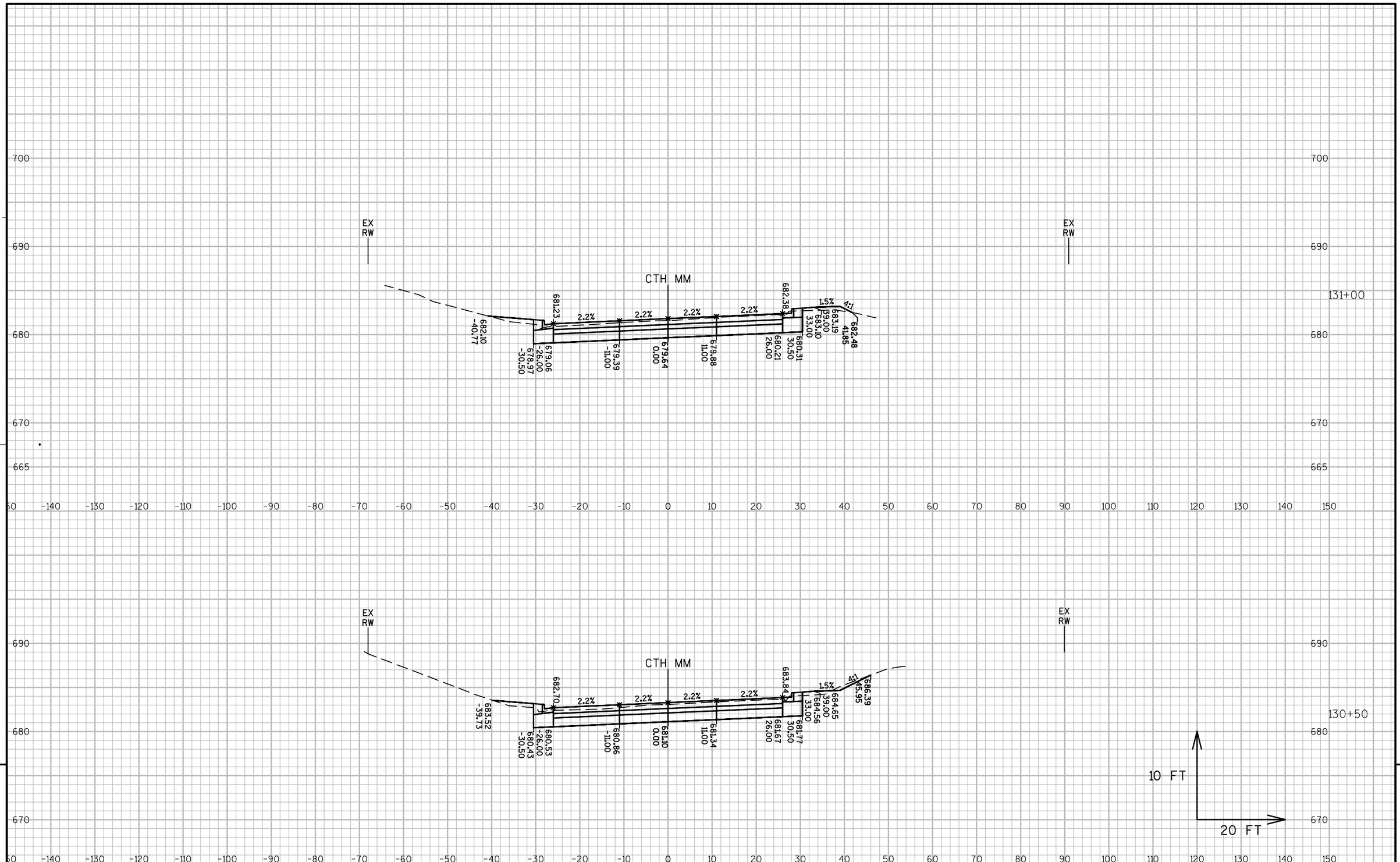
PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 408	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090239_XS

PLOT DATE : 7/5/2017 4:10 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF



PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 409 E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090240_XS

PLOT DATE : 7/5/2017 4:10 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF

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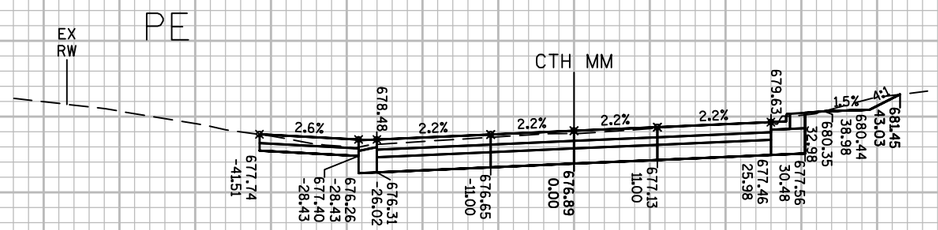

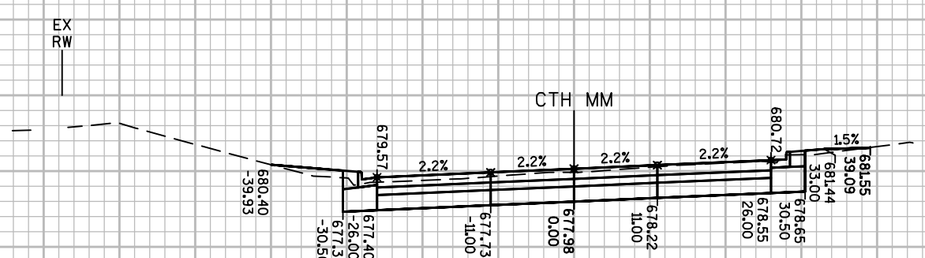

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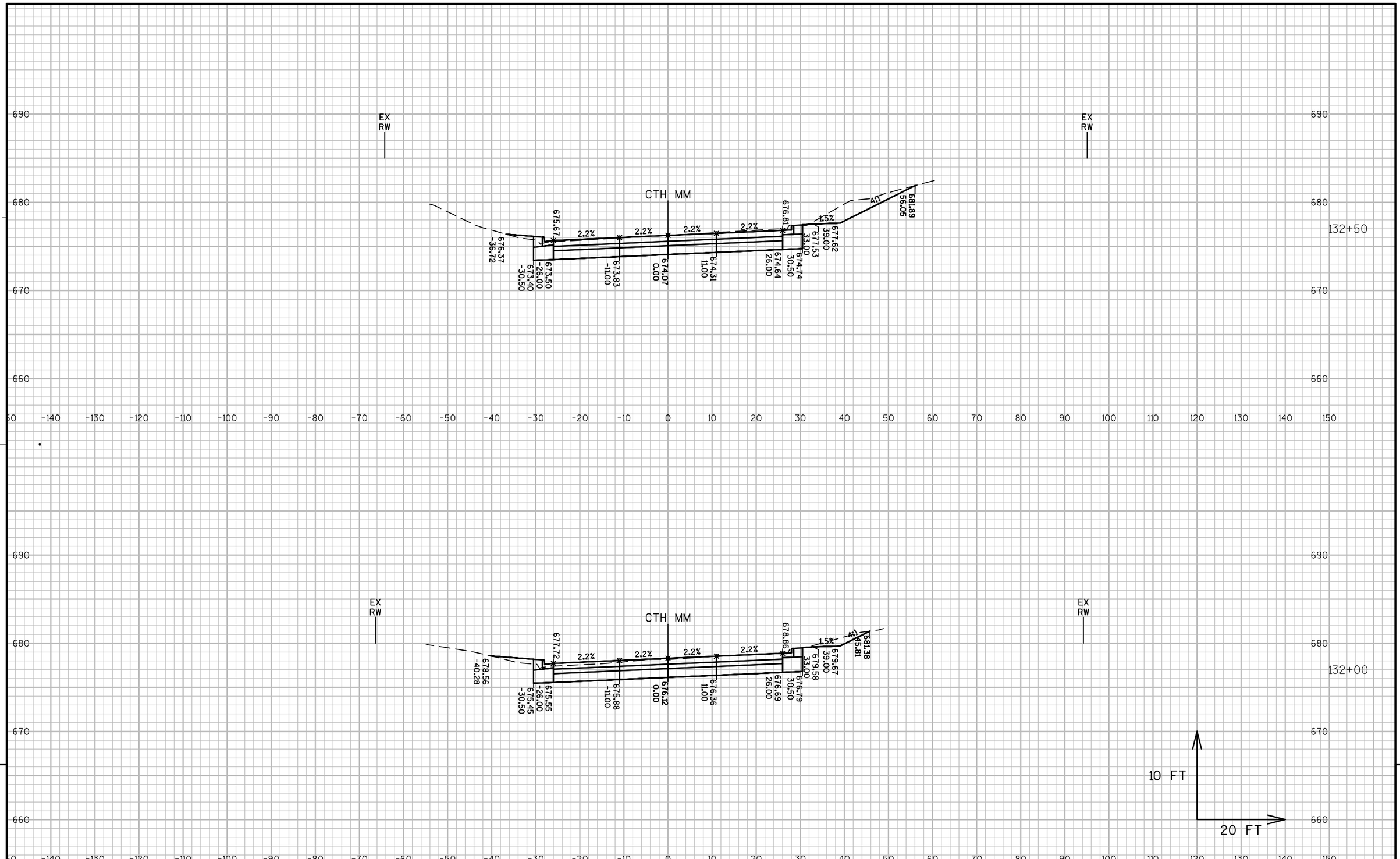
PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 410	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090241_XS

PLOT DATE : 7/5/2017 4:11 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49



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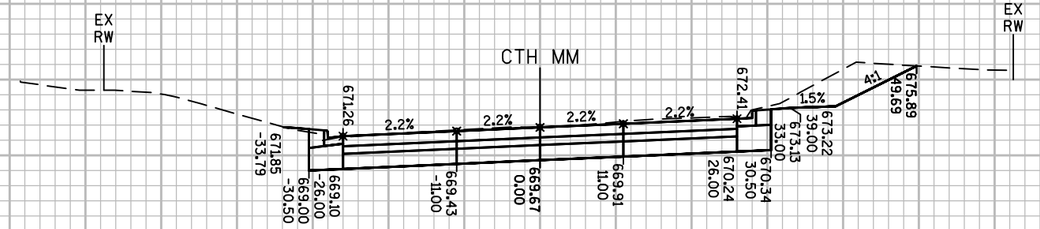
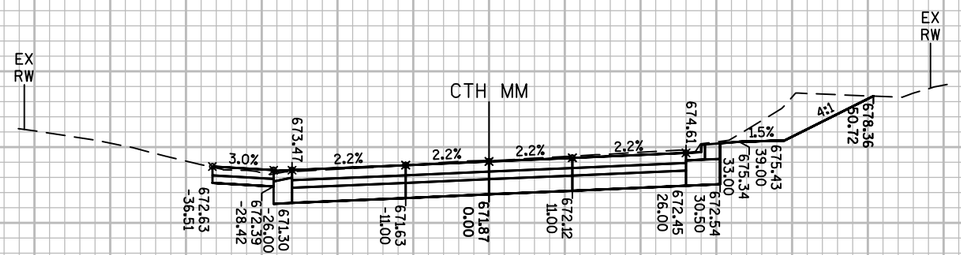
PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 411	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090242_XS

PLOT DATE : 7/5/2017 4:11 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49





133+50

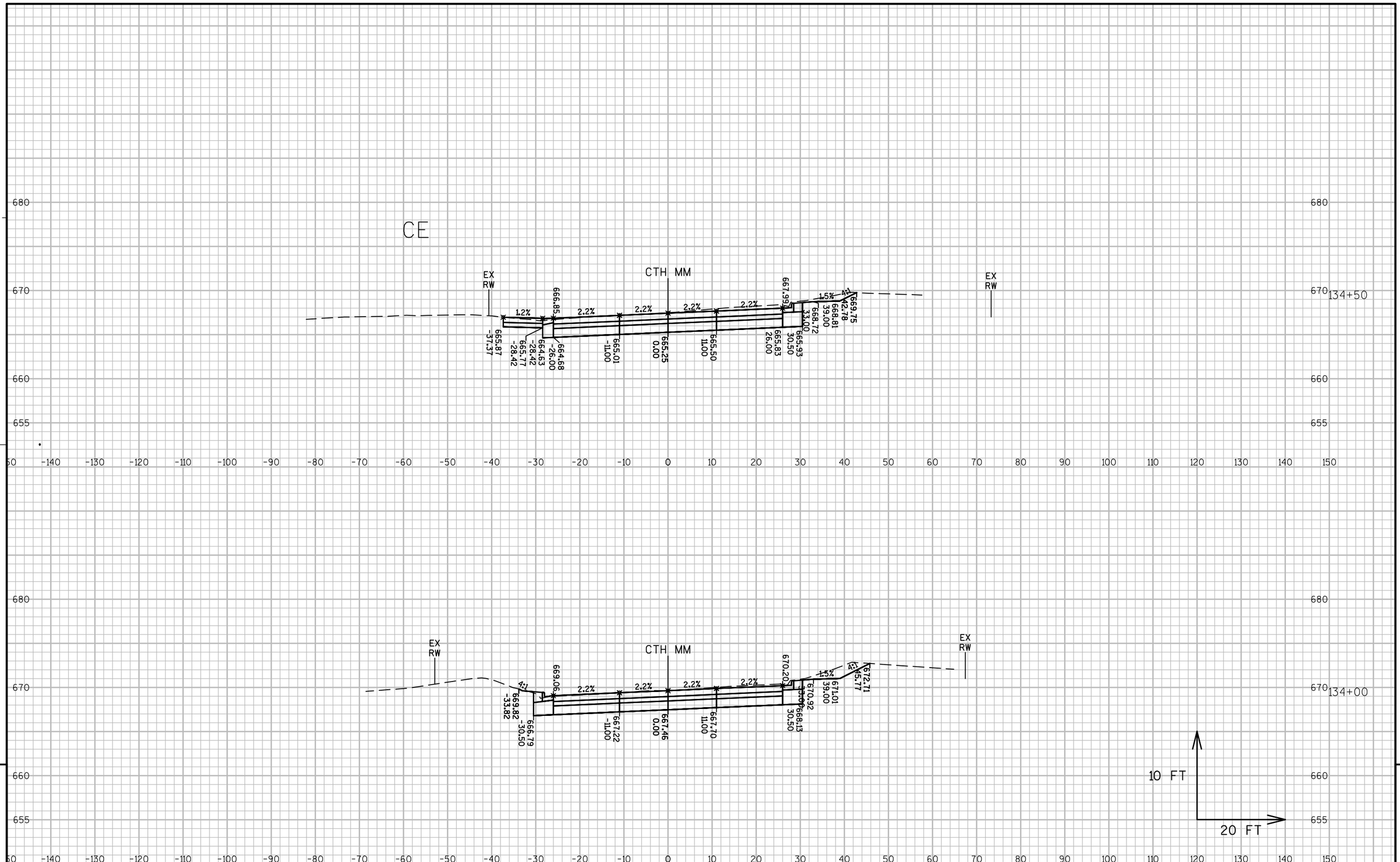
133+00

PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 412	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090243_XS

PLOT DATE : 7/5/2017 4:11 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49



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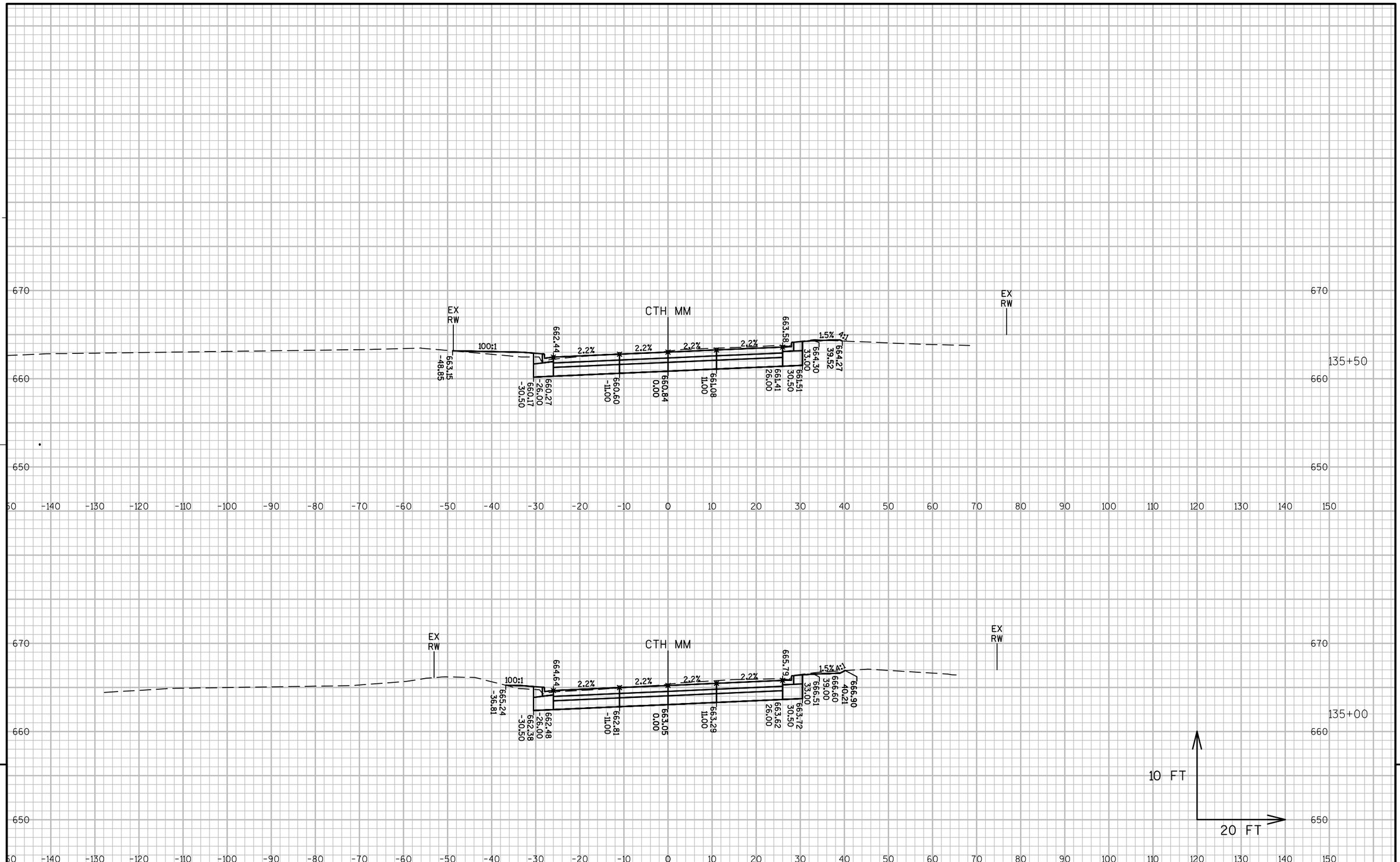
PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 413	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090244_XS

PLOT DATE : 7/5/2017 4:11 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49



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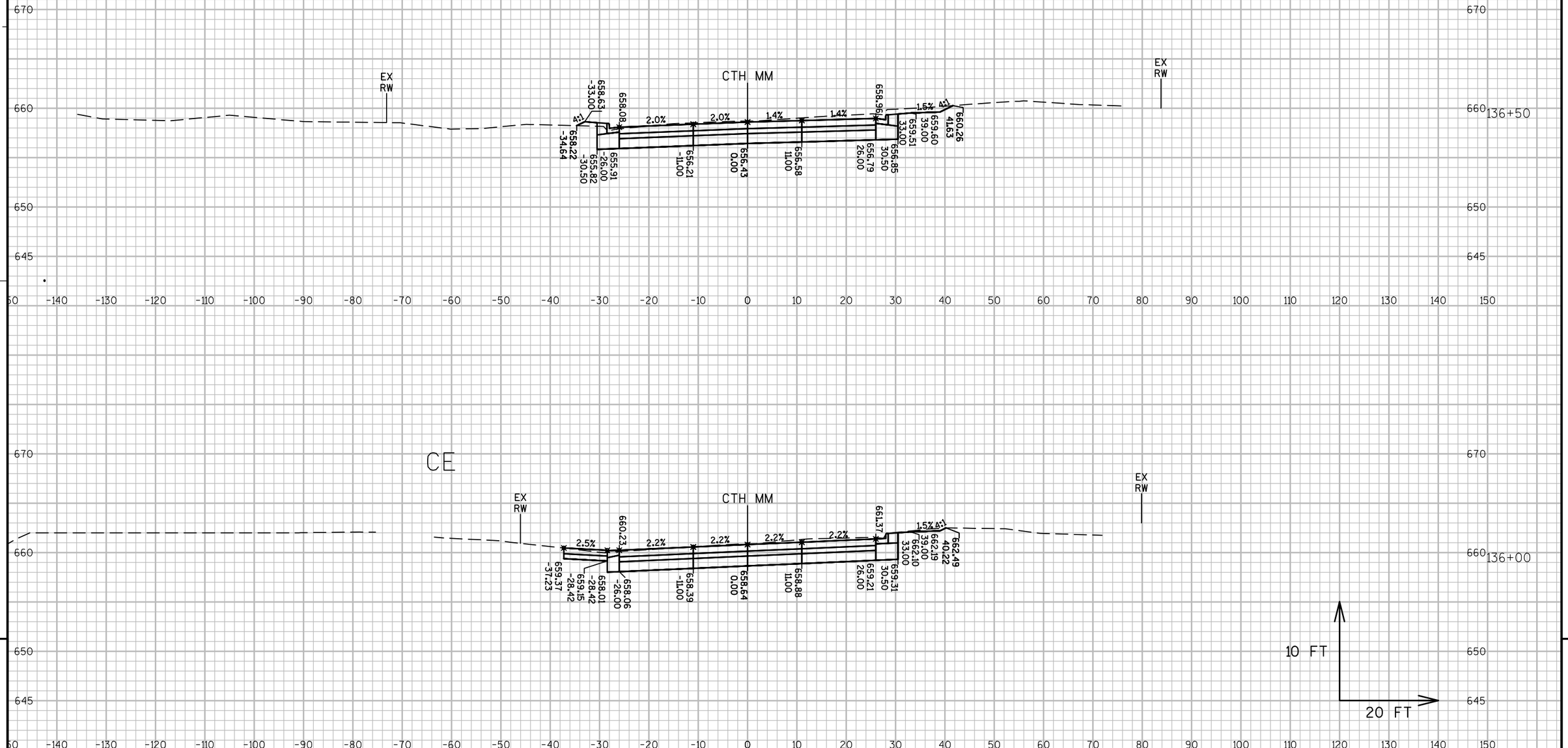
PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 414	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090245_XS

PLOT DATE : 7/5/2017 4:11 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF

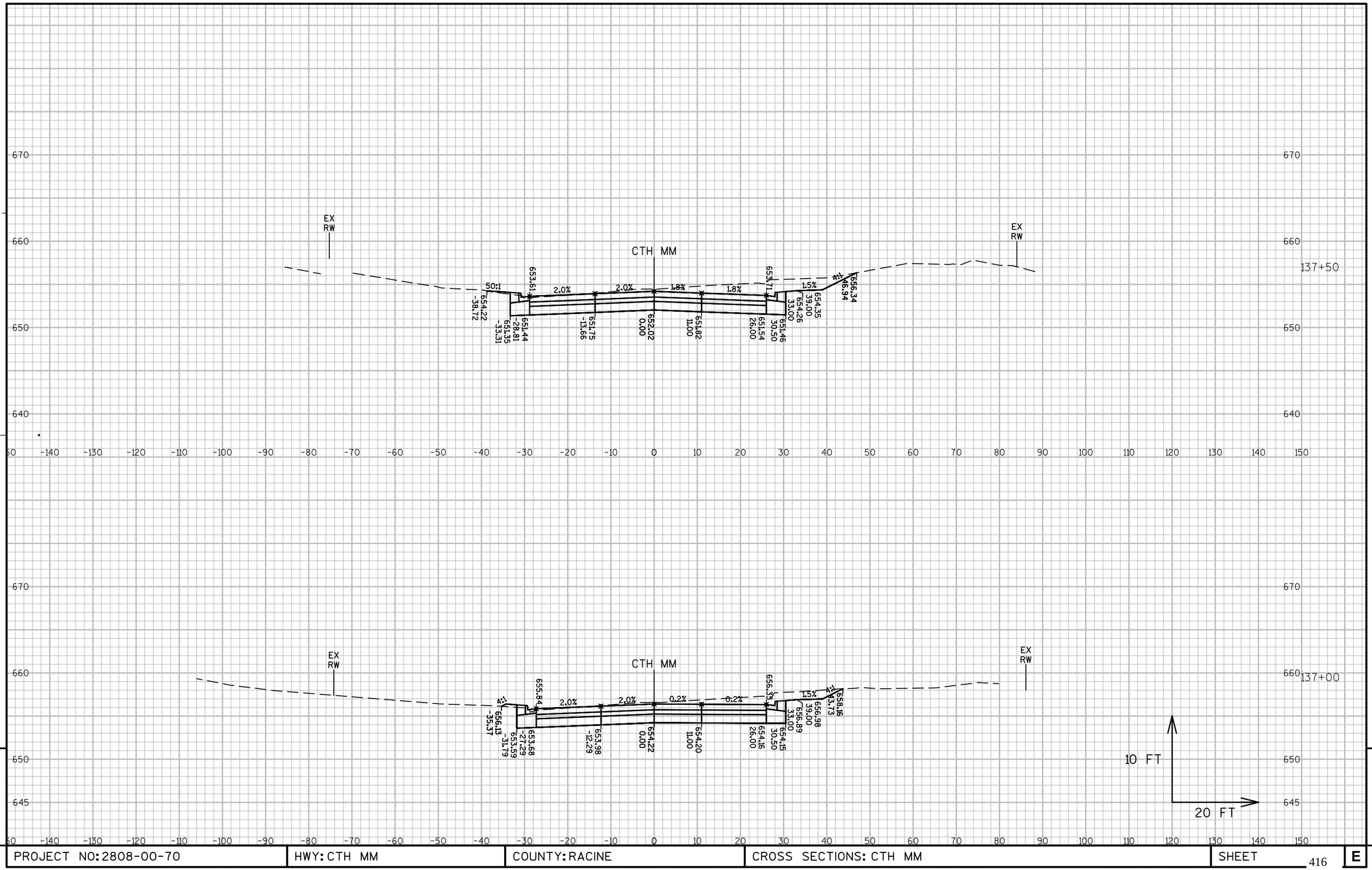
WISDOT/CADDS SHEET 49



PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 415	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090246_XS

PLOT DATE : 7/5/2017 4:12 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF



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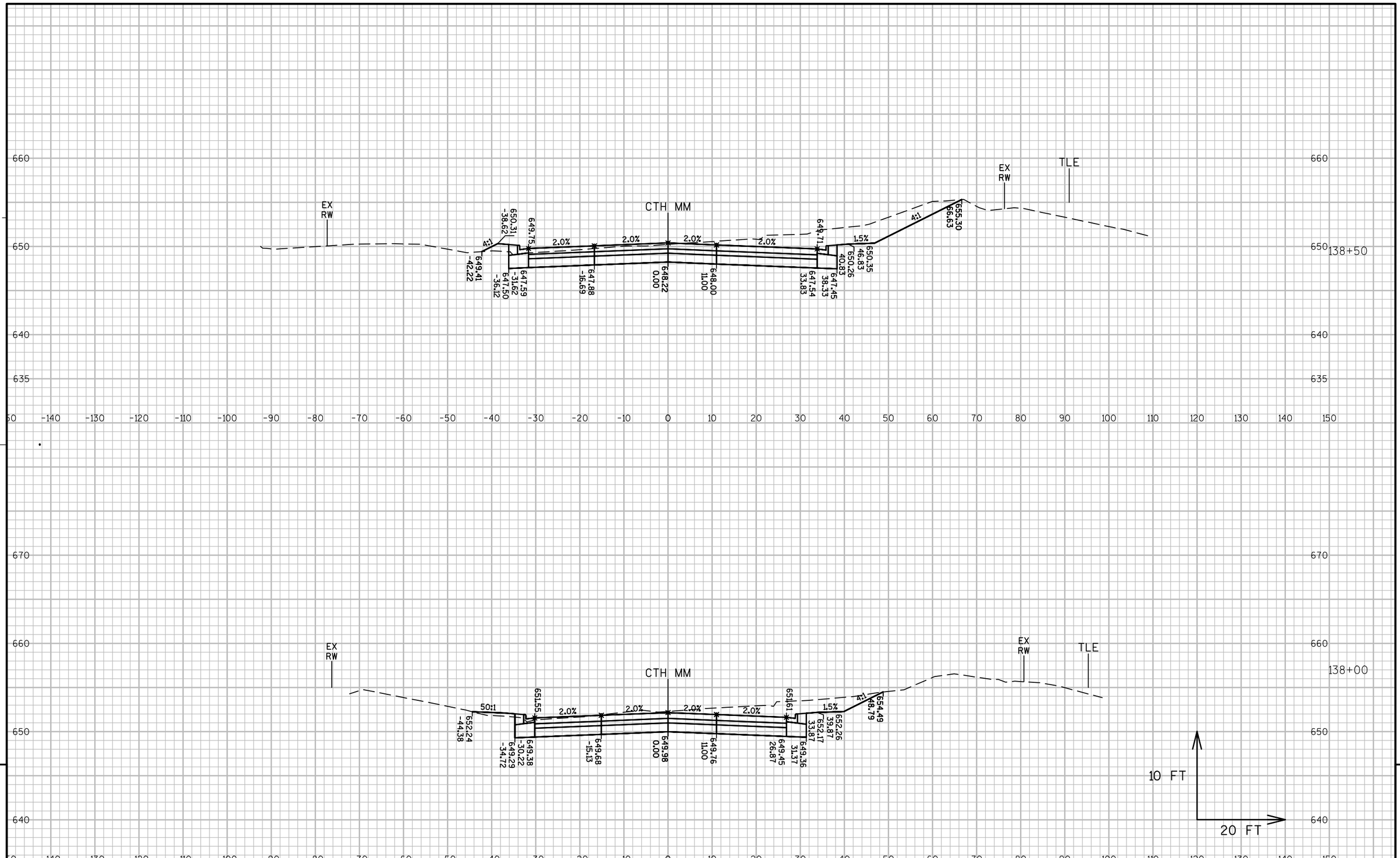
PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 416	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090247_XS

PLOT DATE : 7/5/2017 4:12 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49



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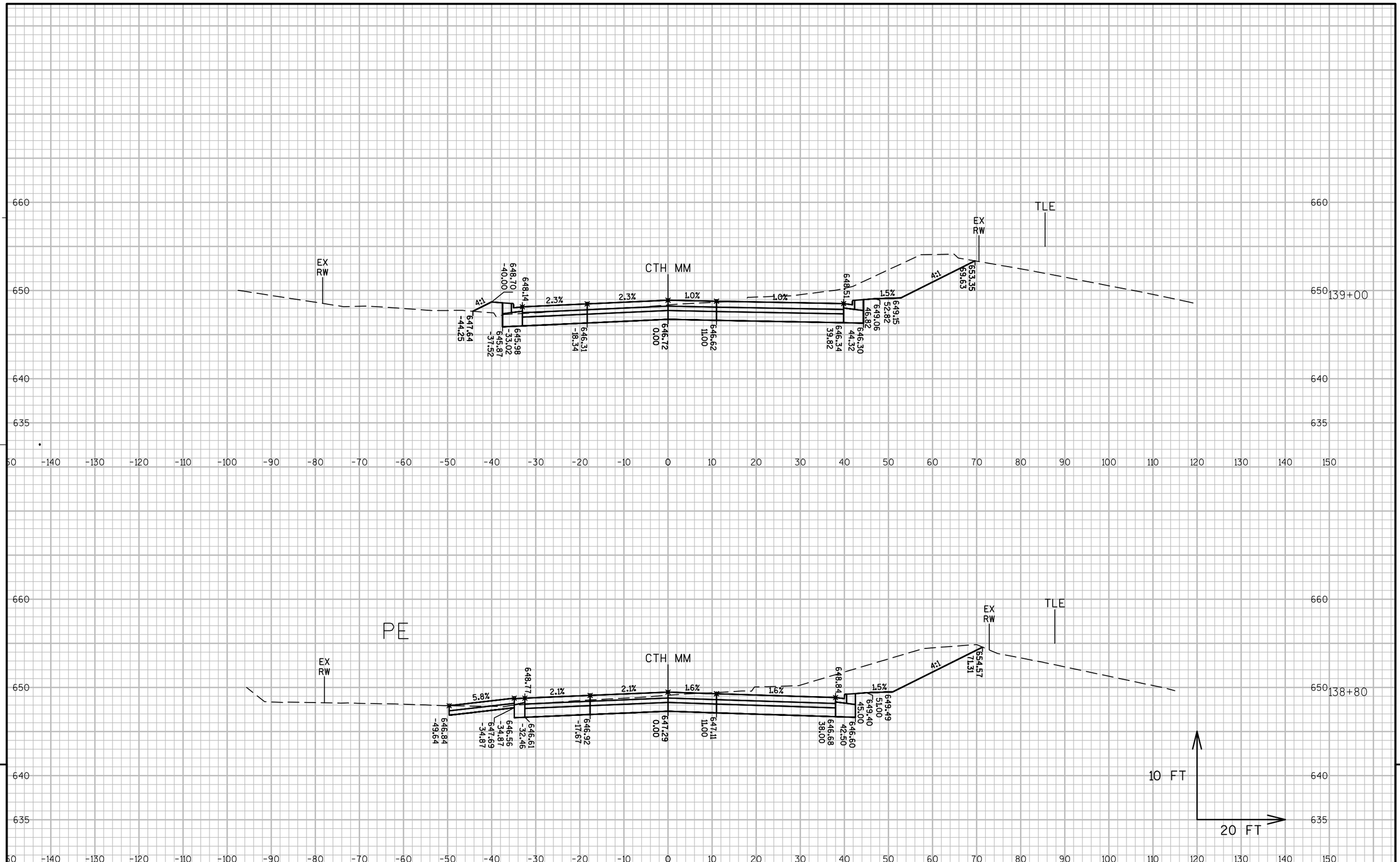
PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 417	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090248_XS

PLOT DATE : 7/5/2017 4:12 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49

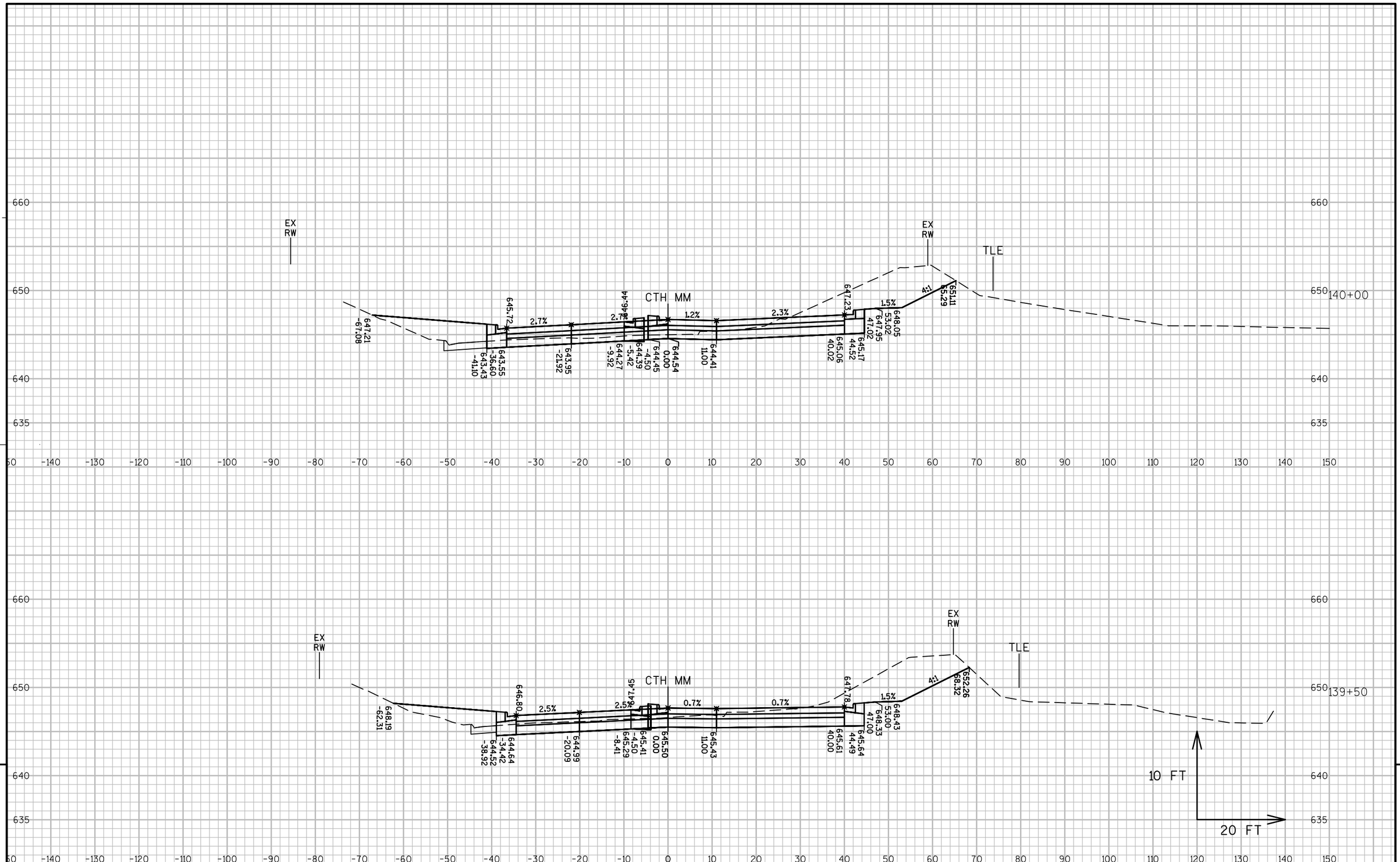


PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 418 E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090249_XS

PLOT DATE : 7/5/2017 4:12 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49



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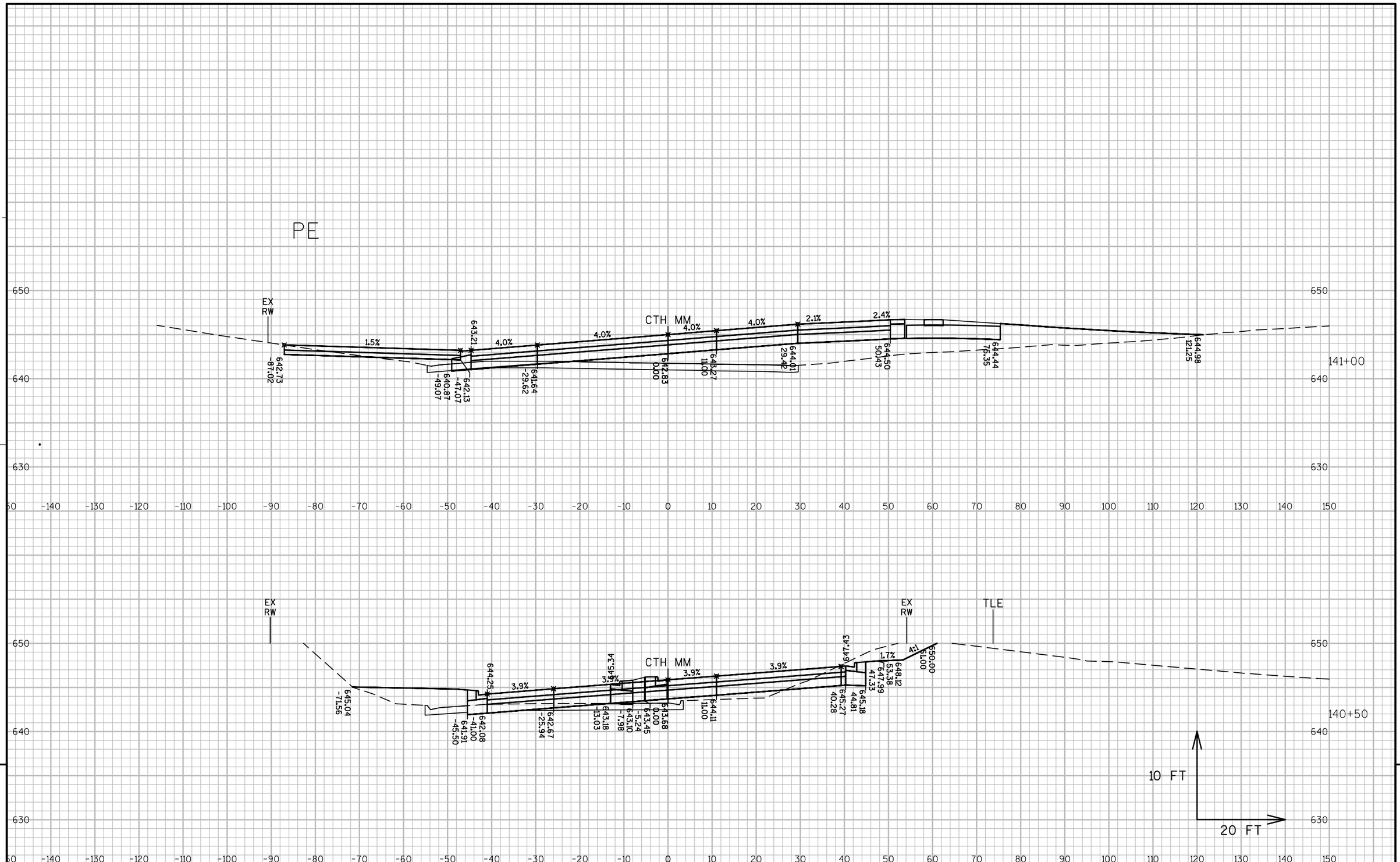
PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 419	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090250_XS

PLOT DATE : 7/5/2017 4:35 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49

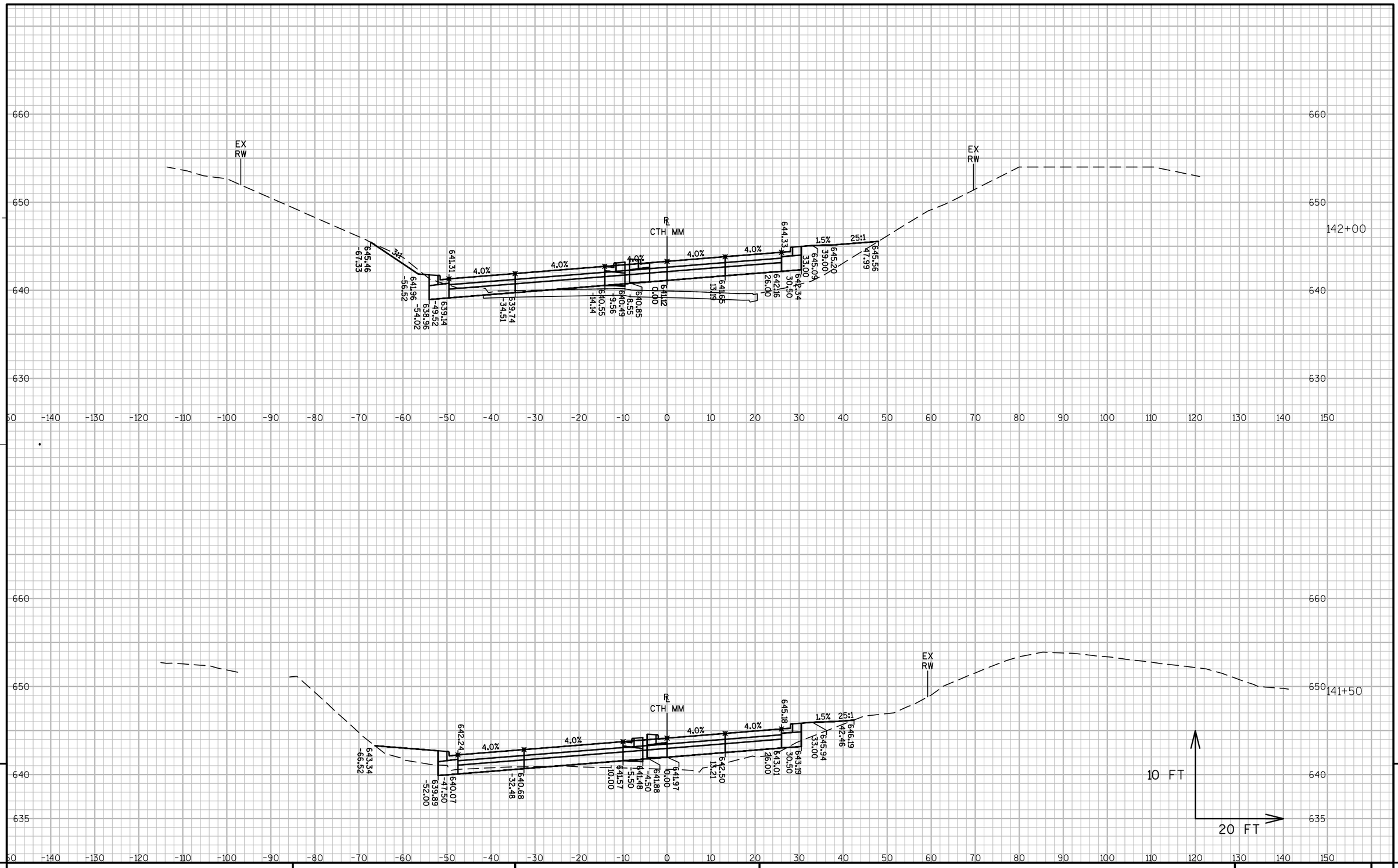


PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 420 E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090251_XS

PLOT DATE : 7/5/2017 4:35 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49

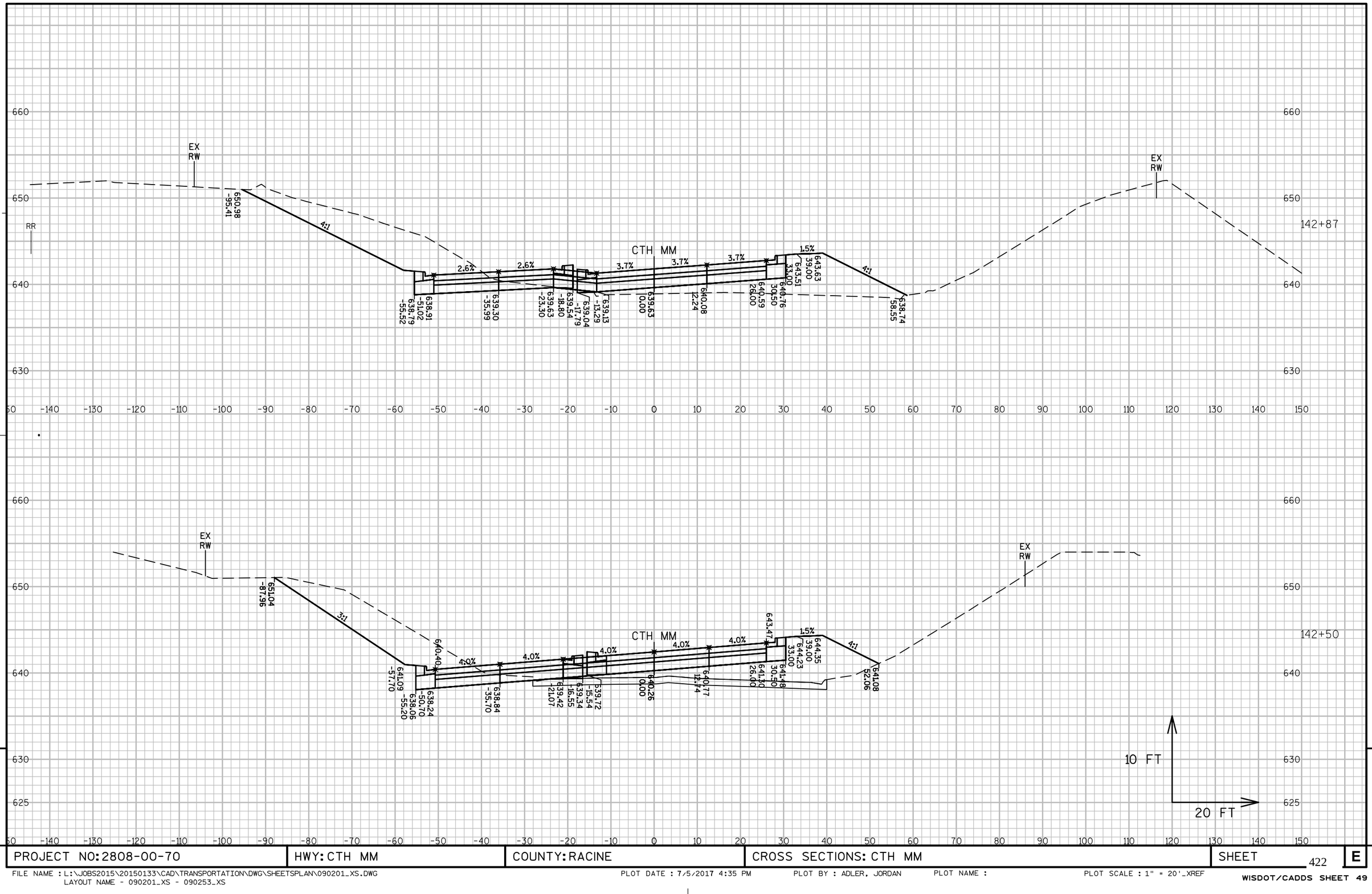


PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 421	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090252_XS

PLOT DATE : 7/5/2017 4:35 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49

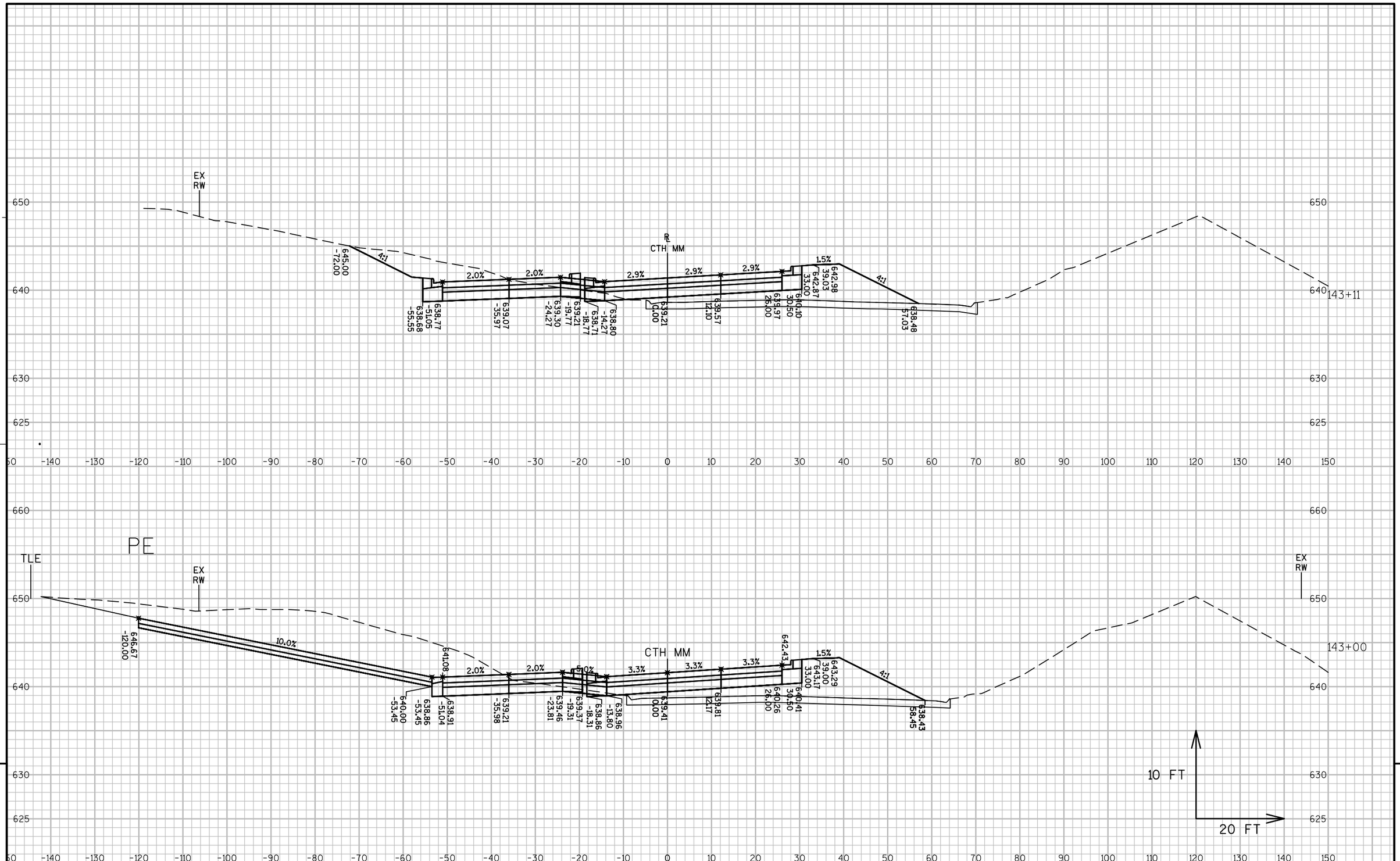


PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 422	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090253_XS

PLOT DATE : 7/5/2017 4:35 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49

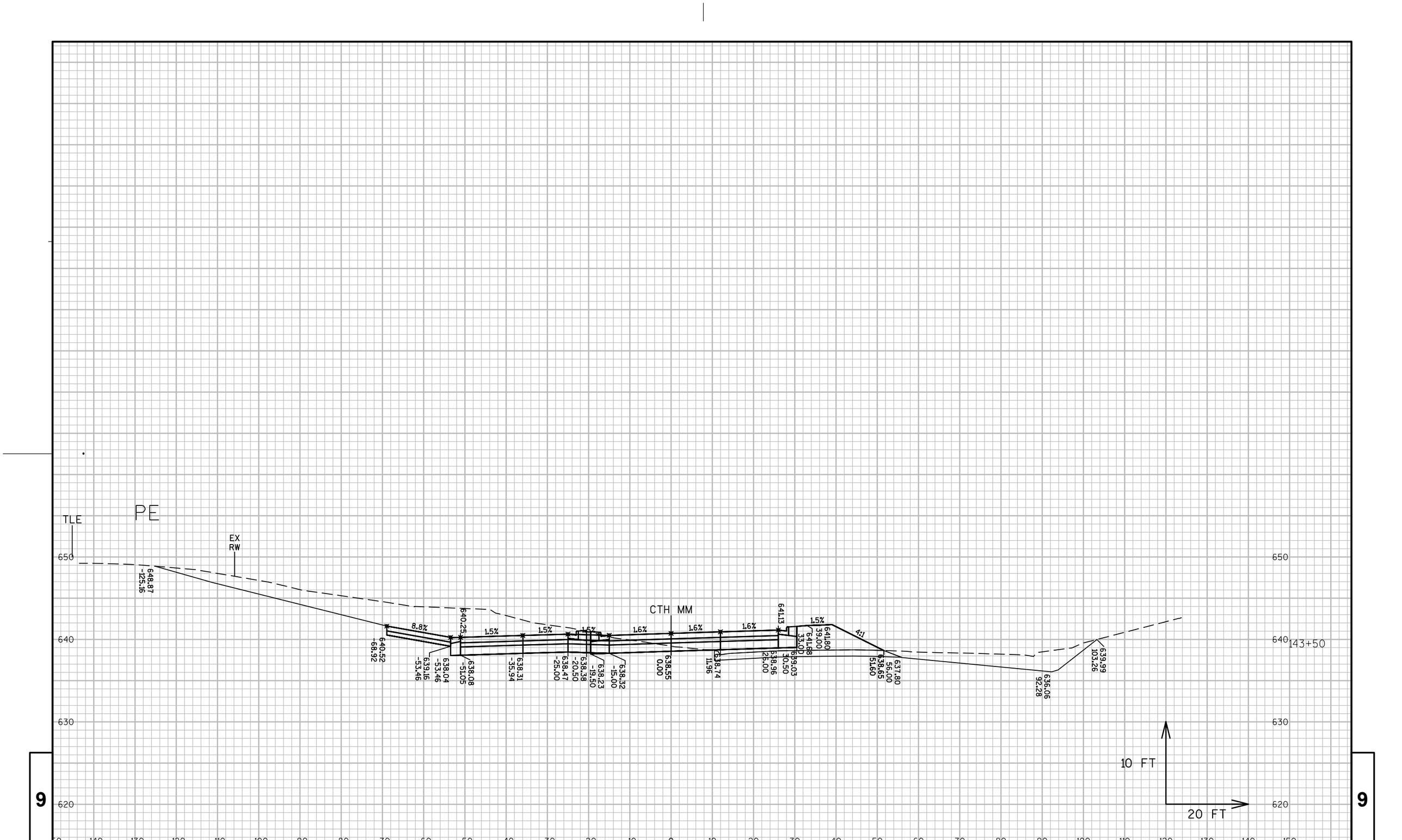


PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 423	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090254_XS

PLOT DATE : 7/5/2017 4:36 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49



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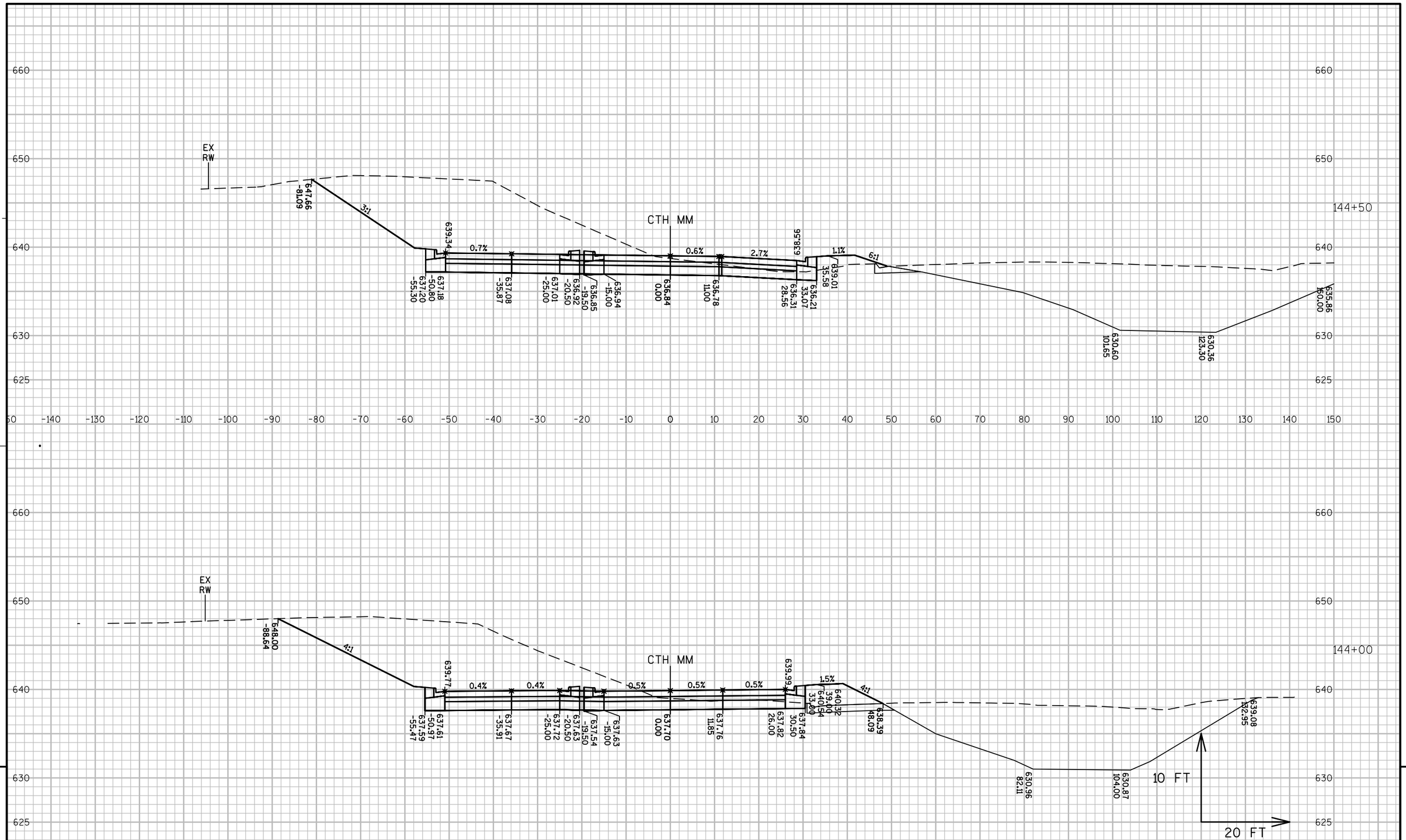
PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 424	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090255_XS

PLOT DATE : 7/31/2017 3:38 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49

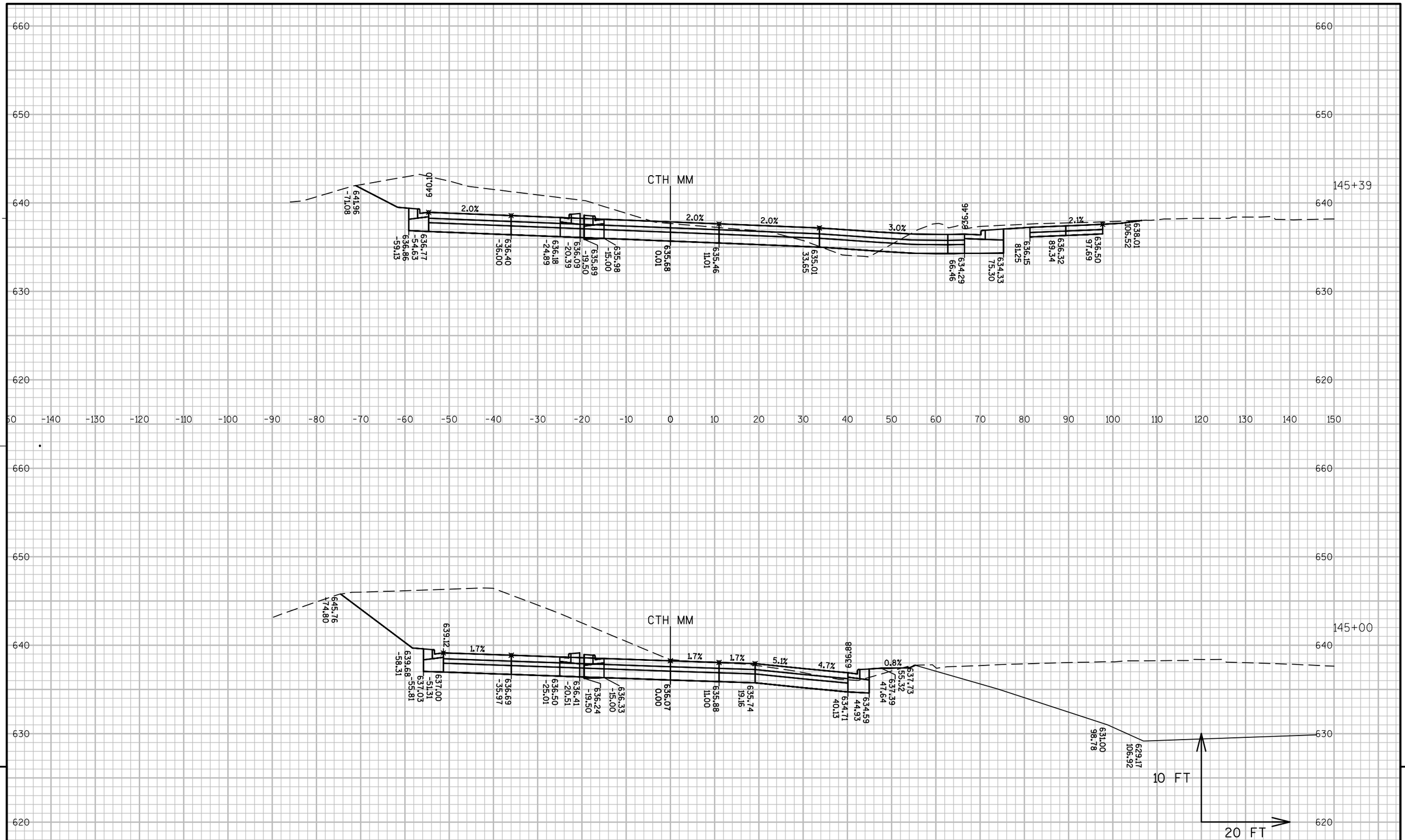


PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 425 E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090256_XS

PLOT DATE : 7/31/2017 3:38 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49



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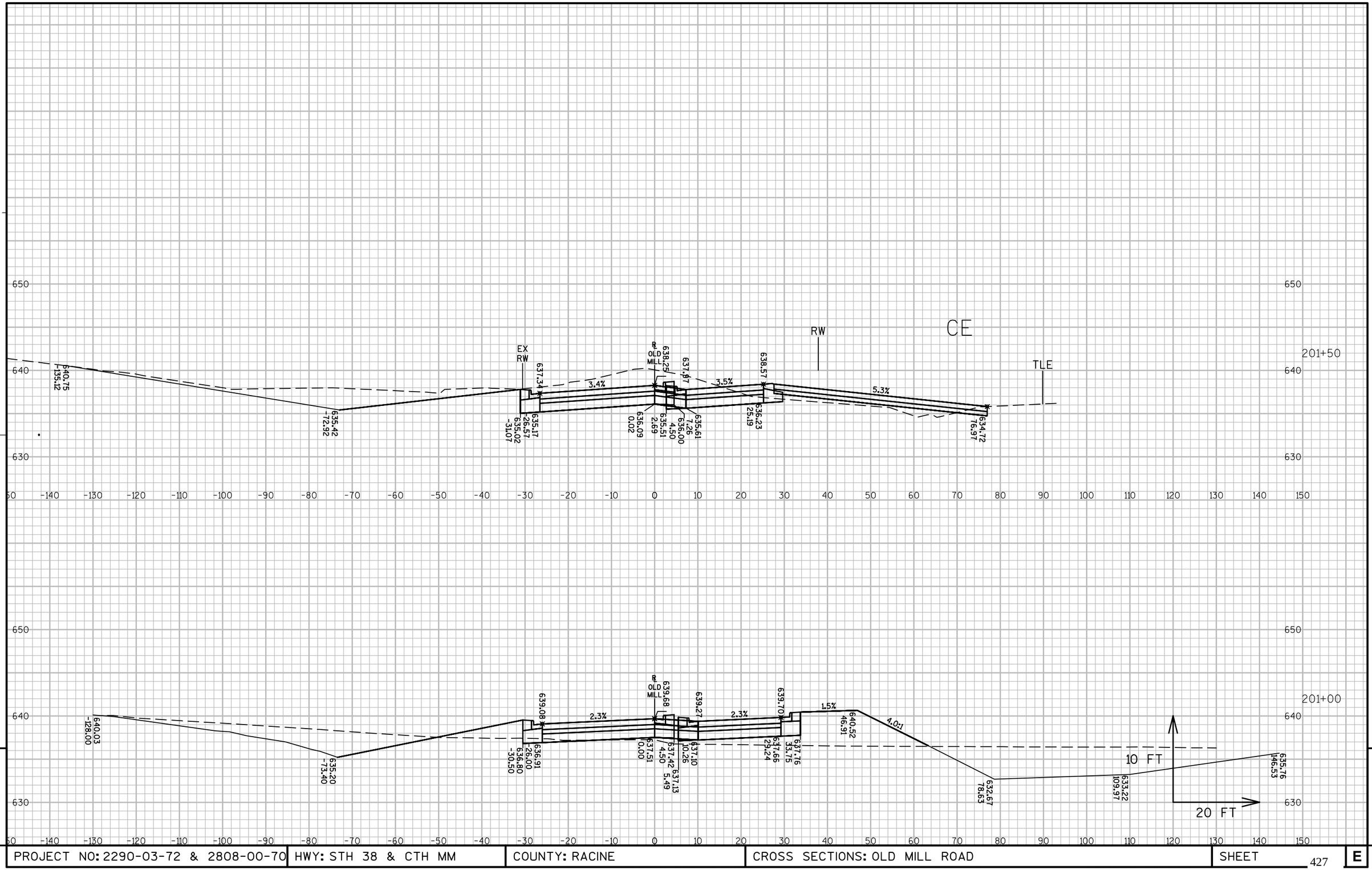
PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: CTH MM	SHEET 426	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090257_XS

PLOT DATE : 7/31/2017 3:38 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1" = 20'_XREF



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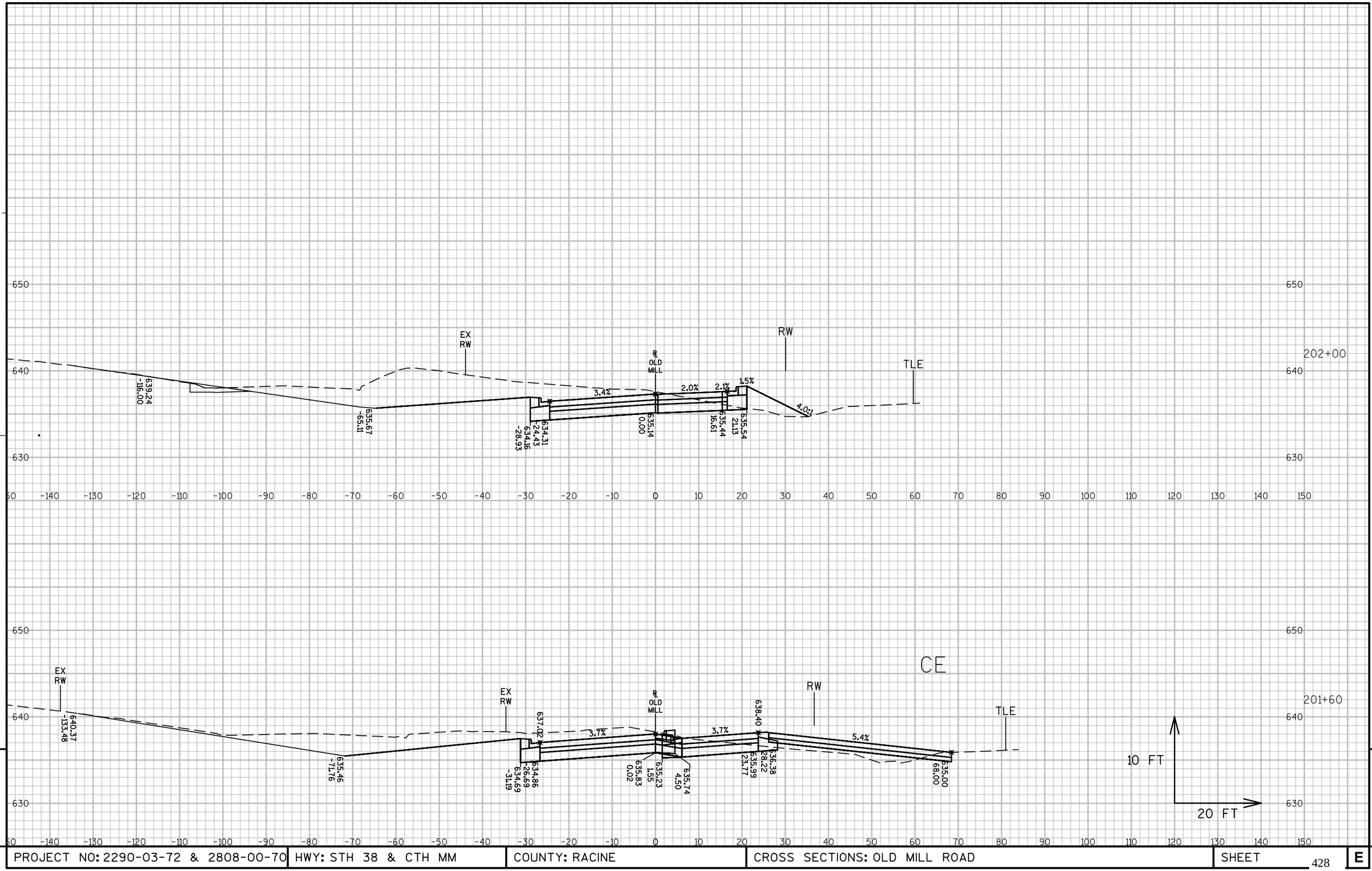
PROJECT NO: 2290-03-72 & 2808-00-70	HWY: STH 38 & CTH MM	COUNTY: RACINE	CROSS SECTIONS: OLD MILL ROAD	SHEET 427	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 090202_XS - 090201_XS

PLOT DATE : 7/5/2017 4:36 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



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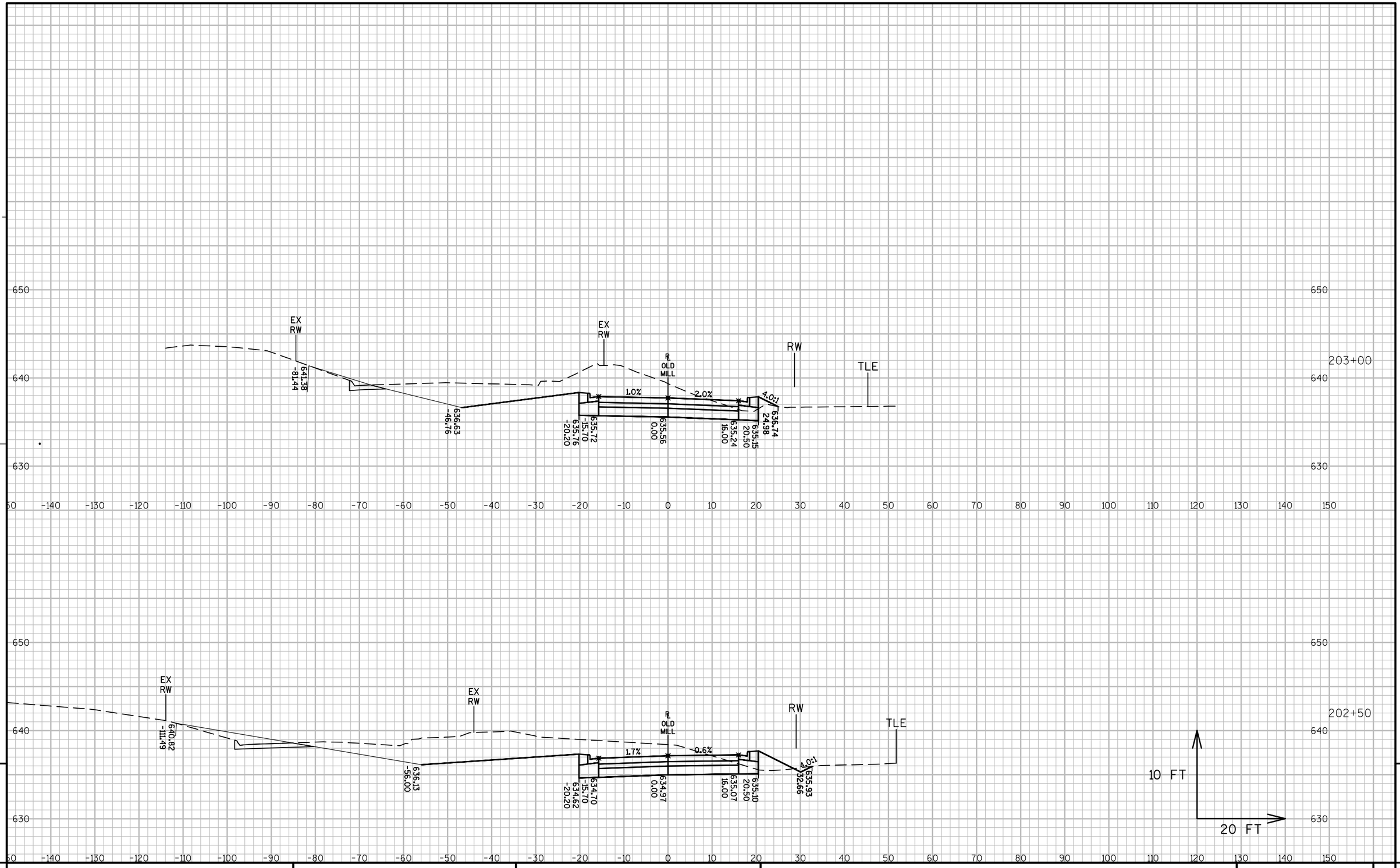
PROJECT NO: 2290-03-72 & 2808-00-70	HWY: STH 38 & CTH MM	COUNTY: RACINE	CROSS SECTIONS: OLD MILL ROAD	SHEET 428	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 090202_XS - 090202_XS

PLOT DATE : 7/5/2017 4:37 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



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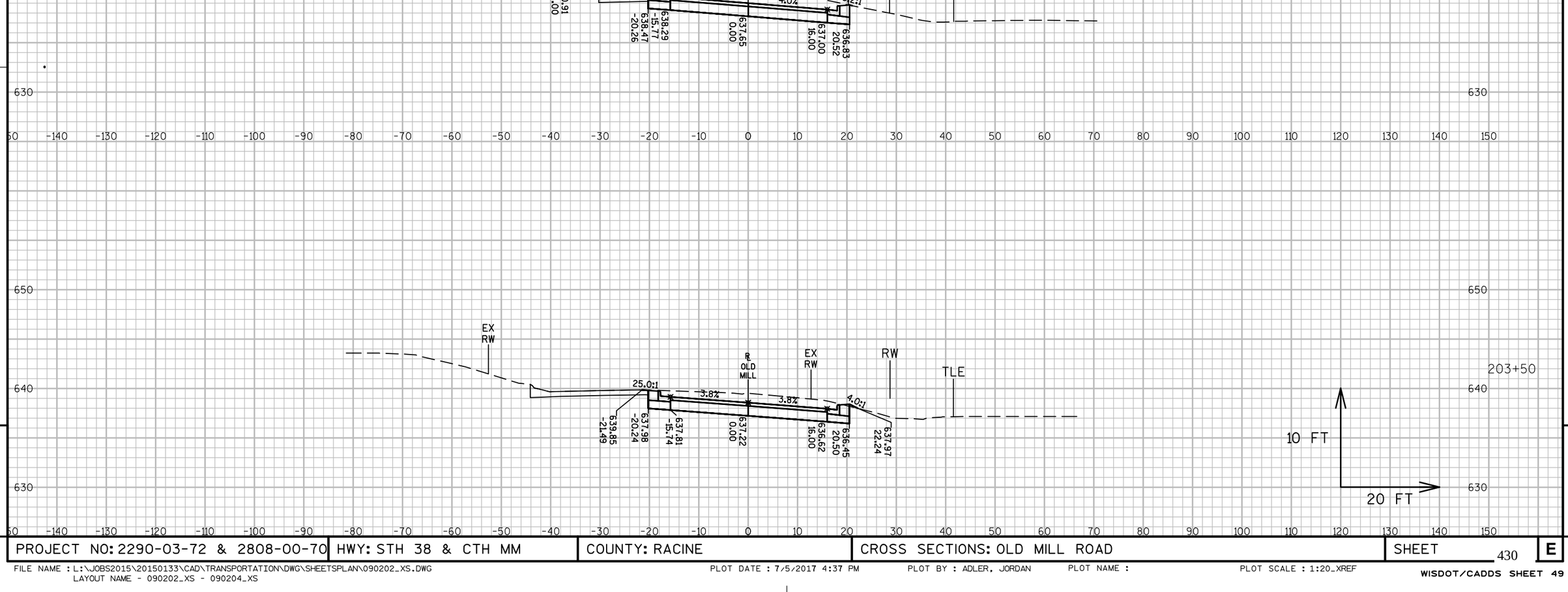
PROJECT NO: 2290-03-72 & 2808-00-70	HWY: STH 38 & CTH MM	COUNTY: RACINE	CROSS SECTIONS: OLD MILL ROAD	SHEET 429	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 090202_XS - 090203_XS

PLOT DATE : 7/5/2017 4:37 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1:20_XREF



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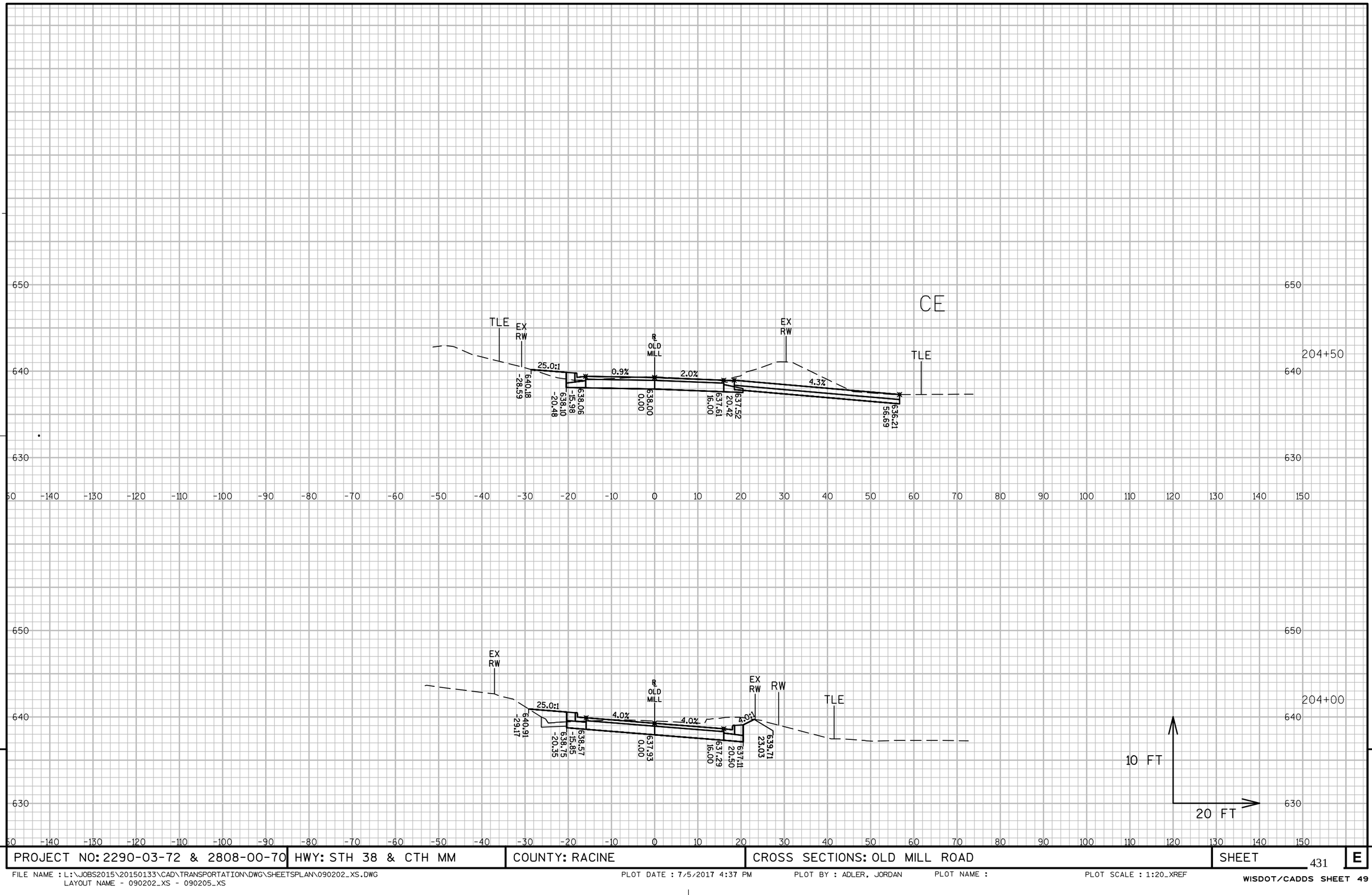
PROJECT NO: 2290-03-72 & 2808-00-70	HWY: STH 38 & CTH MM	COUNTY: RACINE	CROSS SECTIONS: OLD MILL ROAD	SHEET 430	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 090202_XS - 090204_XS

PLOT DATE : 7/5/2017 4:37 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



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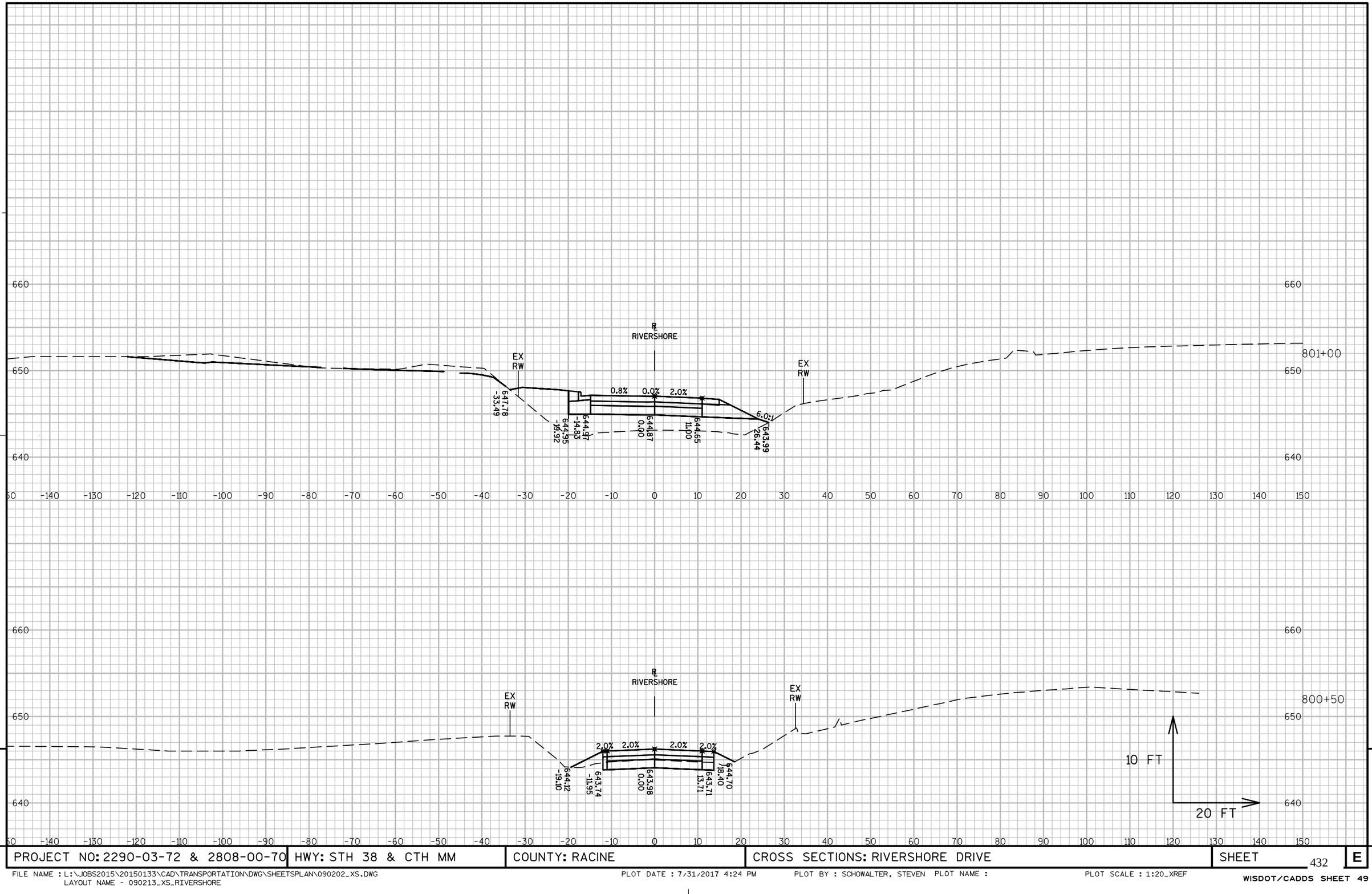
PROJECT NO: 2290-03-72 & 2808-00-70	HWY: STH 38 & CTH MM	COUNTY: RACINE	CROSS SECTIONS: OLD MILL ROAD	SHEET 431 E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 090202_XS - 090205_XS

PLOT DATE : 7/5/2017 4:37 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



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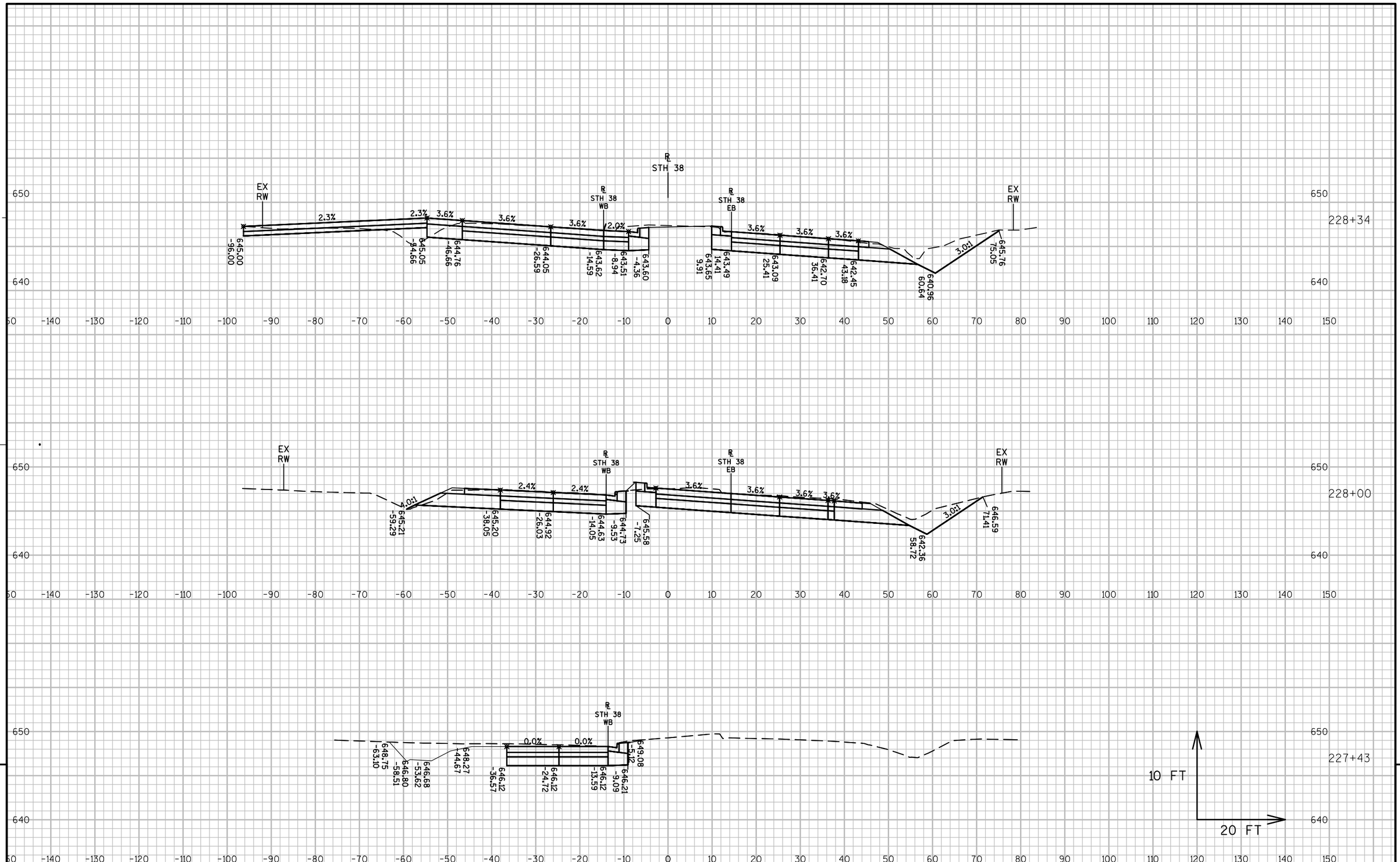
PROJECT NO: 2290-03-72 & 2808-00-70	HWY: STH 38 & CTH MM	COUNTY: RACINE	CROSS SECTIONS: RIVERSHORE DRIVE	SHEET 432	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 090213_XS_RIVERSHORE

PLOT DATE : 7/31/2017 4:24 PM PLOT BY : SCHOWALTER, STEVEN PLOT NAME : PLOT SCALE : 1:20_XREF



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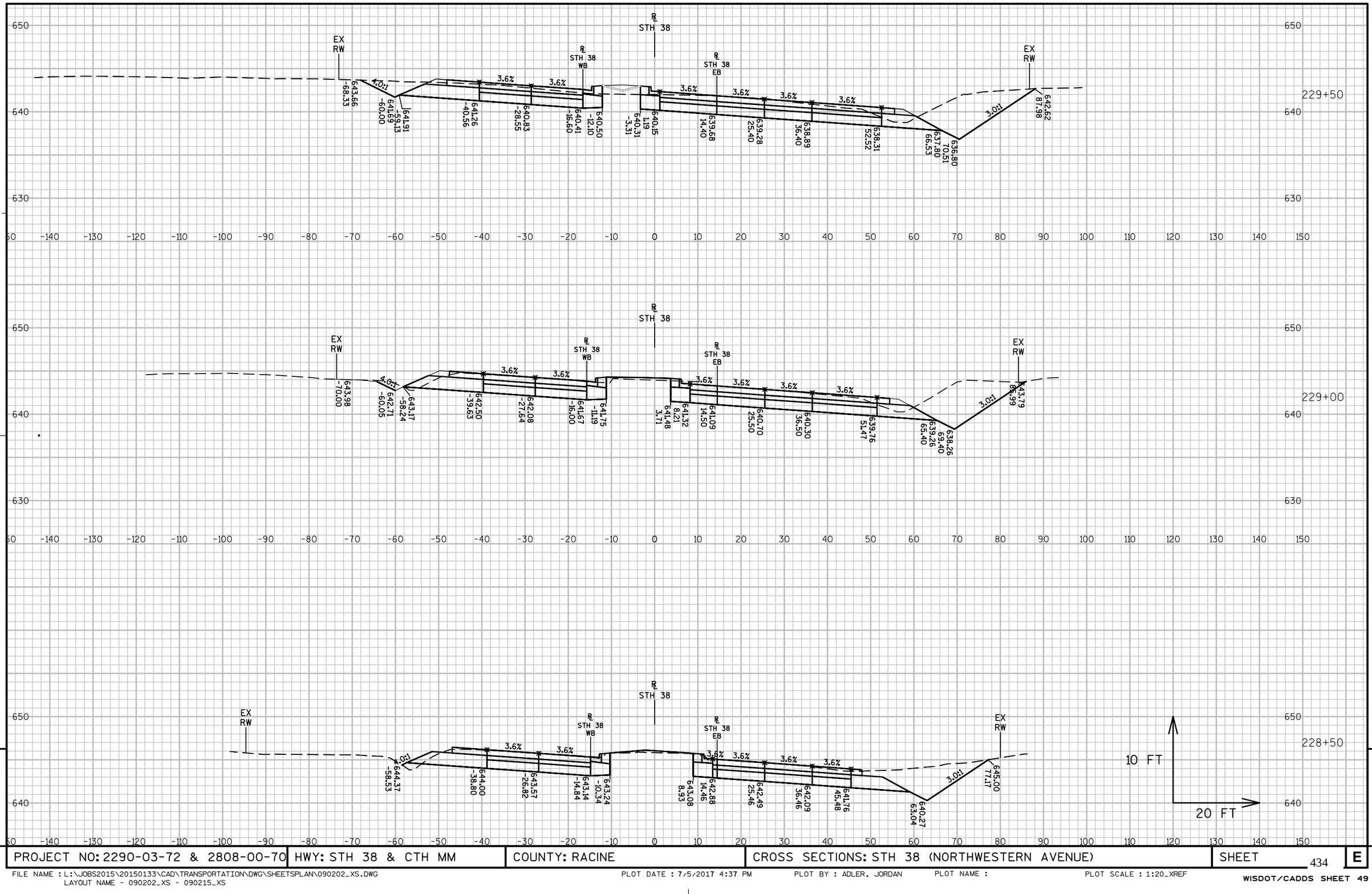
PROJECT NO: 2290-03-72 & 2808-00-70	HWY: STH 38 & CTH MM	COUNTY: RACINE	CROSS SECTIONS: STH 38 (NORTHWESTERN AVENUE)	SHEET 433	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 090202_XS - 090214_XS

PLOT DATE : 7/5/2017 4:37 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1:20_XREF

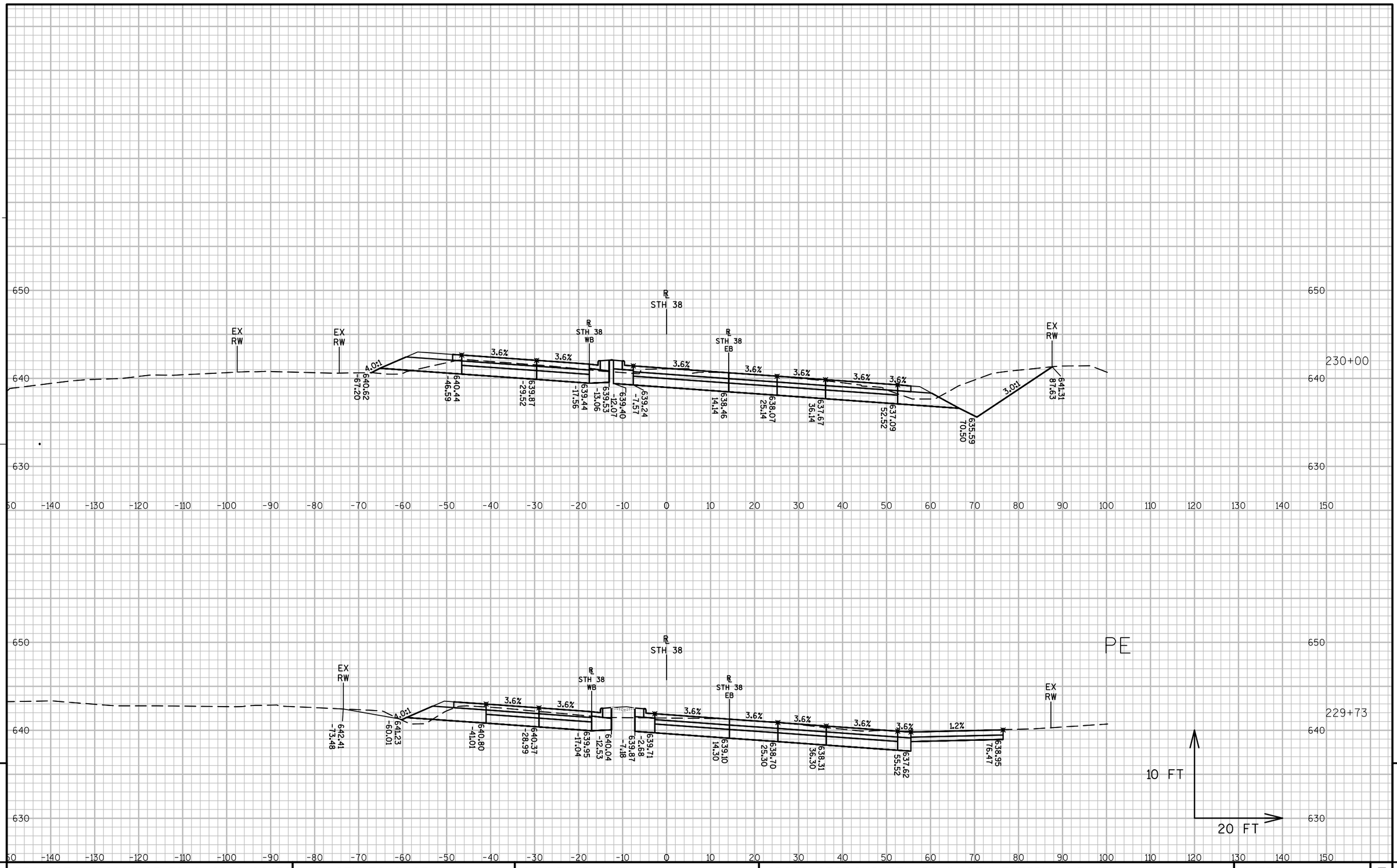


PROJECT NO: 2290-03-72 & 2808-00-70	HWY: STH 38 & CTH MM	COUNTY: RACINE	CROSS SECTIONS: STH 38 (NORTHWESTERN AVENUE)	SHEET 434	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 090202_XS - 090215_XS

PLOT DATE : 7/5/2017 4:37 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

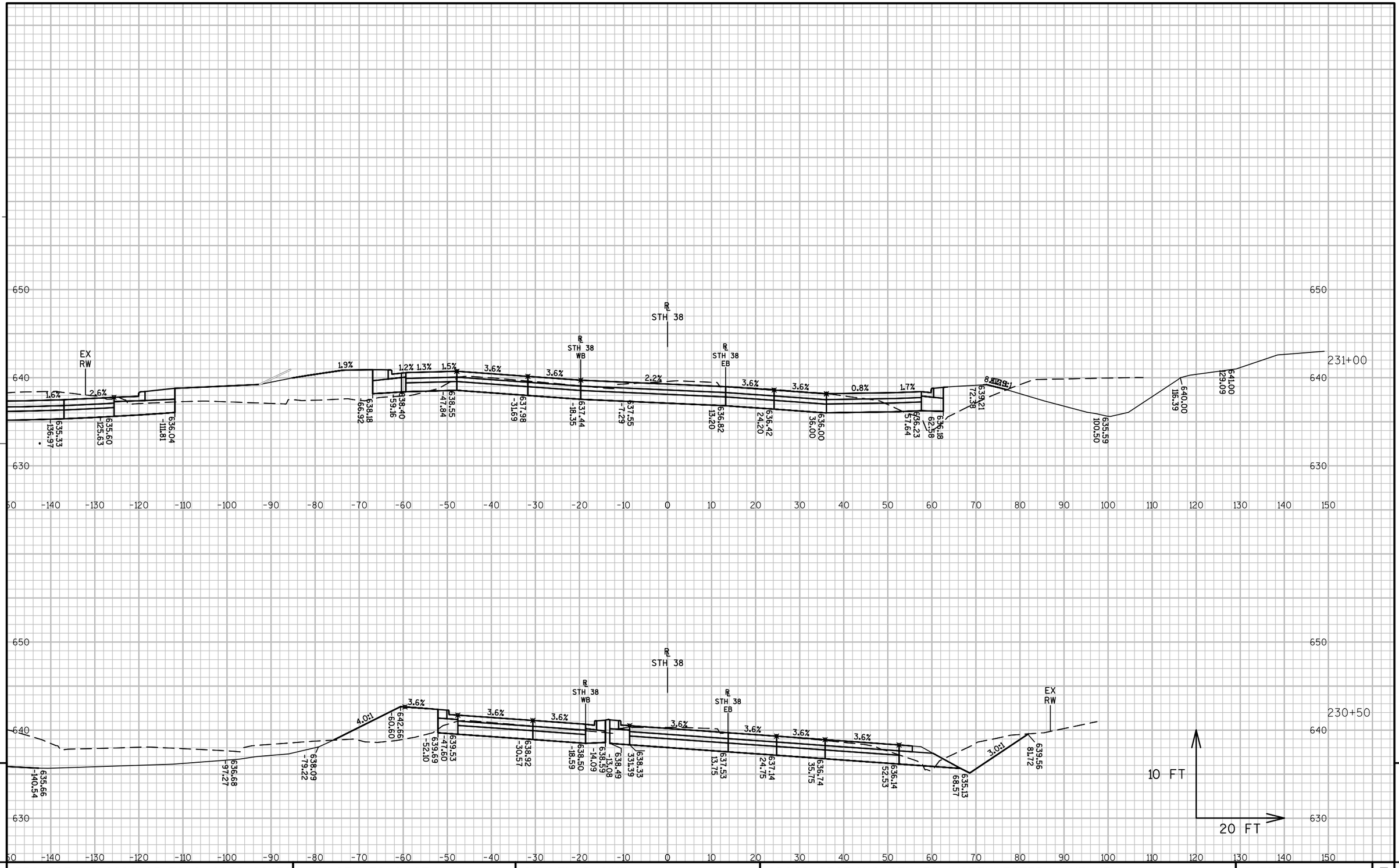


PROJECT NO: 2290-03-72 & 2808-00-70	HWY: STH 38 & CTH MM	COUNTY: RACINE	CROSS SECTIONS: STH 38 (NORTHWESTERN AVENUE)	SHEET 435	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 090202_XS - 090216_XS

PLOT DATE : 7/5/2017 4:37 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

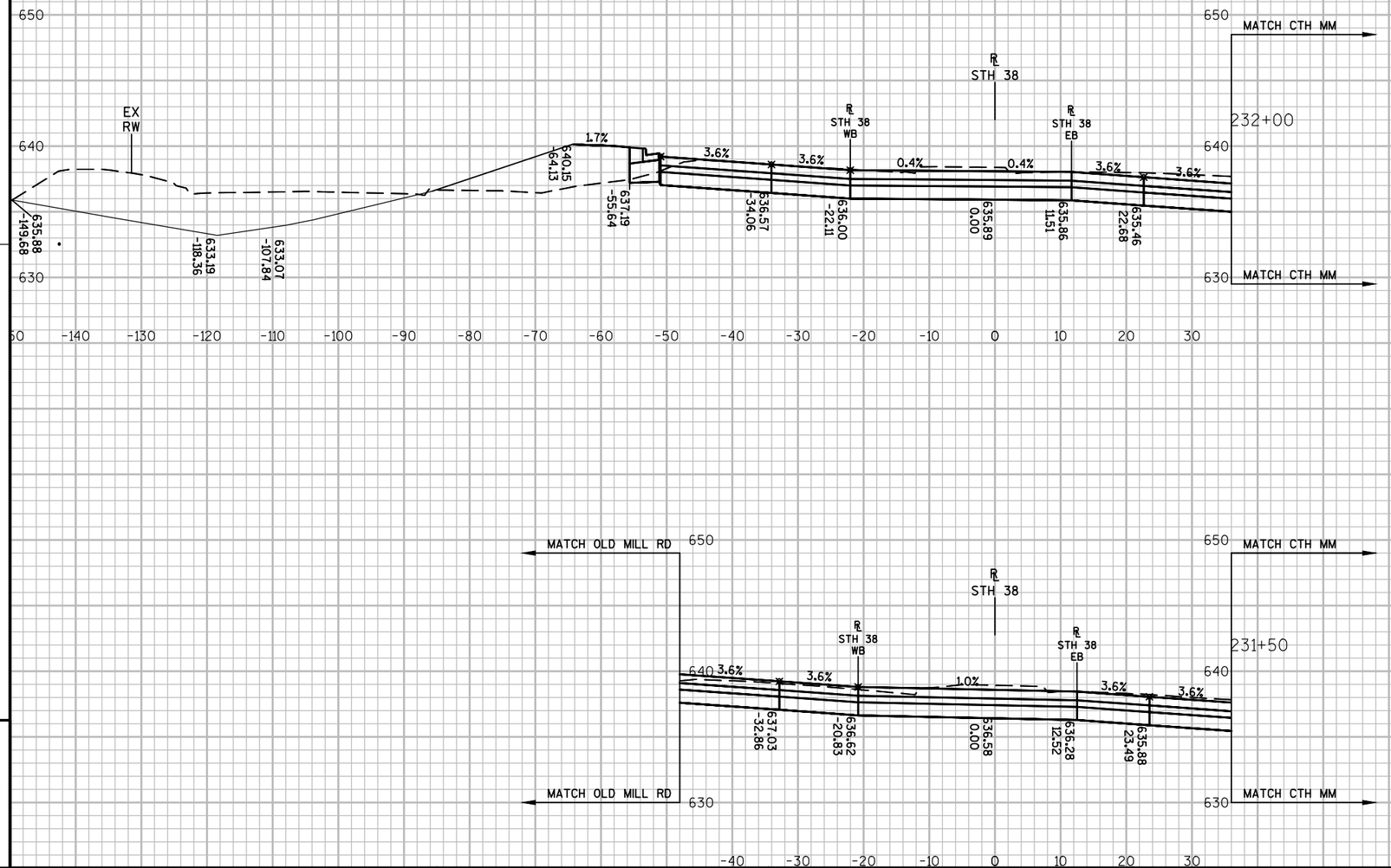


PROJECT NO: 2290-03-72 & 2808-00-70	HWY: STH 38 & CTH MM	COUNTY: RACINE	CROSS SECTIONS: STH 38 (NORTHWESTERN AVENUE)	SHEET 436	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 090202_XS - 090217_XS

PLOT DATE : 7/5/2017 4:37 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

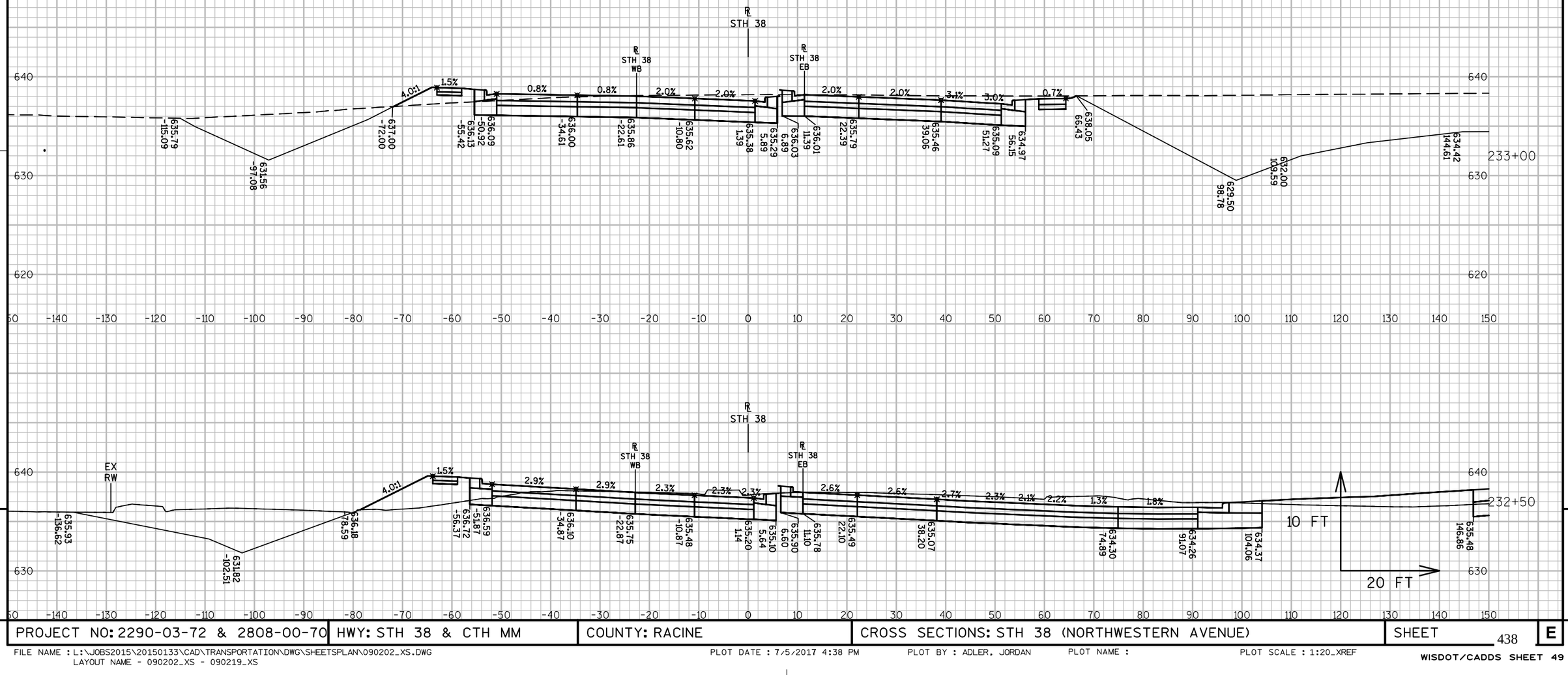


PROJECT NO: 2290-03-72 & 2808-00-70	HWY: STH 38 & CTH MM	COUNTY: RACINE	CROSS SECTIONS: STH 38 (NORTHWESTERN AVENUE)	SHEET 437	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 090202_XS - 090218_XS

PLOT DATE : 7/5/2017 4:38 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



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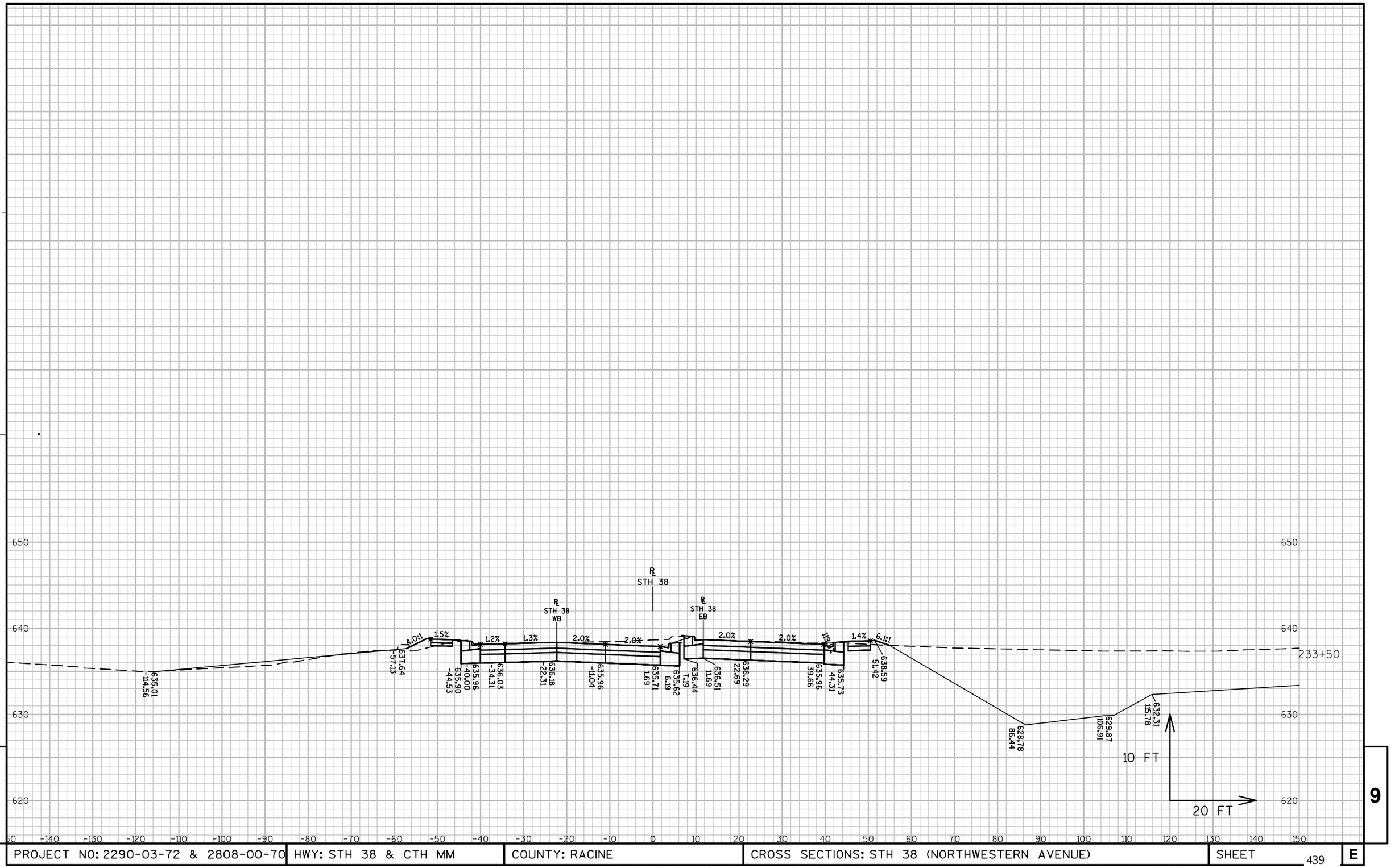
PROJECT NO: 2290-03-72 & 2808-00-70	HWY: STH 38 & CTH MM	COUNTY: RACINE	CROSS SECTIONS: STH 38 (NORTHWESTERN AVENUE)	SHEET 438	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 090202_XS - 090219_XS

PLOT DATE : 7/5/2017 4:38 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



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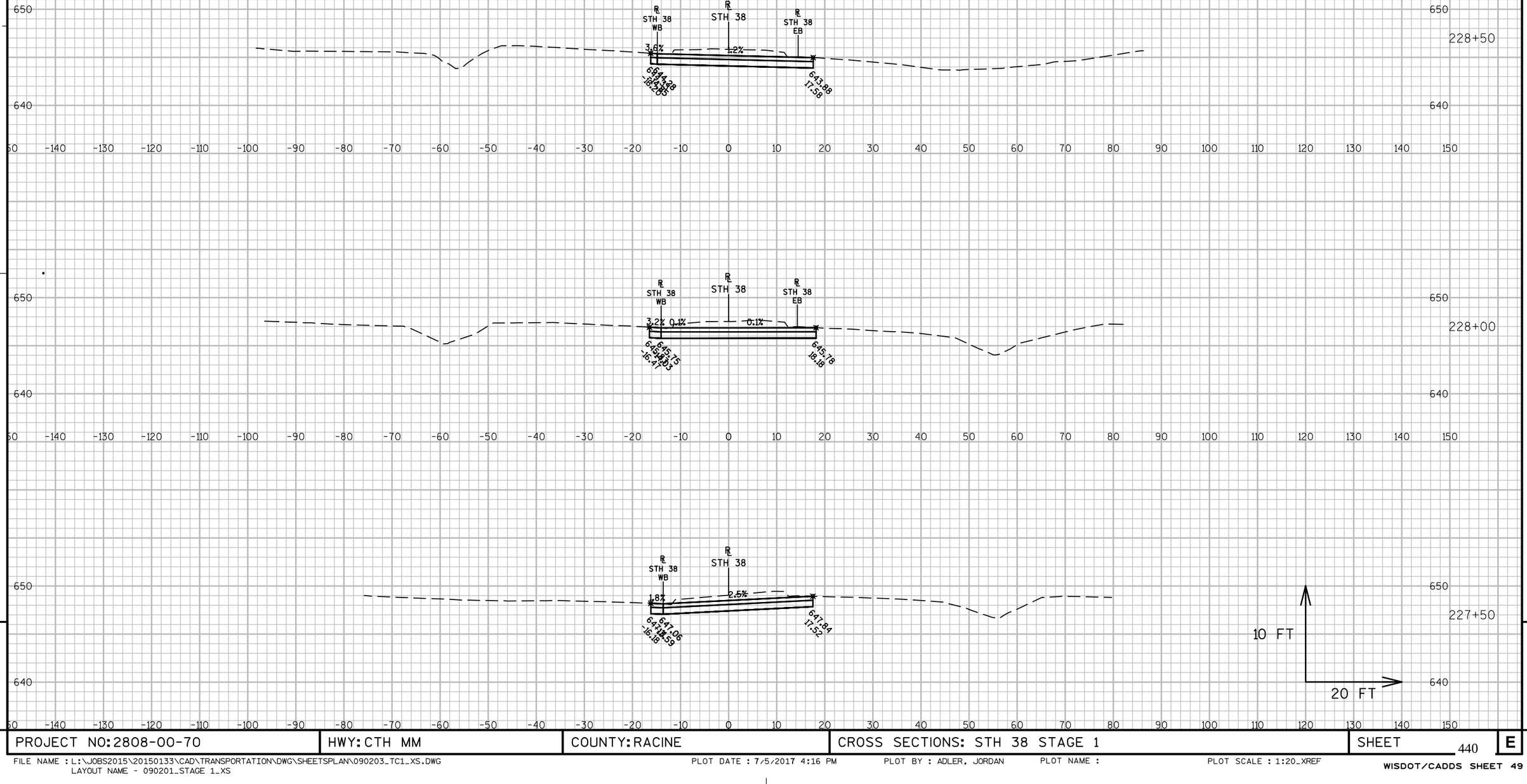
PROJECT NO: 2290-03-72 & 2808-00-70	HWY: STH 38 & CTH MM	COUNTY: RACINE	CROSS SECTIONS: STH 38 (NORTHWESTERN AVENUE)	SHEET 439	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 090202_XS - 090220_XS

PLOT DATE : 7/5/2017 4:38 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



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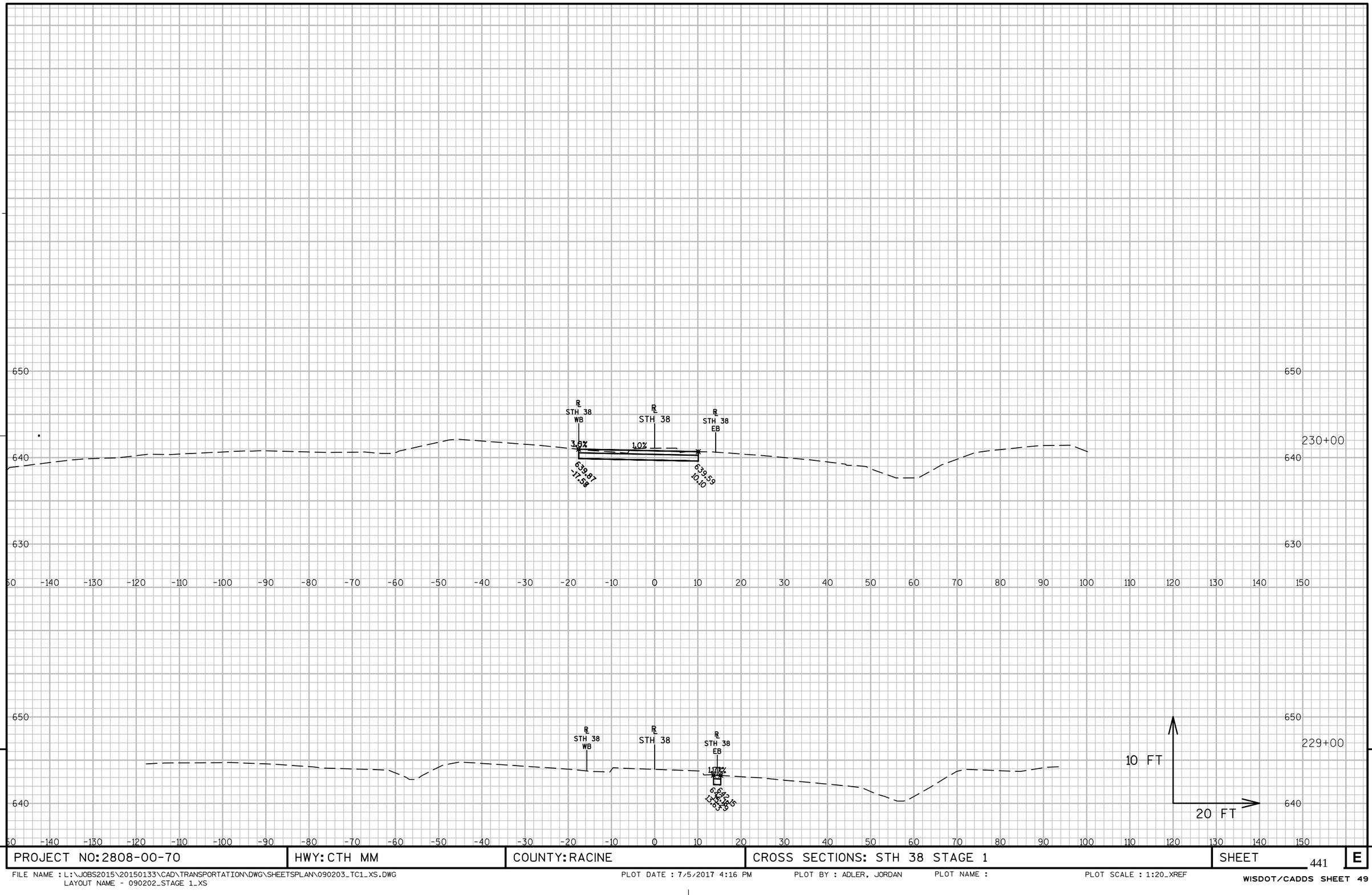
PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: STH 38 STAGE 1	SHEET 440	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090203_TC1_XS.DWG
LAYOUT NAME - 090201_STAGE 1_XS

PLOT DATE : 7/5/2017 4:16 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



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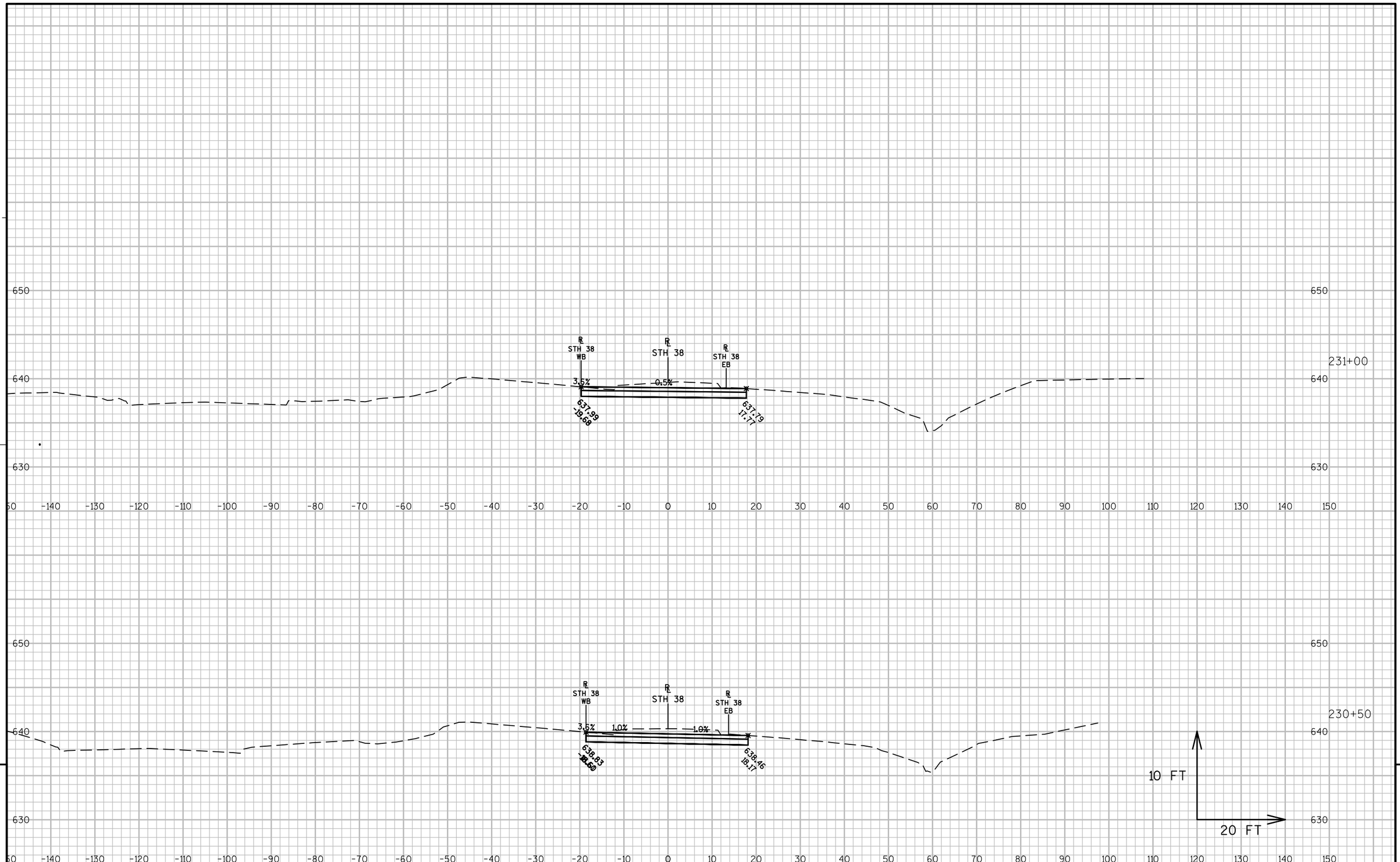
PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: STH 38 STAGE 1	SHEET 441	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090203_TC1_XS.DWG
LAYOUT NAME - 090202_STAGE 1_XS

PLOT DATE : 7/5/2017 4:16 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



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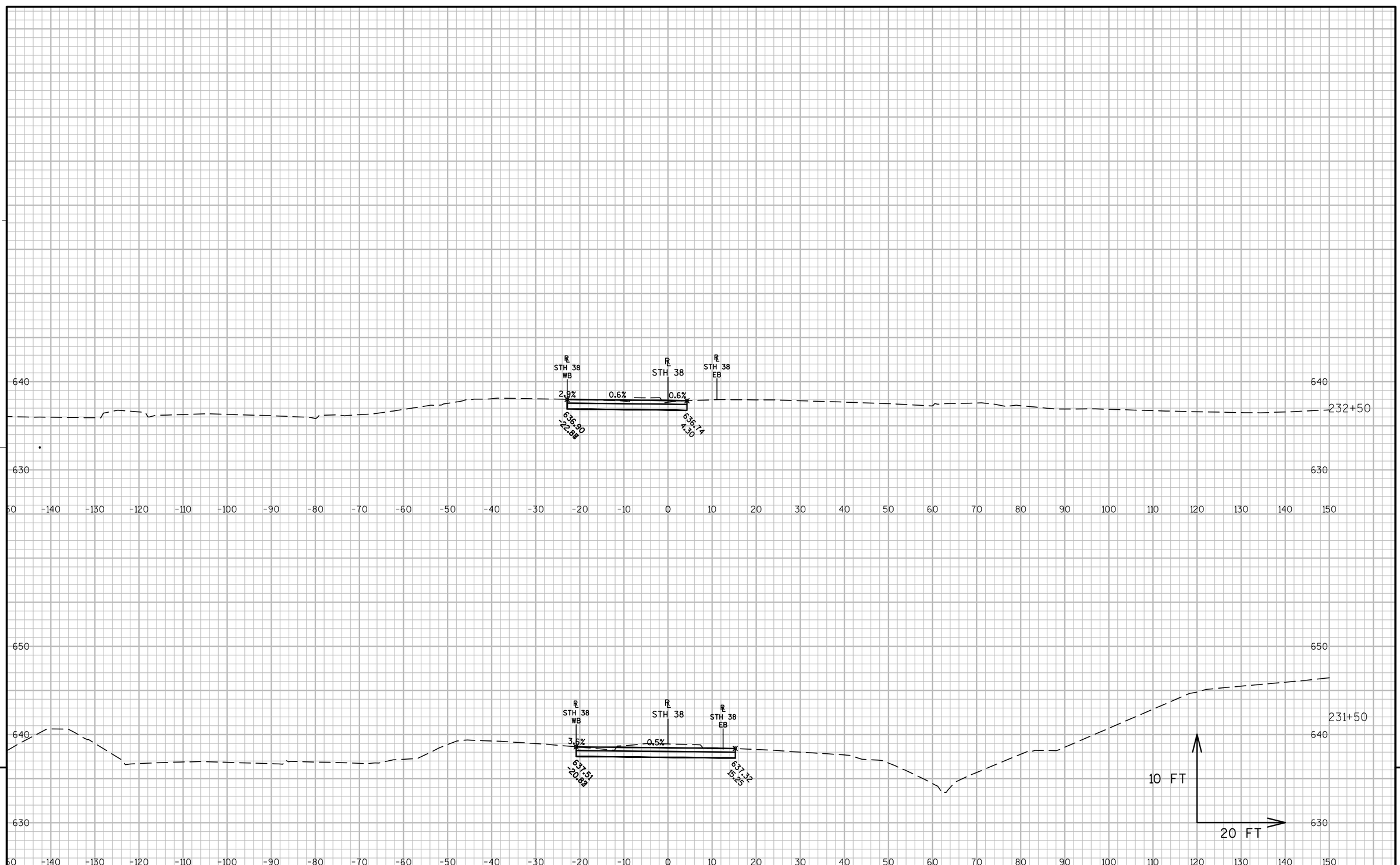
PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: STH 38 STAGE 1	SHEET 442	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090203_TC1_XS.DWG
LAYOUT NAME - 090203_STAGE 1_XS

PLOT DATE : 7/5/2017 4:16 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



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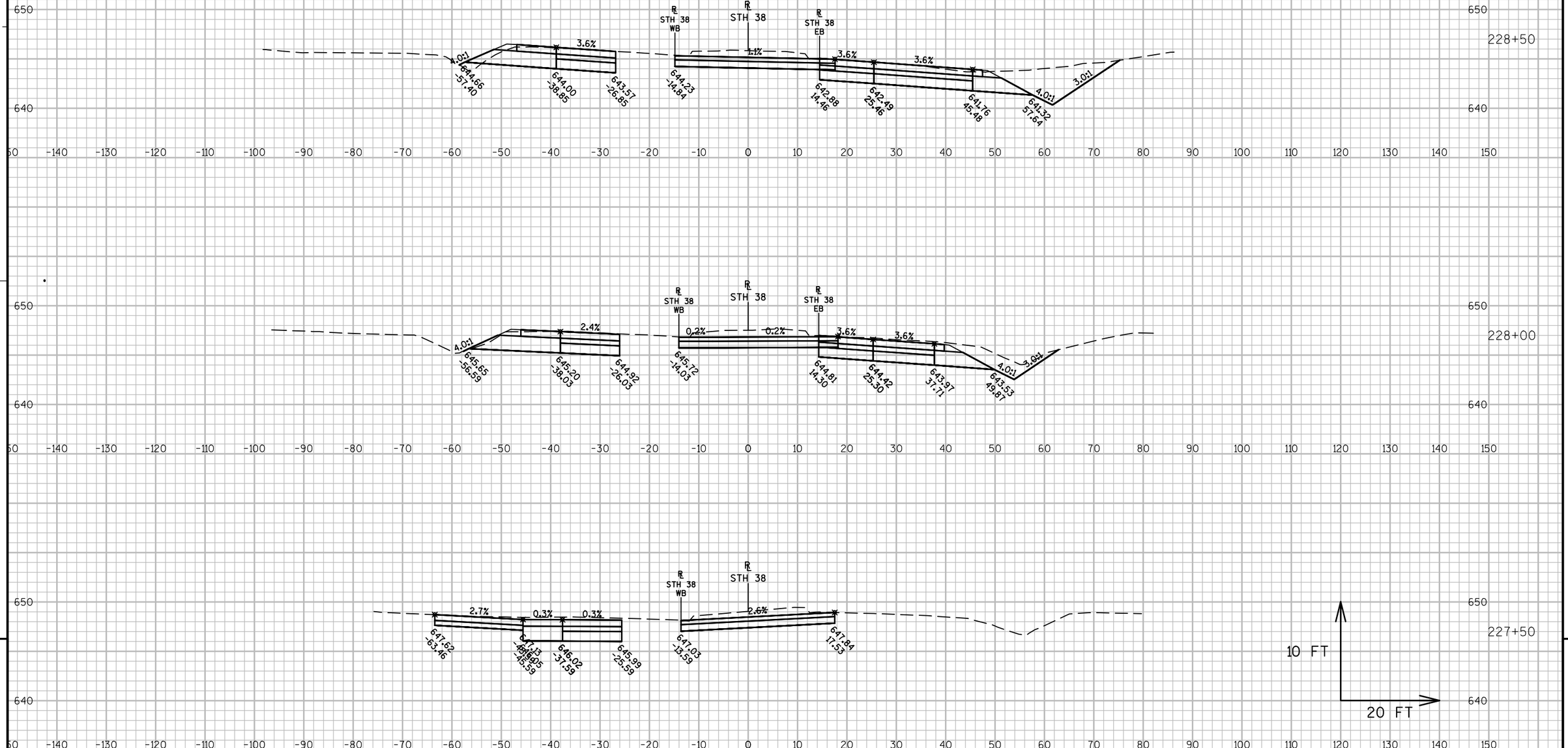
PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: STH 38 STAGE 1	SHEET 443 E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090203_TC1_XS.DWG
LAYOUT NAME - 090204_STAGE 1_XS

PLOT DATE : 7/5/2017 4:16 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

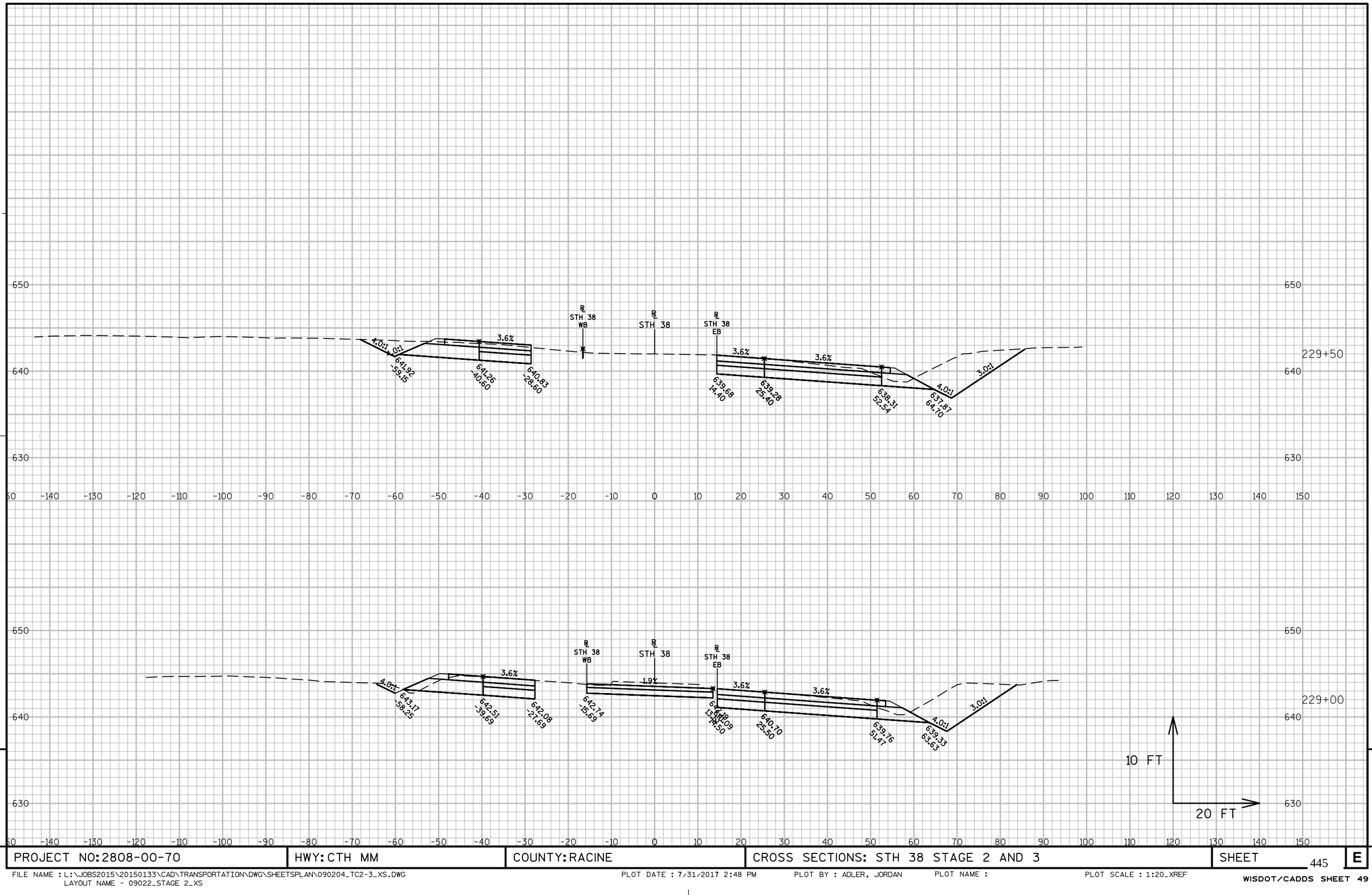


PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: STH 38 STAGE 2 AND 3	SHEET 444 E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090204_TC2-3_XS.DWG
LAYOUT NAME - 09021_STAGE 2_XS

PLOT DATE : 7/5/2017 4:17 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

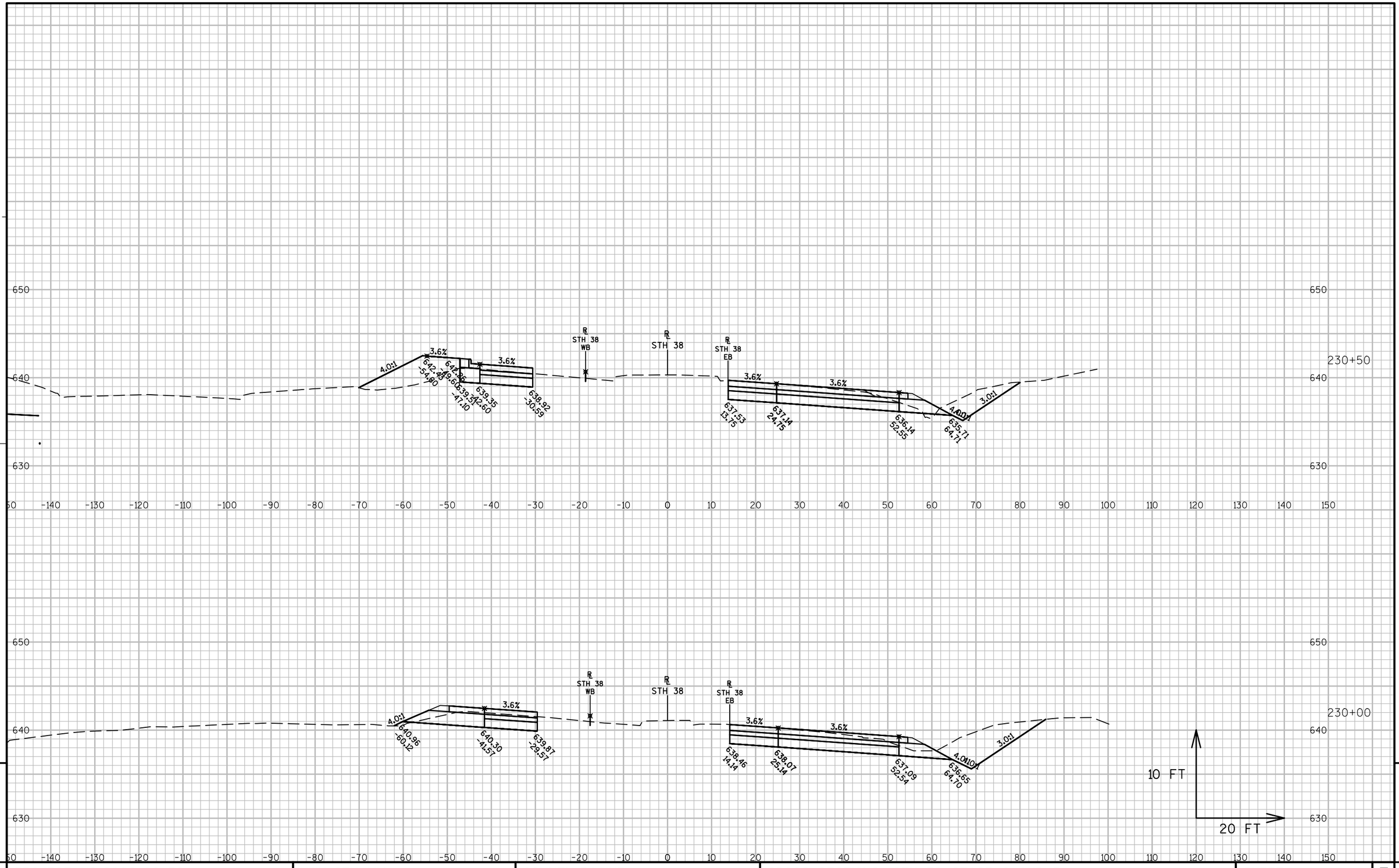


PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: STH 38 STAGE 2 AND 3	SHEET 445 E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090204_TC2-3_XS.DWG
LAYOUT NAME - 09022_STAGE 2_XS

PLOT DATE : 7/31/2017 2:48 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

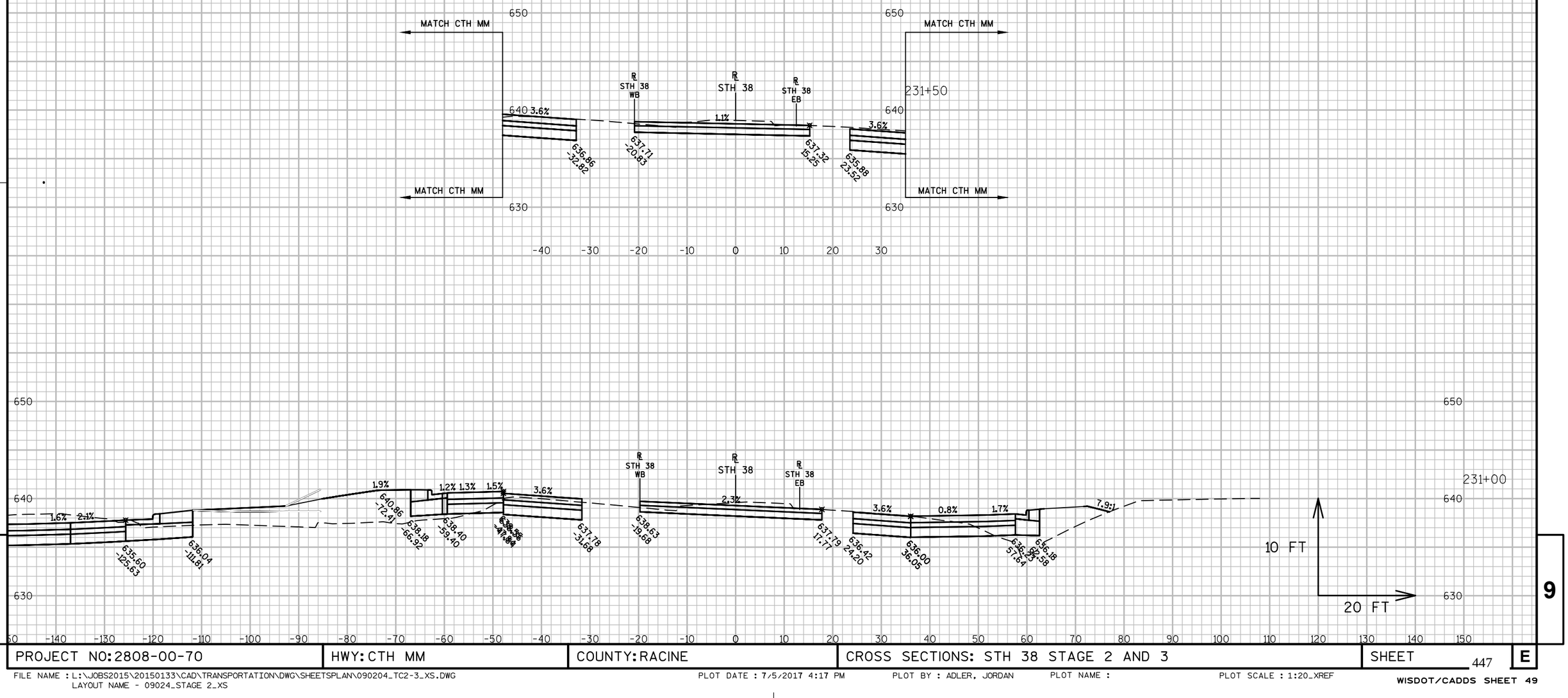


PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: STH 38 STAGE 2 AND 3	SHEET 446	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090204_TC2-3_XS.DWG
LAYOUT NAME - 09023_STAGE 2_XS

PLOT DATE : 7/5/2017 4:17 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

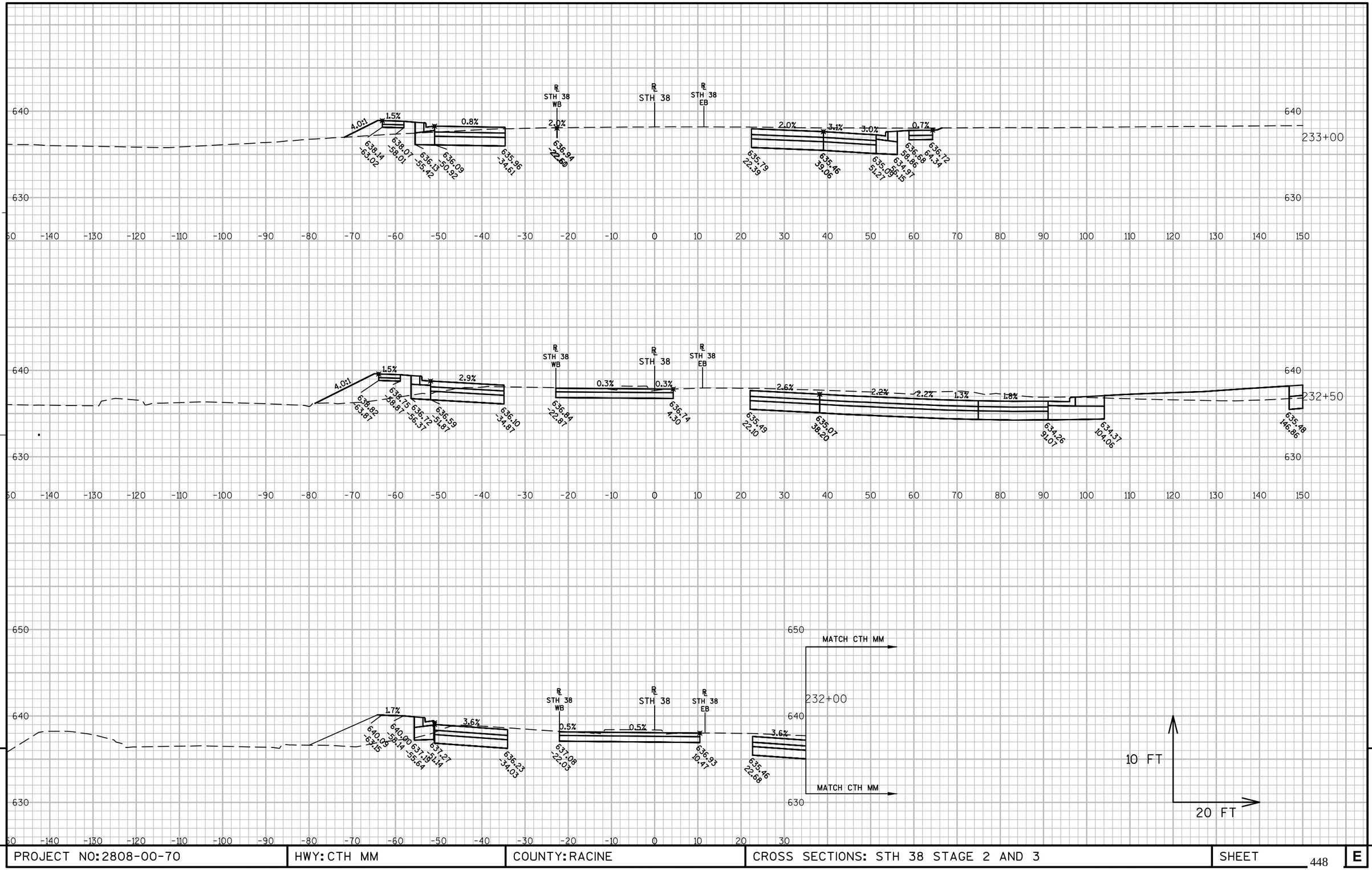


PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: STH 38 STAGE 2 AND 3	SHEET 447 E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090204_TC2-3_XS.DWG
LAYOUT NAME - 09024_STAGE 2_XS

PLOT DATE : 7/5/2017 4:17 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

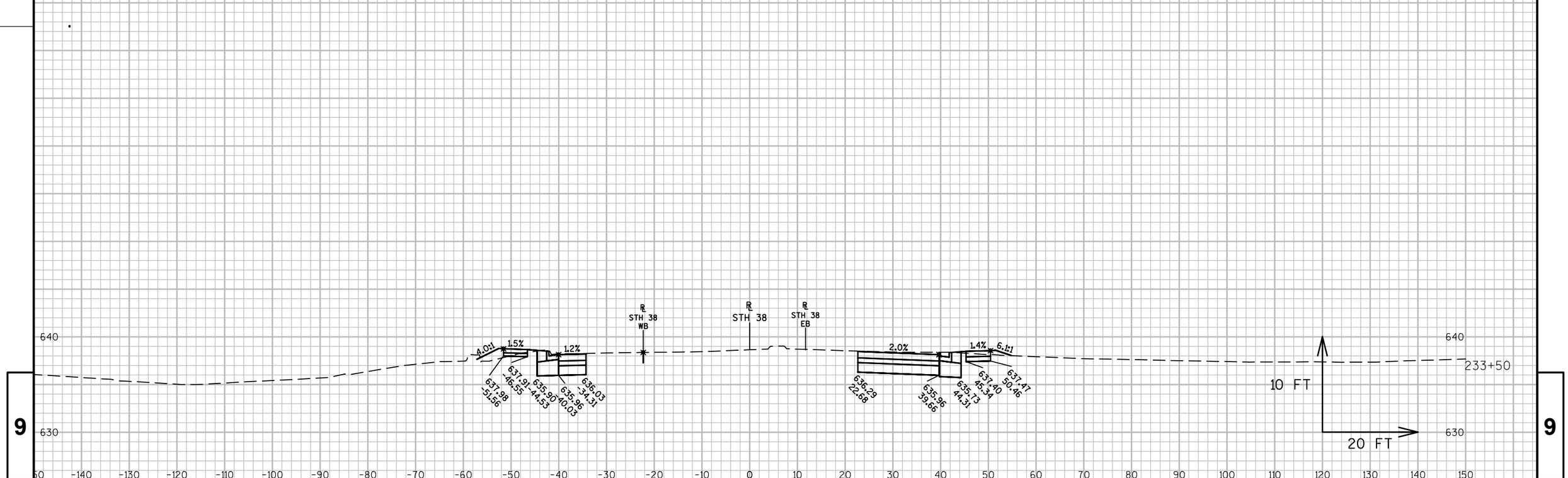


PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: STH 38 STAGE 2 AND 3	SHEET 448	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090204_TC2-3_XS.DWG
LAYOUT NAME - 09025_STAGE 2_XS

PLOT DATE : 7/5/2017 4:17 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



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PROJECT NO: 2808-00-70	HWY: CTH MM	COUNTY: RACINE	CROSS SECTIONS: STH 38 STAGE 2 AND 3	SHEET 449	E

FILE NAME : L:\JOBS2015\20150133\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090204_TC2-3_XS.DWG
LAYOUT NAME - 09026_STAGE 2_XS

PLOT DATE : 7/5/2017 4:17 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1:20_XREF

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
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