WKE

NOVEMBER 2018

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 = 528

PROJECT ID: 2704-00-77
WITH: 3763-00-73

COUNTY: RACINE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
2704-00-77	—	—
3763-00-73	—	—

WISCONN VALLEY WAY

WISCONN VALLEY WAY/CTH KR INTERSCTN

LOC STR

RACINE COUNTY

STATE PROJECT NUMBER
2704-00-77

CTH KR, V MT PLEASANT

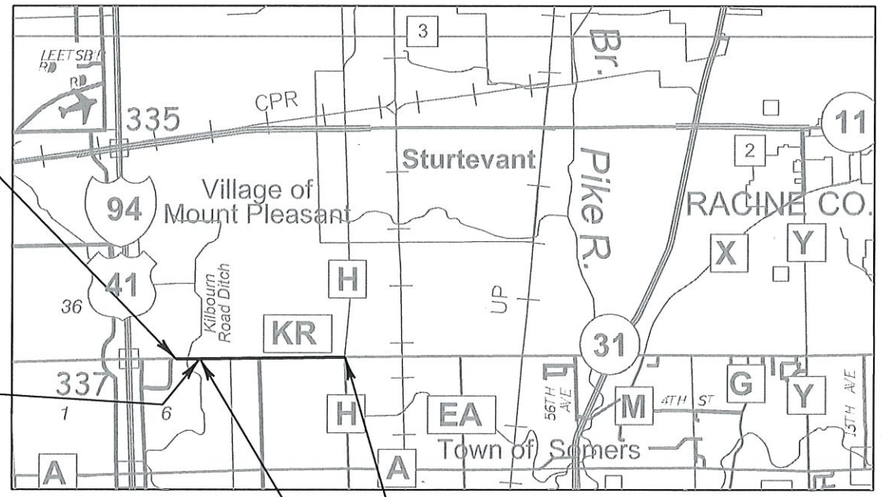
IH 41 E FRONTAGE RD TO CTH H

CTH KR

RACINE COUNTY

STATE PROJECT NUMBER
3763-00-73





N

BEGIN PROJECT 2704-00-77
STA 364+00.00
X=595,679.87
Y=165,101.58

END PROJECT 2704-00-77
STA 383+00.00

R-22-E

END PROJECT 3763-00-73
STA 447+00.00

BEGIN PROJECT 3763-00-73
STA 383+00.00
X=597,579.78
Y=165,083.09

T-3-N
RACINE COUNTY

T-2-N
KENOSHA COUNTY

LAYOUT
SCALE 0 0.6 MI.

NET LENGTH OF CENTERLINE PROJECT 2704-00-77 = 0.360 MI.
NET LENGTH OF CENTERLINE PROJECT 3763-00-73 = 1.212 MI.
TOTAL NET LENGTH OF CENTERLINE = 1.572 MI.

ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF NAVD 88 (1991)

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), RACINE COUNTY, NAD 1983 (1997)

DESIGN DESIGNATION

A.A.D.T.	=	16,920 (2018)
A.A.D.T.	=	59,200 (2038)
D.H.V.	=	9,515
D.D.	=	50/50
T.	=	16.8%
DESIGN SPEED	=	50 MPH
ESALS	=	12,000,000

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
- 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

WISCONSIN
PRASAD S. NARAYAN
E-26170
BROOKFIELD, WI.
PROFESSIONAL ENGINEER

8.1.18 (Date) Prasad Narayan (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	KAPUR & ASSOCIATES
Designer	KAPUR & ASSOCIATES
Project Manager	STEVE HOFF
Regional Examiner	
Regional Supervisor	MANOJOY NAG

APPROVED FOR THE DEPARTMENT
DATE: 8/1/18 (Signature)

E

2

GENERAL NOTES

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

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 DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.

TEMPORARY STORAGE OF ANY EXCAVATED MATERIAL WILL NOT BE PERMITTED IN WETLAND AREAS.

FERTILIZER SHALL NOT BE USED WITHIN 20 FEET OF NAVIGABLE WATERWAYS OR WETLANDS.

CROSS SECTIONS SHOWN INCLUDE THE THICKNESS OF TOPSOIL WHERE REQUIRED. TOPSOIL SHALL BE PLACED A MINIMUM OF 6 INCHES IN DEPTH.

TOPSOIL SHALL NOT BE PLACED UNTIL APPROVED BY 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 AND MULCH.

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 AND MULCH.

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

EROSION CONTROL DEVICES WILL BE PLACED IN SEQUENCE WITH CONSTRUCTION ACTIVITIES AS DETERMINED BY THE ENGINEER.

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

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

ALL HOLES OR OPENINGS BELOW SUBGRADE RESULTING FROM ABANDONMENT OR REMOVAL OF EXISTING STRUCTURES WILL BE FILLED WITH COMPACTED BACKFILL GRANULAR GRADE 1 UNLESS REGULATIONS REQUIRED OTHERWISE. BACKFILL GRANULAR GRADE 1 IS INCIDENTAL TO THE REMOVAL ITEM.

PRIOR TO ORDERING DRAINAGE PIPES AND STRUCTURES, THE CONTRACTOR SHALL VERIFY INVERT AND RIM ELEVATIONS IN THE PLAN WITH THE ENGINEER.

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

LOCATION AND ELEVATION OF STORM SEWER STRUCTURES IN CURB AND GUTTER SECTION REFER TO FLOW LINE OF CURB.

LOCATION AND ELEVATION OF STORM SEWER STRUCTURES NOT IN CURB AND GUTTER REFER TO CENTERLINE OF COVER.

CURB HEIGHTS AT THE END OF CURB AND GUTTER SHALL BE TAPERED FROM 0 TO 6 INCHES OVER 6 FEET.

CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE LINE, UNLESS NOTED OTHERWISE.

CURB AND GUTTER JOINT SPACING SHALL MATCH ADJACENT PAVEMENT.

1/2-INCH FELT EXPANSION JOINT MATERIAL IS REQUIRED BETWEEN BACK OF CURB AND FRONT OF WALK OR DRIVEWAY APRON.

EXISTING DRIVEWAYS AND FIELD ENTRANCES SHALL BE RESTORED IN KIND AS DIRECTED BY THE ENGINEER IN THE FIELD AND AT THE LOCATION DETERMINED BY THE ENGINEER.

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

A SAWED JOINT IS REQUIRED WHERE NEW HMA PAVEMENT MEETS EXISTING ASPHALTIC CONCRETE SURFACE.

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).

SIGNS TO BE MOVED SHALL BE STORED AND PROTECTED BY THE CONTRACTOR, FREE FROM DAMAGE, UNTIL SUCH TIME AS THEY ARE RE-INSTALLED.

CONSTRUCT HMA PAVEMENT WITH THE FOLLOWING LAYERS AND GRADATIONS:

100TH AVENUE & 113TH AVENUE

5-INCH HMA PAVEMENT
2" UPPER LAYER 4 MT 58-28 S
3" LOWER LAYER 3 MT 58-28 S

DESIGN INDEX

TITLE
GENERAL NOTES AND UTILITY CONTACTS
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
PAVING GRADES
EROSION CONTROL
STORM SEWER
SIGNING
LIGHTING
PAVEMENT MARKING
STAGE CONSTRUCTION
TRAFFIC CONTROL
CONTROL AND BENCHMARK OVERVIEW
ALIGNMENT PLAN

UTILITY CONTACTS

AT&T WISCONSIN
JEFF OLDENBURG
2005 PEWAUKEE ROAD
WAUKESHA, WI 53188
PHONE: (262) 896-7522
jo2376@att.com

CHARTER COMMUNICATIONS
PETE KRUZELA
1320 N. MARTIN LUTHER KING JR. DRIVE
MILWAUKEE, WI 53212
PHONE: (414) 908-1339
CELL: (414) 688-5376
pete.kruzela@charter.com
wis.engineering@charter.com

VILLAGE OF MOUNT PLEASANT - SEWER
ANTHONY BEYER
6126 DURAND AVENUE
RACINE, WI 53406
PHONE: (262) 664-7849
tbeyer@mtpleasantwi.gov

RACINE WATER WORKS COMMISSION
CHAD REGALIA
800 CENTER STREET, ROOM 227
RACINE, WI 53403
PHONE: (262) 497-4611
chad.regalia@cityofracine.org

WE ENERGIES - ELECTRIC
SEND ALL CORRESPONDENCE TO:
NICOLE SMULLEN
333 W. EVERETT STREET - A299
MILWAUKEE, WI 53203
PHONE: 414-221-5617
CELL: 414-460-7190
Nicole.Smullen@we-energies.com

CONSTRUCTION FIELD CONTACT:
ANDY DOERFLINGER
500 S. 116TH STREET
WEST ALLIS, WI 53214
OFFICE: (414) 944-5758
CELL: (262) 939-5601
andy.doerflinger@we-energies.com

WE ENERGIES - GAS
SEND ALL CORRESPONDENCE TO:
NICOLE SMULLEN
333 W. EVERETT STREET - A299
MILWAUKEE, WI 53203
PHONE: 414-221-5617
CELL: 414-460-7190
Nicole.Smullen@we-energies.com

CONSTRUCTION FIELD CONTACT:
ANDY DOERFLINGER
500 S. 116TH STREET
WEST ALLIS, WI 53214
OFFICE: (414) 944-5758
CELL: (262) 939-5601
andy.doerflinger@we-energies.com

WISDOT - LIGHTING
ERIC PEREA
141 NW BARSTOW STREET
WAUKESHA, WI 53187
PHONE: (262) 574-5422
CELL: (414) 750-0935
eric.perea@dot.wi.gov

UTILITY CONTACTS - CONTINUED

WISDOT - SIGNALS
JOHN HAUG
141 NW BARSTOW STREET
WAUKESHA, WI 53187
PHONE: (262) 521-5356
john.haug@dot.wi.gov

WISDOT - COMMUNICATIONS
JEFFREY MADSON
433 W ST. PAUL AVENUE
SUITE 300
MILWAUKEE, WI 53203
PHONE: (414) 225-3723
jeffrey.madson@dot.wi.gov

STATE AGENCIES

WISCONSIN DEPARTMENT OF TRANSPORTATION
LACI KAZAN - ENVIRONMENTAL ANALYST AND REVIEW SPECIALIST
141 NW BARSTOW STREET
WAUKESHA, WI 53187-0798
CELL: (414) 322-1429
laci.kazan@dot.wi.gov

WISCONSIN DEPARTMENT OF NATURAL RESOURCES
KRISTINA BETZOLD
DNR SERVICE CENTER
2300 N. MARTIN LUTHER KING JR.
MILWAUKEE WI 53212
PHONE: (414) 507-4946
kristina.betzold@wisconsin.gov

WISCONSIN DEPARTMENT OF TRANSPORTATION
GREG BERRY UTILITY COORDINATOR
141 NW BARSTOW STREET
WAUKESHA, WI 53187-0798
CELL: (414) 750-7828
gregory.berry@dot.wi.gov

WISCONSIN DEPARTMENT OF TRANSPORTATION
STEVE HOFF, PROJECT MANAGER
141 NW BARSTOW STREET
WAUKESHA, WI 53187-0798
(262) 548-6718
steve.hoff@dot.wi.gov

OTHER AGENCIES

KENOSHA COUNTY PUBLIC WORKS
RAY ARBET
19600 75TH STREET
PO BOX 609
BRISTOL, WI 53104-0609
PHONE: (262) 857-1870

MOUNT PLEASANT, VILLAGE OF
MARK BENISH
8700 CAMPUS DRIVE
MOUNT PLEASANT, WI 53406
PHONE: (262) 664-7844
mbenish@mtpleasantwi.gov

RACINE COUNTY - DPW
NATHAN PLUNKETT
14200 WASHINGTON AVENUE
STURTEVANT, WI 53177
PHONE: (262) 886-8442
nathan.plunkett@racinecounty.com

SOMERS, TOWN OF
JERRY SMITH
P.O. BOX 197
SOMERS, WI 53171
PHONE: (262) 859-2822
gsmith@somers.org

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
ROB MERRY
W239 N1812 ROCKWOOD DRIVE
P.O. BOX 1607
WAUKESHA, WI 53187-1607
PHONE: (262) 953-4289
CELL: (920) 912-1036
rmerry@sewrpc.org

TO OBTAIN LOCATION OF PARTICIPANTS' UNDERGROUND FACILITIES BEFORE YOU DIG IN WISCONSIN

WIS. STATUTE 182.0175 (1974) REQUIRES MIN. OF 3 WORK DAYS NOTICE BEFORE YOU EXCAVATE.

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

STANDARD ABBREVIATIONS

<	ANGLE
ADT	AVERAGE DAILY TRAFFIC
AC	ACRE
AE, AEW	APRON ENDWALL
AGG	AGGREGATE
AH	AHEAD
ASPH	ASPHALTIC
BC	BACK OF CURB
BF	BACK FACE
BIT	EXISTING BITUMINOUS
BM	BENCH MARK
BEG	BEGIN
BK	BACK
C & G	CURB AND GUTTER
CABC	CRUSHED AGGREGATE BASE COURSE
CB	CATCH BASIN
CMCP	CORRUGATED METAL CULVERT PIPE
CMP	CORRUGATED METAL PIPE
CP	CULVERT PIPE
CY	CUBIC YARD
CL OR C/L	CENTER LINE
CO	COUNTY
CONC	CONCRETE
CONST	CONSTRUCTION
CR	CREEK
CTH	COUNTY TRUNK HIGHWAY
CWT	HUNDRED WEIGHT
D	DEGREE OF CURVE
△	DELTA
DHV	DESIGN HOUR VOLUME
DIA	DIAMETER
DISCH	DISCHARGE
E	EAST
EA	EACH
EB	EASTBOUND
EBS	EXCAVATION BELOW SUBGRADE
EL, ELEV	ELEVATION
ELEC	ELECTRIC(AL), ELEC CABLE
EMB	EMBANKMENT
ESALS	EQUIVALENT SINGLE AXEL LOADS
ESMT	EASEMENT
EW	ENDWALL
EXC	EXCAVATION
EXIST	EXISTING BITUMINOUS
EXP	EXPANSION
FC	FACE OF CURB
FE	FIELD ENTRANCE
FF	FACE TO FACE
F/L, FL	FLOW LINE
FERT	FERTILIZER
FHWA	FEDERAL HIGHWAY
FT	FOOT (FEET)
G	GAS
GN	GRID NORTH
H	HOUSE
HMA	HOT MIX ASPHALT
HORZ	HORIZONTAL
HP	HIGH POINT
HR	HANDICAP RAMP
HYD	HYDRANT
I	INTERSECTION ANGLE
ID	INSIDE DIAMETER
INL	INLET
INTER	INTERSECTION
INV	INVERT
IP	IRON PIPE
JT	JOINT
K	RATE OF VERTICAL CURVATURE
L	LENGTH OF CURVE
LB	POUND
LC	LONG CHORD OF CURVE
LP	LOW POINT
LF	LINEAR FOOT(FEET)
LHF	LEFT HAND FORWARD
LS	LUMP SUM
LT	LEFT
M	MARSH
MATL	MATERIAL
MP	MARKER POST
MAX	MAXIMUM
MGAL	1000 GALLONS
MH	MANHOLE
MIN	MINIMUM
ML OR M/L	MATCH LINE
N	NORTH
NB	NORTHBOUND
NC	NORMAL CROWN OR NO CHANGE
NO	NUMBER
NW OR N/W	NORMAL WATER
OBLIT	OBLITERATE
OD	OUTSIDE DIAMETER
PAVT	PAVEMENT
PC	POINT OF CURVATURE
PCC	POINT OF COMPOUND CURVE
PE	PRIVATE ENTRANCE
PGL	PROFILE GRADE LINE
PI	POINT OF INTERSECTION
PL	PROPERTY LINE
PLE	PERMANENT LIMITED EASEMENT
PRC	POINT OF REVERSE CURVE
PROJ	PROJECT
PSI	POUNDS PER SQUARE INCH
PT	POINT OF TANGENCY
PVC	POLYVINYL CHLORIDE
PAV'T	PAVEMENT
PCC	PORTLAND CEMENT CONCRETE
R	RADIUS OR RANGE
RC	REVERSE CURVE
RCCP	REINFORCED CONCRETE CULVERT PIPE
RCHECP	REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CULVERT PIPE
RCPSS	REINFORCED CONCRETE PIPE STORM SEWER
RHF	RIGHT HAND FORWARD
R/L	REFERENCE LINE
R/W	RIGHT OF WAY
RD	ROAD
RDWY	ROADWAY
REL	RELOCATE
REM	REMAINING
REQD	REQUIRED
RO	RUN OFF LENGTH
RT	RIGHT
RW	RETAINING WALL
S	SOUTH
SALV	SALVAGED
SAN	SANITARY
SB	SOUTHBOUND
SDD	STANDARD DETAIL DRAWINGS
SE	SUPERELEVATION
SEC	SECTION
SF	SQUARE FOOT (FEET)
S/L	SURVEY LINE
SHLDR	SHOULDER(S)
SHR	SHRINKAGE
SPECS	SPECIFICATIONS
SS	STORM SEWER
STA	STATION
STH	STATE TRUNK HIGHWAY
STR	STRUCTURE
SW	SIDEWALK
SY	SQUARE YARD
TAN	TANGENT
TEL	TELEPHONE
T	(TRUCKS) PERCENT OF
TC	TOP OF CURB
TAN	TANGENT
TEMP	TEMPORARY
TL OR T/L	TRANSIT LINE
TLE	TEMPORARY LIMITED EASEMENT
TYP	TYPICAL
UG	UNDERGROUND (CABLE)
UNCL	UNCLASSIFIED
VAR	VARIABLE
VCL	VERTICAL CURVE LENGTH
VPC	VERTICAL POINT OF CURVATURE
VPCC	VERTICAL POINT OF COMPOUND CURVE
VPI	VERTICAL POINT OF INTERSECTION
VPRC	VERTICAL POINT OF REVERSE CURVE
VPT	VERTICAL POINT OF TANGENCY
VLV	VALVE
VOL	VOLUME
W	WEST
WB	WESTBOUND
WV	WATER VALVE
X	EASTING OR EAST GRID COORDINATE
Y	NORTHING OR NORTH GRID COORDINATE
YD	YARD

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N

RACINE COUNTY

KENOSHA COUNTY

PROJECT ID 2704-00-76
BY OTHERS

505

R/L WISCONN VALLEY WAY

WISCONN VALLEY WAY

KILBOURN ROAD DITCH

PROPOSED PLE

B-30-142 (PREVIOUSLY CONSTRUCTED UNDER PROJECT ID 3763-00-75)

R/L CTH KR

PROPOSED PLE

PROPOSED TLE

PROPOSED R/W

END CONSTRUCTION
STA 375+08.45, -158.42

BEGIN CONSTRUCTION
STA 375+07.94

SLOPE INTERCEPT (TYP)

WETLAND BOUNDARY (TYP)

PROPOSED R/W

365 370 375 380 385 390

CTH KR WB

CTH KR EB

15

50

PROPOSED R/W

PROPOSED TLE

END CONSTRUCTION
STA 14+14.93

SLOPE INTERCEPT (TYP)

EXISTING PLE

R/L 113TH AVE

113TH AVE

BEGIN PROJECT 2704-00-77
STA 364+00.00

BEGIN CONSTRUCTION
STA 12+50.00

PROJECT ID 1035-03-71
BY OTHERS TO BE CONSTRUCTED IN 2018/2019

BEGIN PROJECT 3763-00-73
STA 383+00.00

END PROJECT 2704-00-77
STA 383+00.00

PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	PROJECT OVERVIEW	SHEET 4	E

2

N

RACINE COUNTY

KENOSHA COUNTY

END PROJECT 2704-00-77
STA 383+00.00

BEGIN PROJECT 3763-00-73
STA 383+00.00

KILBOURN ROAD DITCH

WETLAND BOUNDARY (TYP)

SLOPE INTERCEPT (TYP)

PROPOSED TLE

PROPOSED R/W

380+00

385+00

390+00

395+00

400+00

405+00

410+00

415+00

CTH KR WB

CTH KR EB

R/L CTH KR

R/L MAIN ACCESS

25+00

20+00

100TH AVE

END CONSTRUCTION
STA 25+08.56

R/L 100TH AVE

BEGIN CONSTRUCTION
STA 22+60.00

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	PROJECT OVERVIEW	SHEET 5	E

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WISDOT/CADDS SHEET 42

2

RACINE COUNTY

SLOPE INTERCEPT (TYP)

R/L CTH KR

PROPOSED TLE

PROPOSED R/W

EAST ACCESS

420+00

425+00

430+00

435+00

CTH KR WB

440+00

445+00

450+00

CTH KR EB

PROJECT ID 3760-00-70
BY OTHERS

CTH H

PROPOSED TLE

WETLAND BOUNDARY (TYP)

SLOPE INTERCEPT (TYP)

WETLAND BOUNDARY (TYP)

PROPOSED TLE

END PROJECT 3763-00-73
STA 447+00.00

KENOSHA COUNTY

PROPOSED R/W

PROPOSED R/W

CTH H

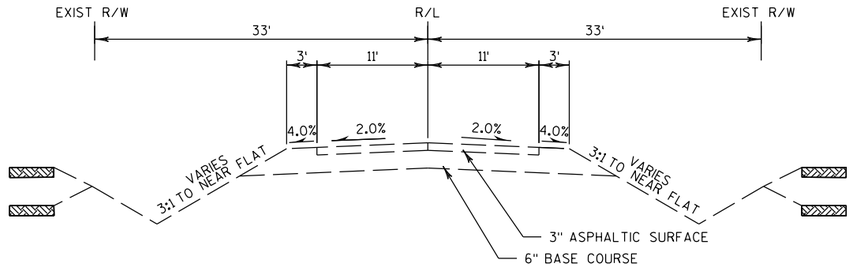
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PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	PROJECT OVERVIEW	SHEET 6	E

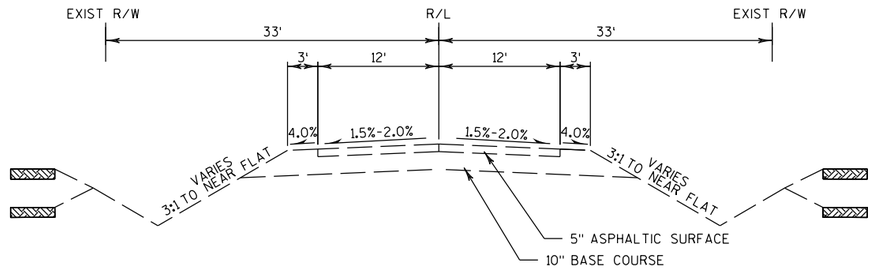
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113TH AVE TYPICAL EXISTING SECTION

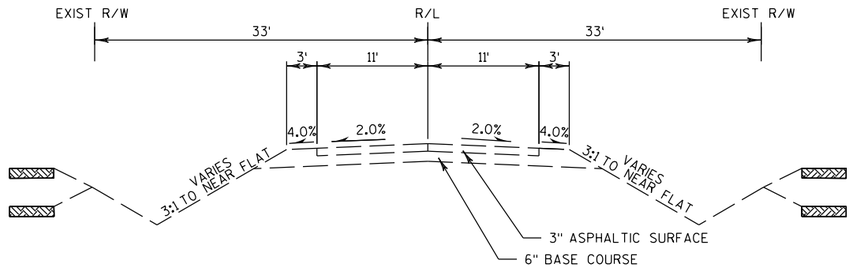
STA 12+50 - STA 14+15



CTH KR TYPICAL EXISTING SECTION

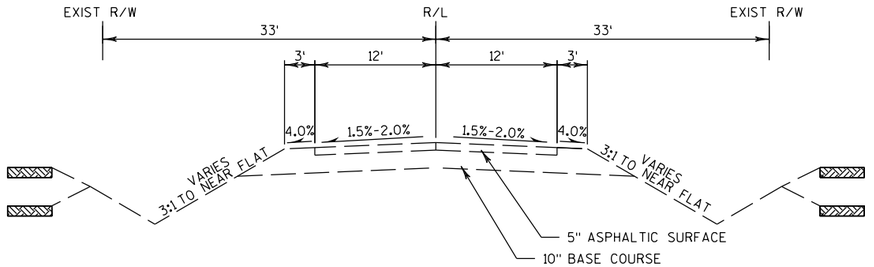
STA 364+00 - STA 383+00

PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	TYPICAL SECTIONS	SHEET 7	E



100TH AVE TYPICAL EXISTING SECTION

STA 22+60 - STA 25+08



CTH KR TYPICAL EXISTING SECTION

STA 383+00 - STA 447+00

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	TYPICAL SECTIONS	SHEET 8	E

NOTES:

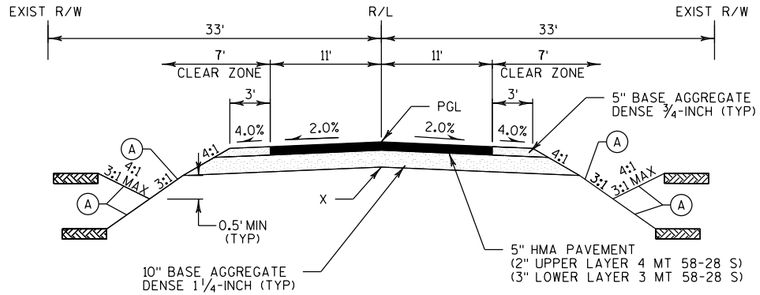
1) SEE PLAN DETAILS AND LANDSCAPING PLANS FOR BIOSWALE LOCATIONS.
2) CTH KR CROSS-SLOPE VARIES TO 1% AT INTERSECTIONS
3) REFER TO PAVING GRADES FOR CROSS SLOPE TRANSITION LOCATIONS THROUGH INTERSECTIONS.
4) REFER TO PAVING GRADES FOR EB CROWN SHIFT LOCATIONS THROUGH INTERSECTIONS.

(A) TOPSOIL SPECIAL, FERTILIZER, SEED AND EROSION MAT

(B) CONCRETE SIDEWALK 5-INCH

(C) REFER TO BIORETENTION DETAILS AND PLAN DETAILS FOR LOCATIONS AND ADDITIONAL INFORMATION ON MEDIAN BIORETENTION BASINS.

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



113TH AVE TYPICAL PROPOSED SECTION

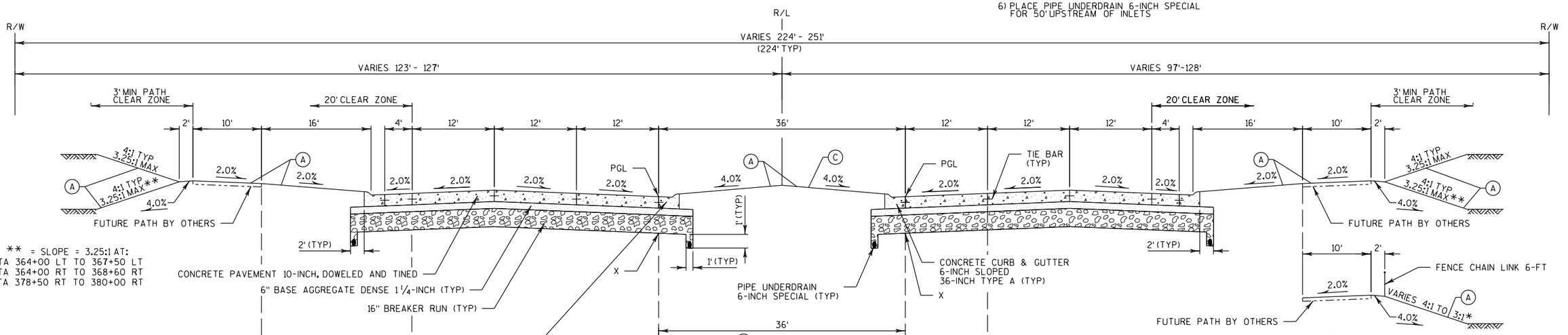
STA 12+50 - STA 14+15

NOTES:

1) SEE PLAN DETAILS AND LANDSCAPING PLANS FOR BIOSWALE LOCATIONS.
2) CTH KR CROSS-SLOPE VARIES TO 1% AT INTERSECTIONS
3) REFER TO PAVING GRADES FOR CROSS SLOPE TRANSITION LOCATIONS THROUGH INTERSECTIONS.
4) REFER TO PAVING GRADES FOR EB CROWN SHIFT LOCATIONS THROUGH INTERSECTIONS.
5) USE 4" BASE AGGREGATE DENSE 1 1/4-INCH BENEATH CONCRETE SIDEWALK 5-INCH AT CURB RAMP LOCATIONS.
6) PLACE PIPE UNDERDRAIN 6-INCH SPECIAL FOR 50' UPSTREAM OF INLETS

(A) TOPSOIL SPECIAL, FERTILIZER, SEED AND EROSION MAT
(B) CONCRETE SIDEWALK 5-INCH
(C) REFER TO BIORETENTION DETAILS AND PLAN DETAILS FOR LOCATIONS AND ADDITIONAL INFORMATION ON MEDIAN BIORETENTION BASINS.
(D) REFER TO CONSTRUCTION DETAILS FOR TOPSOIL, SEED AND EROSION MAT.

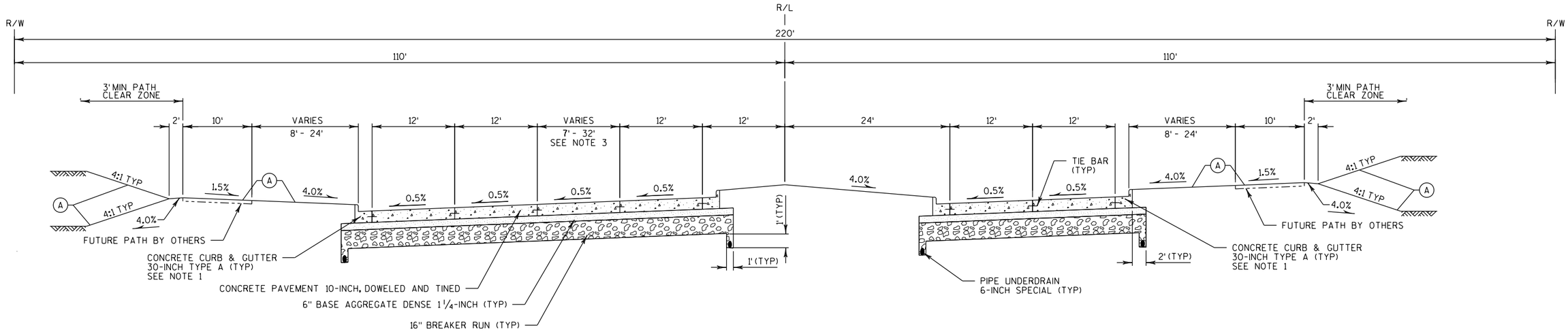
X = POINT REFERENCED ON CROSS SECTIONS
PGL = POINT REFERRED TO ON PROFILE



CTH KR TYPICAL PROPOSED SECTION

STA 364+00 - STA 383+00

PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	TYPICAL SECTIONS	SHEET 10	E



WISCONN VALLEY WAY TYPICAL PROPOSED SECTION

STA 500+62 - STA 501+54

NOTE;

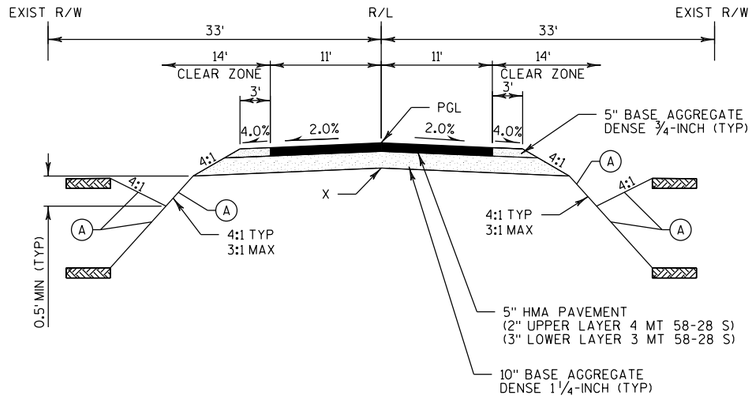
1) SEE PLAN DETAILS FOR LOCATIONS OF CURB AND GUTTER TYPES AND TRANSITIONS.

2) USE 4" BASE AGGREGATE DENSE 1 1/4-INCH BENEATH CONCRETE SIDEWALK 5-INCH AT CURB RAMP LOCATIONS.

3) SEE PLAN DETAILS FOR LOCATION OF RAISED ISLAND.

(A) TOPSOIL SPECIAL, FERTILIZER, SEED AND EROSION MAT

PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	TYPICAL SECTIONS	SHEET 11	E



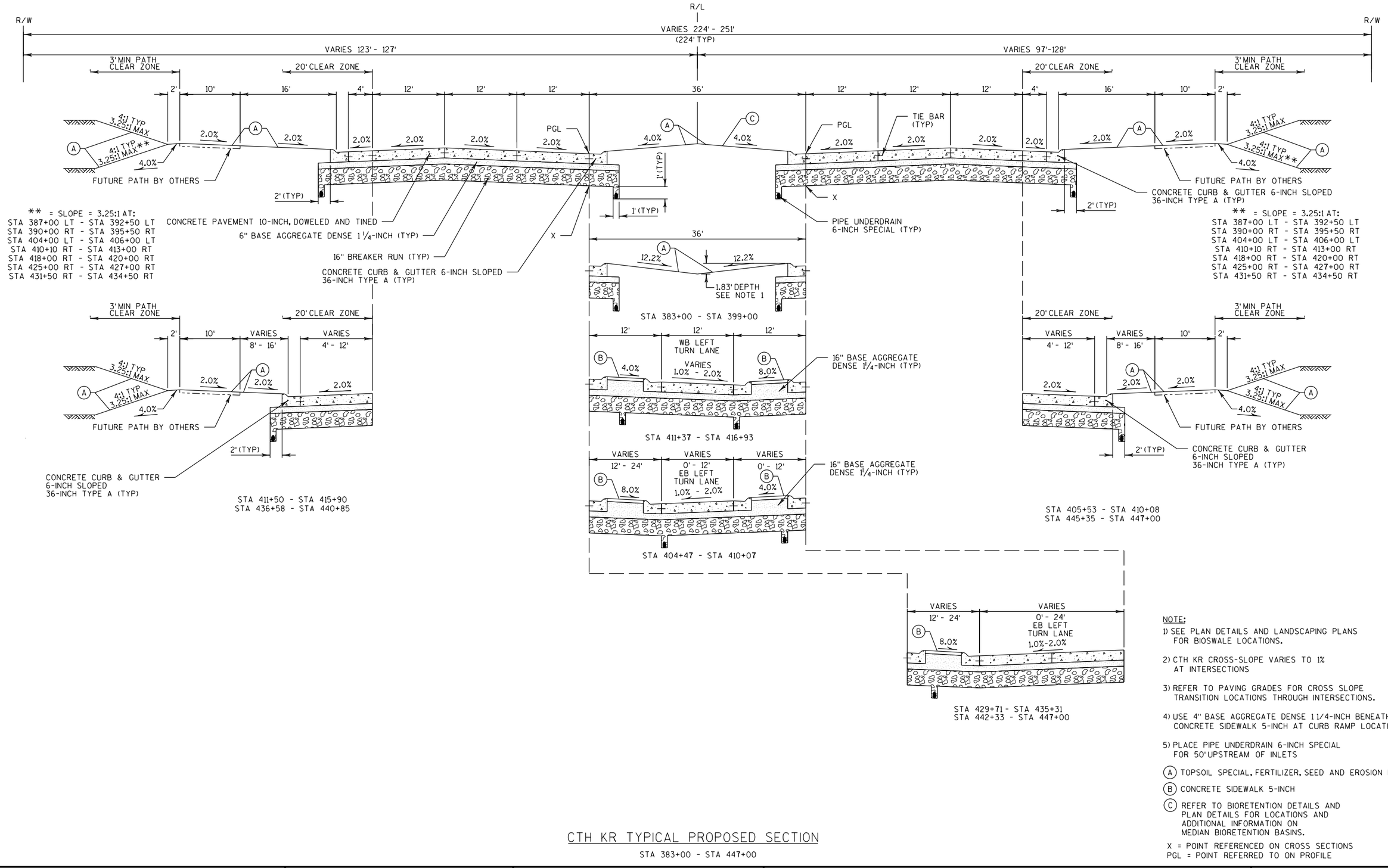
100TH AVE TYPICAL PROPOSED SECTION

STA 22+60 - STA 25+08

(A) TOPSOIL, FERTILIZER, SEED AND EROSION MAT

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

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	TYPICAL SECTIONS	SHEET 12	E



NOTE:

1) SEE PLAN DETAILS AND LANDSCAPING PLANS FOR BIOSWALE LOCATIONS.
2) CTH KR CROSS-SLOPE VARIES TO 1% AT INTERSECTIONS
3) REFER TO PAVING GRADES FOR CROSS SLOPE TRANSITION LOCATIONS THROUGH INTERSECTIONS.
4) USE 4" BASE AGGREGATE DENSE 1 1/4-INCH BENEATH CONCRETE SIDEWALK 5-INCH AT CURB RAMP LOCATIONS.
5) PLACE PIPE UNDERDRAIN 6-INCH SPECIAL FOR 50' UPSTREAM OF INLETS

(A) TOPSOIL SPECIAL, FERTILIZER, SEED AND EROSION MAT

(B) CONCRETE SIDEWALK 5-INCH

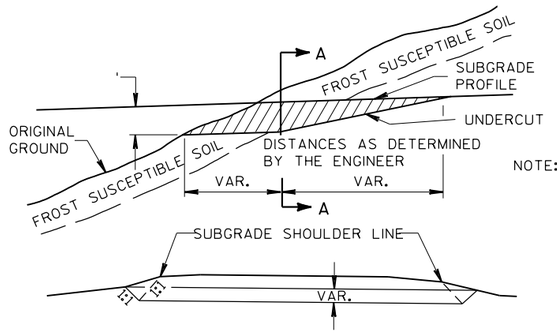
(C) REFER TO BIORETENTION DETAILS AND PLAN DETAILS FOR LOCATIONS AND ADDITIONAL INFORMATION ON MEDIAN BIORETENTION BASINS.

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

CTH KR TYPICAL PROPOSED SECTION

STA 383+00 - STA 447+00

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	TYPICAL SECTIONS	SHEET 13	E



SECTION A-A

CROSS SECTION SHOWING UNDERCUT

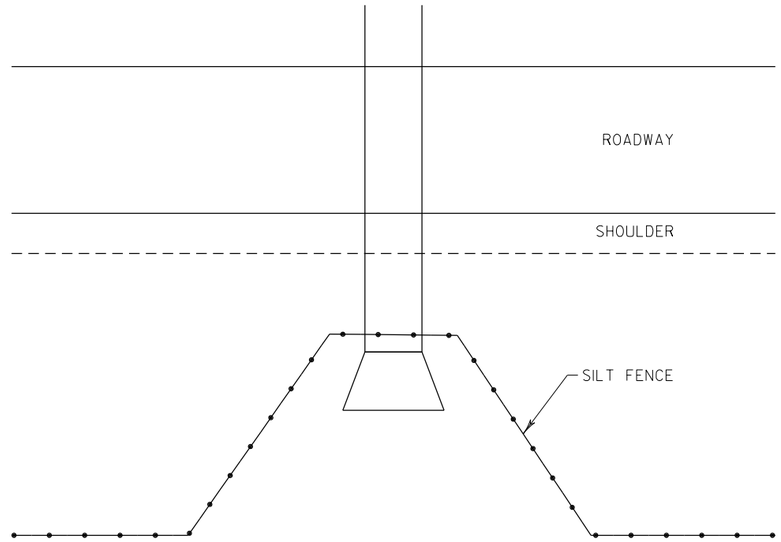
NOTE: EXACT LOCATIONS AND EXTENT OF E.B.S. SECTIONS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

E.B.S. AREA TO BE BACKFILLED WITH ITEM "EBS BACKFILL"

BACKFILL MUST BE HOMOGENEOUS WITH ADJOINING FILL MATERIAL.

THE FILL SECTION WITHIN 100' OF THE MOUTH OF THE CUT MUST BE KEPT 2' BELOW SUBGRADE UNTIL E.B.S. IS COMPLETED.

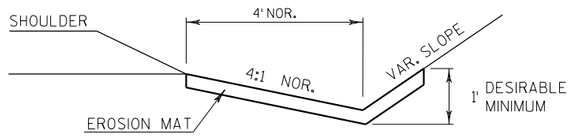
EXCAVATION BELOW SUBGRADE AT CUTS



NOTE

SEE SILT FENCE SDD FOR ADDITIONAL INFORMATION.

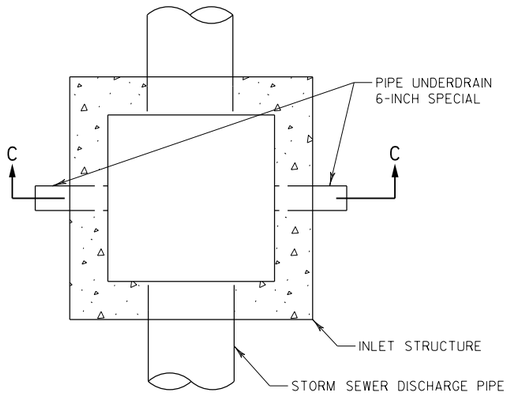
TYPICAL SILT FENCE DETAIL AT PIPE INLET



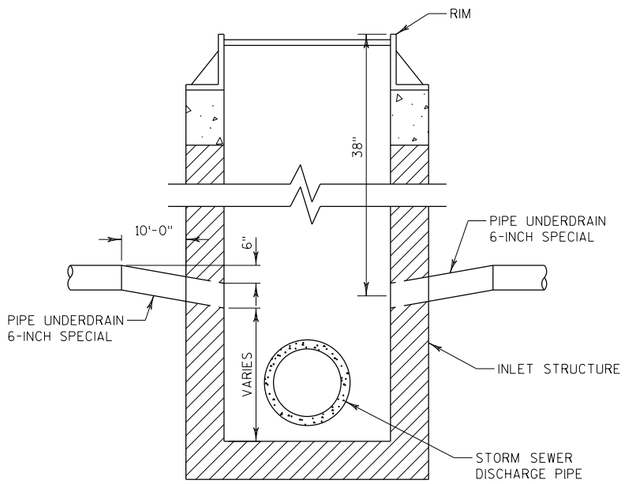
EROSION MAT DETAIL FOR DITCHES

NOTES

1. CONNECTIONS TO INLETS OR MANHOLES IN MEDIAN SHALL USE PIPE UNDERDRAIN, 6-INCH SPECIAL.
2. PROVIDE 6" DIA. OPENINGS FOR UNDERDRAIN PIPE A MINIMUM OF 38" BELOW THE RIM ELEVATION.
3. SEE TYPICAL SECTIONS, STORM SEWER, AND UNDERDRAIN PLANS FOR PIPE UNDERDRAIN LOCATIONS.
4. CONNECTION TO INLET OR MANHOLE IS INCIDENTAL TO THE PIPE UNDERDRAIN 6-INCH SPECIAL BID ITEM.



PLAN VIEW



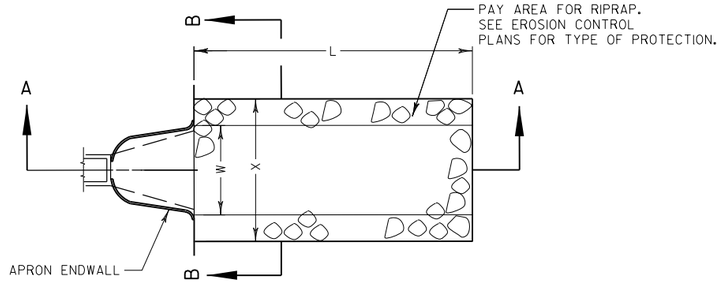
SECTION C-C

UNDERDRAIN OUTFALL AT INLET

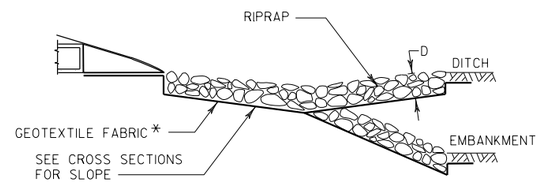
RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA = 40.99 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 40.99 ACRES



PLAN VIEW



SECTION A-A

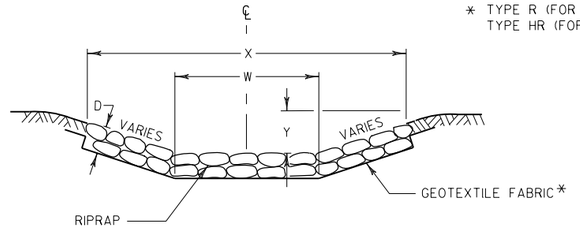
L = 3 x W (NOR) OR 10' MIN
OR AS INDICATED IN THE PLANS
OR AS DIRECTED BY THE ENGINEER

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

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

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

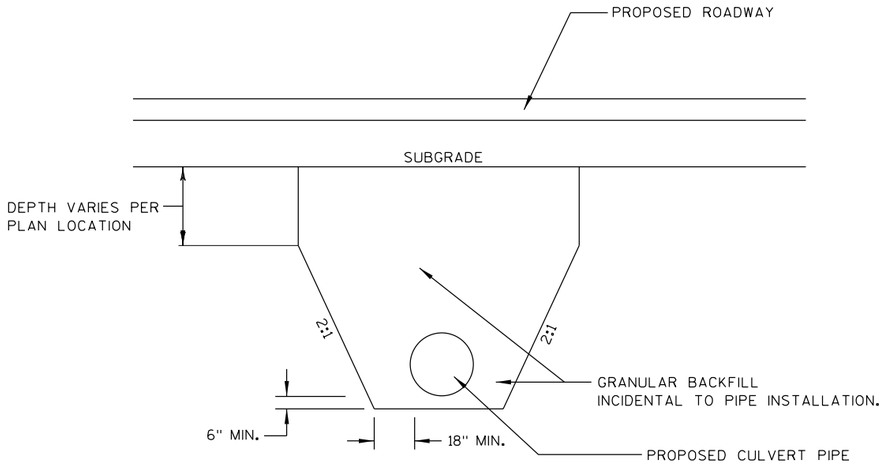
* TYPE R (FOR RIPRAP LIGHT ONLY)
TYPE HR (FOR MEDIUM ONLY)



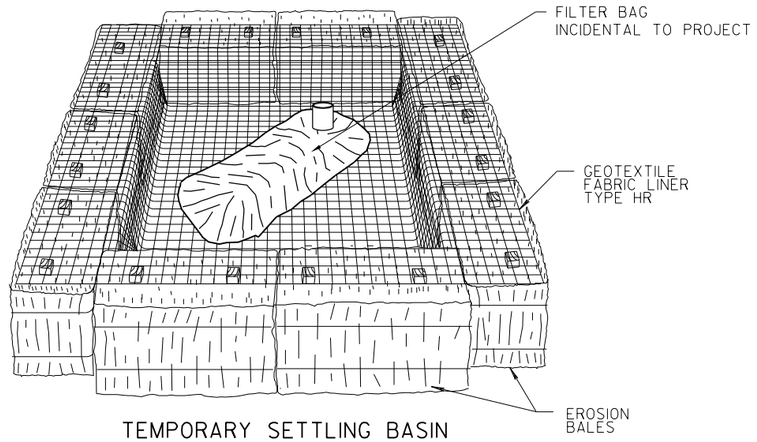
SECTION B-B

RIPRAP AND GEOTEXTILE FABRIC DETAIL AT APRON ENDWALLS

SEE EROSION CONTROL PLAN FOR LOCATIONS



DETAIL FOR INSTALLATION OF PIPES



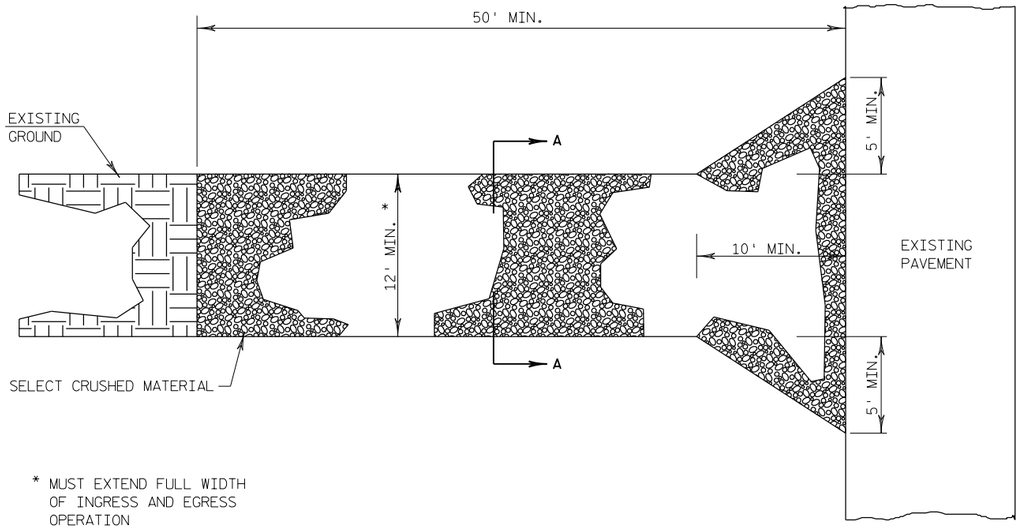
TEMPORARY SETTLING BASIN

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

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

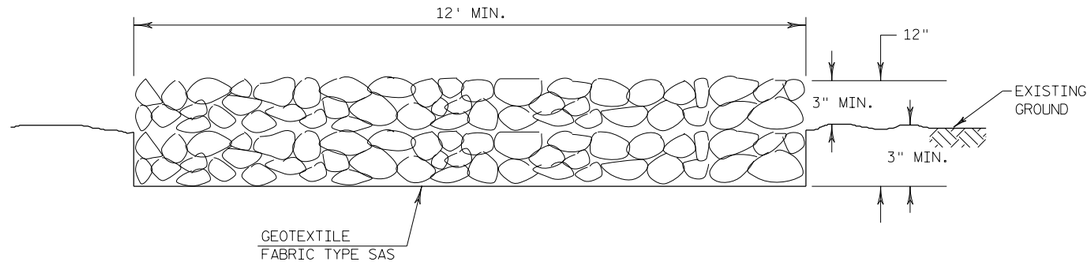
EXAMPLE:
CONTRACTOR INDICATES PUMP CAPABLE OF 50 GPM
HEIGHT OF BALES = 1.5 FT.

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



* MUST EXTEND FULL WIDTH OF INGRESS AND EGRESS OPERATION

PLAN VIEW



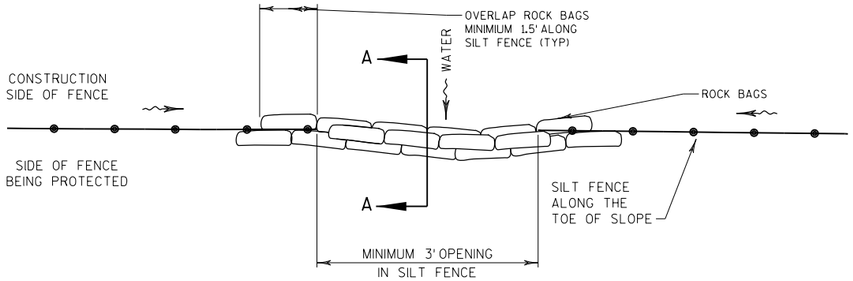
SECTION A-A

NOTE:

1) TRACKING MATS SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

TRACKING PADS

FOR CONSTRUCTION EGRESS POINTS

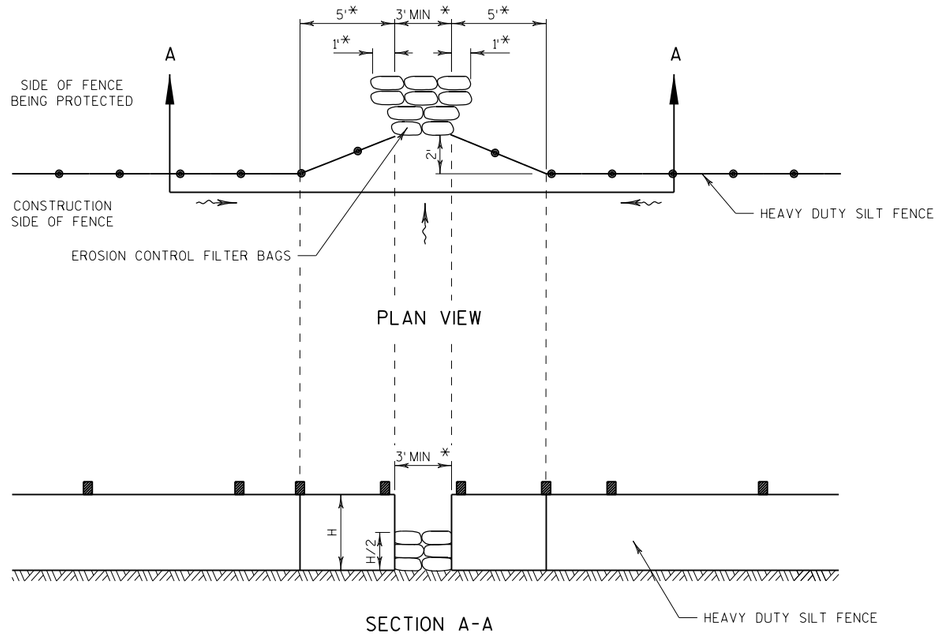


PLAN VIEW



SECTION A-A

SILT FENCE DRAINAGE OUTLET, ROCK BAGS



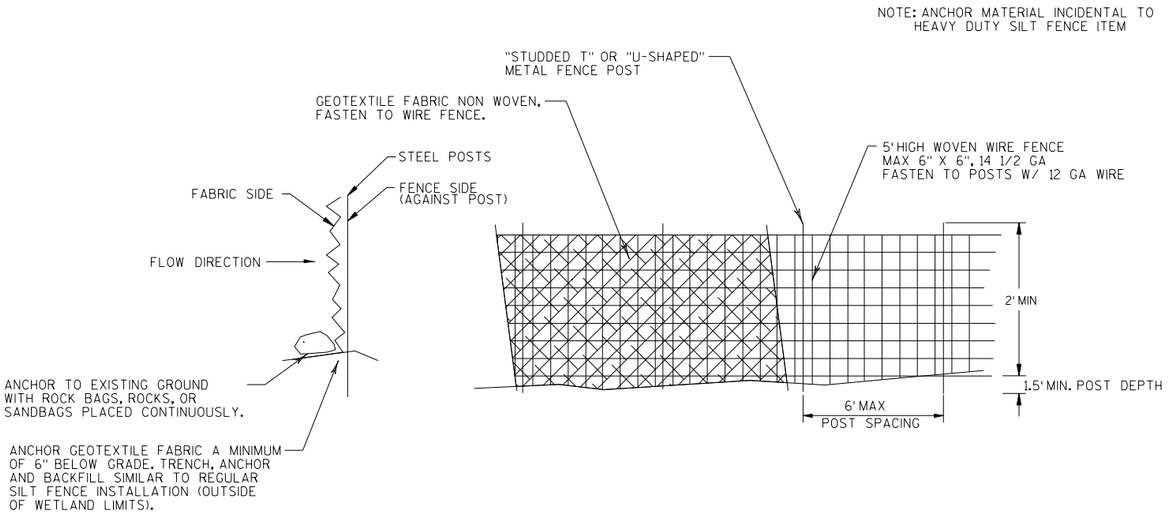
PLAN VIEW

SECTION A-A

* DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

SILT FENCE DRAINAGE OUTLET, EROSION CONTROL FILTER BAGS

(FOR USE IN ENVIRONMENTALLY SENSITIVE AREAS)



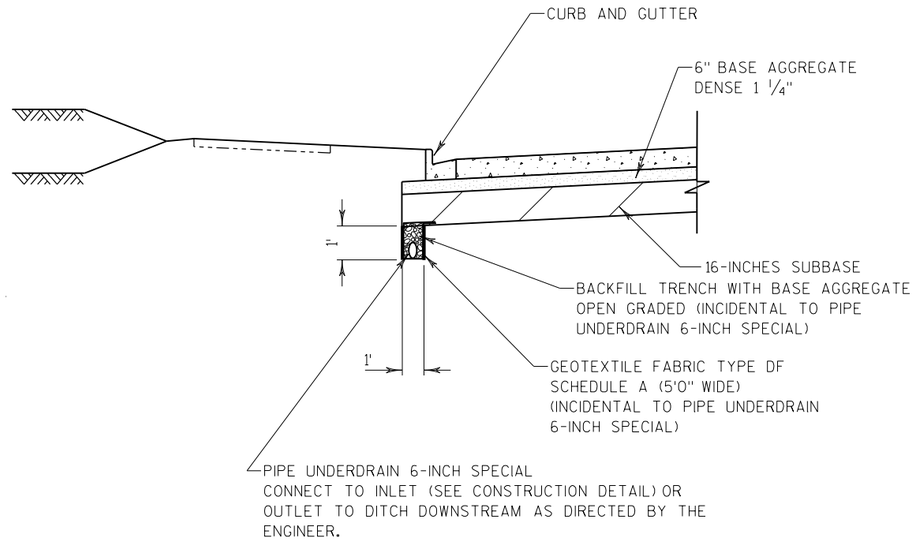
HEAVY DUTY SILT FENCE

2

NOTES

1. PIPE UNDERDRAIN UNPERFORATED REQUIRED AT LOCATIONS WHERE UNDERDRAIN IS REQUIRED TO CONNECT TO DITCHES OUTSIDE THE EBS AREA.

2. ADJUST LATERAL LOCATION OF PIPE UNDERDRAIN AS NECESSARY TO AVOID CONFLICTS WITH THE STORM SEWER.



PIPE UNDERDRAIN

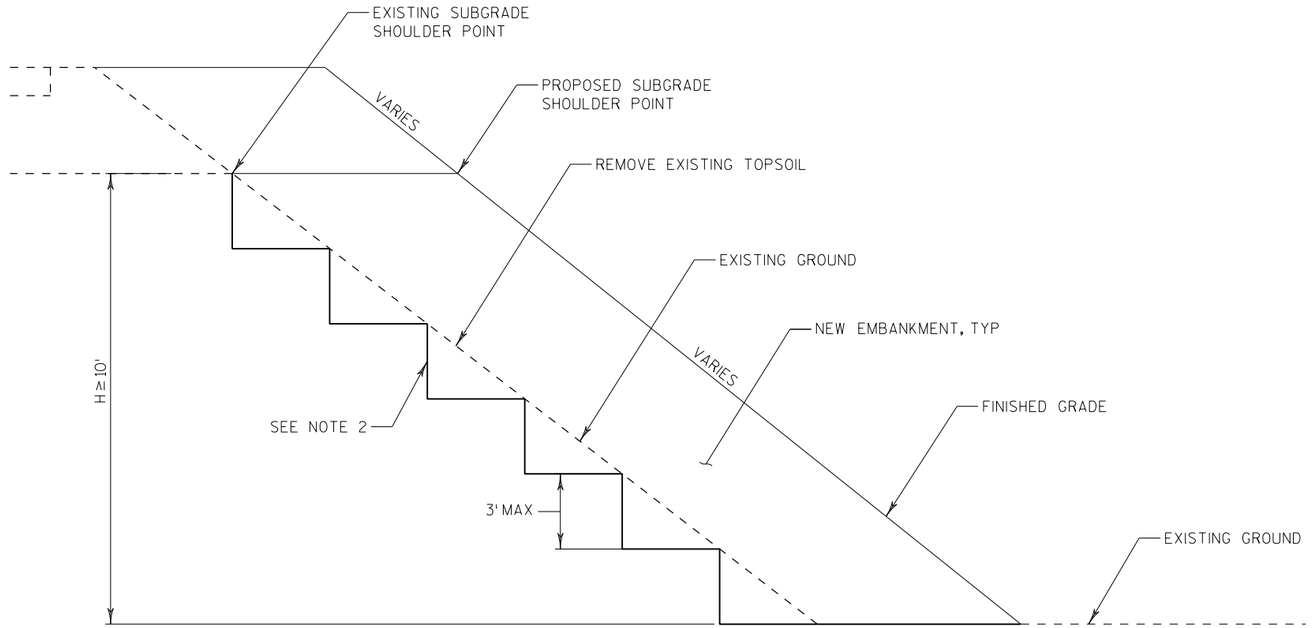
NOTES

1. EMBANKMENT PLACED IN LAYERS AND COMPACTED PER SPECIFICATIONS.

2. BENCH AS REQUIRED TO FACILITATE CONSTRUCTION FILLING OPERATIONS (3' MAXIMUM BENCH DEPTH, INCIDENTAL).

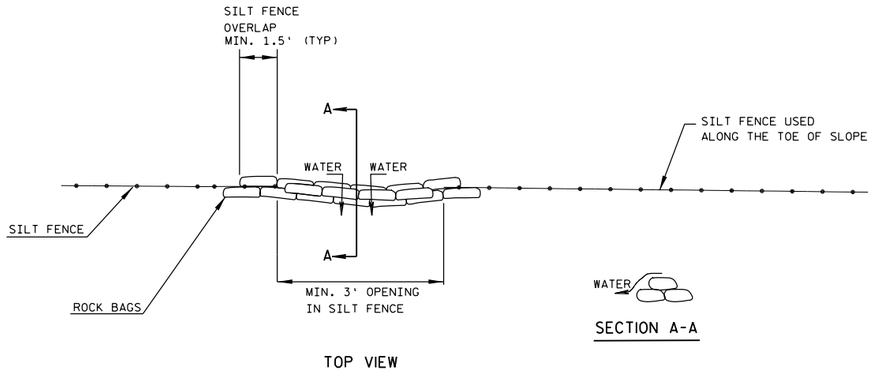
3. EBS AS REQUIRED IN THE PLANS OR DIRECTED BY THE ENGINEER SHALL BE PAID UNDER THE ITEM "EBS EXCAVATION".

2

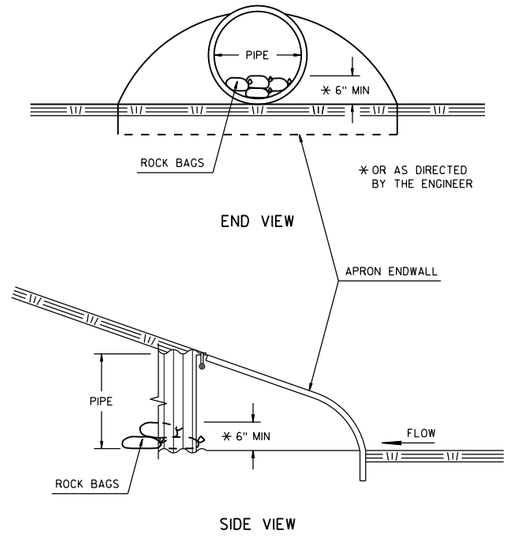


STEPPED EMBANKMENT

PROJECT NO: 2704-00-77 & 3763-00-73	HWY: CTH KR	COUNTY: RACINE	CONSTRUCTION DETAILS	SHEET 18	E



ROCK BAGS USED FOR SILT FENCE RELIEF DETAIL



ROCK BAGS AT CULVERT PIPE ENDS

ESTIMATED BAG SIZE = 18" X 12" X 6"	
PIPE SIZE	ESTIMATED NUMBER OF BAGS
12"	1
15"	2
18"	2
24"	3
30"	5
36"	7
42"	7
48"	10
54"	10
60"	13
66"	14
72"	16
13"X17"	2
19"X30"	5
24"X38"	7
29"X45"	10
34"X53"	10
38"X60"	13
48"X76"	18

NOTES:

STRIP TOPSOIL FROM ROADWAY FOUNDATION. REPLACE WITH ROADWAY EMBANKMENT.

EXCESS TOPSOIL REMOVED NOT REQUIRED TO COVER SIDE SLOPES UNDER THE TOPSOIL SPECIAL BID ITEM TO BE PAID AS EXCAVATION COMMON.

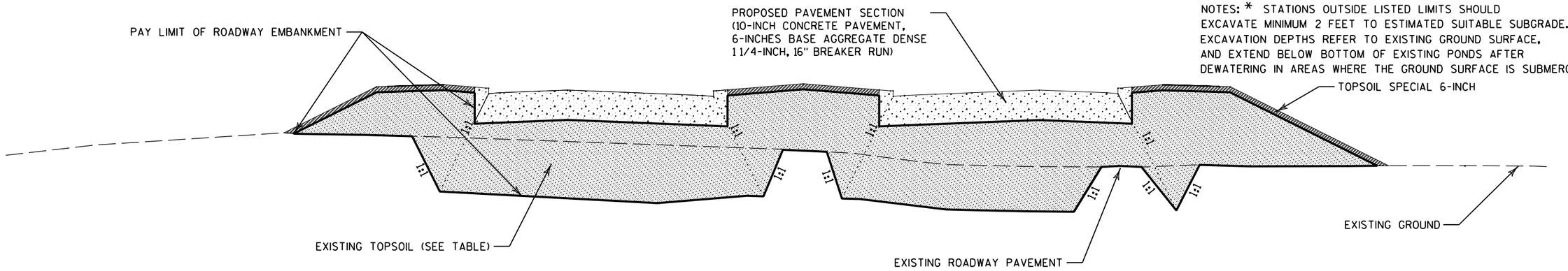
THE TOPSOIL THICKNESS MAY BE INCREASED TO 12" OR AS DIRECTED BY THE ENGINEER TO UTILIZE EXCESS TOPSOIL.
TOPSOIL PLACED THICKER THAN 6" WILL BE PAID FOR UNDER THE ROADWAY EMBANKMENT BID ITEM.

IN AREAS REQUIRING 2' OF FILL OR LESS, EBS EXCAVATION SPECIAL BELOW TOPSOIL LAYER AS DIRECTED BY THE ENGINEER, REPLACE WITH EBS BACKFILL SPECIAL.

ESTIMATED LOCATIONS FOR GREATER THAN 2 FEET
OF EXCAVATION TO SUITABLE SUBGRADE

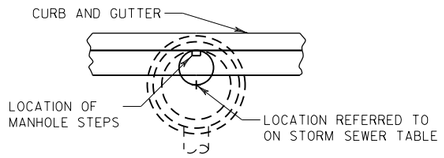
BEGIN STA	END STA	ESTIMATED REMOVAL DEPTH (FEET)*
364+00	369+00	5
369+00	377+75	3.5
377+75	379+75	4
386+50	406+50	3
417+00	420+00	3
440+50	446+50	3

NOTES: * STATIONS OUTSIDE LISTED LIMITS SHOULD EXCAVATE MINIMUM 2 FEET TO ESTIMATED SUITABLE SUBGRADE. EXCAVATION DEPTHS REFER TO EXISTING GROUND SURFACE, AND EXTEND BELOW BOTTOM OF EXISTING PONDS AFTER DEWATERING IN AREAS WHERE THE GROUND SURFACE IS SUBMERGED.

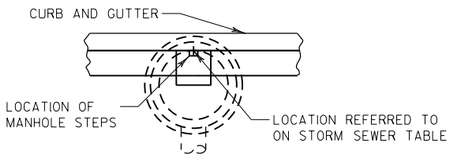


TOPSOIL REMOVAL DETAIL

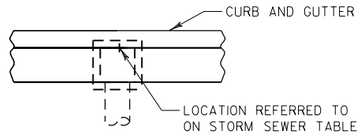
NOTE
1) LOCATION OF STRUCTURE MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
2) LOCATION AND SIZE OF STRUCTURE COVER OPENING DEPENDS ON TYPE OF CASTING. CASTING TYPES ARE SHOWN ON THE STORM SEWER TABLE.



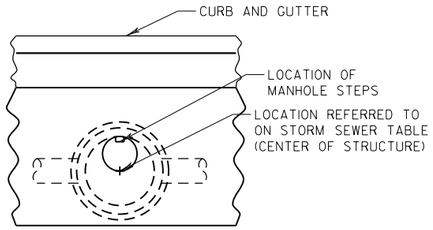
MANHOLE IN CURB AND GUTTER



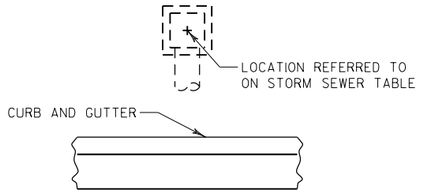
MANHOLE WITH INLET COVER IN CURB AND GUTTER



INLET IN CURB AND GUTTER



MANHOLE NOT IN CURB AND GUTTER



INLET NOT IN CURB AND GUTTER

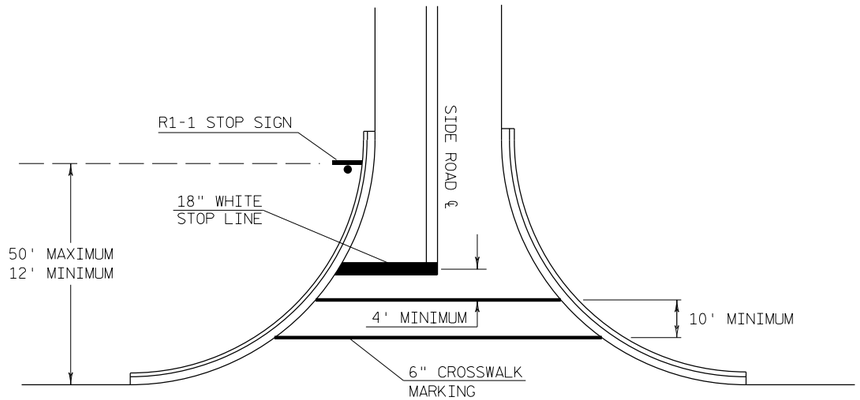
STRUCTURE LOCATION DETAIL

NOTES:

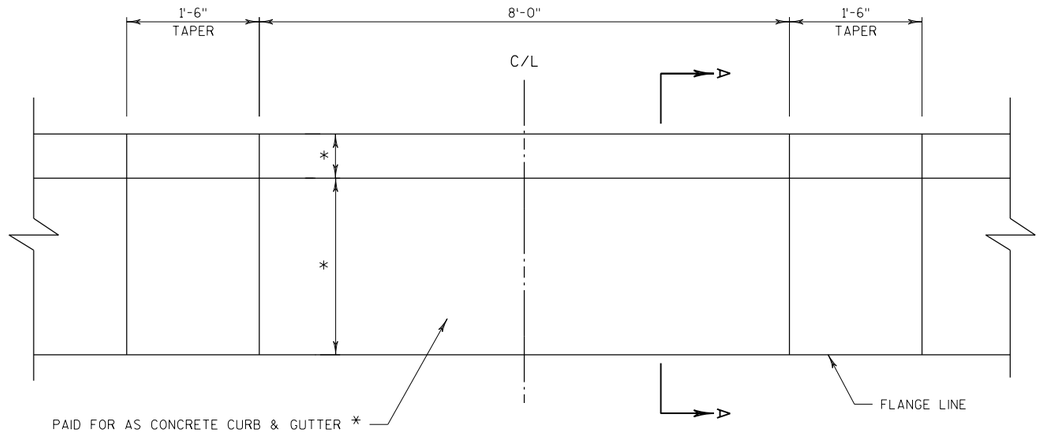
18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE PROJECT ENGINEER BASED ON VISIBILITY AND SIGHT LINES.

STOP LINES REQUIRED WHERE:

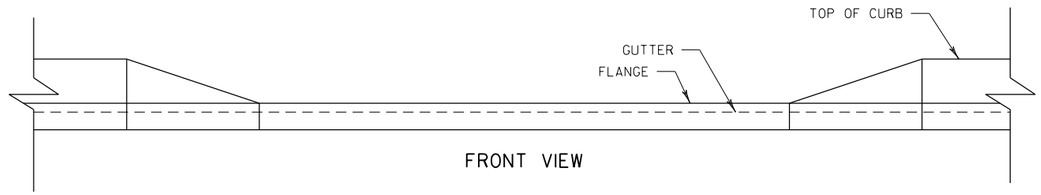
- CROSSWALK MARKINGS EXIST OR BEING PROVIDED
- LARGE RADII
- OFFSET LEFT TURNS WHERE STOP BAR FOR LEFT TURN IS SET BACK FROM THRU MOVEMENT.



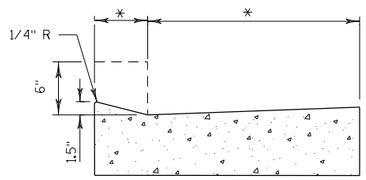
TYPICAL PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



PLAN VIEW



FRONT VIEW



SECTION A-A

* TYPE AND DIMENSIONS TO MATCH ADJACENT CURB AND GUTTER.

MAINTENANCE OPENING

LOCATIONS SHOWN ON PAVING DETAILS

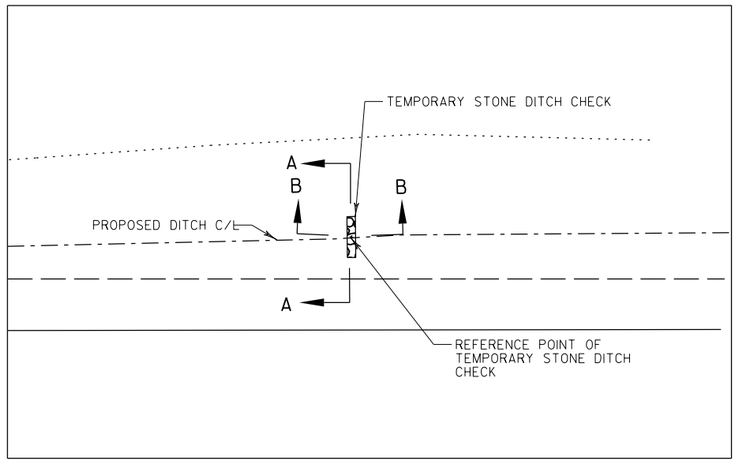
GENERAL NOTES

STONE DITCH CHECKS MUST BE INSTALLED WITH THE CENTER LOWER THAN THE SIDES FORMING A WEIR (SEE SECTION A-A).

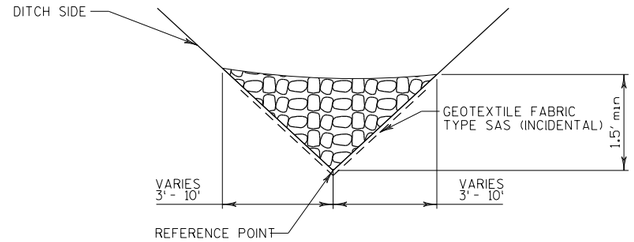
STONE DITCH CHECKS SHALL HAVE A MINIMUM TOP WIDTH OF 2-FT MEASURED IN THE DIRECTION OF FLOW WITH MAXIMUM SLOPES OF 2:1 ON THE UPSLOPE AND 2:1 ON THE DOWN SLOPE SIDE.

STONE DITCH CHECKS SHALL BE CONSTRUCTED OF A WELL-GRADED LIGHT RIPRAP MATERIAL.

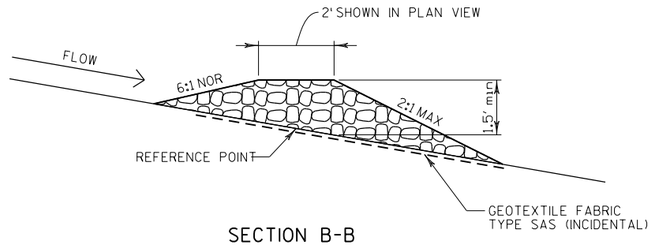
STONE DITCH CHECKS IDENTIFIED IN STORM SEWER PLAN ARE PERMANENT AND SHALL NOT BE REMOVED UPON COMPLETION OF CONSTRUCTION.



PLAN VIEW

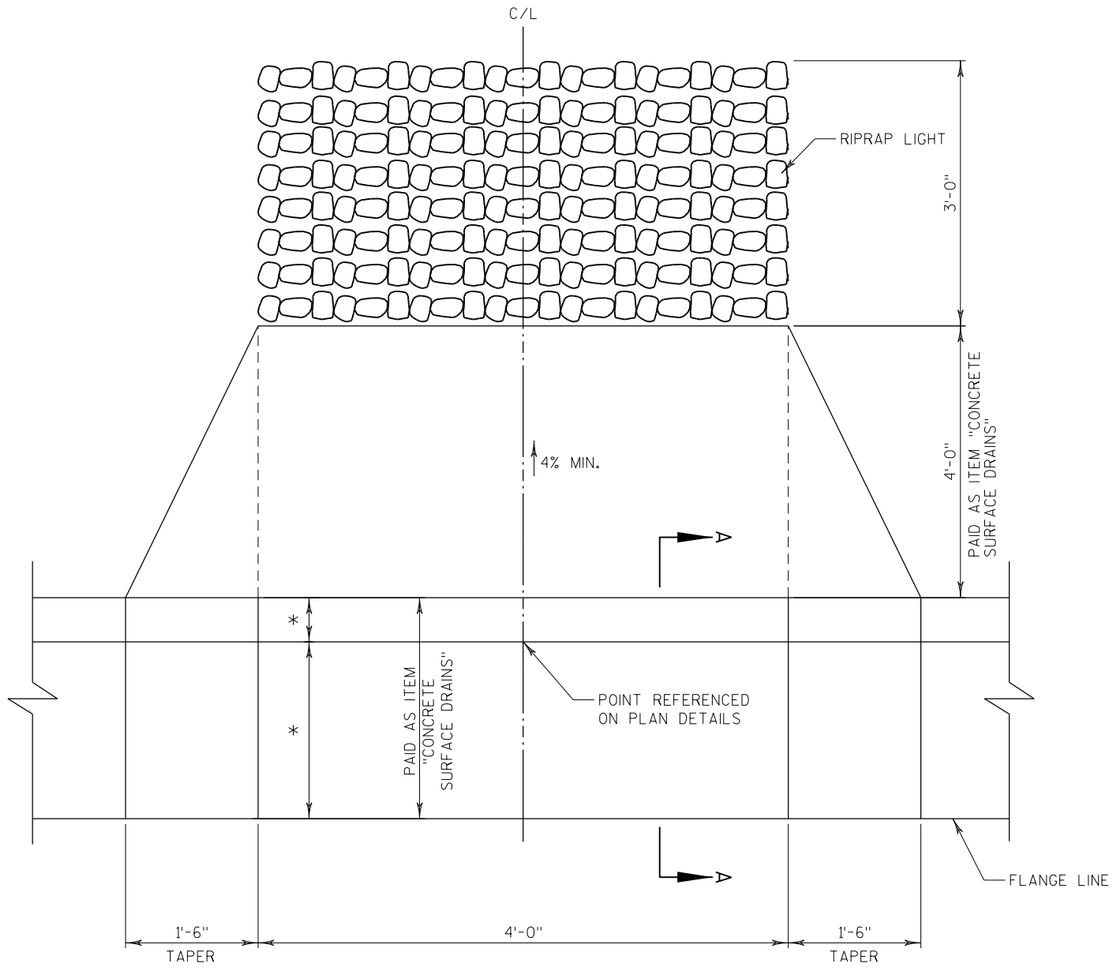


SECTION A-A

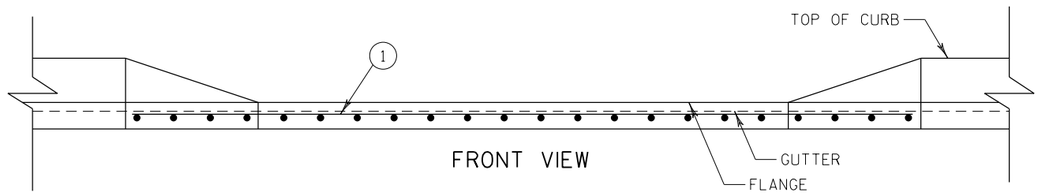


SECTION B-B

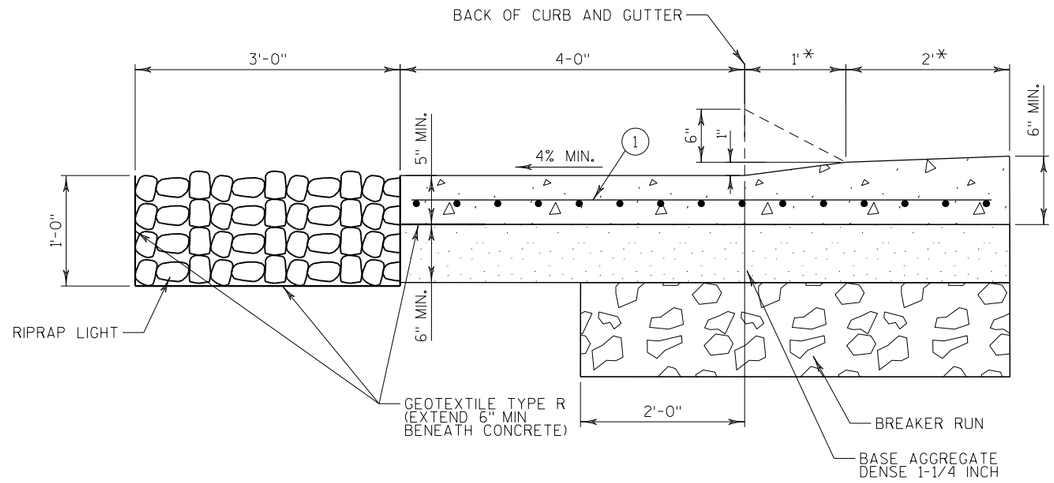
TEMPORARY STONE DITCH CHECKS



PLAN VIEW



(1) MINIMUM REINFORCEMENT 4"X4" W3.0 X W3.0 WELDED STEEL WIRE FABRIC



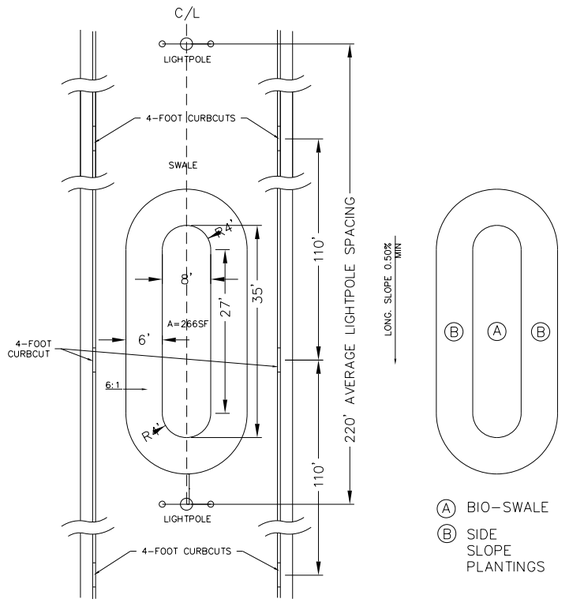
END VIEW

SECTION A-A

* TYPE AND DIMENSIONS TO MATCH ADJACENT CURB AND GUTTER.

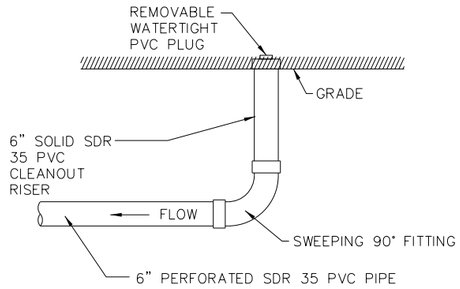
BIOSWALE CURB OPENING

LOCATIONS SHOWN ON PAVING DETAILS

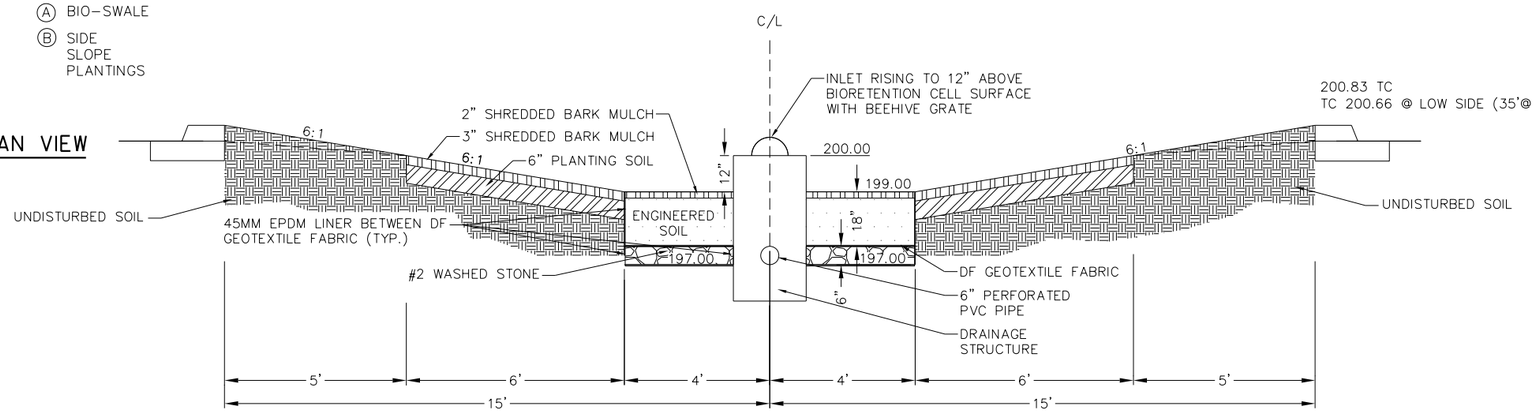


Ⓐ BIO-SWALE
Ⓑ SIDE SLOPE PLANTINGS

BIORETENTION CELL DETAIL - PLAN VIEW

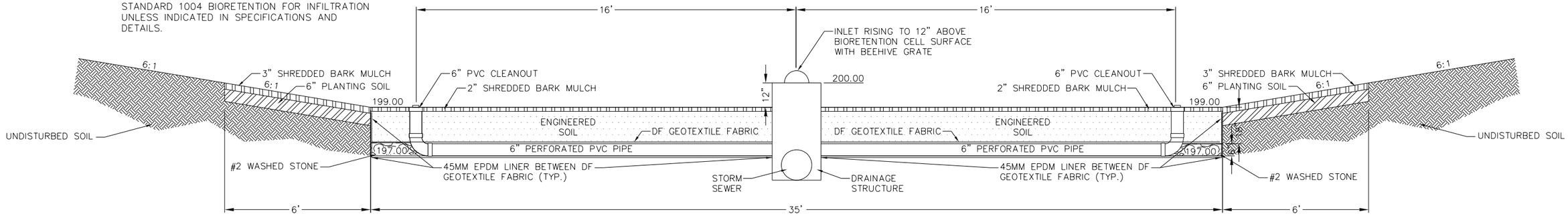


BIORETENTION CELL DETAIL - DRAINTILE CLEANOUT

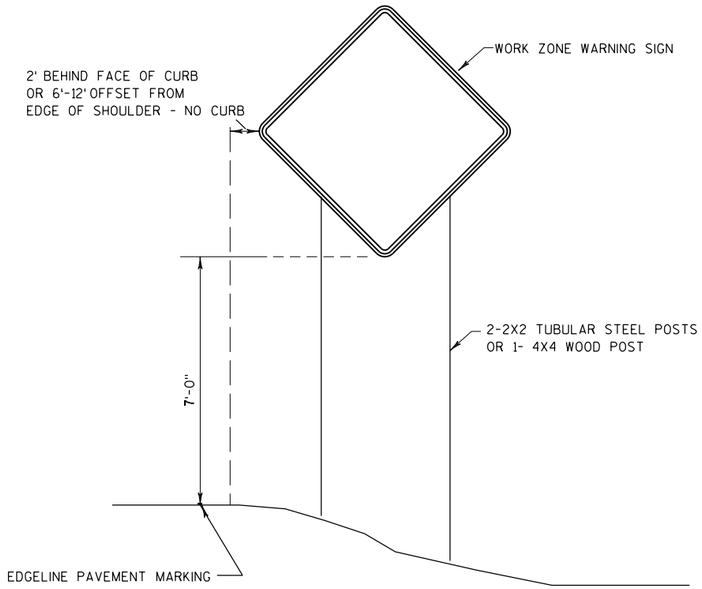


BIORETENTION CELL DETAIL - TYPICAL WIDTH SECTION

NOTE: ELEVATIONS SHOWN ARE TO SHOW RELATIONSHIP OF ONE ELEVATION POINT TO ANOTHER. ACTUAL FIELD ELEVATIONS WILL VARY, CONSTRUCT PER WISCONSIN DNR TECHNICAL STANDARD 1004 BIORETENTION FOR INFILTRATION UNLESS INDICATED IN SPECIFICATIONS AND DETAILS.

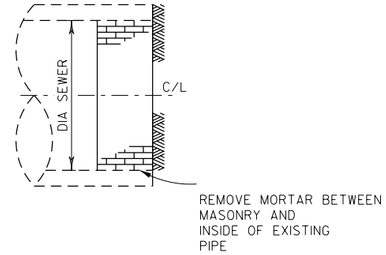


BIORETENTION CELL DETAIL - TYPICAL LONG SECTION



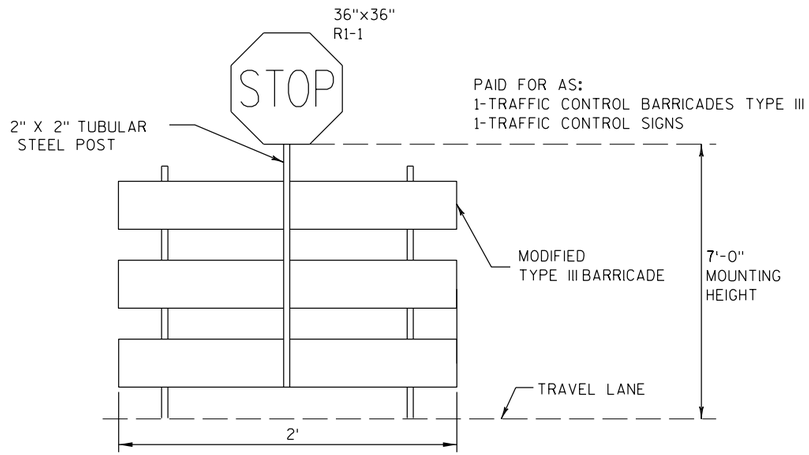
TYPICAL TEMPORARY TRAFFIC CONTROL DETAIL
MOUNTING ON FIXED SUPPORT

LONG TERM
7 DAYS OR MORE

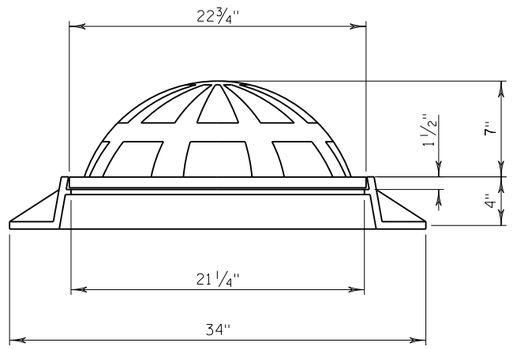


REMOVING BULKHEAD

2



TEMPORARY STOP SIGN

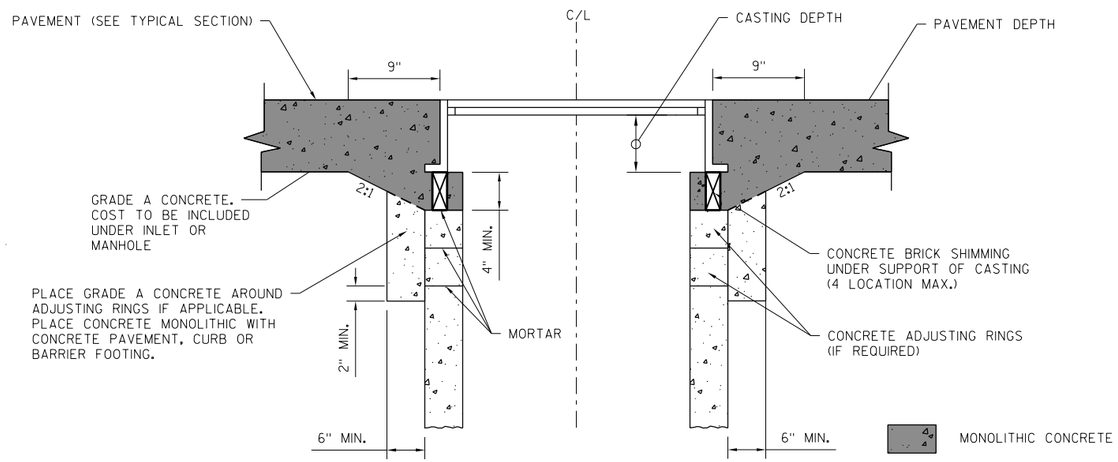


INLET COVERS BEEHIVE

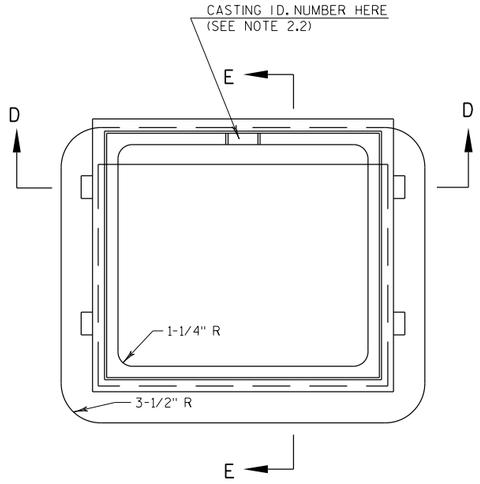
PROJECT NO: 2704-00-77 & 3763-00-73	HWY: CTH KR	COUNTY: RACINE	CONSTRUCTION DETAILS	SHEET 24	E

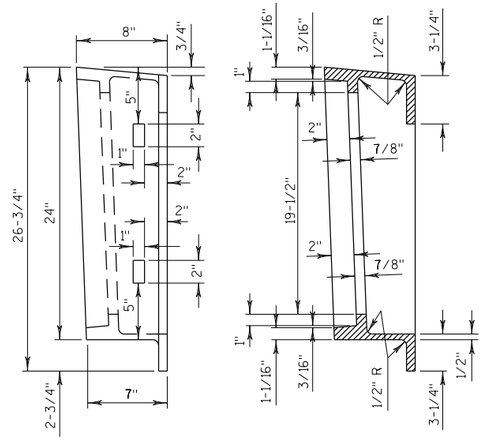
NOTES

(1) PROVIDE MONOLITHIC CONCRETE SHIMMING FOR FINAL ADJUSTMENT OF DRAINAGE STRUCTURES LOCATED WITHIN THE ROADWAY CONCRETE PAVEMENT AND CONCRETE CURB & GUTTER.

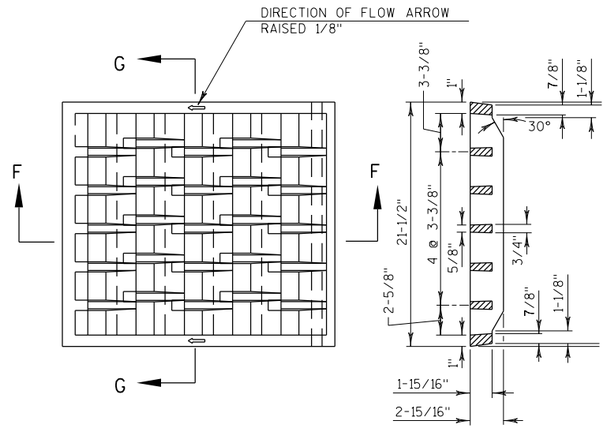


MONOLITHIC CONCRETE SHIMMING DETAIL



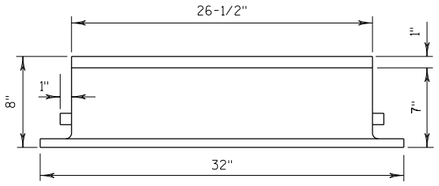


SECTION E-E

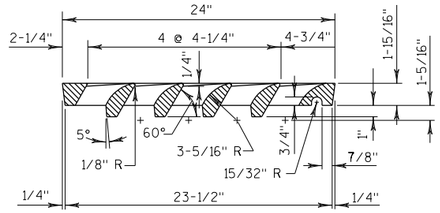


GRATE

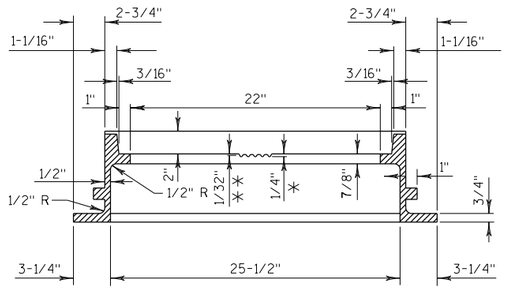
SECTION G-G



FRAME



SECTION F-F



SECTION D-D

* DEPRESSION FOR LETTERS

* * CLEARANCE FROM TOP OF LETTERS TO FACE OF SEAT

GENERAL NOTES

1. ALL EDGES ARE TO BE GROUND.

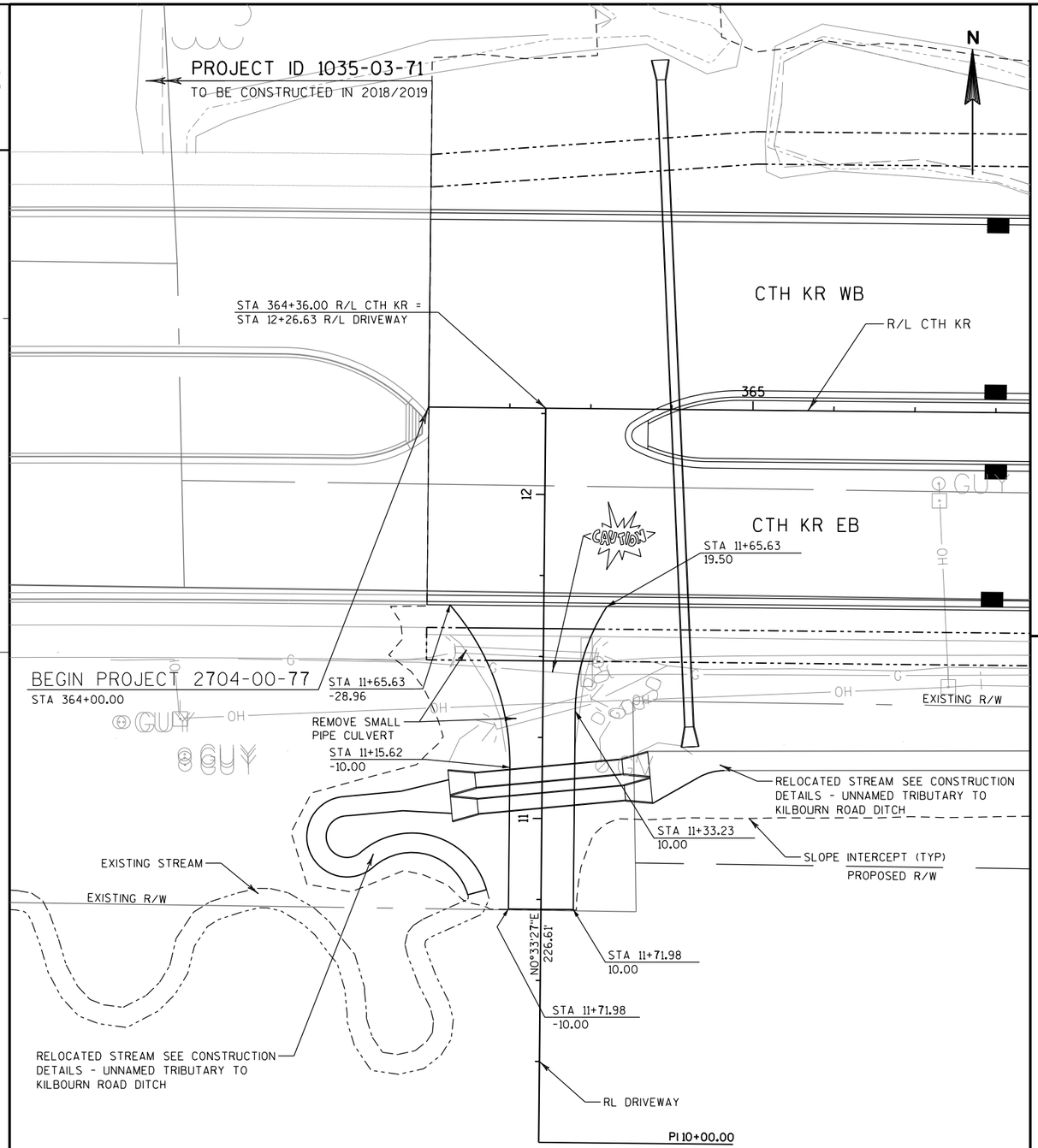
2. ALL CASTINGS SHALL BEAR THE FOLLOWING IDENTIFICATION MARKS IN THE FORM OF LEGIBLE LETTERS OR NUMERALS RAISED 1/8":

   ON THE FRAME
   1. ON THE UPPER FACE OF THE FLANGE IN 1 INCH HIGH LETTERS THE INITIALS OR MONOGRAM OF THE FOUNDRY, THE YEAR MADE AND THE SERIAL NUMBER OF THE INDIVIDUAL CASTING.
   2. ON THE SEAT OF THE FRAME IN 1 INCH HIGH LETTERS, THE CASTING IDENTIFICATION NUMBER (M.S.51).

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

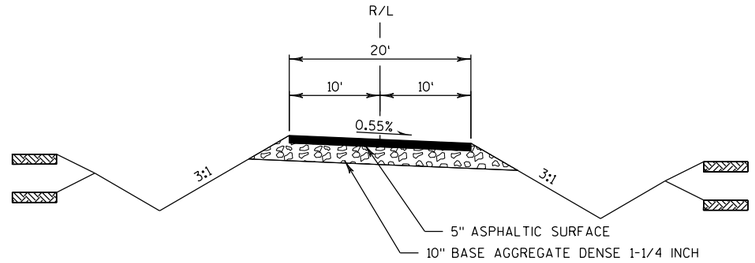
CASTING - TYPE 57

LID-145 LBS., FRAME-204 LBS.

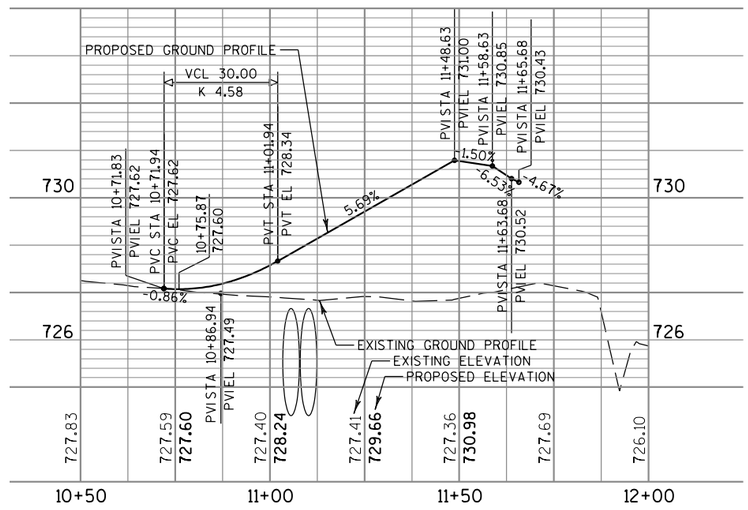


DRIVEWAY PLAN VIEW

SEE PLAN DETAILS FOR ADDITIONAL INFORMATION

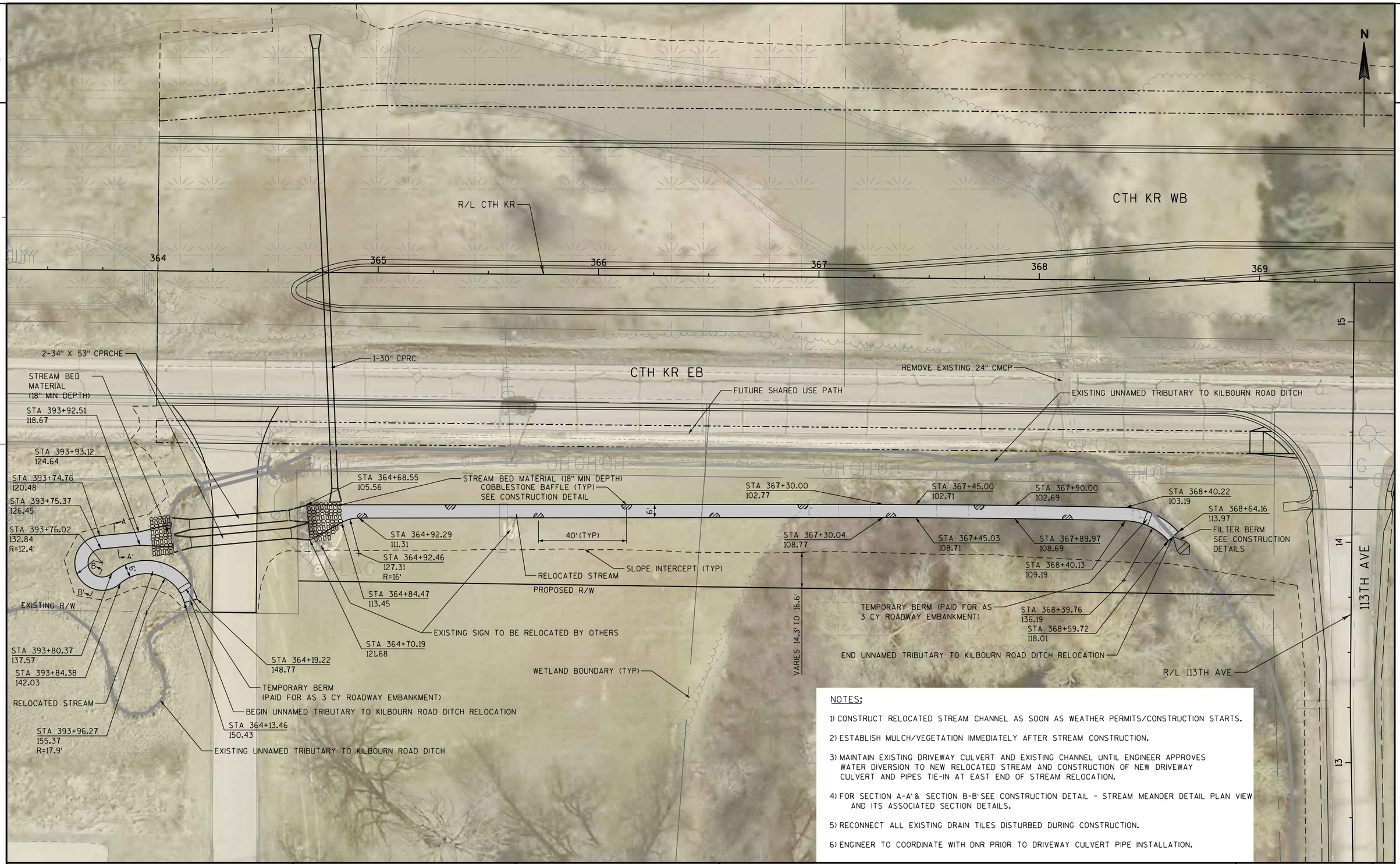


DRIVEWAY TYPICAL PROPOSED SECTION



DRIVEWAY PROFILE VIEW

PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	CONSTRUCTION DETAIL - DRIVEWAY	SHEET 27	E



NOTES:

1) CONSTRUCT RELOCATED STREAM CHANNEL AS SOON AS WEATHER PERMITS/CONSTRUCTION STARTS.

2) ESTABLISH MULCH/VEGETATION IMMEDIATELY AFTER STREAM CONSTRUCTION.

3) MAINTAIN EXISTING DRIVEWAY CULVERT AND EXISTING CHANNEL UNTIL ENGINEER APPROVES WATER DIVERSION TO NEW RELOCATED STREAM AND CONSTRUCTION OF NEW DRIVEWAY CULVERT AND PIPES TIE-IN AT EAST END OF STREAM RELOCATION.

4) FOR SECTION A-A' & SECTION B-B' SEE CONSTRUCTION DETAIL - STREAM MEANDER DETAIL PLAN VIEW AND ITS ASSOCIATED SECTION DETAILS.

5) RECONNECT ALL EXISTING DRAIN TILES DISTURBED DURING CONSTRUCTION.

6) ENGINEER TO COORDINATE WITH DNR PRIOR TO DRIVEWAY CULVERT PIPE INSTALLATION.

PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	CONSTRUCTION DETAILS - UNNAMED TRIBUTARY TO KILBOURN ROAD DITCH	SHEET 28	E

CONSTRUCTION STAGING

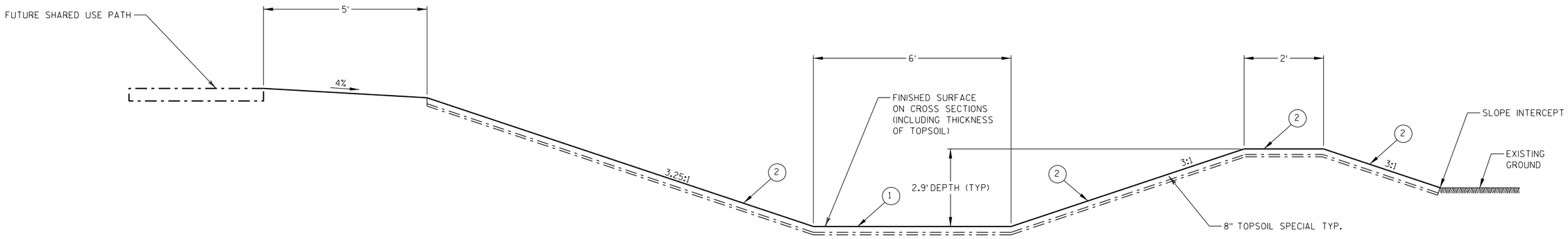
1) ALL EROSION CONTROL DEVICES MUST BE INSTALLED PRIOR TO GROUND DISTURBANCE.

2) WORK SHALL PROCEED IN A DOWNSTREAM TO UPSTREAM SEQUENCE.

LEGEND

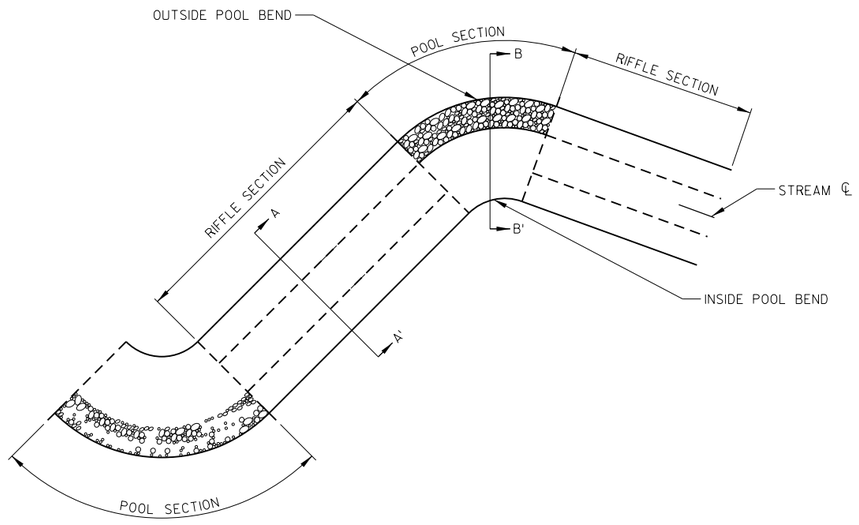
(1) TOPSOIL SPECIAL, FERTILIZER, SEED MIX SPECIAL AND EROSION MAT CLASS II, TYPE C (COCONUT FIBER ONLY, NO PLASTIC NETTING)

(2) TOPSOIL SPECIAL, FERTILIZER, SEED MIX SPECIAL AND EROSION MAT CLASS I, URBAN TYPE B



TYPICAL SECTION OF TRIBUTARY

PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	CONSTRUCTION DETAILS - UNNAMED TRIBUTARY TO KILBOURN ROAD DITCH	SHEET 29	E



STREAM MEANDER DETAIL PLAN VIEW
UNNAMED TRIBUTARY TO KILBOURN ROAD DITCH

GLOSSARY OF TERMS:

CHANNEL: AN OPEN CONDUIT EITHER NATURALLY OR ARTIFICIALLY CREATED WHICH PERIODICALLY OR CONTINUOUSLY CONTAINS MOVING WATER.

FLOOD PLAIN: ANY FLAT OR NEARLY FLAT LOWLAND THAT BORDERS A STREAM AND IS COVERED BY ITS WATERS AT FLOOD STAGE.

MEANDER: A SINUOUS CHANNEL FORM IN FLATTER RIVER GRADES FORMED BY THE EROSION ON THE OUTER SIDE OF THE CHANNEL AND DEPOSITION ON THE INNER SIDE.

POINT BAR: A BANK ON THE INSIDE OF A MEANDER BEND THAT HAS BUILT UP DUE TO SEDIMENT DEPOSITION OPPOSITE A POOL.

POOL: A LOCATION IN AN ACTIVE STREAM CHANNEL USUALLY LOCATED ON THE OUTSIDE BENDS OF MEANDERS WHERE THE WATER IS DEEPEST AND HAS REDUCED CURRENT VELOCITIES.

RIFFLE: A SHALLOW RAPIDS OR AREA WITH INCREASED CURRENT VELOCITIES, USUALLY LOCATED AT THE CROSSOVER IN A MEANDER OF THE ACTIVE CHANNEL (SEE TYPICAL RIFFLE SECTION).

RUN: THE SHALLOW STREAM CHANNEL LOCATED BETWEEN TWO POOLS IN WHICH WATER VELOCITIES INCREASE AND DEPTH OF WATER DECREASES.

STREAM BANK: THE PORTION OF THE CHANNEL CROSS SECTION THAT RESTRICTS LATERAL MOVEMENT OF THE WATER AT NORMAL WATER LEVELS.

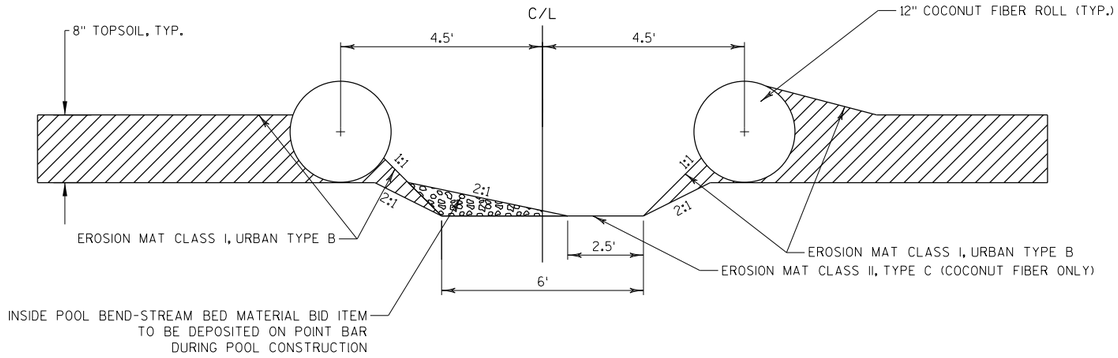
STREAM BED: THE BOTTOM OF A CHANNEL.

NOTES:

1) STREAM BANK PROTECTION REQUIRED IF SHOWN ON STREAM BANK DETAILS AND PLAN AND PROFILE SHEETS

2) TRANSITION RUN SIDE SLOPES AT 2:1 FROM POOL SIDE SLOPES

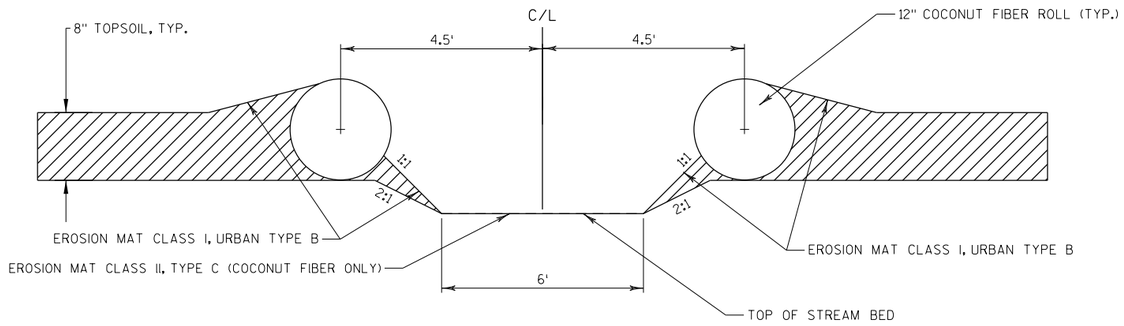
2



TYPICAL POOL SECTION B-B'

UNNAMED TRIBUTARY TO KILBOURN ROAD DITCH

(NOT TO SCALE)



TYPICAL RIFFLE SECTION A-A'

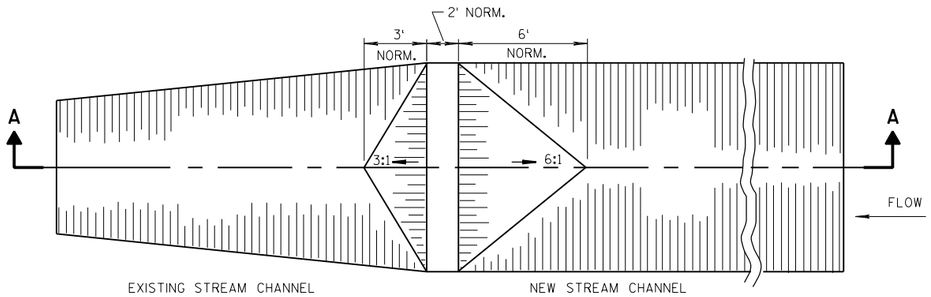
UNNAMED TRIBUTARY TO KILBOURN ROAD DITCH

(NOT TO SCALE)

PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	CONSTRUCTION DETAILS - UNNAMED TRIBUTARY TO KILBOURN ROAD DITCH	SHEET 31	E

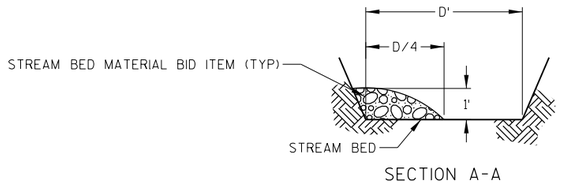


SECTION A-A

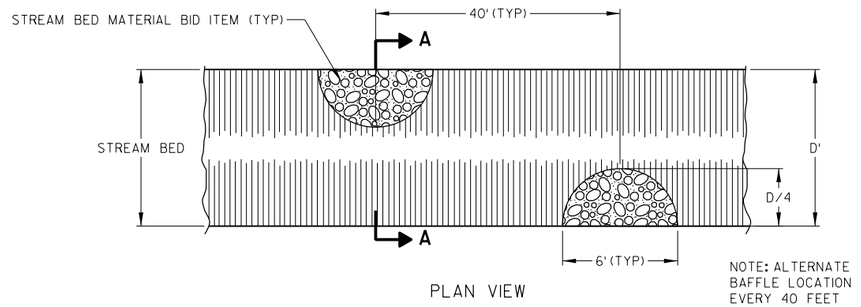


PLAN VIEW

FILTER BERM DETAIL



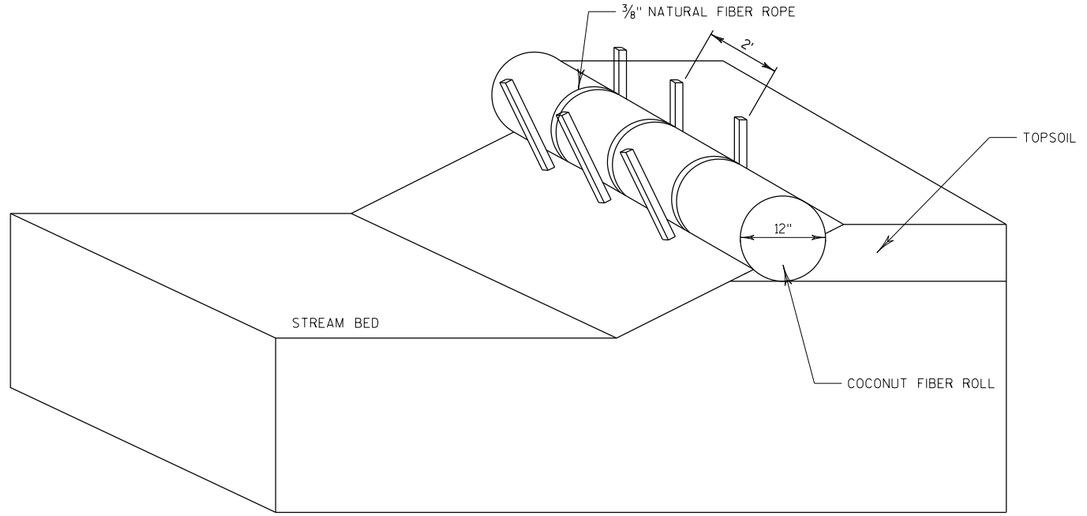
SECTION A-A

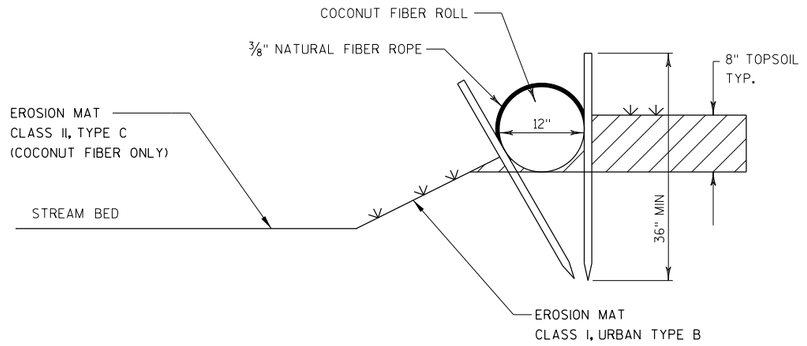


PLAN VIEW

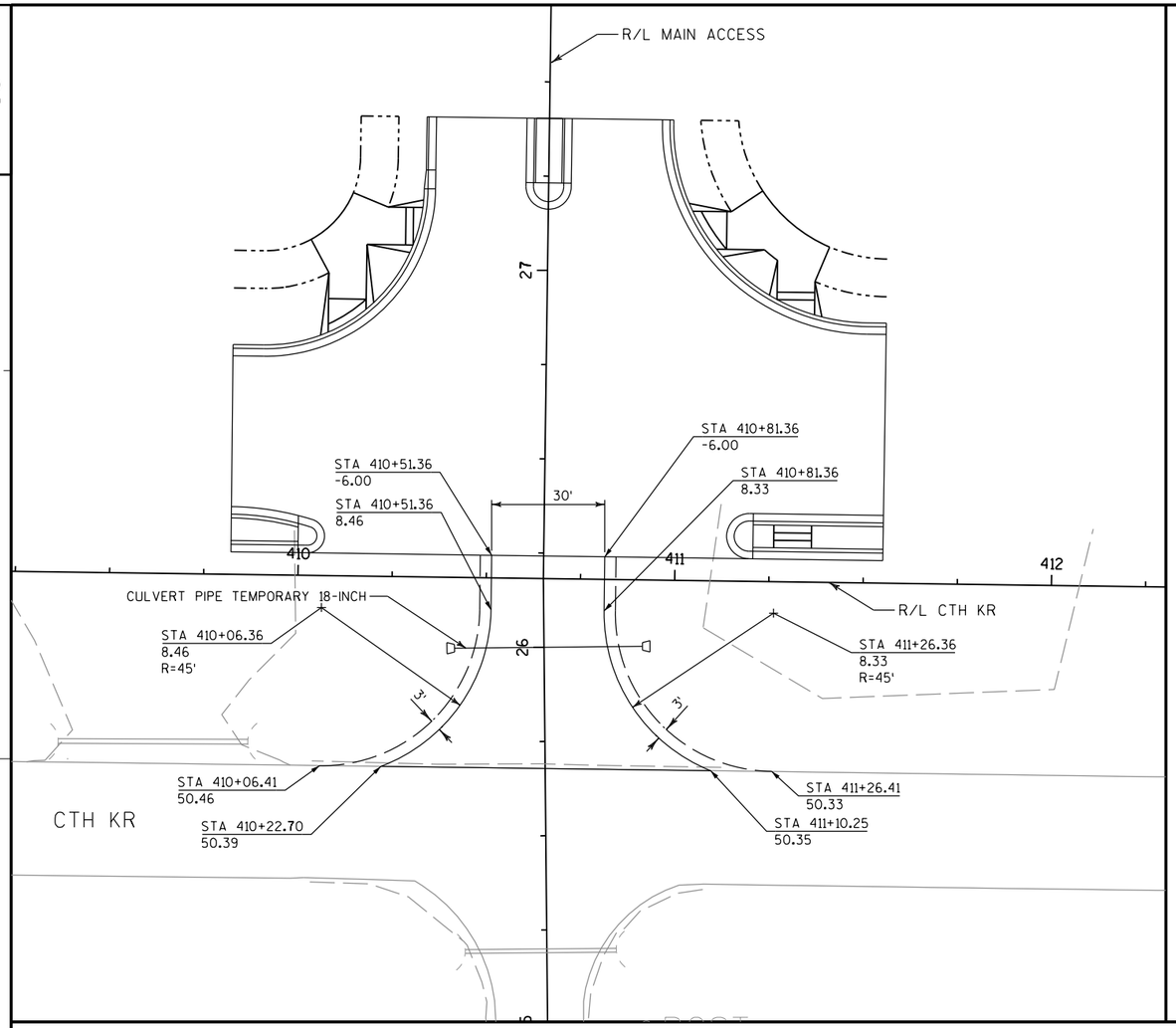
NOTE: ALTERNATE BAFFLE LOCATION EVERY 40 FEET

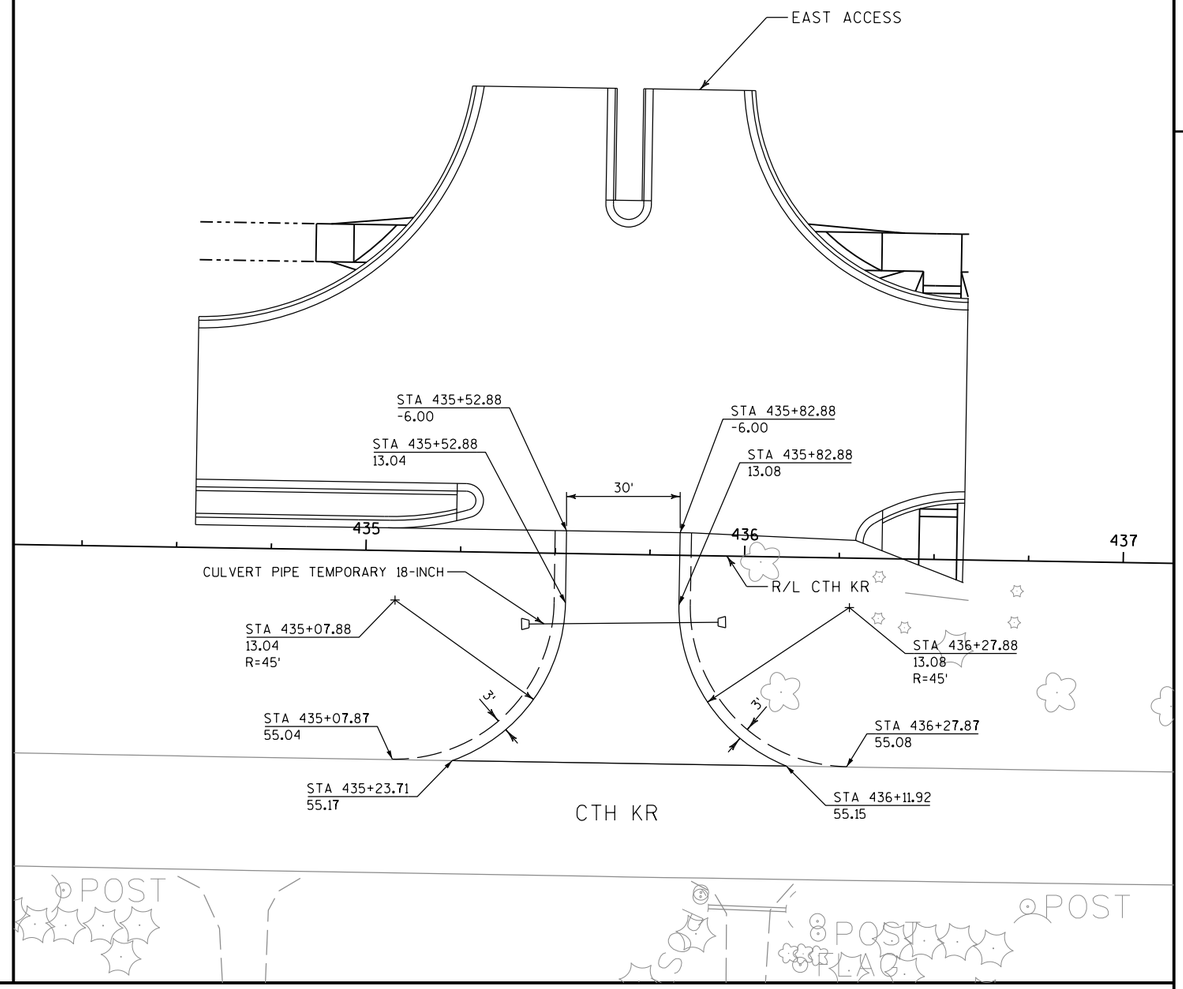
COBBLESTONE BAFFLE DETAIL

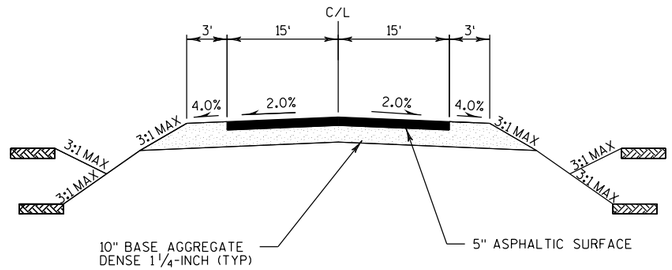




COCONUT FIBER ROLL INSTALLATION DETAIL





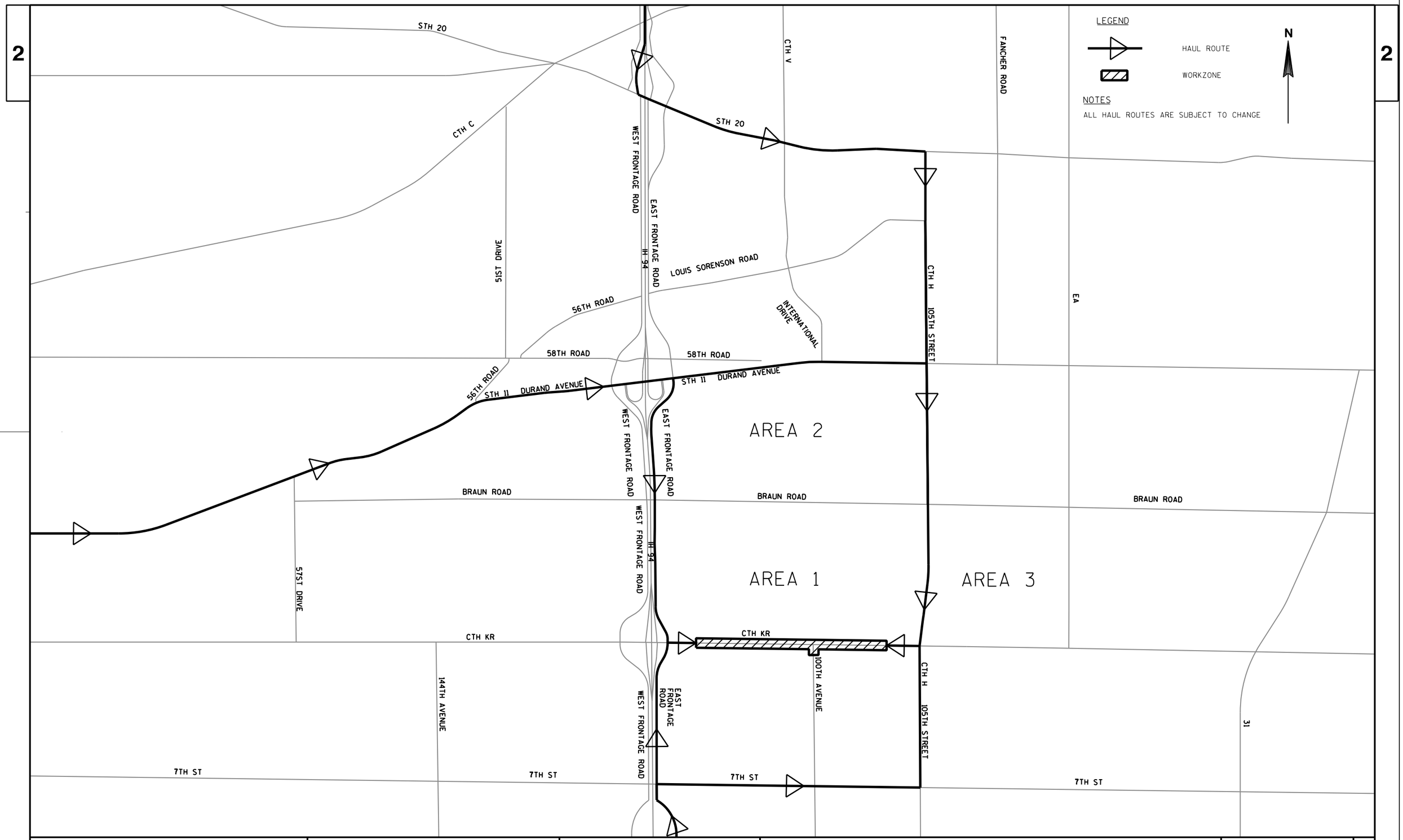


TEMPORARY ACCESS CONNECTION TYPICAL PROPOSED SECTION

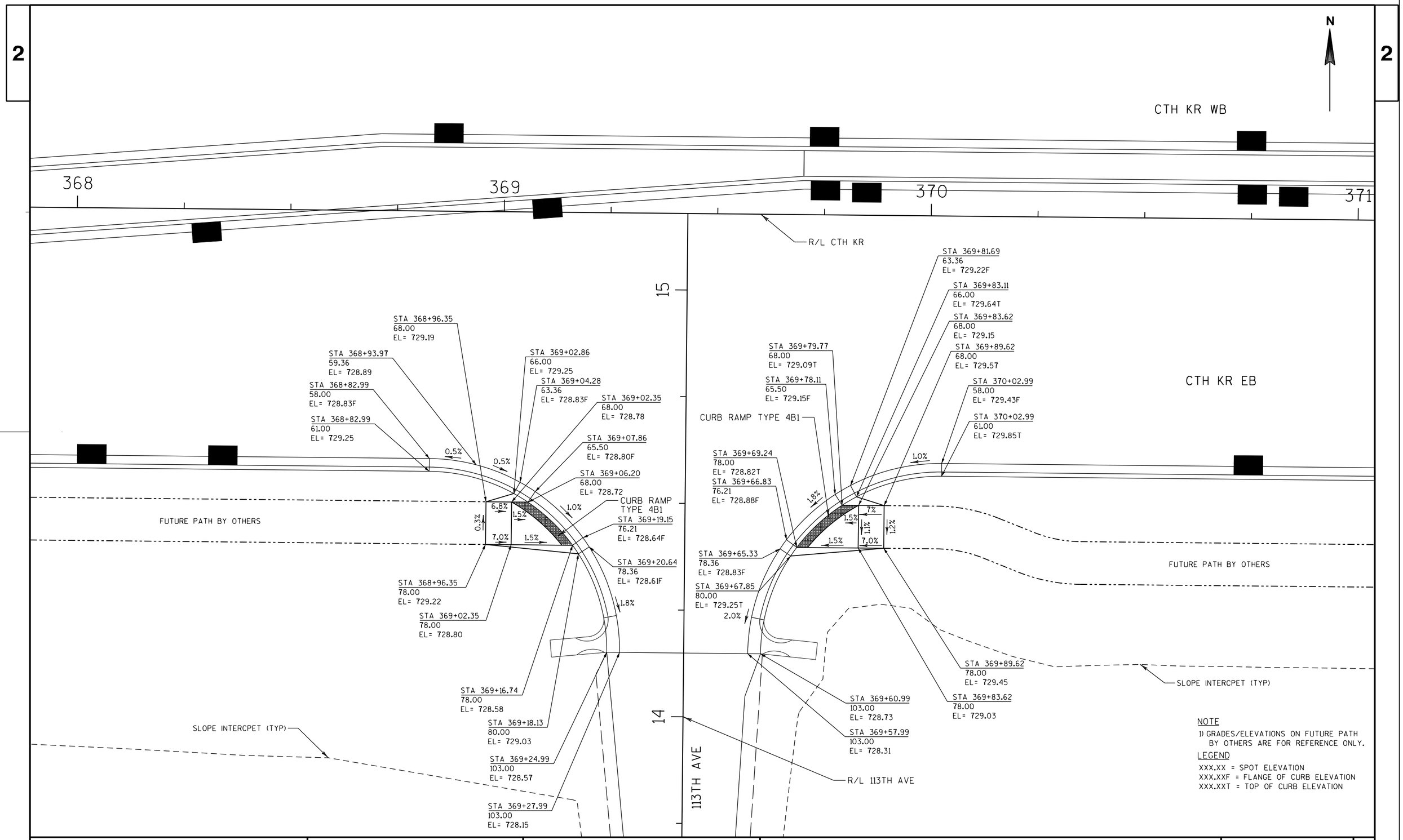
MAIN ACCESS AND EAST ACCESS

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	CONSTRUCTION DETAILS - TEMPORARY ACCESS CONNECTIONS	SHEET 33	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Plansheets\37630073\021015_CD.dgn PLOT DATE : 8/17/2018 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:40



PROJECT NO: 2704-00-77 & 3763-00-73	HWY: CTH KR	COUNTY: RACINE	CONSTRUCTION DETAILS: HAUL ROUTES	SHEET 34	E



PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	CONSTRUCTION DETAILS - CURB RAMPS (113TH AVE)	SHEET 35	E

2

2

NOTE

1) GRADES/ELEVATIONS ON FUTURE PATH BY OTHERS ARE FOR REFERENCE ONLY.

LEGEND

XXX.XX = SPOT ELEVATION
XXX.XXF = FLANGE OF CURB ELEVATION
XXX.XXT = TOP OF CURB ELEVATION

N

WISCONN VALLEY WAY

FUTURE PATH BY OTHERS

FUTURE PATH BY OTHERS

PROPOSED R/W

PROPOSED R/W

SLOPE INTERCPET (TYP)

SLOPE INTERCPET (TYP)

CURB RAMP TYPE 4B1

STA 374+00.66
-86.00
EL= 732.28

STA 374+06.66
-76.00
EL= 731.70

STA 374+00.66
-76.00
EL= 732.12

STA 374+06.66
-86.00
EL= 731.86

STA 374+26.78
-85.98
EL= 731.68F

STA 374+22.68
-86.00
EL= 731.62T

STA 374+24.82
-83.90
EL= 731.69F

STA 374+24.56
-88.00
EL= 732.10T

STA 374+84.22
-85.99
EL= 731.97F

STA 374+81.72
-86.00
EL= 731.92T

STA 374+79.72
-86.01
EL= 732.03

STA 374+79.18
-76.00
EL= 732.15

STA 374+68.21
-86.00
EL= 731.91

STA 374+66.21
-86.00
EL= 731.79T

STA 374+63.83
-86.78
EL= 731.86F

STA 374+66.21
-76.00
EL= 731.92

STA 374+60.47
-76.83
EL= 731.94F

STA 374+62.83
-76.00
EL= 731.87T

STA 374+69.18
-76.00
EL= 732.10

STA 374+69.18
-68.50
EL= 732.02T

STA 374+69.18
-66.00
EL= 732.09F

STA 374+79.18
-68.50
EL= 732.07T

STA 374+79.18
-66.00
EL= 732.14F

STA 374+81.69
-76.00
EL= 732.04T

STA 374+84.19
-75.99
EL= 732.07F

STA 375+26.87
-86.00
EL= 732.13T

STA 375+22.47
-86.00
EL= 732.20

STA 374+99.22
-85.23
EL= 732.05F

STA 375+01.60
-86.00
EL= 731.98T

STA 375+05.94
-86.00
EL= 732.08

STA 375+03.75
-74.79
EL= 732.18F

STA 375+05.94
-76.00
EL= 732.11T

STA 375+22.47
-76.00
EL= 732.21T

STA 375+24.66
-74.78
EL= 732.28F

STA 375+29.25
-85.21
EL= 732.20F

STA 375+71.15
-88.00
EL= 732.81T

STA 375+68.83
-86.10
EL= 732.39F

STA 375+70.66
-83.98
EL= 732.42F

STA 375+72.88
-86.00
EL= 732.36T

STA 375+85.28
-76.00
EL= 732.53T

STA 375+83.78
-73.40
EL= 732.59F

STA 375+89.54
-76.00
EL= 732.59

STA 375+89.09
-74.00
EL= 733.05T

STA 375+87.81
-71.29
EL= 732.63F

STA 375+89.54
-86.00
EL= 732.61

STA 375+95.54
-86.00
EL= 733.03

STA 375+95.54
-76.00
EL= 733.01

STA 376+04.70
-69.43
EL= 733.16T

STA 376+04.31
-66.45
EL= 732.74F

STA 373+90.75
-67.06
EL= 732.16T

STA 373+91.49
-64.16
EL= 731.75F

STA 374+07.20
-74.00
EL= 732.14T

STA 374+08.70
-71.40
EL= 731.72F

STA 374+10.47
-76.00
EL= 731.64T

STA 374+12.10
-73.48
EL= 731.71F

7.0
1.5%
1.6%
1.5%
7.0%

CURB RAMP TYPE 6

1.5%
5.0%
1.0%
1.0%
6%

CURB RAMP TYPE 5

1.0% 1.0%
1.5%
1.5%
1.0% 1.0%

1.5%
7.0%
1.5%
7.0%

FUTURE PATH BY OTHERS

CTH KR WB

CTH KR WB

374

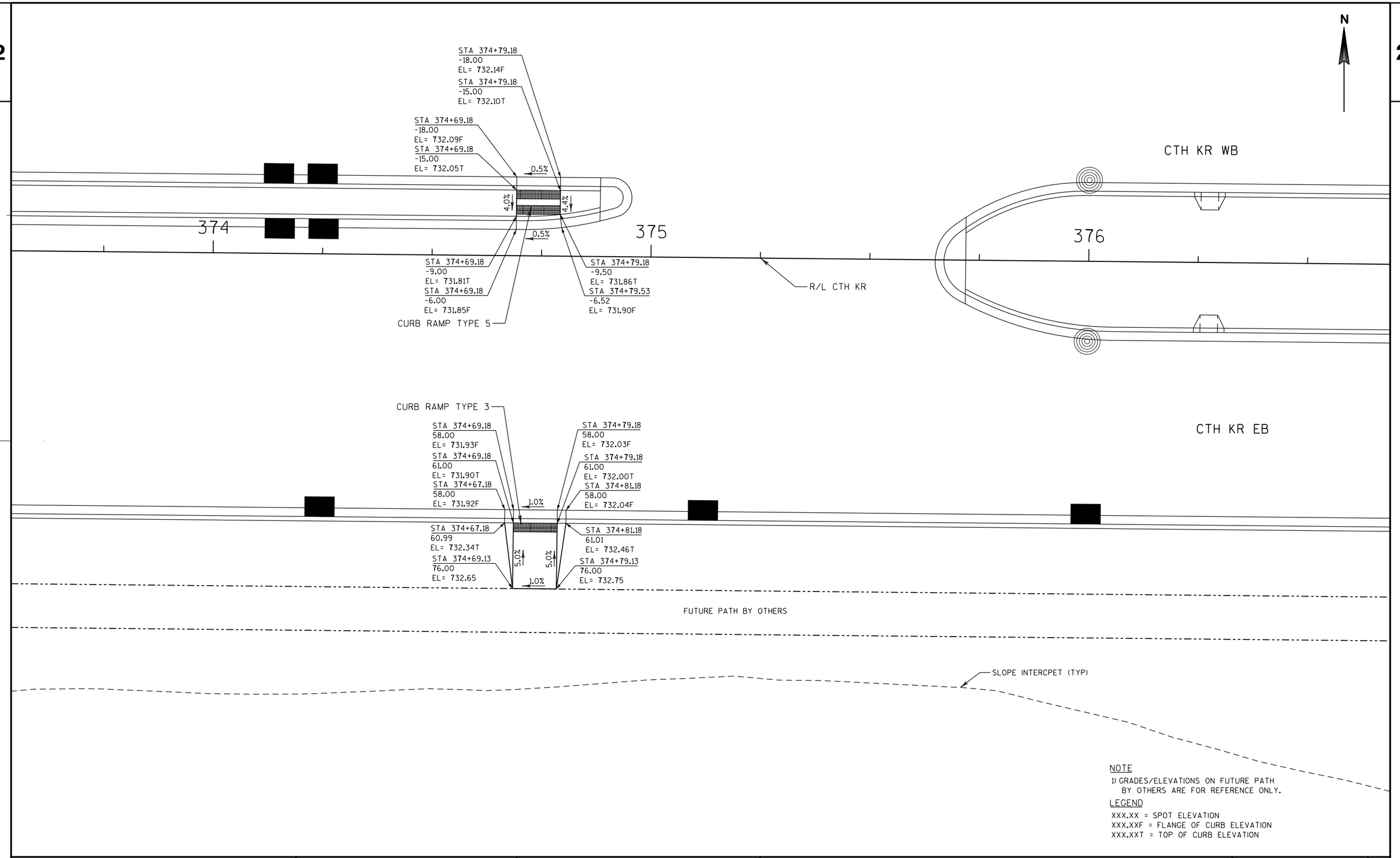
375

376

R/L CTH KR

CTH KR EB

PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	CONSTRUCTION DETAILS - CURB RAMPS (WISCONN VALLEY WAY)	SHEET 36	E



NOTE

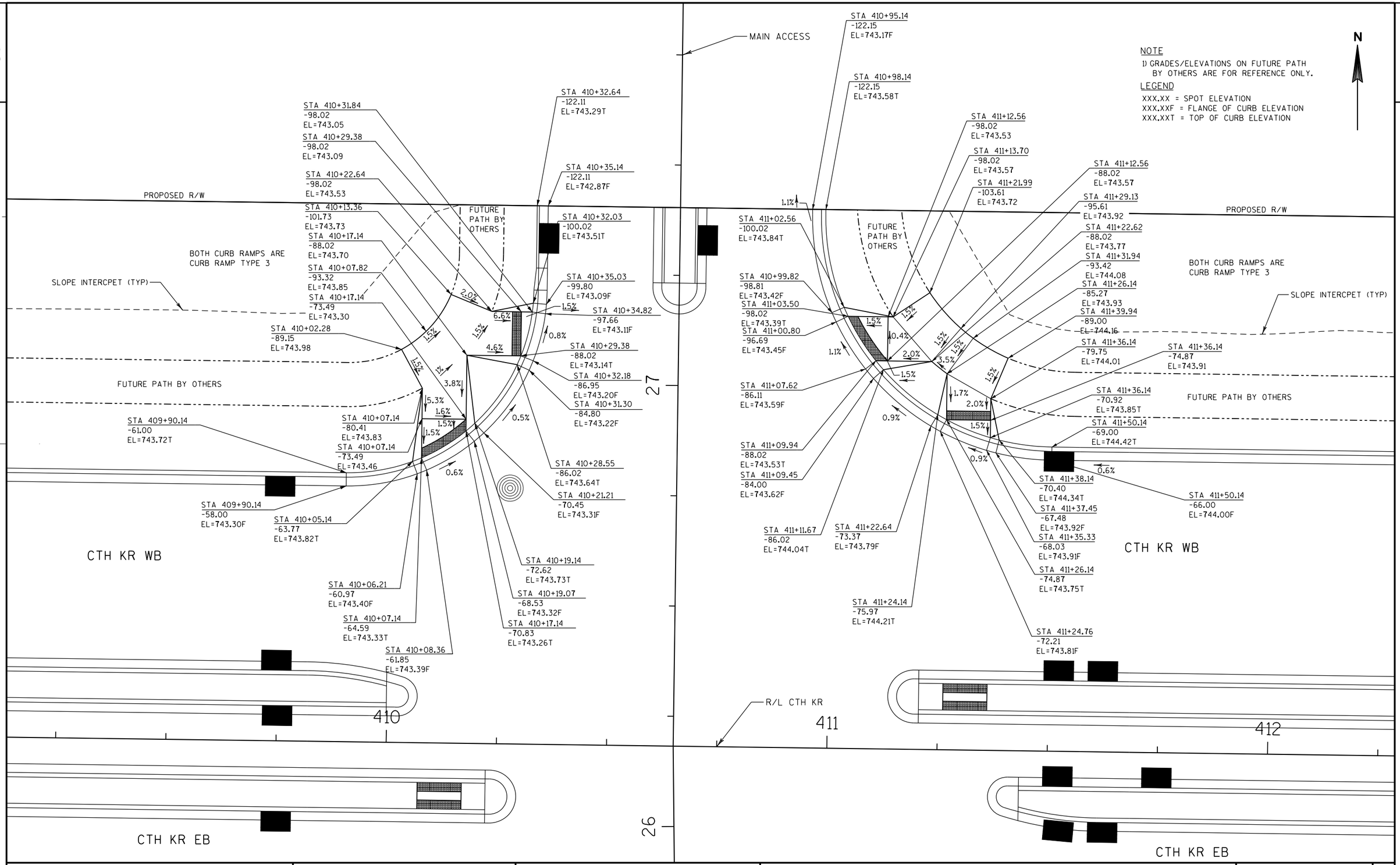
1) GRADES/ELEVATIONS ON FUTURE PATH BY OTHERS ARE FOR REFERENCE ONLY.

LEGEND

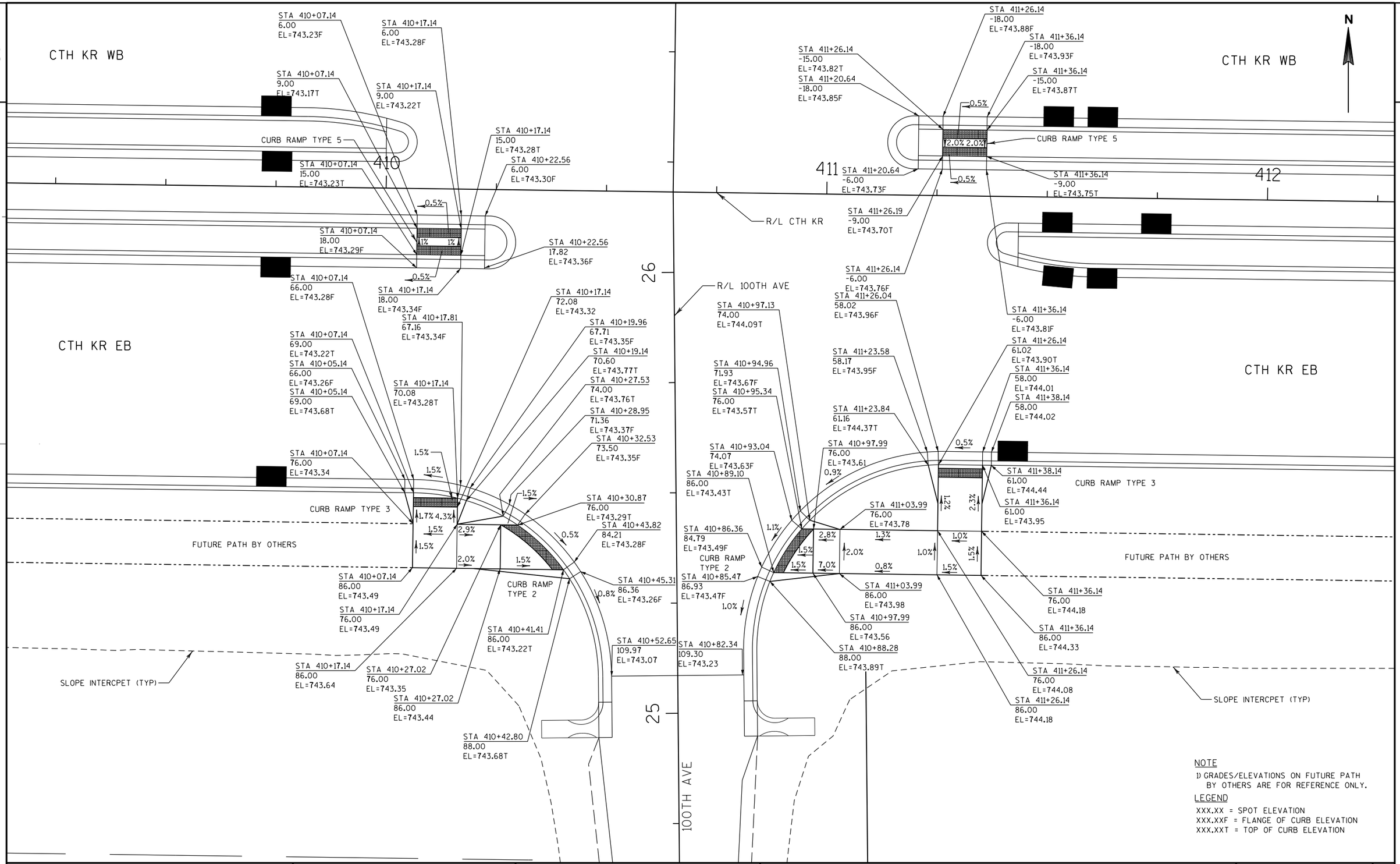
XXX.XX = SPOT ELEVATION
XXX.XXF = FLANGE OF CURB ELEVATION
XXX.XXT = TOP OF CURB ELEVATION

PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	CONSTRUCTION DETAILS - CURB RAMPS (WISCONN VALLEY WAY)	SHEET 37	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Plansheets\27040077\021012_CD.dgn PLOT DATE : 8/17/2018 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:20



PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	CONSTRUCTION DETAILS - CURB RAMPS (MAIN ACCESS)	SHEET 38	E



NOTE

1) GRADES/ELEVATIONS ON FUTURE PATH BY OTHERS ARE FOR REFERENCE ONLY.

LEGEND

XXX.XX = SPOT ELEVATION
XXX.XXF = FLANGE OF CURB ELEVATION
XXX.XXT = TOP OF CURB ELEVATION

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	CONSTRUCTION DETAILS - CURB RAMPS (100TH AVE)	SHEET 39	E

LEGEND
XXX.XX = SPOT ELEVATION
XXX.XXF = FLANGE OF CURB ELEVATION
XXX.XXT = TOP OF CURB ELEVATION

N

STA 435+29.21
-123.00
EL=740.78F

PROPOSED R/W

1.1%

FLANGE RADIUS= 75'

SLOPE INTERCPET (TYP)

STA 435+11.09
-88.00
EL=741.65T

STA 435+09.43
-86.00
EL=741.20T

CURB RAMP TYPE 4B1

STA 434+95.52
-86.00
EL=741.41

STA 434+85.52
-86.00
EL=742.07

STA 435+13.29
-86.23
EL=741.23F

6.6%

1.5%

FUTURE PATH BY OTHERS

1.5%

5.0%

1%

STA 435+11.41
-84.29
EL=741.26

STA 434+85.52
-76.00
EL=741.92

1.5%

STA 434+95.52
-76.00
EL=741.42

0.9%

STA 434+54.88
-58.00
EL=741.88F

STA 434+96.15
-74.00
EL=741.88T

STA 435+00.71
-73.66
EL=741.42

STA 434+98.87
-76.00
EL=741.36

CTH KR WB

STA 434+97.87
-71.54
EL=741.46F

STA 435+97.96
-123.00
EL=740.38F

PROPOSED R/W

FLANGE RADIUS= 60'

1.1%

STA 436+15.40
-88.00
EL=741.04T

CURB RAMP TYPE 4B1

STA 436+34.97
-86.00
EL=740.84

STA 436+40.97
-86.00
EL=740.90

STA 436+46.00
-86.00
EL=740.95

STA 436+46.00
-76.00
EL=740.85

STA 436+56.00
-86.00
EL=741.98

SLOPE INTERCPET (TYP)

STA 436+17.28
-86.00
EL=740.57T

STA 436+13.16
-86.00
EL=740.62F

STA 436+15.14
-83.89
EL=740.63F

STA 436+56.00
-76.00
EL=740.78

STA 436+21.72
-78.12
HP EL=740.66F

1.5%

0.5%

1.5%

1.0%

0.3%

1.0%

2.0%

2.0%

CURB RAMP TYPE 3

6.8%

7.0%

STA 436+56.00
-70.25
EL=740.38

FUTURE PATH BY OTHERS

STA 436+30.52
-76.00
EL=740.56T

0.5%

STA 436+58.01
-69.00
EL=740.82T

STA 436+29.08
-73.37
EL=740.62F

1.0%

1.5%

STA 436+58.01
-66.00
EL=740.40F

STA 436+34.97
-76.00
EL=740.63

STA 436+34.54
-74.00
EL=741.02T

STA 436+33.31
-71.26
EL=740.60F

STA 436+45.37
-67.32
EL=740.52F

STA 436+56.00
-69.03
EL=740.36T

STA 436+55.90
-66.03
EL=740.42F

STA 436+45.20
-16.17
EL=740.52F

STA 436+46.00
-13.28
EL=740.46T

CTH KR WB

STA 436+44.00
-70.72
EL=740.96T

STA 436+55.83
-17.92
EL=740.42F

STA 436+43.27
-67.81
EL=740.54F

CURB RAMP TYPE 5

STA 436+56.00
-14.93
EL=740.36T

STA 436+46.00
-70.25
EL=740.46T

STA 436+46.00
-3.00
EL=740.60

1.0%

1.5%

STA 436+56.00
-13.28
EL=740.39

1.4%

1.4%

436

437

STA 436+56.00
-3.00
EL=740.50

2.0%

1.1%

CURB RAMP TYPE 5

1.5%

STA 436+56.00
7.28
EL=740.39

R/L CTH KR

STA 436+46.00
7.28
EL=740.40T

0.7%

STA 436+44.65
9.96
EL=740.46F

STA 436+56.00
11.42
EL=740.33T

STA 436+55.07
14.27
EL=740.39F

CTH KR EB

CTH KR EB

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	CONSTRUCTION DETAILS - CURB RAMPS (EAST ACCESS)	SHEET 40	E

2

2

N

SEE PREVIOUS SHEET FOR
CURB RAMP INFORMATION

436

437

R/L CTH KR

CTH KR EB

CURB RAMP TYPE 3

STA 436+46.00
58.00
EL=740.61F

STA 436+44.00
58.00
EL=740.63F

STA 436+46.00
61.00
EL=740.58T

STA 436+44.00
61.00
EL=741.05T

STA 436+56.00
58.00
EL=740.51F

STA 436+56.00
61.00
EL=740.48T

STA 436+58.00
58.00
EL=740.49F

STA 436+58.00
61.00
EL=740.91T

1.0%

5.0%

1.0%

STA 436+46.00
76.00
EL=741.33

STA 436+56.00
76.00
EL=741.23

FUTURE PATH BY OTHERS

SLOPE INTERCPET (TYP)

NOTE

1) GRADES/ELEVATIONS ON FUTURE PATH BY OTHERS ARE FOR REFERENCE ONLY.

LEGEND

XXX.XX = SPOT ELEVATION
XXX.XXF = FLANGE OF CURB ELEVATION
XXX.XXT = TOP OF CURB ELEVATION

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	CONSTRUCTION DETAILS - CURB RAMPS (EAST ACCESS)	SHEET 41	E

PLAN DETAIL LEGEND

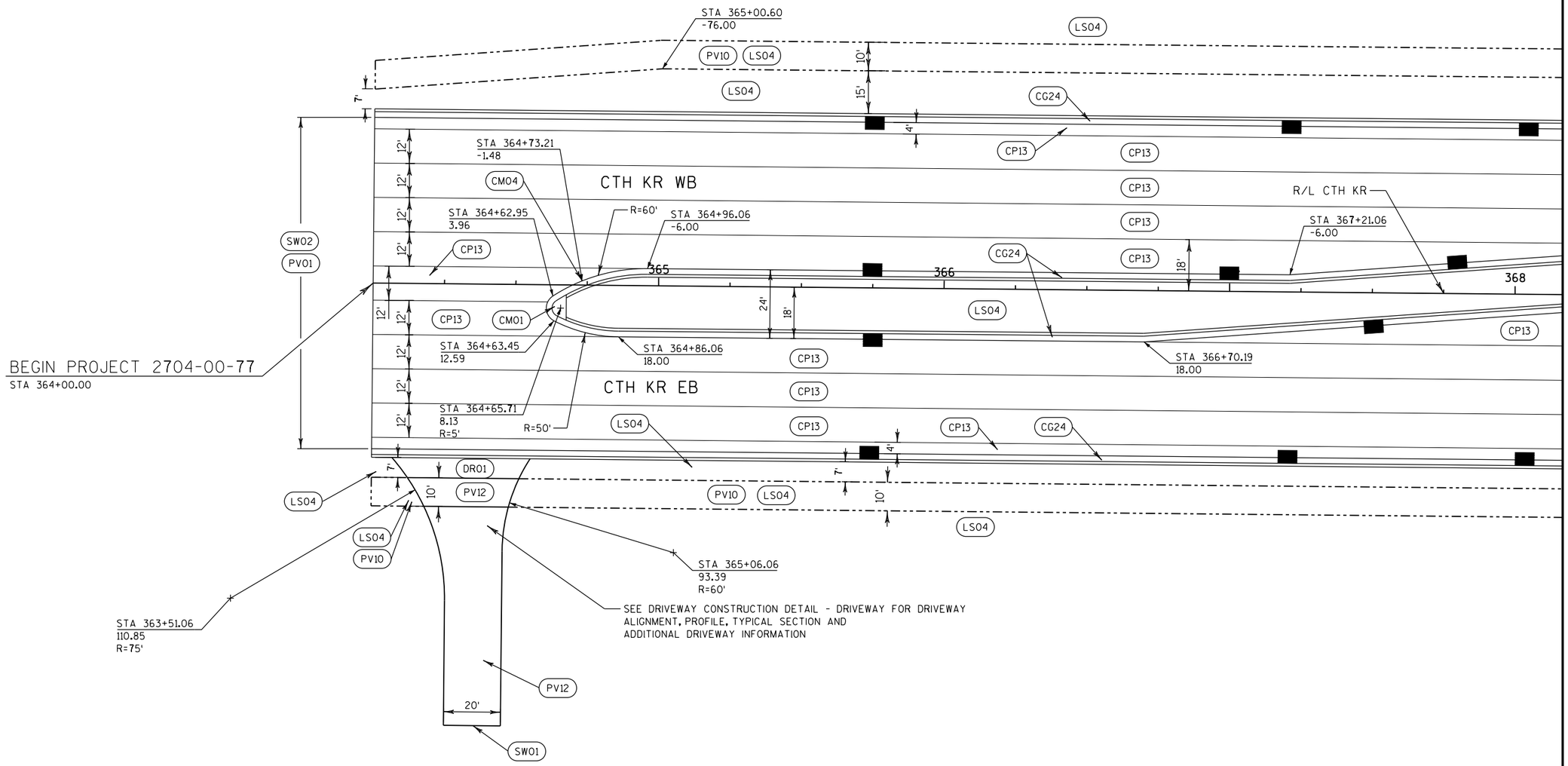
- (AG01) BASE AGGREGATE DENSE 3/4-INCH
- (AP13) HMA PAVEMENT 5-INCH
- (CG03) CURB RAMP TYPE 2
- (CG04) CURB RAMP TYPE 3
- (CG06) CURB RAMP TYPE 4B1
- (CG07) CURB RAMP TYPE 5
- (CG08) CURB RAMP TYPE 6
- (CG24) CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
- (CG46) CONCRETE CURB & GUTTER 30-INCH TYPE A
- (CM01) CONCRETE MEDIAN SLOPED NOSE TYPE 1
- (CM02) CONCRETE MEDIAN SLOPED NOSE TYPE 2
- (CM04) MAINTENANCE OPENING
- (CM07) CONCRETE SIDEWALK 5-INCH
- (CP13) CONCRETE PAVEMENT 10-INCH
- (DR01) CONCRETE DRIVEWAY 6-INCH
- (DR11) AGGREGATE DRIVEWAY, BASE AGGREGATE DENSE 1 1/4-INCH, 10-INCH
- (LS02) BIOSWALE CELL
- (LS03) CONCRETE SURFACE DRAIN (SEE CONSTRUCTION DETAIL)
- (LS04) TOPSOIL SPECIAL, FERTILIZER, SEED & EROSION MAT
- (PV01) DRILLED DOWEL BAR
- (PV06) ASPHALTIC FLUME
- (PV10) FUTURE PATH BY OTHERS
- (PV12) ASPHALTIC SURFACE, 5-INCH
- (SW01) SAWING ASPHALT
- (SW02) SAWING CONCRETE
- ■ PROPOSED INLET LOCATION
- ◎ PROPOSED MANHOLE LOCATION

NOTE:

1) CURB RADIUS GIVEN TO CURB FLANGE, UNLESS NOTED OTHERWISE.

PROJECT NO: 2704-00-77 & 3763-00-73	HWY: CTH KR	COUNTY: RACINE	PLAN DETAILS	SHEET 42	E

2


N
STA 365+00.60
-76.00
PV10
LS04
LS04
LS04
CG24
CP13
CP13
CP13

2

N

STA 373+71.23
-136.37
R=75'

CTH KR WB

CTH KR EB

113TH AVE

LS04
PV10
CG24
CP13
CM04
CM07
CG06
PV06
AP13

STA 368+71.06
-18.00

STA 369+36.59
-3.30

STA 369+70.19
-6.00

R/L CTH KR

STA 373+21.35
-58.00

STA 373+76.05
-61.52

STA 368+82.99
58.00

STA 369+27.99
103.00

STA 368+82.99
103.00
R=45'

STA 370+02.99
58.00

STA 370+02.99
103.00
R=45'

STA 369+57.99
103.00

R/L 113TH AVE

368 369 370 371 372 373 374

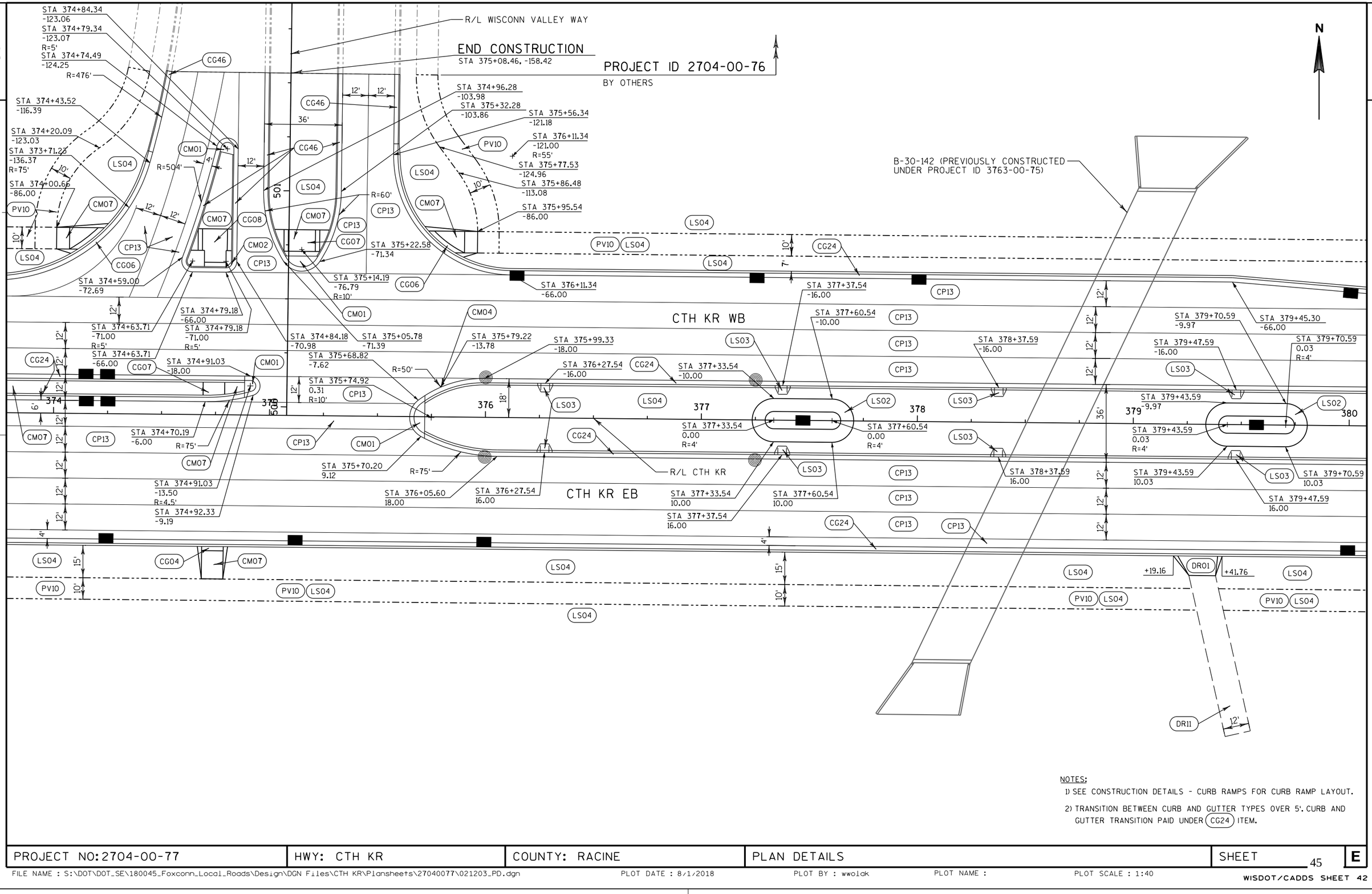
10' 15' 4' 12' 5' 7' 15 14

NOTES;

1) SEE CONSTRUCTION DETAILS - CURB RAMPS FOR CURB RAMP LAYOUT.

2) TRANSITION BETWEEN CURB AND GUTTER TYPES OVER 5'. CURB AND GUTTER TRANSITION PAID UNDER (CG24) ITEM.

PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	PLAN DETAILS	SHEET 44	E



NOTES:

1) SEE CONSTRUCTION DETAILS - CURB RAMPS FOR CURB RAMP LAYOUT.

2) TRANSITION BETWEEN CURB AND GUTTER TYPES OVER 5'. CURB AND GUTTER TRANSITION PAID UNDER (CG24) ITEM.

PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	PLAN DETAILS	SHEET 45	E

2

N

PV10 LS04 10'

STA 380+49.67
-58.00

LS04

15'

4'

CP13 CP13

CG24

12'

CTH KR WB

CP13 STA 381+56.00 -16.00

STA 381+79.00 -9.99

12'

STA 382+52.30 -16.00

STA 380+46.00 -16.00 CP13

STA 381+52.00 -9.99

LS03

12'

CG24

LS03

R/L CTH KR

STA 381+52.00 0.01 R=4'

LS02

18'

36'

380 381 382 383 384 385 386

LS03 LS04

STA 381+79.00 0.01 R=4'

LS03

LS02

STA 380+46.00 16.00

CP13 STA 381+52.00 10.01

STA 381+79.00 10.01

12'

CG24

CTH KR EB

CP13 STA 381+56.00 16.00

LS03

STA 382+52.30 16.00

12'

CP13 CP13

12'

4'

LS04 +25.73 DR01 +47.73 LS04

15'

CG24

PV10 LS04 PV10 LS04 10'

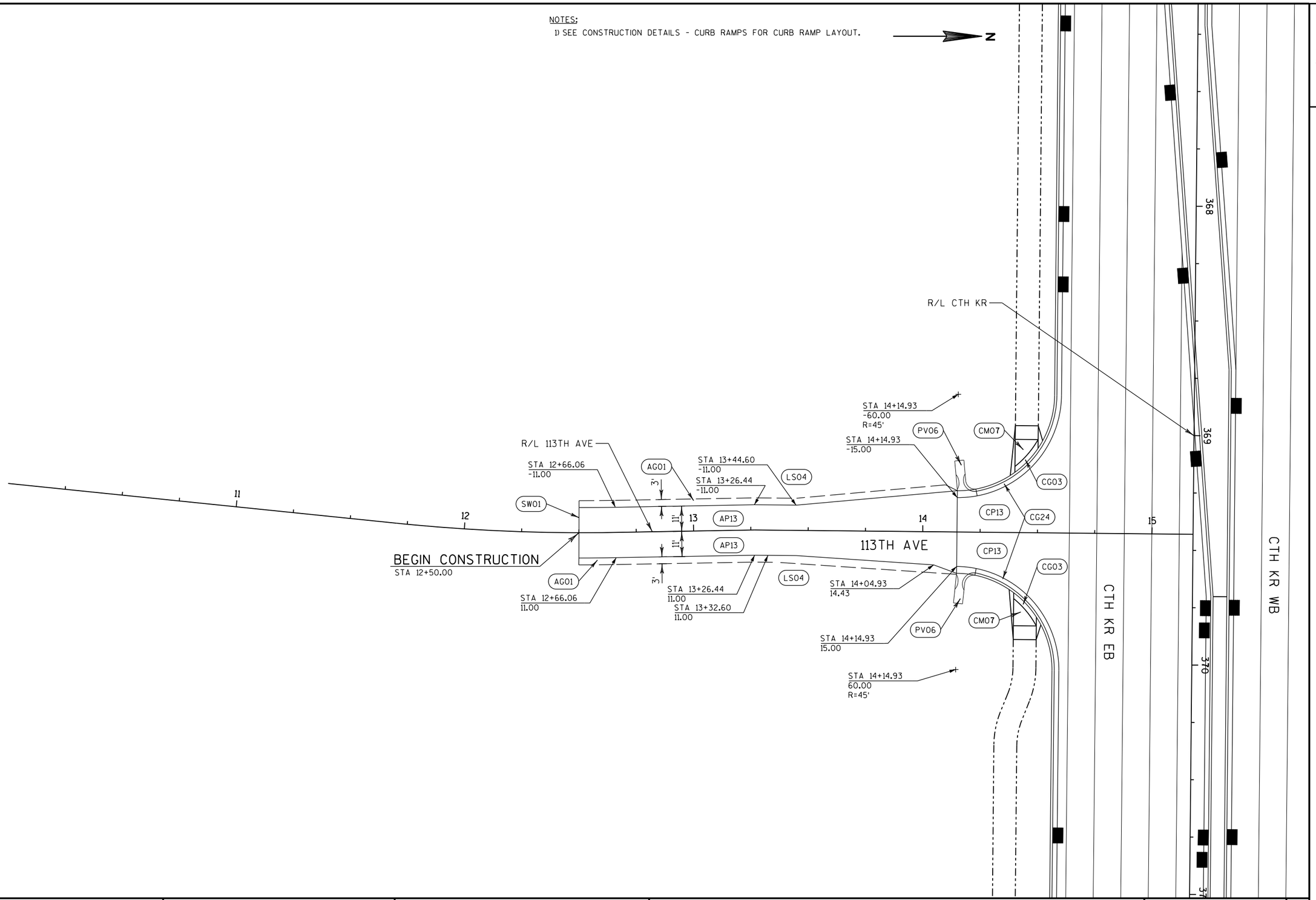
DR11 12'

END PROJECT 2704-00-77
STA 383+00.00

BEGIN PROJECT 3763-00-73
STA 383+00.00

PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	PLAN DETAILS	SHEET 46	E

NOTES:
1) SEE CONSTRUCTION DETAILS - CURB RAMPS FOR CURB RAMP LAYOUT.



PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	PLAN DETAILS	SHEET 47	E

2

N

END PROJECT 2704-00-77
STA 383+00.00

BEGIN PROJECT 3763-00-73
STA 383+00.00

CTH KR WB

CTH KR EB

R/L CTH KR

380 381 382 383 384 385 386

LS04 PV10 LS04 10' 15'

LS04 CG24 CP13 CP13 CP13 CP13

STA 384+30.50
-10.00

STA 383+57.10
-16.00

STA 384+52.50
-16.00

STA 384+57.50
-10.00

STA 385+58.75
-16.00

LS03 LS03 CG24 CP13 LS03

18' 36'

LS02 LS02

STA 384+30.50
0.00
R=4'

CG24 LS04 LS03

LS03 LS03 CP13

STA 384+30.50
10.00

STA 384+57.50
0.00
R=4'

STA 385+58.75
16.00

12' 12' 12'

STA 383+57.10
16.00

STA 384+52.50
16.00

STA 384+57.50
10.00

CP13 CP13

4'

STA 384+00.00
58.00

CG24 15' LS04 +59.40 DR01 +80.40 CG24 LS04

10' PV10 LS04 PV10 LS04

STA 384+00.00
86.00

LS04 LS04

DR11

12'

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	PLAN DETAILS	SHEET 48	E

2

N

LS04
PV10 LS04
CG24
LS04
CP13
CP13
CP13
CP13
CG24
CP13
CG24
CP13
CP13
CP13
CP13
CG24
LS04
PV10 LS04
LS04
LS04
PV10 LS04
LS04
DR01
DR11
LS03
LS02

10'
15'
4'
12'
12'
12'
36'
18'
12'
12'
12'
4'
15'
10'
12'

CTH KR WB
CTH KR EB
R/L CTH KR

386
387
388
389
390
391
392

STA 386+42.65
-10.00

STA 386+65.00
-16.00

STA 386+69.65
-10.00

STA 386+42.65
0.00
R=4'

STA 386+69.65
0.00
R=4'

STA 386+69.65
10.00

STA 386+42.65
10.00

STA 386+65.00
16.00

STA 387+69.40
-16.00

STA 387+69.40
16.00

STA 388+50.88
-10.00

STA 388+50.88
0.00

STA 388+50.88
10.00

STA 388+73.80
-16.00

STA 388+73.80
16.00

STA 388+77.88
-10.00

STA 388+77.88
0.00

STA 388+77.88
10.00

STA 389+82.15
-16.00

STA 389+82.15
16.00

STA 390+67.09
-10.00

STA 390+90.50
-16.00

STA 390+94.09
-10.00

STA 390+94.09
0.00
R=4'

STA 390+67.09
0.00
R=4'

STA 390+94.09
10.00

STA 390+90.50
16.00

STA 390+67.09
10.00

STA 392+00.75
-16.00

STA 392+00.75
16.00

+06.25
+28.25

12'

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	PLAN DETAILS	SHEET 49	E

2

N

LS04

PV10 LS04

LS04

CG24

10'

15'

4'

12'

12'

12'

36'

12'

12'

4'

STA 393+11.00
-16.00

STA 393+14.37
-10.00

STA 392+00.75
-16.00

STA 392+87.37
-10.00

CTH KR WB

STA 395+06.59
-10.00

STA 395+06.59
0.00

STA 395+30.50
-16.00

STA 395+33.59
-10.00

CP13

CP13

CP13

CP13

CP13

STA 396+42.45
-16.00

STA 397+30.27
-10.00

STA 397+30.27
0.00
R=4'

STA 397+53.77
-16.00

STA 397+57.26
-10.00

LS03

LS02

LS04

392

393

394

395

396

397

398

18'

STA 394+20.75
-16.00

STA 393+14.37
0.00
R=4'

R/L CTH KR

STA 392+00.75
16.00

STA 393+14.37
10.00

STA 394+20.75
16.00

STA 395+06.59
10.00

STA 395+33.59
10.00

STA 396+42.45
16.00

STA 397+30.26
10.00

STA 397+53.77
16.00

STA 397+57.27
0.00
R=4'

CTH KR EB

STA 392+87.37
10.00

STA 392+87.37
0.00
R=4'

STA 393+11.00
16.00

STA 395+33.59
0.00

STA 395+30.50
16.00

STA 397+57.27
10.00

CG24

LS04

15'

10'

PV10 LS04

LS04

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	PLAN DETAILS	SHEET 50	E

2

N

LS04

PV10 LS04

CG24

LS04

CP13

CP13

CTH KR WB

CP13

R/L CTH KR

STA 398+71.10
-16.00

CG24

CP13

LS03

398

399

400

401

LS04

402

403

404

LS03

CG24

STA 398+71.10
16.00

CP13

CP13

CTH KR EB

CP13

CP13

CG24

LS04

PV10 LS04

LS04

10'

15'

4'

12'

12'

12'

36'

18'

12'

12'

12'

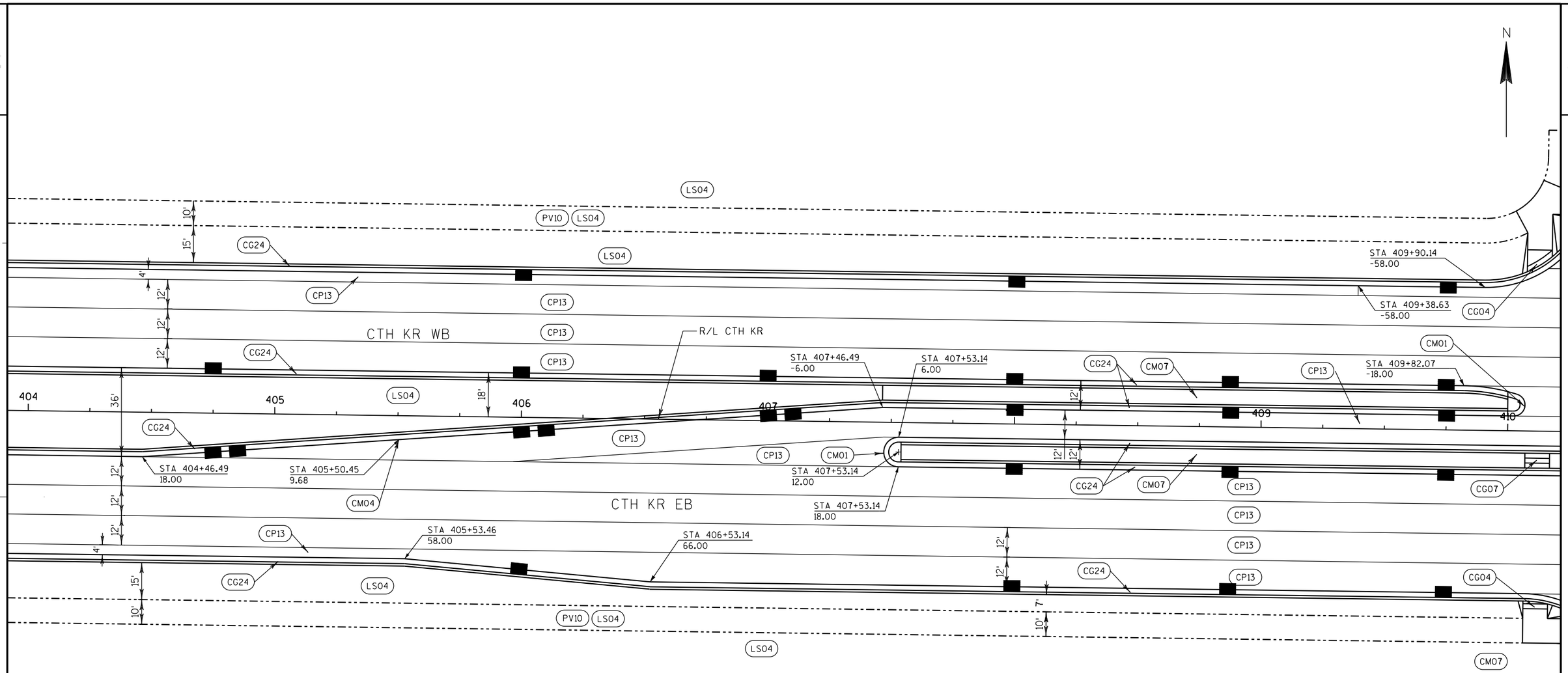
4'

15'

10'

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	PLAN DETAILS	SHEET 51	E

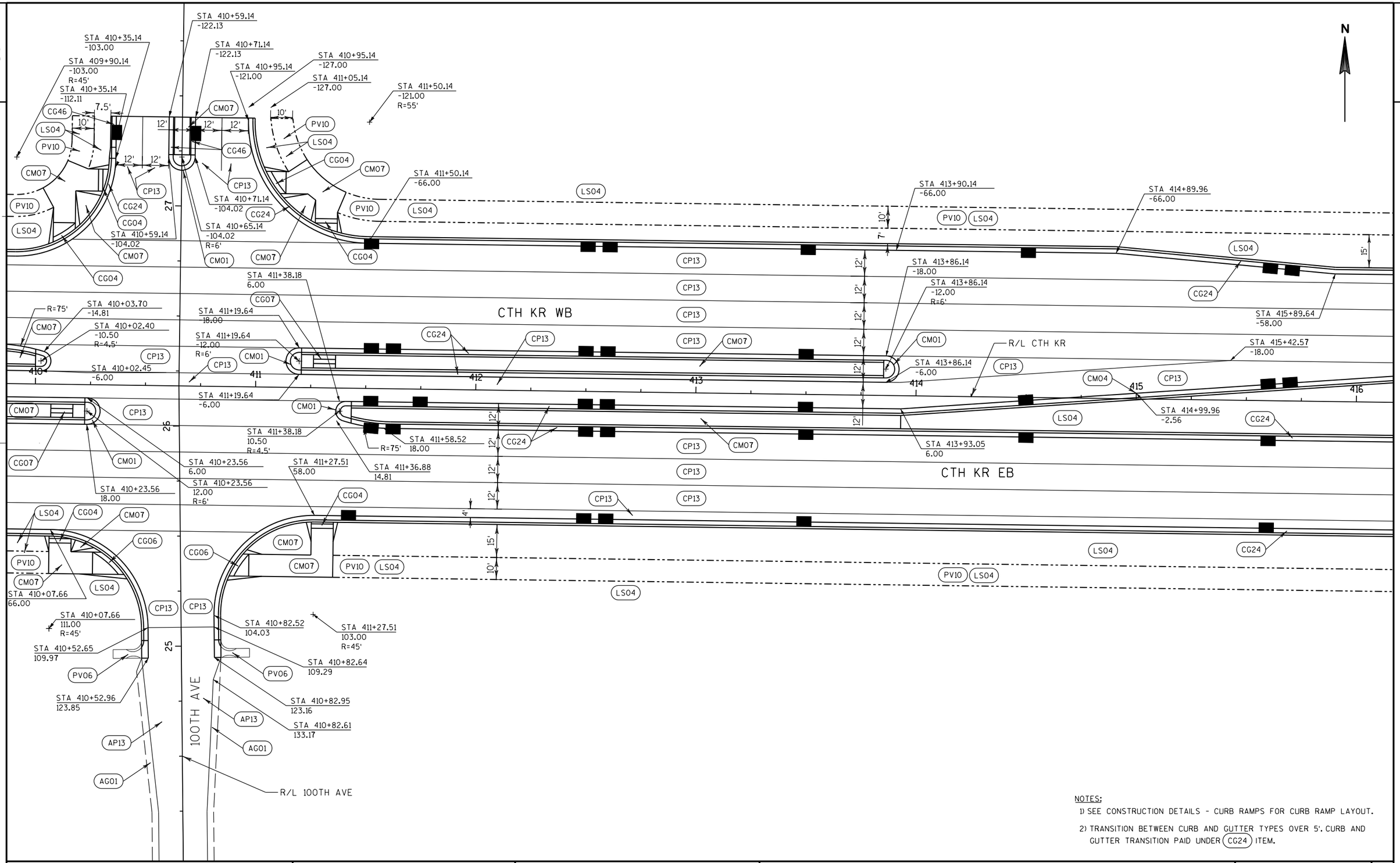
2



NOTES:

1) SEE CONSTRUCTION DETAILS - CURB RAMPS FOR CURB RAMP LAYOUT.

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	PLAN DETAILS	SHEET 52	E



NOTES:

1) SEE CONSTRUCTION DETAILS - CURB RAMPS FOR CURB RAMP LAYOUT.

2) TRANSITION BETWEEN CURB AND GUTTER TYPES OVER 5'. CURB AND GUTTER TRANSITION PAID UNDER (CG24) ITEM.

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	PLAN DETAILS	SHEET 53	E

2

N

LS04

PV10 LS04

LS04

CG24

CP13 CP13

STA 416+93.05
-18.00

CP13 CTH KR WB

R/L CTH KR

CG24

416 417 418 419 LS04 420 421 422

10'
15'
4'
12'
12'
12'
36'
12'
12'
12'
4'
15'
10'

18'

CG24

CP13

CP13 CTH KR EB

CP13 CP13

LS04

CG24

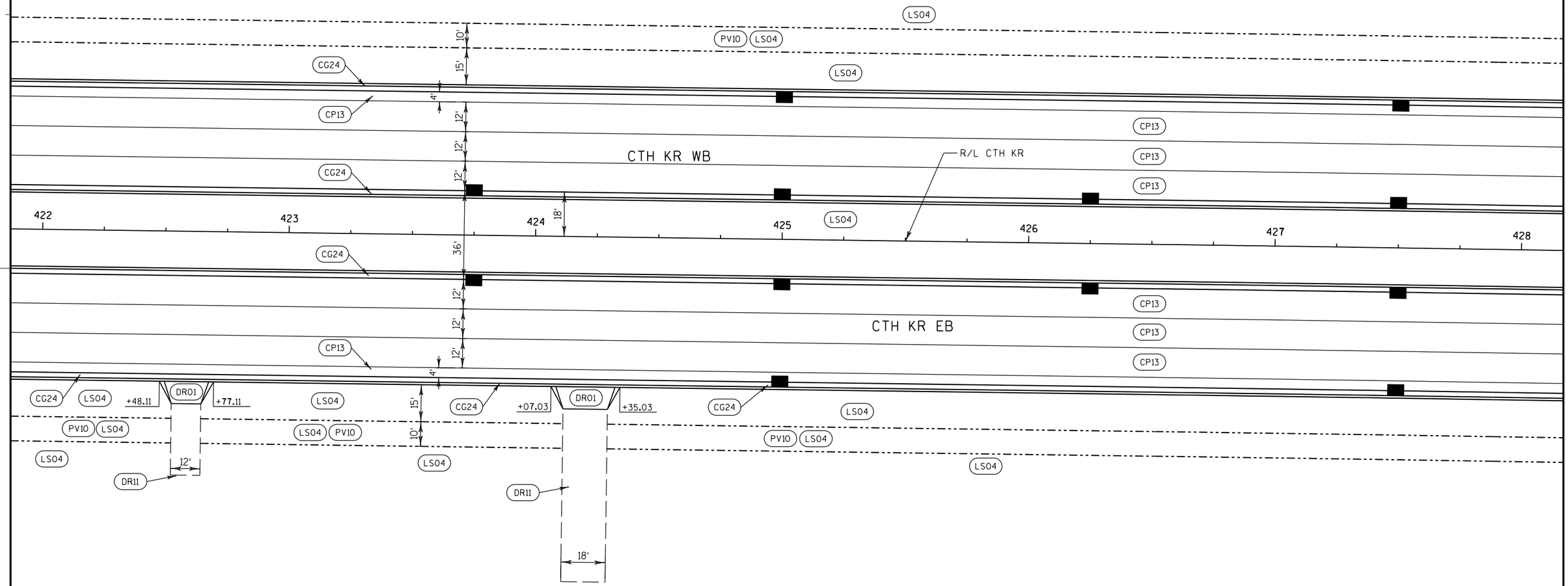
PV10 LS04

LS04

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	PLAN DETAILS	SHEET 54	E

2

N



PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	PLAN DETAILS	SHEET 55	E

2

N

10'
15'
4'
12'
12'
12'
18'
36'
12'
12'
12'
4'
15'
10'

CTH KR WB

CTH KR EB

R/L CTH KR

STA 429+70.80
18.00

STA 431+21.28
18.00

STA 432+70.80
-6.00

STA 432+71.28
6.00

428 429 430 431 432 433 434

LS04 PV10 CG24 CP13 CM07 DR01 DR11

+22.46 +47.46 +91.21 +24.21

15' 23'

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	PLAN DETAILS	SHEET 56	E

2

N

STA 434+54.88
-133.00
R=75'

STA 435+29.21
-123.00

32.7'

12'

24'

STA 435+97.96
-123.00

STA 436+57.88
-126.00
R=60'

STA 435+61.88
-92.44

STA 435+73.88
-92.44

CP13 CG24 CG46 CM07 CM01 CG06 LS04 PV10 CG04

STA 436+57.88
-66.00

STA 435+67.88
-92.46
R=6'

STA 439+84.88
-66.00

10' 15' 10' 7'

STA 434+54.88
-58.00

STA 435+26.72
-18.00

STA 435+08.72
-6.00

STA 435+26.72
-13.50
R=4.5'

STA 436+33.17
-11.05

R=50'

STA 436+58.59
-18.00

CTH KR WB

CM04

STA 437+48.54
-17.93

R/L CTH KR

12' 12' 12' 12' 12' 12' 12' 12' 4' 15' 10'

STA 436+37.23
-4.17
R=8'

STA 435+28.18
-9.24

R=60'

STA 436+32.31
2.14

R=75'

STA 436+78.43
18.00

18' 36'

434 436 437 438 439 440

CTH KR EB

DR01 DR11

+59.12 +81.12 +90.82 +12.82

12' 12'

NOTES:
1) SEE CONSTRUCTION DETAILS - CURB RAMPS FOR CURB RAMP LAYOUT.

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	PLAN DETAILS	SHEET 57	E

2

2

N

STA 440+84.56
-58.00

LS04

PV10 LS04

CG24

LS04

CP13

CP13

CP13

CP13

CTH KR WB

CG24

CM07

CG24

440

441

442

LS04

443

444

445

446

R/L CTH KR

CG24

CM04

STA 442+33.08
18.00

STA 443+25.87
10.56

CP13

STA 445+33.08
6.00

CP13

CP13

CTH KR EB

CP13

CP13

STA 445+34.97
58.00

CP13

CG24

LS04

LS04 PV10

LS04

10'
15'
4'
12'
12'
12'
18'
36'
12'
12'
12'
4'
15'
10'

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACIUNE	PLAN DETAILS	SHEET 58	E

2

N

PROJECT ID 3760-00-70
BY OTHERS

END PROJECT 3763-00-73
STA 447+00.00

R/L CTH KR

CTH KR WB

CTH KR EB

STA 446+34.97
66.00

LS04
PV10
CG24
CP13
CM07

10'
15'
4'
12'
7'

446
447
448
449
450
451
452

CTH H

CTH H

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	PLAN DETAILS	SHEET 59	E

NOTES;
1) SEE CONSTRUCTION DETAILS - CURB RAMPS FOR CURB RAMP LAYOUT.

N

CTH KR EB

CTH KR WB

409

410

411

412

R/L CTH KR

STA 25+08.56
-60.00
R=45'

STA 410+52.96
123.85

STA 410+52.65
109.97

PV06

END CONSTRUCTION
STA 25+08.00

R/L 100TH AVE

STA 410+58.56
193.74

AG01

3'

LS04

SW01

AP13

23

11'

24

11'

AP13

25

CP13

CG24

26

21

22

100TH AVE

AP13

11'

11'

AP13

PV06

CP13

3'

AG01

LS04

STA 410+80.55
193.24

STA 410+82.61
133.17

STA 410+82.95
123.16

STA 410+82.64
109.29

STA 410+82.52
104.03

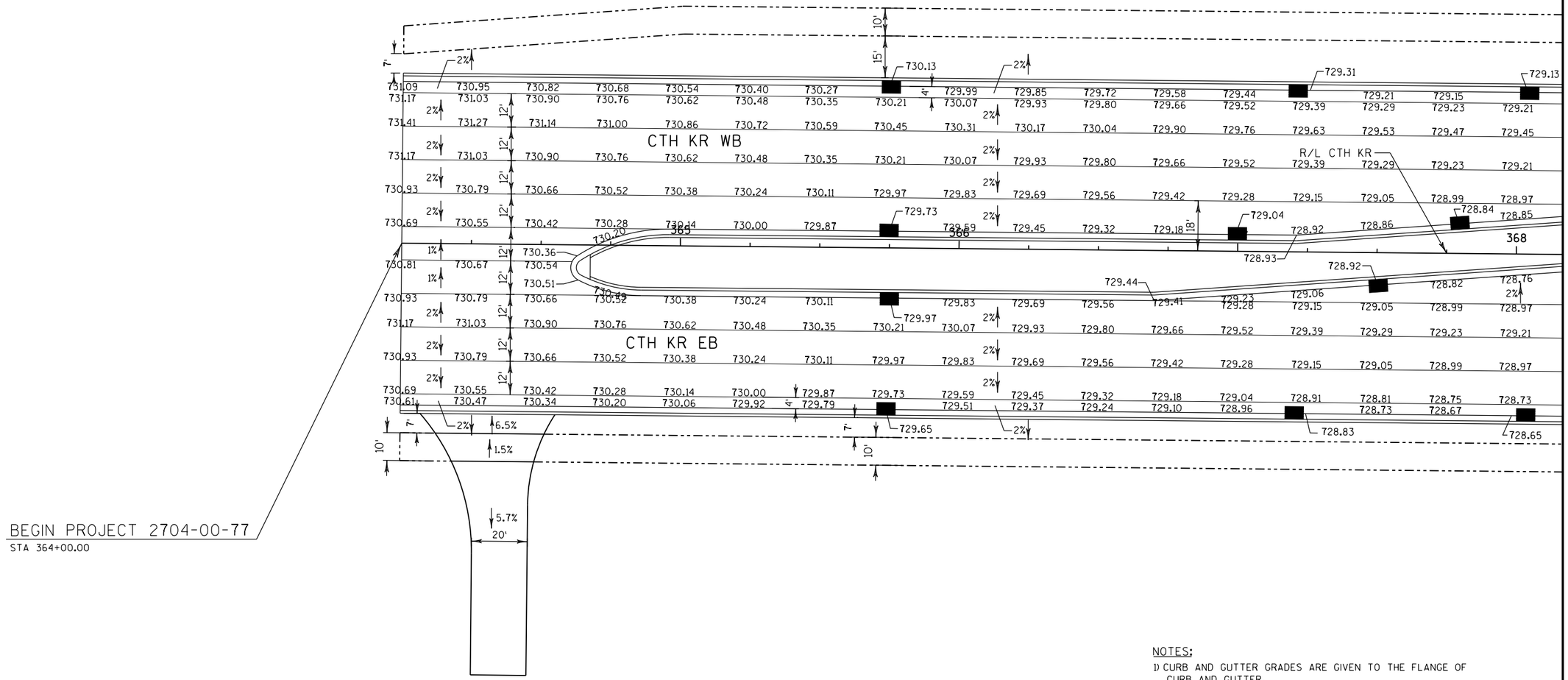
STA 25+13.83
60.00
R=45'

BEGIN CONSTRUCTION
STA 22+60.00

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	PLAN DETAILS	SHEET 60	E

2

N



BEGIN PROJECT 2704-00-77
STA 364+00.00

NOTES:

1) CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE OF CURB AND GUTTER.

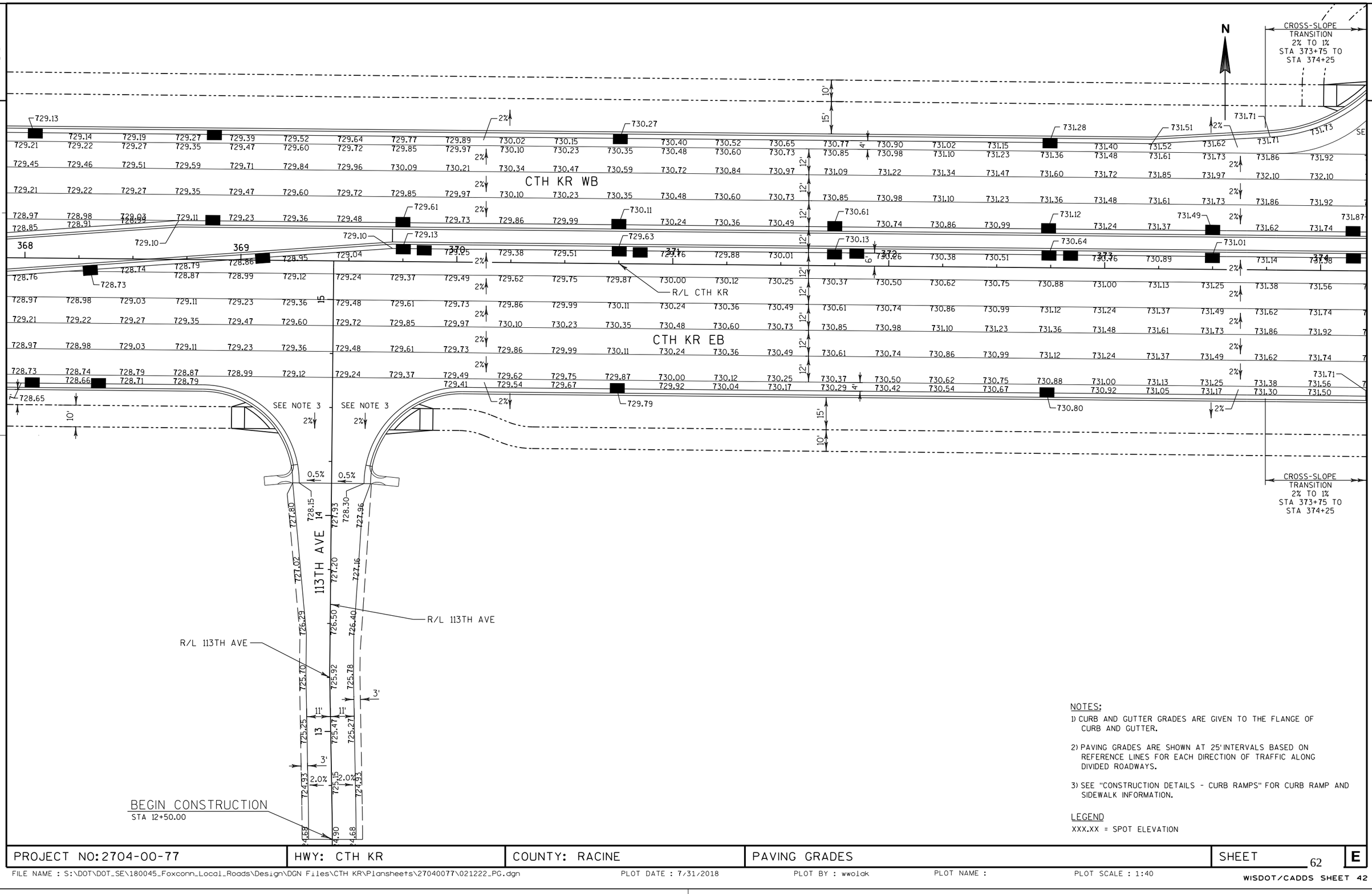
2) PAVING GRADES ARE SHOWN AT 25'INTERVALS BASED ON REFERENCE LINES FOR EACH DIRECTION OF TRAFFIC ALONG DIVIDED ROADWAYS.

3) SEE "CONSTRUCTION DETAILS - CURB RAMPS" FOR CURB RAMP AND SIDEWALK INFORMATION.

LEGEND

XXX.XX = SPOT ELEVATION

PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	PAVING GRADES	SHEET 61	E



NOTES:

1) CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE OF CURB AND GUTTER.

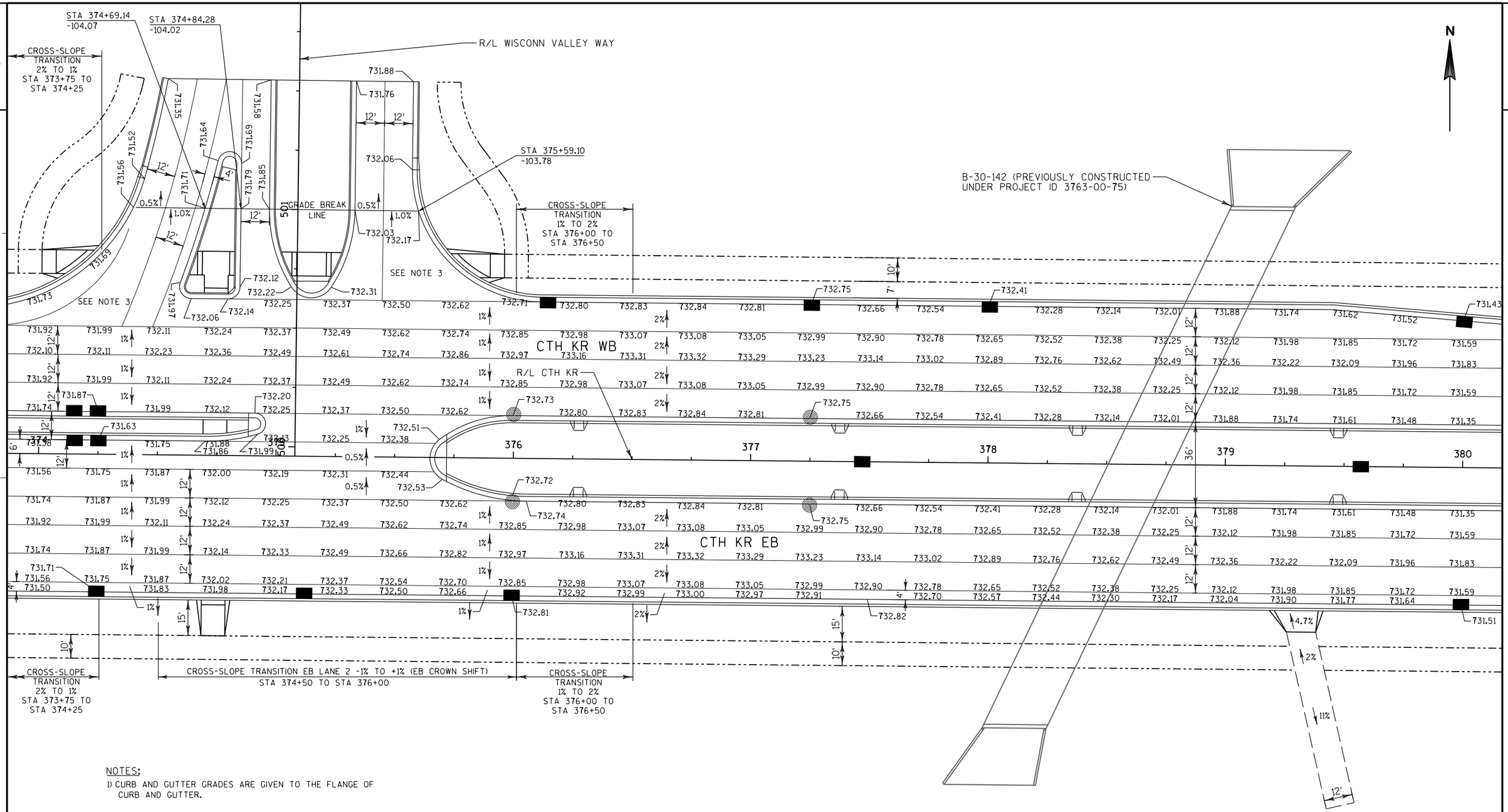
2) PAVING GRADES ARE SHOWN AT 25' INTERVALS BASED ON REFERENCE LINES FOR EACH DIRECTION OF TRAFFIC ALONG DIVIDED ROADWAYS.

3) SEE "CONSTRUCTION DETAILS - CURB RAMPS" FOR CURB RAMP AND SIDEWALK INFORMATION.

LEGEND

XXX.XX = SPOT ELEVATION

PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	PAVING GRADES	SHEET 62	E



NOTES:

1) CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE OF CURB AND GUTTER.

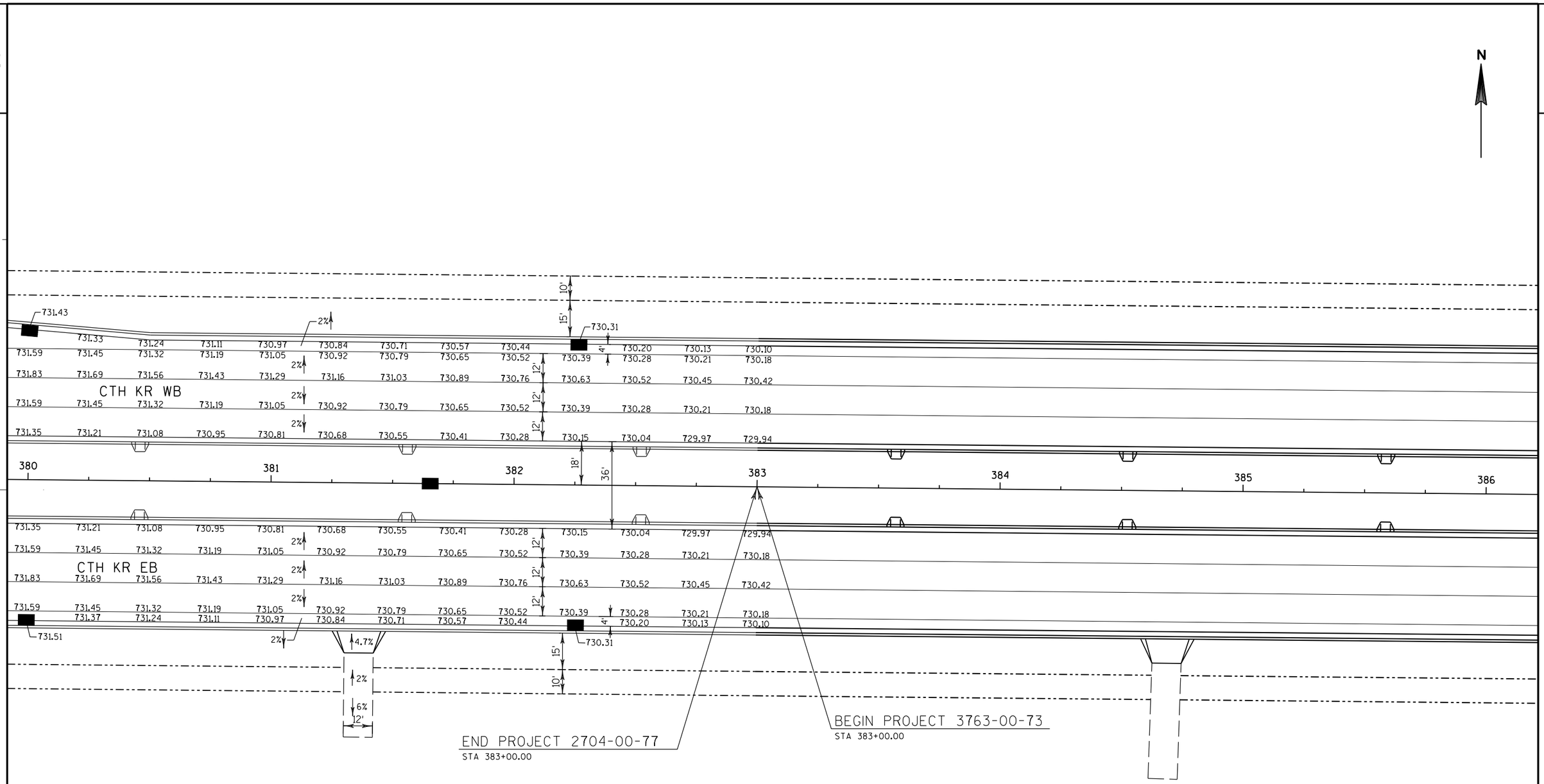
2) PAVING GRADES ARE SHOWN AT 25' INTERVALS BASED ON REFERENCE LINES FOR EACH DIRECTION OF TRAFFIC ALONG DIVIDED ROADWAYS.

3) SEE "CONSTRUCTION DETAILS - CURB RAMPS" FOR CURB RAMP AND SIDEWALK INFORMATION.

LEGEND

XXX.XX = SPOT ELEVATION

PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	PAVING GRADES	SHEET 63	E



NOTES:

1) CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE OF CURB AND GUTTER.

2) PAVING GRADES ARE SHOWN AT 25' INTERVALS BASED ON REFERENCE LINES FOR EACH DIRECTION OF TRAFFIC ALONG DIVIDED ROADWAYS.

3) SEE "CONSTRUCTION DETAILS - CURB RAMPS" FOR CURB RAMP AND SIDEWALK INFORMATION.

LEGEND

XXX.XX = SPOT ELEVATION

PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	PAVING GRADES	SHEET 64	E

2

N

END PROJECT 2704-04-77
STA 383+00.00

BEGIN PROJECT 3763-00-73
STA 383+00.00

CTH KR WB

CTH KR EB

R/L CTH KR

730.10 730.29

730.18 730.12 730.18 730.41 730.54 730.66 730.79 730.91 731.04 731.16 731.29 731.41
730.18 730.20 730.26 730.37 730.49 730.62 730.74 730.87 730.99 731.12 731.24 731.37 731.49
730.42 730.44 730.50 730.61 730.73 730.86 730.98 731.11 731.23 731.36 731.48 731.61 731.73
730.18 730.20 730.26 730.37 730.49 730.62 730.74 730.87 730.99 731.12 731.24 731.37 731.49
729.94 729.96 730.02 730.13 730.25 730.38 730.50 730.63 730.75 730.88 731.00 731.13 731.25

380 381 382 383 384 385 386

729.94 729.96 730.02 730.13 730.25 730.37 730.50 730.62 730.75 730.87 731.00 731.12 731.25
730.18 730.20 730.26 730.37 730.49 730.61 730.74 730.86 730.99 731.11 731.24 731.36 731.49
730.42 730.44 730.50 730.61 730.73 730.85 730.98 731.10 731.23 731.35 731.48 731.60 731.73
730.18 730.20 730.26 730.37 730.49 730.61 730.74 730.86 730.99 731.11 731.24 731.36 731.49
730.12 730.18 730.41 730.53 730.66 730.78 730.91 731.03 731.16 731.28 731.41

730.10 730.29

4' 12' 12' 12' 36' 12' 12' 12' 4'

2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 4.7% 2% 6%

NOTES:

1) CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE OF CURB AND GUTTER.

2) PAVING GRADES ARE SHOWN AT 25' INTERVALS BASED ON REFERENCE LINES FOR EACH DIRECTION OF TRAFFIC ALONG DIVIDED ROADWAYS.

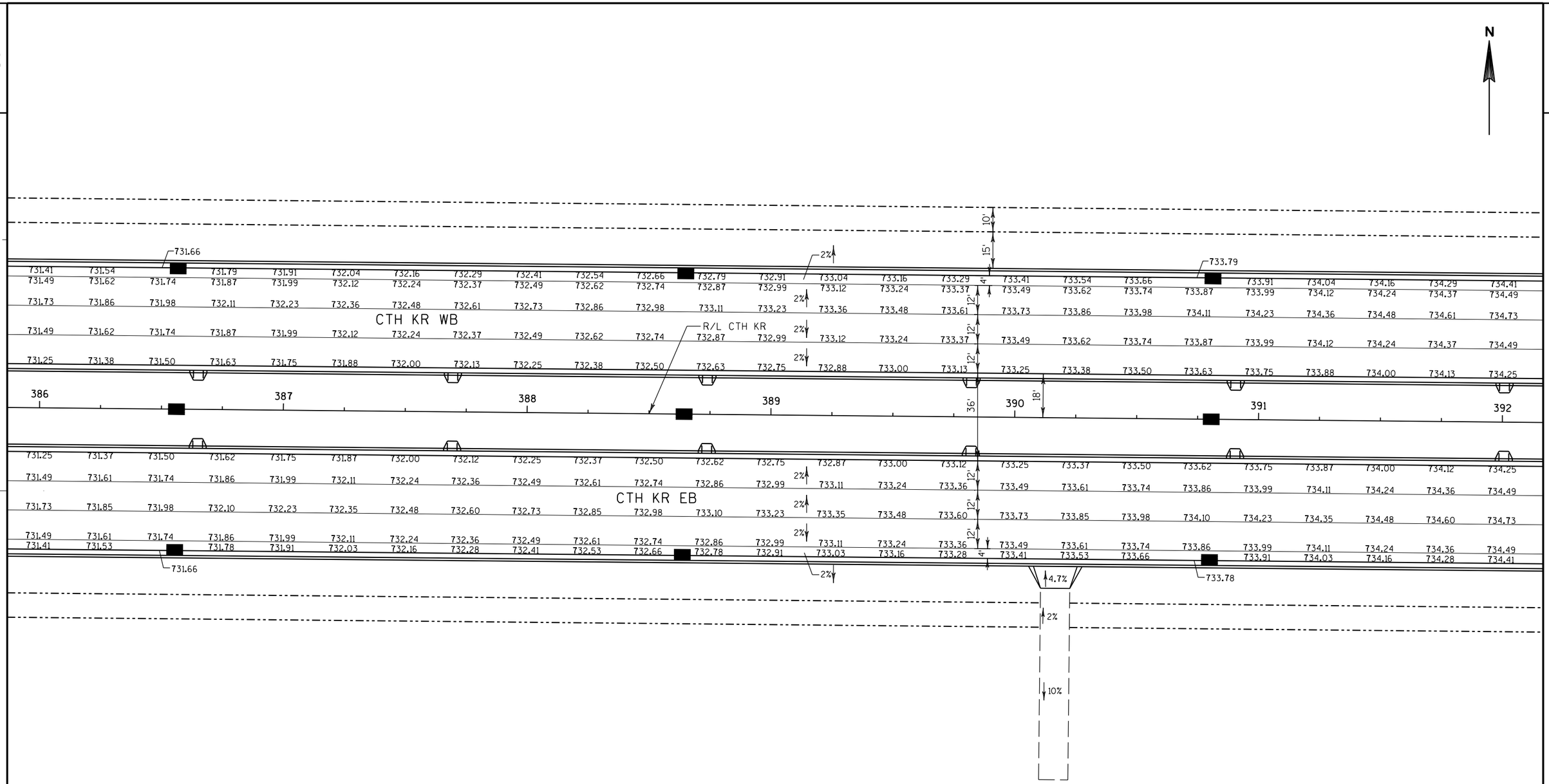
3) SEE "CONSTRUCTION DETAILS - CURB RAMPS" FOR CURB RAMP AND SIDEWALK INFORMATION.

LEGEND

XXX.XX = SPOT ELEVATION

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	PAVING GRADES	SHEET 65	E

2



NOTES:

1) CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE OF CURB AND GUTTER.

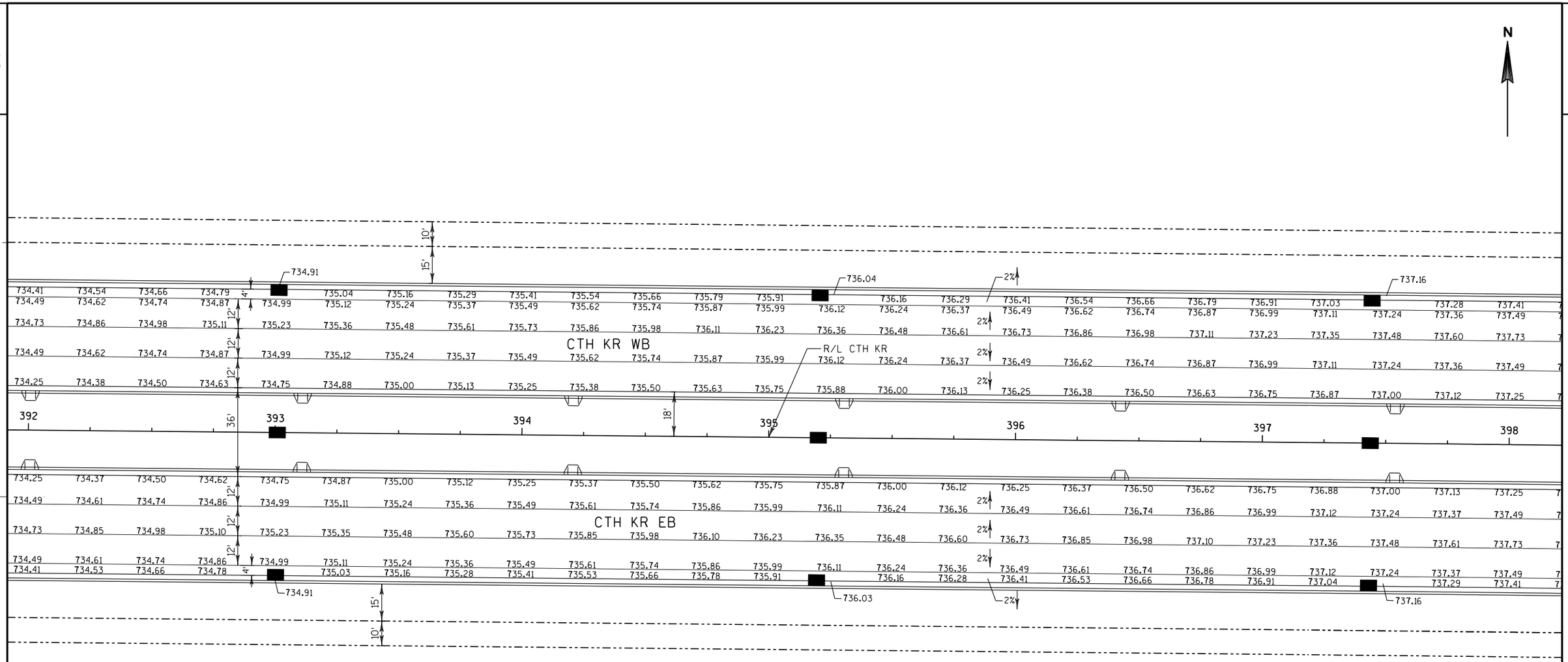
2) PAVING GRADES ARE SHOWN AT 25' INTERVALS BASED ON REFERENCE LINES FOR EACH DIRECTION OF TRAFFIC ALONG DIVIDED ROADWAYS.

3) SEE "CONSTRUCTION DETAILS - CURB RAMPS" FOR CURB RAMP AND SIDEWALK INFORMATION.

LEGEND

XXX.XX = SPOT ELEVATION

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	PAVING GRADES	SHEET 66	E



NOTES:

1) CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE OF CURB AND GUTTER.

2) PAVING GRADES ARE SHOWN AT 25' INTERVALS BASED ON REFERENCE LINES FOR EACH DIRECTION OF TRAFFIC ALONG DIVIDED ROADWAYS.

3) SEE "CONSTRUCTION DETAILS - CURB RAMPS" FOR CURB RAMP AND SIDEWALK INFORMATION.

LEGEND

XXX.XX = SPOT ELEVATION

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	PAVING GRADES	SHEET 67	E

2

N

CTH KR WB

737.41 737.54 737.66 737.78 737.91 738.04 738.16 738.29 738.41 738.54 738.66 738.79 738.91 739.04 739.16 739.29 739.41 739.54 739.66 739.79 739.91 740.04 740.16 740.29 740.41
737.49 737.62 737.74 737.86 737.99 738.12 738.24 738.37 738.49 738.62 738.74 738.87 738.99 739.12 739.24 739.37 739.49 739.62 739.74 739.87 739.99 740.12 740.24 740.37 740.49
737.73 737.86 737.98 738.10 738.23 738.36 738.48 738.61 738.73 738.86 738.98 739.11 739.23 739.36 739.48 739.61 739.73 739.86 739.98 740.11 740.23 740.36 740.48 740.61 740.73
737.49 737.62 737.74 737.86 737.99 738.12 738.24 738.37 738.49 738.62 738.74 738.87 738.99 739.12 739.24 739.37 739.49 739.62 739.74 739.87 739.99 740.12 740.24 740.37 740.49
737.25 737.38 737.50 737.62 737.75 737.88 738.00 738.13 738.25 738.38 738.50 738.63 738.75 738.88 739.00 739.13 739.25 739.38 739.50 739.63 739.75 739.88 740.00 740.13 740.25

R/L CTH KR

398 399 400 401 402 403 404

10' 15' 12' 12' 12' 12' 4' 36' 18'

2% 2% 2% 2% 2% 2% 2%

737.25 737.37 737.50 737.63 737.75 737.87 738.00 738.12 738.25 738.37 738.50 738.62 738.75 738.87 739.00 739.12 739.25 739.37 739.50 739.62 739.75 739.87 740.00 740.12 740.25
737.49 737.61 737.74 737.87 737.99 738.11 738.24 738.36 738.49 738.61 738.74 738.86 738.99 739.11 739.24 739.36 739.49 739.61 739.74 739.86 739.99 740.11 740.24 740.36 740.49
737.73 737.85 737.98 738.11 738.23 738.35 738.48 738.60 738.73 738.85 738.98 739.10 739.23 739.35 739.48 739.60 739.73 739.85 739.98 740.10 740.23 740.35 740.48 740.60 740.73
737.49 737.61 737.74 737.87 737.99 738.11 738.24 738.36 738.49 738.61 738.74 738.86 738.99 739.11 739.24 739.36 739.49 739.61 739.74 739.86 739.99 740.11 740.24 740.36 740.49
737.41 737.53 737.66 737.79 737.91 738.03 738.16 738.28 738.41 738.53 738.66 738.78 738.91 739.03 739.16 739.28 739.41 739.53 739.66 739.78 739.91 740.03 740.16 740.28 740.41

CTH KR EB

12' 12' 12' 12' 4' 15' 10'

2% 2% 2% 2% 2% 2% 2%

NOTES:

1) CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE OF CURB AND GUTTER.

2) PAVING GRADES ARE SHOWN AT 25' INTERVALS BASED ON REFERENCE LINES FOR EACH DIRECTION OF TRAFFIC ALONG DIVIDED ROADWAYS.

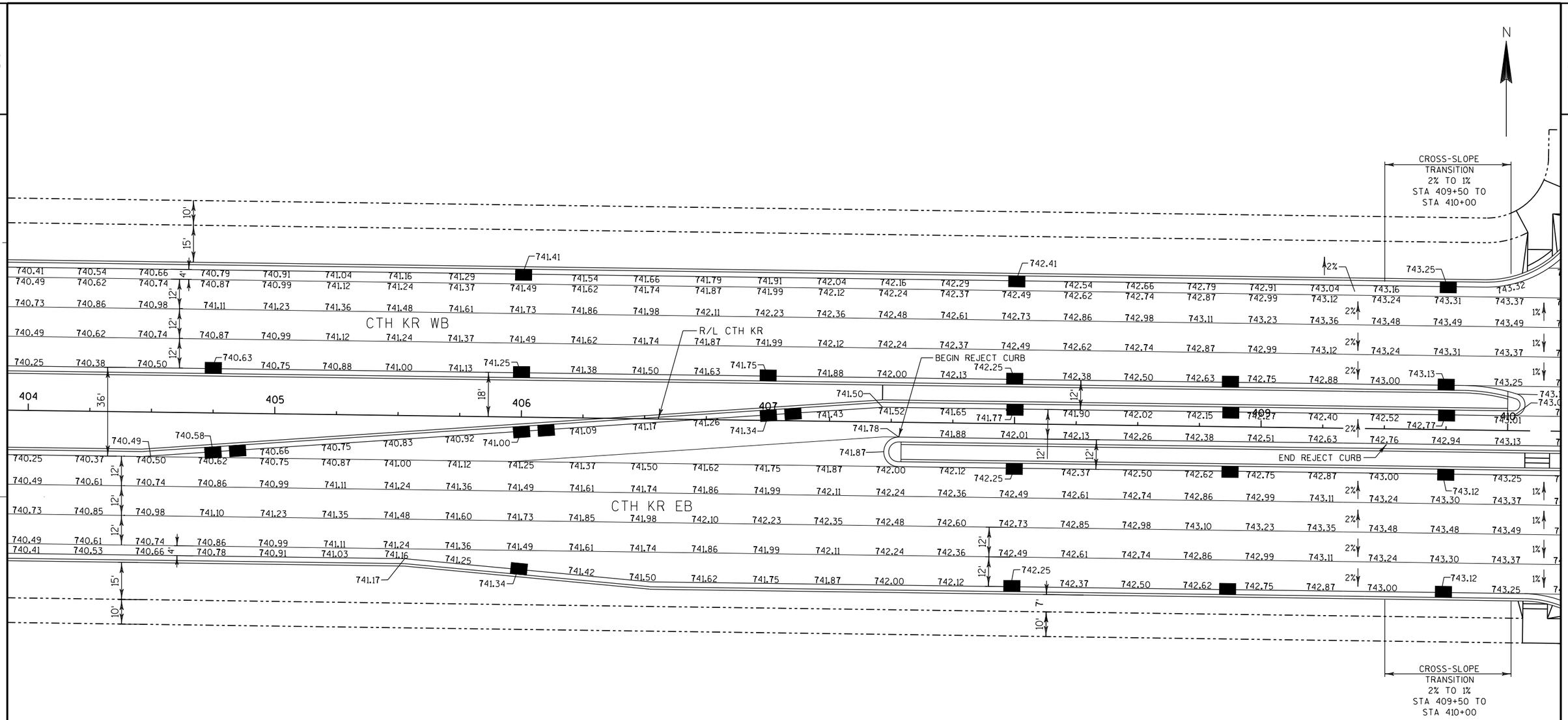
3) SEE "CONSTRUCTION DETAILS - CURB RAMPS" FOR CURB RAMP AND SIDEWALK INFORMATION.

LEGEND

XXX.XX = SPOT ELEVATION

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	PAVING GRADES	SHEET 68	E

2



NOTES:

1) CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE OF CURB AND GUTTER.

2) PAVING GRADES ARE SHOWN AT 25' INTERVALS BASED ON REFERENCE LINES FOR EACH DIRECTION OF TRAFFIC ALONG DIVIDED ROADWAYS.

3) SEE "CONSTRUCTION DETAILS - CURB RAMPS" FOR CURB RAMP AND SIDEWALK INFORMATION.

LEGEND

XXX.XX = SPOT ELEVATION

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	PAVING GRADES	SHEET 69	E

2

N

CROSS-SLOPE TRANSITION 1% TO 2% STA 411+50 TO STA 412+00

SEE NOTE 3

SEE NOTE 3

CTH KR WB

CTH KR EB

START REJECT CURB

END REJECT CURB

R/L CTH KR

100TH AVE

R/L 100TH AVE

CROSS-SLOPE TRANSITION 1% TO 2% STA 411+50 TO STA 412+00

SEE NOTE 3

SEE NOTE 3

NOTES:

1) CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE OF CURB AND GUTTER.

2) PAVING GRADES ARE SHOWN AT 25' INTERVALS BASED ON REFERENCE LINES FOR EACH DIRECTION OF TRAFFIC ALONG DIVIDED ROADWAYS.

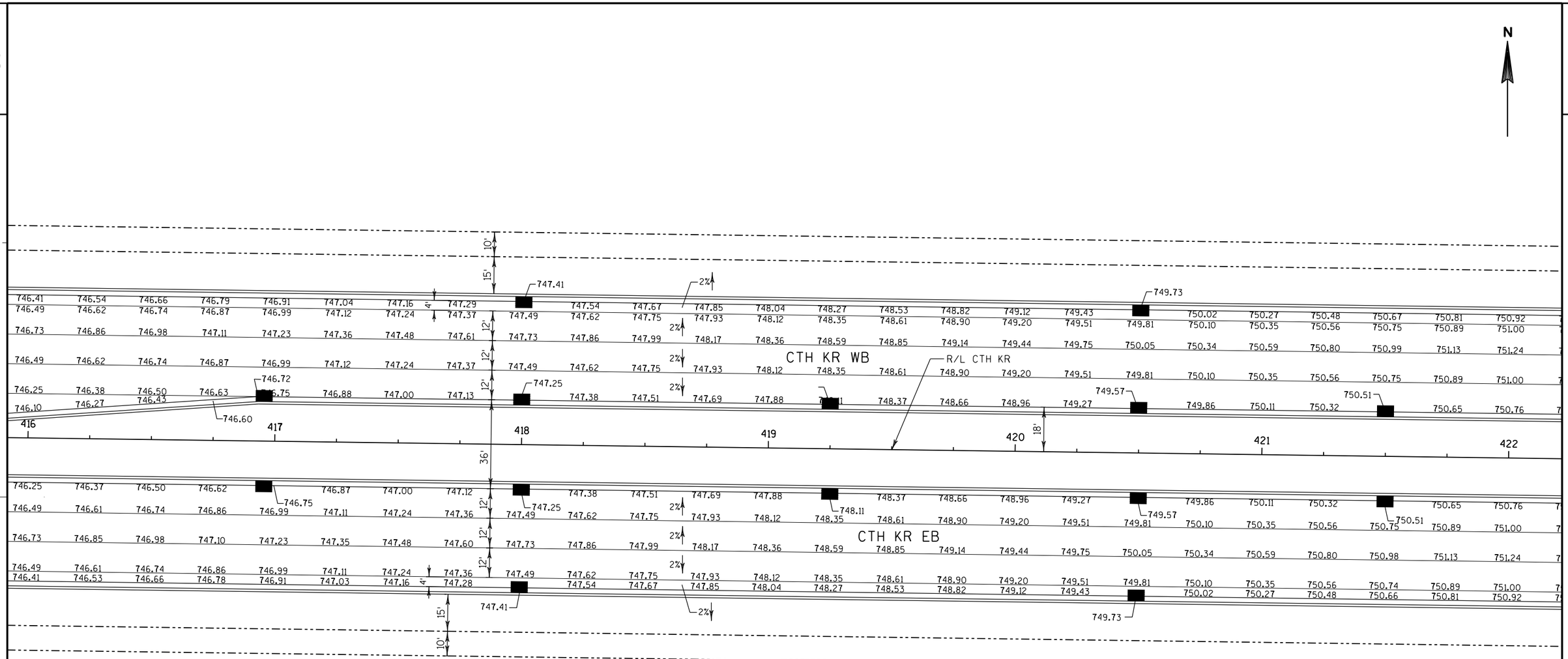
3) SEE "CONSTRUCTION DETAILS - CURB RAMPS" FOR CURB RAMP AND SIDEWALK INFORMATION.

LEGEND

XXX.XX = SPOT ELEVATION

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	PAVING GRADES	SHEET 70	E

2



NOTES:

1) CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE OF CURB AND GUTTER.

2) PAVING GRADES ARE SHOWN AT 25' INTERVALS BASED ON REFERENCE LINES FOR EACH DIRECTION OF TRAFFIC ALONG DIVIDED ROADWAYS.

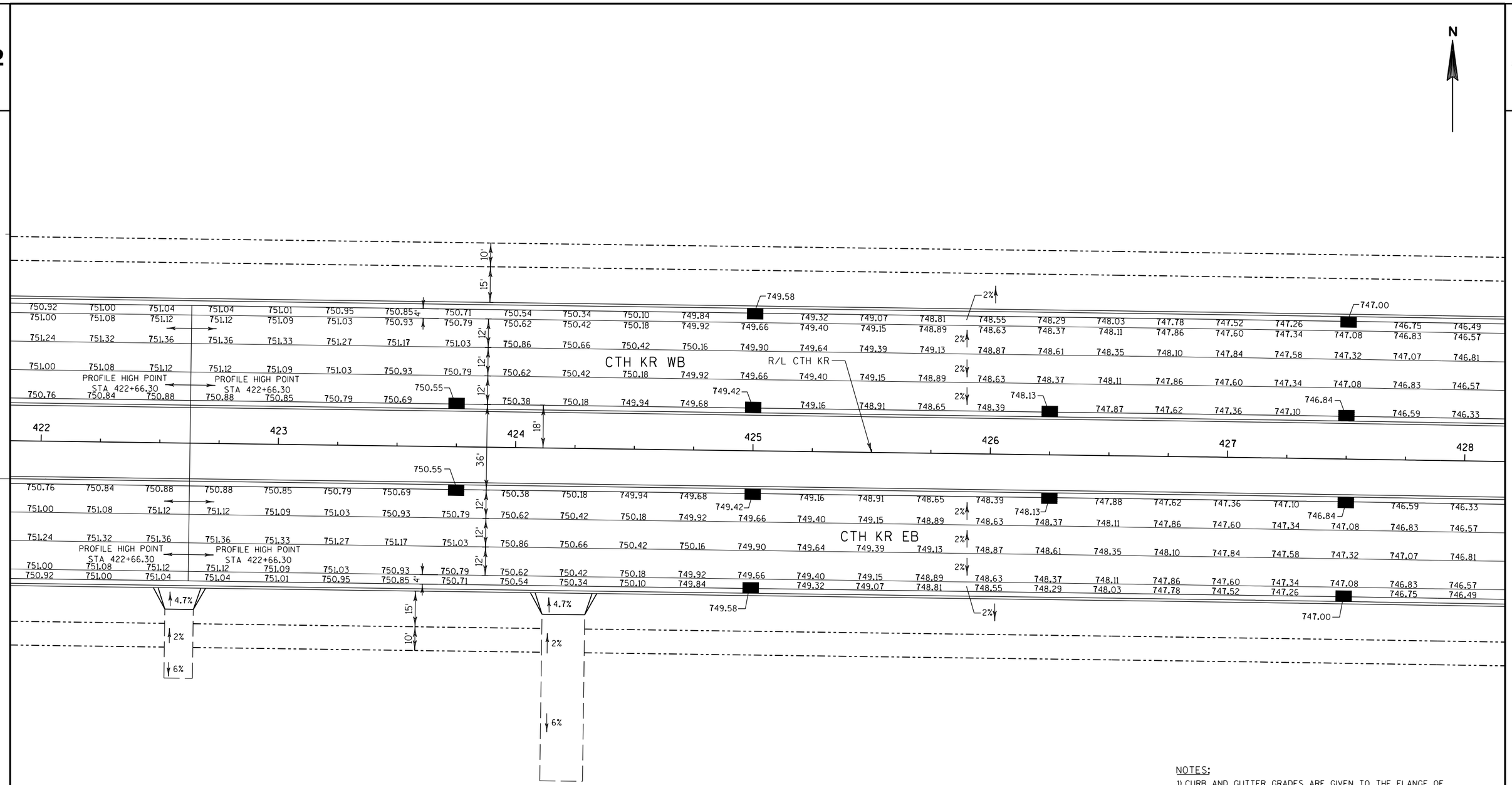
3) SEE "CONSTRUCTION DETAILS - CURB RAMPS" FOR CURB RAMP AND SIDEWALK INFORMATION.

LEGEND

XXX.XX = SPOT ELEVATION

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	PAVING GRADES	SHEET 71	E

2



NOTES:

1) CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE OF CURB AND GUTTER.

2) PAVING GRADES ARE SHOWN AT 25' INTERVALS BASED ON REFERENCE LINES FOR EACH DIRECTION OF TRAFFIC ALONG DIVIDED ROADWAYS.

3) SEE "CONSTRUCTION DETAILS - CURB RAMPS" FOR CURB RAMP AND SIDEWALK INFORMATION.

LEGEND

XXX.XX = SPOT ELEVATION

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	PAVING GRADES	SHEET 72	E

2

N

CTH KR WB

CTH KR EB

R/L CTH KR

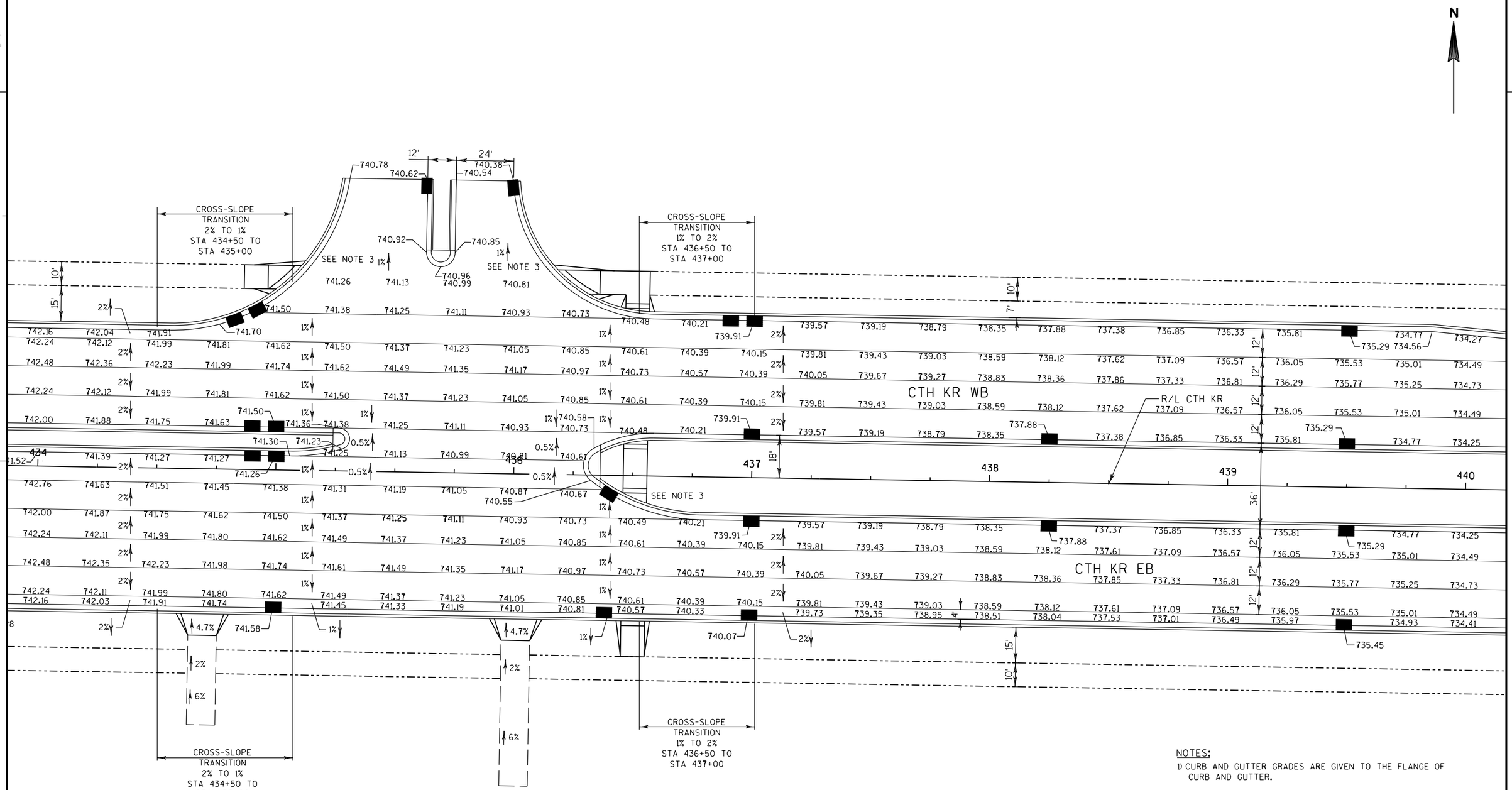
428 429 430 431 432 433 434

18' 36' 12' 12' 12' 12' 12' 12' 12' 12'

10' 15' 15' 10'

4' 4.7% 4.7% 2% 6% 2% 6% 2% 2% 2

2



NOTES:

1) CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE OF CURB AND GUTTER.

2) PAVING GRADES ARE SHOWN AT 25' INTERVALS BASED ON REFERENCE LINES FOR EACH DIRECTION OF TRAFFIC ALONG DIVIDED ROADWAYS.

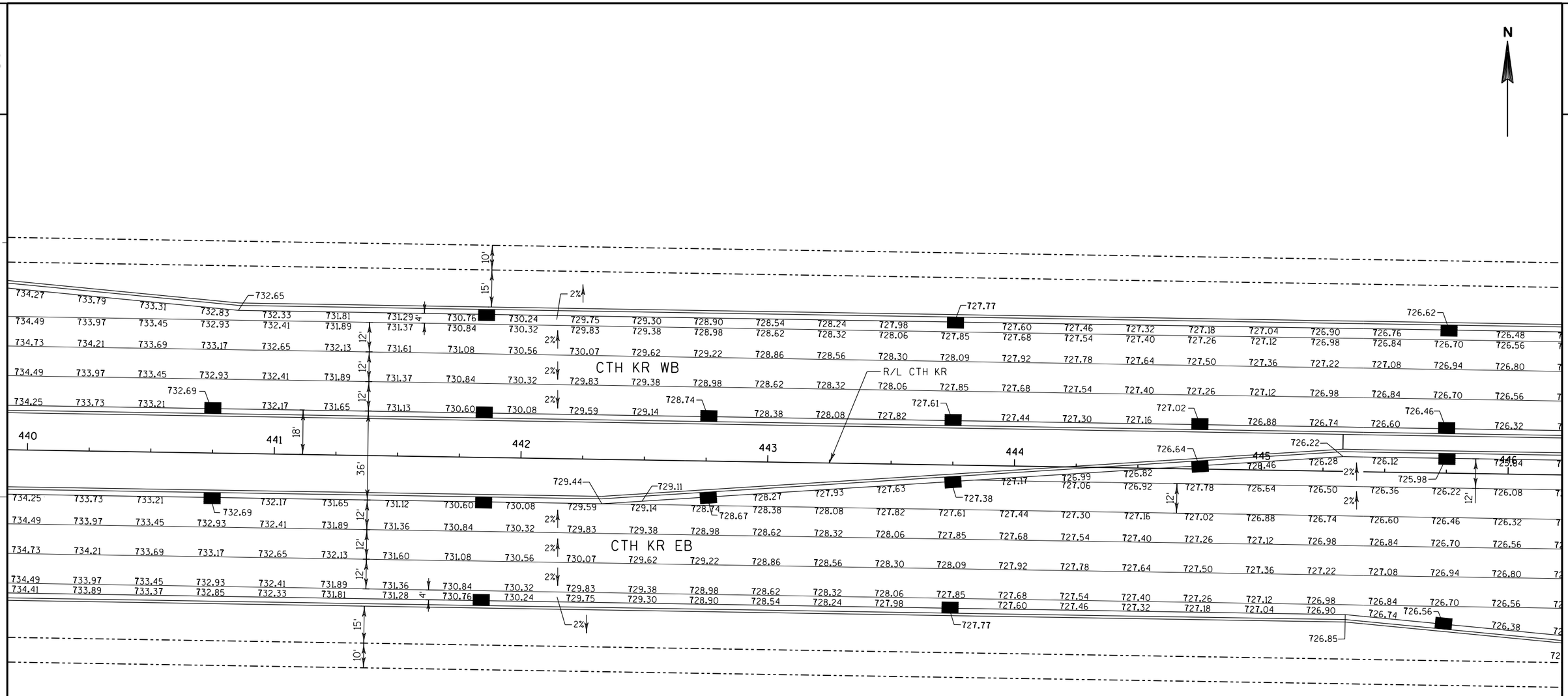
3) SEE "CONSTRUCTION DETAILS - CURB RAMPS" FOR CURB RAMP AND SIDEWALK INFORMATION.

LEGEND

XXX.XX = SPOT ELEVATION

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	PAVING GRADES	SHEET 74	E

2



NOTES:

1) CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE OF CURB AND GUTTER.

2) PAVING GRADES ARE SHOWN AT 25' INTERVALS BASED ON REFERENCE LINES FOR EACH DIRECTION OF TRAFFIC ALONG DIVIDED ROADWAYS.

3) SEE "CONSTRUCTION DETAILS - CURB RAMPS" FOR CURB RAMP AND SIDEWALK INFORMATION.

LEGEND

XXX.XX = SPOT ELEVATION

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	PAVING GRADES	SHEET 75	E

NOTES:

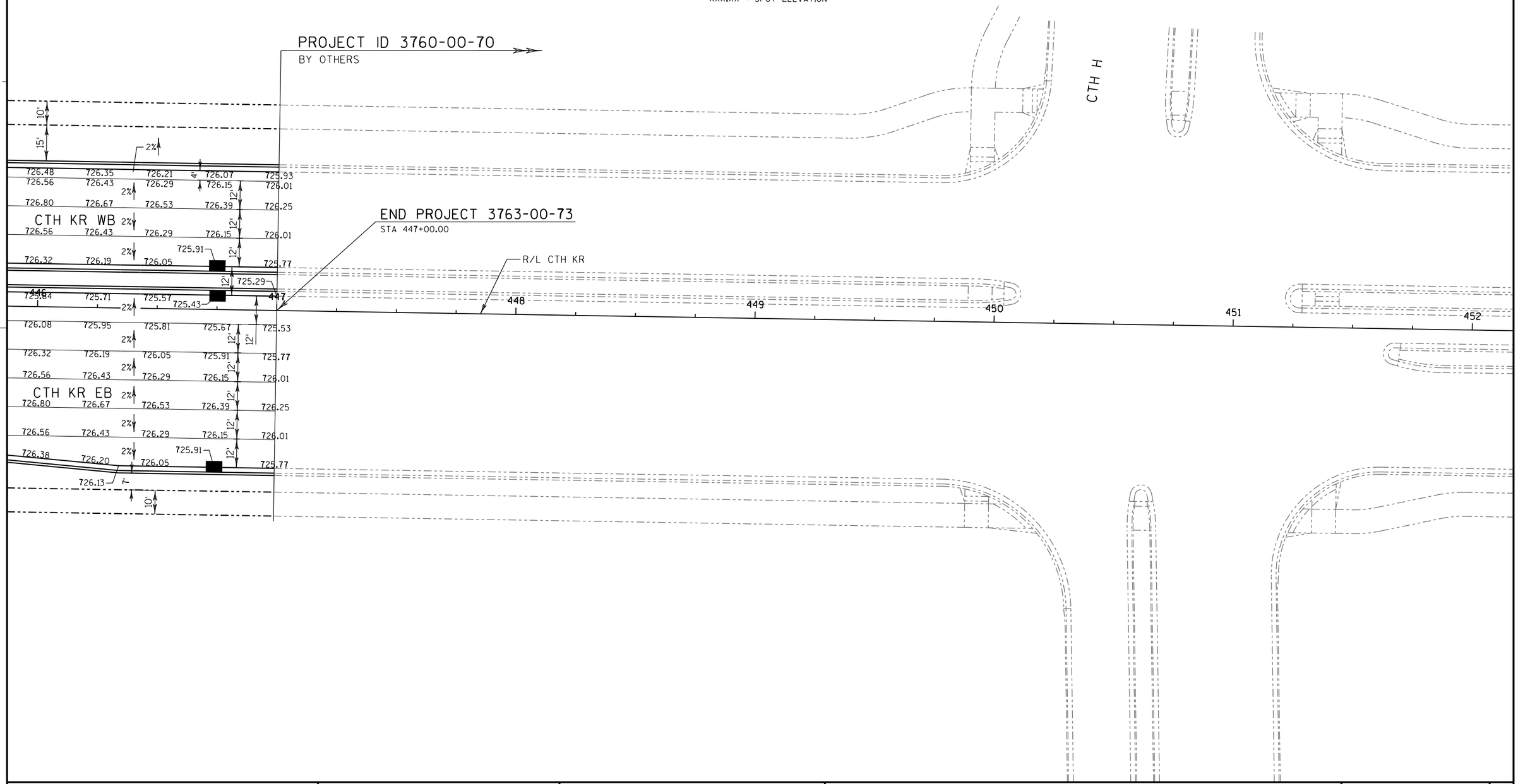
1) CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE OF CURB AND GUTTER.

2) PAVING GRADES ARE SHOWN AT 25' INTERVALS BASED ON REFERENCE LINES FOR EACH DIRECTION OF TRAFFIC ALONG DIVIDED ROADWAYS.

3) SEE "CONSTRUCTION DETAILS - CURB RAMPS" FOR CURB RAMP AND SIDEWALK INFORMATION.

LEGEND

XXX.XX = SPOT ELEVATION



PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACIQUE	PAVING GRADES	SHEET 76	E

2

N

CTH KR WB

CTH KR EB

R/L CTH KR

R/L 100TH AVE

100TH AVE

END CONSTRUCTION
STA 25+08.00

BEGIN CONSTRUCTION
STA 22+60.00

SEE NOTE 3

NOTES:

1) CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE OF CURB AND GUTTER.

2) PAVING GRADES ARE SHOWN AT 25' INTERVALS BASED ON REFERENCE LINES FOR EACH DIRECTION OF TRAFFIC ALONG DIVIDED ROADWAYS.

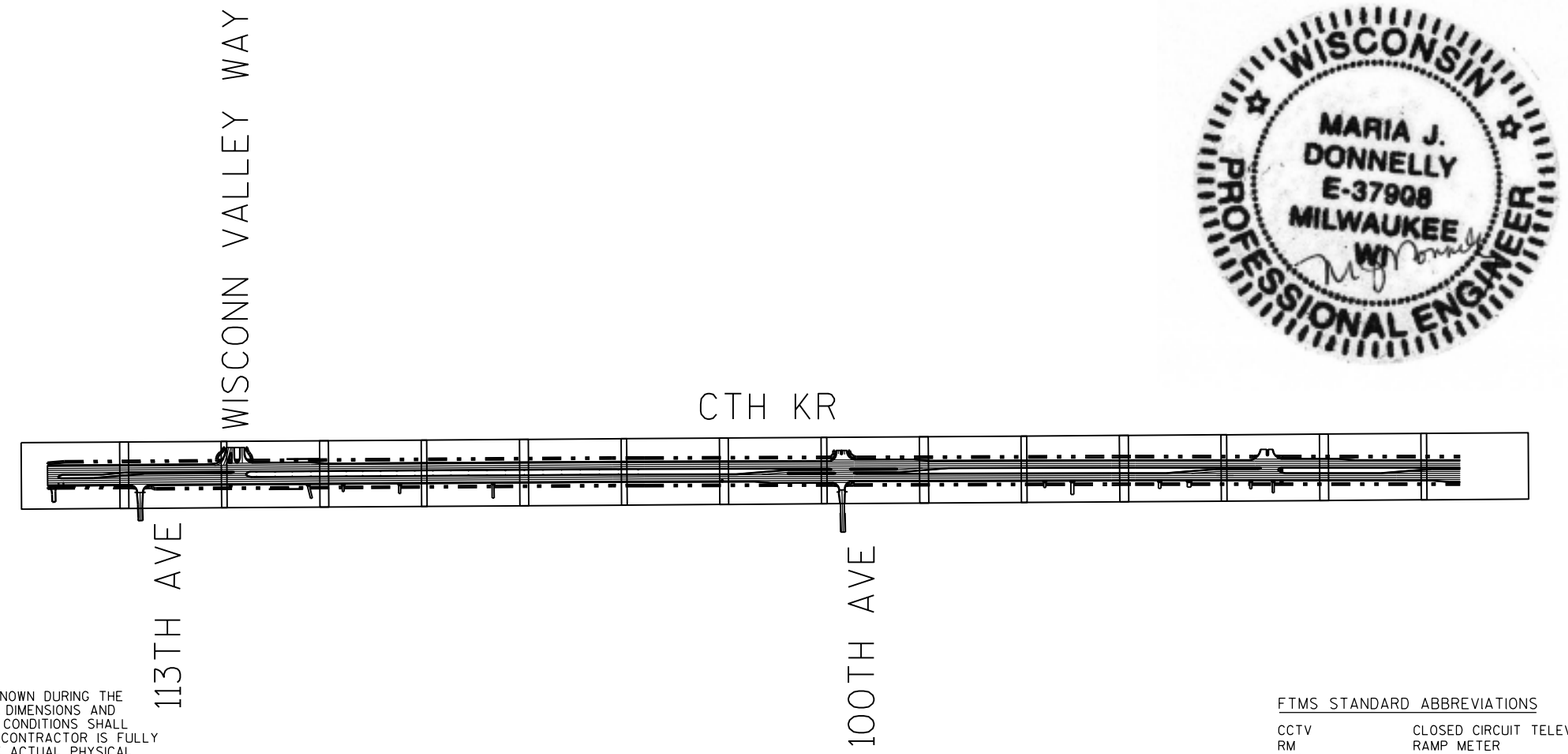
3) SEE "CONSTRUCTION DETAILS - CURB RAMPS" FOR CURB RAMP AND SIDEWALK INFORMATION.

LEGEND

XXX.XX = SPOT ELEVATION

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	PAVING GRADES	SHEET 77	E

2



N

FTMS GENERAL NOTES

THESE PLANS AND THE ASSOCIATED SPECIAL PROVISIONS REFLECT CONDITIONS KNOWN DURING THE DEVELOPMENT OF THE PLANS AND TECHNICAL SPECIAL PROVISIONS. ALL SCALES, DIMENSIONS AND LOCATIONS SHOWN IN THESE PLANS ARE APPROXIMATE. ACTUAL PHYSICAL FIELD CONDITIONS SHALL PROVIDE THE BASIS FOR THE APPLICATION OF WORK SHOWN IN THE PLANS. THE CONTRACTOR IS FULLY RESPONSIBLE FOR THE APPLICATION OF ALL WORK SHOWN IN THE PLANS TO THE ACTUAL PHYSICAL FIELD CONDITIONS TO PROVIDE A COMPLETE AND ACCEPTED PROJECT. IN THE EVENT THAT ACTUAL PHYSICAL FIELD CONDITIONS AFFECT OR PREVENT THE APPLICATION OR PROGRESSION OF ANY WORK SHOWN IN THE PLANS OR TECHNICAL SPECIAL PROVISIONS, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY, AND PRIOR TO ANY FURTHER WORK ACTIVITY. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY LOCATION CHANGES OTHER THAN MINOR ADJUSTMENTS.

BE AWARE THAT ALL EXISTING UNDERGROUND AND ABOVE GROUND STRUCTURES AND FACILITIES WITHIN THE SCOPE OF THIS PROJECT MAY NOT BE LOCATED IN THE PLANS. THE CONTRACTOR IS FULLY RESPONSIBLE FOR LOCATING AND AVOIDING ALL UNDERGROUND AND ABOVE GROUND STRUCTURES AND FACILITIES.

BE AWARE THAT NO TEST BORINGS WERE MADE WHERE CONDUITS, PULLBOXES, POLES, CABINET FOUNDATIONS, OR OTHER EQUIPMENT IS TO BE INSTALLED. THE CONTRACTOR IS FULLY RESPONSIBLE FOR EXAMINING THE JOB SITE CONDITIONS BEFORE SUBMITTING BID PROPOSALS.

NO TREES (AND/OR SHRUBS) ARE TO BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.

AREAS WITHIN THE RIGHT-OF-WAY DISTURBED SPECIFICALLY FOR FTMS CONSTRUCTION ARE TO BE RESTORED TO THE ORIGINAL CONDITION WITH TOPSOIL, FERTILIZER, SEED, AND MULCH. RESTORATION FOR AREAS DISTURBED FOR OTHER CONSTRUCTION OPERATIONS BUT ALSO CONTAINING FTMS CONSTRUCTION WILL BE DONE ACCORDING TO REQUIREMENTS AND PAYMENT PROVISIONS FOR THE OTHER CONSTRUCTION OPERATIONS. NO PAYMENT WILL BE MADE FOR RESTORING AREAS DISTURBED FOR FTMS CONSTRUCTION OPERATIONS.

THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

DUE TO RAMP, LANE, SHOULDER CLOSURE RESTRICTIONS, AND WORK UNDER OTHER CONTRACTS, SOME WORK MAY BE REQUIRED TO BE PERFORMED AT NIGHT.

THE CONTRACTOR IS FULLY RESPONSIBLE FOR COORDINATING RAMP, LANE, SHOULDER, AND ROADWAY CLOSURES WITH OTHER CONTRACTS IN THE AREA.

THE CONTRACTOR IS TO CONTACT THE WISDOT STATEWIDE TRAFFIC OPERATIONS CENTER AT (414) 227-2166 FIVE (5) WORKING DAYS PRIOR TO ENTERING ANY EXISTING WISDOT FTMS OR ITS CABINET.

HAND DIG TRENCHES CROSSING EXISTING CONDUIT CONTAINING FIBER OPTIC CABLE.

VISUALLY VERIFY DEPTHS OF EXISTING CONDUITS CONTAINING FIBER OPTIC CABLE PRIOR TO CROSSING BY DIRECTIONAL BORE OR SPECIAL METHOD.

INSTALL CONDUIT BELOW FUTURE MULTIUSE PATH SO AS NOT TO BE DISTURBED WHEN THE PATH IS CONSTRUCTED. INSTALL CONDUIT AND VAULTS AROUND PROPOSED IRRIGATION SYSTEM.

FTMS STANDARD ABBREVIATIONS

CCTV	CLOSED CIRCUIT TELEVISION SITE
RM	RAMP METER
DMS	DYNAMIC MESSAGE SIGN
SDS	SYSTEM DETECTOR STATION
ATR	AUTOMATIC TRAFFIC RECORDER
FY	ADVANCE FLASHER (ASSEMBLY)
CB	CONTROLLER CABINET
PB	PULL BOX
GPB	GROUNDED PULL BOX
MH	MANHOLE
CV	COMMUNICATIONS VAULT
SB	SIGNAL BASE
MD	MICROWAVE DETECTOR

LEGEND	EXISTING	PROPOSED
FTMS CONVENTIONAL SYMBOLS		
FTMS (ITS) CONDUIT-		
COMMUNICATIONS VAULT, TYPE 1		LV

2

N

SLOPE INTERCEPT (TYP.)

HO

G

BEGIN PROJECT 2704-00-77
STA 364+00.00

CTH KR WB

365 366 367 368

MATCHLINE 368+50

CTH KR EB

(2) 2-INCH HDPE DUCTS
(1) WITH (1) NO. 12 AWG TRAFFIC SIGNAL WIRE

CV364

OHOHOH

(2) 2-INCH HDPE DUCTS
(1) WITH (1) NO. 12 AWG TRAFFIC SIGNAL WIRE

PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	ITS PLANS	SHEET 79	E

2

N

SLOPE INTERCEPT (TYP.)

PB4
PB2
3-3"
PB1
CB1
3-3"
PB21
SB1
3-3"
PB20
I/C CV101
FIBER OPTIC TRACER CABLE

3-6'X6'
4 TURNS EACH
S1
S2
S3
CTH KR WB
SB19
PB17
SB16
PB18
2-3"

MATCHLINE 368+50
369
370
371
372
373
374
CTH KR EB
MATCHLINE 374+50

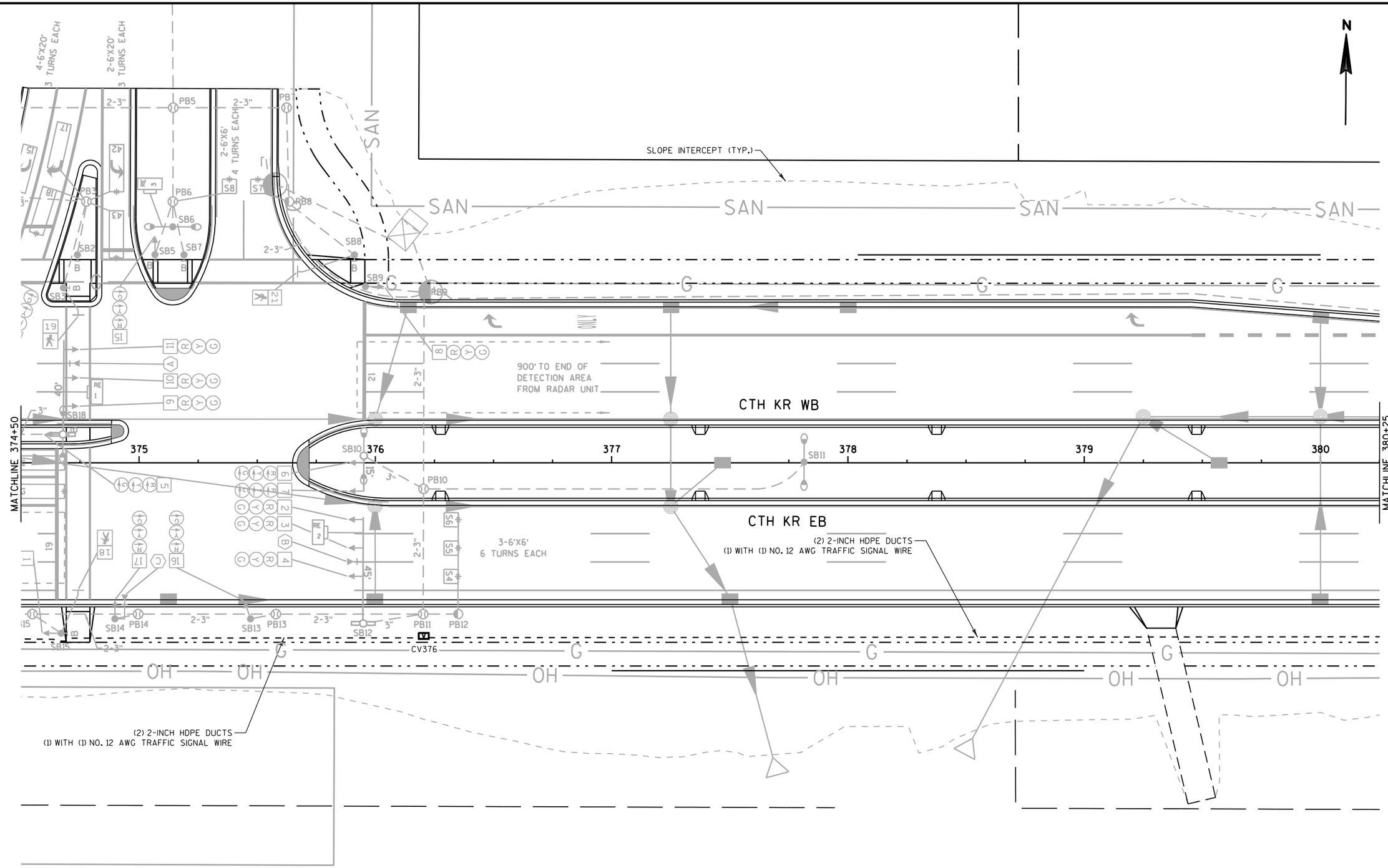
2-6'X20'
3 TURNS EACH
2-3"
900' TO END OF
DETECTION AREA
FROM RADAR UNIT

(2) 2-INCH HDPE DUCTS
(1) WITH (1) NO. 12 AWG TRAFFIC SIGNAL WIRE
CV370
PB16
CV374
2-3"
PB
(2) 2-INCH HDPE DUCTS
(1) WITH (1) NO. 12 AWG TRAFFIC SIGNAL WIRE

15
14
113TH AVE

PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	ITS PLANS	SHEET 80	E

2



PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	ITS PLANS	SHEET	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.15_37600003-CTH-KR\PLOTS\ITS\ITS_PLAN_SHEET_2.dgn 4:21:53 PM PLOT BY : Mdonnelly PLOT NAME : PLOT SCALE : 40:1

2

N

SAN SAN SAN SAN

SLOPE INTERCEPT (TYP.)

G G G G G

END PROJECT 2704-00-77
STA 383+00.00

CTH KR WB

MATCHLINE 380+25

381 382 383 384 385 386

MATCHLINE 386+25

CTH KR EB

BEGIN PROJECT 3763-00-73
STA 383+00.00

G G G G G

OH OH OH OH OH OH

(2) 2-INCH HDPE DUCTS
(1) WITH (1) NO. 12 AWG TRAFFIC SIGNAL WIRE

PROJECT NO: 2704-00-77 & 3763-00-73	HWY: CTH KR	COUNTY: RACINE	ITS PLANS	SHEET 82	E

2

N

SLOPE INTERCEPT (TYP.)

SAN SAN SAN SAN SAN

G G G G

CTH KR WB

MATCHLINE 386+25

387 388 389 390 391

MATCHLINE 392+00

CTH KR EB

CV389

G G G G G

OH OH OH OH OH

(2) 2-INCH HDPE DUCTS
(1) WITH (1) NO. 12 AWG TRAFFIC SIGNAL WIRE

(2) 2-INCH HDPE DUCTS
(1) WITH (1) NO. 12 AWG TRAFFIC SIGNAL WIRE

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	ITS PLANS	SHEET 83	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.15_37600003-CTH-KR\PLOTS\DWG1407_27_2018 4:22:00 PM PLOT BY : Mdonnelly PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

N

P1 8+02.70

SLOPE INTERCEPT (TYP.)

SAN SAN SAN SAN SAN

G G G G G

CTH KR WB

MATCHLINE 392+00

392 393 394 395 396 397

MATCHLINE 398+00

CTH KR EB

C C C C

OH OH OH OH OH

(2) 2-INCH HDPE DUCTS
(1) WITH (1) NO. 12 AWG TRAFFIC SIGNAL WIRE

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	ITS PLANS	SHEET	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.15_37600003-CTH-KR\PLOTDWGZ1403z37.dgn PLOT DATE : 4/27/2018 4:22:03 PM PLOT BY : Mdonnelly PLOT NAME : PLOT SCALE : 40:1

2

N

9

P15+15.84

SAN

SLOPE INTERCEPT (TYP.)

SAN SAN SAN SAN SAN

G G G G G

CTH KR WB

MATCHLINE 398+00

398 399 400 401 402 403

MATCHLINE 403+75

CTH KR EB

CV402

G G G G G G

OH OH OH OH OH

(2) 2-INCH HDPE DUCTS
(1) WITH (1) NO. 12 AWG TRAFFIC SIGNAL WIRE

(2) 2-INCH HDPE DUCTS
(1) WITH (1) NO. 12 AWG TRAFFIC SIGNAL WIRE

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	ITS PLANS	SHEET 85	E

2

N

SLOPE INTERCEPT (TYP.)

SAN SAN SAN SAN SAN

G G G G G

CTH KR WB

MATCHLINE 403+75

404 405 406 407 408 409

MATCHLINE 409+75

CTH KR EB

CV410

G G G G G

OH OH OH OH OH

(2) 2-INCH HDPE DUCTS
(1) WITH (1) NO. 12 AWG TRAFFIC SIGNAL WIRE

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	ITS PLANS	SHEET 86	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.15_37600003-CTH-KR\PLOTS\ITS\407273_2018 4:22:10 PM PLOT BY : Mdonnelly PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

N

SLOPE INTERCEPT (TYP.)

SAN SAN SAN

G G G

OH OH OH

CTH KR WB

CTH KR EB

MATCHLINE 409+75

MATCHLINE 415+50

410 411 412 413 414 415

28 27 26 25

45'

CV410

CV411

(2) 2-INCH HDPE DUCTS
(1) WITH (1) NO. 12 AWG TRAFFIC SIGNAL WIRE

(2) 2-INCH HDPE DUCTS
(1) WITH (1) NO. 12 AWG TRAFFIC SIGNAL WIRE

100TH AVE

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	ITS PLANS	SHEET 87	E

2

2

N

SLOPE INTERCEPT (TYP.)

SAN SAN SAN SAN SAN

G G G G G

CTH KR WB

MATCHLINE 415+50

416 417 418 419 420 421

MATCHLINE 421+50

CTH KR EB

C C C C C

OH OH OH OH OH

(2) 2-INCH HDPE DUCTS
(1) WITH (1) NO. 12 AWG TRAFFIC SIGNAL WIRE

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	ITS PLANS	SHEET 88	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.15_37600003-CTH-KR\PLOTS\XOZ1407_27_2018 4:22:17 PM PLOT BY : Mdonnelly PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

N

SLOPE INTERCEPT (TYP.)

SAN SAN SAN SAN SA

G G G G G

CTH KR WB

MATCHLINE 421+50

422 423 424 425 426 427

MATCHLINE 427+25

CTH KR EB

CV424

C C C C C

OH OH OH OH OH

(2) 2-INCH HDPE DUCTS
(1) WITH (1) NO. 12 AWG TRAFFIC SIGNAL WIRE

(2) 2-INCH HDPE DUCTS
(1) WITH (1) NO. 12 AWG TRAFFIC SIGNAL WIRE

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	ITS PLANS	SHEET 89	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.15_37600003-CTH-KR\PLOTS\ITS\417_ITS_2018 4:22:22 PM PLOT BY : Mdonnelly PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

N

SLOPE INTERCEPT (TYP.)

SAN SAN SAN SAN SAN

G G G G G

CTH KR WB

MATCHLINE 427+25

428 429 430 431 432 433

MATCHLINE 433+25

CTH KR EB

C C C C C

OH OH OH OH

(2) 2-INCH HDPE DUCTS
(1) WITH (1) NO. 12 AWG TRAFFIC SIGNAL WIRE

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	ITS PLANS	SHEET 90	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.15_37600003-CTH-KR\PLOTS\ITS\411737_2018 4:22:27 PM PLOT BY : Mdonnelly PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

N

SLOPE INTERCEPT (TYP.)

SAN SAN SAN SAN SAN

G G G G G

CTH KR WB

MATCHLINE 433+25

434 435 436 437 438 439

MATCHLINE 439+00

CTH KR EB

CV437

G G G G G

OH OH OH OH OH

(2) 2-INCH HDPE DUCTS
(1) WITH (1) NO. 12 AWG TRAFFIC SIGNAL WIRE

(2) 2-INCH HDPE DUCTS
(1) WITH (1) NO. 12 AWG TRAFFIC SIGNAL WIRE

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	ITS PLANS	SHEET	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.15_37600003-CTH-KR\PLOTS\D0Z1412_37600003 4:22:33 PM PLOT BY : Mdonnelly PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

N

SLOPE INTERCEPT (TYP.)

SAN SAN SAN SAN SAN

G G G G

CTH KR WB

MATCHLINE 439+00

439 440 441 442 443 444

MATCHLINE 445+00

CTH KR EB

C C C C

OH OH OH OH OH

(2) 2-INCH HDPE DUCTS
(1) WITH (1) NO. 12 AWG TRAFFIC SIGNAL WIRE

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	ITS PLANS	SHEET	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.15_37600003-CTH-KR\PLOTS\ITS_PLANS_37600003.dgn PLOT DATE : 4/17/2018 4:22:37 PM PLOT BY : Mdonnelly PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

PROJECT 3760-00-70 WORK BY OTHERS

P18+10.00

SLOPE INTERCEPT (TYP.)

CTH H

N

SAN SAN SAN SAN

G G G G G

PROJECT ID 3760-00-70
BY OTHERS

CTH KR WB

MATCHLINE 445+00

445 446 447 448 449 450 45

END PROJECT 3763-00-73
STA 447+00.00

CTH KR EB

CV447

G G G G G

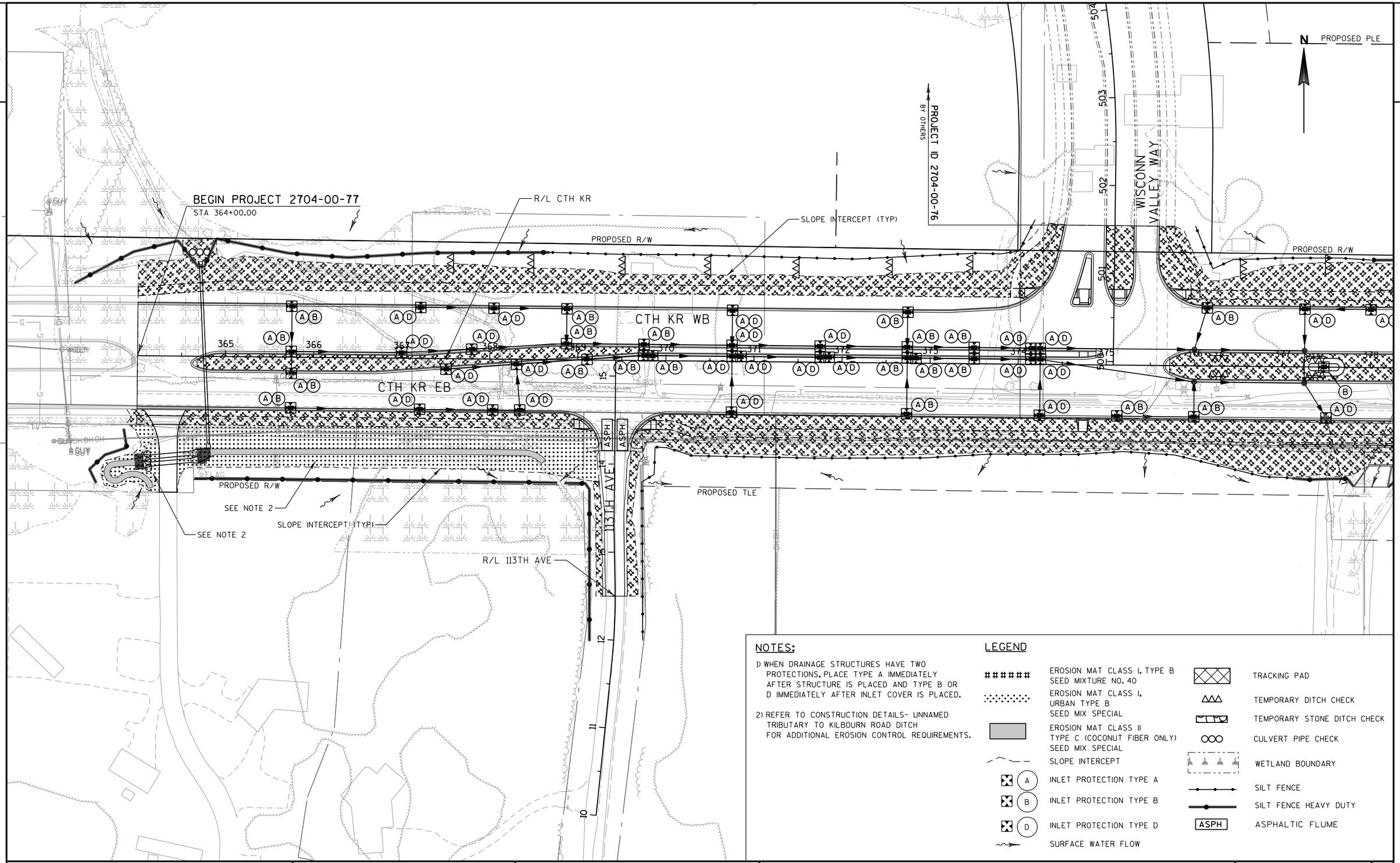
OH OH OH OH OH

(2) 2-INCH HDPE DUCTS
(1) WITH (1) NO. 12 AWG TRAFFIC SIGNAL WIRE

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	ITS PLANS	SHEET 93	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.15_37600003-CTH-KR\PLOTS\ITS_PLANS.dgn PLOTTED : 4/27/2018 4:22:44 PM PLOT BY : Mdonnelly PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42



NOTES:

1) WHEN DRAINAGE STRUCTURES HAVE TWO PROTECTIONS, PLACE TYPE A IMMEDIATELY AFTER STRUCTURE IS PLACED AND TYPE B OR D IMMEDIATELY AFTER INLET COVER IS PLACED.

2) REFER TO CONSTRUCTION DETAILS- UNNAMED TRIBUTARY TO KILBOURN ROAD DITCH FOR ADDITIONAL EROSION CONTROL REQUIREMENTS.

LEGEND

- EROSION MAT CLASS I, TYPE B SEED MIXTURE NO. 40
- EROSION MAT CLASS I, URBAN TYPE B SEED MIX SPECIAL
- EROSION MAT CLASS II TYPE C (COCONUT FIBER ONLY) SEED MIX SPECIAL
- SLOPE INTERCEPT
- INLET PROTECTION TYPE A
- INLET PROTECTION TYPE B
- INLET PROTECTION TYPE D
- SURFACE WATER FLOW
- TRACKING PAD
- TEMPORARY DITCH CHECK
- TEMPORARY STONE DITCH CHECK
- CULVERT PIPE CHECK
- WETLAND BOUNDARY
- SILT FENCE
- SILT FENCE HEAVY DUTY
- ASPHALTIC FLUME

PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	EROSION CONTROL PLAN	SHEET 94	E

2

N

PROPOSED PLE

KIEBOURN ROAD DITCH

B-30-142 (PREVIOUSLY CONSTRUCTED UNDER PROJECT ID 3763-00-75)

PROPOSED TLE

END PROJECT 2704-00-77
STA 383+00.00

BEGIN PROJECT 3763-00-73
STA 383+00.00

WETLAND BOUNDARY (TYP)

R/L CTH KR

PROPOSED R/W

SLOPE INTERCEPT (TYP)

CTH KR WB

CTH KR EB

EXISTING R/W

SLOPE INTERCEPT (TYP)

PROPOSED TLE

WETLAND BOUNDARY (TYP)

NOTES:

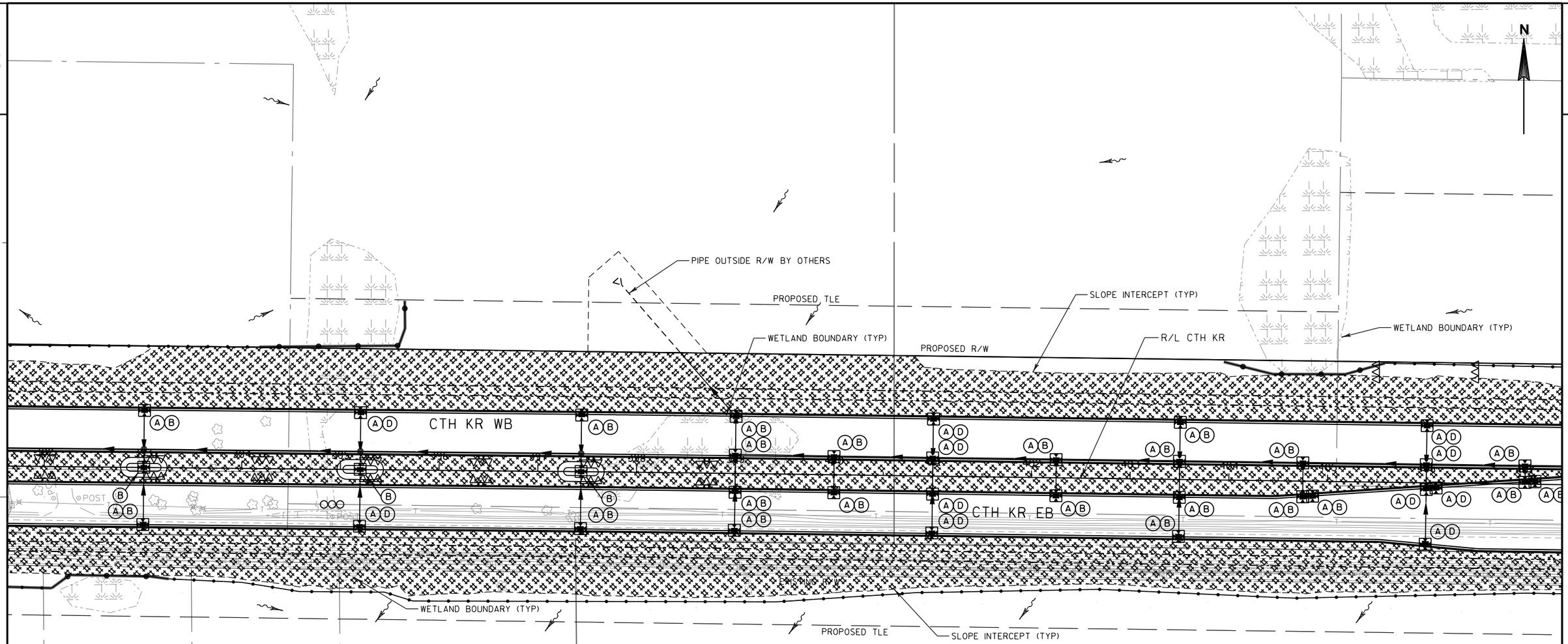
1) WHEN DRAINAGE STRUCTURES HAVE TWO PROTECTIONS, PLACE TYPE A IMMEDIATELY AFTER STRUCTURE IS PLACED AND TYPE B OR D IMMEDIATELY AFTER INLET COVER IS PLACED.

LEGEND

- EROSION MAT CLASS I, TYPE B SEED MIXTURE NO. 40
- SLOPE INTERCEPT
- A — INLET PROTECTION TYPE A
- B — INLET PROTECTION TYPE B
- D — INLET PROTECTION TYPE D
- SURFACE WATER FLOW
- TRACKING PAD
- TEMPORARY DITCH CHECK
- TEMPORARY STONE DITCH CHECK
- CULVERT PIPE CHECK
- WETLAND BOUNDARY
- SILT FENCE
- SILT FENCE HEAVY DUTY
- ASPH — ASPHALTIC FLUME

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	EROSION CONTROL PLAN	SHEET 95	E

2



NOTES:

1) WHEN DRAINAGE STRUCTURES HAVE TWO PROTECTIONS, PLACE TYPE A IMMEDIATELY AFTER STRUCTURE IS PLACED AND TYPE B OR D IMMEDIATELY AFTER INLET COVER IS PLACED.

LEGEND

- ###### EROSION MAT CLASS I, TYPE B SEED MIXTURE NO. 40
- SLOPE INTERCEPT
- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (D) INLET PROTECTION TYPE D
- SURFACE WATER FLOW
- TRACKING PAD
- TEMPORARY DITCH CHECK
- TEMPORARY STONE DITCH CHECK
- CULVERT PIPE CHECK
- WETLAND BOUNDARY
- SILT FENCE
- SILT FENCE HEAVY DUTY
- ASPH ASPHALTIC FLUME

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	EROSION CONTROL PLAN	SHEET 96	E

2

N

PROPOSED TLE

PROPOSED TLE

SLOPE INTERCEPT (TYP)

R/L CTH KR

WETLAND BOUNDARY (TYP)

PROPOSED R/W

CTH KR WB

CTH KR EB

411 412 413 414 415 416

28 26 24 22

ASPH

ASPH

EXISTING R/W

SLOPE INTERCEPT (TYP)

WETLAND BOUNDARY (TYP)

PROPOSED TLE

PROPOSED TLE

RIPRAP MEDIUM

R/L 100TH AVE

100TH AVE

BEGIN CONSTRUCTION
STA 22+60.00

NOTES:

1) WHEN DRAINAGE STRUCTURES HAVE TWO PROTECTIONS, PLACE TYPE A IMMEDIATELY AFTER STRUCTURE IS PLACED AND TYPE B OR D IMMEDIATELY AFTER INLET COVER IS PLACED.

LEGEND

- EROSION MAT CLASS I, TYPE B SEED MIXTURE NO. 40
- SLOPE INTERCEPT
- A — INLET PROTECTION TYPE A
- B — INLET PROTECTION TYPE B
- D — INLET PROTECTION TYPE D
- SURFACE WATER FLOW
- TRACKING PAD
- TEMPORARY DITCH CHECK
- TEMPORARY STONE DITCH CHECK
- CULVERT PIPE CHECK
- WETLAND BOUNDARY
- SILT FENCE
- SILT FENCE HEAVY DUTY
- ASPH — ASPHALTIC FLUME

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	EROSION CONTROL PLAN	SHEET 97	E

2

N

PROPOSED TLE

SLOPE INTERCEPT (TYP)

R/L CTH KR

PROPOSED R/W

CTH KR WB

CTH KR EBS

EXISTING R/W

SLOPE INTERCEPT (TYP)

WETLAND BOUNDARY (TYP)

PROPOSED TLE

PROPOSED TLE

NOTES:

1) WHEN DRAINAGE STRUCTURES HAVE TWO PROTECTIONS, PLACE TYPE A IMMEDIATELY AFTER STRUCTURE IS PLACED AND TYPE B OR D IMMEDIATELY AFTER INLET COVER IS PLACED.

LEGEND

- EROSION MAT CLASS I, TYPE B SEED MIXTURE NO. 40
- SLOPE INTERCEPT
- A — INLET PROTECTION TYPE A
- B — INLET PROTECTION TYPE B
- D — INLET PROTECTION TYPE D
- SURFACE WATER FLOW
- TRACKING PAD
- TEMPORARY DITCH CHECK
- TEMPORARY STONE DITCH CHECK
- CULVERT PIPE CHECK
- WETLAND BOUNDARY
- SILT FENCE
- SILT FENCE HEAVY DUTY
- ASPH — ASPHALTIC FLUME

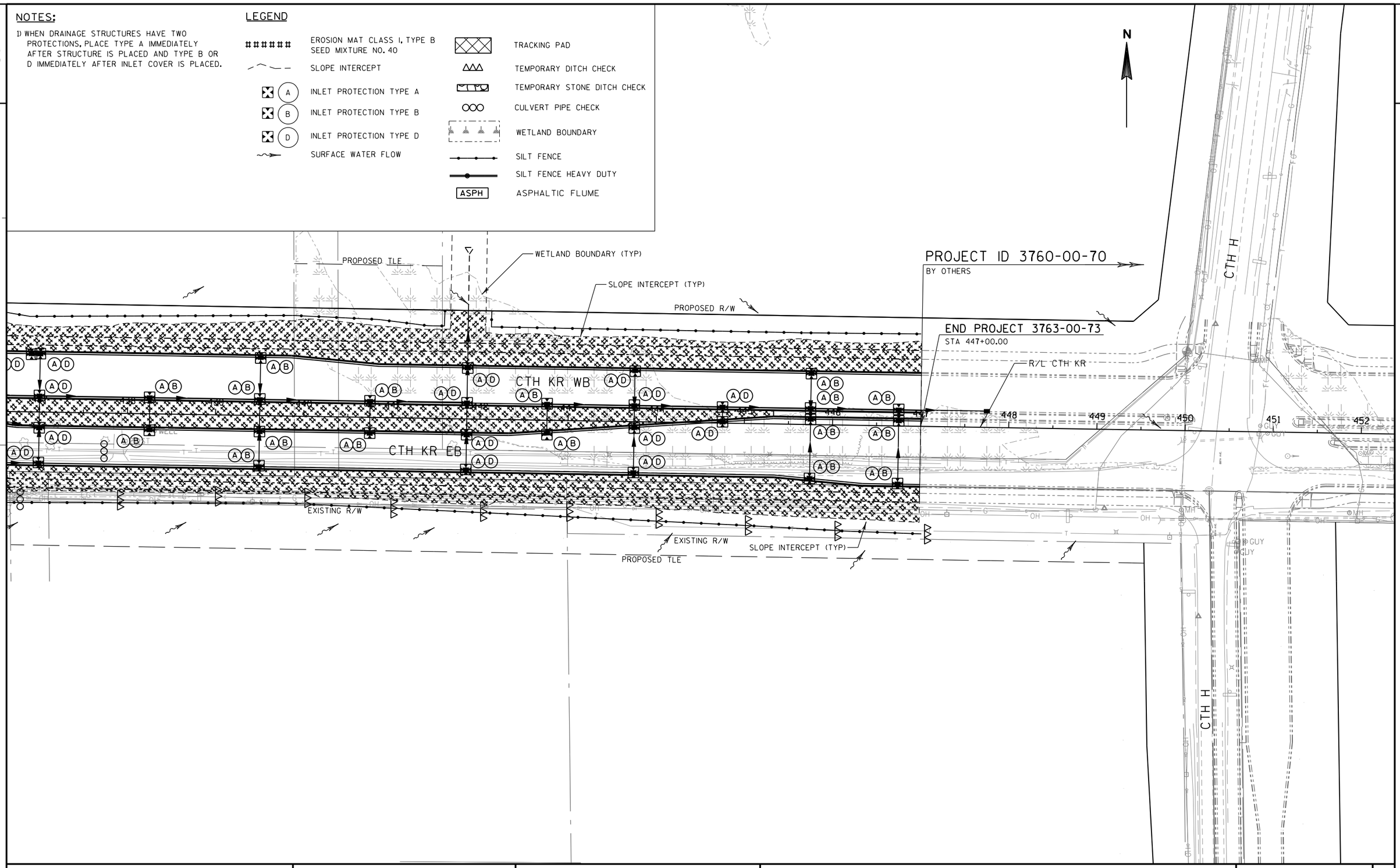
PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	EROSION CONTROL PLAN	SHEET 98	E

NOTES:

1) WHEN DRAINAGE STRUCTURES HAVE TWO PROTECTIONS, PLACE TYPE A IMMEDIATELY AFTER STRUCTURE IS PLACED AND TYPE B OR D IMMEDIATELY AFTER INLET COVER IS PLACED.

LEGEND

- EROSION MAT CLASS I, TYPE B SEED MIXTURE NO. 40
- SLOPE INTERCEPT
- A — INLET PROTECTION TYPE A
- B — INLET PROTECTION TYPE B
- D — INLET PROTECTION TYPE D
- SURFACE WATER FLOW
- TRACKING PAD
- TEMPORARY DITCH CHECK
- TEMPORARY STONE DITCH CHECK
- CULVERT PIPE CHECK
- WETLAND BOUNDARY
- SILT FENCE
- SILT FENCE HEAVY DUTY
- ASPH — ASPHALTIC FLUME



PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	EROSION CONTROL PLAN	SHEET 99	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Plansheets\37630073\022005_EC.dgn PLOT DATE : 7/31/2018 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

GENERAL DRAINAGE NOTES

LOCATION OF STRUCTURES IN CURB AND GUTTER REFER TO CURB AND GUTTER FLOW LINE. LOCATION OF STRUCTURES NOT IN CURB AND GUTTER SECTION REFER TO CENTER OF STRUCTURE OR AS NOTED ON PLAN.

RIM ELEVATIONS ARE GIVEN AT FLOW LINE OF INLET OR AT CENTER OF MANHOLE. SEE STRUCTURE LOCATION DETAIL.

PLAN LENGTH REPRESENTS LENGTH OF PIPE MEASURED FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE AND IS USED FOR ESTIMATING. PIPE LENGTH REPRESENTS LENGTH OF PIPE MEASURED FROM INSIDE FACE OF STRUCTURE TO INSIDE FACE OF STRUCTURE AND IS USED TO COMPUTE PIPE SLOPE.

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

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

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

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

PROVIDE BOLTED COVERS FOR MANHOLE COVERS TYPE J SPECIAL. COST OF PROVIDING BOLTED COVERS IS CONSIDERED INCIDENTAL TO COVER.

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

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

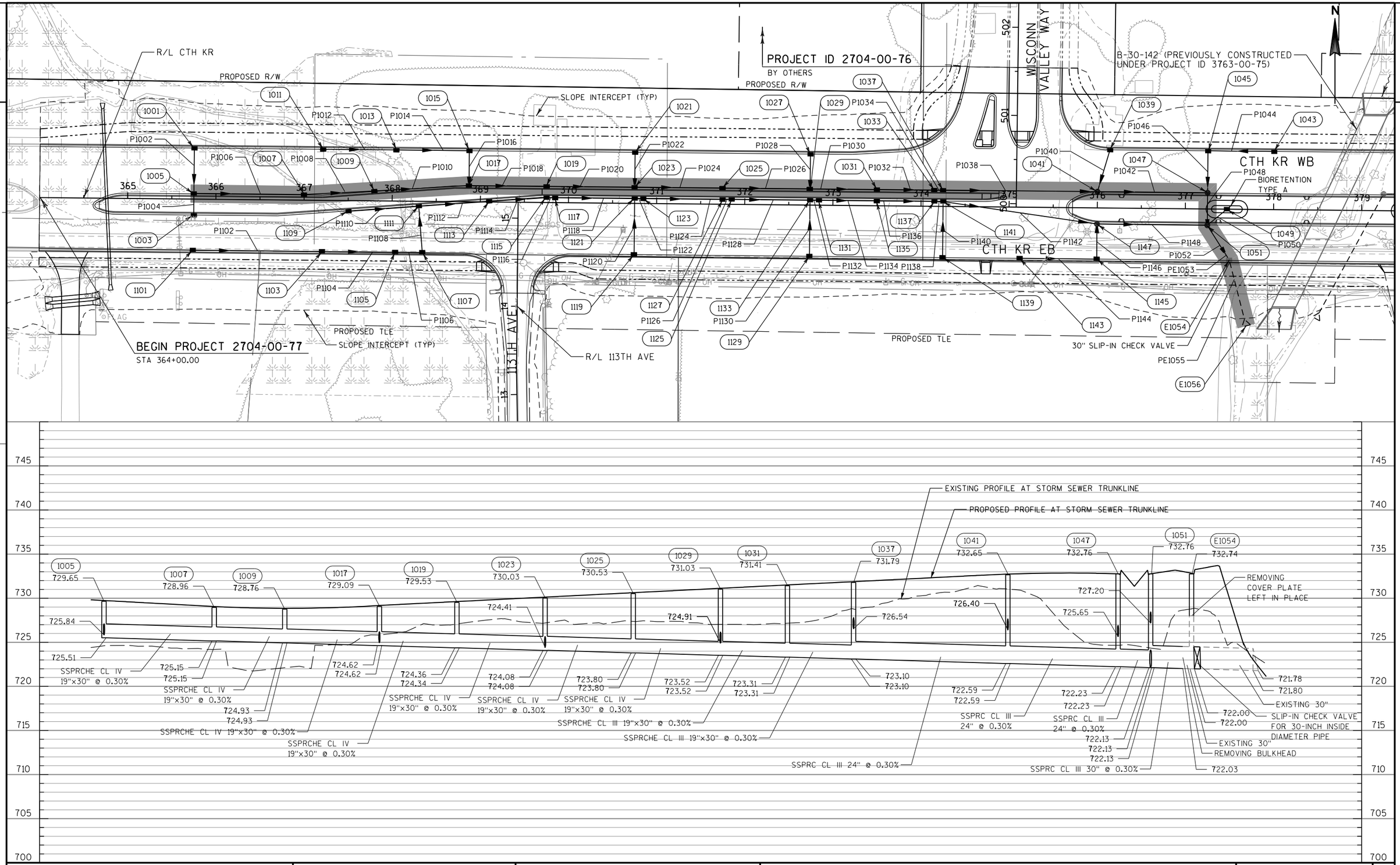
CONSTRUCTION AND REMOVAL OF TEMPORARY BULKHEAD IS CONSIDERED INCIDENTAL TO COST OF STORM SEWER PIPE OR STORM SEWER STRUCTURE WHEN A PIPE OR STRUCTURE IS CONSTRUCTED OR REMOVED IN MULTIPLE STAGES.

STORM SEWER PLAN & PROFILE NOTE:
PLAN VIEW HIGHLIGHTS CORRESPOND TO PROFILES SHOWN IN PROFILE BELOW PLAN VIEW (SAME SHEET). STORM SEWER STRUCTURES AND PIPES LABELED IN PLAN VIEW WITHOUT HIGHLIGHT ARE SHOWN ON THE NEXT PROFILE ONLY SHEET(S).

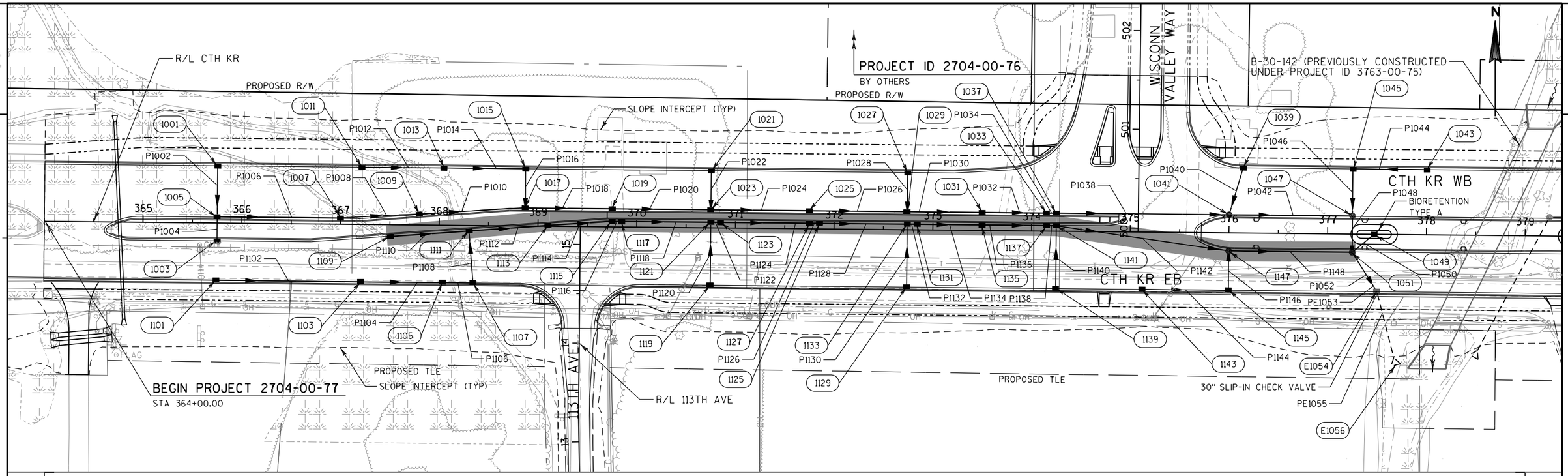
STORM SEWER LEGEND

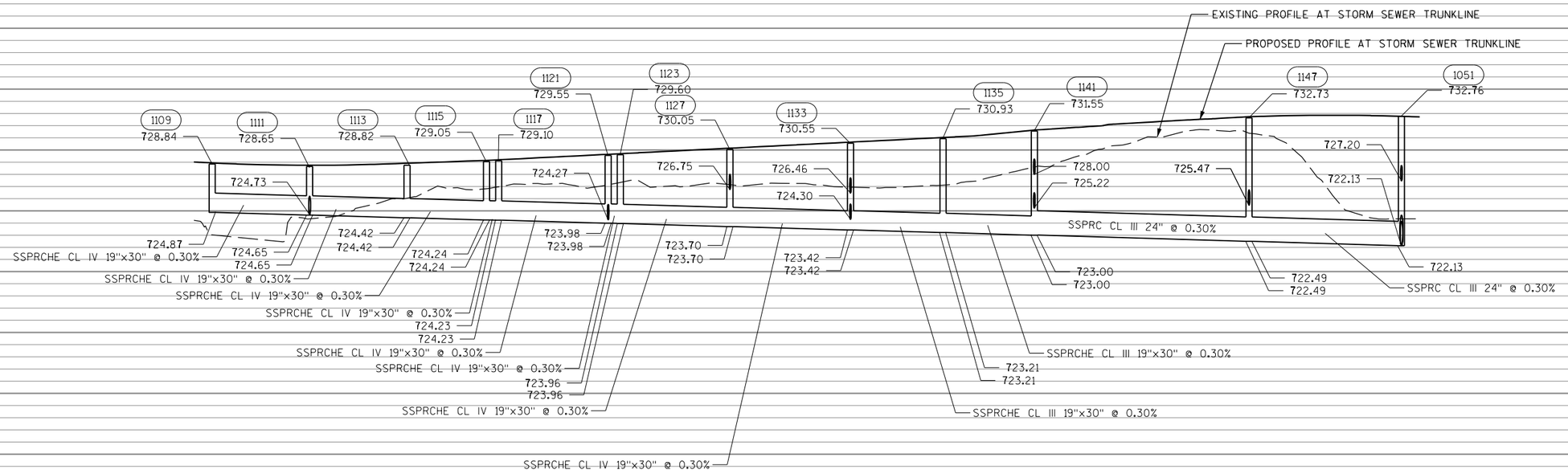
——→——	PROPOSED STORM SEWER PIPE PLAN VIEW
– – – – – –	EXISTING STORM SEWER PLAN VIEW
– – – – – –	EXISTING STORM SEWER PROFILE VIEW
(***)	PROPOSED DRAINAGE STRUCTURE
(E***)	EXISTING DRAINAGE STRUCTURE
●	PROPOSED MANHOLE
■	PROPOSED INLET
△	PROPOSED ENDWALL
P***	PROPOSED STORM SEWER PIPE
PE***	EXISTING STORM SEWER PIPE

2

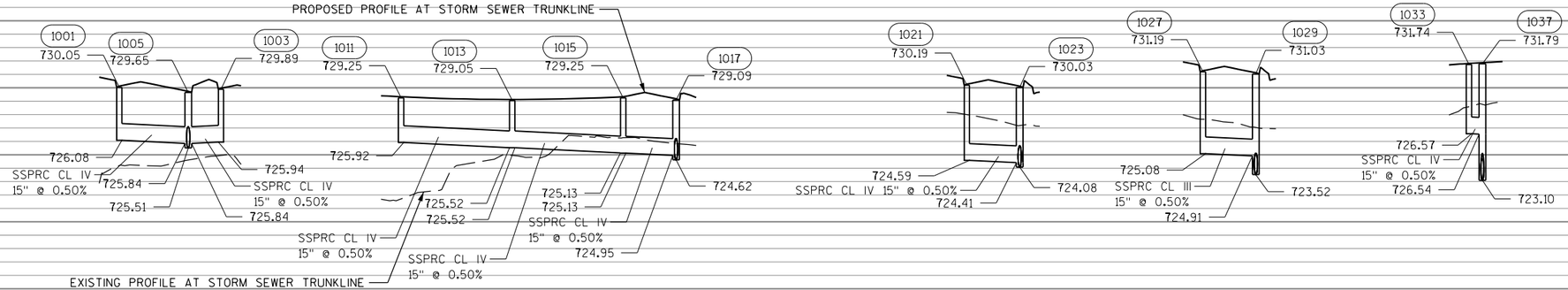


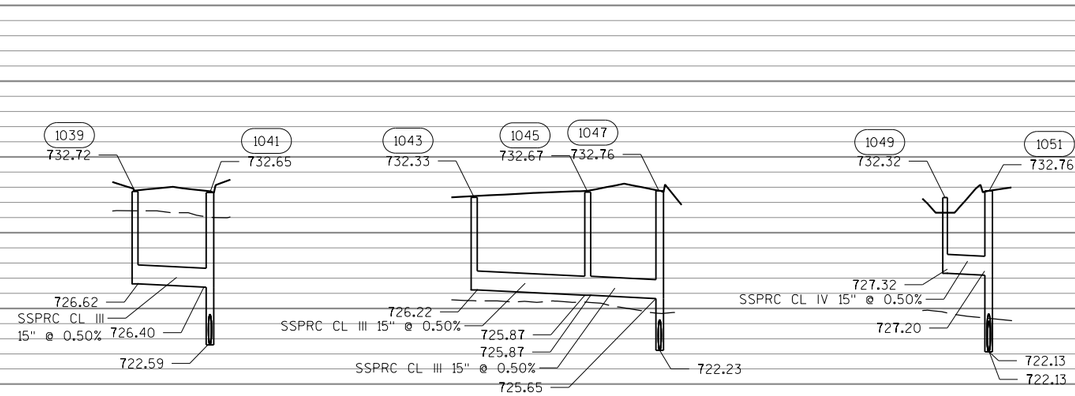
PROJECT NO: 3763-00-75	HWY: CTH KR	COUNTY: RACINE	STORM SEWER PLAN AND PROFILE: CTH KR	SHEET 101 E





PROJECT NO: 3763-00-75	HWY: CTH KR	COUNTY: RACINE	STORM SEWER PLAN AND PROFILE: CTH KR	SHEET 102 E

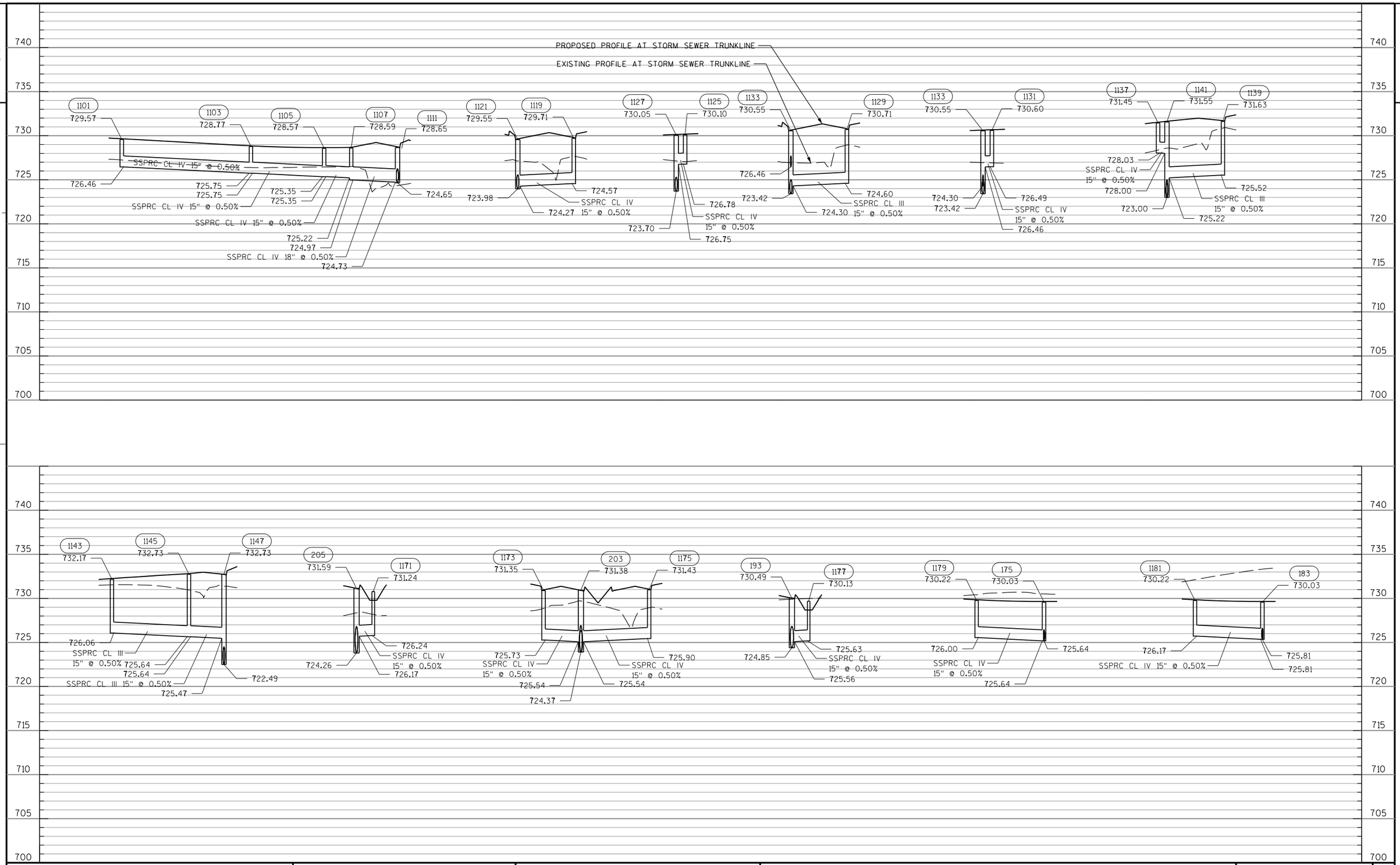




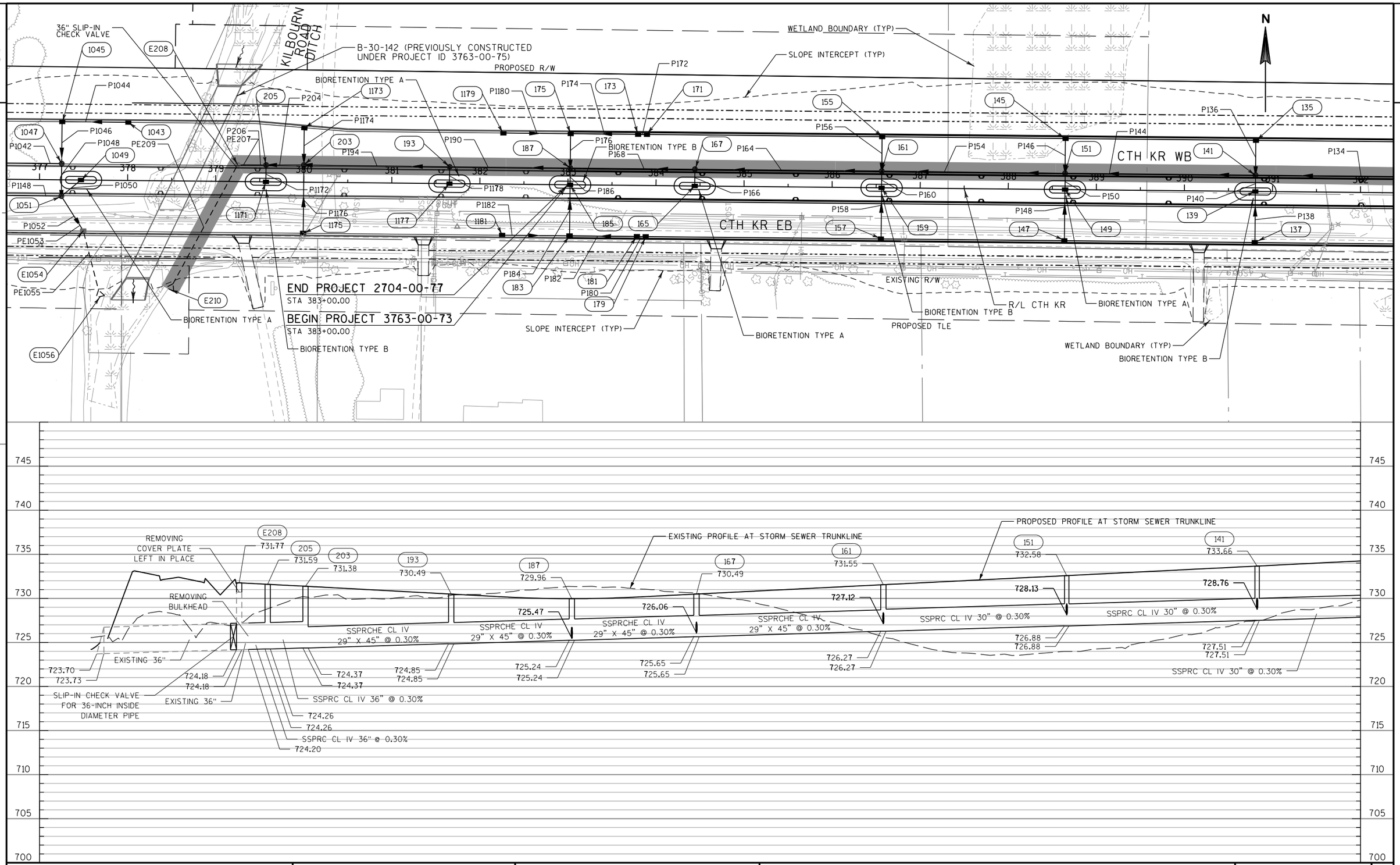
PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	STORM SEWER PLAN AND PROFILE: CTH KR	SHEET 103	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Plansheets\27040077\022501C_SS.dgn PLOT DATE : 8/20/2018 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 41



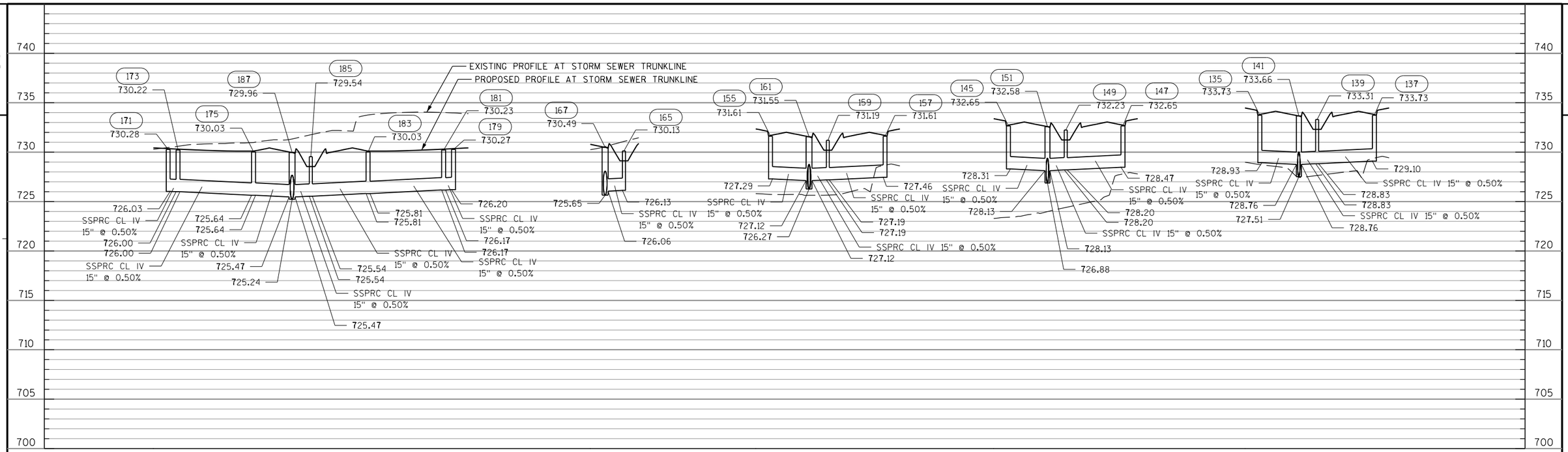
PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	STORM SEWER PLAN AND PROFILE: CTH KR	SHEET 104	E



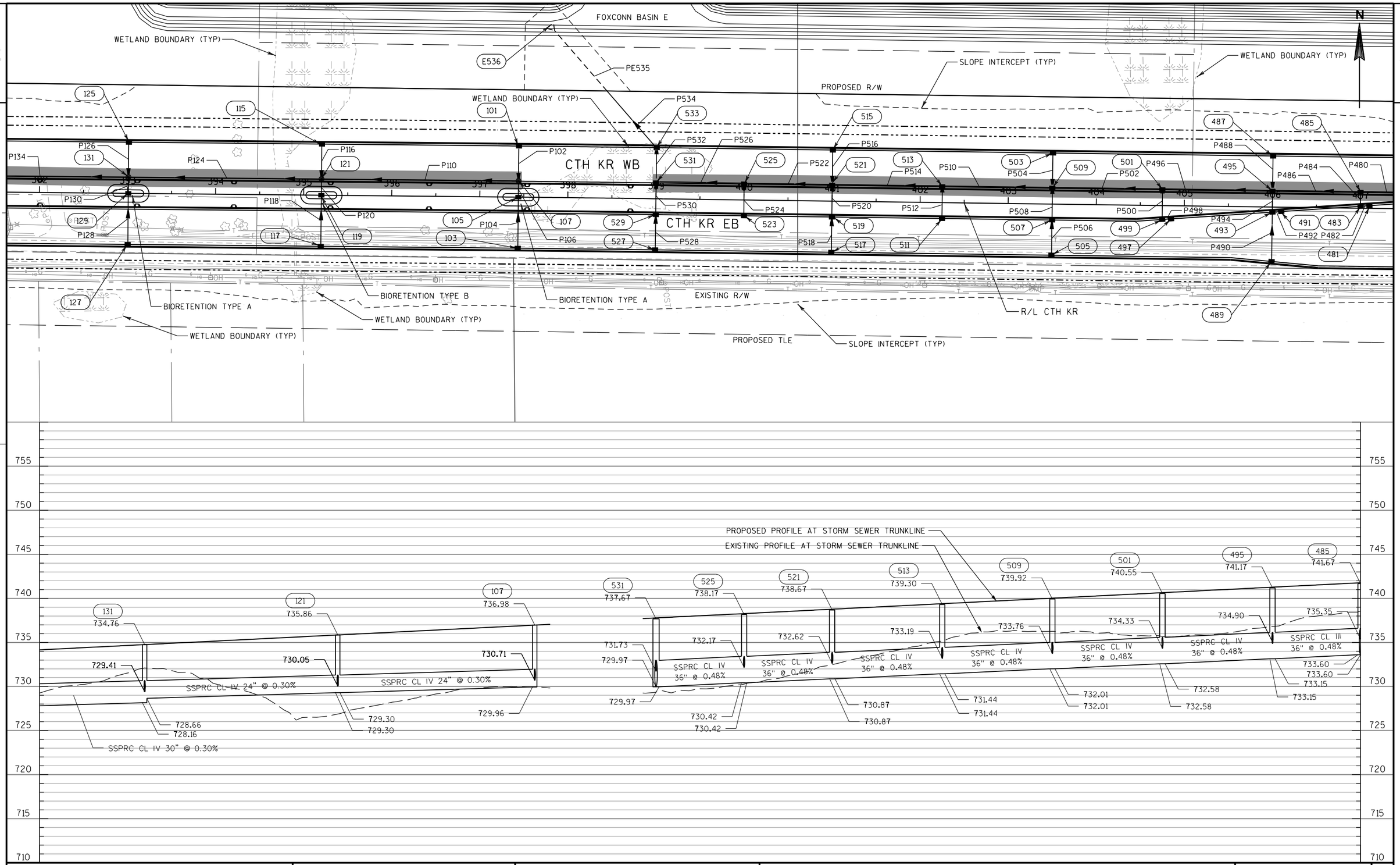
PROJECT NO: 2704-00-77 & 3763-00-73	HWY: CTH KR	COUNTY: RACINE	STORM SEWER PLAN AND PROFILE: CTH KR	SHEET 105 E

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WISDOT/CADDS SHEET 41

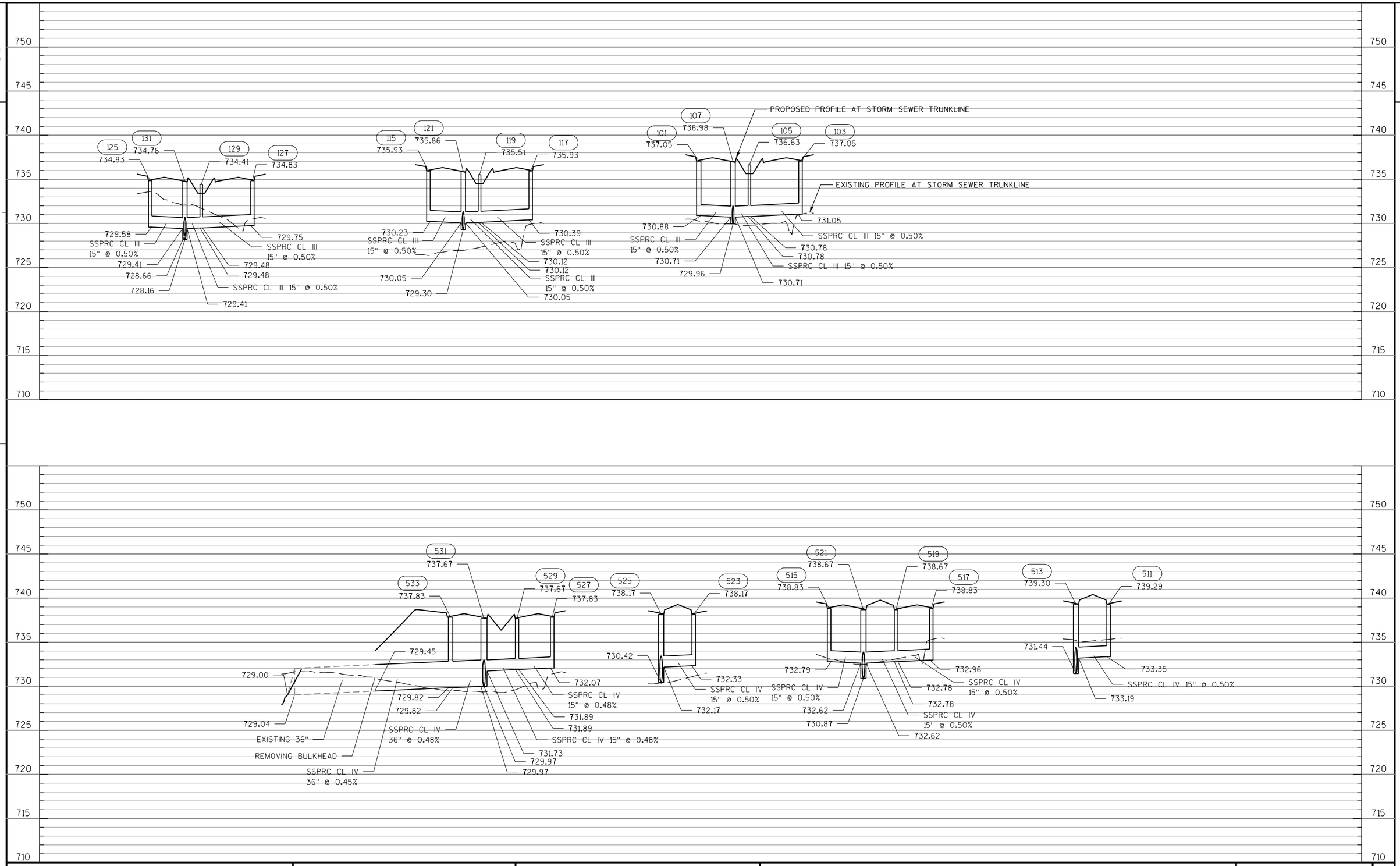


PROJECT NO: 2704-00-77 & 3763-00-73	HWY: CTH KR	COUNTY: RACINE	STORM SEWER PLAN AND PROFILE: CTH KR	SHEET 106	E

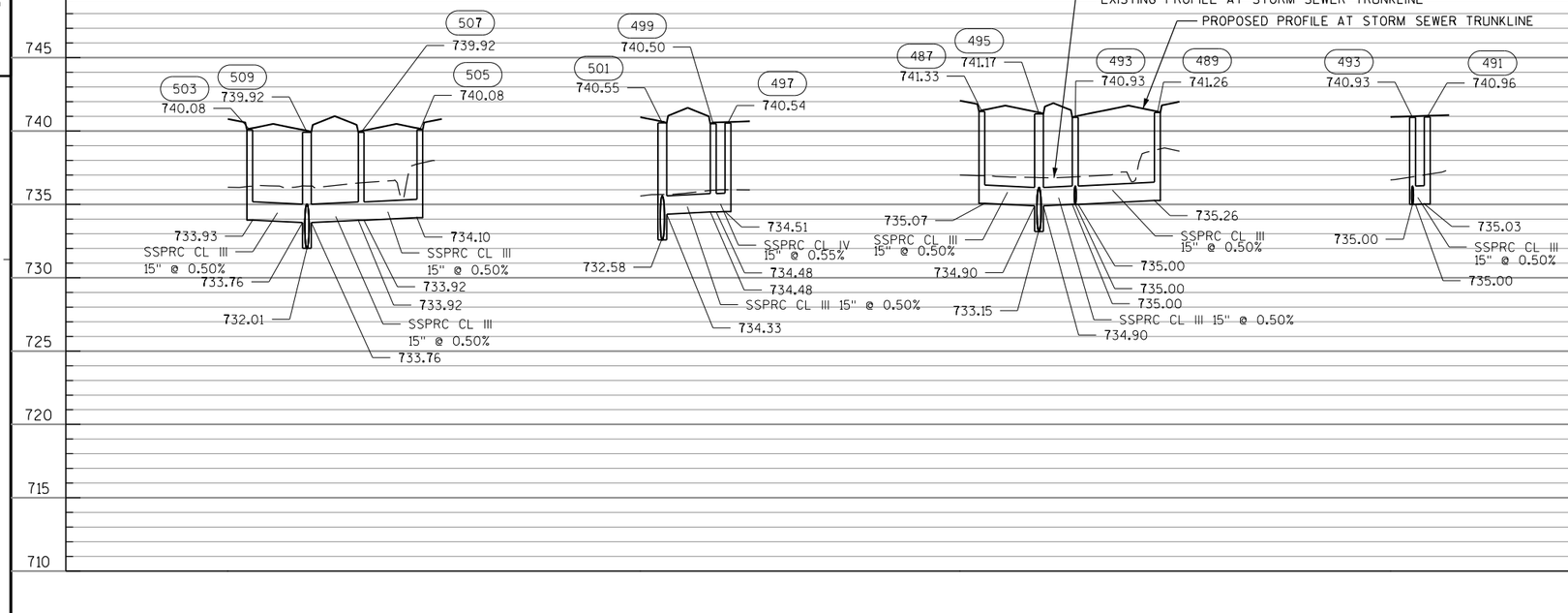


PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	STORM SEWER PLAN AND PROFILE: CTH KR	SHEET 107 E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Plansheets\37630073\022503_SS.dgn PLOT DATE : 8/20/2018 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100

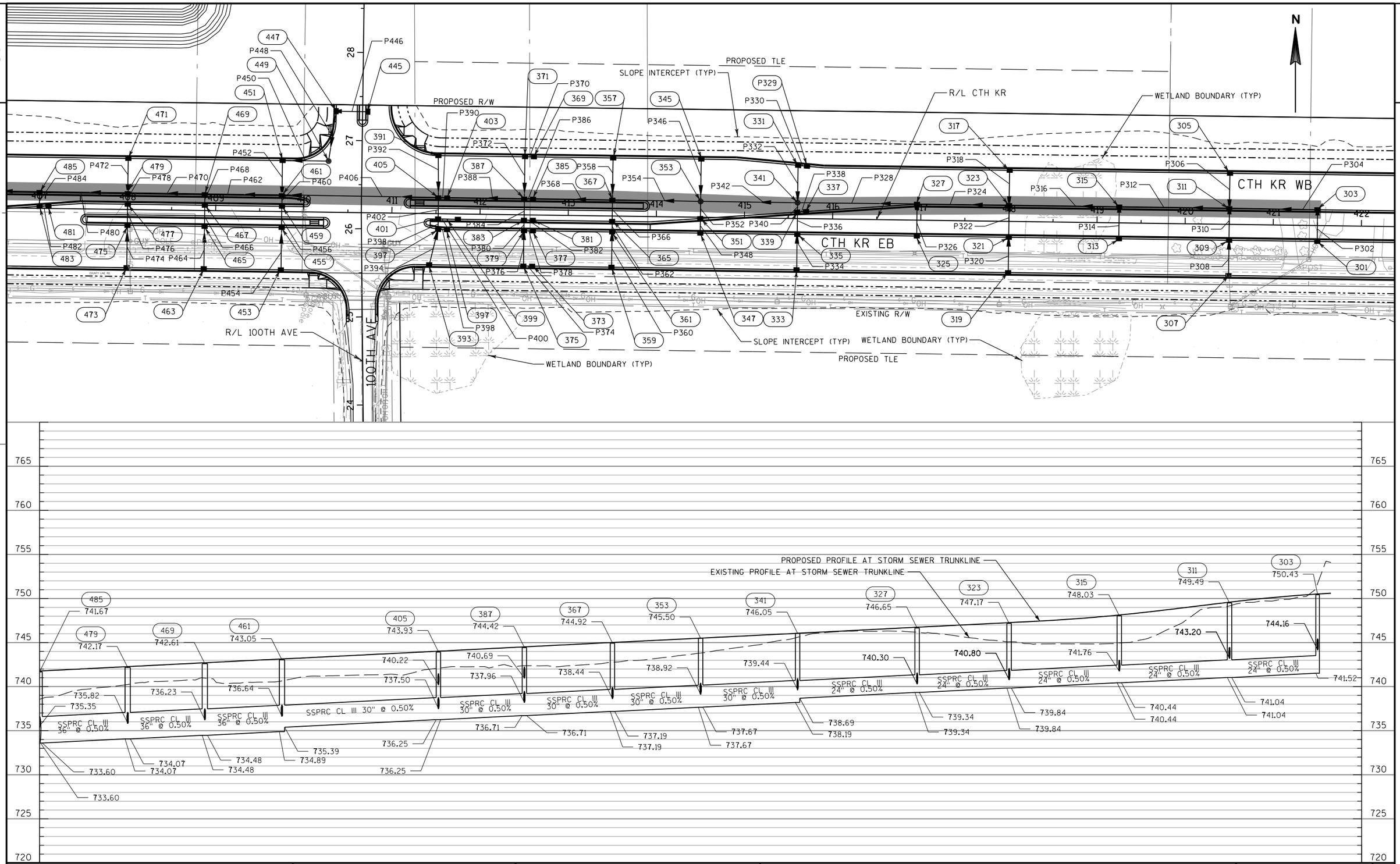


PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	STORM SEWER PLAN AND PROFILE: CTH KR	SHEET 108	E



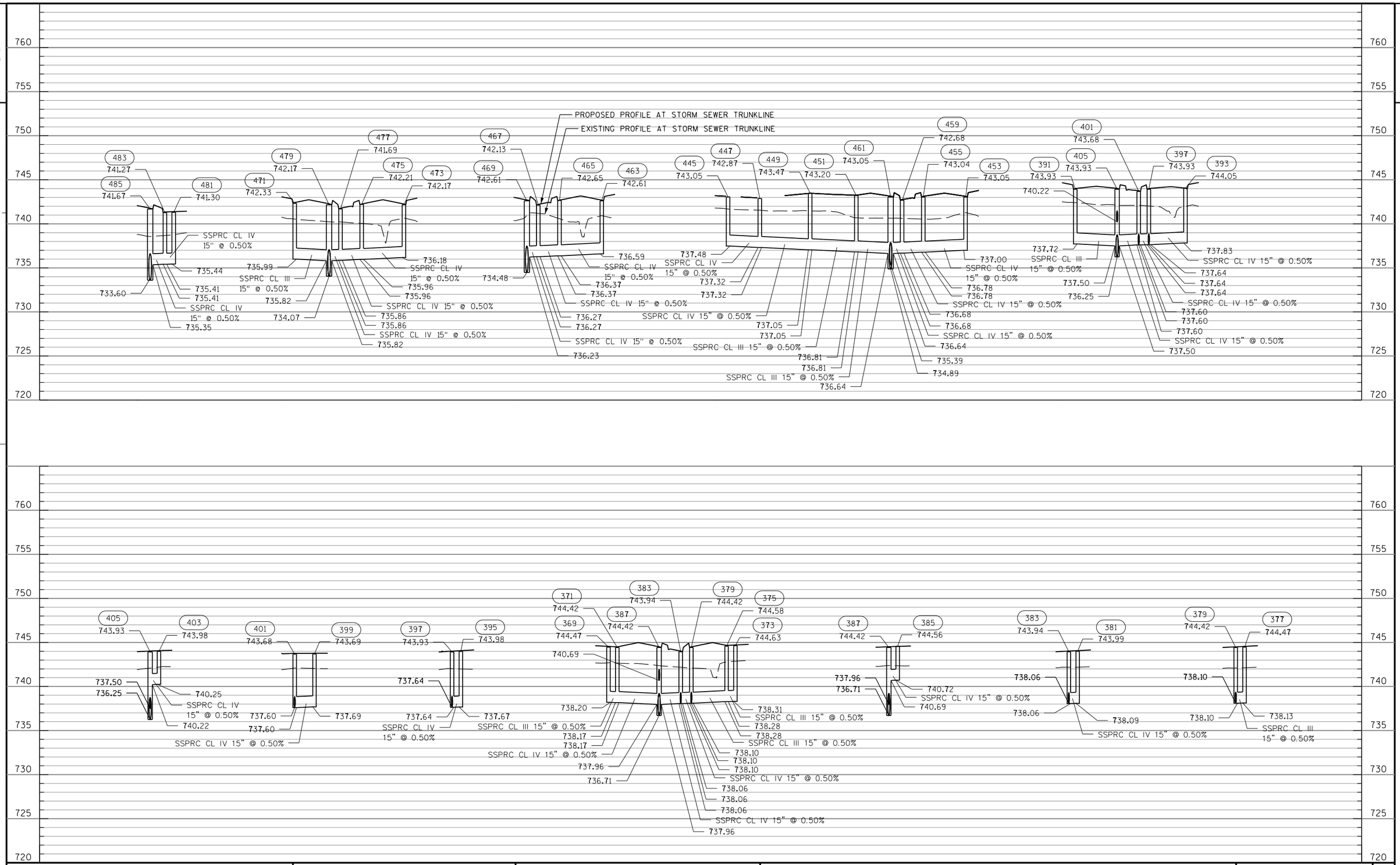
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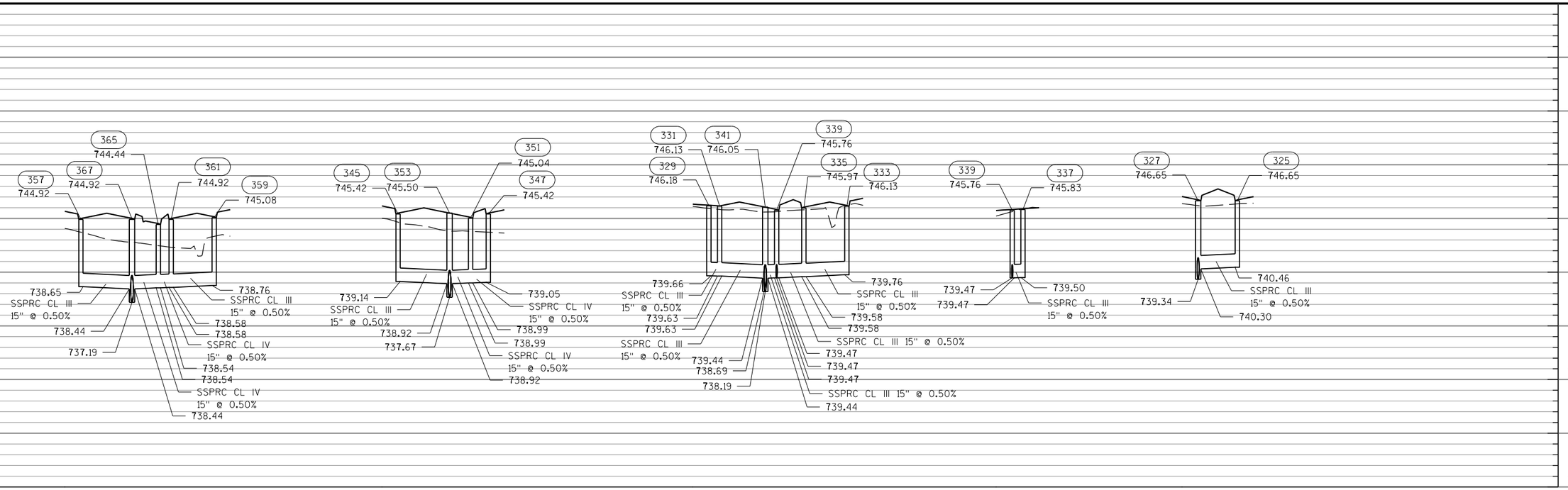


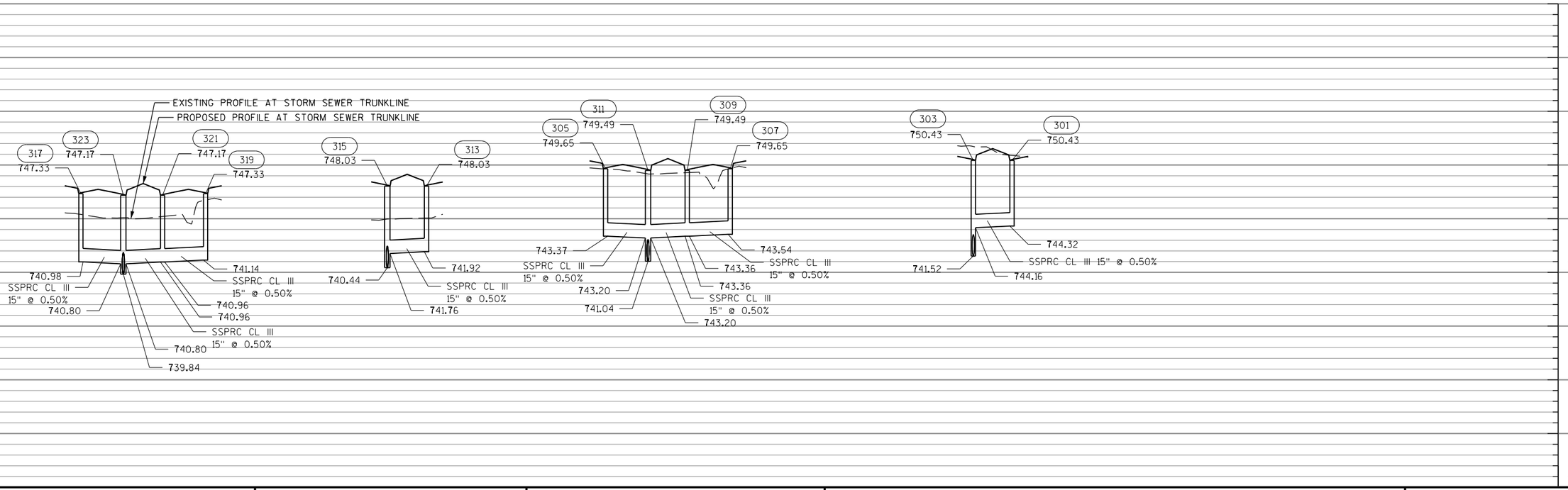
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WISDOT/CADDS SHEET 41

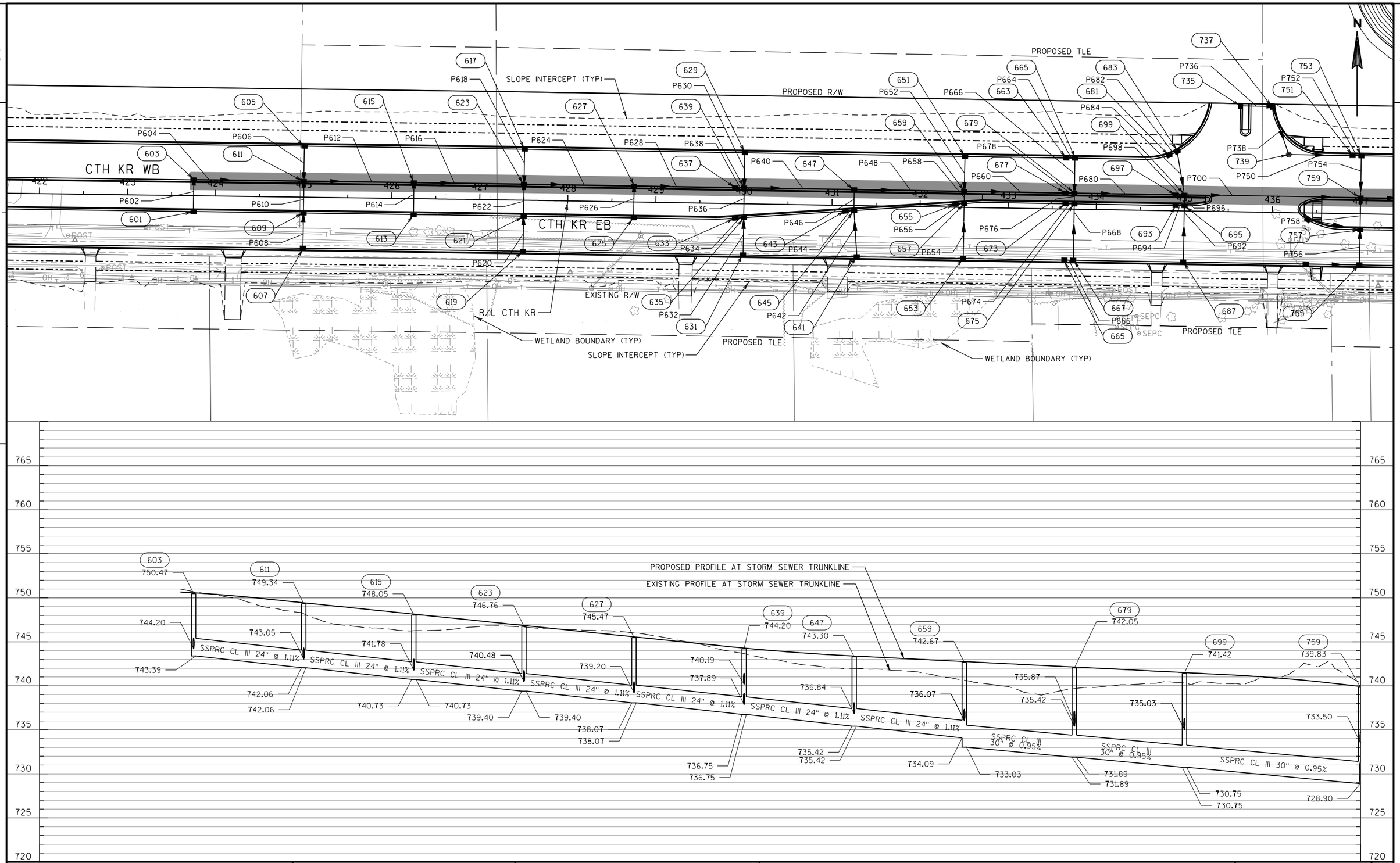


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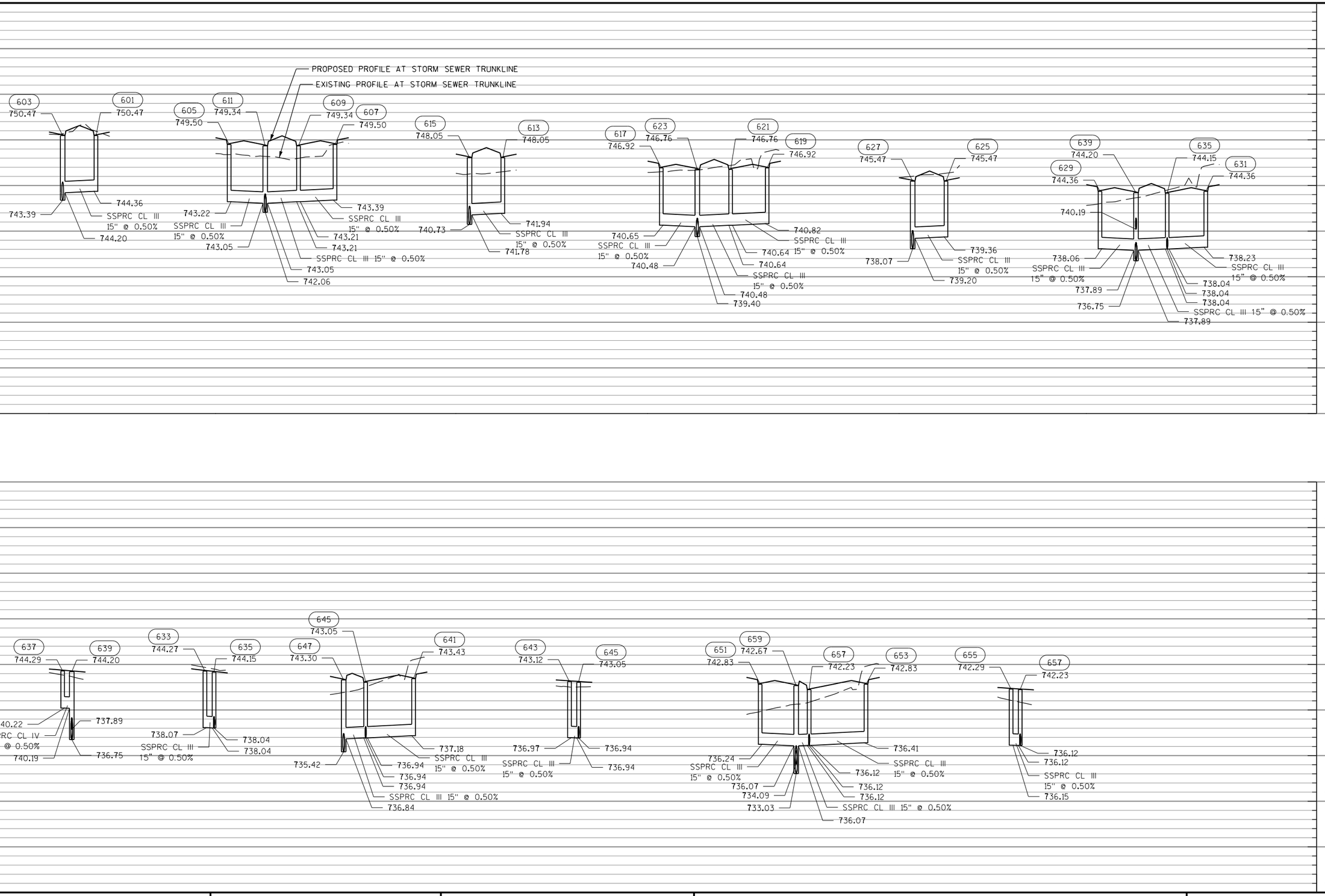


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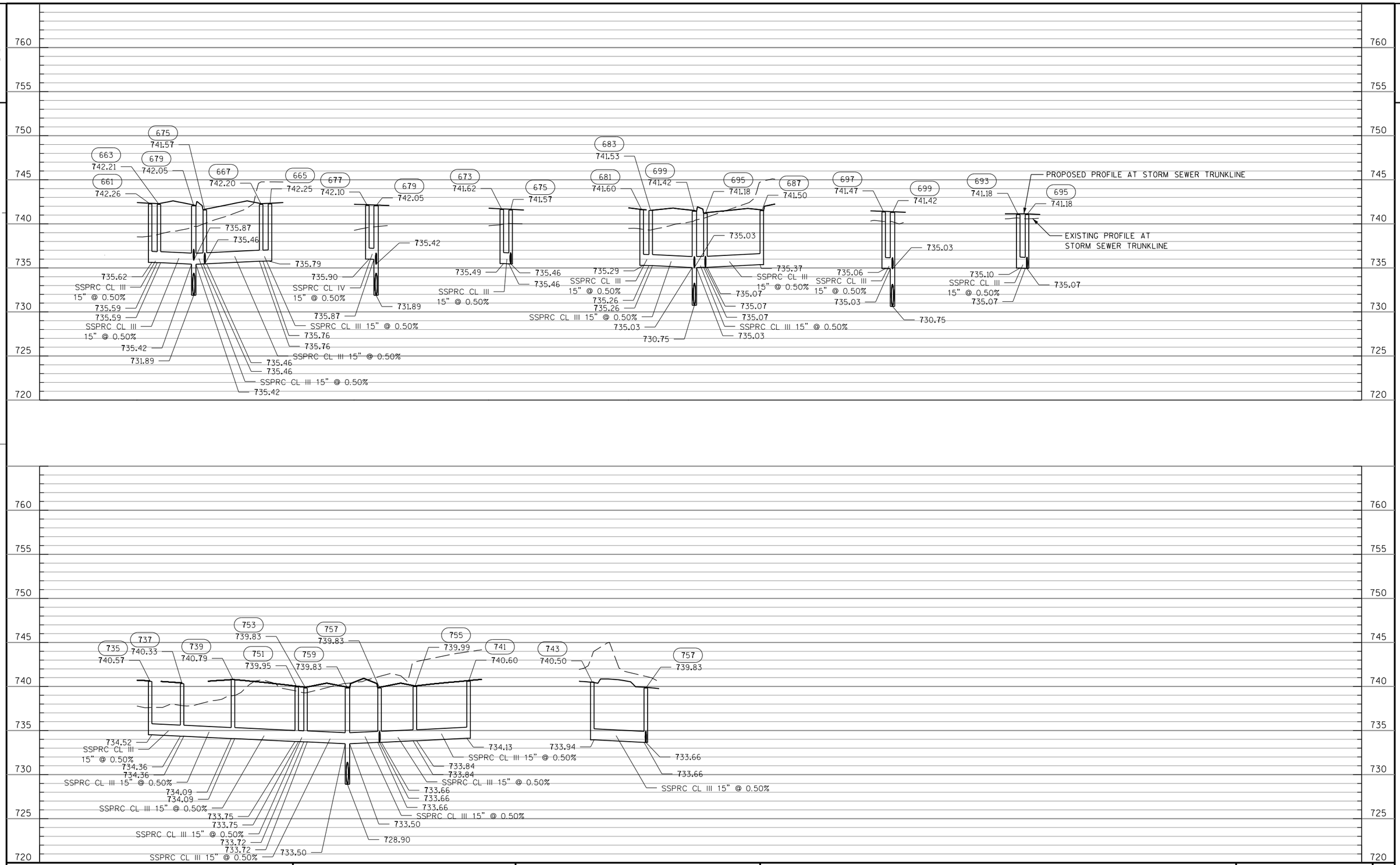


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PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	STORM SEWER PLAN AND PROFILE: CTH KR	SHEET 114 E



PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	STORM SEWER PLAN AND PROFILE: CTH KR	SHEET 115 E

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WISDOT/CADDS SHEET 41

FOXCONN BASIN D

PROJECT ID 3760-00-70
BY OTHERS

N

CTH H

CTH KR WB

CTH KR EB

PROPOSED R/W

EXISTING R/W

WETLAND BOUNDARY (TYP)

SLOPE INTERCEPT (TYP)

R/L CTH KR

PROPOSED TLE

END PROJECT 3763-00-73
STA 447+00.00

751 P752 753 P754 759 P760 P758 757 763 P756 755 761
765 P766 P764 771 P762 P770 769 P768 767
775 P772 P774 773 P776 781 P780 779 P778 777
783 E786 PE785 P772 P784 787 P788 785 P794 793
789 P790 797 P796 795 P798 803 P802 801 P804 813 P812 811 P810 807 P792 791
821 P814 P818 817 P816 809 P808 815
823 P822

PROPOSED PROFILE AT STORM SEWER TRUNKLINE
EXISTING PROFILE AT STORM SEWER TRUNKLINE
PROPOSED FUTURE PROFILE AT STORM SEWER TRUNKLINE

759 739.83
763 737.80
771 735.21
775 732.61
781 730.32
783 730.48
789 728.64
797 727.53
803 726.94
813 726.38
821 725.83
823 725.31

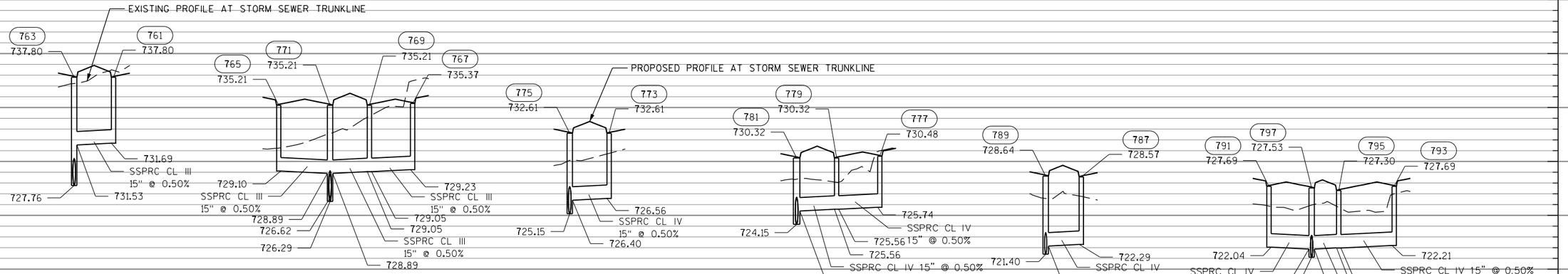
733.50
731.53
728.89
728.90
727.76
727.76
726.40
726.62
726.29
725.40
725.15
725.15
723.98
723.98
724.15
724.15
723.26
723.64
723.29
722.15
721.87
721.40
721.58
721.12
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719.99

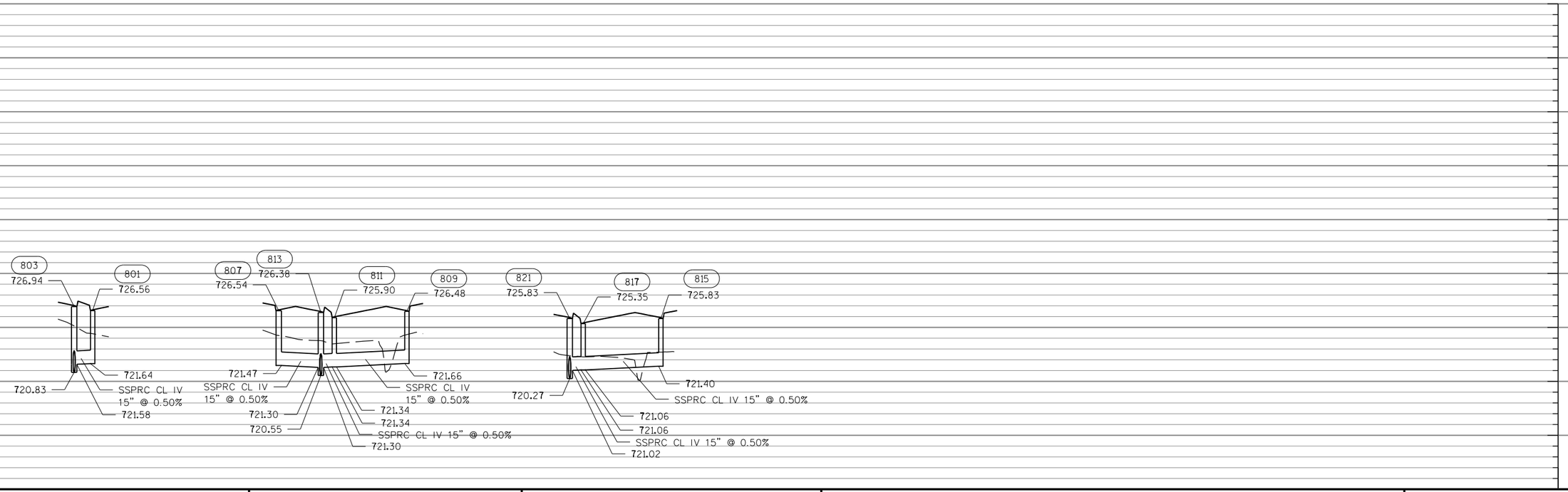
SSPRC CL III 30" @ 0.95%
SSPRC CL III 30" @ 0.95%
SSPRC CL III 30" @ 0.95%
SSPRC CL IV 30" @ 0.95%
SSPRC CL IV 30" @ 0.54%
SSPRC CL IV 30" @ 0.54%
SSPRC CL IV 24" @ 0.30%
SSPRC CL IV 24" @ 0.30%
SSPRC CL IV 24" @ 0.30%
SSPRC CL IV 24" @ 0.30%
SSPRC CL IV 24" @ 0.30%

REMOVING BULKHEAD
EXISTING 30"

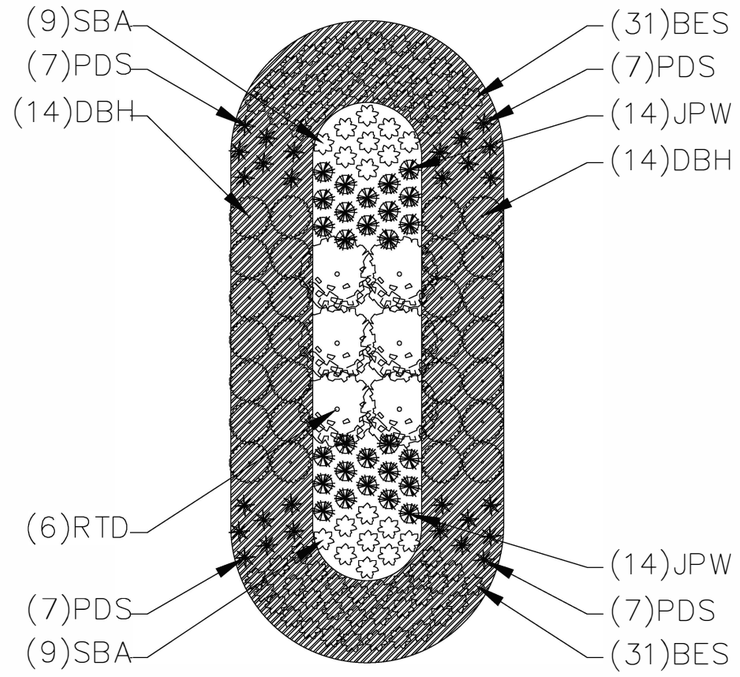
PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	STORM SEWER PLAN AND PROFILE: CTH KR	SHEET 116 E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Plansheets\37630073\022506_SS.dgn PLOT DATE : 8/20/2018 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100





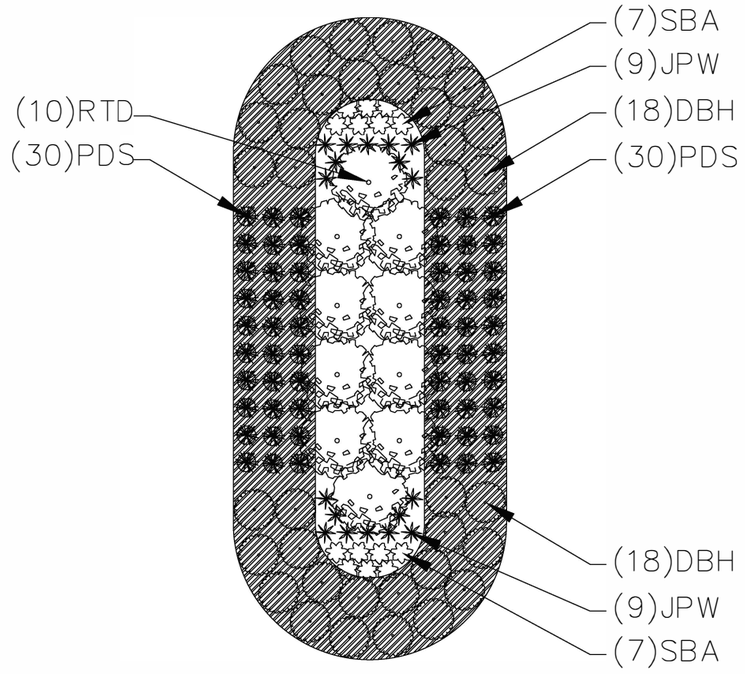
PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	STORM SEWER PLAN AND PROFILE: CTH KR	SHEET 117	E



BIORETENTION CELL A:
PLANTING DESIGN

Bioretention A - Plant Schedule

	Scientific Name	Common Name	Quantity	Spacing	Install Size	Size
						Maturity in ft. (Height/Spread)
Deciduous Shrubs						
DBH	Diervilla lonicera	Dwarf Bush Honey-suckle	28	Per Plan	#3 cont.	3-4'/4-5'
RTD	Cornus sericea	Redtwig Dogwood	6	Per Plan	#3 cont.	7-9'/8-10'
Perennials						
BES	Rudbeckia fulgida	Black-eyed Susan	48	Per Plan	4.5" plugs	
JPW	Eupatorium maculatum	Spotted Joe-Pye Weed	15	Per Plan	4.5" plugs	
PDS	Sporobulus heterolepsis	Prairie Dropseed Grass	11	Per Plan	4.5" plugs	
SBA	Aster azureus	Sky Blue Aster	12	Per Plan	4.5" plugs	



BIORETENTION CELL B:
PLANTING DESIGN

Bioretention B - Plant Schedule

	Scientific Name	Common Name	Quantity	Spacing	Install Size	Size
						Maturity in ft. (Height/Spread)
Deciduous Shrubs						
DBH	Diervilla lonicera	Dwarf Bush Honey-suckle	36	Per Plan	#3 cont.	3-4'/4-5'
RTD	Cornus sericea	Redtwig Dogwood	10	Per Plan	#3 cont.	7-9'/8-10'
Perennials						
JPW	Eupatorium maculatum	Spotted Joe-Pye Weed	18	Per Plan	4.5" plug	
PDS	Sporobulus heterolepsis	Prairie Dropseed Grass	60	Per Plan	4.5" plug	
SBA	Aster azureus	Sky Blue Aster	14	Per Plan	4.5" plug	

2

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N

BEGIN PROJECT 2704-00-77
STA 364+00.00

Wisconn Valley Way NEXT SIGNAL (P111, P112)
D1-65
138" x 30"

WRONG WAY (P113)
R5-1A
42" x 30"

SPEED LIMIT 45 (P109, P110)
R2-1
30" X 36"

ONE WAY (P127)
R6-2R
24" X 30"

P103, P104 STOP
R1-1F
36" X 36"
MOUNTED ON SIGNAL POLE

P115, P116 DO NOT ENTER
R5-1
36" X 36"
MOUNTED ON SIGNAL POLE

P114, P119 DIVIDED HIGHWAY
R6-3A
30" X 24"
MOUNTED ON SIGNAL POLE

PROJECT ID 2704-00-76
BY OTHERS

P117
R4-7
24" X 30"
MOUNTED ON SIGNAL POLE

P130
R4-7
24" X 30"
MOUNTED ON SIGNAL POLE

P106 STOP
R1-1F
36" X 36"
MOUNTED ON SIGNAL POLE

P105 STOP
R1-1F
36" X 36"
MOUNTED ON SIGNAL POLE

P118 DO NOT ENTER
R5-1
36" X 36"
MOUNTED ON SIGNAL POLE

WISCONN VALLEY WAY

CTH KR WB

CTH KR EB

R/L CTH KR

R100 STOP
REMOVE

P100, P128
W3-3
36" X 36"
TEMPORARY FLAGS

P101 BEGIN LEFT TURN LANE
R3-20L
24" X 36"

P133 DO NOT ENTER
R5-1
36" X 36"

1ST ST
REMOVED BY OTHERS
VILLAGE, CITY OR TOWN
MOUNTED ON UTILITY POLE

113TH AVE
REMOVED BY OTHERS
VILLAGE, CITY OR TOWN
MOUNTED ON UTILITY POLE

R/L 113TH AVE

P102 STOP
R1-1
36" X 36"

R101 STOP
REMOVE

P137, P138 NEW TRAFFIC PATTERN AHEAD
W23-2
36" X 36"
TEMPORARY FLAGS

P107, P108 STOP
R1-1F
36" X 36"
MOUNTED ON SIGNAL POLE

P129
R4-7
24" X 30"
MOUNTED ON SIGNAL POLE

P120 ONE WAY
R6-2L
30" X 36"
MOUNTED ON SIGNAL POLE

Wisconn Valley Way (P123, P124)
M1-94H
108" X 18"
MOUNTED ON MAST ARM

MATCHLINE STA 377+50

P126, P134 EAST COUNTY KR
M3-2
36" X 18"
M1-5A
36" X 36"
J4-1
36" X 54"

KILBOURN ROAD DITCH

R/L CTH KR

P125 WRONG WAY
R5-1A
42" X 30"

P135, P136 NEW TRAFFIC PATTERN AHEAD
W23-2
36" X 36"
TEMPORARY FLAGS

CTH KR WB

CTH KR EB

P131 ONE WAY
R6-2R
24" X 30"

P121, P122 SPEED LIMIT 45
R2-1
30" X 36"

P132 ONE WAY
R6-2R
24" X 30"

MATCHLINE STA 377+50

END PROJECT 2704-00-77
STA 383+00.00

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- (RXXX) EXISTING SIGN TO BE REMOVED
- (MXXX) EXISTING SIGN TO BE MOVED
- (PXXX) PROPOSED SIGN
- ETR EXISTING SIGN TO REMAIN

PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	SIGNING PLAN	SHEET 120	E

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END PROJECT 2704-00-77
STA 383+00.00

BEGIN PROJECT 3763-00-73
STA 383+00.00

Wisconn Valley Way
NEXT SIGNAL
P160
P161
D1-65
138" X 30"

P154
P155
W3-3
36" X 36"
TEMPORARY FLAGS

P150
P151
SPEED LIMIT 45
R2-1
30" X 36"

CTH KR WB

CTH KR EB

R/L CTH KR

ONE WAY
P156
R6-2R
24" X 30"

P157
ONE WAY
R6-2R
24" X 30"

LEGEND

	EXISTING SIGN MOUNTED ON POST(S)
	PROPOSED SIGN MOUNTED ON POST(S)
(RXXX)	EXISTING SIGN TO BE REMOVED
(MXXX)	EXISTING SIGN TO BE MOVED
(PXXX)	PROPOSED SIGN
ETR	EXISTING SIGN TO REMAIN

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	SIGNING PLAN	SHEET 121	E

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P202
P203
NEW TRAFFIC PATTERN AHEAD
W23-2
36" X 36"
TEMPORARY FLAGS

R/L CTH KR

P210
P211
SPEED LIMIT 45
R2-1
30" X 36"

P209
P208
M3-4
36" X 18"
WEST
COUNTY KR
M1-5A
36" X 36"
J4-1
36" X 54"

CTH KR WB

CTH KR EB

392 393 394 395 396 397 398 399 400 401 402 403 404 405 406 407

POST

P200
P201
W3-3
36" X 36"
TEMPORARY FLAGS

P204
P205
100th Avenue
Next Signal
D1-65
78" X 30"

P206
BEGIN LEFT TURN LANE
R3-20L
24" X 36"

WRONG WAY
P207
R5-1A
42" X 30"

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- (RXXX) EXISTING SIGN TO BE REMOVED
- (MXXX) EXISTING SIGN TO BE MOVED
- (PXXX) PROPOSED SIGN
- ETR EXISTING SIGN TO REMAIN

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	SIGNING PLAN	SHEET 122	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Plansheets\37630073\023203_PS.dgn PLOT DATE : 7/31/2018 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100

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P306 STOP R1-1F 36" X 36" MOUNTED ON SIGNAL POLE

P341 DIVIDED HIGHWAY R6-3 30" X 24" MOUNTED ON SIGNAL POLE

P339 DO NOT ENTER R5-1 36" X 36" MOUNTED ON SIGNAL POLE

P302 100th Avenue M1-94H 72" X 18" MOUNTED ON MAST ARM

P300 ONE WAY R6-2L 30" X 36" MOUNTED ON SIGNAL POLE

P312 BEGIN LEFT TURN LANE R3-20LL 24" X 36"

P301 R4-7 24" X 30" MOUNTED ON SIGNAL POLE

P308 R4-7 24" X 30"

P338 STOP R1-1F 36" X 36"

P340 DIVIDED HIGHWAY R6-3 30" X 24"

P305 1st Street M1-94H 48" X 18" MOUNTED ON MAST ARM

R300 REMOVE

P314 DO NOT ENTER R5-1 36" X 36" MOUNTED ON SIGNAL POLE

P315 STOP R1-1F 36" X 36" MOUNTED ON SIGNAL POLE

P313 DO NOT ENTER R5-1 36" X 36" MOUNTED ON SIGNAL POLE

P319 STOP R1-1F 36" X 36" MOUNTED ON SIGNAL POLE

P320 WRONG WAY R5-1A 42" X 30"

P321 BEGIN LEFT TURN LANE R3-20L 24" X 36"

P326 P327 NEW TRAFFIC PATTERN AHEAD W23-2 36" X 36" TEMPORARY FLAGS

P328 P329 W3-3 36" X 36" TEMPORARY FLAGS

P330 P324 100th Avenue NEXT SIGNAL D1-65 78" X 30"

CTH KR WB

CTH KR EB

R/L CTH KR

P335 STOP R1-1F 36" X 36" MOUNTED ON SIGNAL POLE

P303 DO NOT ENTER R5-1 36" X 36" MOUNTED ON SIGNAL POLE

P331 STOP R1-1F 36" X 36" MOUNTED ON SIGNAL POLE

P304 DO NOT ENTER R5-1 36" X 36" MOUNTED ON SIGNAL POLE

M301 CLASS B HIGHWAY

R/L 100TH AVE

100TH AVE

R303 STOP REMOVE

R302 SPEED LIMIT 55 REMOVE

P307 SPEED LIMIT 55 R2-1 24" X 30"

1ST ST REMOVED BY OTHERS VILLAGE, CITY OR TOWN MOUNTED ON UTILITY POLE

100TH AVE REMOVED BY OTHERS VILLAGE, CITY OR TOWN MOUNTED ON UTILITY POLE

P332 1st Street M1-94H 48" X 18" MOUNTED ON MAST ARM

P309 JCT M2-1 21" X 15" COUNTY KR M1-5A 24" X 24" J1-1 24" X 39"

P311 W3-3 36" X 36" TEMPORARY FLAGS

P342 NEW TRAFFIC PATTERN AHEAD W23-2 36" X 36" TEMPORARY FLAGS

P317 R4-7 24" X 30" MOUNTED ON SIGNAL POLE

P336 P337 EAST COUNTY KR M3-2 36" X 18" M1-5A 36" X 36" J4-1 36" X 54"

P318 BEGIN LEFT TURN LANE R3-20LL 24" X 36"

P322 P323 SPEED LIMIT 45 R2-1 30" X 36"

P333 100th Avenue M1-94H 72" X 18" MOUNTED ON MAST ARM

P334 STOP R1-1F 36" X 36" MOUNTED ON SIGNAL POLE

P325 DIVIDED HIGHWAY R6-3 30" X 24" MOUNTED ON SIGNAL POLE

P316 ONE WAY R6-2L 30" X 36" MOUNTED ON SIGNAL POLE

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- (RXXX) EXISTING SIGN TO BE REMOVED
- (MXXX) EXISTING SIGN TO BE MOVED
- (PXXX) PROPOSED SIGN
- ETR EXISTING SIGN TO REMAIN

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	SIGNING PLAN	SHEET 123	E

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P403 P406 STOP R1-1 36" X 36"

P404 P407 CROSS TRAFFIC DOES NOT STOP W4-4P 24" X 12"

P411 P412 DIVIDED HIGHWAY R6-3A 30" X 24"

P405 R4-7 24" X 30"

P419 R4-7 24" X 30"

P410 DO NOT ENTER R5-1 36" X 36"

R/L CTH KR

P416 ONE WAY R6-2R 24" X 30"

P401 P402 SPEED LIMIT 45 R2-1 30" X 36"

CTH KR WB

CTH KR EB

422 423 424 425 426 427 428 429 430 431 432 433 434 435 436 437

P414 ONE WAY R6-2R 24" X 30"

P415 ONE WAY R6-2R 24" X 30"

P413 WRONG WAY R5-1A 42" X 30"

BEGIN LEFT TURN LANE P400 R3-20L 24" X 36"

P417 ONE WAY R6-2R 24" X 30"

P418 ONE WAY R6-2R 24" X 30"

P408 ONE WAY R6-2L 30" X 36"

P409 R4-7 24" X 30"

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- RXXX EXISTING SIGN TO BE REMOVED
- MXXX EXISTING SIGN TO BE MOVED
- PXXX PROPOSED SIGN
- ETR EXISTING SIGN TO REMAIN

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	SIGNING PLAN	SHEET 124	E

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PROJECT ID 3760-00-70
BY OTHERS

CTH H

R/L CTH KR

CTH KR WB

CTH KR EB

P506
P507
M2-1
21" X 15"
JCT
COUNTY
H
M1-5A
36" X 36"
J1-1
36" X 57"

P501
P502
M3-4
36" X 18"
WEST
COUNTY
KR
M1-5A
36" X 36"
J4-1
36" X 54"

P510
P511
SPEED LIMIT
45
R2-1
30" X 36"

R500
REMOVE

P505
P508
W3-3
36" X 36"
TEMPORARY FLAGS

M3-1
24" X 12"
NORTH
COUNTY
H
M1-5A
36" X 36"
M5-1L
30" X 30"
SOUTH
COUNTY
H
M3-3
24" X 12"
M1-5A
36" X 36"
M5-1R
30" X 30"
J3-2
72" X 84"
P503
P504

BEGIN LEFT TURN LANE
P509
R3-20L
24" X 36"

JCT
COUNTY
H
R501
R502
REMOVE

END PROJECT 3763-00-73
STA 447+00.00

LEGEND

	EXISTING SIGN MOUNTED ON POST(S)
	PROPOSED SIGN MOUNTED ON POST(S)
RXXX	EXISTING SIGN TO BE REMOVED
MXXX	EXISTING SIGN TO BE MOVED
PXXX	PROPOSED SIGN
ETR	EXISTING SIGN TO REMAIN

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	SIGNING PLAN	SHEET 125	E

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GENERAL NOTES

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

THE CONTRACTOR IS RESPONSIBLE FOR NOT BACKFEEDING CIRCUITS PRIOR TO DISCONNECTING ANY BRANCH CIRCUITS FROM OLD SOURCE.

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

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

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR IMMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT. ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON ALL CONDUITS.

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

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

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

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

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

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

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

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

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

IF CID CONTAINS PHASE CONDUCTOR(S) THAT WILL NOT BE USED FOR SUBSEQUENT POLES, I.E. AT THE END OF A CIRCUIT, DO NOT ENERGIZE THE RESPECTIVE CONDUCTOR(S) PAST THE LAST POLE THE PHASE WAS UTILIZED. REMOVE UNUSED CONDUCTOR(S) EXPOSED BEYOND THE CID RACEWAY IN ALL SUBSEQUENT POLES.

SEAL THE ENDS OF ALL CID RACEWAY WITH A UL RECOGNIZED FOAM CONDUIT SEALANT. PROVIDE A 1/2" NYLON ROPE EXTENDING BEYOND THE PLUG TO ASSIST IN REMOVING THE PLUG IN THE FUTURE.

SEE DETAIL "CONDUIT DETAILS AT STRUCTURE PARAPET TO ROADWAY BARRIER INTERFACE" WHEN CONDUIT EXITS TO GRADE FROM A BRIDGE PARAPET OR RETAINING WALL. RIGID METALLIC CONDUIT IN THE CONCRETE BARRIER IS INCIDENTAL TO THE RIGID NONMETALLIC CONDUIT.

PROVIDE MINIMUM CABLE SLACK AS NOTED BELOW:

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

SIGN STRUCTURES WHICH HAVE A BASE THAT EXTENDS THE COMPLETE WIDTH OF THE MEDIAN TYPICALLY HAVE A 4" SLEEVE FOR LIGHTING.

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

LEGEND - FINAL LIGHTING

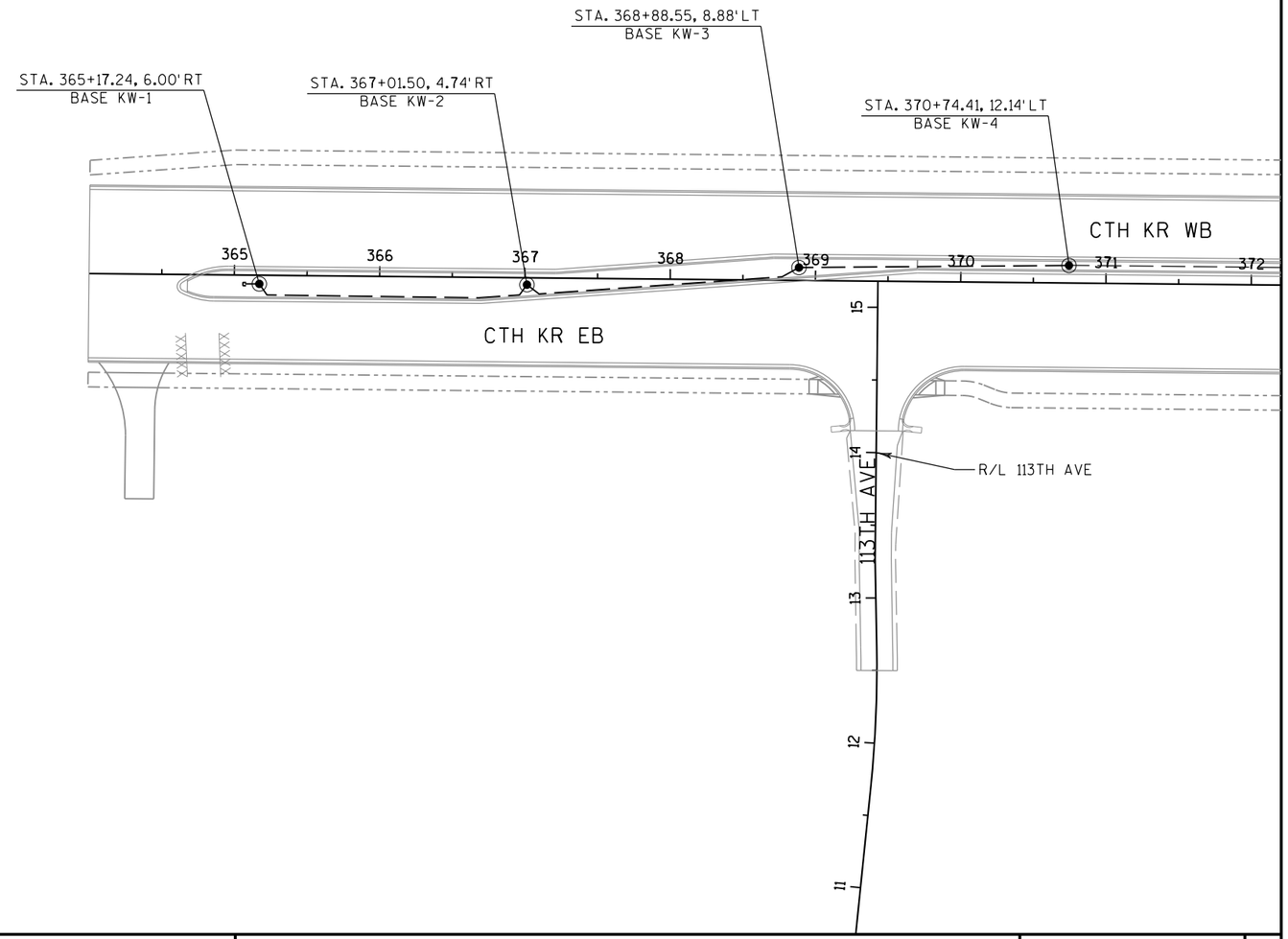
·—·—·	CID (CABLE IN DUCT)		ELECTRIC METER SOCKET
– – – –	CABLE IN CONDUIT - 2" UNLESS NOTED OTHERWISE	SM	DENOTES STRUCTURE MOUNTED
⊠	LIGHTING CONTROL CABINET	C	CONDUIT
◐	PULL BOX 24" x 36"	⌐—	STUBOUT
⊗	PULL BOX 24" x 42"	◉	CONCRETE POLE BASE, TYPE 5, WITH TRANSFORMER BASE

NOTES

NO POLES, ARMS, LUMINAIRES, LIGHTING CONTROL CABINETS, NOR WIRING ARE PROVIDED UNDER THIS CONTRACT.

CONCRETE BASES FOR FUTURE POLES AND LIGHTING CONTROL CABINETS WITH ASSOCIATED CONDUITS (PULL ROPE ONLY) ARE PROVIDED HEREIN.

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NOTES
1. ALL CONDUITS ARE EMPTY EXCEPT FOR PULL ROPE.
2. ALL CONDUITS ARE 2" SCHEDULE 40 NON METALLIC UNLESS SIZE IS SHOWN OTHERWISE

PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACIUNE	LIGHTING PLAN	SHEET 127	E

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WISCONN VALLEY WAY

SEE CONTRACT 2704-00-76 FOR LIGHTING

SEE CONTRACT 3763-00-73 FOR LIGHTING

STA. 368+88.55, 8.88'LT
BASE KW-3

STA. 374+32.21, 116.43'LT
PULLBOX PB-KW2

STA. 372+60.90, 65.47'LT
PULLBOX PB-KW1

STA. 370+74.41, 12.14'LT
BASE KW-4

STA. 372+62.21, 12.13'LT
BASE KW-5

STA 375+73.23, 117.80'LT
PULLBOX PB-KW3

STA 376+14.83, 119.58'LT
BASE LCC KW
(CONCRETE BASE ONLY)

STA. 376+45.41, 90.56'LT
PULLBOX PB-KW4

STA. 377+81.59, 90.56'LT
PULLBOX PB-KW5

STA. 379+91.49, 0.0'LT
BASE KW-7

STA. 377+81.03, 0.0'LT
BASE KW-6

STA. 382+00.08, 0.0'LT
BASE KW-8

CTH KR EB

NOTES
1. ALL CONDUITS ARE EMPTY EXCEPT FOR PULL ROPE.
2. ALL CONDUITS ARE 2" SCHEDULE 40 NON METALLIC UNLESS SIZE IS SHOWN OTHERWISE

PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	LIGHTING PLAN	SHEET 128	E

2

GENERAL NOTES

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

THE CONTRACTOR IS RESPONSIBLE FOR NOT BACKFEEDING CIRCUITS PRIOR TO DISCONNECTING ANY BRANCH CIRCUITS FROM OLD SOURCE.

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

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

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR IMMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT. ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON ALL CONDUITS.

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

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

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

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

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

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

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

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

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

IF CID CONTAINS PHASE CONDUCTOR(S) THAT WILL NOT BE USED FOR SUBSEQUENT POLES, I.E. AT THE END OF A CIRCUIT, DO NOT ENERGIZE THE RESPECTIVE CONDUCTOR(S) PAST THE LAST POLE THE PHASE WAS UTILIZED. REMOVE UNUSED CONDUCTOR(S) EXPOSED BEYOND THE CID RACEWAY IN ALL SUBSEQUENT POLES.

SEAL THE ENDS OF ALL CID RACEWAY WITH A UL RECOGNIZED FOAM CONDUIT SEALANT. PROVIDE A 1/2" NYLON ROPE EXTENDING BEYOND THE PLUG TO ASSIST IN REMOVING THE PLUG IN THE FUTURE.

SEE DETAIL "CONDUIT DETAILS AT STRUCTURE PARAPET TO ROADWAY BARRIER INTERFACE" WHEN CONDUIT EXITS TO GRADE FROM A BRIDGE PARAPET OR RETAINING WALL. RIGID METALLIC CONDUIT IN THE CONCRETE BARRIER IS INCIDENTAL TO THE RIGID NONMETALLIC CONDUIT.

PROVIDE MINIMUM CABLE SLACK AS NOTED BELOW:

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

SIGN STRUCTURES WHICH HAVE A BASE THAT EXTENDS THE COMPLETE WIDTH OF THE MEDIAN TYPICALLY HAVE A 4" SLEEVE FOR LIGHTING.

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

LEGEND - FINAL LIGHTING

·—·—·	CID (CABLE IN DUCT)		ELECTRIC METER SOCKET
– – – –	CABLE IN CONDUIT - 2" UNLESS NOTED OTHERWISE	SM	DENOTES STRUCTURE MOUNTED
⊠	LIGHTING CONTROL CABINET	C	CONDUIT
◐	PULL BOX 24" x 36"	⌐—	STUBOUT
⊗	PULL BOX 24" x 42"	◉	CONCRETE POLE BASE, TYPE 5, WITH TRANSFORMER BASE

NOTES

NO POLES, ARMS, LUMINAIRES, LIGHTING CONTROL CABINETS, NOR WIRING ARE PROVIDED UNDER THIS CONTRACT.

CONCRETE BASES FOR FUTURE POLES AND LIGHTING CONTROL CABINETS WITH ASSOCIATED CONDUITS (PULL ROPE ONLY) ARE PROVIDED HEREIN.

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SEE CONTRACT
2704-00-77
FOR LIGHTING

STA. 384+09.50, 0.0'LT
BASE KW-9

STA. 389+21.65, 0.0'LT
BASE KW-10

STA. 388+29.88, 0.0'LT
BASE KW-11

STA. 390+46.09, 0.0'LT
BASE KW-12

CTH KR WB

377 378 379 380 381 382 383 384 385 386 387 388 389 390 391 392

CTH KR EB

NOTES
1. ALL CONDUITS ARE EMPTY EXCEPT FOR PULL ROPE.
2. ALL CONDUITS ARE 2" SCHEDULE 40 NON METALLIC
   UNLESS SIZE IS SHOWN OTHERWISE

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACIERO	LIGHTING PLAN	SHEET 130	E

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STA. 392+71.39, 0.0' LT
BASE KW-13

STA. 394+85.63, 0.0' LT
BASE KW-14

STA. 397+09.15, 0.0' LT
BASE KW-15

STA. 399+49.35, 0.0' LT
BASE KW-16

STA. 401+74.31, 0.0' LT
BASE KW-17

STA. 404+05.64, 0.0' LT
BASE KW-18

STA. 406+05.64, 6.37' LT
BASE KW-19

CTH KR WB

392 393 394 395 396 397 398 399 400 401 402 403 404 405 406 407

CTH KR EB

NOTES
1. ALL CONDUITS ARE EMPTY EXCEPT FOR PULL ROPE.
2. ALL CONDUITS ARE 2" SCHEDULE 40 NON METALLIC UNLESS SIZE IS SHOWN OTHERWISE

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	LIGHTING PLAN	SHEET 131	E

2

N

STA. 408+05.68, 12.23'LT
BASE KW-20

STA. 413+37.68, 11.84'RT
BASE KH-1

STA. 415+37.64, 6.14'RT
BASE KH-2

STA. 417+37.56, 0.0'RT
BASE KH-3

STA. 421+95.94, 0.0'LT
BASE KH-5

STA. 419+75.98, 0.0'LT
BASE KH-4

CTH KR WB

CTH KR EB

100TH AVE

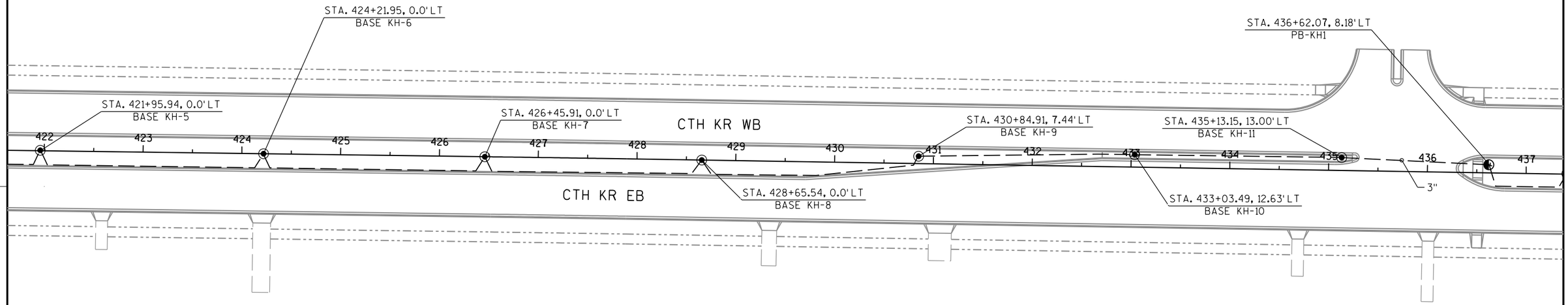
SEE SIGNALS SHEETS FOR
LIGHTING AT INTERSECTION

NOTES
1. ALL CONDUITS ARE EMPTY EXCEPT FOR PULL ROPE.
2. ALL CONDUITS ARE 2" SCHEDULE 40 NON METALLIC UNLESS SIZE IS SHOWN OTHERWISE

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	LIGHTING PLAN	SHEET 132	E

2

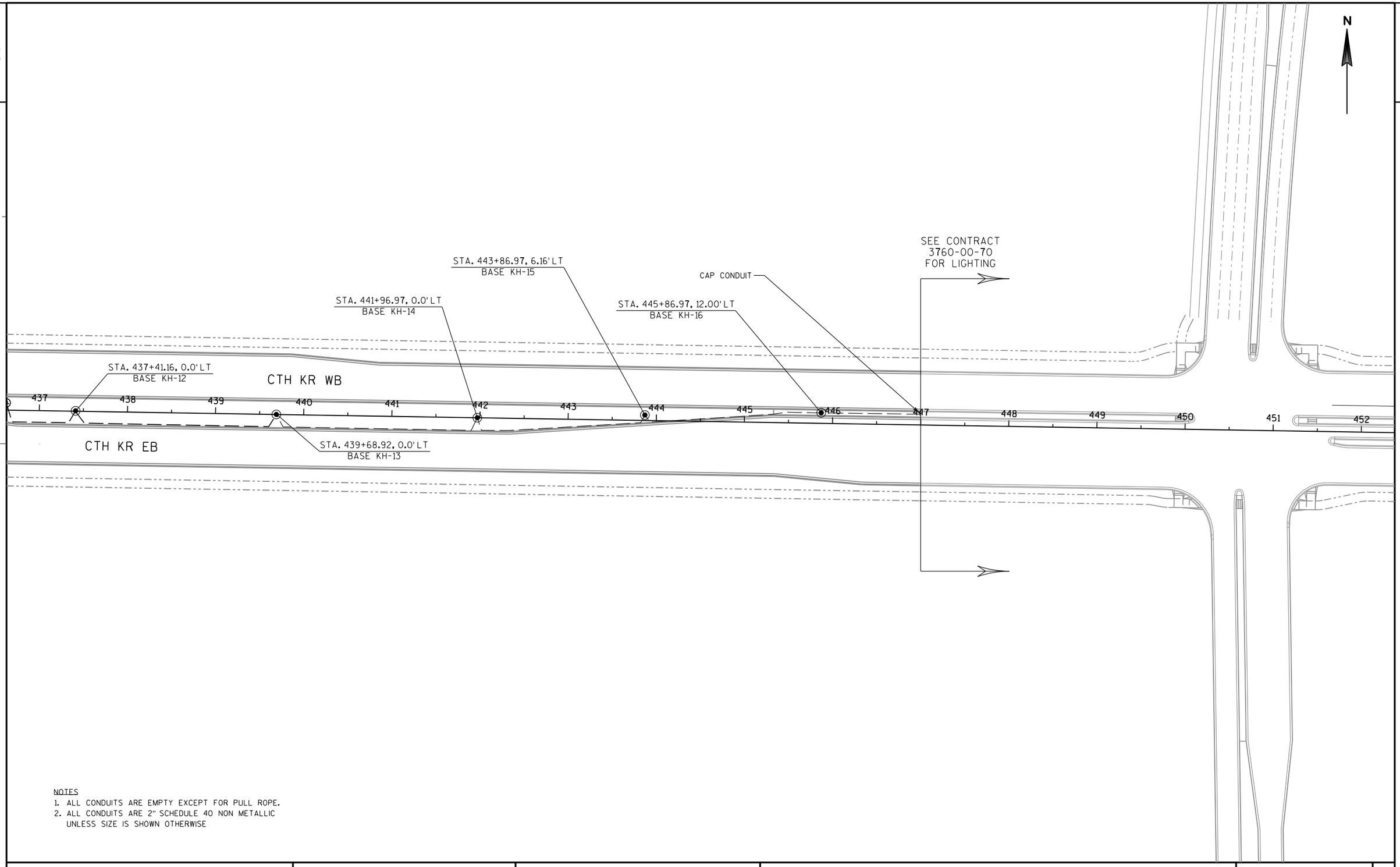
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NOTES
1. ALL CONDUITS ARE EMPTY EXCEPT FOR PULL ROPE.
2. ALL CONDUITS ARE 2" SCHEDULE 40 NON METALLIC UNLESS SIZE IS SHOWN OTHERWISE

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	LIGHTING PLAN	SHEET 133	E

2



NOTES
1. ALL CONDUITS ARE EMPTY EXCEPT FOR PULL ROPE.
2. ALL CONDUITS ARE 2" SCHEDULE 40 NON METALLIC UNLESS SIZE IS SHOWN OTHERWISE

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	LIGHTING PLAN	SHEET 134	E

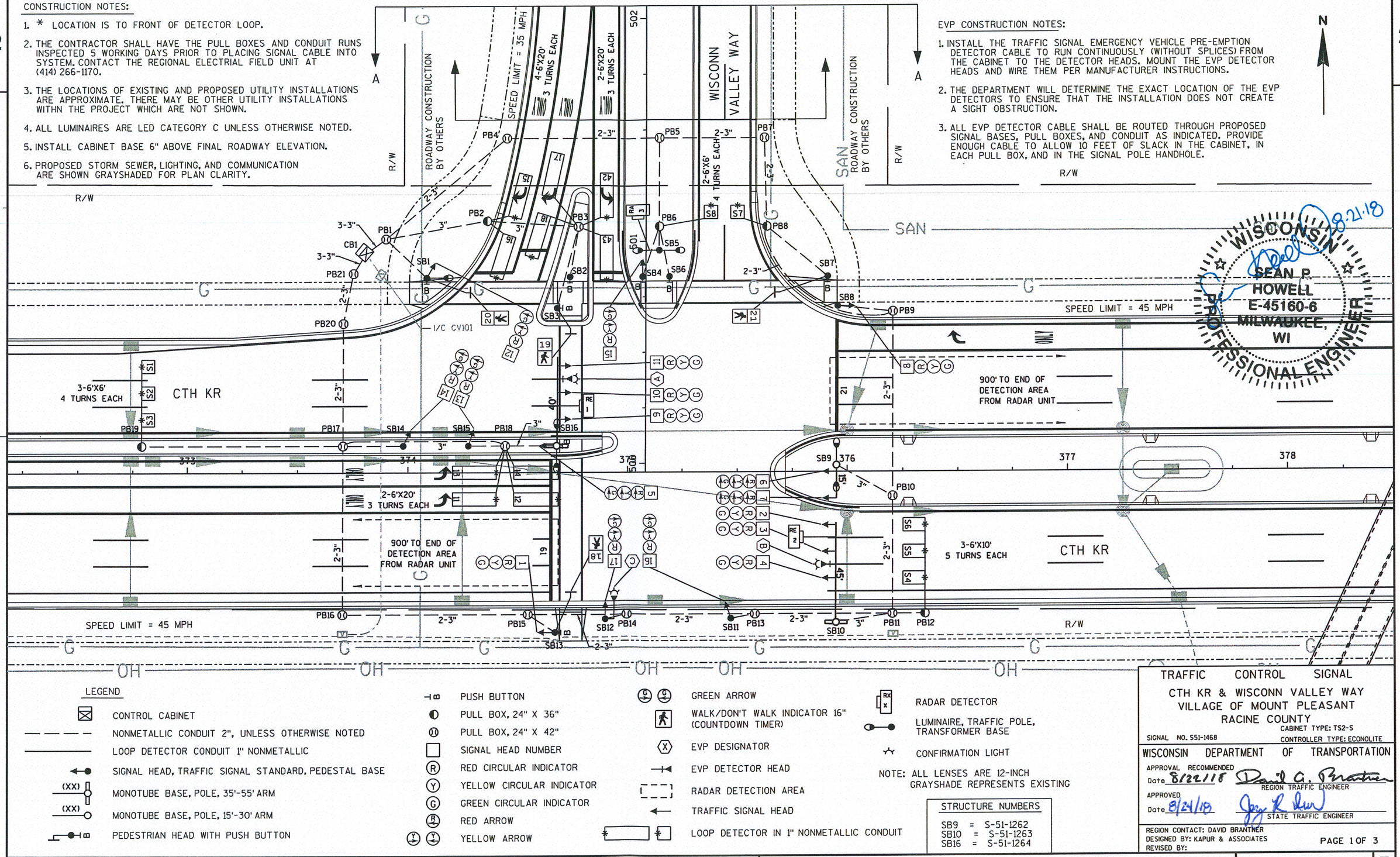
2

CONSTRUCTION NOTES:

1. * LOCATION IS TO FRONT 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 REGIONAL ELECTRIAL FIELD UNIT AT (414) 266-1170.
3. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHN THE PROJECT WHICH ARE NOT SHOWN.
4. ALL LUMINAIRES ARE LED CATEGORY C UNLESS OTHERWISE NOTED.
5. INSTALL CABINET BASE 6" ABOVE FINAL ROADWAY ELEVATION.
6. PROPOSED STORM SEWER, LIGHTING, AND COMMUNICATION ARE SHOWN GRAYSHADED FOR PLAN CLARITY.

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 PROPOSED 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.



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, 35'-55' ARM
- (XX) MONOTUBE BASE, POLE, 15'-30' ARM
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- R RED ARROW
- Y YELLOW ARROW
- G GREEN ARROW
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- RADAR DETECTION AREA
- TRAFFIC SIGNAL HEAD
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- RX RADAR DETECTOR
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- CONFIRMATION LIGHT

NOTE: ALL LENSES ARE 12-INCH GRAYSHADE REPRESENTS EXISTING

STRUCTURE NUMBERS

SB9 = S-51-1262
SB10 = S-51-1263
SB16 = S-51-1264

WISCONSIN PROFESSIONAL ENGINEER
SEAN P. HOWELL
E-45160-6
MILWAUKEE, WI
8.21.18

TRAFFIC CONTROL SIGNAL

CTH KR & WISCONN VALLEY WAY
VILLAGE OF MOUNT PLEASANT
RACINE COUNTY

SIGNAL NO. S51-1468
CABINET TYPE: TS2-S
CONTROLLER TYPE: ECONOLITE

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
Date 8/22/18 David A. Brantner
REGION TRAFFIC ENGINEER

APPROVED
Date 8/24/18 Jay K Kuw
STATE TRAFFIC ENGINEER

REGION CONTACT: DAVID BRANTNER
DESIGNED BY: KAPUR & ASSOCIATES
REVISED BY:

PAGE 1 OF 3

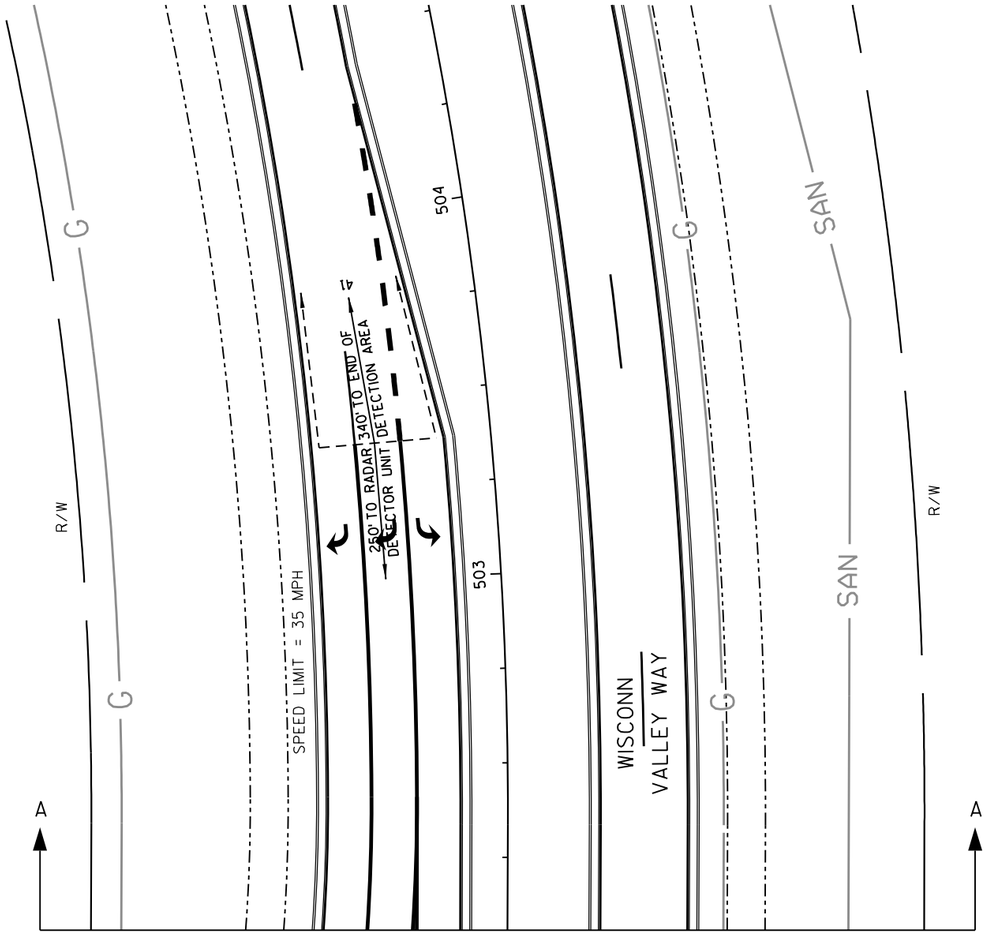
PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	TRAFFIC SIGNAL PLAN	SHEET E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Plansheets\27040077\024001_SP.dgn PLOT DATE : 8/20/2018 PLOT BY : jkoopmann PLOT NAME : PLOT SCALE : 1:40 WISDOT/CADD

8-22-18 MW

2

N



TRAFFIC CONTROL SIGNAL
CTH KR & WISCONN VALLEY WAY
VILLAGE OF MOUNT PLEASANT
RACINE COUNTY

SIGNAL NO. S51-1468

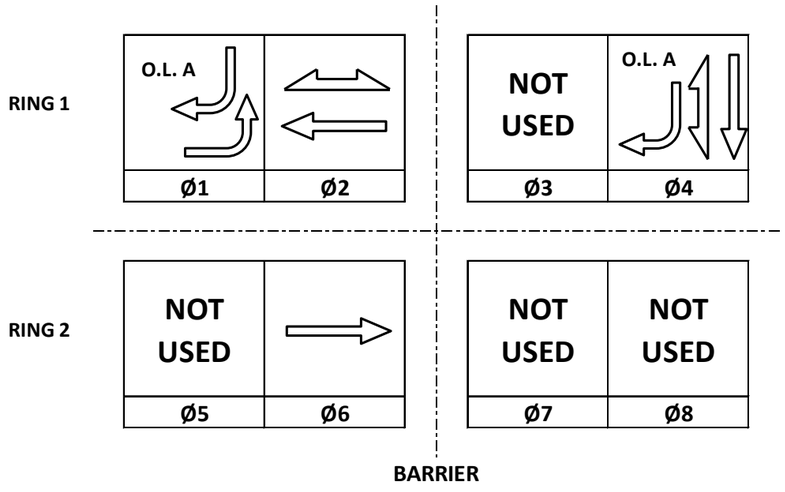
REGION CONTACT: DAVID BRANTNER
DESIGNED BY: KAPUR & ASSOCIATES
REVISED BY:

PAGE 2 OF 3

PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	TRAFFIC SIGNAL PLAN	SHEET	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Plansheets\27040077\024002_SP.dgn PLOT DATE : 8/20/2018 PLOT BY : jkoopmann PLOT NAME : PLOT SCALE : 1:40

	HEAD NUMBERS	FLASH
Ø1	5,6,7	R ←
Ø2	8,9,10,11	R
Ø3		
Ø4	15,16,17	R
Ø5		
Ø6	1,2,3,4	R
Ø7		
Ø8		
Ø2P	20,21	
Ø4P	18,19	
Ø6P		
Ø8P		
OLA	12,13,14	R



CONTROLLER LOGIC

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B	C
MOVEMENT	← →	↗	⅄
PHASE	2+6	6+1	4

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

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

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

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

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

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR*(S)	11	13	15	17	42	S1	S3	S5
CALLED PHASE	1	1	1	1	4			
CALL OPTION	X	X	X	X	X			
DELAY TIME			X	X				
EXTENTION OPTION	X	X	X	X	X			
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

DETECTOR INPUT	19	17	23	21			49	51
PLAN LOOP DETECTOR*(S)	S7						21	61
CALLED PHASE							2	6
CALL OPTION							X	X
DELAY TIME								
EXTENTION OPTION							X	X
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)	12	14	16	18	43	S2	S4	S6
CALLED PHASE	1	1	1	1	4			
CALL OPTION	X	X	X	X	X			
DELAY TIME			X	X				
EXTENTION OPTION	X	X	X	X	X			
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

DETECTOR INPUT	20	18	24	22			50	52
PLAN LOOP DETECTOR*(S)	S8						41	
CALLED PHASE							4	
CALL OPTION								
DELAY TIME								
EXTENTION OPTION							X	
EXTEND TIME							X	
USE ADDED INITIAL								
CROSS SWITCH PHASE								

CTH KR & WISCONN VALLEY WAY
VILLAGE OF MOUNT PLEASANT
RACINE COUNTY

SIGNAL NO:	S51-1468	CABINET TYPE:	TS2-S
		CONTROLLER TYPE:	ECONOLITE
DATE:	08/2018	PAGE NUMBER:	3 OF 3

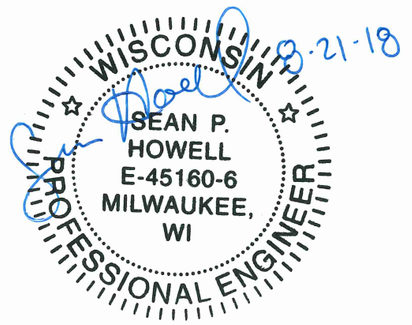
FILE NAME: \\kapur-assoc.com\kna\milw\s-drive\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Reference Files\signals\Econolite_SEQ_KR_WVW.xlsx PLOT DATE: 8/16/2018 PLOT NAME: Econolite_SEQ_KR_WVW.xls PLOT BY: _____ PLOT SCALE: 1:1

PROJECT ID:	2704-00-77
INTERSECTION:	CTH KR AND WISCONN VALLEY WAY

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

CB1 TO	NO. OF CONDUCTORS	HEAD NO.	RED	YELLOW	GREEN	<RED>	<YELLOW>	<GREEN>	FLASHING <YELLOW>	D/WALK	WALK	PED BUTTON	OTHER
SB1	12	12	RED				ORG	GRN					
		20								BLK	BLU		
		B										WHT/BLK	
SB2	7	B										WHT/BLK	
SB3	7	19								BLK	BLU		
		B										WHT/BLK	
SB4	7	15	RED				ORG	GRN					
		B										WHT/BLK	
SB6	7	B										WHT/BLK	
SB7	7	21								BLK	BLU		
		B										WHT/BLK	
SB8	7	8	RED	ORG	GRN								
SB9	7	6				RED	ORG	GRN					
		7				RED	ORG	GRN					
SB10	7	2	RED	ORG	GRN								
		3	RED	ORG	GRN								
		4	RED	ORG	GRN								
SB11	7	16	RED				ORG	GRN					
SB12	7	17	RED				ORG	GRN					
SB13	12	1	RED	ORG	GRN								
		18								BLK	BLU		
		B										WHT/BLK	
SB14	7	14	RED				ORG	GRN					
SB15	7	13	RED				ORG	GRN					
SB16	12	5				RED	ORG	GRN					
		9	RED/BLK	ORG/BLK	GRN/BLK								
		10	RED/BLK	ORG/BLK	GRN/BLK								
		11	RED/BLK	ORG/BLK	GRN/BLK								
		B										WHT/BLK	

NOTES:
1. USE WHITE CONDUCTOR IN THE SIGNAL CABLE AS THE GROUNDED CONDUCTOR FOR ALL TRAFFIC SIGNAL INDICATIONS.
2. ENSURE THE GROUNDED CONDUCTOR IN THE FEEDER CABLE AND THE POLE CABLES ARE BOTH 18" LONGER THAN THE UNGROUNDED CONDUCTORS.
3. AT THE SIGNAL BASES, CONNECT ON TERMINAL FROM THE PEDESTRIAN PUSH BUTTONS TO THE COLOR INDICATED IN THE CHART. CONNECT THE OTHER TERMINAL TO THE GROUNDED CONDUCTOR.



(CONTINUED ON NEXT SHEET)

EQUIPMENT GROUNDING CONDUCTOR 10 AWG GRN XLP	
FROM	TO
CB1	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	SB11
SB11	SB12
SB12	SB13
SB13	SB14
SB14	SB15
SB15	SB16
SB16	CB1

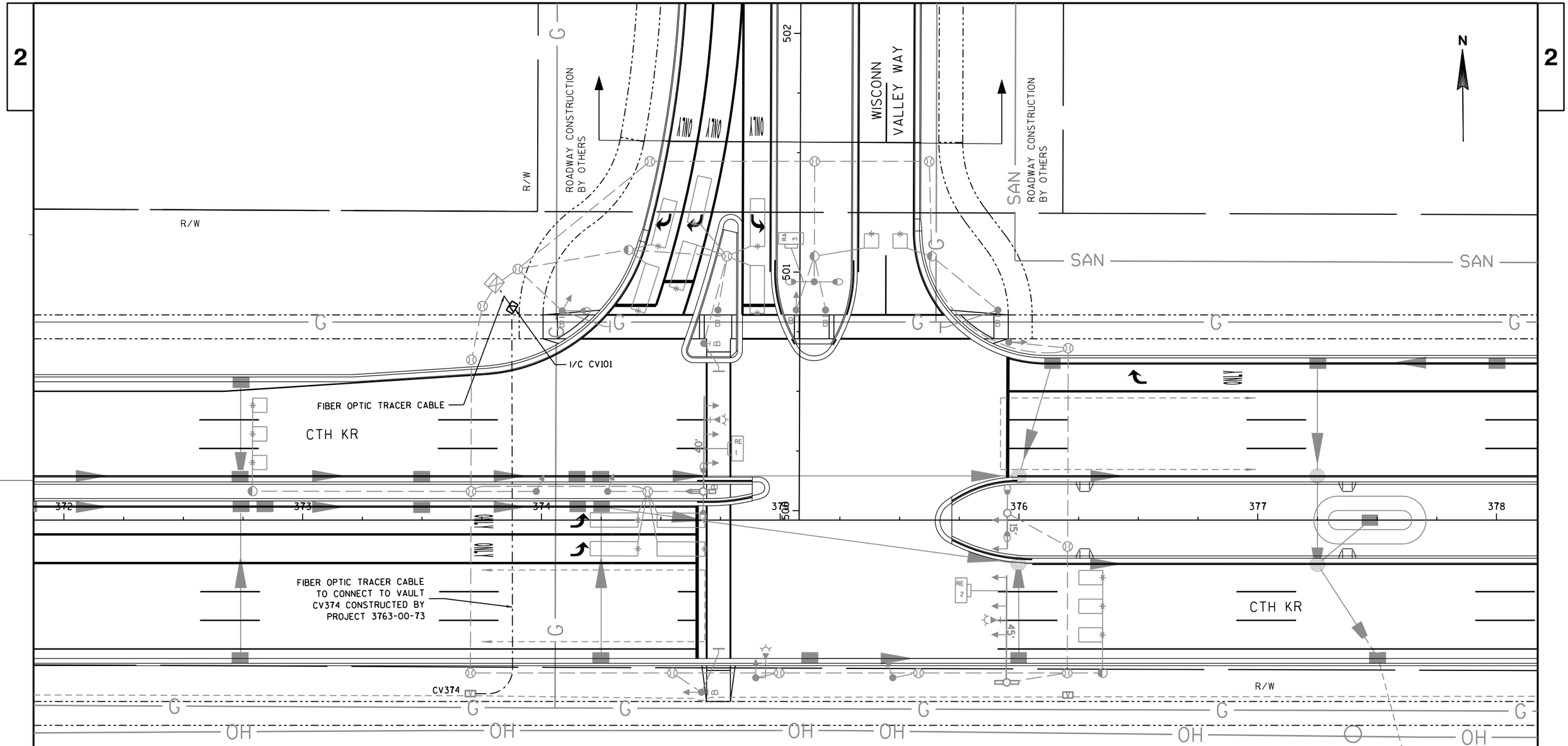
LIGHTING UF 10 AWG W/GROUND	
FROM	TO
CB1	SB1
SB1	SB5
SB5	SB9
CB1	SB16

PULL BOX BONDING JUMPER 10 AWG GRN XLP	
FROM	TO
PB1	CB1
PB2	CB1
PB3	SB2
PB4	CB1
PB5	SB6
PB6	SB6
PB7	SB7
PB8	SB7
PB9	SB8
PB10	SB9
PB11	SB10
PB13	SB11
PB14	SB12
PB15	SB13
PB16	SB13
PB17	SB14
PB18	SB15
PB20	CB1
PB21	CB1

EMERGENCY VEHICLE PREEMPTION	
FROM	TO
CB1	SB16 (HEAD A)
CB1	SB10 (HEAD B)
CB1	SB12 (HEAD C)

CONFIRMATION BEACON CABLE TRAFFIC SIGNAL 3-14 AWG	
FROM	TO
CB1	SB16 (HEAD A)
CB1	SB10 (HEAD B)
CB1	SB10 (HEAD B)
CB1	SB12 (HEAD C)

RADAR DETECTION CABLE	
FROM	TO
CB1	SB16 (RE1)
CB1	SB10 (RE2)
CB1	SB5 (RA3)



LEGEND

- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- COMMUNICATION VAULT
- CONTROL CABINET

NOTE: GRAYSHADE REPRESENTS EXISTING

CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM. CONTACT THE REGIONAL ELECTRIAL FIELD UNIT AT (414) 266-1170.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHN THE PROJECT WHICH ARE NOT SHOWN.
3. PROPOSED STORM SEWER, LIGHTING AND TRAFFIC SIGNALS ARE SHOWN GRAYSHADED FOR PLAN CLARITY.
4. COMMUNICATION PROVIDED VIA CELLULAR MODEM
5. INSTALL UNDERGROUND INFRASTRUCTURE

TRAFFIC CONTROL INTERCONNECT
CTH KR & WISCONN VALLEY WAY
VILLAGE OF MOUNT PLEASANT
RACINE COUNTY

SIGNAL NO. S51-1468

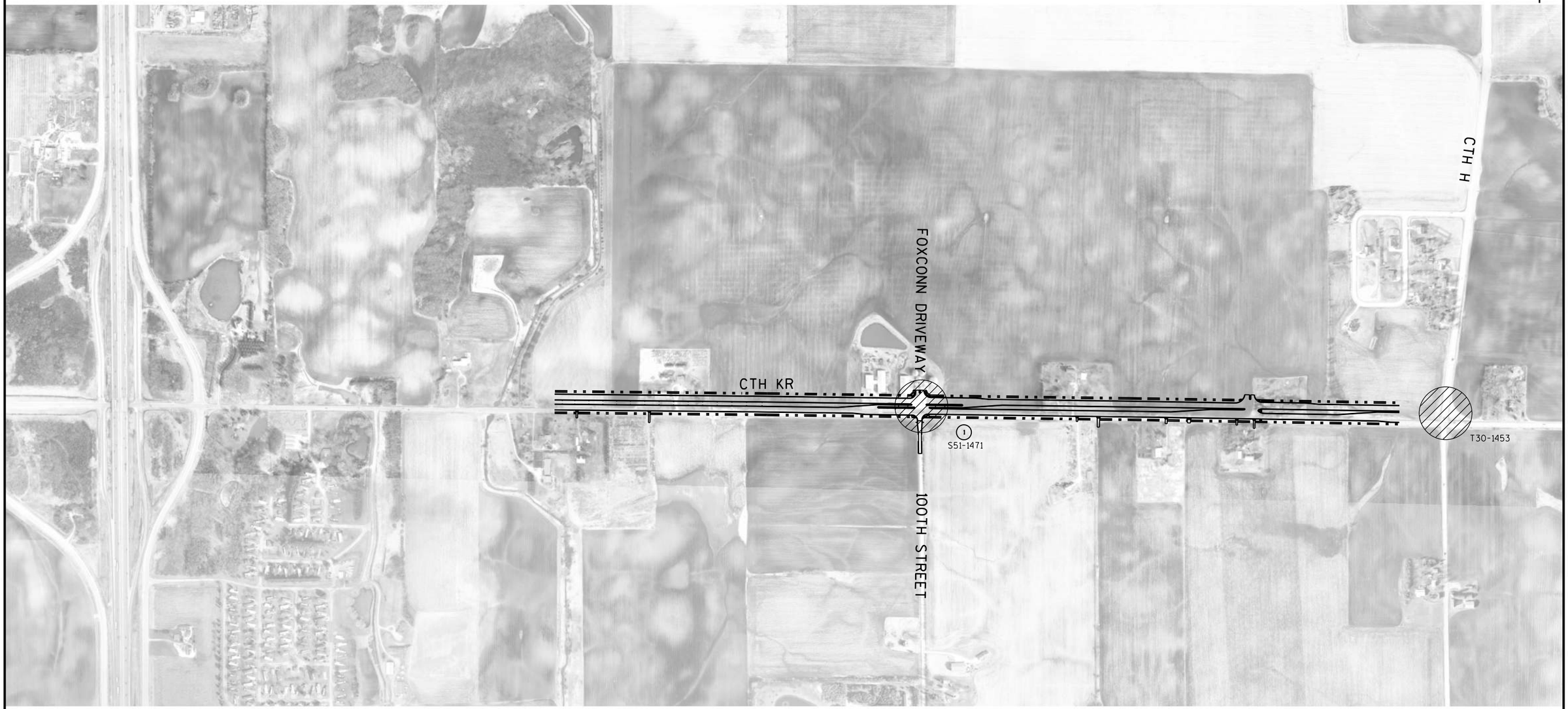
REGION CONTACT: DAVID BRANTNER
DESIGNED BY: KAPUR & ASSOCIATES
REVISED BY:

PAGE 1 OF 1

PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	COMMUNICATION PLAN	SHEET 140	E

2

N



LEGEND

TRAFFIC SIGNAL

XXX-XXXX

1 INSTALL TRAFFIC SIGNAL

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: KENOSHA/RACINE	TRAFFIC SIGNAL PROJECT OVERVIEW	SHEET 141	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.15_37600003-CTH-KR\PlotStyle\TE403_20_2018.ctb PLOT DATE : 8/27/2018 2:21:13 PM PLOT BY : mjmay PLOT NAME : PLOT SCALE : 750:1

LEGEND

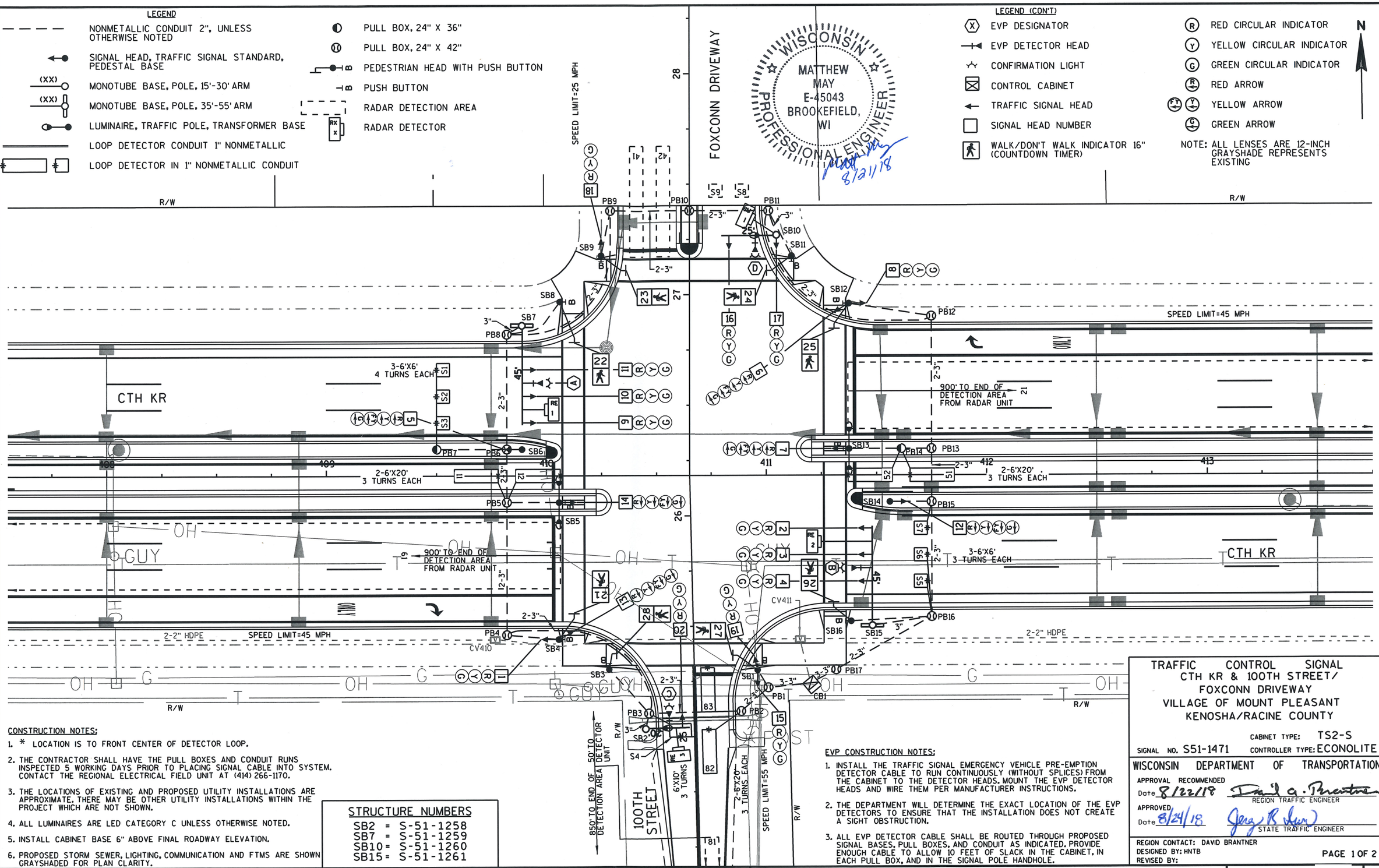
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 15'-30' ARM
- (XX) MONOTUBE BASE, POLE, 35'-55' ARM
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- RADAR DETECTION AREA
- RADAR DETECTOR

LEGEND (CON'T)

- EVP DESIGNATOR
- EVP DETECTOR HEAD
- CONFIRMATION LIGHT
- CONTROL CABINET
- TRAFFIC SIGNAL HEAD
- SIGNAL HEAD NUMBER
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW

NOTE: ALL LENSES ARE 12-INCH GRAYSHADE REPRESENTS EXISTING

WISCONSIN
MATTHEW MAY
E-45043
BROOKEFIELD, WI
PROFESSIONAL ENGINEER
8/21/18



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 REGIONAL ELECTRICAL FIELD UNIT AT (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. ALL LUMINAIRES ARE LED CATEGORY C UNLESS OTHERWISE NOTED.
5. INSTALL CABINET BASE 6" ABOVE FINAL ROADWAY ELEVATION.
6. PROPOSED STORM SEWER, LIGHTING, COMMUNICATION AND FTMS ARE SHOWN GRAYSHADED FOR PLAN CLARITY.

STRUCTURE NUMBERS

SB2	= S-51-1258
SB7	= S-51-1259
SB10	= S-51-1260
SB15	= S-51-1261

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 PROPOSED 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.

TRAFFIC CONTROL SIGNAL
CTH KR & 100TH STREET/
FOXCONN DRIVEWAY
VILLAGE OF MOUNT PLEASANT
KENOSHA/RACINE COUNTY

CABINET TYPE: TS2-S
SIGNAL NO. S51-1471 CONTROLLER TYPE: ECONOLITE

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
Date 8/22/18 David a. Brantner
REGION TRAFFIC ENGINEER

APPROVED
Date 8/24/18 Jerry R. Lenz
STATE TRAFFIC ENGINEER

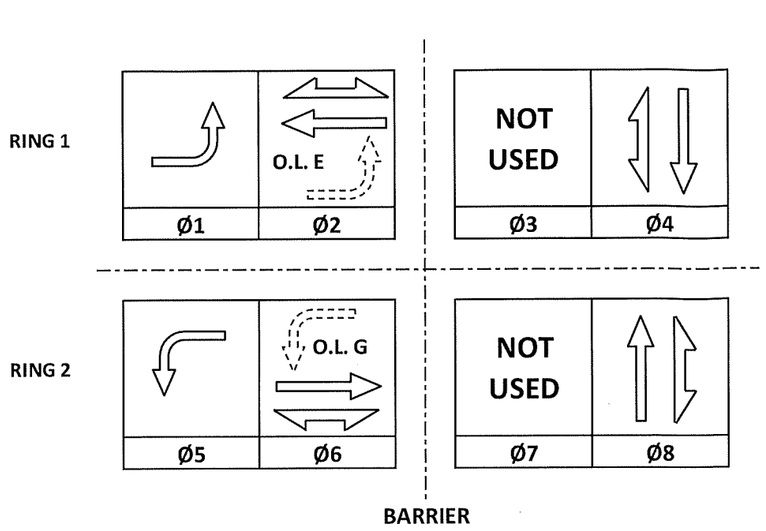
REGION CONTACT: DAVID BRANTNER
DESIGNED BY: HNTB
REVISED BY:

PAGE 1 OF 2

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: KENOSHA/RACINE	TRAFFIC SIGNAL PLAN	SHEET 142	E

ATW 8-22-18

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



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	6+1	4+8	8+4

AFTER PREEMPTION SEQUENCE 2+5 OR 6+1, 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	
CELL MODEM	X

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

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

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

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR*(S)	11	51	82	S1	S3	S5	S7	
CALLED PHASE	1	5	8					
CALL OPTION	X	X	X					
DELAY TIME								
EXTENTION OPTION	X	X	X					
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE	2	6						

19	17	23	21	27	25	31	29	DETECTOR INPUT
21	42	81	S9					PLAN LOOP DETECTOR*(S)
2	4	8						CALLED PHASE
X	X							CALL OPTION
								DELAY TIME
X	X	X						EXTENTION OPTION
		X						EXTEND TIME
								USE ADDED INITIAL
								CROSS SWITCH PHASE

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)	12	52	83	S2	S4	S6		
CALLED PHASE	1	5	8					
CALL OPTION	X	X	X					
DELAY TIME			X					
EXTENTION OPTION	X	X	X					
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE	2	6						

20	18	24	22	28	26	32	30	DETECTOR INPUT
41	61	S8						PLAN LOOP DETECTOR*(S)
4	6							CALLED PHASE
X	X							CALL OPTION
X								DELAY TIME
X	X							EXTENTION OPTION
								EXTEND TIME
								USE ADDED INITIAL
								CROSS SWITCH PHASE

CTH KR & 100TH STREET / FOXCONN DRIVEWAY
VILLAGE OF MOUNT PLEASANT
KENOSHA/RACINE COUNTY
SIGNAL NO: S51-1471 CABINET TYPE: TS2-S
CONTROLLER TYPE: ECONOLITE
DATE: 08/2018 PAGE NO. 2 OF 2

DJW 8-22-18
DAB 8/22/18

CTH KR & 100TH STREET / FOXCONN DRIVEWAY

2

PROJECT ID:	3763-00-73
INTERSECTION:	CTH KR & 100TH STREET / FOXCONN DRIVEWAY

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

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

NOTES: USE WHITE CONDUCTOR IN THE SIGNAL CABLE AS THE GROUNDED CONDUCTOR FOR ALL TRAFFIC SIGNAL INDICATIONS.
ENSURE THE GROUNDED CONDUCTOR IN THE FEEDER CABLE AND THE POLE CABLES ARE BOTH 18" LONGER THAN THE UNGROUNDED CONDUCTORS.
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.

(CONTINUED ON NEXT SHEET)

WISCONSIN
MATTHEW MAY
E-45043
BROOKEFIELD, WI
PROFESSIONAL ENGINEER
8/20/18

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: KENOSHA / RACINE	CABLE ROUTING	SHEET: 144	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.15_37600003-CTH-KR\t1\cd\\024020_sp_cr.ppt
PLOT DATE : 8/20/2018 2:36:11 PM PLOT BY : HNTB PLOT NAME : 024030_sp_cr#› PLOT SCALE : 1:1

(CONTINUED)

EQUIPMENT GROUNDING CONDUCTOR 10 AWG GRN XLP	
FROM	TO
CB1	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	SB11
SB11	SB12
SB12	SB13
SB13	SB14
SB14	SB15
SB15	SB16
SB16	CB1

LIGHTING UF 10 AWG W/ GROUND	
FROM	TO
CB1	SB2
SB2	SB5
CB1	SB13
SB13	SB10

PULL BOX BONDING JUMPER 10 AWG GRN XLP	
FROM	TO
PB1	CB1
PB2	CB1
PB3	SB2
PB4	SB4
PB5	SB5
PB6	SB6
PB8	SB7
PB9	SB9
PB10	SB10
PB11	SB10
PB12	SB12
PB13	SB13
PB14	SB13
PB15	SB14
PB16	SB15
PB17	CB1

EMERGENCY VEHICLE PREEMPTION	
FROM	TO
CB1	SB2 (HEAD C)
CB1	SB7 (HEAD A)
CB1	SB10 (HEAD D)
CB1	SB15 (HEAD B)

CONFIRMATION BEACON CABLE TRAFFIC SIGNAL 3-14 AWG	
FROM	TO
CB1	SB2 (HEAD C)
CB1	SB7 (HEAD A)
CB1	SB10 (HEAD D)
CB1	SB15 (HEAD B)

RADAR DETECTION CABLE	
FROM	TO
CB1	SB2 (RE3)
CB1	SB7 (RE1)
CB1	SB10 (RM1)
CB1	SB15 (RE2)

2

N



LEGEND

xxx-xxxx TRAFFIC SIGNAL

1. WISDOT TO INSTALL ETHERNET SWITCH IN TRAFFIC SIGNAL CABINET
2. COMMUNICATION PROVIDED VIA CELLULAR MODEM
3. INSTALL UNDERGROUND INFRASTRUCTURE

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: KENOSHA/RACINE	COMMUNICATION PROJECT OVERVIEW	SHEET	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.15_37600003-CTH-KR\Plots\TC41081_20_2018_2:28:11 PM PLOT BY : mjmay PLOT NAME : PLOT SCALE : 750:1

WISDOT/CADDS SHEET 42

LEGEND

NONMETALLIC COMMUNICATION CONDUIT 2", UNLESS OTHERWISE NOTED

COMMUNICATIONS VAULT

CONTROL CABINET

NOTE: GRAYSHADE REPRESENTS EXISTING

WISCONSIN
MATTHEW MAY
E-45043
BROOKEFIELD, WI
PROFESSIONAL ENGINEER
5/30/18

N

FOXCONN DRIVEWAY

CTH KR

R/W

OH

GUY

T

G

2-2" HDPE

FIBER OPTIC TRACER CABLE

CV410

CV411

CB1 (S51-1471)

POST

ONLY

100TH STREET

45'

25'

CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING INTERCONNECT CABLE INTO SYSTEM. CONTACT THE REGIONAL ELECTRICAL FIELD UNIT AT (414) 266-1170.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. PROPOSED STORM SEWER, LIGHTING AND TRAFFIC SIGNALS ARE SHOWN GRAYSHADED FOR PLAN CLARITY.

TRAFFIC CONTROL INTERCONNECT
CTH KR & 100TH STREET/
FOXCONN DRIVEWAY
VILLAGE OF MOUNT PLEASANT
KENOSHA/RACINE COUNTY

SIGNAL NO. S51-1471

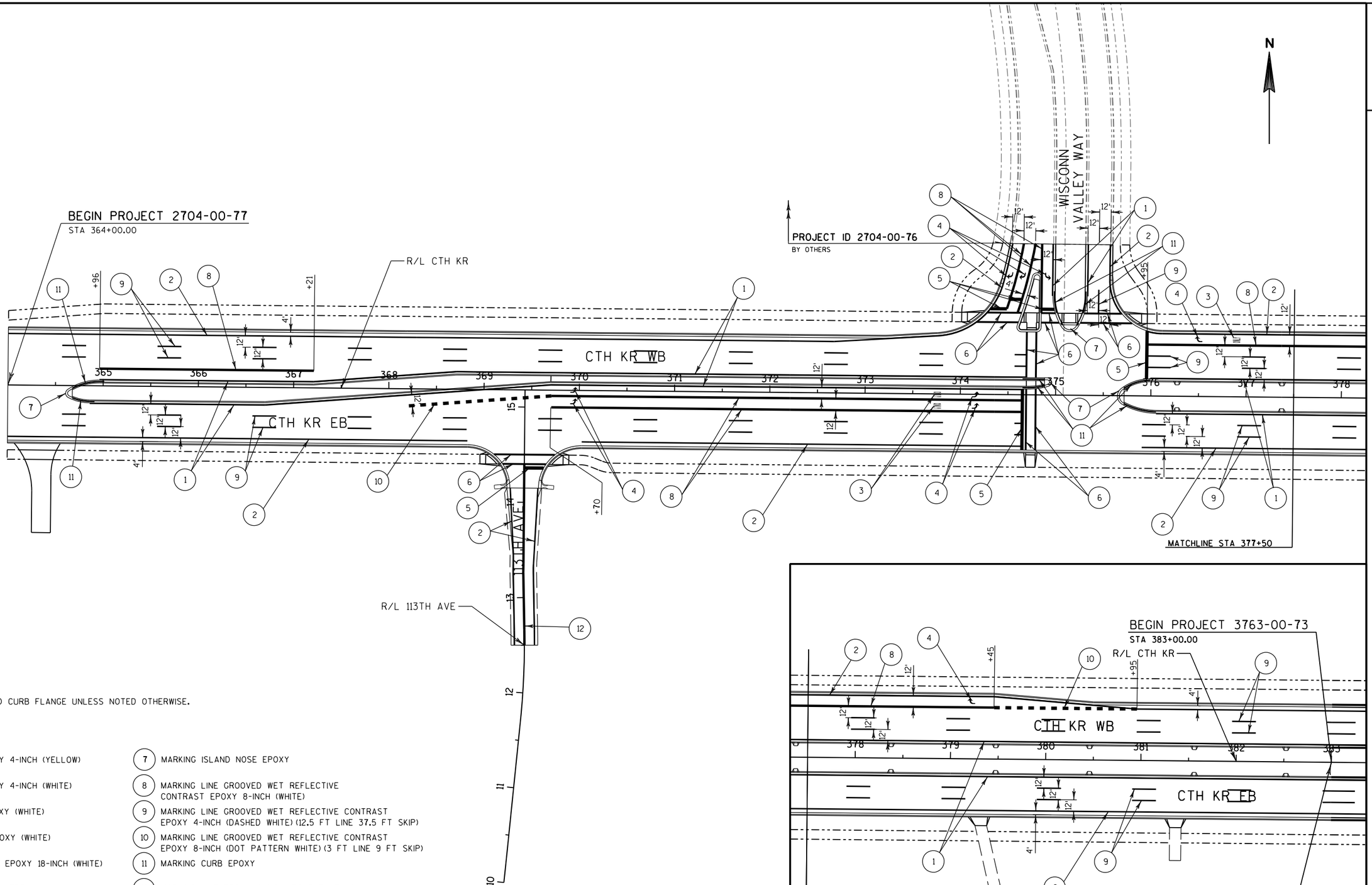
REGION CONTACT: DAVID BRANTNER
DESIGNED BY: HNTB
REVISED BY:

PAGE 1 OF 1

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: KENOSHA/RACINE	COMMUNICATION PLAN	SHEET 147	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.15_37600003-CTH-KR\Plots\BATE4115.dgn 5/29/2018 2:34:04 PM PLOT BY : mjmay PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42



NOTE:

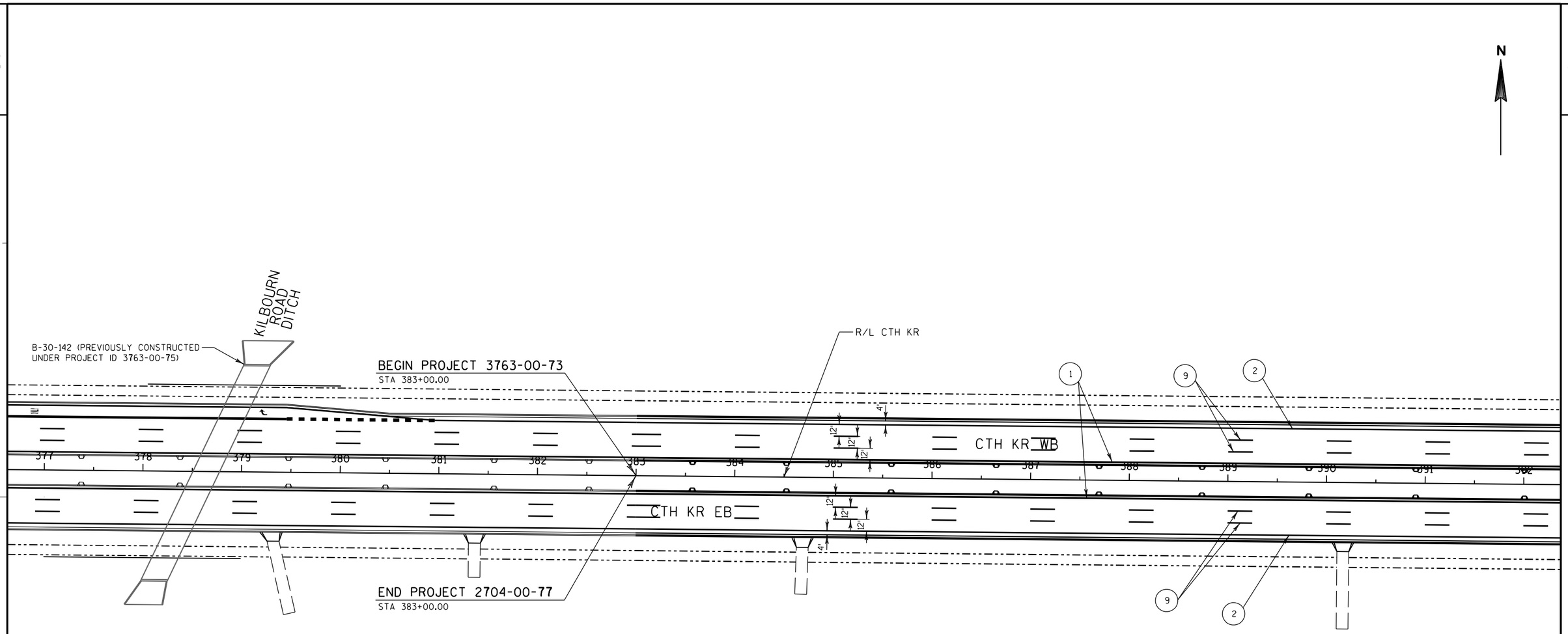
1) DISTANCE MEASURED TO CURB FLANGE UNLESS NOTED OTHERWISE.

LEGEND

1	MARKING LINE EPOXY 4-INCH (YELLOW)	7	MARKING ISLAND NOSE EPOXY
2	MARKING LINE EPOXY 4-INCH (WHITE)	8	MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH (WHITE)
3	MARKING WORD EPOXY (WHITE)	9	MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
4	MARKING ARROW EPOXY (WHITE)	10	MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
5	MARKING STOP LINE EPOXY 18-INCH (WHITE)	11	MARKING CURB EPOXY
6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH	12	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)

PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	PAVEMENT MARKING PLAN	SHEET 148	E

2



NOTE:

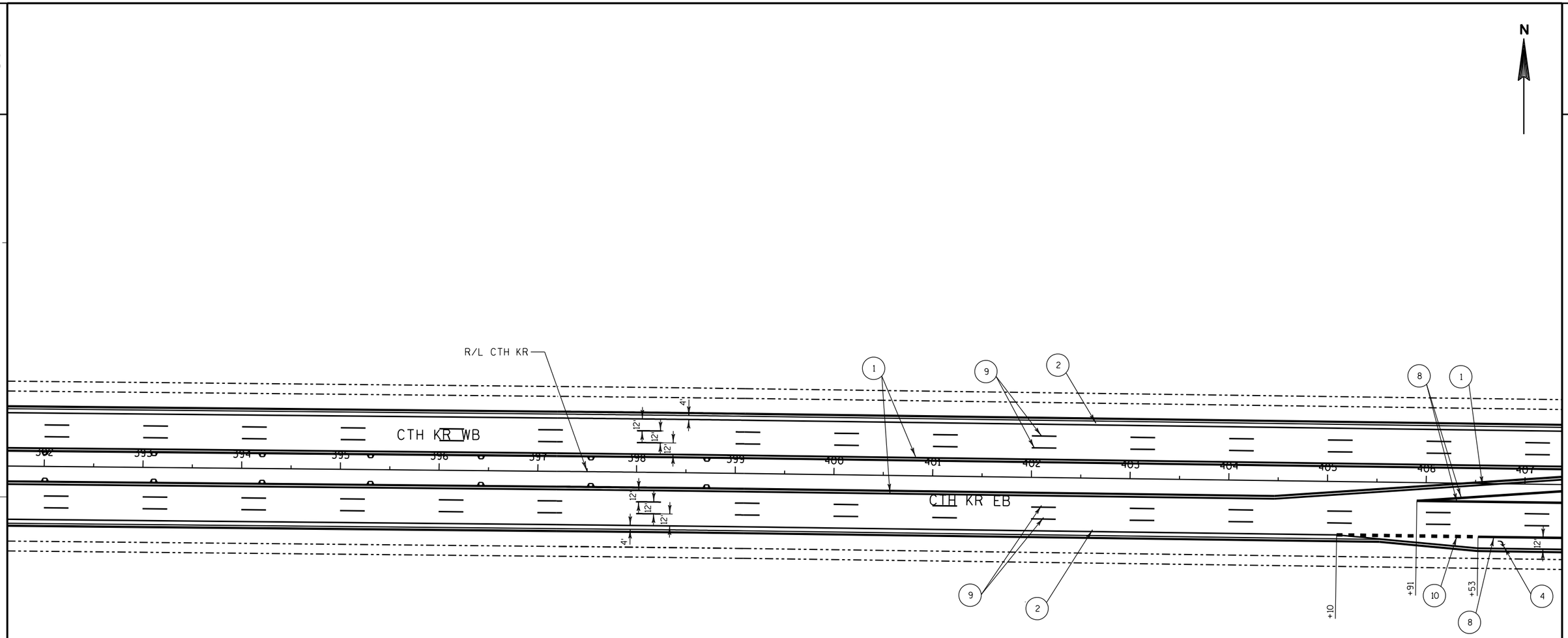
1) DISTANCE MEASURED TO CURB FLANGE UNLESS NOTED OTHERWISE.

LEGEND

1. MARKING LINE EPOXY 4-INCH (YELLOW)
2. MARKING LINE EPOXY 4-INCH (WHITE)
3. MARKING WORD EPOXY (WHITE)
4. MARKING ARROW EPOXY (WHITE)
5. MARKING STOP LINE EPOXY 18-INCH (WHITE)
6. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
7. MARKING ISLAND NOSE EPOXY
8. MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH (WHITE)
9. MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
10. MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
11. MARKING CURB EPOXY
12. MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
13. MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
14. MARKING DIAGONAL EPOXY 12-INCH (WHITE)

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	PAVEMENT MARKING PLAN	SHEET 149	E

2



NOTE:

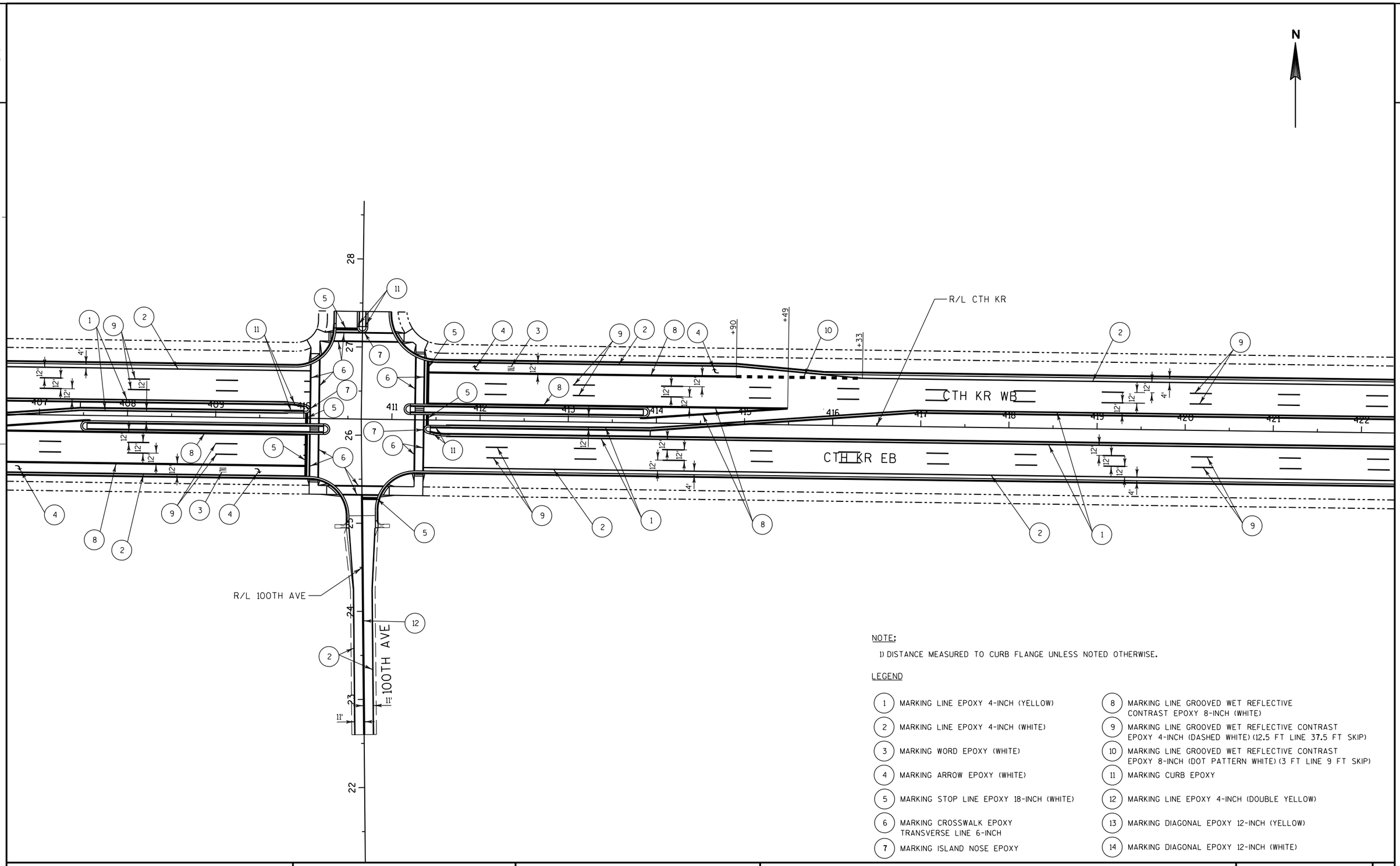
1) DISTANCE MEASURED TO CURB FLANGE UNLESS NOTED OTHERWISE.

LEGEND

1	MARKING LINE EPOXY 4-INCH (YELLOW)	8	MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH (WHITE)
2	MARKING LINE EPOXY 4-INCH (WHITE)	9	MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
3	MARKING WORD EPOXY (WHITE)	10	MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
4	MARKING ARROW EPOXY (WHITE)	11	MARKING CURB EPOXY
5	MARKING STOP LINE EPOXY 18-INCH (WHITE)	12	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH	13	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
7	MARKING ISLAND NOSE EPOXY	14	MARKING DIAGONAL EPOXY 12-INCH (WHITE)

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	PAVEMENT MARKING PLAN	SHEET 150	E

2



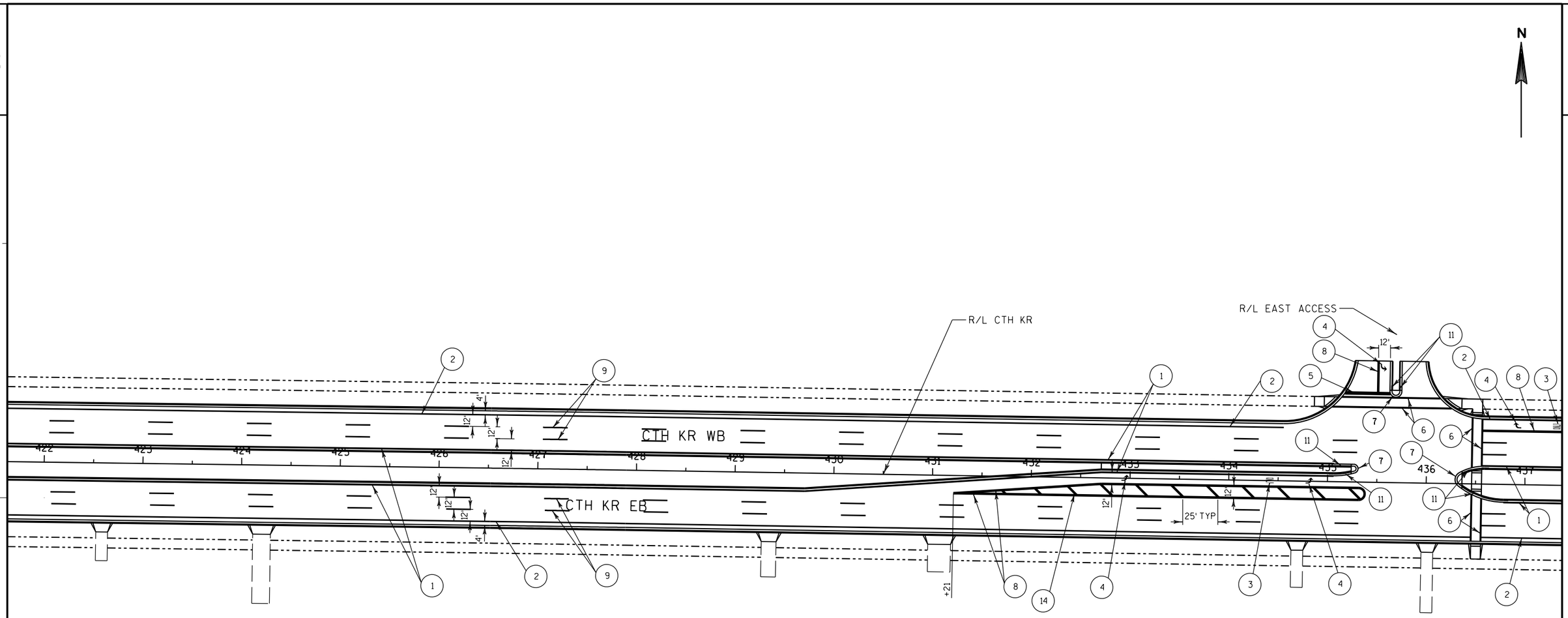
NOTE:

1) DISTANCE MEASURED TO CURB FLANGE UNLESS NOTED OTHERWISE.

LEGEND

1. MARKING LINE EPOXY 4-INCH (YELLOW)
2. MARKING LINE EPOXY 4-INCH (WHITE)
3. MARKING WORD EPOXY (WHITE)
4. MARKING ARROW EPOXY (WHITE)
5. MARKING STOP LINE EPOXY 18-INCH (WHITE)
6. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
7. MARKING ISLAND NOSE EPOXY
8. MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH (WHITE)
9. MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
10. MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
11. MARKING CURB EPOXY
12. MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
13. MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
14. MARKING DIAGONAL EPOXY 12-INCH (WHITE)

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	PAVEMENT MARKING PLAN	SHEET 151	E



NOTE:

1) DISTANCE MEASURED TO CURB FLANGE UNLESS NOTED OTHERWISE.

LEGEND

1. MARKING LINE EPOXY 4-INCH (YELLOW)
2. MARKING LINE EPOXY 4-INCH (WHITE)
3. MARKING WORD EPOXY (WHITE)
4. MARKING ARROW EPOXY (WHITE)
5. MARKING STOP LINE EPOXY 18-INCH (WHITE)
6. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
7. MARKING ISLAND NOSE EPOXY
8. MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH (WHITE)
9. MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
10. MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
11. MARKING CURB EPOXY
12. MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
13. MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
14. MARKING DIAGONAL EPOXY 12-INCH (WHITE)

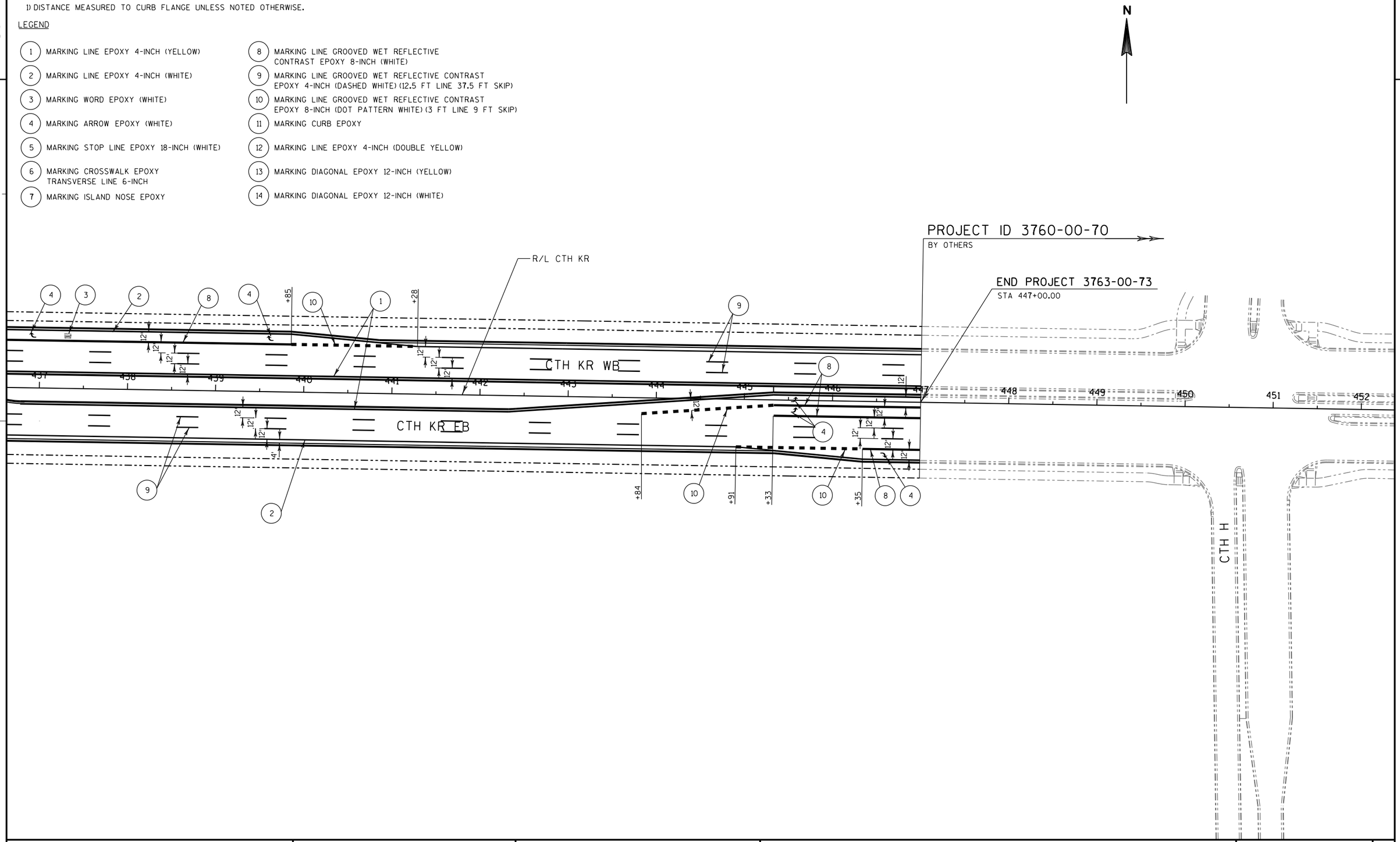
PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	PAVEMENT MARKING PLAN	SHEET 152	E

NOTE:

1) DISTANCE MEASURED TO CURB FLANGE UNLESS NOTED OTHERWISE.

LEGEND

1. MARKING LINE EPOXY 4-INCH (YELLOW)
2. MARKING LINE EPOXY 4-INCH (WHITE)
3. MARKING WORD EPOXY (WHITE)
4. MARKING ARROW EPOXY (WHITE)
5. MARKING STOP LINE EPOXY 18-INCH (WHITE)
6. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
7. MARKING ISLAND NOSE EPOXY
8. MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH (WHITE)
9. MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
10. MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
11. MARKING CURB EPOXY
12. MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
13. MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
14. MARKING DIAGONAL EPOXY 12-INCH (WHITE)



PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	PAVEMENT MARKING PLAN	SHEET 153	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Plansheets\37630073\024506_PM.dgn PLOT DATE : 8/21/2018 PLOT BY : ndamro PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42



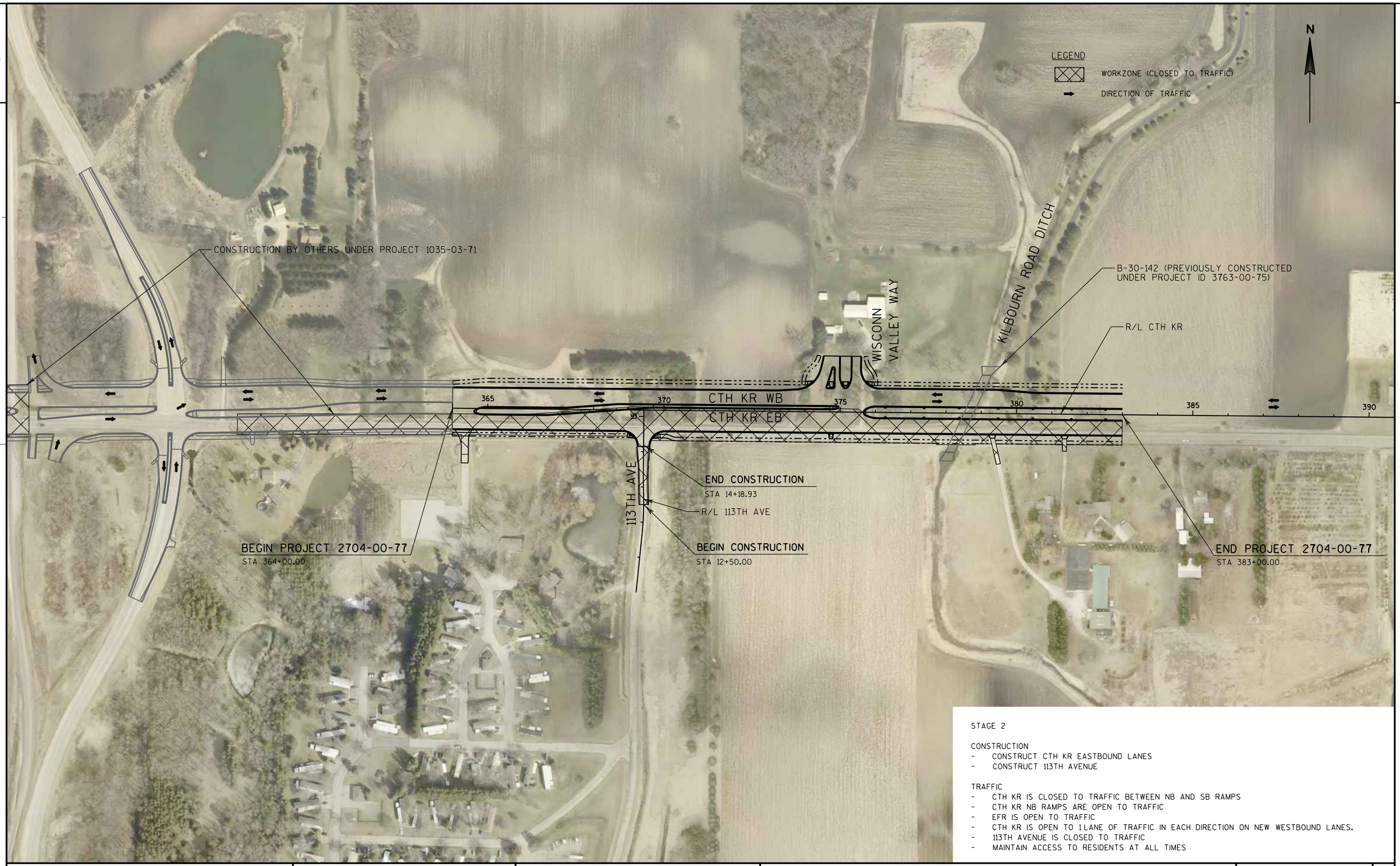
STAGE 1

CONSTRUCTION
- CONSTRUCT STREAM RELOCATION (STAGE 1A)
- CONSTRUCT CTH KR WESTBOUND LANES

TRAFFIC
- CTH KR IS CLOSED TO TRAFFIC BETWEEN NB AND SB RAMPS
- CTH KR NB RAMPS ARE OPEN TO TRAFFIC
- EFR IS OPEN TO TRAFFIC
- CTH KR IS OPEN TO TRAFFIC ON EXISTING ROADWAY
- 113TH AVENUE IS OPEN TO TRAFFIC
- MAINTAIN ACCESS TO RESIDENTS AT ALL TIMES

PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	CONSTRUCTION STAGING - STAGE 1A & 1B	SHEET 154	E

2



STAGE 2

CONSTRUCTION
- CONSTRUCT CTH KR EASTBOUND LANES
- CONSTRUCT 113TH AVENUE

TRAFFIC
- CTH KR IS CLOSED TO TRAFFIC BETWEEN NB AND SB RAMPS
- CTH KR NB RAMPS ARE OPEN TO TRAFFIC
- EFR IS OPEN TO TRAFFIC
- CTH KR IS OPEN TO 1 LANE OF TRAFFIC IN EACH DIRECTION ON NEW WESTBOUND LANES.
- 113TH AVENUE IS CLOSED TO TRAFFIC
- MAINTAIN ACCESS TO RESIDENTS AT ALL TIMES

PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	CONSTRUCTION STAGING - STAGE 2	SHEET 155	E

2



STAGE 3

CONSTRUCTION
- FINISH MEDIAN GRADING
- FINISH MEDIAN RESTORATION

TRAFFIC
- CTH KR IS CLOSED TO TRAFFIC BETWEEN NB AND SB RAMPS
- CTH KR NB RAMPS ARE OPEN TO TRAFFIC
- EFR IS OPEN TO TRAFFIC
- CTH KR IS OPEN TO TRAFFIC ON NEW CTH KR EASTBOUND AND WESTBOUND LANES
- 113TH AVENUE IS OPEN TO TRAFFIC
- MAINTAIN ACCESS TO RESIDENTS AT ALL TIMES

PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	CONSTRUCTION STAGING - STAGE 3	SHEET 156	E

2



STAGE 4 (WINTER SHUTDOWN)

CONSTRUCTION
- NONE

TRAFFIC
- CTH KR IS OPEN TO TRAFFIC BETWEEN NB AND SB RAMPS
- CTH KR NB RAMPS ARE OPEN TO TRAFFIC
- EFR IS OPEN TO TRAFFIC
- CTH KR IS OPEN TO TRAFFIC ON NEW CTH KR EASTBOUND AND WESTBOUND LANES
- 113TH AVENUE IS OPEN TO TRAFFIC
- MAINTAIN ACCESS TO RESIDENTS AT ALL TIMES

PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	CONSTRUCTION STAGING - STAGE 4 (WINTER SHUTDOWN)	SHEET 157	E

2

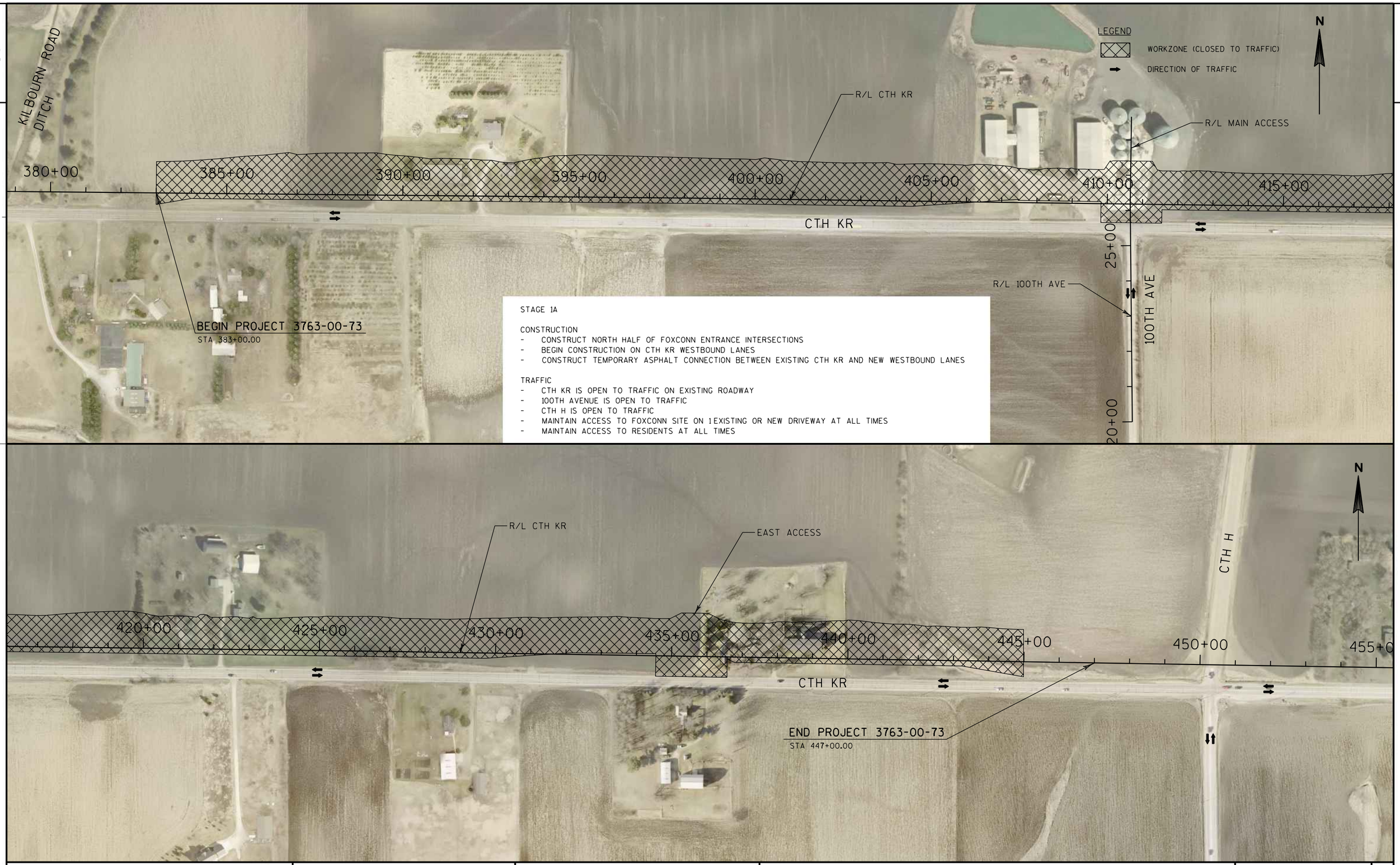


STAGE 5

CONSTRUCTION
- PLACE PLANTINGS IN BIOSWALES
- COMPLETE CONSTRUCTION OF CTH KR

TRAFFIC
- CTH KR IS OPEN TO TRAFFIC BETWEEN NB AND SB RAMPS
- CTH KR NB RAMPS ARE OPEN TO TRAFFIC
- EFR IS OPEN TO TRAFFIC
- CTH KR IS OPEN TO TRAFFIC MEDIAN LANE CLOSURE AT PLANTING SITES
- 113TH AVENUE IS OPEN TO TRAFFIC
- MAINTAIN ACCESS TO RESIDENTS AT ALL TIMES

PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	CONSTRUCTION STAGING - STAGE 5	SHEET 158	E



PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	CONSTRUCTION STAGING - STAGE 1A	SHEET 159 E



PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	CONSTRUCTION STAGING - STAGE 1B	SHEET 160	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Plansheets\37630073\025092_CS.dgn PLOT DATE : 8/1/2018 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:250

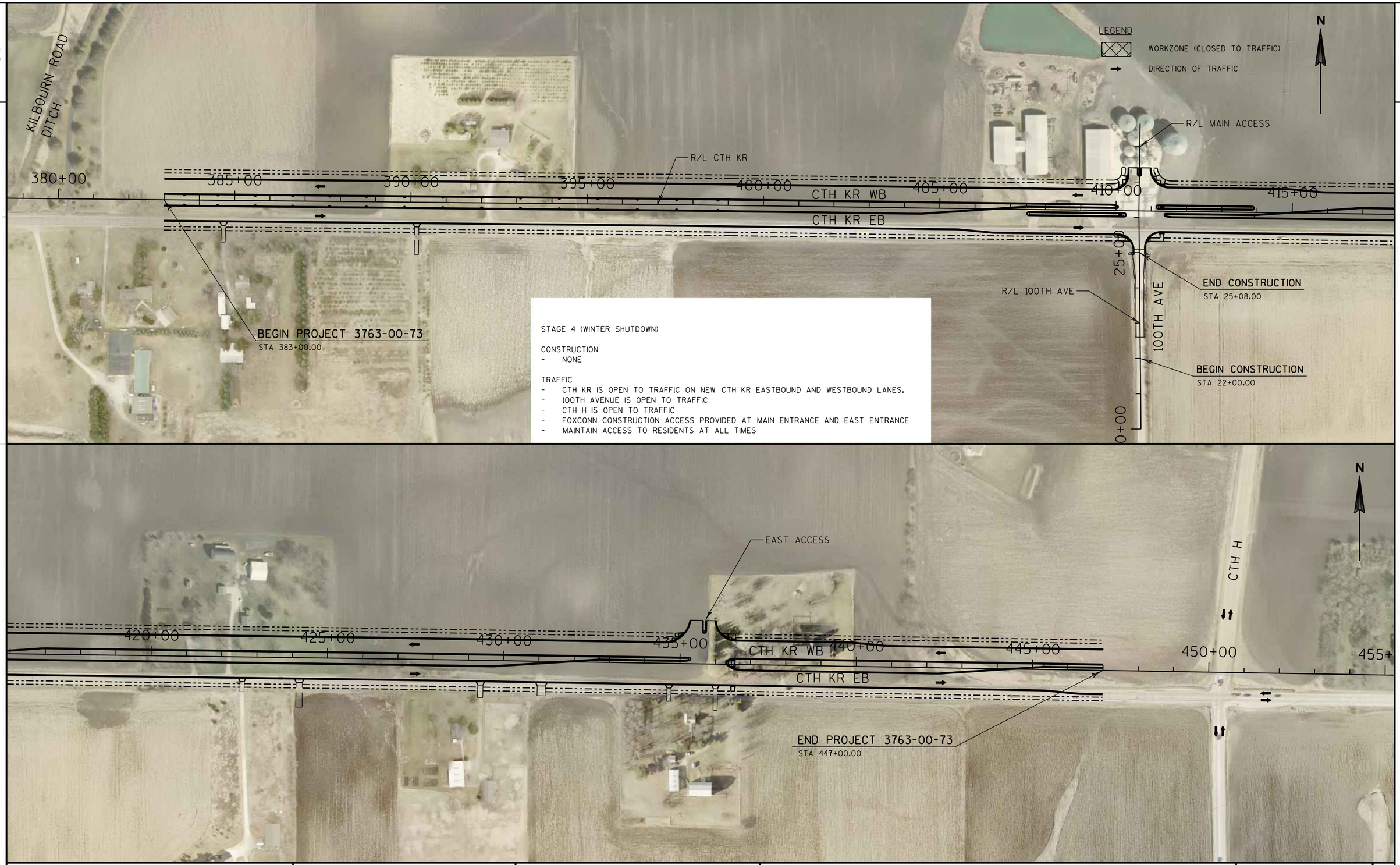
WISDOT/CADDS SHEET 42



PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	CONSTRUCTION STAGING - STAGE 2	SHEET 161	E



PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	CONSTRUCTION STAGING - STAGE 3	SHEET 162	E



STAGE 4 (WINTER SHUTDOWN)

CONSTRUCTION
- NONE

TRAFFIC
- CTH KR IS OPEN TO TRAFFIC ON NEW CTH KR EASTBOUND AND WESTBOUND LANES.
- 100TH AVENUE IS OPEN TO TRAFFIC
- CTH H IS OPEN TO TRAFFIC
- FOXCONN CONSTRUCTION ACCESS PROVIDED AT MAIN ENTRANCE AND EAST ENTRANCE
- MAINTAIN ACCESS TO RESIDENTS AT ALL TIMES

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	CONSTRUCTION STAGING - STAGE 4 (WINTER SHUTDOWN)	SHEET 163	E



PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	CONSTRUCTION STAGING - STAGE 5	SHEET 164	E

GENERAL NOTES FOR TRAFFIC CONTROL

1) THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGN DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

2) CONFLICTING TRAFFIC SIGNS SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER. CONFLICTING SIGNS WILL BE COVERED USING THE STANDARD BID ITEM, TRAFFIC CONTROL COVERING SIGNS, TYPE II.

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

4) FOR NIGHTTIME OPERATION, ALL DRUMS IN TAPERS SHALL HAVE A TYPE C STEADY BURN WARNING LIGHT.

5) ALL TYPE III BARRICADES SHALL BE 8' WIDE, UNLESS OTHERWISE NOTED, AND EQUIPPED WITH TWO TYPE A (LOW INTENSITY FLASHING) LIGHTS.

6) WHEN A SEGMENT OF THE PROJECT IS NOT SHOWN ON THE STAGING PLANS, USE THE SAME TRAFFIC CONTROL AS THE PREVIOUS STAGE FOR THAT SEGMENT.

7) PAVEMENT MARKING THAT IS SHOWN SHADED ON TRAFFIC CONTROL PLANS ARE THERE FOR REFERENCE ONLY. PAVEMENT MARKING SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

8) REMOVING PAVEMENT MARKING SHOULD BE PAID FOR UNDER THE FOLLOWING BID ITEMS:
REMOVING PAVEMENT MARKING ON EXISTING PAVEMENT USES THE CORRESPONDING STANDARD BID ITEM
REMOVING PAVEMENT MARKING ON NEW PAVEMENT USES THE 'MARKING REMOVAL LINE WATER BLASTING' BID ITEM

9) TRAFFIC CONTROL DRUMS IN TAPERS, SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE "C", ONE WAY LIGHTS IN TAPERS ONLY, UNLESS OTHERWISE SHOWN.

10) ALL TRAFFIC CONTROL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED IN THE PLANS.

11) BARRICADE STRIPES ARE TO BE SLOPED DOWNWARD IN THE DIRECTIOIN OF TRAFFIC FLOW.

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADES TYPE 3 WITH WARNING LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADES TYPE 3 WITH WARNING LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL DRUMS WITH WARNING LIGHTS TYPE C
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- PCMS — TRAFFIC CONTROL SIGNS PCMS
- TRAFFIC FLOW ARROW
- WORK ZONE THIS STAGE
- TEMPORARY RAISED PAVEMENT MARKERS
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS/BASES
- CONCRETE BARRIER TEMPORARY PRECAST FROM PREVIOUS STAGE
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHIONS TEMPORARY

TEMPORARY PAVEMENT MARKING LEGEND

- (23) TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
- (24) TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
- (25) TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
- (52) TEMPORARY MARKING STOP LINE PAINT 18-INCH
- (P) PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
- (E) EXISTING PAVEMENT MARKINGS

2

2

N

BEGIN PROJECT 2704-00-77
STA 364+00.00

R/L CTH KR

WISCONN VALLEY WAY

365 366 367 368 369 370 371 372 373 374 375 376 377

CTH KR

113TH AVE

14 13 12 11

COORDINATE TRAFFIC CONTROL WITH PROJECT 1035-03-71

END ROAD WORK
G20-2A
48" X 24"

ROAD WORK AHEAD
W20-1A
48" x 48"

E

PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	TRAFFIC CONTROL STAGE 1A	SHEET 166	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Plansheets\37630073\025102_TC.dgn PLOT DATE : 7/31/2018 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42



PROJECT NO: 2704-00-71 & 3763-00-73	HWY: CTH KR	COUNTY: RACINE	TRAFFIC CONTROL STAGE 1A	SHEET 167	E

2

2

N

392 393 394 395 396 397 398 399 400 401 402 403 404 405 406 407

R/L CTH KR

12'
12'

CTH KR

E

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	TRAFFIC CONTROL STAGE 1A	SHEET E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Plansheets\37630073\025104_TC.dgn PLOT DATE : 7/31/2018 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100

2

N

R/L MAIN ACCESS

USE TRAFFIC CONTROL FOR LANE CLOSURE
CLOSURE WITH FLAGGING OPERATION
SDD TO GRADE AND PAVE TEMPORARY
CONNECTION TO EXISTING ROADWAY.

R/L CTH KR

28
27
26
25
24
23
22

407 408 409 410 411 412 413 414 415 416 417 418 419 420 421 422

CTH KR

50' SPACING (TYP)

E

12'
12'

R/L 100TH AVE

100TH AVE

E

11'
11'

END
ROAD WORK
G20-2A
48" X 24"

ROAD
WORK
AHEAD
W20-1A
48" X 48"

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	TRAFFIC CONTROL STAGE 1A	SHEET 169	E

2

N

RIGHT SHOULDER CLOSED W21-5A

USE TRAFFIC CONTROL FOR LANE CLOSURE
CLOSURE WITH FLAGGING OPERATION
SDD TO GRADE AND PAVE TEMPORARY
CONNECTION TO EXISTING ROADWAY.

EAST ACCESS

422 423 424 425 426 427 428 429 430 431 432 433 434 435 436 437

12' 12'

CTH KR

E

R/L CTH KR

50' SPACING (TYP)

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	TRAFFIC CONTROL STAGE 1A	SHEET 170	E

NOTE:

1) WORK ZONE TRAFFIC CONTROL DEVICES AND SIGNS SHALL NOT BE PLACED OVER OR WITHIN 50 FEET OF THE RAILROAD RIGHT-OF-WAY LOCATED 2700 FEET EAST OF CTH H.

ROAD WORK AHEAD
W20-1A
48" X 48"

END ROAD WORK
G20-2A
48" X 24"

N

E

CTH H

RIGHT SHOULDER CLOSED
W21-5A

R/L CTH KR

END PROJECT 3763-00-73
STA 447+00.00

437 438 439 440 441 442 443 444 445 446 447 448 449 450 451 452

CTH KR

12'
12'

50' SPACING (TYP)

E

COORDINATE TRAFFIC CONTROL WITH PROJECT 3760-00-70

END ROAD WORK
G20-2A
48" X 24"

E

ROAD WORK AHEAD
W20-1A
48" X 48"

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	TRAFFIC CONTROL STAGE 1A	SHEET 171 E

2



PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	TRAFFIC CONTROL STAGE 1A	SHEET 172	E

2



PROJECT NO: 2704-00-73	HWY: CTH KR	COUNTY: RACINE	TRAFFIC CONTROL STAGE 1B	SHEET 173	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Plansheets\37630073\025132_TC.dgn PLOT DATE : 7/31/2018 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100

2

2



PROJECT NO: 2704-00-77 & 3763-00-73	HWY: CTH KR	COUNTY: RACINE	TRAFFIC CONTROL STAGE 1B	SHEET 174	E

2

2

N

392 393 394 395 396 397 398 399 400 401 402 403 404 405 406 407

R/L CTH KR

12'
12'

CTH KR

E

TRUCKS ENTERING AND LEAVING

W8-6A 48" X 48"

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	TRAFFIC CONTROL STAGE 1B	SHEET 175	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Plansheets\37630073\025134_TC.dgn PLOT DATE : 7/31/2018 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100

2

N

R/L MAIN ACCESS

R4-7
24" X 30"

ROAD CLOSED
R11-2
48" X 30"

23 DOUBLE

R/L CTH KR

407 408 409 410 411 412 413 414 415 416 417 418 419 420 421 422

CTH KR

28 27 26 25 24 23 22

STOP
R1-1
36" X 36"

52

R/L 100TH AVE

100TH AVE

E

11' 11'

END ROAD WORK
G20-2A
48" X 24"

ROAD WORK AHEAD
W20-1A
48" X 48"

TRUCKS ENTERING AND LEAVING
W8-6A
48" X 48"

E

12' 12'

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	TRAFFIC CONTROL STAGE 1B	SHEET 176	E

2

N

SHOULDER WORK
W21-5
48" x 48"

EAST ACCESS

ROAD CLOSED
R11-2
48" X 30"

R4-7
24" X 30"

23 DOUBLE

422 423 424 425 426 427 428 429 430 431 432 433 434 435 436 437

12'
12'

CTH KR

E

R/L CTH KR

TRUCKS ENTERING AND LEAVING
W8-6A
48" x 48"

STOP
R1-1
36" X 36"

52

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	TRAFFIC CONTROL STAGE 1B	SHEET 177	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Plansheets\37630073\025136_TC.dgn PLOT DATE : 7/31/2018 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100

NOTE:

1) WORK ZONE TRAFFIC CONTROL DEVICES AND SIGNS SHALL NOT BE PLACED OVER OR WITHIN 50 FEET OF THE RAILROAD RIGHT-OF-WAY LOCATED 2700 FEET EAST OF CTH H.

N

CTH H

R/L CTH KR

END PROJECT 3763-00-73
STA 447+00.00

437 438 439 440 441 442 443 444 445 446 447 448 449 450 451 452

CTH KR

12' 12'

TRUCKS ENTERING AND LEAVING
W8-6A
48" x 48"

E

COORDINATE TRAFFIC CONTROL WITH PROJECT 3760-00-70

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	TRAFFIC CONTROL STAGE 1B	SHEET 178	E

NOTE:
1) COORDINATE TRAFFIC CONTROL WITH PROJECT 1035-03-71.

N

COORDINATE TRAFFIC CONTROL WITH PROJECT 1035-03-71

BEGIN PROJECT 2704-00-77
STA 364+00.00

R/L CTH KR

SPEED LIMIT 45
R2-1
48" X 60"

W01-4L

DOUBLE 23

24

ROAD CLOSED
R11-2
48" X 30"

WISCONN VALLEY WAY

CTH KR

365 366 367 368 369 370 371 372 373 374 375 376 377

12' 12'

15

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

14 13 12 11

113TH AVE

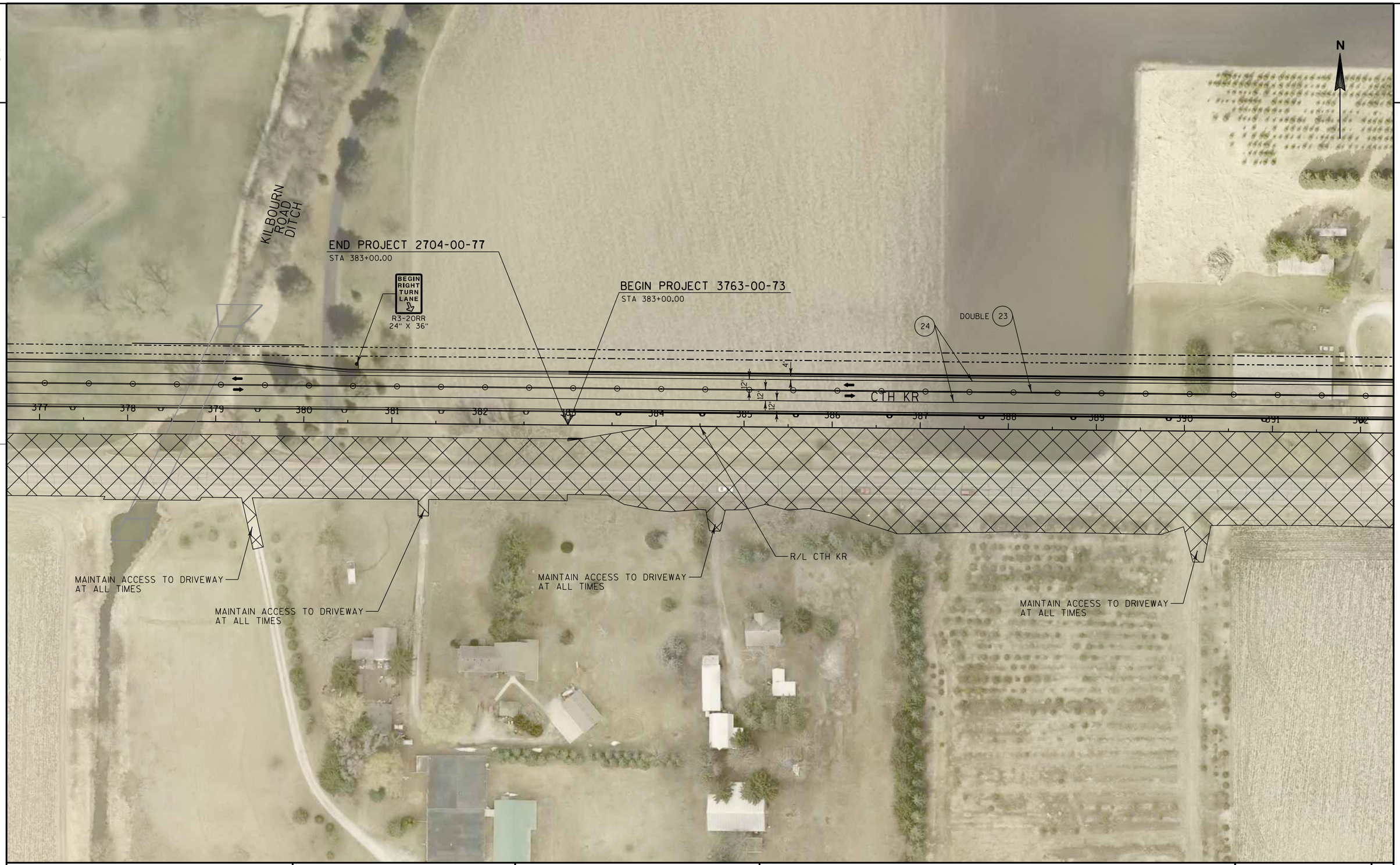
SEE SDD "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES - DETAIL 1"
FOR REQUIRED TRAFFIC CONTROL ON 113TH AVENUE

PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	TRAFFIC CONTROL STAGE 2	SHEET 179	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Plansheets\37630073\025202_TC.dgn PLOT DATE : 7/31/2018 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2



PROJECT NO: 2704-00-77 & 3763-00-73	HWY: CTH KR	COUNTY: RACINE	TRAFFIC CONTROL STAGE 2	SHEET 180	E

2

2

N

SPEED LIMIT 45
R2-1
48" X 60"

BEGIN LEFT TURN LANE
R3-20L
24" X 36"

24

DOUBLE 23

23

+18

+57

+57

4"

12"

12"

12"

CTH KR

392 393 394 395 396 397 398 399 400 401 402 403 404 405 406 407

R/L CTH KR

25

ONLY ONLY
R3-8E
36" X 30"

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	TRAFFIC CONTROL STAGE 2	SHEET 181	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Plansheets\37630073\025204_TC.dgn PLOT DATE : 7/31/2018 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100

2

2

N

R4-7
24" X 30"

ROAD CLOSED
R11-2
48" X 30"

ONLY ONLY
R3-8D
36" X 30"

BEGIN RIGHT TURN LANE
R3-20R
24" X 36"

SPEED LIMIT 45
R2-1
48" X 60"

DOUBLE 23

25 24

+07 +40 +40 +90 +80

28 27 26 25 24 23 22

12' 12' 12' 12' 12' 12' 12' 12' 4'

407 408 409 410 411 412 413 414 415 416 417 418 419 420 421 422

CTH KR

ONLY ONLY
R3-8E
36" X 30"

R/L 100TH AVE

LANE CLOSED
R11-2 (MOD)
48" X 30"

R/L CTH KR

100TH AVE

SEE SDD BARRICADE AND SIGNS FOR MAINLINE CLOSURE (NO POSTED DETOUR) FOR REQUIRED TRAFFIC CONTROL ON 100TH AVENUE

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	TRAFFIC CONTROL STAGE 2	SHEET 182	E

2

N

R/L EAST ACCESS

R4-7
24" X 30"

BEGIN LEFT TURN LANE
R3-20L
24" X 36"

DOUBLE 23

24

25

+07

+47

+47

+97

+37

4'

12'

12'

12'

12'

CTH KR

422 423 424 425 426 427 428 429 430 431 432 433 434 435 436 437

MAINTAIN ACCESS TO DRIVEWAY AT ALL TIMES

R/L CTH KR

MAINTAIN ACCESS TO DRIVEWAY AT ALL TIMES

ONLY ONLY
R3-8E
36" X 30"

MAINTAIN ACCESS TO DRIVEWAY AT ALL TIMES

ROAD CLOSED
R11-2
48" X 30"

LANE CLOSED
R11-2 (MOD)
48" X 30"

MAINTAIN ACCESS TO DRIVEWAY AT ALL TIMES

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	TRAFFIC CONTROL STAGE 2	SHEET 183	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Plansheets\37630073\025206_TC.dgn PLOT DATE : 7/31/2018 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100

NOTE:

1) WORK ZONE TRAFFIC CONTROL DEVICES AND SIGNS SHALL NOT BE PLACED OVER OR WITHIN 50 FEET OF THE RAILROAD RIGHT-OF-WAY LOCATED 2700 FEET EAST OF CTH H.

N

E

CTH H

ONLY ONLY
R3-8D
36" X 30"

DOUBLE 23

25

+85

BEGIN RIGHT TURN LANE
R3-20R
24" X 36"

+37

24

END PROJECT
STA 447+00.00

12'

12'

12'

CTH KR

431 438 439 440 441 442 443 444 445 446 447 448 449 450 451 452

R/L CTH KR

W01-4R
48" X 48"

35
M.P.H.
W013-1
24" X 24"

COORDINATE TRAFFIC CONTROL WITH PROJECT 3760-00-70

E

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	TRAFFIC CONTROL STAGE 2	SHEET 184 E

NOTE:
1) TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS/BASES SHOWN ON CTH KR WB ARE EXISTING AND PLACED IN PREVIOUS STAGE.

N

COORDINATE TRAFFIC CONTROL WITH PROJECT 1035-03-71

BEGIN PROJECT 2704-00-77
STA 364+00.00

R/L CTH KR

ROAD CLOSED
R11-2
48" X 30"

LANE CLOSED
R11-2L
48" X 30"

LANE CLOSED
R11-2L
48" X 30"

WISCONN VALLEY WAY

CTH KR EB

LANE CLOSED
R11-2L
48" X 30"

W01-6
48" X 24"

TYPE III BARRICADE

113TH AVE

W01-6
48" X 24"

TYPE III BARRICADE

END ROAD WORK
G20-2A
48" X 24"

ROAD WORK AHEAD
W20-1A
48" X 48"

PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	TRAFFIC CONTROL STAGE 3	SHEET 185	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Plansheets\37630073\025302_TC.dgn PLOT DATE : 7/31/2018 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

NOTE:
1) TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS/BASES SHOWN ON CTH KR WB ARE EXISTING AND PLACED IN PREVIOUS STAGE.

N

KILBOURN ROAD DITCH

BEGIN PROJECT 3763-00-73
STA 383+00.00

LANE CLOSED
R11-2L
48" X 30"

R/L CTH KR

LANE CLOSED
R11-2L
48" X 30"

CTH KR WB

CTH KR EB

END PROJECT 2704-00-77
STA 383+00.00

LANE CLOSED
R11-2L
48" X 30"

50' SPACING (TYP)

PROJECT NO: 2704-00-77 & 3763-00-73	HWY: CTH KR	COUNTY: RACINE	TRAFFIC CONTROL STAGE 3	SHEET 186	E

NOTE:
1) TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS/BASES SHOWN ON CTH KR WB ARE EXISTING AND PLACED IN PREVIOUS STAGE.

N

E

R/L CTH KR

LANE CLOSED
R11-2L
48" X 30"

CTH KR WB

CTH KR EB

4'

12'

50' SPACING (TYP)

24

23

25

LANE CLOSED
R11-2L
48" X 30"

BEGIN LEFT TURN LANE
R3-20L
24" X 36"

+47

+97

+57

+53

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	TRAFFIC CONTROL STAGE 3	SHEET 187	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Plansheets\37630073\025304_TC.dgn PLOT DATE : 7/31/2018 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

NOTE:
1) TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS/BASES SHOWN ON CTH KR WB ARE EXISTING AND PLACED IN PREVIOUS STAGE.

N

R/L MAIN ACCESS

LANE CLOSED
R11-2 (MOD)
48" X 30"

R4-7
24" X 30"

LANE CLOSED
R11-2 (MOD)
48" X 30"

BEGIN RIGHT TURN LANE
R3-20R
24" X 36"

W12-1D
24" X 24"

BEGIN LEFT TURN LANE
R3-20L
24" X 36"

CTH KR WB

CTH KR EB

50' SPACING (TYP)

R/L CTH KR

LANE CLOSED
R11-2 (MOD)
48" X 30"

R/L 100TH AVE

100TH AVE

LANE CLOSED
R11-2 (MOD)
48" X 30"

LANE CLOSED
R11-2L
48" X 30"

END ROAD WORK
G20-2A
48" X 24"

ROAD WORK AHEAD
W20-1A
48" X 48"

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	TRAFFIC CONTROL STAGE 3	SHEET 188	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Plansheets\37630073\025305_TC.dgn PLOT DATE : 7/31/2018 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

NOTE:
1) TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS/BASES SHOWN ON CTH KR WB ARE EXISTING AND PLACED IN PREVIOUS STAGE.

N

LANE CLOSED
R11-2L
48" X 30"

LANE CLOSED
R11-2 (MOD)
48" X 30"

EAST ACCESS

CTH KR WB

CTH KR EB

422 423 424 425 426 427 428 429 430 431 432 433 434 435 436 437

12' 12' 4' +69 +21 +76

50' SPACING (TYP)

BEGIN LEFT TURN LANE
R3-20L
24" X 36"

23 25 24 23

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	TRAFFIC CONTROL STAGE 3	SHEET 189	E

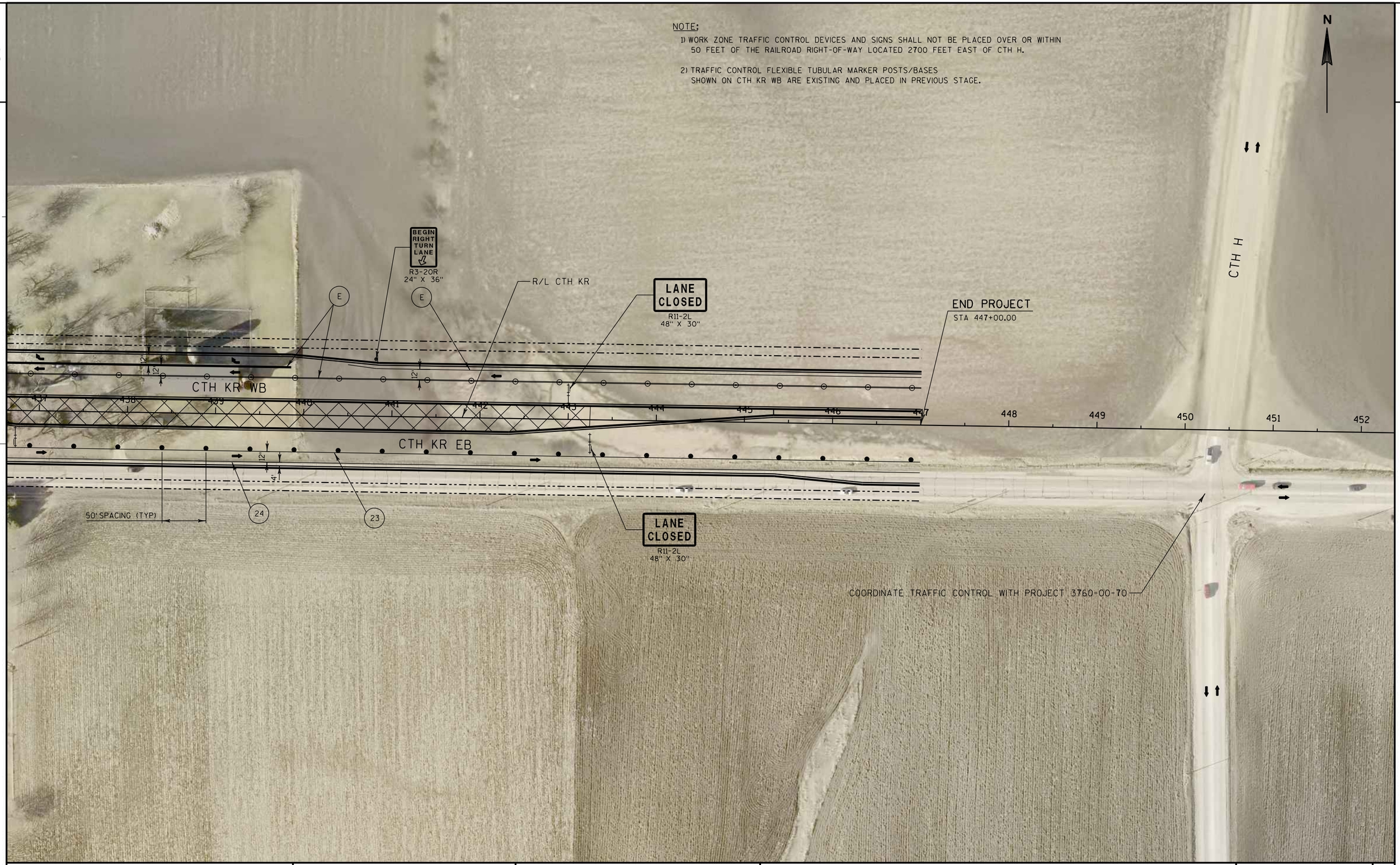
FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Plansheets\37630073\025306_TC.dgn PLOT DATE : 7/31/2018 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

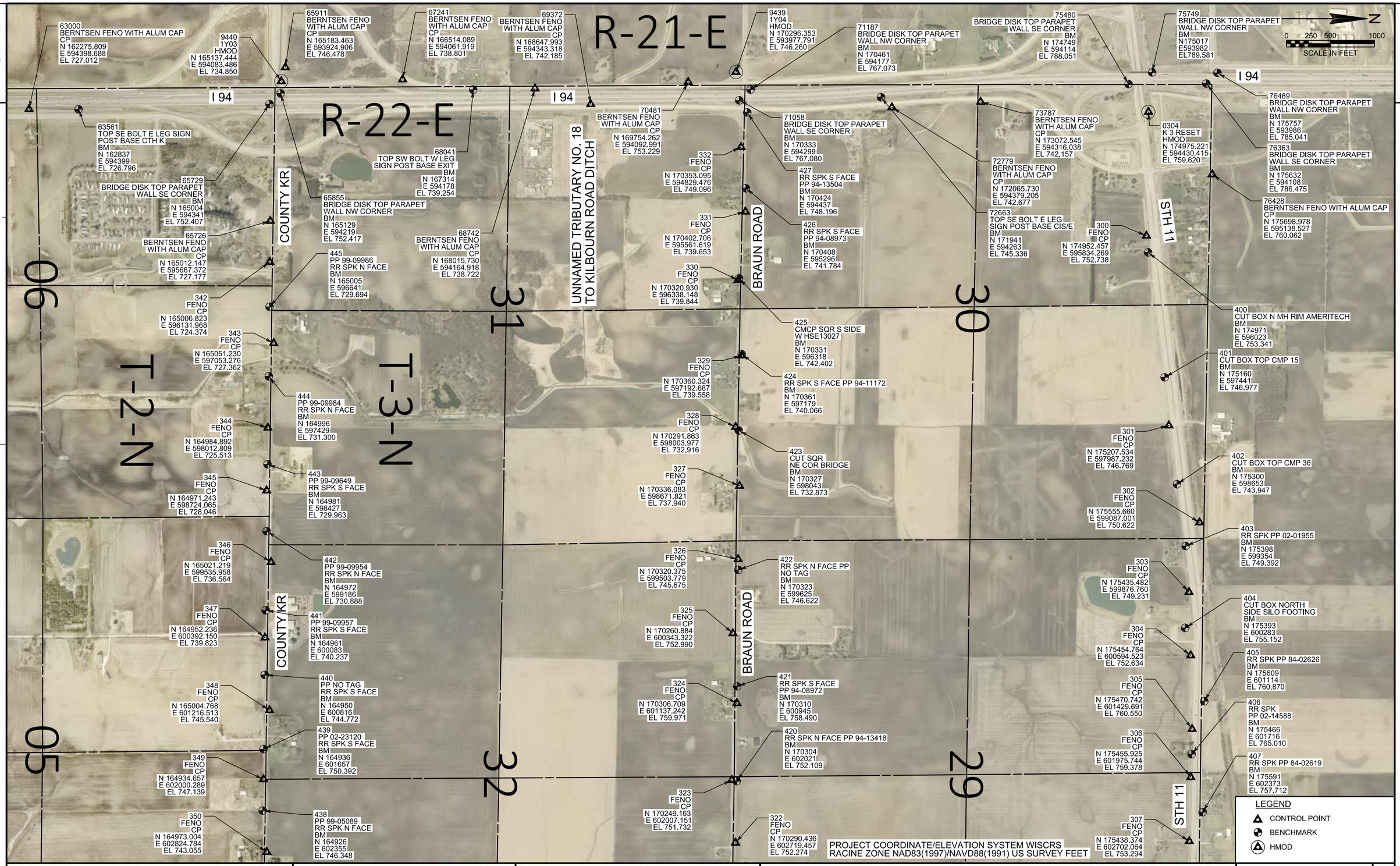
NOTE:

1) WORK ZONE TRAFFIC CONTROL DEVICES AND SIGNS SHALL NOT BE PLACED OVER OR WITHIN 50 FEET OF THE RAILROAD RIGHT-OF-WAY LOCATED 2700 FEET EAST OF CTH H.

2) TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS/BASES SHOWN ON CTH KR WB ARE EXISTING AND PLACED IN PREVIOUS STAGE.



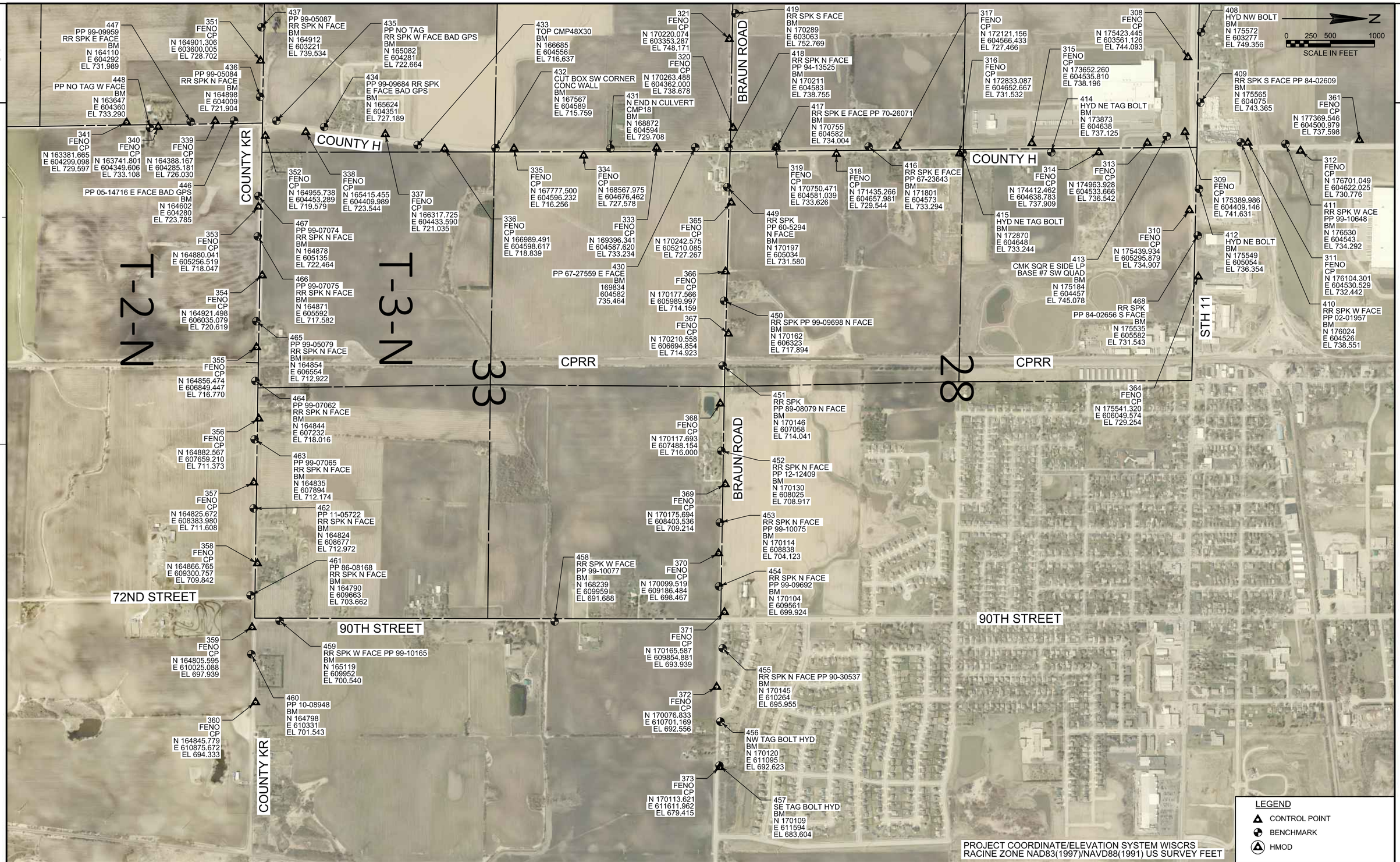
PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	TRAFFIC CONTROL STAGE 3	SHEET 190	E



PROJECT NO: FOXCONN DEVELOPMENT	HWY: VARIES	COUNTY: RACINE	CONTROL AND BENCHMARK OVERVIEW	SHEET 191	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\Displays\CONTROL AND BENCHMARK DISPLAY\CONTROL AND BENCHMARKS DISPLAY SHT 1.dgn PLOT DATE : 3/29/2018 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:1000

WISDOT/CADDS SHEET 42



PROJECT NO: FOXCONN DEVELOPMENT	HWY: VARIES	COUNTY: RACINE	CONTROL AND BENCHMARK OVERVIEW	SHEET 192 E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\Displays\CONTROL AND BENCHMARK DISPLAY\CONTROL AND BENCHMARKS DISPLAY SHT 2.dgn PLOT DATE : 3/29/2018 PLOT BY : wwoldk PLOT NAME : PLOT SCALE : 1:1000

WISDOT/CADDS SHEET 42

NOTE:
1) SEE CONTROL AND BENCHMARK OVERVIEW FOR BENCHMARKS

CURVE 113-1
PC=11+70.33
X:596218.01
Y=164748.86
PI=12+18.26
X=596222.89
Y=164796.54
PT=12+66.06
X=596222.04
Y=164844.45
R=800.0000
DELTA=6°51'22" LT
D=7°09'43"
L=95.7283
T=47.9213
BK=N 5°50'36" E
AH=N 1°00'46" W

STA 369+42.98 R/L CTH KR =
STA 15+17.92 R/L 113TH AVE

S89°26'33"E
3319.12'

3158
S 31-3-22
X=596681.84
Y=165030.12

T 3 N R 22 E
31 31

PROPOSED R/W

R/L CTH KR

365

370

375

380

385

505

500

QUARTER SECTION LINE S00°13'38"W 2659.47'

R/L WISCONN VALLEY WAY

PROPOSED PLE

STA 375+07.94 R/L CTH KR =
STA 499+91.60 R/L WISCONN VALLEY WAY

PROPOSED TLE

PROPOSED R/W

SECTION LINE S89°9'35"E 2527.25'

EXISTING R/W

N0°33'27"E
191.34'

PROPOSED R/W

R/L 113TH AVE

PI 13+26.59

N1°0'46"W
60.52'

BEGIN CONSTRUCTION
STA 12+50.00

CURVE 113-1

N5°50'36"E
170.33'

QUARTER SECTION LINE S00°09'33"W 2632.94'

SECTION LINE S89°15'24"E 2659.00'

BM 445

EXISTING R/W

PROPOSED TLE

BM 444

PROPOSED TLE

END PROJECT 2704-00-77
STA 383+00.00

06 06
R 22 E T 2 N

2002
N 2-2-22
X=596404.64
Y=165034.18

BEGIN PROJECT 2704-00-77
STA 364+00.00
X=595679.86
Y=165101.58

PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	ALIGNMENT PLAN	SHEET 193 E

2

NOTE:
1) SEE CONTROL AND BENCHMARK OVERVIEW FOR BENCHMARKS

N

2

RACINE COUNTY

KENOSHA COUNTY

STA 410+65.14 R/L CTH KR =
STA 26+18.22 R/L 100TH AVE

PROPOSED TLE
PROPOSED R/W
CURVE KR-1
PI 398+14.08
PROPOSED TLE
R/L CTH KR
S89°26'33"E
3319.12'
SECTION LINE S00°01'01"W 2656.04'
PROPOSED R/W
S89°13'30"E
2743.34'
PROPOS
CTH KR
PI 26+18.22
380
385
390
395
400
405
410
415

T 3 N R 22 E
31 32
322159
BRASS CAP SE 31-3-22
X=599340.62
Y=164995.62

SECTION LINE S89°15'24"E 2659.00'
EXISTING R/W
PROPOSED TLE
BM 444
BM 443
BM 442
BM 441
SECTION LINE S89°15'18"E 2659.05'
EXISTING R/W
BM 440
TLE
PROPOSED R/W

BEGIN PROJECT 3763-00-73
STA 383+00.00
X=597,579.78
Y=165,083.09

T 2 N R 22 E
06 05
222003
BRASS CAP NE 6-2-22
X=599017.90
Y=164999.81

SECTION LINE S00°31'11"E 1282.77'

CURVE KR-1
PC=397+19.12
X=598998.83
Y=165069.29
PI=398+14.08
X=599093.78
Y=165068.36
PT=399+09.03
X=599188.73
Y=165067.08
R=50000.0000
DELTA=0°13'03" RT
D=0°06'53"
L=189.9062
T=94.9532
BK=S 89°26'33" E
AH=S 89°13'30" E

N00°31'55"W
618.22'
R/L 100TH AVE
100TH AVE
END CONSTRUCTION
STA 25+08.00
BEGIN CONSTRUCTION
STA 22+60.00
PI 20+00.00

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	ALIGNMENT PLAN - CTH KR	SHEET 194	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Plansheets\37630073\027201_AD.dgn PLOT DATE : 7/31/2018 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:250

WISDOT/CADDS SHEET 42

NOTE:
1) SEE CONTROL AND BENCHMARK OVERVIEW FOR BENCHMARKS

CURVE KR-2
PC=426+52.36
X=601931.81
Y=165029.97
PI=427+20.98
X=602000.42
Y=165029.04
PT=427+89.59
X=602069.02
Y=165027.92
R=50000.0000
DELTA=0°09'26" RT
D=0°06'53"
L=137.2238
T=68.6120
BK=S 89°13'30" E
AH=S 89°04'04" E

RACINE COUNTY

KENOSHA COUNTY

QUARTER SECTION LINE N00°18'45"W 2643.90'

PI 427+20.98

322160
BRASS CAP S 32-3-22
X=601999.45
Y=164961.05

PROPOSED TLE
PROPOSED R/W
S89°13'30"E
2743.34'
CURVE KR-2
R/L CTH KR
S89°04'04"E
5213.59'
CTH KR
420
425
430
435
440
445
450
455

SECTION LINE S89°15'18"E 2659.05'
SECTION LINE S89°04'04"E 2639.36'
EXISTING R/W
BM 439
BM 438
BM 437
BM 436
BM 435
BM 446
BM 447

END CONSTRUCTION
STA 449+75.00

END PROJECT 3763-00-73
STA 447+00.00

222004
BRASS CAP N 5-2-22
X=601672.23
Y=164965.30

222005
BRASS CAP NE 5-2-22
X=604306.53
Y=164923.50

322161
BRASS CAP SE 32-3-22
X=604638.46
Y=164918.10

QUARTER SECTION LINE N00°32'22"W 2537.30'

SECTION LINE S00°50'28"E 2525.43'

CTH H

PROPOSED PLE

N

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	ALIGNMENT PLAN - CTH KR	SHEET 195	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Plansheets\37630073\027202_AD.dgn PLOT DATE : 7/31/2018 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:250

Estimate Of Quantities

					2704-00-77	3763-00-73
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0002	108.4400	CPM Progress Schedule	EACH	1.000	0.300	0.700
0004	201.0105	Clearing	STA	54.000	17.000	37.000
0006	201.0120	Clearing	ID	766.000	240.000	526.000
0008	201.0205	Grubbing	STA	54.000	17.000	37.000
0010	201.0220	Grubbing	ID	766.000	240.000	526.000
0012	203.0100	Removing Small Pipe Culverts	EACH	20.000	8.000	12.000
0014	204.9060.S	Removing (item description) 001. Crash Cushion Temporary Left In Place	EACH	4.000	4.000	
0016	204.9090.S	Removing (item description) 001. Draintile	LF	6,500.000	1,500.000	5,000.000
0018	204.9090.S	Removing (item description) 002. Underdrain	LF	3,500.000	1,000.000	2,500.000
0020	204.9090.S	Removing (item description) 003. Concrete Barrier Temporary	LF	350.000	350.000	
0022	205.0100	Excavation Common	CY	127,843.000	33,911.000	93,932.000
0024	213.0100	Finishing Roadway (project) 001. 2704-00-77	EACH	1.000	1.000	
0026	213.0100	Finishing Roadway (project) 002. 3763-00-73	EACH	1.000		1.000
0028	305.0110	Base Aggregate Dense 3/4-Inch	TON	131.000	48.000	83.000
0030	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	46,596.000	11,720.000	34,876.000
0032	311.0110	Breaker Run	TON	101,167.000	24,919.000	76,248.000
0034	371.1000.S	QMP Base Aggregate Dense 1 1/4-Inch Compaction	TON	46,596.000	11,720.000	34,876.000
0036	415.0100	Concrete Pavement 10-Inch **P**	SY	85,380.000	21,380.000	64,000.000
0038	415.0210	Concrete Pavement Gaps	EACH	7.000	3.000	4.000
0040	415.5110.S	Concrete Pavement Joint Layout 001. 2704-00-77	LS	1.000	1.000	
0042	415.5110.S	Concrete Pavement Joint Layout 002. 3763-00-73	LS	1.000		1.000
0044	416.0160	Concrete Driveway 6-Inch	SY	85.000		85.000
0046	416.0260	Concrete Driveway HES 6-Inch	SY	142.000	69.000	73.000
0048	416.0620	Drilled Dowel Bars	EACH	76.000	76.000	
0050	416.1010	Concrete Surface Drains	CY	39.600	12.600	27.000
0052	440.4410	Incentive IRI Ride	DOL	18,863.000	4,318.000	14,545.000
0054	455.0605	Tack Coat	GAL	71.000	8.000	63.000
0056	460.2000	Incentive Density HMA Pavement	DOL	240.000	100.000	140.000
0058	460.6223	HMA Pavement 3 MT 58-28 S	TON	212.000	86.000	126.000
0060	460.6224	HMA Pavement 4 MT 58-28 S	TON	142.000	58.000	84.000
0062	465.0105	Asphaltic Surface	TON	2,217.000	530.000	1,687.000
0064	465.0310	Asphaltic Curb	LF	80.000	40.000	40.000
0066	465.0315	Asphaltic Flumes	SY	24.000	12.000	12.000
0068	495.1000.S	Cold patch	TON	300.000	100.000	200.000
0070	520.2018	Culvert Pipe Temporary 18-Inch	LF	120.000		120.000
0072	520.8000	Concrete Collars for Pipe	EACH	4.000	1.000	3.000
0074	522.0130	Culvert Pipe Reinforced Concrete Class III 30-Inch	LF	212.000	212.000	
0076	522.0418	Culvert Pipe Reinforced Concrete Class IV 18-Inch	LF	60.000		60.000

					2704-00-77	3763-00-73
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0078	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	2.000		2.000
0080	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	2.000	2.000	
0082	522.2434	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 34x53-Inch	LF	124.000	124.000	
0084	522.2634	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 34x53-Inch	EACH	4.000	4.000	
0086	601.0409	Concrete Curb & Gutter 30-Inch Type A **P**	LF	478.000	368.000	110.000
0088	601.0555	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type A **P**	LF	33,193.000	7,179.000	26,014.000
0090	602.0410	Concrete Sidewalk 5-Inch	SF	17,885.000	4,982.000	12,903.000
0092	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	697.000	289.000	408.000
0094	606.0100	Riprap Light	CY	25.700	10.700	15.000
0096	606.0200	Riprap Medium	CY	1.200		1.200
0098	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	600.000	200.000	400.000
0100	608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	3,295.000	467.000	2,828.000
0102	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	2,103.000	638.000	1,465.000
0104	608.0330	Storm Sewer Pipe Reinforced Concrete Class III 30-Inch	LF	1,447.000	37.000	1,410.000
0106	608.0336	Storm Sewer Pipe Reinforced Concrete Class III 36-Inch	LF	376.000		376.000
0108	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	3,382.000	1,026.000	2,356.000
0110	608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	53.000	53.000	
0112	608.0424	Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	LF	942.000		942.000
0114	608.0430	Storm Sewer Pipe Reinforced Concrete Class IV 30-Inch	LF	859.000		859.000
0116	608.0436	Storm Sewer Pipe Reinforced Concrete Class IV 36-Inch	LF	889.000		889.000
0118	608.2319	Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 19x30-Inch	LF	302.000	302.000	
0120	608.2419	Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 19x30-Inch	LF	1,223.000	1,223.000	
0122	608.2429	Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 29x45-Inch	LF	657.000		657.000
0124	611.0420	Reconstructing Manholes	EACH	1.000		1.000
0126	611.0430	Reconstructing Inlets	EACH	1.000	1.000	

					2704-00-77	3763-00-73
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0128	611.0535	Manhole Covers Type J-Special	EACH	20.000	4.000	16.000
0130	611.0624	Inlet Covers Type H	EACH	3.000		3.000
0132	611.0627	Inlet Covers Type HM	EACH	214.000	44.000	170.000
0134	611.2004	Manholes 4-FT Diameter	EACH	2.000		2.000
0136	611.2005	Manholes 5-FT Diameter	EACH	63.000	25.000	38.000
0138	611.2006	Manholes 6-FT Diameter	EACH	17.000		17.000
0140	611.2007	Manholes 7-FT Diameter	EACH	1.000		1.000
0142	611.3003	Inlets 3-FT Diameter	EACH	11.000	3.000	8.000
0144	611.3004	Inlets 4-FT Diameter	EACH	172.000	27.000	145.000
0146	612.0212	Pipe Underdrain Unperforated 12-Inch	LF	6,500.000	1,500.000	5,000.000
0148	612.0700	Drain Tile Exploration	LF	6,500.000	1,500.000	5,000.000
0150	616.0206	Fence Chain Link 6-FT	LF	400.000	400.000	
0152	616.0700.S	Fence Safety	LF	4,500.000	1,500.000	3,000.000
0154	619.1000	Mobilization	EACH	1.000	0.300	0.700
0156	620.0300	Concrete Median Sloped Nose **P**	SF	1,073.000	404.000	669.000
0158	623.0200	Dust Control Surface Treatment	SY	19,500.000	4,500.000	15,000.000
0160	624.0100	Water	MGAL	1,670.000	400.000	1,270.000
0162	627.0200	Mulching	SY	19,500.000	4,500.000	15,000.000
0164	628.1104	Erosion Bales	EACH	400.000	100.000	300.000
0166	628.1504	Silt Fence	LF	13,508.000	2,636.000	10,872.000
0168	628.1520	Silt Fence Maintenance	LF	13,508.000	2,636.000	10,872.000
0170	628.1905	Mobilizations Erosion Control	EACH	12.000	6.000	6.000
0172	628.1910	Mobilizations Emergency Erosion Control	EACH	20.000	10.000	10.000
0174	628.2004	Erosion Mat Class I Type B	SY	105,728.000	22,187.000	83,541.000
0176	628.2008	Erosion Mat Urban Class I Type B	SY	3,375.000	3,375.000	
0178	628.2027	Erosion Mat Class II Type C	SY	385.000	385.000	
0180	628.7005	Inlet Protection Type A	EACH	299.000	66.000	233.000
0182	628.7010	Inlet Protection Type B	EACH	184.000	33.000	151.000
0184	628.7020	Inlet Protection Type D	EACH	129.000	39.000	90.000
0186	628.7504	Temporary Ditch Checks	LF	1,100.000	350.000	750.000
0188	628.7555	Culvert Pipe Checks	EACH	73.000	47.000	26.000
0190	628.7560	Tracking Pads	EACH	7.000	1.000	6.000
0192	628.7570	Rock Bags	EACH	130.000	30.000	100.000
0194	629.0210	Fertilizer Type B	CWT	69.100	16.400	52.700
0196	630.0140	Seeding Mixture No. 40	LB	1,905.000	400.000	1,505.000
0198	630.0200	Seeding Temporary	LB	2,864.000	603.000	2,261.000
0200	632.9101	Landscape Planting Surveillance and Care Cycles	EACH	18.000	9.000	9.000
0202	633.5200	Markers Culvert End	EACH	8.000	6.000	2.000
0204	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	95.000	23.000	72.000
0206	637.2210	Signs Type II Reflective H	SF	932.130	255.960	676.170

					2704-00-77	3763-00-73
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0208	637.2215	Signs Type II Reflective H Folding	SF	96.980	44.760	52.220
0210	637.2230	Signs Type II Reflective F	SF	184.000	54.000	130.000
0212	638.2102	Moving Signs Type II	EACH	1.000		1.000
0214	638.2602	Removing Signs Type II	EACH	8.000	2.000	6.000
0216	638.3000	Removing Small Sign Supports	EACH	7.000	2.000	5.000
0218	638.4000	Moving Small Sign Supports	EACH	1.000		1.000
0220	643.0300	Traffic Control Drums	DAY	7,854.000	2,508.000	5,346.000
0222	643.0420	Traffic Control Barricades Type III	DAY	8,839.000	2,952.000	5,887.000
0224	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	261.000	107.000	154.000
0226	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	261.000	107.000	154.000
0228	643.0705	Traffic Control Warning Lights Type A	DAY	17,679.000	5,905.000	11,774.000
0230	643.0715	Traffic Control Warning Lights Type C	DAY	847.000	106.000	741.000
0232	643.0900	Traffic Control Signs	DAY	6,527.000	1,789.000	4,738.000
0234	643.0920	Traffic Control Covering Signs Type II	EACH	80.000	20.000	60.000
0236	643.1050	Traffic Control Signs PCMS	DAY	28.000	14.000	14.000
0238	643.5000	Traffic Control	EACH	1.000	0.300	0.700
0240	645.0120	Geotextile Type HR	SY	20.000		20.000
0242	645.0130	Geotextile Type R	SY	145.200	46.200	99.000
0244	646.1020	Marking Line Epoxy 4-Inch **P**	LF	33,499.000	7,998.000	25,501.000
0246	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch **P**	LF	7,681.000	1,533.000	6,148.000
0248	646.3040	Marking Line Grooved Wet Ref Epoxy 8-Inch **P**	LF	5,470.000	1,860.000	3,610.000
0250	646.5020	Marking Arrow Epoxy	EACH	20.000	9.000	11.000
0252	646.5120	Marking Word Epoxy	EACH	7.000	3.000	4.000
0254	646.6120	Marking Stop Line Epoxy 18-Inch	LF	390.000	180.000	210.000
0256	646.7120	Marking Diagonal Epoxy 12-Inch	LF	168.000		168.000
0258	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	1,663.000	543.000	1,120.000
0260	646.8120	Marking Curb Epoxy	LF	442.000	224.000	218.000
0262	646.8220	Marking Island Nose Epoxy	EACH	9.000	3.000	6.000
0264	646.9000	Marking Removal Line 4-Inch	LF	6,500.000	1,500.000	5,000.000
0266	646.9010	Marking Removal Line Water Blasting 4-Inch	LF	59,000.000	13,000.000	46,000.000
0268	646.9110	Marking Removal Line Water Blasting 8-Inch	LF	6,000.000	1,000.000	5,000.000
0270	649.0105	Temporary Marking Line Paint 4-Inch	LF	57,735.000	12,540.000	45,195.000
0272	649.0205	Temporary Marking Line Paint 8-Inch	LF	5,445.000	550.000	4,895.000
0274	649.0805	Temporary Marking Stop Line Paint 18-Inch	LF	61.000		61.000
0276	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	8,694.000	2,101.000	6,593.000
0278	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	4,262.000	2,540.000	1,722.000
0280	652.0800	Conduit Loop Detector	LF	2,270.000	1,358.000	912.000
0282	653.0135	Pull Boxes Steel 24x36-Inch	EACH	13.000	10.000	3.000
0284	653.0140	Pull Boxes Steel 24x42-Inch	EACH	31.000	16.000	15.000
0286	654.0101	Concrete Bases Type 1	EACH	20.000	10.000	10.000

					2704-00-77	3763-00-73
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0288	654.0102	Concrete Bases Type 2	EACH	4.000	2.000	2.000
0290	654.0105	Concrete Bases Type 5	EACH	38.000	10.000	28.000
0292	654.0110	Concrete Bases Type 10	EACH	3.000	1.000	2.000
0294	654.0113	Concrete Bases Type 13	EACH	4.000	2.000	2.000
0296	654.0217	Concrete Control Cabinet Bases Type 9 Special	EACH	2.000	1.000	1.000
0298	654.0230	Concrete Control Cabinet Bases Type L30	EACH	1.000	1.000	
0300	655.0210	Cable Traffic Signal 3-14 AWG	LF	2,628.000	1,256.000	1,372.000
0302	655.0230	Cable Traffic Signal 5-14 AWG	LF	1,249.000	584.000	665.000
0304	655.0240	Cable Traffic Signal 7-14 AWG	LF	7,754.000	4,219.000	3,535.000
0306	655.0260	Cable Traffic Signal 12-14 AWG	LF	1,253.000	676.000	577.000
0308	655.0270	Cable Traffic Signal 15-14 AWG	LF	577.000		577.000
0310	655.0320	Cable Type UF 2-10 AWG Grounded	LF	1,922.000	1,008.000	914.000
0312	655.0510	Electrical Wire Traffic Signals 12 AWG	LF	9,370.000	2,853.000	6,517.000
0314	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	6,661.000	3,827.000	2,834.000
0316	655.0610	Electrical Wire Lighting 12 AWG	LF	987.000	231.000	756.000
0318	655.0700	Loop Detector Lead In Cable	LF	5,833.000	3,711.000	2,122.000
0320	655.0800	Loop Detector Wire	LF	7,994.000	5,096.000	2,898.000
0322	655.0900	Traffic Signal EVP Detector Cable	LF	2,628.000	1,256.000	1,372.000
0324	656.0200	Electrical Service Meter Breaker Pedestal (location) 301. CTH KR & 100th Street / Foxconn Driveway	LS	1.000		1.000
0326	656.0200	Electrical Service Meter Breaker Pedestal (location) 302. CTH KR & Wisconn Valley Way	LS	1.000	1.000	
0328	657.0100	Pedestal Bases	EACH	20.000	10.000	10.000
0330	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	42.000	12.000	30.000
0332	657.0305	Poles Type 2	EACH	1.000	1.000	
0334	657.0310	Poles Type 3	EACH	3.000	1.000	2.000
0336	657.0322	Poles Type 5-Aluminum	EACH	1.000	1.000	
0338	657.0405	Traffic Signal Standards Aluminum 3.5-FT	EACH	2.000	2.000	
0340	657.0420	Traffic Signal Standards Aluminum 13-FT	EACH	8.000	6.000	2.000
0342	657.0425	Traffic Signal Standards Aluminum 15-FT	EACH	4.000		4.000
0344	657.0430	Traffic Signal Standards Aluminum 10-FT	EACH	6.000	2.000	4.000
0346	657.0609	Luminaire Arms Single Member 4-Inch Clamp 6-FT	EACH	5.000	1.000	4.000
0348	657.0610	Luminaire Arms Single Member 4 1/2-Inch Clamp 6-FT	EACH	2.000	2.000	
0350	657.1350	Install Poles Type 10	EACH	3.000	1.000	2.000
0352	657.1355	Install Poles Type 12	EACH	3.000	1.000	2.000
0354	657.1360	Install Poles Type 13	EACH	1.000	1.000	
0356	657.1515	Install Monotube Arms 15-FT	EACH	1.000	1.000	
0358	657.1520	Install Monotube Arms 20-FT	EACH	1.000		1.000
0360	657.1525	Install Monotube Arms 25-FT	EACH	1.000		1.000
0362	657.1540	Install Monotube Arms 40-FT	EACH	1.000	1.000	

					2704-00-77	3763-00-73
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0364	657.1545	Install Monotube Arms 45-FT	EACH	3.000	1.000	2.000
0366	657.1815	Install Luminaire Arms Steel 15-FT	EACH	6.000	4.000	2.000
0368	658.0173	Traffic Signal Face 3S 12-Inch	EACH	31.000	17.000	14.000
0370	658.0174	Traffic Signal Face 4S 12-Inch	EACH	6.000		6.000
0372	658.0416	Pedestrian Signal Face 16-Inch	EACH	12.000	4.000	8.000
0374	658.0500	Pedestrian Push Buttons	EACH	18.000	8.000	10.000
0376	658.5069	Signal Mounting Hardware (location) 301. CTH KR & 100th Street / Foxconn Driveway	LS	1.000		1.000
0378	658.5069	Signal Mounting Hardware (location) 302. CTH KR & Wisconn Valley Way	LS	1.000	1.000	
0380	659.1125	Luminaires Utility LED C	EACH	13.000	7.000	6.000
0382	670.0200	ITS Documentation 001. 2704-00-77	LS	1.000	1.000	
0384	670.0200	ITS Documentation 002. 3763-00-73	LS	1.000		1.000
0386	671.0122	Conduit HDPE 2-Duct 2-Inch	LF	8,300.000	1,890.000	6,410.000
0388	673.0105	Communication Vault Type 1	EACH	12.000	5.000	7.000
0390	673.0200	Tracer Wire Marker Posts	EACH	11.000	4.000	7.000
0392	690.0150	Sawing Asphalt	LF	130.000	105.000	25.000
0394	690.0250	Sawing Concrete	LF	122.000	122.000	
0396	715.0415	Incentive Strength Concrete Pavement	DOL	25,614.000	6,414.000	19,200.000
0398	715.0710	Optimized Aggregate Gradation Incentive	DOL	87,408.000	21,888.000	65,520.000
0400	SPV.0035	Special 001. EBS Excavation	CY	31,819.000	8,390.000	23,429.000
0402	SPV.0035	Special 002. EBS Backfill	CY	31,819.000	8,390.000	23,429.000
0404	SPV.0035	Special 003. Roadway Embankment	CY	224,385.000	61,045.000	163,340.000
0406	SPV.0060	Special 002. Temporary Stone Ditch Checks	EACH	30.000	10.000	20.000
0408	SPV.0060	Special 003. Sand Bags	EACH	200.000	50.000	150.000
0410	SPV.0060	Special 004. Temporary Sediment Traps	EACH	15.000	5.000	10.000
0412	SPV.0060	Special 005. Erosion Control Filter Bags	EACH	200.000	50.000	150.000
0414	SPV.0060	Special 008. Inlet Covers Beehive	EACH	11.000	3.000	8.000
0416	SPV.0060	Special 009. Mobilizations Emergency Pavement Repair	EACH	6.000	3.000	3.000
0418	SPV.0060	Special 010. Section Corner Monuments	EACH	6.000	2.000	4.000
0420	SPV.0060	Special 011. Slip-In Check Valve for 30-Inch Inside Diameter Pipe	EACH	1.000	1.000	
0422	SPV.0060	Special 012. Slip-In Check Valve for 36-Inch Inside Diameter Pipe	EACH	1.000		1.000
0424	SPV.0060	Special 013. Connect Drain Tile	EACH	30.000	10.000	20.000
0426	SPV.0060	Special 014. Maintain Crash Cushions Temporary Left In Place	EACH	4.000	4.000	
0428	SPV.0060	Special 015. Inlet Covers Type 57	EACH	20.000	5.000	15.000
0430	SPV.0060	Special 016. Removing Cover Plates Left In Place	EACH	2.000	1.000	1.000
0432	SPV.0060	Special 017. Removing Bulkhead	EACH	4.000	1.000	3.000
0434	SPV.0060	Special 725. Bioretention Type A	EACH	6.000	2.000	4.000

					2704-00-77	3763-00-73
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0436	SPV.0060	Special 726. Bioretention Type B	EACH	5.000	1.000	4.000
0438	SPV.0075	Special 001. Pavement Cleanup Project 3763-00-73	HRS	60.000		60.000
0440	SPV.0075	Special 002. Pavement Cleanup Project 2704-00-77	HRS	30.000	30.000	
0442	SPV.0085	Special 001. Seeding Mixture Special	LB	68.000	68.000	
0444	SPV.0090	Special 001. Heavy Duty Silt Fence	LF	4,477.000	2,082.000	2,395.000
0446	SPV.0090	Special 002. Pipe Underdrain 6-Inch Special	LF	14,200.000	3,250.000	10,950.000
0448	SPV.0090	Special 003. Coconut Fiber Rolls Delivered	LF	1,290.000	1,290.000	
0450	SPV.0090	Special 004. Coconut Fiber Rolls Installed	LF	1,290.000	1,290.000	
0452	SPV.0090	Special 005. Maintain Concrete Barrier Temporary Precast	LF	350.000	350.000	
0454	SPV.0090	Special 006. Cold Weather Marking Epoxy 4-Inch	LF	7,681.000	1,533.000	6,148.000
0456	SPV.0090	Special 007. Cold Weather Marking Epoxy 8-Inch	LF	5,470.000	1,860.000	3,610.000
0458	SPV.0105	Special 001. Survey Project 3763-00-73	LS	1.000		1.000
0460	SPV.0105	Special 007. Survey Project 2704-00-77	LS	1.000	1.000	
0462	SPV.0105	Special 010. Control of Water Project 2704-00-77	LS	1.000	1.000	
0464	SPV.0105	Special 011. Control of Water Project 3763-00-73	LS	1.000		1.000
0466	SPV.0105	Special 301. Trnsp & Install State Furn Traf Sig Cab CTH KR & 100 St/Foxconn Driveway	LS	1.000		1.000
0468	SPV.0105	Special 302. Trnsp & Inst State Furn Radar Veh Det Sys CTH KR & 100 St/Foxconn Driveway	LS	1.000		1.000
0470	SPV.0105	Special 303. Trsp & Inst State Furn EVP Det Heads w/Conf Beacons CTH KR & 100 St/FC Drvy	LS	1.000		1.000
0472	SPV.0105	Special 304. Trnsp Traf Sig & Intxn Lighting Materials CTH KR & 100 St/Foxconn Driveway	LS	1.000		1.000
0474	SPV.0105	Special 306. Transport & Install State Furn Traf Sig Cabinet CTH KR & WVW	LS	1.000	1.000	
0476	SPV.0105	Special 307. Transport & Install State Furn Radar Veh Det Sys CTH KR & WVW	LS	1.000	1.000	
0478	SPV.0105	Special 308. Trsp & Inst State Furn EVP Det Heads w/Conf Beacons CTH KR & WVW	LS	1.000	1.000	
0480	SPV.0105	Special 309. Transport Traf Sig & Inter Lighting Materials CTH KR & WVW	LS	1.000	1.000	
0482	SPV.0170	Special 001. Removal and Disposal of Invasive Plant Species	STA	20.000	5.000	15.000
0484	SPV.0180	Special 001. Topsoil Special **P**	SY	109,488.000	25,947.000	83,541.000
0486	SPV.0195	Special 001. Stream Bed Material	TON	80.400	80.400	

CPM PROGRESS SCHEDULE

LOCATION	108.4400 CPM PROGRESS SCHEDULE EACH
PROJECT 2704-00-77	0.3
PROJECT 2704-00-77 TOTAL	0.3

REMOVING SMALL PIPE CULVERT

STATION	OFFSET	LOCATION	203.0100 REMOVING SMALL PIPE CULVERT EACH	NOTE
364+25	RT	CTH KR	2	CMCP 44', RCCP 31'
368+18	RT	CTH KR	1	CMCP 47', 24"
369+81	RT	CTH KR	1	CMCP 21', 12"
373+56	RT	CTH KR	1	CMCP 31', 12"
379+45	RT	CTH KR	1	CMCP 31', 12"
380+29	RT	CTH KR	1	CMCP 21', 12"
381+50	RT	CTH KR	1	CMCP 25', 14"
PROJECT 2704-00-77 TOTAL			8	--

REMOVING CRASH CUSHION / CONCRETE BARRIER TEMPORARY

STATION	OFFSET	LOCATION	204.9060.S.001 REMOVING CRASH CUSHION TEMPORARY LEFT IN PLACE EACH	204.9090.S.003 REMOVING CONCRETE BARRIER TEMPORARY LF
STAGE 2				
377+50	81' RT	CTH KR	1	--
377+50	41' RT	CTH KR	1	--
377+50 - 379+50	41' RT	CTH KR	--	200
377+50 - 379+00	81' RT	CTH KR	--	150
379+00	81' RT	CTH KR	1	--
379+50	41' RT	CTH KR	1	--
STAGE 2 SUBTOTAL			4	350
PROJECT 2704-00-77 TOTAL			4	350

CLEARING AND GRUBBING

STATION	OFFSET	LOCATION	201.0105 CLEARING STA	201.0205 GRUBBING STA	201.0120 CLEARING ID	201.0220 GRUBBING ID
STAGE 1 A + B						
367+00 - 371+00	LT	CTH KR	4	4	--	--
374+00 - 377+00	LT	CTH KR	3	3	--	--
380+00 - 383+00	LT	CTH KR	3	3	--	--
STAGE 1 SUBTOTAL			10	10	0	0
STAGE 2						
367+00 - 369+00	RT	CTH KR	2	2	--	--
370+00 - 372+00	RT	CTH KR	2	2	--	--
373+90	25' RT	CTH KR	--	--	16	16
373+95	15' RT	CTH KR	--	--	16	16
374+18	25' RT	CTH KR	--	--	36	36
375+17	12' RT	CTH KR	--	--	14	14
375+50	5' RT	CTH KR	--	--	30	30
375+75	22' RT	CTH KR	--	--	24	24
376+02	25' RT	CTH KR	--	--	24	24
376+42	20' RT	CTH KR	--	--	20	20
376+54	14' RT	CTH KR	--	--	30	30
376+62	4' RT	CTH KR	--	--	30	30
380+00 - 383+00	RT	CTH KR	3	3	--	--
STAGE 2 SUBTOTAL			7	7	240	240
PROJECT 2704-00-77 TOTAL			17	17	240	240

REMOVING DRAINTILE / UNDERDRAIN

LOCATION	204.9090.S.001 REMOVING DRAINTILE LF	204.9090.S.002 REMOVING UNDERDRAIN LF
UNDISTRIBUTED	1,500	1,000
PROJECT 2704-00-77 TOTAL	1,500	1,000

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

EARTHWORK

CATEGORY	DIVISION	ROADWAY	FROM / TO STATION	205.0100 EXCAVATION COMMON (1) (5) CUT (CY)	205.0100 EXCAVATION COMMON (1) (5) TOPSOIL REMOVAL (CY)	SPV.0035.001 EBS EXCAVATION (2) CY	SPV.0035.002 EBS BACKFILL CY	FILL (CY)	SPV.0035.003 ROADWAY EMBANKMENT (3) CY	MASS ORDINATE +/- (4)
1000	**1A**	CTH KR - TRIB RELOCATION (6)	364+00 RT to 368+64 RT	265	0	0	0	308	308	-43
		CTH KR	UNDISTRIBUTED	0	0	0	0	0	0	0
		SUBTOTAL		265	0	0	0		308	-43
		DIVISION 1A TOTAL		265						
1000	**1B**	CTH KR WB	364+00 to 383+00	1,744	18,487	0	0	18,249	36,736	-16,505
		CTH KR WB	UNDISTRIBUTED	0	0	5,058	5,058	0	0	0
		SUBTOTAL		1,744	18,487	5,058	5,058		36,736	-16,505
		DIVISION 1B TOTAL		20,231						
1000	**2**	CTH KR EB	364+00 to 383+00	2,665	10,665	0	0	13,205	23,870	-10,540
		113TH AVENUE	12+50 to 14+19	85	0	0	0	131	131	-46
		CTH KR EB	UNDISTRIBUTED	0	0	3,333	3,333	0	0	0
		SUBTOTAL		2,750	10,665	3,333	3,333		24,001	-10,586
		DIVISION 2 TOTAL		13,415						
PROJECT 2704-00-77 TOTALS				33,911		8,390	8,390		61,045	-27,134

1) Cut Volume Includes Concrete and Asphaltic Surface Material.
2) EBS Excavation to be backfilled with EBS Backfill. All EBS Excavation material is assumed to be wasted offsite.
3) Roadway Embankment = Unexpanded Fill + Topsoil Removal Replaced
4) The Mass Ordinate + or - quantity calculated by Division. A positive quantity indicates an excess of material within the division and a negative number indicates a shortage of material within the division. Mass Ordinate = Cut+Topsoil Removal-Embankment. The mass ordinate is for information purposes only as Common Excavation and Roadway Embankment are not balance for quantity purposes and does not guarantee the quality of Common Excavation, and if it can be reused onsite.
5) Topsoil thickness estimated, refer to Topsoil Removal Construction Detail
6) Temporary Berm (used twice) accounted for within this quantity of Roadway Embankment

FINISHING ROADWAY

LOCATION	213.0100.001 FINISHING ROADWAY PROJECT ID 2704-00-77 EACH
PROJECT 2704-00-77	1
PROJECT 2704-00-77 TOTAL	1

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

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AGGREGATE ITEMS

STATION	TO	STATION	OFFSET	ROADWAY	305.0110 BASE AGGREGATE DENSE 3/4 INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4 INCH TON	311.0110 BREAKER RUN TON	371.1000.S QMP BASE AGGREGATE DENSE 1 1/4 INCH COMPACTION TON	REMARKS
STAGE 1B									
364+00	-	383+00	LT	CTH KR	--	4526	10,860	4,526	
374+06	-	375+96	LT	CTH KR	--	13	--	13	4" BENEATH CONCRETE SIDEWALK
374+60	-	374+82	LT	WVW	--	46	--	46	ADTN'L 10" BENEATH MEDIAN CONCRETE
376+00	-	383+00	MED - LT	CTH KR	--	2	--	2	BIOSWALE DRAIN EXTENSION
STAGE 1B SUBTOTAL					0	4587	10,860	4,587	
STAGE 2									
364+00	-	383+00	RT	CTH KR	--	4502	10,809	4,502	
	364+35		RT	CTH KR DRIVEWAY	--	141	--	141	
	364+35		RT	CTH KR DRIVEWAY - SHOULDER	--	46	--	46	
	364+35		RT	CTH KR - DRIVEWAY ACCESS	--	76	--	76	
368+96	-	369+90	RT	CTH KR	--	8	--	8	4" BENEATH CONCRETE SIDEWALK
369+70	-	374+88	LT	CTH KR	--	202	--	202	ADTN'L 10" BENEATH MEDIAN CONCRETE
	379+74		RT	CTH KR	--	4	--	4	4" BENEATH CONCRETE SIDEWALK
	379+30		RT	CTH KR DRIVEWAY	--	65	--	65	6" BENEATH APRON INCLUDED
	379+30		RT	CTH KR - DRIVEWAY ACCESS	--	69	--	69	
	381+35		RT	CTH KR DRIVEWAY	--	34	--	34	6" BENEATH APRON INCLUDED
	381+35		RT	CTH KR - DRIVEWAY ACCESS	--	69	--	69	
376+00	-	383+00	RT	CTH KR	--	2	--	2	BIOSWALE DRAIN EXTENSION
12+00	-	14+19	LT/RT	113TH AVE	--	260	--	260	
12+50	-	14+00	LT	113TH AVE	21	63	--	63	SHOULDER
12+50	-	14+00	RT	113TH AVE	21	63	--	63	SHOULDER
STAGE 2 SUBTOTAL					42	5,604	10,809	5,604	
SUBTOTAL					42	10,191	21,669	10,191	
UNDISTRIBUTED				REPAIR AND MISC	6	1,529	3,250	1,529	
PROJECT 2704-00-77 TOTAL					48	11,720	24,919	11,720	

NOTE:
BASE AGGREGATE DENSE = 2 TON/CY
BREAKER RUN = 1.8 TON/CY

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

CONCRETE PAVEMENT

STATION	TO	STATION	OFFSET	LOCATION	415.0100 CONCRETE PAVEMENT 10-INCH SY
STAGE 1B					
364+00	-	383+00	LT	CTH KR	10,590
STAGE 1B SUBTOTAL					10,590
STAGE 2					
364+00	-	383+00	RT	CTH KR	10,790
STAGE 2 SUBTOTAL					10,790
PROJECT 2704-00-77 TOTAL					21,380

CONCRETE PAVEMENT JOINT LAYOUT

	LOCATION	415.5110.S.001 CONCRETE PAVEMENT JOINT LAYOUT LS
PROJECT 2704-00-77	CTH KR	1
PROJECT 2704-00-77 TOTAL		1

CONCRETE PAVEMENT GAPS

STATION	OFFSET	LOCATION	415.0210 CONCRETE PAVEMENT GAPS EA
STAGE 2			
364+25	RT	CTH KR - DRIVEWAY	1
379+25	RT	CTH KR - DRIVEWAY	1
381+30	RT	CTH KR - DRIVEWAY	1
STAGE 2 SUBTOTAL			3
PROJECT 2704-00-77 TOTAL			3

NOTE: CONCRETE PAVEMENT GAPS NOT PROVIDED AT FIELD ENTRANCES

DRILLED DOWEL BARS

STA	OFFSET	LOCATION	416.0620 DRILLED DOWEL BARS EACH
364+00	RT	CTH KR	38
364+00	LT	CTH KR	38
PROJECT 2704-00-77 TOTAL			76

CONCRETE DRIVEWAY

STATION	OFFSET	LOCATION	416.0260 CONCRETE DRIVEWAY HES 6-INCH SY
STAGE 2			
364+25	RT	CTH KR	34
379+25	RT	CTH KR	18
381+30	RT	CTH KR	17
STAGE 2 SUBTOTAL			69
PROJECT 2704-00-77 TOTAL			69

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

CONCRETE SURFACE DRAINS

STATION	OFFSET	LOCATION	416.1010 CONCRETE SURFACE DRAINS CY
STAGE 1B			
376+26	MED - LT	CTH KR	0.9
377+36	MED - LT	CTH KR	0.9
378+35	MED - LT	CTH KR	0.9
379+46	MED - LT	CTH KR	0.9
380+44	MED - LT	CTH KR	0.9
381+54	MED - LT	CTH KR	0.9
382+50	MED - LT	CTH KR	0.9
STAGE 1B SUBTOTAL			6.3
STAGE 2			
376+26	MED - RT	CTH KR	0.9
377+36	MED - RT	CTH KR	0.9
378+35	MED - RT	CTH KR	0.9
379+46	MED - RT	CTH KR	0.9
380+44	MED - RT	CTH KR	0.9
381+54	MED - RT	CTH KR	0.9
382+50	MED - RT	CTH KR	0.9
STAGE 2 SUBTOTAL			6.3
PROJECT 2704-00-77 TOTAL			12.6

ASPHALT

STATION	TO STATION	OFFSET	LOCATION	455.0605 TACK COAT GAL	460.6223 HMA PAVEMENT 3 MT 58-28 S TON	460.6224 HMA PAVEMENT 4 MT 58-28 S TON	465.0105 ASPHALTIC SURFACE TON	465.0310 ASPHALTIC CURB LF	465.0315 ASPHALTIC FLUME SY	REMARKS
364+35		RT	CTH KR	3	-	-	70	-	-	
12+50	14+15	RT/LT	113TH AVE	5	86	58	-	-	-	
14+18		LT	113TH AVE	-	-	-	-	20	6	SEE SDD FOR ASPHALT FLUME
14+18		RT	113TH AVE	-	-	-	-	20	6	SEE SDD FOR ASPHALT FLUME
UNDISTRIBUTED				-	-	-	460	-	-	REPAIR NEEDS
PROJECT 2704-00-77 TOTAL				8	86	58	530	40	12	

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

COLD PATCH

LOCATION	495.1000.S COLD PATCH TON
UNDISTRIBUTED	100
PROJECT 2704-00-77 TOTAL	100

CONCRETE CURB & GUTTER

STATION	TO	STATION	OFFSET	LOCATION	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	601.0555 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A LF
STAGE 1B						
374+44	-	374+52	LT	CTH KR	38	--
374+61	-	374+79	LT-PORKCHOP	CTH KR	125	--
374+97	-	375+07	NORTH MED	CTH KR	87	--
375+22	-	375+31	NORTH MED	CTH KR	87	--
375+58			121' LT	CTH KR	31	--
375+52	-	383+00	58'-127' LT	CTH KR	--	780
375+71	-	383+00	MED - LT	CTH KR	--	681
364+00	-	374+88	MED - LT	CTH KR	--	1023
364+00	-	374+38	58'-123' LT	CTH KR	--	1075
STAGE 1B SUBTOTAL					368	3559
STAGE 2						
364+00	-	369+26	58' RT	CTH KR	--	551
364+00	-	374+88	MED - RT	CTH KR	--	1023
375+72	-	383+00	MED - RT	CTH KR	--	681
369+65	-	383+00	58' RT	CTH KR	--	1365
STAGE 2 SUBTOTAL					--	3,620
PROJECT 2704-00-77 TOTAL					368	7,179

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

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CONCRETE COLLARS FOR PIPE

STAGE	ROADWAY	STATION	OFFSET	PIPE ID	SIZE (IN)	520.8000 CONCRETE COLLARS FOR PIPE EACH
2	**CTH KR**					
		377+45	49' RT	PE1053	30	1
	TOTAL					1

CULVERT ITEMS

STAGE	FROM STATION	FROM OFFSET	TO STATION	TO OFFSET	INLET ELEV	DISCH ELEV	SLOPE	522.0130 CULVERT PIPE REINFORCED CONCRETE CLASS III 30-INCH LF	522.1030 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH EACH	522.2434 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 34x53-INCH LF	522.2634 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 34x53-INCH EACH	633.5200 MARKERS CULVERT END EACH
2	**CTH KR**											
	364+07	116' RT	364+69	110' RT	723.98	723.85	0.21%	--	--	62	2	2
	364+08	124' RT	364+70	118' RT	723.98	723.85	0.21%	--	--	62	2	2
	364+70	108' LT	364+82	104' RT	724.66	724.24	0.20%	212	2	--	--	2
	TOTALS							212	2	124	4	6

1. PIPE LENGTHS ARE MEASURED TO THE CENTER OF STRUCTURES OR END OF END WALLS
2. STATION / OFFSETS ARE TO THE CENTER OF GRATES OR END OF END WALLS

RECONSTRUCTING STRUCTURES

STAGE	LOCATION	STRUCTURE ID	STATION	OFFSET FT	EXISTING RIM ELEVATION	TO	PROPOSED RIM ELEVATION	611.0430 RECONSTRUCTING INLETS EACH
2	**CTH KR**							
		E1054	377+50	60' RT	728.00		732.74	1
	TOTALS							1

* VERIFY EXISTING RIM ELEVATION IN FIELD

CHECK VALVES

STAGE	ROADWAY	STATION	OFFSET	PIPE ID	SPV.0060.011 SLIP-IN CHECK VALVE FOR 30-INCH INSIDE DIAMETER PIPE EACH
2	**CTH KR**				
		377+51	60' RT	PE1055	1
	TOTAL				1

REMOVING COVER PLATES LEFT IN PLACE

STAGE	ROADWAY	STRUCTURE ID	STATION	OFFSET	SPV.0060.016 REMOVING COVER PLATES LEFT IN PLACE EACH
2	**CTH KR**				
		E1054	377+50	58' RT	1
	TOTAL				1

3

REMOVING BULKHEAD

STAGE	ROADWAY	STATION	OFFSET	SPV.0060.017 REMOVING BULKHEAD EACH
2	**CTH KR**			
		377+45	49' RT	1
	TOTAL			1

BIORETENTION

STAGE	ROADWAY	STATION	OFFSET	BIORETENTION CELL SURFACE ELEVATION	SPV.0060.725 BIORETENTION TYPE A EACH	SPV.0060.726 BIORETENTION TYPE B EACH
2	**CTH KR**					
		377+47	0' RT	731.32	1	--
		379+57	0' RT	730.24	--	1
		381+65	0' RT	729.13	1	--
	TOTALS				2	1

CONCRETE SIDEWALK

STATION	TO	STATION	OFFSET	LOCATION	602.0410 CONCRETE SIDEWALK 5-INCH SF	REMARKS
STAGE 1B						
374+01	-	374+25	LT	CTH KR	194	
374+62	-	374+83	LT	CTH KR	683	
375+01	-	375+27	LT	CTH KR	247	
375+71	-	375+95	LT	CTH KR	205	
STAGE 1B SUBTOTAL					1329	
STAGE 2						
368+96	-	369+18	RT	CTH KR	188	
369+68	-	369+90	RT	CTH KR	188	
369+70	-	374+88	RT	CTH KR	3097	
374+67	-	374+81	MED	CTH KR	180	
STAGE 2 SUBTOTAL					3653	
PROJECT 2704-00-77 TOTAL					4,982	

CURB RAMP DETECTIBLE WARNING FIELDS

STATION	OFFSET	LOCATION	602.0505 CURB RAMP DETECTIBLE WARNING FIELD YELLOW SF	REMARKS
STAGE 1B				
374+20	81' LT	CTH KR	33	RADIAL
374+67	81' LT	CTH KR	20	--
374+75	69' LT	CTH KR	20	--
374+80	81' LT	CTH KR	20	--
375+07	81' LT	CTH KR	20	--
375+22	81' LT	CTH KR	20	--
375+81	81' LT	CTH KR	34	RADIAL
STAGE 1B SUBTOTAL			167	
STAGE 2				
369+05	73' RT	CTH KR	31	RADIAL
369+75	75' RT	CTH KR	31	RADIAL
374+75	10' LT	CTH KR	20	--
374+75	14' LT	CTH KR	20	--
374+75	62' RT	CTH KR	20	--
STAGE 2 SUBTOTAL			122	
PROJECT 2704-00-77 TOTAL			289	

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

STORM SEWER STRUCTURES											STORM SEWER PIPES											
ROADWAY	STRUCTURE NO.	STRUCTURE STAGE	STATION	OFFSET (FT)	LOCATION	RIM OR FLOW ELEV	STRUCTURE TYPE	INLET/MANHOLE COVERS TYPE	DEPTH [1] (FT)	STRUCTURE COMMENTS	PIPE ID	STAGE	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE [A] %	PIPE LENGTH [B] (FT)	PLAN LENGTH [C] (FT)	PIPE CLASS	PIPE SIZE (INCH)	PIPE COMMENTS
CTH KR	175	---	383+02.47	60.0	LT	730.03	INLETS 4-FT DIAMETER	HM	--	CONSTRUCT UNDER PROJECT ID 3763-00-73	---	---	---	---	--	---	---	---	---	---	---	---
CTH KR	183	---	383+02.47	60.0	RT	730.03	INLETS 4-FT DIAMETER	HM	--	CONSTRUCT UNDER PROJECT ID 3763-00-73	---	---	---	---	--	---	---	---	---	---	---	---
CTH KR	193	---	380+65.50	19.0	LT	730.49	MANHOLES 6-FT DIAMETER	J-SPECIAL	--	CONSTRUCT UNDER PROJECT ID 3763-00-73	---	---	---	---	--	---	---	---	---	---	---	---
CTH KR	203	---	380+00.00	19.5	LT	731.38	MANHOLES 6-FT DIAMETER	J-SPECIAL	--	CONSTRUCT UNDER PROJECT ID 3763-00-73	---	---	---	---	--	---	---	---	---	---	---	---
CTH KR	205	---	379+57.09	19.0	LT	731.59	MANHOLES 6-FT DIAMETER	J-SPECIAL	--	CONSTRUCT UNDER PROJECT ID 3763-00-73	---	---	---	---	--	---	---	---	---	---	---	---
CTH KR	1001	1B	365+75.00	60.0	LT	730.05	INLETS 4-FT DIAMETER	HM	3.97	---	P1002	1B	1001	1005	726.08	725.84	0.50	47	52	IV	15	---
CTH KR	1003	2	365+75.00	16.0	RT	729.89	INLETS 4-FT DIAMETER	HM	3.95	---	P1004	2	1003	1005	725.94	725.84	0.50	20	25	IV	15	---
CTH KR	1005	1B	365+75.00	4.0	LT	729.65	MANHOLES 5-FT DIAMETER	57	4.14	---	P1006	1B	1005	1007	725.51	725.15	0.30	120	125	HE-IV	19x30	---
CTH KR	1007	1B	367+00.00	4.0	LT	728.96	MANHOLES 5-FT DIAMETER	HM	3.81	---	P1008	1B	1007	1009	725.15	724.93	0.30	75	80	HE-IV	19x30	---
CTH KR	1009	1B	367+80.00	8.7	LT	728.76	MANHOLES 5-FT DIAMETER	HM	3.83	---	P1010	1B	1009	1017	724.93	724.62	0.30	102	107	HE-IV	19x30	---
CTH KR	1011	1B	367+21.00	60.0	LT	729.25	INLETS 4-FT DIAMETER	HM	3.33	---	P1012	1B	1011	1013	725.92	725.52	0.50	79	83	IV	15	---
CTH KR	1013	1B	368+04.08	60.0	LT	729.05	INLETS 4-FT DIAMETER	HM	3.53	---	P1014	1B	1013	1015	725.52	725.13	0.50	79	83	IV	15	---
CTH KR	1015	1B	368+87.00	60.0	LT	729.25	INLETS 4-FT DIAMETER	HM	4.12	---	P1016	1B	1015	1017	725.13	724.95	0.50	35	40	IV	15	---
CTH KR	1017	1B	368+87.00	16.0	LT	729.09	MANHOLES 5-FT DIAMETER	57	4.47	---	P1018	1B	1017	1019	724.62	724.37	0.30	83	88	HE-IV	19x30	---
CTH KR	1019	1B	369+75.00	16.0	LT	729.53	MANHOLES 5-FT DIAMETER	HM	5.16	---	P1020	1B	1019	1023	724.37	724.08	0.30	95	100	HE-IV	19x30	---

[1]DEPTH = RIM OR FLOW ELEV - LOWEST PIPE INVERT ELEVATION

[A] SLOPE CALCULATED BASED ON PIPE LENGTH. PIPE LENGTH REPRESENTS LENGTH OF PIPE MEASURED FROM INSIDE FACE OF STRUCTURE TO INSIDE FACE OF STRUCTURE

[B]PIPE LENGTH SHOWN FOR SLOPE CALCULATION ONLY. NOT INTENDED FOR PAY QUANTITY.

[C]PLAN LENGTH SHOWN FOR PAY QUANTITY.

STORM SEWER STRUCTURES											STORM SEWER PIPES											
ROADWAY	STRUCTURE NO.	STRUCTURE STAGE	STATION	OFFSET (FT)	LOCATION	RIM OR FLOW ELEV	STRUCTURE TYPE	INLET/MANHOLE COVERS TYPE	DEPTH[1] (FT)	STRUCTURE COMMENTS	PIPE ID	STAGE	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE[A] %	PIPE LENGTH[B] (FT)	PLAN LENGTH[C] (FT)	PIPE CLASS	PIPE SIZE (INCH)	PIPE COMMENTS
CTH KR	1021	1B	370+75.00	60.0	LT	730.19	INLETS 4-FT DIAMETER	HM	5.60	---	P1022	1B	1021	1023	724.59	724.41	0.50	35	40	IV	15	---
CTH KR	1023	1B	370+75.00	16.0	LT	730.03	MANHOLES 5-FT DIAMETER	HM	5.95	---	P1024	1B	1023	1025	724.08	723.80	0.30	95	100	HE-IV	19x30	---
CTH KR	1025	1B	371+75.00	16.0	LT	730.53	MANHOLES 5-FT DIAMETER	HM	6.73	---	P1026	1B	1025	1029	723.80	723.52	0.30	94	99	HE-IV	19x30	---
CTH KR	1027	1B	372+74.00	60.0	LT	731.19	INLETS 4-FT DIAMETER	HM	6.11	---	P1028	1B	1027	1029	725.08	724.91	0.50	35	40	III	15	---
CTH KR	1029	1B	372+74.00	16.0	LT	731.03	MANHOLES 5-FT DIAMETER	57	7.51	---	P1030	1B	1029	1031	723.52	723.31	0.30	71	76	HE-III	19x30	---
CTH KR	1031	1B	373+50.00	16.0	LT	731.41	MANHOLES 5-FT DIAMETER	HM	8.10	---	P1032	1B	1031	1037	723.31	723.10	0.30	70	75	HE-III	19x30	---
CTH KR	1033	1B	374+15.00	16.0	LT	731.74	INLETS 4-FT DIAMETER	HM	5.17	---	P1034	1B	1033	1037	726.57	726.54	0.50	6	10	IV	15	---
CTH KR	1037	1B	374+25.00	16.0	LT	731.79	MANHOLES 5-FT DIAMETER	HM	8.69	---	P1038	1B	1037	1041	723.10	722.59	0.30	170	175	III	24	---
CTH KR	1039	1B	376+13.84	68.0	LT	732.72	INLETS 4-FT DIAMETER	HM	6.10	---	P1040	1B	1039	1041	726.62	726.40	0.50	45	49	III	15	---
CTH KR	1041	1B	376+00.00	18.5	LT	732.65	MANHOLES 5-FT DIAMETER	J-SPECIAL	10.06	---	P1042	1B	1041	1047	722.59	722.23	0.30	120	125	III	24	---
CTH KR	1043	1B	378+00.00	68.0	LT	732.33	INLETS 4-FT DIAMETER	HM	6.11	---	P1044	1B	1043	1045	726.22	725.87	0.50	71	75	III	15	---
CTH KR	1045	1B	377+25.00	68.0	LT	732.67	INLETS 4-FT DIAMETER	HM	6.80	---	P1046	1B	1045	1047	725.87	725.65	0.50	43	48	III	15	---
CTH KR	1047	1B	377+25.00	18.5	LT	732.76	MANHOLES 5-FT DIAMETER	J-SPECIAL	10.53	---	P1048	2	1047	1051	722.23	722.13	0.30	32	37	III	24	---
CTH KR	1049	2	377+47.04	0.0	RT	732.32	INLETS 3-FT DIAMETER	BEEHIVE	5.00	---	P1050	2	1049	1051	727.32	727.20	0.50	25	29	IV	15	---
CTH KR	1051	2	377+25.00	18.5	RT	732.76	MANHOLES 5-FT DIAMETER	J-SPECIAL	10.63	---	P1052	2	1051	PE1053	722.13	722.03	0.30	34	37	III	30	---

[1]DEPTH = RIM OR FLOW ELEV - LOWEST PIPE INVERT ELEVATION

[A] SLOPE CALCULATED BASED ON PIPE LENGTH. PIPE LENGTH REPRESENTS LENGTH OF PIPE MEASURED FROM INSIDE FACE OF STRUCTURE TO INSIDE FACE OF STRUCTURE

[B]PIPE LENGTH SHOWN FOR SLOPE CALCULATION ONLY. NOT INTENDED FOR PAY QUANTITY.

[C]PLAN LENGTH SHOWN FOR PAY QUANTITY.

STORM SEWER STRUCTURES											STORM SEWER PIPES											
ROADWAY	STRUCTURE NO.	STRUCTURE STAGE	STATION	OFFSET (FT)	LOCATION	RIM OR FLOW ELEV	STRUCTURE TYPE	INLET/MANHOLE COVERS TYPE	DEPTH[1] (FT)	STRUCTURE COMMENTS	PIPE ID	STAGE	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE[A] %	PIPE LENGTH[B] (FT)	PLAN LENGTH[C] (FT)	PIPE CLASS	PIPE SIZE (INCH)	PIPE COMMENTS
CTH KR	E1054	2	377+50.30	60.0	RT	732.74	---	HM	10.71	ADJUST TO FINISHED GRADE AND INSTALL COVER	PE1053	---	P1052	E1054	722.03	---	---	---	---	---	30	EXIST PIPE INTERPOL ELEV
CTH KR	1101	2	365+74.51	60.0	RT	729.57	INLETS 4-FT DIAMETER	HM	3.11	---	P1102	2	1101	1103	726.46	725.75	0.50	142	146	IV	15	---
CTH KR	1103	2	367+21.00	60.0	RT	728.77	INLETS 4-FT DIAMETER	HM	3.02	---	P1104	2	1103	1105	725.75	725.35	0.50	79	83	IV	15	---
CTH KR	1105	2	368+04.08	60.0	RT	728.57	INLETS 4-FT DIAMETER	HM	3.22	---	P1106	2	1105	1107	725.35	725.22	0.50	27	31	IV	15	---
CTH KR	1107	2	368+34.77	60.0	RT	728.59	INLETS 4-FT DIAMETER	HM	3.62	---	P1108	2	1107	1111	724.97	724.73	0.50	48	53	IV	18	---
CTH KR	1109	2	367+50.25	9.6	RT	728.84	MANHOLES 5-FT DIAMETER	57	3.97	---	P1110	2	1109	1111	724.87	724.65	0.30	75	80	HE-IV	19x30	---
CTH KR	1111	2	368+30.00	3.2	RT	728.65	MANHOLES 5-FT DIAMETER	HM	4.00	---	P1112	2	1111	1113	724.65	724.42	0.30	75	80	HE-IV	19x30	---
CTH KR	1113	2	369+09.74	3.2	LT	728.82	MANHOLES 5-FT DIAMETER	HM	4.40	---	P1114	2	1113	1115	724.42	724.24	0.30	60	65	HE-IV	19x30	---
CTH KR	1115	2	369+75.00	8.0	LT	729.05	MANHOLES 5-FT DIAMETER	HM	4.81	---	P1116	2	1115	1117	724.24	724.23	0.30	5	10	HE-IV	19x30	---
CTH KR	1117	2	369+85.00	3.0	LT	729.10	MANHOLES 5-FT DIAMETER	HM	4.87	---	P1118	2	1117	1121	724.23	723.98	0.30	85	90	HE-IV	19x30	---
CTH KR	1119	2	370+75.00	60.0	RT	729.71	INLETS 4-FT DIAMETER	HM	5.14	---	P1120	2	1119	1121	724.57	724.27	0.50	59	64	IV	15	---
CTH KR	1121	2	370+75.00	8.0	LT	729.55	MANHOLES 5-FT DIAMETER	HM	5.57	---	P1122	2	1121	1123	723.98	723.96	0.30	5	10	HE-IV	19x30	---
CTH KR	1123	2	370+85.00	3.0	LT	729.60	MANHOLES 5-FT DIAMETER	HM	5.64	---	P1124	2	1123	1127	723.96	723.70	0.30	85	90	HE-IV	19x30	---
CTH KR	1125	2	371+85.00	8.0	LT	730.05	INLETS 4-FT DIAMETER	HM	3.27	---	P1126	2	1125	1127	726.78	726.75	0.50	6	10	IV	15	---
CTH KR	1127	2	371+75.00	3.0	LT	730.05	MANHOLES 5-FT DIAMETER	HM	6.35	---	P1128	2	1127	1133	723.70	723.42	0.30	94	99	HE-IV	19x30	---

[1]DEPTH = RIM OR FLOW ELEV - LOWEST PIPE INVERT ELEVATION

[A] SLOPE CALCULATED BASED ON PIPE LENGTH. PIPE LENGTH REPRESENTS LENGTH OF PIPE MEASURED FROM INSIDE FACE OF STRUCTURE TO INSIDE FACE OF STRUCTURE

[B]PIPE LENGTH SHOWN FOR SLOPE CALCULATION ONLY. NOT INTENDED FOR PAY QUANTITY.

[C]PLAN LENGTH SHOWN FOR PAY QUANTITY.

STORM SEWER STRUCTURES											STORM SEWER PIPES										
ROADWAY	STRUCTURE NO.	STRUCTURE STAGE	STATION	OFFSET (FT)	LOCATION	RIM OR FLOW ELEV	STRUCTURE TYPE	INLET/MANHOLE COVERS TYPE	DEPTH[1] (FT)	STRUCTURE COMMENTS	PIPE ID	STAGE	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE[A] %	PIPE LENGTH[B] (FT)	PLAN LENGTH[C] (FT)	PIPE CLASS	PIPE SIZE (INCH)	PIPE COMMENTS
CTH KR	1129	2	372+74.00	60.0	RT	730.71	INLETS 4-FT DIAMETER	HM	6.11	---	P1130	2	1129	1133	724.60	724.30	0.50	59	64	III	15	---
CTH KR	1131	2	372+84.00	8.0	LT	730.60	INLETS 4-FT DIAMETER	HM	4.11	---	P1132	2	1131	1133	726.49	726.46	0.50	6	10	IV	15	---
CTH KR	1133	2	372+74.00	8.0	LT	730.55	MANHOLES 5-FT DIAMETER	HM	7.13	---	P1134	2	1133	1135	723.42	723.21	0.30	71	76	HE-III	19x30	---
CTH KR	1135	2	373+50.00	3.0	LT	730.93	MANHOLES 5-FT DIAMETER	57	7.72	---	P1136	2	1135	1141	723.21	723.00	0.30	70	75	HE-III	19x30	---
CTH KR	1137	2	374+15.00	8.0	LT	731.45	INLETS 4-FT DIAMETER	HM	3.42	---	P1138	2	1137	1141	728.03	728.00	0.50	6	10	IV	15	---
CTH KR	1139	2	374+25.00	60.0	RT	731.63	INLETS 4-FT DIAMETER	HM	6.11	---	P1140	2	1139	1141	725.52	725.22	0.50	59	64	III	15	---
CTH KR	1141	2	374+25.00	8.0	LT	731.55	MANHOLES 5-FT DIAMETER	HM	8.55	---	P1142	2	1141	1147	723.00	722.49	0.30	171	176	III	24	---
CTH KR	1143	2	375+12.59	60.0	RT	732.17	INLETS 4-FT DIAMETER	HM	6.11	---	P1144	2	1143	1145	726.06	725.64	0.50	83	87	III	15	---
CTH KR	1145	2	376+00.00	60.0	RT	732.73	INLETS 4-FT DIAMETER	HM	7.09	---	P1146	2	1145	1147	725.64	725.47	0.50	35	40	III	15	---
CTH KR	1147	2	375+99.81	18.3	RT	732.73	MANHOLES 5-FT DIAMETER	J-SPECIAL	10.24	---	P1148	2	1147	1051	722.49	722.13	0.30	120	125	III	24	---
CTH KR	1171	2	379+57.09	0.0	RT	731.24	INLETS 3-FT DIAMETER	BEEHIVE	5.00	---	P1172	2	1171	205	726.24	726.17	0.50	15	19	IV	15	---
CTH KR	1173	1B	380+00.15	63.8	LT	731.35	INLETS 4-FT DIAMETER	HM	5.62	---	P1174	1B	1173	203	725.73	725.54	0.50	37	42	IV	15	---
CTH KR	1175	2	380+00.00	60.0	RT	731.43	INLETS 4-FT DIAMETER	HM	5.53	---	P1176	2	1175	203	725.90	725.54	0.50	73	78	IV	15	---
CTH KR	1177	2	381+65.50	0.0	RT	730.13	INLETS 3-FT DIAMETER	BEEHIVE	4.50	---	P1178	2	1177	193	725.63	725.56	0.50	15	19	IV	15	---
CTH KR	1179	1B	382+26.00	60.0	LT	730.22	INLETS 4-FT DIAMETER	HM	4.22	---	P1180	1B	1179	175	726.00	725.64	0.50	72	76	IV	15	---
CTH KR	1181	2	382+26.00	60.0	RT	730.22	INLETS 4-FT DIAMETER	HM	4.05	---	P1182	2	1181	183	726.17	725.81	0.50	72	76	IV	15	---

[1]DEPTH = RIM OR FLOW ELEV - LOWEST PIPE INVERT ELEVATION

[A] SLOPE CALCULATED BASED ON PIPE LENGTH. PIPE LENGTH REPRESENTS LENGTH OF PIPE MEASURED FROM INSIDE FACE OF STRUCTURE TO INSIDE FACE OF STRUCTURE

[B]PIPE LENGTH SHOWN FOR SLOPE CALCULATION ONLY. NOT INTENDED FOR PAY QUANTITY.

[C]PLAN LENGTH SHOWN FOR PAY QUANTITY.

3

STORM SEWER STRUCTURE SUMMARY						
611.2005 MANHOLES 5-FT DIAMETER EACH	611.3003 INLETS 3-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.0535 MANHOLE COVERS TYPE J SPECIAL EACH	611.0627 INLET COVERS TYPE HM EACH	SPV.0060.008 INLET COVERS BEEHIVE EACH	SPV.0060.015 INLET COVERS TYPE 57 [1] EACH
25	3	27	4	44	3	5

STORM SEWER PIPE SUMMARY						
608.0315 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 15-INCH LF	608.0324 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH LF	608.0330 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 30-INCH LF	608.0415 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15-INCH LF	608.0418 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 18-INCH LF	608.2319 STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 19X30-INCH LF	608.2419 STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 19X30-INCH LF
467	638	37	1026	53	302	1223

[1] TOP SLAB OPENINGS FOR INLET COVERS TYPE 57 SHALL BE 2'-0" x 2'-0"

S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Plansheets\27040077\022593_ss_DT.ppt PLOT DATE : 8/17/2018 4:25:58 PM PLOT BY : BRIAN C. ADAMS PLOT NAME : 022593_ss_DT PLOT SCALE : 1:1

RIPRAP

STATION	OFFSET	LOCATION	606.0100 RIPRAP LIGHT CY	645.0130 GEOTEXTILE TYPE R SY	REMARKS
STAGE 1A					
368+65	120' RT	CTH KR	3.7	--	FILTER BERM
STAGE 1A SUBTOTAL			3.7	0.0	
STAGE 3					
376+26	MED - LT	CTH KR	0.5	3.3	
377+36	MED - LT	CTH KR	0.5	3.3	
378+35	MED - LT	CTH KR	0.5	3.3	
379+46	MED - LT	CTH KR	0.5	3.3	
380+44	MED - LT	CTH KR	0.5	3.3	
381+54	MED - LT	CTH KR	0.5	3.3	
382+50	MED - LT	CTH KR	0.5	3.3	
376+26	MED - RT	CTH KR	0.5	3.3	
377+36	MED - RT	CTH KR	0.5	3.3	
378+35	MED - RT	CTH KR	0.5	3.3	
379+46	MED - RT	CTH KR	0.5	3.3	
380+44	MED - RT	CTH KR	0.5	3.3	
381+54	MED - RT	CTH KR	0.5	3.3	
382+50	MED - RT	CTH KR	0.5	3.3	
STAGE 3 SUBTOTAL			7.0	46.2	
PROJECT 2704-00-77 TOTAL			10.7	46.2	

DRAIN TILE EXPLORATION

LOCATION	612.0700 DRAIN TILE EXPLORATION LF
UNDISTRIBUTED	1,500
PROJECT 2704-00-77 TOTAL	1,500

FENCE CHAIN LINK

STATION	TO	STATION	OFFSET	616.0206 FENCE CHAIN LINK 6-FT LF
377+00	-	379+00	88' RT	200
378+00	-	380+00	88' LT	200
PROJECT 2704-00-77 TOTAL				400

FENCE SAFETY

LOCATION	616.0700.S FENCE SAFETY LF
UNDISTRIBUTED	1,500
PROJECT 2704-00-77 TOTAL	1,500

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Plansheets\27040077\022591_MQ.ppt PLOT DATE : 8/21/2018 7:58:44 AM PLOT BY : JOHNATHAN OLSON PLOT NAME : 022592_MQ PLOT SCALE : 1:1

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MOBILIZATION

LOCATION	619.1000 MOBILIZATION EACH
PROJECT 2704-00-77	0.3
PROJECT 2704-00-77 TOTAL	0.3

CONCRETE MEDIAN SLOPED NOSE

STATION	TO	STATION	OFFSET	LOCATION	620.0300 CONCRETE MEDIAN SLOPED NOSE SF	REMARKS
STAGE 1B						
374+88	-	374+96	MED	CTH KR	58	TYPE 1
374+74	-	374+85	124' LT	CTH KR-OUTSIDE	61	TYPE 1
374+77	-	374+85	69' LT	CTH KR-OUTSIDE	21	TYPE 2
375+05	-	375+25	71' LT	CTH KR-OUTSIDE	99	TYPE 1
STAGE 1B SUBTOTAL					239	
STAGE 2						
364+60	-	364+67	MED	CTH KR	66	TYPE 1
375+64	-	375+72	MED	CTH KR	99	TYPE 1
STAGE 2 SUBTOTAL					165	
PROJECT 2704-00-77 TOTAL					404	

WATER

LOCATION	624.0100 WATER MGAL
AGGREGATE COMPACTION	30
EARTHWORK COMPACTION	200
DUST CONTROL	30
SEEDED AREAS	140
PROJECT 2704-00-77 TOTAL	400

3

RESTORATION

STATION			OFFSET	LOCATION	627.0200 MULCHING SY	628.2004 EROSION MAT CLASS 1 TYPE B SY	628.2008 EROSION MAT URBAN CLASS 1 TYPE B SY	628.2027 EROSION MAT CLASS 2 TYPE C SY	629.0210 FERTILIZER TYPE B CWT	630.0140 SEEDING MIXTURE NO. 40 LB	630.0200 SEEDING TEMPORARY LB	SPV.0085.001 SEEDING MIXTURE SPECIAL LB
STAGE 1												
364+00	-	374+50	LT	CTH KR	--	5,425	--	--	3.5	98	147	--
375+00	-	375+30	LT	CTH KR	--	258	--	--	0.2	4	6	--
375+75	-	383+00	LT	CTH KR	--	3,570	--	--	2.2	64	96	--
STAGE 1 SUBTOTAL						9,253	--	--	5.9	166	249	--
STAGE 2												
363+60	-	369+24	RT	CTH KR	--	1,038	3,068	350	2.8	19	29	62
369+85	-	379+35	RT	CTH KR	--	5,244	--	--	3.3	95	143	--
379+35	-	381+25	RT	CTH KR	--	954	--	--	0.6	17	26	--
381+35	-	383+00	RT	CTH KR	--	653	--	--	0.4	12	18	--
STAGE 2 SUBTOTAL					--	7,889	3,068	350	7.1	143	216	62
STAGE 3												
364+70	-	369+70	MED	CTH KR	--	869	--	--	0.5	16	24	--
375+72	-	383+00	MED	CTH KR	--	2,159	--	--	1.4	39	59	--
STAGE 3 SUBTOTAL					--	3,028	--	--	1.9	55	83	--
UNDISTRIBUTED					4,500	2,017	307	35	1.5	36	55	6
PROJECT 2704-00-77 TOTAL					4,500	22,187	3,375	385	16.4	400	603	68

TOPSOIL SPECIAL

STATION			OFFSET	LOCATION	SPV.0180.001 TOPSOIL SPECIAL SY
STAGE 1					
364+00	-	374+50	LT	CTH KR	5,425
375+00	-	375+30	LT	CTH KR	258
375+75	-	383+00	LT	CTH KR	3,570
STAGE 1 SUBTOTAL					9,253
STAGE 2					
363+60	-	369+24	RT	CTH KR	4,456
369+85	-	379+35	RT	CTH KR	5,244
379+35	-	381+25	RT	CTH KR	954
381+35	-	383+00	RT	CTH KR	653
STAGE 2 SUBTOTAL					11,307
STAGE 3					
364+70	-	369+70	MED	CTH KR	869
375+72	-	383+00	MED	CTH KR	2,159
STAGE 3 SUBTOTAL					3,028
WORK BEYOND SLOPE INTERCEPT					2,359
PROJECT 2704-00-77 TOTAL					25,947

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

3

EROSION CONTROL

STATION	OFF	LOCATION	623.0200 DUST CONTROL SURFACE TREATMENT SY	628.1104 EROSION BALES EACH	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECK EACH	628.7570 ROCK BAGS EACH	628.7560 TRACKING PADS EACH	SPV.0060.002 TEMPORARY STONE DITCH CHECKS EACH	SPV.0060.003 SAND BAGS EACH	SPV.0060.004 TEMPORARY SEDIMENT TRAPS EACH	SPV.0060.005 EROSION CONTROL FILTER BAGS EACH	SPV.0090.001 HEAVY DUTY SILT FENCE LF
STAGE 1																	
363+50 - 368+67	LT	CTH KR	--	--	--	--	--	--	--	--	--	--	--	--	--	--	550
363+55 - 364+00	RT	CTH KR	--	--	--	--	--	--	--	--	--	--	--	--	--	--	90
364+10	LT	CTH KR	--	--	--	--	--	--	--	20	--	--	--	--	--	--	90
364+65 - 369+16	RT	CTH KR	--	--	--	--	--	--	--	--	--	--	--	--	--	--	625
364+70	LT	CTH KR	--	--	--	--	--	--	--	5	--	--	--	--	--	--	--
368+67 - 374+18	LT	CTH KR	--	--	575	575	--	--	--	--	--	--	--	--	--	--	--
376+00 - 378+00	LT	CTH KR	--	--	235	235	--	--	--	--	--	--	--	--	--	--	--
378+00 - 379+00	LT	CTH KR	--	--	--	--	--	--	--	--	--	--	--	--	--	--	100
379+52 - 380+92	LT	CTH KR	--	--	--	--	--	--	--	--	--	--	--	--	--	--	155
380+95 - 383+00	LT	CTH KR	--	--	205	205	--	--	--	--	--	--	--	--	--	--	--
STAGE 1 SUBTOTAL			--	--	1,015	1,015	--	--	--	25	--	--	--	--	--	--	1,610
STAGE 2																	
369+76 - 377+12	RT	CTH KR	--	--	955	955	--	--	--	--	--	--	--	--	--	--	--
375+50 - 383+00	RT/LT	BIOSWALE	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--
377+12 - 377+67	RT	CTH KR	--	--	--	--	--	--	--	--	--	--	--	--	--	--	80
378+17 - 379+30	RT	CTH KR	--	--	--	--	--	--	--	--	--	--	--	--	--	--	120
379+60 - 381+27	RT	CTH KR	--	--	169	169	--	--	--	--	--	--	--	--	--	--	--
381+51 - 383+00	RT	CTH KR	--	--	153	153	--	--	--	--	--	--	--	--	--	--	--
381+54	RT	CTH KR	--	--	--	--	--	--	--	2	--	--	--	--	--	--	--
STAGE 2 SUBTOTAL			--	--	1,277	1,277	--	--	150	2	--	--	--	--	--	--	200
UNDISTRIBUTED			4,500	100	344	344	6	10	200	20	30	1	10	50	5	50	272
PROJECT 2704-00-77 TOTAL			4,500	100	2,636	2,636	6	10	350	47	30	1	10	50	5	50	2,082

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

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LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES

LOCATION	632.9101 LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES EACH
UNDISTRIBUTED	9
PROJECT 2704-00-77 TOTAL	9

INLET PROTECTION

STATION	TO	STATION	LOCATION	628.7005 INLET PROTECTION TYPE A EACH	628.7010 INLET PROTECTION TYPE B EACH	628.7020 INLET PROTECTION TYPE D EACH
STAGE 1B						
364+00	-	369+00	CTH KR	8	4	4
369+00	-	374+00	CTH KR	7	4	3
374+00	-	379+00	CTH KR	6	1	5
379+00	-	383+00	CTH KR	3	1	2
STAGE 1B SUBTOTAL				24	10	14
STAGE 2						
364+00	-	369+00	CTH KR	7	2	5
369+00	-	374+00	CTH KR	12	6	5
374+00	-	379+00	CTH KR	7	4	5
379+00	-	383+00	CTH KR	3	4	2
STAGE 2 SUBTOTAL				29	16	17
UNDISTRIBUTED				13	7	8
PROJECT 2704-00-07 TOTAL				66	33	39

REMOVING SIGNS

SIGN #	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
R100	1	1	STOP SIGN
R101	1	1	STOP SIGN
PROJECT 2704-00-77	2	2	

TRAFFIC CONTROL

LOCATION	643.5000 TRAFFIC CONTROL EACH
PROJECT 2704-00-77	0.3
PROJECT 2704-00-77 TOTAL	0.3

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

3

PERMANENT SIGNING

SIGN #	SIGN CODE	SIGN SIZE IN	X	IN	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0618 POSTS WOOD 4X6-IN X 18 FT EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
P100	W3-3	36	X	36	--	--	9.00	1	--	TRAFFIC LIGHT AHEAD-TWO FLAGS
P101	R3-20L	24	X	36	6.00	--	--	1	--	BEGIN LEFT TURN LANE (ARROW)
P102	R1-1	36	X	36	7.46	--	--	1	--	STOP
P103	R1-1F	36	X	36	--	7.46	--	--	--	FOLDING STOP
P104	R1-1F	36	X	36	--	7.46	--	--	--	FOLDING STOP
P105	R1-1F	36	X	36	--	7.46	--	--	--	FOLDING STOP
P106	R1-1F	36	X	36	--	7.46	--	--	--	FOLDING STOP
P107	R1-1F	36	X	36	--	7.46	--	--	--	FOLDING STOP
P108	R1-1F	36	X	36	--	7.46	--	--	--	FOLDING STOP
P109	R2-1	30	X	36	7.50	--	--	1	--	SPEED LIMIT 45
P110	R2-1	30	X	36	7.50	--	--	1	--	SPEED LIMIT 45
P111	D1-65	138	X	30	28.75	--	--	2	--	WISCONN VALLEY WAY NEXT SIGNAL
P112	D1-65	138	X	30	28.75	--	--	2	--	WISCONN VALLEY WAY NEXT SIGNAL
P113	R5-1A	42	X	30	8.75	--	--	1	--	WRONG WAY
P114	R6-3A	30	X	24	5.00	--	--	--	--	DIVIDED HIGHWAY
P115	R5-1	36	X	36	9.00	--	--	--	--	DO NOT ENTER
P116	R5-1	36	X	36	9.00	--	--	--	--	DO NOT ENTER
P117	R4-7	24	X	30	5.00	--	--	--	--	KEEP RIGHT MEDIAN
P118	R5-1	36	X	36	9.00	--	--	--	--	DO NOT ENTER
P119	R6-3A	30	X	24	5.00	--	--	--	--	DIVIDED HIGHWAY

CONTINUED ON NEXT PAGE

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

3

PERMANENT SIGNING CONT'D

SIGN #	SIGN CODE	SIGN SIZE IN		IN	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0618 POSTS WOOD 4X6-IN X 18 FT EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
P120	R6-2L	30	X	36	7.50	--	--	--	--	ONE WAY (ARROW)
P121	R2-1	30	X	36	7.50	--	--	1	--	SPEED LIMIT 45
P122	R2-1	30	X	36	7.50	--	--	1	--	SPEED LIMIT 45
P123	M1-94H	108	X	18	13.50	--	--	--	--	WISCONN VALLEY WAY
P124	M1-94H	108	X	18	13.50	--	--	--	--	WISCONN VALLEY WAY
P125	R5-1A	42	X	30	8.75	--	--	1	P136	WRONG WAY
P126	J4-1	36	X	54	13.50	--	--	1	--	EAST AND KR ASSEMBLY
P127	R6-2R	24	X	30	5.00	--	--	1	--	ONE WAY (ARROW)
P128	W3-3	36	X	36	--	--	9.00	1	--	TRAFFIC LIGHT AHEAD-TWO FLAGS
P129	R4-7	24	X	30	5.00	--	--	--	--	KEEP RIGHT MEDIAN
P130	R4-7	24	X	30	5.00	--	--	--	--	KEEP RIGHT MEDIAN
P131	R6-2R	24	X	30	5.00	--	--	1	--	ONE WAY (ARROW)
P132	R6-2R	24	X	30	5.00	--	--	1	--	ONE WAY (ARROW)
P133	R5-1	36	X	36	9.00	--	--	1	--	DO NOT ENTER
P134	J4-1	36	X	54	13.50	--	--	1	--	EAST AND KR ASSEMBLY
P135	W23-2	36	X	36	--	--	9.00	1	--	NEW TRAFFIC PATTERN AHEAD
P136	W23-2	36	X	36	--	--	9.00	--	P125	NEW TRAFFIC PATTERN AHEAD
P137	W23-2	36	X	36	--	--	9.00	1	--	NEW TRAFFIC PATTERN AHEAD
P138	W23-2	36	X	36	--	--	9.00	1	--	NEW TRAFFIC PATTERN AHEAD
PROJECT 2704-00-77 TOTAL					255.96	44.76	54.00	23	--	

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TRAFFIC CONTROL

STAGE	LOCATION	STAGE DURATION DAYS	643.0300 TRAFFIC CONTROL DRUMS EACH**	643.0300 TRAFFIC CONTROL DRUMS DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III EACH**	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0500 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS EACH	643.0600 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES EACH	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH*	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C EACH**	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY	643.0900 TRAFFIC CONTROL SIGNS EACH**	643.0900 TRAFFIC CONTROL SIGNS DAY
1	**STAGE 1A**	45												
	CTH KR		--	--	--	--	--	--	--	--	--	--	2	90
1B	**STAGE 1B**	100												
	CTH KR		--	--	--	--	--	--	--	--	--	--	2	200
2	**STAGE 2**	92												
	CTH KR		15	1,380	25	2,300	39	39	50	4,600	--	--	11	1,012
3	**STAGE 3**	15												
	CTH KR		48	720	24	360	50	50	48	720	--	--	12	180
5	**STAGE 5**	6												
	CTH KR		30	180	4	24	--	--	8	48	16	96	24	144
	UNDISTRIBUTED			228		268	18	18		537		10		163
PROJECT 2704-00-77 TOTAL				2,508		2,952	107	107		5,905		106		1,789

**FOR INFORMATION ONLY

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

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TRAFFIC CONTROL CONT'D

STAGE	LOCATION	643.1050 TRAFFIC CONTROL SIGNS PCMS EACH**	DAY	646.9000 MARKING REMOVAL LINE 4-INCH LF EACH	646.9010 MARKING REMOVAL LINE WATER BLASTING 4-INCH LF EACH	646.9110 MARKING REMOVAL LINE WATER BLASTING 8-INCH LF EACH	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH WHITE LF	YELLOW LF	649.0205 TEMPORARY MARKING LINE PAINT 8-INCH LF
1	**STAGE 1A**								
	CTH KR	--	--	--	--	--	--	--	--
1B	**STAGE 1B**								
	CTH KR	--	--	--	--	--	--	--	--
2	**STAGE 2**								
	CTH KR	--	--	--	--	--	3,800	3,800	--
3	**STAGE 3**								
	CTH KR	--	--	--	--	--	1,900	1,900	500
5	**STAGE 5**								
	CTH KR	--	--	--	--	--	--	--	--
	UNDISTRIBUTED	1	14	1,500	13,000	1,000	570	570	50
PROJECT 2704-00-77 TOTAL			14	1,500	13,000	1,000	12,540		550

**FOR INFORMATION ONLY

TRAFFIC CONTROL

LOCATION	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	NUMBER OF CYCLES	NUMBER OF SIGNS
CTH KR	20	1	20
PROJECT 2704-00-77 TOTAL	20		

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

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PAVEMENT MARKINGS

STATION	TO	STATION	OFFSET	LOCATION	646.1020 MARKING LINE EPOXY 4-INCH WHITE LF	646.1020 MARKING LINE EPOXY 4-INCH YELLOW LF	646.1040 MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH WHITE LF	646.3040 MARKING LINE GROOVED WET 8-INCH SOLID LF	646.3040 MARKING LINE GROOVED WET 8-INCH SKIP LF	646.5020 MARKING ARROW EPOXY EACH	646.5120 MARKING WORD EPOXY ONLY EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	646.8120 MARKING CURB EPOXY LF	646.8220 MARKING ISLAND NOSE EPOXY EACH	SPV.0090.006 COLD WEATHER MARKING EPOXY 4-INCH LF	SPV.0090.007 COLD WEATHER MARKING EPOXY 8-INCH LF	REMARKS
12+50	-	14+15	LT	113TH AVE	166	--	--	--	--	--	--	--	--	--	--	--	--	
12+50	-	14+40	MED	113TH AVE	--	381	--	--	--	--	--	--	--	--	--	--	--	DOUBLE YELLOW
12+50	-	14+15	RT	113TH AVE	165	--	--	--	--	--	--	--	--	--	--	--	--	
14+36			RT	113TH AVE	--	--	--	--	--	--	--	20	--	--	--	--	--	
14+40			LT/RT	113TH AVE	--	--	--	--	--	--	--	--	46	--	--	--	--	
14+50			LT/RT	113TH AVE	--	--	--	--	--	--	--	--	64	--	--	--	--	
364+00	-	374+65	RT	CTH KR	--	--	535	--	--	--	--	--	--	--	--	--	--	SKIPS
364+00	-	374+65	LT	CTH KR	--	--	535	--	--	--	--	--	--	--	--	--	--	SKPS
364+00	-	368+83	RT	CTH KR	483	--	--	--	--	--	--	--	--	--	--	--	--	
364+00	-	374+54	LT	CTH KR	1050	--	--	--	--	--	--	--	--	--	--	--	--	
364+96	-	374+69	LT	CTH KR MED	--	974	--	--	--	--	--	--	--	--	--	--	--	
364+86	-	374+65	RT	CTH KR MED	--	981	--	--	--	--	--	--	--	--	--	--	--	
364+68	-	365+01	LT	CTH KR	--	--	--	--	--	--	--	--	--	35	--	--	--	
364+68	-	364+91	RT	CTH KR	--	--	--	--	--	--	--	--	--	24	--	--	--	
364+96	-	367+21	LT	CTH KR	--	--	--	225	--	--	--	--	--	--	--	--	--	
368+20	-	369+71	RT	CTH KR	--	--	--	--	38	--	--	--	--	--	--	--	--	
369+70	-	374+65	RT	CTH KR	--	--	--	495	--	--	--	--	--	--	--	--	--	
369+70	-	374+65	RT	CTH KR	--	--	--	495	--	--	--	--	--	--	--	--	--	
369+95			RT	CTH KR	--	--	--	--	--	1	--	--	--	--	--	--	--	
369+95			RT	CTH KR	--	--	--	--	--	1	--	--	--	--	--	--	--	
370+03	-	374+65	RT	CTH KR	--	--	463	--	--	--	--	--	--	--	--	--	--	
373+76			RT	CTH KR	--	--	--	--	--	--	1	--	--	--	--	--	--	
373+76			RT	CTH KR	--	--	--	--	--	--	1	--	--	--	--	--	--	
374+16			RT	CTH KR	--	--	--	--	--	1	--	--	--	--	--	--	--	
374+16			RT	CTH KR	--	--	--	--	--	1	--	--	--	--	--	--	--	
374+21	-	374+60	LT, 76'	CTH KR	--	--	--	--	--	--	--	--	43	--	--	--	--	WISCONN VALLEY WAY NORTH APPROACH
374+31	-	374+63	LT, 86'	CTH KR	--	--	--	--	--	--	--	--	36	--	--	--	--	WISCONN VALLEY WAY NORTH APPROACH
374+33	-	374+48	LT, 90'	CTH KR	--	--	--	--	--	--	--	18	--	--	--	--	--	WISCONN VALLEY WAY NORTH APPROACH
374+33	-	374+53	LT, 159'	CTH KR	72	--	--	--	--	--	--	--	--	--	--	--	--	WISCONN VALLEY WAY NORTH APPROACH
374+52			LT, 125'	CTH KR	--	--	--	--	--	1	--	--	--	--	--	--	--	WISCONN VALLEY WAY NORTH APPROACH
374+64			LT, 124'	CTH KR	--	--	--	--	--	1	--	--	--	--	--	--	--	WISCONN VALLEY WAY NORTH APPROACH
374+91			LT, 124'	CTH KR	--	--	--	--	--	1	--	--	--	--	--	--	--	WISCONN VALLEY WAY NORTH APPROACH
374+48	-	374+65	LT, 159'	CTH KR	--	--	--	71	--	--	--	--	--	--	--	--	--	WISCONN VALLEY WAY NORTH APPROACH
374+51	-	374+64	LT, 100'	CTH KR	--	--	--	--	--	--	--	13	--	--	--	--	--	WISCONN VALLEY WAY NORTH APPROACH
374+59	-	374+76	LT, 159'	CTH KR	--	--	--	75	--	--	--	--	--	--	--	--	--	WISCONN VALLEY WAY NORTH APPROACH
374+69			RT	CTH KR	--	--	--	--	--	--	--	--	64	--	--	--	--	
374+69			LT	CTH KR	--	--	--	--	--	--	--	--	48	--	--	--	--	
374+79			RT	CTH KR	--	--	--	--	--	--	--	--	65	--	--	--	--	
374+79			LT	CTH KR	--	--	--	--	--	--	--	--	48	--	--	--	--	
374+84			LT, 86' - 159'	CTH KR	--	--	--	73	--	--	--	--	--	--	--	--	--	WISCONN VALLEY WAY NORTH APPROACH

CONTINUED ON NEXT PAGE

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

PAVEMENT MARKINGS CONT'D

STATION	TO STATION	OFFSET	LOCATION	646.1020 MARKING LINE EPOXY 4-INCH WHITE LF	646.1020 MARKING LINE EPOXY 4-INCH YELLOW LF	646.1040 MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH WHITE LF	646.3040 MARKING LINE GROOVED WET 8-INCH SOLID LF	646.3040 MARKING LINE GROOVED WET 8-INCH SKIP LF	646.5020 MARKING ARROW EPOXY EACH	646.5120 MARKING WORD EPOXY ONLY EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	646.8120 MARKING CURB EPOXY LF	646.8220 MARKING ISLAND NOSE EPOXY EACH	SPV.0090.006 COLD WEATHER MARKING EPOXY 4-INCH LF	SPV.0090.007 COLD WEATHER MARKING EPOXY 8-INCH LF	REMARKS
374+84	375+03	LT, 76'	CTH KR	--	--	--	--	--	--	--	--	19	--	--	--	--	WISCONN VALLEY WAY NORTH APPROACH
374+84	374+99	LT, 86'	CTH KR	--	--	--	--	--	--	--	--	15	--	--	--	--	WISCONN VALLEY WAY NORTH APPROACH
374+84	374+98	LT, 90'	CTH KR	--	--	--	--	--	--	--	14	--	--	--	--	--	WISCONN VALLEY WAY NORTH APPROACH
374+95		LT, 104' - 159'	CTH KR	--	55	--	--	--	--	--	--	--	--	--	--	--	WISCONN VALLEY WAY NORTH APPROACH
374+98	375+06	LT, 109' - 74'	CTH KR	--	--	--	--	--	--	--	--	--	26	--	--	--	WISCONN VALLEY WAY NORTH APPROACH
375+22	375+31	LT, 73' - 109'	CTH KR	--	--	--	--	--	--	--	--	--	26	--	--	--	WISCONN VALLEY WAY NORTH APPROACH
375+25	375+80	LT, 76'	CTH KR	--	--	--	--	--	--	--	--	55	--	--	--	--	WISCONN VALLEY WAY NORTH APPROACH
375+30	375+69	LT, 86'	CTH KR	--	--	--	--	--	--	--	--	40	--	--	--	--	WISCONN VALLEY WAY NORTH APPROACH
375+33		LT, 104' - 159'	CTH KR	--	55	--	--	--	--	--	--	--	--	--	--	--	WISCONN VALLEY WAY NORTH APPROACH
375+44		LT, 86' - 159'	CTH KR	19	--	--	--	--	--	--	--	--	--	--	--	--	WISCONN VALLEY WAY NORTH APPROACH
375+56	375+69	LT, 159' - 86'	CTH KR	76	--	--	--	--	--	--	--	--	--	--	--	--	WISCONN VALLEY WAY NORTH APPROACH
374+65		RT	CTH KR	--	--	--	--	--	--	--	64	--	--	--	--	--	
374+65	374+88	LT-MED	CTH KR	--	--	--	--	--	--	--	--	--	24	--	--	--	
374+65	374+88	RT-MED	CTH KR	--	--	--	--	--	--	--	--	--	24	--	--	--	
374+91		MED	CTH KR	--	--	--	--	--	--	--	--	--	--	1	--	--	
375+15		LT, 70'	CTH KR	--	--	--	--	--	--	--	--	--	--	1	--	--	
375+67		MED	CTH KR	--	--	--	--	--	--	--	--	--	--	1	--	--	
375+95		LT	CTH KR	--	--	--	--	--	--	--	51	--	--	--	--	--	
375+72	375+99	LT-MED	CTH KR	--	--	--	--	--	--	--	--	--	30	--	--	--	
375+72	376+07	RT-MED	CTH KR	--	--	--	--	--	--	--	--	--	35	--	--	--	
375+95	383+00	LT	CTH KR	706	--	--	--	--	--	--	--	--	--	--	--	--	
375+95	379+45	LT	CTH KR	--	--	--	350	--	--	--	--	--	--	--	--	--	
375+95	383+00	LT	CTH KR	355	--	--	--	--	--	--	--	--	--	--	--	--	SKIPS
375+99	383+00	LT-MED	CTH KR	--	701	--	--	--	--	--	--	--	--	--	--	--	
376+07	383+00	RT-MED	CTH KR	--	695	--	--	--	--	--	--	--	--	--	--	--	
375+91	383+00	RT	CTH KR	355	--	--		--	--	--	--	--	--	--	--	--	SKIPS
375+91	383+00	RT	CTH KR	709	--	--	--	--	--	--	--	--	--	--	--	--	
376+50		LT	CTH KR	--	--	--	--	--	1	--	--	--	--	--	--	--	
376+90		LT	CTH KR	--	--	--	--	--	--	1	--	--	--	--	--	--	
379+21		LT	CTH KR	--	--	--	--	--	1	--	--	--	--	--	--	--	
379+45	380+95	LT	CTH KR	--	--	--	--	38	--	--	--	--	--	--			
SUBTOTAL				4156	3842	1533	1784	76	9	3	180	543	224	3	0	0	
UNDISTRIBUTED				0	0	0	0	0	0	0	0	0	0	0	1533	1860	
PROJECT 2704-00-77 TOTAL				7998		1533	1860		9	3	180	543	224	3	1533	1860	

NOTE: UNDISTRIBUTED QUANTITIY USED AT THE DIRECTION OF THE ENGINEER FOR COLD WEATHER MARKINGS

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

3

SAWCUTS

STATION	OFFSET	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	REMARK
STAGE 1B					
364+00	LT	CTH KR	--	67	
364+67	RT	CTH KR	30	--	DRAINAGE PIPE CROSSING CTH KR
364+90	RT	CTH KR	30	--	DRAINAGE PIPE CROSSING CTH KR
STAGE 1B SUBTOTAL			60	67	
STAGE 2					
364+00	RT	CTH KR	--	55	
364+35	RT	CTH KR	20	--	DRIVEWAY
12+50	RT/LT	113TH AVE	25	--	
STAGE 2 SUBTOTAL			45	55	
PROJECT 2704-00-77 TOTAL			105	122	

MOBILIZATIONS EMERGENCY PAVEMENT REPAIR

LOCATION	SPV.0060.009 MOBILIZATIONS EMERGENCY PAVEMENT REPAIR EA
PROJECT 2704-00-77	3
PROJECT 2704-00-77 TOTAL	3

3

SECTION CORNER MONUMENTS

LOCATION	SPV.0060.010 SECTION CORNER MONUMENTS EA
PROJECT 2704-00-77	2
PROJECT 2704-00-77 TOTAL	2

PAVEMENT CLEANUP PROJECT

LOCATION	SPV.0075.002 PAVEMENT CLEANUP PROJECT 2704-00-77 HR
PROJECT 2704-00-77	30
PROJECT 2704-00-77 TOTAL	30

CONNECT DRAIN TILE

LOCATION	SPV.0060.013 CONNECT DRAIN TILE EA	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	612.0212 PIPE UNDERDRAIN UNPERFORATED 12-INCH LF
UNDISTRIBUTED	10	200	1,500
PROJECT 2704-00-77 TOTAL	10	200	1,500

NOTE: ADDITIONAL STORM SEWER QUANTITY SHOWN ELSEWHERE IN THE PLANS

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

3

PIPE UNDERDRAIN

STATION	TO	STATION	OFFSET	LOCATION	SPV.0090.002 PIPE UNDERDRAIN 6-INCH SPECIAL LF
364+00	-	383+00	RT/LT	CTH KR	2750
SUBTOTAL					2750
UNDISTRIBUTED					500
PROJECT 2704-00-77 TOTAL					3,250

NOTE: CONNECT PIPE UNDERDRAIN TO CURBLINE INLETS

MAINTAIN CONCRETE BARRIER TEMPORARY

STATION	OFFSET	LOCATION	SPV.0090.003 MAINTAIN CONCRETE BARRIER TEMPORARY PRECAST LF	SPV.0060.014 MAINTAIN CRASH CUSHIONS TEMPORARY LEFT IN PLACE EACH
STAGE 1				
377+50	81' RT	CTH KR	--	1
377+50	41' RT	CTH KR	--	1
377+50 - 379+50	41' RT	CTH KR	200	--
377+50 - 379+00	81' RT	CTH KR	150	--
379+00	81' RT	CTH KR	--	1
379+50	41' RT	CTH KR	--	1
STAGE 1 SUBTOTAL			350	4
PROJECT 2704-00-77 TOTAL			350	4

COCONUT FIBER ROLLS

STATION	TO	STATION	OFFSET	LOCATION	SPV.0090.003 COCONUT FIBER ROLLS DELIVERED LF	SPV.0090.004 COCONUT FIBER ROLLS INSTALLED LF
STAGE 1						
363+65	-	364+19	RT	CTH KR	230	230
364+69	-	368+65	RT	CTH KR	800	800
STAGE 1 SUBTOTAL					1030	1030
UNDISTRIBUTED					260	260
PROJECT 2704-00-77 TOTAL					1,290	1,290

SURVEY PROJECT

LOCATION	SPV.0105.007 SURVEY PROJECT 2704-00-77 LS
PROJECT 2704-00-77	1
PROJECT 2704-00-77 TOTAL	1

REMOVAL AND DISPOSAL OF INVASIVE PLANT SPECIES

LOCATION	SPV.0170.001 REMOVAL AND DISPOSAL OF INVASIVE PLANT SPECIES STA
PROJECT 2704-00-77	5
PROJECT 2704-00-77 TOTAL	5

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

CONTROL OF WATER

SPV.0105.010
CONTROL
OF WATER
PROJECT 2704-00-77

LOCATION	LS
PROJECT 2704-00-77	1
PROJECT 2704-00-77 TOTAL	1

STREAM BED MATERIAL

SPV.0195.001
STREAM BED MATERIAL

STATION	OFFSET	LOCATION	TON	REMARKS
STAGE 1A				
363+67	137' RT	CTH KR	6	INSIDE POOL BEND
364+00	120' RT	CTH KR	20	--
364+75	115' RT	CTH KR	32	--
364+95	110' RT	CTH KR	0.7	COBBLESTONE BAFFLE
365+35	105' RT	CTH KR	0.7	COBBLESTONE BAFFLE
365+75	110' RT	CTH KR	0.7	COBBLESTONE BAFFLE
366+05	105' RT	CTH KR	0.7	COBBLESTONE BAFFLE
366+45	110' RT	CTH KR	0.7	COBBLESTONE BAFFLE
366+85	105' RT	CTH KR	0.7	COBBLESTONE BAFFLE
367+25	110' RT	CTH KR	0.7	COBBLESTONE BAFFLE
367+65	105' RT	CTH KR	0.7	COBBLESTONE BAFFLE
368+05	110' RT	CTH KR	0.7	COBBLESTONE BAFFLE
STAGE 1A SUBTOTAL			64.3	
UNDISTRIBUTED			16.1	
PROJECT 2704-00-77 TOTAL			80.4	

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

CTH KR / WISCONN VALLEY WAY

ALL ITEMS ARE CATEGORY 3000 UNLESS OTHERWISE NOTED

3

SUMMARY OF STATE FURNISHED MATERIALS - FOR INFORMATION ONLY

QUANTITY	UNIT	DESCRIPTION
1	EACH	TRAFFIC SIGNAL CONTROLLER AND CABINET
1	EACH	POLES TYPE 10
1	EACH	POLES TYPE 12
1	EACH	POLES TYPE 13
1	EACH	MONOTUBE ARMS 15 FT
1	EACH	MONOTUBE ARMS 40 FT
1	EACH	MONOTUBE ARMS 45 FT
4	EACH	LUMINAIRE ARMS STEEL 15 FT
3	EACH	EVP DETECTOR HEAD WITH CONFIRMATION BEACON (HEADS A, B, C)
3	EACH	RADAR DETECTOR UNIT - ADVANCE (RE1, RE2, RA3)
1	EACH	CELL MODEM
1	EACH	ETHERNET SWITCH

WISCONSIN PROFESSIONAL ENGINEER
SEAN P. HOWELL
E-45160-6
MILWAUKEE, WI
8-21-18

CONDUIT

FROM	TO	652.0225* CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235* CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF
CB1	PB1	--	33
PB1	PB2	--	47
PB2	PB3	--	41
PB1	PB4	--	142
PB4	PB5	--	136
PB5	PB6	39	--
PB5	PB7	--	96
PB7	PB8	--	78
PB8	PB9	--	150
PB9	PB10	--	166
PB10	PB11	--	104
PB11	PB12	14	--
PB11	PB13	--	124
PB13	PB14	--	116
PB14	PB15	--	88
PB15	PB16	--	168
PB16	PB17	--	152
PB17	PB18	--	70
PB17	PB19	91	--
PB17	PB20	--	110
PB20	PB21	--	44
PB21	CB1	--	30
	SUBTOTALS	144	1895

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

CONDUIT (CONT.)

FROM	TO	652.0225* CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235* CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF
PB1	SB1	25	--
PB3	SB2	22	--
PB3	SB3	37	--
PB6	SB4	23	--
PB6	SB5	10	--
PB6	SB6	22	--
PB8	SB7	35	--
PB9	SB8	24	--
PB10	SB9	--	28
PB11	SB10	--	25
PB13	SB11	10	--
PB14	SB12	10	--
PB15	SB13	14	--
PB17	SB14	27	--
PB18	SB15	16	--
PB18	SB16	--	23
	SUBTOTALS	259	53
	TOTALS	403	1948

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

PROJECT NUMBER: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	MISCELLANEOUS QUANTITIES	SHEET NO:	E

LOOP DETECTOR SCHEDULE

LOOP NUMBER	HOMERUN PB	STATION	LOCATION	SIZE (FT)X(FT)	NO. OF TURNS	PAVEMENT TYPE	SDD INSTALLATION REFERENCE	652.0800 CONDUIT LOOP DETECTOR LF	655.0700 LOOP DETECTOR LEAD IN CABLE LF	655.0800 LOOP DETECTOR WIRE LF
11	PB18	374+40.47	12.0' RT	6'X20'	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	94	176	292
12	PB18	374+68.47	12.0' RT	6'X20'	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	94	176	292
13	PB18	374+40.47	0.0' LT	6'X20'	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	70	176	220
14	PB18	374+68.47	0.0' LT	6'X20'	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	70	176	220
15	PB2	374+48.56	114.8' LT	6'X20'	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	70	75	220
16	PB2	374+40.15	87.7' LT	6'X20'	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	70	75	220
17	PB3	374+63.64	124.2' LT	6'X20'	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	84	116	262
18	PB3	374+56.12	97.0' LT	6'X20'	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	78	116	244
42	PB3	374+89.95	114.7' LT	6'X20'	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	72	116	226
43	PB3	374+89.95	86.7' LT	6'X20'	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	72	116	226
S1	PB19	372+78.88	48.1' LT	6'X6'	4	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	96	197	394
S2	PB19	372+78.88	36.1' LT	6'X6'	4	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	72	197	298
S3	PB19	372+78.88	24.1' LT	6'X6'	4	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	48	197	202
S4	PB12	376+35.16	48.1' RT	6'X10'	5	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	62	446	320
S5	PB12	376+35.16	36.1' RT	6'X10'	5	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	86	446	440
S6	PB12	376+35.16	24.1' RT	6'X10'	5	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	110	446	560
S7	PB8	375+49.86	120.0' LT	6'X6'	4	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	44	256	186
S8	PB6	375+37.86	120.0' LT	6'X6'	4	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	66	208	274
							TOTALS	1358	3711	5096

** LOCATION IS TO FRONT CENTER OF DETECTOR LOOP

*** FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

PULL BOXES STEEL

PULL BOX NO.	STATION	LOCATION	653.0135* PULL BOXES STEEL 24X36-INCH EACH	653.0140 PULL BOXES STEEL 24X42-INCH EACH
PB1	373+89.72	105.2' LT	--	1
PB2	374+36.02	113.2' LT	1	--
PB3	374+77.33	110.6' LT	--	1
PB4	374+44.95	150.3' LT	--	1
PB5	375+13.95	150.3' LT	--	1
PB6	375+13.95	110.6' LT	1	--
PB7	375+61.95	150.3' LT	--	1
PB8	375+63.07	110.6' LT	1	--
PB9	376+20.42	72.0' LT	--	1
PB10	376+20.42	11.0' RT	--	1
PB11	376+20.42	64.0' RT	--	1
PB12	376+35.16	64.0' RT	1	--
PB13	375+58.14	64.0' RT	--	1
PB14	374+99.81	64.0' RT	--	1
PB15	374+55.05	64.0' RT	--	1
PB16	373+70.47	64.0' RT	--	1
PB17	373+70.47	12.0' LT	--	1
PB18	374+44.47	12.0' LT	--	1
PB19	372+78.88	12.1' LT	1	--
PB20	373+70.47	67.2' LT	--	1
PB21	373+75.02	89.7' LT	--	1
		TOTALS	5	16

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

*** FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

CONCRETE BASES

BASE NO.	STATION	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	373+80.75	98.7' LT	--	--	--	--	--	1
SB1	374+08.40	87.7' LT	--	1	--	--	--	--
SB2	374+73.62	88.1' LT	1	--	--	--	--	--
SB3	374+67.73	74.0' LT	1	--	--	--	--	--
SB4	375+06.44	88.1' LT	1	--	--	--	--	--
SB5	375+13.95	99.9' LT	--	--	1	--	--	--
SB6	375+18.71	88.1' LT	1	--	--	--	--	--
SB7	375+90.89	88.0' LT	1	--	--	--	--	--
SB8	375+95.57	74.6' LT	1	--	--	--	--	--
SB9	375+95.10	3.0' LT	--	--	--	1	--	--
SB10	375+95.10	68.0' RT	--	--	--	--	1	--
SB11	375+47.37	66.0' RT	1	--	--	--	--	--
SB12	374+89.95	66.0' RT	--	1	--	--	--	--
SB13	374+67.26	72.2' RT	1	--	--	--	--	--
SB14	373+97.81	12.0' LT	1	--	--	--	--	--
SB15	374+27.71	12.0' LT	1	--	--	--	--	--
SB16	374+67.73	12.0' LT	--	--	--	--	1	--
		TOTALS	10	2	1	1	2	1

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

*** FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

UNDERGROUND TRAFFIC SIGNAL CABLE NO. 14

FROM	TO	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG LF	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG LF
CB1	SB1	--	63
CB1	SB2	181	--
CB1	SB3	196	--
CB1	SB4	290	--
CB1	SB6	289	--
CB1	SB7	366	--
CB1	SB8	446	--
CB1	SB9	549	--
CB1	SB10	579	--
CB1	SB11	486	--
CB1	SB12	411	--
CB1	SB13	--	355
CB1	SB14	175	--
CB1	SB15	251	--
CB1	SB16	--	258
	TOTALS	4219	676

ABOVE GROUND TRAFFIC SIGNAL CABLE NO. 14

FROM	TO	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG LF
SB1	HEAD 12	19
SB1	HEAD 20	15
SB3	HEAD 19	15
SB4	HEAD 15	19
SB7	HEAD 21	15
SB8	HEAD 8	19
SB9	HEAD 6	24
SB9	HEAD 7	36
SB10	HEAD 2	65
SB10	HEAD 3	53
SB10	HEAD 4	41
SB11	HEAD 16	19
SB12	HEAD 17	19
SB13	HEAD 1	19
SB13	HEAD 18	15
SB14	HEAD 14	19
SB15	HEAD 13	19
SB16	HEAD 5	19
SB16	HEAD 9	33
SB16	HEAD 10	45
SB16	HEAD 11	56
	TOTALS	584

LIGHTING WIRE

FROM	TO	655.0320 CABLE TYPE UF 2-10 AWG GROUNDED LF	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF
CB1	SB1	63	--
SB1	LUMIN (1)	--	117
SB1	SB5	243	--
SB5	LUMIN (2)	--	234
SB5	SB9	430	--
SB9	LUMIN (2)	--	288
CB1	SB16	272	--
SB16	LUMIN (2)	--	288
	TOTALS	1008	927

ELECTRICAL WIRE TRAFFIC SIGNALS

FROM	TO	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG LF
CB1	SB1	63
SB1	SB2	189
SB2	SB3	78
SB3	SB4	431
SB4	SB6	67
SB6	SB7	255
SB7	SB8	175
SB8	SB9	176
SB9	SB10	147
SB10	SB11	138
SB11	SB12	119
SB12	SB13	109
SB13	SB14	258
SB14	SB15	155
SB15	SB16	64
SB16	CB1	258
PB1	CB1	35
PB2	CB1	98
PB3	SB2	41
PB4	CB1	122
PB5	SB6	97
PB6	SB6	41
PB7	SB7	110
PB8	SB7	54
PB9	SB8	43
PB10	SB9	47
PB11	SB10	44
PB13	SB11	29
PB14	SB12	29
PB15	SB13	33
PB16	SB13	134
PB17	SB14	46
PB18	SB15	35
PB20	CB1	73
PB21	CB1	34
	TOTALS	3827

CTH KR / WISCONN VALLEY WAY

ALL ITEMS ARE CATEGORY 3000 UNLESS OTHERWISE NOTED

3

TRAFFIC SIGNAL EVP DETECTOR CABLE

FROM	TO	655.0900 TRAFFIC SIGNAL EVP DETECTOR CABLE LF	655.0210 CABLE TRAFFIC SIGNAL 3-14 AWG LF
CB1	SB16 (HEAD A)	292	292
CB1	SB10 (HEAD B)	580	580
CB1	SB12 (HEAD C)	384	384
	TOTALS	1256	1256

ELECTRICAL SERVICE METER BREAKER PEDESTAL
CTH KR & WISCONN VALLEY WAY

BASE NO.	656.0200.302 ELECTRICAL SERVICE METER BREAKER PEDESTAL LS
CB1	1
TOTAL	1

*** FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

3

CAST BASES, POLES, STANDARDS, MONOTUBE, PUSH BUTTONS, AND LUMINAIRES

SIGNAL BASE NO.	657.0100 PEDESTAL BASES EACH	657.0255* TRANSFORMER BASES BREAKAWAY 11 1/2 INCH EACH	657.0305 POLES TYPE 2 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	657.0430 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
SB1	--	1	--	1	--	--	--	--	1	--
SB2	1	--	--	--	--	1	--	--	--	--
SB3	1	--	--	--	--	--	--	1	--	--
SB4	1	--	--	--	--	--	1	--	--	--
SB5	--	1	--	--	1	--	--	--	--	2
SB6	1	--	--	--	--	1	--	--	--	--
SB7	1	--	--	--	--	--	--	1	--	--
SB8	1	--	--	--	--	--	1	--	--	--
SB9	--	--	--	--	--	--	--	--	--	--
SB10	--	--	--	--	--	--	--	--	--	--
SB11	1	--	--	--	--	--	1	--	--	--
SB12	--	1	1	--	--	--	--	--	--	--
SB13	1	--	--	--	--	--	1	--	--	--
SB14	1	--	--	--	--	--	1	--	--	--
SB15	1	--	--	--	--	--	1	--	--	--
SB16	--	--	--	--	--	--	--	--	--	--
TOTALS	10	3	1	1	1	2	6	2	1	2

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

3

CAST BASES, POLES, STANDARDS, MONOTUBE, PUSH BUTTONS, AND LUMINAIRES (CONTINUED)

SIGNAL BASE NO.	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	657.1540 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
SB2	--	--	--	--	--	--	--	1	--
SB3	--	--	--	--	--	--	--	1	--
SB4	--	--	--	--	--	--	--	1	--
SB5	--	--	--	--	--	--	--	--	2
SB6	--	--	--	--	--	--	--	1	--
SB7	--	--	--	--	--	--	--	1	--
SB8	--	--	--	--	--	--	--	--	--
SB9	1	--	--	1	--	--	2	--	2
SB10	--	1	--	--	--	1	--	--	--
SB11	--	--	--	--	--	--	--	--	--
SB12	--	--	--	--	--	--	--	--	--
SB13	--	--	--	--	--	--	--	1	--
SB14	--	--	--	--	--	--	--	--	--
SB15	--	--	--	--	--	--	--	--	--
SB16	--	--	1	--	1	--	2	1	2
TOTALS	1	1	1	1	1	1	4	8	7

CTH KR / WISCONN VALLEY WAY

ALL ITEMS ARE CATEGORY 3000 UNLESS OTHERWISE NOTED

TRAFFIC SIGNAL AND PEDESTRIAN FACES

SIGNAL HEAD NO.	SIGNAL BASE NO.	658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH	658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH
1	SB13	1	--
2	SB10	1	--
3	SB10	1	--
4	SB10	1	--
5	SB16	1	--
6	SB9	1	--
7	SB9	1	--
8	SB8	1	--
9	SB16	1	--
10	SB16	1	--
11	SB16	1	--
12	SB1	1	--
13	SB15	1	--
14	SB14	1	--
15	SB4	1	--
16	SB11	1	--
17	SB12	1	--
18	SB13	--	1
19	SB3	--	1
20	SB1	--	1
21	SB7	--	1
	TOTALS	17	4

SIGNAL MOUNTING HARDWARE
CTH KR & WISCONN VALLEY WAY

LOCATION	658.5069.302 SIGNAL MOUNTING HARDWARE LS
CTH KR & WISCONN VALLEY WAY	1
TOTAL	1

PROJECT NUMBER: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	MISCELLANEOUS QUANTITIES	SHEET NO: 238

FILE NAME: S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\PS&E\37600073_CTH KR\DRAFT PS&E APRIL\Signals\27040077 MQSignal.PPT

ORIGINATOR: Josh Koopmann

ORIG. DATE: April 13, 2018

PLOTTED DATE: 8/21/2018 1:31 PM

3

TRANSPORT AND INSTALL STATE FURNISHED TRAFFIC SIGNAL CABINET
CTH KR & WISCONN VALLEY WAY

LOCATION	SPV.0105.306 TRANSPORT AND INSTALL STATE FURNISHED TRAFFIC SIGNAL CABINET LS
CTH KR & WISCONN VALLEY WAY	1
TOTAL	1

TRANSPORT AND INSTALL STATE FURNISHED RADAR
VEHICLE DETECTION SYSTEM
CTH KR & WISCONN VALLEY WAY

LOCATION	SPV.0105.307 TRANSPORT AND INSTALL STATE FURNISHED RADAR VEHICLE DETECTION SYSTEM LS
CTH KR & WISCONN VALLEY WAY	1
TOTAL	1

3

TRANSPORT AND INSTALL STATE FURNISHED EMERGENCY VEHICLE
PREEMPTION (EVP) DETECTOR HEADS WITH CONFIRMATION BEACONS
CTH KR & WISCONN VALLEY WAY

LOCATION	SPV.0105.308 TRANSPORT AND INSTALL STATE FURNISHED EMERGENCY VEHICLE PREEMPTION (EVP) DETECTOR HEADS WITH CONFIRMATION BEACONS LS
CTH KR & WISCONN VALLEY WAY	1

TRANSPORT TRAFFIC SIGNAL AND INTERSECTION LIGHTING MATERIALS
CTH KR & WISCONN VALLEY WAY

LOCATION	SPV.0105.309 TRANSPORT TRAFFIC SIGNAL AND INTERSECTION LIGHTING MATERIALS LS
CTH KR & WISCONN VALLEY WAY	1
TOTAL	1

3

CONDUIT

FROM	TO	652.0225* CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF
CB1 (S51-1468)	CV 101	11
CV 101	CV 374	174
	TOTALS	185

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

ELECTRICAL WIRE TRAFFIC SIGNALS

FROM	TO	655.0510 ELECTRICAL WIRE TRAFFIC SIGNALS 12 AWG LF
CB1 (S51-1468)	CV 101	34
CV 101	CV 374	197
	TOTALS	231

VAULTS

BASE NO.	STATION	LOCATION	673.0105 COMMUNICATION VAULT TYPE 1 EACH
CV 101	373+87.45	89.1' LT	1
		TOTAL	1

*** FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

PAGE 1 OF 1

PROJECT NUMBER: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	MISCELLANEOUS QUANTITIES	SHEET NO: 240

FILE NAME: S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\PS&E\37600073_CTH KR\DRAFT PS&E APRIL\Signals\27040077 MQSignal.PPT

ORIGINATOR: Josh Koopmann

ORIG. DATE: April 13, 2018

PLOTTED DATE: 8/21/2018 1:31 PM

ITS COMMUNICATION VAULTS

CATEGORY	ROADWAY	STATION	OFFSET	ITEM ID	673.0105 COMMUNICATION VAULT TYPE 1 EACH	673.0200 TRACER WIRE MARKER POSTS EACH
4000	CTH KR					
		364+03	65' RT	CV364	1	1
		370+09	66' RT	CV370	1	1
		373+70	73' RT	CV374	1	1
		376+20	73' RT	CV376	1	1
PROJECT 2704-00-77 TOTAL					4	4

ITS CONDUIT

CATEGORY	ROADWAY	ITEM ID	LINEAR DISTANCE	671.0122 CONDUIT HDPE 2-DUCT 2-INCH LF	655.0510 ELECTRICAL WIRE TRAFFIC SIGNALS 12 AWG LF
4000	CTH KR				
		CV364 - CV370	610	610	619
		CV370 - CV374	350	350	359
		CV374 - CV376	250	250	259
		CV376 - CV389	680	680	689
PROJECT 2704-00-77 TOTAL		TOTALS		1,890	1,926

MISCELLANEOUS ITS ITEMS

CATEGORY	ITEM I.D.	670.0200.001 ITS DOCUMENTATION LS
4000	MISCELLANEOUS	1
PROJECT 2704-00-77 TOTAL		1

WISCONSIN
MARIA J. DONNELLY
E-37908
MILWAUKEE
WI
PROFESSIONAL ENGINEER

3

FILE NAME : \\minw00\pmwork\jobs\67321\WO_01_Local_Road_ITS\eng\030214_mq_fm.ppt PLOT DATE : 7/26/2018 8:02:41 PM PLOT BY : mdonnelly PLOT NAME : 030214_mq_fm PLOT SCALE : 1:1

3

LIGHTING AND MISCELLANEOUS - FINAL

CATEGORY	DESCRIPTION	LOCATION	653.0135* PULL BOXES STEEL 24x36- INCH EACH	654.0105* CONCRETE BASES TYPE 5 EACH	654.0230 CONCRETE CONTROL CABINET BASES TYPE L30 EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE (NOTE 1) EACH
5000	BASE KW-1	STA. 365+17.24, 6.00' RT	--	1	--	1
	BASE KW-2	STA. 367+01.50, 4.74' RT	--	1	--	1
	BASE KW-3	STA. 368+88.55, 8.88' LT	--	1	--	1
	BASE KW-4	STA. 370+74.41, 12.14' LT	--	1	--	1
	BASE KW-5	STA. 372+62.21, 12.13' LT	--	1	--	1
	PULLBOX PB-KW1	STA. 372+60.90, 65.47' LT	1	--	--	--
	PULLBOX PB-KW2	STA. 374+32.21, 116.43' LT	1	--	--	--
	PULLBOX PB-KW3	STA 375+73.23, 117.80' LT	1	--	--	--
	BASE LCC KW	STA 376+14.83,119.58' LT	--	--	1	--
	PULLBOX PB-KW4	STA. 376+45.41, 92.56' LT	1	--	--	--
	PULLBOX PB-KW5	STA. 377+81.59, 90.56' LT	1	1	--	1
	BASE KW-6	STA. 377+81.03, 0.0' LT	--	1	--	1
	BASE KW-7	STA. 379+91.49, 0.0' LT	--	1	--	1
	BASE KW-8	STA. 382+00.08, 0.0' LT	--	1	--	1
5000		TOTALS	5	9	1	9

* = SEE ADDITIONAL QUANTITIES ELSEWHERE

NOTE

1. 1/8" ALUMINUM OR STEEL PLATE TO COVER THE TOP OPENING OF THE TRANSFORMER BASE. COVER TO BE BOLTED DOWN. COVER TO PREVENT WATER FROM ENTERING TRANSFORMER BASE. COST OF COVER IS INCIDENTAL TO THE COST OF THE TRANSFORMER BASE.

LIGHTING - WIRE AND CONDUIT - FINAL

CATEGORY	FROM	TO	652.0225* CONDUIT RIGID NONMETALLIC SCHEDULE 40 2 -INCH LF	652.0235* CONDUIT RIGID NONMETALLIC SCHEDULE 40 3 -INCH LF
5000	STUB	BASE KW-1	15	--
	BASE KW-1	BASE KW-2	197	--
	BASE KW-2	BASE KW-3	197	--
	BASE KW-3	BASE KW-4	191	--
	BASE KW-4	BASE KW-5	193	--
	BASE KW-5	PB-KW1	--	59
	PB-KW1	PB-KW2	205	--
	PB-KW2	PB-KW3	--	141
	PB-KW3	STUB	53	--
	PB-KW3	BASE LCC KW	--	50
	PB-KW3	BASE LCC KW	--	50
	BASE LCC KW	PB-KW4	--	40
	PB-KW4	PB-KW5	--	156
	PB-KW5	BASE KW-6	--	96
	BASE KW-6	BASE KW-7	231	--
	BASE KW-7	BASE KW-8	231	--
	BASE KW-8	STUB	113	--
5000		TOTALS	1513	592

CPM PROGRESS SCHEDULE

LOCATION	108.4400 CPM PROGRESS SCHEDULE EACH
PROJECT 3763-00-73	0.7
PROJECT 3763-00-73 TOTAL	0.7

REMOVING DRAINTILE / UNDERDRAIN

LOCATION	204.9090.S.001 REMOVING DRAINTILE LF	204.9090.S.002 REMOVING UNDERDRAIN LF
UNDISTRIBUTED	5,000	2,500
PROJECT 3763-00-73 TOTAL	5,000	2,500

REMOVING SMALL PIPE CULVERT

STATION	OFFSET	LOCATION	203.0100 REMOVING SMALL PIPE CULVERT EACH	NOTE
394+91	RT	CTH KR	1	CMCP 47', 24"
407+63	RT	CTH KR	1	CMCP 32', 16"
409+62	RT	CTH KR	1	CMCP 51', 16"
410+66	RT	CTH KR	1	CMCP 40', 14"
421+22	RT	CTH KR	1	CMCP 21', 14"
424+20	RT	CTH KR	1	CMCP 30', 14"
426+98	RT	CTH KR	1	CMCP 21', 12"
429+30	RT	CTH KR	1	RCCP 25', 12"
431+06	RT	CTH KR	1	CMCP 31', 12"
434+20 - 436+77	RT	CTH KR	1	PLASTIC 25', 12"
436+00	RT	CTH KR	1	CMCP 21', 14"
437+88	RT	CTH KR	1	CMCP 21', 12"
PROJECT 3763-00-73 TOTAL			12	--

CLEARING AND GRUBBING

STATION	OFFSET	LOCATION	201.0105 CLEARING STA	201.0205 GRUBBING STA	201.0120 CLEARING ID	201.0220 GRUBBING ID
STAGE 1 A + B						
390+00 - 395+00	LT	CTH KR	5	5	--	--
406+20	38' LT	CTH KR	--	--	8	8
408+00 - 409+00	LT	CTH KR	1	1	--	--
419+00 - 424+00	LT	CTH KR	5	5	--	--
436+00 - 438+00	LT	CTH KR	2	2	--	--
441+00 - 443+00	LT	CTH KR	2	2	--	--
STAGE 1 SUBTOTAL			15	15	8	8
STAGE 2						
383+00 - 384+00	RT	CTH KR	1	1	--	--
385+97	37' RT	CTH KR	--	--	30	30
386+25	93' RT	CTH KR	--	--	7	7
386+75	93' RT	CTH KR	--	--	12	12
387+00 - 390+00	RT	CTH KR	3	3	--	--
391+20	20' RT	CTH KR	--	--	48	48
391+94	24' RT	CTH KR	--	--	21	21
392+42	8' RT	CTH KR	--	--	24	24
393+00 - 396+00	RT	CTH KR	3	3	--	--
396+38	38' RT	CTH KR	--	--	36	36
396+65	115' RT	CTH KR	--	--	30	30
397+10	40' RT	CTH KR	--	--	30	30
397+34	46' RT	CTH KR	--	--	30	30
397+38	46' RT	CTH KR	--	--	48	48
419+00 - 424+00	RT	CTH KR	5	5	--	--
425+00 - 430+00	RT	CTH KR	5	5	--	--
434+87	91' RT	CTH KR	--	--	18	18
436+00 - 438+00	RT	CTH KR	2	2	--	--
438+10	33' RT	CTH KR	--	--	30	30
439+91	43' RT	CTH KR	--	--	10	10
441+64	12' RT	CTH KR	--	--	18	18
441+65	12' RT	CTH KR	--	--	12	12
441+68	37' RT	CTH KR	--	--	48	48
441+70	30' RT	CTH KR	--	--	30	30
442+96	40' RT	CTH KR	--	--	36	36
444+00 - 447+00	RT	CTH KR	3	3	--	--
STAGE 2 SUBTOTAL			22	22	518	518
PROJECT 3763-00-73 TOTAL			37	37	526	526

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

EARTHWORK

CATEGORY	DIVISION	ROADWAY	FROM / TO STATION	205.0100 EXCAVATION COMMON (1) (5) CUT (CY)	205.0100 EXCAVATION COMMON (1) (5) TOPSOIL REMOVAL (CY)	SPV.0035.001 EBS EXCAVATION (2) CY	SPV.0035.002 EBS BACKFILL CY	FILL (CY)	SPV.0035.003 ROADWAY EMBANKMENT (3) CY	MASS ORDINATE +/- (4)
1000	1	CTH KR WB	383+00 to 447+00	10,499	36,720	0	0	54,308	91,028	-43,809
		CTH KR WB	UNDISTRIBUTED	0	0	11,805	11,805	0	0	0
		SUBTOTAL		10,499	36,720	11,805	11,805		91,028	-43,809
		DIVISION 1 TOTAL			47,219					
1000	2	CTH KR EB	383+00 to 447+00	20,237	26,260	0	0	45,881	72,141	-25,644
		100TH AVENUE	22+60 to 25+08	216	0	0	0	171	171	45
		CTH KR EB	UNDISTRIBUTED	0	0	11,624	11,624	0	0	0
		SUBTOTAL		20,453	26,260	11,624	11,624		72,312	-25,599
		DIVISION 2 TOTAL			46,713					
PROJECT 3763-00-73 TOTALS					93,932	23,429	23,429		163,340	-69,408

1) Cut Volume Includes Concrete and Asphaltic Surface Material.

2) EBS Excavation to be backfilled with EBS Backfill. All EBS Excavation material is assumed to be wasted offsite.

3) Roadway Embankment = Unexpanded Fill + Topsoil Removal Replaced

shortage of material within the division. Mass Ordinate = Cut+Topsoil Removal-Embankment. The mass ordinate is for information purposes only as Common Excavation and Roadway Embankment are not balance for quantity purposes and does not guarantee the quality of Common Excavation, and if it can be reused onsite.

5) Topsoil thickness estimated, refer to Topsoil Removal Construction Detail

FINISHING ROADWAY

LOCATION	213.0100.002 FINISHING ROADWAY PROJECT ID 3763-00-73 EACH
PROJECT 3763-00-73	1
PROJECT 3763-00-73 TOTAL	1

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

3

AGGREGATE ITEMS

STATION	TO	STATION	OFFSET	ROADWAY	305.0110 BASE AGGREGATE DENSE 3/4 INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4 INCH TON	311.0110 BREAKER RUN TON	371.1000.S QMP BASE AGGREGATE DENSE 1 1/4 INCH COMPACTION TON	REMARK
STAGE 1A									
409+82	-	411+55	LT	CTH KR	--	592	1,421	592	
434+55	-	436+58	LT	CTH KR	--	695	1,667	695	
410+50			RT/LT	TEMP ACCESS DRIVE	--	246	--	246	
435+75			RT/LT	TEMP ACCESS DRIVE	--	246	--	246	
STAGE 1A SUBTOTAL					0	1,779	3,088	1,779	
STAGE 1B									
383+00	-	409+82	LT	CTH KR	--	5,223	12,536	5,223	
383+00	-	399+00	LT	CTH KR	--	3	--	3	BIOSWALE DRAIN EXTENSION
411+55	-	413+85	LT	CTH KR	--	90	--	90	ADTN'L 10" BENEATH MEDIAN CONCRETE
411+55	-	434+55	LT	CTH KR	--	4,969	11,924	4,969	
436+58	-	447+00	LT	CTH KR	--	2,150	5,162	2,150	
STAGE 1B SUBTOTAL					0	12,435	29,622	12,435	
STAGE 2									
383+00	-	447+00	RT	CTH KR	--	13,997	33,593	13,997	
383+00	-	399+00	RT	CTH KR	--	2.528	--	3	BIOSWALE DRAIN EXTENSION

CONTINUED ON NEXT PAGE

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

AGGREGATE ITEMS

					305.0110 BASE AGGREGATE DENSE 3/4 INCH	305.0120 BASE AGGREGATE DENSE 1 1/4 INCH	311.0110 BREAKER RUN	371.1000.S QMP BASE AGGREGATE DENSE 1 1/4 INCH COMPACTION	
384+65			RT	CTH KR - DRIVEWAY ACCESS	--	69	--	69	
390+15			RT	CTH KR DRIVEWAY	--	69	--	69	
390+15			RT	CTH KR - DRIVEWAY ACCESS	--	69	--	69	
407+46	-	410+00	LT	CTH KR	--	99	--	99	ADTN'L 10" BENEATH MEDIAN CONCRETE
407+54	-	410+23	RT	CTH KR	--	105	--	105	ADTN'L 10" BENEATH MEDIAN CONCRETE
410+15			80' RT	CTH KR	--	11	--	11	4" BENEATH CONCRETE SIDEWALK
410+15			85' LT	CTH KR	--	15	--	15	4" BENEATH CONCRETE SIDEWALK
411+15			80' RT	CTH KR	--	21	--	21	4" BENEATH CONCRETE SIDEWALK
411+15			85' LT	CTH KR	--	15	--	15	4" BENEATH CONCRETE SIDEWALK
411+44	-	413+93	RT	CTH KR	--	97	--	97	ADTN'L 10" BENEATH MEDIAN CONCRETE
422+60			RT	CTH KR DRIVEWAY	--	29	--	29	
422+60			RT	CTH KR - DRIVEWAY ACCESS	--	69	--	69	
424+20			RT	CTH KR DRIVEWAY	--	92	--	92	
424+20			RT	CTH KR - DRIVEWAY ACCESS	--	69	--	69	
429+35			RT	CTH KR DRIVEWAY	--	44	--	44	
429+35			RT	CTH KR - DRIVEWAY ACCESS	--	69	--	69	
431+05			RT	CTH KR DRIVEWAY	--	55	--	55	
431+05			RT	CTH KR - DRIVEWAY ACCESS	--	69	--	69	
432+71	-	435+24	LT	CTH KR	--	99	--	99	ADTN'L 10" BENEATH MEDIAN CONCRETE
434+60			RT	CTH KR DRIVEWAY	--	36	--	36	
434+60			RT	CTH KR - DRIVEWAY ACCESS	--	69	--	69	
435+00			80' LT	CTH KR	--	4	--	4	4" BENEATH CONCRETE SIDEWALK
436+00			RT	CTH KR DRIVEWAY	--	55	--	55	
436+00			RT	CTH KR - DRIVEWAY ACCESS	--	69	--	69	
436+50			80' LT	CTH KR	--	11	--	11	4" BENEATH CONCRETE SIDEWALK
436+50			RT/LT	CTH KR	--	6	--	6	4" BENEATH CONCRETE SIDEWALK
436+50			70' RT	CTH KR	--	4	--	4	4" BENEATH CONCRETE SIDEWALK
445+33	-	447+00	LT	CTH KR	--	65	--	65	ADTN'L 10" BENEATH MEDIAN CONCRETE
22+60	-	25+09	RT/LT	100TH AVE	--	389	--	389	
22+60	-	25+09	LT	100TH AVE	36	97	--	97	SHOULDER
22+60	-	25+09	RT	100TH AVE	36	97	--	97	SHOULDER
STAGE 2 SUBTOTAL					72	16,113	33,593	16,113	
SUBTOTAL					72	30,327	66,303	30,327	
UNDISTRIBUTED				REPAIR AND MISC	11	4,549	9,945	4,549	
PROJECT 3763-00-73 TOTAL					83	34,876	76,248	34,876	

NOTE:
BASE AGGREGATE DENSE = 2 TON/CY
BREAKER RUN = 1.8 TON/CY

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

3

CONCRETE PAVEMENT

STATION	TO	STATION	OFFSET	LOCATION	415.0100 CONCRETE PAVEMENT 10-INCH SY
STAGE 1A					
409+82	-	411+55	LT	CTH KR	1,490
434+55	-	436+58	LT	CTH KR	1,770
STAGE 1A SUBTOTAL					3,260
STAGE 1B					
383+00	-	409+82	LT	CTH KR	11,930
411+55	-	434+55	LT	CTH KR	11,290
436+58	-	447+00	LT	CTH KR	4,970
STAGE 1B SUBTOTAL					28,190
STAGE 2					
383+00	-	447+00	RT	CTH KR	32,550
STAGE 2 SUBTOTAL					32,550
PROJECT 3763-00-73 TOTAL					64,000

CONCRETE PAVEMENT JOINT LAYOUT

	LOCATION	415.5110.S.002 CONCRETE PAVEMENT JOINT LAYOUT LS
PROJECT 3763-00-73	CTH KR	1
PROJECT 3763-00-73 TOTAL		1

CONCRETE SURFACE DRAINS

STATION			OFFSET	LOCATION	416.1010 CONCRETE SURFACE DRAINS CY
STAGE 1B					
383+54	-	383+61	LT	CTH KR	0.9
384+49	-	384+56	LT	CTH KR	0.9
385+56	-	385+63	LT	CTH KR	0.9
386+62	-	386+69	LT	CTH KR	0.9
387+66	-	387+73	LT	CTH KR	0.9
388+70	-	388+77	LT	CTH KR	0.9
389+79	-	389+86	LT	CTH KR	0.9
390+87	-	390+94	LT	CTH KR	0.9
391+97	-	392+04	LT	CTH KR	0.9
393+08	-	393+15	LT	CTH KR	0.9
394+17	-	394+24	LT	CTH KR	0.9
395+27	-	395+34	LT	CTH KR	0.9
396+39	-	396+46	LT	CTH KR	0.9
397+50	-	397+57	LT	CTH KR	0.9
398+68	-	398+75	LT	CTH KR	0.9
STAGE 1B SUBTOTAL					13.5
STAGE 2					
383+54	-	383+61	RT	CTH KR	0.9
384+49	-	384+56	RT	CTH KR	0.9
385+56	-	385+63	RT	CTH KR	0.9
386+62	-	386+69	RT	CTH KR	0.9
387+66	-	387+73	RT	CTH KR	0.9
388+70	-	388+77	RT	CTH KR	0.9
389+79	-	389+86	RT	CTH KR	0.9
390+87	-	390+94	RT	CTH KR	0.9
391+97	-	392+04	RT	CTH KR	0.9
393+08	-	393+15	RT	CTH KR	0.9
394+17	-	394+24	RT	CTH KR	0.9
395+27	-	395+34	RT	CTH KR	0.9
396+39	-	396+46	RT	CTH KR	0.9
397+50	-	397+57	RT	CTH KR	0.9
398+68	-	398+75	RT	CTH KR	0.9
STAGE 2 SUBTOTAL					13.5
PROJECT 3763-00-73 TOTAL					27.0

CONCRETE PAVEMENT GAPS

STATION	OFFSET	LOCATION	415.0210 CONCRETE PAVEMENT GAPS EA
STAGE 2			
384+69	RT	CTH KR - DRIVEWAY	1
422+59	RT	CTH KR - DRIVEWAY	1
429+35	RT	CTH KR - DRIVEWAY	1
436+02	RT	CTH KR - DRIVEWAY	1
STAGE 2 SUBTOTAL			4
PROJECT 3763-00-73 TOTAL			4

NOTE: CONCRETE PAVEMENT GAPS NOT PROVIDED AT FIELD ENTRANCES

CONCRETE DRIVEWAY

STATION	OFFSET	LOCATION	416.0160 CONCRETE DRIVEWAY 6-INCH SY	416.0260 CONCRETE DRIVEWAY HES 6-INCH SY
STAGE 2				
384+69	RT	CTH KR	--	19
390+17	RT	CTH KR	17	--
422+59	RT	CTH KR	--	17
424+21	RT	CTH KR	23	--
429+35	RT	CTH KR	--	20
431+08	RT	CTH KR	28	--
434+70	RT	CTH KR	17	--
436+02	RT	CTH KR	--	17
STAGE 2 SUBTOTAL			85	73
PROJECT 3763-00-73 TOTAL			85	73

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

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ASPHALT

STATION	TO STATION	OFFSET	LOCATION	455.0605 TACK COAT GAL	460.6223 HMA PAVEMENT 3 MT 58-28 S TON	460.6224 HMA PAVEMENT 4 MT 58-28 S TON	465.0105 ASPHALTIC SURFACE TON	465.0310 ASPHALTIC CURB LF	465.0315 ASPHALTIC FLUME SY	REMARKS
STAGE 1A										
410+60		RT/LT	CTH KR	3	--	--	96	--	--	TEMPORARY ACCESS CONNECT
435+75		RT/LT	CTH KR	3	--	--	96	--	--	TEMPORARY ACCESS CONNECT
STAGE 1A SUBTOTAL				6	0	0	192	0	0	
STAGE 2										
22+60	- 25+08	RT/LT	100TH AVE	7	126	84	--	--	--	
25+00		LT	100TH AVE	--	--	--	--	20	6	SEE SDD FOR ASPHALT FLUME
25+00		RT	100TH AVE	--	--	--	--	20	6	SEE SDD FOR ASPHALT FLUME
STAGE 2 SUBTOTAL				7	126	84	0	40	12	
UNDISTRIBUTED				50	0	0	1495	0	0	REPAIR NEEDS
PROJECT 3763-00-73 TOTAL				63	126	84	1,687	40	12	

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Plansheets\37630073\022591_MQ.ppt PLOT DATE : 8/21/2018 8:53:15 AM PLOT BY : JOHNATHAN OLSON PLOT NAME : 022592_ss_MQ PLOT SCALE : 1:1

3

COLD PATCH

LOCATION	495.1000.S COLD PATCH TON
UNDISTRIBUTED	200
PROJECT 3763-00-73 TOTAL	200

CONCRETE SIDEWALK

STATION	TO	STATION	OFFSET	LOCATION	602.0410 CONCRETE SIDEWALK 5-INCH SF	REMARKS
STAGE 2						
407+46	-	410+00	RT	CTH KR	1508	MEDIAN ISLAND
407+54	-	410+22	RT	CTH KR	1610	SPLITTER
410+02	-	410+32	LT	CTH KR	630	NW QUAD
410+05	-	410+43	RT	CTH KR	438	SW QUAD
410+65			LT	CTH KR	120	
410+88	-	411+38	RT	CTH KR	931	SE QUAD
411+03	-	411+40	LT	CTH KR	609	NE QUAD
411+21	-	413+85	LT	CTH KR	1587	SPLITTER
411+44	-	413+93	RT	CTH KR	1484	MEDIAN ISLAND
432+70		435+24	MED	CTH KR	1506	ISLAND
434+86	-	435+11	LT	CTH KR	220	NW QUAD
435+68			LT	CTH KR	207	--
436+15	-	436+58	LT	CTH KR	475	NE QUAD
436+36	-	436+56	MED	CTH KR	395	MEDIAN
436+44	-	436+58	RT	CTH KR	180	SE QUAD
445+33	-	447+00	MED	CTH KR	1003	ISLAND
STAGE 2 SUBTOTAL					12903	
PROJECT 3763-00-73 TOTAL					12,903	

CONCRETE CURB & GUTTER

STATION	TO	STATION	OFFSET	LOCATION	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	601.0555 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A LF	REMARKS
STAGE 1A							
27+23	-	27+40	MED/LT	100TH AVE/KR	18	--	
27+23	-	27+40	MED/LT	100TH AVE/KR	18	--	
40+93	-	41+23	MED	CTH KR	30	--	
40+93	-	41+23	MED	CTH KR	30	--	
409+82	-	410+00	MED	CTH KR MED	--	18	
409+82	-	410+33	LT	CTH KR OUTSIDE	--	82	
410+33			103' LT	CTH KR OUTSIDE	14	--	
410+97	-	411+55	LT	CTH KR OUTSIDE	--	90	
411+20	-	411+55	MED	CTH KR MED	--	35	
411+20	-	411+55	MED	CTH KR MED	--	35	
434+55	-	435+24	MED	CTH KR MED	--	69	
434+55	-	435+27	LT	CTH KR OUTSIDE	--	108	
436+00	-	436+58	LT	CTH KR OUTSIDE	--	92	
436+36	-	436+58	MED	CTH KR MED	--	23	
STAGE 1A SUBTOTAL					110	552	
STAGE 1B							
436+58	-	447+00	18' LT	CTH KR OUTSIDE	--	1043	
411+55	-	434+55	LT	CTH KR-OUTSIDE	--	2,301	
411+55	-	413+85	6' LT	CTH KR - ISLAND	--	230	
411+55	-	413+85	18' LT	CTH KR - ISLAND	--	230	
411+55	-	434+55	LT	CTH KR MED	--	2,301	
436+58	-	447+00	LT	CTH KR MED	--	1,043	
383+00	-	410+00	LT	CTH KR-OUTSIDE	--	2,683	
383+00	-	410+00	LT	CTH KR MED	--	2,595	
STAGE 1B SUBTOTAL					--	12,426	
STAGE 2							
383+00	-	410+00	RT	CTH KR-MED	--	2,596	
383+00	-	410+51	RT	CTH KR-OUTSIDE	--	2,775	
407+54	-	410+23	6' RT	CTH KR-ISLAND	--	269	
407+54	-	410+23	18' RT	CTH KR-ISLAND	--	269	
411+44	-	411+55	RT	CTH KR-MED	--	12	
411+44	-	435+25	RT	CTH KR-MED	--	2,382	
410+84	-	447+00	RT	CTH KR-OUTSIDE	--	3,665	
436+36	-	447+00	RT	CTH KR-MED	--	1,068	
STAGE 2 SUBTOTAL					--	13,036	
PROJECT 3763-00-73 TOTAL					110	26,014	

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

3

CULVERT PIPE TEMPORARY

STAGE	STATION	LT/RT	520.2018 CULVERT PIPE TEMPORARY 18-INCH LF	COMMENTS
1B	**CTH KR**			
	410+66	RT	60	AT TEMPORARY ACCESS CONNECTION
	435+68	RT	60	AT TEMPORARY ACCESS CONNECTION
	TOTALS		120	

CULVERT ITEMS

STAGE	FROM STATION	FROM OFFSET	TO STATION	TO OFFSET	INLET ELEV	DISCH ELEV	SLOPE	522.0418 CULVERT PIPE REINFORCED CONCRETE CLASS IV 18-INCH LF	522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	633.5200 MARKERS CULVERT END EACH
2	**100TH AVENUE**									
	25+08	30' RT	25+08	30' LT	739.60	739.30	0.50%	60	2	2
	TOTALS							60	2	2

1. PIPE LENGTHS ARE MEASURED TO THE CENTER OF STRUCTURES OR END OF END WALLS
2. STATION / OFFSETS ARE TO THE CENTER OF GRATES OR END OF END WALLS

CONCRETE COLLARS FOR PIPE

STAGE	ROADWAY	STATION	OFFSET	PIPE ID	SIZE (IN)	520.8000 CONCRETE COLLARS FOR PIPE EACH
1B	**CTH KR**					
		379+35	19' LT	PE207	36	1
		398+43	122' LT	PE535	36	1
		441+85	123' LT	PE785	30	1
	TOTAL					3

RECONSTRUCTING STRUCTURES

STAGE	LOCATION	STRUCTURE ID	STATION	OFFSET FT	EXISTING RIM ELEVATION	TO	PROPOSED RIM ELEVATION	611.0420 RECONSTRUCTING MANHOLES EACH
1B	**CTH KR**							
		E208	379+25	19' LT	730.70		731.77	1
	TOTALS							1

* VERIFY EXISTING RIM ELEVATION IN FIELD

CHECK VALVES

STAGE	ROADWAY	STATION	OFFSET	PIPE ID	SPV.0060.012 SLIP-IN CHECK VALVE FOR 36-INCH INSIDE DIAMETER PIPE EACH
2	**CTH KR**				
		379+23	16' LT	PE209	1
	TOTAL				1

REMOVING COVER PLATES LEFT IN PLACE

STAGE	ROADWAY	STRUCTURE ID	STATION	OFFSET	SPV.0060.016 REMOVING COVER PLATES LEFT IN PLACE EACH
1B	**CTH KR**				
		E208	379+25	19' LT	1
	TOTAL				1

REMOVING BULKHEAD

STAGE	ROADWAY	STATION	OFFSET	SPV.0060.017 REMOVING BULKHEAD EACH
1B	**CTH KR**			
		379+35	19' LT	1
		398+43	122' LT	1
		441+85	123' LT	1
	TOTAL			3

BIORETENTION

STAGE	ROADWAY	STATION	OFFSET	BIORETENTION CELL SURFACE ELEVATION	SPV.0060.725 BIORETENTION TYPE A EACH	SPV.0060.726 BIORETENTION TYPE B EACH
2	**CTH KR**					
		383+02	0' RT	728.54	--	1
		384+44	0' RT	729.13	1	--
		386+56	0' RT	730.19	--	1
		388+64	0' RT	731.23	1	--
		390+81	0' RT	732.31	--	1
		393+01	0' RT	733.41	1	--
		395+20	0' RT	734.51	--	1
		397+44	0' RT	735.63	1	--
	TOTALS				4	4

CURB RAMP DETECTIBLE WARNING FIELDS

STATION	OFFSET	LOCATION	602.0505 CURB RAMP DETECTIBLE WARNING FIELD YELLOW SF	REMARKS
STAGE 2				
410+12	9' RT	CTH KR	20	--
410+12	15' RT	CTH KR	20	--
410+12	70' RT	CTH KR	20	--
410+12	69' LT	CTH KR	24	RADIAL
410+29	91' LT	CTH KR	20	--
410+34	78' RT	CTH KR	31	RADIAL
410+91	94' LT	CTH KR	24	RADIAL
411+06	80' RT	CTH KR	24	RADIAL
411+31	10' LT	CTH KR	20	--
411+31	15' LT	CTH KR	20	--
411+31	76' LT	CTH KR	20	--
411+31	63' RT	CTH KR	20	--
435+03	81' LT	CTH KR	30	RADIAL
436+25	81' LT	CTH KR	35	RADIAL
436+51	12' LT	CTH KR	20	--
436+51	71' LT	CTH KR	20	--
436+51	6' RT	CTH KR	20	--
436+51	62' RT	CTH KR	20	--
STAGE 2 SUBTOTAL			408	
PROJECT 3763-00-73 TOTAL			408	

RIPRAP

STATION	OFFSET	LOCATION	606.0200 RIPRAP MEDIUM CY	645.0120 GEOTEXTILE TYPE HR SY	606.0100 RIPRAP LIGHT CY	645.0130 GEOTEXTILE TYPE R SY
STAGE 2						
410+35	111' RT	CTH KR	1.2	20	--	--
STAGE 2 SUBTOTAL			1.2	20	0.0	0.0
STAGE 3						
383+57	MED-LT	CTH KR	--	--	0.5	3.3
384+49	MED-LT	CTH KR	--	--	0.5	3.3
385+56	MED-LT	CTH KR	--	--	0.5	3.3
386+62	MED-LT	CTH KR	--	--	0.5	3.3
387+66	MED-LT	CTH KR	--	--	0.5	3.3
388+70	MED-LT	CTH KR	--	--	0.5	3.3
389+79	MED-LT	CTH KR	--	--	0.5	3.3
390+87	MED-LT	CTH KR	--	--	0.5	3.3
391+97	MED-LT	CTH KR	--	--	0.5	3.3
393+08	MED-LT	CTH KR	--	--	0.5	3.3
394+17	MED-LT	CTH KR	--	--	0.5	3.3
395+27	MED-LT	CTH KR	--	--	0.5	3.3
396+39	MED-LT	CTH KR	--	--	0.5	3.3
397+50	MED-LT	CTH KR	--	--	0.5	3.3
398+68	MED-LT	CTH KR	--	--	0.5	3.3
383+57	MED-RT	CTH KR	--	--	0.5	3.3
384+49	MED-RT	CTH KR	--	--	0.5	3.3
385+56	MED-RT	CTH KR	--	--	0.5	3.3
386+62	MED-RT	CTH KR	--	--	0.5	3.3
387+66	MED-RT	CTH KR	--	--	0.5	3.3
388+70	MED-RT	CTH KR	--	--	0.5	3.3
389+79	MED-RT	CTH KR	--	--	0.5	3.3
390+87	MED-RT	CTH KR	--	--	0.5	3.3
391+97	MED-RT	CTH KR	--	--	0.5	3.3
393+08	MED-RT	CTH KR	--	--	0.5	3.3
394+17	MED-RT	CTH KR	--	--	0.5	3.3
395+27	MED-RT	CTH KR	--	--	0.5	3.3
396+39	MED-RT	CTH KR	--	--	0.5	3.3
397+50	MED-RT	CTH KR	--	--	0.5	3.3
398+68	MED-RT	CTH KR	--	--	0.5	3.3
STAGE 3 SUBTOTAL			0.0	0	15.0	99.0
PROJECT 3763-00-73 TOTAL			1.2	20.0	15.0	99.0

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

STORM SEWER STRUCTURES											STORM SEWER PIPES											
ROADWAY	STRUCTURE NO.	STRUCTURE STAGE	STATION	OFFSET (FT)	LOCATION	RIM OR FLOW ELEV	STRUCTURE TYPE	INLET/MANHOLE COVERS TYPE	DEPTH [1] (FT)	STRUCTURE COMMENTS	PIPE ID	STAGE	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE [A] %	PIPE LENGTH [B] (FT)	PLAN LENGTH [C] (FT)	PIPE CLASS	PIPE SIZE (INCH)	PIPE COMMENTS
CTH KR	101	1B	397+43.77	60.0	LT	737.05	MANHOLES 5-FT DIAMETER	HM	6.17	---	P102	1B	101	107	730.88	730.71	0.50	34	39	III	15	---
CTH KR	103	2	397+43.77	60.0	RT	737.05	INLETS 4-FT DIAMETER	HM	6.00	---	P104	2	103	105	731.05	730.78	0.50	55	58	III	15	---
CTH KR	105	2	397+43.77	0.0	RT	736.63	INLETS 3-FT DIAMETER	BEEHIVE	5.85	---	P106	2	105	107	730.78	730.71	0.50	15	19	III	15	---
CTH KR	107	1B	397+43.77	18.5	LT	736.98	MANHOLES 5-FT DIAMETER	J-SPECIAL	7.02	---	P110	1B	107	121	729.96	729.30	0.30	219	224	IV	24	---
CTH KR	115	1B	395+20.09	60.0	LT	735.93	INLETS 4-FT DIAMETER	HM	5.70	---	P116	1B	115	121	730.23	730.05	0.50	35	40	III	15	---
CTH KR	117	2	395+20.09	60.0	RT	735.93	INLETS 4-FT DIAMETER	HM	5.54	---	P118	2	117	119	730.39	730.12	0.50	55	58	III	15	---
CTH KR	119	2	395+20.09	0.0	RT	735.51	INLETS 3-FT DIAMETER	BEEHIVE	5.39	---	P120	2	119	121	730.12	730.05	0.50	15	19	III	15	---
CTH KR	121	1B	395+20.09	18.5	LT	735.86	MANHOLES 5-FT DIAMETER	J-SPECIAL	6.56	---	P124	1B	121	131	729.30	728.66	0.30	214	219	IV	24	---
CTH KR	125	1B	393+00.87	60.0	LT	734.83	INLETS 4-FT DIAMETER	HM	5.25	---	P126	1B	125	131	729.58	729.41	0.50	35	40	III	15	---
CTH KR	127	2	393+00.87	60.0	RT	734.83	INLETS 4-FT DIAMETER	HM	5.08	---	P128	2	127	129	729.75	729.48	0.50	55	58	III	15	---
CTH KR	129	2	393+00.87	0.0	RT	734.41	INLETS 3-FT DIAMETER	BEEHIVE	4.93	---	P130	2	129	131	729.48	729.41	0.50	15	19	III	15	---
CTH KR	131	1B	393+00.87	18.5	LT	734.76	MANHOLES 5-FT DIAMETER	J-SPECIAL	6.60	---	P134	1B	131	141	728.16	727.51	0.30	215	220	IV	30	---
CTH KR	135	1B	390+80.59	60.0	LT	733.73	INLETS 4-FT DIAMETER	HM	4.80	---	P136	1B	135	141	728.93	728.76	0.50	35	40	IV	15	---
CTH KR	137	2	390+80.59	60.0	RT	733.73	INLETS 4-FT DIAMETER	HM	4.63	---	P138	2	137	139	729.10	728.83	0.50	55	58	IV	15	---
CTH KR	139	2	390+80.59	0.0	RT	733.31	INLETS 3-FT DIAMETER	BEEHIVE	4.48	---	P140	2	139	141	728.83	728.76	0.50	15	19	IV	15	---

[1]DEPTH = RIM OR FLOW ELEV - LOWEST PIPE INVERT ELEVATION

[A] SLOPE CALCULATED BASED ON PIPE LENGTH. PIPE LENGTH REPRESENTS LENGTH OF PIPE MEASURED FROM INSIDE FACE OF STRUCTURE TO INSIDE FACE OF STRUCTURE

[B]PIPE LENGTH SHOWN FOR SLOPE CALCULATION ONLY. NOT INTENDED FOR PAY QUANTITY.

[C]PLAN LENGTH SHOWN FOR PAY QUANTITY.

STORM SEWER STRUCTURES											STORM SEWER PIPES											
ROADWAY	STRUCTURE NO.	STRUCTURE STAGE	STATION	OFFSET (FT)	LOCATION	RIM OR FLOW ELEV	STRUCTURE TYPE	INLET/MANHOLE COVERS TYPE	DEPTH[1] (FT)	STRUCTURE COMMENTS	PIPE ID	STAGE	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE[A] %	PIPE LENGTH[B] (FT)	PLAN LENGTH[C] (FT)	PIPE CLASS	PIPE SIZE (INCH)	PIPE COMMENTS
CTH KR	141	1B	390+80.59	18.5	LT	733.66	MANHOLES 5-FT DIAMETER	J-SPECIAL	6.15	---	P144	1B	141	151	727.51	726.88	0.30	211	216	IV	30	---
CTH KR	145	1B	388+64.38	60.0	LT	732.65	INLETS 4-FT DIAMETER	HM	4.34	---	P146	1B	145	151	728.31	728.13	0.50	35	40	IV	15	---
CTH KR	147	2	388+64.38	60.0	RT	732.65	INLETS 4-FT DIAMETER	HM	4.18	---	P148	2	147	149	728.47	728.20	0.50	55	58	IV	15	---
CTH KR	149	2	388+64.38	0.0	RT	732.23	INLETS 3-FT DIAMETER	BEEHIVE	4.03	---	P150	2	149	151	728.20	728.13	0.50	15	19	IV	15	---
CTH KR	151	1B	388+64.38	18.5	LT	732.58	MANHOLES 5-FT DIAMETER	J-SPECIAL	5.70	---	P154	1B	151	161	726.88	726.27	0.30	203	208	IV	30	---
CTH KR	155	1B	386+56.15	60.0	LT	731.61	INLETS 4-FT DIAMETER	HM	4.32	---	P156	1B	155	161	727.29	727.12	0.50	34	39	IV	15	---
CTH KR	157	2	386+56.15	60.0	RT	731.61	INLETS 4-FT DIAMETER	HM	4.15	---	P158	2	157	159	727.46	727.19	0.50	55	58	IV	15	---
CTH KR	159	2	386+56.15	0.0	RT	731.19	INLETS 3-FT DIAMETER	BEEHIVE	4.00	---	P160	2	159	161	727.19	727.12	0.50	15	19	IV	15	---
CTH KR	161	1B	386+56.15	19.0	LT	731.55	MANHOLES 6-FT DIAMETER	J-SPECIAL	5.28	---	P164	1B	161	167	726.27	725.65	0.30	206	212	HE-IV	29x45	---
CTH KR	165	2	384+44.00	0.0	RT	730.13	INLETS 3-FT DIAMETER	BEEHIVE	4.00	---	P166	2	165	167	726.13	726.06	0.50	15	19	IV	15	---
CTH KR	167	1B	384+44.00	19.0	LT	730.49	MANHOLES 6-FT DIAMETER	J-SPECIAL	4.84	---	P168	1B	167	187	725.65	725.24	0.30	136	142	HE-IV	29x45	---
CTH KR	171	1B	383+89.00	60.0	LT	730.28	INLETS 4-FT DIAMETER	HM	4.25	---	P172	1B	171	173	726.03	726.00	0.50	6	10	IV	15	---
CTH KR	173	1B	383+79.00	60.0	LT	730.22	INLETS 4-FT DIAMETER	HM	4.22	---	P174	1B	173	175	726.00	725.64	0.50	73	77	IV	15	---
CTH KR	175	1B	383+02.47	60.0	LT	730.03	INLETS 4-FT DIAMETER	HM	4.39	---	P176	1B	175	187	725.64	725.47	0.50	34	39	IV	15	---
CTH KR	179	2	383+89.00	60.0	RT	730.27	INLETS 4-FT DIAMETER	HM	4.07	---	P180	2	179	181	726.20	726.17	0.50	6	10	IV	15	---

[1]DEPTH = RIM OR FLOW ELEV - LOWEST PIPE INVERT ELEVATION

[A] SLOPE CALCULATED BASED ON PIPE LENGTH. PIPE LENGTH REPRESENTS LENGTH OF PIPE MEASURED FROM INSIDE FACE OF STRUCTURE TO INSIDE FACE OF STRUCTURE

[B]PIPE LENGTH SHOWN FOR SLOPE CALCULATION ONLY. NOT INTENDED FOR PAY QUANTITY.

[C]PLAN LENGTH SHOWN FOR PAY QUANTITY.

STORM SEWER STRUCTURES											STORM SEWER PIPES											
ROADWAY	STRUCTURE NO.	STRUCTURE STAGE	STATION	OFFSET (FT)	LOCATION	RIM OR FLOW ELEV	STRUCTURE TYPE	INLET/MANHOLE COVERS TYPE	DEPTH[1] (FT)	STRUCTURE COMMENTS	PIPE ID	STAGE	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE[A] %	PIPE LENGTH[B] (FT)	PLAN LENGTH[C] (FT)	PIPE CLASS	PIPE SIZE (INCH)	PIPE COMMENTS
CTH KR	181	2	383+79.00	60.0	RT	730.23	INLETS 4-FT DIAMETER	HM	4.06	---	P182	2	181	183	726.17	725.81	0.50	73	77	IV	15	---
CTH KR	183	2	383+02.47	60.0	RT	730.03	INLETS 4-FT DIAMETER	HM	4.22	---	P184	2	183	185	725.81	725.54	0.50	55	58	IV	15	---
CTH KR	185	2	383+02.47	0.0	RT	729.54	INLETS 3-FT DIAMETER	BEEHIVE	4.00	---	P186	2	185	187	725.54	725.47	0.50	15	19	IV	15	---
CTH KR	187	1B	383+02.47	19.0	LT	729.96	MANHOLES 6-FT DIAMETER	J-SPECIAL	4.72	---	P190	1B	187	193	725.24	724.85	0.30	131	137	HE-IV	29x45	---
CTH KR	193	1B	381+65.50	19.0	LT	730.49	MANHOLES 6-FT DIAMETER	J-SPECIAL	5.64	---	P194	1B	193	203	724.85	724.37	0.30	160	166	HE-IV	29x45	---
CTH KR	203	1B	380+00.00	19.5	LT	731.38	MANHOLES 6-FT DIAMETER	J-SPECIAL	7.01	---	P204	1B	203	205	724.37	724.26	0.30	37	43	IV	36	---
CTH KR	205	1B	379+57.09	19.0	LT	731.59	MANHOLES 6-FT DIAMETER	J-SPECIAL	7.33	---	P206	1B	205	PE207	724.26	724.20	0.30	19	22	IV	36	---
CTH KR	E208	1B	379+24.73	19.0	LT	731.77	---	J-SPECIAL	7.57	ADJUST TO FINISHED GRADE AND INSTALL COVER	PE207	---	P206	E208	724.20	---	---	---	---	---	36	EXIST PIPE INTERPOL ELEV
CTH KR	301	2	421+50.00	16.0	RT	750.43	INLETS 4-FT DIAMETER	HM	6.11	---	P302	2	301	303	744.32	744.16	0.50	32	36	III	15	---
CTH KR	303	1B	421+50.00	16.0	LT	750.43	INLETS 4-FT DIAMETER	57	8.91	---	P304	1B	303	311	741.52	741.04	0.50	96	100	III	24	---
CTH KR	305	1B	420+50.00	60.0	LT	749.65	INLETS 4-FT DIAMETER	HM	6.28	---	P306	1B	305	311	743.37	743.20	0.50	35	40	III	15	---
CTH KR	307	2	420+50.00	60.0	RT	749.65	INLETS 4-FT DIAMETER	HM	6.11	---	P308	2	307	309	743.54	743.36	0.50	36	40	III	15	---
CTH KR	309	2	420+50.00	16.0	RT	749.49	INLETS 4-FT DIAMETER	HM	6.13	---	P310	2	309	311	743.36	743.20	0.50	32	37	III	15	---
CTH KR	311	1B	420+50.00	16.0	LT	749.49	MANHOLES 5-FT DIAMETER	HM	8.45	---	P312	1B	311	315	741.04	740.44	0.50	120	125	III	24	---
CTH KR	313	2	419+25.00	16.0	RT	748.03	INLETS 4-FT DIAMETER	HM	6.11	---	P314	2	313	315	741.92	741.76	0.50	32	37	III	15	---

[1]DEPTH = RIM OR FLOW ELEV - LOWEST PIPE INVERT ELEVATION

[A] SLOPE CALCULATED BASED ON PIPE LENGTH. PIPE LENGTH REPRESENTS LENGTH OF PIPE MEASURED FROM INSIDE FACE OF STRUCTURE TO INSIDE FACE OF STRUCTURE

[B]PIPE LENGTH SHOWN FOR SLOPE CALCULATION ONLY. NOT INTENDED FOR PAY QUANTITY.

[C]PLAN LENGTH SHOWN FOR PAY QUANTITY.

STORM SEWER STRUCTURES											STORM SEWER PIPES											
ROADWAY	STRUCTURE NO.	STRUCTURE STAGE	STATION	OFFSET (FT)	LOCATION	RIM OR FLOW ELEV	STRUCTURE TYPE	INLET/MANHOLE COVERS TYPE	DEPTH[1] (FT)	STRUCTURE COMMENTS	PIPE ID	STAGE	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE[A] %	PIPE LENGTH[B] (FT)	PLAN LENGTH[C] (FT)	PIPE CLASS	PIPE SIZE (INCH)	PIPE COMMENTS
CTH KR	315	1B	419+25.00	16.0	LT	748.03	MANHOLES 5-FT DIAMETER	HM	7.59	---	P316	1B	315	323	740.44	739.84	0.50	120	125	III	24	---
CTH KR	317	1B	418+00.00	60.0	LT	747.33	INLETS 4-FT DIAMETER	HM	6.35	---	P318	1B	317	323	740.98	740.80	0.50	35	40	III	15	---
CTH KR	319	2	418+00.00	60.0	RT	747.33	INLETS 4-FT DIAMETER	HM	6.19	---	P320	2	319	321	741.14	740.96	0.50	36	40	III	15	---
CTH KR	321	2	418+00.00	16.0	RT	747.17	INLETS 4-FT DIAMETER	HM	6.21	---	P322	2	321	323	740.96	740.80	0.50	32	37	III	15	---
CTH KR	323	1B	418+00.00	16.0	LT	747.17	MANHOLES 5-FT DIAMETER	HM	7.33	---	P324	1B	323	327	739.84	739.34	0.50	99	104	III	24	---
CTH KR	325	2	416+95.63	16.0	RT	746.65	INLETS 4-FT DIAMETER	HM	6.19	---	P326	2	325	327	740.46	740.30	0.50	32	37	III	15	---
CTH KR	327	1B	416+95.63	16.0	LT	746.65	MANHOLES 5-FT DIAMETER	57	7.31	---	P328	1B	327	341	739.34	738.69	0.50	131	136	III	24	---
CTH KR	329	1B	415+70.13	61.6	LT	746.18	INLETS 4-FT DIAMETER	HM	6.52	---	P330	1B	329	331	739.66	739.63	0.50	6	10	III	15	---
CTH KR	331	1B	415+60.16	62.4	LT	746.13	INLETS 4-FT DIAMETER	HM	6.50	---	P332	1B	331	341	739.63	739.44	0.50	38	42	III	15	---
CTH KR	333	2	415+60.00	60.0	RT	746.13	INLETS 4-FT DIAMETER	HM	6.37	---	P334	2	333	335	739.76	739.58	0.50	36	40	III	15	---
CTH KR	335	2	415+60.00	16.0	RT	745.97	INLETS 4-FT DIAMETER	HM	6.39	---	P336	2	335	339	739.58	739.47	0.50	21	25	III	15	---
CTH KR	337	1B	415+70.13	6.2	LT	745.83	INLETS 4-FT DIAMETER	HM	6.33	---	P338	1B	337	339	739.50	739.47	0.50	6	10	III	15	---
CTH KR	339	1B	415+60.16	5.4	LT	745.76	INLETS 4-FT DIAMETER	HM	6.29	---	P340	1B	339	341	739.47	739.44	0.50	6	11	III	15	---
CTH KR	341	1B	415+60.00	18.0	LT	746.05	MANHOLES 5-FT DIAMETER	J-SPECIAL	7.86	---	P342	1B	341	353	738.19	737.67	0.50	105	110	III	30	---
CTH KR	345	1B	414+50.00	68.0	LT	745.42	INLETS 4-FT DIAMETER	HM	6.28	---	P346	1B	345	353	739.14	738.92	0.50	44	48	III	15	---

[1]DEPTH = RIM OR FLOW ELEV - LOWEST PIPE INVERT ELEVATION

[A] SLOPE CALCULATED BASED ON PIPE LENGTH. PIPE LENGTH REPRESENTS LENGTH OF PIPE MEASURED FROM INSIDE FACE OF STRUCTURE TO INSIDE FACE OF STRUCTURE

[B]PIPE LENGTH SHOWN FOR SLOPE CALCULATION ONLY. NOT INTENDED FOR PAY QUANTITY.

[C]PLAN LENGTH SHOWN FOR PAY QUANTITY.

STORM SEWER STRUCTURES											STORM SEWER PIPES											
ROADWAY	STRUCTURE NO.	STRUCTURE STAGE	STATION	OFFSET (FT)	LOCATION	RIM OR FLOW ELEV	STRUCTURE TYPE	INLET/MANHOLE COVERS TYPE	DEPTH[1] (FT)	STRUCTURE COMMENTS	PIPE ID	STAGE	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE[A] %	PIPE LENGTH[B] (FT)	PLAN LENGTH[C] (FT)	PIPE CLASS	PIPE SIZE (INCH)	PIPE COMMENTS
CTH KR	347	2	414+50.00	16.0	RT	745.42	INLETS 4-FT DIAMETER	HM	6.37	---	P348	2	347	351	739.05	738.99	0.50	13	17	IV	15	---
CTH KR	351	1B	414+50.16	3.4	RT	745.04	INLETS 4-FT DIAMETER	HM	6.05	---	P352	1B	351	353	738.99	738.92	0.50	15	19	IV	15	---
CTH KR	353	1B	414+50.00	18.0	LT	745.50	MANHOLES 5-FT DIAMETER	J-SPECIAL	7.83	---	P354	1B	353	367	737.67	737.19	0.50	95	100	III	30	---
CTH KR	357	1B	413+50.00	68.0	LT	744.92	INLETS 4-FT DIAMETER	HM	6.27	---	P358	1B	357	367	738.65	738.44	0.50	43	48	III	15	---
CTH KR	359	2	413+50.00	60.0	RT	745.08	INLETS 4-FT DIAMETER	HM	6.32	---	P360	2	359	361	738.76	738.58	0.50	36	40	III	15	---
CTH KR	361	2	413+50.00	16.0	RT	744.92	INLETS 4-FT DIAMETER	HM	6.34	---	P362	2	361	365	738.58	738.54	0.50	8	12	IV	15	---
CTH KR	365	1B	413+50.00	8.0	RT	744.44	INLETS 4-FT DIAMETER	HM	5.90	---	P366	1B	365	367	738.54	738.44	0.50	20	25	IV	15	---
CTH KR	367	1B	413+50.00	16.0	LT	744.92	MANHOLES 5-FT DIAMETER	57	7.73	---	P368	1B	367	387	737.19	736.71	0.50	95	100	III	30	---
CTH KR	369	1B	412+60.00	68.0	LT	744.47	INLETS 4-FT DIAMETER	HM	6.27	---	P370	1B	369	371	738.20	738.17	0.50	6	10	III	15	---
CTH KR	371	1B	412+50.00	68.0	LT	744.42	INLETS 4-FT DIAMETER	HM	6.25	---	P372	1B	371	387	738.17	737.96	0.50	43	48	IV	15	---
CTH KR	373	2	412+60.00	60.0	RT	744.63	INLETS 4-FT DIAMETER	HM	6.32	---	P374	2	373	375	738.31	738.28	0.50	6	10	III	15	---
CTH KR	375	2	412+50.00	60.0	RT	744.58	INLETS 4-FT DIAMETER	HM	6.30	---	P376	2	375	379	738.28	738.10	0.50	36	40	III	15	---
CTH KR	377	2	412+60.00	16.0	RT	744.47	INLETS 4-FT DIAMETER	HM	6.34	---	P378	2	377	379	738.13	738.10	0.50	6	10	III	15	---
CTH KR	379	2	412+50.00	16.0	RT	744.42	INLETS 4-FT DIAMETER	HM	6.32	---	P380	2	379	383	738.10	738.06	0.50	8	12	IV	15	---
CTH KR	381	1B	412+60.00	8.0	RT	743.99	INLETS 4-FT DIAMETER	HM	5.90	---	P382	1B	381	383	738.09	738.06	0.50	6	10	IV	15	---

[1]DEPTH = RIM OR FLOW ELEV - LOWEST PIPE INVERT ELEVATION

[A] SLOPE CALCULATED BASED ON PIPE LENGTH. PIPE LENGTH REPRESENTS LENGTH OF PIPE MEASURED FROM INSIDE FACE OF STRUCTURE TO INSIDE FACE OF STRUCTURE

[B]PIPE LENGTH SHOWN FOR SLOPE CALCULATION ONLY. NOT INTENDED FOR PAY QUANTITY.

[C]PLAN LENGTH SHOWN FOR PAY QUANTITY.

STORM SEWER STRUCTURES											STORM SEWER PIPES											
ROADWAY	STRUCTURE NO.	STRUCTURE STAGE	STATION	OFFSET (FT)	LOCATION	RIM OR FLOW ELEV	STRUCTURE TYPE	INLET/MANHOLE COVERS TYPE	DEPTH[1] (FT)	STRUCTURE COMMENTS	PIPE ID	STAGE	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE[A] %	PIPE LENGTH[B] (FT)	PLAN LENGTH[C] (FT)	PIPE CLASS	PIPE SIZE (INCH)	PIPE COMMENTS
CTH KR	383	1B	412+50.00	8.0	RT	743.94	INLETS 4-FT DIAMETER	HM	5.88	---	P384	1B	383	387	738.06	737.96	0.50	20	25	IV	15	---
CTH KR	385	1B	412+60.00	16.0	LT	744.56	INLETS 4-FT DIAMETER	HM	3.84	---	P386	1B	385	387	740.72	740.69	0.50	6	10	IV	15	---
CTH KR	387	1B	412+50.00	16.0	LT	744.42	MANHOLES 5-FT DIAMETER	HM	7.71	---	P388	1B	387	405	736.71	736.25	0.50	92	97	III	30	---
CTH KR	391	1A	411+51.64	68.0	LT	743.93	INLETS 4-FT DIAMETER	HM	6.21	---	P392	1A	391	405	737.72	737.50	0.50	43	48	III	15	---
CTH KR	393	2	411+43.14	60.0	RT	744.05	INLETS 4-FT DIAMETER	HM	6.22	---	P394	2	393	397	737.83	737.64	0.50	38	42	IV	15	---
CTH KR	395	2	411+62.54	16.0	RT	743.98	INLETS 4-FT DIAMETER	HM	6.31	---	P396	2	395	397	737.67	737.64	0.50	6	10	IV	15	---
CTH KR	397	2	411+52.78	15.5	RT	743.93	INLETS 4-FT DIAMETER	HM	6.29	---	P398	2	397	401	737.64	737.60	0.50	7	11	IV	15	---
CTH KR	399	1B	411+75.00	8.0	RT	743.69	INLETS 4-FT DIAMETER	HM	6.00	---	P400	1B	399	401	737.69	737.60	0.50	18	22	IV	15	---
CTH KR	401	1B	411+52.54	8.0	RT	743.68	INLETS 4-FT DIAMETER	HM	6.08	---	P402	1B	401	405	737.60	737.50	0.50	20	25	IV	15	---
CTH KR	403	1B	411+62.54	16.0	LT	743.98	INLETS 4-FT DIAMETER	HM	3.73	---	P404	1B	403	405	740.25	740.22	0.50	6	10	IV	15	---
CTH KR	405	1A	411+52.54	16.0	LT	743.93	MANHOLES 5-FT DIAMETER	HM	7.68	---	P406	1A	405	461	736.25	735.39	0.50	172	178	III	30	---
CTH KR	445	1A	410+69.14	114.6	LT	743.05	INLETS 4-FT DIAMETER	H	5.57	---	P446	1A	445	447	737.48	737.32	0.50	32	36	IV	15	---
CTH KR	447	1A	410+33.14	114.6	LT	742.87	INLETS 4-FT DIAMETER	H	5.55	---	P448	1A	447	449	737.32	737.05	0.50	53	57	IV	15	---
CTH KR	449	1A	410+27.34	58.0	LT	743.47	MANHOLES 4-FT DIAMETER	J-SPECIAL	6.42	---	P450	1A	449	451	737.05	736.81	0.50	48	52	III	15	---
CTH KR	451	1B	409+75.00	60.0	LT	743.20	INLETS 4-FT DIAMETER	HM	6.39	---	P452	1B	451	461	736.81	736.64	0.50	34	39	III	15	---

[1]DEPTH = RIM OR FLOW ELEV - LOWEST PIPE INVERT ELEVATION

[A] SLOPE CALCULATED BASED ON PIPE LENGTH. PIPE LENGTH REPRESENTS LENGTH OF PIPE MEASURED FROM INSIDE FACE OF STRUCTURE TO INSIDE FACE OF STRUCTURE

[B]PIPE LENGTH SHOWN FOR SLOPE CALCULATION ONLY. NOT INTENDED FOR PAY QUANTITY.

[C]PLAN LENGTH SHOWN FOR PAY QUANTITY.

STORM SEWER STRUCTURES											STORM SEWER PIPES											
ROADWAY	STRUCTURE NO.	STRUCTURE STAGE	STATION	OFFSET (FT)	LOCATION	RIM OR FLOW ELEV	STRUCTURE TYPE	INLET/MANHOLE COVERS TYPE	DEPTH [1] (FT)	STRUCTURE COMMENTS	PIPE ID	STAGE	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE [A] %	PIPE LENGTH [B] (FT)	PLAN LENGTH [C] (FT)	PIPE CLASS	PIPE SIZE (INCH)	PIPE COMMENTS
CTH KR	453	2	409+75.00	68.0	RT	743.05	INLETS 4-FT DIAMETER	HM	6.05	---	P454	2	453	455	737.00	736.78	0.50	44	48	IV	15	---
CTH KR	455	2	409+75.00	16.0	RT	743.04	INLETS 4-FT DIAMETER	HM	6.26	---	P456	2	455	459	736.78	736.68	0.50	20	24	IV	15	---
CTH KR	459	2	409+75.00	8.0	LT	742.68	INLETS 4-FT DIAMETER	HM	6.00	---	P460	2	459	461	736.68	736.64	0.50	8	13	IV	15	---
CTH KR	461	1B	409+75.00	16.0	LT	743.05	MANHOLES 6-FT DIAMETER	57	8.16	---	P462	1B	461	469	734.89	734.48	0.50	82	88	III	36	---
CTH KR	463	2	408+87.50	68.0	RT	742.61	INLETS 4-FT DIAMETER	HM	6.02	---	P464	2	463	465	736.59	736.37	0.50	44	48	IV	15	---
CTH KR	465	2	408+87.50	16.0	RT	742.65	INLETS 4-FT DIAMETER	HM	6.28	---	P466	2	465	467	736.37	736.27	0.50	20	24	IV	15	---
CTH KR	467	2	408+87.50	8.0	LT	742.13	INLETS 4-FT DIAMETER	HM	5.86	---	P468	2	467	469	736.27	736.23	0.50	8	13	IV	15	---
CTH KR	469	1B	408+87.50	16.0	LT	742.61	MANHOLES 6-FT DIAMETER	HM	8.13	---	P470	1B	469	479	734.48	734.07	0.50	82	88	III	36	---
CTH KR	471	1B	408+00.00	60.0	LT	742.33	INLETS 4-FT DIAMETER	HM	6.34	---	P472	1B	471	479	735.99	735.82	0.50	34	39	III	15	---
CTH KR	473	2	408+00.00	68.0	RT	742.17	INLETS 4-FT DIAMETER	HM	5.99	---	P474	2	473	475	736.18	735.96	0.50	44	48	IV	15	---
CTH KR	475	2	408+00.00	16.0	RT	742.21	INLETS 4-FT DIAMETER	HM	6.25	---	P476	2	475	477	735.96	735.86	0.50	20	24	IV	15	---
CTH KR	477	2	408+00.00	8.0	LT	741.69	INLETS 4-FT DIAMETER	HM	5.83	---	P478	2	477	479	735.86	735.82	0.50	8	13	IV	15	---
CTH KR	479	1B	408+00.00	16.0	LT	742.17	MANHOLES 6-FT DIAMETER	HM	8.10	---	P480	1B	479	485	734.07	733.60	0.50	94	100	III	36	---
CTH KR	481	2	407+09.81	5.1	LT	741.30	INLETS 4-FT DIAMETER	HM	5.86	---	P482	2	481	483	735.44	735.41	0.50	6	10	IV	15	---
CTH KR	483	2	406+99.84	4.3	LT	741.27	INLETS 4-FT DIAMETER	HM	5.86	---	P484	2	483	485	735.41	735.35	0.50	12	17	IV	15	---

[1]DEPTH = RIM OR FLOW ELEV - LOWEST PIPE INVERT ELEVATION

[A] SLOPE CALCULATED BASED ON PIPE LENGTH. PIPE LENGTH REPRESENTS LENGTH OF PIPE MEASURED FROM INSIDE FACE OF STRUCTURE TO INSIDE FACE OF STRUCTURE

[B]PIPE LENGTH SHOWN FOR SLOPE CALCULATION ONLY. NOT INTENDED FOR PAY QUANTITY.

[C]PLAN LENGTH SHOWN FOR PAY QUANTITY.

STORM SEWER STRUCTURES											STORM SEWER PIPES											
ROADWAY	STRUCTURE NO.	STRUCTURE STAGE	STATION	OFFSET (FT)	LOCATION	RIM OR FLOW ELEV	STRUCTURE TYPE	INLET/MANHOLE COVERS TYPE	DEPTH[1] (FT)	STRUCTURE COMMENTS	PIPE ID	STAGE	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE[A] %	PIPE LENGTH[B] (FT)	PLAN LENGTH[C] (FT)	PIPE CLASS	PIPE SIZE (INCH)	PIPE COMMENTS
CTH KR	485	1B	407+00.00	16.0	LT	741.67	MANHOLES 6-FT DIAMETER	HM	8.07	---	P486	1B	485	495	733.60	733.15	0.48	94	100	III	36	---
CTH KR	487	1B	406+00.00	60.0	LT	741.33	INLETS 4-FT DIAMETER	HM	6.26	---	P488	1B	487	495	735.07	734.90	0.50	34	39	III	15	---
CTH KR	489	2	405+99.84	63.7	RT	741.26	INLETS 4-FT DIAMETER	HM	6.00	---	P490	2	489	493	735.26	735.00	0.50	52	56	IV	15	---
CTH KR	491	2	406+09.81	2.9	RT	740.96	INLETS 4-FT DIAMETER	HM	5.93	---	P492	2	491	493	735.03	735.00	0.50	6	10	IV	15	---
CTH KR	493	2	405+99.84	3.7	RT	740.93	INLETS 4-FT DIAMETER	HM	5.93	---	P494	2	493	495	735.00	734.90	0.50	20	25	IV	15	---
CTH KR	495	1B	406+00.00	16.0	LT	741.17	MANHOLES 6-FT DIAMETER	57	8.02	---	P496	1B	495	501	733.15	732.58	0.48	119	125	IV	36	---
CTH KR	497	2	404+84.81	12.9	RT	740.54	INLETS 4-FT DIAMETER	HM	6.03	---	P498	2	497	499	734.51	734.48	0.50	6	10	IV	15	---
CTH KR	499	2	404+74.84	13.7	RT	740.50	INLETS 4-FT DIAMETER	HM	6.02	---	P500	2	499	501	734.48	734.33	0.50	30	35	IV	15	---
CTH KR	501	1B	404+75.00	16.0	LT	740.55	MANHOLES 6-FT DIAMETER	HM	7.97	---	P502	1B	501	509	732.58	732.01	0.48	119	125	IV	36	---
CTH KR	503	1B	403+50.00	60.0	LT	740.08	INLETS 4-FT DIAMETER	HM	6.15	---	P504	1B	503	509	733.93	733.76	0.50	34	39	IV	15	---
CTH KR	505	2	403+50.00	60.0	RT	740.08	INLETS 4-FT DIAMETER	HM	5.98	---	P506	2	505	507	734.10	733.92	0.50	36	40	IV	15	---
CTH KR	507	2	403+50.00	16.0	RT	739.92	INLETS 4-FT DIAMETER	HM	6.00	---	P508	2	507	509	733.92	733.76	0.50	32	37	IV	15	---
CTH KR	509	1B	403+50.00	16.0	LT	739.92	MANHOLES 6-FT DIAMETER	HM	7.91	---	P510	1B	509	513	732.01	731.44	0.48	119	125	IV	36	---
CTH KR	511	2	402+25.00	16.0	RT	739.29	INLETS 4-FT DIAMETER	HM	5.94	---	P512	2	511	513	733.35	733.19	0.50	32	37	IV	15	---
CTH KR	513	1B	402+25.00	16.0	LT	739.30	MANHOLES 6-FT DIAMETER	57	7.86	---	P514	1B	513	521	731.44	730.87	0.48	119	125	IV	36	---

[1]DEPTH = RIM OR FLOW ELEV - LOWEST PIPE INVERT ELEVATION

[A] SLOPE CALCULATED BASED ON PIPE LENGTH. PIPE LENGTH REPRESENTS LENGTH OF PIPE MEASURED FROM INSIDE FACE OF STRUCTURE TO INSIDE FACE OF STRUCTURE

[B]PIPE LENGTH SHOWN FOR SLOPE CALCULATION ONLY. NOT INTENDED FOR PAY QUANTITY.

[C]PLAN LENGTH SHOWN FOR PAY QUANTITY.

STORM SEWER STRUCTURES											STORM SEWER PIPES											
ROADWAY	STRUCTURE NO.	STRUCTURE STAGE	STATION	OFFSET (FT)	LOCATION	RIM OR FLOW ELEV	STRUCTURE TYPE	INLET/MANHOLE COVERS TYPE	DEPTH[1] (FT)	STRUCTURE COMMENTS	PIPE ID	STAGE	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE[A] %	PIPE LENGTH[B] (FT)	PLAN LENGTH[C] (FT)	PIPE CLASS	PIPE SIZE (INCH)	PIPE COMMENTS
CTH KR	515	1B	401+00.00	60.0	LT	738.83	INLETS 4-FT DIAMETER	HM	6.04	---	P516	1B	515	521	732.79	732.62	0.50	34	39	IV	15	---
CTH KR	517	2	401+00.00	60.0	RT	738.83	INLETS 4-FT DIAMETER	HM	5.87	---	P518	2	517	519	732.96	732.78	0.50	36	40	IV	15	---
CTH KR	519	2	401+00.00	16.0	RT	738.67	INLETS 4-FT DIAMETER	HM	5.89	---	P520	2	519	521	732.78	732.62	0.50	32	37	IV	15	---
CTH KR	521	1B	401+00.00	16.0	LT	738.67	MANHOLES 6-FT DIAMETER	HM	7.80	---	P522	1B	521	525	730.87	730.42	0.48	94	100	IV	36	---
CTH KR	523	2	400+00.00	16.0	RT	738.17	INLETS 4-FT DIAMETER	HM	5.84	---	P524	2	523	525	732.33	732.17	0.50	32	37	IV	15	---
CTH KR	525	1B	400+00.00	16.0	LT	738.17	MANHOLES 6-FT DIAMETER	HM	7.75	---	P526	1B	525	531	730.42	729.97	0.48	94	100	IV	36	---
CTH KR	527	2	399+00.00	60.0	RT	737.83	INLETS 4-FT DIAMETER	HM	5.76	---	P528	2	527	529	732.07	731.89	0.50	36	40	IV	15	---
CTH KR	529	2	399+00.00	16.0	RT	737.67	INLETS 4-FT DIAMETER	HM	5.78	---	P530	2	529	531	731.89	731.73	0.50	32	38	IV	15	---
CTH KR	531	1B	399+00.00	16.0	LT	737.67	MANHOLES 7-FT DIAMETER	57	7.70	---	P532	1B	531	533	729.97	729.82	0.48	32	38	IV	36	---
CTH KR	533	1B	399+00.00	60.0	LT	737.83	MANHOLES 5-FT DIAMETER	HM	8.01	---	P534	1B	533	PE535	729.82	729.45	0.45	83	86	IV	36	---
---	---	---	---	---	---	---	---	---	--	---	PE535	---	P534	---	729.45	---	---	---	---	---	36	EXIST PIPE INTERPOL ELEV
CTH KR	601	2	423+75.00	16.0	RT	750.47	INLETS 4-FT DIAMETER	HM	6.11	---	P602	2	601	603	744.36	744.20	0.50	32	37	III	15	---
CTH KR	603	1B	423+75.00	16.0	LT	750.47	MANHOLES 5-FT DIAMETER	57	7.08	---	P604	1B	603	611	743.39	742.06	1.11	120	125	III	24	---
CTH KR	605	1B	425+00.00	60.0	LT	749.50	INLETS 4-FT DIAMETER	HM	6.28	---	P606	1B	605	611	743.22	743.05	0.50	35	40	III	15	---
CTH KR	607	2	425+00.00	60.0	RT	749.50	INLETS 4-FT DIAMETER	HM	6.11	---	P608	2	607	609	743.39	743.21	0.50	36	40	III	15	---

[1]DEPTH = RIM OR FLOW ELEV - LOWEST PIPE INVERT ELEVATION

[A] SLOPE CALCULATED BASED ON PIPE LENGTH. PIPE LENGTH REPRESENTS LENGTH OF PIPE MEASURED FROM INSIDE FACE OF STRUCTURE TO INSIDE FACE OF STRUCTURE

[B]PIPE LENGTH SHOWN FOR SLOPE CALCULATION ONLY. NOT INTENDED FOR PAY QUANTITY.

[C]PLAN LENGTH SHOWN FOR PAY QUANTITY.

STORM SEWER STRUCTURES											STORM SEWER PIPES											
ROADWAY	STRUCTURE NO.	STRUCTURE STAGE	STATION	OFFSET (FT)	LOCATION	RIM OR FLOW ELEV	STRUCTURE TYPE	INLET/MANHOLE COVERS TYPE	DEPTH[1] (FT)	STRUCTURE COMMENTS	PIPE ID	STAGE	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE[A] %	PIPE LENGTH[B] (FT)	PLAN LENGTH[C] (FT)	PIPE CLASS	PIPE SIZE (INCH)	PIPE COMMENTS
CTH KR	609	2	425+00.00	16.0	RT	749.34	INLETS 4-FT DIAMETER	HM	6.13	---	P610	2	609	611	743.21	743.05	0.50	32	37	III	15	---
CTH KR	611	1B	425+00.00	16.0	LT	749.34	MANHOLES 5-FT DIAMETER	HM	7.28	---	P612	1B	611	615	742.06	740.73	1.11	120	125	III	24	---
CTH KR	613	2	426+25.00	16.0	RT	748.05	INLETS 4-FT DIAMETER	HM	6.11	---	P614	2	613	615	741.94	741.78	0.50	32	37	III	15	---
CTH KR	615	1B	426+25.00	16.0	LT	748.05	MANHOLES 5-FT DIAMETER	HM	7.32	---	P616	1B	615	623	740.73	739.40	1.11	120	125	III	24	---
CTH KR	617	1B	427+50.00	60.0	LT	746.92	INLETS 4-FT DIAMETER	HM	6.27	---	P618	1B	617	623	740.65	740.48	0.50	35	40	III	15	---
CTH KR	619	2	427+50.00	60.0	RT	746.92	INLETS 4-FT DIAMETER	HM	6.10	---	P620	2	619	621	740.82	740.64	0.50	36	40	III	15	---
CTH KR	621	2	427+50.00	16.0	RT	746.76	INLETS 4-FT DIAMETER	HM	6.12	---	P622	2	621	623	740.64	740.48	0.50	32	37	III	15	---
CTH KR	623	1B	427+50.00	16.0	LT	746.76	MANHOLES 5-FT DIAMETER	57	7.36	---	P624	1B	623	627	739.40	738.07	1.11	120	125	III	24	---
CTH KR	625	2	428+75.00	16.0	RT	745.47	INLETS 4-FT DIAMETER	HM	6.11	---	P626	2	625	627	739.36	739.20	0.50	32	37	III	15	---
CTH KR	627	1B	428+75.00	16.0	LT	745.47	MANHOLES 5-FT DIAMETER	HM	7.40	---	P628	1B	627	639	738.07	736.75	1.10	120	125	III	24	---
CTH KR	629	1B	430+00.00	60.0	LT	744.36	INLETS 4-FT DIAMETER	HM	6.30	---	P630	1B	629	639	738.06	737.89	0.50	35	40	III	15	---
CTH KR	631	2	430+00.00	60.0	RT	744.36	INLETS 4-FT DIAMETER	HM	6.13	---	P632	2	631	635	738.23	738.04	0.50	38	42	III	15	---
CTH KR	633	2	429+89.87	14.5	RT	744.27	INLETS 4-FT DIAMETER	HM	6.20	---	P634	2	633	635	738.07	738.04	0.50	6	10	III	15	---
CTH KR	635	2	429+99.84	13.7	RT	744.15	INLETS 4-FT DIAMETER	HM	6.11	---	P636	2	635	639	738.04	737.89	0.50	30	34	III	15	---
CTH KR	637	1B	429+90.00	16.0	LT	744.29	INLETS 4-FT DIAMETER	HM	4.07	---	P638	1B	637	639	740.22	740.19	0.50	6	10	IV	15	---

[1]DEPTH = RIM OR FLOW ELEV - LOWEST PIPE INVERT ELEVATION

[A] SLOPE CALCULATED BASED ON PIPE LENGTH. PIPE LENGTH REPRESENTS LENGTH OF PIPE MEASURED FROM INSIDE FACE OF STRUCTURE TO INSIDE FACE OF STRUCTURE

[B]PIPE LENGTH SHOWN FOR SLOPE CALCULATION ONLY. NOT INTENDED FOR PAY QUANTITY.

[C]PLAN LENGTH SHOWN FOR PAY QUANTITY.

STORM SEWER STRUCTURES											STORM SEWER PIPES											
ROADWAY	STRUCTURE NO.	STRUCTURE STAGE	STATION	OFFSET (FT)	LOCATION	RIM OR FLOW ELEV	STRUCTURE TYPE	INLET/MANHOLE COVERS TYPE	DEPTH[1] (FT)	STRUCTURE COMMENTS	PIPE ID	STAGE	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE[A] %	PIPE LENGTH[B] (FT)	PLAN LENGTH[C] (FT)	PIPE CLASS	PIPE SIZE (INCH)	PIPE COMMENTS
CTH KR	639	1B	430+00.00	16.0	LT	744.20	MANHOLES 5-FT DIAMETER	HM	7.45	---	P640	1B	639	647	736.75	735.42	1.11	120	125	III	24	---
CTH KR	641	2	431+29.21	60.0	RT	743.43	INLETS 4-FT DIAMETER	HM	6.25	---	P642	2	641	645	737.18	736.94	0.50	49	53	III	15	---
CTH KR	643	2	431+14.87	4.5	RT	743.12	INLETS 4-FT DIAMETER	HM	6.15	---	P644	2	643	645	736.97	736.94	0.50	6	10	III	15	---
CTH KR	645	2	431+24.84	3.7	RT	743.05	INLETS 4-FT DIAMETER	HM	6.11	---	P646	2	645	647	736.94	736.84	0.50	20	24	III	15	---
CTH KR	647	1B	431+25.00	16.0	LT	743.30	MANHOLES 5-FT DIAMETER	57	7.88	---	P648	1B	647	659	735.42	734.09	1.11	120	125	III	24	---
CTH KR	651	1B	432+50.00	60.0	LT	742.83	INLETS 4-FT DIAMETER	HM	6.59	---	P652	1B	651	659	736.24	736.07	0.50	35	40	III	15	---
CTH KR	653	2	432+50.00	60.0	RT	742.83	INLETS 4-FT DIAMETER	HM	6.42	---	P654	2	653	657	736.41	736.12	0.50	58	62	III	15	---
CTH KR	655	2	432+39.87	5.5	LT	742.29	INLETS 4-FT DIAMETER	HM	6.14	---	P656	2	655	657	736.15	736.12	0.50	6	10	III	15	---
CTH KR	657	2	432+49.84	6.3	LT	742.23	INLETS 4-FT DIAMETER	HM	6.11	---	P658	2	657	659	736.12	736.07	0.50	10	14	III	15	---
CTH KR	659	1B	432+50.00	16.0	LT	742.67	MANHOLES 5-FT DIAMETER	HM	9.64	---	P660	1B	659	679	733.03	731.89	0.95	120	125	III	30	---
CTH KR	661	1B	433+65.00	60.0	LT	742.26	INLETS 4-FT DIAMETER	HM	6.64	---	P662	1B	661	663	735.62	735.59	0.50	6	10	III	15	---
CTH KR	663	1B	433+75.00	60.0	LT	742.21	INLETS 4-FT DIAMETER	HM	6.62	---	P664	1B	663	679	735.59	735.42	0.50	35	40	III	15	---
CTH KR	665	2	433+65.00	60.0	RT	742.25	INLETS 4-FT DIAMETER	HM	6.46	---	P666	2	665	667	735.79	735.76	0.50	6	10	III	15	---
CTH KR	667	2	433+75.00	60.0	RT	742.20	INLETS 4-FT DIAMETER	HM	6.44	---	P668	2	667	675	735.76	735.46	0.50	60	64	III	15	---
CTH KR	673	2	433+65.00	8.0	LT	741.62	INLETS 4-FT DIAMETER	HM	6.13	---	P674	2	673	675	735.49	735.46	0.50	6	10	III	15	---

[1]DEPTH = RIM OR FLOW ELEV - LOWEST PIPE INVERT ELEVATION

[A] SLOPE CALCULATED BASED ON PIPE LENGTH. PIPE LENGTH REPRESENTS LENGTH OF PIPE MEASURED FROM INSIDE FACE OF STRUCTURE TO INSIDE FACE OF STRUCTURE

[B]PIPE LENGTH SHOWN FOR SLOPE CALCULATION ONLY. NOT INTENDED FOR PAY QUANTITY.

[C]PLAN LENGTH SHOWN FOR PAY QUANTITY.

STORM SEWER STRUCTURES											STORM SEWER PIPES											
ROADWAY	STRUCTURE NO.	STRUCTURE STAGE	STATION	OFFSET (FT)	LOCATION	RIM OR FLOW ELEV	STRUCTURE TYPE	INLET/MANHOLE COVERS TYPE	DEPTH[1] (FT)	STRUCTURE COMMENTS	PIPE ID	STAGE	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE[A] %	PIPE LENGTH[B] (FT)	PLAN LENGTH[C] (FT)	PIPE CLASS	PIPE SIZE (INCH)	PIPE COMMENTS
CTH KR	675	2	433+75.00	8.0	LT	741.57	INLETS 4-FT DIAMETER	HM	6.11	---	P676	2	675	679	735.46	735.42	0.50	8	13	III	15	---
CTH KR	677	1B	433+65.00	16.0	LT	742.10	INLETS 4-FT DIAMETER	HM	6.20	---	P678	1B	677	679	735.90	735.87	0.50	6	10	IV	15	---
CTH KR	679	1B	433+75.00	16.0	LT	742.05	MANHOLES 5-FT DIAMETER	HM	10.16	---	P680	1A	679	699	731.89	730.75	0.95	120	125	III	30	---
CTH KR	681	1A	434+80.93	64.8	LT	741.60	INLETS 4-FT DIAMETER	HM	6.31	---	P682	1A	681	683	735.29	735.26	0.50	6	10	III	15	---
CTH KR	683	1A	434+90.00	69.0	LT	741.53	INLETS 4-FT DIAMETER	HM	6.27	---	P684	1A	683	699	735.26	735.03	0.50	45	50	III	15	---
CTH KR	687	2	435+00.00	60.0	RT	741.50	INLETS 4-FT DIAMETER	HM	6.13	---	P692	2	687	695	735.37	735.07	0.50	60	64	III	15	---
CTH KR	693	2	434+90.00	8.0	LT	741.18	INLETS 4-FT DIAMETER	HM	6.08	---	P694	2	693	695	735.10	735.07	0.50	6	10	III	15	---
CTH KR	695	2	435+00.00	8.0	LT	741.18	INLETS 4-FT DIAMETER	HM	6.11	---	P696	2	695	699	735.07	735.03	0.50	8	13	III	15	---
CTH KR	697	1A	434+90.00	16.0	LT	741.47	INLETS 4-FT DIAMETER	HM	6.41	---	P698	1A	697	699	735.06	735.03	0.50	6	10	III	15	---
CTH KR	699	1A	435+00.00	16.0	LT	741.42	MANHOLES 5-FT DIAMETER	57	10.67	---	P700	1A	699	759	730.75	728.90	0.95	195	200	III	30	---
CTH KR	735	1A	435+63.88	120.5	LT	740.57	INLETS 4-FT DIAMETER	H	6.05	---	P736	1A	735	737	734.52	734.36	0.50	32	36	III	15	---
CTH KR	737	1A	436+00.15	120.5	LT	740.33	INLETS 4-FT DIAMETER	HM	5.97	---	P738	1A	737	739	734.36	734.09	0.50	54	58	III	15	---
CTH KR	739	1A	436+17.66	66.0	LT	740.79	MANHOLES 4-FT DIAMETER	J-SPECIAL	6.70	---	P750	1A	739	751	734.09	733.75	0.50	68	72	III	15	---
CTH KR	741	2	436+39.00	60.0	RT	740.60	INLETS 4-FT DIAMETER	HM	6.47	---	P742	2	741	755	734.13	733.84	0.50	57	61	III	15	---
CTH KR	743	2	436+41.17	5.8	RT	740.50	INLETS 4-FT DIAMETER	HM	6.56	---	P744	2	743	757	733.94	733.66	0.50	57	61	III	15	---

[1]DEPTH = RIM OR FLOW ELEV - LOWEST PIPE INVERT ELEVATION

[A] SLOPE CALCULATED BASED ON PIPE LENGTH. PIPE LENGTH REPRESENTS LENGTH OF PIPE MEASURED FROM INSIDE FACE OF STRUCTURE TO INSIDE FACE OF STRUCTURE

[B]PIPE LENGTH SHOWN FOR SLOPE CALCULATION ONLY. NOT INTENDED FOR PAY QUANTITY.

[C]PLAN LENGTH SHOWN FOR PAY QUANTITY.

STORM SEWER STRUCTURES											STORM SEWER PIPES											
ROADWAY	STRUCTURE NO.	STRUCTURE STAGE	STATION	OFFSET (FT)	LOCATION	RIM OR FLOW ELEV	STRUCTURE TYPE	INLET/MANHOLE COVERS TYPE	DEPTH [1] (FT)	STRUCTURE COMMENTS	PIPE ID	STAGE	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE [A] %	PIPE LENGTH [B] (FT)	PLAN LENGTH [C] (FT)	PIPE CLASS	PIPE SIZE (INCH)	PIPE COMMENTS
CTH KR	751	1B	436+90.00	68.0	LT	739.95	INLETS 4-FT DIAMETER	HM	6.20	---	P752	1B	751	753	733.75	733.72	0.50	6	10	III	15	---
CTH KR	753	1B	437+00.00	68.0	LT	739.83	INLETS 4-FT DIAMETER	HM	6.11	---	P754	1B	753	759	733.72	733.50	0.50	43	48	III	15	---
CTH KR	755	2	437+00.00	60.0	RT	739.99	INLETS 4-FT DIAMETER	HM	6.15	---	P756	2	755	757	733.84	733.66	0.50	36	40	III	15	---
CTH KR	757	2	437+00.00	16.0	RT	739.83	INLETS 4-FT DIAMETER	HM	6.17	---	P758	2	757	759	733.66	733.50	0.50	32	37	III	15	---
CTH KR	759	1B	437+00.00	16.0	LT	739.83	MANHOLES 5-FT DIAMETER	HM	10.93	---	P760	1B	759	763	728.90	727.76	0.95	120	125	III	30	---
CTH KR	761	2	438+25.00	16.0	RT	737.80	INLETS 4-FT DIAMETER	HM	6.11	---	P762	2	761	763	731.69	731.53	0.50	32	37	III	15	---
CTH KR	763	1B	438+25.00	16.0	LT	737.80	MANHOLES 5-FT DIAMETER	57	10.04	---	P764	1B	763	771	727.76	726.62	0.95	120	125	III	30	---
CTH KR	765	1B	439+50.00	68.0	LT	735.21	INLETS 4-FT DIAMETER	HM	6.11	---	P766	1B	765	771	729.10	728.89	0.50	43	48	III	15	---
CTH KR	767	2	439+50.00	60.0	RT	735.37	INLETS 4-FT DIAMETER	HM	6.14	---	P768	2	767	769	729.23	729.05	0.50	36	40	III	15	---
CTH KR	769	2	439+50.00	16.0	RT	735.21	INLETS 4-FT DIAMETER	HM	6.16	---	P770	2	769	771	729.05	728.89	0.50	32	37	III	15	---
CTH KR	771	1B	439+50.00	16.0	LT	735.21	MANHOLES 5-FT DIAMETER	HM	8.92	---	P772	1B	771	775	726.29	725.15	0.95	120	125	III	30	---
CTH KR	773	2	440+75.00	16.0	RT	732.61	INLETS 4-FT DIAMETER	HM	6.05	---	P774	2	773	775	726.56	726.40	0.50	32	37	IV	15	---
CTH KR	775	1B	440+75.00	16.0	LT	732.61	MANHOLES 5-FT DIAMETER	HM	7.46	---	P776	1B	775	781	725.15	724.15	0.95	105	110	IV	30	---
CTH KR	777	2	441+85.00	60.0	RT	730.48	INLETS 4-FT DIAMETER	HM	4.74	---	P778	2	777	779	725.74	725.56	0.50	36	40	IV	15	---
CTH KR	779	2	441+85.00	16.0	RT	730.32	INLETS 4-FT DIAMETER	HM	4.76	---	P780	2	779	781	725.56	725.40	0.50	32	37	IV	15	---

[1]DEPTH = RIM OR FLOW ELEV - LOWEST PIPE INVERT ELEVATION

[A] SLOPE CALCULATED BASED ON PIPE LENGTH. PIPE LENGTH REPRESENTS LENGTH OF PIPE MEASURED FROM INSIDE FACE OF STRUCTURE TO INSIDE FACE OF STRUCTURE

[B]PIPE LENGTH SHOWN FOR SLOPE CALCULATION ONLY. NOT INTENDED FOR PAY QUANTITY.

[C]PLAN LENGTH SHOWN FOR PAY QUANTITY.

STORM SEWER STRUCTURES											STORM SEWER PIPES											
ROADWAY	STRUCTURE NO.	STRUCTURE STAGE	STATION	OFFSET (FT)	LOCATION	RIM OR FLOW ELEV	STRUCTURE TYPE	INLET/MANHOLE COVERS TYPE	DEPTH [1] (FT)	STRUCTURE COMMENTS	PIPE ID	STAGE	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE [A] %	PIPE LENGTH [B] (FT)	PLAN LENGTH [C] (FT)	PIPE CLASS	PIPE SIZE (INCH)	PIPE COMMENTS
CTH KR	781	1B	441+85.00	16.0	LT	730.32	MANHOLES 6-FT DIAMETER	57	6.17	---	P782	1B	781	783	724.15	723.98	0.54	33	39	IV	30	---
CTH KR	783	1B	441+85.00	60.0	LT	730.48	MANHOLES 5-FT DIAMETER	HM	6.50	---	P784	1B	783	PE785	723.98	723.64	0.54	63	66	IV	30	---
---	---	---	---	---	---	---	---	---	--	---	PE785	---	P784	---	723.64	---	---	---	---	---	30	EXIST PIPE INTERPOL ELEV
CTH KR	787	2	442+75.84	12.6	RT	728.57	INLETS 4-FT DIAMETER	HM	6.28	---	P788	2	787	789	722.29	722.15	0.50	29	33	IV	15	---
CTH KR	789	1B	442+76.00	16.0	LT	728.64	MANHOLES 5-FT DIAMETER	57	7.24	---	P790	1B	789	797	721.40	721.12	0.30	94	99	IV	24	---
CTH KR	791	1B	443+75.00	60.0	LT	727.69	INLETS 4-FT DIAMETER	HM	5.65	---	P792	1B	791	797	722.04	721.87	0.50	35	40	IV	15	---
CTH KR	793	2	443+75.00	60.0	RT	727.69	INLETS 4-FT DIAMETER	HM	5.48	---	P794	2	793	795	722.21	721.97	0.50	47	51	IV	15	---
CTH KR	795	2	443+74.84	4.7	RT	727.30	INLETS 4-FT DIAMETER	HM	5.33	---	P796	2	795	797	721.97	721.87	0.50	21	25	IV	15	---
CTH KR	797	1B	443+75.00	16.0	LT	727.53	MANHOLES 5-FT DIAMETER	HM	6.41	---	P798	1B	797	803	721.12	720.83	0.30	95	100	IV	24	---
CTH KR	801	2	444+74.84	3.4	LT	726.56	INLETS 4-FT DIAMETER	HM	4.92	---	P802	2	801	803	721.64	721.58	0.50	13	17	IV	15	---
CTH KR	803	1B	444+75.00	16.0	LT	726.94	MANHOLES 5-FT DIAMETER	HM	6.11	---	P804	1B	803	813	720.83	720.55	0.30	95	100	IV	24	---
CTH KR	807	1B	445+75.00	60.0	LT	726.54	MANHOLES 5-FT DIAMETER	HM	5.07	---	P808	1B	807	813	721.47	721.30	0.50	34	39	IV	15	---
CTH KR	809	2	445+74.84	63.2	RT	726.48	INLETS 4-FT DIAMETER	HM	4.82	---	P810	2	809	811	721.66	721.34	0.50	63	67	IV	15	---
CTH KR	811	2	445+75.00	8.0	LT	725.90	INLETS 4-FT DIAMETER	HM	4.56	---	P812	2	811	813	721.34	721.30	0.50	8	13	IV	15	---
CTH KR	813	1B	445+75.00	16.0	LT	726.38	MANHOLES 5-FT DIAMETER	HM	5.83	---	P814	1B	813	821	720.55	720.27	0.30	95	100	IV	24	---

[1]DEPTH = RIM OR FLOW ELEV - LOWEST PIPE INVERT ELEVATION

[A] SLOPE CALCULATED BASED ON PIPE LENGTH. PIPE LENGTH REPRESENTS LENGTH OF PIPE MEASURED FROM INSIDE FACE OF STRUCTURE TO INSIDE FACE OF STRUCTURE

[B]PIPE LENGTH SHOWN FOR SLOPE CALCULATION ONLY. NOT INTENDED FOR PAY QUANTITY.

[C]PLAN LENGTH SHOWN FOR PAY QUANTITY.

STORM SEWER STRUCTURES											STORM SEWER PIPES											
ROADWAY	STRUCTURE NO.	STRUCTURE STAGE	STATION	OFFSET (FT)	LOCATION	RIM OR FLOW ELEV	STRUCTURE TYPE	INLET/MANHOLE COVERS TYPE	DEPTH [1] (FT)	STRUCTURE COMMENTS	PIPE ID	STAGE	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE [A] %	PIPE LENGTH [B] (FT)	PLAN LENGTH [C] (FT)	PIPE CLASS	PIPE SIZE (INCH)	PIPE COMMENTS
CTH KR	815	2	446+75.00	68.0	RT	725.83	INLETS 4-FT DIAMETER	HM	4.43	---	P816	2	815	817	721.40	721.06	0.50	68	72	IV	15	---
CTH KR	817	2	446+75.00	8.0	LT	725.35	INLETS 4-FT DIAMETER	HM	4.29	---	P818	2	817	821	721.06	721.02	0.50	8	13	IV	15	---
CTH KR	821	1B	446+75.00	16.0	LT	725.83	MANHOLES 5-FT DIAMETER	57	5.56	---	P822	1B	821	823	720.27	719.99	0.30	95	100	IV	24	---
CTH KR	823	1B	447+75.00	16.0	LT	725.31	MANHOLES 5-FT DIAMETER	HM	--	---	---	---	---	---	---	---	---	---	---	---	---	---

[1] DEPTH = RIM OR FLOW ELEV - LOWEST PIPE INVERT ELEVATION

[A] SLOPE CALCULATED BASED ON PIPE LENGTH. PIPE LENGTH REPRESENTS LENGTH OF PIPE MEASURED FROM INSIDE FACE OF STRUCTURE TO INSIDE FACE OF STRUCTURE

[B] PIPE LENGTH SHOWN FOR SLOPE CALCULATION ONLY. NOT INTENDED FOR PAY QUANTITY.

[C] PLAN LENGTH SHOWN FOR PAY QUANTITY.

3

STORM SEWER STRUCTURE SUMMARY										
611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.2007 MANHOLES 7-FT DIAMETER EACH	611.3003 INLETS 3-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.0535 MANHOLE COVERS TYPE J SPECIAL EACH	611.0627 INLET COVERS TYPE HM EACH	611.0624 INLET COVERS TYPE H EACH	SPV.0060.008 INLET COVERS BEEHIVE EACH	SPV.0060.015 INLET COVERS TYPE 57 [1] EACH
2	38	17	1	8	145	16	170	3	8	15

STORM SEWER PIPE SUMMARY								
608.0315 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 15-INCH LF	608.0324 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH LF	608.0330 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 30-INCH LF	608.0336 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 36-INCH LF	608.0415 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15-INCH LF	608.0424 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 24-INCH LF	608.0430 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 30-INCH LF	608.0436 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 36-INCH LF	608.2429 STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 29X45-INCH LF
2828	1465	1410	376	2356	942	859	889	657

[1] TOP SLAB OPENINGS FOR INLET COVERS TYPE 57 SHALL BE 2'-0" x 2'-0"

S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Plansheets\37630073\022593_ss_DT.ppt PLOT DATE : 7/31/2018 4:57:39 PM PLOT BY : BRIAN C. ADAMS PLOT NAME : 022593_ss_DT PLOT SCALE : 1:1

FENCE SAFETY

LOCATION	616.0700.S FENCE SAFETY LF
UNDISTRIBUTED	3,000
PROJECT 3763-00-73 TOTAL	3,000

MOBILIZATION

LOCATION	619.1000 MOBILIZATION EACH
PROJECT 3763-00-73	0.7
PROJECT 3763-00-73 TOTAL	0.7

DRAIN TILE EXPLORATION

LOCATION	612.0700 DRAIN TILE EXPLORATION LF
UNDISTRIBUTED	5,000
PROJECT 3763-00-73 TOTAL	5,000

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

CONCRETE MEDIAN SLOPED NOSE

STATION	TO	STATION	OFFSET	LOCATION	620.0300 CONCRETE MEDIAN SLOPED NOSE SF	REMARKS
STAGE 1A						
410+00	-	410+07	MED	CTH KR-MED	56	TYPE 1
410+59	-	410+71	100' LT	100TH AVE-MED	69	TYPE 1
411+14	-	411+21	12' LT	CTH KR-ISLAND	69	TYPE 1
435+24	-	435+31	12' LT	CTH KR-MED	56	TYPE 1
435+62	-	435+74	90' LT	EAST ACCESS-MED	69	TYPE 1
STAGE 1A SUBTOTAL					319	
STAGE 1B						
413+85	-	413+92	12' LT	CTH KR-ISLAND	69	TYPE 1
STAGE 1B SUBTOTAL					69	
STAGE 2						
407+47	-	407+54	12' RT	CTH KR-ISLAND	69	TYPE 1
410+23	-	410+30	12' RT	CTH KR-ISLAND	69	TYPE 1
436+30	-	436+37	RT/LT	CTH KR-MED	87	TYPE 1
411+37	-	411+44	12' RT	CTH KR-MED	56	TYPE 1
STAGE 2 SUBTOTAL					281	
PROJECT 3763-00-73 TOTAL					669	

WATER

LOCATION	624.0100 WATER MGAL
AGGREGATE COMPACTION	70
EARTHWORK COMPACTION	650
DUST CONTROL	50
SEEDED AREAS	500
PROJECT 3763-00-73 TOTAL	1,270

INLET PROTECTION

STATION	TO	STATION	LOCATION	628.7005 INLET PROTECTION TYPE A EACH	628.7010 INLET PROTECTION TYPE B EACH	628.7020 INLET PROTECTION TYPE D EACH
STAGE 1B						
383+00	-	388+00	CTH KR	3	1	2
388+00	-	393+00	CTH KR	3	2	1
393+00	-	398+00	CTH KR	2	1	1
398+00	-	403+00	CTH KR	6	4	2
403+00	-	408+00	CTH KR	6	5	2
408+00	-	413+00	CTH KR	14	6	8
413+00	-	418+00	CTH KR	10	10	--
418+00	-	423+00	CTH KR	6	4	2
423+00	-	428+00	CTH KR	6	4	2
428+00	-	433+00	CTH KR	8	7	1
433+00	-	438+00	CTH KR	13	4	9
438+00	-	443+00	CTH KR	7	5	2
443+00	-	446+50	CTH KR	6	3	3
STAGE 1B SUBTOTAL				90	56	35
STAGE 2						
383+00	-	388+00	CTH KR	3	3	2
388+00	-	393+00	CTH KR	3	5	1
393+00	-	398+00	CTH KR	2	3	1
398+00	-	403+00	CTH KR	6	4	2
403+00	-	408+00	CTH KR	9	6	3
408+00	-	413+00	CTH KR	20	11	9
413+00	-	418+00	CTH KR	6	5	--
418+00	-	423+00	CTH KR	6	4	2
423+00	-	428+00	CTH KR	6	4	2
428+00	-	433+00	CTH KR	10	8	2
433+00	-	438+00	CTH KR	11	3	8
438+00	-	443+00	CTH KR	7	5	2
443+00	-	446+50	CTH KR	7	4	3
STAGE 2 SUBTOTAL				96	65	37
UNDISTRIBUTED				47	30	18
PROJECT 3763-00-73 TOTAL				233	151	90

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

RESTORATION

STATION	TO	STATION	OFFSET	LOCATION	627.0200 MULCHING SY	628.2004 EROSION MAT CLASS 1 TYPE B SY	629.0210 FERTILIZER TYPE B CWT	630.0140 SEEDING MIXTURE NO. 40 LB	630.0200 SEEDING TEMPORARY LB
STAGE 1									
383+00	-	410+30	LT	CTH KR	--	15,394	9.7	277	416
410+98	-	435+25	LT	CTH KR	--	9,614	6.1	173	260
436+01	-	447+00	LT	CTH KR	--	4,527	2.8	82	123
STAGE 1 SUBTOTAL					--	29,535	18.6	532	799
STAGE 2									
383+00		384+60	RT	CTH KR	--	676	0.4	13	20
384+75	-	390+11	RT	CTH KR	--	3,098	2.0	56	84
390+23	-	410+55	RT	CTH KR	--	12,105	7.7	218	327
410+85	-	422+53	RT	CTH KR	--	5,915	3.7	106	159
422+65	-	424+12	RT	CTH KR	--	649	0.4	12	18
424+30	-	429+27	RT	CTH KR	--	1,938	1.3	35	53
429+42	-	430+96	RT	CTH KR	--	492	0.3	8	12
431+19	-	434+64	RT	CTH KR	--	1,118	0.7	20	30
434+76	-	435+96	RT	CTH KR	--	456	0.3	8	12
436+08	-	447+00	RT	CTH KR	--	4,235	2.6	77	116
STAGE 2 SUBTOTAL					--	30,682	19.4	553	831
STAGE 3									
383+00	-	407+45	MED	CTH KR	--	7,332	4.6	132	198
413+93	-	432+71	MED	CTH KR	--	5,731	3.6	103	155
436+36	-	447+00	MED	CTH KR	--	2,666	1.7	48	72
STAGE 3 SUBTOTAL					--	15,729	9.9	283	425
UNDISTRIBUTED					15,000	7,595	4.8	137	206
PROJECT 3763-00-73 TOTAL					15,000	83,541	52.7	1,505	2,261

TOPSOIL SPECIAL

STATION	TO	STATION	OFFSET	LOCATION	SPV.0180.001 TOPSOIL SPECIAL SY
STAGE 1					
383+00	-	410+30	LT	CTH KR	15,394
410+98	-	435+25	LT	CTH KR	9,614
436+01	-	447+00	LT	CTH KR	4,527
STAGE 1 SUBTOTAL					29,535
STAGE 2					
383+00		384+60	RT	CTH KR	676
384+75	-	390+11	RT	CTH KR	3,098
390+23	-	410+55	RT	CTH KR	12,105
410+85	-	422+53	RT	CTH KR	5,915
422+65	-	424+12	RT	CTH KR	649
424+30	-	429+27	RT	CTH KR	1,938
429+42	-	430+96	RT	CTH KR	492
431+19	-	434+64	RT	CTH KR	1,118
434+76	-	435+96	RT	CTH KR	456
436+08	-	447+00	RT	CTH KR	4,235
STAGE 2 SUBTOTAL					30,682
STAGE 3					
383+00	-	407+45	MED	CTH KR	7,332
413+93	-	432+71	MED	CTH KR	5,731
436+36	-	447+00	MED	CTH KR	2,666
STAGE 3 SUBTOTAL					15,729
WORK BEYOND SLOPE INTERCEPT					7,595
PROJECT 3763-00-73 TOTAL					83,541

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES

LOCATION	632.9101 LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES EACH
UNDISTRIBUTED	9
PROJECT 3763-00-73 TOTAL	9

3

EROSION CONTROL

STATION	OFF	LOCATION	623.0200 DUST CONTROL SURFACE TREATMENT SY	628.1104 EROSION BALES EACH	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECK EACH	628.7570 ROCK BAGS EACH	628.7560 TRACKING PADS EACH	SPV.0060.002 TEMPORARY STONE DITCH CHECKS EACH	SPV.0060.003 SAND BAGS EACH	SPV.0060.004 TEMPORARY SEDIMENT TRAPS EACH	SPV.0060.005 EROSION CONTROL FILTER BAGS EACH	SPV.0090.001 HEAVY DUTY SILT FENCE LF
STAGE 1																	
383+00 - 387+06	LT	CTH KR	--	--	406	406	--	--	--	--	--	--	--	--	--	--	--
387+06 - 389+86	LT	CTH KR	--	--	0	0	--	--	--	--	--	--	--	--	--	--	280
389+86 - 394+17	LT	CTH KR	--	--	430	430	--	--	--	--	--	--	--	--	--	--	--
394+17 - 395+63	LT	CTH KR	--	--	--	--	--	--	--	--	--	--	--	--	--	--	190
394+91	RT	CTH KR	--	--	--	--	--	--	--	3	--	--	--	--	--	--	--
403+93 - 405+55	LT	CTH KR	--	--	--	--	--	--	--	--	--	--	--	--	--	--	167
405+55 - 410+00	LT	CTH KR	--	--	455	455	--	--	--	--	--	--	--	--	--	--	--
410+67	LT	CTH KR	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--
411+28 - 435+20	LT	CTH KR	--	--	2400	2400	--	--	--	--	--	--	--	--	--	--	--
435+68	LT	CTH KR	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--
436+07 - 441+58	LT	CTH KR	--	--	570	570	--	--	--	--	--	--	--	--	--	--	--
442+11 - 447+00	LT	CTH KR	--	--	510	510	--	--	--	--	--	--	--	--	--	--	--
STAGE 1 SUBTOTAL			--	--	4,771	4,771	--	--	--	3	--	2	--	--	--	--	637

CONTINUED ON NEXT PAGE

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

EROSION CONTROL

STATION	OFF	LOCATION	623.0200 DUST CONTROL SURFACE TREATMENT SY	628.1104 EROSION BALES EACH	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECK EACH	628.7570 ROCK BAGS EACH	628.7560 TRACKING PADS EACH	SPV.0060.002 TEMPORARY STONE DITCH CHECKS EACH	SPV.0060.003 SAND BAGS EACH	SPV.0060.004 TEMPORARY SEDIMENT TRAPS EACH	SPV.0060.005 EROSION CONTROL FILTER BAGS EACH	SPV.0090.001 HEAVY DUTY SILT FENCE LF
STAGE 2																	
22+60 - 25+05	LT	100TH AVE	--	--	254	254	--	--	--	--	--	--	--	--	--	--	--
22+60 - 24+00	RT	100TH AVE	--	--	138	138	--	--	--	--	--	--	--	--	--	--	--
24+00 - 25+05	RT	100TH AVE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	110
383+00 - 384+59	RT	CTH KR	--	--	160	160	--	--	--	--	--	--	--	--	--	--	--
383+00 - 399+00	RT/LT	BIOSWALE	--	--	--	--	--	--	300	--	--	--	--	--	--	--	--
384+80 - 389+99	RT	CTH KR	--	--	523	523	--	--	--	--	--	--	--	--	--	--	--
390+26 - 393+27	RT	CTH KR	--	--	--	--	--	--	--	--	--	--	--	--	--	--	301
393+27 - 410+20	RT	CTH KR	--	--	1695	1695	--	--	--	--	--	--	--	--	--	--	--
408+00	RT	CTH KR	--	--	--	--	--	--	--	2	--	--	--	--	--	--	--
409+96	RT	CTH KR	--	--	--	--	--	--	--	2	--	--	--	--	--	--	--
410+96 - 412+75	RT	CTH KR	--	--	--	--	--	--	--	--	--	--	--	--	--	--	160
410+99	RT	CTH KR	--	--	--	--	--	--	--	3	--	--	--	--	--	--	--
412+75 - 417+47	RT	CTH KR	--	--	473	473	--	--	--	--	--	--	--	--	--	--	--
417+47 - 419+85	RT	CTH KR	--	--	--	--	--	--	--	--	--	--	--	--	--	--	240
419+85 - 422+48	RT	CTH KR	--	--	265	265	--	--	--	--	--	--	--	--	--	--	--
421+47	RT	CTH KR	--	--	--	--	--	--	--	2	--	--	--	--	--	--	--
422+70 - 424+04	RT	CTH KR	--	--	135	135	--	--	--	--	--	--	--	--	--	--	--
424+00	RT	CTH KR	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--
424+38 - 427+69	RT	CTH KR	--	--	--	--	--	--	--	--	--	--	--	--	--	--	332
427+17	RT	CTH KR	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--
429+20	RT	CTH KR	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--
430+82	RT	CTH KR	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--
431+29 - 434+31	RT	CTH KR	--	--	--	--	--	--	--	--	--	--	--	--	--	--	303
435+83	RT	CTH KR	--	--	--	--	--	--	--	2	--	--	--	--	--	--	--
436+75	RT	CTH KR	--	--	--	--	--	--	--	2	--	--	--	--	--	--	--
437+74	RT	CTH KR	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--
436+65 - 447+00	RT	CTH KR	--	--	1040	1040	--	--	--	--	--	--	--	--	--	--	--
STAGE 2 SUBTOTAL			--	--	4,683	4,683	--	--	300	18	--	--	--	--	--	--	1,446
UNDISTRIBUTED			15,000	300	1,418	1,418	6	10	450	5	100	4	20	150	10	150	312
PROJECT 3763-00-73 TOTAL			15,000	300	10,872	10,872	6	10	750	26	100	6	20	150	10	150	2,395

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

3

PERMANENT SIGNING

SIGN #	SIGN CODE	SIGN SIZE IN		IN	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0618 POSTS WOOD 4X6-IN X 18 FT EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
P150	R2-1	30	X	36	7.50	--	--	1	--	SPEED LIMIT 45
P151	R2-1	30	X	36	7.50	--	--	1	--	SPEED LIMIT 45
P154	W3-3	36	X	36	--	--	9.00	1	--	TRAFFIC LIGHT AHEAD-TWO FLAGS
P155	W3-3	36	X	36	--	--	9.00	1	--	TRAFFIC LIGHT AHEAD-TWO FLAGS
P156	R6-2R	24	X	30	5.00	--	--	1	--	ONE WAY (ARROW)
P157	R6-2R	24	X	30	5.00	--	--	1	--	ONE WAY (ARROW)
P160	D1-65	138	X	30	28.75	--	--	2	--	WISCONN VALLEY WAY NEXT SIGNAL
P161	D1-65	138	X	30	28.75	--	--	2	--	WISCONN VALLEY WAY NEXT SIGNAL
P200	W3-3	36	X	36	--	--	9.00	1	--	TRAFFIC LIGHT AHEAD-TWO FLAGS
P201	W3-3	36	X	36	--	--	9.00	1	--	TRAFFIC LIGHT AHEAD-TWO FLAGS
P202	W23-2	36	X	36	--	--	9.00	1	--	NEW TRAFFIC PATTERN AHEAD-TWO FLAGS
P203	W23-2	36	X	36	--	--	9.00	1	--	NEW TRAFFIC PATTERN AHEAD-TWO FLAGS
P204	D1-65	78	X	30	16.25	--	--	2	--	100TH AVE NEXT SIGNAL
P205	D1-65	78	X	30	16.25	--	--	2	--	100TH AVE NEXT SIGNAL
P206	R3-20L	24	X	36	6.00	--	--	1	P207	BEGIN LEFT TURN LANE (ARROW)
P207	R5-1A	42	X	30	8.75	--	--	--	P206	WRONG WAY
P208	J4-1	36	X	54	13.50	--	--	1	--	WEST AND KR ASSEMBLY
P209	J4-1	36	X	54	13.50	--	--	1	--	WEST AND KR ASSEMBLY
P210	R2-1	30	X	36	7.50	--	--	1	--	SPEED LIMIT 45
P211	R2-1	30	X	36	7.50	--	--	1	--	SPEED LIMIT 45
P300	R6-2L	30	X	36	7.50	--	--	--	TRAFFIC SIGNAL	ONE WAY (ARROW)
P301	R4-7	24	X	30	5.00	--	--	--	TRAFFIC SIGNAL	KEEP RIGHT
P302	M1-94H	72	X	18	9.00	--	--	--	TRAFFIC SIGNAL	100TH AVE
P303	R5-1	36	X	36	9.00	--	--	--	TRAFFIC SIGNAL	DO NOT ENTER
P304	R5-1	36	X	36	9.00	--	--	--	TRAFFIC SIGNAL	DO NOT ENTER

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ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

PERMANENT SIGNING (CONTINUED)

SIGN #	SIGN CODE	SIGN SIZE IN		IN	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0618 POSTS WOOD 4X6-IN X 18 FT EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
P305	M1-94H	48	X	18	6.00	--	--	--	TRAFFIC SIGNAL	1ST STREET
P306	R1-1F	36	X	36	--	7.46	--	--	TRAFFIC SIGNAL	STOP SIGN FOLDING
P307	R2-1	24	X	30	5.00	--	--	1	--	SPEED LIMIT 55
P308	R4-7	24	X	30	5.00	--	--	1	P338, P340	KEEP RIGHT
P309	J1-1	24	X	39	6.50	--	--	1	--	JCT AND KR
P310	NOT USED				--	--	--	--	--	--
P311	W3-3	36	X	36	--	--	9.00	1	--	TRAFFIC LIGHT AHEAD-TWO FLAGS
P312	R3-20LL	24	X	36	6.00	--	--	1	--	BEGIN LEFT TURN LANE (ARROW)
P313	R5-1	36	X	36	9.00	--	--	--	TRAFFIC SIGNAL	DO NOT ENTER
P314	R5-1	36	X	36	9.00	--	--	--	TRAFFIC SIGNAL	DO NOT ENTER
P315	R1-1F	36	X	36	--	7.46	--	--	TRAFFIC SIGNAL	STOP SIGN FOLDING
P316	R6-2L	30	X	36	7.50	--	--	--	TRAFFIC SIGNAL	ONE WAY (ARROW)
P317	R4-7	24	X	30	5.00	--	--	--	TRAFFIC SIGNAL	KEEP RIGHT
P318	R3-20LL	24	X	36	6.00	--	--	1	--	BEGIN LEFT TURN LANE (ARROW)
P319	R1-1F	36	X	36	--	7.46	--	--	TRAFFIC SIGNAL	STOP SIGN FOLDING
P320	R5-1A	42	X	30	8.75	--	--	1	--	WRONG WAY
P321	R3-20L	24	X	36	6.00	--	--	1	--	BEGIN LEFT TURN LANE (ARROW)
P322	R2-1	30	X	36	7.50	--	--	1	--	SPEED LIMIT 45
P323	R2-1	30	X	36	7.50	--	--	1	--	SPEED LIMIT 45
P324	D1-65	78	X	30	16.25	--	--	2	--	100TH AVENUE NEXT SIGNAL
P325	R6-3	30	X	24	5.00	--	--	--	TRAFFIC SIGNAL	DIVIDED HIGHWAY
P326	W23-2	36	X	36	--	--	9.00	1	--	NEW TRAFFIC PATTERN AHEAD-TWO FLAGS
P327	W23-2	36	X	36	--	--	9.00	1	--	NEW TRAFFIC PATTERN AHEAD-TWO FLAGS
P328	W3-3	36	X	36	--	--	9.00	1	--	TRAFFIC LIGHT AHEAD-TWO FLAGS
P329	W3-3	36	X	36	--	--	9.00	1	--	TRAFFIC LIGHT AHEAD-TWO FLAGS
P330	D1-65	78	X	30	16.25	--	--	2	--	100TH AVE NEXT SIGNAL
P331	R1-1F	36	X	36	--	7.46	--	--	TRAFFIC SIGNAL	STOP SIGN FOLDING
P332	M1-94H	48	X	18	6.00	--	--	--	TRAFFIC SIGNAL	1ST STREET
P333	M1-94H	72	X	18	9.00	--	--	--	TRAFFIC SIGNAL	100TH AVENUE
P334	R1-1F	36	X	36	--	7.46	--	--	TRAFFIC SIGNAL	STOP SIGN FOLDING

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ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

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PERMANENT SIGNING (CONTINUED)

SIGN #	SIGN CODE	SIGN SIZE IN		IN	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0618 POSTS WOOD 4X6-IN X 18 FT EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
P335	R1-1F	36	X	36	--	7.46	--	--	TRAFFIC SIGNAL	STOP SIGN FOLDING
P336	J4-1	36	X	54	13.50	--	--	1	--	EAST AND KR
P337	J4-1	36	X	54	13.50	--	--	1	--	EAST AND KR
P338	R1-1F	36	X	36	--	7.46	--	--	P308, P340	FOLDING STOP
P339	R5-1	36	X	36	9.00	--	--	--	TRAFFIC SIGNAL	DO NOT ENTER
P340	R6-3	30	X	24	5.00	--	--	--	P308, P338	DIVIDED HIGHWAY
P341	R6-3	30	X	24	5.00	--	--	--	TRAFFIC SIGNAL	DIVIDED HIGHWAY
P342	W23-2	36	X	36	--	--	9.00	1	--	NEW TRAFFIC PATTERN AHEAD-TWO FLAGS
P400	R3-20L	24	X	36	6.00	--	--	1	--	BEGIN LEFT TURN LANE (ARROW)
P401	R2-1	30	X	36	7.50	--	--	1	--	SPEED LIMIT 45
P402	R2-1	30	X	36	7.50	--	--	1	--	SPEED LIMIT 45
P403	R1-1	36	X	36	7.46	--	--	1	P404, P411	STOP SIGN
P404	W4-4P	24	X	12	--	--	2.00	--	P403, P411	CROSS TRAFFIC DOES NOT STOP
P405	R4-7	24	X	30	5.00	--	--	1	--	KEEP RIGHT MEDIAN
P406	R1-1	36	X	36	7.46	--	--	1	P407, P412, P419	STOP SIGN
P407	W4-4P	24	X	12	--	--	2.00	--	P406, P412, P419	CROSS TRAFFIC DOES NOT STOP
P408	R6-2L	30	X	36	7.50	--	--	1	--	ONE WAY (ARROW)
P409	R4-7	24	X	30	5.00	--	--	1	--	KEEP RIGHT
P410	R5-1	36	X	36	9.00	--	--	1	--	DO NOT ENTER
P411	R6-3A	30	X	24	5.00	--	--	--	--	DIVIDED HIGHWAY
P412	R6-3A	30	X	24	5.00	--	--	--	--	DIVIDED HIGHWAY
P413	R5-1A	42	X	30	8.75	--	--	1	--	WRONG WAY
P414	R6-2R	24	X	30	5.00	--	--	1	--	ONE WAY (ARROW)
P415	R6-2R	24	X	30	5.00	--	--	1	--	ONE WAY (ARROW)
P416	R6-2R	24	X	30	5.00	--	--	1	--	ONE WAY (ARROW)

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ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

3

PERMANENT SIGNING (CONTINUED)

SIGN #	SIGN CODE	SIGN SIZE IN		IN	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0618 POSTS WOOD 4X6-IN X 18 FT EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
P417	R6-2R	24	X	30	5.00	--	--	1	--	ONE WAY (ARROW)
P418	R6-2R	24	X	30	5.00	--	--	1	--	ONE WAY (ARROW)
P419	R4-7	24	X	30	5.00	--	--	--	P406, P407, P412	KEEP RIGHT MEDIAN
P500	NOT USED				--	--	--	--	--	--
P501	J4-1	36	X	54	13.50	--	--	1	--	WEST AND KR
P502	J4-1	36	X	54	13.50	--	--	1	--	WEST AND KR
P503	J3-2	72	X	84	42.00	--	--	2	--	NORTH/SOUTH AND KR
P504	J3-2	72	X	84	42.00	--	--	2	--	NORTH/SOUTH AND KR
P505	W3-3	36	X	36	--	--	9.00	1	--	SIGNAL AHEAD-TWO FLAGS
P506	J1-1	36	X	57	14.25	--	--	1	--	JCT AND KR
P507	J1-1	36	X	57	14.25	--	--	1	--	JCT AND KR
P508	W3-3	36	X	36	--	--	9.00	1	--	SIGNAL AHEAD-TWO FLAGS
P509	R3-20L	24	X	36	6.00	--	--	1	--	BEGIN LEFT TURN LANE (ARROW)
P510	R2-1	30	X	36	7.50	--	--	1	--	SPEED LIMIT 45
P511	R2-1	30	X	36	7.50	--	--	1	--	SPEED LIMIT 45
PROJECT 3763-00-73 TOTAL					676.17	52.22	130.00	72		

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

3

REMOVING / MOVING SIGNS

SIGN #	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.2102 MOVING SIGNS TYPE II EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
R300	1	1	--	--	--	DOUBLE ARROW
M301	--	--	1	1	--	CLASS B HWY
R302	1	1	--	--	--	SPEED LIMIT 55
R303	1	1	--	--	--	STOP SIGN
R500	1	1	--	--	--	SIGNAL AHEAD
R501	1	1	--	--	R502	JCT
R502	1	--	--	--	R501	COUNTY H
PROJECT 3763-00-73	6	5	1	1		

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

3

TRAFFIC CONTROL

LOCATION	643.5000 TRAFFIC CONTROL EACH
PROJECT 3763-00-73	0.7
PROJECT 3763-00-73 TOTAL	0.7

TRAFFIC CONTROL

LOCATION	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	NUMBER OF CYCLES	NUMBER OF SIGNS
CTH KR	60	1	60
PROJECT 3763-00-73 TOTAL	60		

3

TRAFFIC CONTROL

STAGE	LOCATION	STAGE DURATION DAYS	643.0300 TRAFFIC CONTROL DRUMS EACH**	DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III EACH**	DAY	643.0500 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS EACH	643.0600 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES EACH	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH*	DAY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C EACH**	DAY
1	**STAGE 1A**	45										
	CTH KR		36	1,620	--	--	--	--	--	--	--	--
1B	**STAGE 1B**	100										
	CTH KR		--	--	27	2,700	--	--	54	5,400	--	--
2	**STAGE 2**	92										
	CTH KR		--	--	23	2,116	140	140	46	4,232	--	--
3	**STAGE 3**	15										
	CTH KR		188	2,820	32	480	--	--	64	960	30	450
5	**STAGE 5**	14										
	CTH KR		30	420	4	56	--	--	8	112	16	224
UNDISTRIBUTED				486		535	14	14		1,070		67
PROJECT 3763-00-73 TOTAL				5,346		5,887	154	154		11,774		741

**FOR INFORMATION ONLY

CONTINUED ON NEXT PAGE

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

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3

TRAFFIC CONTROL

STAGE	LOCATION	643.0900 TRAFFIC CONTROL SIGNS EACH**	643.0900 TRAFFIC CONTROL SIGNS DAY	643.1050 TRAFFIC CONTROL SIGNS PCMS EACH**	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY	646.9000 MARKING REMOVAL LINE 4-INCH EACH	646.9010 MARKING REMOVAL LINE WATER BLASTING 4-INCH EACH	646.9110 MARKING REMOVAL LINE WATER BLASTING 8-INCH EACH	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH WHITE LF	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH YELLOW LF	649.0205 TEMPORARY MARKING LINE PAINT 8-INCH LF	649.0805 TEMPORARY MARKING STOP LINE PAINT 18-INCH LF
1	**STAGE 1A**											
	CTH KR	4	180	--	--	--	--	--	--	--	--	--
1B	**STAGE 1B**											
	CTH KR	13	1,300	--	--	--	--	--	--	550	--	55
2	**STAGE 2**											
	CTH KR	23	2,116	--	--	--	--	--	11,258	17,328	1,400	--
3	**STAGE 3**											
	CTH KR	25	375	--	--	--	--	--	5,900	6,050	3,050	--
5	**STAGE 5**											
	CTH KR	24	336	--	--	--	--	--	--	--	--	--
UNDISTRIBUTED			431	1	14	5,000	46,000	5,000	1,716	2,393	445	6
PROJECT 3763-00-73 TOTAL			4,738		14	5,000	46,000	5,000	45,195		4,895	61

**FOR INFORMATION ONLY

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

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PAVEMENT MARKINGS

STATION	TO	STATION	OFFSET	LOCATION	646.1020 MARKING LINE EPOXY 4-INCH WHITE LF	646.1020 MARKING LINE EPOXY 4-INCH YELLOW LF	646.1040 MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH WHITE LF	646.3040 MARKING LINE GROOVED WET 8-INCH SOLID LF	646.3040 MARKING LINE GROOVED WET 8-INCH SKIP LF	646.5020 MARKING ARROW EPOXY EACH	646.5120 MARKING WORD EPOXY ONLY EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	646.8120 MARKING CURB EPOXY LF	646.8220 MARKING ISLAND NOSE EPOXY EACH	SPV.0090.006 COLD WEATHER MARKING EPOXY 4-INCH LF	SPV.0090.007 COLD WEATHER MARKING EPOXY 8-INCH LF	REMARKS
22+60	-	25+08	LT	100TH AVE	235	--	--	--	--	--	--	--	--	--	--	--	--	--	
22+60	-	25+08	RT	100TH AVE	235	--	--	--	--	--	--	--	--	--	--	--	--	--	
22+60	-	25+32	RT/LT	100TH AVE	--	545	--	--	--	--	--	--	--	--	--	--	--	--	DOUBLE YELLOW
27+23	-	27+28	LT	100TH AVE	--	--	--	--	--	--	--	--	--	--	5	--	--	--	
27+23	-	27+28	RT	100TH AVE	--	--	--	--	--	--	--	--	--	--	5	--	--	--	
383+00	-	410+07	LT	CTH KR	2708	--	--	--	--	--	--	--	--	--	--	--	--	--	
383+00	-	409+82	LT	CTH KR	--	2683	--	--	--	--	--	--	--	--	--	--	--	--	
383+00	-	410+07	LT	CTH KR	--	--	1355	--	--	--	--	--	--	--	--	--	--	--	SKIPS BETWEEN LANES
383+00	-	410+03	RT	CTH KR	2704	--	--	--	--	--	--	--	--	--	--	--	--	--	
383+00	-	409+82	RT	CTH KR	--	2683	--	--	--	--	--	--	--	--	--	--	--	--	
383+00	-	410+07	RT	CTH KR	--	--	1355	--	--	--	--	--	--	--	--	--	--	--	SKIPS BETWEEN LANES
405+10	-	406+53	RT	CTH KR	--	--	--	--	36	--	--	--	--	--	--	--	--	--	
405+91	-	410+03	RT	CTH KR	--	--	--	413	--	--	--	--	--	--	--	--	--	--	
405+91	-	407+58	RT	CTH KR	--	--	--	168	--	--	--	--	--	--	--	--	--	--	
406+53	-	410+03	RT	CTH KR	--	--	--	350	--	--	--	--	--	--	--	--	--	--	
406+73			RT	CTH KR	--	--	--	--	--	1	--	--	--	--	--	--	--	--	
409+09			RT	CTH KR	--	--	--	--	--	--	1	--	--	--	--	--	--	--	
409+50			RT	CTH KR	--	--	--	--	--	1	--	--	--	--	--	--	--	--	
409+77	-	410+00	LT	CTH KR	--	--	--	--	--	--	--	--	--	--	23	--	--	--	
409+77	-	410+00	RT	CTH KR	--	--	--	--	--	--	--	--	--	--	24	--	--	--	
410+03			RT	CTH KR	--	--	--	--	--	--	--	12	--	--	--	--	--	--	
410+03			RT	CTH KR	--	--	--	--	--	--	--	48	--	--	--	--	--	--	
410+07			LT	CTH KR	--	--	--	--	--	--	--	--	--	68	--	--	--	--	
410+07			MED	CTH KR	--	--	--	--	--	--	--	--	--	--	--	1	--	--	
410+07			RT	CTH KR	--	--	--	--	--	--	--	--	--	48	--	--	--	--	
410+17			LT	CTH KR	--	--	--	--	--	--	--	--	--	73	--	--	--	--	
410+17			RT	CTH KR	--	--	--	--	--	--	--	--	--	49	--	--	--	--	
410+33	-	411+06	LT	CTH KR	--	--	--	--	--	--	--	--	--	74	--	--	--	--	
410+35	-	411+00	LT	CTH KR	--	--	--	--	--	--	--	--	--	66	--	--	--	--	
410+35	-	410+59	LT	CTH KR	--	--	--	--	--	--	--	25	--	--	--	--	--	--	
410+36	-	410+92	RT	CTH KR	--	--	--	--	--	--	--	--	--	56	--	--	--	--	
410+45	-	410+86	RT	CTH KR	--	--	--	--	--	--	--	--	--	41	--	--	--	--	
410+65			LT	CTH KR	--	--	--	--	--	--	--	--	--	--	--	1	--	--	100TH AVE NORTH APPROACH
410+68	-	410+91	RT	CTH KR	--	--	--	--	--	--	--	17	--	--	--	--	--	--	100TH AVE
411+26			LT	CTH KR	--	--	--	--	--	--	--	--	--	54	--	--	--	--	
411+26			RT	CTH KR	--	--	--	--	--	--	--	--	--	64	--	--	--	--	
411+36			LT	CTH KR	--	--	--	--	--	--	--	--	--	50	--	--	--	--	
411+36	-	436+46	RT	CTH KR	2510	--	--	--	--	--	--	--	--	--	--	--	--	--	
411+36	-	435+32	RT	CTH KR	--	--	1198	--	--	--	--	--	--	--	--	--	--	--	SKIPS BETWEEN LANES
411+36			RT	CTH KR	--	--	--	--	--	--	--	--	--	64	--	--	--	--	
411+37			MED	CTH KR	--	--	--	--	--	--	--	--	--	--	--	1	--	--	
411+40	-	435+00	LT	CTH KR	--	--	1196	--	--	--	--	--	--	--	--	--	--	--	SKIPS BETWEEN LANES
411+40			LT	CTH KR	--	--	--	--	--	--	--	13	--	--	--	--	--	--	
411+40			LT	CTH KR	--	--	--	--	--	--	--	49	--	--	--	--	--	--	
411+40	-	414+90	LT	CTH KR	--	--	--	350		--	--	--	--	--	--	--	--	--	
411+40	-	434+55	LT	CTH KR	2316	--	--	--	--	--	--	--	--	--	--	--	--	--	
411+40	-	415+49	LT	CTH KR	--	--	--	409	--	--	--	--	--	--	--	--	--	--	
413+81	-	415+49	LT	CTH KR	--	--	--	169	--	--	--	--	--	--	--	--	--	--	
411+44	-	411+64	LT	CTH KR	--	--	--	--	--	--	--	--	--	--	23	--	--	--	
411+44	-	411+64	RT	CTH KR	--	--	--	--	--	--	--	--	--	--	23	--	--	--	

CONTINUED ON NEXT PAGE

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

PAVEMENT MARKINGS (CONTINUED)

STATION	TO STATION	OFFSET	LOCATION	646.1020 MARKING LINE EPOXY 4-INCH WHITE LF	646.1020 MARKING LINE EPOXY 4-INCH YELLOW LF	646.1040 MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH WHITE LF	646.3040 MARKING LINE GROOVED WET 8-INCH SOLID LF	646.3040 MARKING LINE GROOVED WET 8-INCH SKIP LF	646.5020 MARKING ARROW EPOXY EACH	646.5120 MARKING WORD EPOXY ONLY EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	646.8120 MARKING CURB EPOXY LF	646.8220 MARKING ISLAND NOSE EPOXY EACH	SPV.0090.006 COLD WEATHER MARKING EPOXY 4-INCH LF	SPV.0090.007 COLD WEATHER MARKING EPOXY 8-INCH LF	REMARKS
411+61	- 435+06	LT	CTH KR	--	2346	--	--	--	--	--	--	--	--	--	--	--	--	
411+61	- 435+06	RT	CTH KR	--	2346	--	--	--	--	--	--	--	--	--	--	--	--	
411+95		LT	CTH KR	--	--	--	--	--	1	--	--	--	--	--	--	--	--	
412+35		LT	CTH KR	--	--	--	--	--	--	1	--	--	--	--	--	--	--	
414+67		LT	CTH KR	--	--	--	--	--	1	--	--	--	--	--	--	--	--	
414+90	- 416+33	LT	CTH KR	--	--	--	--	36	--	--	--	--	--	--	--	--	--	
431+21	- 435+38	RT	CTH KR	--	--	--	841	--	--	--	--	168	--	--	--	--	--	TURN LANE
432+95		RT/LT	CTH KR	--	--	--	--	--	1	--	--	--	--	--	--	--	--	
434+42		RT/LT	CTH KR	--	--	--	--	--	--	1	--	--	--	--	--	--	--	
434+83		RT	CTH KR	--	--	--	--	--	1	--	--	--	--	--	--	--	--	
435+04	- 436+25	LT	CTH KR	--	--	--	--	--	--	--	--	--	122	--	--	--	--	
435+02	- 435+24	LT	CTH KR	--	--	--	--	--	--	--	--	--	--	23	--	--	--	
435+02	- 435+24	RT	CTH KR	--	--	--	--	--	--	--	--	--	--	23	--	--	--	
435+13	- 436+13	LT	CTH KR	--	--	--	--	--	--	--	--	--	100	--	--	--	--	
435+16	- 435+62	LT	CTH KR	--	--	--	--	--	--	--	46	--		--	--	--	--	
435+31		MED	CTH KR	--	--	--	--	--	--	--	--	--	--	--	1	--	--	
435+50		LT	CTH KR	33	--	--	--	--	--	--	--	--	--	--	--	--	--	
435+68		LT	CTH KR	--	--	--	--	--	--	--	--	--	--	--	1	--	--	EAST ACCESS MEDIAN
436+56	- 447+00	LT	CTH KR	1045	--	--	--	--	--	--	--	--	--	--	--	--	--	
436+56	447+00	RT	CTH KR	1045	--	--	--	--	--	--	--	--	--	--	--	--	--	
436+30		MED	CTH KR	--	--	--	--	--	--	--	--	--	--	--	1	--	--	
436+36	- 436+84	RT	CTH KR	--	--	--	--	--	--	--	--	--	--	40	--	--	--	
436+36	- 436+64	LT	CTH KR	--	--	--	--	--	--	--	--	--	--	19	--	--	--	
436+56	- 447+00	LT	CTH KR	--	1044	--	--	--	--	--	--	--	--	--	--	--	--	
436+56	- 447+00	LT	CTH KR	--	--	522	--	--	--	--	--	--	--	--	--	--	--	SKIPS BETWEEN LANES
436+56	- 439+85	LT	CTH KR	--	--	--	329	--	--	--	--	--	--	--	--	--	--	
436+56	- 447+00	RT	CTH KR	--	--	522	--	--	--	--	--	--	--	--	--	--	--	SKIPS BETWEEN LANES
436+46		LT	CTH KR	--	--	--	--	--	--	--	--	--	51	--	--	--	--	
436+46		RT	CTH KR	--	--	--	--	--	--	--	--	--	48	--	--	--	--	
436+56		LT	CTH KR	--	--	--	--	--	--	--	--	--	48	--	--	--	--	
436+56		RT	CTH KR	--	--	--	--	--	--	--	--	--	44	--	--	--	--	
436+78	- 447+00	RT	CTH KR	--	1023	--	--	--	--	--	--	--	--	--	--	--	--	
436+92		LT	CTH KR	--	--	--	--	--	1	--	--	--	--	--	--	--	--	
437+31		LT	CTH KR	--	--	--	--	--	--	1	--	--	--	--	--	--	--	
439+60		LT	CTH KR	--	--	--	--	--	1	--	--	--	--	--	--	--	--	
439+85	- 441+28	LT	CTH KR	--	--	--	--	36	--	--	--	--	--	--	--	--	--	
443+84	- 445+33	RT	CTH KR	--	--	--	--	38	--	--	--	--	--	--	--	--	--	
444+91	- 446+35	RT	CTH KR	--	--	--	--	36	--	--	--	--	--	--	--	--	--	
445+33	- 447+00	RT	CTH KR	--	--	--	167	--	--	--	--	--	--	--	--	--	--	
445+33	- 447+00	RT	CTH KR	--	--	--	167	--	--	--	--	--	--	--	--	--	--	
445+57		RT	CTH KR	--	--	--	--	--	2	--	--	--	--	--	--	--	--	
446+60		RT	CTH KR	--	--	--	--	--	1	--	--	--	--	--	--	--	--	
446+35	- 447+00	RT	CTH KR	--	--	--	65	--	--	--	--	--	--	--	--	--	--	
435+63		94' LT	CTH KR	--	--	--	--	--	--	--	--	--	--	5	--	--	--	
435+73		94' LT	CTH KR	--	--	--	--	--	--	--	--	--	--	5	--	--	--	
SUBTOTAL				12831	12670	6148	3428	182	11	4	210	168	1120	218	6	0	0	
UNDISTRIBUTED				0	0	0	0	0	0	0	0	0	0	0	0	6148	3610	
PROJECT 3763-00-73 TOTAL				25501		6148	3610		11	4	210	168	1120	218	6	6148	3610	

NOTE: UNDISTRIBUTED QUANTITIY USED AT THE DIRECTION OF THE ENGINEER FOR COLD WEATHER MARKINGS

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

3

SURVEY PROJECT

LOCATION	SPV.0105.001 SURVEY PROJECT 3763-00-73 LS
PROJECT 3763-00-73	1
PROJECT 3763-00-73 TOTAL	1

SECTION CORNER MONUMENTS

LOCATION	SPV.0060.010 SECTION CORNER MONUMENTS EA
PROJECT 3763-00-73	4
PROJECT 3763-00-73 TOTAL	4

3

SAWCUTS

STATION	OFFSET	LOCATION	690.0150 SAWING ASPHALT LF
STAGE 2			
22+60	RT/LT	100TH AVE	25
STAGE 2 SUBTOTAL			25
PROJECT 3763-00-73 TOTAL			25

PAVEMENT CLEANUP PROJECT

LOCATION	SPV.0075.001 PAVEMENT CLEANUP PROJECT 3763-00-73 HR
PROJECT 3763-00-73	60
PROJECT 3763-00-73 TOTAL	60

MOBILIZATIONS EMERGENCY PAVEMENT REPAIR

LOCATION	SPV.0060.009 MOBILIZATIONS EMERGENCY PAVEMENT REPAIR EA
PROJECT 3763-00-73	3
PROJECT 3763-00-73 TOTAL	3

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

3

CONNECT DRAIN TILE

LOCATION	SPV.0060.013 CONNECT DRAIN TILE EA	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	612.0212 PIPE UNDERDRAIN UNPERFORATED 12-INCH LF
UNDISTRIBUTED	20	400	5,000
PROJECT 3763-00-73 TOTAL	20	400	5,000

NOTE: ADDITIONAL STORM SEWER QUANTITY SHOWN ELSEWHERE IN THE PLANS

PIPE UNDERDRAIN

STATION	TO	STATION	OFFSET	LOCATION	SPV.0090.002 PIPE UNDERDRAIN 6-INCH SPECIAL LF
STAGE 1					
383+00	-	447+00	RT/LT	CTH KR	9950
STAGE 2 SUBTOTAL					9950
UNDISTRIBUTED					1,000
PROJECT 3763-00-73 TOTAL					10,950

NOTE: CONNECT PIPE UNDERDRAIN TO CURBLINE INLETS

3

REMOVAL AND DISPOSAL OF INVASIVE PLANT SPECIES

LOCATION	SPV.0170.001 REMOVAL AND DISPOSAL OF INVASIVE PLANT SPECIES STA
PROJECT 3763-00-73	15
PROJECT 3763-00-73 TOTAL	15

CONTROL OF WATER

LOCATION	SPV.0105.011 CONTROL OF WATER PROJECT 3763-00-73 LS
PROJECT 3763-00-73	1
PROJECT 3763-00-73 TOTAL	1

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

3

SUMMARY OF STATE FURNISHED MATERIALS - FOR INFORMATION ONLY

QUANTITY	UNIT	DESCRIPTION
1	EACH	TRAFFIC SIGNAL CONTROLLER WITH CO-PROCESSOR AND CABINET
2	EACH	POLES TYPE 10
2	EACH	POLES TYPE 12
1	EACH	MONOTUBE ARMS 20 FT
1	EACH	MONOTUBE ARMS 25 FT
2	EACH	MONOTUBE ARMS 45 FT
2	EACH	LUMINAIRE ARMS STEEL 15-FT
4	EACH	EVP DETECTOR HEAD WITH CONFIRMATION BEACONS (HEADS A, B, C, D)
3	EACH	RADAR DETECTOR UNIT - EXTENDED (RE1, RE2, RE3)
1	EACH	RADAR DETECTOR UNIT - MATRIX (RM1)
1	EACH	CELL MODEM
1	EACH	ETHERNET SWITCH

CONDUIT

FROM	TO	652.0225* CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235* CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF
CB1	PB1	--	48
PB1	PB2	--	28
PB2	PB3	--	84
PB3	PB4	--	170
PB4	PB5	--	120
PB5	PB6	--	48
PB6	PB7	32	--
PB6	PB8	--	104
PB8	PB9	--	168
PB9	PB10	--	72
PB10	PB11	--	72
PB11	PB12	--	204
PB12	PB13	--	120
PB13	PB14	14	--
PB13	PB15	--	48
PB15	PB16	--	104
PB16	PB17	--	94
PB17	CB1	--	30
	SUBTOTALS	46	1514

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

WISCONSIN
MATTHEW MAY
E-45043
BROOKEFIELD, WI
PROFESSIONAL ENGINEER
8/21/18

CTH KR & 100TH STREET / FOXCONN DRIVEWAY

ALL ITEMS ARE CATEGORY 3000 UNLESS OTHERWISE NOTED

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CONDUIT (CONT.)

FROM	TO	652.0225* CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235* CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF
PB1	SB1	12	--
PB3	SB2	--	6
PB3	SB3	27	--
PB4	SB4	23	--
PB5	SB5	24	--
PB6	SB6	7	--
PB8	SB7	--	8
PB8	SB8	29	--
PB9	SB9	21	--
PB11	SB10	--	12
PB11	SB11	23	--
PB12	SB12	38	--
PB14	SB13	24	--
PB15	SB14	19	--
PB16	SB15	--	27
PB16	SB16	37	--
	SUBTOTALS	284	53
	TOTALS	330	1567

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

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LOOP DETECTOR SCHEDULE

LOOP NUMBER	HOMERUN PB	STATION	LOCATION	SIZE (FT)X(FT)	NO. OF TURNS	PAVEMENT TYPE	SDD INSTALLATION REFERENCE	652.0800 CONDUIT LOOP DETECTOR LF	655.0700 LOOP DETECTOR LEAD IN CABLE LF	655.0800 LOOP DETECTOR WIRE LF
11	PB5	409+78.1	0.0'LT	6'X20'	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	72	234	226
12	PB5	410+06.1	0.0'LT	6'X20'	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	72	234	226
51	PB14	411+65.1	0.0'LT	6'X20'	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	72	164	226
52	PB14	411+37.1	0.0'LT	6'X20'	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	72	164	226
82	PB2	25+31.1	6.0'RT	6'X20'	3	HMA	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	80	47	250
83	PB2	25+03.1	6.0'RT	6'X20'	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	76	47	238
S1	PB7	409+50.0	48.0'LT	6'X6'	4	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	90	290	370
S2	PB7	409+50.0	36.0'LT	6'X6'	4	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	66	290	274
S3	PB7	409+50.0	24.0'LT	6'X6'	4	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	44	290	186
S4	PB3	25+00.0	7.0'LT	6'X10'	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	52	88	166
S5	PB16	411+73.0	48.0'RT	6'X6'	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	44	74	142
S6	PB16	411+73.0	36.0'RT	6'X6'	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	102	74	232
S7	PB15	411+73.0	24.0'RT	6'X6'	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	70	126	136
							TOTALS	912	2122	2898

** LOCATION IS TO FRONT CENTER OF DETECTOR LOOP

*** FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

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PULL BOXES STEEL

PULL BOX NO.	STATION	LOCATION	653.0135* PULL BOXES STEEL 24X36-INCH EACH	653.0140 PULL BOXES STEEL 24X42-INCH EACH
PB1	411+0.8	96.0'RT	--	1
PB2	25+11.1	20.8'RT	--	1
PB3	25+11.1	21.1'LT	--	1
PB4	409+82.1	72.0'RT	--	1
PB5	409+82.1	12.0'RT	--	1
PB6	409+82.1	12.0'LT	--	1
PB7	409+50	12.0'LT	1	--
PB8	409+82.1	64.0'LT	--	1
PB9	27+38.0	36.0'LT	--	1
PB10	27+38.0	0.0'LT	--	1
PB11	27+38.0	36.0'RT	--	1
PB12	411+75.0	72.0'LT	--	1
PB13	411+75.0	12.0'LT	--	1
PB14	411+61.1	12.0'LT	1	--
PB15	411+75.0	12.0'RT	--	1
PB16	411+75.0	64.0'RT	--	1
PB17	411+31.7	87.9'RT	--	1
			--	
		TOTALS	2	15

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

*** FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

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3

CONCRETE BASES

BASE NO.	STATION	LOCATION	654.0101 CONCRETE BASES TYPE 1 EACH	654.0102 CONCRETE BASES TYPE 2 EACH	654.0110 CONCRETE BASES TYPE 10 EACH	654.0113 CONCRETE BASES TYPE 13 EACH	654.0217 CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL EACH
CB1	411+20.0	94.0'RT	--	--	--	--	1
SB1	25+29.5	28.7'RT	1	--	--	--	--
SB2	25+4.0	22.7'LT	--	--	1	--	--
SB3	25+31.4	38.7'LT	1	--	--	--	--
SB4	410+05.5	74.0RT	1	--	--	--	--
SB5	410+05.6	12.0'RT	--	1	--	--	--
SB6	409+89.0	12.0'LT	1	--	--	--	--
SB7	409+89.0	68.0'LT	--	--	--	1	--
SB8	26+96.9	59.1'LT	1	--	--	--	--
SB9	27+17.8	40.2'LT	1	--	--	--	--
SB10	27+27.0	39.6'RT	--	--	1	--	--
SB11	27+17.6	46.5'RT	1	--	--	--	--
SB12	411+37.6	77.8'LT	1	--	--	--	--
SB13	411+37.6	12.0'LT	--	1	--	--	--
SB14	411+56.0	12.0'RT	1	--	--	--	--
SB15	411+48.0	68.0'RT	--	--	--	1	--
SB16	411+38.5	66.0'RT	1	--	--	--	--
		TOTALS	10	2	2	2	1

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE
*** FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

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CTH KR & 100TH STREET / FOXCONN DRIVEWAY

ALL ITEMS ARE CATEGORY 3000 UNLESS OTHERWISE NOTED

ABOVE GROUND TRAFFIC SIGNAL CABLE NO. 14

FROM	TO	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG LF	655.0240* CABLE TRAFFIC SIGNAL 7-14 AWG LF
SB1	HEAD 15	19	--
SB1	HEAD 19	19	--
SB1	HEAD 27	15	--
SB2	HEAD 20	42	--
SB3	HEAD 28	15	--
SB4	HEAD 1	19	--
SB4	HEAD 13	--	22
SB4	HEAD 21	15	--
SB5	HEAD 14	--	22
SB6	HEAD 5	--	22
SB7	HEAD 9	69	--
SB7	HEAD 10	57	--
SB7	HEAD 11	45	--
SB8	HEAD 22	15	--
SB9	HEAD 18	19	--
SB9	HEAD 23	15	--
SB10	HEAD 16	47	--
SB10	HEAD 17	19	--
SB11	HEAD 24	15	--
SB12	HEAD 6	--	22
SB12	HEAD 8	19	--
SB12	HEAD 25	15	--
SB13	HEAD 7	--	22
SB14	HEAD 12	--	22
SB15	HEAD 2	69	--
SB15	HEAD 3	57	--
SB15	HEAD 4	45	--
SB16	HEAD 26	15	--
	TOTAL	665	132

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

UNDERGROUND TRAFFIC SIGNAL CABLE NO. 14

FROM	TO	655.0240* CABLE TRAFFIC SIGNAL 7-14 AWG LF	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG LF	655.0270 CABLE TRAFFIC SIGNAL 15-14 AWG LF
CB1	SB1	--	50	--
CB1	SB2	137	--	--
CB1	SB3	158	--	--
CB1	SB4	--	--	255
CB1	SB5	332	--	--
CB1	SB6	355	--	--
CB1	SB7	424	--	--
CB1	SB8	445	--	--
CB1	SB9	--	527	--
CB1	SB10	414	--	--
CB1	SB11	425	--	--
CB1	SB12	--	--	322
CB1	SB13	262	--	--
CB1	SB14	187	--	--
CB1	SB15	127	--	--
CB1	SB16	137	--	--
	TOTALS	3403	577	577

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

CTH KR & 100TH STREET / FOXCONN DRIVEWAY

ALL ITEMS ARE CATEGORY 3000 UNLESS OTHERWISE NOTED

LIGHTING WIRE

FROM	TO	655.0320 CABLE TYPE UF 2-10 AWG GROUNDED LF	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF
CB1	SB2	137	--
SB2	LUMIN (1)	--	144
SB2	SB5	231	--
SB5	LUMIN (2)	--	234
CB1	SB13	262	--
SB16	LUMIN (2)	--	234
SB13	SB10	284	--
SB10	LUMIN (1)	--	144
	TOTALS	914	756

ELECTRICAL WIRE TRAFFIC SIGNALS

FROM	TO	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG LF
CB1	SB1	50
SB1	SB2	125
SB2	SB3	57
SB3	SB4	175
SB4	SB5	147
SB5	SB6	95
SB6	SB7	107
SB7	SB8	61
SB8	SB9	174
SB9	SB10	161
SB10	SB11	59
SB11	SB12	203
SB12	SB13	192
SB13	SB14	137
SB14	SB15	138
SB15	SB16	88
SB16	CB1	137
PB1	CB1	39
PB2	CB1	69
PB3	SB2	26
PB4	SB4	43
PB5	SB5	44
PB6	SB6	27
PB8	SB7	28
PB9	SB9	41
PB10	SB10	84
PB11	SB10	32
PB12	SB12	58
PB13	SB13	74
PB14	SB13	44
PB15	SB14	39
PB16	SB15	47
PB17	CB1	33
	TOTAL	2834

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.15_37600003-CTH-KR\t1\cds\030241_mq_sp.pdf
PLOT DATE : 8/20/2018 2:40:04 PM PLOT BY : HNTB PLOT NAME : 030241_mq_sp6 PLOT SCALE : 1:1

3

TRAFFIC SIGNAL EVP DETECTOR CABLE

FROM	TO	655.0210 CABLE TRAFFIC SIGNAL 3-14 AWG LF	655.0900 TRAFFIC SIGNAL EVP DETECTOR CABLE LF
CB1	SB2 (HEAD C)	197	197
CB1	SB7 (HEAD A)	499	499
CB1	SB10 (HEAD D)	474	474
CB1	SB15 (HEAD B)	202	202
	TOTALS	1372	1372

ELECTRICAL SERVICE METER BREAKER PEDESTAL
CTH KR & 100TH STREET / FOXCONN DRIVEWAY

BASE NO.	656.0200.301 ELECTRICAL SERVICE METER BREAKER PEDESTAL LS
CB1	1
TOTAL	1

***FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

3

CAST BASES, POLES, STANDARDS, MONOTUBE ARMS, PUSH BUTTONS, AND LUMINAIRES

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	657.0420 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
SB1	1	--	--	1	--	--	--
SB2	--	--	--	--	--	--	--
SB3	1	--	--	--	--	1	--
SB4	1	--	--	--	1	--	--
SB5	--	1	1	--	--	--	2
SB6	1	--	--	--	1	--	--
SB7	--	--	--	--	--	--	--
SB8	1	--	--	--	--	1	--
SB9	1	--	--	1	--	--	--
SB10	--	--	--	--	--	--	--
SB11	1	--	--	--	--	1	--
SB12	1	--	--	--	1	--	--
SB13	--	1	1	--	--	--	2
SB14	1	--	--	--	1	--	--
SB15	--	--	--	--	--	--	--
SB16	1	--	--	--	--	1	--
TOTALS	10	2	2	2	4	4	4

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.15_37600003-CTH-KR\t1\cds\030241_mq_sp.pdf

PLOT DATE : 8/21/2018 1:46:45 PM PLOT BY : HNTB PLOT NAME : 030241_mq_sp7 PLOT SCALE : 1:1

3

CAST BASES, POLES, MONOTUBE ARMS, PUSH BUTTONS, AND LUMINAIRES (CONT.)

SIGNAL BASE NO.	657.1350 INSTALL POLES TYPE 10 EACH	657.1355 INSTALL POLES TYPE 12 EACH	657.1520 INSTALL MONOTUBE ARMS 20-FT EACH	657.1525 INSTALL MONOTUBE ARMS 25-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	--
SB2	1	--	1	--	--	1	--	1
SB3	--	--	--	--	--	--	1	--
SB4	--	--	--	--	--	--	1	--
SB5	--	--	--	--	--	--	1	2
SB6	--	--	--	--	--	--	--	--
SB7	--	1	--	--	1	--	--	--
SB8	--	--	--	--	--	--	1	--
SB9	--	--	--	--	--	--	1	--
SB10	1	--	--	1	--	1	--	1
SB11	--	--	--	--	--	--	1	--
SB12	--	--	--	--	--	--	1	--
SB13	--	--	--	--	--	--	1	2
SB14	--	--	--	--	--	--	--	--
SB15	--	1	--	--	1	--	--	--
SB16	--	--	--	--	--	--	1	--
TOTALS	2	2	1	1	2	2	10	6

TRAFFIC SIGNAL AND PEDESTRIAN 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	SB4	1	--	--
2	SB15	1	--	--
3	SB15	1	--	--
4	SB15	1	--	--
5	SB6	--	1	--
6	SB12	--	1	--
7	SB13		1	--
8	SB12	1	--	--
9	SB7	1	--	--
10	SB7	1	--	--
11	SB7	1	--	--
12	SB14	--	1	--
13	SB4	--	1	--
14	SB5	--	1	--
15	SB1	1	--	--
16	SB10	1	--	--
17	SB10	1	--	--
18	SB9	1	--	--
19	SB1	1	--	--
20	SB2	1	--	--
21	SB4	--	--	1
22	SB8	--	--	1
23	SB9	--	--	1
24	SB11	--	--	1
25	SB12	--	--	1
26	SB16	--	--	1
27	SB1	--	--	1
28	SB3	--	--	1
	TOTALS	14	6	8

CTH KR & 100TH STREET / FOXCONN DRIVEWAY

ALL ITEMS ARE CATEGORY 3000 UNLESS OTHERWISE NOTED

3

SIGNAL MOUNTING HARDWARE
CTH KR & 100TH STREET / FOXCONN DRIVEWAY

LOCATION	658.5069.301 TRAFFIC SIGNAL MOUNTING HARDWARE LS
CTH KR & 100TH STREET / FOXCONN DRIVEWAY	1
TOTAL	1

3

TRANSPORT AND INSTALL STATE FURNISHED TRAFFIC SIGNAL CABINET
CTH KR & 100TH STREET / FOXCONN DRIVEWAY

LOCATION	SPV.0105.301 TRANSPORT AND INSTALL STATE FURNISHED TRAFFIC SIGNAL CABINET LS
CB1	1
TOTAL	1

TRANSPORT AND INSTALL STATE FURNISHED EMERGENCY VEHICLE PREEMPTION (EVP) DETECTOR HEADS WITH CONFIRMATION BEACONS
CTH KR & 100TH STREET / FOXCONN DRIVEWAY

LOCATION	SPV.0105.303 TRANSPORT AND INSTALL STATE FURNISHED EMERGENCY VEHICLE PREEMPTION (EVP) DETECTOR HEADS WITH CONFIRMATION BEACONS LS
CTH KR & 100TH STREET / FOXCONN DRIVEWAY	1
TOTAL	1

TRANSPORT AND INSTALL STATE FURNISHED RADAR DETECTION SYSTEM
CTH KR & 100TH STREET / FOXCONN DRIVEWAY

LOCATION	SPV.0105.302 TRANSPORT AND INSTALL STATE FURNISHED RADAR DETECTION SYSTEM LS
CTH KR & 100TH STREET / FOXCONN DRIVEWAY	1
TOTAL	1

TRANSPORT TRAFFIC SIGNAL AND INTERSECTION LIGHTING MATERIALS
CTH KR & 100TH STREET / FOXCONN DRIVEWAY

LOCATION	SPV.0105.304 TRANSPORT TRAFFIC SIGNAL AND INTERSECTION LIGHTING MATERIALS LS
CTH KR & 100TH STREET / FOXCONN DRIVEWAY	1
TOTAL	1

COMMUNICATION

ALL ITEMS ARE CATEGORY 3000 UNLESS OTHERWISE NOTED

3

3

CONDUIT

FROM	TO	652.0225* CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF
CB1 (S51-1471)	CV411	21
	TOTALS	21

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

ELECTRICAL WIRE TRAFFIC SIGNALS

FROM	TO	655.0510 ELECTRICAL WIRE TRAFFIC SIGNALS 12 AWG LF
CB1 (S51-1471)	CV411	44
	TOTAL	44



FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.15_37600003-CTH-KR\t1\cds\030242_mq_co.pdf

PLOT DATE : 8/20/2018 2:41:01 PM PLOT BY : HNTB PLOT NAME : 030242_mq_co1 PLOT SCALE : 1:1

ITS COMMUNICATION VAULTS

CATEGORY	ROADWAY	STATION	OFFSET	ITEM ID	673.0105 COMMUNICATION VAULT TYPE 1 EACH	673.0200 TRACER WIRE MARKER POSTS EACH
4000	CTH KR					
		388+99	73' RT	CV389	1	1
		402+02	73' RT	CV402	1	1
		409+77	74' RT	CV410	1	1
		411+15	74' RT	CV411	1	1
		424+01	74' RT	CV424	1	1
		436+99	73' RT	CV437	1	1
		446+97	73' RT	CV447	1	1
PROJECT 3763-00-73 TOTAL			TOTALS:		7	7

ITS CONDUIT

CATEGORY	ROADWAY	ITEM ID	LINEAR DISTANCE	671.0122 CONDUIT HDPE 2-DUCT 2-INCH LF	655.0510 ELECTRICAL WIRE TRAFFIC SIGNALS 12 AWG LF
4000	CTH KR				
		CV376 - CV389	600	600	609
		CV389 - CV402	1305	1,305	1,314
		CV402 - CV410	775	775	784
		CV410 - CV411	140	140	149
		CV411 - CV424	1290	1,290	1,299
		CV424 - CV437	1300	1,300	1,309
		CV437 - CV447	1000	1,000	1,009
PROJECT 3763-00-73 TOTAL		TOTALS		6,410	6,473

MISCELLANEOUS ITS ITEMS

CATEGORY	ITEM I.D.	670.0200.002 ITS DOCUMENTATION LS
4000	MISCELLANEOUS	1
PROJECT 3763-00-73 TOTAL		1

WISCONSIN
MARIA J. DONNELLY
E-37908
MILWAUKEE
WI
PROFESSIONAL ENGINEER

3

FILE NAME : \\minw00\pmwork\jobs\67321\WO_01_Local_Road_ITS\eng\030214_mq_fm.ppt PLOT DATE : 7/26/2018 8:02:41 PM PLOT BY : mdonnelly PLOT NAME : 030214_mq_fm PLOT SCALE : 1:1

LIGHTING AND MISCELLANEOUS - FINAL

CATEGORY	DESCRIPTION	LOCATION	653.0135* PULL BOXES STEEL 24x36- INCH EACH	654.0105* CONCRETE BASES TYPE 5 EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE (NOTE 1) EACH
5000	BASE KW-9	STA. 384+09.50, 0.0' LT	--	1	1
	BASE KW-10	STA. 389+21.65, 0.0' LT	--	1	1
	BASE KW-11	STA. 388+29.88, 0.0' LT	--	1	1
	BASE KW-12	STA. 390+46.09, 0.0' LT	--	1	1
	BASE KW-13	STA. 392+71.39, 0.0' LT	--	1	1
	BASE KW-14	STA. 394+85.63, 0.0' LT	--	1	1
	BASE KW-15	STA. 397+09.15, 0.0' LT	--	1	1
	BASE KW-16	STA. 399+49.35, 0.0' LT	--	1	1
	BASE KW-17	STA. 401+74.31, 0.0' LT	--	1	1
	BASE KW-18	STA. 404+05.64, 0.0' LT	--	1	1
	BASE KW-19	STA. 406+05.64, 6.37' LT	--	1	1
	BASE KW-20	STA. 408+05.68, 12.23' LT	--	1	1
	BASE KH-1	STA. 413+37.68, 11.84' RT	--	1	1
	BASE KH-2	STA. 415+37.64, 6.14' RT	--	1	1
	BASE KH-3	STA. 417+37.56, 0.0' LT	--	1	1
	BASE KH-4	STA. 419+75.98, 0.0' LT	--	1	1
	BASE KH-5	STA. 421+95.94, 0.0' LT	--	1	1
	BASE KH-6	STA. 424+21.95, 0.0' LT	--	1	1
	BASE KH-7	STA. 426+45.91, 0.0' LT	--	1	1
	BASE KH-8	STA. 428+65.54, 0.0' LT	--	1	1
	BASE KH-9	STA. 430+84.91, 7.44' LT	--	1	1
	BASE KH-10	STA. 433+03.49, 12.63' LT	--	1	1
	BASE KH-11	STA. 435+13.15, 13.00' LT	--	1	1
	PB-KH1	STA. 436+62.07, 8.18' LT	1	--	--
	BASE KH-12	STA. 437+41.16, 0.0' LT	--	1	1
	BASE KH-13	STA. 439+68.92, 0.0' LT	--	1	1
	BASE KH-14	STA. 441+96.97, 0.0' LT	--	1	1
	BASE KH-15	STA. 443+86.97, 6.16' LT	--	1	1
	BASE KH-16	STA. 445+86.97, 12.00' LT	--	1	1
5000		TOTALS	1	28	28

* = ADDITIONAL QUANTITIES SHOWN ELSEWHERE

NOTE

1. 1/8" ALUMINUM OR STEEL PLATE TO COVER THE TOP OPENING OF THE TRANSFORMER BASE. COVER TO BE BOLTED DOWN. COVER TO PREVENT WATER FROM ENTERING TRANSFORMER BASE. COST OF COVER IS INCIDENTAL TO THE COST OF THE TRANSFORMER BASE.

LIGHTING - WIRE AND CONDUIT - FINAL

CATEGORY	FROM	TO	652.0225* CONDUIT RIGID NONMETALLIC SCHEDULE 40 2 -INCH LF	652.0235* CONDUIT RIGID NONMETALLIC SCHEDULE 40 3 -INCH LF
5000	STUB	BASE KW-9	123	--
	BASE KW-9	BASE KW-10	232	--
	BASE KW-10	BASE KW-11	228	--
	BASE KW-11	BASE KW-12	239	--
	BASE KW-12	BASE KW-13	247	--
	BASE KW-13	BASE KW-14	237	--
	BASE KW-14	BASE KW-15	249	--
	BASE KW-15	BASE KW-16	263	--
	BASE KW-16	BASE KW-17	248	--
	BASE KW-17	BASE KW-18	251	--
	BASE KW-18	BASE KW-19	222	--
	BASE KW-19	BASE KW-20	211	--
	BASE KH-1	BASE KH-2	211	--
	BASE KH-2	BASE KH-3	217	--
	BASE KH-3	BASE KH-4	261	--
	BASE KH-4	BASE KH-5	243	--
	BASE KH-5	BASE KH-6	248	--
	BASE KH-6	BASE KH-7	246	--
	BASE KH-7	BASE KH-8	241	--
	BASE KH-8	BASE KH-9	241	--
	BASE KH-9	BASE KH-10	224	--
	BASE KH-10	BASE KH-11	215	--
	BASE KH-11	PB-KH1	--	155
	PB-KH1	BASE KH-12	108	--
	BASE KH-12	BASE KH-13	248	--
	BASE KH-13	BASE KH-14	250	--
	BASE KH-14	BASE KH-15	210	--
	BASE KH-15	BASE KH-16	210	--
	BASE KH-16	STUB	119	--
5000		TOTALS	6242	155

* = ADDITIONAL QUANTITIES SHOWN ELSEWHERE

3

7-26-2018

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
RC092617	4.00	7
CONSTRUCTION PROJECT NUMBER 3760-00-70		

PLAT OF RIGHT OF WAY REQUIRED FOR

CTH H

CTH KR TO BRAUN ROAD

CTH H — KENOSHA COUNTY & RACINE COUNTY

4

CONVENTIONAL ABBREVIATIONS

ACCESS RIGHTS	AR	POINT OF INTERSECTION	PI
ACRES	AC	PROPERTY LINE	PL
AHEAD	AH	PUBLIC ROAD ACCESS POINT	PRAP
ALUMINUM	ALUM	RECORDED AS	(100')
AND OTHERS	ET AL	REEL / IMAGE	R/I
BACK	BK	REFERENCE LINE	R/L
BLOCK	BLK	REMAINING	REM
CENTERLINE	C/L	RESTICTIVE DEVELOPMENT EASEMENT	RDE
CERTIFIED SURVEY MAP	CSM	RIGHT	RT
CONCRETE	CONC	RIGHT OF WAY	R/W
COUNTY	CO	SECTION	SEC
COUNTY TRUNK HIGHWAY	CTH	SEPTIC VENT	SEPV
DISTANCE	DIST	SQUARE FEET	SF
CORNER	COR	STATE TRUNK HIGHWAY	STH
DOCUMENT NUMBER	DOC	STATION	STA
EASEMENT	EASE	TELEPHONE PEDESTAL	TP
EXISTING	EX	TEMPORARY LIMITED EASEMENT	TLE
GAS VALVE	GV	TRANSPORTATION PROJECT PLAT	TPP
GRID NORTH	GN	UNITED STATES HIGHWAY	USH
HIGHWAY EASEMENT	HE	VOLUME	V
IDENTIFICATION	ID		
LAND CONTRACT	LC		
LEFT	LT		
MONUMENT	MON		
NATIONAL GEODETIC SURVEY NUMBER	NGS 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

CONVENTIONAL SYMBOLS

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

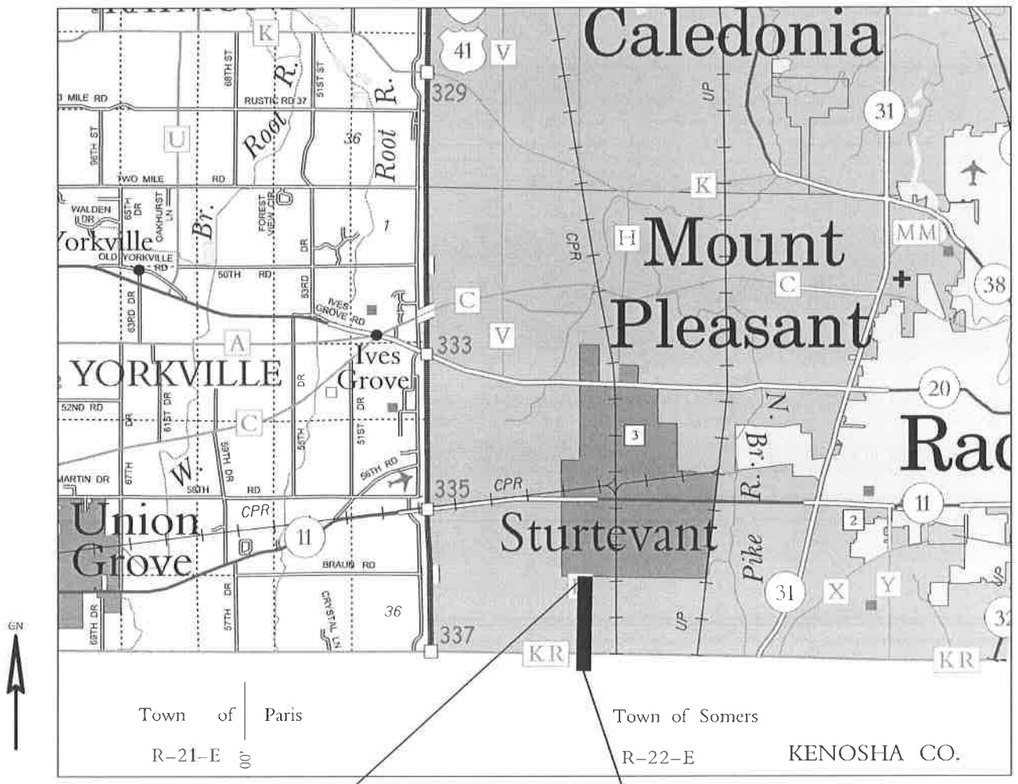
SECTION CORNER SYMBOL
SECTION CORNER MONUMENT
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN
OFF-PREMISE SIGN
ELECTRIC POLE
TELEPHONE POLE
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)
ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)
PARCEL NUMBER (25) UTILITY NUMBER (40)
PARALLEL OFFSETS

R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN IP (1-INCH UNLESS NOTED)

COMPENSABLE / NON-COMPENSABLE

CONVENTIONAL UTILITY SYMBOLS

WATER
GAS
TELEPHONE
OVERHEAD TRANSMISSION LINES
ELECTRIC
CABLE TELEVISION
FIBER OPTIC
SANITARY SEWER
STORM SEWER



BEGIN RELOCATION ORDER
1262.58 FEET SOUTH AND
18.53 FEET EAST OF THE
NORTHWEST CORNER OF
SEC. 5 T2N R22E
STA 790+50.38

END RELOCATION ORDER
0 FEET NORTH AND 0
FEET EAST OF THE
SOUTHEAST CORNER OF
SEC. 29 T3N R22E
STA 856+38.94

LAYOUT SCALE 0 0.50 MI.

THE NOTES,CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH RIGHT OF WAY PLAT FOR PROJECT RC092617.

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, RACINE COUNTY, NAD83(97), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

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

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

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

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

AN EASEMENT FOR HIGHWAY PURPOSES (HE), AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE.

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

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WAUKESHA.

PARCEL IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE SCHEDULE OF LANDS & INTERESTS REQUIRED.

EXISTING ACCESS CONTROL ALONG CTH H HAS BEEN ESTABLISHED FROM PREVIOUS PROJECT -NONE-

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: RECORD DEEDS, RACINE COUNTY PROJ. 61-72H.

REVISION DATE:
12/26/2017
2/13/2018
7/12/2018

VILLAGE OF MOUNT PLEASANT

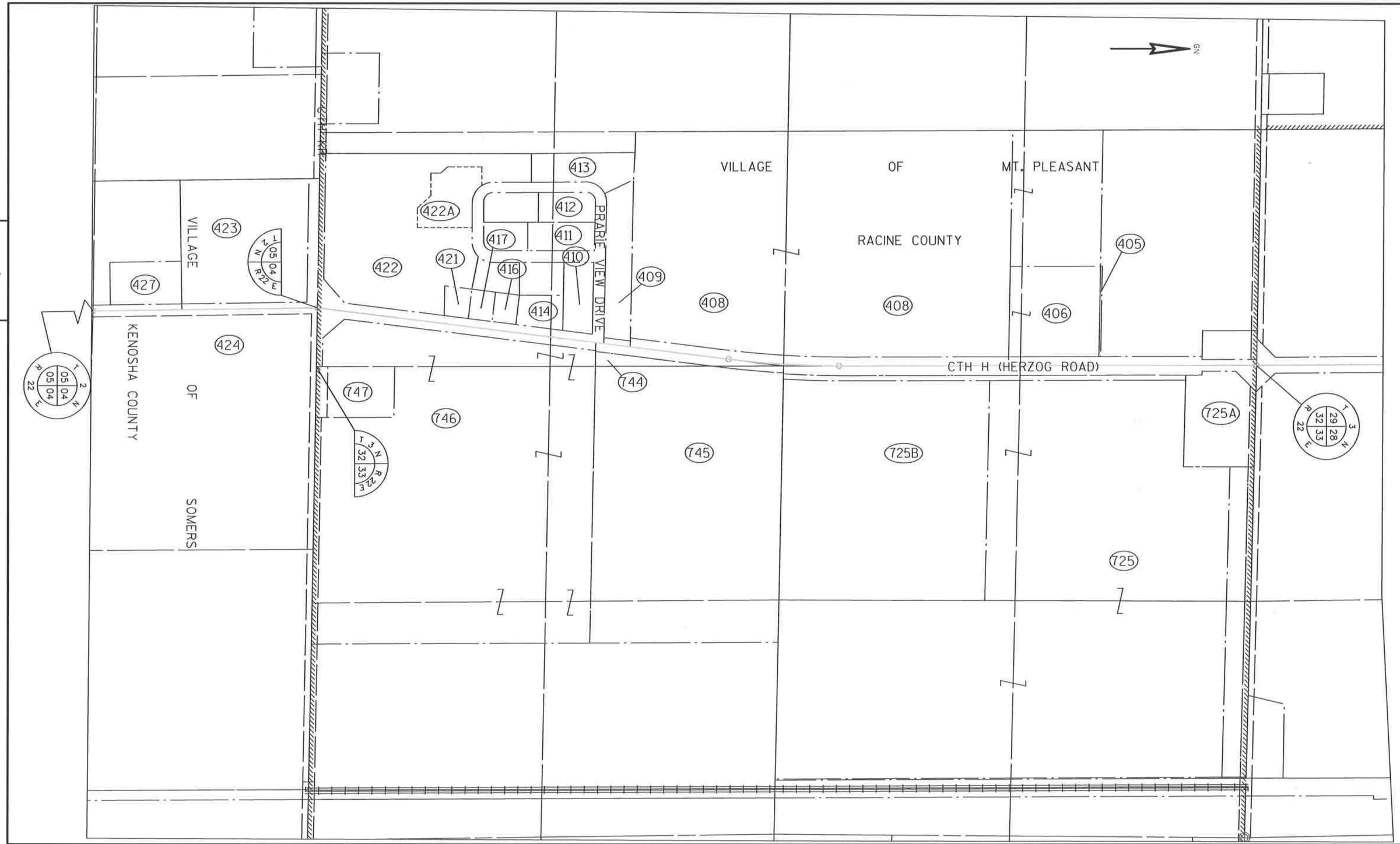
APPROVED BY:

DATE:_____

E

FILE NAME : T:\TADI\17082 PROJECT FLYING EAGLE\060 CAD\V - SURVEY\020 SURVEY DELIVERABLES (ALTA, CSM, PLAT TEXT)\RW PLATS\TRADITIONAL FORMAT\CTH H - SHIFTED EAST\CTH H TITLE SHEET.DWG LAYOUT NAME : TPP Title

PLOT DATE : 10/18/2017 PLOT BY : PLOT NAME : _____ APPRAISAL PLAT DATE : _____



REVISION DATE 12/26/2017 2/13/2018 7/12/2018	DATE 11/16/2017 GRID FACTOR N/A	SCALE, FEET 0 250 500	HWY: CTH H COUNTY: RACINE & KENOSHA	STATE R/W PROJECT NUMBER RC092617 CONSTRUCTION PROJECT NUMBER 3760-00-70	PLAT SHEET 4. 01 PS&E SHEET E

FILE NAME : CTH H LAYOUT SHEET.DWG
LAYOUT NAME - CTH H layout

PLOT DATE : 7/25/2018 1:46 PM PLOT BY : PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 75 03

SCHEDULE OF LANDS & INTERESTS REQUIRED

AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA BEING ACQUIRED.
*INDICATES COMPUTED AREA

PARCEL NUMBER	SHEET NUMBER	OWNER(S)	INTEREST REQUIRED	PARCEL AREA ACRES	T.L.E. AREA REQUIRED ACRES	P.L.E. AREA REQUIRED ACRES	R/W AREA REQUIRED NEW ACRES	R/W AREA REQUIRED EXISTING ACRES	R/W AREA REQUIRED TOTAL ACRES	PARCEL NUMBER
405***	4.05	VILLAGE OF MOUNT PLEASANT	FEE, AR, TLE	0.117	0.006	0.000	0.008	0.000	0.008	405
406***	4.05	VILLAGE OF MOUNT PLEASANT	FEE, AR, TLE	5.970	0.293	0.000	0.398	0.000	0.398	406
408***	4.05	VILLAGE OF MOUNT PLEASANT	FEE, AR, TLE	61.317*	1.230	0.000	1.664	0.000	1.664	408
409***	4.04	VILLAGE OF MOUNT PLEASANT	FEE	3.094	0.000	0.000	2.979	0.115	3.094	409
410***	4.04	VILLAGE OF MOUNT PLEASANT	FEE, AR, TLE	1.524	0.293	0.000	0.151	0.000	0.151	410
411***	4.04	VILLAGE OF MOUNT PLEASANT	AR, TLE	1.383	0.100	0.000	0.000	0.000	0.000	411
412	4.04	ADAM J HALL AND CHRISTY M HALL	AR, TLE	1.229	0.097	0.000	0.000	0.000	0.000	412
413***	4.04	VILLAGE OF MOUNT PLEASANT	FEE, AR, TLE	2.30	0.098	0.000	0.968	0.000	0.968	413
414***	4.04	VILLAGE OF MOUNT PLEASANT	FEE, AR, TLE	1.080	0.150	0.000	0.237	0.000	0.237	414
416***	4.04	VILLAGE OF MOUNT PLEASANT	FEE, AR, TLE	0.522	0.400	0.000	0.122	0.000	0.122	416
417***	4.04	VILLAGE OF MOUNT PLEASANT	FEE, AR, TLE	0.522	0.400	0.000	0.122	0.000	0.122	417
421***	4.04	VILLAGE OF MOUNT PLEASANT	FEE, AR, TLE	0.7200	0.436	0.000	0.124	0.000	0.124	421
422***	4.04	VILLAGE OF MOUNT PLEASANT	FEE, AR, TLE	13.062*	1.199	0.000	3.354	0.000	3.354	422
422A**	4.04	JOHN BAIETTO		2.196*	0.000	0.000	0.000	0.000	0.000	422A
423***	4.03	GITZLAFF PROPERTIES LLC	FEE, TLE	11.430	0.345	0.000	0.576	0.000	0.576	423
424***	4.03	GITZLAFF PROPERTIES LLC	FEE, PLE, TLE	151.500	2.740	0.732	1.892	2.787	4.679	424
427***	4.03	REVERE PROPERTIES	FEE, TLE	2.21	0.035	0.000	0.111	0.000	0.111	427
725***	4.05 & 4.06	VILLAGE OF MOUNT PLEASANT	FEE, AR, TLE	94.212	1.628	0.000	4.847	0.000	6.174	725
725A**	4.06	THOMAS W FLIESS	FEE	4.736	0.000	0.000	4.402	0.000	4.402	725A
725B***	4.05	ATC, LLC	FEE, AR, TLE	33.138	0.669	0.000	0.780	0.000	0.780	725B
744***	4.04	VILLAGE OF MOUNT PLEASANT	FEE, AR, TLE	0.638	0.169	0.000	0.413	0.000	0.413	744
745***	4.05	VILLAGE OF MOUNT PLEASANT	FEE, AR, TLE	37.988	0.445	0.000	0.424	0.000	0.424	745
746***	4.04	VILLAGE OF MOUNT PLEASANT	FEE, PLE, AR, TLE	60.017*	2.071	1.640	6.804	0.968	7.772	746
747	4.04	MICHAEL R & MARY JUDY SCHMIDT	FEE, AR, TLE	2.400*	0.000	0.000	2.477	0.430	2.907	747

4

REVISED: 12/26/17, 2/13/2018**, 7/12/2018***

DATE: 11/08/2017

HWY: CTH H

R/W PROJECT NO. RC092617

PLAT SHEET NO: 4.02

COUNTY: KENOSHA & RACINE

CONSTRUCTION PROJECT NO. 3760-00-70

300 E

FILE NAME : $$....designfile....$$

PLOT DATE: 9/26/2017 PLOT BY : ---- PLOT NAME : ---- PLOT SCALE: 1

Y = 164923.50
X = 604306.53
CONC. MON. W/
BRASS CAP

Y = 164918.10
X = 604638.46
CONC. MON. W/
BRASS CAP

T 3 N R 22 E
32 33

R 22 E 5 4 T 2 N

PLE FOR DRAINAGE

SLOPE INTERCEPT

TLE FOR GRADING

RACINE COUNTY
KENOSHA COUNTY
VILLAGE OF SOMERS

145 33 CTH KR

N89° 04' 04"W R.L. = C.L. CTH KR

Pt: 803+13.10

150 155 160 165 170

N89° 01' 22"W R.L. = C.L. CTH KR

S89° 01' 23"E R.L. = C.L. CTH KR

2357.27'

2356.40'

MATCH LINE STA 170+00
SEE DETAIL

143+06.67
83.00'

653.98'

60.03'

143.07'

33.02'

802+55.39
-75.00'

802+75.65
143.00'

153+53.84
82.99'

23'

50'

40'

N0° 50' 28"W
230.39'

N0° 50' 28"W
182.09'

800+93.57
143.00'

153+57.92
215.00'

Pt: 153+65.09

800+25.00
-75.00'

PARCEL 1
CSM 2427

1037.09'

800'

448.67'

143'

423

424

79B+60.00
143.00'

S89° 04' 04"E
175.08'

MATCH LINE STA 170+00

RACINE COUNTY
KENOSHA COUNTY

175

424

177+10.30
83.00'

50'

NE 1/4-NE 1/4

NW 1/4-NW 1/4

NE 1/4-NW 1/4

S89° 09' 39"W
23.02'

N3° 07' 54"W 474.83

S3° 07' 54"E 275.77

PARCEL 2
CSM 2427

33.00'

N89° 09' 28"E
12.00'

33.00'

S89° 09' 32"W
15.00'

792+75.00
-45.00'

792+76.00
48.00'

427

12'

12'

125.45'

126.00'

PARCEL 3
CSM 2427

791+49.55
-45.00'

224.62'

791+50.00
45.00'

225.62'

TLES FOR GRADING

BP: 790+50.38

1/16TH LINE

Y = 162398.34
X = 604343.60
CONC. MON. W/
BRASS CAP

T 2 N R 22 E
5 4
5 4

BEGIN RELOCATION ORDER
1262.58 FEET SOUTH AND
18.53 FEET EAST OF THE
NORTHEAST CORNER OF
SEC. 5 T2N R22E
STA 790+50.38

SE 1/4-NE 1/4

SW 1/4-NW 1/4

HIGHWAY	BASIS OF EXISTING RIGHT-OF-WAY	WIDTH	YEAR
CTH H	CSM 2427, SS 82.31(2)	33'	
CTH KR	CSM 2427, SS 82.31(2)	VARIES	

REVISION DATE
12/26/17
2/13/2018
7/12/2018

DATE 11/08/17

GRID FACTOR N/A

SCALE, FEET
0 100 200

HWY: CTH H

COUNTY: RACINE

STATE R/W PROJECT NUMBER RC092617

CONSTRUCTION PROJECT NUMBER 3760-00-70

PLAT SHEET 4.03

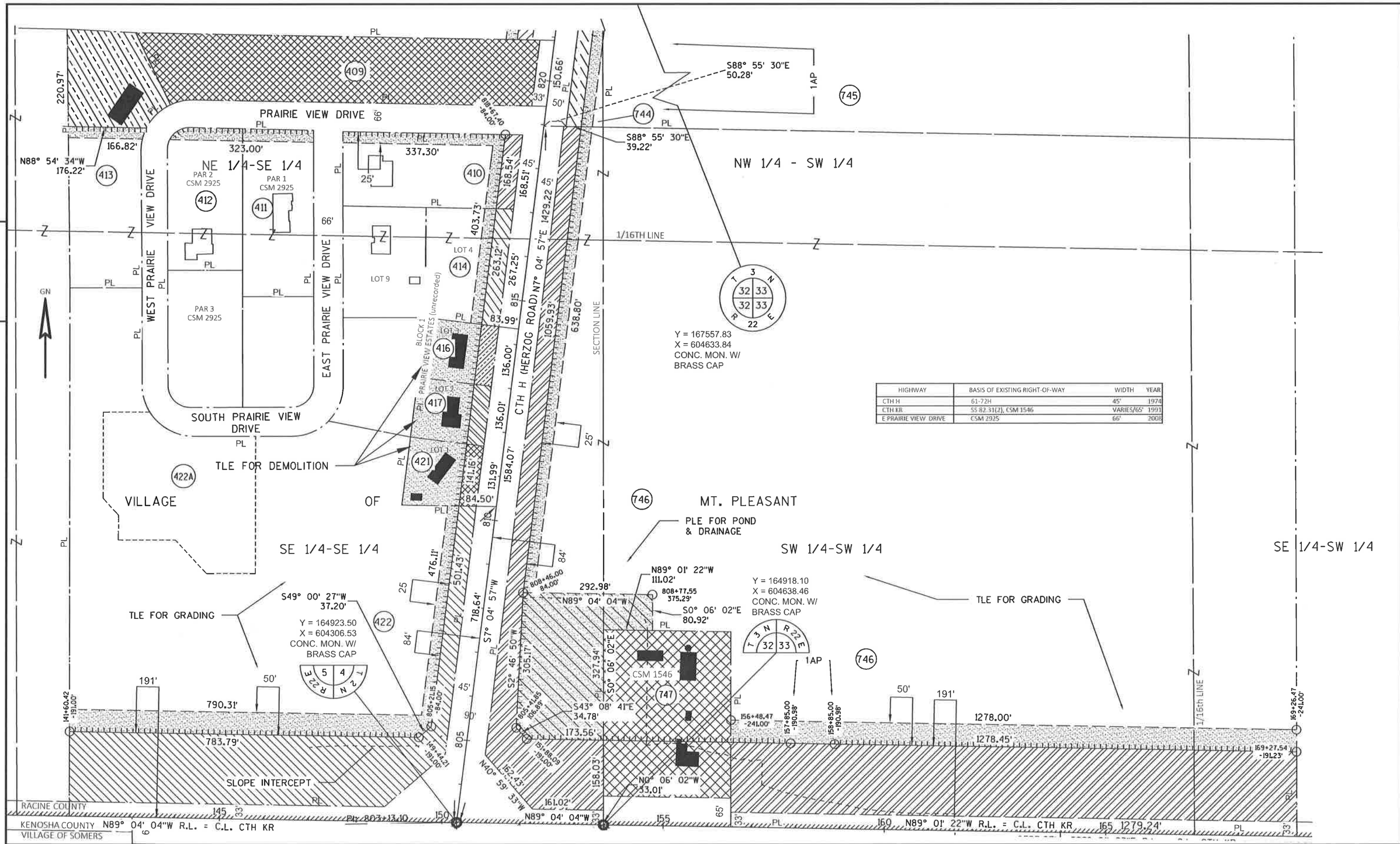
PS&E SHEET

E

FILE NAME : CTH H DETAIL SHEETS.DWG
LAYOUT NAME - 4.03 1 IN 200 FT

PLOT DATE : 7/25/2018 1:48 PM PLOT BY : PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 75



HIGHWAY	BASIS OF EXISTING RIGHT-OF-WAY	WIDTH	YEAR
CTH H	61-72H	45'	1974
CTH KR	SS 82.31(2), CSM 1546	VARIES/65'	1991
E PRAIRIE VIEW DRIVE	CSM 2925	66'	2008

REVISION DATE 12/26/17 2/13/2018 7/12/2018	DATE 11/08/17	SCALE, FEET 0 100 200	HWY: CTH H	STATE R/W PROJECT NUMBER RC092617
	GRID FACTOR N/A		COUNTY: RACINE	CONSTRUCTION PROJECT NUMBER 3760-00-70

PLAT SHEET 4.04

PS&E SHEET E

FILE NAME : CTH H DETAIL SHEETS.DWG
LAYOUT NAME - 4.04 1 IN 200 FT

PLOT DATE : 7/26/2018 9:33 AM PLOT BY : PLOT NAME : PLOT SCALE : ########## WISDOT/CADDS SHEET 75

4

4

HIGHWAY	BASIS OF EXISTING RIGHT-OF-WAY	WIDTH	YEAR
CTH H	CSM 3293	84'	2018
CTH H	61-72H	VARIES	1974
CTH H	CSM 1450	50'	1975

NE 1/4-SE 1/4

Y = 164918.10
X = 604638.46
CONC. MON. W/
BRASS CAP

TLE FOR GRADING

N88° 58' 54"W

1/4 SECTION LINE

SE 1/4-NE 1/4

Y = 167557.83
X = 604633.84
CONC. MON. W/
BRASS CAP

L=616.39, R=4916.00
LC=615.99
N03° 29' 26"E

60.76'

408

84'

826+53.80
-84.00'

826+53.80

832+80.73
-84.00'

832+80.73

N7° 04' 57"E 569.53

N7° 04' 57"E

825

50'

N7° 04' 57"E 747.72

N0° 06' 02"W

830

SECTION LINE

50'

55'

744

826+53.79
84.32'

39.09'

44.10'

832+80.73
84.00'

L=364.04, R=5779.58
LC=363.98
N05° 16' 50"E

745

L=637.46, R=5084.00
LC=637.04
N03° 29' 26"E

L=360.87, R=5438.96
LC=360.81
N01° 37' 55"E

L=315.62, R=5083.93
LC=315.57
N01° 40' 41"E

PI STA = 829+67.68
Y = 167557.830
X = 604633.837
DELTA = 7°11'03"
D = 1°08'45"
T = 313.87'
L = 626.93'
R = 5000.00'
PC STA = 826+53.80
PT STA = 832+80.73

NW 1/4-SW 1/4

1/4 SECTION LINE

PL

S88° 56' 48"E

SW 1/4-NW 1/4

408

25

N0° 06' 05"W 1477.36

835

840

CTH H (HERZOG ROAD)

N0° 06' 05"W 1669.48

25'

84'

2 UAPs

725B

TLE FOR GRADING

LOT 1
CSM 3693

VILLAGE OF MT. PLEASANT

PAR 2
CSM 1450

PL

NE 1/4-NE 1/4

405

PAR 1
CSM 1450

406

PL

PL

50'

510.00'

845

847+58.09
-84.00'

SECTION LINE

N0° 06' 05"W

55'

10' PUBLIC SEWER EASEMENT PER CSM 3293

70' TEMPORARY CONSTRUCTION
EASEMENT PER CSM 3293

2 APs

40' PUBLIC SEWER EASEMENT PER CSM 3293

70' TEMPORARY CONSTRUCTION
EASEMENT PER CSM 3293

PL

1/16TH LINE

NW 1/4-NW 1/4

725

LOT 2
CSM 3693

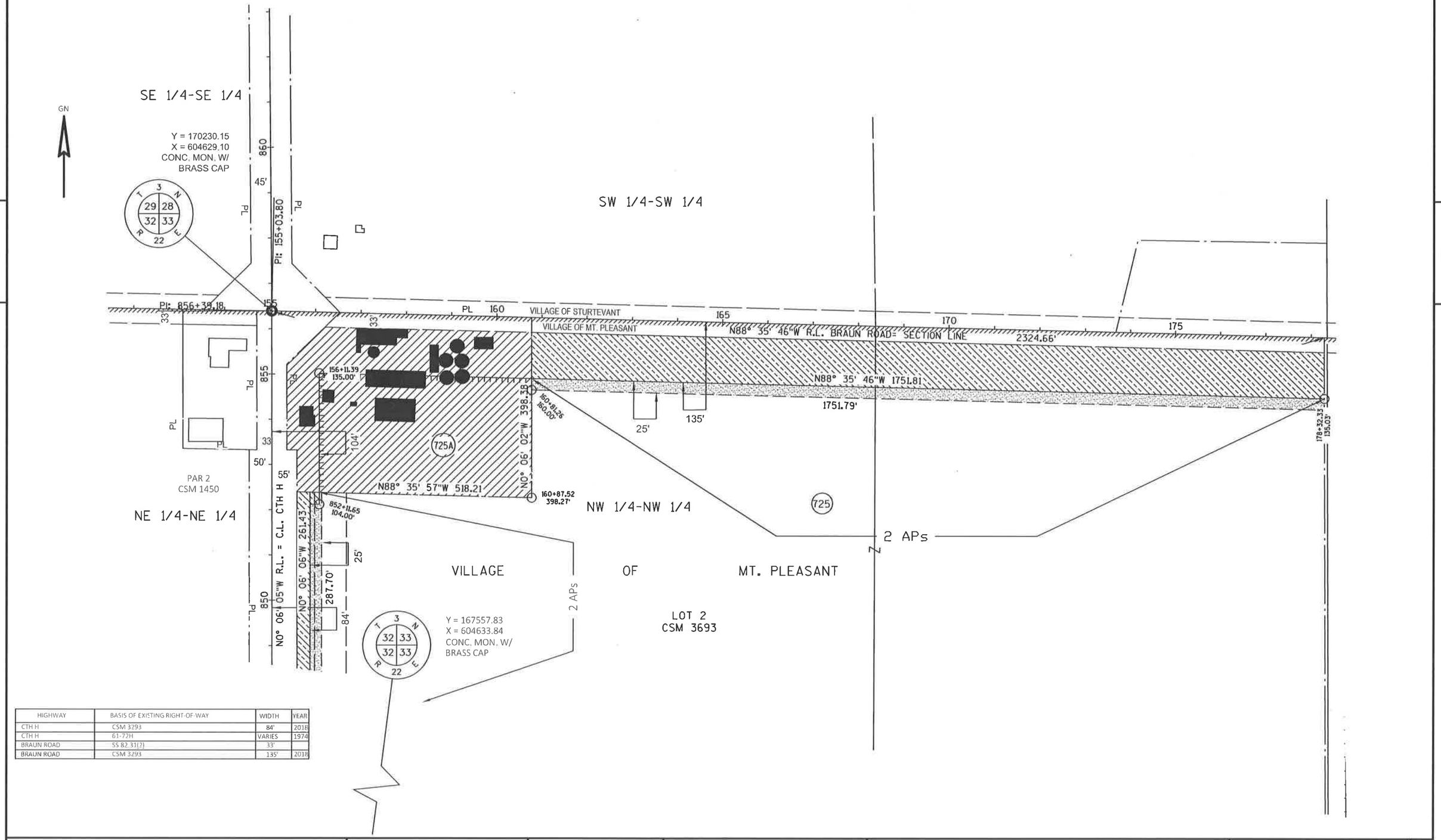
Y = 170230.15
X = 604629.10
CONC. MON. W/
BRASS CAP

REVISION DATE 12/26/17 2/13/2018 7/12/2018	DATE 11/08/17 GRID FACTOR N/A	SCALE, FEET 0 100 200	HWY: CTH H COUNTY: RACINE	STATE R/W PROJECT NUMBER RC092617 CONSTRUCTION PROJECT NUMBER 3760-00-70	PLAT SHEET 4.05 PS&E SHEET 303	E

FILE NAME : CTH H DETAIL SHEETS.DWG
LAYOUT NAME - 4.05 1 IN 200 FT

PLOT DATE : 7/25/2018 1:58 PM PLOT BY : PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 75



HIGHWAY	BASIS OF EXISTING RIGHT-OF-WAY	WIDTH	YEAR
CTH H	CSM 3293	84'	2018
CTH H	61-72H	VARIES	1974
BRAUN ROAD	SS 82.31(2)	33'	
BRAUN ROAD	CSM 3293	135'	2018

REVISION DATE			
12/26/17			
2/13/2018			
7/12/2018			

DATE 11/08/17	SCALE, FEET 0 100 200	HWY: CTH H	STATE R/W PROJECT NUMBER RC092617	PLAT SHEET 4.06	
GRID FACTOR N/A		COUNTY: RACINE	CONSTRUCTION PROJECT NUMBER 3760-00-70	PS&E SHEET	E

FILE NAME : CTH H DETAIL SHEETS.DWG
LAYOUT NAME - 4.06 1 IN 200 FT

PLOT DATE : 7/25/2018 2:00 PM PLOT BY : PLOT NAME : PLOT SCALE :

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
RC112117		
CONSTRUCTION PROJECT NUMBER 3763-00-73	4.00	7

PLAT OF RIGHT OF WAY REQUIRED FOR

CTH KR

I94 EAST FRONTAGE ROAD TO CTH H

CTH KR — KENOSHA COUNTY & RACINE COUNTY

3-22-2018

CONVENTIONAL ABBREVIATIONS

ACCESS RIGHTS	AR	POINT OF INTERSECTION	PI
ACRES	AC	PROPERTY LINE	PL
AHEAD	AH	PUBLIC ROAD ACCESS POINT	PRAP
ALUMINUM	ALUM	RECORDED AS	(100')
AND OTHERS	ET AL	REEL / IMAGE	R/I
BACK	BK	REFERENCE LINE	R/L
BLOCK	BLK	REMAINING	REM
CENTERLINE	C/L	RESTICTIVE DEVELOPMENT EASEMENT	RDE
CERTIFIED SURVEY MAP	CSM	RIGHT	RT
CONCRETE	CONC	RIGHT OF WAY	R/W
COUNTY	CO	SECTION	SEC
COUNTY TRUNK HIGHWAY	CTH	SEPTIC VENT	SEPV
DISTANCE	DIST	SQUARE FEET	SF
CORNER	COR	STATE TRUNK HIGHWAY	STH
DOCUMENT NUMBER	DOC	STATION	STA
EASEMENT	EASE	TELEPHONE PEDESTAL	TP
EXISTING	EX	TEMPORARY LIMITED EASEMENT	TLE
GAS VALVE	GV	TRANSPORTATION PROJECT PLAT	TPP
GRID NORTH	GN	UNITED STATES HIGHWAY	USH
HIGHWAY EASEMENT	HE	VOLUME	V
IDENTIFICATION	ID		
LAND CONTRACT	LC		
LEFT	LT		
MONUMENT	MON		
NATIONAL GEODETIC SURVEY NUMBER	NGS 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

CONVENTIONAL SYMBOLS

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

SECTION CORNER SYMBOL
SECTION CORNER MONUMENT
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN
OFF-PREMISE SIGN

R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN IP (1-INCH UNLESS NOTED)

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE		
TELEPHONE POLE		
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)		

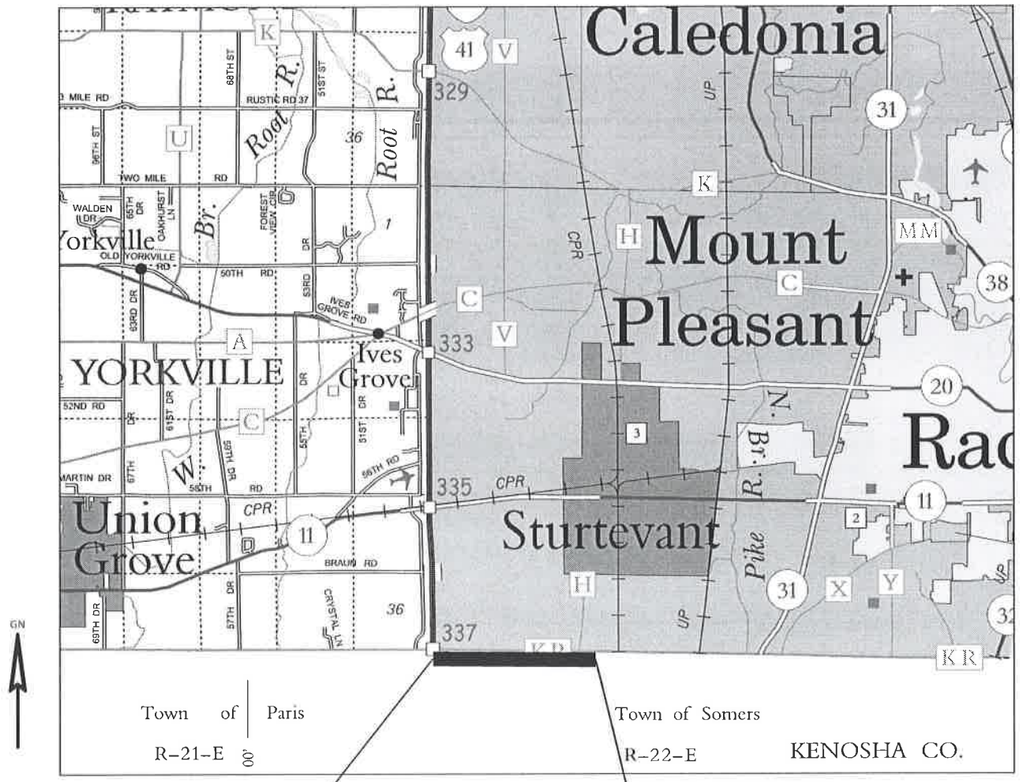
ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)

PARCEL NUMBER (25) UTILITY NUMBER (40)

PARALLEL OFFSETS

CONVENTIONAL UTILITY SYMBOLS

WATER
GAS
TELEPHONE
OVERHEAD TRANSMISSION LINES
ELECTRIC
CABLE TELEVISION
FIBER OPTIC
SANITARY SEWER
STORM SEWER



BEGIN RELOCATION ORDER
0 FEET SOUTH AND 0
FEET EAST OF THE
NORTHWEST CORNER OF
SEC. 6 T2N R22E
STA 48+80.42

END RELOCATION ORDER
0 FEET NORTH AND 0
FEET EAST OF THE
NORTHEAST CORNER OF
SEC. 5 T2N R22E
STA 150+33.32

LAYOUT SCALE 0 0.50 MI.

THE NOTES,CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH RIGHT OF WAY PLAT FOR PROJECT RC112117.

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, RACINE COUNTY, NAD83(97), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

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

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

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AN EASEMENT FOR HIGHWAY PURPOSES (HE), AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE.

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

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WAUKESHA.

PARCEL IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE SCHEDULE OF LANDS & INTERESTS REQUIRED.

EXISTING ACCESS CONTROL ALONG CTH KR HAS BEEN ESTABLISHED FROM PREVIOUS PROJECT 1035-03-20-4.03 & 4.04.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: RECORD DEEDS, CSMs.

REVISION DATE:	VILLAGE OF MOUNT PLEASANT
3/22/2018	APPROVED BY:
	DATE:_____

FILE NAME : I:\TADI\17082 PROJECT FLYING EAGLE\060 CAD\V - SURVEY\020 SURVEY DELIVERABLES (ALTA, CSM, PLAT TEXT)\RW PLATS\TRADITIONAL FORMAT\CTH KR\CTH KR TITLE SHEET.DWG PLOT DATE : 10/18/2017 PLOT BY : PLOT NAME : APPRAISAL PLAT DATE :
LAYOUT NAME: TPP Title

4

4

I-94 EAST FRONTAGE ROAD

VILLAGE OF MT. PLEASANT

CTH KR

RACINE COUNTY

KENOSHA COUNTY

CTH H (HERZOG ROAD)

113TH AVE

IDOTH AVE

VILLAGE OF SOMERS

GN

201 202 513 515 516 514 512 511 509 510 506 508 507 503 505 504 501 502 517 518 519 520 521 522 523 524 525 526 527 528 529 530 531 532

T 3 N R 22 E 31 32

T 3 N R 22 E 32 33

T 2 N R 22 E 36 31 01 06

T 2 N R 22 E 06 05

T 2 N R 22 E 05 04

REVISION DATE 3/22/2018	DATE 1/10/2018	SCALE, FEET 0 350 700	HWY: CTH KR	STATE R/W PROJECT NUMBER RC112117	PLAT SHEET 4.01
	GRID FACTOR N/A		COUNTY: KENOSHA & RACINE	CONSTRUCTION PROJECT NUMBER 3763-00-73	PS&E SHEET E

FILE NAME : CTH KR LAYOUT SHEET.DWG
LAYOUT NAME - KR layout

PLOT DATE : 3/22/2018 10:27 AM PLOT BY : PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 75

SCHEDULE OF LANDS & INTERESTS REQUIRED

AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA BEING ACQUIRED.
* INDICATES COMPUTED AREA

PARCEL NUMBER	SHEET NUMBER	OWNER(S)	INTEREST REQUIRED	PARCEL AREA ACRES	T.L.E. AREA REQUIRED ACRES	P.L.E. AREA REQUIRED ACRES	R/W AREA REQUIRED NEW ACRES	R/W AREA REQUIRED EXISTING ACRES	R/W AREA REQUIRED TOTAL ACRES	PARCEL NUMBER
201**	4.03	ANNA MARIE SAFRANSKY AND GEORGE L SAFRANSKY	FEE, AR, TLE	45.089**	0.233	0.000	6.455	0.000	6.455	201
202	4.03	GEORGE L SAFRANSKY & CYNTHIA A SAFRANSKY	FEE	1.000*	0.000	0.000	1.000	0.000	1.000	202
501	4.06	ANSELM J HARRISON REVOCABLE TRUST	FEE, AR, TLE	82.006*	1.192	0.000	3.764	0.786	4.550	501
502	4.06	BARBARA L SLIVON AND ROBERT A WINDLE	FEE	2.984*	0.000	0.000	2.681	0.303	2.984	502
503	4.05	BORZYNSKI BROS PROPERTIES	FEE, AR, TLE	89.190*	1.237	0.000	3.909	0.817	4.726	503
503/506A	4.05	BORZYNSKI BROS PROPERTIES	FEE, AR, TLE	9.608*	1.153	0.000	0.932	0.197	1.129	503/506A
504	4.05	WILL B WINCHESTER AND CAROLYN R WINCHESTER	FEE	3.301*	0.000	0.000	3.032	0.269	3.301	504
505	4.05	ROGER A STURYCZ	FEE	1.487*	0.000	0.000	1.366	0.121	1.487	505
506	4.05	BORZYNSKI BROTHERS PROPERTIES	FEE, AR, TLE	52.317*	1.004	0.000	2.088	0.436	2.524	506
507	4.05	BORZYNSKI BROTHERS PROPERTIES	FEE, AR, TLE	1.338*	0.479	0.000	0.443	0.092	0.535	507
508	4.05	EMULAN INC	FEE, AR, TLE	3.759*	1.445	0.000	1.335	0.000	1.335	508
509	4.04	BORZYNSKI BROTHERS PROPERTIES	FEE, AR, TLE	75.560*	0.963	0.000	3.044	0.637	3.681	509
510	4.04	TODD A KREMIS	FEE	5.005*	0.000	0.000	5.005	0.000	5.005	510
511**	4.04	WENDELL L PERKINS AND MARK T O'MEARA	FEE, AR, PLE, TLE	47.303*	0.835	0.120	3.051	0.000	3.051	511
512**	4.04	RICHARD S & CONSTANCE M RICHARDS REVOCABLE TRUST	FEE, AR, PLE, TLE	5.769*	1.638	0.053	1.249	0.000	1.249	512
513	4.03	ROSSI INVESTMENTS LLP	FEE, AR, TLE	140.102*	0.968	0.000	2.565	0.535	3.100	513
514	4.03	DONALD JOHN MERLOCK AND DONNA MERLOCK	FEE	2.060*	0.000	0.000	1.756	0.304	2.060	514
515**	4.03	TODD M BLODGETT	FEE	1.248*	0.000	0.000	1.248	0.000	1.248	515
516	4.03	WISCONSIN DEPARTMENT OF TRANSPORTATION	FEE	0.614*	0.000	0.000	0.614	0.000	0.614	516
517	4.06	ANSELM J HARRISON REVOCABLE TRUST	TLE	129.201*	1.036	0.000	0.000	0.684	0.684	517
518	4.06	DAVID P LEICHT AND ASHLEY M LEICHT	TLE	2.745*	0.234	0.000	0.000	0.000	0.000	518
519	4.06	JEFFERY A MICHAUD AND DEBRA L MICHAUD	TLE	4.997*	0.400	0.000	0.000	0.264	0.264	519
520	4.06	ROSSI INVESTMENTS LLP	TLE	33.578*	0.362	0.000	0.000	0.239	0.239	520
521**	4.05	ARNOLDO ARREDONDO AND KATHLEEN M FIFER	FEE, TLE	36.312*	1.474	0.000	0.045	1.155	1.200	521
522	4.05	ANSELM J HARRISON REVOCABLE TRUST	TLE	38.964*	1.486	0.000	0.000	1.006	1.006	522
523	4.04	OAKDALE ESTATES INC	TLE	7.361*	0.792	0.000	0.000	0.000	0.000	523
524	4.04	ROBERT J WILLKOMM AND SANDRA L WILLKOMM, TRUSTEES	TLE	37.080*	0.399	0.000	0.000	0.263	0.263	524
525	4.04	ROBERT J WILLKOMM AND SANDRA L WILLKOMM, TRUSTEES	TLE	3.006*	0.287	0.000	0.000	0.189	0.189	525
526	4.04	JAMES PETTY JR AND CASSIE K KONKOL	TLE	1.723*	0.132	0.000	0.000	0.000	0.000	526
527	4.04	DANIEL R CLOPE	TLE	0.812*	0.135	0.000	0.000	0.089	0.089	527
528**	4.04	KMAN LLC	TLE	6.644*	0.168	0.013	0.000	0.168/0.176 (PLE)	0.168	528
529	4.04	KENOSHA COUNTY	TLE	0.111*	0.048	0.035	0.000	0.020	0.020	529
530	4.04	OAKDALE ESTATES INC	TLE	66.240*	0.722	0.000	0.000	0.485	0.485	530
531	4.03	ERVIN E KOSER AND THERESA KOSER, TRUSTEE	TLE	6.510*	0.473	0.000	0.000	0.310	0.310	531
532	4.03	ERVIN E KOSER AND THERESA KOSER, TRUSTEE	TLE	63.156*	0.210	0.000	0.000	0.141	0.141	532

4

REVISED: 3/22/2018**

DATE: 1/10/2018

HWY: CTH KR

COUNTY: KENOSHA & RACINE

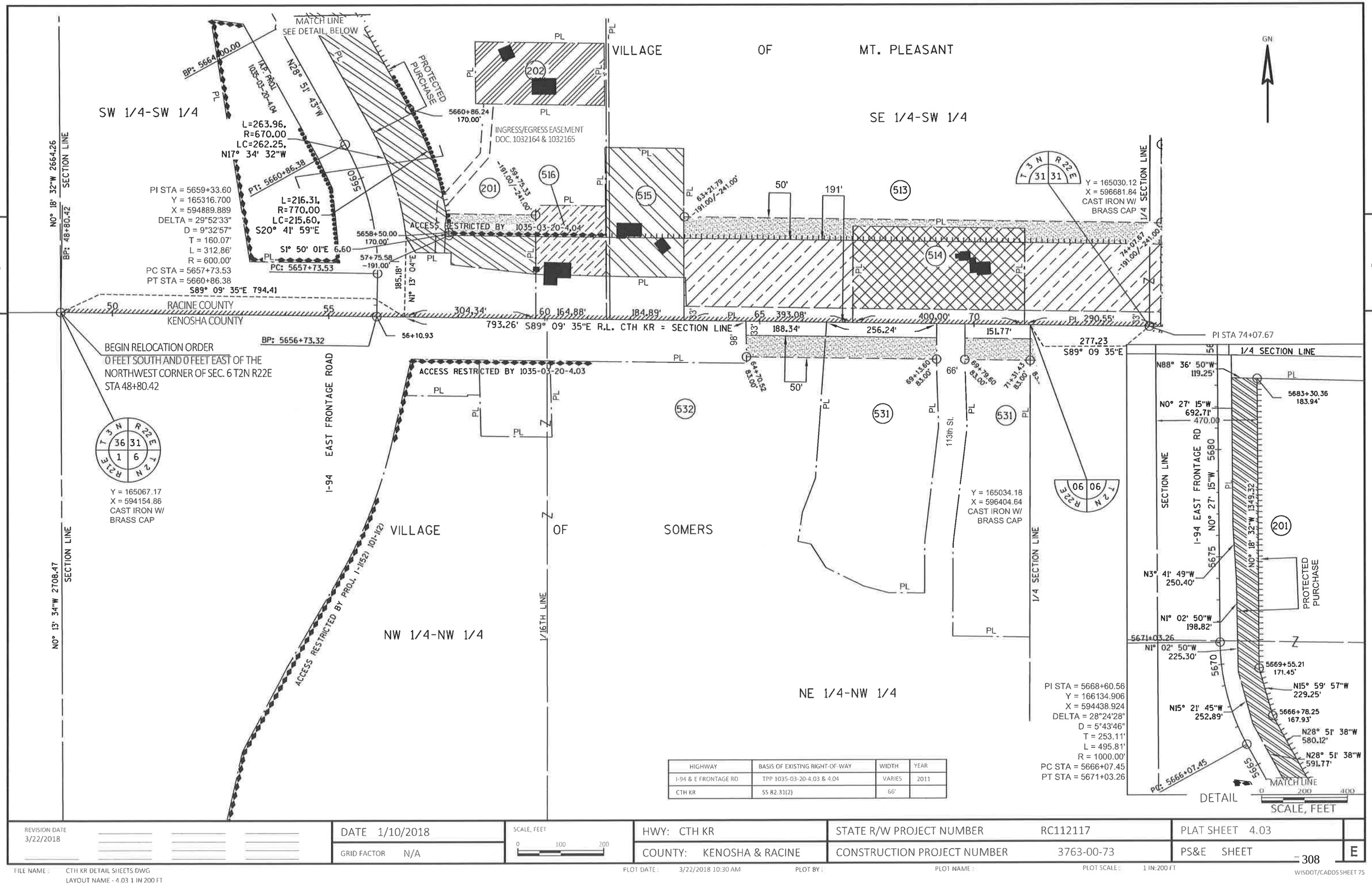
R/W PROJECT NO. RC112117

CONSTRUCTION PROJECT NO. 3763-00-73

PLAT SHEET NO: 4.02

FILE NAME : $$....designfile....$$

PLOT DATE: 9/26/2017 PLOT BY : ---- PLOT NAME : ---- PLOT SCALE: 1



HIGHWAY	BASIS OF EXISTING RIGHT-OF-WAY	WIDTH	YEAR
I-94 & E FRONTAGE RD	TPP 1035-03-20-4.03 & 4.04	VARIES	2011
CTH KR	SS 82.31(2)	66'	

REVISION DATE 3/22/2018	DATE 1/10/2018	SCALE, FEET 0 100 200	HWY: CTH KR
	GRID FACTOR N/A		COUNTY: KENOSHA & RACINE

STATE R/W PROJECT NUMBER	RC112117	PLAT SHEET 4.03
CONSTRUCTION PROJECT NUMBER	3763-00-73	PS&E SHEET 308 E

FILE NAME : CTH KR DETAIL SHEETS.DWG
LAYOUT NAME - 4.03 1 IN 200 FT

PLOT DATE : 3/22/2018 10:30 AM PLOT BY : PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 75

VILLAGE OF MT. PLEASANT

Y = 165030.12
X = 596681.84
CAST IRON W/
BRASS CAP

T 3 N R 22 E
31 31

74+07.67
-191.00/-241.00/-423.00'

74+07.67

77+05.77
-241.00/-423.00'

232'

275.65'

PL

LOT 1
CSM 1716

SW 1/4-SE 1/4

1/4 SECTION LINE

182.00'

512

TLE FOR
DEMOLITION

PLEs FOR
CULVERT

50'

511

191'

727.37'

1/16TH LINE

509

89+62.40
-191.00/-241.00'

LOT 1
CSM 1637

510

94+52.40
-191.00/-241.00'

SE 1/4-SE 1/4

Y = 164995.62
X = 599340.62
CAST IRON W/
BRASS CAP

T 3 N R 22 E
31 32

100+66.68
-191.00/-241.00'

SECTION LINE

PI STA 74+07.67

277.23
S89° 09' 35"E
290.55'

151.41'

56.85'

93.15'

65'

85'

75 RACINE COUNTY 367.86'

80

935.54'

S89° 15' 24"E R.L. CTH KR = SECTION LINE

225.23'

90

490.00'

95

614.27'

100

53

374.88'

KENOSHA COUNTY

16.10'

222.82'

118.04'

317.28'

250.00'

347.77'

689.56'

33

322.75
S89° 15' 24"E

276.24'

50'

74+07.67
83.00'

50'

392.31'

77+99.84
83.00'

100.00'

146.00'

78+76.31
83.00'

118.03'

81+40.35
65.00/83.00'

84+58.63
65.00/83.00'

18'

50'

97+45.76
83.00'

PI STA 100+66.68

529

76.10'

EXIST. PLE
DOC 889638

527

526

CSM 1493

525

Z

523

524

530

528

Y = 165034.18
X = 596404.64
CAST IRON W/
BRASS CAP

T 2 N R 22 E
06 06

Y = 164999.81
X = 599017.90
CAST IRON W/
BRASS CAP

T 2 N R 22 E
06 05

CSM 316

PARCEL 4

PARCEL 3

PARCEL 2

PARCEL 1

NW 1/4-NE 1/4

NE 1/4-NE 1/4

1/4 SECTION LINE

SECTION LINE

1/16TH LINE

VILLAGE OF SOMERS

HIGHWAY	BASIS OF EXISTING RIGHT-OF-WAY	WIDTH	YEAR
CTH KR	SS 82.31(2)	66'	
CTH KR	CSM 316, 1493, 1637 & 1716	VARIES	VARIES

REVISION DATE 3/22/2018	DATE 1/10/2018	SCALE, FEET 0 100 200	HWY: CTH KR	STATE R/W PROJECT NUMBER RC112117
	GRID FACTOR N/A		COUNTY: KENOSHA & RACINE	CONSTRUCTION PROJECT NUMBER 3763-00-73

PLAT SHEET 4.04

PS&E SHEET E

FILE NAME : CTH KR DETAIL SHEETS.DWG
LAYOUT NAME - 4.04 1 IN 200 FT

PLOT DATE : 3/22/2018 10:31 AM PLOT BY : PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 75

VILLAGE OF MT. PLEASANT

503/506A

SW 1/4-SW 1/4

SE 1/4-SW 1/4

GN

TLES FOR DEMOLITION

506

PL

LOT 1 CSM 1638

508

507

171'

105+14.08 -362.00'/-241.00'

111+26.94 -362.00'/-241.00'

1/16TH LINE

503

50'

191'

505

504

119+85.83 -191.00'/-241.00'

125+01.10 -191.00'/-241.00'

126+23.73 -191.00'/-241.00'

Y = 164995.62
X = 599340.62
CAST IRON W/ BRASS CAP

T 3 N R 22 E 31 32

SECTION LINE

100+66.68 -191.00'/-241.00'

Y = 164961.05
X = 601999.45
CAST IRON W/ BRASS CAP

T 3 N R 22 E 32 32

1/4 SECTION LINE

322.75
S89° 15' 24"E

PI STA 100+66.68

447.41'

105

368.00'

122.01'

110

128.49'

1004.53'

S89° 15' 18"E R.L. CTH KR = SECTION LINE

RACINE COUNTY

KENOSHA COUNTY

115 853.52'

1327.27'

120 160.00'

355.00'

125 224.62'

315.36'

PI STA 127+25.73

327.25

S89° 15' 18"E

124+00.35 83.00'

111+16.06 83.00'

110+40.04 83.00'

100+66.67 83.00'

50'

33'

N0° 31' 46"W 196.00'

229.96'

10'

T 2 N R 22 E 06 05

Y = 164999.81
X = 599017.90
CAST IRON W/ BRASS CAP

T 2 N R 22 E 05 05

Y = 164965.30
X = 601672.23
CAST IRON W/ BRASS CAP

S89° 28' 14"W 10.00'

33.00'

100TH AVE.

522

521

NW 1/4-NW 1/4

NE 1/4-NW 1/4

VILLAGE OF SOMERS

SECTION LINE

1/16TH LINE

1/4 SECTION LINE

HIGHWAY	BASIS OF EXISTING RIGHT-OF-WAY	WIDTH	YEAR
CTH KR	SS 82.31(2)	66'	
CTH KR	CSM 1638	33'	1993

REVISION DATE 3/22/2018

DATE 1/10/2018

GRID FACTOR N/A

SCALE, FEET 0 100 200

HWY: CTH KR

COUNTY: KENOSHA & RACINE

STATE R/W PROJECT NUMBER RC112117

CONSTRUCTION PROJECT NUMBER 3763-00-73

PLAT SHEET 4.05

PS&E SHEET

E

FILE NAME : CTH KR DETAIL SHEETS.DWG
LAYOUT NAME - 4.05 1 IN 200 FT

PLOT DATE : 3/22/2018 10:31 AM PLOT BY : PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 75

VILLAGE OF MT. PLEASANT

SW 1/4-SE 1/4

SE 1/4-SE 1/4

GN

Y = 164961.05
X = 601999.45
CAST IRON W/
BRASS CAP

T 3 N R 22 E
32 32

1/4 SECTION LINE

PI: 127+25.73

501

50'

191'

135+91.02
-191.00'/-241.00'

127+21.28
-241.00'

502

PL

1/16TH LINE

139+91.02
-191.00'/-241.00'

141+59.04
-191.00'/-241.00'

Y = 164918.10
X = 604638.46
CAST IRON W/
BRASS CAP

T 3 N R 22 E
32 33

END RELOCATION ORDER
0 FEET SOUTH AND 0 FEET EAST OF THE
NORTHEAST CORNER OF SEC. 5 T2N R22E
STA 150+33.32

327.25
S89° 15' 18"E

125 224.62'

315.36'

RACINE COUNTY

KENOSHA COUNTY

130 870.08'

PL 270.63'

135 340.00'

400.00' PL

140 167.27'

33'

S89° 04' 04"E R.L. CTH KR = SECTION LINE 631.86'

33'

60'

145 33' 870.04'

728.79'

150 844.71
S89° 04' 04"E

PL

PI STA 127+25.73

124+90.35
83.00'

127+25.46
83.00'

50'

133+34.81
83.00'/83.00'

30'

518

136+74.81
83.00'/83.00'

50'

143+06.67
83.00'

517

Y = 164923.50
X = 604306.53
CAST IRON W/
BRASS CAP

T 2 N R 22 E
05 04

T 2 N R 22 E
05 05

Y = 164965.30
X = 601672.23
CAST IRON W/
BRASS CAP

520

519

CSM 292

1/4 SECTION LINE

1/16TH LINE

NW 1/4-NE 1/4

NE 1/4-NE 1/4

HIGHWAY	BASIS OF EXISTING RIGHT-OF-WAY	WIDTH	YEAR
CTH KR	SS 82.31(2)	66'	
CTH KR	CSM 292	33'	1975

VILLAGE OF SOMERS

4

4

REVISION DATE 3/22/2018	DATE 1/10/2018	SCALE, FEET 0 100 200	HWY: CTH KR	STATE R/W PROJECT NUMBER RC112117	PLAT SHEET 4.06	
	GRID FACTOR N/A		COUNTY: KENOSHA & RACINE	CONSTRUCTION PROJECT NUMBER 3763-00-73	PS&E SHEET 311	E

FILE NAME : CTH KR DETAIL SHEETS.DWG
LAYOUT NAME - 4.06 1 IN 200 FT

PLOT DATE : 3/22/2018 10:31 AM PLOT BY : PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 75

LEGEND

X TREE REMOVAL

NOTE:

1) SEE CONTROL AND BENCHMARK OVERVIEW FOR BENCHMARKS

CONSTRUCTED UNDER PROJECT ID 1035-03-71

BEGIN PROJECT 2704-00-77
STA 364+00.00

STA 364+73
30" CPRC
2-AEW FOR
CPRC 30" REQD

PROPOSED R/W

R/L CTH KR

SLOPE INTERCEPT (TYP)

PROJECT ID 2704-00-76
BY OTHERS

PROPOSED R/W

FUTURE PATH BY OTHERS

WISCONN VALLEY WAY

N

12.5:1 TAPER

CTH KR WB

CTH KR EB

12.5:1 TAPER

REMOVING SMALL PIPE CULVERTS

EXISTING R/W

FUTURE PATH BY OTHERS

REMOVING SMALL PIPE CULVERTS (2)

PROPOSED R/W

TRANSITION TERRACE SLOPE FROM 4% TO 2% PRIOR TO DRIVEWAY APRON

EXISTING R/W

2-34" X 53" CPRCHE
4-AEW FOR CPRCHE 34" X 53" REQD

STA 364+36
CONSTRUCT PE
MATCH 154.6' RT

REMOVING SMALL PIPE CULVERT

113TH AVE

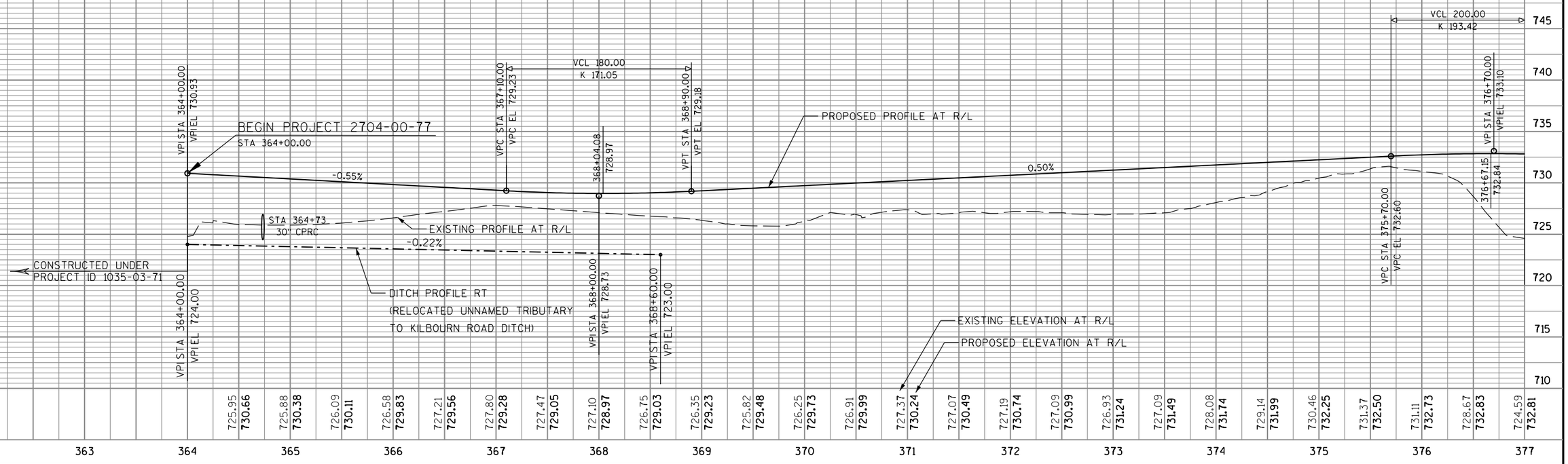
R/L 113TH AVE

SLOPE INTERCEPT (TYP)

REMOVING SMALL PIPE CULVERT

FUTURE PATH BY OTHERS

PROPOSED TLE



PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	PLAN AND PROFILE: CTH KR	SHEET 312 E

B-30-142 (PREVIOUSLY CONSTRUCTED UNDER PROJECT ID 3763-00-75)

KILBOURN ROAD DITCH

END PROJECT 2704-00-77
STA 383+00.00

BEGIN PROJECT 3763-00-73
STA 383+00.00

PROPOSED R/W

WETLAND BOUNDARY (TYP)

SLOPE INTERCEPT (TYP)

R/L CTH KR

CTH KR WB

CTH KR EB

40'

36'

40'

NOTE:
1) SEE CONTROL AND BENCHMARK OVERVIEW FOR BENCHMARKS

N

FUTURE PATH BY OTHERS

FUTURE PATH BY OTHERS

SLOPE INTERCEPT (TYP)

EXISTING R/W

PROPOSED TLE

DO NOT IMPACT TREES.
INSTALL SAFETY FENCE AROUND TREES
PRIOR TO BEGINNING CONSTRUCTION
ACTIVITIES IN THIS AREA

STA 384+68
CONSTRUCT PE
MATCH 118.6' RT

DO NOT IMPACT TREES.
INSTALL SAFETY FENCE AROUND TREES
PRIOR TO BEGINNING CONSTRUCTION
ACTIVITIES IN THIS AREA

DO NOT IMPACT TREES BEYOND
SLOPE INTERCEPT. INSTALL SAFETY
FENCE TO PROTECT TREES TO REMAIN

CAUTION

STA 390+17
CONSTRUCT FE
MATCH 148.5' RT

WETLAND BOUNDARY (TYP)

LEGEND
X TREE REMOVAL

VCL 150.00
K 145.38

VPC STA 382+25.00
VPC EL 730.15

VPT STA 383+75.00
VPT EL 730.13

383+02.31
729.94

-0.53%

0.50%

PROPOSED PROFILE AT R/L

VPT STA 377+70.00
VPT EL 732.57

VCL 200.00
K 193.42

END PROJECT 2704-00-77
STA 383+00.00

VPI STA 383+00.00
VPI EL 729.75

BEGIN PROJECT 3763-00-73
STA 383+00.00

EXISTING PROFILE AT R/L

EXISTING ELEVATION AT R/L

PROPOSED ELEVATION AT R/L

377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392
724.59 / 732.81	724.75 / 732.66	724.35 / 732.41	727.94 / 732.14	724.98 / 731.88	728.41 / 731.61	729.71 / 731.35	729.63 / 731.08	729.91 / 730.81	730.20 / 730.55	730.59 / 730.28	731.09 / 730.04	731.75 / 729.94	731.65 / 730.02	731.42 / 730.25	731.02 / 730.50	730.37 / 730.75	729.10 / 731.00	727.38 / 731.25	725.88 / 731.50	724.62 / 731.75	724.11 / 732.00	723.94 / 732.25	724.28 / 732.50	724.67 / 732.75	725.24 / 733.00	725.95 / 733.25	727.07 / 733.50	728.06 / 733.75	728.92 / 734.00	729.55 / 734.25

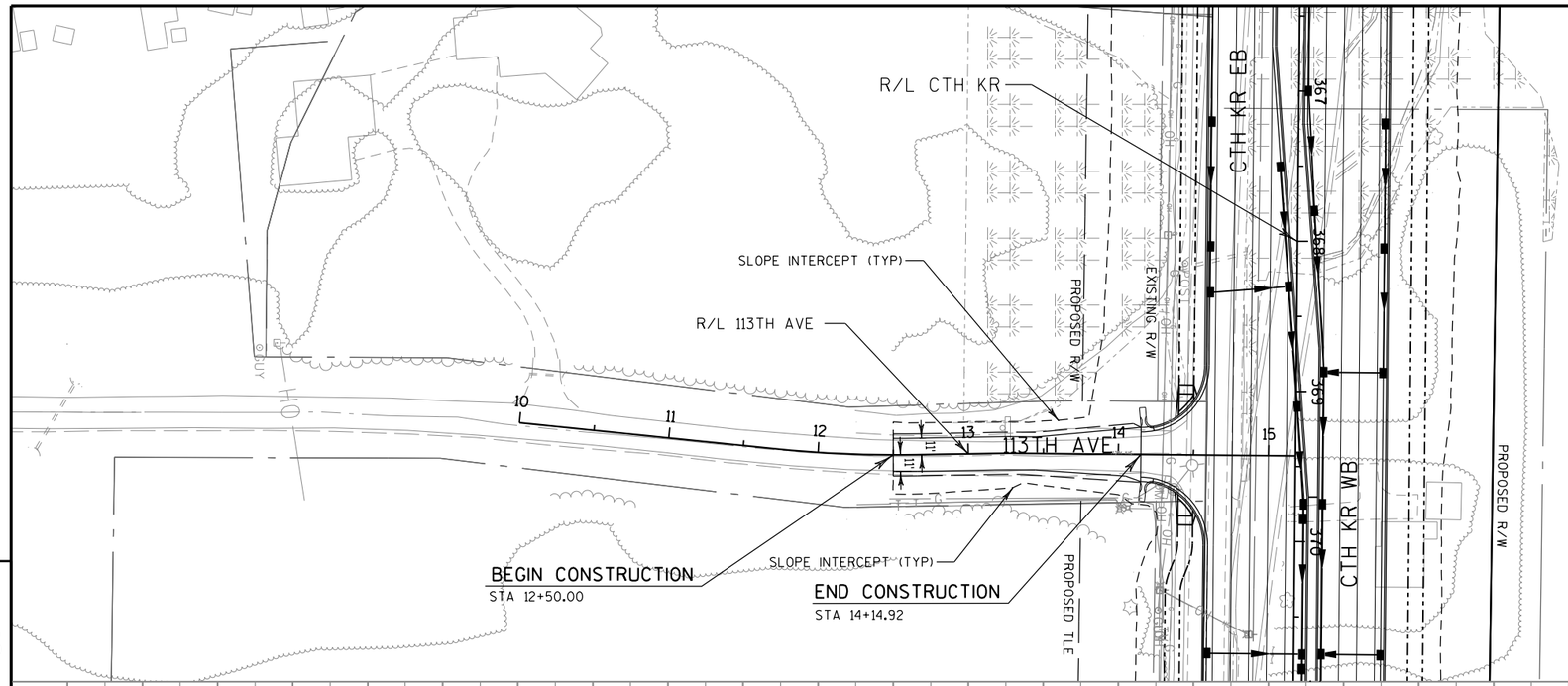
PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	PLAN AND PROFILE: CTH KR	SHEET 313 E

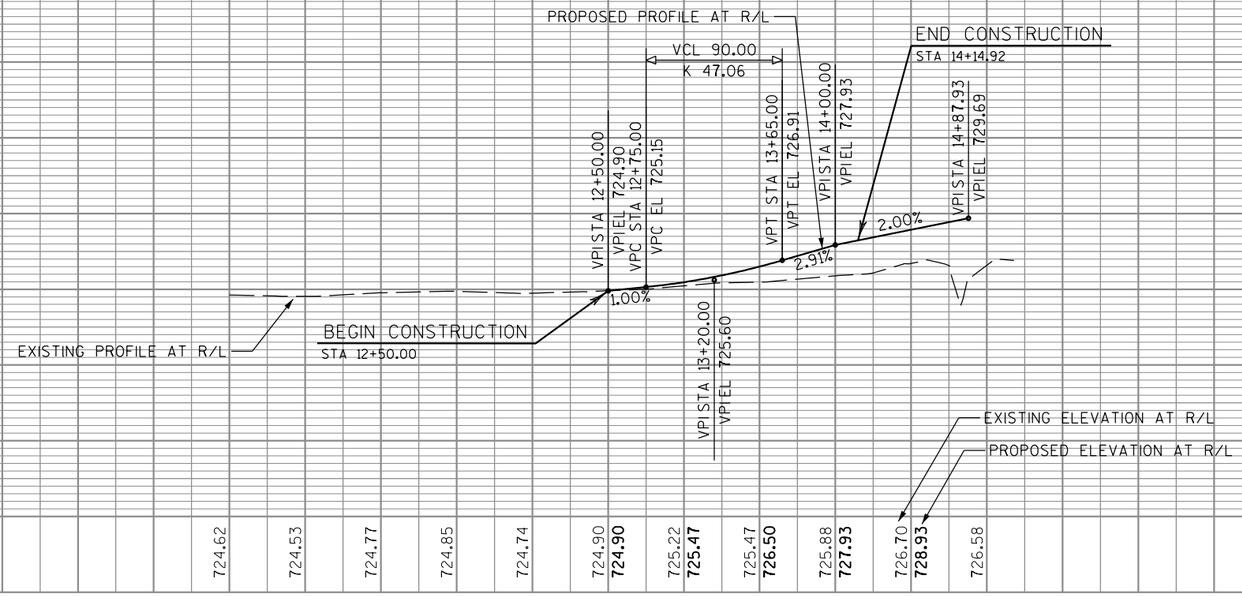
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WISDOT/CADDS SHEET 45

NOTE:
1) SEE CONTROL AND BENCHMARK OVERVIEW FOR BENCHMARKS

N





PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	PLAN AND PROFILE: 113TH AVE	SHEET 314 E

B-30-142 (PREVIOUSLY CONSTRUCTED UNDER PROJECT ID 3763-00-75)

KILBOURN ROAD DITCH

END PROJECT 2704-00-77
STA 383+00.00

BEGIN PROJECT 3763-00-73
STA 383+00.00

PROPOSED R/W

WETLAND BOUNDARY (TYP)

SLOPE INTERCEPT (TYP)

R/L CTH KR

CTH KR WB

CTH KR EB

40'

36'

40'

NOTE:
1) SEE CONTROL AND BENCHMARK OVERVIEW FOR BENCHMARKS

N

FUTURE PATH BY OTHERS

FUTURE PATH BY OTHERS

SLOPE INTERCEPT (TYP)

EXISTING R/W

PROPOSED TLE

DO NOT IMPACT TREES.
INSTALL SAFETY FENCE AROUND TREES
PRIOR TO BEGINNING CONSTRUCTION
ACTIVITIES IN THIS AREA

STA 384+68
CONSTRUCT PE
MATCH 118.6' RT

DO NOT IMPACT TREES.
INSTALL SAFETY FENCE AROUND TREES
PRIOR TO BEGINNING CONSTRUCTION
ACTIVITIES IN THIS AREA

DO NOT IMPACT TREES BEYOND
SLOPE INTERCEPT. INSTALL SAFETY
FENCE TO PROTECT TREES TO REMAIN

CAUTION

STA 390+17
CONSTRUCT FE
MATCH 148.5' RT

WETLAND BOUNDARY (TYP)

LEGEND
X TREE REMOVAL

VCL 150.00
K 145.38

VPC STA 382+25.00
VPC EL 730.15

VPT STA 383+75.00
VPT EL 730.13

383+02.31
729.94

-0.53%

0.50%

PROPOSED PROFILE AT R/L

VPT STA 377+70.00
VPT EL 732.57

VCL 200.00
K 193.42

END PROJECT 2704-00-77
STA 383+00.00

VPI STA 383+00.00
VPI EL 729.75

BEGIN PROJECT 3763-00-73
STA 383+00.00

EXISTING PROFILE AT R/L

EXISTING ELEVATION AT R/L

PROPOSED ELEVATION AT R/L

377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392
724.59 / 732.81	724.75 / 732.66	724.35 / 732.41	727.94 / 732.14	724.98 / 731.88	728.41 / 731.61	729.71 / 731.35	729.63 / 731.08	729.91 / 730.81	730.20 / 730.55	730.59 / 730.28	731.09 / 730.04	731.75 / 729.94	731.65 / 730.02	731.42 / 730.25	731.02 / 730.50	730.37 / 730.75	729.10 / 731.00	727.38 / 731.25	725.88 / 731.50	724.62 / 731.75	724.11 / 732.00	723.94 / 732.25	724.28 / 732.50	724.67 / 732.75	725.24 / 733.00	725.95 / 733.25	727.07 / 733.50	728.06 / 733.75	728.92 / 734.00	729.55 / 734.25

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	PLAN AND PROFILE: CTH KR	SHEET 315	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Plansheets\37630073\050102_PP.dgn PLOT DATE : 8/1/2018 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 45

LEGEND
X TREE REMOVAL

NOTE:
1) SEE CONTROL AND BENCHMARK OVERVIEW FOR BENCHMARKS

N

WETLAND BOUNDARY (TYP)
FUTURE PATH BY OTHERS
SLOPE INTERCEPT (TYP)
R/L CTH KR
PROPOSED R/W
WETLAND BOUNDARY (TYP)
CTH KR WB
CTH KR EB
40'
36'
40'
12.5:1 TAPER
EXISTING R/W
WETLAND BOUNDARY (TYP)
WETLAND BOUNDARY (TYP)
REMOVING SMALL PIPE CULVERTS
CAUTION
SLOPE INTERCEPT (TYP)
FUTURE PATH BY OTHERS
PROPOSED TLE

PROPOSED PROFILE AT R/L
0.50%
EXISTING PROFILE AT R/L
EXISTING ELEVATION AT R/L
PROPOSED ELEVATION AT R/L

392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407
729.55	730.57	731.70	731.02	730.08	727.97	726.62	728.03	729.01	729.77	730.14	729.68	729.50	729.36	729.28	729.97
734.25	**734.50**	**734.75**	**735.00**	**735.25**	**735.50**	**735.75**	**736.00**	**736.25**	**736.50**	**736.75**	**737.00**	**737.25**	**737.50**	**737.75**	**738.00**
730.68	731.58	732.77	733.59	734.64	735.88	736.35	736.29	736.16	735.88	735.87	736.20	736.85	737.92	738.67	
738.25	**738.50**	**738.75**	**739.00**	**739.25**	**739.50**	**739.75**	**740.00**	**740.25**	**740.50**	**740.75**	**741.00**	**741.25**	**741.50**	**741.75**	

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	PLAN AND PROFILE: CTH KR	SHEET 316 E

LEGEND
X TREE REMOVAL

NOTE:
1) SEE CONTROL AND BENCHMARK OVERVIEW FOR BENCHMARKS

N

FUTURE PATH BY OTHERS
SLOPE INTERCEPT (TYP)
PROPOSED R/W
R/L CTH KR
WETLAND BOUNDARY (TYP)
12.5:1 TAPER
CTH KR WB
CTH KR EB
REMOVING SMALL PIPE CULVERTS (2)
REMOVING SMALL PIPE CULVERT
PROPOSED TLE
GRADE AT 4:1 AROUND MONOTUBE BASE, FOLLOWED BY 3:1 TO SLOPE INTERCEPT
R/L 100TH AVE
100TH AVE
CAUTION
WETLAND BOUNDARY (TYP)
SLOPE INTERCEPT (TYP)
PROPOSED TLE
FUTURE PATH BY OTHERS
EXISTING R/W
WETLAND BOUNDARY (TYP)
REMOVING SMALL PIPE CULVERT

5

760

VCL 150.00
K 210.00

VPC STA 418+25.00
VPC EL 747.38

VPT STA 419+75.00
VPT EL 748.66

1.21%

PROPOSED PROFILE AT R/L

0.50%

VPI STA 419+00.00
VPI EL 747.75

VPC STA 420+50.00
VPC EL 749.57

VCL 400.00
K 178.13

EXISTING PROFILE AT R/L

EXISTING ELEVATION AT R/L
PROPOSED ELEVATION AT R/L

755 750 745 740 735 730 725 720

407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422
738.67	739.52	740.17	740.44	741.08	740.56	741.02	741.19	741.38	742.06	742.06	742.23	742.21	742.56	743.09	743.81	744.63	745.43	746.27	746.23	746.17	745.73	745.01	744.78	744.79	745.41	747.31	749.22	749.90	751.39	751.14
741.75	**742.00**	**742.25**	**742.50**	**742.75**	**743.00**	**743.25**	**743.50**	**743.75**	**744.00**	**744.25**	**744.50**	**744.75**	**745.00**	**745.25**	**745.50**	**745.75**	**746.00**	**746.25**	**746.50**	**746.75**	**747.00**	**747.25**	**747.51**	**747.88**	**748.37**	**748.96**	**749.57**	**750.11**	**750.51**	**750.76**

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	PLAN AND PROFILE: CTH KR	SHEET 317	E

LEGEND
X TREE REMOVAL

NOTE:
1) SEE CONTROL AND BENCHMARK OVERVIEW FOR BENCHMARKS

N

FUTURE PATH BY OTHERS
SLOPE INTERCEPT (TYP)
R/L CTH KR
PROPOSED R/W
CTH KR WB
CTH KR EB
40'
36'
12.5:1 TAPER
12'
64'
STA 422+59
CONSTRUCT PE
MATCH 98.9' RT
REMOVING SMALL PIPE CULVERTS
CAUTION
STA 424+21
CONSTRUCT FE
MATCH 140.1' RT
EXISTING R/W
SLOPE INTERCEPT (TYP)
REMOVING SMALL PIPE CULVERTS
WETLAND BOUNDARY (TYP)
STA 429+34
CONSTRUCT PE
MATCH 105.6' RT
FUTURE PATH BY OTHERS
REMOVING SMALL PIPE CULVERTS
PROPOSED TLE
STA 431+07
CONSTRUCT FE
MATCH 97.8' RT
REMOVING SMALL PIPE CULVERTS
WETLAND BOUNDARY (TYP)
REMOVING SMALL PIPE CULVERTS
STA 434 TO STA 436+77
PROPOSED TLE
CAUTION
STA 434+70
CONSTRUCT PE
MATCH 107.6' RT
REMOVING SMALL PIPE CULVERTS
STA 436+01
CONSTRUCT PE
MATCH 131.1' RT
DO NOT IMPACT TREES AND FLAGPOLE. INSTALL SAFETY FENCE AROUND TREES PRIOR TO BEGINNING CONSTRUCTION ACTIVITIES IN THIS AREA

VPI STA 422+50.00
VPI EL 752.00
422+66.30
750.88
VCL 400.00
K 178.13
VPT STA 424+50.00
VPT EL 749.94
EXISTING PROFILE AT R/L
-1.03%
VPC STA 429+75.00
VPC EL 744.52
VCL 150.00
K 282.35
VPI STA 430+50.00
VPI EL 743.75
VPT STA 431+25.00
VPT EL 743.38
PROPOSED PROFILE AT R/L
-0.50%
VPC STA 435+50.00
VPC EL 741.25
VCL 300.00
K 189.47
VPI STA 437+00.00
VPI EL 740.50
EXISTING ELEVATION AT R/L
PROPOSED ELEVATION AT R/L

422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437
751.14 **750.76**	751.56 **750.88**	751.61 **750.85**	751.17 **750.69**	750.50 **750.38**	749.32 **749.94**	748.00 **749.42**	746.76 **748.91**	746.36 **748.39**	746.41 **747.88**	747.02 **747.36**	746.97 **746.84**	746.69 **746.33**	746.44 **745.81**	745.83 **745.30**	744.95 **744.78**	744.07 **744.28**	743.23 **743.85**	742.39 **743.51**	742.23 **743.25**	742.01 **743.00**	740.99 **742.75**	740.08 **742.50**	740.01 **742.25**	740.26 **742.00**	740.68 **741.75**	740.90 **741.50**	740.87 **741.25**	742.49 **740.93**	743.61 **740.49**	740.62 **739.91**

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	PLAN AND PROFILE: CTH KR	SHEET 318	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Plansheets\37630073\050105_PP.dgn PLOT DATE : 8/1/2018 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 45

LEGEND

X TREE REMOVAL

NOTE:

1) SEE CONTROL AND BENCHMARK OVERVIEW FOR BENCHMARKS

WETLAND BOUNDARY (TYP)

SLOPE INTERCEPT (TYP)

FUTURE PATH BY OTHERS

PROPOSED R/W

R/L CTH KR

12.5:1 TAPER

48'

40'

CTH KR WB

CTH KR EB

40'

72'

12.5:1 TAPER

12.5:1 TAPER

REMOVING SMALL PIPE CULVERTS

CAUTION

EXISTING R/W

FUTURE PATH BY OTHERS

EXISTING R/W

PROPOSED TLE

SLOPE INTERCEPT (TYP)

PROJECT ID 3760-00-70

BY OTHERS

END PROJECT 3763-00-73

STA 447+00.00

CTH H

N

PROPOSED PROFILE AT R/L

VPI STA 437+00.00

VPI EL 740.50

VPT STA 438+50.00

VPT EL 737.38

VCL 300.00

K 189.47

-2.08%

VPC STA 442+00.00

VPC EL 730.08

VCL 200.00

K 131.15

VPI STA 443+00.00

VPI EL 728.00

VPT STA 444+00.00

VPT EL 727.44

-0.56%

END PROJECT 3763-00-73

STA 447+00.00

VPI STA 447+00.00

VPI EL 725.77

-0.50%

VPC STA 451+60.00

VPC EL 723.47

VCL 250.00

K 199.69

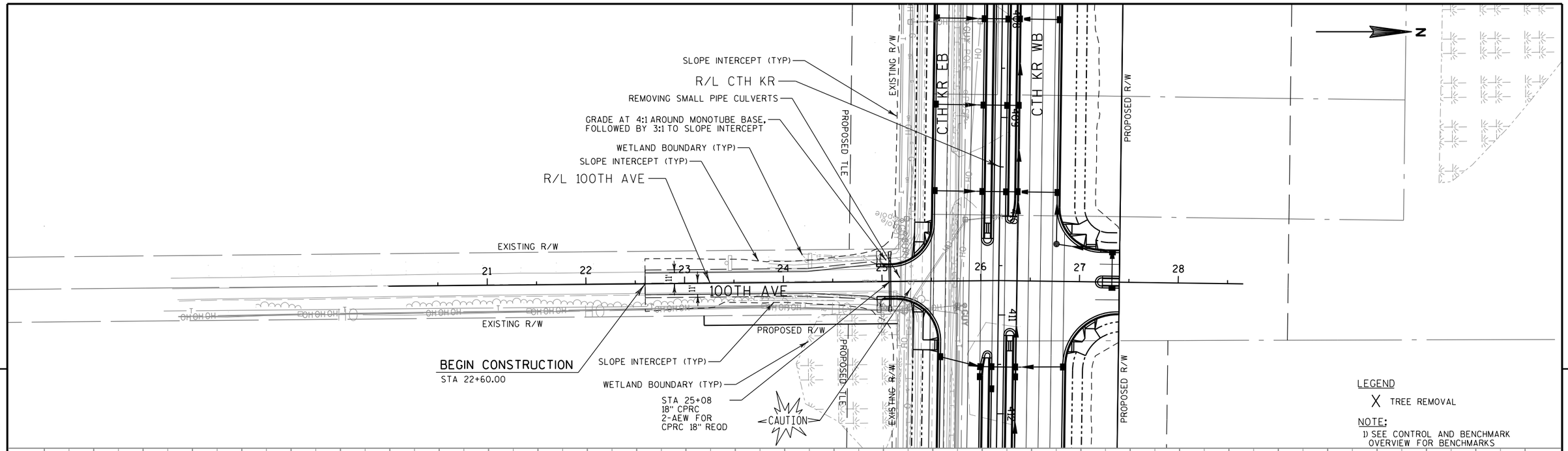
EXISTING PROFILE AT R/L

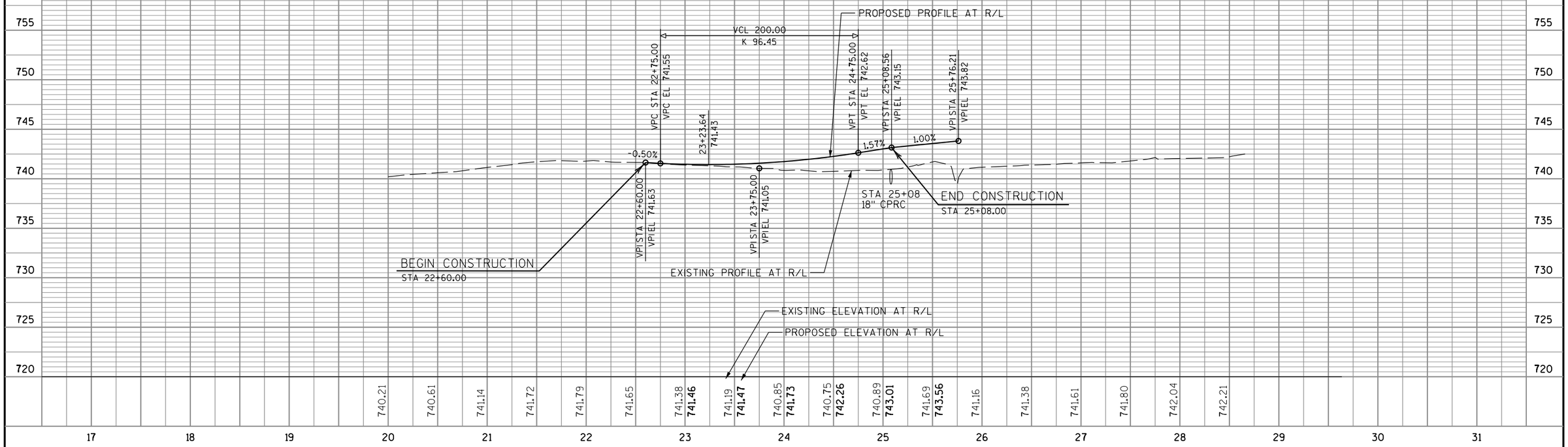
EXISTING ELEVATION AT R/L

PROPOSED ELEVATION AT R/L

437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452
740.62	739.54	738.23	736.84	734.58	733.08	731.97	730.67	729.71	728.96	728.10	727.39	727.12	726.55	726.39	724.54	724.28	723.93	723.04	722.50	722.26	721.84	721.65	721.43	721.10	720.72	719.42	720.92	718.21	719.58	719.21
739.91	**739.19**	**738.35**	**737.38**	**736.33**	**735.29**	**734.25**	**733.21**	**732.17**	**731.13**	**730.08**	**729.14**	**728.38**	**727.82**	**727.44**	**727.16**	**726.88**	**726.60**	**726.32**	**726.05**	**725.77**										

PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	PLAN AND PROFILE: CTH KR	SHEET 319	E





PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	PLAN AND PROFILE: 100TH AVE	SHEET 320	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Plansheets\37630073\050115_PP.dgn PLOT DATE : 8/1/2018 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100

Standard Detail Drawing List

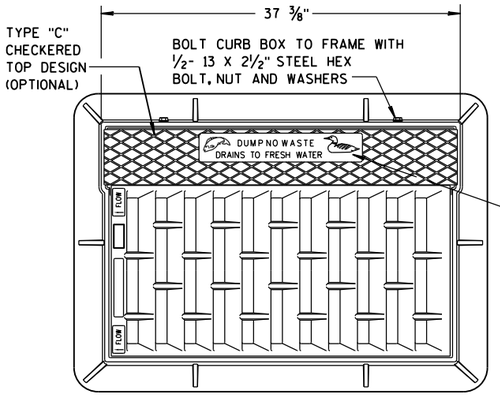
08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-02	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08C06-02	INLETS 3-FT AND 4-FT DIAMETER
08D01-20A	CONCRETE CURB & GUTTER
08D01-20B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-19B	CURB RAMPS TYPES 2 AND 3
08D05-19D	CURB RAMPS TYPE 4B AND 4B1
08D05-19E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-19F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-19G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D19-02	DRIVEWAY AND SIDEWALK RAMPS TYPE Z
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
09C13-02	CONCRETE BASE TYPE 10 & TYPE 13 EXTENSION
09C14-02	CONCRETE CONTROL CABINET BASE, TYPE L
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
09E08-08B	TYPE 10 POLE 15'-30' MONOTUBE ARM
09E08-08C	TYPE 12 POLE 35'-55' MONOTUBE ARM
09E08-08D	TYPE 13 POLE 35'-55' MONOTBE 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)
09H09-02	COMMUNICATION VAULT TYPE 1
11B02-02	CONCRETE MEDIAN NOSE
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C13-09	URBAN DOWELED CONCRETE PAVEMENT
13C18-06A	CONCRETE PAVEMENT JOINTING
13C18-06B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-06C	CONCRETE PAVEMENT JOINT TYPES
13C18-06D	CONCRETE PAVEMENT JOINT TYPES AT UTILITY FIXTURES
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15B03-15A	FENCE CHAIN LINK
15B03-15B	FENCE CHAIN LINK
15C02-06A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C03-04	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-04	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C07-14B	PAVEMENT MARKING WORDS
15C07-14C	PAVEMENT MARKING ARROWS
15C08-18A	LONGITUDINAL MARKING (MAINLINE)
15C08-18B	PAVEMENT MARKING (TURN LANES)
15C11-07A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-07B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

6

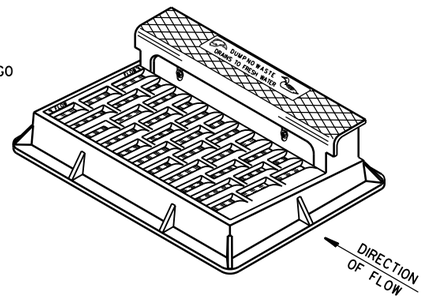
Standard Detail Drawing List

15C12-06	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C27-02A	DOUBLE ARROW WARNING SIGN PLACEMENT
15C27-02B	PAVEMENT MARKING (ISLANDS)
15C33-03	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D06-03	TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION
15D20-04	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D21-05	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D28-03	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D29-05	TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS

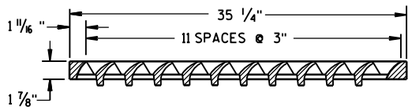
6

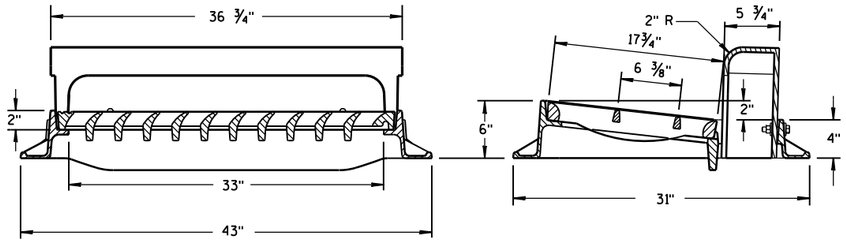


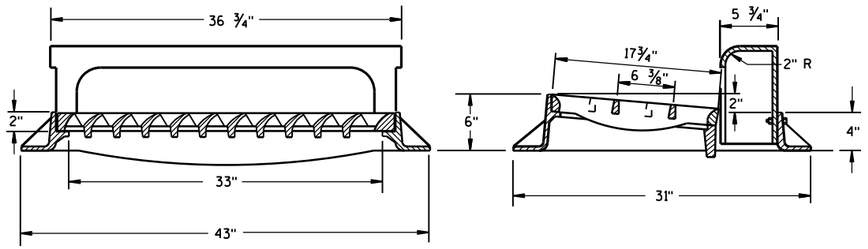
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

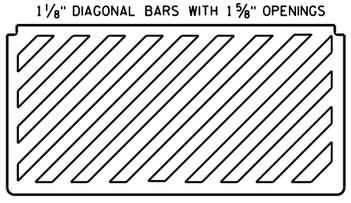






TYPE "H"

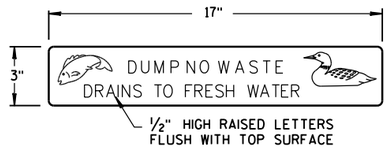
NOTE: EITHER CASTING IS ACCEPTABLE



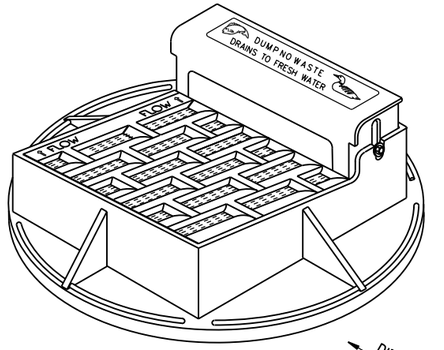
SPECIAL GRATE FOR TYPE "H" COVER

(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"

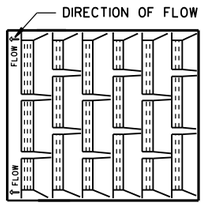
NOTE:
GRATE IS REVERSIBLE.

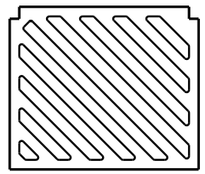
GENERAL NOTES

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.

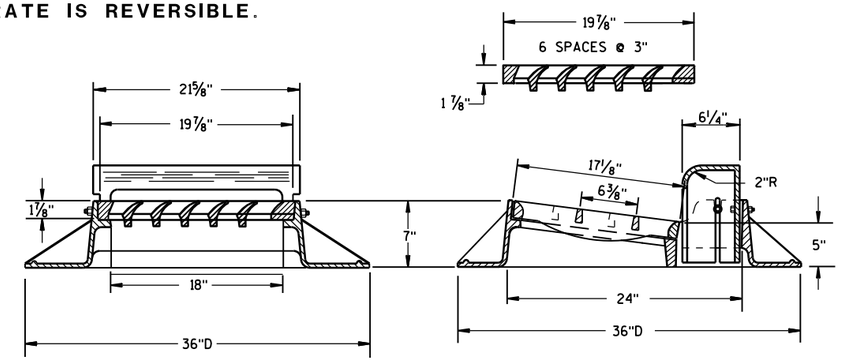




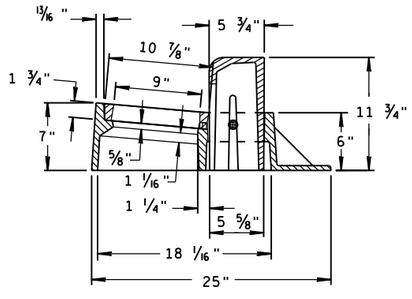
SPECIAL GRATE FOR TYPE "A" COVER

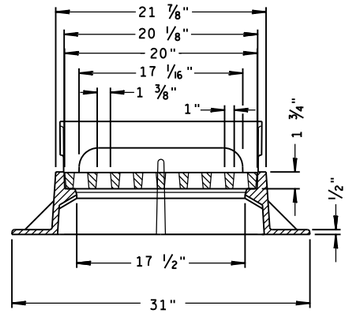
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)

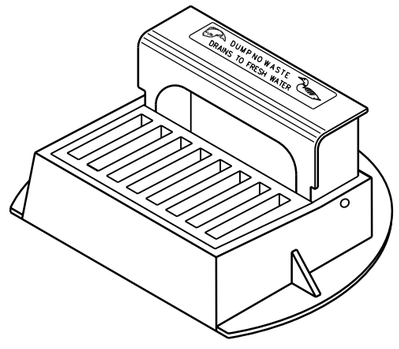


TYPE "A"





TYPE "Z"



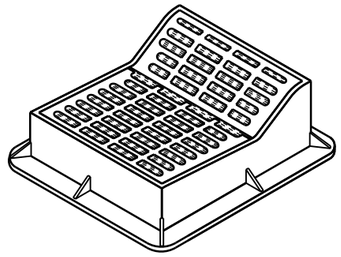
INLET COVERS
TYPE A, H, A-S, H-S & Z

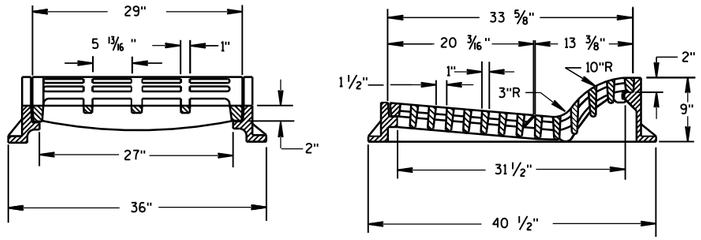
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11-27-13 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

6

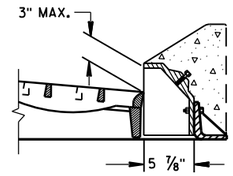
S.D.D. 8 A 5-19a





TYPE "F"

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

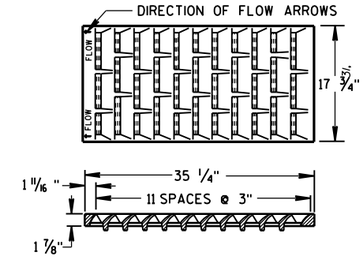
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

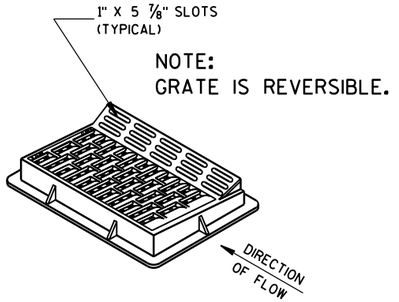
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

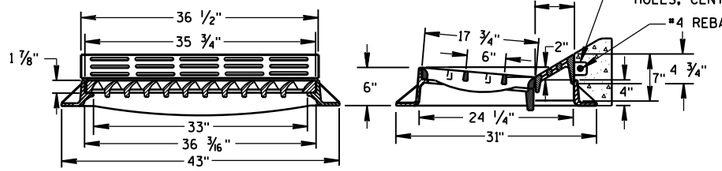
GENERAL NOTES

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.



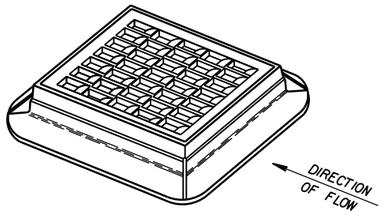


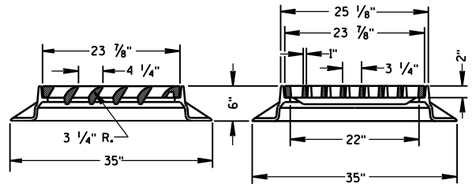


TYPE "HM"

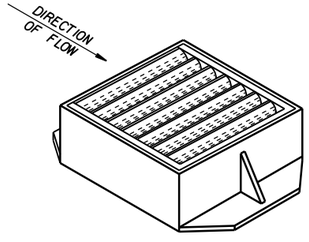
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

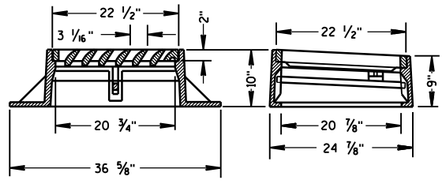
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



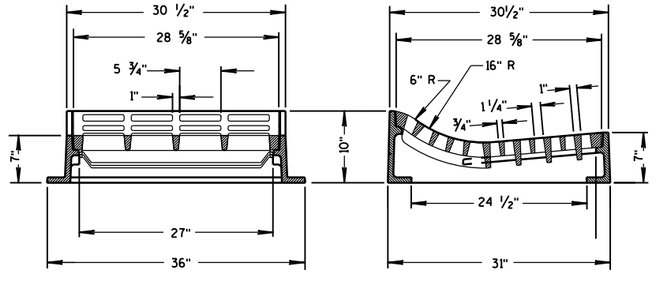


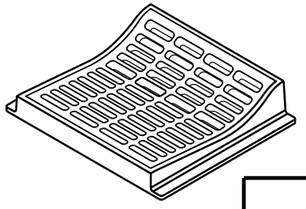
TYPE "S"





TYPE "V"





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

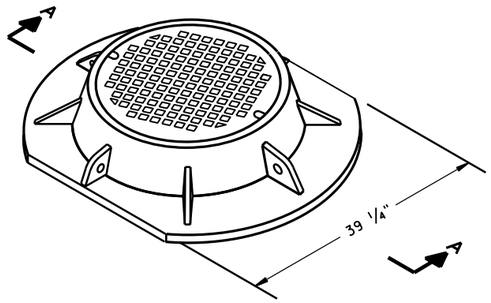
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

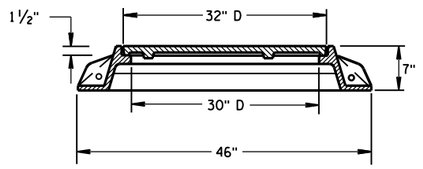
APPROVED
11/27/2013
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

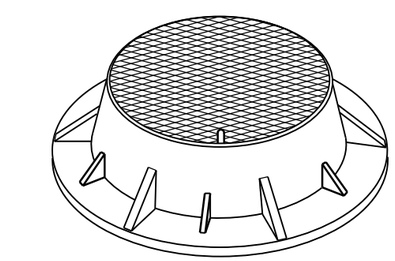
FHWA

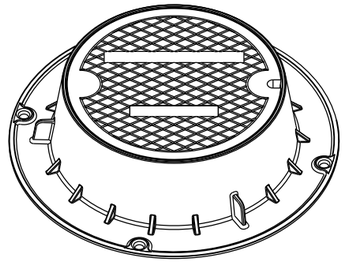
6
S.D.D. 8 A 5-19c

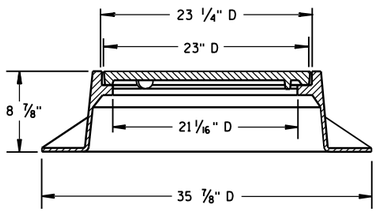


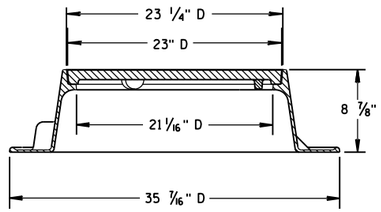


SECTION A-A
TYPE "K"









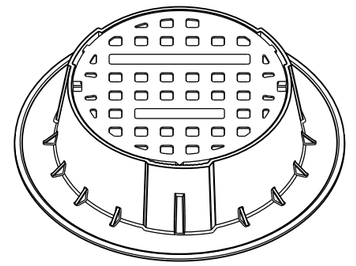
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

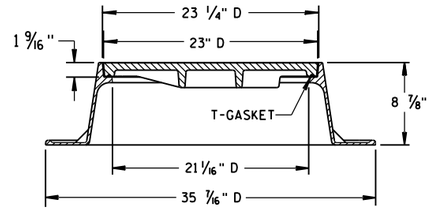
GENERAL NOTES

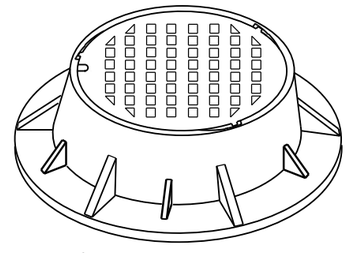
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

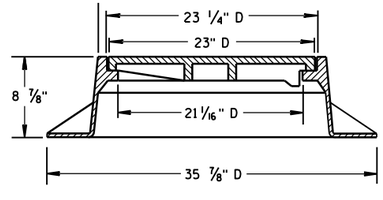
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

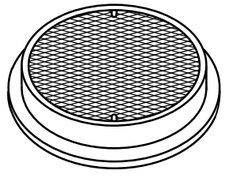


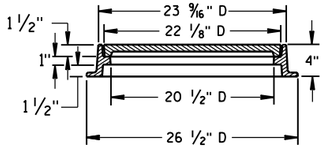




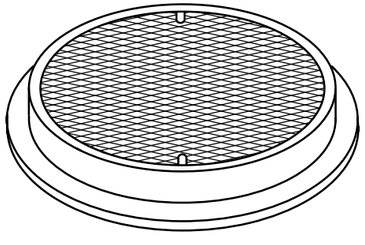


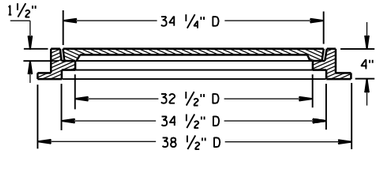
TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE



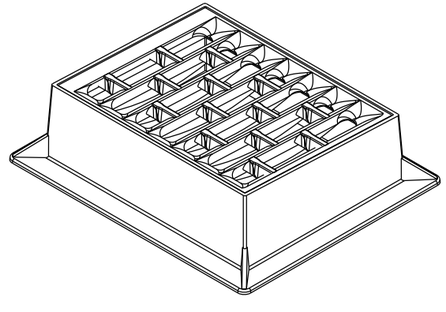


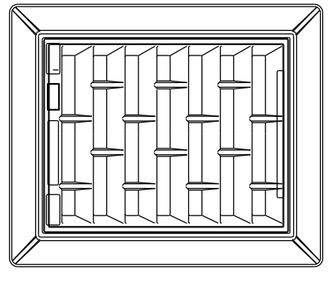
TYPE "L"

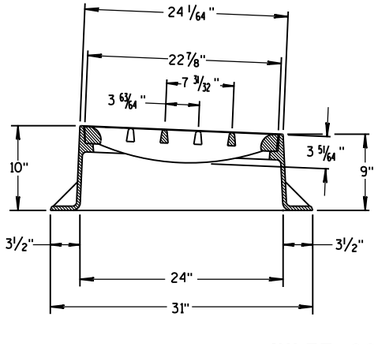


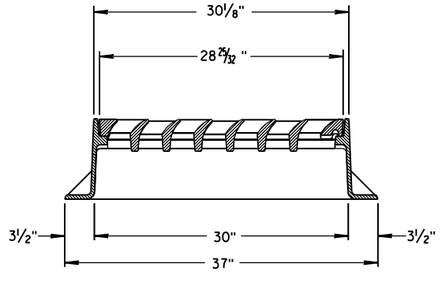


TYPE "M"









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
FHWA

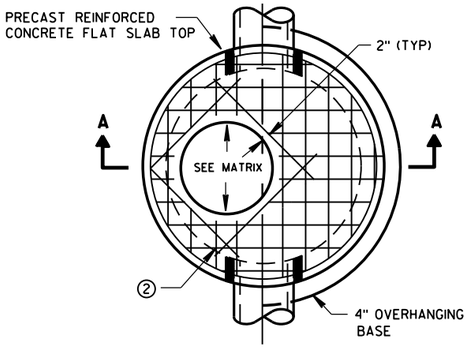
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

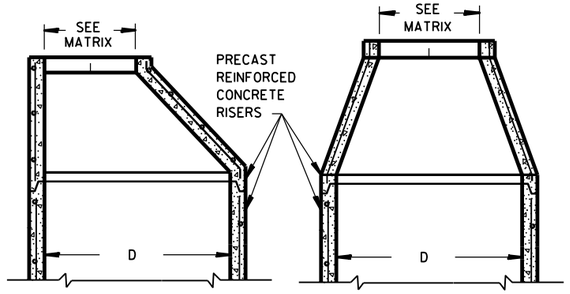
S.D.D. 8 A 5-19d

6

S.D.D. 8 A 5-19d

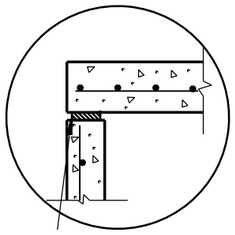


PLAN VIEW CIRCULAR OPENING

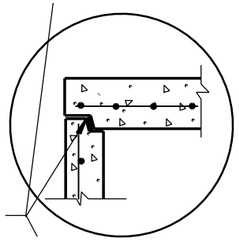


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

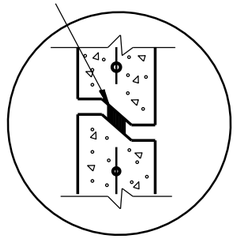


TOP WITH PLAIN END JOINT



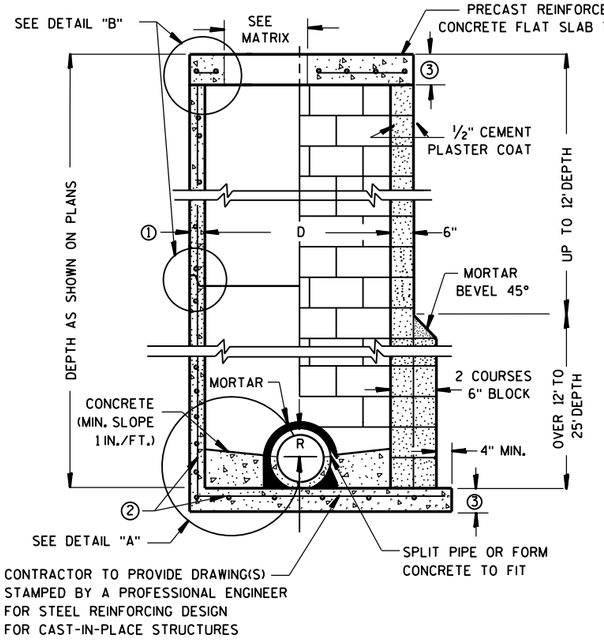
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



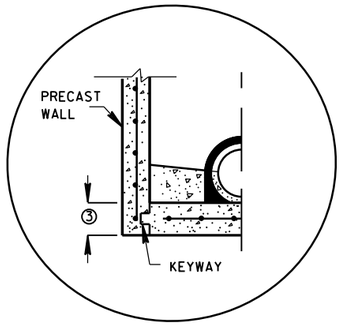
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

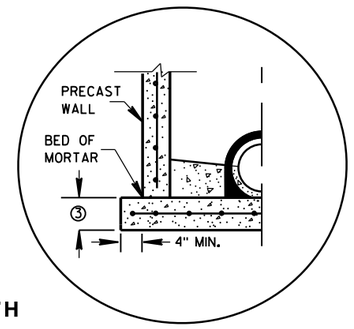


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

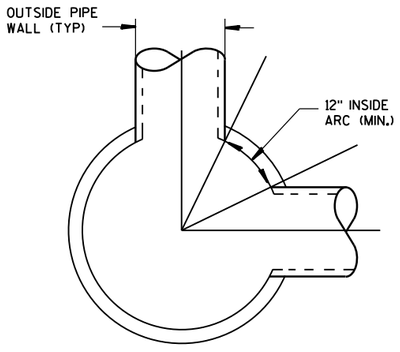


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



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

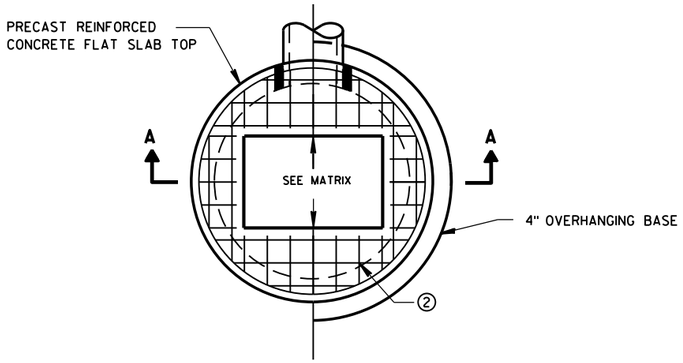
APPROVED

Sept., 2016
DATE

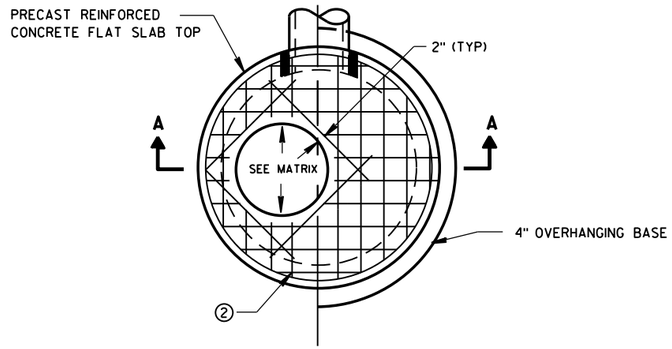
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERV

FHWA

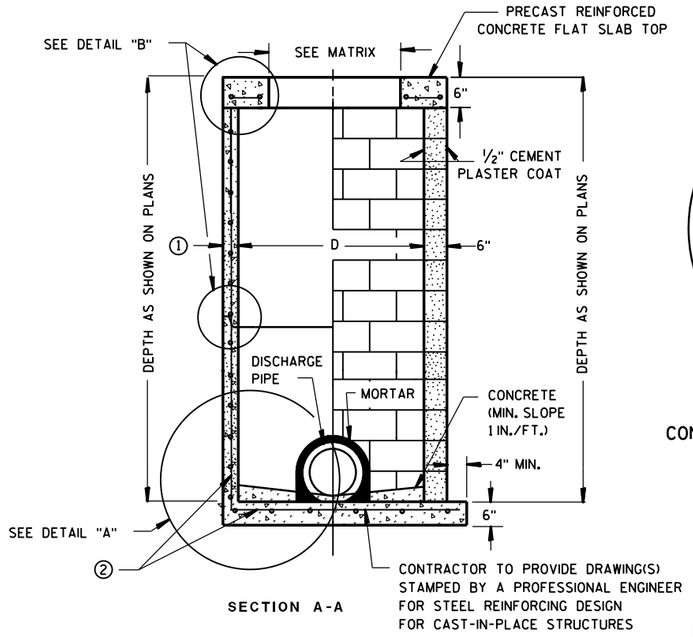
6
S.D.D. 8 B 9-2



PLAN VIEW RECTANGULAR OPENING



PLAN VIEW CIRCULAR OPENING

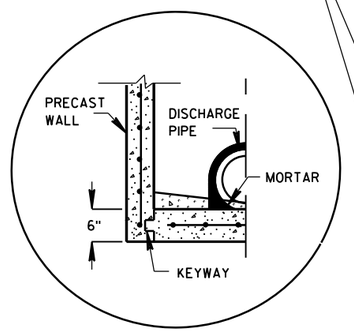


SECTION A-A

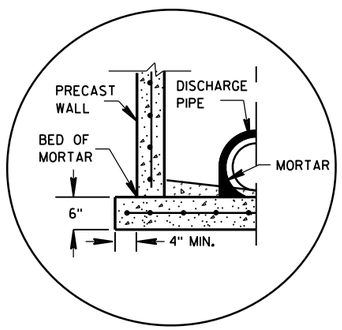
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

CIRCULAR INLETS W/ FLAT TOP

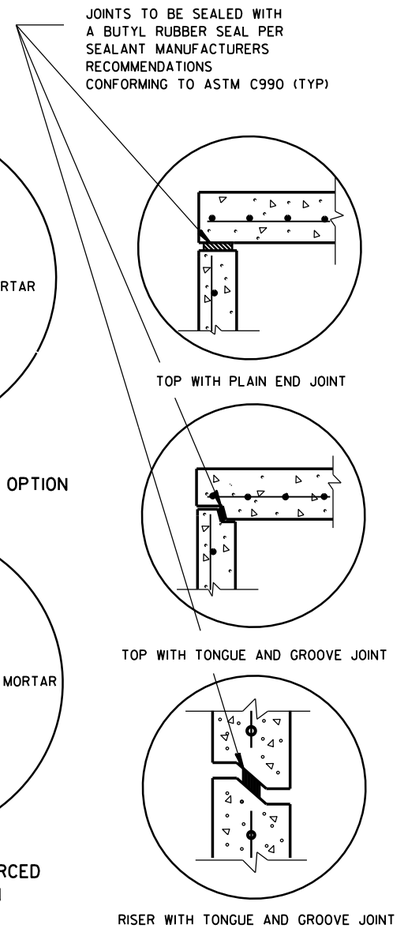


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "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.

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BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

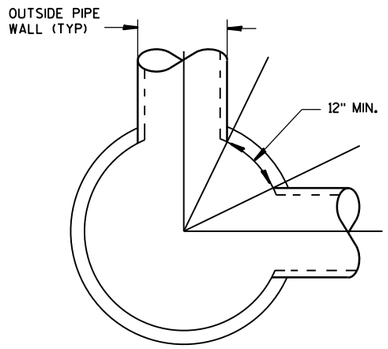
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4-IN FOR 3-FT DIAMETER AND 5-IN FOR 4-FT DIAMETER PRECAST INLETS.

② FOR PRECAST CATCH BASINS PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

INLET COVER OPENING MATRIX

	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
INLET SIZE	OPENING SIZE (FT)											
3-FT	2 DIA.				X							X
	2X2	X	X					X		X		
4-FT	2 DIA.				X							X
	2X2	X	X					X		X		
	2X2.5			X				X	X	X	X	
	2X3						X					
	2.5X3					X						



DETAIL "C"

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18

INLETS 3-FT AND 4-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept.. 2016 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS | UNIT SUPERVI ENT
FHWA

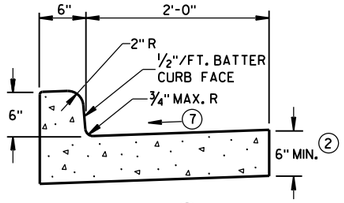
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S.D.D. 8 C 6-2

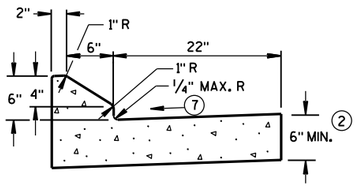
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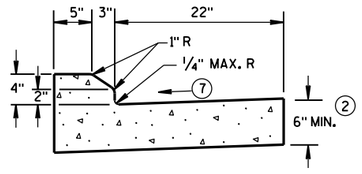
INLETS 3-FT AND 4-FT DIAMETER



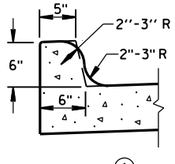
TYPES A (1) & D



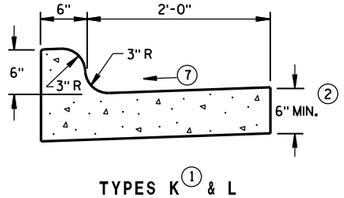
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

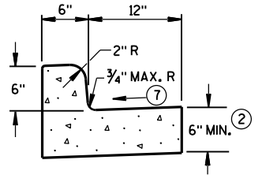


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



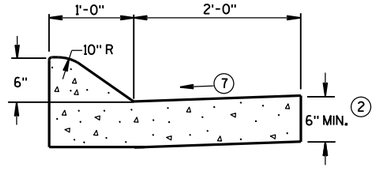
TYPES K (1) & L

CONCRETE CURB & GUTTER 30"

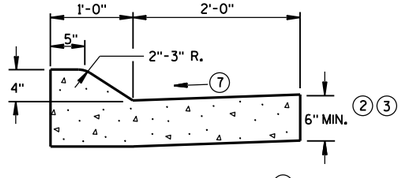


TYPES A (1) & D

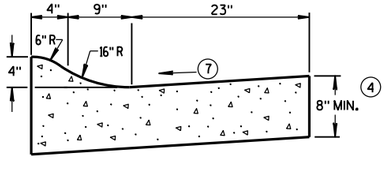
CONCRETE CURB & GUTTER 18"



6" SLOPED CURB TYPES A (1) & D

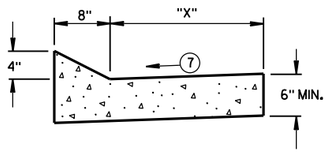


4" SLOPED CURB TYPES A (1) & D



4" SLOPED CURB TYPES R (1) & T (5)

CONCRETE CURB & GUTTER 36"



TYPES TBT & TBTT (1)

CONCRETE CURB & GUTTER

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

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.

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.

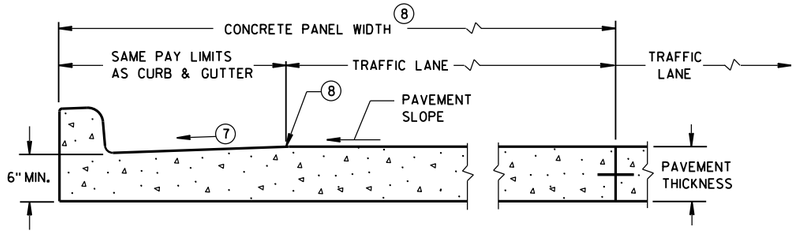
(6) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

(7) USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.

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

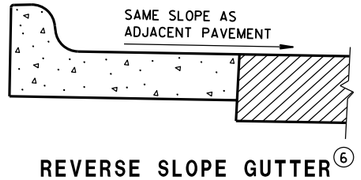
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

PAVEMENT THICKNESS	MAXIMUM PANEL WIDTH
LESS THAN 10"	12'
10" & ABOVE	15'



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB & GUTTER

* BIKE LANE IS NOT SHOWN.



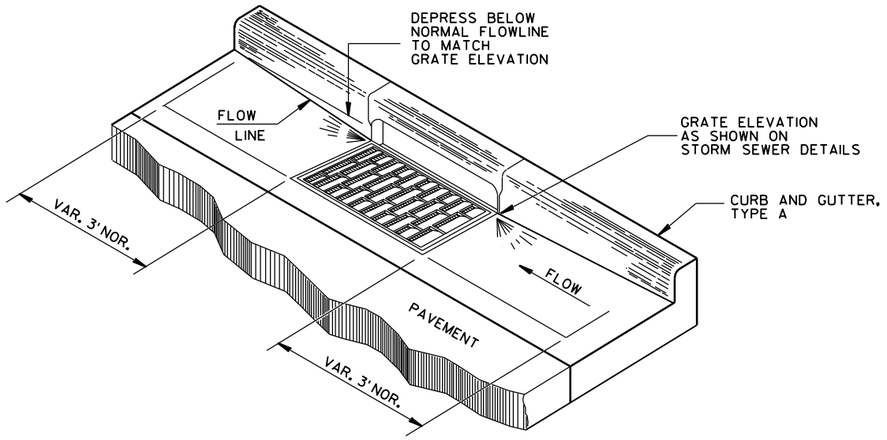
REVERSE SLOPE GUTTER (6)
(TYPICAL FOR ALL CURB & GUTTER TYPES)

CONCRETE CURB & GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 8 D 1-20a



DETAIL OF CURB AND GUTTER AT INLETS

(TYPE H INLET COVER SHOWN)

GENERAL NOTES

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

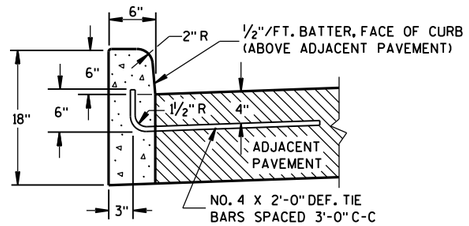
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

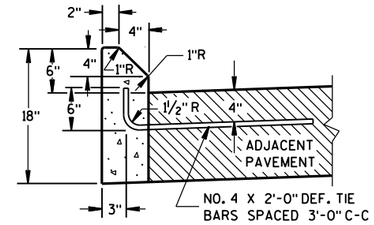
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K, R AND TBTT.

(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.

(9) REFER TO SDD 8D18 AND SDD 8D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.

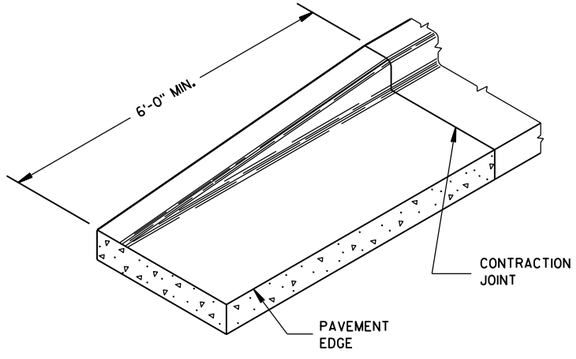


TYPES A(1) & D

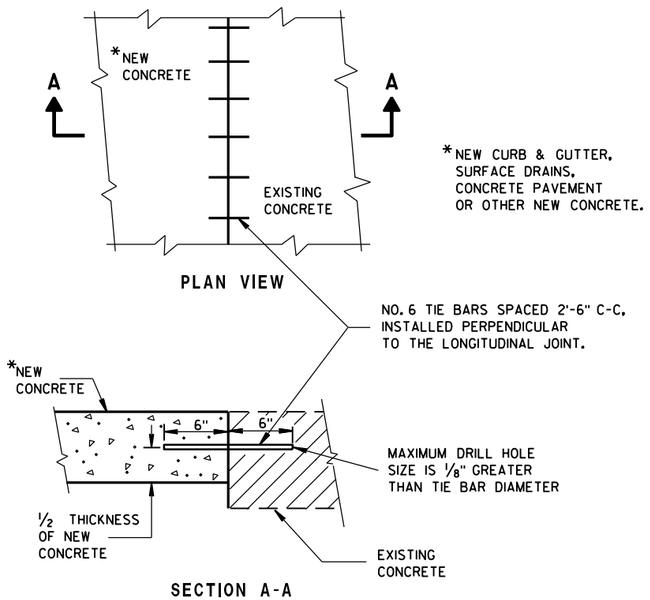


TYPES G(1) & J

CONCRETE CURB



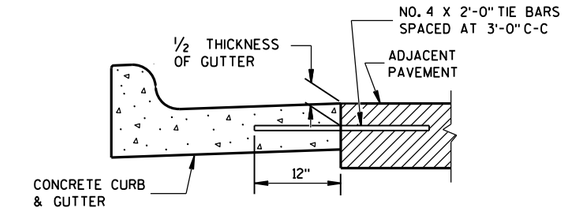
END SECTION CURB & GUTTER



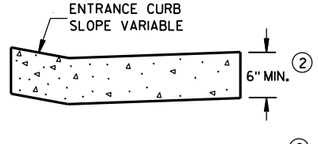
PLAN VIEW

SECTION A-A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (9)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2017 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS 329 ENT
UNIT SUPERVISOR
FHWA

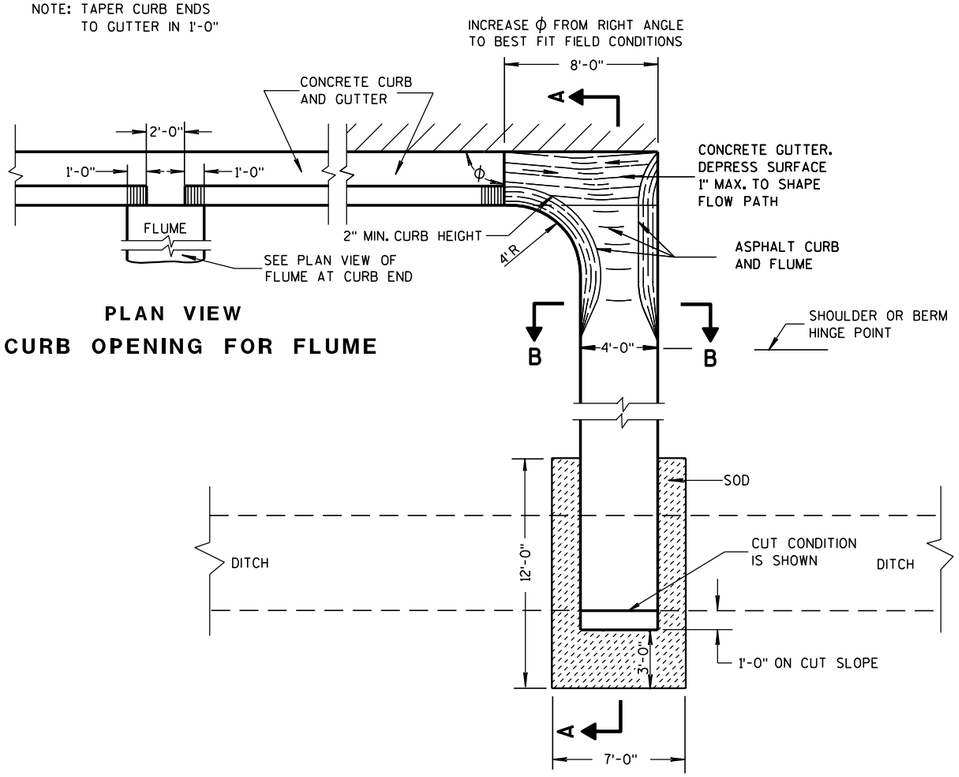
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S.D.D. 8 D 1-20b

6

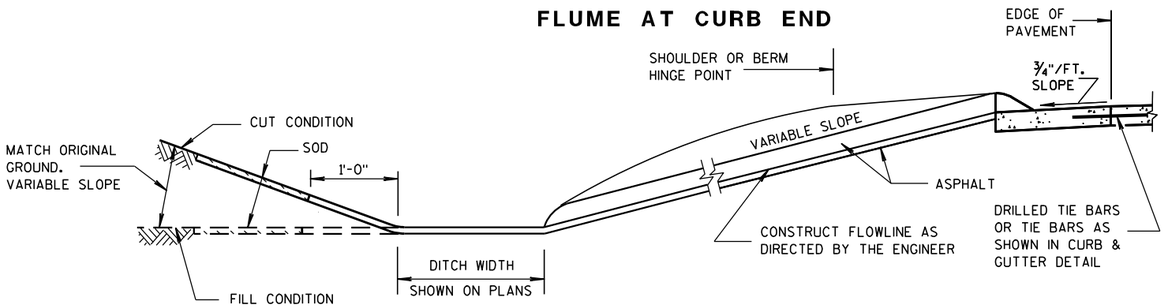
S.D.D. 8 D 1-20b

ASPHALTIC FLUME

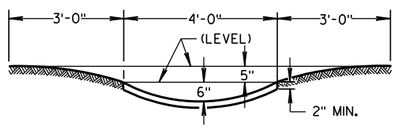


PLAN VIEW
CURB OPENING FOR FLUME

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.

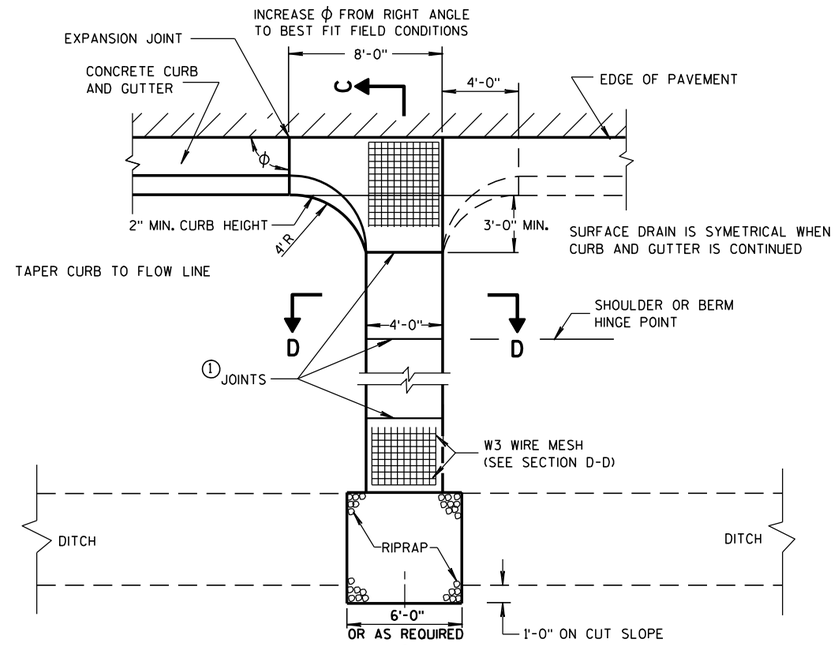
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

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.

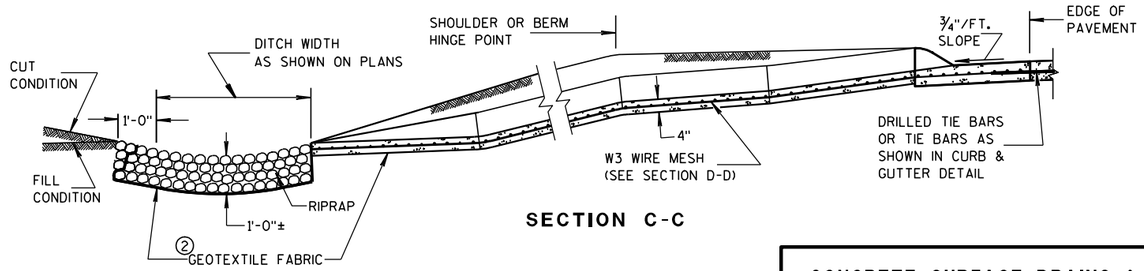
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

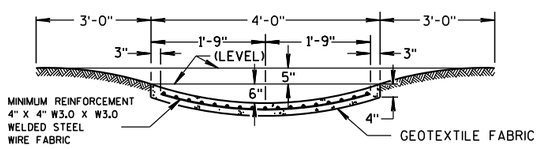
③ CONCRETE SURFACE DRAIN



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. ... ROADWAY STANDARDS ENGINEER — MENT

FHWA

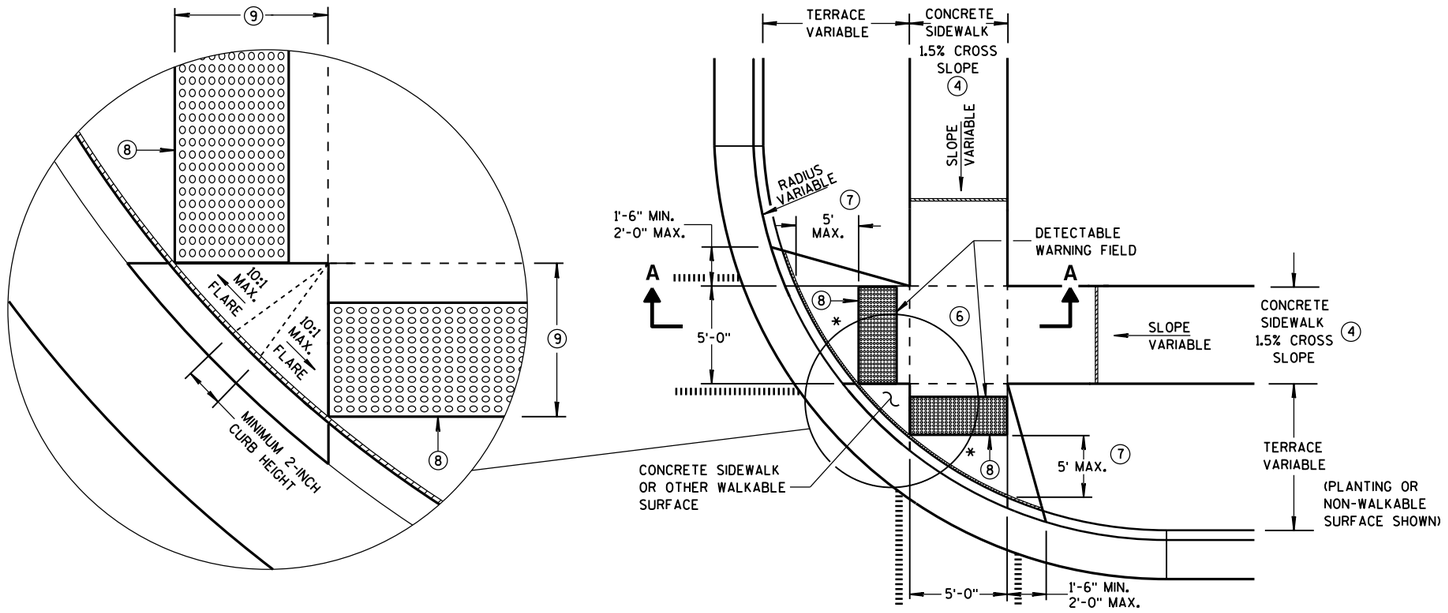
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6

S.D.D. 8 D 4-5

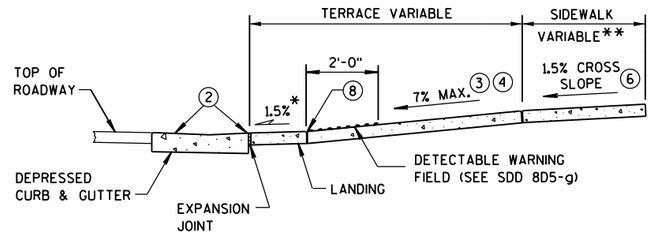
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S.D.D. 8 D 4-5



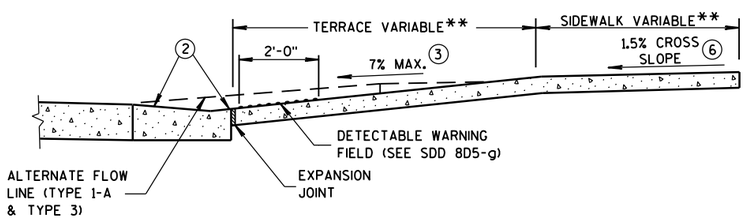
PLAN VIEW
TYPE 2 RAMP
(ON LINE WITH SIDEWALK)

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

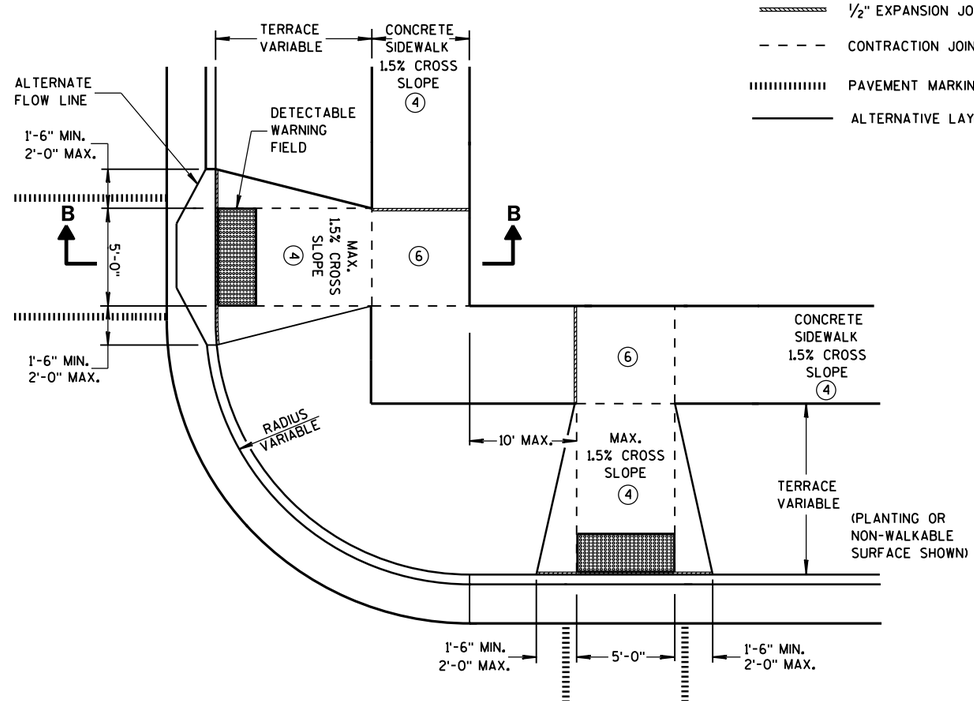


SECTION A-A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B-B



PLAN VIEW
TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)

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

6

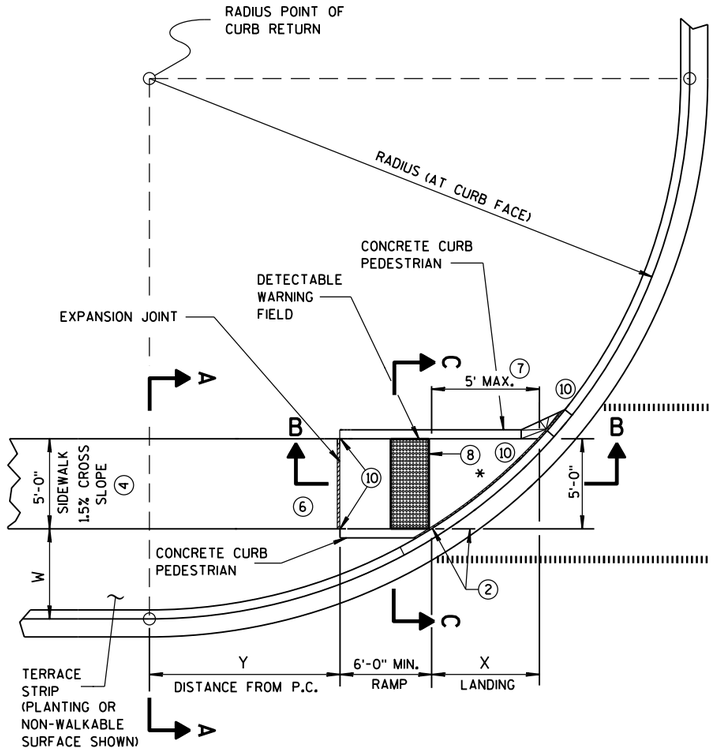
S.D.D. 8 D 5-19b

6

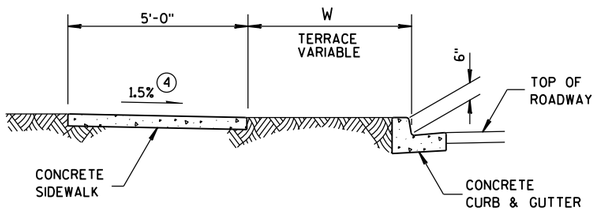
S.D.D. 8 D 5-19b

CURB RAMPS TYPES 2 AND 3

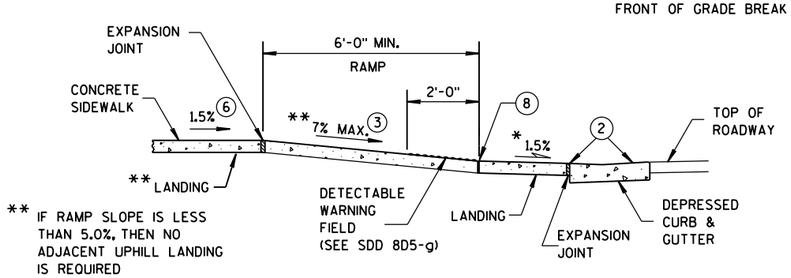
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR



CURB RAMP TYPE 4B
PLAN VIEW



SECTION A-A FOR TYPE 4B



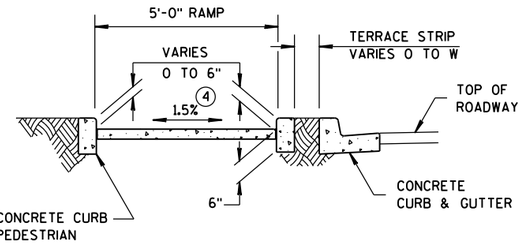
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** 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.

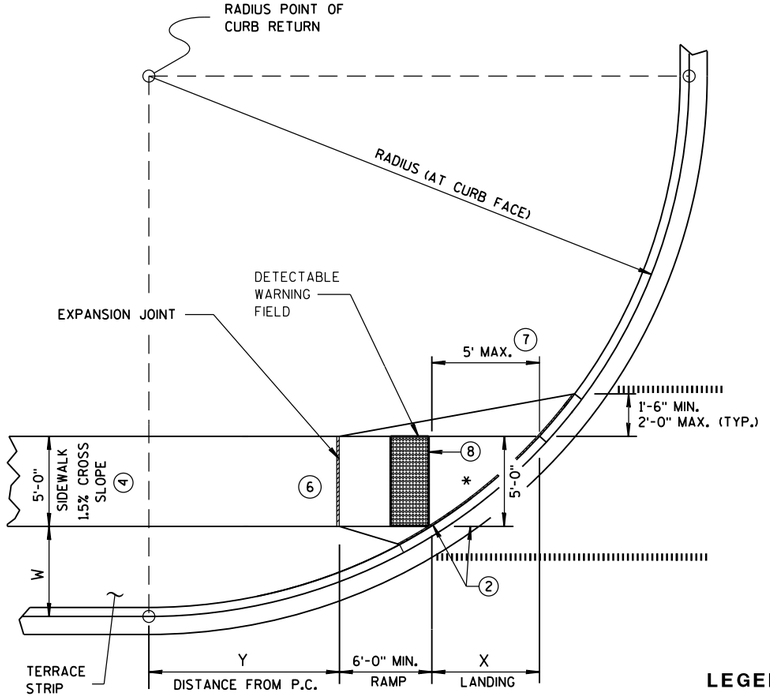
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

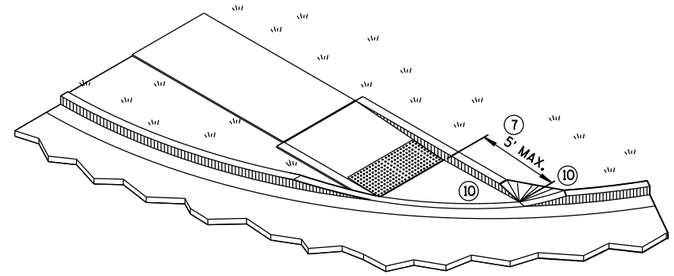
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

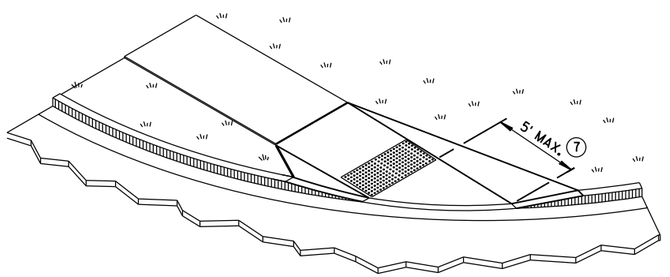
(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



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

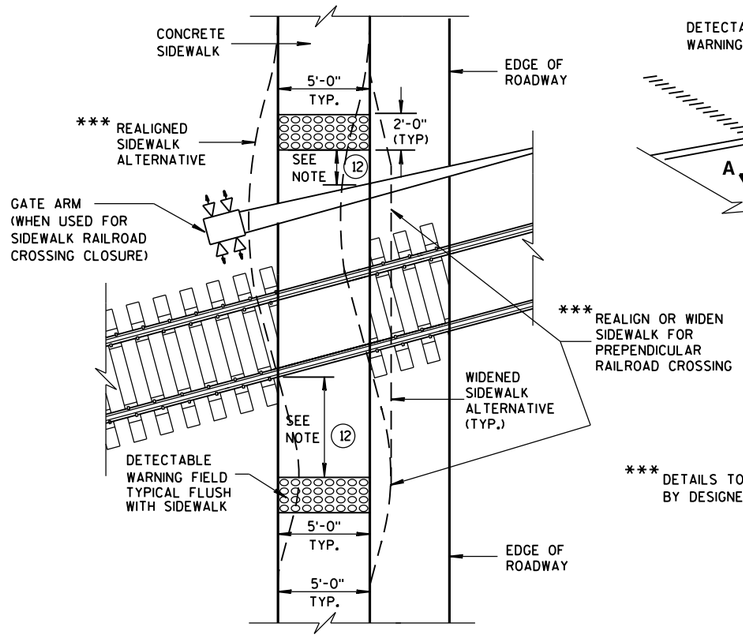
PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 4B AND 4B1

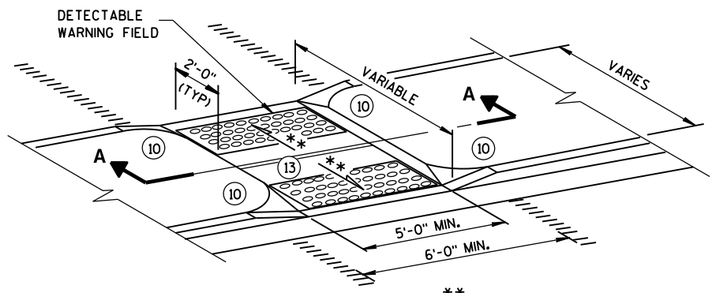
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 8 D 5-19d



TYPE 8
DETECTABLE WARNINGS AT RAILROAD CROSSING



** 1% MIN. (PROVIDE DRAINAGE)

*** DETAILS TO BE DETERMINED BY DESIGNER

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.

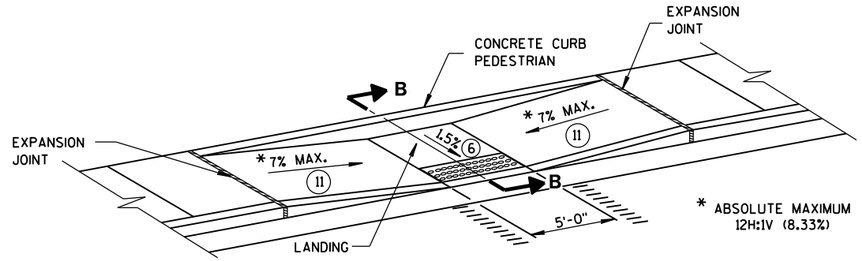
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

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

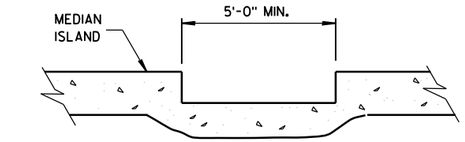
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(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.

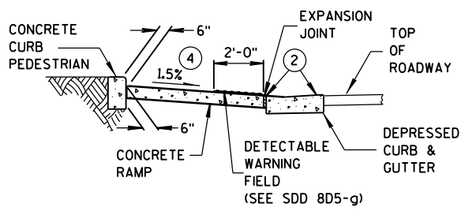
(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STREET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2-FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.



MID-BLOCK CROSSING
TYPE 7A

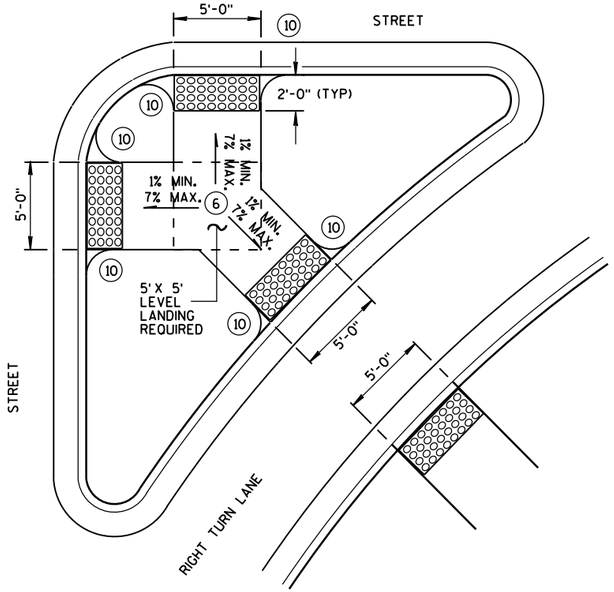


SECTION A-A

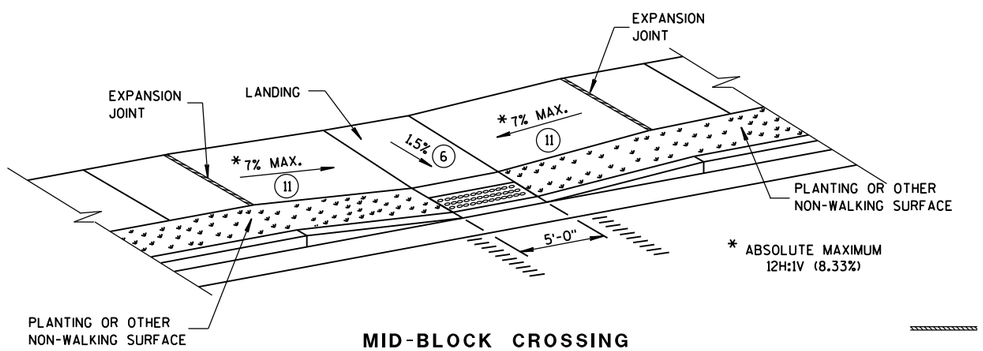


SECTION B-B

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



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

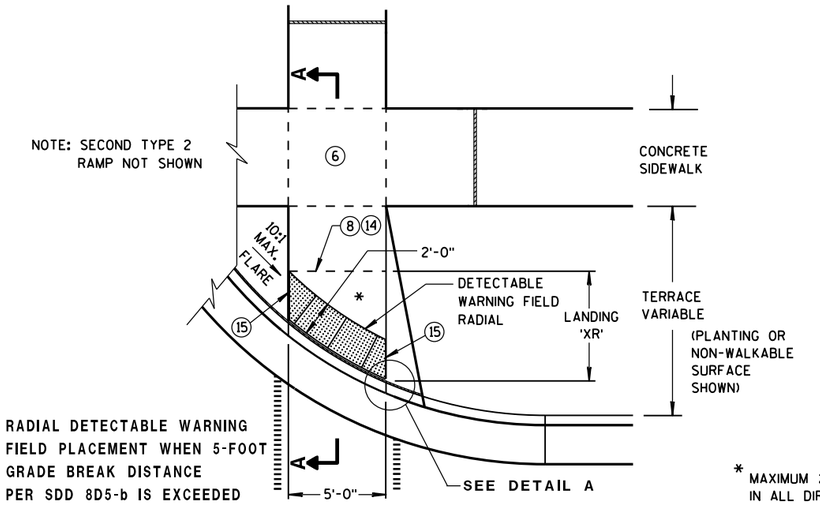
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 8 D 5-19e

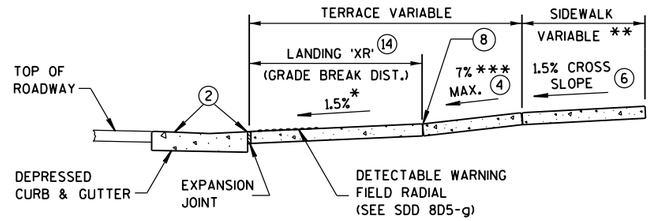


TYPE 2 RAMP
PLAN VIEW
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)
(ON LINE WITH SIDEWALK)

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

LEGEND

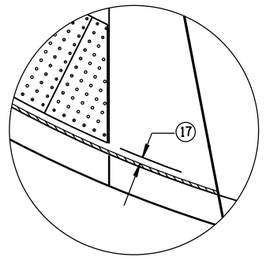
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



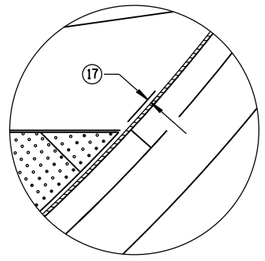
** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** ABSOLUTE MAXIMUM 12H:1V (8.33%)

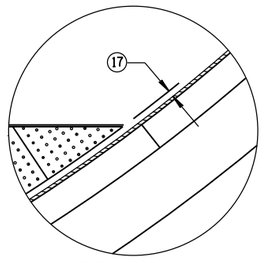
SECTION A-A



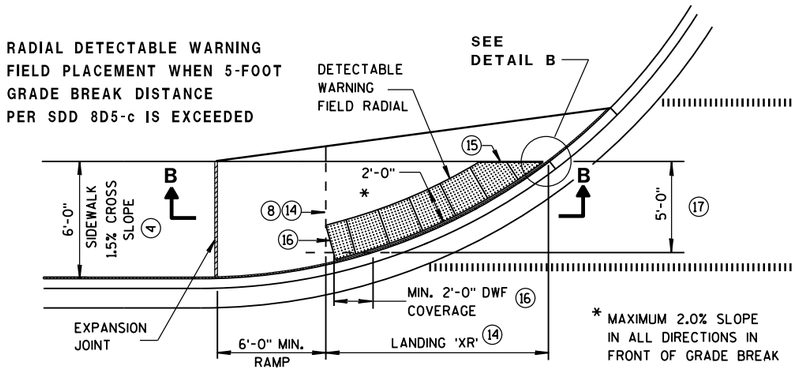
DETAIL A



DETAIL C

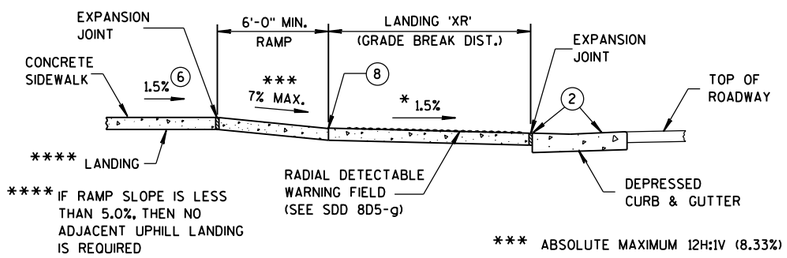


DETAIL B



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

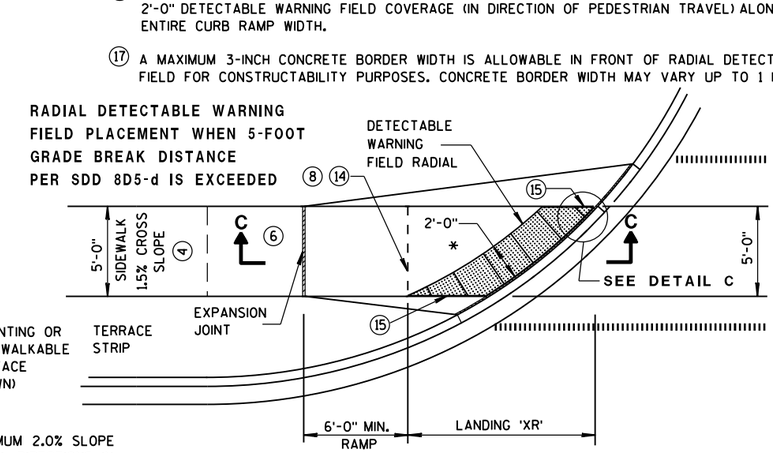
CURB RAMP TYPE 4A1
PLAN VIEW
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



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

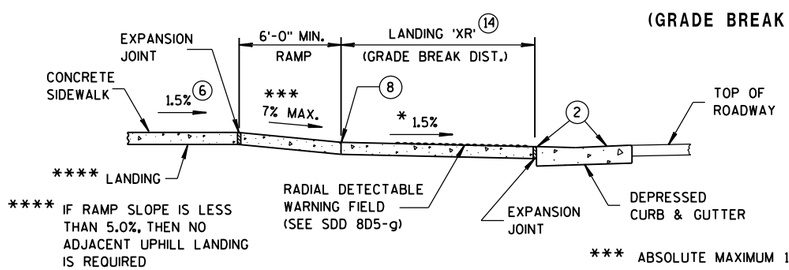
*** ABSOLUTE MAXIMUM 12H:1V (8.33%)

SECTION B-B FOR TYPE 4A1



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

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



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

*** ABSOLUTE MAXIMUM 12H:1V (8.33%)

SECTION C-C FOR TYPE 4B1

GENERAL NOTES

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

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

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FIELD ARE PROHIBITED.

DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

(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.

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

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

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(16) USE 1'X 2' RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2'-0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

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

CURB RAMPS
RADIAL DETECTABLE WARNING FIELD APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 334

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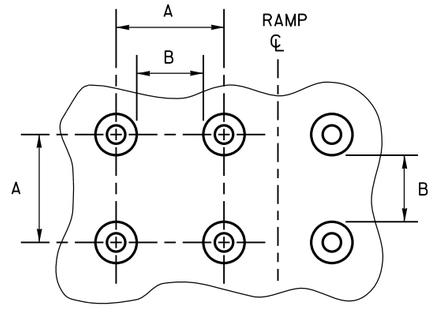
S.D.D. 8 D 5-19f

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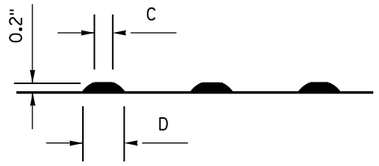
S.D.D. 8 D 5-19f

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

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



PLAN VIEW



ELEVATION VIEW

TRUNCATED DOMES

DETECTABLE WARNING PATTERN DETAIL

GENERAL NOTES

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

PLACE ALL DETECTABLE WARNING FIELD SYSTEMS IN ACCORDANCE TO THE MANUFACTURER'S RECOMMENDATION.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FIELD ARE PROHIBITED.

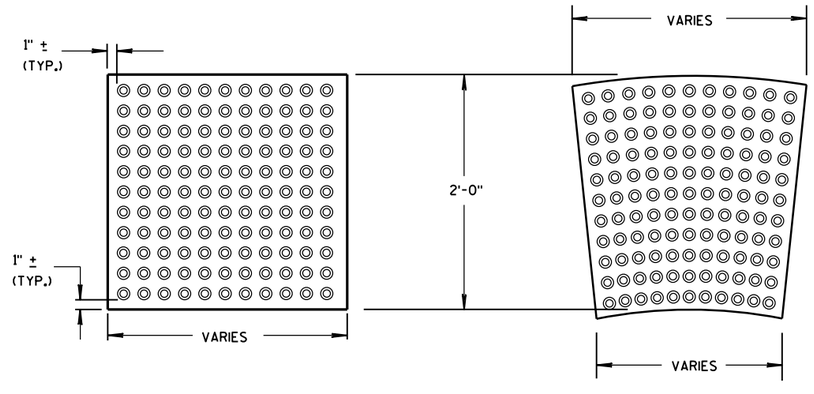
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

⑮ FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

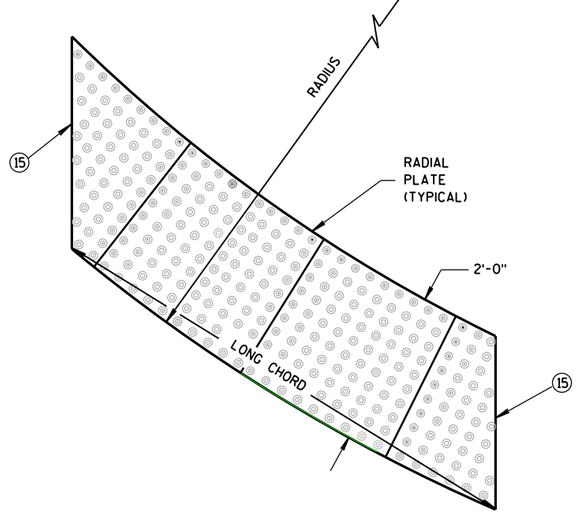


RECTANGULAR PLATES

RADIAL PLATES

DETECTABLE WARNING FIELDS (TYPICAL)

PLAN VIEW



RADIAL DETECTABLE WARNING FIELD ATTRIBUTES

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

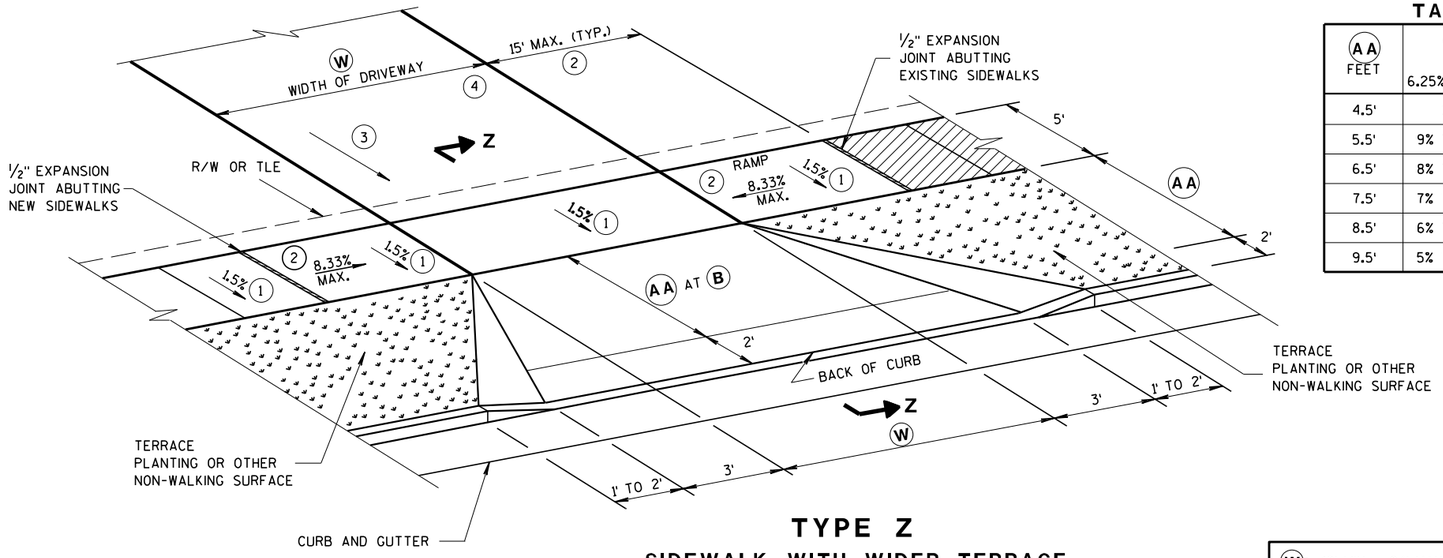
APPROVED
June, 2017 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERV
ENT
FHWA

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S.D.D. 8 D 5-19g

6

S.D.D. 8 D 5-19g



TYPE Z

SIDEWALK WITH WIDER TERRACE

TERRACE VARIES 7 TO 12 FEET

TABLE Z

(AA) FEET	(B) % 6.25% GUTTER	(B) % 4% GUTTER
4.5'	11.5%	9% TO 11.5%
5.5'	9% TO 11.5%	8% TO 11.5%
6.5'	8% TO 11.5%	6% TO 11.5%
7.5'	7% TO 11.5%	6% TO 11.5%
8.5'	6% TO 11.5%	5% TO 11.5%
9.5'	5% TO 11.5%	4% TO 11.5%

Ⓦ: 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)
16' MIN. - 35' MAX. COMMERCIAL (CE)

GENERAL NOTES

PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.

Ⓦ IS SHOWN ON PLAN AND PROFILE SHEETS.

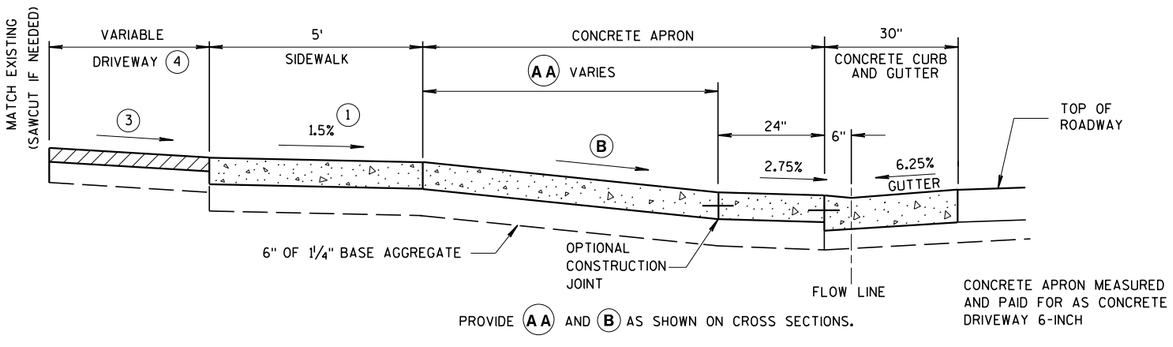
OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

(1) CONSTRUCTION TOLERANCE OF 0.5% ± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

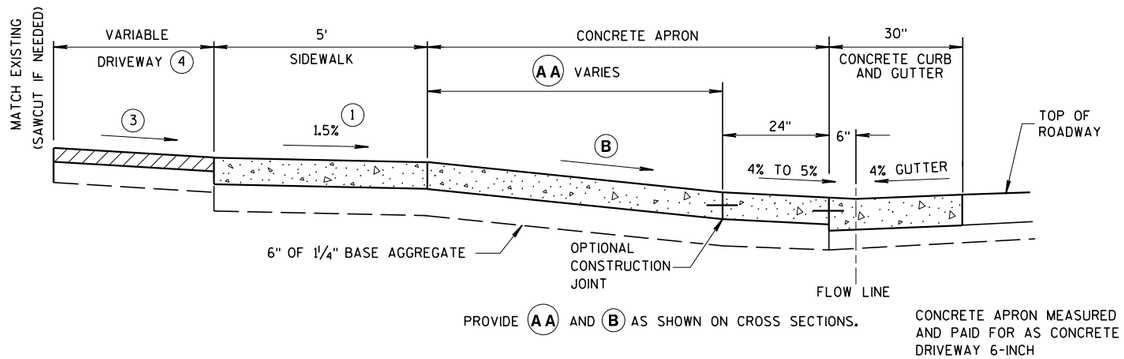
(2) THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY.

(3) DRIVEWAY SLOPES: DESIRABLE MAXIMUM
10.5% UP AWAY FROM SIDEWALK (SAG)
8.5% DOWN AWAY FROM SIDEWALK (CREST)
ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG

(4) DRIVEWAY TYPES
- 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
- 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
- 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES)



6.25% GUTTER SLOPE



4% GUTTER SLOPE

NOTE: SIDEWALK MAY BE DEPRESSED IN DRIVEWAY AREAS FOR **B** VALUES NOT SHOWN IN TABLE Z.

SIDEWALK WITHIN THE LIMITS OF THE DRIVEWAY PAID FOR AS CONCRETE DRIVEWAY 6-INCH.

SEPARATE PAYMENT FOR BASE AGGREGATE WILL BE MADE.

SECTION Z-Z

DRIVEWAY DETAIL WITH CONCRETE CURB & GUTTER

(URBAN AND SUBURBAN)

NOT TO SCALE

DRIVEWAY AND SIDEWALK RAMPS TYPE Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

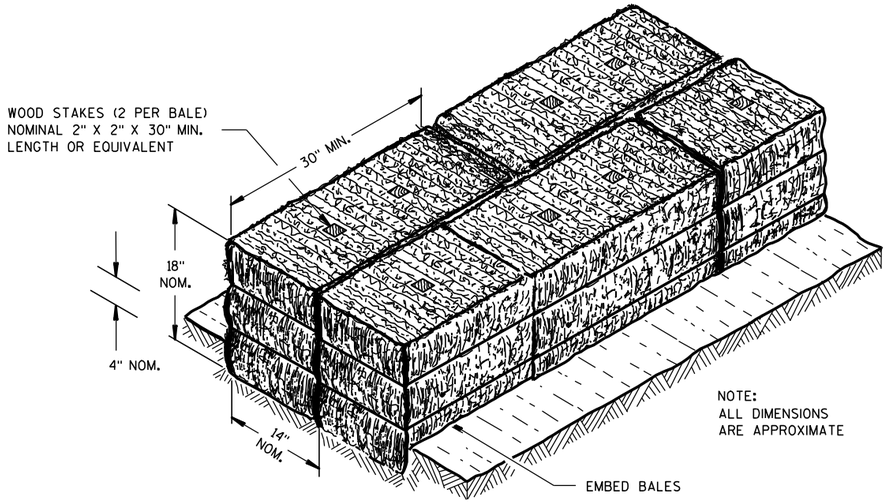
APPROVED
March 2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVISOR
FHWA

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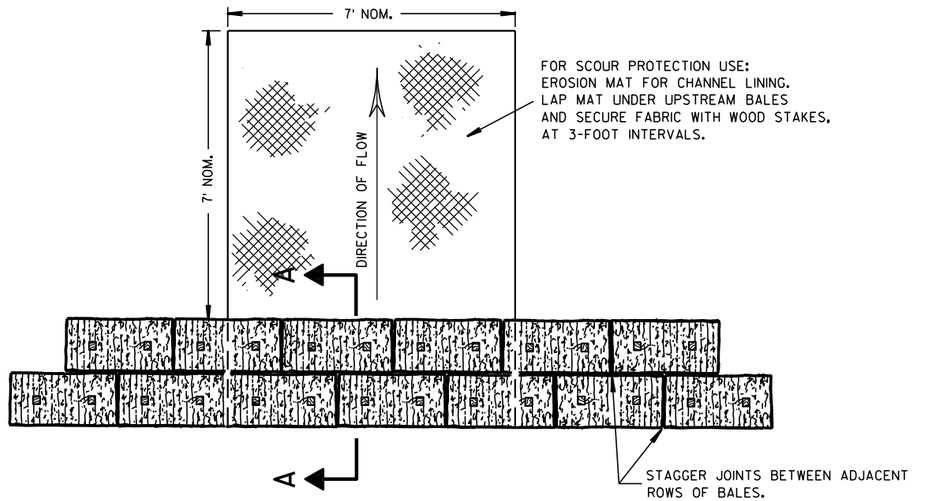
S.D.D. 8 D 19-2

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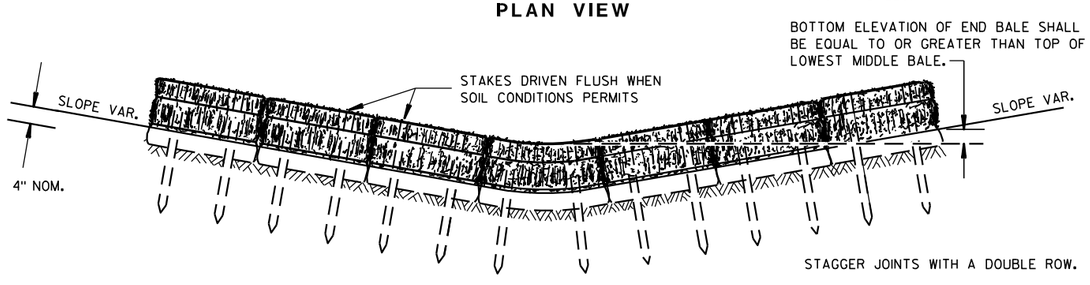
S.D.D. 8 D 19-2



SECTION A-A



PLAN VIEW



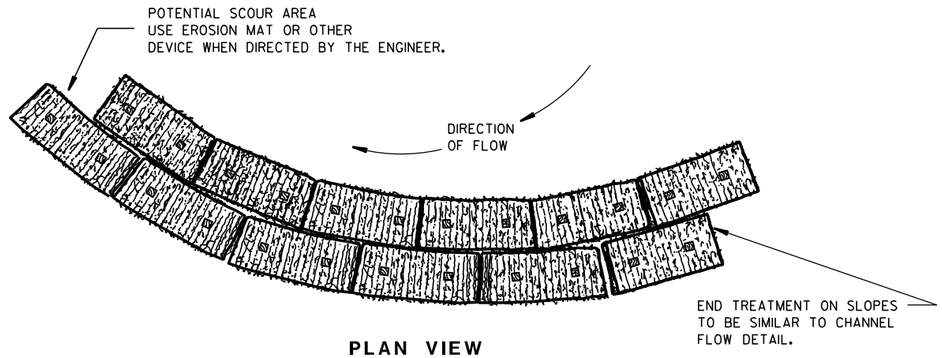
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

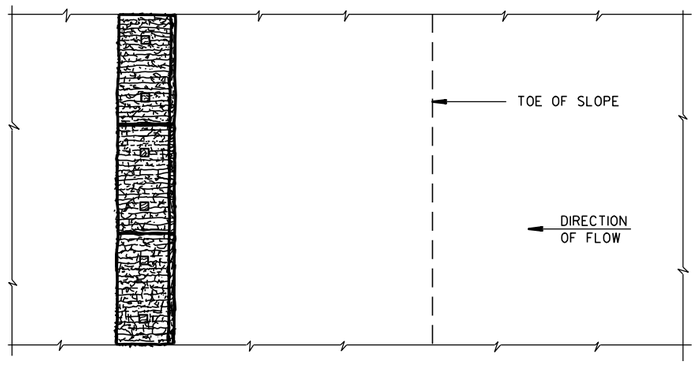
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

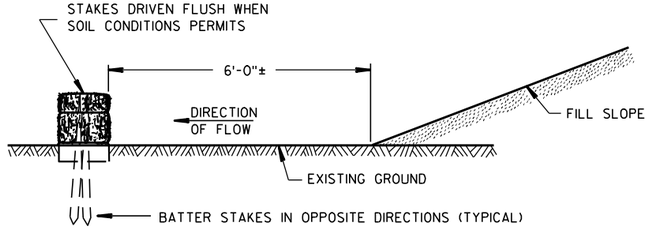


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/04/02 — DATE

/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER

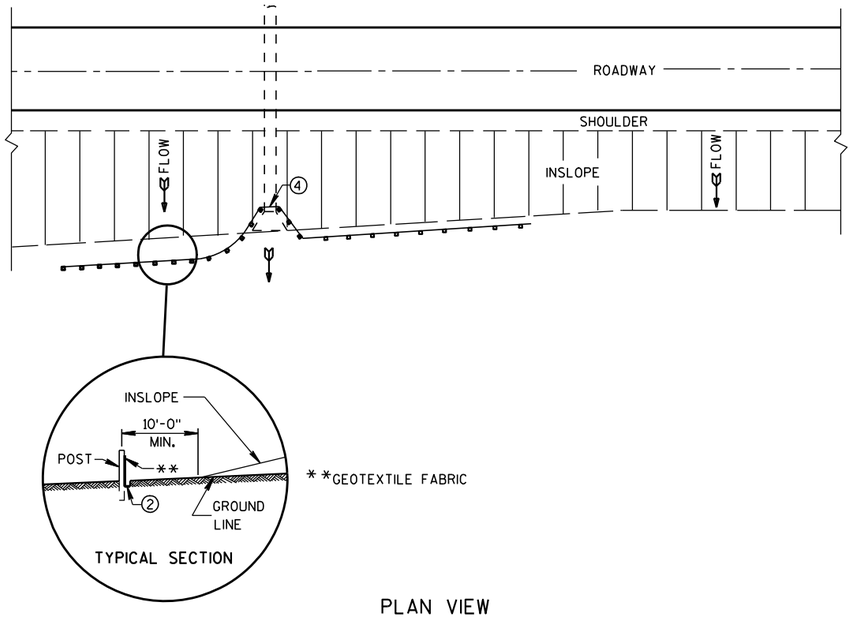
FHWA

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S.D.D. 8 E 8-3

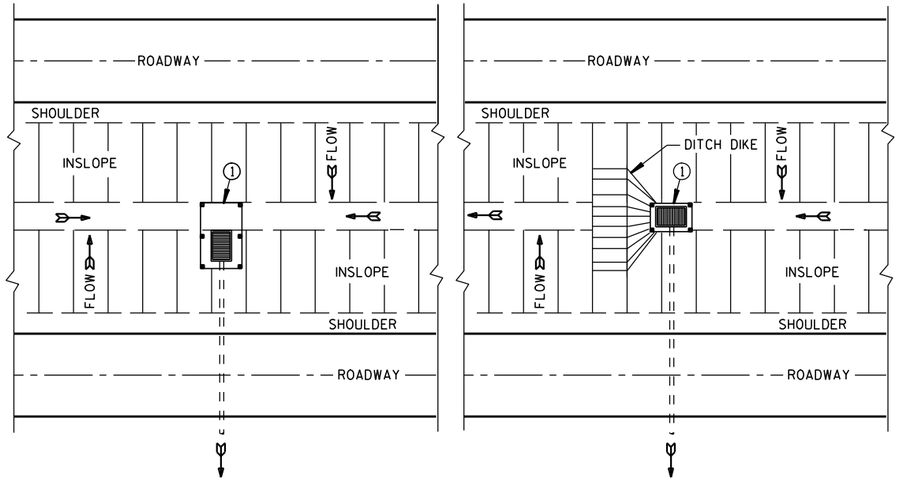
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S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

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

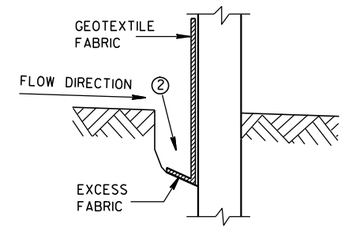
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

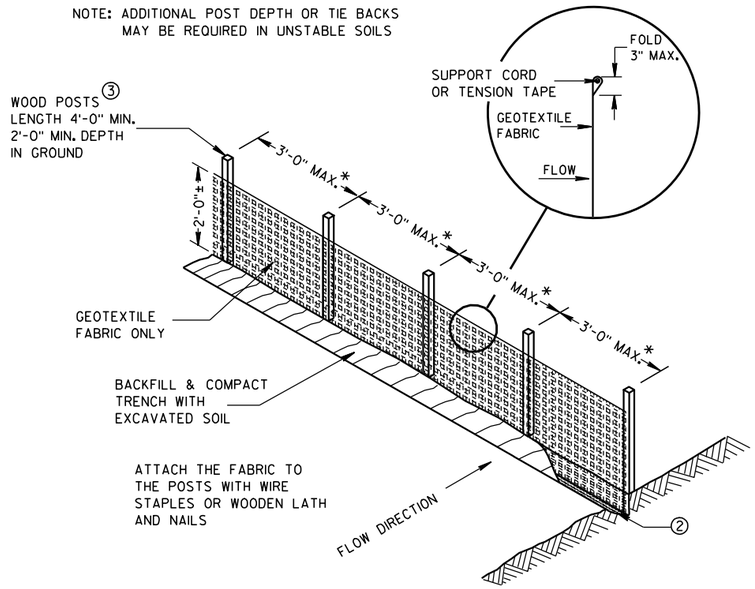
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

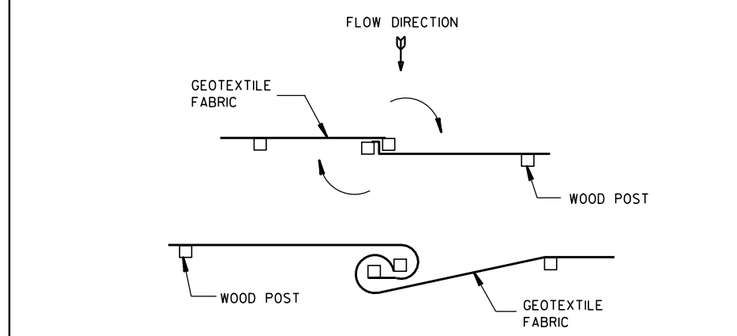
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



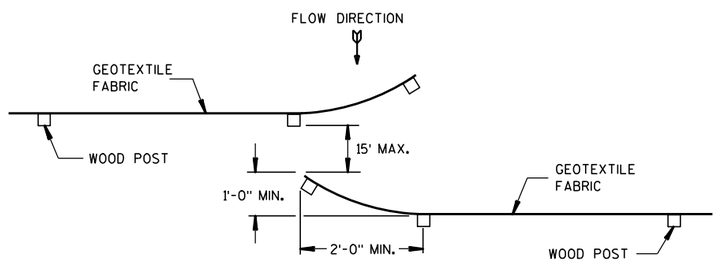
TRENCH DETAIL



SILT FENCE

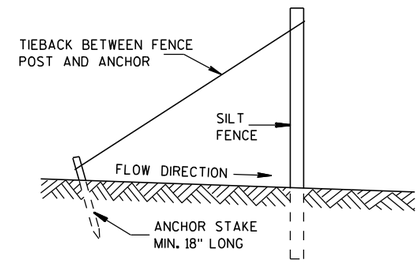


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

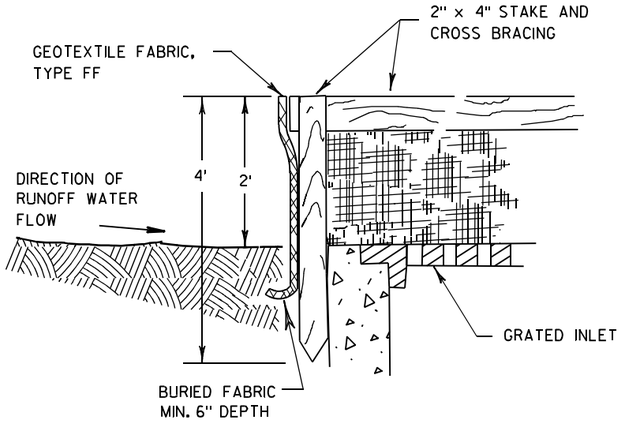
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

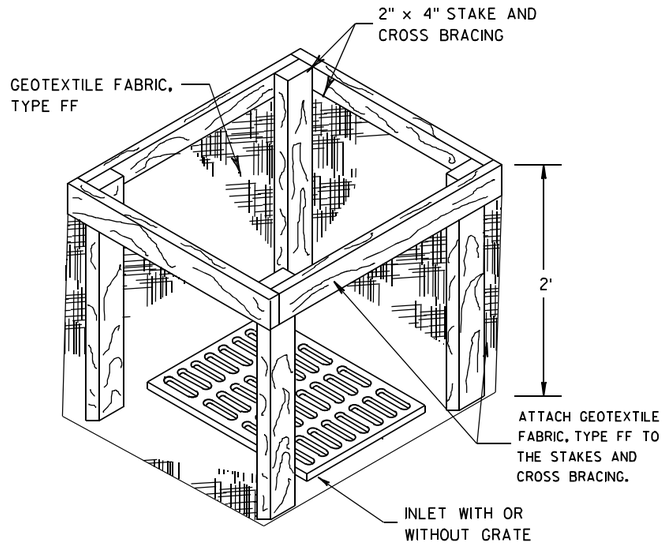
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S.D.D. 8 E 9-6

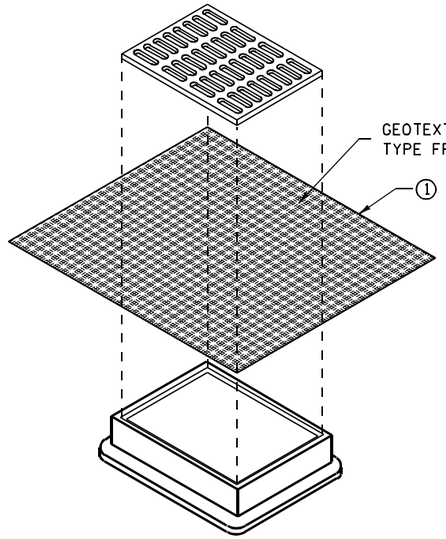
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S.D.D. 8 E 9-6



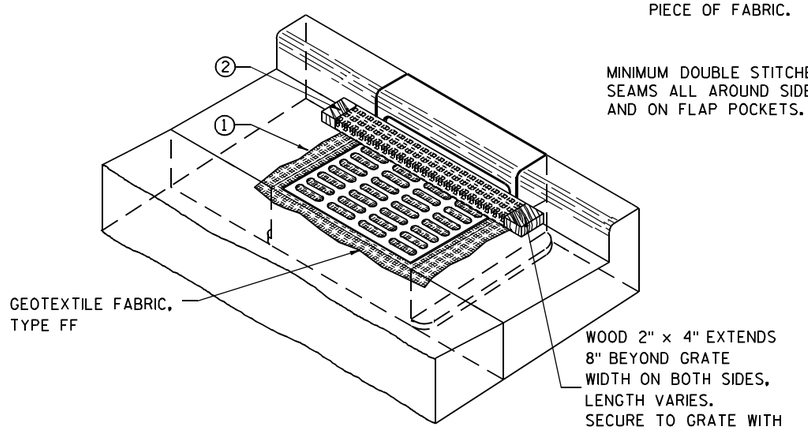


INLET PROTECTION, TYPE A

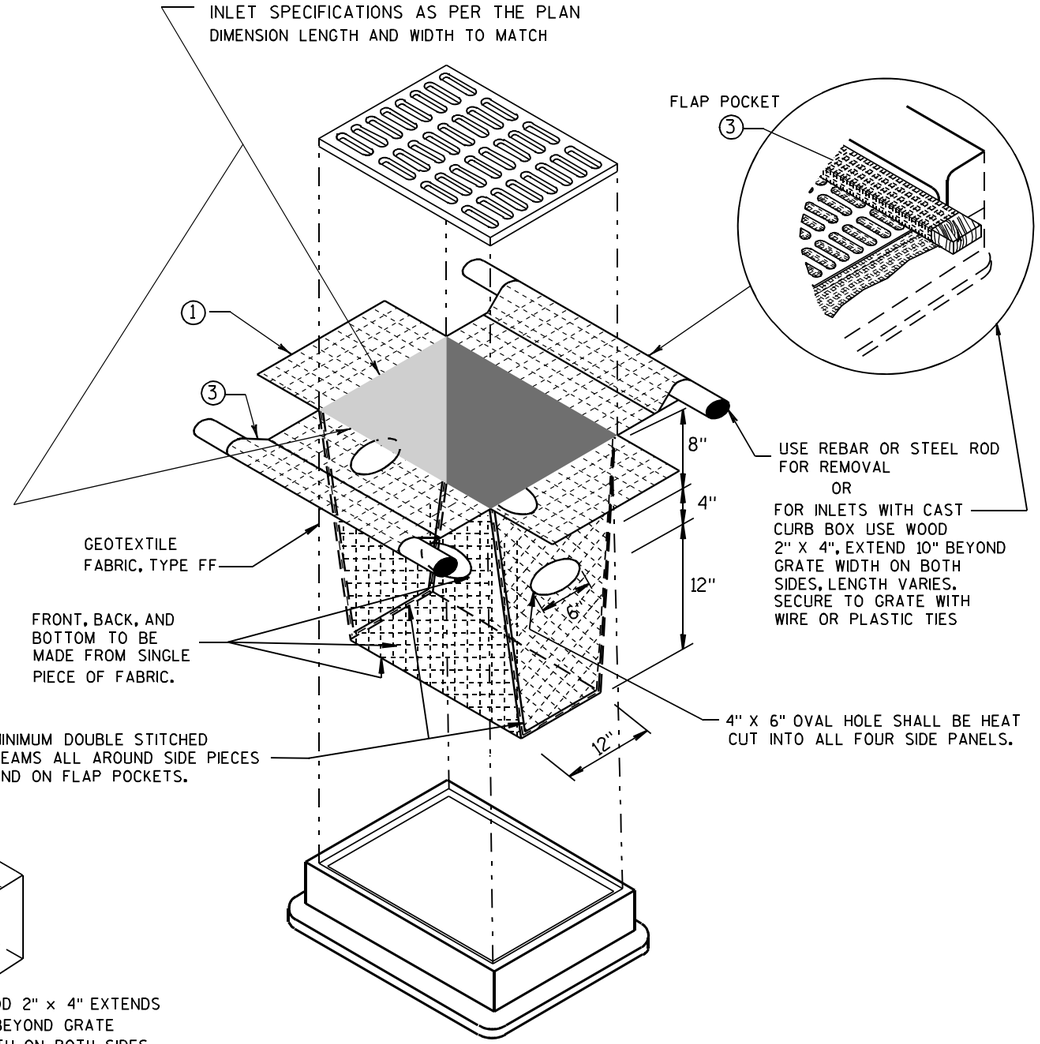


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(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

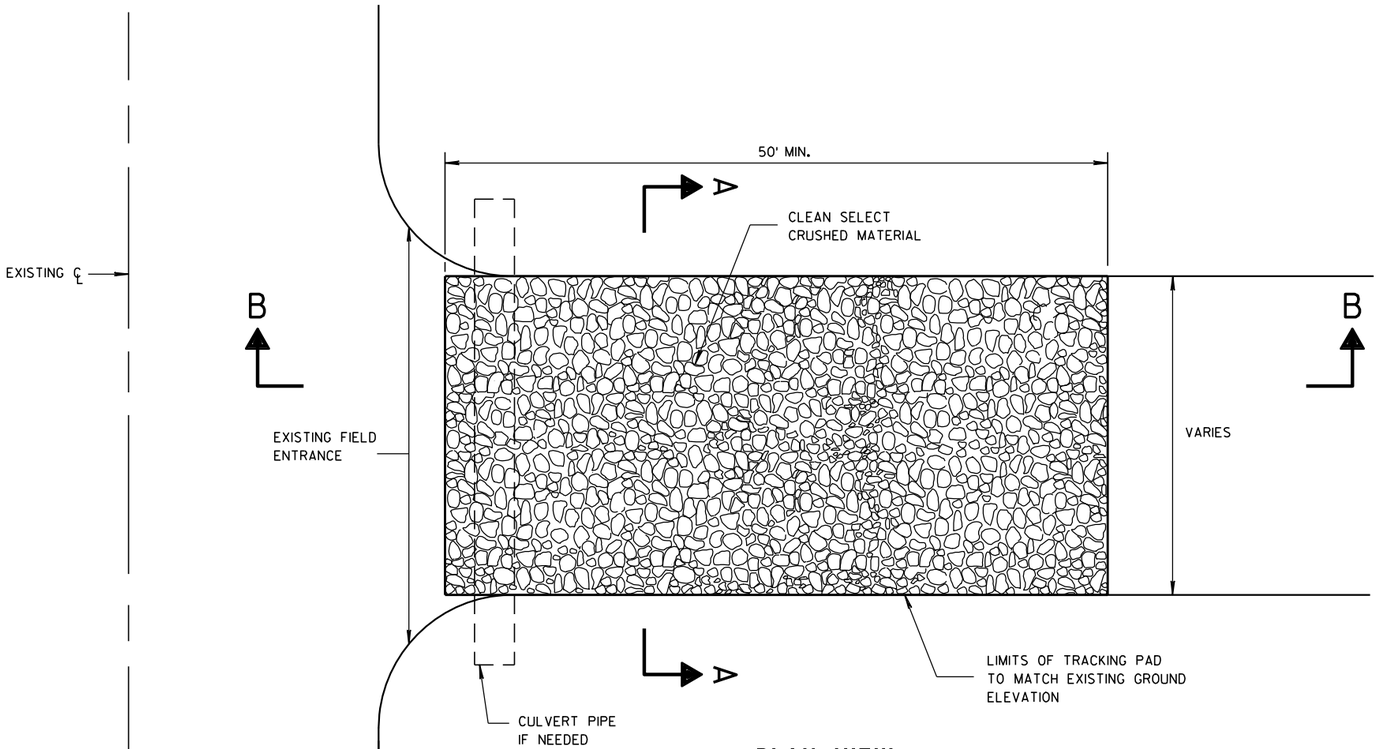
FHWA

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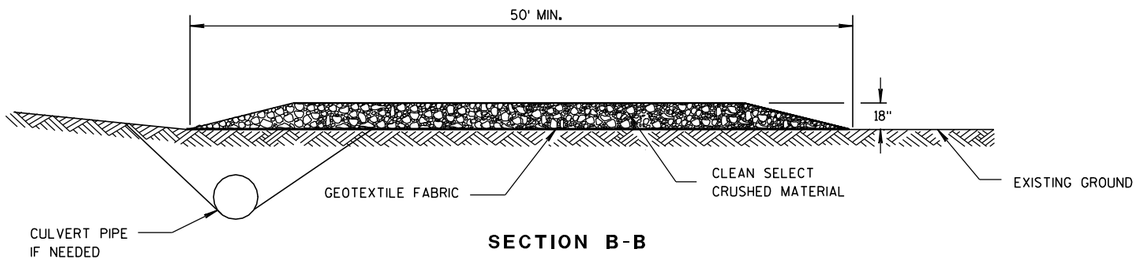
S.D.D. 8 E 10-2

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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.

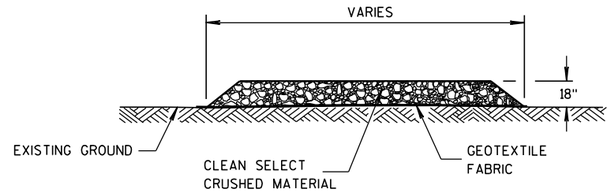
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

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

TRACKING PAD	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 3/24/2011 DATE FHWA	/S/ Jerry H. Zoda ROADWAY STANDARDS ENGINEER
	340
	ENT

6

S.D.D. 8 E 14-1

6

S.D.D. 8 E 14-1

METAL APRON ENDWALLS

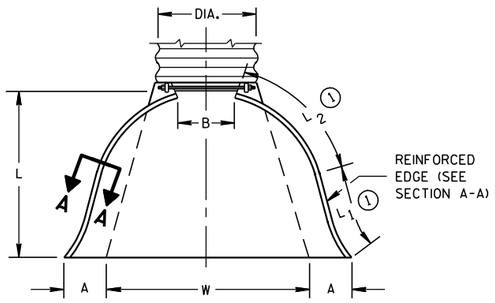
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

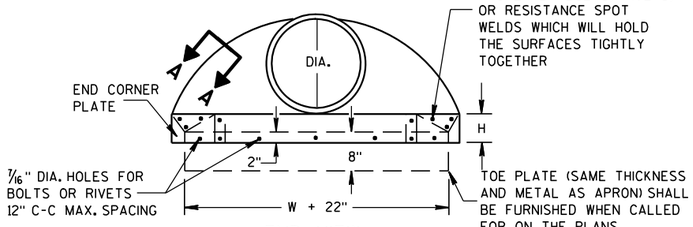
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

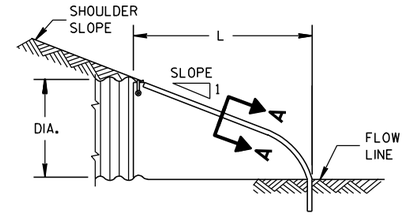
*MINIMUM
**MAXIMUM



PLAN VIEW

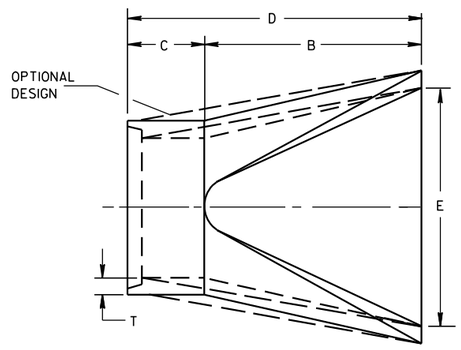


END VIEW

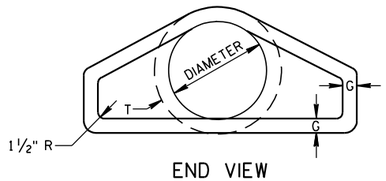


SIDE ELEVATION

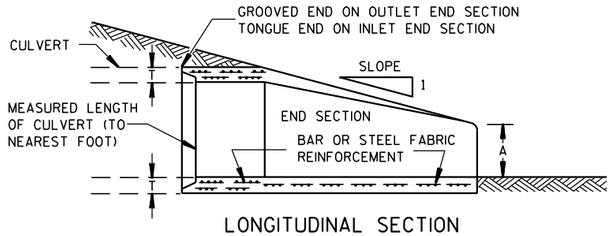
METAL ENDWALLS



PLAN

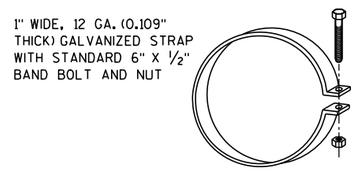


END VIEW



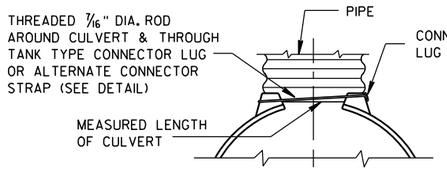
LONGITUDINAL SECTION

CONCRETE ENDWALLS

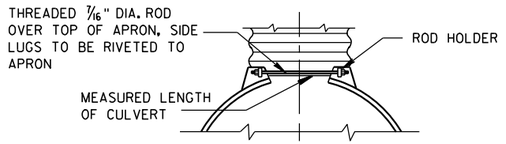


ALTERNATE FOR TYPE 1 CONNECTION

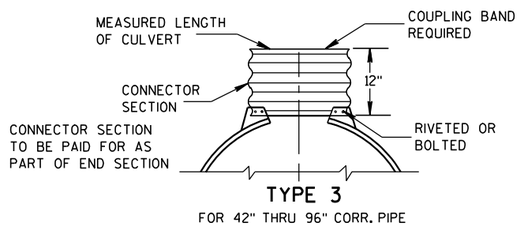
END SECTION CONNECTOR STRAP



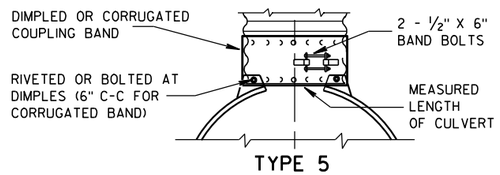
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

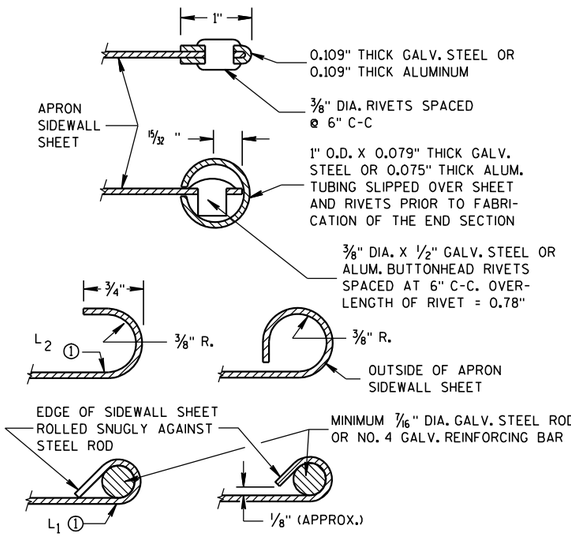
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

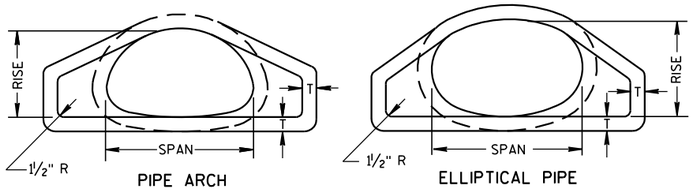
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

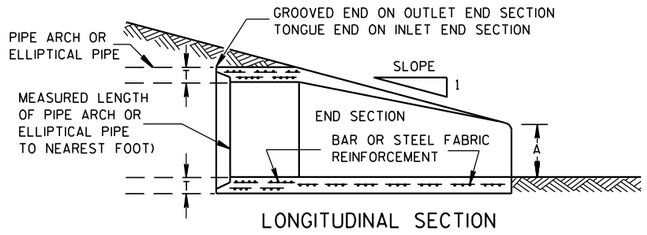
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

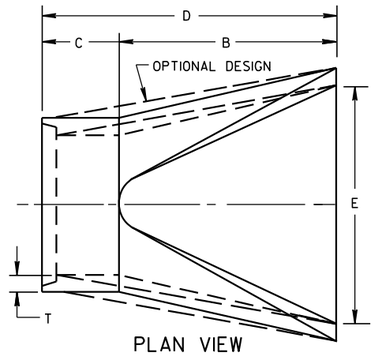
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S.D.D. 8 F 1-11



END VIEW

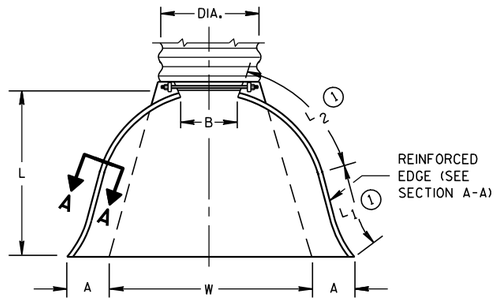


LONGITUDINAL SECTION

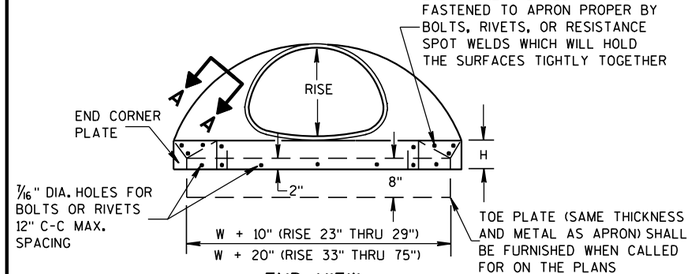


PLAN VIEW

CONCRETE ENDWALLS

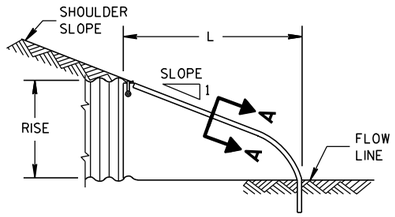


PLAN VIEW



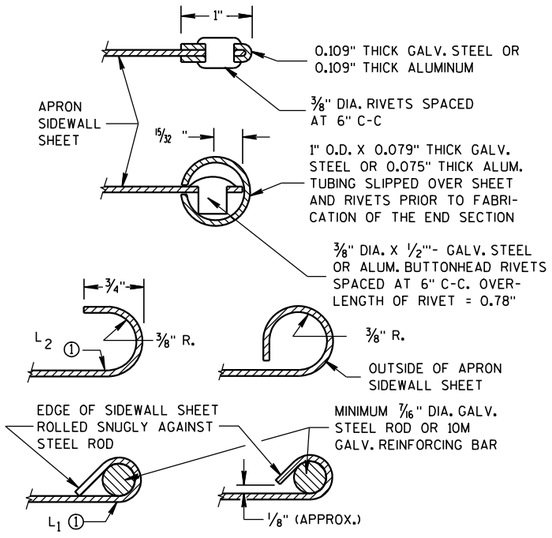
END CORNER PLATES MAY BE FASTENED TO APRON PROPER BY BOLTS, RIVETS, OR RESISTANCE SPOT WELDS WHICH WILL HOLD THE SURFACES TIGHTLY TOGETHER

END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

2- 2/3" X 1/2" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
15	17	13	.064	.060	7	9	6	19	14	16	30	2½ to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19⅜	36	2½ to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21¾	42	2½ to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27½	48	2½ to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37⅝	60	2½ to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45⅜	75	2½ to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54¾	85	2½ to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2½ to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72¾	102	2¼ to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82¼	114	2¼ to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

3" X 1" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
48	53	41	.109	.105	18	26	12	63	24	72¾	90	2½ to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82¼	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1½ to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1½ to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	1½ to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1½ to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1½ to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1½ to 1	3 Pc.

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

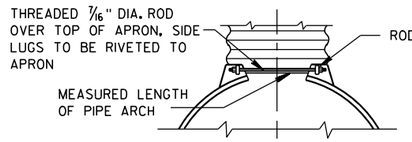
REINFORCED CONCRETE PIPE ARCH

EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	29	18	3	8½	39	33	72	48	3 to 1
30	36	22	3½	9½	50	46	96	60	3 to 1
36	44	27	4	11⅛	60	36	96	72	3 to 1
42	51	31	4½	15 13/16	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	5½	25½	60	36	96	90	3 to 1
60	73	45	6	31	60	36	96	96	3 to 1
72	88	54	7	31	60	39	99	120	2 to 1
84	102	62	8	28½	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE

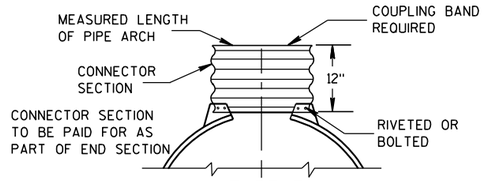
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

**NOMINAL SIZE



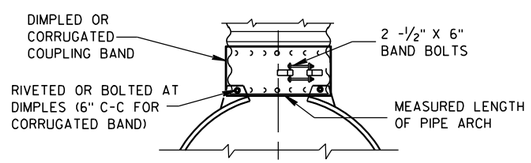
TYPE 2

FOR 17" X 13" THRU 112" X 75" PIPE ARCH



TYPE 3

FOR 64" X 43" THRU 112" X 75" PIPE ARCH



TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL.

CONNECTION DETAILS

GENERAL NOTES

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

CONCRETE APRON ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM APRON ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE ARCH PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 77" X 52" THROUGH 112" X 75" APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/94 — DATE

/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER

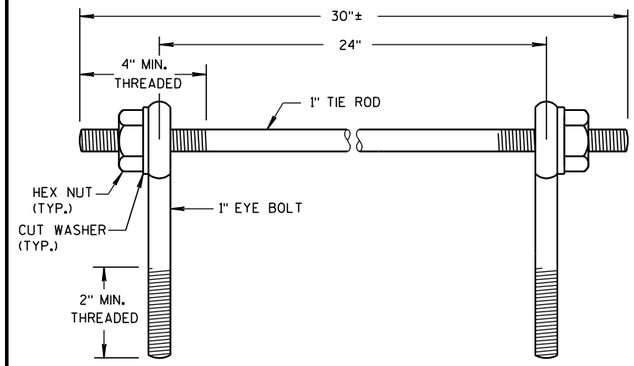
FHWA

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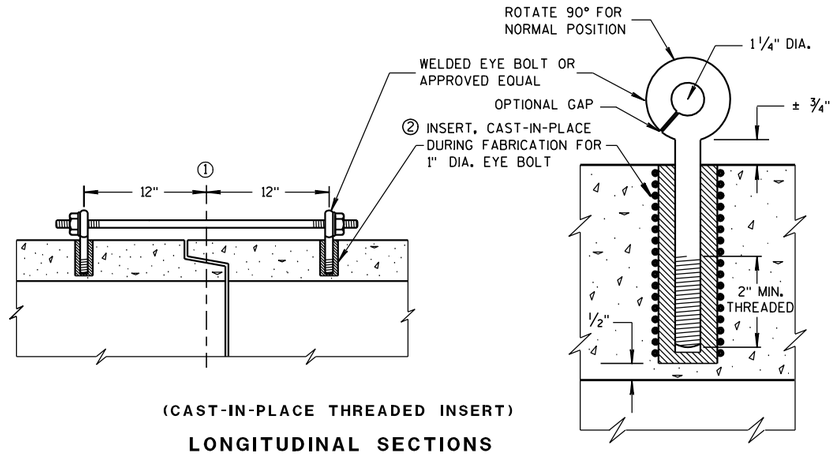
S.D.D. 8 F 2-1

6

S.D.D. 8 F 2-1



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

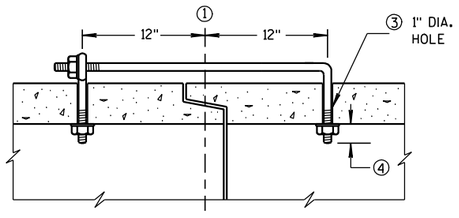
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

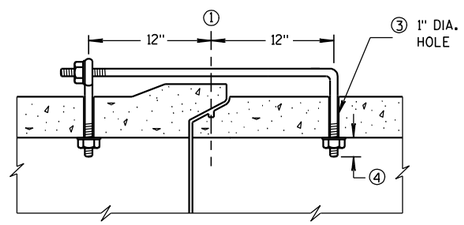
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.



(TONGUE & GROOVE PIPE)

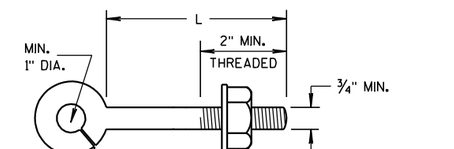


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

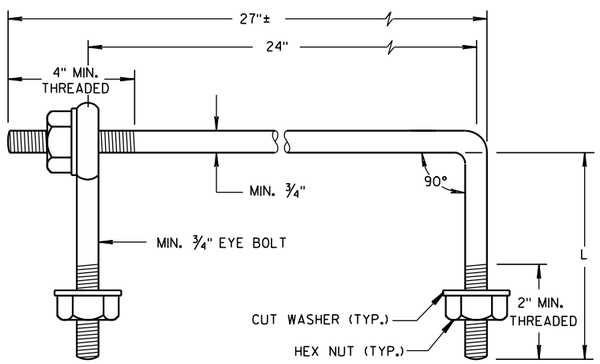
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

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



EYE BOLT AND TIE ROD

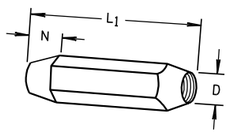
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

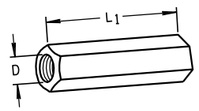
ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/16

DIMENSIONS SHOWN ARE IN INCHES



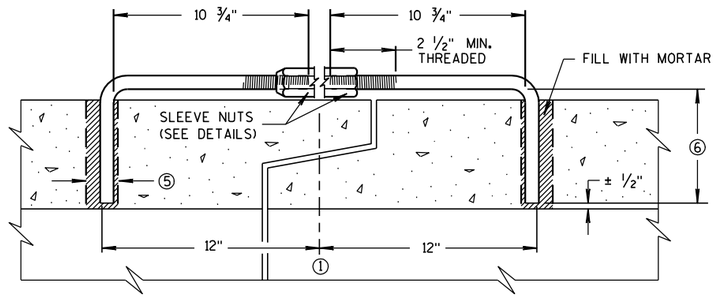
TAPERED



PLAIN

RIGHT AND LEFT THREADS

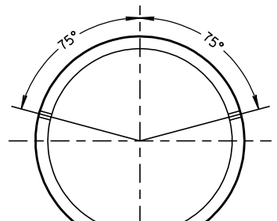
SLEEVE NUTS



LONGITUDINAL SECTION

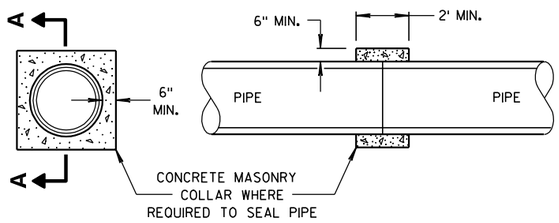
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

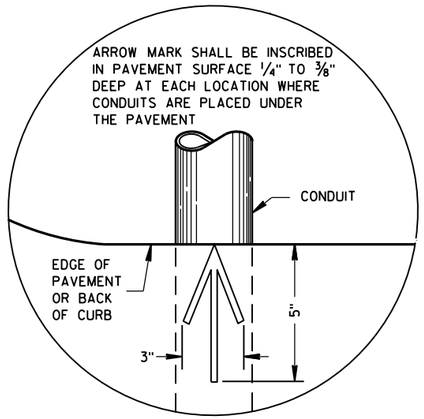
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
343
FHWA

6

S.D.D. 8 F 4-7

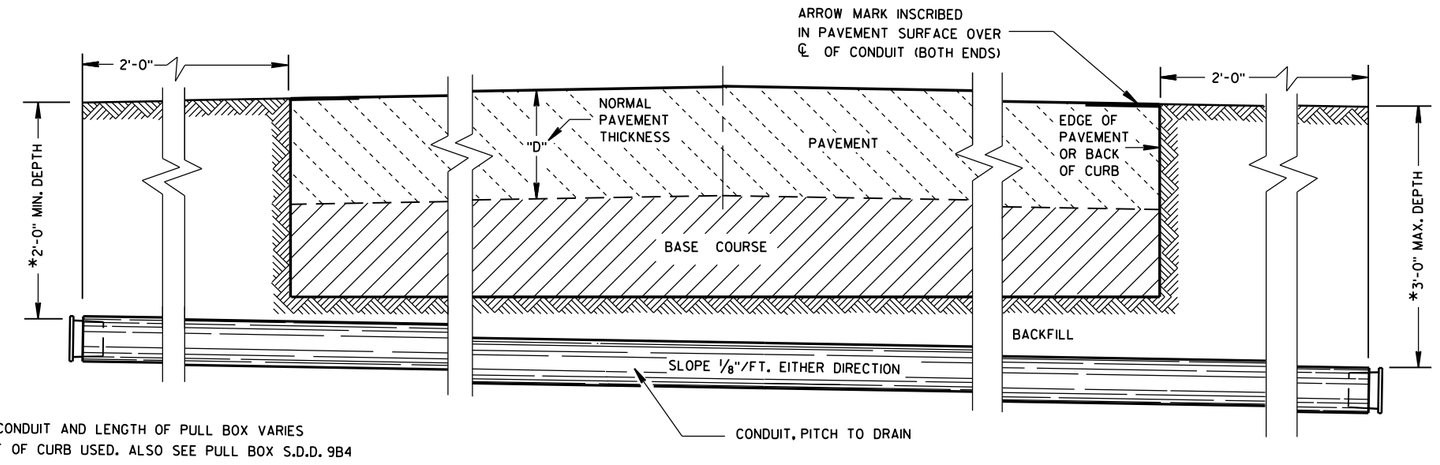
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S.D.D. 8 F 4-7



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 344
FHWA

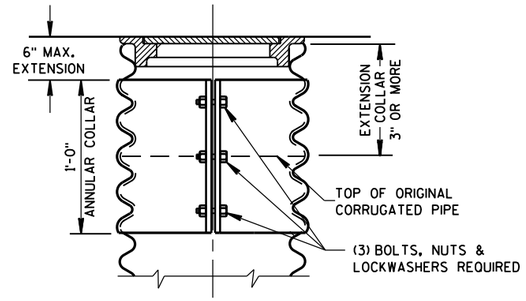
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S.D.D. 9 B 2-10

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

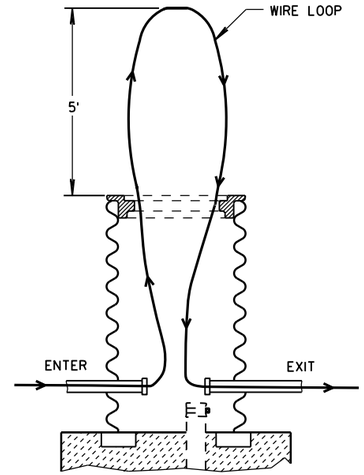
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	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.

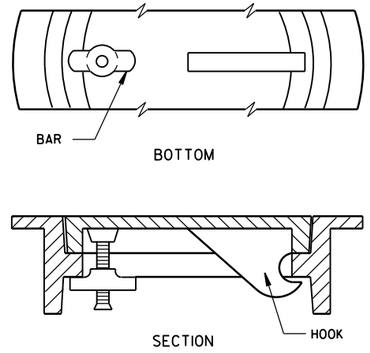
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

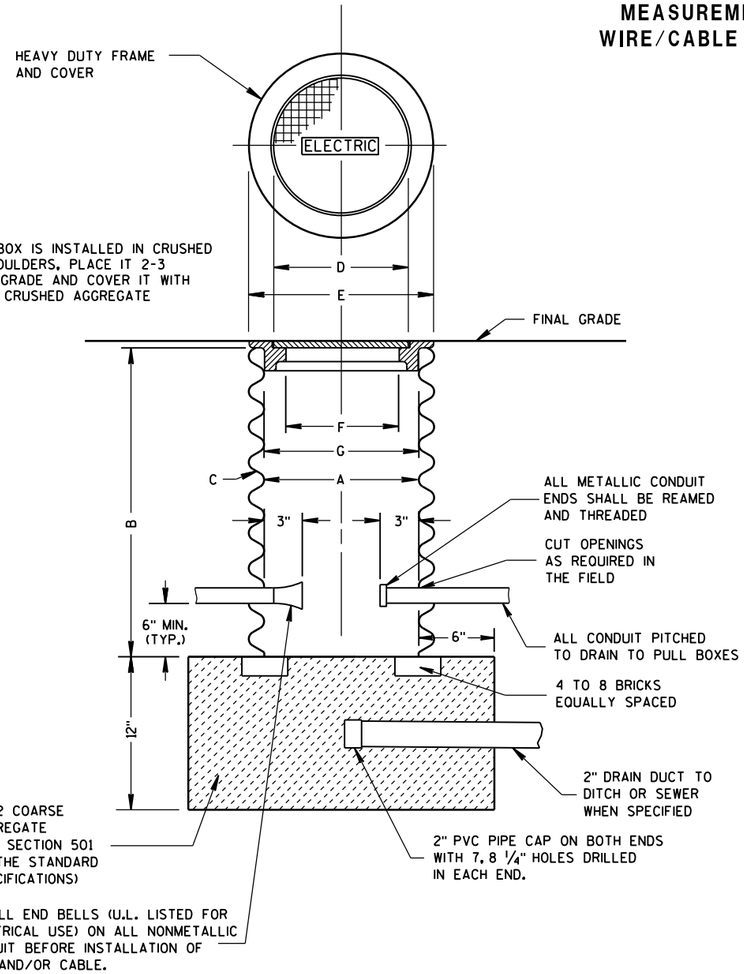


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



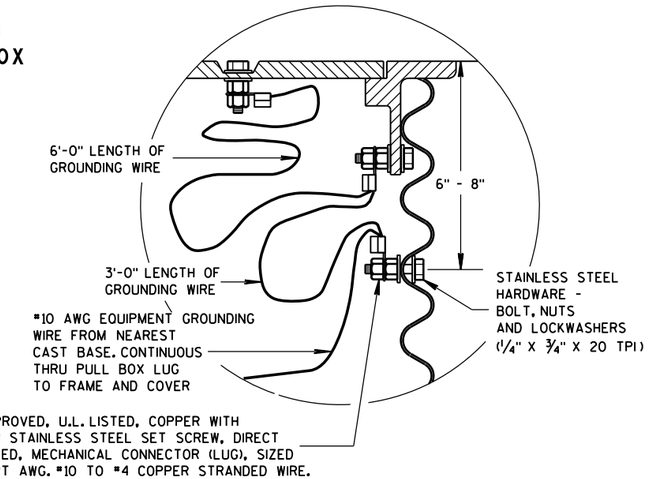
ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE

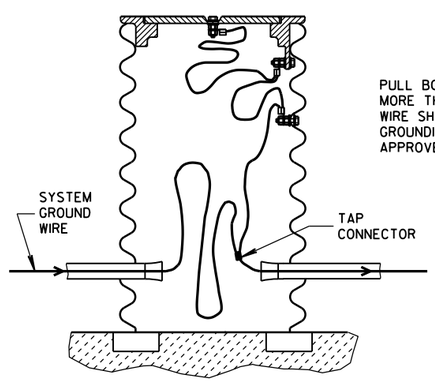


WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE

PULL BOX



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

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.

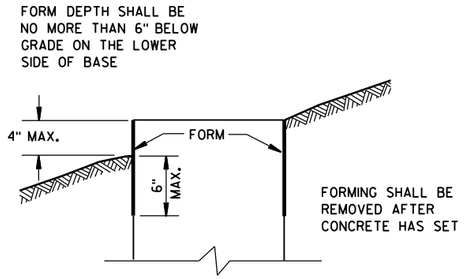
PULL BOX

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.

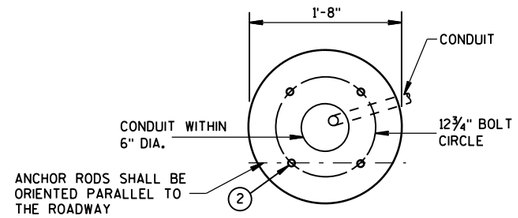
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

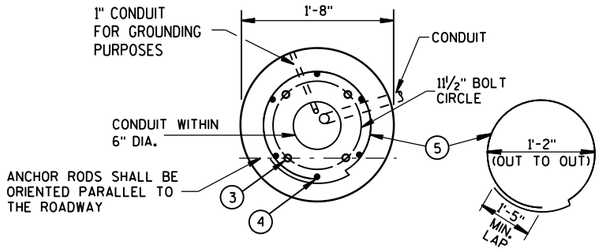
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

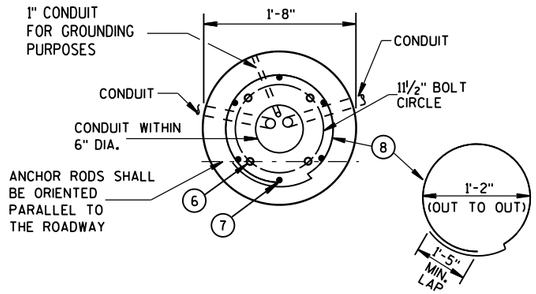
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT.

(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

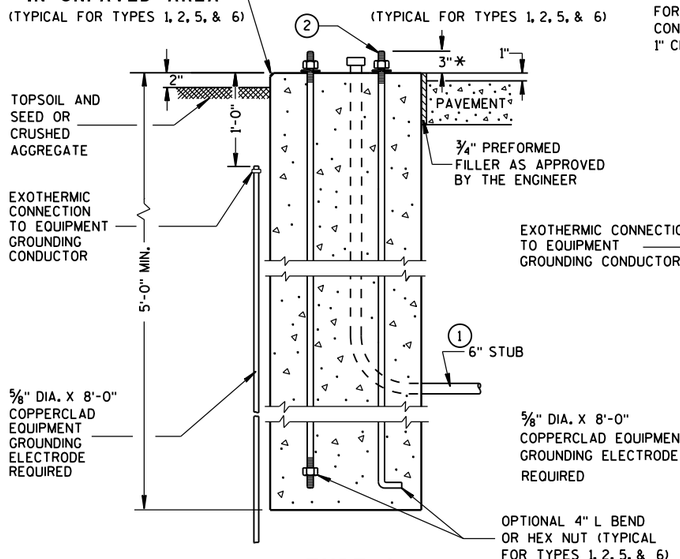




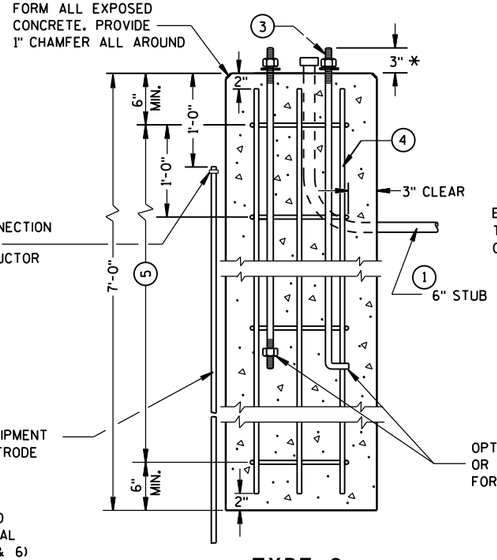


HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5, & 6)

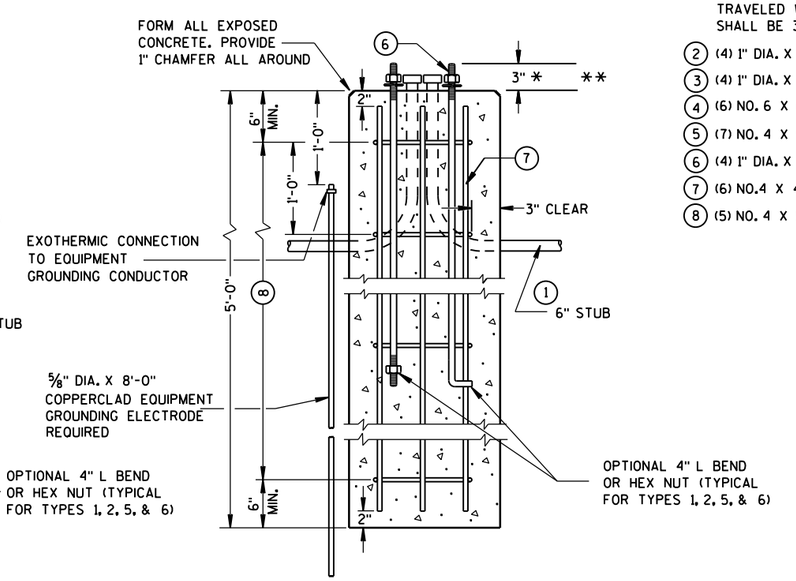
HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5, & 6)



TYPE 1



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 346
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.

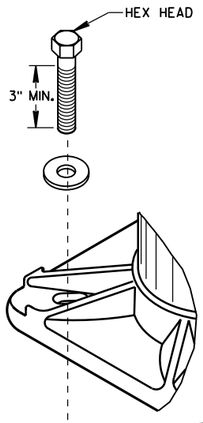
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

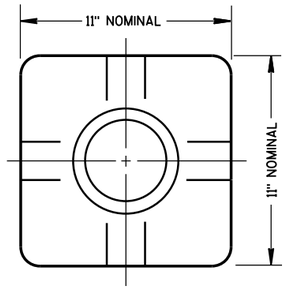
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

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

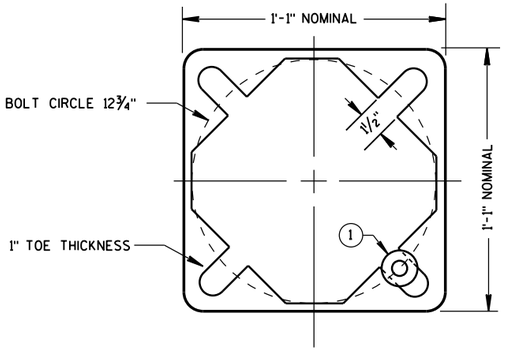
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

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

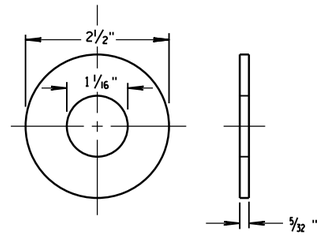




TOP VIEW
(PEDESTAL BASE)

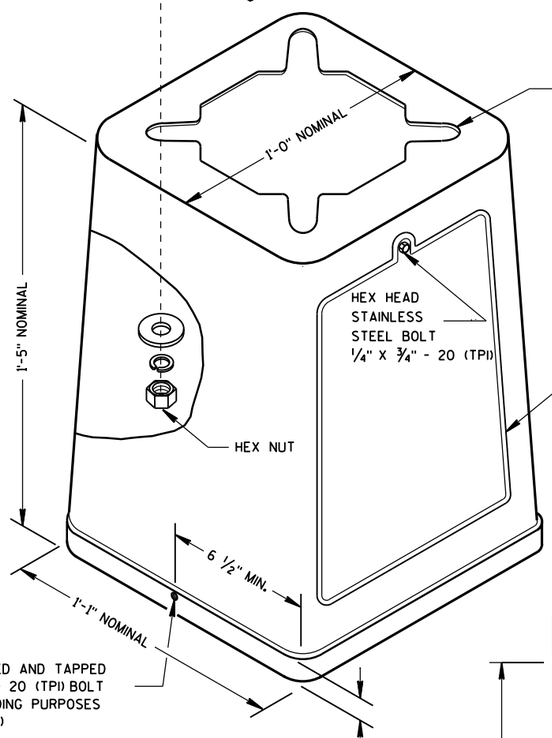


BOTTOM VIEW
(PEDESTAL BASE)

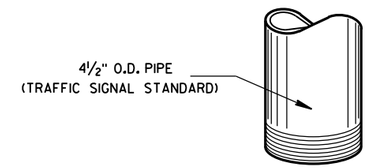


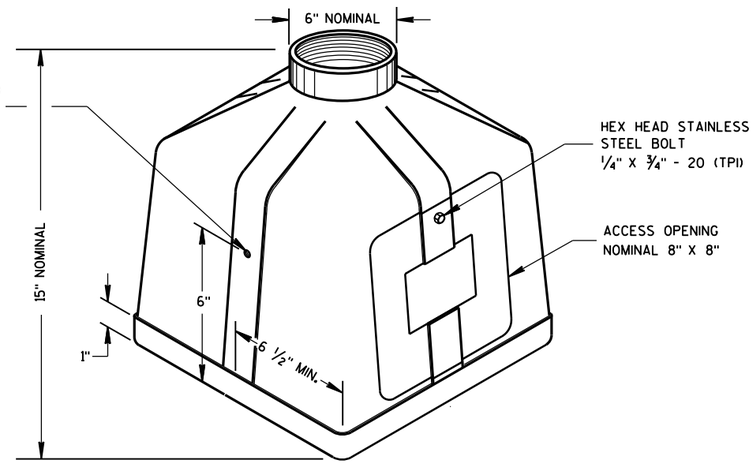
ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)



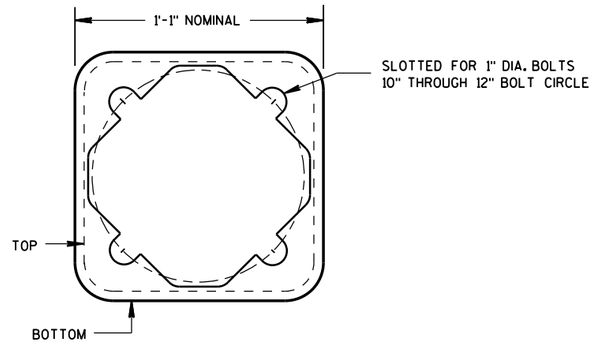
ISOMETRIC VIEW



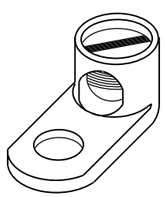


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

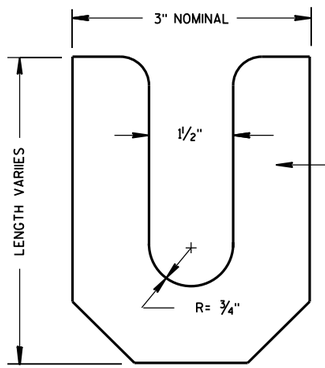


TYPICAL MECHANICAL CONNECTOR LUG

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

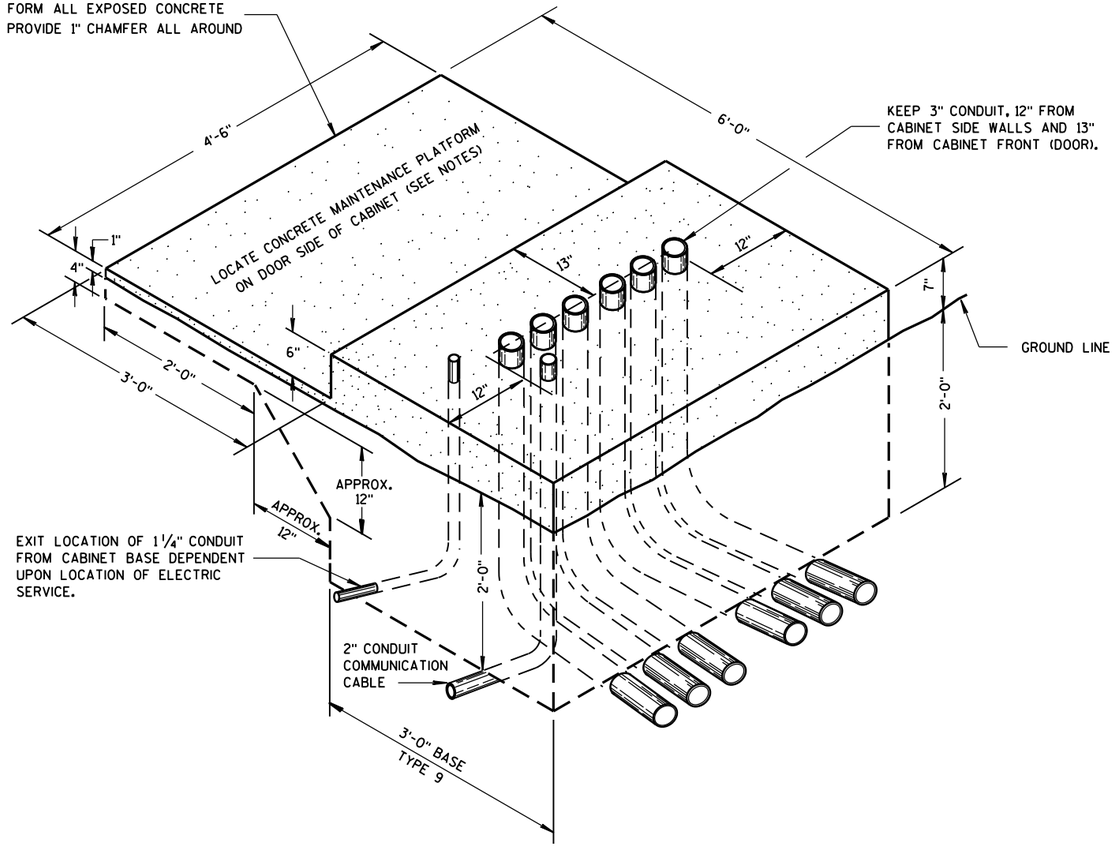
APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

S.D.D. 9 C 3-4

6

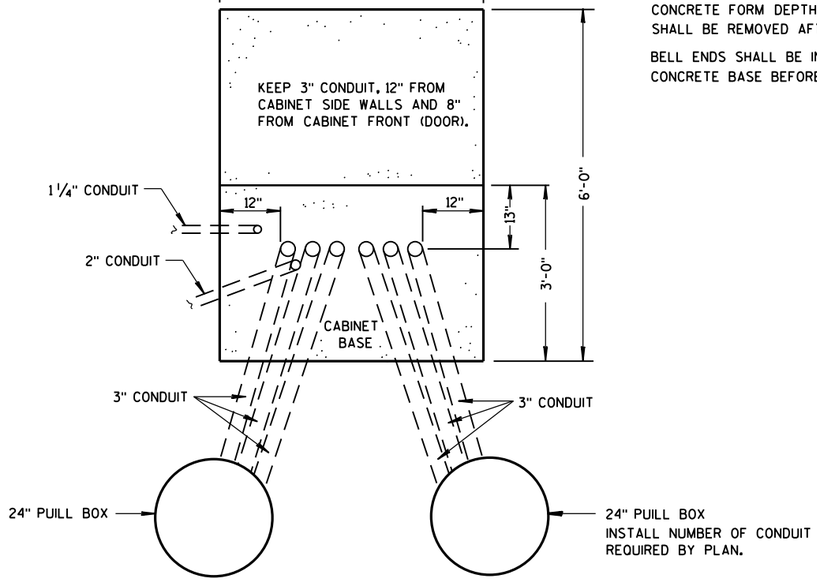
S.D.D. 9 C 3-4



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).

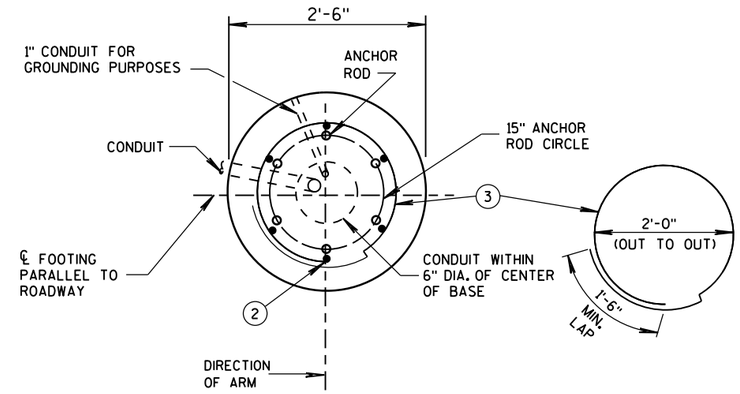
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

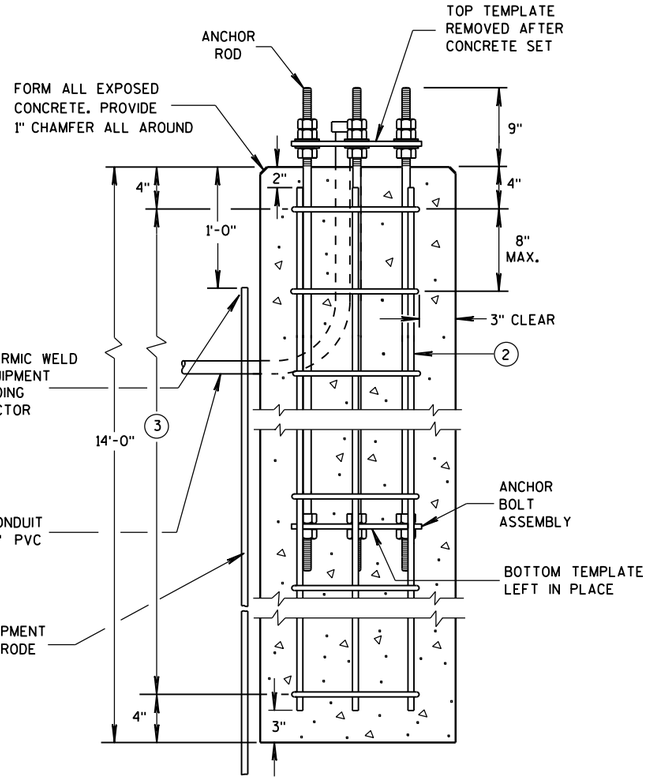
(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES. (GREATER THAN 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.

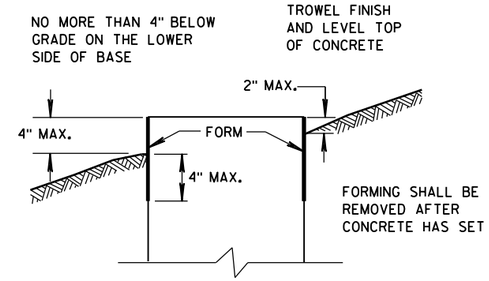




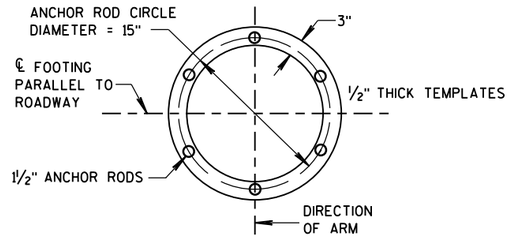
CONCRETE BASE TYPE 10

(FOR TYPE 9 & 10 & OVER HEIGHT (OH) POLES)

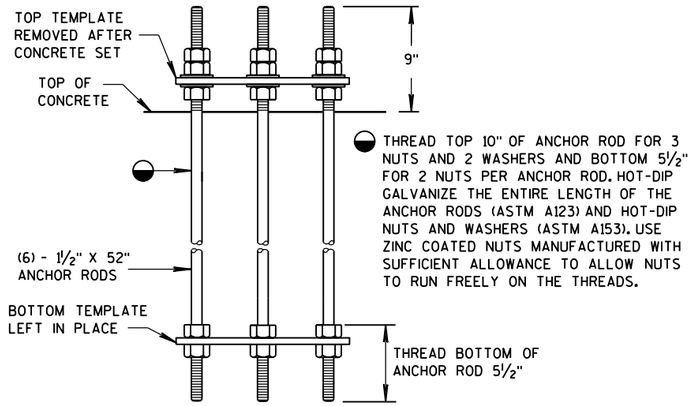
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE S.D.D. 9C13-2 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.



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

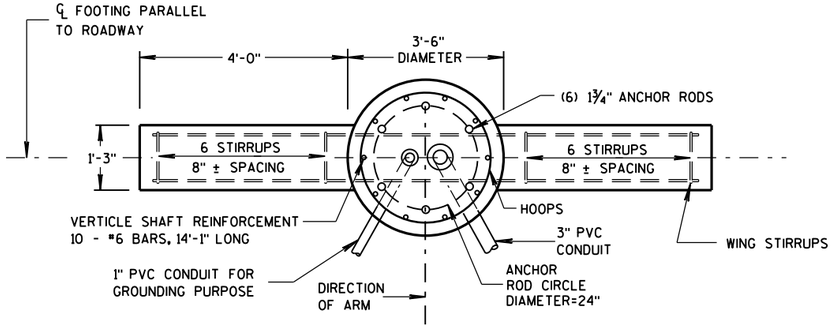
CONCRETE BASE TYPE 10

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

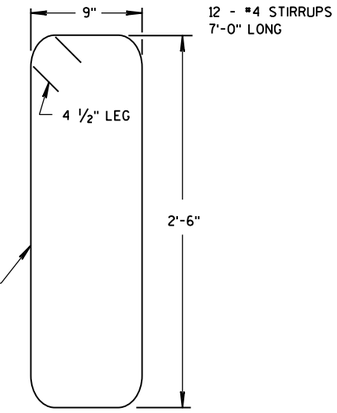
APPROVED
May 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

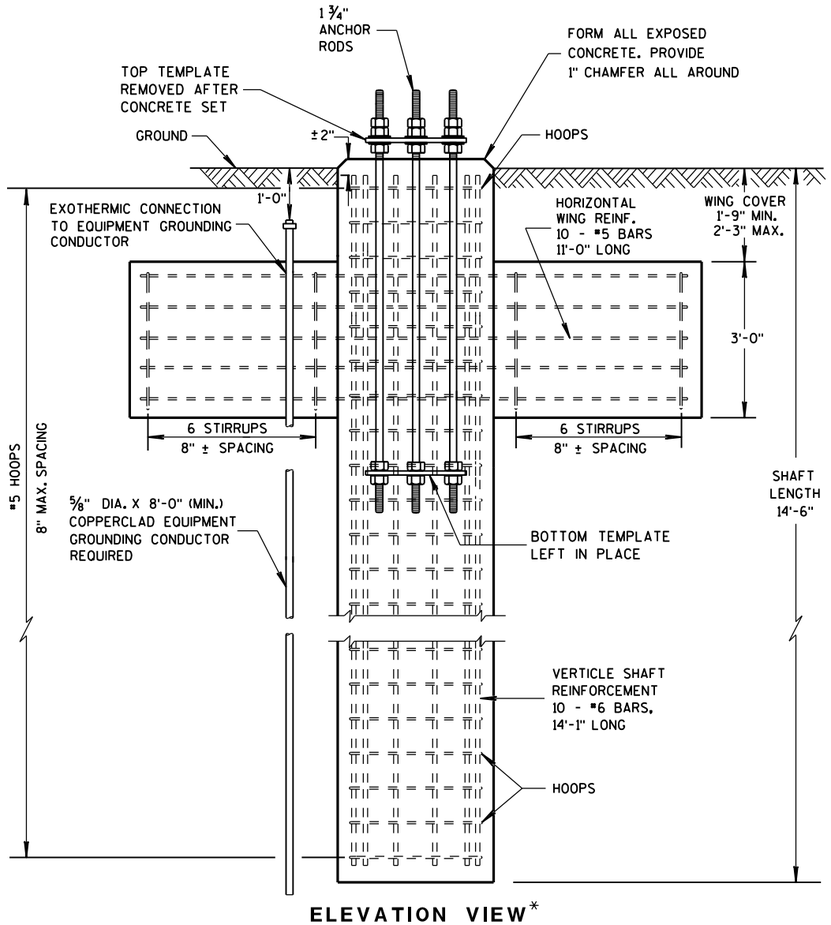
S.D.D. 9 C 11-10



PLAN VIEW

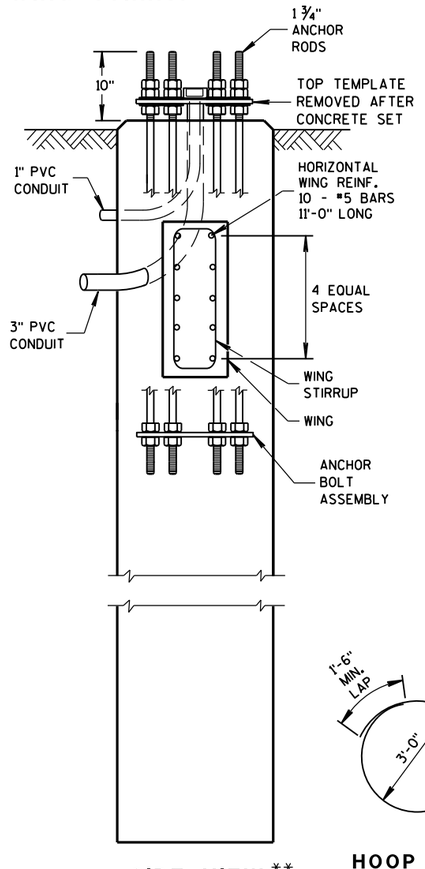


WING STIRRUP



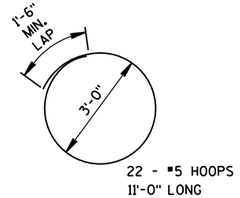
ELEVATION VIEW*

* 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)

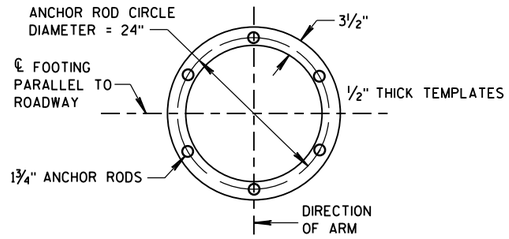
CONCRETE = 6.3 C.Y.
H.S. REINFORCEMENT = 635 LBS.

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.

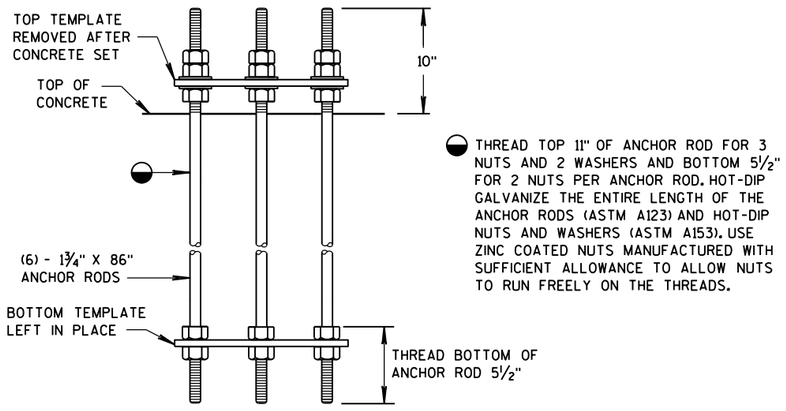
CONCRETE BASE TYPE 13

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6
S.D.D. 9 C 12-9a

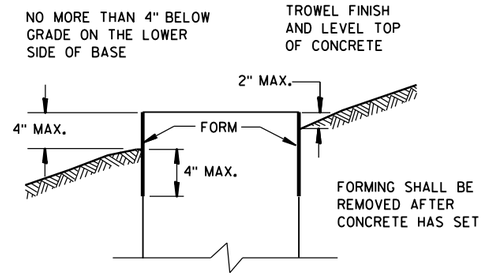


TOP AND BOTTOM TEMPLATES



ANCHOR BOLT ASSEMBLY DETAIL

CONCRETE BASE TYPE 13 ANCHOR ASSEMBLY



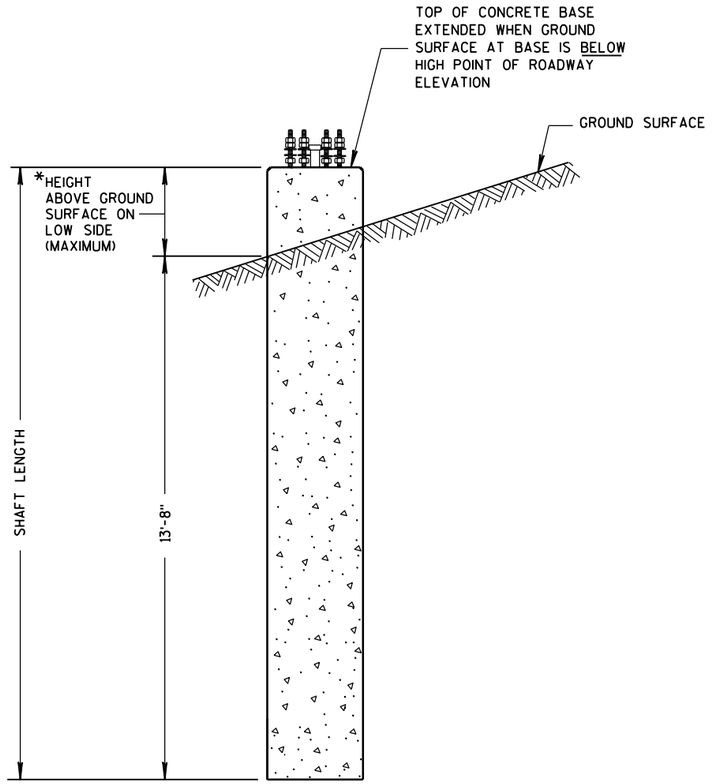
FORMING DETAIL

CONCRETE BASE TYPE 13	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2017 DATE FHWA	/S/ Ahmet Demirbilek STATE ELECTRICAL

6
S.D.D. 9 C 12-9b

REINFORCEMENT AND CONCRETE QUANTITIES
ADJUSTED FOR EXTENDED TYPE 10 CONCRETE BASE

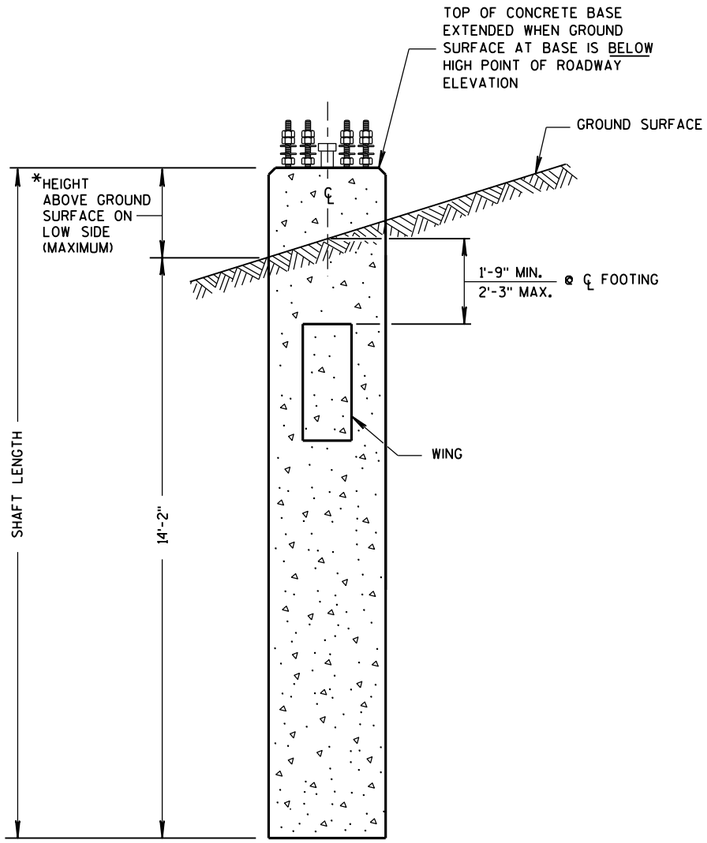
HEIGHT INCREASE REQUIRED	* HEIGHT ABOVE GROUND SURFACE ON LOW SIDE (MAXIMUM)	SHAFT LENGTH	LENGTH OF #6 VERTICAL REINF.	NO. OF #4 HOOPS	C.Y. OF CONCRETE	LBS. OF HOOP BAR STEEL	LBS. OF VERTICAL BAR STEEL
>0" TO 6"	10"	14'-6"	14'-1"	16	2.6	78	127
>6" TO 1'-0"	1'-4"	15'-0"	14'-7"	16	2.7	78	131
>1'-0" TO 1'-6"	1'-10"	15'-6"	15'-1"	17	2.8	83	136
>1'-6" TO 2'-0"	2'-4"	16'-0"	15'-7"	17	2.9	83	141



CONCRETE BASE TYPE 10 (EXTENDED)

REINFORCEMENT AND CONCRETE QUANTITIES
ADJUSTED FOR EXTENDED TYPE 13 CONCRETE BASE

HEIGHT INCREASE REQUIRED	* HEIGHT ABOVE GROUND SURFACE ON LOW SIDE (MAXIMUM)	SHAFT LENGTH	LENGTH OF #6 VERTICAL REINF.	NO. OF #4 HOOPS	C.Y. OF CONCRETE	LBS. OF H.S. BAR STEEL
>0" TO 6"	10"	15'-0"	14'-7"	16	6.5	447
>6" TO 1'-0"	1'-4"	15'-6"	15'-1"	16	6.6	454
>1'-0" TO 1'-6"	1'-10"	16'-0"	15'-7"	17	6.8	469
>1'-6" TO 2'-0"	2'-4"	16'-6"	16'-1"	17	7.0	476



CONCRETE BASE TYPE 13 (EXTENDED)

CONCRETE BASE
TYPE 10 & TYPE 13 EXTENSION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

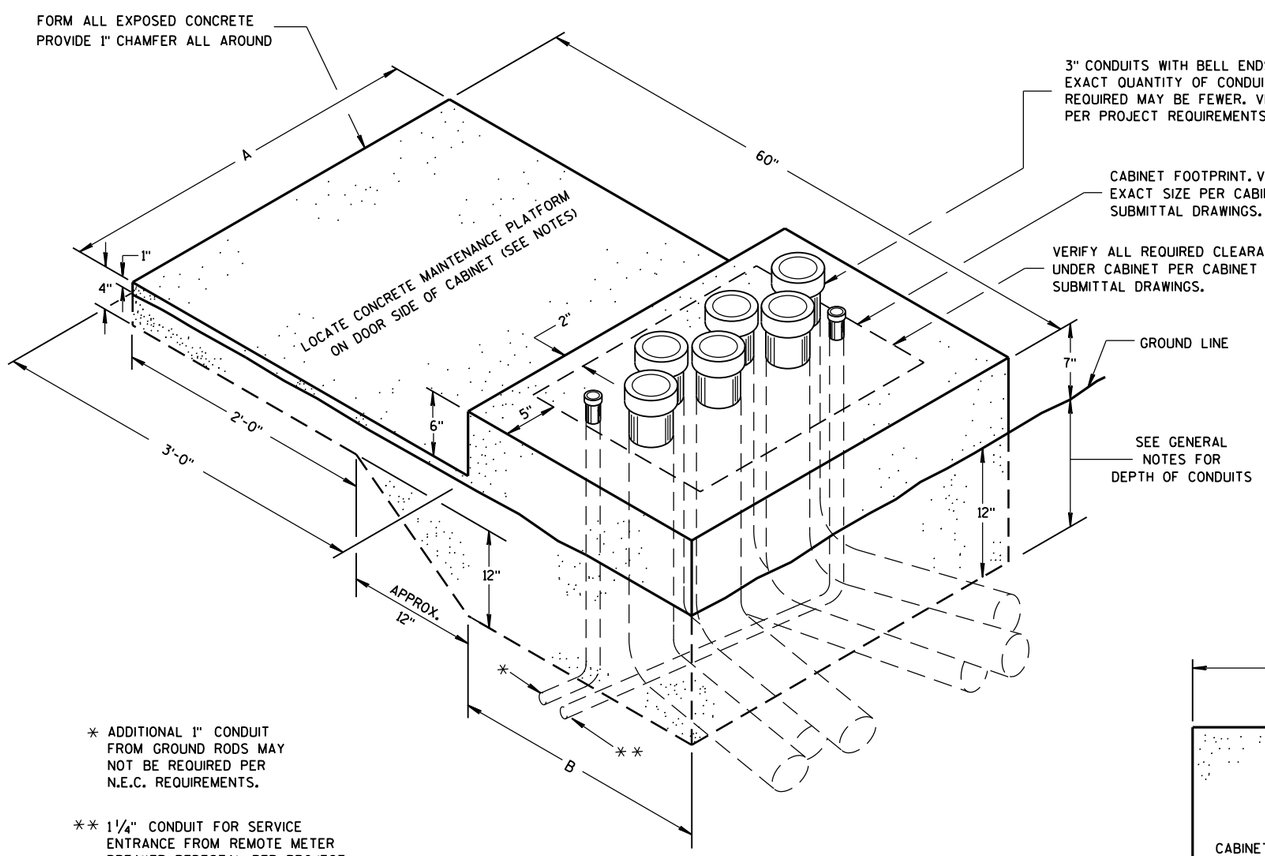
APPROVED
11-26-2013 DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL
FHWA

6

S.D.D. 9 C 13-2

6

S.D.D. 9 C 13-2



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

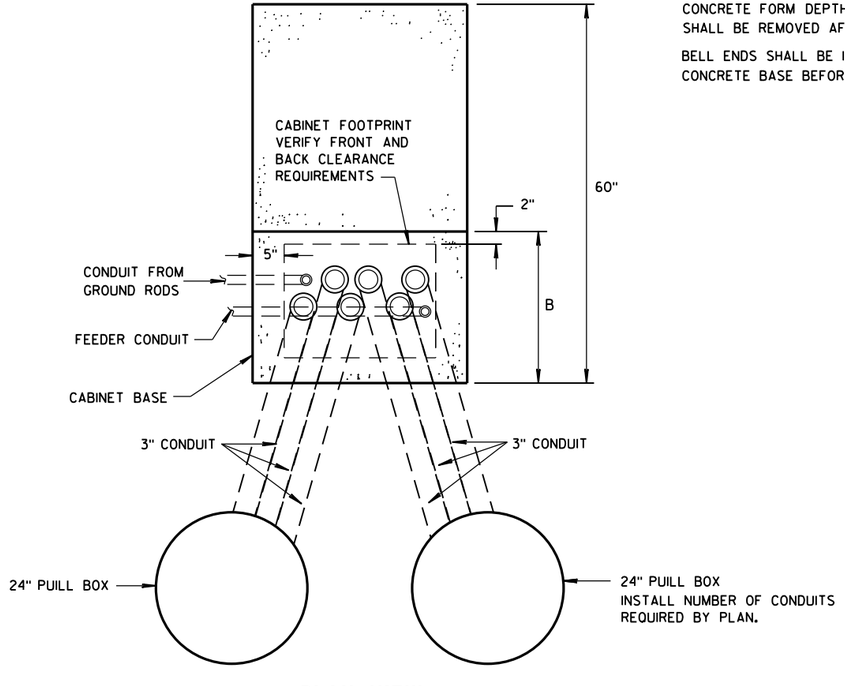
** 1¼" CONDUIT FOR SERVICE ENTRANCE FROM REMOTE METER BREAKER PEDESTAL PER PROJECT REQUIREMENTS. VERIFY LOCATION OF CONDUIT DEPENDENT UPON LOCATION OF INCOMING FEEDER AND FOR EASE OF CONNECTION TO LOAD CENTER.

ISOMETRIC VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

(C.Y. CONCRETE = APPROX. 0.4)

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



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

GENERAL NOTES

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

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

WHEN REQUIRED TO CONNECT 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 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.

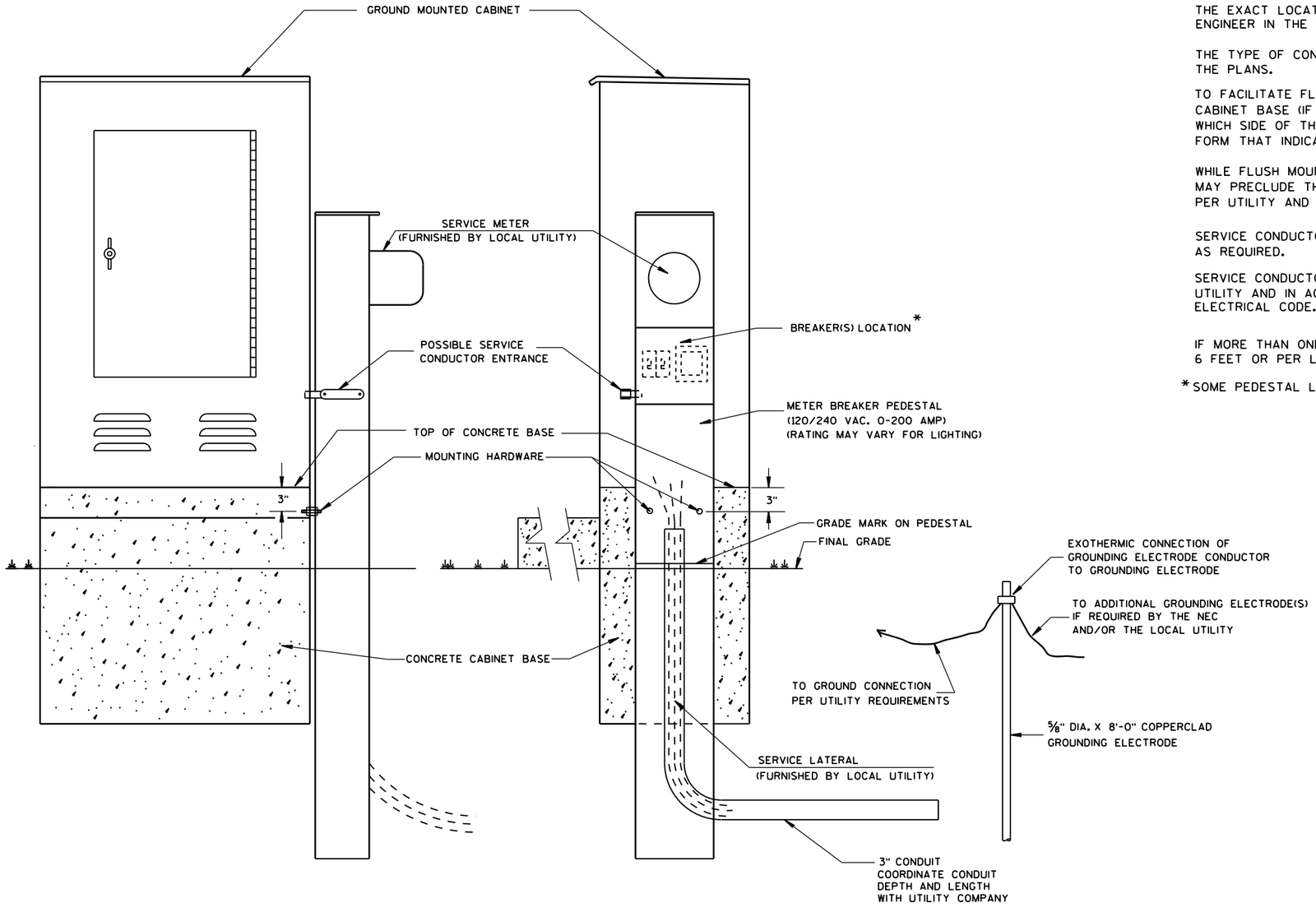
CONCRETE CONTROL CABINET BASE, TYPE L

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Nov. 2014 — DATE
/S/ Thomas Gonring — STATE LIGHTING ENGINE
FHWA

6

S.D.D. 9 C 14-2



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.

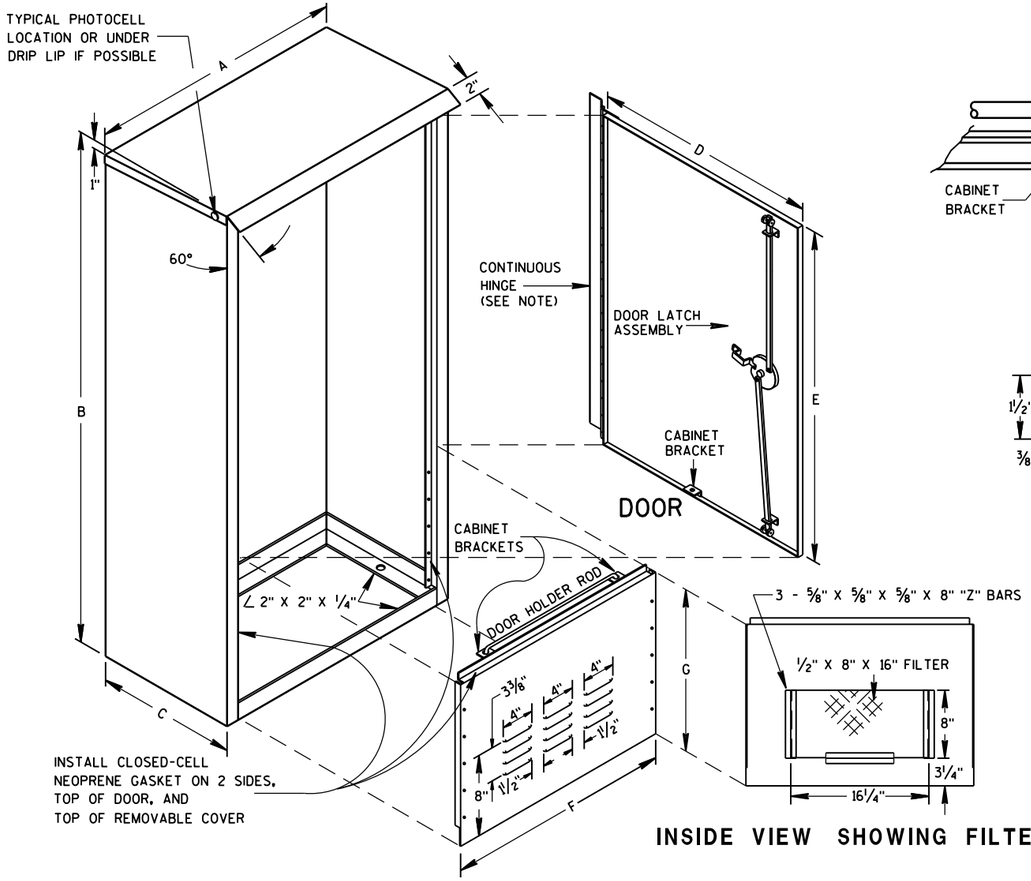
*SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

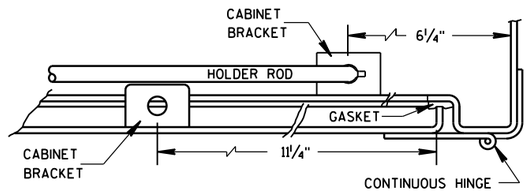
APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 D 1-5

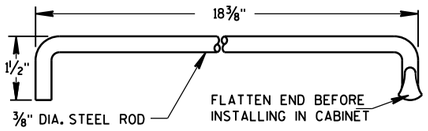


REMOVABLE COVER

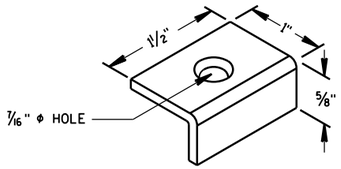
INSIDE VIEW SHOWING FILTER



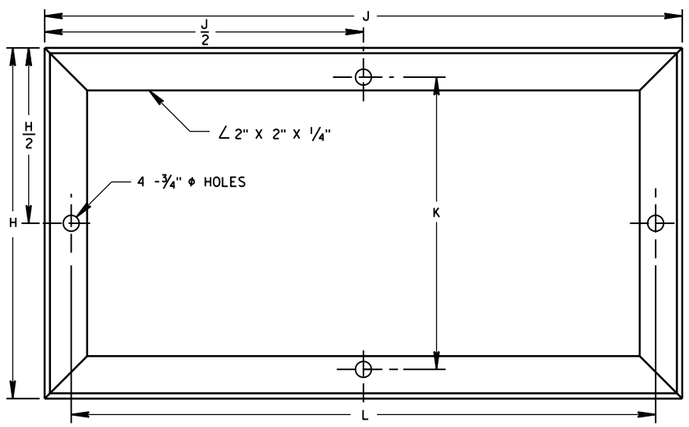
HINGE & DOOR HOLDER



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.

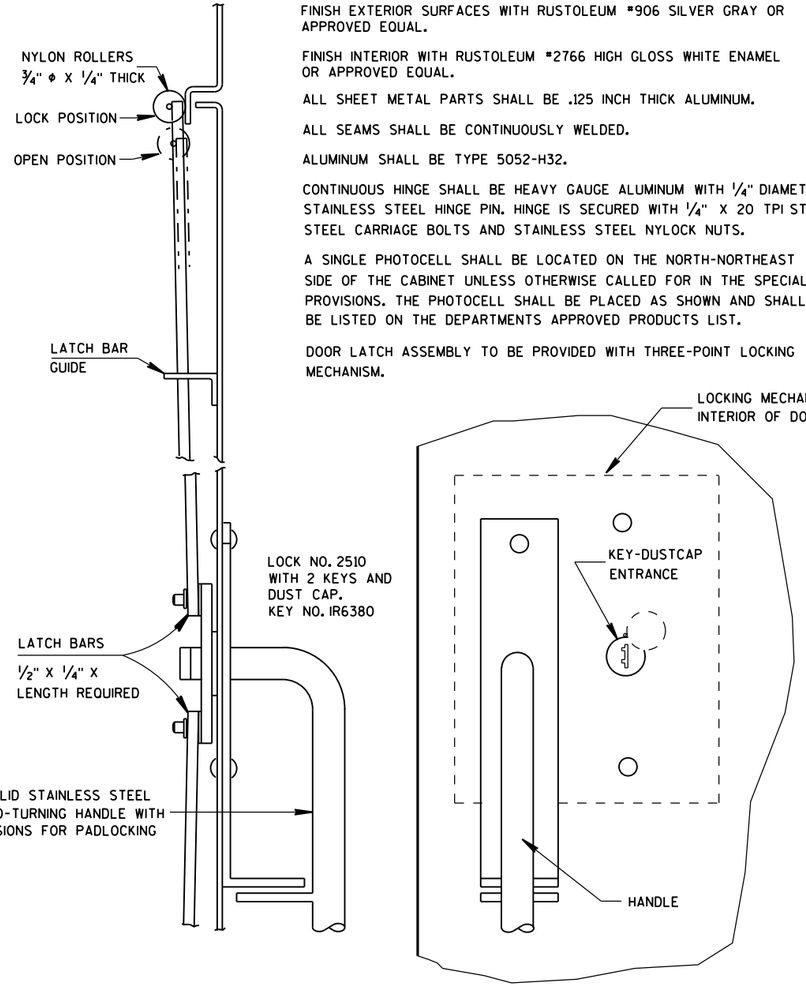
ALL SEAMS SHALL BE CONTINUOUSLY WELDED.

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.

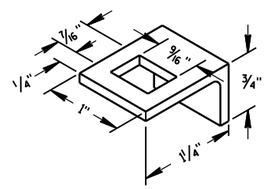
DOOR LATCH ASSEMBLY TO BE PROVIDED WITH THREE-POINT LOCKING MECHANISM.



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 355

FHWA

6

S.D.D. 9 D 2-3

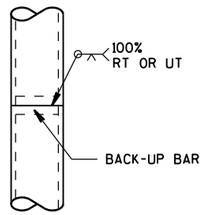
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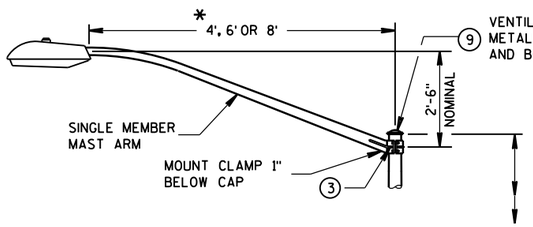
S.D.D. 9 D 2-3

FOR MANUFACTURERS USE ONLY

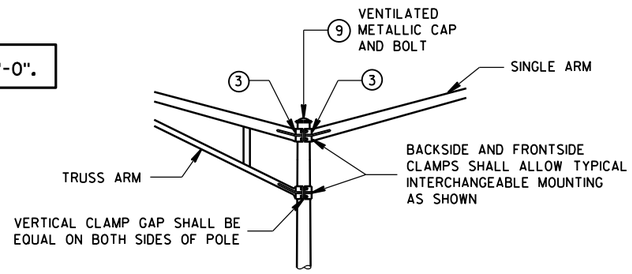
WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN/BRIDGE FOR VERIFICATION AND APPROVAL.

*RISE FOR 4' ARM SHALL BE 2'-0".





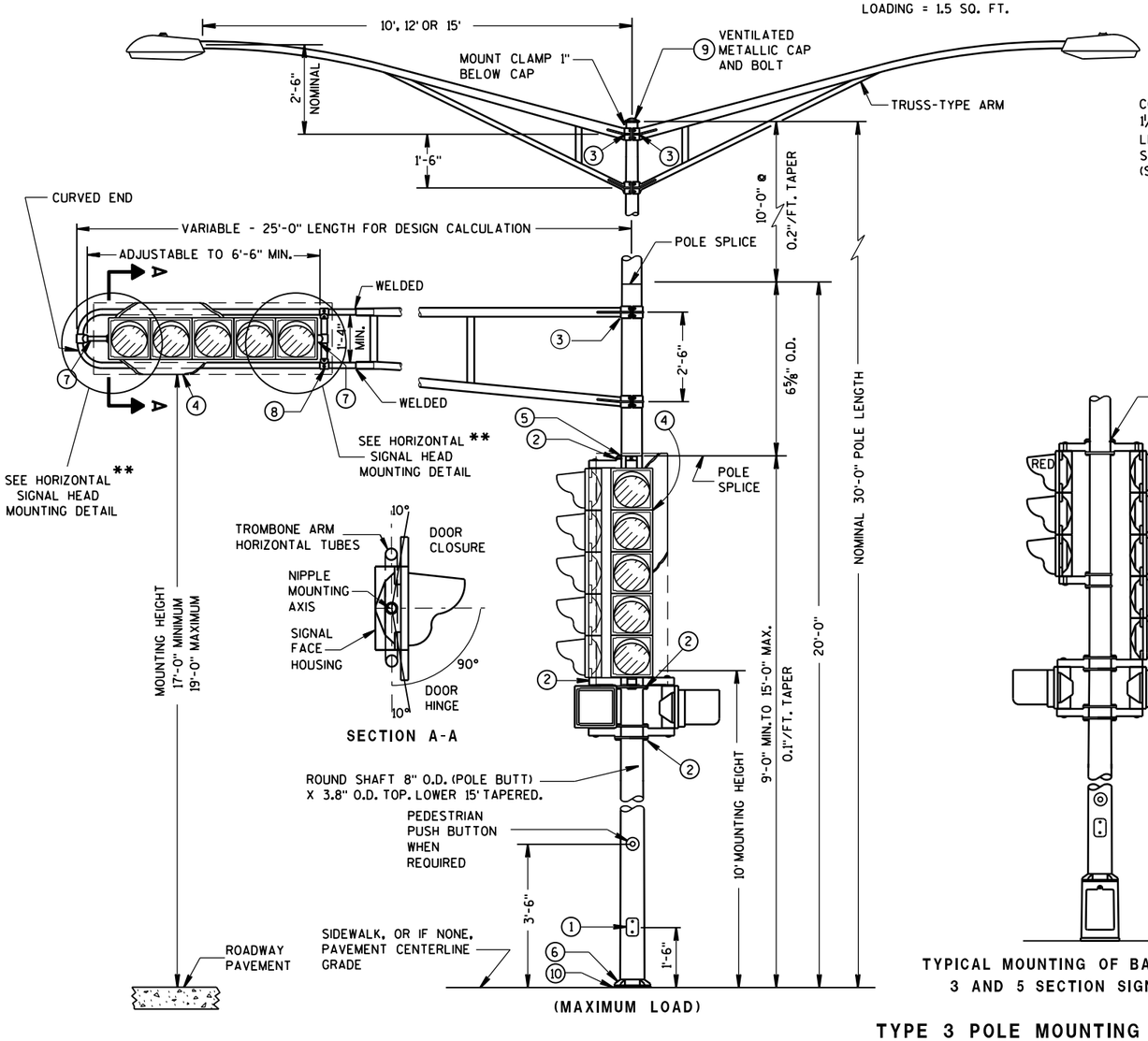
POLE SPLICE DETAIL

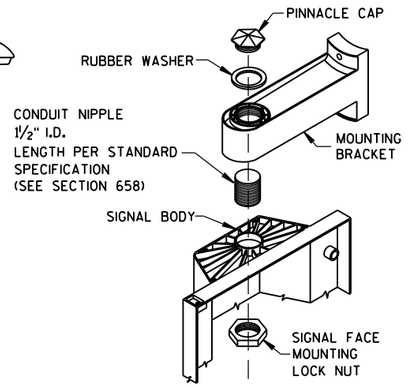


INTERCHANGEABLE MOUNTING DETAIL

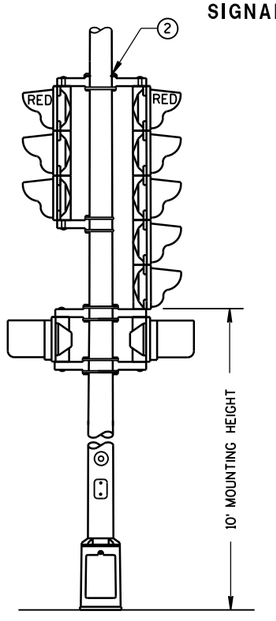
LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED
AREA FOR WIND
LOADING = 1.5 SQ. FT.

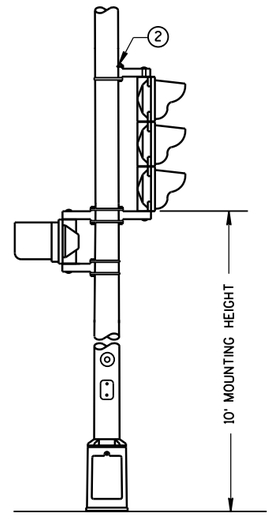




SIGNAL FACE MOUNTING DETAIL
(BANDED)



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.

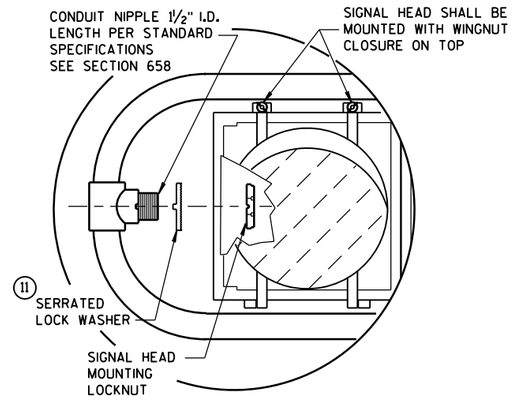
(7) MOUNTING BRACKET NIPPLES FOR THE SIGNAL FACE(S) SHALL BE 2 INCHES IN LENGTH AND 1½ INCHES IN DIAMETER. (SEE STANDARD SPECIFICATION - SECTION 658)

(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

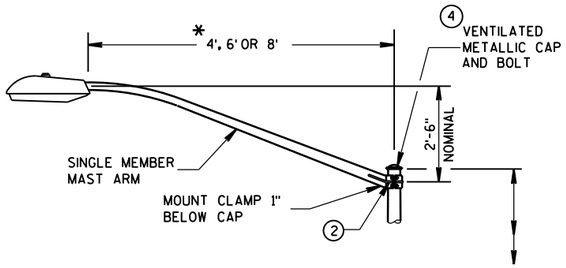
TYPE 3 POLE MOUNTING CONFIGURATION

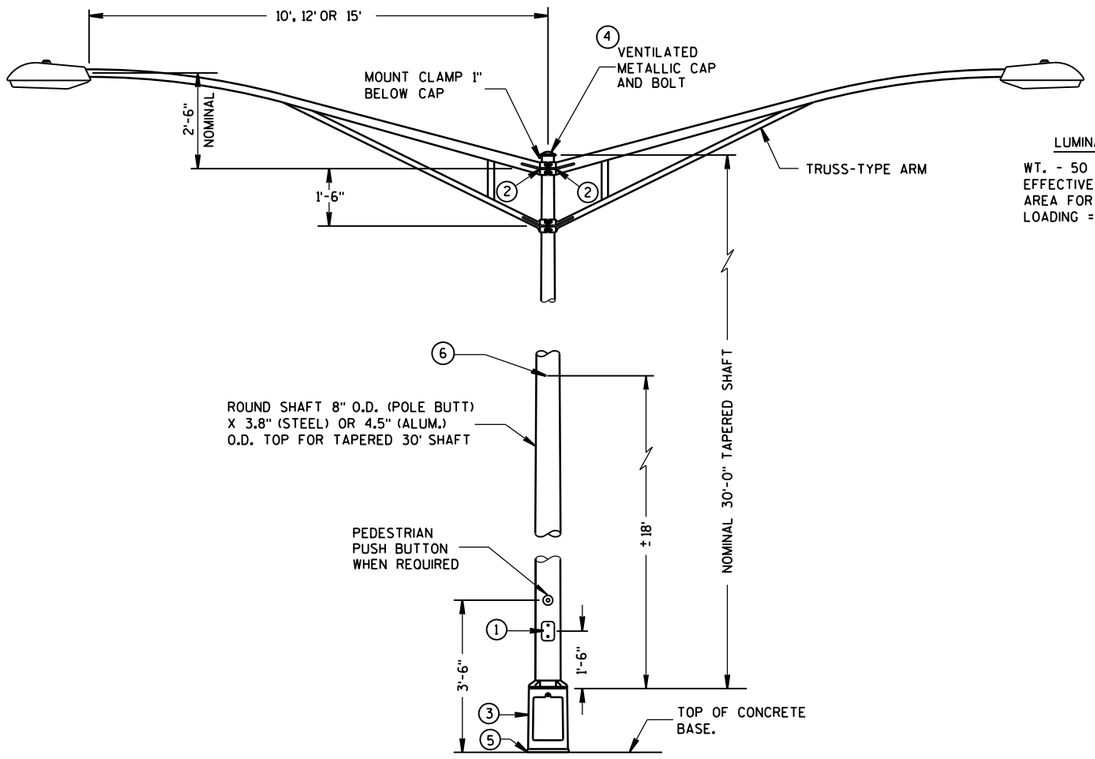
POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI 356

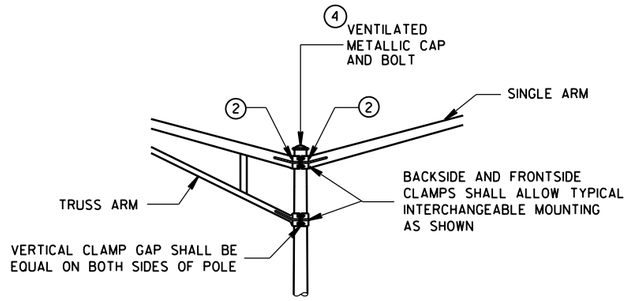
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S.D.D. 9 E 1-14b

*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.

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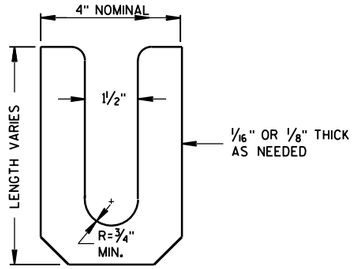
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S.D.D. 9 E 1-14d

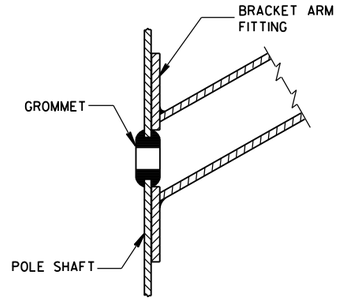
POLE MONTINGS FOR
LIGHTING UNITS, TYPE 5
(30 FEET)

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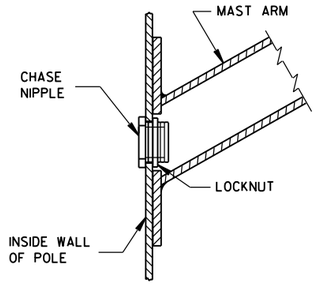


LEVELING SHIM (13)

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.

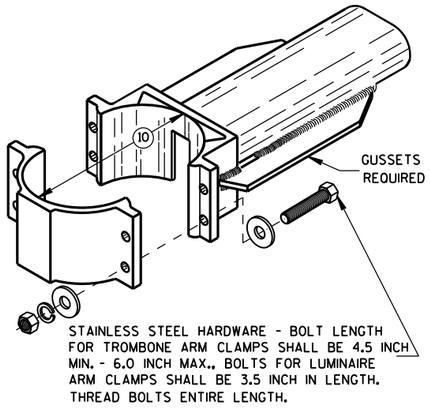
(10) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP.
6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(11) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

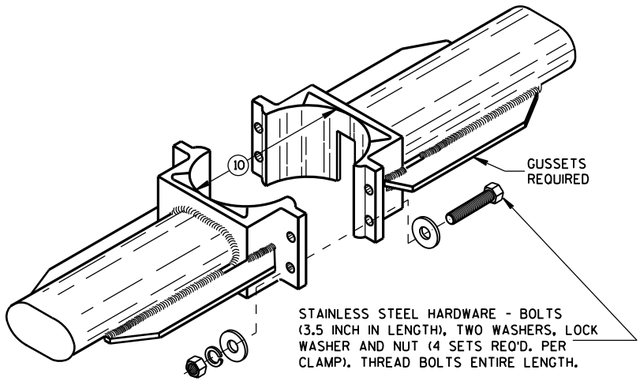
(12) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(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.

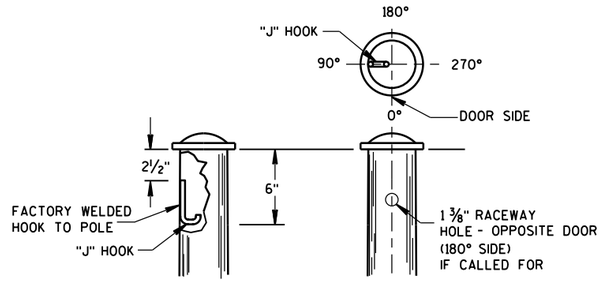
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



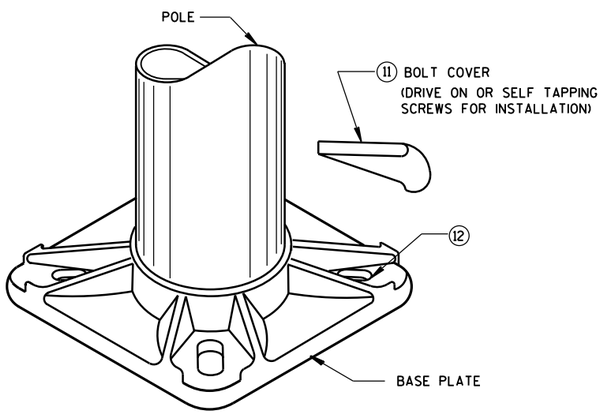
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



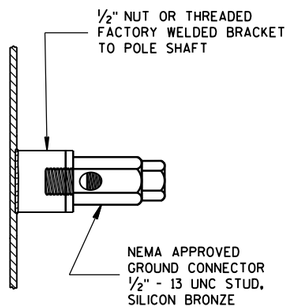
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

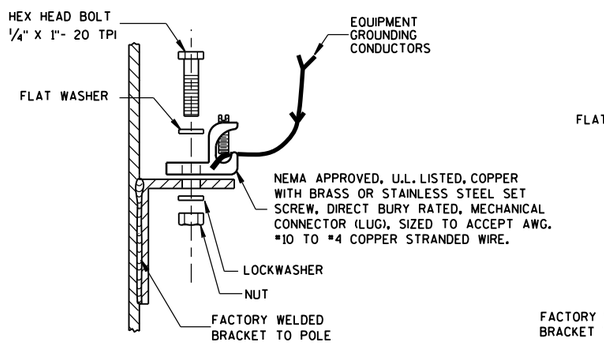


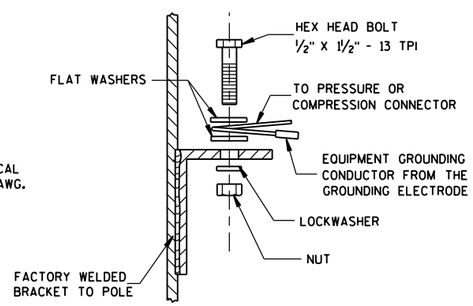
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTINGS

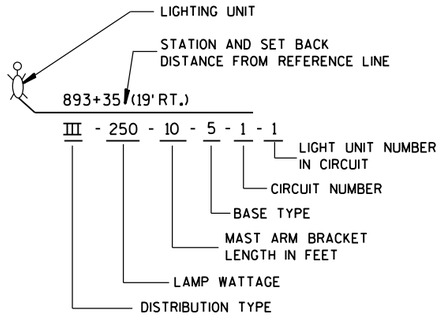
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Feb. 2015
DATE

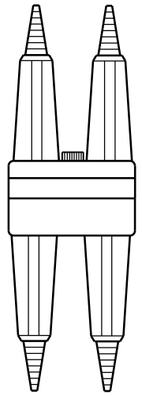
/S/ Ahmet Demirbilek
STATE ELECTRICAL 358

FHWA

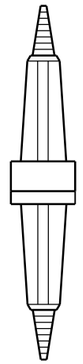
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S.D.D. 9 E 1-14g



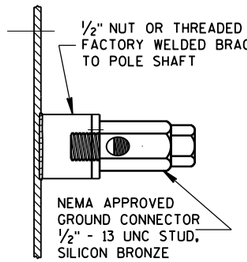
LIGHTING UNIT CODE
(TYPICAL)

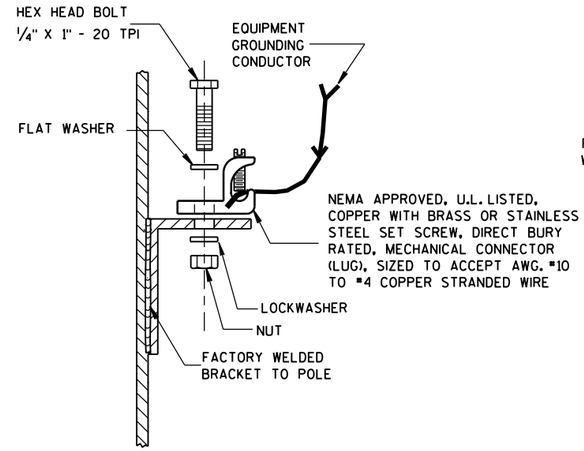


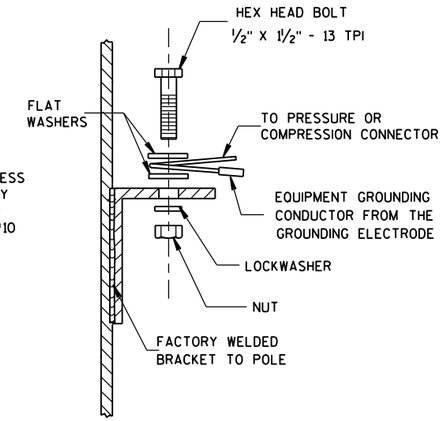
DETAIL "A"
BREAKAWY DOUBLE POLE WITH WATERPROOF INSULATING BOOT



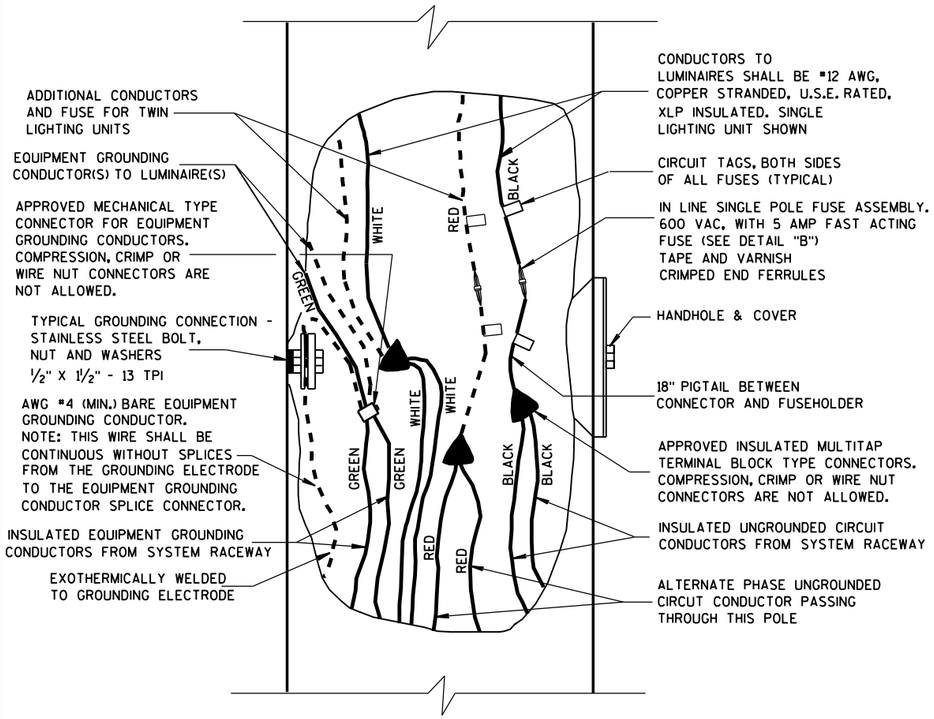
DETAIL "B"
BREAKAWY SINGLE POLE WITH WATERPROOF INSULATING BOOT



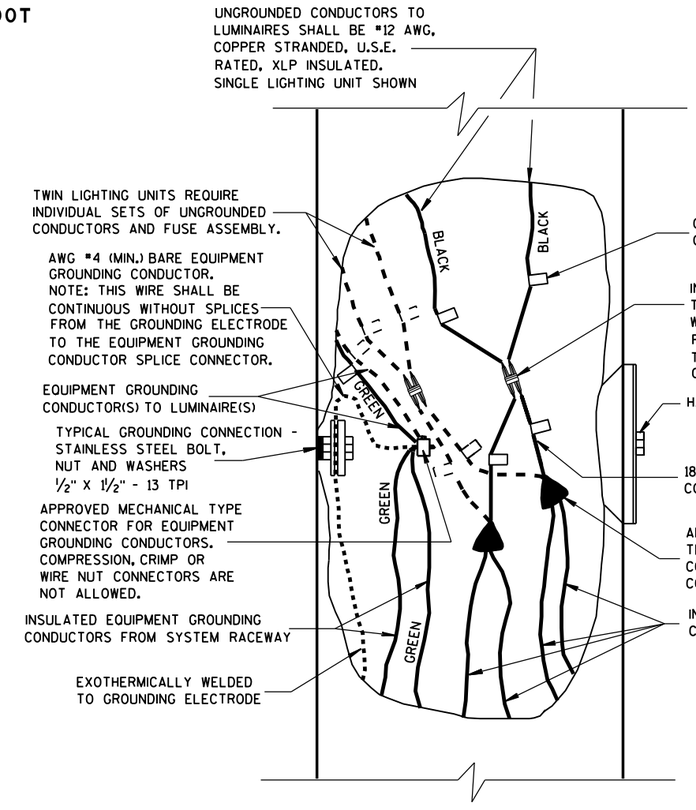




TYPICAL GROUNDING CONNECTIONS
NUT, BOLT, WASHERS AND LOCKWASHERS SHALL BE STAINLESS STEEL



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.

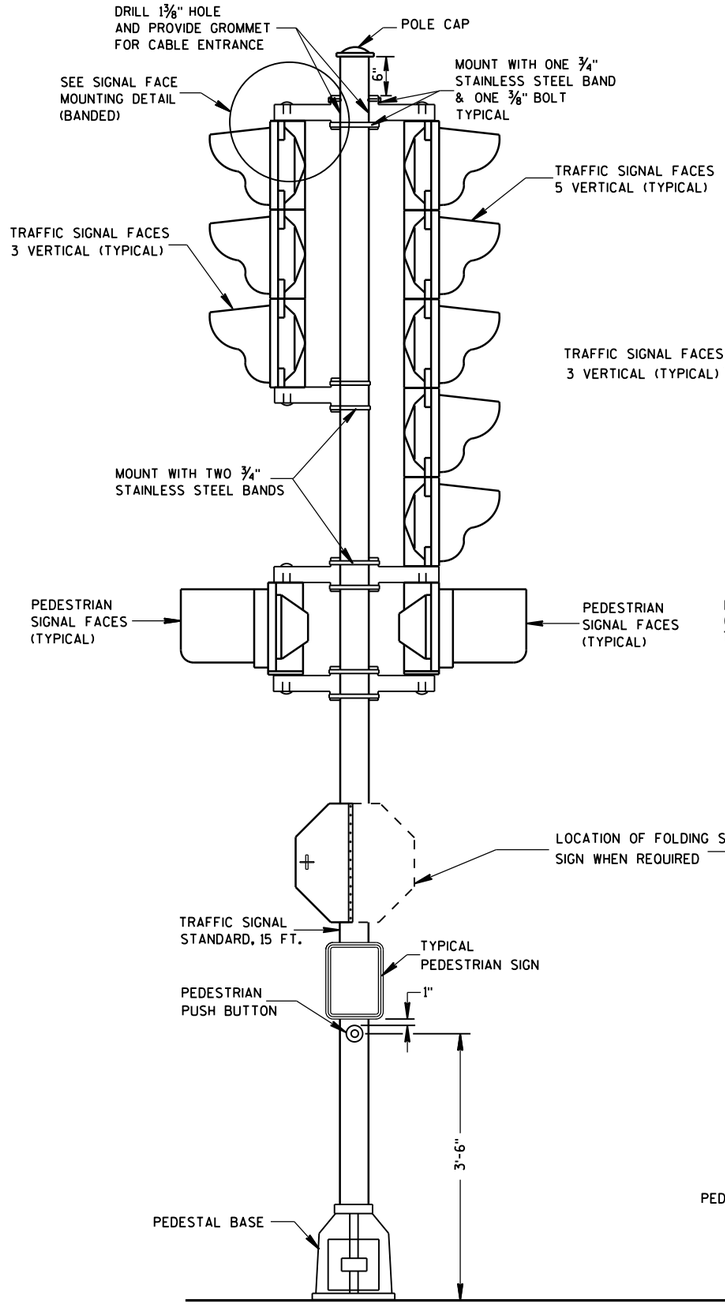
WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.

NON-FREEWAY LIGHTING UNIT POLE WIRING

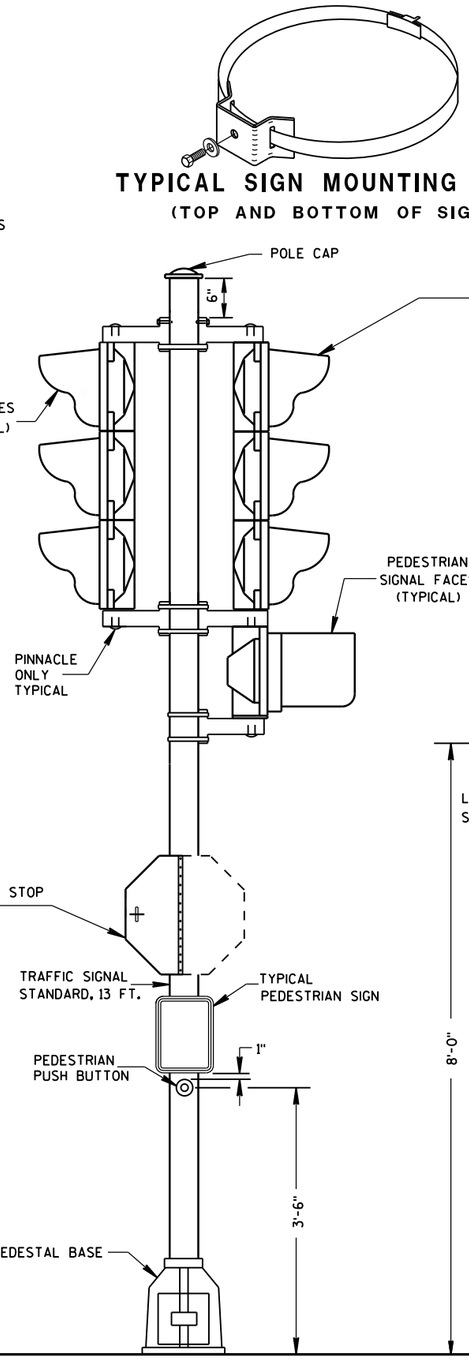
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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S.D.D. 9 E 3-5

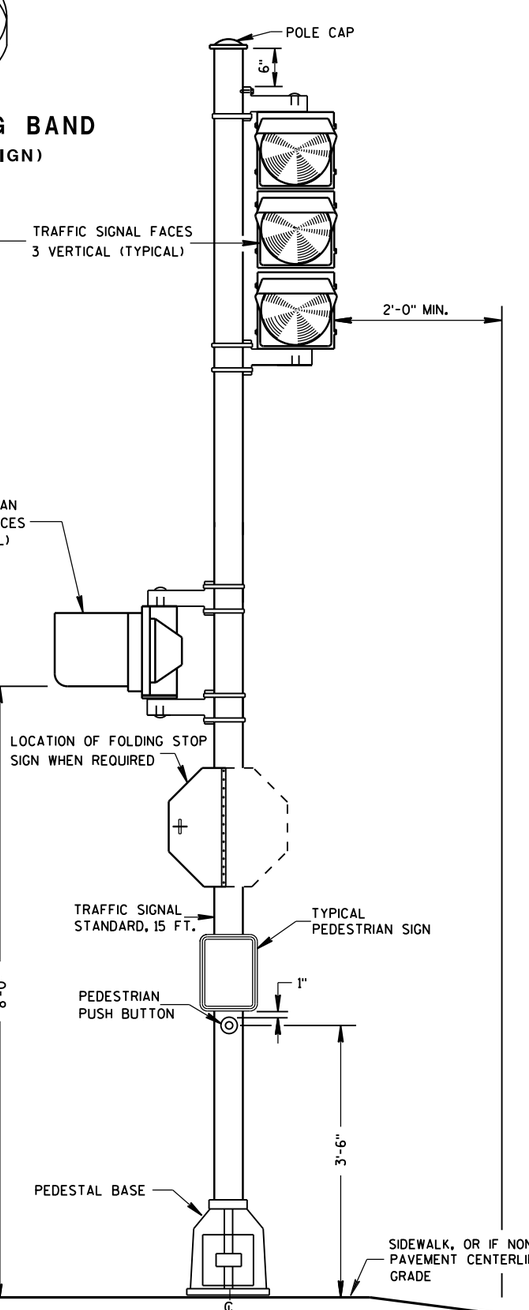


TRAFFIC SIGNAL STANDARD-15 FT.



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.

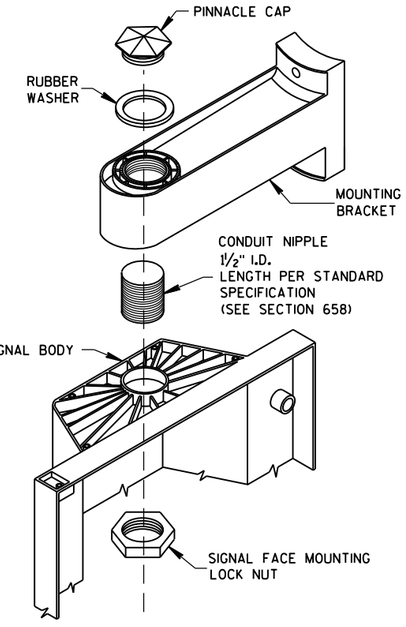
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

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.



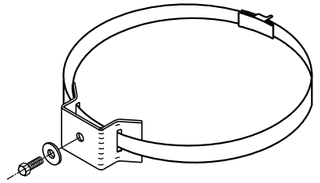
SIGNAL FACE MOUNTING DETAIL
(BANDED)

TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.

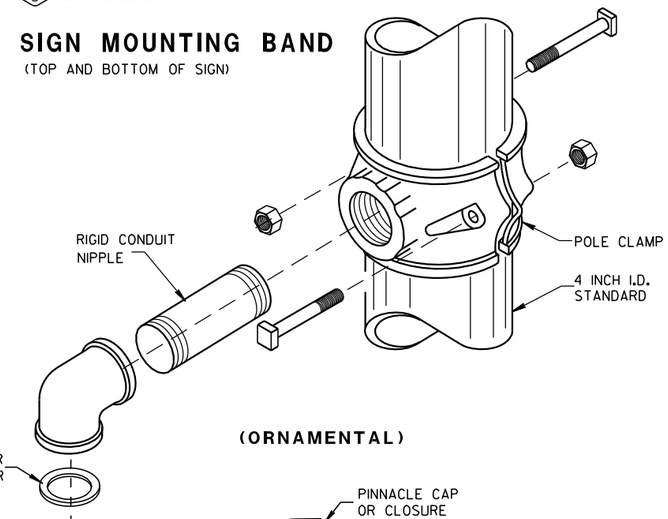
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/28/2013 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 360
FHWA

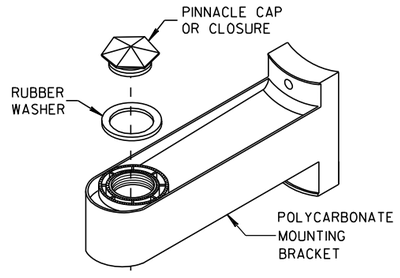
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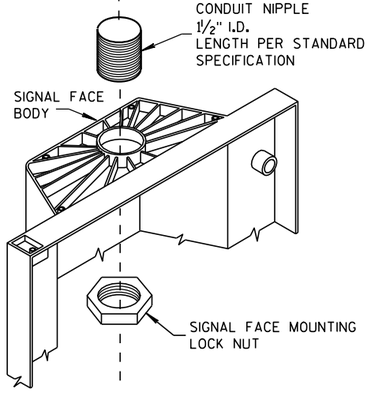
TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



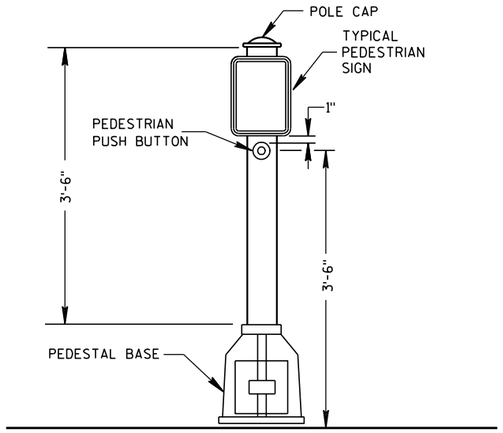
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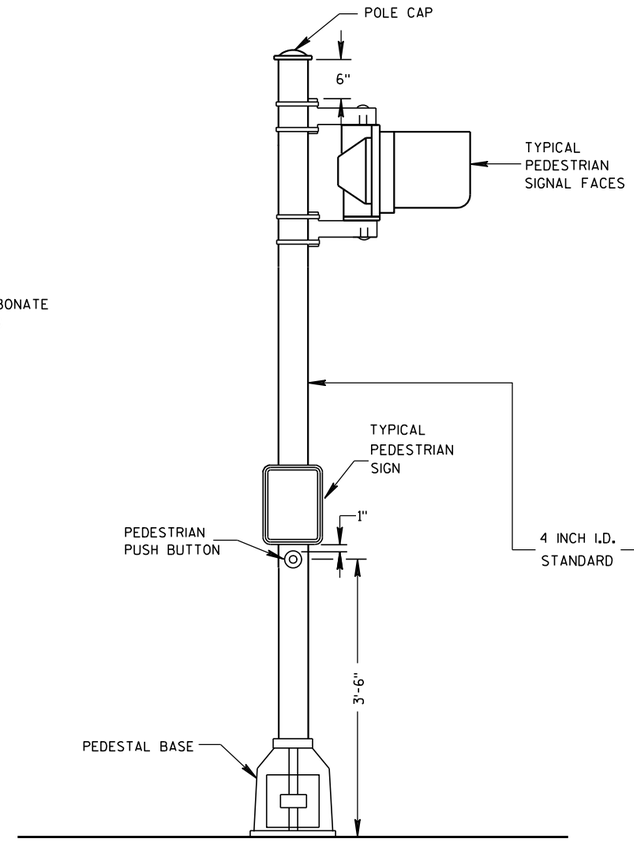
(BANDED)



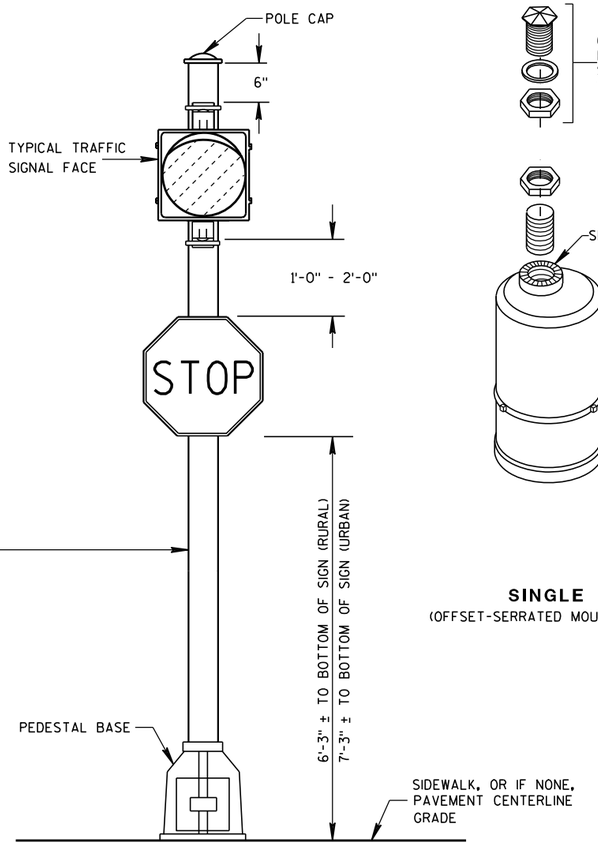
SIGNAL FACE MOUNTING DETAILS



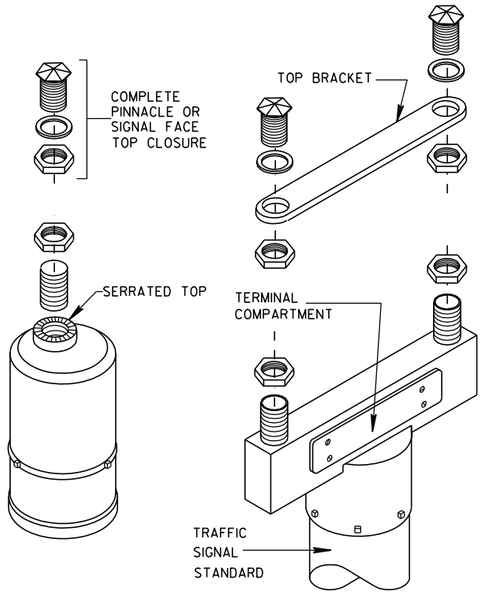
PEDESTRIAN PUSH BUTTON TYPICAL MOUNTING



PEDESTRIAN FACE STANDARD-10 FT.
(WALK-DON'T WALK)



STANDARD FLASHER.
10 FOOT, 13 FOOT OR 15 FOOT AS REQUIRED



SINGLE
(OFFSET-SERRATED MOUNTING)

DOUBLE
(SERRATED MOUNTING)

SLIPFITTERS

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE DISTRICT TRAFFIC ENGINEER).

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/11/10
DATE

/S/ John Corbin
STATE ELECTRICAL ENGI

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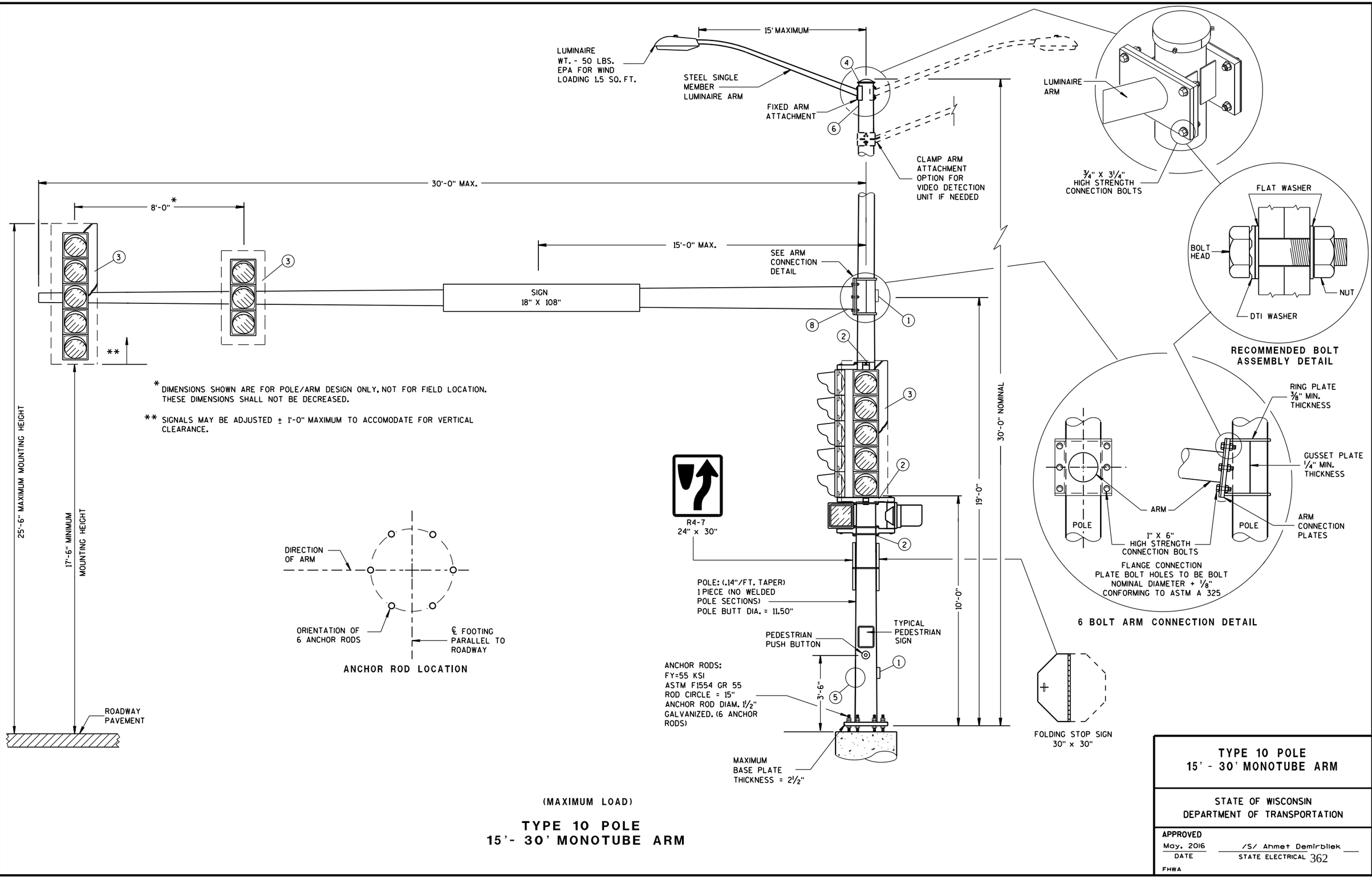
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S.D.D. 9 E 7-5

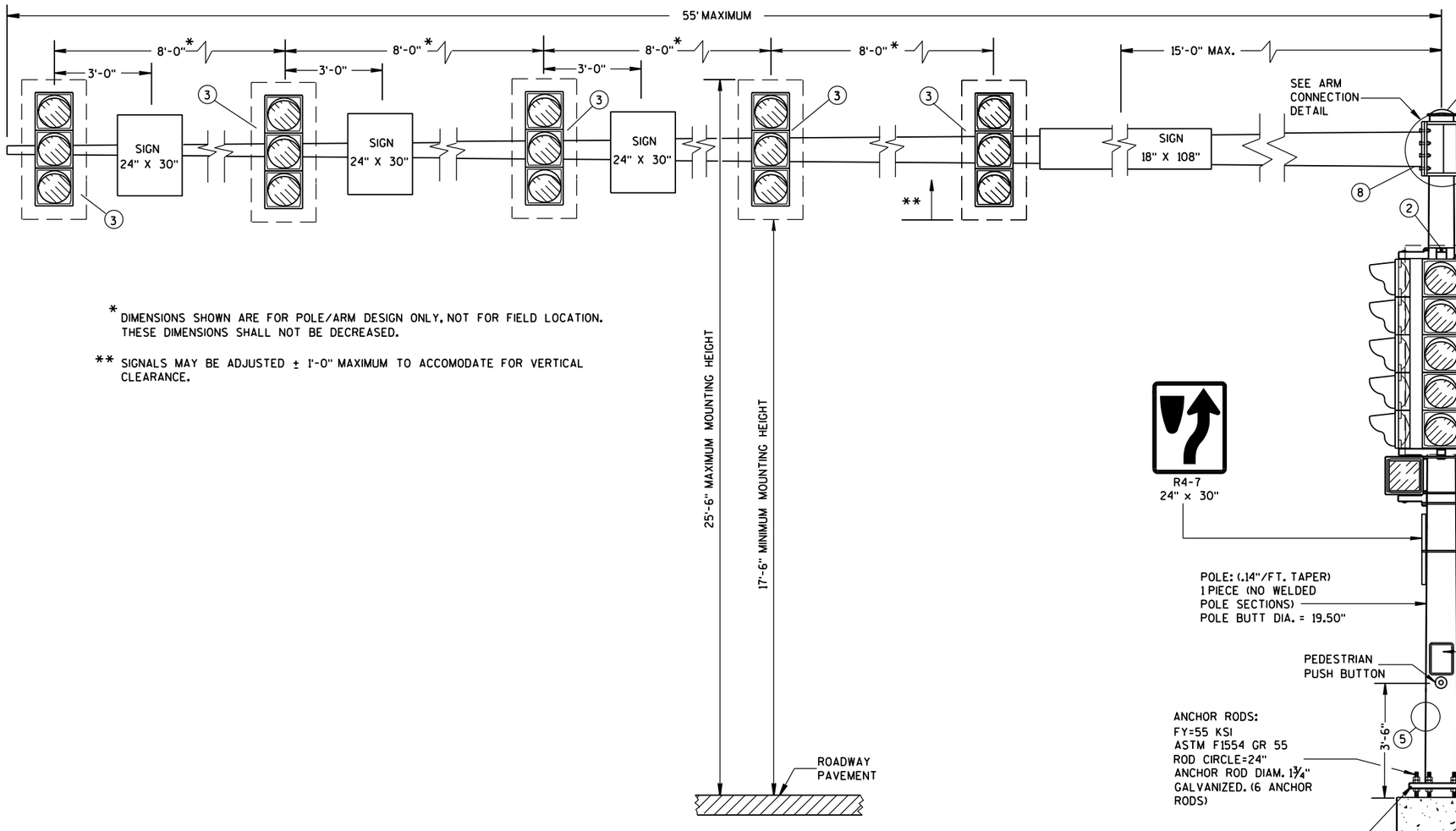


(MAXIMUM LOAD)

TYPE 10 POLE
15'- 30' MONOTUBE ARM

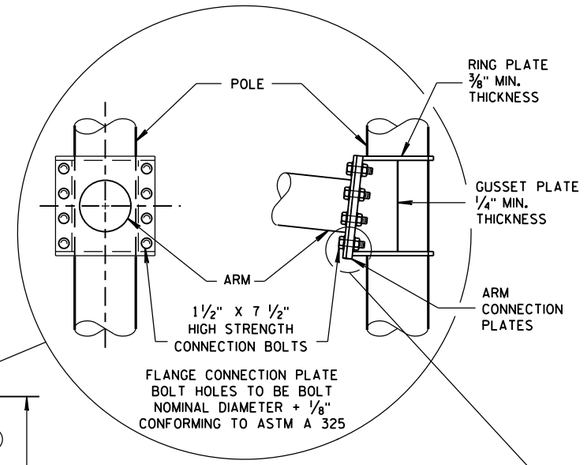
TYPE 10 POLE 15' - 30' MONOTUBE ARM	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May, 2016 DATE	/S/ Ahmet Demirbilek STATE ELECTRICAL 362
FHWA	

6
S.D.D. 9 E 8-8b

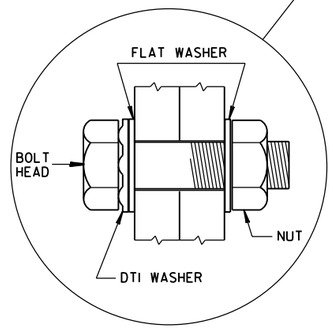


* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

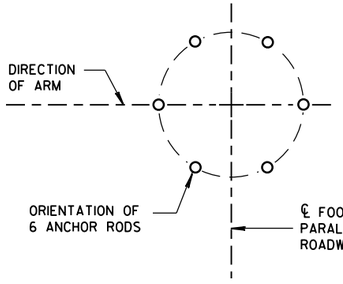
** SIGNALS MAY BE ADJUSTED ± 1'-0" MAXIMUM TO ACCOMODATE FOR VERTICAL CLEARANCE.



8 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL



ANCHOR ROD LOCATION

(MAXIMUM LOAD)

TYPE 12 POLE 35'- 55' MONOTUBE ARM

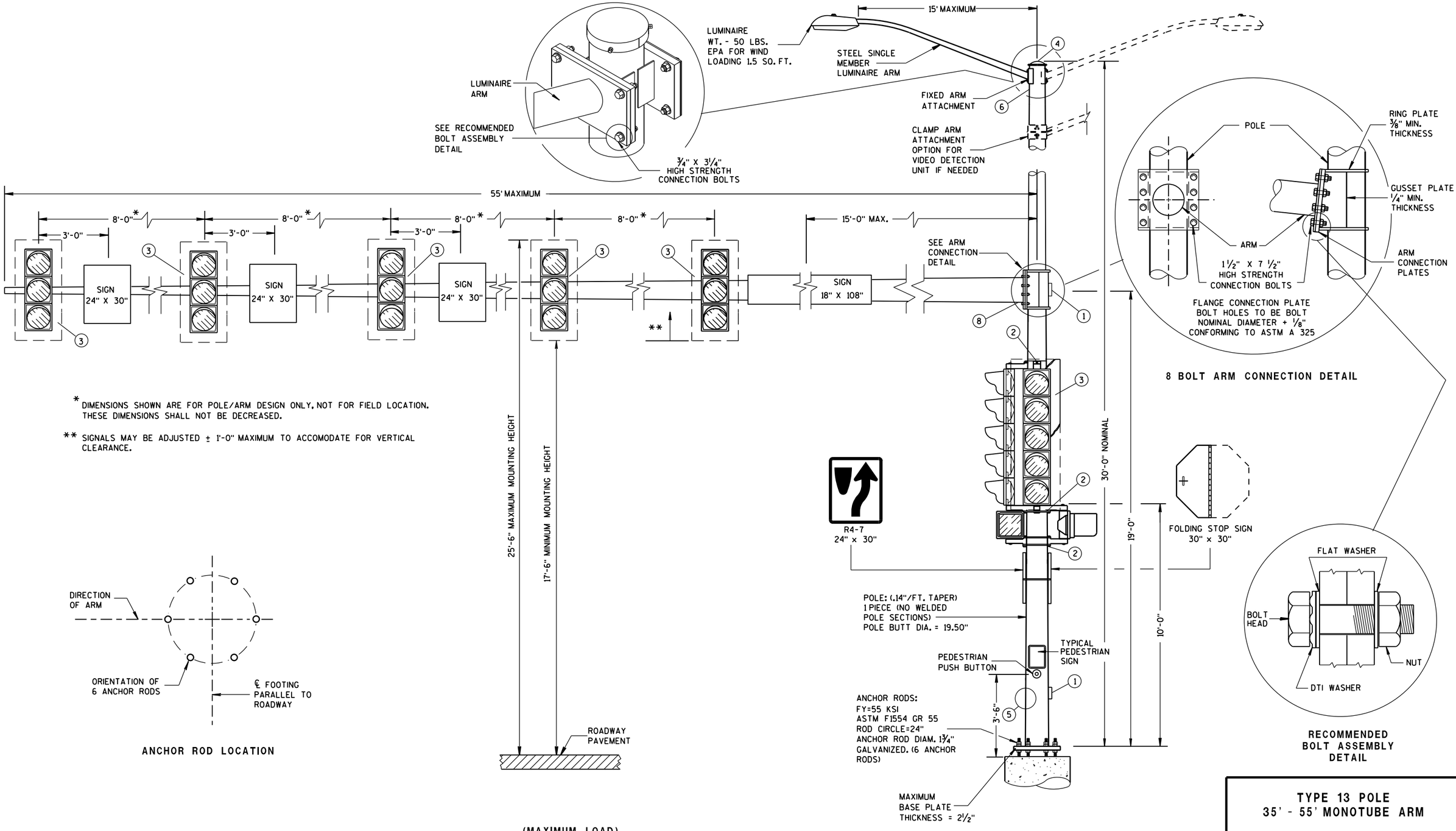
TYPE 12 POLE
35' - 55' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 363
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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

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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.

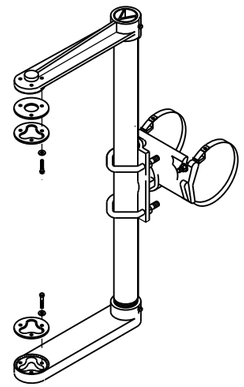
(6) FACTORY-WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL STRUCTURAL IDENTIFICATION PLAQUES.

STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

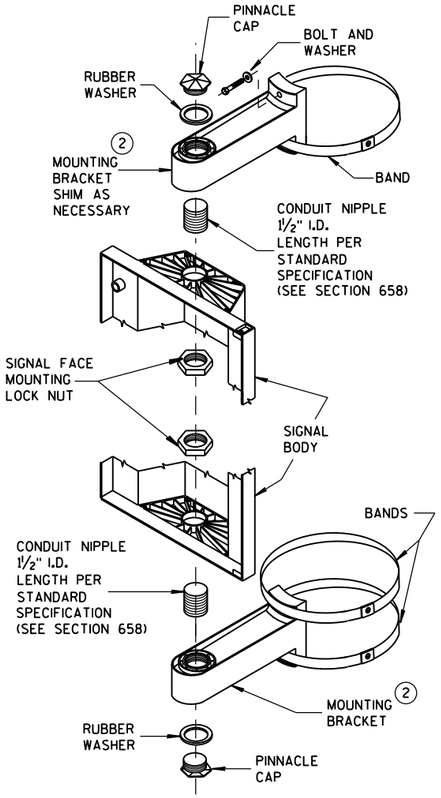
MOUNTING HEIGHT SHALL BE 6'-0" ABOVE THE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL BE OBSTRUCTED.

(8) FACTORY DRILLED ½" DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.

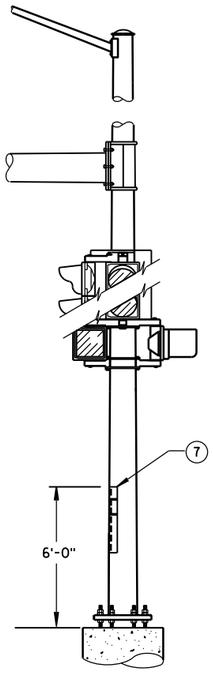


SIGNAL FACE MOUNTING BRACKET
DETAIL FOR MONOTUBE ARM

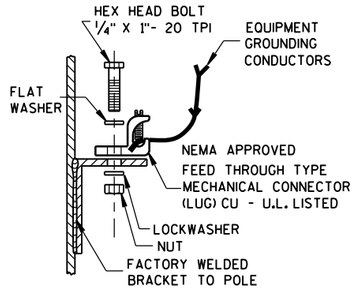
(MOUNT PER MANUFACTURER'S RECOMMENDATION)



SIGNAL FACE
VERTICAL MOUNTING DETAIL

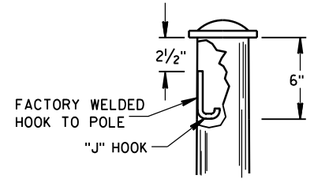


STRUCTURAL IDENTIFICATION
PLAQUE PLACEMENT



TYPICAL GROUNDING CONNECTIONS (5)

NUT, BOLT AND WASHERS SHALL
BE STAINLESS STEEL



"J" HOOK WIRE SUPPORT (6)

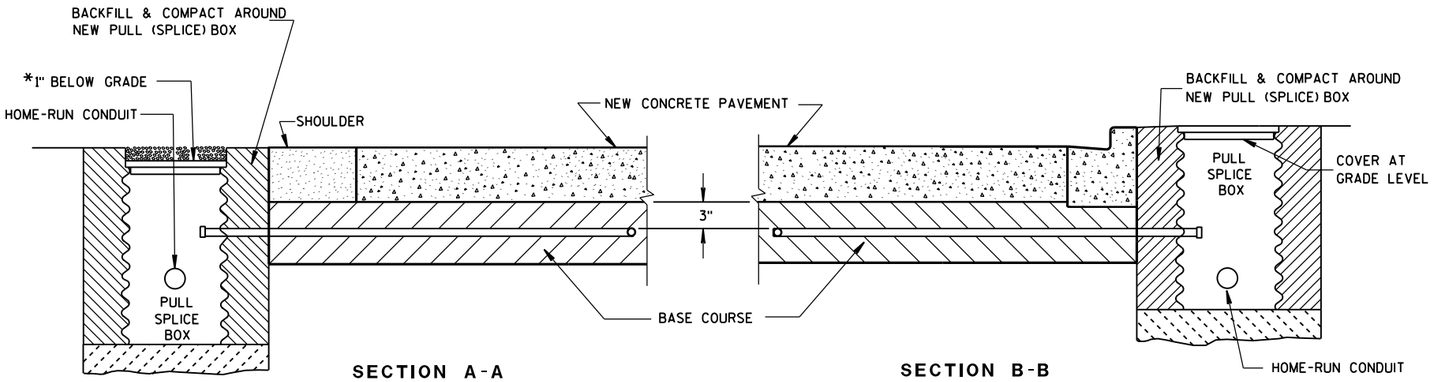
GENERAL NOTES AND HARDWARE DETAILS FOR TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2016 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 365
FHWA

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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.

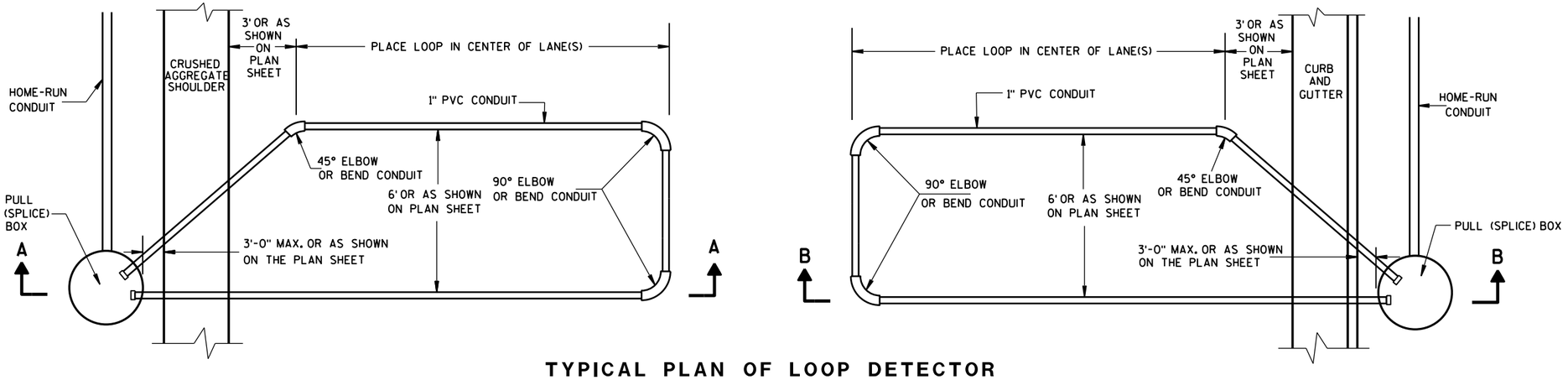
THE #12 AWG. LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

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

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DATE
FHWA

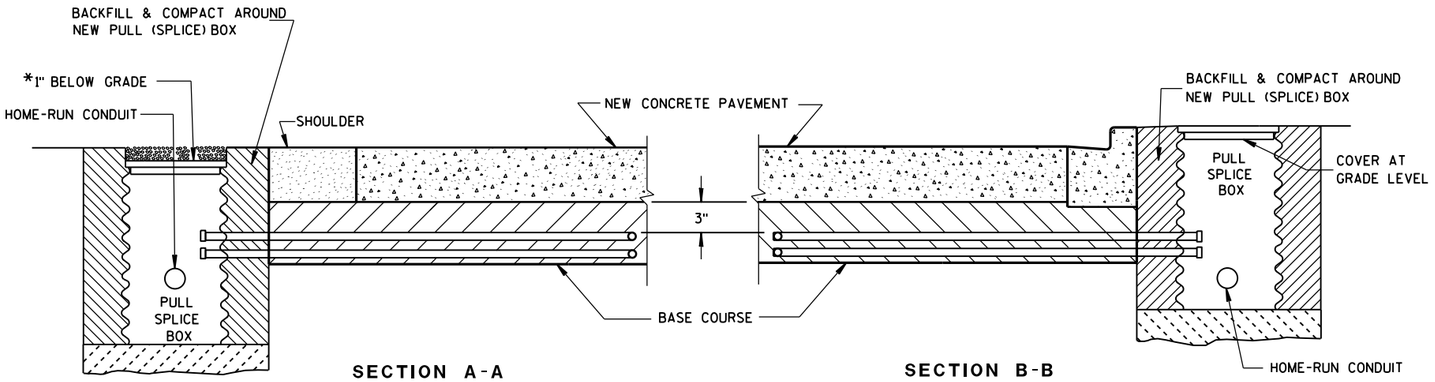
/S/ Ahmet Demirbilek
STATE ELECTRICAL

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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.

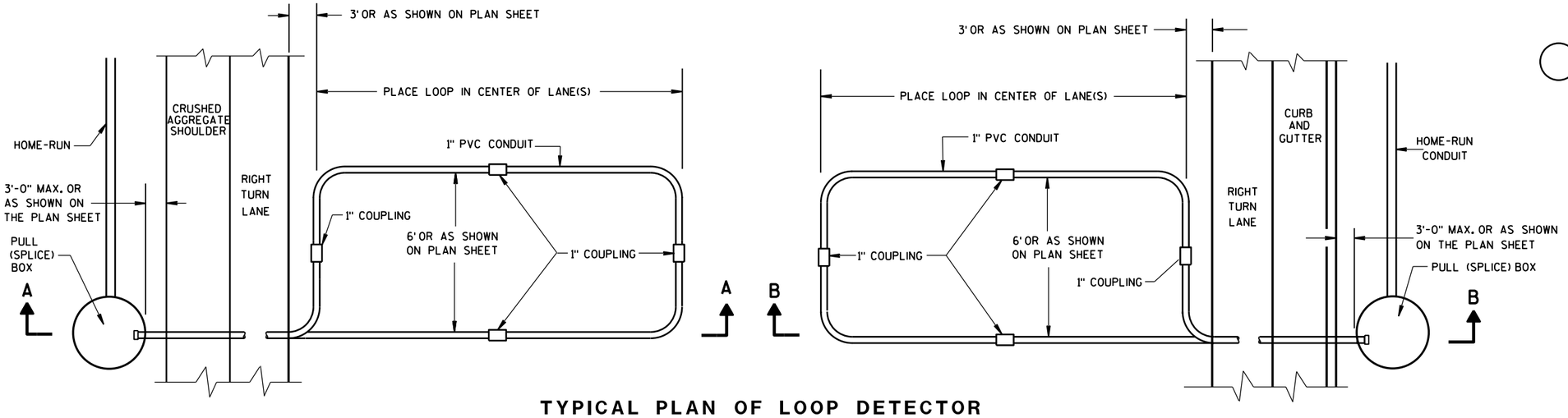
THE #12 AWG. LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPLICE) BOXES AT THE SIDE OF THE ROAD.

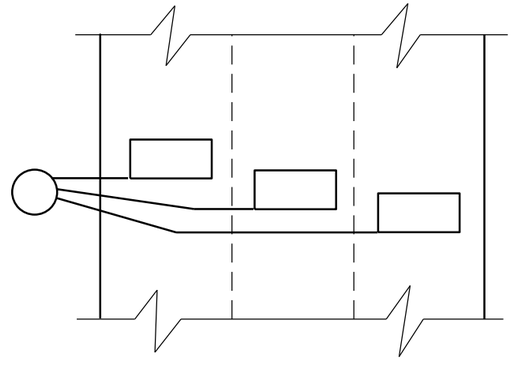
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE, NON-SPLICED CONTINUOUS LENGTH.

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

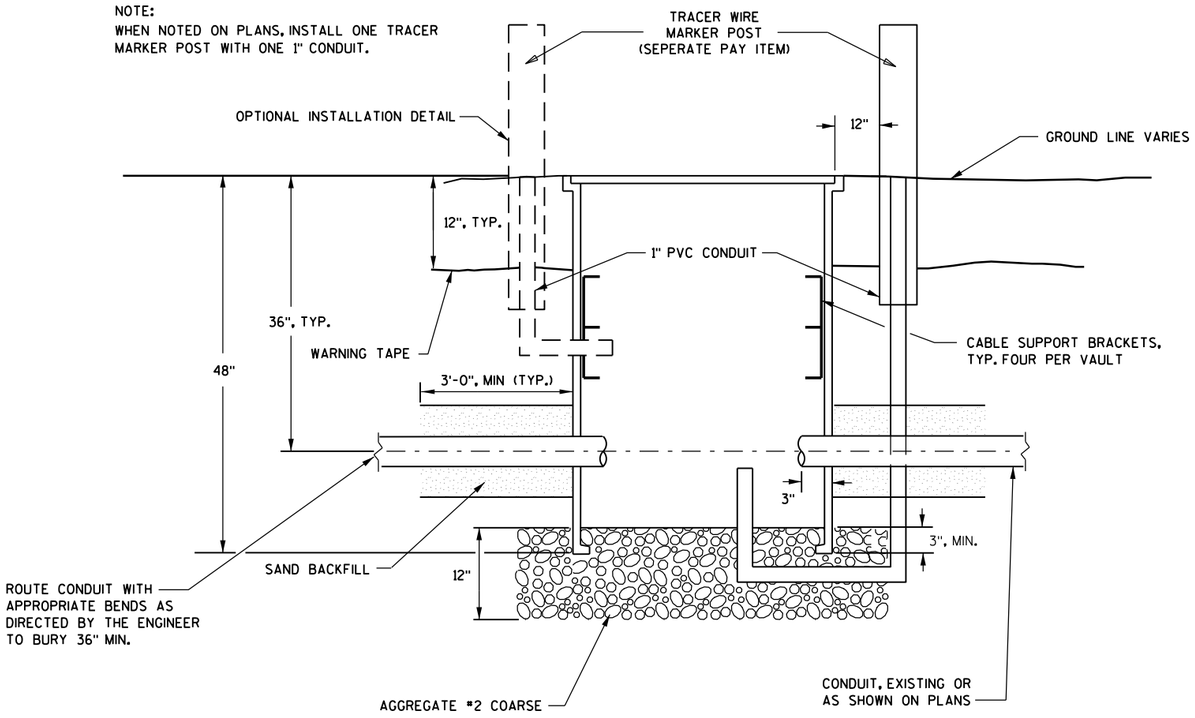
APPROVED
Sept. 2014
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL
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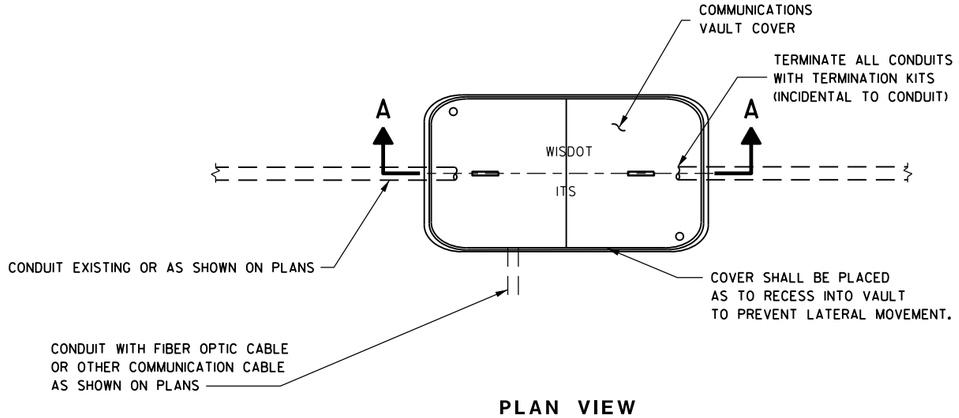
S.D.D. 9 F 15-4b

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S.D.D. 9 F 15-4b



SECTION A-A



PLAN VIEW

COMMUNICATIONS VAULT TYPE 1

GENERAL NOTES

PROVIDE VAULT WITH OPEN BASE.

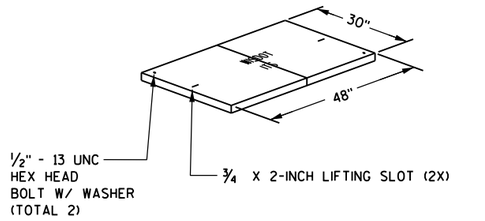
COVER SHALL HAVE A MINIMUM DESIGN LOAD OF 15,000 LBS AND SHALL LOCK.

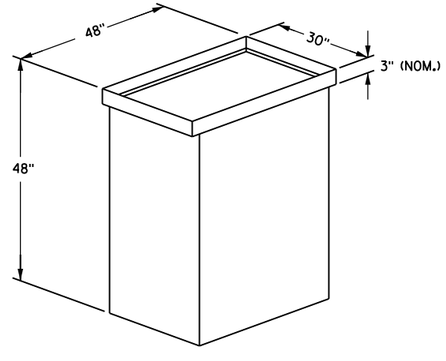
ALL OPENINGS IN STRUCTURE MUST BE MACHINED AT TIME OF FABRICATION, OR PUNCH DRIVEN AT TIME OF PLACEMENT.

VAULTS SHALL BE OF ONE-PIECE CONSTRUCTION. TWO-PIECE/STACKABLE VAULTS WILL NOT BE PERMITTED.

FIELD PLACEMENT OF COMMUNICATIONS VAULTS SHALL BE AS DIRECTED BY THE ENGINEER.

FIBER TRACER MARKER POSTS SHALL BE CONSTRUCTED WITH HIGH-IMPACT PLASTIC MATERIAL WHICH IS FADE RESISTANT AND UV STABLE. ALL HARDWARE SHALL BE STAINLESS STEEL AND CONTAIN A MINIMUM OF FIVE STANDARD TERMINALS.



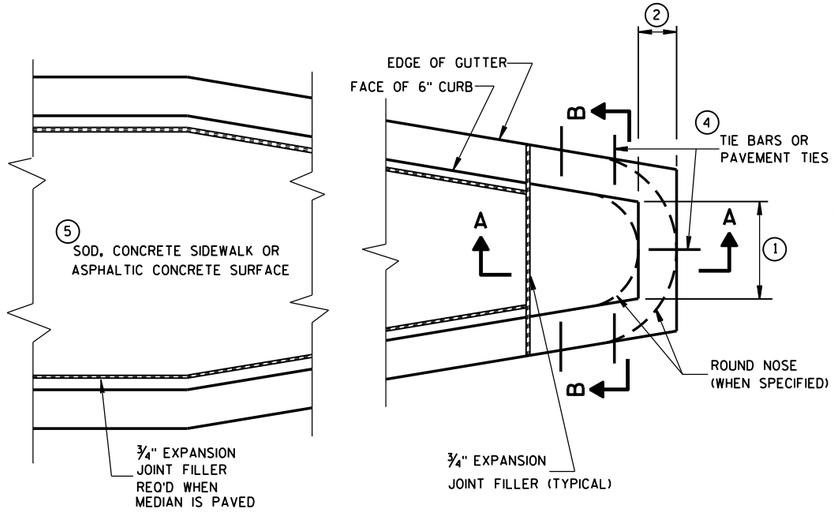


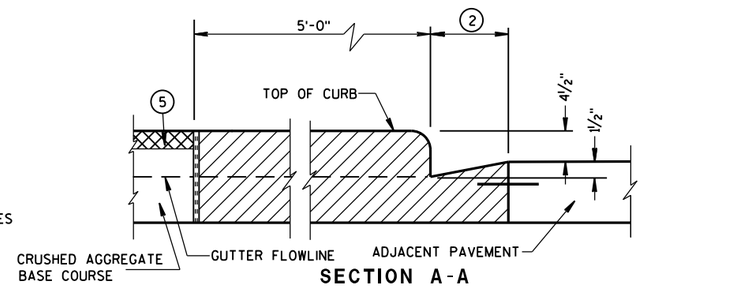
ISOMETRIC VIEW

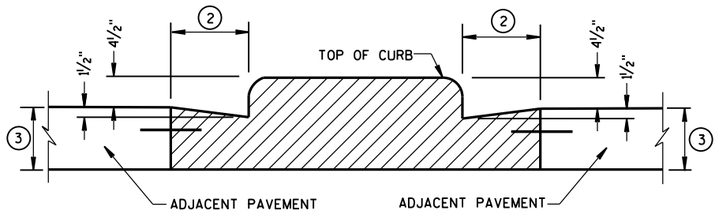
COMMUNICATION VAULT TYPE 1	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
May, 2017 DATE	/S/Ahmet Demirbilek STATE ELECTRICAL
FHWA	

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S.D.D. 9 H 9-2







CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

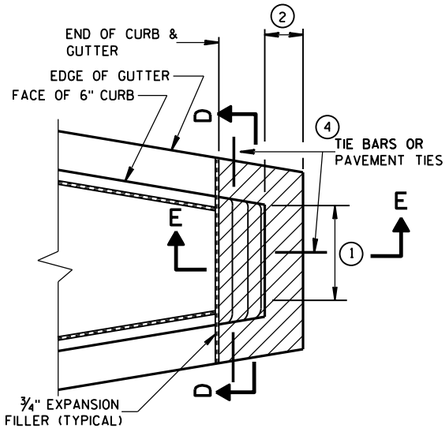
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

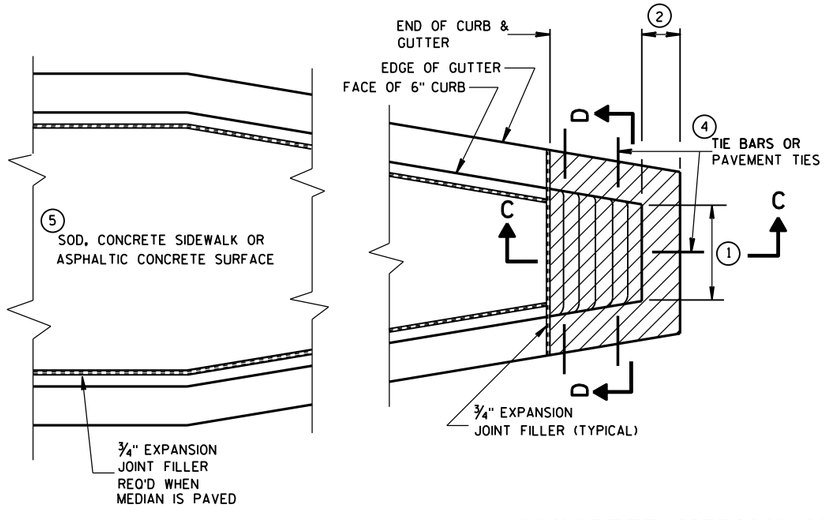
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

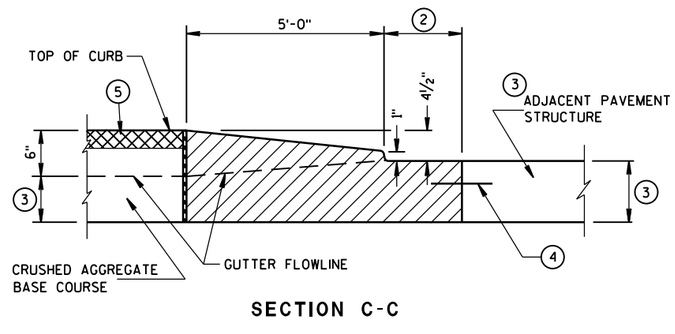
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

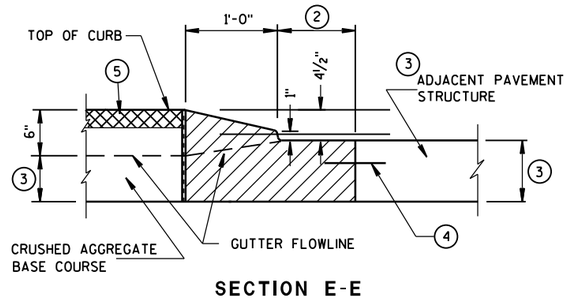
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



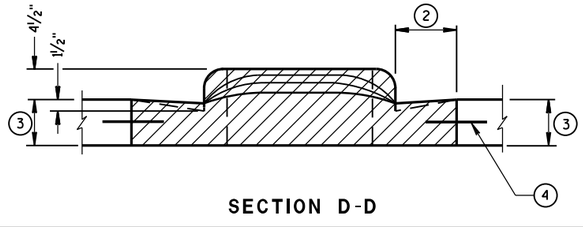




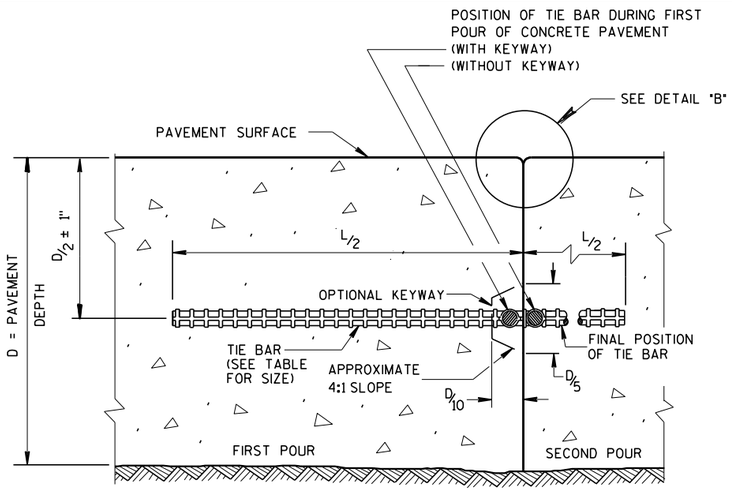


CONCRETE MEDIAN SLOPED NOSE TYPE 2

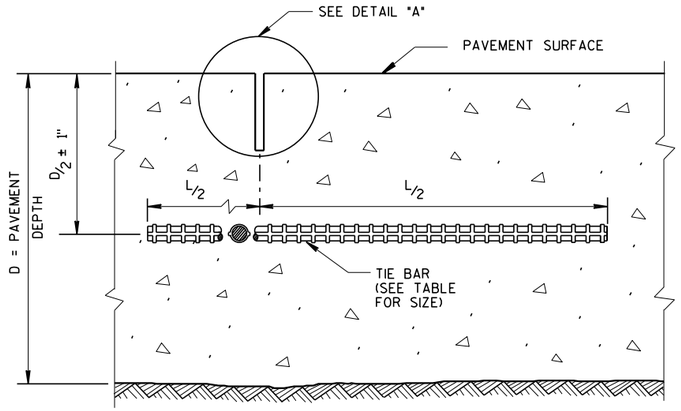
CONCRETE MEDIAN SLOPED NOSE TYPE 1



CONCRETE MEDIAN NOSE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 6/8/2006 DATE FHWA	/S/ Jerry H. Zogg ROADWAY STANDARDS D ENGINEER



CONSTRUCTION JOINT



SAWED JOINT

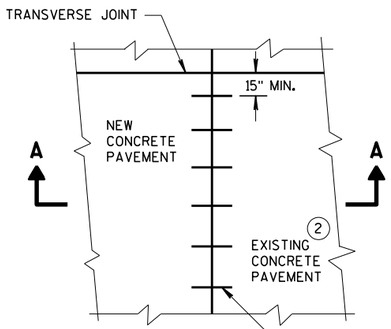
GENERAL NOTES

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

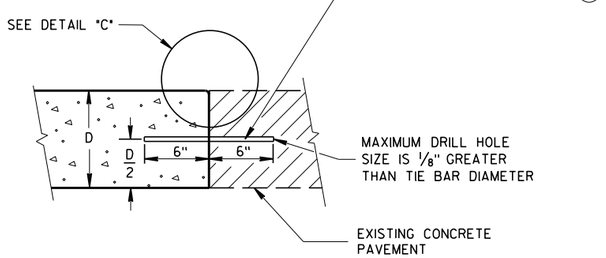
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

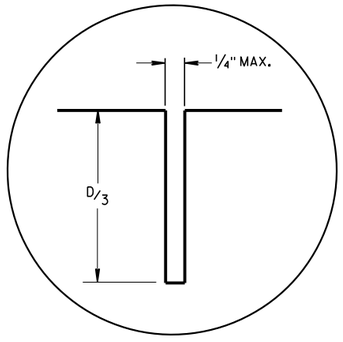


PLAN VIEW

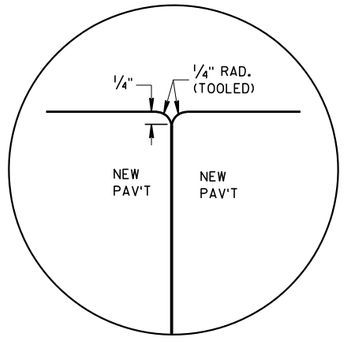


SECTION A-A

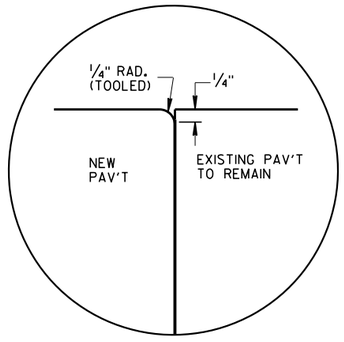
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT



DETAIL "A"



DETAIL "B"



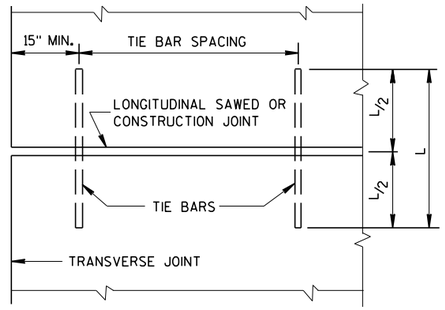
DETAIL "C"

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.



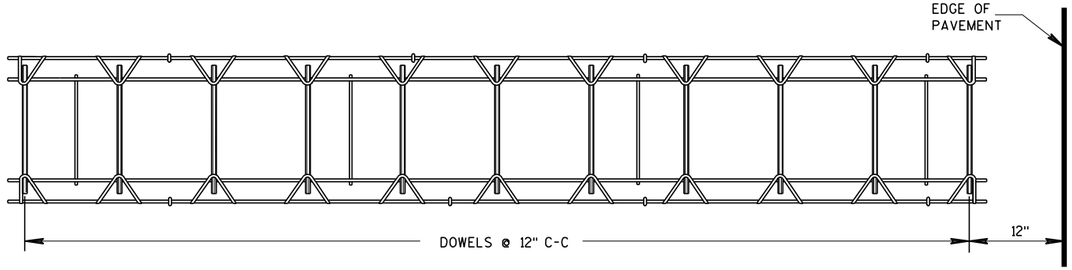
PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT
LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE
/S/ Peter Kemp PE
PAVEMENT SUPE
FHWA

6
S.D.D. 13 C 1-19

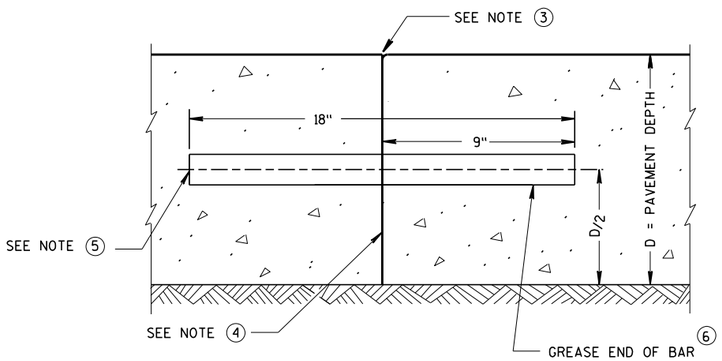


PLAN VIEW

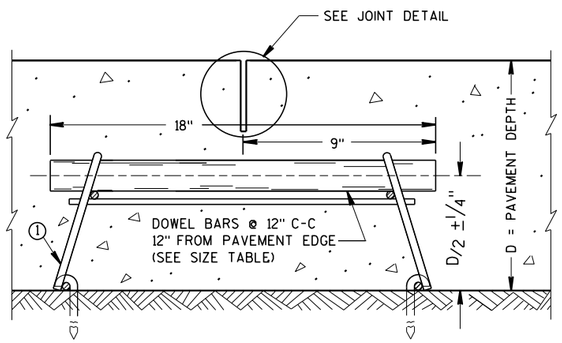


SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY ①



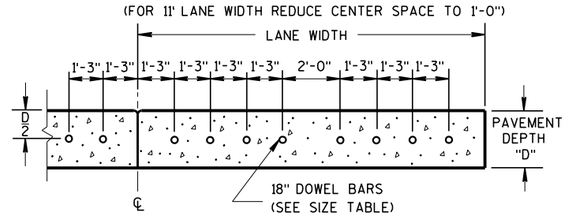
TRANSVERSE CONSTRUCTION JOINT



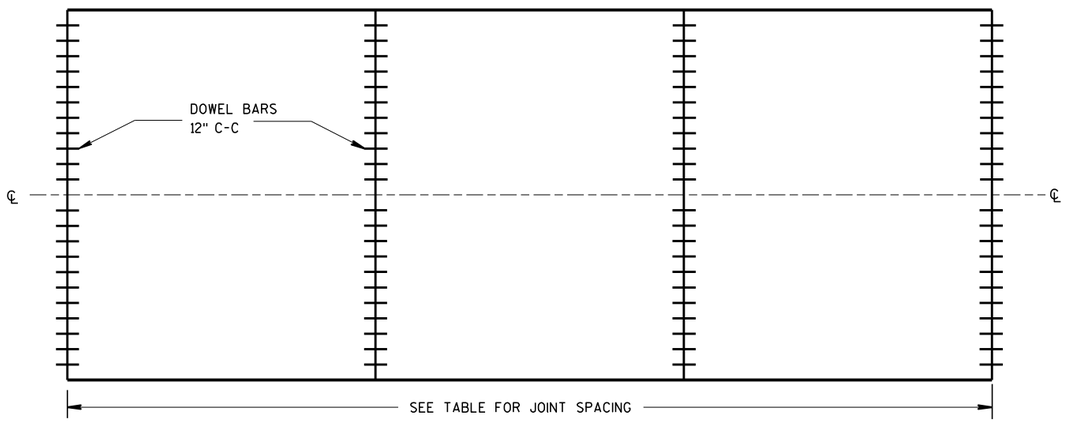
DOWELED CONTRACTION JOINT

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.

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.

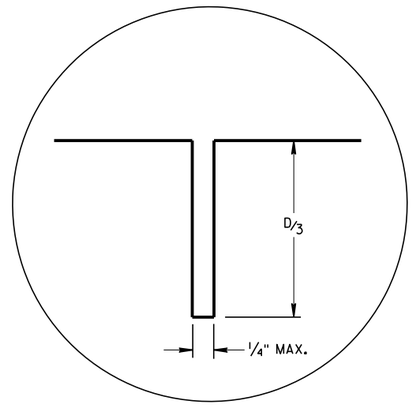
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼-INCH RADIUS AT FORMED JOINTS.

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.



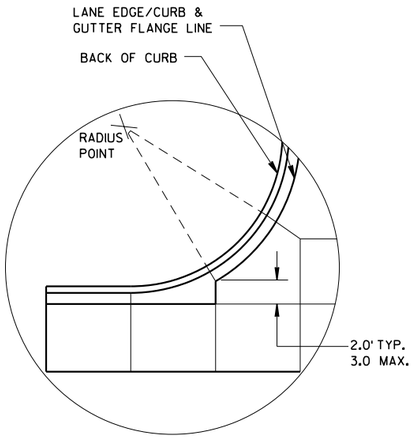
JOINT DETAIL

URBAN DOWELED CONCRETE PAVEMENT

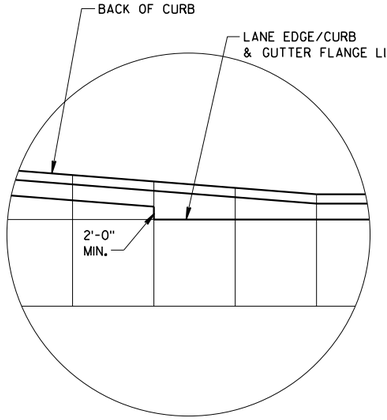
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE
/S/ Peter Kemp P.E.
PAVEMENT SUP
FHWA

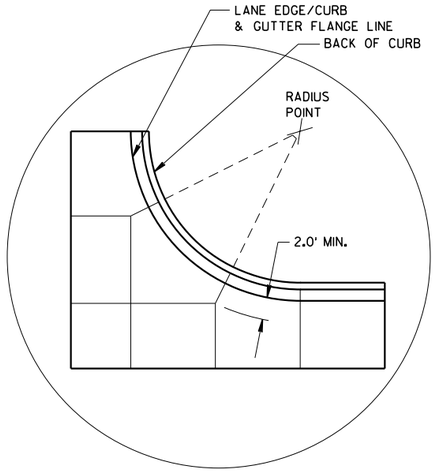
6
S.D.D. 13 C 13-9



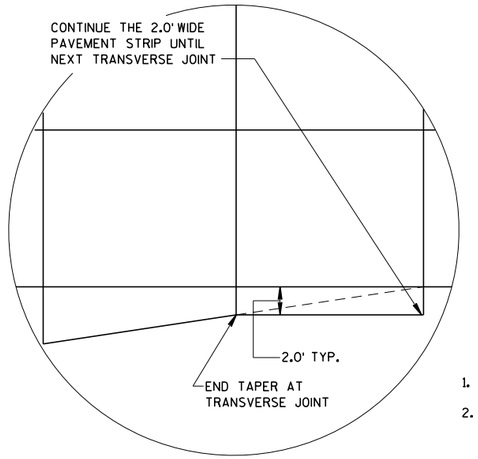
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G. MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

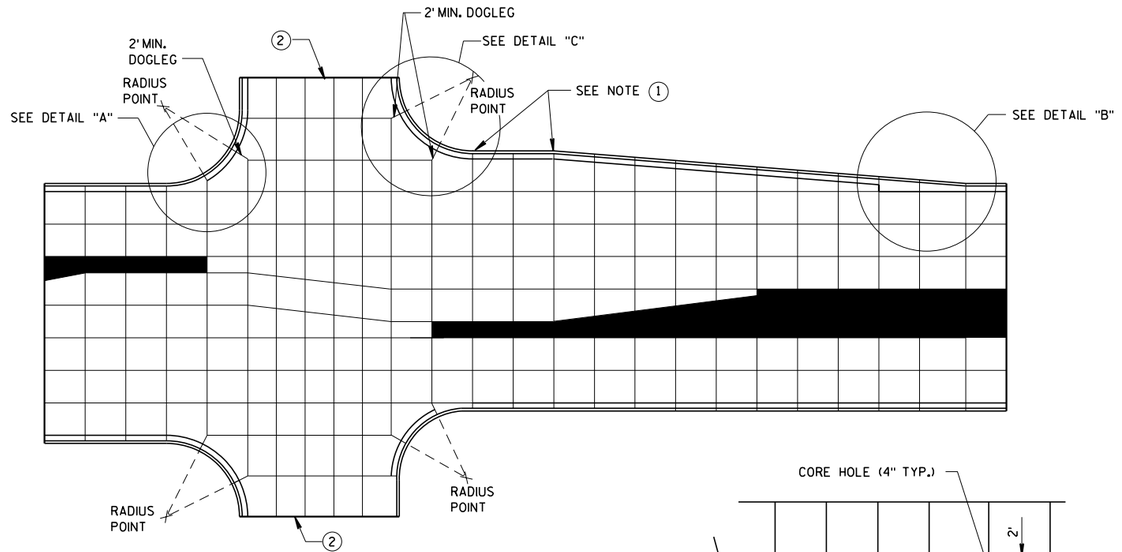
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

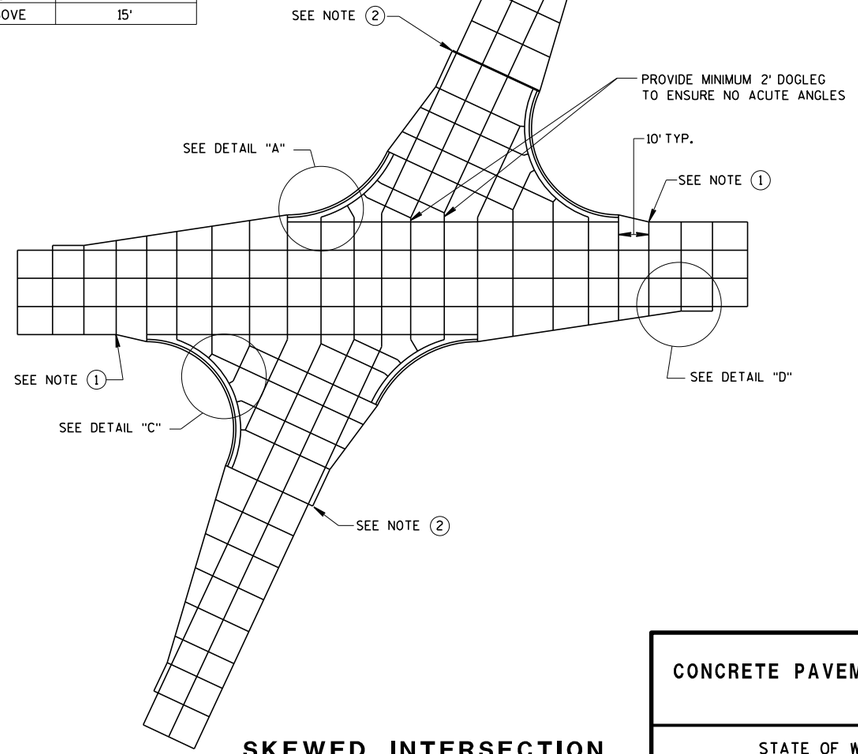
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



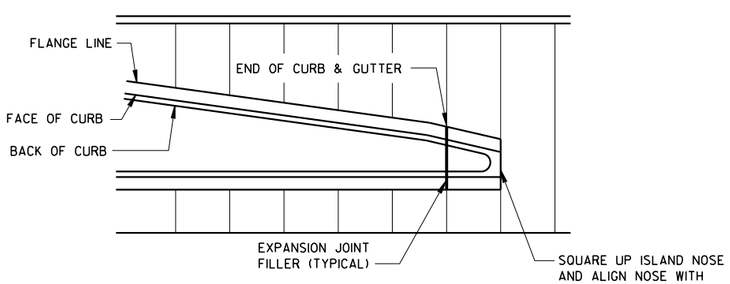
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

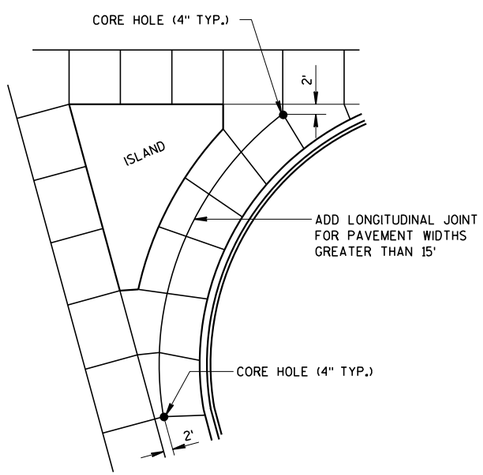
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6½"	12'
7", 7½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 13 C 18-6a

6

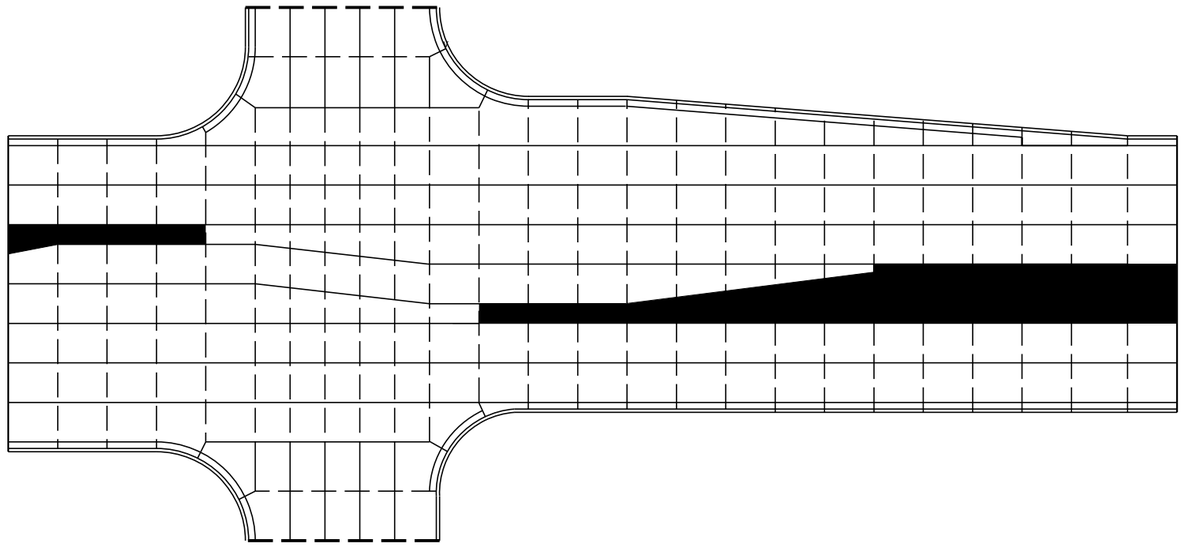
S.D.D. 13 C 18-6a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

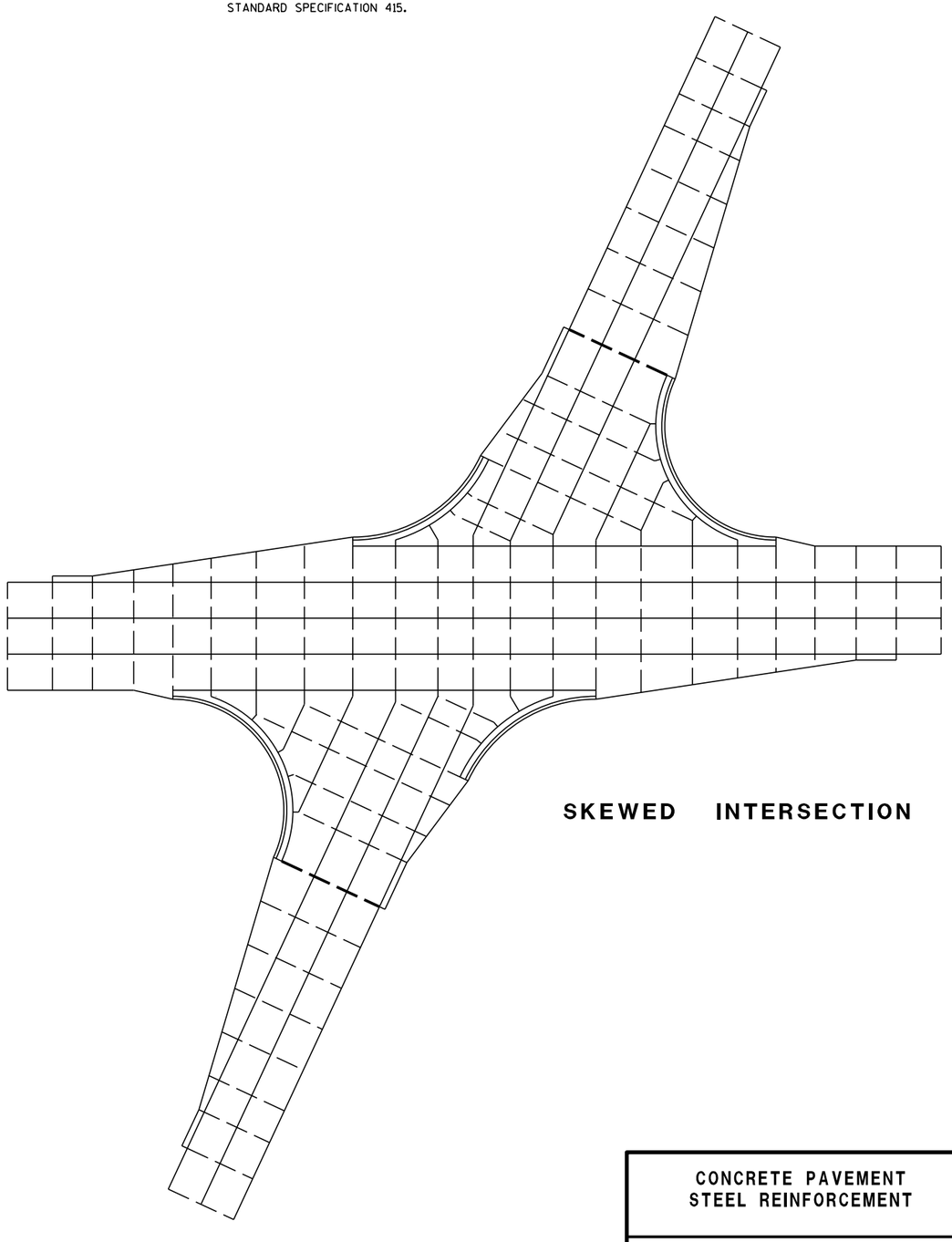
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

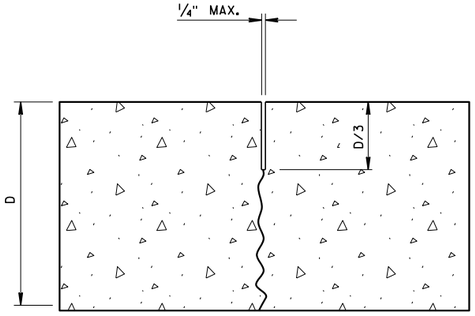
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S.D.D. 13 C 18-6b

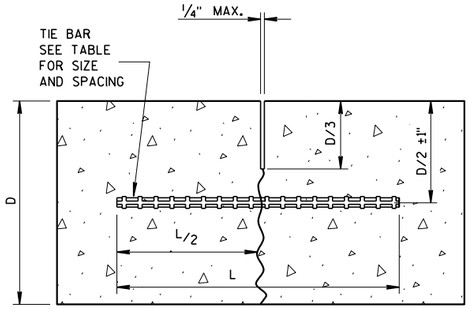
CONCRETE PAVEMENT
STEEL REINFORCEMENT

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S.D.D. 13 C 18-6b



UNDOWELED-TRANSVERSE



TIED LONGITUDINAL

TIE BAR TABLE

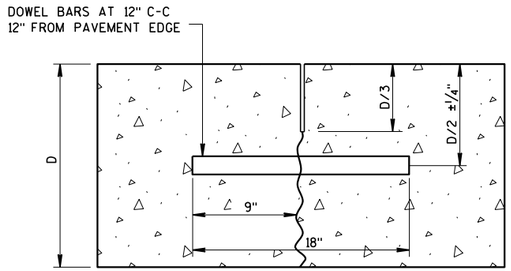
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* 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

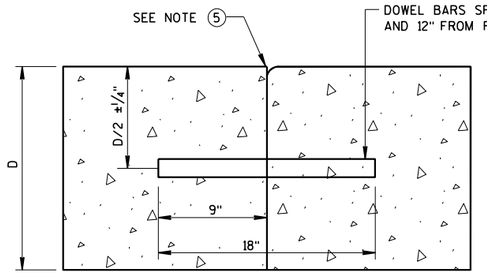
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 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.



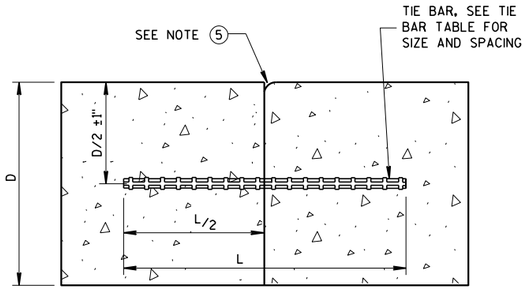
DOWELED-TRANSVERSE

CONTRACTION JOINTS

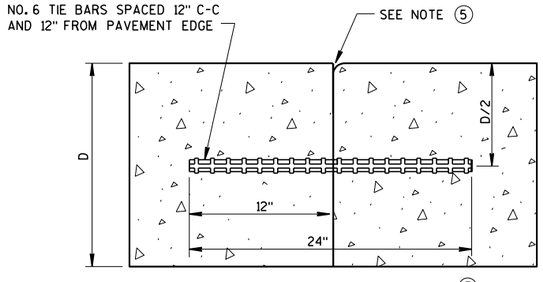
SEE NOTE (2)



DOWELED TRANSVERSE (3)

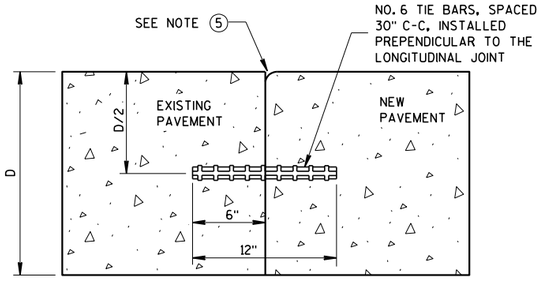


TIED LONGITUDINAL



TIED TRANSVERSE (3)

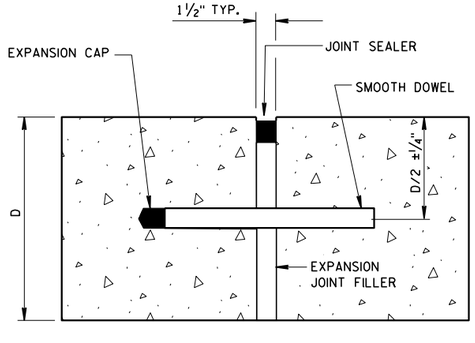
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

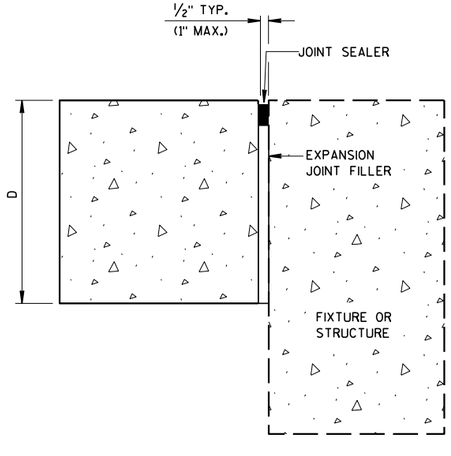
CONSTRUCTION JOINTS

SEE NOTE (4)



DOWELED-TRANSVERSE

SEE NOTE (1)



UNTIED-LONGITUDINAL

EXPANSION JOINTS

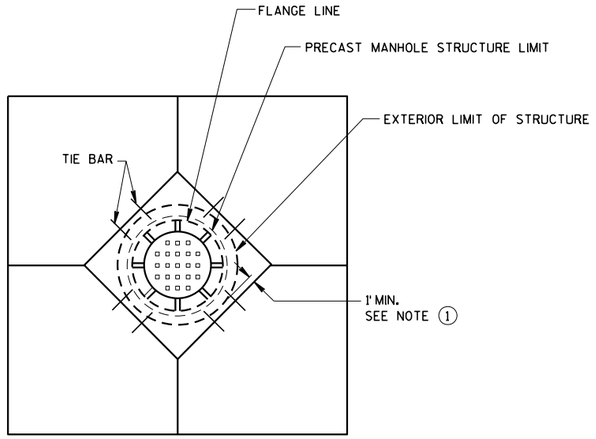
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S.D.D. 13 C 18-6c

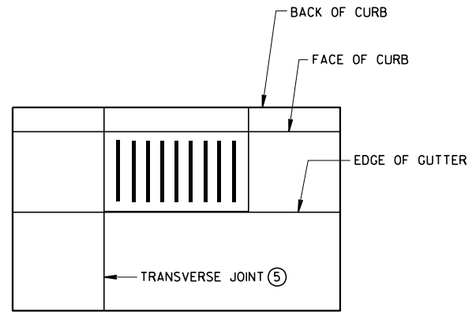
CONCRETE PAVEMENT
JOINT TYPES

6

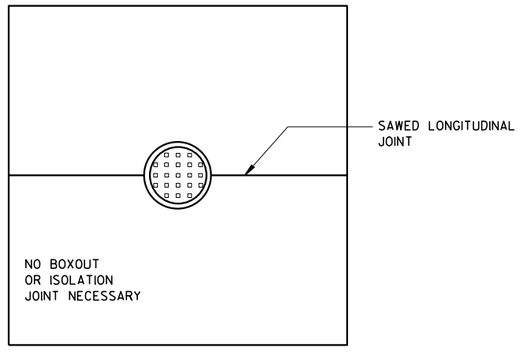
S.D.D. 13 C 18-6c



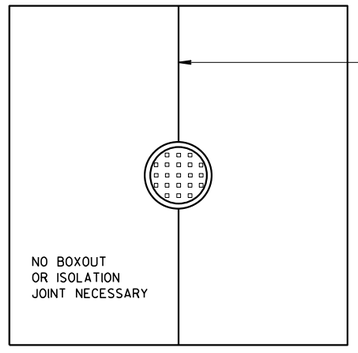
DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS



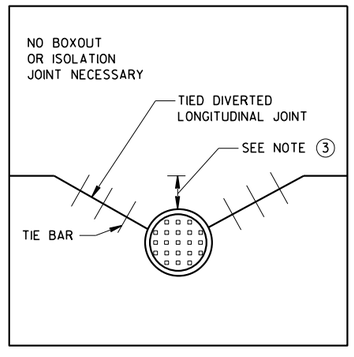
INLET WITH TRANSVERSE JOINT



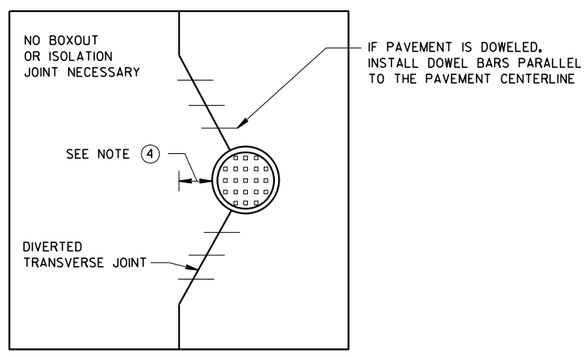
MANHOLE WITH LONGITUDINAL JOINT



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.

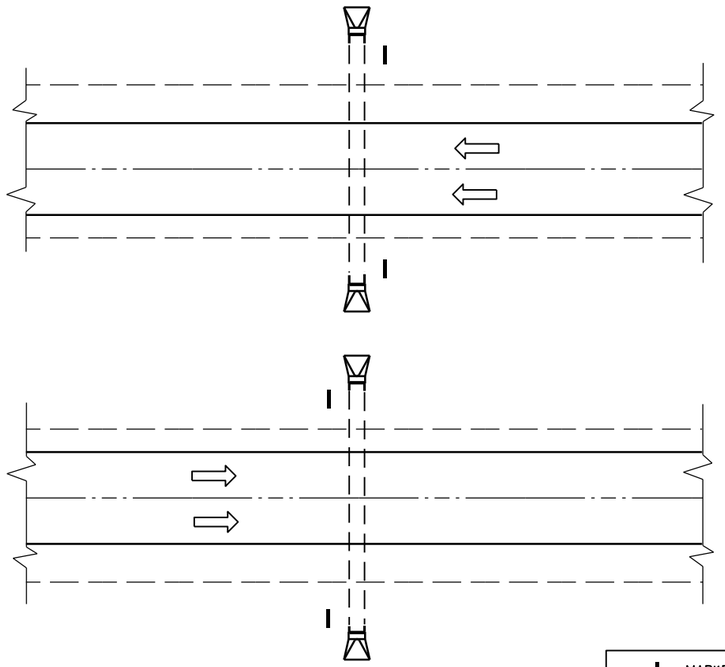
CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Peter K[illegible] P.E. — PAVEMENT SUPE
FHWA

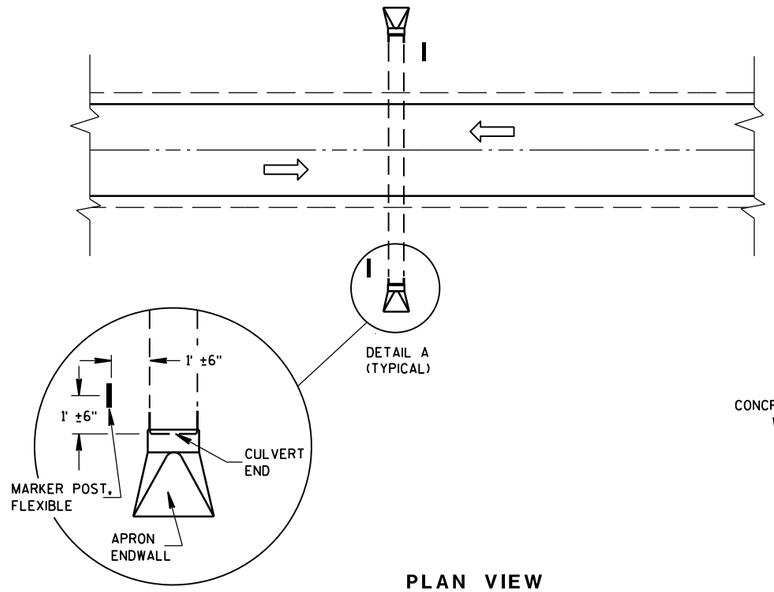
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S.D.D. 13 C 18-6d



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

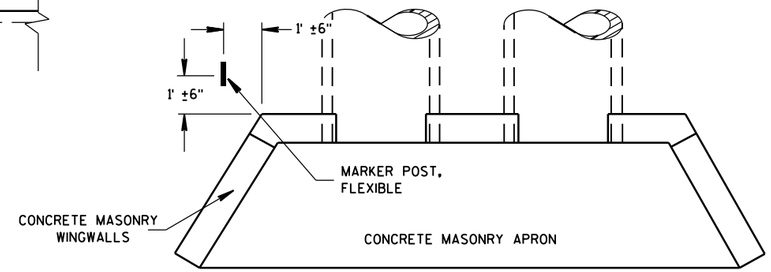
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

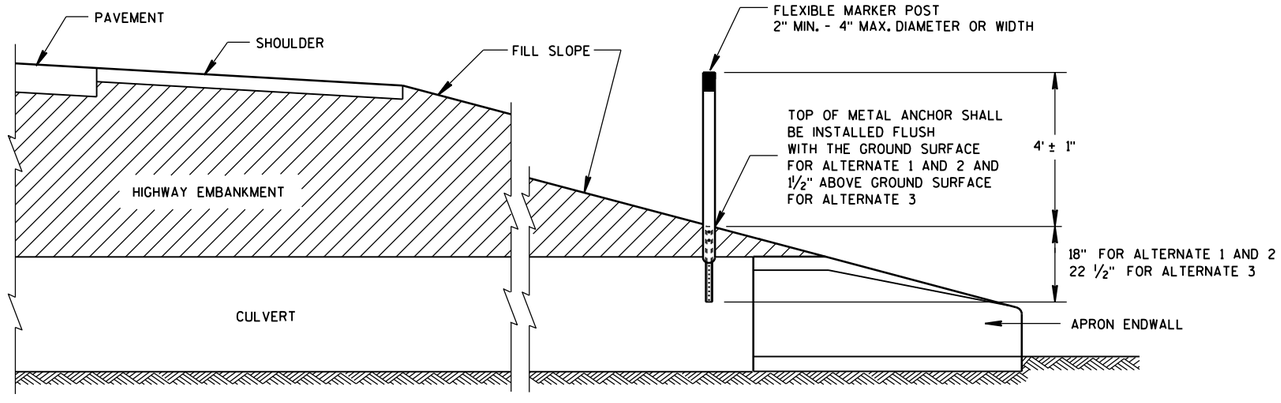
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



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

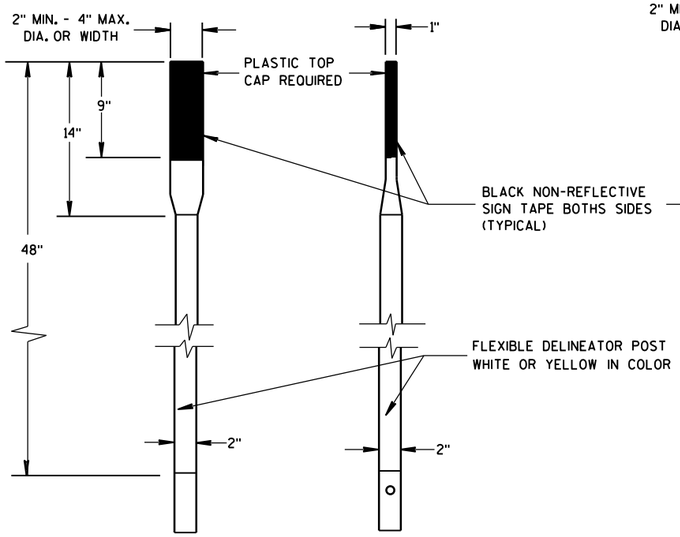
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

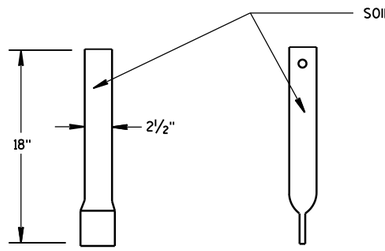
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S.D.D. 15 A 3-2a

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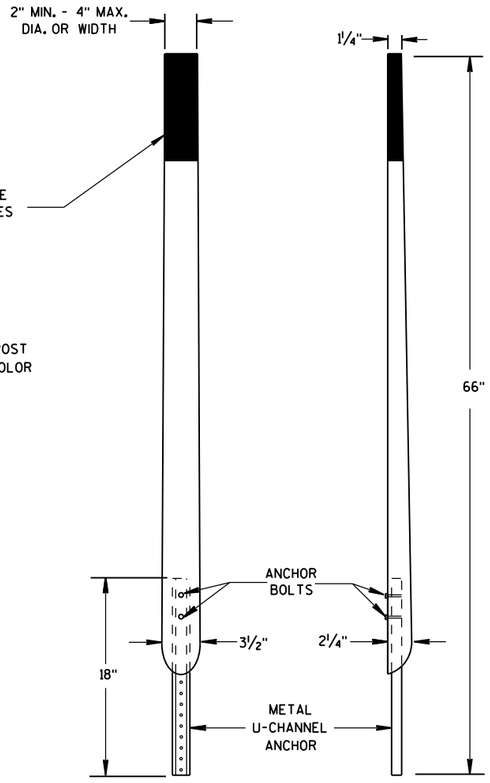
S.D.D. 15 A 3-2a





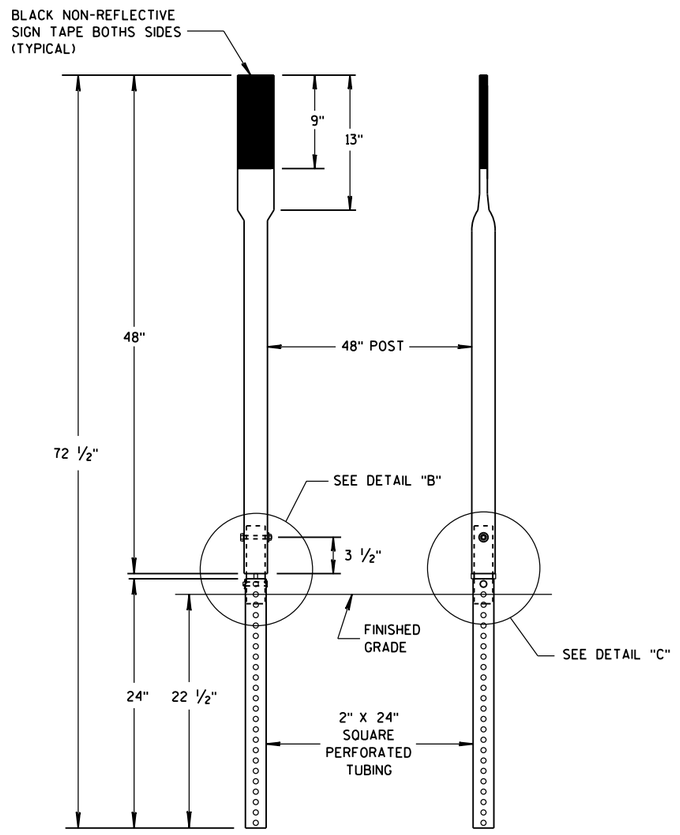
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

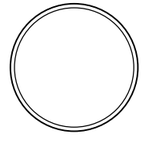
ALTERNATE 2



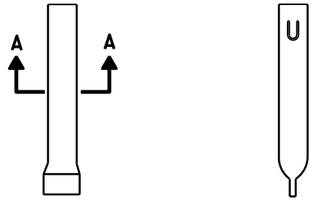
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POSTS

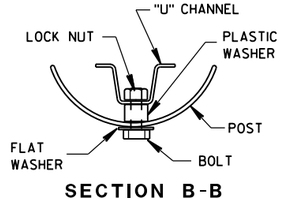


SECTION A-A

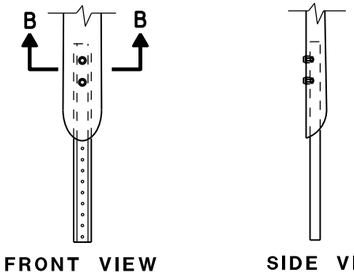


FRONT VIEW SIDE VIEW

ALTERNATE 1

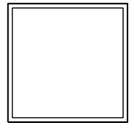


SECTION B-B

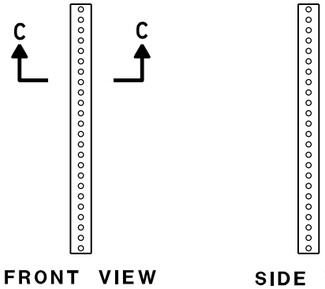


FRONT VIEW SIDE VIEW

ALTERNATE 2



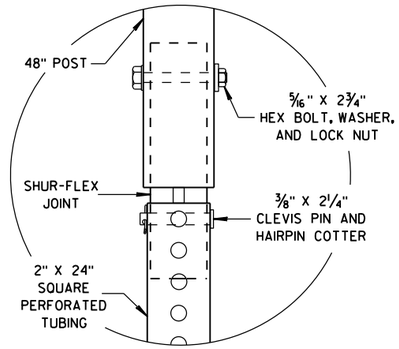
SECTION C-C



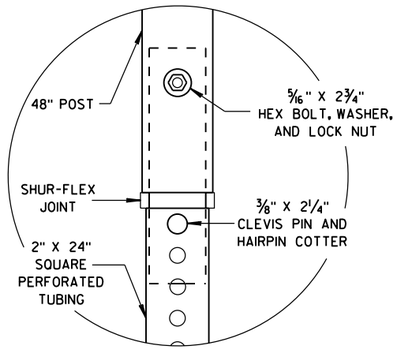
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

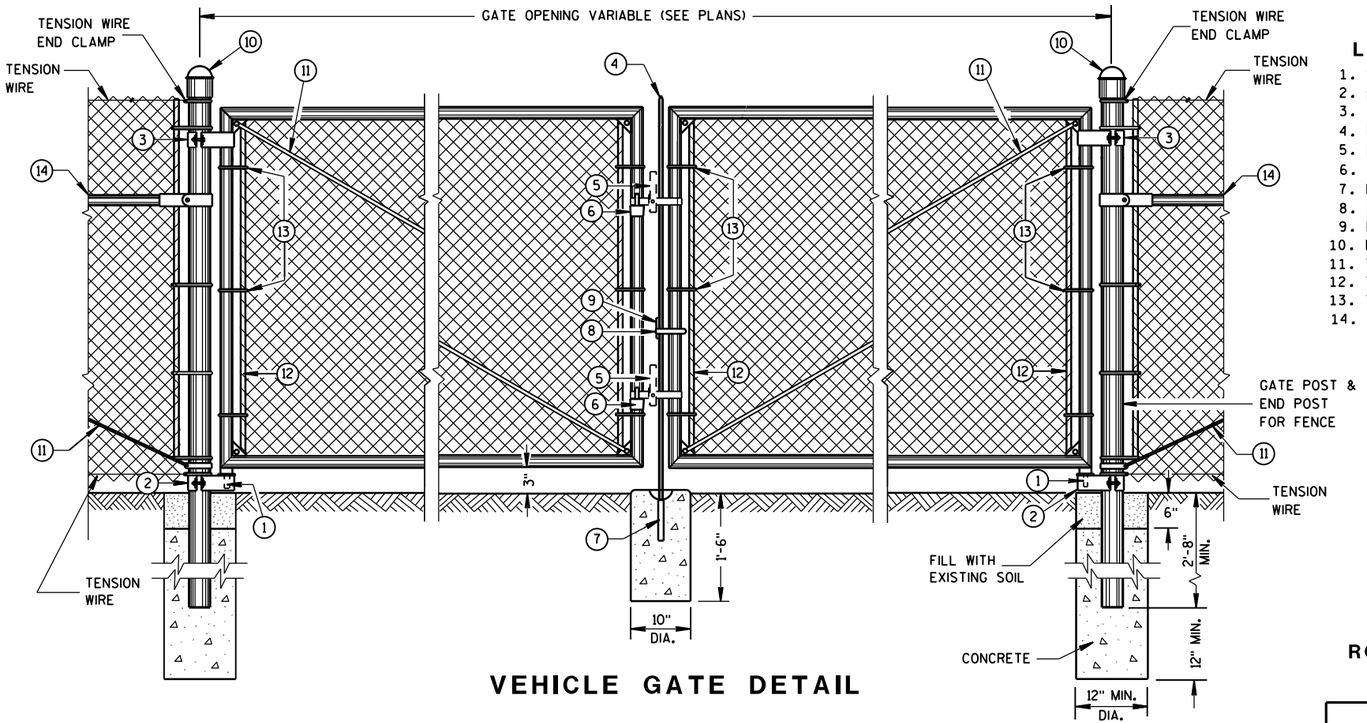
APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
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IGN
FHWA

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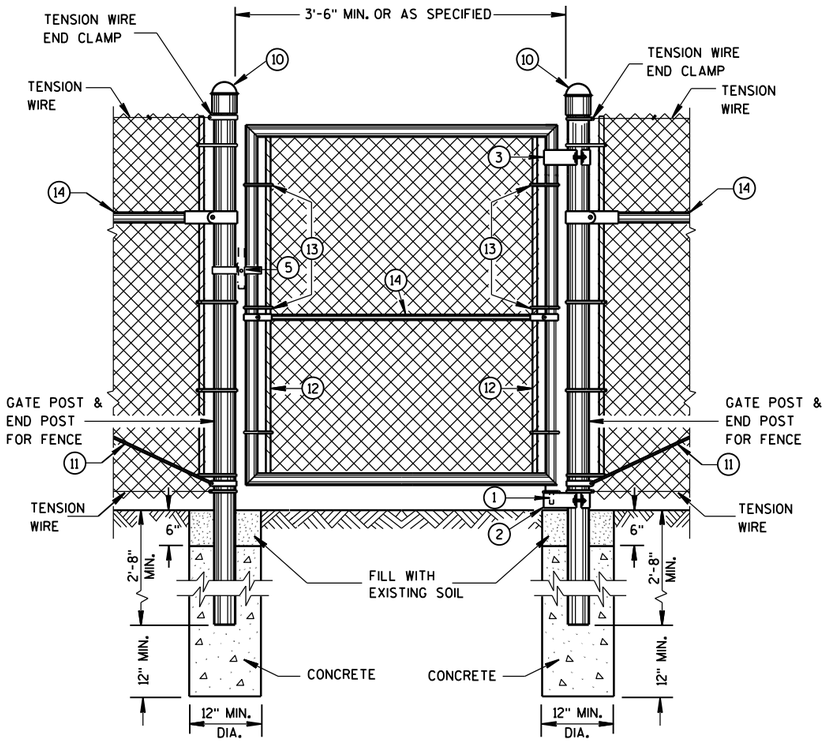
S.D.D. 15 A 3-2b

6

S.D.D. 15 A 3-2b



VEHICLE GATE DETAIL



PEDESTRIAN GATE DETAIL

LEGEND

1. STRAIGHT PLUG
2. BOTTOM HINGE
3. TOP HINGE
4. PLUNGER ROD
5. FULCRUM LATCH
6. FORK CATCH *
7. PLUNGER ROD CATCH
8. LOCK KEEPER GUIDE
9. LOCK KEEPER
10. DOME TOPS
11. TRUSS RODS
12. TENSION BAR
13. TENSION BANDS
14. BRACE RAIL

*NOT REQUIRED ON SINGLE SWING PEDESTRIAN GATE

GENERAL NOTES

FENCE POSTS INSTALLED ON CONCRETE WALLS SHALL BE ANCHORED INTO EMBEDDED METAL SLEEVES OR CORED HOLE BY FILLING THE ANNULAR SPACE WITH PEA GRAVEL FOLLOWED BY AN EPOXY RESIN ADHESIVE. THE EPOXY RESIN ADHESIVE SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 235, CLASS A, B OR C.

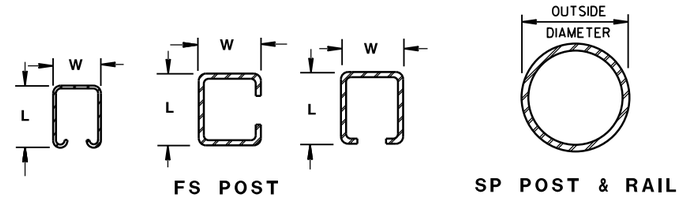
USE FENCE FABRIC KNUCKLED AT BOTH SELVAGES.

FOR LEAF GATES GREATER THAN 8 FEET WIDE, INSTALL INTERIOR VERTICAL BRACE RAIL AT 8 FOOT INTERVALS.

FOR FABRIC HEIGHTS GREATER THAN 8 FEET, INSTALL INTERIOR HORIZONTAL BRACE RAILS TO LEAF GATE.

MAXIMUM SAG FOR OUTER GATE MEMBER SHALL NOT EXCEED THE GREATER OF 1% OF THE LEAF GATE WIDTH OR 2 INCHES.

USE TYPE 2, CLASS 3, MARCELLED/CRIMPED, TENSION WIRE PER ASTM A 817.



CROSS SECTIONS OF POSTS AND RAILS

REQUIRED FENCE POST SIZES

USE	FABRIC HEIGHTS FEET	POST TYPE
TERMINAL POSTS **	LESS THAN OR EQUAL TO 6 FT.	SP3
	GREATER THAN OR EQUAL TO 6 FT.	SP4
LINE POSTS	LESS THAN OR EQUAL TO 6 FT.	SP2
	LESS THAN OR EQUAL TO 8 FT.	SP3
	GREATER THAN OR EQUAL TO 8 FT.	SP4
	LESS THAN OR EQUAL TO 8 FT.	FS2 OR FS2†
	GREATER THAN OR EQUAL TO 8 FT.	FS3

BRACE RAIL TYPES

USE		TYPE
BRACE RAIL		SP1 OR FS1

** INCLUDES END, CORNER, ANGLE, INTERSECTION AND INTERMEDIATE BRACED POSTS

ROLLED-FORMED STEEL FENCE POST (2.0 OZ./SQ. FT. COATING)

POST TYPE	LENGTH (L) INCH	WIDTH (W) INCH	WEIGHT LBS/FT
FS1	1.625	1.25	1.35
FS2†	1.875	1.625	1.850
FS2	1.875	1.625	2.400
FS3	2.250	1.700	2.780

REQUIRED POST SIZE FOR GATES

USE	LEAF WIDTHS FEET	POST TYPE
GATES	LESS THAN OR EQUAL TO 6 FT.	SP4
	LESS THAN OR EQUAL TO 13 FT.	SP5
	LESS THAN OR EQUAL TO 18 FT.	SP6
	LESS THAN OR EQUAL TO 23 FT.	SP7

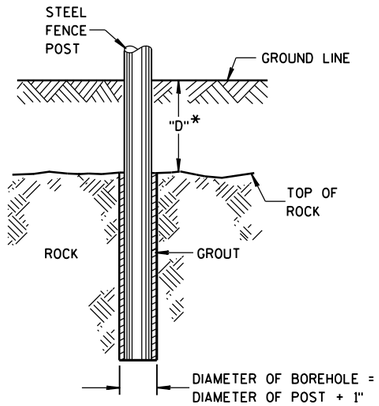
ROUND STEEL FENCE POST (1.8 OZ./SQ. FT. COATING)

POST TYPE	OUTSIDE DIMENSION INCH	WALL THICKNESS INCH	WEIGHT LBS/FT
SP1	1.660	0.140	2.270
SP2	1.900	0.145	2.720
SP3	2.375	0.154	3.650
SP4	2.875	0.203	5.800
SP5	4.000	0.226	9.120
SP6	6.625	0.280	18.990
SP7	8.625	0.322	28.580

FENCE CHAIN LINK

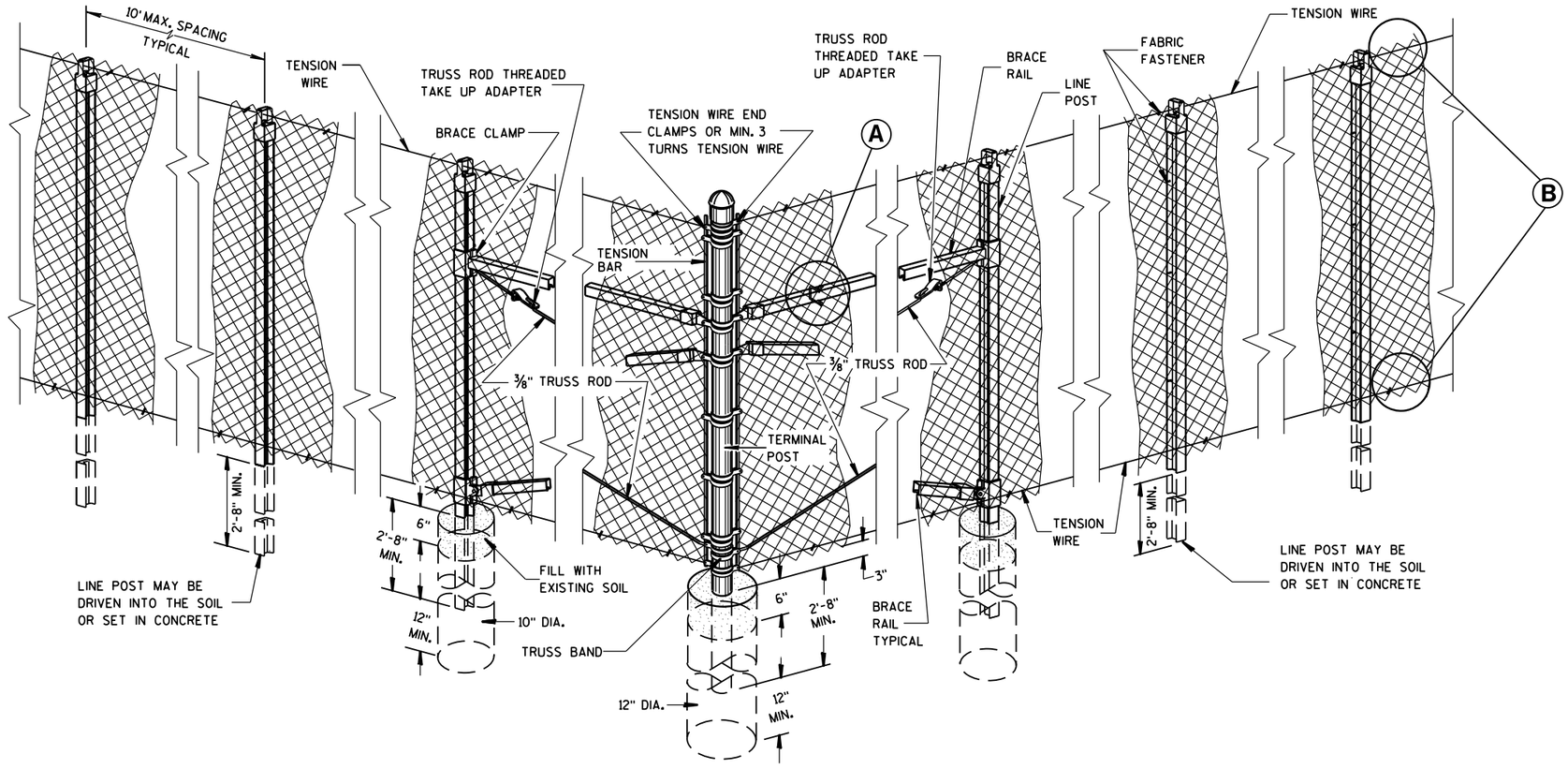
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6
S.D.D. 15 B 3-15a

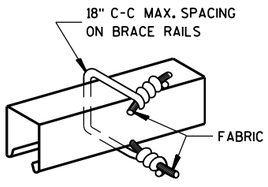


*IF "D" IS LESS THAN 2'-6", DRILL ROCK AND INSTALL GROUT

ROCK INSTALLATION OF LINE POST



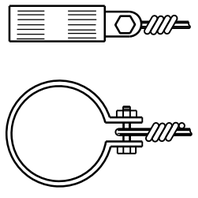
END, CORNER, ANGLE INTERSECTION & INTERMEDIATE BRACED POSTS



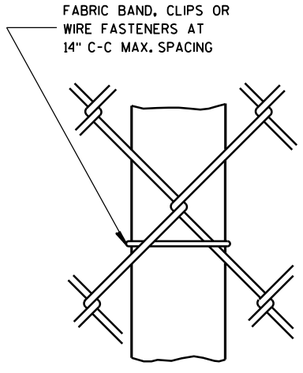
BRACE RAIL

FABRIC FASTENER

Ⓐ



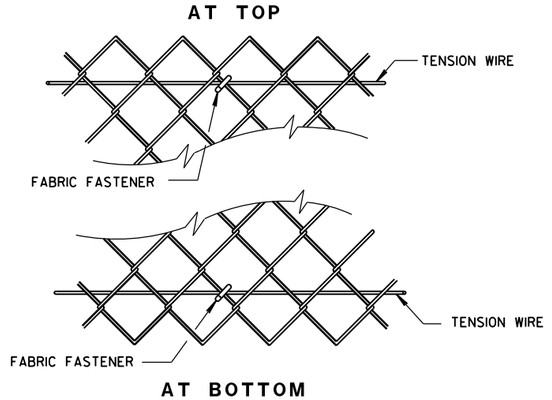
TENSION WIRE END CLAMP



LINE POST

FABRIC FASTENER

AT TOP



AT BOTTOM

SELVAGES

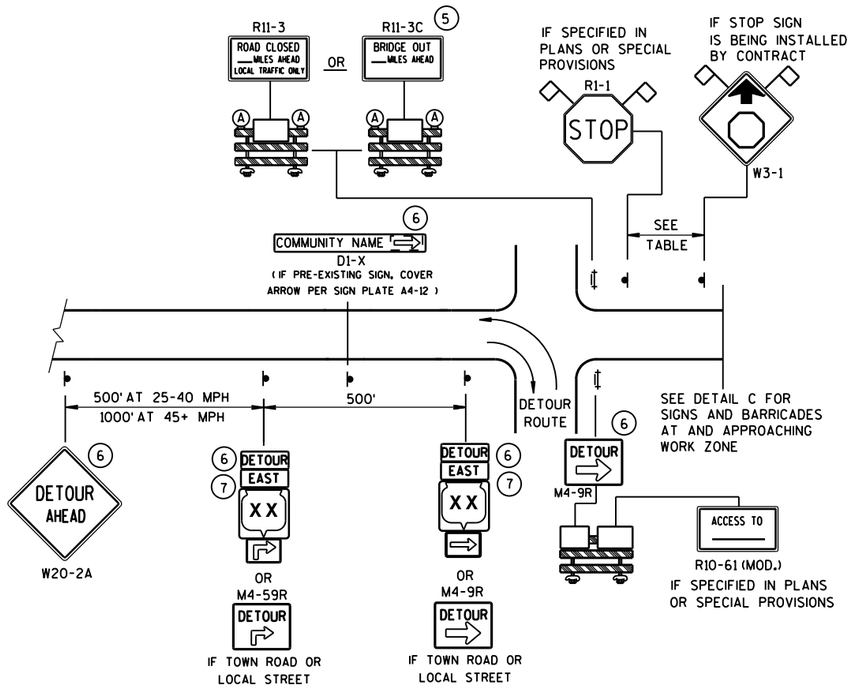
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FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

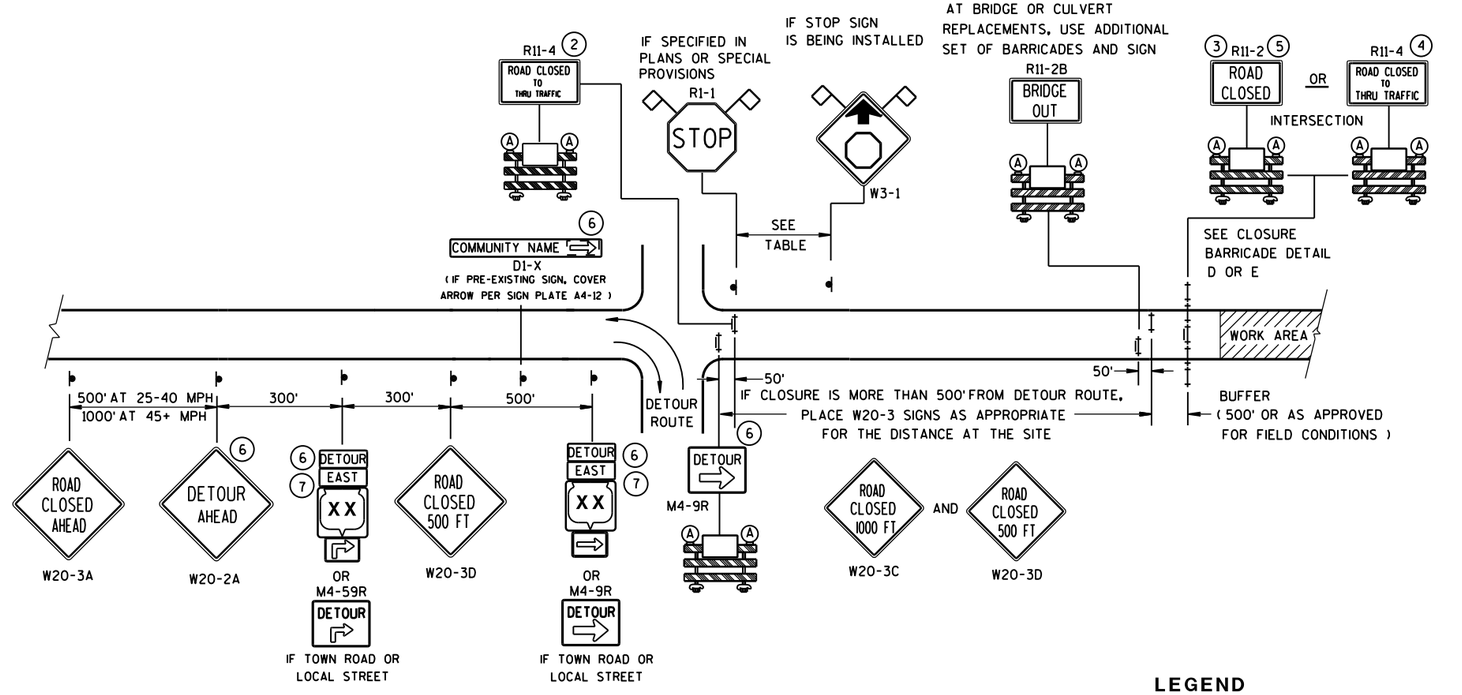
APPROVED
FEB. 2015 DATE
FHWA
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

6
S.D.D. 15 B 3-15b



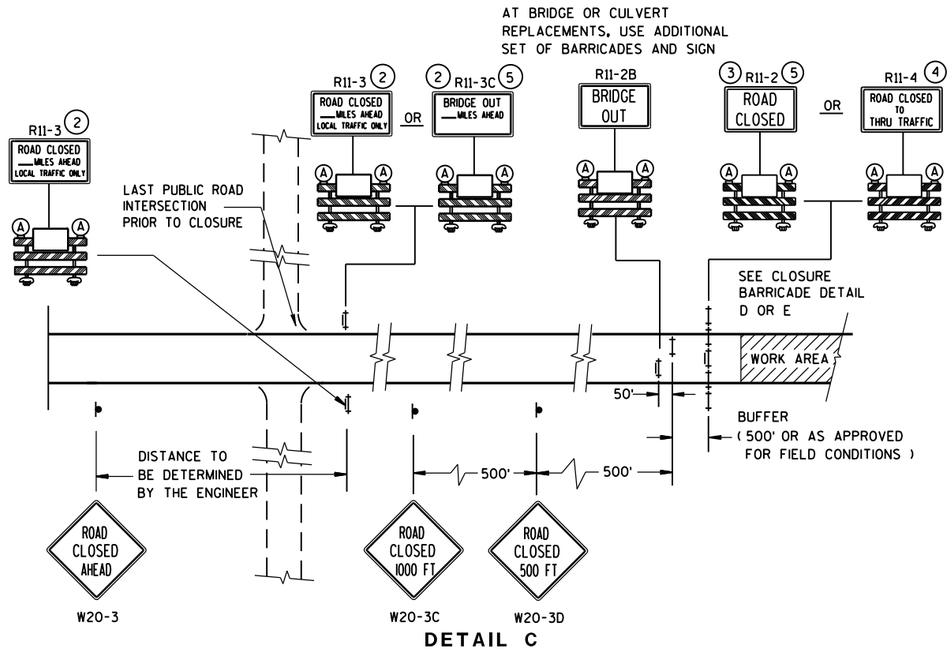
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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

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)

SEE SDD 15C2-SHEET "**b**" FOR GENERAL NOTES AND FOOTNOTES (1) THROUGH (7)

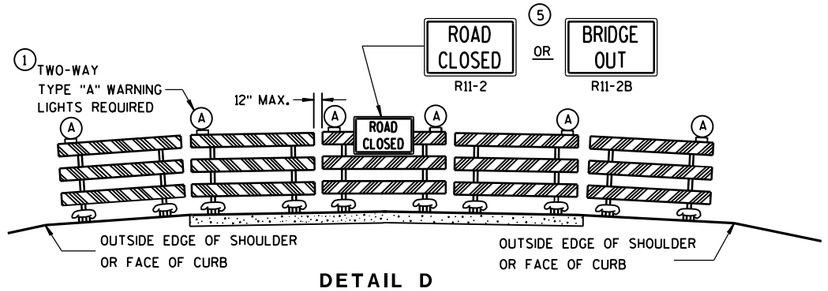
BARRICADES AND SIGNS FOR MAINLINE CLOSURES

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

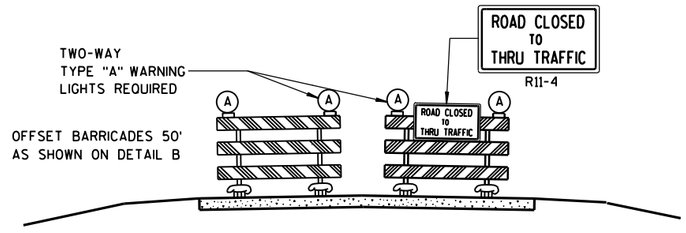
S.D.D. 15 C 2-6a



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

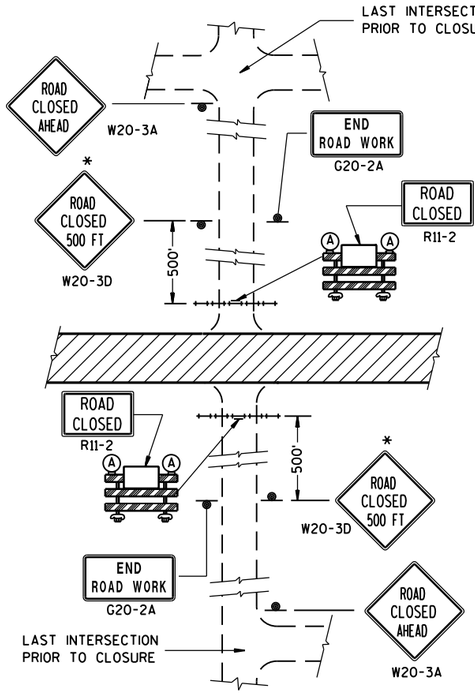
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DEPARTMENT OF TRANSPORTATION

Sept. 2015 — DATE

/S/ Peter Amakobe Atepe
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FHWA

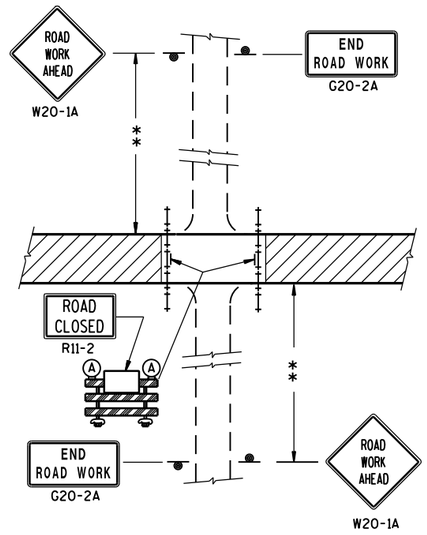
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S.D.D. 15 C 2-6b



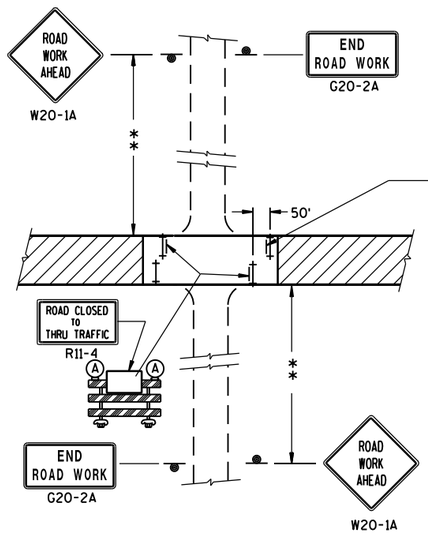
DETAIL 1

(NO ACCESS TO PROJECT)



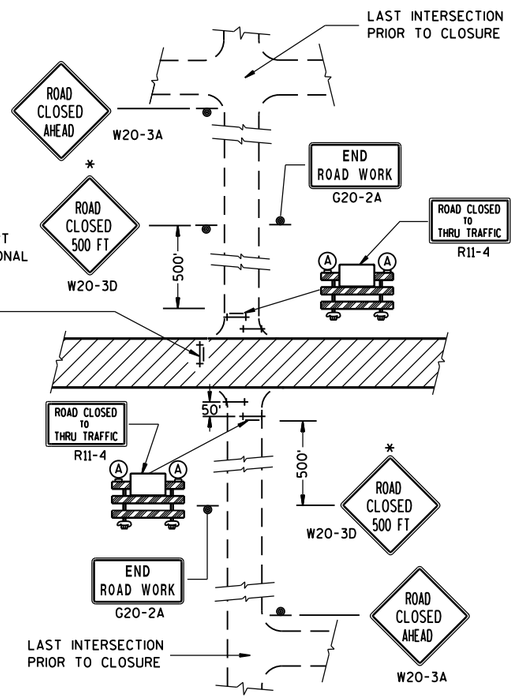
DETAIL 2

(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. 2017 — DATE

/S/ Andrew Heldtke — WORK ZONE ENG

FHWA

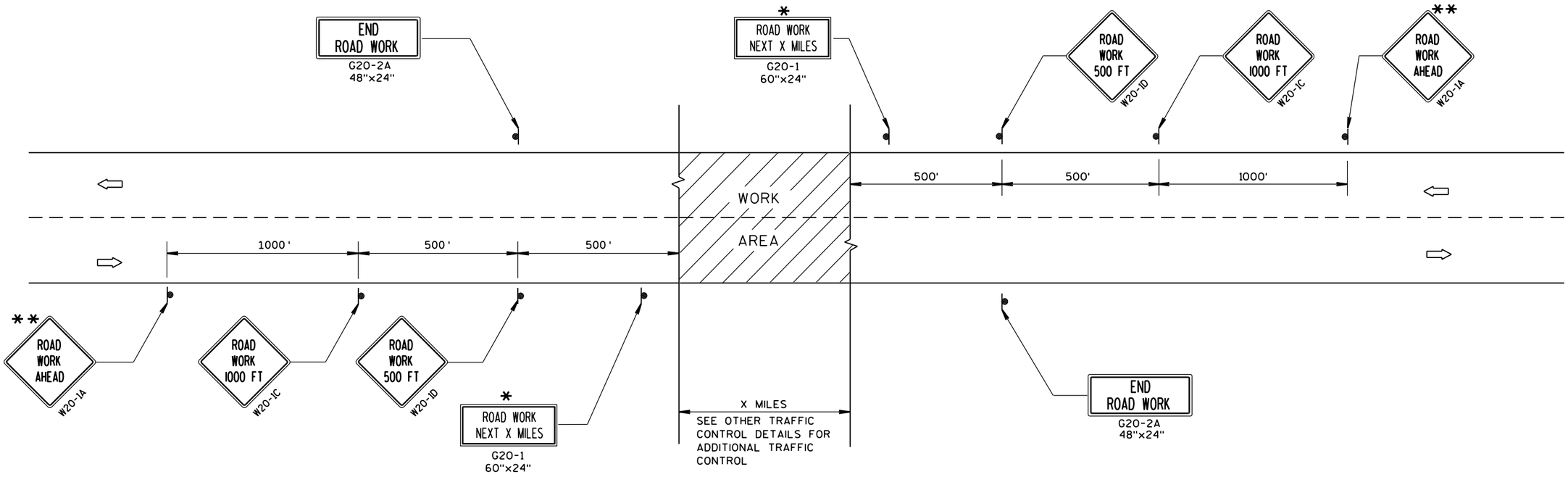
6

S.D.D. 15 C 3-4

6

S.D.D. 15 C 3-4

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 MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

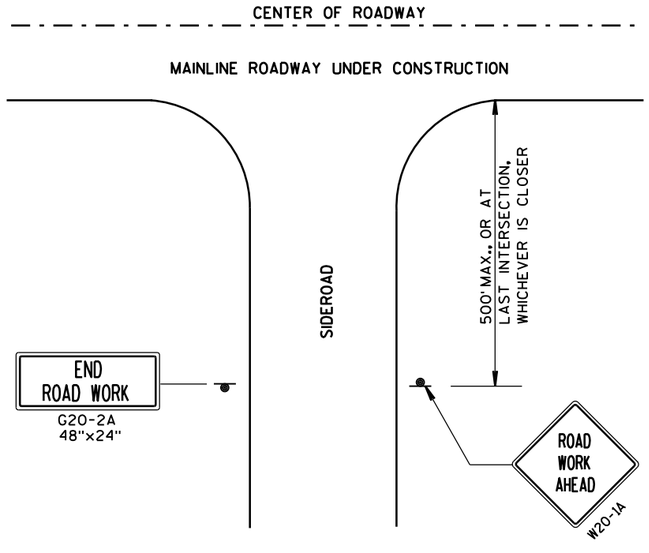
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

** PLACE ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

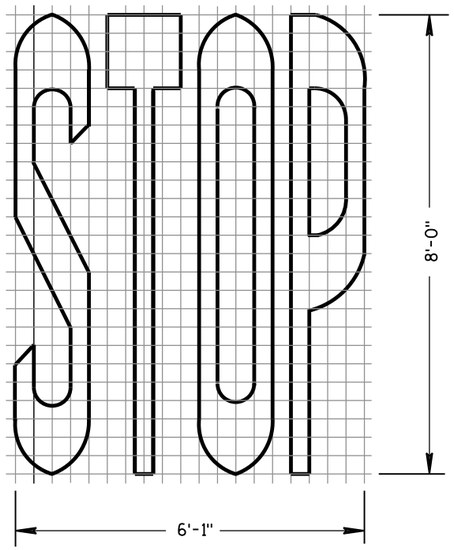
APPROVED
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FHWA

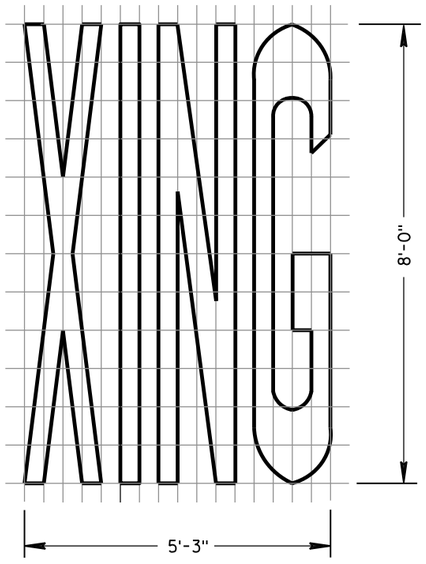
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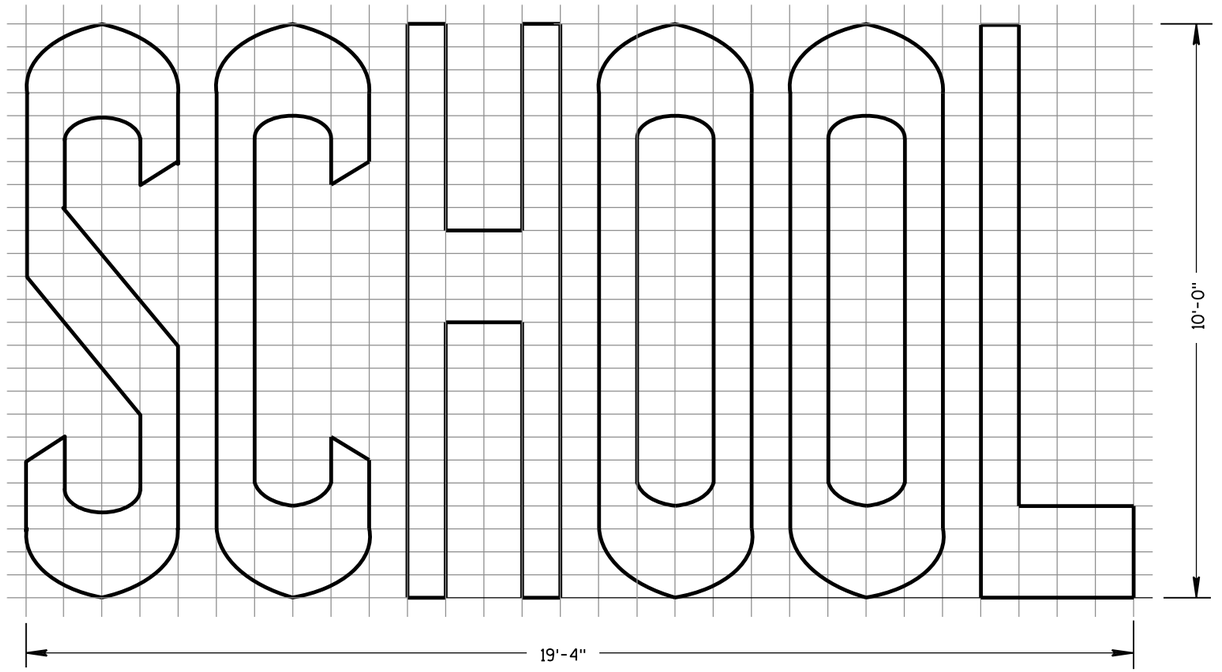
S.D.D. 15 C 4-4

GENERAL NOTES

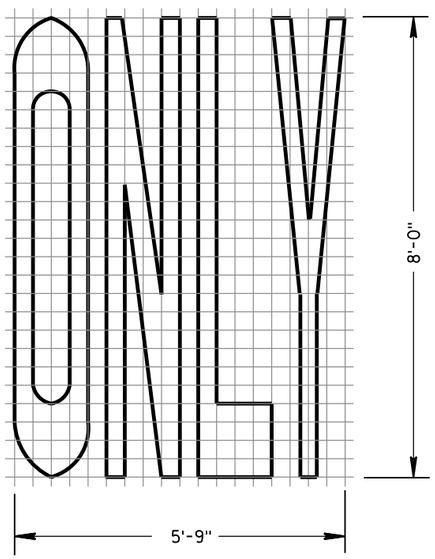
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

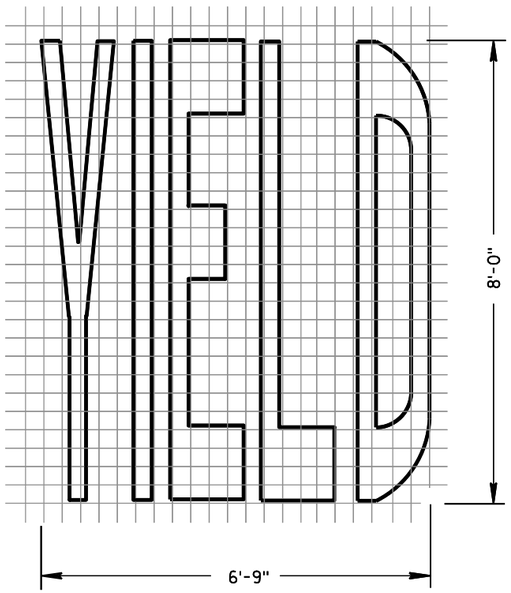


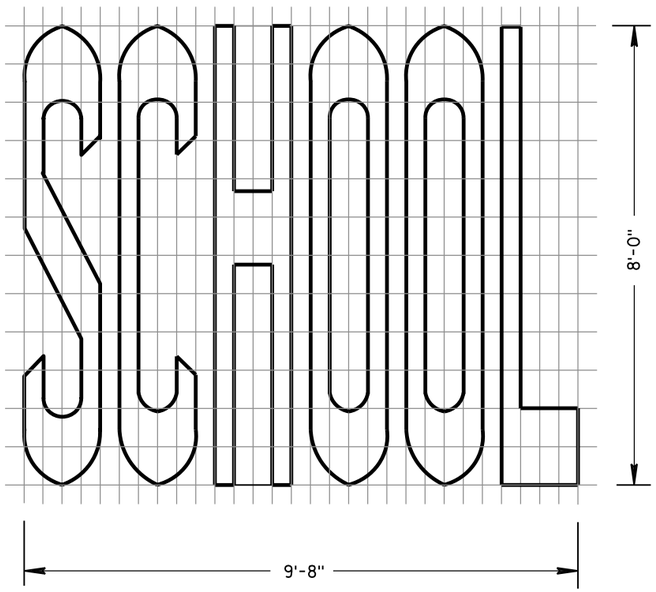




TWO-LANE







SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

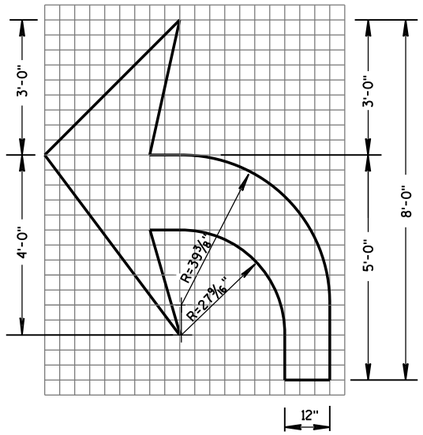
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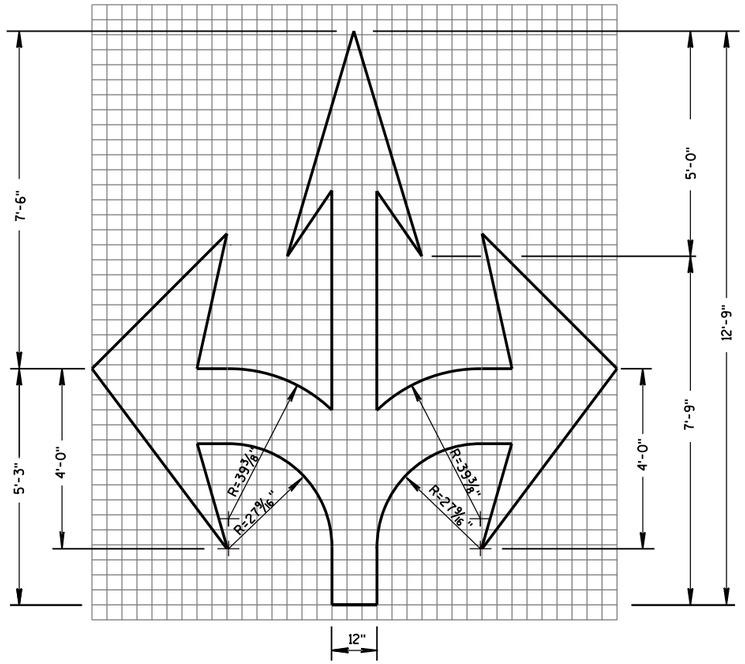
S.D.D. 15 C 7-14b

GENERAL NOTES

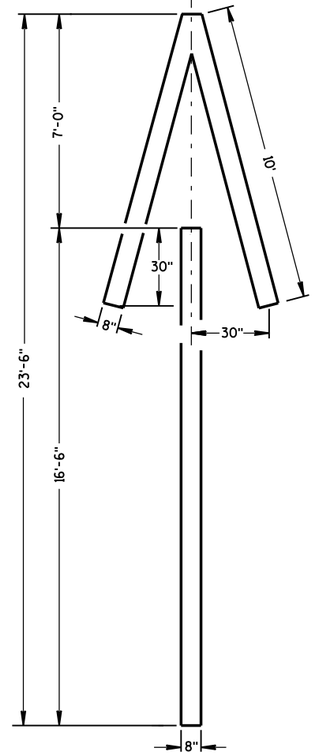
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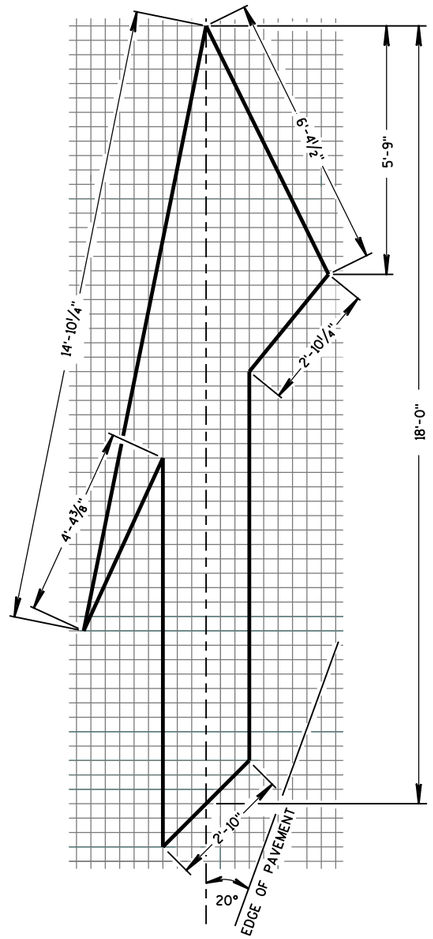
TYPE 2



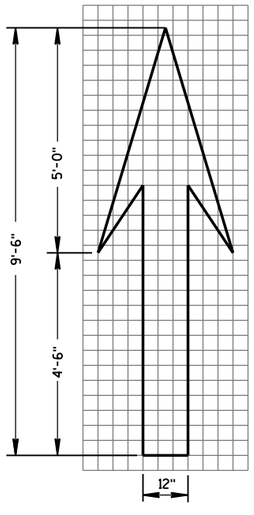
TYPE 6



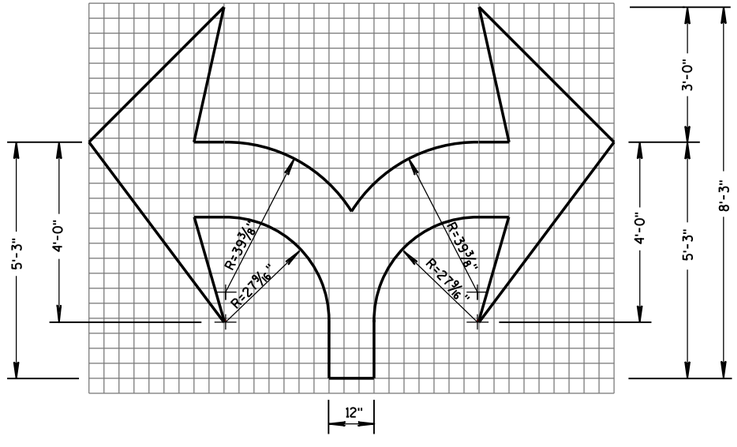
TYPE 4



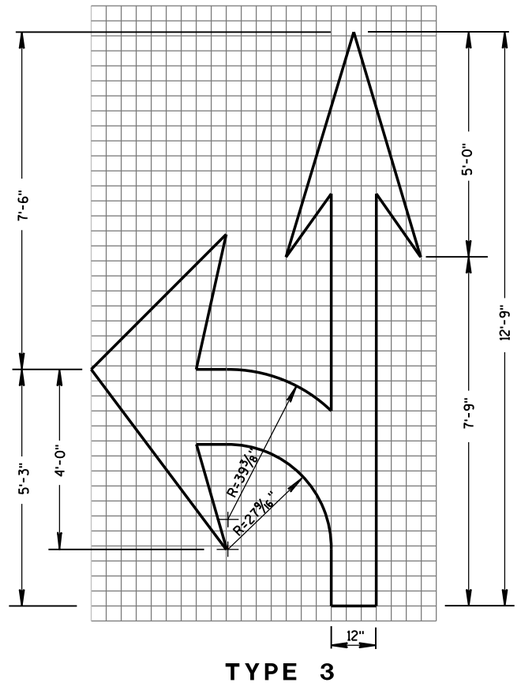
TYPE 5 LANE DROP ARROW



TYPE 1



TYPE 7



TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

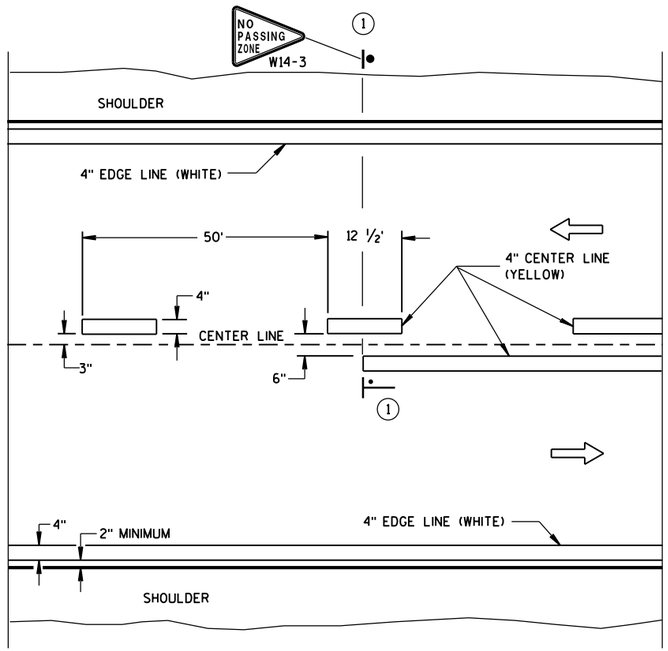
APPROVED
June 2017 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MARKING ENGINEER
FHWA

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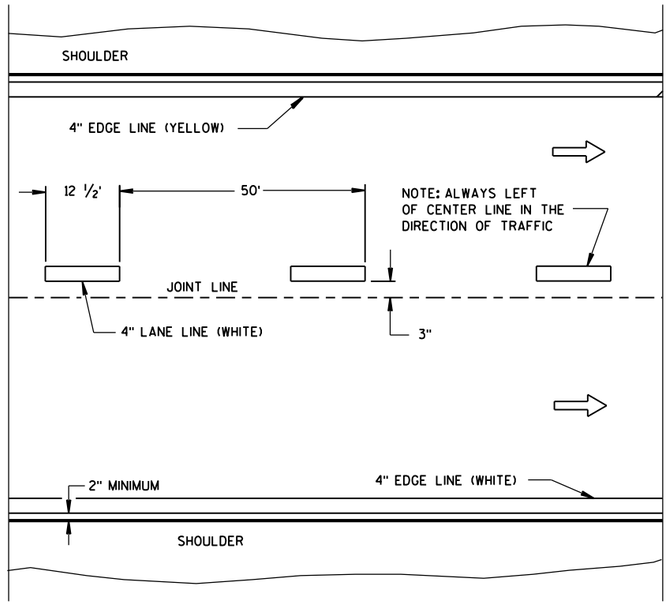
S.D.D. 15 C 7-14c

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S.D.D. 15 C 7-14c



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.

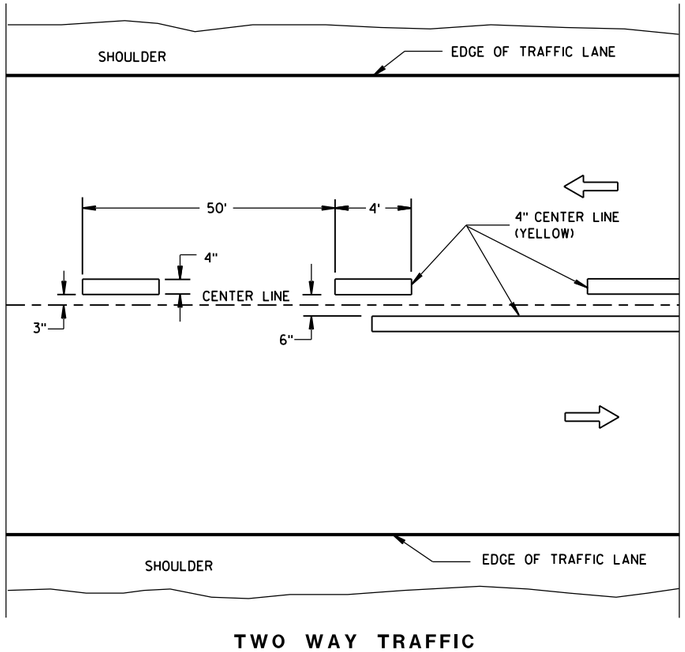
NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

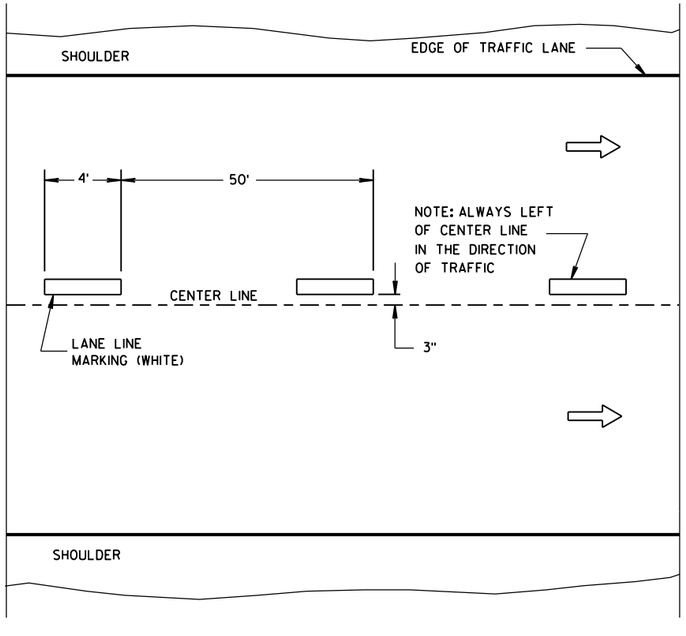
LEGEND

"T" MARKING

POST MOUNTED SIGN



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

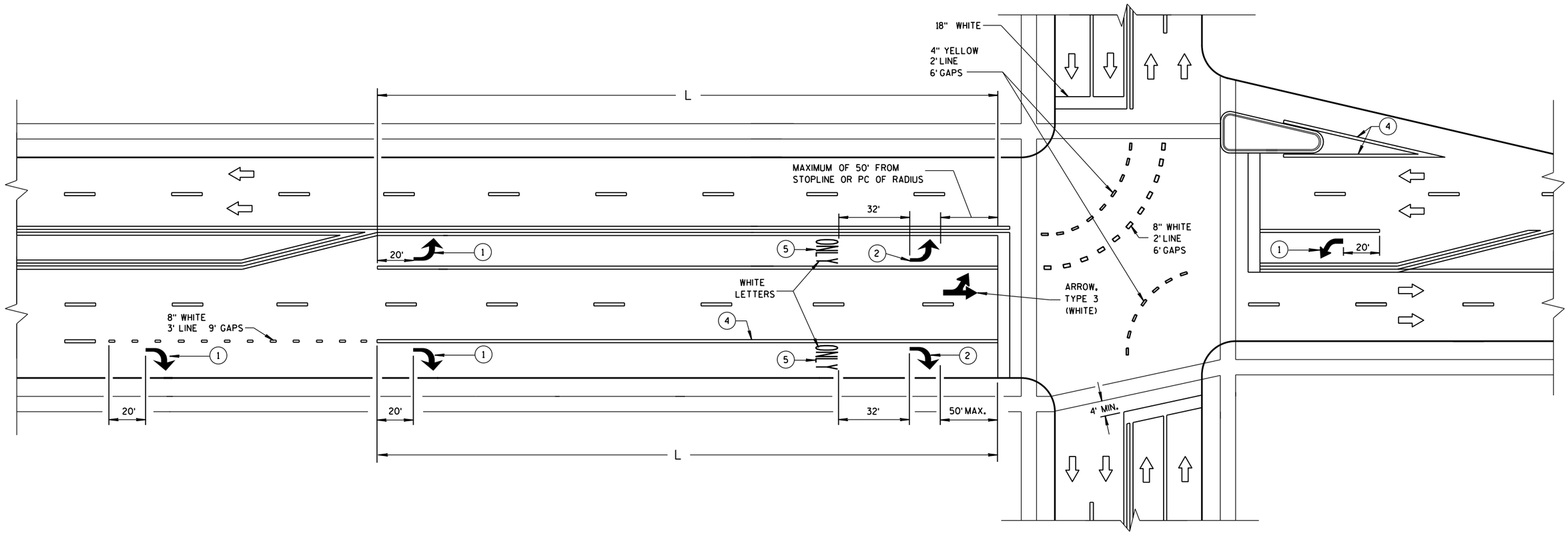
LONGITUDINAL MARKING (MAINLINE)
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED June 2017 (DATE) /S/ Matthew R. Rauch STATE SIGNING AND MAR386 ENGINEER FHWA

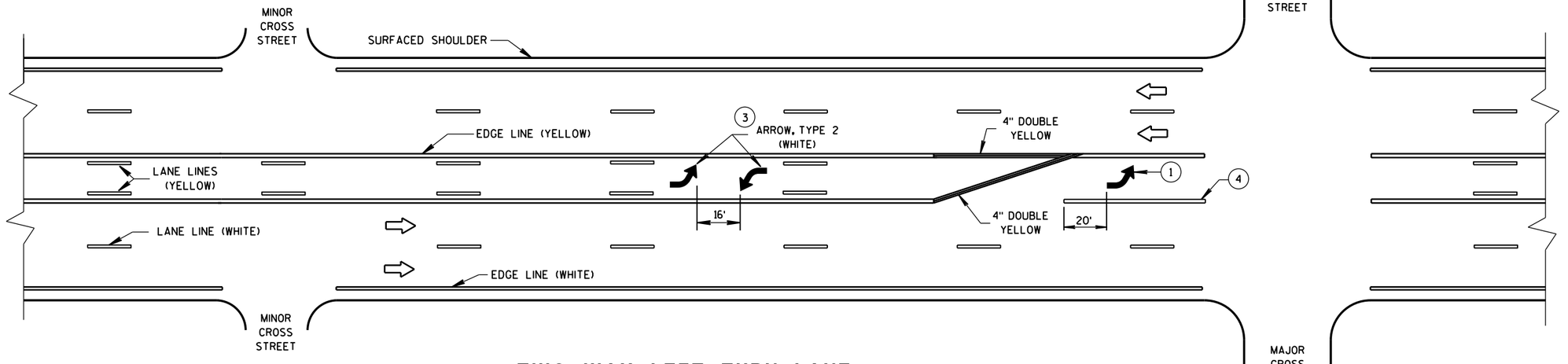
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S.D.D. 15 C 8-18a

6

S.D.D. 15 C 8-18a





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

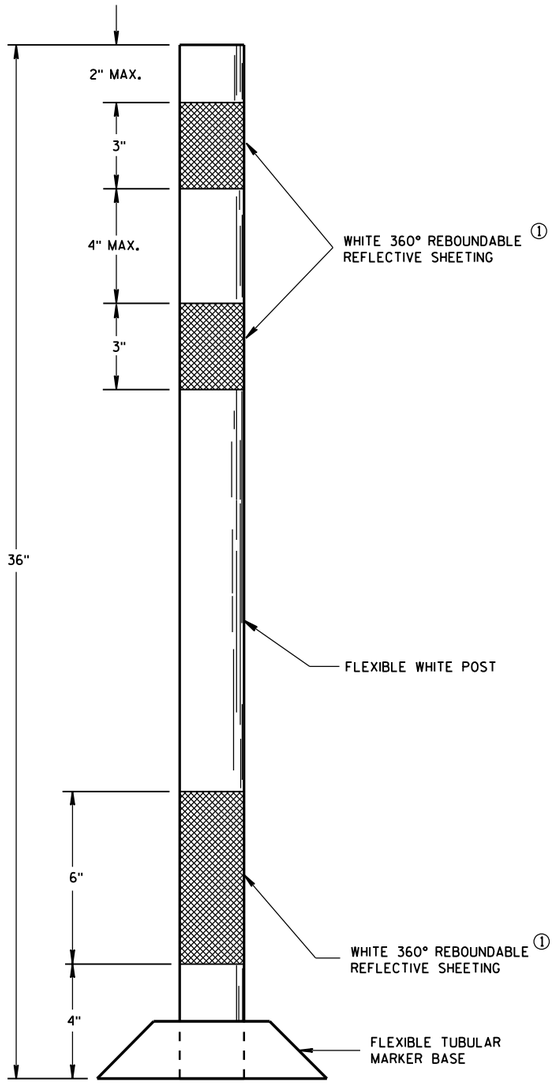
TWO WAY LEFT TURN LANE

PAVEMENT MARKING
(TURN LANES)

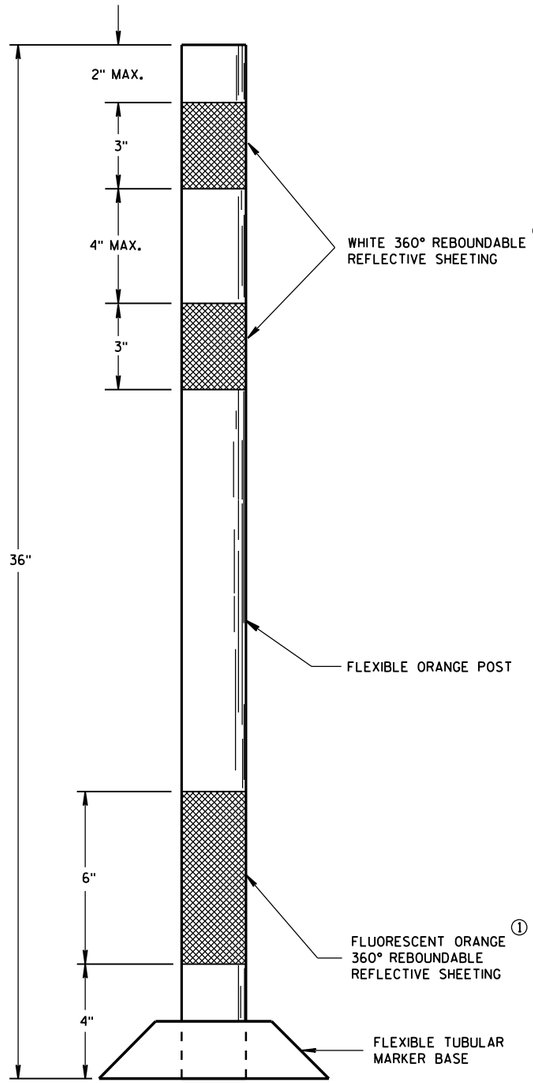
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 15 C 8-18b



FLEXIBLE
TUBULAR MARKER POST
PERMANENT CROSSOVER



FLEXIBLE
TUBULAR MARKER POST
WORK ZONE

GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS, UNLESS DIRECTED BY THE ENGINEER TO USE BOLTS.

① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

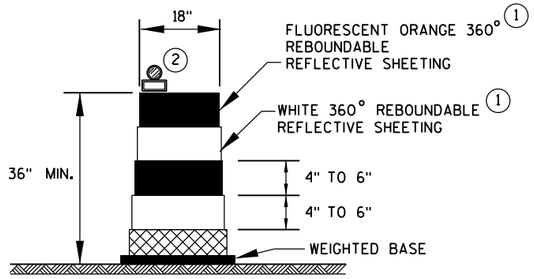
CHANNELIZING DEVICES
FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

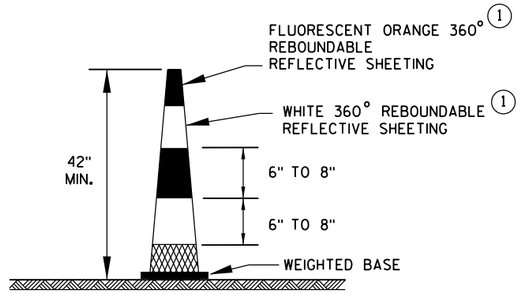
APPROVED
June 2017 — DATE
/S/ Andrew Heldtke — WORK ZONE ENGR
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S.D.D. 15 C 11-7a



DRUM

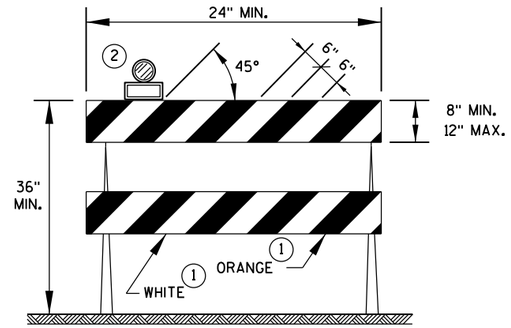


42" CONE

DO NOT USE IN TAPERS
1/2 SPACING OF DRUMS

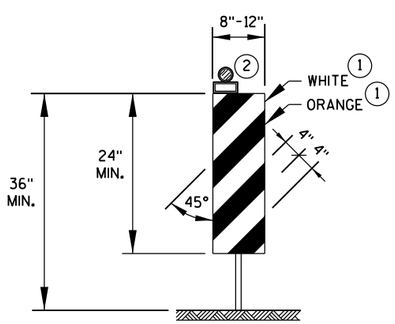
GENERAL NOTES

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.



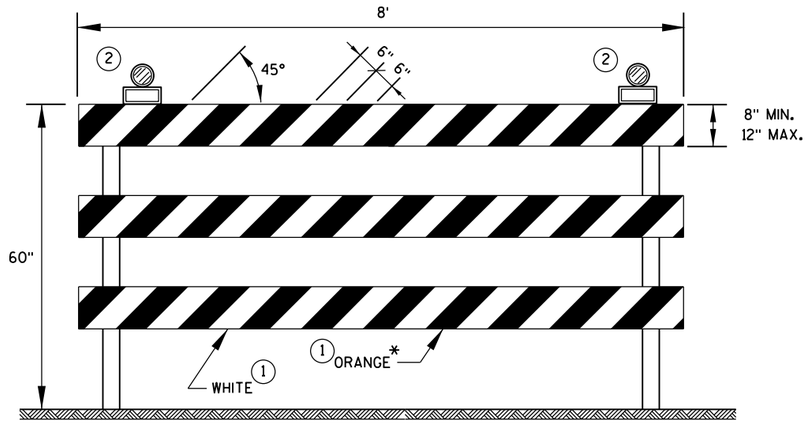
TYPE 2 BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD TO THE TRAFFIC SIDE FOR CHANNELIZATION.



VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE 3 BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION, USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

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FHWA

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S.D.D. 15 C 11-7b

LEGEND

- SIGN ON PORTABLE OR PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

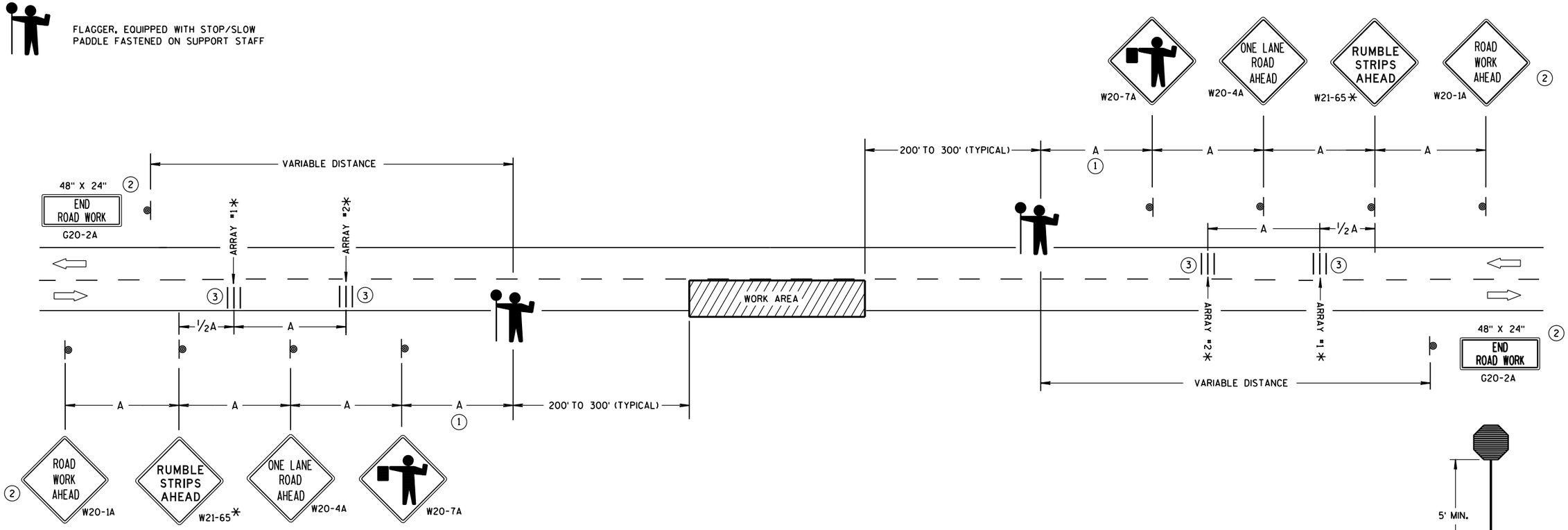
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING A
25-35 MPH	200'
35-40 MPH	350'
45-55 MPH	500'

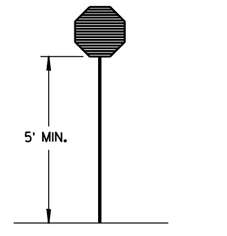


W03-4

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

6

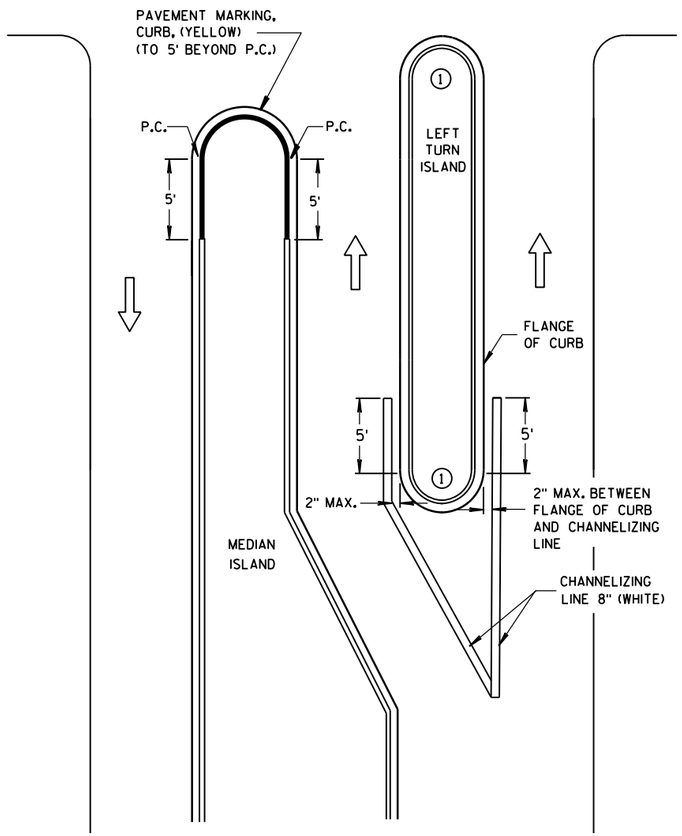
S.D.D. 15 C 12-6

GENERAL NOTE

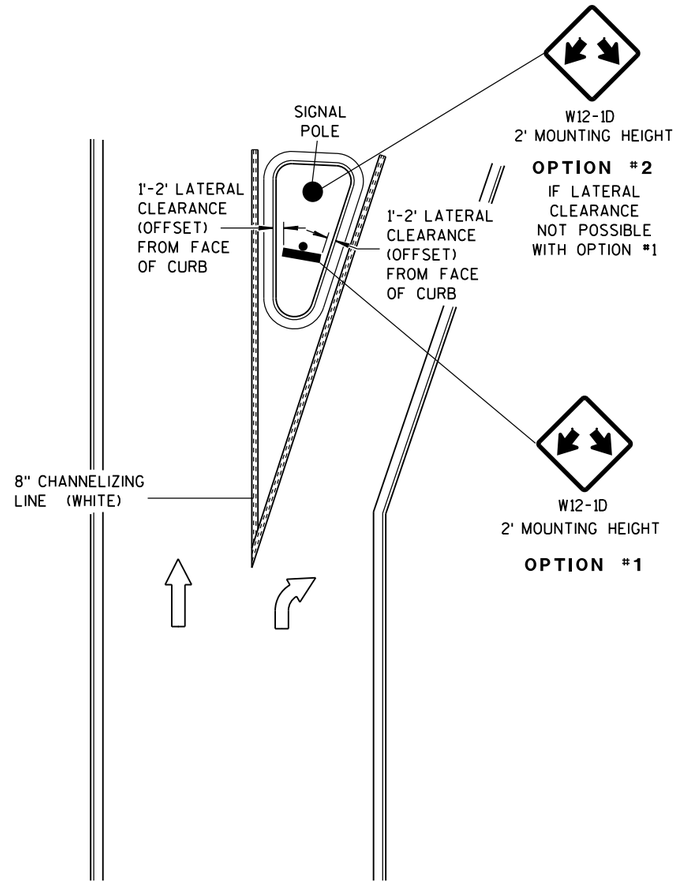
APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.

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

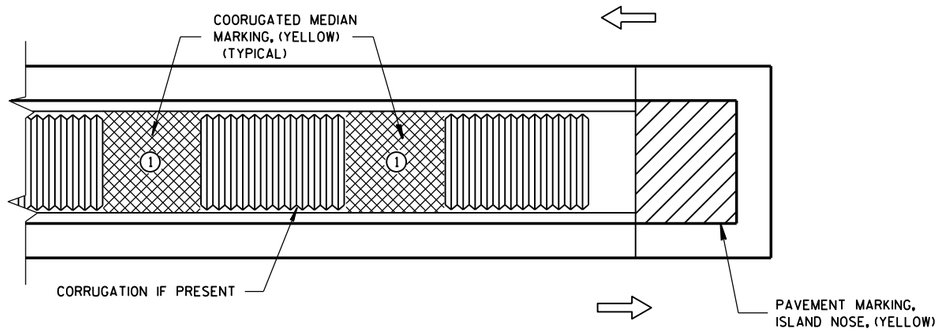
APPROVED
June 2017 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER
FHWA

6

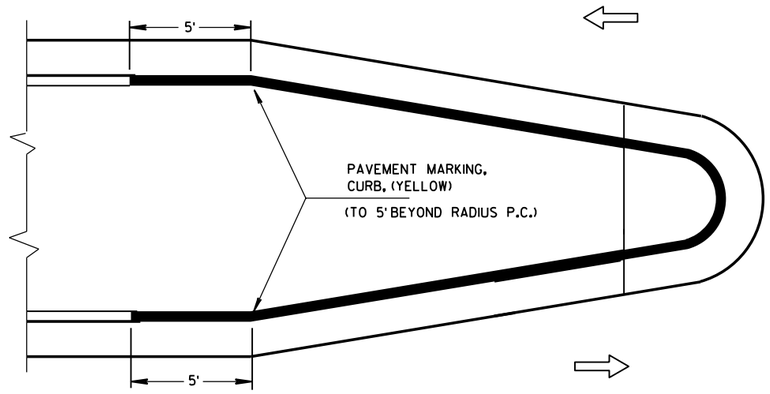
S.D.D. 15 C 27-2a

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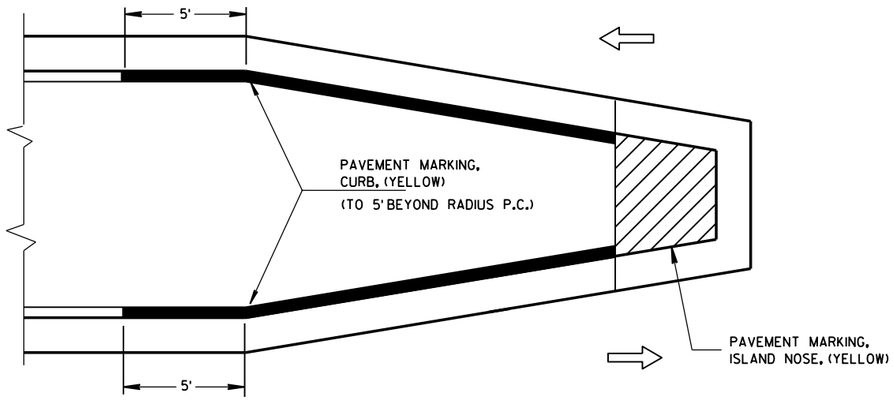
S.D.D. 15 C 27-2a



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

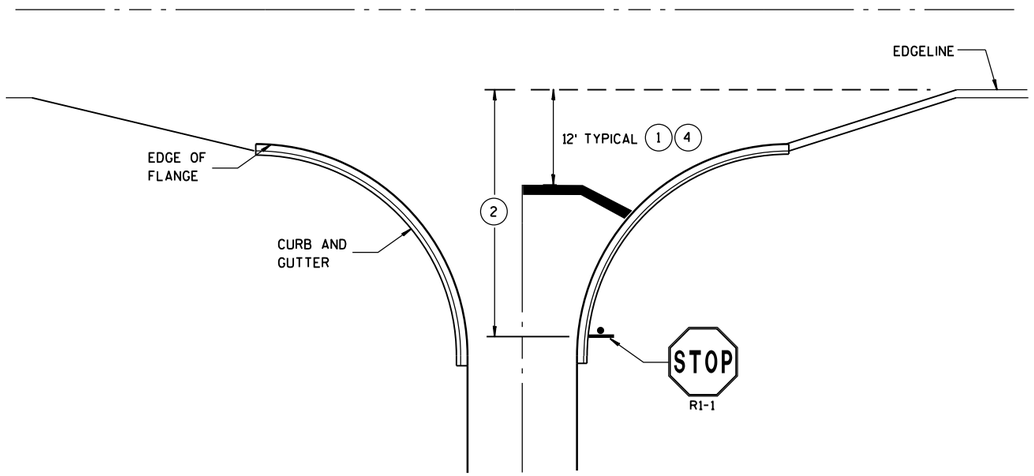
APPROVED
June 2017
DATE
/S/ Matthew Rauch
STATE SIGNING AND MARK 392 EER
FHWA

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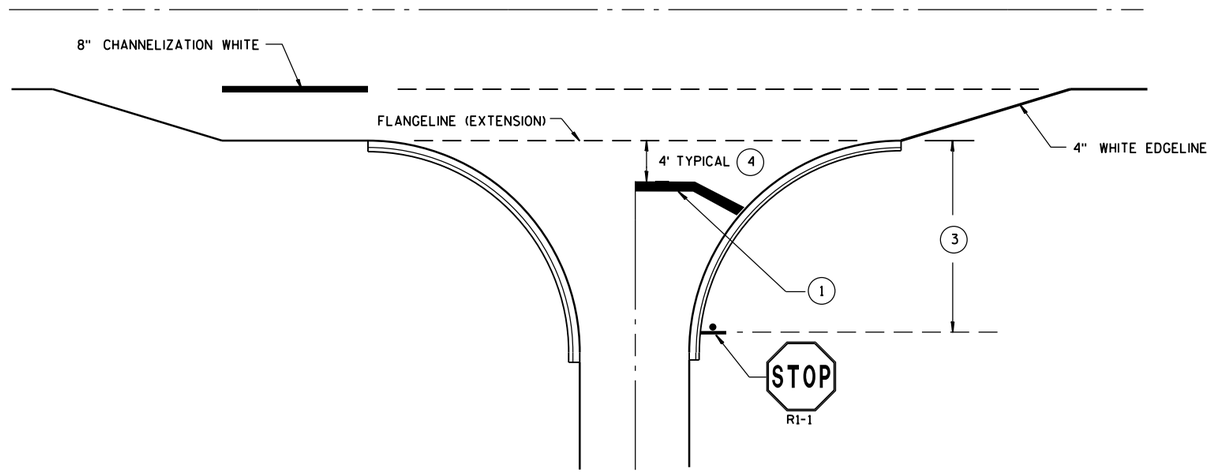
S.D.D. 15 C 27-2b

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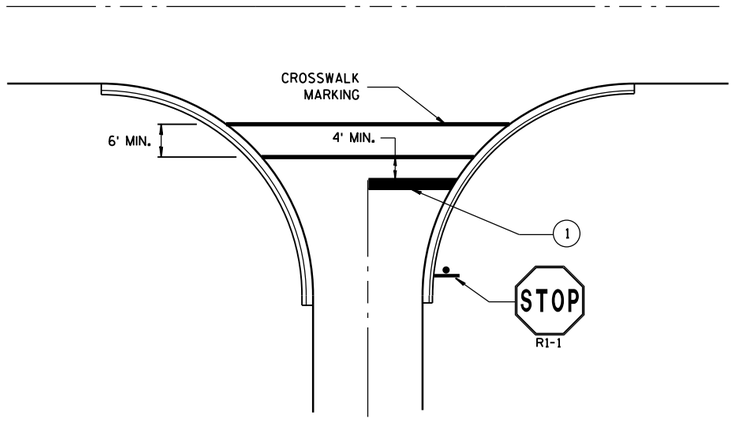
S.D.D. 15 C 27-2b



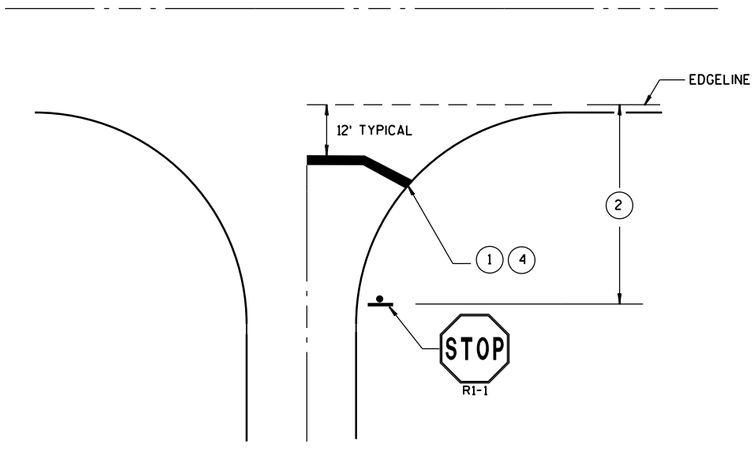
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



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

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE 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

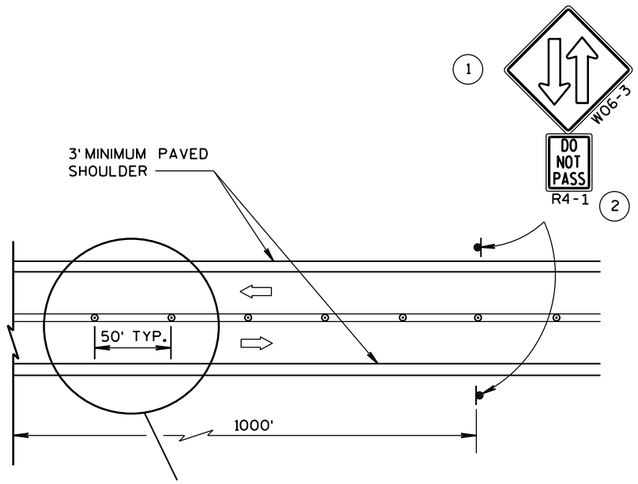
Sept., 2017 — DATE

/S/ Matthew R. Rauch — STATE SIGNING AND MAR[illegible]NEER

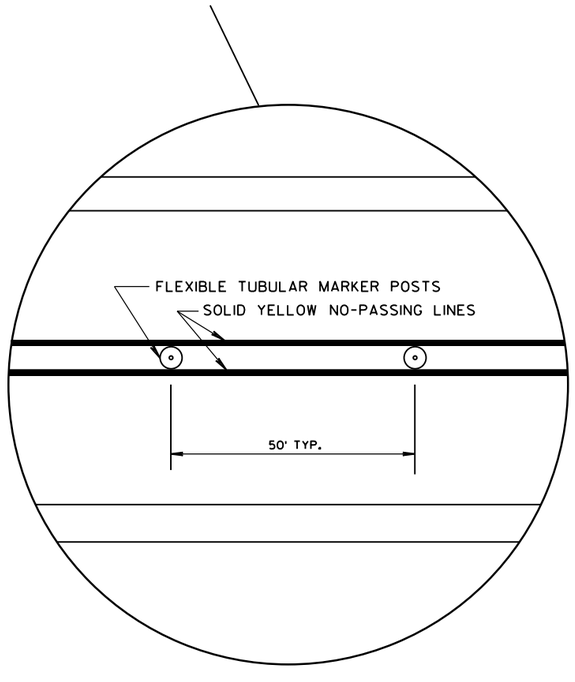
FHWA

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S.D.D. 15 C 33-3



TWO LANE, TWO WAY OPERATION



LEGEND

- SIGN ON PERMANENT SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- DIRECTION OF TRAFFIC

GENERAL NOTES

ALL SIGNS ARE 48"x48" UNLESS OTHERS NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

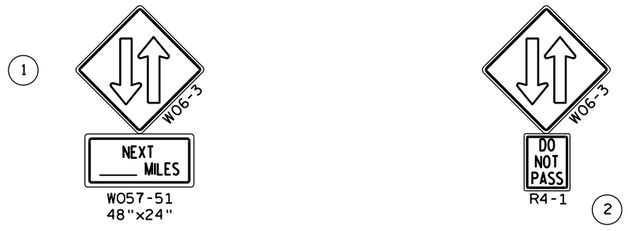
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

A SINGLE ROW OF FLEXIBLE TUBULAR MARKERS ON CENTERLINE EXTEND FOR THE ENTIRE LENGTH OF TWO-WAY TRAFFIC AT 50-FOOT SPACING.

COVER EXISTING CENTERLINE STRIPE WITH TEMPORARY PAVEMENT MARKING, 4-INCH DOUBLE YELLOW.



THE W06-3 WITH THE W057-51 SHALL BE LOCATED 200 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP AND/OR 500 FEET BEYOND ANY SIDEROAD. THE W06-3 WITH THE R4-1 SHALL BE LOCATED 1000 FEET BEYOND THE W06-3 AND THE W057-51 AND THE SIGNS SHALL BE ALTERNATED WITH ONE MILE INTERVALS BETWEEN W06-3 SIGNS.

(2) CONVENTIONAL: 24"x30"
FREEWAY AND EXPRESSWAY: 36"x48"

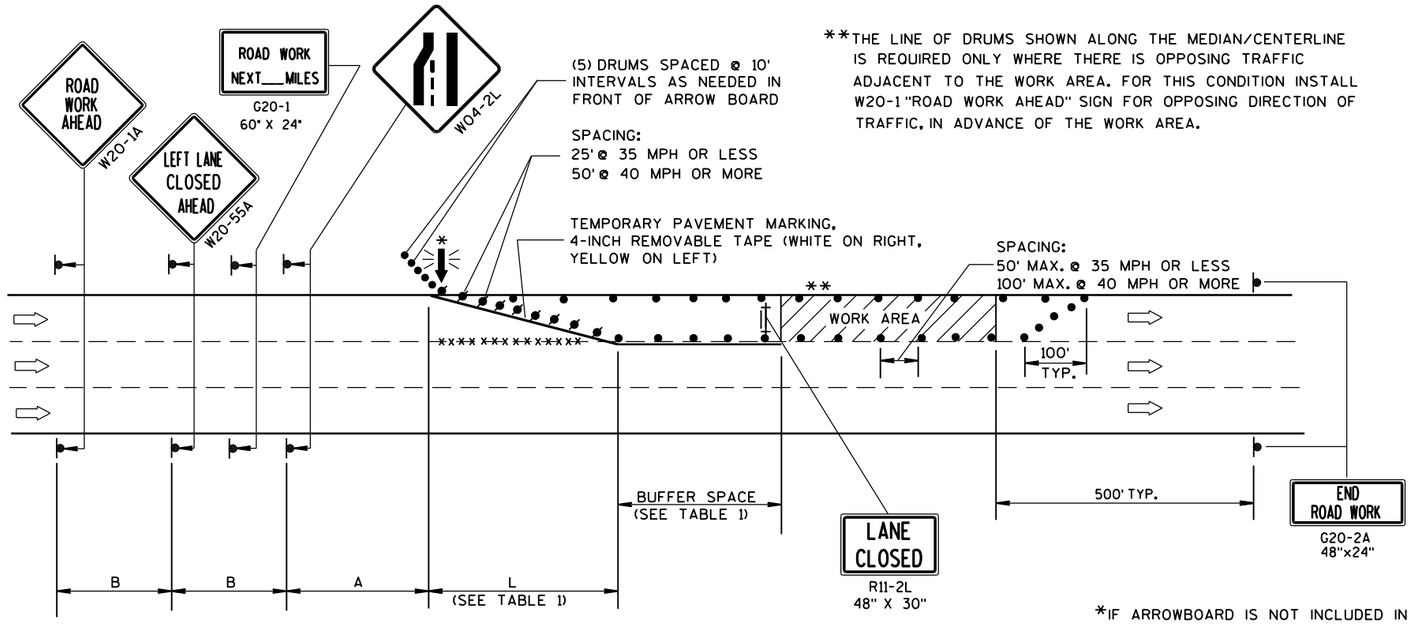
TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013 DATE
/S/ Travis Feltes STATE TRAFFIC ENGINEER
SIGN
FHWA

6

S.D.D. 15 D 6-3



**THE LINE OF DRUMS SHOWN ALONG THE MEDIAN/CENTERLINE IS REQUIRED ONLY WHERE THERE IS OPPOSING TRAFFIC ADJACENT TO THE WORK AREA. FOR THIS CONDITION INSTALL W20-1 "ROAD WORK AHEAD" SIGN FOR OPPOSING DIRECTION OF TRAFFIC, IN ADVANCE OF THE WORK AREA.

B=400' AT 25-30 MPH
700' AT 35-40 MPH
1000' AT 45-55 MPH

A=200' AT 25-30 MPH
350' AT 35-40 MPH
500' AT 45-55 MPH

(PLACE BARRICADE AND SIGN APPROX. EVERY 1000' ACROSS THE CLOSED LANE)

*IF ARROWBOARD IS NOT INCLUDED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE A TYPE III BARRICADE WITH W01-6 SIGN IN THE LANE CLOSURE TAPER.

W01-6
48"x24"

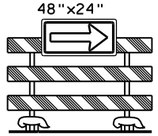


TABLE 1
TAPER AND BUFFER SPACE FOR 12' LANE WIDTH

S	L	BUFFER SPACE
25	125'	55'
30	180'	85'
35	245'	120'
40	320'	170'
45	540'	220'
50	600'	280'
55	660'	335'

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

$L = \frac{WS^2}{60}$ AT 40 MPH OR LESS

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

ON UNDIVIDED ROADWAYS, OMIT THE SIGNS SHOWN ON LEFT SIDE OF ROAD.

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

PLACE THE ARROWBOARD AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE LANE CLOSURE TAPER, PREFERABLY ON THE SHOULDER OR TERRACE.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
FHWA

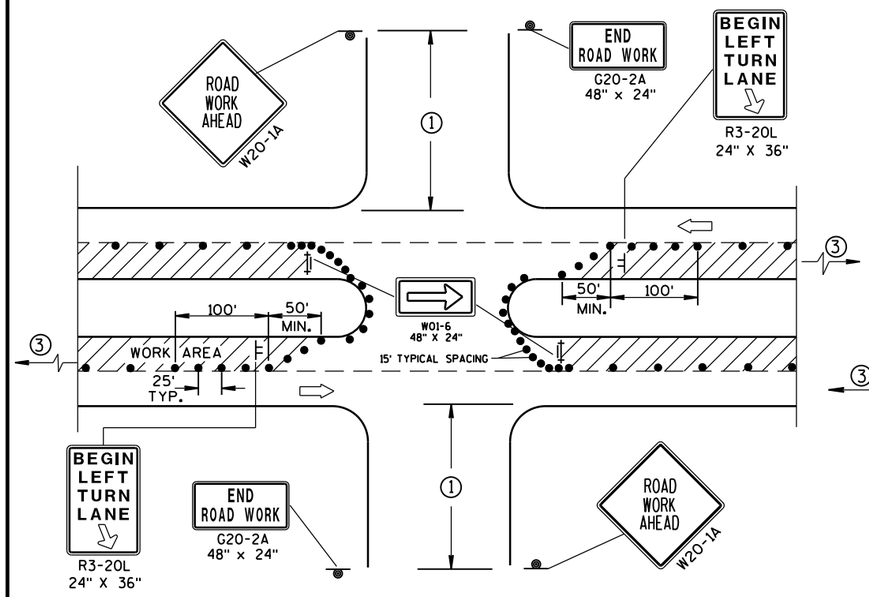
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER

6

S.D.D. 15 D 20-4

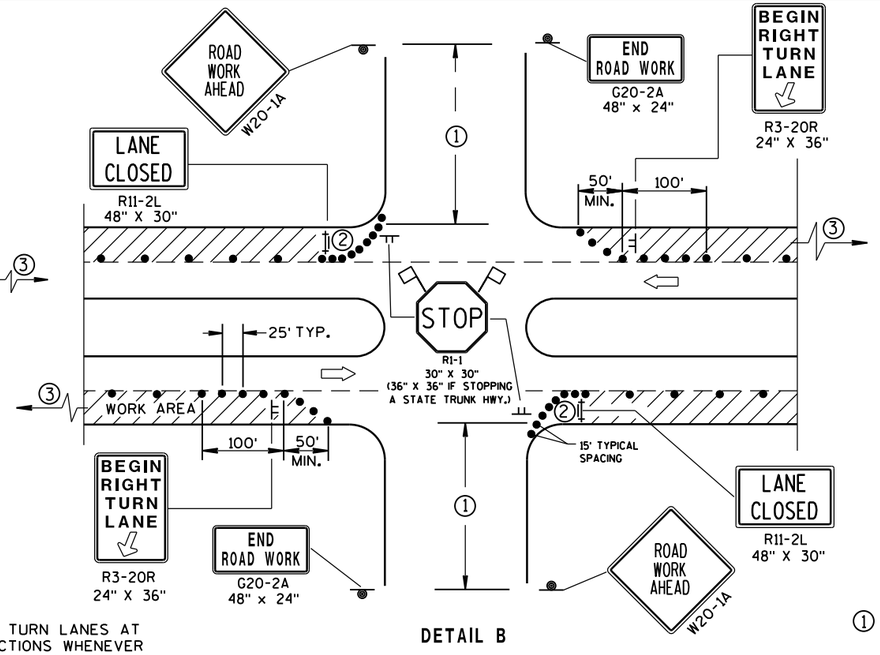
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S.D.D. 15 D 20-4



DETAIL A

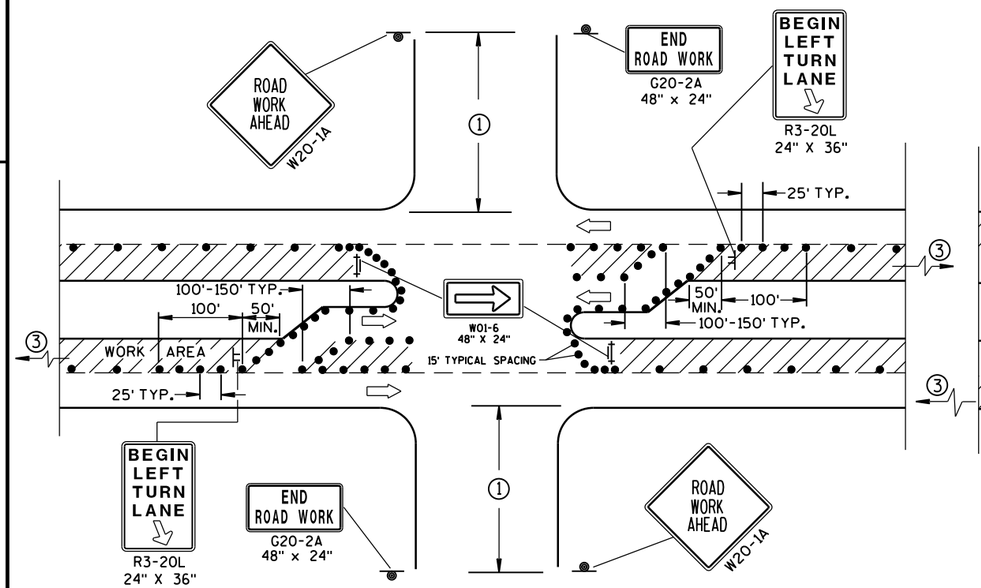
FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING



DETAIL B

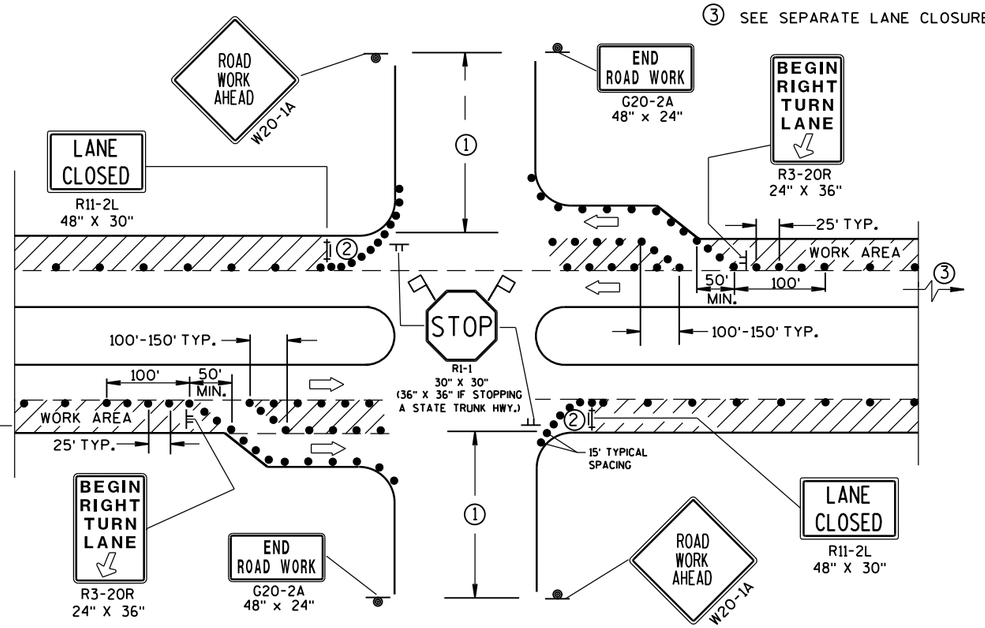
FOR RIGHT LANE CLOSURE AT INTERSECTION

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.



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)

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.

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
Sept., 2017 — DATE
/S/ Andrew Heidtke — WORK ZONE ENG
FHWA

6

S.D.D. 15 D 21-5

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

S \ W	SHOULDER TAPER LENGTH (FEET) 4	6	8	10	BUFFER SPACE (FEET)
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

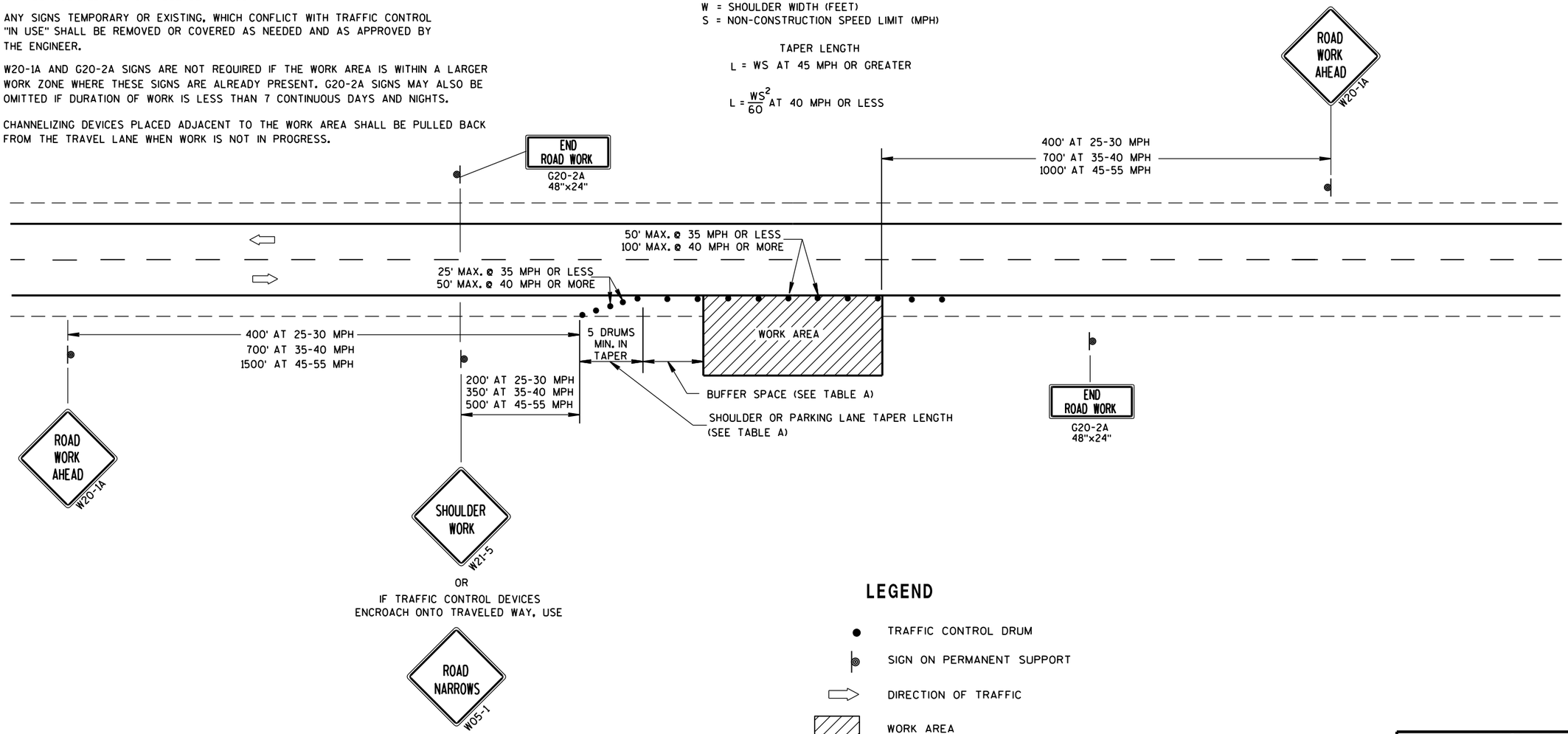
W = SHOULDER WIDTH (FEET)
S = NON-CONSTRUCTION SPEED LIMIT (MPH)

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]

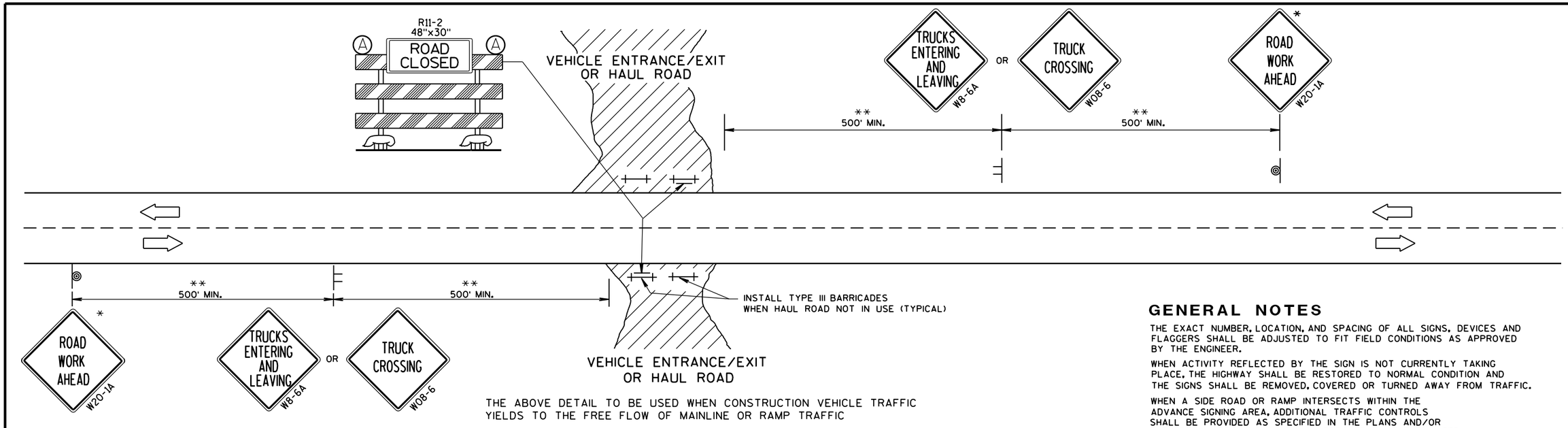
FHWA

6

S.D.D. 15 D 28-3

6

S.D.D. 15 D 28-3



THE ABOVE DETAIL TO BE USED WHEN CONSTRUCTION VEHICLE TRAFFIC YIELDS TO THE FREE FLOW OF MAINLINE OR RAMP TRAFFIC

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS, DEVICES AND FLAGGERS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

WHEN ACTIVITY REFLECTED BY THE SIGN IS NOT CURRENTLY TAKING PLACE, THE HIGHWAY SHALL BE RESTORED TO NORMAL CONDITION AND THE SIGNS SHALL BE REMOVED, COVERED OR TURNED AWAY FROM TRAFFIC.

WHEN A SIDE ROAD OR RAMP INTERSECTS WITHIN THE ADVANCE SIGNING AREA, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

* THESE SIGNS ARE TO BE USED ONLY WHEN VEHICLE **ENTRANCE/EXIT CONDITIONS ARE SEPARATED BY MORE THAN 2 MILES** FROM PREVIOUS WORK AREA OR SIGNING OR AS DIRECTED BY THE ENGINEER.

** 500 FEET SHOWN IS FOR ROADWAYS WITH A NON-CONSTRUCTION REGULATORY SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FEET. FOR 25-30 MPH, USE 200 FEET. USE 1000 FEET/1500 FEET FOR EXPRESSWAY/FREEWAY.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

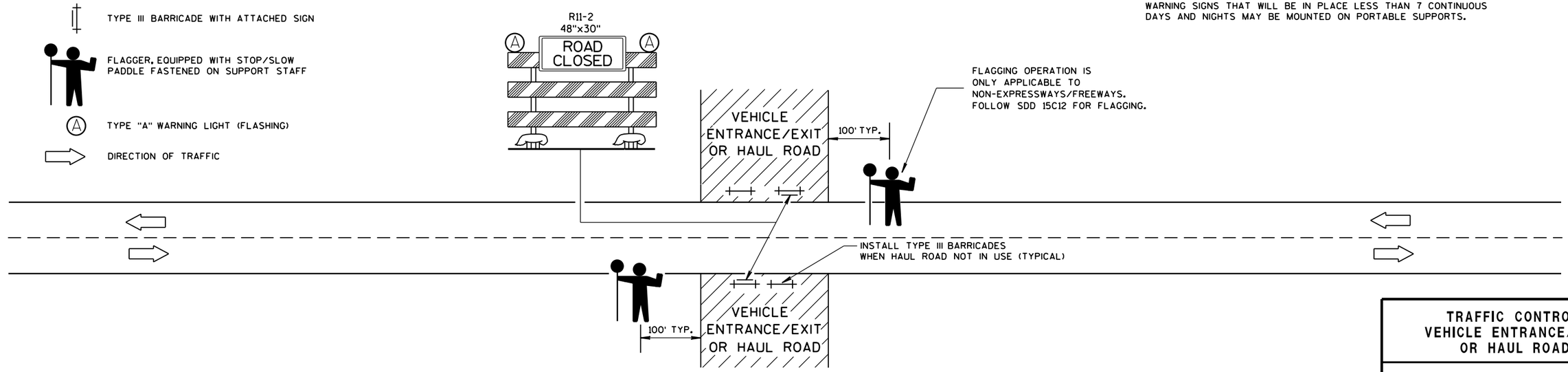
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

PLACE SIGNS ON BOTH SIDES IF USED ON DIVIDED HIGHWAY.

WARNING SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC



THIS DETAIL TO BE USED WHEN CONSTRUCTION WORK INCLUDING TRUCKING ACTIVITY REQUIRES MAINLINE TRAFFIC TO BE TEMPORARILY STOPPED IN ONE OR BOTH DIRECTIONS. DELAY TO HIGHWAY TRAFFIC SHALL BE MINIMIZED.

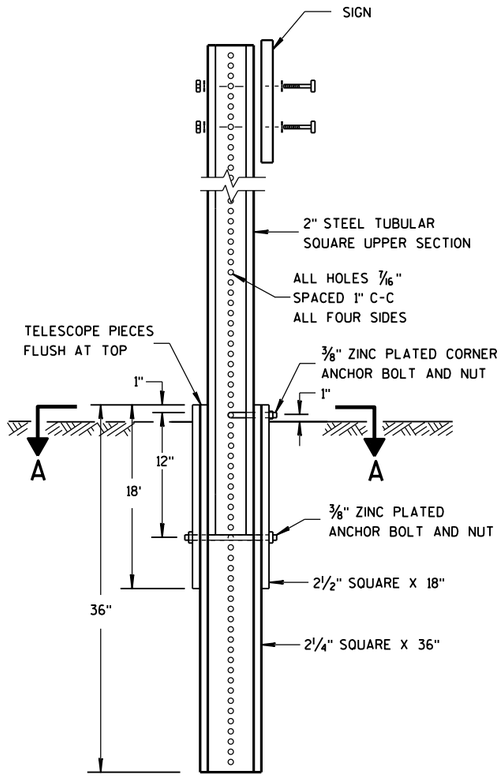
TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

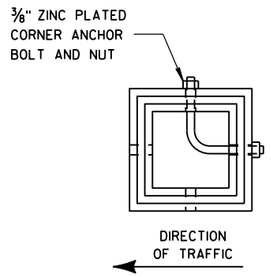
APPROVED
June 2017 — DATE
/S/ Andrew Heldtke — WORK ZONE ENGI
FHWA

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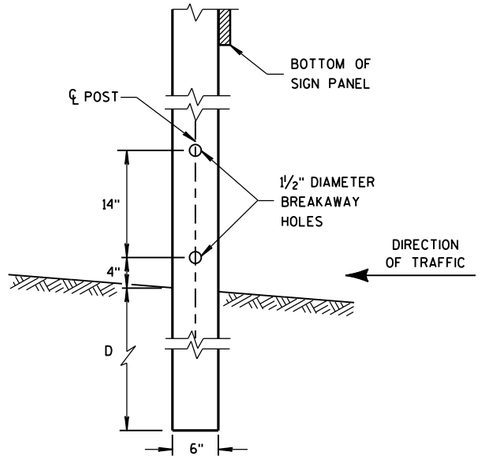
S.D.D. 15 D 29-5



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



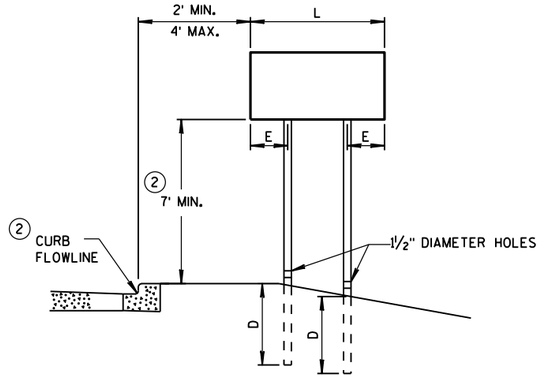
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

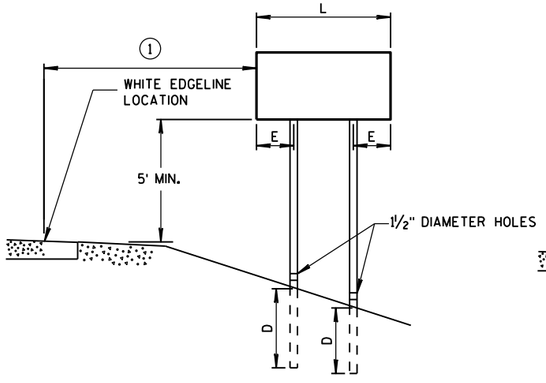
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

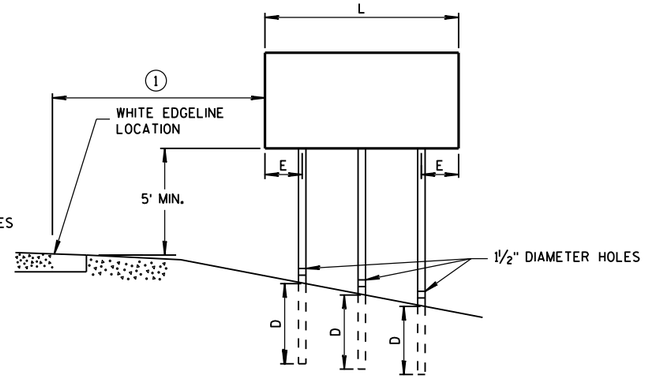
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK 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

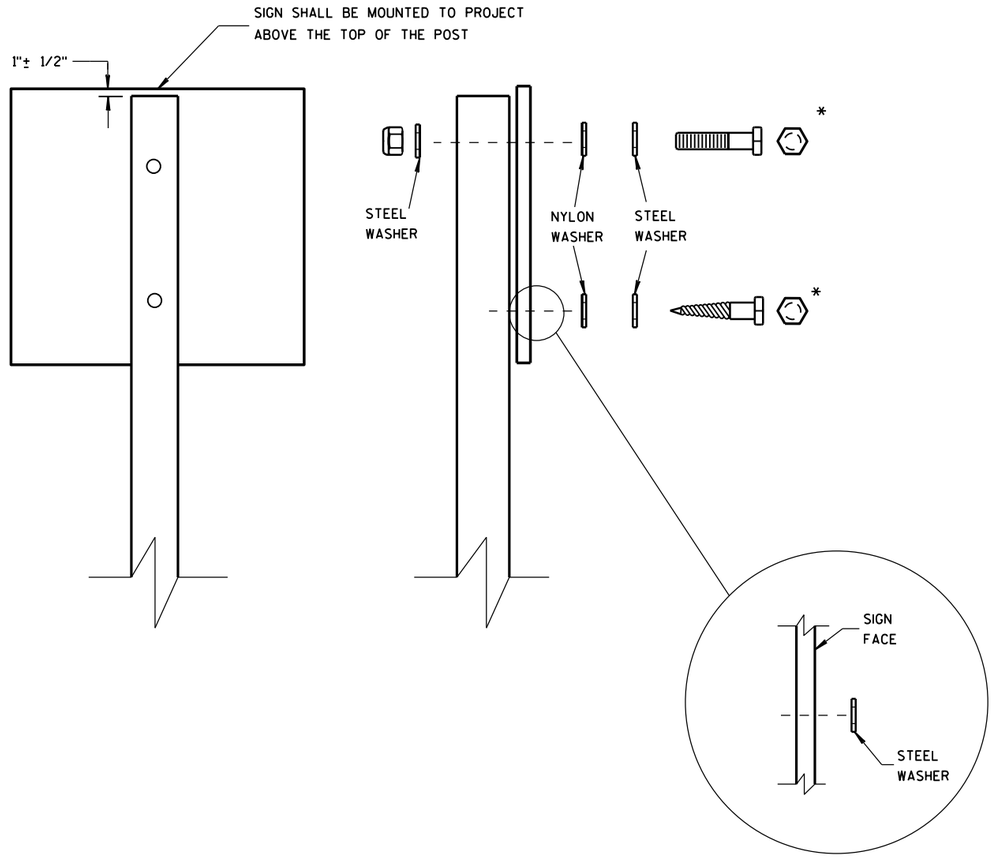
SEE NOTE (3)

TEMPORARY TRAFFIC CONTROL SIGN MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

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

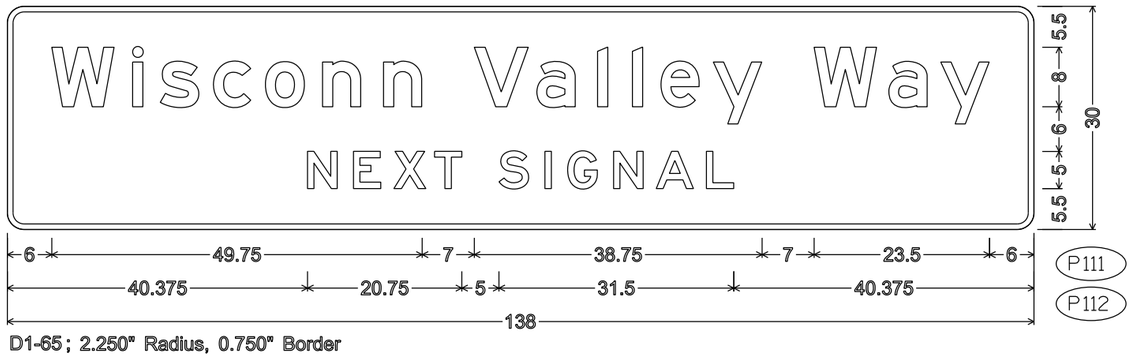
June 2017
DATE

/S/ Andrew Heldtke
WORK ZONE ENG

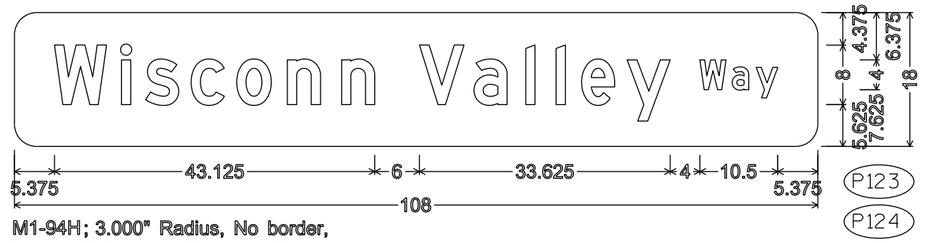
FHWA

NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E except as noted
4. M1-94H base material is .125" alumninum



D1-65; 2.250" Radius, 0.750" Border



M1-94H; 3.000" Radius, No border,
"Wisconn" D; "Valley" D; "Way" D

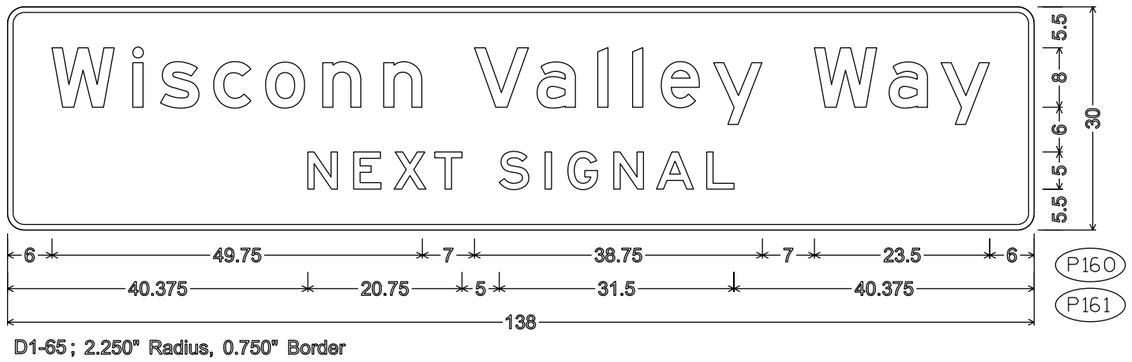
7

7

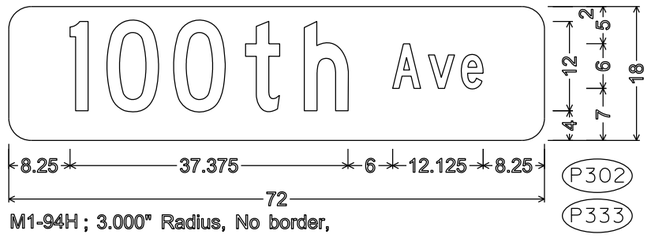
PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	PERMANENT SIGNING	SHEET NO: 401	E

NOTES

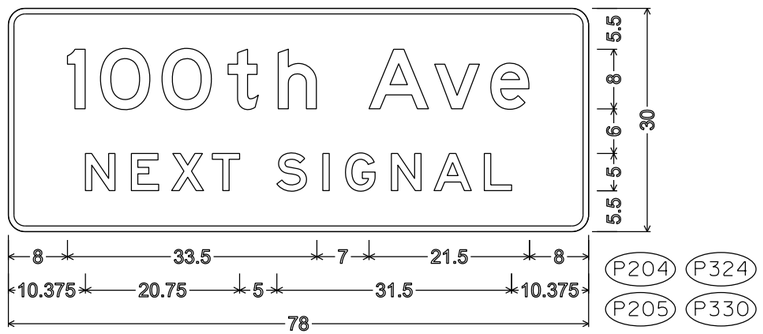
1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E except as noted
4. M1-94H base material is .125" alumninum



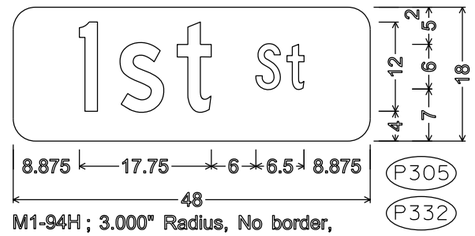
D1-65; 2.250" Radius, 0.750" Border



M1-94H; 3.000" Radius, No border,
"100th" C; "Ave" C;



D1-65; 2.250" Radius, 0.750" Border



M1-94H; 3.000" Radius, No border,
"1st" C; "St" C

7

7

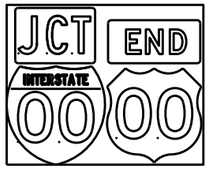
PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	PERMANENT SIGNING	SHEET NO: 402	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

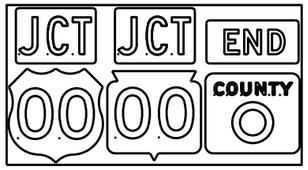
TYPICAL ASSEMBLIES



J1-1



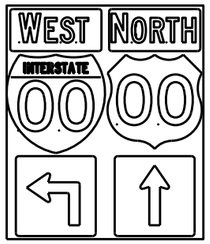
J1-2



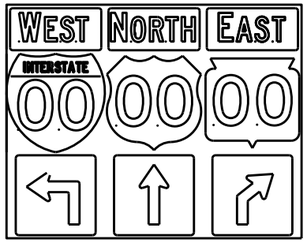
J1-3



J2-1



J2-2

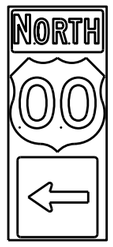


J2-3

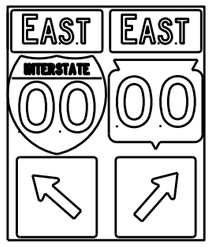


JV

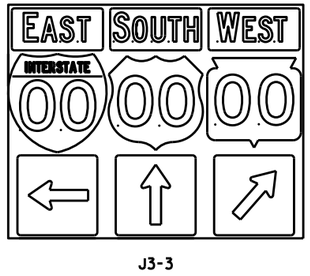
(Typical Vertical J-Assembly
See Note 10 and 11)



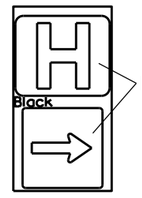
J3-1



J3-2



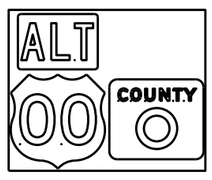
J3-3



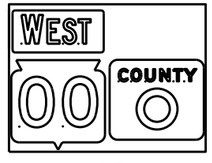
JH-1



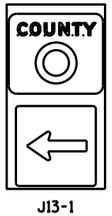
J4-1



J4-2



J4-2



J13-1



J12-1



J32-1



J33-1

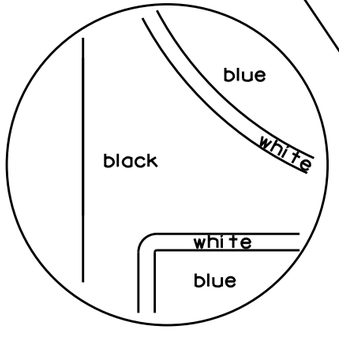


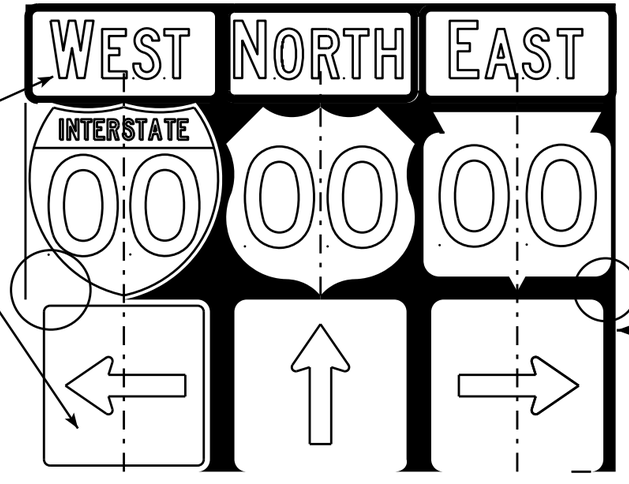
J23-1

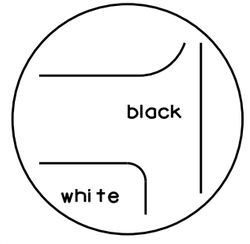


J22-1

[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

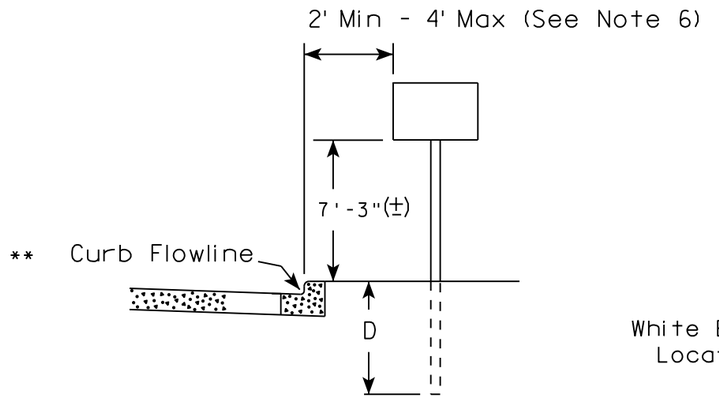
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/06/14 PL A2-1S.8

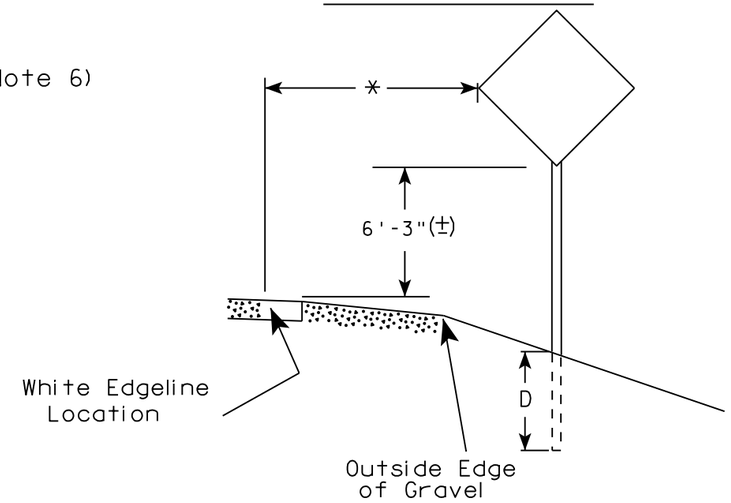
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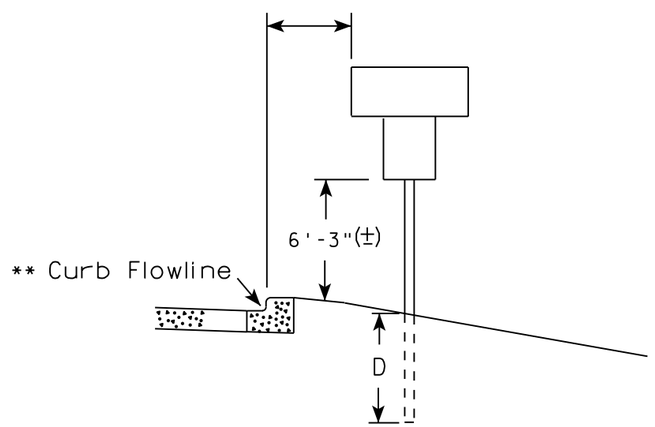
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WISDOT/CADDS SHEET 42

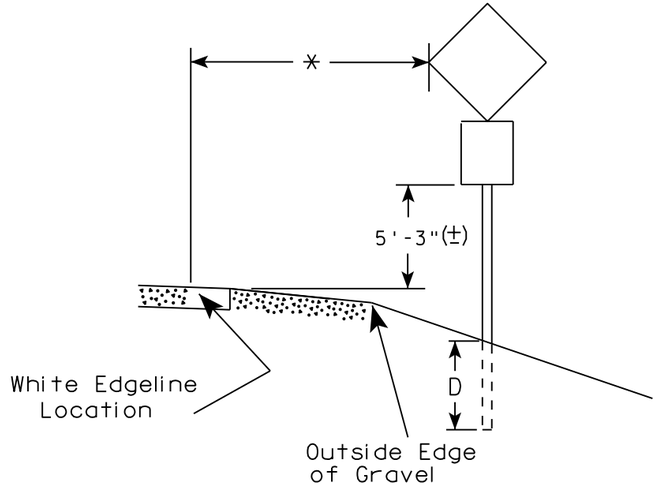
URBAN AREA



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

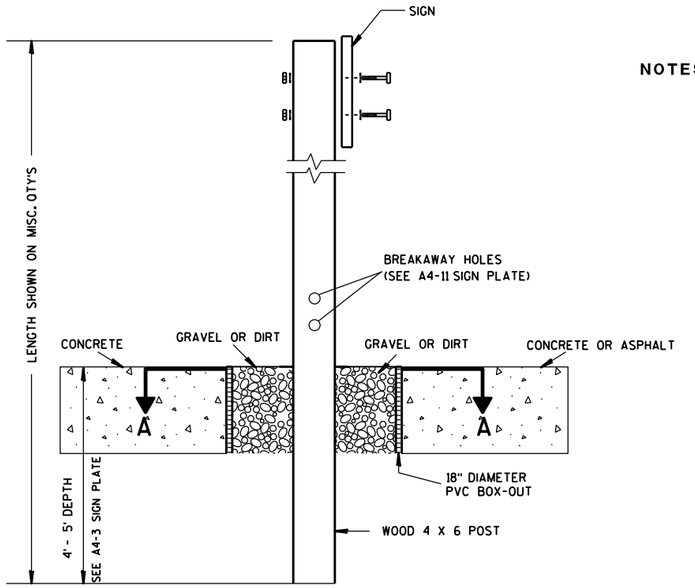
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-3.21

7 7

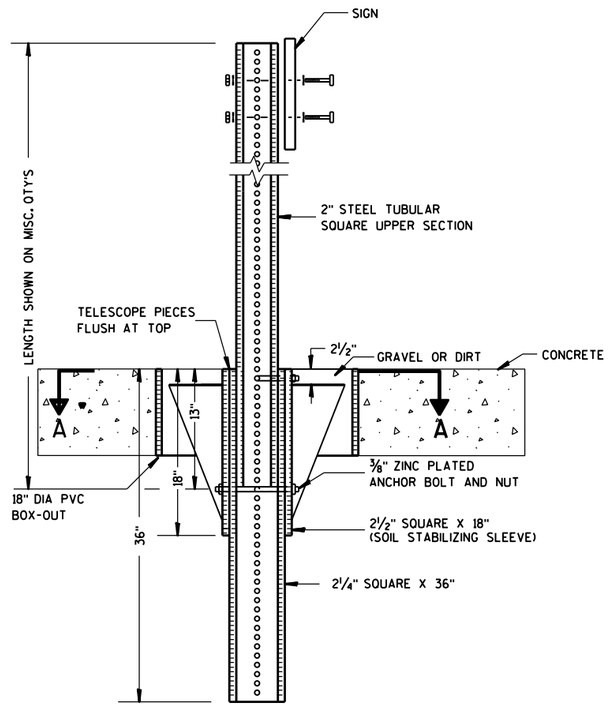
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 404	E



ELEVATION VIEW

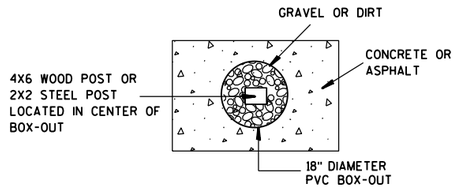
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

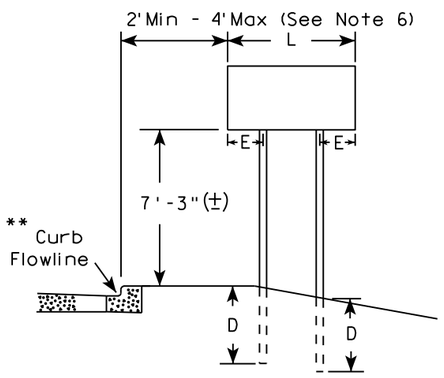
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

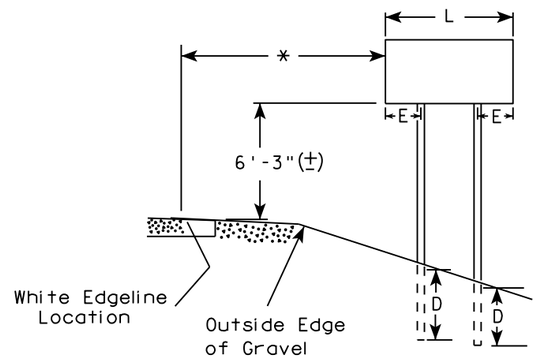
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

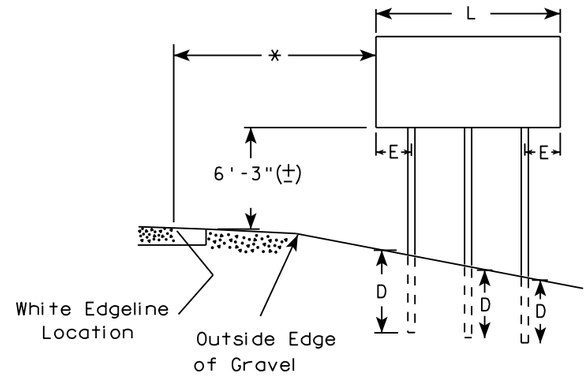
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

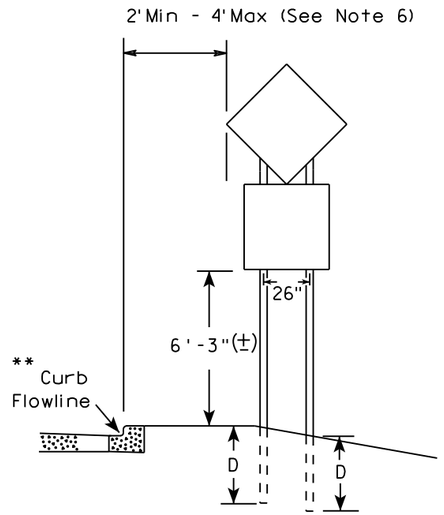
URBAN AREA



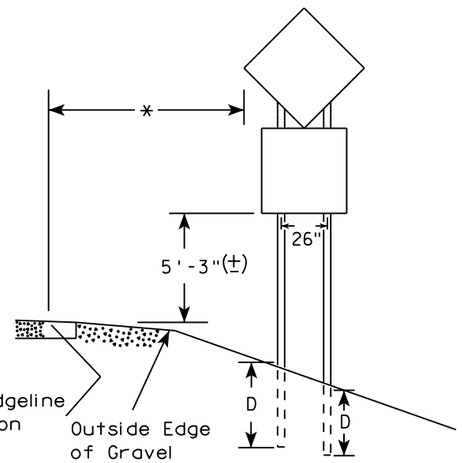
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

***	SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
	L	E
	Greater than 48" Less than 60"	12"
	60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) 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'

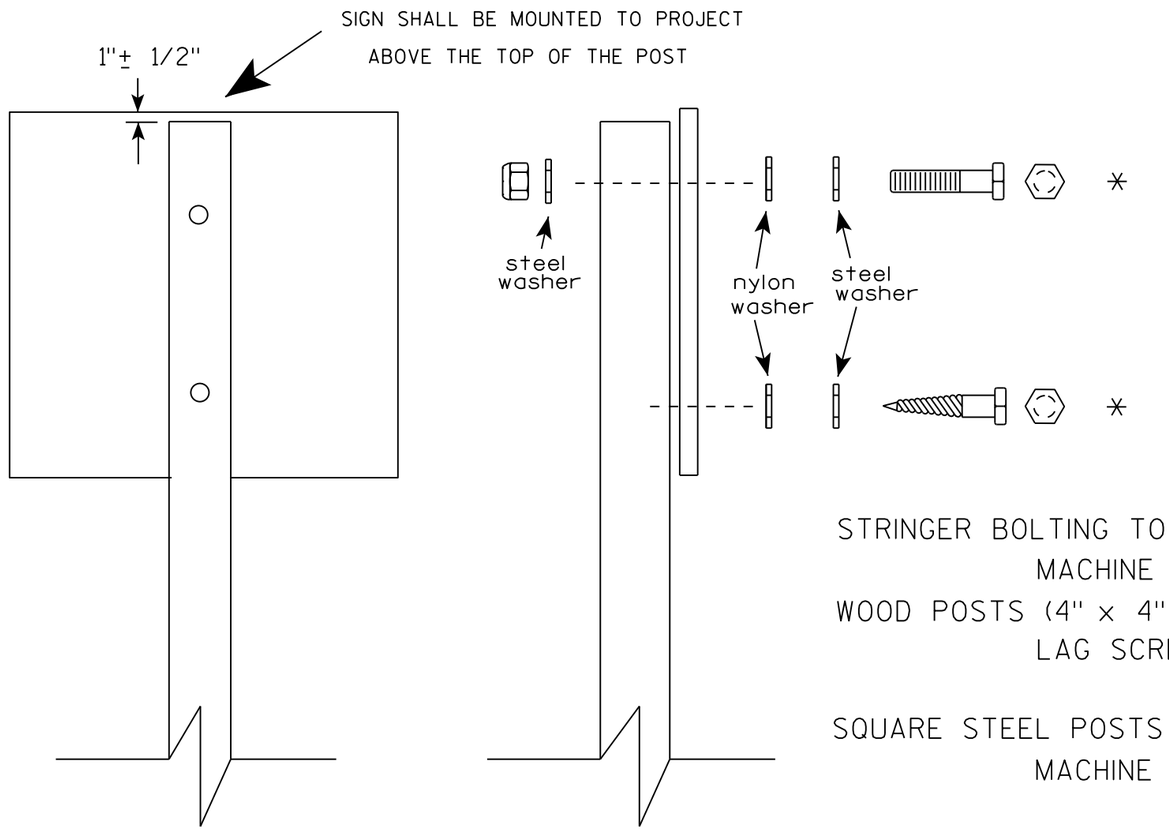
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

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: 406	E



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 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

7

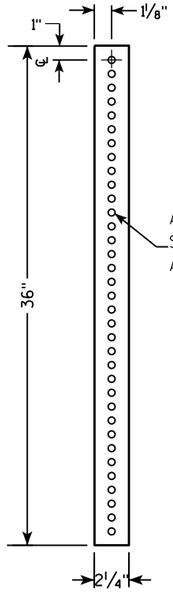
PROJECT NO:

SHEET NO: E

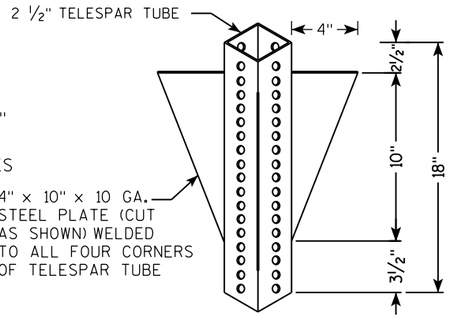
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 11-AUG-2016 11:35 PLOT BY : $$ plotuser $$

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

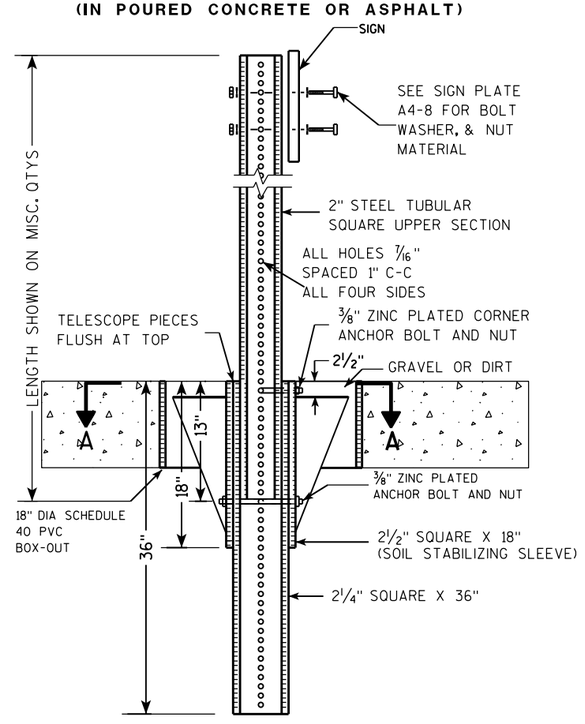
2 ¼ " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



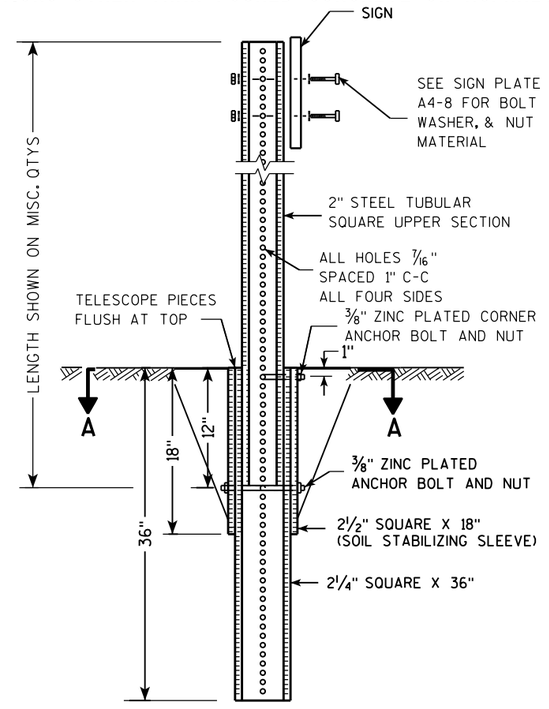
2 ½ " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

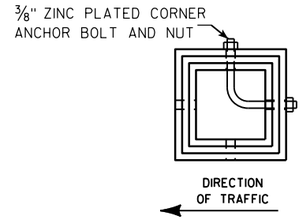


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

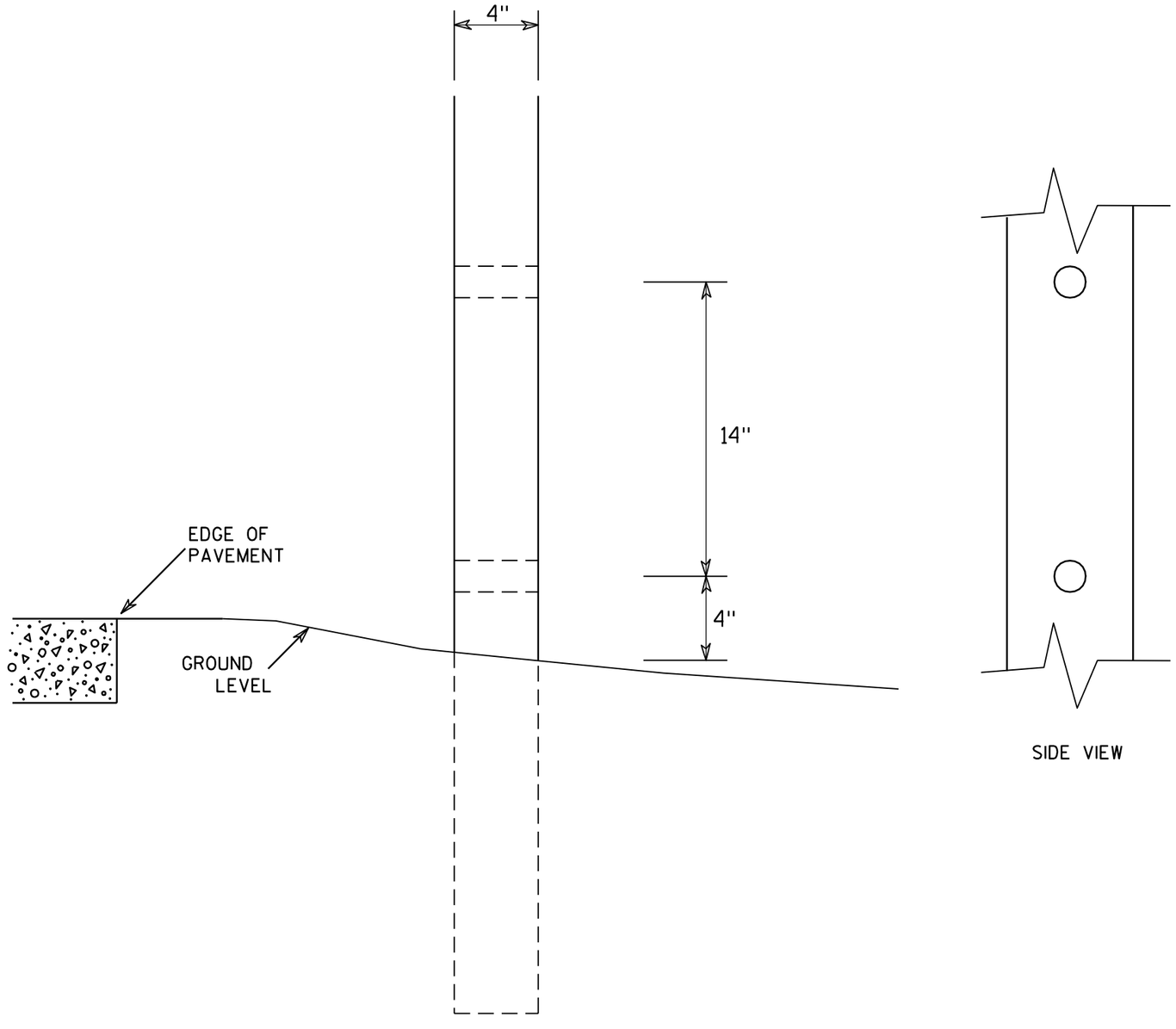
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 408 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000

WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

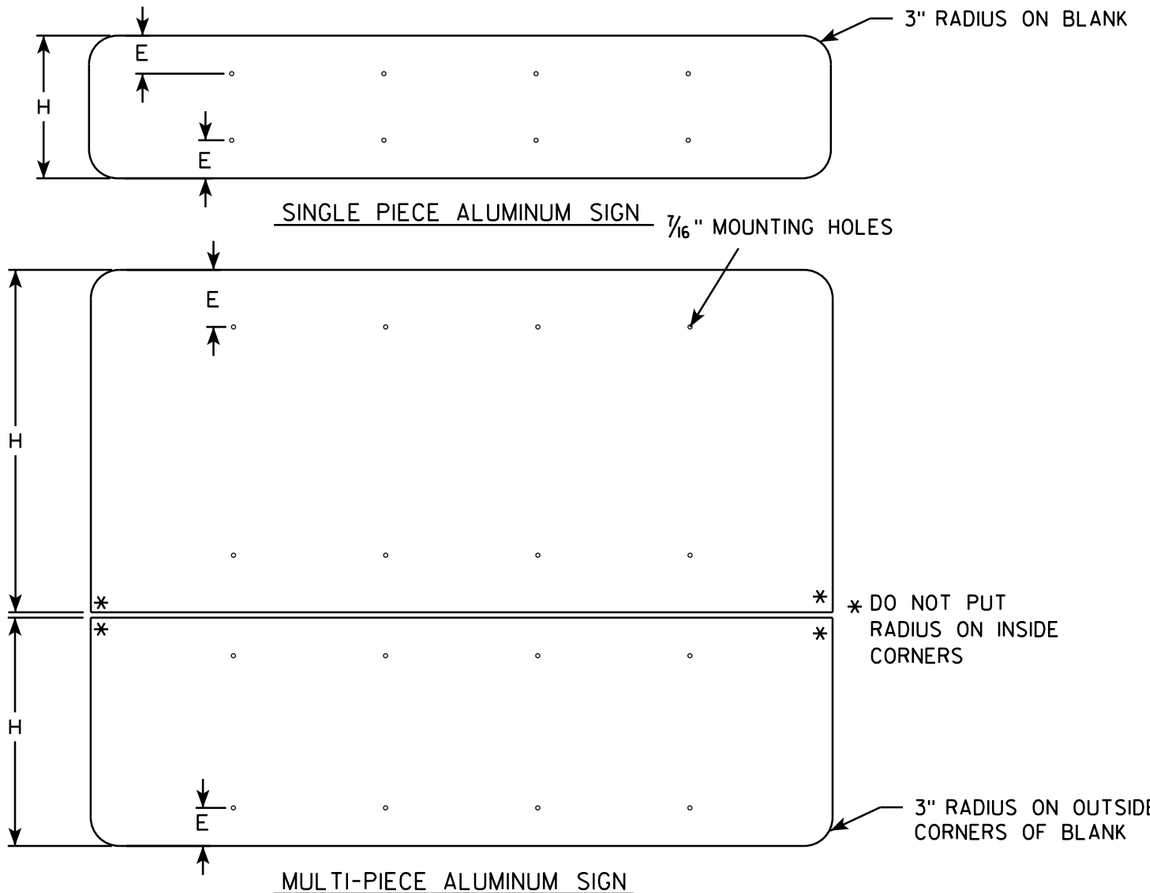
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

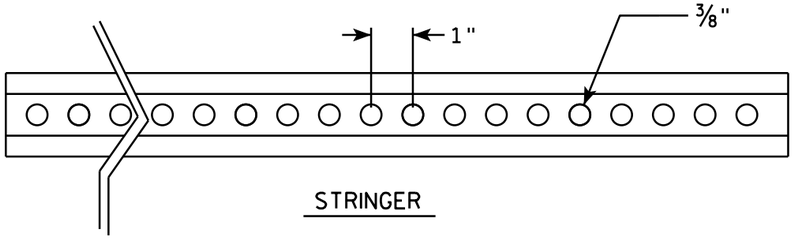
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 409	E



GENERAL NOTES

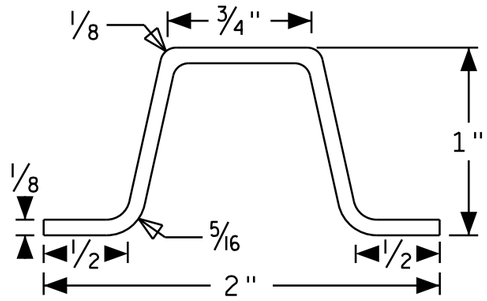
- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE 7/16" DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 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"

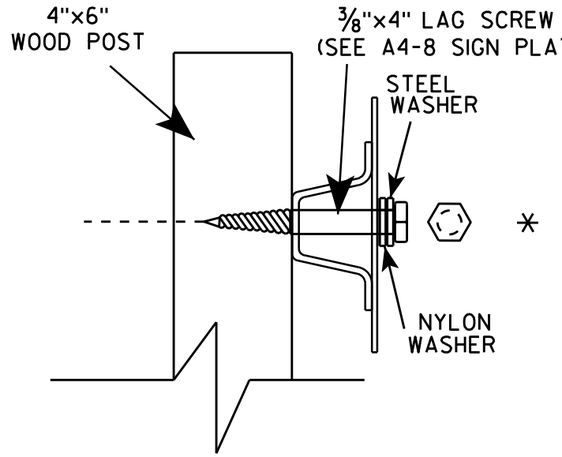


STRINGER

CROSS SECTION VIEW OF CHANNEL



POST MOUNTING



SIGN STRINGER MOUNTING REQUIREMENTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

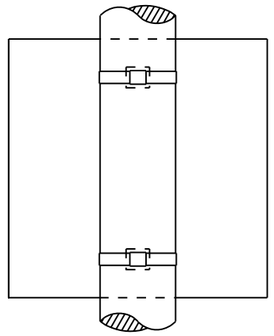
DATE 4/26/16 PLATE NO A4-18.1

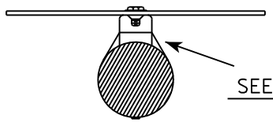
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

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

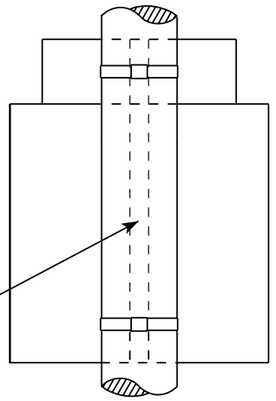
BANDING

SINGLE SIGN



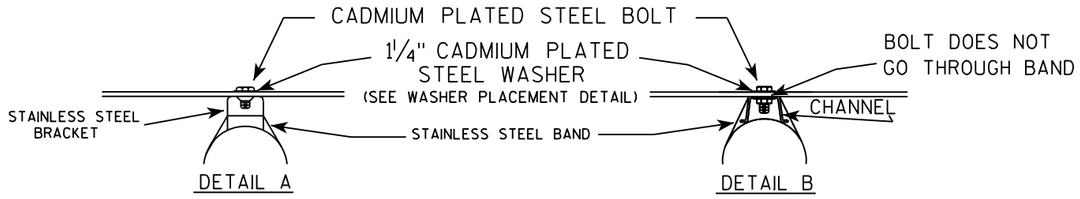


"J" ASSEMBLY

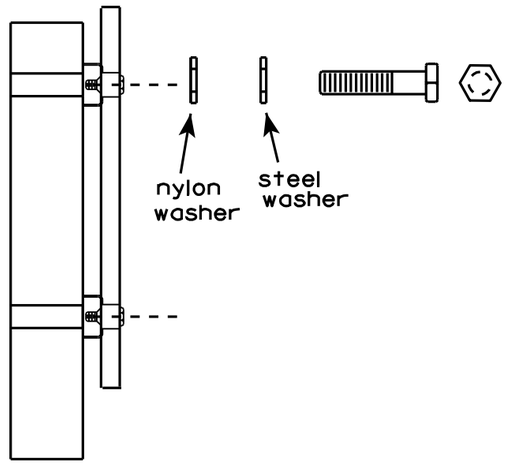


CHANNEL
SEE TYPICAL PANEL INSTALLATION SHEET





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.

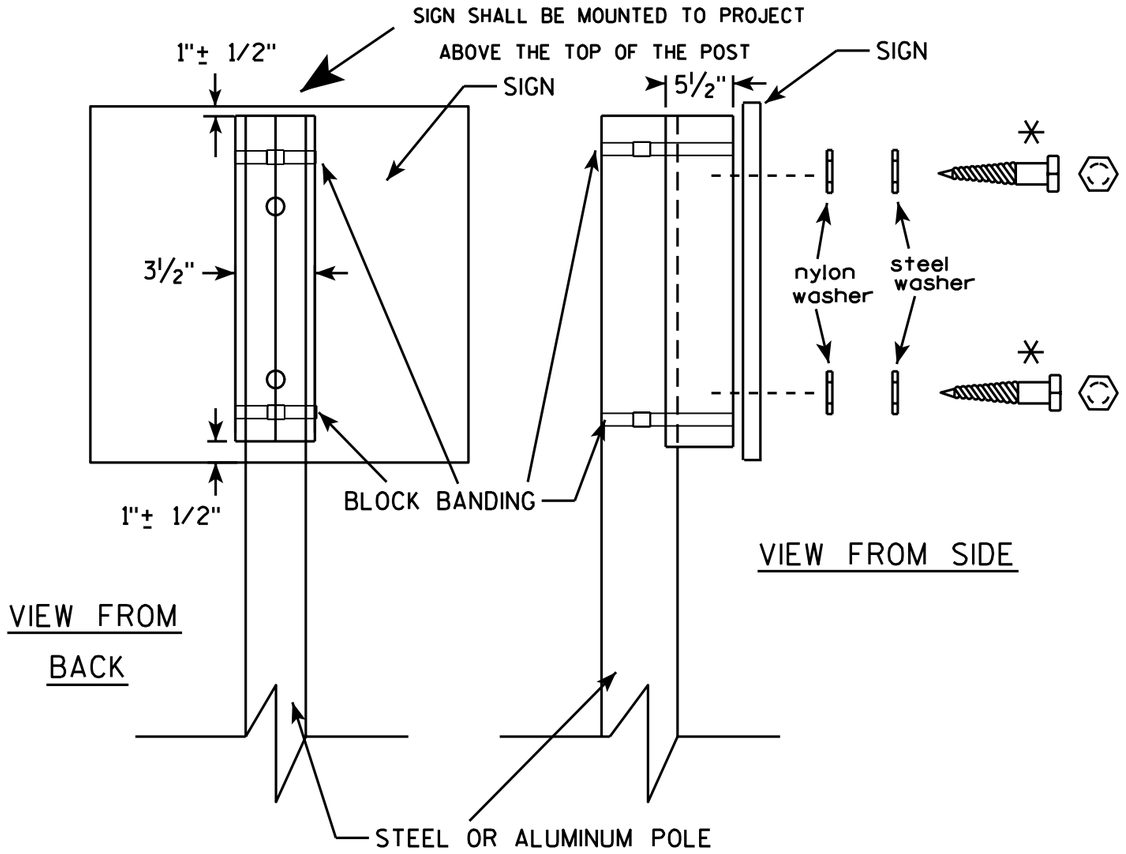
STANDARD SIGN
SIGN BANDING DETAILS

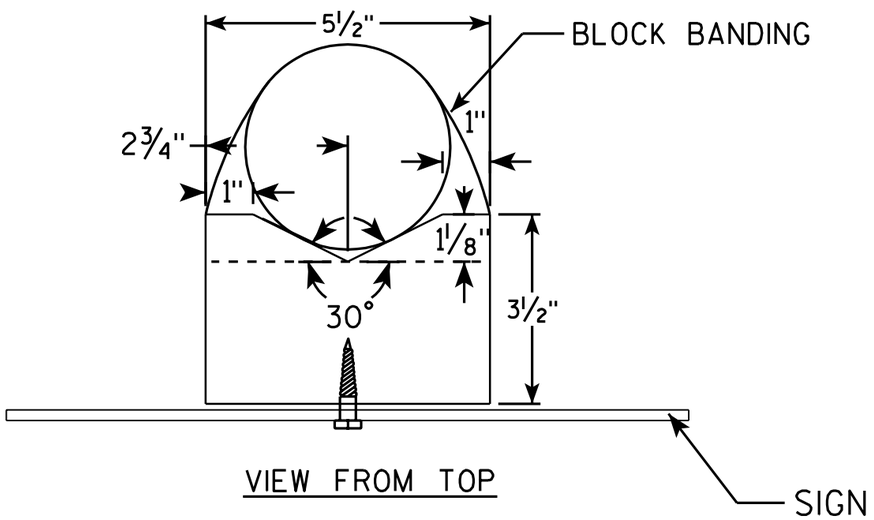
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/16/13 PLATE NO. A5-9.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 411	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)

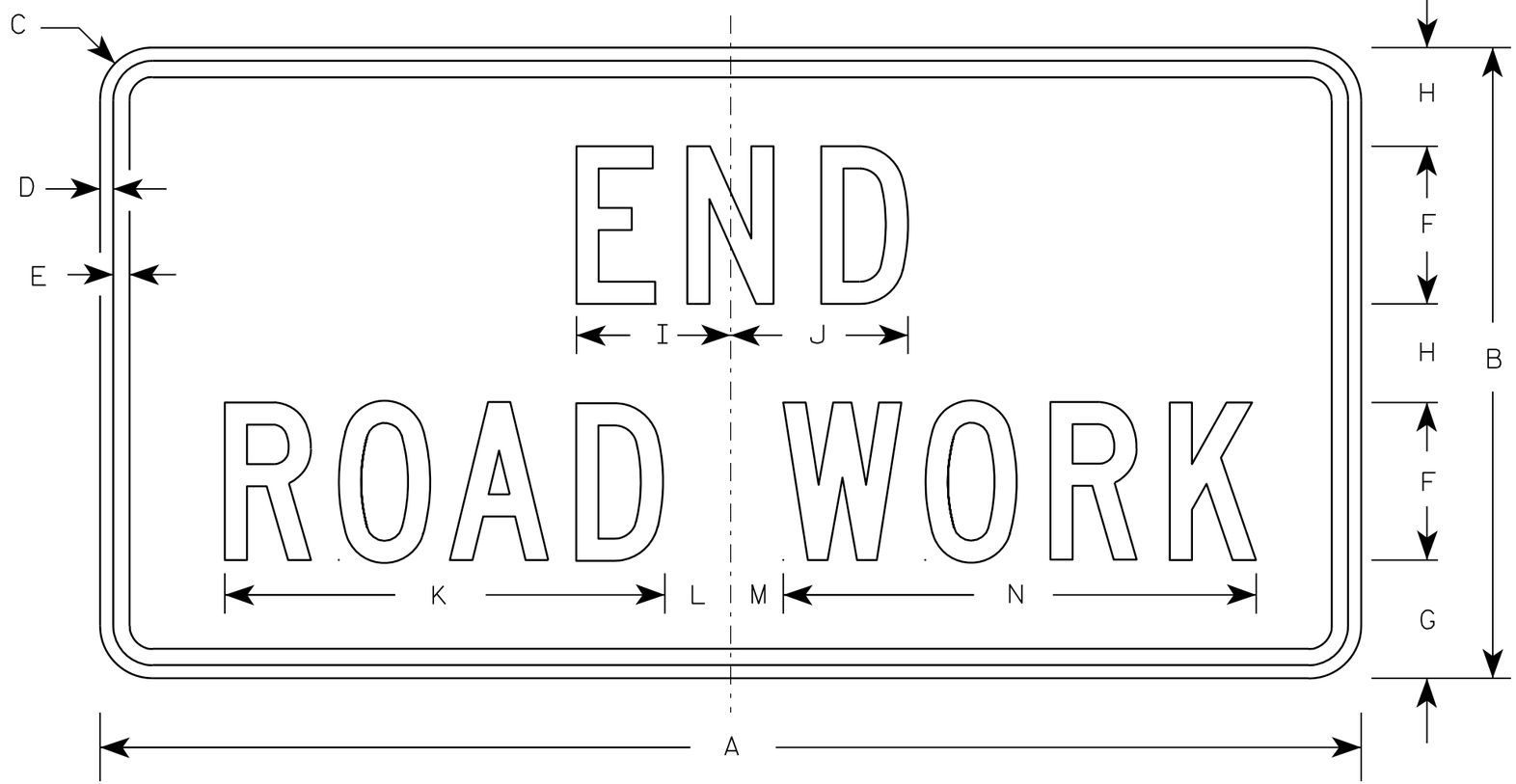
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/12/07 PLATE NO. A5-10.1

PROJECT NO:

SHEET NO: 412 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

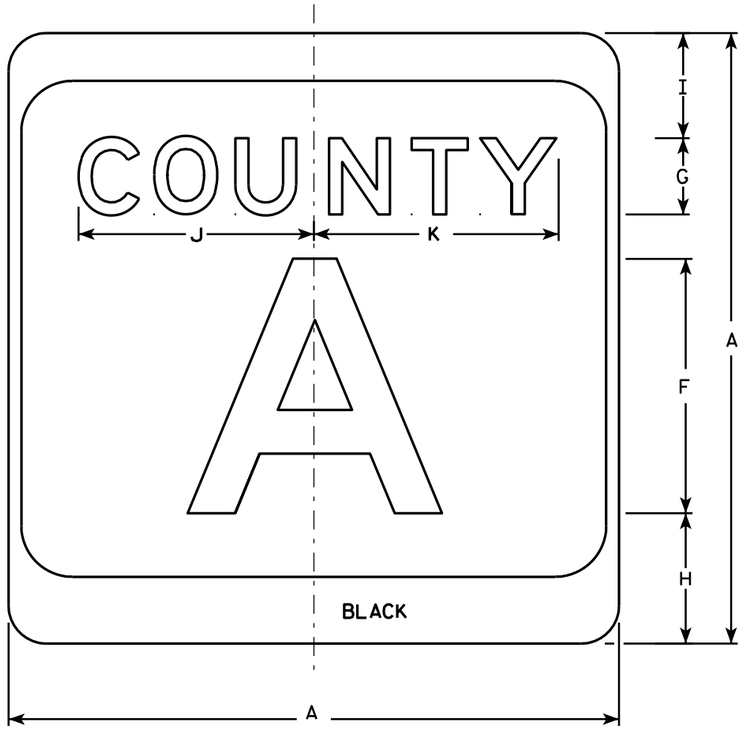
STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

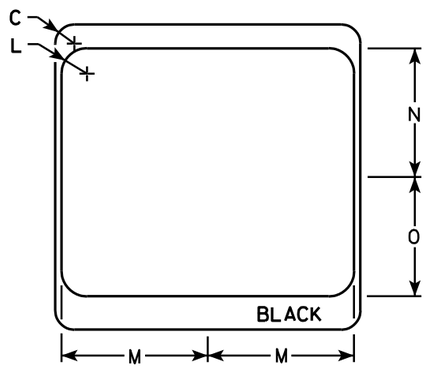
APPROVED Matthew R Rauch
for State Traffic Engineer

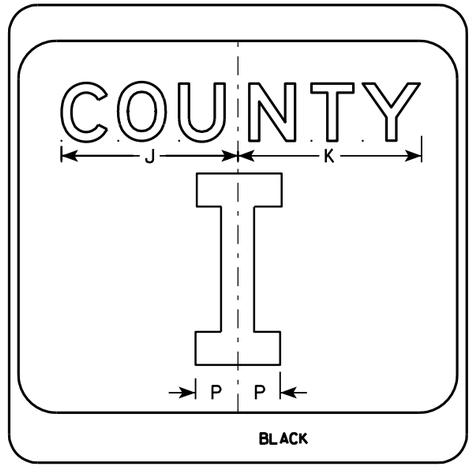
DATE 9/30/09 PLATE NO. G20-2A.8

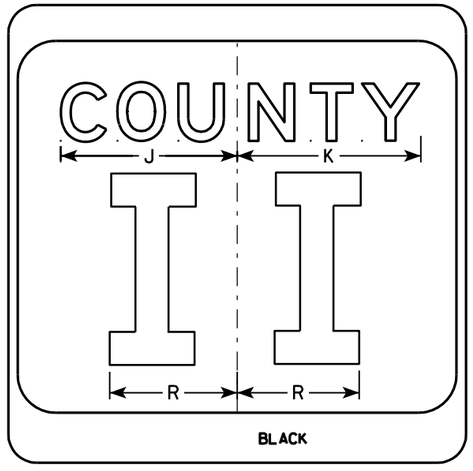
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 413	E



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

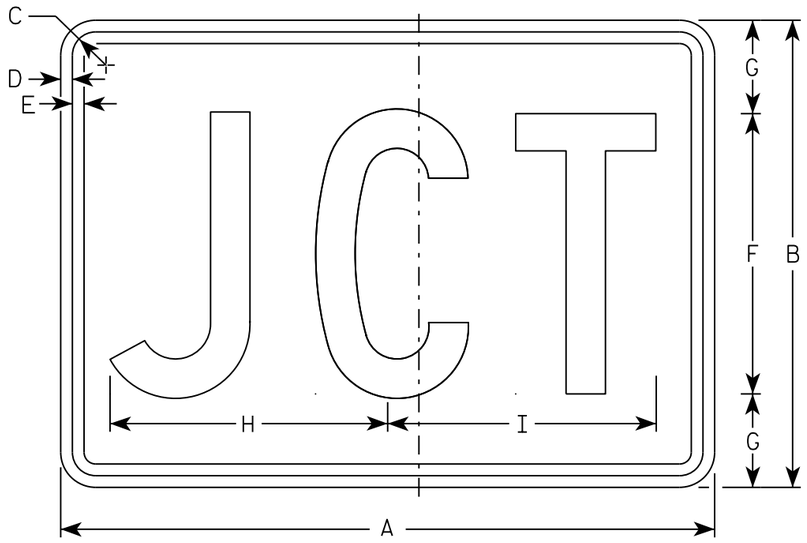
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

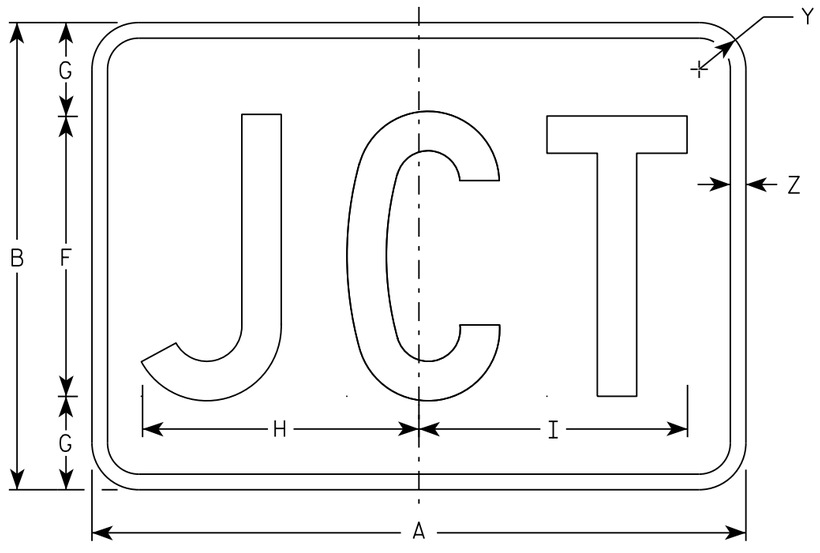
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 414 | 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

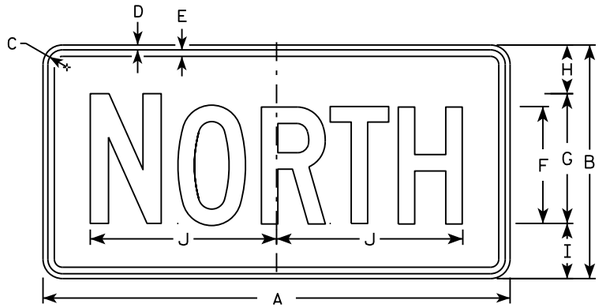
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

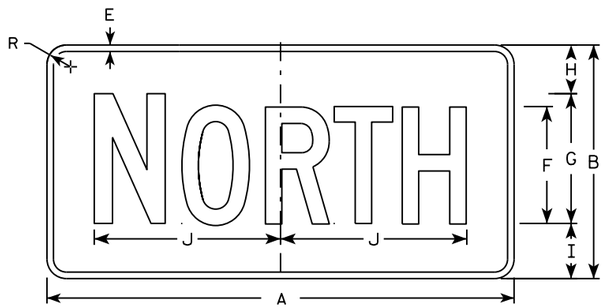
DATE 10/15/15 PLATE 415 12-1.12

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



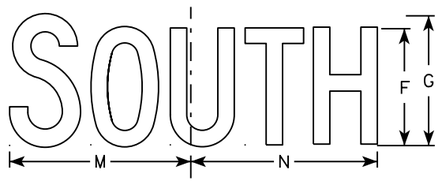
MB3-1
MK3-1
MN3-1



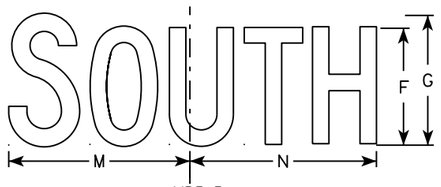
M3-2
MM3-2
MP3-2



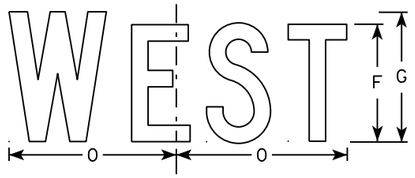
MB3-2
MK3-2
MN3-2



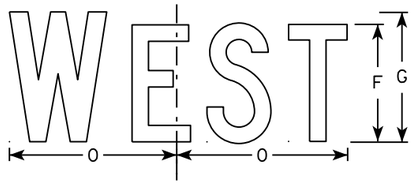
M3-3
MM3-3
MP3-3



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

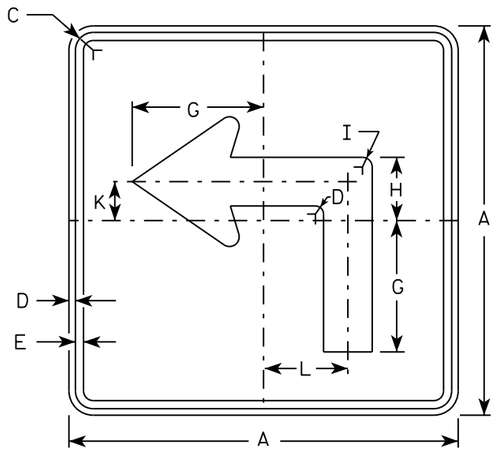
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

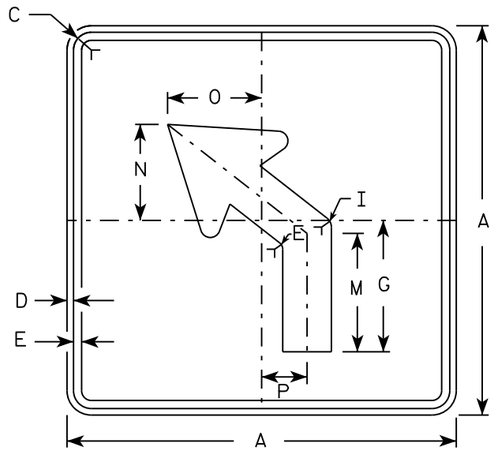
DATE 10/15/15 PLATE NO M3-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

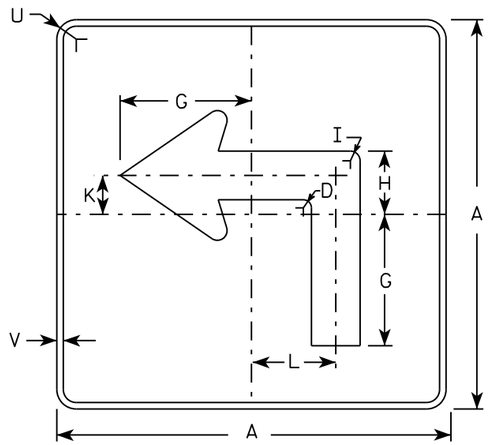
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



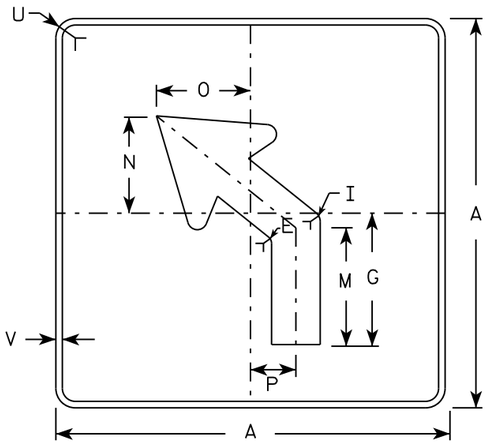
M5-1L
MM5-1L
MO5-1L
MP5-1L



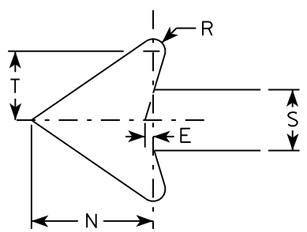
M5-2L
MM5-2L
MO5-2L
MP5-2L



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

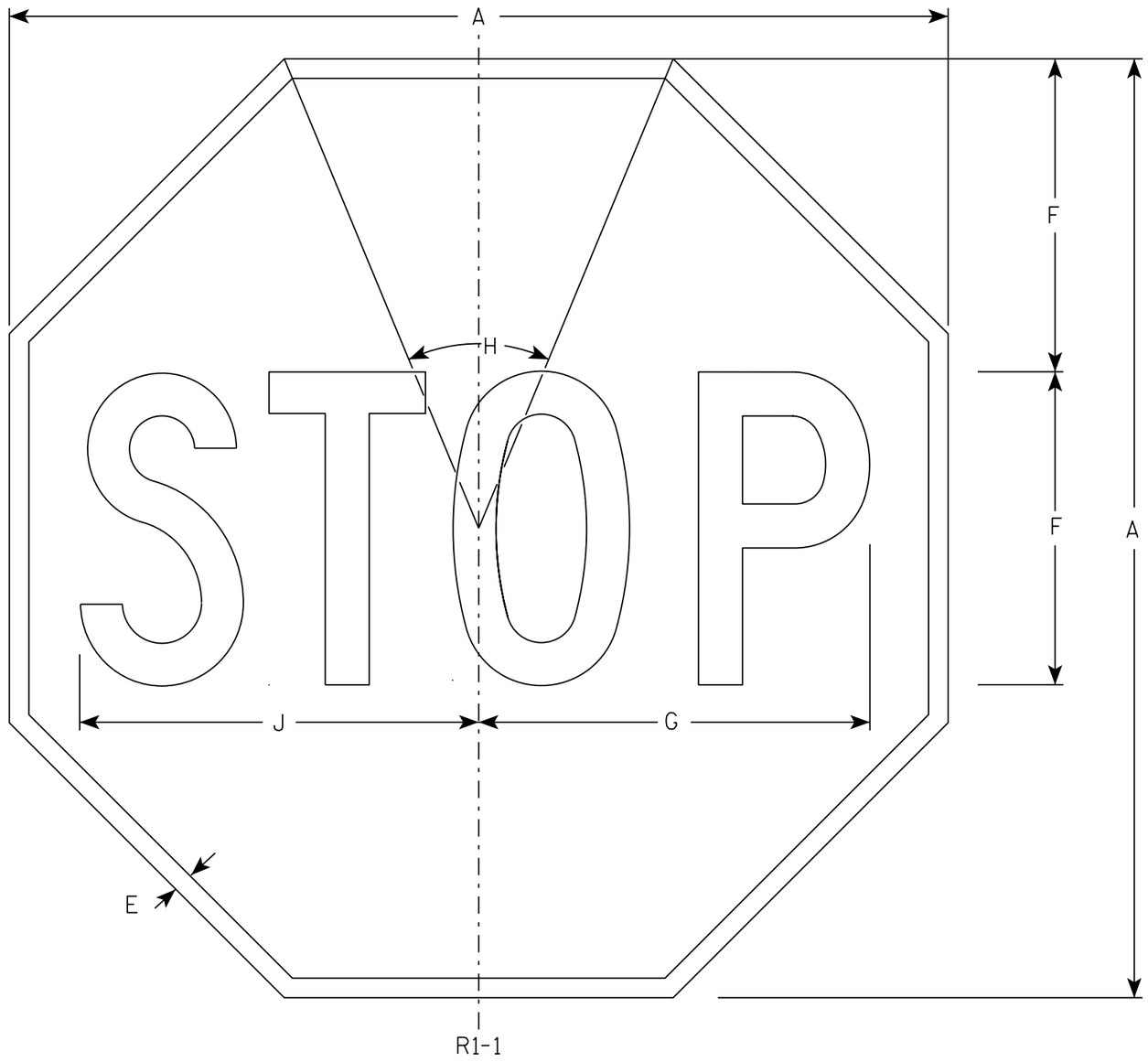
WISCONSIN DEPT OF TRANSPORTATION

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



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

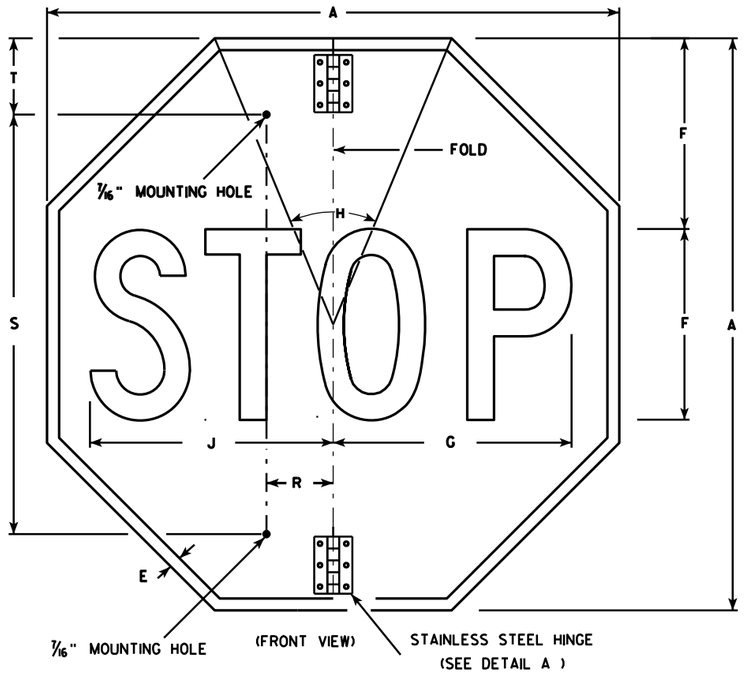
STANDARD SIGN
R1-1

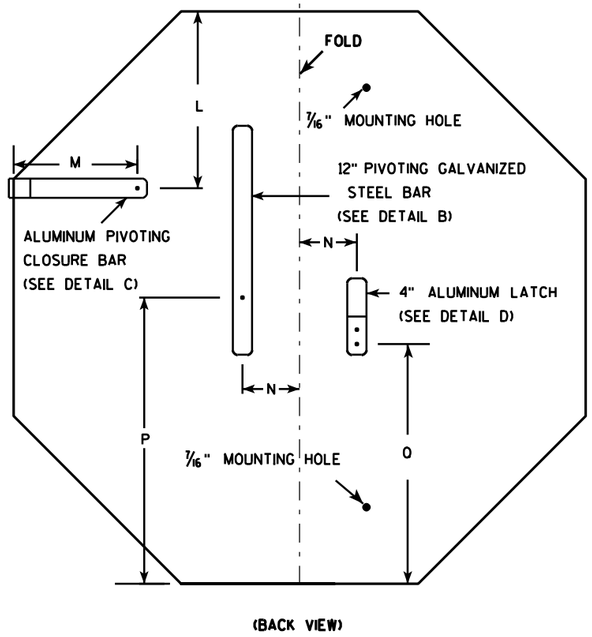
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/15 PLATE NO. R1-1.13

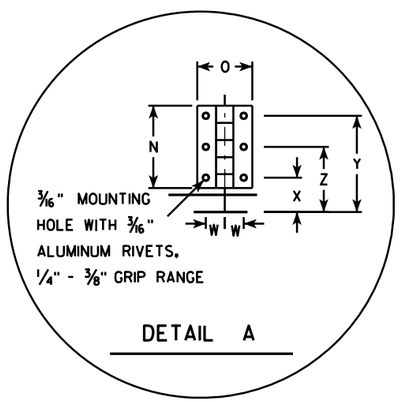
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 418	E



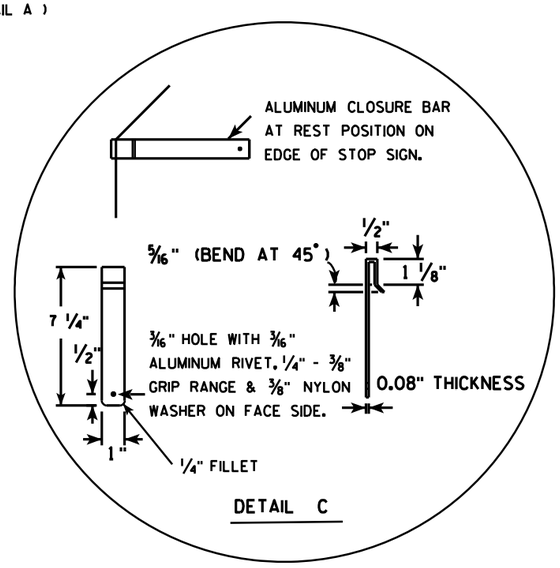


NOTES

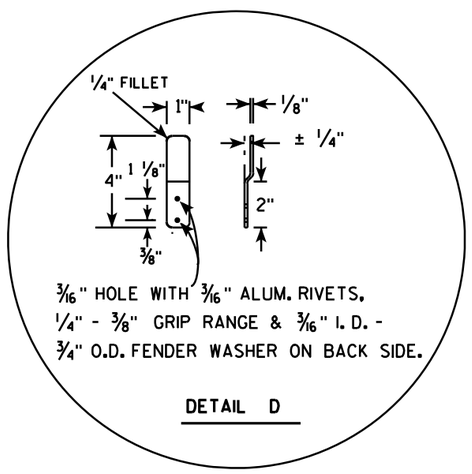
1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.



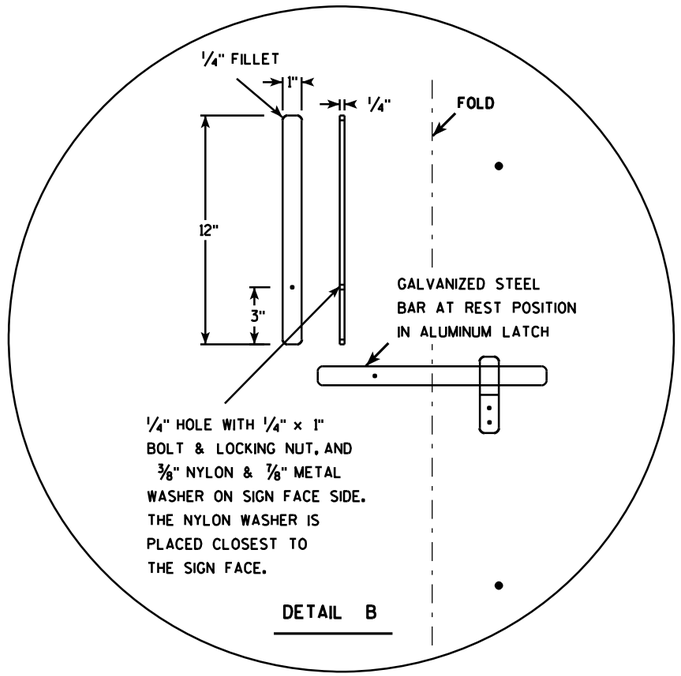
DETAIL A



DETAIL C



DETAIL D



DETAIL B

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																											

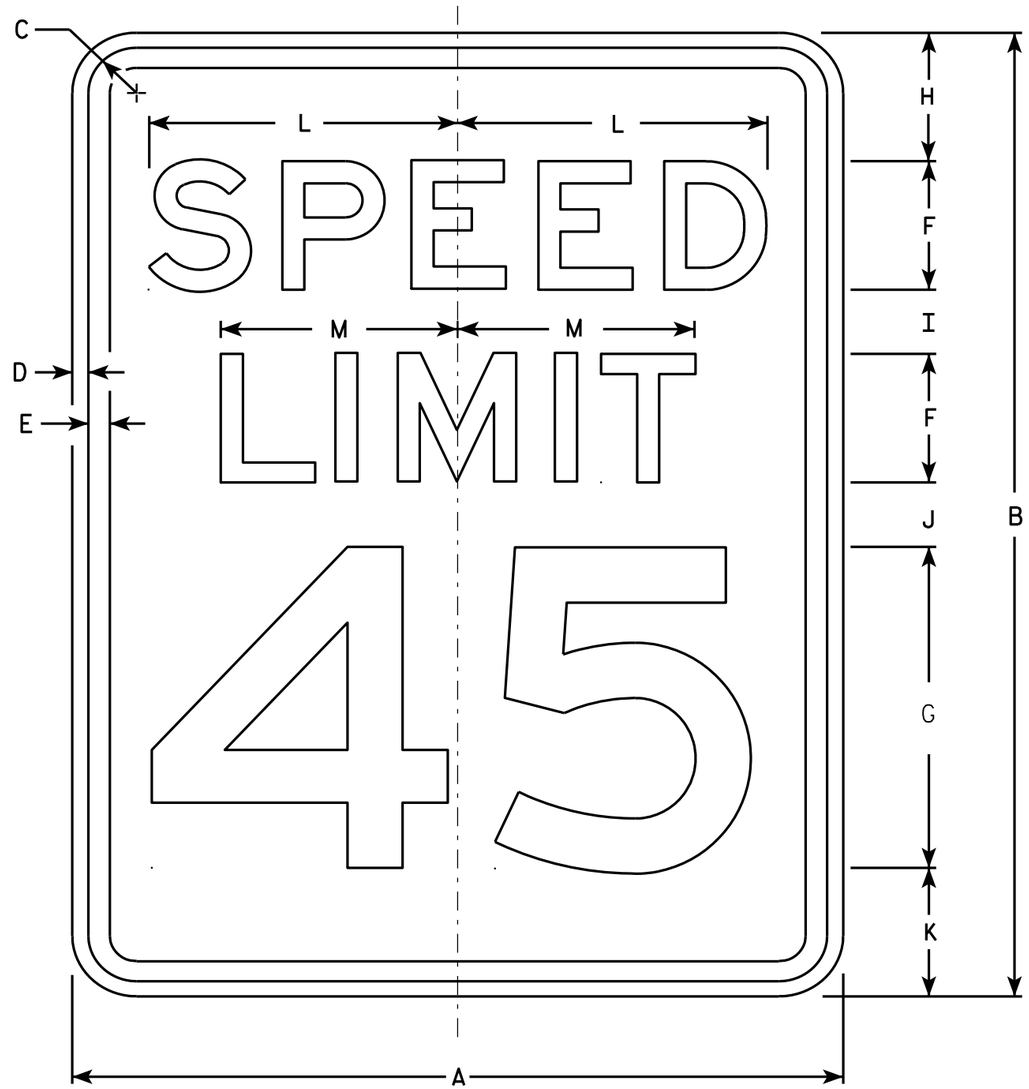
STANDARD SIGN
R1-1F

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: 419	E



R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

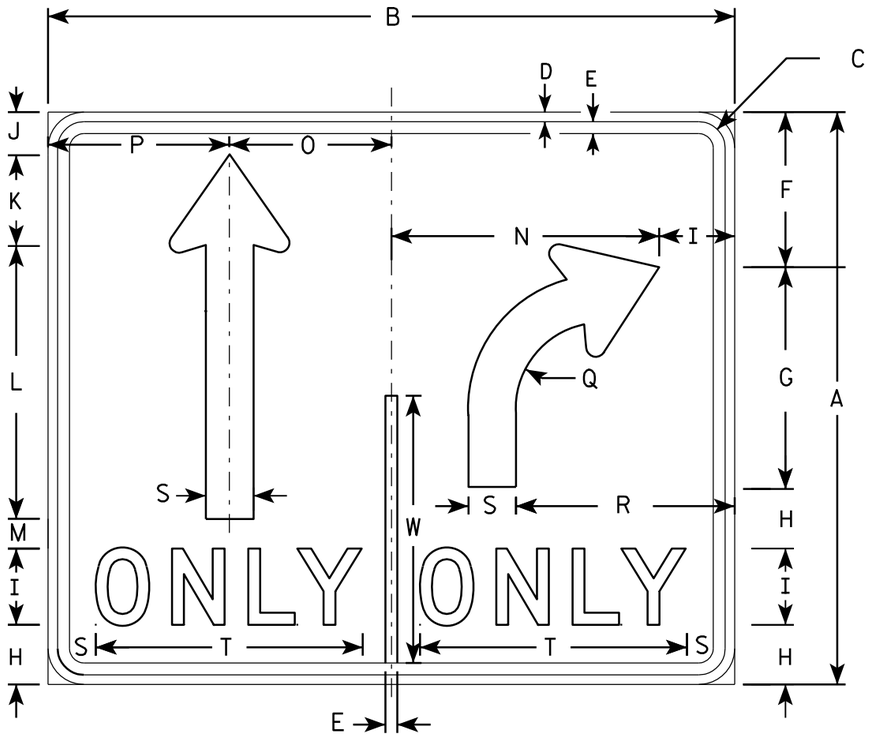
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

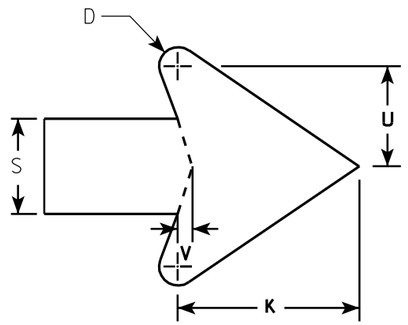
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 420 | E



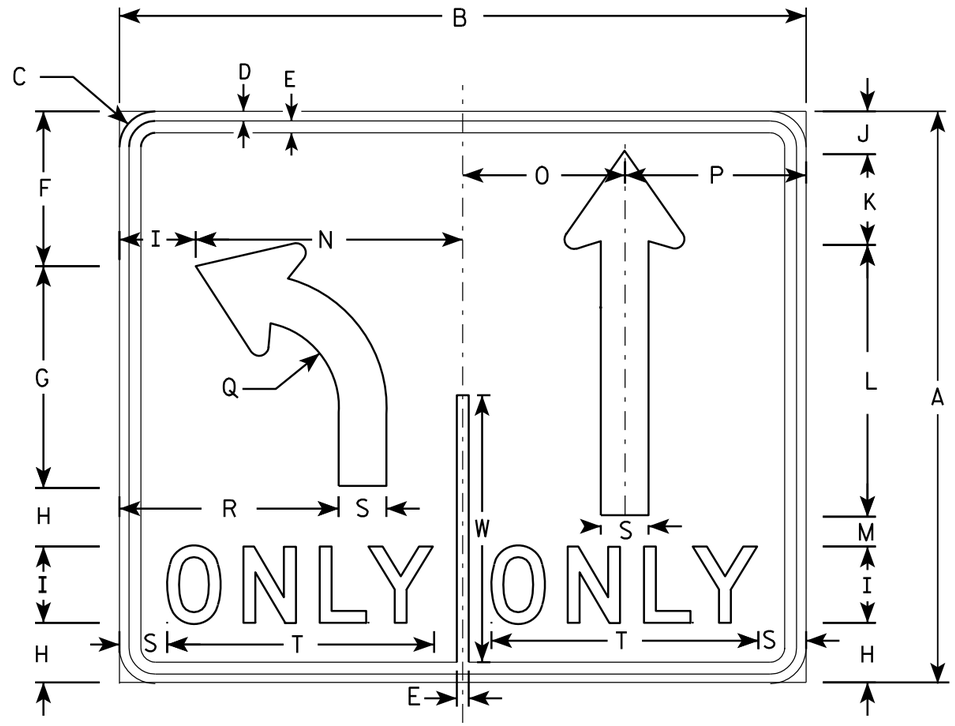
R3-8D



ARROW DETAIL

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.



R3-8E

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	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	2 1/4	4 3/4	14 1/4	1 5/8	14	8 1/2	9 1/2	4 1/2	11 1/2	2 1/2	14	2 5/8	3/8	14				7.5
2M	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	2 1/4	4 3/4	14 1/4	1 5/8	14	8 1/2	9 1/2	4 1/2	11 1/2	2 1/2	14	2 5/8	3/8	14				7.5
3																											
4	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	3 1/2	7 1/8	21 1/2	4 3/4	21	12 3/4	14 1/4	7 1/4	17 1/8	3 3/4	20 5/8	4	5/8	22 3/8				18.0
5	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	3 1/2	7 1/8	21 1/2	4 3/4	21	12 3/4	14 1/4	7 1/4	17 1/8	3 3/4	20 5/8	4	5/8	22 3/8				18.0

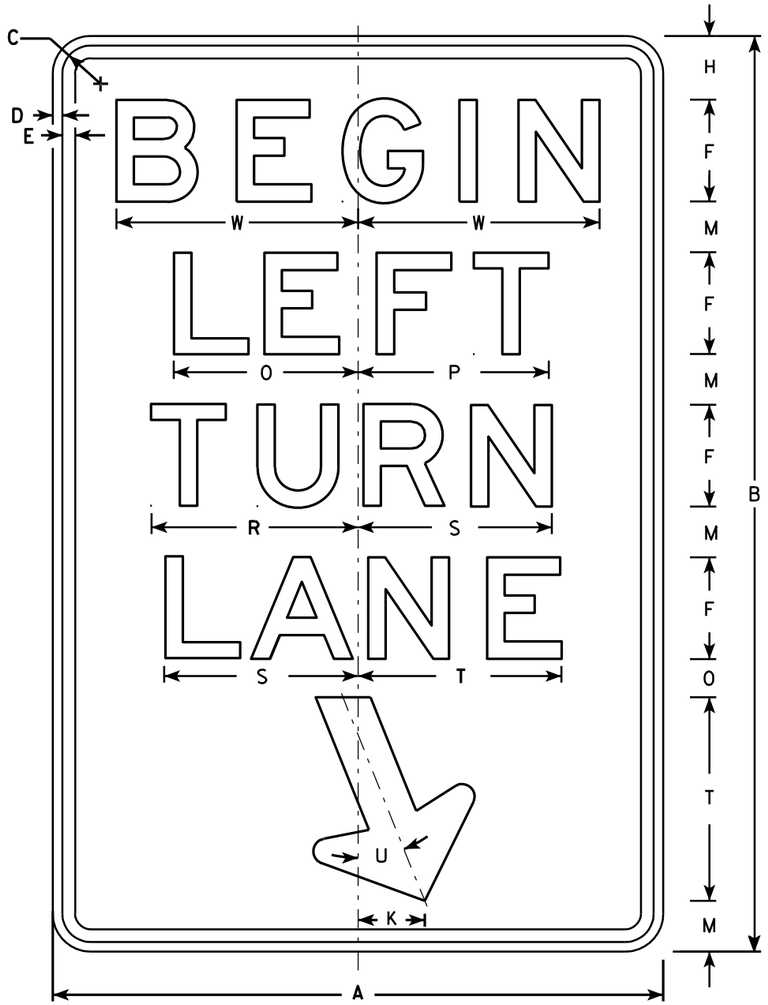
STANDARD SIGN
R3-8D & R3-8E

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-8D.2

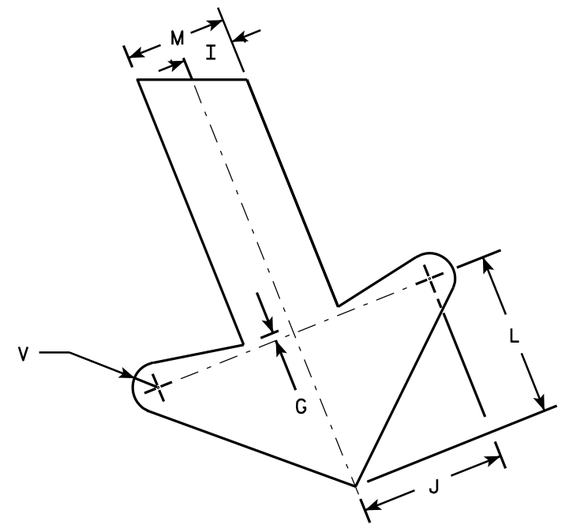
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 421	E



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

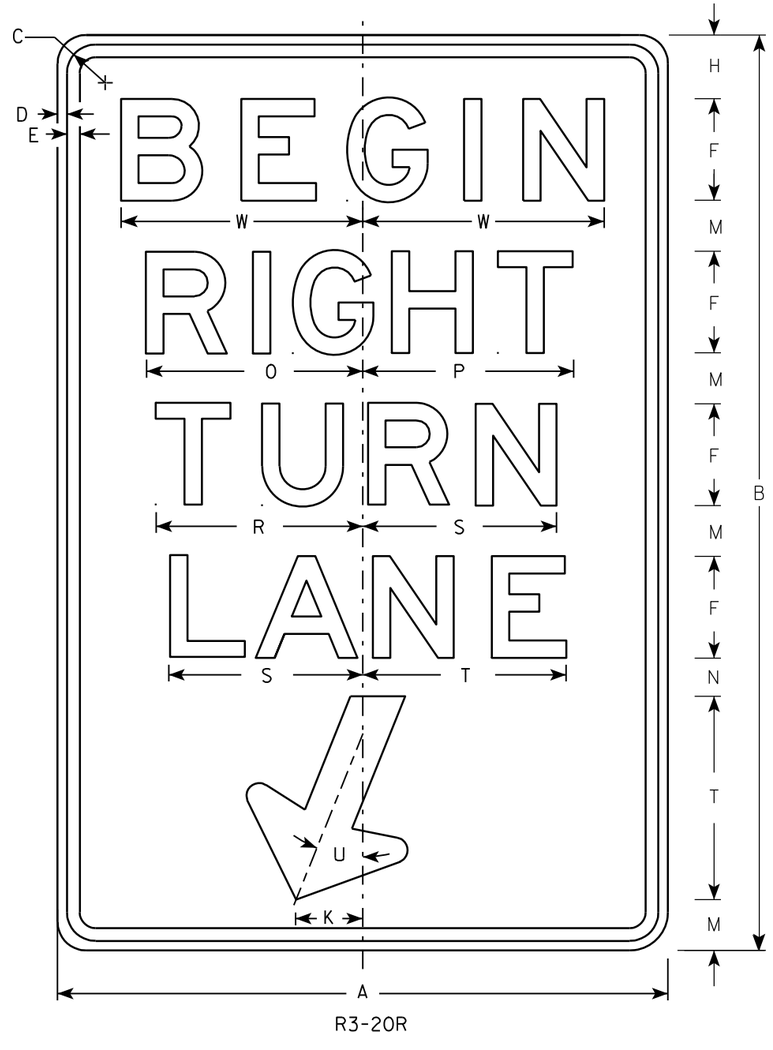
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 422	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R320L.DGN PLOT DATE : 15-OCT-2010 14:45 PLOT BY : dotsja PLOT NAME : PLOT SCALE : 5.959043:1.000000

WISDOT/CADDS SHEET 42

7

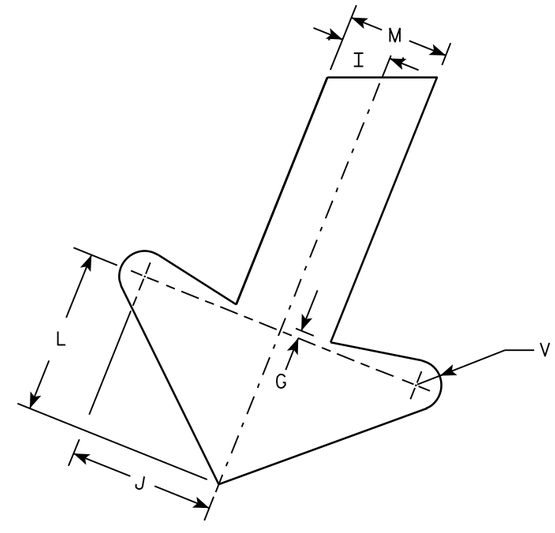
7



R3-20R

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	8 1/2	8 1/4		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	8 1/2	8 1/4		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	12 3/4	12 1/2		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

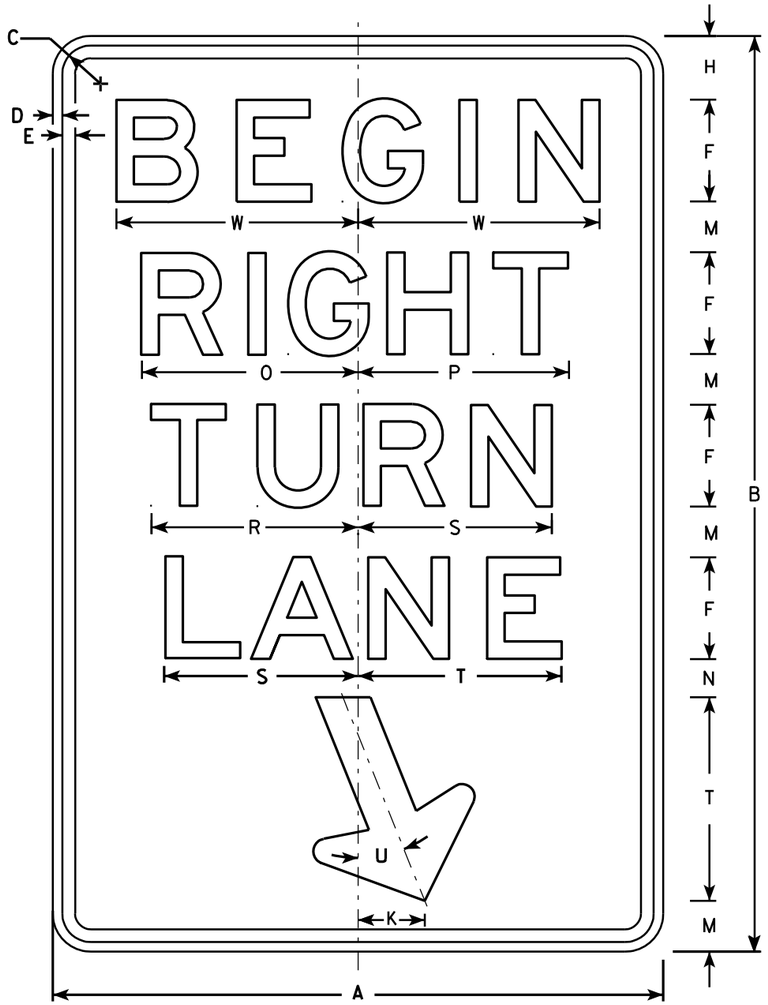
STANDARD SIGN
R3-20R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20R.6

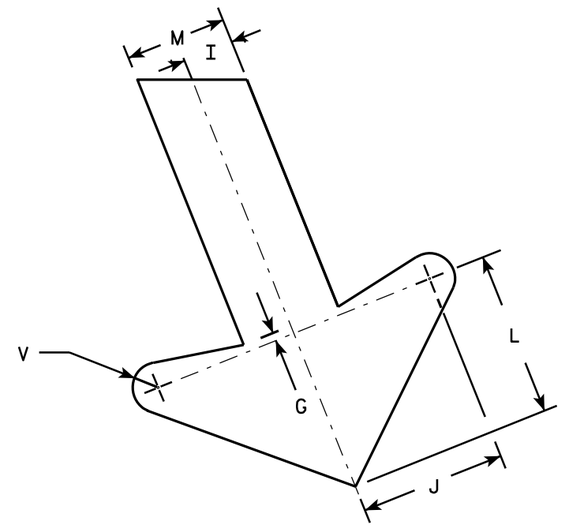
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 423 | E



R3-20RR

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	8 1/2	8 1/4		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	8 1/2	8 1/4		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	12 3/4	12 1/2		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

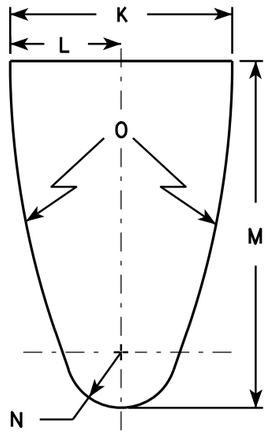
STANDARD SIGN
R3-20RR

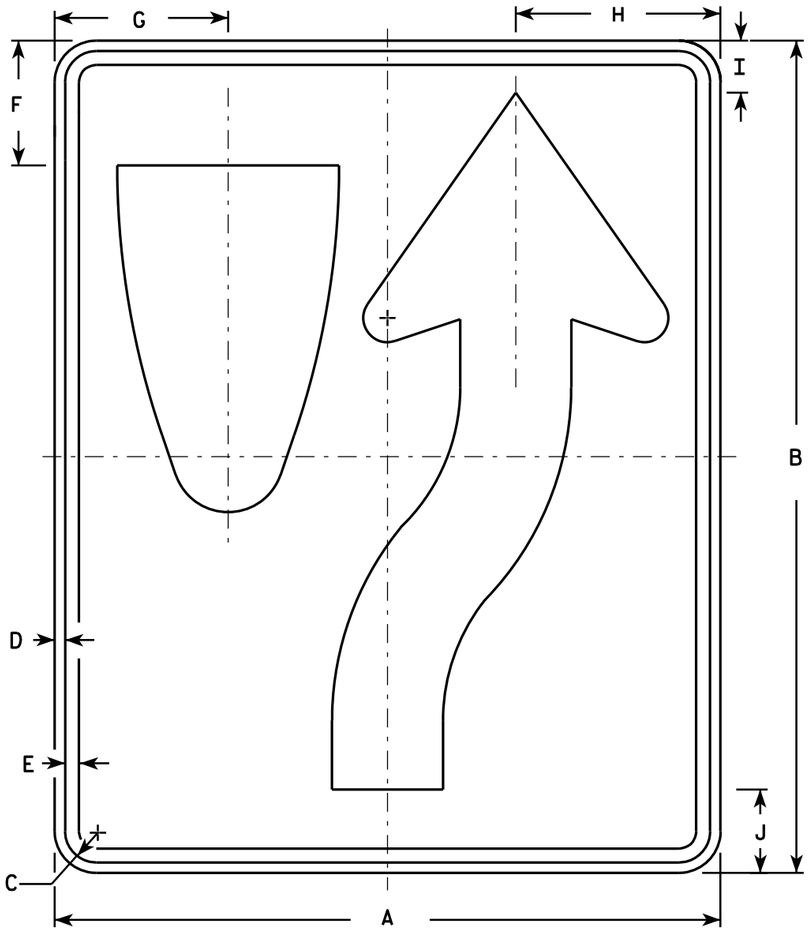
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20RR.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 424 | E

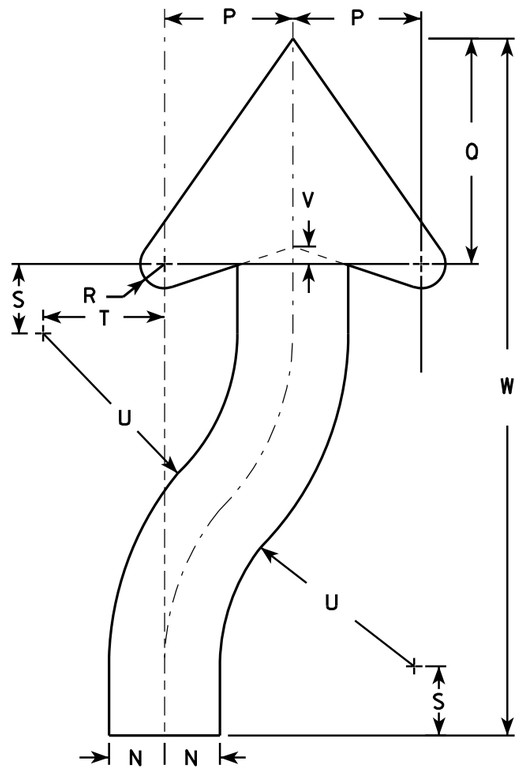




R4-7

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

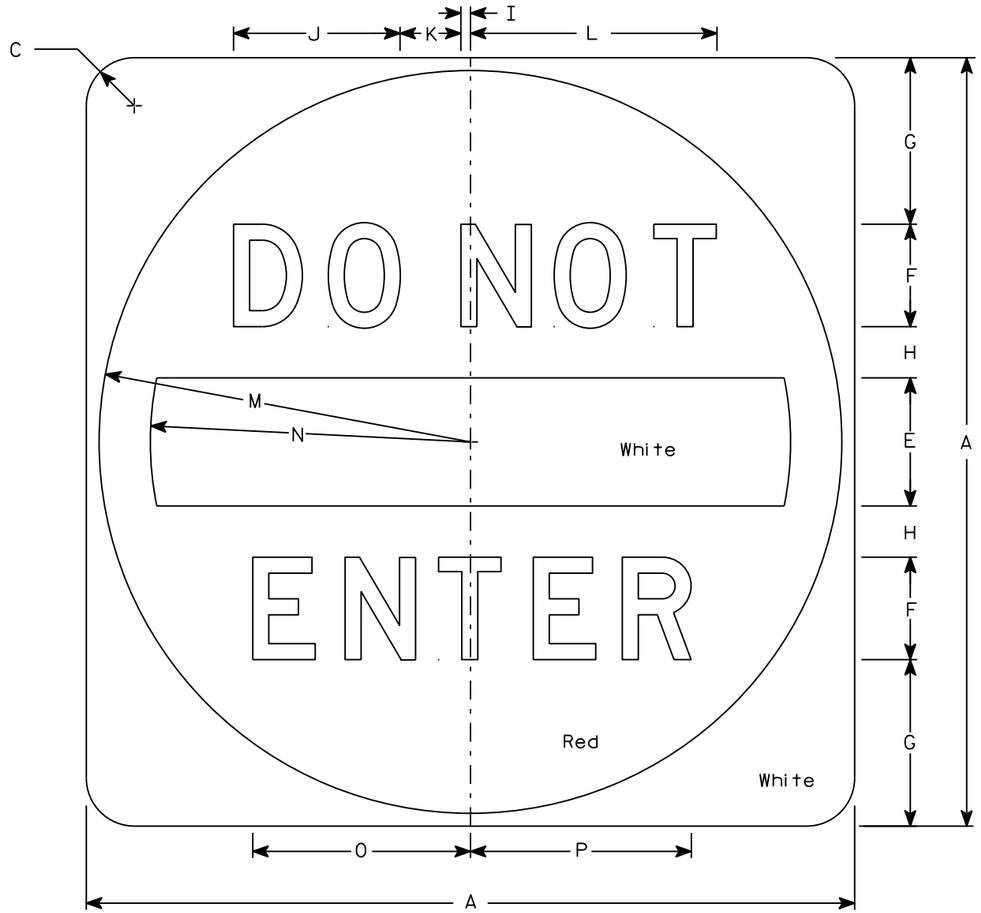
STANDARD SIGN
R4-7 & R4-8

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: 425	E



R5-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See detail
   Message - White
3. Message Series - D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8											6.25
2M	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8											16.0

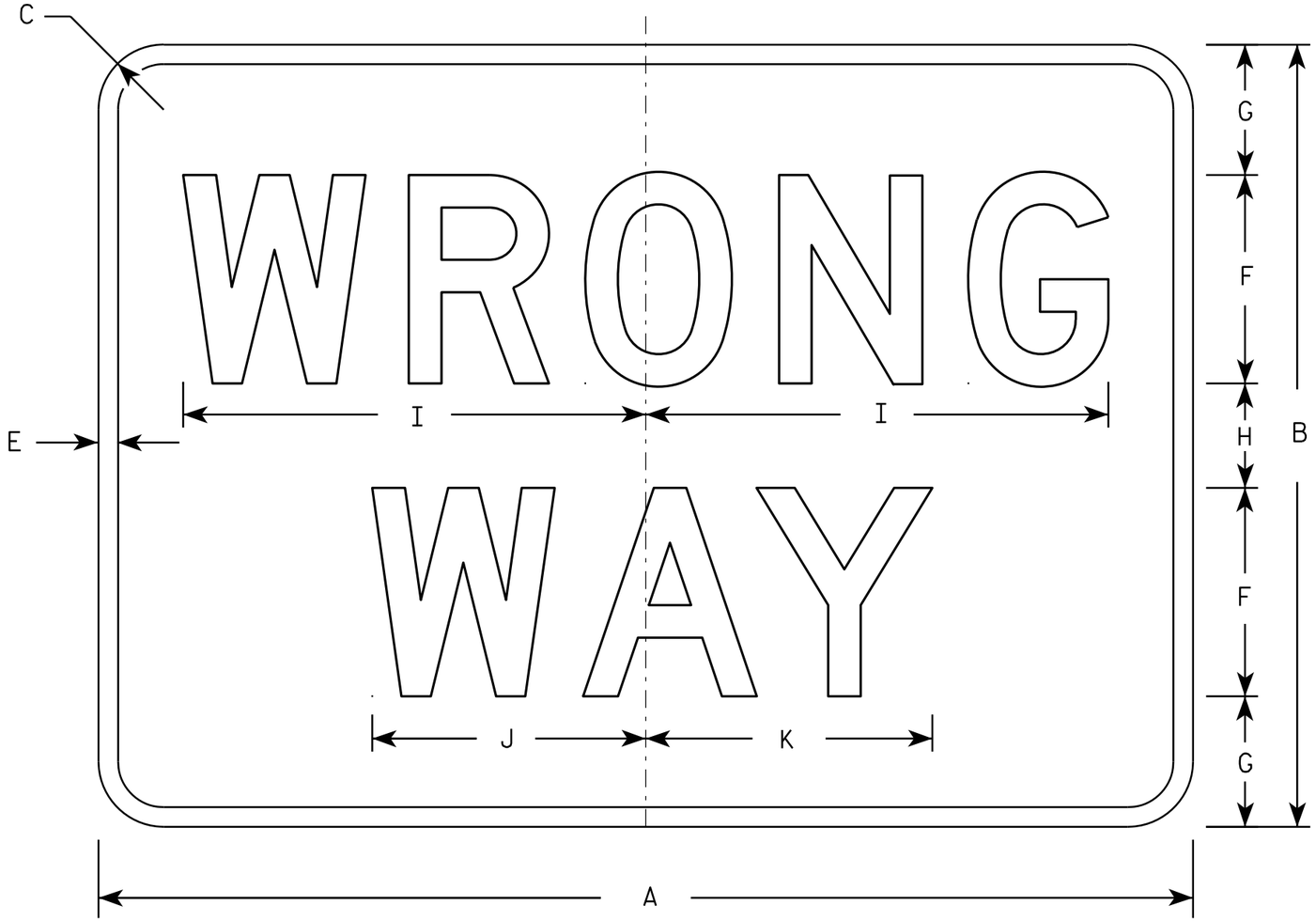
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/15/18 PLATE NO. R5-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 426 | 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

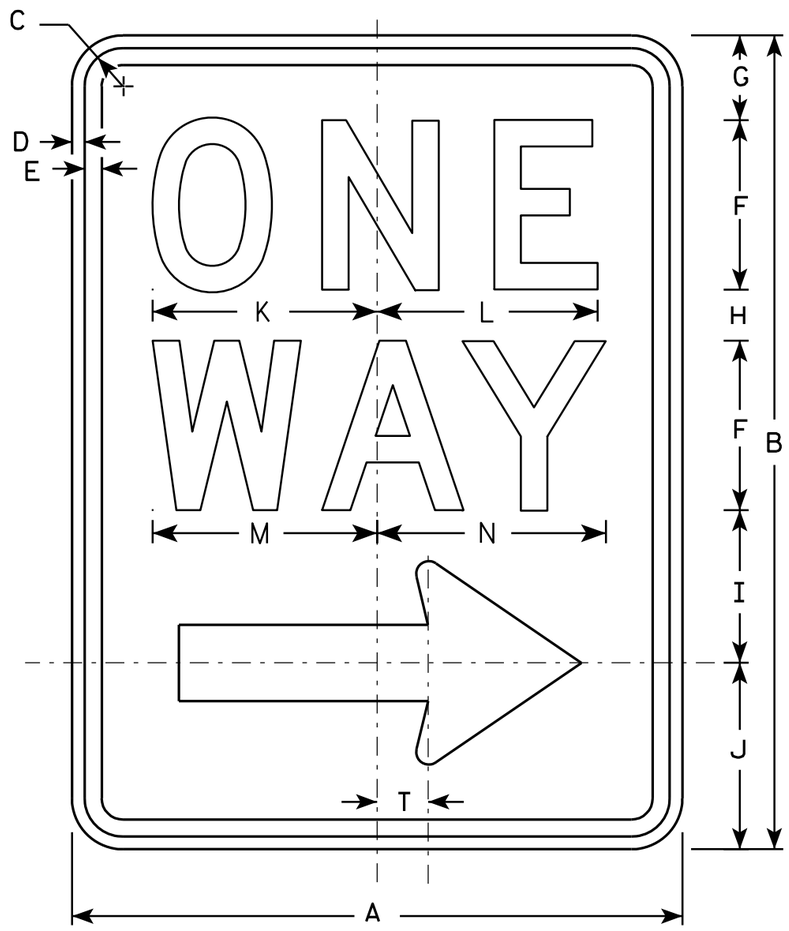
STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1A.2

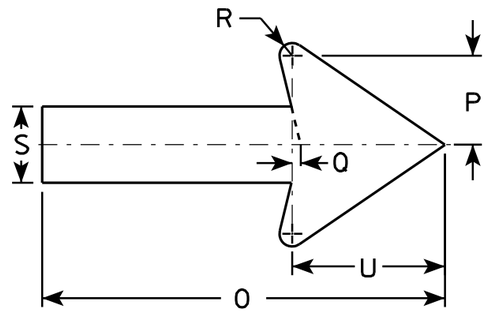
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 427 | E



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																										

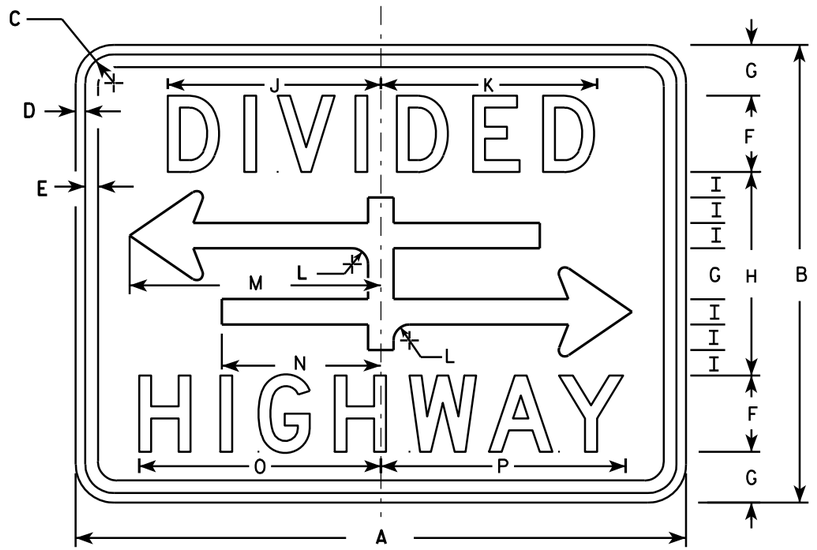
STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

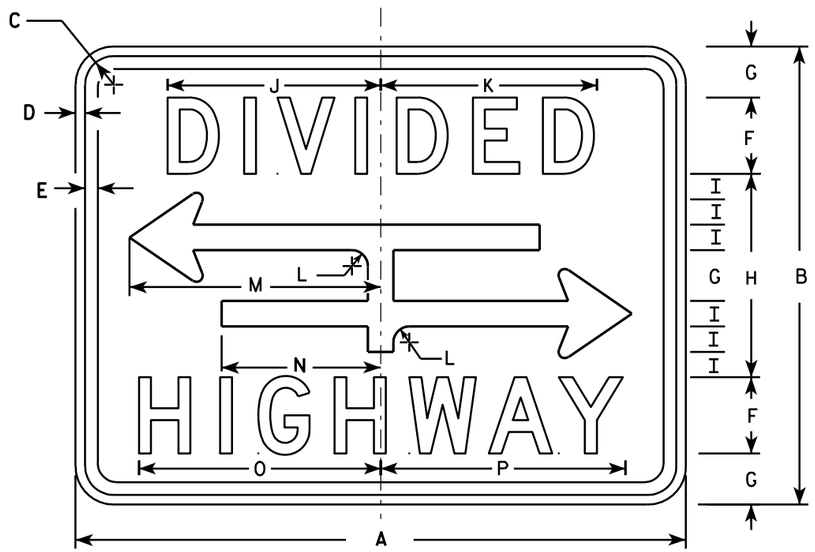
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 428	E



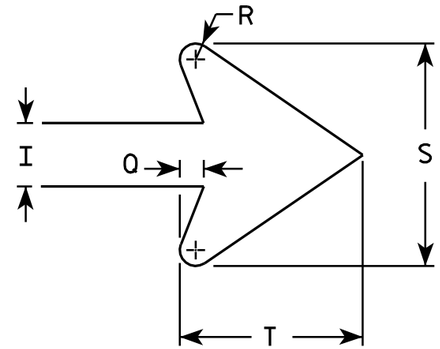
R6-3

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

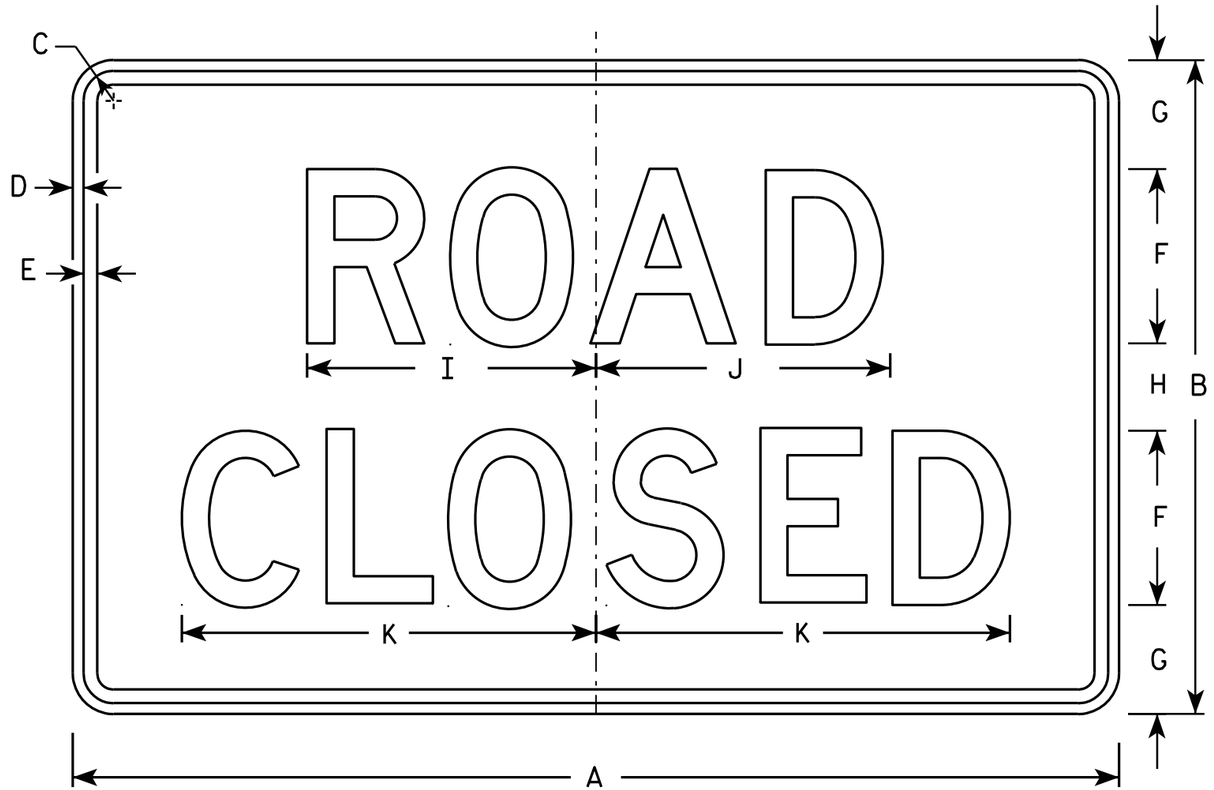
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R6-3.5

PROJECT NO:

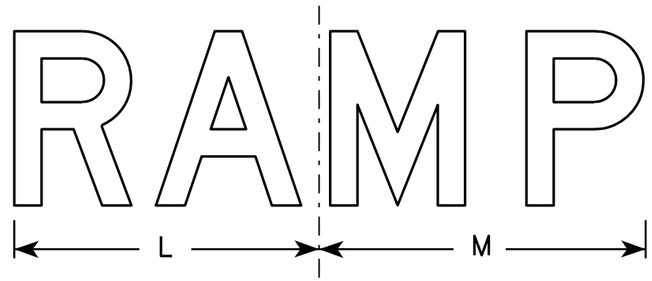
SHEET NO: 429 E



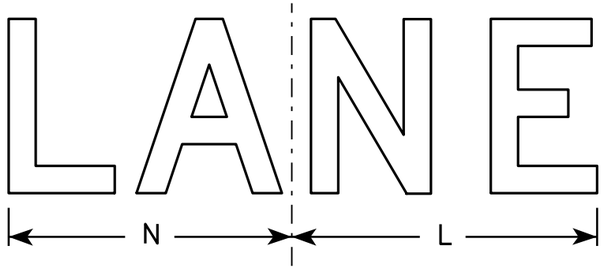
R11-2

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

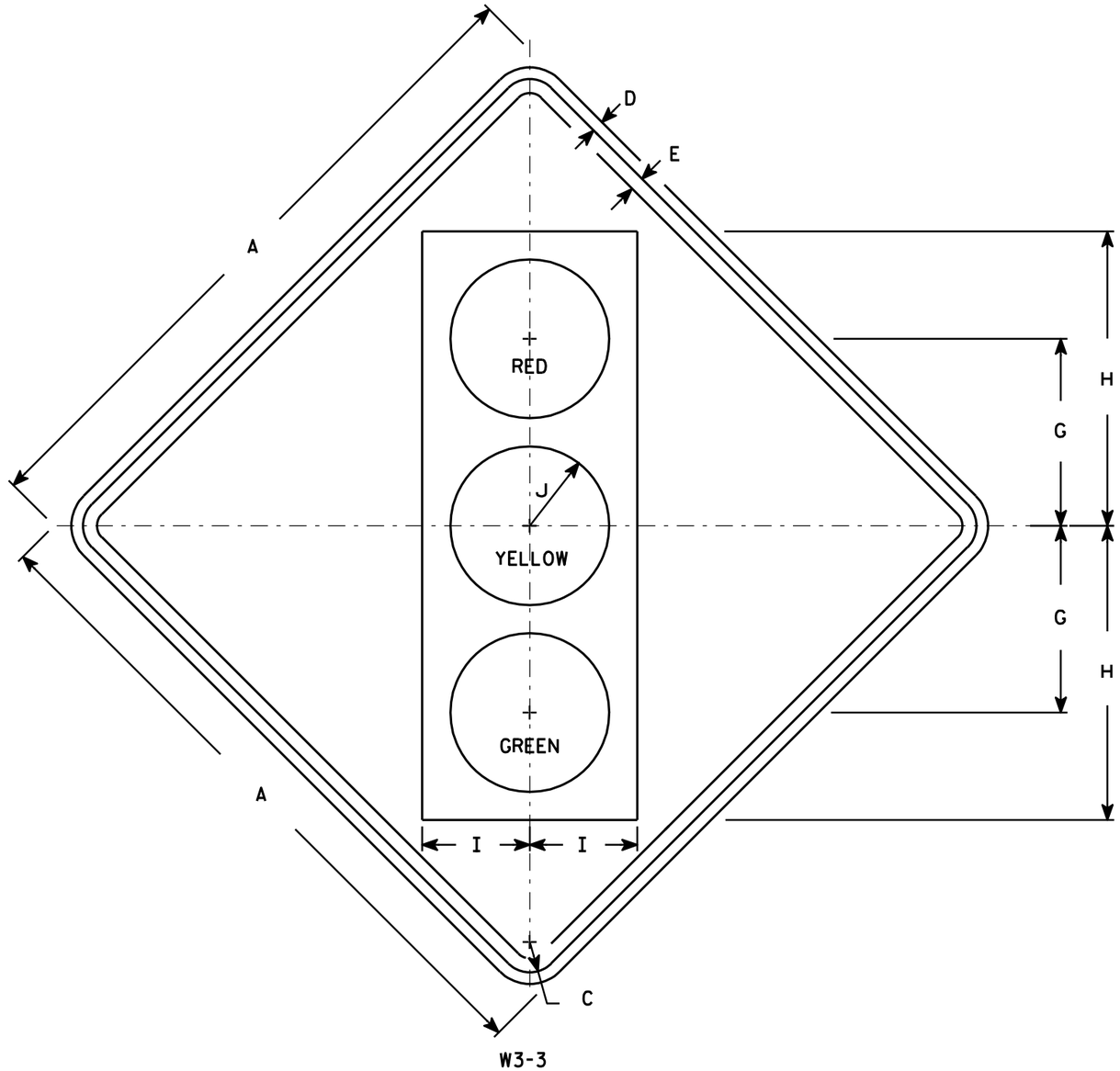
STANDARD SIGN
R11-2

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: 430	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

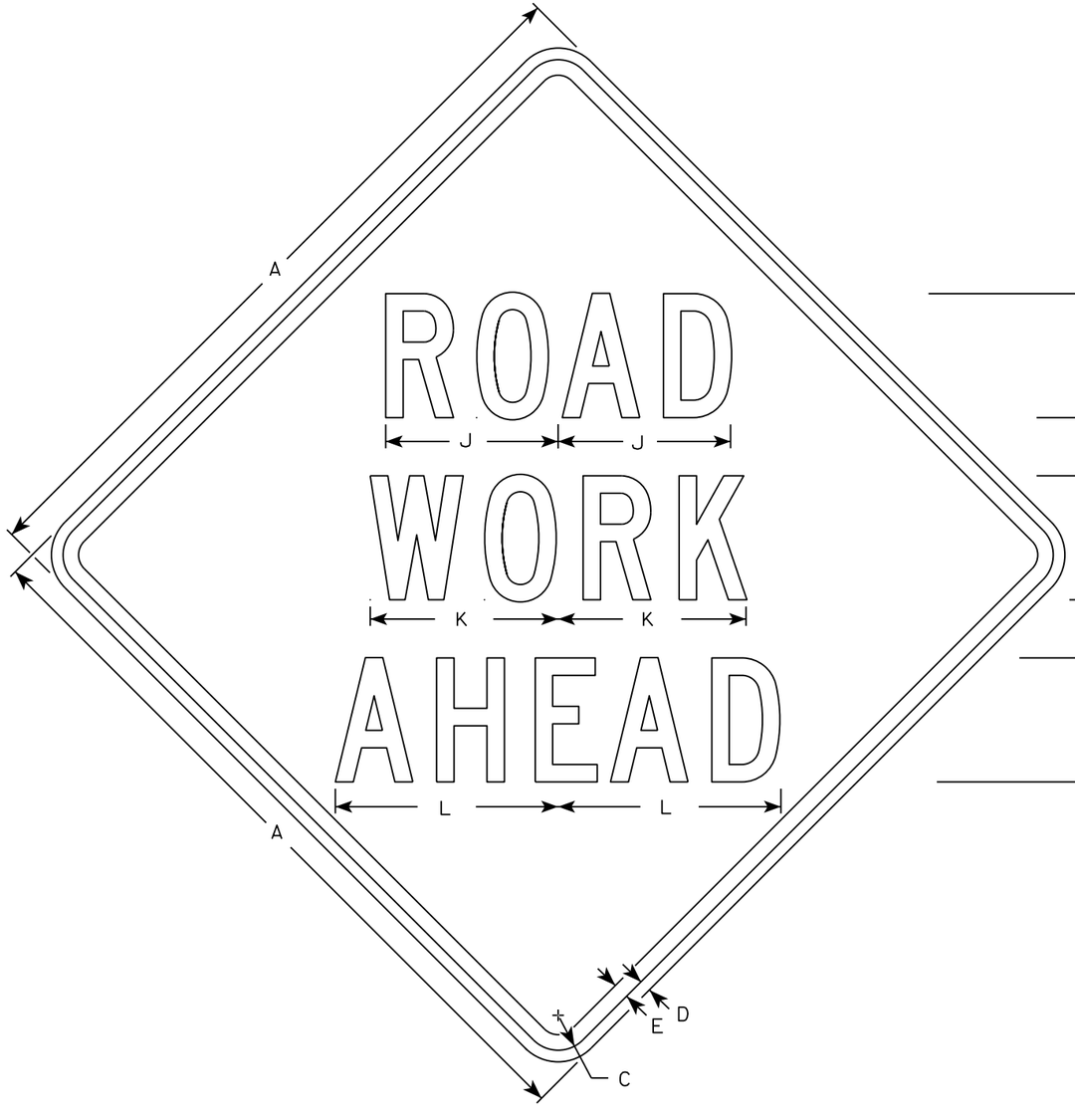
STANDARD SIGN
W3-3

WISCONSIN DEPT OF TRANSPORTATION

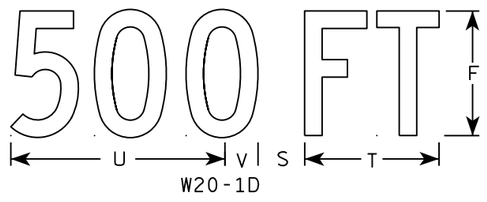
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-3.11

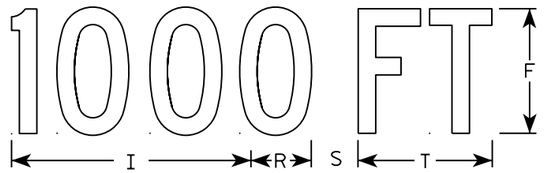
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 431 | E



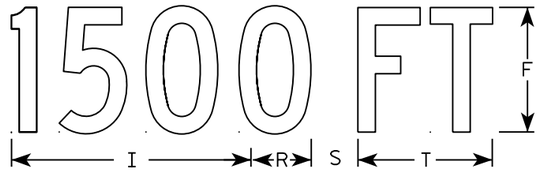
W20-1A



W20-1D



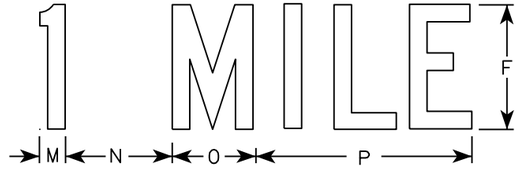
W20-1C



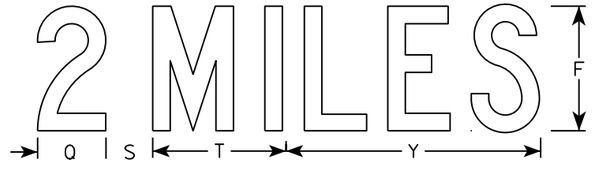
W20-1B



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

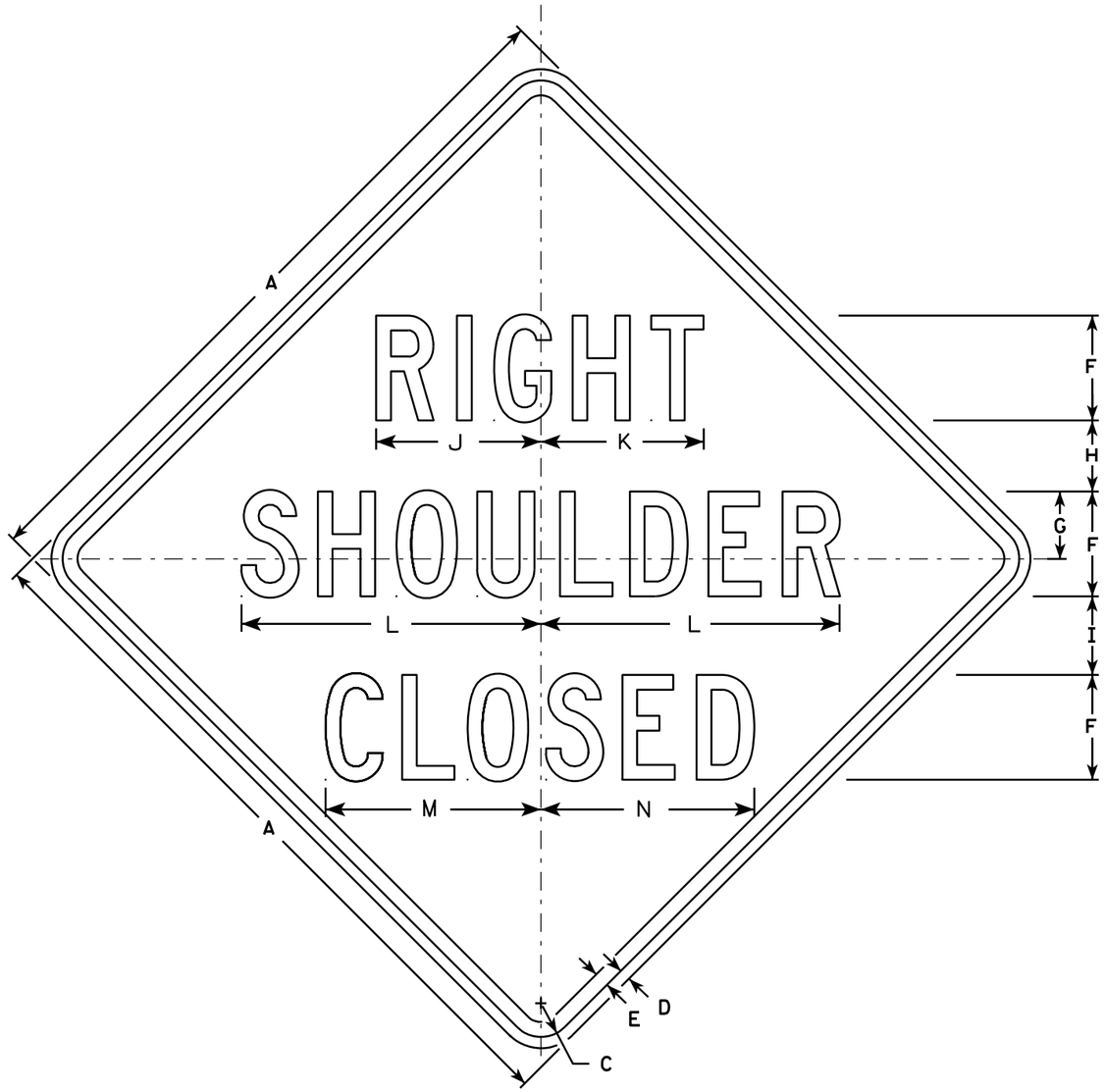
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/07/15 PLATE NO. W20-1.10

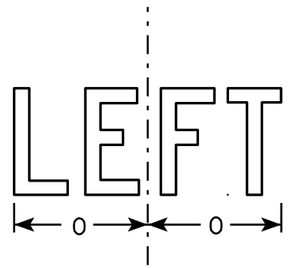
PROJECT NO:

SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 01-DEC-2015 18:24 PLOT BY : $$ plotuser $$



W21-5A



W21-5AL

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 - 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	36		1 5/8	5/8	3/4	5	3 3/8	3 1/2	4	7 7/8	7 3/4	14 1/4	10 1/4	10 1/8	6 1/4												9.0
2S	48		2 1/4	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
2M	48		2 1/4	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
3	48		2 1/4	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
4	48		2 1/4	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
5	48		2 1/4	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0

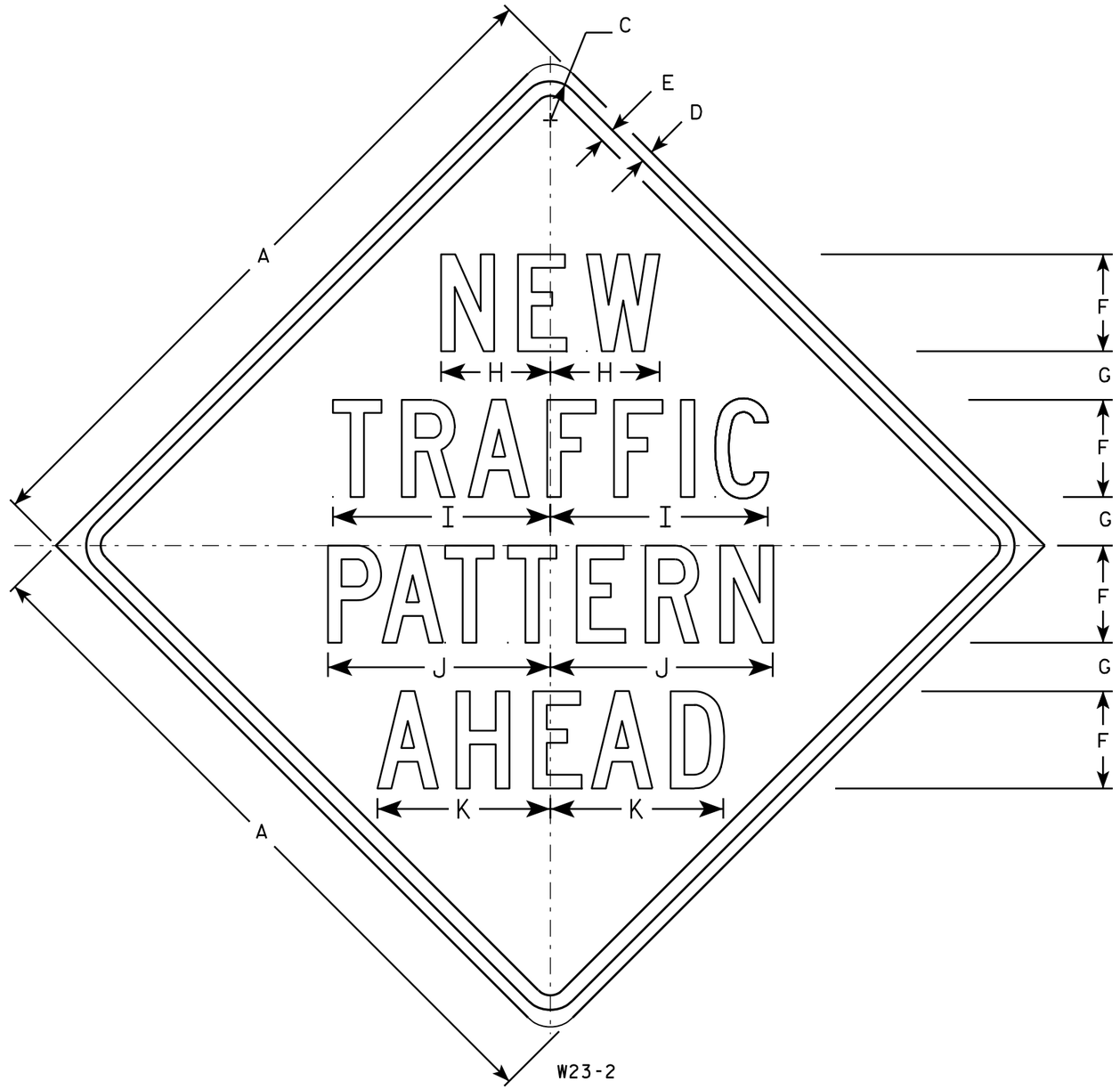
STANDARD SIGN
W21-5A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/11 PLATE NO. W21-5A.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 433 | E



NOTES

1. Sign isType II - Type F Reflective - reference WIS DOT Standard Specification forHIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36		1 5/8	5/8	3/4	5	2 1/2	5 5/8	11 1/4	11 1/2	8 7/8																9.0
2M	36		1 5/8	5/8	3/4	5	2 1/2	5 5/8	11 1/4	11 1/2	8 7/8																9.0
3																											
4																											
5																											

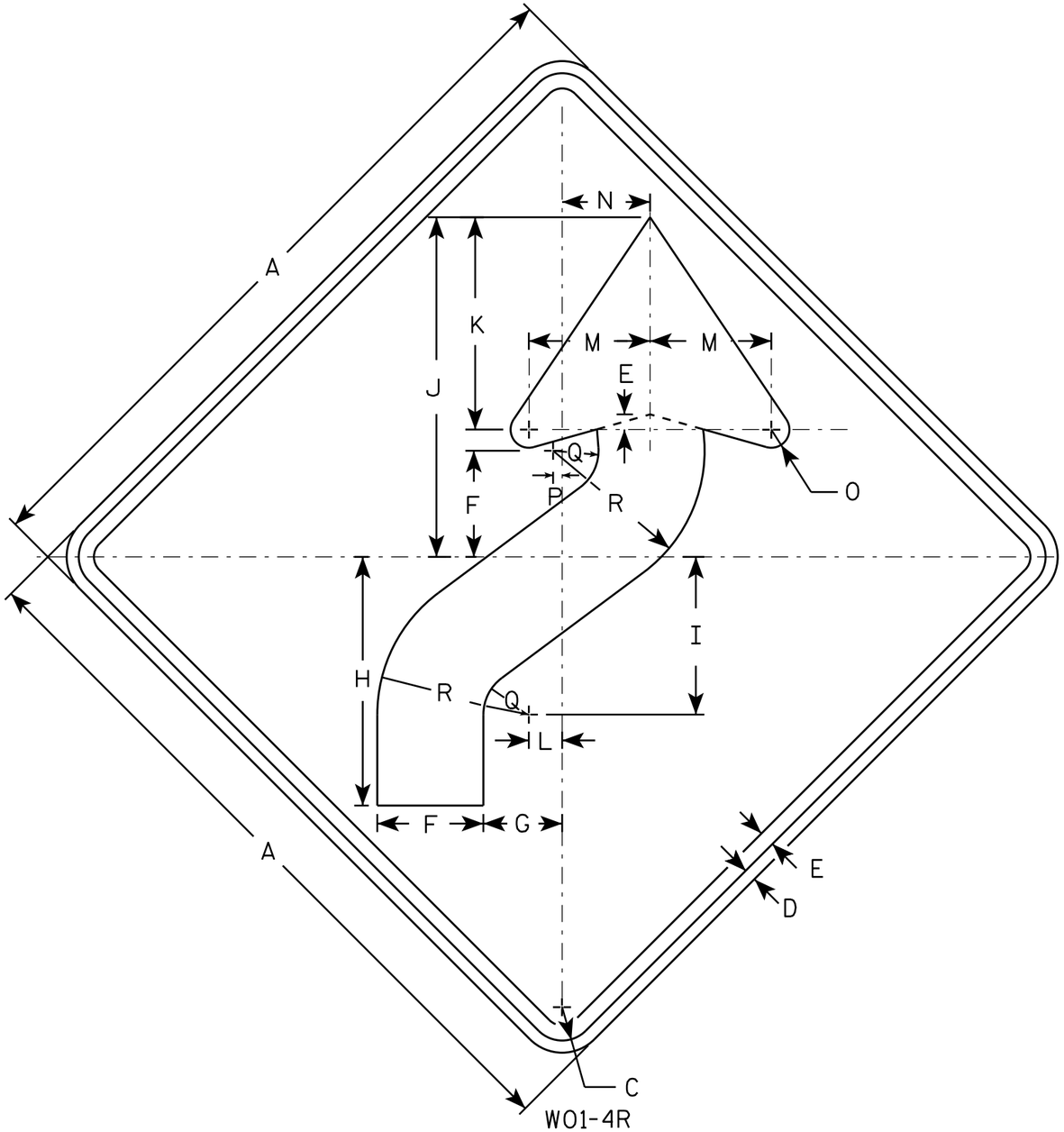
STANDARD SIGN
W23-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W23-2.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 434 | E



W01-4R

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. W01-4L is the same as W01-4R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
2S	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
2M	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
3	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
4	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
5	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

STANDARD SIGN
W01-4

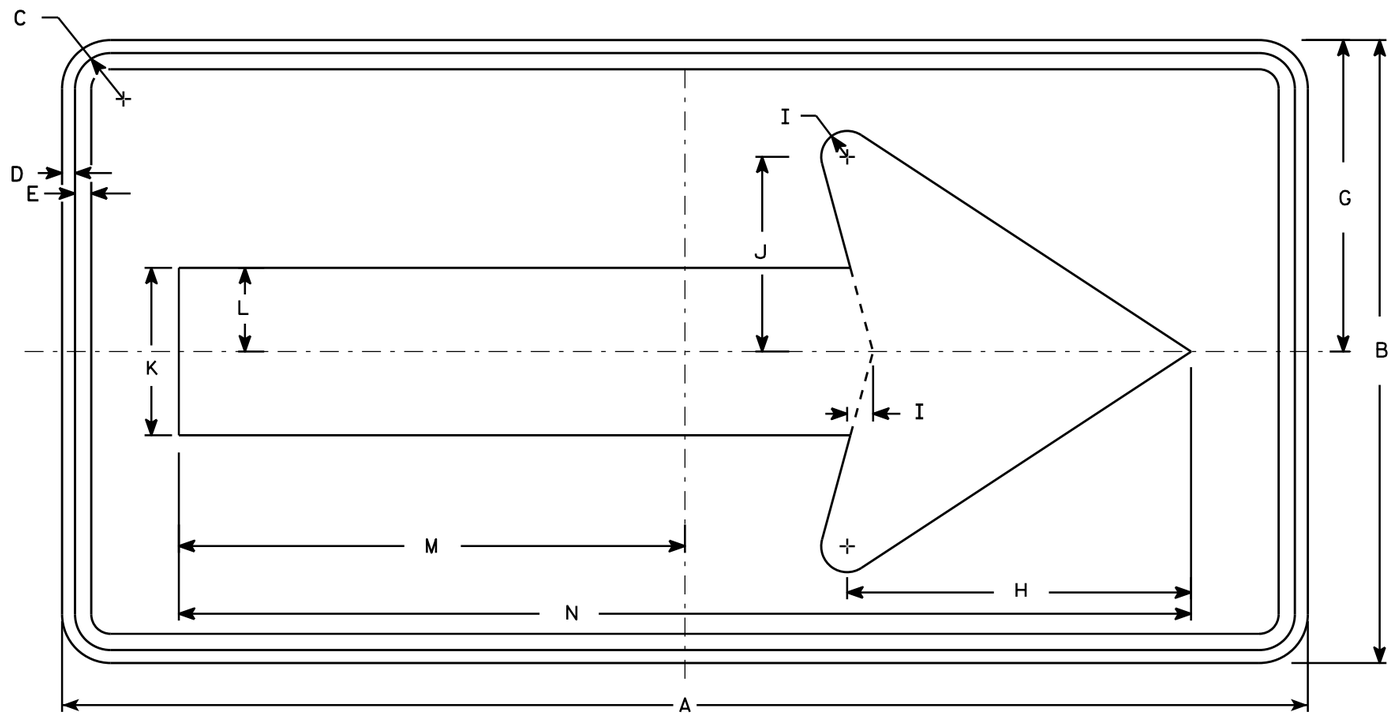
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO W01-4.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W014.DGN PLOT DATE : 28-FEB-2014 11:35 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.755110:1.000000
WISDOT/CADDS SHEET 42



W01-6

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.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

STANDARD SIGN
W01-6

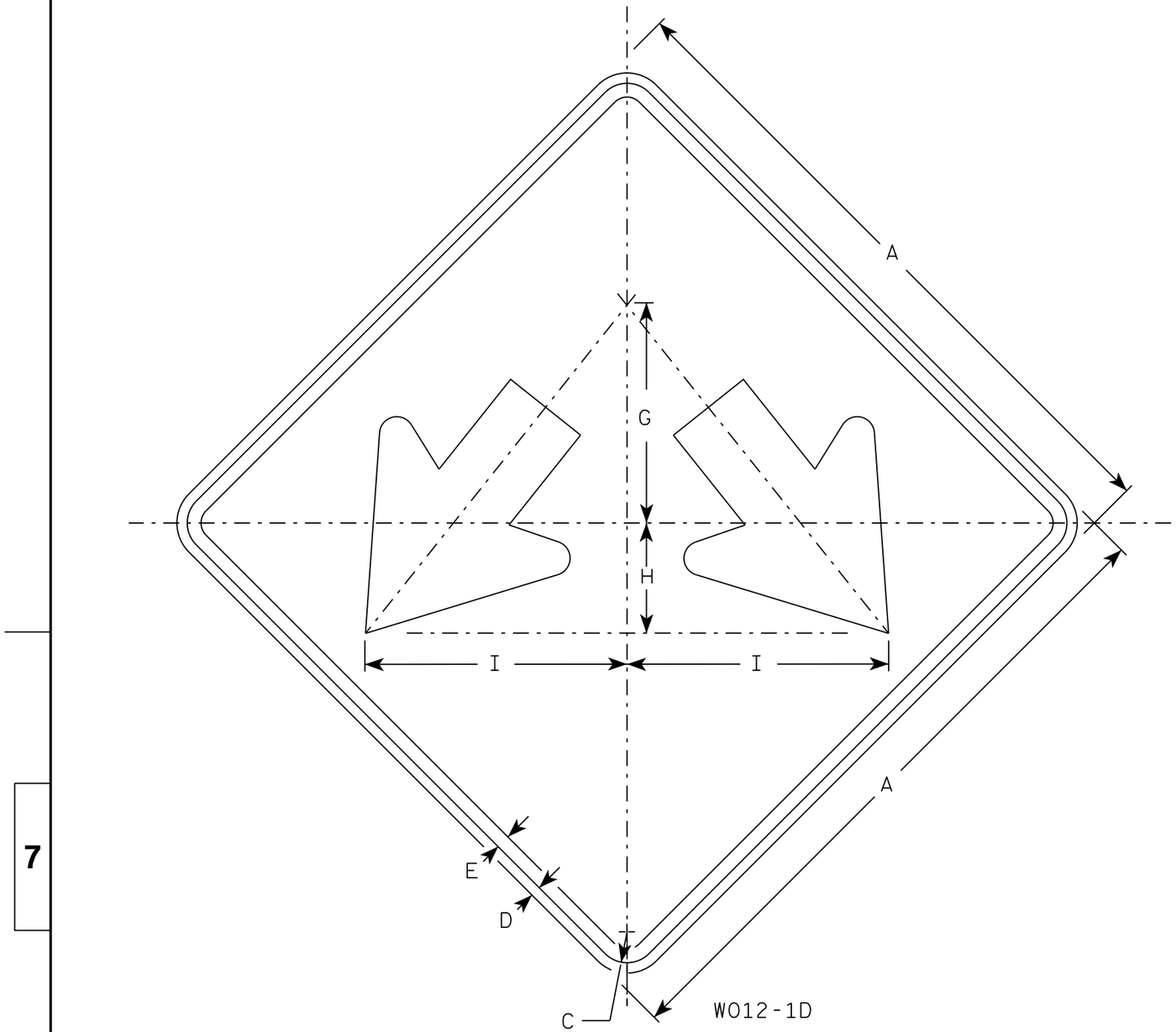
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE W01-6.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

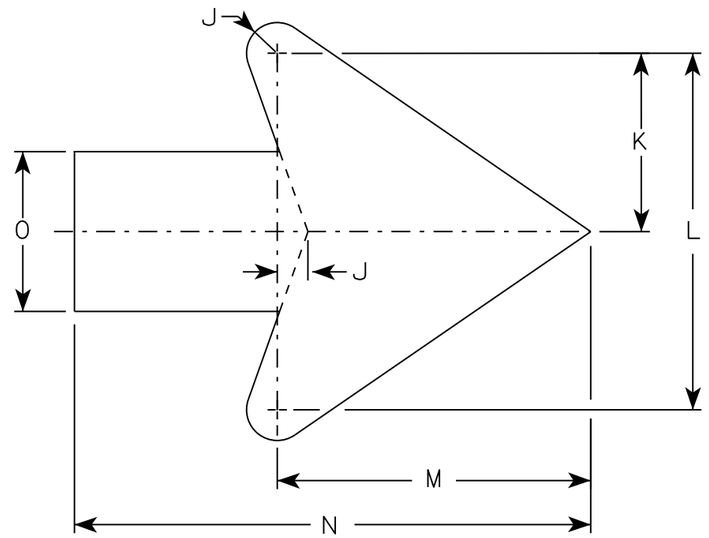
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W016.DGN PLOT DATE : 28-FEB-2014 11:37 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000 WISDOT/CADDS SHEET 42



W012-1D

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	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
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	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

STANDARD SIGN
W012-1D

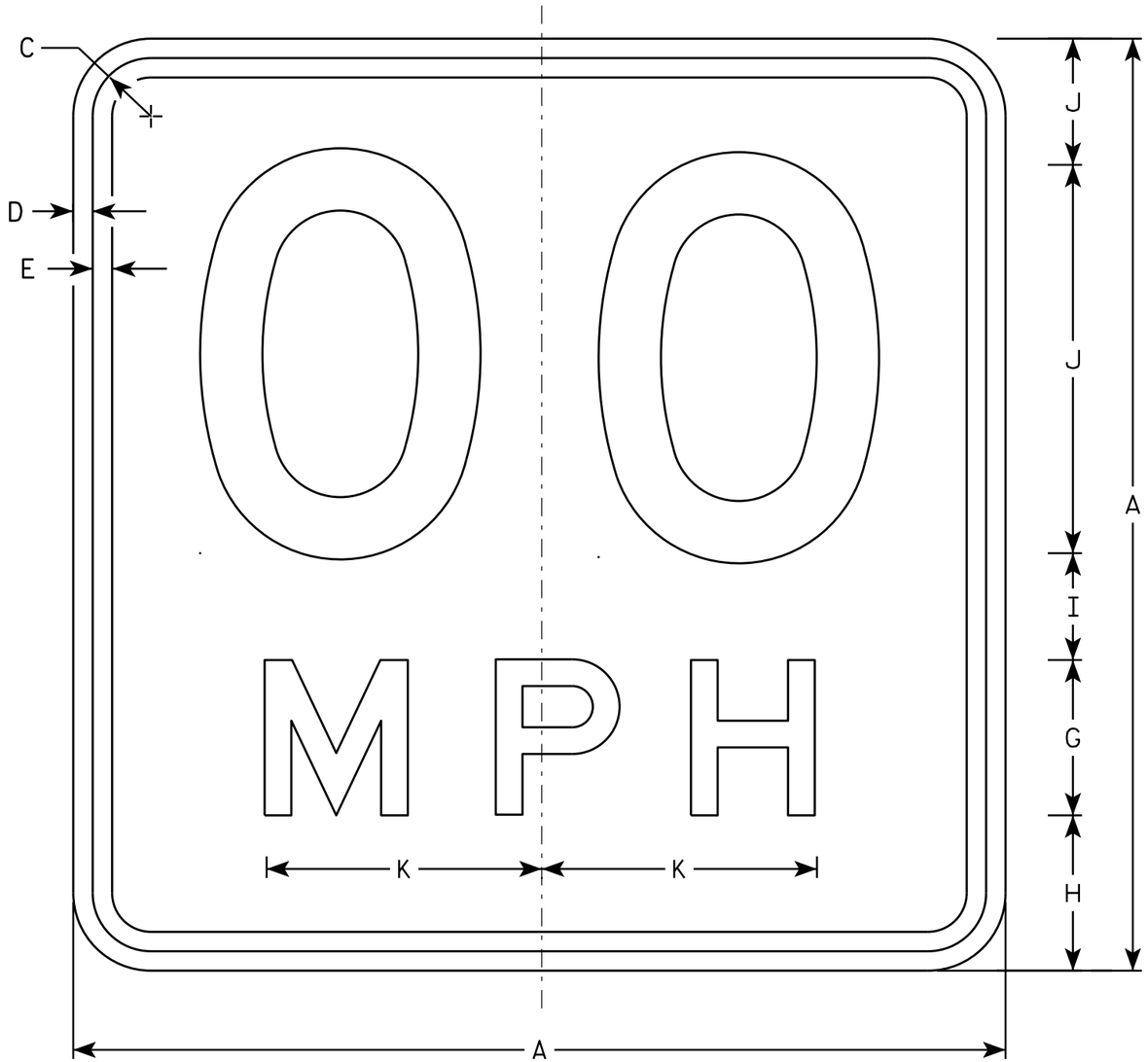
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/28/16 PLATE NO W012-1D.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CADfiles\Projects\tr_stdplate\W0121D.DGN PLOT DATE : 11-AUG-2016 11:28 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 4.621375:1.000000



W013-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	7 1/8																4.00
2S	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
2M	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
3	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

STANDARD SIGN
W013-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/21/13 PLATE 438 W013-1.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W0131.DGN PLOT DATE : 02-DEC-2013 13:55 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 3.794391:1.000000
WISDOT/CADDS SHEET 42

PROJECT 2704-00-77

CTH KR STAGE 1A

STATION		Real Station	Distance	AREA (SF)			Incremental Vol (CY)			Cumulative Vol (CY)			Mass Ordinate
				Cut	Fill	EBS	Cut	Fill	EBS	Cut	Fill	EBS	
364+00.00	AH	36400.00	0.00	14.4	21.5	0.0	0	0	0	0	0	0	0
364+50.00		36450.00	50.00	36	0.4	0.0	47	20	0	47	20	0	26
365+00.00		36500.00	50.00	16.9	17	0.0	49	16	0	96	36	0	59
365+50.00		36550.00	50.00	18.6	14.3	0.0	33	29	0	129	65	0	63
366+00.00		36600.00	50.00	21.3	14.6	0.0	37	27	0	165	92	0	73
366+50.00		36650.00	50.00	13.4	21.3	0.0	32	33	0	198	125	0	72
367+00.00		36700.00	50.00	10.6	19.6	0.0	22	38	0	220	163	0	57
367+50.00		36750.00	50.00	9.1	20.3	0.0	18	37	0	238	200	0	38
368+00.00		36800.00	50.00	10	23.4	0.0	18	40	0	256	241	0	15
368+50.00	BK	36850.00	50.00	0.4	42.7	0.0	10	61	0	265	302	0	-36
						Column totals	265	302	0				-36

NOTE: 6 CY (NOT SHOWN IN THIS TABLE) OF EMBANKMENT REQUIRED FOR TEMPORARY BERMS (2 @ 3 CY EACH) - REFER TO STREAM RELOCATION CONSTRUCTION DETAILS

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PROJECT 2704-00-77

CTH KR STAGE 1B

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY)			Cumulative Vol (CY)			Mass Ordinate
			Cut	Fill	EBS	Cut	Fill	EBS	Cut	Fill	EBS	
364+00.00 AH	36400.00	0.00	0	544.1	0.0	0	0	0	0	0	0	0
364+50.00	36450.00	50.00	0	514.3	0.0	0	980	0	0	980	0	-980
365+00.00	36500.00	50.00	0	521.5	0.0	0	959	0	0	1939	0	-1939
365+50.00	36550.00	50.00	0	571.3	0.0	0	1012	0	0	2951	0	-2951
366+00.00	36600.00	50.00	0	517.8	0.0	0	1008	0	0	3959	0	-3959
366+50.00	36650.00	50.00	0	505.4	0.0	0	947	0	0	4907	0	-4907
367+00.00	36700.00	50.00	0	528.6	0.0	0	957	0	0	5864	0	-5864
367+50.00	36750.00	50.00	0	518.3	0.0	0	969	0	0	6834	0	-6834
368+00.00	36800.00	50.00	0	402.5	0.0	0	853	0	0	7686	0	-7686
368+50.00	36850.00	50.00	0	237.9	0.0	0	593	0	0	8279	0	-8279
369+00.00	36900.00	50.00	0	167	0.0	0	375	0	0	8654	0	-8654
369+50.00	36950.00	50.00	18.3	90.8	0.0	17	239	0	17	8893	0	-8876
370+00.00	37000.00	50.00	33.6	85.5	0.0	48	163	0	65	9056	0	-8991
370+50.00	37050.00	50.00	8.8	94.6	0.0	39	167	0	104	9223	0	-9118
371+00.00	37100.00	50.00	0.6	120.6	0.0	9	199	0	113	9422	0	-9309
371+50.00	37150.00	50.00	0.5	126.5	0.0	1	229	0	114	9651	0	-9537
372+00.00	37200.00	50.00	0.8	130.5	0.0	1	238	0	115	9889	0	-9774
372+50.00	37250.00	50.00	0	188.3	0.0	1	295	0	116	10184	0	-10068
373+00.00	37300.00	50.00	0	243.5	0.0	0	400	0	116	10584	0	-10468
373+50.00	37350.00	50.00	0	271	0.0	0	476	0	116	11060	0	-10944
374+00.00	37400.00	50.00	0	186.4	0.0	0	424	0	116	11484	0	-11368
374+50.00	37450.00	50.00	0	52.6	0.0	0	221	0	116	11705	0	-11589
375+00.00	37500.00	50.00	18.1	16.8	0.0	17	64	0	133	11769	0	-11636
375+50.00	37550.00	50.00	79.5	1.9	0.0	90	17	0	223	11786	0	-11563
376+00.00	37600.00	50.00	64.7	7.7	0.0	134	9	0	357	11795	0	-11439
376+50.00	37650.00	50.00	0	249.6	0.0	60	238	0	416	12034	0	-11617
377+00.00	37700.00	50.00	0	636.3	0.0	0	820	0	416	12854	0	-12437
377+50.00	37750.00	50.00	0	643.1	0.0	0	1185	0	416	14039	0	-13622
378+00.00	37800.00	50.00	0	621.5	0.0	0	1171	0	416	15209	0	-14793
378+50.00	37850.00	50.00	0	517.6	0.0	0	1055	0	416	16264	0	-15848
379+00.00	37900.00	50.00	0	332.9	0.0	0	788	0	416	17052	0	-16635
379+50.00	37950.00	50.00	0	240.8	0.0	0	531	0	416	17583	0	-17166
380+00.00	38000.00	50.00	47	97.9	0.0	44	314	0	460	17896	0	-17436
380+50.00	38050.00	50.00	70.7	60.2	0.0	109	146	0	569	18043	0	-17474
381+00.00	38100.00	50.00	89.2	39.4	0.0	148	92	0	717	18135	0	-17418
381+50.00	38150.00	50.00	103.3	29.9	0.0	178	64	0	895	18199	0	-17304
382+00.00	38200.00	50.00	136.8	10.4	0.0	222	37	0	1118	18237	0	-17119
382+50.00	38250.00	50.00	175.1	0.4	0.0	289	10	0	1406	18247	0	-16840
383+00.00 BK	38300.00	50.00	189.2	2.3	0.0	337	3	0	1744	18249	0	-16505
					Column totals	1744	18249	0				-16505

PROJECT 2704-00-77

CTH KR STAGE 2

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY)			Cumulative Vol (CY)			Mass Ordinate
			Cut	Fill	EBS	Cut	Fill	EBS	Cut	Fill	EBS	
364+00.00 AH	36400.00	0.00	0	190.1	0.0	0	0	0	0	0	0	0
364+50.00	36450.00	50.00	0	164.7	0.0	0	329	0	0	329	0	-329
365+00.00	36500.00	50.00	0.2	253.1	0.0	0	387	0	0	715	0	-715
365+50.00	36550.00	50.00	2.3	242.3	0.0	2	459	0	3	1174	0	-1172
366+00.00	36600.00	50.00	1.8	226.5	0.0	4	434	0	6	1608	0	-1602
366+50.00	36650.00	50.00	1.2	226.4	0.0	3	419	0	9	2028	0	-2018
367+00.00	36700.00	50.00	1.3	216	0.0	2	410	0	11	2437	0	-2426
367+50.00	36750.00	50.00	3.2	229.4	0.0	4	412	0	16	2850	0	-2834
368+00.00	36800.00	50.00	5.6	221.6	0.0	8	418	0	24	3267	0	-3243
368+50.00	36850.00	50.00	5.5	194.2	0.0	10	385	0	34	3652	0	-3618
369+00.00	36900.00	50.00	3.8	53.7	0.0	9	230	0	43	3882	0	-3839
369+50.00	36950.00	50.00	26.8	27.7	0.0	28	75	0	71	3957	0	-3886
370+00.00	37000.00	50.00	11.3	17.2	0.0	35	42	0	106	3999	0	-3892
370+50.00	37050.00	50.00	7.7	159.2	0.0	18	163	0	124	4162	0	-4038
371+00.00	37100.00	50.00	10.7	155.9	0.0	17	292	0	141	4454	0	-4313
371+50.00	37150.00	50.00	8.3	167.5	0.0	18	299	0	158	4753	0	-4595
372+00.00	37200.00	50.00	8.4	176.4	0.0	15	318	0	174	5072	0	-4898
372+50.00	37250.00	50.00	10.2	173.7	0.0	17	324	0	191	5396	0	-5205
373+00.00	37300.00	50.00	13.6	168.4	0.0	22	317	0	213	5713	0	-5499
373+50.00	37350.00	50.00	22.2	121	0.0	33	268	0	246	5980	0	-5734
374+00.00	37400.00	50.00	28.3	97.9	0.0	47	203	0	293	6183	0	-5890
374+50.00	37450.00	50.00	32.8	74.9	0.0	57	160	0	350	6343	0	-5994
375+00.00	37500.00	50.00	95.3	92	0.0	119	155	0	468	6498	0	-6029
375+50.00	37550.00	50.00	139	56.9	0.0	217	138	0	685	6636	0	-5950
376+00.00	37600.00	50.00	43.1	160.2	0.0	169	201	0	854	6837	0	-5983
376+50.00	37650.00	50.00	0	350.3	0.0	40	473	0	894	7309	0	-6416
377+00.00	37700.00	50.00	0	527.8	0.0	0	813	0	894	8122	0	-7229
377+50.00	37750.00	50.00	0	476.3	0.0	0	930	0	894	9052	0	-8158
378+00.00	37800.00	50.00	0	464.5	0.0	0	871	0	894	9923	0	-9029
378+50.00	37850.00	50.00	0	388.8	0.0	0	790	0	894	10713	0	-9820
379+00.00	37900.00	50.00	0	381	0.0	0	713	0	894	11426	0	-10532
379+50.00	37950.00	50.00	3.3	383.5	0.0	3	708	0	897	12134	0	-11237
380+00.00	38000.00	50.00	13.4	181.1	0.0	15	523	0	912	12657	0	-11744
380+50.00	38050.00	50.00	36.3	123.4	0.0	46	282	0	958	12939	0	-11980
381+00.00	38100.00	50.00	72.6	56.4	0.0	101	166	0	1059	13105	0	-12046
381+50.00	38150.00	50.00	133.3	17.1	0.0	191	68	0	1250	13173	0	-11923
382+00.00	38200.00	50.00	199.3	8.3	0.0	308	24	0	1558	13197	0	-11639
382+50.00	38250.00	50.00	299.7	0.3	0.0	462	8	0	2020	13205	0	-11185
383+00.00 BK	38300.00	50.00	397.3	0	0.0	645	0	0	2665	13205	0	-10540
		Column totals				2665	13205	0				-10540

PROJECT 2704-00-77

113TH AVENUE - STAGE 2

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY)			Cumulative Vol (CY)			Mass Ordinate
			Cut	Fill	EBS	Cut	Fill	EBS	Cut	Fill	EBS	
12+50 AH	1250.00	0.00	30.8	0.1	0.0	0	0	0	0	0	0	0
13+00	1300.00	50.00	29	6.1	0.0	55	6	0	55	6	0	50
13+50	1350.00	50.00	3.5	5.6	0.0	30	11	0	85	17	0	69
14+00 BK	1400.00	50.00	0	62	0.0	0	115	0	85	131	0	-46
					Column totals	85	131	0				-46

PROJECT 3763-00-73

CTH KR STAGE 1

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY)			Cumulative Vol (CY)			Mass Ordinate
			Cut	Fill	EBS	Cut	Fill	EBS	Cut	Fill	EBS	
383+00 AH	38300.00	0.00	189	2	0	0	0	0	0	0	0	0
383+50	38350.00	50.00	177	7	0	339	9	0	339	9	0	331
384+00	38400.00	50.00	143	26	0	296	31	0	635	39	0	596
384+50	38450.00	50.00	103	53	0	227	74	0	862	113	0	750
385+00	38500.00	50.00	52	95	0	144	137	0	1006	249	0	756
385+50	38550.00	50.00	2	173	0	50	247	0	1056	497	0	559
386+00	38600.00	50.00	0	300	0	2	438	0	1059	935	0	124
386+50	38650.00	50.00	0	460	0	0	704	0	1059	1638	0	-580
387+00	38700.00	50.00	0	631	0	0	1011	0	1059	2649	0	-1590
387+50	38750.00	50.00	0	775	0	0	1302	0	1059	3951	0	-2893
388+00	38800.00	50.00	0	839	0	0	1494	0	1059	5446	0	-4387
388+50	38850.00	50.00	0	852	0	0	1566	0	1059	7012	0	-5953
389+00	38900.00	50.00	0	863	0	0	1588	0	1059	8600	0	-7541
389+50	38950.00	50.00	0	762	0	0	1504	0	1059	10103	0	-9045
390+00	39000.00	50.00	0	650	0	0	1307	0	1059	11410	0	-10352
390+50	39050.00	50.00	0	444	0	0	1013	0	1059	12423	0	-11365
391+00	39100.00	50.00	0	383	0	0	766	0	1059	13190	0	-12131
391+50	39150.00	50.00	0	343	0	0	672	0	1059	13862	0	-12803
392+00	39200.00	50.00	0	285	0	0	581	0	1059	14442	0	-13384
392+50	39250.00	50.00	0	208	0	0	456	0	1059	14898	0	-13840
393+00	39300.00	50.00	22	106	0	20	291	0	1079	15189	0	-14110
393+50	39350.00	50.00	0	337	0	20	410	0	1099	15599	0	-14500
394+00	39400.00	50.00	0	613	0	0	879	0	1099	16478	0	-15379
394+50	39450.00	50.00	0	896	0	0	1398	0	1099	17876	0	-16776
395+00	39500.00	50.00	0	1037	0	0	1790	0	1099	19666	0	-18567
395+50	39550.00	50.00	0	972	0	0	1860	0	1099	21526	0	-20427
396+00	39600.00	50.00	0	882	0	0	1716	0	1099	23243	0	-22143
396+50	39650.00	50.00	0	760	0	0	1520	0	1099	24763	0	-23663
397+00	39700.00	50.00	0	677	0	0	1330	0	1099	26093	0	-24993
397+50	39750.00	50.00	0	675	0	0	1252	0	1099	27344	0	-26245
398+00	39800.00	50.00	0	709	0	0	1282	0	1099	28626	0	-27527
398+50	39850.00	50.00	0	786	0	0	1384	0	1099	30011	0	-28911
399+00	39900.00	50.00	0	828	0	0	1494	0	1099	31505	0	-30405
399+50	39950.00	50.00	0	836	0	0	1540	0	1099	33045	0	-31946
400+00	40000.00	50.00	0	768	0	0	1485	0	1099	34530	0	-33430

PROJECT 3763-00-73

CTH KR STAGE 1

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY)			Cumulative Vol (CY)			Mass Ordinate
			Cut	Fill	EBS	Cut	Fill	EBS	Cut	Fill	EBS	
400+50	40050.00	50.00	0	638	0	0	1302	0	1099	35832	0	-34732
401+00	40100.00	50.00	0	453	0	0	1011	0	1099	36842	0	-35743
401+50	40150.00	50.00	0	375	0	0	767	0	1099	37609	0	-36510
402+00	40200.00	50.00	0	297	0	0	622	0	1099	38231	0	-37132
402+50	40250.00	50.00	0	223	0	0	482	0	1099	38713	0	-37613
403+00	40300.00	50.00	0	226	0	0	416	0	1099	39129	0	-38030
403+50	40350.00	50.00	0	259	0	0	450	0	1099	39579	0	-38479
404+00	40400.00	50.00	0	286	0	0	505	0	1099	40084	0	-38984
404+50	40450.00	50.00	0	348	0	0	587	0	1099	40671	0	-39571
405+00	40500.00	50.00	0	383	0	0	677	0	1099	41348	0	-40248
405+50	40550.00	50.00	0	370	0	0	697	0	1099	42044	0	-40945
406+00	40600.00	50.00	0	305	0	0	624	0	1099	42669	0	-41569
406+50	40650.00	50.00	0	224	0	0	490	0	1099	43158	0	-42059
407+00	40700.00	50.00	0	174	0	0	368	0	1099	43527	0	-42427
407+50	40750.00	50.00	12	90	0	11	244	0	1111	43771	0	-42660
408+00	40800.00	50.00	29	70	0	38	148	0	1148	43919	0	-42770
408+50	40850.00	50.00	27	90	0	52	148	0	1200	44066	0	-42866
409+00	40900.00	50.00	11	82	0	35	159	0	1236	44226	0	-42990
409+50	40950.00	50.00	3	88	0	13	158	0	1248	44384	0	-43135
410+00	41000.00	50.00	28	6	0	28	87	0	1277	44471	0	-43194
410+50	41050.00	50.00	80	7	0	100	12	0	1376	44483	0	-43107
411+00	41100.00	50.00	44	8	0	115	14	0	1491	44497	0	-43005
411+50	41150.00	50.00	61	53	0	97	56	0	1589	44552	0	-42963
412+00	41200.00	50.00	63	49	0	115	94	0	1704	44646	0	-42943
412+50	41250.00	50.00	48	60	0	103	101	0	1806	44747	0	-42941
413+00	41300.00	50.00	32	52	0	74	104	0	1880	44851	0	-42971
413+50	41350.00	50.00	51	42	0	77	88	0	1957	44939	0	-42982
414+00	41400.00	50.00	73	33	0	115	70	0	2072	45009	0	-42937
414+50	41450.00	50.00	96	27	0	156	56	0	2228	45064	0	-42836
415+00	41500.00	50.00	115	24	0	195	47	0	2423	45112	0	-42689
415+50	41550.00	50.00	132	23	0	229	43	0	2652	45155	0	-42503
416+00	41600.00	50.00	144	18	0	256	37	0	2908	45192	0	-42285
416+50	41650.00	50.00	126	17	0	250	32	0	3158	45224	0	-42066
417+00	41700.00	50.00	106	13	0	215	27	0	3373	45251	0	-41878
417+50	41750.00	50.00	66	41	0	159	49	0	3532	45300	0	-41768
418+00	41800.00	50.00	18	84	0	78	115	0	3609	45416	0	-41806
418+50	41850.00	50.00	0	132	0	17	200	0	3626	45616	0	-41989
419+00	41900.00	50.00	0	175	0	0	284	0	3627	45900	0	-42273
419+50	41950.00	50.00	0	187	0	0	336	0	3627	46235	0	-42609
420+00	42000.00	50.00	57	78	0	53	246	0	3680	46481	0	-42801

PROJECT 3763-00-73

CTH KR STAGE 1

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY)			Cumulative Vol (CY)			Mass Ordinate
			Cut	Fill	EBS	Cut	Fill	EBS	Cut	Fill	EBS	
420+50	42050.00	50.00	115	20	0	160	91	0	3839	46572	0	-42733
421+00	42100.00	50.00	105	28	0	204	45	0	4044	46616	0	-42573
421+50	42150.00	50.00	205	0	0	287	26	0	4331	46643	0	-42312
422+00	42200.00	50.00	151	0	0	329	0	0	4660	46643	0	-41983
422+50	42250.00	50.00	178	0	0	305	0	0	4964	46643	0	-41679
423+00	42300.00	50.00	159	0	0	312	0	0	5276	46643	0	-41367
423+50	42350.00	50.00	142	14	0	278	13	0	5555	46656	0	-41101
424+00	42400.00	50.00	119	27	0	242	37	0	5796	46693	0	-40897
424+50	42450.00	50.00	85	48	0	189	69	0	5985	46762	0	-40777
425+00	42500.00	50.00	66	56	0	140	97	0	6125	46859	0	-40734
425+50	42550.00	50.00	27	86	0	86	131	0	6211	46990	0	-40780
426+00	42600.00	50.00	28	85	0	51	158	0	6262	47149	0	-40887
426+50	42650.00	50.00	39	86	0	62	159	0	6324	47308	0	-40984
427+00	42700.00	50.00	85	57	0	115	132	0	6438	47440	0	-41001
427+50	42750.00	50.00	111	38	0	181	88	0	6620	47527	0	-40908
428+00	42800.00	50.00	120	37	0	213	69	0	6833	47596	0	-40763
428+50	42850.00	50.00	131	36	0	232	68	0	7065	47664	0	-40599
429+00	42900.00	50.00	129	41	0	240	72	0	7305	47736	0	-40431
429+50	42950.00	50.00	105	57	0	216	91	0	7522	47827	0	-40305
430+00	43000.00	50.00	75	76	0	166	123	0	7688	47950	0	-40262
430+50	43050.00	50.00	51	100	0	116	163	0	7805	48113	0	-40308
431+00	43100.00	50.00	30	116	0	75	200	0	7880	48313	0	-40433
431+50	43150.00	50.00	33	116	0	58	215	0	7938	48528	0	-40590
432+00	43200.00	50.00	25	133	0	53	231	0	7991	48758	0	-40767
432+50	43250.00	50.00	8	163	0	30	274	0	8021	49032	0	-41011
433+00	43300.00	50.00	1	197	0	8	334	0	8029	49366	0	-41337
433+50	43350.00	50.00	0	238	0	1	403	0	8029	49769	0	-41739
434+00	43400.00	50.00	5	178	0	5	385	0	8034	50154	0	-42120
434+50	43450.00	50.00	21	137	0	24	291	0	8058	50445	0	-42387
435+00	43500.00	50.00	54	3	0	69	129	0	8127	50574	0	-42447
435+50	43550.00	50.00	67	7	0	113	8	0	8240	50583	0	-42343
436+00	43600.00	50.00	139	0	0	191	6	0	8431	50589	0	-42157
436+50	43650.00	50.00	214	0	0	327	0	0	8758	50589	0	-41831
437+00	43700.00	50.00	140	35	0	327	33	0	9085	50621	0	-41536
437+50	43750.00	50.00	113	47	0	234	76	0	9319	50698	0	-41378
438+00	43800.00	50.00	81	65	0	180	104	0	9499	50802	0	-41303
438+50	43850.00	50.00	51	81	0	122	135	0	9621	50937	0	-41316
439+00	43900.00	50.00	47	88	0	91	156	0	9711	51093	0	-41382
439+50	43950.00	50.00	1	195	0	44	261	0	9756	51355	0	-41599
440+00	44000.00	50.00	0	244	0	0	406	0	9756	51761	0	-42005

PROJECT 3763-00-73

CTH KR STAGE 1

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY)			Cumulative Vol (CY)			Mass Ordinate
			Cut	Fill	EBS	Cut	Fill	EBS	Cut	Fill	EBS	
440+50	44050.00	50.00	0	220	0	0	430	0	9756	52191	0	-42435
441+00	44100.00	50.00	0	163	0	0	354	0	9756	52546	0	-42790
441+50	44150.00	50.00	26	104	0	24	246	0	9780	52792	0	-43012
442+00	44200.00	50.00	20	89	0	43	178	0	9823	52971	0	-43148
442+50	44250.00	50.00	52	59	0	67	137	0	9890	53107	0	-43218
443+00	44300.00	50.00	74	60	0	116	110	0	10006	53217	0	-43211
443+50	44350.00	50.00	45	68	0	110	118	0	10116	53335	0	-43219
444+00	44400.00	50.00	22	70	0	62	128	0	10178	53462	0	-43284
444+50	44450.00	50.00	50	48	0	67	109	0	10245	53572	0	-43326
445+00	44500.00	50.00	69	42	0	110	83	0	10355	53655	0	-43300
445+50	44550.00	50.00	29	81	0	90	113	0	10445	53768	0	-43323
446+00	44600.00	50.00	8	86	0	34	155	0	10479	53923	0	-43444
446+50	44650.00	50.00	7	94	0	14	167	0	10492	54090	0	-43598
447+00 BK	44700.00	50.00	0	142	0	7	218	0	10485	54141	0	-43656
				Column totals		10499	54308	0				-43656

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PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	EARTHWORK DATA: CTH KR	SHEET: 446	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Plansheets\37630073\090101_EW.ppt PLOT DATE : 7/31/2018 10:57:07 PM PLOT BY : BRIAN C. ADAMS PLOT NAME : 090101_EW1 PLOT SCALE : 1:1

PROJECT 3763-00-73

CTH KR STAGE 2

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY)			Cumulative Vol (CY)			Mass Ordinate
			Cut	Fill	EBS	Cut	Fill	EBS	Cut	Fill	EBS	
383+00 AH	38300.00	0.00	397	0	0	0	0	0	0	0	0	0
383+50	38350.00	50.00	399	0	0	737	0	0	737	0	0	737
384+00	38400.00	50.00	360	0	0	703	0	0	1440	0	0	1440
384+50	38450.00	50.00	299	0	0	611	0	0	2051	0	0	2051
385+00	38500.00	50.00	189	2	0	452	2	0	2503	2	0	2501
385+50	38550.00	50.00	77	54	0	246	52	0	2750	54	0	2696
386+00	38600.00	50.00	15	195	0	85	230	0	2835	284	0	2551
386+50	38650.00	50.00	0	352	0	14	506	0	2849	790	0	2059
387+00	38700.00	50.00	0	511	0	0	799	0	2849	1589	0	1260
387+50	38750.00	50.00	0	537	0	0	971	0	2849	2560	0	289
388+00	38800.00	50.00	0	548	0	0	1004	0	2849	3565	0	-716
388+50	38850.00	50.00	0	551	0	0	1017	0	2849	4582	0	-1733
389+00	38900.00	50.00	0	556	0	0	1025	0	2849	5607	0	-2758
389+50	38950.00	50.00	0	556	0	0	1030	0	2849	6637	0	-3788
390+00	39000.00	50.00	0	498	0	0	976	0	2849	7613	0	-4764
390+50	39050.00	50.00	0	445	0	0	873	0	2849	8486	0	-5637
391+00	39100.00	50.00	0	405	0	0	787	0	2849	9272	0	-6423
391+50	39150.00	50.00	0	385	0	0	731	0	2849	10003	0	-7154
392+00	39200.00	50.00	0	375	0	0	703	0	2849	10707	0	-7858
392+50	39250.00	50.00	0	366	0	0	686	0	2849	11393	0	-8543
393+00	39300.00	50.00	0	349	0	0	662	0	2849	12054	0	-9205
393+50	39350.00	50.00	0	376	0	0	671	0	2849	12726	0	-9876
394+00	39400.00	50.00	0	452	0	0	766	0	2849	13492	0	-10643
394+50	39450.00	50.00	0	599	0	0	973	0	2849	14465	0	-11616
395+00	39500.00	50.00	0	708	0	0	1211	0	2849	15676	0	-12827
395+50	39550.00	50.00	0	648	0	0	1256	0	2849	16931	0	-14082
396+00	39600.00	50.00	0	634	0	0	1187	0	2849	18118	0	-15269
396+50	39650.00	50.00	0	600	0	0	1143	0	2849	19261	0	-16412
397+00	39700.00	50.00	0	606	0	0	1116	0	2849	20378	0	-17528
397+50	39750.00	50.00	0	646	0	0	1159	0	2849	21537	0	-18687
398+00	39800.00	50.00	0	687	0	0	1234	0	2849	22771	0	-19921
398+50	39850.00	50.00	0	705	0	0	1289	0	2849	24060	0	-21210
399+00	39900.00	50.00	0	692	0	0	1293	0	2849	25353	0	-22504
399+50	39950.00	50.00	0	670	0	0	1261	0	2849	26613	0	-23764
400+00	40000.00	50.00	0	598	0	0	1174	0	2849	27787	0	-24938

PROJECT 3763-00-73

CTH KR STAGE 2

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY)			Cumulative Vol (CY)			Mass Ordinate
			Cut	Fill	EBS	Cut	Fill	EBS	Cut	Fill	EBS	
400+50	40050.00	50.00	0	509	0	0	1025	0	2849	28812	0	-25963
401+00	40100.00	50.00	0	426	0	0	865	0	2849	29678	0	-26829
401+50	40150.00	50.00	0	371	0	0	738	0	2849	30416	0	-27566
402+00	40200.00	50.00	2	315	0	2	635	0	2851	31051	0	-28200
402+50	40250.00	50.00	4	265	0	6	538	0	2857	31589	0	-28732
403+00	40300.00	50.00	4	255	0	7	481	0	2864	32070	0	-29206
403+50	40350.00	50.00	3	275	0	6	491	0	2871	32560	0	-29690
404+00	40400.00	50.00	1	307	0	4	539	0	2874	33100	0	-30225
404+50	40450.00	50.00	0	339	0	1	598	0	2875	33697	0	-30822
405+00	40500.00	50.00	0	327	0	0	617	0	2876	34314	0	-31438
405+50	40550.00	50.00	0	307	0	0	587	0	2876	34901	0	-32025
406+00	40600.00	50.00	1	249	0	1	514	0	2876	35415	0	-32539
406+50	40650.00	50.00	5	166	0	5	384	0	2882	35799	0	-32917
407+00	40700.00	50.00	11	125	0	15	269	0	2897	36068	0	-33171
407+50	40750.00	50.00	29	91	0	37	200	0	2934	36268	0	-33333
408+00	40800.00	50.00	46	90	0	69	167	0	3003	36435	0	-33431
408+50	40850.00	50.00	44	93	0	83	169	0	3087	36604	0	-33518
409+00	40900.00	50.00	48	103	0	86	182	0	3172	36786	0	-33614
409+50	40950.00	50.00	30	88	0	72	177	0	3244	36964	0	-33719
410+00	41000.00	50.00	30	104	0	55	178	0	3300	37142	0	-33842
410+50	41050.00	50.00	37	4	0	62	100	0	3362	37242	0	-33880
411+00	41100.00	50.00	20	1	0	52	5	0	3414	37247	0	-33833
411+50	41150.00	50.00	27	126	0	43	118	0	3456	37364	0	-33908
412+00	41200.00	50.00	12	133	0	36	239	0	3492	37603	0	-34111
412+50	41250.00	50.00	13	128	0	23	241	0	3515	37845	0	-34330
413+00	41300.00	50.00	11	126	0	22	236	0	3537	38080	0	-34543
413+50	41350.00	50.00	11	135	0	20	242	0	3557	38322	0	-34766
414+00	41400.00	50.00	17	116	0	25	233	0	3582	38555	0	-34973
414+50	41450.00	50.00	39	101	0	51	201	0	3633	38756	0	-35123
415+00	41500.00	50.00	69	81	0	100	169	0	3733	38925	0	-35192
415+50	41550.00	50.00	100	67	0	156	137	0	3889	39062	0	-35173
416+00	41600.00	50.00	123	53	0	206	111	0	4095	39173	0	-35078
416+50	41650.00	50.00	109	63	0	215	107	0	4310	39281	0	-34970
417+00	41700.00	50.00	100	76	0	194	128	0	4504	39409	0	-34905
417+50	41750.00	50.00	74	102	0	162	164	0	4666	39573	0	-34907
418+00	41800.00	50.00	41	144	0	107	227	0	4773	39800	0	-35027
418+50	41850.00	50.00	21	186	0	57	305	0	4830	40104	0	-35274
419+00	41900.00	50.00	20	208	0	37	365	0	4867	40469	0	-35602
419+50	41950.00	50.00	21	197	0	37	375	0	4905	40844	0	-35940
420+00	42000.00	50.00	42	140	0	58	312	0	4963	41156	0	-36194

PROJECT 3763-00-73

CTH KR STAGE 2

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY)			Cumulative Vol (CY)			Mass Ordinate
			Cut	Fill	EBS	Cut	Fill	EBS	Cut	Fill	EBS	
420+50	42050.00	50.00	98	70	0	129	194	0	5092	41350	0	-36258
421+00	42100.00	50.00	140	46	0	220	107	0	5313	41458	0	-36145
421+50	42150.00	50.00	168	18	0	285	59	0	5598	41516	0	-35918
422+00	42200.00	50.00	175	26	0	318	40	0	5916	41557	0	-35641
422+50	42250.00	50.00	173	12	0	323	35	0	6238	41592	0	-35354
423+00	42300.00	50.00	173	14	0	320	24	0	6558	41616	0	-35058
423+50	42350.00	50.00	152	26	0	301	37	0	6859	41653	0	-34794
424+00	42400.00	50.00	123	48	0	254	69	0	7113	41722	0	-34608
424+50	42450.00	50.00	106	71	0	212	110	0	7326	41832	0	-34506
425+00	42500.00	50.00	77	93	0	170	151	0	7496	41983	0	-34488
425+50	42550.00	50.00	56	102	0	124	180	0	7619	42164	0	-34545
426+00	42600.00	50.00	62	88	0	109	176	0	7728	42340	0	-34612
426+50	42650.00	50.00	89	68	0	140	145	0	7868	42485	0	-34617
427+00	42700.00	50.00	164	35	0	235	96	0	8103	42581	0	-34478
427+50	42750.00	50.00	190	21	0	328	52	0	8431	42632	0	-34201
428+00	42800.00	50.00	209	12	0	370	30	0	8801	42662	0	-33862
428+50	42850.00	50.00	238	7	0	414	17	0	9214	42679	0	-33465
429+00	42900.00	50.00	248	6	0	449	12	0	9664	42691	0	-33027
429+50	42950.00	50.00	240	15	0	451	19	0	10115	42710	0	-32595
430+00	43000.00	50.00	235	21	0	440	33	0	10555	42743	0	-32188
430+50	43050.00	50.00	233	24	0	434	41	0	10989	42784	0	-31796
431+00	43100.00	50.00	126	26	0	333	46	0	11321	42830	0	-31508
431+50	43150.00	50.00	213	14	0	314	37	0	11636	42867	0	-31231
432+00	43200.00	50.00	219	7	0	400	20	0	12036	42887	0	-30850
432+50	43250.00	50.00	176	-2	0	366	5	0	12402	42892	0	-30490
433+00	43300.00	50.00	145	-7	0	297	-8	0	12699	42884	0	-30185
433+50	43350.00	50.00	173	-7	0	295	-13	0	12994	42870	0	-29877
434+00	43400.00	50.00	218	-4	0	362	-10	0	13355	42860	0	-29505
434+50	43450.00	50.00	275	-1	0	456	-5	0	13812	42855	0	-29043
435+00	43500.00	50.00	311	-1	0	543	-2	0	14354	42853	0	-28499
435+50	43550.00	50.00	336	0	0	599	-1	0	14953	42852	0	-27899
436+00	43600.00	50.00	345	0	0	630	0	0	15583	42852	0	-27269
436+50	43650.00	50.00	375	0	0	666	0	0	16249	42852	0	-26602
437+00	43700.00	50.00	258	3	0	586	3	0	16835	42854	0	-26019
437+50	43750.00	50.00	230	11	0	452	13	0	17287	42868	0	-25581
438+00	43800.00	50.00	240	22	0	435	31	0	17722	42898	0	-25176
438+50	43850.00	50.00	210	31	0	416	49	0	18138	42947	0	-24809
439+00	43900.00	50.00	175	54	0	356	79	0	18494	43026	0	-24532
439+50	43950.00	50.00	159	61	0	309	107	0	18803	43133	0	-24329
440+00	44000.00	50.00	127	64	0	265	116	0	19068	43249	0	-24181

PROJECT 3763-00-73

CTH KR STAGE 2

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY)			Cumulative Vol (CY)			Mass Ordinate
			Cut	Fill	EBS	Cut	Fill	EBS	Cut	Fill	EBS	
440+50	44050.00	50.00	90	72	0	201	126	0	19269	43376	0	-24107
441+00	44100.00	50.00	90	74	0	167	135	0	19436	43511	0	-24075
441+50	44150.00	50.00	75	76	0	153	139	0	19588	43650	0	-24062
442+00	44200.00	50.00	60	83	0	125	147	0	19713	43797	0	-24084
442+50	44250.00	50.00	41	77	0	93	148	0	19806	43945	0	-24139
443+00	44300.00	50.00	49	71	0	83	136	0	19889	44081	0	-24192
443+50	44350.00	50.00	55	69	0	96	129	0	19986	44210	0	-24224
444+00	44400.00	50.00	58	76	0	105	134	0	20090	44344	0	-24253
444+50	44450.00	50.00	17	91	0	69	154	0	20160	44498	0	-24338
445+00	44500.00	50.00	16	123	0	30	198	0	20190	44696	0	-24506
445+50	44550.00	50.00	15	131	0	29	234	0	20219	44930	0	-24712
446+00	44600.00	50.00	2	154	0	16	263	0	20235	45194	0	-24959
446+50	44650.00	50.00	0	188	0	2	317	0	20237	45510	0	-25273
447+00 BK	44700.00	50.00	0	213	0	0	371	0	20235	45565	0	-25330
				Column totals		20237	45881	0				-25330

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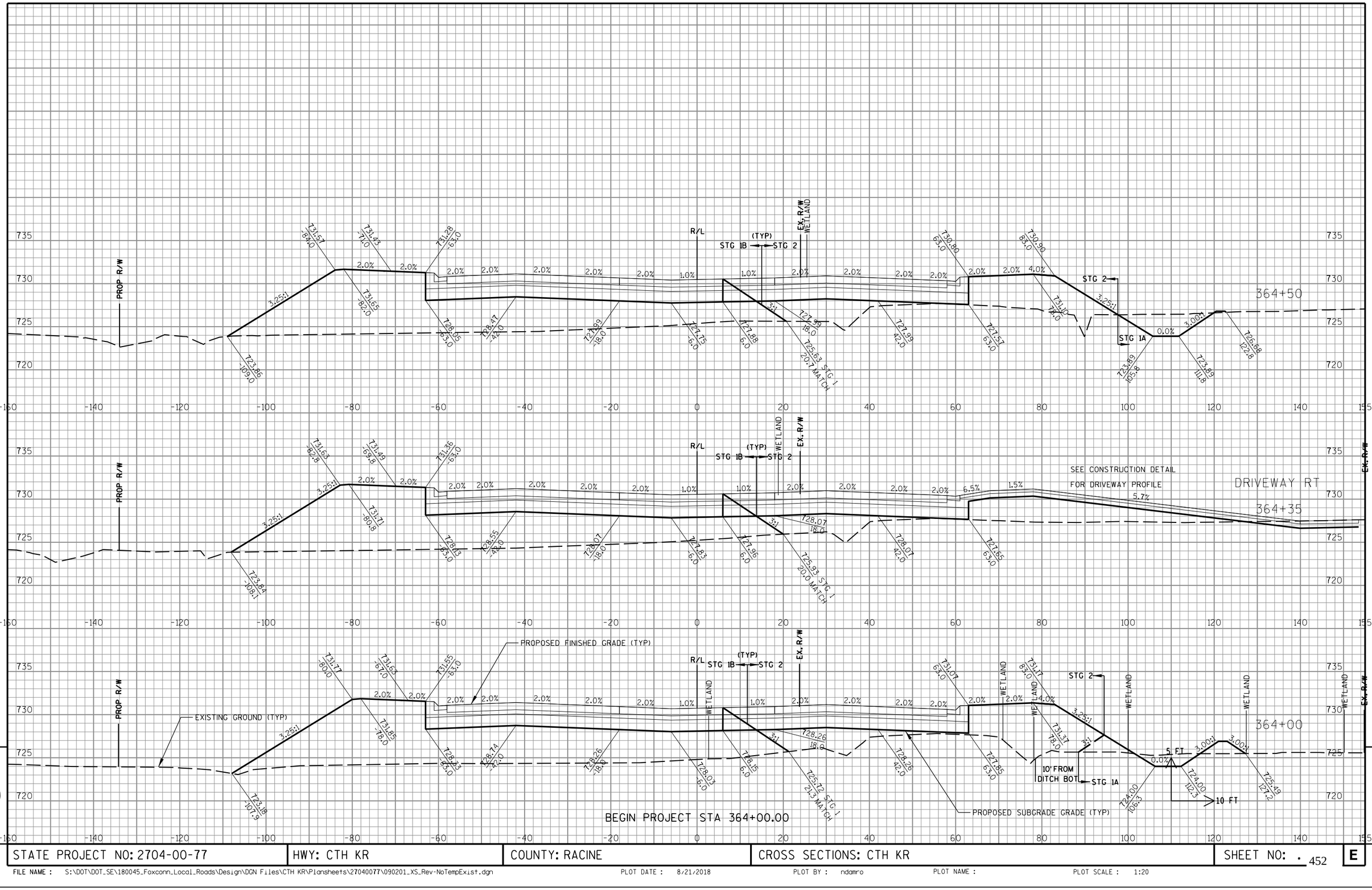
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PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	EARTHWORK DATA: CTH KR	SHEET: 450	E

PROJECT 3763-00-73

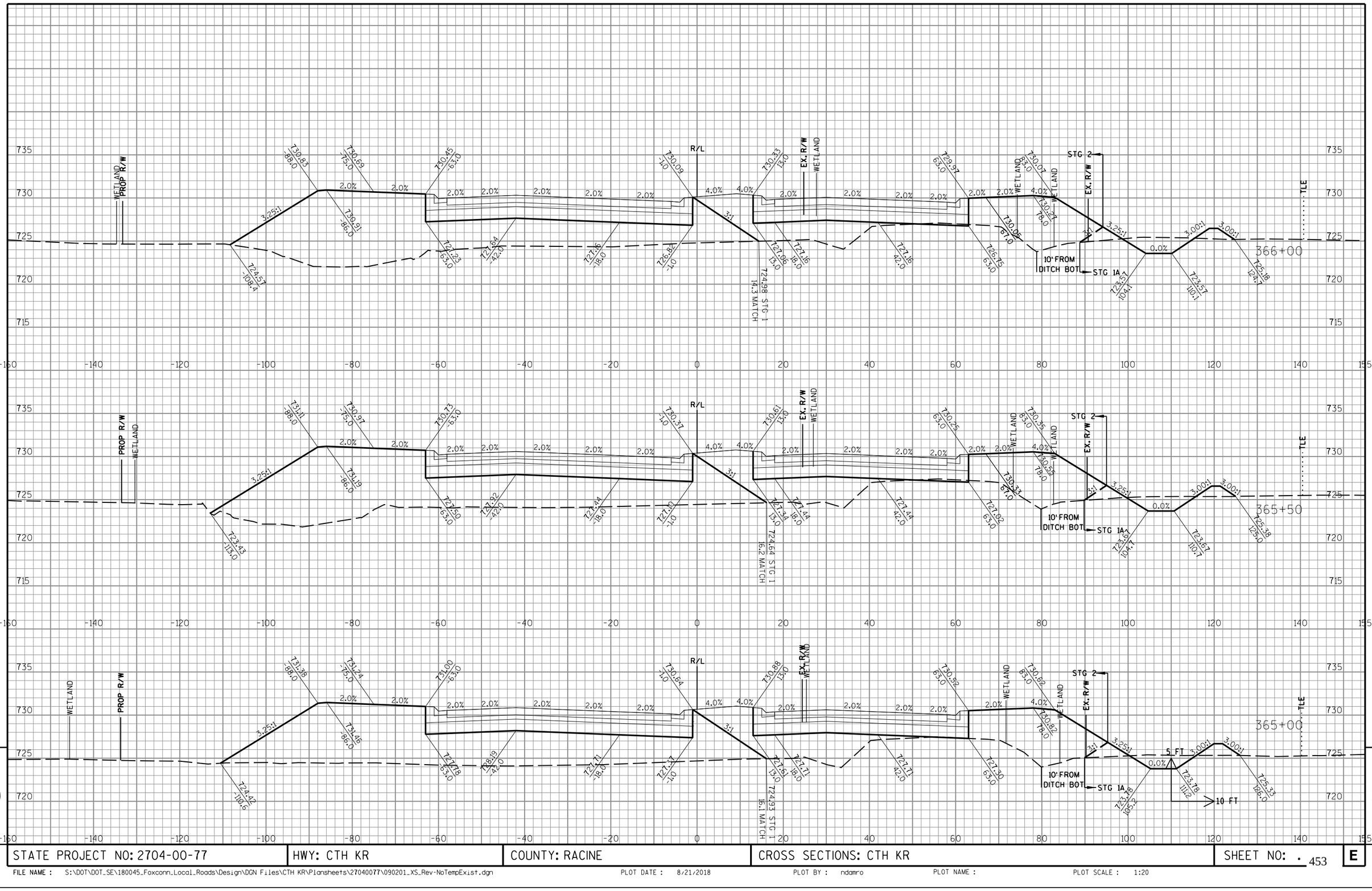
100TH AVENUE - STAGE 2

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY)			Cumulative Vol (CY)			Mass Ordinate
			Cut	Fill	EBS	Cut	Fill	EBS	Cut	Fill	EBS	
22+60 AH	2260.00	0.00	50.2	0	0.0	0	0	0	0	0	0	0
23+00	2300.00	40.00	43.4	0	0.0	69	0	0	69	0	0	69
23+50	2350.00	50.00	31.5	0.5	0.0	69	0	0	139	0	0	138
24+00	2400.00	50.00	16	6.3	0.0	44	6	0	183	7	0	176
24+50	2450.00	50.00	6.2	32.2	0.0	21	36	0	203	42	0	161
25+00	2500.00	50.00	5.7	79.7	0.0	11	104	0	214	146	0	68
25+08 BK	2508.00	8.00	5.2	85.7	0.0	2	25	0	216	171	0	45
					Column totals	216	171	0				45



STATE PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	CROSS SECTIONS: CTH KR	SHEET NO: . 452	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Plansheets\27040077\090201_XS_Rev-NoTempExist.dgn PLOT DATE : 8/21/2018 PLOT BY : ndamro PLOT NAME : PLOT SCALE : 1:20

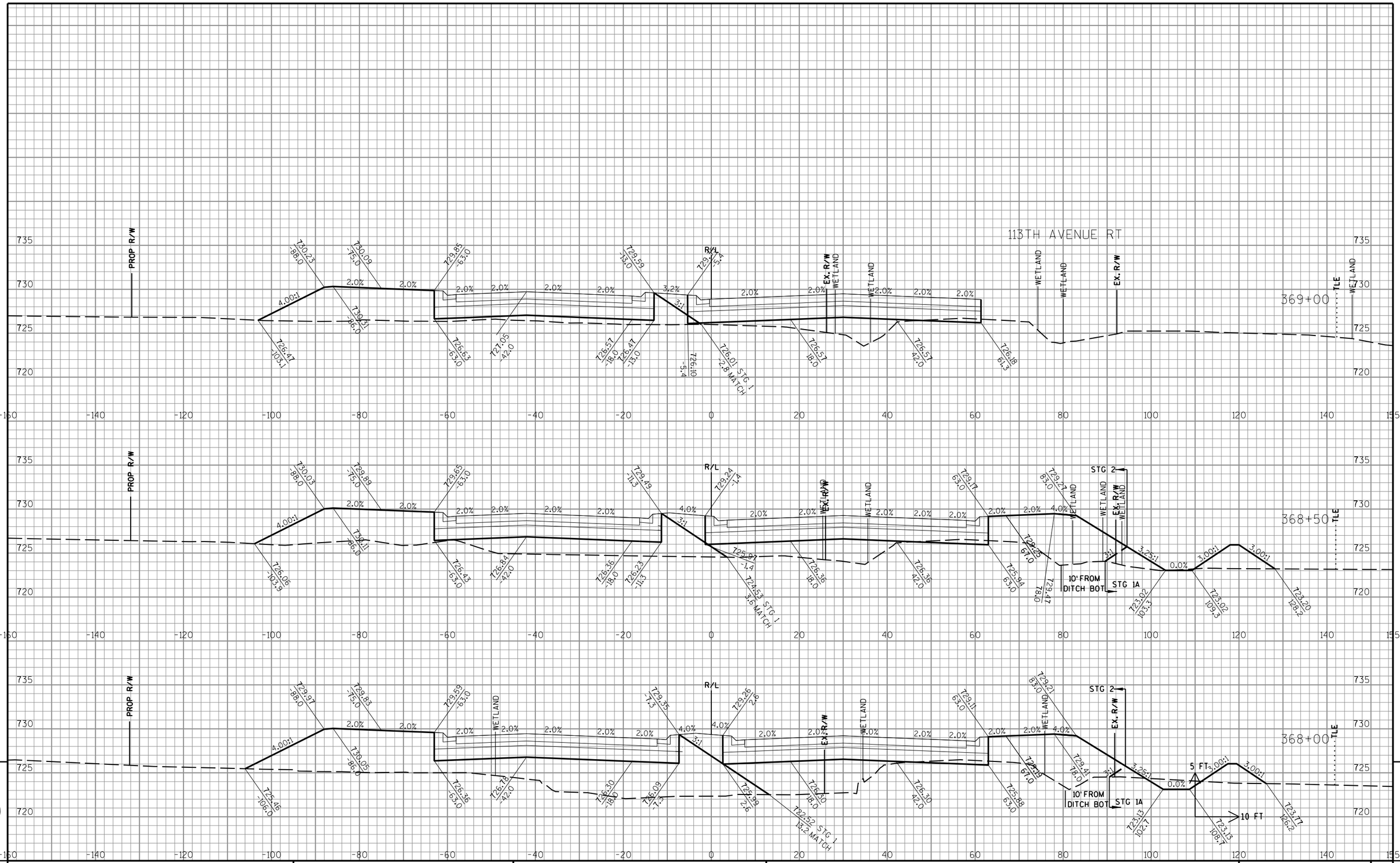


STATE PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	CROSS SECTIONS: CTH KR	SHEET NO: . 453	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Plansheets\27040077\090201_XS_Rev-NoTempExist.dgn PLOT DATE : 8/21/2018 PLOT BY : ndamro PLOT NAME : PLOT SCALE : 1:20

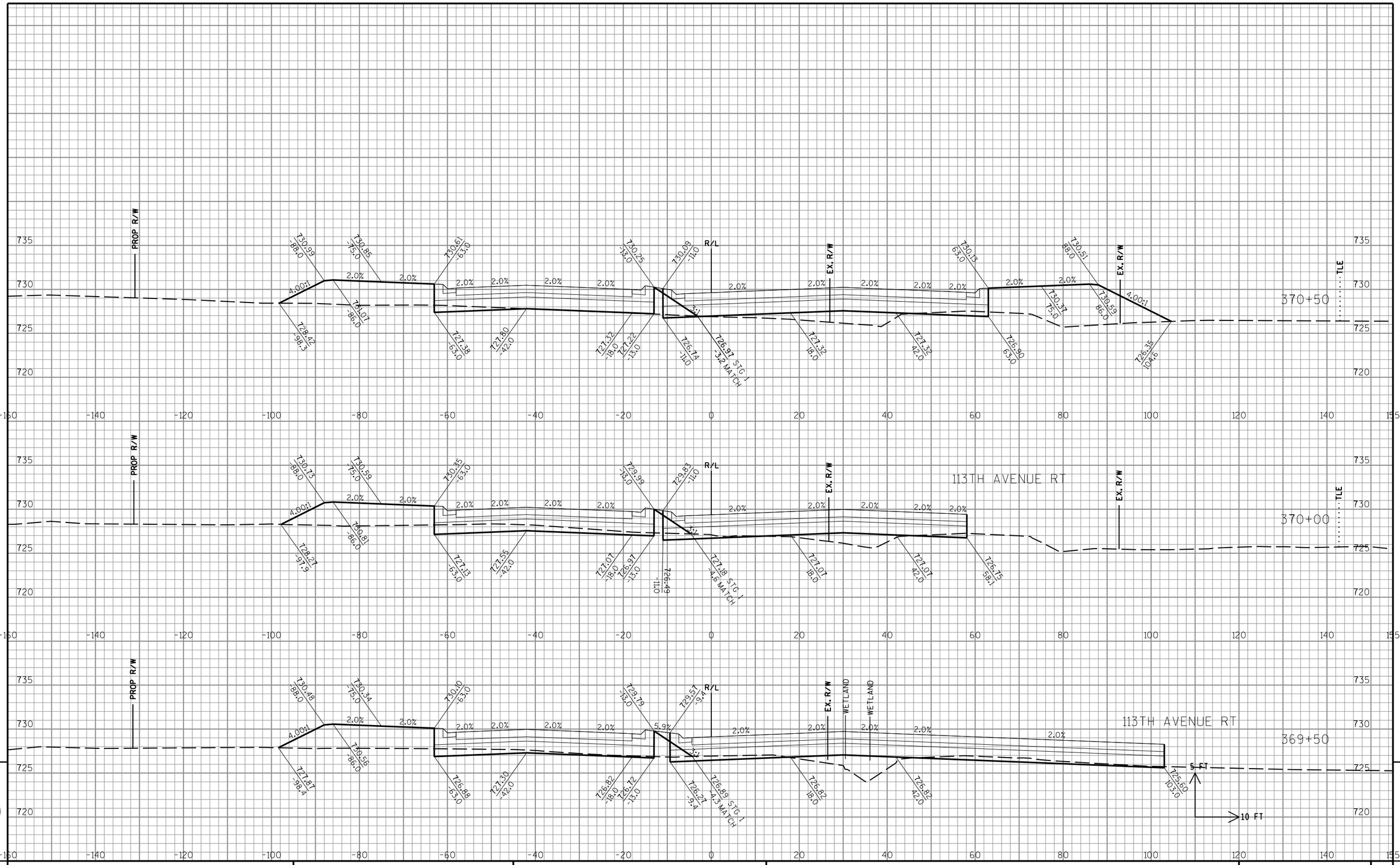
STATE PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	CROSS SECTIONS: CTH KR	SHEET NO: 454	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Plansheets\27040077\090201_XS_Rev-NoTempExist.dgn PLOT DATE : 8/21/2018 PLOT BY : ndamro PLOT NAME : PLOT SCALE : 1:20



STATE PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	CROSS SECTIONS: CTH KR	SHEET NO: . 455	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Plansheets\27040077\090201_XS_Rev-NoTempExist.dgn PLOT DATE : 8/21/2018 PLOT BY : ndamro PLOT NAME : PLOT SCALE : 1:20



STATE PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	CROSS SECTIONS: CTH KR	SHEET NO: 456	E

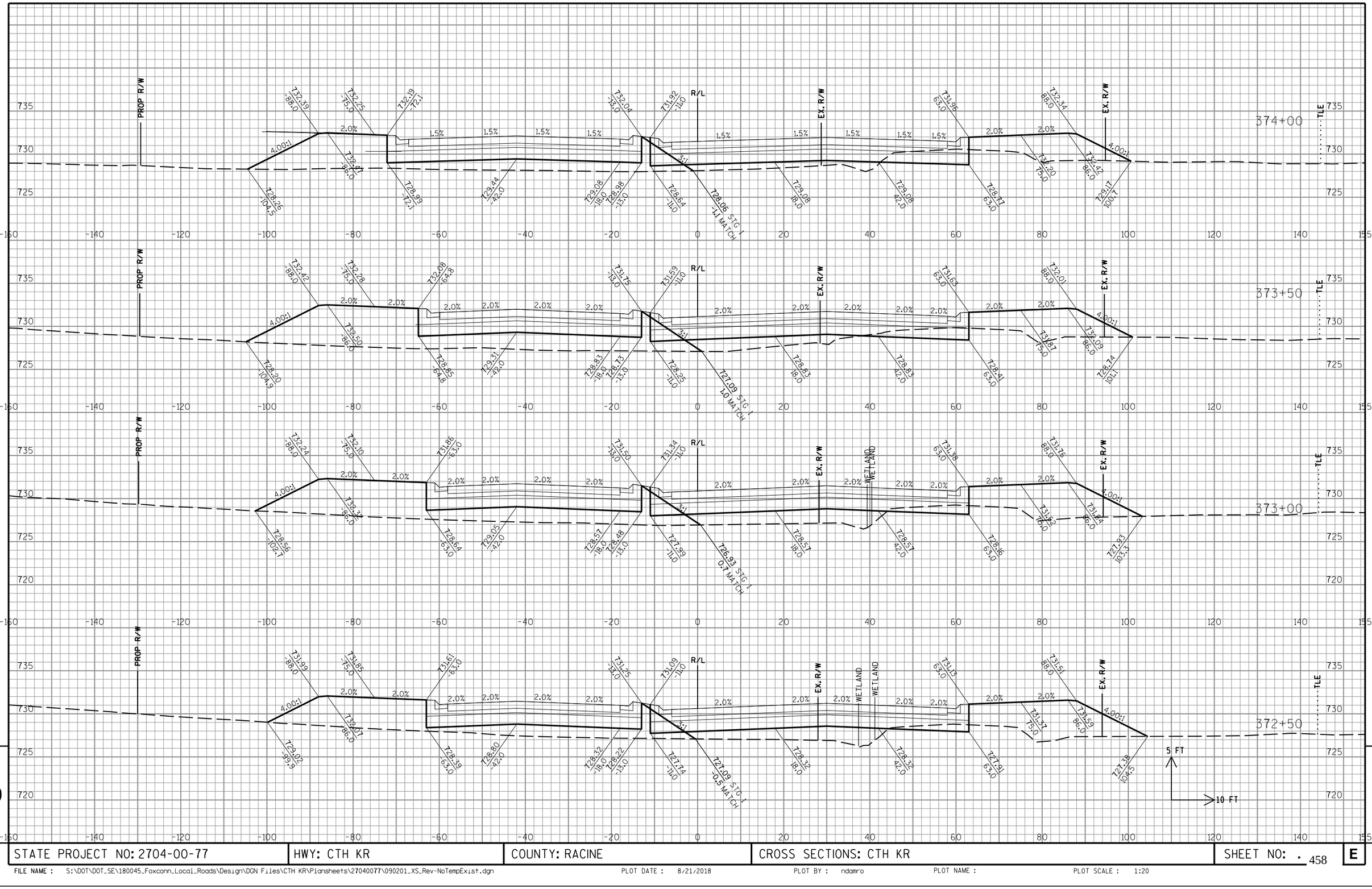
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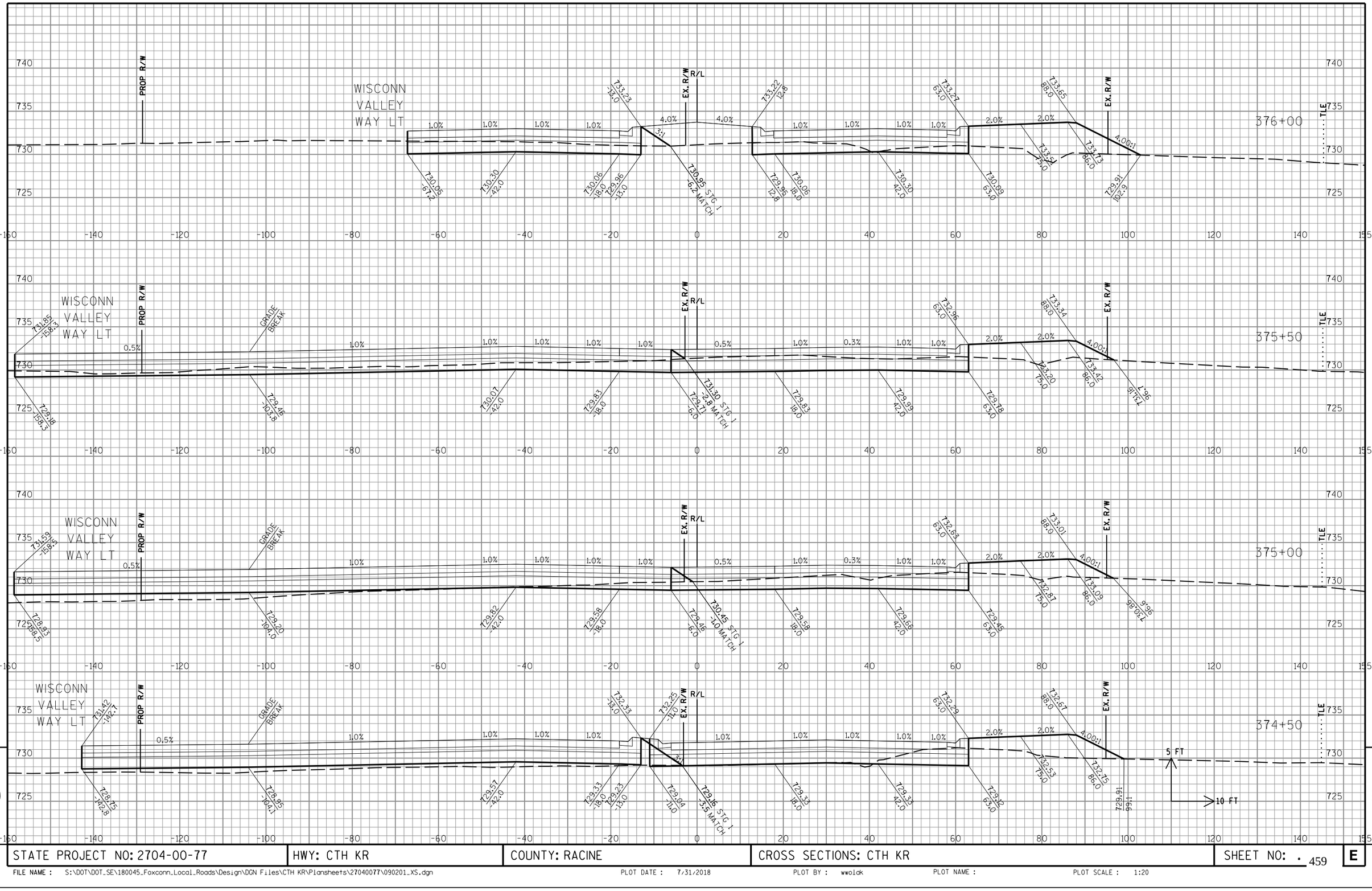
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FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Plansheets\27040077\090201_XS_Rev-NoTempExist.dgn PLOT DATE : 8/21/2018 PLOT BY : ndamro PLOT NAME : PLOT SCALE : 1:20



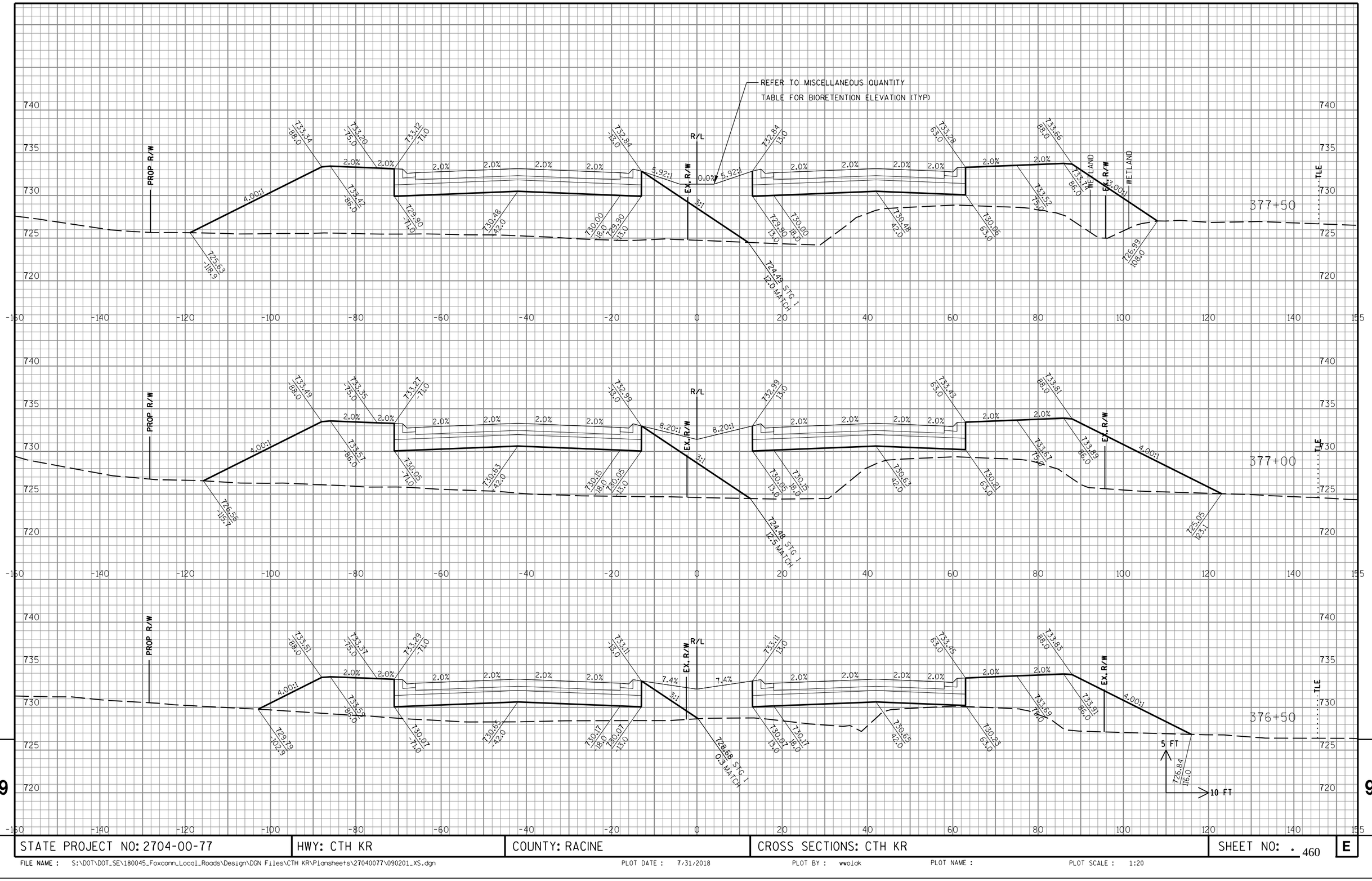
STATE PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	CROSS SECTIONS: CTH KR	SHEET NO: . 458	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Plansheets\27040077\090201_XS_Rev-NoTempExist.dgn PLOT DATE : 8/21/2018 PLOT BY : ndamro PLOT NAME : PLOT SCALE : 1:20



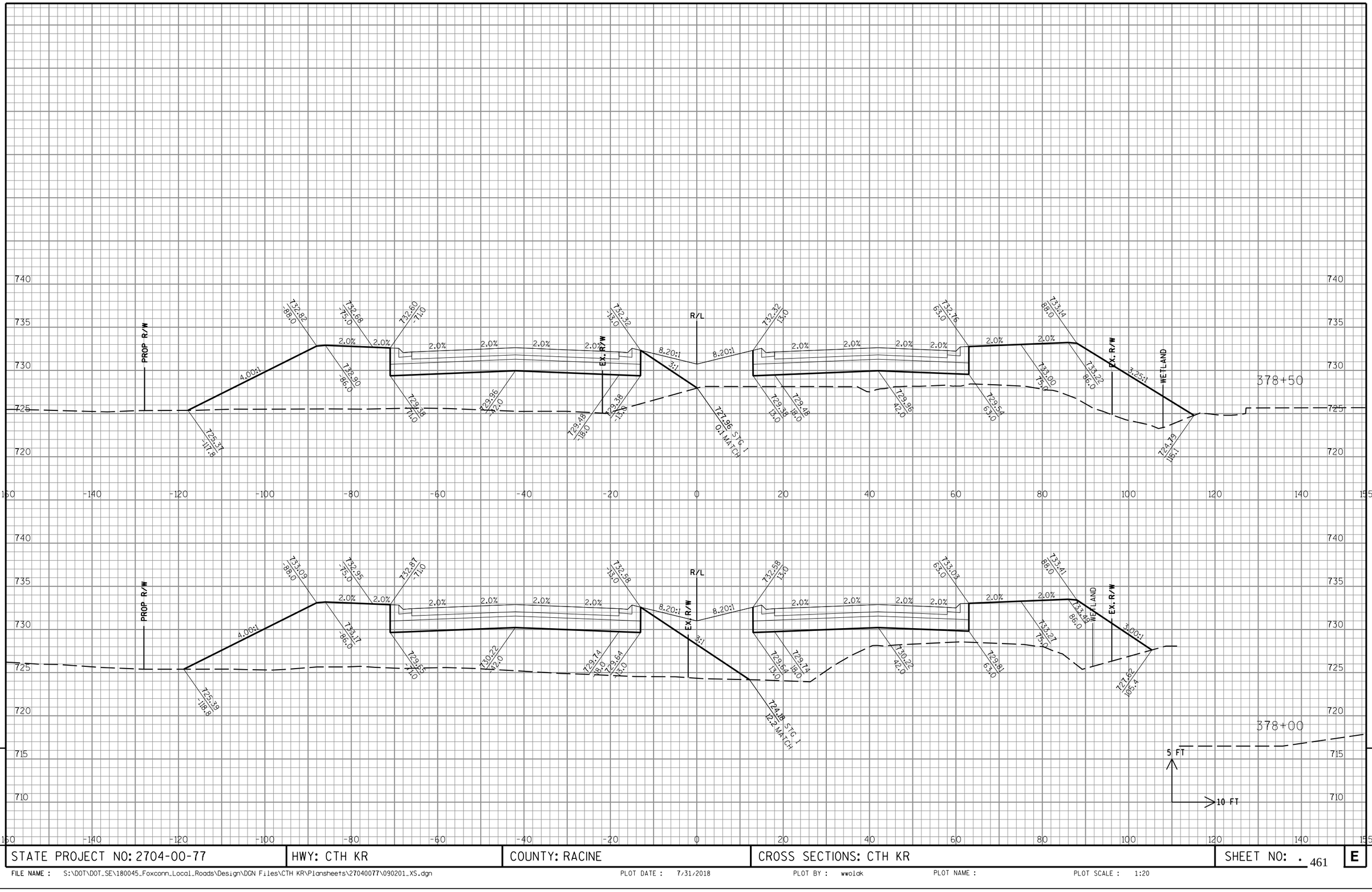
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FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Plansheets\27040077\090201_XS.dgn PLOT DATE : 7/31/2018 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:20



STATE PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	CROSS SECTIONS: CTH KR	SHEET NO: . 460	E

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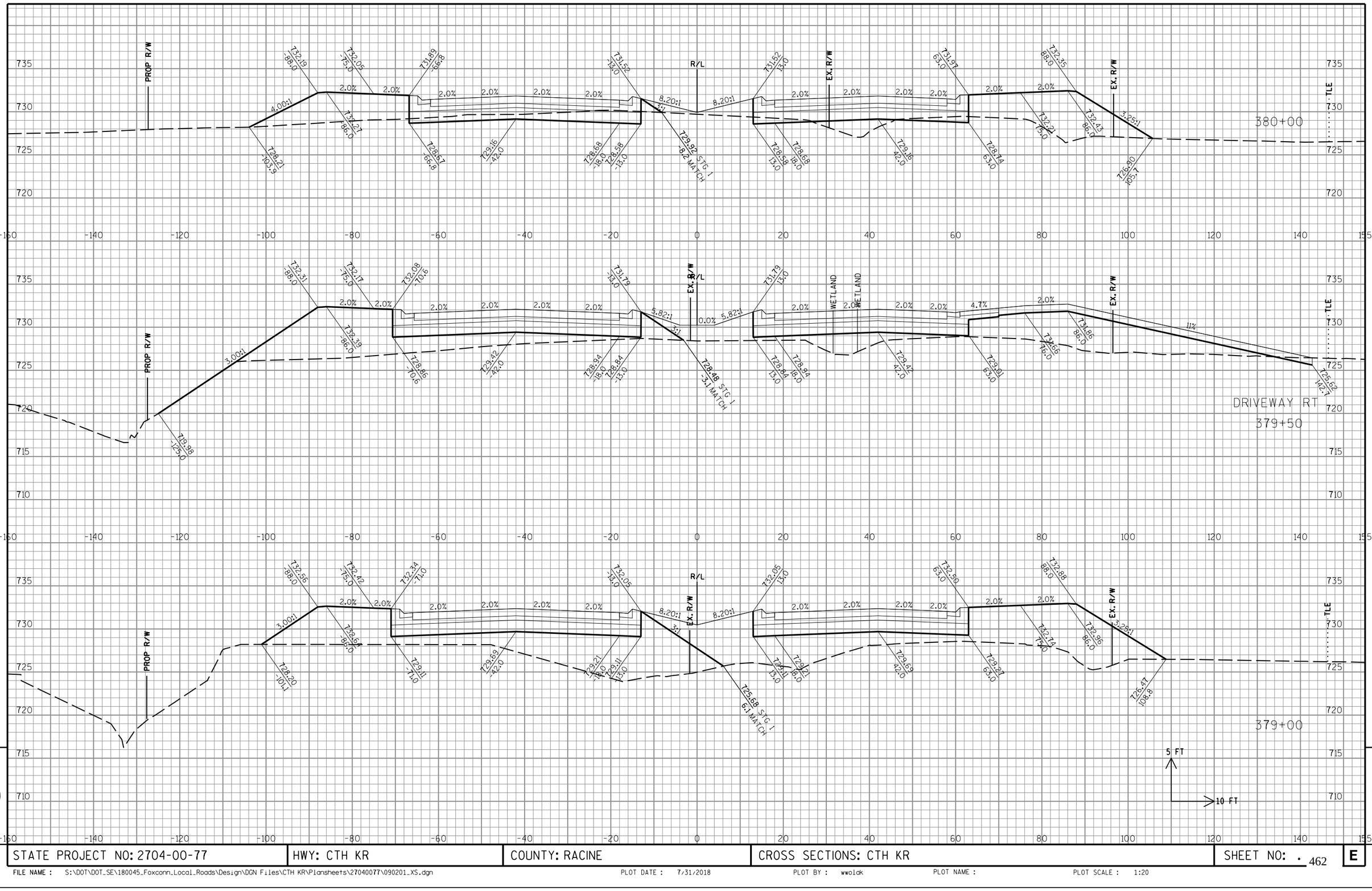


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STATE PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	CROSS SECTIONS: CTH KR	SHEET NO: . 461	E

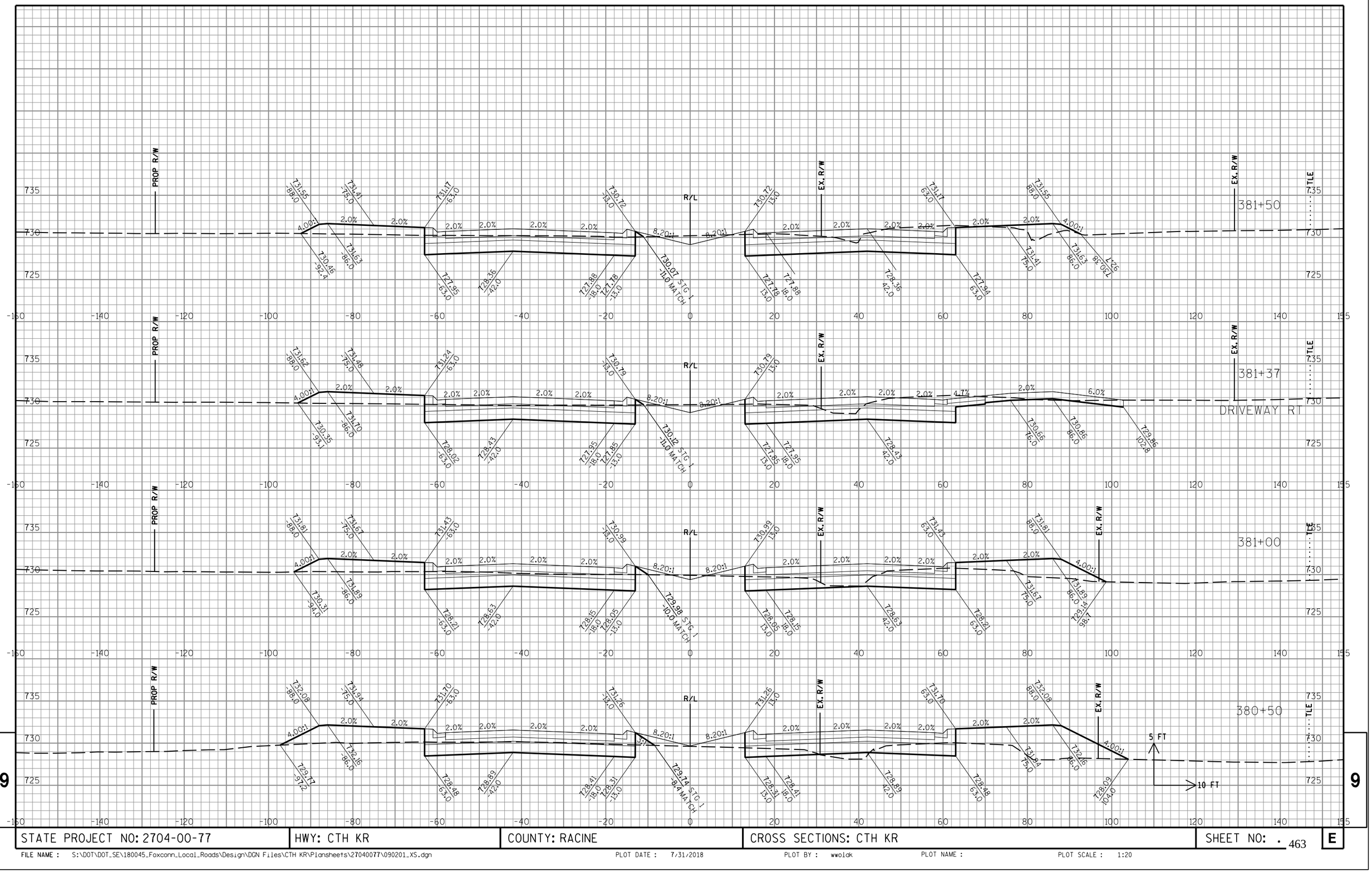
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STATE PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	CROSS SECTIONS: CTH KR	SHEET NO: . 462

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Plansheets\27040077\090201_XS.dgn PLOT DATE : 7/31/2018 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:20



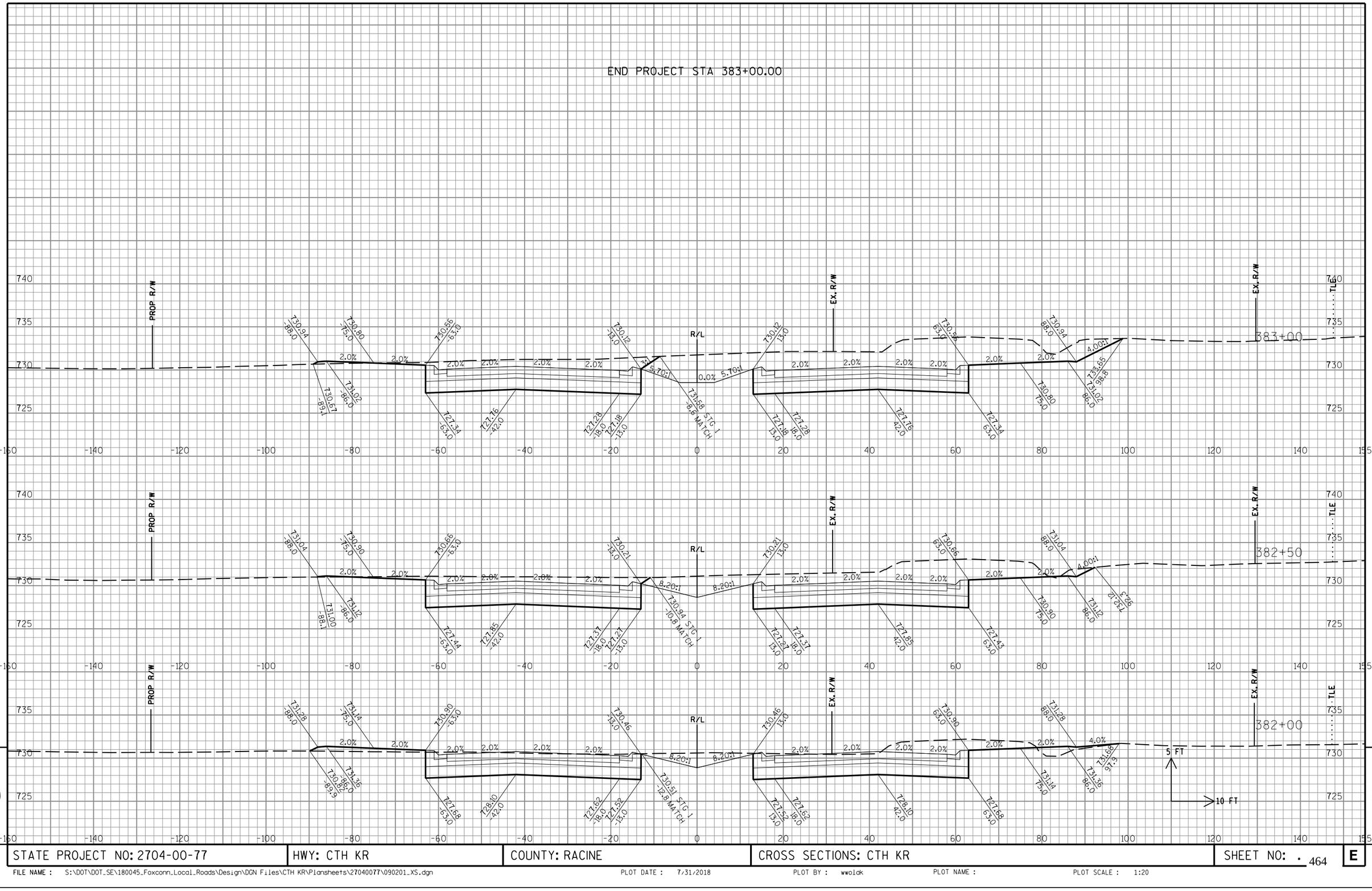
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STATE PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	CROSS SECTIONS: CTH KR	SHEET NO: . 463	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Plansheets\27040077\090201_XS.dgn PLOT DATE : 7/31/2018 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:20

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END PROJECT STA 383+00.00

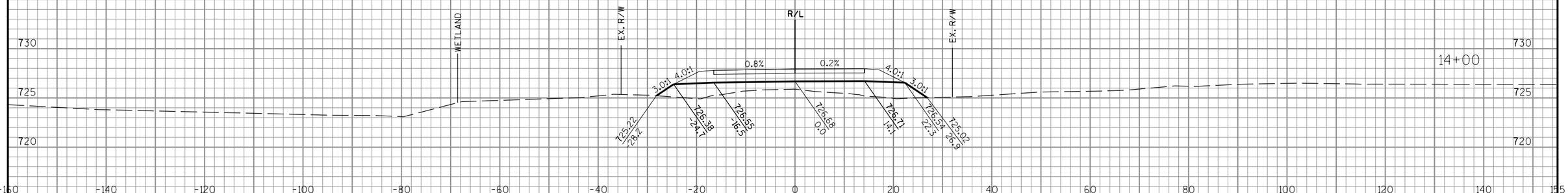


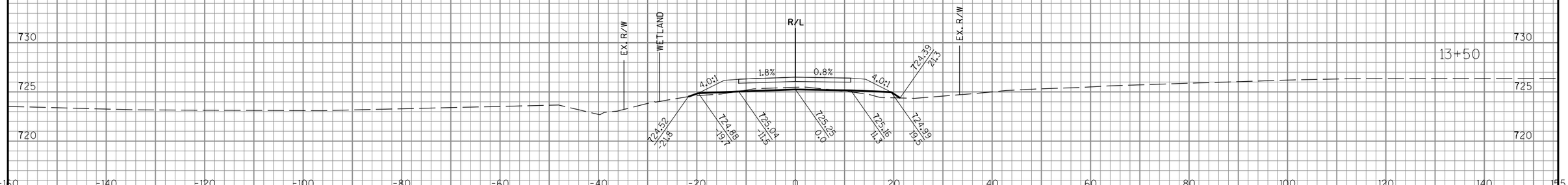
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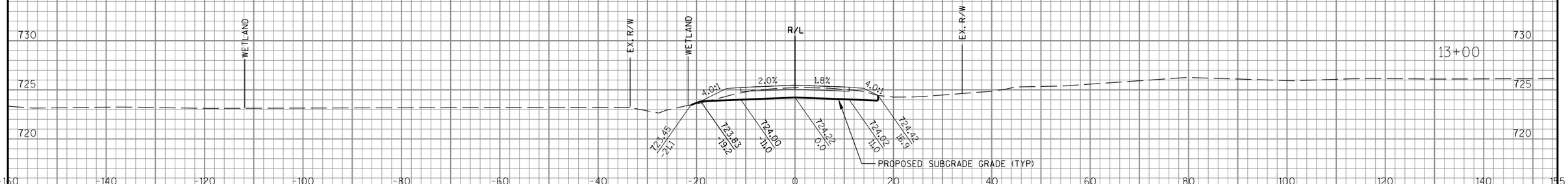
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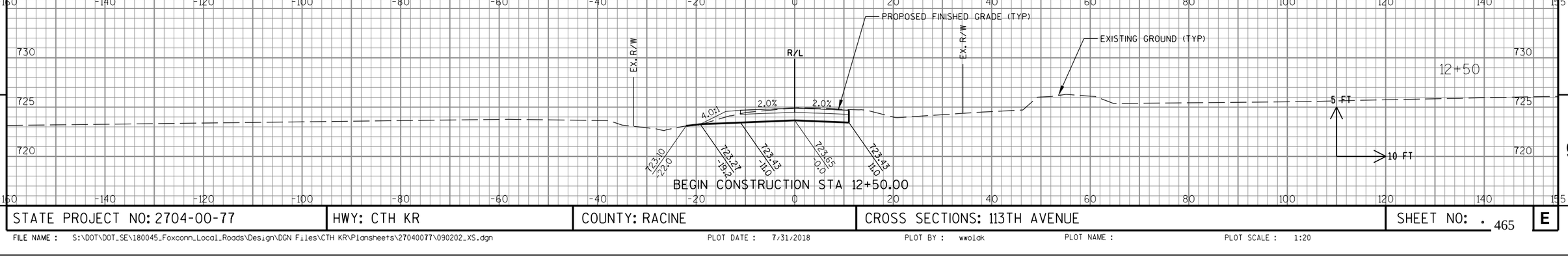
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END CONSTRUCTION STA 14+14.92







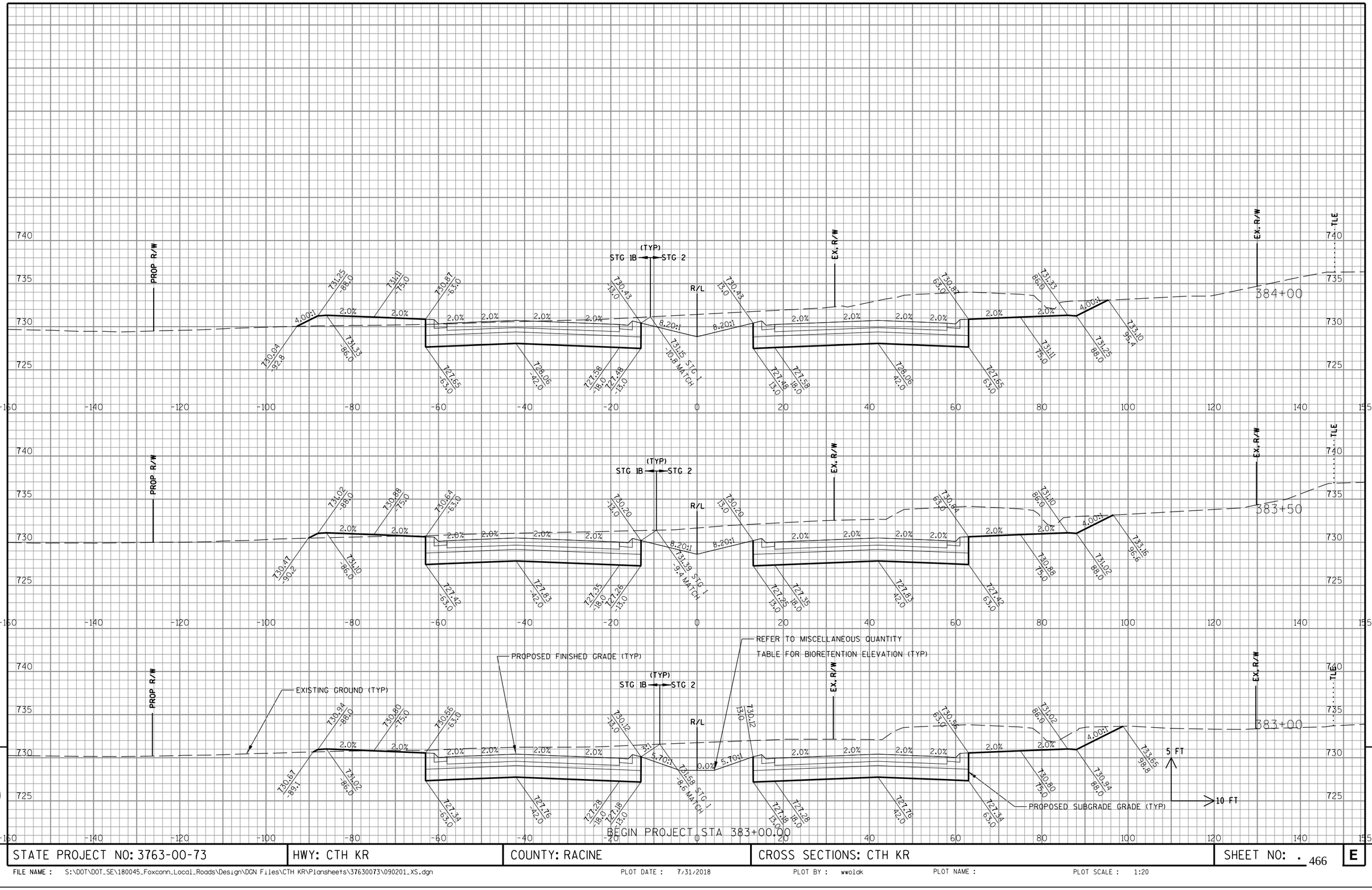


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STATE PROJECT NO: 2704-00-77	HWY: CTH KR	COUNTY: RACINE	CROSS SECTIONS: 113TH AVENUE	SHEET NO: . 465	E

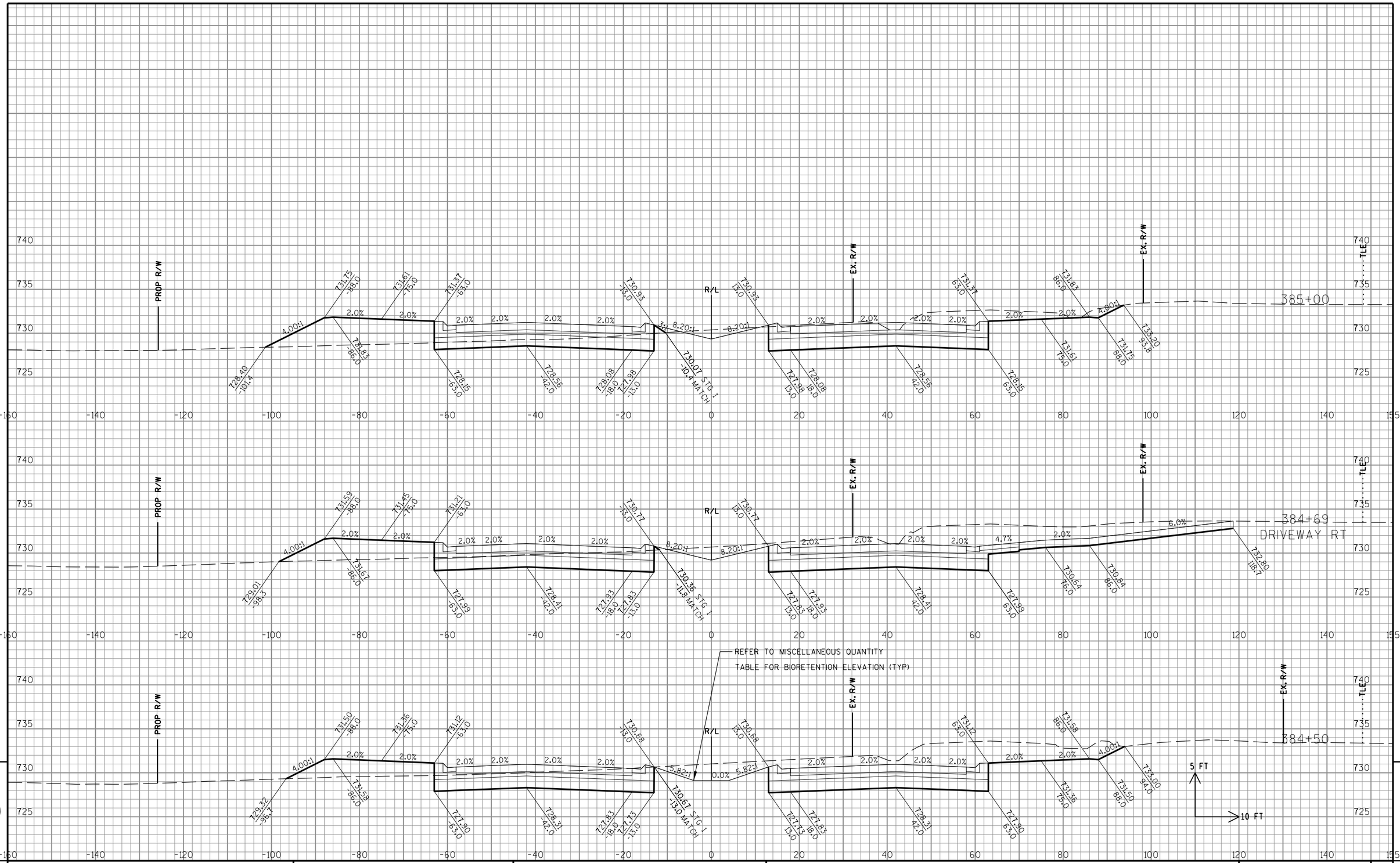
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STATE PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	CROSS SECTIONS: CTH KR	SHEET NO: . 466

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Plansheets\37630073\090201_XS.dgn PLOT DATE : 7/31/2018 PLOT BY : wwolck PLOT NAME : PLOT SCALE : 1:20

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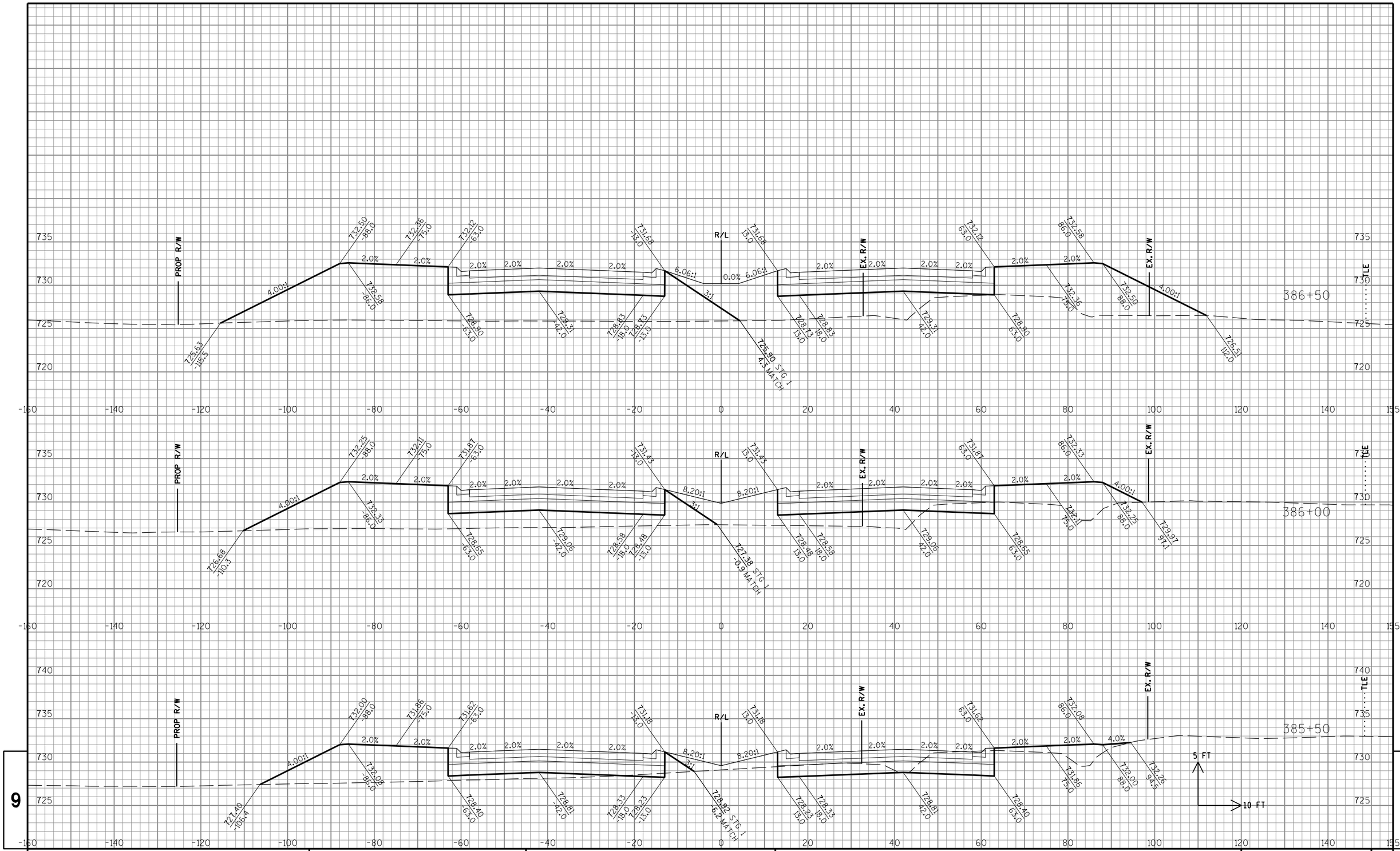


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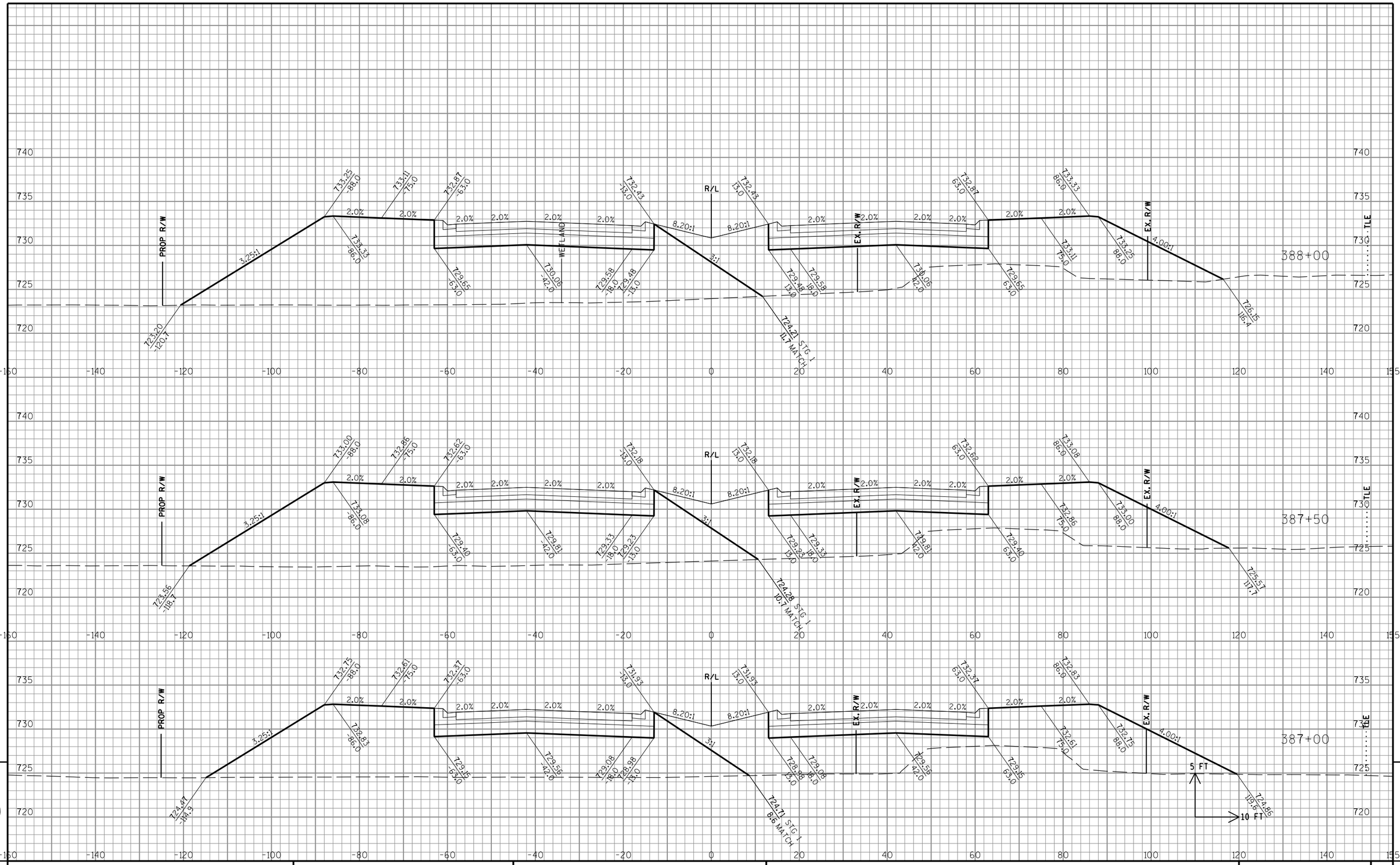
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STATE PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	CROSS SECTIONS: CTH KR	SHEET NO: . 468	E

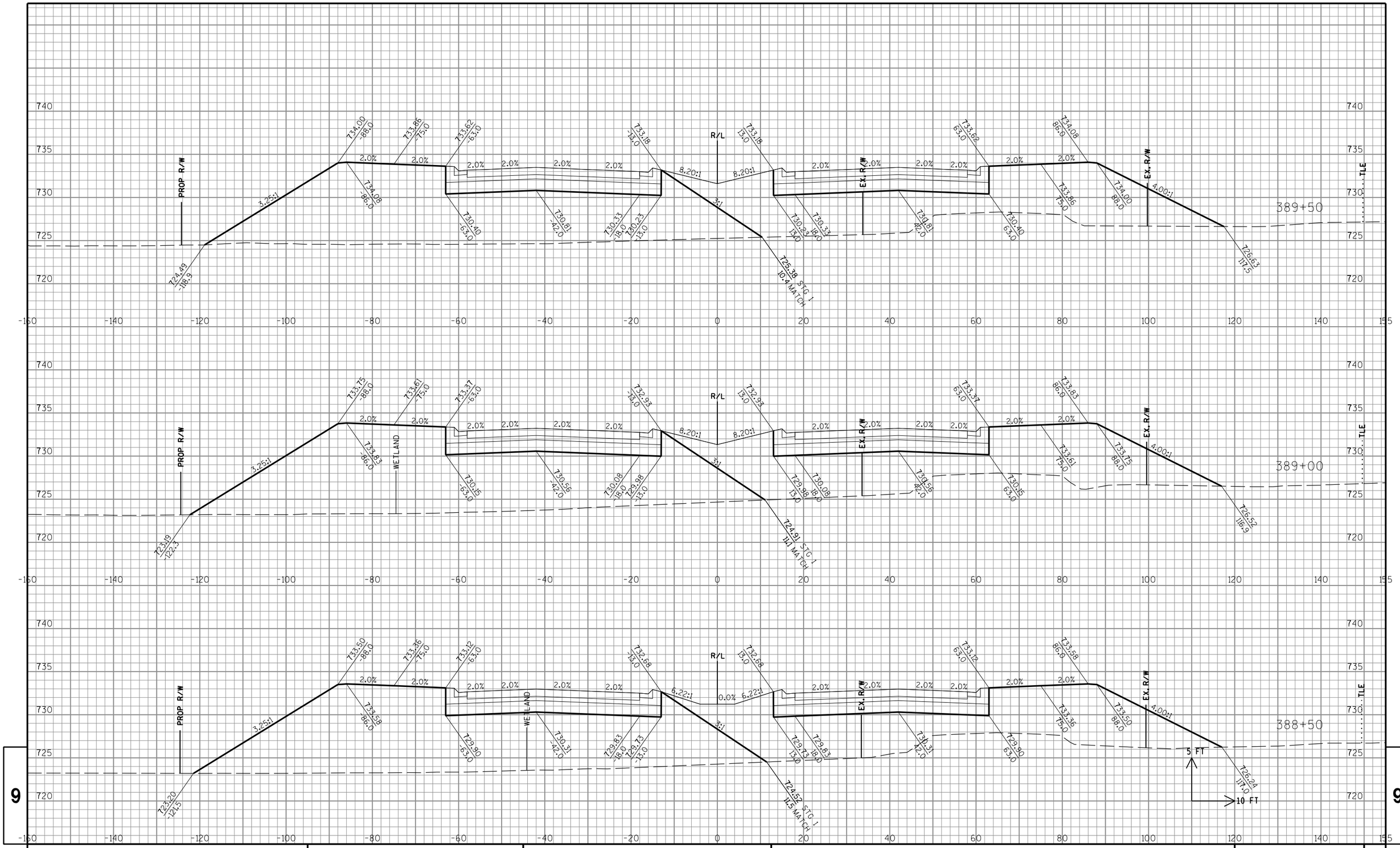
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STATE PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	CROSS SECTIONS: CTH KR	SHEET NO: . 469

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Plansheets\37630073\090201_XS.dgn PLOT DATE : 7/31/2018 PLOT BY : wwolck PLOT NAME : PLOT SCALE : 1:20

9 9 E

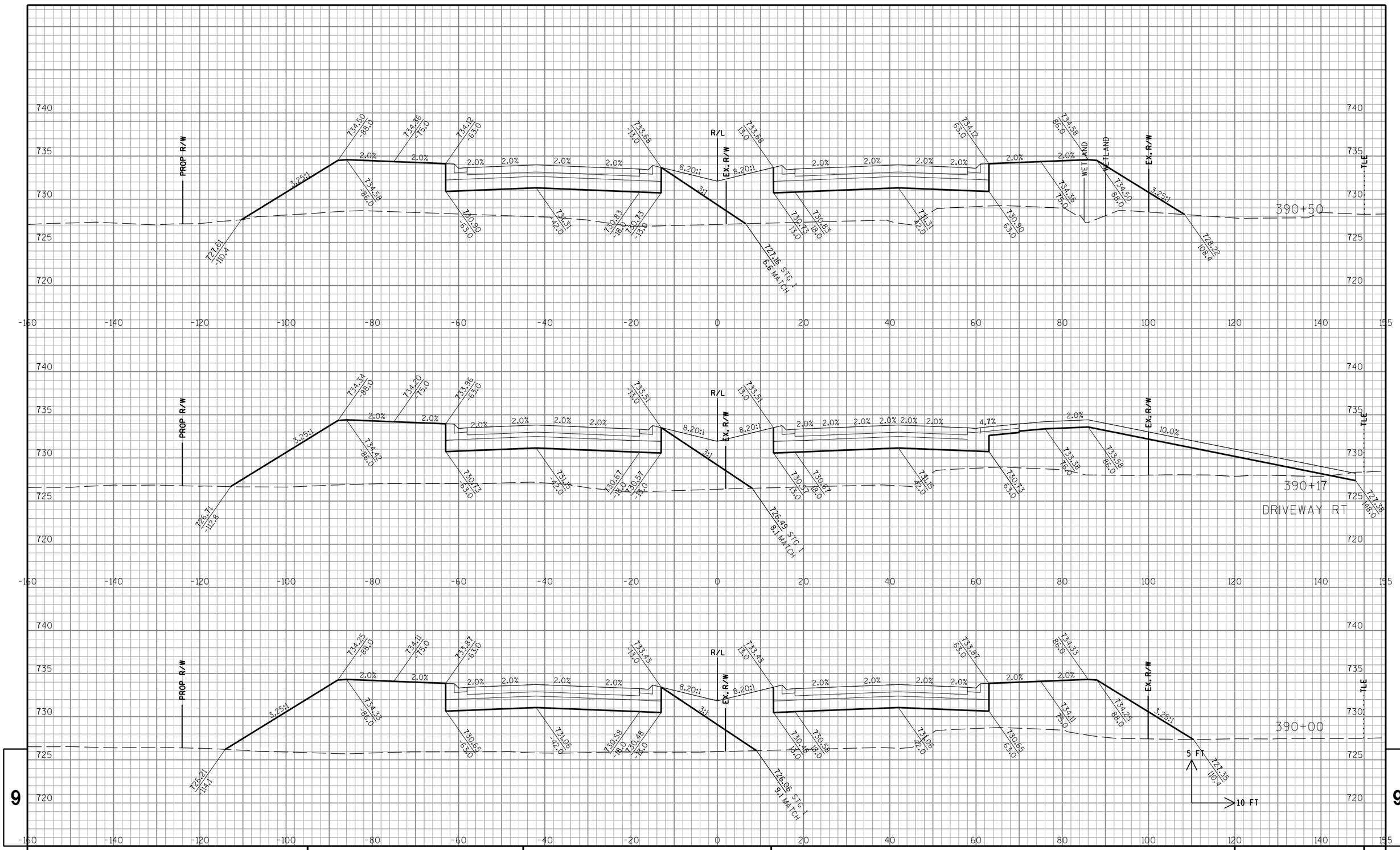


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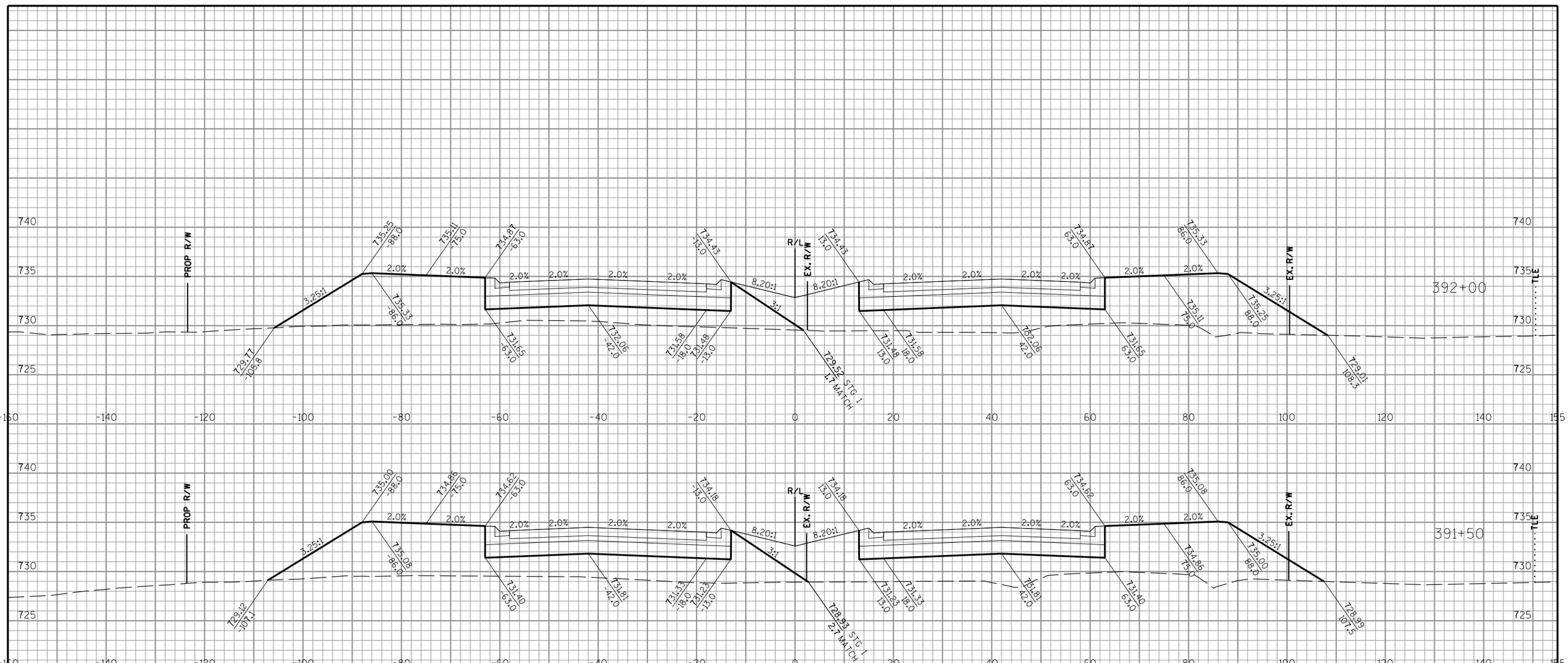
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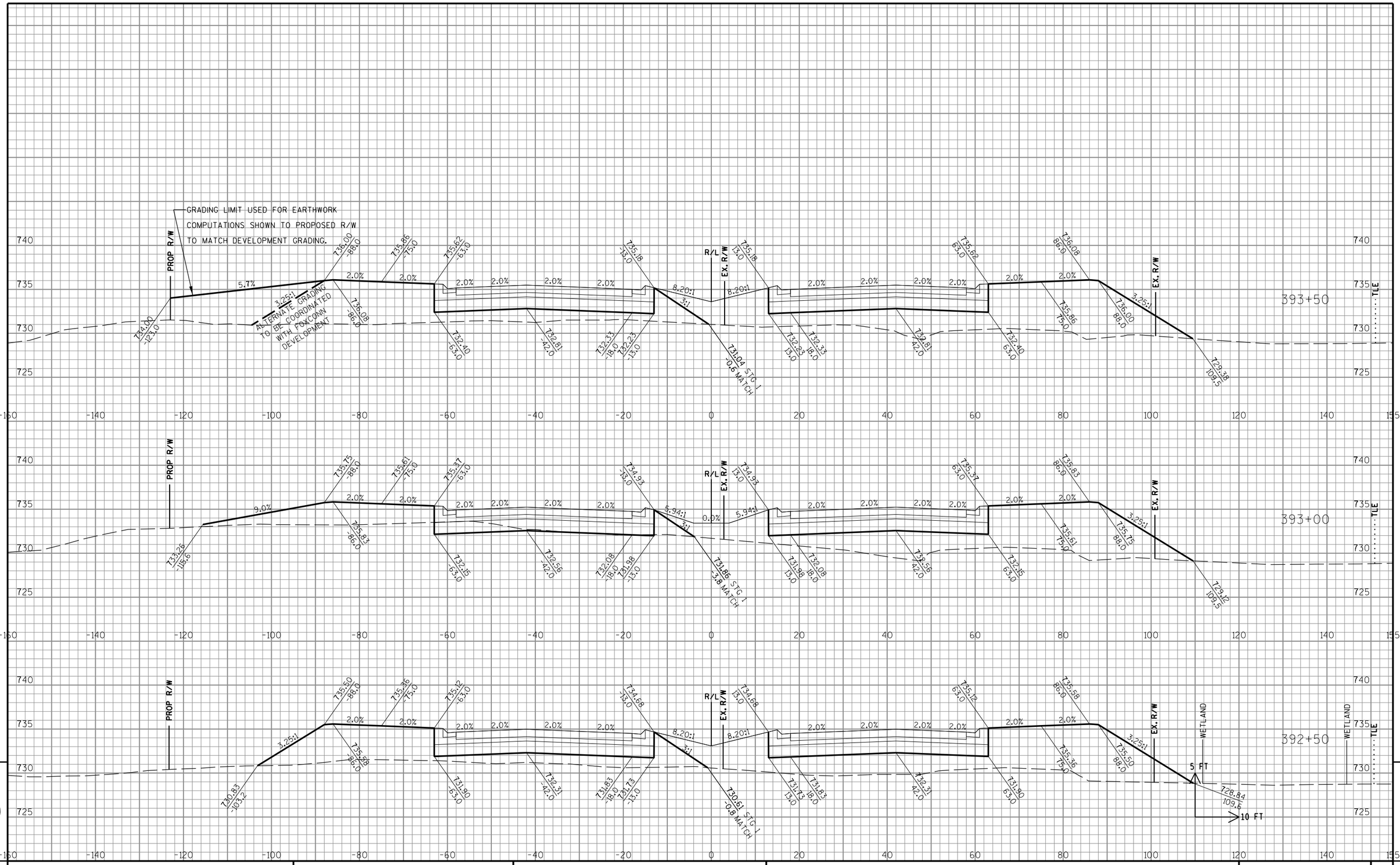
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FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Plansheets\37630073\090201_XS.dgn PLOT DATE : 7/31/2018 PLOT BY : wwolck PLOT NAME : PLOT SCALE : 1:20



STATE PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	CROSS SECTIONS: CTH KR	SHEET NO: 472	E

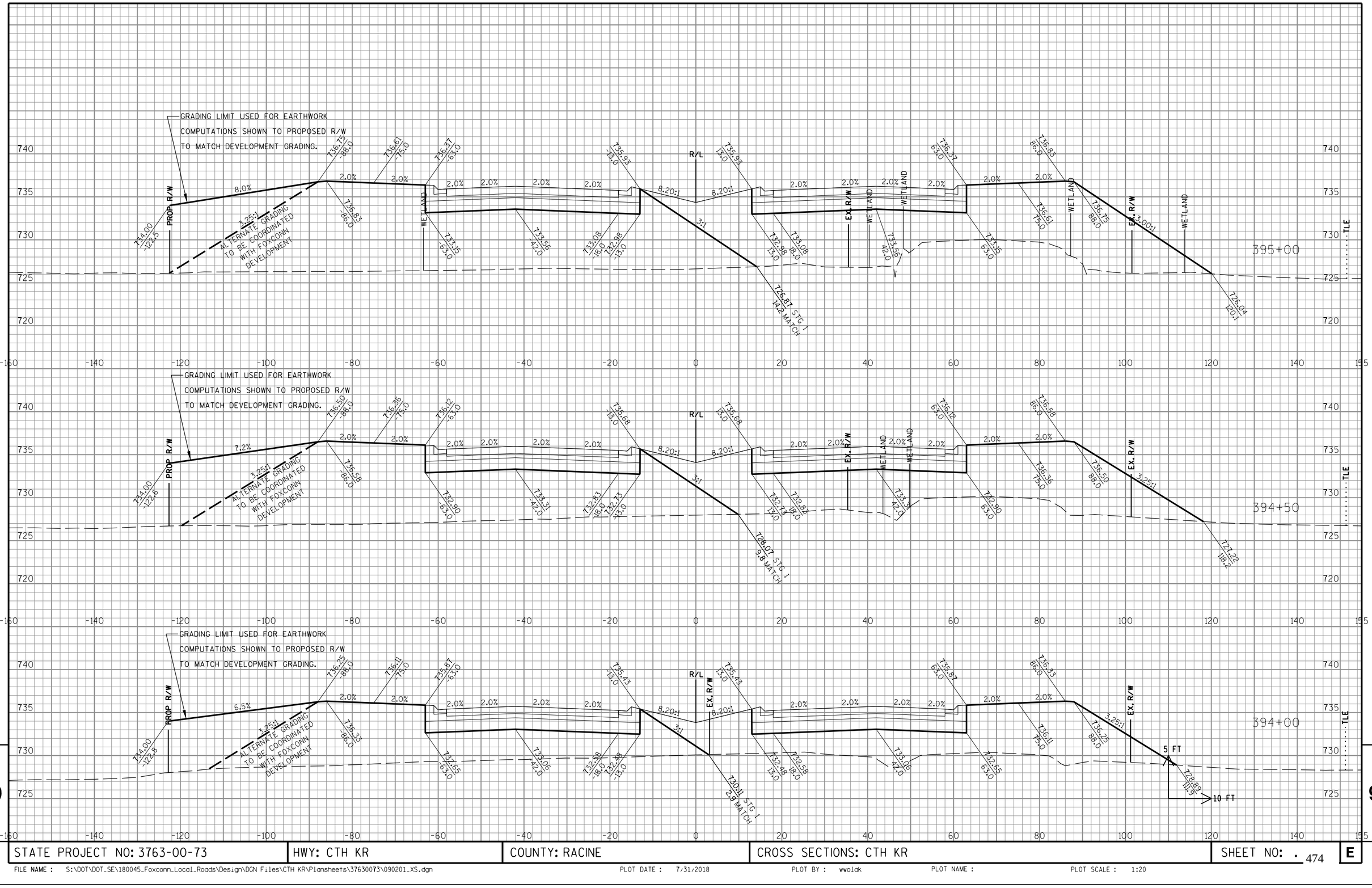
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STATE PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	CROSS SECTIONS: CTH KR	SHEET NO: 473

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Plansheets\37630073\090201_XS.dgn PLOT DATE : 7/31/2018 PLOT BY : wwolck PLOT NAME : PLOT SCALE : 1:20

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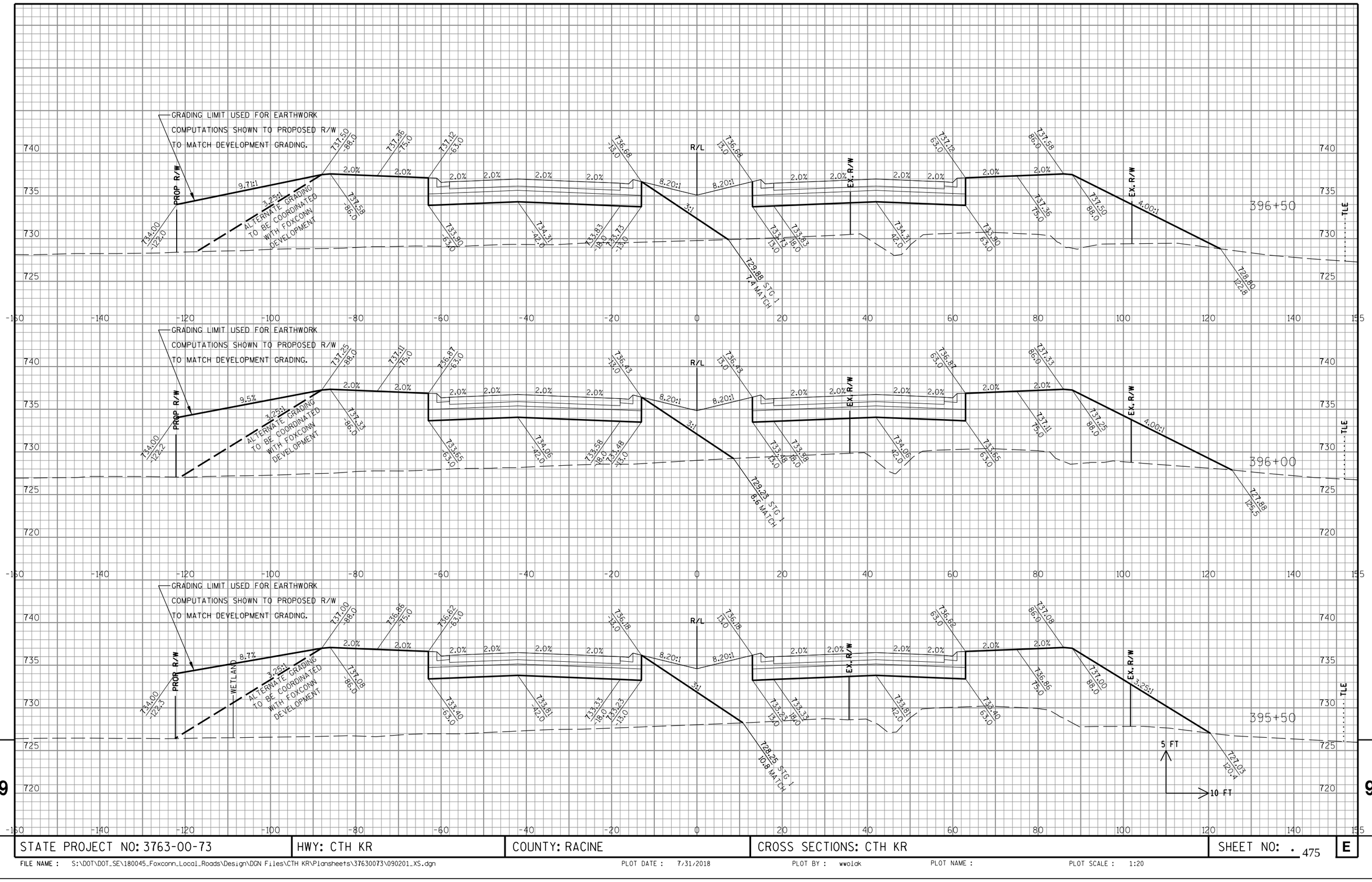


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STATE PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	CROSS SECTIONS: CTH KR	SHEET NO: . 474	E

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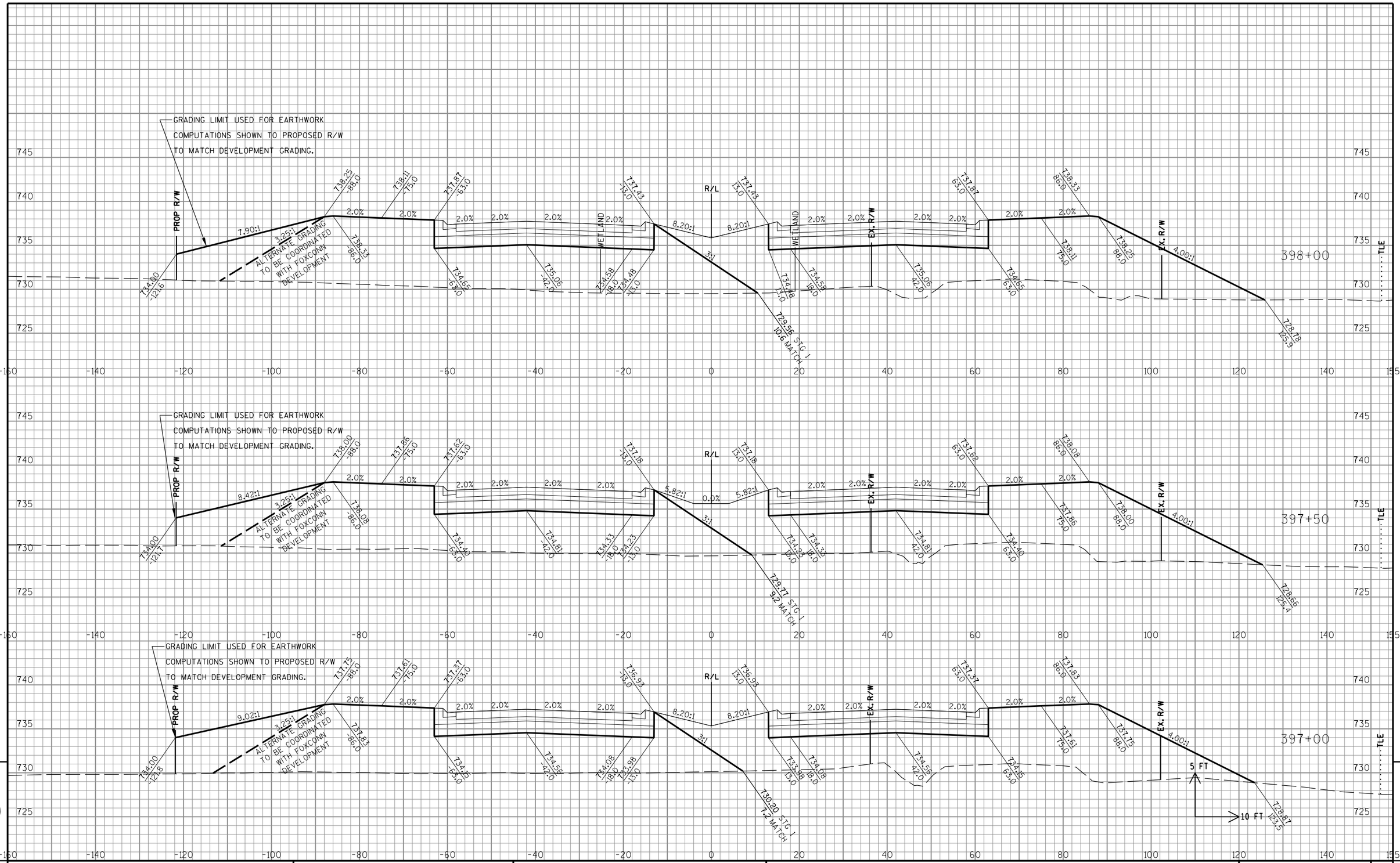


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STATE PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	CROSS SECTIONS: CTH KR	SHEET NO: . 475	E

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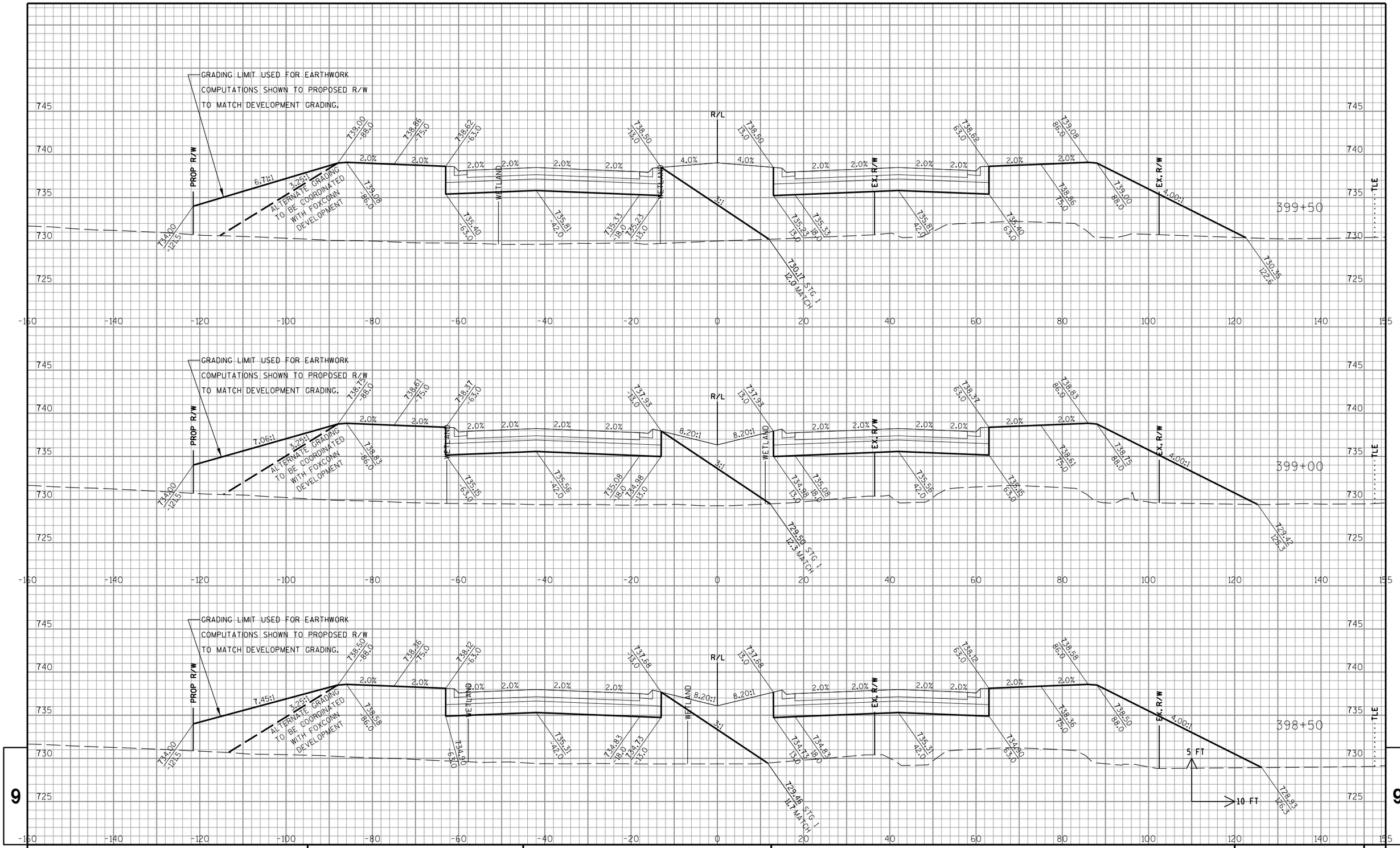


STATE PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	CROSS SECTIONS: CTH KR	SHEET NO: 476	E

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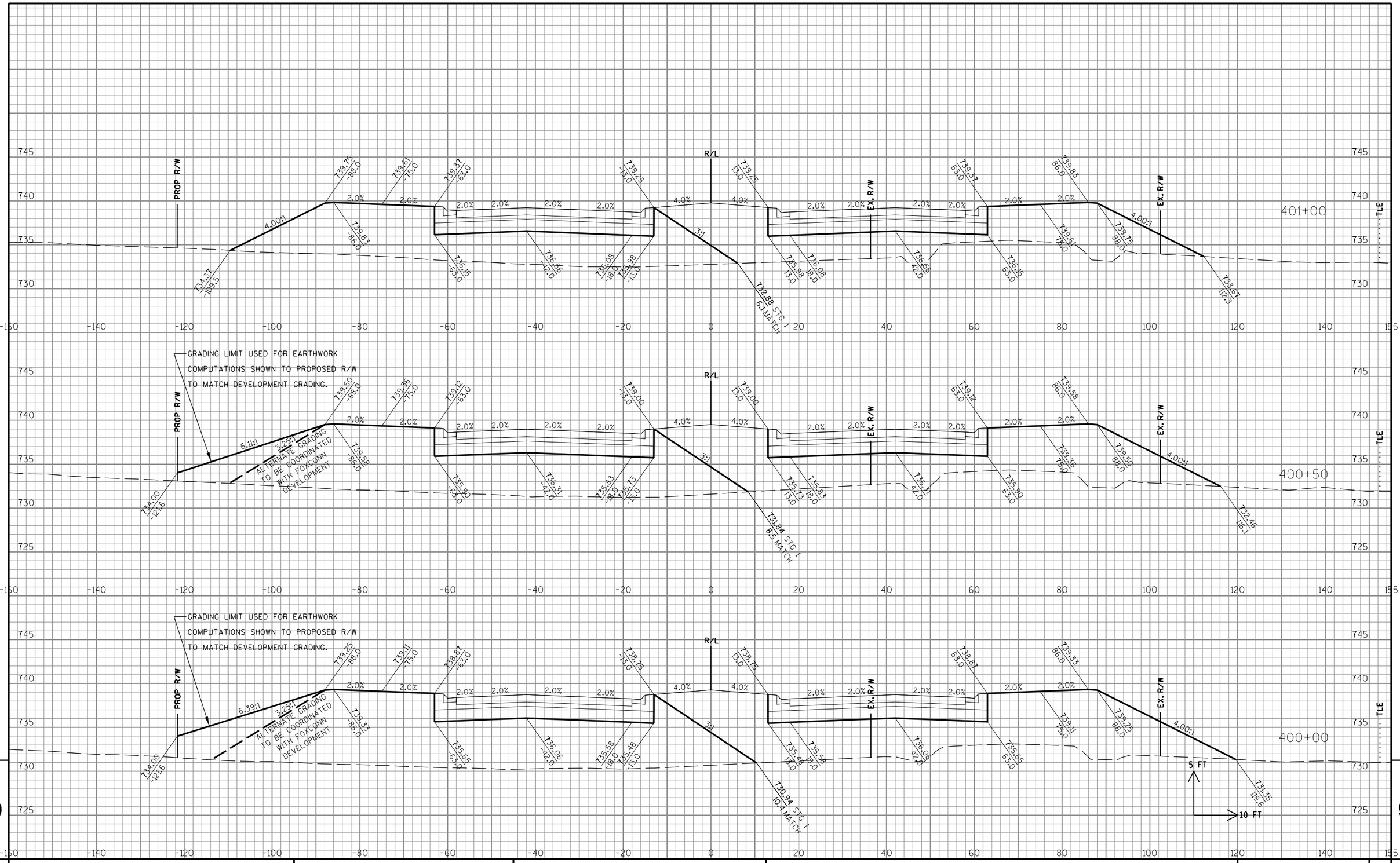
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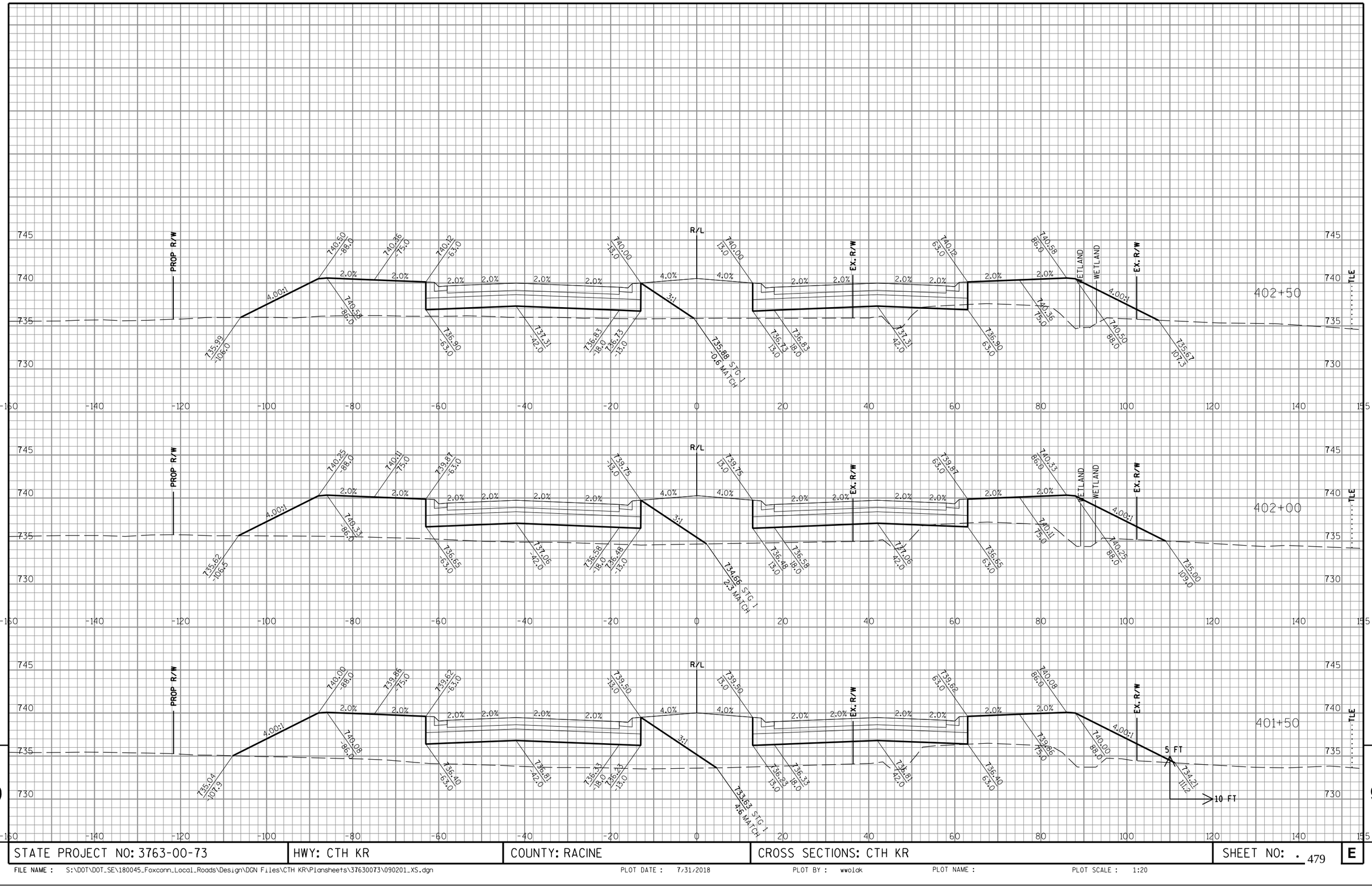
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FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Plansheets\37630073\090201_XS.dgn PLOT DATE : 7/31/2018 PLOT BY : wwolck PLOT NAME : PLOT SCALE : 1:20



STATE PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	CROSS SECTIONS: CTH KR	SHEET NO: . 478	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Plansheets\37630073\090201_XS.dgn PLOT DATE : 7/31/2018 PLOT BY : wwolck PLOT NAME : PLOT SCALE : 1:20



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STATE PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	CROSS SECTIONS: CTH KR	SHEET NO: . 479	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Plansheets\37630073\090201_XS.dgn PLOT DATE : 7/31/2018 PLOT BY : wwolck PLOT NAME : PLOT SCALE : 1:20

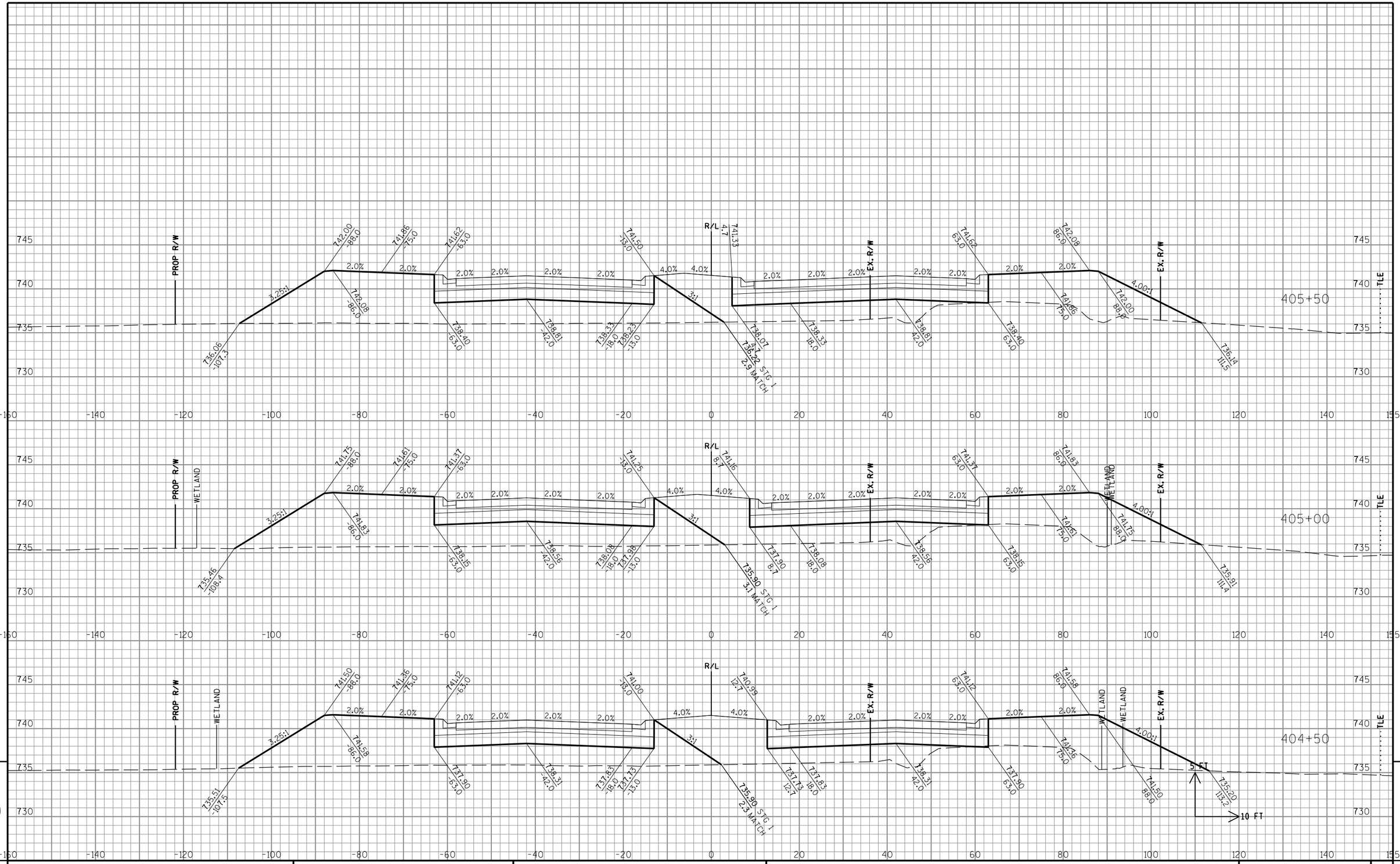
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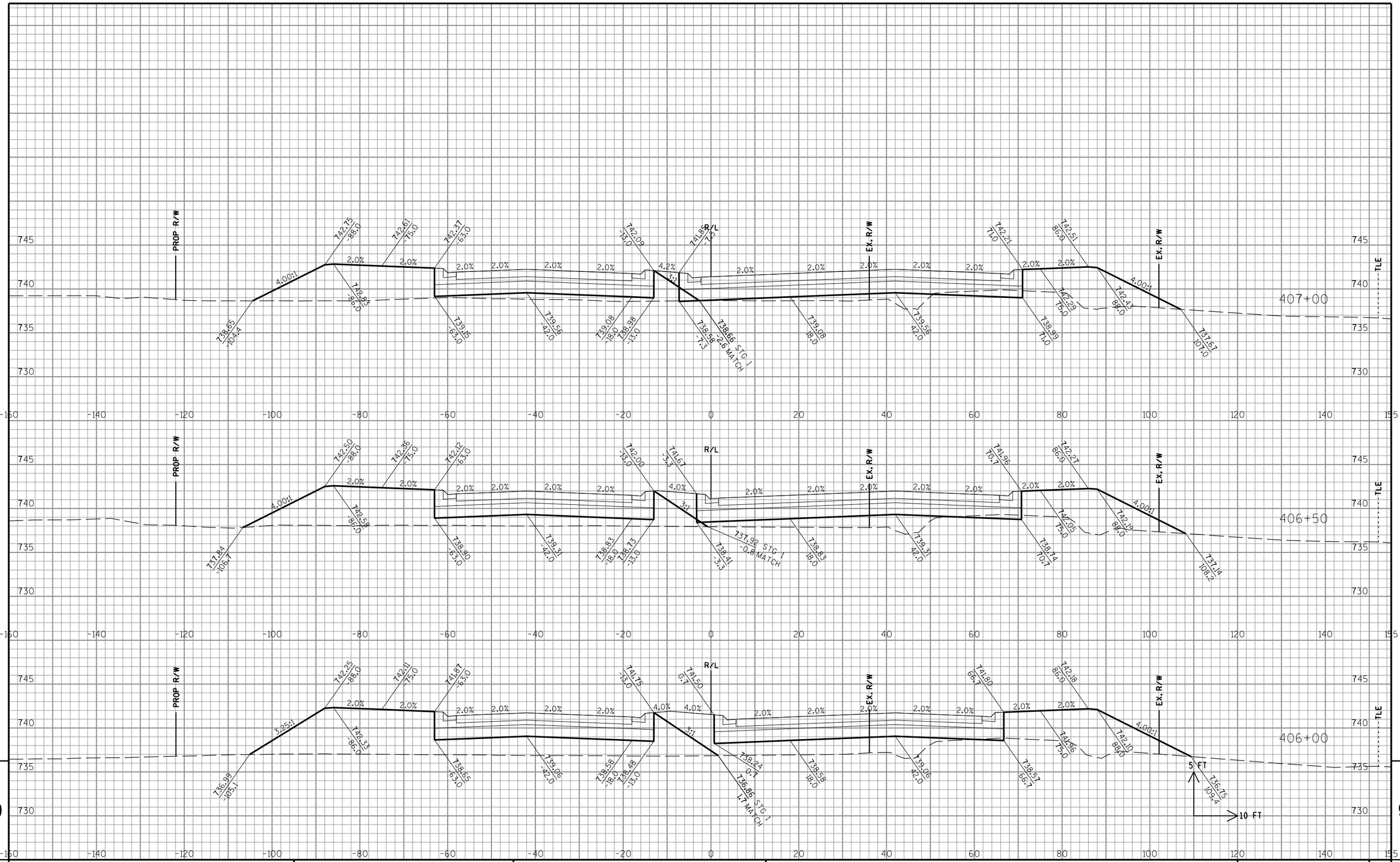
STATE PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	CROSS SECTIONS: CTH KR	SHEET NO: . 480	E

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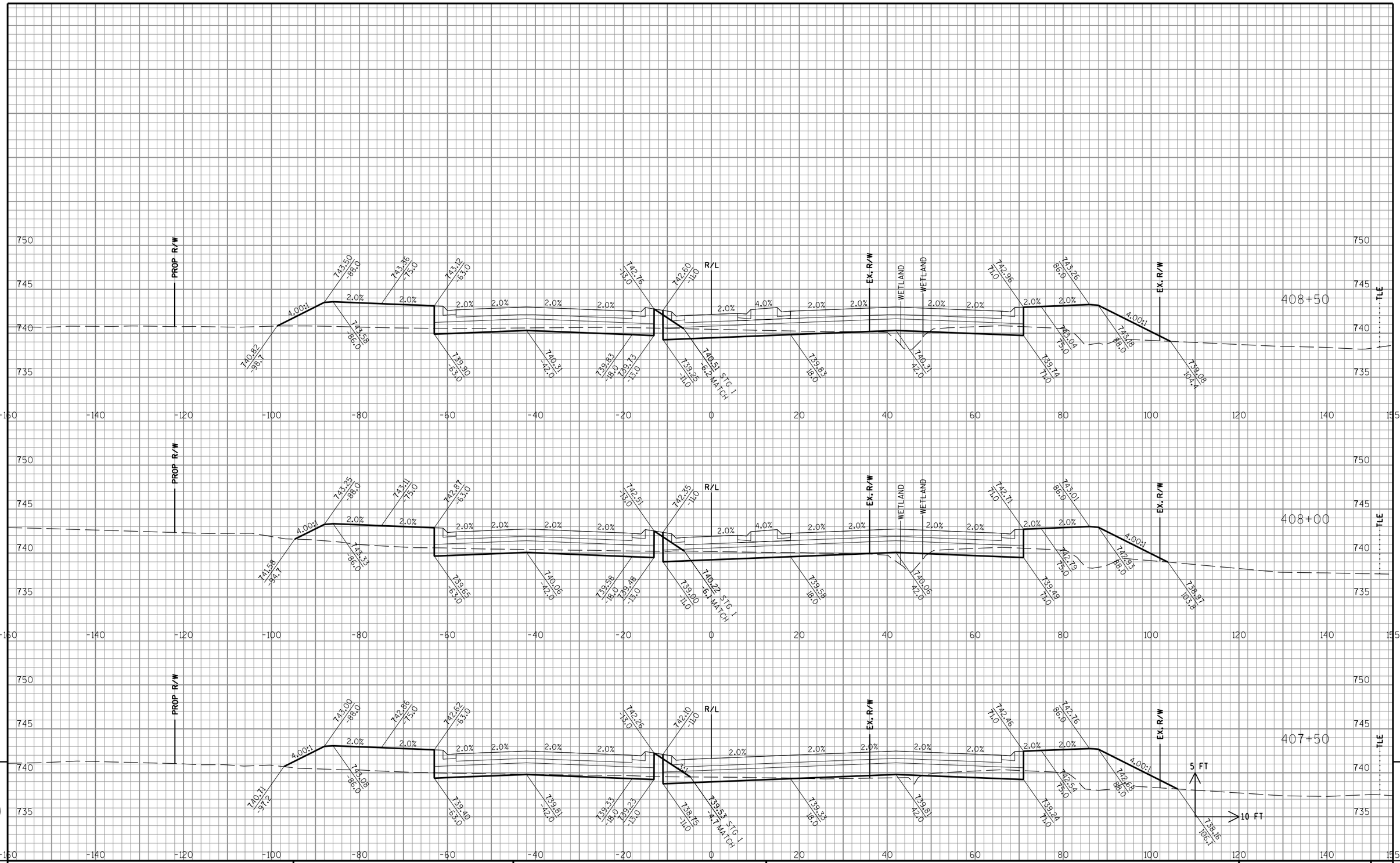
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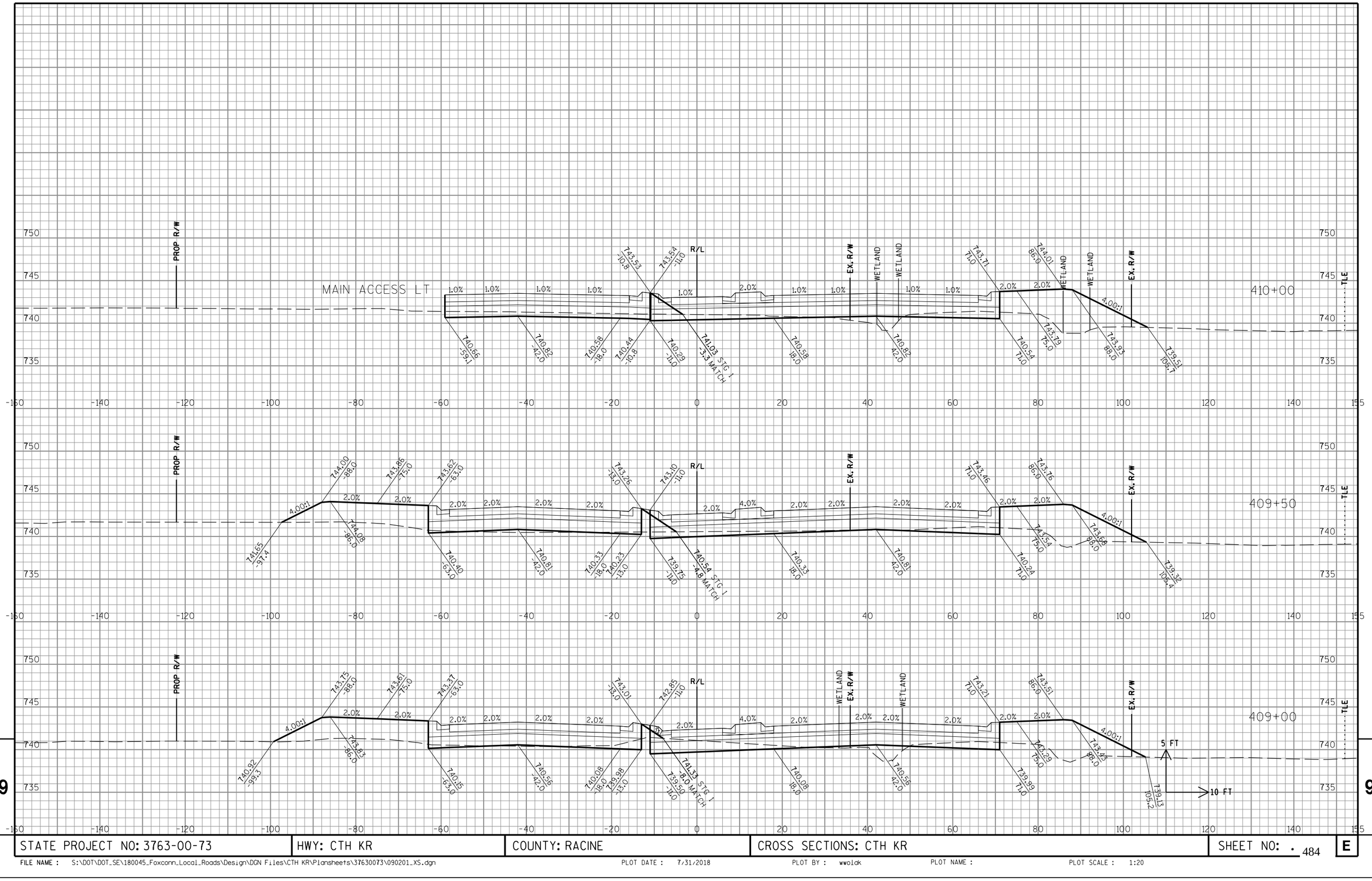
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STATE PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	CROSS SECTIONS: CTH KR	SHEET NO: . 483	E

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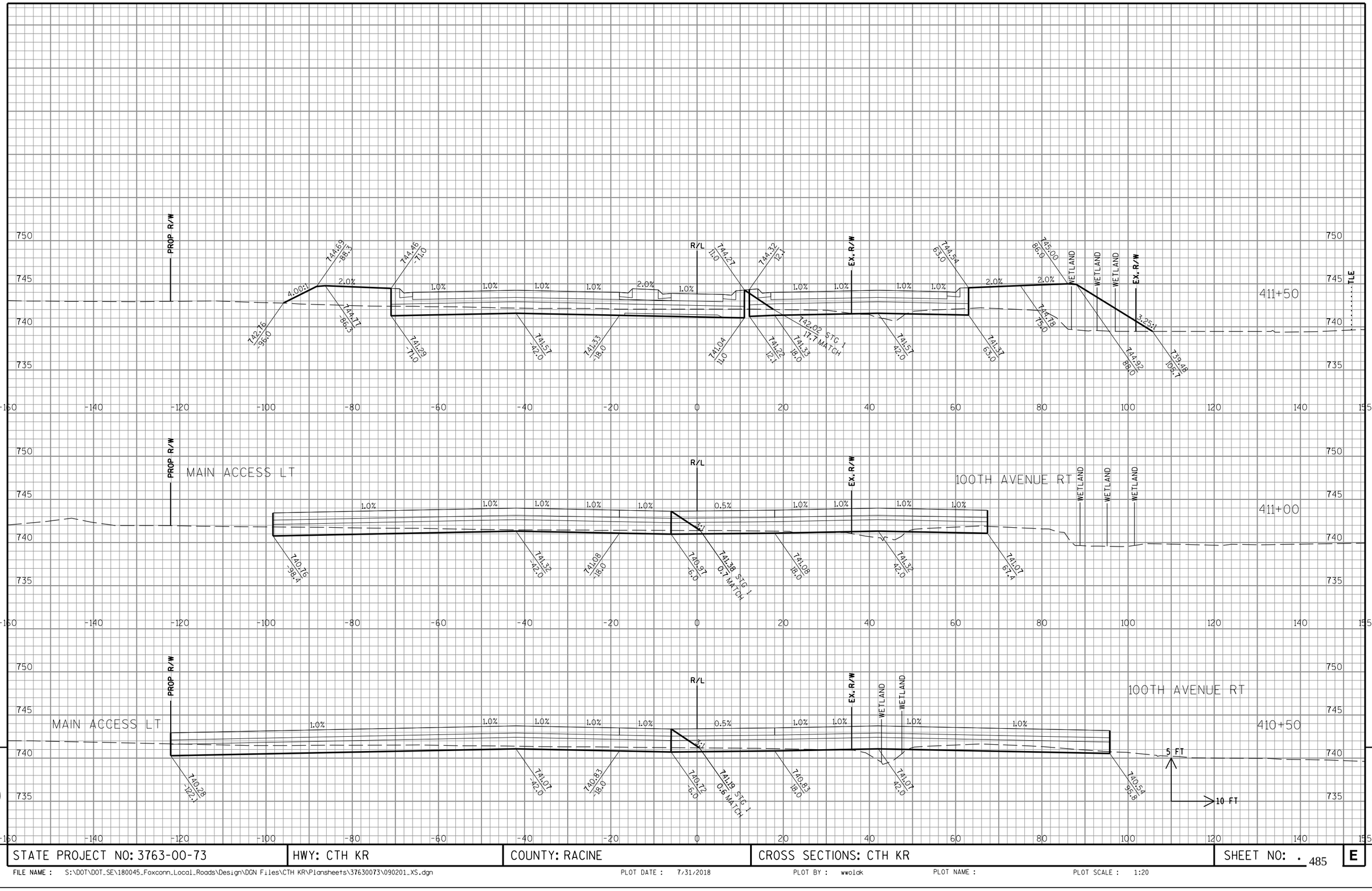


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STATE PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	CROSS SECTIONS: CTH KR	SHEET NO: . 484	E

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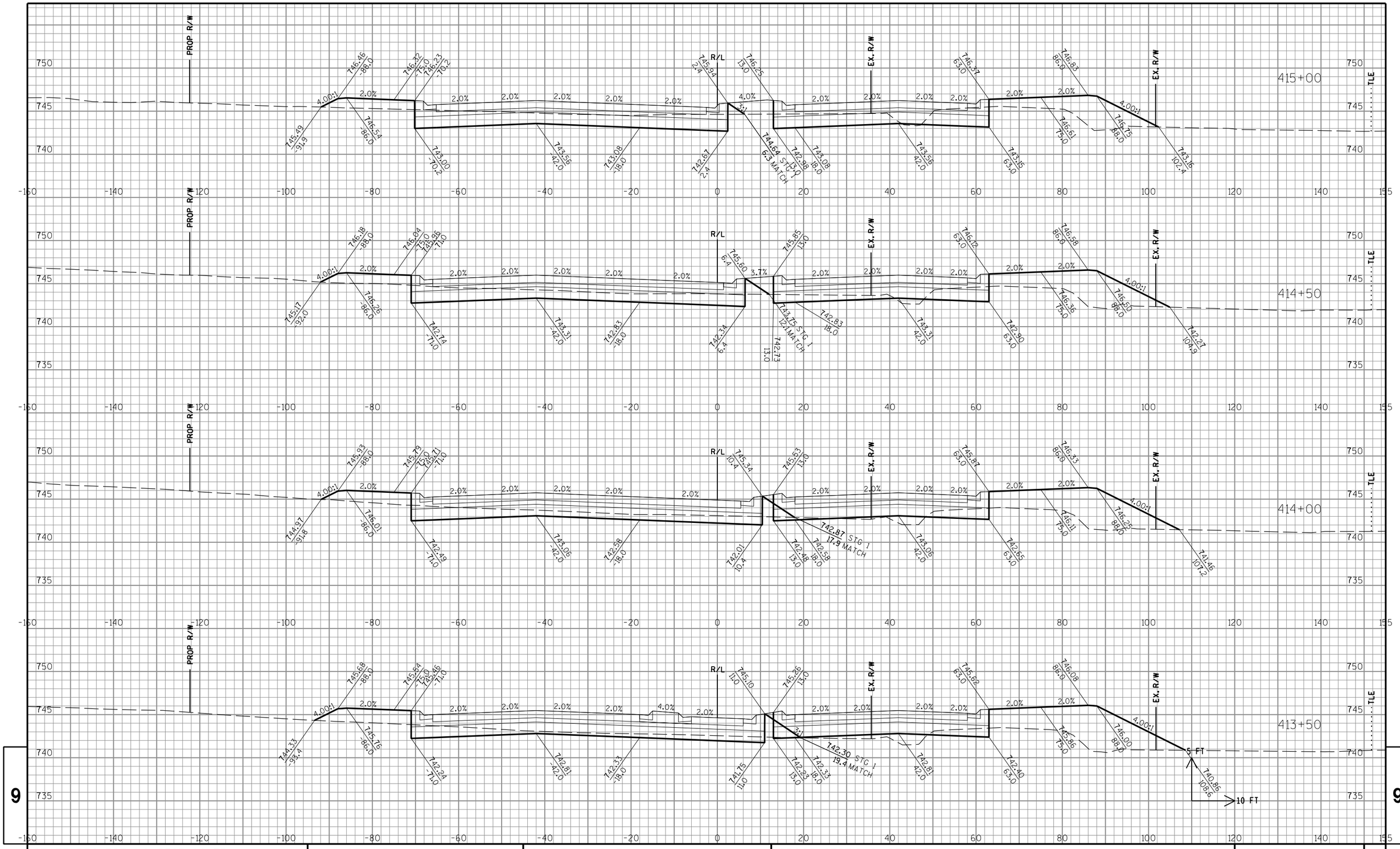
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STATE PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	CROSS SECTIONS: CTH KR	SHEET NO: . 486	E

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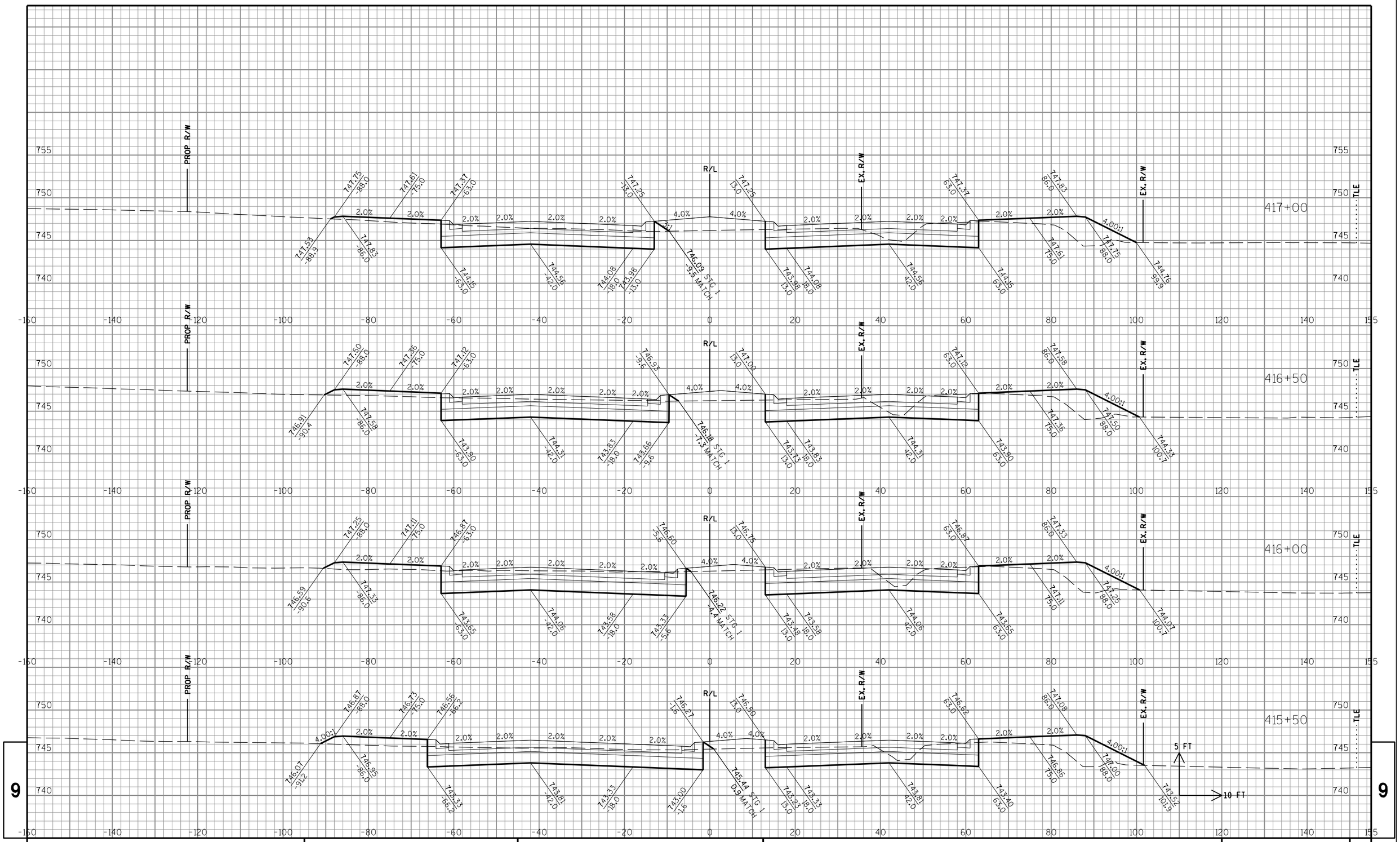


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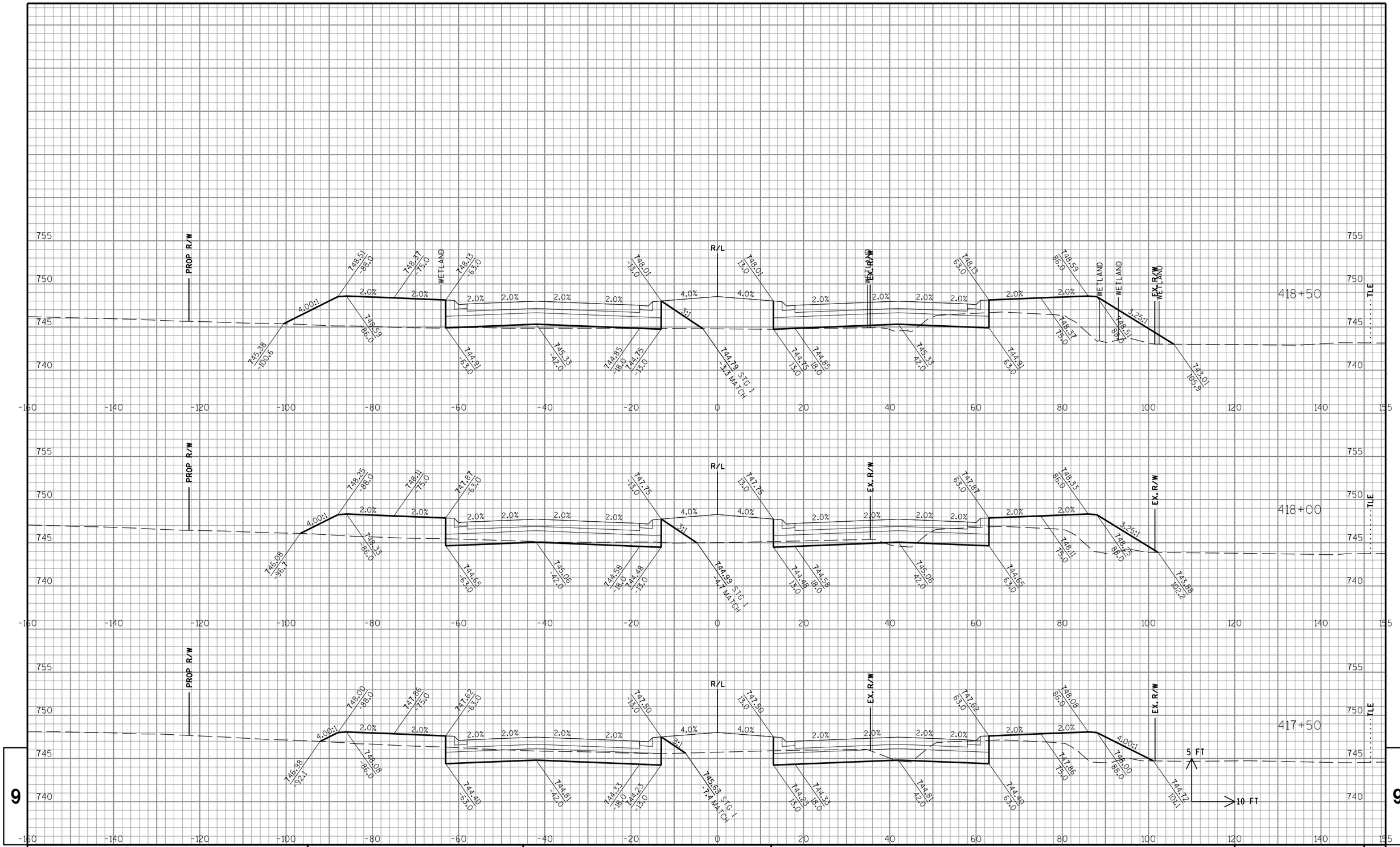
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STATE PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	CROSS SECTIONS: CTH KR	SHEET NO: . 488	E

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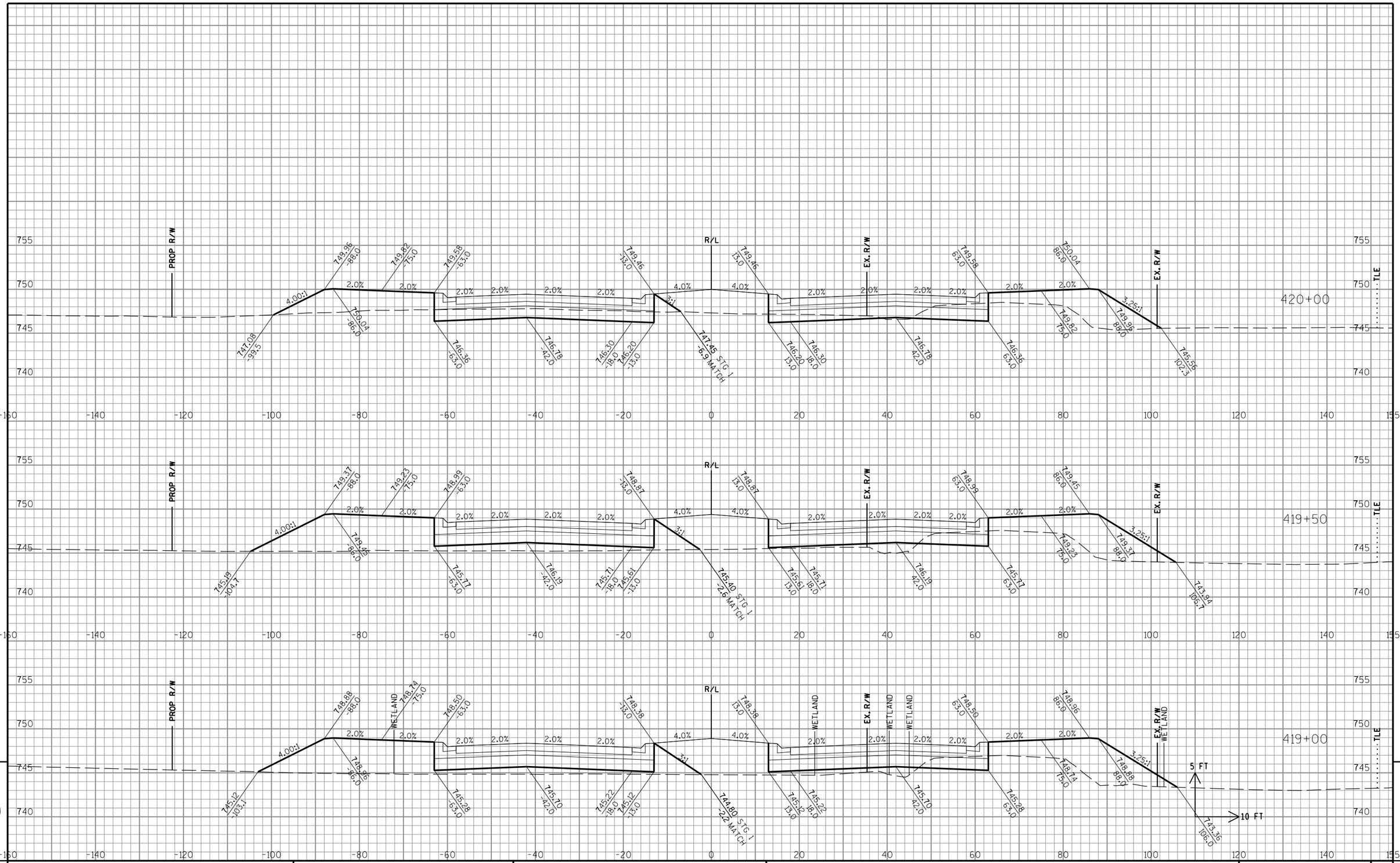


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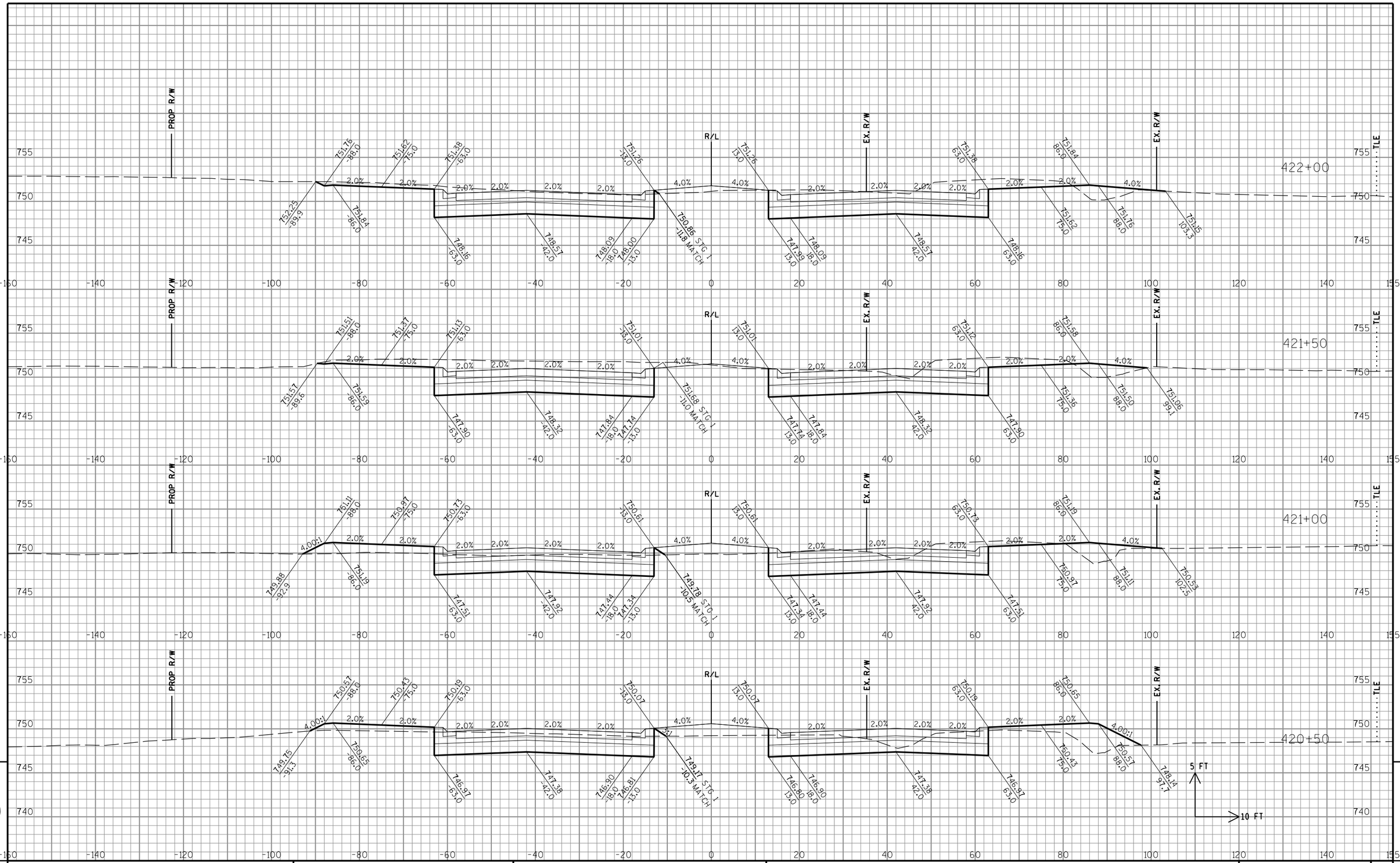
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STATE PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	CROSS SECTIONS: CTH KR	SHEET NO: 490	E

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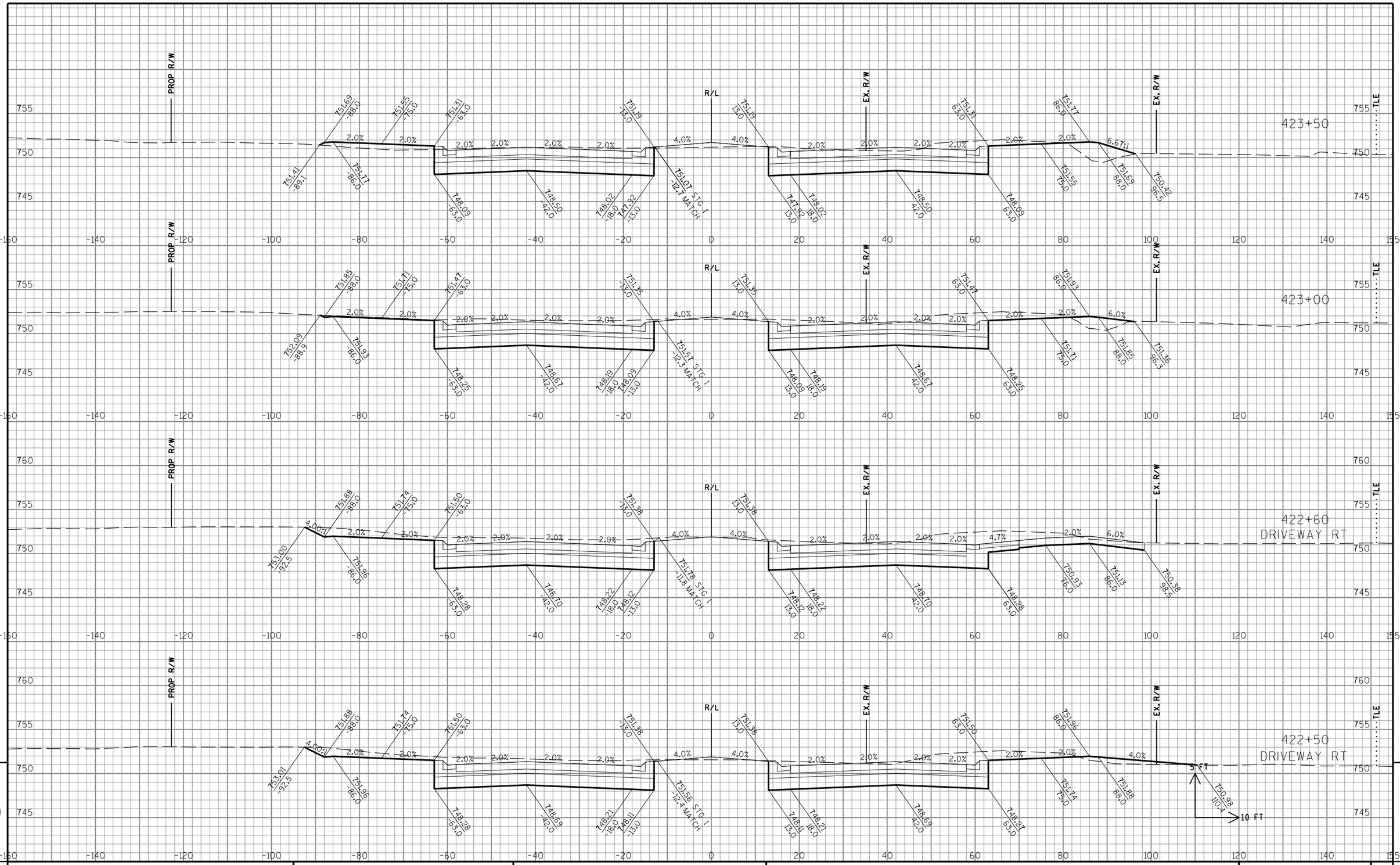


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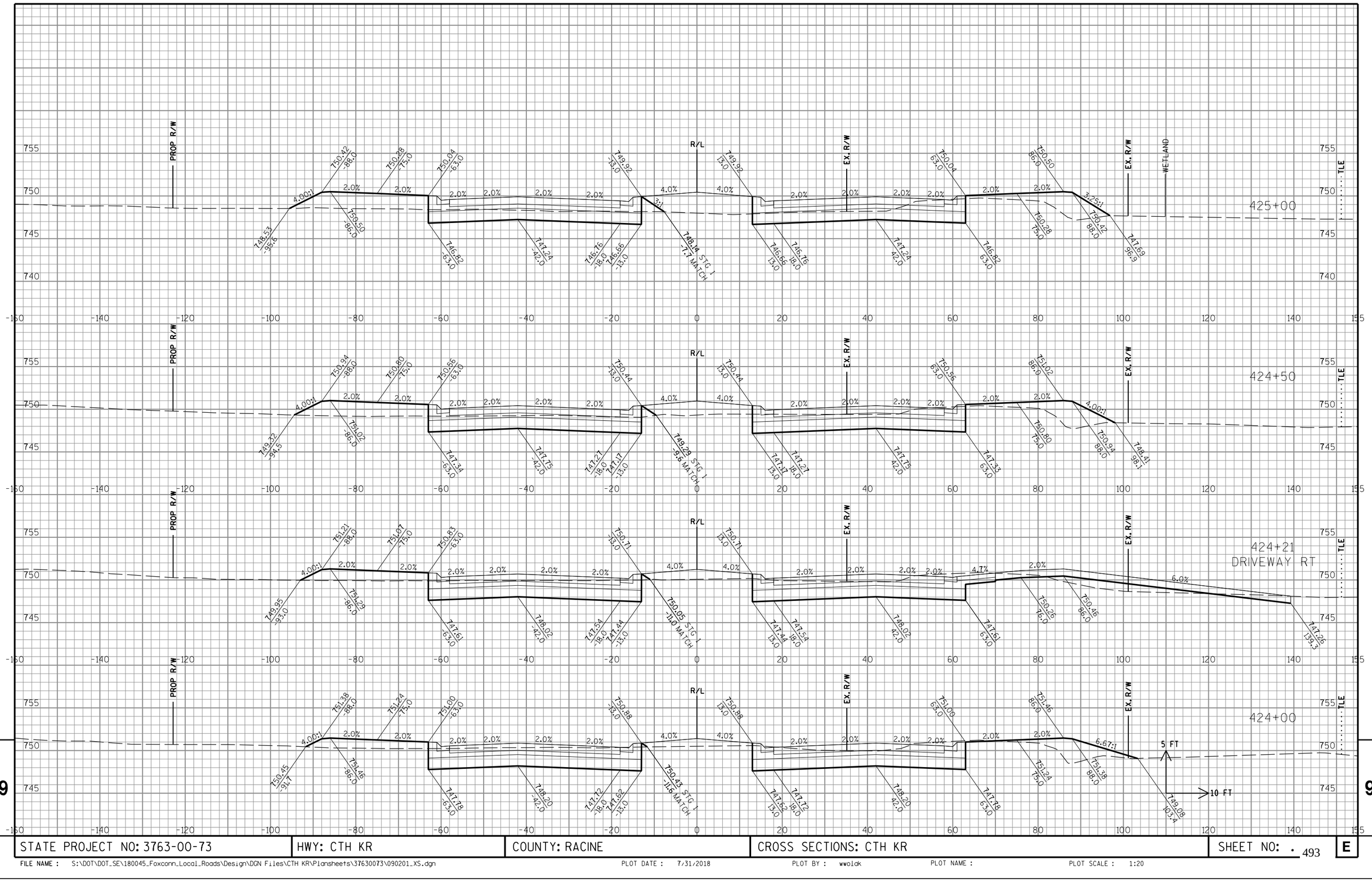
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STATE PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	CROSS SECTIONS: CTH KR	SHEET NO: 492	E

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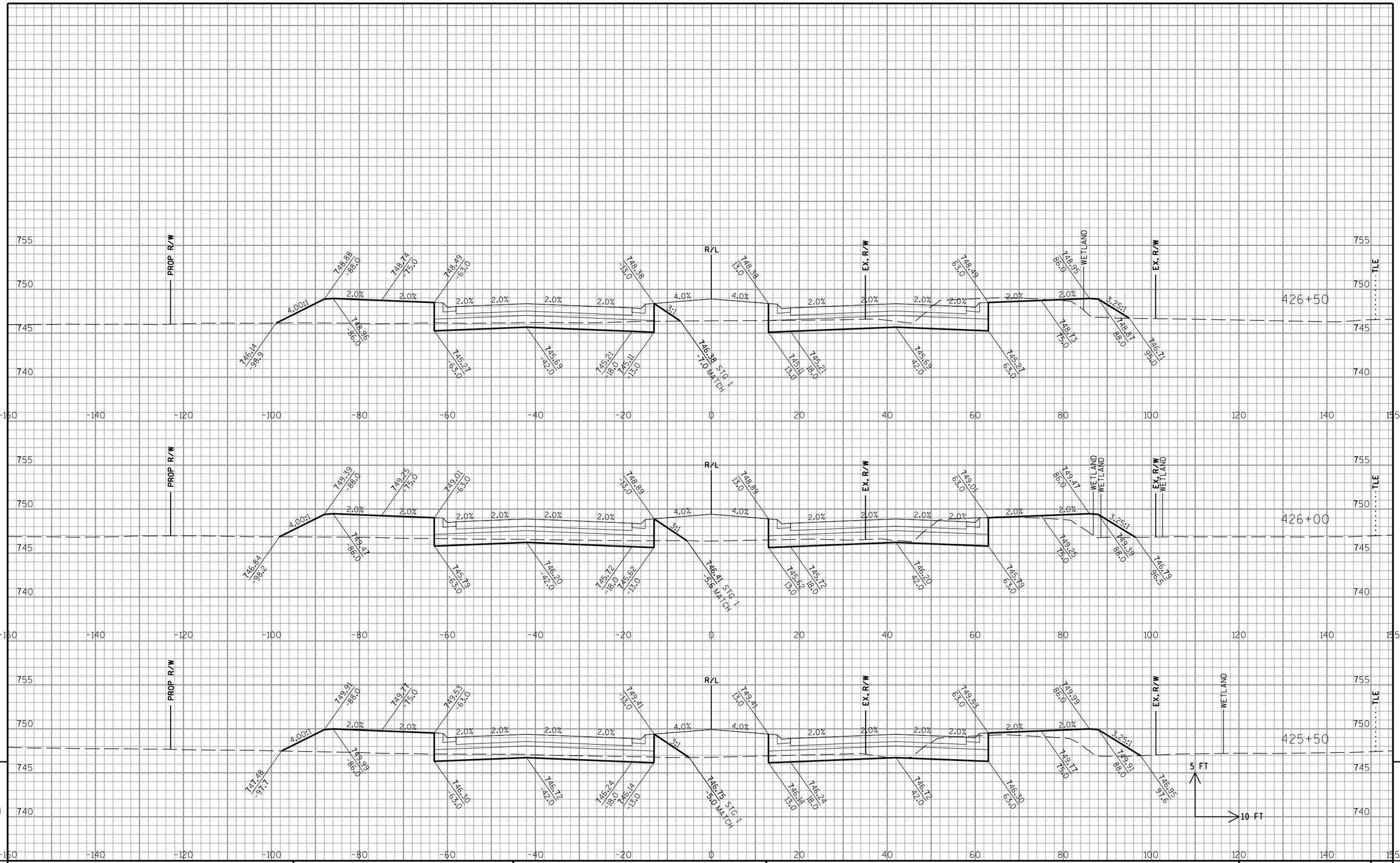


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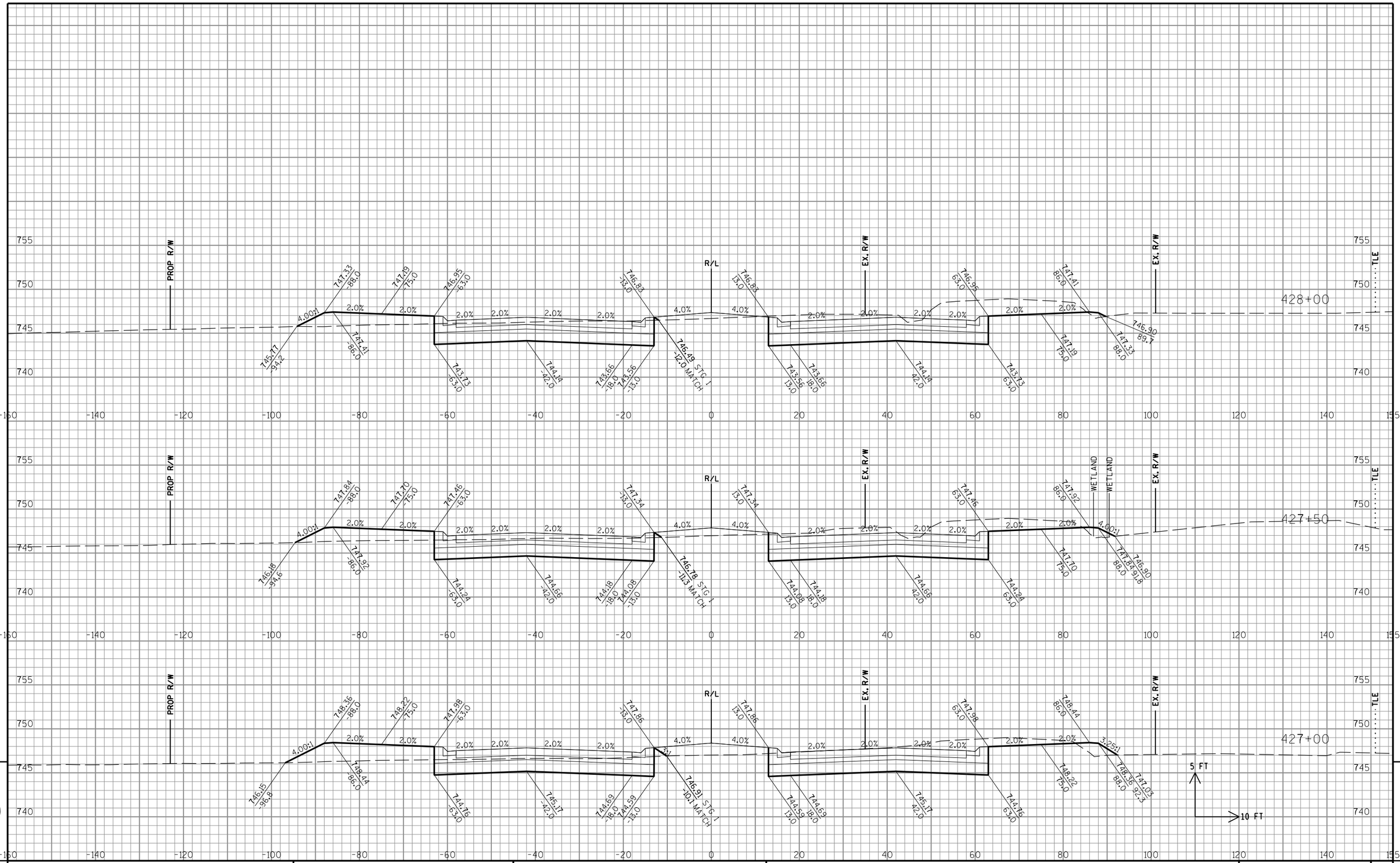
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STATE PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	CROSS SECTIONS: CTH KR	SHEET NO: 494	E

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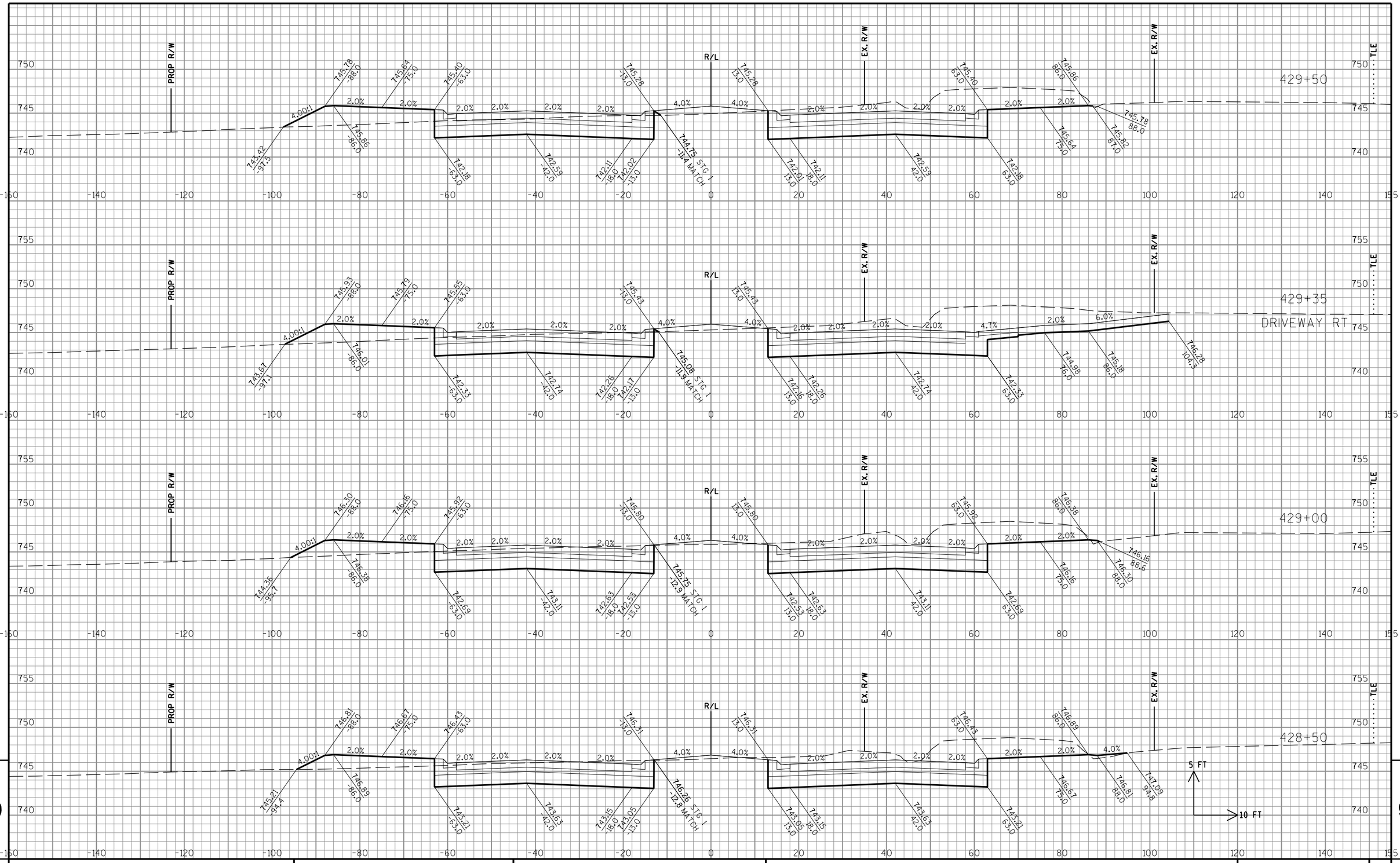


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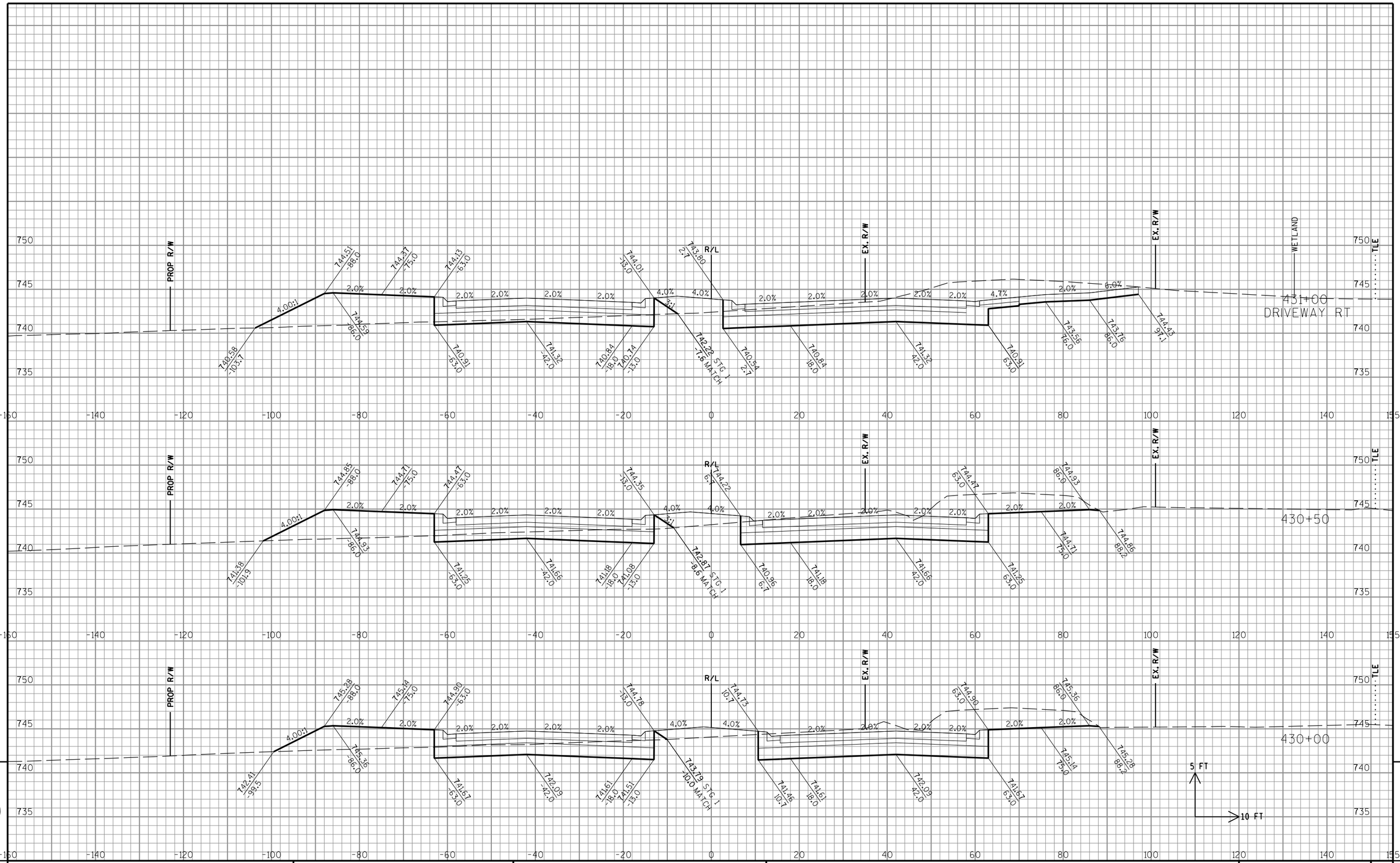
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STATE PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	CROSS SECTIONS: CTH KR	SHEET NO: 496	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Plansheets\37630073\090201_XS.dgn PLOT DATE : 7/31/2018 PLOT BY : wwolck PLOT NAME : PLOT SCALE : 1:20

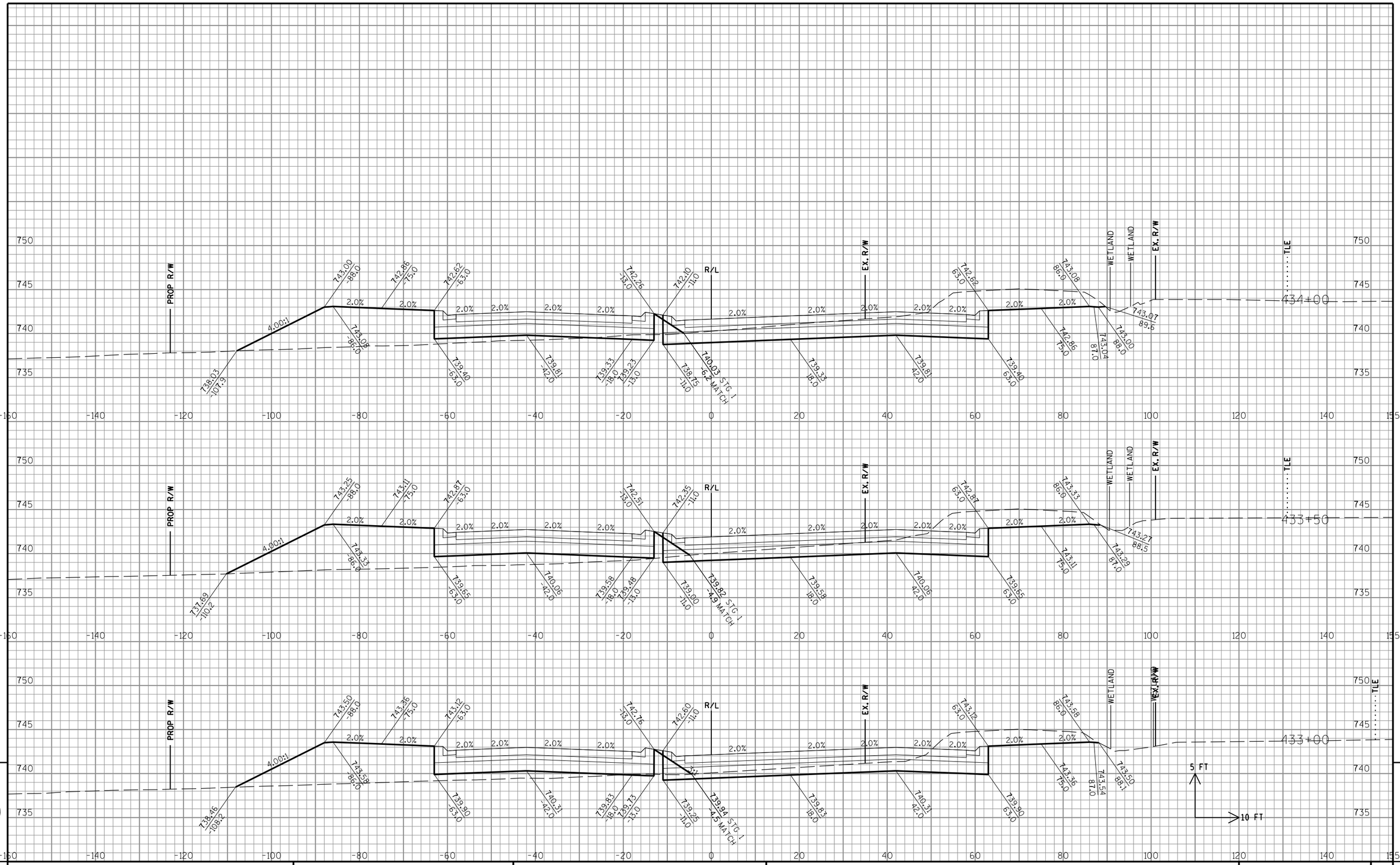


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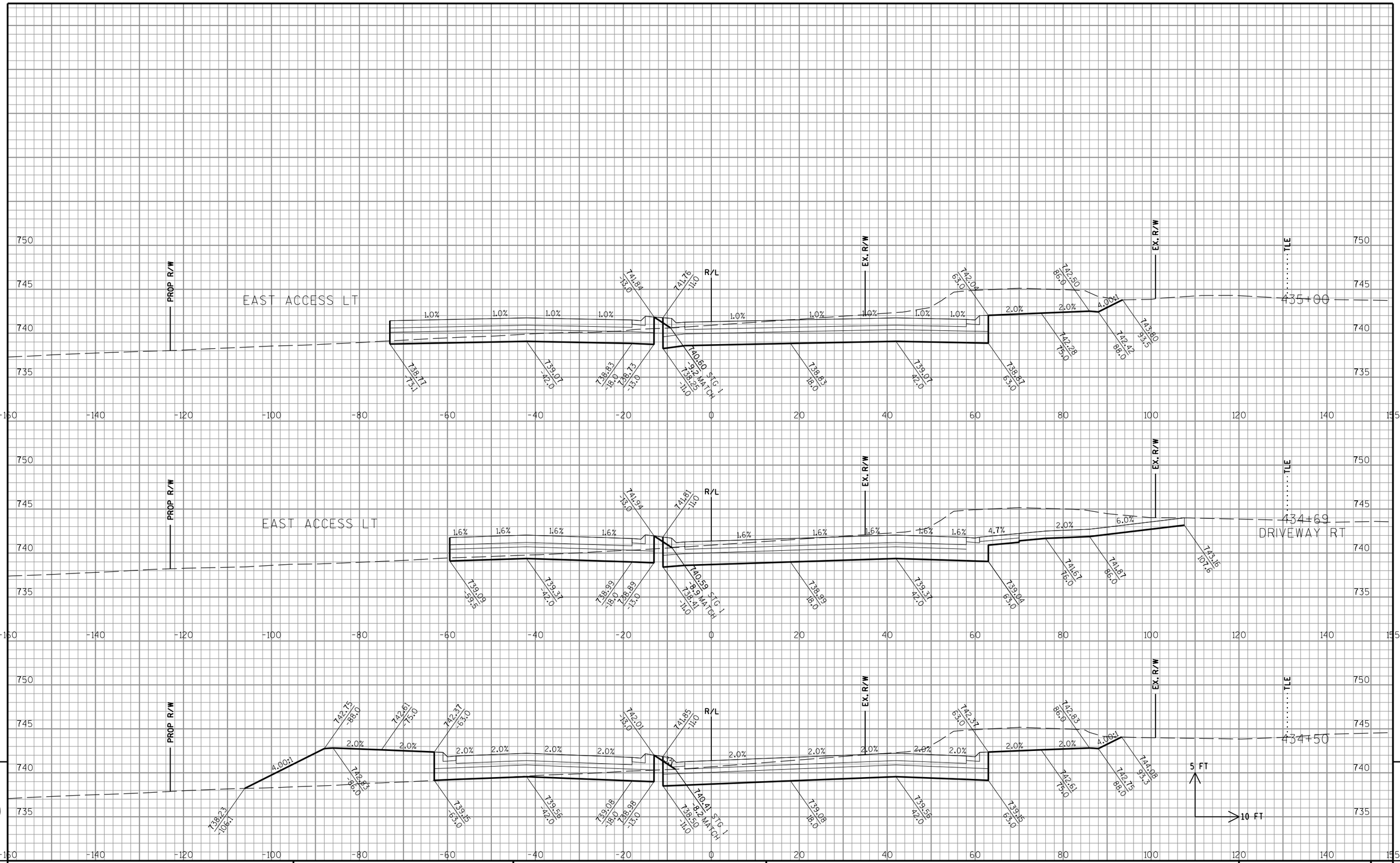


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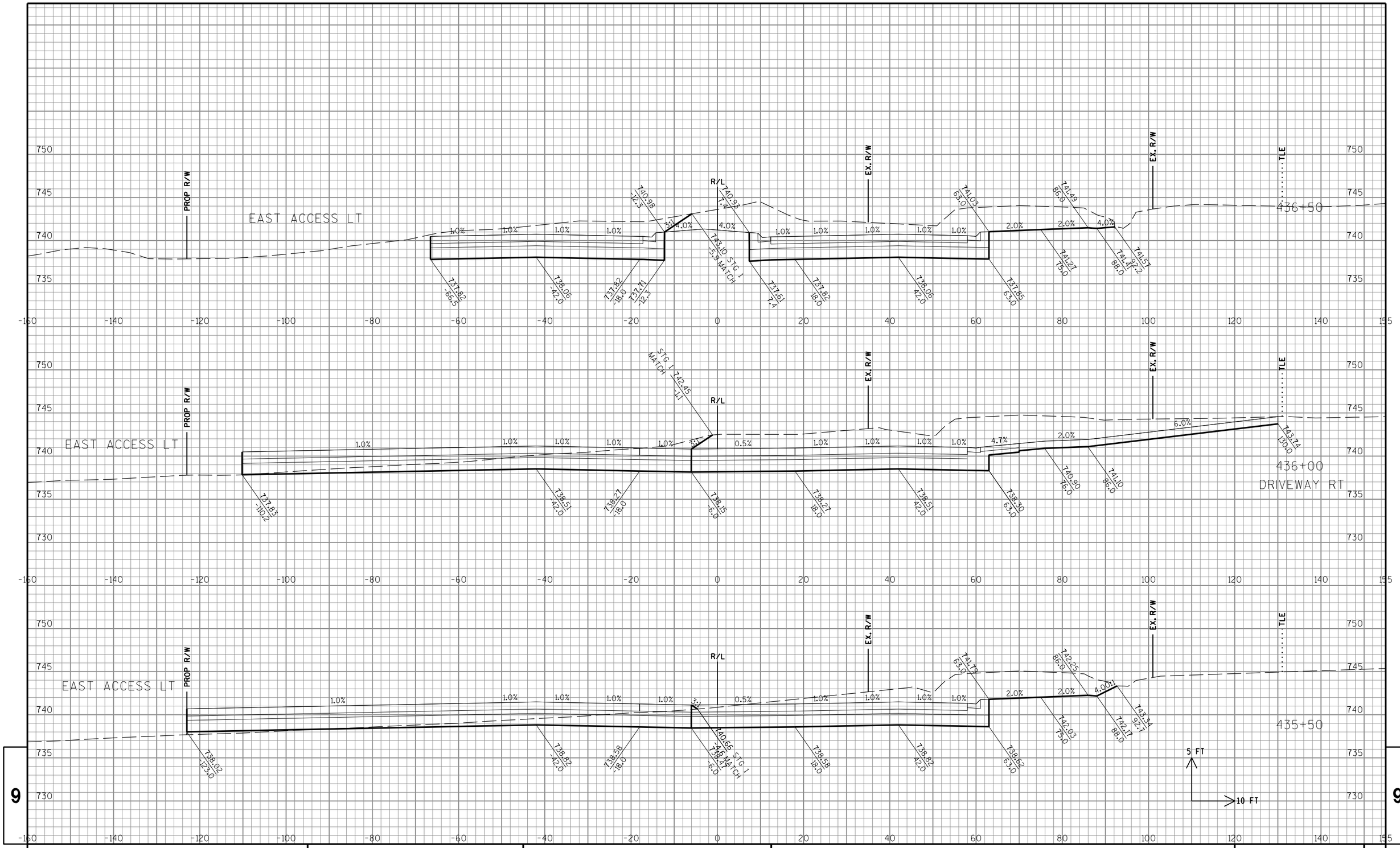
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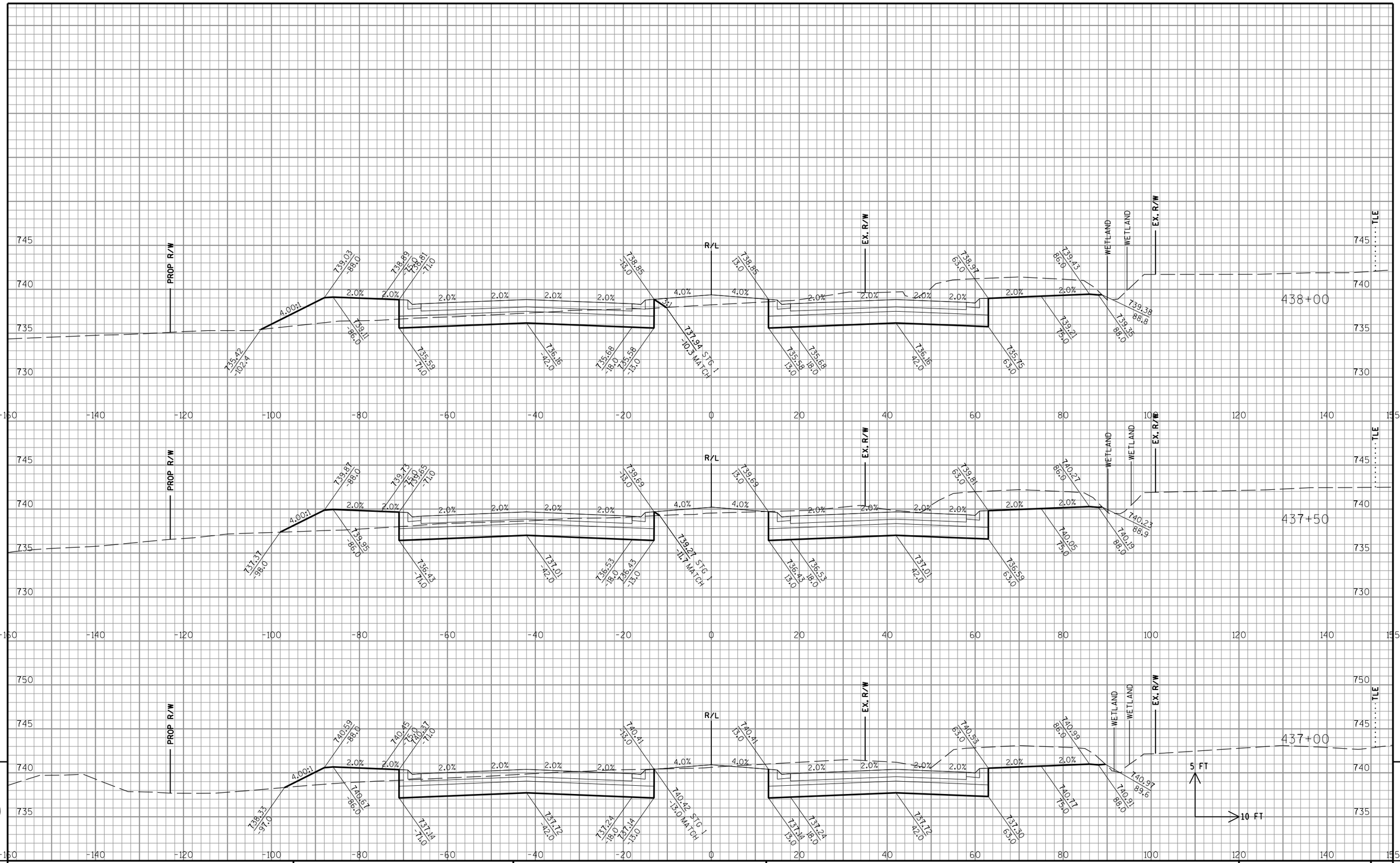
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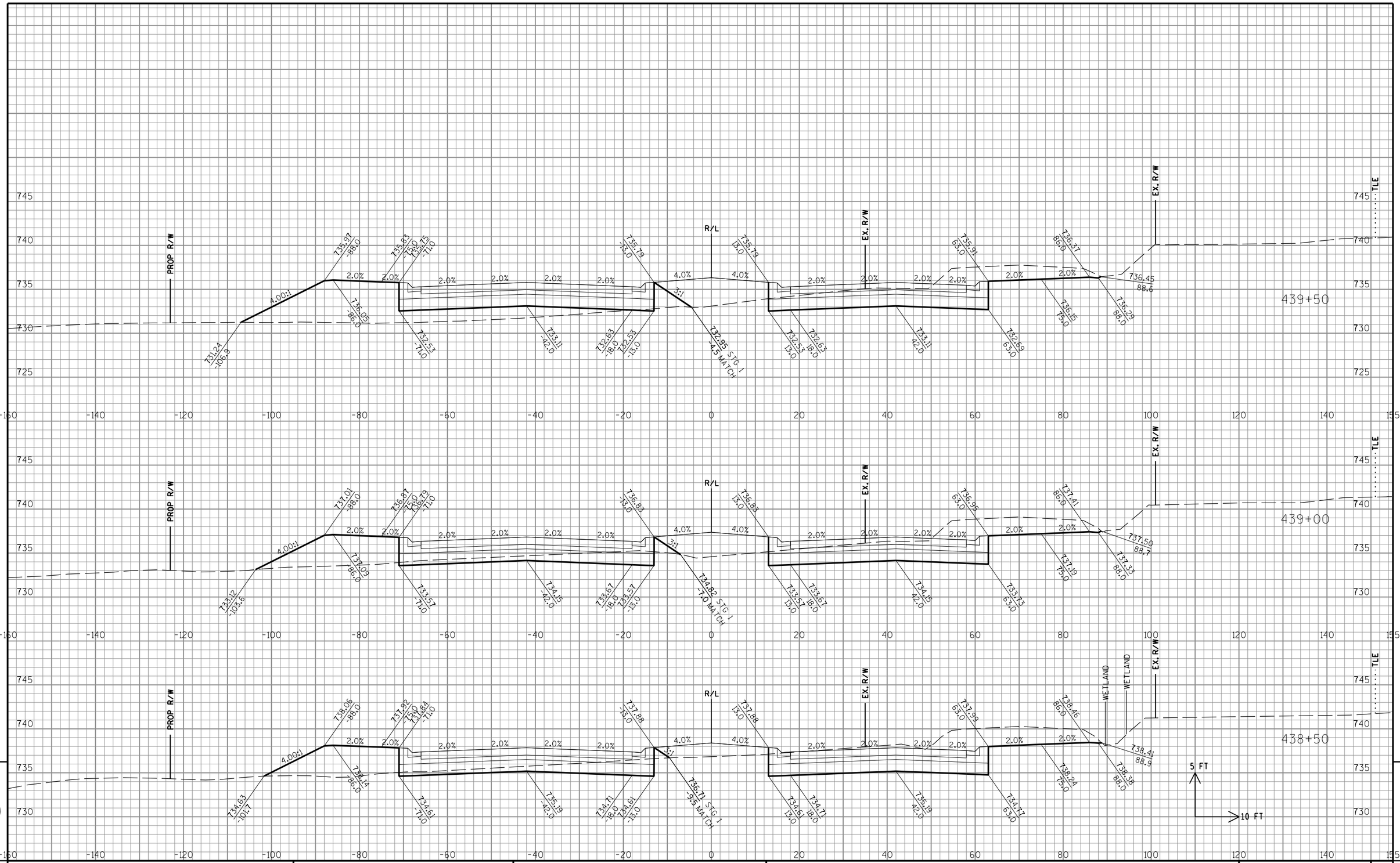
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STATE PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	CROSS SECTIONS: CTH KR	SHEET NO: . 502	E

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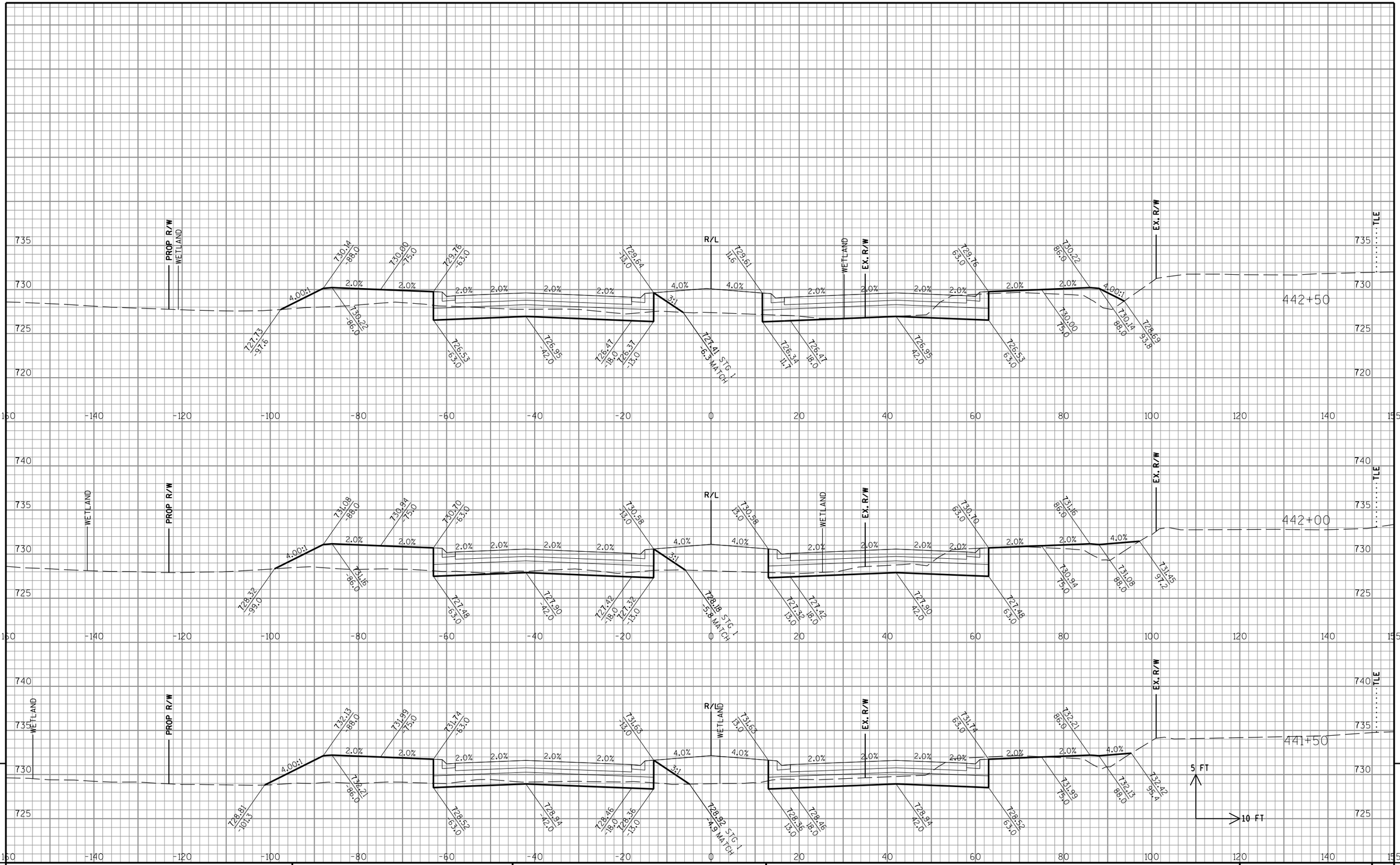
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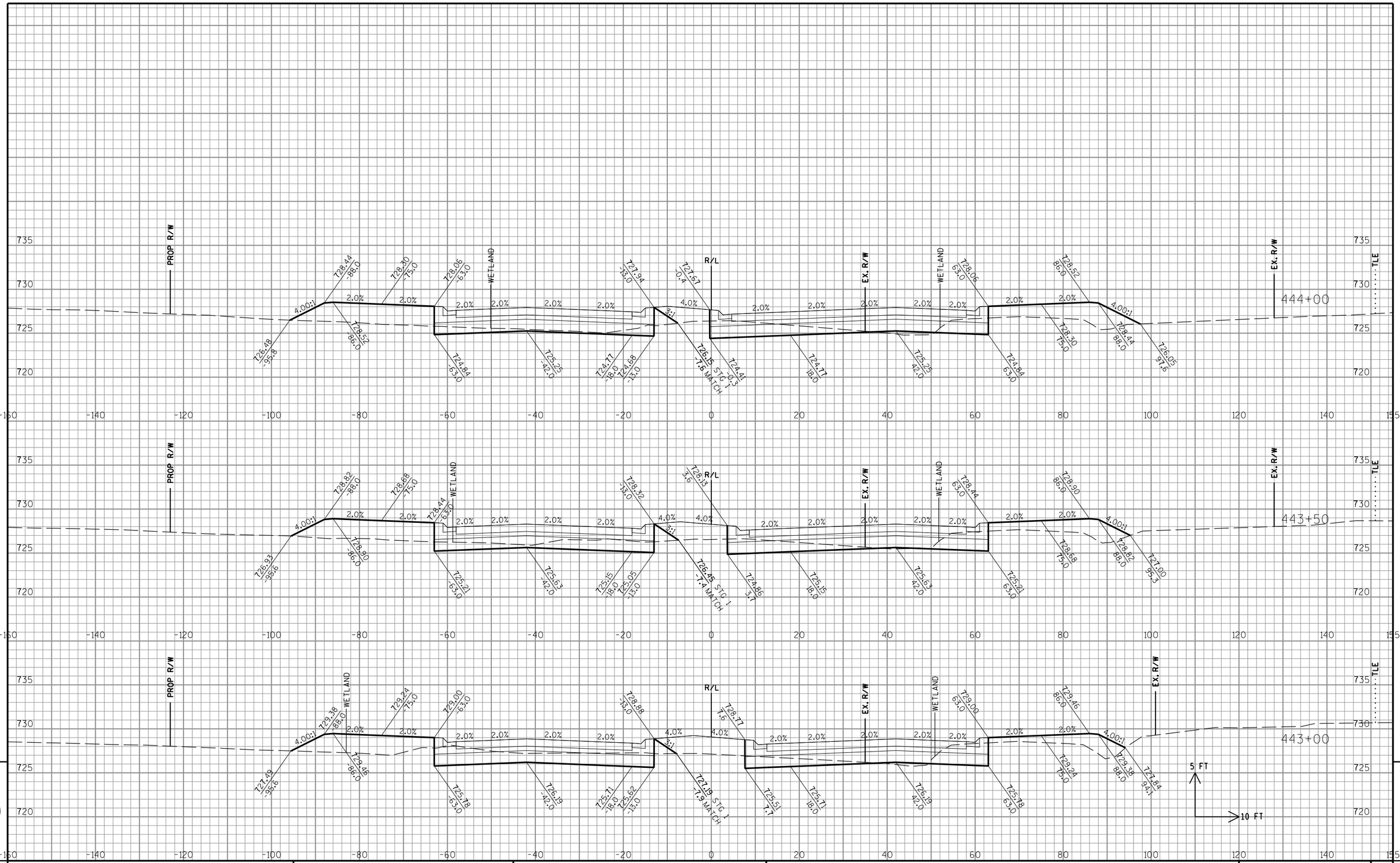
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STATE PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	CROSS SECTIONS: CTH KR	SHEET NO: 505	E

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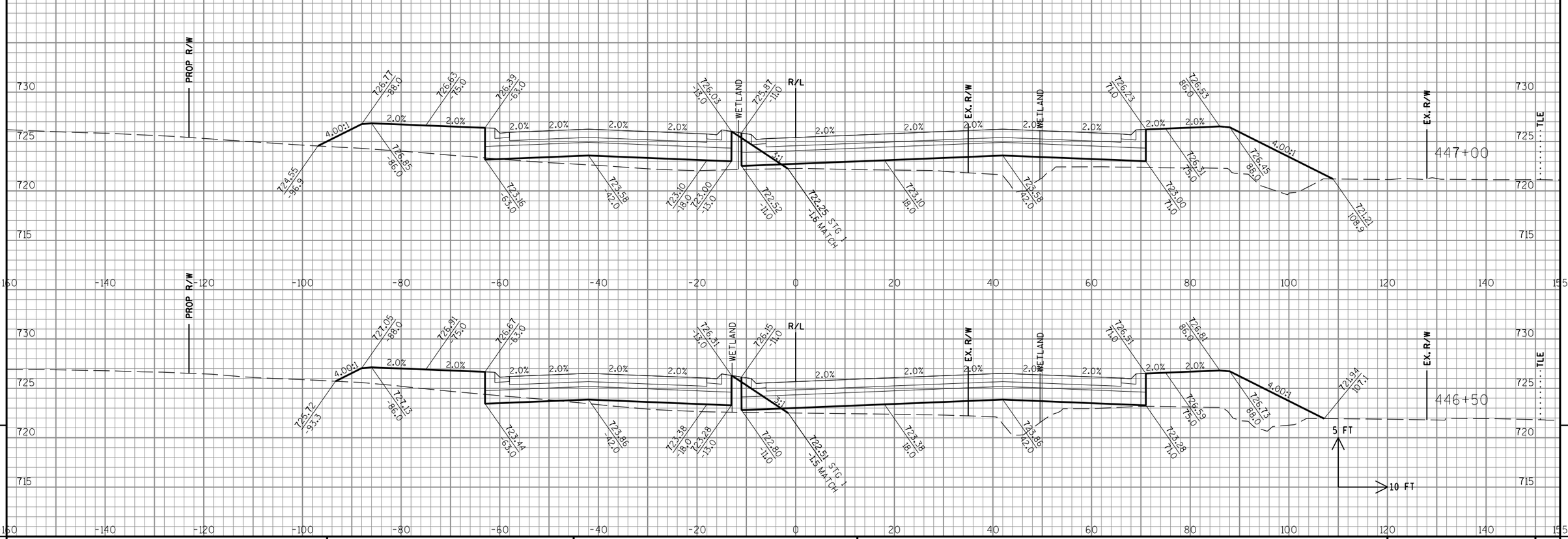
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STATE PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	CROSS SECTIONS: CTH KR	SHEET NO: . 507	E

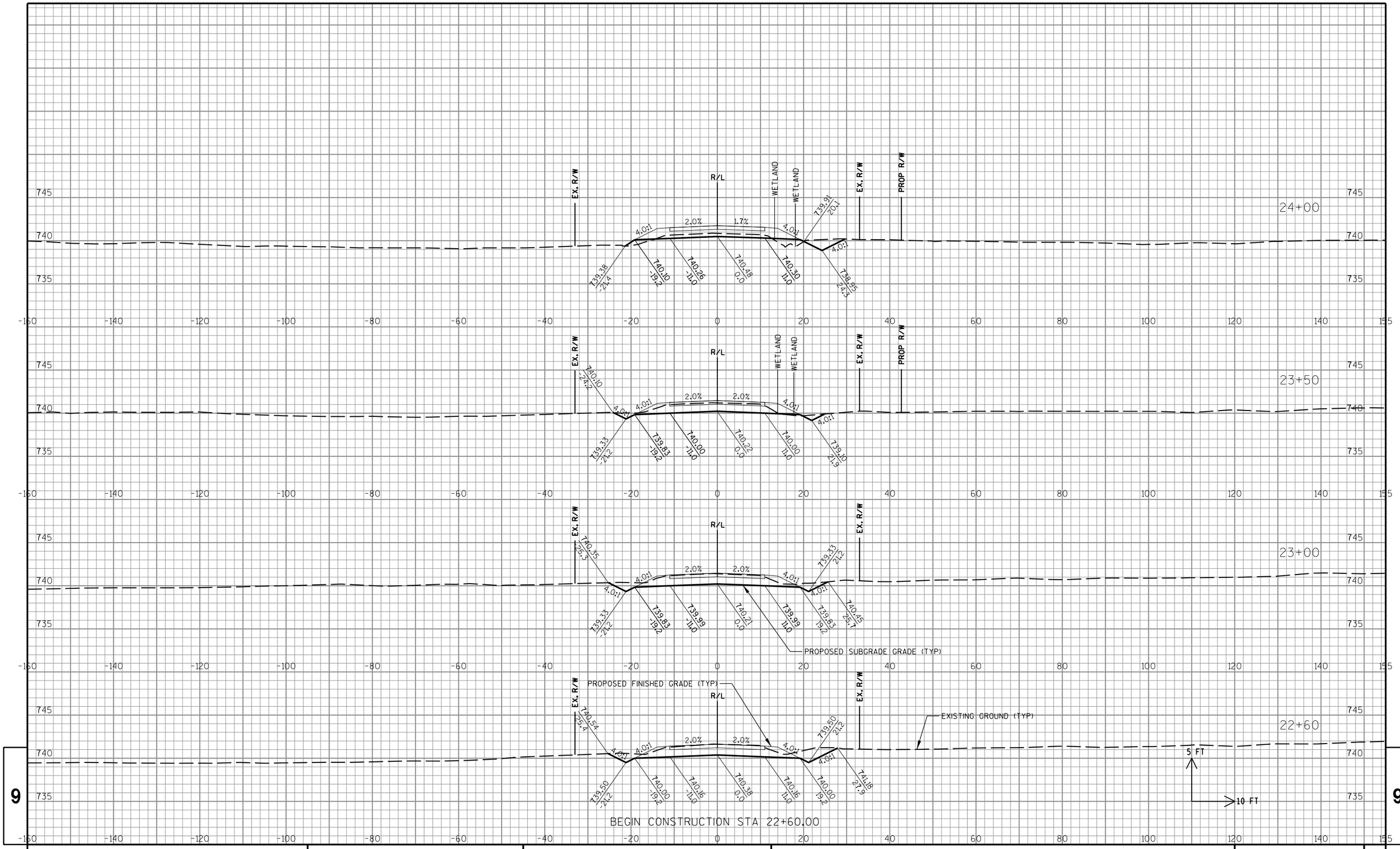
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END PROJECT STA 447+00.00



STATE PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	CROSS SECTIONS: CTH KR	SHEET NO: . 508	E

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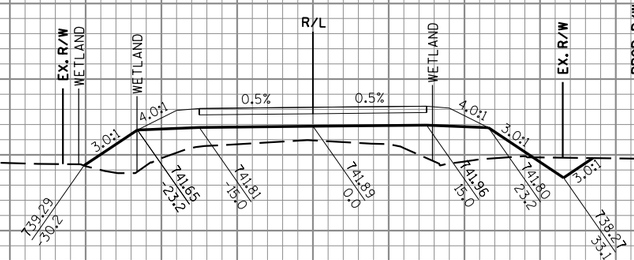
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STATE PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	CROSS SECTIONS: 100TH AVENUE	SHEET NO: . 509	E

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END CONSTRUCTION STA 25+08

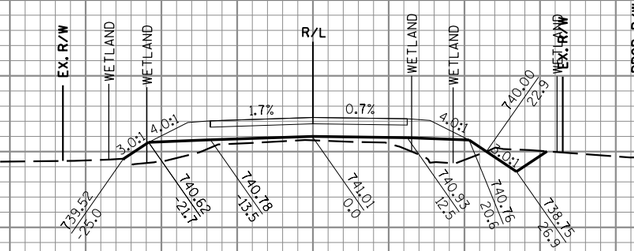


25+08

25+00



24+50



5 FT
10 FT

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STATE PROJECT NO: 3763-00-73	HWY: CTH KR	COUNTY: RACINE	CROSS SECTIONS: 100TH AVENUE	SHEET NO: 510	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\CTH KR\Plansheets\37630073\090202_XS.dgn PLOT DATE : 7/31/2018 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:20

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

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Place Sheet Numbers