WKE

Jan 12, 2021

PROJECT ID: 3240-14-70

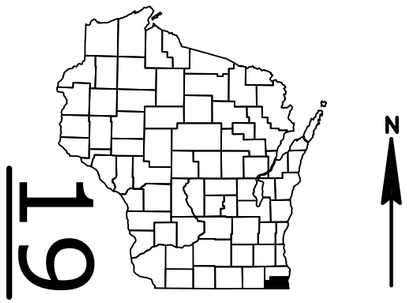
WITH:

COUNTY: KENOSHA

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 = 532



DESIGN DESIGNATION STH 32

A.A.D.T.	2020	=	12,700
A.A.D.T.	2050	=	14,500
D.H.V.		=	1,682 (2050)
D.D.		=	59/41
T.		=	4.1
DESIGN SPEED		=	40 m.p.h
ESALS		=	

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

STATE OF WISCONSIN

DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

SHERIDAN RD. CITY OF KENOSHA

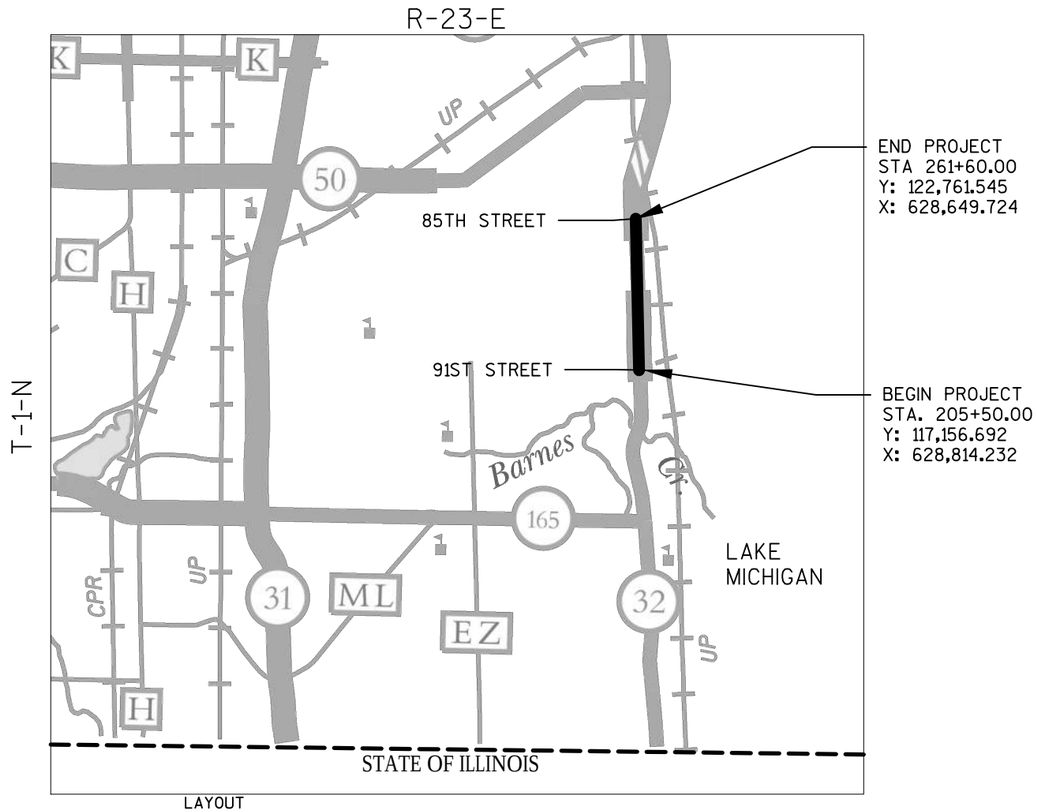
91ST STREET TO 85TH STREET

STH 32

KENOSHA COUNTY

STATE PROJECT NUMBER
3240-14-70

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
3240-14-70	WISC 2021085	1



LAYOUT

SCALE 0 1 MILE

TOTAL NET LENGTH OF CENTERLINE = 1.063 MILES

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, KENOSHA COUNTY, NAD83 (2007), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM NAVD88 (2012).

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	GRAEF
Designer	MATT DILLINGHAM
Project Manager	MARK WILFERT
Regional Examiner	
Regional Supervisor	REEM SHAHIN

APPROVED FOR THE DEPARTMENT

DATE: 10/23/20 Mark Wilfert (Signature)

E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\010101_TI.DWG
LAYOUT NAME - ****

PLOT DATE : 10/23/2020 1:16 PM

PLOT BY : DILLINGHAM, MATTHEW PLOT NAME :

WISDOT/CADDS SHEET 10

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. COORDINATE CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.
- CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE OF CURB AND GUTTER OR THEORETICAL FLANGE POINT OF INTEGRAL CURB AND GUTTER. CURB AND GUTTER RADII ARE MEASURED TO THE FLANGE OF CURB AND GUTTER OR THEORETICAL FLANGE POINT OF INTEGRAL CURB AND GUTTER.
- THE STATION, OFFSET, AND ELEVATIONS FOR INLETS ARE GIVEN TO THE FLOW LINE. ALL MANHOLE STATION, OFFSET, AND ELEVATIONS ARE GIVEN TO THE CENTER OF STRUCTURE.
- CONTACT THE PROJECT ENGINEER, THE COUNTY SURVEYOR, AND SEWRPC AT LEAST TWO WEEKS BEFORE WORKING NEAR ANY SECTION CORNER MONUMENT.
- VERIFY EXISTING PAVEMENT ELEVATIONS AT ALL TIE-INS TO EXISTING PAVEMENT PRIOR TO CONSTRUCTION. NOTIFY ENGINEER IF A DISCREPANCY IS FOUND BETWEEN PROPOSED PLAN ELEVATIONS AND EXISTING PAVEMENT ELEVATIONS.
- THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, BIKE OR PARKING LANE.
- A SAWED JOINT IS REQUIRED WHERE NEW PAVEMENT IS TO MEET AN EXISTING PAVED SURFACE.
- TINE CONCRETE PAVEMENT LONGITUDINALLY UNLESS OTHERWISE IDENTIFIED IN THE PLAN OR DIRECTED BY THE ENGINEER.
- CONSTRUCT INSIDE EDGE OF SIDEWALK 1/2 INCH HIGHER THAN TOP OF CURB WHEN THEY ARE ADJACENT TO EACH OTHER.
- RESHAPE, RESTORE AND FINISH ALL PREVIOUSLY GRASSED AREAS DISTURBED BY OPERATIONS OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS AT NO EXPENSE TO THE DEPARTMENT
- DISTURBED AREAS WITHIN THE RIGHT OF WAY ARE TO BE TOPSOILED, FERTILIZED, SEEDED, AND MULCHED WITHIN 5 CALENDAR DAYS OR AS DIRECTED BY THE ENGINEER.
- IF DISTURBED AREAS ARE TO BE EXPOSED FOR MORE THAN FOURTEEN (14) CALENDAR DAYS, PLANT TEMPORARY SEED AND PLACE MULCH IN THESE AREAS.
- NO TREES OR SHRUBS SHALL BE REMOVED UNLESS DESIGNATED FOR REMOVAL BY THE ENGINEER.
- ALL SIGN LOCATIONS SHALL BE REVIEWED BY THE ENGINEER PRIOR TO INSTALLATION.
- THE EXACT LOCATION OF PRIVATE ENTRANCES IS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.
- FIELD VERIFY RELATED DRAINAGE INFORMATION IN THE PLAN PRIOR TO ORDERING DRAINAGE STRUCTURES.
- 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.
- EXISTING SIGNS OR MAILBOXES THAT ARE TO REMAIN IN PLACE SHALL BE PROTECTED FROM DAMAGE THROUGH THE COMPLETION OF ALL CONSTRUCTION OPERATIONS.
- CROSS SECTIONS SHOWN INCLUDE THE THICKNESS OF TOPSOIL WHERE REQUIRED. TOPSOIL SHALL BE REPLACED WITH A 4-INCH TYPICAL DEPTH.

GENERAL DRAINAGE NOTES

- INLET AND DISCHARGE ELEVATIONS FOR DRAINAGE STRUCTURES AND PIPES SHOWN ON THE PLANS MAY BE ADJUSTED BY THE ENGINEER TO FIT EXISTING FIELD CONDITIONS.
- VERIFY THE EXISTING STORM SEWER SYSTEM CONNECTION LOCATIONS AND ELEVATIONS BEFORE ORDERING DRAINAGE STRUCTURES AND PIPES. NOTIFY THE ENGINEER OF ANY DEVIATIONS FROM THE INFORMATION SHOWN ON THE PLANS BEFORE INSTALLING THE PROPOSED STORM SEWER.

HMA PAVING LIFTS

	THICKNESS	HMA TYPE
UPPER LAYER	1 3/4 - INCH	4 LT 58-28 S
LOWER LAYER	2 1/4 - INCH	3 LT 58-28 S
LOWER LOWER LAYER (FOR 6 1/2-INCH HMA PAVEMENT ONLY)	2 1/2 - INCH	3 LT 58-28 S

2

CONTACTS

CITY OF KENOSHA
BRIAN CATER - DEPUTY DIR. PUBLIC WORKS
625 52ND ST. RM 305
KENOSHA, WI 53140
PHONE: (262) 653-4156
bcater@kenosha.org

CITY OF KENOSHA - TRANSIT
NELSON OGBUAGU - DIR. TRANSPORTATION
4303 39TH AVE.
KENOSHA, WI 53144
PHONE: (262) 653-4290
nogbuagu@kenosha.org

WISCONSIN DNR
CRAIG WEBSTER
DNR SERVICE CENTER
141 NW BARSTOW ST
WAUKESHA, WI 53188
PHONE: (262)527-2141
craig.webster@wisconsin.gov

KENOSHA COUNTY - ROAD FACILITY
CLEMENT ABONGWA
SUITE 122-1
19600 75TH STREET
BRISTOL, WI 53104-9772
PHONE: (262) 857-1870
Clement.Abongwa@kenoshacounty.org

UTILITY CONTACTS

AT&T WISCONSIN
MICHAEL VANBOVEN
411 7TH STREET
RACINE, WI 53140
PHONE: (262) 6360514
mv3658@att.com

CHARTER COMMUNICATIONS - COMM. LINE
NEAL LONG
1320 N DR. MARTIN LUTHER KING DR.
MILWAUKEE, WI 53212
PHONE: (414) 277-4271
neal.long@charter.com

KENOSHA WATER UTILITY - WATER
STEVE THUSIUS
4401 GREEN BAY RD.
KENOSHA, WI 53144
PHONE: (262) 653-4315
sthusius@kenosha.org

KENOSHA WATER UTILITY - SEWER
STEVE THUSIUS
4401 GREEN BAY RD.
KENOSHA, WI 53144
PHONE: (262) 653-4315
sthusius@kenosha.org

MIDWEST FIBER NETWORKS
KEN BARRETT
6070 NORTH FLINT RD.
GLENDALE WI 53209
PHONE: (414) 459-3571
kbarrett@cablecomllc.com

WE ENERGIES - ELECTRICITY
MICHAEL SIMMONS
7815 NORTHWESTERN AVE
RACINE, WI 53406
PHONE: (262) 886-7007
michael.simmons@we-energies.com

WE ENERGIES - GAS/PETROLEUM
CHRIS DEGRAVE
7815 NORTHWESTERN AVE
RACINE, WI 53406
PHONE: (262) 886-7018
chris.degrave@we-energies.com

VILLAGE OF PLEASANT PRAIRIE - WATER
JOHN STEINBRINK
8600 GREENBAY ROAD
PLEASANT PRAIRIE WI 53158
PHONE: (262) 925-6768
jsteinbrink@pleasantprairiewi.gov

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

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CITY OF KENOSHA

VILLAGE OF PLEASANT PRAIRIE
CITY OF KENOSHA

VILLAGE OF PLEASANT PRAIRIE
CITY OF KENOSHA

CITY OF KENOSHA
VILLAGE OF PLEASANT PRAIRIE

VILLAGE OF PLEASANT PRAIRIE
CITY OF KENOSHA

N

BEGIN PROJECT
STA 205+50

15TH AVE

CITY OF KENOSHA
VILLAGE OF PLEASANT PRAIRIE

91ST ST

90TH ST

88TH PL

85TH ST

Concrete Replacement

END PROJECT
STA 261+60

SHERIDAN ROAD

210 220 230 240 STH 32 250 260

SHERIDAN ROAD

HMA Overlay | Concrete Replacement | HMA Overlay | HMA Overlay

CITY OF KENOSHA
VILLAGE OF PLEASANT PRAIRIE

CITY OF KENOSHA
VILLAGE OF PLEASANT PRAIRIE

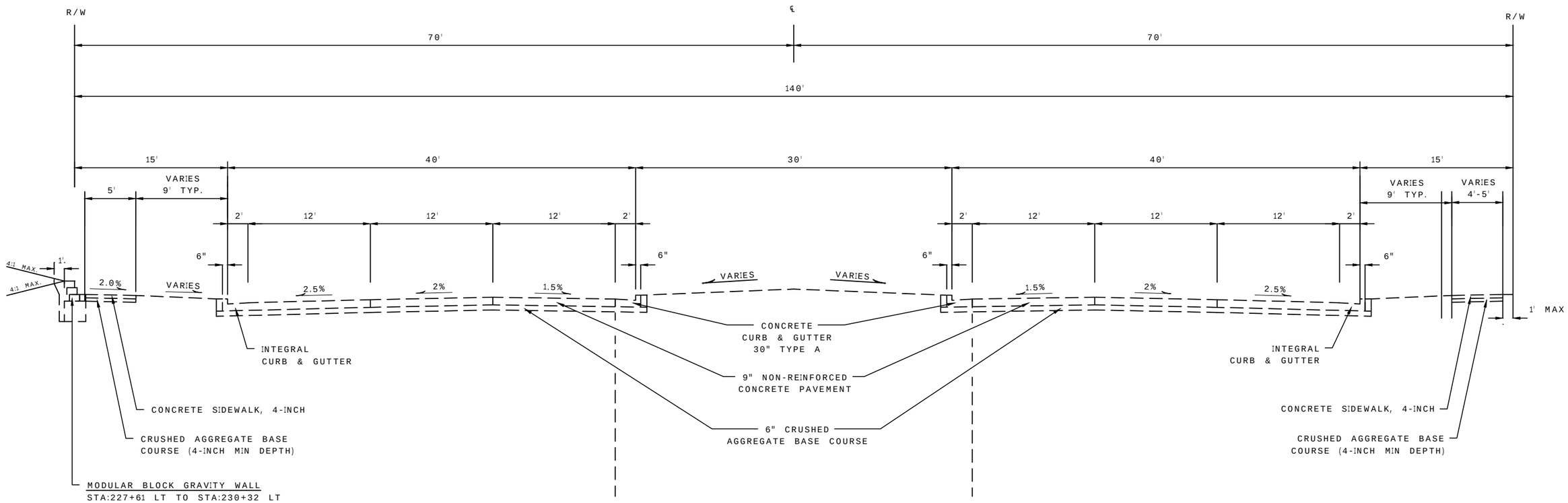
CITY OF KENOSHA
VILLAGE OF PLEASANT PRAIRIE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PROJECT OVERVIEW	SHEET 4	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\020201_PO.DWG
LAYOUT NAME - 020201_po

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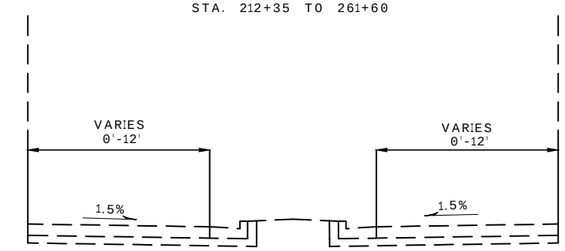
WISDOT/CADDS SHEET 42



MODULAR BLOCK GRAVITY WALL
STA:227+61 LT TO STA:230+32 LT
STA: 230+84 LT TO STA:232+97 LT

EXISTING TYPICAL SECTION - STH 32 (SHERIDAN ROAD)

STA. 212+35 TO 261+60

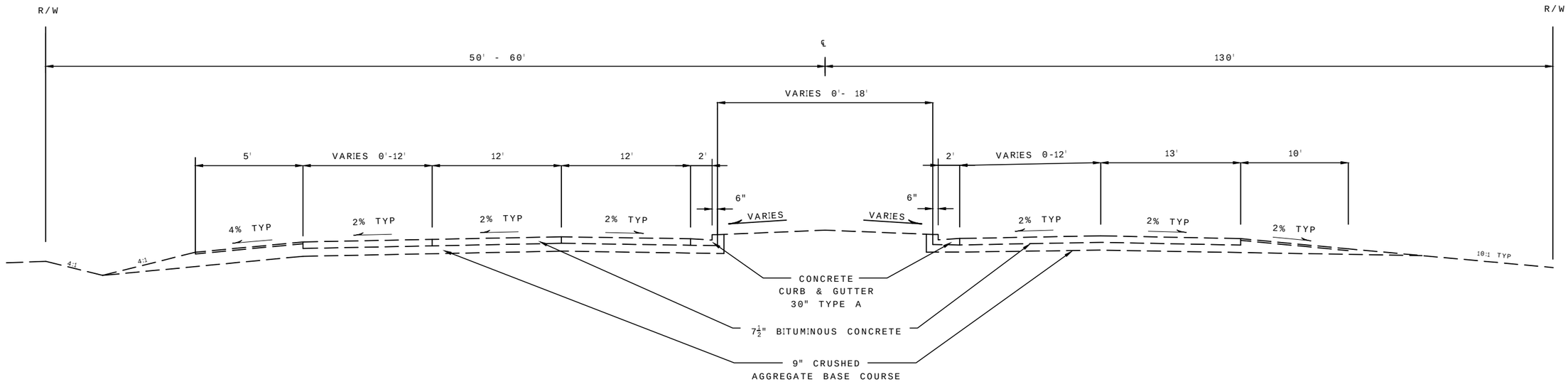


EXISTING SB LT LANE

STA. 213+28 TO 217+57
STA. 219+57 TO 220+78
STA. 227+85 TO 229+64
STA. 230+95 TO 232+89
STA. 237+41 TO 239+45
STA. 253+66 TO 255+53

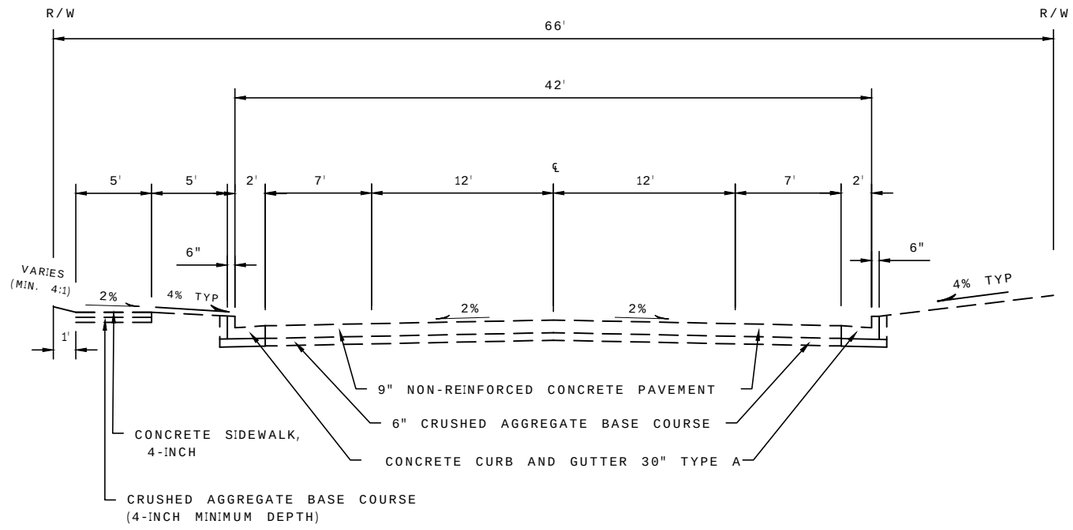
EXISTING NB LT LANE

STA. 218+95 TO 220+78
STA. 225+45 TO 227+40
STA. 231+54 TO 233+40
STA. 234+85 TO 236+91
STA. 241+34 TO 243+06
STA. 248+24 TO 253+00



EXISTING TYPICAL SECTION - STH 32 (SHERIDAN ROAD)

STA. 205+50 TO 212+35



EXISTING TYPICAL SECTION - 91ST STREET

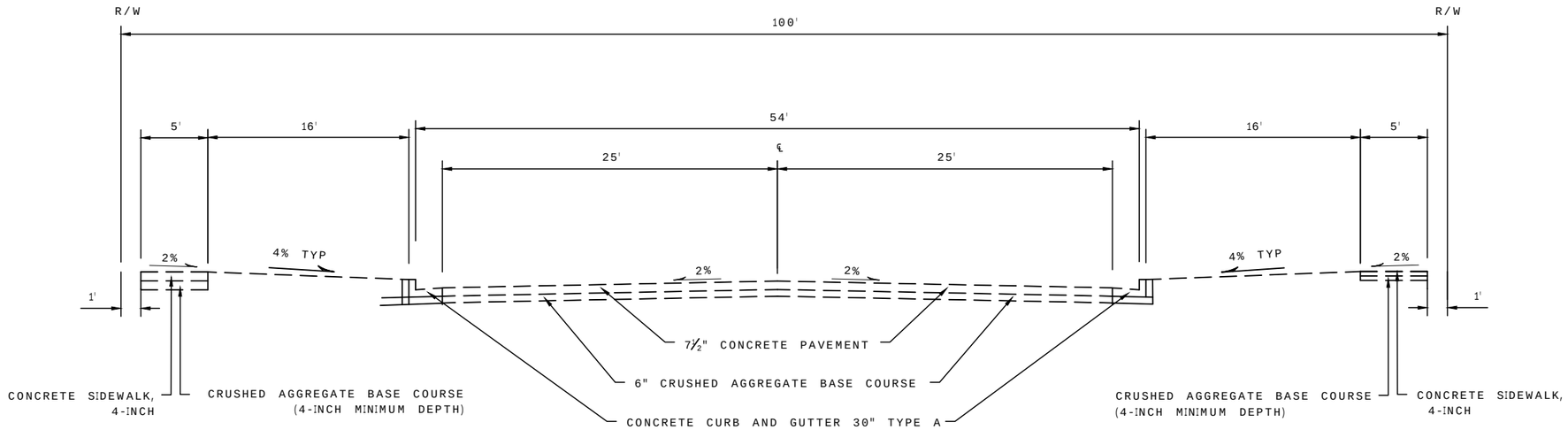
STA.12+98 TO 16+30

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	EXISTING TYPICAL SECTIONS	SHEET 6	E

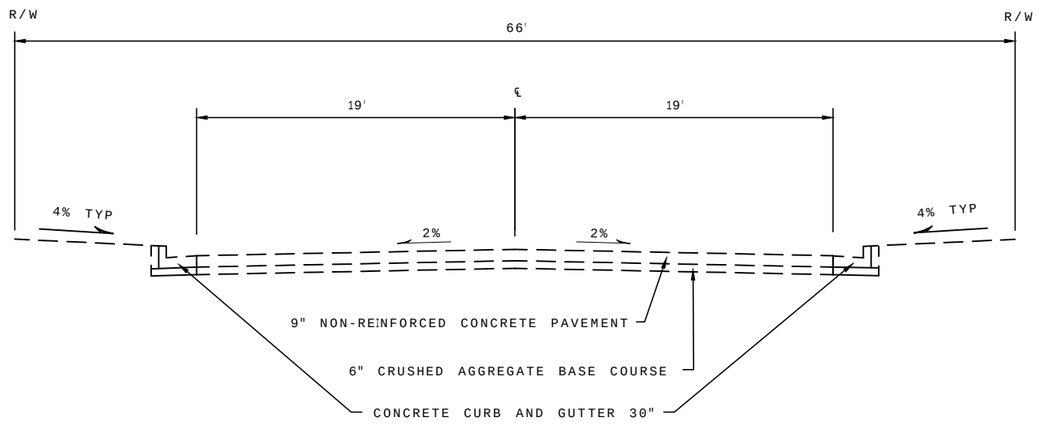
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LAYOUT NAME - 02_TS

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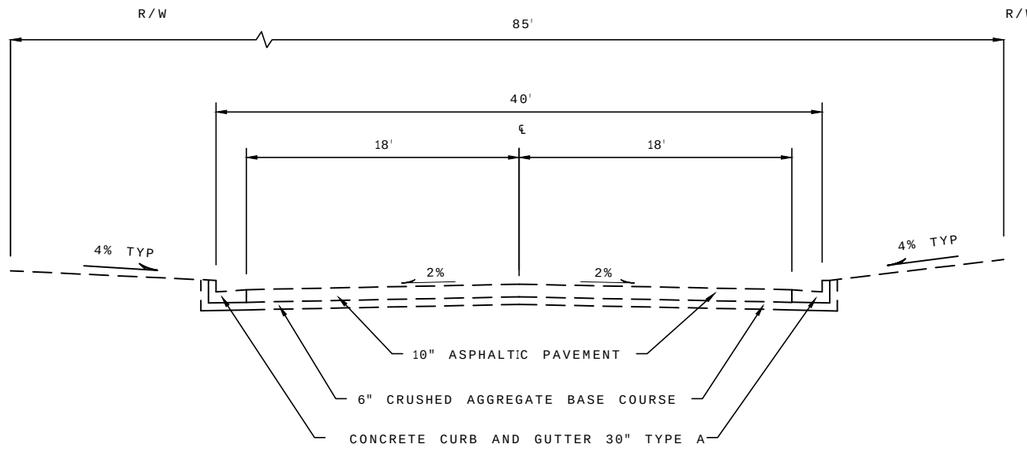
WISDOT/CADDS SHEET 42



EXISTING TYPICAL SECTION - 85TH STREET (WEST OF SHERIDAN RD.)

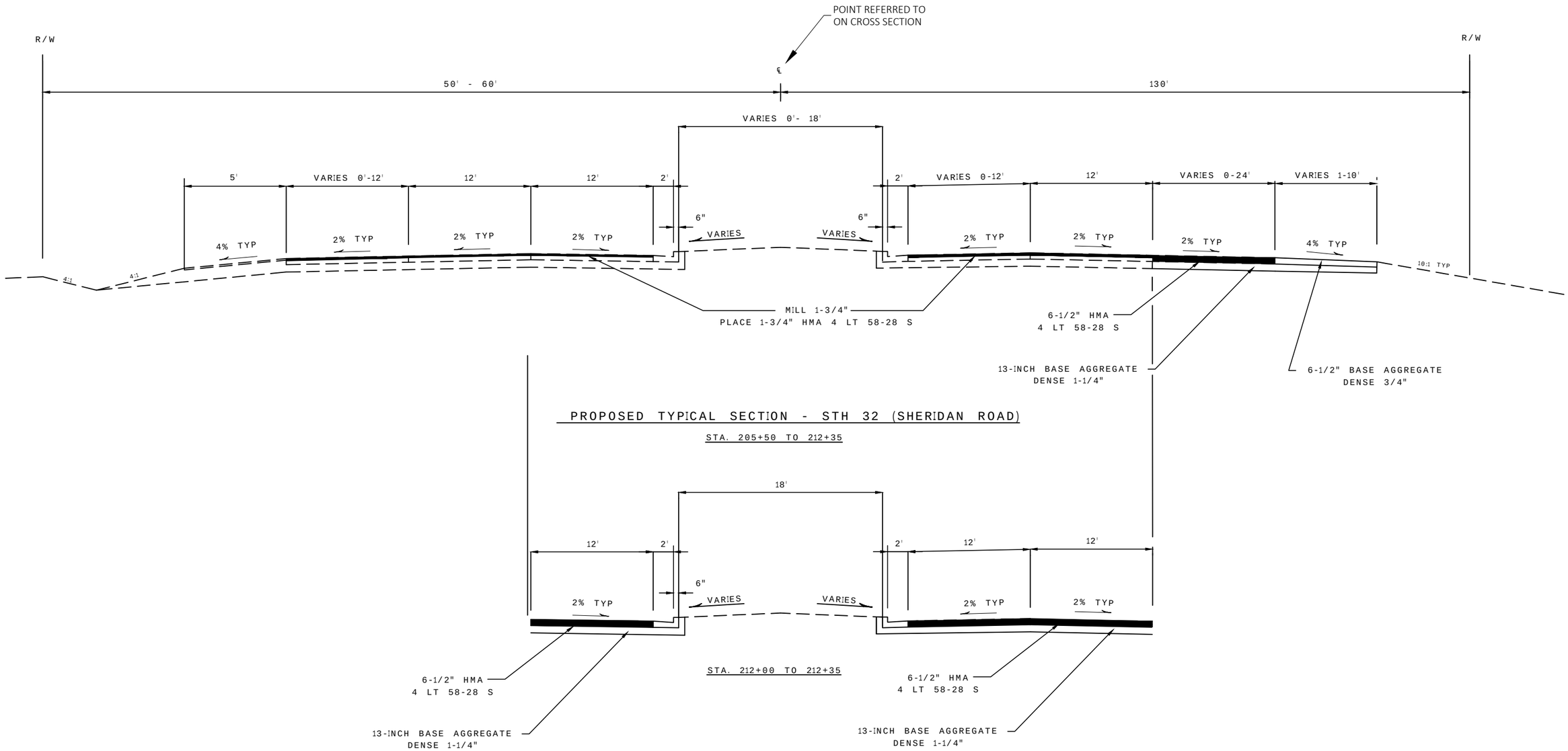


EXISTING TYPICAL SECTION - 88TH PLACE



EXISTING TYPICAL SECTION - 85TH STREET (EAST OF SHERIDAN RD.)

2



PROPOSED TYPICAL SECTION - STH 32 (SHERIDAN ROAD)

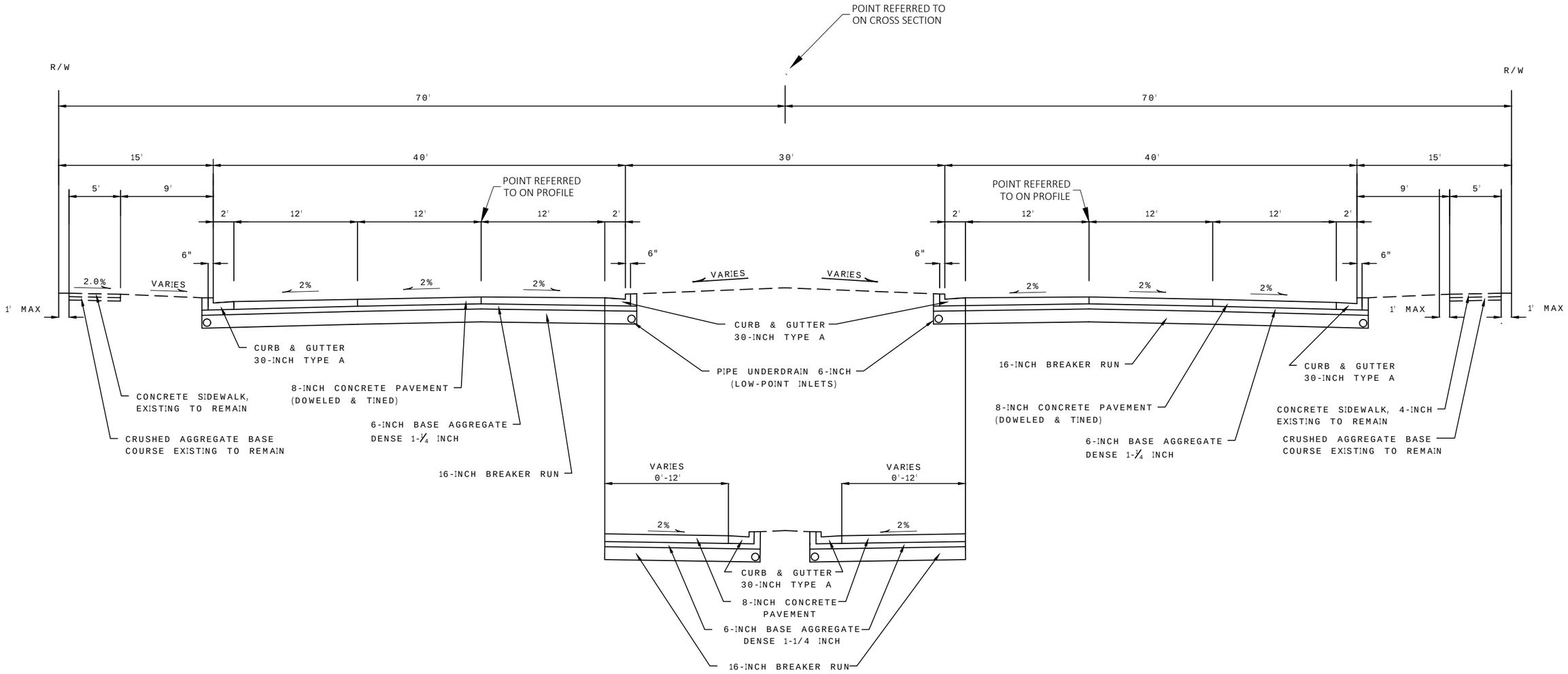
STA. 205+50 TO 212+35

STA. 212+00 TO 212+35

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PROPOSED TYPICAL SECTIONS	SHEET 8	E

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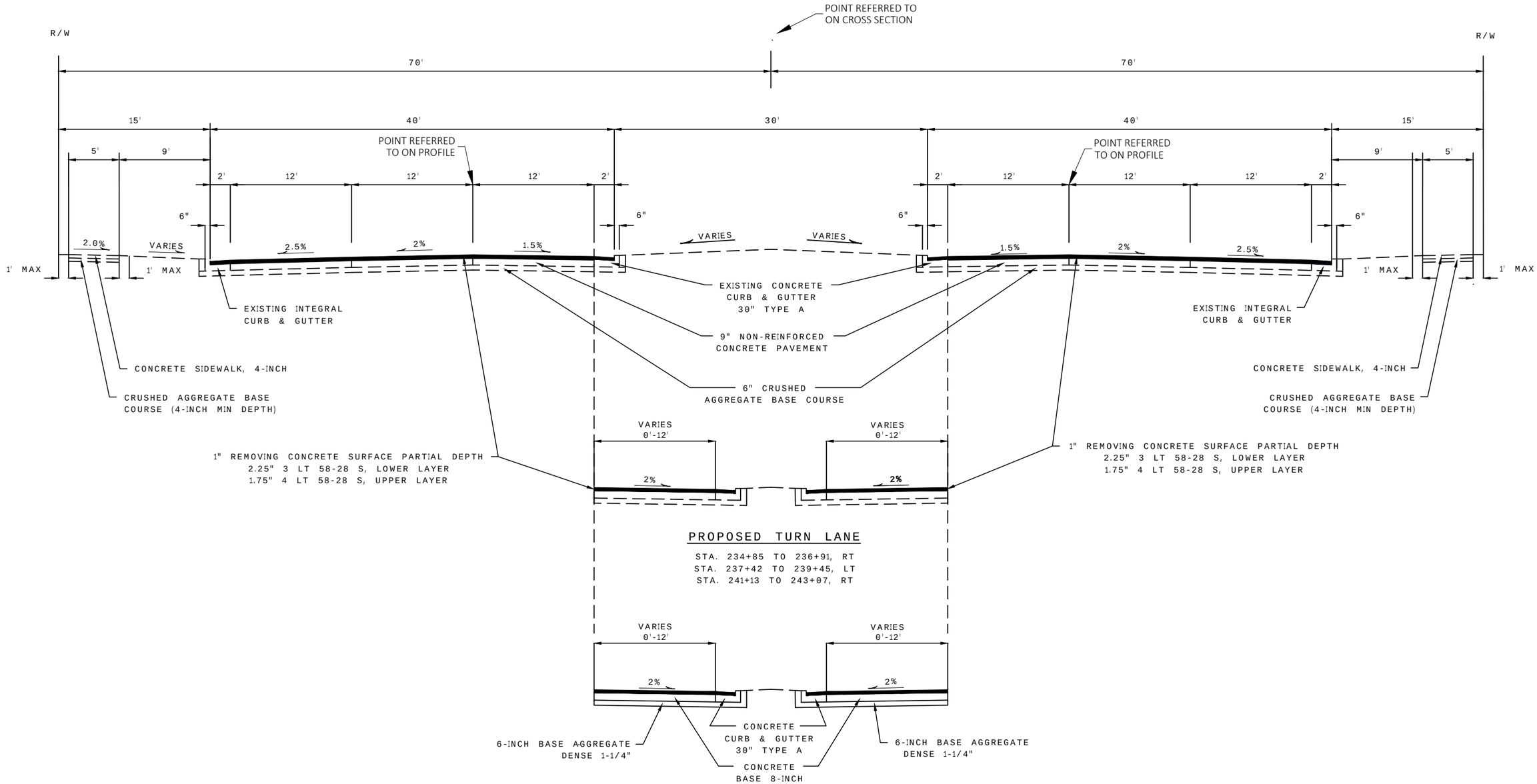


PROPOSED TURN LANE

STA. 213+32 TO 216+03, LT
STA. 217+33 TO 220+19, LT
STA. 218+06 TO 220+72, RT
STA. 254+45 TO 255+95, LT

PROPOSED TYPICAL SECTION - STH 32 (SHERIDAN ROAD)

STA. 212+35 TO STA. 221+54
STA. 252+62 TO STA. 254+15



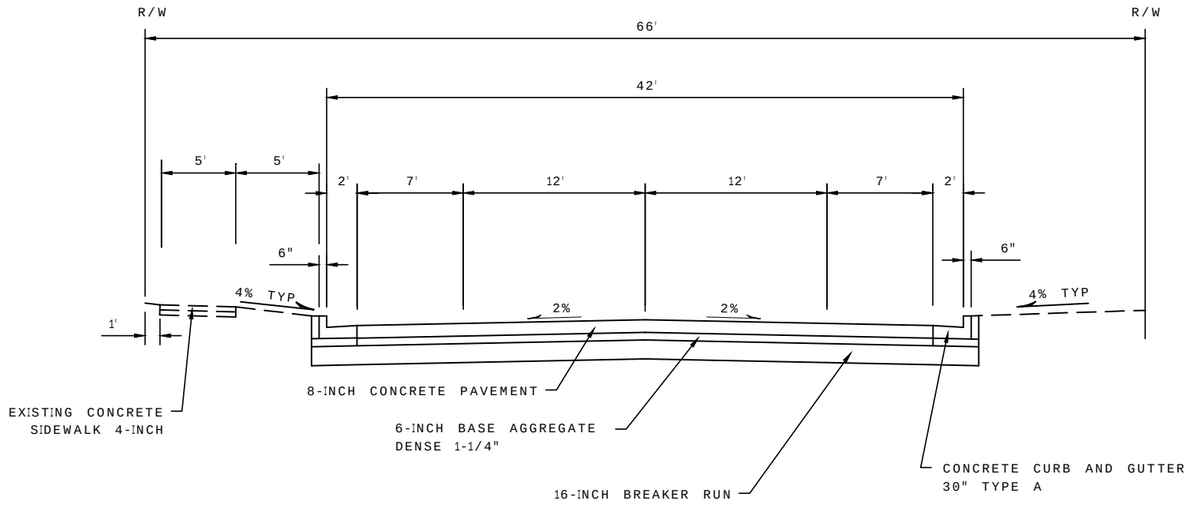
PROPOSED TYPICAL SECTION - STH 32 (SHERIDAN ROAD)

STA. 221+54 TO 261+60

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PROPOSED TYPICAL SECTIONS	SHEET 10	E

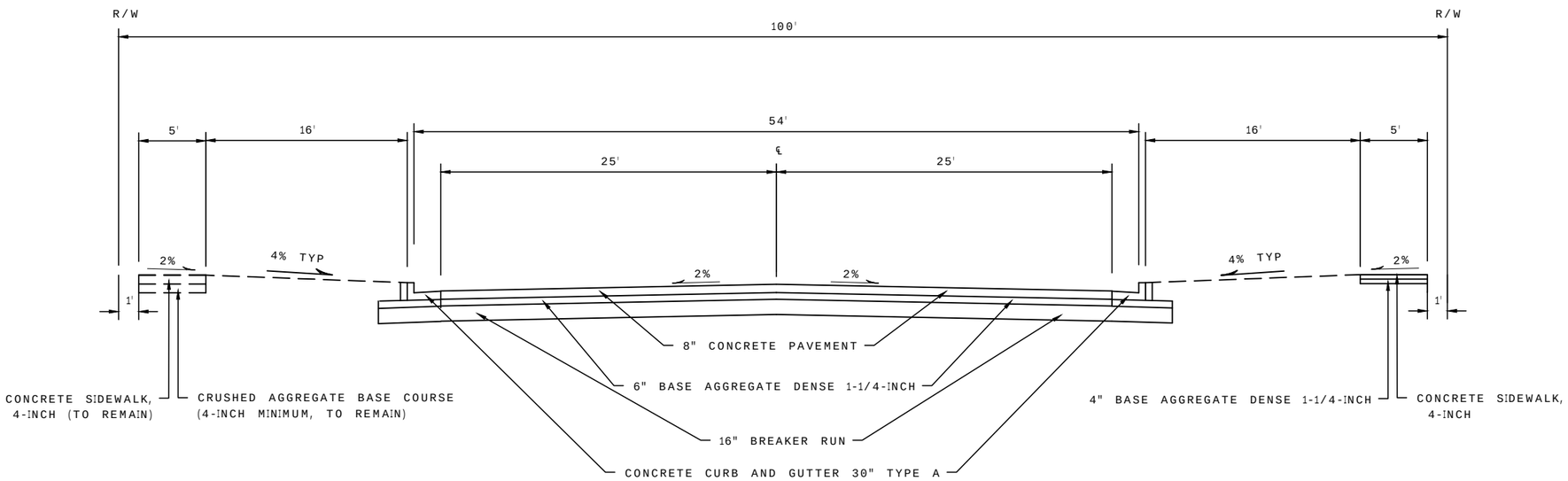
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WISDOT/CADDS SHEET 42

2



PROPOSED TYPICAL SECTION - 91ST STREET

STA.12+98 TO 16+30



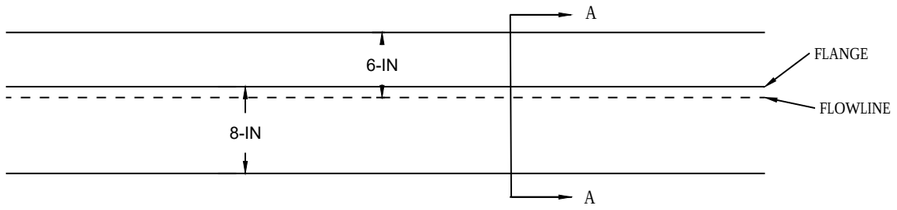
PROPOSED TYPICAL SECTION - 85TH STREET (WEST OF SHERIDAN RD.)

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PROPOSED TYPICAL SECTIONS	SHEET 11	E

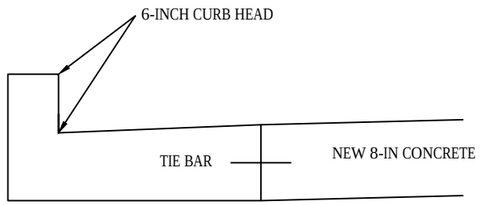
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CONCRETE CURB & GUTTER 30-INCH TYPE A SPECIAL 8-INCH



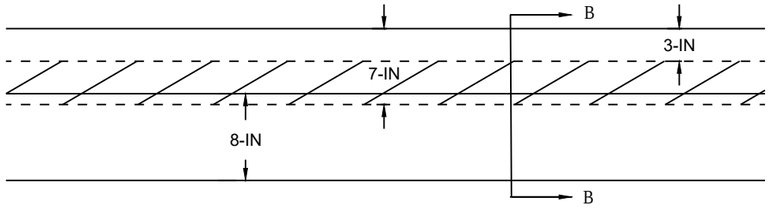
PROFILE VIEW
NEW CONCRETE MAINLINE



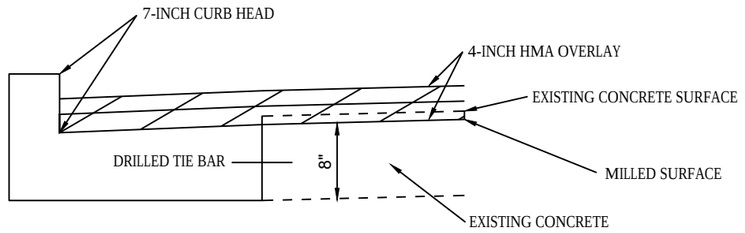
SECTION A-A

NOTES:
- USE ADJACENT TO NEW CONCRETE PAVEMENT 8-INCH
- FLANGE DEPTH MATCHES NEW CONCRETE PAVEMENT DEPTH
- TIE BARS ARE REQUIRED AND INCIDENTAL TO CURB & GUTTER AND PAVEMENT ITEMS

CONCRETE CURB & GUTTER 30-INCH TYPE A SPECIAL 8-INCH OVERLAY



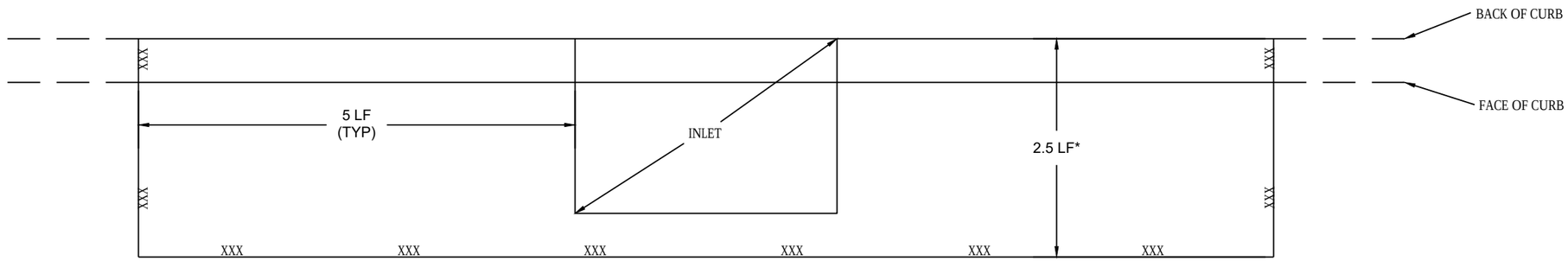
PROFILE VIEW
HMA OVERLAY MAINLINE



SECTION B-B

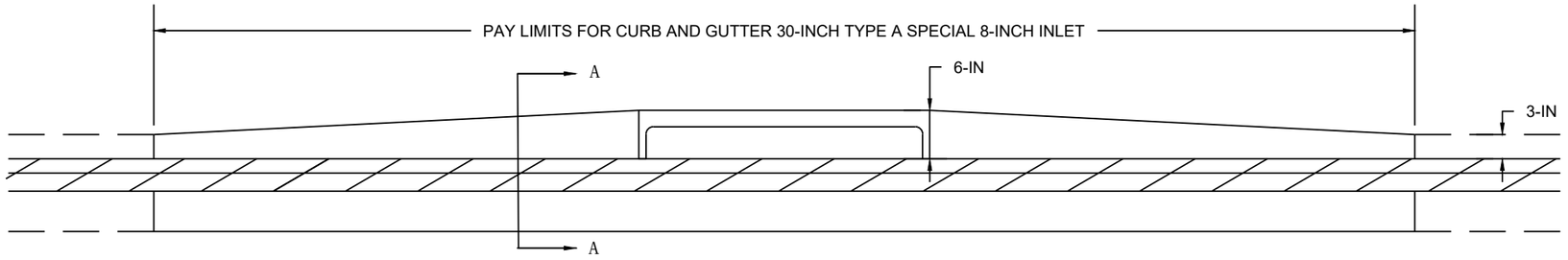
NOTES:
- USED WITHIN HMA OVERLAY LIMITS
- FLANGE DEPTH MATCHES MILLED MAINLINE DEPTH OF 8-INCHES
- DRILLED TIE BARS ARE REQUIRED AND WILL BE PAID FOR UNDER A SEPARATE BID ITEM

CONCRETE CURB & GUTTER 30-INCH TYPE A SPECIAL 8-INCH INLET



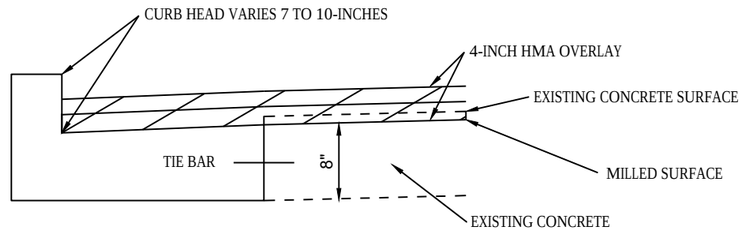
PLAN VIEW

* PLACE SAWCUT ALONG EXISTING FLANGE OR AT 2 LF FROM CURB FACE WHERE INTEGRAL



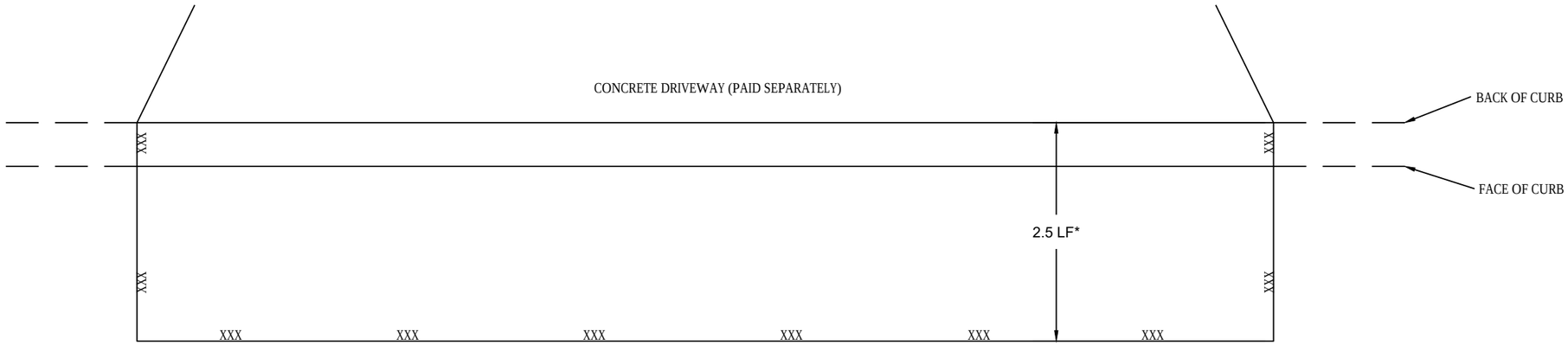
PROFILE VIEW

NOTES:
- USE AT EACH INLET WITHIN HMA OVERLAY LIMITS
- FLANGE DEPTH MATCHES MILLED MAINLINE DEPTH OF 8-INCHES
- DRILLED TIE BARS ARE REQUIRED AND WILL BE PAID FOR UNDER A SEPARATE BID ITEM
- INLET ADJUSTMENTS, RECONSTRUCTIONS, AND CASTINGS WILL BE PAID FOR UNDER SEPARATE BID ITEMS



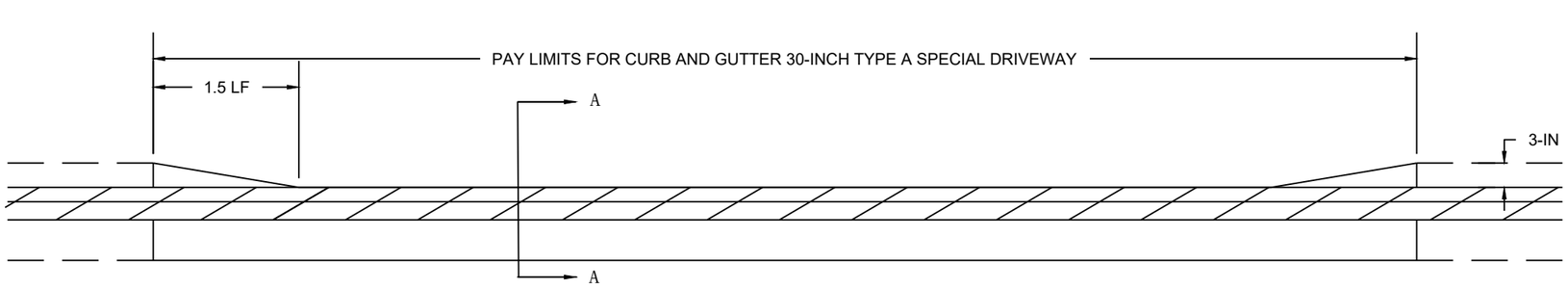
SECTION A-A

CURB AND GUTTER 30-INCH TYPE A SPECIAL 8-INCH DRIVEWAY



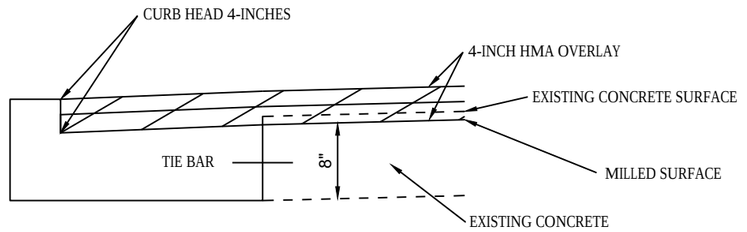
PLAN VIEW

* PLACE SAWCUT ALONG EXISTING FLANGE OR AT 2 LF FROM CURB FACE WHERE INTEGRAL



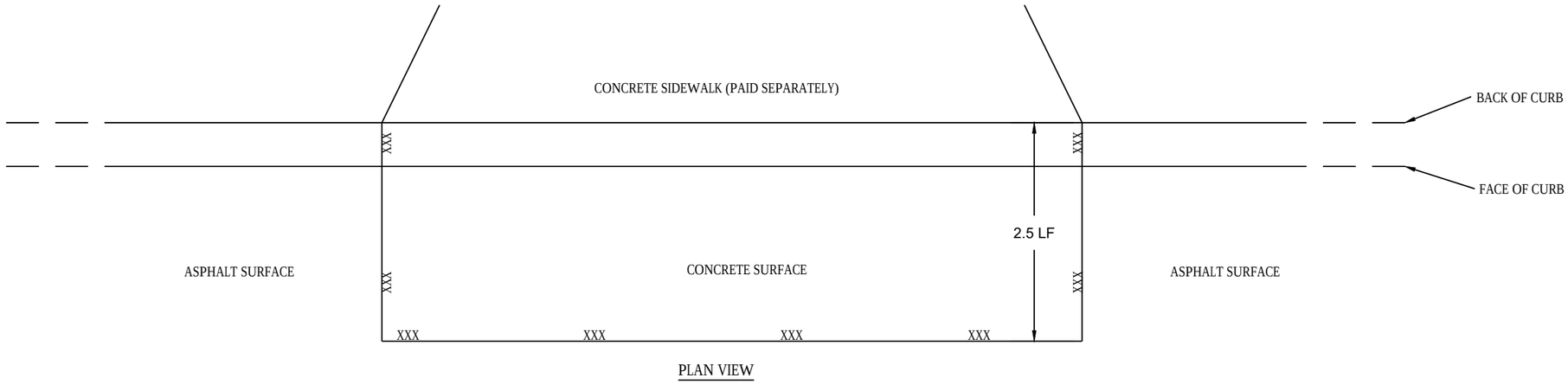
PROFILE VIEW

NOTES:
- USE FOR ALL DRIVEWAYS WITHIN HMA OVERLAY LIMITS
- FLANGE DEPTH MATCHES MILLED MAINLINE DEPTH OF 8-INCHES
- DRILLED TIE BARS ARE REQUIRED AND WILL BE PAID FOR UNDER A SEPARATE BID ITEM
- SEE SDD 8D18 AND 8D19 FOR DRIVEWAY AND DRIVEWAY OPENING DIMENSIONS

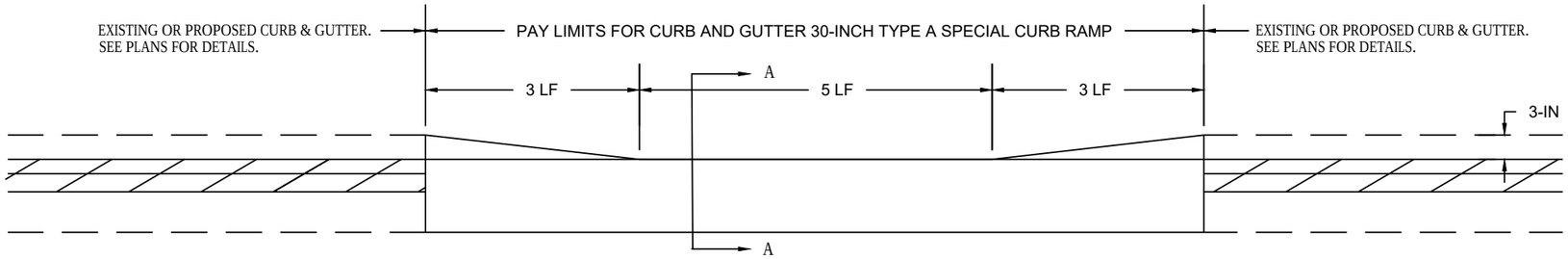


SECTION A-A

CURB AND GUTTER 30-INCH TYPE A SPECIAL 12-INCH CURB RAMP

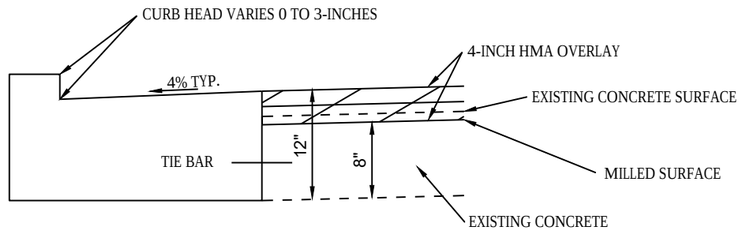


PLAN VIEW



PROFILE VIEW

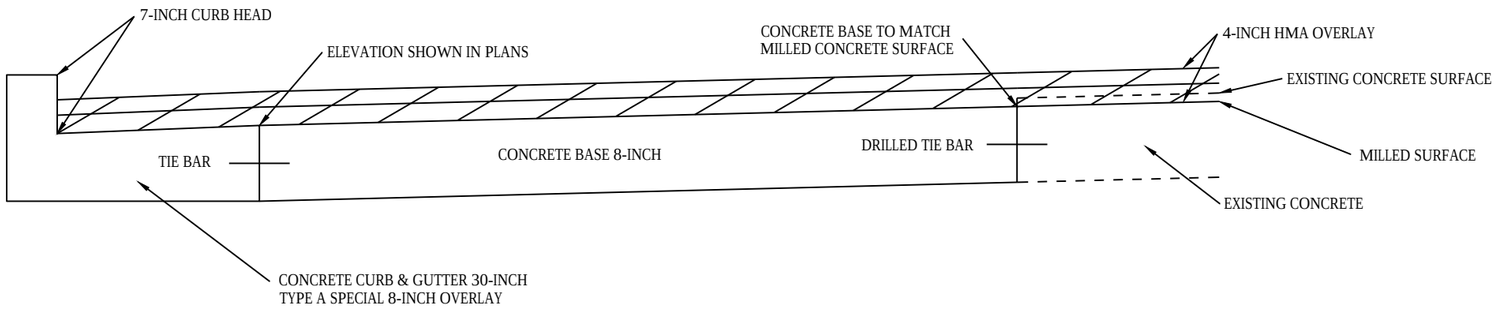
NOTES:
- USE FOR ALL CURB RAMPS WITHIN HMA OVERLAY LIMITS
- SAWCUT ALONG EXISTING FLANGE OR AT 2 LF FROM CURB FACE WHERE CONCRETE IS INTEGRAL
- FLANGE DEPTH MATCHES MILLED MAINLINE DEPTH OF 8-INCHES
- GUTTER SLOPE SHOWN IS TYPICAL. VARIATIONS ARE NOTED IN THE INTERSECTION DETAIL SHEETS
- DRILLED TIE BARS ARE REQUIRED AND WILL BE PAID FOR UNDER A SEPARATE BID ITEM
- SEE PLAN FOR ADDITIONAL DETAILS AND IMPROVEMENT LIMITS



SECTION A-A

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CONSTRUCTION DETAILS	SHEET 15	E

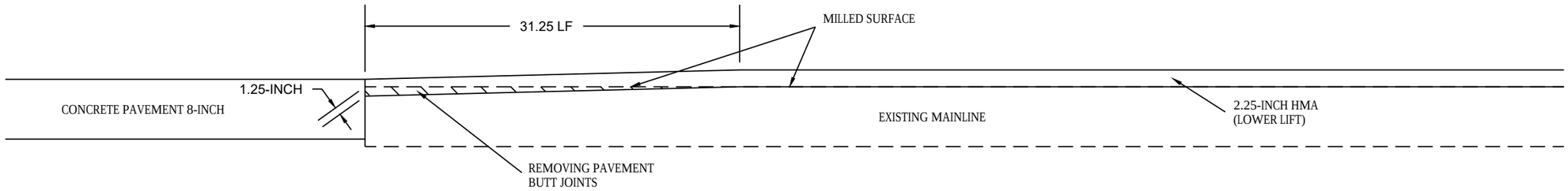
CONCRETE BASE CONSTRUCTION DETAIL



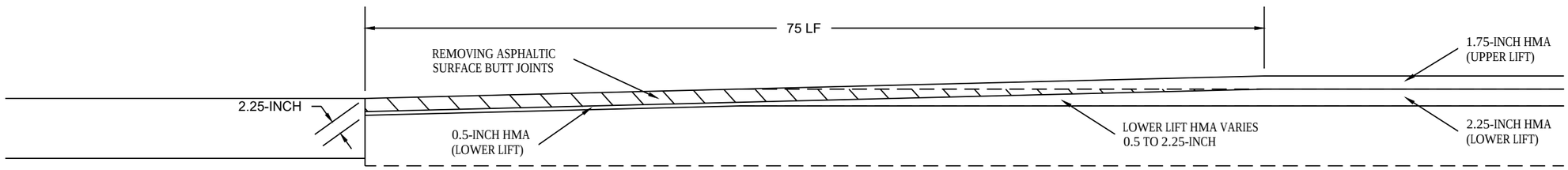
SECTION VIEW

NOTES:
- FOR USE AT ALL AREAS WHERE CONCRETE BASE IS REQUIRED
- REFER TO PLAN DETAIL SHEETS FOR CURB & GUTTER TYPE
- DRILLED TIE BARS ARE REQUIRED AND WILL BE PAID FOR UNDER A SEPARATE BID ITEM

MAINLINE BUTT JOINT



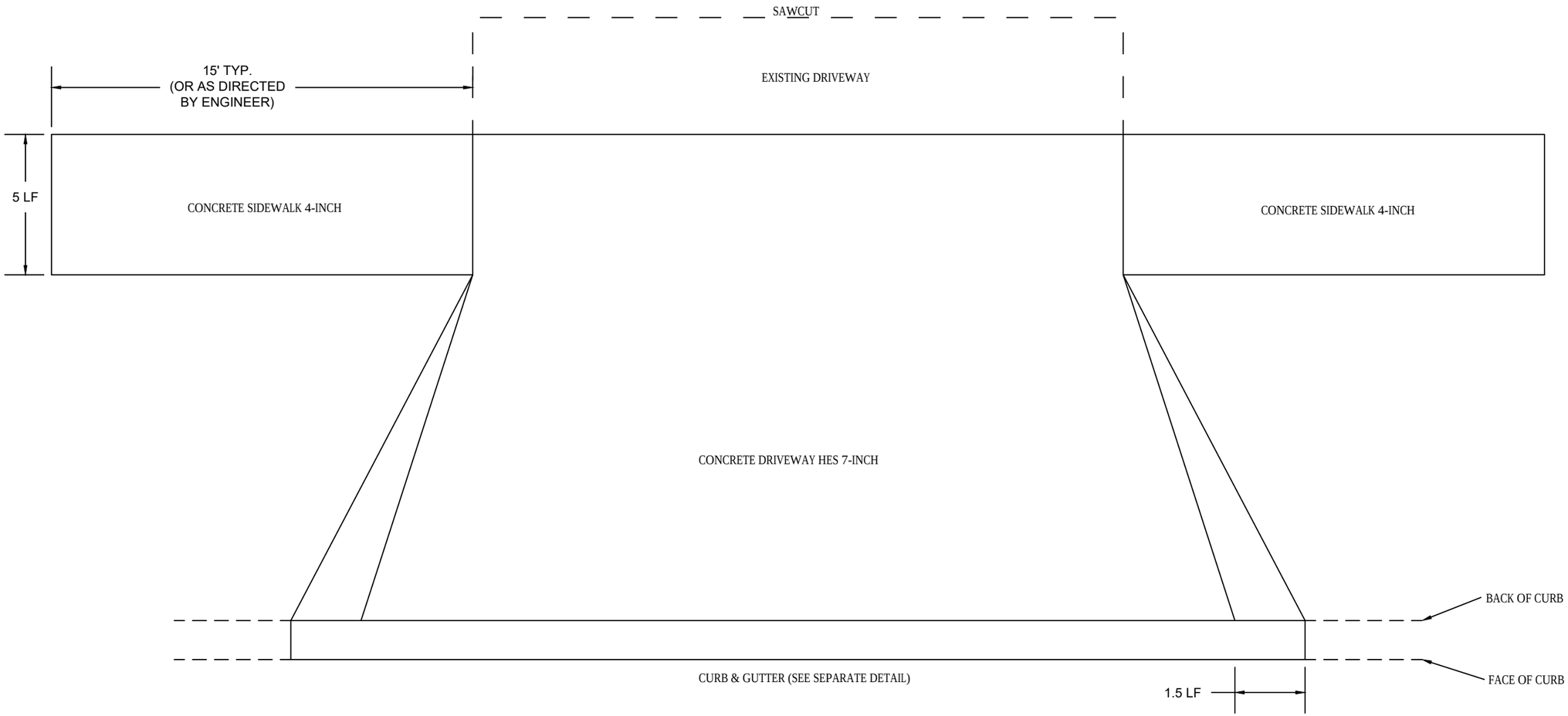
OPERATION 1:
REMOVING PAVEMENT BUTT JOINTS
PAVE 2.25-INCH LOWER LAYER



OPERATION 2:
REMOVING ASPHALTIC SURFACE BUTT JOINTS
PAVE 1.75-INCH UPPER LAYER

NOTES:
- REMOVING PAVEMENT BUTT JOINTS SHALL ENCOMPASS MAINLINE PAVEMENT AND CURB FLANGES
- DRILLED DOWEL BARS ARE REQUIRED AND WILL BE PAID FOR UNDER A SEPARATE BID ITEM
- FOR USE AT ALL AREAS WHERE TRANSITIONING FROM NEW CONCRETE TO HMA OVERLAY

DRIVEWAY CONSTRUCTION DETAIL



PLAN VIEW

NOTES:
- SEE SDD 8D18 AND 8D19 FOR DRIVEWAY OPENING AND FLARE DIMENSIONS
- REPLACE MATERIAL BEHIND DRIVEWAYS IN KIND. SEE PLAN DETAIL SHEETS FOR MATERIAL TO BE USED.
- WIDTH OF DRIVEWAY NOT TO EXCEED SDD UNLESS OTHERWISE NOTED
- PLACE CONCRETE DRIVEWAY ON 6-INCHES OF 1 1/4-INCH BASE AGGREGATE DENSE.
- SAWCUT LOCATION VARIES. REFER TO CROSS SECTIONS FOR SAWCUT OFFSET.
- SIDEWALK REPLACEMENT LENGTH ALLOWS FOR MATCHING DRIVEWAY ELEVATION AND FOR ADA COMPLIANCE.

2

2

Legend

- (RP) Removing Pavement
- (RPBJ) Removing Pavement Butt Joints
- (RCPD) Removing Concrete Surface Partial Depth
- (RAS) Removing Asphaltic Surface
- (RABJ) Removing Asphaltic Surface Butt Joints
- (RASM) Removing Asphaltic Surface Milling
- (RMC) Removing Curb
- (RCG) Removing Curb & Gutter
- (RSW) Removing Concrete Sidewalk
- XXX Sawing

N

BEGIN PROJECT
STA 205+50

SI

1.00'

XXX

RASM $1\frac{3}{4}$"

202+00 203+00 204+00 205+00 206+00 207+00 208+00

+64.52
14' RT

1.00'

SI

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	REMOVAL PLAN	SHEET 19	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\021201_REM.DWG
LAYOUT NAME - 021211_pd

PLOT DATE : 7/14/2020 6:05 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:40 FT

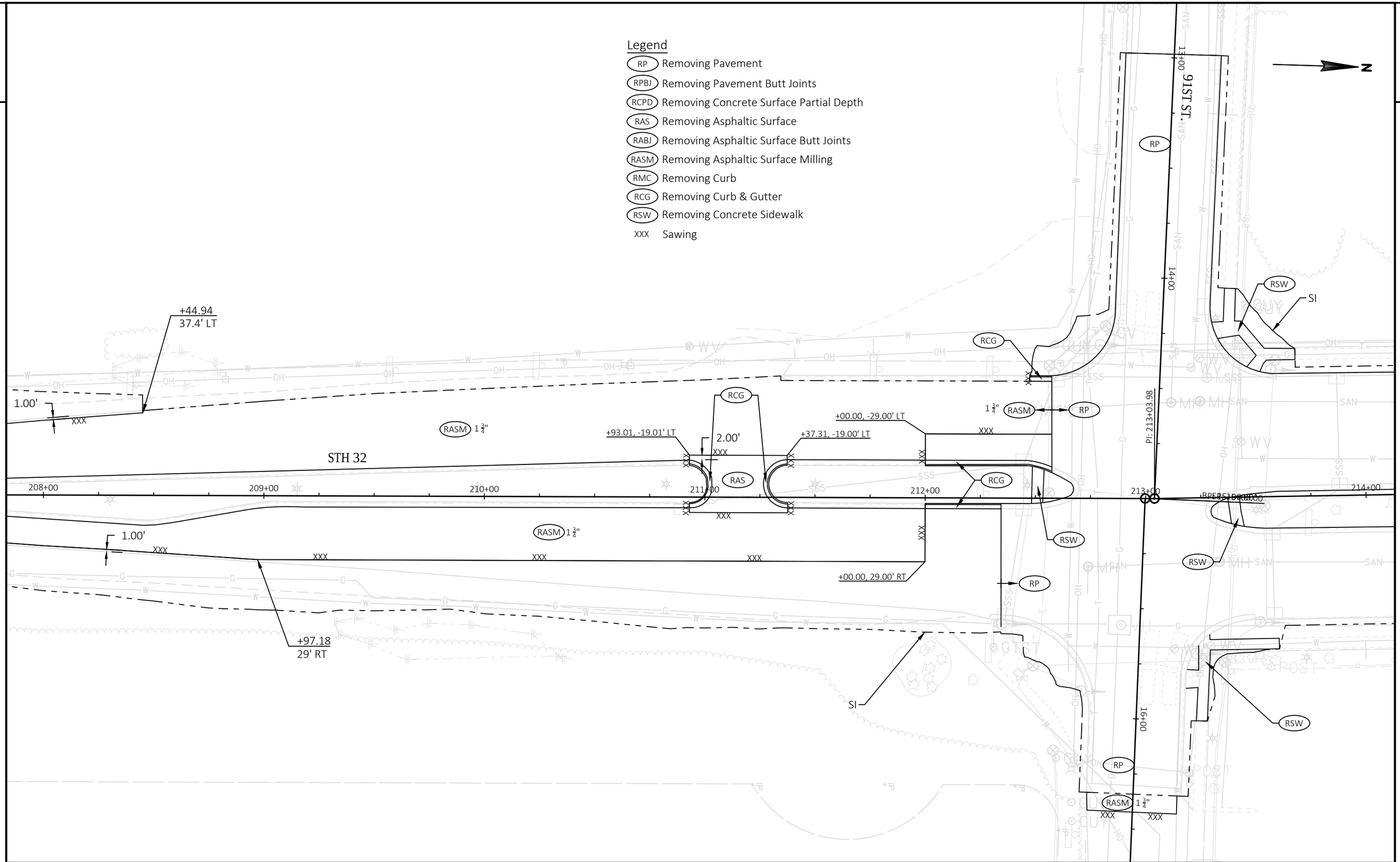
WISDOT/CADDS SHEET 42

2

2

Legend

- RP Removing Pavement
- RPBJ Removing Pavement Butt Joints
- RCPD Removing Concrete Surface Partial Depth
- RAS Removing Asphaltic Surface
- RABJ Removing Asphaltic Surface Butt Joints
- RASM Removing Asphaltic Surface Milling
- RMC Removing Curb
- RCG Removing Curb & Gutter
- RSW Removing Concrete Sidewalk
- XXX Sawing



PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	REMOVAL PLAN	SHEET 20	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\021201_REM.DWG
LAYOUT NAME - 021201_pd

PLOT DATE : 7/14/2020 6:05 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

RSW
RSW
XXX
XXX
SI
RSW
XXX
RP
RP
RP

STH 32

214+00 215+00 216+00 217+00 218+00 219+00 220+00

RP
RP
RSW
XXX
SI
RSW
XXX
RP
RSW
XXX
RP
RSW

Legend

- RP Removing Pavement
- RPBJ Removing Pavement Butt Joints
- RCPD Removing Concrete Surface Partial Depth
- RAS Removing Asphaltic Surface
- RABJ Removing Asphaltic Surface Butt Joints
- RASM Removing Asphaltic Surface Milling
- RMC Removing Curb
- RCG Removing Curb & Gutter
- RSW Removing Concrete Sidewalk
- XXX Sawing

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	REMOVAL PLAN	SHEET 21	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\021201_REM.DWG
LAYOUT NAME - 021202_pd

PLOT DATE : 7/14/2020 6:05 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

Legend

- RP Removing Pavement
- RPBJ Removing Pavement Butt Joints
- RCPD Removing Concrete Surface Partial Depth
- RAS Removing Asphaltic Surface
- RABJ Removing Asphaltic Surface Butt Joints
- RASM Removing Asphaltic Surface Milling
- RMC Removing Curb
- RCG Removing Curb & Gutter
- RSW Removing Concrete Sidewalk
- XXX Sawing

N

90TH ST.

STH 32

RASM RSW SI RCG RP RPBJ RCPD 1" RCBJ

PC: 222+06.79

PT: 223+88.93

BP: 221+00.50

220+00 221+00 222+00 223+00 224+00 225+00 226+00

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	REMOVAL PLAN	SHEET 22	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\021201_REM.DWG
LAYOUT NAME - 021203_pd

PLOT DATE : 7/14/2020 6:05 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

Legend

- RP Removing Pavement
- RPBJ Removing Pavement Butt Joints
- RCPD Removing Concrete Surface Partial Depth
- RAS Removing Asphaltic Surface
- RABJ Removing Asphaltic Surface Butt Joints
- RASM Removing Asphaltic Surface Milling
- RMC Removing Curb
- RCG Removing Curb & Gutter
- RSW Removing Concrete Sidewalk
- XXX Sawing

N

STH 32

88TH ST.

PC: 229+23.57

PT: 231+34.60

BP: 230+00.00

EP: 42+00.00

41+00

+03.27, -17.00' LT

+43.00, -17.00' LT

+81.00, -17.00' LT

+43.00, 17.00' RT

226+00

227+00

228+00

229+00

230+00

232+00

RCPD 1"

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	REMOVAL PLAN	SHEET 23	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\021201_REM.DWG
LAYOUT NAME - 021204_pd

PLOT DATE : 7/14/2020 6:05 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

STH 32

232+00 233+00 234+00 235+00 236+00 237+00 238+00

RSW RP RCG RCPD 1" XXX ADJUST MH ADJUST SAN MH +33.18, -17.00' LT RABJ WATER VALVE

Legend

- RP Removing Pavement
- RPBJ Removing Pavement Butt Joints
- RCPD Removing Concrete Surface Partial Depth
- RAS Removing Asphaltic Surface
- RABJ Removing Asphaltic Surface Butt Joints
- RASM Removing Asphaltic Surface Milling
- RMC Removing Curb
- RCG Removing Curb & Gutter
- RSW Removing Concrete Sidewalk
- XXX Sawing

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	REMOVAL PLAN	SHEET 24	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\021201_REM.DWG
LAYOUT NAME - 021205_pd

PLOT DATE : 7/14/2020 6:05 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

STH 32

238+00 239+00 240+00 241+00 242+00 243+00 244+00

PC: 239+47.21

PT: 240+64.57

RSW RP RCG RCPD 1" XXX WATER VALVE

Legend

- RP Removing Pavement
- RPBJ Removing Pavement Butt Joints
- RCPD Removing Concrete Surface Partial Depth
- RAS Removing Asphaltic Surface
- RABJ Removing Asphaltic Surface Butt Joints
- RASM Removing Asphaltic Surface Milling
- RMC Removing Curb
- RCG Removing Curb & Gutter
- RSW Removing Concrete Sidewalk
- XXX Sawing

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	REMOVAL PLAN	SHEET 25	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\021201_REM.DWG
LAYOUT NAME - 021206_pd

PLOT DATE : 7/14/2020 6:06 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

STH 32

RCG

RCPD 1"

RCPD 1"

RCG

RCPD 1"

RCG

RP

RCPD 1"

RCG

244+00 245+00 246+00 247+00 248+00 249+00 250+00

Legend

- RP Removing Pavement
- RPBJ Removing Pavement Butt Joints
- RCPD Removing Concrete Surface Partial Depth
- RAS Removing Asphaltic Surface
- RABJ Removing Asphaltic Surface Butt Joints
- RASM Removing Asphaltic Surface Milling
- RMC Removing Curb
- RCG Removing Curb & Gutter
- RSW Removing Concrete Sidewalk
- XXX Sawing

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	REMOVAL PLAN	SHEET 26	E

2

N

Legend

- RP Removing Pavement
- RPBJ Removing Pavement Butt Joints
- RCPD Removing Concrete Surface Partial Depth
- RAS Removing Asphaltic Surface
- RABJ Removing Asphaltic Surface Butt Joints
- RASM Removing Asphaltic Surface Milling
- RMC Removing Curb
- RCG Removing Curb & Gutter
- RSW Removing Concrete Sidewalk
- XXX Sawing

85TH ST.

STH 32

53+00

54+00

55+00

56+00

250+00

251+00

252+00

253+00

254+00

255+00

256+00

PI: 253+33.51

RP: 55+00.00

SI

RCPD 1"

1 ¾" RASM

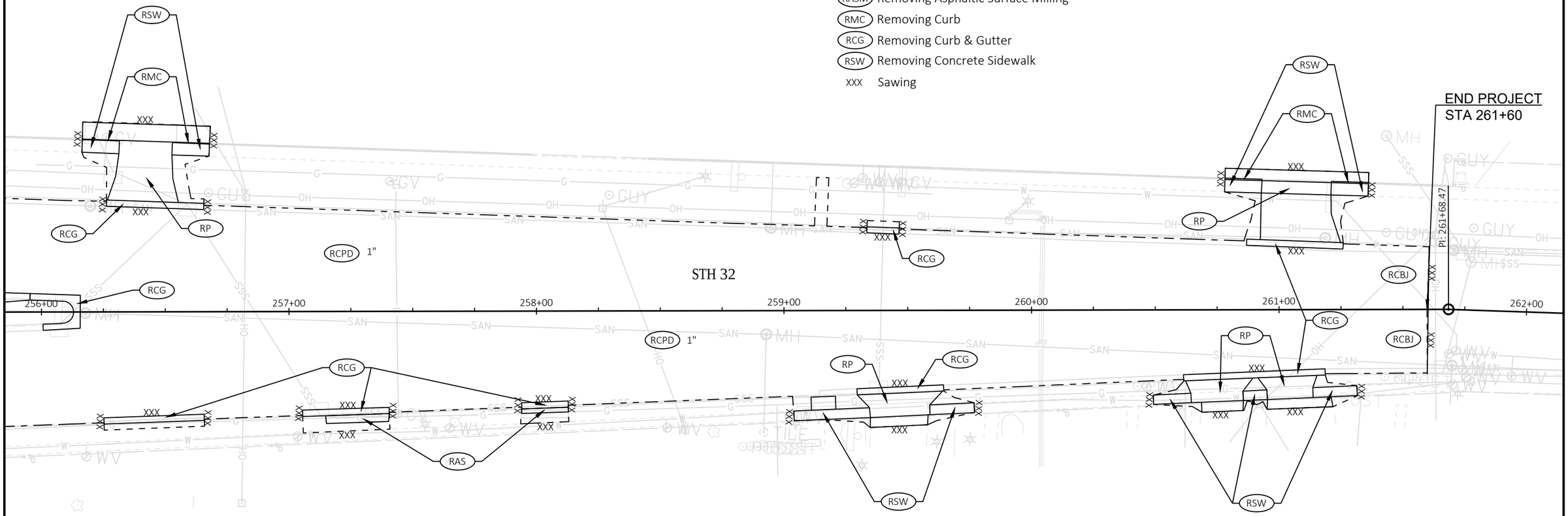
RCBJ

2

Legend

- RP Removing Pavement
- RPBJ Removing Pavement Butt Joints
- RCPD Removing Concrete Surface Partial Depth
- RAS Removing Asphaltic Surface
- RABJ Removing Asphaltic Surface Butt Joints
- RASM Removing Asphaltic Surface Milling
- RMC Removing Curb
- RCG Removing Curb & Gutter
- RSW Removing Concrete Sidewalk
- XXX Sawing

N



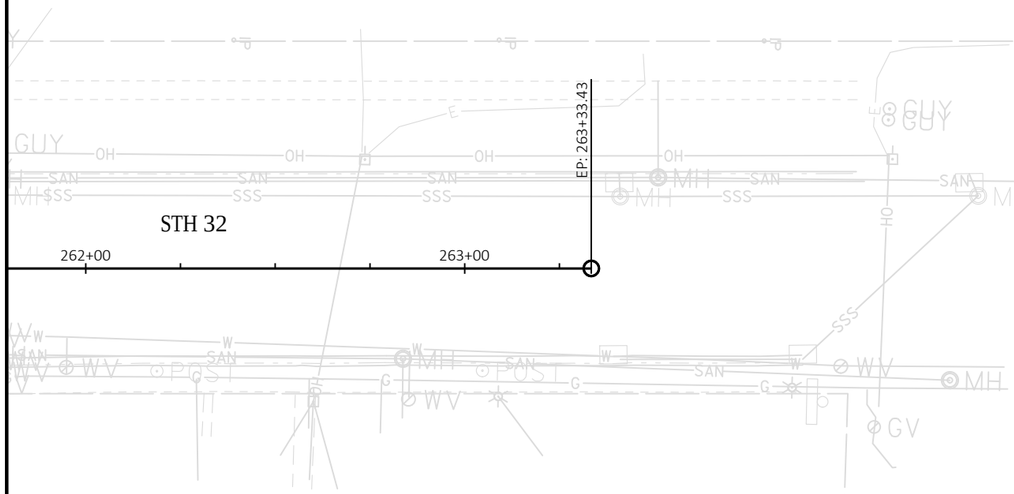
PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	REMOVAL PLAN	SHEET 28	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\021201_REM.DWG
LAYOUT NAME - 021209_pd

PLOT DATE : 7/14/2020 6:06 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N



PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	REMOVAL PLAN	SHEET 29	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\021201_REM.DWG
LAYOUT NAME - 021210_pd

PLOT DATE : 7/14/2020 6:06 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

Legend

- JR — Joint Repair
- BPC — Base Patching Concrete
- HMA2 — 1.75-IN HMA Pavement
- HMA4 — 4-IN HMA Pavement
- HMA65 — 6.5-IN HMA Pavement
- CB8 — Concrete Base 8-Inch
- CP8 — Concrete Pavement 8-Inch
- CD — Concrete Curb Type D
- 30D — Concrete Curb & Gutter 30-Inch Type D
- PED — Concrete Curb Pedestrian
- SW4 — Concrete Sidewalk 4-Inch
- S8 — Concrete Curb & Gutter 30-Inch Type A Special 8-Inch
- S8OV — Concrete Curb & Gutter 30-Inch Type A Special 8-Inch Overlay
- S8INL — Concrete Curb & Gutter 30-Inch Type A Special 8-Inch Inlet
- S8DWY — Concrete Curb & Gutter 30-Inch Type A Special 8-Inch Driveway
- S12 — Concrete Curb & Gutter 30-Inch Type A Special 12-Inch Curb Ramp
- DWYA — Asphaltic Surface Driveways and Field Entrances
- DWYC — Concrete Driveway HES 7-Inch
- CR3 — Curb Ramps Type 3
- CR4B1 — Curb Ramps Type 4B1
- CR5 — Curb Ramps Type 5
- CR7B — Curb Ramps Type 7B

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PLAN DETAIL	SHEET 30	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021200_pd
PLOT DATE : 7/13/2020 1:40 PM
PLOT BY : DILLINGHAM, MATTHEW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

BEGIN PROJECT
STA 205+50

SI

HMA65 HMA2

1.00'

XXX

202+00 203+00 204+00 205+00 206+00 207+00 208+00

HMA2

+64.52
14' RT

SI

HMA65

R/W

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PLAN DETAIL	SHEET 31	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021211_pd

PLOT DATE : 7/13/2020 1:40 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

+44.94
37.4' LT

1.00'

XXX

HMA2

STH 32

208+00

209+00

210+00

211+00

212+00

213+00

214+00

2.00'

XXX

30D

XXX

HMA65

CR5

SW4

91ST ST.

13+00

RP

CP8

SW4

SI

14+00

CR3

CR2

S8

HMA2

CP8

PI: 213+03.98

1.00'

XXX

HMA2

XXX

XXX

XXX

XXX

HMA65

30D

HMA65

CP8

S8

CR2

+97.18
29' RT

30D

SW4

CR2

SI

PED

SW4

CR3

16+00

CP8

HMA2

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PLAN DETAIL	SHEET 32	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021201_pd

PLOT DATE : 7/13/2020 1:40 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

SW4
DWYA
SW4
DWYC
SI
SW4
DWYA
DWYC
CP8
S8
CP8
S8
STH 32
214+00
215+00
216+00
217+00
218+00
219+00
220+00
S8
CP8
DWYC
S8
DWYC
CP8
DWYC
SI
DWYA
SW4
DWYC
SW4
DWYC
SW4

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PLAN DETAIL	SHEET 33	E

2

N

90TH ST.

STH 32

HMA2 SW4 SI SW4 SW4 S8 CR4B1 CR2 S8 CP8 BPC HMA4 JR SW4 S8 CP8 BPC HMA4 JR CR7B DWYC DWYA SW4 SW4 S8DWY DWYC DWYC S8DWY DWYC SW4 SW4 S8DWY DWYC DWYA SW4 SW4 DWYA DWYC S8DWY S8INL S8INL S8DWY DWYC S8OV DWYA SW4 XXX

PC: 222+06.79

PT: 223+88.93

220+00 221+00 222+00 223+00 224+00 225+00 226+00

REPLACE IN KIND
1 1/4-INCH BASE
AGGREGATE DENSE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PLAN DETAIL	SHEET 34	E

2

N

STH 32

88TH ST.

PC: 229+23.57

PT: 231+34.60

226+00 227+00 228+00 229+00 230+00 231+00 232+00

41+00

SW4 CR4B1 CD CR7B HMA4 S8INL S12 BPC HMA4 JR CB8 HMA4 S8OV DWYA DWYC S8DWY CR2 XXX

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PLAN DETAIL	SHEET 35	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021204_pd

PLOT DATE : 7/13/2020 1:41 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

2

STH 32

232+00 233+00 234+00 235+00 236+00 237+00 238+00

SW4 DWYA XXX S8INL S8DWY DWYC

BPC HMA4 JR

RP CB8 HMA4

S8 RP

S8OV

HMA4 CR4B1 SW5

POST

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PLAN DETAIL	SHEET 36	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021205_pd

PLOT DATE : 7/13/2020 1:41 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

STH 32

PC: 239+47.21

PT: 240+64.57

238+00 239+00 240+00 241+00 242+00 243+00 244+00

SW4 DWYA XXX S8DWY DWYC BPC HMA4 JR S8INL

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PLAN DETAIL	SHEET 37	E

2

2

N

STH 32

244+00 245+00 246+00 247+00 248+00 249+00 250+00

BPC HMA4 JR

S8INL

SW4

S8DWY

DWYC

CB8 HMA4

S8OV

XXX

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PLAN DETAIL	SHEET 38	E

2

N

85TH ST.

STH 32

SI
S8
RP
SW4
CR2
CR3
CP8
S8INL
S8OV
BPC
HMA4
JR
CR5
CB8
DWYA
DWYC
S8DWY
HMA2
XXX

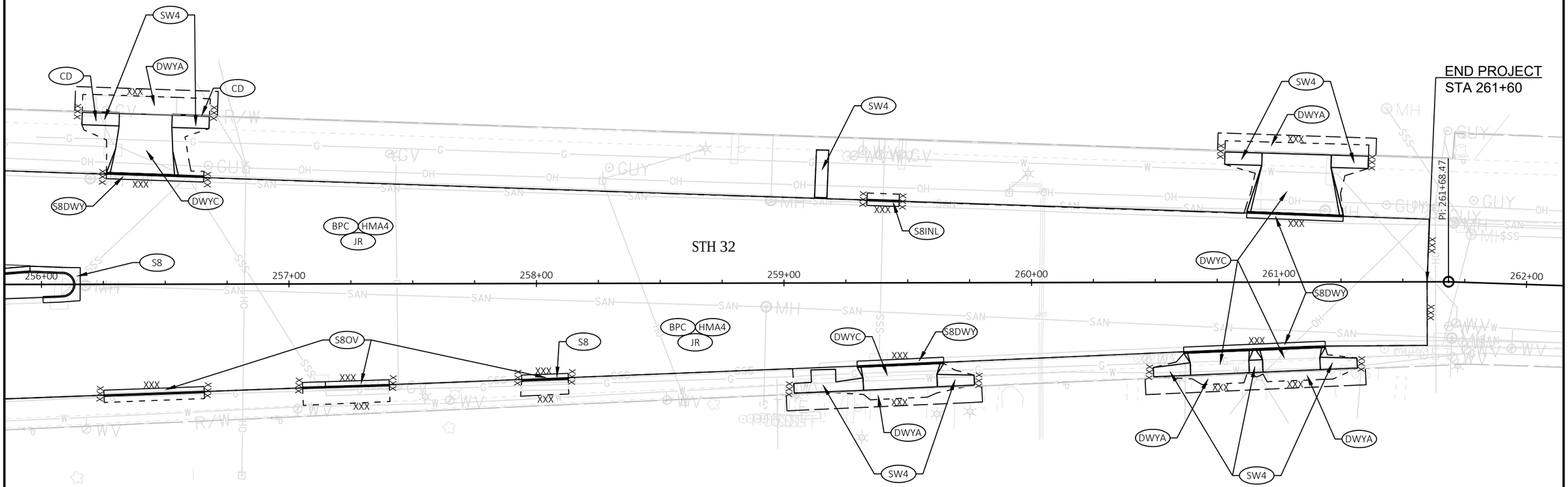
53+00
54+00
55+00
56+00
250+00
251+00
252+00
253+00
254+00
255+00
256+00
PI: 253+33.51
PI: 55+00.00

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PLAN DETAIL	SHEET 39	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021208_pd
PLOT DATE : 7/13/2020 1:41 PM
PLOT BY : DILLINGHAM, MATTHEW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N



PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PLAN DETAIL	SHEET 40	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021209_pd

PLOT DATE : 7/13/2020 1:42 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

BEGIN PROJECT
STA 205+50

STH 32

+50.0
32' LT

+64.5
15' RT

+15.6
15' RT

202+00 203+00 204+00 205+00 206+00 207+00 208+00

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PLAN LAYOUT	SHEET 41	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\021220_PL.DWG
LAYOUT NAME - 021220_pl

PLOT DATE : 10/13/2020 8:23 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

91ST ST

+98.3

11+00

14+00

19'

19'

213+68.85, 93' LT
14+03.17, 59 LT

212+56.00, 85.5' LT
14+16.58, 51.5' RT

+03.2

+16.6

32.5' R

40' R

+56.0

+48.2
53' LT

+68.8
53' LT

+57.5

212+38.10,
43' RT, 60' R

PI: 213+03.98

212+67.82,
3.9' LT, 4.5'R

BP: 15+00.00

EP: 15+00.00

231+56.67,
55' RT, 60' R

+56.6
5' LT

+70.2
7.7' LT

+34.8
0.8' LT

+44.8
38.4' LT

+93.0

+37.3

+00

+38.1

208+00

209+00

210+00

211+00

212+00

213+00

214+00

+69.5
0.3' RT

+34.6

+46.2

+34.0
7.1' RT

213+36.45,
3.4' RT, 4.5' R

+66.7
17' RT

212+46.22,
55' LT, 60' R

213+67.75,
43' LT, 60' R

5'

5'

+97.2
46' RT

+34.6
46' RT

+84.5
51' RT

1'

2'

+84.6
56' RT

+14.6
56' RT

+34.6
56' RT

+44.5
53' RT

STA 212+99.76 STH 36 =
STA 15+00 91ST ST

40' R

30' R

+80.3

213+44.55, 83' RT
15+80.36, 49.5' LT

212+37.10, 96' RT
15+98.30, 59' RT

+98.2

16+00

19'

19.5'

STA 213+03.98 STH 32 =
STA 15+00 91ST ST

+34.2

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PLAN LAYOUT	SHEET 42	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\021220_PL.DWG
LAYOUT NAME - 021221_pl

PLOT DATE : 10/13/2020 8:24 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

+02.7
17' LT

+23.6
17' LT

216+23.67,
58' RT, 75' R

+06.6
5' LT

STH 32

+77.7
6' RT

214+00

215+00

216+00

217+00

75' R

+49.9
4.9' RT

+73.6
5' LT

+23.6
5' LT

218+00

219+00

220+00

+01.5
5' RT

+05.5
17' RT

261+72.94,
10.5' RT, 6.5' R

+72.9
17' RT

+39.7
17' RT

217+39.68
10.5' RT, 6.5' R

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PLAN LAYOUT	SHEET 43	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\021220_PL.DWG
LAYOUT NAME - 021222_pl

PLOT DATE : 10/13/2020 8:24 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

90TH ST

STA. 221+08.24 STH 32 =
STA. 32+00 90TH ST

STH 32

220+63.58, 85.5' LT
31+17.35, 50' RT
32.5' R

221+60.50, 85' LT
31+11.79 47' LT
32' R

+07.1
+07.1
+17.5
+14.1
+63.5
53' LT
+59.2
53' LT
+67.2
+19.6
17' LT
+36.7
17' LT
220+30.42,
58' RT, 75' R
221+56.74,
33' RT, 50' R
+56.7
17' LT
+74.0
+69.9
5.7' LT
+28.4
8.2' LT
PC: 222+06.79
PT: 223+88.93
220+00
221+00
222+00
223+00
224+00
225+00
226+00
EP: 32+00.00
+52.7
5' RT
+68.8
2.4' RT
220+67.52,
1.9' LT, 4.5' R
+27.7
1.4' LT
221+51.48,
55' LT, 60' R
221+38.95,
4.5' LT, 4.5' R
221+70.97,
43' LT, 60' R
+80.0
+70.9
17' RT
+54.8
53' RT
40'

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PLAN LAYOUT	SHEET 44 E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\021220_PL.DWG
LAYOUT NAME - 021223_pl

PLOT DATE : 10/13/2020 8:24 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

STA. 230+61.85 STH 32 =
STA. 40+01.13 88TH ST

STH 32

226+00 227+00 228+00 229+00 230+00 231+00 232+00

PC: 229+23.57

PT: 231+34.60

BP: 40+00.00

+03.3

+57.8
17' RT

+53.8
5' RT

+00.9
17' LT

230+00.9,
38' RT, 60' R

+31.1
9' LT

+41.8
17' LT

+05.0
5' LT

230+05,
55' LT, 60' R

230+28.85,
5.1' LT, 4.5' R

+30.8
1' LT

+41.8
17' RT

+00.5
0.6' LT

+12.8
3.4' LT

+81.3
17' LT

+99.4
11.2' RT

+08.2
14' LT

+35.9

231+01.09,
5.9' RT, 5.6' R

+65.5
53' RT

+16.8
50.6' RT

+70.67

+87.7

30.5' R

230+09.18, 84' RT
40+78.73, 50' RT

32' R

+32.1
53' RT

231+13.98, 84.5RT
40+85.39, 50.5' LT

41+00

88TH ST

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PLAN LAYOUT	SHEET 45	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\021220_PL.DWG
LAYOUT NAME - 021224_pl

PLOT DATE : 10/13/2020 8:24 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

2

+69.2
17' LT

+73.3
5' LT

STH 32

232+00 233+00 234+00 235+00 236+00 237+00 238+00

237+47.19,
5.8' RT, 6' R

234+57.27,
65' RT, 11.2' R

235+00.01,
65' RT, 10.9' R

+89.59
65' RT

+68.51
65' RT

+89.68
70.6' RT

+68.58
70.6' RT

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PLAN LAYOUT	SHEET 46	E

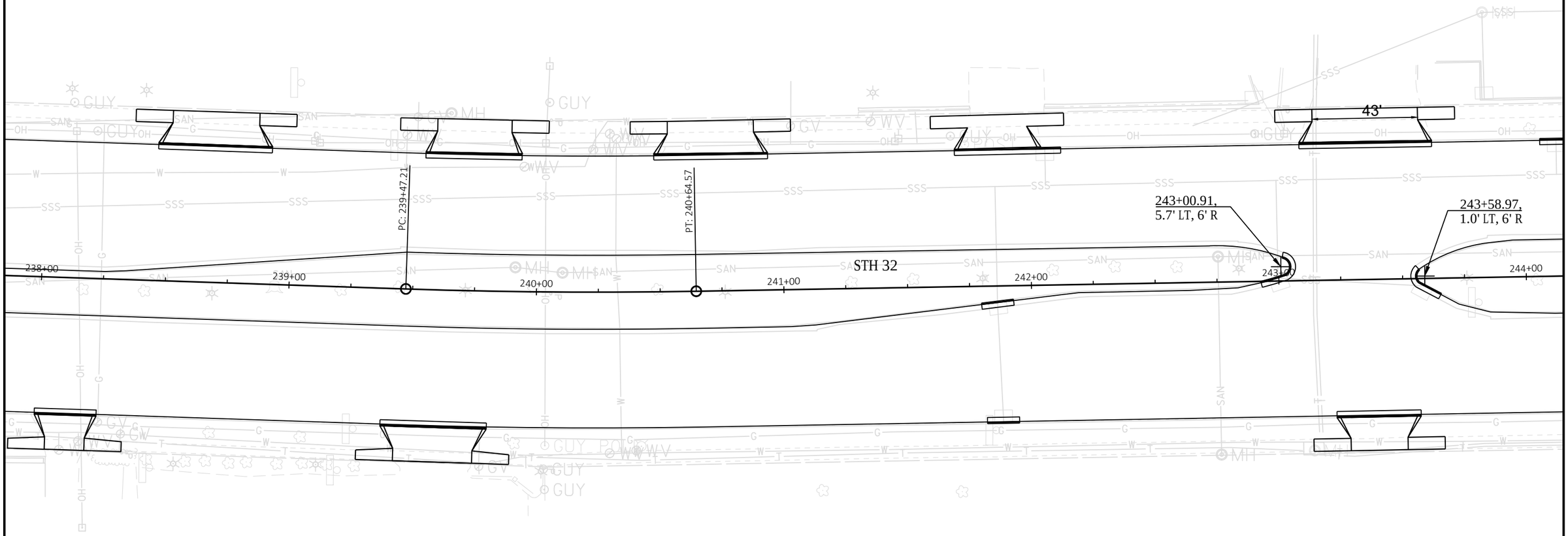
FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\021220_PL.DWG
LAYOUT NAME - 021225_pl

PLOT DATE : 10/13/2020 8:24 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N



PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PLAN LAYOUT	SHEET 47	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\021220_PL.DWG
LAYOUT NAME - 021226_pl

PLOT DATE : 10/13/2020 8:25 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

STH 32

244+00 245+00 246+00 247+00 248+00 249+00 250+00

+37.2
5' RT

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PLAN LAYOUT	SHEET 48	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\021220_PL.DWG
LAYOUT NAME - 021227_pl

PLOT DATE : 10/13/2020 8:25 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

STA. 253+33.51 STH 32 =
STA. 55+00.00 85TH ST

+94.1

54+00

252+80.09, 82' LT
54+18.77, 56' RT
30' R

+13.2
26' RT

+13.2
26' LT

254+97.68, 82' LT
54+12.97, 58' LT
32' R

+18.8

48'

+62.5
53' LT

+80.6

+94.3
50.9' LT

+15.2

PI: 253+33.51

252+62.54, 43' RT
60' R

253+82.43, 56' RT
60' R

+15.2
13' LT

+62.5
17' LT

+96.6
6.4' LT

BP: 55+00.00

+66.9
2.7' LT

+82.6
4.2' LT

+99.2
0.4' RT

+95.4
7.4' LT

7'

250+00

251+00

252+00

+75.5

252+00

254+00

255+00

256+00

+66.6
5' RT

+95.6
1.5' RT

55+00

+65.6
5.5' RT

EP: 55+00.00

+99.1
14.4' LT

+94.1
17' RT

252+75.45, 55' LT
60' R

254+67.9, 1.7' RT
4.5' R

253+96.99, 46' RT
60' R

253+94.02, 2.7' LT
4.5' R

+65.7
53' RT

+70.9
52' RT

+00.7
50.7' RT

+85.1
23' RT

+77.2
23' LT

252+65.72, 85' RT
55+86.92, 55'RT
32' R

252+74.87, 82' RT
55+78.75, 53' LT
30' R

+97.3

56+00

+89.3

STA. 253+24.03 STH 32 =
STA. 55+00.00 85TH ST

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PLAN LAYOUT	SHEET 49	E

2

N

END PROJECT
STA 261+60

PI: 261+68.47

+95.4
7.4' LT

+15.6
6.7' LT

+15.6
6.6' LT

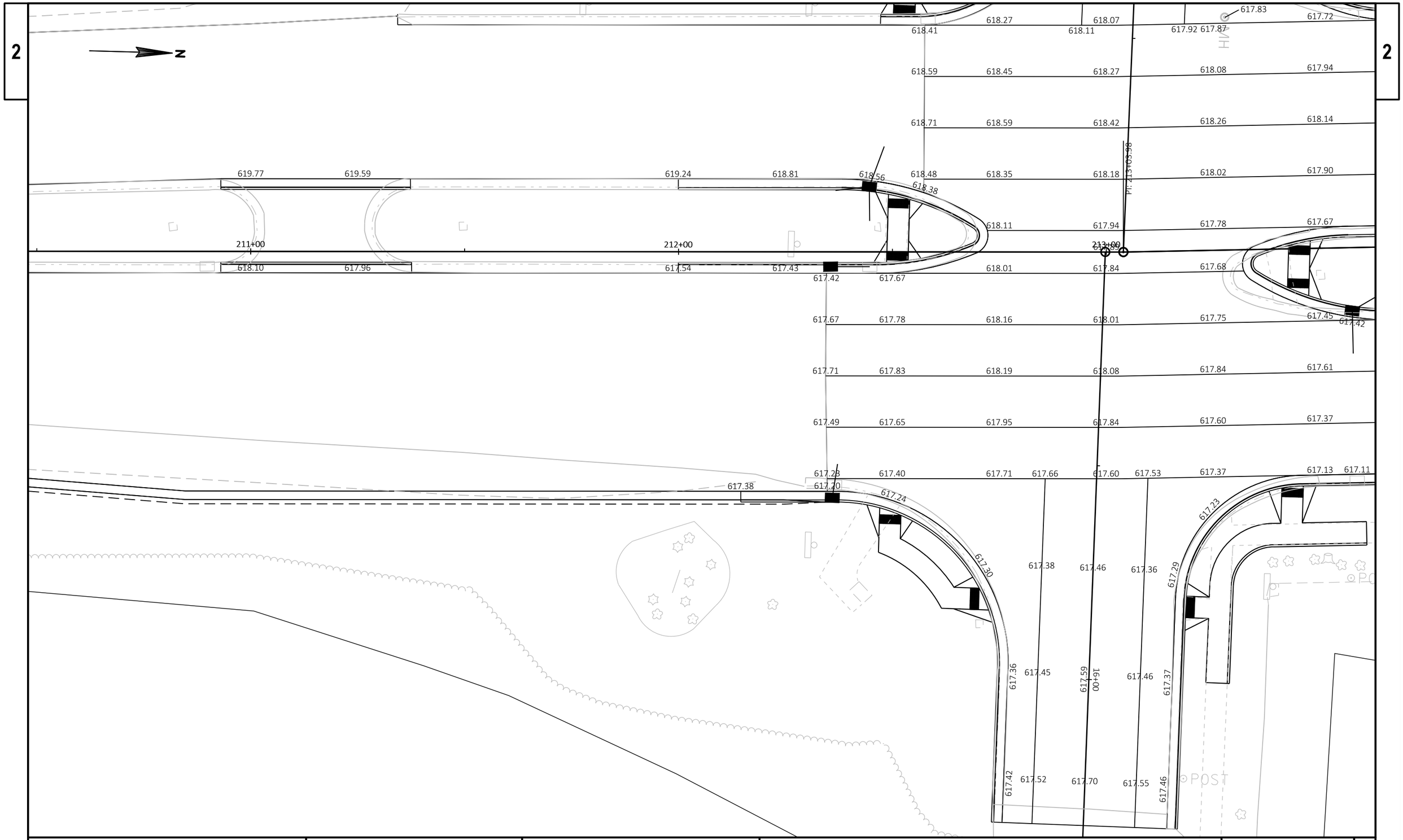
STH 32

256+00 257+00 258+00 259+00 260+00 261+00 262+00

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PLAN LAYOUT	SHEET 50	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\021220_PL.DWG
LAYOUT NAME - 021229_pl

PLOT DATE : 10/13/2020 8:25 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:40 FT



PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PAVEMENT GRADES	SHEET 51	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\021201_PG.DWG
LAYOUT NAME - 25

PLOT DATE : 10/26/2020 11:30 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

2

N

618.17 618.30 618.52 618.21 618.04

13+00

618.05 618.17 618.38 618.08 617.90

617.91 618.02 618.21 617.92 617.76

617.73 617.84 618.04 617.77 617.62

617.52 617.66 617.91 617.67 617.53

14+00

617.40 617.65 617.95 617.76 617.54

617.45 617.58

A/C

618.41 618.27 618.07 617.92 617.87 617.83 617.72 617.65 617.66 617.73 617.83

618.11 617.64

HWY

618.59 618.45 618.27 618.08 617.94 617.88 617.89 617.97 618.07

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PAVEMENT GRADES	SHEET 52	E

2

2

N

POST

617.72 617.65 617.64 617.66 617.73 617.83 617.94 618.04 618.14 618.18 618.24 618.34 618.44 618.49 618.50

618.52

MH

617.94 617.88 617.89 617.97 618.07 618.18 618.28 618.38 618.48 618.58 618.68 618.73 618.74

618.14 618.10 618.13 618.21 618.31 618.41 618.52 618.62 618.72 618.82 618.92 618.97 618.98

617.90 617.86 617.89 617.97 618.07 618.17 618.28 618.38 618.48 618.58 618.69 618.73 618.74

617.67 617.62 617.60 617.65 617.73 617.83 617.93 618.03 618.06 618.18 618.27 618.35 618.51 618.64

214+00 215+00 216+00

617.45 617.42 617.39 617.54 617.76 617.98 618.20 618.42 618.61 618.72 618.75 618.70 618.57 618.35

617.61 617.63 617.81 618.03 618.25 618.47 618.69 618.88 618.99 619.02 618.97 618.84 618.63

617.37 617.39 617.57 617.79 618.01 618.23 618.45 618.64 618.75 618.78 618.74 618.60 618.39

617.13 617.11 617.14 617.33 617.55 617.77 617.99 618.21 618.40 618.51 618.55 618.50 618.37 618.16

POST POST

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PAVEMENT GRADES	SHEET 53	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\021201_PG.DWG
LAYOUT NAME - 27

PLOT DATE : 10/26/2020 11:31 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

2

N

18.50 618.45 618.35 618.25 618.15 618.05 617.95 617.85 617.75 617.69 617.70 617.84 618.11 618.15

18.74 618.69 618.59 618.49 618.39 618.29 618.19 618.09 617.99 617.94 618.08 618.35 618.39

18.98 618.93 618.84 618.74 618.64 618.53 618.43 618.33 618.23 618.18 618.32 618.58 618.63

18.74 618.69 618.60 618.50 618.40 618.30 618.20 618.10 618.00 617.94 618.07 618.34 618.39

18.64 618.45 618.36 618.26 618.16 618.06 617.96 617.86 617.76 617.70 617.83 618.08 618.21

617.96 617.69

217+00 218+00 219+00

618.25 617.78 617.55 618.05 617.86 616.89 616.83 616.69

616.77 616.89 616.81

.35 617.86 617.60 617.43 617.30 617.04 616.82 616.80 616.92 617.07 617.14 617.07 616.93

618.11

.63 618.37 618.11 617.84 617.58 617.32 617.09 617.04 617.16 617.30 617.38 617.31 617.17

.39 618.13 617.87 617.61 617.34 617.08 616.85 616.80 616.92 617.06 617.14 617.07 616.93

.16 617.89 617.63 617.37 617.11 616.84 616.61 616.56 616.56 616.68 616.82 616.90 616.83 616.70

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PAVEMENT GRADES	SHEET 54	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\021201_PG.DWG
LAYOUT NAME - 28

PLOT DATE : 10/26/2020 11:31 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

N

617.61 617.80 617.48

617.51 617.52 617.10

616.87

616.56

618.15 617.95 617.73 617.51 617.30 617.24 617.12 616.95 616.77 616.62

618.39 618.20 617.98 617.76 617.55 617.39 617.25 617.10 616.99

618.63 618.44 618.22 618.00 617.79 617.59 617.40 617.22 617.07

618.39 618.20 617.98 617.73 617.55 617.36 617.18 617.01 616.86

618.21 618.09 617.93 617.50

PC: 222+06.79

220+00 221+00 222+00

617.01 616.88 616.71

616.69 616.55 616.42 616.38 616.42 616.60 616.64 616.53 616.47

616.37

616.93 616.79 616.66 616.52 616.50 616.47 616.35 616.29 616.25

617.17 617.04 616.90 616.76 616.62 616.59 616.47 616.40 616.35

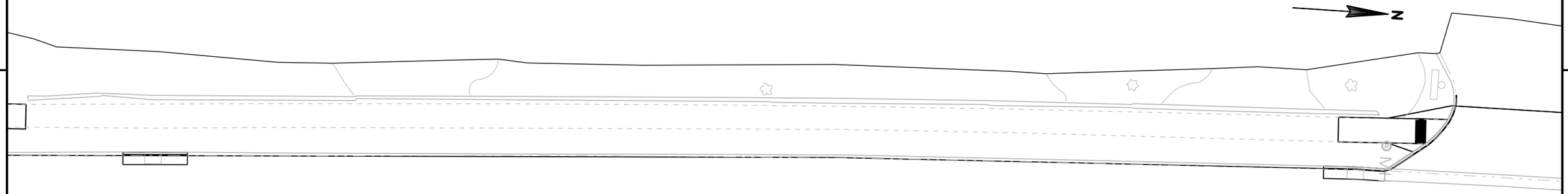
616.93 616.80 616.66 616.52 616.39 616.36 616.24 616.18 616.13

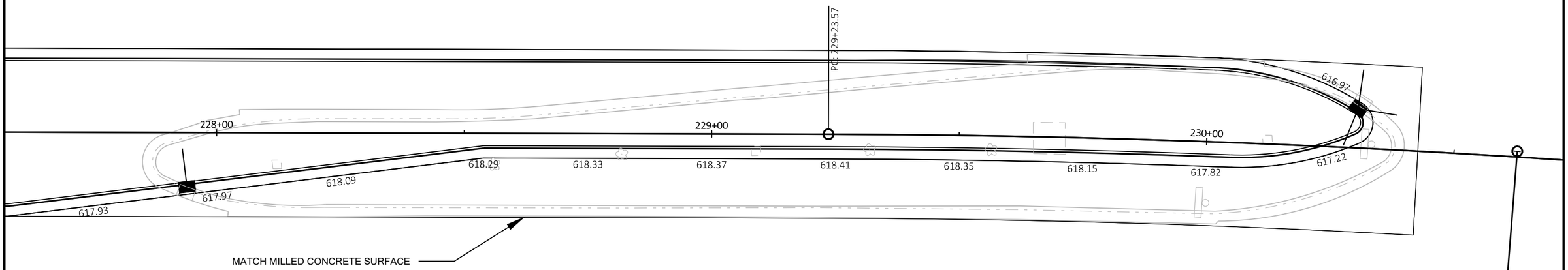
616.70 616.56 616.42 616.28 616.15 616.01 615.88 615.81 615.80 615.83

PROJECT NO: 324-14-70	HWY: STH 32	COUNTY: KENOSHA	PAVEMENT GRADES	SHEET 55	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\021201_PG.DWG
LAYOUT NAME - 29
PLOT DATE : 10/26/2020 11:31 AM
PLOT BY : DILLINGHAM, MATTHEW
PLOT NAME :
PLOT SCALE : 1 IN:20 FT

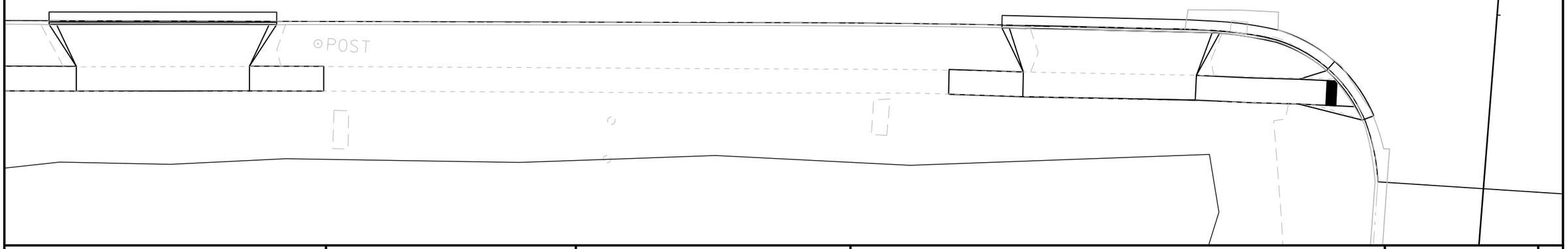
2





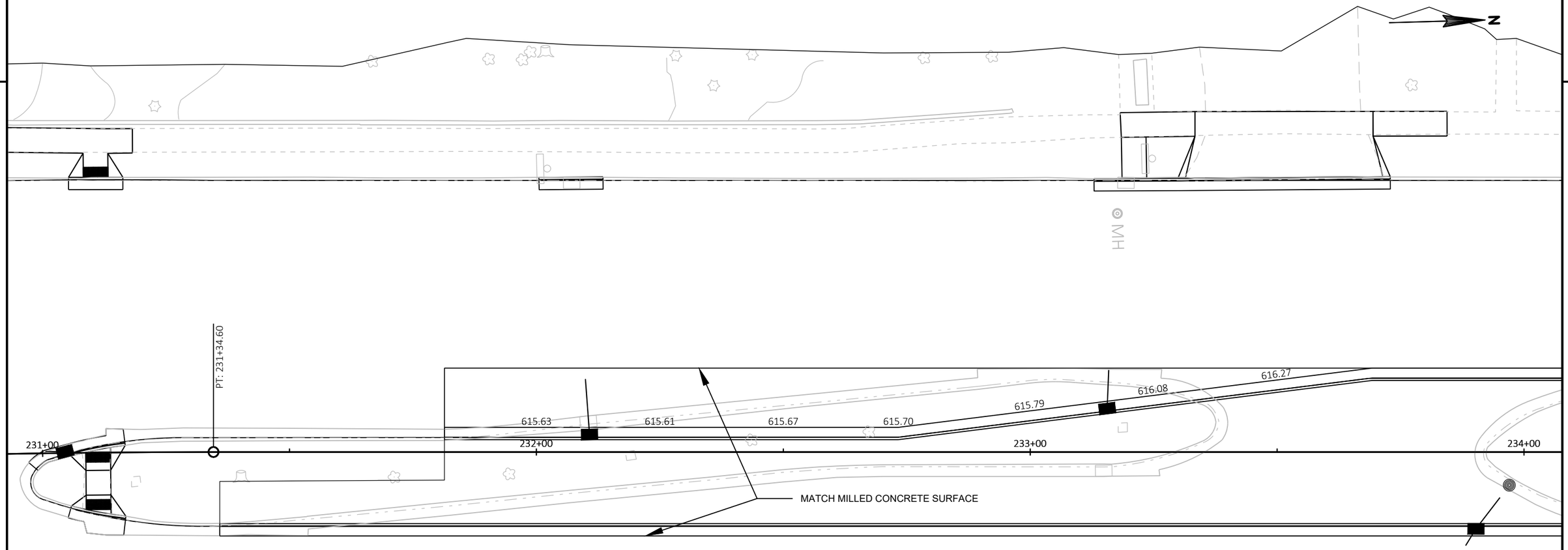
MATCH MILLED CONCRETE SURFACE

* ALL ELEVATIONS ON THIS SHEET ARE TO CONCRETE FLANGE, NOT TOP OF PROPOSED SURFACE.
SEE CONCRETE BASE CONSTRUCTION DETAIL.

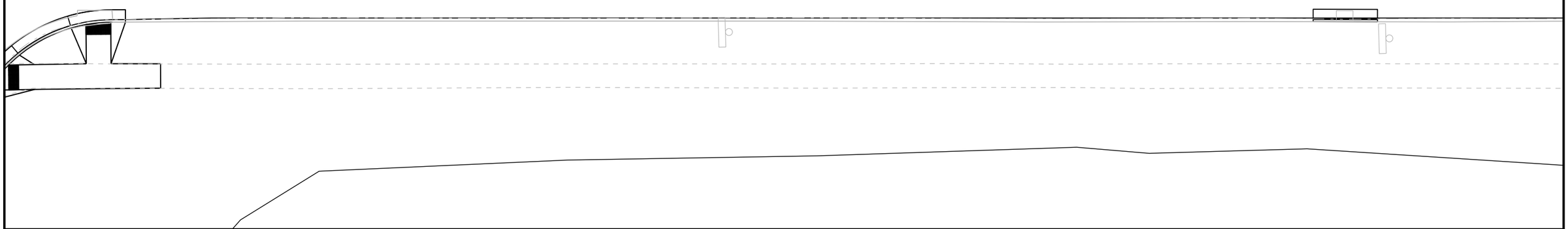


PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PAVEMENT GRADES	SHEET 56	E

2



* ALL ELEVATIONS ON THIS SHEET ARE TO CONCRETE FLANGE, NOT TOP OF PROPOSED SURFACE.
SEE CONCRETE BASE CONSTRUCTION DETAIL.



PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PAVEMENT GRADES	SHEET 57	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\021201_PG.DWG
LAYOUT NAME - 31

PLOT DATE : 10/26/2020 11:31 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

2

N

249+00

250+00

251+00

613.31 613.18 613.06 612.97 612.90 612.87 612.92 613.02 613.13 613.25 613.38 613.54 613.64

MATCH MILLED CONCRETE SURFACE

* ALL ELEVATIONS ON THIS SHEET ARE TO CONCRETE FLANGE, NOT TOP OF PROPOSED SURFACE.
SEE CONCRETE BASE CONSTRUCTION DETAIL.

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PAVEMENT GRADES	SHEET 58	E

2

2

N

615.03 615.43 615.75 54+00 615.43 615.07

615.03 615.33 615.04

614.41 614.49 614.59 614.65 614.60 614.54 614.49 614.27

614.45 614.58 614.70 614.70 614.68 614.55

614.67 614.77 614.87 614.86 614.85 614.75

614.47 614.58 614.69 614.68 614.67 614.56

PI: 253+33.51

614.33 614.43 614.39 614.18 614.28 614.13* 614.25*

252+00 253+00 55.00 254+00

614.23 614.22 614.08 614.02

614.27 614.23 614.07 613.84 613.64

614.46 614.40 614.22 613.99 613.80

614.23 614.18 614.02 613.80 613.61

613.83 613.81 613.77 613.69 613.67 613.59 613.44 613.23

613.35 613.44 613.56 613.35 613.14

MH

MATCH MILLED CONCRETE SURFACE

* THESE ELEVATIONS ARE TO CONCRETE FLANGE, NOT TOP OF PROPOSED SURFACE. SEE CONCRETE BASE CONSTRUCTION DETAIL.

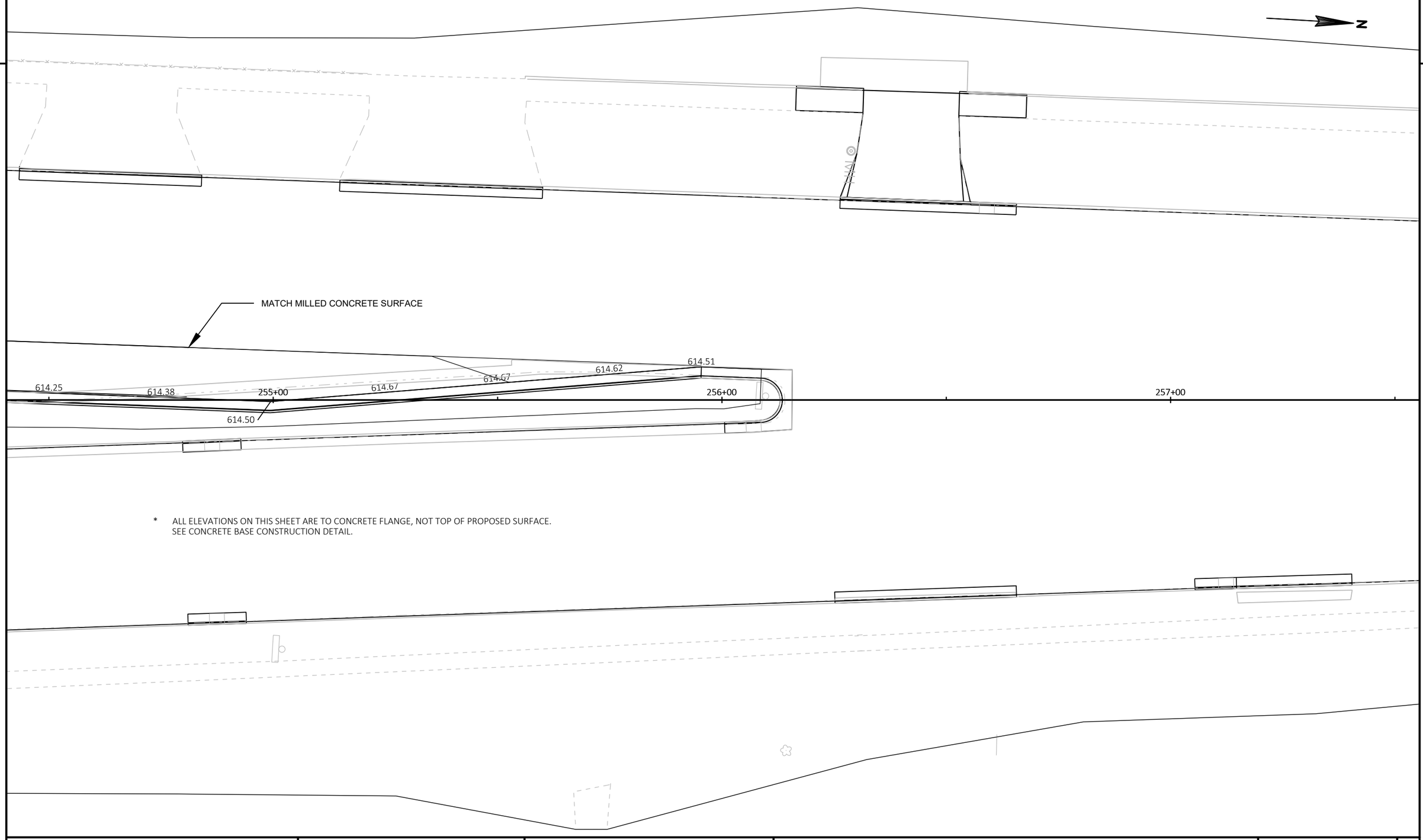
PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PAVEMENT GRADES	SHEET 59	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\021201_PG.DWG
LAYOUT NAME - 34

PLOT DATE : 10/26/2020 11:32 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2



* ALL ELEVATIONS ON THIS SHEET ARE TO CONCRETE FLANGE, NOT TOP OF PROPOSED SURFACE.
SEE CONCRETE BASE CONSTRUCTION DETAIL.

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PAVEMENT GRADES	SHEET 60	E

2

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	STATION	OFFSET	ELEVATION
101	212+50.23	55.500 LT	14+46.79	56.013 RT	618.387
102	212+50.37	60.637 LT	14+41.65	56.086 RT	618.593
103	212+50.51	65.651 LT	14+36.64	56.158 RT	618.618
104	212+55.24	55.500 LT	14+46.58	51.015 RT	618.378
105	212+55.37	60.500 LT	14+41.58	51.087 RT	618.518
106	212+55.51	65.514 LT	14+36.57	51.159 RT	618.593
107	212+76.63	71.367 LT	14+29.84	30.306 RT	617.785
108	212+72.50	74.194 LT	14+27.18	34.545 RT	617.796
109	212+84.30	75.524 LT	14+25.36	22.815 RT	617.424
110	212+79.02	75.744 LT	14+25.36	28.095 RT	617.710
111	212+74.42	77.695 LT	14+23.61	32.776 RT	617.742
112	212+75.47	80.897 LT	14+20.36	31.862 RT	617.708
113	212+79.23	80.740 LT	14+20.36	28.095 RT	617.671
114	212+84.50	80.520 LT	14+20.36	22.818 RT	617.354
115	212+85.58	80.475 LT	14+20.36	21.740 RT	617.338

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	STATION	OFFSET	ELEVATION
116	212+50.23	53.000 LT	14+49.29	55.908 RT	618.494
117	212+55.24	53.000 LT	14+49.08	50.911 RT	618.445
118	212+56.00	53.000 LT	14+49.05	50.144 RT	618.435
119	212+78.50	62.044 LT	14+39.07	28.044 RT	617.843
120	212+86.55	74.733 LT	14+26.06	20.534 RT	617.466
121	212+88.04	80.056 LT	14+20.68	19.260 RT	617.410
122	212+88.48	84.144 LT	14+16.58	19.000 RT	617.396
123	212+88.81	92.159 LT	14+08.55	19.000 RT	617.438
124	212+89.20	101.486 LT	13+99.22	19.000 RT	617.524

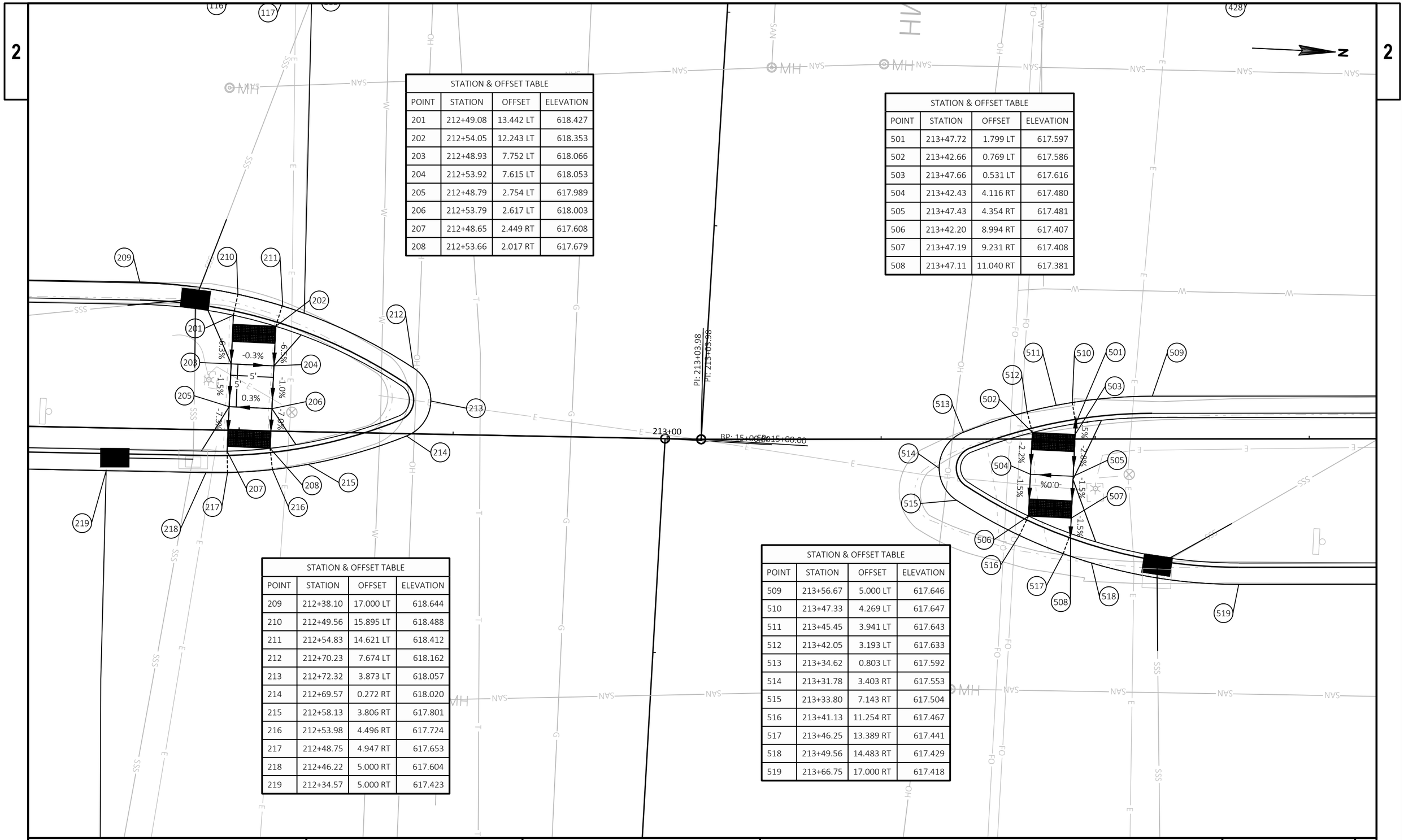
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	STATION	OFFSET	ELEVATION
401	213+37.38	94.805 LT	14+03.31	27.483 LT	618.198
402	213+42.38	94.635 LT	14+03.17	32.481 LT	618.364
403	213+46.14	80.005 LT	14+17.54	37.140 LT	617.820
404	213+41.85	77.445 LT	14+20.36	33.012 LT	617.745
405	213+37.60	77.708 LT	14+20.36	28.760 LT	617.533
406	213+34.52	77.898 LT	14+20.36	25.674 LT	617.487
407	213+37.31	72.717 LT	14+25.36	28.772 LT	617.549
408	213+41.54	72.455 LT	14+25.36	33.012 LT	617.724
409	213+45.76	72.193 LT	14+25.36	37.245 LT	617.778
410	213+46.04	71.885 LT	14+25.65	37.544 LT	617.783
411	213+49.68	75.325 LT	14+22.00	40.960 LT	617.854
412	213+53.73	71.816 LT	14+25.25	45.220 LT	617.885
413	213+50.85	67.728 LT	14+29.51	42.599 LT	617.810
414	213+45.86	67.965 LT	14+29.58	37.600 LT	617.741
415	213+45.65	63.539 LT	14+34.01	37.663 LT	617.564
416	213+50.64	63.302 LT	14+33.94	42.663 LT	617.633
417	213+50.50	60.296 LT	14+36.94	42.706 LT	617.608
418	213+68.85	66.929 LT	14+29.19	60.611 LT	618.424
419	213+68.79	61.929 LT	14+34.18	60.861 LT	618.337

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	STATION	OFFSET	ELEVATION
420	213+30.58	124.494 LT	13+74.10	18.860 LT	617.623
421	213+28.92	95.471 LT	14+03.17	19.000 LT	617.530
422	213+32.23	76.892 LT	14+21.51	23.452 LT	617.561
423	213+35.20	71.364 LT	14+26.84	26.757 LT	617.584
424	213+39.70	65.603 LT	14+32.31	31.603 LT	617.613
425	213+44.10	61.575 LT	14+36.06	36.241 LT	617.636
426	213+49.27	58.116 LT	14+39.20	41.620 LT	617.660
427	213+56.82	54.850 LT	14+41.99	49.356 LT	617.686
428	213+68.85	53.000 LT	14+43.09	61.471 LT	617.664

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	INTERSECTION DETAIL - 91ST STREET	SHEET 61 E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\021101_ID.DWG
LAYOUT NAME - 021007_id

PLOT DATE : 7/13/2020 1:14 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:10 FT



STATION & OFFSET TABLE			
POINT	STATION	OFFSET	ELEVATION
201	212+49.08	13.442 LT	618.427
202	212+54.05	12.243 LT	618.353
203	212+48.93	7.752 LT	618.066
204	212+53.92	7.615 LT	618.053
205	212+48.79	2.754 LT	617.989
206	212+53.79	2.617 LT	618.003
207	212+48.65	2.449 RT	617.608
208	212+53.66	2.017 RT	617.679

STATION & OFFSET TABLE			
POINT	STATION	OFFSET	ELEVATION
501	213+47.72	1.799 LT	617.597
502	213+42.66	0.769 LT	617.586
503	213+47.66	0.531 LT	617.616
504	213+42.43	4.116 RT	617.480
505	213+47.43	4.354 RT	617.481
506	213+42.20	8.994 RT	617.407
507	213+47.19	9.231 RT	617.408
508	213+47.11	11.040 RT	617.381

STATION & OFFSET TABLE			
POINT	STATION	OFFSET	ELEVATION
209	212+38.10	17.000 LT	618.644
210	212+49.56	15.895 LT	618.488
211	212+54.83	14.621 LT	618.412
212	212+70.23	7.674 LT	618.162
213	212+72.32	3.873 LT	618.057
214	212+69.57	0.272 RT	618.020
215	212+58.13	3.806 RT	617.801
216	212+53.98	4.496 RT	617.724
217	212+48.75	4.947 RT	617.653
218	212+46.22	5.000 RT	617.604
219	212+34.57	5.000 RT	617.423

STATION & OFFSET TABLE			
POINT	STATION	OFFSET	ELEVATION
509	213+56.67	5.000 LT	617.646
510	213+47.33	4.269 LT	617.647
511	213+45.45	3.941 LT	617.643
512	213+42.05	3.193 LT	617.633
513	213+34.62	0.803 LT	617.592
514	213+31.78	3.403 RT	617.553
515	213+33.80	7.143 RT	617.504
516	213+41.13	11.254 RT	617.467
517	213+46.25	13.389 RT	617.441
518	213+49.56	14.483 RT	617.429
519	213+66.75	17.000 RT	617.418

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	INTERSECTION DETAIL - 91ST STREET	SHEET 62	E

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	STATION	OFFSET	ELEVATION
301	212+47.07	59.851 RT	15+61.80	50.397 RT	617.160
302	212+47.03	61.462 RT	15+63.41	50.380 RT	617.176
303	212+52.03	61.599 RT	15+63.36	45.381 RT	617.173
304	212+46.88	66.918 RT	15+68.87	50.324 RT	617.449
305	212+51.88	67.055 RT	15+68.81	45.324 RT	617.506
306	212+46.79	70.263 RT	15+72.21	50.289 RT	617.466
307	212+49.60	71.508 RT	15+73.35	47.428 RT	617.481
308	212+56.97	70.281 RT	15+71.85	40.116 RT	617.532
309	212+53.87	74.207 RT	15+75.89	43.063 RT	617.557

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	STATION	OFFSET	ELEVATION
310	212+61.39	74.405 RT	15+75.80	35.545 RT	617.638
311	212+57.49	77.550 RT	15+79.09	39.319 RT	617.713
312	212+64.42	78.399 RT	15+79.68	32.363 RT	617.593
313	212+60.22	81.106 RT	15+82.54	36.461 RT	617.668
314	212+61.49	83.291 RT	15+84.68	35.110 RT	617.656
315	212+64.28	83.397 RT	15+84.68	32.311 RT	617.642
316	212+70.19	83.620 RT	15+84.68	26.398 RT	617.287
317	212+72.53	83.708 RT	15+84.68	24.061 RT	617.252
318	212+70.33	78.622 RT	15+79.68	26.449 RT	617.252

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	STATION	OFFSET	ELEVATION
319	212+37.10	56.000 RT	15+58.32	60.510 RT	617.206
320	212+47.74	57.441 RT	15+59.36	49.824 RT	617.233
321	212+53.15	59.338 RT	15+61.05	44.339 RT	617.247
322	212+65.91	68.255 RT	15+69.48	31.255 RT	617.283
323	212+72.54	77.463 RT	15+78.43	24.279 RT	617.310
324	212+74.89	82.889 RT	15+83.77	21.732 RT	617.324
325	212+77.03	97.359 RT	15+98.15	19.044 RT	617.359

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	STATION	OFFSET	ELEVATION
601	213+45.00	55.500 RT	15+52.88	48.366 LT	617.069
602	213+44.97	56.121 RT	15+53.50	48.372 LT	617.078
603	213+39.97	55.883 RT	15+53.55	43.372 LT	617.098
604	213+39.58	64.098 RT	15+61.77	43.458 LT	617.412
605	213+44.59	64.098 RT	15+61.48	48.455 LT	617.387
606	213+59.59	64.099 RT	15+60.62	63.430 LT	617.912
607	213+59.59	69.099 RT	15+65.61	63.719 LT	618.008
608	213+44.59	69.098 RT	15+66.48	48.744 LT	617.462
609	213+39.58	69.098 RT	15+66.77	43.746 LT	617.487
610	213+34.20	64.505 RT	15+62.49	38.106 LT	617.580
611	213+35.35	69.369 RT	15+67.28	39.542 LT	617.655
612	213+29.20	66.718 RT	15+64.99	33.241 LT	617.745
613	213+32.02	70.845 RT	15+68.95	36.298 LT	617.820
614	213+25.32	70.578 RT	15+69.07	29.596 LT	617.910
615	213+29.44	73.418 RT	15+71.66	33.868 LT	617.985

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	STATION	OFFSET	ELEVATION
616	213+23.09	75.570 RT	15+74.18	27.654 LT	617.745
617	213+27.95	76.746 RT	15+75.07	32.573 LT	617.820
618	213+17.14	80.730 RT	15+79.68	22.015 LT	617.256
619	213+22.52	81.042 RT	15+79.68	27.406 LT	617.549
620	213+27.51	81.343 RT	15+79.69	32.406 LT	617.624
621	213+16.84	85.721 RT	15+84.68	22.007 LT	617.272
622	213+22.26	86.014 RT	15+84.65	27.429 LT	617.597
623	213+27.21	86.334 RT	15+84.69	32.394 LT	617.673
624	213+21.32	101.005 RT	15+99.67	27.357 LT	618.007
625	213+26.32	101.307 RT	15+99.69	32.369 LT	618.121

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	STATION	OFFSET	ELEVATION
626	213+14.35	85.577 RT	15+84.68	19.507 LT	617.323
627	213+14.60	81.266 RT	15+80.36	19.507 LT	617.308
628	213+14.65	80.524 RT	15+79.61	19.516 LT	617.306
629	213+23.96	61.182 RT	15+59.77	27.689 LT	617.233
630	213+39.56	53.418 RT	15+51.11	42.815 LT	617.172
631	213+44.55	53.000 RT	15+50.41	47.773 LT	617.149
632	213+45.00	53.000 RT	15+50.38	48.221 LT	617.148
633	213+57.59	53.000 RT	15+49.65	60.791 LT	617.118

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	INTERSECTION DETAIL - 91ST STREET	SHEET 63	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\021101_ID.DWG
LAYOUT NAME - 021009_id
PLOT DATE : 7/13/2020 1:14 PM
PLOT BY : DILLINGHAM, MATTHEW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

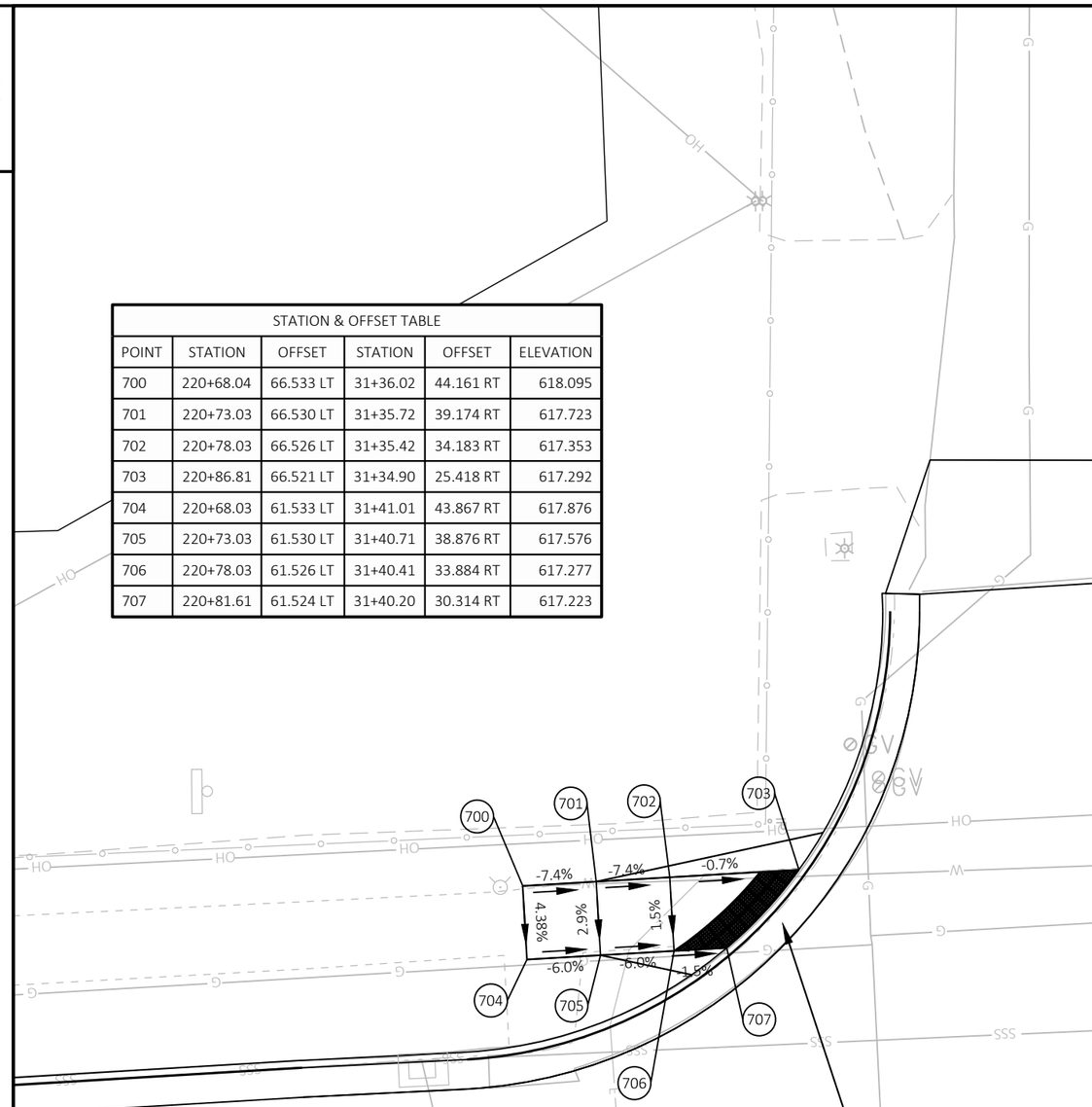
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N

90TH ST

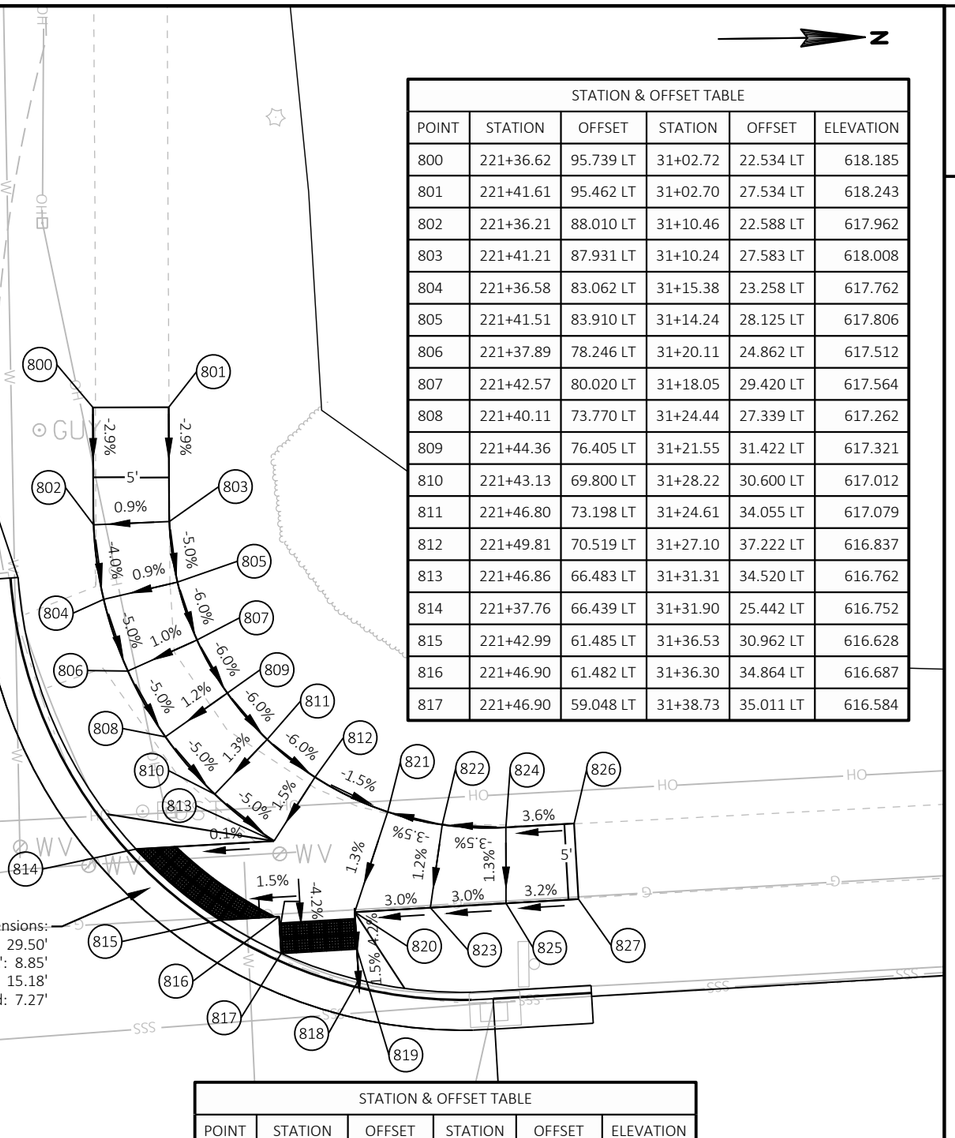
31+00

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	STATION	OFFSET	ELEVATION
700	220+68.04	66.533 LT	31+36.02	44.161 RT	618.095
701	220+73.03	66.530 LT	31+35.72	39.174 RT	617.723
702	220+78.03	66.526 LT	31+35.42	34.183 RT	617.353
703	220+86.81	66.521 LT	31+34.90	25.418 RT	617.292
704	220+68.03	61.533 LT	31+41.01	43.867 RT	617.876
705	220+73.03	61.530 LT	31+40.71	38.876 RT	617.576
706	220+78.03	61.526 LT	31+40.41	33.884 RT	617.277
707	220+81.61	61.524 LT	31+40.20	30.314 RT	617.223



Radial Warning Field Dimensions:
Back of Curb Radius: 30.00'
Landing Length 'XR': 8.78'
Radial Warning Field Area: 15.10'
Radial Long Chord: 7.22'

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	STATION	OFFSET	ELEVATION
800	221+36.62	95.739 LT	31+02.72	22.534 LT	618.185
801	221+41.61	95.462 LT	31+02.70	27.534 LT	618.243
802	221+36.21	88.010 LT	31+10.46	22.588 LT	617.962
803	221+41.21	87.931 LT	31+10.24	27.583 LT	618.008
804	221+36.58	83.062 LT	31+15.38	23.258 LT	617.762
805	221+41.51	83.910 LT	31+14.24	28.125 LT	617.806
806	221+37.89	78.246 LT	31+20.11	24.862 LT	617.512
807	221+42.57	80.020 LT	31+18.05	29.420 LT	617.564
808	221+40.11	73.770 LT	31+24.44	27.339 LT	617.262
809	221+44.36	76.405 LT	31+21.55	31.422 LT	617.321
810	221+43.13	69.800 LT	31+28.22	30.600 LT	617.012
811	221+46.80	73.198 LT	31+24.61	34.055 LT	617.079
812	221+49.81	70.519 LT	31+27.10	37.222 LT	616.837
813	221+46.86	66.483 LT	31+31.31	34.520 LT	616.762
814	221+37.76	66.439 LT	31+31.90	25.442 LT	616.752
815	221+42.99	61.485 LT	31+36.53	30.962 LT	616.628
816	221+46.90	61.482 LT	31+36.30	34.864 LT	616.687
817	221+46.90	59.048 LT	31+38.73	35.011 LT	616.584



Radial Warning Field Dimensions:
Back of Curb Radius: 29.50'
Landing Length 'XR': 8.85'
Radial Warning Field Area: 15.18'
Radial Long Chord: 7.27'

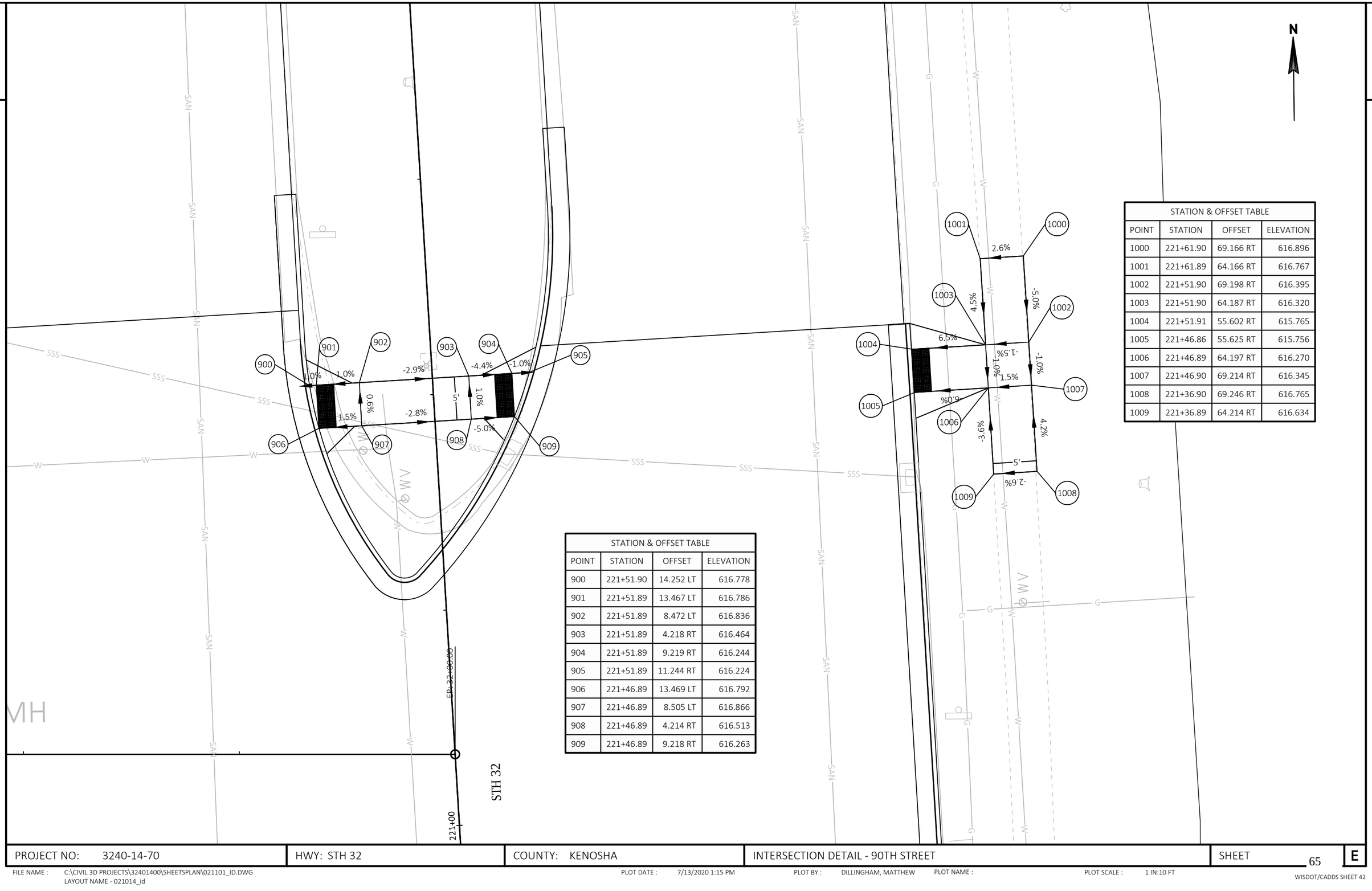
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	STATION	OFFSET	ELEVATION
818	221+51.90	57.006 LT	31+40.46	40.124 LT	616.535
819	221+51.90	59.047 LT	31+38.43	40.001 LT	616.566
820	221+51.90	61.486 LT	31+35.99	39.855 LT	616.668
821	221+54.47	67.950 LT	31+29.38	42.024 LT	616.757
822	221+58.01	66.896 LT	31+30.22	45.622 LT	616.886
823	221+56.90	61.478 LT	31+35.70	44.846 LT	616.818
824	221+62.19	66.473 LT	31+30.39	49.822 LT	617.034
825	221+61.90	61.473 LT	31+35.40	49.837 LT	616.968
826	221+66.69	66.447 LT	31+30.15	54.321 LT	617.195
827	221+66.69	61.470 LT	31+35.11	54.618 LT	617.121

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	INTERSECTION DETAIL - 90TH STREET	SHEET 64	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\021101_ID.DWG
LAYOUT NAME - 021013_id

PLOT DATE : 7/13/2020 1:15 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:10 FT

2



STATION & OFFSET TABLE			
POINT	STATION	OFFSET	ELEVATION
1000	221+61.90	69.166 RT	616.896
1001	221+61.89	64.166 RT	616.767
1002	221+51.90	69.198 RT	616.395
1003	221+51.90	64.187 RT	616.320
1004	221+51.91	55.602 RT	615.765
1005	221+46.86	55.625 RT	615.756
1006	221+46.89	64.197 RT	616.270
1007	221+46.90	69.214 RT	616.345
1008	221+36.90	69.246 RT	616.765
1009	221+36.89	64.214 RT	616.634

STATION & OFFSET TABLE			
POINT	STATION	OFFSET	ELEVATION
900	221+51.90	14.252 LT	616.778
901	221+51.89	13.467 LT	616.786
902	221+51.89	8.472 LT	616.836
903	221+51.89	4.218 RT	616.464
904	221+51.89	9.219 RT	616.244
905	221+51.89	11.244 RT	616.224
906	221+46.89	13.469 LT	616.792
907	221+46.89	8.505 LT	616.866
908	221+46.89	4.214 RT	616.513
909	221+46.89	9.218 RT	616.263

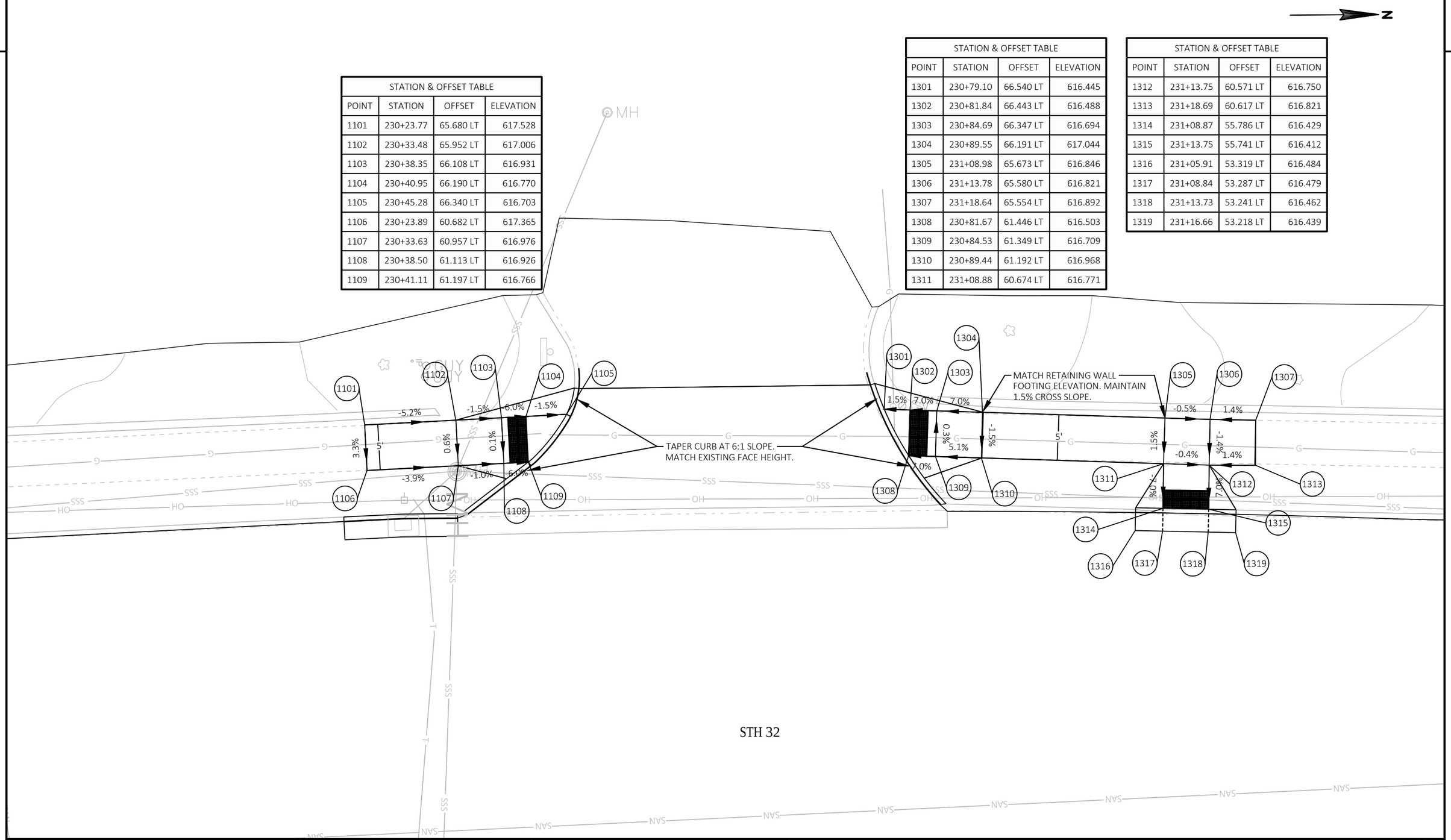
PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	INTERSECTION DETAIL - 90TH STREET	SHEET 65	E

2

STATION & OFFSET TABLE			
POINT	STATION	OFFSET	ELEVATION
1101	230+23.77	65.680 LT	617.528
1102	230+33.48	65.952 LT	617.006
1103	230+38.35	66.108 LT	616.931
1104	230+40.95	66.190 LT	616.770
1105	230+45.28	66.340 LT	616.703
1106	230+23.89	60.682 LT	617.365
1107	230+33.63	60.957 LT	616.976
1108	230+38.50	61.113 LT	616.926
1109	230+41.11	61.197 LT	616.766

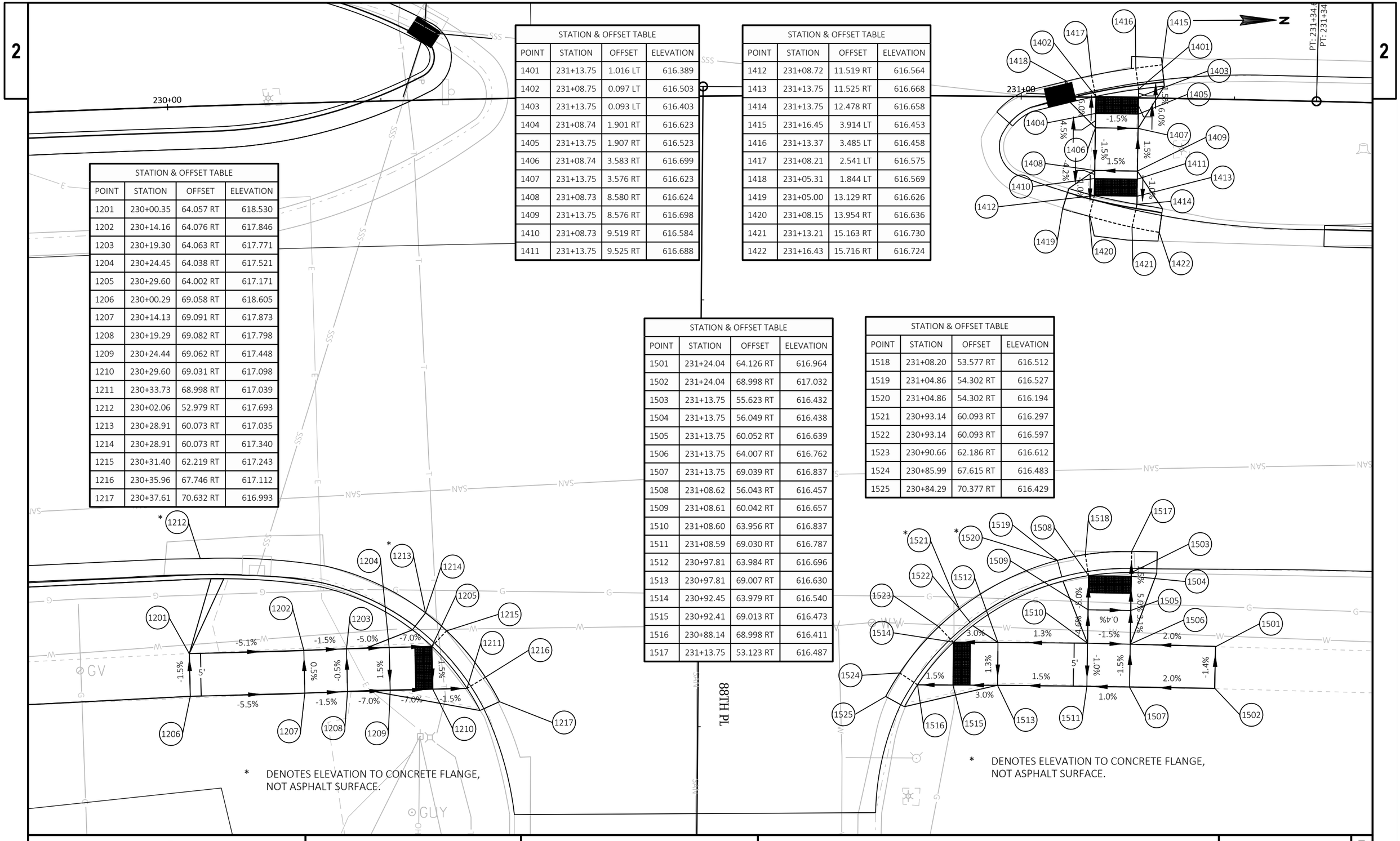
STATION & OFFSET TABLE			
POINT	STATION	OFFSET	ELEVATION
1301	230+79.10	66.540 LT	616.445
1302	230+81.84	66.443 LT	616.488
1303	230+84.69	66.347 LT	616.694
1304	230+89.55	66.191 LT	617.044
1305	231+08.98	65.673 LT	616.846
1306	231+13.78	65.580 LT	616.821
1307	231+18.64	65.554 LT	616.892
1308	230+81.67	61.446 LT	616.503
1309	230+84.53	61.349 LT	616.709
1310	230+89.44	61.192 LT	616.968
1311	231+08.88	60.674 LT	616.771

STATION & OFFSET TABLE			
POINT	STATION	OFFSET	ELEVATION
1312	231+13.75	60.571 LT	616.750
1313	231+18.69	60.617 LT	616.821
1314	231+08.87	55.786 LT	616.429
1315	231+13.75	55.741 LT	616.412
1316	231+05.91	53.319 LT	616.484
1317	231+08.84	53.287 LT	616.479
1318	231+13.73	53.241 LT	616.462
1319	231+16.66	53.218 LT	616.439



PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	INTERSECTION DETAIL - 88TH STREET	SHEET 66	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\021101_ID.DWG
LAYOUT NAME - 021015_id
PLOT DATE : 7/13/2020 1:15 PM
PLOT BY : DILLINGHAM, MATTHEW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



STATION & OFFSET TABLE

POINT	STATION	OFFSET	ELEVATION
1201	230+00.35	64.057 RT	618.530
1202	230+14.16	64.076 RT	617.846
1203	230+19.30	64.063 RT	617.771
1204	230+24.45	64.038 RT	617.521
1205	230+29.60	64.002 RT	617.171
1206	230+00.29	69.058 RT	618.605
1207	230+14.13	69.091 RT	617.873
1208	230+19.29	69.082 RT	617.798
1209	230+24.44	69.062 RT	617.448
1210	230+29.60	69.031 RT	617.098
1211	230+33.73	68.998 RT	617.039
1212	230+02.06	52.979 RT	617.693
1213	230+28.91	60.073 RT	617.035
1214	230+28.91	60.073 RT	617.340
1215	230+31.40	62.219 RT	617.243
1216	230+35.96	67.746 RT	617.112
1217	230+37.61	70.632 RT	616.993

STATION & OFFSET TABLE

POINT	STATION	OFFSET	ELEVATION
1401	231+13.75	1.016 LT	616.389
1402	231+08.75	0.097 LT	616.503
1403	231+13.75	0.093 LT	616.403
1404	231+08.74	1.901 RT	616.623
1405	231+13.75	1.907 RT	616.523
1406	231+08.74	3.583 RT	616.699
1407	231+13.75	3.576 RT	616.623
1408	231+08.73	8.580 RT	616.624
1409	231+13.75	8.576 RT	616.698
1410	231+08.73	9.519 RT	616.584
1411	231+13.75	9.525 RT	616.688

STATION & OFFSET TABLE

POINT	STATION	OFFSET	ELEVATION
1412	231+08.72	11.519 RT	616.564
1413	231+13.75	11.525 RT	616.668
1414	231+13.75	12.478 RT	616.658
1415	231+16.45	3.914 LT	616.453
1416	231+13.37	3.485 LT	616.458
1417	231+08.21	2.541 LT	616.575
1418	231+05.31	1.844 LT	616.569
1419	231+05.00	13.129 RT	616.626
1420	231+08.15	13.954 RT	616.636
1421	231+13.21	15.163 RT	616.730
1422	231+16.43	15.716 RT	616.724

STATION & OFFSET TABLE

POINT	STATION	OFFSET	ELEVATION
1501	231+24.04	64.126 RT	616.964
1502	231+24.04	68.998 RT	617.032
1503	231+13.75	55.623 RT	616.432
1504	231+13.75	56.049 RT	616.438
1505	231+13.75	60.052 RT	616.639
1506	231+13.75	64.007 RT	616.762
1507	231+13.75	69.039 RT	616.837
1508	231+08.62	56.043 RT	616.457
1509	231+08.61	60.042 RT	616.657
1510	231+08.60	63.956 RT	616.837
1511	231+08.59	69.030 RT	616.787
1512	230+97.81	63.984 RT	616.696
1513	230+97.81	69.007 RT	616.630
1514	230+92.45	63.979 RT	616.540
1515	230+92.41	69.013 RT	616.473
1516	230+88.14	68.998 RT	616.411
1517	231+13.75	53.123 RT	616.487

STATION & OFFSET TABLE

POINT	STATION	OFFSET	ELEVATION
1518	231+08.20	53.577 RT	616.512
1519	231+04.86	54.302 RT	616.527
1520	231+04.86	54.302 RT	616.194
1521	230+93.14	60.093 RT	616.297
1522	230+93.14	60.093 RT	616.597
1523	230+90.66	62.186 RT	616.612
1524	230+85.99	67.615 RT	616.483
1525	230+84.29	70.377 RT	616.429

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	INTERSECTION DETAIL - 88TH STREET	SHEET 67	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\021101_ID.DWG
LAYOUT NAME - 021016_id
PLOT DATE : 7/13/2020 1:15 PM
PLOT BY : DILLINGHAM, MATTHEW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	STATION	OFFSET	ELEVATION
1801	252+60.43	69.111 LT	54+33.59	75.541 RT	615.200
1802	252+60.43	64.111 LT	54+38.59	75.359 RT	615.073
1803	252+75.43	69.113 LT	54+33.05	60.552 RT	614.548
1804	252+75.43	64.112 LT	54+38.04	60.369 RT	614.473
1805	252+75.43	55.730 LT	54+46.42	60.064 RT	614.160
1806	252+80.43	69.113 LT	54+32.86	55.555 RT	614.623
1807	252+80.43	64.111 LT	54+37.86	55.372 RT	614.548
1808	252+80.43	55.734 LT	54+46.23	55.068 RT	614.201
1809	252+88.11	69.114 LT	54+32.58	47.883 RT	614.798
1810	252+90.18	64.114 LT	54+37.51	45.635 RT	614.742
1811	252+91.68	72.679 LT	54+28.89	44.442 RT	614.874
1812	252+95.21	69.141 LT	54+32.30	40.784 RT	614.799

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	STATION	OFFSET	ELEVATION
1813	253+00.18	74.099 LT	54+27.16	36.000 RT	614.855
1814	253+06.06	74.111 LT	54+26.94	30.128 RT	614.620
1815	252+95.26	76.244 LT	54+25.20	41.000 RT	614.949
1816	252+95.37	79.281 LT	54+22.16	41.000 RT	614.995
1817	253+00.36	79.092 LT	54+22.17	36.000 RT	614.920
1818	253+06.05	79.109 LT	54+21.94	30.321 RT	614.693
1819	253+07.30	79.113 LT	54+21.89	29.065 RT	614.680
1820	252+95.91	94.262 LT	54+07.17	41.000 RT	615.670
1821	253+00.91	94.089 LT	54+07.16	36.000 RT	615.595
1828	252+75.43	53.231 LT	54+48.92	59.973 RT	614.202
1829	252+80.43	53.231 LT	54+48.74	54.976 RT	614.244
1830	253+01.10	61.794 LT	54+39.43	34.630 RT	614.463

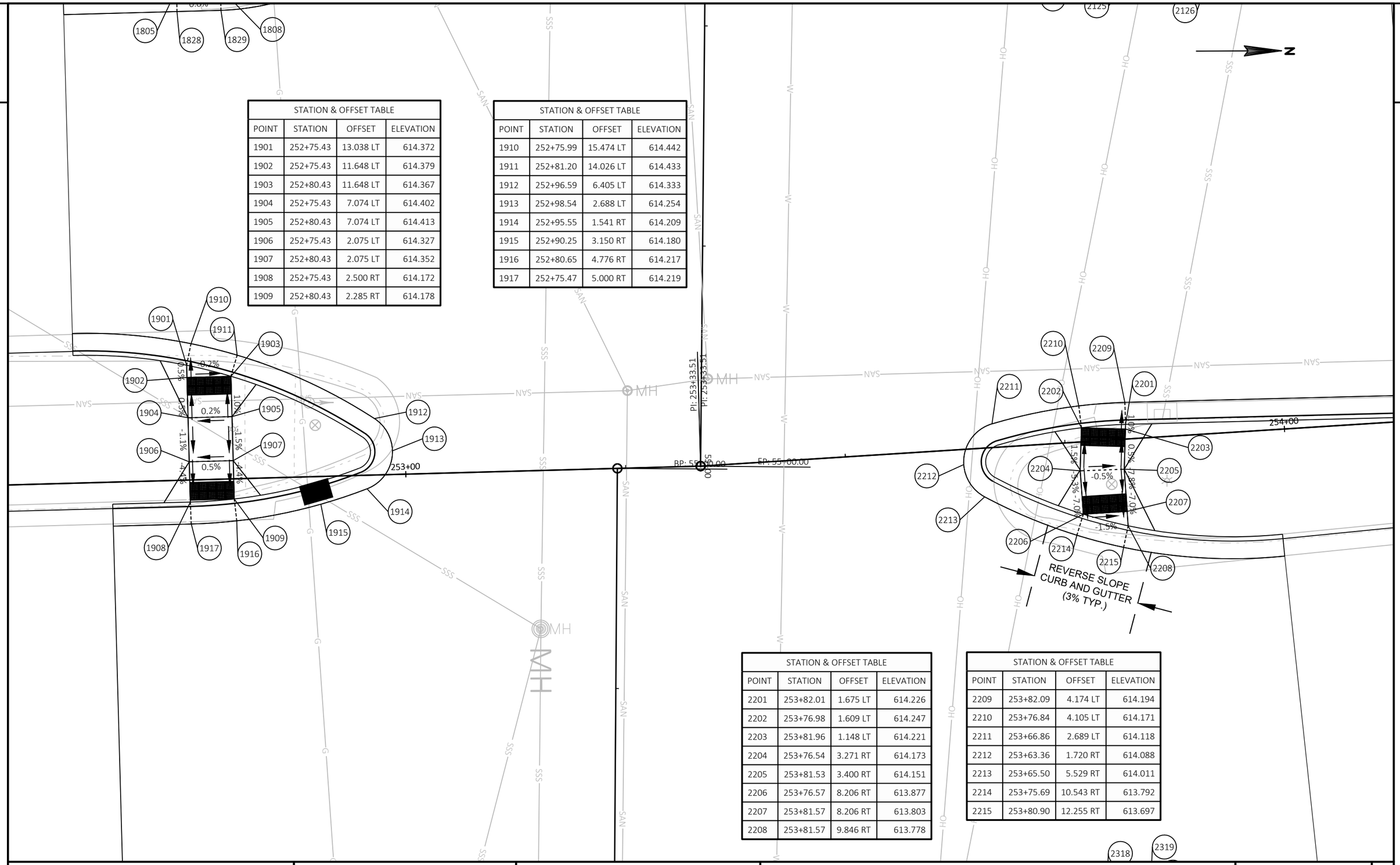
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	STATION	OFFSET	ELEVATION
2101	253+84.46	87.543 LT	54+08.99	44.467 LT	615.667
2102	253+89.45	87.178 LT	54+08.99	49.467 LT	615.767
2103	253+68.60	78.112 LT	54+19.55	29.332 LT	614.724
2104	253+70.02	78.061 LT	54+19.49	30.751 LT	614.736
2105	253+69.84	73.064 LT	54+24.49	30.936 LT	614.633
2106	253+75.02	77.880 LT	54+19.31	35.750 LT	614.906
2107	253+74.84	72.884 LT	54+24.31	35.933 LT	614.818
2108	253+79.26	77.728 LT	54+19.16	39.987 LT	615.049
2109	253+79.08	72.731 LT	54+24.15	40.170 LT	614.971

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	STATION	OFFSET	ELEVATION
2110	253+83.73	77.566 LT	54+18.99	44.462 LT	615.201
2111	253+83.37	72.576 LT	54+24.00	44.460 LT	615.126
2112	253+88.73	77.386 LT	54+18.81	49.463 LT	615.276
2113	253+88.37	72.396 LT	54+23.81	49.460 LT	615.201
2114	253+98.72	77.026 LT	54+18.44	59.452 LT	615.695
2115	253+98.54	72.029 LT	54+23.44	59.635 LT	615.576
2116	253+82.16	57.593 LT	54+39.03	44.346 LT	614.300
2117	253+87.14	57.132 LT	54+39.12	49.345 LT	614.294
2118	253+86.96	55.191 LT	54+41.07	49.307 LT	614.265

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	STATION	OFFSET	ELEVATION
2119	253+65.83	84.713 LT	54+13.16	26.089 LT	614.876
2120	253+66.13	77.732 LT	54+20.10	26.895 LT	614.773
2121	253+67.48	72.255 LT	54+25.47	28.636 LT	614.671
2122	253+70.04	66.625 LT	54+30.90	31.597 LT	614.545
2123	253+73.24	62.060 LT	54+35.22	35.118 LT	614.490
2124	253+80.84	55.469 LT	54+41.24	43.185 LT	614.375
2125	253+86.05	52.863 LT	54+43.46	48.568 LT	614.315
2126	253+94.27	50.854 LT	54+44.87	56.909 LT	614.266

85TH ST

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	INTERSECTION DETAIL - 85TH STREET	SHEET 68 E



STATION & OFFSET TABLE			
POINT	STATION	OFFSET	ELEVATION
1901	252+75.43	13.038 LT	614.372
1902	252+75.43	11.648 LT	614.379
1903	252+80.43	11.648 LT	614.367
1904	252+75.43	7.074 LT	614.402
1905	252+80.43	7.074 LT	614.413
1906	252+75.43	2.075 LT	614.327
1907	252+80.43	2.075 LT	614.352
1908	252+75.43	2.500 RT	614.172
1909	252+80.43	2.285 RT	614.178

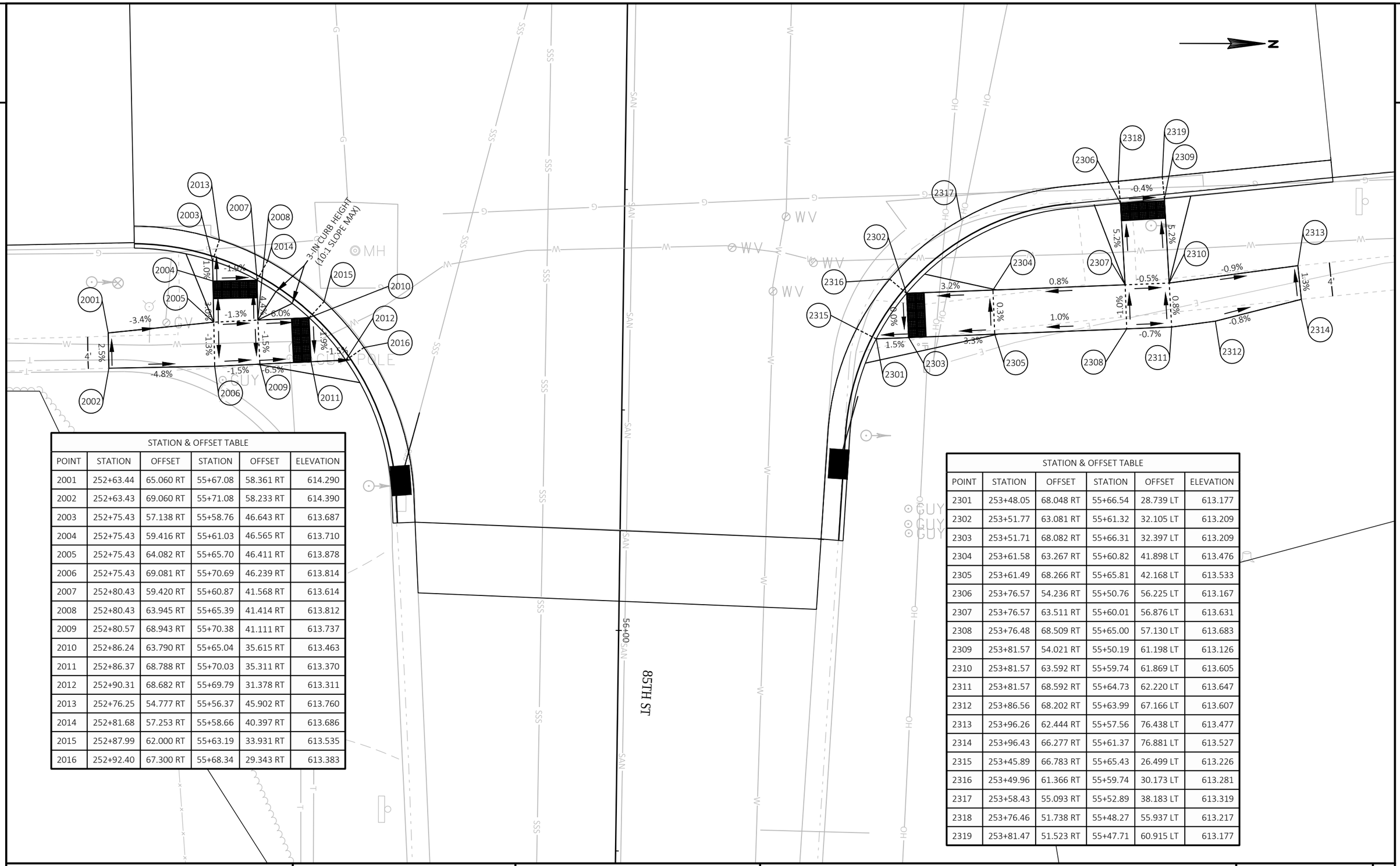
STATION & OFFSET TABLE			
POINT	STATION	OFFSET	ELEVATION
1910	252+75.99	15.474 LT	614.442
1911	252+81.20	14.026 LT	614.433
1912	252+96.59	6.405 LT	614.333
1913	252+98.54	2.688 LT	614.254
1914	252+95.55	1.541 RT	614.209
1915	252+90.25	3.150 RT	614.180
1916	252+80.65	4.776 RT	614.217
1917	252+75.47	5.000 RT	614.219

STATION & OFFSET TABLE			
POINT	STATION	OFFSET	ELEVATION
2201	253+82.01	1.675 LT	614.226
2202	253+76.98	1.609 LT	614.247
2203	253+81.96	1.148 LT	614.221
2204	253+76.54	3.271 RT	614.173
2205	253+81.53	3.400 RT	614.151
2206	253+76.57	8.206 RT	613.877
2207	253+81.57	8.206 RT	613.803
2208	253+81.57	9.846 RT	613.778

STATION & OFFSET TABLE			
POINT	STATION	OFFSET	ELEVATION
2209	253+82.09	4.174 LT	614.194
2210	253+76.84	4.105 LT	614.171
2211	253+66.86	2.689 LT	614.118
2212	253+63.36	1.720 RT	614.088
2213	253+65.50	5.529 RT	614.011
2214	253+75.69	10.543 RT	613.792
2215	253+80.90	12.255 RT	613.697

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	INTERSECTION DETAIL - 85TH STREET	SHEET 69	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\021101_ID.DWG
LAYOUT NAME - 021011_id
PLOT DATE : 7/13/2020 1:15 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	STATION	OFFSET	ELEVATION
2001	252+63.44	65.060 RT	55+67.08	58.361 RT	614.290
2002	252+63.43	69.060 RT	55+71.08	58.233 RT	614.390
2003	252+75.43	57.138 RT	55+58.76	46.643 RT	613.687
2004	252+75.43	59.416 RT	55+61.03	46.565 RT	613.710
2005	252+75.43	64.082 RT	55+65.70	46.411 RT	613.878
2006	252+75.43	69.081 RT	55+70.69	46.239 RT	613.814
2007	252+80.43	59.420 RT	55+60.87	41.568 RT	613.614
2008	252+80.43	63.945 RT	55+65.39	41.414 RT	613.812
2009	252+80.57	68.943 RT	55+70.38	41.111 RT	613.737
2010	252+86.24	63.790 RT	55+65.04	35.615 RT	613.463
2011	252+86.37	68.788 RT	55+70.03	35.311 RT	613.370
2012	252+90.31	68.682 RT	55+69.79	31.378 RT	613.311
2013	252+76.25	54.777 RT	55+56.37	45.902 RT	613.760
2014	252+81.68	57.253 RT	55+58.66	40.397 RT	613.686
2015	252+87.99	62.000 RT	55+63.19	33.931 RT	613.535
2016	252+92.40	67.300 RT	55+68.34	29.343 RT	613.383

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	STATION	OFFSET	ELEVATION
2301	253+48.05	68.048 RT	55+66.54	28.739 LT	613.177
2302	253+51.77	63.081 RT	55+61.32	32.105 LT	613.209
2303	253+51.71	68.082 RT	55+66.31	32.397 LT	613.209
2304	253+61.58	63.267 RT	55+60.82	41.898 LT	613.476
2305	253+61.49	68.266 RT	55+65.81	42.168 LT	613.533
2306	253+76.57	54.236 RT	55+50.76	56.225 LT	613.167
2307	253+76.57	63.511 RT	55+60.01	56.876 LT	613.631
2308	253+76.48	68.509 RT	55+65.00	57.130 LT	613.683
2309	253+81.57	54.021 RT	55+50.19	61.198 LT	613.126
2310	253+81.57	63.592 RT	55+59.74	61.869 LT	613.605
2311	253+81.57	68.592 RT	55+64.73	62.220 LT	613.647
2312	253+86.56	68.202 RT	55+63.99	67.166 LT	613.607
2313	253+96.26	62.444 RT	55+57.56	76.438 LT	613.477
2314	253+96.43	66.277 RT	55+61.37	76.881 LT	613.527
2315	253+45.89	66.783 RT	55+65.43	26.499 LT	613.226
2316	253+49.96	61.366 RT	55+59.74	30.173 LT	613.281
2317	253+58.43	55.093 RT	55+52.89	38.183 LT	613.319
2318	253+76.46	51.738 RT	55+48.27	55.937 LT	613.217
2319	253+81.47	51.523 RT	55+47.71	60.915 LT	613.177

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	INTERSECTION DETAIL - 85TH STREET	SHEET 70	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\021101_ID.DWG
LAYOUT NAME - 021012_id
PLOT DATE : 7/13/2020 1:16 PM
PLOT BY : DILLINGHAM, MATTHEW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

2

53+00

54+00

STATION & OFFSET TABLE			
POINT	STATION	OFFSET	ELEVATION
1820	252+95.91	94.262 LT	615.670
1821	253+00.91	94.089 LT	615.595
1822	53+18.12	41.000 RT	616.563
1823	53+17.17	36.000 RT	616.480
1824	52+97.94	49.520 RT	616.720
1825	52+96.93	44.519 RT	616.634
1826	52+86.93	49.515 RT	616.614
1827	52+86.93	44.515 RT	616.534

1819
1832
1831
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1821
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1809
1823
1827
1825
1822
1826
1824

-1.0%
-4.5%
-1.3%
-5.1%
-5.6%
-1.5%
1.0%
1.5%
-0.7%

PROJECT NO: 3240-14-70 | HWY: STH 32 | COUNTY: KENOSHA | VFG - ALI 85TH WEST - (18) | SHEET 71 | E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\021101_ID.DWG
LAYOUT NAME - 021017_id

PLOT DATE : 7/13/2020 1:16 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:10 FT

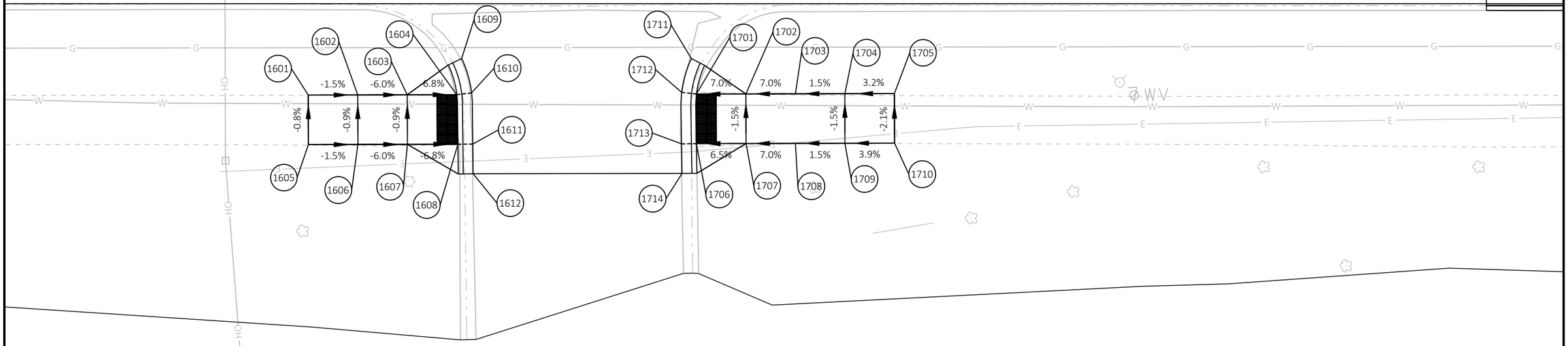
WISDOT/CADDS SHEET 42

2

2

STATION & OFFSET TABLE			
POINT	STATION	OFFSET	ELEVATION
1601	234+51.95	64.102 RT	616.301
1602	234+56.95	64.089 RT	616.226
1603	234+61.95	64.076 RT	615.926
1604	234+66.95	64.063 RT	615.585
1605	234+51.96	69.101 RT	616.343
1606	234+56.96	69.088 RT	616.270
1607	234+61.96	69.075 RT	615.970
1608	234+67.06	69.062 RT	615.625
1609	234+67.44	60.424 RT	615.572
1610	234+68.44	63.884 RT	615.595
1611	234+68.56	69.044 RT	616.635
1612	234+68.60	72.040 RT	615.586

STATION & OFFSET TABLE			
POINT	STATION	OFFSET	ELEVATION
1701	234+91.15	64.001 RT	615.617
1702	234+96.15	63.988 RT	615.967
1703	235+01.15	63.975 RT	616.317
1704	235+06.15	63.962 RT	616.392
1705	235+11.15	63.949 RT	616.553
1706	234+91.15	69.001 RT	615.717
1707	234+96.17	68.988 RT	616.745
1708	235+01.15	68.975 RT	616.392
1709	235+06.15	68.962 RT	616.467
1710	235+11.16	68.949 RT	616.660
1711	234+90.64	60.418 RT	616.745
1712	234+89.66	63.825 RT	615.871
1713	234+89.65	69.027 RT	615.871
1714	234+89.70	72.004 RT	615.871



PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	VFG - STH32-CONSTRUCTION - (19)	SHEET 72	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\021101_ID.DWG
LAYOUT NAME - 021018_id

PLOT DATE : 7/13/2020 1:16 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

N

Wetland Boundary

+81
51.2' LT

+77
49.8' LT

MH

A

205+00

206+00

207+00

208+00

209+00

210+00

STH 32

211+00

SSS

212+00

C

+22
55.5' RT

+52
59.1' RT

Wetland Boundary

LEGEND

- SILT FENCE
- A INLET PROTECTION TYPE A
- B INLET PROTECTION TYPE B
- C INLET PROTECTION TYPE C
- D INLET PROTECTION TYPE D
- EROSION MAT URBAN CLASS I TYPE B
- FLOW ARROW

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	EROSION CONTROL	SHEET 73	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 022001_ec
PLOT DATE : 10/23/2020 2:37 PM
PLOT BY : DILLINGHAM, MATTHEW
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

N

91ST ST

STH 32

13+00

14+00

16+00

17+00

213+00

214+00

215+00

216+00

217+00

218+00

219+00

220+00

LEGEND

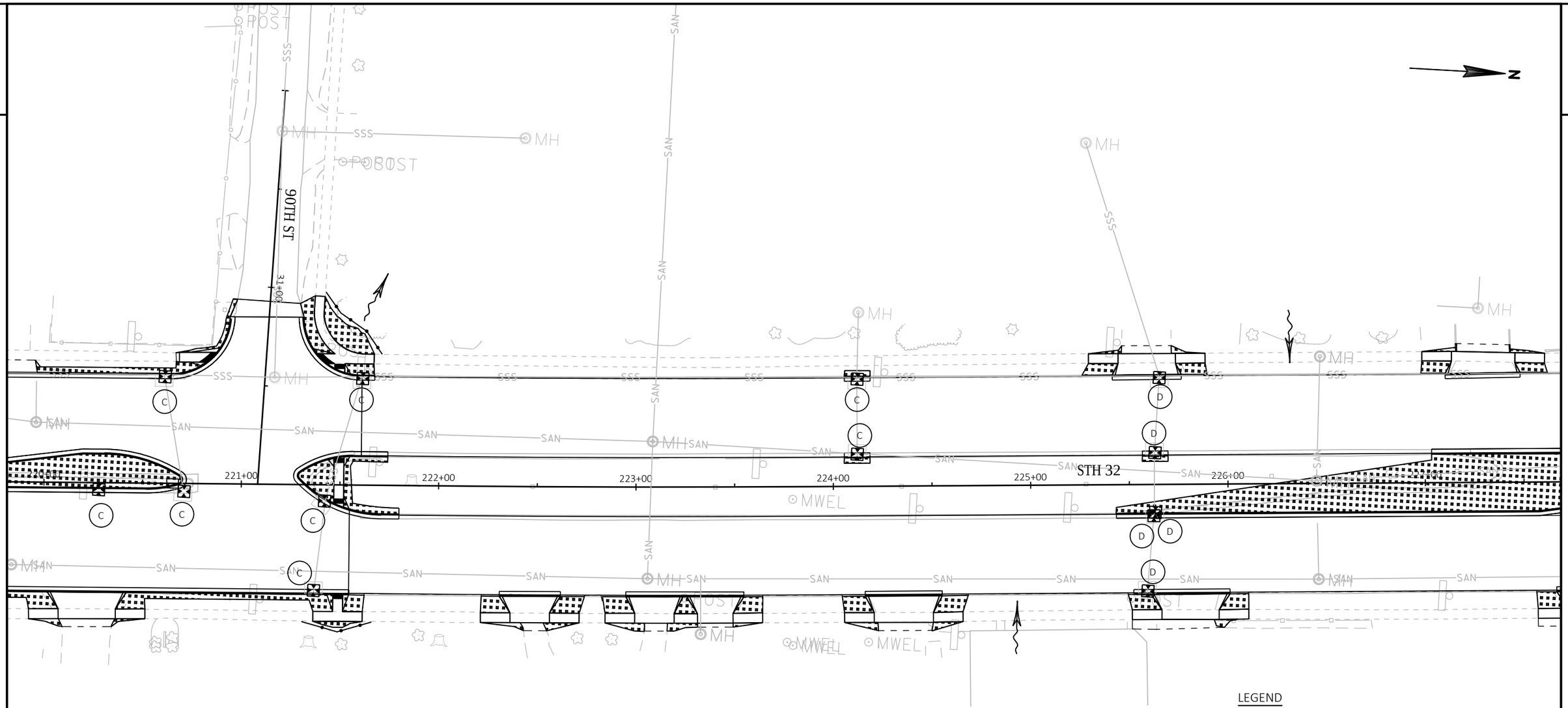
- SILT FENCE
- A INLET PROTECTION TYPE A
- B INLET PROTECTION TYPE B
- C INLET PROTECTION TYPE C
- D INLET PROTECTION TYPE D
- EROSION MAT URBAN CLASS I TYPE B
- FLOW ARROW

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	EROSION CONTROL	SHEET 74	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 022002_ec

PLOT DATE : 10/23/2020 2:37 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

2



LEGEND

- SILT FENCE
- A — INLET PROTECTION TYPE A
- B — INLET PROTECTION TYPE B
- C — INLET PROTECTION TYPE C
- D — INLET PROTECTION TYPE D
- EROSION MAT URBAN CLASS I TYPE B
- FLOW ARROW

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	EROSION CONTROL	SHEET 75	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 022003_ec

PLOT DATE : 10/23/2020 2:37 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

N

STH 32

88TH ST

229+00

230+00

231+00

232+00

233+00

234+00

235+00

41+00

STAGE 1

STAGE 2

STAGE 1

STAGE 2

LEGEND

- SILT FENCE
- A INLET PROTECTION TYPE A
- B INLET PROTECTION TYPE B
- C INLET PROTECTION TYPE C
- D INLET PROTECTION TYPE D
- EROSION MAT URBAN CLASS I TYPE B
- FLOW ARROW

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	EROSION CONTROL	SHEET 76	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 022004_ec

PLOT DATE : 10/23/2020 2:37 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

N

STH 32

235+00 236+00 237+00 238+00 239+00 240+00 241+00 242+00

LEGEND

- SILT FENCE
- A INLET PROTECTION TYPE A
- B INLET PROTECTION TYPE B
- C INLET PROTECTION TYPE C
- D INLET PROTECTION TYPE D
- EROSION MAT URBAN CLASS I TYPE B
- FLOW ARROW

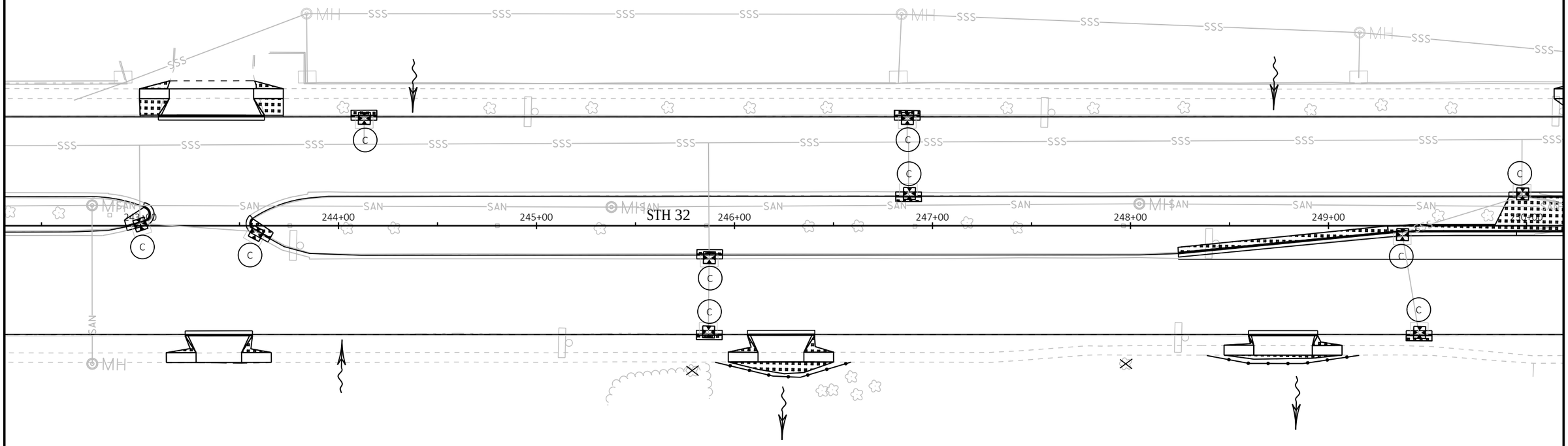
PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	EROSION CONTROL	SHEET 77	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 022005_ec

PLOT DATE : 10/23/2020 2:37 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

N



LEGEND

- SILT FENCE
- A INLET PROTECTION TYPE A
- B INLET PROTECTION TYPE B
- C INLET PROTECTION TYPE C
- D INLET PROTECTION TYPE D
- EROSION MAT URBAN CLASS I TYPE B
- FLOW ARROW

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	EROSION CONTROL	SHEET 78	E

2

88TH ST

STH 32

53+00

54+00

55+00

56+00

57+00

251+00

252+00

253+00

254+00

255+00

256+00

257+00

LEGEND

- SILT FENCE
- A INLET PROTECTION TYPE A
- B INLET PROTECTION TYPE B
- C INLET PROTECTION TYPE C
- D INLET PROTECTION TYPE D
- EROSION MAT URBAN CLASS I TYPE B
- FLOW ARROW

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	EROSION CONTROL	SHEET 79	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 022007_ec

PLOT DATE : 10/23/2020 2:38 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

N

STH 32

258+00 259+00 260+00 261+00 262+00 263+00

C

B

LEGEND

- SILT FENCE
- A INLET PROTECTION TYPE A
- B INLET PROTECTION TYPE B
- C INLET PROTECTION TYPE C
- D INLET PROTECTION TYPE D
- EROSION MAT URBAN CLASS I TYPE B
- FLOW ARROW

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	EROSION CONTROL	SHEET 80	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 022008_ec

PLOT DATE : 10/23/2020 2:38 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

STA 213+30, 86.4' LT
REMOVE INLET
E2A
P2B
STRUCTURE 2B LOCATED 111' WEST OF 2A
STA 212+87, 84.4' LT
INLET COVER TYPE H
1A
2A
STA 213+30, 92.7' LT
INLETS 4-H
P2A
STA 212+45, 15.5' LT
REMOVE INLET
E1B
3
STA 213+88, 54.5' LT
RECONSTRUCT INLET
4
STA 215+37, 54.5' LT
RECONSTRUCT INLET
5
STA 216+41, 52.2' LT
MANHOLE COVER SLOTTED SPECIAL
P1B
STA 212+45, 15.2' LT
INLETS 4-H
1B
1
STA 212+58, 54.5' LT
INLET COVER TYPE H
2
STA 213+29, 54.4' LT
MANHOLE COVER SPECIAL
3A
STA 213+88, 3.5' LT
RECONSTRUCT INLET
4A
STA 215+38, 7.5' LT
INLETS 2x3-H
P4A
STA 218+53, 15.5
REMOVE INLET
MANHOLE 4-FT
MANHOLE COVER
212
214
216
218
P3B
P1E
P1C
1E
STA 210+90, 3.5' RT
RECONSTRUCT INLET
STA 212+36, 3.5' RT
INLETS 2x3-H
1F
1C
STA 212+45, 3.5' RT
ADJUST INLET
3B
STA 213+57, 14.7' RT
INLETS 2x3-H
6D
STA 216+71, 15.5' RT
INLETS 2x3-H
P1F
P3C
E4A
STA 215+38, 3.5' LT
REMOVE INLET
P6D
P1D
E3B
STA 213+57, 16.3' RT
REMOVE INLET
STA 212+36, 54.5' RT
REMOVE INLET
E1D
3C
STA 213+58, 54.5' RT
RECONSTRUCT INLET
STA 212+36, 57.5' RT
INLETS 2x3-H
1D

5

5

620
615
610
605

1B
618.37
P1B
SSPRC CLASS IV 12-INCH
10 LF @ 0.50%
P1C
SSPRC CLASS IV 12-INCH
8 LF @ 0.30%
613.82
613.80
613.80
613.75

1B
618.37
P1E
SSPRC CLASS IV 12-INCH
8 LF @ 0.70%
613.86
613.80

1F
1C
617.23
617.39
614.00
614.05
P1F
SSPRC CLASS IV 12-INCH
9 LF @ 0.50%

1D
617.01
614.80
614.86
P1D
SSPRC CLASS IV 12-INCH
8 LF @ 0.74%

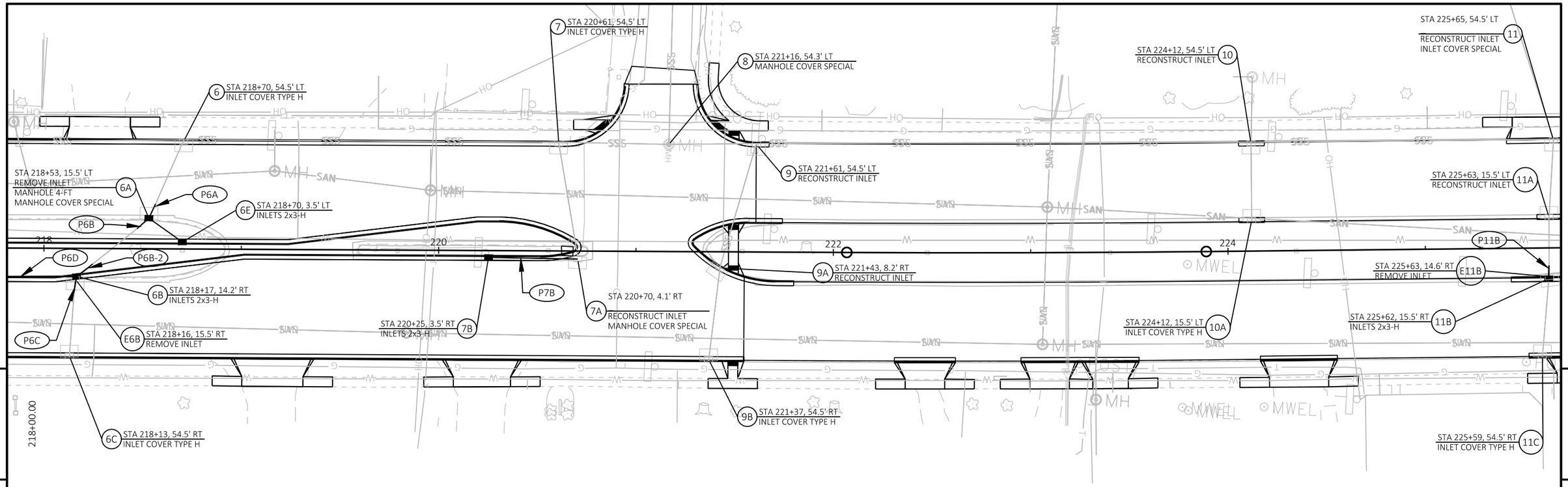
2A
617.33
611.50
611.50
611.40
611.64
P2A
SSPRC CLASS IV 18-INCH
16 LF @ 0.63%
P2B
SSPRC CLASS IV 18-INCH
16 LF @ 0.90%

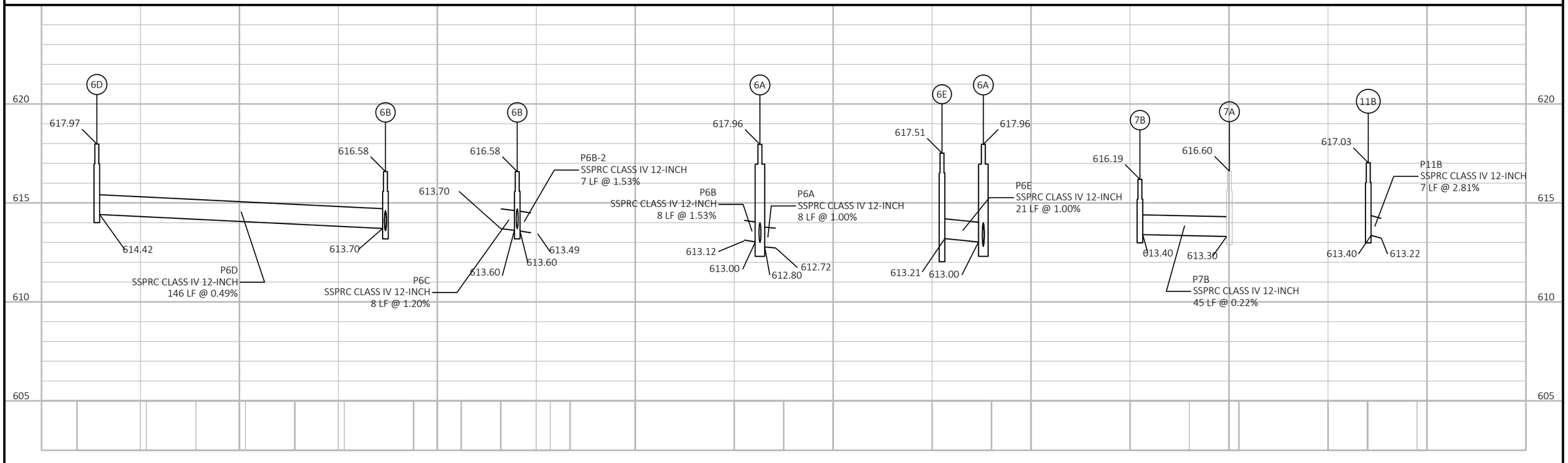
3B
617.24
P3C
SSPRC CLASS IV 12-INCH
10 LF @ 1.56%
613.40
613.63
613.48
613.00
P3B
SSPRC CLASS IV 12-INCH
10 LF @ 4.01%

4A
618.08
P4A
SSPRC CLASS IV 12-INCH
5 LF @ 0.50%
614.25
614.28

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PLAN AND PROFILE: STORM SEWER	SHEET 81	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 022501
PLOT DATE : 10/27/2020 6:50 AM
PLOT BY : DILLINGHAM, MATTHEW
PLOT NAME :
PLOT SCALE : 1 IN:50 FT



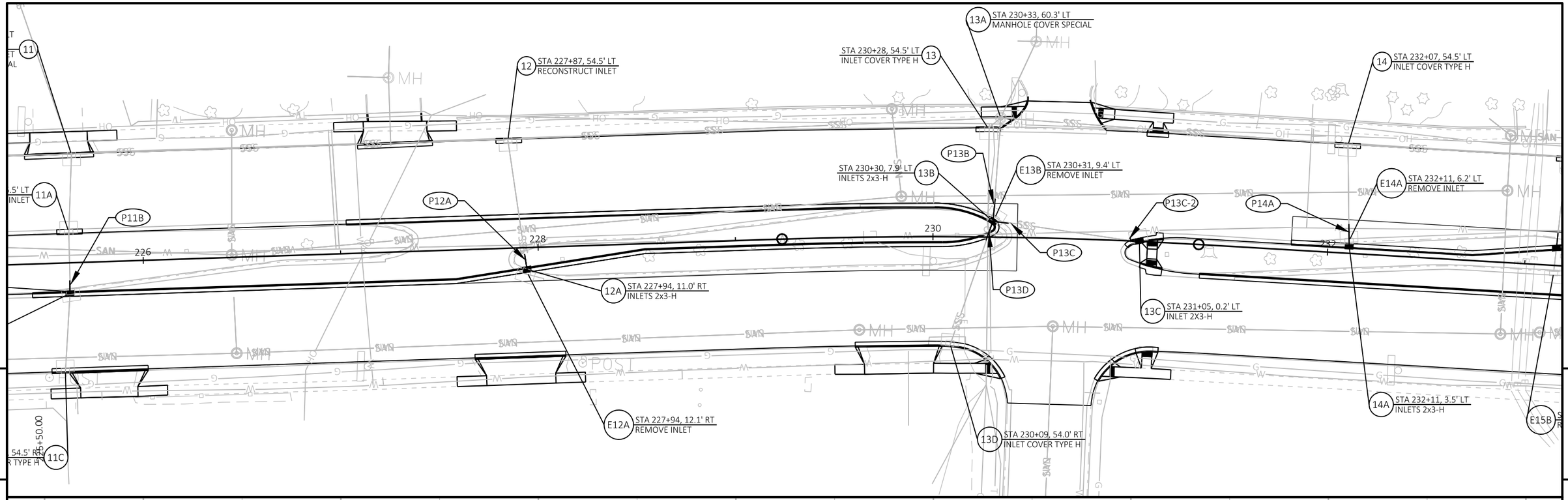


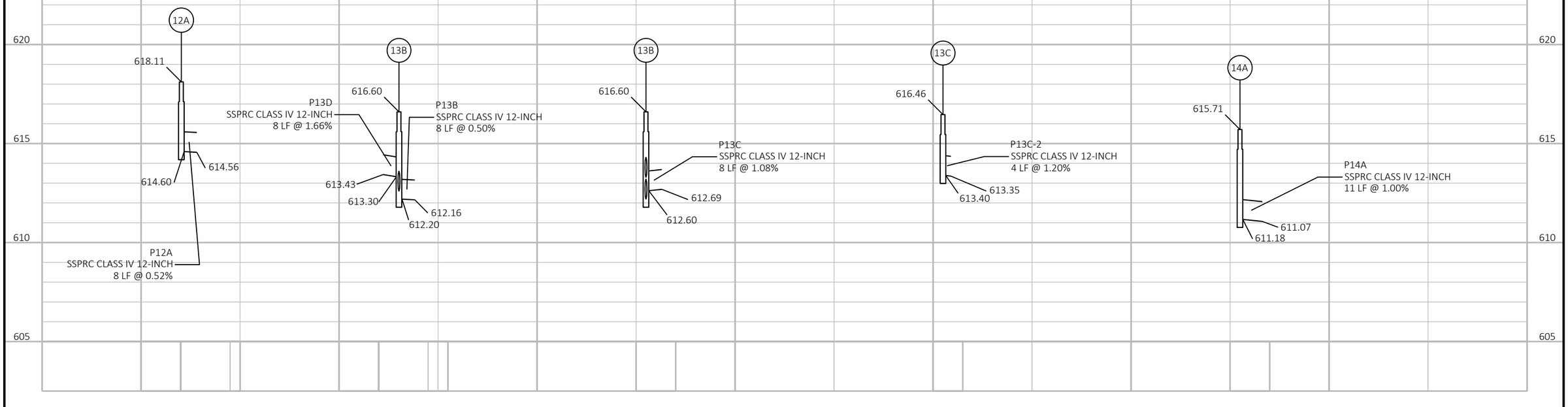
PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PLAN AND PROFILE: STORM SEWER	SHEET 82	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 022502

PLOT DATE : 10/27/2020 6:50 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

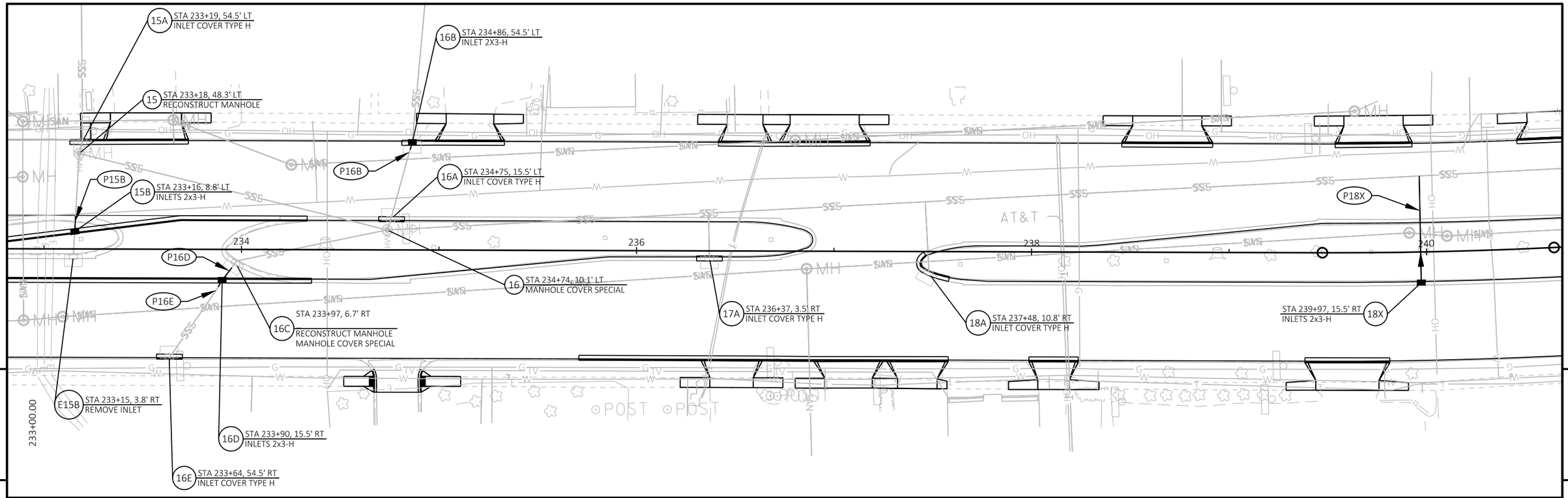
WISDOT/CADDS SHEET 44

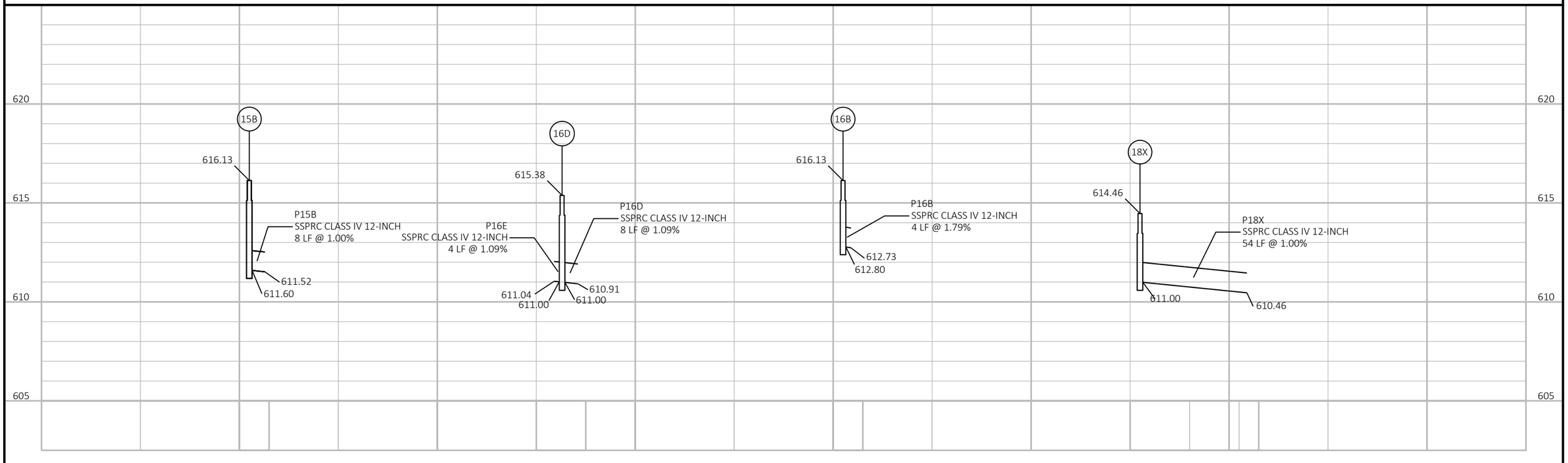




PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PLAN AND PROFILE: STORM SEWER	SHEET 83	E

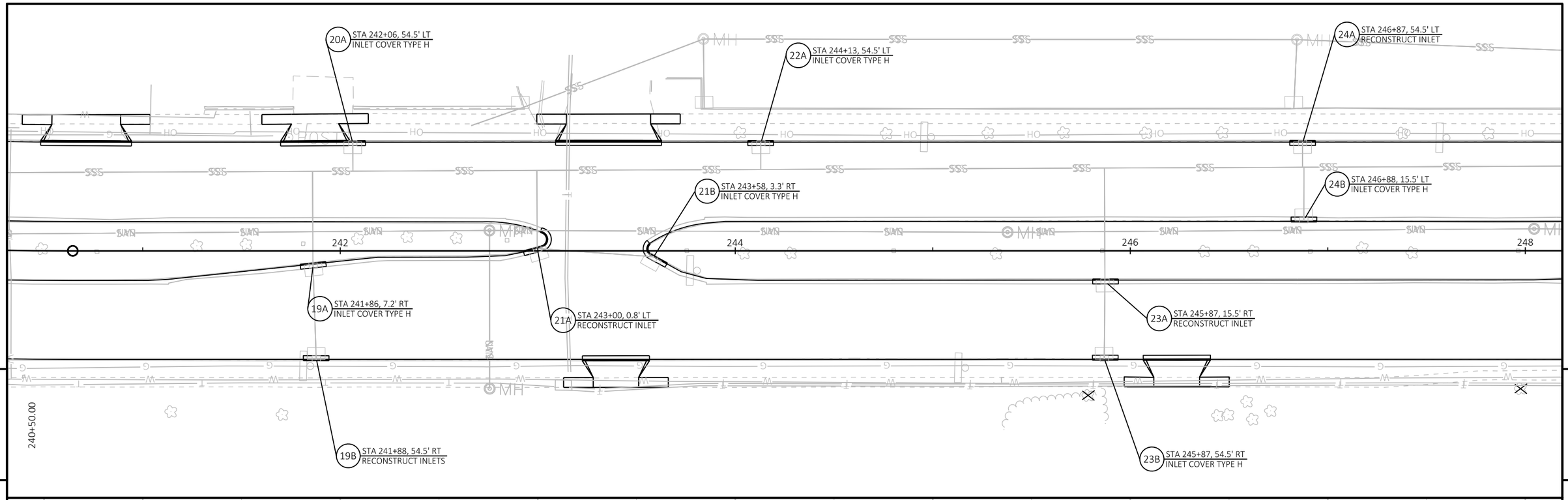
FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 022503
PLOT DATE : 10/27/2020 6:50 AM
PLOT BY : DILLINGHAM, MATTHEW
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44





PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PLAN AND PROFILE: STORM SEWER	SHEET 84	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 022504
PLOT DATE : 10/27/2020 6:51 AM
PLOT BY : DILLINGHAM, MATTHEW
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44



620

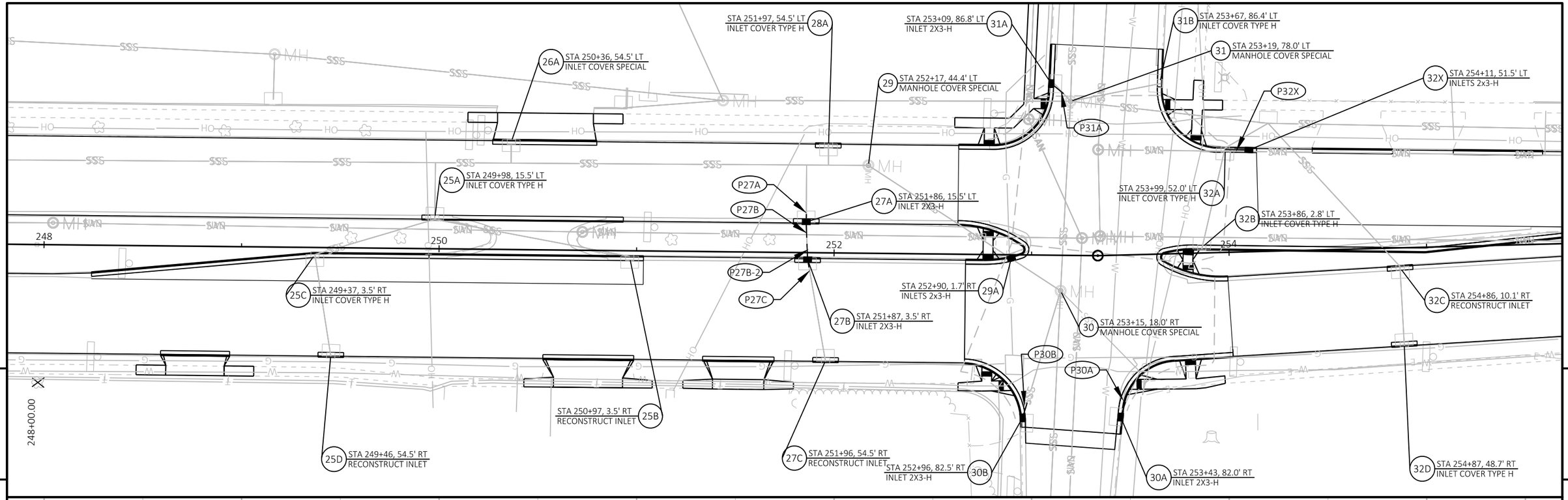
615

610

605

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PLAN AND PROFILE: STORM SEWER	SHEET 85	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 022505
PLOT DATE : 10/27/2020 6:51 AM
PLOT BY : DILLINGHAM, MATTHEW
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44



PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PLAN AND PROFILE: STORM SEWER	SHEET 86	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 022506

PLOT DATE : 10/27/2020 6:51 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

B STA 253+67, 86.4' LT
INLET COVER TYPE H

31 STA 253+19, 78.0' LT
MANHOLE COVER SPECIAL

32X STA 254+11, 51.5' LT
INLETS 2x3-H

33A STA 256+29, 55.5' LT
MANHOLE COVER SPECIAL

33E STA 259+40, 32.3' LT
INLET COVER TYPE H

32A

33 STA 256+59, 42.7' LT
INLET COVER TYPE H

32B STA 253+86, 2.8' LT
INLET COVER TYPE H

254 256 258 260

33B STA 256+07, 6.0' RT
RECONSTRUCT INLET

32C STA 254+86, 10.1' RT
RECONSTRUCT INLET

33D STA 259+38, 32.5' RT
INLET COVER SPECIAL

255+50.00

3+43, 82.0' RT
X3-H

32D STA 254+87, 48.7' RT
INLET COVER TYPE H

33C STA 257+12, 40.8' RT
RECONSTRUCT INLET

620
615
610
605

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PLAN AND PROFILE: STORM SEWER	SHEET 87	E

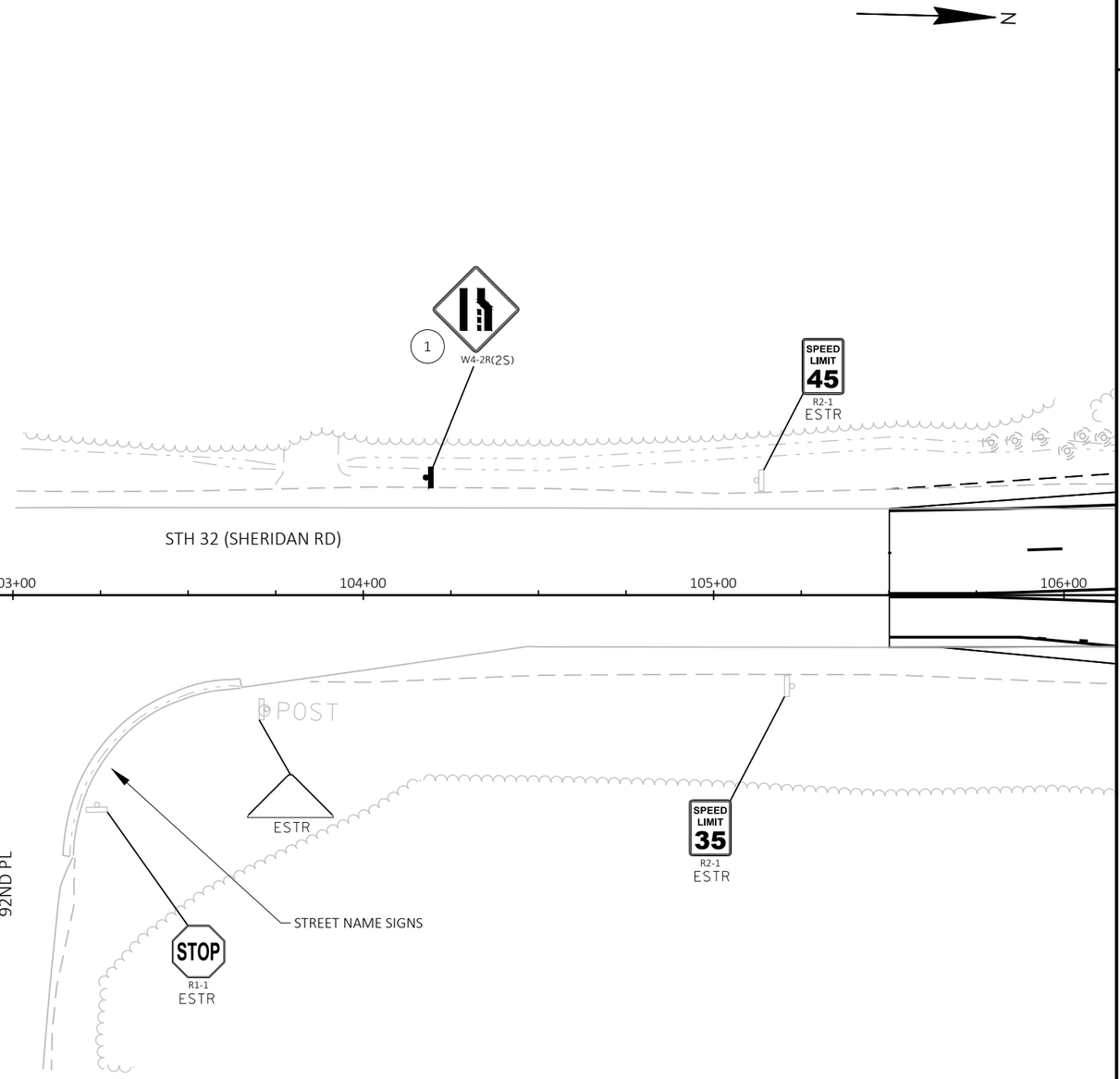
FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 022507

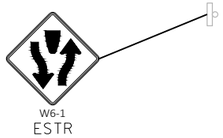
PLOT DATE : 10/27/2020 6:51 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

LEGEND

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





Signing notes

Type II aluminum signs removed under the contract shall be delivered to the County sign shop. Contact the following individual at the sign shop for distribution county location.

Signing Coordinator County(s) Phone #

- Dennis Newton Milwaukee 414-750-0257
- Dennis Newton Racine 414-750-0257
- Jenny Buckett Kenosha, Washington, Ozaukee 414-750-2427
- Chuck Saldivar Walworth, Waukesha 414-750-1682

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

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

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

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

Locate no passing pennants based on establishing no passing zones pay item. Place signs based on where the pavement marking for no passing zones begin.

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PERMANENT SIGNING PLAN	SHEET 88	E

FILE NAME : N:\PDS\C3D\CAD\32401400\SIGN\023201_PS_16.DWG
LAYOUT NAME - 023201_PS
PLOT DATE : 9/30/2019 8:31 AM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

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

N

2 DO NOT ENTER — REMOVE

SOUTH 32 — REMOVE

3 DO NOT ENTER — R5-1 (2M)

4 SOUTH 32 — J4-1 (2M)

NO PASSING ZONE — REMOVE

5 NO PASSING ZONE — W14-3 (2S)

6 RIGHT LANE ENDS — W9-1R (2S)

WRONG WAY — REMOVE

7 WRONG WAY — R5-1A (2M)

8 W5-52R (2S) 4' MOUNT HEIGHT

9 W5-52R (2S) 4' MOUNT HEIGHT

ESTR ON POWER POLE

10 W6-2 (2S)

ADOPT A HIGHWAY I55-56

TELEPHONE PIONEERS OF AMERICA I55-56P ESTR

POST

R/W

STH 32 (SHERIDAN RD)

106+00 107+00 108+00 109+00 110+00 111+00 112+00

14 R4-7(3)

15 W5-54 (2S)

REMOVE

13 W3-3(2M) MOUNT ON LIGHT POLE

REMOVE

12 ONLY ONLY ONLY ONLY — R3-8LAAR(2S)

11 WRONG WAY — R5-1A (2S)

WRONG WAY — REMOVE

STH 32 (SHERIDAN RD)

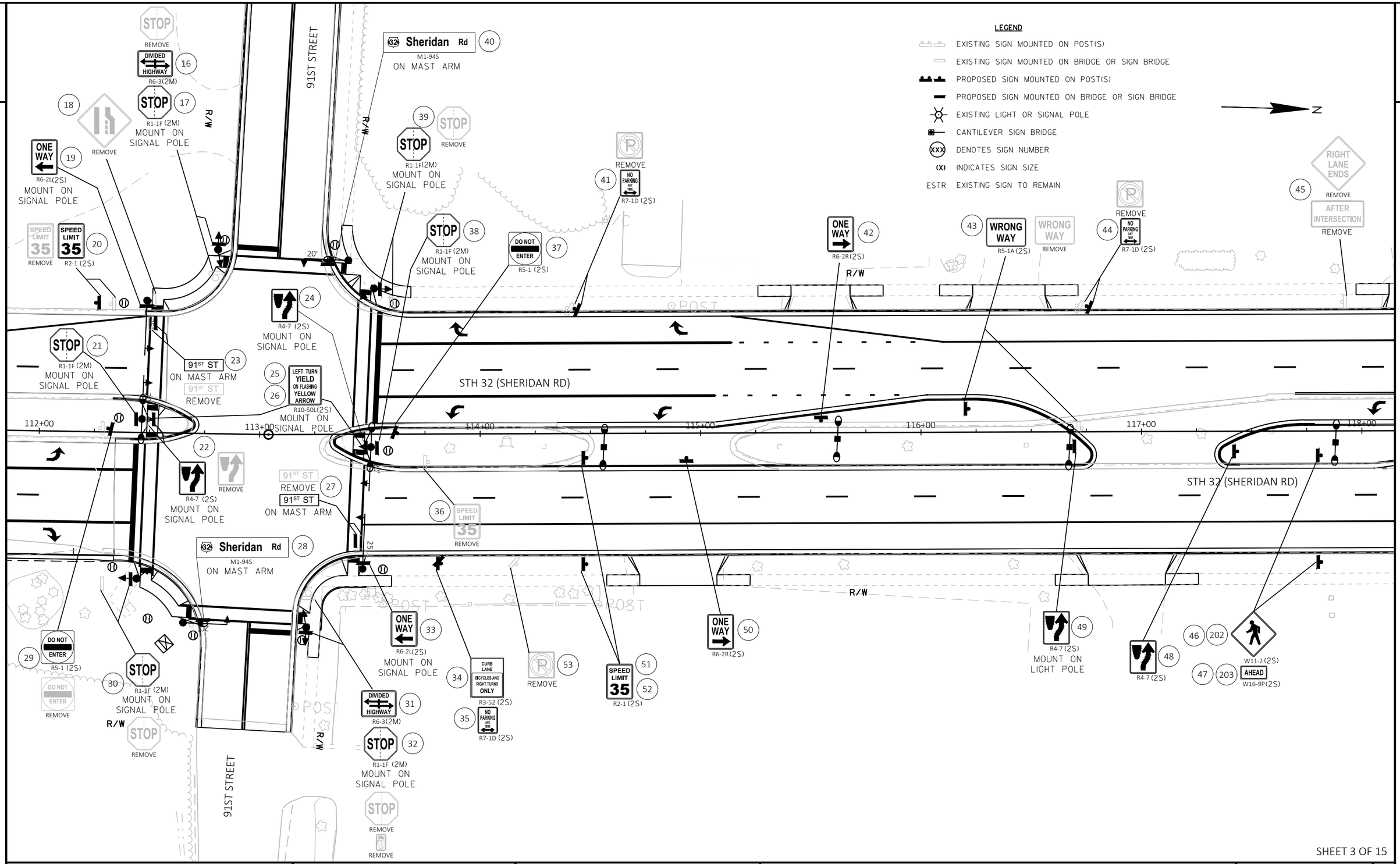
R/W

SHEET 2 OF 15

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PERMANENT SIGNING PLAN	SHEET 89	E

FILE NAME : N:\PDS\C3D\CAD\32401400\SIGN\023201_PS_16.DWG
LAYOUT NAME - 023202_PS

PLOT DATE : 9/30/2019 8:31 AM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT



SHEET 3 OF 15

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PERMANENT SIGNING PLAN	SHEET 90	E

FILE NAME : N:\PDS\C3D\CAD\32401400\SIGN\023201_PS_16.DWG
LAYOUT NAME - 023203_PS

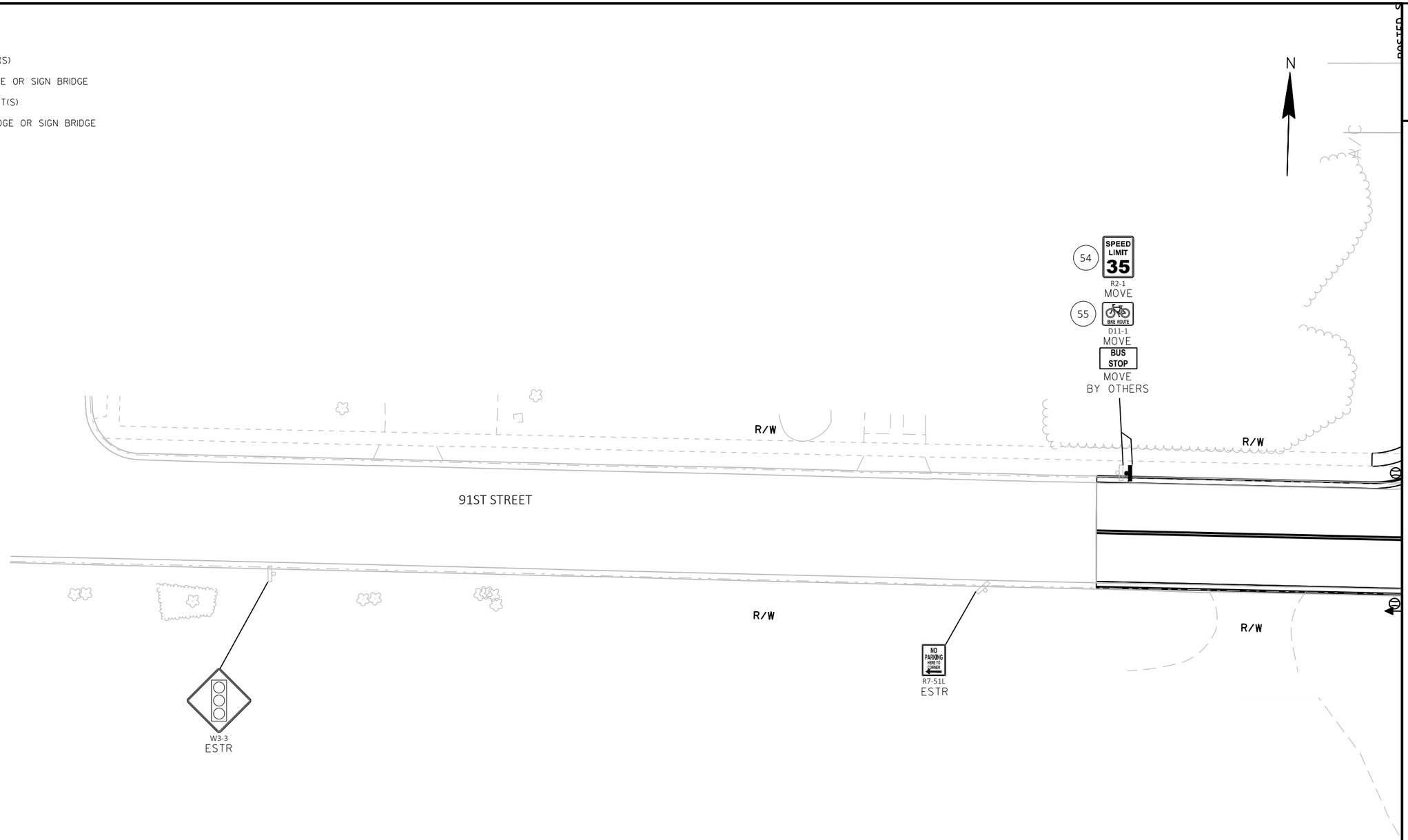
PLOT DATE : 9/30/2019 8:31 AM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

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



SHEET 4 OF 15

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PERMANENT SIGNING PLAN	SHEET 91 E

FILE NAME : N:\PDS\C3D\CAD\32401400\SIGN\023201_PS_16.DWG
LAYOUT NAME - 023204_PS

PLOT DATE : 9/30/2019 8:31 AM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

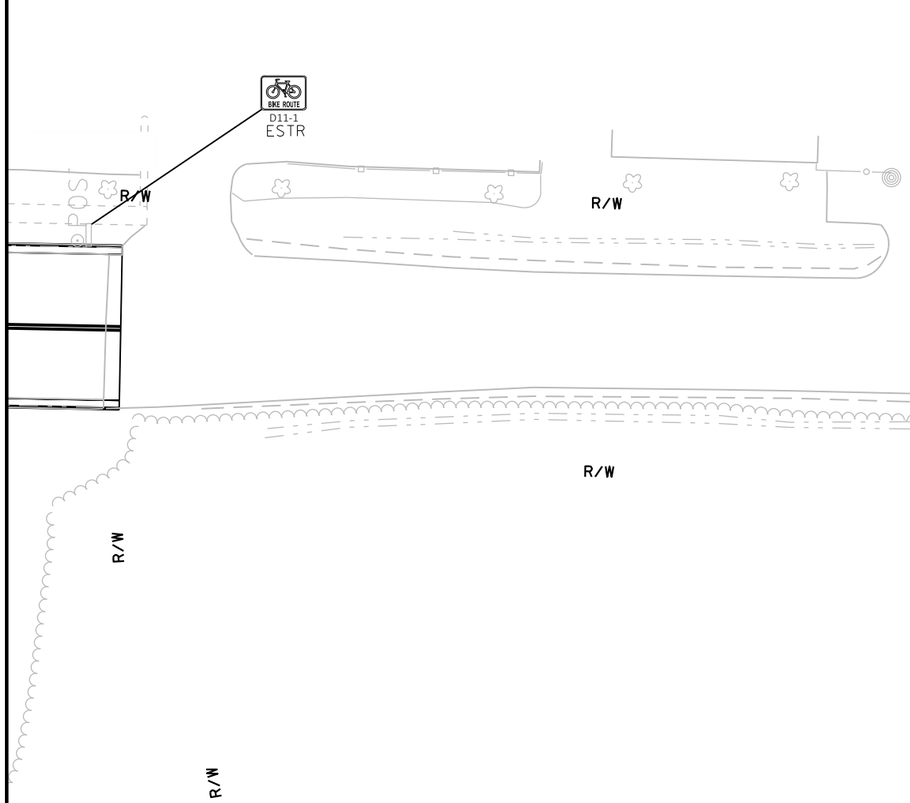
2

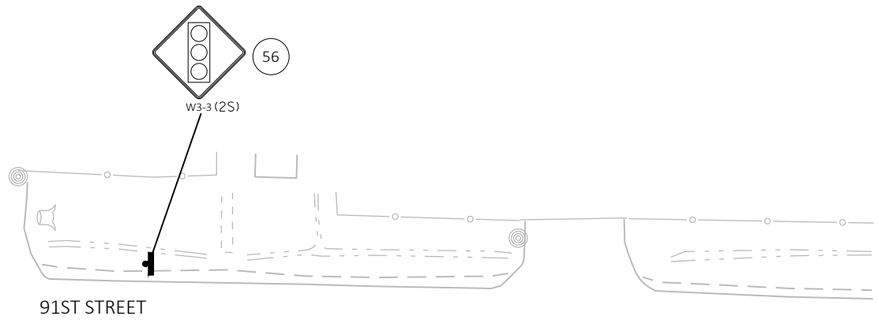
LEGEND

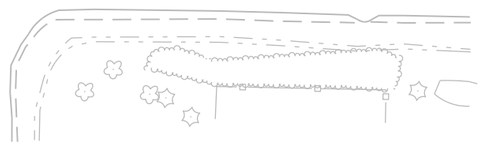
- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO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

N

2







SHEET 5 OF 15

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PERMANENT SIGNING PLAN	SHEET 92	E

FILE NAME : N:\PDS\C3D\CAD\32401400\SIGN\023201_PS_16.DWG
LAYOUT NAME - 023205_PS

PLOT DATE : 9/30/2019 8:31 AM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

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

N

90TH ST

STH 32 (SHERIDAN RD)

118+00 119+00 120+00 121+00 122+00 123+00 124+00

57 ONE WAY R6-2R(2S)

58 W3-3(2S)

59 ONE WAY REMOVE

60 W3-3(2S) MOUNT ON LIGHT POLE

61 CURB LANE / BUSES BICYCLES AND RIGHT TURNS ONLY R3-52C(2S)

62 ONE WAY R6-1R(2S) MOUNT ON LIGHT POLE

63 ONE WAY REMOVE; DIVIDED HIGHWAY R6-3A(2S) MOUNT ON LIGHT POLE

STOP R1-1 ESTR

DEAD END W14-1 ESTR

64 W11-2(2S)

65 W16-7L(2S)

66 REMOVE; BUS STOP MOVE BY OTHERS

DO NOT ENTER REMOVE

67 DO NOT ENTER R5-1(2S)

68 NO PARKING ANY TIME R7-1D(2S)

WRONG WAY REMOVE

69 WRONG WAY R5-1A(2S)

70 CURB LANE / BICYCLES AND RIGHT TURNS ONLY R3-52(2S)

71 72 ONE WAY R6-2R(2S)

73 SPEED LIMIT 35 R2-1(2S)

74 SPEED LIMIT 35 R2-1(2S)

75 NO PARKING ANY TIME R7-1D(2S)

SPEED LIMIT 35 REMOVE

REMOVE

76 77 78 79 W11-2(2S) W16-7R(2S)

80 W11-2(2S)

81 W16-7L(2S)

82 ONE WAY R6-2L(2S)

ONE WAY REMOVE

83 NIGHT PARKING RESTRICTIONS TRUCK PARKING PROHIBITED MORE THAN 30 MINUTES 8PM -6AM; ALTERNATE SIDE PARKING; SNOW EMERGENCY PARKING REGULATIONS; NO PARKING ON ANY CITY STREET FOR LONGER THAN 24 CONSECUTIVE HOURS MOVE

84 ONE WAY R6-2R(2S)

ONE WAY REMOVE

85 ONE WAY R6-2R(2S)

86 R4-7(2S)

87 REMOVE; R4-7(2S) MOUNT ON LIGHT POLE

SHEET 6 OF 15

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PERMANENT SIGNING PLAN	SHEET 93	E

FILE NAME : N:\PDS\C3D\CAD\32401400\SIGN\023201_PS_16.DWG
LAYOUT NAME - 023206_PS

PLOT DATE : 9/30/2019 8:31 AM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

LEGEND

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

N

88 REMOVE

89 200 W11-2(2S)

90 201 AHEAD W16-9P(2S)

91 ONE WAY R6-2R (2S)

92 ONE WAY R6-2R (2S)

93 CURB LANE / BUSES BICYCLES AND RIGHT TURNS ONLY R3-52C(2S)

STH 32 (SHERIDAN RD)

124+00 125+00 126+00 127+00 128+00 129+00 130+00

STH 32 (SHERIDAN RD)

103 ONE WAY R6-2R (2S)

ONE WAY REMOVE

102 ONE WAY R6-2R (2S)

Kenosha POPULATION 99,218 I2-3 CALL 911 ESTR ON POWER POLE

101 NO PARKING THIS SIDE R7-1D(2S)

REMOVE

96 98 W11-2(2S)

97 99 AHEAD W16-9P(2S)

95 ONE WAY R6-2R (2S)

94 DO NOT ENTER R5-1 (2S)

DO NOT ENTER REMOVE

SHEET 7 OF 15

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PERMANENT SIGNING PLAN	SHEET 94	E

FILE NAME : N:\PDS\C3D\CAD\32401400\SIGN\023201_PS_16.DWG
LAYOUT NAME - 023207_PS

PLOT DATE : 9/30/2019 8:31 AM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

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

N

STH 32 (SHERIDAN RD)

130+00 131+00 132+00 133+00 134+00 135+00 136+00

104 ONE WAY R6-2L(2S)

TOW AWAY ZONE ESTR PRIVATE SIGN

105 106 W11-2(2S) W16-7L(2S)

REMOVE NO PARKING ANY TIME R7-1D(2S) 107

BUS STOP MOVE BY OTHERS

108 ONE WAY R6-2R(2S)

109 SPEED LIMIT 35 R2-1(2S) MOUNT ON UTILITY POLE

SPEED LIMIT 35 REMOVE

WRONG WAY REMOVE

110 WRONG WAY R5-1A(2S)

SPEED LIMIT 35 REMOVE

111 SPEED LIMIT 35 R2-1(2S)

REMOVE NO PARKING ANY TIME R7-1D(2S) 112

113 115 W11-2(2S)

114 116 AHEAD W16-9P(2S)

129 R4-7(2S)

130 R4-7(2S)

REMOVE

STH 32 (SHERIDAN RD)

88TH PL

DEAD END W14-1 ESTR

125 126 W11-2(2S) W16-7L(2S)

ONE WAY 127 R6-1R(2S) MOUNT ON LIGHT POLE

STOP R1-1 ESTR

ONE WAY REMOVE

DIVIDED HIGHWAY 128 R6-3(2S) MOUNT ON LIGHT POLE

121 123 W11-2(2S)

122 124 W16-7R(2S) MOUNT ON LIGHT POLE

CURB LANE BICYCLES AND RIGHT TURNS ONLY 119 R3-52(2S)

NO PARKING ANY TIME 120 R7-1D(2S)

REMOVE

118 SPEED LIMIT 35 R2-1(2S)

SPEED LIMIT 35 REMOVE

ONE WAY REMOVE

ONE WAY 117 R6-2R(2S)

STOP R1-1 ESTR PRIVATE SIGN

DEAD END W14-1 ESTR PRIVATE SIGN

POST

SHEET 8 OF 15

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PERMANENT SIGNING PLAN	SHEET 95	E

FILE NAME : N:\PDS\C3D\CAD\32401400\SIGN\023201_PS_16.DWG
LAYOUT NAME - 023208_PS

PLOT DATE : 9/30/2019 8:31 AM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

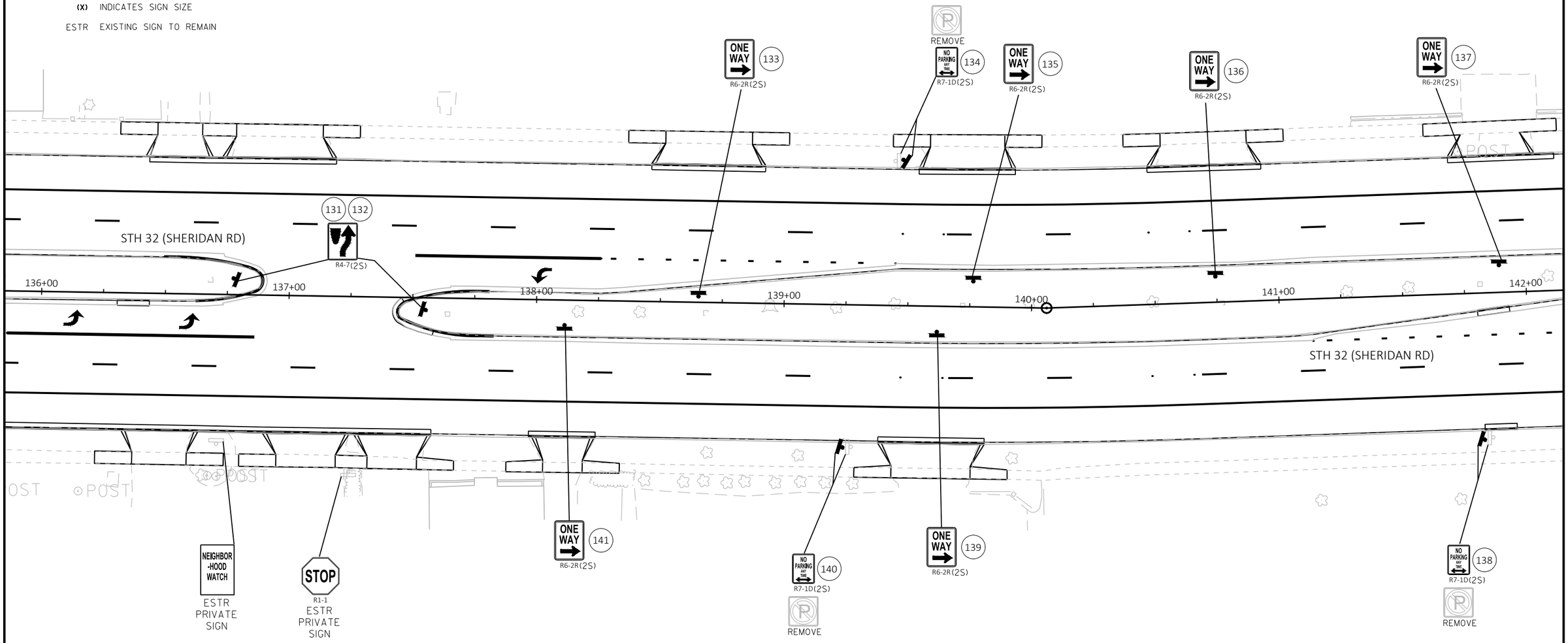
WISDOT/CADDS SHEET 42

2

LEGEND

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

N



SHEET 9 OF 15

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PERMANENT SIGNING PLAN	SHEET 96	E

FILE NAME : N:\PDS\C3D\CAD\32401400\SIGN\023201_PS_16.DWG
LAYOUT NAME - 023209_PS

PLOT DATE : 9/30/2019 8:31 AM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

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

N

SPEED LIMIT 35 REMOVE

142 SPEED LIMIT 35 R2-1(2S)

MOUNT ON LIGHT POLE

143 SPEED LIMIT 35 R2-1(2S)

MOUNT ON POWER POLE

SPEED LIMIT 35 REMOVE

144 ONE WAY R6-2L(2S)

MOUNT ON POWER POLE

ONE WAY REMOVE

REMOVE BUS STOP MOVE BY OTHERS

145 NO PARKING ANY TIME R7-1D(2S)

REMOVE NO PARKING ANY TIME 146 R7-1D(2S)

STH 32 (SHERIDAN RD)

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

STH 32 (SHERIDAN RD)

150 ONE WAY R6-2L(2S)

149 NO PARKING ANY TIME R7-1D(2S)

REMOVE

147 148 ONLY ONLY ONLY ONLY R3-8L AAR(2S)

SHEET 10 OF 15

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PERMANENT SIGNING PLAN	SHEET 97	E

FILE NAME : N:\PDS\C3D\CAD\32401400\SIGN\023201_PS_16.DWG
LAYOUT NAME - 023210_PS

PLOT DATE : 9/30/2019 8:31 AM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

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

N

85TH STREET

STH 32 (SHERIDAN RD)

R/W

151 CURB LANE / BUSES BICYCLES AND RIGHT TURNS ONLY — R3-52C(2S)

152 NO PARKING ANY TIME — R7-1D(2S)

153 REMOVE

154 ONE WAY — REMOVE

155 ONE WAY — R6-2R(2S)

156 DO NOT ENTER — REMOVE

157 SPEED LIMIT 35 — R2-1(2S) MOUNT ON LIGHT POLE

158 SPEED LIMIT 35 — REMOVE; R2-1(2S) MOUNT ON POWER POLE

159 ONE WAY — R6-2L(2S) MOUNT ON SIGNAL POLE

160 DIVIDED HIGHWAY — R6-3 (2M); STOP — REMOVE

161 STOP — R1-1F(2M) MOUNT ON SIGNAL POLE

162 85TH ST — REMOVE; 85TH ST ON MAST ARM

163 164 LEFT TURN YIELD ON FLASHING YELLOW ARROW — R10-50L(2S) MOUNT ON SIGNAL POLE

165 STOP — R1-1F(2M) MOUNT ON SIGNAL POLE

166 32 Sheridan Rd — M1-94S ON MAST ARM

167 STOP — REMOVE; STOP — R1-1F(2M) MOUNT ON SIGNAL POLE

168 169 — R4-7(2S) MOUNT ON SIGNAL POLE; REMOVE

170 85TH ST — REMOVE; 85TH ST ON MAST ARM

171 ONE WAY — R6-2L(2S) MOUNT ON SIGNAL POLE

172 DIVIDED HIGHWAY — R6-3 (2M); STOP — REMOVE

173 STOP — R1-1F(2M) MOUNT ON SIGNAL POLE

174 STOP — R1-1F(2M) MOUNT ON SIGNAL POLE; STOP — REMOVE

175 32 Sheridan Rd — M1-94S ON MAST ARM

176 STOP — R1-1F(2M) MOUNT ON SIGNAL POLE

177 DO NOT ENTER — R5-1(2S)

178 NO PARKING ANY TIME — R7-1D(2S); RIGHT LANE ENDS — REMOVE; REMOVE

179 ONE WAY — R6-2R(2S); ONE WAY — REMOVE FROM LIGHT POLE

180 WRONG WAY — R5-1A(2S); WRONG WAY — REMOVE

181 NO PARKING ANY TIME — R7-1D(2S); REMOVE

148+00 149+00 150+00 151+00 152+00 153+00 154+00

SHEET 11 OF 15

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PERMANENT SIGNING PLAN	SHEET 98	E

FILE NAME : N:\PDS\C3D\CAD\32401400\SIGN\023201_PS_16.DWG
LAYOUT NAME - 023211_PS

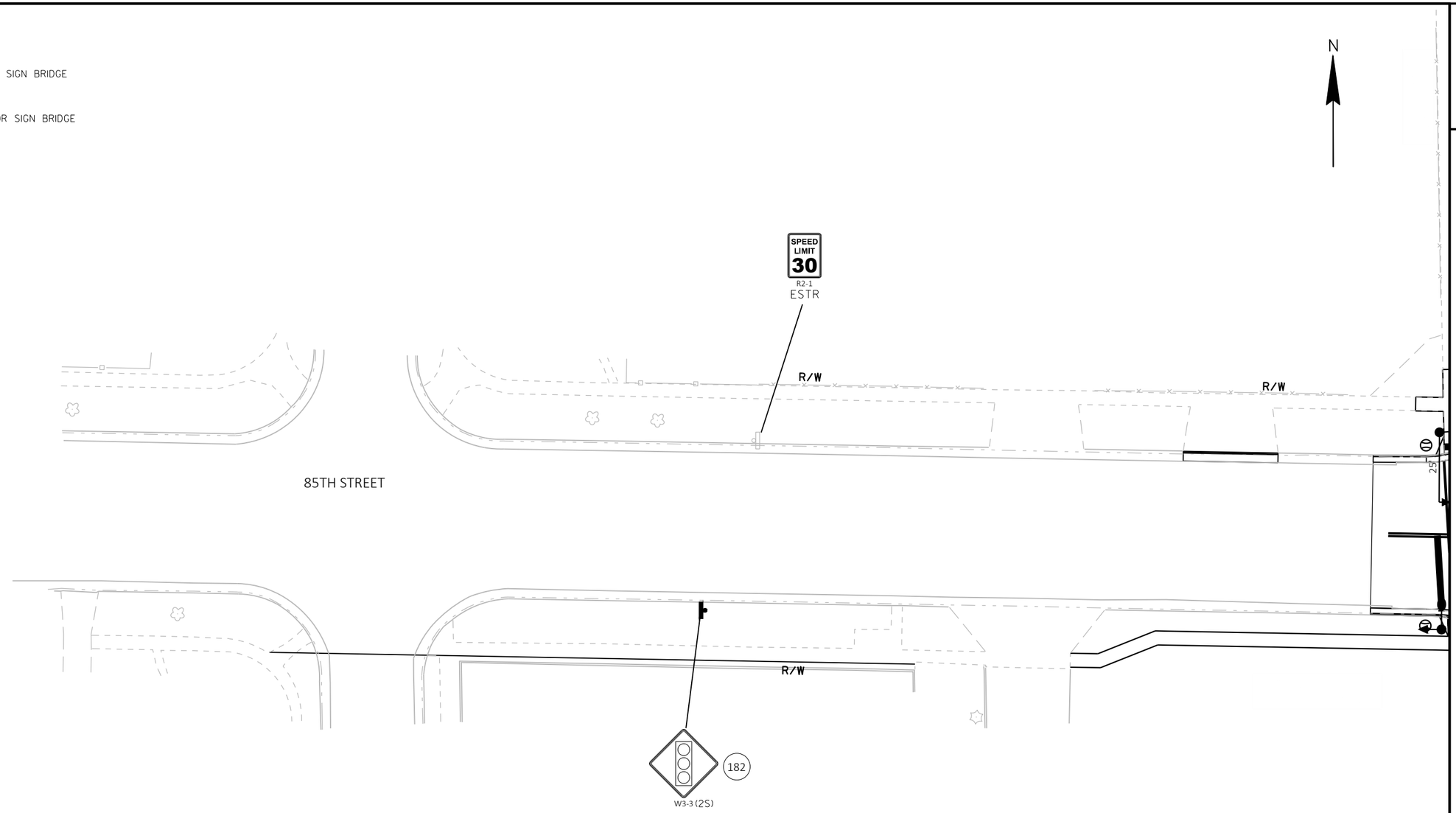
PLOT DATE : 9/30/2019 8:31 AM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

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



2

SHEET 12 OF 15

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PERMANENT SIGNING PLAN	SHEET 99	E

FILE NAME : N:\PDS\C3D\CAD\32401400\SIGN\023201_PS_16.DWG
LAYOUT NAME - 023212_PS

PLOT DATE : 9/30/2019 8:32 AM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

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

N

2

183

W3-3(2S)

R/W

R/W

85TH STREET

R/W

R/W

NO OUTLET

W14-2

ESTR

POSTED SPEED LIMIT = 35MPH

SHEET 13 OF 15

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PERMANENT SIGNING PLAN	SHEET 100	E

FILE NAME : N:\PDS\C3D\CAD\32401400\SIGN\023201_PS_16.DWG
LAYOUT NAME - 023213_PS

PLOT DATE : 9/30/2019 8:32 AM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

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

N

R/W

REMOVE
184
R4-7(2S)
185
W5-54(2S)

ESTR

CURB LANE
BUSES BICYCLES AND RIGHT TURNS ONLY
186
R3-52C(2S)

REMOVE

NO PARKING ANY TIME
186A
R7-1D(2S)

MOUNT ON POWER POLE

SPEED LIMIT 30
REMOVE

187
SPEED LIMIT 30
R2-1(2S)

BUS STOP
MOVE BY OTHERS

R/W

STH 32 (SHERIDAN RD)

154+00 155+00 156+00 157+00 158+00 159+00 160+00

STH 32 (SHERIDAN RD)

R/W

WRONG WAY
197
R5-1A(2S)

198
W6-2(2S)

REMOVE

196
SPEED LIMIT 30
R2-1(2S)

MOUNT ON LIGHT POLE

SPEED LIMIT 30
REMOVE

CURB LANE
BUSES BICYCLES AND RIGHT TURNS ONLY
193
R3-52C(2S)

NO PARKING ANY TIME
194
R7-1D(2S)

LANE ENDS
MERGE LEFT
195
REMOVE

REMOVE

192
SPEED LIMIT 30
R2-1(2S)

SPEED LIMIT 30
REMOVE

DO NOT ENTER
191
R5-1(2S)

188
NORTH M3-1
32
M1-6B
J4-1(2S)

189
M1-93(2S)

MOUNT ON LIGHT POLE

190
NO PARKING ANY TIME
R7-1D(2S)

NORTH 32
REMOVE

REMOVE

REMOVE

BUS STOP
ESTR

SHEET 14 OF 15

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PERMANENT SIGNING PLAN	SHEET 101	E

FILE NAME : N:\PDS\C3D\CAD\32401400\SIGN\023201_PS_16.DWG
LAYOUT NAME - 023214_PS

PLOT DATE : 9/30/2019 8:32 AM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

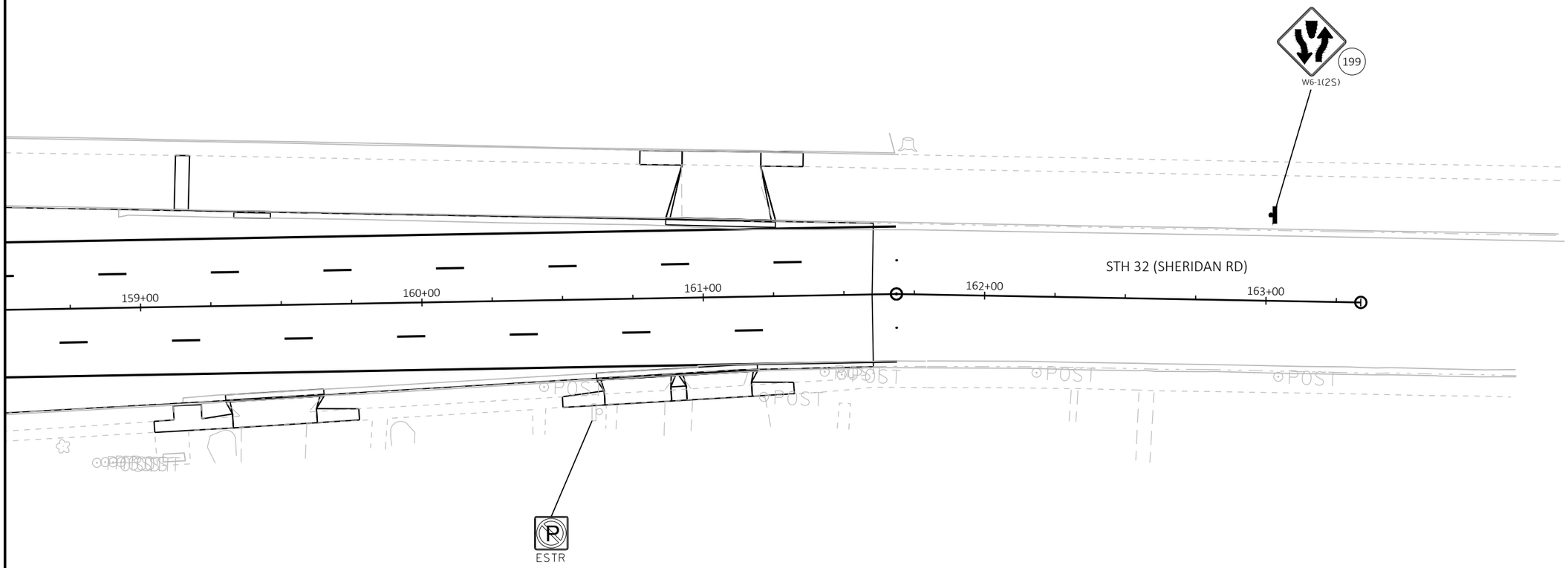
2

2

LEGEND

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

N



SHEET 15OF 15

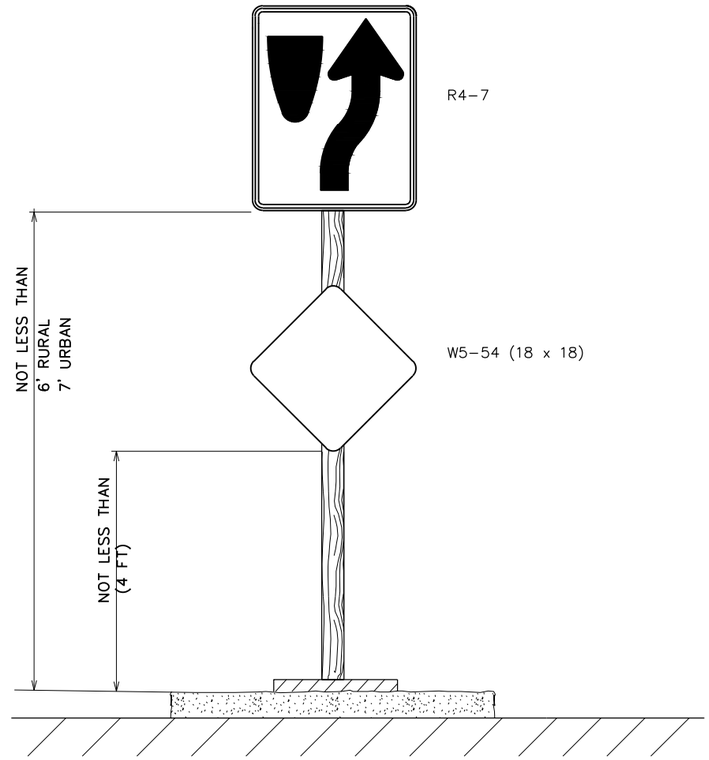
PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PERMANENT SIGNING PLAN	SHEET 102	E

FILE NAME : N:\PDS\C3D\CAD\32401400\SIGN\023201_PS_16.DWG
LAYOUT NAME - 023215_PS

PLOT DATE : 9/30/2019 8:32 AM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



TYPICAL INSTALLATION FOR
TRANSITION TO DIVIDED HIGHWAY
OR OTHER SPECIAL NEEDS AREAS

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	TYPICAL DETAIL - SIGN ON MEDIAN NOSE	SHEET 103	E

LIGHTING REMOVAL LEGEND

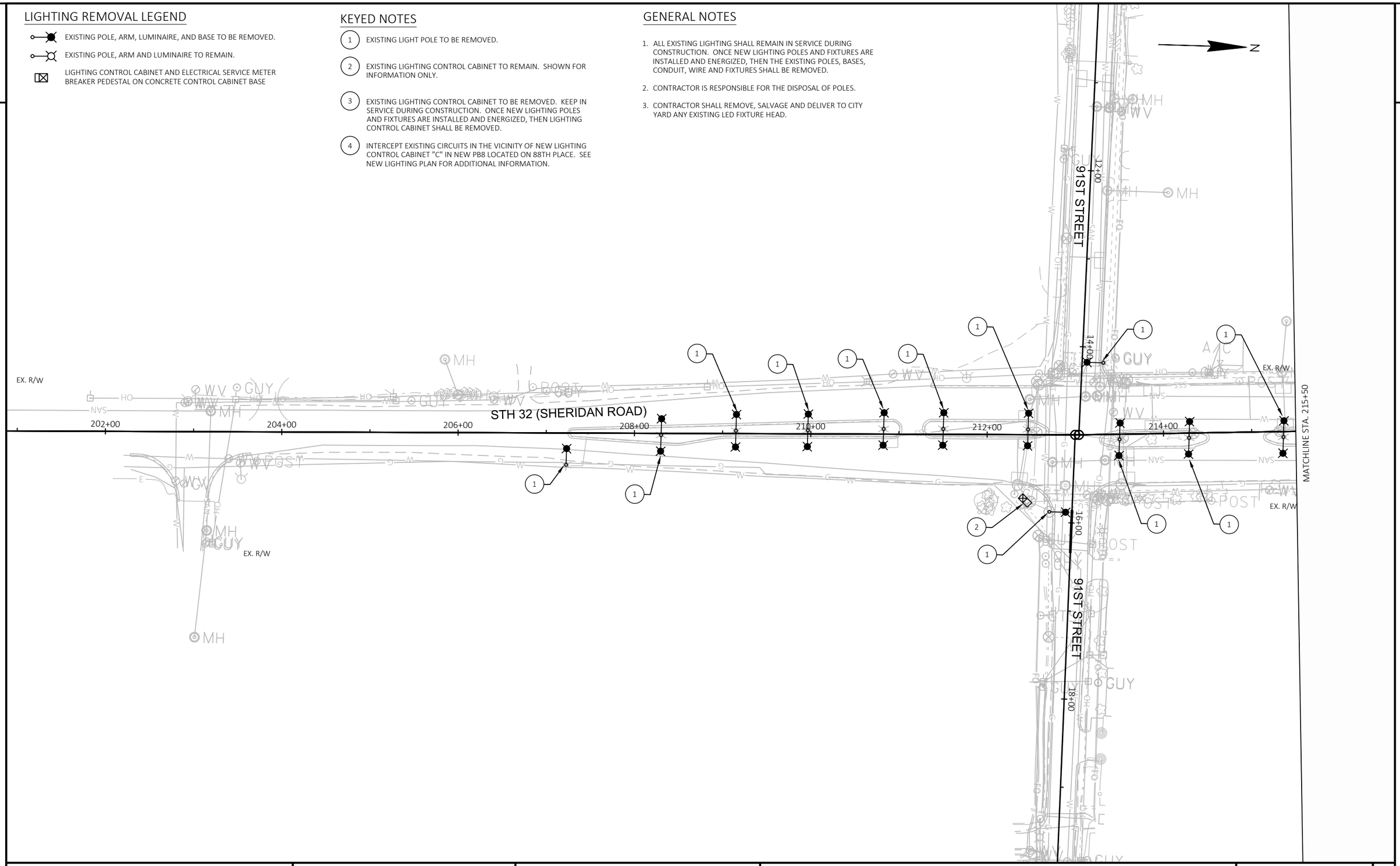
- EXISTING POLE, ARM, LUMINAIRE, AND BASE TO BE REMOVED.
- EXISTING POLE, ARM AND LUMINAIRE TO REMAIN.
- LIGHTING CONTROL CABINET AND ELECTRICAL SERVICE METER BREAKER PEDESTAL ON CONCRETE CONTROL CABINET BASE

KEYED NOTES

1. EXISTING LIGHT POLE TO BE REMOVED.
2. EXISTING LIGHTING CONTROL CABINET TO REMAIN. SHOWN FOR INFORMATION ONLY.
3. EXISTING LIGHTING CONTROL CABINET TO BE REMOVED. KEEP IN SERVICE DURING CONSTRUCTION. ONCE NEW LIGHTING POLES AND FIXTURES ARE INSTALLED AND ENERGIZED, THEN LIGHTING CONTROL CABINET SHALL BE REMOVED.
4. INTERCEPT EXISTING CIRCUITS IN THE VICINITY OF NEW LIGHTING CONTROL CABINET "C" IN NEW PB8 LOCATED ON 88TH PLACE. SEE NEW LIGHTING PLAN FOR ADDITIONAL INFORMATION.

GENERAL NOTES

1. ALL EXISTING LIGHTING SHALL REMAIN IN SERVICE DURING CONSTRUCTION. ONCE NEW LIGHTING POLES AND FIXTURES ARE INSTALLED AND ENERGIZED, THEN THE EXISTING POLES, BASES, CONDUIT, WIRE AND FIXTURES SHALL BE REMOVED.
2. CONTRACTOR IS RESPONSIBLE FOR THE DISPOSAL OF POLES.
3. CONTRACTOR SHALL REMOVE, SALVAGE AND DELIVER TO CITY YARD ANY EXISTING LED FIXTURE HEAD.



PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	LIGHTING REMOVAL PLAN	SHEET 104	E

FILE NAME : X:\ML\2019\20190032\CAD\TRANSPORTATION\DWG\SHEETSPLAN\023501_LP.DWG
LAYOUT NAME - 023501_lp
PLOT DATE : 1/30/2020 5:19 PM
PLOT BY : BIEBERITZ, BEN
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

LIGHTING REMOVAL LEGEND

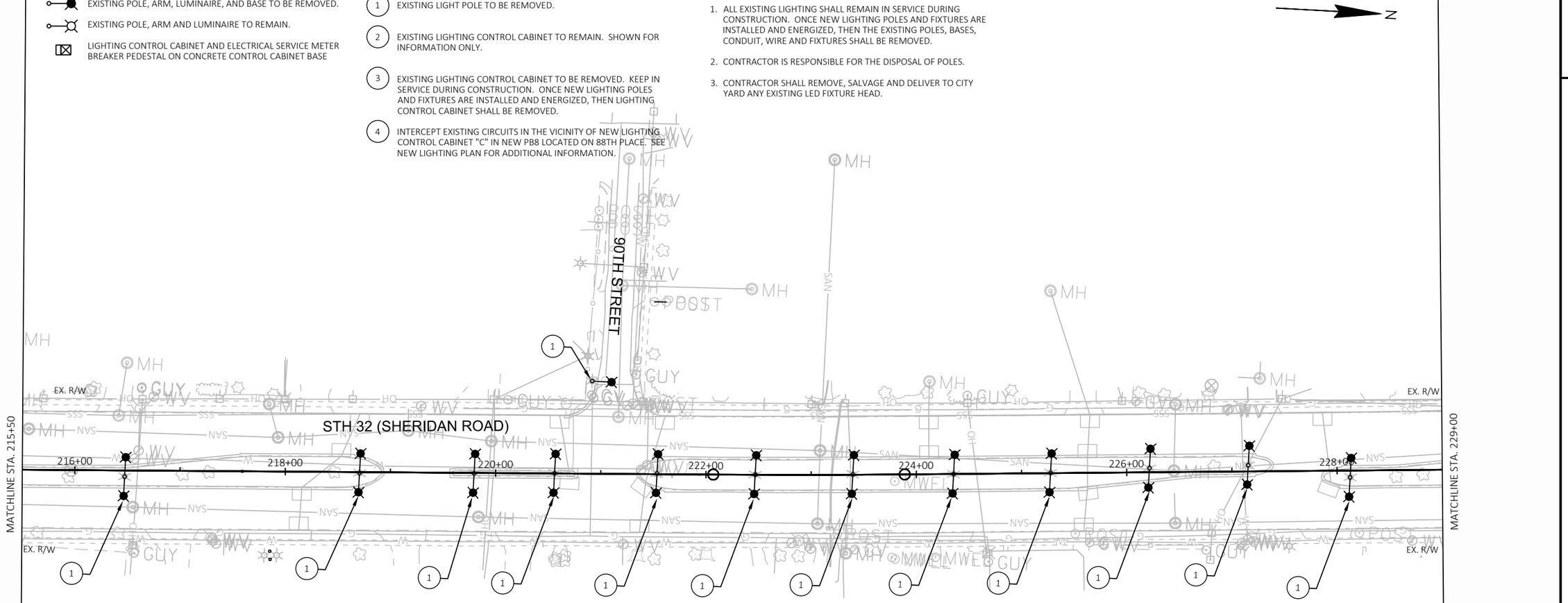
- EXISTING POLE, ARM, LUMINAIRE, AND BASE TO BE REMOVED.
- EXISTING POLE, ARM AND LUMINAIRE TO REMAIN.
- LIGHTING CONTROL CABINET AND ELECTRICAL SERVICE METER BREAKER PEDESTAL ON CONCRETE CONTROL CABINET BASE

KEYED NOTES

1. EXISTING LIGHT POLE TO BE REMOVED.
2. EXISTING LIGHTING CONTROL CABINET TO REMAIN. SHOWN FOR INFORMATION ONLY.
3. EXISTING LIGHTING CONTROL CABINET TO BE REMOVED. KEEP IN SERVICE DURING CONSTRUCTION. ONCE NEW LIGHTING POLES AND FIXTURES ARE INSTALLED AND ENERGIZED, THEN LIGHTING CONTROL CABINET SHALL BE REMOVED.
4. INTERCEPT EXISTING CIRCUITS IN THE VICINITY OF NEW LIGHTING CONTROL CABINET "C" IN NEW PB8 LOCATED ON 88TH PLACE. SEE NEW LIGHTING PLAN FOR ADDITIONAL INFORMATION.

GENERAL NOTES

1. ALL EXISTING LIGHTING SHALL REMAIN IN SERVICE DURING CONSTRUCTION. ONCE NEW LIGHTING POLES AND FIXTURES ARE INSTALLED AND ENERGIZED, THEN THE EXISTING POLES, BASES, CONDUIT, WIRE AND FIXTURES SHALL BE REMOVED.
2. CONTRACTOR IS RESPONSIBLE FOR THE DISPOSAL OF POLES.
3. CONTRACTOR SHALL REMOVE, SALVAGE AND DELIVER TO CITY YARD ANY EXISTING LED FIXTURE HEAD.



PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	LIGHTING REMOVAL PLAN	SHEET 105	E

FILE NAME : X:\ML\2019\20190032\CAD\TRANSPORTATION\DWG\SHEETSPLAN\023501_LP.DWG
LAYOUT NAME - 023502_lp
PLOT DATE : 1/30/2020 5:19 PM
PLOT BY : BIEBERITZ, BEN
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

2

LIGHTING REMOVAL LEGEND

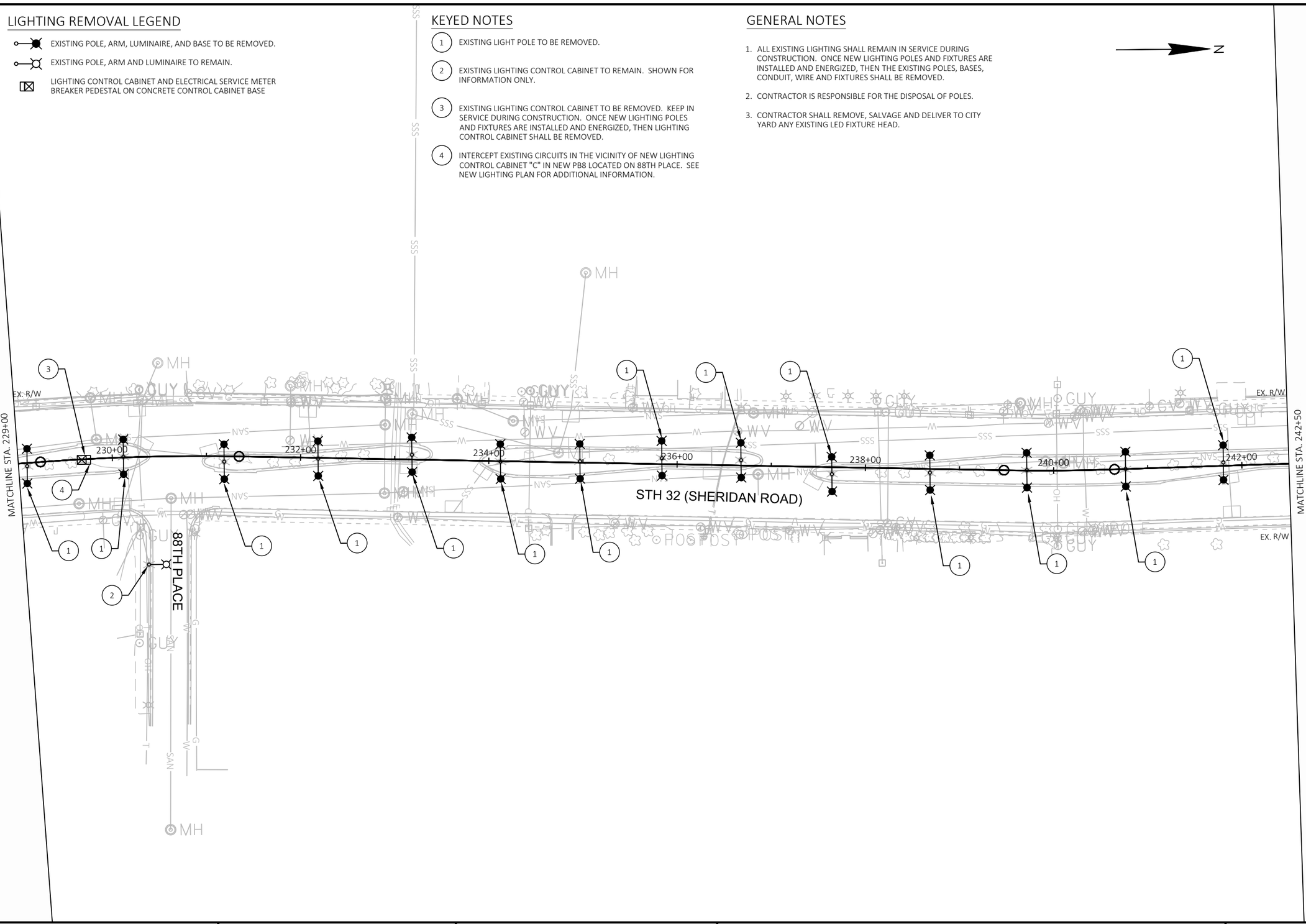
- EXISTING POLE, ARM, LUMINAIRE, AND BASE TO BE REMOVED.
- EXISTING POLE, ARM AND LUMINAIRE TO REMAIN.
- LIGHTING CONTROL CABINET AND ELECTRICAL SERVICE METER BREAKER PEDESTAL ON CONCRETE CONTROL CABINET BASE

KEYED NOTES

1. EXISTING LIGHT POLE TO BE REMOVED.
2. EXISTING LIGHTING CONTROL CABINET TO REMAIN. SHOWN FOR INFORMATION ONLY.
3. EXISTING LIGHTING CONTROL CABINET TO BE REMOVED. KEEP IN SERVICE DURING CONSTRUCTION. ONCE NEW LIGHTING POLES AND FIXTURES ARE INSTALLED AND ENERGIZED, THEN LIGHTING CONTROL CABINET SHALL BE REMOVED.
4. INTERCEPT EXISTING CIRCUITS IN THE VICINITY OF NEW LIGHTING CONTROL CABINET "C" IN NEW PB8 LOCATED ON 88TH PLACE. SEE NEW LIGHTING PLAN FOR ADDITIONAL INFORMATION.

GENERAL NOTES

1. ALL EXISTING LIGHTING SHALL REMAIN IN SERVICE DURING CONSTRUCTION. ONCE NEW LIGHTING POLES AND FIXTURES ARE INSTALLED AND ENERGIZED, THEN THE EXISTING POLES, BASES, CONDUIT, WIRE AND FIXTURES SHALL BE REMOVED.
2. CONTRACTOR IS RESPONSIBLE FOR THE DISPOSAL OF POLES.
3. CONTRACTOR SHALL REMOVE, SALVAGE AND DELIVER TO CITY YARD ANY EXISTING LED FIXTURE HEAD.



PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	LIGHTING REMOVAL PLAN	SHEET 106	E

FILE NAME : X:\ML\2019\20190032\CAD\TRANSPORTATION\DWG\SHEETSPLAN\023501_LP.DWG
LAYOUT NAME - 023503_lp
PLOT DATE : 1/30/2020 5:19 PM PLOT BY : BIEBERITZ, BEN PLOT NAME : PLOT SCALE : 1 IN:100 FT

LIGHTING REMOVAL LEGEND

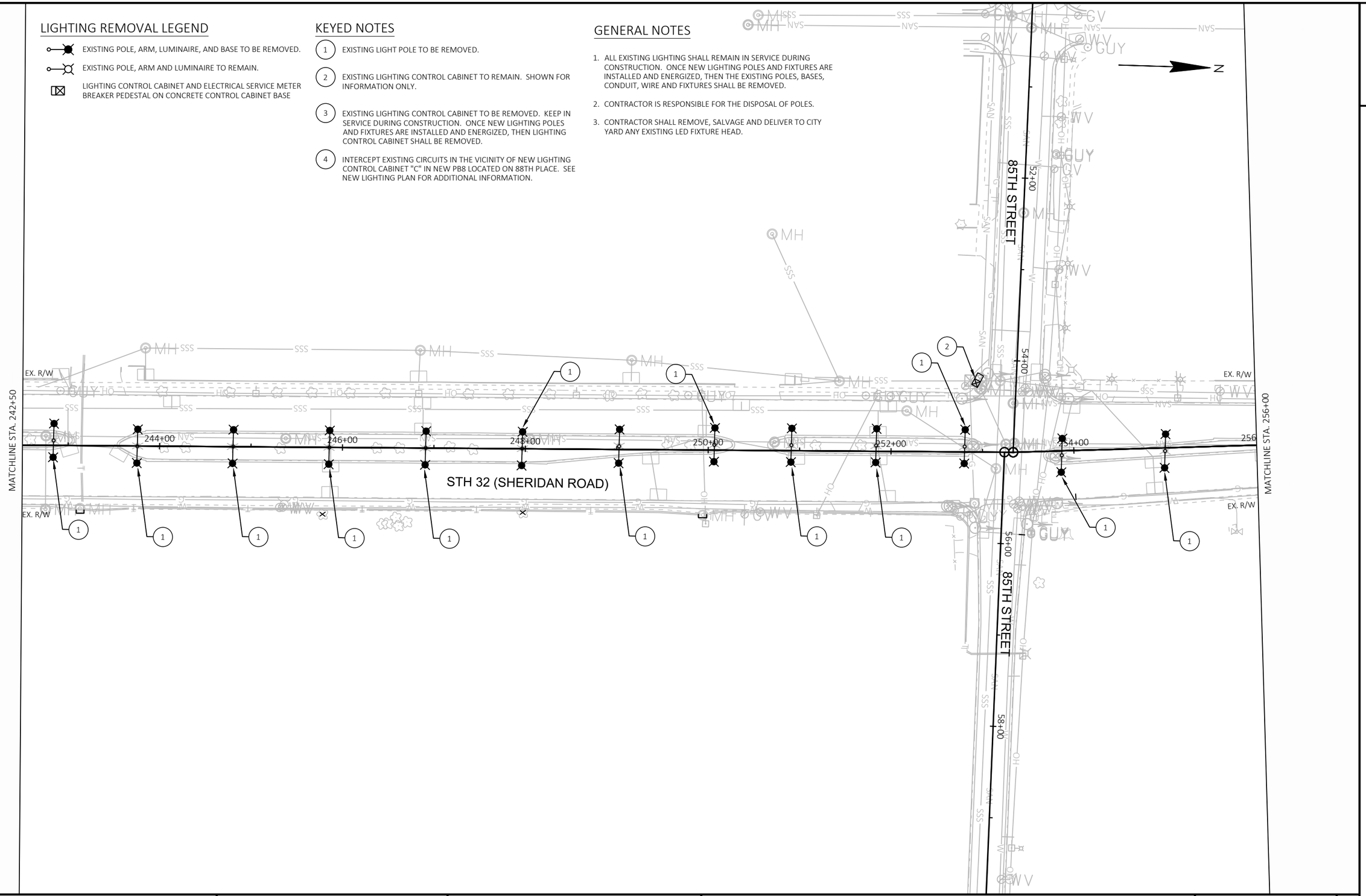
- EXISTING POLE, ARM, LUMINAIRE, AND BASE TO BE REMOVED.
- EXISTING POLE, ARM AND LUMINAIRE TO REMAIN.
- LIGHTING CONTROL CABINET AND ELECTRICAL SERVICE METER BREAKER PEDESTAL ON CONCRETE CONTROL CABINET BASE

KEYED NOTES

1. EXISTING LIGHT POLE TO BE REMOVED.
2. EXISTING LIGHTING CONTROL CABINET TO REMAIN. SHOWN FOR INFORMATION ONLY.
3. EXISTING LIGHTING CONTROL CABINET TO BE REMOVED. KEEP IN SERVICE DURING CONSTRUCTION. ONCE NEW LIGHTING POLES AND FIXTURES ARE INSTALLED AND ENERGIZED, THEN LIGHTING CONTROL CABINET SHALL BE REMOVED.
4. INTERCEPT EXISTING CIRCUITS IN THE VICINITY OF NEW LIGHTING CONTROL CABINET "C" IN NEW PB8 LOCATED ON 88TH PLACE. SEE NEW LIGHTING PLAN FOR ADDITIONAL INFORMATION.

GENERAL NOTES

1. ALL EXISTING LIGHTING SHALL REMAIN IN SERVICE DURING CONSTRUCTION. ONCE NEW LIGHTING POLES AND FIXTURES ARE INSTALLED AND ENERGIZED, THEN THE EXISTING POLES, BASES, CONDUIT, WIRE AND FIXTURES SHALL BE REMOVED.
2. CONTRACTOR IS RESPONSIBLE FOR THE DISPOSAL OF POLES.
3. CONTRACTOR SHALL REMOVE, SALVAGE AND DELIVER TO CITY YARD ANY EXISTING LED FIXTURE HEAD.



PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	LIGHTING REMOVAL PLAN	SHEET 107	E

FILE NAME : X:\ML\2019\20190032\CAD\TRANSPORTATION\DWG\SHEETSPLAN\023501_LP.DWG
LAYOUT NAME - 023504_lp
PLOT DATE : 1/30/2020 5:19 PM PLOT BY : BIEBERITZ, BEN PLOT NAME : PLOT SCALE : 1 IN:100 FT

LIGHTING REMOVAL LEGEND

- EXISTING POLE, ARM, LUMINAIRE, AND BASE TO BE REMOVED.
- EXISTING POLE, ARM AND LUMINAIRE TO REMAIN.
- LIGHTING CONTROL CABINET AND ELECTRICAL SERVICE METER BREAKER PEDESTAL ON CONCRETE CONTROL CABINET BASE

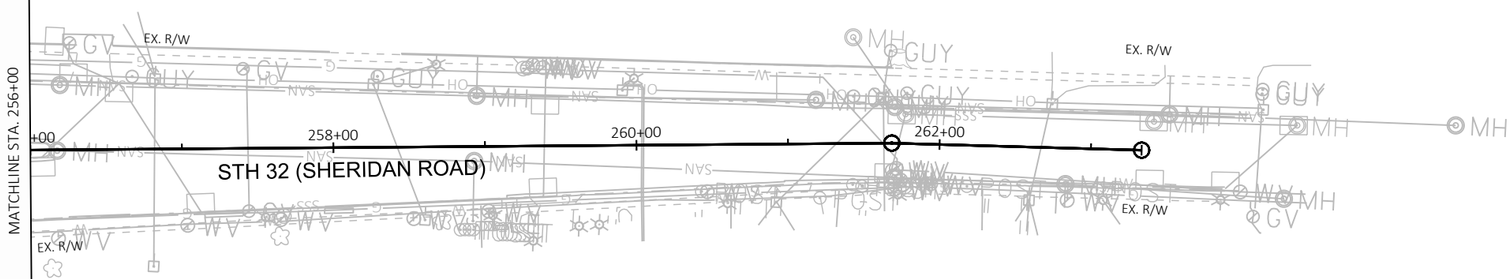
KEYED NOTES

1. EXISTING LIGHT POLE TO BE REMOVED.
2. EXISTING LIGHTING CONTROL CABINET TO REMAIN. SHOWN FOR INFORMATION ONLY.
3. EXISTING LIGHTING CONTROL CABINET TO BE REMOVED. KEEP IN SERVICE DURING CONSTRUCTION. ONCE NEW LIGHTING POLES AND FIXTURES ARE INSTALLED AND ENERGIZED, THEN LIGHTING CONTROL CABINET SHALL BE REMOVED.
4. INTERCEPT EXISTING CIRCUITS IN THE VICINITY OF NEW LIGHTING CONTROL CABINET "C" IN NEW PB8 LOCATED ON 88TH PLACE. SEE NEW LIGHTING PLAN FOR ADDITIONAL INFORMATION.

GENERAL NOTES

1. ALL EXISTING LIGHTING SHALL REMAIN IN SERVICE DURING CONSTRUCTION. ONCE NEW LIGHTING POLES AND FIXTURES ARE INSTALLED AND ENERGIZED, THEN THE EXISTING POLES, BASES, CONDUIT, WIRE AND FIXTURES SHALL BE REMOVED.
2. CONTRACTOR IS RESPONSIBLE FOR THE DISPOSAL OF POLES.
3. CONTRACTOR SHALL REMOVE, SALVAGE AND DELIVER TO CITY YARD ANY EXISTING LED FIXTURE HEAD.

N

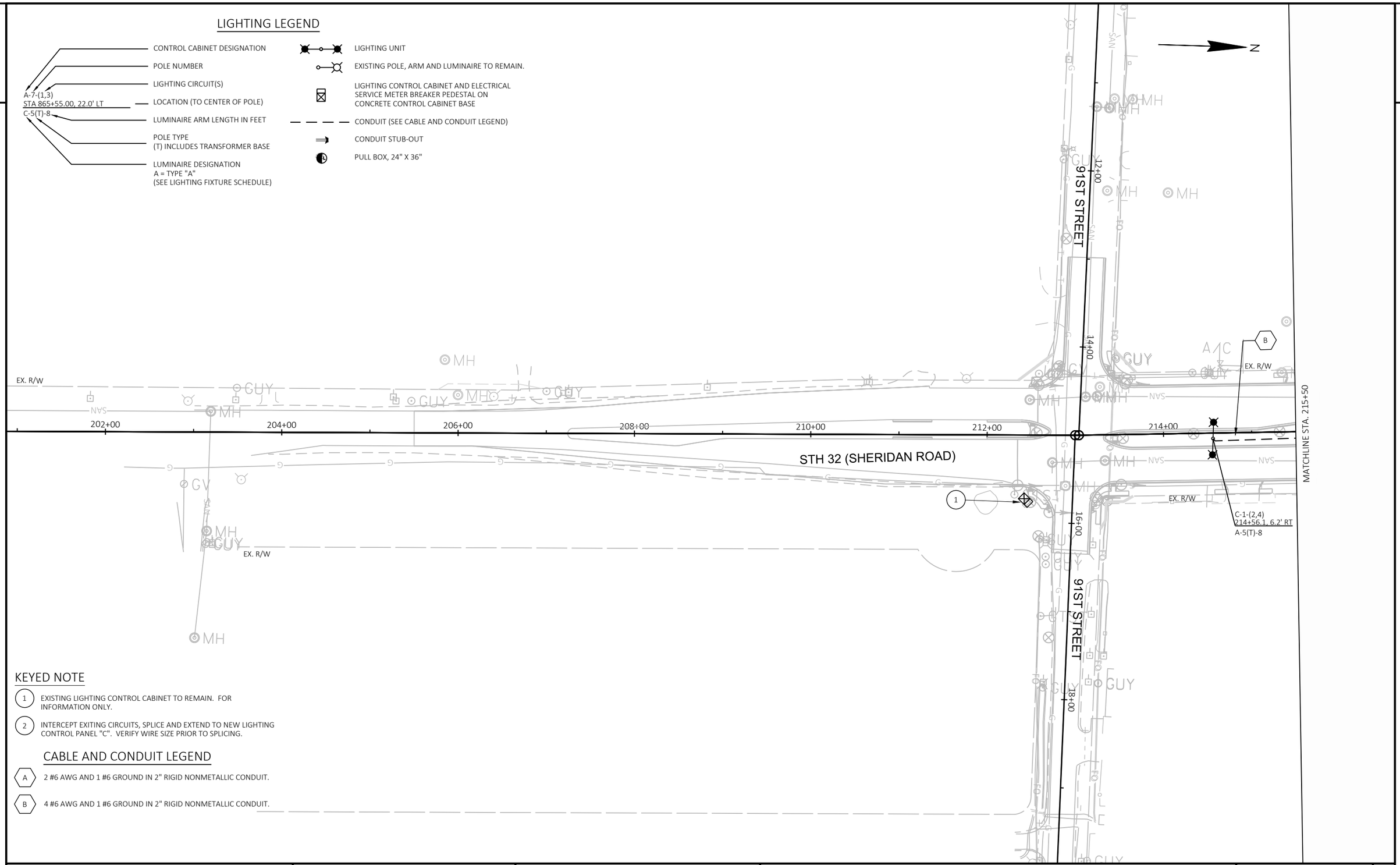


LIGHTING LEGEND

- CONTROL CABINET DESIGNATION
- POLE NUMBER
- LIGHTING CIRCUIT(S)
- LOCATION (TO CENTER OF POLE)
- LUMINAIRE ARM LENGTH IN FEET
- POLE TYPE (T) INCLUDES TRANSFORMER BASE
- LUMINAIRE DESIGNATION A = TYPE "A" (SEE LIGHTING FIXTURE SCHEDULE)

A-7-(1,3)
STA 865+55.00, 22.0' LT
C-5(T)-8

- LIGHTING UNIT
- EXISTING POLE, ARM AND LUMINAIRE TO REMAIN.
- LIGHTING CONTROL CABINET AND ELECTRICAL SERVICE METER BREAKER PEDESTAL ON CONCRETE CONTROL CABINET BASE
- CONDUIT (SEE CABLE AND CONDUIT LEGEND)
- CONDUIT STUB-OUT
- PULL BOX, 24" X 36"



KEYED NOTE

1. EXISTING LIGHTING CONTROL CABINET TO REMAIN. FOR INFORMATION ONLY.
2. INTERCEPT EXITING CIRCUITS, SPLICE AND EXTEND TO NEW LIGHTING CONTROL PANEL "C". VERIFY WIRE SIZE PRIOR TO SPLICING.

CABLE AND CONDUIT LEGEND

- A: 2 #6 AWG AND 1 #6 GROUND IN 2" RIGID NONMETALLIC CONDUIT.
- B: 4 #6 AWG AND 1 #6 GROUND IN 2" RIGID NONMETALLIC CONDUIT.

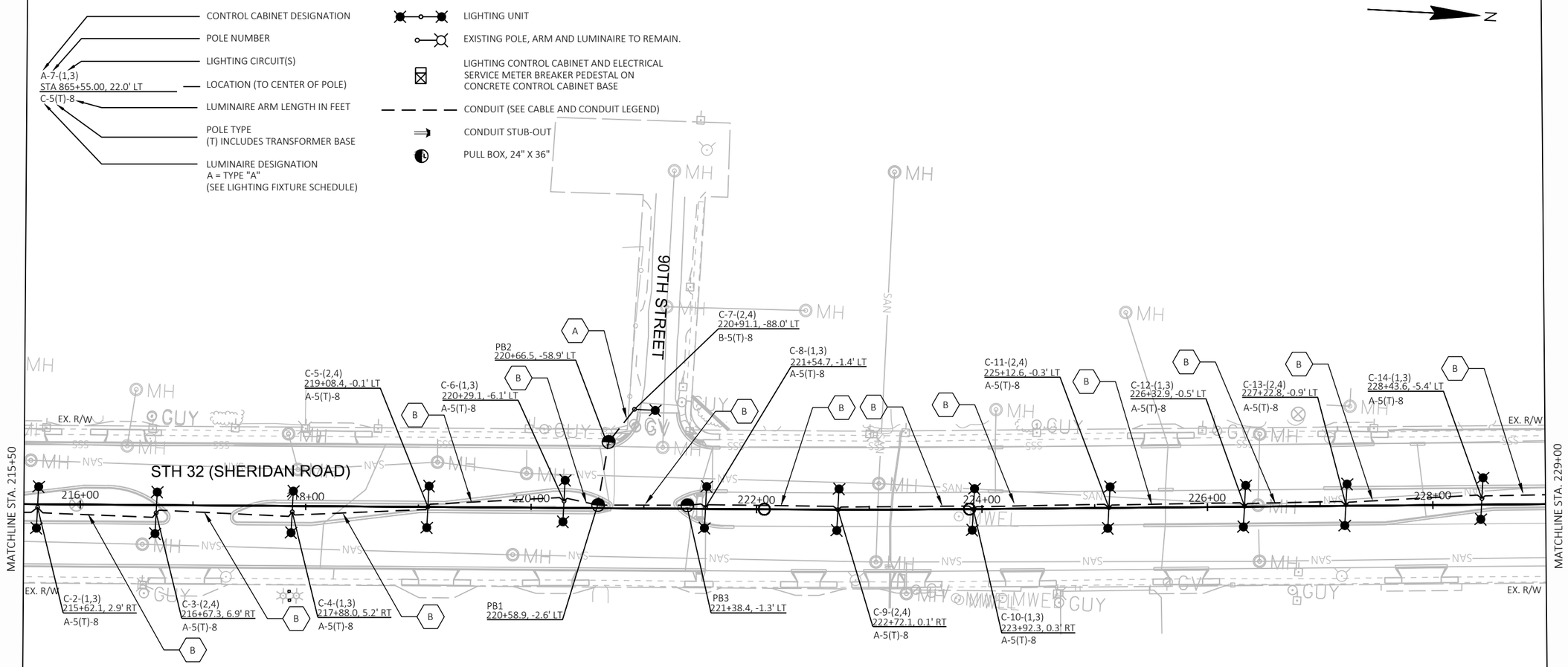
PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	LIGHTING PLAN	SHEET 109	E

LIGHTING LEGEND

- CONTROL CABINET DESIGNATION
- POLE NUMBER
- LIGHTING CIRCUIT(S)
- LOCATION (TO CENTER OF POLE)
- LUMINAIRE ARM LENGTH IN FEET
- POLE TYPE (T) INCLUDES TRANSFORMER BASE
- LUMINAIRE DESIGNATION A = TYPE "A" (SEE LIGHTING FIXTURE SCHEDULE)

A-7-(1,3)
STA 865+55.00, 22.0' LT
C-5(T)-8

- LIGHTING UNIT
- EXISTING POLE, ARM AND LUMINAIRE TO REMAIN.
- LIGHTING CONTROL CABINET AND ELECTRICAL SERVICE METER BREAKER PEDESTAL ON CONCRETE CONTROL CABINET BASE
- CONDUIT (SEE CABLE AND CONDUIT LEGEND)
- CONDUIT STUB-OUT
- PULL BOX, 24" X 36"



KEYED NOTE

1. EXISTING LIGHTING CONTROL CABINET TO REMAIN. FOR INFORMATION ONLY.
2. INTERCEPT EXITING CIRCUITS, SPLICE AND EXTEND TO NEW LIGHTING CONTROL PANEL "C". VERIFY WIRE SIZE PRIOR TO SPLICING.

CABLE AND CONDUIT LEGEND

- A: 2 #6 AWG AND 1 #6 GROUND IN 2" RIGID NONMETALLIC CONDUIT.
- B: 4 #6 AWG AND 1 #6 GROUND IN 2" RIGID NONMETALLIC CONDUIT.

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	LIGHTING PLAN	SHEET 110	E

LIGHTING LEGEND

- CONTROL CABINET DESIGNATION
- POLE NUMBER
- LIGHTING CIRCUIT(S)
- LOCATION (TO CENTER OF POLE)
- LUMINAIRE ARM LENGTH IN FEET
- POLE TYPE (T) INCLUDES TRANSFORMER BASE
- LUMINAIRE DESIGNATION A = TYPE "A" (SEE LIGHTING FIXTURE SCHEDULE)

A-7-(1,3)
STA 865+55.00, 22.0' LT
C-5(T)-8

- LIGHTING UNIT
- EXISTING POLE, ARM AND LUMINAIRE TO REMAIN.
- LIGHTING CONTROL CABINET AND ELECTRICAL SERVICE METER BREAKER PEDESTAL ON CONCRETE CONTROL CABINET BASE
- CONDUIT (SEE CABLE AND CONDUIT LEGEND)
- CONDUIT STUB-OUT
- PULL BOX, 24" X 36"

N

MATCHLINE STA. 229+00

MATCHLINE STA. 242+50

EX. R/W

C-15-(2,4)
229+63.7, -6.2' LT
A-5(T)-8

PB4
230+18.5, -8.0' LT

C-17-(2,4)
231+07.0, 5.5' RT
A-5(T)-8

C-18-(1,3)
232+14.3, 4.1' RT
A-5(T)-8

C-22-(1,3)
236+65.0, -6.6' LT
A-5(T)-8

C-23-(2,4)
237+85.1, 7.2' RT
A-5(T)-8

C-24-(1,3)
239+05.7, 3.8' RT
A-5(T)-8

230+00 232+00 234+00 236+00 238+00 240+00 242+00

STH 32 (SHERIDAN ROAD)

88TH PLACE

PB6
230+87.8, 73.5' RT

PB5
230+31.9, 81.1' RT

NEW LCC "C"
230+30.6, 106.7' RT

C-16-(1,3)
230+86.5, 87.5' RT
B-5(T)-8

C-19-(2,4)
233+25.1, 0.3' RT
A-5(T)-8

C-20-(1,3)
234+34.9, -2.5' LT
A-5(T)-8

C-21-(2,4)
235+44.5, -4.8' LT
A-5(T)-8

C-25-(2,4)
240+25.5, 1.9' RT
A-5(T)-8

C-26-(1,3)
241+44.5, -1.1' LT
A-5(T)-8

KEYED NOTE

1. EXISTING LIGHTING CONTROL CABINET TO REMAIN. FOR INFORMATION ONLY.
2. INTERCEPT EXITING CIRCUITS, SPLICE AND EXTEND TO NEW LIGHTING CONTROL PANEL "C". VERIFY WIRE SIZE PRIOR TO SPLICING.

CABLE AND CONDUIT LEGEND

- A: 2 #6 AWG AND 1 #6 GROUND IN 2" RIGID NONMETALLIC CONDUIT.
- B: 4 #6 AWG AND 1 #6 GROUND IN 2" RIGID NONMETALLIC CONDUIT.

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	LIGHTING PLAN	SHEET 111	E

FILE NAME : X:\ML\2019\20190032\CAD\TRANSPORTATION\DWG\SHEETSPLAN\023502_LP.DWG
LAYOUT NAME - 023503_lp

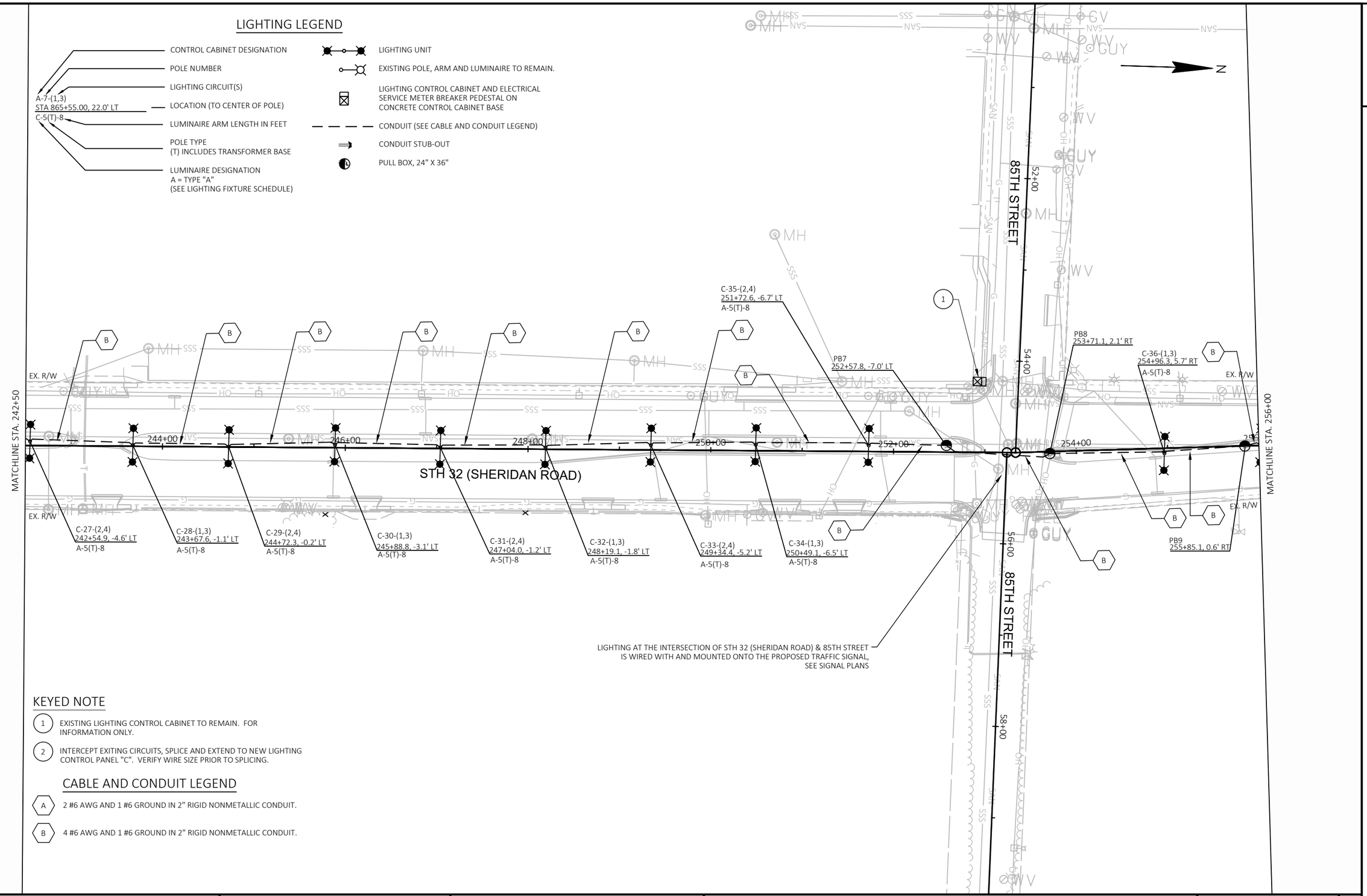
PLOT DATE : 5/27/2020 3:59 PM PLOT BY : BIEBERITZ, BEN PLOT NAME : PLOT SCALE : 1 IN:100 FT

LIGHTING LEGEND

- CONTROL CABINET DESIGNATION
- POLE NUMBER
- LIGHTING CIRCUIT(S)
- LOCATION (TO CENTER OF POLE)
- LUMINAIRE ARM LENGTH IN FEET
- POLE TYPE (T) INCLUDES TRANSFORMER BASE
- LUMINAIRE DESIGNATION A = TYPE "A" (SEE LIGHTING FIXTURE SCHEDULE)

A-7-(1,3)
STA 865+55.00, 22.0' LT
C-5(T)-8

- LIGHTING UNIT
- EXISTING POLE, ARM AND LUMINAIRE TO REMAIN.
- LIGHTING CONTROL CABINET AND ELECTRICAL SERVICE METER BREAKER PEDESTAL ON CONCRETE CONTROL CABINET BASE
- CONDUIT (SEE CABLE AND CONDUIT LEGEND)
- CONDUIT STUB-OUT
- PULL BOX, 24" X 36"



KEYED NOTE

1. EXISTING LIGHTING CONTROL CABINET TO REMAIN. FOR INFORMATION ONLY.
2. INTERCEPT EXITING CIRCUITS, SPLICE AND EXTEND TO NEW LIGHTING CONTROL PANEL "C". VERIFY WIRE SIZE PRIOR TO SPLICING.

CABLE AND CONDUIT LEGEND

- A: 2 #6 AWG AND 1 #6 GROUND IN 2" RIGID NONMETALLIC CONDUIT.
- B: 4 #6 AWG AND 1 #6 GROUND IN 2" RIGID NONMETALLIC CONDUIT.

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	LIGHTING PLAN	SHEET 112	E

2

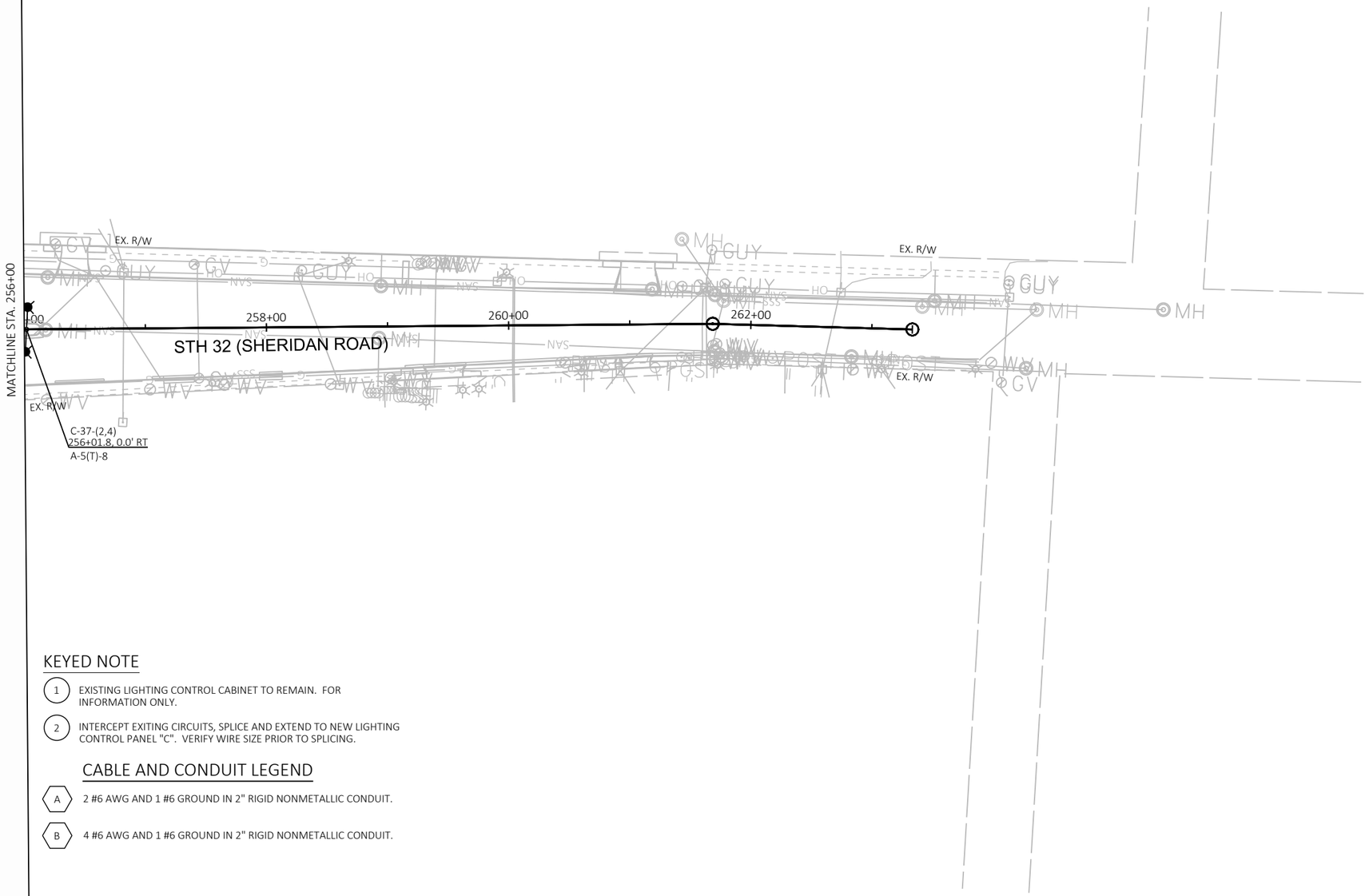
LIGHTING LEGEND

- CONTROL CABINET DESIGNATION
- POLE NUMBER
- LIGHTING CIRCUIT(S)
- LOCATION (TO CENTER OF POLE)
- LUMINAIRE ARM LENGTH IN FEET
- POLE TYPE (T) INCLUDES TRANSFORMER BASE
- LUMINAIRE DESIGNATION A = TYPE "A" (SEE LIGHTING FIXTURE SCHEDULE)

A-7-(1,3)
STA 865+55.00, 22.0' LT
C-5(T)-8

- LIGHTING UNIT
- EXISTING POLE, ARM AND LUMINAIRE TO REMAIN.
- LIGHTING CONTROL CABINET AND ELECTRICAL SERVICE METER BREAKER PEDESTAL ON CONCRETE CONTROL CABINET BASE
- CONDUIT (SEE CABLE AND CONDUIT LEGEND)
- CONDUIT STUB-OUT
- PULL BOX, 24" X 36"

N



KEYED NOTE

1. EXISTING LIGHTING CONTROL CABINET TO REMAIN. FOR INFORMATION ONLY.
2. INTERCEPT EXITING CIRCUITS, SPLICE AND EXTEND TO NEW LIGHTING CONTROL PANEL "C". VERIFY WIRE SIZE PRIOR TO SPLICING.

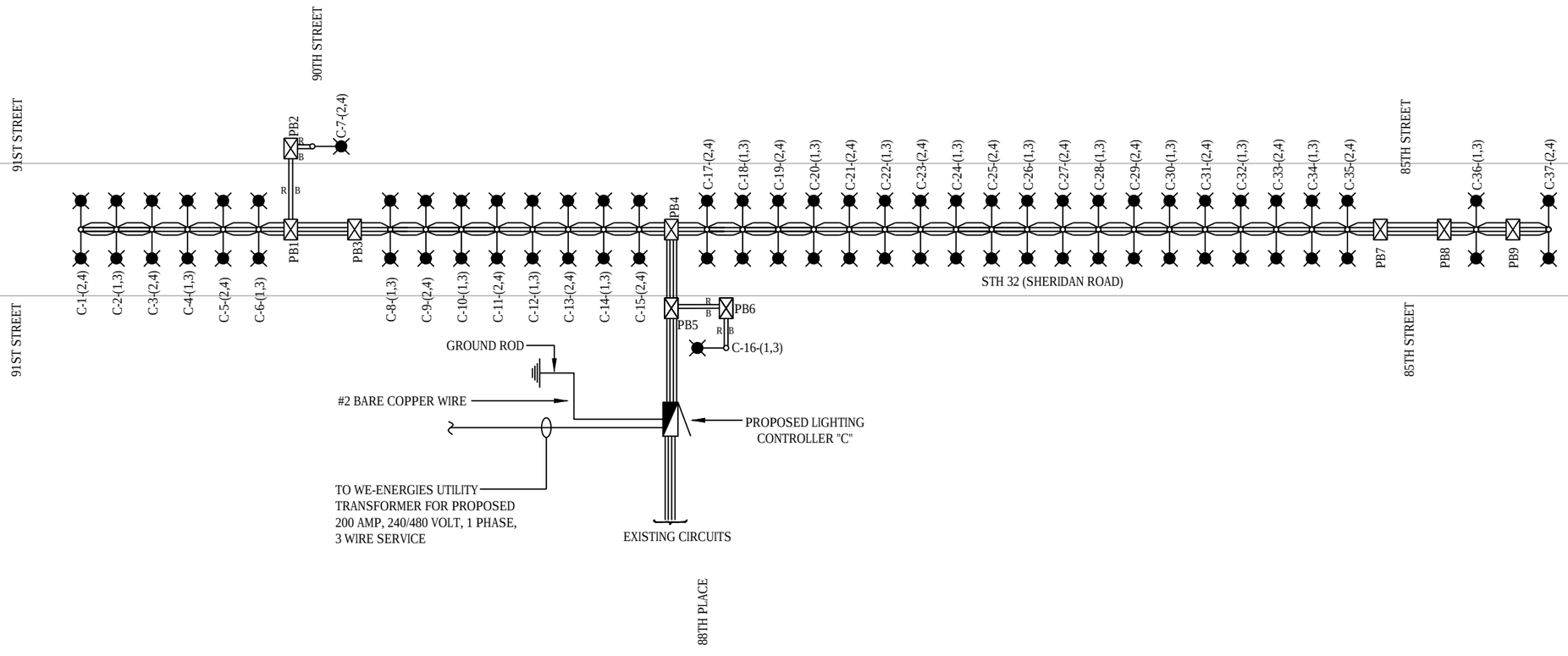
CABLE AND CONDUIT LEGEND

- A: 2 #6 AWG AND 1 #6 GROUND IN 2" RIGID NONMETALLIC CONDUIT.
- B: 4 #6 AWG AND 1 #6 GROUND IN 2" RIGID NONMETALLIC CONDUIT.

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	LIGHTING PLAN	SHEET 113	E

FILE NAME : X:\ML\2019\20190032\CAD\TRANSPORTATION\DWG\SHEETSPLAN\023502_LP.DWG
LAYOUT NAME - 023505_lp
PLOT DATE : 5/27/2020 3:59 PM
PLOT BY : BIEBERITZ, BEN
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2



PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	WIRING DIAGRAM	SHEET 114	E

LEGEND

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

NOTE: BOLD REPRESENTS EXISTING TO BE REMOVED
GRAYSHADE REPRESENTS EXISTING

N

STH 32 (SHERIDAN ROAD)

91ST STREET

R/W

PB8 PB4 PB3 PB2 PB1 PB5 PB6 PB7

SB1 SB2 SB3 SB4 SB5 SB6 SB7 SB8 SB9 SB10

CB1

GPS

ABANDON

210+00 211+00 212+00 213+00 214+00 215+00 216+00

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

3" 2-2" 1-5"

REMOVAL NOTES:

1. EXISTING CONDUIT RUNS TO BE ABANDONED IN PLACE. SOME CONDUIT MAY BE REUSED. SEE PERMANENT SIGNAL PLANS FOR LOCATIONS. CONTRACTOR TO REMOVE ANY CONDUCTORS REMAINING IN THE CONDUIT.
2. ABANDON LOOPS TO REMAIN IN PLACE. LOOP WIRE AND LEAD-IN CABLE TO BE REMOVED BY CONTRACTOR.
3. EVP EQUIPMENT SHALL BE SALVAGED.

TRAFFIC CONTROL SIGNAL
STH 32 & 91ST STREET
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO.

CITY CONTACT:
DESIGNED BY: GRAEF
REVISED BY:

PAGE 1 OF 1

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 115	E

FILE NAME : X:\MIL\2019\20190032\CAD\TRANSPORTATION\DWG\SHEETSPLAN\01_91ST STREET\024011_SP.DWG
LAYOUT NAME - 024011_sp

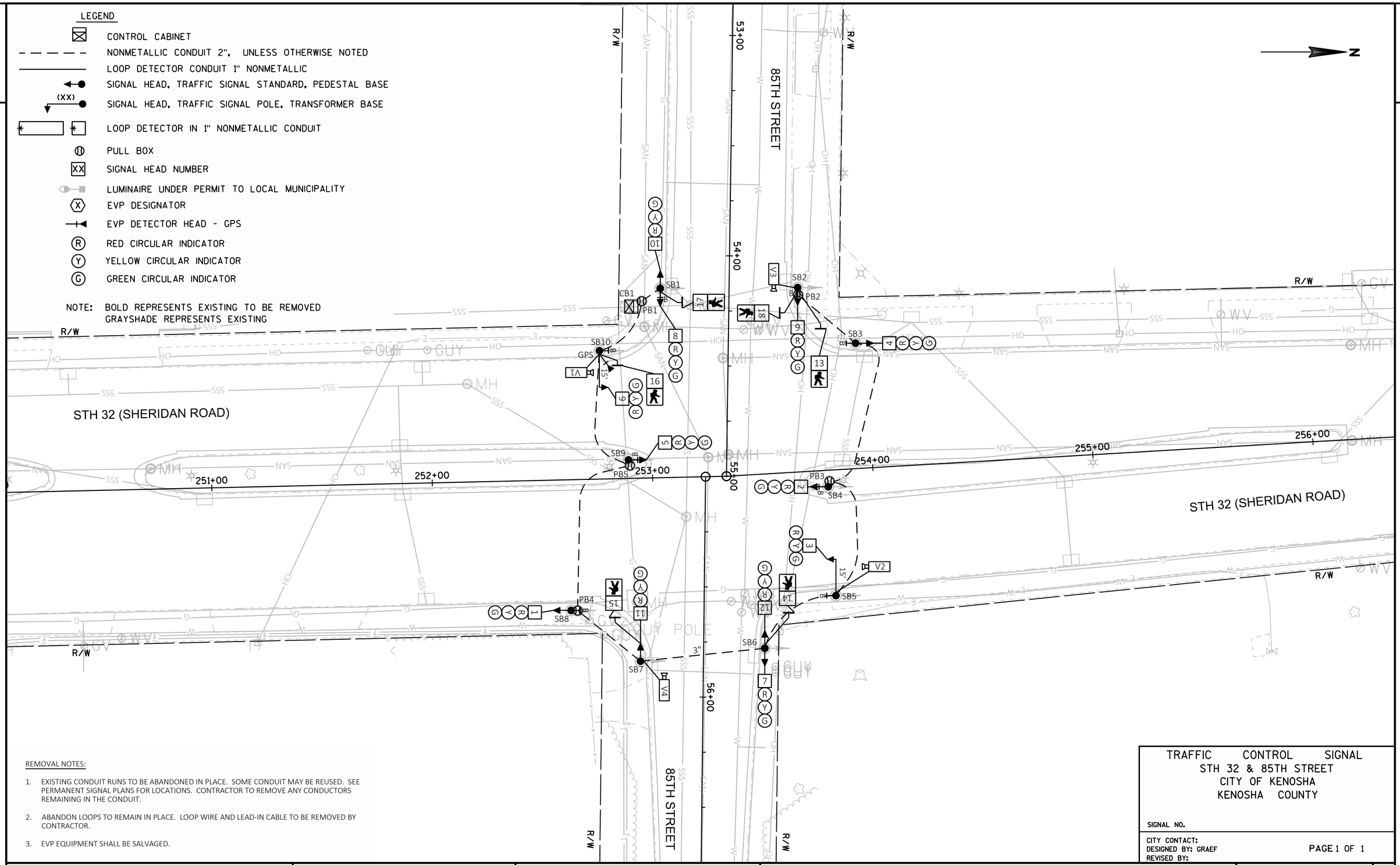
PLOT DATE : 1/17/2020 9:23 AM PLOT BY : BIEBERITZ, BENJAMIN J. PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

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

NOTE: BOLD REPRESENTS EXISTING TO BE REMOVED
GRAYSHADE REPRESENTS EXISTING



REMOVAL NOTES:

1. EXISTING CONDUIT RUNS TO BE ABANDONED IN PLACE. SOME CONDUIT MAY BE REUSED. SEE PERMANENT SIGNAL PLANS FOR LOCATIONS. CONTRACTOR TO REMOVE ANY CONDUCTORS REMAINING IN THE CONDUIT.
2. ABANDON LOOPS TO REMAIN IN PLACE. LOOP WIRE AND LEAD-IN CABLE TO BE REMOVED BY CONTRACTOR.
3. EVP EQUIPMENT SHALL BE SALVAGED.

TRAFFIC CONTROL SIGNAL
STH 32 & 85TH STREET
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO.

CITY CONTACT:
DESIGNED BY: GRAEF
REVISED BY:

PAGE 1 OF 1

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 116	E

FILE NAME : X:\ML\2019\20190032\CAD\TRANSPORTATION\DWG\SHEETSPLAN\02_85TH STREET\024011_SP.DWG
LAYOUT NAME - 024011_sp
PLOT DATE : 1/17/2020 9:40 AM PLOT BY : BIEBERITZ, BENJAMIN J. PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

LEGEND

- CLASS 4 WOOD POLE
- 4X4 WOOD POST
- CABLE - OVERHEAD
- SIGNAL HEAD, OVERHEAD MOUNT
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- RA RED ARROW
- YA YELLOW ARROW
- GA GREEN ARROW
- TEMPORARY LUMINAIRE
- Y YIELD SIGN
- DON'T WALK INDICATOR 16" / WALK INDICATOR 16"
- TRAFFIC SIGNAL HEAD TO BE COVERED AND DE-ENERGIZED
- VX NON-INTRUSIVE DETECTION ZONE

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

SUMMARY	
SPAN WIRE	569 LF
CLASS 4 WOOD POLE	8 EACH
4X4 WOOD POST	3 EACH
SIGNAL HEADS	16 EACH
PEDESTRIAN HEADS	4 EACH
TEMPORARY SIGNAL CABINET AND CONTROLLER	1 EACH

N

STH 32 (SHERIDAN ROAD)

91ST STREET

R/W

WP1 WP2 WP3 WP4 WP5 WP6 WP7 WP8 WP9 WP10 WP11 WP12 WP13

SEE NOTE 5

V1 V2 V3 V4

14+00 16+00

210+00 211+00 212+00 213+00 214+00 215+00 216+00

250' TO NEAR RIGHT SIGNAL

CONSTRUCTION NOTES:

1. FINAL LOCATION OF SIGNAL POLES, SIGNAL CABINET, AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.
2. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
3. ALL NEAR RIGHT TRAFFIC SIGNAL HEADS SHALL BE PLACED BETWEEN THE SPAN WIRE AND TETHER WIRE.
4. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
5. LOWER SPAN WIRE TO 12-FT MINIMUM ABOVE GROUND BETWEEN ADJACENT WOOD POLES TO AVOID OVERHEAD LINES, IF NECESSARY. FIELD ADJUST AS NEEDED.
6. ALL EXISTING SIGNAL HEADS SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC IMMEDIATELY AFTER TURNING ON TEMPORARY SIGNALS.
7. POLES AND POSTS INSTALLED BEHIND CURBS SHALL BE OFFSET A MINIMUM OF 2 FEET FROM THE FACE OF CURB TO THE SIDE OF THE POLE OR POST.
8. ADJUST TEMPORARY SIGNALS WITHIN EACH CONSTRUCTION STAGE AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.

TRAFFIC CONTROL SIGNAL
STH 32 & 91ST STREET
CITY OF KENOSHA
KENOSHA COUNTY

CABINET TYPE: TEMP
SIGNAL NO. CONTROLLER TYPE: TEMP

CITY CONTACT:
DESIGNED BY: GRAEF
REVISED BY:

PAGE 1 OF 4

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 1	SHEET 117	E

FILE NAME : X:\ML\2019\20190032\CAD\TRANSPORTATION\DWG\SHEETSPLAN\01_91ST STREET\024001_SP.DWG
LAYOUT NAME - 024001_sp
PLOT DATE : 1/30/2020 7:10 PM PLOT BY : BIEBERITZ, BEN PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- CLASS 4 WOOD POLE
- 4X4 WOOD POST
- CABLE - OVERHEAD
- SIGNAL HEAD, OVERHEAD MOUNT
- XX — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- R — RED ARROW
- Y — YELLOW ARROW
- G — GREEN ARROW
- TEMPORARY LUMINAIRE
- Y — YIELD SIGN
- DON'T WALK INDICATOR 16"
  WALK INDICATOR 16"
- TRAFFIC SIGNAL HEAD TO BE COVERED AND DE-ENERGIZED
- VX — NON-INTRUSIVE DETECTION ZONE

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

SUMMARY	
SPAN WIRE	569 LF
CLASS 4 WOOD POLE	8 EACH
4X4 WOOD POST	3 EACH
SIGNAL HEADS	16 EACH
PEDESTRIAN HEADS	4 EACH
TEMPORARY SIGNAL CABINET AND CONTROLLER	1 EACH

N

91ST STREET

STH 32 (SHERIDAN ROAD)

250' TO NEAR RIGHT SIGNAL

WP1 WP2 WP3 WP4 WP5 WP6 WP7 WP8 WP9 WP10 WP11 WP12 WP13

SEE NOTE 5

210+00 211+00 212+00 213+00 214+00 215+00 216+00 217+00 218+00

R/W

CONSTRUCTION NOTES:

1. FINAL LOCATION OF SIGNAL POLES, SIGNAL CABINET, AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.
2. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
3. ALL NEAR RIGHT TRAFFIC SIGNAL HEADS SHALL BE PLACED BETWEEN THE SPAN WIRE AND TETHER WIRE.
4. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
5. LOWER SPAN WIRE TO 12-FT MINIMUM ABOVE GROUND BETWEEN ADJACENT WOOD POLES TO AVOID OVERHEAD LINES, IF NECESSARY. FIELD ADJUST AS NEEDED.
6. ALL EXISTING SIGNAL HEADS SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC IMMEDIATELY AFTER TURNING ON TEMPORARY SIGNALS.
7. POLES AND POSTS INSTALLED BEHIND CURBS SHALL BE OFFSET A MINIMUM OF 2 FEET FROM THE FACE OF CURB TO THE SIDE OF THE POLE OR POST.
8. ADJUST TEMPORARY SIGNALS WITHIN EACH CONSTRUCTION STAGE AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.

TRAFFIC CONTROL SIGNAL
STH 32 & 91ST STREET
CITY OF KENOSHA
KENOSHA COUNTY

CABINET TYPE: TEMP
SIGNAL NO. CONTROLLER TYPE: TEMP

CITY CONTACT:
DESIGNED BY: GRAEF
REVISED BY:

PAGE 2 OF 4

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2	SHEET 118	E

LEGEND

- CLASS 4 WOOD POLE
- 4X4 WOOD POST
- CABLE - OVERHEAD
- SIGNAL HEAD, OVERHEAD MOUNT
- XX — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- R — RED ARROW
- Y — YELLOW ARROW
- G — GREEN ARROW
- TEMPORARY LUMINAIRE
- Y — YIELD SIGN
- DON'T WALK INDICATOR 16" / WALK INDICATOR 16"
- TRAFFIC SIGNAL HEAD TO BE COVERED AND DE-ENERGIZED
- VX — NON-INTRUSIVE DETECTION ZONE

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

SUMMARY	
SPAN WIRE	569 LF
CLASS 4 WOOD POLE	8 EACH
4X4 WOOD POST	4 EACH
SIGNAL HEADS	16 EACH
PEDESTRIAN HEADS	4 EACH
TEMPORARY SIGNAL CABINET AND CONTROLLER	1 EACH

N

91ST STREET

STH 32 (SHERIDAN ROAD)

WP1 WP2 WP3 WP4 WP5 WP6 WP7 WP8 WP9 WP10 WP10A WP11 WP12 WP13

SEE NOTE 5

210+00 211+00 212+00 213+00 214+00 215+00 216+00 14+00 15+00

250' TO NEAR RIGHT SIGNAL

R/W

CONSTRUCTION NOTES:

1. FINAL LOCATION OF SIGNAL POLES, SIGNAL CABINET, AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.
2. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
3. ALL NEAR RIGHT TRAFFIC SIGNAL HEADS SHALL BE PLACED BETWEEN THE SPAN WIRE AND TETHER WIRE.
4. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
5. LOWER SPAN WIRE TO 12-FT MINIMUM ABOVE GROUND BETWEEN ADJACENT WOOD POLES TO AVOID OVERHEAD LINES, IF NECESSARY. FIELD ADJUST AS NEEDED.
6. ALL EXISTING SIGNAL HEADS SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC IMMEDIATELY AFTER TURNING ON TEMPORARY SIGNALS.
7. POLES AND POSTS INSTALLED BEHIND CURBS SHALL BE OFFSET A MINIMUM OF 2 FEET FROM THE FACE OF CURB TO THE SIDE OF THE POLE OR POST.
8. ADJUST TEMPORARY SIGNALS WITHIN EACH CONSTRUCTION STAGE AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.

TRAFFIC CONTROL SIGNAL
STH 32 & 91ST STREET
CITY OF KENOSHA
KENOSHA COUNTY

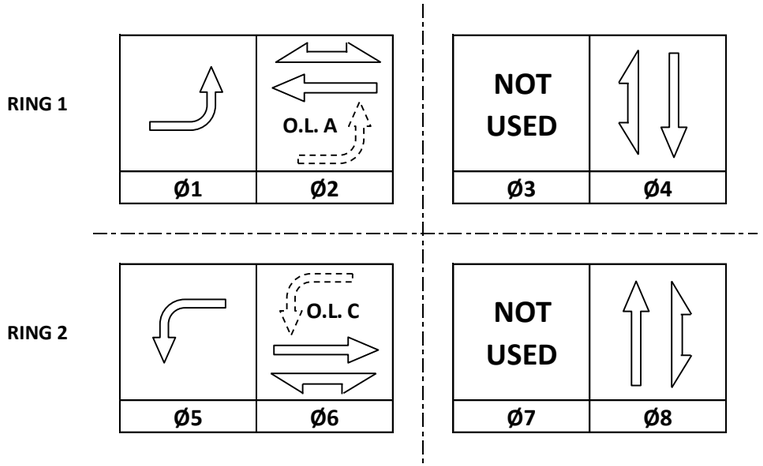
CABINET TYPE: TEMP
SIGNAL NO. CONTROLLER TYPE: TEMP

CITY CONTACT:
DESIGNED BY: GRAEF
REVISED BY:

PAGE 3 OF 4

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3	SHEET 119	E

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



CONTROLLER LOGIC

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

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

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	
GTT (GPS)	
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTION	

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13	19	17	23	21	27	25	31	29	DETECTOR INPUT
PLAN LOOP DETECTOR*(S)	11	42	51	82													PLAN LOOP DETECTOR*(S)
ASSIGNED PHASE	1	4	5	8													ASSIGNED PHASE
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OPERATION MODE
SWITCH																	SWITCH
EXTEND																	EXTEND
DELAY		X		X													DELAY

DETECTOR INPUT	4	2	8	6	12	10	16	14	20	18	24	22	28	26	32	30	DETECTOR INPUT
PLAN LOOP DETECTOR*(S)	21	43	61	83													PLAN LOOP DETECTOR*(S)
ASSIGNED PHASE	2	4	6	8													ASSIGNED PHASE
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OPERATION MODE
SWITCH																	SWITCH
EXTEND																	EXTEND
DELAY																	DELAY

STH 32 (SHERIDAN ROAD) & 91ST STREET
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO: CABINET TYPE: TEMP
CONTROLLER TYPE: TEMP
DATE: 01/20 PAGE NO. 4 OF 4

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	TEMPORARY SEQUENCE OF OPERATIONS	SHEET NO: 120	E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

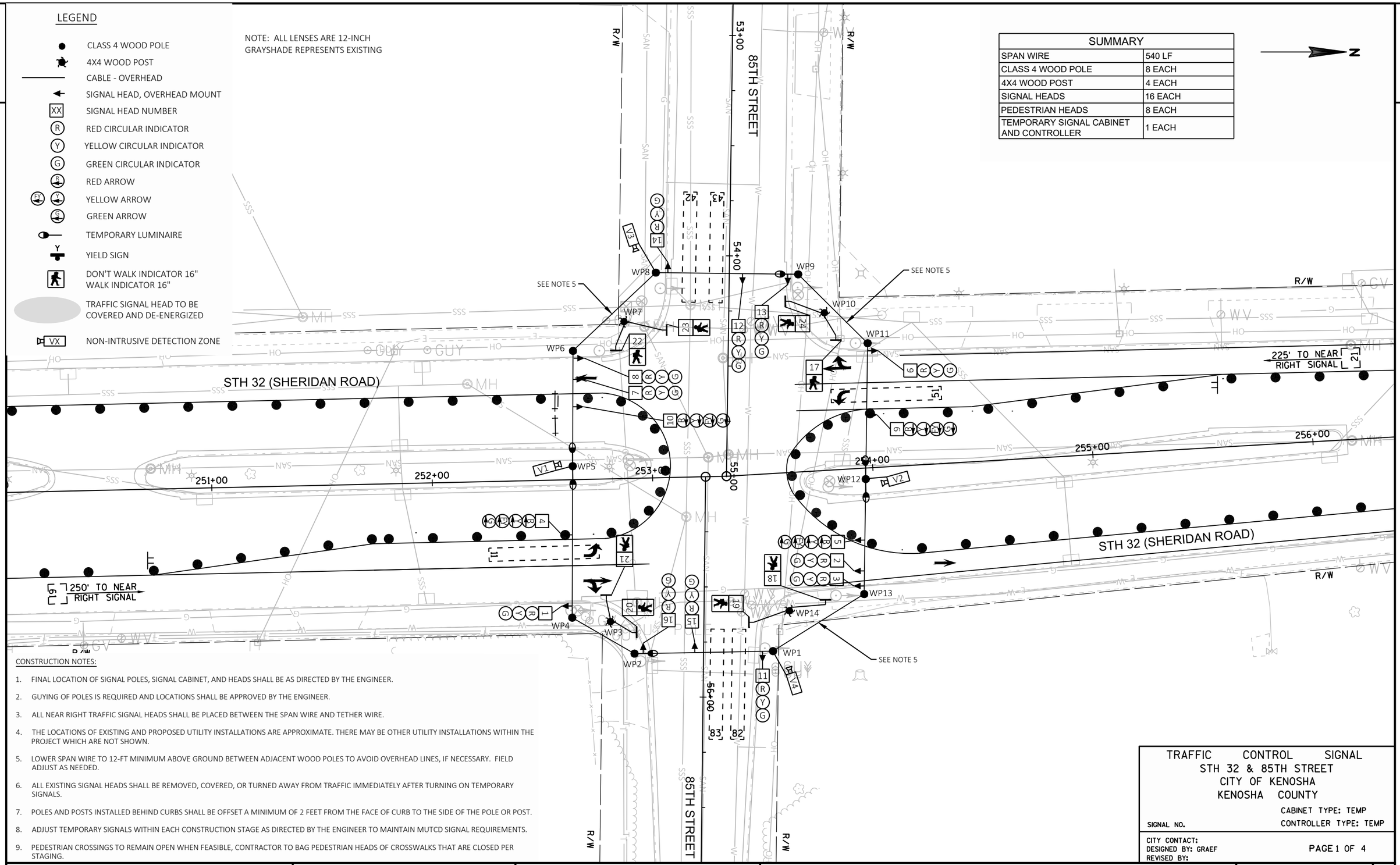
LEGEND

- CLASS 4 WOOD POLE
- 4X4 WOOD POST
- CABLE - OVERHEAD
- SIGNAL HEAD, OVERHEAD MOUNT
- XX — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- R — RED ARROW
- Y — YELLOW ARROW
- G — GREEN ARROW
- TEMPORARY LUMINAIRE
- Y — YIELD SIGN
- DON'T WALK INDICATOR 16" / WALK INDICATOR 16"
- TRAFFIC SIGNAL HEAD TO BE COVERED AND DE-ENERGIZED
- VX — NON-INTRUSIVE DETECTION ZONE

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

SUMMARY	
SPAN WIRE	540 LF
CLASS 4 WOOD POLE	8 EACH
4X4 WOOD POST	4 EACH
SIGNAL HEADS	16 EACH
PEDESTRIAN HEADS	8 EACH
TEMPORARY SIGNAL CABINET AND CONTROLLER	1 EACH

N



CONSTRUCTION NOTES:

1. FINAL LOCATION OF SIGNAL POLES, SIGNAL CABINET, AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.
2. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
3. ALL NEAR RIGHT TRAFFIC SIGNAL HEADS SHALL BE PLACED BETWEEN THE SPAN WIRE AND TETHER WIRE.
4. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
5. LOWER SPAN WIRE TO 12-FT MINIMUM ABOVE GROUND BETWEEN ADJACENT WOOD POLES TO AVOID OVERHEAD LINES, IF NECESSARY. FIELD ADJUST AS NEEDED.
6. ALL EXISTING SIGNAL HEADS SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC IMMEDIATELY AFTER TURNING ON TEMPORARY SIGNALS.
7. POLES AND POSTS INSTALLED BEHIND CURBS SHALL BE OFFSET A MINIMUM OF 2 FEET FROM THE FACE OF CURB TO THE SIDE OF THE POLE OR POST.
8. ADJUST TEMPORARY SIGNALS WITHIN EACH CONSTRUCTION STAGE AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.
9. PEDESTRIAN CROSSINGS TO REMAIN OPEN WHEN FEASIBLE, CONTRACTOR TO BAG PEDESTRIAN HEADS OF CROSSWALKS THAT ARE CLOSED PER STAGING.

TRAFFIC CONTROL SIGNAL
STH 32 & 85TH STREET
CITY OF KENOSHA
KENOSHA COUNTY

CABINET TYPE: TEMP
SIGNAL NO. CONTROLLER TYPE: TEMP

CITY CONTACT:
DESIGNED BY: GRAEF
REVISED BY:

PAGE 1 OF 4

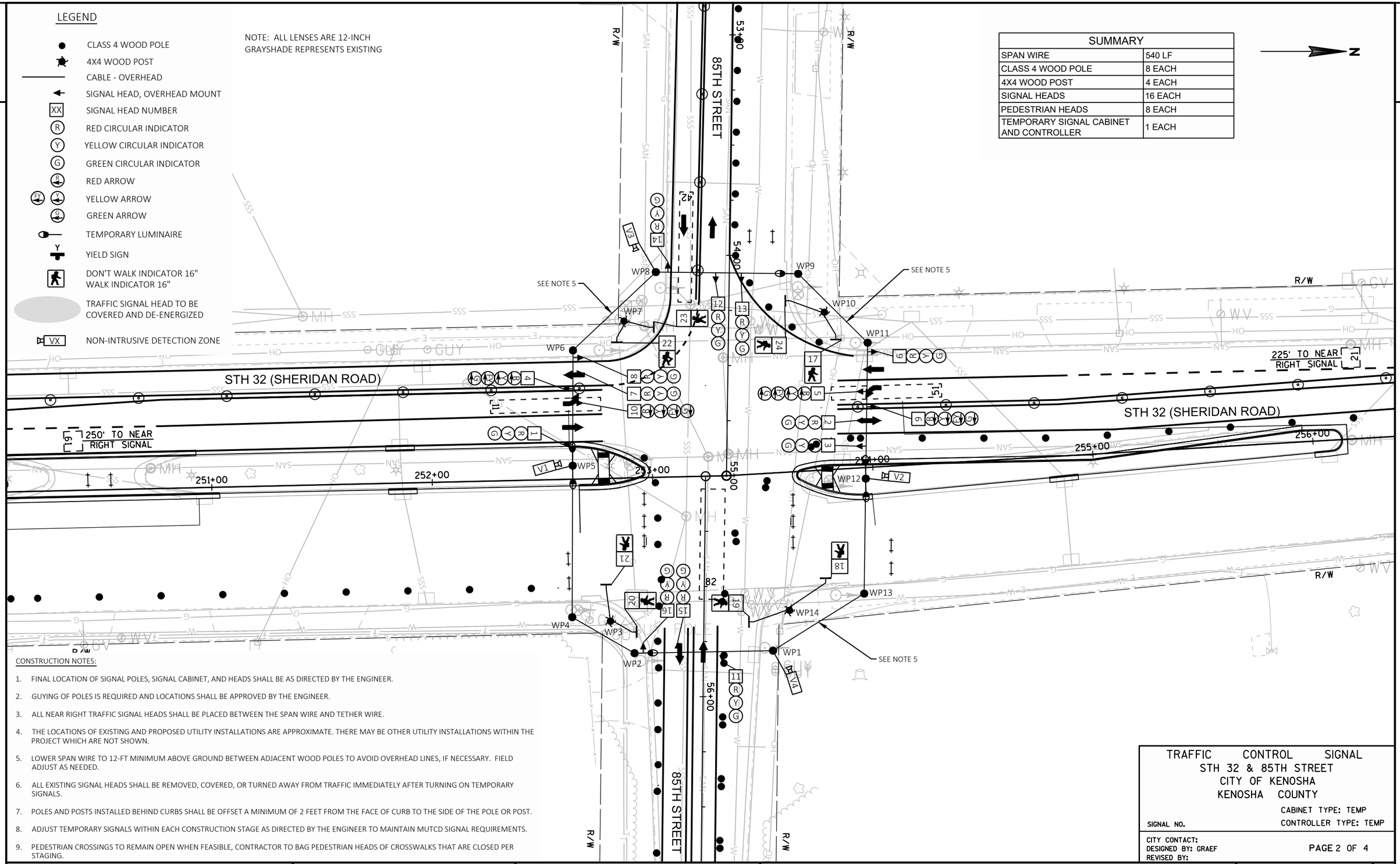
PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 1	SHEET 121	E

LEGEND

- CLASS 4 WOOD POLE
- 4X4 WOOD POST
- CABLE - OVERHEAD
- SIGNAL HEAD, OVERHEAD MOUNT
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- R RED ARROW
- Y YELLOW ARROW
- G GREEN ARROW
- TEMPORARY LUMINAIRE
- Y YIELD SIGN
- DON'T WALK INDICATOR 16" / WALK INDICATOR 16"
- TRAFFIC SIGNAL HEAD TO BE COVERED AND DE-ENERGIZED
- VX NON-INTRUSIVE DETECTION ZONE

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

SUMMARY	
SPAN WIRE	540 LF
CLASS 4 WOOD POLE	8 EACH
4X4 WOOD POST	4 EACH
SIGNAL HEADS	16 EACH
PEDESTRIAN HEADS	8 EACH
TEMPORARY SIGNAL CABINET AND CONTROLLER	1 EACH



CONSTRUCTION NOTES:

1. FINAL LOCATION OF SIGNAL POLES, SIGNAL CABINET, AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.
2. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
3. ALL NEAR RIGHT TRAFFIC SIGNAL HEADS SHALL BE PLACED BETWEEN THE SPAN WIRE AND TETHER WIRE.
4. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
5. LOWER SPAN WIRE TO 12-FT MINIMUM ABOVE GROUND BETWEEN ADJACENT WOOD POLES TO AVOID OVERHEAD LINES, IF NECESSARY. FIELD ADJUST AS NEEDED.
6. ALL EXISTING SIGNAL HEADS SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC IMMEDIATELY AFTER TURNING ON TEMPORARY SIGNALS.
7. POLES AND POSTS INSTALLED BEHIND CURBS SHALL BE OFFSET A MINIMUM OF 2 FEET FROM THE FACE OF CURB TO THE SIDE OF THE POLE OR POST.
8. ADJUST TEMPORARY SIGNALS WITHIN EACH CONSTRUCTION STAGE AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.
9. PEDESTRIAN CROSSINGS TO REMAIN OPEN WHEN FEASIBLE, CONTRACTOR TO BAG PEDESTRIAN HEADS OF CROSSWALKS THAT ARE CLOSED PER STAGING.

TRAFFIC CONTROL SIGNAL
STH 32 & 85TH STREET
CITY OF KENOSHA
KENOSHA COUNTY

CABINET TYPE: TEMP
SIGNAL NO. CONTROLLER TYPE: TEMP

CITY CONTACT:
DESIGNED BY: GRAEF
REVISED BY:

PAGE 2 OF 4

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2	SHEET 122	E

FILE NAME : X:\MIL\2019\20190032\CAD\TRANSPORTATION\DWG\SHEETSPLAN\02_85TH STREET\024002_SP.DWG
LAYOUT NAME - 024001_sp
PLOT DATE : 1/30/2020 7:12 PM PLOT BY : BIEBERITZ, BEN PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

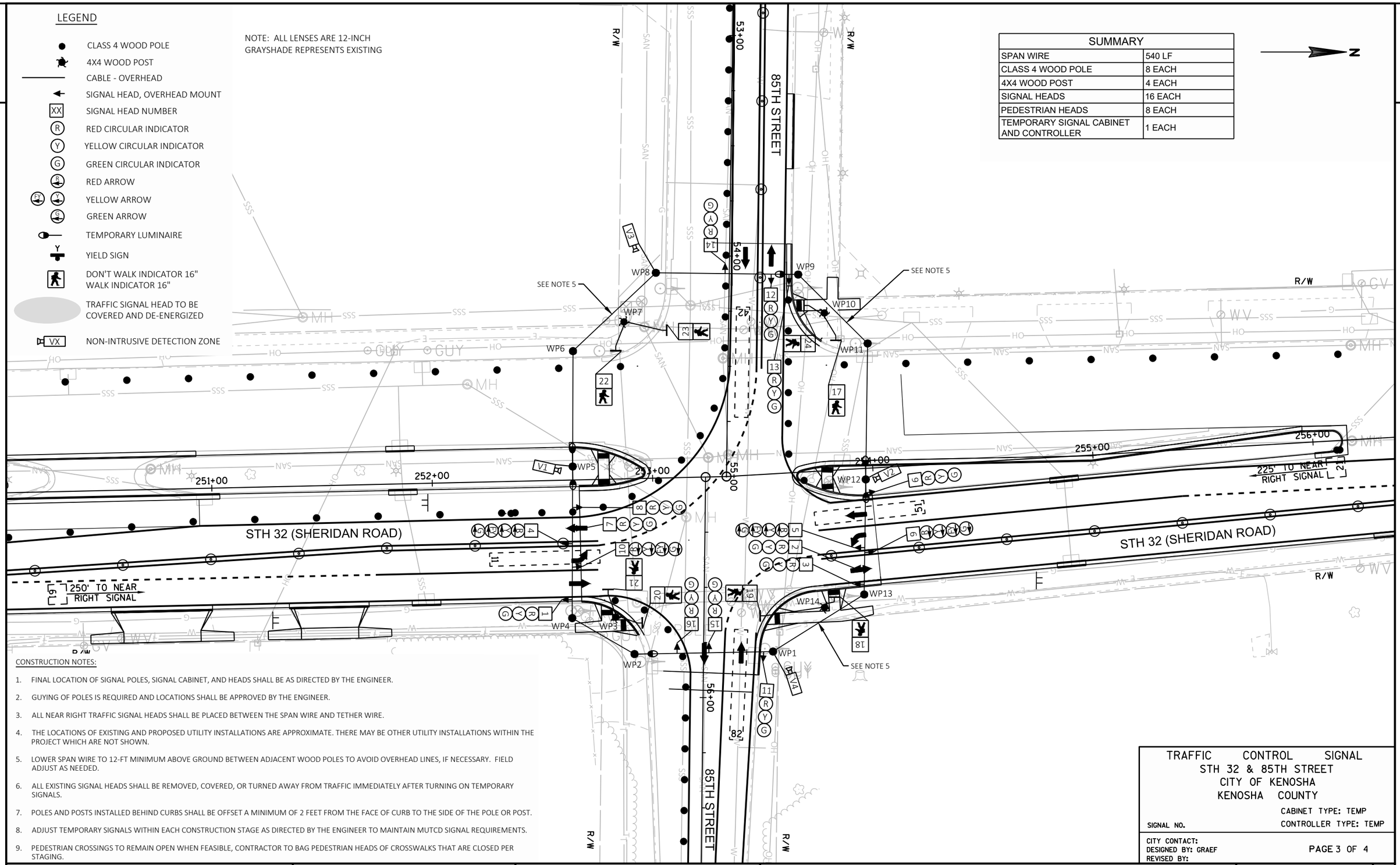
LEGEND

- CLASS 4 WOOD POLE
- 4X4 WOOD POST
- CABLE - OVERHEAD
- SIGNAL HEAD, OVERHEAD MOUNT
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- R RED ARROW
- Y YELLOW ARROW
- G GREEN ARROW
- TEMPORARY LUMINAIRE
- Y YIELD SIGN
- DON'T WALK INDICATOR 16" / WALK INDICATOR 16"
- TRAFFIC SIGNAL HEAD TO BE COVERED AND DE-ENERGIZED
- VX NON-INTRUSIVE DETECTION ZONE

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

SUMMARY	
SPAN WIRE	540 LF
CLASS 4 WOOD POLE	8 EACH
4X4 WOOD POST	4 EACH
SIGNAL HEADS	16 EACH
PEDESTRIAN HEADS	8 EACH
TEMPORARY SIGNAL CABINET AND CONTROLLER	1 EACH

N



CONSTRUCTION NOTES:

1. FINAL LOCATION OF SIGNAL POLES, SIGNAL CABINET, AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.
2. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
3. ALL NEAR RIGHT TRAFFIC SIGNAL HEADS SHALL BE PLACED BETWEEN THE SPAN WIRE AND TETHER WIRE.
4. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
5. LOWER SPAN WIRE TO 12-FT MINIMUM ABOVE GROUND BETWEEN ADJACENT WOOD POLES TO AVOID OVERHEAD LINES, IF NECESSARY. FIELD ADJUST AS NEEDED.
6. ALL EXISTING SIGNAL HEADS SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC IMMEDIATELY AFTER TURNING ON TEMPORARY SIGNALS.
7. POLES AND POSTS INSTALLED BEHIND CURBS SHALL BE OFFSET A MINIMUM OF 2 FEET FROM THE FACE OF CURB TO THE SIDE OF THE POLE OR POST.
8. ADJUST TEMPORARY SIGNALS WITHIN EACH CONSTRUCTION STAGE AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.
9. PEDESTRIAN CROSSINGS TO REMAIN OPEN WHEN FEASIBLE, CONTRACTOR TO BAG PEDESTRIAN HEADS OF CROSSWALKS THAT ARE CLOSED PER STAGING.

TRAFFIC CONTROL SIGNAL
STH 32 & 85TH STREET
CITY OF KENOSHA
KENOSHA COUNTY

CABINET TYPE: TEMP
SIGNAL NO. CONTROLLER TYPE: TEMP

CITY CONTACT:
DESIGNED BY: GRAEF
REVISED BY:

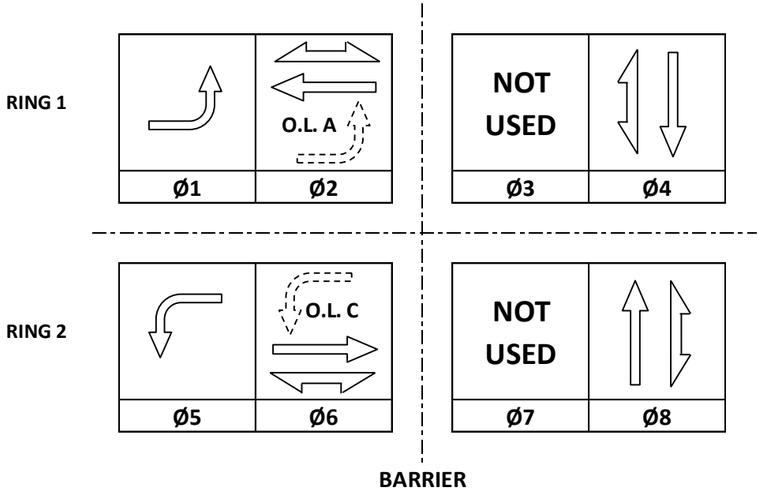
PAGE 3 OF 4

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3	SHEET 123	E

FILE NAME : X:\ML\2019\20190032\CAD\TRANSPORTATION\DWG\SHEETSPLAN\02_85TH STREET\024003_SP.DWG
LAYOUT NAME - 024001_sp
PLOT DATE : 1/30/2020 7:12 PM PLOT BY : BIEBERITZ, BEN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

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



CONTROLLER LOGIC

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

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

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	
GTT (GPS)	
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTION	

N

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR*(S)	11	42	51	82				
ASSIGNED PHASE	1	4	5	8				
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
SWITCH								
EXTEND								
DELAY		X		X				

19	17	23	21	27	25	31	29	DETECTOR INPUT
								PLAN LOOP DETECTOR*(S)
								ASSIGNED PHASE
VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OPERATION MODE
								SWITCH
								EXTEND
								DELAY

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)	21	43	61	83				
ASSIGNED PHASE	2	4	6	8				
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
SWITCH								
EXTEND								
DELAY								

20	18	24	22	28	26	32	30	DETECTOR INPUT
								PLAN LOOP DETECTOR*(S)
								ASSIGNED PHASE
VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OPERATION MODE
								SWITCH
								EXTEND
								DELAY

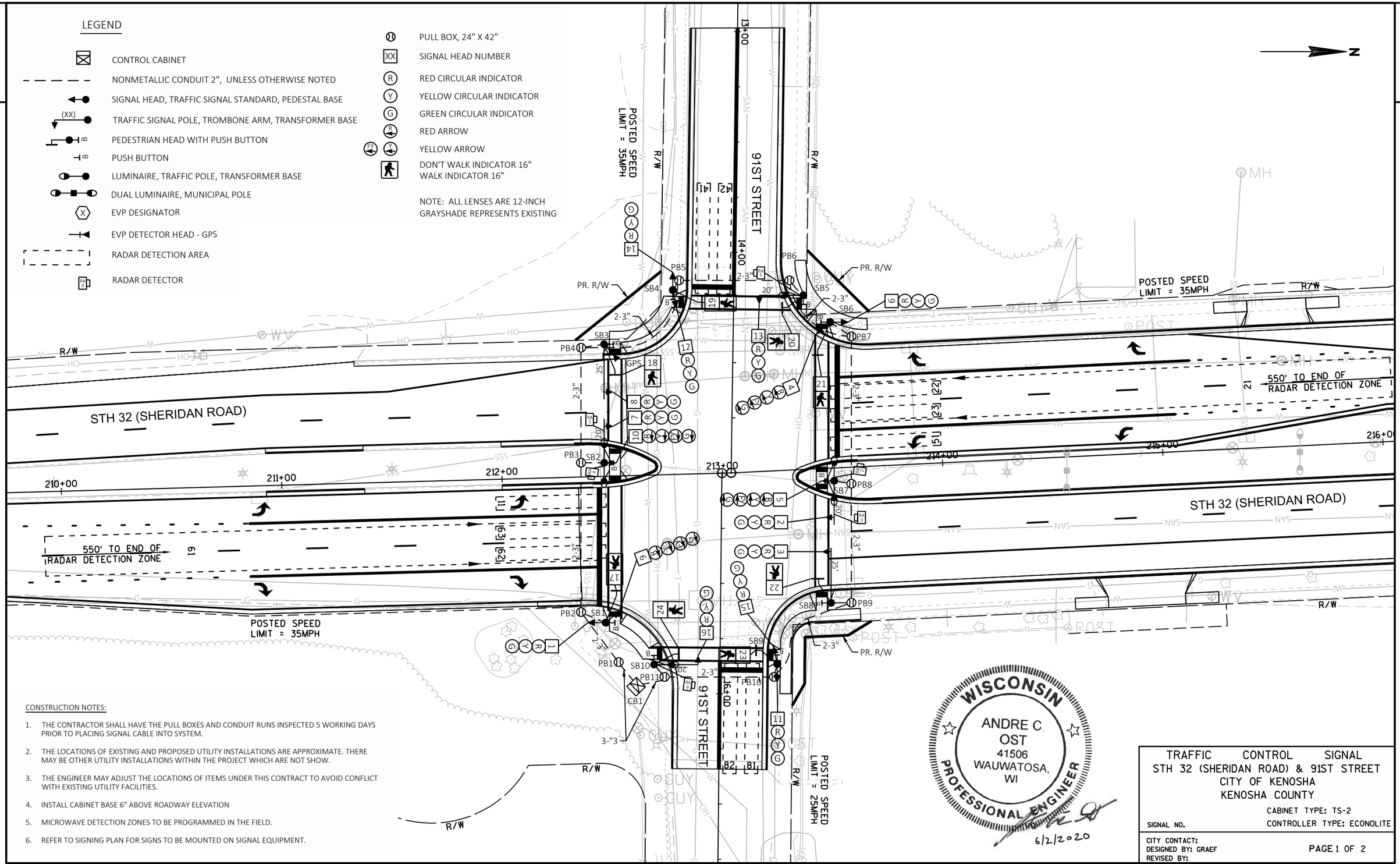
STH 32 (SHERIDAN ROAD) & 85TH STREET
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO: CABINET TYPE: TEMP
CONTROLLER TYPE: TEMP
DATE: 01/20 PAGE NO. 4 OF 4

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) TRAFFIC SIGNAL POLE, TROMBONE ARM, TRANSFORMER BASE
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- DUAL LUMINAIRE, MUNICIPAL POLE
- EVP DESIGNATOR
- EVP DETECTOR HEAD - GPS
- RADAR DETECTION AREA
- RADAR DETECTOR
- PULL BOX, 24" X 42"
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- DON'T WALK INDICATOR 16"
  WALK INDICATOR 16"

NOTE: ALL LENSES ARE 12-INCH
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.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOW.
3. THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
4. INSTALL CABINET BASE 6" ABOVE ROADWAY ELEVATION
5. MICROWAVE DETECTION ZONES TO BE PROGRAMMED IN THE FIELD.
6. REFER TO SIGNING PLAN FOR SIGNS TO BE MOUNTED ON SIGNAL EQUIPMENT.

WISCONSIN
ANDRE C OST
41506
WAUWATOSA, WI
PROFESSIONAL ENGINEER
6/2/2020

TRAFFIC CONTROL SIGNAL
STH 32 (SHERIDAN ROAD) & 91ST STREET
CITY OF KENOSHA
KENOSHA COUNTY

CABINET TYPE: TS-2
SIGNAL NO. CONTROLLER TYPE: ECONOLITE

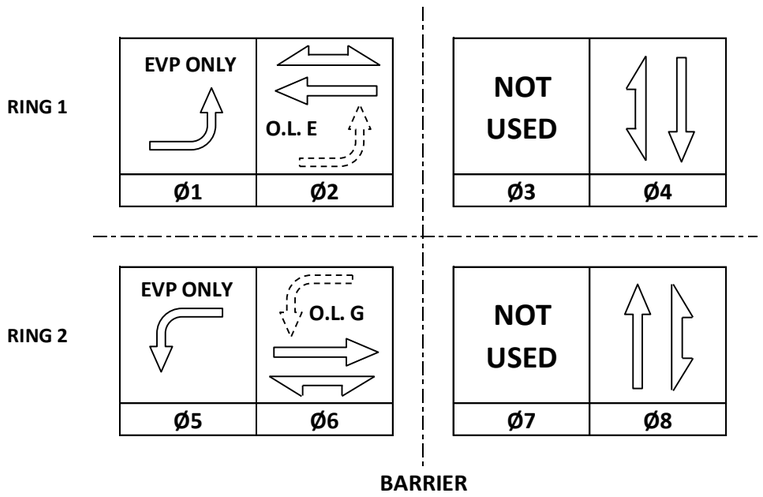
CITY CONTACT:
DESIGNED BY: GRAEF
REVISED BY:

PAGE 1 OF 2

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	TRAFFIC SIGNAL PLAN	SHEET 125	E

FILE NAME : X:\ML\2019\20190032\CAD\TRANSPORTATION\DWG\SHEETSPLAN\01_91ST STREET\024021_SP.DWG
LAYOUT NAME - 024021_sp
PLOT DATE : 5/27/2020 3:56 PM PLOT BY : BIEBERITZ, BEN PLOT NAME : PLOT SCALE : 1 IN:40 FT

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



CONTROLLER LOGIC

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B	C	D
MOVEMENT				
PHASE	6+1	2+5	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	X
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	

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	X
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTION	

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR*(S)	11	42	51	82				
CALLED PHASE	1	4	5	8				
CALL OPTION	X	X	X	X				
DELAY TIME		X		X				
EXTENTION OPTION	X	X	X	X				
EXTEND TIME		X		X				
USE ADDED INITIAL								
CROSS SWITCH PHASE								

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

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)	21	43	61	83				
CALLED PHASE	2	4	6	8				
CALL OPTION	X	X	X	X				
DELAY TIME								
EXTENTION OPTION	X	X	X	X				
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

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

STH 32 (SHERIDAN ROAD) & 91ST STREET
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO:	CABINET TYPE: TS2
	CONTROLLER TYPE: ECONOLITE
DATE: 01/20	PAGE NO. 2 OF 2

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

PROJECT ID:	3240-14-70
INTERSECTION:	STH 32 (SHERIDAN ROAD) & 91ST STREET

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

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

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	CB1

EMERGENCY VEHICLE PREEMPTION	
FROM	TO
CB1	GPS HEAD (SB3)

PULL BOX BONDING JUMPER 10 AWG GRN XLP	
FROM	TO
PB1	CB1
PB2	SB1
PB3	SB2
PB4	SB3
PB5	SB4
PB6	SB5
PB7	SB6
PB8	SB7
PB9	SB8
PB10	SB9
PB11	SB10

LIGHTING UF 10 AWG W/ GROUND	
FROM	TO
CB1	SB2
SB2	SB5
CB1	SB10
SB10	SB7

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.
*RECONNECT THE GROUNDING CONDUCTORS WHENEVER THE CIRCUIT HAS BEEN INTERRUPTED TO ENSURE THE GROUNDING CIRCUIT IS COMPLETE.

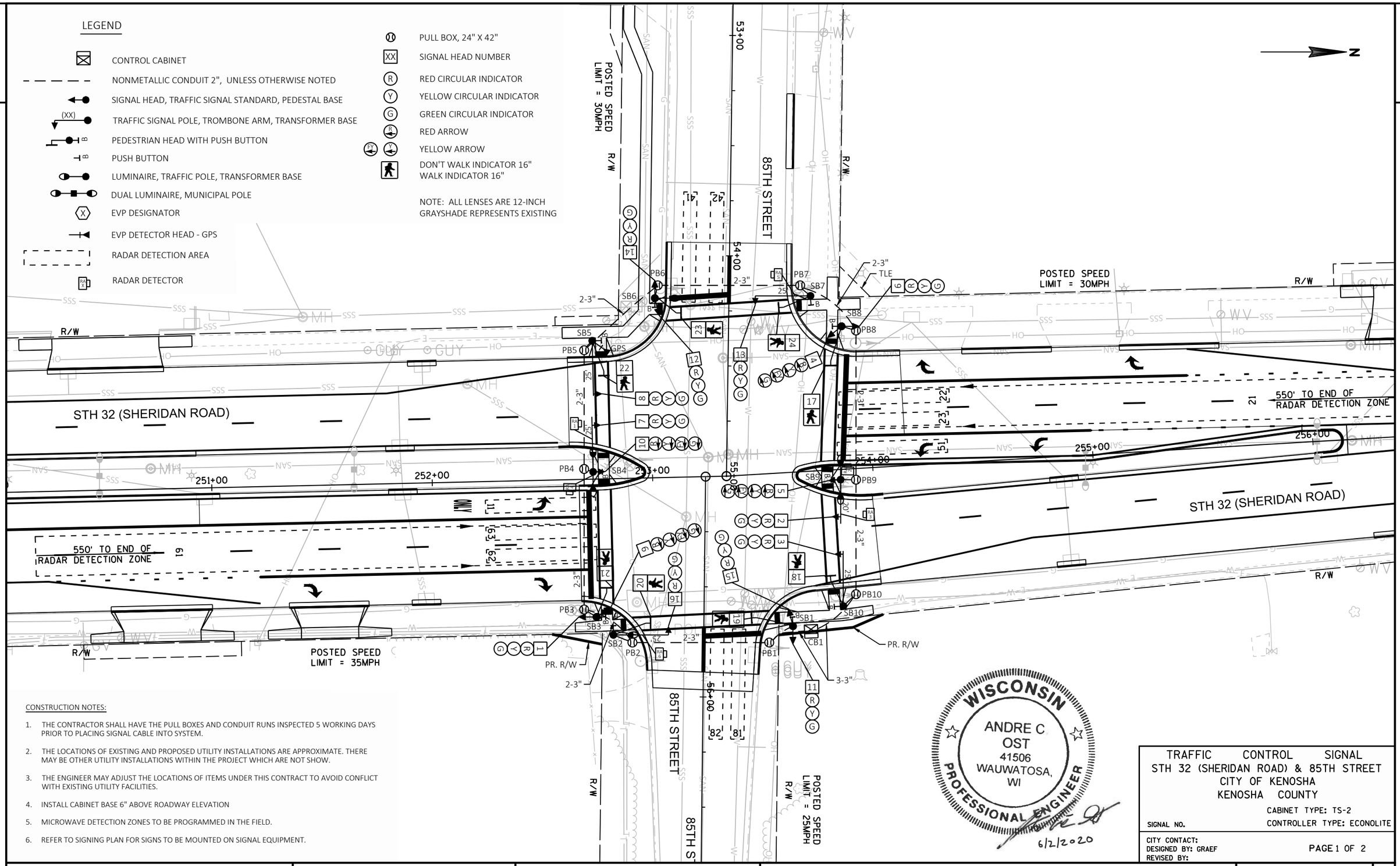
STH 32 (SHERIDAN ROAD) & 91ST STREET
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO:	CABINET TYPE: TS2
	CONTROLLER TYPE: ECONOLITE
DATE: 01/20	PAGE NO. 1 OF 1

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) TRAFFIC SIGNAL POLE, TROMBONE ARM, TRANSFORMER BASE
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- DUAL LUMINAIRE, MUNICIPAL POLE
- EVP DESIGNATOR
- EVP DETECTOR HEAD - GPS
- RADAR DETECTION AREA
- RADAR DETECTOR
- PULL BOX, 24" X 42"
- SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- DON'T WALK INDICATOR 16"
  WALK INDICATOR 16"

NOTE: ALL LENSES ARE 12-INCH
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.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOW.
3. THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
4. INSTALL CABINET BASE 6" ABOVE ROADWAY ELEVATION
5. MICROWAVE DETECTION ZONES TO BE PROGRAMMED IN THE FIELD.
6. REFER TO SIGNING PLAN FOR SIGNS TO BE MOUNTED ON SIGNAL EQUIPMENT.

WISCONSIN
ANDRE C OST
41506
WAUWATOSA, WI
PROFESSIONAL ENGINEER
6/2/2020

TRAFFIC CONTROL SIGNAL
STH 32 (SHERIDAN ROAD) & 85TH STREET
CITY OF KENOSHA
KENOSHA COUNTY

CABINET TYPE: TS-2
SIGNAL NO. CONTROLLER TYPE: ECONOLITE

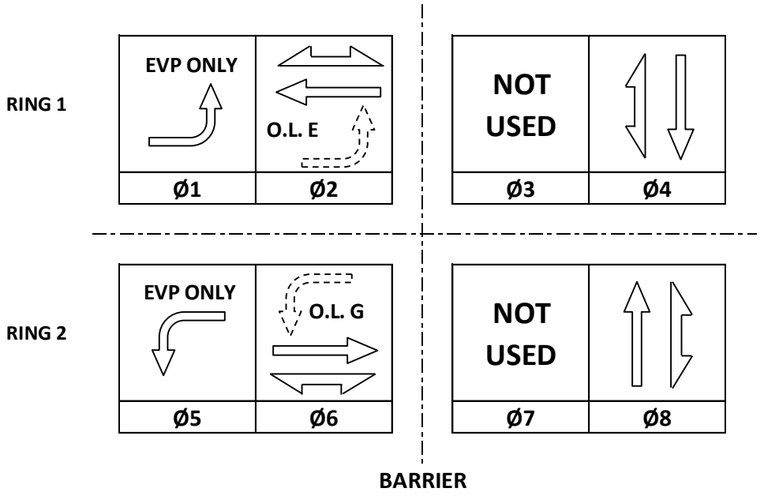
CITY CONTACT:
DESIGNED BY: GRAEF
REVISED BY:

PAGE 1 OF 2

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	TRAFFIC SIGNAL PLAN	SHEET 128	E

FILE NAME : X:\ML\2019\20190032\CAD\TRANSPORTATION\DWG\SHEETSPLAN\02_85TH STREET\024021_SP.DWG
LAYOUT NAME - 024021_sp
PLOT DATE : 1/30/2020 7:11 PM PLOT BY : BIEBERITZ, BEN PLOT NAME : PLOT SCALE : 1 IN:40 FT

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



CONTROLLER LOGIC

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

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

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B	C	D
MOVEMENT				
PHASE	6+1	2+5	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 LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC CABINET	X
IN SEPARATE DOT LIGHTING CABINET	

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

N

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR*(S)	11	42	51	82				
CALLED PHASE	1	4	5	8				
CALL OPTION	X	X	X	X				
DELAY TIME		X		X				
EXTENTION OPTION	X	X	X	X				
EXTEND TIME		X		X				
USE ADDED INITIAL								
CROSS SWITCH PHASE								

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

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)	21	43	61	83				
CALLED PHASE	2	4	6	8				
CALL OPTION	X	X	X	X				
DELAY TIME								
EXTENTION OPTION	X	X	X	X				
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

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

STH 32 (SHERIDAN ROAD) & 85TH STREET
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO: CABINET TYPE: TS2
CONTROLLER TYPE: ECONOLITE
DATE: 01/20 PAGE NO. 2 OF 2

PROJECT ID:	3240-14-70
INTERSECTION:	STH 32 (SHERIDAN ROAD) & 85TH STREET

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

CB1 TO	AWG14 # OF CONDUCTORS	HEAD NO.	SIGNAL INDICATION WIRE COLOR									PED BUTTON
			RED	YELLOW	GREEN	<RED>	<YELLOW>	<GREEN>	FLASHING <YELLOW>	D/WALK	WALK	
SB1	12											
		11	RED	ORG	GRN							
		15	RED	ORG	GRN							
		19								BLK	BLU	
		B										WHT/BLK
SB2	12											
		16	RED	ORG	GRN							
		20								BLK	BLU	
		B										WHT/BLK
SB3	12											
		1	RED	ORG	GRN							
		9				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT			
		21								BLK	BLU	
		B										WHT/BLK
SB4	12											
		7	RED	ORG	GRN							
		10				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT			
		B										WHT/BLK
SB5	12											
		8	RED	ORG	GRN							
		22								BLK	BLU	
		B										WHT/BLK
SB6	12											
		12	RED	ORG	GRN							
		14	RED	ORG	GRN							
		23								BLK	BLU	
		B										WHT/BLK
SB7	12											
		13	RED	ORG	GRN							
		24								BLK	BLU	
		B										WHT/BLK
SB8	12											
		4				RED/BLK	ORG/BLK	GRN/BLK	GRN/BLK			
		6	RED	ORG	GRN							
		17								BLK	BLU	
		B										WHT/BLK
SB9	12											
		2	RED	ORG	GRN							
		5				RED/BLK	ORG/BLK	GRN/BLK	GRN/BLK			
		B										WHT/BLK
SB10	12											
		13	RED	ORG	GRN							
		18								BLK	BLU	
		B										WHT/BLK

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	CB1

EMERGENCY VEHICLE PREEMPTION	
FROM	TO
CB1	GPS HEAD (SB5)

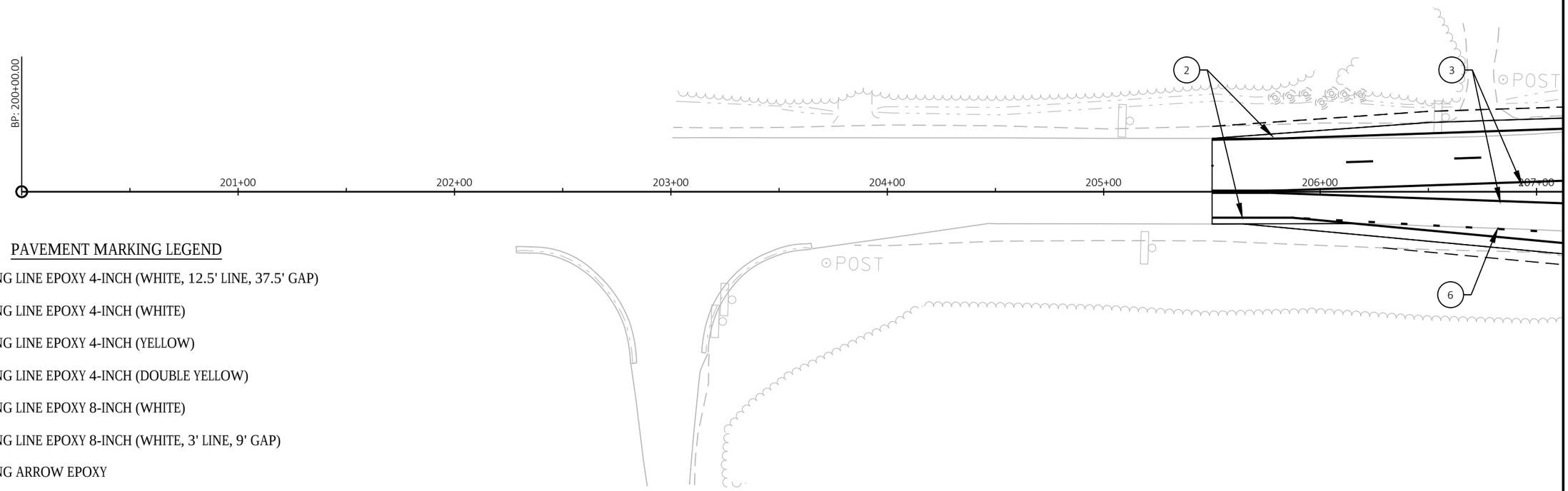
PULL BOX BONDING JUMPER 10 AWG GRN XLP	
FROM	TO
PB1	SB1
PB2	SB2
PB3	SB3
PB4	SB4
PB5	SB5
PB6	SB6
PB7	SB7
PB8	SB8
PB9	SB9
PB10	SB10

LIGHTING UF 10 AWG W/ GROUND	
FROM	TO
CB1	SB2
SB2	SB4
CB1	SB9
SB9	SB6

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.
*RECONNECT THE GROUNDING CONDUCTORS WHENEVER THE CIRCUIT HAS BEEN INTERRUPTED TO ENSURE THE GROUNDING CIRCUIT IS COMPLETE.

STH 32 (SHERIDAN ROAD) & 85TH STREET	
CITY OF KENOSHA	
KENOSHA COUNTY	
SIGNAL NO:	CABINET TYPE: TS2
	CONTROLLER TYPE: ECONOLITE
DATE: 01/20	PAGE NO. 1 OF 1

2

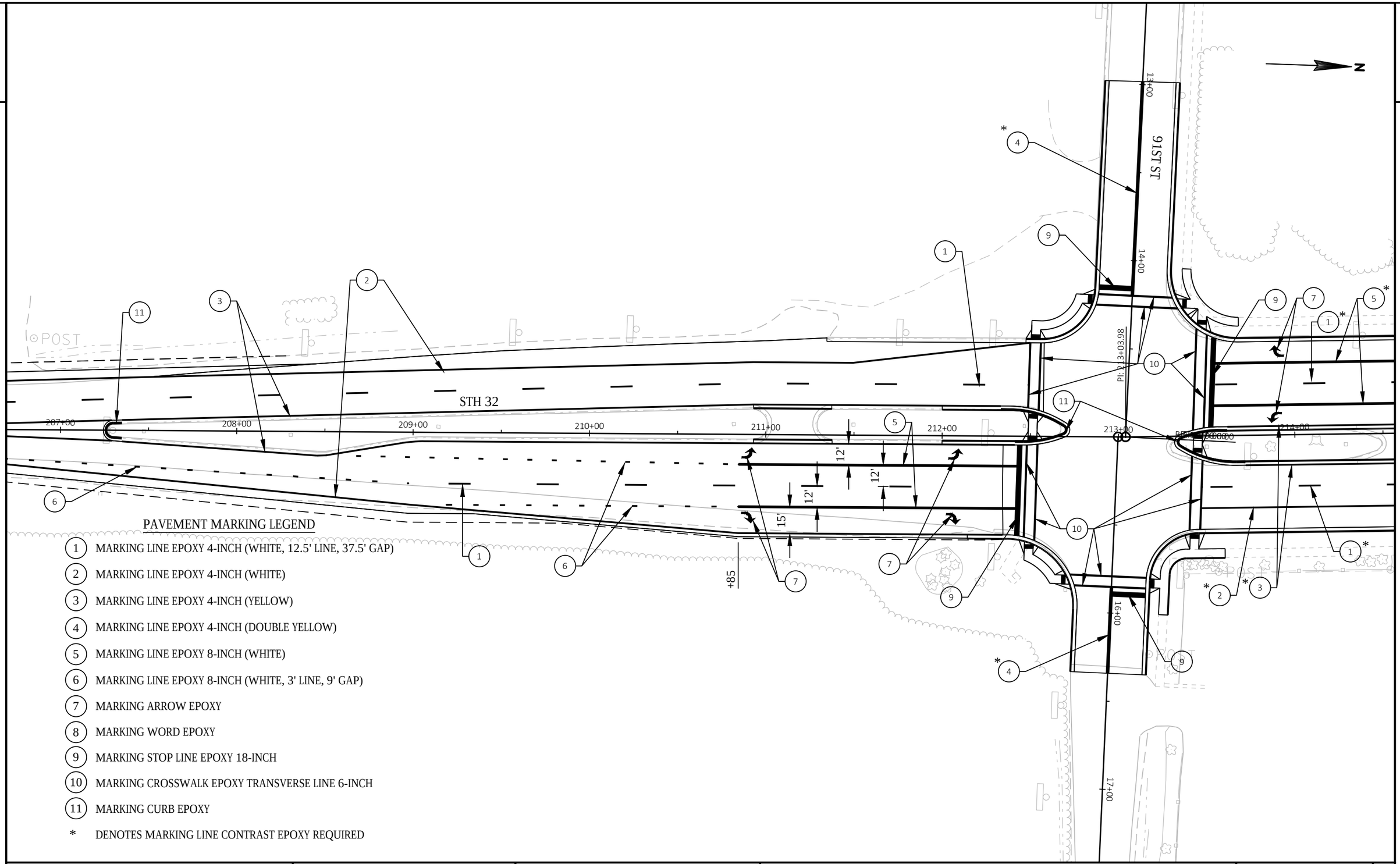


PAVEMENT MARKING LEGEND

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

* DENOTES MARKING LINE CONTRAST EPOXY REQUIRED

2



PAVEMENT MARKING LEGEND

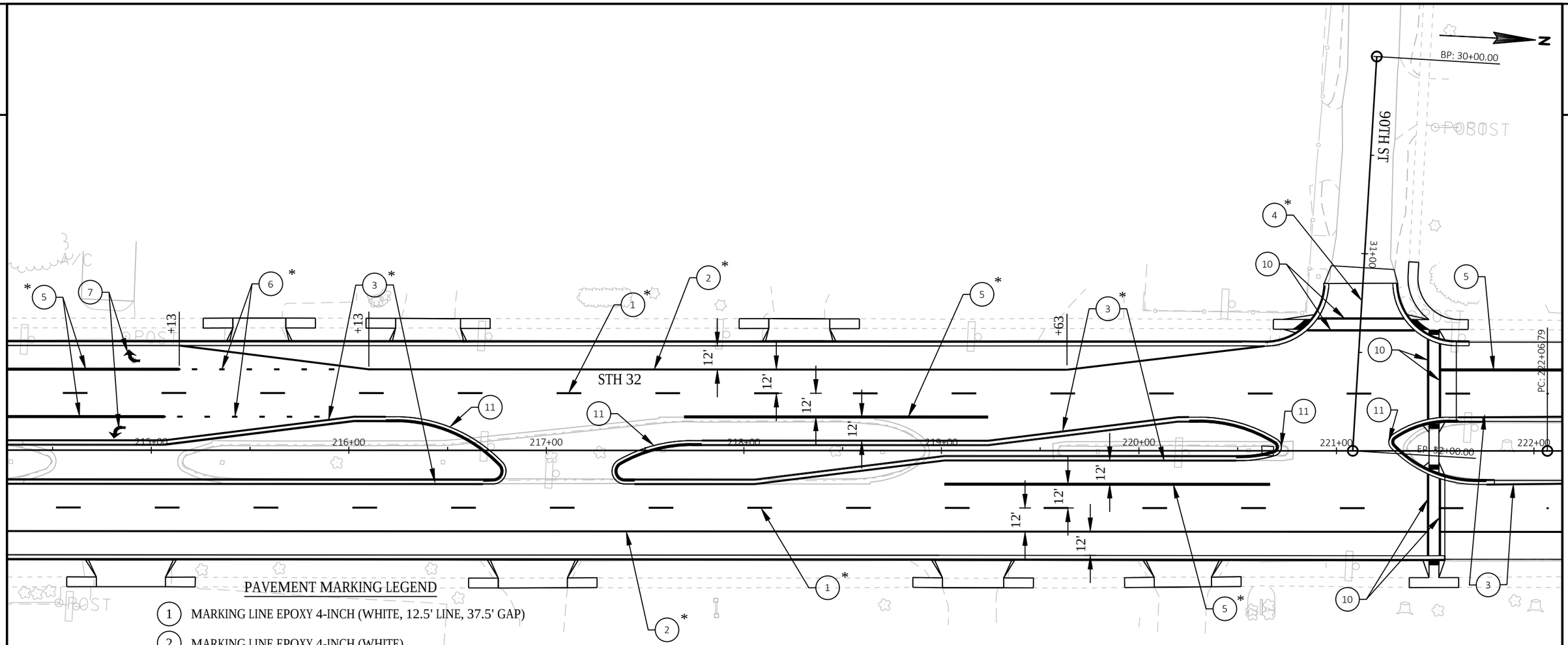
1. MARKING LINE EPOXY 4-INCH (WHITE, 12.5' LINE, 37.5' GAP)
2. MARKING LINE EPOXY 4-INCH (WHITE)
3. MARKING LINE EPOXY 4-INCH (YELLOW)
4. MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
5. MARKING LINE EPOXY 8-INCH (WHITE)
6. MARKING LINE EPOXY 8-INCH (WHITE, 3' LINE, 9' GAP)
7. MARKING ARROW EPOXY
8. MARKING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

* DENOTES MARKING LINE CONTRAST EPOXY REQUIRED

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PAVEMENT MARKING	SHEET 132	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024501_pm
PLOT DATE : 7/14/2020 7:34 AM
PLOT BY : DILLINGHAM, MATTHEW
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2



PAVEMENT MARKING LEGEND

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

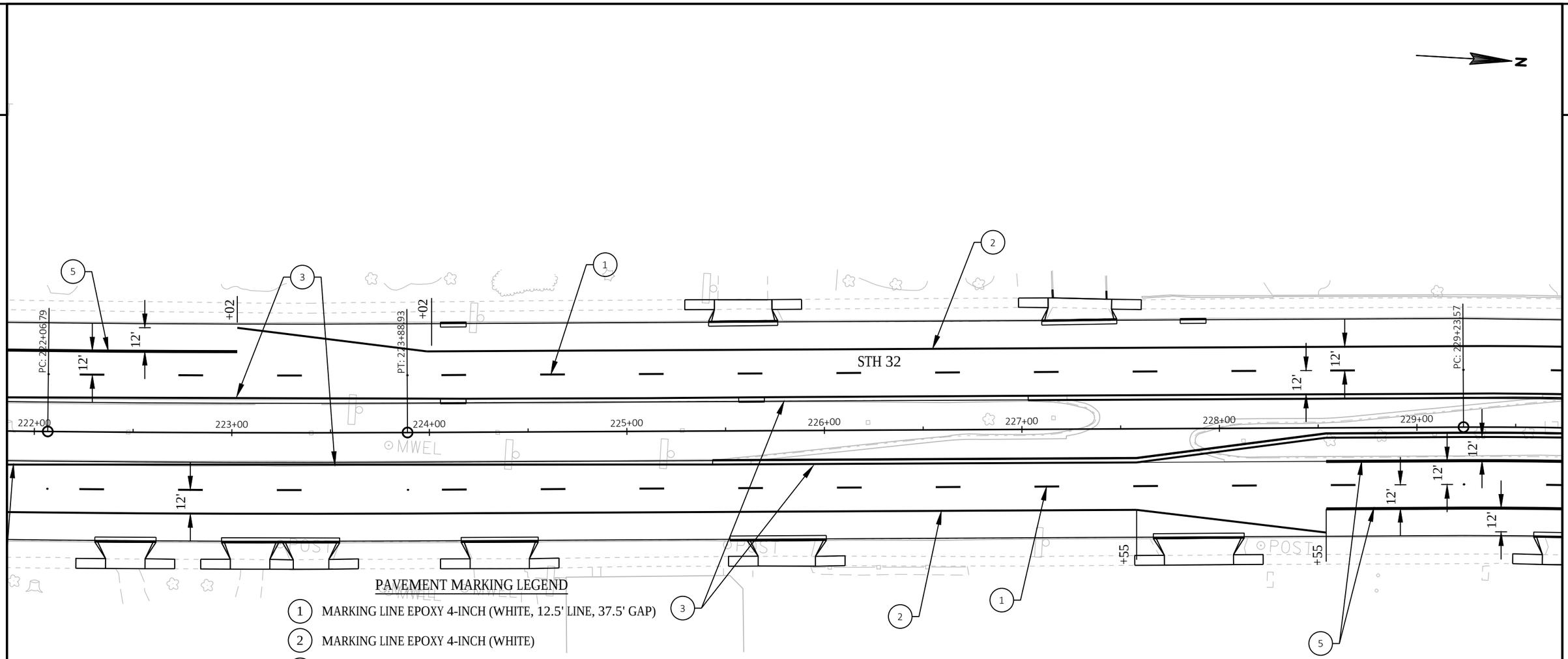
* DENOTES MARKING LINE CONTRAST EPOXY REQUIRED

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PAVEMENT MARKING	SHEET 133	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024502_pm

PLOT DATE : 7/14/2020 7:34 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

2



PAVEMENT MARKING LEGEND

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

* DENOTES MARKING LINE CONTRAST EPOXY REQUIRED

2

N

STH 32

88TH ST

PT: 231+34.60

EP: 42+00.00

230+00 231+00 232+00 233+00 234+00 235+00 236+00 237+00

41+00

+13

12'

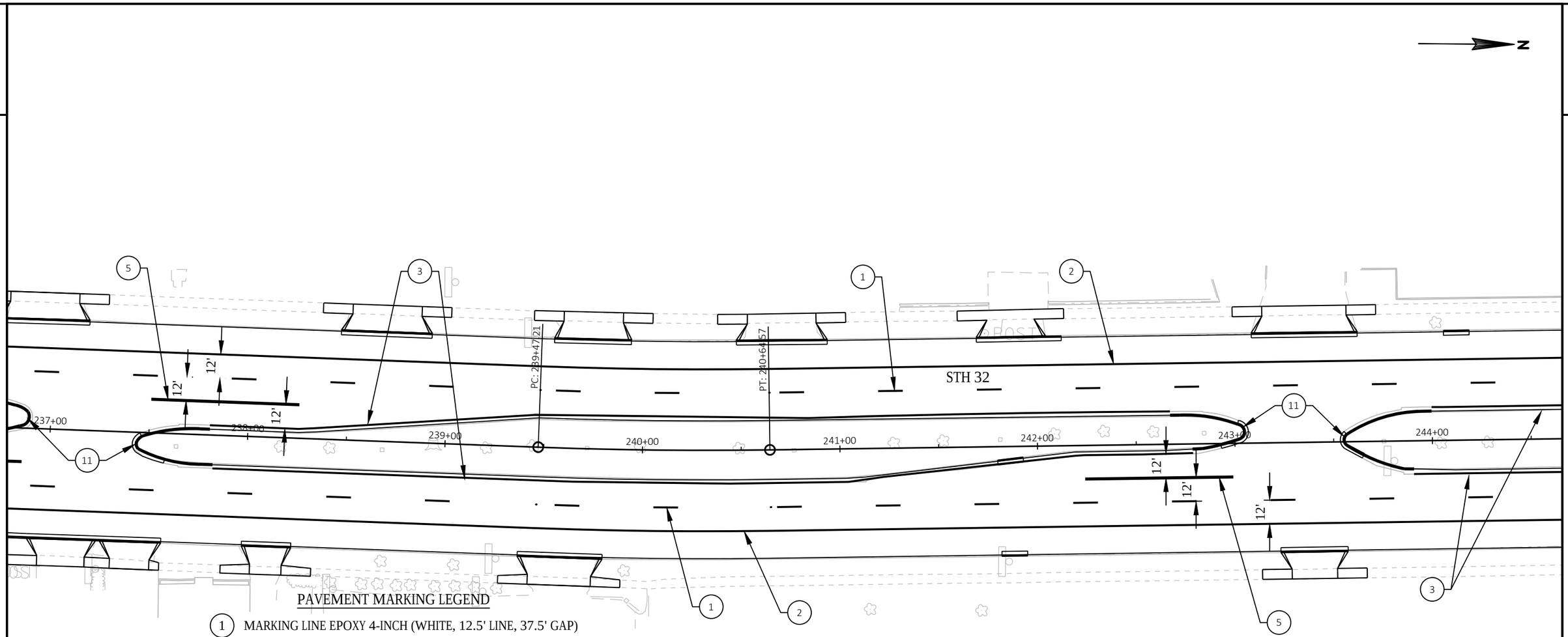
PAVEMENT MARKING LEGEND

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2. MARKING LINE EPOXY 4-INCH (WHITE)
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4. MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
5. MARKING LINE EPOXY 8-INCH (WHITE)
6. MARKING LINE EPOXY 8-INCH (WHITE, 3' LINE, 9' GAP)
7. MARKING ARROW EPOXY
8. MARKING WORD EPOXY
9. MARKING STOP LINE EPOXY 18-INCH
10. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
11. MARKING CURB EPOXY

* DENOTES MARKING LINE CONTRAST EPOXY REQUIRED

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PAVEMENT MARKING	SHEET 135	E

2



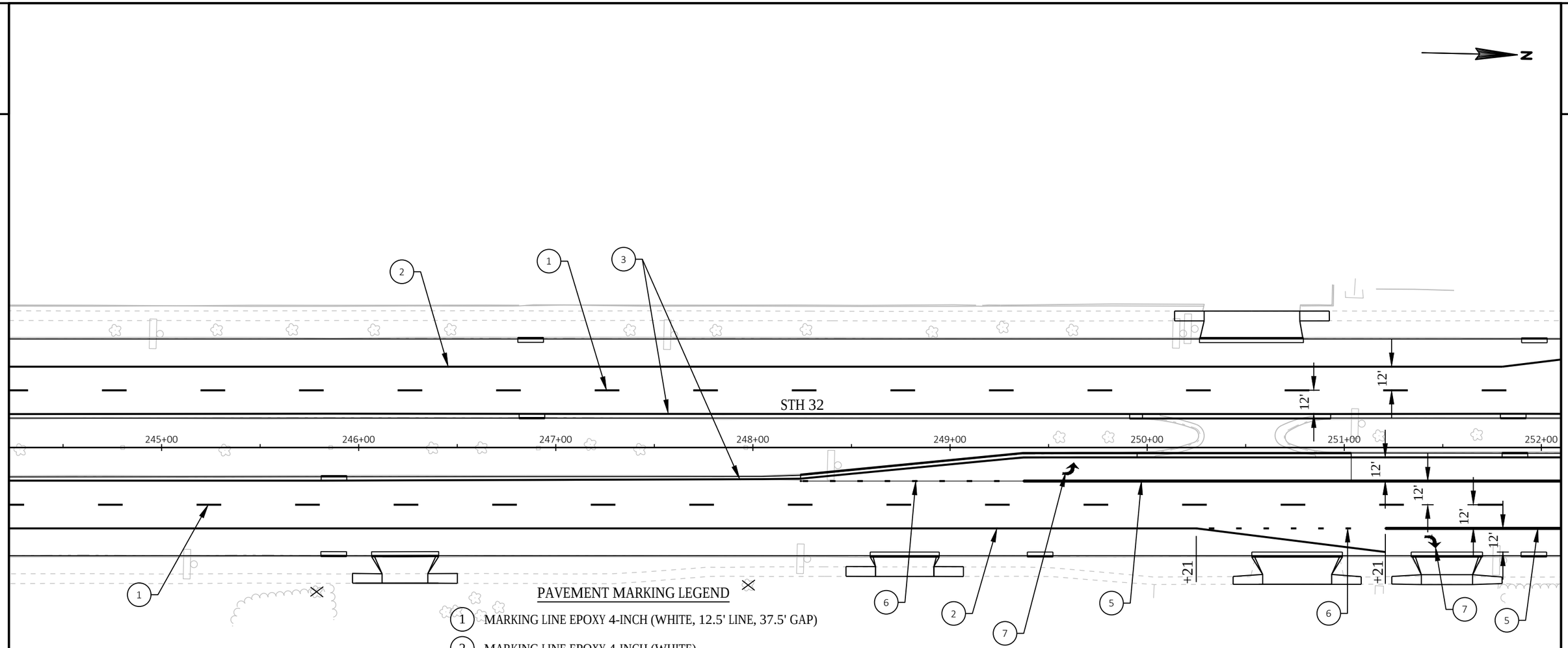
PAVEMENT MARKING LEGEND

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

* DENOTES MARKING LINE CONTRAST EPOXY REQUIRED

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PAVEMENT MARKING	SHEET 136	E

2

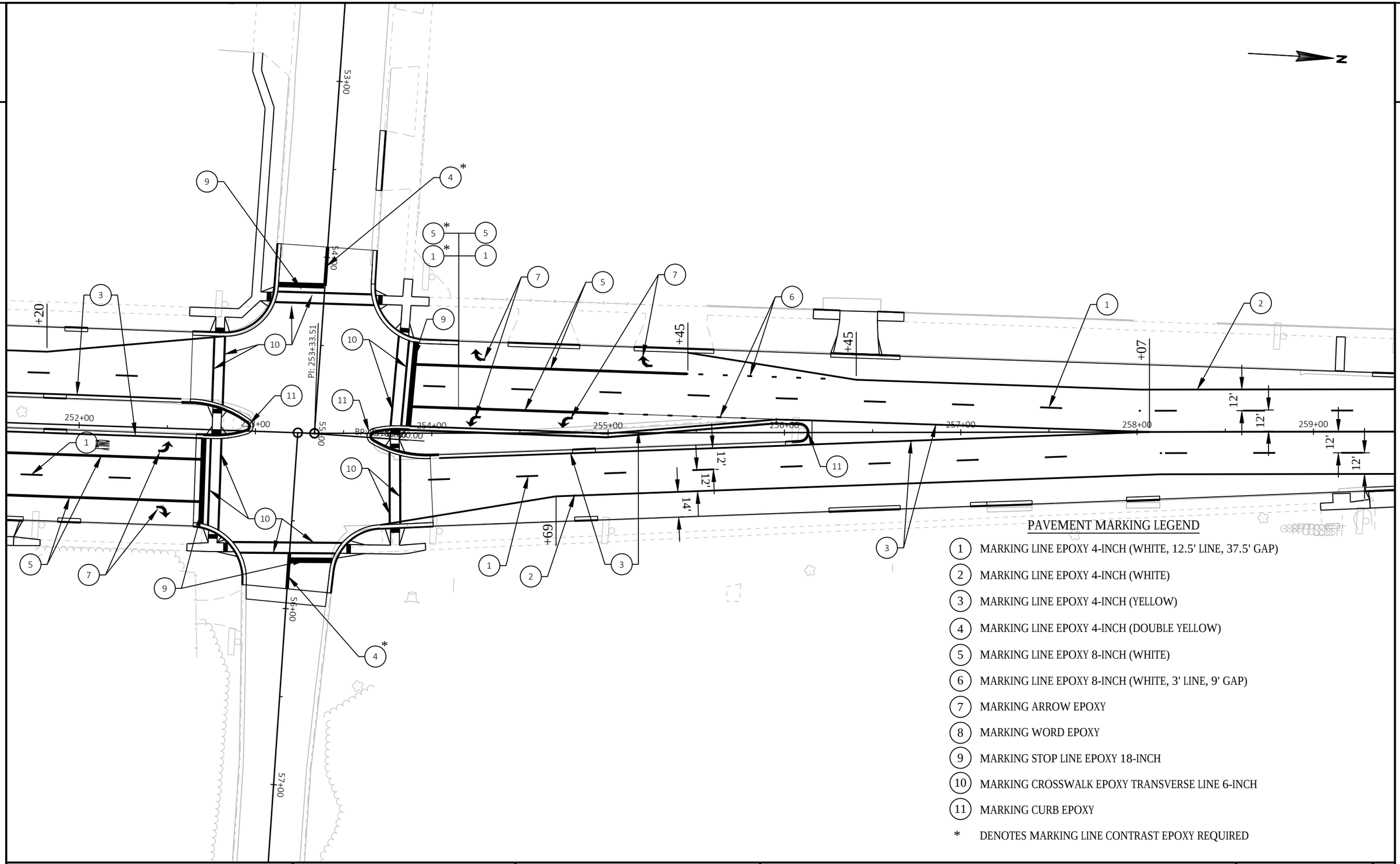


PAVEMENT MARKING LEGEND *

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

* DENOTES MARKING LINE CONTRAST EPOXY REQUIRED

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PAVEMENT MARKING	SHEET 137	E



PAVEMENT MARKING LEGEND

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

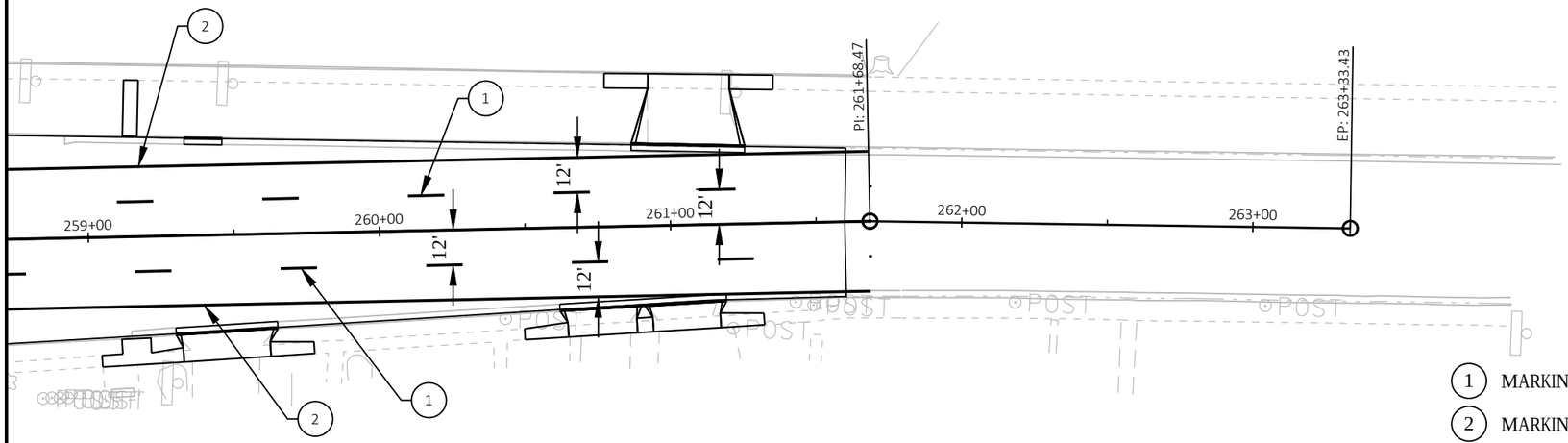
* DENOTES MARKING LINE CONTRAST EPOXY REQUIRED

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PAVEMENT MARKING	SHEET 138	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024507_pm
PLOT DATE : 7/14/2020 7:34 AM
PLOT BY : DILLINGHAM, MATTHEW
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

N



PAVEMENT MARKING LEGEND

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

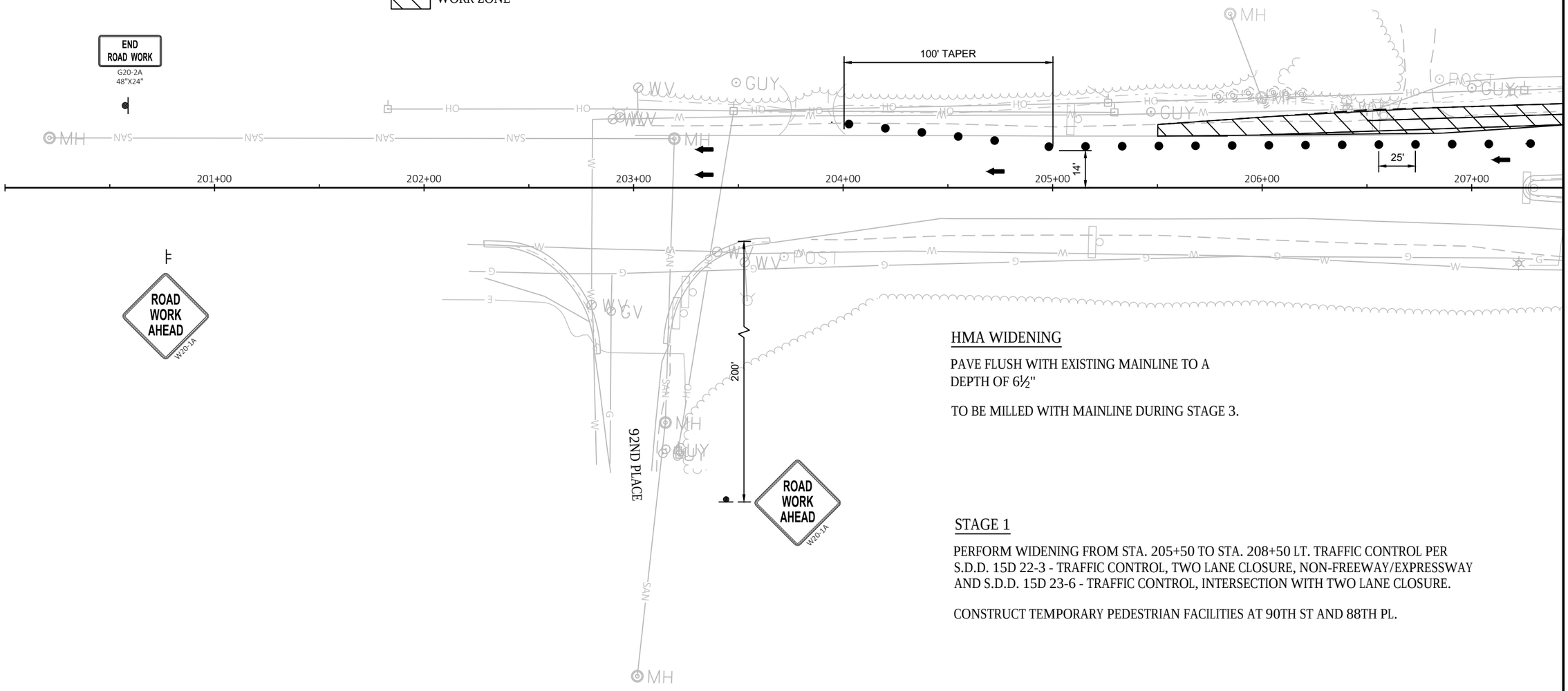
* DENOTES MARKING LINE CONTRAST EPOXY REQUIRED

2

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS
- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS AND ATTACHED SIGN
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- WORK ZONE



HMA WIDENING

PAVE FLUSH WITH EXISTING MAINLINE TO A DEPTH OF 6½"

TO BE MILLED WITH MAINLINE DURING STAGE 3.

STAGE 1

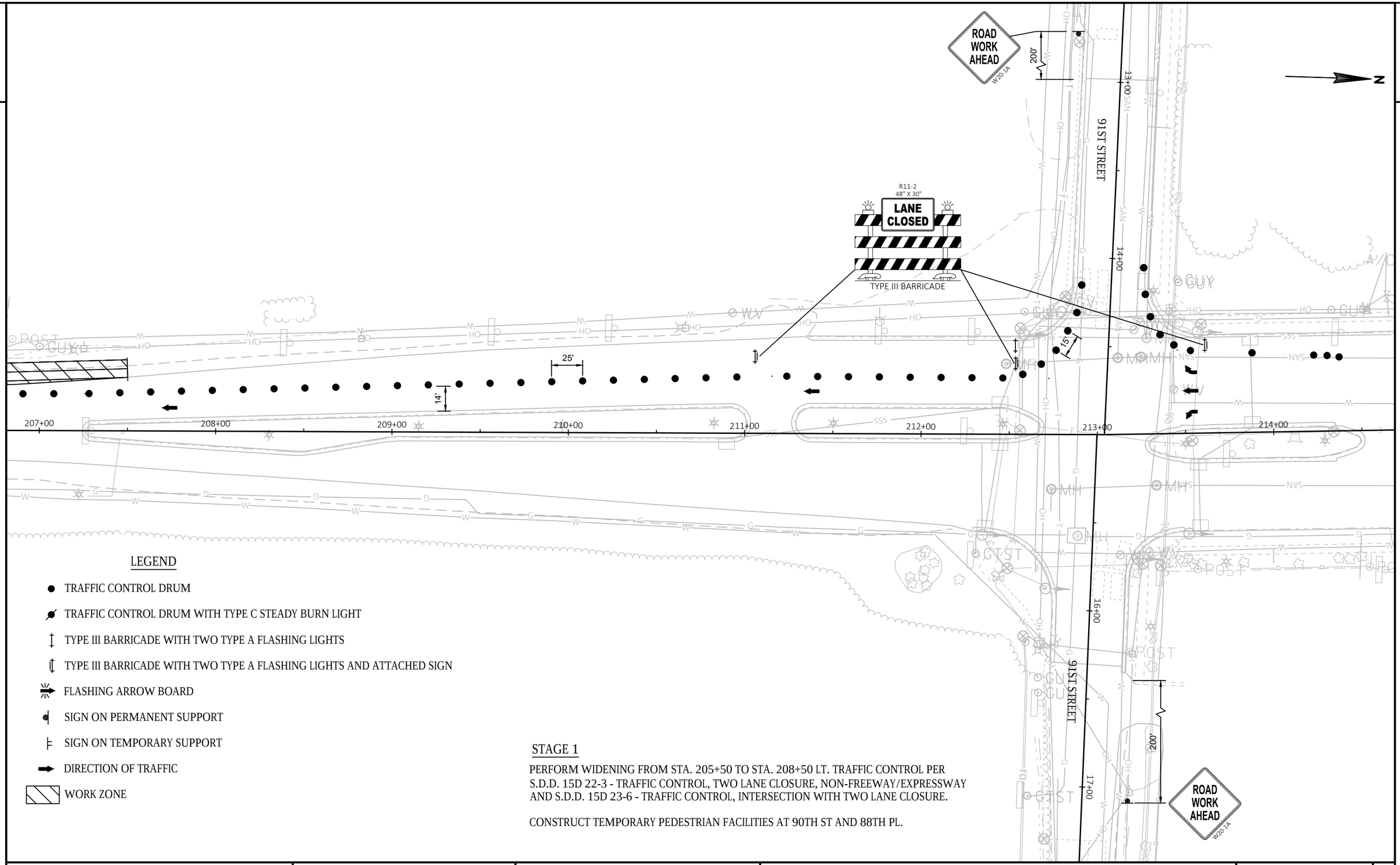
PERFORM WIDENING FROM STA. 205+50 TO STA. 208+50 LT. TRAFFIC CONTROL PER S.D.D. 15D 22-3 - TRAFFIC CONTROL, TWO LANE CLOSURE, NON-FREEWAY/EXPRESSWAY AND S.D.D. 15D 23-6 - TRAFFIC CONTROL, INTERSECTION WITH TWO LANE CLOSURE.

CONSTRUCT TEMPORARY PEDESTRIAN FACILITIES AT 90TH ST AND 88TH PL.

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 1	SHEET 140	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 026000_s1
PLOT DATE : 7/14/2020 7:45 AM
PLOT BY : DILLINGHAM, MATTHEW
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2



STAGE 1

PERFORM WIDENING FROM STA. 205+50 TO STA. 208+50 LT. TRAFFIC CONTROL PER S.D.D. 15D 22-3 - TRAFFIC CONTROL, TWO LANE CLOSURE, NON-FREEWAY/EXPRESSWAY AND S.D.D. 15D 23-6 - TRAFFIC CONTROL, INTERSECTION WITH TWO LANE CLOSURE.

CONSTRUCT TEMPORARY PEDESTRIAN FACILITIES AT 90TH ST AND 88TH PL.

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 1	SHEET 141	E

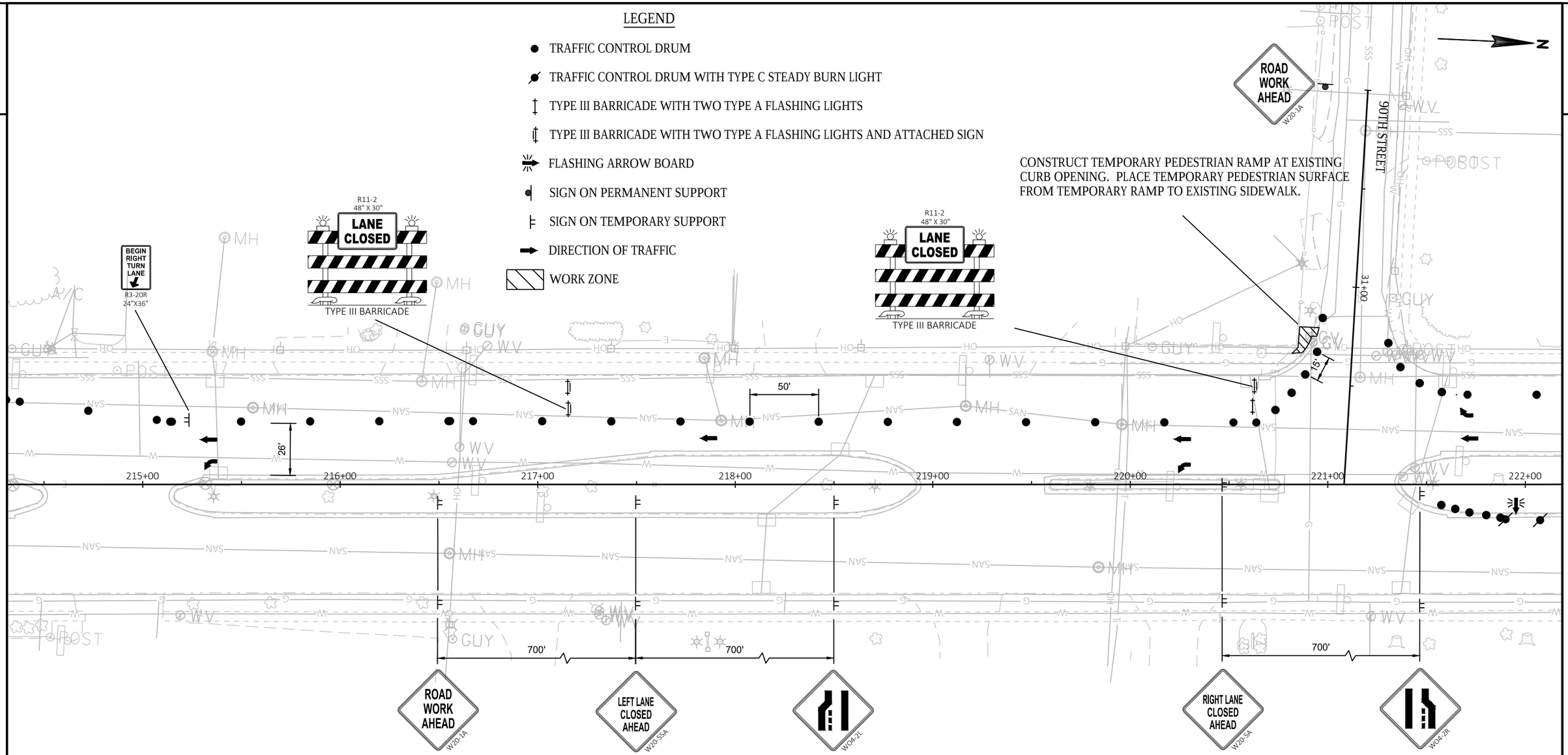
FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 026001_s1
PLOT DATE : 7/14/2020 7:45 AM
PLOT BY : DILLINGHAM, MATTHEW
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS
- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS AND ATTACHED SIGN
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- WORK ZONE

CONSTRUCT TEMPORARY PEDESTRIAN RAMP AT EXISTING CURB OPENING. PLACE TEMPORARY PEDESTRIAN SURFACE FROM TEMPORARY RAMP TO EXISTING SIDEWALK.



PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 1	SHEET 142	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 026002_s1

PLOT DATE : 7/14/2020 7:46 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

N

BEGIN RIGHT TURN LANE
R3-20R
24"X36"

10'

W04-2R

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

222+00 223+00 224+00 225+00 226+00 227+00 228+00 229+00

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS
- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS AND ATTACHED SIGN
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- WORK ZONE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 1	SHEET 143	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 026003_s1

PLOT DATE : 7/14/2020 7:46 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS
- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS AND ATTACHED SIGN
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- WORK ZONE

N

TEMPORARY RAMP CANNOT EXTEND BEYOND THE CURB FACE DURING STAGE 2 DUE TO TRAFFIC.

W04-2R

230+00 231+00 232+00 233+00 234+00 235+00 236+00 237+00

41+00

CONSTRUCT TEMPORARY PEDESTRIAN RAMPS AND TEMPORARY PEDESTRIAN SURFACE.

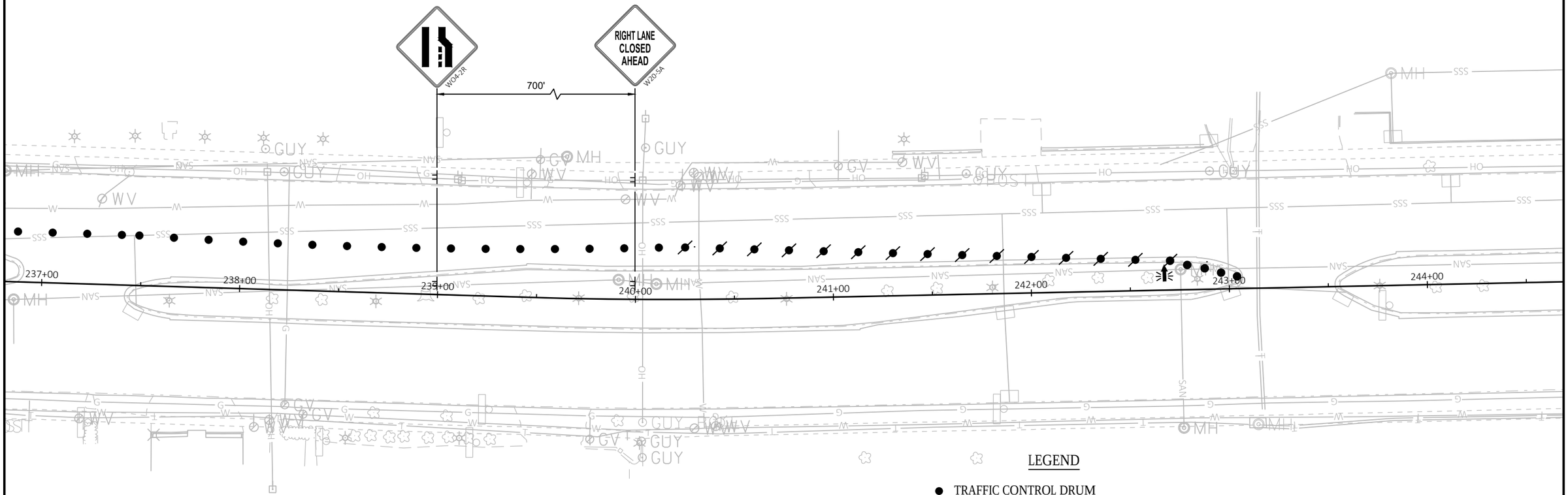
END ROAD WORK
G20-2A
48"X24"

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 1	SHEET 144	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 026004_s1
PLOT DATE : 7/14/2020 7:46 AM
PLOT BY : DILLINGHAM, MATTHEW
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

N



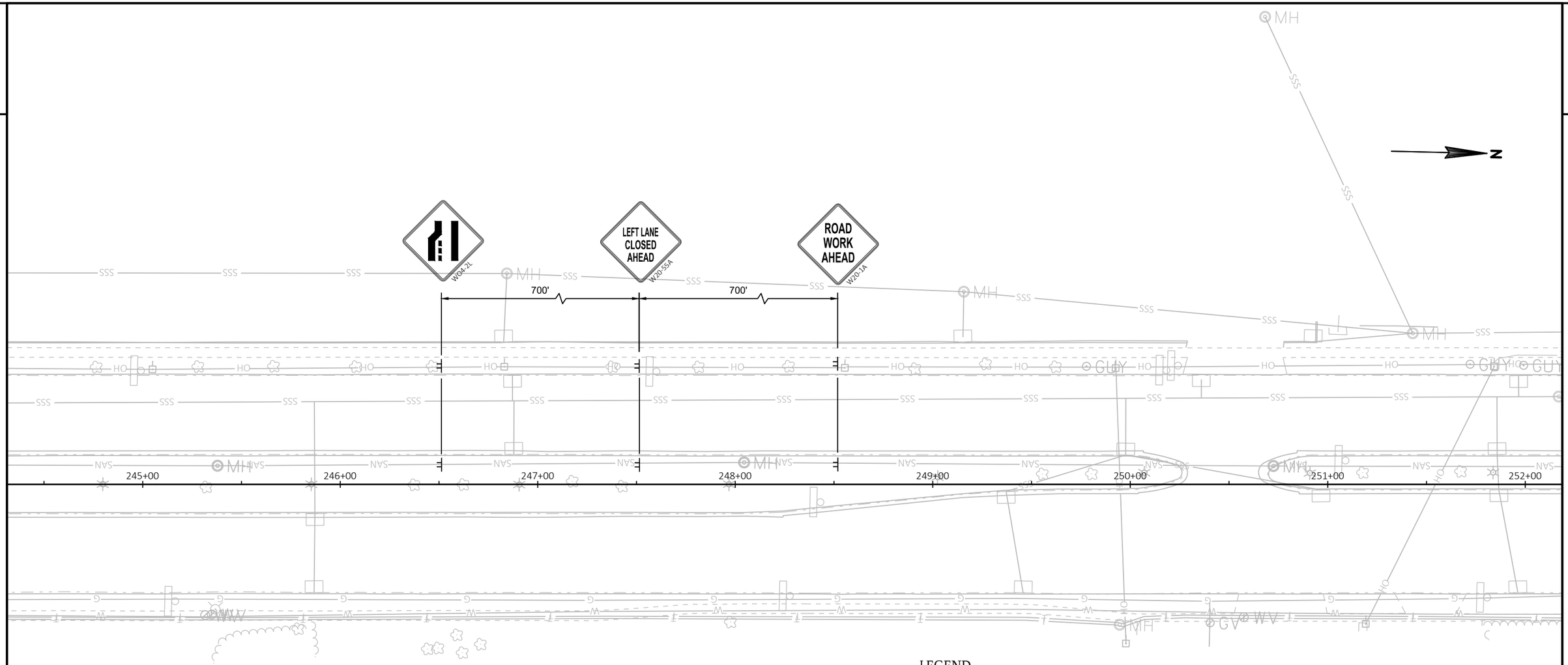
LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS
- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS AND ATTACHED SIGN
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- WORK ZONE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 1	SHEET 145	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 026005_s1
PLOT DATE : 7/14/2020 7:46 AM
PLOT BY : DILLINGHAM, MATTHEW
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2



LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS
- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS AND ATTACHED SIGN
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- WORK ZONE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 1	SHEET 146	E

2

LEGEND

1. Temporary Marking Line Paint 4-Inch (White)
2. Temporary Marking Line Paint 4-Inch (Yellow)
3. Temporary Marking Line Removable Tape 4-Inch (White)
4. Temporary Marking Line Removable Tape 4-Inch (Yellow)
7. Temporary Marking Line Paint 8-Inch (White)
12. Temporary Marking Stop Line Paint 18-Inch
13. Temporary Marking Stop Line Removable Tape 18-Inch

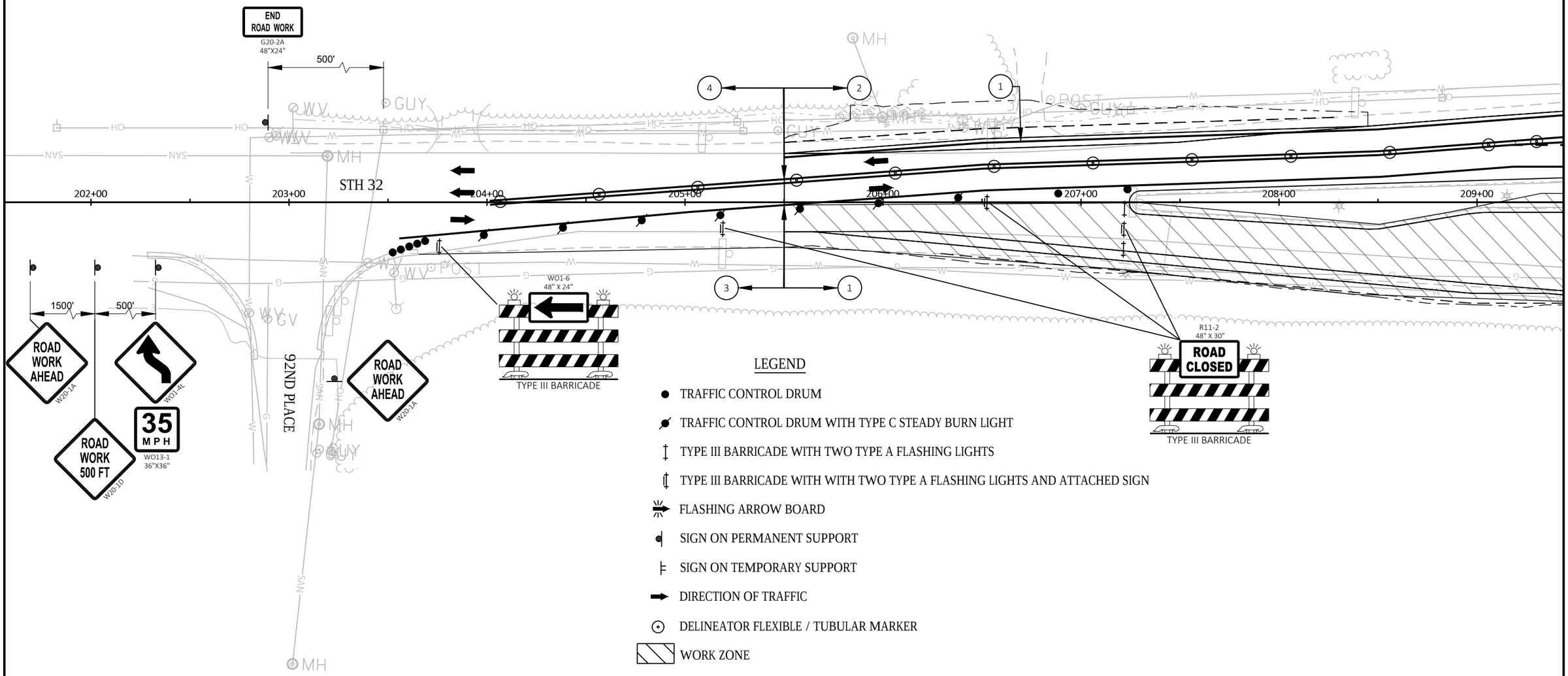
N

STAGE 2

SHIFT TRAFFIC TO SOUTHBOUND LANES.

CONSTRUCT NORTHBOUND LANES.

CONSTRUCT MEDIANS TO THE EXTENT FEASIBLE.

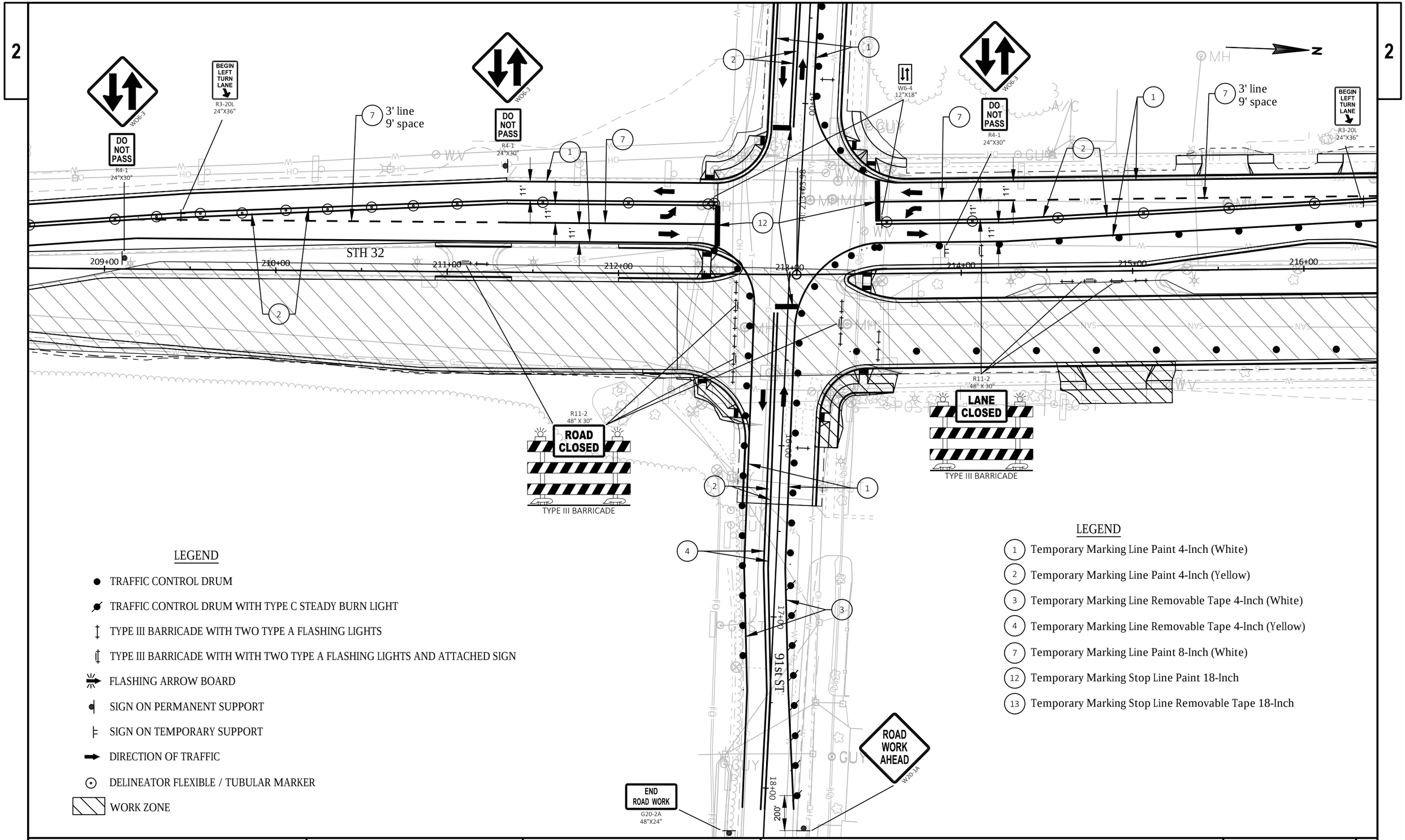


LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS
- TYPE III BARRICADE WITH WITH TWO TYPE A FLASHING LIGHTS AND ATTACHED SIGN
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- DELINEATOR FLEXIBLE / TUBULAR MARKER
- WORK ZONE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 2	SHEET 147	E

2



LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS
- TYPE III BARRICADE WITH WITH TWO TYPE A FLASHING LIGHTS AND ATTACHED SIGN
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- DELINEATOR FLEXIBLE / TUBULAR MARKER
- WORK ZONE

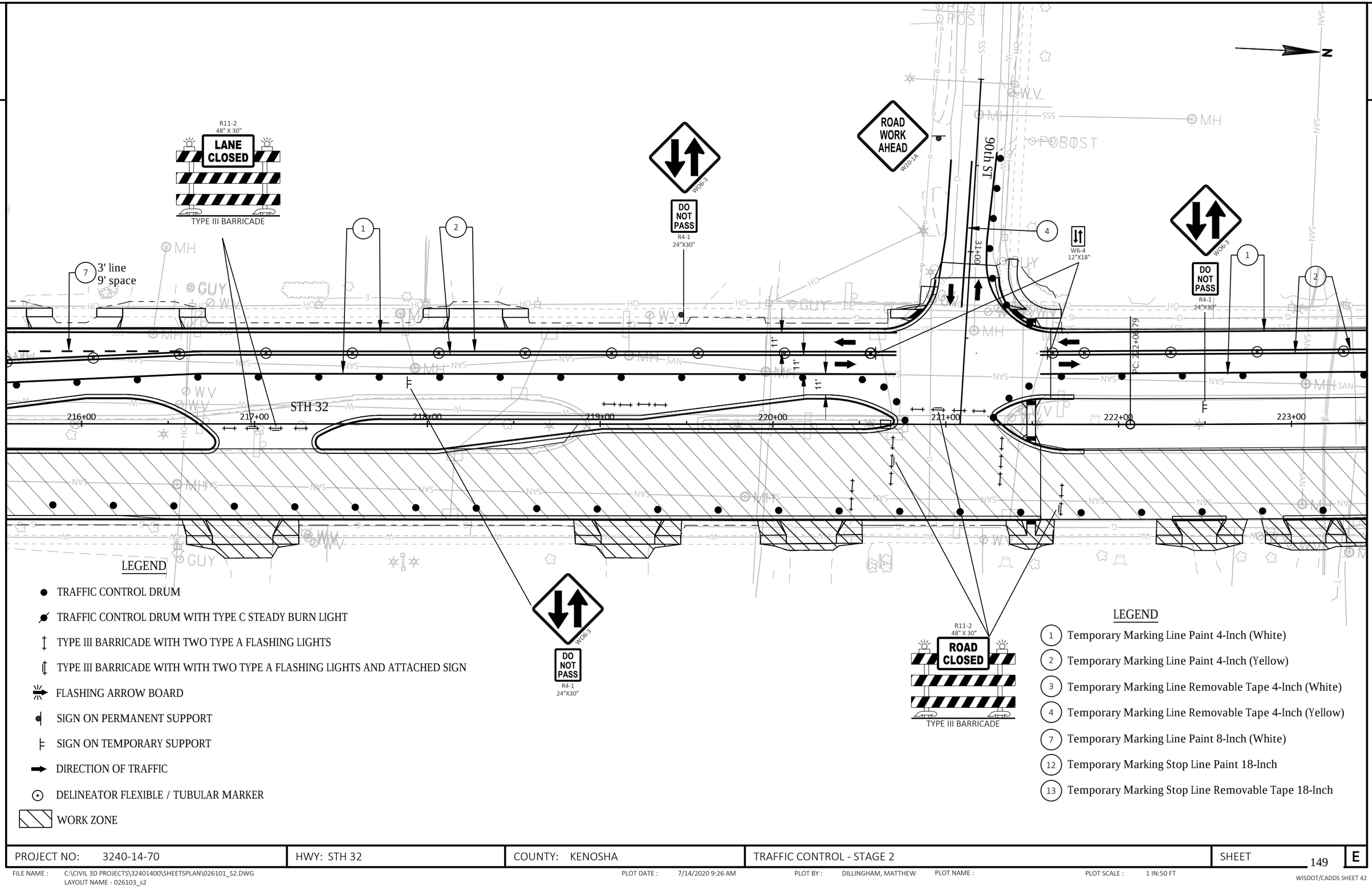
LEGEND

1. Temporary Marking Line Paint 4-Inch (White)
2. Temporary Marking Line Paint 4-Inch (Yellow)
3. Temporary Marking Line Removable Tape 4-Inch (White)
4. Temporary Marking Line Removable Tape 4-Inch (Yellow)
7. Temporary Marking Line Paint 8-Inch (White)
12. Temporary Marking Stop Line Paint 18-Inch
13. Temporary Marking Stop Line Removable Tape 18-Inch

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 2	SHEET 148	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026101_S2.DWG
LAYOUT NAME - 026102_s2
PLOT DATE : 7/14/2020 9:26 AM
PLOT BY : DILLINGHAM, MATTHEW
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2



LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS
- TYPE III BARRICADE WITH WITH TWO TYPE A FLASHING LIGHTS AND ATTACHED SIGN
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- DELINEATOR FLEXIBLE / TUBULAR MARKER
- WORK ZONE

LEGEND

1. Temporary Marking Line Paint 4-Inch (White)
2. Temporary Marking Line Paint 4-Inch (Yellow)
3. Temporary Marking Line Removable Tape 4-Inch (White)
4. Temporary Marking Line Removable Tape 4-Inch (Yellow)
7. Temporary Marking Line Paint 8-Inch (White)
12. Temporary Marking Stop Line Paint 18-Inch
13. Temporary Marking Stop Line Removable Tape 18-Inch

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 2	SHEET 149	E

2

2

N

W06-3

DO NOT PASS
R4-1
24"X30"

PT: 223+88.93

PC: 229+28.57

223+00 224+00 225+00 226+00 227+00 228+00 229+00 230+00

LEGEND

1 Temporary Marking Line Paint 4-Inch (White)
2 Temporary Marking Line Paint 4-Inch (Yellow)
3 Temporary Marking Line Removable Tape 4-Inch (White)
4 Temporary Marking Line Removable Tape 4-Inch (Yellow)
7 Temporary Marking Line Paint 8-Inch (White)
12 Temporary Marking Stop Line Paint 18-Inch
13 Temporary Marking Stop Line Removable Tape 18-Inch

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS
- TYPE III BARRICADE WITH WITH TWO TYPE A FLASHING LIGHTS AND ATTACHED SIGN
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- DELINEATOR FLEXIBLE / TUBULAR MARKER
- WORK ZONE

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

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

200'

END ROAD WORK
G20-2A
48"X24"

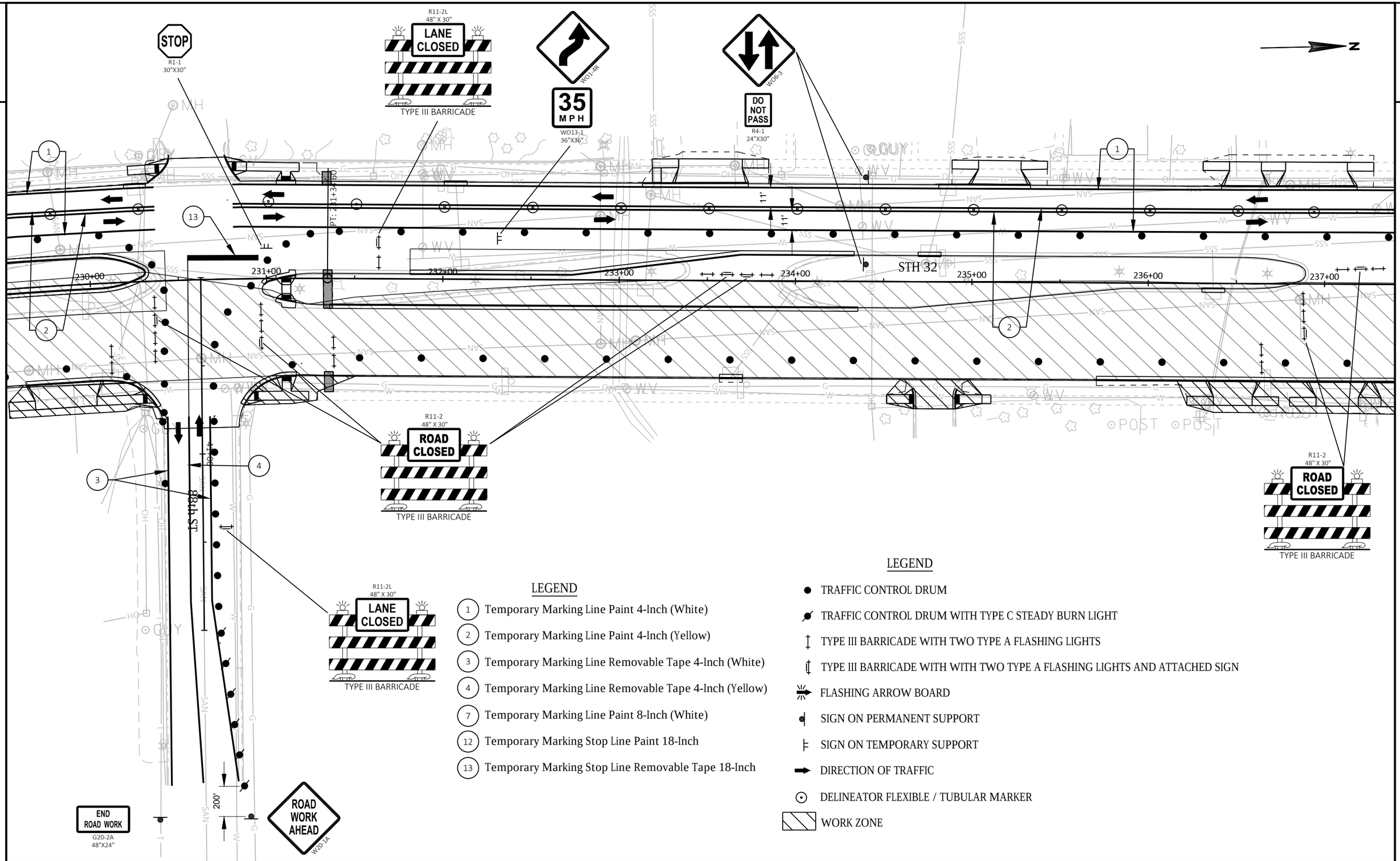
PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 2	SHEET 150	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026101_S2.DWG
LAYOUT NAME - 026104_s2

PLOT DATE : 7/14/2020 9:26 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2



LEGEND

1. Temporary Marking Line Paint 4-Inch (White)
2. Temporary Marking Line Paint 4-Inch (Yellow)
3. Temporary Marking Line Removable Tape 4-Inch (White)
4. Temporary Marking Line Removable Tape 4-Inch (Yellow)
7. Temporary Marking Line Paint 8-Inch (White)
12. Temporary Marking Stop Line Paint 18-Inch
13. Temporary Marking Stop Line Removable Tape 18-Inch

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS
- TYPE III BARRICADE WITH WITH TWO TYPE A FLASHING LIGHTS AND ATTACHED SIGN
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- DELINEATOR FLEXIBLE / TUBULAR MARKER
- WORK ZONE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 2	SHEET 151	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026101_S2.DWG
LAYOUT NAME - 026105_s2
PLOT DATE : 7/14/2020 9:26 AM
PLOT BY : DILLINGHAM, MATTHEW
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

N

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

WO6-3
DO NOT PASS
R4-1
24"X30"

WO1-6
48" X 24"
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

PC: 239+47.21

PT: 240+64.57

STH 32

237+00 238+00 239+00 240+00 241+00 242+00 243+00 244+00

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

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

LEGEND

1. Temporary Marking Line Paint 4-Inch (White)
2. Temporary Marking Line Paint 4-Inch (Yellow)
3. Temporary Marking Line Removable Tape 4-Inch (White)
4. Temporary Marking Line Removable Tape 4-Inch (Yellow)
7. Temporary Marking Line Paint 8-Inch (White)
12. Temporary Marking Stop Line Paint 18-Inch
13. Temporary Marking Stop Line Removable Tape 18-Inch

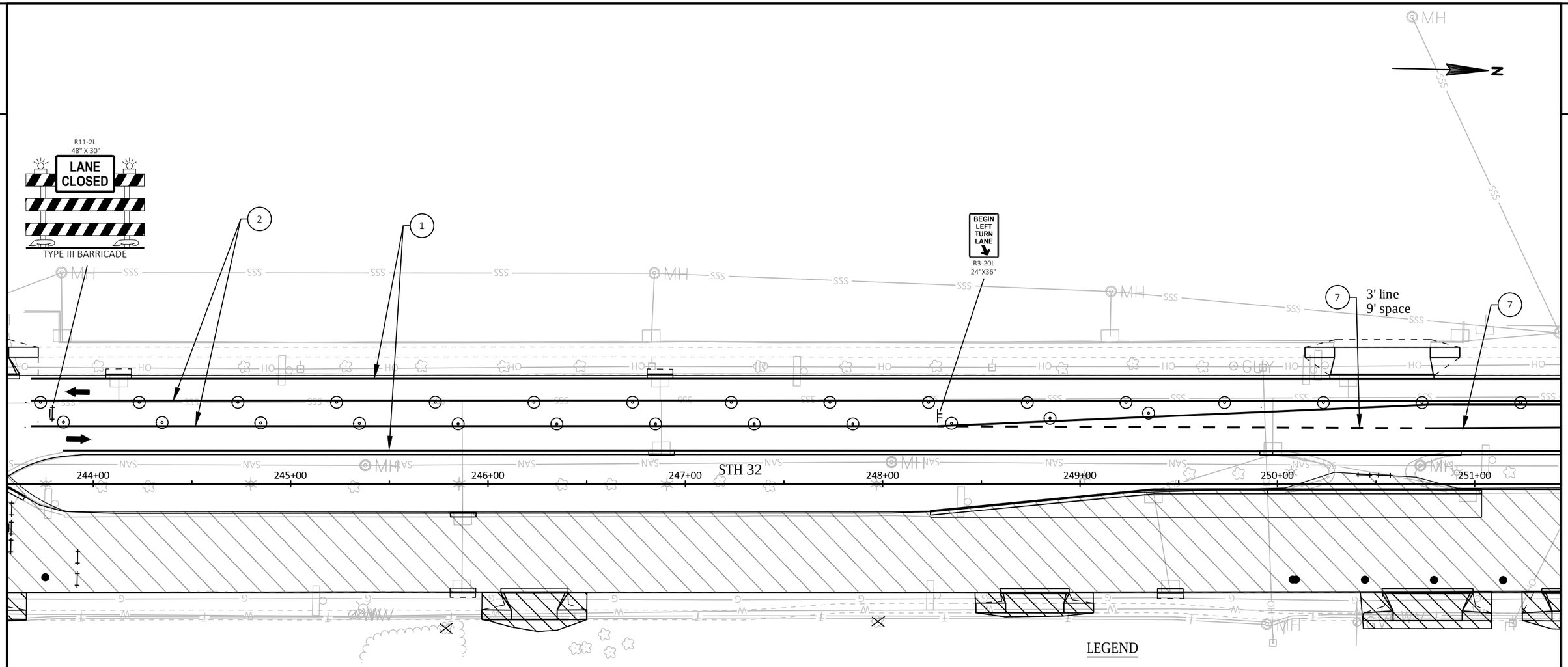
LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS
- TYPE III BARRICADE WITH WITH TWO TYPE A FLASHING LIGHTS AND ATTACHED SIGN
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- DELINEATOR FLEXIBLE / TUBULAR MARKER
- WORK ZONE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 2	SHEET 152	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026101_S2.DWG
LAYOUT NAME - 026106_s2
PLOT DATE : 7/14/2020 9:27 AM
PLOT BY : DILLINGHAM, MATTHEW
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2



LEGEND

1. Temporary Marking Line Paint 4-Inch (White)
2. Temporary Marking Line Paint 4-Inch (Yellow)
3. Temporary Marking Line Removable Tape 4-Inch (White)
4. Temporary Marking Line Removable Tape 4-Inch (Yellow)
7. Temporary Marking Line Paint 8-Inch (White)
12. Temporary Marking Stop Line Paint 18-Inch
13. Temporary Marking Stop Line Removable Tape 18-Inch

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS
- TYPE III BARRICADE WITH WITH TWO TYPE A FLASHING LIGHTS AND ATTACHED SIGN
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- DELINEATOR FLEXIBLE / TUBULAR MARKER
- WORK ZONE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 2	SHEET 153	E

2

N

85th ST

STH 32

DO NOT PASS
R4-1
24"X30"

W06-3

W6-4
12"X18"

3' line
3' space

3' line
9' space

BEGIN LEFT TURN LANE
R3-20L
24"X36"

W01-4R

35 MPH
WO13-1
36"X36"

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

PI: 253+83.51

251+00 252+00 253+00 254+00 255+00 256+00 257+00 258+00

53+00 54+00 55+00 56+00 57+00

LEGEND

1. Temporary Marking Line Paint 4-Inch (White)
2. Temporary Marking Line Paint 4-Inch (Yellow)
3. Temporary Marking Line Removable Tape 4-Inch (White)
4. Temporary Marking Line Removable Tape 4-Inch (Yellow)
7. Temporary Marking Line Paint 8-Inch (White)
12. Temporary Marking Stop Line Paint 18-Inch
13. Temporary Marking Stop Line Removable Tape 18-Inch

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS
- TYPE III BARRICADE WITH WITH TWO TYPE A FLASHING LIGHTS AND ATTACHED SIGN
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- DELINEATOR FLEXIBLE / TUBULAR MARKER
- WORK ZONE

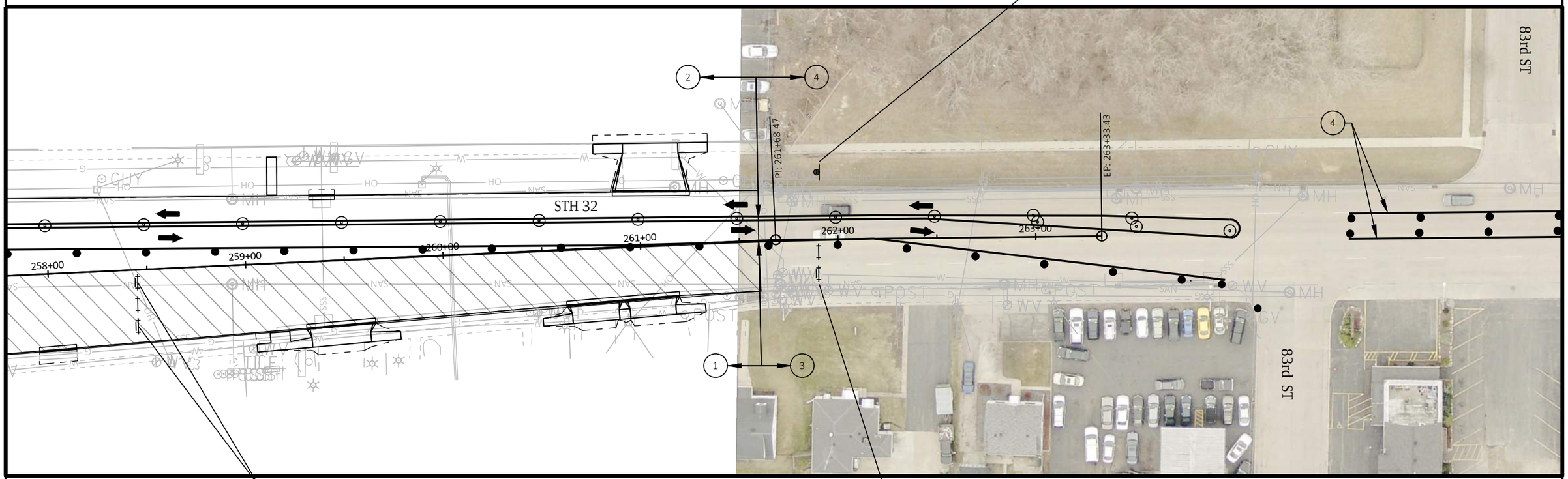
PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 2	SHEET 154	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026101_S2.DWG
LAYOUT NAME - 026108_s2

PLOT DATE : 7/14/2020 9:27 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

N



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

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

LEGEND

1. Temporary Marking Line Paint 4-Inch (White)
2. Temporary Marking Line Paint 4-Inch (Yellow)
3. Temporary Marking Line Removable Tape 4-Inch (White)
4. Temporary Marking Line Removable Tape 4-Inch (Yellow)
7. Temporary Marking Line Paint 8-Inch (White)
12. Temporary Marking Stop Line Paint 18-Inch
13. Temporary Marking Stop Line Removable Tape 18-Inch

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS
- TYPE III BARRICADE WITH WITH TWO TYPE A FLASHING LIGHTS AND ATTACHED SIGN
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- DELINEATOR FLEXIBLE / TUBULAR MARKER
- WORK ZONE

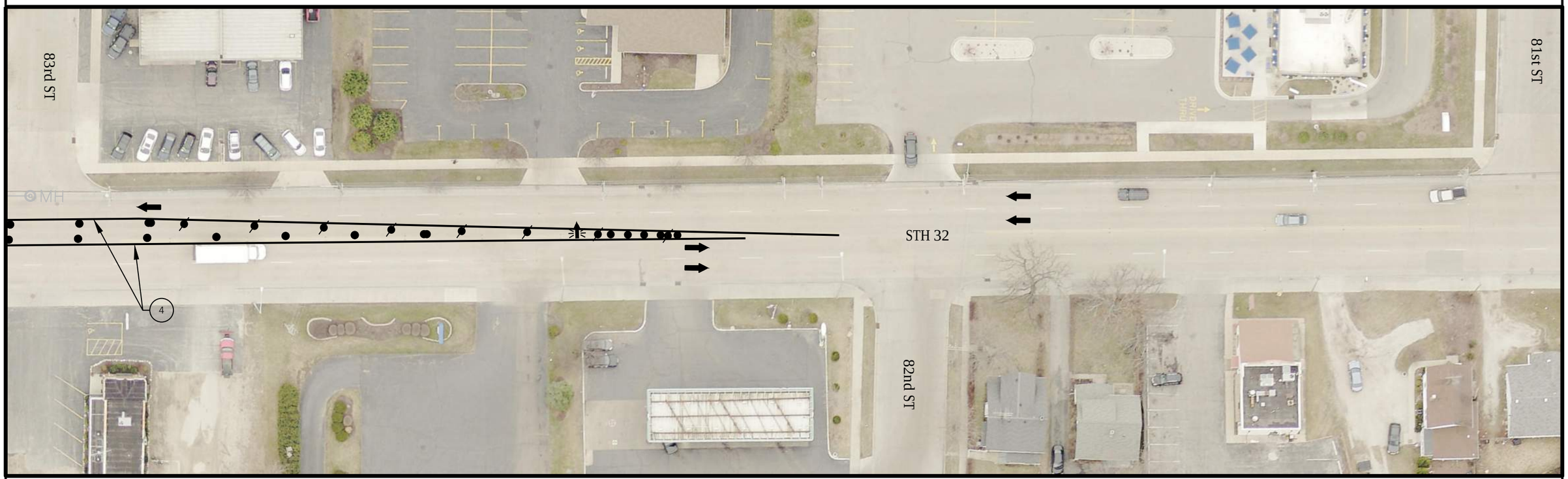
PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 2	SHEET 155	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026101_S2.DWG
LAYOUT NAME - 026109_s2

PLOT DATE : 7/14/2020 9:48 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

N



LEGEND

1. Temporary Marking Line Paint 4-Inch (White)
2. Temporary Marking Line Paint 4-Inch (Yellow)
3. Temporary Marking Line Removable Tape 4-Inch (White)
4. Temporary Marking Line Removable Tape 4-Inch (Yellow)
7. Temporary Marking Line Paint 8-Inch (White)
12. Temporary Marking Stop Line Paint 18-Inch
13. Temporary Marking Stop Line Removable Tape 18-Inch

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS
- TYPE III BARRICADE WITH WITH TWO TYPE A FLASHING LIGHTS AND ATTACHED SIGN
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- DELINEATOR FLEXIBLE / TUBULAR MARKER
- WORK ZONE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 2	SHEET 156	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026101_S2.DWG
LAYOUT NAME - 026109a_s2
PLOT DATE : 7/14/2020 10:00 AM
PLOT BY : DILLINGHAM, MATTHEW
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

N

2



LEGEND

1. Temporary Marking Line Paint 4-Inch (White)
2. Temporary Marking Line Paint 4-Inch (Yellow)
3. Temporary Marking Line Removable Tape 4-Inch (White)
4. Temporary Marking Line Removable Tape 4-Inch (Yellow)
7. Temporary Marking Line Paint 8-Inch (White)
12. Temporary Marking Stop Line Paint 18-Inch
13. Temporary Marking Stop Line Removable Tape 18-Inch

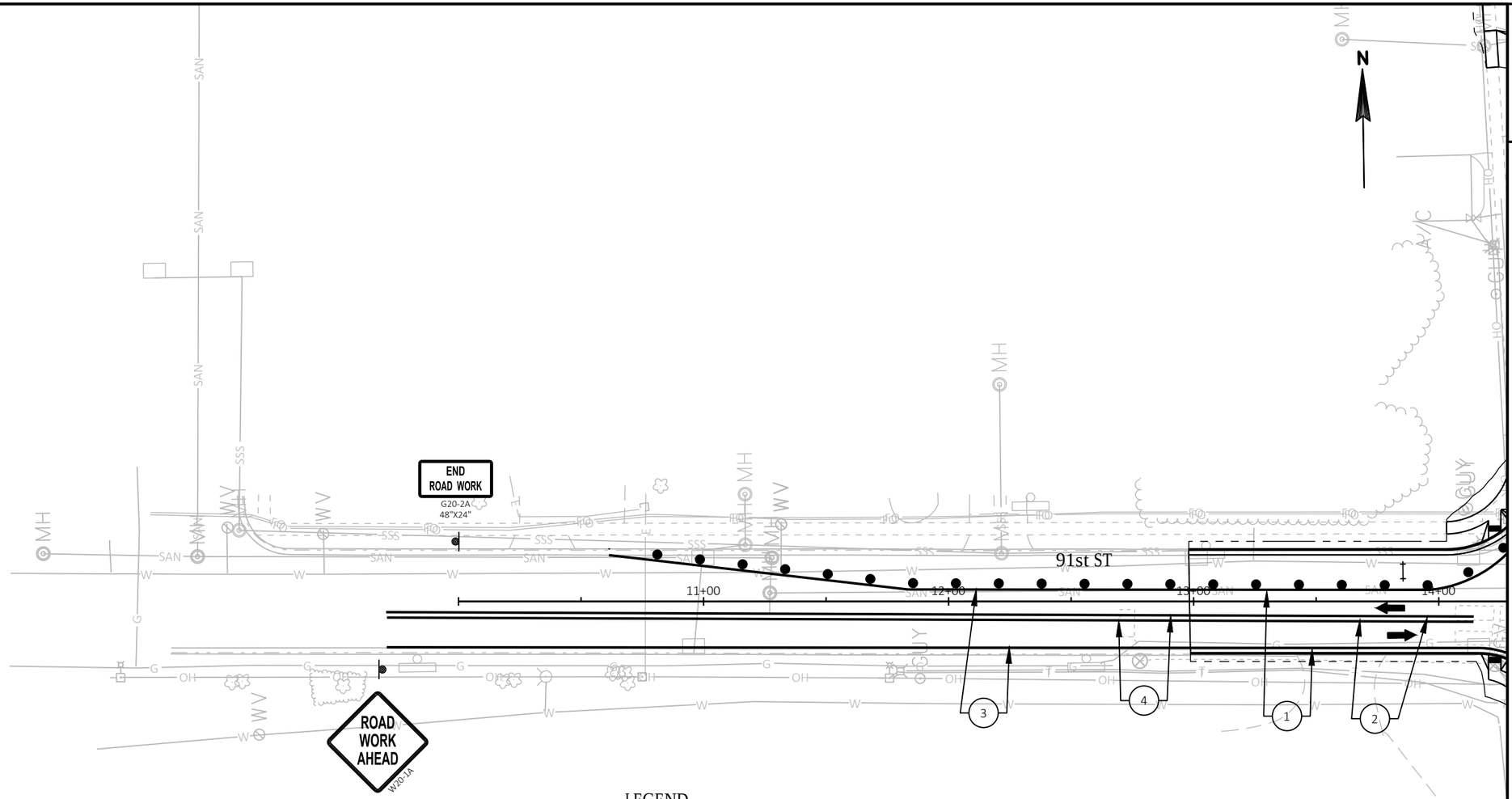
LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS
- TYPE III BARRICADE WITH WITH TWO TYPE A FLASHING LIGHTS AND ATTACHED SIGN
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- DELINEATOR FLEXIBLE / TUBULAR MARKER
- WORK ZONE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 2	SHEET 157	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026101_S2.DWG
LAYOUT NAME - 026109b_s2
PLOT DATE : 7/14/2020 10:13 AM
PLOT BY : DILLINGHAM, MATTHEW
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2



LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS
- TYPE III BARRICADE WITH WITH TWO TYPE A FLASHING LIGHTS AND ATTACHED SIGN
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- DELINEATOR FLEXIBLE / TUBULAR MARKER
- WORK ZONE

LEGEND

1. Temporary Marking Line Paint 4-Inch (White)
2. Temporary Marking Line Paint 4-Inch (Yellow)
3. Temporary Marking Line Removable Tape 4-Inch (White)
4. Temporary Marking Line Removable Tape 4-Inch (Yellow)
7. Temporary Marking Line Paint 8-Inch (White)
12. Temporary Marking Stop Line Paint 18-Inch
13. Temporary Marking Stop Line Removable Tape 18-Inch

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 2	SHEET 158	E

2

N

WO1-6
48" X 24"

TYPE III BARRICADE

END
ROAD WORK
G20-2A
48"X24"

500'

ROAD
WORK
AHEAD
W20-1A

85th ST

51+00

52+00

53+00

LEGEND

1. Temporary Marking Line Paint 4-Inch (White)
2. Temporary Marking Line Paint 4-Inch (Yellow)
3. Temporary Marking Line Removable Tape 4-Inch (White)
4. Temporary Marking Line Removable Tape 4-Inch (Yellow)
7. Temporary Marking Line Paint 8-Inch (White)
12. Temporary Marking Stop Line Paint 18-Inch
13. Temporary Marking Stop Line Removable Tape 18-Inch

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS
- TYPE III BARRICADE WITH WITH TWO TYPE A FLASHING LIGHTS AND ATTACHED SIGN
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- DELINEATOR FLEXIBLE / TUBULAR MARKER
- WORK ZONE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 2	SHEET 159	E

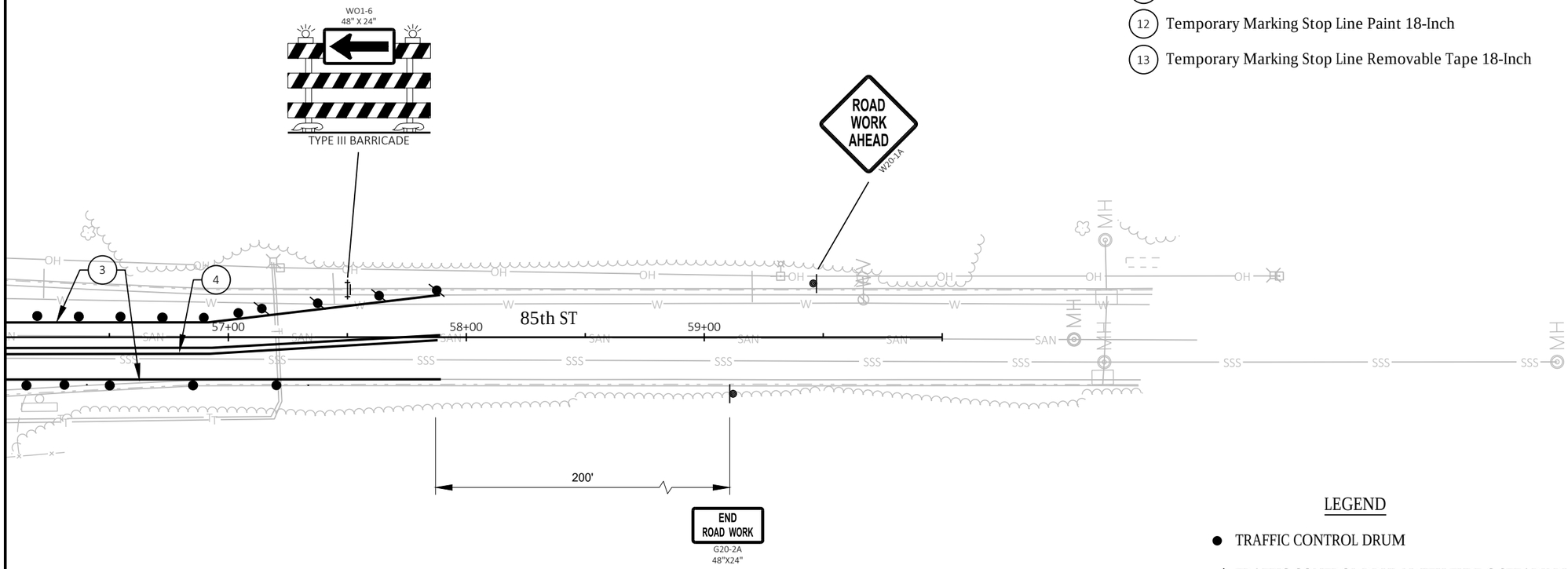
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LAYOUT NAME - 026111_s2
PLOT DATE : 7/14/2020 10:13 AM
PLOT BY : DILLINGHAM, MATTHEW
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

LEGEND

1. Temporary Marking Line Paint 4-Inch (White)
2. Temporary Marking Line Paint 4-Inch (Yellow)
3. Temporary Marking Line Removable Tape 4-Inch (White)
4. Temporary Marking Line Removable Tape 4-Inch (Yellow)
7. Temporary Marking Line Paint 8-Inch (White)
12. Temporary Marking Stop Line Paint 18-Inch
13. Temporary Marking Stop Line Removable Tape 18-Inch

N



LEGEND

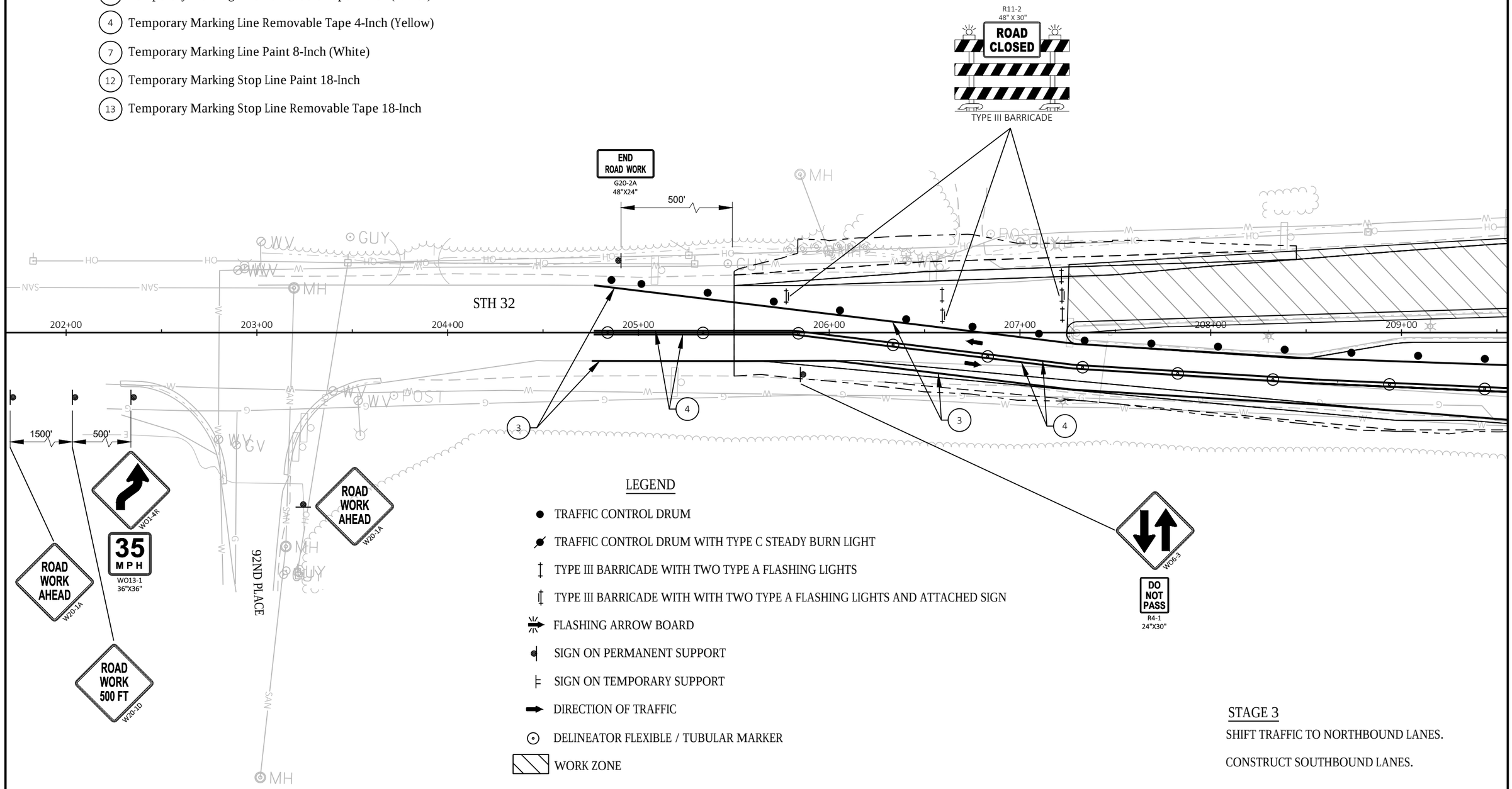
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS
- TYPE III BARRICADE WITH WITH TWO TYPE A FLASHING LIGHTS AND ATTACHED SIGN
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- DELINEATOR FLEXIBLE / TUBULAR MARKER
- WORK ZONE

2

LEGEND

1. Temporary Marking Line Paint 4-Inch (White)
2. Temporary Marking Line Paint 4-Inch (Yellow)
3. Temporary Marking Line Removable Tape 4-Inch (White)
4. Temporary Marking Line Removable Tape 4-Inch (Yellow)
7. Temporary Marking Line Paint 8-Inch (White)
12. Temporary Marking Stop Line Paint 18-Inch
13. Temporary Marking Stop Line Removable Tape 18-Inch

N



LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS
- TYPE III BARRICADE WITH WITH TWO TYPE A FLASHING LIGHTS AND ATTACHED SIGN
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- DELINEATOR FLEXIBLE / TUBULAR MARKER
- WORK ZONE

STAGE 3

SHIFT TRAFFIC TO NORTHBOUND LANES.

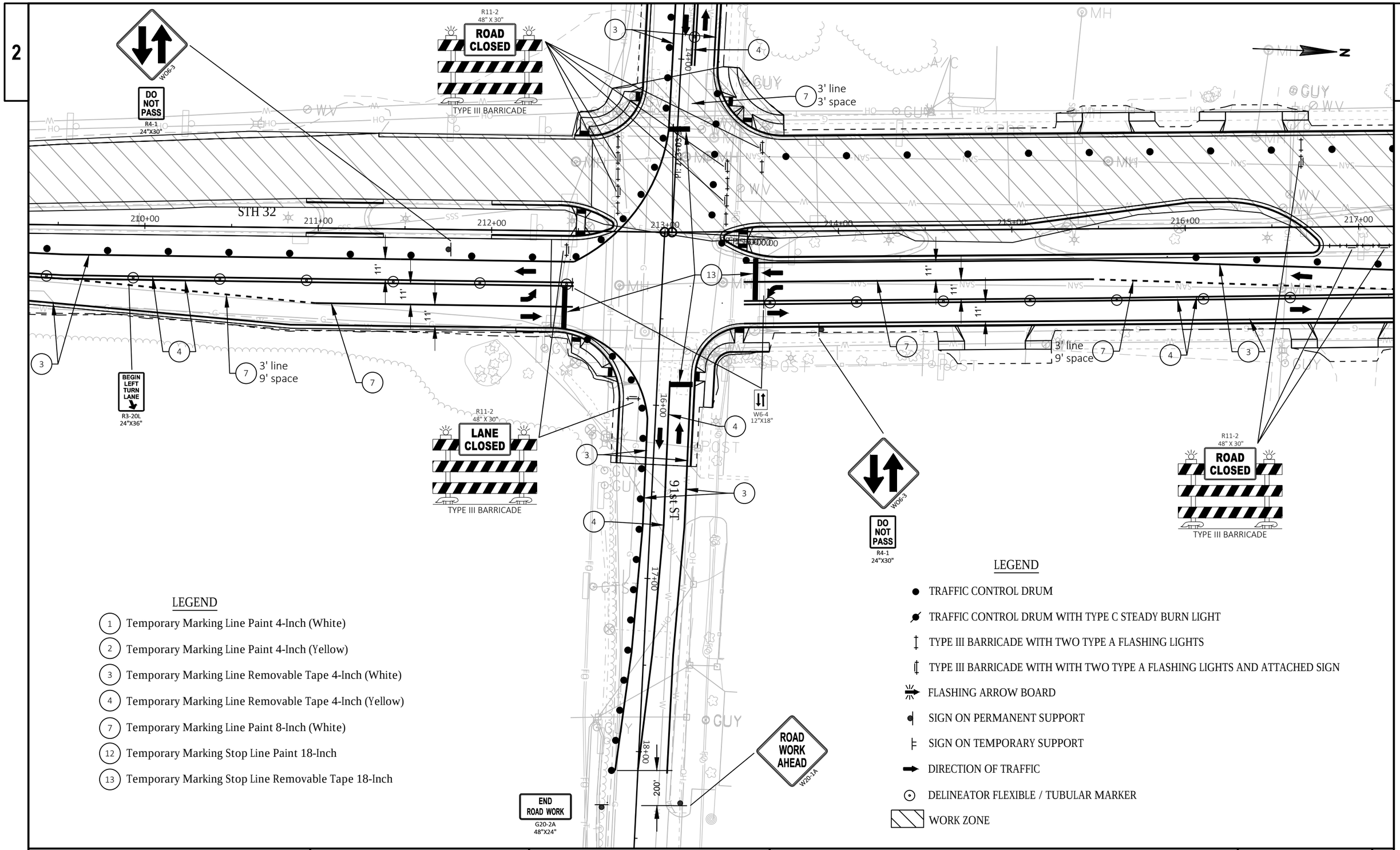
CONSTRUCT SOUTHBOUND LANES.

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 3	SHEET 161	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026201_S3.DWG
LAYOUT NAME - 026201_s3

PLOT DATE : 7/14/2020 10:29 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42



LEGEND

1. Temporary Marking Line Paint 4-Inch (White)
2. Temporary Marking Line Paint 4-Inch (Yellow)
3. Temporary Marking Line Removable Tape 4-Inch (White)
4. Temporary Marking Line Removable Tape 4-Inch (Yellow)
7. Temporary Marking Line Paint 8-Inch (White)
12. Temporary Marking Stop Line Paint 18-Inch
13. Temporary Marking Stop Line Removable Tape 18-Inch

LEGEND

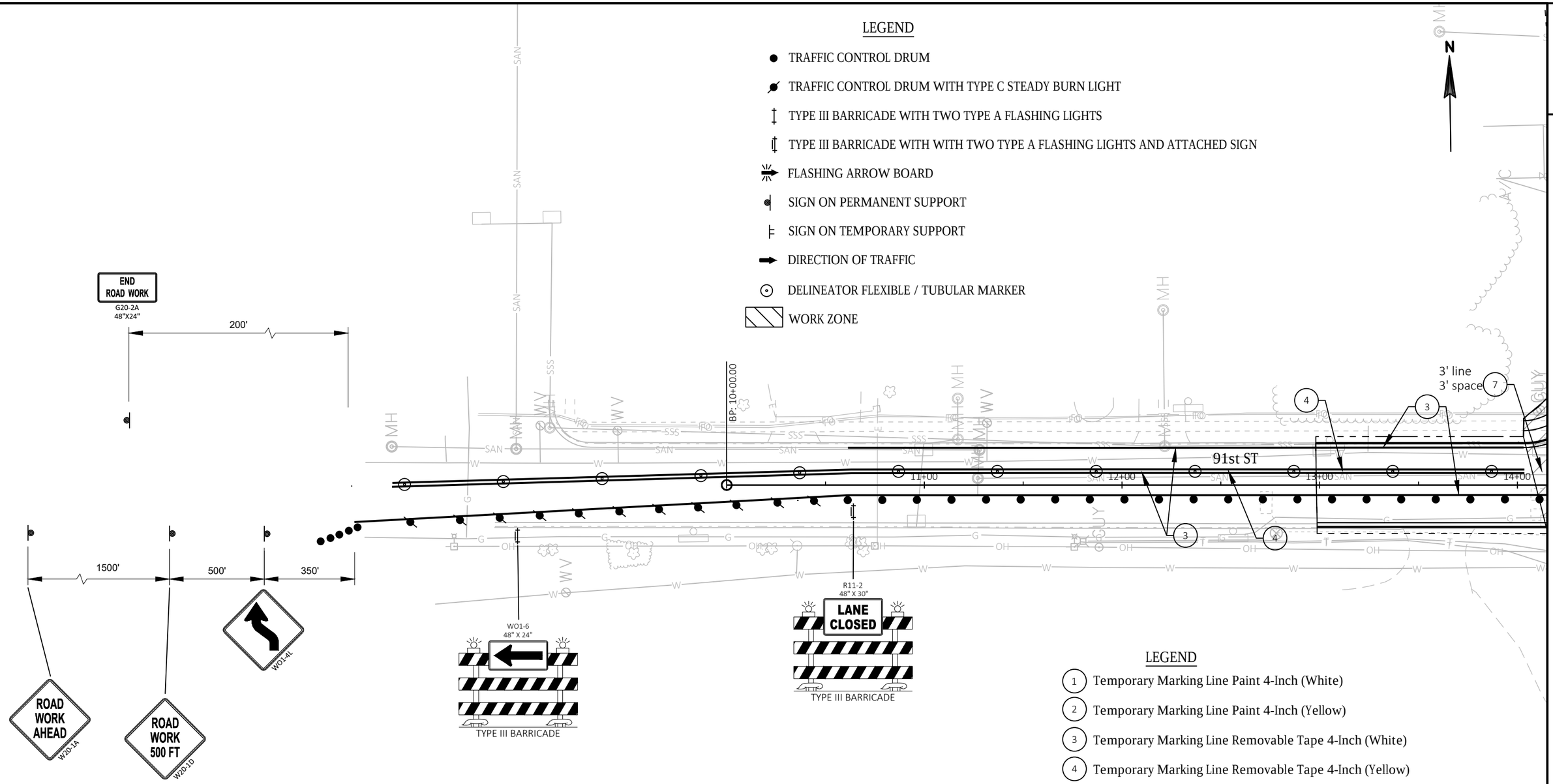
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS
- TYPE III BARRICADE WITH WITH TWO TYPE A FLASHING LIGHTS AND ATTACHED SIGN
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- DELINEATOR FLEXIBLE / TUBULAR MARKER
- WORK ZONE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 3	SHEET 162	E

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS
- TYPE III BARRICADE WITH WITH TWO TYPE A FLASHING LIGHTS AND ATTACHED SIGN
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- DELINEATOR FLEXIBLE / TUBULAR MARKER
- WORK ZONE

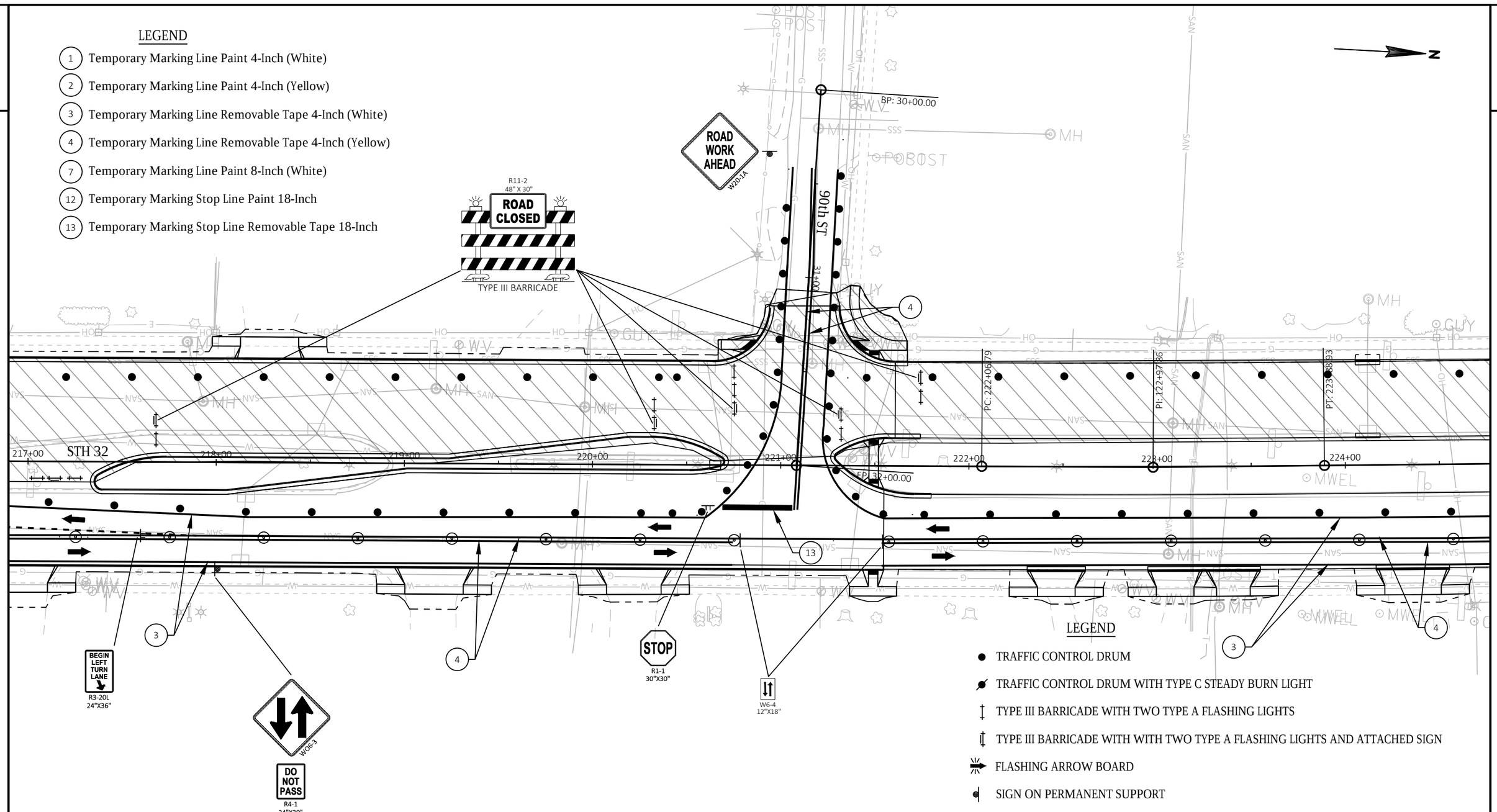


LEGEND

1. Temporary Marking Line Paint 4-Inch (White)
2. Temporary Marking Line Paint 4-Inch (Yellow)
3. Temporary Marking Line Removable Tape 4-Inch (White)
4. Temporary Marking Line Removable Tape 4-Inch (Yellow)
7. Temporary Marking Line Paint 8-Inch (White)
12. Temporary Marking Stop Line Paint 18-Inch
13. Temporary Marking Stop Line Removable Tape 18-Inch

LEGEND

1. Temporary Marking Line Paint 4-Inch (White)
2. Temporary Marking Line Paint 4-Inch (Yellow)
3. Temporary Marking Line Removable Tape 4-Inch (White)
4. Temporary Marking Line Removable Tape 4-Inch (Yellow)
7. Temporary Marking Line Paint 8-Inch (White)
12. Temporary Marking Stop Line Paint 18-Inch
13. Temporary Marking Stop Line Removable Tape 18-Inch

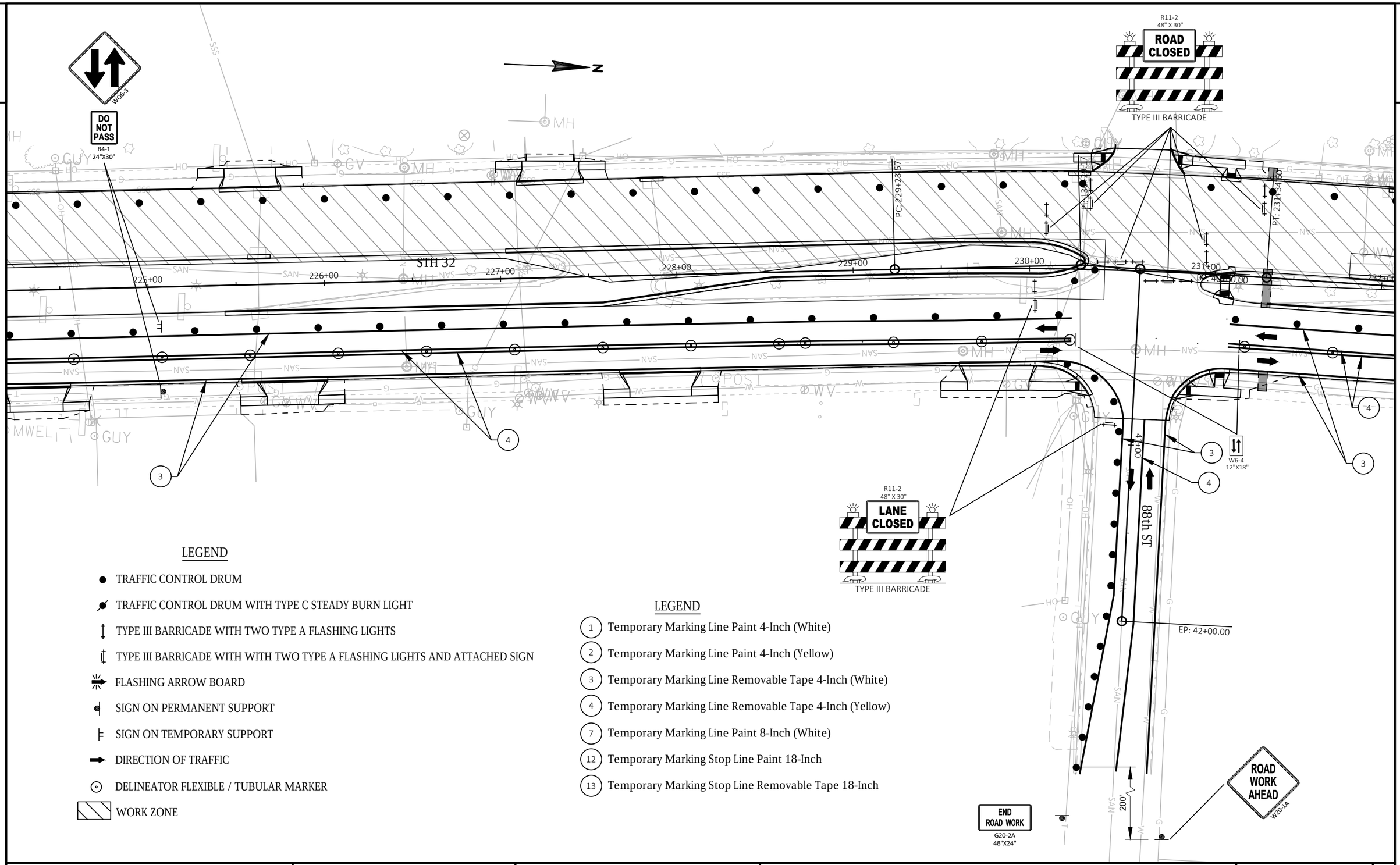


LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS
- TYPE III BARRICADE WITH WITH TWO TYPE A FLASHING LIGHTS AND ATTACHED SIGN
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- DELINEATOR FLEXIBLE / TUBULAR MARKER
- WORK ZONE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 3	SHEET 164	E

2



LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS
- TYPE III BARRICADE WITH WITH TWO TYPE A FLASHING LIGHTS AND ATTACHED SIGN
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- DELINEATOR FLEXIBLE / TUBULAR MARKER
- WORK ZONE

LEGEND

1. Temporary Marking Line Paint 4-Inch (White)
2. Temporary Marking Line Paint 4-Inch (Yellow)
3. Temporary Marking Line Removable Tape 4-Inch (White)
4. Temporary Marking Line Removable Tape 4-Inch (Yellow)
7. Temporary Marking Line Paint 8-Inch (White)
12. Temporary Marking Stop Line Paint 18-Inch
13. Temporary Marking Stop Line Removable Tape 18-Inch

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 3	SHEET 165	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026201_S3.DWG
LAYOUT NAME - 026204_s3
PLOT DATE : 7/14/2020 10:29 AM
PLOT BY : DILLINGHAM, MATTHEW
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

LEGEND

1. Temporary Marking Line Paint 4-Inch (White)
2. Temporary Marking Line Paint 4-Inch (Yellow)
3. Temporary Marking Line Removable Tape 4-Inch (White)
4. Temporary Marking Line Removable Tape 4-Inch (Yellow)
7. Temporary Marking Line Paint 8-Inch (White)
12. Temporary Marking Stop Line Paint 18-Inch
13. Temporary Marking Stop Line Removable Tape 18-Inch

N

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

W06-3
DO NOT PASS
R4-1
24"X30"

PC: 239+47.21

232+00 233+00 234+00 235+00 STH 32 236+00 237+00 238+00 239+00

3 4

W06-3
DO NOT PASS
R4-1
24"X30"

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

W6-4
12"X18"

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS
- TYPE III BARRICADE WITH WITH TWO TYPE A FLASHING LIGHTS AND ATTACHED SIGN
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- DELINEATOR FLEXIBLE / TUBULAR MARKER
- WORK ZONE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 3	SHEET 166	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026201_S3.DWG
LAYOUT NAME - 026205_s3

PLOT DATE : 7/14/2020 10:29 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

N

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

W6-3

DO NOT PASS
R4-1
24"X30"

PC: 239+47.71
PI: 240+06.06
PT: 240+64.57

240+00 241+00 242+00 243+00 STH 32 244+00 245+00 246+00 247+00

W6-4
12"X18"

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

LEGEND

1. Temporary Marking Line Paint 4-Inch (White)
2. Temporary Marking Line Paint 4-Inch (Yellow)
3. Temporary Marking Line Removable Tape 4-Inch (White)
4. Temporary Marking Line Removable Tape 4-Inch (Yellow)
7. Temporary Marking Line Paint 8-Inch (White)
12. Temporary Marking Stop Line Paint 18-Inch
13. Temporary Marking Stop Line Removable Tape 18-Inch

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS
- TYPE III BARRICADE WITH WITH TWO TYPE A FLASHING LIGHTS AND ATTACHED SIGN
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- DELINEATOR FLEXIBLE / TUBULAR MARKER
- WORK ZONE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 3	SHEET 167	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026201_S3.DWG
LAYOUT NAME - 026206_s3
PLOT DATE : 7/14/2020 10:29 AM
PLOT BY : DILLINGHAM, MATTHEW
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

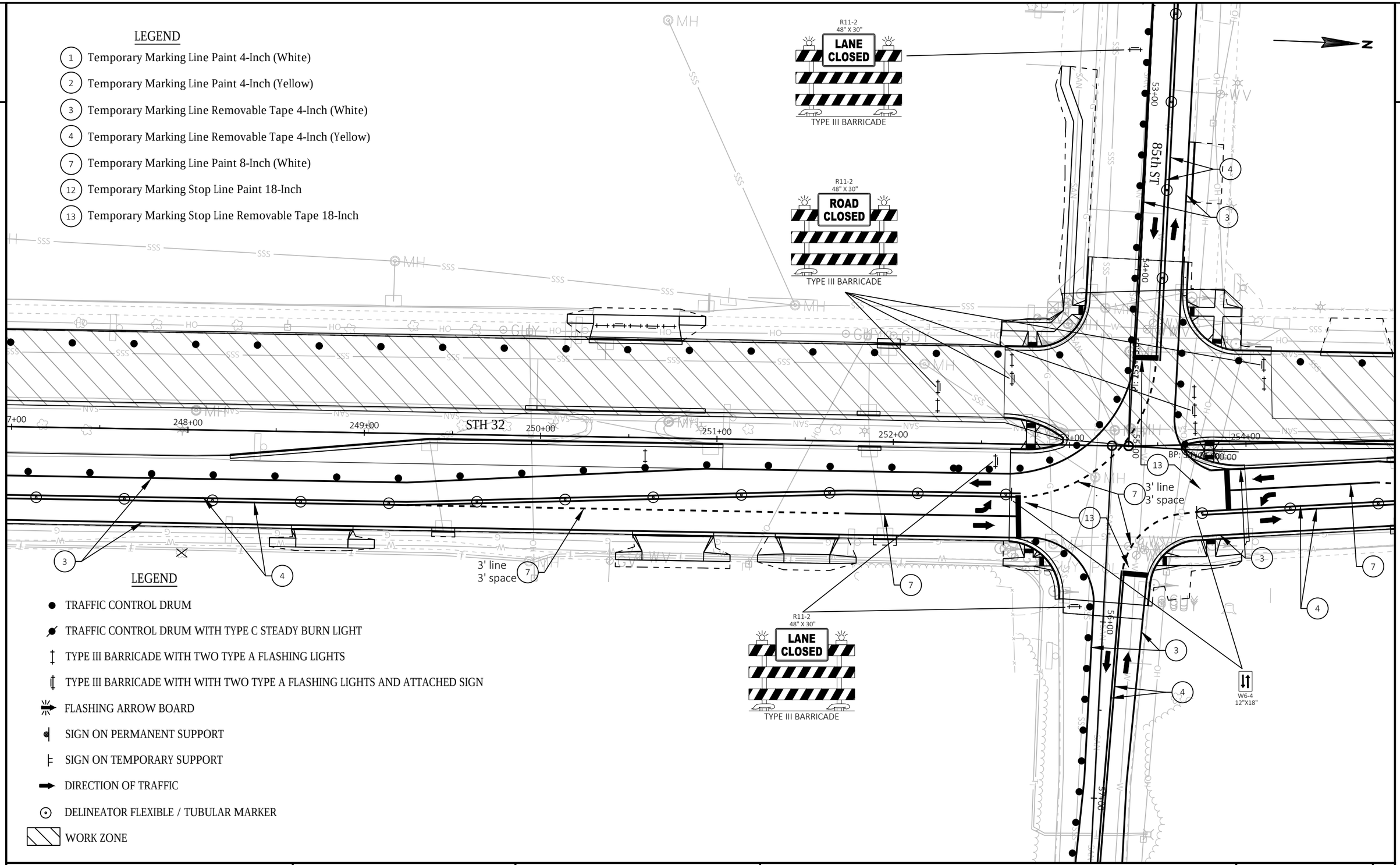
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LEGEND

1. Temporary Marking Line Paint 4-Inch (White)
2. Temporary Marking Line Paint 4-Inch (Yellow)
3. Temporary Marking Line Removable Tape 4-Inch (White)
4. Temporary Marking Line Removable Tape 4-Inch (Yellow)
7. Temporary Marking Line Paint 8-Inch (White)
12. Temporary Marking Stop Line Paint 18-Inch
13. Temporary Marking Stop Line Removable Tape 18-Inch

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

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



LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS
- TYPE III BARRICADE WITH WITH TWO TYPE A FLASHING LIGHTS AND ATTACHED SIGN
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- DELINEATOR FLEXIBLE / TUBULAR MARKER
- WORK ZONE

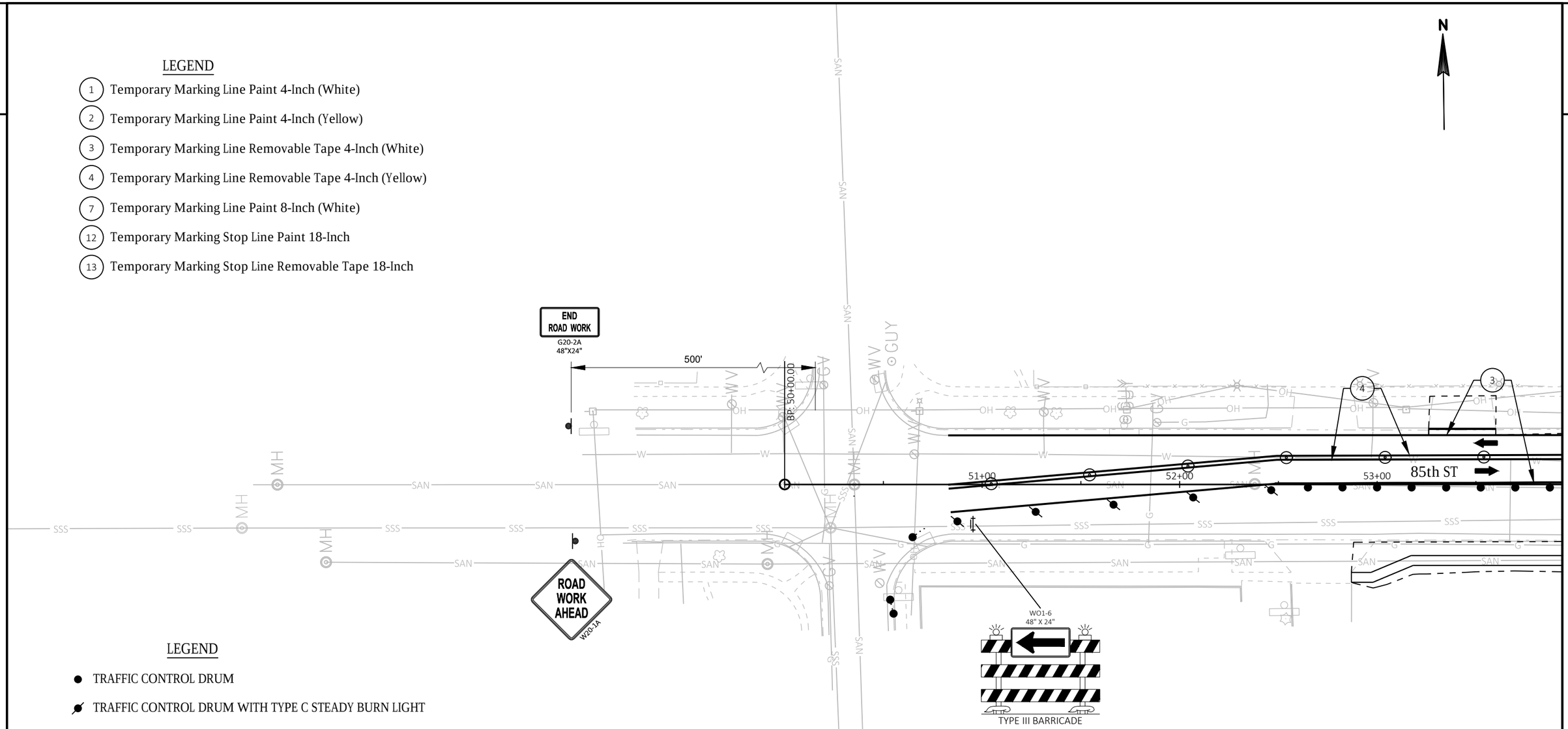
PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 3	SHEET 168	E

2

2

LEGEND

1. Temporary Marking Line Paint 4-Inch (White)
2. Temporary Marking Line Paint 4-Inch (Yellow)
3. Temporary Marking Line Removable Tape 4-Inch (White)
4. Temporary Marking Line Removable Tape 4-Inch (Yellow)
7. Temporary Marking Line Paint 8-Inch (White)
12. Temporary Marking Stop Line Paint 18-Inch
13. Temporary Marking Stop Line Removable Tape 18-Inch



LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS
- TYPE III BARRICADE WITH WITH TWO TYPE A FLASHING LIGHTS AND ATTACHED SIGN
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- DELINEATOR FLEXIBLE / TUBULAR MARKER
- WORK ZONE

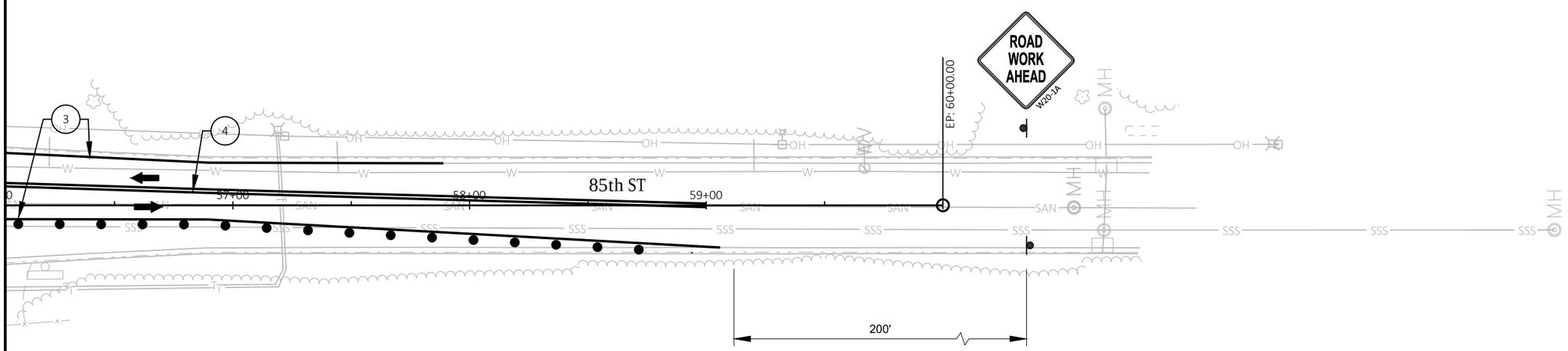
PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 3	SHEET 169	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026201_S3.DWG
LAYOUT NAME - 026211_s3

PLOT DATE : 7/14/2020 10:30 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2



LEGEND

1. Temporary Marking Line Paint 4-Inch (White)
2. Temporary Marking Line Paint 4-Inch (Yellow)
3. Temporary Marking Line Removable Tape 4-Inch (White)
4. Temporary Marking Line Removable Tape 4-Inch (Yellow)
7. Temporary Marking Line Paint 8-Inch (White)
12. Temporary Marking Stop Line Paint 18-Inch
13. Temporary Marking Stop Line Removable Tape 18-Inch

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS
- TYPE III BARRICADE WITH WITH TWO TYPE A FLASHING LIGHTS AND ATTACHED SIGN
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- DELINEATOR FLEXIBLE / TUBULAR MARKER
- WORK ZONE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 3	SHEET 170	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026201_S3.DWG
LAYOUT NAME - 026212_s3
PLOT DATE : 7/14/2020 10:30 AM
PLOT BY : DILLINGHAM, MATTHEW
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

N

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

STH 32

255+00 256+00 257+00 258+00 259+00 260+00 261+00 262+00

PI: 261+68.47

7
7 3' line 9' space
3
4

BEGIN LEFT TURN LANE
R3-20L
24"X36"

W06-3
DO NOT PASS
R4-1
24"X30"

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS
- TYPE III BARRICADE WITH WITH TWO TYPE A FLASHING LIGHTS AND ATTACHED SIGN
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- DELINEATOR FLEXIBLE / TUBULAR MARKER
- WORK ZONE

LEGEND

1. Temporary Marking Line Paint 4-Inch (White)
2. Temporary Marking Line Paint 4-Inch (Yellow)
3. Temporary Marking Line Removable Tape 4-Inch (White)
4. Temporary Marking Line Removable Tape 4-Inch (Yellow)
7. Temporary Marking Line Paint 8-Inch (White)
12. Temporary Marking Stop Line Paint 18-Inch
13. Temporary Marking Stop Line Removable Tape 18-Inch

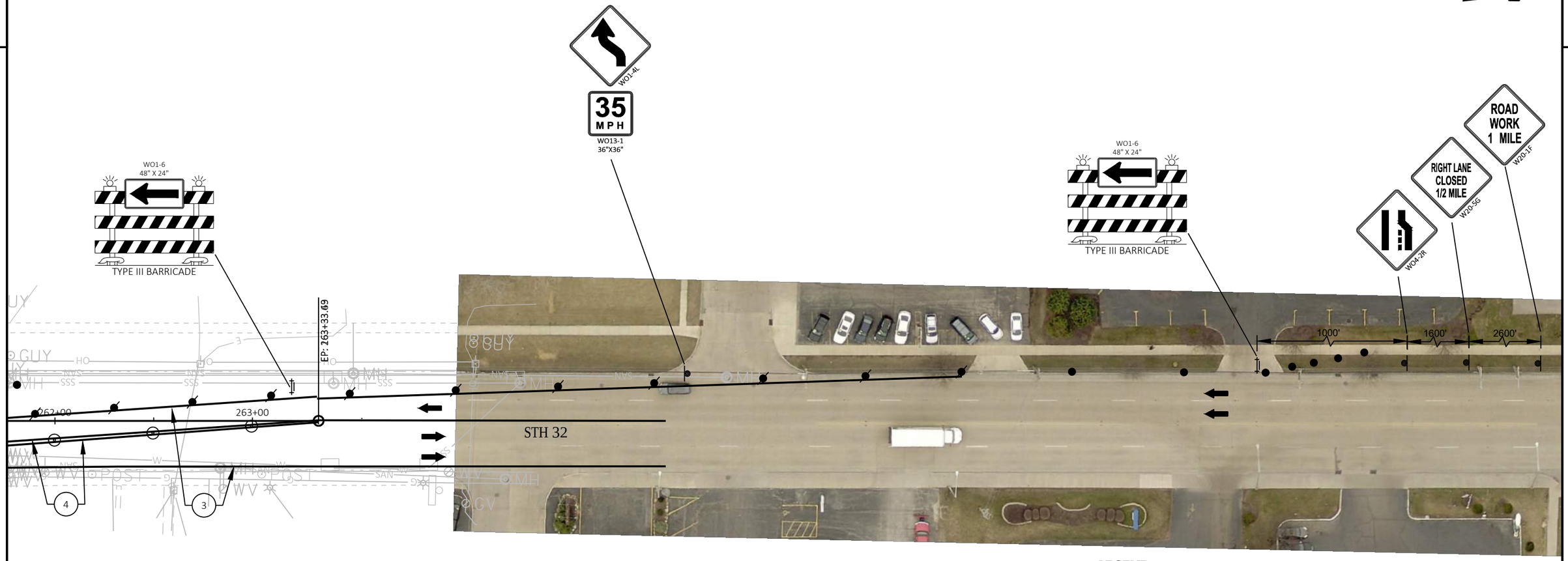
PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 3	SHEET 171	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026201_S3.DWG
LAYOUT NAME - 026209_s3

PLOT DATE : 7/14/2020 10:30 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

N



STAGE 3

SHIFT TRAFFIC TO NORTHBOUND LANES.

CONSTRUCT SOUTHBOUND LANES.

LEGEND

1. Temporary Marking Line Paint 4-Inch (White)
2. Temporary Marking Line Paint 4-Inch (Yellow)
3. Temporary Marking Line Removable Tape 4-Inch (White)
4. Temporary Marking Line Removable Tape 4-Inch (Yellow)
7. Temporary Marking Line Paint 8-Inch (White)
12. Temporary Marking Stop Line Paint 18-Inch
13. Temporary Marking Stop Line Removable Tape 18-Inch

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE WITH TWO TYPE C FLASHING LIGHTS
- TYPE III BARRICADE WITH WITH TWO TYPE C FLASHING LIGHTS AND ATTACHED SIGN
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- DELINEATOR FLEXIBLE / TUBULAR MARKER
- WORK ZONE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 3	SHEET 172	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026201_S3.DWG
LAYOUT NAME - 026208_s3

PLOT DATE : 7/14/2020 11:12 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

N

STH 32

202+00 203+00 204+00 205+00 206+00 207+00 208+00 209+00

LEGEND

- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE A	SHEET 173	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026001_SA.DWG
LAYOUT NAME - 026101_s2

PLOT DATE : 7/14/2020 11:25 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

STH 32

209+00

210+00

211+00

212+00

213+00

214+00

215+00

216+00

17+00

10+00

91st ST

18+00

R9-9
30" X 18"
SIDEWALK CLOSED

TYPE II BARRICADE

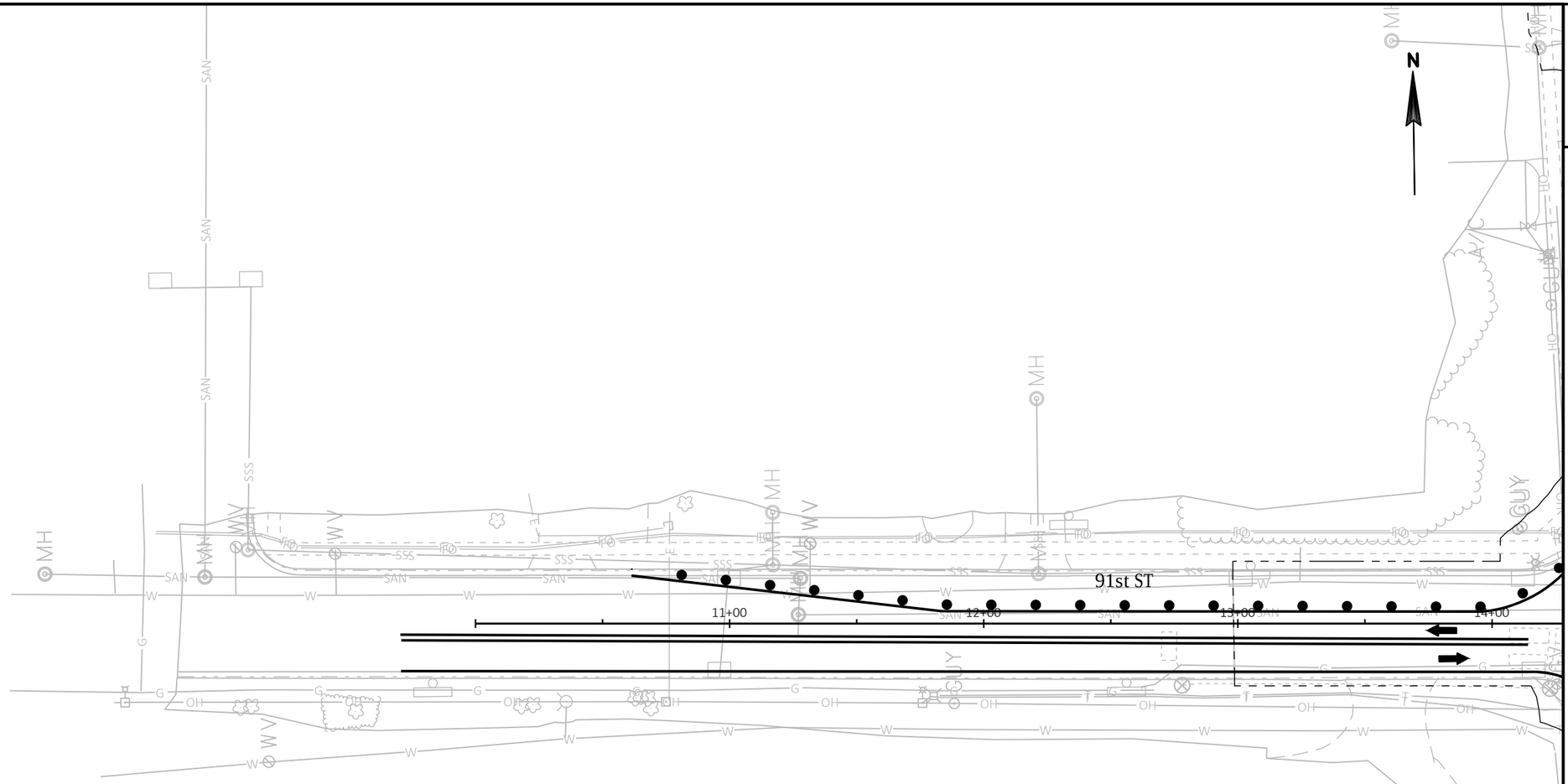
LEGEND

- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE A	SHEET 174	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026001_SA.DWG
LAYOUT NAME - 026102_s2

PLOT DATE : 7/14/2020 11:25 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT



LEGEND

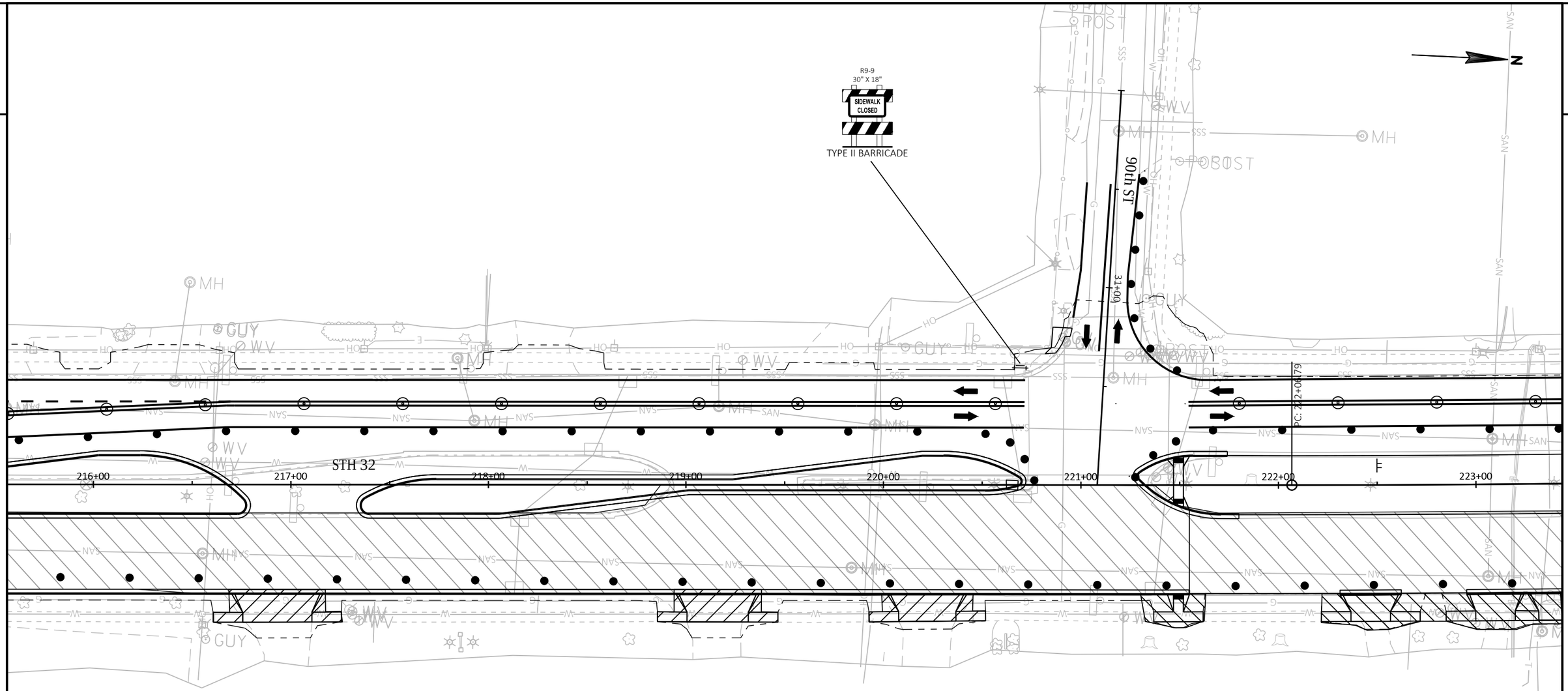
- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE A	SHEET 175	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026001_SA.DWG
LAYOUT NAME - 026110_s2

PLOT DATE : 7/14/2020 11:26 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

2



LEGEND

- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE A	SHEET 176	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026001_SA.DWG
LAYOUT NAME - 026103_s2
PLOT DATE : 7/14/2020 11:26 AM
PLOT BY : DILLINGHAM, MATTHEW
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

2

N

PT: 223+88.93

PC: 229+23.57

91st ST

223+00 224+00 225+00 226+00 227+00 228+00 229+00 230+00

LEGEND

- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE A	SHEET 177	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026001_SA.DWG
LAYOUT NAME - 026104_s2

PLOT DATE : 7/14/2020 11:26 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

N

W11-2
30"X30"
W16-7R
24"X12"

PT: 231+31.00

230+00
231+00
232+00
233+00
234+00
235+00
236+00
237+00
STH 32

+/- 100'

88th ST

W11-2
30"X30"
W16-7L
24"X12"

R9-11A
24"X12"
SIDEWALK CLOSED
CROSS HERE

TYPE II BARRICADE

LEGEND

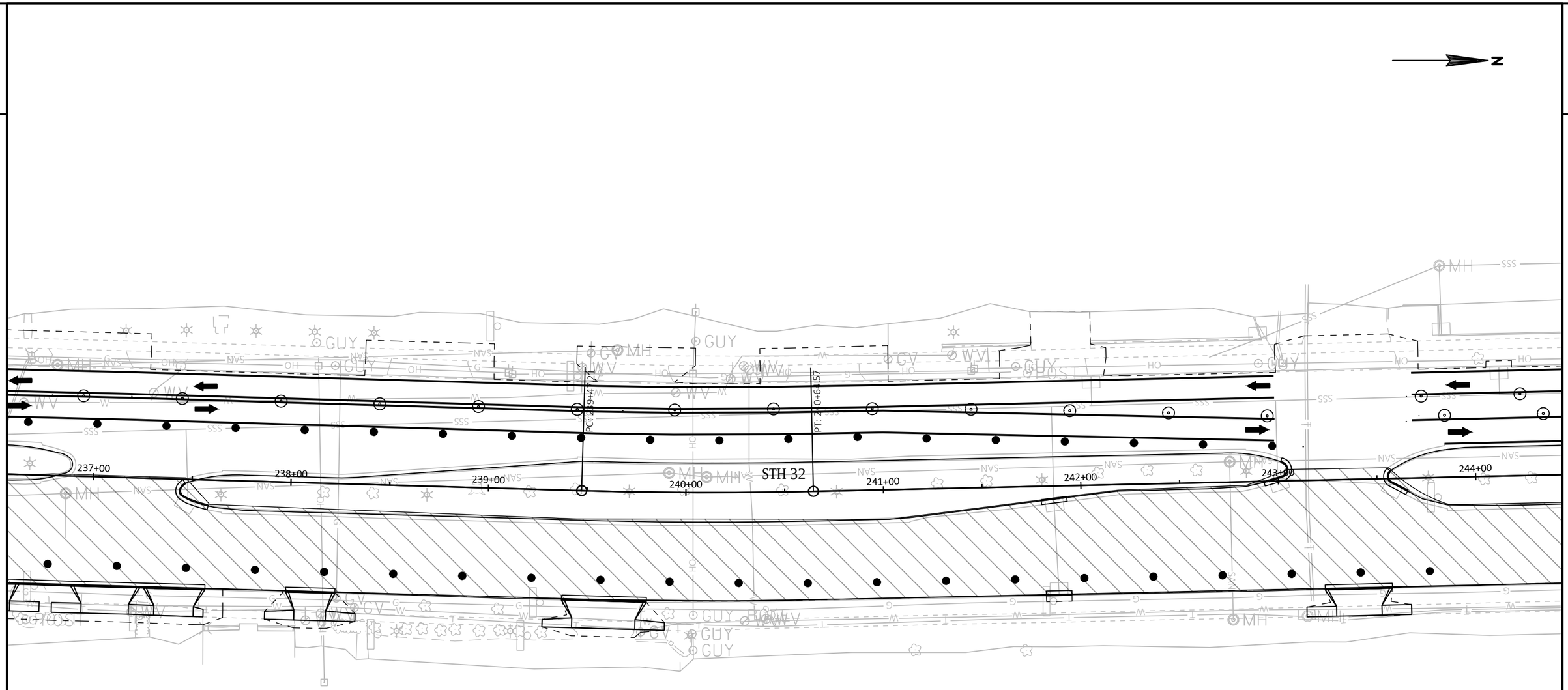
- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE A	SHEET 178	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026001_SA.DWG
LAYOUT NAME - 026105_s2

PLOT DATE : 7/14/2020 11:26 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

2



LEGEND

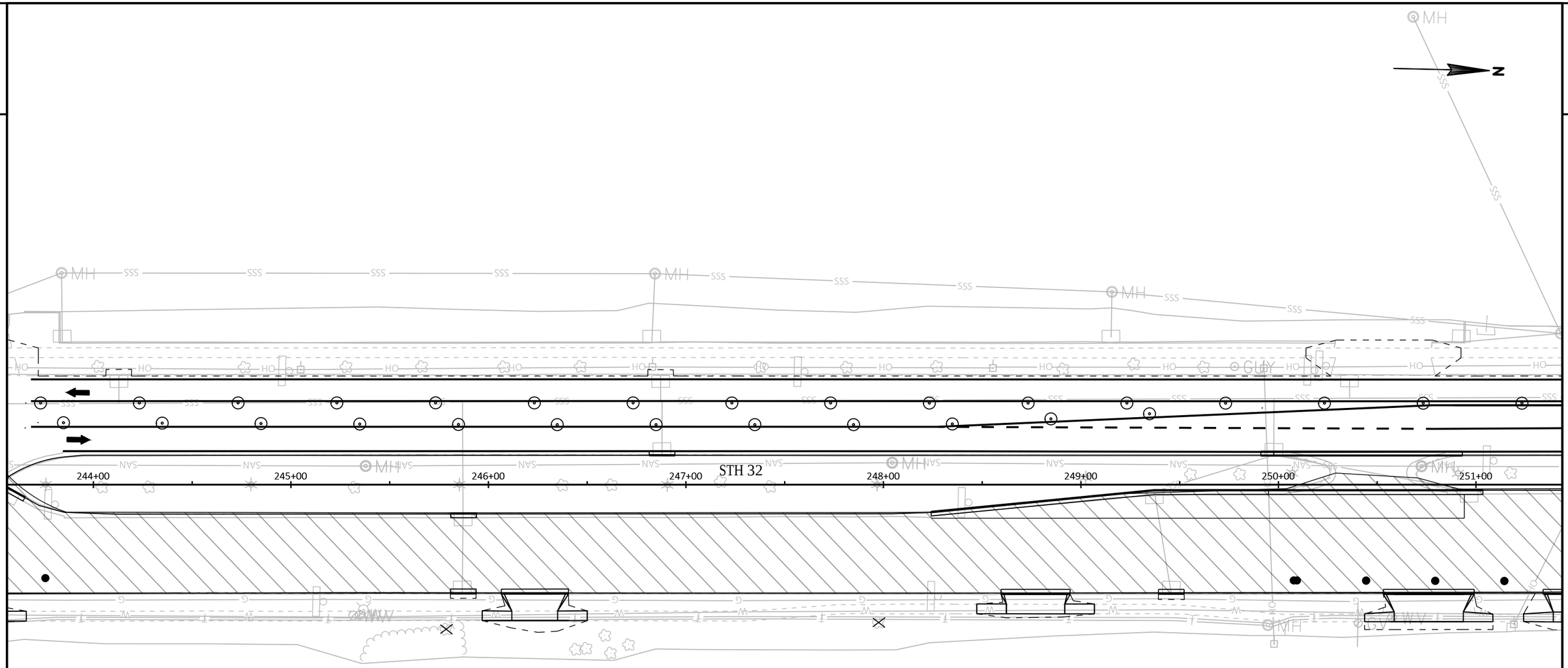
- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE A	SHEET 179	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026001_SA.DWG
LAYOUT NAME - 026106_s2

PLOT DATE : 7/14/2020 11:26 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

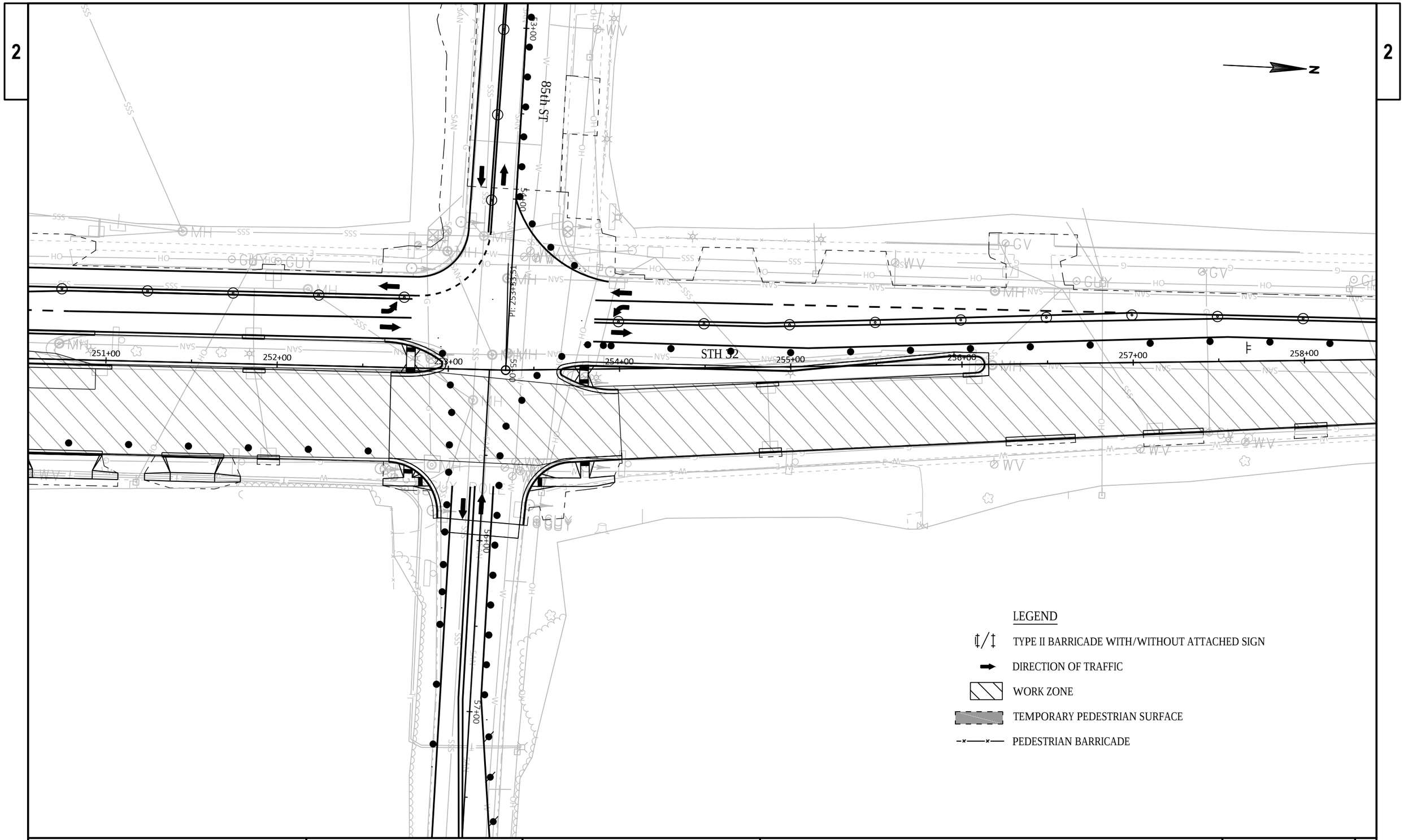
2



LEGEND

- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE A	SHEET 180	E



PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE A	SHEET 181	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026001_SA.DWG
LAYOUT NAME - 026108_s2

PLOT DATE : 7/14/2020 11:26 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

85th ST

51+00

52+00

53+00

LEGEND

- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE

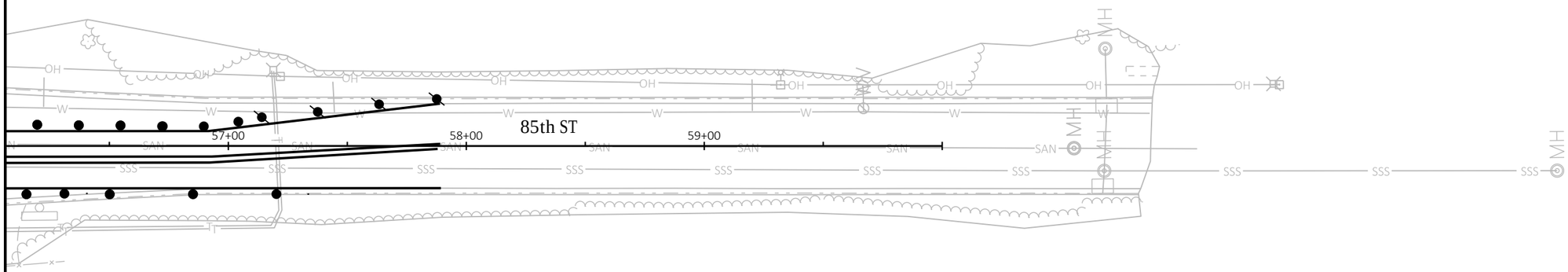
PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE A	SHEET 182	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026001_SA.DWG
LAYOUT NAME - 026111_s2

PLOT DATE : 7/14/2020 11:26 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

N



LEGEND

- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE

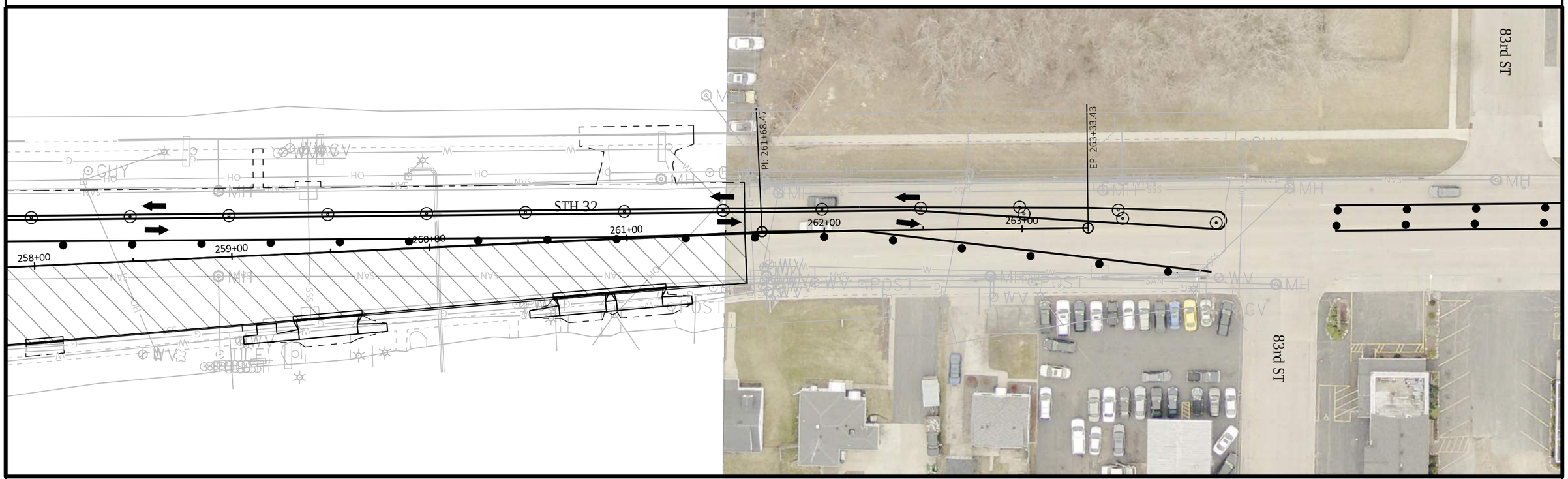
PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE A	SHEET 183	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026001_SA.DWG
LAYOUT NAME - 026114_s2

PLOT DATE : 7/14/2020 11:26 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

N



LEGEND

- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE A	SHEET 184	E

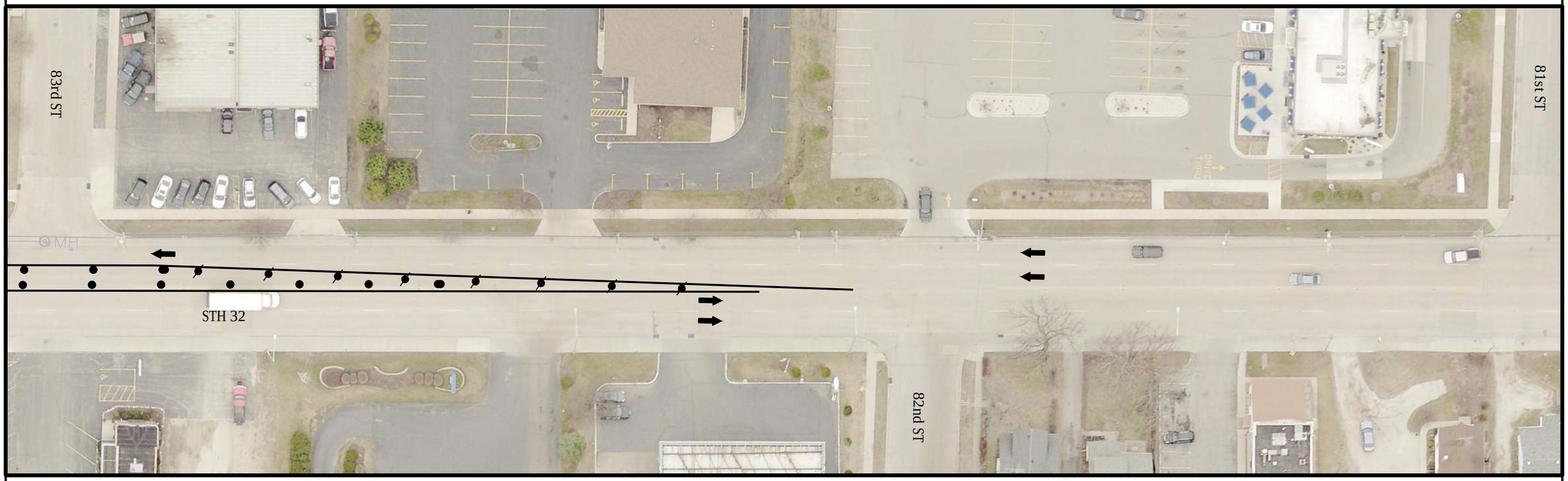
FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026001_SA.DWG
LAYOUT NAME - 026109_s2

PLOT DATE : 7/14/2020 11:55 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

N



LEGEND

- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE A	SHEET 185	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026001_SA.DWG
LAYOUT NAME - 026113_s2

PLOT DATE : 7/14/2020 12:05 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

STH 32

202+00 203+00 204+00 205+00 206+00 207+00 208+00 209+00

LEGEND

- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE B	SHEET 186	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026101_SB.DWG
LAYOUT NAME - 026101_s2

PLOT DATE : 7/14/2020 1:00 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

STH 32

209+00

210+00

211+00

212+00

213+00

214+00

215+00

216+00

17+00

18+00

91st ST

R9-9
30" X 18"
SIDEWALK CLOSED
TYPE II BARRICADE

LEGEND

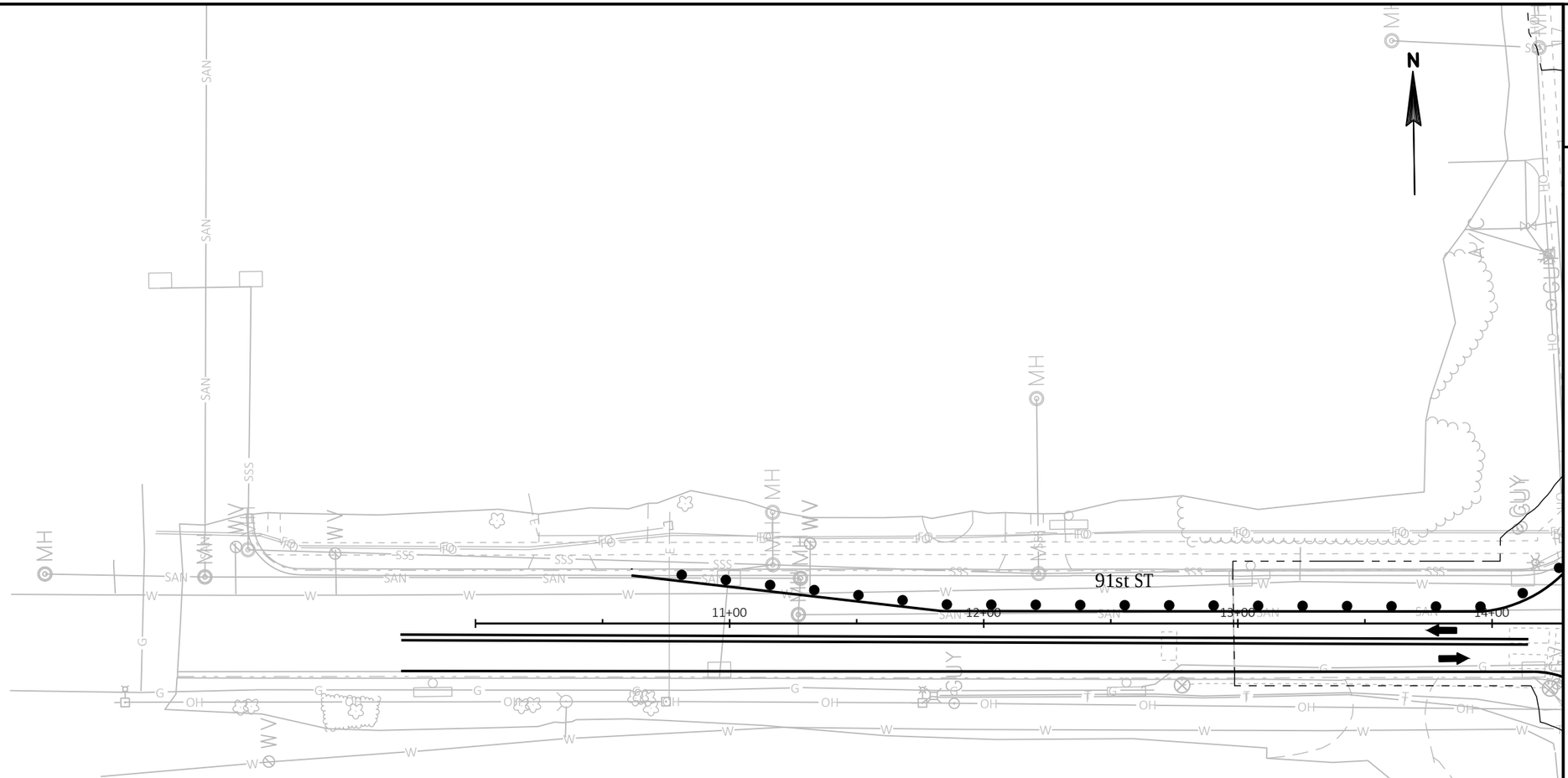
- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE B	SHEET 187	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026101_SB.DWG
LAYOUT NAME - 026102_s2

PLOT DATE : 7/14/2020 1:00 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

2



LEGEND

- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE B	SHEET 188	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026101_SB.DWG
LAYOUT NAME - 026110_s2

PLOT DATE : 7/14/2020 1:00 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

N

90th ST

31+00

PC: 222+08.79

STH 32

216+00 217+00 218+00 219+00 220+00 221+00 222+00 223+00

LEGEND

- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE B	SHEET 189	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026101_SB.DWG
LAYOUT NAME - 026103_s2

PLOT DATE : 7/14/2020 1:00 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

PT: 223+88.93

PC: 229+23.57

91st ST

223+00 224+00 225+00 226+00 227+00 228+00 229+00 230+00

LEGEND

- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE B	SHEET 190	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026101_SB.DWG
LAYOUT NAME - 026104_s2

PLOT DATE : 7/14/2020 1:00 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

N

W11-2
30"X30"
W16-7R
24"X12"

PT: 231+31.00

230+00
231+00
232+00
233+00
234+00
235+00
236+00
237+00

STH 32

88th ST

W11-2
30"X30"
W16-7L
24"X12"

R9-9
30" X 18"
SIDEWALK CLOSED

TYPE II BARRICADE

R9-11A
24"X12"
SIDEWALK CLOSED
CROSS HERE

TYPE II BARRICADE

LEGEND

- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE

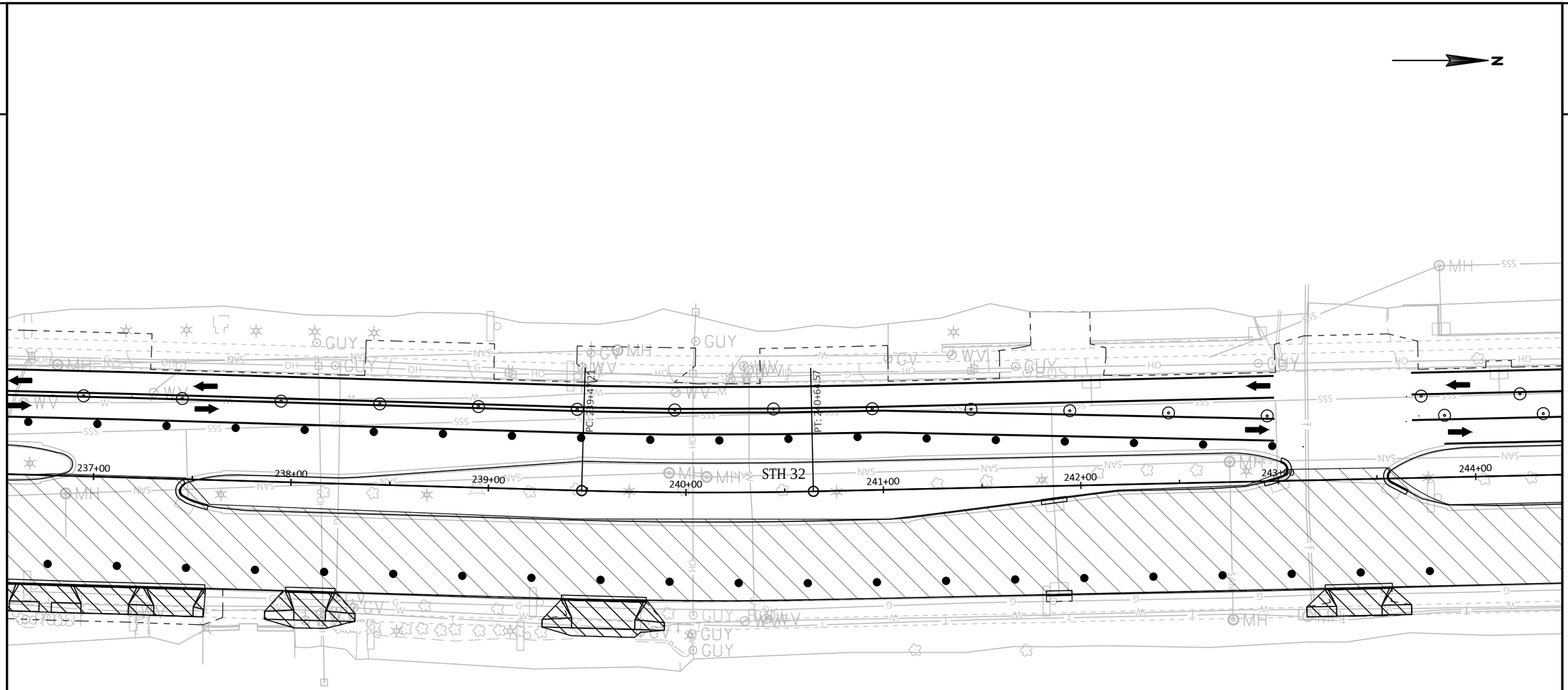
PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE B	SHEET 191	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026101_SB.DWG
LAYOUT NAME - 026105_s2

PLOT DATE : 7/14/2020 1:01 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2



LEGEND

- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE

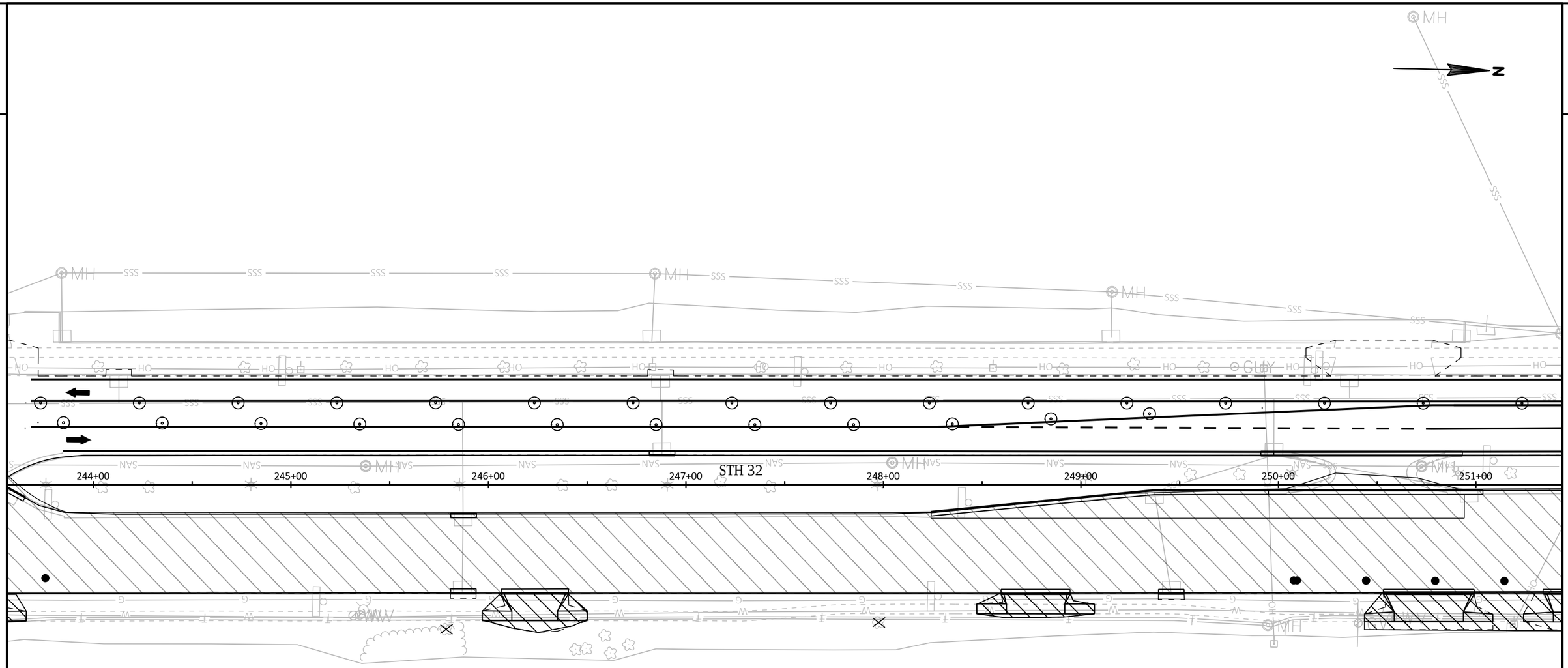
PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE B	SHEET 192	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026101_SB.DWG
LAYOUT NAME - 026106_s2

PLOT DATE : 7/14/2020 1:01 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2



LEGEND

- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE B	SHEET 193	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026101_SB.DWG
LAYOUT NAME - 026107_s2

PLOT DATE : 7/14/2020 1:01 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

N

R9-9
30" X 18"
SIDEWALK CLOSED
TYPE II BARRICADE

85th ST

STH 32

PI: 255+83.51

253+00
254+00
255+00
256+00
257+00
258+00
251+00
252+00
55+00
57+00

R9-9
30" X 18"
SIDEWALK CLOSED
TYPE II BARRICADE

LEGEND

- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE B	SHEET 194	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026101_SB.DWG
LAYOUT NAME - 026108_s2

PLOT DATE : 7/14/2020 1:01 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

N

85th ST

51+00

52+00

53+00

LEGEND

- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE B	SHEET 195	E

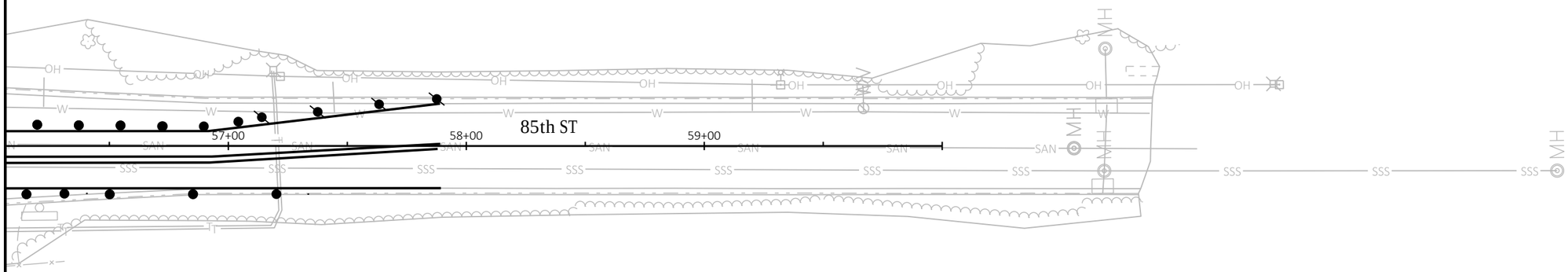
FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026101_SB.DWG
LAYOUT NAME - 026111_s2

PLOT DATE : 7/14/2020 1:01 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

N



LEGEND

- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE

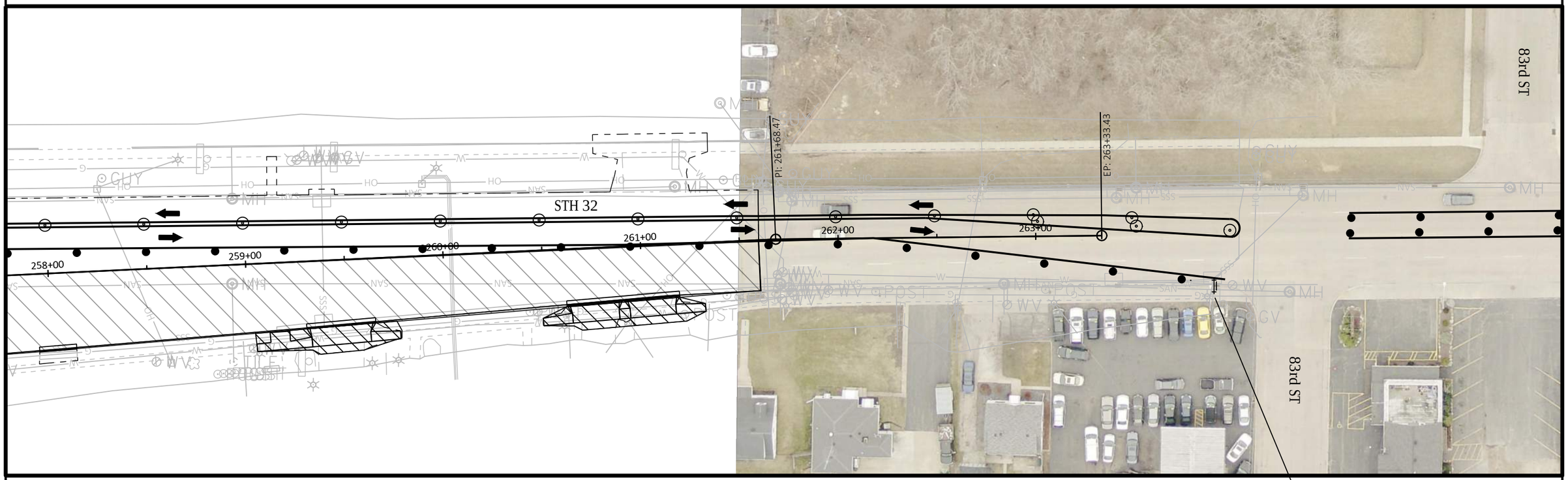
PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE B	SHEET 196	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026101_SB.DWG
LAYOUT NAME - 026114_s2

PLOT DATE : 7/14/2020 1:01 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

N



R9-9
30" X 18"
SIDEWALK CLOSED
TYPE II BARRICADE

LEGEND

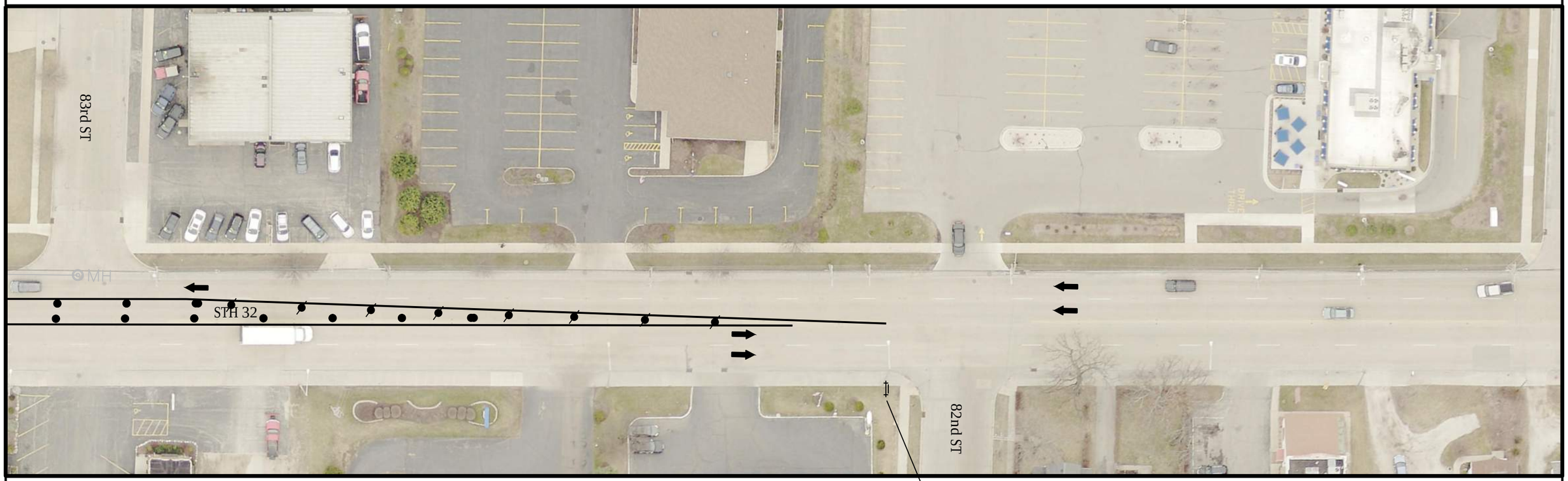
- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE B	SHEET 197	E

2

2

N



LEGEND

- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE

R9-9
R9-9-SIZE



TYPE II BARRICADE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE B	SHEET 198	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026101_SB.DWG
LAYOUT NAME - 026113_s2

PLOT DATE : 7/14/2020 1:35 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

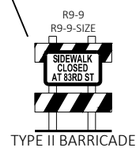
2

N



LEGEND

- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE



TYPE II BARRICADE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE B	SHEET 199	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026101_SB.DWG
LAYOUT NAME - 026115_s2

PLOT DATE : 7/14/2020 1:42 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

N

STH 32

202+00 203+00 204+00 205+00 206+00 207+00 208+00 209+00

LEGEND

TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN

DIRECTION OF TRAFFIC

WORK ZONE

TEMPORARY PEDESTRIAN SURFACE

PEDESTRIAN BARRICADE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE C	SHEET 200	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026101_SC.DWG
LAYOUT NAME - 026101_s2

PLOT DATE : 7/14/2020 2:43 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

STH 32

209+00

210+00

211+00

212+00

213+00

214+00

215+00

216+00

14+00

16+00

17+00

18+00

91ST ST

R9-9
30" X 18"

SIDEWALK CLOSED

TYPE II BARRICADE

LEGEND

- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE

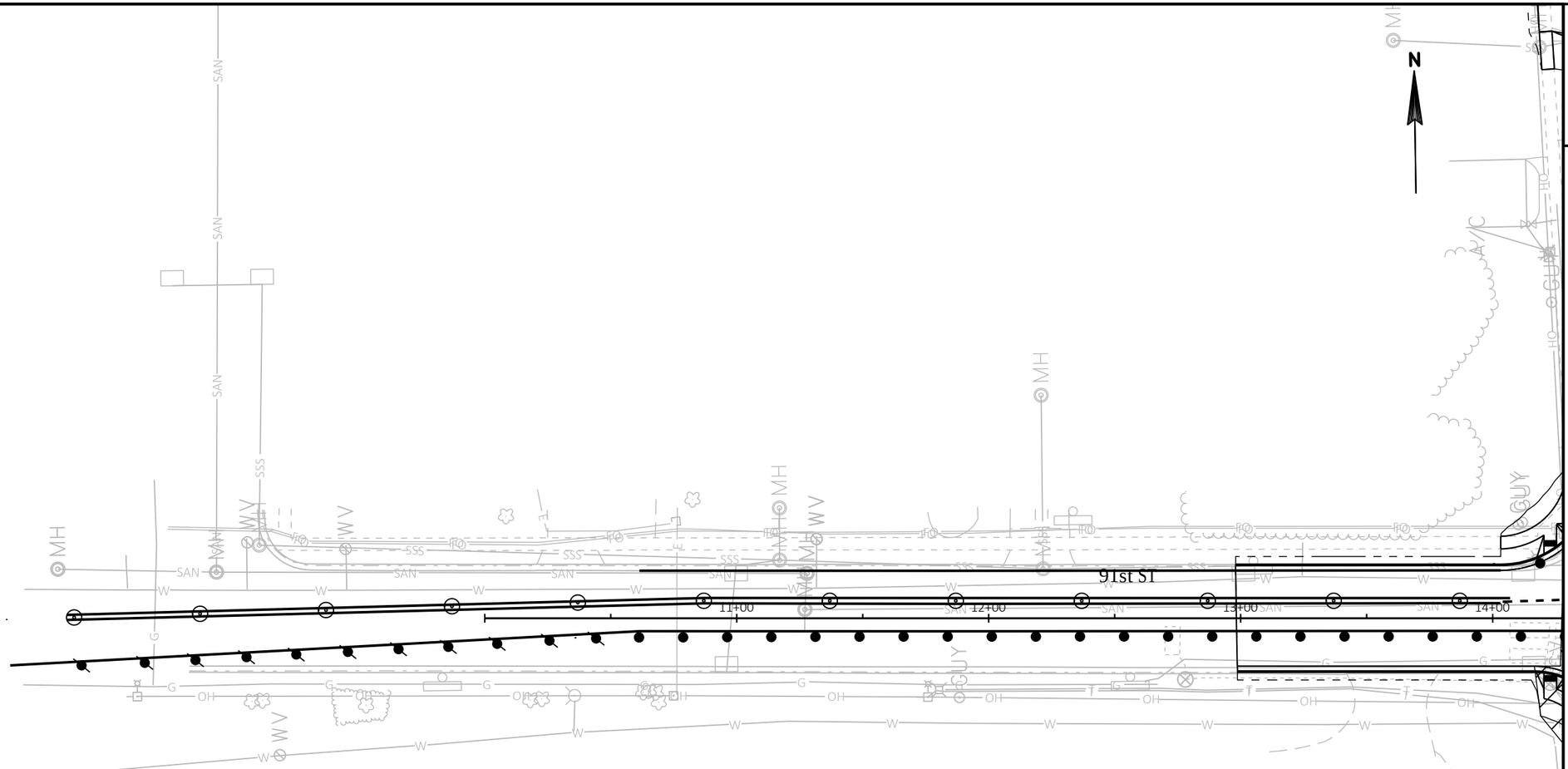
PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE C	SHEET 201	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026101_SC.DWG
LAYOUT NAME - 026102_s2

PLOT DATE : 7/14/2020 2:43 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2



LEGEND

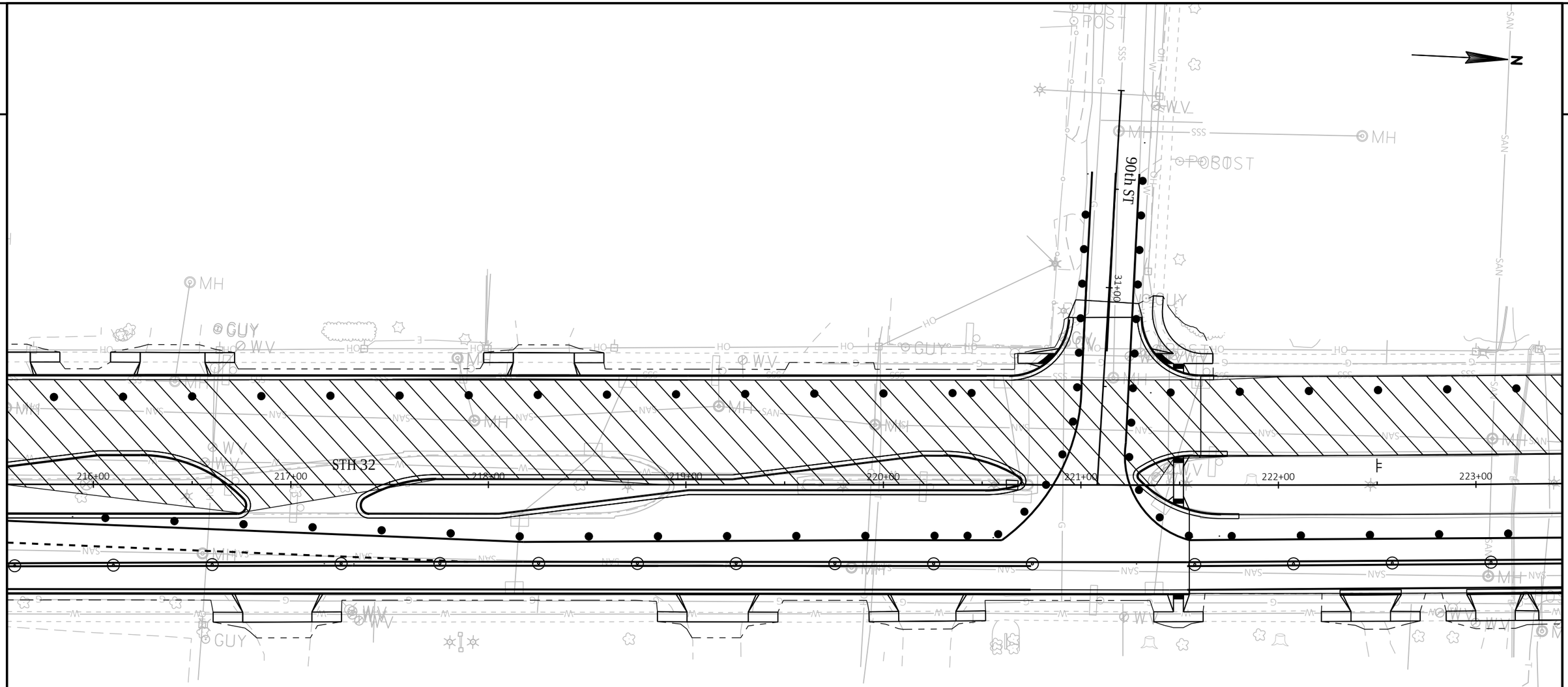
- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE C	SHEET 202	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026101_SC.DWG
LAYOUT NAME - 026110_s2

PLOT DATE : 7/14/2020 2:43 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

2



LEGEND

- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE C	SHEET 203	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026101_SC.DWG
LAYOUT NAME - 026103_s2

PLOT DATE : 7/14/2020 2:43 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

N

91st ST

223+00 224+00 225+00 226+00 227+00 228+00 229+00 230+00

LEGEND

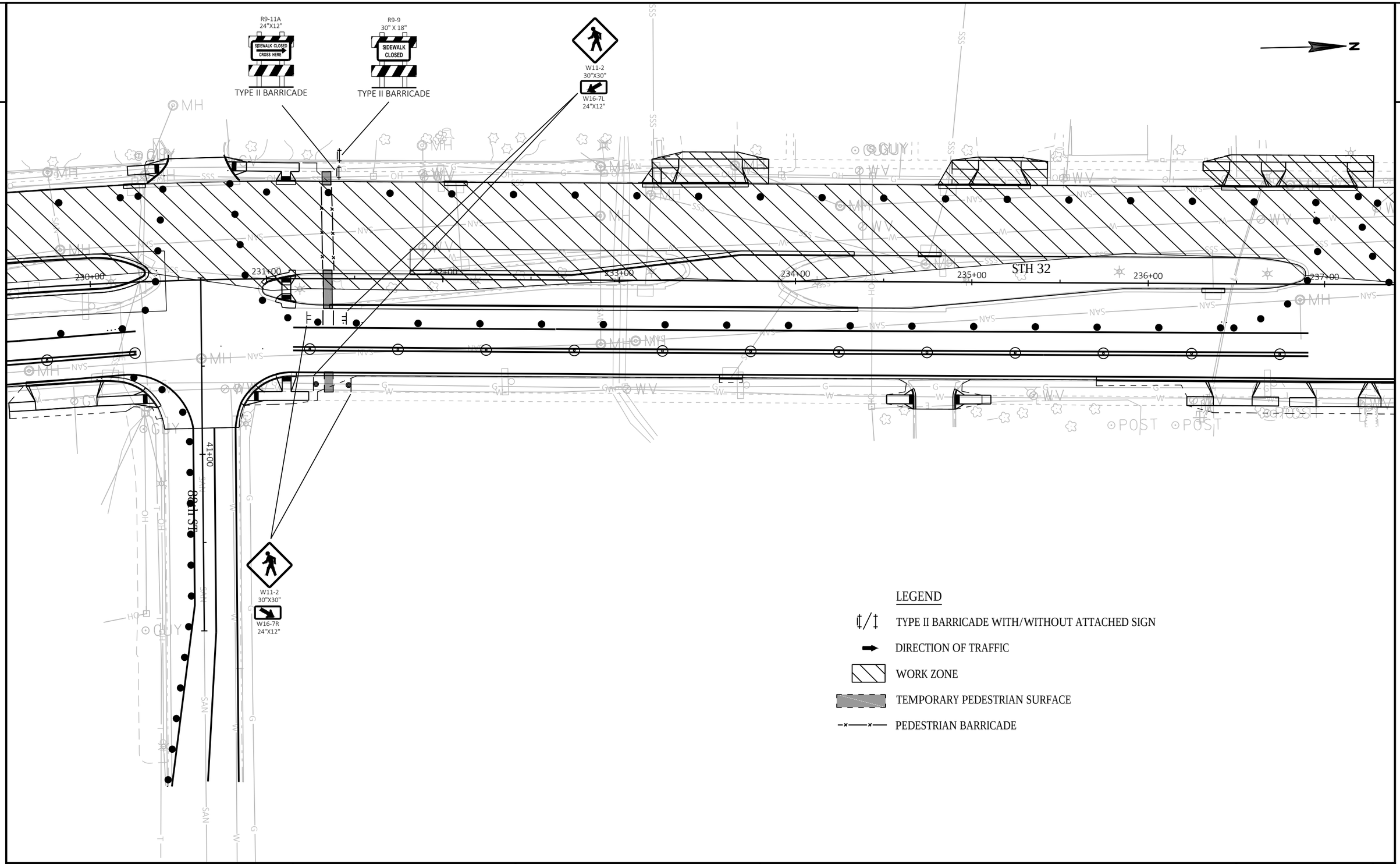
- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE C	SHEET 204	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026101_SC.DWG
LAYOUT NAME - 026104_s2

PLOT DATE : 7/14/2020 2:43 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

2



LEGEND

- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE

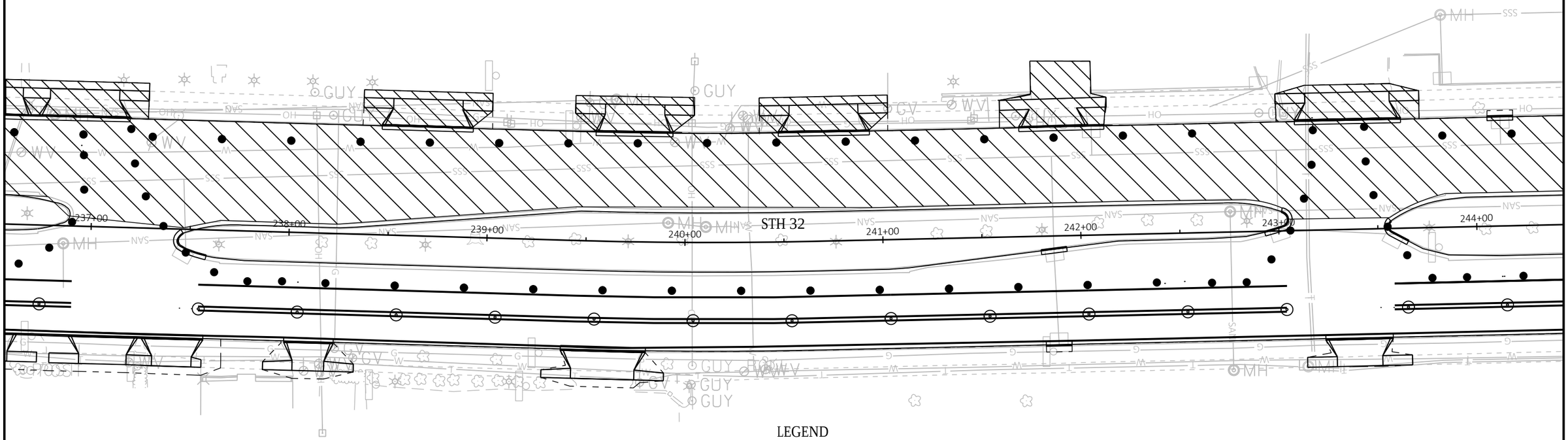
PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE C	SHEET 205	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026101_SC.DWG
LAYOUT NAME - 026105_s2

PLOT DATE : 7/14/2020 2:43 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

N



LEGEND

- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE

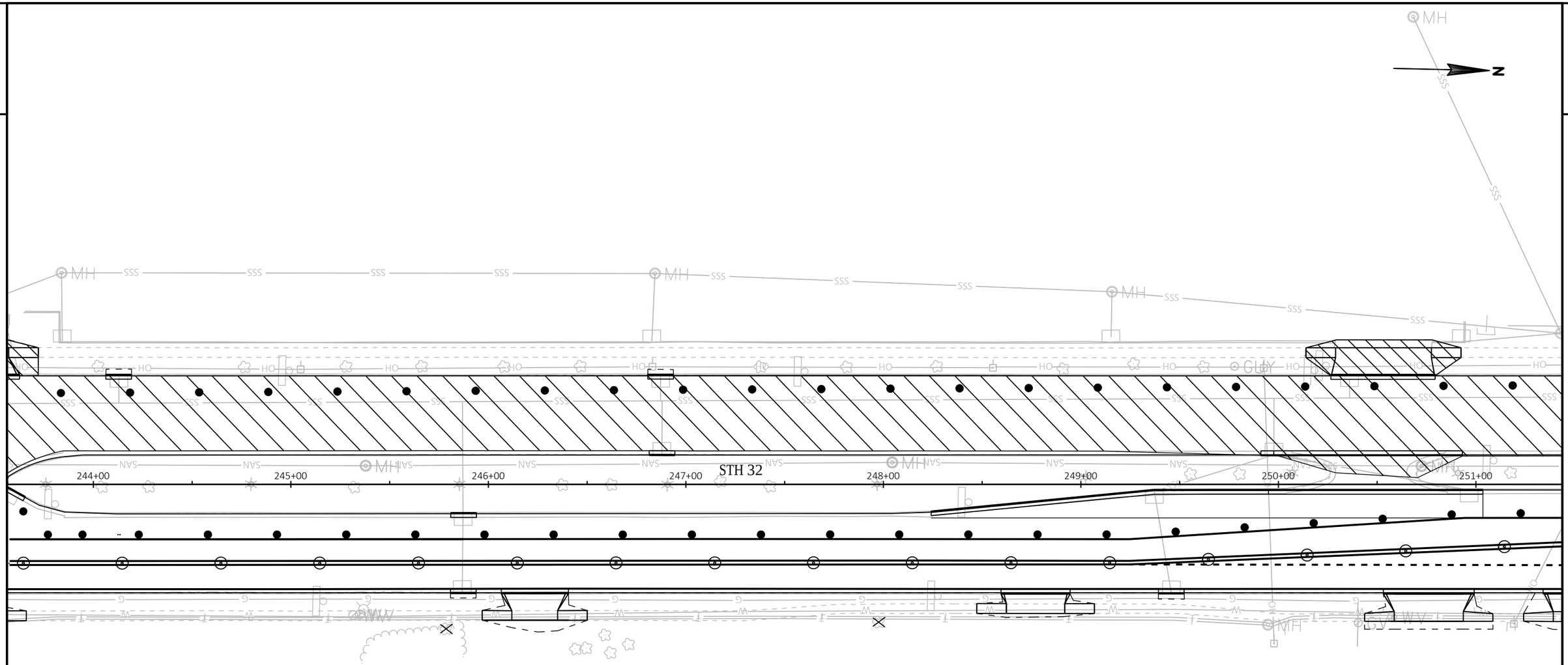
PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE C	SHEET 206	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026101_SC.DWG
LAYOUT NAME - 026106_s2

PLOT DATE : 7/14/2020 2:43 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2



LEGEND

- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE C	SHEET 207	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026101_SC.DWG
LAYOUT NAME - 026107_s2

PLOT DATE : 7/14/2020 2:43 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

N

85th ST

STH 32

53+00

54+00

55+00

251+00

252+00

253+00

254+00

255+00

256+00

257+00

258+00

F

SC+00

57+00

R9-9
30" X 18"
SIDEWALK CLOSED

TYPE II BARRICADE

LEGEND

- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE C	SHEET 208	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026101_SC.DWG
LAYOUT NAME - 026108_s2

PLOT DATE : 7/14/2020 2:44 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

N

R9-9
30" X 18"
SIDEWALK CLOSED

TYPE II BARRICADE

85th ST

51+00

52+00

53+00

LEGEND

- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE

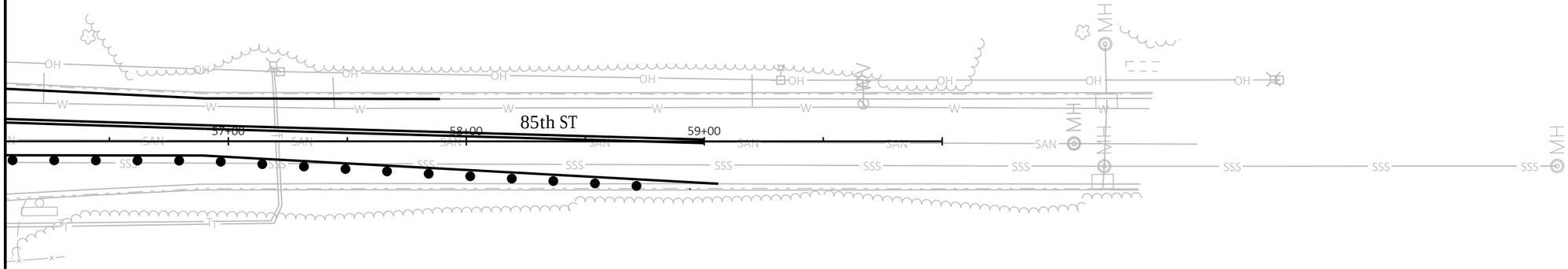
PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE C	SHEET 209	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026101_SC.DWG
LAYOUT NAME - 026111_s2

PLOT DATE : 7/14/2020 2:44 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2



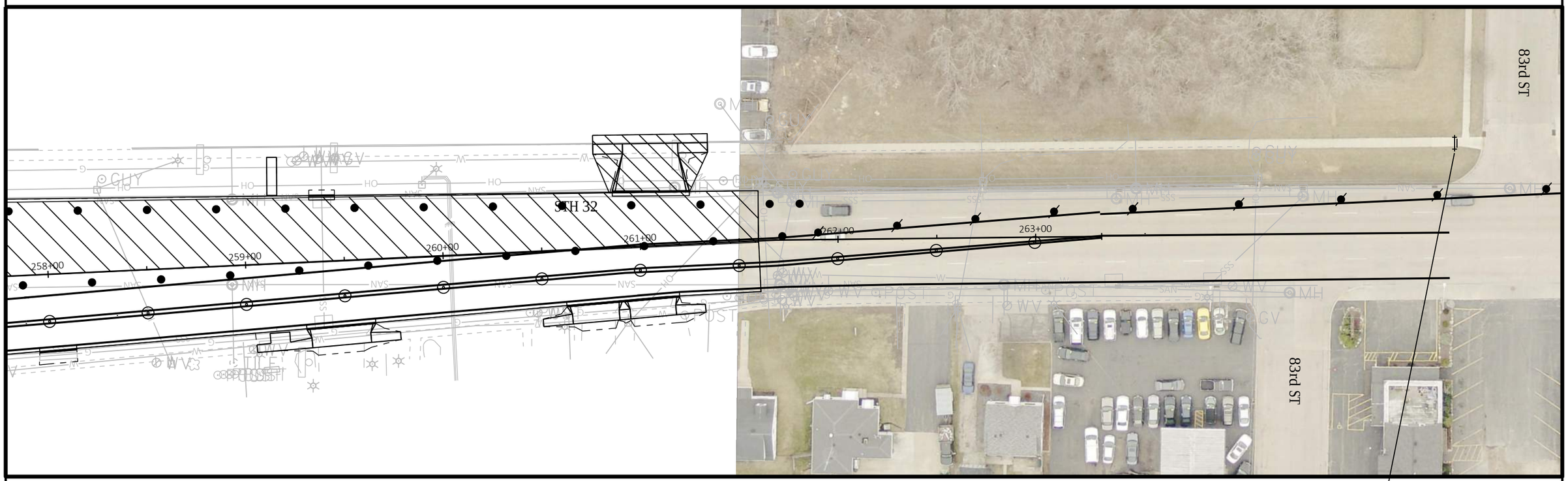
LEGEND

- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE C	SHEET 210	E

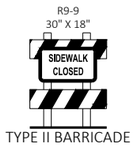
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LAYOUT NAME - 026114_s2

PLOT DATE : 7/14/2020 2:44 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT



LEGEND

- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE



TYPE II BARRICADE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE C	SHEET 211	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026101_SC.DWG
LAYOUT NAME - 026109_s2

PLOT DATE : 7/14/2020 3:01 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N



R9-9
R9-9-SIZE
SIDEWALK CLOSED
TYPE II BARRICADE

R9-9
R9-9-SIZE
SIDEWALK CLOSED AT 83RD ST
TYPE II BARRICADE

LEGEND

- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE C	SHEET 212	E

2

2

N



LEGEND

- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE

R9-9
R9-9-SIZE
SIDEWALK CLOSED AT 83RD ST
TYPE II BARRICADE

R9-11A
24"X12"
SIDEWALK CLOSED CROSS HERE
TYPE II BARRICADE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE C	SHEET 213	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026101_SC.DWG
LAYOUT NAME - 026115_s2

PLOT DATE : 7/14/2020 3:13 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

STH 32

202+00 203+00 204+00 205+00 206+00 207+00 208+00 209+00

LEGEND

- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE

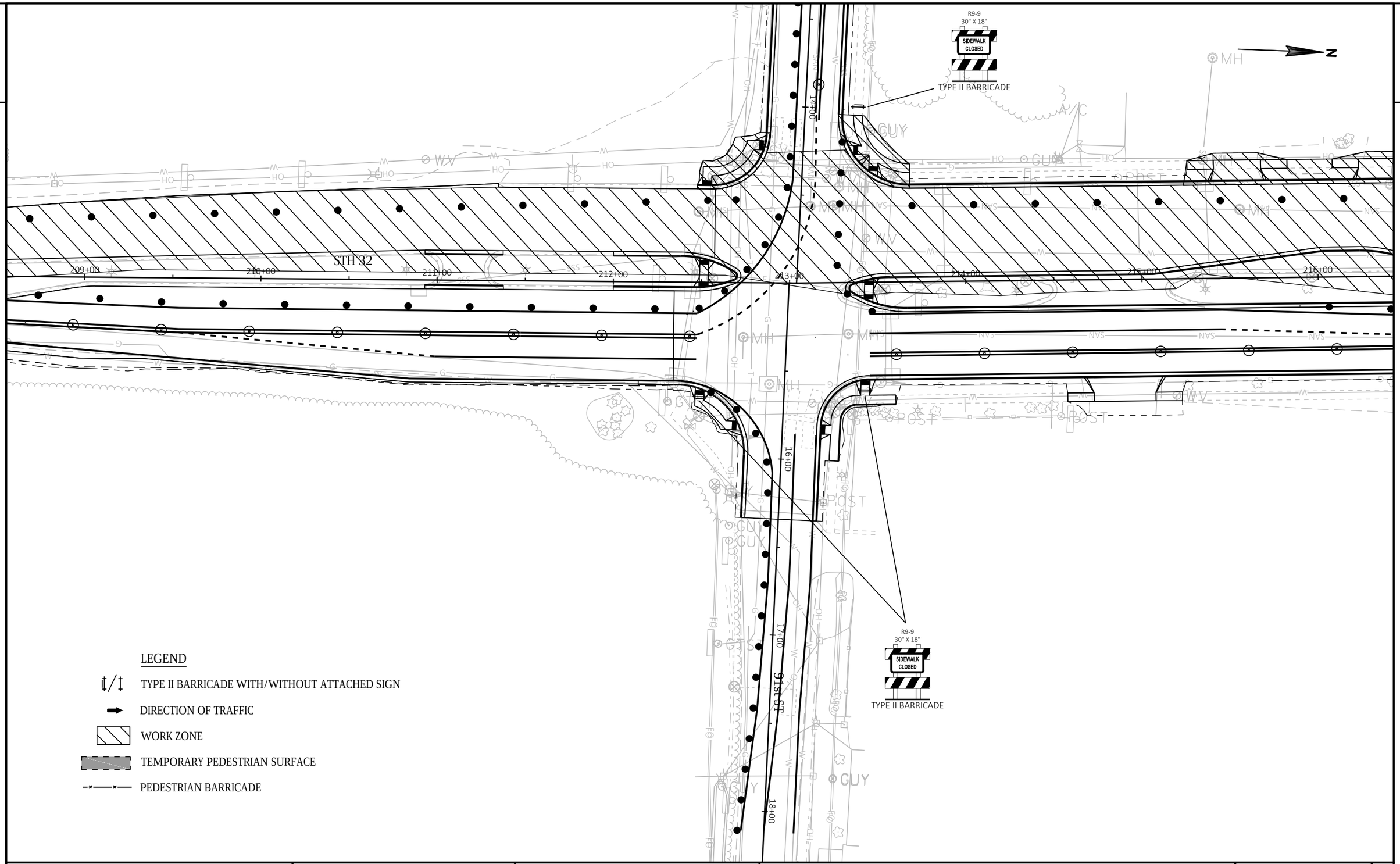
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FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026101_SD.DWG
LAYOUT NAME - 026101_s2

PLOT DATE : 7/15/2020 5:16 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

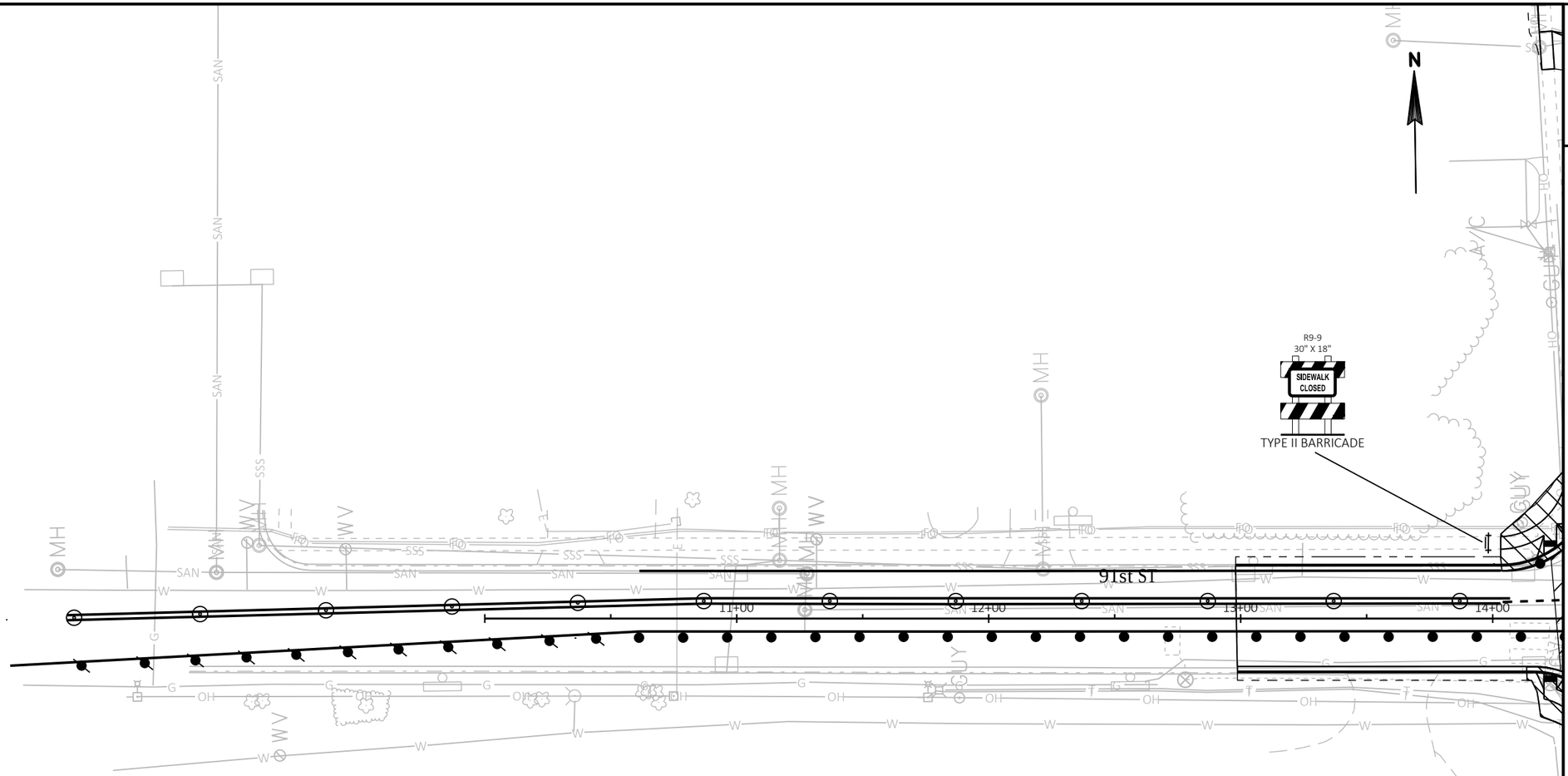


LEGEND

- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE D	SHEET 215	E

2



LEGEND

- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE D	SHEET 216	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026101_SD.DWG
LAYOUT NAME - 026110_s2

PLOT DATE : 7/15/2020 5:16 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

N

R9-9
30" X 18"
SIDEWALK CLOSED

TYPE II BARRICADE

90th ST

31+00

STH 32

215+00 217+00 218+00 219+00 220+00 221+00 222+00 223+00

LEGEND

- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE

R9-9
30" X 18"
SIDEWALK CLOSED

TYPE II BARRICADE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE D	SHEET 217	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026101_SD.DWG
LAYOUT NAME - 026103_s2

PLOT DATE : 7/15/2020 5:16 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

N

91st ST

223+00 224+00 225+00 226+00 227+00 228+00 229+00 230+00

LEGEND

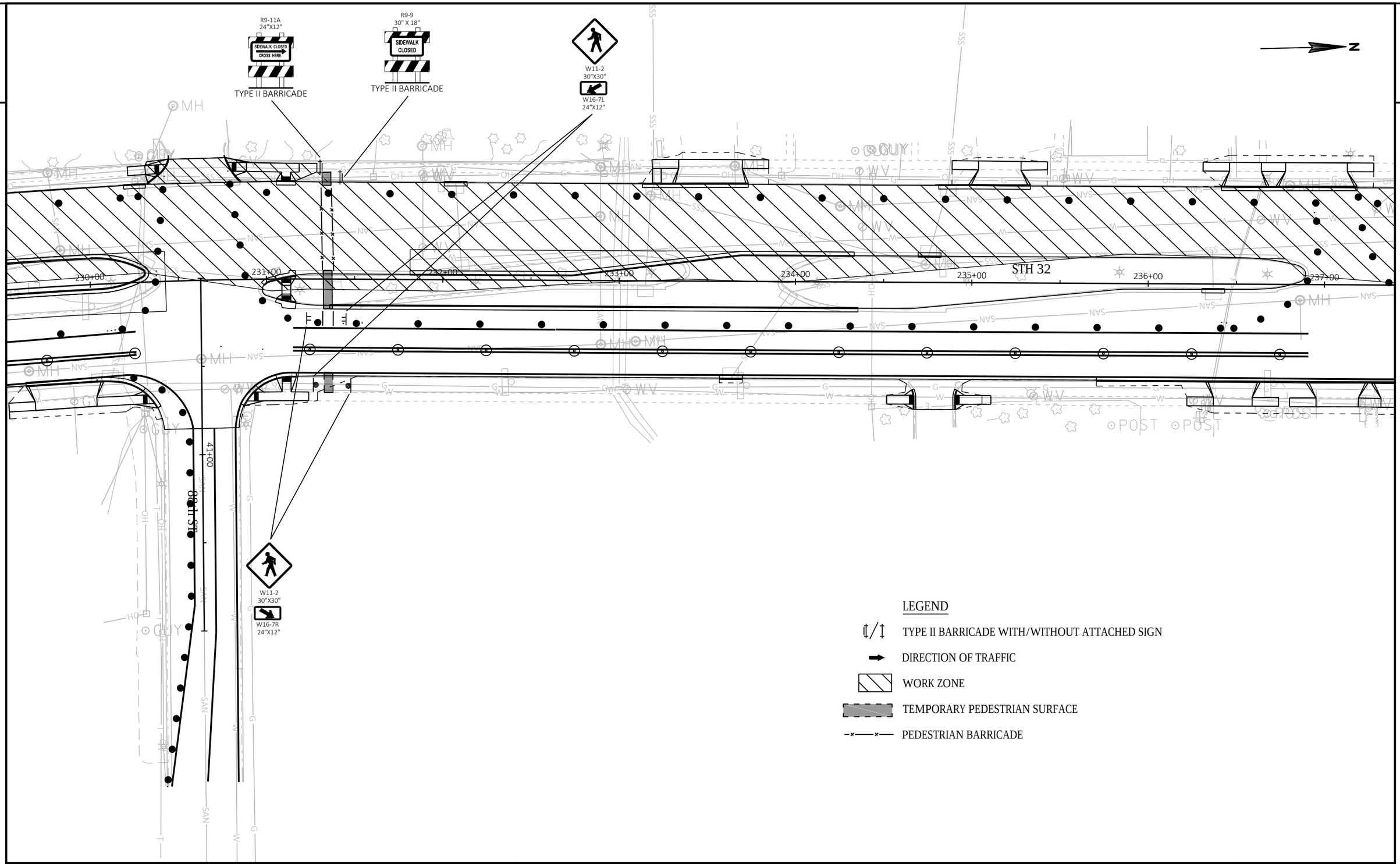
- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE D	SHEET 218	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026101_SD.DWG
LAYOUT NAME - 026104_s2

PLOT DATE : 7/15/2020 5:16 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

2



LEGEND

- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE D	SHEET 219	E

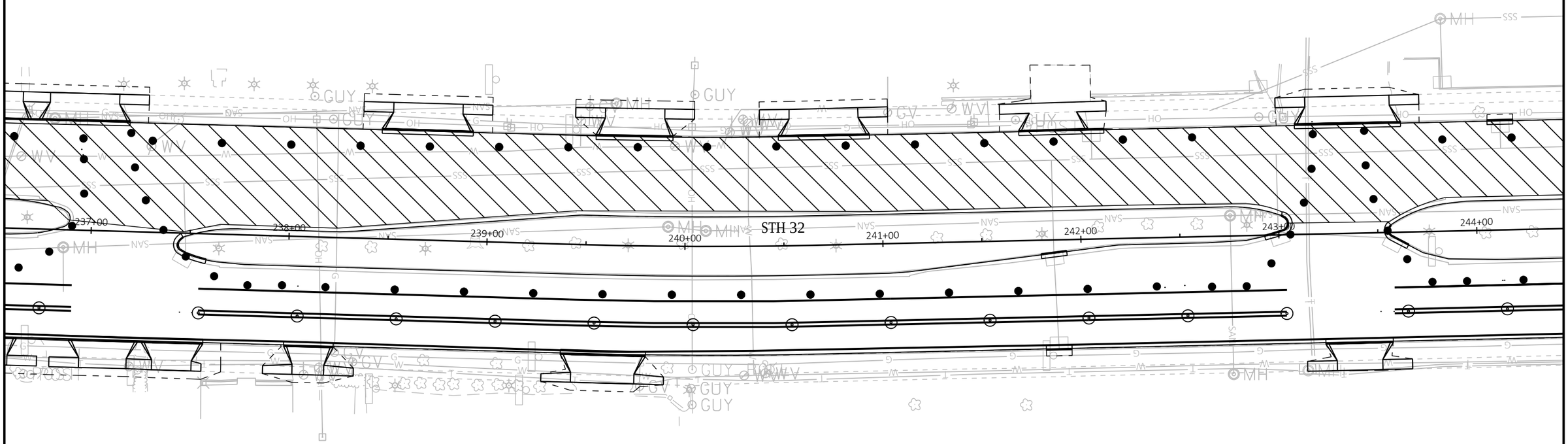
FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026101_SD.DWG
LAYOUT NAME - 026105_s2

PLOT DATE : 7/15/2020 5:16 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

N

2



LEGEND

- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE

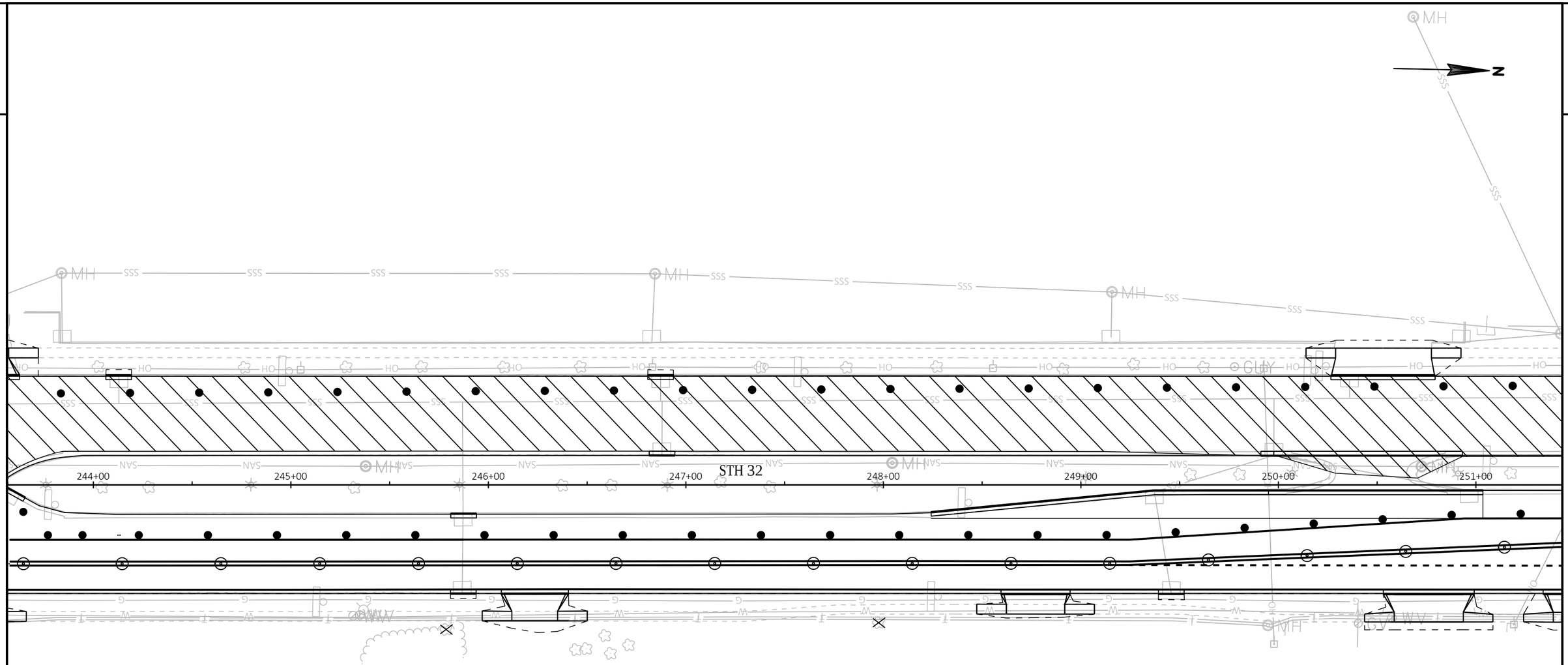
PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE D	SHEET 220	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026101_SD.DWG
LAYOUT NAME - 026106_s2

PLOT DATE : 7/15/2020 5:16 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2



LEGEND

- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE

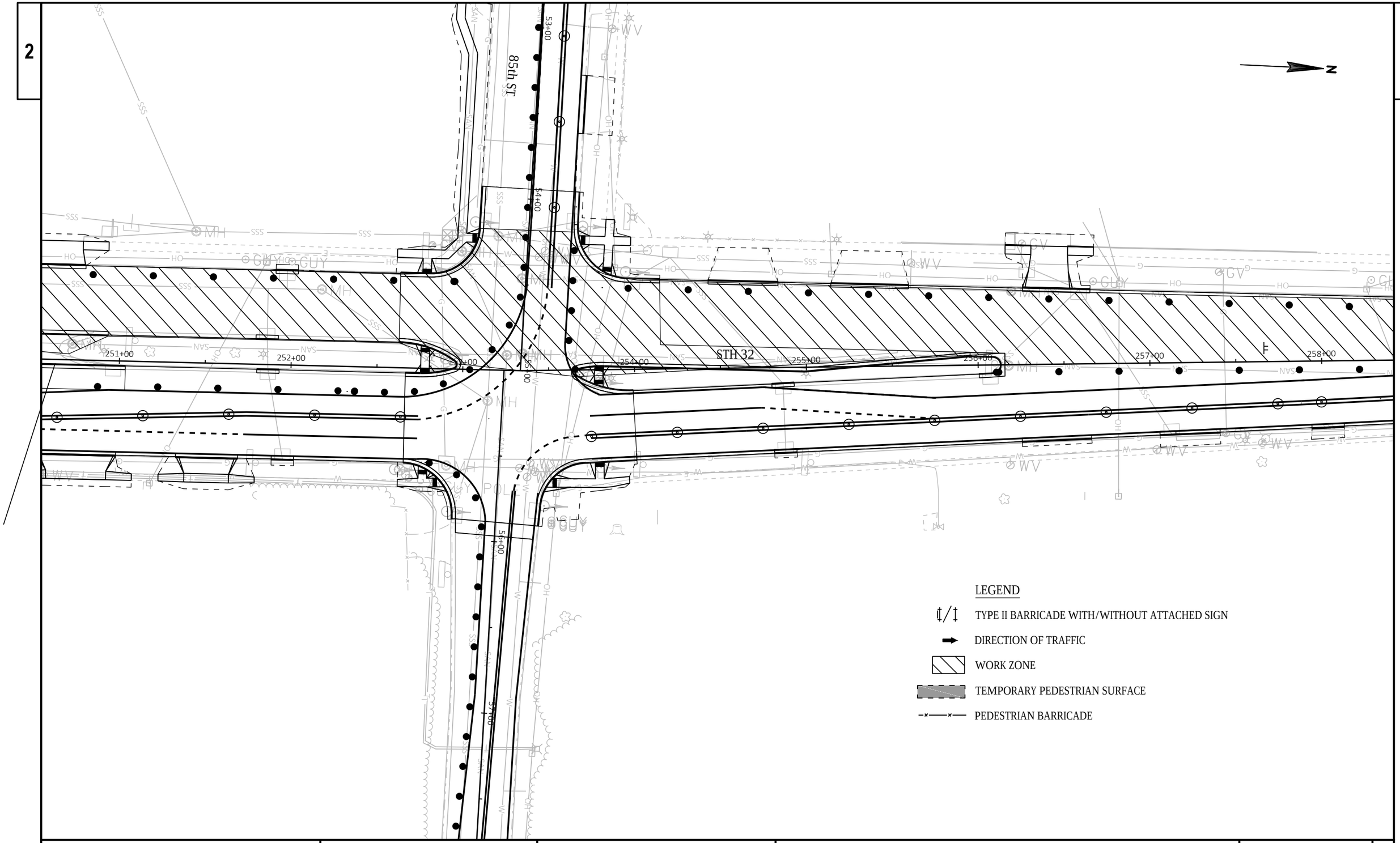
PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE D	SHEET 221	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026101_SD.DWG
LAYOUT NAME - 026107_s2

PLOT DATE : 7/15/2020 5:16 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2



LEGEND

- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE D	SHEET 222	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026101_SD.DWG
LAYOUT NAME - 026108_s2
PLOT DATE : 7/15/2020 5:17 AM
PLOT BY : DILLINGHAM, MATTHEW
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

2

N

85th ST

51+00

52+00

53+00

LEGEND

- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE D	SHEET 223	E

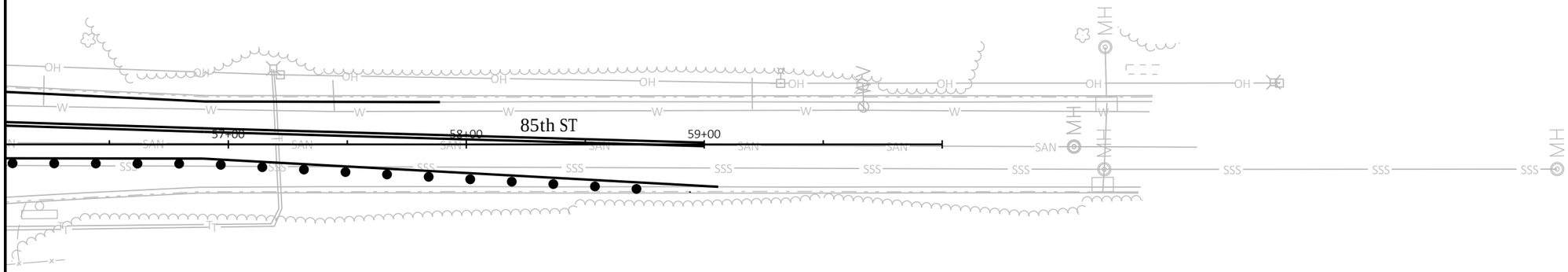
FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026101_SD.DWG
LAYOUT NAME - 026111_s2

PLOT DATE : 7/15/2020 5:17 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

N



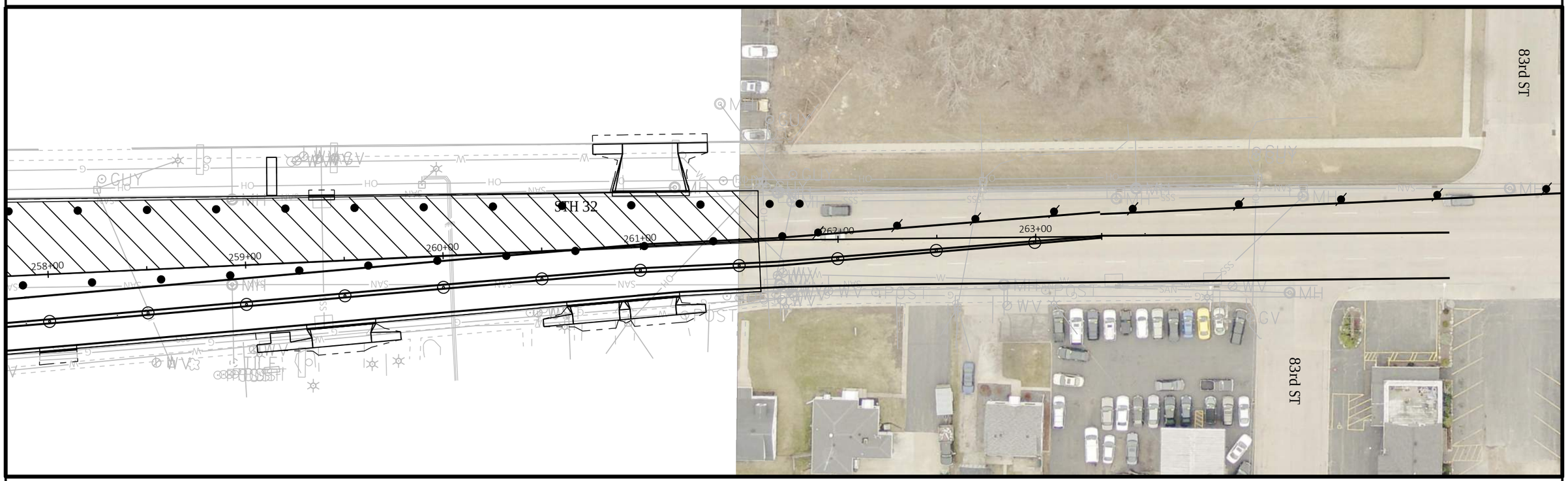
LEGEND

- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE D	SHEET 224	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026101_SD.DWG
LAYOUT NAME - 026114_s2

PLOT DATE : 7/15/2020 5:17 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT



LEGEND

- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE D	SHEET 225	E

2

2

N



LEGEND

- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN BARRICADE

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PEDESTRIAN TRAFFIC CONTROL - STAGE D	SHEET 226	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\026101_SD.DWG
LAYOUT NAME - 026113_s2

PLOT DATE : 7/15/2020 5:25 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

N

CP #502

BP: 10+00.00
N = 117917.451
E = 628293.628

PI: 213+03.98
N = 117906.069
E = 628793.693

PI: 213+03.69
N = 117909.193
E = 628764.596

91ST WEST

500.00'

SOUTHBOUND R/L
212+00, 29.0' LT
N = 117805.5460
E = 628767.4365

BP: 15+00.00
N = 117906.056
E = 628793.693

BP: 200+00.00
N = 116606.791
E = 628829.304

STH 32

205

210

1303.98'

215

220

902.81'

CP #501

T 1 N
R 23 E
18 18
19 19

N = 116606.8450
E = 628822.5040

NORTHBOUND R/L
212+00, 29' RT
N = 1178O7.1352
E = 628825.4148

PI: 213+04.27
N = 117911.364
E = 628822.558

500.00'

91ST EAST

EP: 15+00.00
N = 117910.383
E = 628793.737

EP: 20+00.00
N = 117900.849
E = 629293.666

CP #503

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	ALIGNMENT LAYOUT	SHEET 227	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\027201_AD.DWG
LAYOUT NAME - 027201_ad

PLOT DATE : 4/22/2020 7:00 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

N

CP #504

BP: 30+00.00
N = 118716.237
E = 628555.422

200.00'

9OTH ST

PC: 222+06.21

PC: 222+06.79

PT: 223+88.93

PT: 223+87.89

CURVE #1

220

225

902.81'

534.64'

EP: 32+00.00
N = 118713.650
E = 628755.405

PC: 222+07.37

PT: 223+89.98

PC: 229+22.53

PC: 229+23.57

CURVE #2

PT: 231+34.60

PT: 231+36.23

230

235

STH 32

812.61'

BP: 40+00.00
N = 119666.578
E = 628701.059

200.00'

88TH PL

PC: 229+24.62

PT: 231+32.98

EP: 42+00.00
N = 119664.010
E = 628901.042

CP #505

PC: 239+48.84

PC: 239+47.21

PT: 240+64.57

PT: 240+64.71

240

245

1268.94'

CURVE #3

C: 239+45.59

PT: 240+64.43

T 1 N
18 18
18 18
R 23 E

N = 119279.7710
E = 628761.0510

CURVE #1

PI STA = 222+97.86
Y = 118903.045
X = 628746.406

T = 91.07'
L = 182.14'
R = 11459.16'
PC STA = 222+06.79
Y = 118812.075
X = 628750.728
PT STA = 223+88.93
Y = 118993.935
X = 628740.638

CURVE #2

PI STA = 230+29.16
Y = 119632.879
X = 628700.091

T = 105.59'
L = 211.03'
R = 2291.83'
PC STA = 229+23.57
Y = 119527.502
X = 628706.778
PT STA = 231+34.60
Y = 119738.425
X = 628703.122

CURVE #3

PI STA = 240+05.90
Y = 120609.367
X = 628728.129

T = 58.69'
L = 117.35'
R = 2291.83'
PC STA = 239+47.21
Y = 120550.701
X = 628726.445
PT STA = 240+64.57
Y = 120668.042
X = 628726.809

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	ALIGNMENT LAYOUT	SHEET 228	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\027201_AD.DWG
LAYOUT NAME - 027202_ad
PLOT DATE : 4/22/2020 7:00 AM
PLOT BY : DILLINGHAM, MATTHEW
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

N

CP #506

BP: 50+00.00
N = 121943.609
E = 628198.308

PI: 253+33.51
N = 121927.200
E = 628698.473

PI: 253+33.12
N = 121935.482
E = 628669.279

PI: 253+33.50
N = 121935.861
E = 628669.257

500.00'

85TH WEST

EP: 55+00.00
N = 121936.661
E = 628698.260

END SOUTHBOUND R/L
255+00.80, 23.03' LT
N = 122102.505
E = 628665.441

250
250
250
1268.94'

255
255
834.96'

STH 32

260

PI: 261+68.47
N = 122770.178
E = 628649.216

EP: 263+33.43
N = 122935.096
E = 628645.450

165.96

CP #508

BP: 55+00.00
N = 121927.200
E = 628698.473

END NORTHBOUND R/L
254+99.04, 22.82' RT
N = 122103.248
E = 628711.318

85TH EAST

PI: 253+33.37
N = 121937.311
E = 628727.136

500.00'

PI: 253+30.19
N = 121934.142
E = 628727.324

T 1 N
R 7 7 E
18 18
23

N = 121936.6190
E = 628701.2620

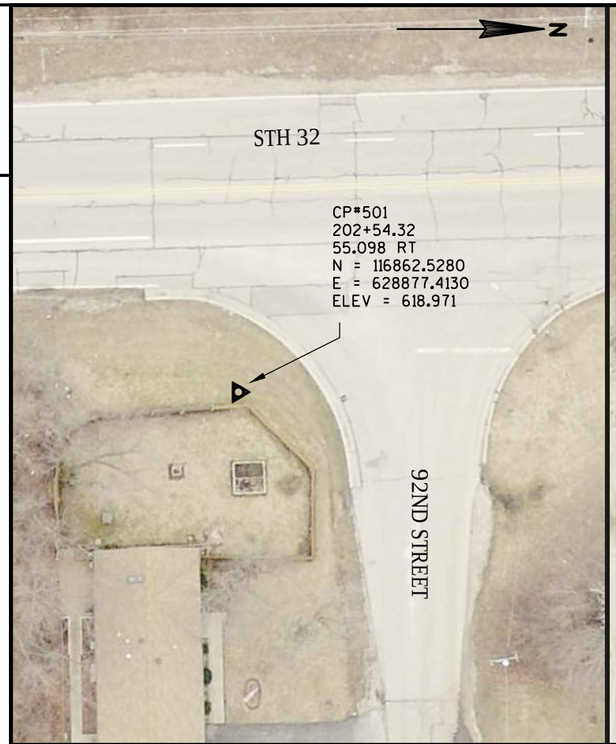
CP #507

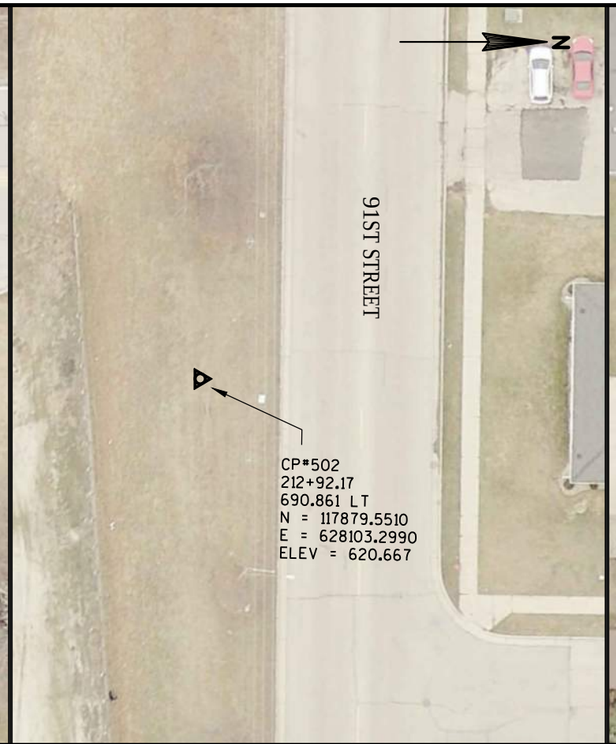
EP: 60+00.00
N = 121921.462
E = 628198.440

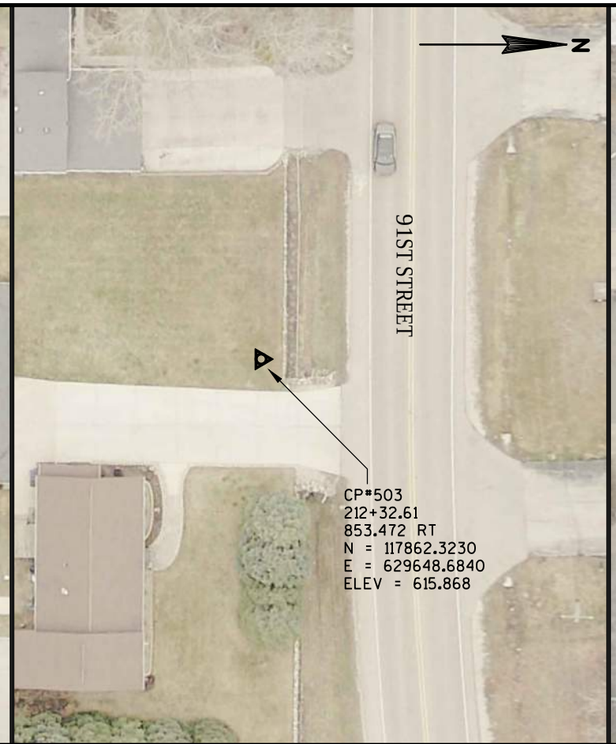
PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	ALIGNMENT LAYOUT	SHEET 229	E

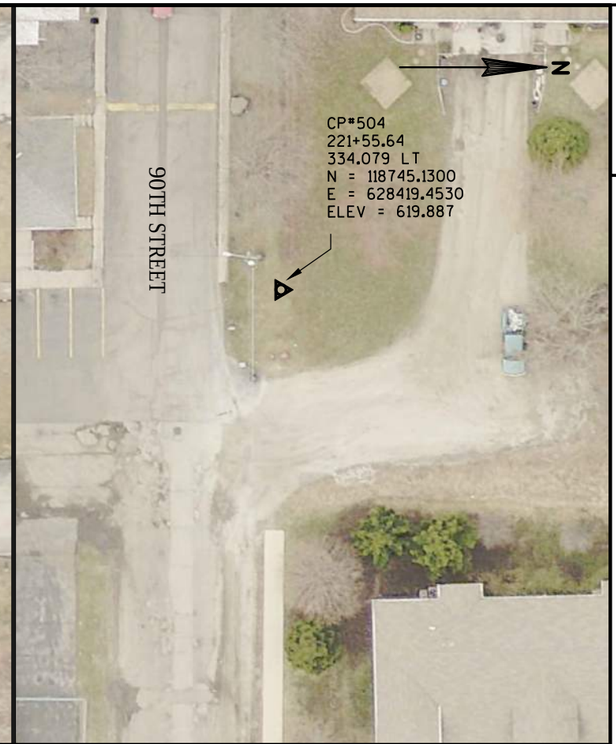
FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\027201_AD.DWG
LAYOUT NAME - 027203_ad

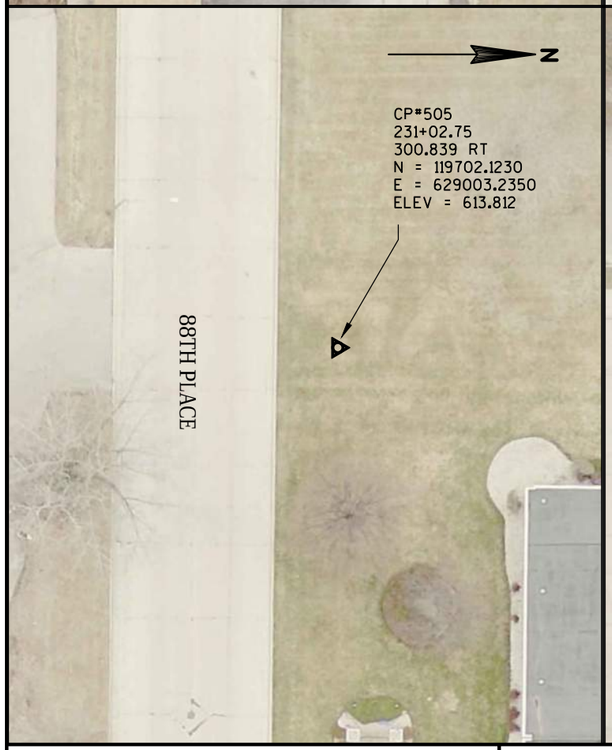
PLOT DATE : 4/22/2020 7:00 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:200 FT

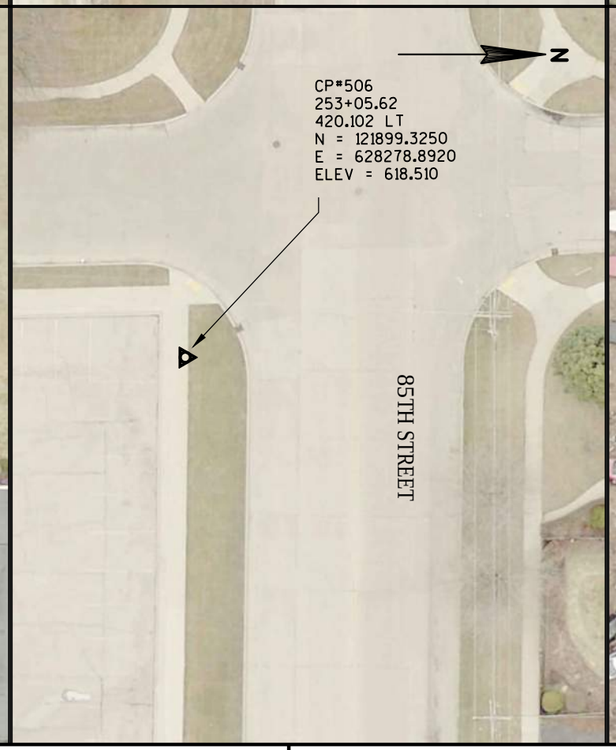


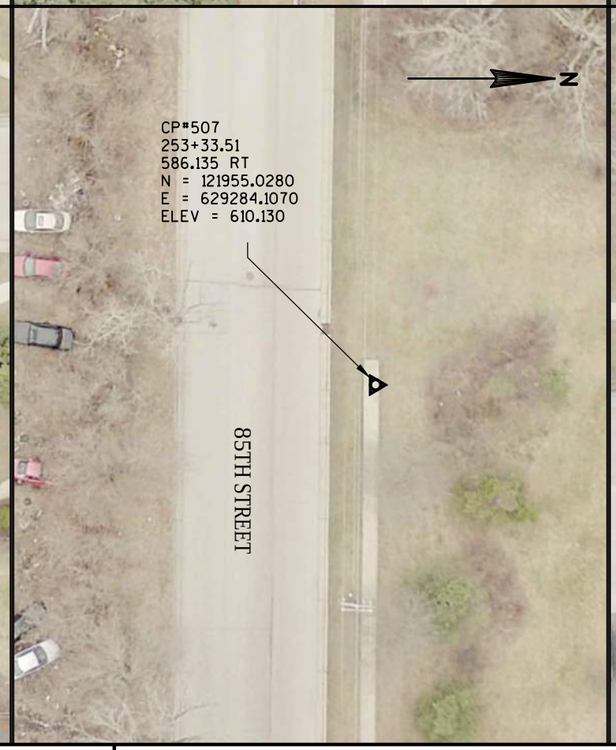


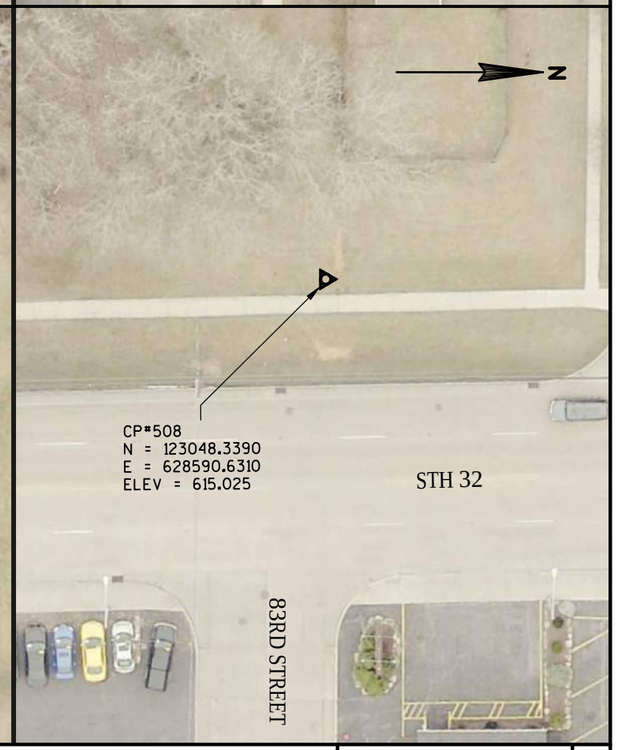












PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CONTROL POINT TIES	SHEET 230	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\027204_AD2.DWG
LAYOUT NAME - 027204_ad
PLOT DATE : 4/22/2020 8:24 AM
PLOT BY : DILLINGHAM, MATTHEW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

3240-14-70

Line	Item	Item Description	Unit	Total	Qty
0002	108.4400	CPM Progress Schedule	EACH	1.000	1.000
0004	201.0120	Clearing	ID	60.000	60.000
0006	201.0220	Grubbing	ID	60.000	60.000
0008	204.0100	Removing Concrete Pavement	SY	17,107.000	17,107.000
0010	204.0105	Removing Pavement Butt Joints	SY	2,785.000	2,785.000
0012	204.0109.S	Removing Concrete Surface Partial Depth	SF	315,608.000	315,608.000
0014	204.0110	Removing Asphaltic Surface	SY	192.000	192.000
0016	204.0115	Removing Asphaltic Surface Butt Joints	SY	107.000	107.000
0018	204.0120	Removing Asphaltic Surface Milling	SY	3,815.000	3,815.000
0020	204.0130	Removing Curb	LF	102.000	102.000
0022	204.0150	Removing Curb & Gutter	LF	2,323.000	2,323.000
0024	204.0155	Removing Concrete Sidewalk	SY	1,012.000	1,012.000
0026	204.0195	Removing Concrete Bases	EACH	75.000	75.000
0028	204.0220	Removing Inlets	EACH	18.000	18.000
0030	204.0245	Removing Storm Sewer (size) 01. 12-Inch	LF	235.000	235.000
0032	204.0245	Removing Storm Sewer (size) 02. 18-Inch	LF	32.000	32.000
0034	204.9105.S	Removing (item description) 01. Traffic Signals STH 32 and 91st Street	LS	1.000	1.000
0036	204.9105.S	Removing (item description) 02. Traffic Signals STH 32 and 85th Street	LS	1.000	1.000
0038	204.9105.S	Removing (item description) 03. Lighting System	LS	1.000	1.000
0040	205.0100	Excavation Common	CY	16,787.000	16,787.000
0042	305.0110	Base Aggregate Dense 3/4-Inch	TON	199.000	199.000
0044	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	8,983.000	8,983.000
0046	311.0110	Breaker Run	TON	12,626.000	12,626.000
0048	320.0145	Concrete Base 8-Inch	SY	1,013.000	1,013.000
0050	390.0303	Base Patching Concrete	SY	61.000	61.000
0052	390.0403	Base Patching Concrete Shes	SY	48.000	48.000
0054	415.0080	Concrete Pavement 8-Inch	SY	6,328.000	6,328.000
0056	415.0210	Concrete Pavement Gaps	EACH	7.000	7.000
0058	415.1080	Concrete Pavement HES 8-Inch	SY	6,121.000	6,121.000
0060	415.5110.S	Concrete Pavement Joint Layout	LS	1.000	1.000
0062	416.0270	Concrete Driveway HES 7-Inch	SY	1,906.000	1,906.000
0064	416.0610	Drilled Tie Bars	EACH	2,191.000	2,191.000
0066	416.0620	Drilled Dowel Bars	EACH	321.000	321.000
0068	416.1720	Concrete Pavement Replacement	SY	272.000	272.000
0070	416.1725	Concrete Pavement Replacement SHES	SY	663.000	663.000
0072	450.4000	HMA Cold Weather Paving	TON	1,056.000	1,056.000
0074	455.0605	Tack Coat	GAL	5,617.000	5,617.000
0076	460.2000	Incentive Density HMA Pavement	DOL	5,680.000	5,680.000

Line	Item	Item Description	Unit	Total	Qty
0078	460.5223	HMA Pavement 3 LT 58-28 S	TON	5,164.000	5,164.000
0080	460.5224	HMA Pavement 4 LT 58-28 S	TON	4,226.000	4,226.000
0082	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	113.000	113.000
0084	465.0125	Asphaltic Surface Temporary	TON	100.000	100.000
0086	495.1000.S	Cold patch	TON	20.000	20.000
0088	520.8000	Concrete Collars for Pipe	EACH	8.000	8.000
0090	601.0110	Concrete Curb Type D	LF	104.000	104.000
0092	601.0407	Concrete Curb & Gutter 18-Inch Type D	LF	32.000	32.000
0094	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	182.000	182.000
0096	601.0600	Concrete Curb Pedestrian	LF	60.000	60.000
0098	602.0405	Concrete Sidewalk 4-Inch	SF	10,590.000	10,590.000
0100	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	380.000	380.000
0102	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	30.000	30.000
0104	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	503.000	503.000
0106	608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	32.000	32.000
0108	611.0420	Reconstructing Manholes	EACH	2.000	2.000
0110	611.0430	Reconstructing Inlets	EACH	23.000	23.000
0112	611.0624	Inlet Covers Type H	EACH	79.000	79.000
0114	611.2004	Manholes 4-FT Diameter	EACH	1.000	1.000
0116	611.3004	Inlets 4-FT Diameter	EACH	2.000	2.000
0118	611.3230	Inlets 2x3-FT	EACH	24.000	24.000
0120	611.8120.S	Cover Plates Temporary	EACH	13.000	13.000
0122	612.0106	Pipe Underdrain 6-Inch	LF	1,760.000	1,760.000
0124	612.0902.S	Insulation Board Polystyrene (inch) 01. 4-Inch	SY	14.000	14.000
0126	619.1000	Mobilization	EACH	1.000	1.000
0128	625.0100	Topsoil	SY	6,453.000	6,453.000
0130	628.1504	Silt Fence	LF	960.000	960.000
0132	628.1520	Silt Fence Maintenance	LF	480.000	480.000
0134	628.1905	Mobilizations Erosion Control	EACH	3.000	3.000
0136	628.1910	Mobilizations Emergency Erosion Control	EACH	5.000	5.000
0138	628.2008	Erosion Mat Urban Class I Type B	SY	6,453.000	6,453.000
0140	628.7005	Inlet Protection Type A	EACH	3.000	3.000
0142	628.7010	Inlet Protection Type B	EACH	3.000	3.000
0144	628.7015	Inlet Protection Type C	EACH	81.000	81.000
0146	628.7020	Inlet Protection Type D	EACH	16.000	16.000
0148	628.7560	Tracking Pads	EACH	4.000	4.000
0150	629.0210	Fertilizer Type B	CWT	4.100	4.100
0152	630.0130	Seeding Mixture No. 30	LB	116.100	116.100

Line	Item	Item Description	Unit	Total	Qty
0154	630.0200	Seeding Temporary	LB	20.000	20.000
0156	630.0500	Seed Water	MGAL	108.000	108.000
0158	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	16.000	16.000
0160	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	92.000	92.000
0162	637.2210	Signs Type II Reflective H	SF	732.000	732.000
0164	637.2215	Signs Type II Reflective H Folding	SF	89.520	89.520
0166	637.2230	Signs Type II Reflective F	SF	251.060	251.060
0168	638.2102	Moving Signs Type II	EACH	3.000	3.000
0170	638.2602	Removing Signs Type II	EACH	73.000	73.000
0172	638.3000	Removing Small Sign Supports	EACH	48.000	48.000
0174	642.5401	Field Office Type D	EACH	1.000	1.000
0176	643.0300	Traffic Control Drums	DAY	92,611.000	92,611.000
0178	643.0410	Traffic Control Barricades Type II	DAY	3,411.000	3,411.000
0180	643.0420	Traffic Control Barricades Type III	DAY	22,991.000	22,991.000
0182	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	331.000	331.000
0184	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	302.000	302.000
0186	643.0705	Traffic Control Warning Lights Type A	DAY	7,311.000	7,311.000
0188	643.0715	Traffic Control Warning Lights Type C	DAY	45,982.000	45,982.000
0190	643.0800	Traffic Control Arrow Boards	DAY	135.000	135.000
0192	643.0900	Traffic Control Signs	DAY	30,065.000	30,065.000
0194	643.1050	Traffic Control Signs PCMS	DAY	168.000	168.000
0196	643.5000	Traffic Control	EACH	1.000	1.000
0198	644.1420	Temporary Pedestrian Surface Plywood	SF	254.000	254.000
0200	644.1601	Temporary Pedestrian Curb Ramp	DAY	545.000	545.000
0202	644.1810	Temporary Pedestrian Barricade	LF	240.000	240.000
0204	645.0111	Geotextile Type DF Schedule A	SY	1,221.000	1,221.000
0206	646.1020	Marking Line Epoxy 4-Inch	LF	18,575.000	18,575.000
0208	646.3020	Marking Line Epoxy 8-Inch	LF	2,174.000	2,174.000
0210	646.5020	Marking Arrow Epoxy	EACH	16.000	16.000
0212	646.5120	Marking Word Epoxy	EACH	1.000	1.000
0214	646.6120	Marking Stop Line Epoxy 18-Inch	LF	289.000	289.000
0216	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	1,662.000	1,662.000
0218	646.8120	Marking Curb Epoxy	LF	1,080.000	1,080.000
0220	646.9400	Marking Removal Plowable Raised Pavement Markers	EACH	342.000	342.000
0222	649.0105	Temporary Marking Line Paint 4-Inch	LF	22,668.000	22,668.000
0224	649.0150	Temporary Marking Line Removable Tape 4-Inch	LF	32,744.000	32,744.000
0226	649.0205	Temporary Marking Line Paint 8-Inch	LF	2,261.000	2,261.000
0228	649.0805	Temporary Marking Stop Line Paint 18-Inch	LF	142.000	142.000
0230	649.0850	Temporary Marking Stop Line Removable Tape 18-Inch	LF	158.000	158.000
0232	649.0960	Temporary Marking Removable Mask Out Tape 6-Inch	LF	1,475.000	1,475.000

Line	Item	Item Description	Unit	Total	Qty
0234	650.4000	Construction Staking Storm Sewer	EACH	95.000	95.000
0236	650.4500	Construction Staking Subgrade	LF	2,100.000	2,100.000
0238	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	318.000	318.000
0240	650.7000	Construction Staking Concrete Pavement	LF	2,100.000	2,100.000
0242	650.8000	Construction Staking Resurfacing Reference	LF	11,220.000	11,220.000
0244	650.8500	Construction Staking Electrical Installations (project) 01. 3240-14-70	LS	1.000	1.000
0246	650.9000	Construction Staking Curb Ramps	EACH	40.000	40.000
0248	650.9910	Construction Staking Supplemental Control (project) 01. 3240-14-70	LS	1.000	1.000
0250	650.9920	Construction Staking Slope Stakes	LF	11,220.000	11,220.000
0252	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	4,145.000	4,145.000
0254	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	816.000	816.000
0256	652.0605	Conduit Special 2-Inch	LF	465.000	465.000
0258	652.0615	Conduit Special 3-Inch	LF	1,410.000	1,410.000
0260	653.0135	Pull Boxes Steel 24x36-Inch	EACH	9.000	9.000
0262	653.0140	Pull Boxes Steel 24x42-Inch	EACH	21.000	21.000
0264	653.0905	Removing Pull Boxes	EACH	13.000	13.000
0266	654.0101	Concrete Bases Type 1	EACH	7.000	7.000
0268	654.0102	Concrete Bases Type 2	EACH	13.000	13.000
0270	654.0105	Concrete Bases Type 5	EACH	37.000	37.000
0272	654.0217	Concrete Control Cabinet Bases Type 9 Special	EACH	2.000	2.000
0274	654.0230	Concrete Control Cabinet Bases Type L30	EACH	1.000	1.000
0276	655.0230	Cable Traffic Signal 5-14 AWG	LF	906.000	906.000
0278	655.0240	Cable Traffic Signal 7-14 AWG	LF	160.000	160.000
0280	655.0260	Cable Traffic Signal 12-14 AWG	LF	3,917.000	3,917.000
0282	655.0320	Cable Type UF 2-10 AWG Grounded	LF	1,405.000	1,405.000
0284	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	2,853.000	2,853.000
0286	655.0610	Electrical Wire Lighting 12 AWG	LF	8,543.000	8,543.000
0288	655.0625	Electrical Wire Lighting 6 AWG	LF	23,027.000	23,027.000
0290	656.0200	Electrical Service Meter Breaker Pedestal (location) 01. STH 32 and 91st Street	LS	1.000	1.000
0292	656.0200	Electrical Service Meter Breaker Pedestal (location) 02. STH 32 and 85th Street	LS	1.000	1.000
0294	656.0200	Electrical Service Meter Breaker Pedestal (location) 03. Lighting, STH 32, 91st Street to 85th Street	LS	1.000	1.000
0296	657.0100	Pedestal Bases	EACH	7.000	7.000
0298	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	50.000	50.000
0300	657.0305	Poles Type 2	EACH	5.000	5.000
0302	657.0310	Poles Type 3	EACH	8.000	8.000
0304	657.0322	Poles Type 5-Aluminum	EACH	37.000	37.000

Line	Item	Item Description	Unit	Total	Qty
0306	657.0420	Traffic Signal Standards Aluminum 13-FT	EACH	3.000	3.000
0308	657.0425	Traffic Signal Standards Aluminum 15-FT	EACH	4.000	4.000
0310	657.0590	Trombone Arms 20-FT	EACH	5.000	5.000
0312	657.0595	Trombone Arms 25-FT	EACH	7.000	7.000
0314	657.0614	Luminaire Arms Single Member 4-Inch Clamp 8-FT	EACH	12.000	12.000
0316	657.0615	Luminaire Arms Single Member 4 1/2-Inch Clamp 8-FT	EACH	72.000	72.000
0318	658.0173	Traffic Signal Face 3S 12-Inch	EACH	24.000	24.000
0320	658.0174	Traffic Signal Face 4S 12-Inch	EACH	8.000	8.000
0322	658.0416	Pedestrian Signal Face 16-Inch	EACH	16.000	16.000
0324	658.0500	Pedestrian Push Buttons	EACH	20.000	20.000
0326	658.5069	Signal Mounting Hardware (location) 01. Intersection of STH 32 and 91st Street	LS	1.000	1.000
0328	658.5069	Signal Mounting Hardware (location) 02. Intersection of STH 32 and 85th Street	LS	1.000	1.000
0330	659.2230	Lighting Control Cabinets 240/480 30-Inch	EACH	1.000	1.000
0332	661.0200	Temporary Traffic Signals for Intersections (location) 01. STH 32 and 91st Street	LS	1.000	1.000
0334	661.0200	Temporary Traffic Signals for Intersections (location) 02. STH 32 and 85th Street	LS	1.000	1.000
0336	690.0150	Sawing Asphalt	LF	3,286.000	3,286.000
0338	690.0250	Sawing Concrete	LF	5,835.000	5,835.000
0340	715.0415	Incentive Strength Concrete Pavement	DOL	3,736.000	3,736.000
0342	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,400.000	2,400.000
0344	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	1,400.000	1,400.000
0346	SPV.0060	Special 01. LED Luminaire	EACH	84.000	84.000
0348	SPV.0060	Special 12. Manhole Cover Special	EACH	12.000	12.000
0350	SPV.0060	Special 13. Inlet Cover Special	EACH	3.000	3.000
0352	SPV.0060	Special 14. Manhole Cover Slotted Special	EACH	1.000	1.000
0354	SPV.0060	Special 15. Adjusting Sanitary Sewer Cover	EACH	18.000	18.000
0356	SPV.0060	Special 16. Reconstructing Sanitary Sewer Cover	EACH	22.000	22.000
0358	SPV.0060	Special 17. Adjusting Water Valve	EACH	40.000	40.000
0360	SPV.0060	Special 18. Section Corner Monuments	EACH	2.000	2.000
0362	SPV.0090	Special 01. Curb & Gutter Type A Special 8-Inch	LF	4,199.000	4,199.000
0364	SPV.0090	Special 02. Curb & Gutter Type A Special 8-Inch Overlay	LF	1,990.000	1,990.000
0366	SPV.0090	Special 03. Curb & Gutter Type A Special 8-Inch Inlet	LF	496.000	496.000
0368	SPV.0090	Special 04. Curb & Gutter Type A Special 8-Inch Driveway	LF	1,273.000	1,273.000
0370	SPV.0090	Special 05. Curb & Gutter Type A Special 12-Inch Curb Ramp	LF	70.000	70.000
0372	SPV.0090	Special 06. Marking Line Contrast Epoxy 4-Inch	LF	2,177.000	2,177.000

Line	Item	Item Description	Unit	Total	Qty
0374	SPV.0090	Special 07. Marking Line Contrast Epoxy 8-Inch	LF	721.000	721.000
0376	SPV.0105	Special 01. Traffic Signal Cabinet and Controller, STH 32 and 91st Street	LS	1.000	1.000
0378	SPV.0105	Special 02. Traffic Signal Cabinet and Controller, STH 32 and 85th Street	LS	1.000	1.000
0380	SPV.0105	Special 03. Radar Detection System, STH 32 and 91st Street	LS	1.000	1.000
0382	SPV.0105	Special 04. Radar Detection System, STH 32 and 85th Street	LS	1.000	1.000
0384	SPV.0105	Special 05. Salvage & Reinstall Emergency Veh. Preemption System, STH 32 & 91st Street	LS	1.000	1.000
0386	SPV.0105	Special 06. Salvage & Reinstall Emergency Veh Preemption System, STH 32 & 85th Street	LS	1.000	1.000
0388	SPV.0105	Special 07. Temporary Vehicle Detection System, STH 32 and 91st Street	LS	1.000	1.000
0390	SPV.0105	Special 08. Temporary Vehicle Detection System, STH 32 and 85th Street	LS	1.000	1.000
0392	SPV.0105	Special 09. Temporary Lighting	LS	1.000	1.000
0394	SPV.0195	Special 01. Joint and Crack Repair	TON	200.000	200.000

All items on this page are Category 0010

	Removing					
		Pavement	Concrete Surface	Asphaltic Surface		
	Pavement*	Butt Joints	Partial Depth	*	Butt Joints	Milling
	204.0100	204.0105	204.0109.S	204.0110	204.0115	204.0120
Location	SY	SY	SF	SY	SY	SY
South Limits to 91st	--	--	--	77	9	3,719
91st to 90th	11,400	--	--	--	--	24
90th to 88th	773	667	64,136	--	59	31
88th to 85th	1,163	943	197,074	--	39	--
85th to North Limits	2,407	1,175	54,398	13	--	41
Total	15,743	2,785	315,608	90	107	3,815

			Removing	Removing Storm Sewer	
			Inlets	12-Inch	18-Inch
Structure			204.0220	204.0245	204.0245
Number	Location		EACH	LF	LF
E1D	212+36	54.5' RT	1	5	--
E1B	212+45	15.5' LT	1	26	--
E2A	213+30	86.4' LT	1	--	32
E3B	213+57	16.3' RT	1	16	--
E4A	215+38	3.5' LT	1	8	--
E6B	218+16	15.5' RT	1	16	--
6A	218+53	15.5' LT	1	16	--
E11B	225+63	14.6' RT	1	9	--
E12A	227+94	12' RT	1	9	--
E13B	230+31	9.4' LT	1	24	--
E14A	232+11	6.2' LT	1	5	--
E15B	233+15	3.8' RT	1	21	--
16D	233+90	15.5' RT	--	16	--
16B	234+86	54.5' LT	1	8	--
27A	251+86	15.5' LT	1	16	--
27B	251+87	3.5' RT	1	16	--
30B	252+96	82.5' RT	1	8	--
31A	253+09	86.8' LT	1	8	--
30A	253+43	82.0' RT	1	8	--
	Total		18	235	32

		Clearing	Grubbing
		201.0120	201.0220
Location		ID	ID
245+80	73' RT	30	30
248+00	70' RT	30	30
Total		60	60

		Removing Curb and Gutter* 204.0150
Location		LF
224+10	LT	13
224+10	LT	13
225+65	LT	13
227+85	LT	13
230+10	RT	11
230+30	LT	13
88th	LT/RT	61
232+05	LT	13
233+65	RT	13
234+75	LT	13
236+35	RT	13
237+50	RT	13
241+85	RT	13
241+85	RT	13
243+00	LT/RT	13
243+55	LT/RT	13
244+10	LT	13
245+85	RT	13
245+85	RT	13
246+85	LT	13
246+85	LT	13
249+45	RT	13
251+85	LT	13
251+85	RT	13
251+95	LT	13
251+95	RT	13
254+85	RT	13
254+85	RT	13
256+10	LT/RT	13
259+40	LT	13
Total		436

* Additional Quantities shown elsewhere on plan

All items on this page are Category 0010

Location		Removing Pavement* 204.0100 SY	Asphaltic Surface* 204.0110 SY	Curb 204.0130 LF	Curb and Gutter* 204.0150 LF	Concrete Sidewalk 204.0155 SY
91st Intersection		--	--	--	--	115
90th Intersection		--	--	--	--	77
88th Intersection		--	--	34	102	78
85th Intersection		--	--	--	--	127
85th	53+50 LT	56	--	--	34	--
211+15	LT/RT	--	89	--	88	--
215+00	RT	--	--	--	--	14
215+50	LT	30	--	--	--	18
216+50	LT	39	--	--	--	18
217+00	RT	--	--	--	--	14
218+25	LT	--	--	--	--	15
219+00	RT	45	--	--	--	11
220+25	RT	--	--	--	--	13
221+70	RT	--	--	--	25	--
221+70	LT	--	--	--	13	--
222+50	RT	34	--	--	31	16
223+00	RT	33	--	--	30	11
223+50	RT	24	--	--	30	10
224+25	RT	16	--	--	39	--
225+50	LT	41	--	--	35	15
225+75	RT	41	--	--	49	17
227+25	LT	36	--	8	38	18
228+00	RT	24	--	--	46	12
229+75	RT	19	--	--	44	9
233+50	LT	17	--	--	60	18
234+75	RT	--	--	--	23	19
235+25	LT	50	--	--	52	13
236+50	RT	12	--	--	91	16
236+50	LT	30	--	--	26	14
237+00	LT	22	--	--	51	7
237+00	RT	13	--	--	62	8
237+50	RT	10	--	--	34	9
238+00	RT	31	--	--	25	13
238+75	LT	21	--	--	46	14
239+50	RT	14	--	--	43	12
239+75	LT	19	--	--	39	13

Location		Removing Pavement* 204.0100 SY	Asphaltic Surface* 204.0110 SY	Curb 204.013 LF	Curb and Gutter* 204.0150 LF	Concrete Sidewalk 204.0155 SY
240+75	LT	18	--	--	46	15
242+00	LT	108	--	--	43	14
243+50	LT	74	--	--	54	13
243+50	RT	--	--	--	34	29
246+25	RT	--	--	--	34	29
248+75	RT	--	--	--	35	33
250+50	LT	74	--	--	53	16
250+75	RT	70	--	--	46	8
251+50	RT	45	--	--	36	13
254+50	LT	70	--	--	41	--
255+50	LT	80	--	--	45	--
256+50	LT	88	--	30	39	17
256+50	RT	--	--	--	40	--
257+25	RT	--	6	--	35	--
258+00	RT	--	7	--	19	--
259+50	RT	28	--	--	35	27
260+75	RT	9	--	--	28	8
261+00	LT	15	--	30	39	16
261+00	RT	8	--	--	29	10
Total		1,364	102	102	1,887	1,012

* Additional Quantities shown elsewhere on plan

All items on this page are Category 0010

DIVISION	FROM/TO STATION	LOCATION	205.0100 COMMON EXCAVATION (1) CUT (2)	205.0100 COMMON EXCAVATION (1) EBS EXCAVATION (3)	SALVAGED/ UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	REDUCED EBS IN FILL (9) FACTOR 0.80	EXPANDED EBS BACKFILL (11) FACTOR 1.00	UNEXPANDED FILL	EXPANDED FILL (13) FACTOR 1.20	MASS ORDINATE +/- (14)	WASTE	COMMENT
DIVISION 1													
STH 32 Mainline	205+50 to 261+60	STH 32	7,620	6,518	3,564	10,574	5,214	6,518	241	289	10,285	10,285	
DIVISION 1 SUBTOTAL			7,620	6,518	3,564	10,574	5,214	6,518	241	289	10,285	10,285	
DIVISION 2													
E 91st Street	15+54 to 16+34	E 91st Street	194	200	101	293	160	200	0	0	293	293	
W 91st Street	12+98 to 14+46	W 91st Street	345	341	182	504	273	341	0	0	504	504	
W 85th Street	53+94 to 54+46	W 85th Street	153	156	89	220	125	156	0	0	220	220	
Driveways and Sidewalk	212+40 to 261+60	STH 32	1,260	0	302	958	0	0	6	7	951	951	
DIVISION 2 SUBTOTAL			1,952	697	674	1,975	558	697	6	7	1,968	1,968	
GRAND TOTAL			9,572	7,215	4,238	12,549	5,772	7,215	247	296	12,253	12,253	
TOTAL COMMON EXC			16,787										

NOTES:

(1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100

(2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.

(3) EBS EXCAVATION TO BE BACKFILLED WITH BREAKER RUN, ITEM 311.0110

(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL

5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL

(9) REDUCED EBS IN FILL - EXCAVATED EBS MATERIAL IS USUABLE IN FILLS OUTSIDE THE 1:1 SLOPE. EBS IN FILL REDUCTION FACTOR = 0.80

(11) EXPANDED EBS BACKFILL - THIS IS TO BE FILLED WITH BREAKER RUN. EBS BACKFILL FACTOR = 1.0. ITEM NUMBER 311.0110

(13) EXPANDED FILL FACTOR = 1.20

EXPANDED FILL = UNEXPANDED FILL * FILL FACTOR

(14) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.

(15) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

All items on this page are Category 0010

Location	Base Aggregate Dense 3/4-Inch 305.0110 TON	Base Aggregate Dense 1 1/4-Inch 305.0120 TON	Breaker Run 311.0110 TON
South Limits to 91st	199	1,804	--
91st to 90th	--	4,159	9,763
90th to 88th	--	610	423
88th to 85th	--	1,225	520
85th to North Limits	--	1,185	1,920
Total	199	8,983	12,626

Location	Base Patching Concrete 390.0303 SY	Base Patching Concrete SHES 390.0403 SY
222+85 RT	--	11
242+45 LT	--	21
247+10 LT	11	--
251+25 LT	8	--
254+95 RT	--	16
256+75 RT	24	--
Undistributed	18	--
Total	61	48

Location	Drilled Tie Bars 416.0610 EA	Drilled Dowel Bars 416.0620 EA
South Limits to 91st	14	--
91st to 90th	2	30
90th to 88th	586	87
88th to 85th	1,164	87
85th to North Limits	439	117
Total	2,191	321

3

Location	Concrete Pavement Joint Layout 415.5110.S LS
Project	1
Total	1

Location	Concrete Base 8-Inch 320.0145 SY	Concrete Pavement 8-Inch 415.0080 SY	Concrete Pavement Gaps 415.0210 EA	Concrete Pavement HES 8-Inch 415.1080 SY	Concrete Driveway HES 7-Inch 416.0270 SY	Concrete Sidewalk 4-Inch 602.0405 SF
91st St Intersection	--	--	--	--	--	1,291
91st to 90th	--	6,328	7	4,006	341	1,065
90th St Intersection	--	--	--	--	--	700
90th to 88th	356	--	--	--	387	1,212
88th St Intersection	--	--	--	--	--	744
88th to 85th	491	--	--	2,115	948	2,976
85th St Intersection	--	--	--	--	--	1,811
85th to North Limits	166	--	--	--	230	791
Total	1,013	6,328	7	6,121	1,906	10,590

Location	Concrete Pavement Replacement 416.1720 SY	Concrete Pavement Replacement SHES 416.1725 SY
223+00 RT TO 223+25 RT	--	69
225+25 RT TO 225+65 RT	64	--
239+00 LT TO 241+10 LT	--	523
243+25 LT TO 243+75 LT	--	71
247+85 LT TO 248+65 LT	115	--
248+00 LT TO 248+30 LT	40	--
248+95 LT TO 249+40 LT	53	--
Total	272	663

All items on this page are Category 0010

Location	HMA Cold Weather Paving 450.4000 TON	Tack Coat 455.0605 GAL	HMA Pavement 3 LT 58-28 S 460.5223 TON	HMA Pavement 4 LT 58-28 S 460.5224 TON	Asphaltic Surface Driveways and Field 465.0120 TON
South Limits to 91st	135	496	432	540	--
91st to 90th	--	--	--	--	17
90th to 88th	217	1,204	1,113	866	20
88th to 85th	546	3,038	2,807	2,183	59
85th to North Limits	159	879	812	637	17
Total	1,056	5,617	5,164	4,226	113

Location	Curb Ramp Detectable Warning Field Yellow 602.0505 SF	Curb Ramp Detectable Warning Field Radial Yellow 602.0605 SF
South Limits to 91st	60	--
91st to 90th	60	15
90th to 88th	60	15
88th to 85th	140	--
85th to North Limits	60	--
Total	380	30

Location	Asphaltic Surface Temporary 465.0125 TON
Project	100
Total	100

Location	Cold Patch 495.1000.S TON
Stage 2 Traffic Southbound	20
Total	20

Location	Concrete Curb & Gutter: Concrete Curb Type D 601.0110 LF	Concrete Curb & Gutter: 18-Inch Type D 601.0407 LF	Concrete Curb & Gutter: 30-Inch Type D 601.0411 LF	Concrete Curb Pedestrian 601.0600 LF	Concrete Curb & Gutter 30-Inch Type A Special: 8-Inch SPV.0090.01 LF	8-Inch Overlay SPV.0090.02 LF	8-Inch Inlet SPV.0090.03 LF	8-Inch Driveway SPV.0090.04 LF	12-Inch Curb Ramp SPV.0090.05 LF
South Limits to 91st	--	--	182	--	350	--	--	--	--
91st to 90th	--	--	--	60	3,150	--	--	--	--
90th to 88th	28	--	--	--	209	834	86	332	13
88th to 85th	16	32	--	--	200	852	347	781	57
85th to North Limits	60	--	--	--	290	304	63	160	--
Total	104	32	182	60	4,199	1,990	496	1,273	70

All items on this page are Category 0010

Location		Cover Plates Temporary 611.8120.S EA
212+74	31' RT	1
213+12	43' LT	1
213+25	44' LT	1
213+33	29' RT	1
215+56	39' LT	1
216+55	35' RT	1
217+93	32' LT	1
219+17	39' LT	1
219+84	42' RT	1
219+96	31' LT	1
253+25	9' LT	1
253+35	54' LT	1
235+35	10' LT	1
	TOTAL	13

Structure Number	Location		Pipe Underdrain 6-Inch 612.0106 LF	Geotextile Fabric Type DF Schedule A 645.0111 SY
1A	212+87	84.4' LT	100	69
1C	212+45	3.5' RT	50	35
1D	212+36	57.5' LT	50	35
1F	212+36	3.5' RT	10	7
3	213+88	54.5' LT	100	69
3A	213+88	3.5' LT	100	69
3B	213+57	14.7' RT	100	69
3C	213+58	54.5' RT	100	69
6	218+70	54.5' LT	100	69
6B	218+17	14.2' RT	100	69
6C	218+13	54.5' RT	100	69
6E	218+70	3.5' LT	100	69
9	221+61	54.5' LT	50	35
9A	221+43	8.2' RT	60	42
9B	221+37	54' RT	60	42
12A	227+94	11' RT	70	49
13B	230+30	7.9' LT	70	49
14A	232+11	6' LT	70	49
25C	249+37	4' RT	100	69
30A	253+43	82' RT	60	42
30B	252+96	82.5' RT	50	35
32A	253+99	52' LT	50	35
32B	253+86	3' LT	100	69
32X	254+11	51.5' LT	10	7
TOTAL			1,760	1,221

Pipe Number	Structure From	Structure To	Inlet Elevation	Discharge Elevation	Concrete Concrete Collars for Pipe 520.8000 EACH	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch 608.0412 LF	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch 608.0418 LF
P1B	1B	1	613.80	613.75	--	10	--
P1C	1C	1B	613.82	613.80	--	8	--
P1D	1D	1C	614.86	614.80	--	8	--
P1E	1E	1B	613.86	613.80	--	8	--
P1F	1F	1C	614.05	614.00	--	9	--
P2A	2A	2	611.50	611.40	--	--	16
P2B	2B	2A	611.64	611.50	--	--	16
P3B	3B	3A	613.40	613.00	--	10	--
P3C	3C	3B	613.63	613.47	--	10	--
P4A	4A	4	614.28	614.25	--	5	--
P6A	6A	6	612.80	612.72	--	8	--
P6B	6B	6A	613.12	613.00	--	8	--
P6B-2	6B	6A	613.60	613.44	--	7	--
P6C	6C	6B	613.70	613.60	1	8	--
P6D	6D	6B	614.42	613.70	--	146	--
P6E	6E	6A	613.21	613.00	--	21	--
P7A	E7A	7A	613.40	613.30	--	45	--
P11B	11B	11A	613.40	613.22	1	7	--
P12A	12A	12	614.60	614.56	--	8	--
P13B	13B	13	612.20	612.14	1	8	--
P13C	13C	13B	612.75	612.60	--	8	--
P13C-2	13C	13B	613.40	613.30	1	4	--
P13D	13D	13C	613.47	613.30	--	8	--
P14A	14A	14	611.18	611.07	--	11	--
P15B	15B	15	611.60	611.52	--	8	--
P16B	16B	16A	612.80	612.66	1	4	--
P16D	16D	16C	611.00	610.91	--	8	--
P16E	16E	16D	611.09	611.00	1	4	--
P18X	18X	TRUNK*	611.00	610.46	--	54	--
P27A	27A	EXIST	609.40	609.32	1	4	--
P27B	27B	27A	609.62	609.50	--	8	--
P27B-2	27B	27A	609.80	609.68	--	8	--
P27C	27C	27B	609.83	609.80	1	4	--
P30A	30A	30	610.20	610.16	--	8	--
P30B	30B	30	609.90	609.76	--	8	--
P31A	31A	31	611.40	611.09	--	8	--
P32X	32X	32A	610.72	610.60	--	12	--
Total					8	503	32

*Connect pipe P18X to exising 84-Inch trunkline

Location			Insulation Board Polystyrene, 4-Inch 612.0902.01 SY
P4A	215+38	8' LT	2
P6B	218+48	10' LT	2
P6E	218+65	5' LT	2
P12A	227+94	1' LT	2
P13D	230+29	1' LT	2
P14A	232+11	12' LT	2
P15B	233+16	15' LT	2
	TOTAL		14

All items on this page are Category 0010

Structure Number	Location		Rim* Elevation	Reconstructing Manholes 611.0420 EACH	Reconstructing Inlets 611.0430 EACH	Inlet Covers Type H 611.0624 EACH	Manholes 4-FT Diameter 611.2004 EACH	Inlets 4-FT Diameter 611.3004 EACH	Inlets 2x3-FT 611.3230 EACH	Manhole Cover Special SPV.0060.12 EACH	Inlet Cover Special SPV.0060.13 EACH	Manhole Cover Slotted Special SPV.0060.14 EACH
1	212+58	54.5' LT	618.22	--	--	1	--	--	--	--	--	--
1A	212+87	84.4' LT	617.21	--	--	1	--	--	--	--	--	--
1B	212+45	15.2' LT	618.37	--	--	1	--	1	--	--	--	--
1C	212+45	3.5' RT	617.39	--	--	1	--	--	--	--	--	--
1D	212+36	57.5' RT	617.01	--	--	1	--	--	1	--	--	--
1E	210+90	3.5' RT	617.95	--	1	1	--	--	--	--	--	--
1F	212+36	3.5' RT	617.23	--	--	1	--	--	1	--	--	--
2	213+29	54.4' LT	617.83	--	--	--	--	--	--	1	--	--
2A	213+30	92.7' LT	617.33	--	--	1	--	1	--	--	--	--
2B	213+37	197.6' LT	617.85	--	1	1	--	--	--	--	--	--
3	213+88	54.5' LT	617.46	--	1	1	--	--	--	--	--	--
3A	213+88	3.5' LT	617.41	--	1	1	--	--	--	--	--	--
3B	213+57	14.7' RT	617.24	--	--	1	--	--	1	--	--	--
3C	213+58	54.5' RT	616.93	--	1	1	--	--	--	--	--	--
4	215+37	54.5' LT	618.00	--	1	1	--	--	--	--	--	--
4A	215+38	7.5' LT	618.08	--	--	1	--	--	1	--	--	--
5	216+41	52.2' LT	618.52	--	--	--	--	--	--	--	--	1
6	218+70	54.5' LT	617.51	--	--	1	--	--	--	--	--	--
6A	218+53	15.5' LT	617.96	--	--	--	1	--	--	1	--	--
6B	218+17	14.2' RT	616.58	--	--	1	--	--	1	--	--	--
6C	218+13	54.5' RT	616.37	--	--	1	--	--	--	--	--	--
6D	216+71	15.5' RT	617.97	--	--	1	--	--	1	--	--	--
6E	218+70	3.5' LT	617.51	--	--	1	--	--	1	--	--	--
7	220+61	54.5' LT	617.05	--	--	1	--	--	--	--	--	--
7A	220+70	4.1' RT	616.60	--	1	--	--	--	--	1	--	--
7B	220+25	3.5' RT	616.19	--	--	1	--	--	1	--	--	--
8	221+16	54.3' LT	616.87	--	--	--	--	--	--	1	--	--
9	221+61	54.5' LT	616.38	--	1	1	--	--	--	--	--	--
9A	221+43	8.2' RT	616.18	--	1	1	--	--	--	--	--	--
9B	221+37	54.5' RT	615.61	--	--	1	--	--	--	--	--	--
10	224+12	54.5' LT	615.61	--	1	1	--	--	--	--	--	--
10A	224+12	15.5' LT	615.88	--	--	1	--	--	--	--	--	--
11	225+65	54.5' LT	616.21	--	1	--	--	--	--	--	1	--
11A	225+63	15.5' LT	616.56	--	1	1	--	--	--	--	--	--
11B	225+62	15.5' RT	617.03	--	--	1	--	--	1	--	--	--

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All items on this page are Category 0010

Structure Number	Location		Rim* Elevation	Reconstructing Manholes 611.0420 EACH	Reconstructing Inlets 611.0430 EACH	Inlet Covers Type H 611.0624 EACH	Manholes 4-FT Diameter 611.2004 EACH	Inlets 4-FT Diameter 611.3004 EACH	Inlets 2x3-FT 611.3230 EACH	Manhole Cover Special SPV.0060.12 EACH	Inlet Cover Special SPV.0060.13 EACH	Manhole Cover Slotted Special SPV.0060.14 EACH
11C	225+59	54.5' RT	616.58	--	--	1	--	--	--	--	--	--
12	227+87	54.5' LT	618.47	--	1	1	--	--	--	--	--	--
12A	227+94	11' RT	618.11	--	--	1	--	--	1	--	--	--
13	230+28	54.5' LT	616.82	--	--	1	--	--	--	--	--	--
13A	230+33	60.3' LT	617.97	--	--	--	--	--	--	1	--	--
13B	230+30	7.9' LT	616.60	--	--	1	--	--	1	--	--	--
13C	231+05	0.2' LT	616.46	--	--	1	--	--	1	--	--	--
13D	230+09	54' RT	617.74	--	--	1	--	--	--	--	--	--
14	232+07	54.5' LT	615.71	--	--	1	--	--	--	--	--	--
14A	232+11	3.5' LT	615.71	--	--	1	--	--	1	--	--	--
15	233+18	48.3' LT	616.30	1	--	--	--	--	--	1	--	--
15A	233+19	54.5' LT	616.00	--	--	1	--	--	--	--	--	--
15B	233+16	8.8' LT	616.13	--	--	1	--	--	1	--	--	--
16	234+74	10.1' LT	616.70	--	--	--	--	--	--	1	--	--
16A	234+75	15.5' LT	616.36	--	--	1	--	--	--	--	--	--
16B	234+86	54.5' LT	616.13	--	--	1	--	--	1	--	--	--
16C	233+97	6.7' RT	616.11	1	--	--	--	--	--	1	--	--
16D	233+90	15.5' RT	615.38	--	--	1	--	--	1	--	--	--
16E	233+64	54.5' RT	615.02	--	--	1	--	--	--	--	--	--
17A	236+37	3.5' RT	616.17	--	--	1	--	--	--	--	--	--
18A	237+48	10.8' RT	616.06	--	--	1	--	--	--	--	--	--
18X	239+97	15.5' RT	614.46	--	--	1	--	--	1	--	--	--
19A	241+86	7.2' RT	613.40	--	--	1	--	--	--	--	--	--
19B	241+88	54.5' RT	613.24	--	1	1	--	--	--	--	--	--
20A	242+06	54.5' LT	616.68	--	--	1	--	--	--	--	--	--
21A	243+00	0.8' LT	615.14	--	1	1	--	--	--	--	--	--
21B	243+58	3.3' RT	614.85	--	--	1	--	--	--	--	--	--
22A	244+13	54.5' LT	615.96	--	--	1	--	--	--	--	--	--
23A	245+87	15.5' RT	612.67	--	1	1	--	--	--	--	--	--
23B	245+87	54.5' RT	612.34	--	--	1	--	--	--	--	--	--
24A	246+87	54.5' LT	615.86	--	1	1	--	--	--	--	--	--
24B	246+88	15.5' LT	616.24	--	--	1	--	--	--	--	--	--
25A	249+98	15.5' LT	614.82	--	--	1	--	--	--	--	--	--
25B	250+97	3.5' RT	613.78	--	1	1	--	--	--	--	--	--
25C	249+37	3.5' RT	613.01	--	--	1	--	--	--	--	--	--

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All items on this page are Category 0010

Structure Number	Location		Rim* Elevation	Reconstructing Manholes 611.0420 EACH	Reconstructing Inlets 611.0430 EACH	Inlet Covers Type H 611.0624 EACH	Manholes 4-FT Diameter 611.2004 EACH	Inlets 4-FT Diameter 611.3004 EACH	Inlets 2x3-FT 611.3230 EACH	Manhole Cover Special SPV.0060.12 EACH	Inlet Cover Special SPV.0060.13 EACH	Manhole Cover Slotted Special SPV.0060.14 EACH
25D	249+46	54.5' RT	612.79	--	1	1	--	--	--	--	--	--
26A	250+36	54.5' LT	614.25	--	--	--	--	--	--	--	1	--
27A	251+86	15.5' LT	614.04	--	--	1	--	--	1	--	--	--
27B	251+87	3.5' RT	613.98	--	--	1	--	--	1	--	--	--
27C	251+96	54.5' RT	613.73	--	1	1	--	--	--	--	--	--
28A	251+97	54.5' LT	613.79	--	--	1	--	--	--	--	--	--
29	252+17	44.4' LT	614.35	--	--	--	--	--	--	1	--	--
29A	252+90	1.7' RT	613.99	--	--	1	--	--	1	--	--	--
30	253+15	18' RT	614.16	--	--	--	--	--	--	1	--	--
30A	253+43	82' RT	612.91	--	--	1	--	--	1	--	--	--
30B	252+96	82.5' RT	613.09	--	--	1	--	--	1	--	--	--
31	253+19	78' LT	614.94	--	--	--	--	--	--	1	--	--
31A	253+09	86.8' LT	614.64	--	--	1	--	--	1	--	--	--
31B	253+67	86.4' LT	614.71	--	--	1	--	--	--	--	--	--
32A	253+99	52' LT	614.08	--	--	1	--	--	--	--	--	--
32B	253+86	2.8' LT	614.03	--	--	1	--	--	--	--	--	--
32C	254+86	10.1' RT	613.00	--	1	1	--	--	--	--	--	--
32D	254+87	48.7' RT	612.52	--	--	1	--	--	--	--	--	--
32X	254+11	51.5' LT	614.12	--	--	1	--	--	1	--	--	--
33	256+59	42.7' LT	614.00	--	--	1	--	--	--	--	--	--
33A	256+29	55.5' LT	614.93	--	--	--	--	--	--	1	--	--
33B	256+07	6' RT	613.63	--	1	1	--	--	--	--	--	--
33C	257+12	40.8' RT	612.84	--	1	1	--	--	--	--	--	--
33D	259+38	32.5' RT	613.29	--	--	--	--	--	--	--	1	--
33E	259+40	32.3' LT	614.43	--	--	1	--	--	--	--	--	--
TOTAL				2	23	79	1	2	24	12	3	1

Station and Offset to center of structure

* Rim Elevation is at flowline of casting for inlets and at center of casting for manholes

All items on this page are Category 0010

	Topsoil	Silt Fence		Mobilization Erosion Control	Mobilization Emergency Erosion Control	Erosion Mat Urban Class I Type B	Inlet Protection Type A	Inlet Protection Type B	Inlet Protection Type C	Inlet Protection Type D	Tracking Pads	Fertilizer Type B	Seeding Mixture No. 30	Seeding Temporary	Seed Water
	625.0100	628.1504	628.1520	628.1905	628.1910	628.2008	628.7005	628.7010	628.7015	628.7020	628.7560	629.0210	630.0130	630.0200	630.0500
	SY	EA	EA	EA	EA	SY	EA	EA	EA	EA	EA	CWT	LB	LB	MGAL
S of 91st	645	405	203	--	--	645	1	--	8	--		0.4	11.6	--	11
91st to 90th	1,724	41	21	--	--	1,724	--	1	14	6	--	1.1	31.0	--	29
90th to 88th	1,381	43	22	--	--	1,381	--	--	12	5	--	0.9	24.9	--	23
88th to 85th	1,790	425	213	--	--	1,790	2	1	32	4	--	1.1	32.2	--	30
N of 85th	606	--	--	--	--	606	--	1	11	--	--	0.4	10.9	--	10
Undistributed	307	46	23	3	5	307	--	--	4	1	4	0.2	5.5	20	5
Total	6,453	960	480	3	5	6,453	3	3	81	16	4	4.1	116.1	20	108

TRAFFIC CONTROL

	DRUMS	BARRICADES TYPE II	BARRICADES TYPE III	FLEXIBLE TUBULAR MARKER POSTS	FLEXIBLE TUBULAR MARKER BASES	WARNING LIGHTS TYPE A	WARNING LIGHTS TYPE C	ARROW BOARDS	SIGNS	SIGNS PCMS
	643.0300	643.0410	643.0420	643.0500	643.0600	643.0705	643.0715	643.0800	643.0900	643.1050
STAGE	DAY	DAY	DAY	EACH	EACH	DAY	DAY	DAY	DAY	DAY
STAGE 1	2,940	--	130	--	--	480	260	40	430	56
STAGE 2	39,045	1,235	11,590	150	150	3,515	23,180	95	13,205	56
STAGE 3	46,216	2,014	10,176	138	138	2,968	20,352	--	16,430	56
UNDISTRIBUTED	4,410	162	1,095	43	14	348	2,190	--	--	--
TOTAL	92,611	3,411	22,991	331	302	7,311	45,982	135	30,065	168

	Temporary Pedestrian Surface Plywood	Temporary Pedestrian Curb Ramp	Temporary Pedestrian Barricade
	644.1420	644.1601	644.1810
Location	SF	DAY	LF
SW 90th St	103	95	--
N 88th Pl	151	450	240
TOTAL	254	545	240

All items on this page are Category 0010

Location	Temporary Marking Line Paint 4-Inch (Yellow) 649.0105 LF	Temporary Marking Line Paint 4-Inch (White) 649.0105 LF	Temporary Marking Line Removable Tape 4-Inch (Yellow) 649.0150 LF	Temporary Marking Line Removable Tape 4-Inch (White) 649.0150 LF	Temporary Marking Line Paint 8-Inch (White) 649.0205 LF	Temporary Marking Stop Line Paint 18-Inch 649.0805 LF	Temporary Marking Stop Line Removable Tape 18-Inch 649.0850 LF	Temporary Marking Removable Mask Out Tape 6-Inch 649.0960 LF
Stage 1	--	--	--	--	--	--	--	--
Stage 2	11,532	11,136	2,259	2,449	821	142	--	1,075
Stage 3	--	--	12,862	15,174	1,440	--	158	400
Subtotal	11,532	11,136	15,121	17,623				
Total	22,668		32,744		2,261	142	158	1,475

Location	Marking Line Epoxy 4-Inch White LF	Marking Line Epoxy 4-Inch 12.5', 37.5' LF	Marking Line Epoxy 4-Inch Yellow LF	Marking Line Epoxy 8-Inch White LF	Marking Line Epoxy 8-Inch 3', 9' LF	Marking Arrow Epoxy EA	Marking Word Epoxy EA	Marking Stop Line Epoxy 18-Inch LF	Marking Crosswalk Epoxy Transverse 6-Inch LF	Marking Curb Epoxy LF	Marking Removal Plowable Raised Pavement Markers EA
	646.1020			646.3020		646.5020	646.5120	646.6120	646.7420	646.8120	646.9400
Begin to 91st St	1,374	263	1,362	318	177	4	--	51	182	94	--
90th to 85th St	5,685	1,550	5,437	1,364	45	8	1	100	703	896	140
85th to End	1,424	375	1,105	222	48	4	--	48	180	90	202
91st St	--	--	--	--	--	--	--	39	172	--	--
90th St	--	--	--	--	--	--	--	--	99	--	--
88th St	--	--	--	--	--	--	--	--	101	--	--
85th St	--	--	--	--	--	--	--	51	225	--	--
Subtotal	8,483	2,188	7,904	1,904	270						
Total		18,575		2,174		16	1	289	1,662	1,080	342

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All items on this page are Category 0010

	Construction Staking								
Location	Storm Sewer 650.4000 EA	Subgrade 650.4500 LF	Curb, Gutter, Curb & Gutter 650.5500 LF	Concrete Pavement 650.7000 LF	Resurfacing Reference 650.8000 LF	Electrical Installations 3240-14-70 650.8500 LS	Curb Ramps 650.9000 EA	Supplemental Control 3240-14-70 650.9910 LS	Slope Stakes 650.9920 LF
South Limits to 91st	7	--	182	--	1,500	--	6	--	1,500
91st to 90th	19	1,850	--	1,850	1,600	--	7	--	1,600
90th to 88th	15	--	28	--	1,930	--	7	--	1,930
88th to 85th	39	--	48	--	4,536	--	14	--	4,536
85th to North Limits	15	250	60	250	1,654	--	6	--	1,654
Entire Project	--	--	--	--	--	1	--	1	--
Total	95	2,100	318	2,100	11,220	1	40	1	11,220

	Marking Line Contrast Epoxy				
Location	4-Inch White LF	4-Inch 12.5', 37.5' LF	4-Inch Yellow LF	8-Inch White LF	8-Inch 3', 9' LF
	SPV.0090.06			SPV.0090.07	
91st St to 90th St	1,351	400	--	633	36
85th	--	--	84	52	--
91st St	--	--	342	--	--
Subtotal	1,351	400	426	685	36
Total		2,177		721	

	Sawing	
Location	Asphalt 690.0150 LF	Concrete 690.0250 LF
South Limits to 91st	970	56
91st to 90th	421	242
90th to 88th	214	1,624
88th to 85th	1,131	2,928
85th to North Limits	550	985
Total	3,286	5,835

Location	Joint and Crack Repair SPV.0195.01 TON
90th to 85th	144
85th to North Limits	56
Total	200

Category 0020

Location		Adjusting Sanitary Sewer Cover SPV.0060.15 EA
STAGE 2		
213+33	29' RT	1
216+55	35' RT	1
236+86	9' RT	1
STAGE 3		
212+48	40' LT	1
213+25	44' LT	1
215+56	39' LT	1
217+93	32' LT	1
219+17	39' LT	1
226+45	1' LT	1
229+84	20' LT	1
232+89	36' LT	1
234+25	43' LT	1
250+72	9' LT	1
253+25	9' LT	1
253+35	54' LT	1
235+35	10' LT	1
259+95	33' LT	1
261+19	29' LT	1
Total		18

Category 0020

Location		Reconstructing Sanitary Sewer Cover SPV.0060.16 EA
STAGE 2		
212+74	31' RT	1
219+84	42' RT	1
223+06	46' RT	1
226+45	49' RT	1
229+62	47' RT	1
230+62	45' RT	1
232+90	36' RT	1
233+10	34' RT	1
256+18	1' RT	1
258+93	10' RT	1
STAGE 3		
239+90	10' LT	1
240+10	8' LT	1
242+75	10' LT	1
245+38	9' LT	1
248+04	11' LT	1
213+12	43' LT	1
219+96	31' LT	1
223+09	23' LT	1
233+65	65' LT	1
236+80	56' LT	1
252+98	69' LT	1
256+20	43' LT	1
Total		22

Category 0020

Location		Adjusting Water Valve SPV.0060.17 EA
STAGE 2		
213+12	68' RT	1
213+23	68' RT	1
213+28	67' RT	1
215+19	66' RT	1
225+76	70' RT	1
230+75	62' RT	1
230+79	78' RT	1
230+83	62' RT	1
236+26	66' RT	1
237+21	68' RT	1
238+09	70' RT	1
238+17	66' RT	1
250+57	67' RT	1
253+34	57' RT	1
253+37	62' RT	1
253+38	54' RT	1
253+42	59' RT	1
259+02	43' RT	1
STAGE 3		
213+21	59' LT	1
213+25	63' LT	1
213+44	63' LT	1
213+44	25' LT	1
216+57	11' LT	1
216+60	19' LT	1
221+25	65' LT	1
221+30	67' LT	1
221+34	65' LT	1
221+38	4' LT	1
221+44	8' LT	1
221+47	65' LT	1
226+35	3' LT	1
226+60	3' LT	1
231+89	18' LT	1
234+38	31' LT	1
236+64	36' LT	1
237+29	43' LT	1
239+94	50' LT	1
253+45	66' LT	1
253+48	70' LT	1
253+52	69' LT	1
Total		40

Category 0010

Location		Section Corner Monuments SPV.0060.18 EA
226+73	38' RT	1
253+33	3' RT	1
Total		2

3

REMOVING CONCRETE BASES
REMOVING LIGHTING SYSTEM
TEMPORARY LIGHTING

			FOR INFORMATION ONLY			
	204.0195 REMOVING CONCRETE BASES EACH	204.9105.S.03 REMOVING LIGHTING SYSTEM LS	REMOVING LIGHTING UNITS EACH	LAMP DISPOSAL HIGH INTENSITY DISCHARGE EACH	REMOVING LIGHTING CONTROL CABINET EACH	SPV.0105.09 TEMPORARY LIGHTING LS
TOTALS	53	1	52	100	1	1

PULL BOXES STEEL 24X36

PULL BOXES

DESCRIPTION	STATION	OFFSET		653.0135 PULL BOXES STEEL 24X36 EACH
PB1	220+58.9	02.6'	LT	1
PB2	220+88.4	76.0'	LT	1
PB3	221+38.4	01.3'	LT	1
PB4	230+18.5	08.0'	LT	1
PB5	230+31.9	81.1'	RT	1
PB6	230+87.8	73.5'	RT	1
PB7	252+57.8	07.0'	LT	1
PB8	253+71.1	02.1'	RT	1
PB9	255+85.1	00.6'	LT	1
		TOTAL		9

CONCRETE CONTROL CABINET BASES TYPE L30
ELECTRICAL SERVICE METER BREAKER PEDESTAL
LIGHTING CONTROL CABINET 240/480 30-INCH

LIGHTING CONTROL CABINET

STREET	STATION	LOCATION	654.0230 CONCRETE CONTROL CABINET BASES TYPE L30 EACH	656.0200.03 ELECTRICAL SERVICE METER BREAKER PEDESTAL, LIGHTING LS	659.2230 LIGHTING CONTROL CABINET 240/480 30-INCH EACH
STH32	230+30.6	106.7' RT	1	1	1
		TOTAL	1	1	1

LED LUMINAIRE
CONCRETE BASES TYPE 5
POLES TYPE 5 ALUMINUM
TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE
LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 8-FT

LUMINAIRE AND POLE MOUNTINGS

DESCRIPTION	STATION	LOCATION	DIRECTION	SPV.0060.01 LED LUMINAIRE EACH	654.0105 CONCRETE BASES TYPE 5 EACH	657.0322 POLES TYPE 5 ALUMINUM EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0615 LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 8-FT EACH
C-1-(2,4)	214+56.1	06.2'	RT	2	1	1	1	2
C-2-(1,3)	215+62.1	02.9'	RT	2	1	1	1	2
C-3-(2,4)	216+67.3	06.9'	RT	2	1	1	1	2
C-4-(1,3)	217+88.0	05.2'	RT	2	1	1	1	2
C-5-(2,4)	219+08.4	00.1'	LT	2	1	1	1	2
C-6-(1,3)	220+29.1	06.1'	LT	2	1	1	1	2
C-7-(2,4)	220+91.1	88.0'	LT	1	1	1	1	1
C-8-(1,3)	221+54.7	01.4'	LT	2	1	1	1	2
C-9-(2,4)	222+72.1	00.1'	RT	2	1	1	1	2
C-10-(1,3)	223+92.3	00.3'	RT	2	1	1	1	2
C-11-(2,4)	225+12.6	00.3'	LT	2	1	1	1	2
C-12-(1,3)	226+32.9	00.5'	LT	2	1	1	1	2
C-13-(2,4)	227+22.8	00.9'	LT	2	1	1	1	2
C-14-(1,3)	228+43.6	05.4'	LT	2	1	1	1	2
C-15-(2,4)	229+63.7	06.2'	LT	2	1	1	1	2
C-16-(1,3)	230+86.5	87.5'	RT	1	1	1	1	1
C-17-(2,4)	231+07.0	05.5'	RT	2	1	1	1	2
C-18-(1,3)	232+14.3	04.1'	RT	2	1	1	1	2
C-19-(2,4)	233+25.1	00.3'	RT	2	1	1	1	2
C-20-(1,3)	234+34.9	02.5'	LT	2	1	1	1	2
C-21-(2,4)	235+44.5	04.8'	LT	2	1	1	1	2
C-22-(1,3)	236+65.0	06.6'	LT	2	1	1	1	2
C-23-(2,4)	237+85.1	07.2'	RT	2	1	1	1	2
C-24-(1,3)	239+05.7	03.8'	RT	2	1	1	1	2
C-25-(2,4)	240+25.5	01.9'	RT	2	1	1	1	2
C-26-(1,3)	241+44.5	01.1'	LT	2	1	1	1	2
C-27-(2,4)	242+54.9	04.6'	LT	2	1	1	1	2
C-28-(1,3)	243+67.6	01.1'	LT	2	1	1	1	2
C-29-(2,4)	244+72.3	00.2'	LT	2	1	1	1	2
C-30-(1,3)	245+88.8	03.1'	LT	2	1	1	1	2
C-31-(2,4)	247+04.0	01.2'	LT	2	1	1	1	2
C-32-(1,3)	248+19.1	01.8'	LT	2	1	1	1	2
C-33-(2,4)	249+34.4	05.2'	LT	2	1	1	1	2
C-34-(1,3)	250+49.1	06.5'	LT	2	1	1	1	2
C-35-(2,4)	251+72.6	06.7'	LT	2	1	1	1	2
C-36-(1,3)	254+96.3	05.7'	RT	2	1	1	1	2
C-37-(2,4)	256+01.8	00.0'	RT	2	1	1	1	2
	SUBTOTALS			72	37	37	37	72

PROJECT NO: 3240-14-70	HWY: STH 32 (SHERIDAN RD)	COUNTY: KENOSHA	MISCELLANEOUS QUANTITIES	SHEET: 250	E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
CONDUIT SPECIAL 2-INCH
ELECTRICAL WIRE LIGHTING 12 AWG
ELECTRICAL WIRE LIGHTING 6 AWG

STREET LIGHTING WIRING AND CONDUIT

		652.0225	652.0605	655.0610		655.0625	
		CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	CONDUIT SPECIAL 2-INCH	ELECTRICAL WIRE LIGHTING 12 AWG (POLE PHASE WIRES)	ELECTRICAL WIRE LIGHTING 12 AWG (POLE GROUND WIRES)	ELECTRICAL WIRE LIGHTING 6 AWG (UNDERGROUND GROUND WIRES)	ELECTRICAL WIRE LIGHTING 6 AWG (UNDERGROUND PHASE WIRES)
FROM	TO	LF	LF	LF	LF	LF	LF
C-1-(2,4)	C-2-(1,3)	106	-	120	60	116	464
C-2-(1,3)	C-3-(2,4)	105	-	120	60	115	460
C-3-(2,4)	C-4-(1,3)	121	-	120	60	58	524
C-4-(1,3)	C-5-(2,4)	120	-	120	60	142	520
C-5-(2,4)	C-6-(1,3)	122	-	120	60	75	528
C-6-(1,3)	PB1	30	-	120	60	40	160
PB1	PB2	57	-	-	-	67	134
PB2	C-7-(2,4)	37	-	90	45	47	94
PB1	PB3	79	-	-	-	89	356
PB4	C-8-(1,3)	16	-	120	60	26	104
C-8-(1,3)	C-9-(2,4)	118	-	120	60	128	512
C-9-(2,4)	C-10-(1,3)	120	-	120	60	130	520
C-10-(1,3)	C-11-(2,4)	120	-	120	60	130	520
C-11-(2,4)	C-12-(1,3)	120	-	120	60	130	520
C-12-(1,3)	C-13-(2,4)	87	-	120	60	97	388
C-13-(2,4)	C-14-(1,3)	120	-	120	60	130	520
C-14-(1,3)	C-15-(2,4)	120	-	120	60	130	520
C-15-(2,4)	PB4	55	-	120	60	65	260
PB4	PB5	-	88	-	-	10	392
PB5	LCC "C"	26	-	-	-	10	144
PB5	LCC"C" EXISTING CIRCUIT	-	-	-	-	20	80
PB5	PB6	-	54	-	-	64	128
PB6	C-16-(1,3)	14	-	90	50	24	48
PB7	C-17-(2,4)	-	89	120	60	99	396
C-17-(2,4)	C-18-(1,3)	109	-	120	60	10	476
C-18-(1,3)	C-19-(2,4)	111	-	120	60	10	484
C-19-(2,4)	C-20-(1,3)	110	-	120	60	120	480
C-20-(1,3)	C-21-(2,4)	110	-	120	60	120	480
C-21-(2,4)	C-22-(1,3)	120	-	120	60	130	520
C-22-(1,3)	C-23-(2,4)	-	121	120	60	10	524
C-23-(2,4)	C-24-(1,3)	121	-	120	60	10	524
C-24-(1,3)	C-25-(2,4)	120	-	120	60	130	520
C-25-(2,4)	C-26-(1,3)	120	-	120	60	130	520
C-26-(1,3)	C-27-(2,4)	114	-	120	60	124	496
C-27-(2,4)	C-28-(1,3)	-	113	120	60	10	492
C-28-(1,3)	C-29-(2,4)	105	-	120	60	10	460

3

3

CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
CONDUIT SPECIAL 2-INCH
ELECTRICAL WIRE LIGHTING 12 AWG
ELECTRICAL WIRE LIGHTING 6 AWG

STREET LIGHTING WIRING AND CONDUIT

		652.0225	652.0605	655.0610		655.0625	
		CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	CONDUIT SPECIAL 2-INCH	ELECTRICAL WIRE LIGHTING 12 AWG (POLE PHASE WIRES)	ELECTRICAL WIRE LIGHTING 12 AWG (POLE GROUND WIRES)	ELECTRICAL WIRE LIGHTING 6 AWG (UNDERGROUND GROUND WIRES)	ELECTRICAL WIRE LIGHTING 6 AWG (UNDERGROUND PHASE WIRES)
FROM	TO	LF	LF	LF	LF	LF	LF
C-29-(2,4)	C-30-(1,3)	118	-	120	60	128	512
C-30-(1,3)	C-31-(2,4)	115	-	120	60	125	500
C-31-(2,4)	C-32-(1,3)	115	-	120	60	10	500
C-32-(1,3)	C-33-(2,4)	115	-	120	60	10	500
C-33-(2,4)	C-34-(1,3)	115	-	120	60	125	500
C-34-(1,3)	C-35-(2,4)	124	-	120	60	134	536
C-35-(2,4)	PB7	88	-	120	60	98	392
PB7	PB8	117	-	-	-	127	508
PB8	C-36-(1,3)	128	-	120	60	138	552
C-36-(1,3)	PB9	88	-	120	60	98	392
PB9	C-37-(2,4)	17	-	120	60	10	108
				4,740	2,375	3,759	19,268
	TOTAL:	3,973	465	TOTAL:	7,115	TOTAL:	23,027

3

REMOVING TRAFFIC SIGNALS

LOCATION	204.9105.S L.S.
STH 32 AND 91ST STREET	1
TOTAL	1

REMOVING CONCRETE BASES

EXISTING BASE NO.	204.0195 REMOVING CONCRETE BASES EACH
SB1	1
SB2	1
SB3	1
SB4	1
SB5	1
SB6	1
SB7	1
SB8	1
SB9	1
SB10	1
CB1`	1
	11

*** ADDITIONAL QUANTITIES SHOWN ELSEWHERE

REMOVING PULL BOXES

PULL BOX NO.	653.0905 REMOVING PULL BOXES EACH
PB1	1
PB2	1
PB3	1
PB4	1
PB5	1
PB6	1
PB7	1
PB8	1
*** TOTAL	8

*** ADDITIONAL QUANTITIES SHOWN ELSEWHERE

CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH
CONDUIT SPECIAL 3-INCH

FROM	TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F.	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH L.F.	652.0615 CONDUIT SPECIAL 3-INCH L.F.
CB1	PB1		42	
PB1	PB2		56	
PB2	PB3			136
PB3	PB4			104
PB4	PB5		128	
PB5	PB6			100
PB6	PB7		84	
PB7	PB8			134
PB8	PB9			108
PB9	PB10		102	
PB10	PB11			98
PB11	CB1		39	
PB2	SB1	12		
PB3	SB2	11		
PB4	SB3	11		
PB5	SB4	6		
PB6	SB5	9		
PB7	SB6	12		
PB8	SB7	8		
PB9	SB8	9		
PB10	SB9	6		
PB11	SB10	13		
	*** TOTALS	97	451	680

*** ADDITIONAL QUANTITIES SHOWN ELSEWHERE

SHEET 1 OF 4

PROJECT NO: 3240-14-70	HWY: STH 32 (SHERIDAN RD)	COUNTY: KENOSHA	MISCELLANEOUS QUANTITIES	SHEET: 253	E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

PULL BOXES STEEL 24X42-INCH

PULL BOX NO.	STATION	LOCATION	653.0140 PULL BOXES STEEL 24X42-INCH EACH
PB1	212+50.5	84.3' RT	1
PB2	212+34.1	61.3' RT	1
PB3	212+36.0	6.5' LT	1
PB4	212+37.4	58.6' LT	1
PB5	212+82.7	87.9' LT	1
PB6	213+34.5	85.9' LT	1
PB7	213+61.4	59.2' LT	1
PB8	213+58.2	7.5' RT	1
PB9	213+55.7	61.4' RT	1
PB10	213+18.9	93.4' RT	1
PB11	212+71.3	91.7' RT	1
		*** TOTALS	11

* FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD
*** ADDITONAL QUANTITIES SHOWN ELSEWHERE

CABLE TYPE UF 2-10 AWG
ELECTRICAL WIRE LIGHTING 12 AWG

		655.0320 CABLE TYPE UF 2-10 AWG GROUNDED L.F.	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG L.F.
CB1	SB2	180	
SB2	LUMIN		238
SB2	SB5	258	
SB5	LUMIN		119
CB1	SB10	47	
SB10	LUMIN		119
SB10	SB7	241	
SB7	LUMIN		238
	*** TOTALS	726	714

*** ADDITIONAL QUANTITIES SHOWN ELSEWHERE

INTERSECTION OF
STH 32 (SHERIDAN RD) & 91ST ST
ALL ITEMS CATEGORY 0030

3

CABLE TRAFFIC SIGNAL 5-14 AWG
CABLE TRAFFIC SIGNAL 7-14 AWG
CABLE TRAFFIC SIGNAL 12-14 AWG

FROM	TO	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F.	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F.	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG L.F.
CB1	SB1			97
SB1	HEAD 1	19		
SB1	HEAD 9		19	
SB1	HEAD 22	15		
CB1	SB2			180
SB2	HEAD 7	43		
SB2	HEAD 10		21	
CB1	SB3			248
SB3	HEAD 8	47		
SB3	HEAD 18	15		
CB1	SB4			323
SB4	HEAD 12	19		
SB4	HEAD 14	19		
SB4	HEAD 19	15		
CB1	SB5			392
SB5	HEAD 13	45		
SB5	HEAD 20	15		
CB1	SB6			337
SB6	HEAD 4		19	
SB6	HEAD 6	19		
SB6	HEAD 21	15		
CB1	SB7			250
SB7	HEAD 2	42		
SB7	HEAD 5		21	
CB1	SB8			165
SB8	HEAD 3	48		
SB8	HEAD 22	15		
CB1	SB9			111
SB9	HEAD 11	19		
SB9	HEAD 15	19		
SB9	HEAD 23	15		
CB1	SB10			43
SB10	HEAD 16	45		
SB10	HEAD 24	15		
	***TOTALS	504	80	2,146

*** ADDITIONAL QUANTITES SHOWN ELSEWHERE

CONCRETE BASES TYPE 1
CONCRETE BASES TYPE 2
CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL

BASE NO.	STATION	LOCATION	654.0101 CONCRETE BASES TYPE 1 EACH	654.0102 CONCRETE BASES TYPE 2 EACH	654.0217 CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL EACH
SB1	213+45.2	66.3' RT	1		
SB2	212+46.5	6.1' LT		1	
SB3	212+48.0	59.9' LT		1	
SB4	212+79.8	83.5' LT	1		
SB5	213+40.5	78.9' LT		1	
SB6	213+52.1	66.1' LT	1		
SB7	213+50.5	5.8' RT		1	
SB8	213+46.4	61.0' RT		1	
SB9	213+20.7	87.6' RT	1		
SB10	212+66.6	85.9' RT		1	
CB1	212+59.0	95.0' RT			1
		TOTALS	4	6	1

* FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD
*** ADDITIONAL QUANTITIES SHOWN ELSEWHERE

SHEET 2 OF 4

INTERSECTION OF
STH 32 (SHERIDAN RD) & 91ST ST
ALL ITEMS CATEGORY 0030

ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG

FROM	TO	655.0515 L.F.
CB1	SB1	97
SB1	SB2	131
SB2	SB3	114
SB3	SB4	121
SB4	SB5.	105
SB5	SB6	103
SB6	SB7	127
SB7	SB8	111
SB8	SB9	106
SB9	SB10	101
SB10	CB1	47
PB1	CB1	37
PB2	SB1	32
PB3	SB2	31
PB4	SB3	31
PB5	SB4	26
PB6	SB5	29
PB7	SB6	32
PB8	SB7	28
PB9	SB8	29
PB10	SB9	26
PB11	SB10	27
	***TOTAL	1,491

*** ADDITIONAL QUANTIES SHOWN ELSEWHERE

PEDESTAL BASES
TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE
TRAFFIC SIGNAL STANDRAS ALUMINUM 13-FT
TRAFFIC SIGNAL STANDRAS ALUMINUM 15-FT
POLES TYPE 2
POLES TYPE 3
TROMBINE ARMS 20-FT
TROMBINE ARMS 25-FT
LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 8-FT
LED LUMINAIRE
PEDESTRIAN PUSH BUTTONS

SIGNAL BASE NO.	657.0100 PEDESTAL BASES EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH	657.0425 TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH	657.0305 POLES TYPE 2 EACH	657.0310 POLES TYPE 3 EACH	657.0590 TROMBONE ARMS 20-FT EACH	657.0595 TROMBONE ARMS 25-FT EACH	657.0614 LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 8-FT EACH	SPV.0060.01 LED LUMINAIRE EACH	658.0500 PEDESTRIAN PUSH BUTTONS EACH
SB1	1			1							1
SB2		1				1	1		2	2	1
SB3		1			1			1			1
SB4	1		1								1
SB5		1				1	1		1	1	1
SB6	1			1							1
SB7		1				1	1		2	2	1
SB8		1			1			1			1
SB9	1		1								1
SB10		1				1	1		1	1	1
*** TOTALS	4	6	2	2	2	4	4	2	6	6	10

*** ADDITIONAL QUANTITIES SHOWN ELSEWHERE

ELECTRICAL SERVICE METER BREAKER PEDESTAL
STH 32 & 91ST STREET

BASE NO.	656.0200.01 ELETRICAL SERVICE METER BREAKER PEDESTAL L.S.
CB1	1
TOTAL	1

* FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

SIGNAL MOUNTING HARDWARE

LOCATION	658.5069.01 L.S.
STH 32 AND 91ST STREET	1
TOTAL	1

SHEET 3 OF 4

INTERSECTION OF
STH 32 (SHERIDAN RD) & 91ST ST
ALL ITEMS CATEGORY 0030

3

TRAFFIC SIGNAL FACE 3S
TRAFFIC SIGNAL FACE 4S
PEDESTRIAN SIGNAL FACE 16-INCH

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	SB1	1		
2	SB7	1		
3	SB8	1		
4	SB6		1	
5	SB7		1	
6	SB6	1		
7	SB2	1		
8	SB3	1		
9	SB1		1	
10	SB2		1	
11	SB9	1		
12	SB4	1		
13	SB5	1		
14	SB4	1		
15	SB9	1		
16	SB10	1		
17	SB1			1
18	SB3			1
19	SB4			1
20	SB5			1
21	SB6			1
22	SB8			1
23	SB9			1
24	SB10			1
TOTALS		12	4	8

*** ADDITIONAL QUANTITIES SHOWN ELSEWHERE

TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS

LOCATION	661.0200.01 L.S.
STH 32 AND 91ST STREET	1
TOTAL	1

TRAFFIC SIGNAL CONTROLLER & CABINET

LOCATION	SPV.0105.01 TRAFFIC SIGNAL CABINET AND CONTROLLEF EACH
STH 32 AND 91ST STREET	1
TOTAL	1

SALVAGE AND REINSTALLEMERGENCY VEHICLE PREEMPTION SYSTEM

LOCATION	SPV.0105.05 L.S.
STH 32 AND 91ST STREET	1
TOTAL	1

RADAR DETECTION SYSTEM

SPV.0105.03
STH 32 AND 91ST STREET
L.S.

SENSOR NO.	BASE NO.	DETECTOR TYPE
RA1	SB2	SMARTSENSOR ADVANCED
RA2	SB7	SMARTSENSOR MATRIX
RA3	SB7	SMARTSENSOR ADVANCED
RA4	SB2	SMARTSENSOR MATRIX
RA5	SB5	SMARTSENSOR MATRIX
RA6	SB10	SMARTSENSOR MATRIX

TEMPORARY VEHICLE DETECTION SYSTEM

LOCATION	SPV.0105.07 L.S.
STH 32 AND 91ST STREET	1
TOTAL	1

PROJECT NO: 3240-14-70	HWY: STH 32 (SHERIDAN RD)	COUNTY: KENOSHA	MISCELLANEOUS QUANTITIES	SHEET: 256	E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

INTERSECTION OF
STH 32 (SHERIDAN RD) & 85TH ST
ALL ITEMS CATEGORY 0030

REMOVING TRAFFIC SIGNALS STH 32 AND 85TH STREET

LOCATION	204.9105.S REMOVING TRAFFIC SIGNALS L.S.
STH 32 AND 85TH STREET	1
TOTAL	1

REMOVING CONCRETE BASES

EXISTING BASE NO.	204.0195 REMOVING CONCRETE BASES EACH
SB1	1
SB2	1
SB3	1
SB4	1
SB5	1
SB6	1
SB7	1
SB8	1
SB9	1
SB10	1
CB1	1
	11

*** ADDITIONAL QUANTITIES SHOWN ELSEWHERE

REMOVING PULL BOXES

PULL BOX NO.	653.0905 REMOVING PULL BOXES EACH
PB1	1
PB2	1
PB3	1
PB4	1
PB5	1
*** TOTAL	5

*** ADDITIONAL QUANTITIES SHOWN ELSEWHERE

CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH
CONDUIT SPECIAL 3-INCH

FROM	TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F.	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH L.F.	652.0615 CONDUIT SPECIAL 3-INCH L.F.
CB1	PB1		60	
PB1	PB2			124
PB2	PB3		56	
PB3	PB4			128
PB4	PB5			108
PB5	PB6		96	
PB6	PB7			130
PB7	PB8		66	
PB8	PB9			136
PB9	PB10			104
PB10	CB1		87	
PB1	SB1	14		
PB2	SB2	10		
PB3	SB3	7		
PB4	SB4	4		
PB5	SB5	6		
PB6	SB6	6		
PB7	SB7	7		
PB8	SB8	7		
PB9	SB9	7		
PB10	SB10	7		
	*** TOTALS	75	365	730

*** ADDITIONAL QUANTITIES SHOWN ELSEWHERE

SHEET 1 OF 4

PROJECT NO: 3240-14-70	HWY: STH 32 (SHERIDAN RD)	COUNTY: KENOSHA	MISCELLANEOUS QUANTITIES	SHEET: 257 E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

3

PULL BOXES STEEL 24X42-INCH

PULL BOX NO.	STATION	LOCATION	653.0140 PULL BOXES STEEL 24X42-INCH EACH
PB1	256+48.4	76.5' RT	1
PB2	252+89.1	74.5' RT	1
PB3	252+67.6	59.0' RT	1
PB4	252+69.0	4.7' LT	1
PB5	252+70.2	58.6' LT	1
PB6	253+04.3	87.3' LT	1
PB7	253+72.0	84.5' LT	1
PB8	253+96.1	62.5' LT	1
PB9	253+92.1	5.1' RT	1
PB10	253+89.0	57.0' RT	1
		*** TOTALS	10

* FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD
*** ADDITONAL QUANTITIES SHOWN ELSEWHERE

CABLE TYPE UF 2-10 AWG
ELECTRICAL WIRE LIGHTING 12 AWG

		655.0320 CABLE TYPE UF 2-10 AWG GROUNDED L.F.	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG L.F.
CB1	SB2	135	
SB2	LUMIN		119
SB2	SB4	162	
SB4	LUMIN		238
CB1	SB9	131	
SB9	LUMIN		238
SB9	SB6	251	
SB6	LUMIN		119
	*** TOTALS	679	714

*** ADDITIONAL QUANTITIES SHOWN ELSEWHERE

CABLE TRAFFIC SIGNAL 5-14 AWG
CABLE TRAFFIC SIGNAL 7-14 AWG
CABLE TRAFFIC SIGNAL 12-14 AWG

FROM	TO	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F.	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F.	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG L.F.
CB1	SB1			61
SB1	HEAD 11	19		
SB1	HEAD 15	19		
SB1	HEAD 19	15		
CB1	SB2			135
SB2	HEAD 16	50		
SB2	HEAD 20	15		
CB1	SB3			176
SB3	HEAD 1	19		
SB3	HEAD 9		19	
SB3	HEAD 21	15		
CB1	SB4			253
SB4	HEAD 7	46		
SB4	HEAD 10		21	
CB1	SB5			325
SB5	HEAD 8	49		
SB5	HEAD 22	15		
CB1	SB6			344
SB6	HEAD 12	19		
SB6	HEAD 14	19		
SB6	HEAD 23	15		
CB1	SB7			264
SB7	HEAD 13	50		
SB7	HEAD 24	15		
CB1	SB8			215
SB8	HEAD 4		19	
SB8	HEAD 6	19		
SB8	HEAD 17	15		
CB1	SB9			131
SB9	HEAD 2	43		
SB9	HEAD 5		21	
CB1	SB10			63
SB10	HEAD 3	48		
SB10	HEAD 18	15		
	***TOTALS	402	80	1,771

*** ADDITIONAL QUANTITES SHOWN ELSEWHERE

3

CONCRETE BASES TYPE 1
CONCRETE BASES TYPE 2
CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL

BASE NO.	STATION	LOCATION	654.0101 CONCRETE BASES TYPE 1 EACH	654.0102 CONCRETE BASES TYPE 2 EACH	654.0217 CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL EACH
SB1	253+59.6	69.8' RT	1		
SB2	252+80.6	70.9' RT		1	
SB3	252+73.1	62.6' RT	1		
SB4	252+73.1	3.3' LT		1	
SB5	252+74.0	62.8' LT		1	
SB6	253+02.8	81.5' LT		1	
SB7	253+76.3	79.4' LT		1	
SB8	253+89.6	64.8' LT	1		
SB9	253+85.1	4.6' RT		1	
SB10	253+83.0	62.0' RT		1	
CB1	253+67.9	71.4' RT			1
		TOTALS	3	7	1

* FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD
*** ADDITIONAL QUANTITIES SHOWN ELSEWHERE

SHEET 2 OF 4

INTERSECTION OF
STH 32 (SHERIDAN RD) & 85TH ST
ALL ITEMS CATEGORY 0030

ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG

FROM	TO	655.0515 L.F.
CB1	SB1	61
SB1	SB2	126
SB2	SB3	85
SB3	SB4	115
SB4	SB5.	104
SB5	SB6	100
SB6	SB7	118
SB7	SB8	87
SB8	SB9	122
SB9	SB10	106
SB10	CB1	63
PB1	SB1	34
PB2	SB2	30
PB3	SB3	27
PB4	SB4	24
PB5	SB5	26
PB6	SB6	26
PB7	SB7	27
PB8	SB8	27
PB9	SB9	27
PB10	SB10	27
	***TOTAL	1,362

*** ADDITIONAL QUANTITIES SHOWN ELSEWHERE

PEDESTAL BASES
TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE
TRAFFIC SIGNAL STANDRAS ALUMINUM 13-FT
TRAFFIC SIGNAL STANDRAS ALUMINUM 15-FT
POLES TYPE 2
POLES TYPE 3
TROMBINE ARMS 20-FT
TROMBINE ARMS 25-FT
LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 8-FT
LED LUMINAIRE
PEDESTRIAN PUSH BUTTONS EACH

SIGNAL BASE NO.	657.0100 PEDESTAL BASES EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH	657.0425 TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH	657.0305 POLES TYPE 2 EACH	657.0310 POLES TYPE 3 EACH	657.0590 TROMBONE ARMS 20-FT EACH	657.0595 TROMBONE ARMS 25-FT EACH	657.0614 LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 8-FT EACH	SPV.0060.01 LED LUMINAIRE EACH	658.0500 PEDESTRIAN PUSH BUTTONS EACH
SB1	1		1								1
SB2		1				1		1	1	1	1
SB3	1			1							1
SB4		1				1		1	2	2	1
SB5		1			1			1			1
SB6		1				1			1	1	1
SB7		1			1			1			1
SB8	1			1							1
SB9		1				1	1		2	2	1
SB10		1			1			1			1
*** TOTALS	3	7	1	2	3	4	1	5	6	6	10

*** ADDITIONAL QUANTITIES SHOWN ELSEWHERE

ELECTRICAL SERVICE METER BREAKER PEDESTAL
STH 32 AND 85TH STREET

BASE NO.	656.0200.02 ELETRICAL SERVICE METER BREAKER PEDESTAL L.S.
CB1	1
TOTAL	1

* FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

SIGNAL MOUNTING HARDWARE

LOCATION	658.5069.02 L.S.
STH 32 AND 85TH STREET	1
TOTAL	1

SHEET 3 OF 4

PROJECT NO: 3240-14-70	HWY: STH 32 (SHERIDAN RD)	COUNTY: KENOSHA	MISCELLANEOUS QUANTITIES	SHEET: 259 E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

INTERSECTION OF
STH 32 (SHERIDAN RD) & 85TH ST
ALL ITEMS CATEGORY 0030

3

TRAFFIC SIGNAL FACE 3S
TRAFFIC SIGNAL FACE 4S
PEDESTRIAN SIGNAL FACE 16-INCH

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	SB3	1		
2	SB9	1		
3	SB10	1		
4	SB8		1	
5	SB9		1	
6	SB8	1		
7	SB4	1		
8	SB5	1		
9	SB3		1	
10	SB4		1	
11	SB1	1		
12	SB6	1		
13	SB7	1		
14	SB6	1		
15	SB1	1		
16	SB2	1		
17	SB8			1
18	SB10			1
19	SB1			1
20	SB2			1
21	SB3			1
22	SB5			1
23	SB14			1
24	SB15			1
TOTALS		12	4	8

*** ADDITIONAL QUANTITIES SHOWN ELSEWHERE

TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS

LOCATION	661.0200.02 L.S.
STH 32 AND 85TH STREET	1
TOTAL	1

TRAFFIC SIGNAL CABINET AND CONTROLLER

LOCATION	SPV.0105.02 TRAFFIC SIGNAL CABINET AND CONTROLLEF EACH
STH 32 AND 85TH STREET	1
TOTAL	1

SALVAGE AND REINSTALL EMERGENCY VEHICLE PREEMPTION SYSTEM

LOCATION	SPV.0105.06 L.S.
STH 32 AND 85TH STREET	1
TOTAL	1

RADAR DETECTION SYSTEM

SPV.0105.04
STH 32 AND 85TH STREET
L.S.

SENSOR NO.	BASE NO.	DETECTOR TYPE
RA1	SB4	SMARTSENSOR ADVANCED
RA2	SB9	SMARTSENSOR MATRIX
RA3	SB9	SMARTSENSOR ADVANCED
RA4	SB4	SMARTSENSOR MATRIX
RA5	SB7	SMARTSENSOR MATRIX
RA6	SB2	SMARTSENSOR MATRIX

TEMPORARY VEHICLE DETECTION SYSTEM

LOCATION	SPV.0105.08 L.S.
STH 32 AND 85TH STREET	1
TOTAL	1

SHEET 4 OF 4

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W [IN.]	x	H [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	637.2215 SIGNS TYPE II REFLC H FOLDING [SF]	638.2602 REMOVING SIGNS TYPE II [EA]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	634.0618 WOOD POSTS 4"X6"x18' [EA]	634.0814 TUBULAR STEEL POSTS 2"X2"X14' [EA]	638.2102 MOVE SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
1	W4-2R(2S)	--	36	x	36	--	9.000	--	--	--	1	--	--	--	--
2	R5-1	--	--	x	--	--	--	--	1	1	--	--	--	--	ALSO REMOVE J4-1
3	R5-1(2M)	--	36	x	36	9.000	--	--	--	--	1	--	--	--	--
4	J4-1(2M)	--	24	x	36	6.000	--	--	--	--	--	--	--	3	--
	M3-3	--	24	x	12										
	M1-6B	STH 32	24	x	24										
5	W14-3(2S)	--	48	x	36	--	5.560	--	1	1	1	--	--	--	--
6	W9-1R(2S)	--	36	x	36	--	9.000	--	--	--	1	--	--	--	--
7	R5-1A(2M)	--	42	x	30	8.750	--	--	1	1	1	--	--	--	--
8	W5-52R(2S)	--	36	x	12	--	3.000	--	1	1	1	--	--	--	--
9	W5-52R(2S)	--	36	x	12	--	3.000	--	1	1	1	--	--	--	--
10	W6-2(2S)	--	36	x	36	--	9.000	--	--	--	1	--	--	--	--
11	R5-1A(2S)	--	36	x	24	6.000	--	--	1	1	1	--	--	--	--
12	R3-8LAAR(2S)	--	72	x	30	15.000	--	--	--	--	2	--	--	--	--
13	W3-3(2M)	--	36	x	36	--	9.000	--	1	--	--	--	--	--	MOUNT ON LIGHT POLE
14	R4-7(3)	--	36	x	48	12.000	--	--	1	--	--	--	--	5	BACK OF SIGN #5
15	W5-54(2S)	--	18	x	18	--	2.250	--	--	--	--	--	--	14	--
16	R6-3(2M)	--	30	x	24	5.000	--	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE
17	R1-1F(2M)	--	36	x	36	--	--	7.460	1	--	--	--	--	--	MOUNT ON SIGNAL POLE
18	W4-2R	--	--	x	--	--	--	--	1	--	--	--	--	--	--
19	R6-2L(2S)	--	24	x	30	5.000	--	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE
20	R2-1(2S)	35 MPH	24	x	30	5.000	--	--	1	1	1	--	--	--	--
21	R1-1F(2M)	--	36	x	36	--	--	7.460	--	--	--	--	--	--	MOUNT ON SIGNAL POLE
22	R4-7(2S)	--	24	x	30	5.000	--	--	1	--	--	--	--	--	MOUNT ON SIGNAL POLE
23	M1-94H	91ST ST	54	x	18	6.750	--	--	1	--	--	--	--	--	MOUNT ON MAST ARM
24	R4-7(2S)	--	24	x	30	5.000	--	--	--	--	--	--	--	--	MOUNT ON MAST ARM
25	R10-50L(2S)	--	30	x	36	7.500	--	--	--	--	--	--	--	--	MOUNT HIGH ON SIGNAL POLE
26	R10-50L(2S)	--	30	x	36	7.500	--	--	--	--	--	--	--	--	MOUNT HIGH ON SIGNAL POLE
27	M1-94H	91ST ST	54	x	18	6.750	--	--	1	--	--	--	--	--	MOUNT ON MAST ARM
28	M1-94S	[32] SHERIDAN RD	108	x	18	13.500	--	--	--	--	--	--	--	--	MOUNT ON MAST ARM
29	R5-1(2S)	--	30	x	30	6.250	--	--	1	1	1	--	--	--	--
30	R1-1F(2M)	--	36	x	36	--	--	7.460	1	--	--	--	--	--	MOUNT ON SIGNAL POLE
31	R6-3(2M)	--	30	x	24	5.000	--	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE
32	R1-1F(2M)	--	36	x	36	--	--	7.460	1	--	--	--	--	--	MOUNT ON SIGNAL POLE
33	R6-2L(2S)	--	24	x	30	5.000	--	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE
34	R3-52(2S)	--	30	x	36	7.500	--	--	--	--	1	--	--	--	--

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W [IN.]	x	H [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	637.2215 SIGNS TYPE II REFLC H FOLDING [SF]	638.2602 REMOVING SIGNS TYPE II [EA]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	634.0618 WOOD POSTS 4"X 6"x18' [EA]	634.0814 TUBULAR STEEL POSTS 2"X2"X14' [EA]	638.2102 MOVE SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
35	R7-1D(2S)	--	18	x	24	3.000	--	--	--	--	--	--	--	34	--
36	R2-1	35 MPH	--	x	--	--	--	--	1	1	--	--	--	--	--
37	R5-1(2S)	--	30	x	30	6.250	--	--	--	--	--	1	--	--	--
38	R1-1F(2M)	--	36	x	36	--	--	7.460	--	--	--	--	--	--	MOUNT ON SIGNAL POLE
39	R1-1F(2M)	--	36	x	36	--	--	7.460	1	--	--	--	--	--	MOUNT ON SIGNAL POLE
40	M1-94S	[32] SHERIDAN RD	108	x	18	13.500	--	--	--	--	--	--	--	--	MOUNT ON MAST ARM
41	R7-1D(2S)	--	18	x	24	3.000	--	--	1	1	--	1	--	--	--
42	R6-2R(2S)	--	24	x	30	5.000	--	--	--	--	--	1	--	--	--
43	R5-1A(2S)	--	36	x	24	6.000	--	--	1	1	--	1	--	--	--
44	R7-1D(2S)	--	18	x	24	3.000	--	--	1	1	--	1	--	--	--
45	W9-1R	--	--	x	--	--	--	--	1	1	--	--	--	--	ALSO REMOVE "AFTER INTERSECTION"
46	W11-2(2S)	--	30	x	30	--	6.250	--	--	--	--	1	--	--	--
47	W16-9P(2S)	--	24	x	12	--	2.000	--	--	--	--	--	--	46	--
48	R4-7(2S)	--	24	x	30	5.000	--	--	--	--	--	1	--	--	--
49	R4-7(2S)	--	24	x	30	5.000	--	--	--	--	--	--	--	--	MOUNT ON LIGHT POLE
50	R6-2R(2S)	--	24	x	30	5.000	--	--	--	--	--	1	--	--	--
51	R2-1(2S)	35 MPH	24	x	30	5.000	--	--	--	--	--	1	--	--	--
52	R2-1(2S)	35 MPH	24	x	30	5.000	--	--	--	--	--	1	--	--	--
53	--	NO PARKING SIGN	--	x	--	--	--	--	1	1	--	--	--	--	--
54	R2-1	35 MPH	--	x	--	--	--	--	--	1	--	1	1	--	--
55	D11-1	--	--	x	--	--	--	--	--	--	--	--	1	54	--
56	W3-3(2S)	--	36	x	36	--	9.000	--	--	--	--	1	--	--	--
57	R6-2R(2S)	--	24	x	30	5.000	--	--	--	--	--	1	--	--	--
58	W3-3(2S)	--	36	x	36	--	9.000	--	--	--	--	1	--	--	--
59	R6-2L	--	--	x	--	--	--	--	1	1	--	--	--	--	--
60	W3-3(2S)	--	36	x	36	--	9.000	--	--	--	--	--	--	--	MOUNT ON LIGHT POLE
61	R3-52C(2S)	--	30	x	42	8.750	--	--	--	--	--	1	--	--	--
62	R6-1R(2S)	--	36	x	12	3.000	--	--	--	--	--	--	--	--	MOUNT ON LIGHT POLE
63	R6-3A(2S)	--	30	x	24	5.000	--	--	--	--	--	--	--	--	MOUNT ON LIGHT POLE
64	W11-2(2S)	--	30	x	30	--	6.250	--	--	--	--	1	--	--	--
65	W16-7L(2S)	--	24	x	12	--	2.000	--	--	--	--	--	--	64	--
66	--	NO PARKING SIGN	--	x	--	--	--	--	1	1	--	--	--	--	--
67	R5-1(2S)	--	30	x	30	6.250	--	--	1	1	--	1	--	--	--
68	R7-1D(2S)	--	18	x	24	3.000	--	--	--	--	--	1	--	--	--
69	R5-1A(2S)	--	36	x	24	6.000	--	--	1	1	--	1	--	--	--

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W [IN.]	x	H [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	637.2215 SIGNS TYPE II REFLC H FOLDING [SF]	638.2602 REMOVING SIGNS TYPE II [EA]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	634.0618 WOOD POSTS 4"X 6"x18' [EA]	634.0814 TUBULAR STEEL POSTS 2"X2"X14' [EA]	638.2102 MOVE SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
70	R3-52(2S)	--	30	x	36	7.500	--	--	--	--	--	1	--	--	--
71	R6-2R(2S)	--	24	x	30	5.000	--	--	--	--	--	1	--	--	--
72	R6-2R(2S)	--	24	x	30	5.000	--	--	--	--	--	1	--	--	--
73	R2-1(2S)	35 MPH	24	x	30	5.000	--	--	--	--	--	1	--	--	--
74	R2-1(2S)	35 MPH	24	x	30	5.000	--	--	1	1	--	1	--	--	--
75	R7-1D(2S)	--	18	x	24	3.000	--	--	--	--	--	--	--	74	ALSO REMOVE NO PARKING SIGN
76	W11-2(2S)	--	30	x	30	--	6.250	--	--	--	--	1	--	--	--
77	W16-7R(2S)	--	24	x	12	--	2.000	--	--	--	--	--	--	76	--
78	W11-2(2S)	--	30	x	30	--	6.250	--	--	--	--	1	--	--	--
79	W16-7R(2S)	--	24	x	12	--	2.000	--	--	--	--	--	--	78	--
80	W11-2(2S)	--	30	x	30	--	6.250	--	--	--	--	1	--	--	--
81	W16-7L(2S)	--	24	x	12	--	2.000	--	--	--	--	--	--	80	--
82	R6-2L(2S)	--	24	x	30	5.000	--	--	1	1	--	1	--	--	--
83	--	NIGHT PARKING....	--	x	--	--	--	--	--	2	2	--	1	--	--
84	R6-2R(2S)	--	24	x	30	5.000	--	--	1	1	--	1	--	--	--
85	R6-2R(2S)	--	24	x	30	5.000	--	--	--	--	--	1	--	--	--
86	R4-7(2S)	--	24	x	30	5.000	--	--	--	--	--	1	--	--	--
87	R4-7(2S)	--	24	x	30	5.000	--	--	--	--	--	--	--	--	MOUNT ON LIGHT POLE
88	W3-3	--	--	x	--	--	--	--	1	1	--	--	--	--	--
89	W11-2(2S)	--	30	x	30	--	6.250	--	--	--	--	--	--	--	--
90	W16-9P(2S)	--	24	x	12	--	2.000	--	--	--	--	--	--	--	--
91	R6-2R(2S)	--	24	x	30	5.000	--	--	--	--	--	1	--	--	--
92	R6-2R(2S)	--	24	x	30	5.000	--	--	--	--	--	1	--	--	--
93	R3-52C(2S)	--	30	x	42	8.750	--	--	--	--	--	1	--	--	--
94	R5-1(2S)	--	30	x	30	6.250	--	--	--	--	--	1	--	--	--
95	R6-2R(2S)	--	24	x	30	5.000	--	--	--	--	--	1	--	--	--
96	W11-2(2S)	--	30	x	30	--	6.250	--	--	--	--	1	--	--	--
97	W16-9P(2S)	--	24	x	12	--	2.000	--	--	--	--	--	--	96	--
98	W11-2(2S)	--	30	x	30	--	6.250	--	--	--	--	1	--	--	--
99	W16-9P(2S)	--	24	x	12	--	2.000	--	--	--	--	--	--	98	--
100	NOT USED	--	--	x	--	--	--	--	--	--	--	--	--	--	--
101	R7-1D(2S)	--	18	x	24	3.000	--	--	1	1	--	1	--	--	--
102	R6-2R(2S)	--	24	x	30	5.000	--	--	--	--	--	1	--	--	--
103	R6-2R(2S)	--	24	x	30	5.000	--	--	1	1	--	1	--	--	--
104	R6-2L(2S)	--	24	x	30	5.000	--	--	--	--	--	1	--	--	--

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W [IN.]	x	H [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	637.2215 SIGNS TYPE II REFLC H FOLDING [SF]	638.2602 REMOVING SIGNS TYPE II [EA]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	634.0618 WOOD POSTS 4"X 6"x18' [EA]	634.0814 TUBULAR STEEL POSTS 2"X2"X14' [EA]	638.2102 MOVE SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
105	W11-2(2S)	--	30	x	30	--	6.250	--	--	--	--	1	--	--	--
106	W16-7L(2S)	--	24	x	12	--	2.000	--	--	--	--	--	--	105	--
107	R7-1D(2S)	--	18	x	24	3.000	--	--	1	1	--	1	--	--	--
108	R6-2R(2S)	--	24	x	30	5.000	--	--	--	--	--	1	--	--	--
109	R2-1(2S)	35 MPH	24	x	30	5.000	--	--	1	--	--	--	--	--	MOUNT ON UTILITY POLE
110	R5-1A(2S)	--	36	x	24	6.000	--	--	1	1	--	1	--	--	ALSO REMOVE R2-1
111	R2-1(2S)	35 MPH	24	x	30	5.000	--	--	--	--	--	--	--	110	BACK OF SIGN #110
112	R7-1D(2S)	--	18	x	24	3.000	--	--	1	1	--	1	--	--	--
113	W11-2(2S)	--	30	x	30	--	6.250	--	--	--	--	1	--	--	--
114	W16-9P(2S)	--	24	x	12	--	2.000	--	--	--	--	--	--	113	--
115	W11-2(2S)	--	30	x	30	--	6.250	--	--	--	--	1	--	--	--
116	W16-9P(2S)	--	24	x	12	--	2.000	--	--	--	--	--	--	115	--
117	R6-2R(2S)	--	24	x	30	5.000	--	--	--	--	--	1	--	--	--
118	R2-1(2S)	35 MPH	24	x	30	5.000	--	--	1	1	--	1	--	--	ALSO REMOVE R6-2L
119	R3-52(2S)	--	30	x	36	7.500	--	--	1	1	--	1	--	--	--
120	R7-1D(2S)	--	18	x	24	3.000	--	--	--	--	--	--	--	119	--
121	W11-2(2S)	--	30	x	30	--	6.250	--	--	--	--	--	--	--	MOUNT ON LIGHT POLE
122	W16-7R(2S)	--	24	x	12	--	2.000	--	--	--	--	--	--	--	MOUNT ON LIGHT POLE
123	W11-2(2S)	--	30	x	30	--	6.250	--	--	--	--	--	--	--	MOUNT ON LIGHT POLE
124	W16-7R(2S)	--	24	x	12	--	2.000	--	--	--	--	--	--	--	MOUNT ON LIGHT POLE
125	W11-2(2S)	--	30	x	30	--	6.250	--	--	--	--	1	--	--	--
126	W16-7L(2S)	--	24	x	12	--	2.000	--	--	--	--	--	--	125	--
127	R6-1R(2S)	--	36	x	12	3.000	--	--	--	--	--	--	--	--	MOUNT ON LIGHT POLE
128	R6-3(2S)	--	30	x	24	5.000	--	--	1	--	--	--	--	--	MOUNT ON LIGHT POLE
129	R4-7(2S)	--	24	x	30	5.000	--	--	--	--	--	1	--	--	--
130	R4-7(2S)	--	24	x	30	5.000	--	--	1	1	--	1	--	--	--
131	R4-7(2S)	--	24	x	30	5.000	--	--	--	--	--	1	--	--	--
132	R4-7(2S)	--	24	x	30	5.000	--	--	--	--	--	1	--	--	--
133	R6-2R(2S)	--	24	x	30	5.000	--	--	--	--	--	1	--	--	--
134	R7-1D(2S)	--	18	x	24	3.000	--	--	1	1	--	1	--	--	--
135	R6-2R(2S)	--	24	x	30	5.000	--	--	--	--	--	1	--	--	--
136	R6-2R(2S)	--	24	x	30	5.000	--	--	--	--	--	1	--	--	--
137	R6-2R(2S)	--	24	x	30	5.000	--	--	--	--	--	1	--	--	--
138	R7-1D(2S)	--	18	x	24	3.000	--	--	1	1	--	1	--	--	--

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W [IN.]	x	H [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	637.2215 SIGNS TYPE II REFLC H FOLDING [SF]	638.2602 REMOVING SIGNS TYPE II [EA]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	634.0618 WOOD POSTS 4"X 6"x18' [EA]	634.0814 TUBULAR STEEL POSTS 2"X2"X14' [EA]	638.2102 MOVE SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
139	R6-2R(2S)	--	24	x	30	5.000	--	--	--	--	--	1	--	--	--
140	R7-1D(2S)	--	18	x	24	3.000	--	--	1	1	--	1	--	--	--
141	R6-2R(2S)	--	24	x	30	5.000	--	--	--	--	--	1	--	--	--
142	R2-1(2S)	35 MPH	24	x	30	5.000	--	--	--	--	--	--	--	--	MOUNT ON LIGHT POLE
143	R2-1(2S)	35 MPH	24	x	30	5.000	--	--	1	--	--	--	--	--	MOUNT ON POWER POLE
144	R6-2L(2S)	--	24	x	30	5.000	--	--	--	--	--	--	--	--	MOUNT ON POWER POLE
145	R7-1D(2S)	--	18	x	24	3.000	--	--	1	1	--	1	--	--	--
146	R7-1D(2S)	--	18	x	24	3.000	--	--	1	1	--	1	--	--	--
147	R3-8LAAR(2S)	--	72	x	30	15.000	--	--	--	--	--	2	--	--	--
148	R3-8LAAR(2S)	--	72	x	30	15.000	--	--	--	--	--	2	--	--	--
149	R7-1D(2S)	--	18	x	24	3.000	--	--	1	1	--	1	--	--	--
150	R6-2L(2S)	--	24	x	30	5.000	--	--	--	--	--	1	--	--	--
151	R3-52C(2S)	--	30	x	42	8.750	--	--	--	--	--	1	--	--	--
152	R7-1D(2S)	--	18	x	24	3.000	--	--	--	--	--	--	--	151	--
153	--	NO PARKING SIGN	--	x	--	--	--	--	1	1	--	--	--	--	--
154	R6-2L	--	--	x	--	--	--	--	1	1	--	--	--	--	--
155	R6-2R(2S)	--	24	x	30	5.000	--	--	--	--	--	1	--	--	--
156	R5-1	--	--	x	--	--	--	--	1	1	--	--	--	--	--
157	R2-1(2S)	35 MPH	24	x	30	5.000	--	--	--	--	--	--	--	--	MOUNT ON LIGHT POLE
158	R2-1(2S)	35 MPH	24	x	30	5.000	--	--	1	--	--	--	--	--	MOUNT ON POWER POLE
159	R6-2L(2S)	--	24	x	30	5.000	--	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE
160	R6-3(2M)	--	30	x	24	5.000	--	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE
161	R1-1F(2M)	--	36	x	36	--	--	7.460	1	--	--	--	--	--	MOUNT ON SIGNAL POLE
162	M1-94H	85TH ST	60	x	18	7.500	--	--	1	--	--	--	--	--	MOUNT ON MAST ARM
163	R10-50L(2S)	--	30	x	36	7.500	--	--	--	--	--	--	--	--	MOUNT HIGH ON SIGNAL POLE
164	R10-50L(2S)	--	30	x	36	7.500	--	--	--	--	--	--	--	--	MOUNT HIGH ON SIGNAL POLE
165	R1-1F(2M)	--	36	x	36	--	--	7.460	--	--	--	--	--	--	MOUNT ON SIGNAL POLE
166	M1-94S	[32] SHERIDAN RD	108	x	18	13.500	--	--	--	--	--	--	--	--	MOUNT ON MAST ARM
167	R1-1F(2M)	--	36	x	36	--	--	7.460	1	--	--	--	--	--	MOUNT ON SIGNAL POLE
168	R4-7(2S)	--	24	x	30	5.000	--	--	1	--	--	--	--	--	MOUNT ON SIGNAL POLE
169	R4-7(2S)	--	24	x	30	5.000	--	--	1	--	--	--	--	--	MOUNT ON SIGNAL POLE
170	M1-94H	85TH ST	60	x	18	7.500	--	--	1	--	--	--	--	--	MOUNT ON MAST ARM
171	R6-2L(2S)	--	24	x	30	5.000	--	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE
172	R6-3(2M)	--	30	x	24	5.000	--	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE
173	R1-1F(2M)	--	36	x	36	--	--	7.460	1	--	--	--	--	--	MOUNT ON SIGNAL POLE

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W [IN.]	x	H [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	637.2215 SIGNS TYPE II REFLC H FOLDING [SF]	638.2602 REMOVING SIGNS TYPE II [EA]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	634.0618 WOOD POSTS 4"X6"x18' [EA]	634.0814 TUBULAR STEEL POSTS 2"X2"X14' [EA]	638.2102 MOVE SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
174	R1-1F(2M)	--	36	x	36	--	--	7.460	1	--	--	--	--	--	MOUNT ON SIGNAL POLE
175	M1-94S	[32] SHERIDAN RD	108	x	18	13.500	--	--	--	--	--	--	--	--	MOUNT ON MAST ARM
176	R1-1F(2M)	--	36	x	36	--	--	7.460	--	--	--	--	--	--	MOUNT ON SIGNAL POLE
177	R5-1(2S)	--	30	x	30	6.250	--	--	--	--	--	1	--	--	--
178	R7-1D(2S)	--	18	x	24	3.000	--	--	1	--	--	1	--	--	ALSO REMOVE W9-1R
179	R6-2R(2S)	--	24	x	30	5.000	--	--	1	--	--	1	--	--	--
180	R5-1A(2S)	--	36	x	24	6.000	--	--	1	1	--	1	--	--	--
181	R7-1D(2S)	--	18	x	24	3.000	--	--	1	1	--	1	--	--	--
182	W3-3(2S)	--	36	x	36	--	9.000	--	--	--	--	1	--	--	--
183	W3-3(2S)	--	36	x	36	--	9.000	--	--	--	--	1	--	--	--
184	R4-7(2S)	--	24	x	30	5.000	--	--	1	1	--	1	--	--	--
185	W5-54(2S)	--	18	x	18	--	2.250	--	--	--	--	--	--	184	--
186	R3-52C(2S)	--	30	x	42	8.750	--	--	--	--	--	1	--	--	MOUNT ON POWER POLE
186A	R7-1D(2S)	--	18	x	24	3.000	--	--	1	--	--	--	--	186	--
187	R2-1(2S)	30 MPH	24	x	30	5.000	--	--	1	1	--	1	--	--	--
188	J4-1(2S)	--	24	x	36	6.000	--	--	1	--	--	--	--	--	MOUNT ON LIGHT POLE
	M3-1	--	24	x	12										
	M1-6B	STH 32	24	x	24										
189	M1-93(2S)	--	24	x	24	4.000	--	--	--	--	--	--	--	--	MOUNT ON LIGHT POLE
190	R7-1D(2S)	--	18	x	24	3.000	--	--	--	--	--	--	--	--	MOUNT ON LIGHT POLE
191	R5-1(2S)	--	30	x	30	6.250	--	--	--	--	--	1	--	--	--
192	R2-1(2S)	30 MPH	24	x	30	5.000	--	--	1	--	--	--	--	191	BACK OF SIGN #191
193	R3-52C(2S)	--	30	x	42	8.750	--	--	--	--	--	1	--	--	--
194	R7-1D(2S)	--	18	x	24	3.000	--	--	--	--	--	--	--	193	--
195	W9-2L	--	--	x	--	--	--	--	1	1	--	--	--	--	ALSO REMOVE NO PARKING SIGN
196	R2-1(2S)	30 MPH	24	x	30	5.000	--	--	1	--	--	--	--	--	MOUNT ON LIGHT POLE
197	R5-1A(2S)	--	36	x	24	6.000	--	--	--	--	--	--	--	198	BACK OF SIGN #198
198	W6-2(2S)	--	36	x	36	--	9.000	--	1	1	--	1	--	--	--

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W [IN.]	x	H [IN.]	**637.2210** SIGNS TYPE II REFLC H [SF]	**637.2230** SIGNS TYPE II REFLC F [SF]	**637.2215** SIGNS TYPE II REFLC H FOLDING [SF]	**638.2602** REMOVING SIGNS TYPE II [EA]	**638.3000** REMOVING SMALL SIGN SUPPORTS [EA]	**634.0618** WOOD POSTS 4"X6"x18' [EA]	**634.0814** TUBULAR STEEL POSTS 2"X2"X14' [EA]	**638.2102** MOVE SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
199	W6-1(2S)	--	36	x	36	--	9.000	--	--	--	--	1	--	--	--
200	W11-2(2S)	--	30	x	30	--	6.250	--	--	--	--	1	--	--	SHEET 7 OF 15
201	W16-9P(2S)	--	24	x	24	--	4.000	--	--	--	--	--	--	200	SHEET 7 OF 15
202	W11-2(2S)	--	30	x	30	--	6.250	--	--	--	--	1	--	--	SHEET 3 OF 15
203	W16-9P(2S)	--	24	x	24	--	4.000	--	--	--	--	--	--	202	SHEET 3 OF 15
--	--	--	--	x	--	--	--	--	--	--	--	--	--	--	--
TOTALS						732.000	251.060	89.520	73	48	16	92	3		

R/W PROJECT NUMBER 3240-14-20	SHEET NUMBER	TOTAL SHEETS
FEDERAL PROJECT NUMBER	4.01	-

PLAT OF RIGHT OF WAY REQUIRED FOR

STH 32
85TH STREET - 91ST STREET

STH 32 KENOSHA CO.

CONSTRUCTION PROJECT NUMBER 3240-14-70

CONVENTIONAL ABBREVIATIONS

ACCESS POINT/ DRIVEWAY CONNECTION	AP	RELEASE OF RIGHTS	ROR
ACCESS RIGHTS	AR	REMAINING	REM.
ACRES	AC.	RIGHT-OF-WAY	R/W
AND OTHERS	ET.AL	SECTION	SEC
CENTERLINE	C/L	STATION	STA.
CERTIFIED SURVEY MAP	CSM	TEMPORARY LIMITED EASEMENT	TLE
CORNER	COR.	VOLUME	V.
DOCUMENT	DOC.		
EASEMENT	EASE.		
HIGHWAY EASEMENT	H.E.		
LAND CONTRACT	LC		
MONUMENT	MON.		
PAGE	P.		
PERMANENT LIMITED EASEMENT	PLE		
PROPERTY LINE	PL		
RECORDED AS	(200')		
REFERENCE LINE	R/L		

CURVE DATA

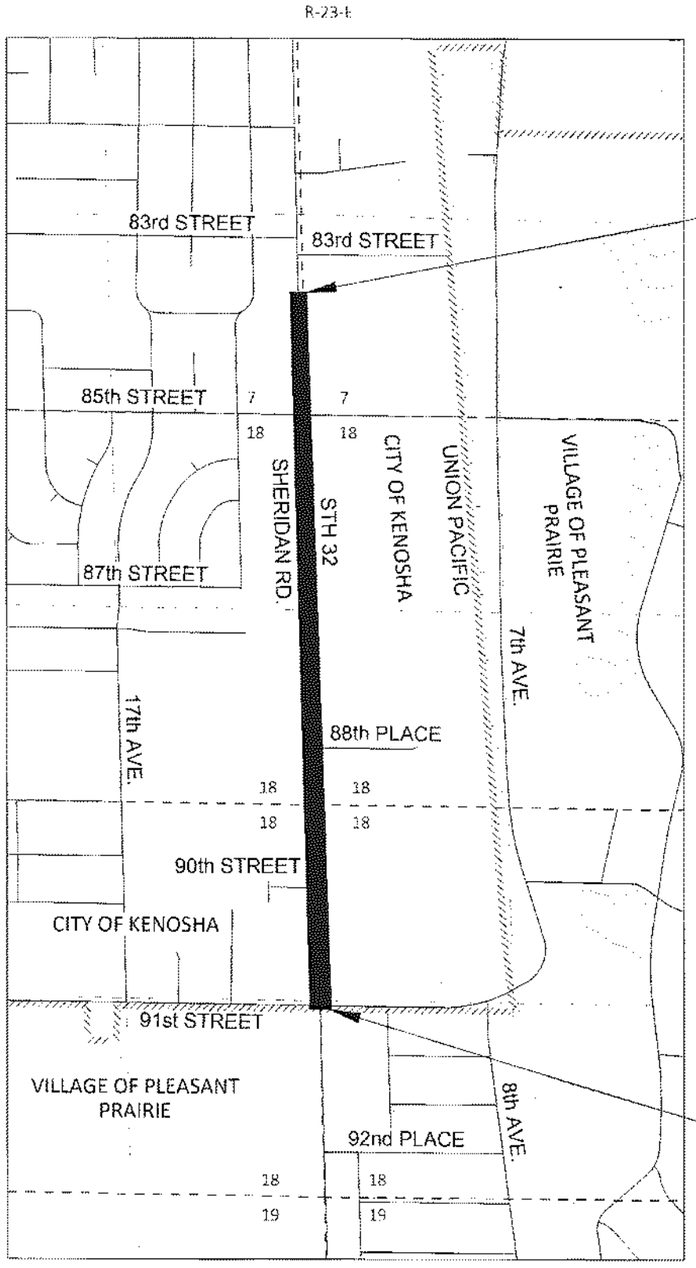
LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE OR DELTA	DELTA
LENGTH OF CURVE	L
TANGENT	TAN

CONVENTIONAL UTILITY SYMBOLS

	NON COMPENSABLE	COMPENSABLE
WATER	W	
GAS	G	
TELEPHONE	T	
OVERHEAD TRANSMISSION UNITS	OH	
ELECTRIC	E	
CABLE TELEVISION	TV	
FIBER OPTIC	FO	
SANITARY SEWER	SAN	
STORM SEWER	SS	
POWER POLE	○	●
TELEPHONE POLE	○	●
TELEPHONE PEDESTAL	⋈	✕
ELECTRIC TOWER	⊠	

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN	○ UNLESS NOTED	PROPOSED R/W LINE	
		EXISTING H.E. LINE	
R/W MONUMENT	● (SET)	PROPERTY LINE	
R/W STANDARD	▲ (SET)	LOT & TIE LINES	
SIGN	SIGN	SLOPE INTERCEPTS	
SECTION CORNER MONUMENT	⊕	CORPORATE LIMITS	
SECTION CORNER SYMBOL	(SEC)	NO ACCESS (BY PREVIOUS ACQUISITION/CONTROL)	
FEE (HATCH VARIES)		ACCESS RESTRICTED (BY ACQUISITION)	
TEMPORARY LIMITED EASEMENT	TLE	NO ACCESS (BY STATUTORY AUTHORITY)	
PERMANENT LIMITED EASEMENT	PLE	SECTION LINE	
R/W BOUNDARY POINT	R/W20	QUARTER LINE	
PARCEL NUMBER	102	SIXTEENTH LINE	
UTILITY INTEREST	40	EXISTING CENTERLINE	
SIGN NUMBER (OFF PREMISE)	21-1	PROPOSED REFERENCE LINE	
BUILDING		PARALLEL OFFSET	



END PROJECT RELOCATION
STA. 161+77.51
52.26' WEST AND 843.62' NORTH OF
THE SOUTH CORNER OF SECTION 7,
TOWNSHIP 1 NORTH, RANGE 23 EAST

BEGIN PROJECT RELOCATION
STA. 112+70.95
1270.42' NORTH AND 28.02' WEST OF
THE SOUTH CORNER OF SECTION 18,
TOWNSHIP 1 NORTH, RANGE 23 EAST

NOTES.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS) COORDINATES, KENOSHA COUNTY ZONE, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4"X24" IRON REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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, 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, WISCONSIN.

PLAT PREPARED BY

GRAEF
125 South 84th Street
Suite 401
Milwaukee, WI 53214-1470
414.259.1500
414.259.4065 fax
www.graef-usa.com

WISCONSIN CRAIG D. HANSEN S-2640 APPLETON WI LAND SURVEYOR

10/25/19 (Date) (Signature)

CITY OF KENOSHA

APPROVED FOR THE CITY OF KENOSHA

DATE: 10/30/19 (Signature)

REVISION	DATE

SCHEDULE OF LANDS AND INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

AREAS SHOWN IN THE TOTAL ACRES AND TOTAL SQUARE FEET COLUMNS ARE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS AND OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA ACQUIRED.

PARCEL NUMBER	SHEET NUMBER	OWNER	INTEREST REQUIRED	TOTAL ACRES BEFORE	TOTAL SQUARE FEET BEFORE	NEW ACRES	NEW SQUARE FEET	EXISTING ACRES	EXISTING SQUARE FEET	TOTAL ACRES	TOTAL SQUARE FEET	TOTAL REMAINING ACRES	TOTAL REMAINING SQUARE FEET	TLE ACRES	TLE SQUARE FEET	PLE ACRES	PLE SQUARE FEET	PARCEL NUMBER
1	4.04	LWD I, LLC.	FEE	1.60	69,696	0.010	418	0	0	0.010	418	1.59	69,278	0.000	0	0	0	1
2	4.04	THE JANA L. BONNER REVOCABLE TRUST	TLE	0.51	22,216	0	0	0	0	0	0	0.51	22,216	0.005	228	0	0	2
3	4.04	ANDREW R. VALERI	FEE	0.52	22,651	0.007	325	0	0	0.007	325	0.51	22,327	0.000	0	0	0	3
4	4.04	DHT PROPERTIES, LLC.	TLE	2.34	101,930	0	0	0	0	0	0	2.34	101,930	0.017	719	0	0	4
5	4.04-4.05	LWD II, LLC.	TLE	1.50	65,340	0	0	0	0	0	0	1.50	65,340	0.006	258	0	0	5
6	4.04-4.05	RICHTER FAMILY PROPERTIES, LLC.	TLE	5.23	227,819	0	0	0	0	0	0	5.23	227,819	0.034	1,472	0	0	6
7	4.05	CATHY J. AND JOHN J. MATTIOLI	TLE	1.25	54,450	0	0	0	0	0	0	1.25	54,450	0.005	215	0	0	7
9	4.05-4.06	KENWI, LLC	FEE, TLE	2.19	95,396	0.012	527	0	0	0.012	527	2.18	94,869	0.004	184	0	0	9
11	4.05	DEAN M. DUBOIS AND DALE A. FRANKS	TLE	4.99	217,364	0	0	0	0	0	0	4.99	217,364	0.015	645	0	0	11
12	4.05	THE NUDI FAMILY REVOCABLE TRUST	TLE	0.40	17,206	0	0	0	0	0	0	0.40	17,206	0.013	560	0	0	12
13	4.05-4.06	CITY OF KENOSHA	TLE	3.02	131,551	0	0	0	0	0	0	3.02	131,551	0.007	310	0	0	13
14	4.06	8867 SHERIDAN, LLC.	TLE	6.55	285,318	0	0	0	0	0	0	6.55	285,318	0.014	631	0	0	14
16	4.06	JONATHAN COURT CONDOMINIUMS	TLE	1.24	54,014	0	0	0	0	0	0	1.24	54,014	0.004	182	0	0	16
18	4.06	ALHAMBRA PROPERTIES, LLC.	TLE	9.76	425,146	0	0	0	0	0	0	9.76	425,146	0.024	1,063	0	0	18
19	4.07	WISCONSIN ELECTRIC POWER CO.	TLE	1.13	49,223	0	0	0.100	4339	0.100	4339	1.13	49,223	0.003	122	0	0	19
21	4.07	HAEL PROPERTIES, LLC.	TLE	0.60	26,136	0	0	0	0	0	0	0.60	26,136	0.010	431	0	0	21
22	4.07-4.08	SHERIDAN HOLDINGS, LLC.	TLE	0.56	24,394	0	0	0	0	0	0	0.56	24,394	0.008	366	0	0	22
23	4.07	VISTA INTERNATIONAL PACKAGING, LLC.	TLE	1.93	84,071	0	0	0	0	0	0	1.93	84,071	0.004	160	0	0	23
24	4.07-4.08	NORTHERN DEVELOPMENT GROUP, LLC.	TLE	9.62	419,047	0	0	0	0	0	0	9.62	419,047	0.021	895	0	0	24
26	4.08, 4.10	ROBERT L. OATSVALL JR.	TLE	3.24	141,134	0	0	0	0	0	0	3.24	141,134	0.034	1,499	0	0	26
27	4.08-4.09	DAVID L. LARSON	TLE	2.16	94,090	0	0	0	0	0	0	2.16	94,090	0.032	1,394	0	0	27
28	4.09	RUTH A. MIDDLECAMP	TLE	0.33	14,375	0	0	0	0	0	0	0.33	14,375	0.014	604	0	0	28
29	4.08	HOLDEN RENTALS, LLC.	TLE	4.34	189,050	0	0	0	0	0	0	4.34	189,050	0.010	442	0	0	29
31	4.08-4.10	CITY OF KENOSHA WATER UTILITY	TLE	24.31	1,058,944	0	0	0	0	0	0	24.31	1,058,944	0.014	622	0	0	31
32	4.09-4.10	COUNTY OF KENOSHA JOB CENTER	TLE	8.13	354,143	0	0	0	0	0	0	8.13	354,143	0.025	1,075	0	0	32
33	4.10	MARTIN O. KRAUSE AND WAYNE A. KRAUSE	TLE	6.58	286,625	0	0	0	0	0	0	6.58	286,625	0.022	956	0	0	33
34	4.10-4.11	LISE MYLLYMAKI, JAY JAMES JOHNSTON AND MICHAEL L. ROACH	FEE, TLE	14.30	622,908	0.011	473	0	0	0.011	473	14.29	622,435	0.003	123	0	0	34
36	4.10-4.11	JEFFREY GASCOIGNE	TLE	0.84	36,590	0	0	0	0	0	0	0.84	36,590	0.002	99	0	0	36
37	4.11	SHERIDAN PROPERTY GROUP, LLC.	TLE	3.52	153,331	0	0	0	0	0	0	3.52	153,331	0.023	1,024	0	0	37
38	4.11	SPTMNR PROPERTIES TRUST	TLE	5.69	247,856	0	0	0	0	0	0	5.69	247,856	0.012	514	0	0	38
39	4.11	DAVID L. AND TINA M. MINNOCH, HUSBAND AND WIFE	TLE	0.33	14,375	0	0	0	0	0	0	0.33	14,375	0.007	293	0	0	39
41	4.11	EDWARD C. STEAGALL AND JOANNE L. STEAGALL, HUSBAND AND WIFE	TLE	0.33	14,375	0	0	0	0	0	0	0.33	14,375	0.007	286	0	0	41

4

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REVISION DATE

DATE OCTOBER 25, 2019

GRID FACTOR

SCALE, FEET 0

HWY: STH 32

COUNTY: KENOSHA

STATE R/W PROJECT NUMBER 3240-14-20

CONSTRUCTION PROJECT NUMBER 3240-14-70

PLAT SHEET 4. 02

PS&E SHEET 269

E



REVISION DATE	DATE OCTOBER 11, 2019	SCALE, FEET 0 250 500	HWY: STH 32	STATE R/W PROJECT NUMBER 3240-14-20	PLAT SHEET 4.03
	GRID FACTOR		COUNTY: KENOSHA	CONSTRUCTION PROJECT NUMBER 3240-14-70	PS&E SHEET 270 E

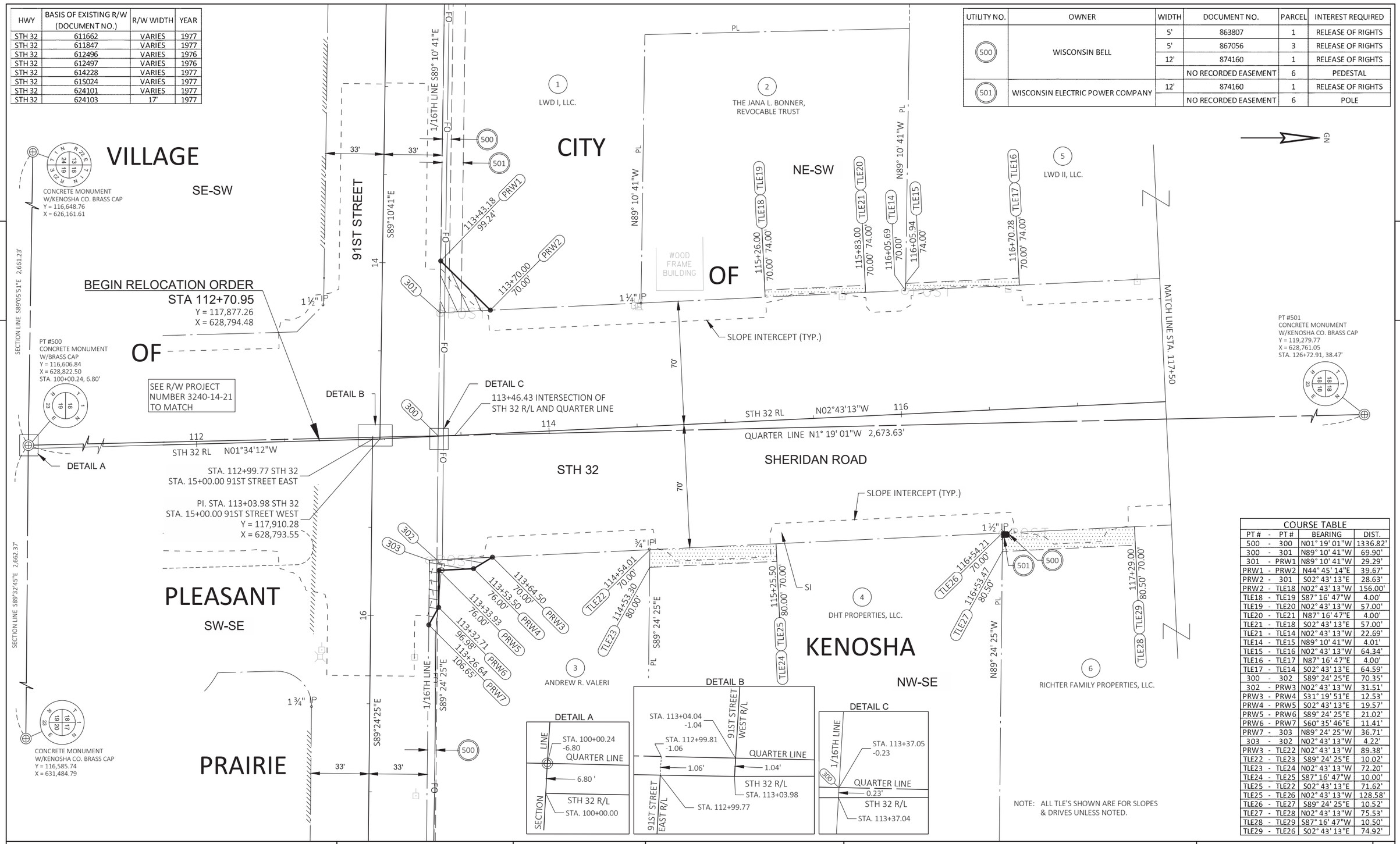
FILE NAME : 040403_RL.DWG
LAYOUT NAME - 040403

PLOT DATE : 10/25/2019 7:48 PM PLOT BY : HANSEN, CRAIG PLOT NAME : PLOT SCALE : 1 IN:250 FT

WISDOT/CADDS SHEET 75

HWY	BASIS OF EXISTING R/W (DOCUMENT NO.)	R/W WIDTH	YEAR
STH 32	611662	VARIES	1977
STH 32	611847	VARIES	1977
STH 32	612496	VARIES	1976
STH 32	612497	VARIES	1976
STH 32	614228	VARIES	1977
STH 32	615024	VARIES	1977
STH 32	624101	VARIES	1977
STH 32	624103	17'	1977

UTILITY NO.	OWNER	WIDTH	DOCUMENT NO.	PARCEL	INTEREST REQUIRED
500	WISCONSIN BELL	5'	863807	1	RELEASE OF RIGHTS
		5'	867056	3	RELEASE OF RIGHTS
		12'	874160	1	RELEASE OF RIGHTS
			NO RECORDED EASEMENT	6	PEDESTAL
501	WISCONSIN ELECTRIC POWER COMPANY	12'	874160	1	RELEASE OF RIGHTS
			NO RECORDED EASEMENT	6	POLE



COURSE TABLE		
PT # - PT #	BEARING	DIST.
500 - 300	N01° 19' 01"W	1336.82'
300 - 301	N89° 10' 41"W	69.90'
301 - PRW1	N89° 10' 41"W	29.29'
PRW1 - PRW2	N44° 45' 14"E	39.67'
PRW2 - 301	S02° 43' 13"E	28.63'
PRW2 - TLE18	N02° 43' 13"W	156.00'
TLE18 - TLE19	S87° 16' 47"W	4.00'
TLE19 - TLE20	N02° 43' 13"W	57.00'
TLE20 - TLE21	N87° 16' 47"E	4.00'
TLE21 - TLE18	S02° 43' 13"E	57.00'
TLE21 - TLE14	N02° 43' 13"W	22.69'
TLE14 - TLE15	N89° 10' 41"W	4.01'
TLE15 - TLE16	N02° 43' 13"W	64.34'
TLE16 - TLE17	N87° 16' 47"E	4.00'
TLE17 - TLE14	S02° 43' 13"E	64.59'
300 - 302	S89° 24' 25"E	70.35'
302 - PRW3	N02° 43' 13"W	31.51'
PRW3 - PRW4	S31° 19' 51"E	12.53'
PRW4 - PRW5	S02° 43' 13"E	19.57'
PRW5 - PRW6	S89° 24' 25"E	21.02'
PRW6 - PRW7	S60° 35' 46"E	11.41'
PRW7 - 303	N89° 24' 25"W	36.71'
303 - 302	N02° 43' 13"W	4.22'
PRW3 - TLE22	N02° 43' 13"W	89.38'
TLE22 - TLE23	S89° 24' 25"E	10.02'
TLE23 - TLE24	N02° 43' 13"W	72.20'
TLE24 - TLE25	S87° 16' 47"W	10.00'
TLE25 - TLE22	S02° 43' 13"E	71.62'
TLE25 - TLE26	N02° 43' 13"W	128.58'
TLE26 - TLE27	S89° 24' 25"E	10.52'
TLE27 - TLE28	N02° 43' 13"W	75.53'
TLE28 - TLE29	S87° 16' 47"W	10.50'
TLE29 - TLE26	S02° 43' 13"E	74.92'

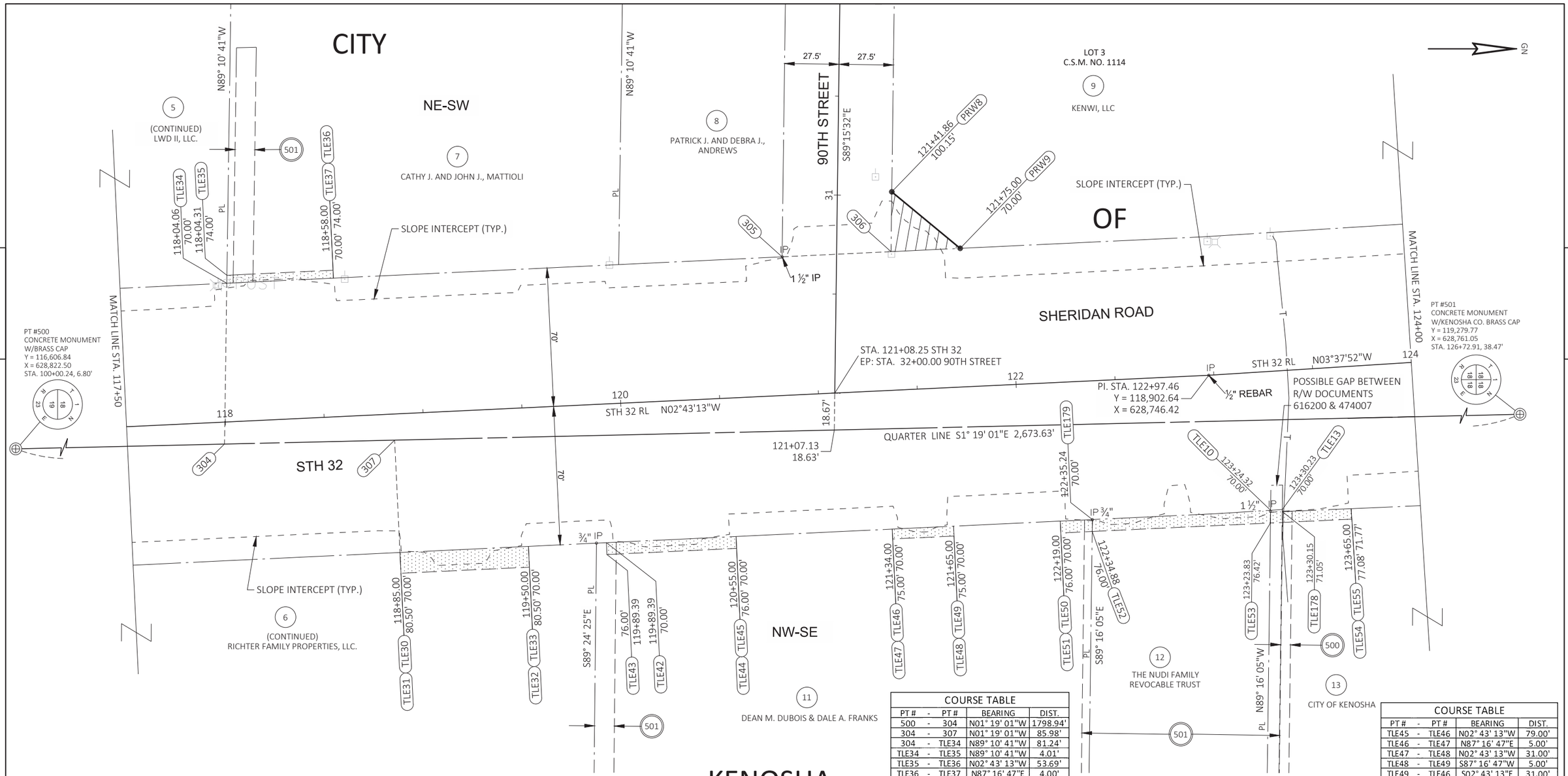
NOTE: ALL TLE'S SHOWN ARE FOR SLOPES & DRIVES UNLESS NOTED.

REVISION DATE	DATE OCTOBER 11, 2019	SCALE, FEET 0 25 50	HWY: STH 32	STATE R/W PROJECT NUMBER 3240-14-20	PLAT SHEET 4.04
	GRID FACTOR		COUNTY: KENOSHA	CONSTRUCTION PROJECT NUMBER 3240-14-70	PS&E SHEET 271 E

FILE NAME : 040404_RP.DWG
LAYOUT NAME - 040404

PLOT DATE : 10/25/2019 7:58 PM PLOT BY : HANSEN, CRAIG PLOT NAME : PLOT SCALE : 1 IN:25 FT

WISDOT/CADDS SHEET 75



UTILITY NO.	OWNER	WIDTH	DOCUMENT NO.	PARCEL	INTEREST REQUIRED
500	WISCONSIN BELL	5'	902955	13	RELEASE OF RIGHTS
501	WISCONSIN ELECTRIC POWER COMPANY	10'	349704	7	RELEASE OF RIGHTS
		10'	569227	11	RELEASE OF RIGHTS
		100'	304629	11, 12 & 13	RELEASE OF RIGHTS

NOTE: ALL TLE'S SHOWN ARE FOR SLOPES & DRIVES UNLESS NOTED.

HWY	BASIS OF EXISTING R/W (DOCUMENT NO.)	R/W WIDTH	YEAR
STH 32	474007	VARIES	1965
STH 32	611341	VARIES	1977
STH 32	611847	VARIES	1977
STH 32	612492	VARIES	1977
STH 32	612498	VARIES	1977
STH 32	615024	VARIES	1977
STH 32	616200	VARIES	1977
STH 32	621964	VARIES	1977
STH 32	624103	17'	1977

COURSE TABLE

PT #	-	PT #	BEARING	DIST.
500	-	304	N01° 19' 01"W	1798.94'
304	-	307	N01° 19' 01"W	85.98'
304	-	TLE34	N89° 10' 41"W	81.24'
TLE34	-	TLE35	N89° 10' 41"W	4.01'
TLE35	-	TLE36	N02° 43' 13"W	53.69'
TLE36	-	TLE37	N87° 16' 47"E	4.00'
TLE37	-	TLE34	S02° 43' 13"E	53.94'
TLE37	-	305	N02° 43' 13"W	226.94'
305	-	306	N02° 43' 13"W	55.10'
306	-	PRW8	N89° 15' 32"W	30.21'
PRW8	-	PRW9	N39° 34' 51"E	44.80'
PRW9	-	306	S02° 43' 13"E	34.96'
307	-	TLE30	N87° 16' 47"E	56.81'
TLE30	-	TLE31	N87° 16' 47"E	10.50'
TLE31	-	TLE32	N02° 43' 13"W	65.00'
TLE32	-	TLE33	S87° 16' 47"W	10.50'
TLE33	-	TLE30	S02° 43' 13"E	65.00'
TLE33	-	TLE42	N02° 43' 13"W	39.40'
TLE42	-	TLE43	N87° 16' 47"E	6.00'
TLE43	-	TLE44	N02° 43' 13"W	65.60'
TLE44	-	TLE45	S87° 16' 47"W	6.00'
TLE45	-	TLE42	S02° 43' 13"E	65.60'

COURSE TABLE

PT #	-	PT #	BEARING	DIST.
TLE45	-	TLE46	N02° 43' 13"W	79.00'
TLE46	-	TLE47	N87° 16' 47"E	5.00'
TLE47	-	TLE48	N02° 43' 13"W	31.00'
TLE48	-	TLE49	S87° 16' 47"W	5.00'
TLE49	-	TLE46	S02° 43' 13"E	31.00'
TLE49		TLE50	N02° 43' 13"W	54.00'
TLE50	-	TLE51	N87° 16' 47"E	6.00'
TLE51	-	TLE52	N02° 43' 13"W	15.87'
TLE52	-	TLE179	N89° 16' 05"W	6.01'
TLE179	-	TLE50	S02° 43' 13"E	16.24'
TLE179	-	PRW10	N02° 59' 35"W	90.19'
PRW10	-	TLE53	S89° 16' 05"E	6.44'
TLE53	-	TLE52	S02° 43' 13"E	90.16'
PRW10	-	PRW11	N89° 16' 05"W	12.58'
PRW11	-	PRW12	N01° 19' 01"W	5.90'
PRW12	-	PRW13	S89° 16' 05"E	12.34'
PRW13	-	PRW10	S03° 37' 52"E	5.91'
PRW13	-	TLE178	S89° 16' 05"E	1.06'
TLE178	-	TLE55	N02° 27' 17"W	34.86'
TLE55	-	TLE54	N86° 22' 08"E	5.31'
TLE54	-	TLE53	S02° 43' 22"E	41.18'

REVISION DATE

DATE OCTOBER 11, 2019

GRID FACTOR

SCALE, FEET 0 25 50

HWY: STH 32

COUNTY: KENOSHA

STATE R/W PROJECT NUMBER 3240-14-20

CONSTRUCTION PROJECT NUMBER 3240-14-70

PLAT SHEET 4.05

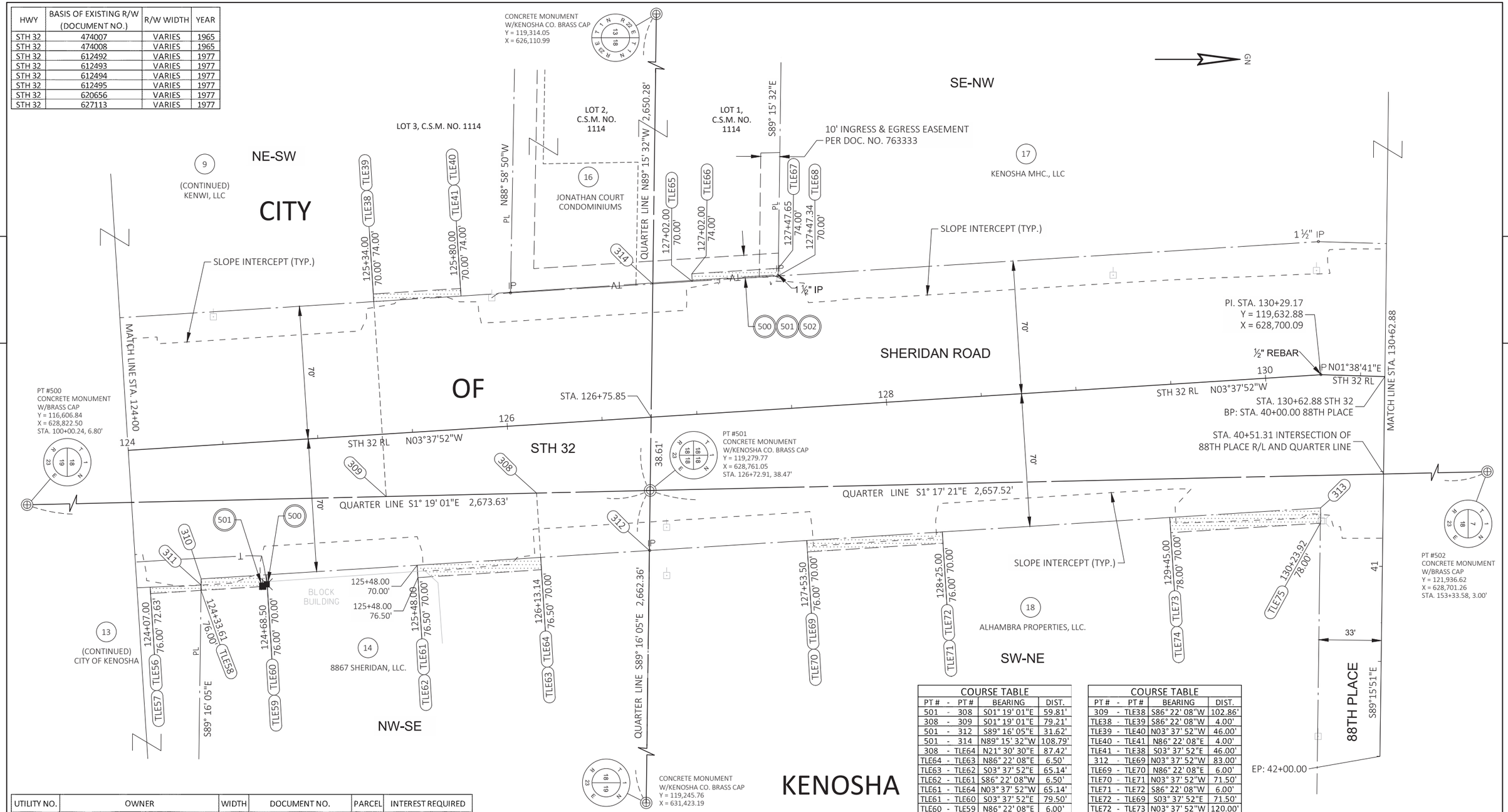
PS&E SHEET 272 E

FILE NAME : 040404_RP.DWG
LAYOUT NAME - 040405

PLOT DATE : 10/25/2019 7:59 PM PLOT BY : HANSEN, CRAIG PLOT NAME : PLOT SCALE : 1 IN:25 FT

WISDOT/CADDS SHEET 75

HWY	BASIS OF EXISTING R/W (DOCUMENT NO.)	R/W WIDTH	YEAR
STH 32	474007	VARIES	1965
STH 32	474008	VARIES	1965
STH 32	612492	VARIES	1977
STH 32	612493	VARIES	1977
STH 32	612494	VARIES	1977
STH 32	612495	VARIES	1977
STH 32	620656	VARIES	1977
STH 32	627113	VARIES	1977



UTILITY NO.	OWNER	WIDTH	DOCUMENT NO.	PARCEL	INTEREST REQUIRED
500	WISCONSIN BELL	12'	1391917	16	RELEASE OE RIGHTS
			NO RECORDED EASEMENT	14	PEDESTAL
501	WISCONSIN ELECTRIC POWER COMPANY	12'	1391917	16	RELEASE OE RIGHTS
			NO RECORDED EASEMENT	14	POLE
502	TIME WARNER ENTERTAINMENT CO.	12'	1391917	16	RELEASE OE RIGHTS

NOTE: ALL TLE'S SHOWN ARE FOR SLOPES & DRIVES UNLESS NOTED.

COURSE TABLE			
PT # - PT #	BEARING	DIST.
501 - 308	S01° 19' 01"E	59.81'
308 - 309	S01° 19' 01"E	79.21'
501 - 312	S89° 16' 05"E	31.62'
501 - 314	N89° 15' 32"W	108.79'
308 - TLE64	N21° 30' 30"E	87.42'
TLE64 - TLE63	N86° 22' 08"E	6.50'
TLE63 - TLE62	S03° 37' 52"E	65.14'
TLE62 - TLE61	S86° 22' 08"W	6.50'
TLE61 - TLE64	N03° 37' 52"W	65.14'
TLE61 - TLE60	S03° 37' 52"E	79.50'
TLE60 - TLE59	N86° 22' 08"E	6.00'
TLE59 - TLE58	S03° 37' 52"E	34.89'
TLE58 - 310	N89° 16' 05"W	6.02'
310 - TLE60	N03° 37' 52"W	34.43'
TLE58 - TLE57	S03° 37' 52"E	26.61'
TLE57 - TLE56	S86° 22' 08"W	3.37'
TLE56 - 311	N02° 27' 17"W	26.83'
311 - TLE58	S89° 16' 05"E	2.83'

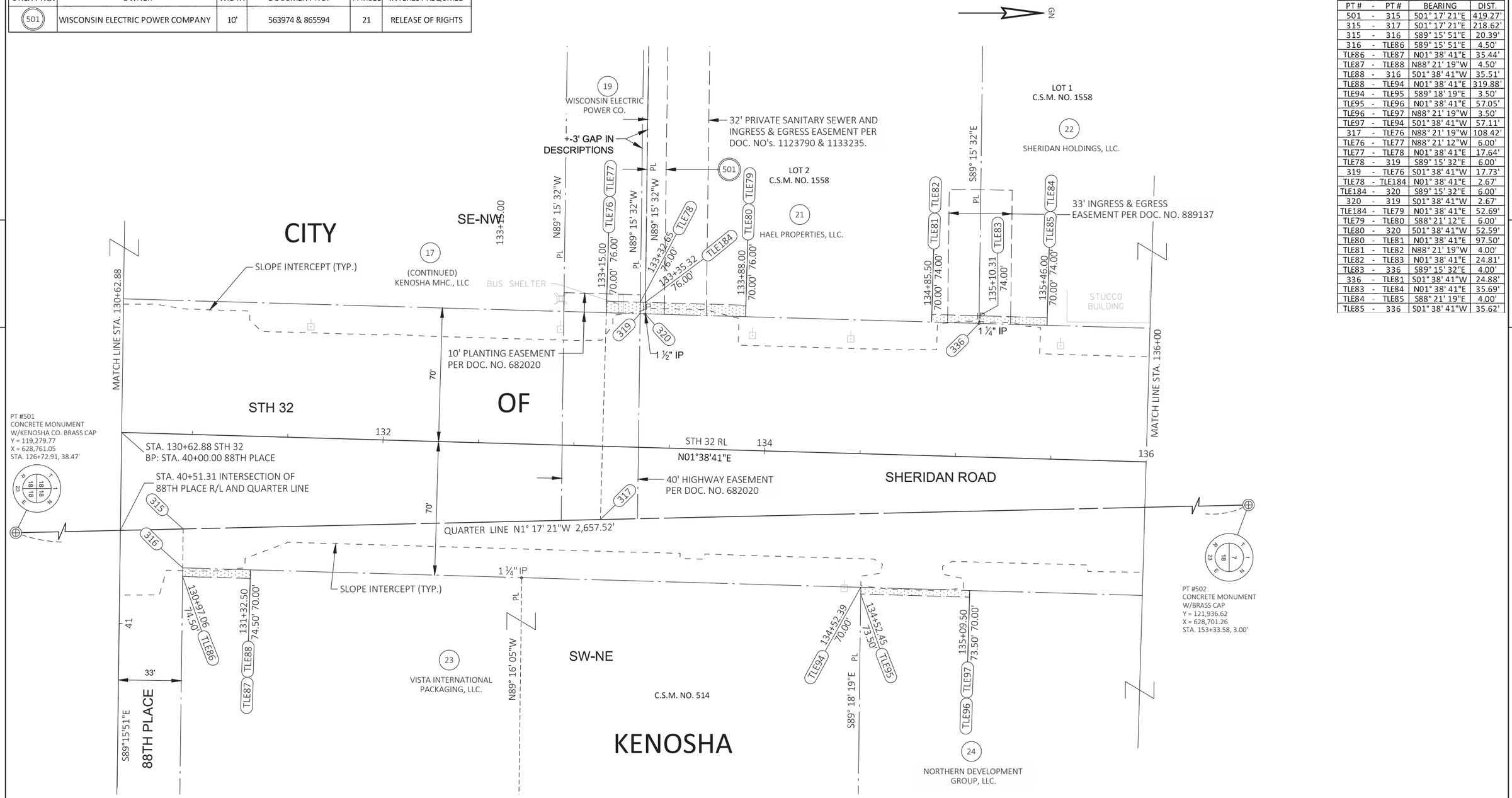
COURSE TABLE		
PT # - PT #	BEARING	DIST.
309 - TLE38	S86° 22' 08"W	102.86'
TLE38 - TLE39	S86° 22' 08"W	4.00'
TLE39 - TLE40	N03° 37' 52"W	46.00'
TLE40 - TLE41	N86° 22' 08"E	4.00'
TLE41 - TLE38	S03° 37' 52"E	46.00'
312 - TLE69	N03° 37' 52"W	83.00'
TLE69 - TLE70	N86° 22' 08"E	6.00'
TLE70 - TLE71	N03° 37' 52"W	71.50'
TLE71 - TLE72	S86° 22' 08"W	6.00'
TLE72 - TLE69	S03° 37' 52"E	71.50'
TLE72 - TLE73	N03° 37' 52"W	120.00'
TLE73 - TLE74	N86° 22' 08"E	8.00'
TLE74 - TLE75	N03° 37' 52"W	78.92'
TLE75 - 313	N89° 15' 51"W	8.02'
313 - TLE73	S03° 37' 52"E	79.53'
314 - TLE65	N03° 37' 52"W	20.80'
TLE65 - TLE66	S86° 22' 08"W	4.00'
TLE66 - TLE67	N03° 37' 52"W	45.65'
TLE67 - TLE68	S89° 15' 32"E	4.01'
TLE68 - TLE65	S03° 37' 52"E	45.34'

REVISION DATE	DATE OCTOBER 11, 2019	SCALE, FEET 0 25 50	HWY: STH 32	STATE R/W PROJECT NUMBER 3240-14-20	PLAT SHEET 4.06
	GRID FACTOR		COUNTY: KENOSHA	CONSTRUCTION PROJECT NUMBER 3240-14-70	PS&E SHEET 273 E

FILE NAME : 040404_RP.DWG
LAYOUT NAME - 040406
PLOT DATE : 10/25/2019 8:00 PM PLOT BY : HANSEN, CRAIG PLOT NAME : PLOT SCALE : 1 IN:25 FT
WISDOT/CADDS SHEET 75

UTILITY NO.	OWNER	WIDTH	DOCUMENT NO.	PARCEL	INTEREST REQUIRED
501	WISCONSIN ELECTRIC POWER COMPANY	10'	563974 & 865594	21	RELEASE OF RIGHTS

COURSE TABLE				
PT #	-	PT #	BEARING	DIST.
501	-	315	S01° 17' 21"E	419.27'
315	-	317	S01° 17' 21"E	218.62'
315	-	316	S89° 15' 51"E	20.39'
316	-	TLE86	S89° 15' 51"E	4.50'
TLE86	-	TLE87	N01° 38' 41"E	35.44'
TLE87	-	TLE88	N88° 21' 19"W	4.50'
TLE88	-	316	S01° 38' 41"W	35.51'
TLE88	-	TLE94	N01° 38' 41"E	319.88'
TLE94	-	TLE95	S89° 18' 19"E	3.50'
TLE95	-	TLE96	N01° 38' 41"E	57.05'
TLE96	-	TLE97	N88° 21' 19"W	3.50'
TLE97	-	TLE94	S01° 38' 41"W	57.11'
317	-	TLE76	N88° 21' 19"W	108.42'
TLE76	-	TLE77	N88° 21' 12"W	6.00'
TLE77	-	TLE78	N01° 38' 41"E	17.64'
TLE78	-	319	S89° 15' 32"E	6.00'
319	-	TLE76	S01° 38' 41"W	17.73'
TLE78	-	TLE184	N01° 38' 41"E	2.67'
TLE184	-	320	S89° 15' 32"E	6.00'
320	-	319	S01° 38' 41"W	2.67'
TLE184	-	TLE79	N01° 38' 41"E	52.69'
TLE79	-	TLE80	S88° 21' 12"E	6.00'
TLE80	-	320	S01° 38' 41"W	52.59'
TLE80	-	TLE81	N01° 38' 41"E	97.50'
TLE81	-	TLE82	N88° 21' 19"W	4.00'
TLE82	-	TLE83	N01° 38' 41"E	24.81'
TLE83	-	336	S89° 15' 32"E	4.00'
336	-	TLE81	S01° 38' 41"W	24.88'
TLE83	-	TLE84	N01° 38' 41"E	35.69'
TLE84	-	TLE85	S88° 21' 19"E	4.00'
TLE85	-	336	S01° 38' 41"W	35.62'



HWY	BASIS OF EXISTING R/W (DOCUMENT NO.)	R/W WIDTH	YEAR
STH 32	468561	73'	1964
STH 32	612885	VARIES	1977
STH 32	617798	VARIES	1977
STH 32	620656	VARIES	1977
STH 32	625385	VARIES	1977
STH 32	682020	VARIES	1981

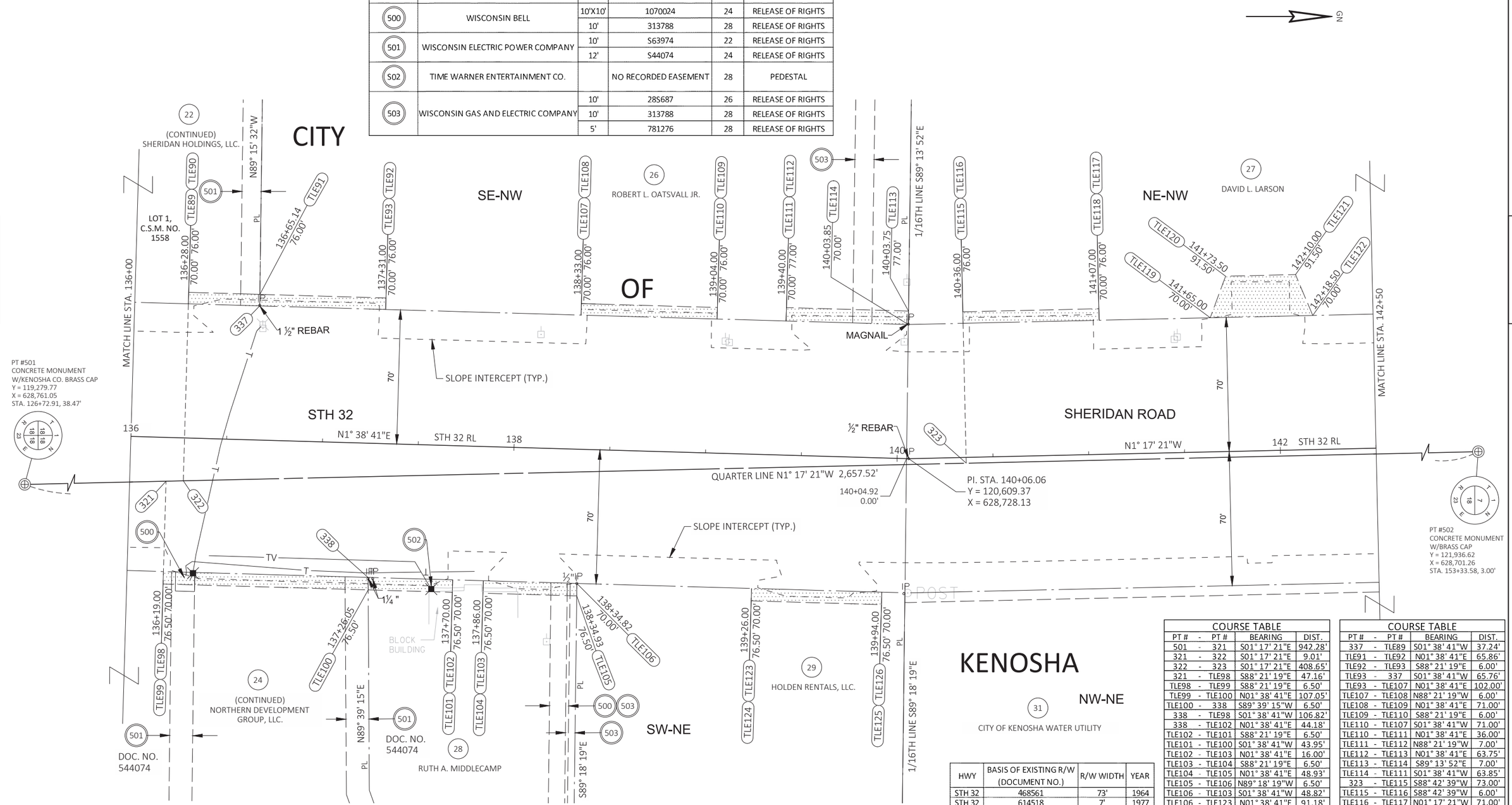
NOTE: ALL TLE'S SHOWN ARE FOR SLOPES & DRIVES UNLESS NOTED.

REVISION DATE	DATE OCTOBER 11, 2019	SCALE, FEET 0 25 50	HWY: STH 32	STATE R/W PROJECT NUMBER 3240-14-20	PLAT SHEET 4.07	
	GRID FACTOR		COUNTY: KENOSHA	CONSTRUCTION PROJECT NUMBER 3240-14-70	PS&E SHEET 274	E

FILE NAME : 040404_RP.DWG
LAYOUT NAME - 040407

PLOT DATE : 10/25/2019 8:01 PM PLOT BY : HANSEN, CRAIG PLOT NAME : PLOT SCALE : 1 IN:25 FT

UTILITY NO.	OWNER	WIDTH	DOCUMENT NO.	PARCEL	INTEREST REQUIRED
500	WISCONSIN BELL	10'X10'	1070024	24	RELEASE OF RIGHTS
		10'	313788	28	RELEASE OF RIGHTS
501	WISCONSIN ELECTRIC POWER COMPANY	10'	S63974	22	RELEASE OF RIGHTS
		12'	S44074	24	RELEASE OF RIGHTS
S02	TIME WARNER ENTERTAINMENT CO.		NO RECORDED EASEMENT	28	PEDESTAL
503	WISCONSIN GAS AND ELECTRIC COMPANY	10'	28S687	26	RELEASE OF RIGHTS
		10'	313788	28	RELEASE OF RIGHTS
		5'	781276	28	RELEASE OF RIGHTS



HWY	BASIS OF EXISTING R/W (DOCUMENT NO.)	R/W WIDTH	YEAR
STH 32	468561	73'	1964
STH 32	614518	7'	1977
STH 32	617242	7'	1977
STH 32	617798	VARIES	1977
STH 32	617799	VARIES	1977
STH 32	624102	VARIES	1977
STH 32	624105	VARIES	1977
STH 32	624728	VARIES	1977
STH 32	624729	67'	1977
STH 32	625385	VARIES	1977

COURSE TABLE			
PT # - PT #	BEARING	DIST.
501 - 321	S01° 17' 21"E	942.28'
321 - 322	S01° 17' 21"E	9.01'
322 - 323	S01° 17' 21"E	408.65'
321 - TLE98	S88° 21' 19"E	47.16'
TLE98 - TLE99	S88° 21' 19"E	6.50'
TLE99 - TLE100	N01° 38' 41"E	107.05'
TLE100 - 338	S89° 39' 15"W	6.50'
338 - TLE98	S01° 38' 41"W	106.82'
338 - TLE102	N01° 38' 41"E	44.18'
TLE102 - TLE101	S88° 21' 19"E	6.50'
TLE101 - TLE100	S01° 38' 41"W	43.95'
TLE102 - TLE103	N01° 38' 41"E	16.00'
TLE103 - TLE104	S88° 21' 19"E	6.50'
TLE104 - TLE105	N01° 38' 41"E	48.93'
TLE105 - TLE106	N89° 18' 19"W	6.50'
TLE106 - TLE103	S01° 38' 41"W	48.82'
TLE106 - TLE123	N01° 38' 41"E	91.18'
TLE123 - TLE124	S88° 21' 19"E	6.50'
TLE124 - TLE125	N01° 38' 41"E	68.00'
TLE125 - TLE126	N88° 21' 19"W	6.50'
TLE126 - TLE123	S01° 38' 41"W	68.00'
322 - TLE89	N88° 21' 19"W	92.38'
TLE89 - TLE90	N88° 21' 19"W	6.00'
TLE90 - TLE91	N01° 38' 41"E	37.14'
TLE91 - 337	S89° 15' 32"E	6.00'

COURSE TABLE			
PT # - PT #	BEARING	DIST.
337 - TLE89	S01° 38' 41"W	37.24'
TLE91 - TLE92	N01° 38' 41"E	65.86'
TLE92 - TLE93	S88° 21' 19"E	6.00'
TLE93 - 337	S01° 38' 41"W	65.76'
TLE93 - TLE107	N01° 38' 41"E	102.00'
TLE107 - TLE108	N88° 21' 19"W	6.00'
TLE108 - TLE109	N01° 38' 41"E	71.00'
TLE109 - TLE110	S88° 21' 19"E	6.00'
TLE110 - TLE107	S01° 38' 41"W	71.00'
TLE110 - TLE111	N01° 38' 41"E	36.00'
TLE111 - TLE112	N88° 21' 19"W	7.00'
TLE112 - TLE113	N01° 38' 41"E	63.75'
TLE113 - TLE114	S89° 13' 52"E	7.00'
TLE114 - TLE111	S01° 38' 41"W	63.85'
323 - TLE115	S88° 42' 39"W	73.00'
TLE115 - TLE116	S88° 42' 39"W	6.00'
TLE116 - TLE117	N01° 17' 21"W	71.00'
TLE117 - TLE118	N88° 42' 39"E	6.00'
TLE118 - TLE115	S01° 17' 21"E	71.00'
TLE118 - TLE119	N01° 17' 21"W	58.00'
TLE119 - TLE120	N69° 42' 58"W	23.12'
TLE120 - TLE121	N01° 17' 21"W	36.50'
TLE121 - TLE122	N67° 08' 22"E	23.12'
TLE122 - TLE119	S01° 17' 21"E	53.50'

NOTE: ALL TLE'S SHOWN ARE FOR SLOPES & DRIVES UNLESS NOTED.

REVISION DATE	DATE OCTOBER 11, 2019	SCALE, FEET 0 25 50	HWY: STH 32	STATE R/W PROJECT NUMBER 3240-14-20	PLAT SHEET 4.08
	GRID FACTOR		COUNTY: KENOSHA	CONSTRUCTION PROJECT NUMBER 3240-14-70	PS&E SHEET 275 E

FILE NAME : 040404_RP.DWG
LAYOUT NAME - 040408

PLOT DATE : 10/25/2019 8:02 PM PLOT BY : HANSEN, CRAIG PLOT NAME : PLOT SCALE : 1 IN:25 FT

WISDOT/CADDS SHEET 75

CITY

OF

KENOSHA

COURSE TABLE			
PT # -	PT #	BEARING	DIST.
502	324	S01° 17' 21"E	680.08'
324	325	S01° 17' 21"E	278.00'
325 -	TLE134	S88° 42' 39"W	73.00'
TLE134 -	TLE131	S01° 17' 21"E	74.51'
TLE131 -	TLE132	N89° 13' 51"W	6.50'
TLE132 -	TLE133	N01° 17' 21"W	74.28'
TLE133 -	TLE134	N88° 42' 39"E	6.50'
324 -	TLE138	N88° 42' 39"E	67.00'
TLE138 -	TLE135	S01° 17' 21"E	59.50'
TLE135 -	TLE136	N88° 42' 39"E	8.00'
TLE136 -	TLE137	N01° 17' 21"W	59.50'
TLE137 -	TLE138	S88° 42' 39"W	8.00'
TLE135 -	TLE130	S01° 17' 21"E	225.00'
TLE130 -	TLE127	S01° 17' 21"E	58.52'
TLE127 -	TLE128	N88° 42' 39"E	2.50'
TLE128 -	TLE129	N01° 17' 21"W	58.52'
TLE129 -	TLE130	S88° 42' 39"W	2.50'

GN

(27) (CONTINUED) DAVID L. LARSON

(32) COUNTY OF KENOSHA JOB CENTER

NE-NW

NW-NE

(31) (CONTINUED) CITY OF KENOSHA WATER UTILITY

PT #501
CONCRETE MONUMENT
W/KENOSHA CO. BRASS CAP
Y = 119,279.77
X = 628,761.05
STA. 126+72.91, 38.47'

PT #502
CONCRETE MONUMENT
W/BRASS CAP
Y = 121,936.62
X = 628,701.26
STA. 153+33.58, 3.00'

MATCH LINE STA. 142+50

MATCH LINE STA. 149+00

SHERIDAN ROAD

STH 32

N89° 13' 51"W

PL

1 ½"

SLOPE INTERCEPT (TYP.)

QUARTER LINE S1° 17' 21"E 2,657.52'

N1° 17' 21"W STH 32 RL

144 146 148

325 324

70'

500 503

143+00.99 70.00' TLE131
143+01.22 76.50' TLE132
143+75.50 70.00' 76.50' TLE134 TLE133
143+10.48 72.50' 70.00' TLE128 TLE127
143+69.00 72.50' 70.00' TLE129 TLE130
145+94.00 78.00' 70.00' TLE136 TLE135
146+53.50 78.00' 70.00' TLE137 TLE138

S89° 20' 33"E

UTILITY NO.	OWNER	WIDTH	DOCUMENT NO.	PARCEL	INTEREST REQUIRED
500	WISCONSIN BELL	10'	920967	32	RELEASE OF RIGHTS
503	WISCONSIN GAS AND ELECTRIC COMPANY	UNK	305933	31	RELEASE OF RIGHTS

NOTE: ALL TLE'S SHOWN ARE FOR SLOPES & DRIVES UNLESS NOTED.

HWY	BASIS OF EXISTING R/W (DOCUMENT NO.)	R/W WIDTH	YEAR
STH 32	614518	7'	1977
STH 32	624729	67'	1977

REVISION DATE

DATE OCTOBER 11, 2019

GRID FACTOR

SCALE, FEET 0 25 50

HWY: STH 32

COUNTY: KENOSHA

STATE R/W PROJECT NUMBER 3240-14-20

CONSTRUCTION PROJECT NUMBER 3240-14-70

PLAT SHEET 4.09

PS&E SHEET 276

E

FILE NAME : 040404_RP.DWG
LAYOUT NAME - 040409

PLOT DATE : 10/25/2019 8:03 PM PLOT BY : HANSEN, CRAIG PLOT NAME : PLOT SCALE : 1 IN:25 FT

WISDOT/CADDS SHEET 75

COURSE TABLE				
PT #	-	PT #	BEARING	DIST.
502	-	330	N01° 18' 30"W	24.56'
330	-	331	N01° 18' 30"W	25.47'
502	-	326	S01° 17' 21"E	50.03'
326	-	327	S01° 17' 21"E	5.45'
326	-	329	N89° 12' 13"W	73.05'
329	-	TLE153	S01° 17' 21"E	28.70'
TLE153	-	TLE154	S88° 42' 39"W	4.00'
TLE154	-	TLE155	N01° 17' 21"W	28.85'
TLE155	-	329	S89° 12' 13"E	4.00'
TLE153	-	TLE142	S01° 17' 21"E	162.00'
TLE142	-	TLE139	S01° 17' 21"E	84.50'
TLE139	-	TLE140	S88° 42' 39"W	7.00'
TLE140	-	TLE141	N01° 17' 21"W	84.50'
TLE141	-	TLE142	N88° 42' 39"E	7.00'
TLE155	-	TLE180	N89° 12' 13"W	112.77'
TLE180	-	TLE181	S70° 39' 36"W	15.98'
TLE181	-	TLE182	N89° 12' 13"W	13.25'
TLE182	-	TLE183	N01° 17' 21"W	5.50'
TLE183	-	TLE180	S89° 12' 13"E	28.45'
327	-	328	S89° 20' 33"E	67.04'
328	-	TLE151	S01° 17' 21"E	22.82'
TLE151	-	TLE152	N11° 09' 33"E	23.20'
TLE152	-	328	N89° 20' 33"W	5.00'

COURSE TABLE				
PT #	-	PT #	BEARING	DIST.
TLE151	-	TLE150	S01° 17' 21"E	69.50'
TLE150	-	TLE147	S01° 17' 21"E	62.00'
TLE147	-	TLE148	N88° 42' 39"E	7.00'
TLE148	-	TLE149	N01° 17' 21"W	62.00'
TLE149	-	TLE150	S88° 42' 39"W	7.00'
TLE147	-	TLE146	S01° 17' 21"E	9.50'
TLE146	-	TLE143	S01° 17' 21"E	71.50'
TLE143	-	TLE144	N88° 42' 39"E	6.50'
TLE144	-	TLE145	N01° 17' 21"W	71.50'
TLE145	-	TLE146	S88° 42' 39"W	6.50'
330	-	332	S89° 20' 33"E	65.09'
332	-	PRW185	N05° 50' 17"W	15.55'
PRW185	-	PRW186	S89° 20' 33"E	31.20'
PRW186	-	PRW187	S01° 18' 30"E	15.46'
PRW187	-	332	N89° 20' 33"W	29.97'
PRW185	-	TLE158	N05° 50' 17"W	27.04'
TLE158	-	TLE159	N84° 09' 43"E	4.50'
TLE159	-	TLE160	S05° 50' 17"E	27.56'
TLE160	-	PRW185	N89° 20' 33"W	4.53'
331	-	333	N89° 12' 13"W	83.06'
333	-	TLE156	N89° 12' 13"W	14.11'
TLE156	-	TLE157	N44° 57' 12"E	19.51'
TLE157	-	333	S01° 18' 30"E	14.01'

4

4

CITY

(CONTINUED)
COUNTY OF KENOSHA JOB CENTER

32

NE-NW

OF

26

ROBERT L. OATSVALL JR.

N89° 12' 13"W

N1° 17' 21"W PL

TLE183 152+91.49 215.13'

TLE182 152+85.98 215.13'

TLE181 152+85.50 201.89'

TLE180 152+90.45 186.70'

TLE140 TLE139 150+11.00 70.00' 77.00'

TLE141 TLE142 150+95.50 70.00' 77.00'

TLE154 TLE153 152+57.50 70.00' 74.00'

TLE155 152+86.35 74.00'

329

SLOPE INTERCEPT (TYP.)

PT #501
CONCRETE MONUMENT
W/KENOSHA CO. BRASS CAP
Y = 119,279.77
X = 628,761.05
STA. 126+72.91, 38.47'

MATCH LINE STA. 149+00

70'

150

N01°17'21"W STH 32 RL 152

QUARTER LINE S1° 17' 21"E 2,657.52'

STH 32

STA. 153+24.22 STH 32
BP: STA. 55+00.00 85TH STREET EAST

SECTION LINE
N89° 12' 13"W 2,667.81'

85TH STREET

50' 50'

54

333

REBAR

153+90.52 92.12' TLE156

154+03.50 77.54' TLE157

SLOPE INTERCEPT (TYP.)

MATCH LINE STA. 155+00

R/W VARIES

SE-SW

36

JEFFREY GASCOIGNE

CHISELED CROSS ON
MANHOLE RIM
Y = 121,973.69
X = 626,033.71

PI: STA. 153+33.69 STH 32
EP: STA. 55+00.00 85TH STREET WEST
Y = 121,936.66
X = 628,698.26

55+00

3.00'

331

154 N03°22'03"W

STH 32 RL

QUARTER LINE N1° 18' 30"W 2,661.69

SHERIDAN ROAD

R/W VARIES

CONCRETE MONUMENT
W/ BRASS CAP
Y = 124,597.62
X = 628,640.49

327 326

330

95.00'

PRW185

SLOPE INTERCEPT (TYP.)

153+68.98 68.13'

PT #502
CONCRETE MONUMENT
W/BRASS CAP
Y = 121,936.62
X = 628,701.26
STA. 153+33.58, 3.00'

328

332

1 ¼" IP

153+68.67 72.65'

153+96.00 66.97'

153+96.20 71.46'

TLE160 TLE159 TLE158

503

40.00'

56

SECTION LINE N89° 20' 33"W 2661.10'

153+51.34 98.70' PRW187

153+66.79 99.25' PRW186

34

LISE MYLLYMAKI,
JAY JAMES JOHNSTON &
MICHAEL L. ROACH

SW-SE

KENOSHA

SLOPE INTERCEPT (TYP.)

10.5'x91.5' PLANTING
EASEMENT PER
DOC. NO. 1246473

31

(CONTINUED)
CITY OF KENOSHA WATER UTILITY

S89° 20' 33"E PL

503 150+40.50 76.50' 70.00' TLE144 TLE143

TLE146 151+12.00 70.00' TLE145 151+12.00 76.50'

503 151+21.50 77.00' 70.00' TLE148 TLE147

33

MARTIN O. KRAUSE &
WAYNE A. KRAUSE

503 151+83.50 77.00' 70.00' TLE149 TLE150

TLE151 152+53.00 70.00'

TLE152 152+75.65 75.00'

NW-NE

501

S89° 20' 33"E

46' 34'

85TH STREET

S89°20'33"E

CONCRETE MONUMENT
W/KENOSHA CO. BRASS CAP
Y = 121,906.08
X = 631,362.19

GN

UTILITY NO.	OWNER	WIDTH	DOCUMENT NO.	PARCEL	INTEREST REQUIRED
501	WISCONSIN ELECTRIC POWER COMPANY	10'	329416	33	RELEASE OF RIGHTS
503	WISCONSIN GAS AND ELECTRIC COMPANY	UNK	30S933	33	RELEASE OF RIGHTS
		UNK	299698 & 295157	34	RELEASE OF RIGHTS

NOTE: ALL TLE'S SHOWN ARE FOR SLOPES & DRIVES UNLESS NOTED.

HWY	BASIS OF EXISTING R/W (DOCUMENT NO.)	R/W WIDTH	YEAR
STH 32	464397	S0'	1964
STH 32	614518	7'	1977
STH 32	620082	7'	1977
STH 32	622107	VARIES	1977
STH 32	623124	67'	1977
STH 32	624729	67'	1977

REVISION DATE

DATE OCTOBER 11, 2019

GRID FACTOR

SCALE, FEET 0 25 50

HWY: STH 32

COUNTY: KENOSHA

STATE R/W PROJECT NUMBER 3240-14-20

CONSTRUCTION PROJECT NUMBER 3240-14-70

PLAT SHEET 4.10

PS&E SHEET 277

E

FILE NAME : 040404_RP.DWG
LAYOUT NAME - 040410

PLOT DATE : 10/25/2019 8:26 PM PLOT BY : HANSEN, CRAIG PLOT NAME : PLOT SCALE : 1 IN:25 FT

WISDOT/CADDS SHEET 75

COURSE TABLE			
PT #	PT #	BEARING	DIST.
502	334	N01° 18' 30"W	277.48'
334	335	N01° 18' 30"W	289.46'
334	TLE161	S88° 41' 30"W	83.00'
TLE161	TLE162	S88° 41' 30"W	10.00'
TLE162	TLE163	N01° 18' 30"W	57.65'
TLE163	TLE164	N88° 41' 30"E	10.00'
TLE164	TLE161	S01° 18' 30"E	57.65'
TLE164	TLE174	N01° 18' 30"W	404.31'
TLE174	TLE175	S88° 42' 16"W	7.00'
TLE175	TLE176	N01° 18' 30"W	64.04'
TLE176	TLE177	N88° 41' 30"E	7.00'
TLE177	TLE174	S01° 18' 30"E	64.04'
335	TLE165	N84° 09' 43"E	21.83'
TLE165	TLE166	N84° 09' 43"E	6.50'
TLE166	TLE167	N05° 50' 17"W	79.09'
TLE167	TLE168	S84° 09' 43"W	6.50'
TLE168	TLE165	S05° 50' 17"E	79.09'
TLE168	TLE169	N05° 50' 17"W	66.06'
TLE169	TLE170	N84° 09' 43"E	6.50'
TLE170	TLE171	N05° 50' 17"W	44.68'
TLE171	339	N89° 29' 39"W	6.54'
339	TLE169	S05° 50' 17"E	45.40'
TLE171	TLE172	N05° 50' 17"W	44.40'
TLE172	TLE173	S84° 09' 43"W	6.50'
TLE173	339	S05° 50' 17"E	43.68'

GN

END RELOCATION ORDER
PI. STA. 161+77.51
Y = 122,779.04
X = 628,649.01

LOT H
SUNNYDALE ESTATES

N89° 12' 13"W

35' INGRESS & EGRESS EASEMENT PER DOC. NO. 465831

PL

36
(CONTINUED)
JEFFREY GASCOIGNE
DOC. NO. 465580, 464397, 591058, 1776410

TLE161 156+13.75 69.98'
TLE162 156+14.11 79.98'
TLE163 156+71.73 77.90'
TLE164 156+71.37 67.91'

SE-SW

CITY

37
SHERIDAN PROPERTY GROUP, LLC.

TLE174 160+75.42 53.38'
TLE175 160+75.67 60.38'
TLE176 161+39.67 58.08'
TLE177 161+39.42 51.08'

N89° 12' 55"W

1 ¾" IP

60'

MATCH LINE STA. 155+00

STH 32

R/W VARIES

SLOPE INTERCEPT (TYP.)

OF

SHERIDAN ROAD

PI. STA. 161+68.64
Y = 122,770.18
X = 628,649.22

162
N1° 18' 30"W
STH 32 RL

33'

158 STH 32 RL N03°22'03"W 160

156

335

339

334

QUARTER LINE N1° 18' 30"W 2,661.69'

PT #502
CONCRETE MONUMENT
W/BRASS CAP
Y = 121,936.62
X = 628,701.26
STA. 153+33.58, 3.00'

SLOPE INTERCEPT (TYP.)

1 ¼" IP

503

TLE165 159+00.98 45.18'
TLE166 159+01.26 51.67'
TLE167 159+80.28 48.26'
TLE168 159+80.00 41.77'
TLE169 160+46.00 38.92'
TLE170 160+46.28 45.41'
TLE171 160+90.92 43.49'
TLE172 161+35.28 41.57'
TLE173 161+35.00 35.08'

BUS SHELTER

79.51' INGRESS & EGRESS EASEMENT PER DOC. NO's. 1137950 & 1129167

CONCRETE MONUMENT
W/BRASS CAP
Y = 124,597.62
X = 628,640.49

IP

PL

S89° 20' 33"E

34
(CONTINUED)
LISE MYLLYMAKI, JAY JAMES JOHNSTON & MICHAEL L. ROACH

ADAMS OUTDOOR ADVERTISING LTD.

38
SPTMNR PROPERTIES TRUST A MARYLAND REAL ESTAE INVESTMENT TRUST
LOT 2
C.S.M. NO. 2087

S89° 29' 39"E

38
SPTMNR PROPERTIES TRUST A MARYLAND REAL ESTAE INVESTMENT TRUST
LOT 1
C.S.M. NO. 2087

SW-SE

KENOSHA

S89° 29' 39"E

39
DAVID L. AND TINA M. MINNOCH HUSBAN AND WIFE

41
EDWARD C. STEAGALL AND JOANNE L. STEAGALL, HUSBAND AND WIFE

NOTE: ALL TLE'S SHOWN ARE FOR SLOPES & DRIVES UNLESS NOTED.

UTILITY NO.	OWNER	WIDTH	DOCUMENT NO.	PARCEL	INTEREST REQUIRED
503	WISCONSIN GAS & ELECTRIC COMPANY	UNK	299698	38, 39 & 41	RELEASE OF RIGHTS
		UNK	295157	38	RELEASE OF RIGHTS

HWY	BASIS OF EXISTING R/W (DOCUMENT NO.)	R/W WIDTH	YEAR
STH 32	464397	50'	1964
STH 32	622107	VARIES	1977

REVISION DATE

DATE OCTOBER 11, 2019

GRID FACTOR

SCALE, FEET 0 25 50

HWY: STH 32

COUNTY: KENOSHA

STATE R/W PROJECT NUMBER 3240-14-20

CONSTRUCTION PROJECT NUMBER 3240-14-70

PLAT SHEET 4.11

PS&E SHEET 278 E

FILE NAME : 040404_RP.DWG
LAYOUT NAME - 040411

PLOT DATE : 10/25/2019 8:05 PM PLOT BY : HANSEN, CRAIG PLOT NAME : PLOT SCALE : 1 IN:25 FT

WISDOT/CADDS SHEET 75

CONVENTIONAL ABBREVIATIONS

ACCESS POINT/ DRIVEWAY CONNECTION	AP	RELEASE OF RIGHTS	ROR
ACCESS RIGHTS	AR	REMAINING	REM.
ACRES	AC.	RIGHT-OF-WAY	R/W
AND OTHERS	ET.AL.	SECTION	SEC.
CENTERLINE	C/L	SQUARE FEET	SF.
CERTIFIED SURVEY MAP	CSM	STATION	STA.
CORNER	COR.	TEMPORARY LIMITED EASEMENT	TLE
DOCUMENT	DOC.	VOLUME	V.
EASEMENT	EASE.		
HIGHWAY EASEMENT	H.E.		
LAND CONTRACT	LC		
MONUMENT	MON.		
PAGE	P.		
PERMANENT LIMITED EASEMENT	PLE		
PROPERTY LINE	PL		
RECORDED AS	(100')		
REFERENCE LINE	R/L		

CURVE DATA

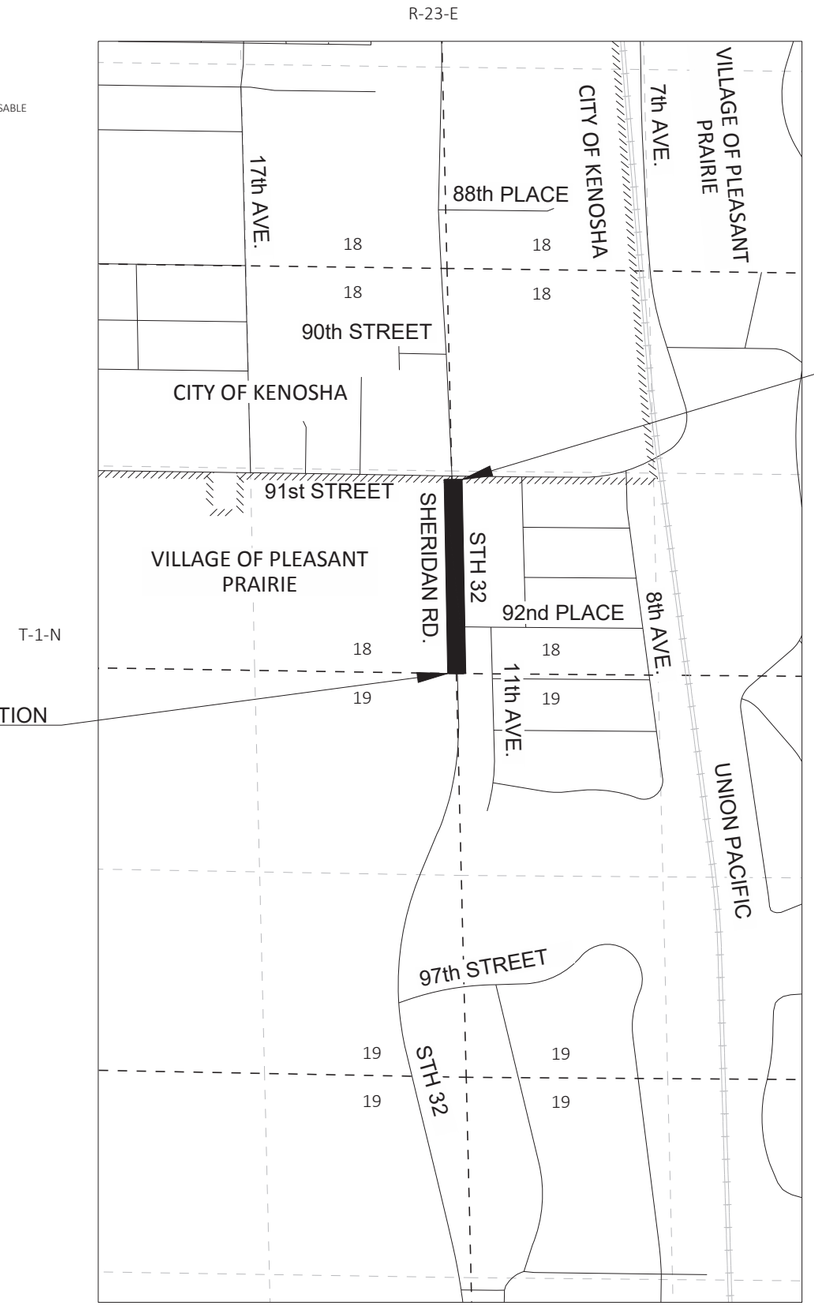
LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE OR DELTA	DELTA
LENGTH OF CURVE	L
TANGENT	TAN

CONVENTIONAL UTILITY SYMBOLS

		NON COMPENSABLE	COMPENSABLE
WATER	W		
GAS	G		
TELEPHONE	T		
OVERHEAD TRANSMISSION LINES	OH		
ELECTRIC	E		
CABLE TELEVISION	TV		
FIBER OPTIC	FO		
SANITARY SEWER	SAN		
STORM SEWER	SS		
POWER POLE			
TELEPHONE POLE			
TELEPHONE PEDESTAL			
ELECTRIC TOWER			

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN	(1" UNLESS NOTED)	PROPOSED R/W LINE	
R/W MONUMENT	(SET)	EXISTING H.E. LINE	
R/W STANDARD	(SET)	PROPERTY LINE	
SIGN	SIGN	LOT & TIE LINES	
SECTION CORNER MONUMENT		SLOPE INTERCEPTS	
SECTION CORNER SYMBOL		CORPORATE LIMITS	
		NO ACCESS (BY PREVIOUS ACQUISITION/CONTROL)	
FEE (HATCH VARIES)		ACCESS RESTRICTED (BY ACQUISTION)	
TEMPORARY LIMITED EASEMENT		NO ACCESS (BY STATUTORY AUTHORITY)	
PERMANENT LIMITED EASEMENT		SECTION LINE	
R/W BOUNDARY POINT	RWBZ0	QUARTER LINE	
PARCEL NUMBER	102	SIXTEENTH LINE	
UTILITY INTEREST	40	EXISTING CENTERLINE	
SIGN NUMBER (OFF PREMISE)	21-1	PROPOSED REFERENCE LINE	
BUILDING		PARALLEL OFFSET	



END PROJECT RELOCATION
STA. 112+99.77
1299.22' NORTH AND 28.81' WEST OF
THE SOUTH CORNER OF SECTION 18,
TOWNSHIP 1 NORTH, RANGE 23 EAST

BEGIN PROJECT RELOCATION
STA. 100+00.00
6.80' EAST OF SOUTH CORNER OF
SECTION 18, TOWNSHIP 1 NORTH,
RANGE 23 EAST

SCALE, FEET 0 500 1000

TOTAL NET LENGTH OF CENTERLINE = 0.25 MI.

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS) COORDINATES , KENOSHA COUNTY ZONE, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4"X24" IRON REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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, 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, WISCONSIN.

R/W PROJECT NUMBER 3240-14-21		SHEET NUMBER	TOTAL SHEETS
FEDERAL PROJECT NUMBER		4.01	4

PLAT OF RIGHT OF WAY REQUIRED FOR
STH 32
91ST STREET - 92ND STREET
STH 32 KENOSHA CO.

CONSTRUCTION PROJECT NUMBER 3240-14-70

REVISION DATE
NOVEMBER 20, 2019

PLAT PREPARED BY

GRAEF
125 South 84th Street, Suite 401
Milwaukee, WI 53214-1470
414 / 259 1500
414 / 256 4065 fax
www.graef-usa.com

WISCONSIN CRAIG D. HANSEN S-2840 APPLETON WI LAND SURVEYOR

5/23/19 (Date) (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED FOR THE DEPARTMENT
DATE: 05/23/19 (Signature)

FILE NAME : X:\ML\2016\20160500-11\CAD\TRANSPORTATION\DWG\SHEETSPLAN\VILLAGE OF PLEASANT PRAIRIE\040401_RT.DWG
LAYOUT NAME - 040101 22x34
PLOT DATE : 5/23/2019 10:46 AM PLOT BY : HANSEN, CRAIG PLOT NAME : PLOT SCALE : 1 IN:500 FT
WISDOT/CADDS SHEET 75

SCHEDULE OF LANDS AND INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

AREAS SHOWN IN THE TOTAL ACRES AND TOTAL SQUARE FEET COLUMNS ARE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS AND OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA ACQUIRED.

PARCEL NUMBER	SHEET NUMBER	OWNER	INTEREST REQUIRED	TOTAL ACRES BEFORE	TOTAL SQUARE FEET BEFORE	NEW ACRES	NEW SQUARE FEET	EXISTING ACRES	EXISTING SQUARE FEET	TOTAL ACRES	TOTAL SQUARE FEET	TOTAL REMAINING ACRES	TOTAL REMAINING SQUARE FEET	TLE ACRES	TLE SQUARE FEET	PLE ACRES	PLE SQUARE FEET	PARCEL NUMBER
1	4.04	BERWICK PROPERTIES, INC.	FEE, TLE	37.257	1,622,929	0.011	471	0	0	0.011	471	37.246	1,622,458	0.017	738	0	0	1
UTILITY NUMBER																		
500	4.04	VILLAGE OF PLEASANT PRAIRIE WATER	RELEASE OF RIGHTS															
501 (2)	4.04	AT&T WISCONSIN	RELEASE OF RIGHTS															

4

4

REVISION DATE
NOVEMBER 20, 2019

DATE May 23, 2019

GRID FACTOR

SCALE, FEET
0

HWY: STH 32
COUNTY: KENOSHA

STATE R/W PROJECT NUMBER 3240-14-21
CONSTRUCTION PROJECT NUMBER 3240-14-70

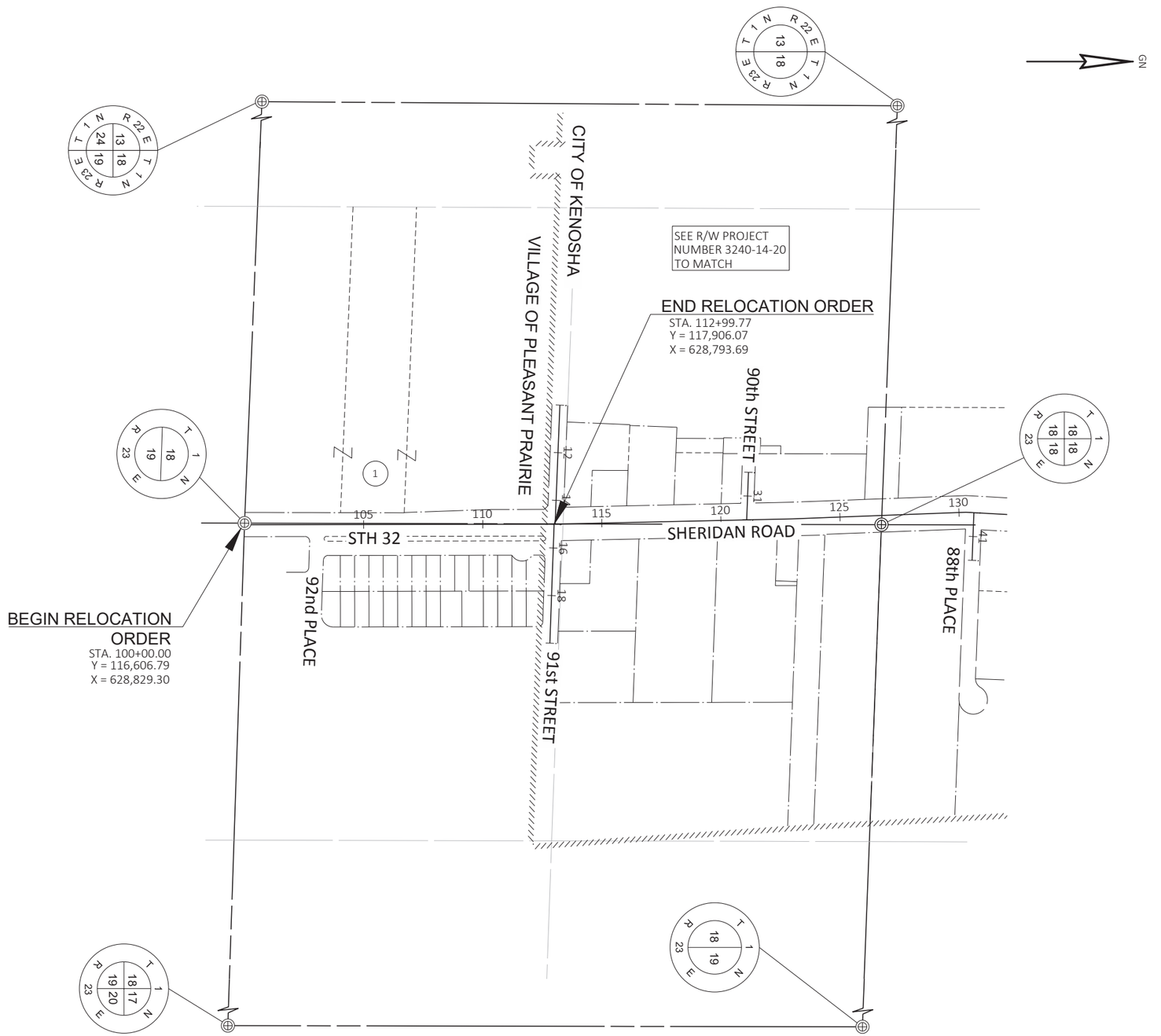
PLAT SHEET 4.02
PS&E SHEET 280

E

FILE NAME : 040402_RS.DWG
LAYOUT NAME - 040402 22x34

PLOT DATE : 11/20/2019 4:20 PM PLOT BY : HANSEN, CRAIG PLOT NAME : PLOT SCALE : - IN:- FT

WISDOT/CADDS SHEET 75



REVISION DATE NOVEMBER 20, 2019	DATE May 23, 2019	SCALE, FEET 0 250 500	HWY: STH 32	STATE R/W PROJECT NUMBER 3240-14-21	PLAT SHEET 4.03
	GRID FACTOR		COUNTY: KENOSHA	CONSTRUCTION PROJECT NUMBER 3240-14-70	PS&E SHEET 281 E

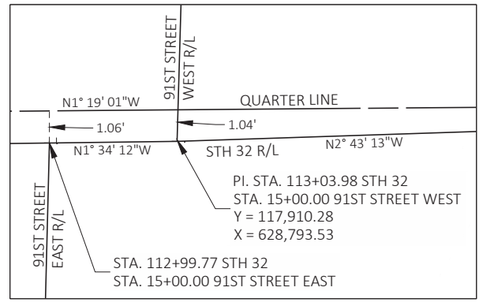
FILE NAME : 040403_RL.DWG
LAYOUT NAME - 040403 22x34

PLOT DATE : 5/23/2019 11:11 AM PLOT BY : HANSEN, CRAIG PLOT NAME : PLOT SCALE : 1 IN:250 FT

WISDOT/CADDS SHEET 75

UTILITY NO.		WIDTH	DOCUMENT NO.	PARCEL
500	VILLAGE OF PLEASANT PRAIRIE WATER	15'	1529809	1
501	AT&T WISCONSIN	NO RECORD OF EASEMENT		1

PARCEL 1		
Line #	Length	Direction
L1	50.02	N38° 50' 52"W
L2	15.32	S89° 10' 41"E
L3	21.66	S45° 23' 06"E
L4	23.54	S01° 34' 12"E
L5	6.50	S88° 40' 59"W
L6	93.80	N01° 19' 01"W
L7	24.21	N03° 28' 04"W
L8	5.33	N88° 40' 59"E
L9	24.41	S03° 28' 04"E
L10	1.16	S89° 08' 16"E
L11	93.55	S01° 19' 01"E



DETAIL B

VILLAGE

OF

CITY

OF

PLEASANT

PRAIRIE

KENOSHA

1 BERWICK PROPERTIES, INC.

CONCRETE MONUMENT
W/KENOSHA CO. BRASS CAP
Y = 116,648.76
X = 626,161.61

CONCRETE MONUMENT
W/KENOSHA CO. BRASS CAP
Y = 119,314.05
X = 626,110.99

CONCRETE MONUMENT
W/BRASS CAP
Y = 116,610.38
X = 628,821.46

SECTION LINE S89° 05' 51"E 2,661.23'

QUARTER LINE N89°15'32"W 2,650.28'

SEE R/W PROJECT NUMBER 3240-14-20 TO MATCH

91ST STREET

SE-SW

TLE IS FOR SLOPES & DRIVES

TLE3 105+77.03 55.75'
TLE4 105+77.01 49.25'
TLE6 106+70.83 55.34'
TLE7 106+95.02 56.14'
TLE8 106+95.00 50.81'
PRW1 112+35.00 62.00'
PRW2 112+74.80 92.30'

L1 L2 L3 L4 L5 L6 L7 L8 L9 L10 L11

6.50' 5.33' 15' 45' 62' (TO RL) 50' 130' 20' 60' 33' 16' 17'

N1° 19' 01"W 574.83
N89° 05' 51"W 45.03
N3° 28' 04"W 337.96
N1° 34' 12"W 202.23
110+32.77 62.00'
112+74.16 76.99'
112+58.54 62.00'
106+70.60 50.00'
106+70.55 48.84'
SLOPE INTERCEPT (TYP.)
R/W VARIES
QUARTER LINE N1° 19' 01"W 2,673.63'
STH 32 RL
STH 32
N1° 34' 12"W
105
110
S89° 10' 41"E
S89° 24' 25"E
S89° 16'05"W 2,662.36'
SECTION LINE S89° 32' 45"E 2,662.37'

DETAIL A

DETAIL B

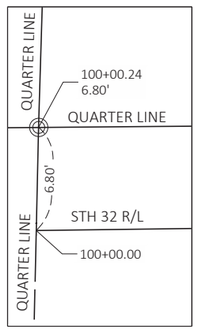
BEGIN RELOCATION ORDER
STA 100+00.00
Y = 116,606.79
X = 628,829.30

92ND PLACE

SHERIDAN COURT
(PER CAROL BEACH ESTATES, UNIT 6)

CAROL BEACH ESTATES
BLOCK 9
UNIT 6
SW-SE

16 17 18 19 20 21 22 23 24 25 26 27 28 29 30



DETAIL A

CONCRETE MONUMENT
W/KENOSHA CO. BRASS CAP
Y = 116,585.74
X = 631,484.79

CONCRETE MONUMENT
W/KENOSHA CO.
BRASS CAP
Y = 119,279.77
X = 628,761.05

END RELOCATION ORDER
STA 112+99.77
Y = 117,906.07
X = 628,793.69

CONCRETE MONUMENT
W/KENOSHA CO. BRASS CAP
Y = 119,245.76
X = 631,423.19

HWY	BASIS OF EXISTING R/W	YEAR	WIDTH
STH 32	3240-06-21	2000	45'
STH 32	3240-01-21	1977	VARIES
STH 32 (SHERIDAN CT.)	CAROL BEACH ESTATES, UNIT 6	1952	130'
91st ST	CAROL BEACH ESTATES, UNIT 6	1952	66'
STH 32 (SHERIDAN CT.)	DOCUMENT No. 620760	1977	VARIES
STH 32 (SHERIDAN CT.)	DOCUMENT No. 852922	1990	VARIES

REVISION DATE
NOVEMBER 20, 2019

DATE May 23, 2019
GRID FACTOR

SCALE, FEET
0 50 100

HWY: STH 32
COUNTY: KENOSHA

STATE R/W PROJECT NUMBER 3240-14-21
CONSTRUCTION PROJECT NUMBER 3240-14-70

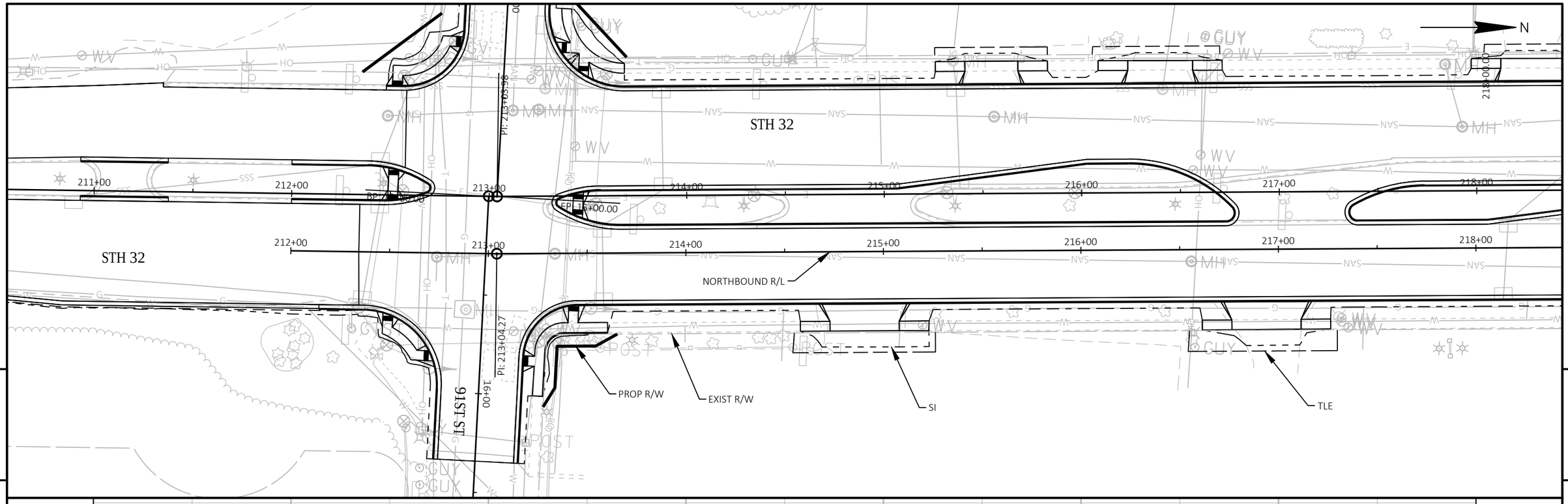
PLAT SHEET 4.04
PS&E SHEET 282

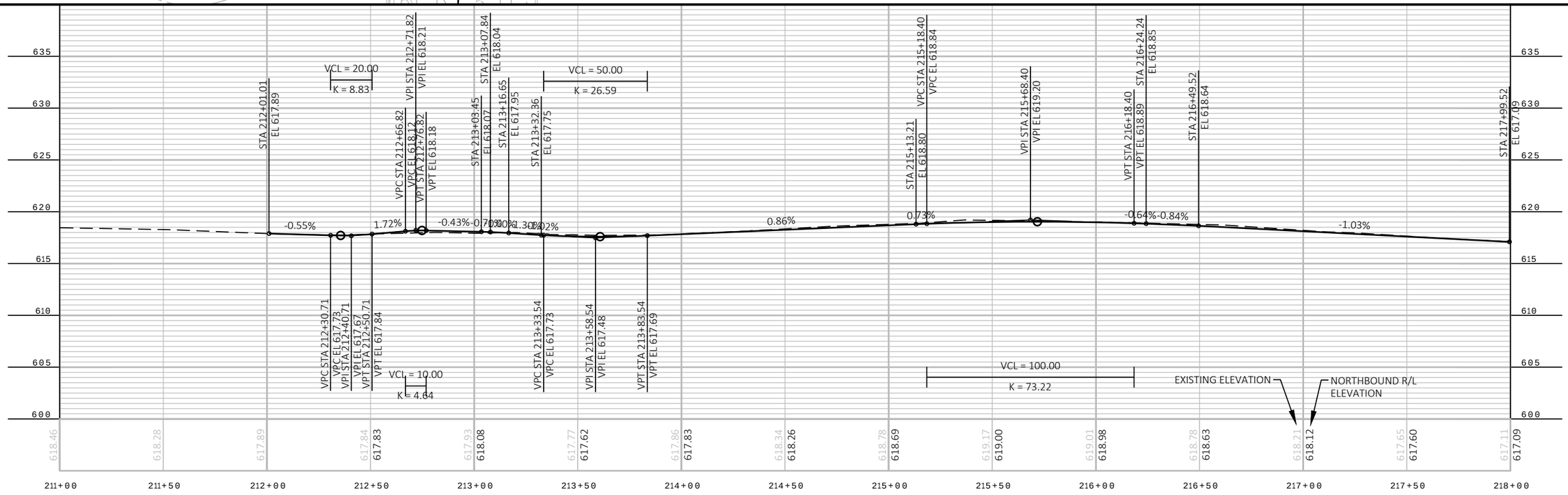
E

FILE NAME : 040404_RP.DWG
LAYOUT NAME - 040404 22x34

PLOT DATE : 11/20/2019 2:29 PM PLOT BY : HANSEN, CRAIG PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 75



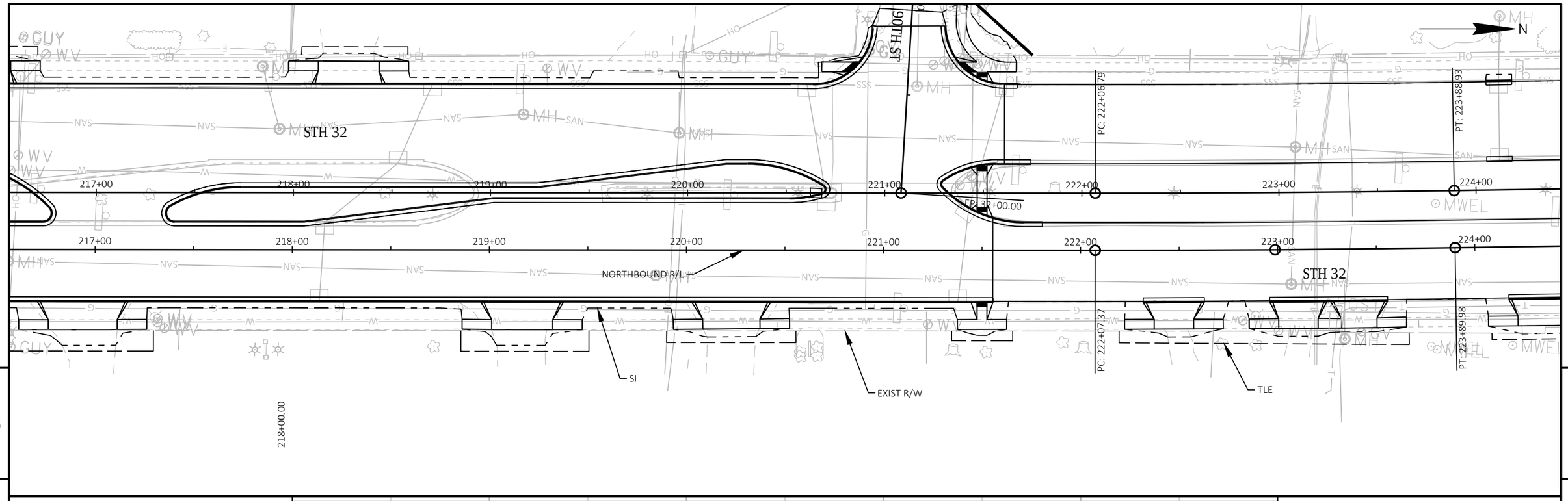


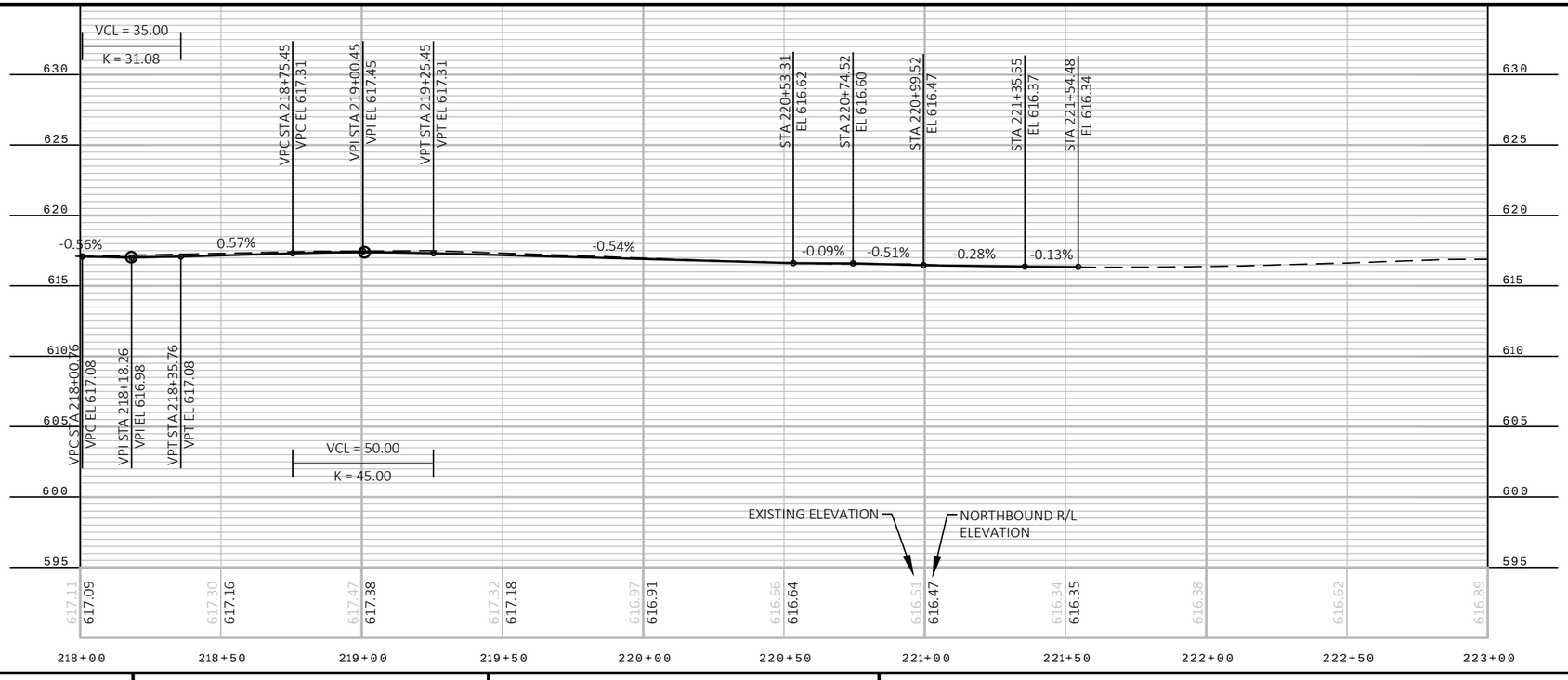
PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PLAN AND PROFILE: STH 32 NORTHBOUND	SHEET 283	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\050110_PP.DWG
LAYOUT NAME - 050101_pp

PLOT DATE : 4/17/2020 8:24 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

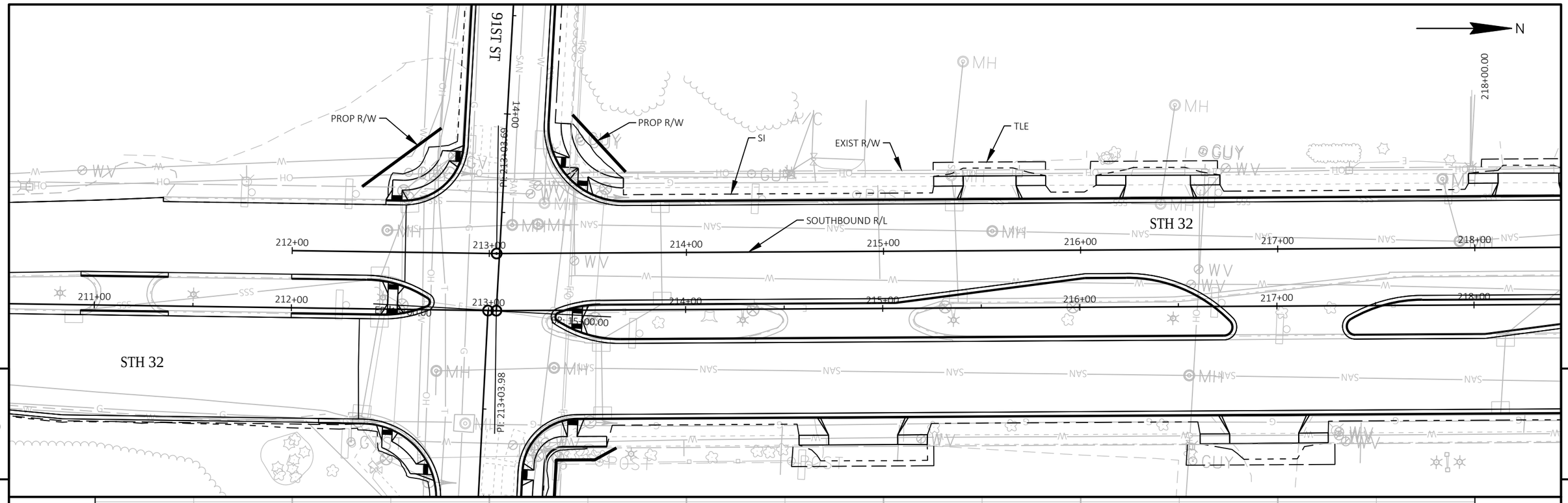


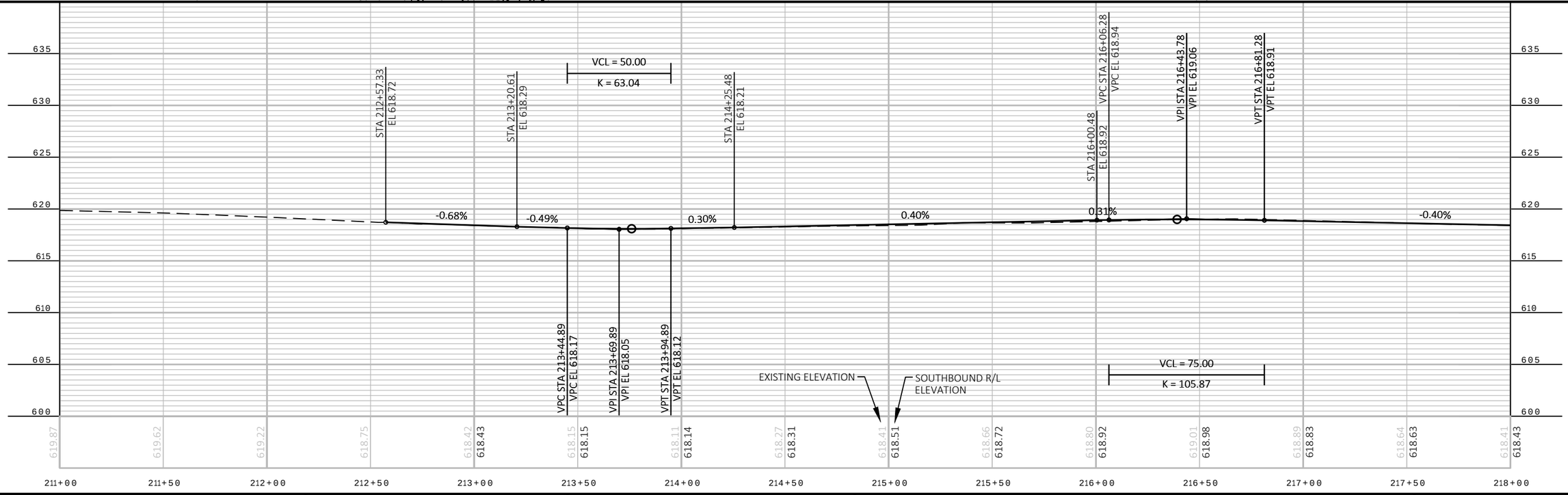


PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PLAN AND PROFILE: STH 32 NORTHBOUND	SHEET 284	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\050110_PP.DWG
LAYOUT NAME - 050102_pp

PLOT DATE : 4/17/2020 8:25 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT



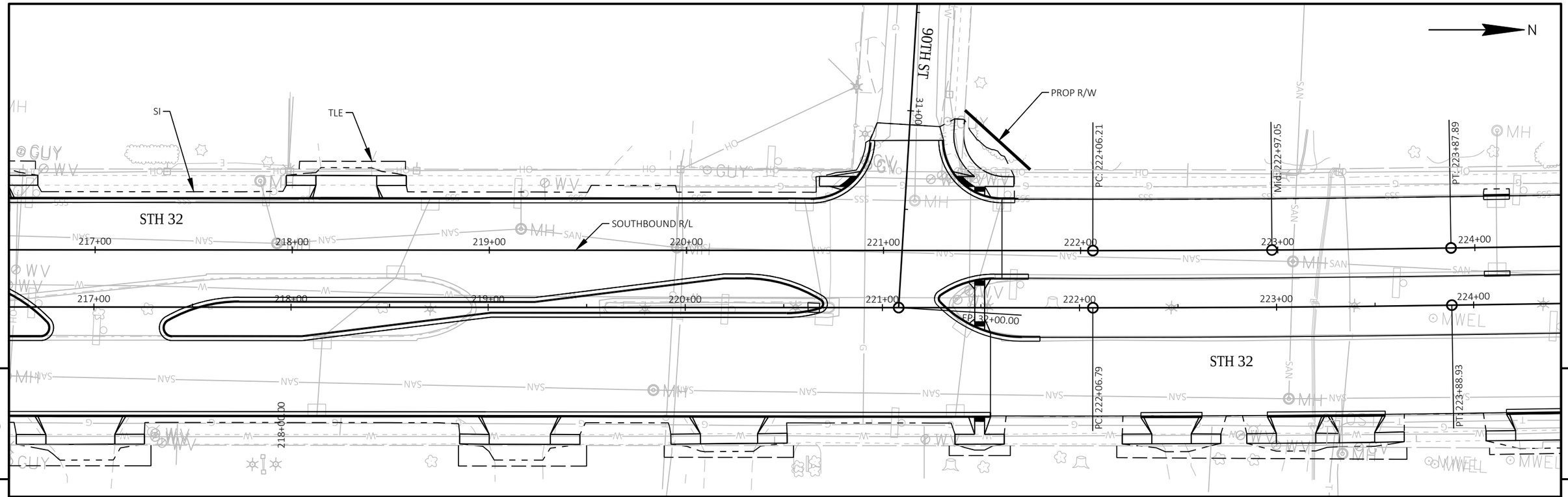


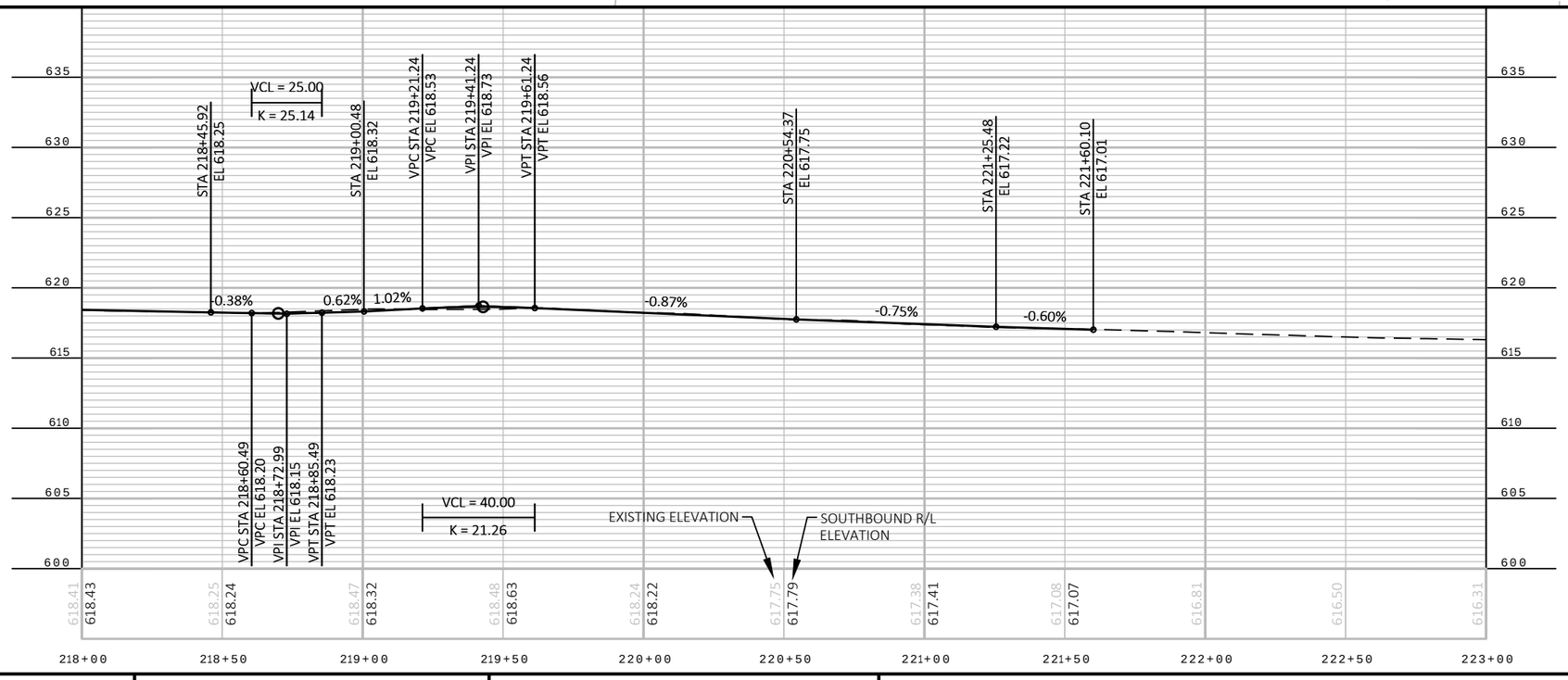
PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PLAN AND PROFILE: STH 32 - SOUTHBOUND	SHEET 285	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\050111_PP.DWG
LAYOUT NAME - 050103_pp

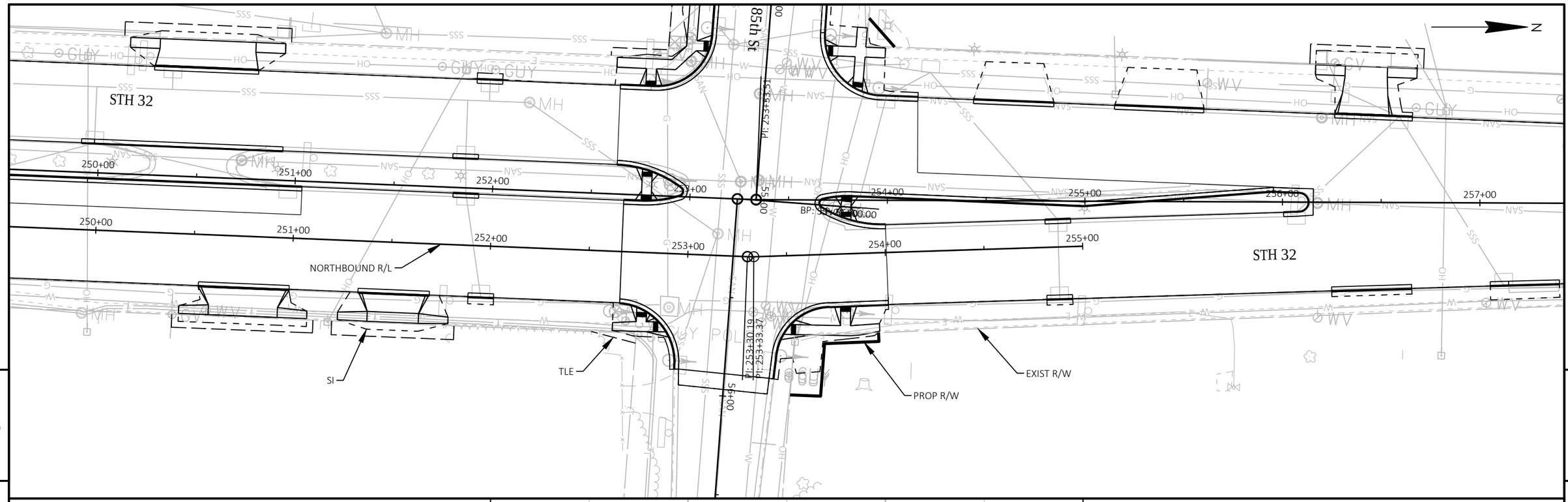
PLOT DATE : 4/16/2020 10:57 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

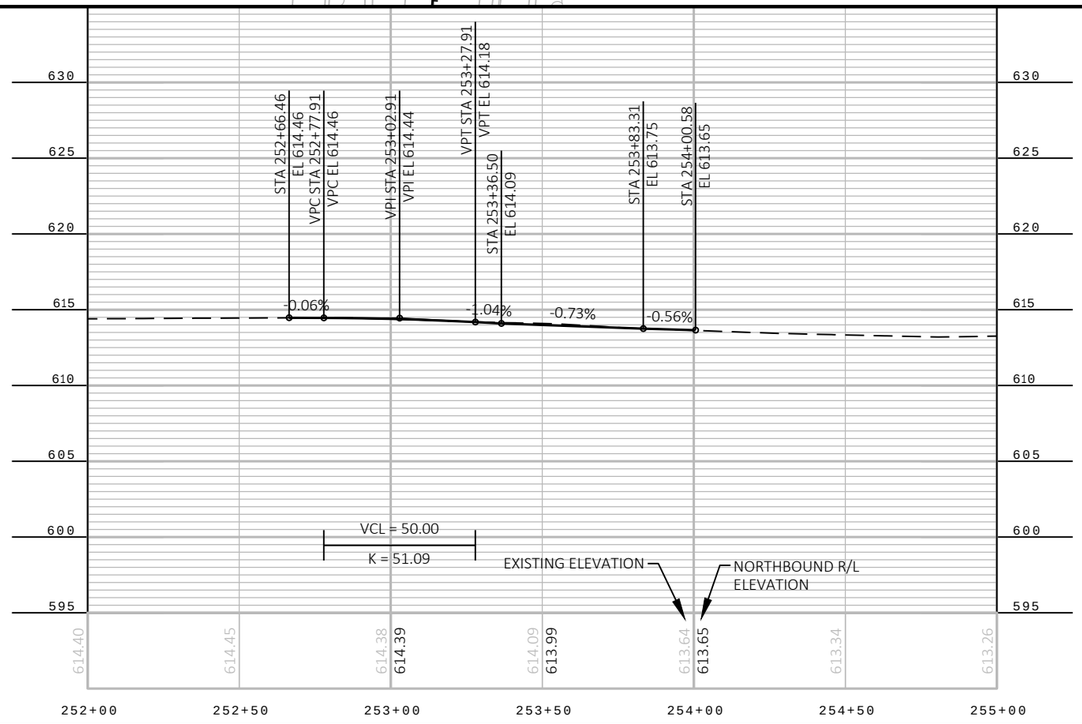
WISDOT/CADDS SHEET 44





PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PLAN AND PROFILE: STH 32 - SOUTHBOUND	SHEET 286	E



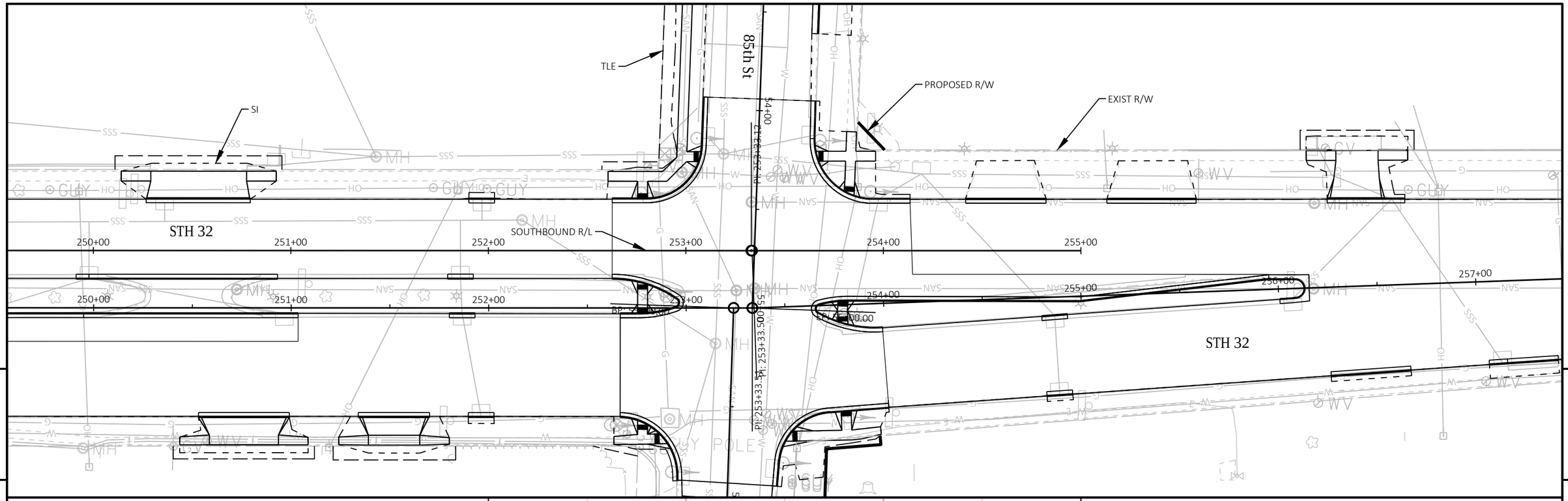


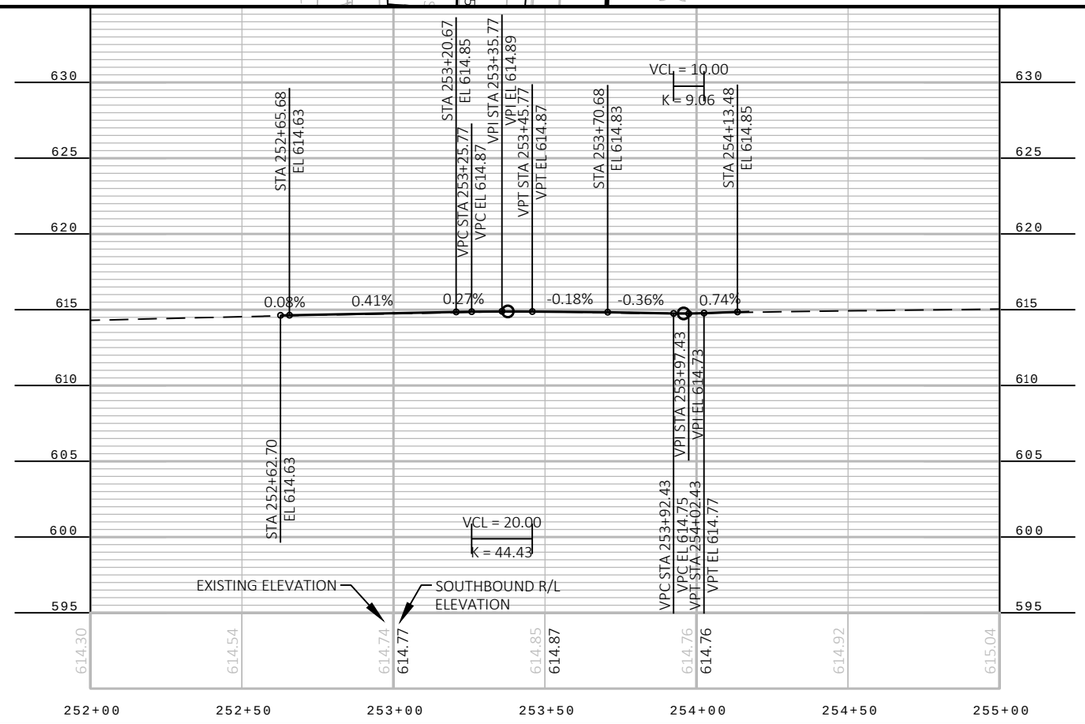
PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PLAN AND PROFILE: STH 32 - NORTHBOUND	SHEET 287	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\050112_PP.DWG
LAYOUT NAME - 050105_pp

PLOT DATE : 4/21/2020 9:05 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44





PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PLAN AND PROFILE: STH 32 SOUTHBOUND	SHEET 288	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\050113_PP.DWG
LAYOUT NAME - 050106_pp

PLOT DATE : 4/21/2020 9:44 AM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

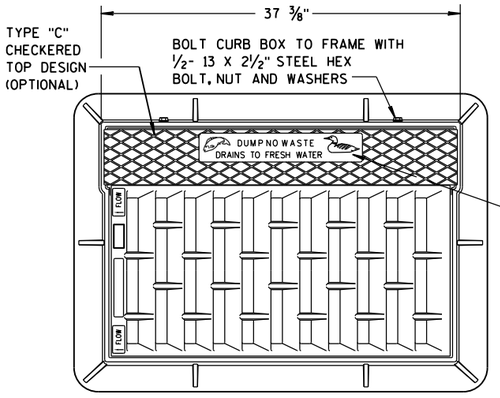
Standard Detail Drawing List

08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
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
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08D01-21A	CONCRETE CURB & GUTTER
08D01-21B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	CURB RAMPS TYPES 2 AND 3
08D05-20C	CURB RAMPS TYPES 4A AND 4A1
08D05-20D	CURB RAMPS TYPE 4B AND 4B1
08D05-20E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-20F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-20G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D18-02	DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y
08D19-02	DRIVEWAY AND SIDEWALK RAMPS TYPE Z
08D20-01	DRIVEWAYS WITH CURB & GUTTER RETURNS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-10	CONDUIT
09B04-11	PULL BOX
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C14-03	CONCRETE CONTROL CABINET BASE, TYPE L
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D02-03	SIGNAL CONTROL CABINET
09D05-02	L30 LIGHTING CONTROL CABINET 240/480 VOLT
09E01-15A	POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2
09E01-15B	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)
09E01-15G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-06	NON-FREEWAY LIGHTING UNIT POLE WIRING
09E06-05	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09E07-06	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
09G01-04A	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04B	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04C	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04D	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04E	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04F	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04G	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09H11-01	IDENTIFICATION PLAQUE REQUIREMENTS AND PLACEMENTS
09H14-01	WIRELESS DETECTION SENSOR MOUNTING
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C09-15A	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-15B	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-15C	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C13-09	URBAN DOWELED CONCRETE PAVEMENT
13C14-07A	BASE PATCHING CONCRETE
13C14-07B	BASE PATCHING CONCRETE
13C14-07C	BASE PATCHING CONCRETE
13C15-06A	CONCRETE BASE
13C15-06B	CONCRETE BASE
13C18-07A	CONCRETE PAVEMENT JOINTING
13C18-07C	CONCRETE PAVEMENT JOINT TYPES
13C18-07D	CONCRETE PAVEMENT JOINT TYPES AT UTILITY FIXTURES
13C19-02	HMA LONGITUDINAL JOINTS
15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-08F	ADVANCED WIDTH RESTRICTION SIGNING
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C08-20A	LONGITUDINAL MARKING (MAINLINE)

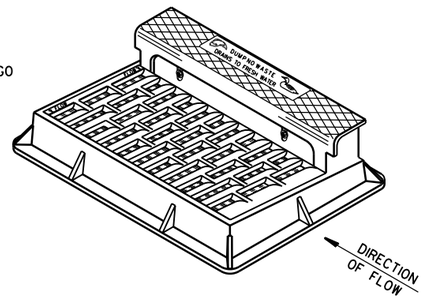
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Standard Detail Drawing List

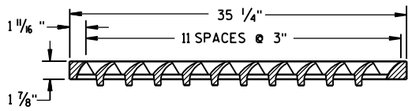
15C08-20B	PAVEMENT MARKING (TURN LANES)
15C08-20C	PAVEMENT MARKING (TURN LANES)
15C11-07A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-07B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C19-06A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C19-06B	MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY
15C19-06C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C21-10	SIGNING AND MARKING FOR TWO LANE TO FOUR LANE DIVIDED TRANSITIONS
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D12-08A	TRAFFIC CONTROL, LANE CLOSURE
15D20-05A	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D20-05B	TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D20-05C	TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D22-04	TRAFFIC CONTROL, TWO LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D23-06A	TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE
15D23-06B	TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE
15D30-06A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-06B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-06C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS
15D40-01	TRAFFIC CONTROL, LANE SHIFT, MULTILANE DIVIDED OR ONE WAY ROAD
16A01-07	LANDMARK REFERENCE MONUMENTS AND COVERS

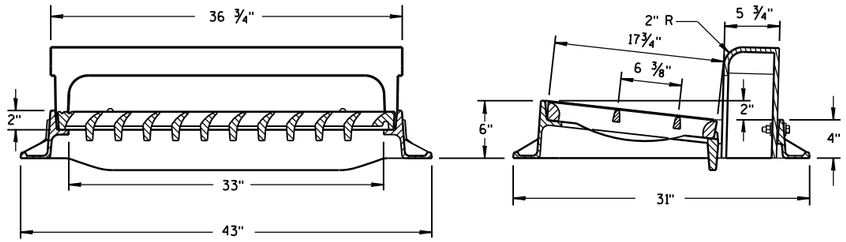


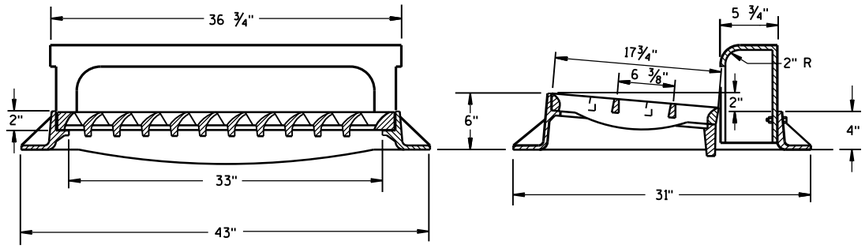
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

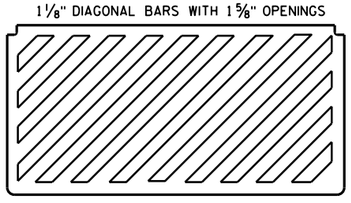






TYPE "H"

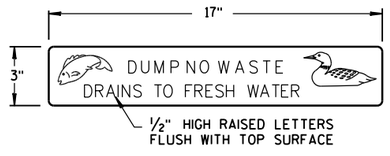
NOTE: EITHER CASTING IS ACCEPTABLE



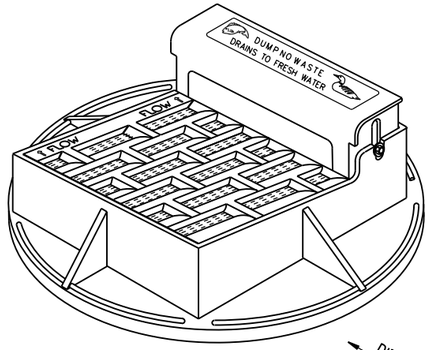
SPECIAL GRATE FOR TYPE "H" COVER

(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"

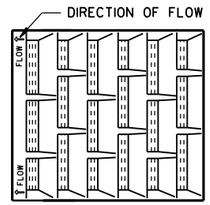
NOTE:
GRATE IS REVERSIBLE.

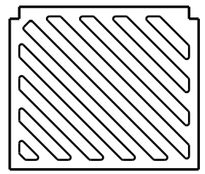
GENERAL NOTES

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.

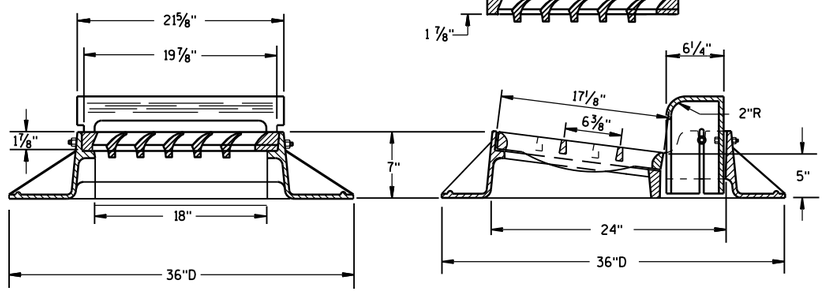




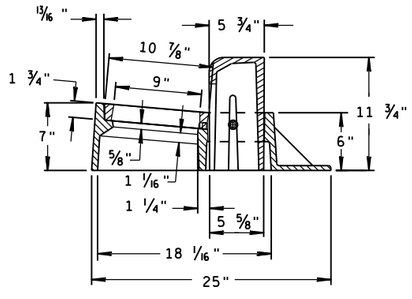
SPECIAL GRATE FOR TYPE "A" COVER

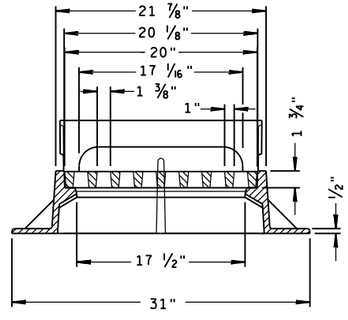
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)

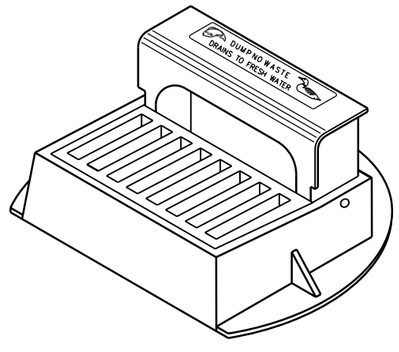


TYPE "A"





TYPE "Z"



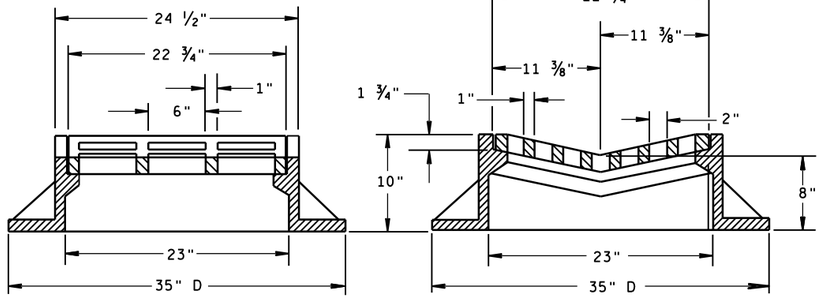
INLET COVERS
TYPE A, H, A-S, H-S & Z

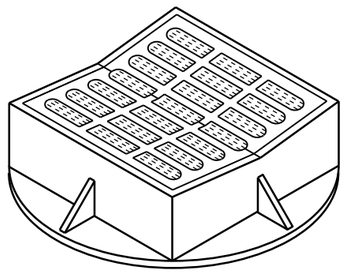
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11-27-13 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

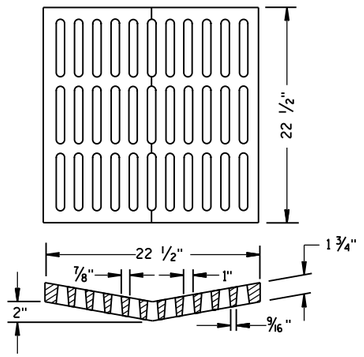
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S.D.D. 8 A 5-19a



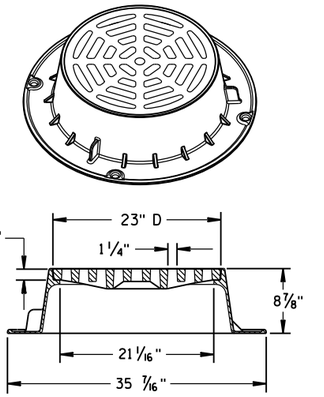


TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.
NOTED AS TYPE B-A ON THE DRAINAGE TABLE



TYPE "C"

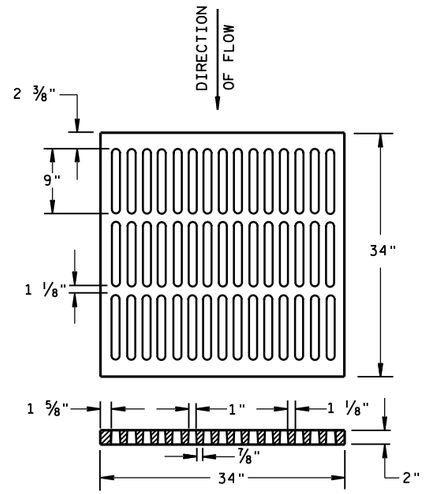
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

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

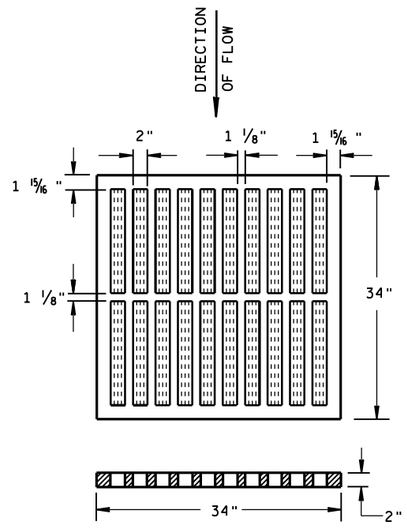
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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



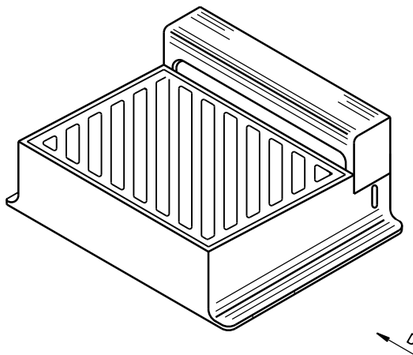
ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

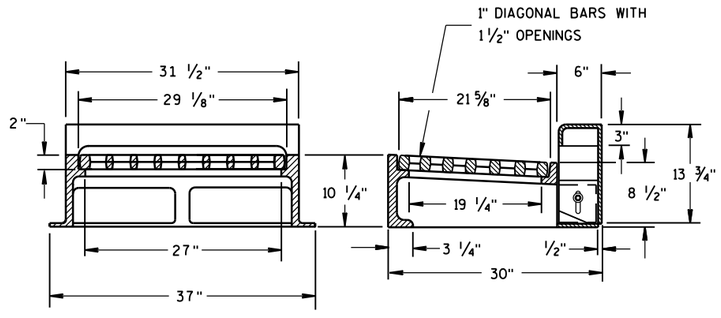


TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS
NOTED AS TYPE MS ON DRAINAGE TABLE



DIAGONAL SLOTS, SHALL BE ORIENTED TO THE DIRECTION OF FLOW AS ILLUSTRATED. GRATES ARE MANUFACTURED TO BE REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

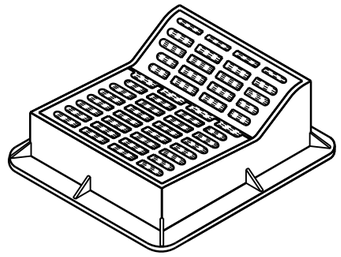
INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM

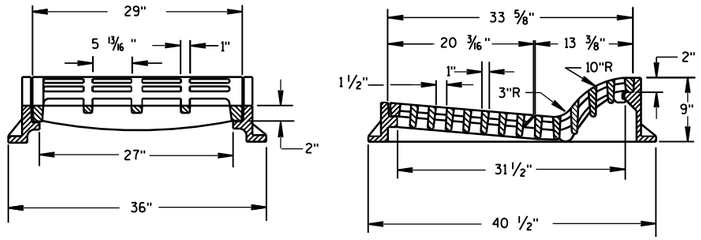
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

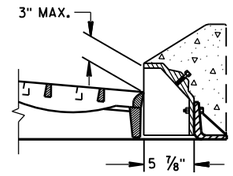
S.D.D. 8 A 5-19b





TYPE "F"

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

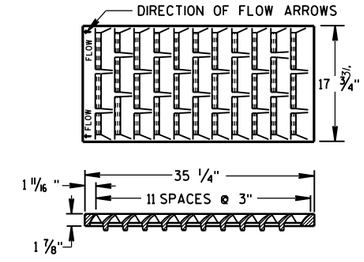
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

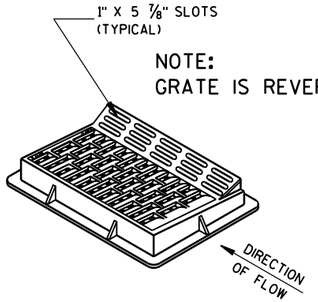
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

GENERAL NOTES

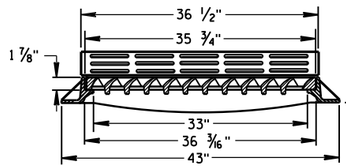
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

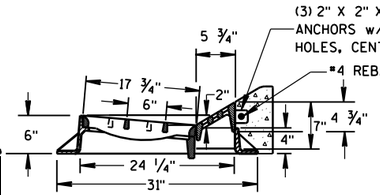
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.





NOTE:
GRATE IS REVERSIBLE.

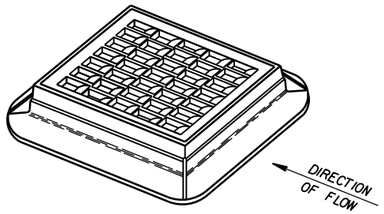


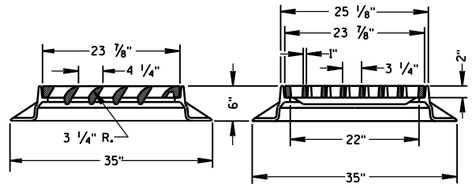


TYPE "HM"

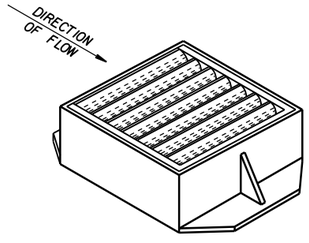
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

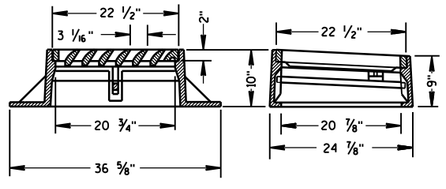
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



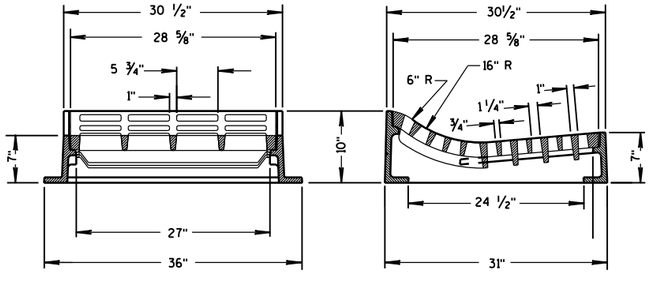


TYPE "S"



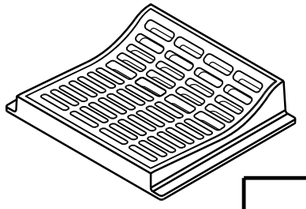


TYPE "V"



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

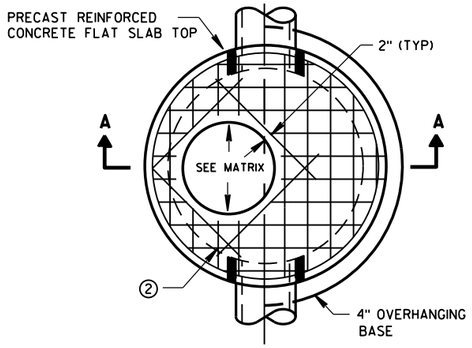
APPROVED
11/27/2013
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

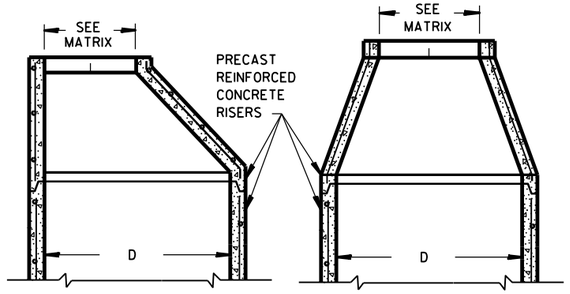
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S.D.D. 8 A 5-19c

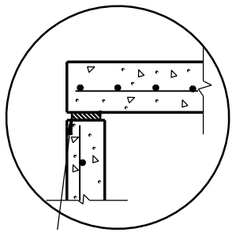


PLAN VIEW CIRCULAR OPENING

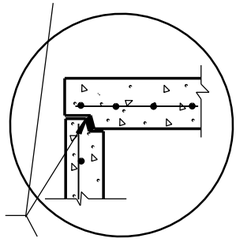


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

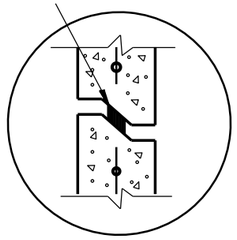


TOP WITH PLAIN END JOINT



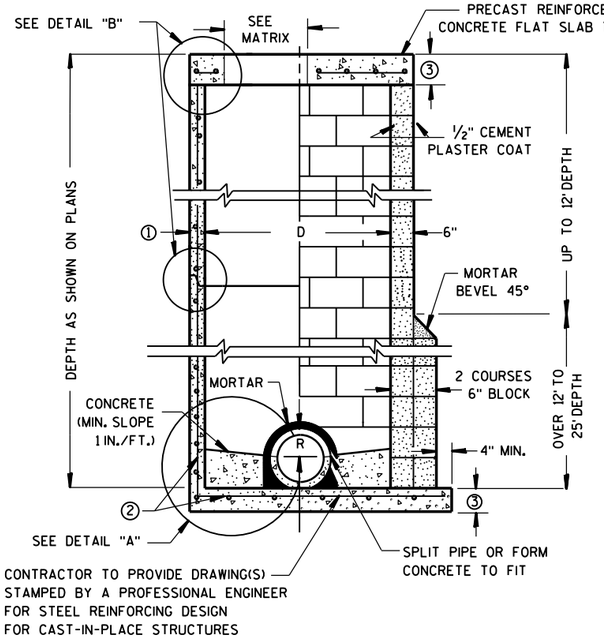
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



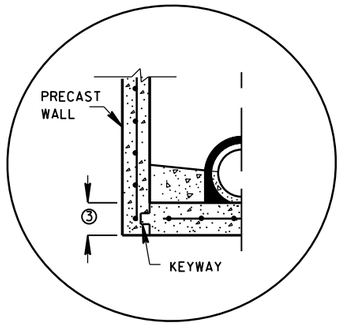
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

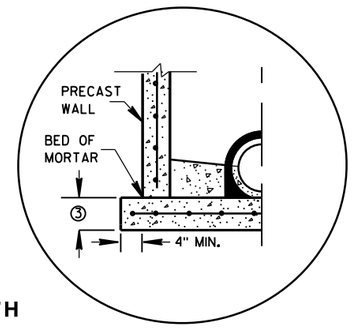


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

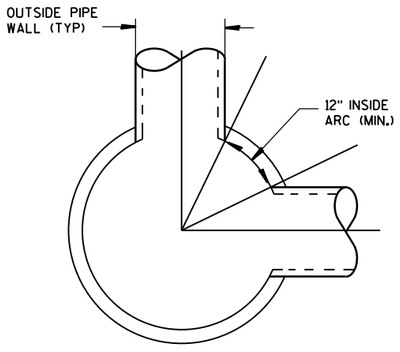


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



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

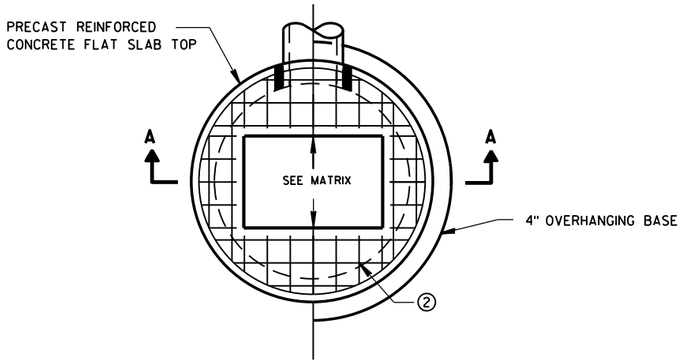
APPROVED

Sept., 2016
DATE

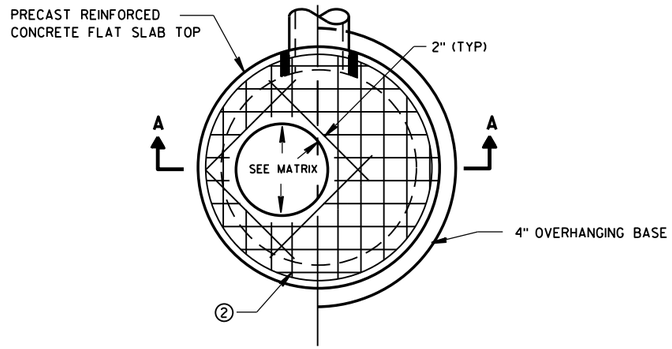
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERV

FHWA

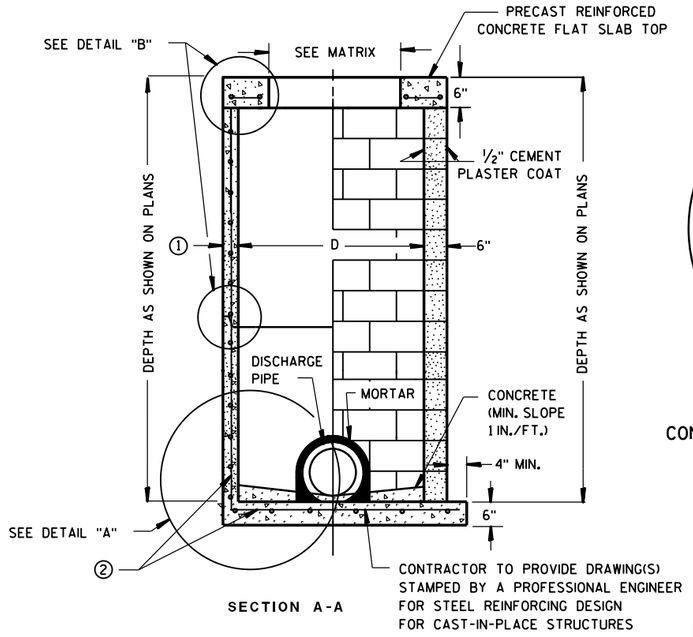
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S.D.D. 8 B 9-2



PLAN VIEW RECTANGULAR OPENING



PLAN VIEW CIRCULAR OPENING

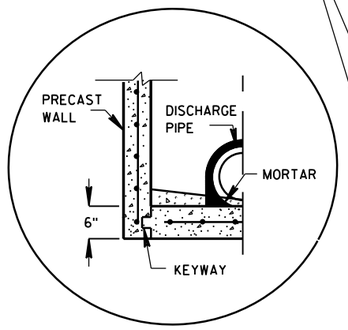


SECTION A-A

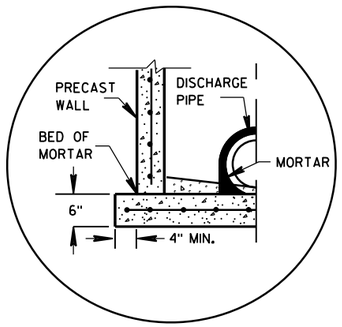
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

CIRCULAR INLETS W/ FLAT TOP

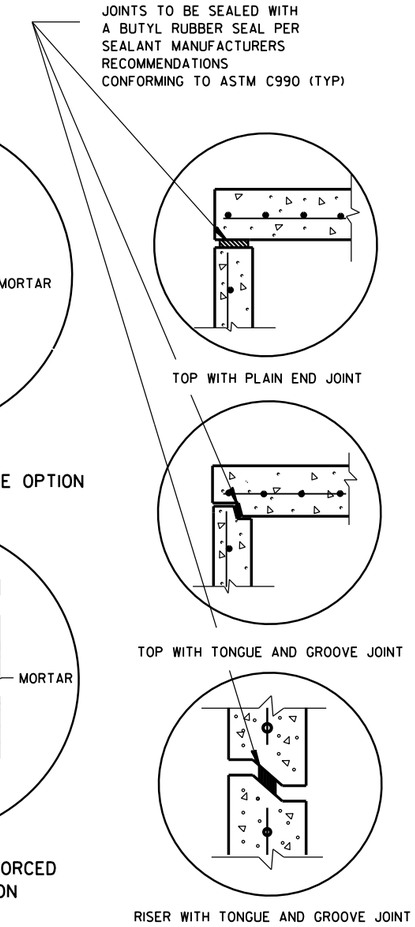


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



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.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL 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.

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.

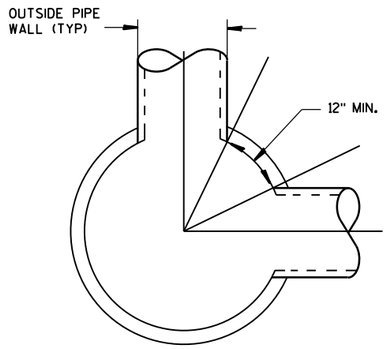
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

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

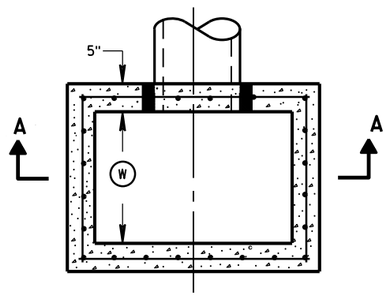
APPROVED
Sept., 2016 — /S/ Rodney Taylor
DATE — ROADWAY STANDARDS | UNIT SUPERVI ENT
FHWA

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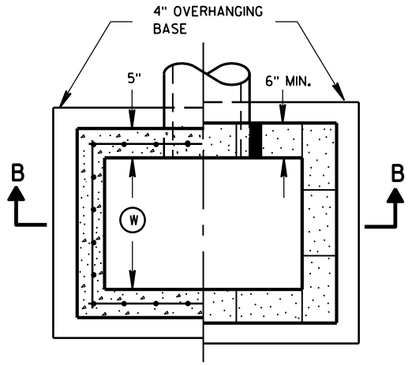
S.D.D. 8 C 6-2

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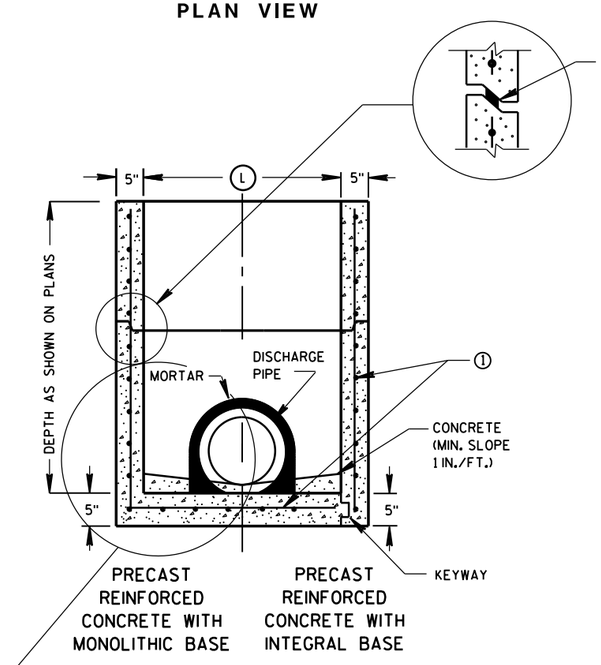
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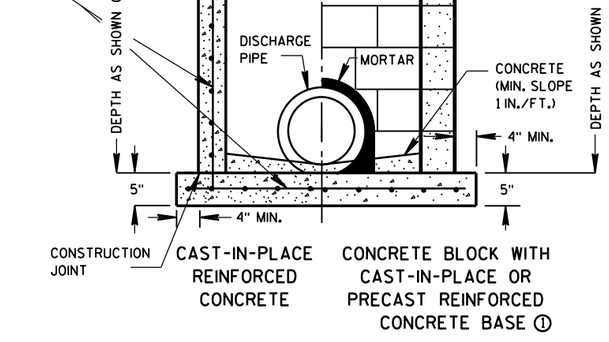
PLAN VIEW



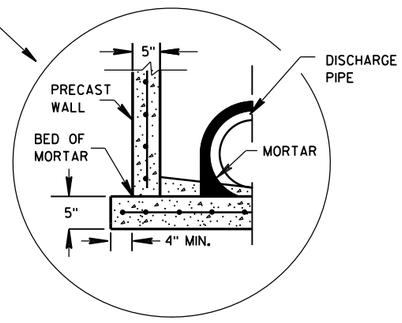
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATES THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS.
4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED.
OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3 INCH CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

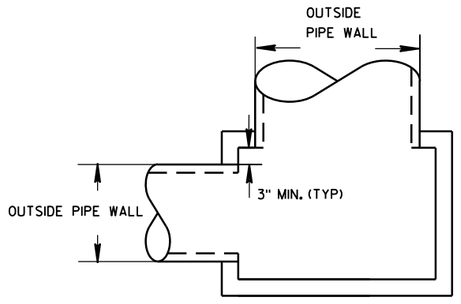
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

INLET SIZE		INLET COVER TYPE	ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM
	WIDTH (W) (FT)	LENGTH (L) (FT)									
2X2-FT	2	2	X	X				X		X	
2X2.5-FT	2	2.5			X			X	X	X	X
2X3-FT	2	3					X				
2.5X3-FT	2.5	3				X					

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
2X2-FT	12	12
2X2.5-FT	12	18
2X3-FT	12	24
2.5X3-FT	18	24



DETAIL "A"

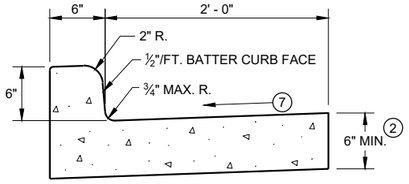
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

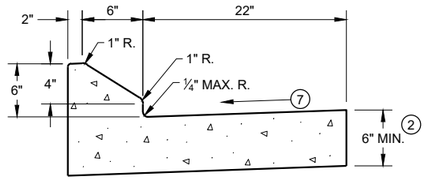
APPROVED
Sept., 2016 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D IT UNIT SUPERVIS
FHWA

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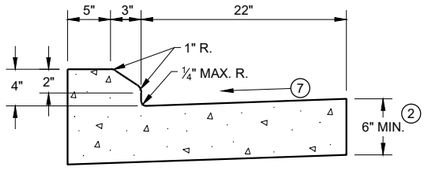
S.D.D. 8 C 7-2



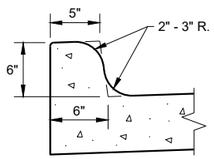
TYPES A[1] & D



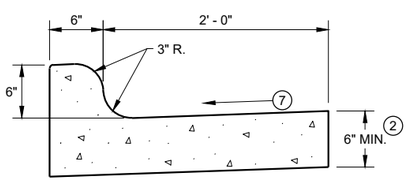
6" SLOPED CURB TYPES G[1] & J



4" SLOPED CURB TYPES G[1] & J

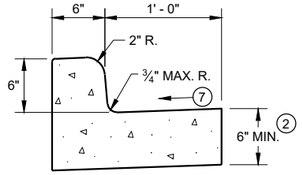


TYPES K[1] & L
(OPTIONAL CURB SHAPE)



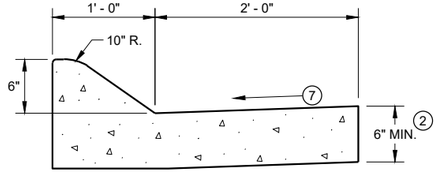
TYPES K[1] & L

CONCRETE CURB AND GUTTER 30"

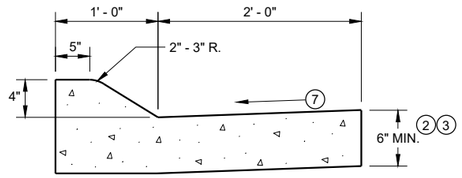


TYPES A[1] & D

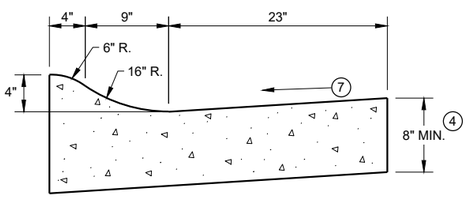
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A[1] & D



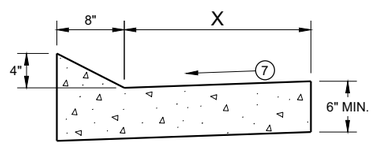
4" SLOPED CURB TYPES A[1] & D



4" SLOPED CURB TYPES R[1] & T[5]

CONCRETE CURB AND GUTTER 36"

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

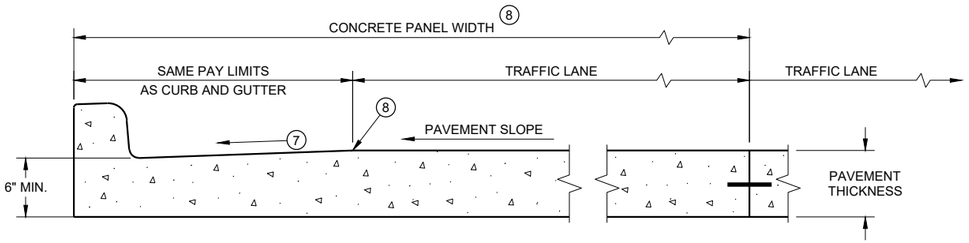


TYPES TBT & TBTT[1]

CONCRETE CURB AND GUTTER

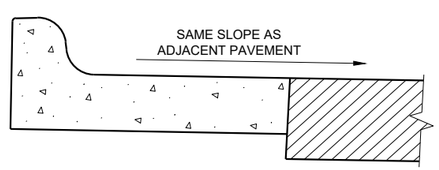
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

PAVEMENT THICKNESS	MAXIMUM PANEL WIDTH
LESS THAN 10"	12'
10" & ABOVE	15'



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



REVERSE SLOPE GUTTER[6]
(TYPICAL FOR ALL CURB & GUTTER TYPES)

GENERAL NOTES

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

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

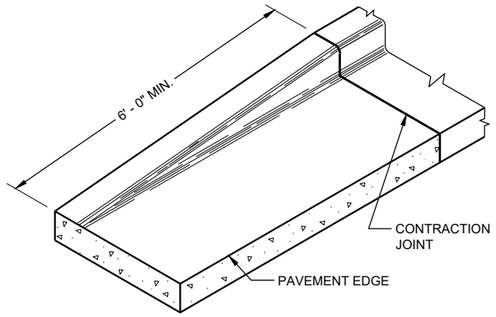
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

1. TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
2. THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
3. USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.
4. THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.
5. 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.

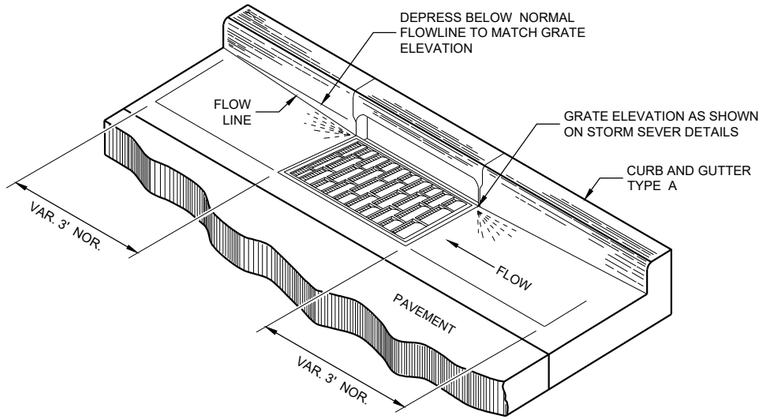
CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 08D01 - 21a



END SECTIONCURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS
(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

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

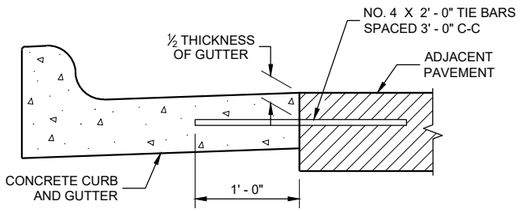
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

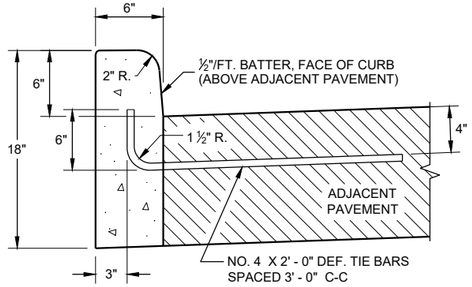
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

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

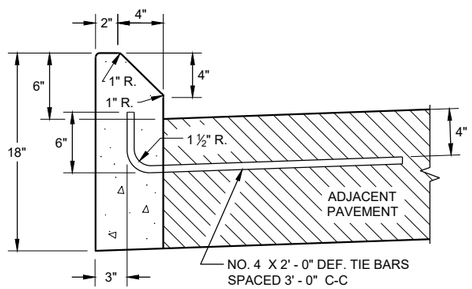
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

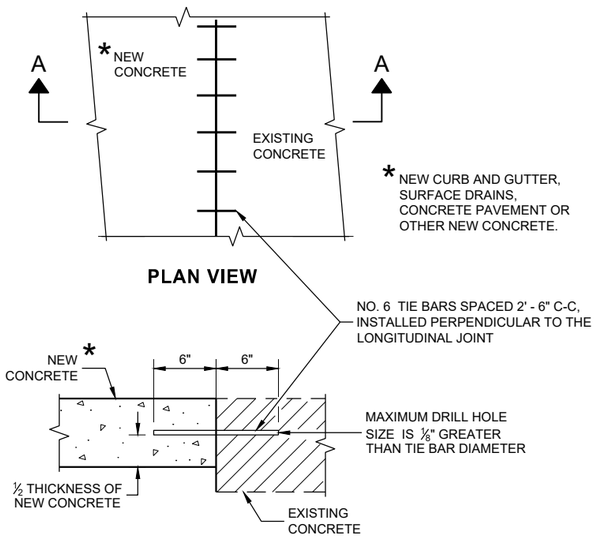


TYPES A (1) & D



TYPES G (1) & J

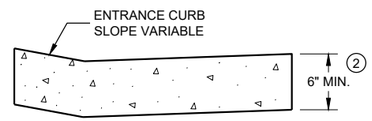
CONCRETE CURB



PLAN VIEW

SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



DRIVEWAY ENTRANCE CURB (9)
(WHEN DIRECTED BY THE ENGINEER)

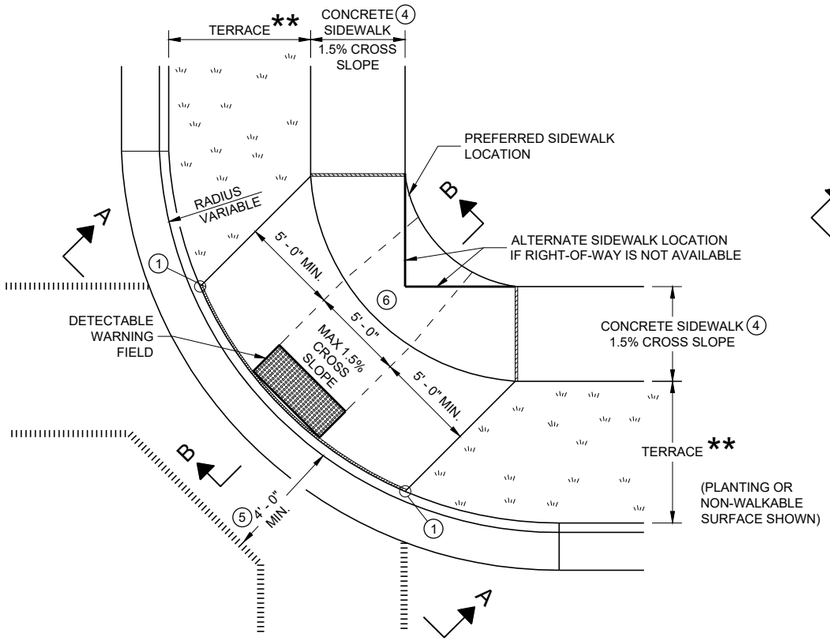
CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

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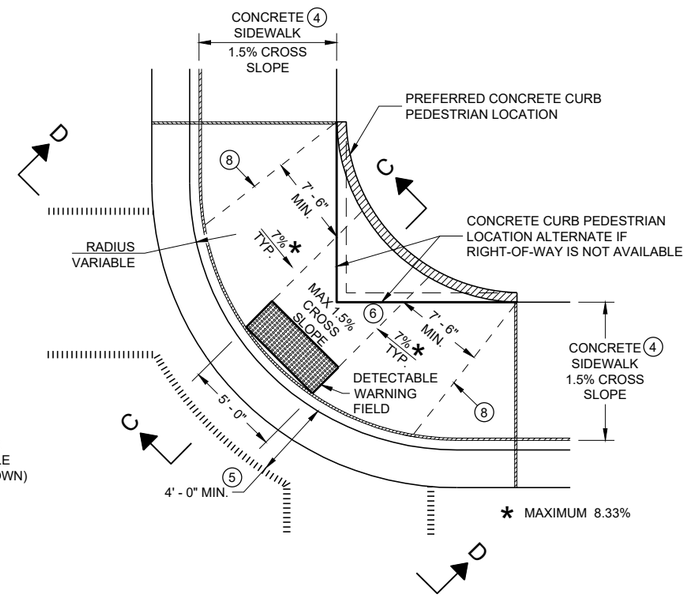
SDD08D01 - 21b



PLAN VIEW

CURB RAMP TYPE 1

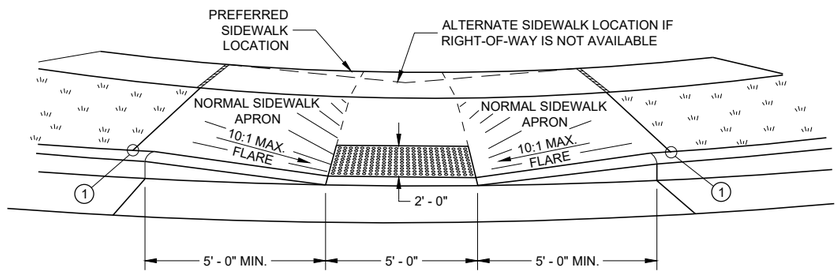
(CENTER OF CORNER RADIUS)



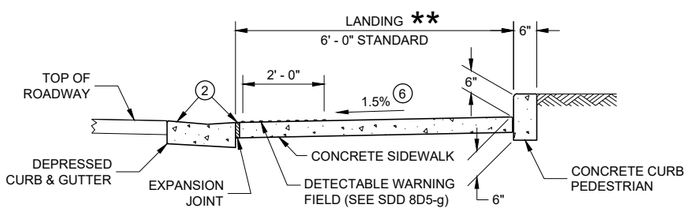
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

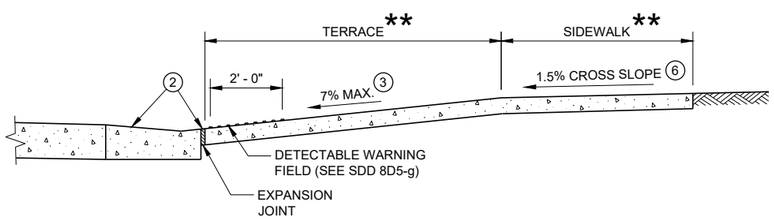


VIEW A - A FOR TYPE 1

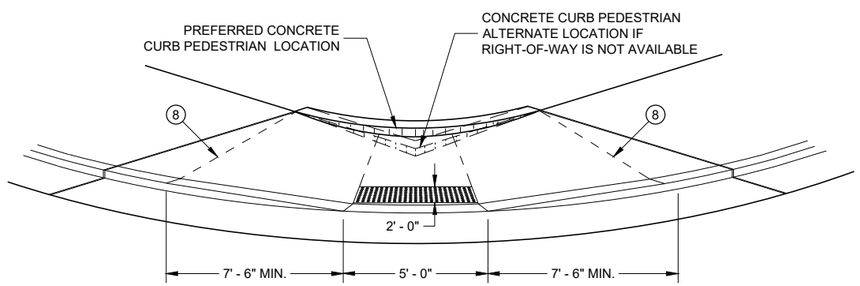


SECTION C - C FOR TYPE 1 - A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

LEGEND

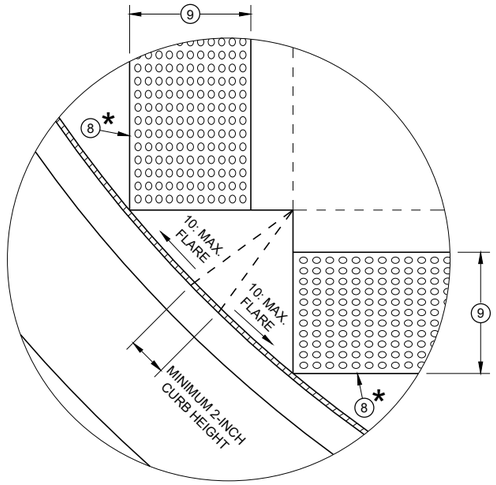
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 1 AND 1-A

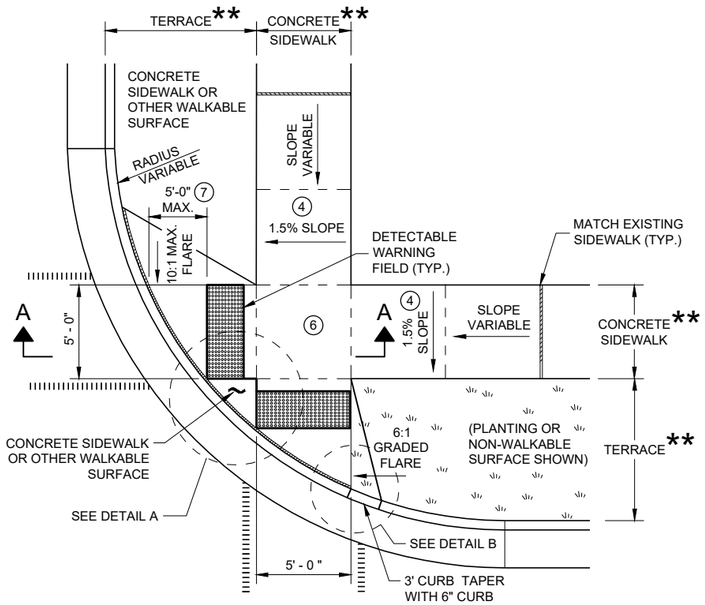
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 08D05 - 20a



DETAIL A



PLAN VIEW
CURB RAMP TYPE 2
(CENTER OF CORNER RADIUS)

GENERAL NOTES

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

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

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

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

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) AND NOT TO EXCEED 11% GRADE CHANGE.

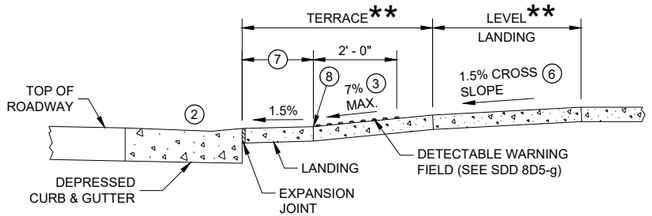
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

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

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

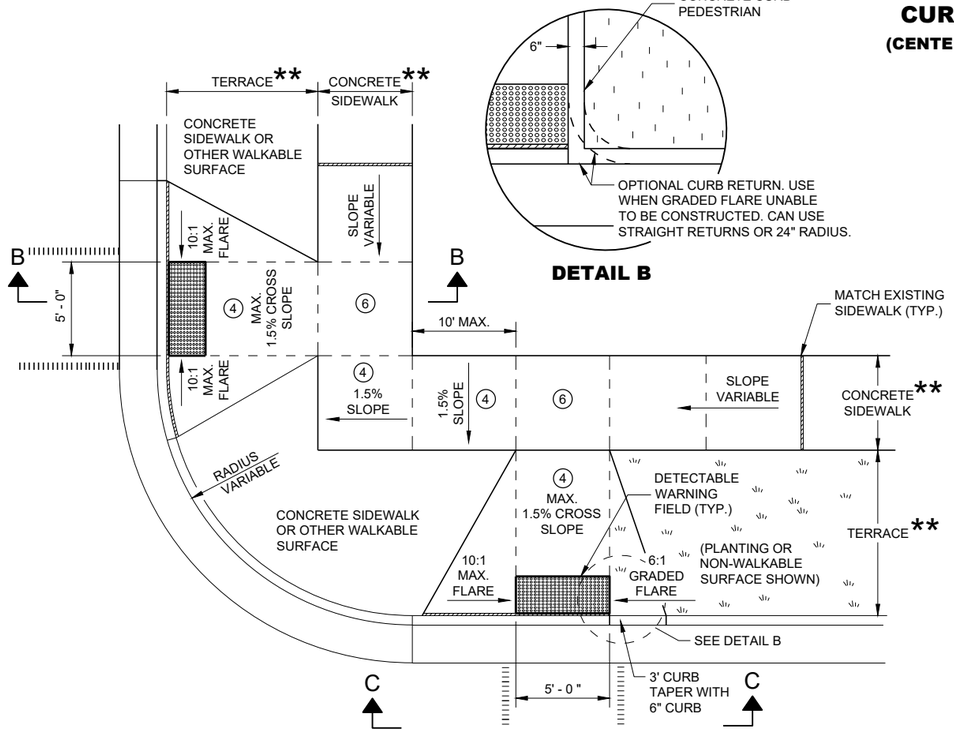
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



SECTION A - A FOR TYPE 2

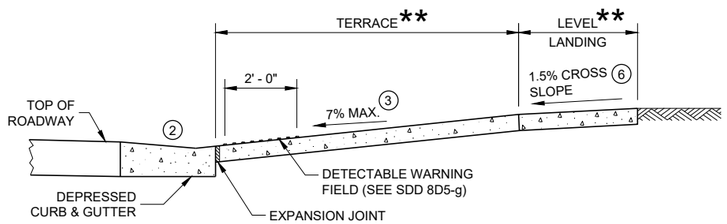
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

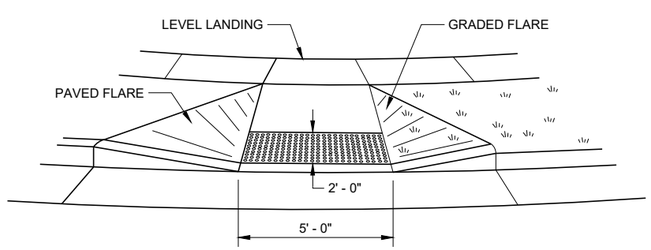


DETAIL B

PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3

LEGEND

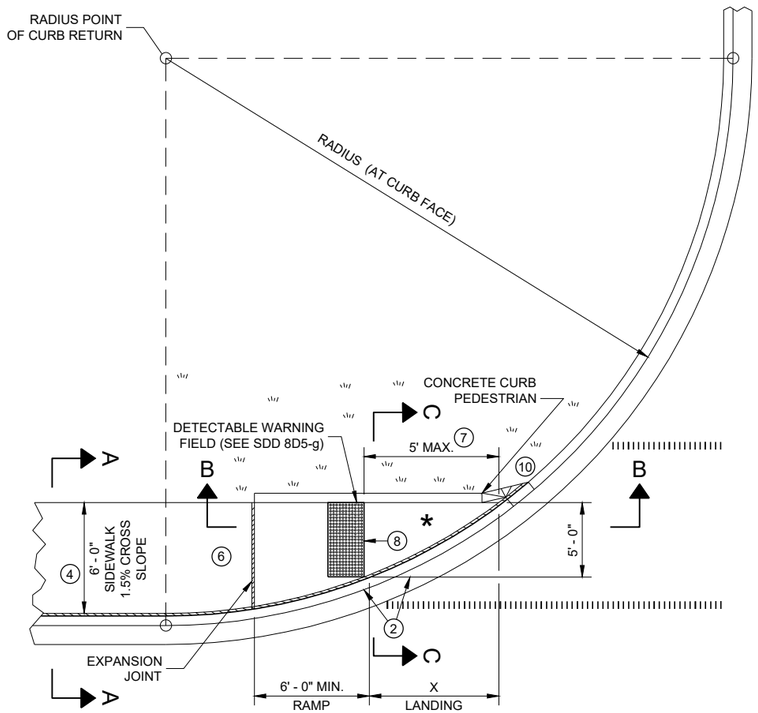
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 08D05 - 20b

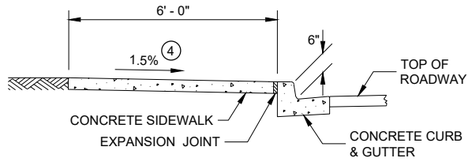


PLAN VIEW

CURB RAMP TYPE 4A

RADIUS (AT CURB FACE)	X
10 FEET	4' - 7"
15 FEET	6' - 5½"

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A

GENERAL NOTES

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

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

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

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

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

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

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

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

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

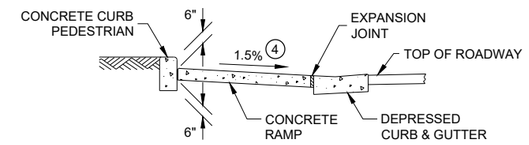
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

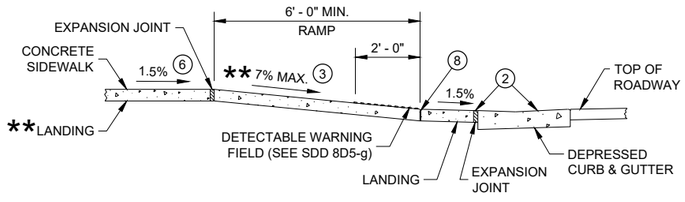
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



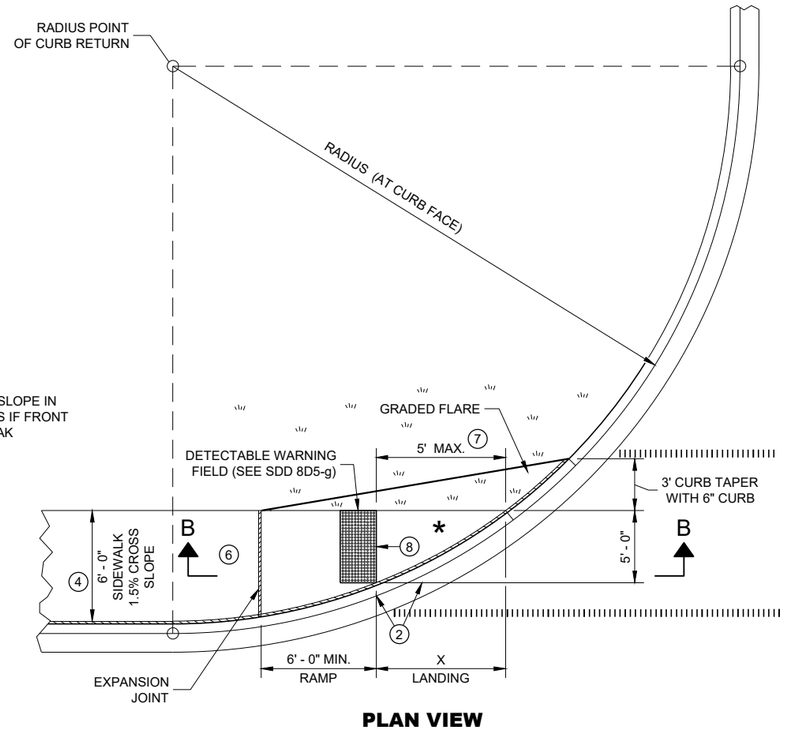
SECTION C - C FOR TYPE 4A



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

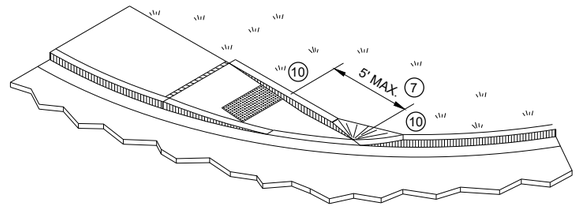
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

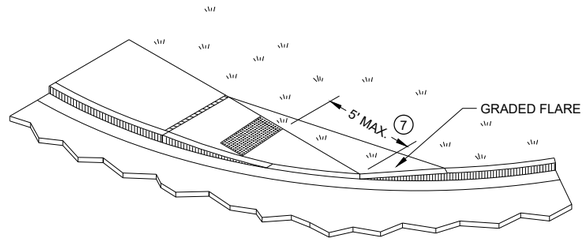


PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A



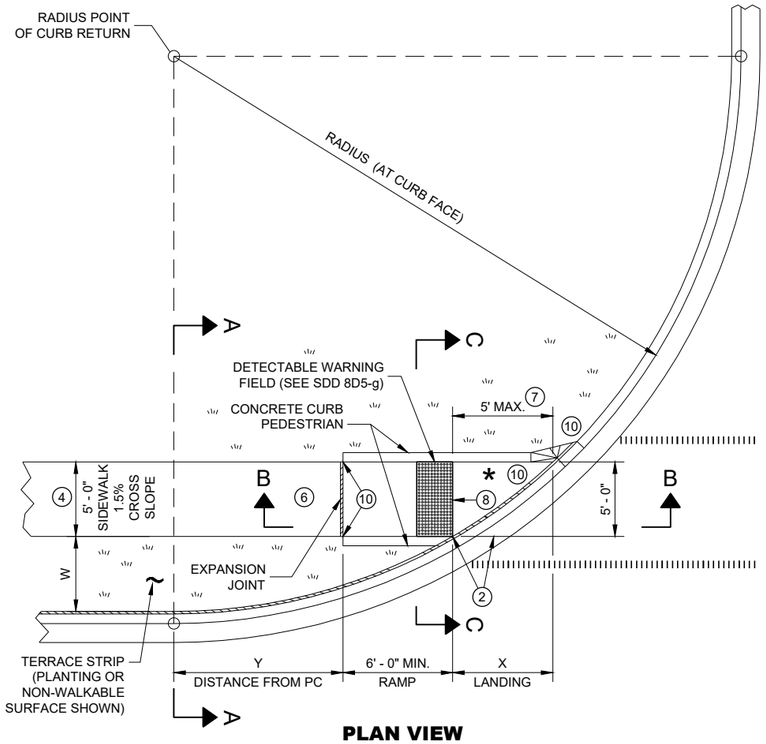
ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20c

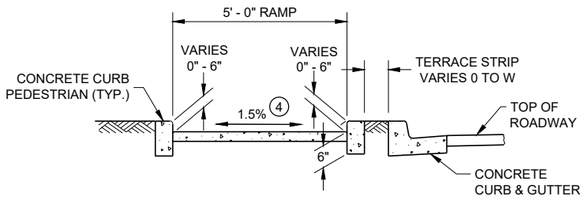


PLAN VIEW

CURB RAMP TYPE 4B

RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"		W = 8' - 0"		W = 9' - 0"		W = 10' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2' - 10 ¼"	0' - 5"	2' - 1"	1' - 4 ½"	1' - 5"	2' - 1"	0' - 10"	2' - 7 ½"	0' - 3 ¼"	3' - 0 ¼"						
15 FEET	4' - 6 ¾"	2' - 1 ¾"	3' - 9"	3' - 5 ¾"	3' - 1 ¼"	4' - 6"	2' - 6 ¾"	5' - 4 ½"	2' - 1"	6' - 1"	1' - 8"	6' - 8 ½"	1' - 3 ¼"	7' - 2 ½"	0' - 10 ¾"	7' - 7 ¼"
20 FEET	5' - 9 ¾"	3' - 6 ½"	4' - 11 ½"	5' - 1 ¾"	4' - 3 ¼"	6' - 5 ½"	3' - 8 ¾"	7' - 7"	3' - 3"	8' - 6 ½"	2' - 10"	9' - 4 ½"	2' - 5 ½"	10' - 1 ¼"	2' - 1 ¼"	10' - 9"
30 FEET			6' - 9 ¼"	7' - 11 ¼"	6' - 0 ¼"	9' - 8"	5' - 5"	11' - 1 ¾"	4' - 10 ¾"	12' - 5 ¾"	4' - 5 ½"	13' - 7 ¾"	4' - 0 ¾"	14' - 8 ½"	3' - 8 ½"	15' - 8 ¼"
40 FEET									6' - 1 ¾"	15' - 8 ½"	5' - 8"	17' - 2"	5' - 3"	18' - 5 ¾"	4' - 10 ¾"	19' - 8 ¼"
50 FEET															5' - 10 ¼"	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

LEGEND

½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)

GENERAL NOTES

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

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

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

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

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

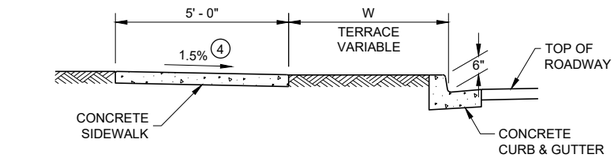
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

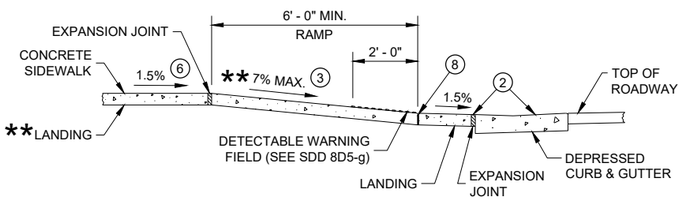
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

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



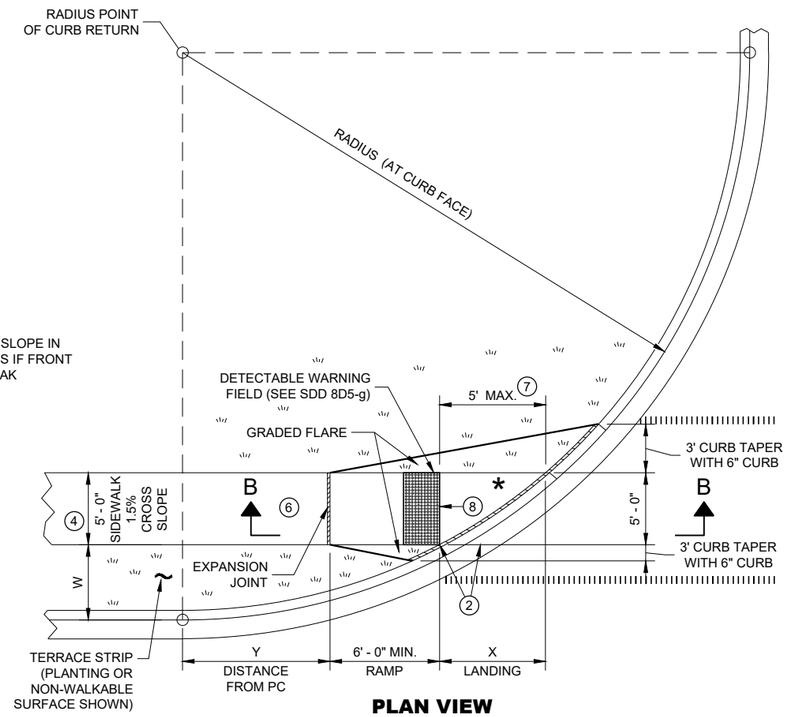
SECTION A - A FOR TYPE 4B



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

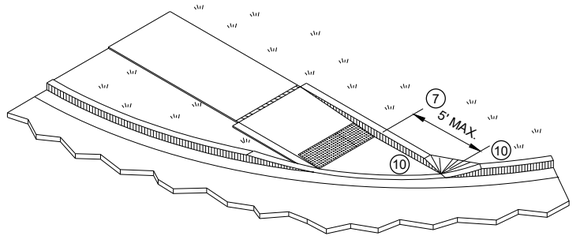
SECTION B - B FOR TYPE 4B AND TYPE 4B1

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

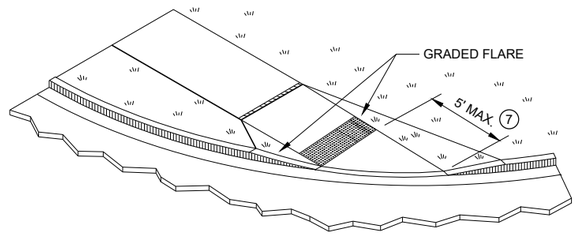


PLAN VIEW

CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



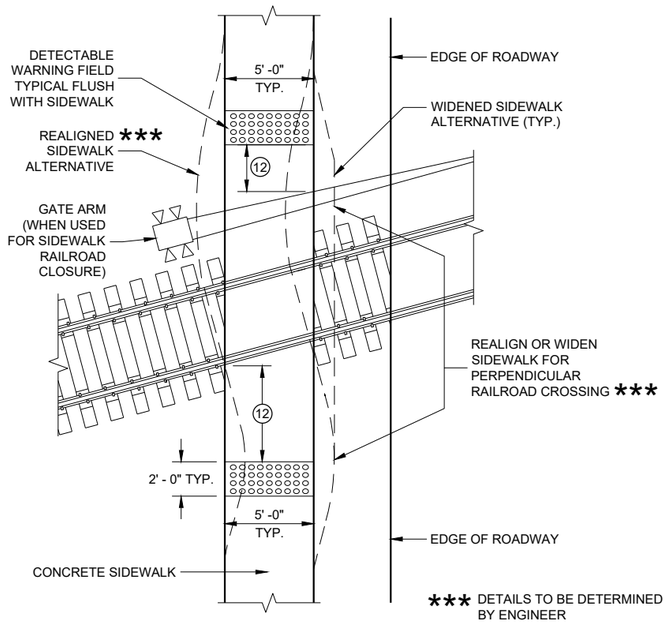
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

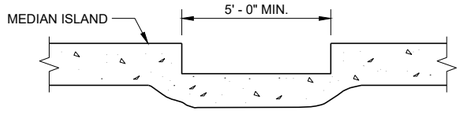
6

SDD 08D05 - 20d

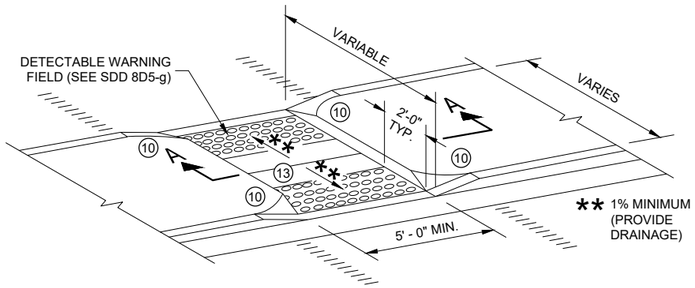


CURB RAMP TYPE 8

DETECTABLE WARNINGS AT RAILROAD CROSSING



SECTION A - A FOR TYPE 5



CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

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

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

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

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

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

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

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

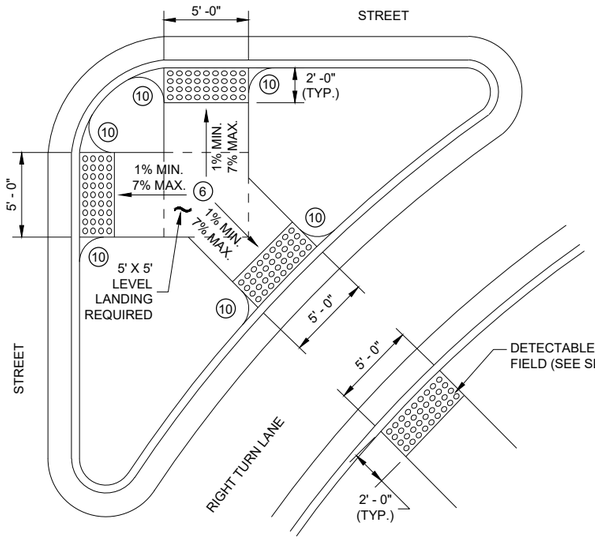
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. 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 STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

LEGEND

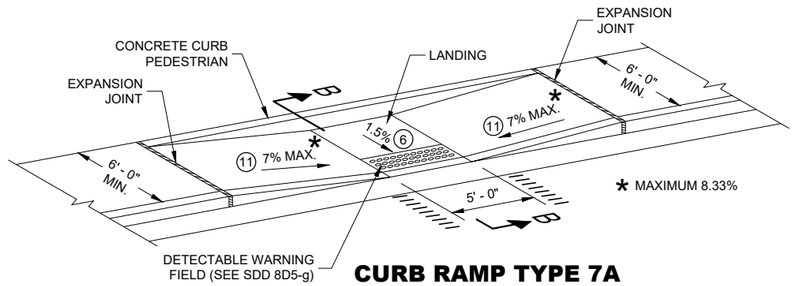
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

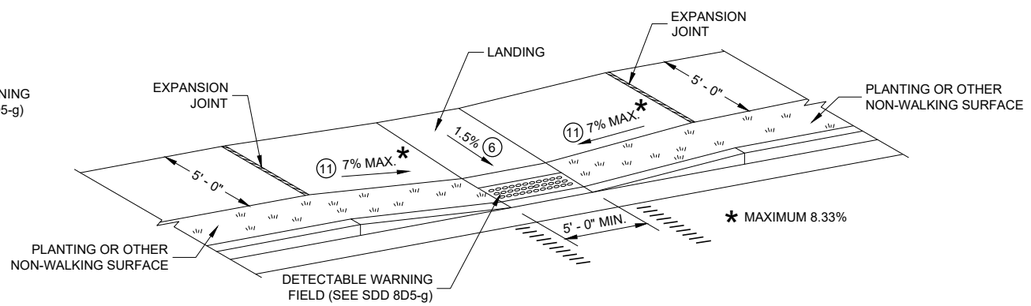
DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7A

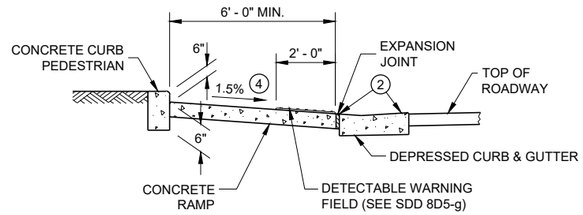
MID BLOCK CROSSING



CURB RAMP TYPE 7B

MID BLOCK CROSSING

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.



SECTION B - B FOR TYPE 7A

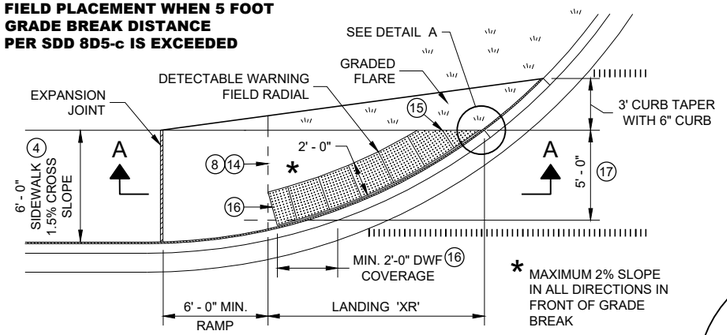
CURB RAMPS TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20e

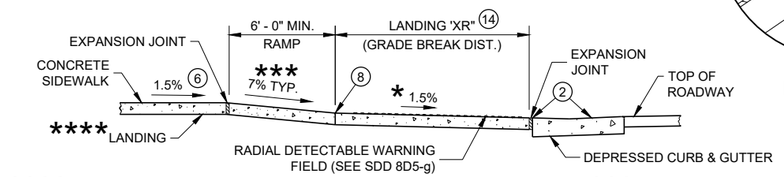
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



PLAN VIEW

CURB RAMP TYPE 4A1

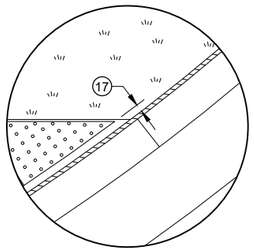
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



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

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1



DETAIL A

LEGEND

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

GENERAL NOTES

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

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

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

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AD ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

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

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

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

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

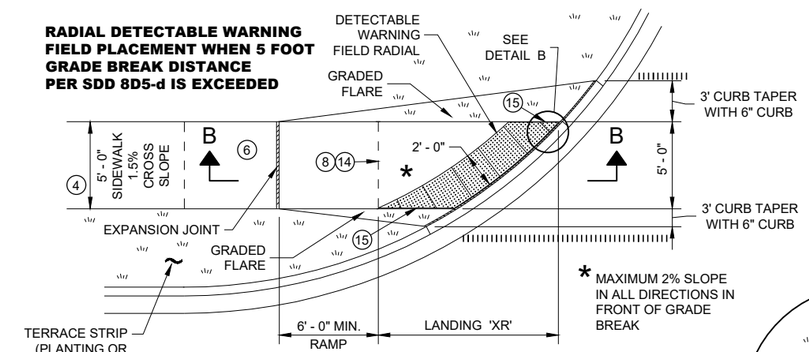
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

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

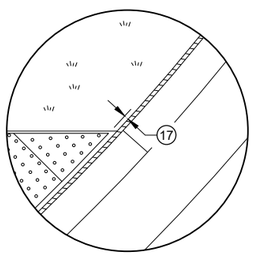
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



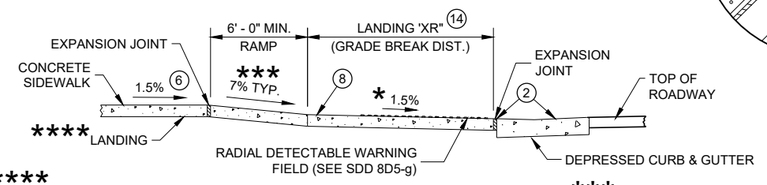
PLAN VIEW

CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL B

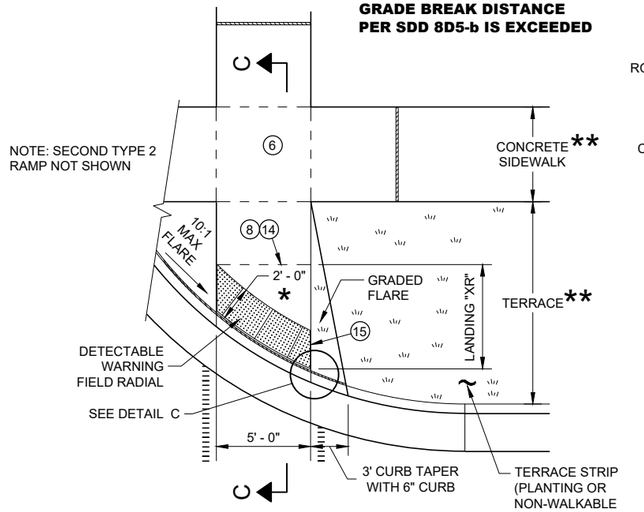


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION B - B FOR TYPE 4B1

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

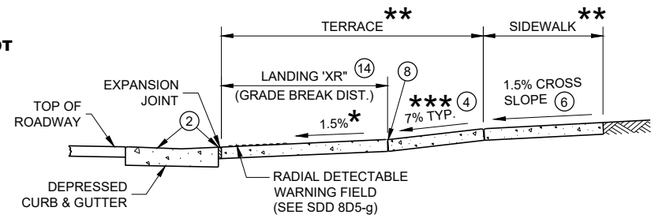


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

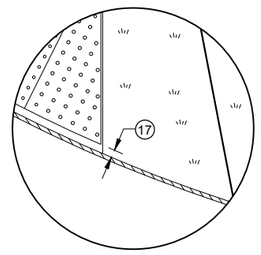


SECTION C - C FOR TYPE 2

* MAXIMUM 2% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%



DETAIL C

CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS

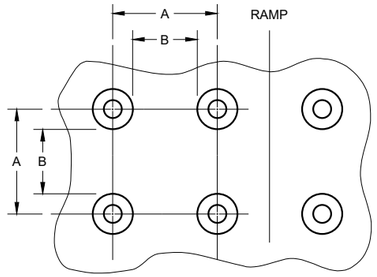
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

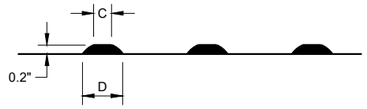
SDD 08D05 - 20f

	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.

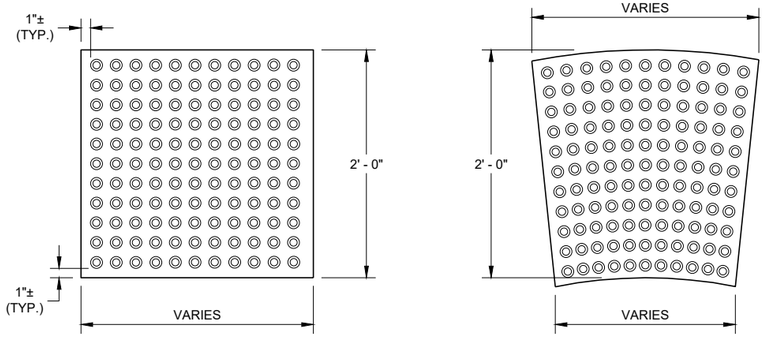


PLAN VIEW



ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)

GENERAL NOTES

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AT A CURB RAMP SHALL BE FROM THE SAME MANUFACTURER.

PLACE ALL DETECTABLE WARNING FIELD SYSTEMS IN ACCORDANCE TO THE MANUFACTURER'S RECOMMENDATION.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

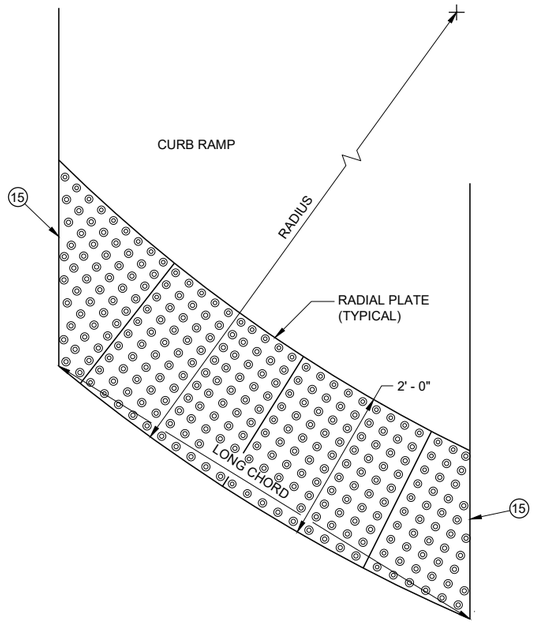
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

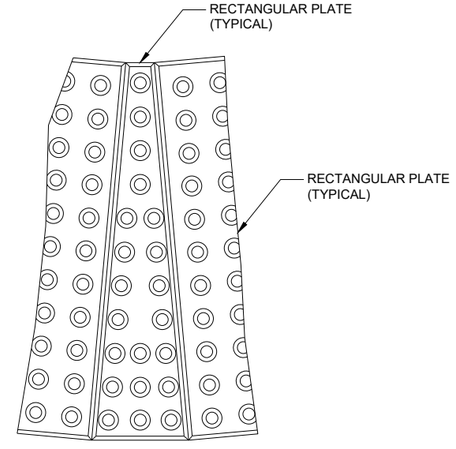
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

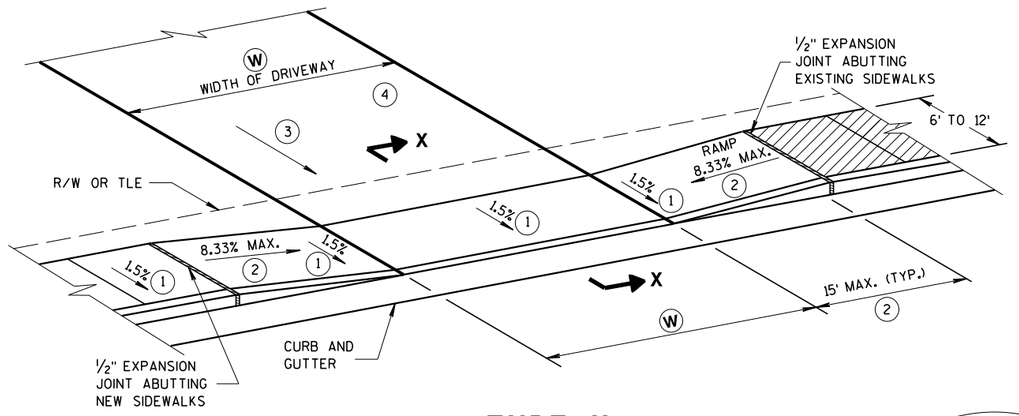
FHWA

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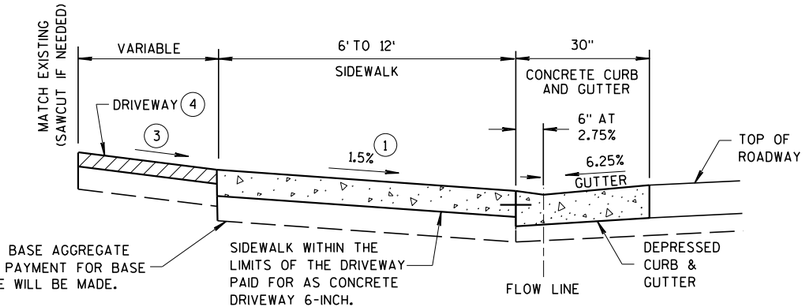
SDD 08D05 - 20g

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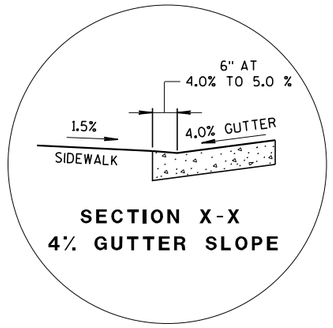
SDD 08D05 - 20g



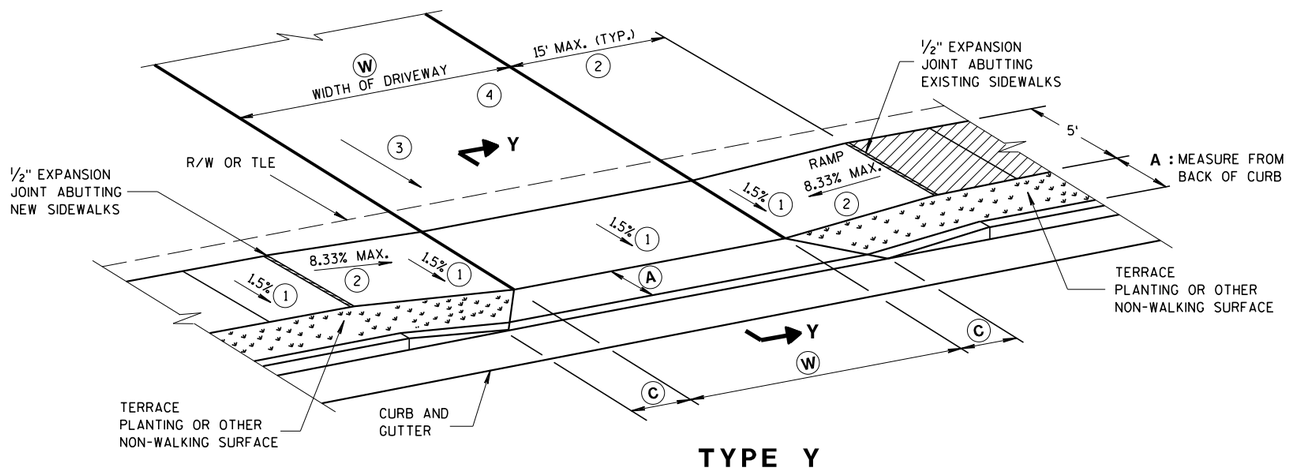
TYPE X
SIDEWALK ABUTS CURB & GUTTER
TERRACE VARIES 0 TO 3 FEET



SECTION X-X



SECTION X-X
4% GUTTER SLOPE



TYPE Y
SIDEWALK WITH NARROWER TERRACE
TERRACE VARIES 4 TO 6 FEET

(W): 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.

(W) IS SHOWN ON PLAN AND PROFILE SHEETS.

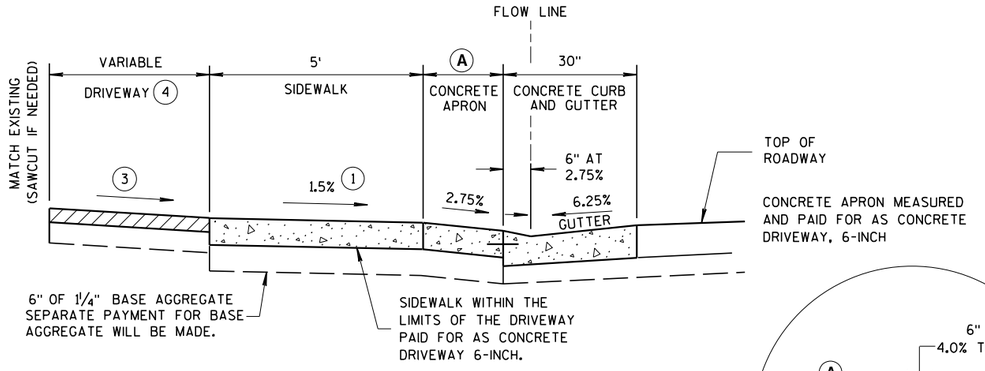
OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

(1) CONSTRUCTION TOLERANCE OF 0.5% ± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

(2) THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY. SLOPE SIDEWALK RAMP TOWARD APRON AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

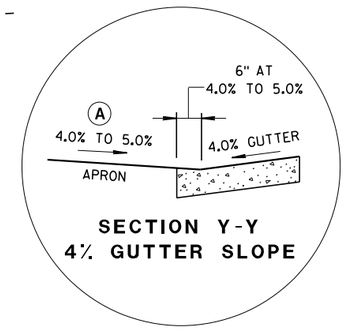
(3) DRIVEWAY SLOPES: DESIRABLE MAXIMUM
- 10.5% UP AWAY FROM SIDEWALK (SAG)
- 8.5% DOWN AWAY FROM SIDEWALK (CREST)
- ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG

(4) DRIVEWAY TYPES
- 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
- 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
- 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES)



NOTE: SIDEWALK MAY BE DEPRESSED IN DRIVEWAY AREAS

SECTION Y-Y



SECTION Y-Y
4% GUTTER SLOPE

DRIVEWAY DETAIL
WITH CONCRETE CURB & GUTTER
(URBAN AND SUBURBAN)

TABLE Y

(A) FEET	(C) FEET
3.5'	2.0'
4.5'	3.0'
5.5'	3.5'

NOT TO SCALE

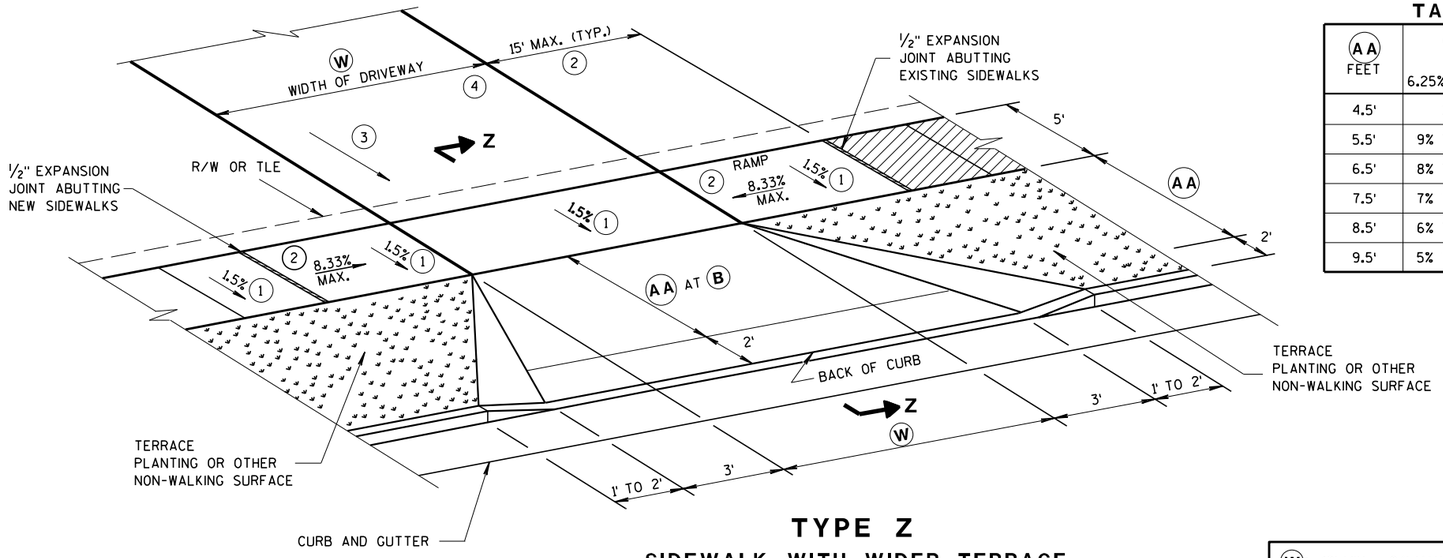
DRIVEWAY AND SIDEWALK RAMPS
TYPES X & Y

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA

S.D.D. 8 D 18-2

6



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%

(W): 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.

(W) IS SHOWN ON PLAN AND PROFILE SHEETS.

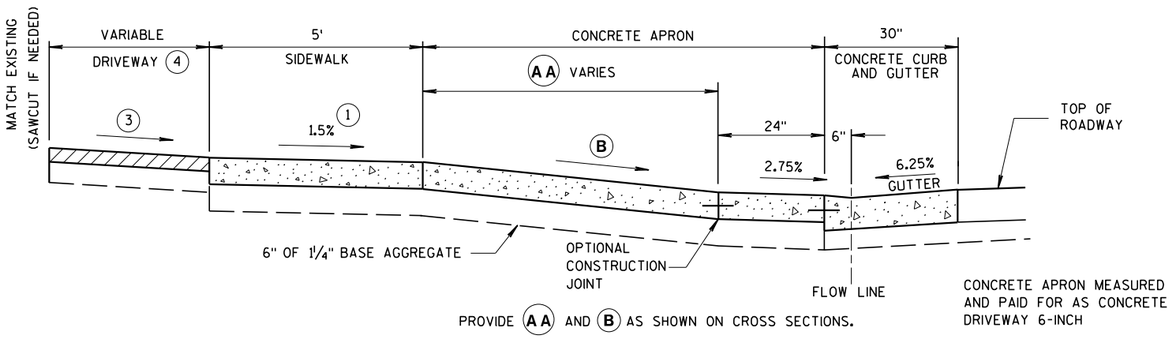
OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

(1) CONSTRUCTION TOLERANCE OF 0.5% ± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

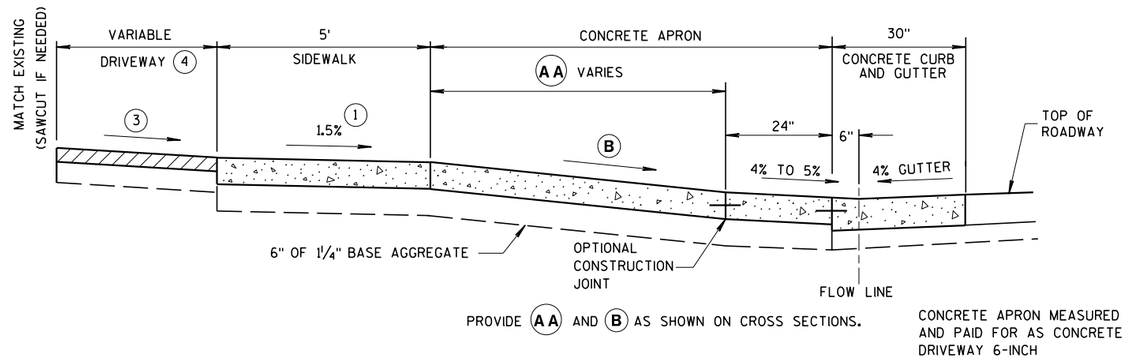
(2) THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL 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

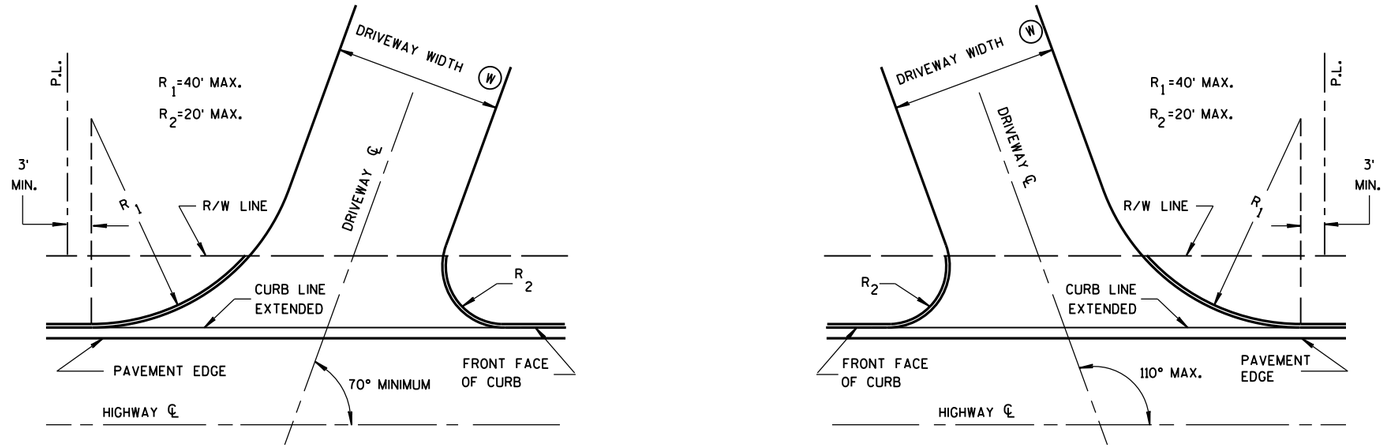
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S.D.D. 8 D 19-2

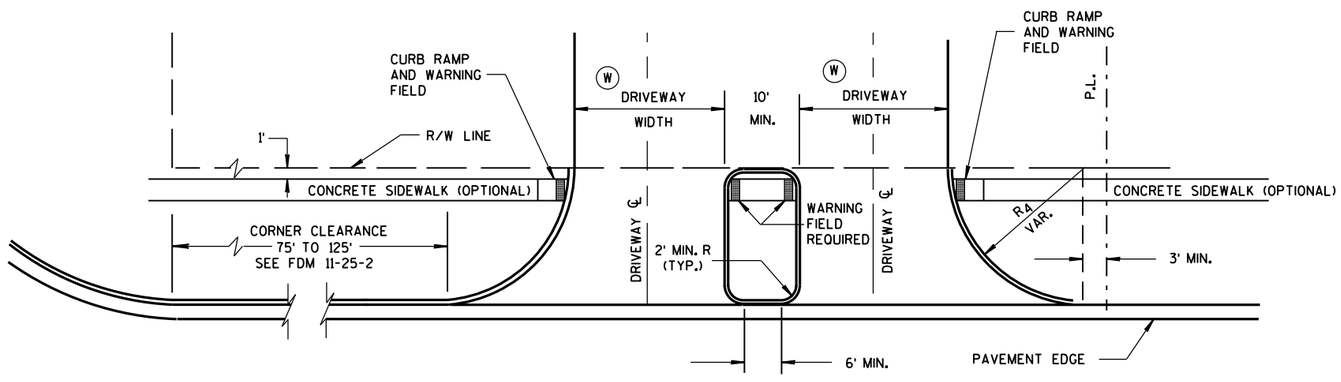
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S.D.D. 8 D 19-2



SKEWED DRIVEWAY DETAILS
(COMMERCIAL AND NON-COMMERCIAL)

SIDEWALK NOT SHOWN



DRIVEWAY LOCATION AND SPACING DETAILS

SIDEWALK SHOWN

NOTES

A MAXIMUM RADIUS OF 10 FEET SHALL BE USED FOR NON-COMMERCIAL PRIVATE ENTRANCES. RADII FOR COMMERCIAL DRIVEWAYS SHALL BE DETERMINED BY THE ENGINEER BASED ON TRAFFIC AND DRIVEWAY PERMIT RESTRICTIONS.

THE MINIMUM ANGLE OF INTERSECTION BETWEEN THE DRIVEWAY AND HIGHWAY CENTERLINES SHALL BE 70°.

ALL CURVILINEAR PRIVATE ENTRANCE OUTLINES SHALL BE CONTAINED WITHIN THE HIGHWAY R/W.

NO DRIVEWAY SHALL BE BUILT WITHIN 3 FEET OF THE PROPERTY LINE EXCEPT FOR EXISTING JOINT DRIVEWAY SHARED BY TWO OWNERS.

Ⓦ DRIVEWAY WIDTHS:

COMMERCIAL - 35' MAX., 16' MIN.

RESIDENTIAL AND NON-COMMERCIAL - 24' MAX., 12' MIN.

DRIVEWAYS WITH CURB & GUTTER RETURNS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December, 2016 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS UNIT SUPERV
FHWA

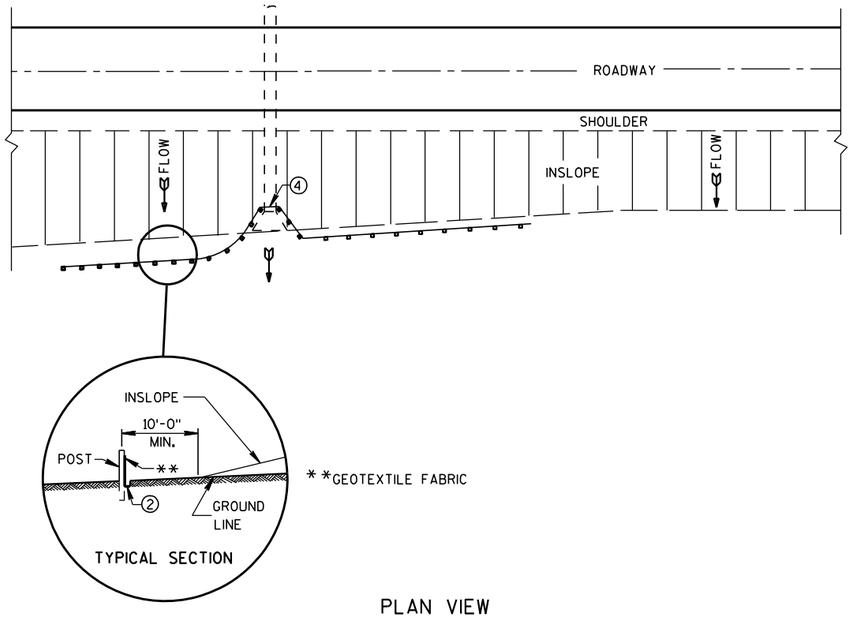
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S.D.D. 8 D 20-1

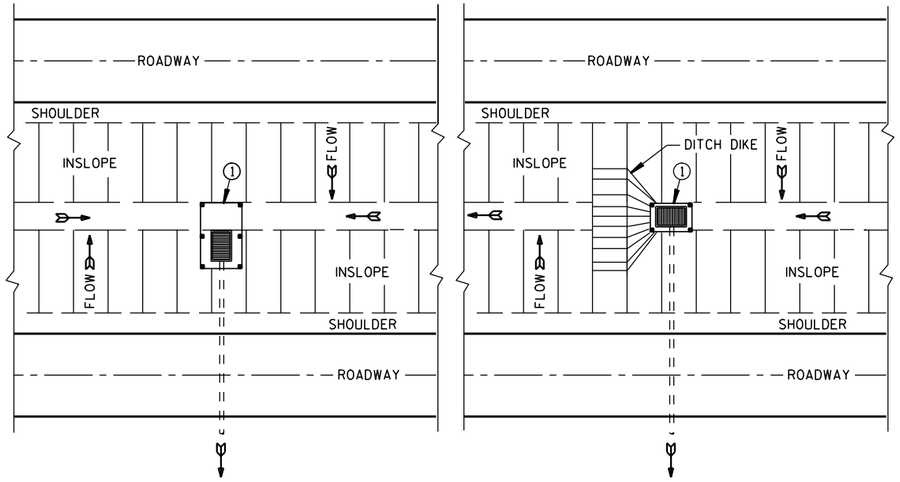
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S.D.D. 8 D 20-1



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



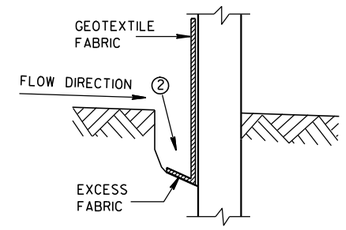
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

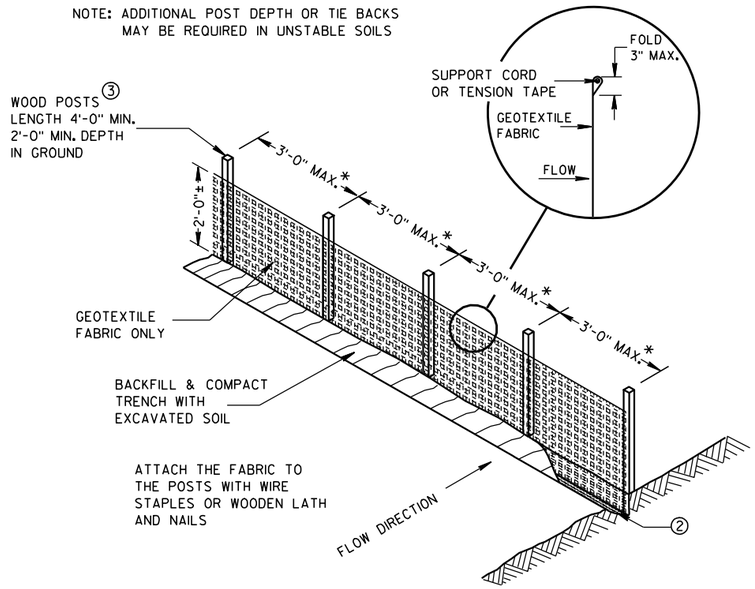
GENERAL NOTES

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.

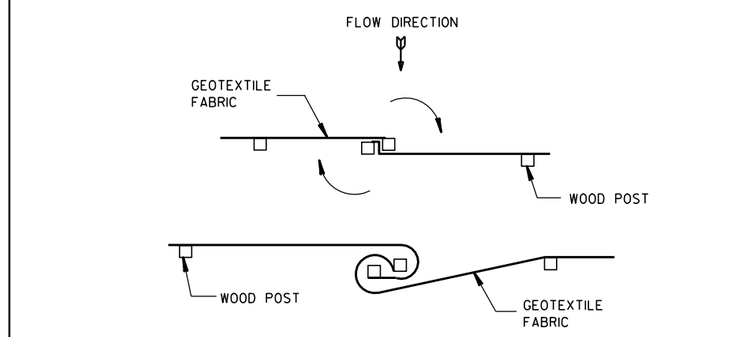


TRENCH DETAIL

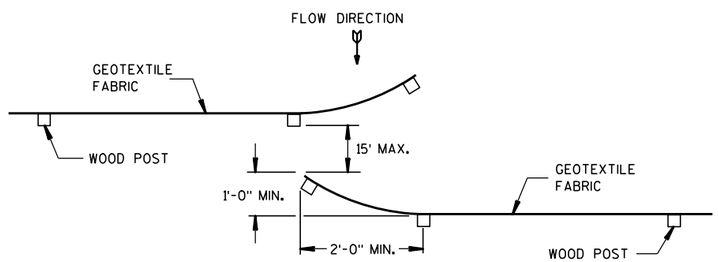


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

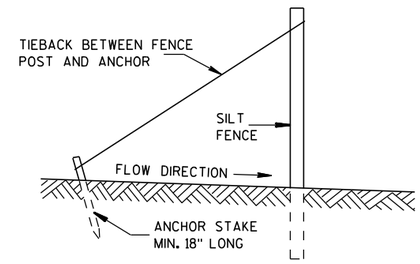


TWIST METHOD



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

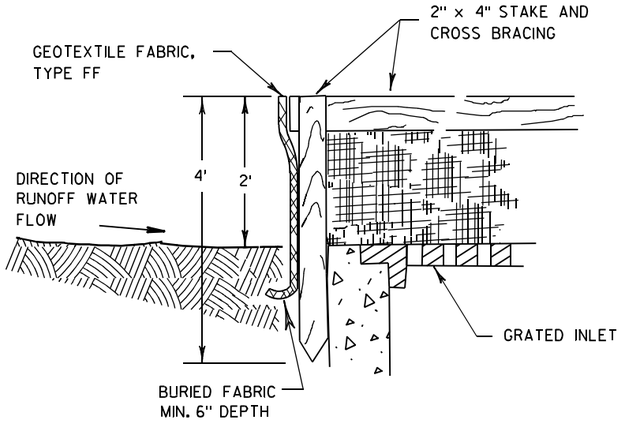
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

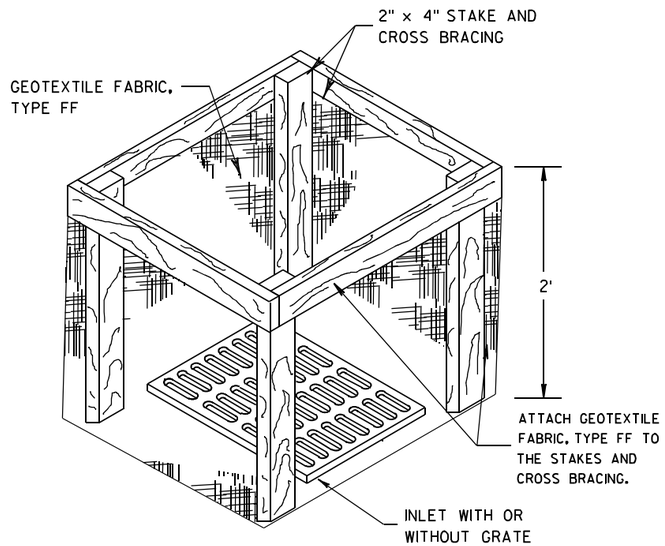
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S.D.D. 8 E 9-6

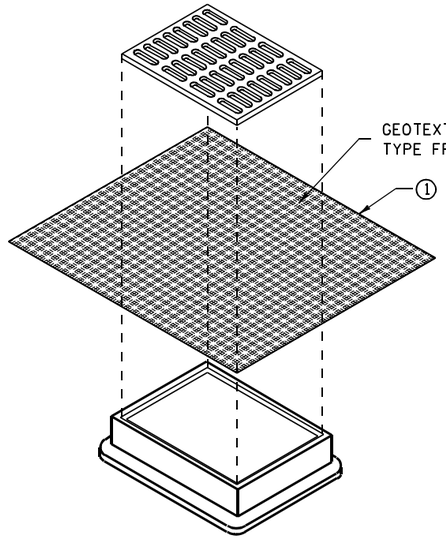
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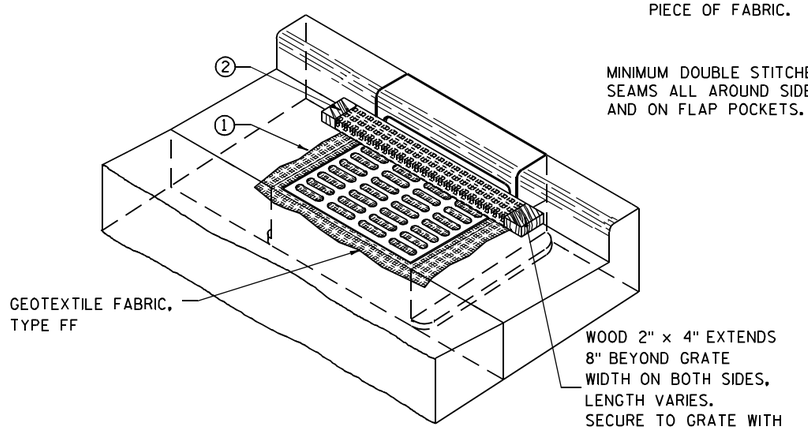


INLET PROTECTION, TYPE A

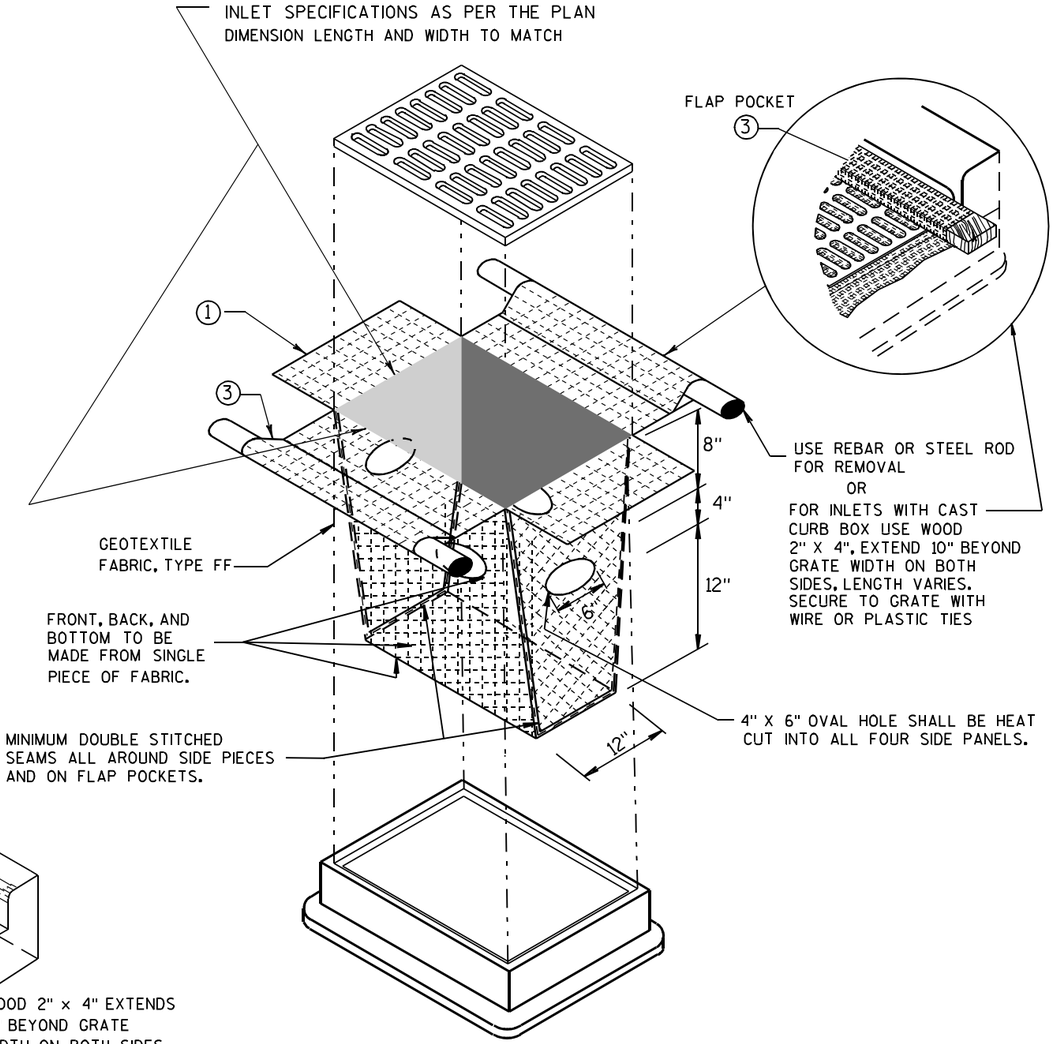


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

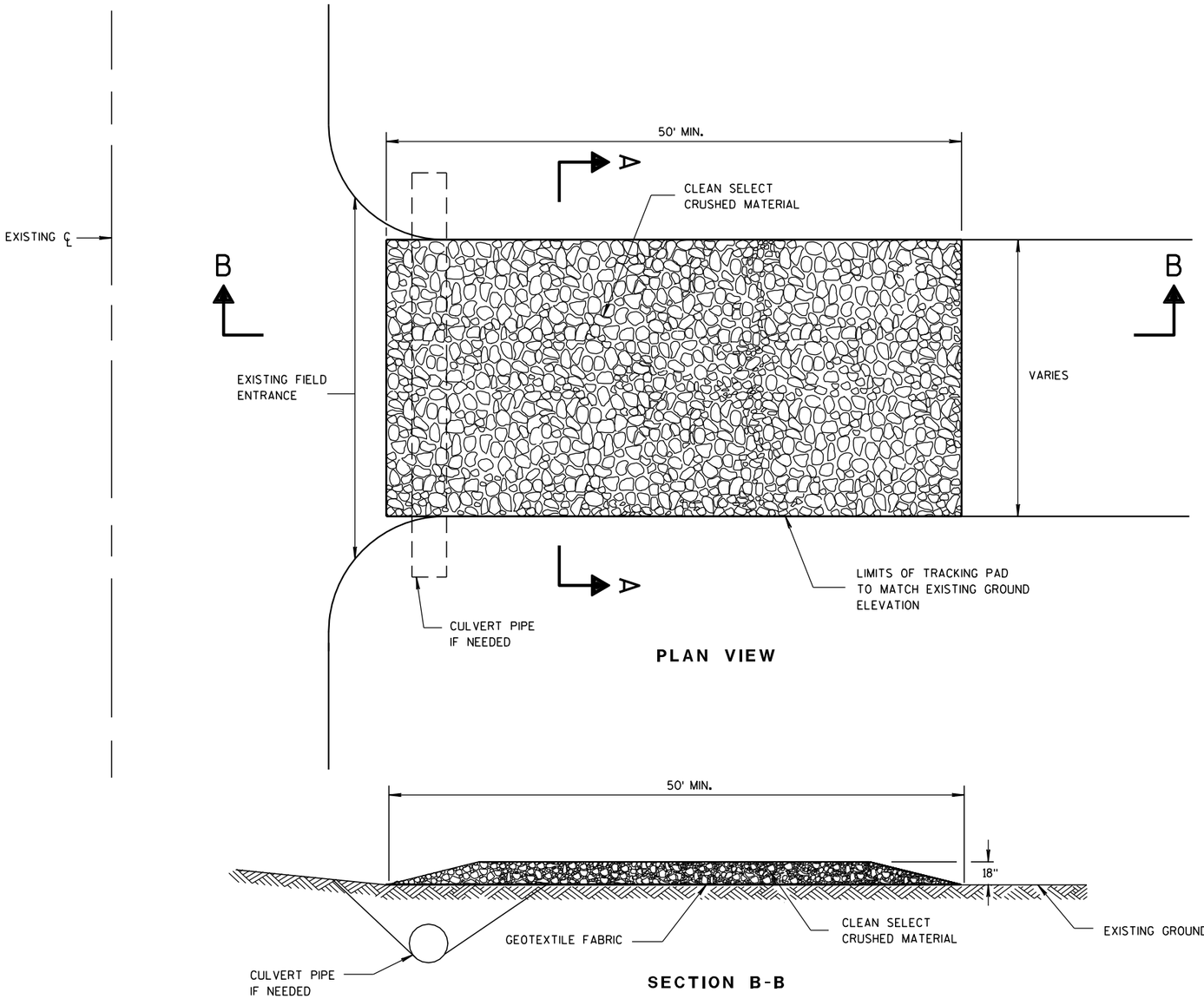
APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 10-2

6

S.D.D. 8 E 10-2



PLAN VIEW

SECTION B-B

GENERAL NOTES

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

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

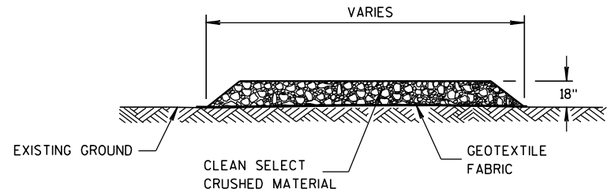
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.



SECTION A-A

TRACKING PAD

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S.D.D. 8 E 14-1

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/24/2011
DATE

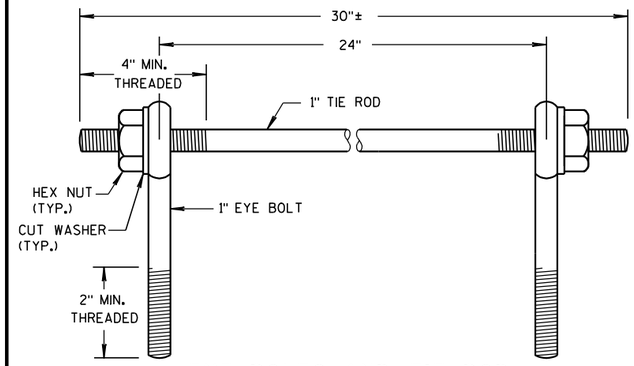
/S/ Jerry H. Zoda
ROADWAY STANDARDS ENGINEER

FHWA

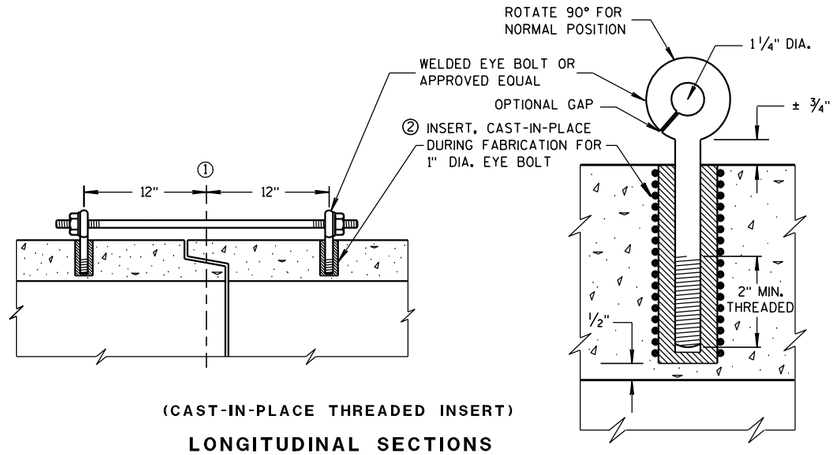
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6

S.D.D. 8 E 14-1



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.

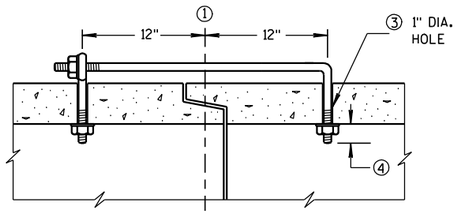
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

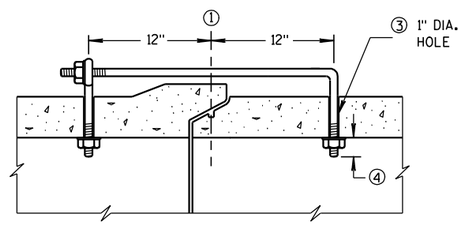
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

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)

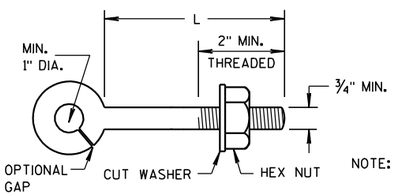


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

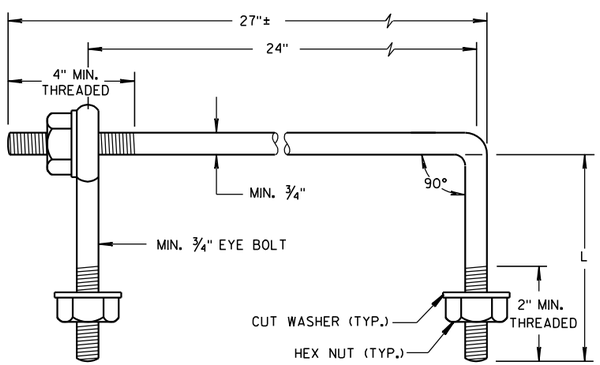
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



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

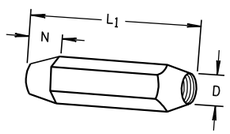
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

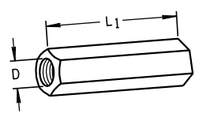
ADJUSTABLE TIE ROD TABLE

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



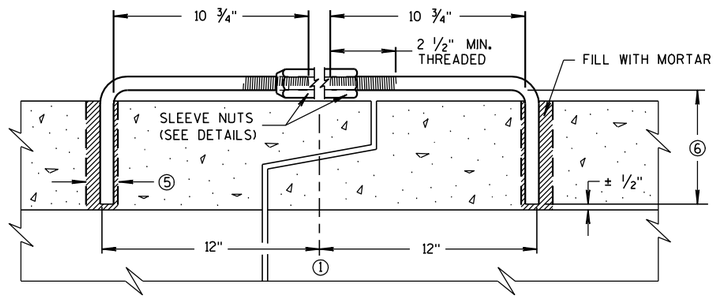
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PLAIN

RIGHT AND LEFT THREADS

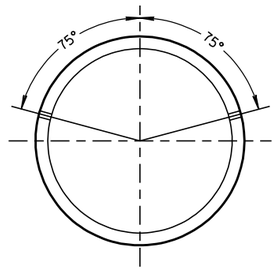
SLEEVE NUTS



LONGITUDINAL SECTION

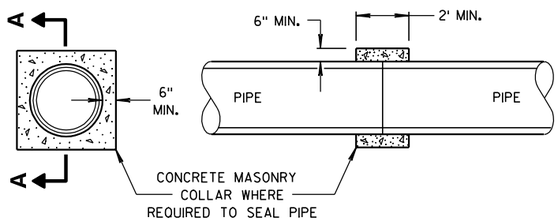
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

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

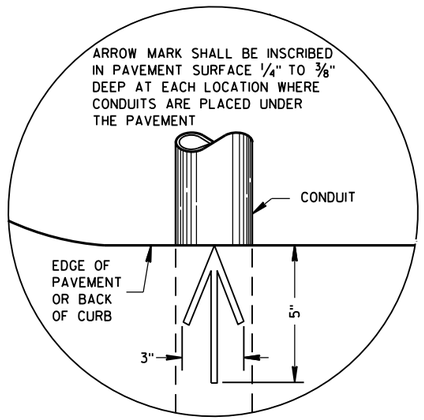
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
312
FHWA

6

S.D.D. 8 F 4-7

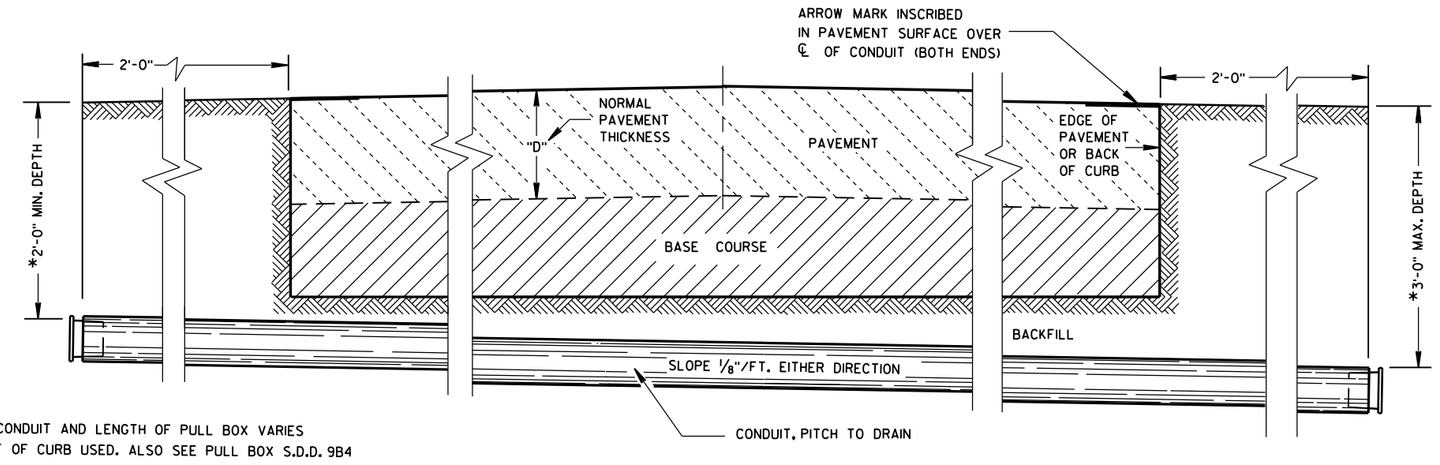
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S.D.D. 8 F 4-7



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
FHWA

6

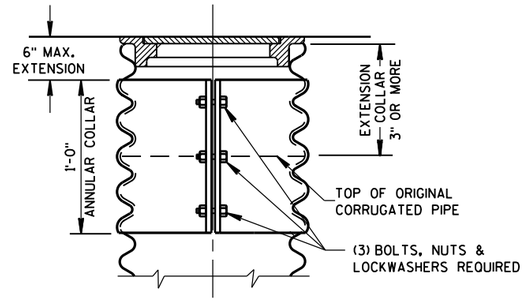
S.D.D. 9 B 2-10

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

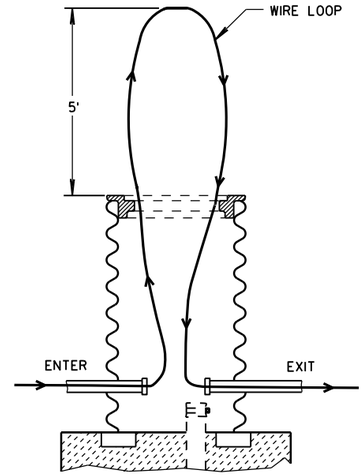
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	26 1/2	26 1/2	26 1/2
FRAME	F	8 1/2	8 1/2	8 1/2	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2
FRAME	G	11 1/2	11 1/2	11 1/2	17 1/2	17 1/2	17 1/2	23 1/2	23 1/2	23 1/2
WEIGHT IN POUNDS *										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

* THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

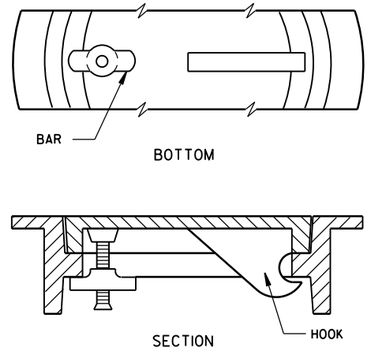
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

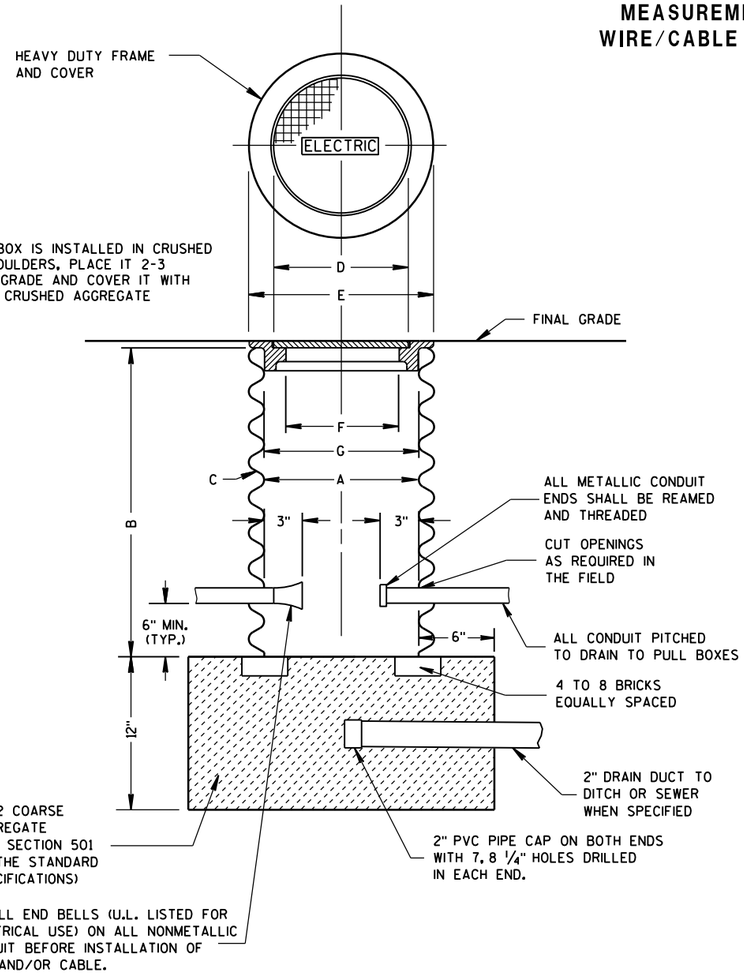


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



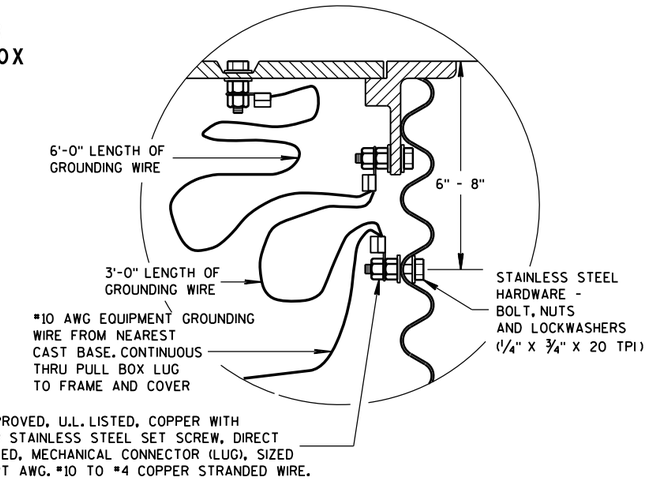
ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE

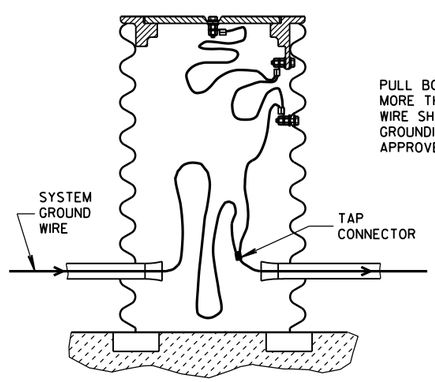


WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE

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

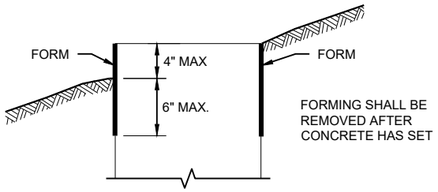
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

S.D.D. 9 B 4-11

FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FRO FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

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

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION.

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

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 2, TYPE 5 AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER ALL BASE TYPES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

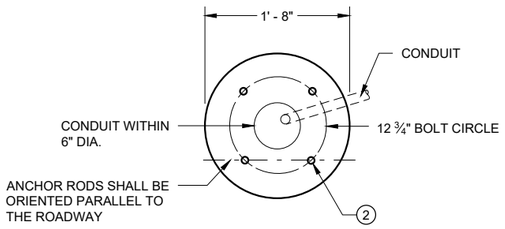
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

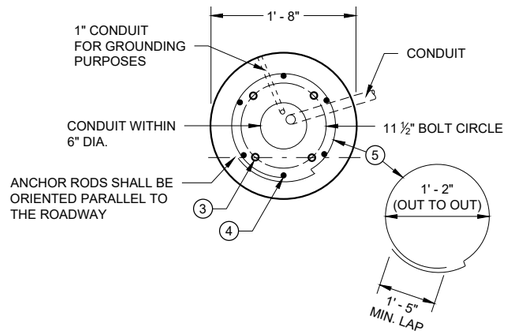
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

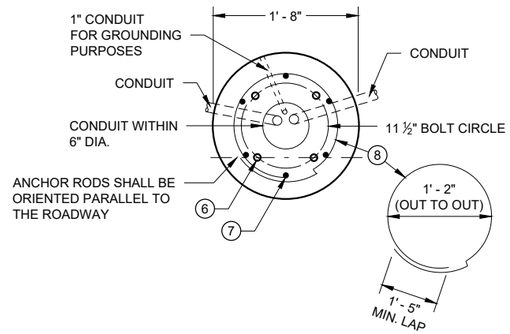
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).







1 THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

2 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

3 (4) 1" DIA. X 5' - 0" ANCHOR RODS.

4 (6) NO. 6 X 6' - 8" BAR STEEL REINFORCEMENT.

5 (7) NO. 4 X 5' - 1" BAR STEEL REINFORCEMENT @ 1' - 0" C - C.

6 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

7 (6) NO. 4 X 4' - 8" BAR STEEL REINFORCEMENT.

8 (5) NO. 4 X 5' - 1" BAR STELL REINFORCEMENT @ 1' - 0" C -C.

9 EXOTHERMIC CONNECTION TO EUIPMENT GROUNDING CONDUCTOR

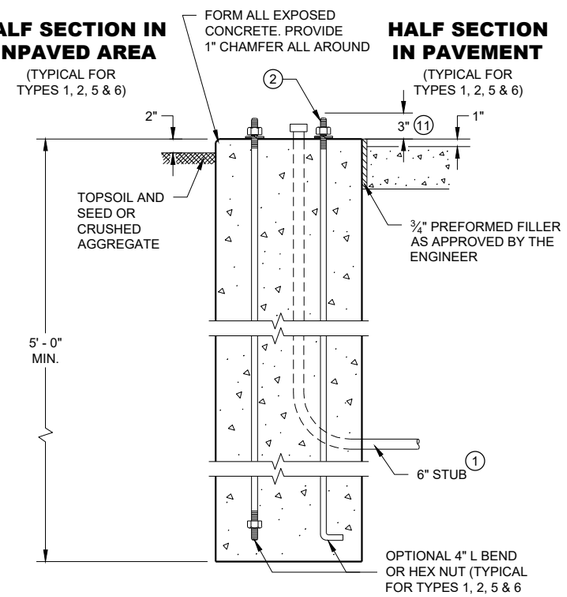
10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

11 ANY ANCHOR ROD PROJECTION SHORTER THAN 2 ¾" OR LONGER THAN 3 ¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

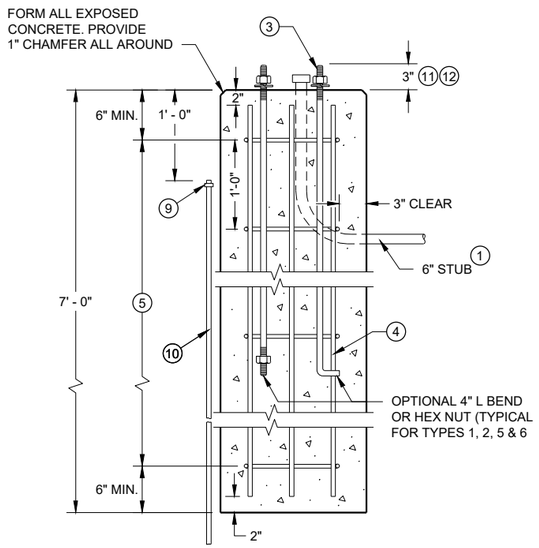
12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5 & 6)

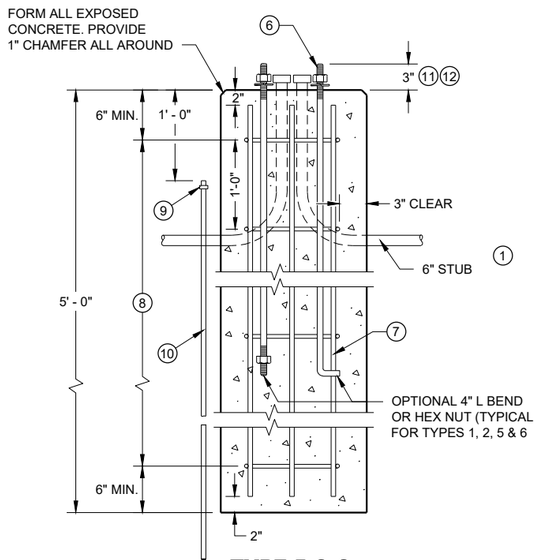
HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5 & 6)



TYPE 1



TYPE 2



TYPE 5 & 6

CONCRETE BASES

CONCRETE BASES TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 315
FHWA

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.

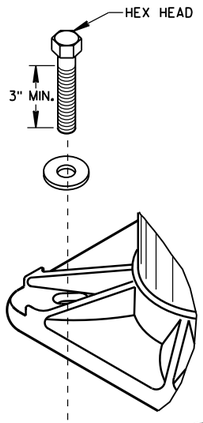
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

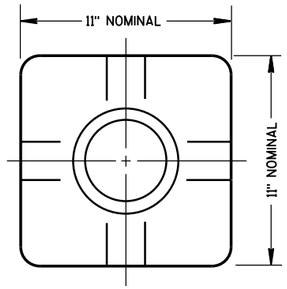
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

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

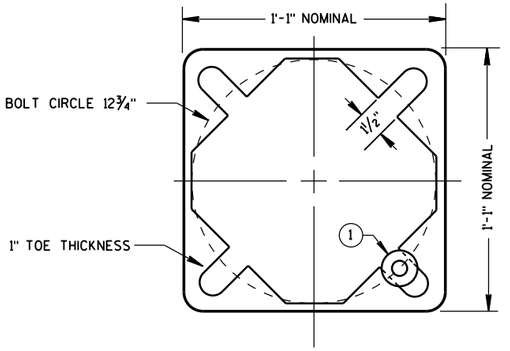
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

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

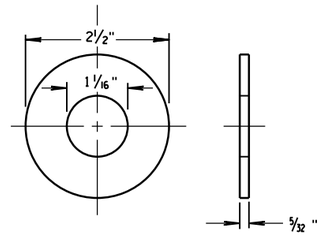




TOP VIEW
(PEDESTAL BASE)

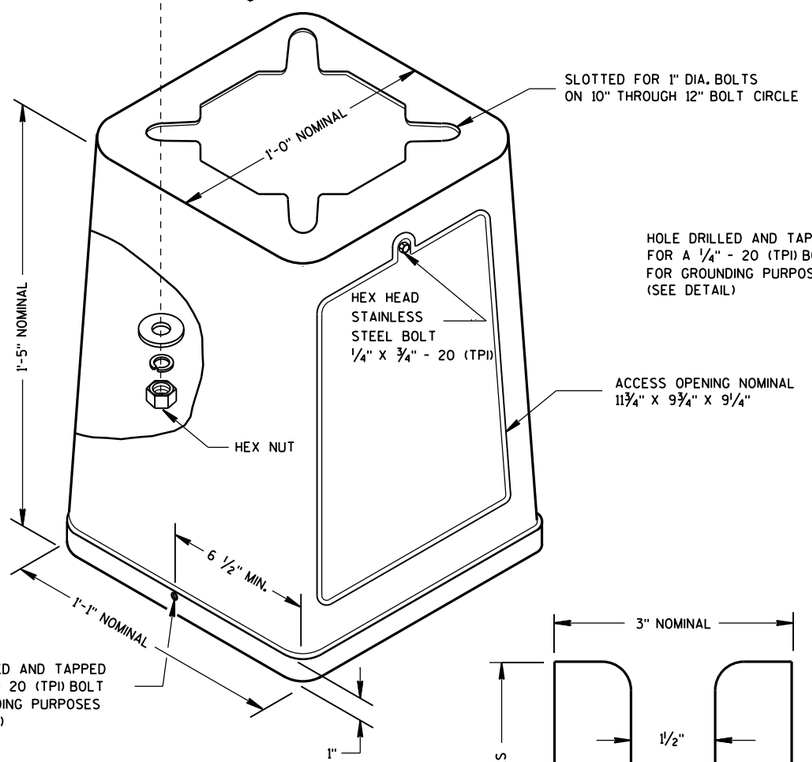


BOTTOM VIEW
(PEDESTAL BASE)

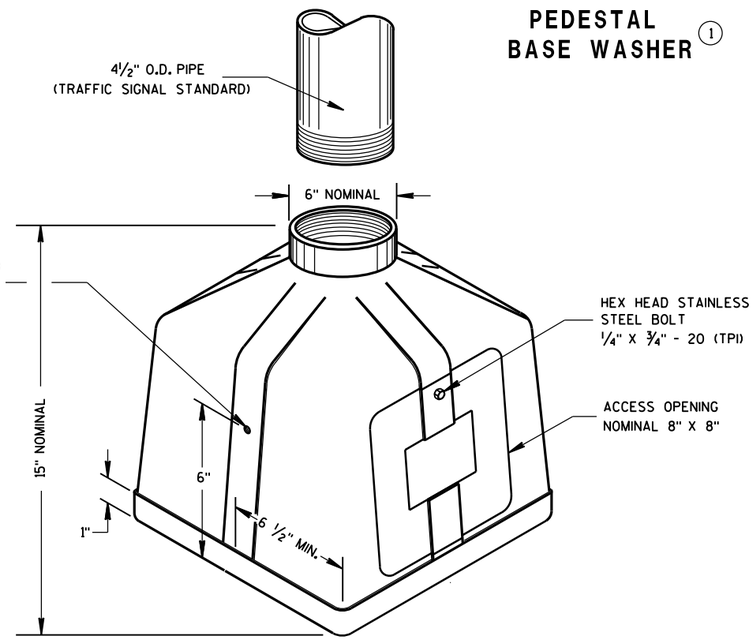


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

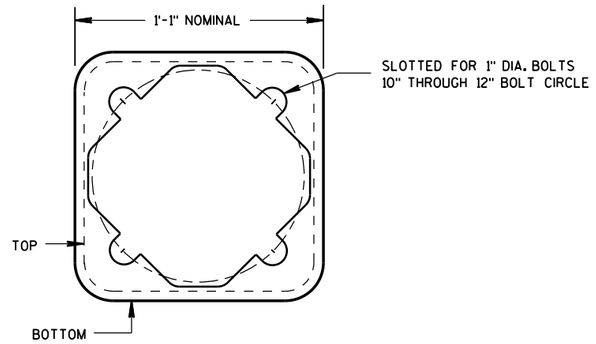


ISOMETRIC VIEW

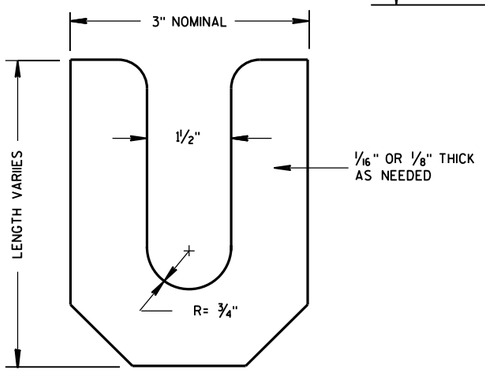


ISOMETRIC VIEW

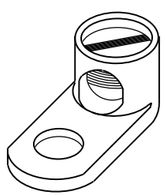
PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)



LEVELING SHIM



TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

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

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

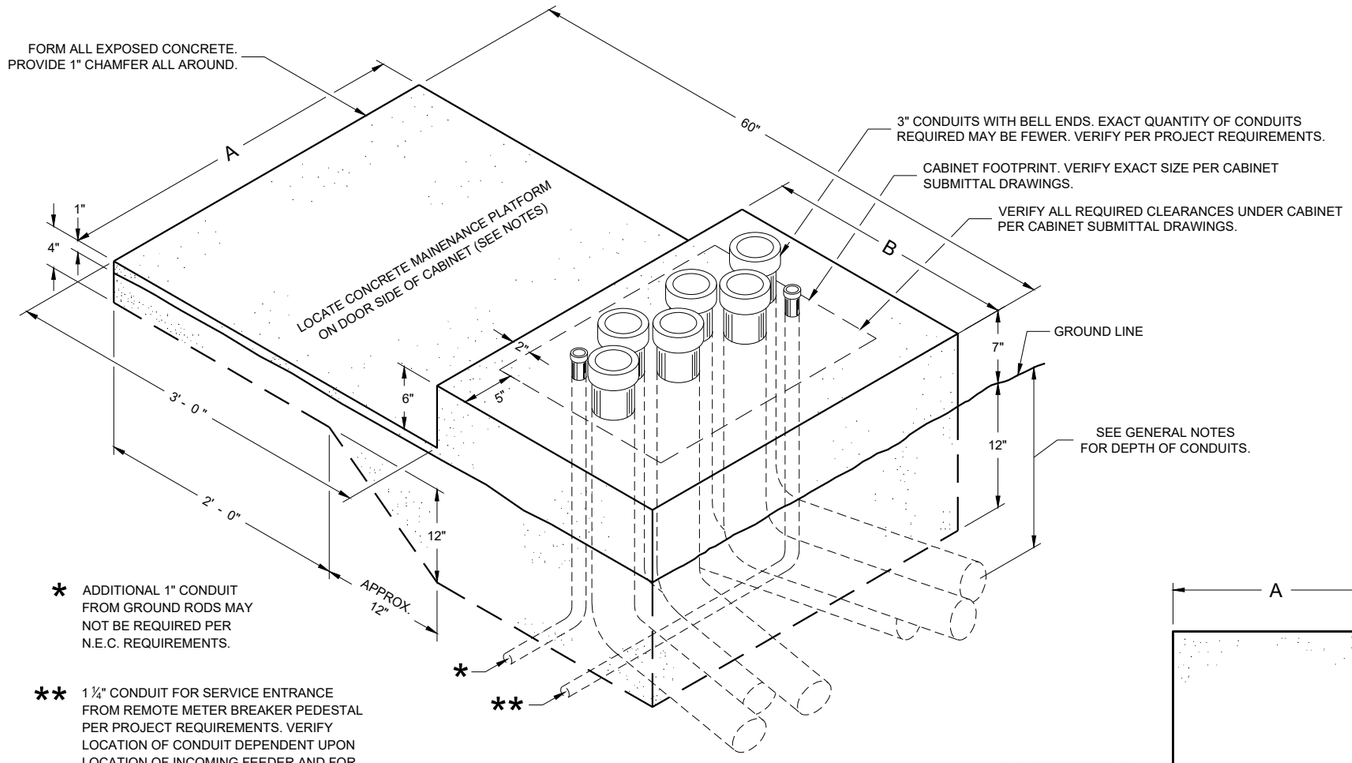
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Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 C 3-4

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S.D.D. 9 C 3-4



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

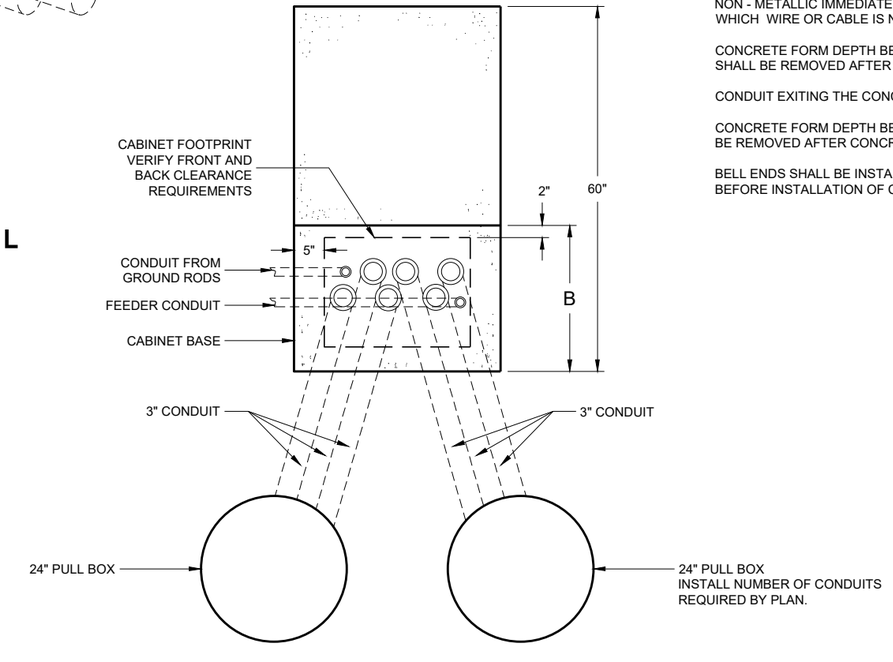
** 1 ¼" CONDUIT FOR SERVICE ENTRANCE FROM REMOTE METER BREAKER PEDESTAL PER PROJECT REQUIREMENTS. VERIFY LOCATION OF CONDUIT DEPENDENT UPON LOCATION OF INCOMING FEEDER AND FOR EASE OF CONNECTION TO LOAD CENTER.

ISOMETRIC VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

(C.Y. CONCRETE = APPROX. 0.4)

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



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

GENERAL NOTES

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

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

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

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

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

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

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

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

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

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND LEVEL.

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

MINIMUM BENDING RADIUS OF CONDUIT EQUALS 6 TIMES THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

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

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

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

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

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

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

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

CONCRETE CONTROL CABINET BASE, TYPE L

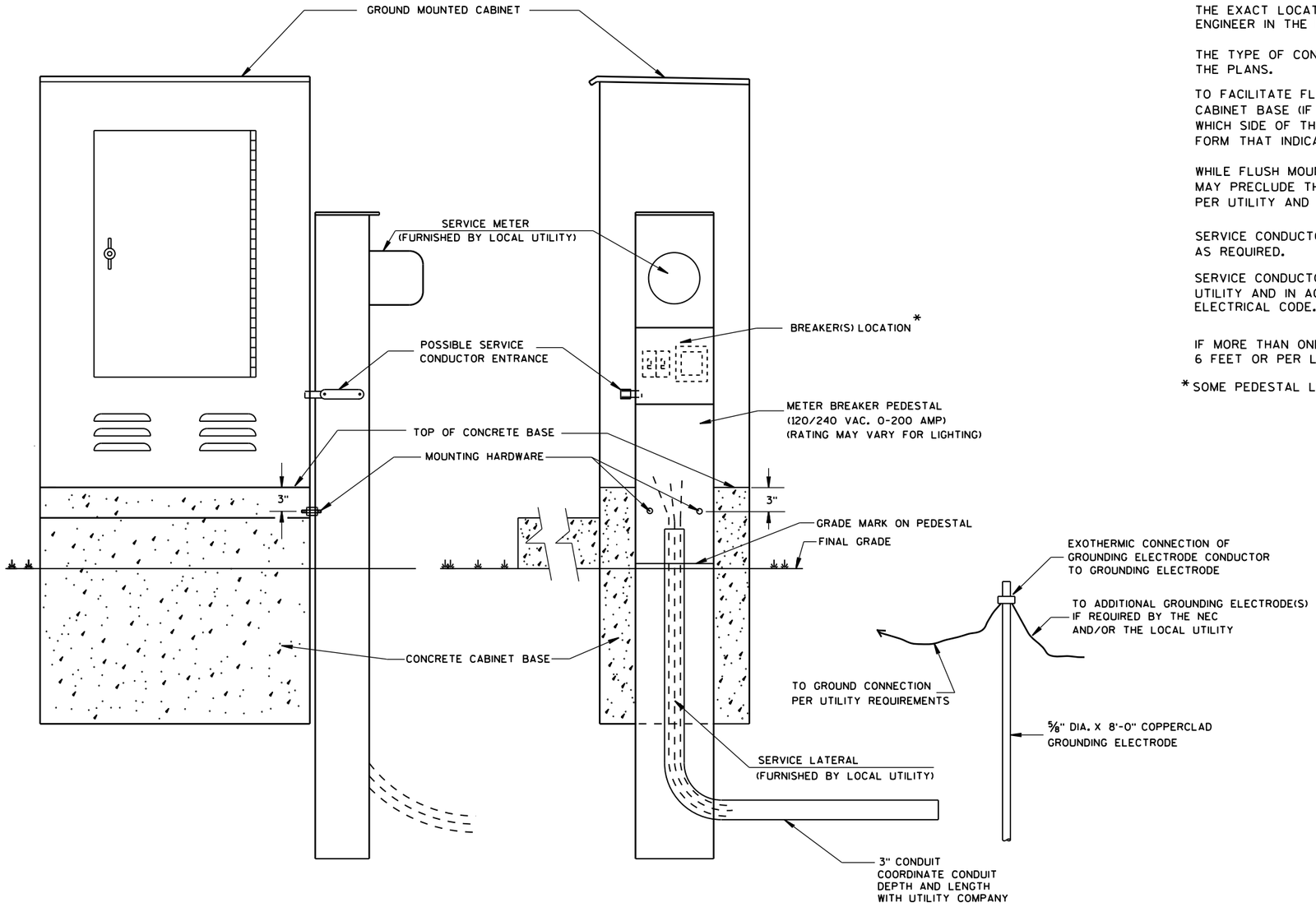
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 317

FHWA

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SDD 09C14 - 03



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.

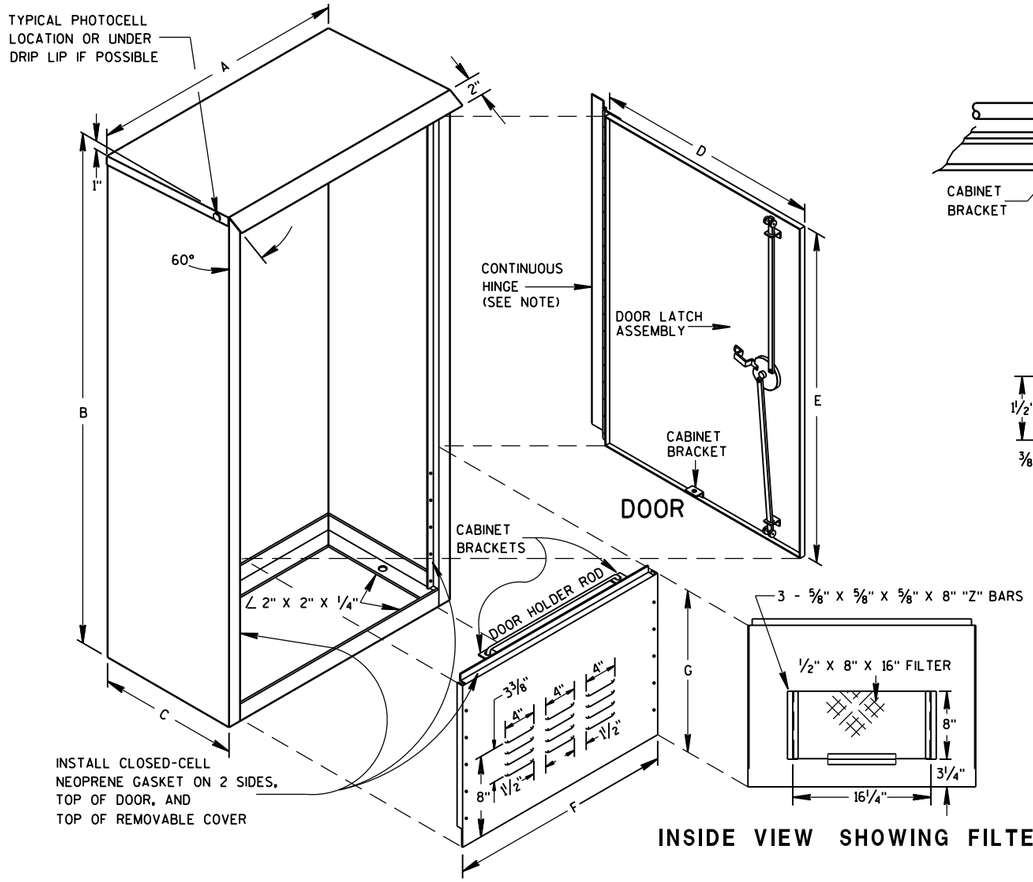
*SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

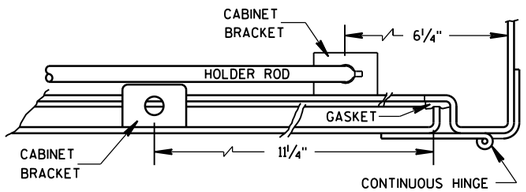
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Sept. 2014 — DATE
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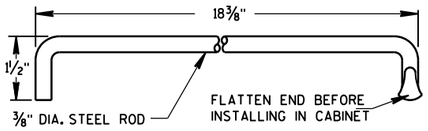


REMOVABLE COVER

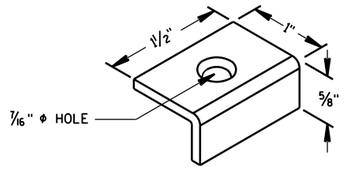
INSIDE VIEW SHOWING FILTER



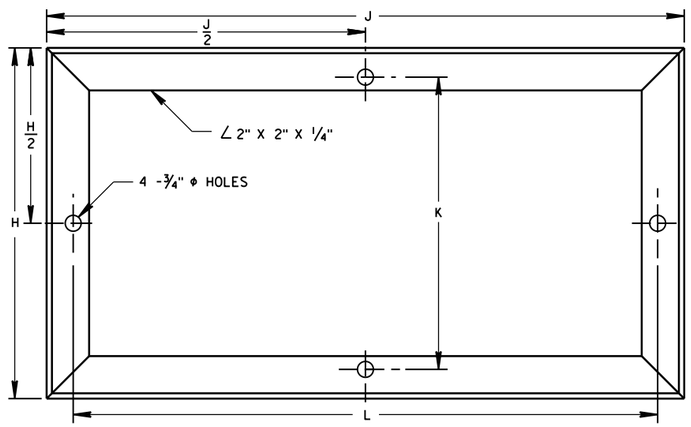
HINGE & DOOR HOLDER



HOLDER ROD



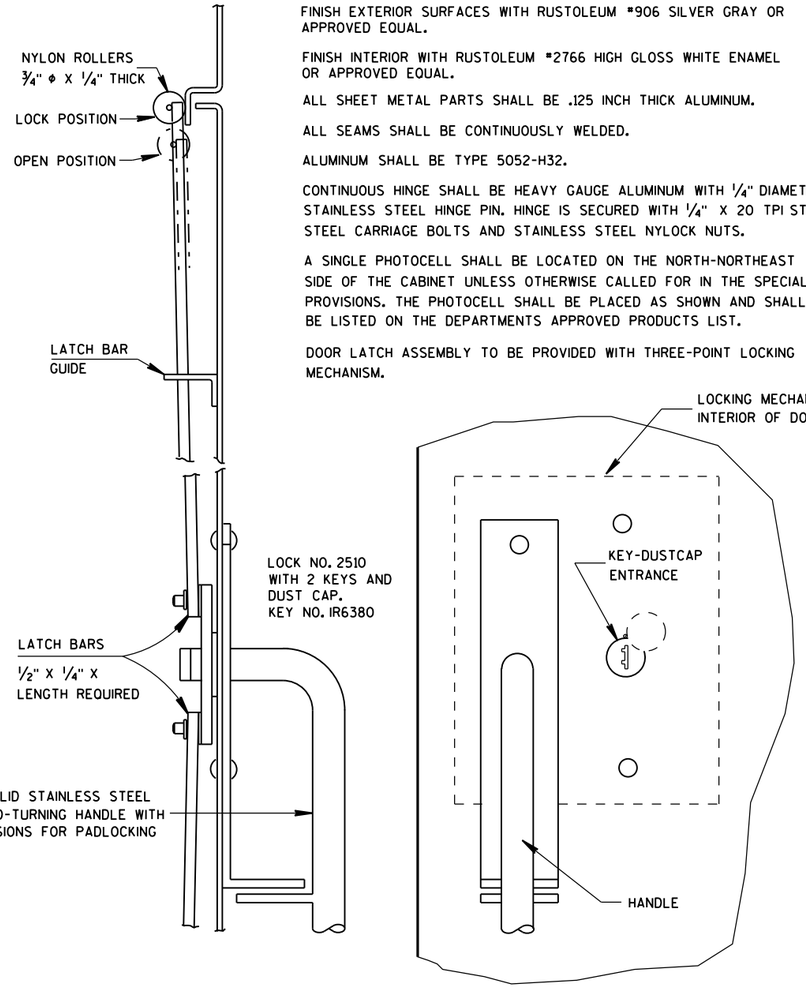
CABINET BRACKET



MOUNTING BASE

TABLE OF DIMENSIONS (INCHES)

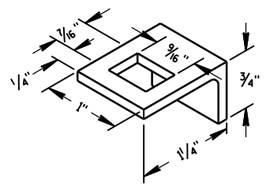
MARK	CABINET TYPE		
	3060	3860	3866
A	30	38	38
B	60	60	66
C	16 1/2	16 1/2	24
D	26 1/2	34 3/4	33 3/4
E	38 3/4	38 3/4	38 3/4
F	26 1/2	34 3/4	33 3/4
G	19	19	25
H	16 1/2	16 1/2	24
H/2	8 1/4	8 1/4	12
J	30	38	38
J/2	15	19	19
K	13 3/4	13 3/4	21 1/4
L	27 1/2	35 1/2	35 1/2



SIDE VIEW

FRONT VIEW

LATCH ASSEMBLY



LATCH BAR GUIDE

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.

SIGNAL CONTROL CABINET

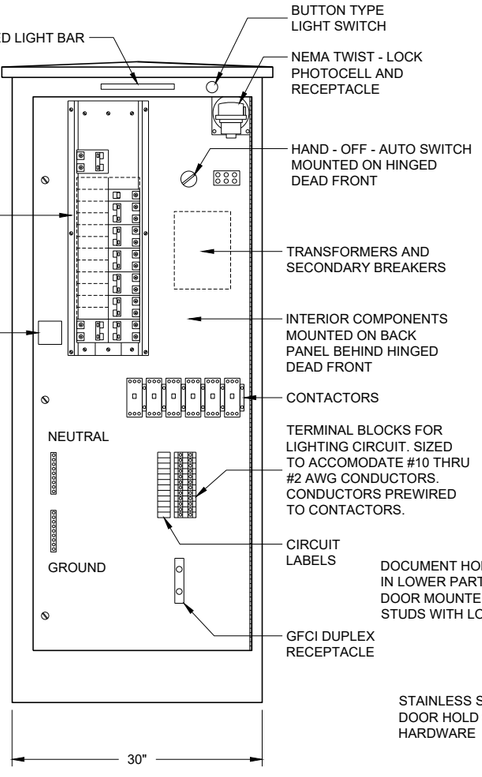
STATE OF WISCONSIN
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APPROVED
Sept. 2014
DATE

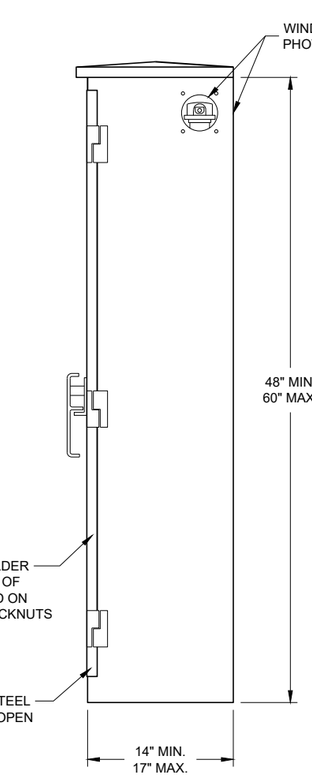
/S/ Ahmet Demirbilek
STATE ELECTRICAL 319

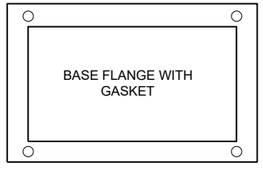
FHWA

FRONT INTERIOR ELEVATION

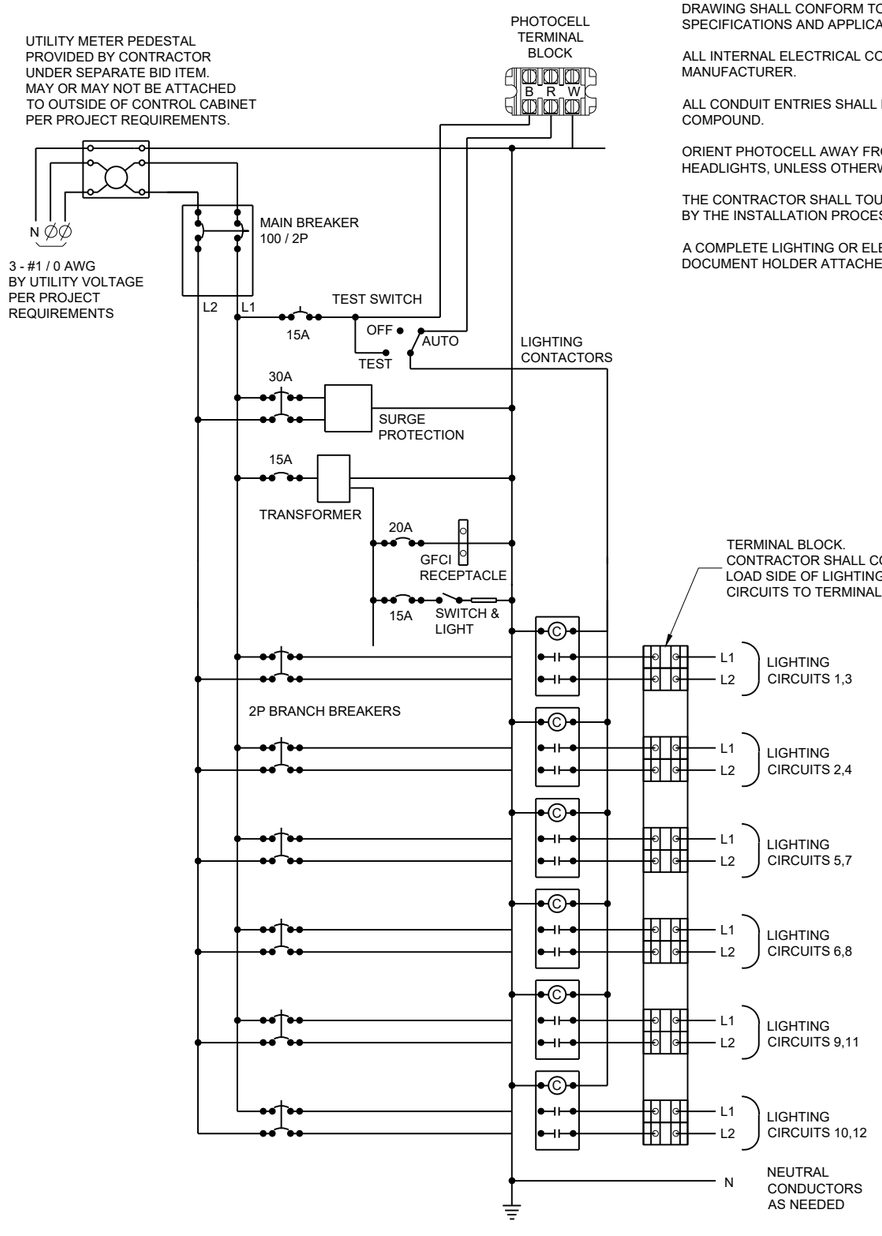


SIDE VIEW





LIGHTING CONTROL CABINET



CONTROL CABINET SCHEMATIC

GENERAL NOTES

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

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

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

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

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

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

L30
LIGHTING CONTROL CABINET 240 / 480 VOLT

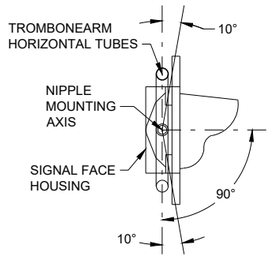
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 320

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SDD 09D05 - 02

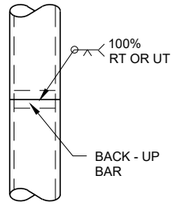


SECTION A-A

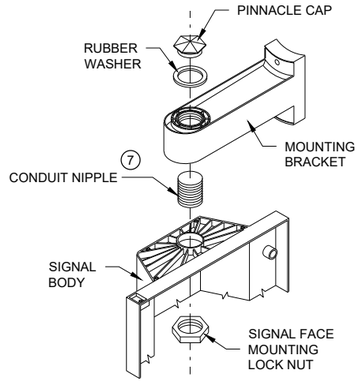
(10 DEGREES TILT REQUIREMENT OF FACE(S) IN THE TROMBONE MOUNTING)

FOR MANUFACTURERS USE ONLY

WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN / BRIDGE FOR VERIFICATION AND APPROVAL.



POLE SPLICE DETAIL



SIGNAL FACE MOUNTING DETAIL

(BANDED)

GENERAL NOTES

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

POLES SHALL BE EITHER ALUMINUM OR GALVANIZED STEEL AS CALLED FOR IN THE CONTRACT.

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

A PULL WIRE / ROPE SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

TYPE 2 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063 - T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼" X ¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING.

(3) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ⅜" 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 ONE OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) ASREQUIRED, TO PLUMB THE SIGNAL FACES.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

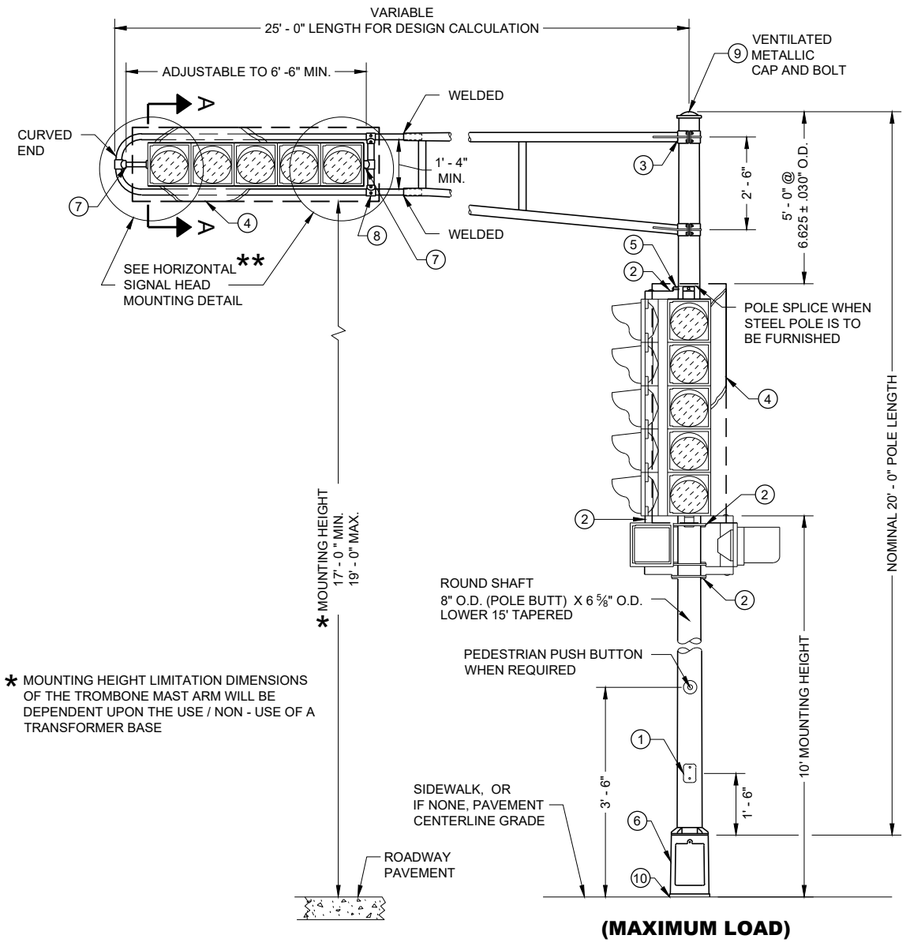
(7) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOTINTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACES AND BRACKET ENDS.

(8) VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUTIS THE SLIDING TYPE.

(9) FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

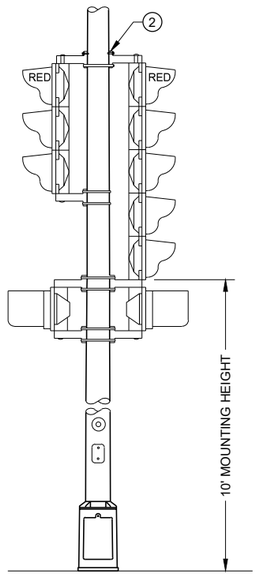
(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.

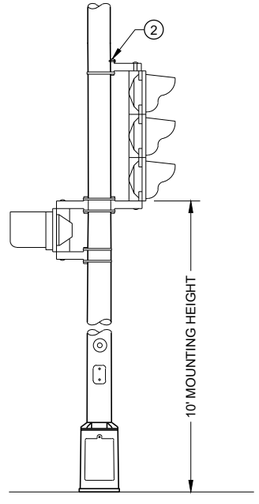


* MOUNTING HEIGHT LIMITATION DIMENSIONS OF THE TROMBONE MAST ARM WILL BE DEPENDENT UPON THE USE / NON - USE OF A TRANSFORMER BASE

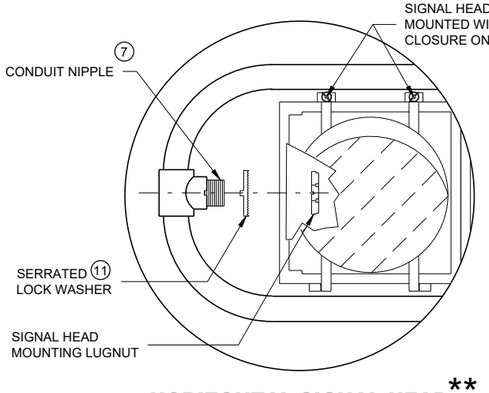
(MAXIMUM LOAD)



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE



HORIZONTAL SIGNAL HEAD MOUNTING DETAIL **

** SIGNAL HEAD ATTACHMENT ALSO APPLIES TO MOUNTING AT CROSS BAR

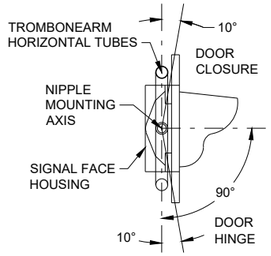
TYPE 2 POLE MOUNTING CONFIGURATION

POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2

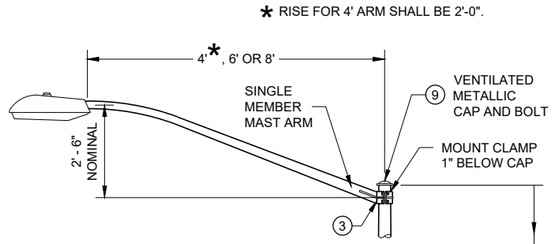
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

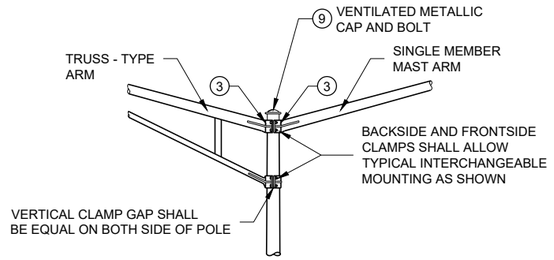
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SDD 09E01 - 15a

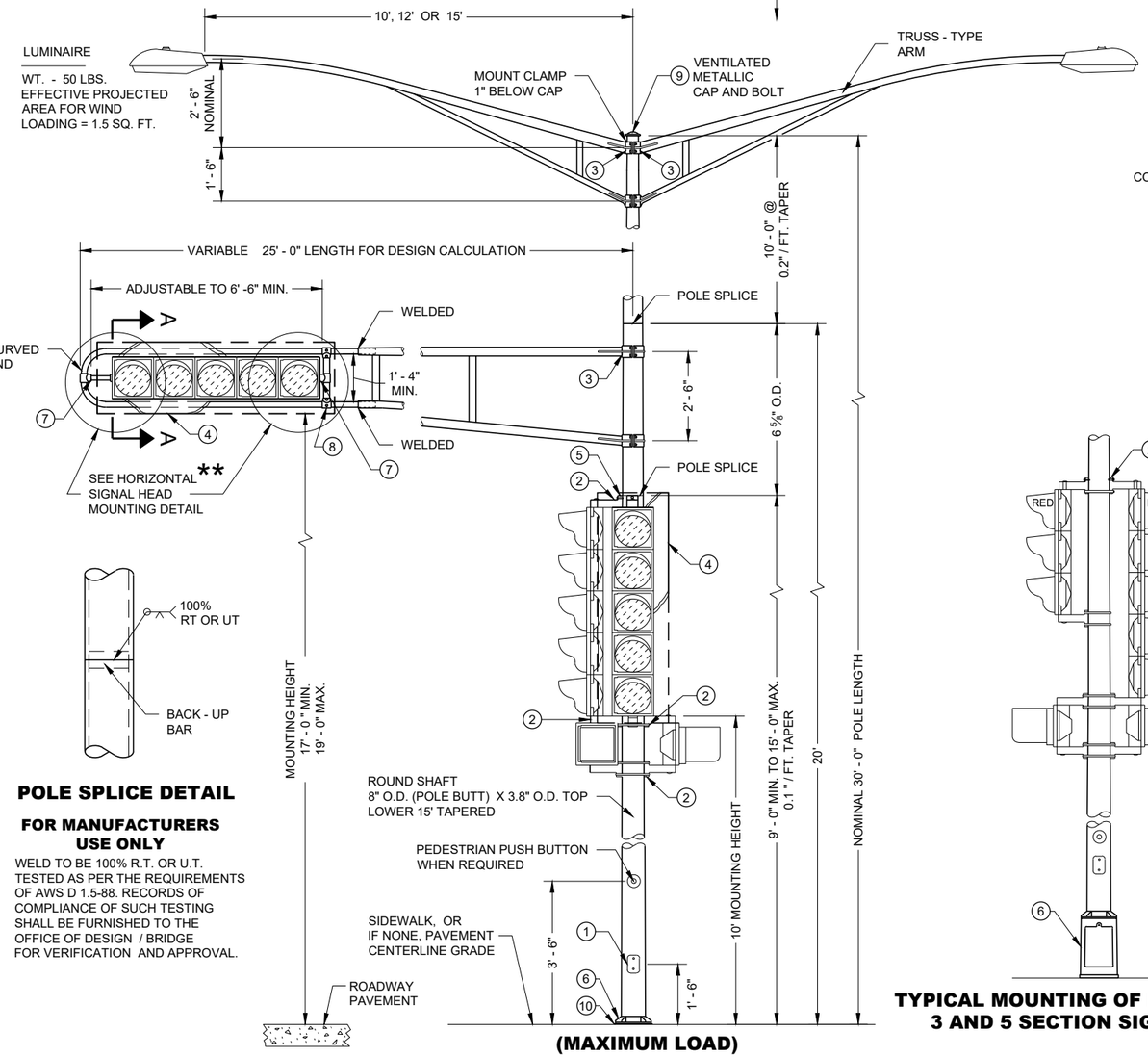


SECTION A-A

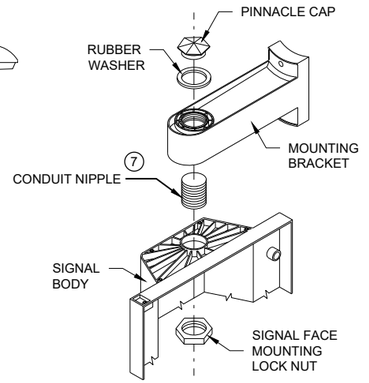




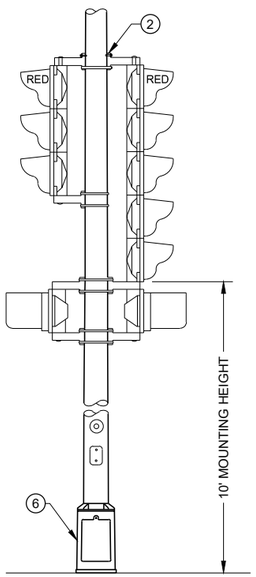
INTERCHANGEABLE MOUNTING DETAIL



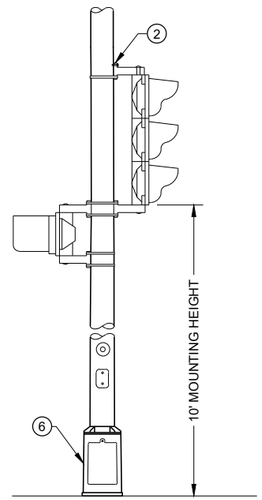
(MAXIMUM LOAD)



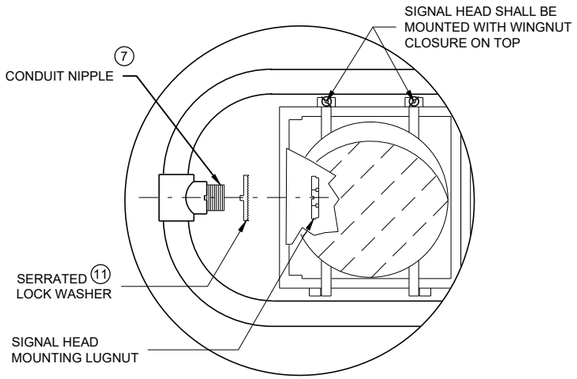
SIGNAL FACE MOUNTING DETAIL
(BANDED)



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE



HORIZONTAL SIGNAL HEAD ** MOUNTING DETAIL

** SIGNAL HEAD ATTACHMENT ALSO APPLIES TO MOUNTING AT CROSS BAR

POLE SPLICE DETAIL

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.

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 SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 ⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼" X ¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING.

(3) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ⅜" 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 ONE OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED. UNDER MAX LOADING, TYPE 3 POLE SHALL BE MOUNTED DIRECTLY TO ITS CONCRETE BASE.

(7) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACES AND BRACKET ENDS.

(8) VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (¼" 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.

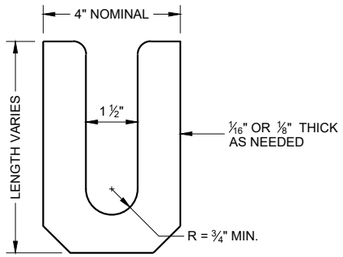
TYPE 3 POLE MOUNTING CONFIGURATION

POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS TYPE 3 (HEAVY DUTY)

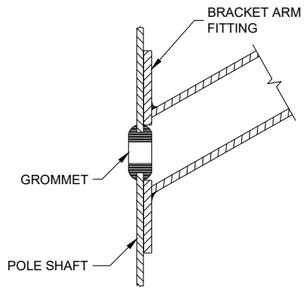
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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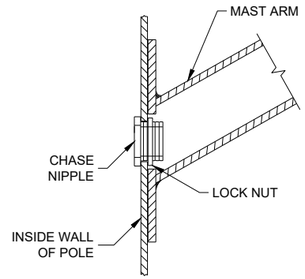
SDD 09E01 - 15b



LEVELING SHIM (1)
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.

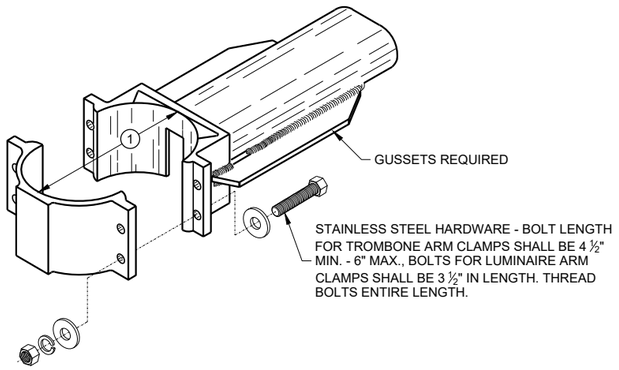
(1) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(2) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

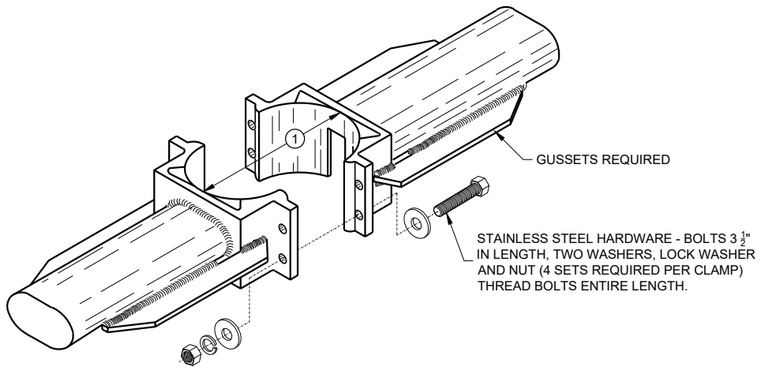
(3) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(4) 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.

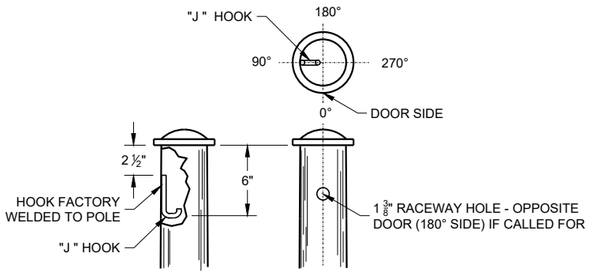
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



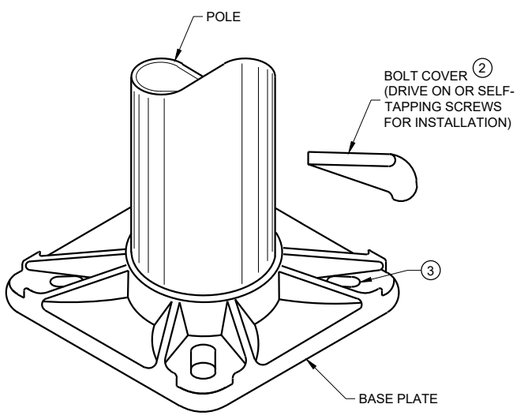
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



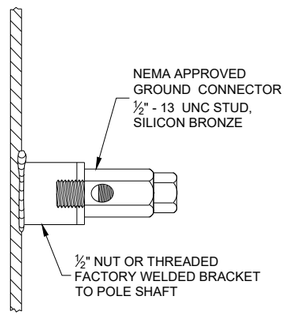
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

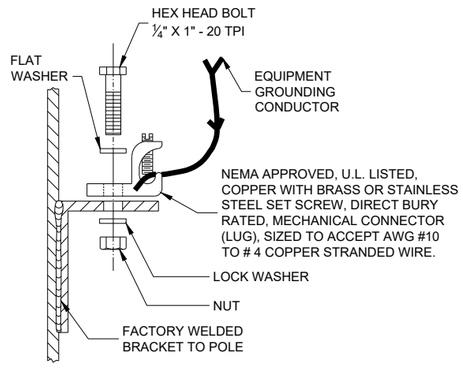


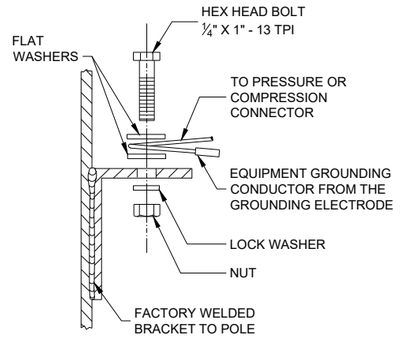
TYPICAL "J" HOOK LOCATION



BASE PLATE







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

HARDWARE DETAILS FOR POLE MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 323

FHWA

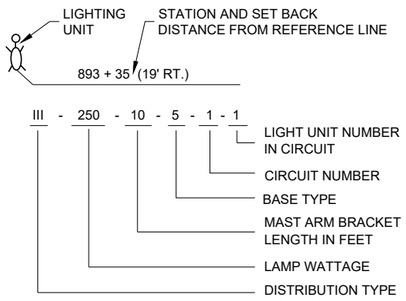
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SDD 09A01 - 15g

GENERAL NOTES

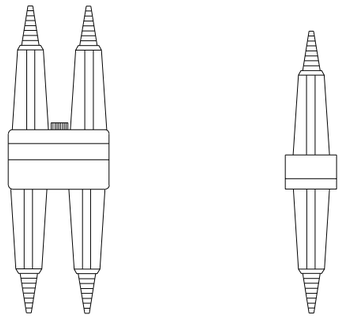
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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

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

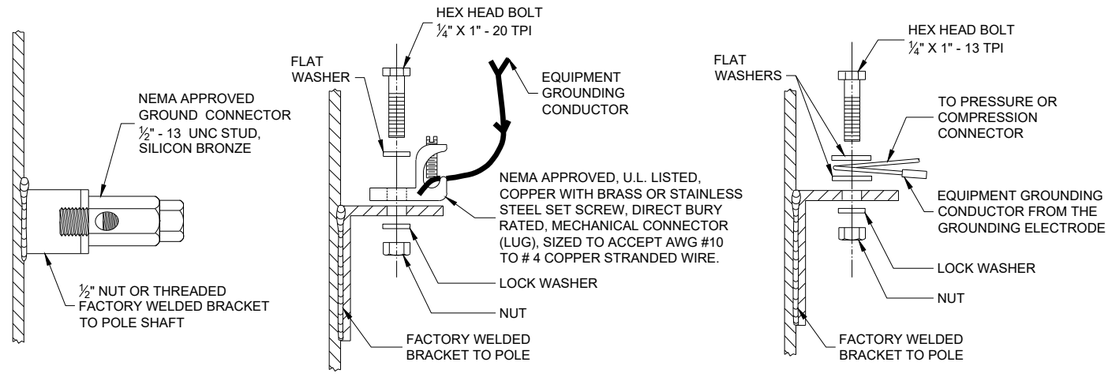


LIGHTING UNIT CODE
(TYPICAL)

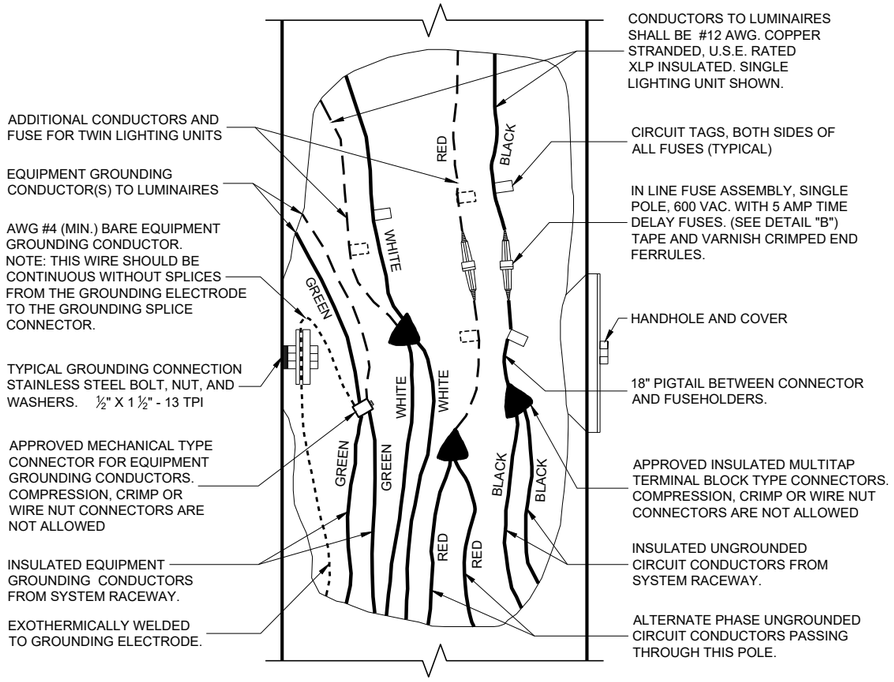


DETAIL "A"
BREAKAWAY DOUBLE POLE WITH WATERPROOF INSULATING BOOT

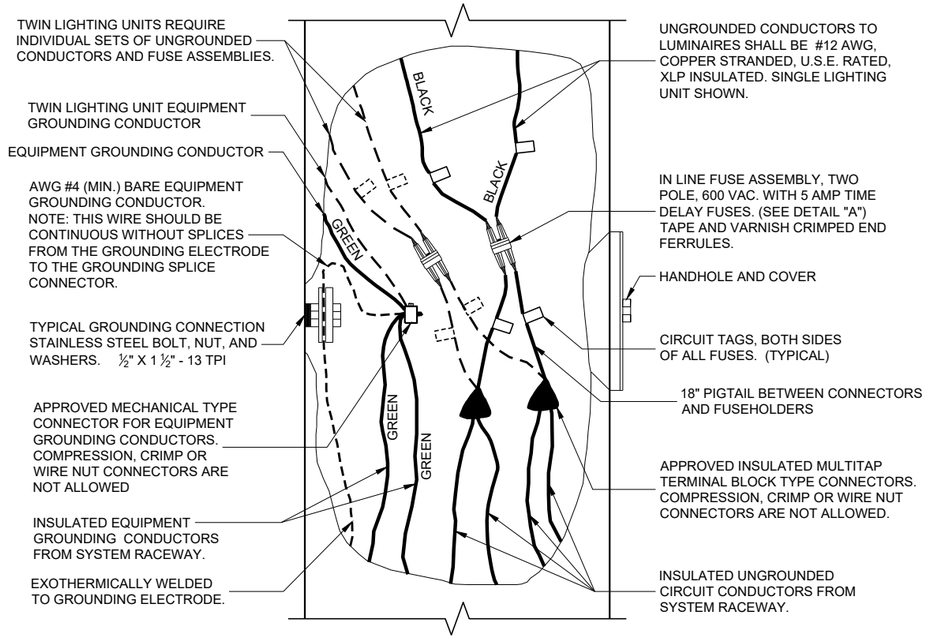
DETAIL "B"
BREAKAWAY SINGLE POLE WITH WATERPROOF INSULATING BOOT



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



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



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

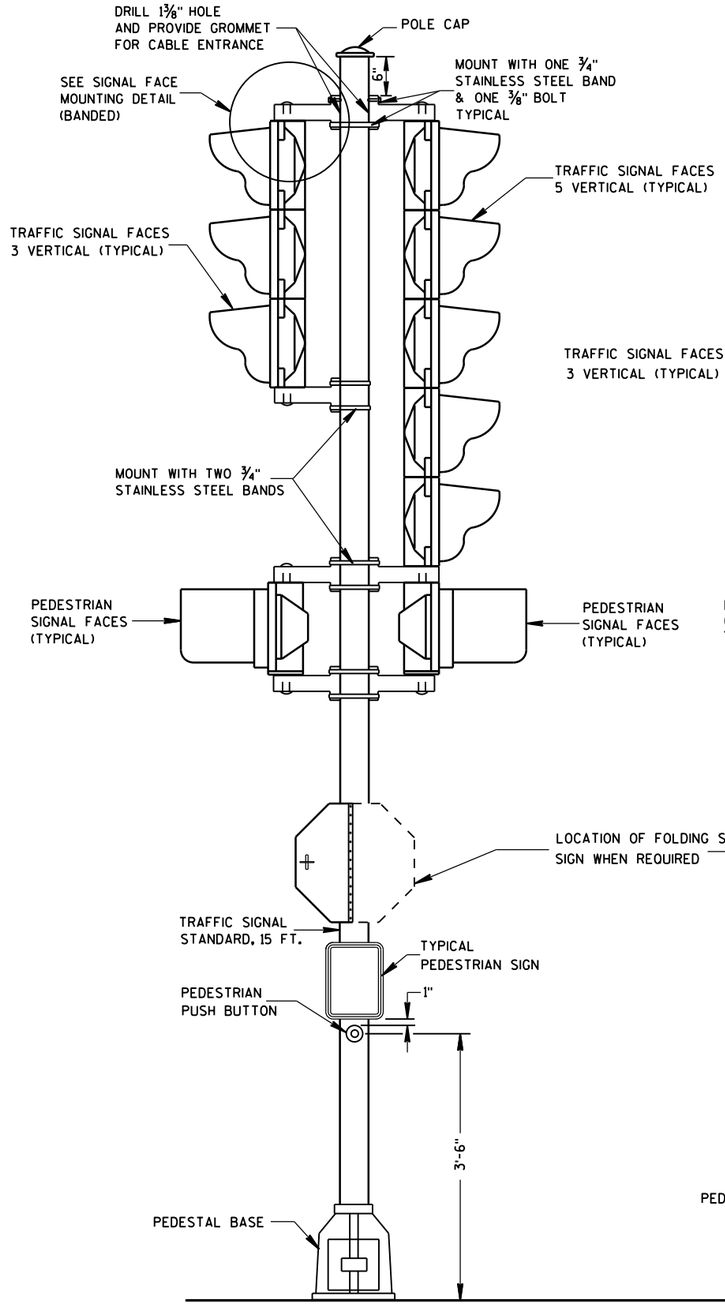
NON - FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

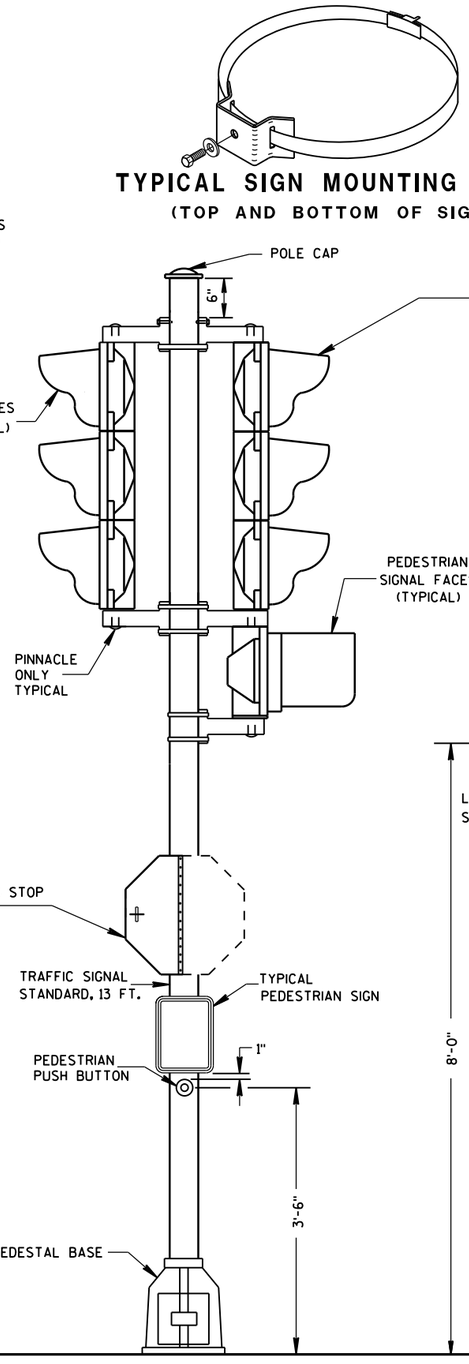
APPROVED
November 2018
DATE
/S/ Ahmet Demirbilek
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SDD 09E03 - 06

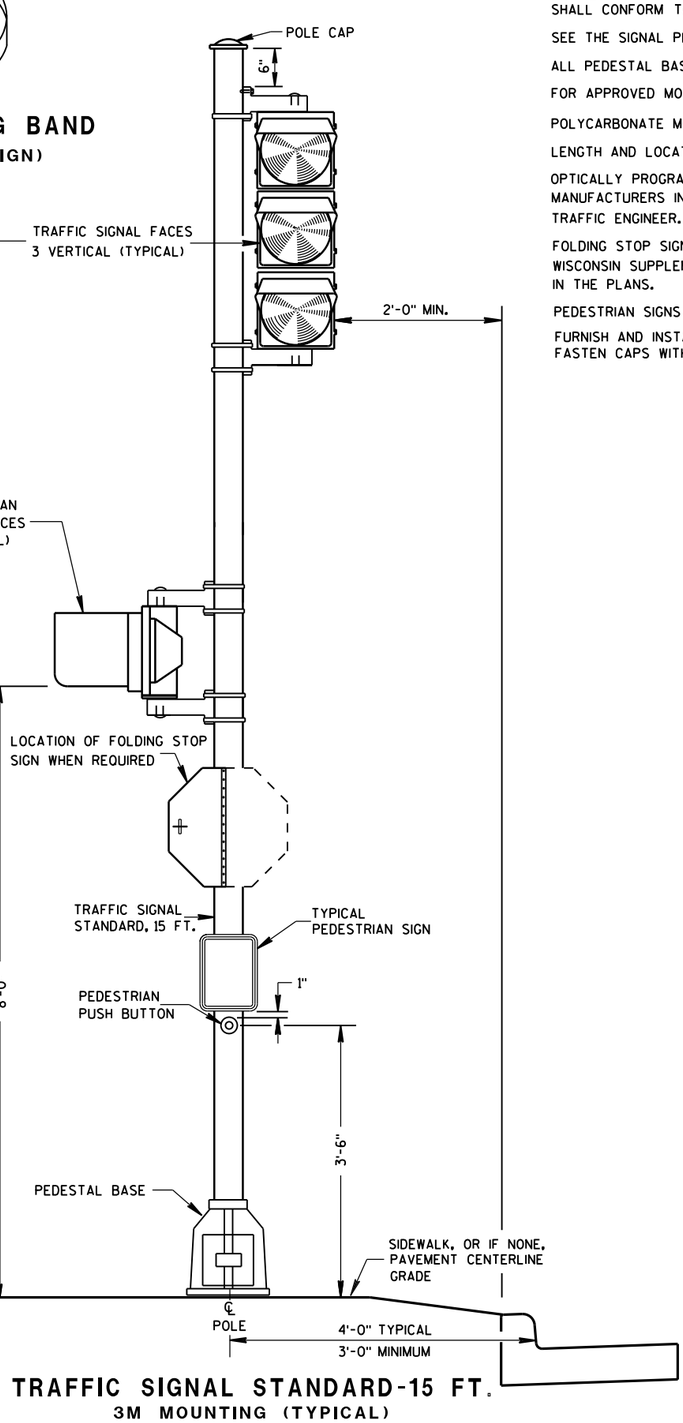


TRAFFIC SIGNAL STANDARD-15 FT.



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.

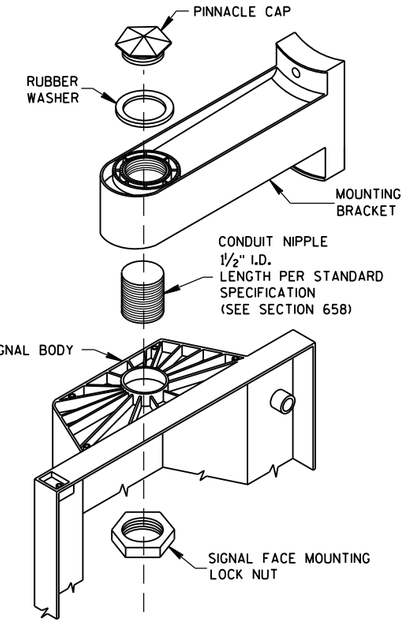
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

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.

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DEPARTMENT OF TRANSPORTATION

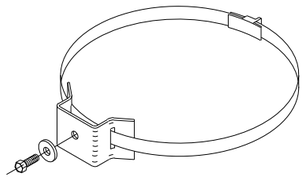
APPROVED
2/28/2013
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL

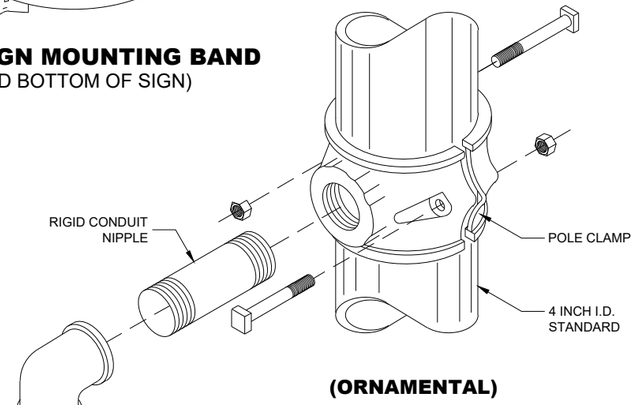
FHWA

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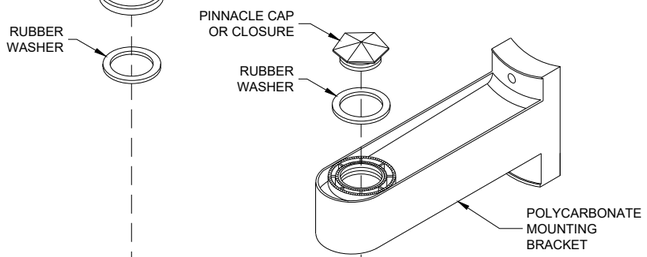
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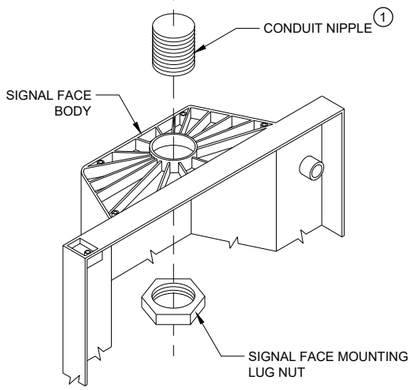
TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



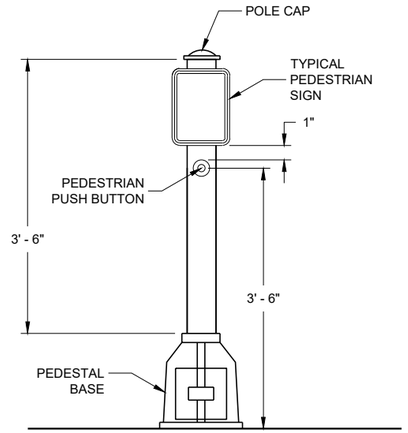
(ORNAMENTAL)



(BANDED)



SIGNAL FACE MOUNTING DETAILS



PEDESTRIAN PUSH BUTTON TYPICAL MOUNTING

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, UNLESS APPROVED BY THE ENGINEER IN THE FIELD.

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.

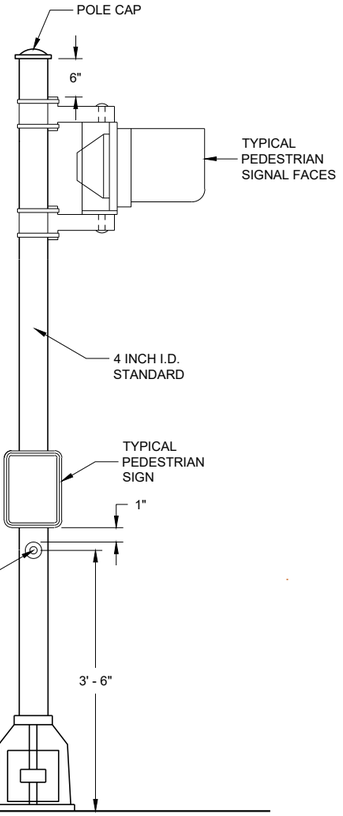
LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE REGION TRAFFIC ENGINEER).

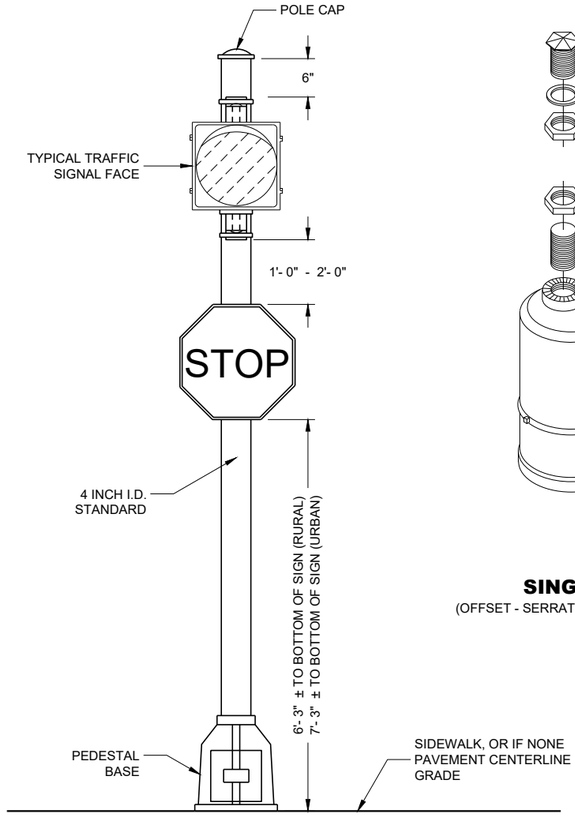
PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

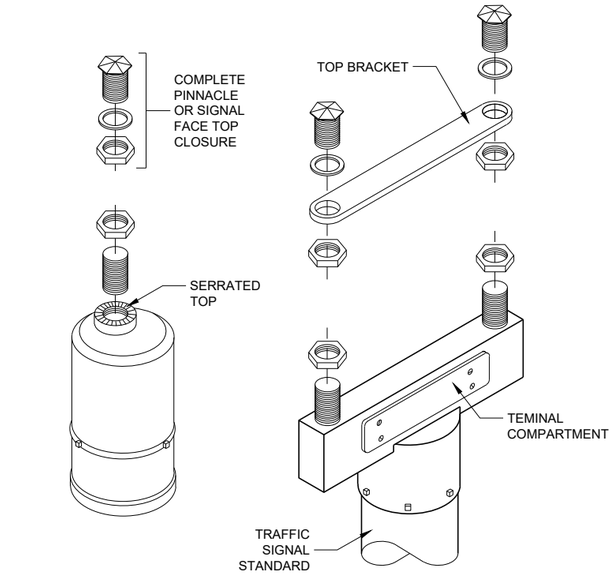
(1) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACESAND BRACKET ENDS.



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

TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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November 2018
DATE

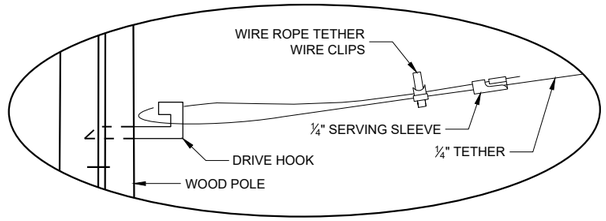
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 326

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SDD 09E07 - 06

MINIMUM POLE LENGTHS	POLE BURIAL DEPTHS
25'	5'
30'	6'
35'	7'
40'	8'
45'	9'



DETAIL "A"

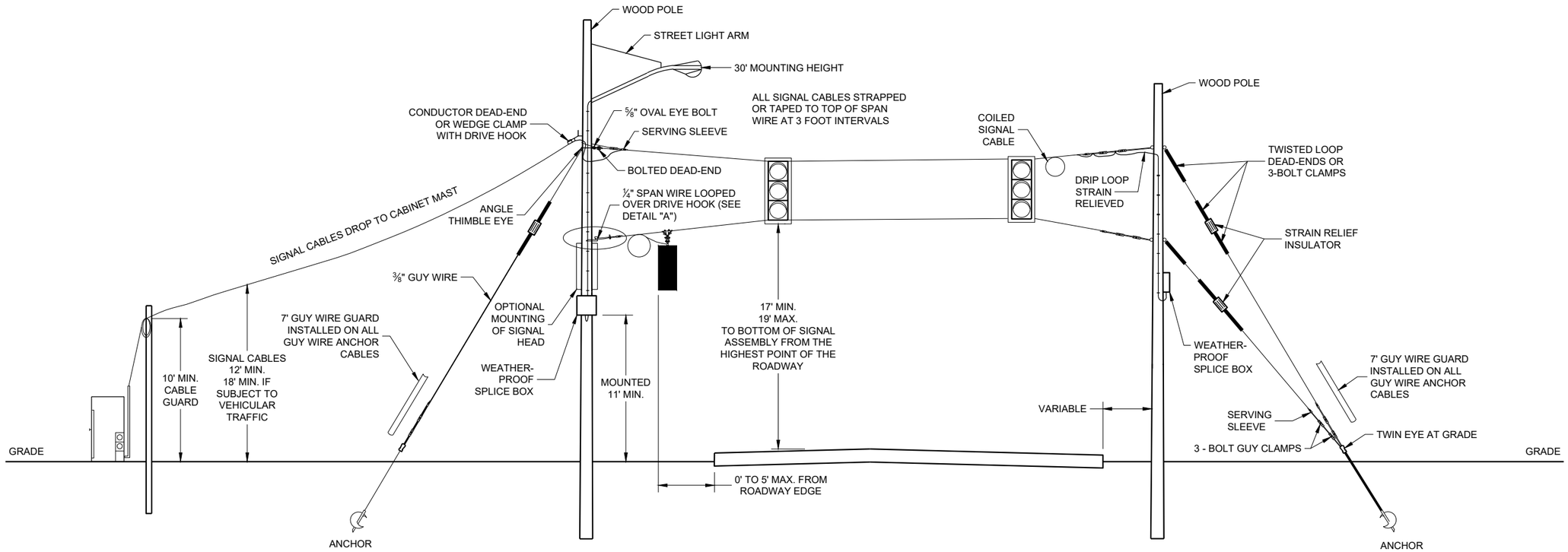
GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.

2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.

3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBLY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



SPAN WIRE
TEMPORARY SIGNALS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

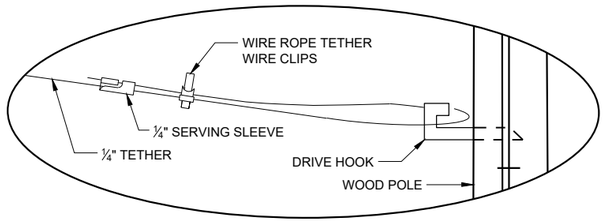
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015
DATE
/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI 327

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SDD09G01 - 04a

MINIMUM POLE LENGTHS	CLASS	POLE BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

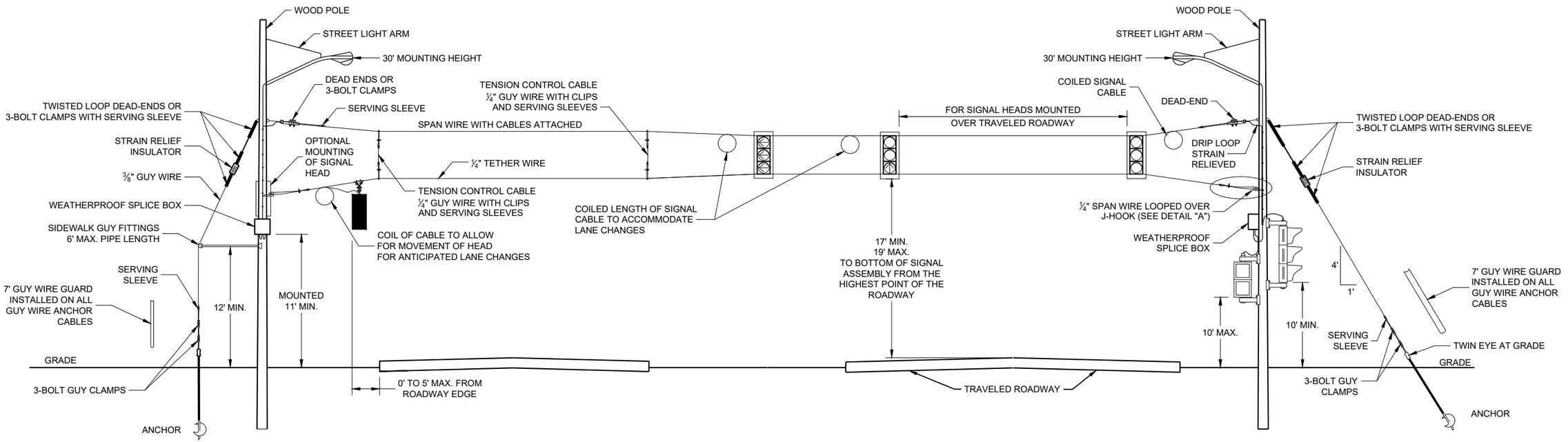


DETAIL "A"

GENERAL NOTES

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   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
   E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED
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SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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June 2015
DATE
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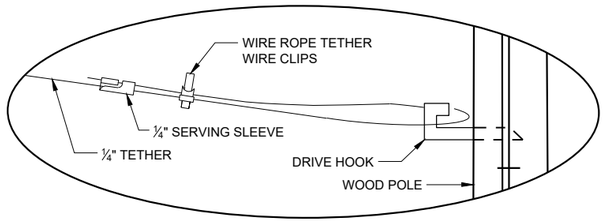
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SDD09G01 - 04b

MINIMUM POLE LENGTHS	CLASS	POLE BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

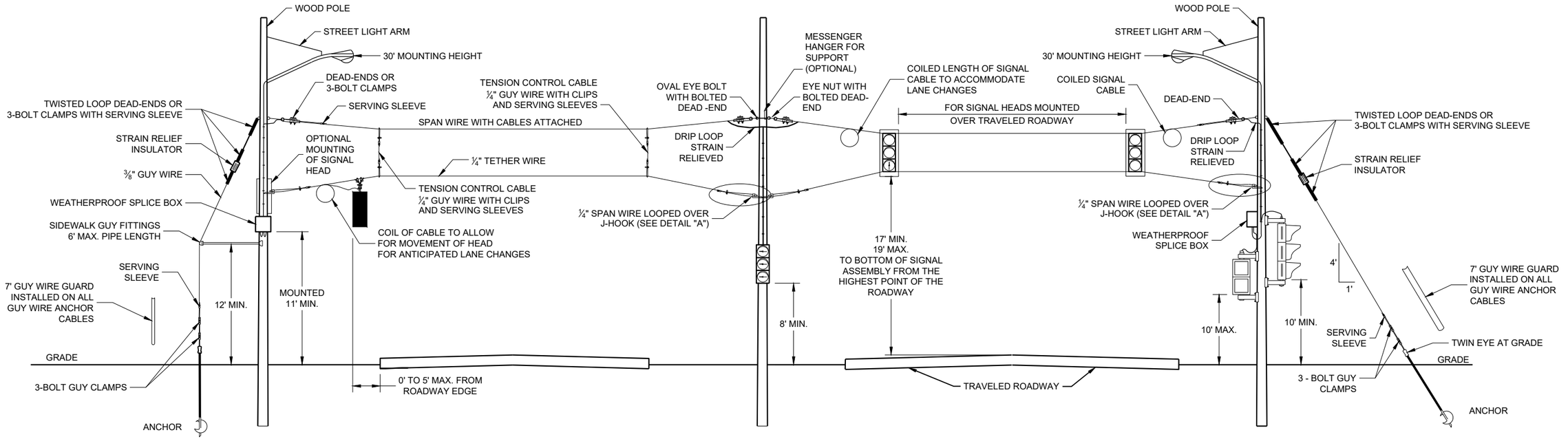


DETAIL "A"

GENERAL NOTES

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

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   - E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
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SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

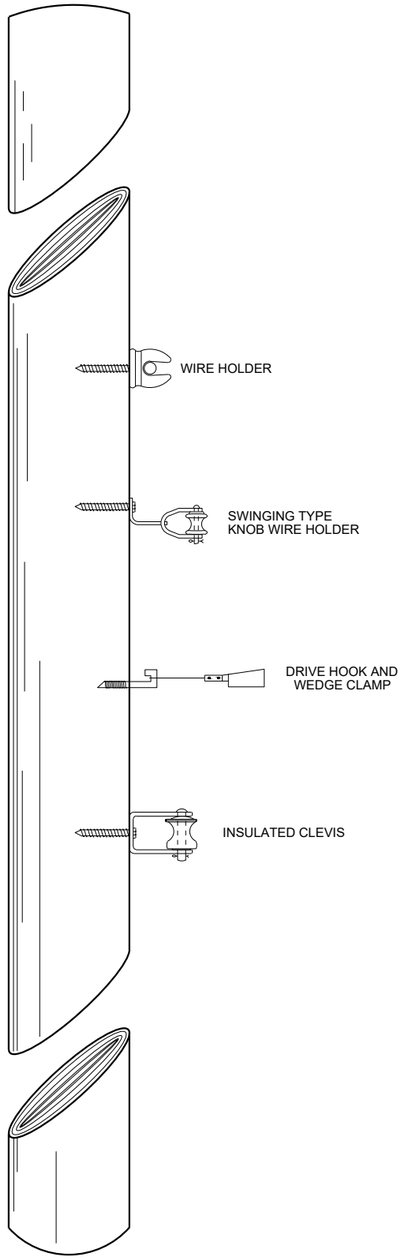
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

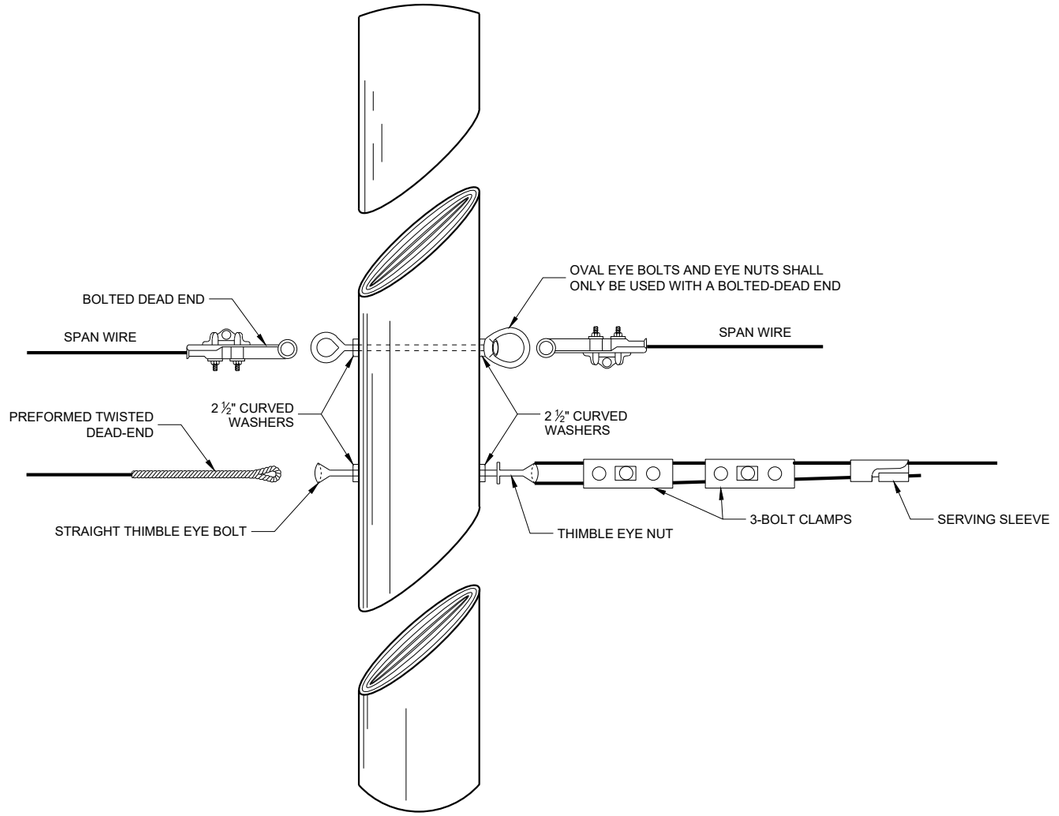
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June 2015
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SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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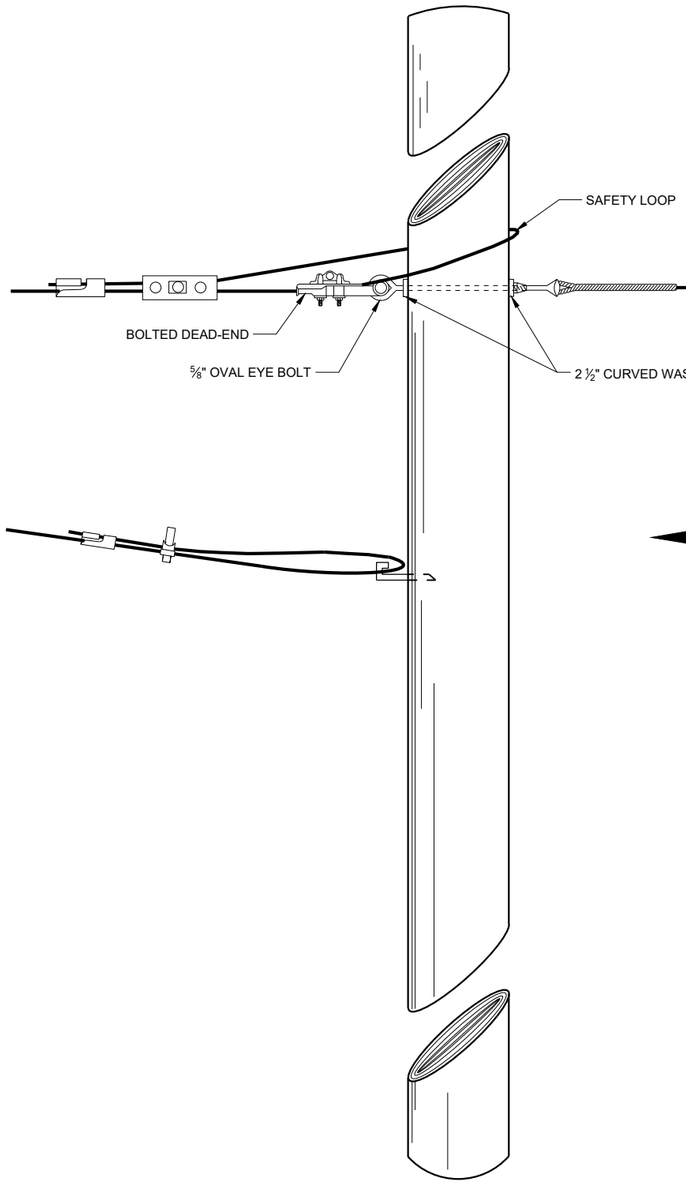
June 2015
DATE

/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

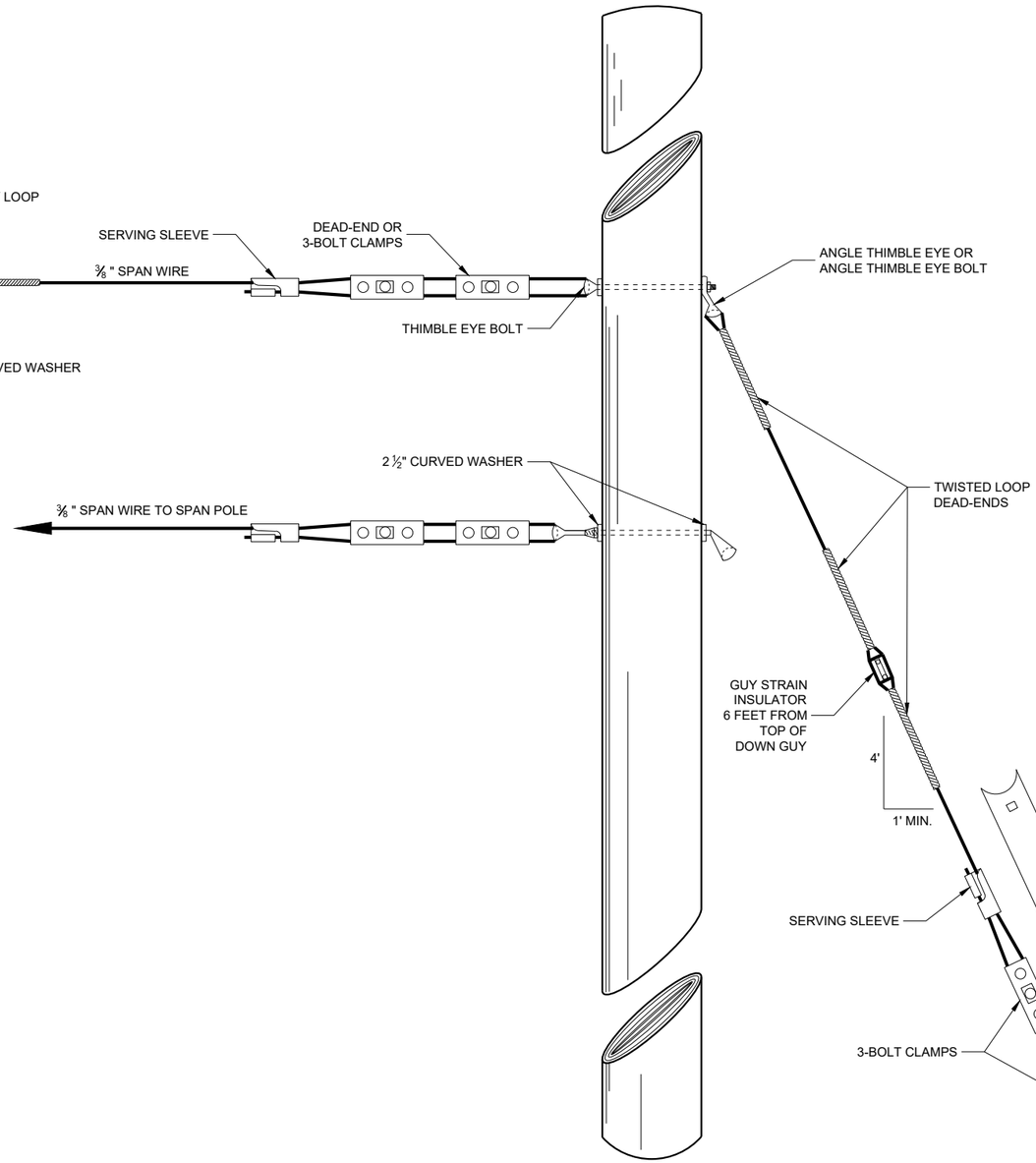
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GENERAL NOTES

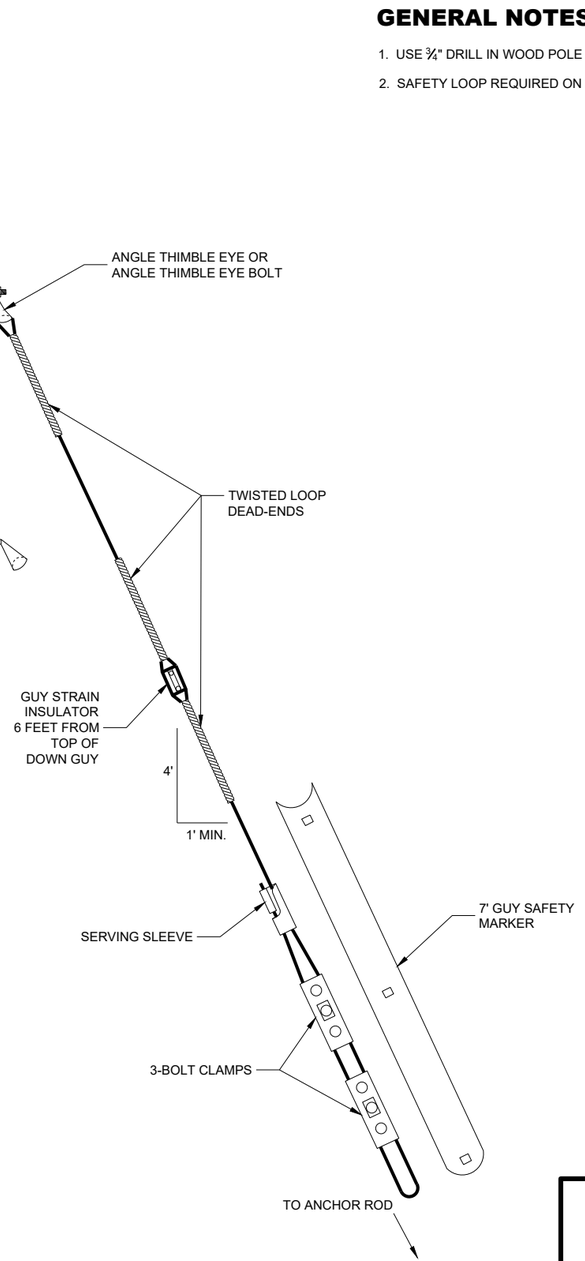
1. USE ¾" DRILL IN WOOD POLE TO PROVIDE FOR ⅝" BOLTS.
2. SAFETY LOOP REQUIRED ON EACH END OF ALL SPAN WIRES.



SPAN WIRE POLE



GUY POLE



TYPICAL DEAD-ENDINGS OR GUYING

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015 — DATE
/S/ Ahmet Demerbilek — ROADWAY STANDARDS DEVE ENGINEER

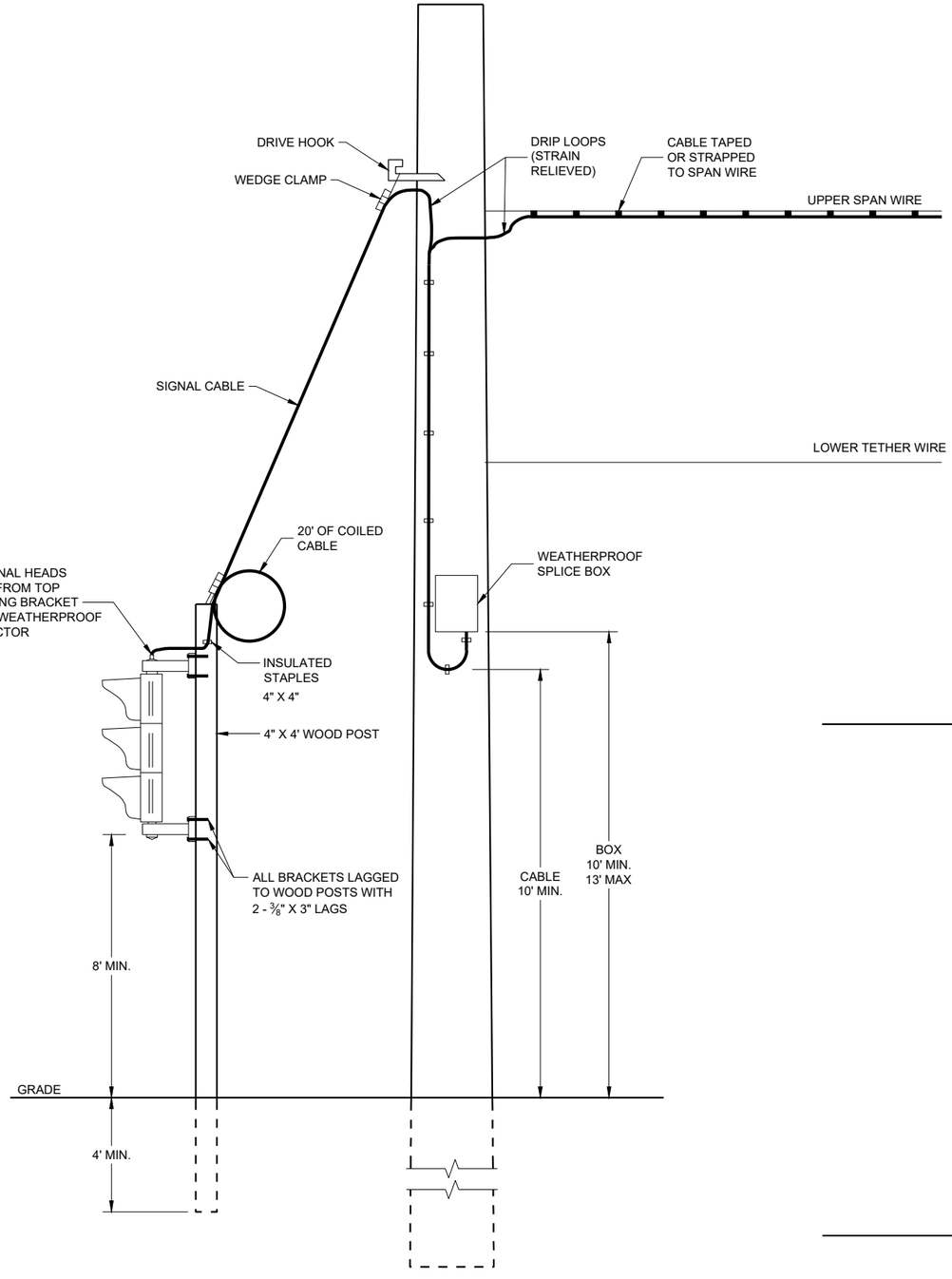
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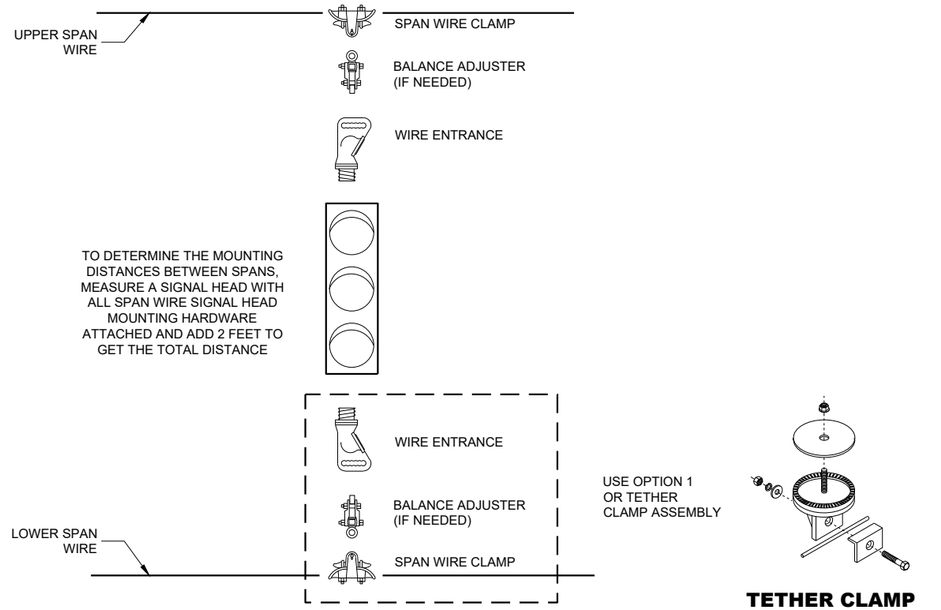
SDD 09G01 - 4e

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SDD 09G01 - 4e



TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL

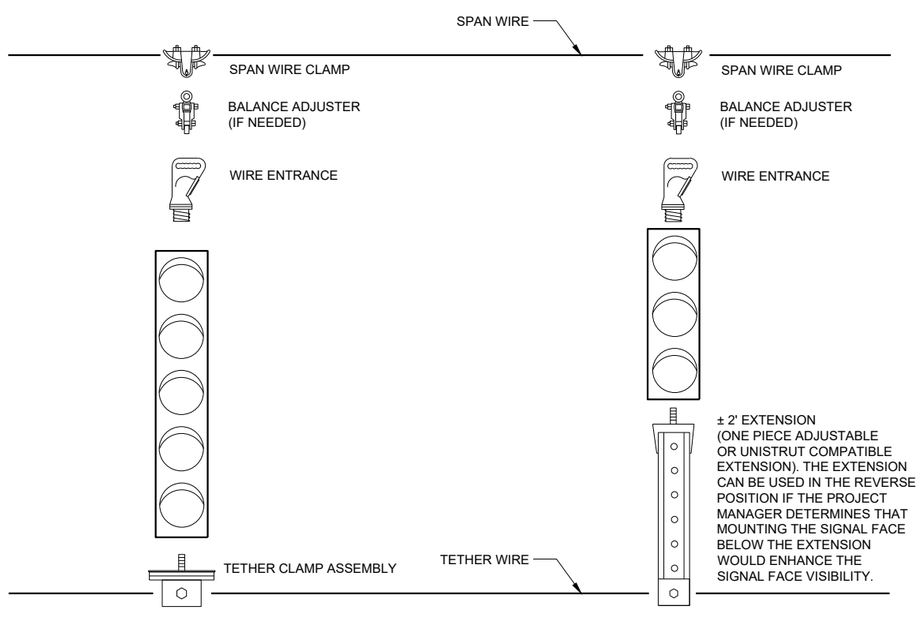


OPTION 1

USE OPTION 1 OR TETHER CLAMP ASSEMBLY

TETHER CLAMP ASSEMBLY OPTION

TYPICAL SPAN WIRE MOUNTING HARDWARE



5 SECTION VERTICAL WITH 3 SECTION VERTICAL ON ONE SPAN WIRE

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

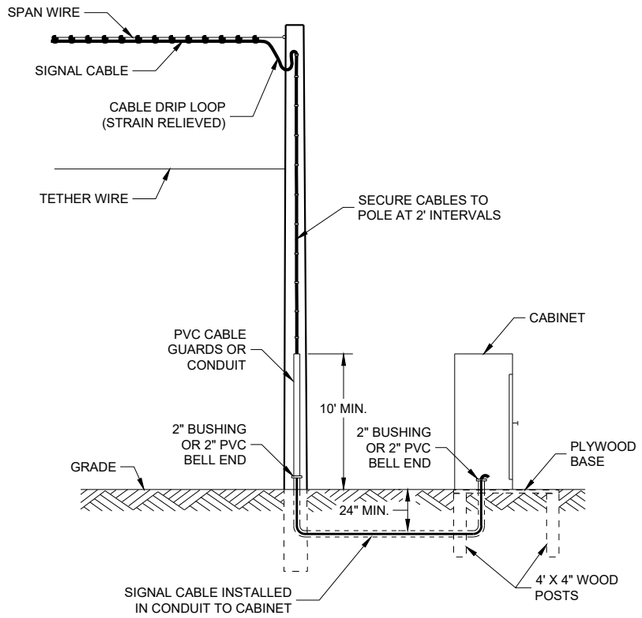
APPROVED
June 2015 — DATE
/S/ Ahmet Demerbilek — ROADWAY STANDARDS DEVE ENGINEER

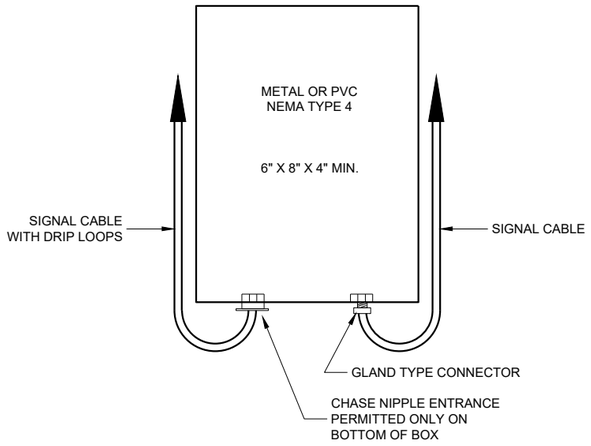
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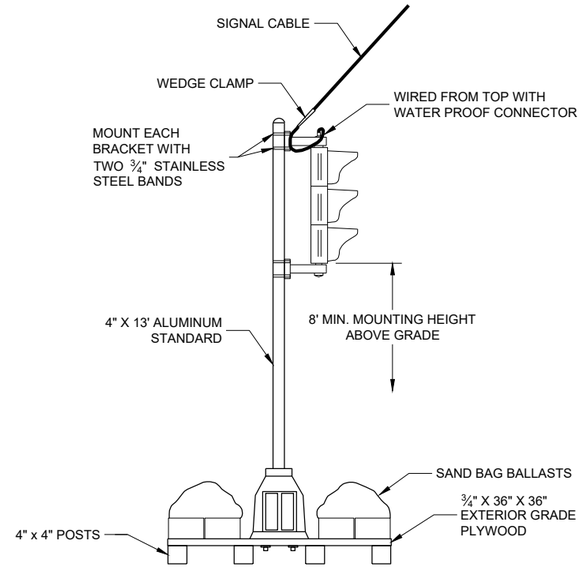
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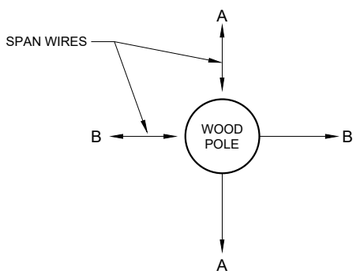




SPLICE BOX

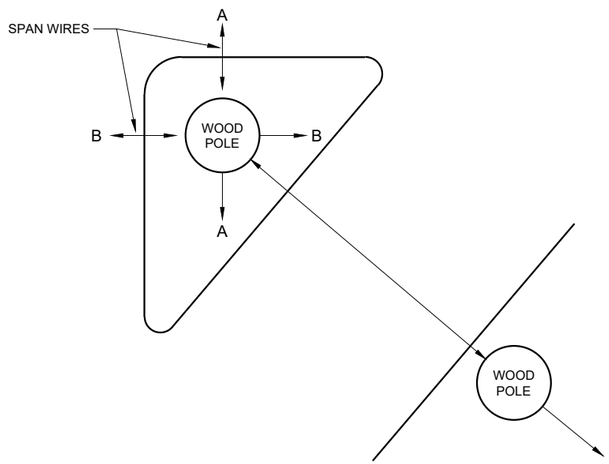


TYPICAL SKID TYPE TEMPORARY

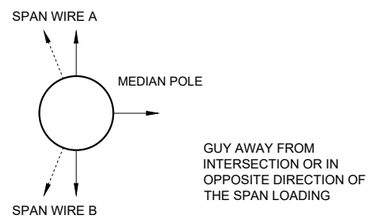


ALL DOWN OR SIDEWALK GUYS
SHALL BE INSTALLED IN THE
OPOSITE DIRECTION OF THE
STRAIN OF THE SPAN WIRE

CORNER POLES



ISLAND POLES



GUY AWAY FROM
INTERSECTION OR IN
OPPOSITE DIRECTION OF
THE SPAN LOADING

MEDIAN POLES

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

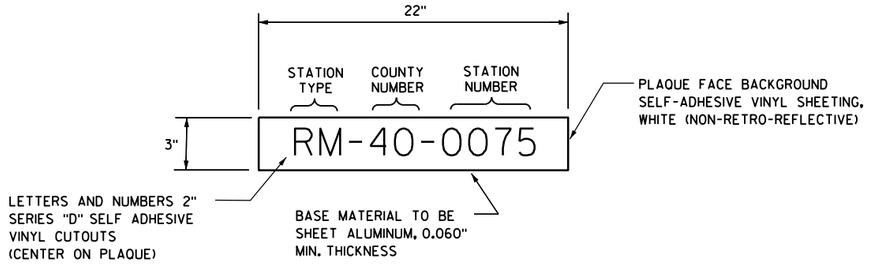
APPROVED
June 2015
DATE

/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

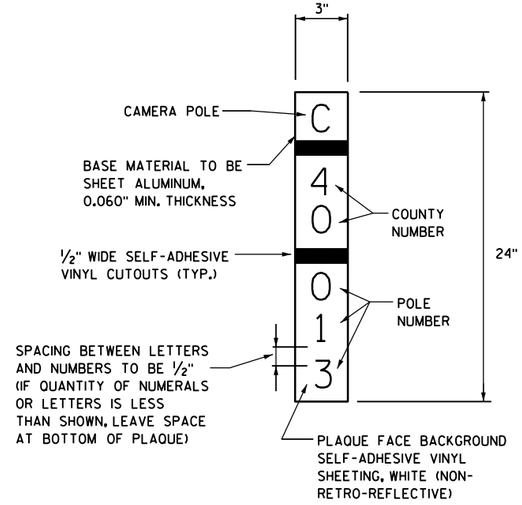
FHWA

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SDD 09G01 - 4g



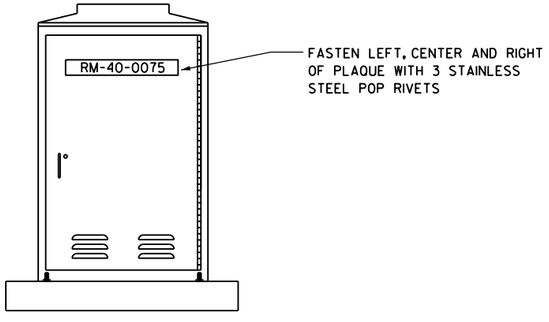
CONTROL CABINET IDENTIFICATION PLAQUE DETAIL



POLE IDENTIFICATION PLAQUE DETAIL

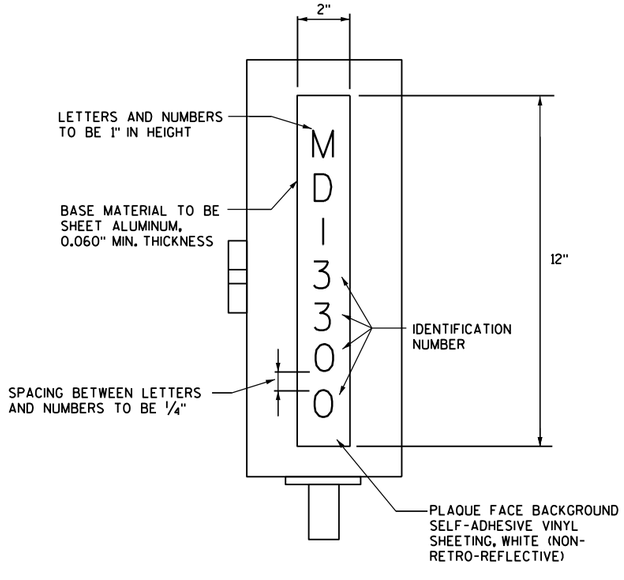
GENERAL NOTES

1. TWO PLAQUES PER CABINET REQUIRED ON CONTROL CABINET.
2. FASTEN ONE PLAQUE ON FRONT DOOR, UPPER HALF.
3. FASTEN ONE PLAQUE ON SIDE FACING LOCAL STREET. IF NO LOCAL STREET NEARBY, OR IF SUCH LOCATION COINCIDES WITH LOCATION OF PLAQUE IN NOTE (2), FASTEN PLAQUE ON REAR OF CABINET, UPPER HALF.
4. COUNTY NUMBER NOT REQUIRED ON RAMP METER CABINETS.



CONTROL CABINET IDENTIFICATION PLAQUE REQUIREMENTS AND PLACEMENTS

(TYPICAL ALL CONTROL CABINETS)



MICROWAVE DETECTOR FIELD CABINET IDENTIFICATION PLAQUE DETAIL

LEGEND STATION TYPE

RM - RAMP METER
CCTV - CLOSED CIRCUIT TELEVISION
ATR - AUTOMATIC TRAFFIC RECORDER
SDS - SYSTEM DETECTOR STATION
MD - MICROWAVE DETECTOR

IDENTIFICATION PLAQUE REQUIREMENTS AND PLACEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

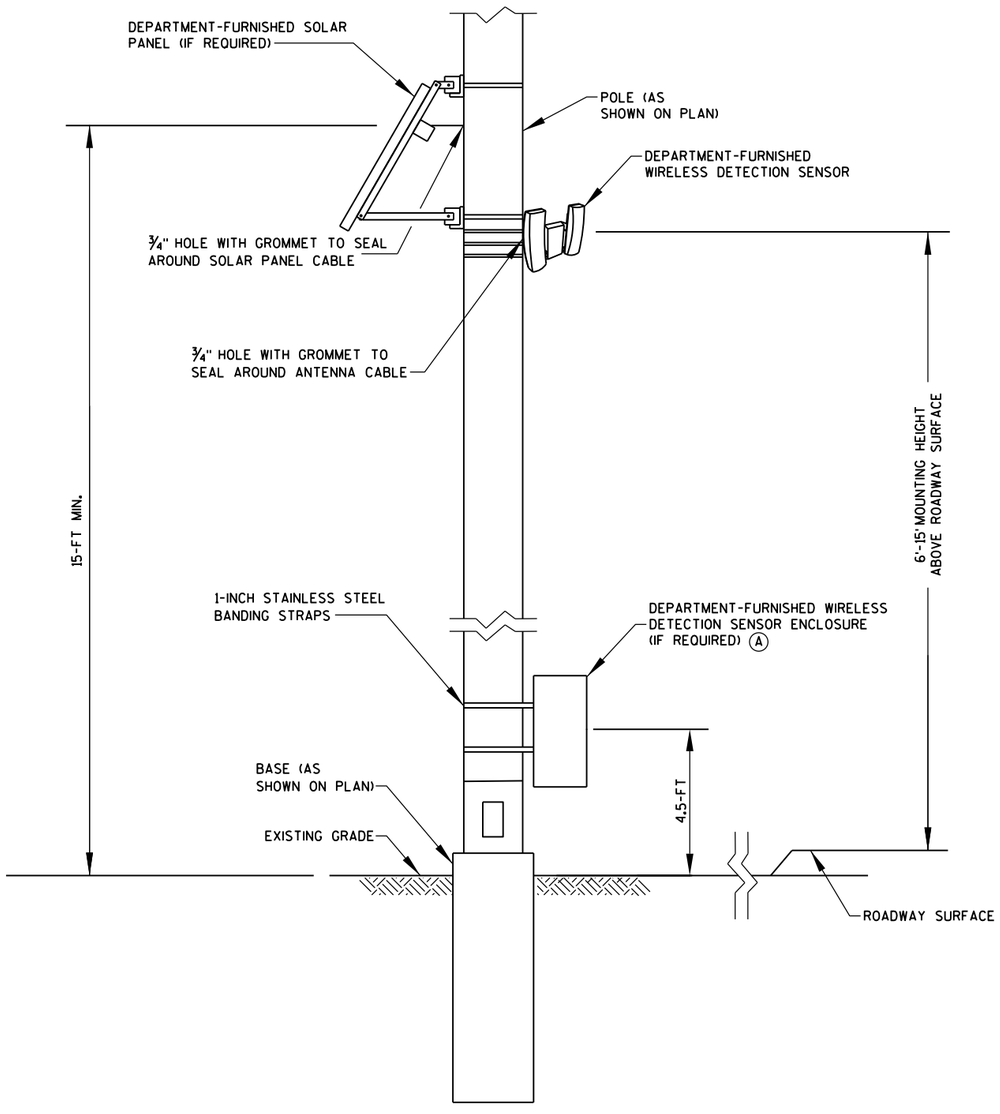
APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demribilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 H 11-1

6

S.D.D. 9 H 11-1



WIRELESS DETECTION SENSOR MOUNTING

(SOLAR-POWERED OPTION SHOWN)

GENERAL NOTES

SECURE LOOSE CABLES TO POLE AT 5-FT INTERVALS.

INSTALL DRIP LOOPS ON LOOSE CABLES TO PREVENT WATER FROM FLOWING ON CABLE AND ENTERING POLES/ENCLOSURES.

MOUNT EQUIPMENT UTILIZING STAINLESS STEEL BANDS OR METHOD APPROVED BY THE ENGINEER.

ORIENT SOLAR PANEL AS CLOSE TO SOUTH AS POSSIBLE.

(A) FOR NON-SOLAR WIRELESS DETECTION SENSOR MOUNTING OPTION, SEE S.D.D. "INSTALL MOUNTED CABINET ON POLES"

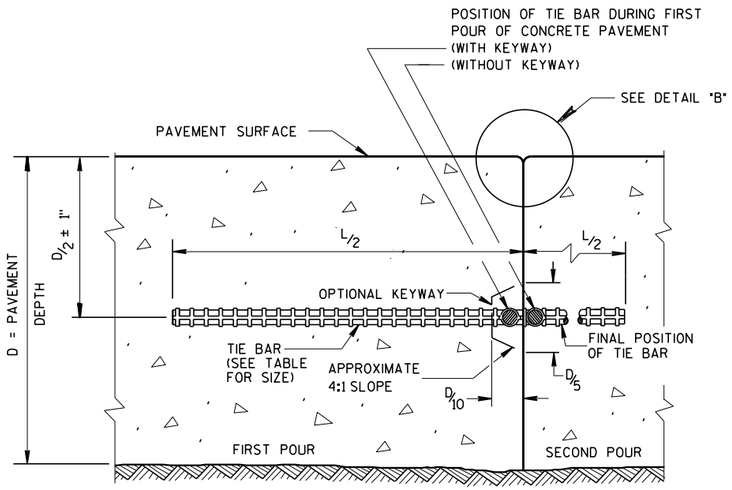
WIRELESS DETECTION SENSOR MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

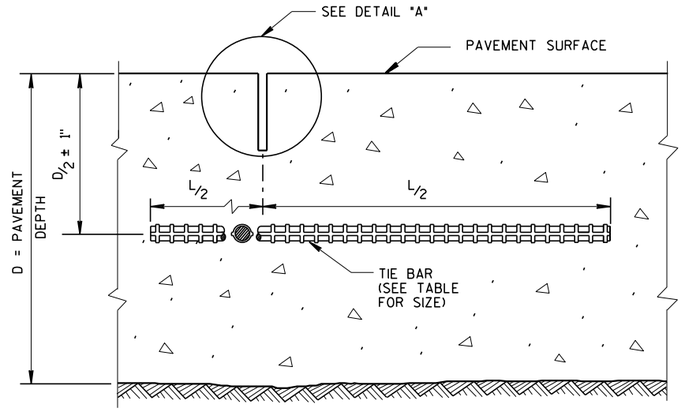
APPROVED
May 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 H 14-1



CONSTRUCTION JOINT



SAWED JOINT

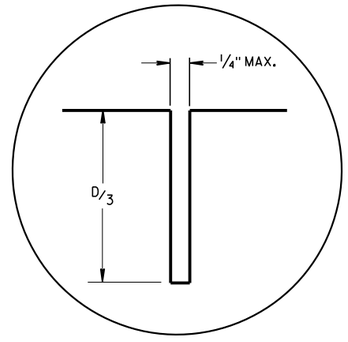
GENERAL NOTES

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

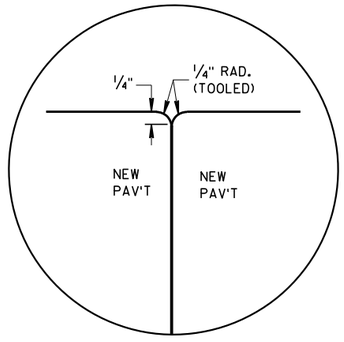
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

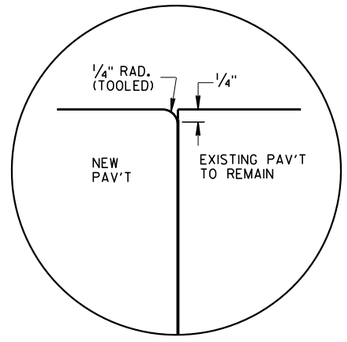
(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.



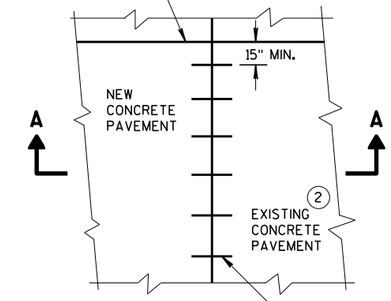
DETAIL "A"



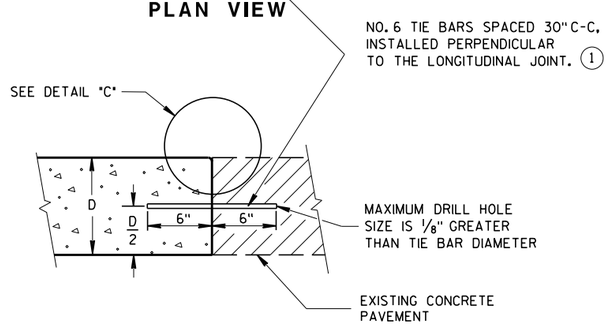
DETAIL "B"



DETAIL "C"



PLAN VIEW



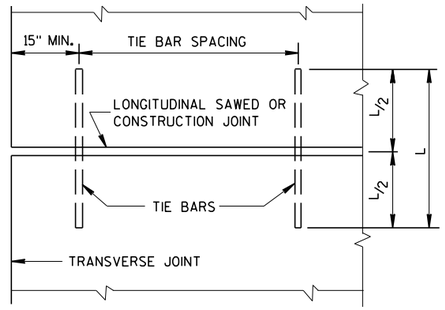
SECTION A-A
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

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 P.E. — PAVEMENT SUPE
FHWA

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S.D.D. 13 C 1-19

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S.D.D. 13 C 1-19

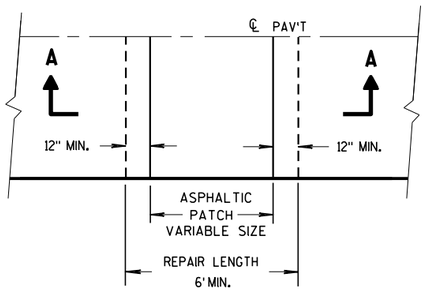
GENERAL NOTES

SAW CUT, DRILL, AND LIFT OUT EXISTING CONCRETE PAVEMENT WITHIN THE BOUNDARIES OF CONCRETE REPAIR AREAS. THE CONTRACTOR MAY MAKE ADDITIONAL SAW CUTS INSIDE THE REPAIR LIMITS TO REDUCE WEIGHT AND SIZE OF CONCRETE PIECES.

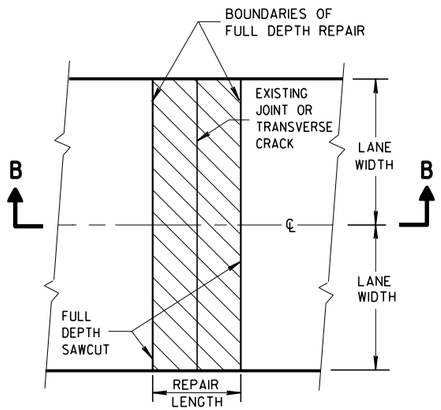
PROVIDE A 6-FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREAS TO ADJACENT TRANSVERSE JOINT OR CRACK IN THE SAME LANE.

THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NONDOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

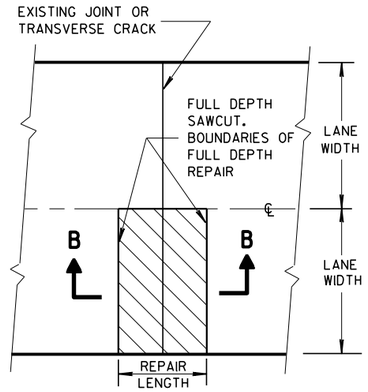
(1) DOWEL BARS MIGHT NOT EXIST.



PLAN VIEW

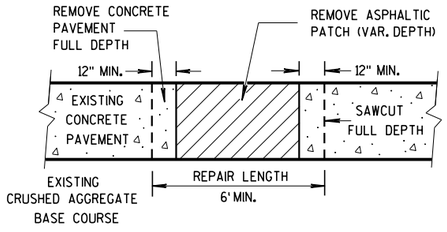


PLAN VIEW
(DOUBLE LANE REPAIR)



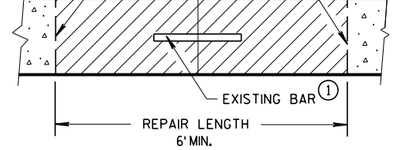
PLAN VIEW
(SINGLE LANE REPAIR)

FULL DEPTH CONCRETE PAVEMENT REMOVAL



SECTION A-A

HMA PATCH REMOVAL



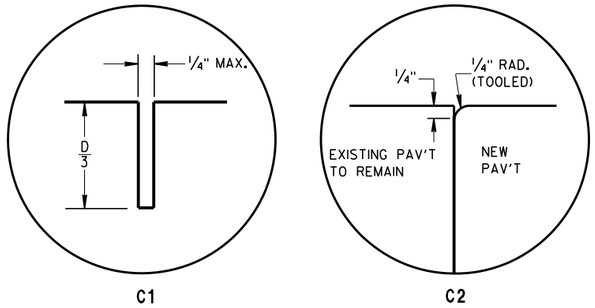
SECTION B-B

CONCRETE REMOVAL

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

6

S.D.D. 13 C 9-15a



C1 C2

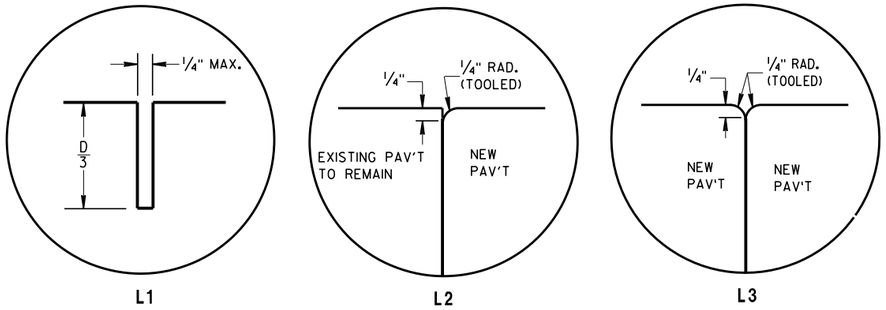
TRANSVERSE JOINTS

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"**

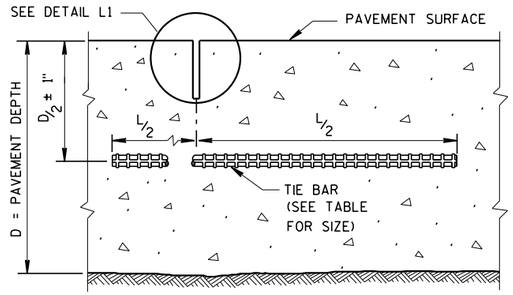
* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.



L1 L2 L3

LONGITUDINAL JOINTS



SECTION C-C

SAWED LONGITUDINAL JOINT

GENERAL NOTES

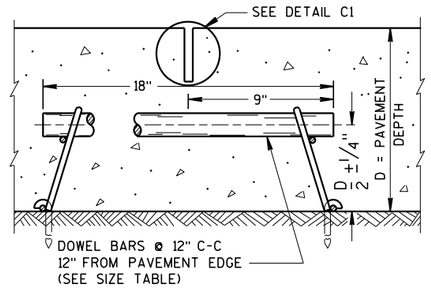
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

CONCRETE PAVEMENT REPAIRS OF EXISTING NONDOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

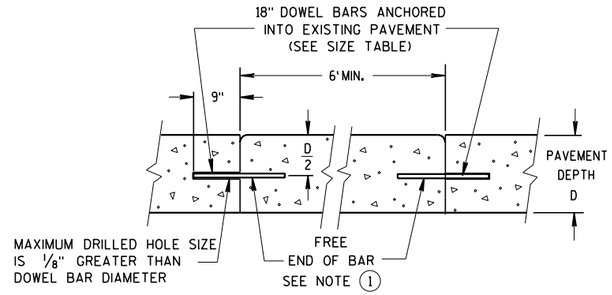
FOR MULTI-LANE CONCRETE PAVEMENT REPLACEMENTS, PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM ALL TRANSVERSE JOINTS OR EDGES OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

(1) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

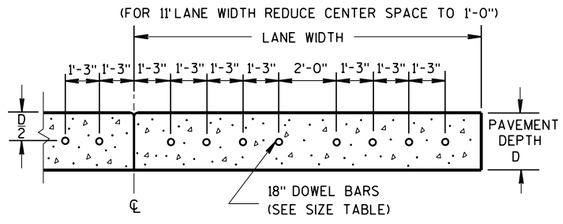


SECTION F-F

CONTRACTION JOINT



SECTION D-D

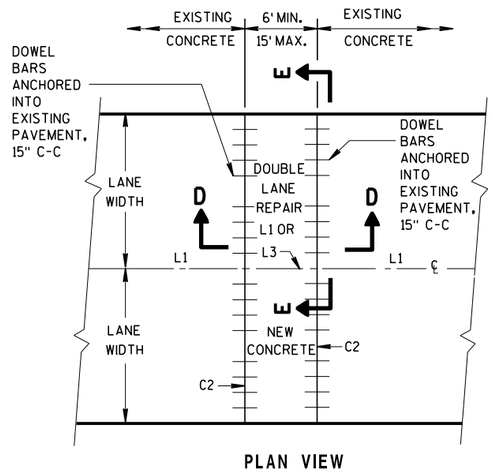


SECTION E-E

DRILLED DOWEL BAR CONSTRUCTION JOINT

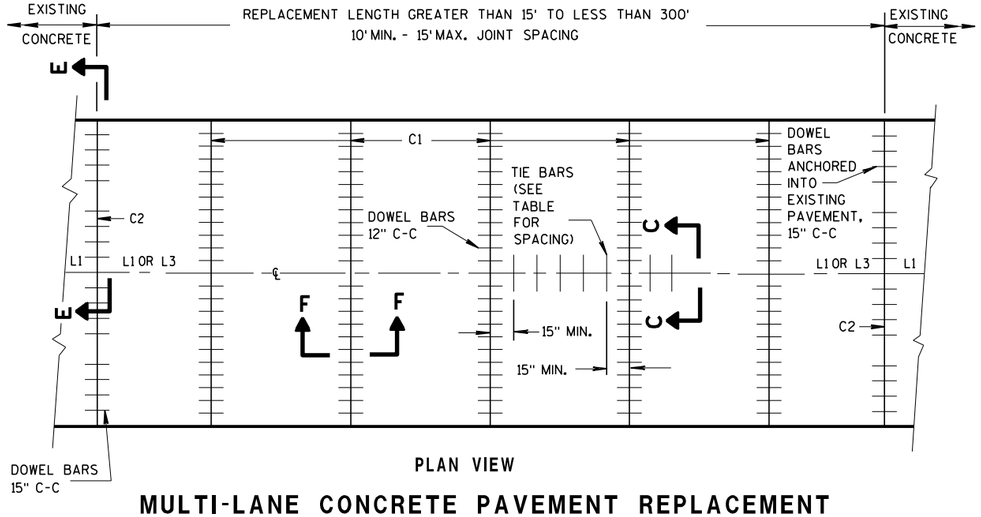
PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	DRILLED DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 1/2", 6", 6 1/2"	NONE	NONE	12'
7", 7 1/2"	1"	1"	14'
8", 8 1/2"	1 1/4"	1 1/4"	15'
9", 9 1/2"	1 1/4"	1 1/4"	15'
10" & ABOVE	1 1/2"	1 1/4"	15'



PLAN VIEW

MULTI-LANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

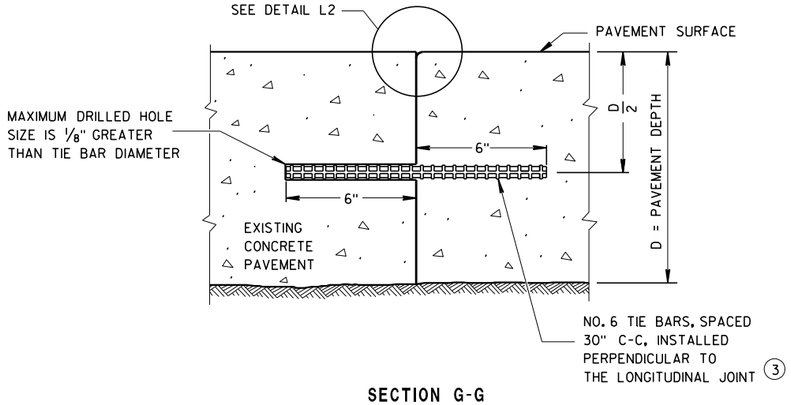
MULTI-LANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 13 C 9-15b



SECTION G-G

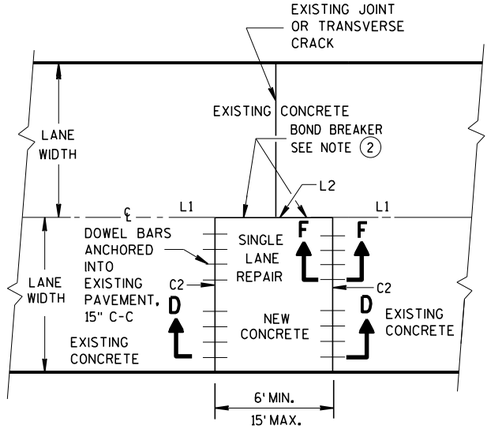
TIE BARS ANCHORED INTO EXISTING PAVEMENT

GENERAL NOTES

(1) WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, THE CONTRACTOR MAY INSTALL DRILLED TIE BARS ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES IN A HOLE OF SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.

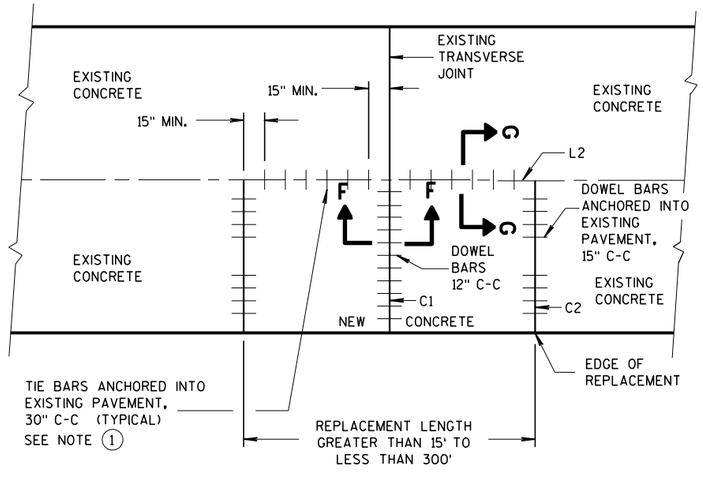
(2) USE AN ENGINEER-APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE REPAIRS UP TO 15 FEET IN LENGTH.

(3) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

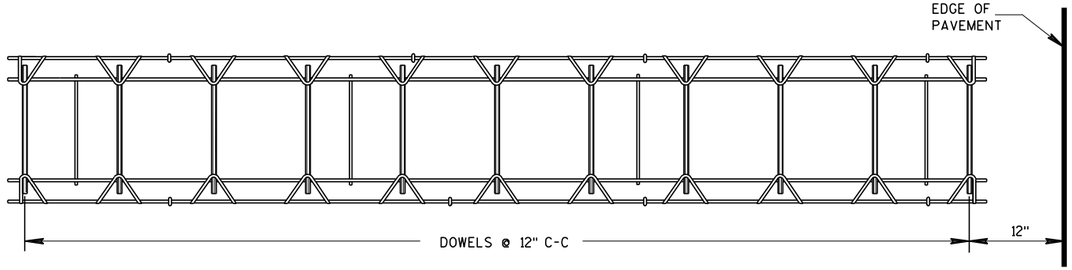
SINGLE LANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Peter Ken... — PAVEMENT SUPE...
FHWA

S.D.D. 13 C 9-15c

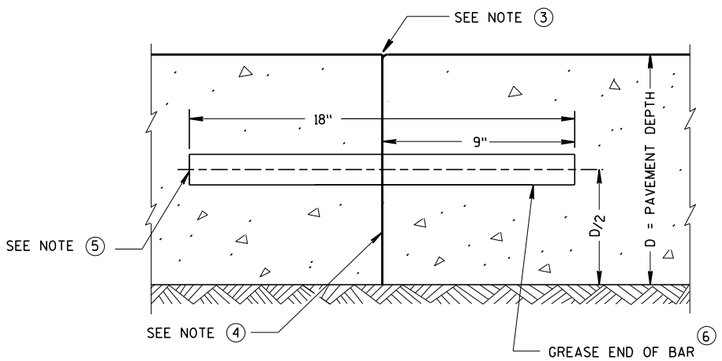


PLAN VIEW

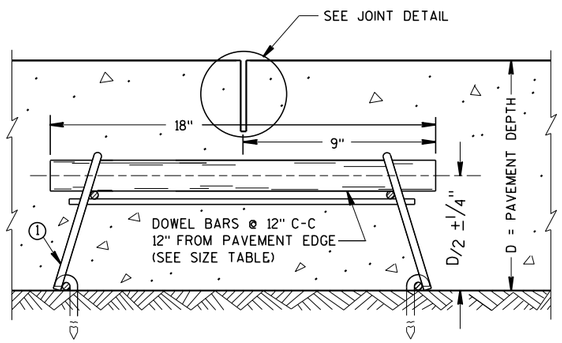


SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY ①



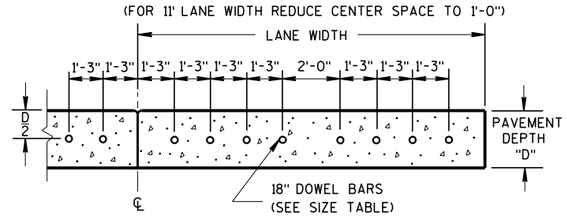
TRANSVERSE CONSTRUCTION JOINT



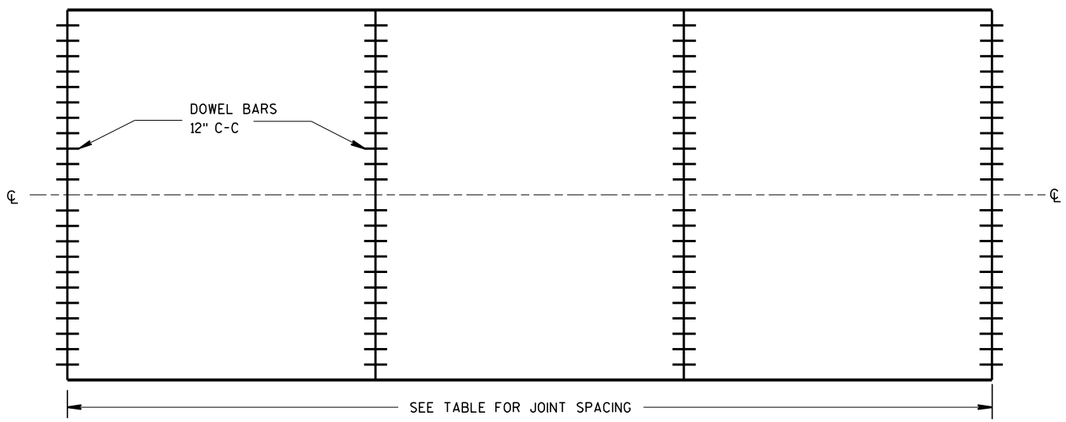
DOWELED CONTRACTION JOINT

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.

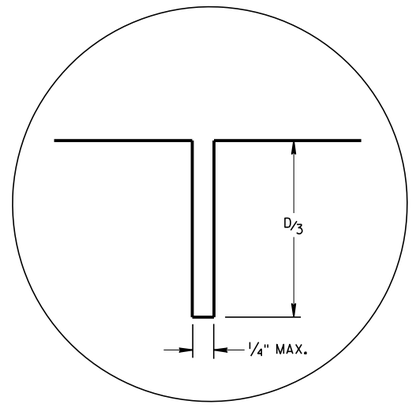
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼-INCH RADIUS AT FORMED JOINTS.

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 340

FHWA

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S.D.D. 13 C 13-9

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S.D.D. 13 C 13-9

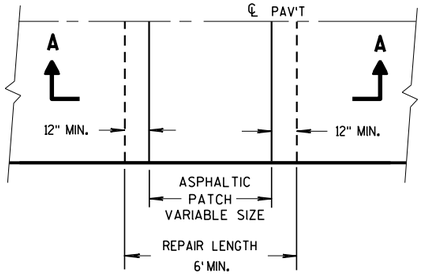
GENERAL NOTES

SAW CUT, DRILL, AND LIFT OUT EXISTING CONCRETE PAVEMENT WITHIN THE BOUNDARIES OF CONCRETE REPAIR AREAS. THE CONTRACTOR MAY MAKE ADDITIONAL SAW CUTS INSIDE THE REPAIR LIMITS TO REDUCE WEIGHT AND SIZE OF CONCRETE PIECES.

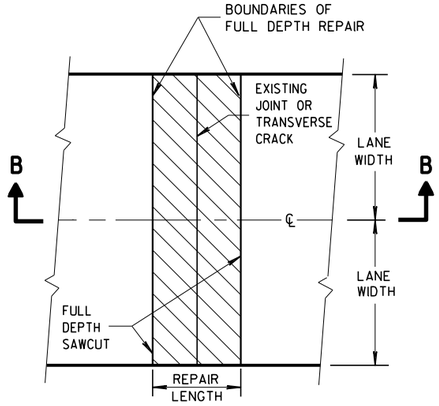
PROVIDE 6-FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREAS TO ADJACENT TRANSVERSE JOINT OR CRACK.

THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NONDOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

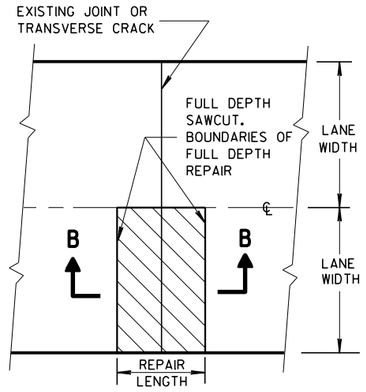
(1) DOWEL BARS MIGHT NOT EXIST.



PLAN VIEW

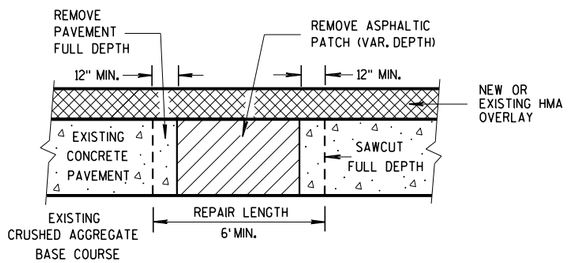


PLAN VIEW
(DOUBLE LANE REPAIR)



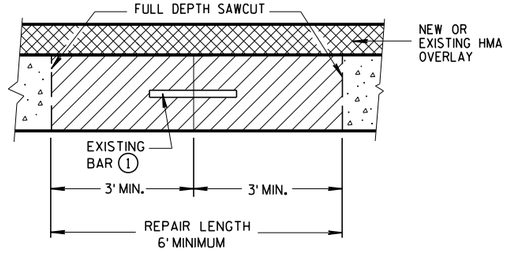
PLAN VIEW
(SINGLE LANE REPAIR)

FULL DEPTH CONCRETE PAVEMENT REMOVAL



SECTION A-A

HMA PATCH REMOVAL



SECTION B-B

CONCRETE REMOVAL

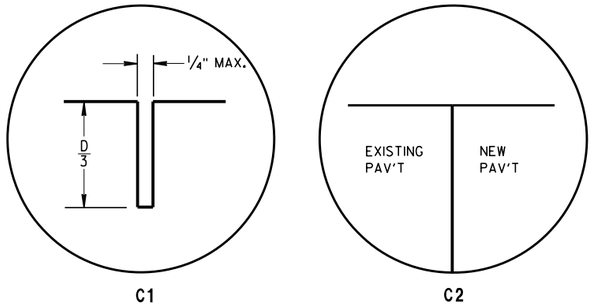
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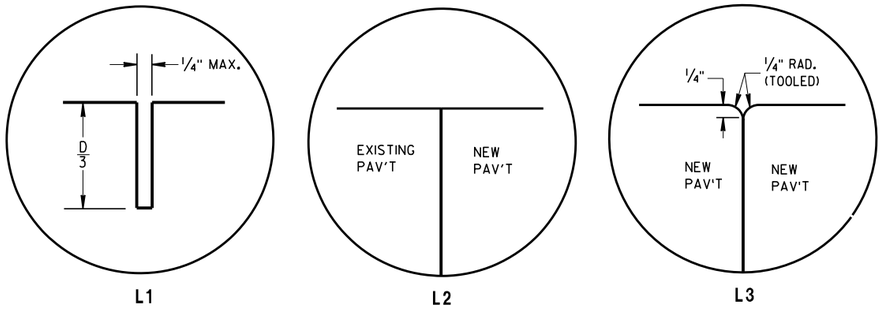
S.D.D. 13 C 14-7a

S.D.D. 13 C 14-7a

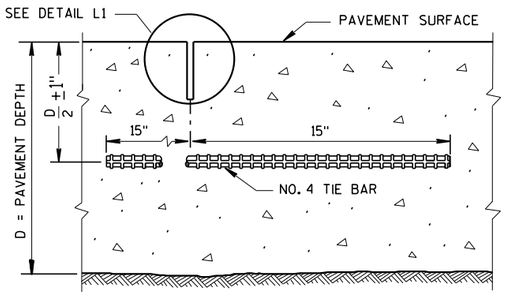
BASE PATCHING CONCRETE



TRANSVERSE JOINTS

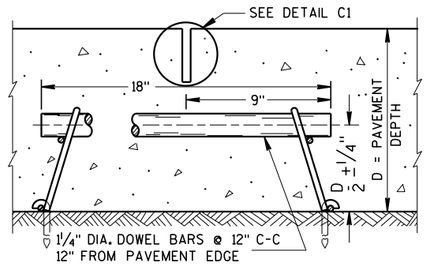


LONGITUDINAL JOINTS



SECTION C-C

SAWED LONGITUDINAL JOINT



SECTION F-F

CONTRACTION JOINT

GENERAL NOTES

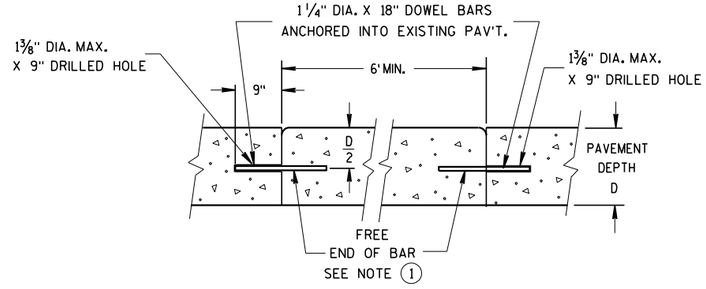
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

CONCRETE BASE PATCHES OF EXISTING NONDOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

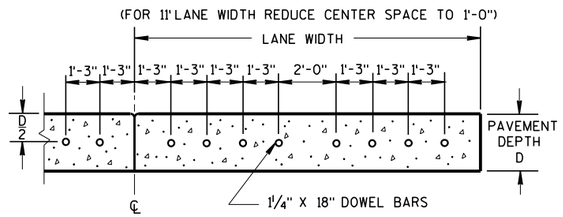
ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM AN EXISTING TRANSVERSE JOINT OR THE EDGE OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

(1) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

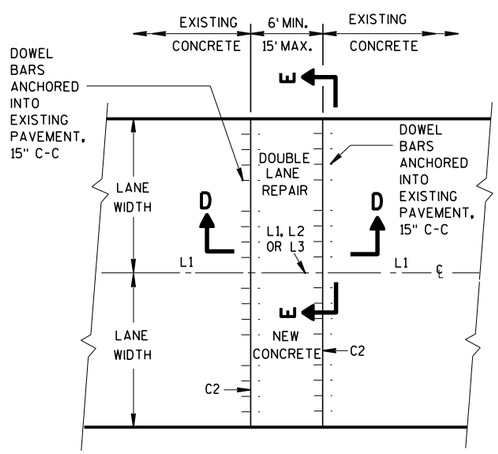


SECTION D-D



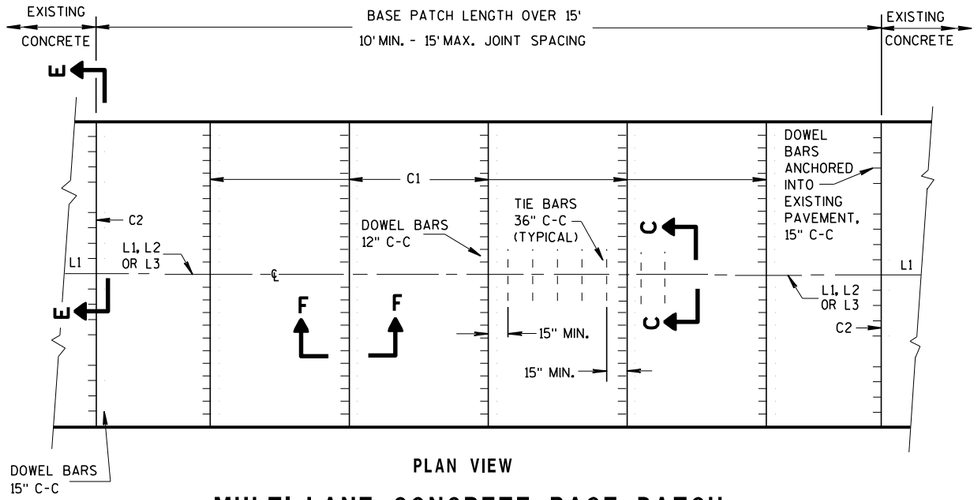
SECTION E-E

SPACING OF DOWEL BARS ANCHORED INTO EXISTING PAVEMENT



PLAN VIEW

MULTI-LANE CONCRETE BASE PATCH 15' MAXIMUM LENGTH



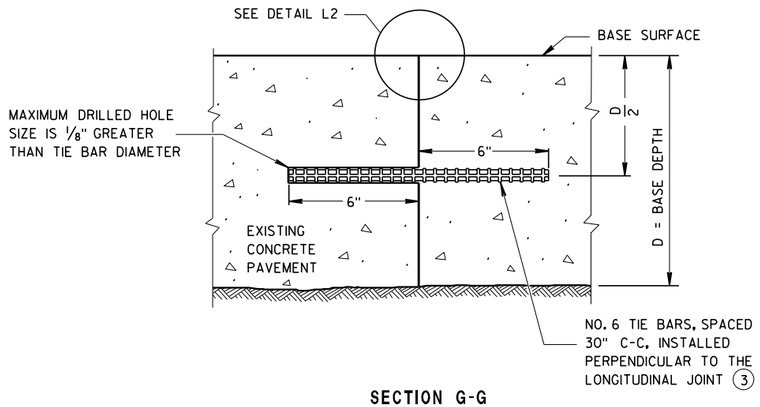
PLAN VIEW

MULTI-LANE CONCRETE BASE PATCH GREATER THAN 15' IN LENGTH

BASE PATCHING CONCRETE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 13 C 14-7b



SECTION G-G

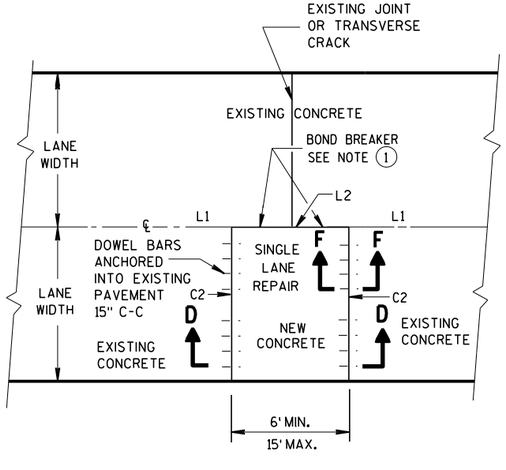
TIE BARS ANCHORED INTO EXISTING PAVEMENT

GENERAL NOTES

(1) USE AN ENGINEER-APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE BASE PATCHES UP TO 15 FEET IN LENGTH.

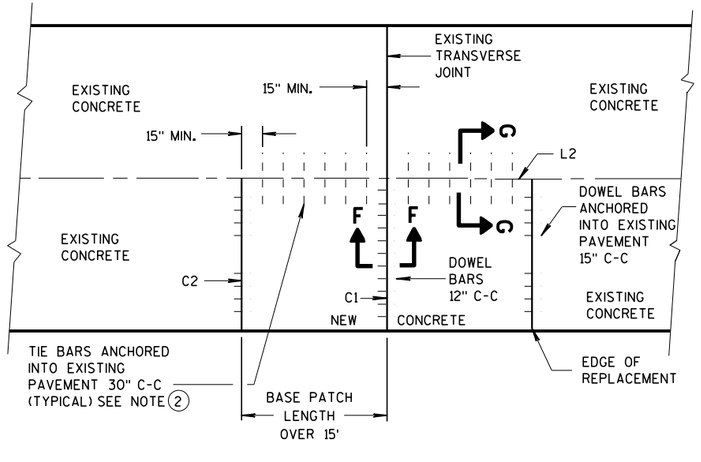
(2) WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, DRILLED TIE BARS MAY BE INSTALLED ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES IN A HOLE OF SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.

(3) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



PLAN VIEW

SINGLE LANE CONCRETE BASE PATCH 15' MAXIMUM LENGTH



PLAN VIEW

SINGLE LANE CONCRETE BASE PATCH GREATER THAN 15' IN LENGTH

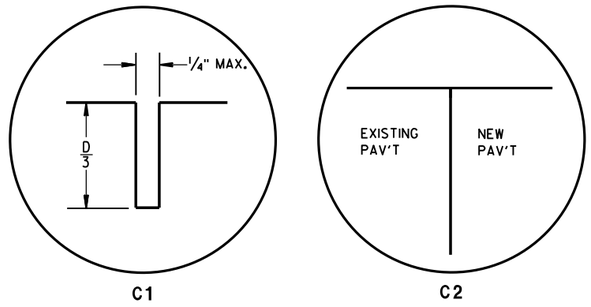
BASE PATCHING CONCRETE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

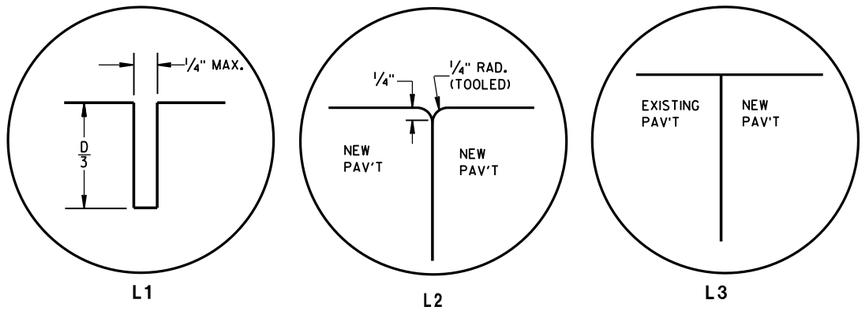
APPROVED
March 2018 — DATE
/S/ Peter Kemp P.E. — PAVEMENT SUPERVISOR
FHWA

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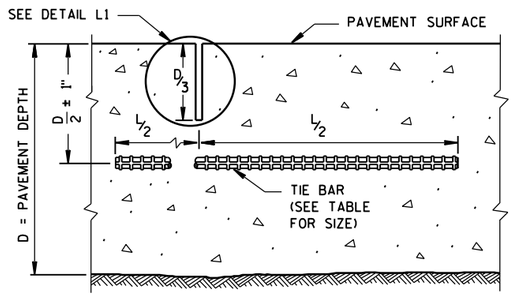
S.D.D. 13 C 14-7c



TRANSVERSE JOINTS

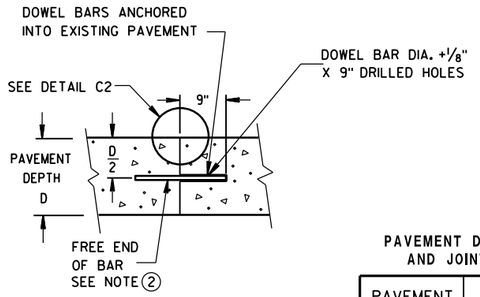


LONGITUDINAL JOINTS



SECTION C-C

SAWED JOINT



SECTION D-D

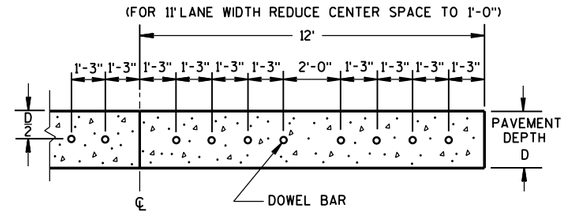
GENERAL NOTES

ANCHOR TIE BARS AND DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY.

PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM AN EXISTING TRANSVERSE JOINT OR THE EDGE OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

(1) INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

(2) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.



SECTION E-E

SPACING OF DOWEL BARS ANCHORED INTO EXISTING PAVEMENT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

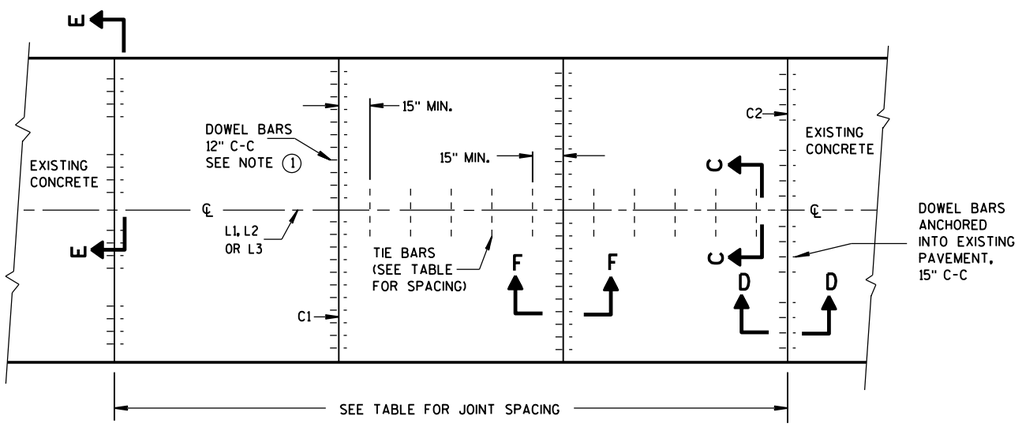
PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5½", 6, 6 ½"	NONE	12'
7, 7 ½"	1"	14'
8, 8 ½"	1 ¼"	15'
9, 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

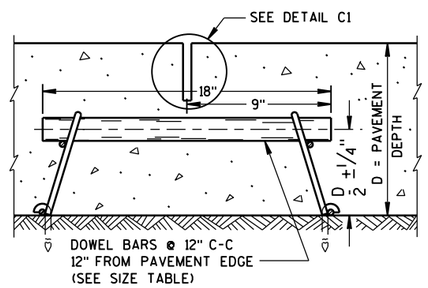
* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.



PLAN VIEW

CONCRETE BASE CONTRACTION JOINT LOCATIONS



SECTION F-F

CONTRACTION JOINT

CONCRETE BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

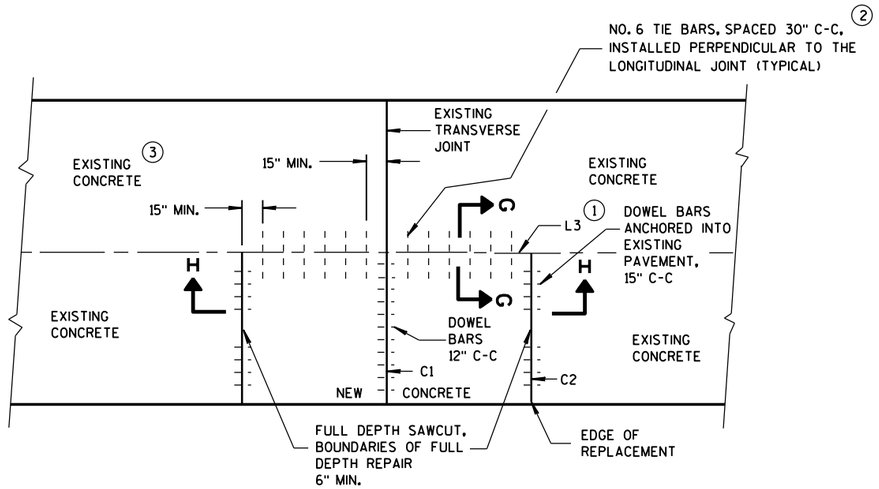
S.D.D. 13 C 15-6a

GENERAL NOTES

(1) USE AN ENGINEER-APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) AT THE LONGITUDINAL JOINT IN LIEU OF TIE BARS FOR SINGLE LANE CONCRETE BASE REPAIRS UP TO 15 FEET IN LENGTH.

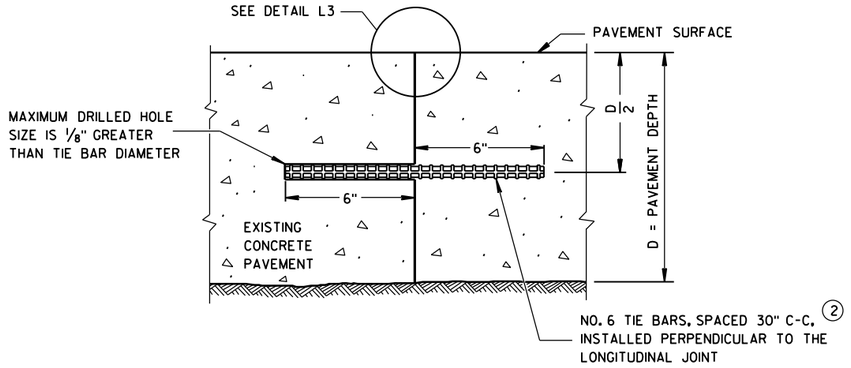
(2) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(3) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.



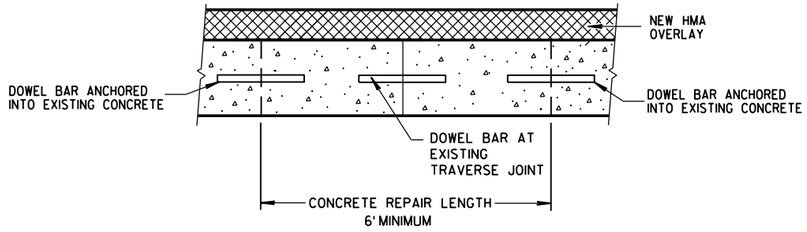
PLAN VIEW

SINGLE LANE CONCRETE BASE REPAIR



SECTION G-G

TIE BARS ANCHORED INTO EXISTING PAVEMENT



SECTION H-H

CONCRETE BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

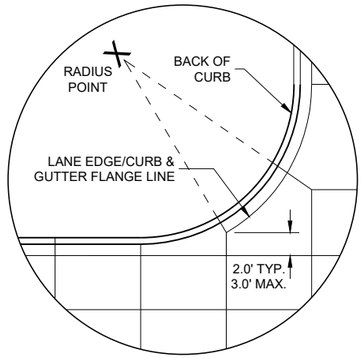
APPROVED
June, 2015 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPEI
FHWA

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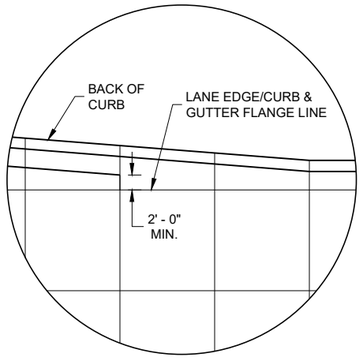
S.D.D. 13 C 15-6b

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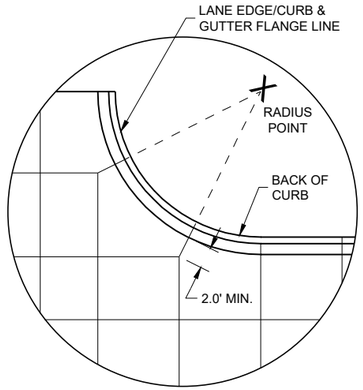
S.D.D. 13 C 15-6b



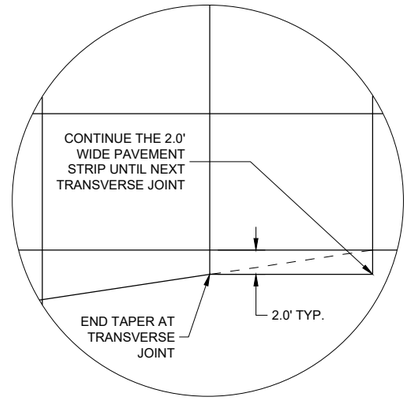
DETAIL "A"



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.

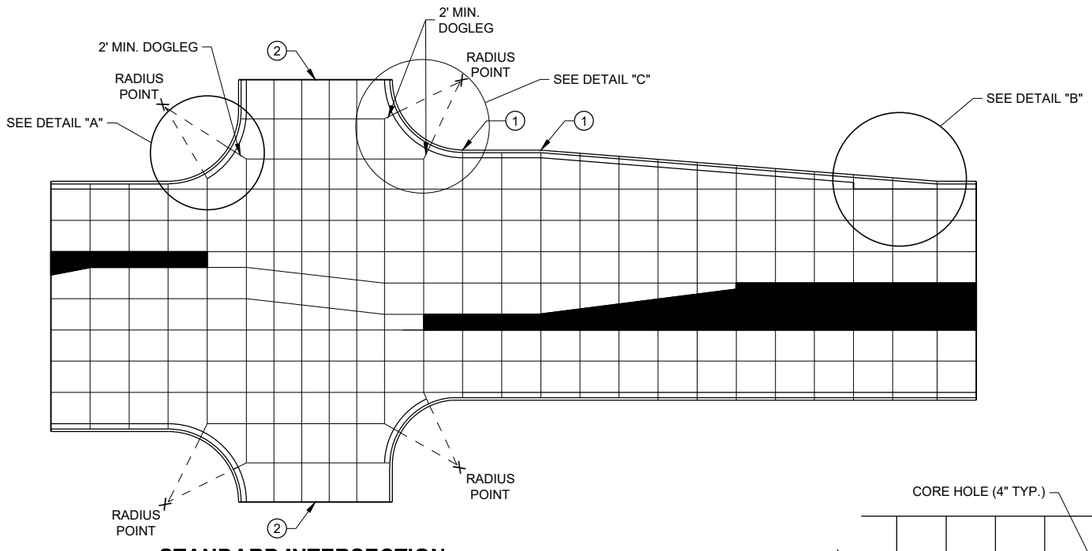
AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

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 WITHEDGE OF RADIUS.

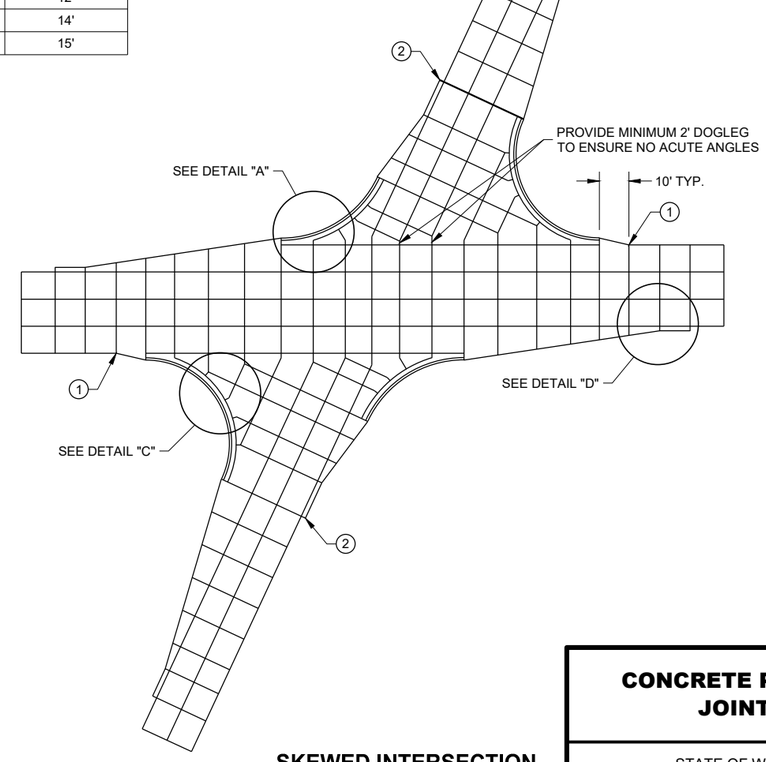
(3) THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



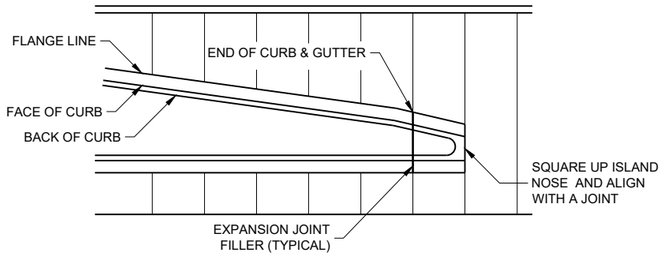
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

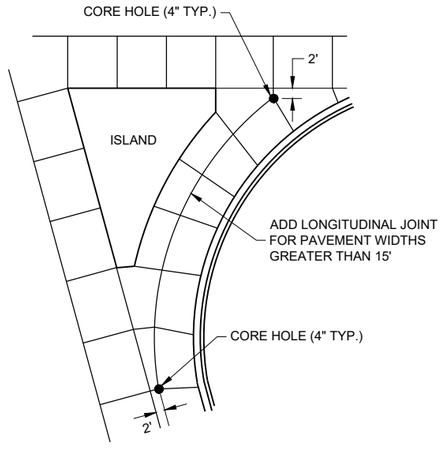
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

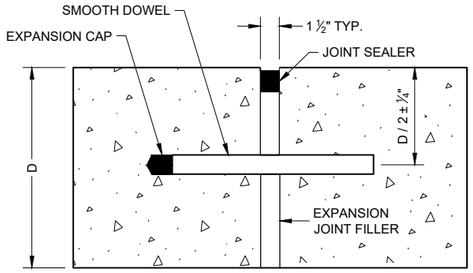
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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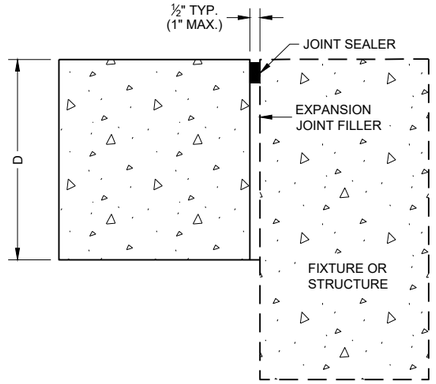
SDD 13C18 - 07a

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SDD 13C18 - 07a



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

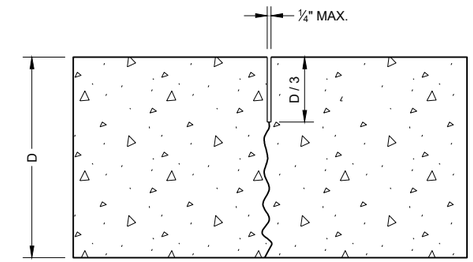
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4*	30"	24"**

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

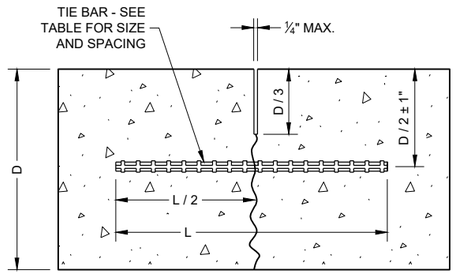
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

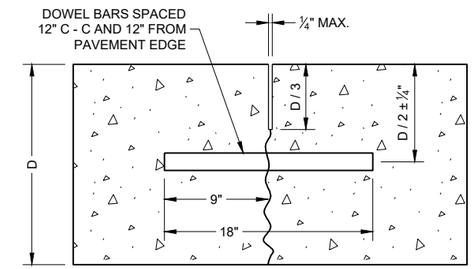
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A ¼" RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



UNDOWELED TRANSVERSE

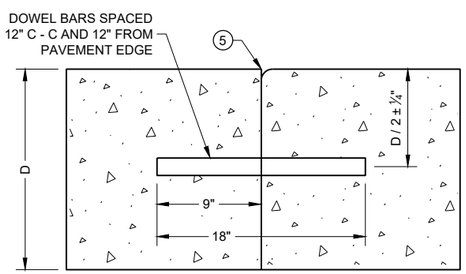


TIED LONGITUDINAL

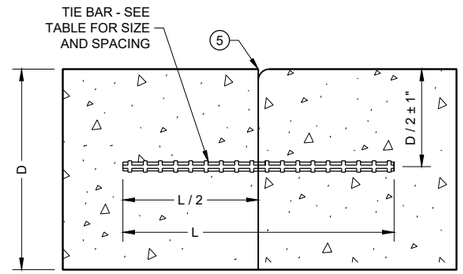


DOWELED TRANSVERSE

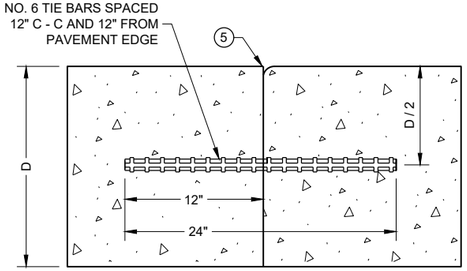
CONTRACTION JOINTS (2)



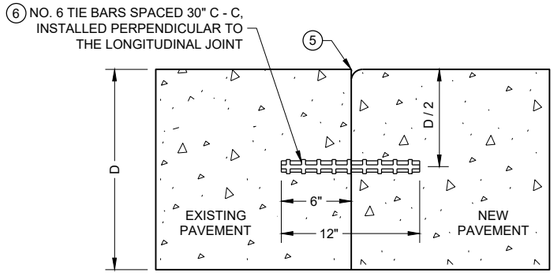
DOWELED TRANSVERSE (3)



TIED LONGITUDINAL



TIED TRANSVERSE (3)
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

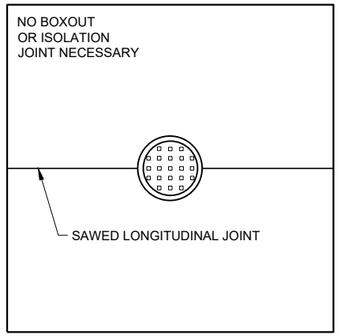
CONSTRUCTION JOINTS (4)

CONCRETE PAVEMENT JOINT TYPES

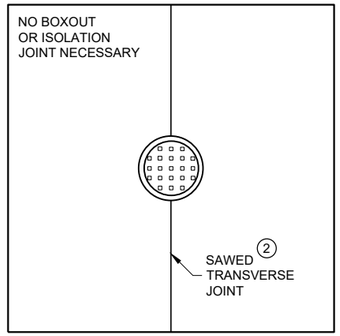
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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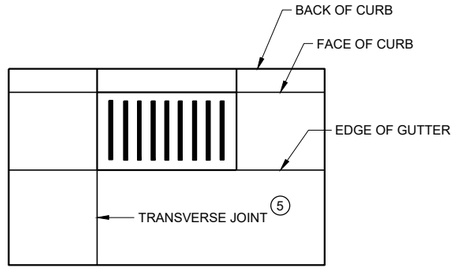
SDD 13C18 - 07c
SDD 13C18 - 07c



MANHOLE WITH LONGITUDINAL JOINT



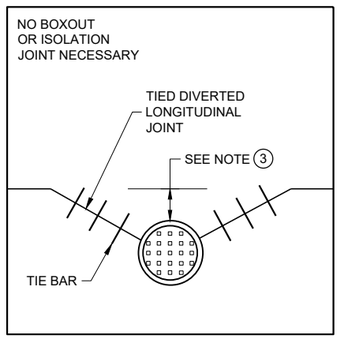
MANHOLE WITH TRANSVERSE JOINT



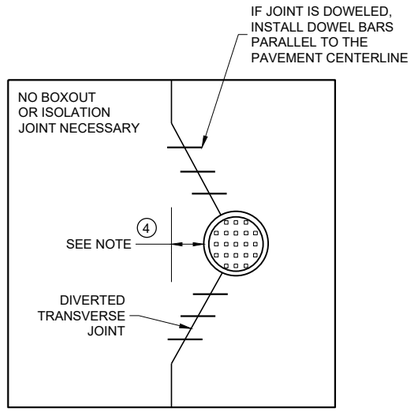
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

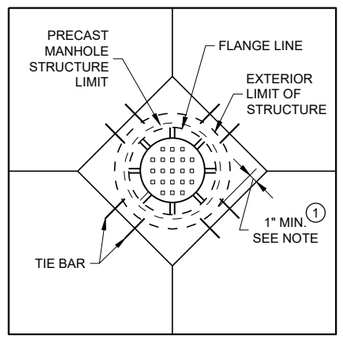
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDINAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
4. IF THE DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS LESS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
5. ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT



DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

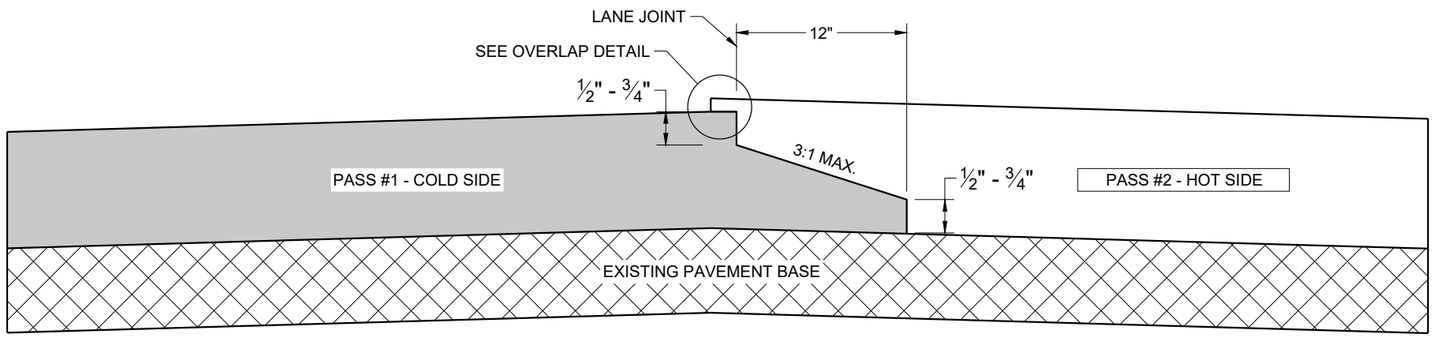
APPROVED
November 2018
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

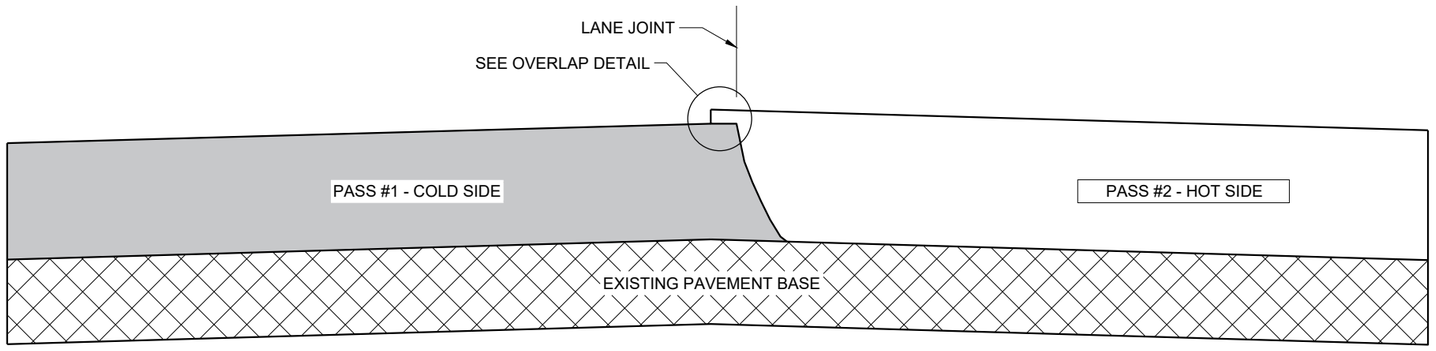
FHWA

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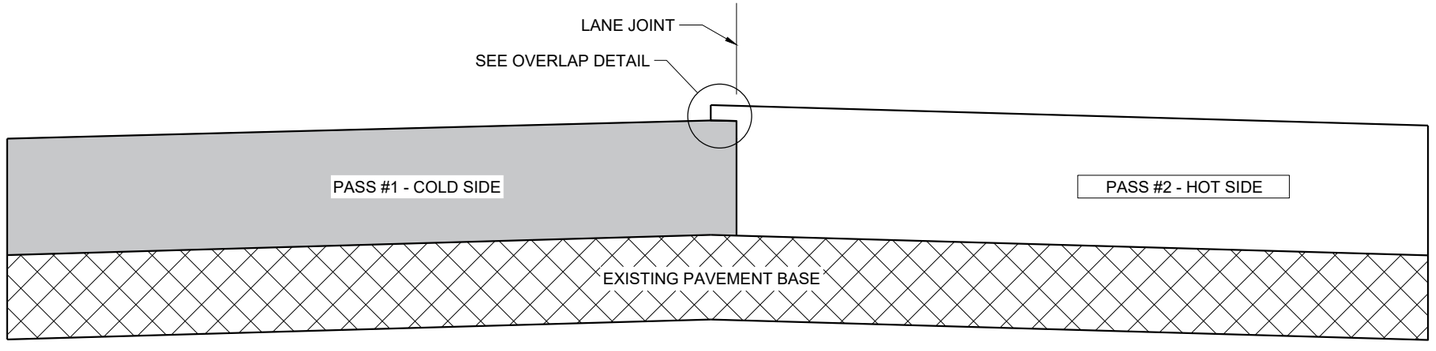
SDD13C18 - 07d
SDD13C18 - 07d



TYPICAL PAVEMENT CROSS SECTION
OF NOTCHED WEDGE LONGITUDINAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL LONGITUDINAL JOINT



TYPICAL PAVEMENT CROSS SECTION
OF MILLED LONGITUDINAL JOINT

GENERAL NOTES

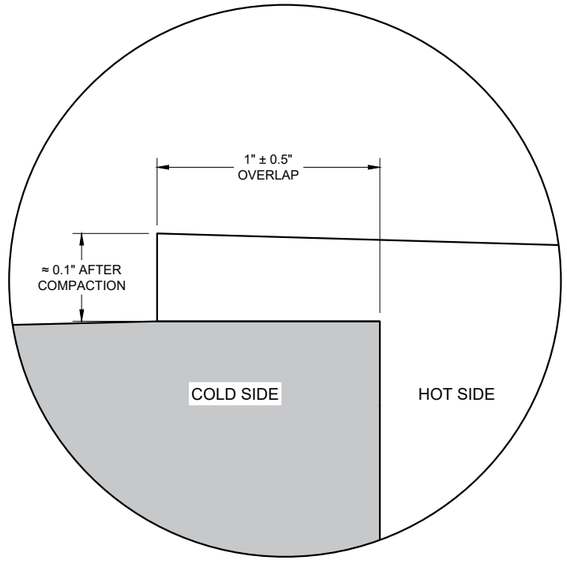
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY 1" ± 0.5" AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY 0.1" AFTER FINAL COMPACTION.

ONLY REMOVE THE LONGITUDINAL NOTCHED WEDGE JOINT FOR SMA PAVEMENT OR AS DIRECTED BY THE ENGINEER TO ADDRESS SPECIFIC LENGTHS OF JOINT DAMAGED BY TRAFFIC.

WHEN MILLING BACK OR REMOVING ANY LONGITUDINAL JOINT, LIMIT THE MATERIAL REMOVED TO 2" FROM THE TOP NOTCH OR FROM THE VERTICAL JOINT EDGE ON THE COLD SIDE OF THE JOINT.

USE LONGITUDINAL MILLED JOINT AS PLANS SHOW OR THE AS THE ENGINEER DIRECTS.



OVERLAP DETAIL (TYPICAL)

6

6

SDD 13C19 - 02

SDD 13C19 - 02

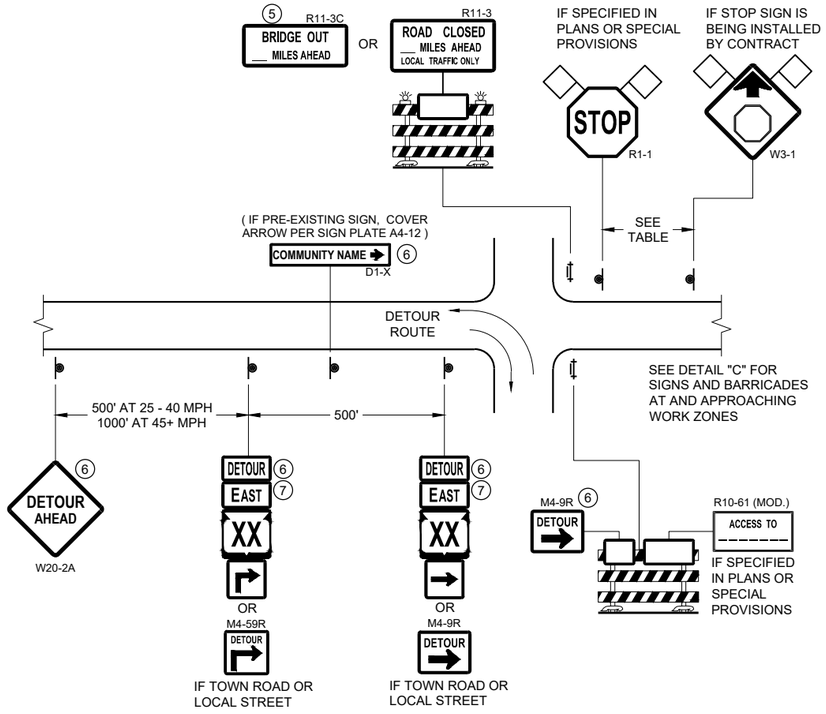
HMA LONGITUDINAL JOINTS

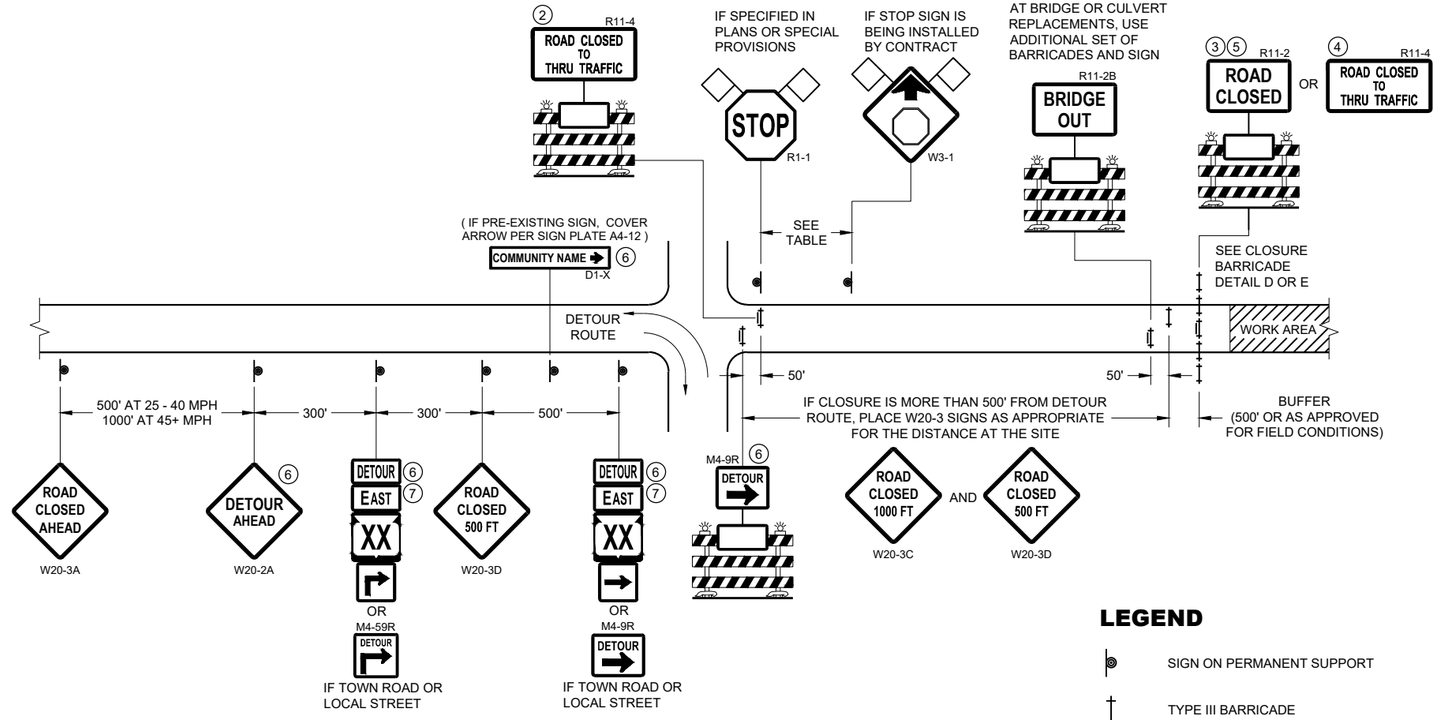
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA





DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

LEGEND

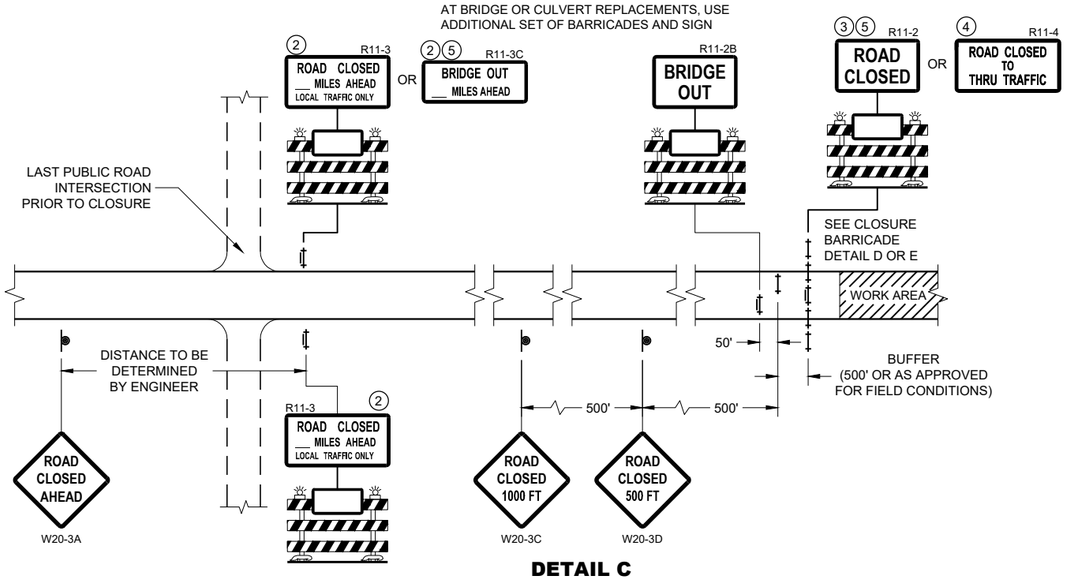
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)

DETOUR M4 - 8

EAST M3 - X

XX M1 - 4 OR XX M1 - 6 OR COUNTY X M1 - 5A

M05 - 1 OR M06 - 1



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-SHEET "b"
FOR GENERAL NOTES
AND FOOTNOTES ① THROUGH ⑦

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

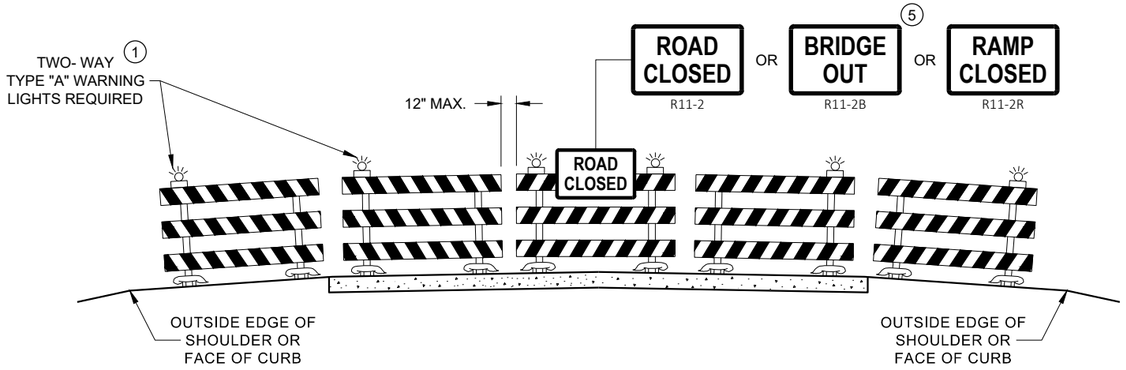
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

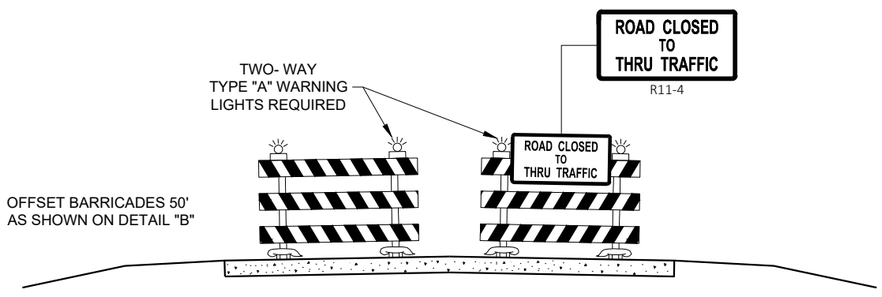
6

SDD 15C02 - 08a

SDD 15C02 - 08a



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND BARRICADES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE", SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

TYPE "A" LOW - INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11 - 2, R11 - 3, M4 - 9, R11 - 4, AND R10 - 61 SIGNS PLACED ON THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL OR BOTTOM RAILS.

"WO" AND "MO" SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60 " X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1 - 1 SHALL BE 36" X 36"

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING.

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

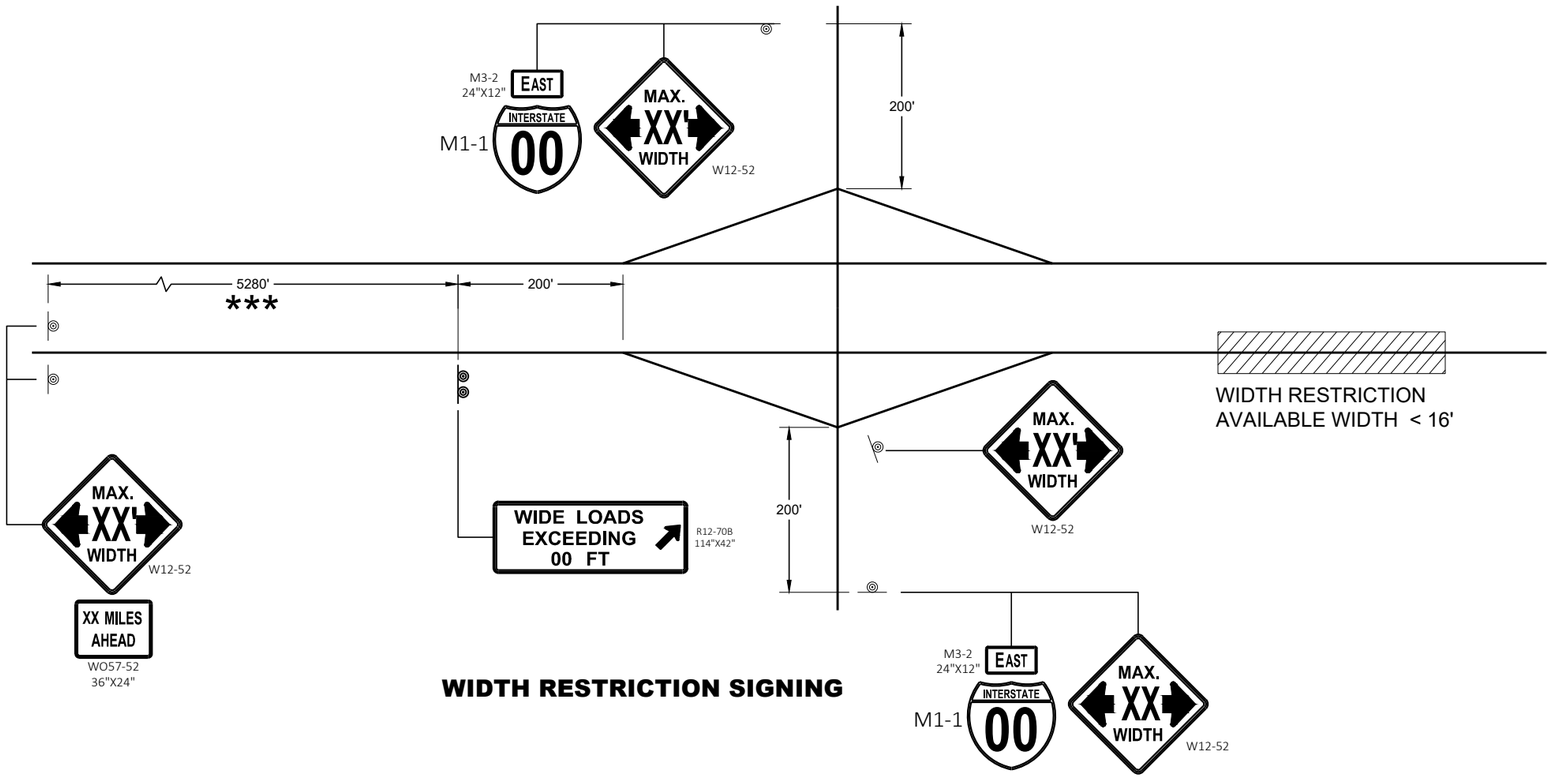
BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

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SDD 15C02 - 08b



WIDTH RESTRICTION SIGNING

LEGEND

SIGN ON PERMANENT SUPPORT

GENERAL NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS 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 DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL " IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

WIDTH ON SIGN TO BE APPROXIMATELY ONE FOOT LESS THAN AVAILABLE WIDTH.

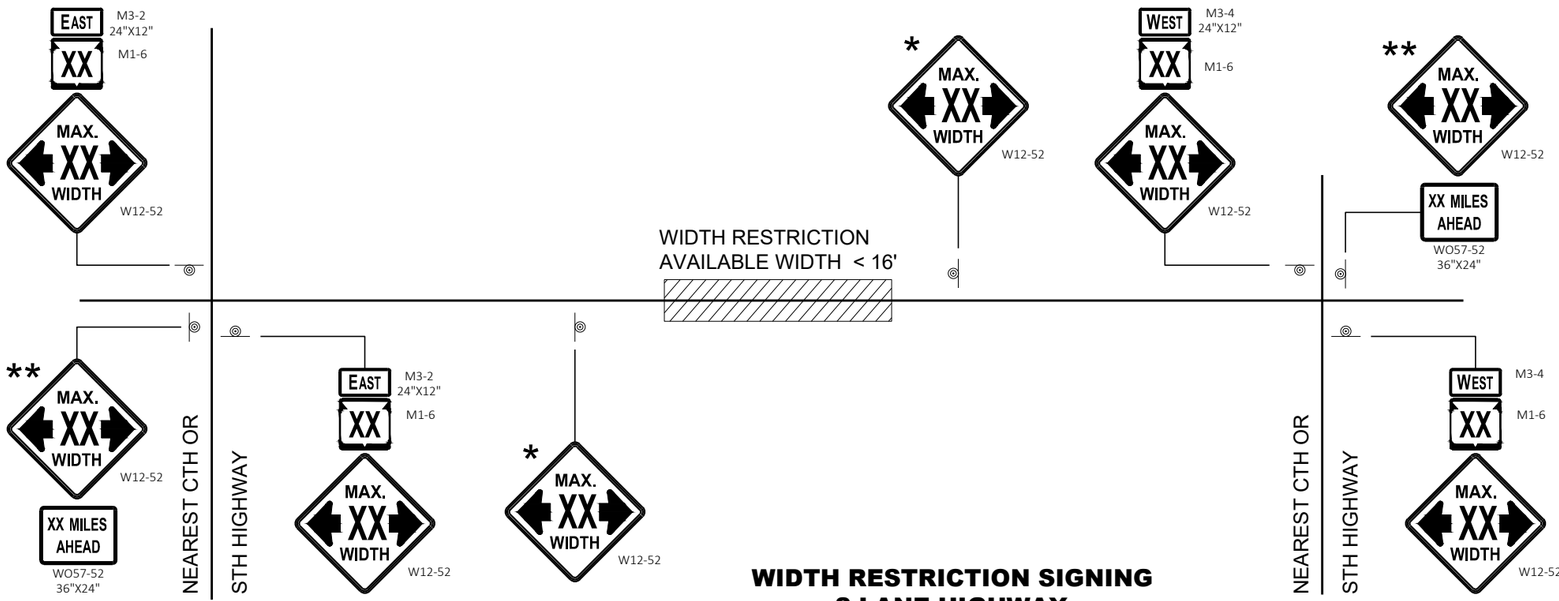
* PLACE 500 FEET BEFORE THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

** SIGN SHALL BE VISIBLE FROM ROADWAY.

*** ADDITIONAL SIGNS NEEDED IF THERE IS AN ON RAMP BETWEEN SIGNS.



WIDTH ON SIGN TO BE APPROX. 1 - FOOT LESS THAN AVAILABLE WIDTH



WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

ADVANCED WIDTH RESTRICTION SIGNING

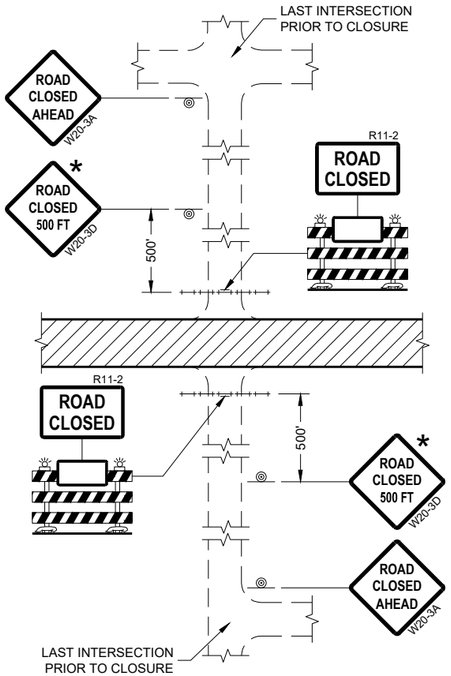
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

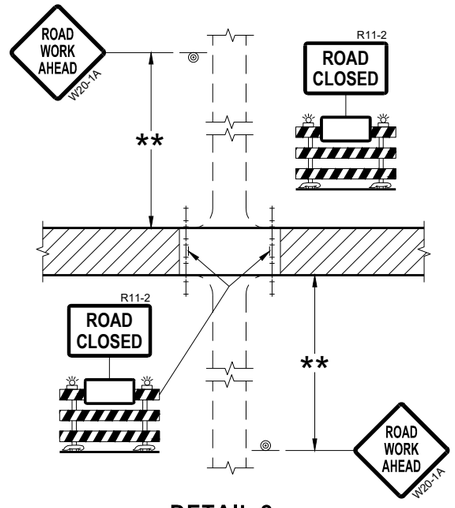
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6
SDD 15C02 - 08f



DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT)

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND BARRICADES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE (500 FEET DESIRABLE) TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

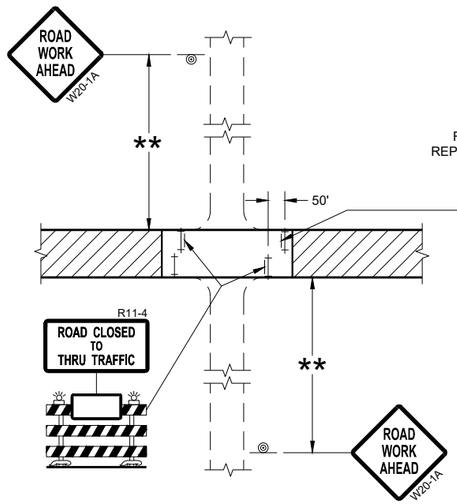
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

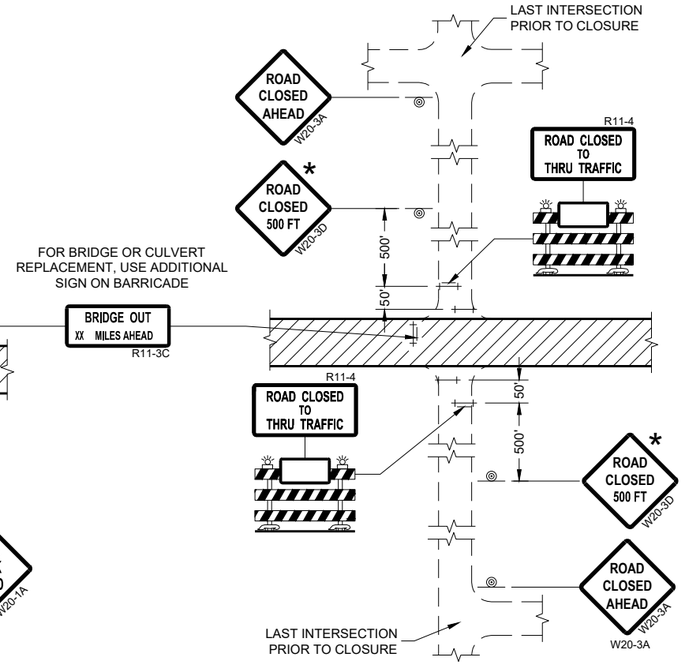
THE R11-2, R11-3, AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

* OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.

** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.





DETAIL 3
(PUBLIC CROSS-TRAFFIC MAINTAINED.
CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C03 - 05

6

SDD 15C03 - 05

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

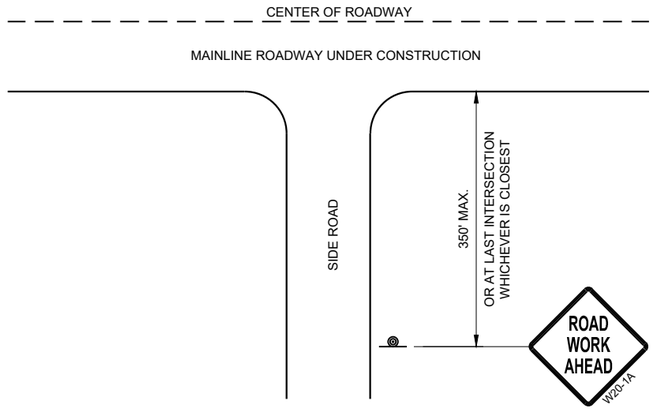
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48" X 48" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

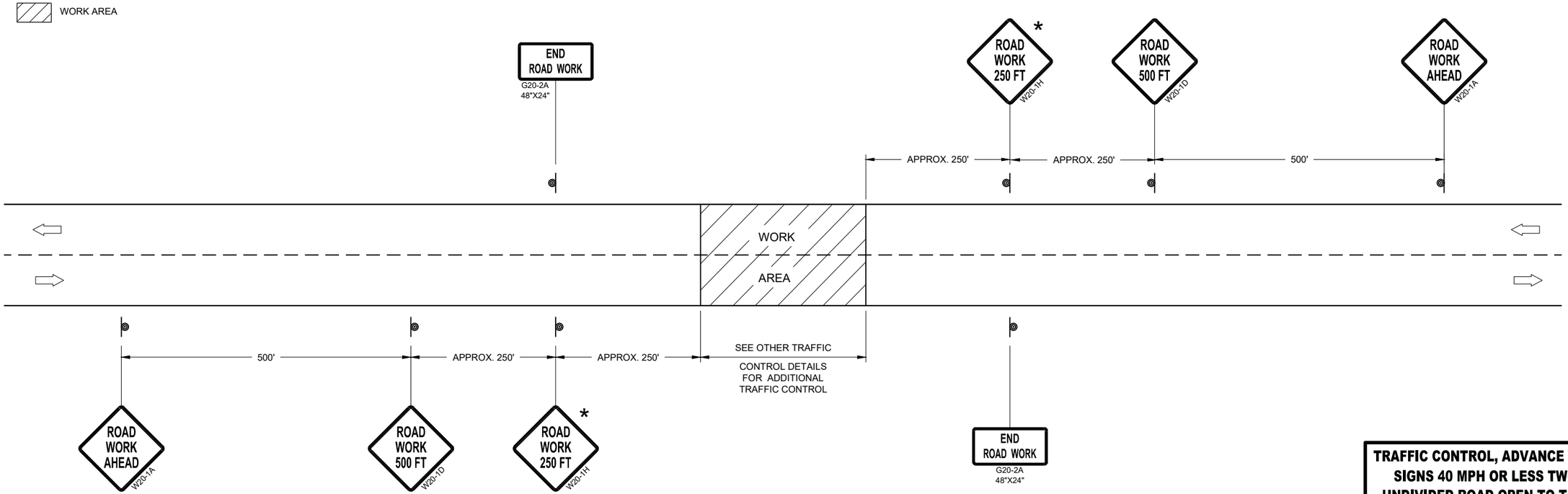
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFICE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

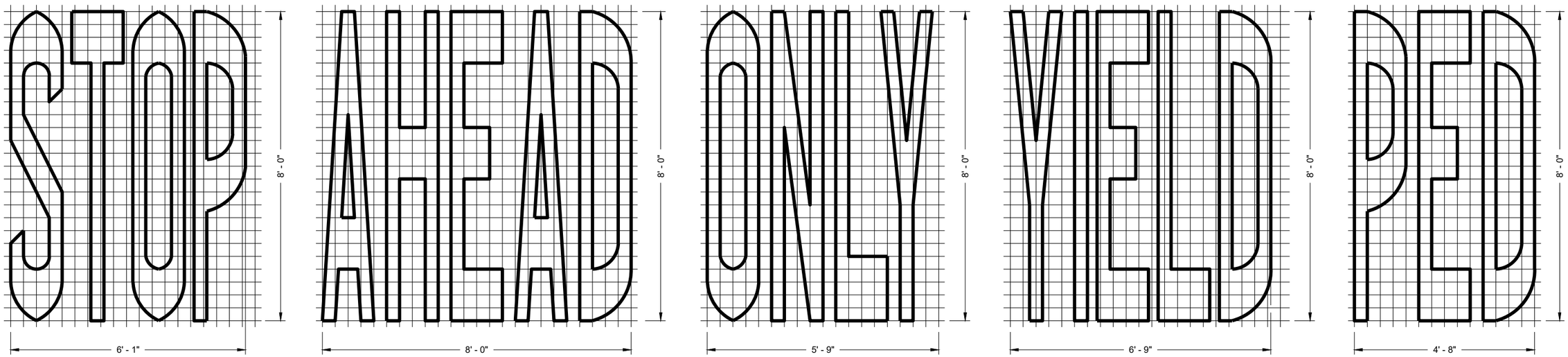
APPROVED
July 2018
DATE

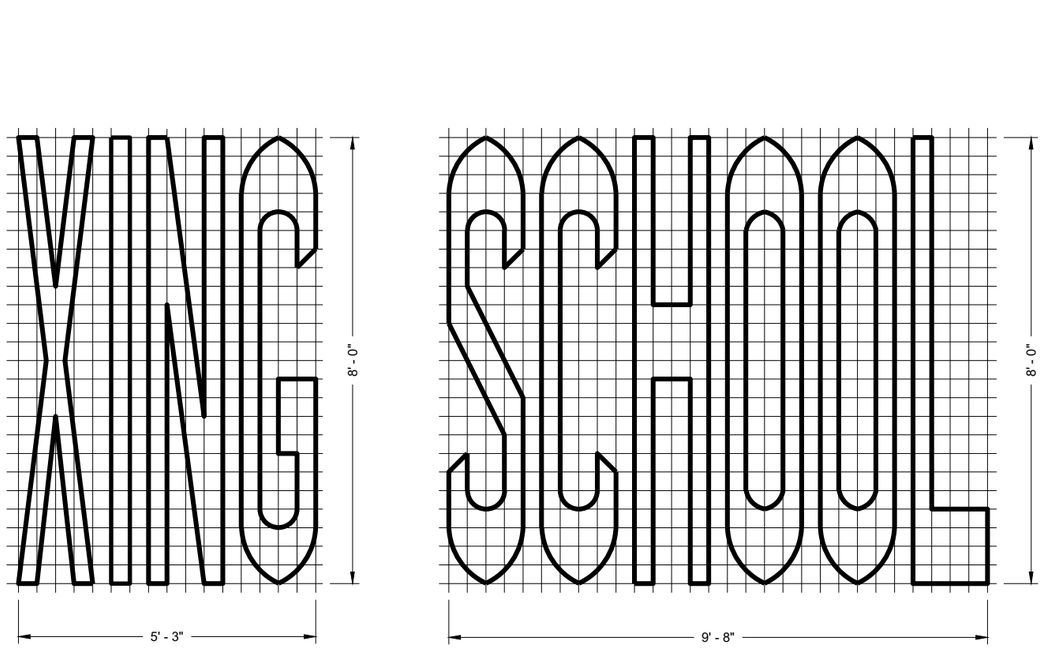
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

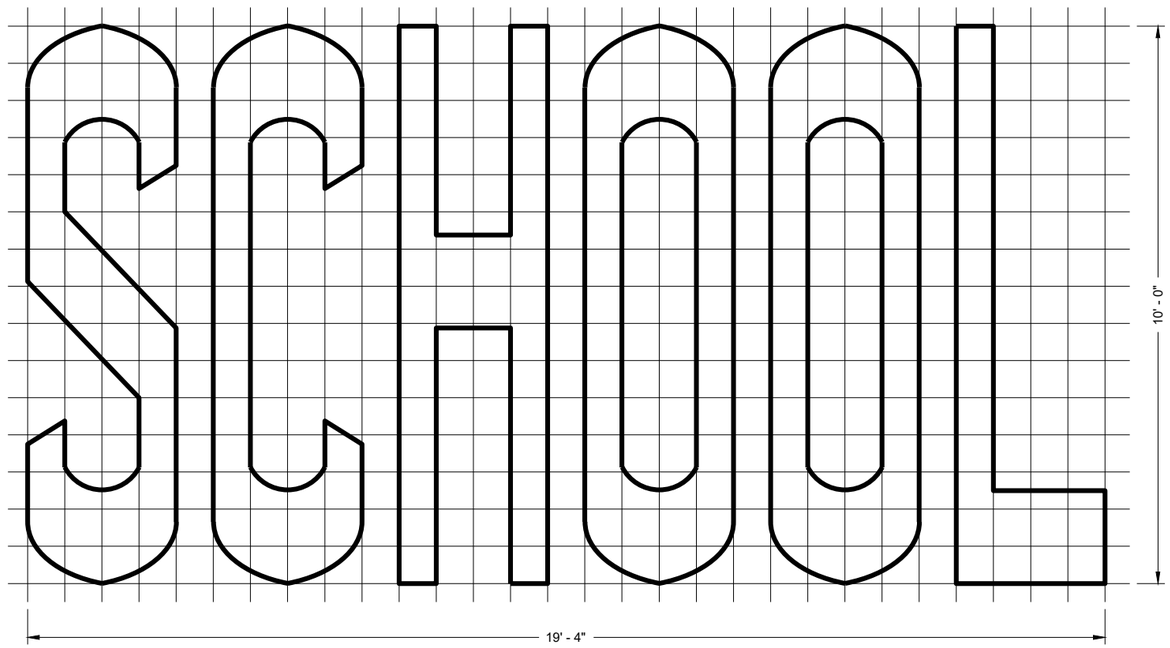
6

SDD 15C05 - 05





SINGLE LANE



TWO - LANE

GENERAL NOTES

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

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

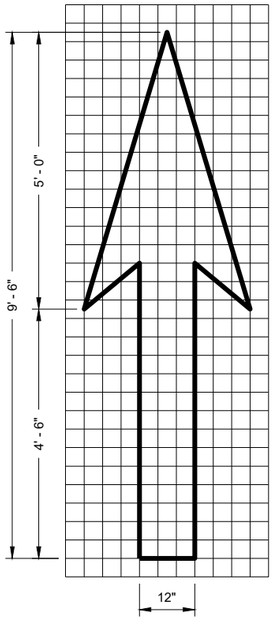
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SDD 15C07 - 15b

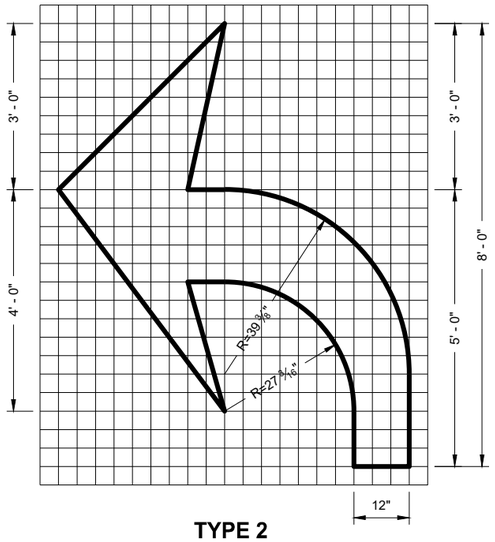
SDD 15C07 - 15b

GENERAL NOTES

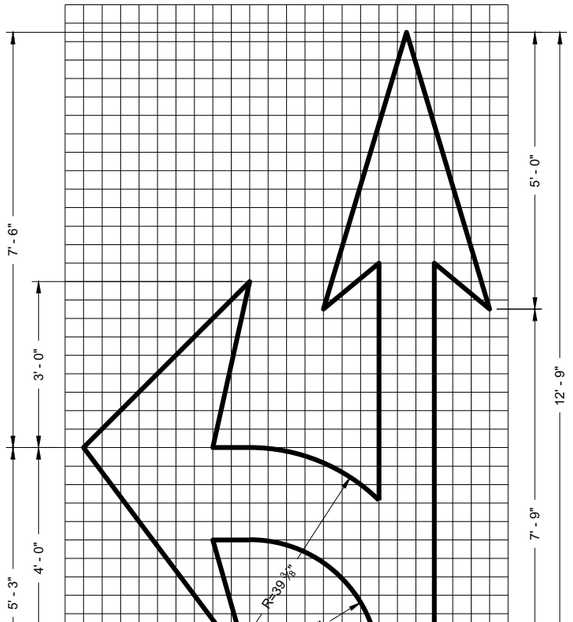
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



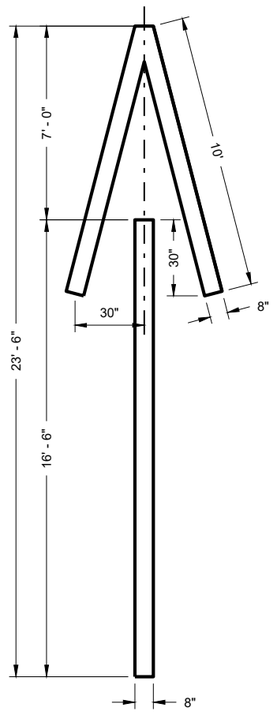
TYPE 1



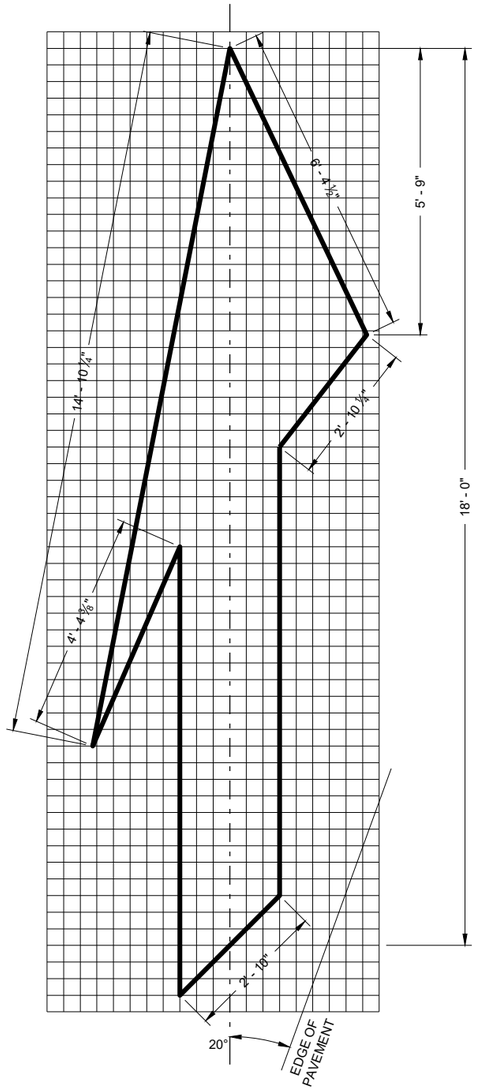
TYPE 2



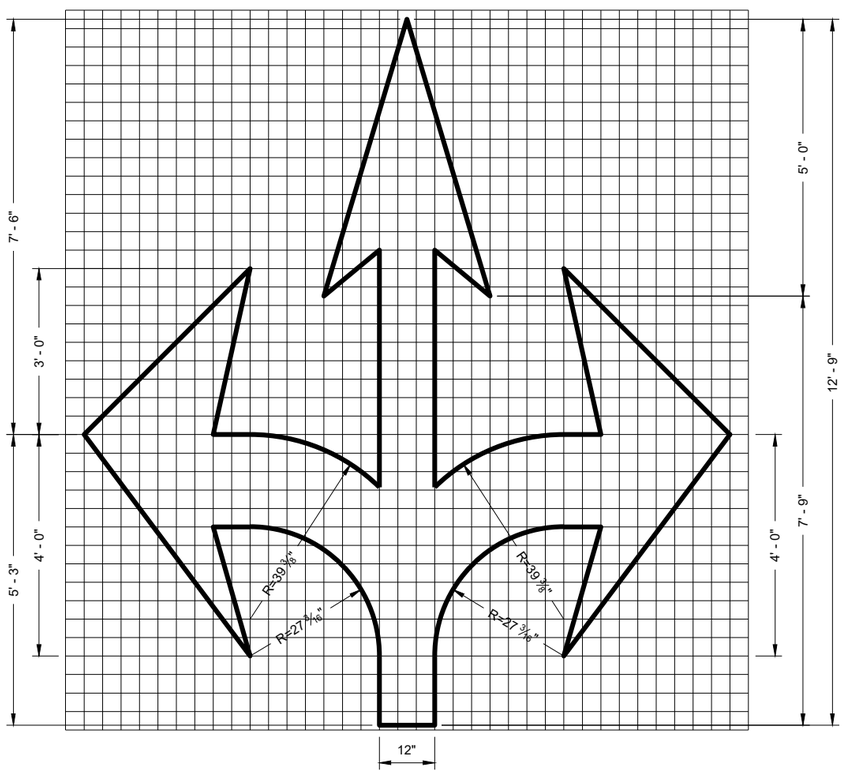
TYPE 3



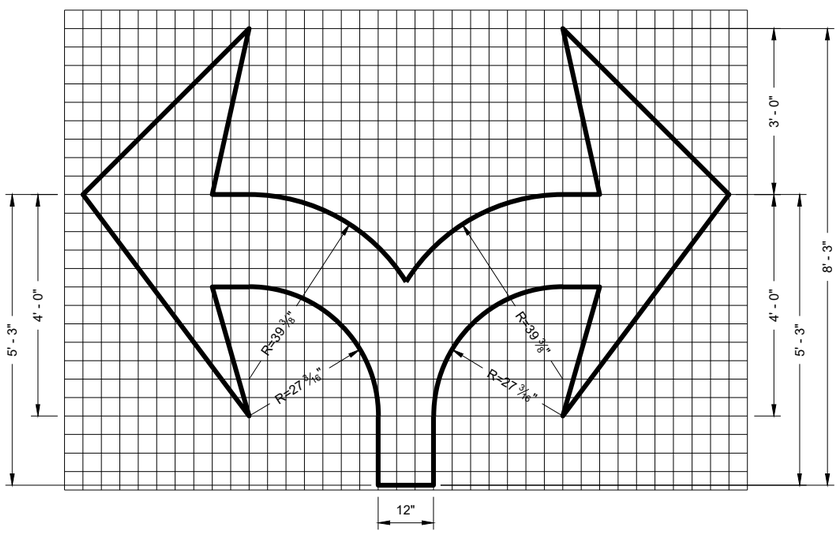
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAF ENGINEER

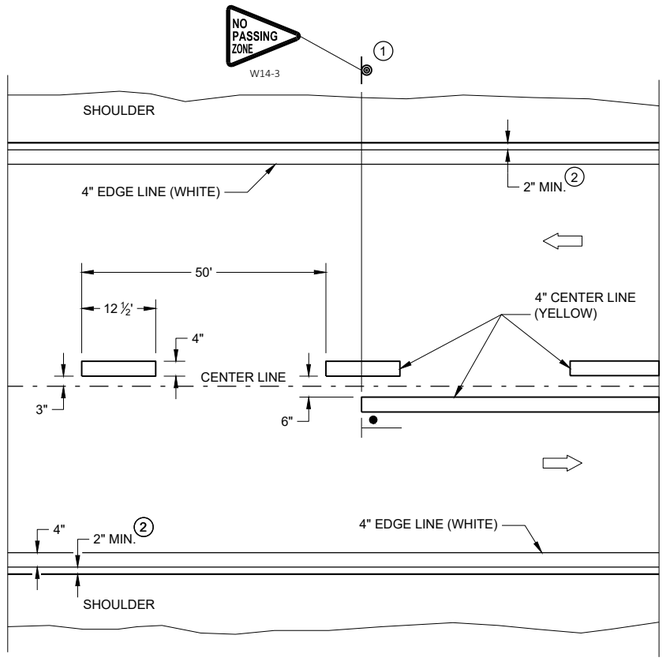
FHWA

6

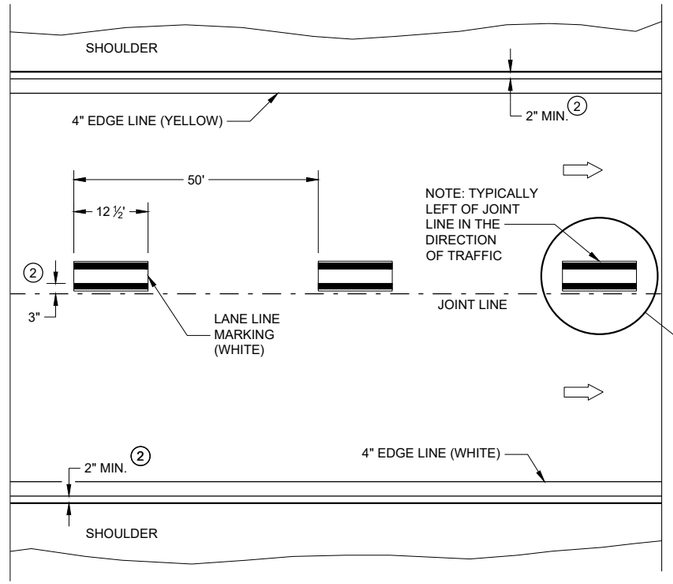
SDD 15C07 - 15c

6

SDD 15C07 - 15c

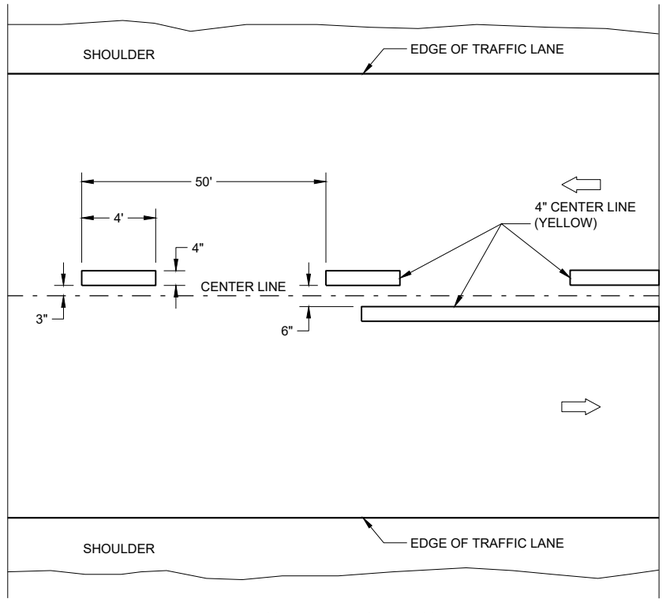


TWO WAY TRAFFIC

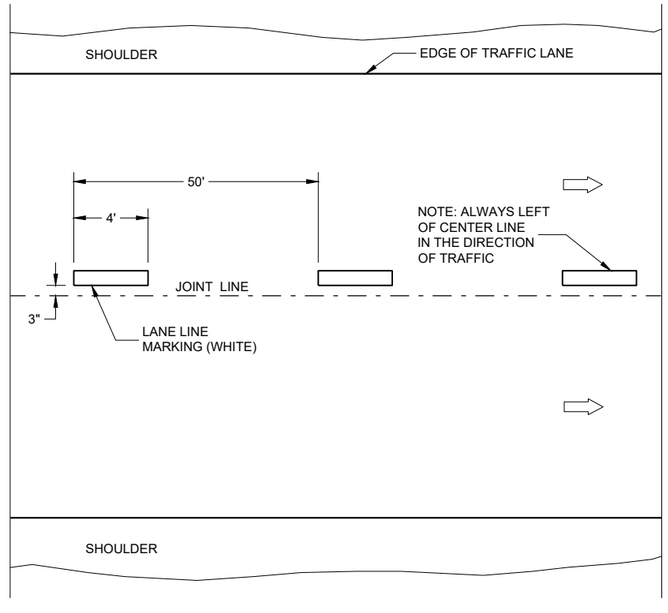


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

GENERAL NOTES

DETAILS OF CONSTRUCTION NO SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

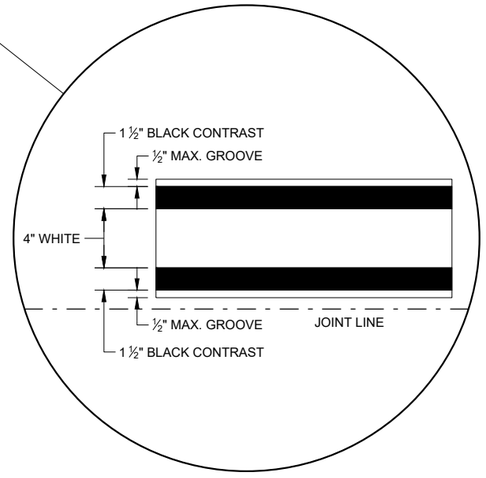
1. LOCATE THE NO PASSING ZONE W14-3 SIGN WITH 50 FEET OF THE "T" MARKING
2. MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



LONGITUDINAL MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE
/S/ Matthew Rauch
STATEWIDE SIGNING AND M ENGINEER

FHWA

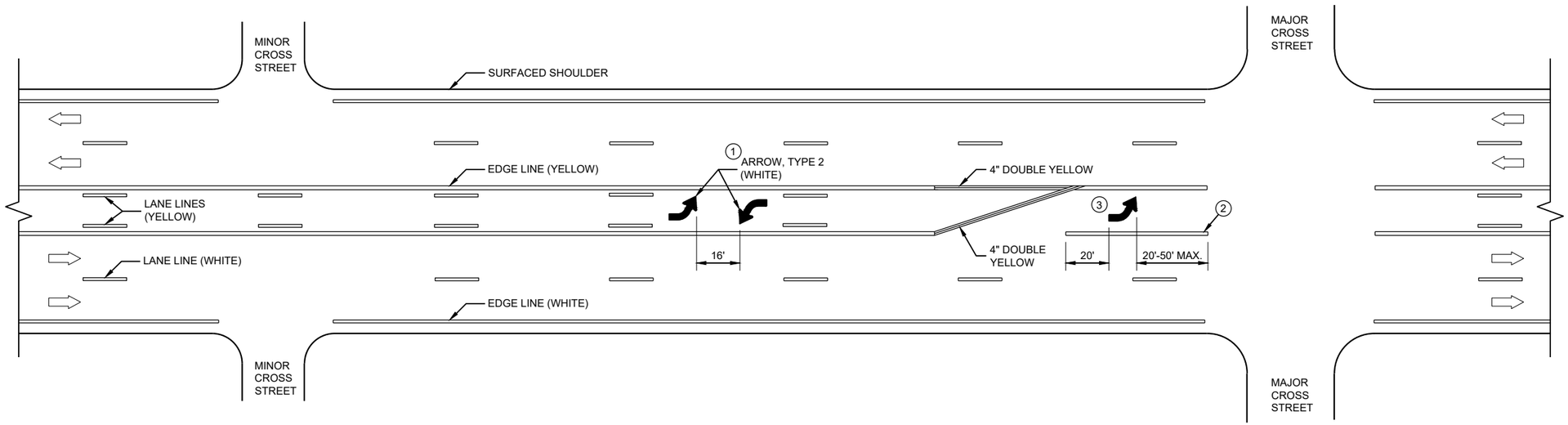
SDD 15C08 - 20a

SDD 15C08 - 20a

GENERAL NOTES

1. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
2. 8" WHITE
3. TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

DIRECTION OF TRAFFIC



TWO WAY LEFT TURN LANE

6

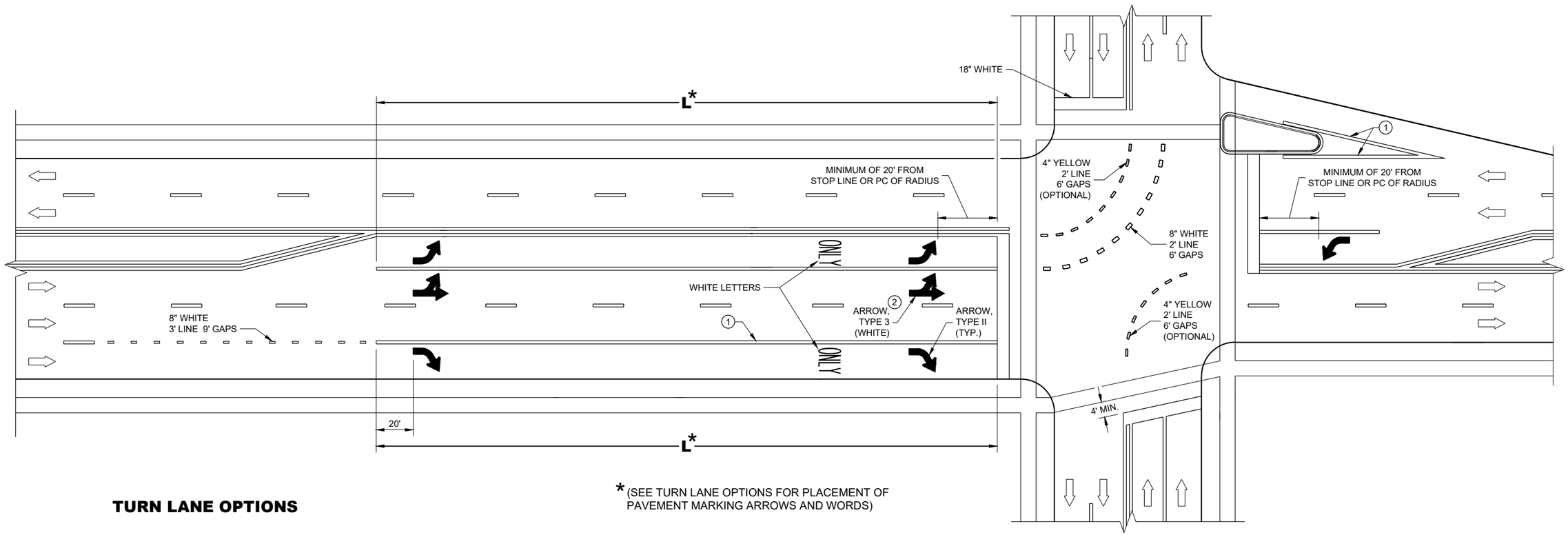
SDD 15C08 - 20b

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

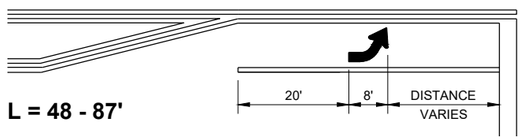
SDD 15C08 - 20b



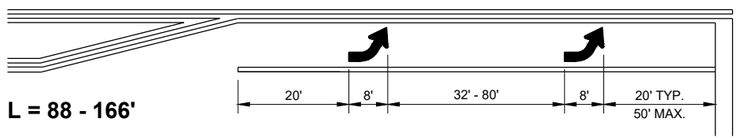
* (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

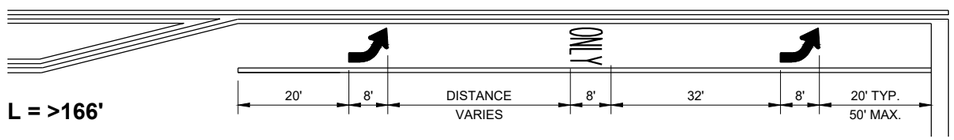
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

1. 8" WHITE
2. QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

DIRECTION OF TRAFFIC

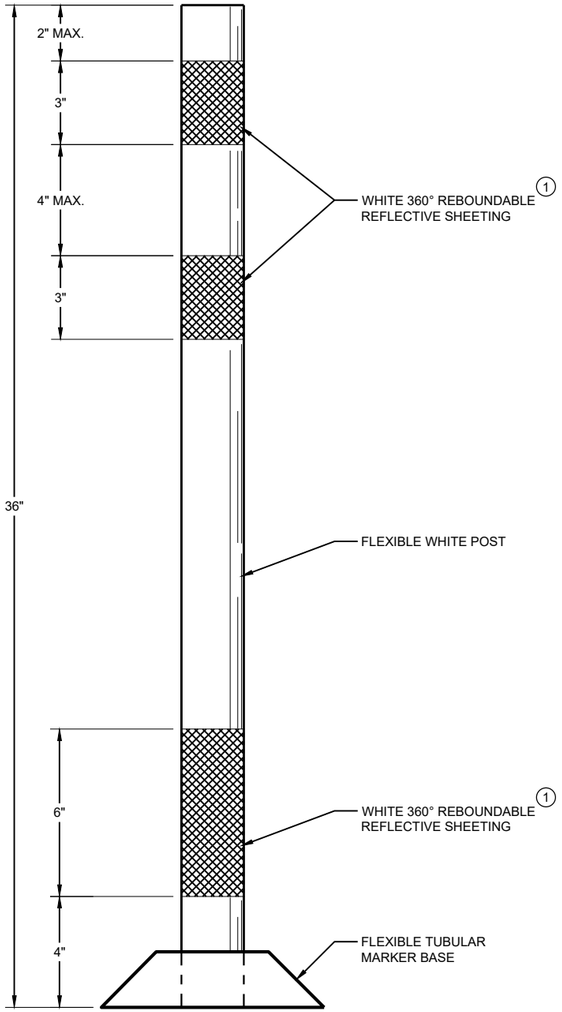
L = LENGTH OF TURN BAY

PAVEMENT MARKING (TURN LANES)

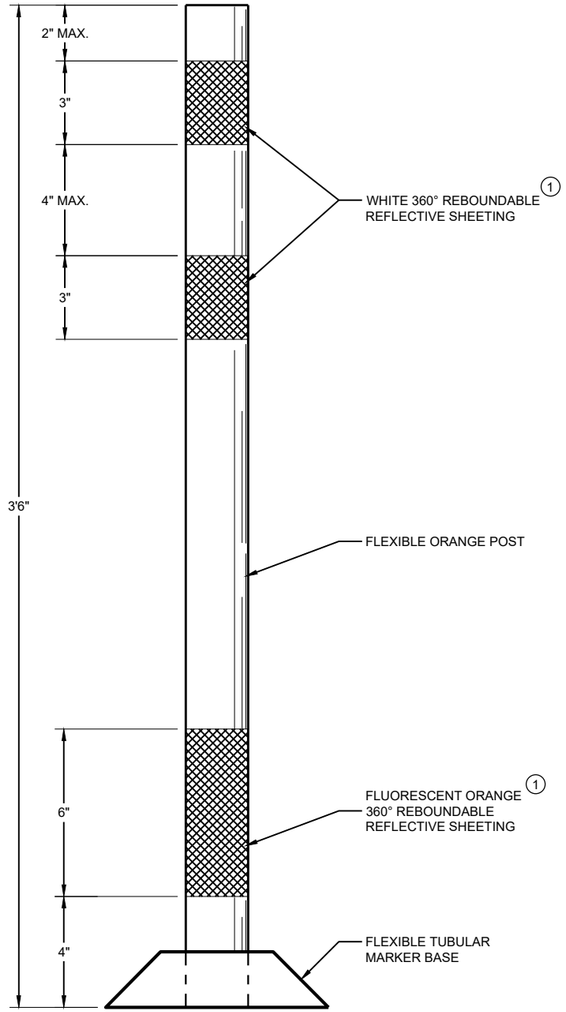
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15C08 - 20c



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 THE 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.

6

SDD 15C11 - 07a

CHANNELIZING DEVICES
FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

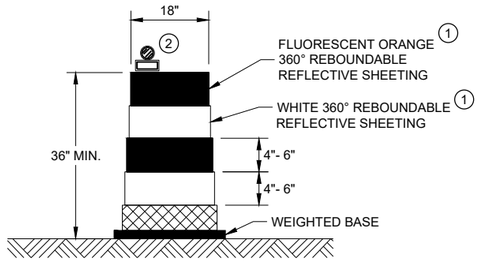
FHWA

6

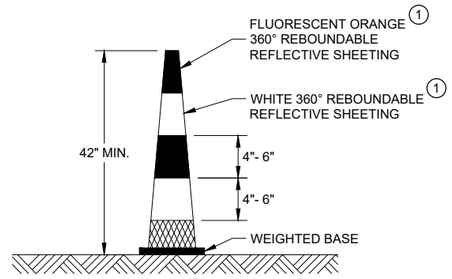
SDD 15C11 - 07a

GENERAL NOTES

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.

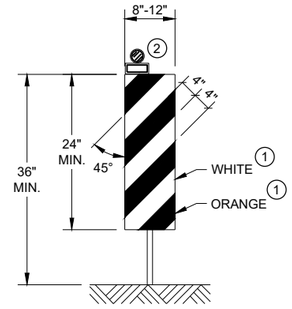


DRUM



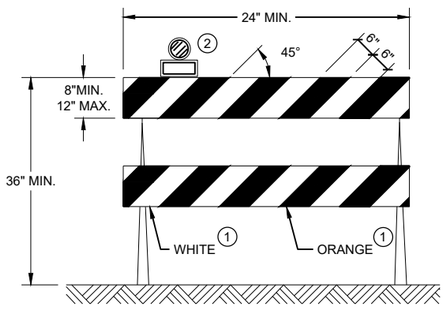
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



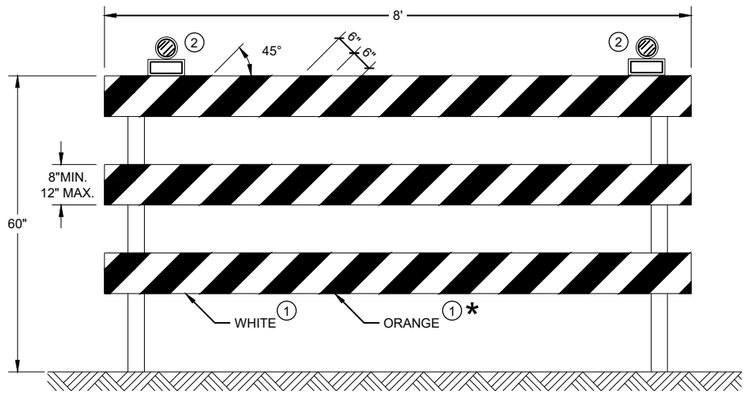
VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE II BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES
MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD
TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE III BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES
DRUMS, CONES, BARRICADES
AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C11 - 07b

6

SDD 15C11 - 07b

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

FLASHING ARROW PANEL (CAUTION)

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

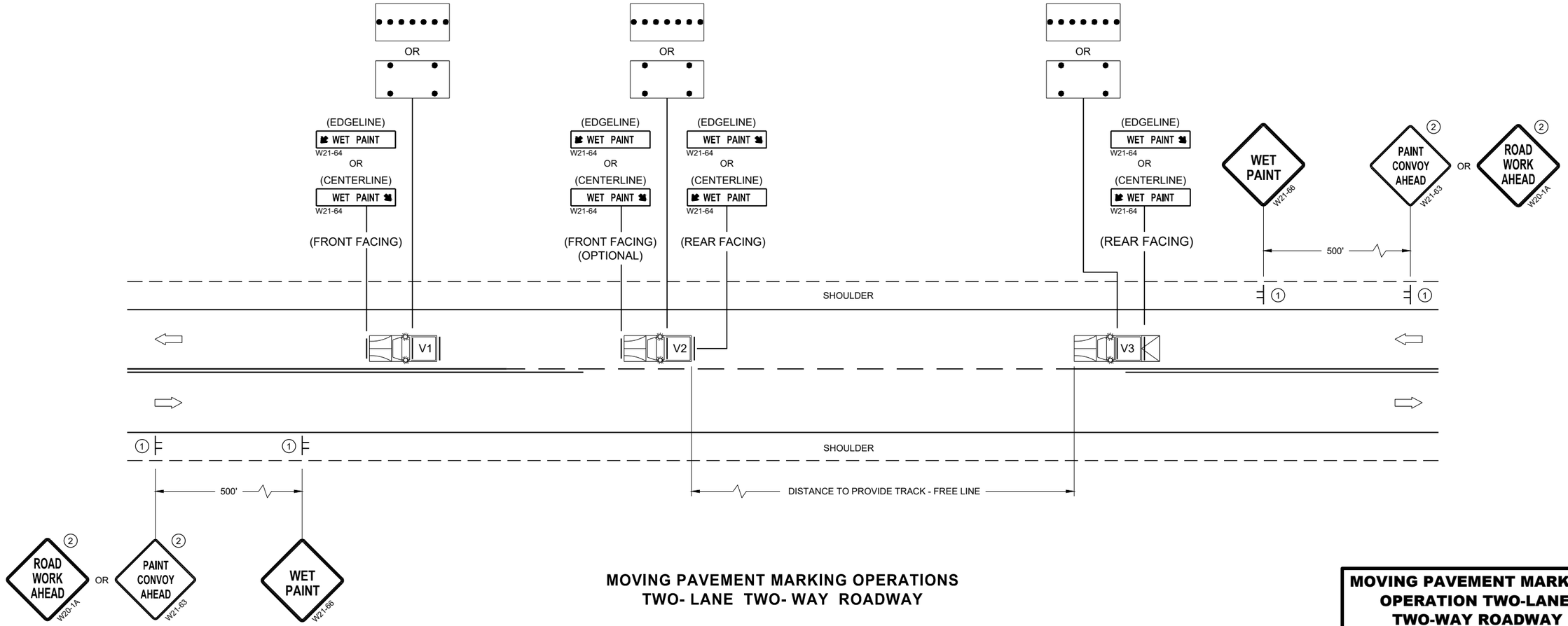
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM OF 18" FOR WET PAVEMENT MARKING .

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.



MOVING PAVEMENT MARKING OPERATIONS TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15C19 - 06a

SDD 15C19 - 06a

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

FLASHING ARROW PANEL (MERGE)

FLASHING ARROW PANEL (CAUTION)

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

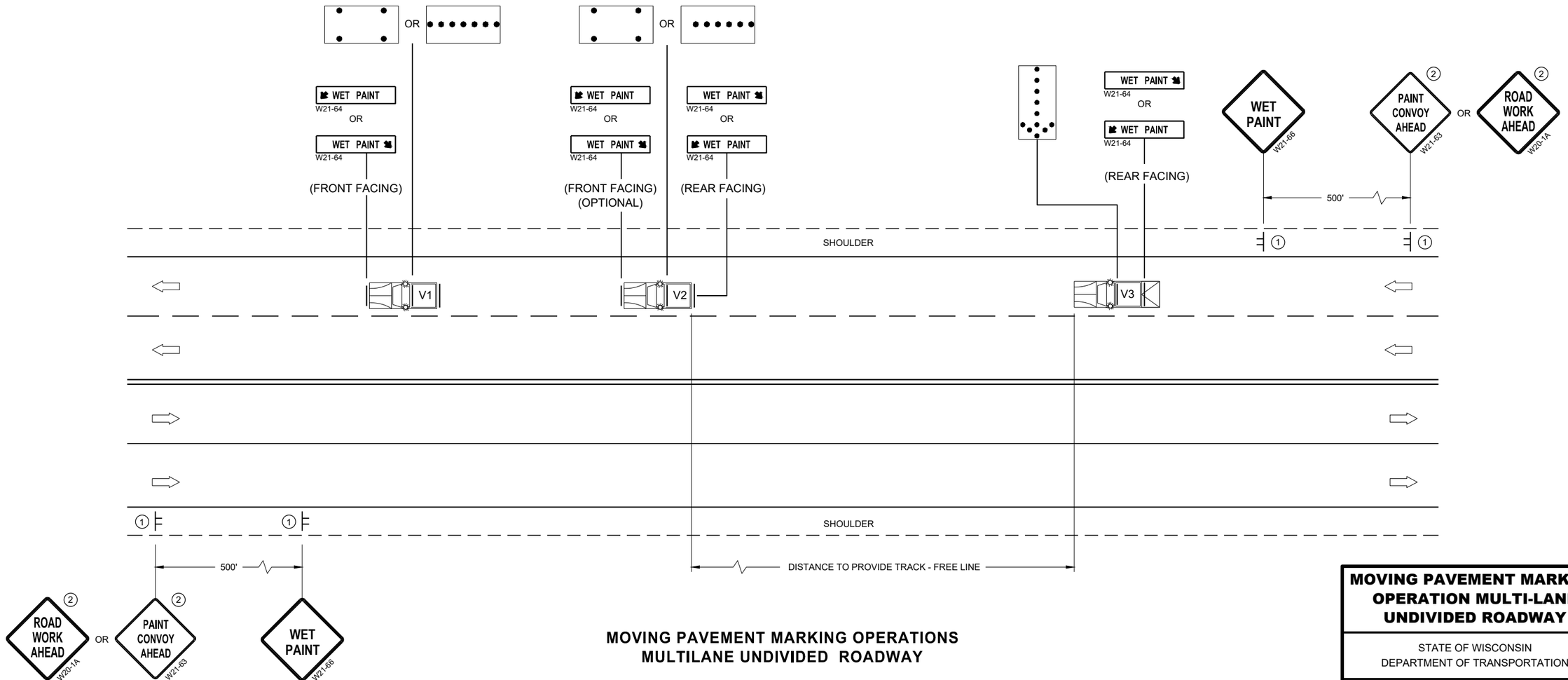
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLES AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL HAVE A MINIMUM HEIGHT OF 18" FOR WET PAVEMENT MARKINGS.

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.



MOVING PAVEMENT MARKING OPERATIONS MULTILANE UNDIVIDED ROADWAY

MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

6

SDD 15C19 - 06b

6

SDD 15C19 - 06b

LEGEND

V1 MARKING VEHICLE

V2 SHADOW VEHICLE

V3 TRAIL VEHICLE

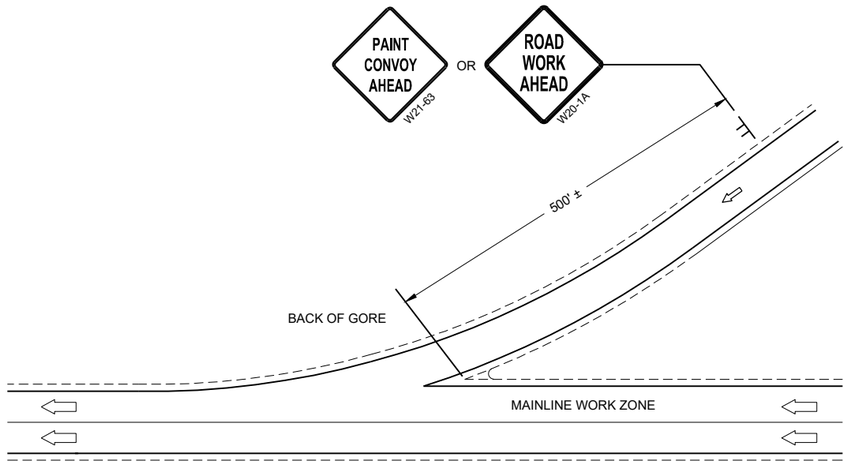
TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

FLASHING ARROW PANEL (MERGE)

FLASHING ARROW PANEL (CAUTION)



GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

IF THE SHOULDER IS TOO NARROW TO ACCOMMODATE THE LAST TRAILING VEHICLE, THE VEHICLE SHOULD STRADDLE THE EDGE LINE.

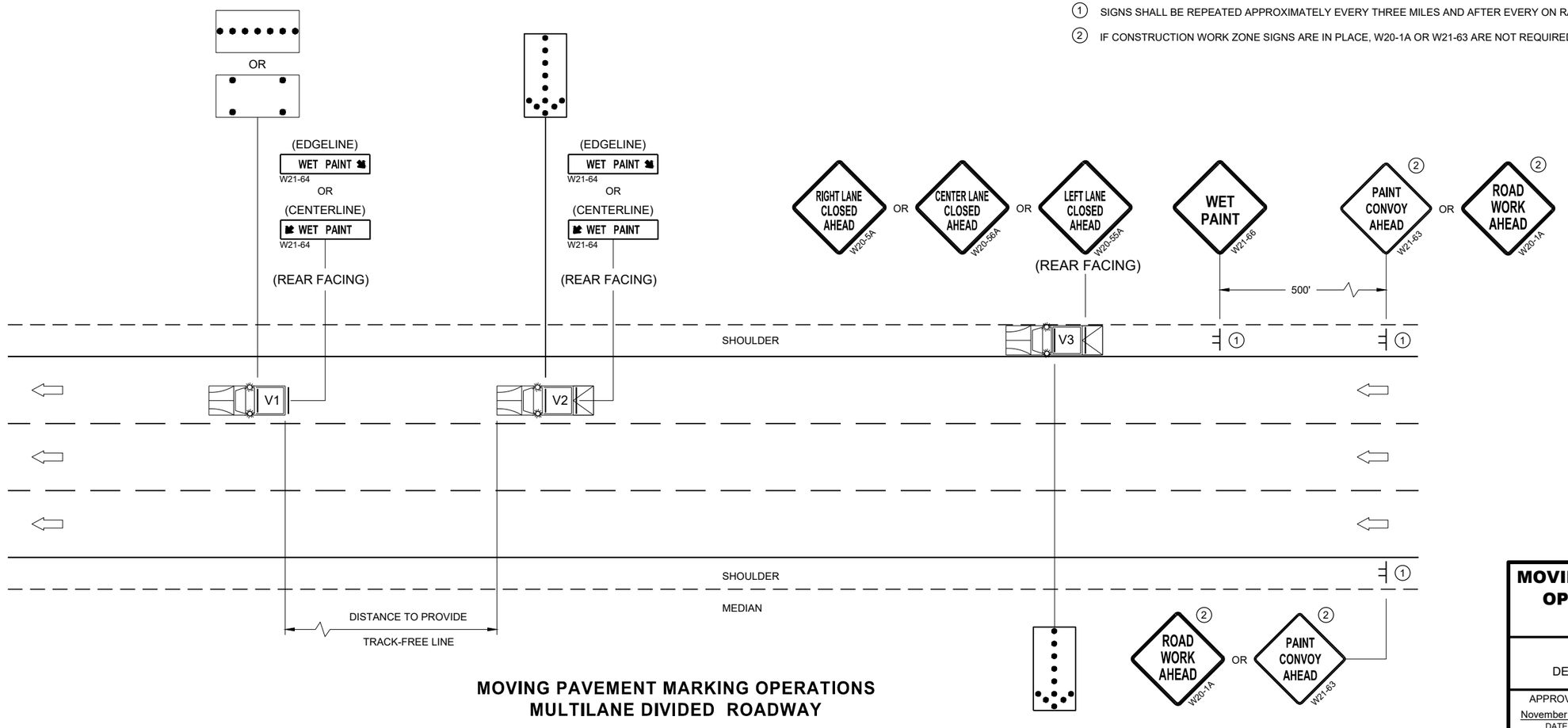
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CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM HEIGHT OF 18" FOR WET PAVEMENT MARKINGS

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY ON RAMP.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.



MOVING PAVEMENT MARKING OPERATIONS
MULTILANE DIVIDED ROADWAY

MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C19 - 06c

6

SDD 15C19 - 06c

GENERAL NOTES

SIGNING AND MARKING IS SHOWN AS TYPICAL PLACEMENT. FIELD CONDITIONS MAY DICTATE CHANGES IN SIGNING AND MARKING PLACEMENT.

(1) USED ONLY WHEN APPROVED BY REGION TRAFFIC ENGINEER.

* SIGNS MAY BE OMITTED IF SPACE DOES NOT PERMIT PLACEMENT.

** IF POSTED SPEED IS 45 MPH OR GREATER, PLACE W5-54 SIGN UNDER R4-7 SIGN. MOUNT W5-54 SIGN AT 4' MOUNTING HEIGHT (TOP OF ROADWAY TO BOTTOM OF SIGN).

LEGEND

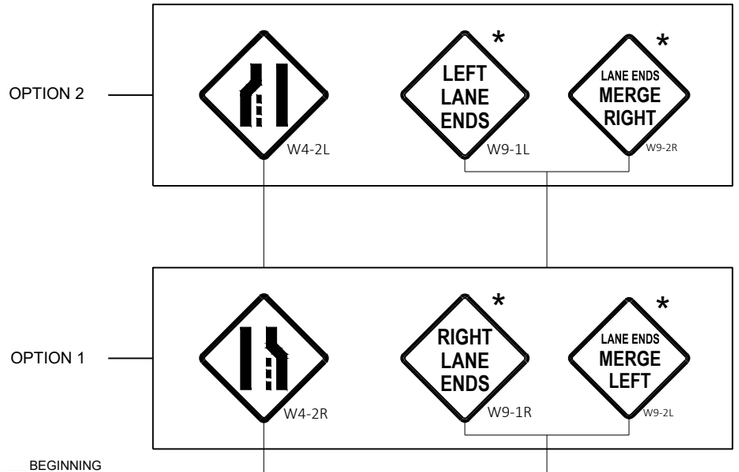
A DISTANCE DEPENDENT ON SPEED (SEE TABLE)

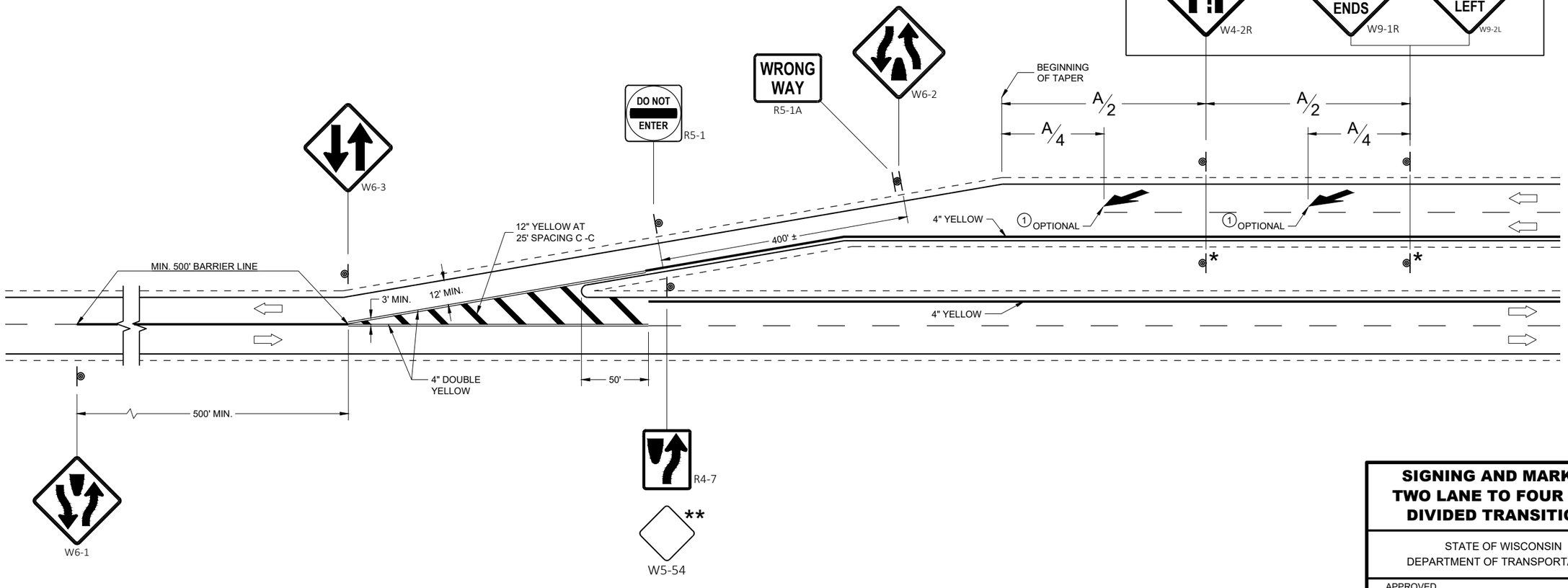
SIGN MOUNTED ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

DISTANCE TABLE

POSTED OR 85TH PERCENTILE SPEED	DISTANCE "A"
25	325'
30	460'
35	565'
40	670'
45	775'
50	885'
55	990'
65	1200'
70	1250'





SIGNING AND MARKING TWO LANE TO FOUR LANE DIVIDED TRANSITIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAR ENGINEER

FHWA

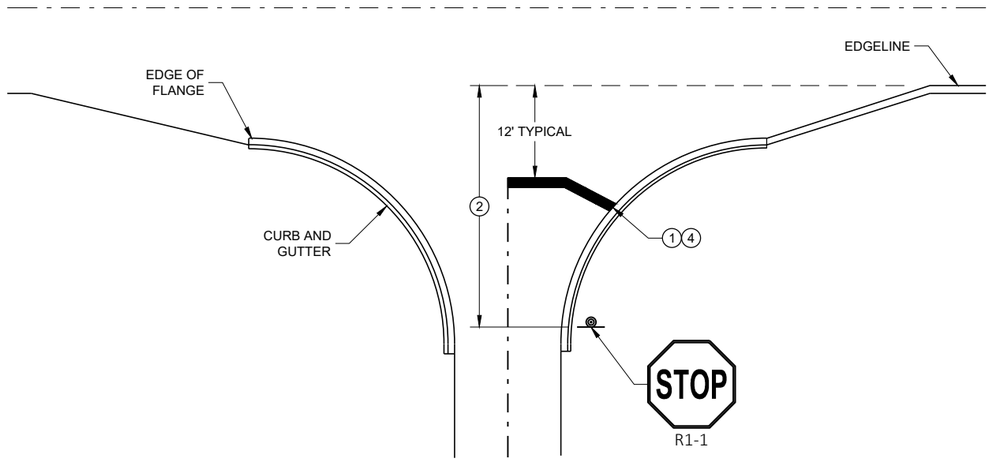
SDD 15C21 - 10

SDD 15C21 - 10

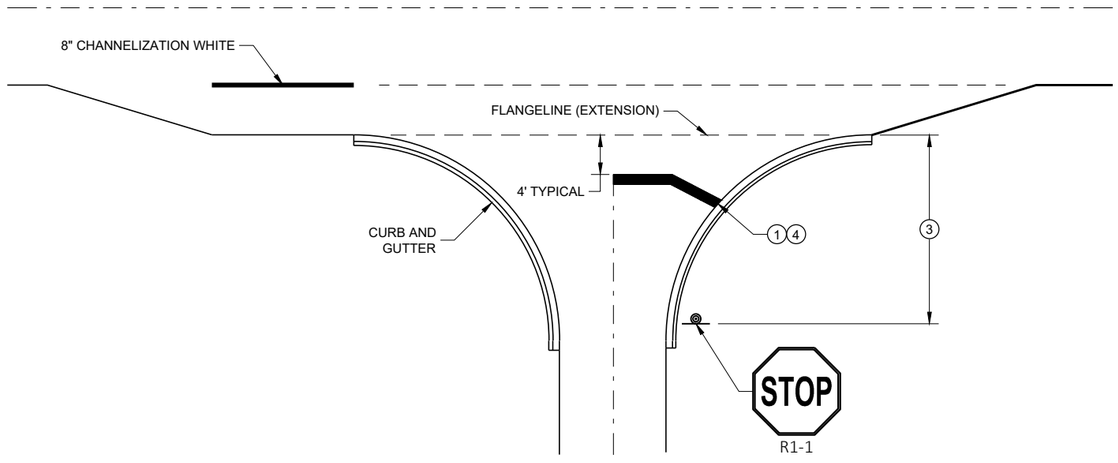
GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

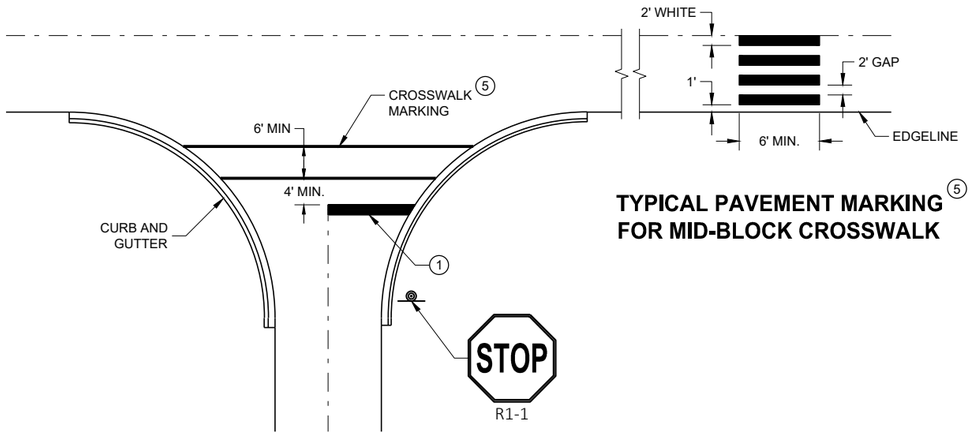
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION.
4. MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
5. LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES INSTEAD.



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

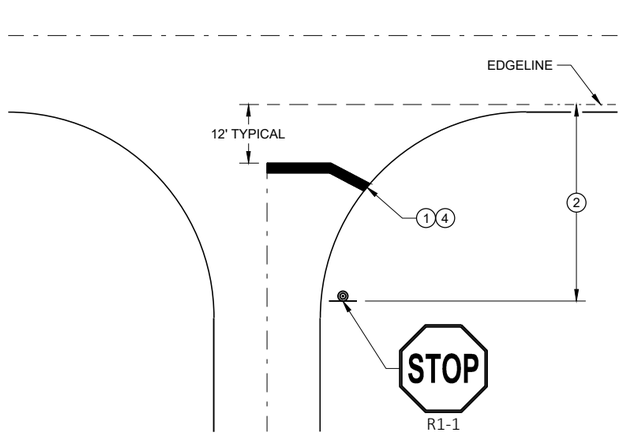


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING

TYPICAL PAVEMENT MARKING 5 FOR MID-BLOCK CROSSWALK



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MARKING ENGINEER

FHWA

6

SDD 15C33 - 04

6

SDD 15C33 - 04

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

ALL SIGNS ARE 48" x 48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED OR AS APPROVED BY THE ENGINEER.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

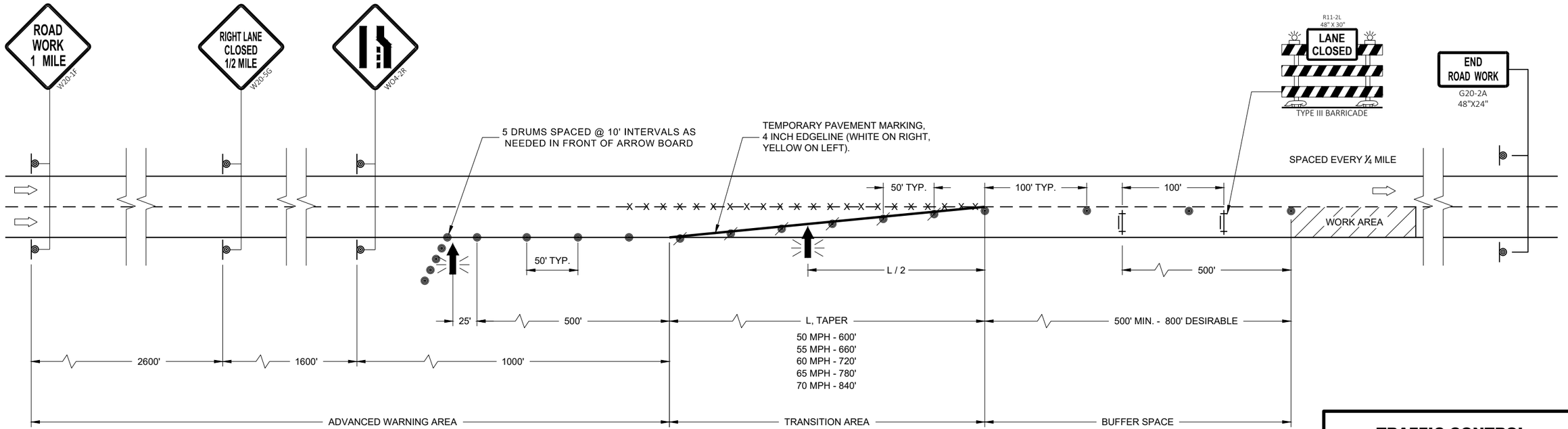
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP OR INTERSECTION. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE ONE HALF THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- WORK AREA
- FLASHING ARROW BOARD



TRAFFIC CONTROL LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D12 - 08a

6

SDD 15D12 - 08a

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

FOR WORK ON ROADWAYS WITH SPEEDS GREATER THAN 45MPH, USE SDD 15D12.

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.

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 REGIONAL TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN 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.

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 TEMPORARY SUPPORTS.

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 TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

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.

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.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

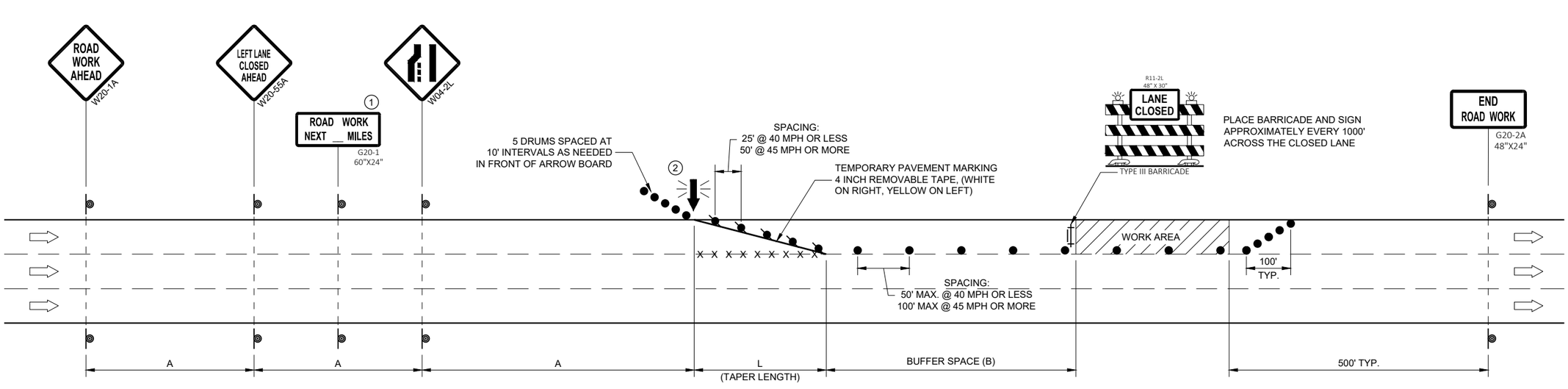
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

(2) WHERE THE SHOULDER OR TERRACE HAS INSUFFICIENT SPACE TO PLACE THE ARROW BOARD AS SHOWN, PLACE THE ARROW BOARD AT THE END OF THE TAPER.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'

TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE
/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER
FHWA

6

SDD15D20 - 05a

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA



GENERAL NOTES

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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 REGIONAL TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN 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.

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 TEMPORARY SUPPORTS.

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 TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

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.

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.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

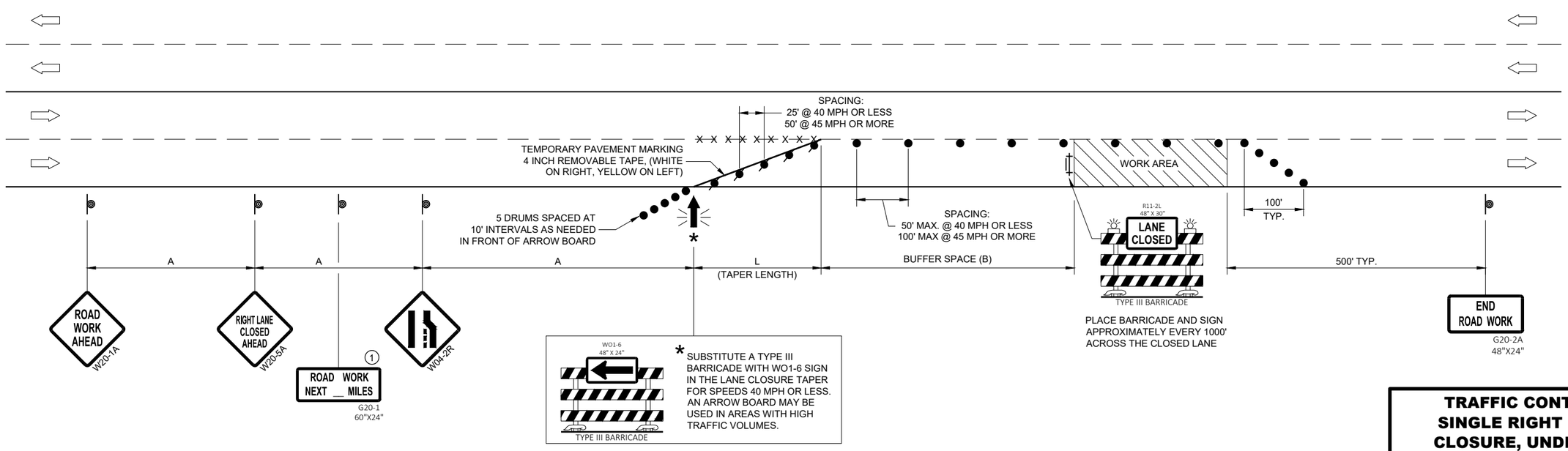
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'
50	500'	600'	280'
55	500'	660'	335'





TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2020 — DATE

/S/ Andrew Heidtke — STATEWIDE WORK ZONE T SAFETY ENGINEER

FHWA

6

SDD 15D20 - 05b

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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 REGIONAL TRAFFIC UNIT.

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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.

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 TEMPORARY SUPPORTS.

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 TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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.

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.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

DUE TO LACK OF SHOULDER/MEDIAN, ARROW BOARD IS PLACED AT THE THE END OF THE TAPER.

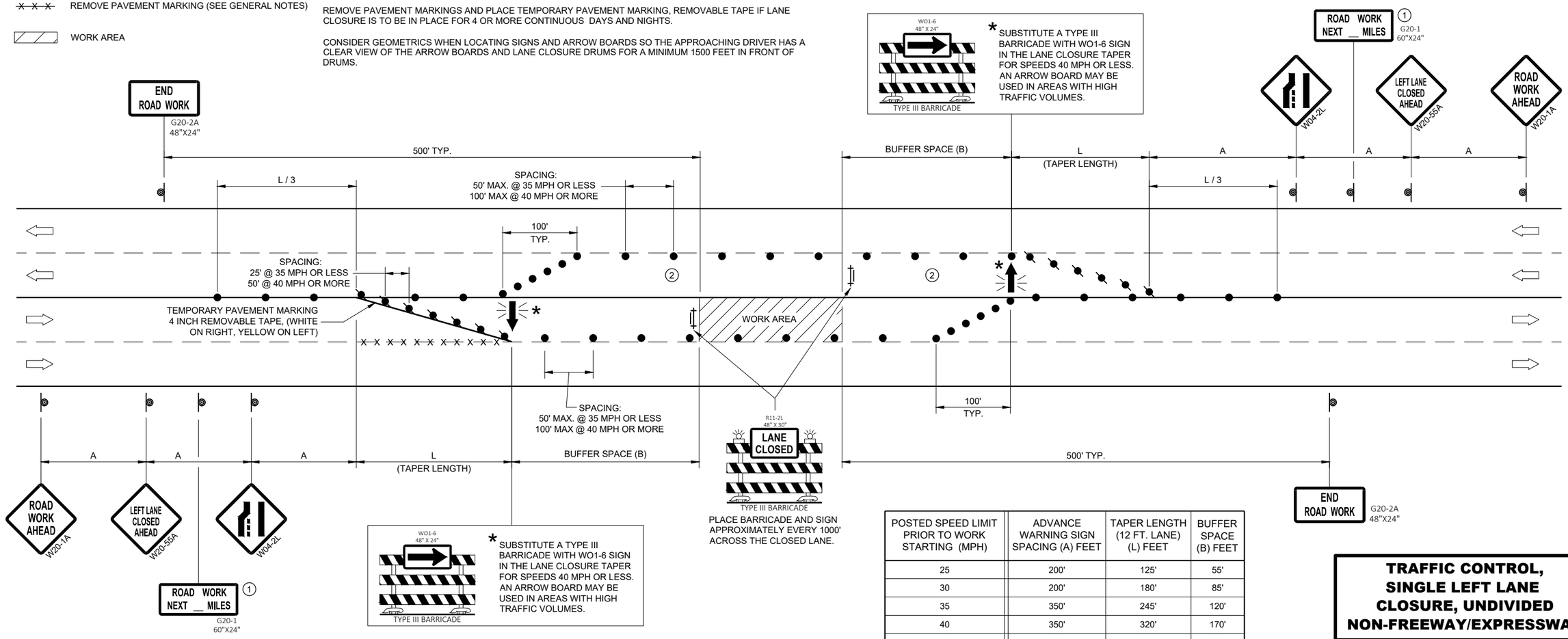
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CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

(2) LANE MAY BE OPENED WHEN WORKERS ARE NOT PRESENT IN THE WORK AREA.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'
50	500'	600'	280'
55	500'	660'	335'

TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020 — DATE
/S/ Andrew Heidtke — STATEWIDE WORK ZONE T SAFETY ENGINEER
FHWA

6

SDD 15D20 - 05c

6

SDD 15D20 - 05c

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

FOR WORK ON ROADWAYS WITH SPEEDS GREATER THAN 45 MPH, USE SDD 15D14.

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE RIGHT TWO LANES.
FOR CLOSING LEFT TWO LANES, REVERSE THE TRAFFIC CONTROL.

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 REGIONAL TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN 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.

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 TEMPORARY SUPPORTS.

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 TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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.

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.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

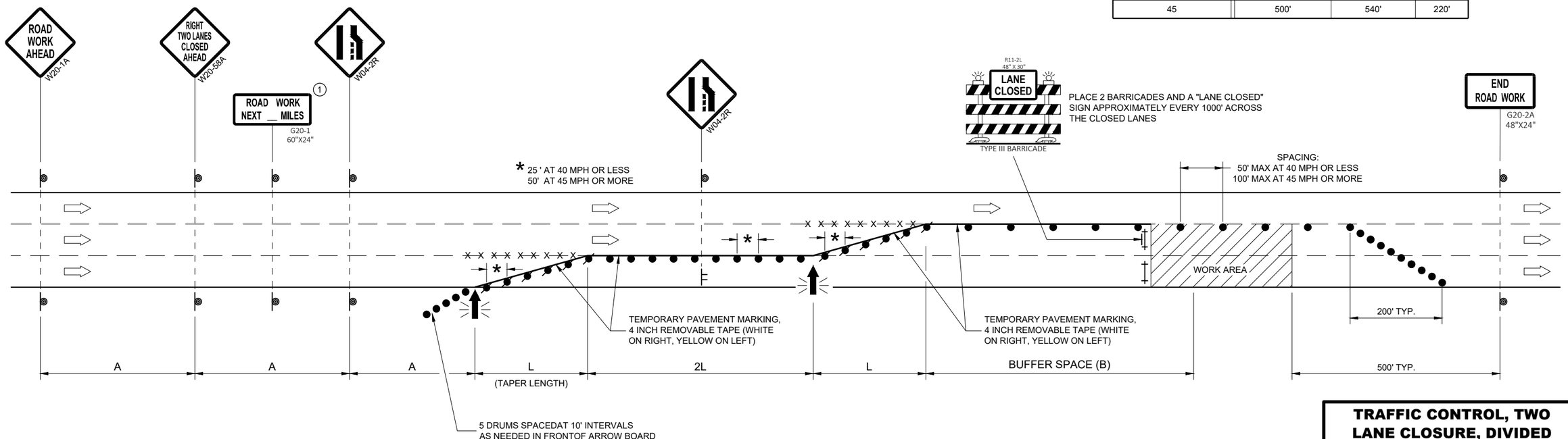
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'



TRAFFIC CONTROL, TWO LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

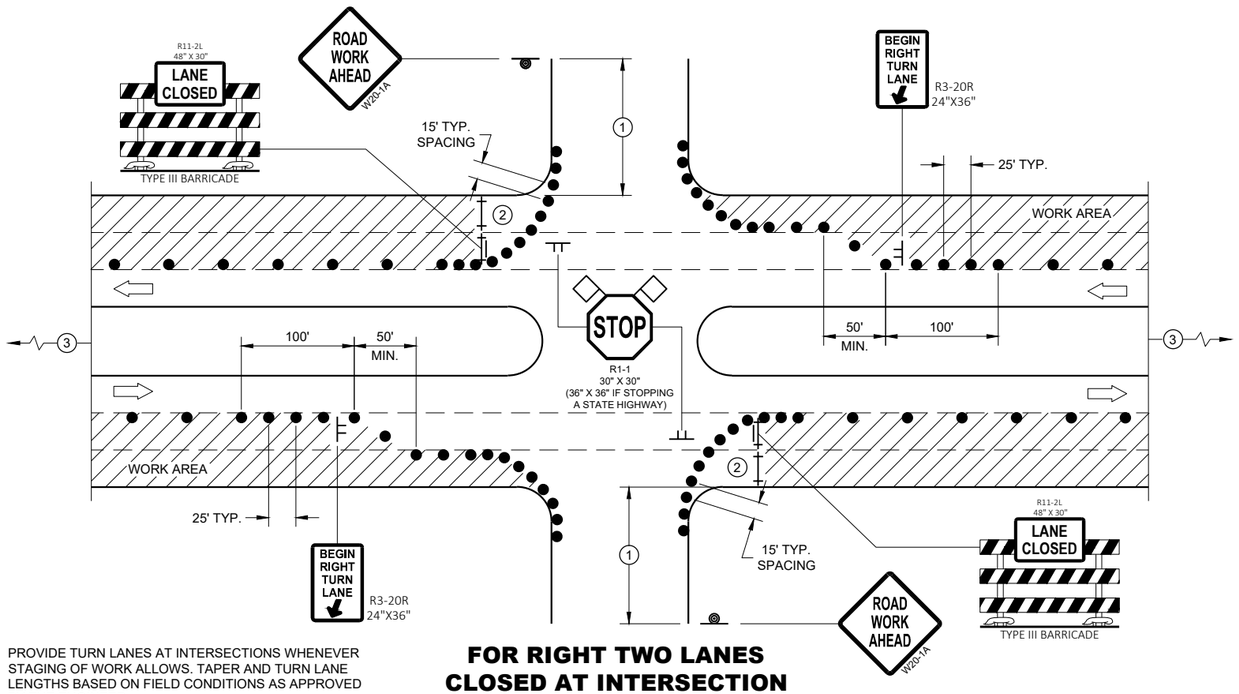
APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

FHWA

6

SDD 15D22 - 04



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR RIGHT TWO LANES CLOSED AT INTERSECTION

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN 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 TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

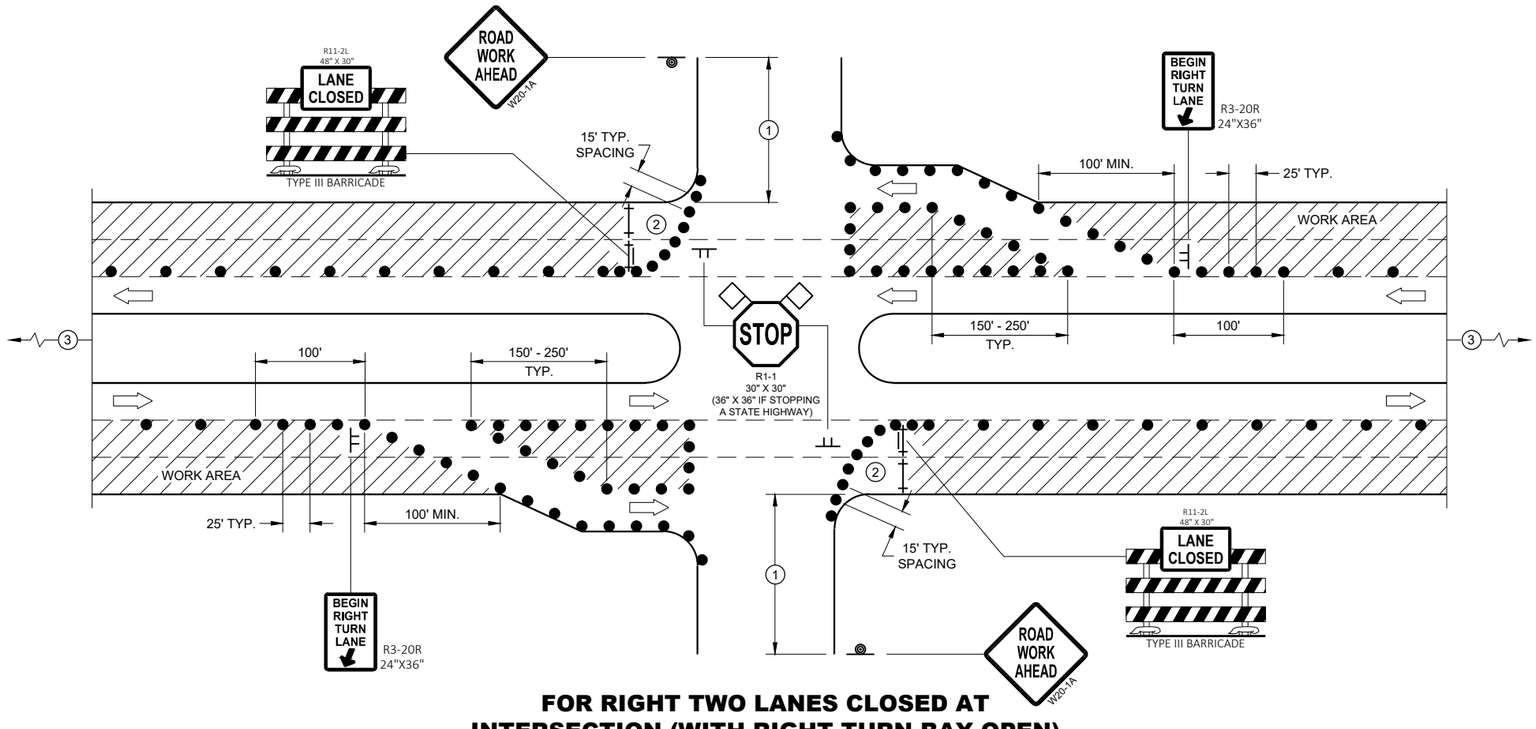
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(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.



FOR RIGHT TWO LANES CLOSED AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN TWO RIGHT LANE CLOSURE

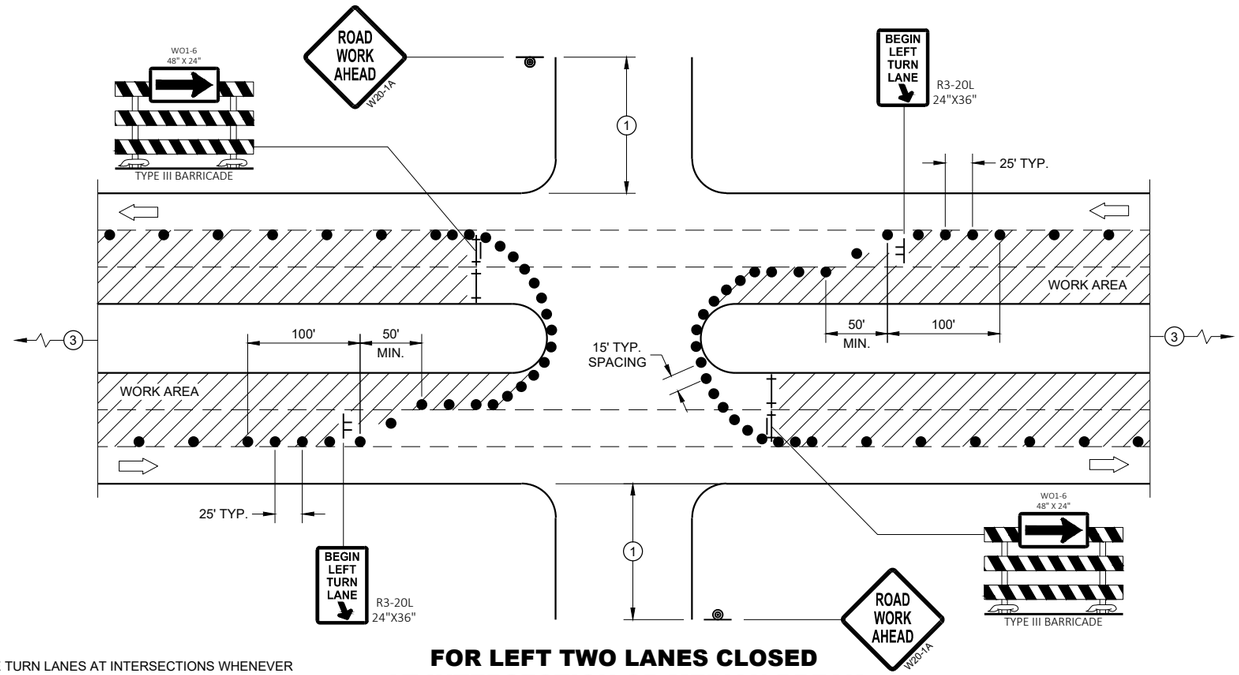
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D23 - 06a

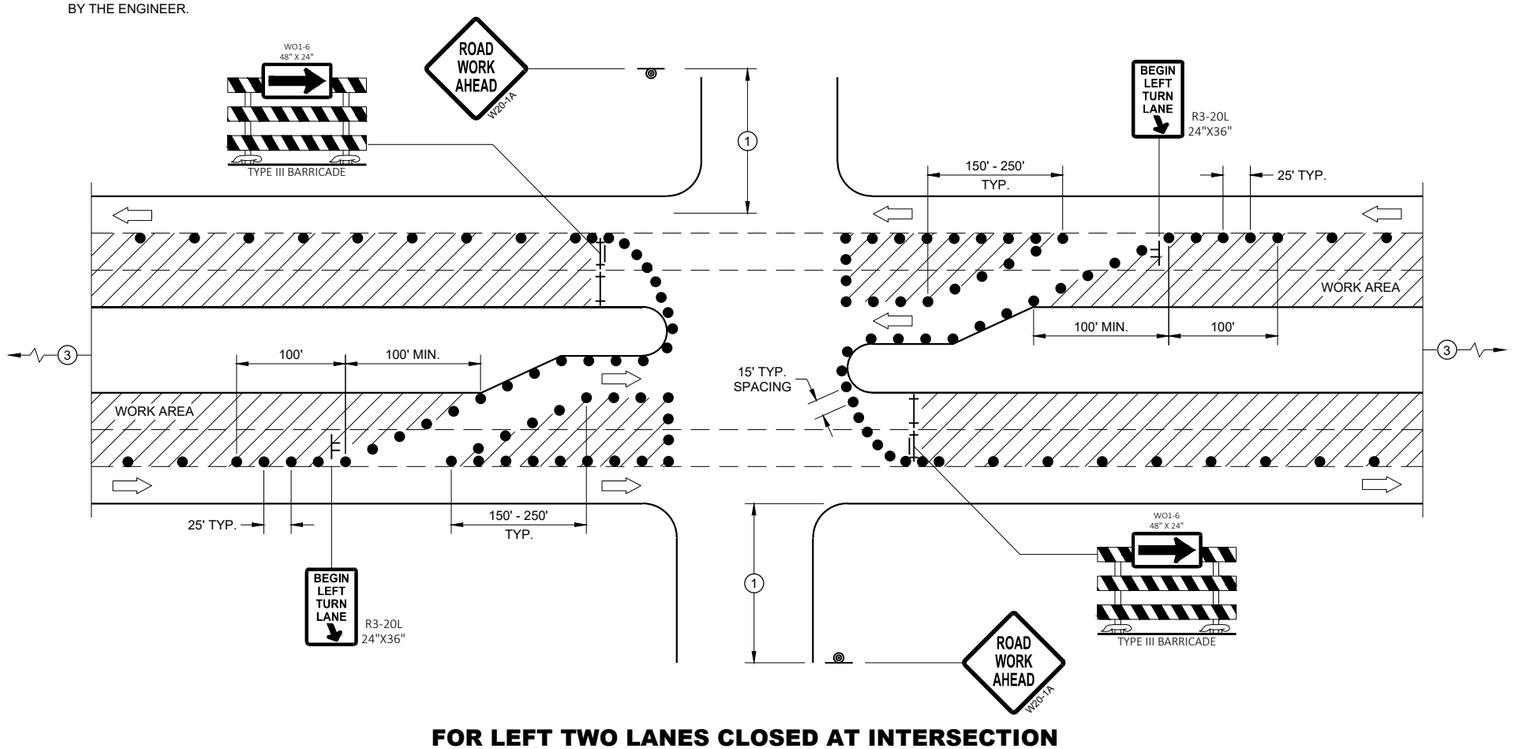
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SDD 15D23 - 06a



FOR LEFT TWO LANES CLOSED AT INTERSECTION OR MEDIAN BREAK

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.



FOR LEFT TWO LANES CLOSED AT INTERSECTION OR MEDIAN BREAK (WITH LEFT TURN BAY OPEN)

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN 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 TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(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

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN TWO LEFT LANE CLOSURE

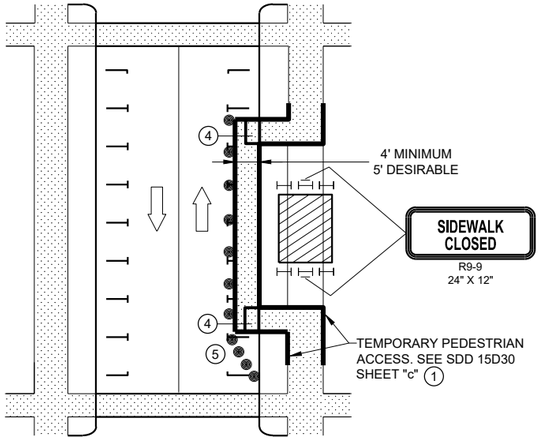
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018 — DATE
/S/ Amdrew Heidtke — WORK ZONE ENGINEE
FHWA

SDD 15D23 - 06b

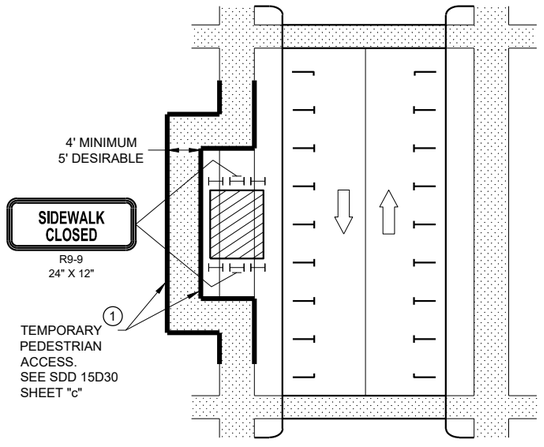
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SDD 15D23 - 06b

NOTE: MAY BE USED ON ROADWAY WITH POSTED SPEED OF LESS THAN 40 MPH.

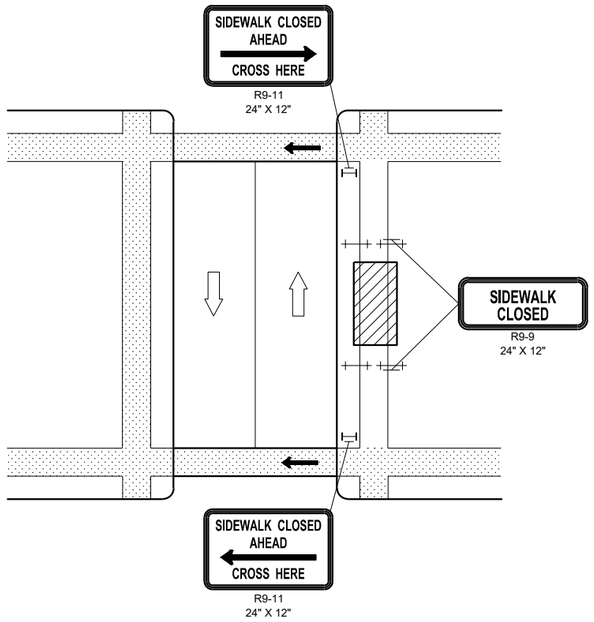


MID-BLOCK SIDEWALK SIDEWALK CLOSURE IN PARKING LANE

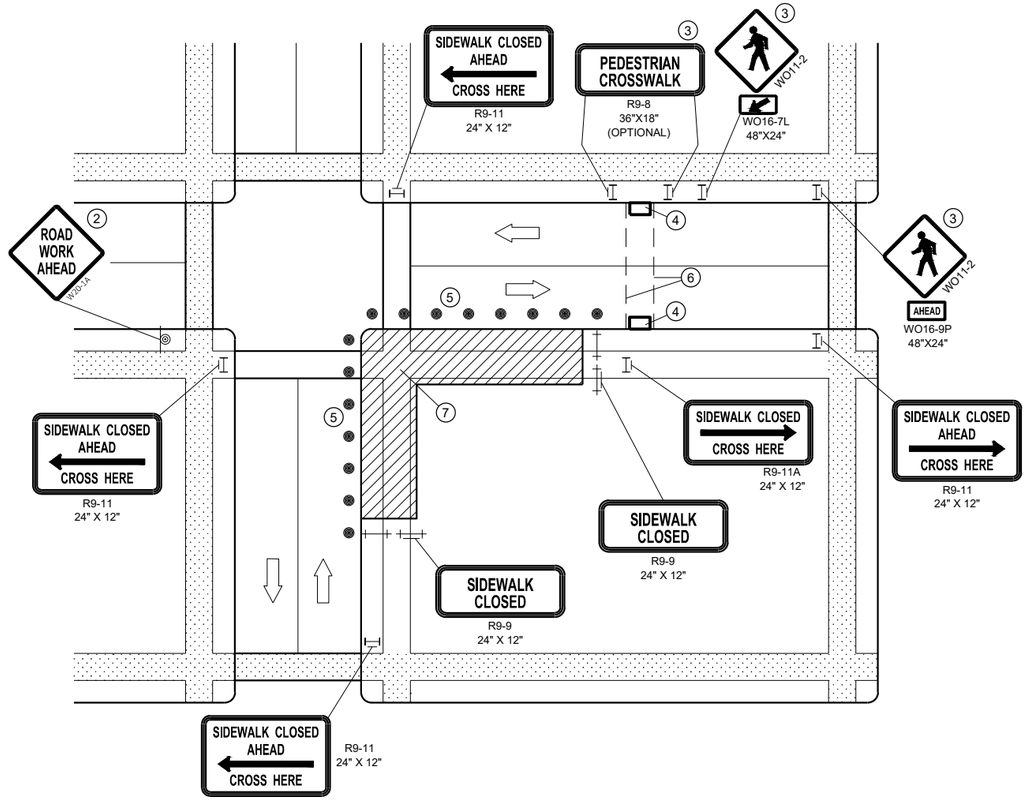
NOTE: LAYOUT SAME AS ABOVE.



SIDEWALK DIVERSION



MID-BLOCK SIDEWALK CLOSURE



CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK

GENERAL NOTES

WHEN CLOSING OR RELOCATING CROSSWALKS OR SIDEWALKS, PROVIDE DETECABLE TEMPORARY FACILITIES AND INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH EXISTING PEDESTRIAN FACILITIES.

TEMPORARY TRAFFIC CONTROL DEVICES FOR PEDESTRIANS ARE SHOWN. OTHER DEVICES MAY BE NECESSARY TO CONTROL VEHICULAR TRAFFIC. STAGE WORK AS NECESSARY, TO PROVIDE A TEMPORARY PEDESTRIAN ACCESS ROUTE AT ALL TIMES. FOR ROADWAYS WITH NO AVAILABLE DETOURS, MAINTAIN ONE OPEN SIDEWALK AT ALL TIMES.

"WO" SIGN IS THE SAME AS "W" SIGN, EXCEPT THE BACKGROUND IS ORANGE.

FOR NIGHTIME CLOSURE, USE TYPE "A" FLASHING WARNING LIGHTS ON BARRICADES, SUPPORTING SIGNS AND CLOSING SIDEWALK. USE TYPE "C" STEADY BURN LIGHTS ON CHANNELIZING DEVICES SEPARATING THE WORK AREA FROM VEHICULAR TRAFFIC.

PEDESTRIAN TRAFFIC SIGNAL DISPLAY CONTROLLING CLOSED CROSSWALK SHALL BE COVERED OR DEACTIVATED.

POST MOUNTED SIGNS LOCATED ADJACENT TO A SIDEWALK SHALL HAVE A 7 FOOT MINIMUM CLEARANCE FROM THE BOTTOM OF THE SIGN TO THE SIDEWALK SURFACE.

ALTERNATE SIDEWALK WORK BETWEEK LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

(1) IF SIDEWALK CLOSURE AFFECTS AN ACCESSIBLE AND DETECTABLE FACILITY, MAINTAIN ACCESSIBILITY AND DETECTABILITY ALONG THE ALTERNATE PEDESTRIAN ROUTE

(2) "ROAD WORK AHEAD" SIGNS ARE NOT REQUIRED IF THE SIDEWALK CLOSURE OCCURS WITHIN A LARGER WORK ZONE WHERE ADVANCE WARNING SIGNS ARE ALREADY PRESENT, OR IF THE WORK AREA AND EQUIPMENT ARE MORE THAN 2 FEET BEHIND THE CURB.

(3) IF TEMPORARY PEDESTRIAN CROSSWALK IS NOT PROVIDED, OMIT R9-8 AND WO11-2 SIGN ASSEMBLIES. IF PROVIDED INCLUDE ON BOTH SIDES OF THE CROSSWALK.

(4) TEMPORARY CURB RAMPS. SEE SDD 15D30 SHEET "b'.

(5) DRUMS OR BARRICADES AT 25 FOOT SPACING. STREET PARKING SHALL BE PROHIBITED FOR AT LEAST 50 FEET IN ADVANCE OF THE MID-BLOCK CROSSWALK.

(6) TEMPORARY PAVEMENT MARKING FOR CROSSWALK LINES.

(7) LIMIT WORK TO ONE QUADRANT AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

LEGEND

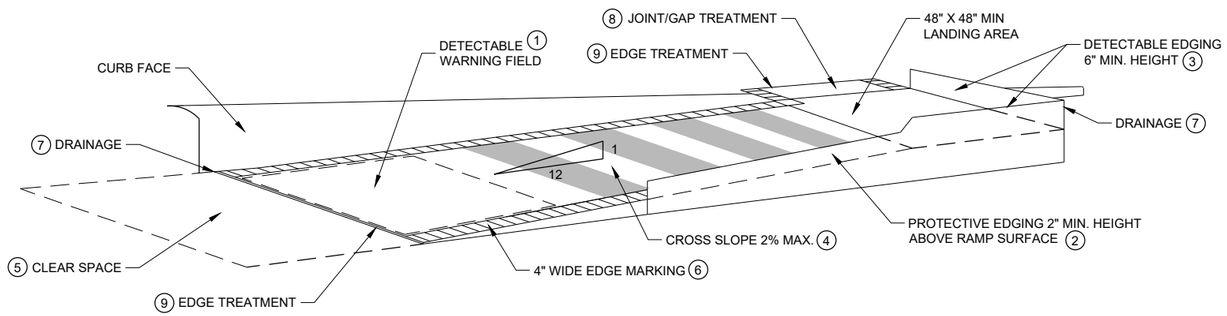
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE II BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- TYPE III BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- PEDESTRIAN CHANNELIZATION DEVICE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

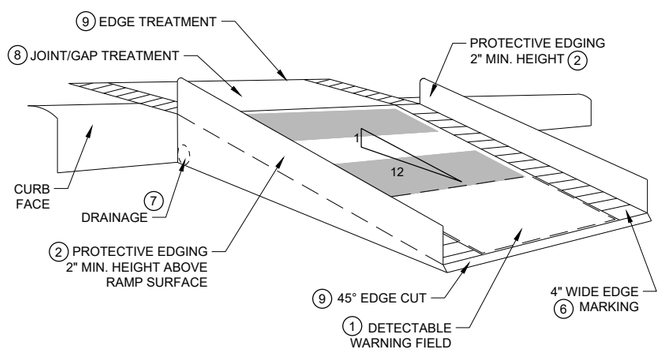
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

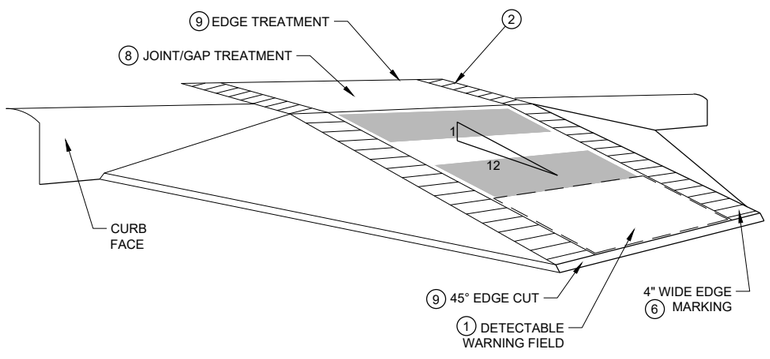
SDD15D30 - 06a



TEMPORARY CURB RAMP PARALLEL TO CURB



WITH PROTECTIVE EDGE



WITH SIDE APRON

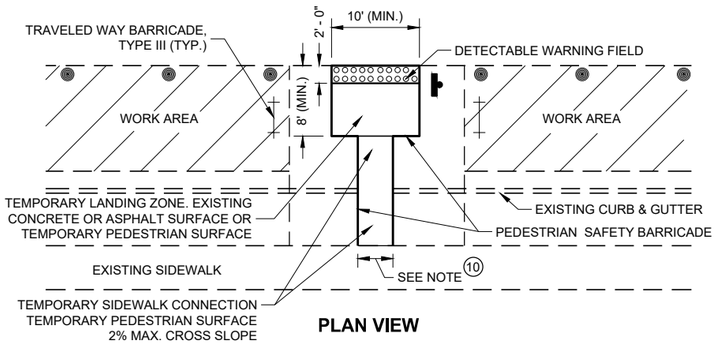
TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

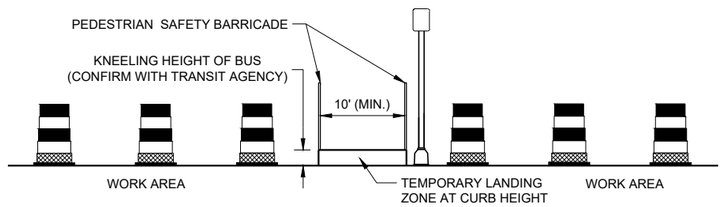
NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

1. CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A A FIRM, STABLE AND SLIP RESISTANT SURFACE. INSTALL CONTRASTING DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS. REFER TO SDD 08D05, SHEET "e".
2. PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
3. DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
4. CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.
5. CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
6. THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A YELLOW COLOR, 4" WIDE MARKING, UNLESS A CONTRASTING DETECTABLE WARNING FIELD IS PROVIDED.
7. DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
8. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.
9. CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES SHALL BE VERTICAL UP TO ¼" HIGH AND BEVELED AT 1:2 BETWEEN ¼" AND ½".
10. 5" WIDE MIN. WITH PEDESTRIAN SAFETY BARRICADE, 10' WIDE MIN. WITHOUT PEDESTRIAN SAFETY BARRICADE.



PLAN VIEW



PROFILE VIEW

TEMPORARY BUS STOP PAD

LEGEND

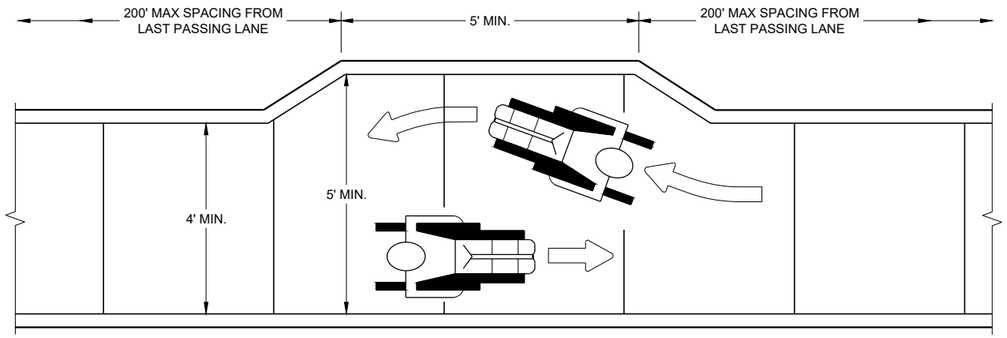
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- WORK AREA

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

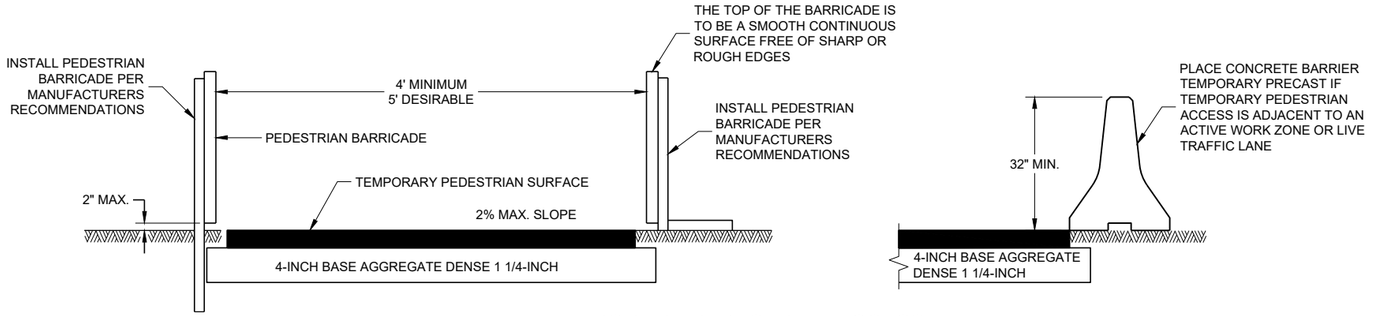
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

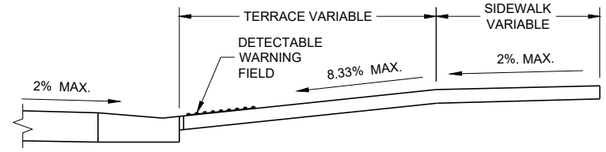
SDD 15D30 - 06b



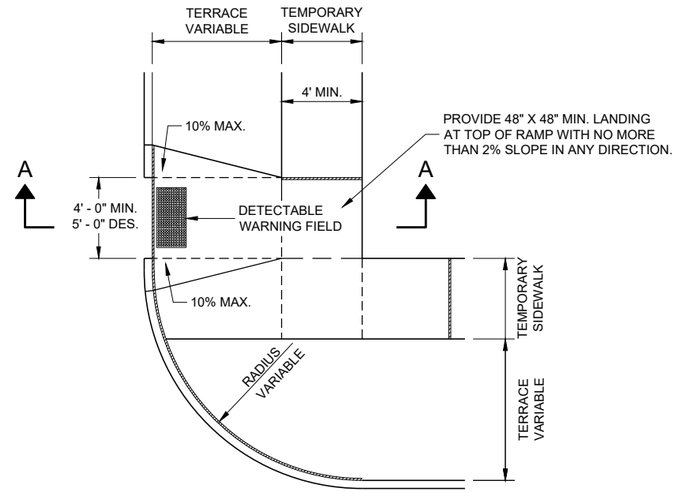
NARROW SIDEWALK PASSING DETAIL



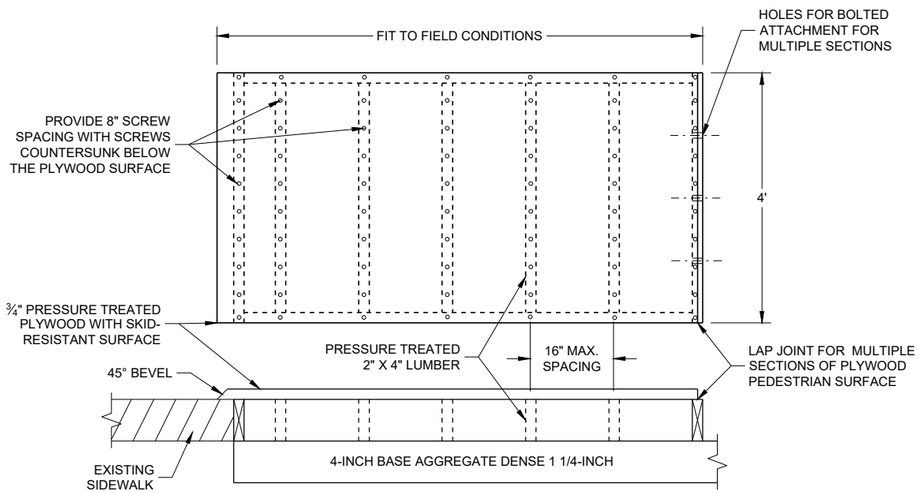
TEMPORARY PEDESTRIAN ACCESS



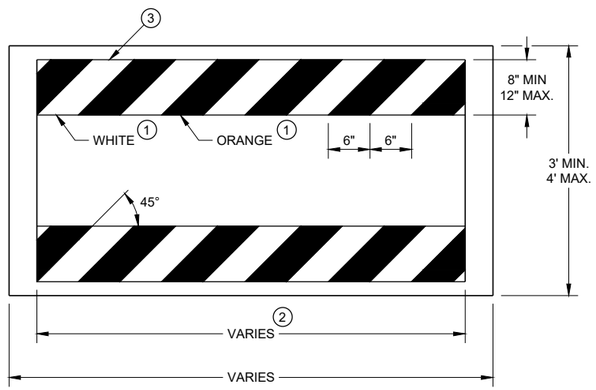
SECTION A - A



PLAN VIEW
TEMPORARY TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)



TEMPORARY PEDESTRIAN SURFACE PLYWOOD



TEMPORARY PEDESTRIAN BARRICADE *

GENERAL NOTES

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
3. PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

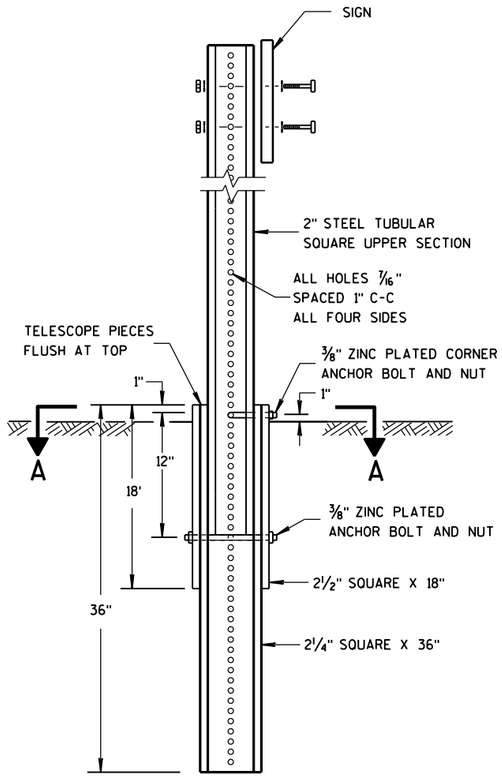
APPROVED
November 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE 376

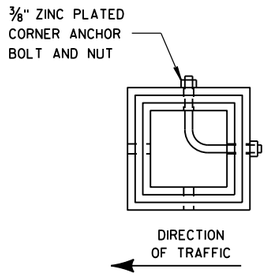
FHWA

6

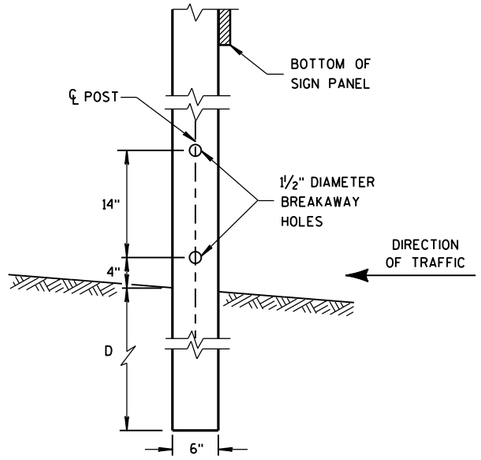
SDD 15D30 - 06c



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



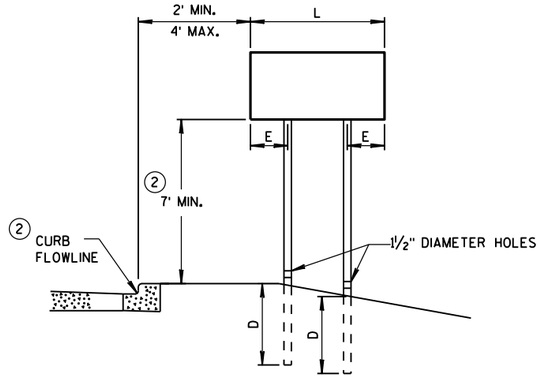
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

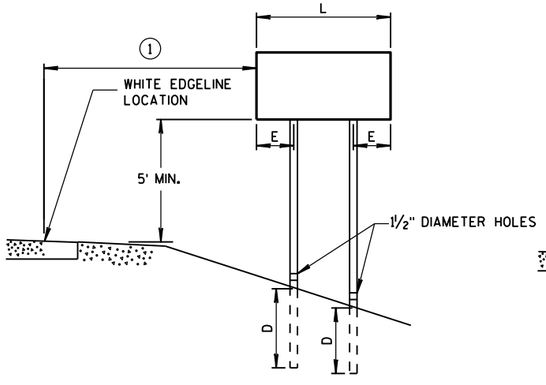
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

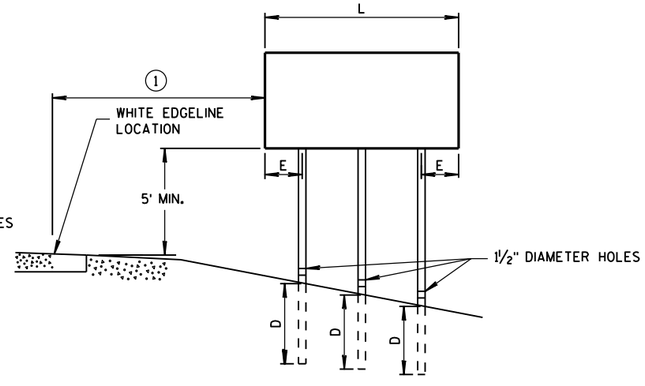
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK 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

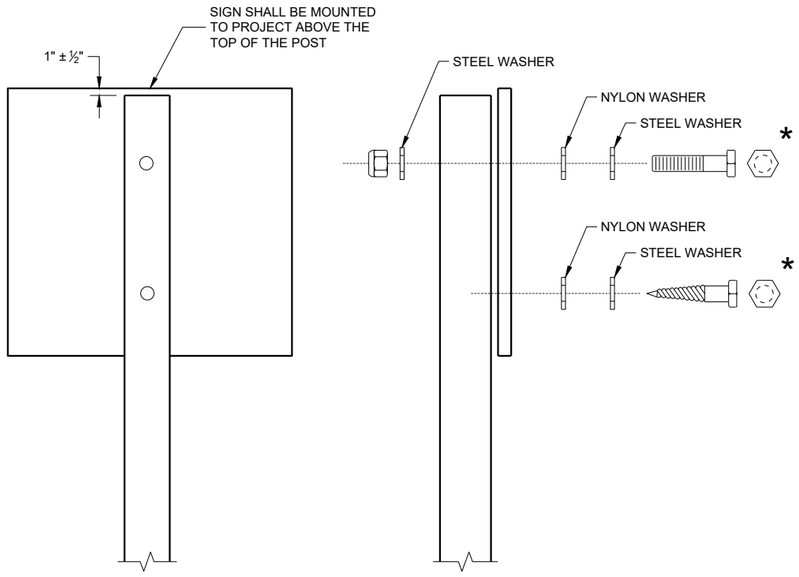
SEE NOTE (3)

TEMPORARY TRAFFIC CONTROL SIGN MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 15 D 38-2a



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 POST (4" x 6")
LAG SCREWS - ⅜" x 3"
MACHINE BOLTS - 5/16" x 6 ½" OR 7" LENGTH W/NUTS

SQUARE STEEL POST (2" x 2")
MACHINE BOLTS - ⅜" x 3 ¼" LENGTH W/NUTS
RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL O.D. FLANGE 0.720 - 0.765 INCH, GRIP RANGE 0.042 - 0.375 INCH

WASHERS (ALL POSTS) -
1 ¼" O.D. x ⅜" I.D. x 1/16" STEEL
1 ¼" O.D. x ⅜" I.D. x 0.080 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. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

6

6

SDD 15D38 - 02b

SDD 15D38 - 02b

ATTACHMENT OF SIGNS TO POSTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIREABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR SHIFTING RIGHT LANE - REVERSE FOR SHIFTING LEFT LANE.

ALL SIGNS ARE 48"×48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

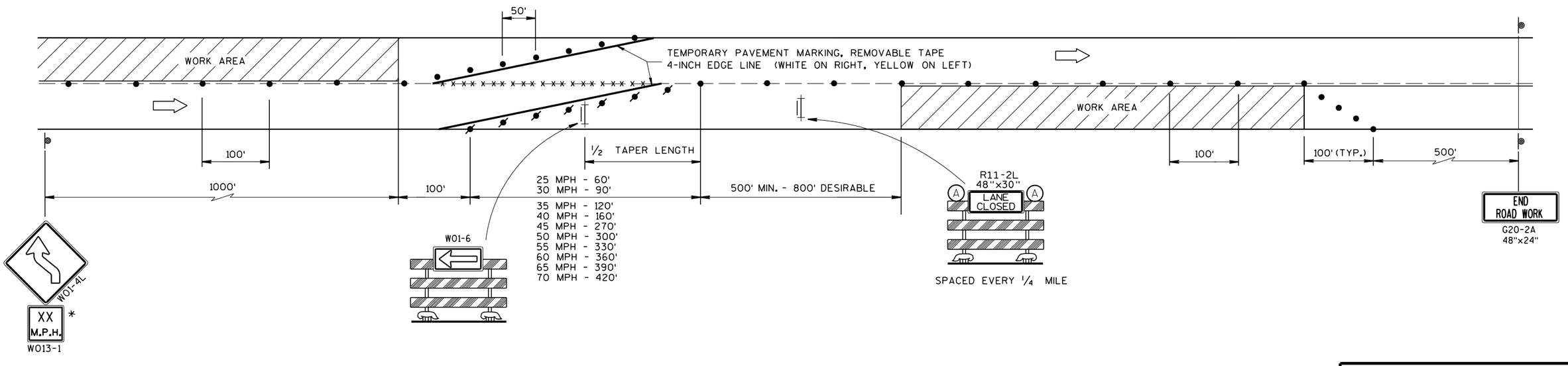
FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.



* USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED

LANE SHIFT MULTI-LANE DIVIDED OR ONE WAY ROAD

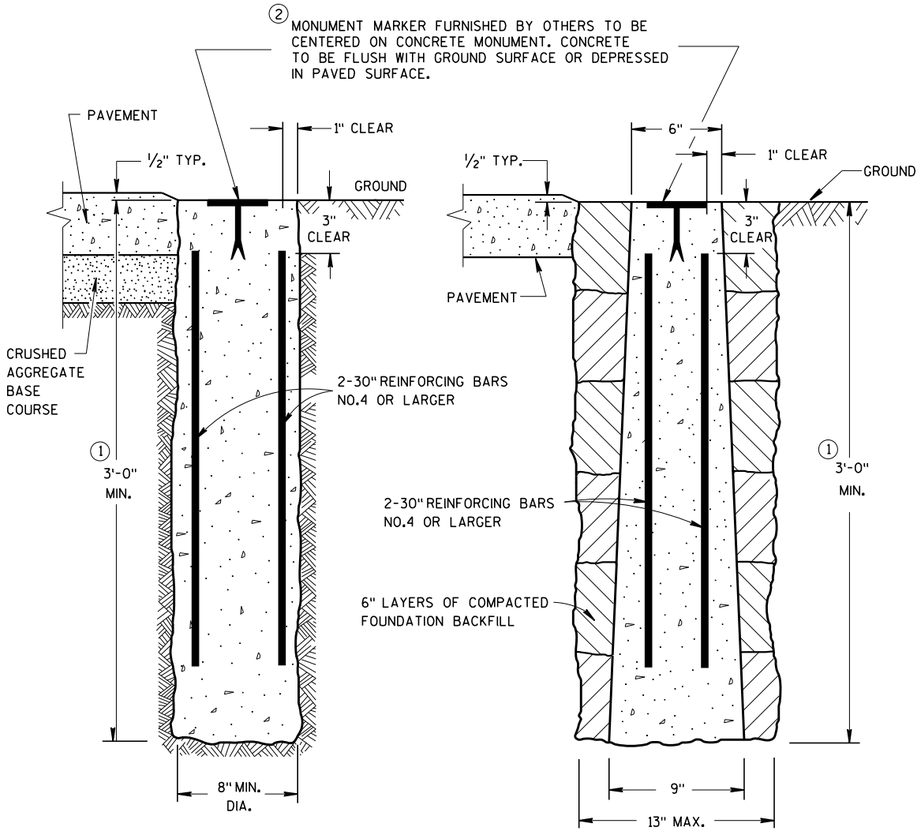
TRAFFIC CONTROL, LANE SHIFT, MULTI-LANE DIVIDED OR ONE WAY ROAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE
/S/ Andrew I
WORK ZONE E
FHWA

6

S.D.D. 15 D 40-1

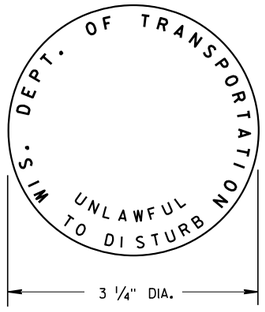


CAST-IN-PLACE

PRECAST

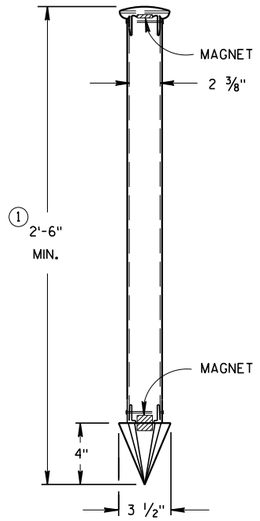
CONCRETE MONUMENTS

TYPE A



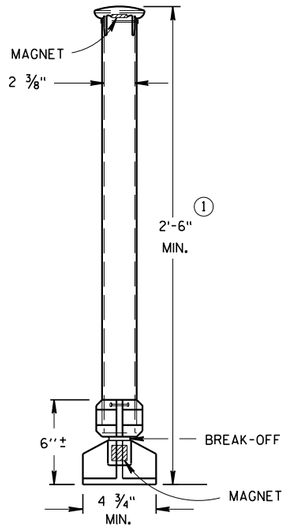
② **WIS DOT MONUMENT MARKER LOGO**

FOR TYPES "A", "C", & "D"



TYPE C

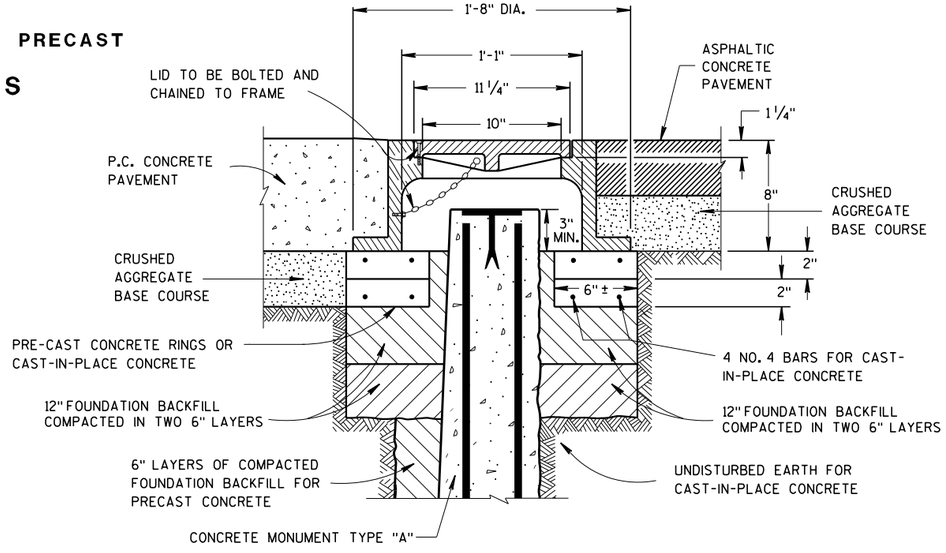
DRIVE-IN MONUMENT



TYPE D
NON-DRIVEN
BREAK-OFF MONUMENT

ALUMINUM MONUMENTS

(INCLUDES MARKER)



CAST IRON MONUMENT COVER

(APPROXIMATE WEIGHT 95 LBS)

GENERAL NOTES

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

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS FOR METAL MONUMENTS OR MONUMENT COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

PERMANENT MAGNETS SHALL BE INSERTED NEAR THE TOP AND BOTTOM OF ALL ALUMINUM MONUMENTS SO THE MONUMENT CAN EASILY BE DETECTED BY A METAL DETECTOR.

THE CAST IRON MONUMENT COVER SHALL BE A "NON-ROCKING" TYPE. ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK, OR BY EITHER PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE GRADE RINGS.

MONUMENTS SHALL BE LOCATED AND PLACED AT THE DIRECTION OF THE ENGINEER.

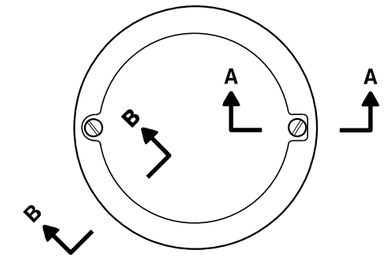
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

THE MONUMENT COVERS DETAILED ON THIS DRAWING ARE NOT EQUAL ALTERNATES. MONUMENT COVERS SHALL BE CAST IRON UNLESS ALUMINUM IS SPECIFIED ELSEWHERE IN THE CONTRACT.

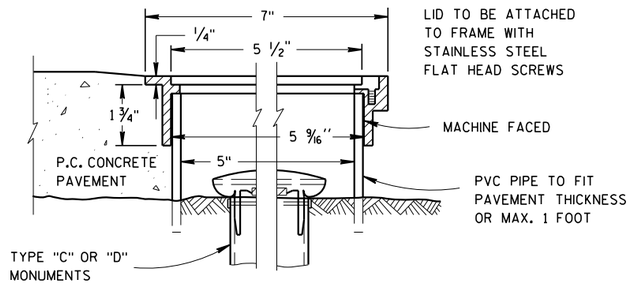
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER

① MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.

② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WIS DOT MARKER.



TOP VIEW



SECTION B-B SECTION A-A

ALUMINUM MONUMENT COVER

(APPROXIMATE WEIGHT 2 LBS)
(FOR CONCRETE PAVEMENT ONLY)

LANDMARK REFERENCE MONUMENTS AND COVERS

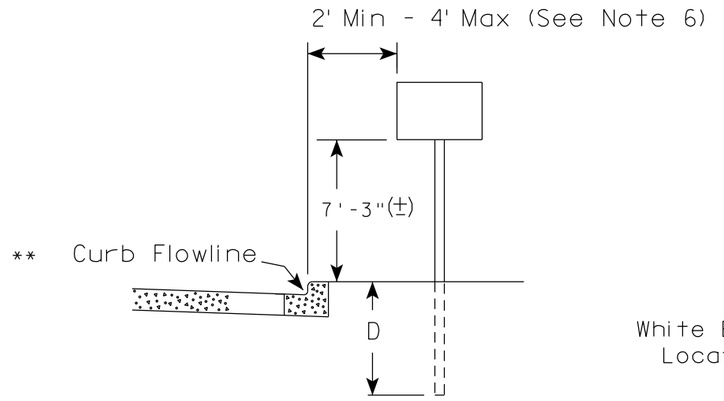
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Raymond A. Kumagai — CHIEF SURVEYING AND MAPPING ENGINEER
FHWA

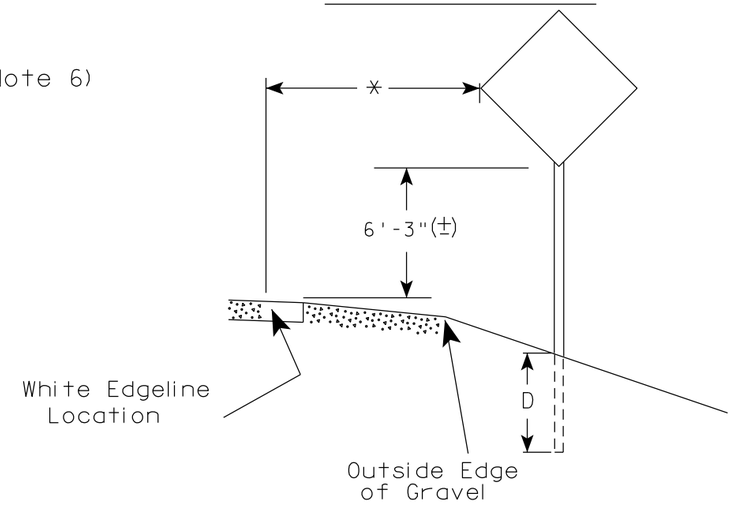
6

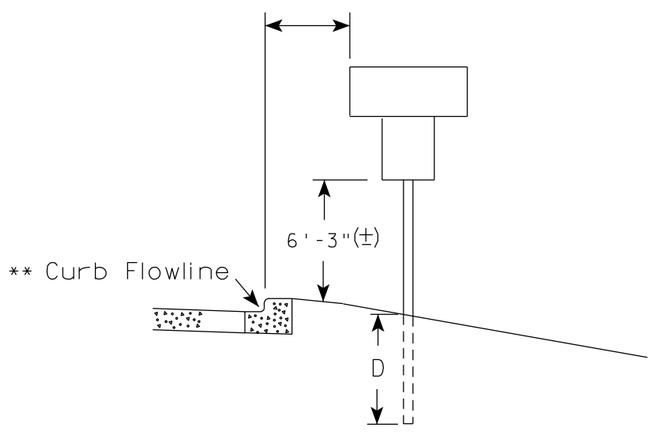
S.D.D. 16 A 1-7

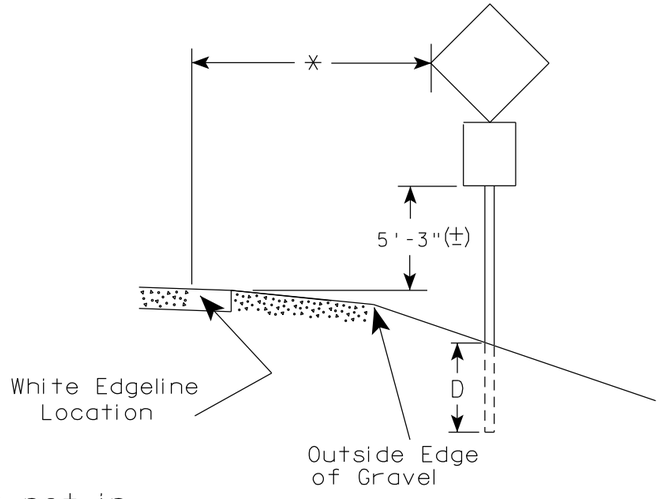
URBAN AREA



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 or behind barrier wall, see A4-10 sign plate.
   The Double Arrow sign (W12-1D) 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" (±).
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. The (±) tolerance for mounting height is 3 inches.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.

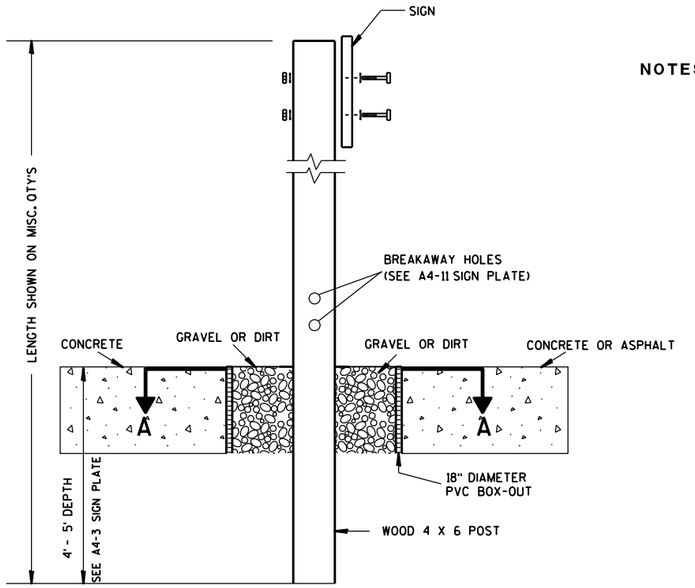
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/13/2020 PLATE NO. A4-3.22

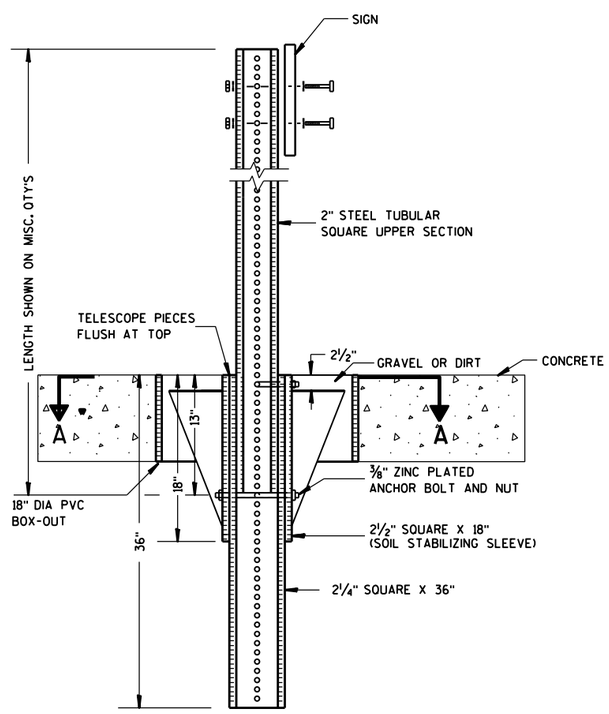
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 381	E



ELEVATION VIEW

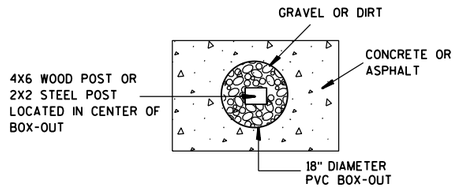
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

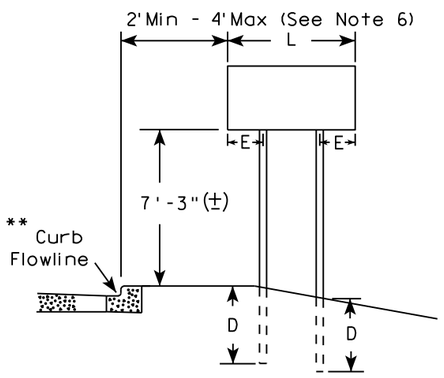
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

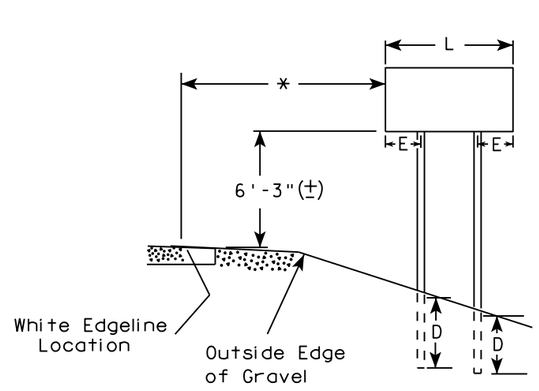
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

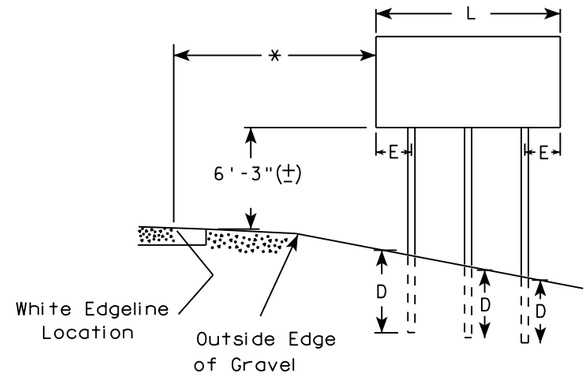
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

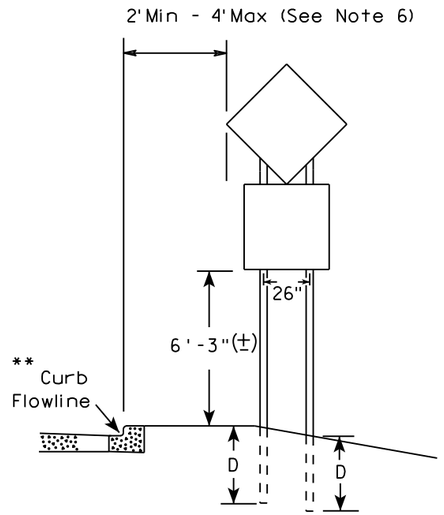
URBAN AREA



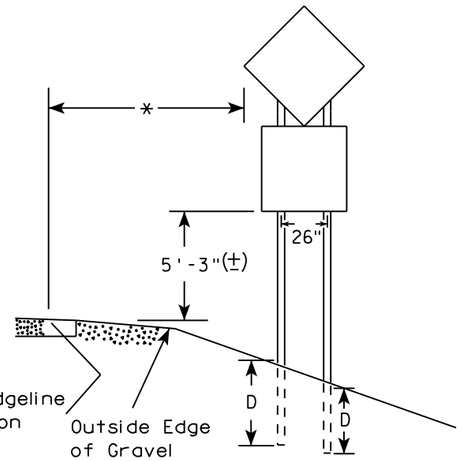
RURAL AREA (See Note 3)







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'

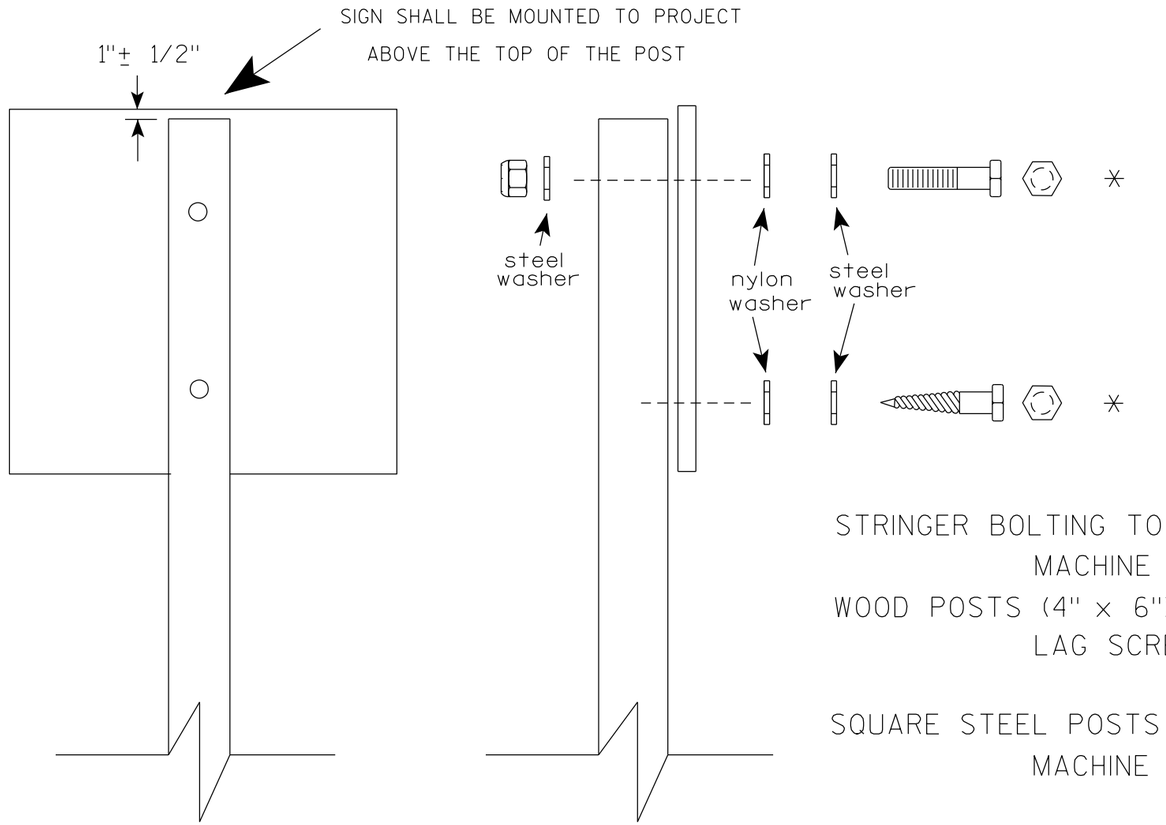
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

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: 383	E



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

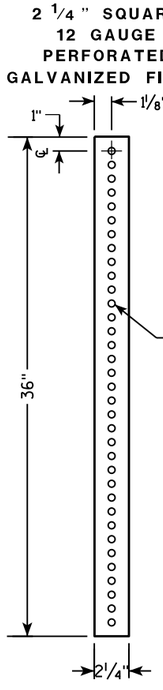
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

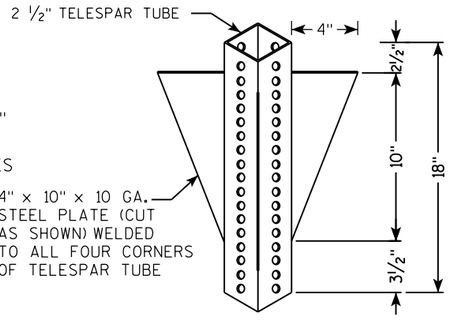
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

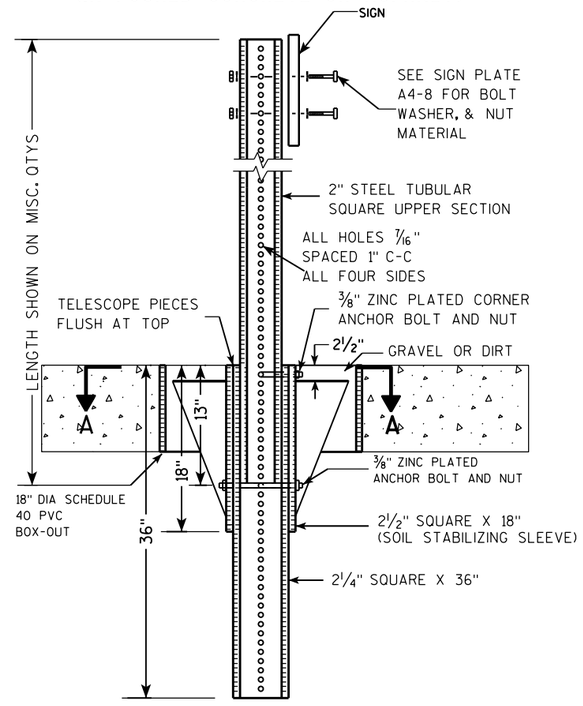
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



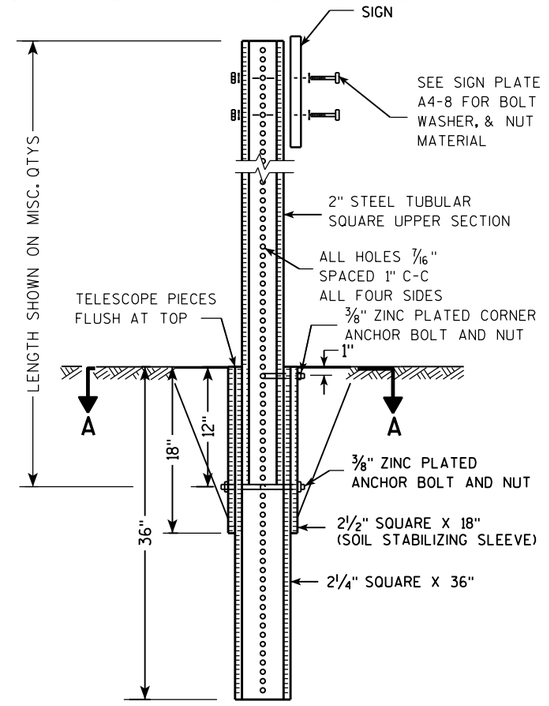
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

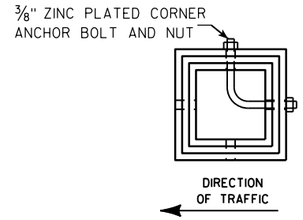


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

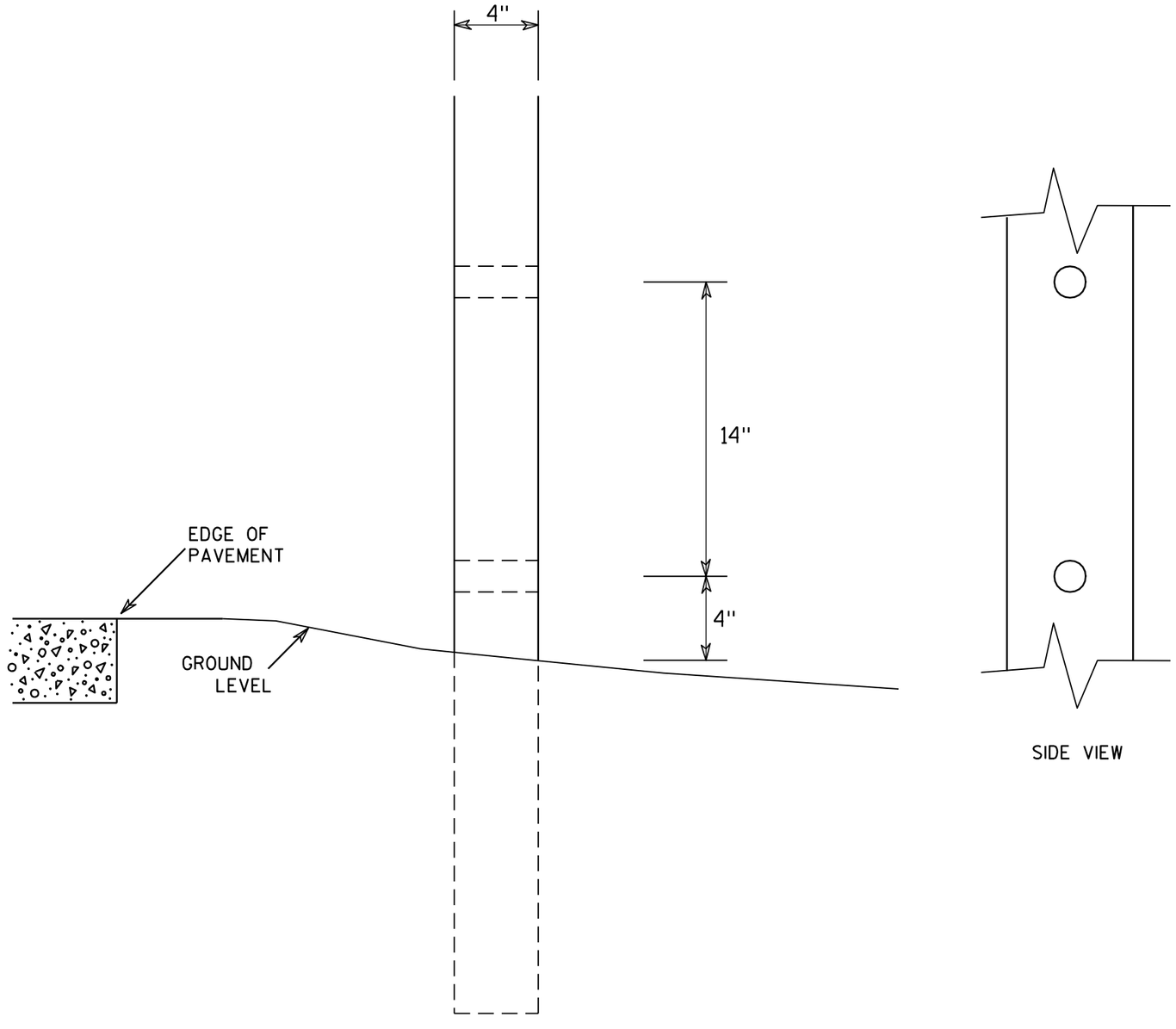
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 385 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

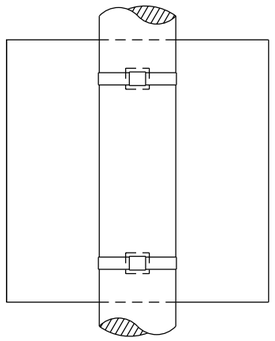
APPROVED Chester J Spang for State Traffic Engineer

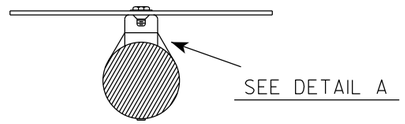
DATE 3/27/97 PLATE NO. A4-11.2

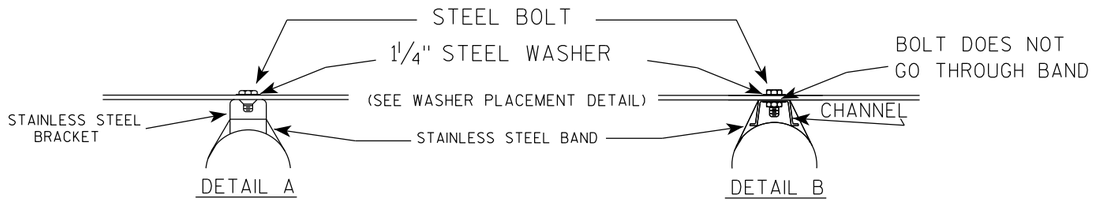
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 386	E

BANDING

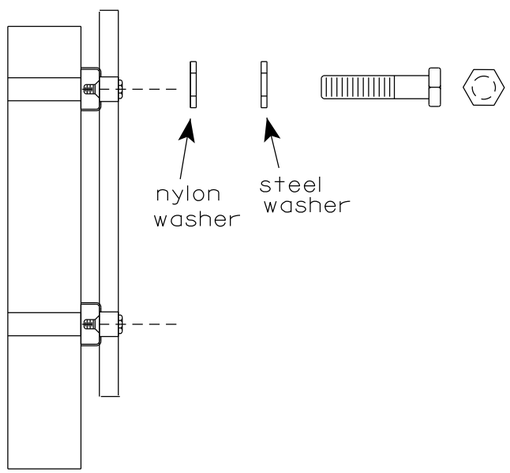
SINGLE SIGN







WASHER PLACEMENT

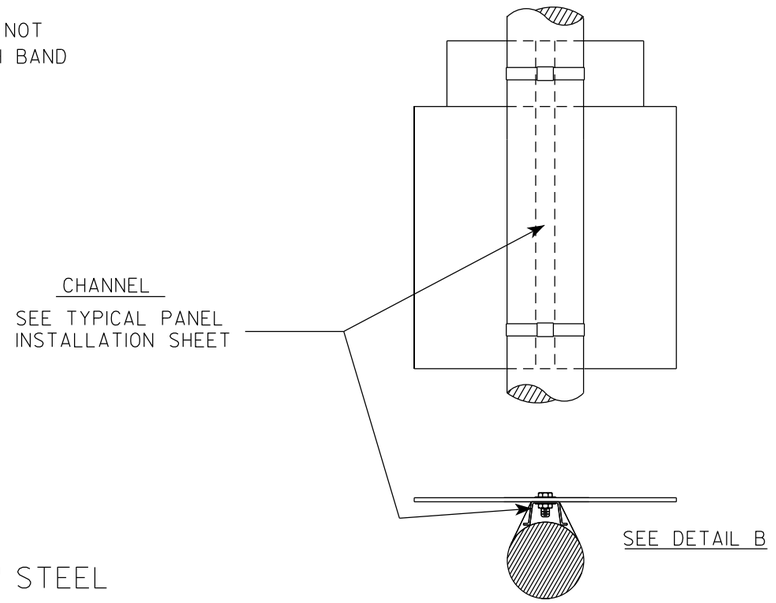


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

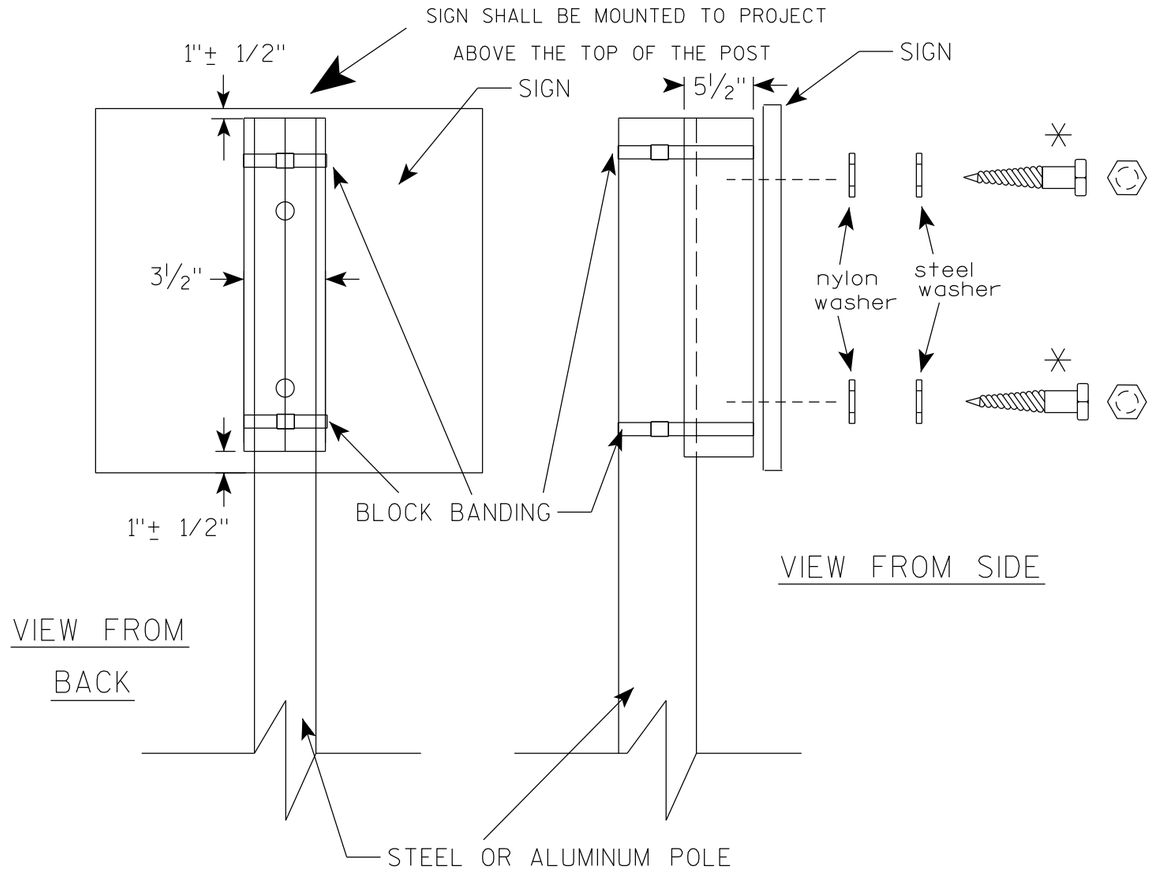
DATE 6/10/19 PLATE NO. A5-9.4

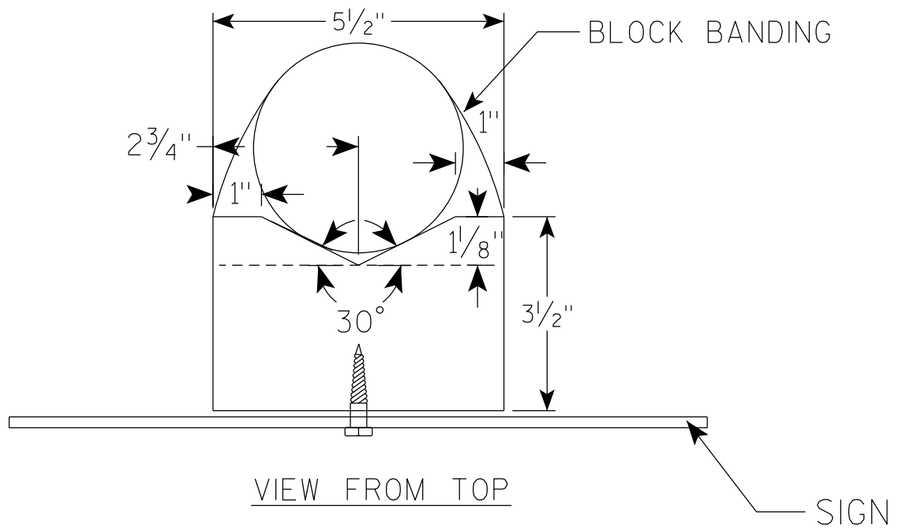
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 387	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

7





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

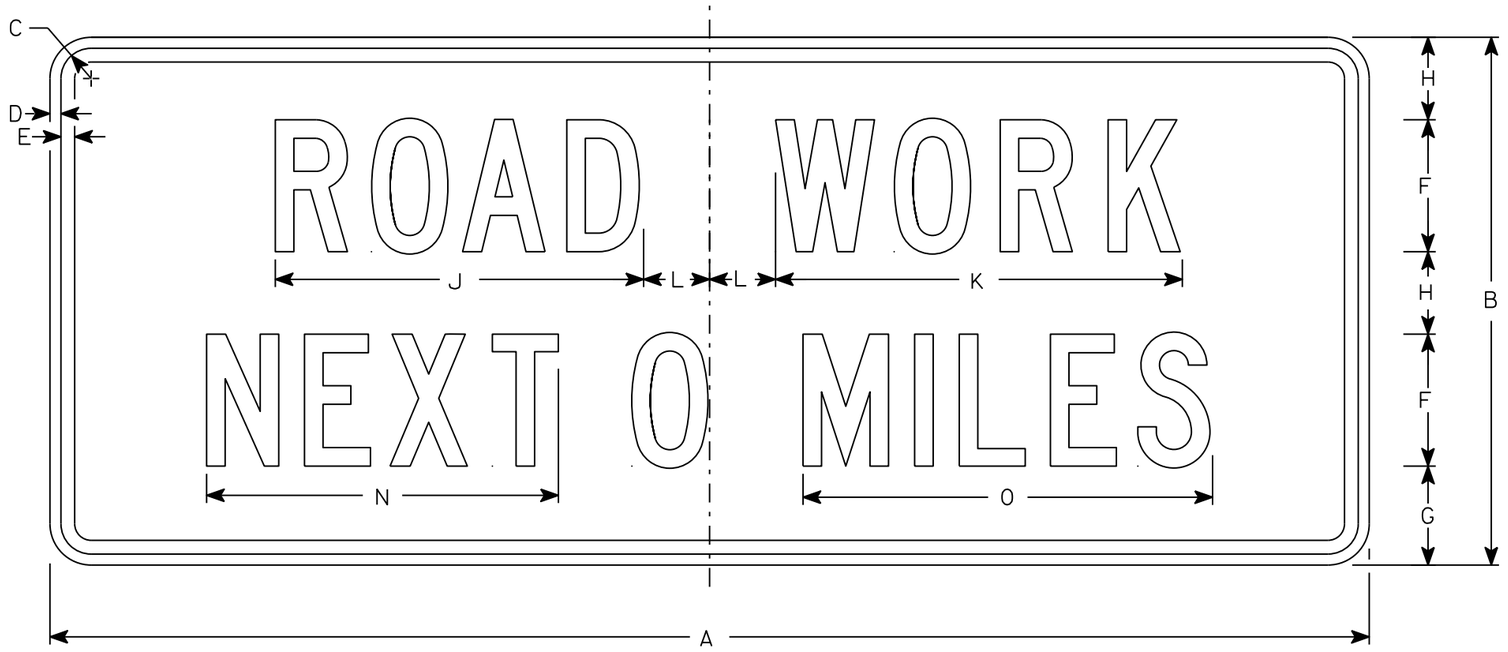
BLOCK BANDING DETAIL (V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 6/10/19 PLATE NO. A5-10.2

PROJECT NO:				SHEET NO: 388	E



G20-1

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.
5. Round distance to nearest whole Mile and 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																											
2	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10
3																											
4	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10
5																											

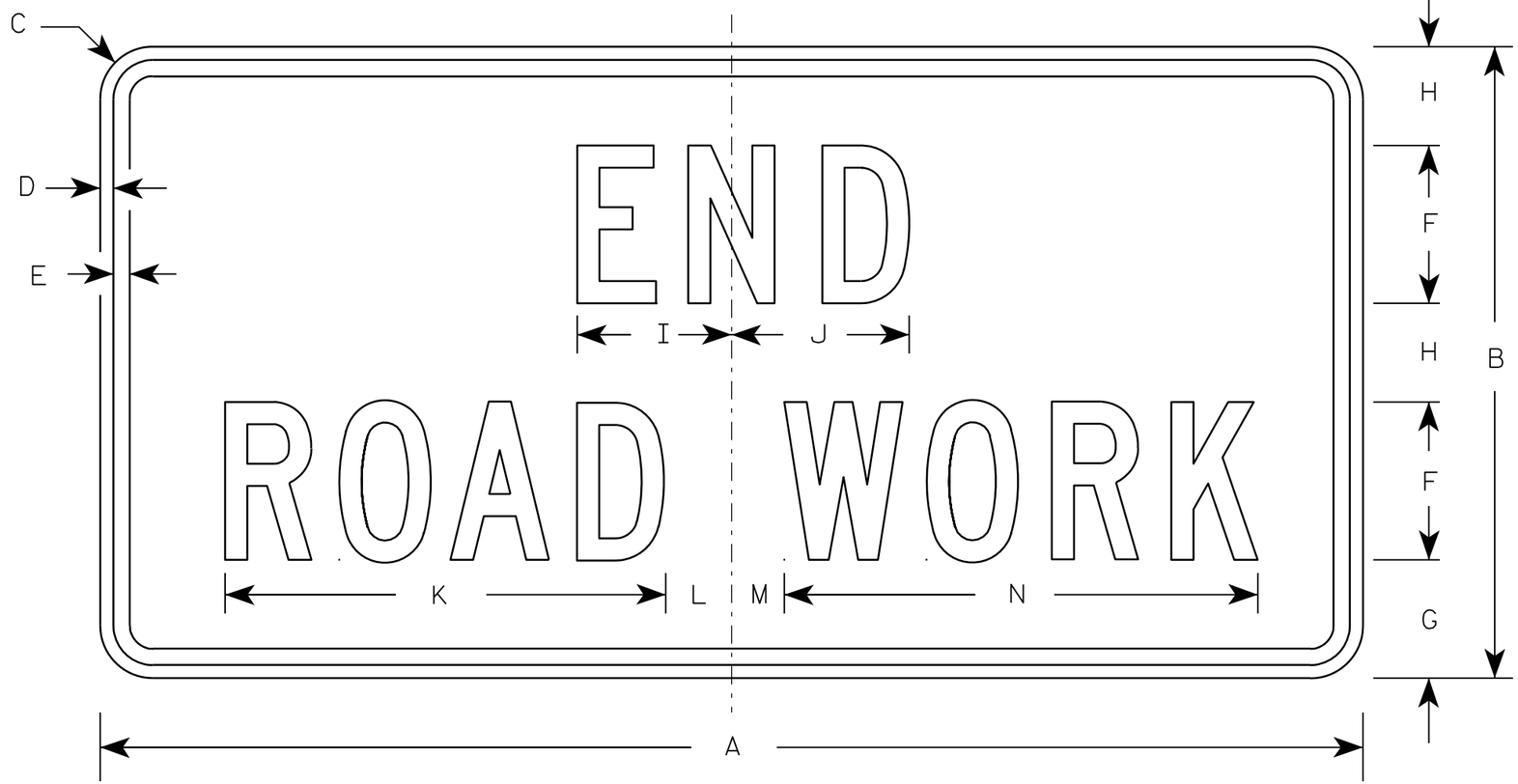
STANDARD SIGN
G20-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/14/17 PLATE NO. G20-1.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 389 | 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

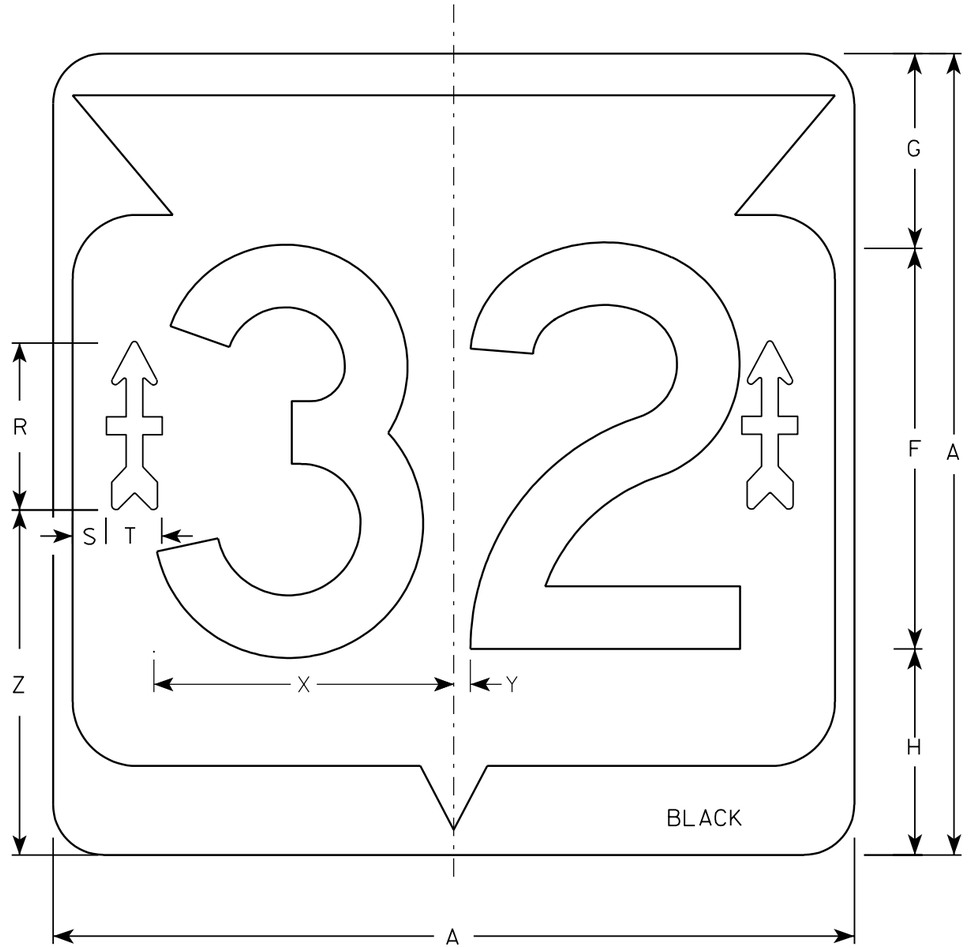
STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

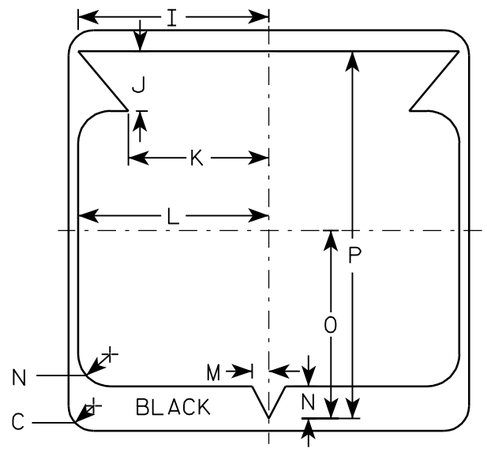
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 390	E



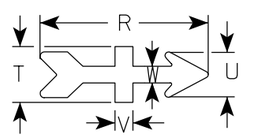
M1-6B

NOTES

1. Sign is Type II - Type H - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black
   Message - Black
   Arrow - Type H Reflective Red
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.



32nd DIVISION ARROW
ACTUAL SIZE



Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m²
1																												
2	24		1 ½			12	5 ½	6 ½	10 ¼	2 ½	8 ⅞	11 ½	1	1 ⅞	11 ¼	21 ⅞		5 ⅛	¾	1 ⅞	1 ½	⅝	⅝	9	½	10 ½	4.0	.36
3	36		2 ¼			18	8 ¾	9 ¼	15 ⅜	5 ⅜	12 ⅝	17 ⅛	1 ½	2 ⅞	16 ⅞	33		7 ½	1 ½	2 ½	2	⅞	¾	13 ½	¾	15 ½	9.0	.81
4	36		2 ¼			18	8 ¾	9 ¼	15 ⅜	5 ⅜	12 ⅝	17 ⅛	1 ½	2 ⅞	16 ⅞	33		7 ½	1 ½	2 ½	2	⅞	¾	13 ½	¾	15 ½	9.0	.81
5	36		2 ¼			18	8 ¾	9 ¼	15 ⅜	5 ⅜	12 ⅝	17 ⅛	1 ½	2 ⅞	16 ⅞	33		7 ½	1 ½	2 ½	2	⅞	¾	13 ½	¾	15 ½	9.0	.81

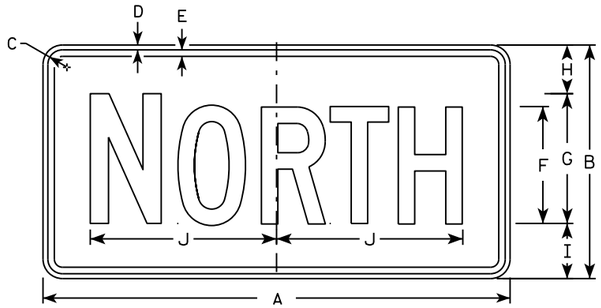
STATE ROUTE MARKER "32"
M1-6B FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

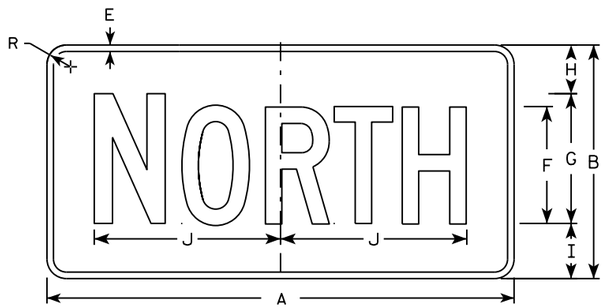
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 12/5/05 PLATE NO. M1-6B.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 391 | E



M3-1
MM3-1
MP3-1



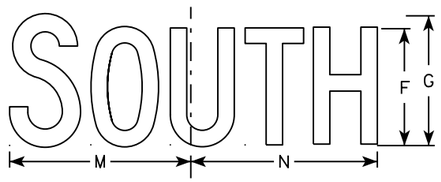
MB3-1
MK3-1
MN3-1



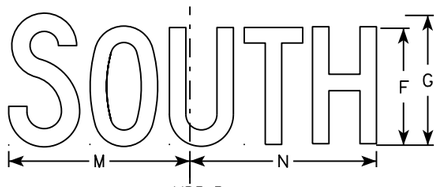
M3-2
MM3-2
MP3-2



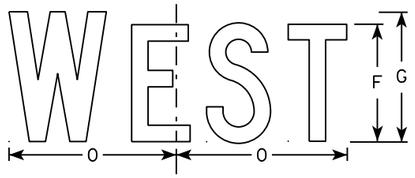
MB3-2
MK3-2
MN3-2



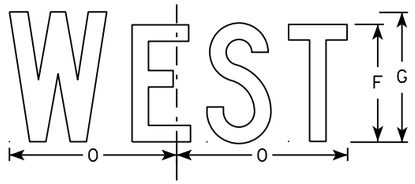
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
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

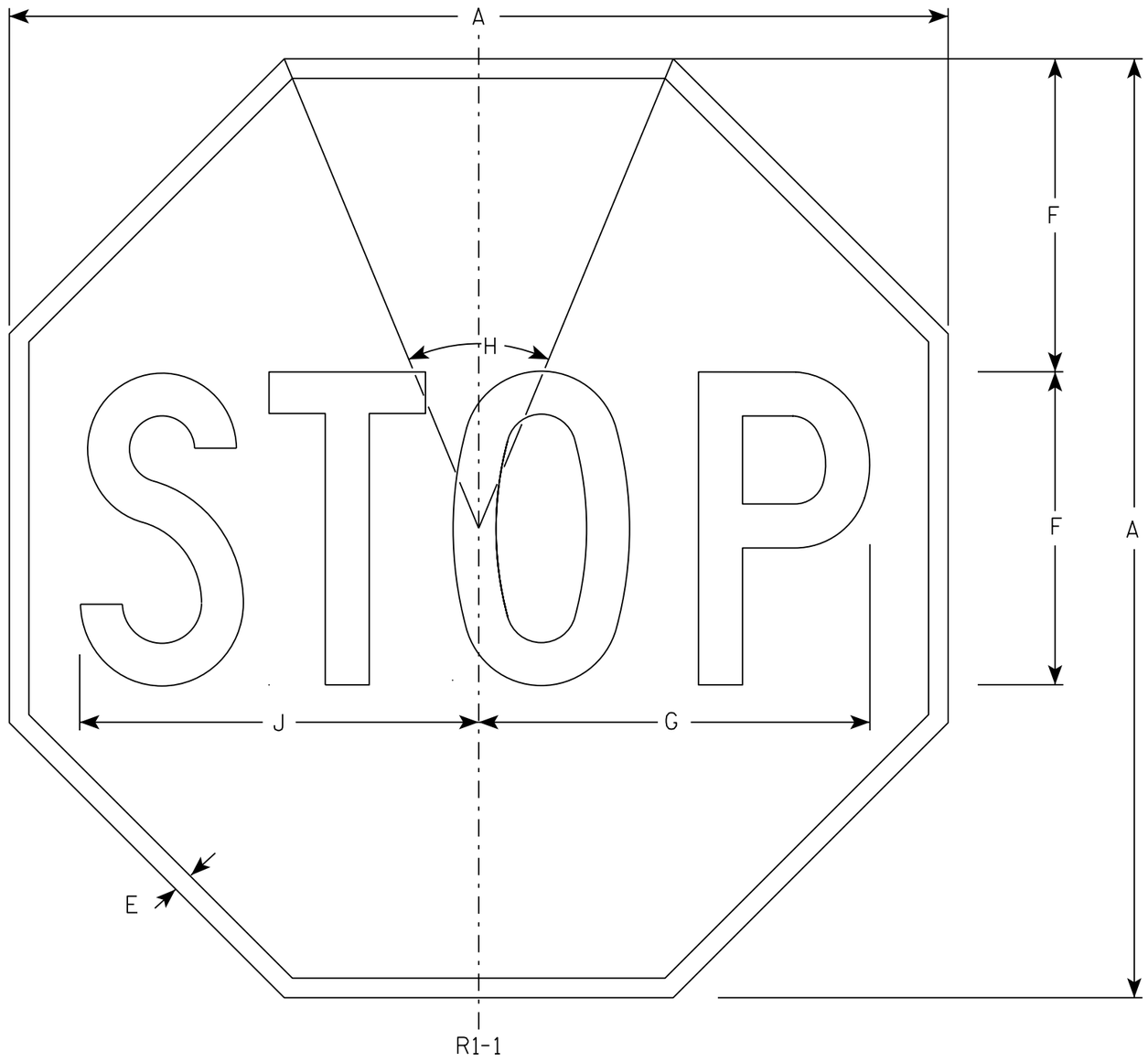
WISCONSIN DEPT OF TRANSPORTATION

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



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

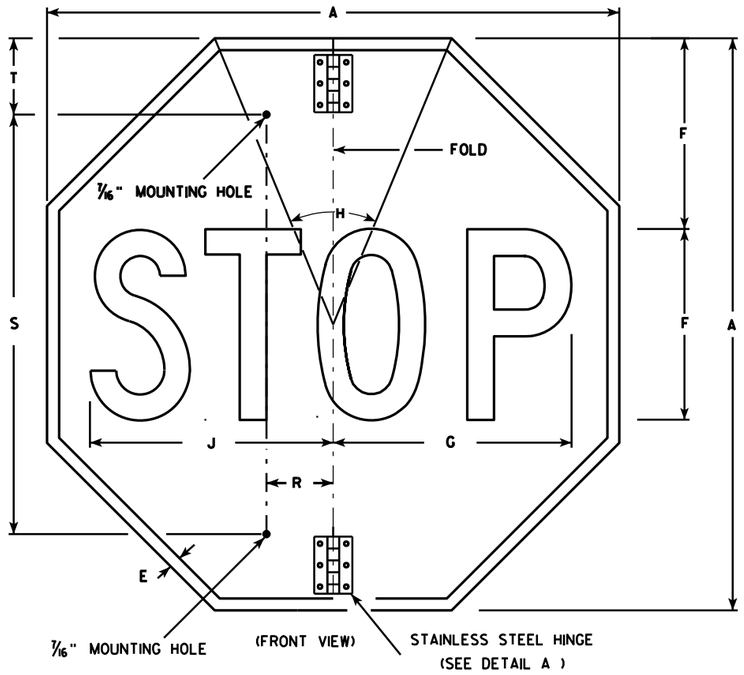
WISCONSIN DEPT OF TRANSPORTATION

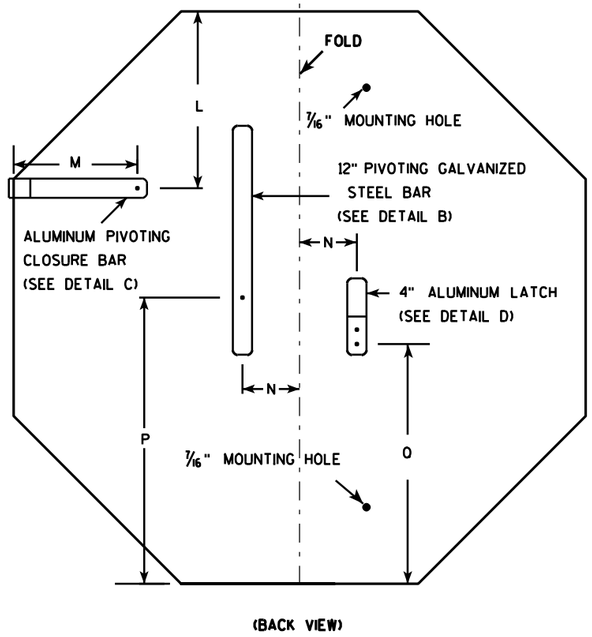
APPROVED Matthew R Rauch

for State Traffic Engineer

DATE 11/12/15 PLATE NO. R1-1.13

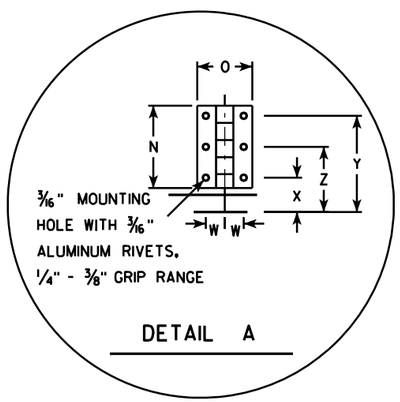
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 393	E



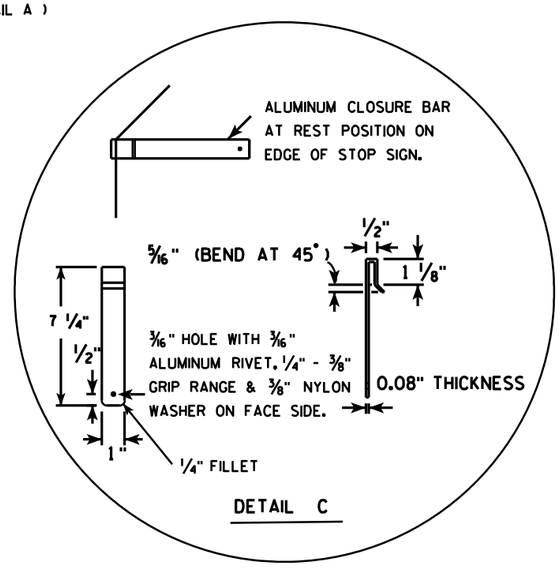


NOTES

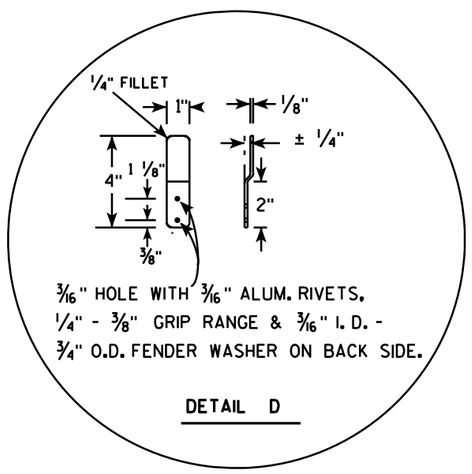
1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.



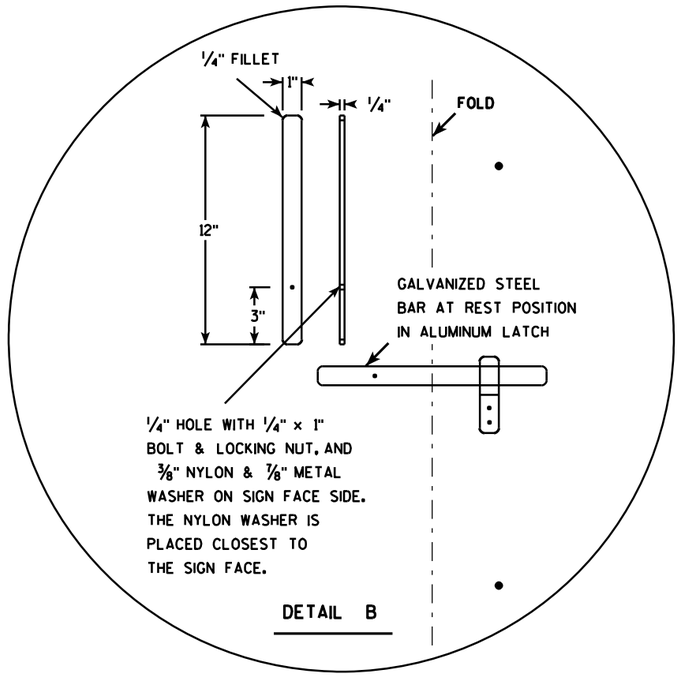
DETAIL A



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

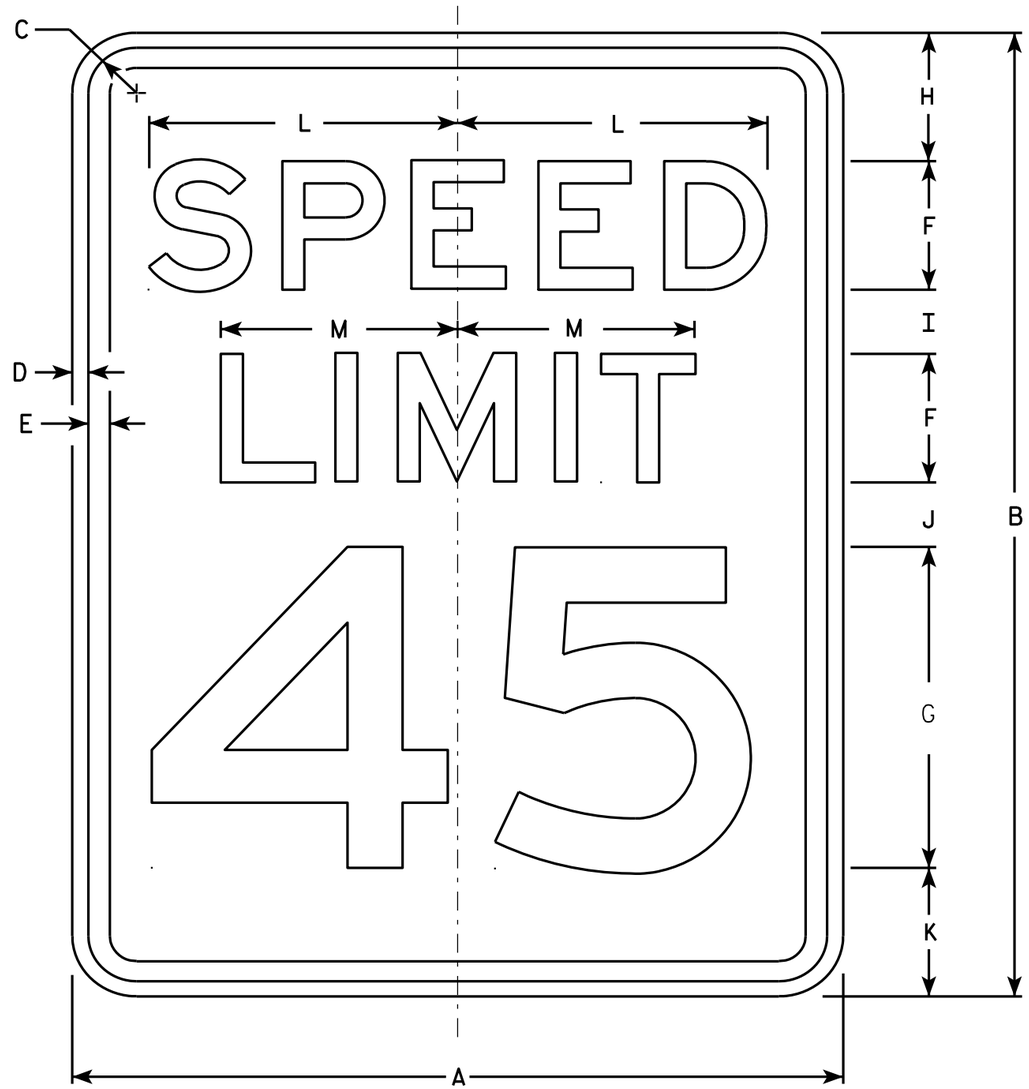
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 394	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R11F.DGN PLOT DATE : 02-DEC-2010 15:26 PLOT BY : dotsja PLOT NAME : PLOT SCALE : 7.945391:1.000000

WISDOT/CADDS SHEET 42

7

7



R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

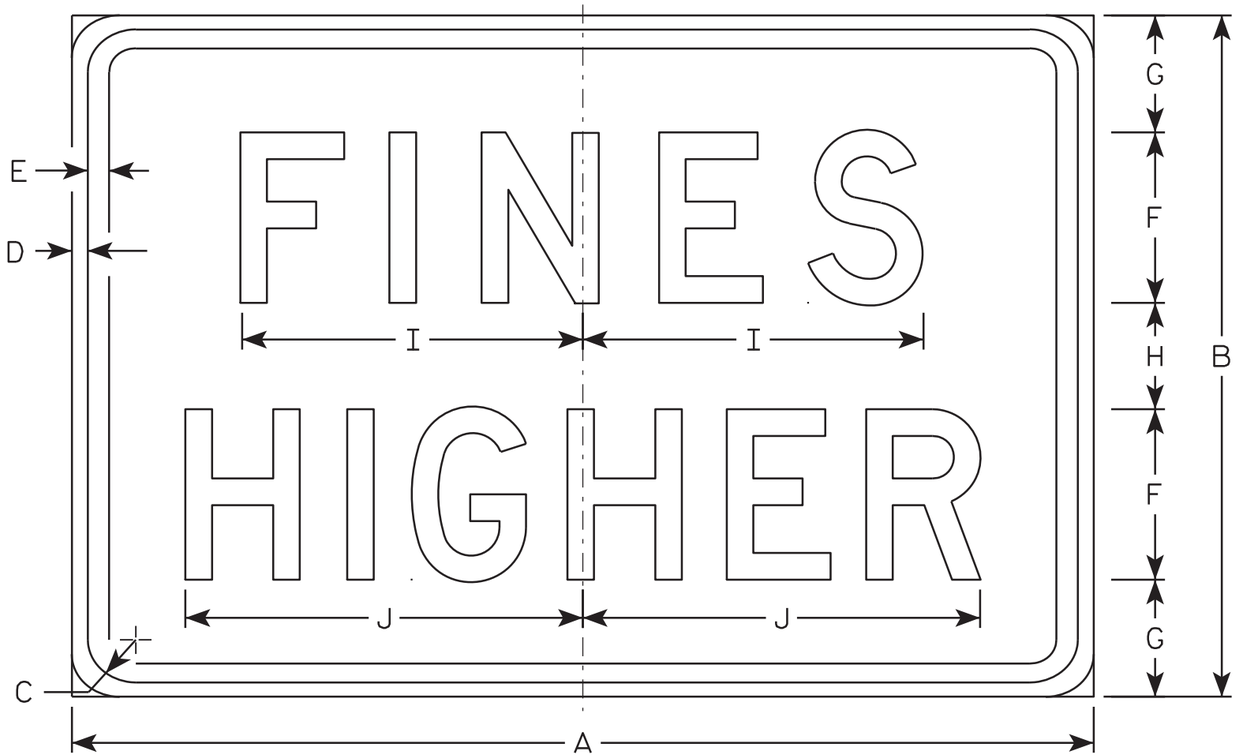
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 395	E



R2-6P

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	18	1 1/8	3/8	3/8	4	3 1/2	3	7 5/8	9 1/4																	3.0
2M	24	18	1 1/8	3/8	3/8	4	3 1/2	3	7 5/8	9 1/4																	3.0
3	36	24	1 1/8	3/8	1/2	6	4 1/8	3 3/4	12	14																	6.0
4	36	24	1 1/8	3/8	1/2	6	4 1/8	3 3/4	12	14																	6.0
5	48	36	1 3/8	1/2	5/8	8	7	6	15 1/8	19																	12.0

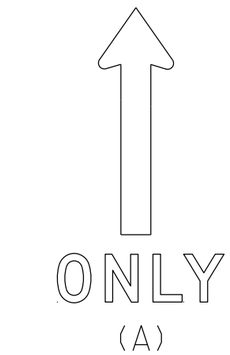
STANDARD SIGN
R2-6P

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/20/10 PLATE NO. R2-6P.2

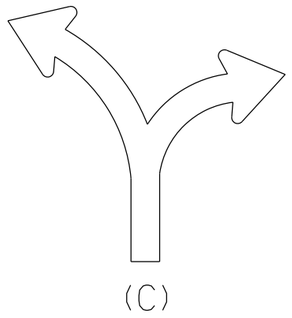
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 396 | E

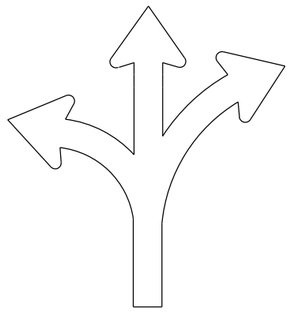


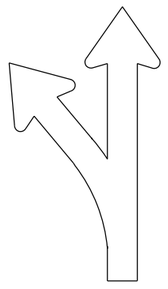
(A)

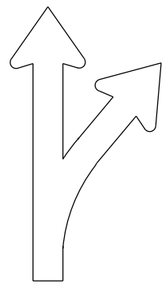


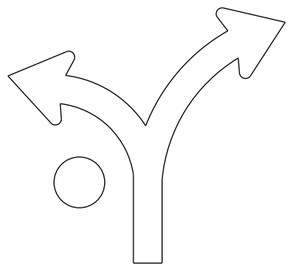
(B)

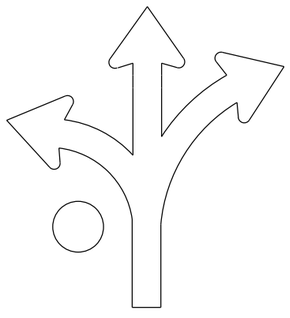

(C)

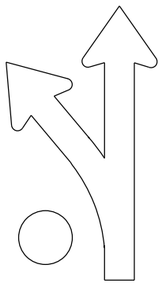

(D)


(E)


(F)

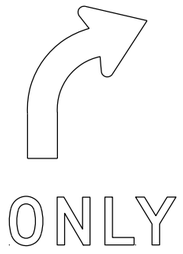

(G)


(H)

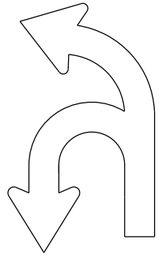

(I)



(L)



(R)


(U)

NOTES

1. Sigs are Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Use appropriate Letter for Sign Code
   Each letter added makes sign wider. Example R3-8EAR
5. Square footage of sign varies by letters

1	Letter =	3.75 sq ft for Size 2
		6.0 sq ft for Size 3
		10.0 sq ft for Size 4 or 5
2	Letters =	7.5 sq ft for Size 2
		12.0 sq ft for Size 3
		20.0 sq ft for Size 4 or 5
3	Letters =	11.25 sq ft for Size 2
		18.0 sq ft for Size 3
		30.0 sq ft for Size 4 or 5
4	Letters =	15.0 sq ft for Size 2
		24.0 sq ft for Size 3
		40.0 sq ft for Size 4 or 5
5	Letters =	18.75 sq ft for Size 2
		30.0 sq ft for Size 3
		50.0 sq ft for Size 4 or 5
6	Letters =	22.5 sq ft for Size 2
		36.0 sq ft for Size 3
		60.0 sq ft for Size 4 or 5

6. When letters C,D,G,H are used on the Left or Right end of the sign the Sq. Ft. changes.
   Add the amounts when these letters are used:
   1.25 sq ft for Size 2
   1.5 sq ft for Size 3
   2.0 sq ft for Size 4 or 5

STANDARD SIGN
R3-8 Series

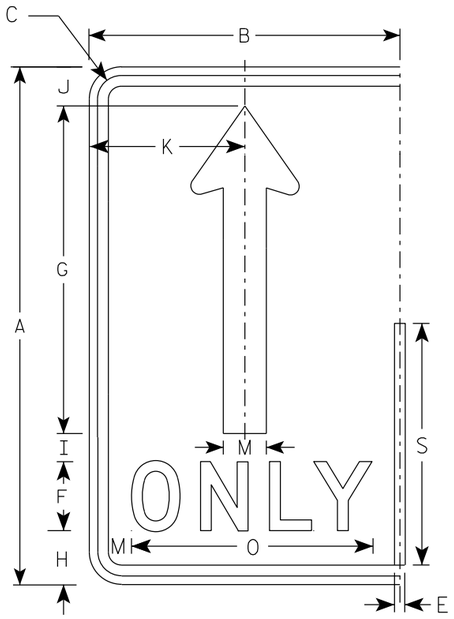
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

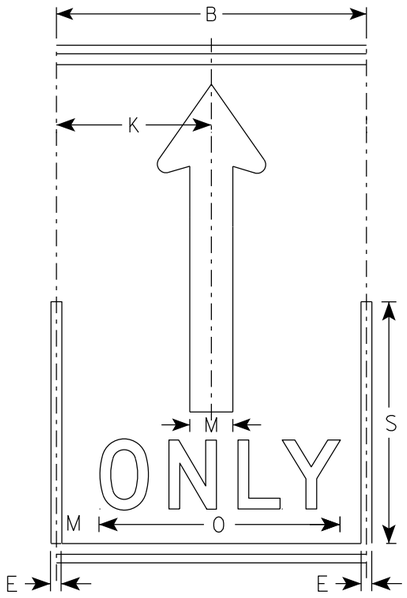
DATE 5/21/19 PLATE NO. R3-8.1

NOTES

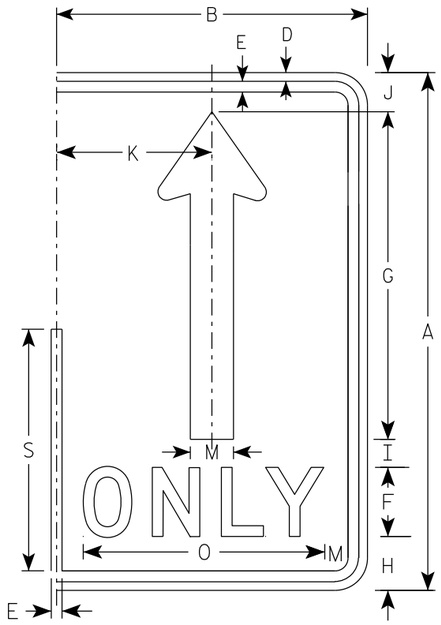
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



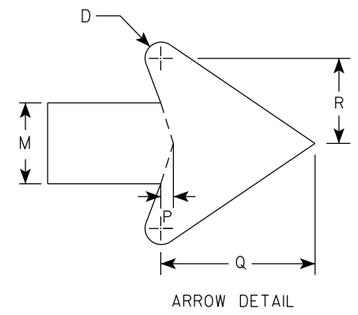
(A)



(A)



(A)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 3/8	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 3/8	1/2	5/8	5	22 3/4	3 3/4	1 3/4	2 3/4	12		3		17 5/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (A) Arrow

WISCONSIN DEPT OF TRANSPORTATION

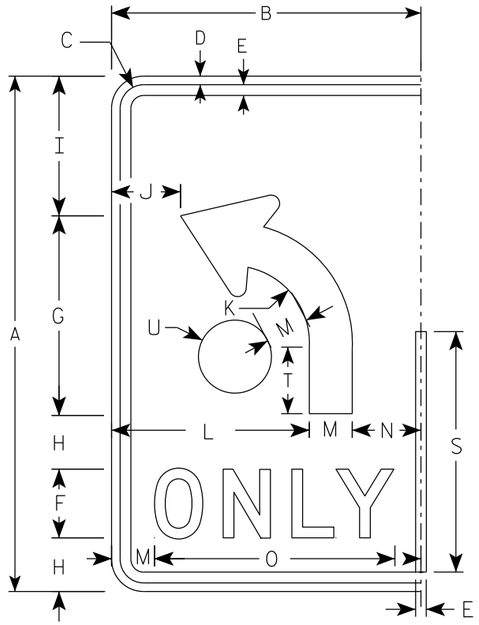
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

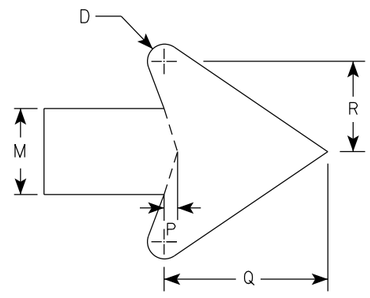
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 398	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
   Message Series - D



(B)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
2M	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
3	36	24	1 3/8	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8	2 1/2						6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0

STANDARD SIGN

R3-8 (B) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

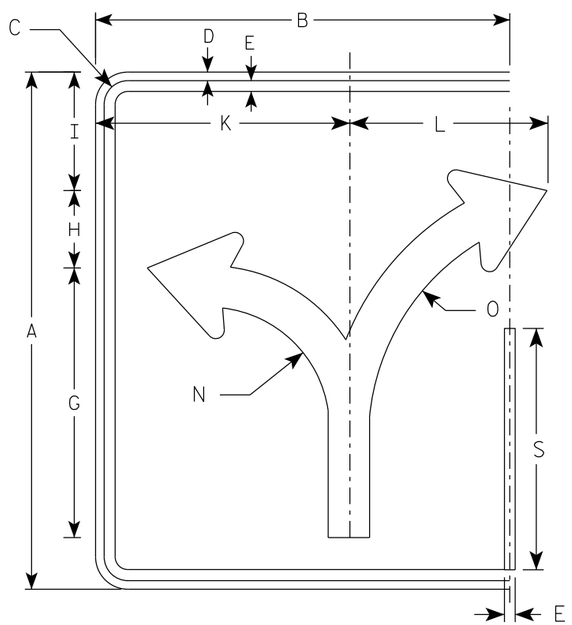
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO:

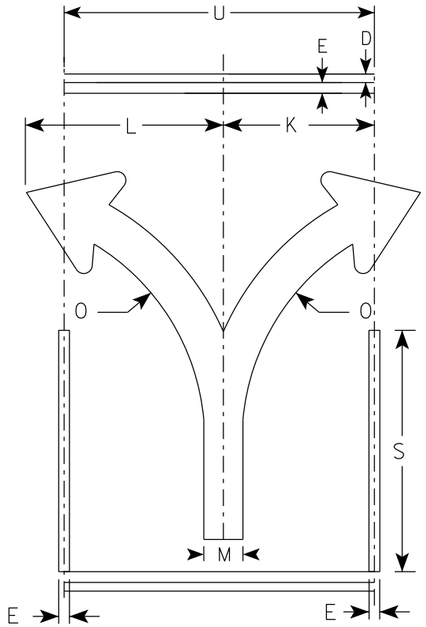
SHEET NO: 399 E

NOTES

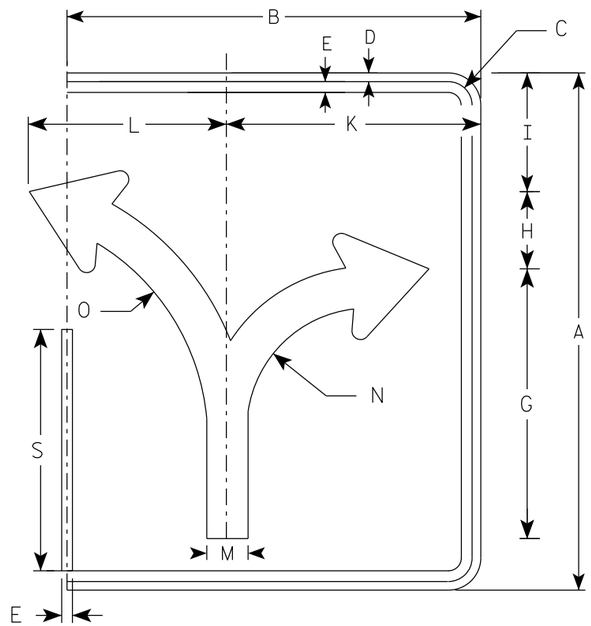
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



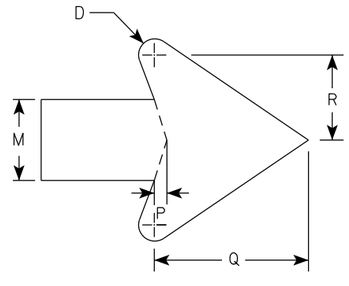
(C)



(C)



(C)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	ENDS Area sq. ft.	MIDDLE Area sq. ft.
1																												
2S	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 3/8	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

STANDARD SIGN
R3-8 (C) Arrow

WISCONSIN DEPT OF TRANSPORTATION

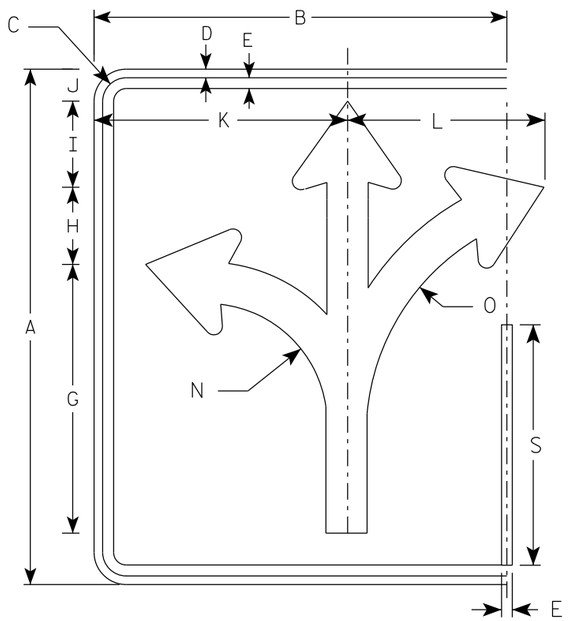
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

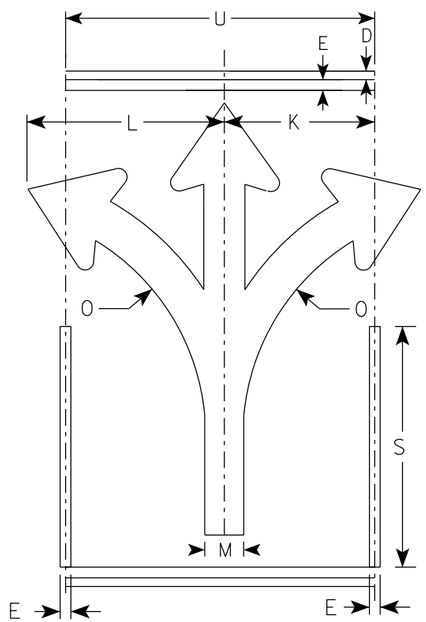
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 400 | E

NOTES

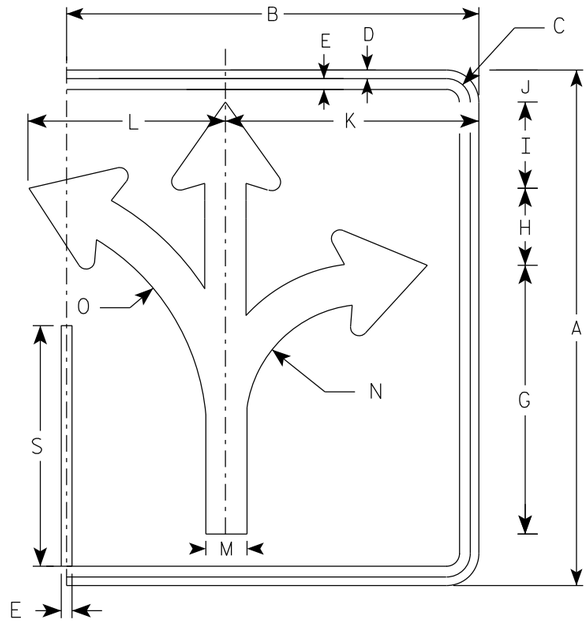
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



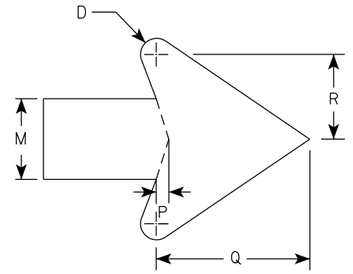
(D)



(D)



(D)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	ENDS Area sq. ft.	MIDDLE Area sq. ft.
1																												
2S	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 3/8	1/2	5/8		18 3/4	5 1/2	6	2 1/4	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

STANDARD SIGN
R3-8 (D) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

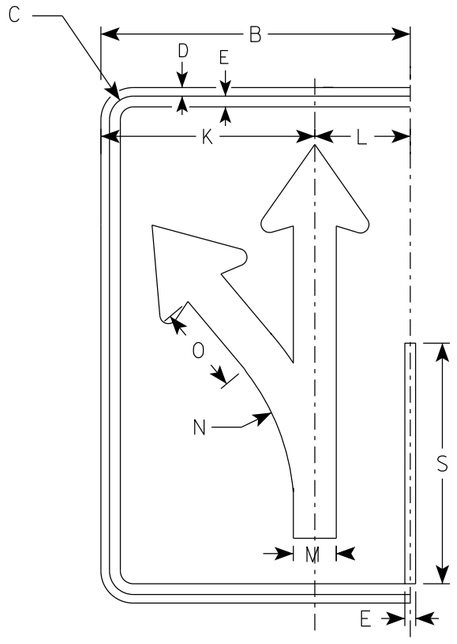
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 401 | E

7

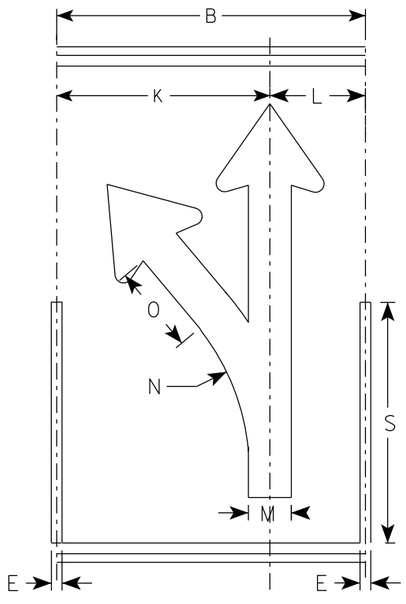
7

NOTES

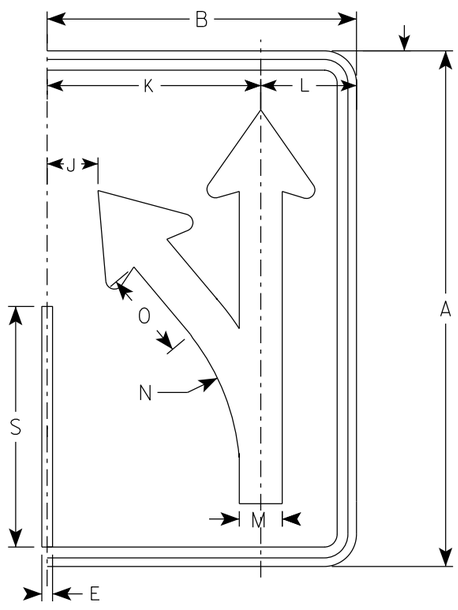
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



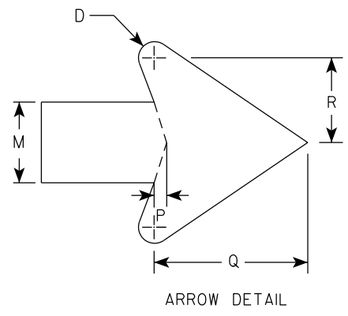
(E)



(E)



(E)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (E) Arrow

WISCONSIN DEPT OF TRANSPORTATION

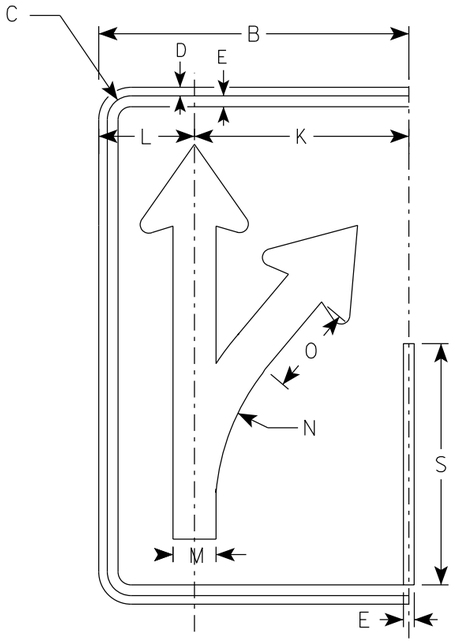
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

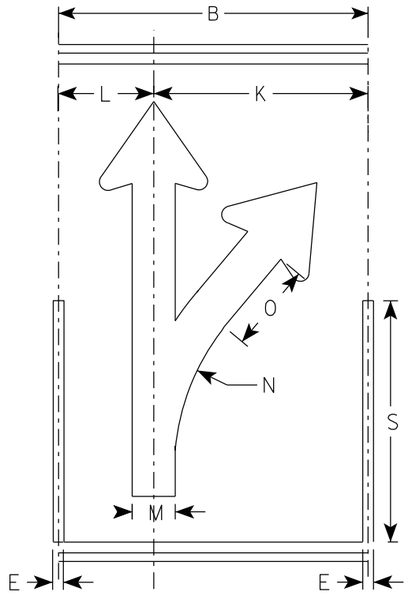
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 402 | E

NOTES

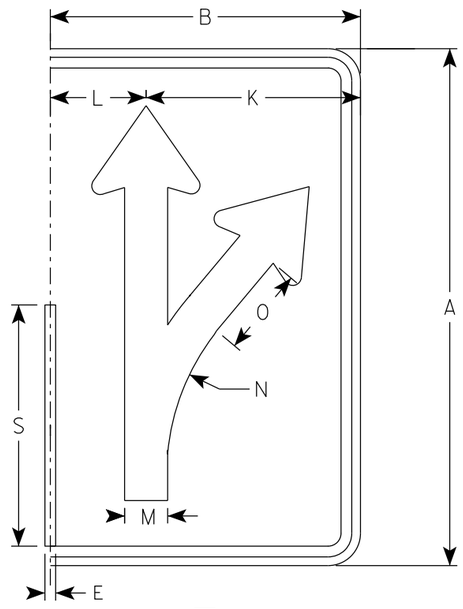
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



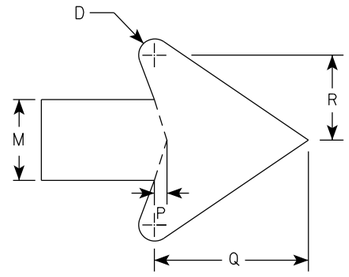
(F)



(F)



(F)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (F) Arrow

WISCONSIN DEPT OF TRANSPORTATION

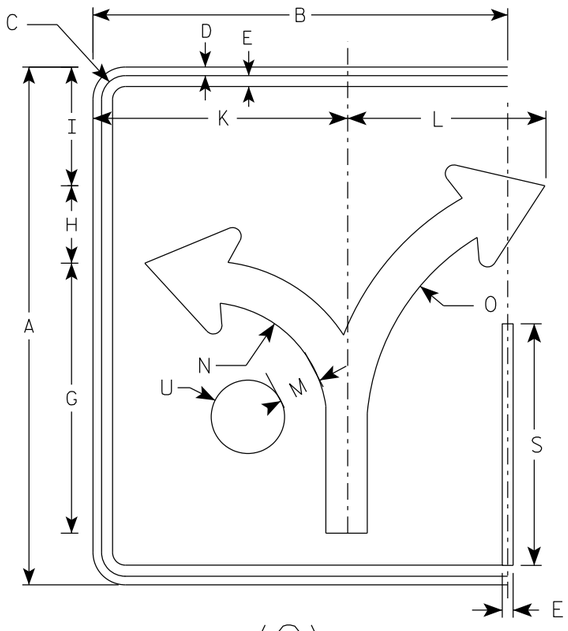
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

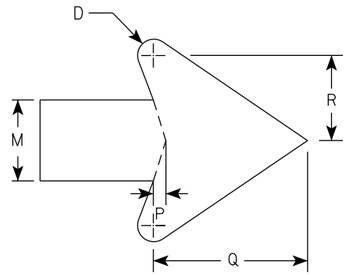
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 403 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(G)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 3/8	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

STANDARD SIGN
R3-8 (G) Arrow

WISCONSIN DEPT OF TRANSPORTATION

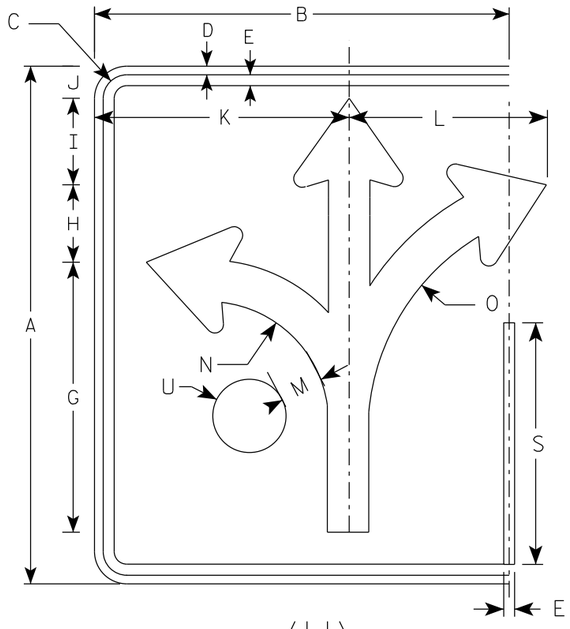
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

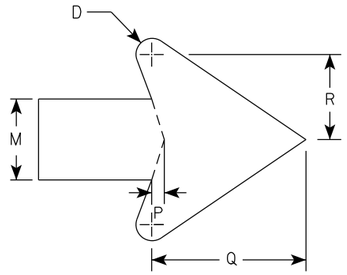
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 404 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(H)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 3/8	1/2	5/8		18 3/4	5 1/2	6	3 1/8	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

STANDARD SIGN
R3-8 (H) Arrow

WISCONSIN DEPT OF TRANSPORTATION

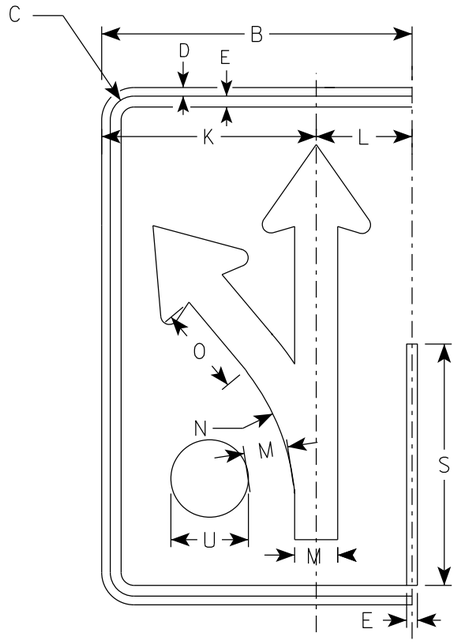
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

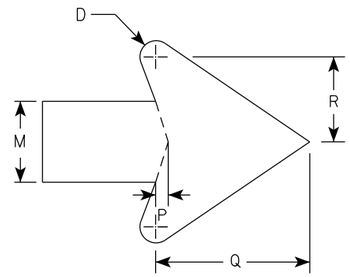
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 405	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(I)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
2M	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4		2 1/2						6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0

STANDARD SIGN
R3-8 (I) Arrow

WISCONSIN DEPT OF TRANSPORTATION

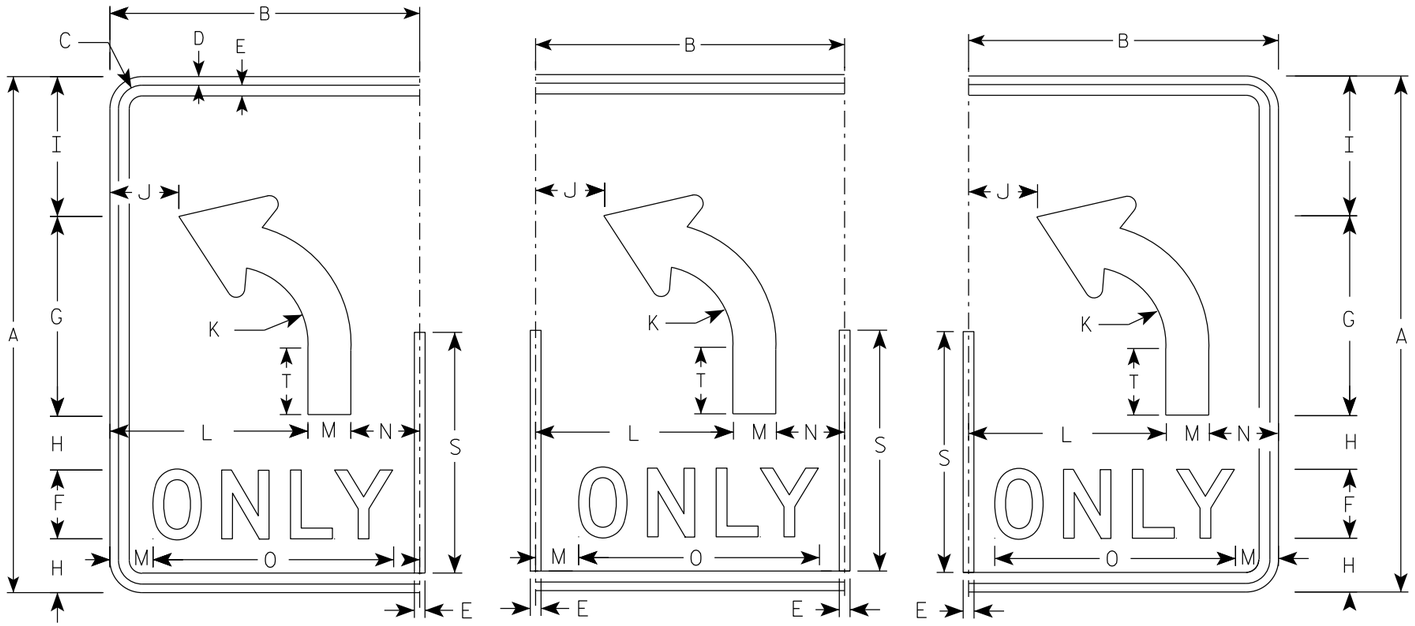
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

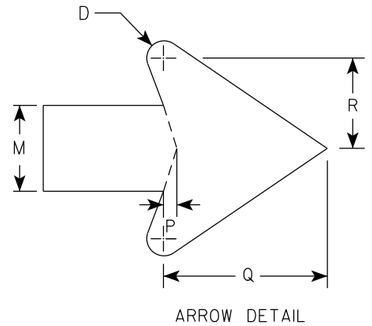
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 406 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



(L) (L) (L)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
2M	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
3	36	24	1 3/8	1/2	5/8	5	14	3 1/2	9 3/4		5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8							6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0

STANDARD SIGN

R3-8 (L) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

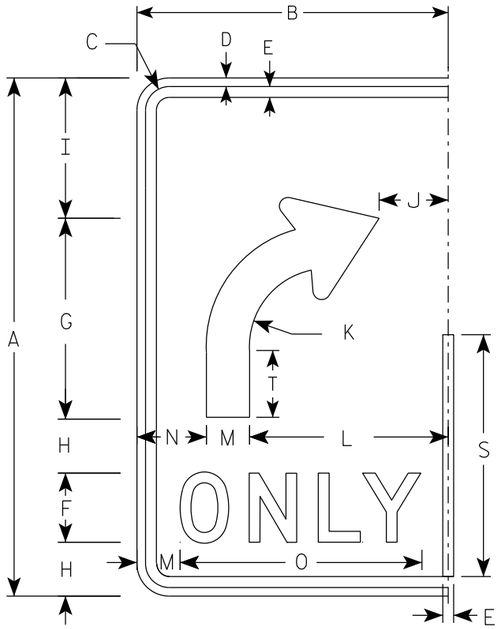
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO:

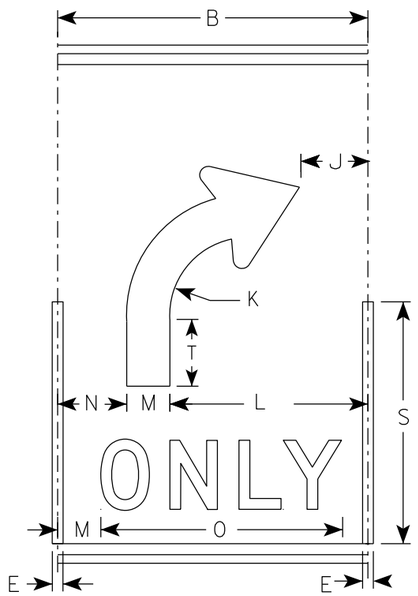
SHEET NO: 407 E

NOTES

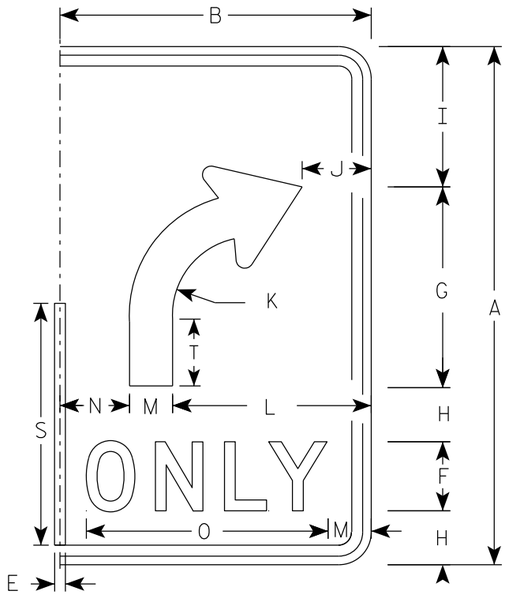
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



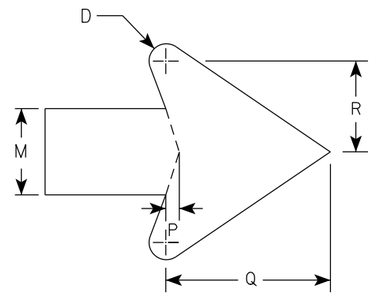
(R)



(R)



(R)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
2M	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
3	36	24	1 3/8	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8							6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0

STANDARD SIGN
R3-8 (R) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

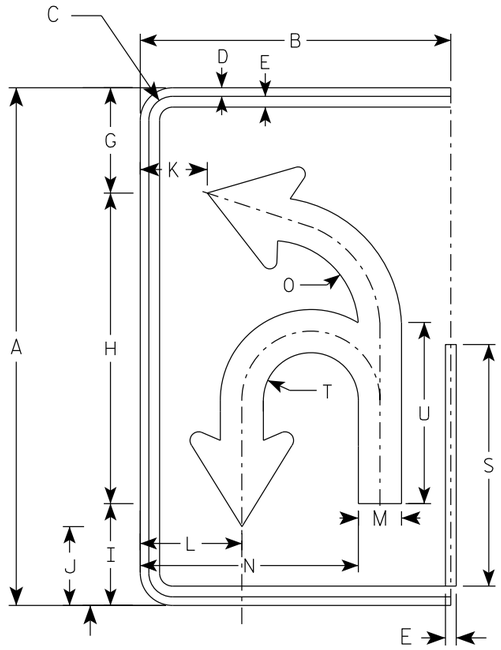
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO:

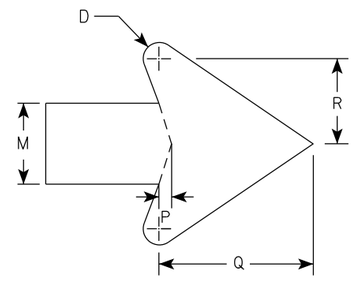
SHEET NO: 408 E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(U)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
2M	30	18	1 3/8	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	21 5/8	7 1/8	5 1/2	5 7/8	8 1/4	3	16 3/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4	3 1/4	12 5/8						6.0
4	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0
5	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0

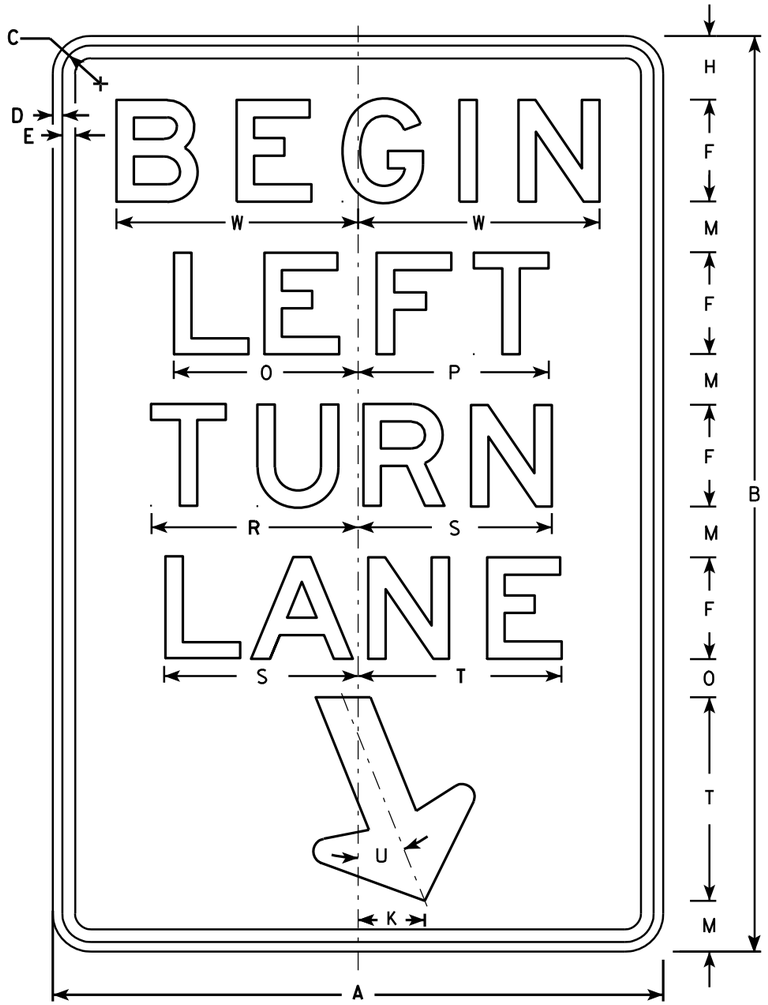
STANDARD SIGN
R3-8 (U) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

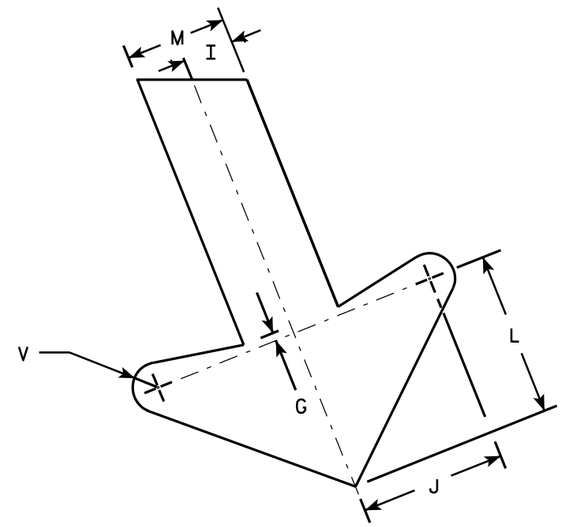
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 409 | E



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																											

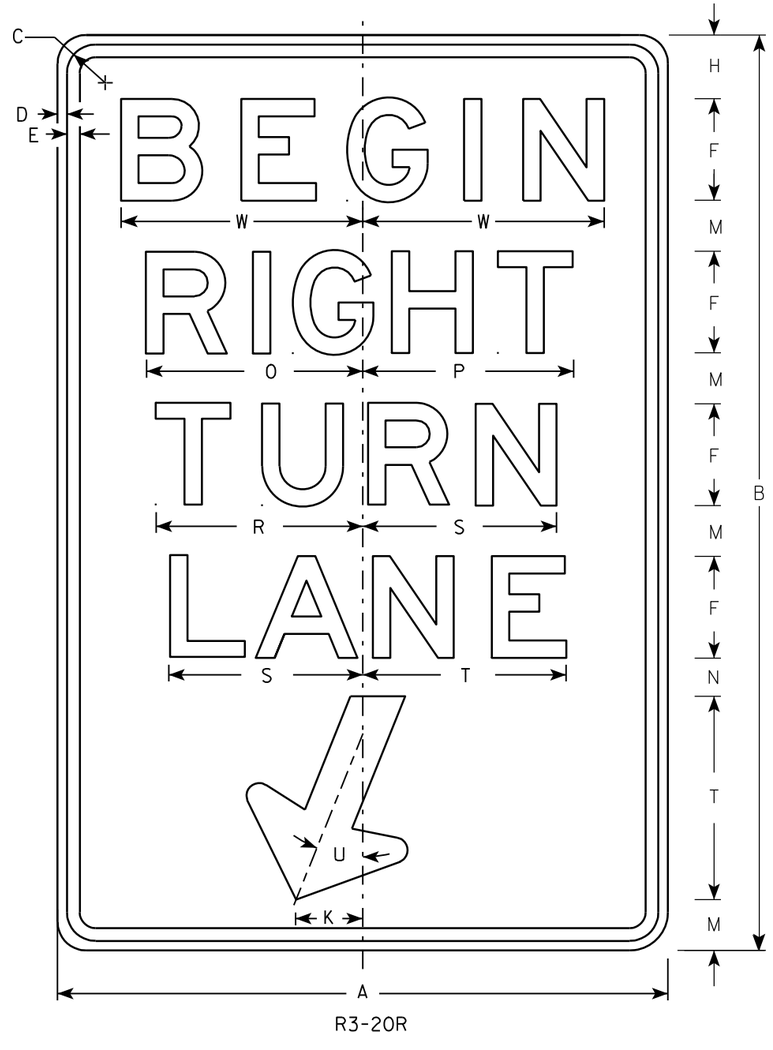
STANDARD SIGN
R3-20L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20L.7

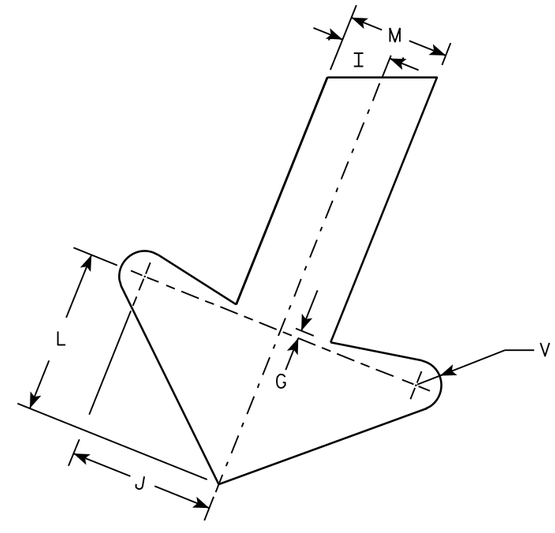
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 410 | E



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																											

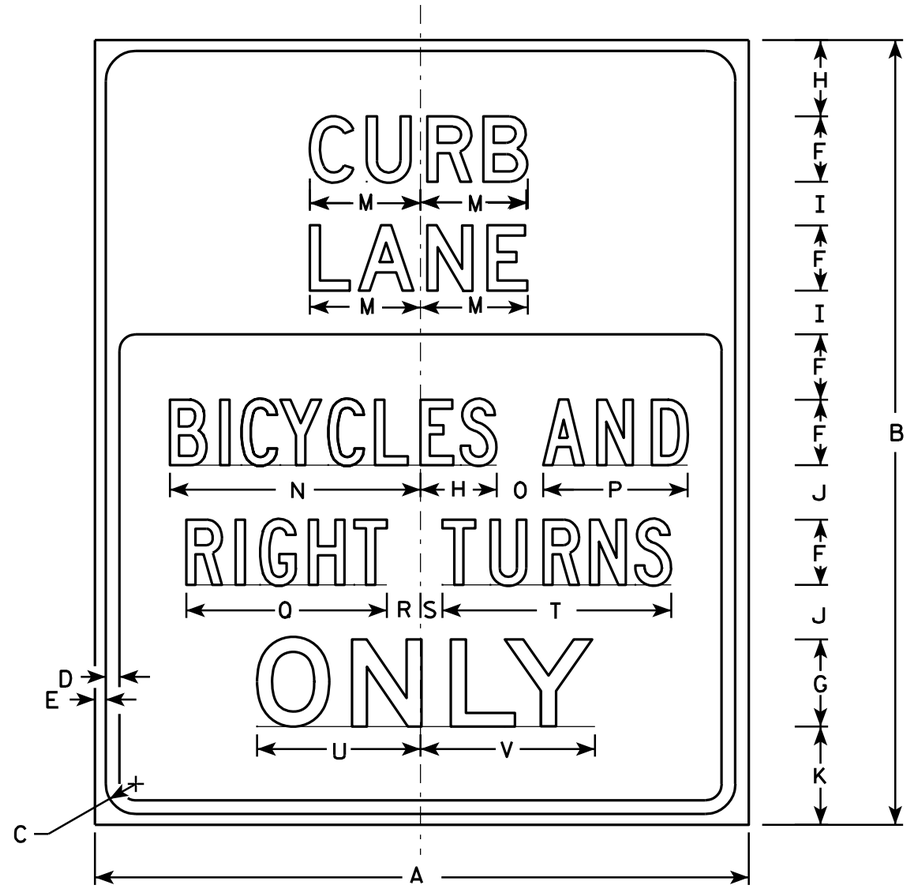
STANDARD SIGN
R3-20R

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: 411 | E



R3-52

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 5
   Message - See note 5
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. Top symbol and legend are White Type H reflective with a Black background,
   Bottom legend is Black with White Type H reflective background.
6. Lines 1 and 2 are series D.
   Lines 3 and 4 are Series C
   Bottom line is series E.

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	3	4	3 1/2	2	2 1/2	4 1/2		5	11 1/2	2 1/8	6 5/8	9 1/4	1 1/2	1	10 1/2	7 1/2	8					7.5
2M	30	36	1 3/8	1/2	5/8	3	4	3 1/2	2	2 1/2	4 1/2		5	11 1/2	2 1/8	6 5/8	9 1/4	1 1/2	1	10 1/2	7 1/2	8					7.5
3																											
4																											
5																											

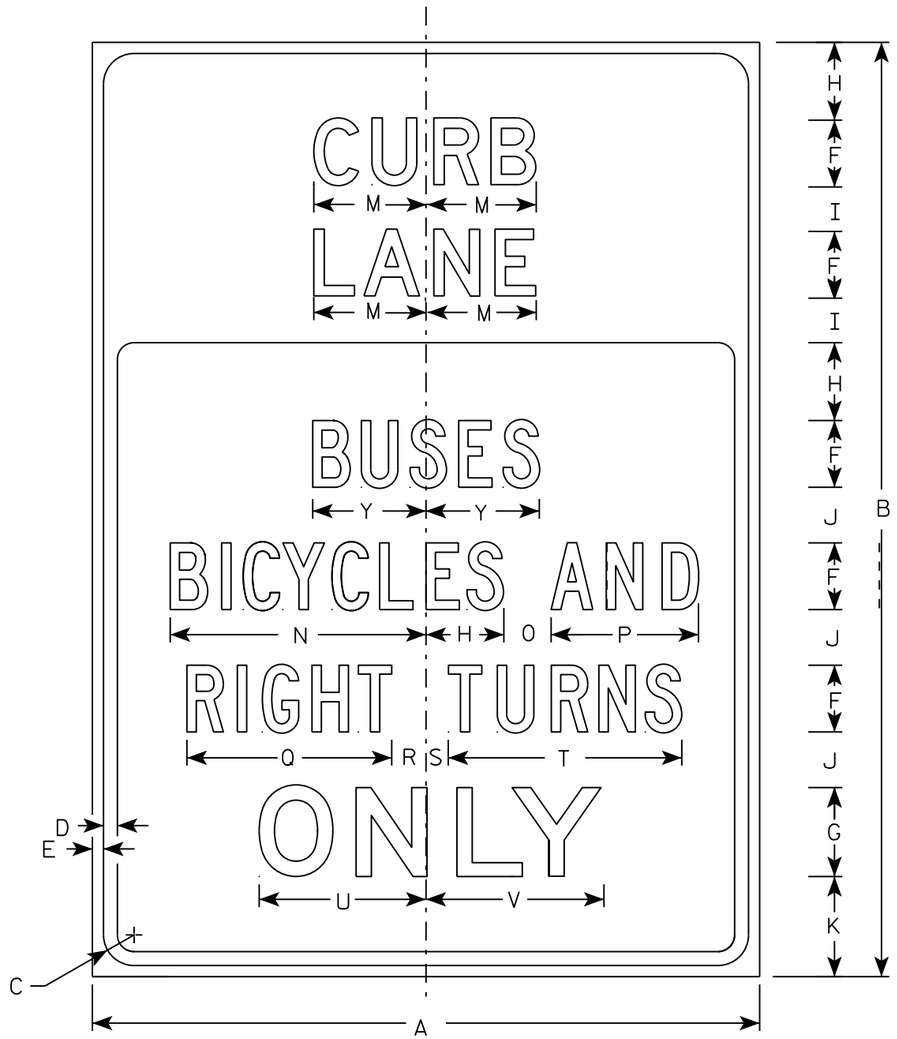
STANDARD SIGN
R3-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/04/2011 PLATE NO. R3-52.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 412	E



R3-52C

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See Note 4
   Message - See Note 4
3. Message Series - See Note 5
4. Top symbol and legend are White Type H Reflective with a Black background,
   Bottom legend is Black with White Type H Reflective background.
5. Lines 1 and 2 are series D.
   Lines 3 and 4 and 5 are Series C
   Bottom line 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																											
2S	30	42	1 3/8	1/2	5/8	3	4	3 1/2	2	2 1/2	4 1/2		5	11 1/2	2 1/8	6 5/8	9 1/4	1 1/2	1	10 1/2	7 1/2	8			5 1/8		8.75
2M	30	42	1 3/8	1/2	5/8	3	4	3 1/2	2	2 1/2	4 1/2		5	11 1/2	2 1/8	6 5/8	9 1/4	1 1/2	1	10 1/2	7 1/2	8			5 1/8		8.75
3																											
4																											
5																											

STANDARD SIGN
R3-52C

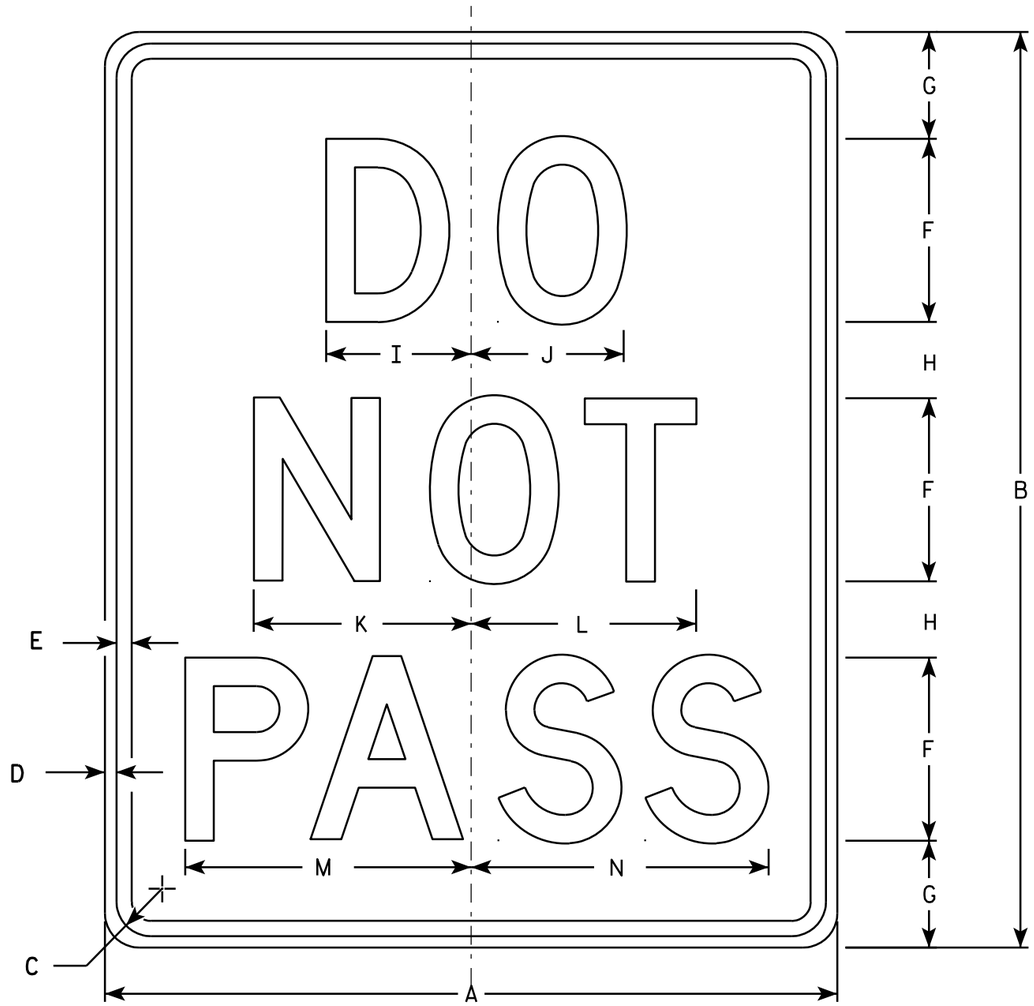
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/1/16 PLATE NO R3-52C.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R352C.DGN PLOT DATE : 01-AUG-2016 16:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 6.810449:1.000000



R4-1

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 - 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	18	24	1 1/8	3/8	1/2	4	3 1/2	2 1/2	3 1/8	3 1/4	4 3/4	4 7/8	6 1/4	6 1/2													3.0
2S	24	30	1 1/8	3/8	1/2	6	3 1/2	2 1/2	4 3/4	5	7 1/8	7 3/8	9 3/8	9 3/4													5.0
2M	24	30	1 1/8	3/8	1/2	6	3 1/2	2 1/2	4 3/4	5	7 1/8	7 3/8	9 3/8	9 3/4													5.0
3																											
4	36	48	1 5/8	5/8	3/4	8	7	5	6 1/4	6 5/8	9 1/2	9 3/4	12 1/2	13													12.0
5	48	60	2 1/4	3/4	1	10	8	7	7 3/4	8 3/8	11 7/8	12 1/4	15 5/8	16 1/4													20.0

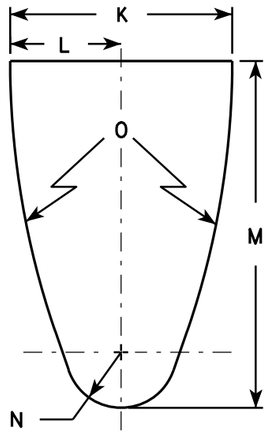
STANDARD SIGN
R4-1

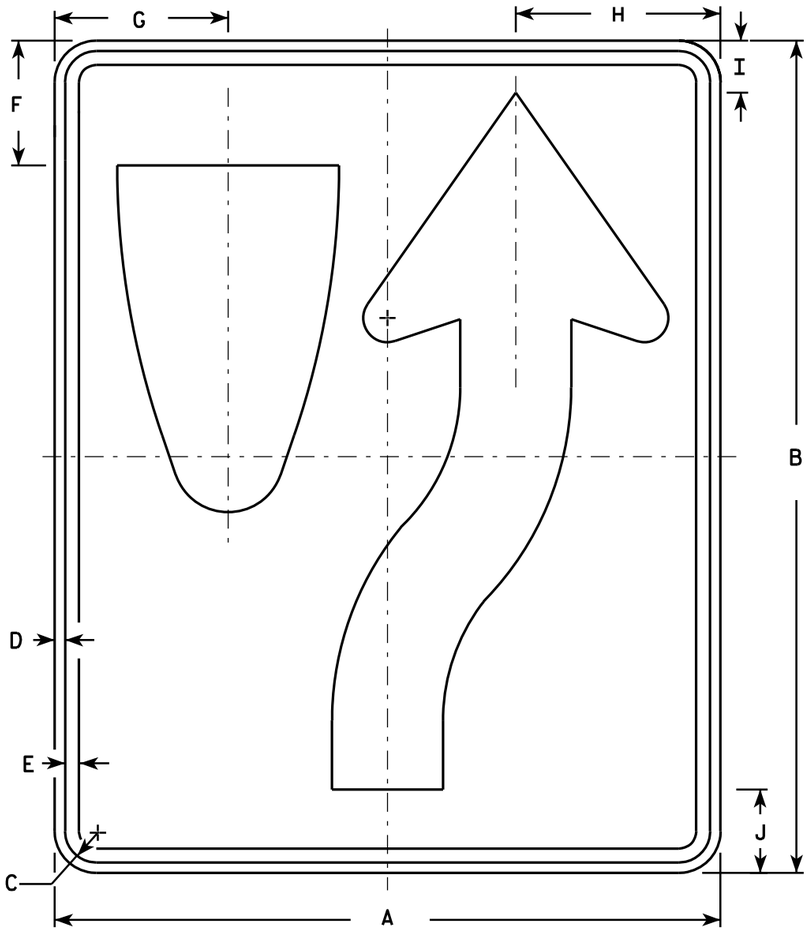
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-1.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 414 | E

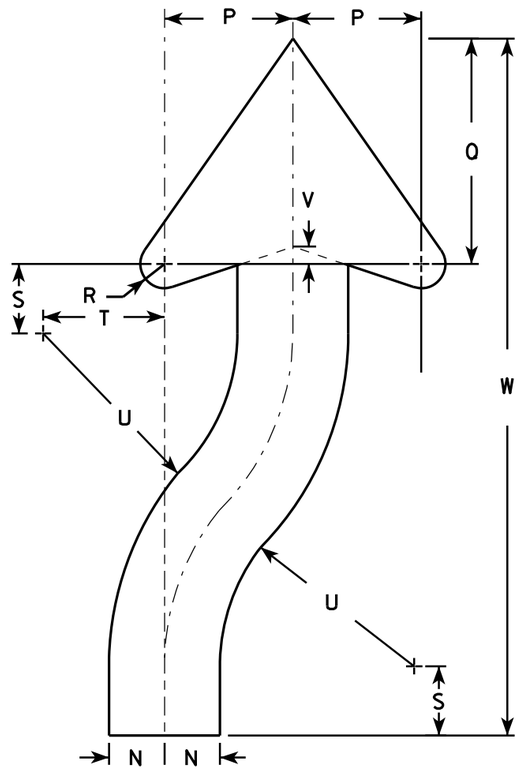




R4-7

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

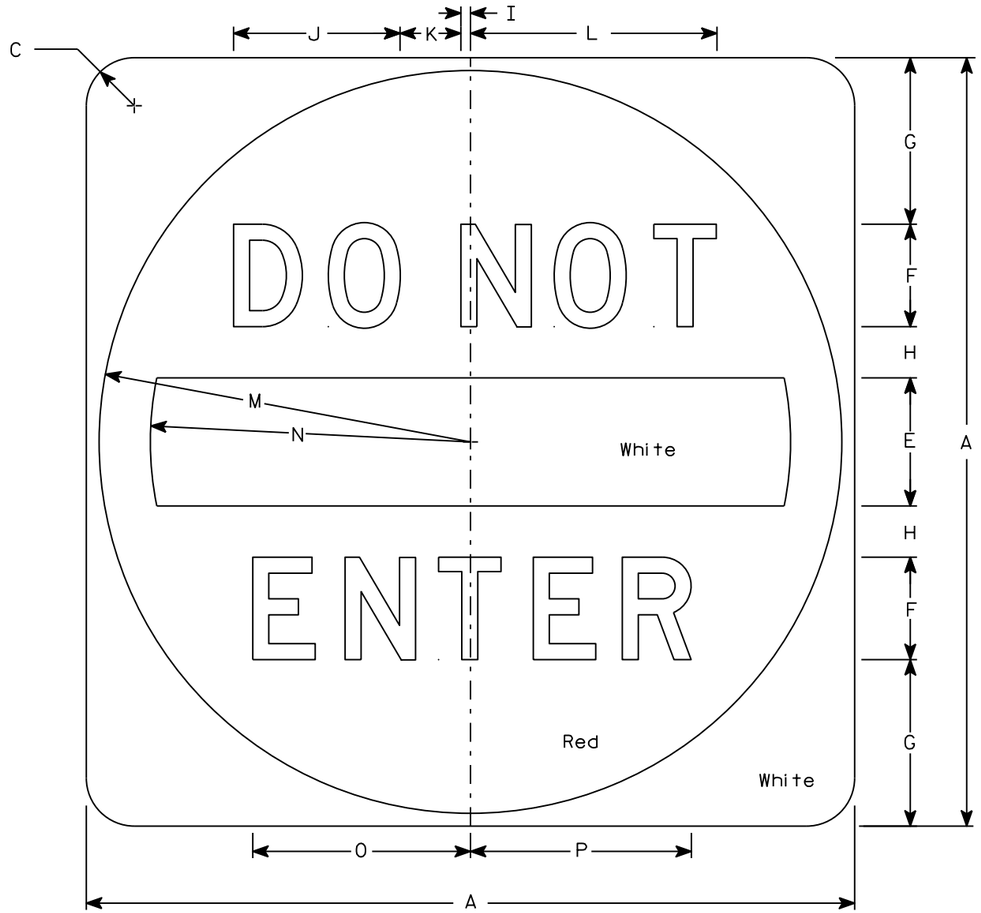
STANDARD SIGN
R4-7 & R4-8

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: 415	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

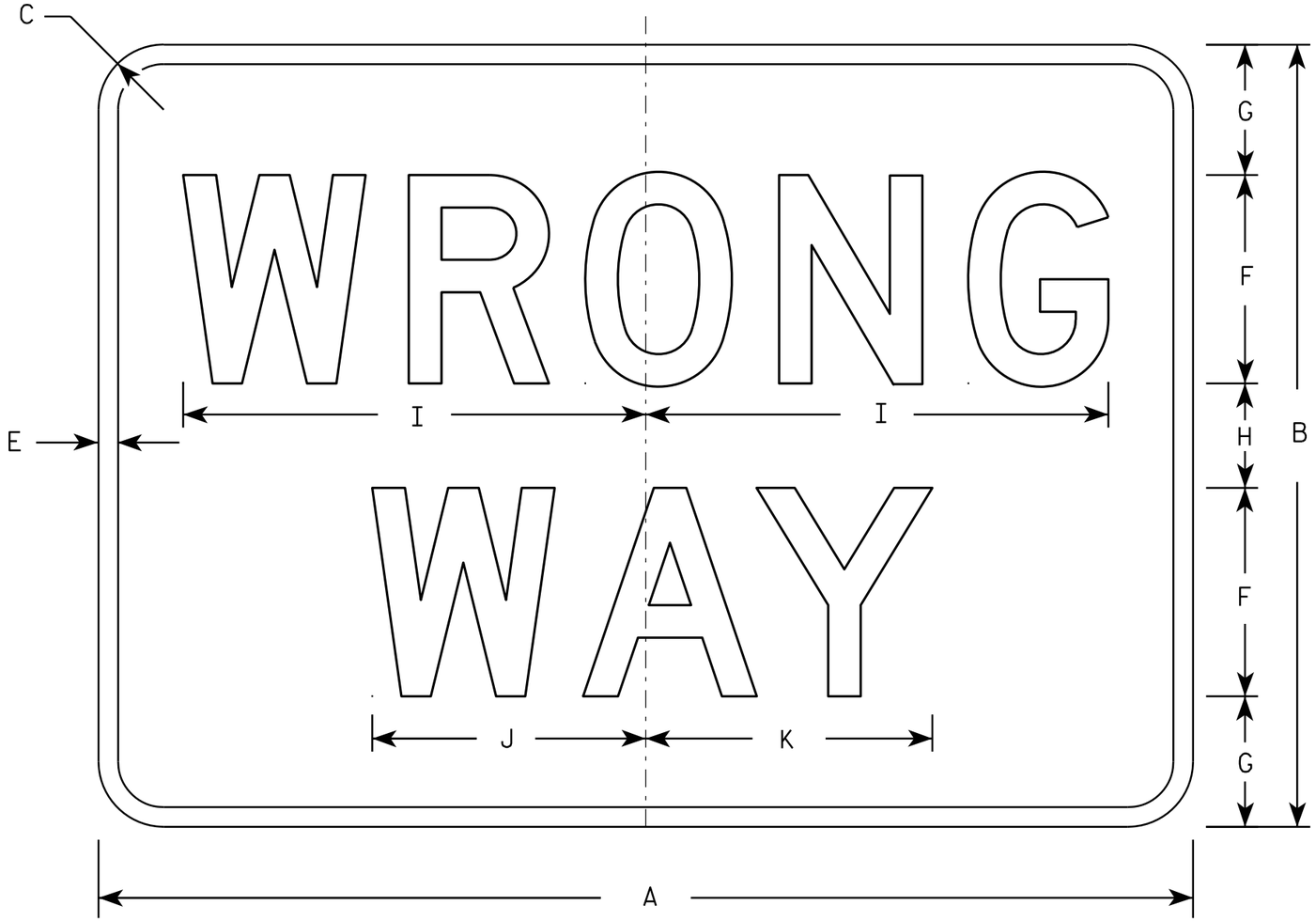
STANDARD SIGN
R5-1

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: 416 | 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

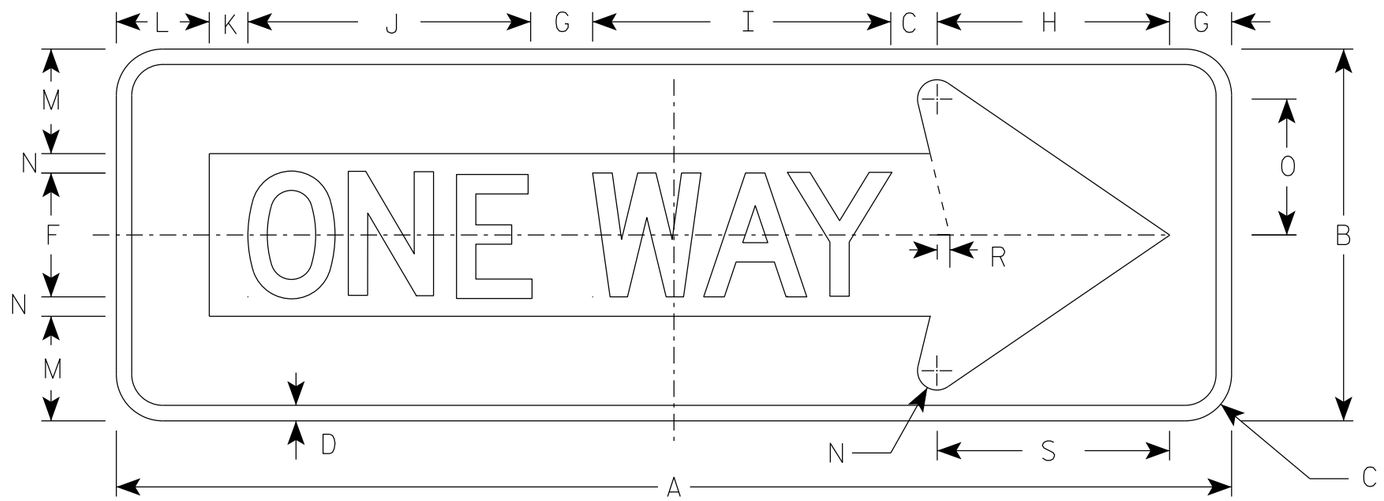
STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1A.2

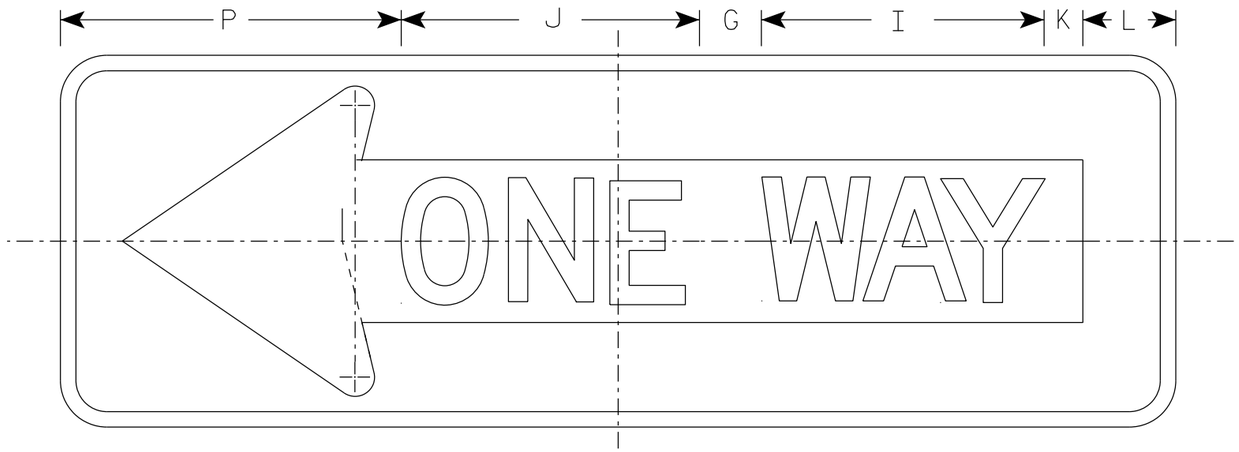
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 417 | E



R6-1R

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - BLACK
   Message - BLACK LEGEND & WHITE ARROW & BORDER
3. Message Series - D



R6-1L

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	12	1 1/2	1/2		4	2	7 1/2	9 5/8	9 1/8	1 1/4	3	3 3/8	5/8	4 3/8	11		3/8	7 1/2								3.0
2M	54	18	2 1/4	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
3	54	18	2 1/4	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
4	54	18	2 1/4	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
5																											

STANDARD SIGN
R6-1 L & R

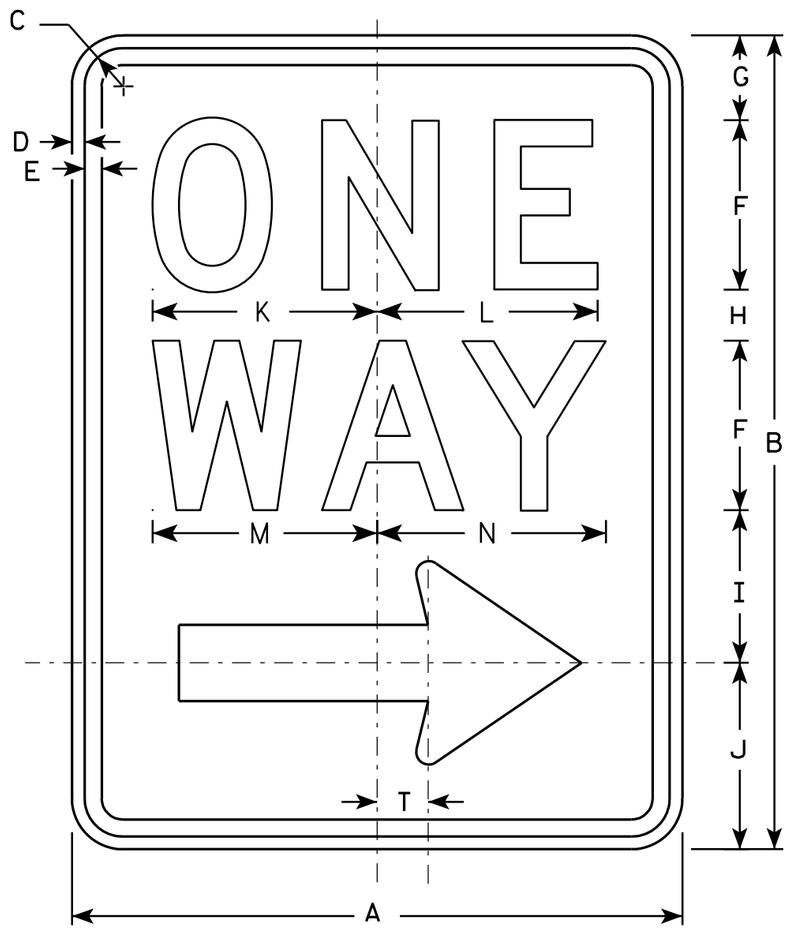
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 07/11/18 PLATE NO. R6-1.3

PROJECT NO:

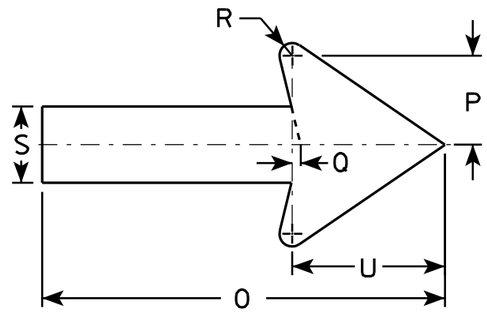
SHEET NO: 418 E



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																										

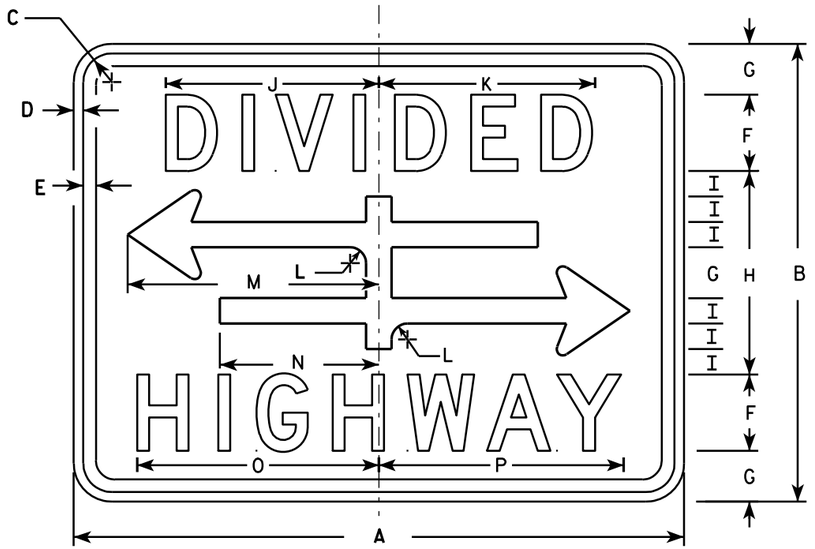
STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

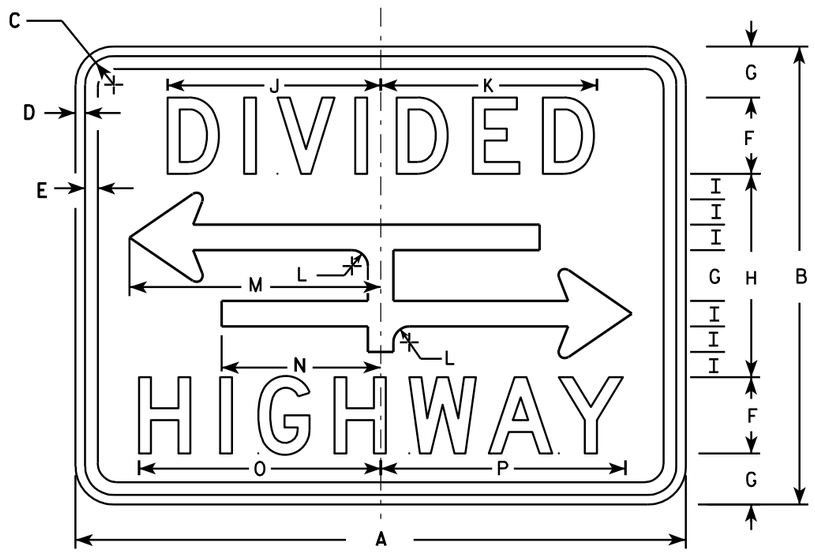
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 419	E



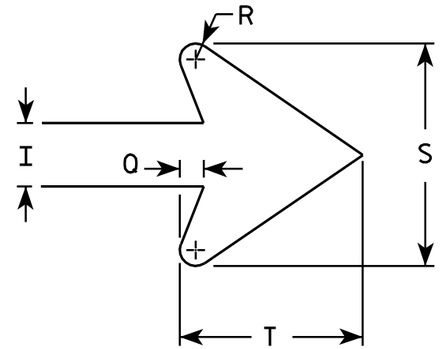
R6-3

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

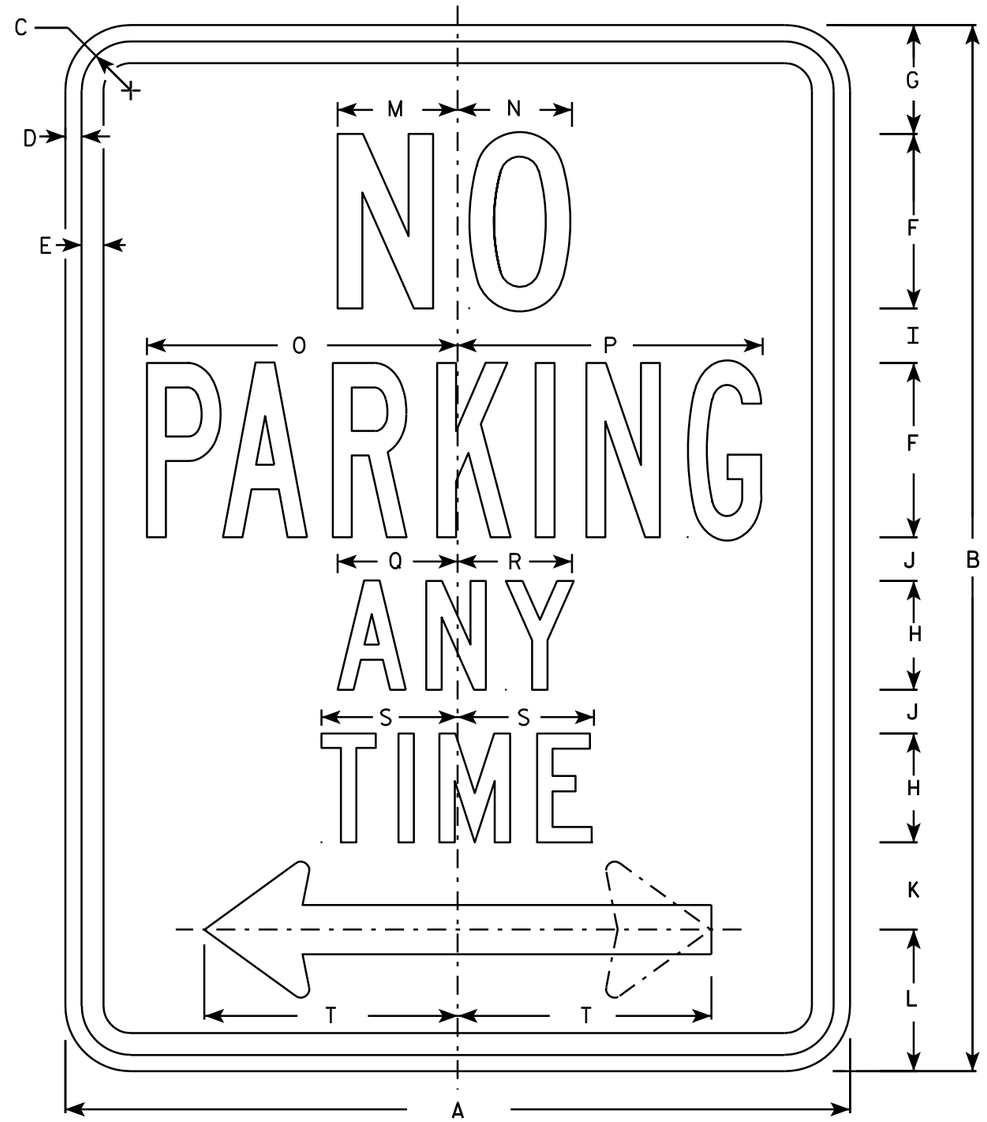
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R6-3.5

PROJECT NO:

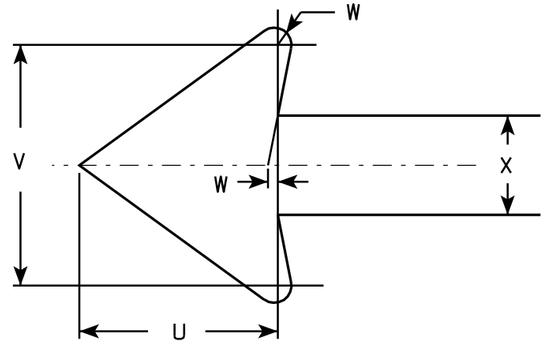
SHEET NO: 420 E



R7-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Red
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1, 3 and 4 are series C, line 2 is series B.
6. R7-1D (double arrow)
   R7-1L (left arrow)
   R7-1R (right arrow)



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 1/8	3/8	3/8	3	1 7/8	2	7/8	5/8	1 1/2	2 1/2	2	2	4 7/8	4 7/8	2 1/4	2 1/8	2 1/2	3 7/8	1 1/2	1 3/4	1/8	3/4			1.5
2S	18	24	1 1/8	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	2 3/4	2 5/8	3 1/8	5 7/8	2 1/4	2 5/8	1/4	1 1/8			3.0
2M	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
3	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
4																											
5																											

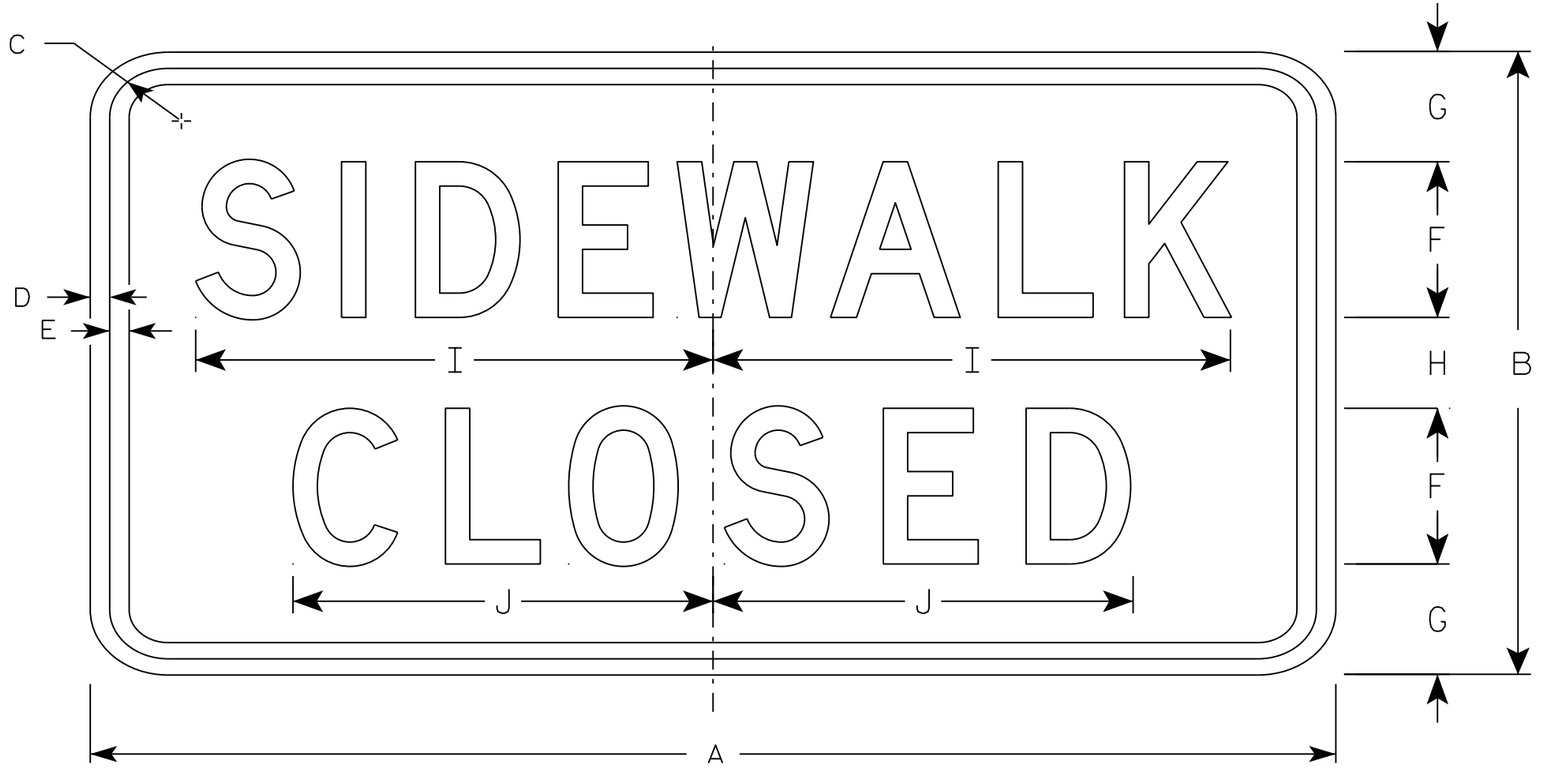
STANDARD SIGN
R7-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R7-1.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 421	E



R9-9

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
2M	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
3	30	18	1 3/4	1/2	1/2	4	3 1/2	3	12 1/2	10 1/4																	3.75
4																											
5																											

STANDARD SIGN
R9-9

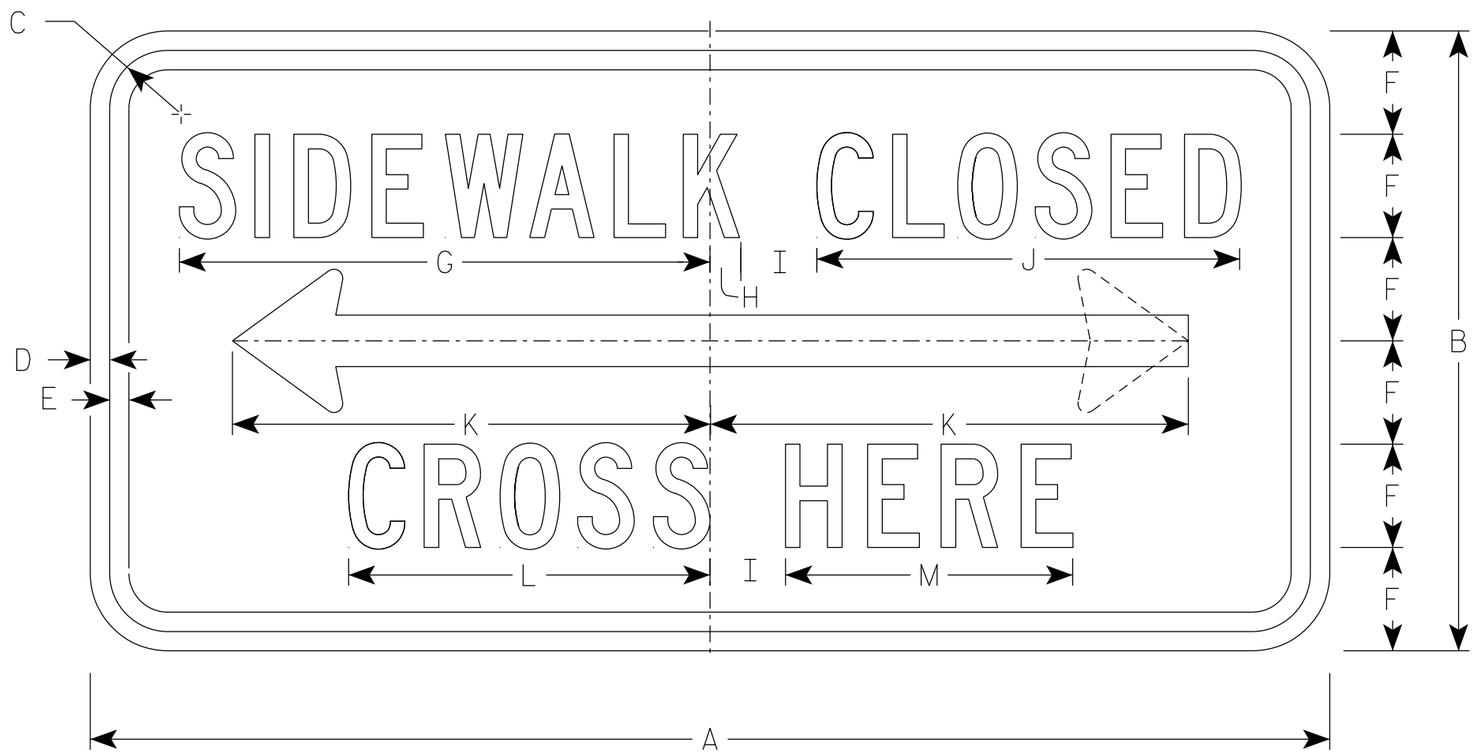
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/11/16 PLATE 422 R9-9.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

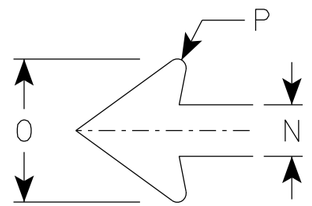
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R99.DGN PLOT DATE : 11-AUG-2016 11:33 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 2.918761:1.000000



R9-11A

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Use Size 2 for Sidewalks. Use Size 3 for paths and Trails.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	2	10 1/4	5/8	1 1/2	8 1/4	9 1/4	7	5 5/8	1	2 3/4	1/8											2.0
2M	24	12	1 1/8	3/8	3/8	2	10 1/4	5/8	1 1/2	8 1/4	9 1/4	7	5 5/8	1	2 3/4	1/8											2.0
3	30	15	1 1/8	3/8	1/2	2 1/2	12 3/4	1/2	2	10 1/4	12 3/8	8 5/8	6 3/4	1 1/4	3 5/8	1/4											3.125
4																											
5																											

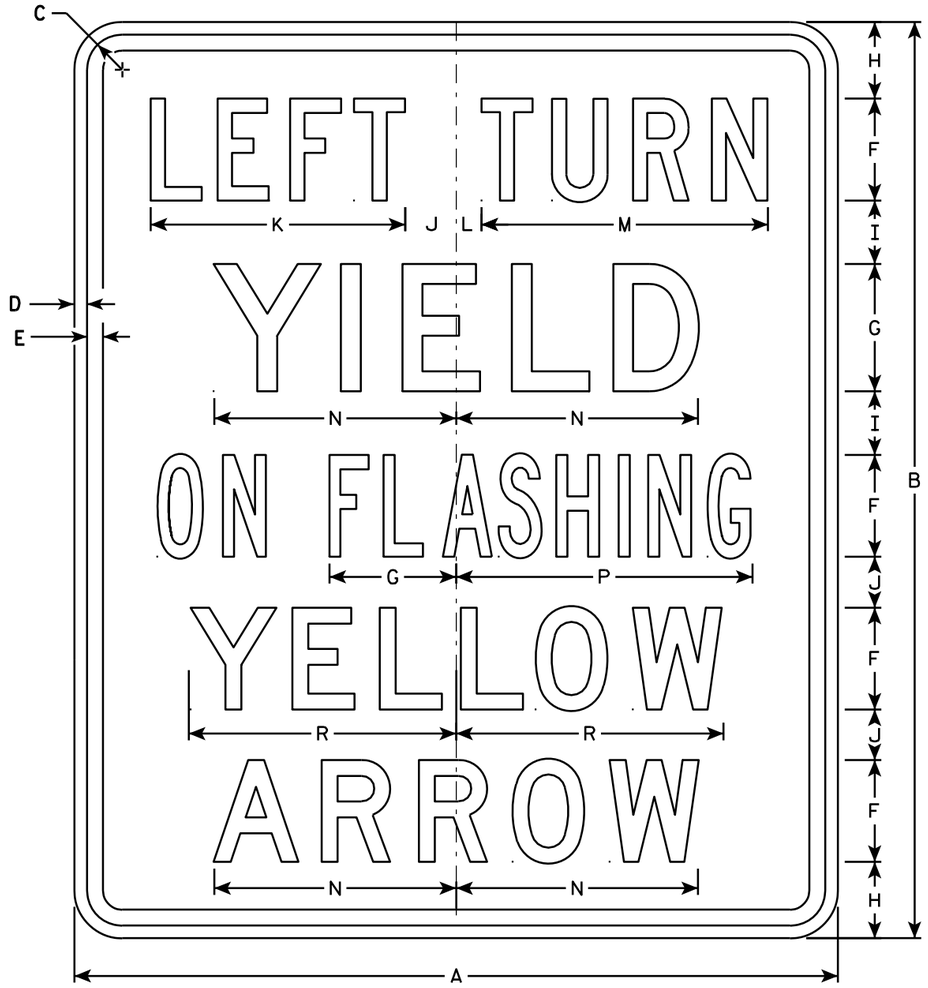
STANDARD SIGN
R9-11A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/7/2020 PLATE NO. R9-11A.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 423 | E

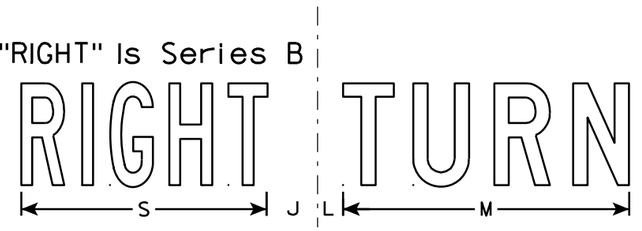


R10-50L

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series C.
   Lines 2, 4 and 5 are Series D.
   Line 3 is Series B.

"RIGHT" Is Series B



R10-50R

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	36	1 3/8	1/2	5/8	4	5	3	2 1/2	2	10	1	11 1/4	9 1/2	4 1/4	11 5/8		10 1/2	9 5/8								7.5
2M	30	36	1 3/8	1/2	5/8	4	5	3	2 1/2	2	10	1	11 1/4	9 1/2	4 1/4	11 5/8		10 1/2	9 5/8								7.5
3																											
4																											
5																											

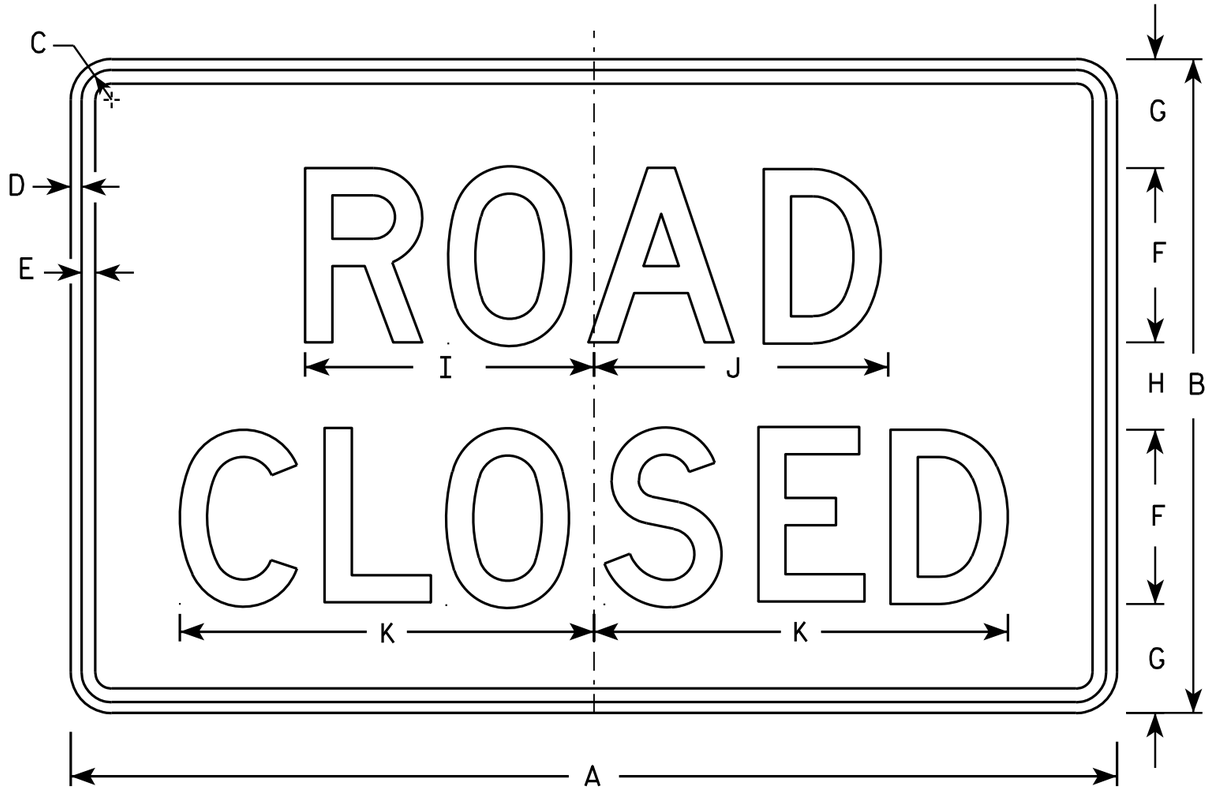
STANDARD SIGN
R10-50

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/11/13 PLATE NO. R10-50.2

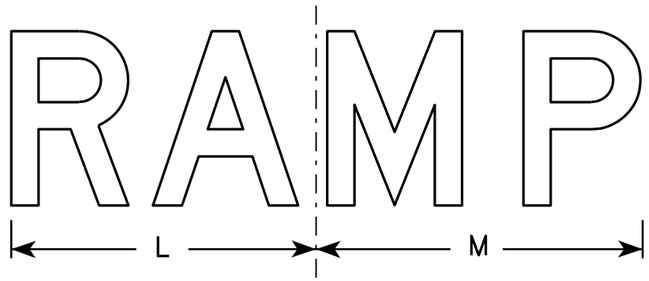
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 424	E



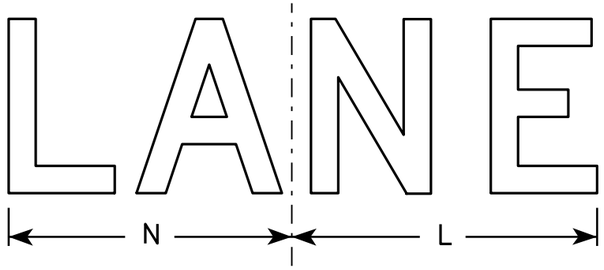
R11-2

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

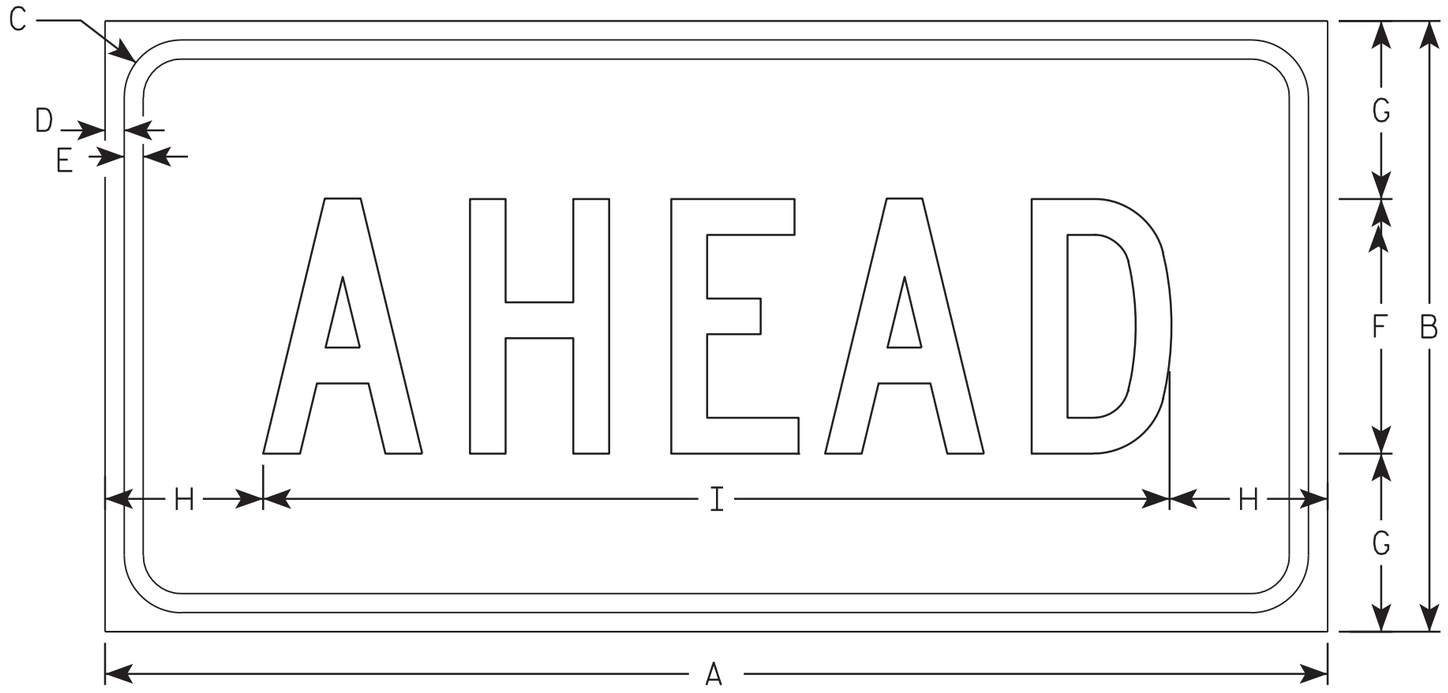
STANDARD SIGN
R11-2

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: 425	E



S16-9P

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow-Green
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	12	1 1/8	3/8	3/8	5	3 1/2	3 1/8	17 3/4																		2.0
2S	30	18	1 1/8	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
2M	30	18	1 1/8	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
3	30	18	1 1/8	3/8	1/2	7	3 1/2	2 3/4	24 1/2																		3.75
4	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5																											

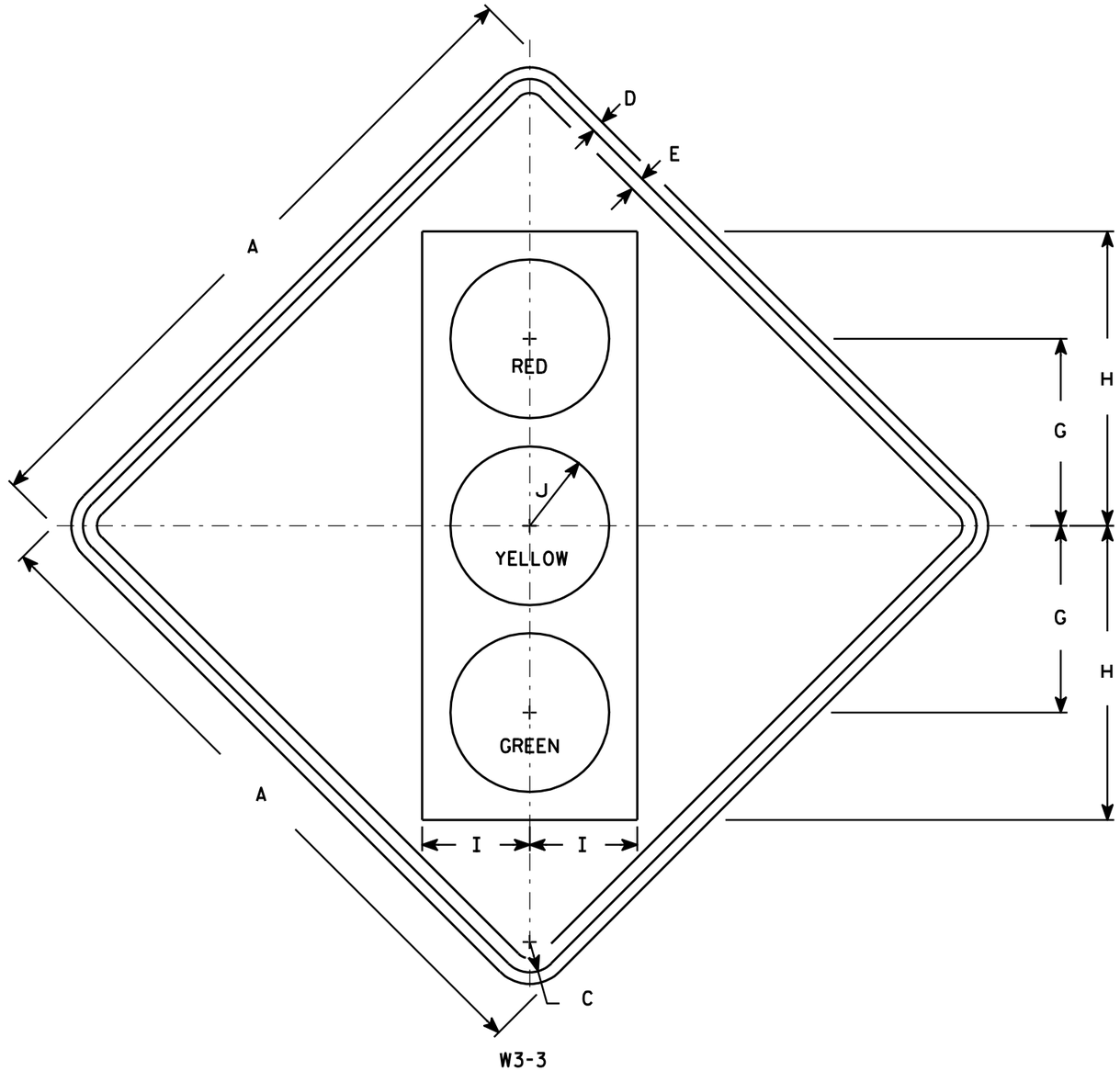
STANDARD SIGN
S16-9P

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/22/13 PLATE NO. S16-9P.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 426 | 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

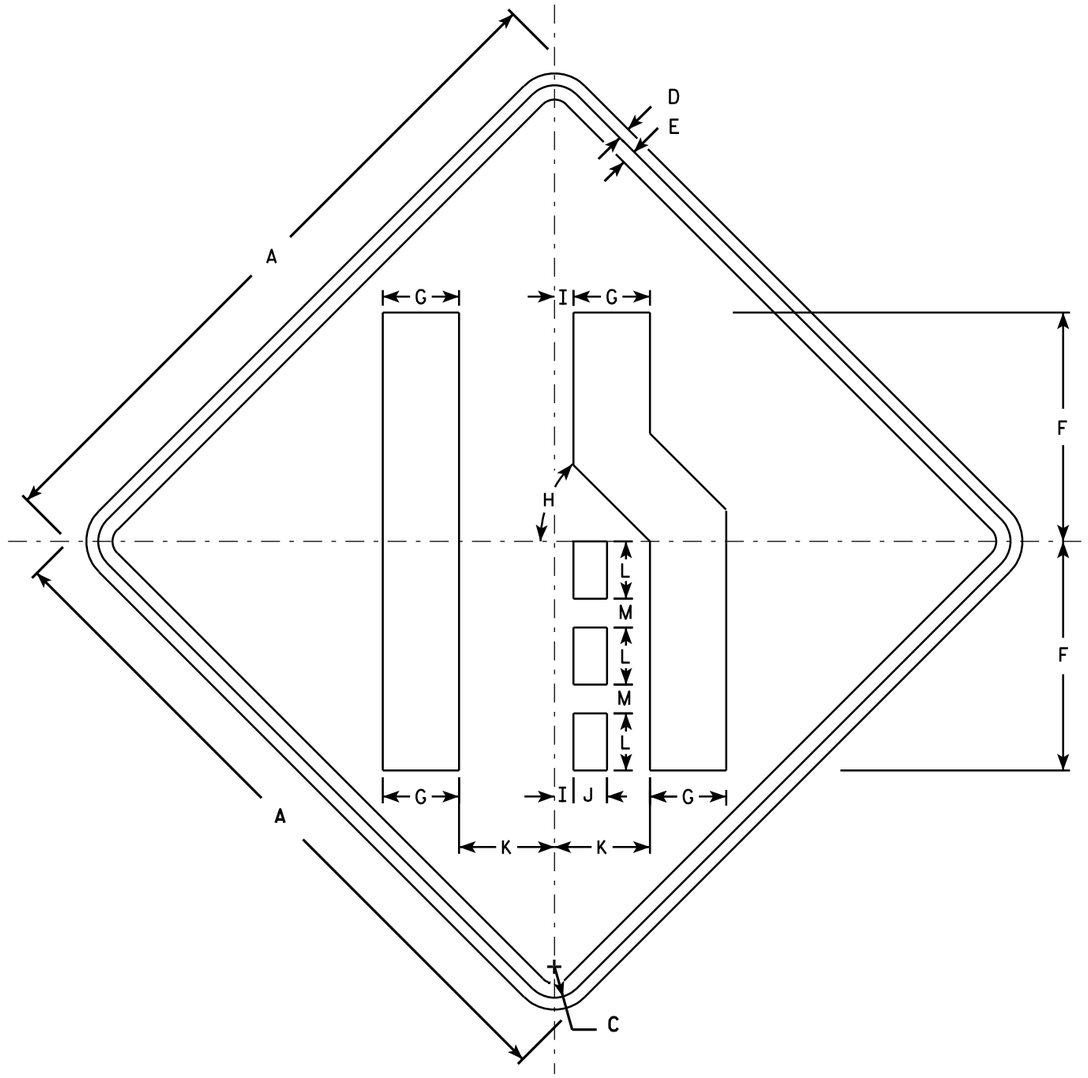
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-3.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 427 | E

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W33.DGN PLOT DATE : 07-JUN-2010 13:07 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 7.448805:1.000000



W4-2R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W4-2L is the same as W4-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	10	3 3/8	45°	7/8	1 1/2	4 1/4	2 1/2	1 1/4														6.25
2S	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2M	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
3	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

STANDARD SIGN
W4-2

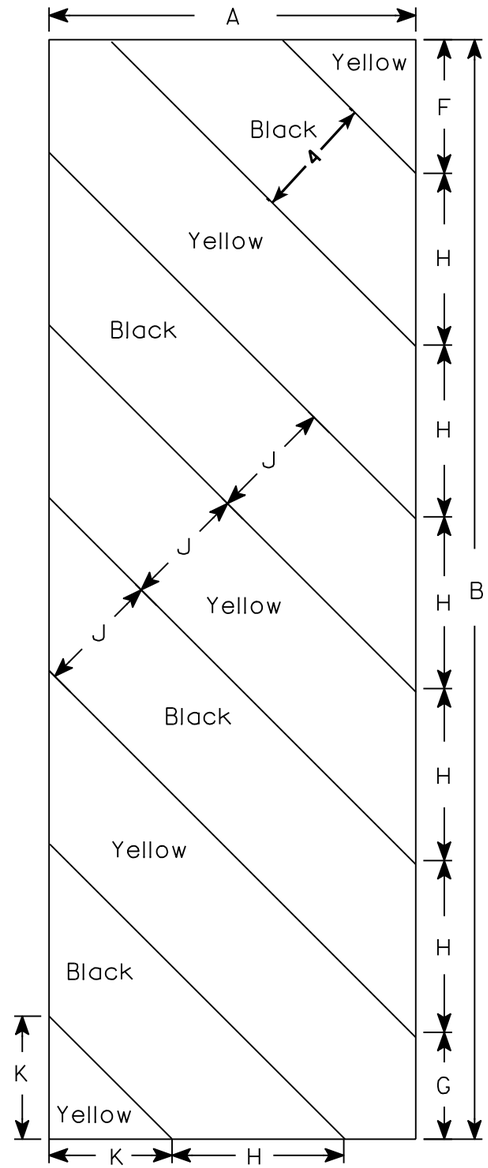
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

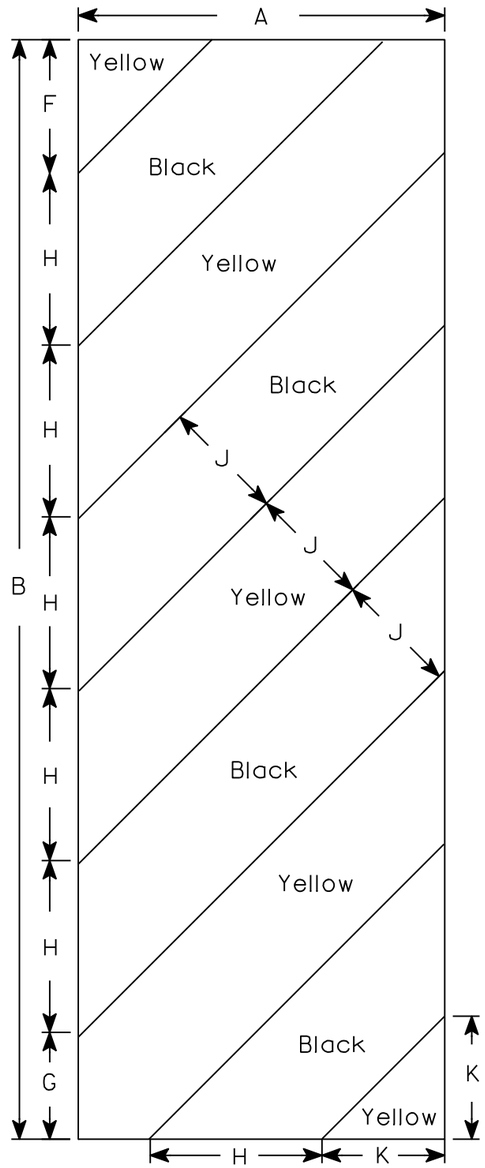
DATE 3/12/13 PLATE NO. W4-2.14

PROJECT NO:

SHEET NO: 428 E



W5-52L



W5-52R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Alternate colors of stripes as shown.

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	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
2M	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
3	18	54				6	5 1/2	8 1/2	45°	6	6 9/16																6.75
4																											
5																											

STANDARD SIGN

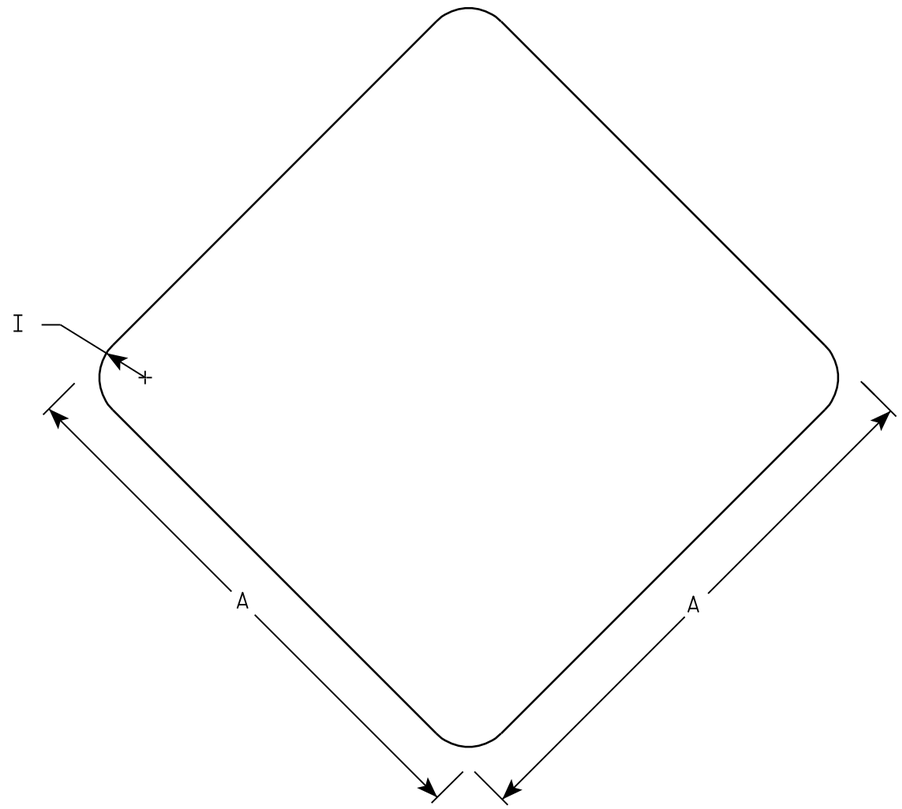
W5-52L & W5-52R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W5-52.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 429	E



W5-54

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
3. Corners may be square or rounded when base material is plywood. When base material is metal the corners shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12								1																		1.0
2S	18								1 ½																		2.25
2M	18								1 ½																		2.25
3																											
4																											
5																											

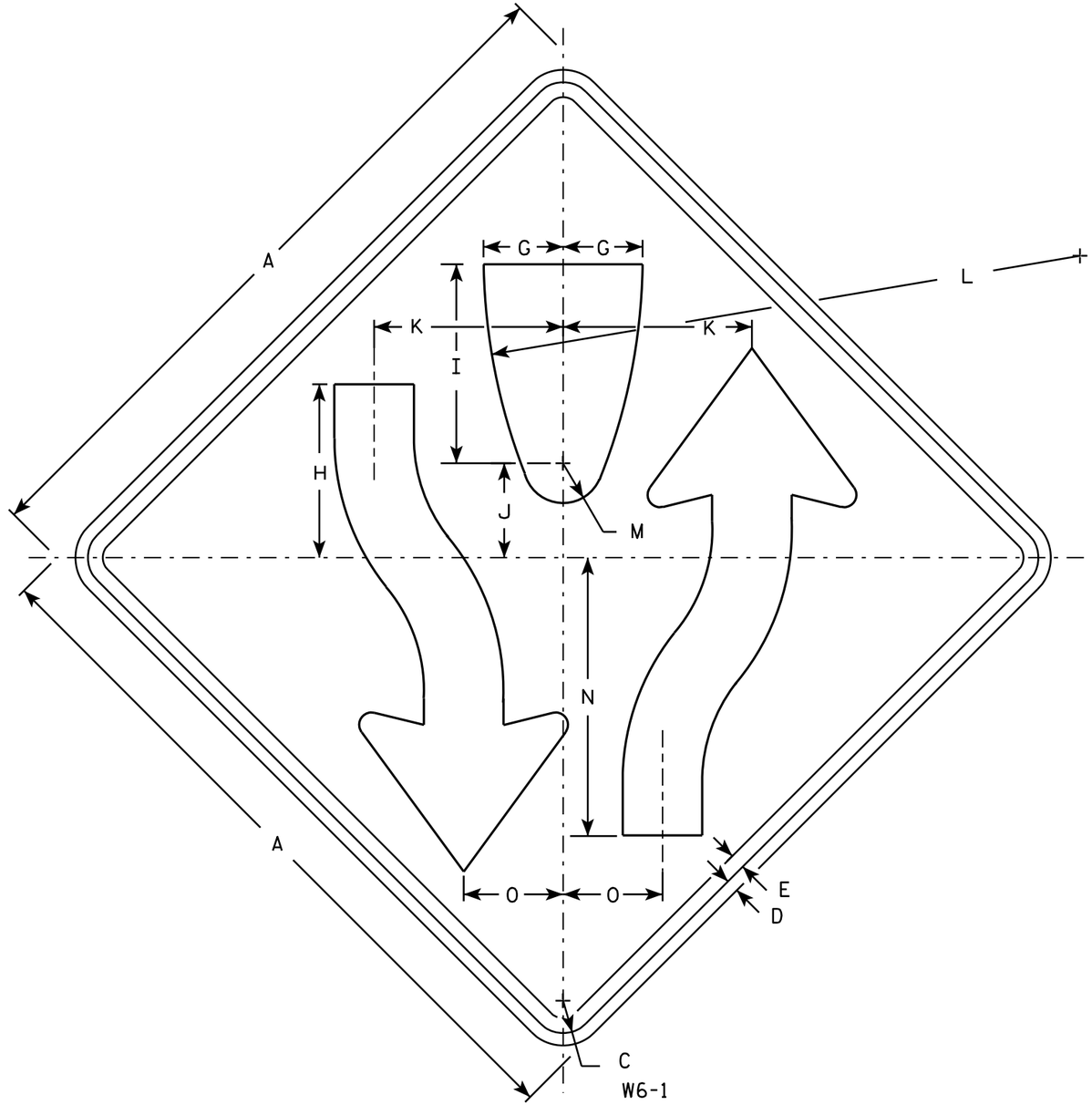
STANDARD SIGN
W5-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

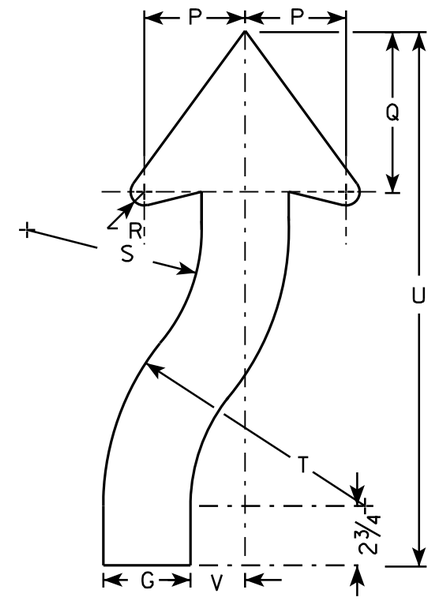
DATE 11/3/10 PLATE NO. W5-54.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 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 - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W6-2 same as W6-1 but is rotated 180° when mounted.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		3 1/4	8	8 1/4	4 1/8	7 7/8	25	1 3/4	11 5/8	4 1/8	3 7/8	6 3/4	5/8	6 5/8	9 7/8	21 5/8	2					6.25
2S	36		1 5/8	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0
2M	36		1 5/8	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0
3																											
4	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0
5	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0

STANDARD SIGN
W6-1 & W6-2

WISCONSIN DEPT OF TRANSPORTATION

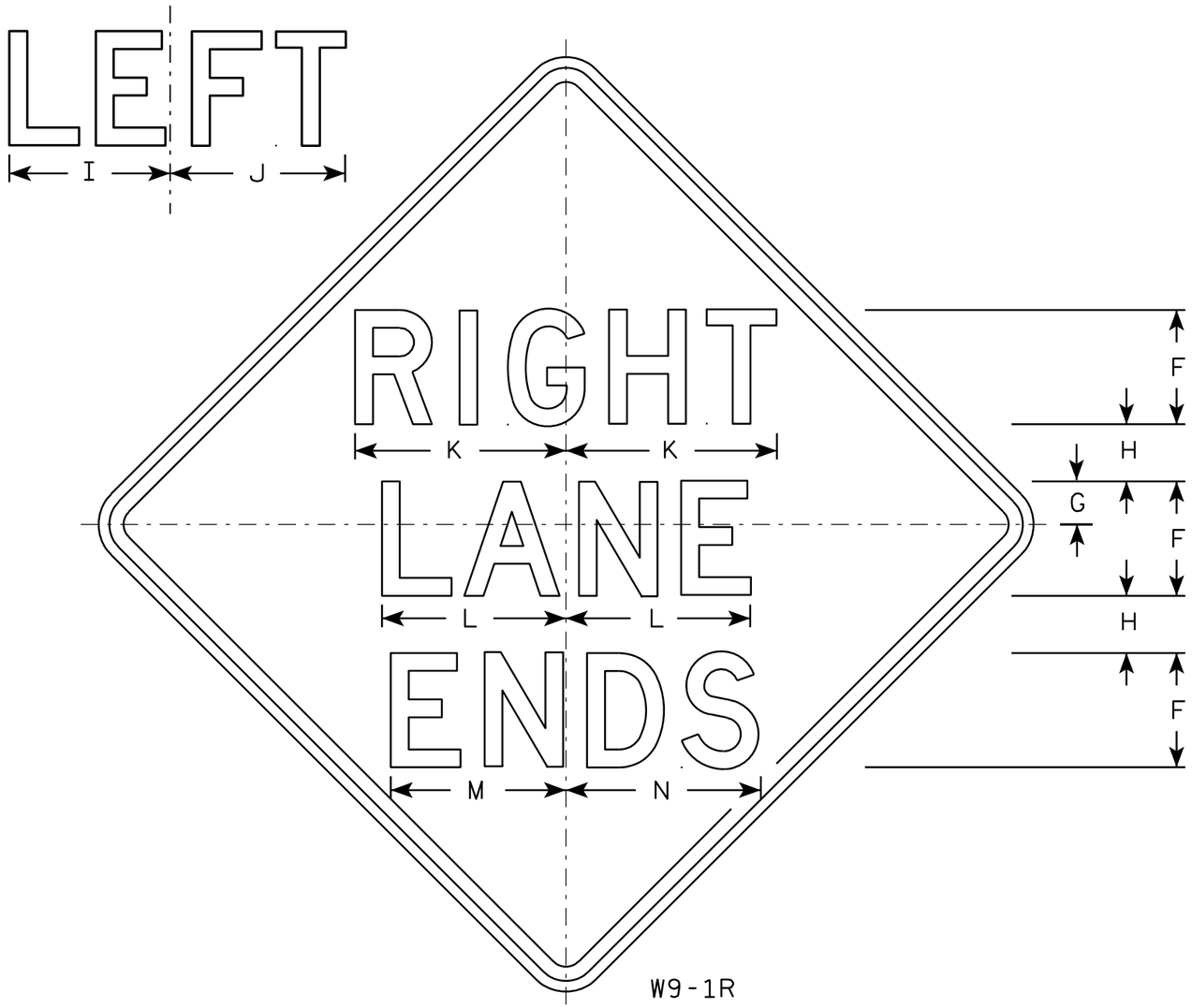
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W6-1.14

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 431	E

7

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W61.DGN PLOT DATE : 12-MAR-2013 14:02 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 6.946657:1.000000
WISDOT/CADDS SHEET 42



W9-1R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. W9-1L same as W9-1R except the word Left replaces Right.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	5	1 1/2	2 1/2	7 1/8	7 5/8	9 1/4	8 1/8	7 5/8	8 5/8													6.25
2S	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
2M	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
3	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
4	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
5	48		2 1/4	3/4	1	8	3	4	11 1/4	12 1/4	14 3/4	12 7/8	12 1/4	13 5/8													16.0

STANDARD SIGN
W9-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

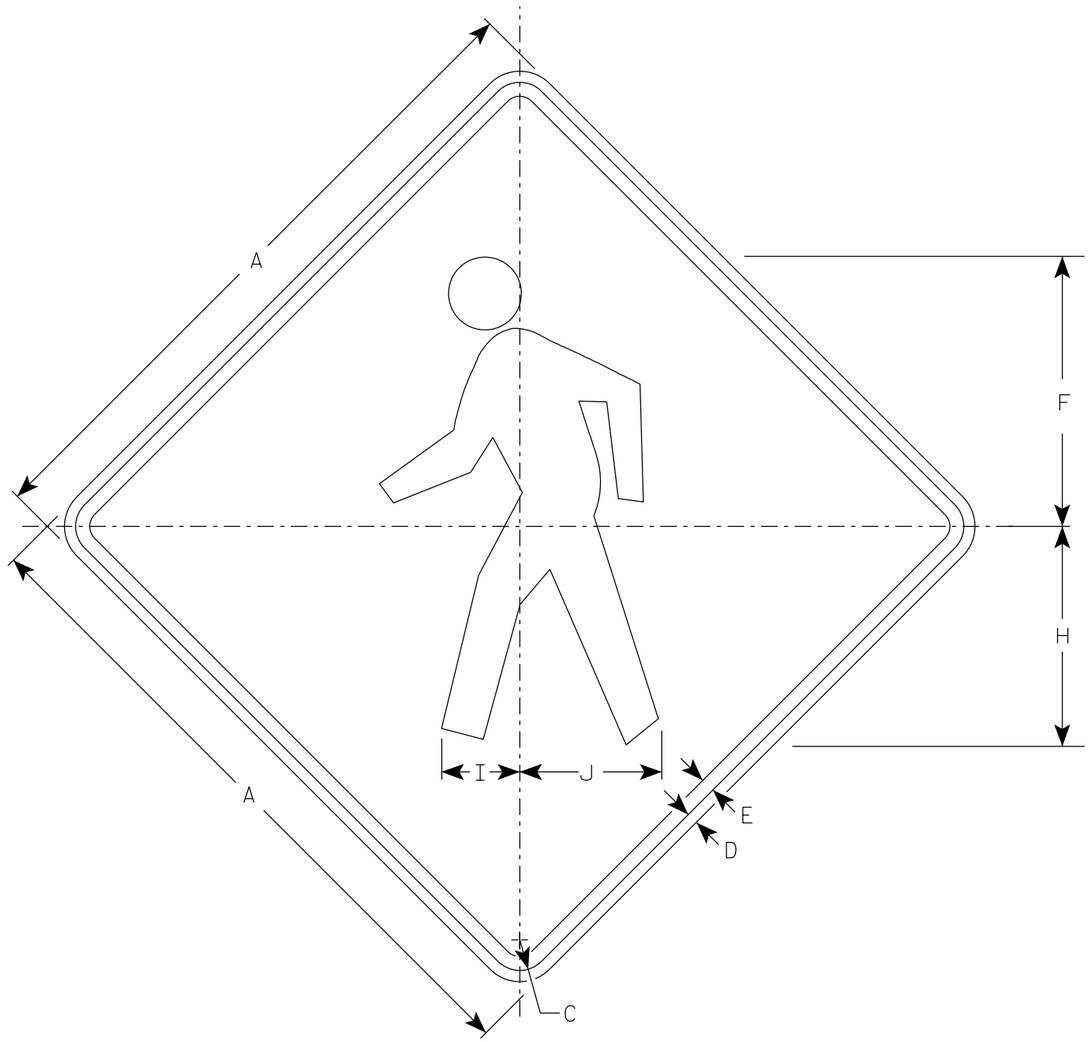
DATE 03/18/13 PLATE NO. W9-1.8

PROJECT NO:

SHEET NO: 432 E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black



W11-2

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	9 3/4		7 7/8	2 7/8	5 1/8																	4.0
2S	30		1 3/8	1/2	5/8	12 1/8		9 7/8	3 1/2	6 3/8																	6.25
2M	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
3	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
4	48		2 1/4	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
5																											

STANDARD SIGN

W11-2

WISCONSIN DEPT OF TRANSPORTATION

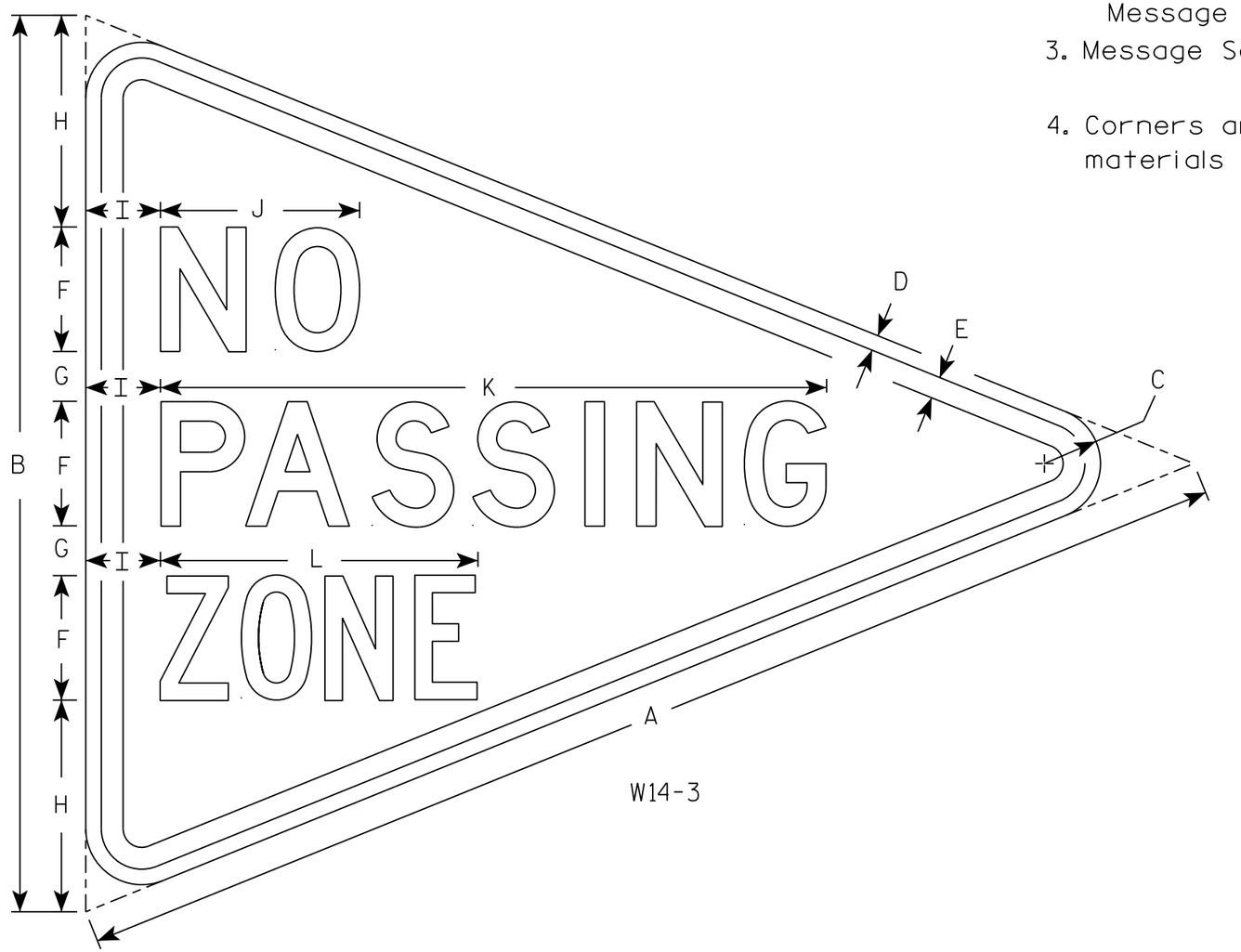
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/8/2020 PLATE NO. W11-2.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 433 E

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - Lines 1 and 2 are Series D.
   Line 3 is series C.
4. Corners and borders shall be rounded on all base materials for this sign.



W14-3

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	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															5.56
2M																											
3																											
4																											
5																											

STANDARD SIGN
W14-3

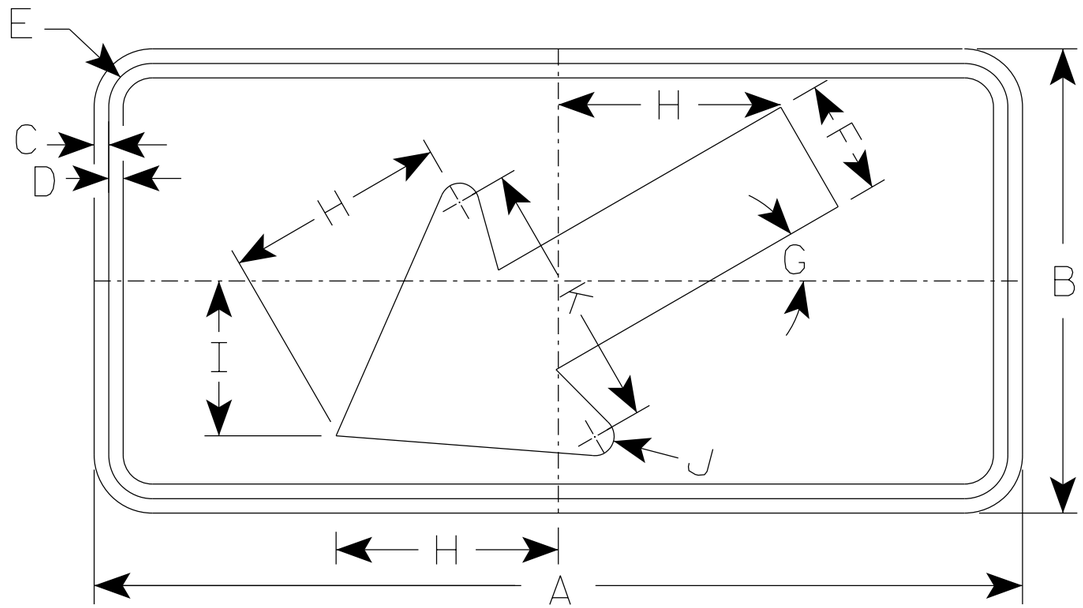
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/17 PLATE NO. W14-3.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 434 | E

7



W16-7L

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. W16-7R is the same as W16-7L except the arrow is reversed along the vertical centerline.

* For 36" x 36" Warning Signs, use 30" x 18" W16-7L signs.
* For 48" x 48" Warning Signs, use 48" x 24" W16-7L signs.

	SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
	1																											
	2S	24	12	3/8	3/8	1 1/8	3	30°	5 3/4	4	1/2	7																2.0
*	2M	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
*	3	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
*	4	48	24	1/2	5/8	1 3/8	6	30°	11 1/2	8	1	14																8.0
	5																											

STANDARD SIGN
W16-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

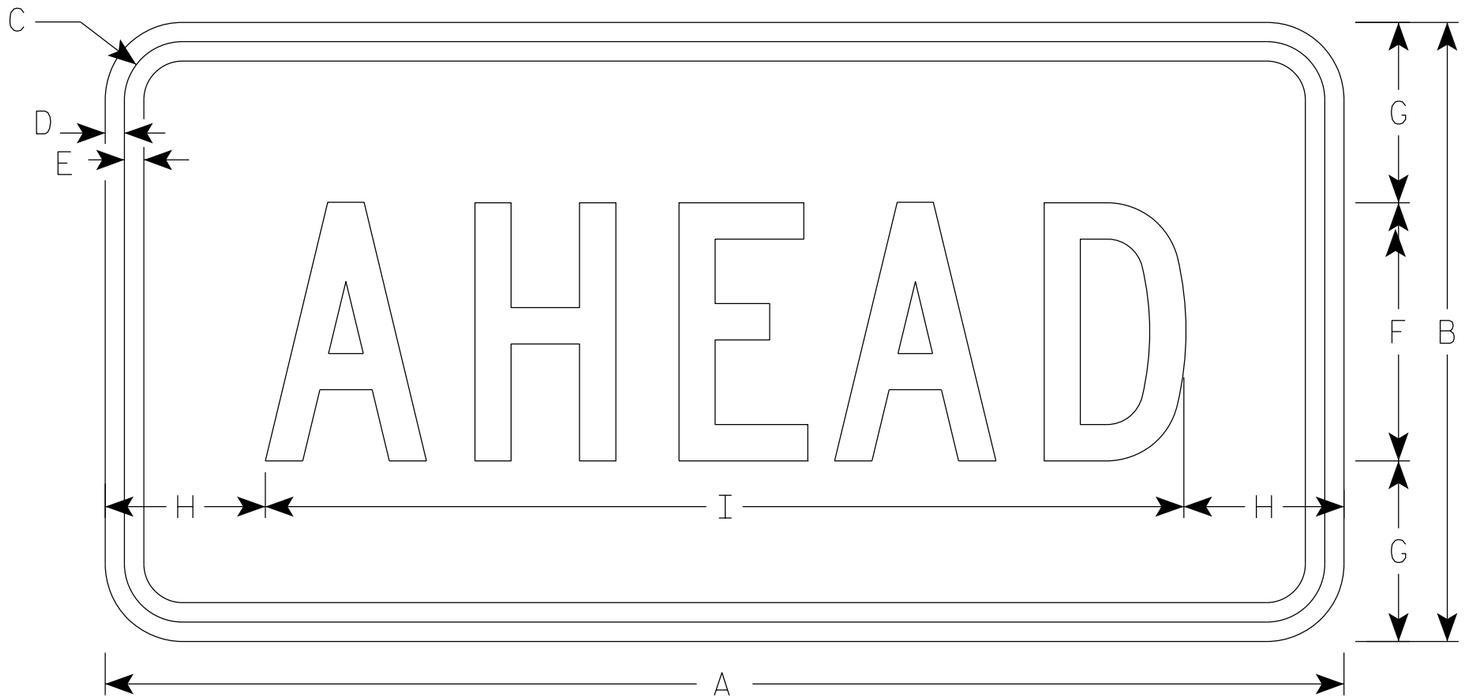
DATE 2/25/2020 PLATE NO. W16-7.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 435 | E

7

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - C



W16-9P

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	5	3 1/2	3 1/8	17 3/4																		2.0
2M	30	18	1 1/8	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
3	30	18	1 1/8	3/8	1/2	7	3 1/2	2 3/4	24 1/2																		3.75
4	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5																											

STANDARD SIGN
W16-9P

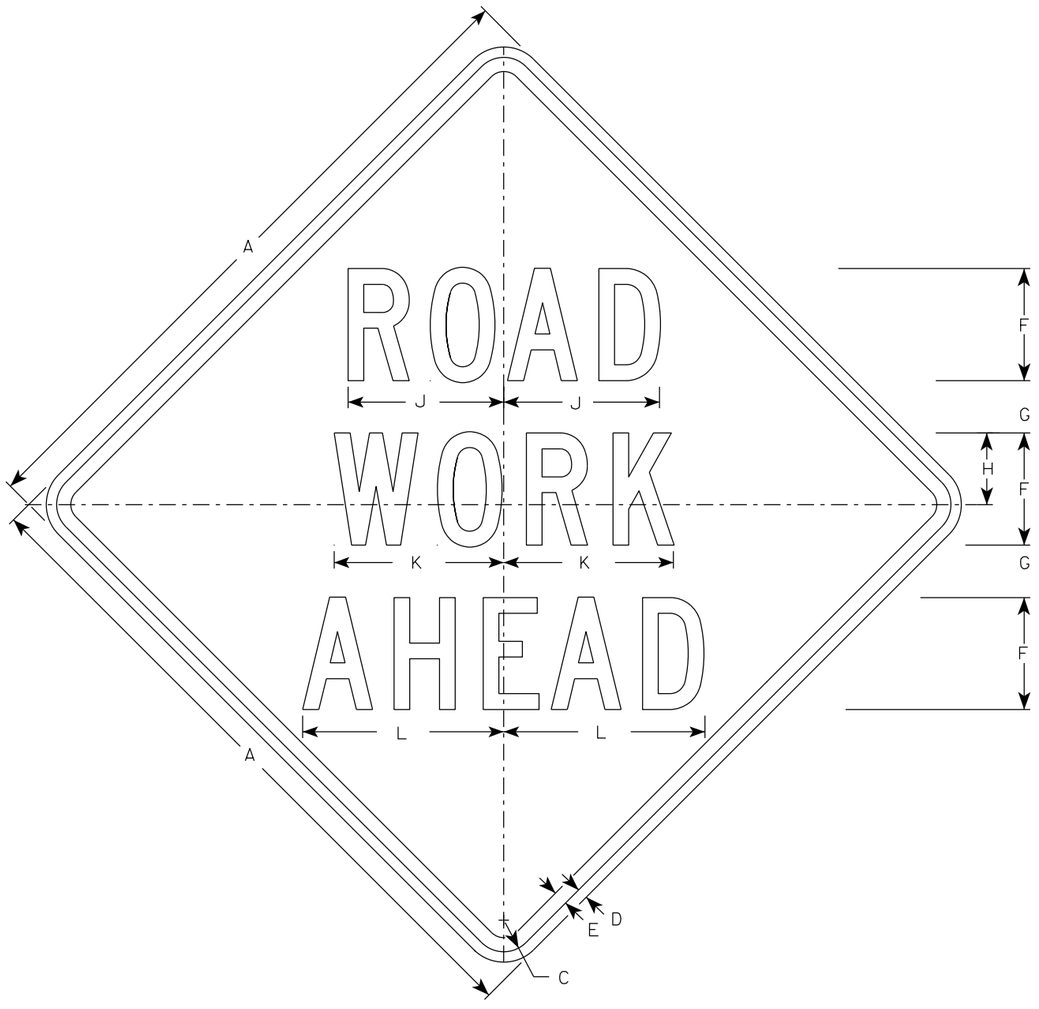
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

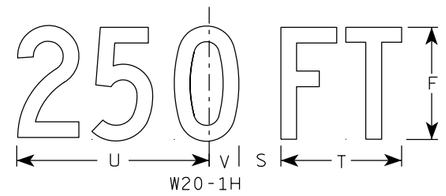
DATE 3/7/19 PLATE NO. W16-9P.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 436 E

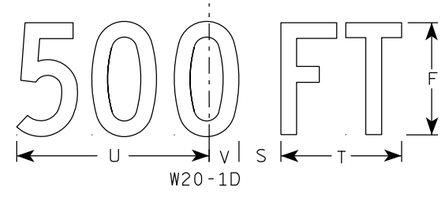
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W169P.DGN PLOT DATE : 07-MAR-2019 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



W20-1A

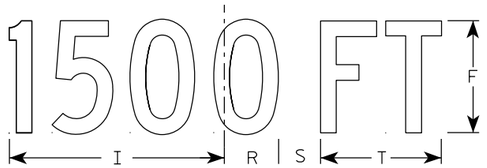


W20-1H



W20-1D

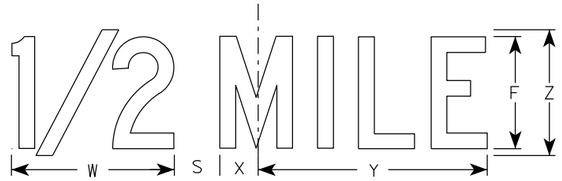
W20-1C



W20-1B

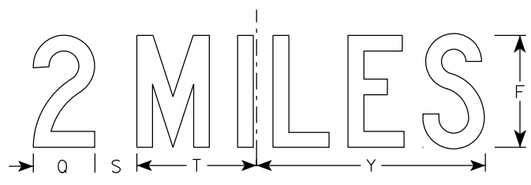
NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1G

W20-1F



W20-1E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		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, E, F, G & H

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2020 PLATE NO. W20-1.11

PROJECT NO:

SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 25-MARCH-2020 PLOT BY : dotc4c

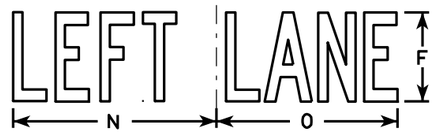
WISDOT/CADDS SHEET 42

7

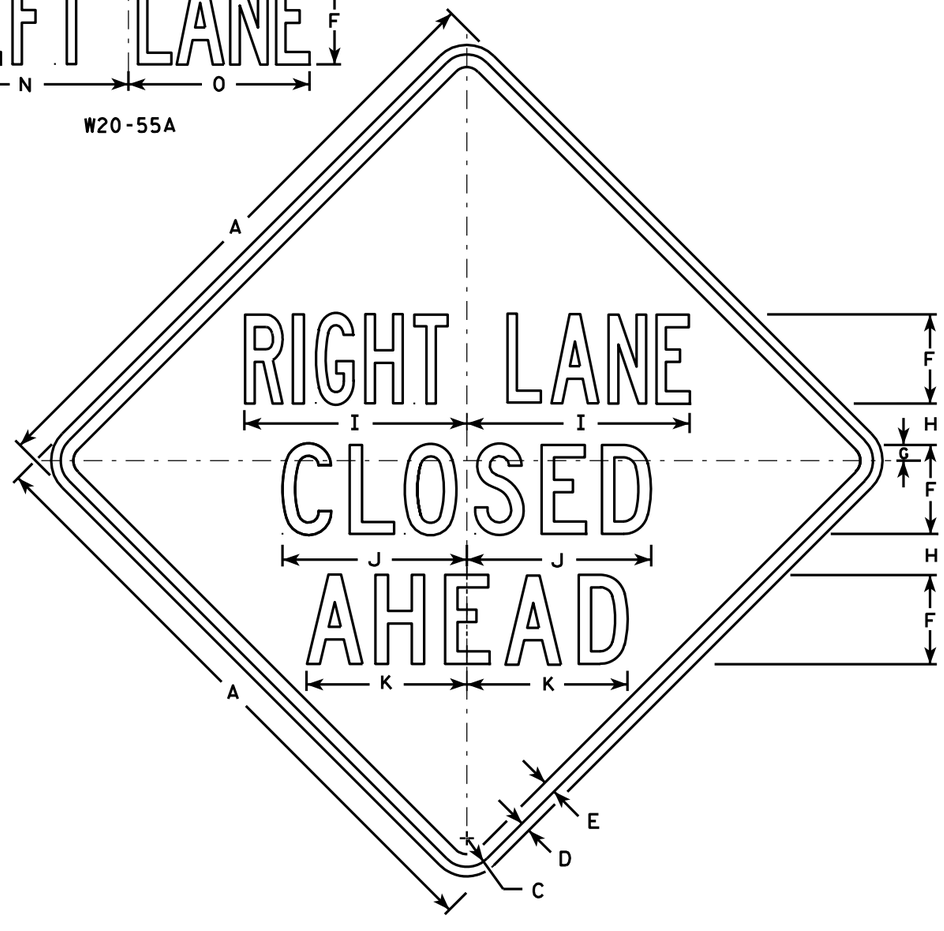
7



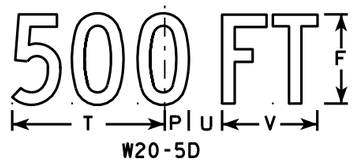
W20-56A



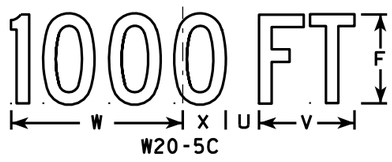
W20-55A



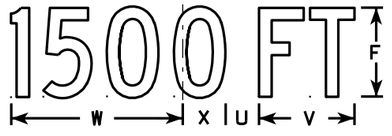
W20-5A



W20-5D



W20-5C



W20-5B



W20-5G



W20-5F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. " _____ LANE" is Series B.
   All other copy is Series C.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	6	1 5/8	5/8	3/4	5	1/8	2 1/2	13 1/8	10 3/4	9 1/2	14 1/4	13 5/8	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 1/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
2M	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
3	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
4	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
5	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0

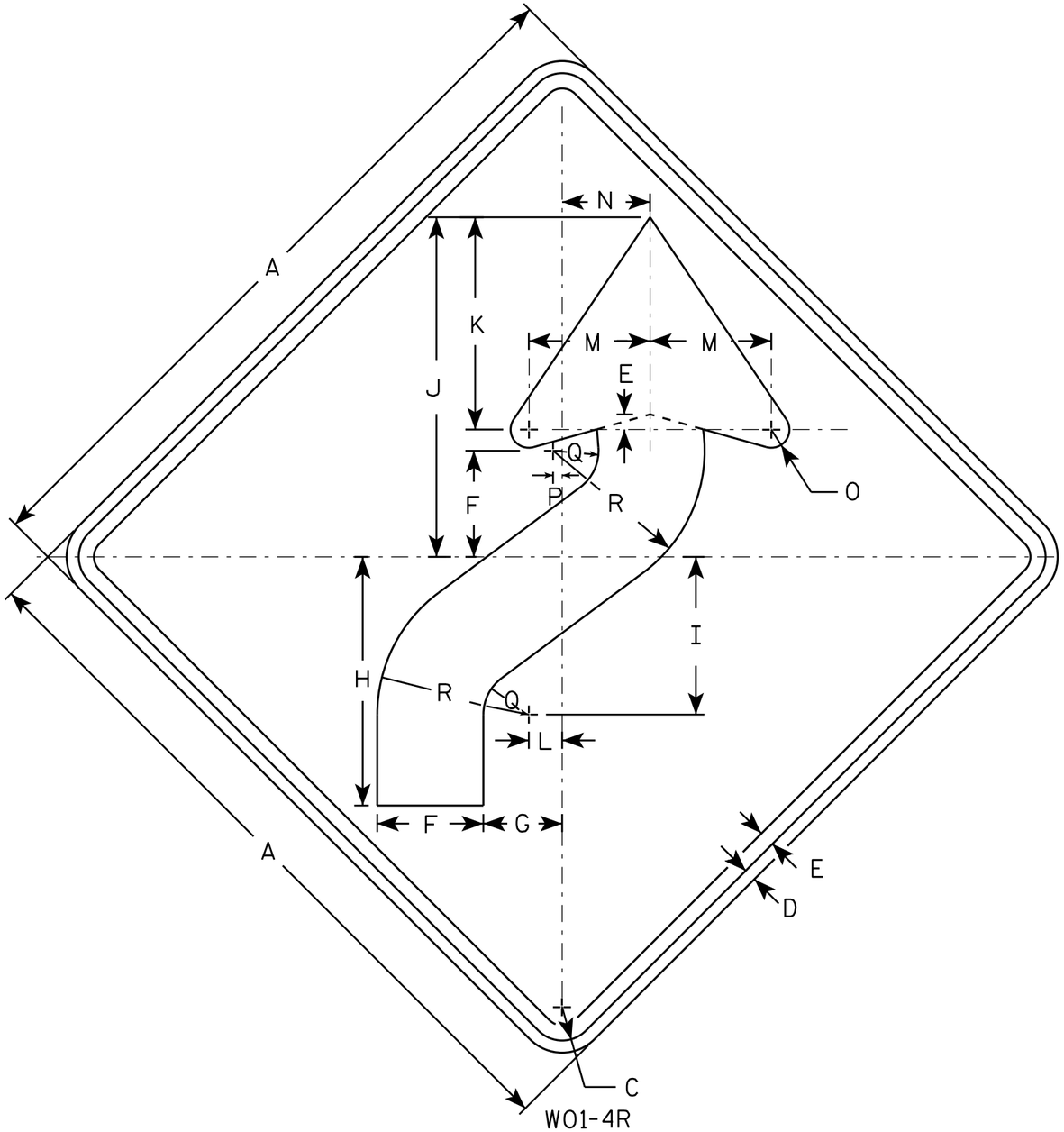
STANDARD SIGN
W20-5A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-5.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 438	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

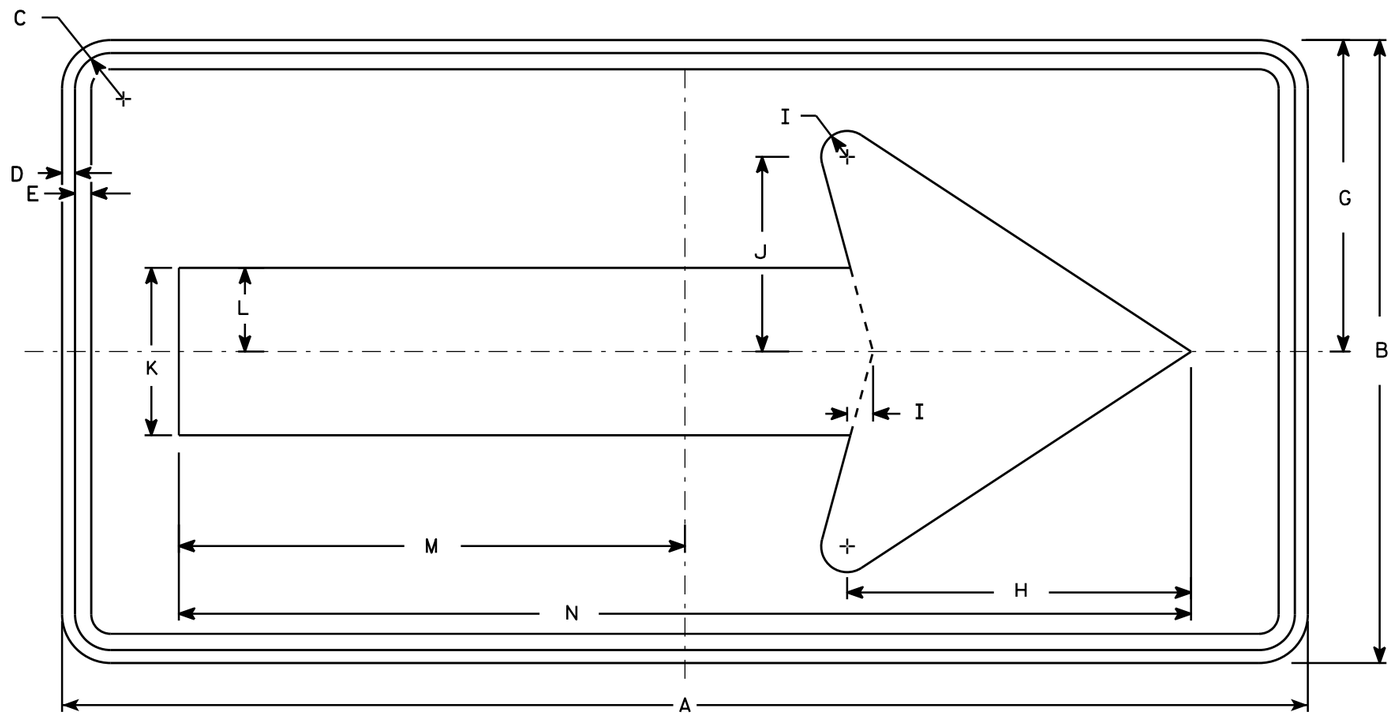
WISCONSIN DEPT OF TRANSPORTATION

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



WO1-6

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
WO1-6

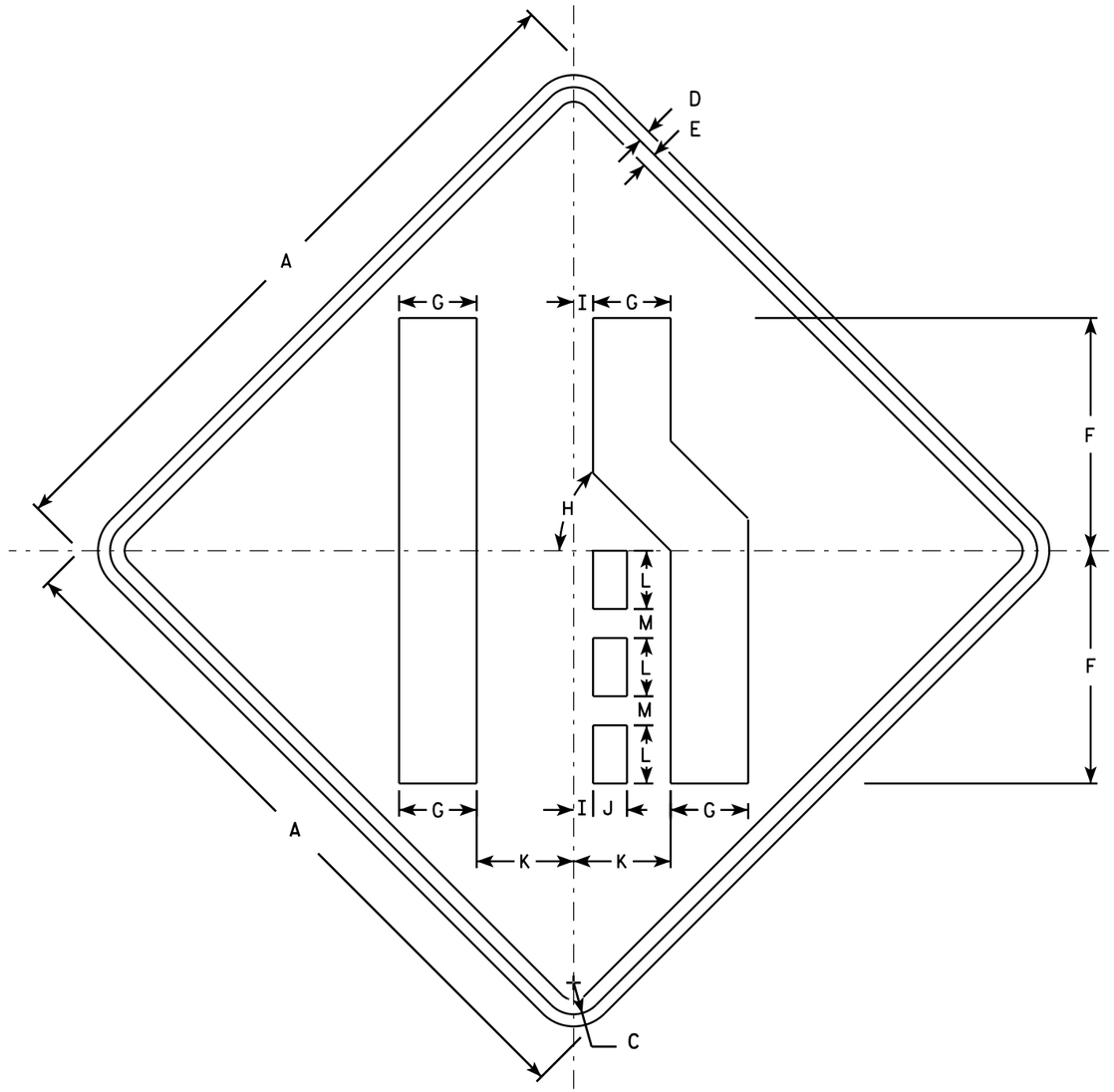
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE WO1-6.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\WO16.DGN PLOT DATE : 28-FEB-2014 11:37 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000 WISDOT/CADDS SHEET 42



W04-2R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-2L is the same as W04-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
2M	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
3	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

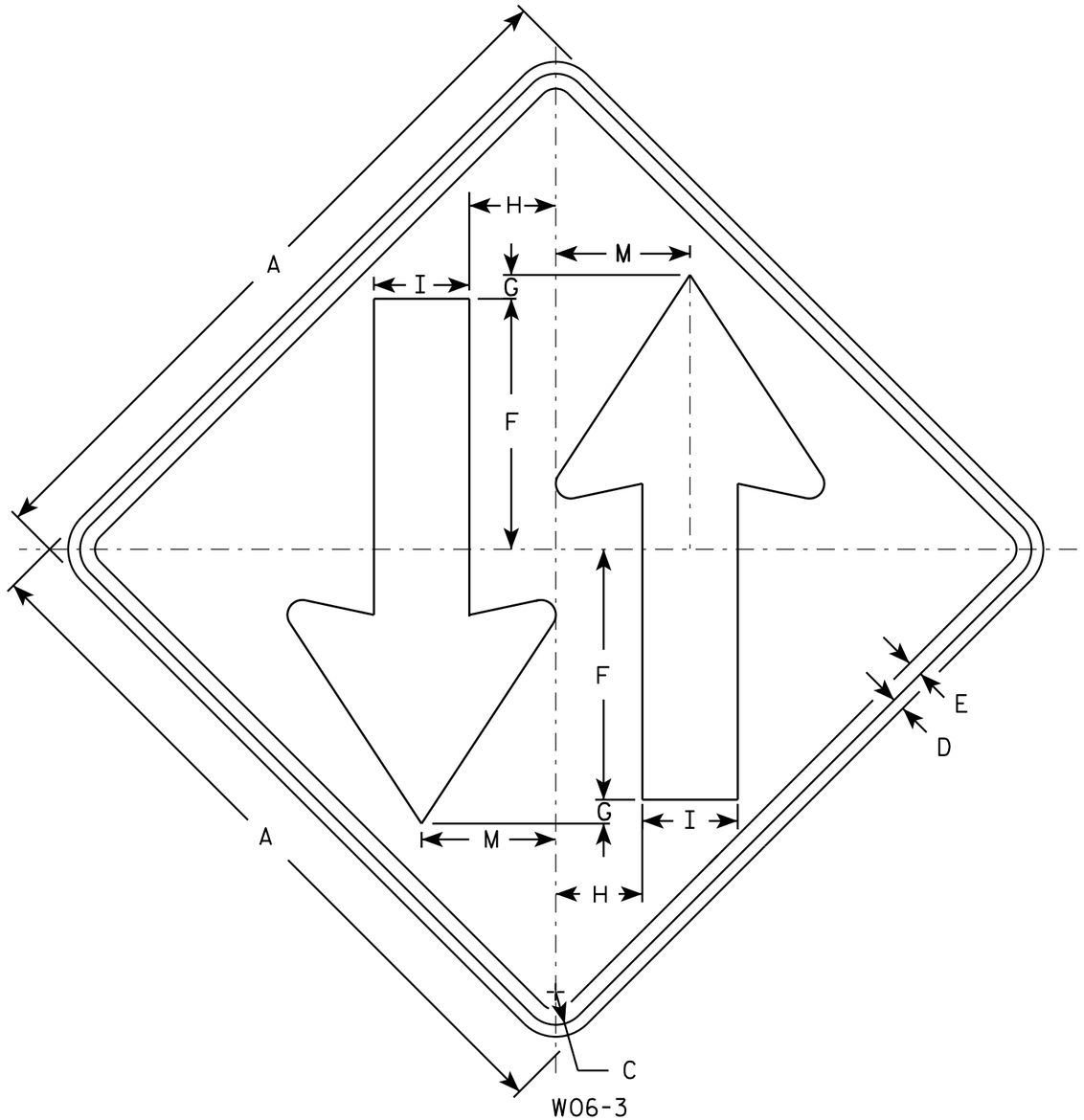
STANDARD SIGN
W04-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 441 W04-2.1

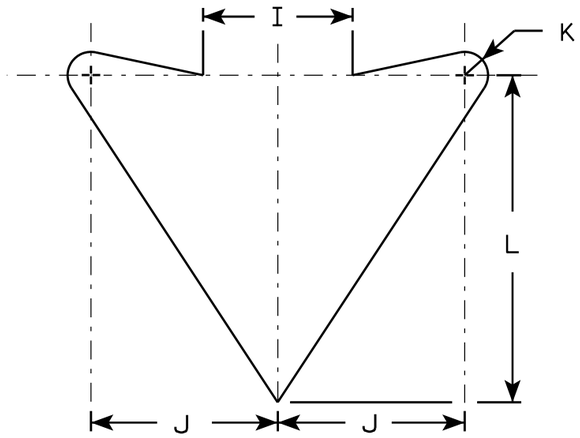
PROJECT NO: | SHEET NO: E



W06-3

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.



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	36		1 5/8	5/8	3/4	12	1	4 1/4	5	6	3/4	10 1/2	6 3/4														9.0
2S	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
2M	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
3	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
4	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
5	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0

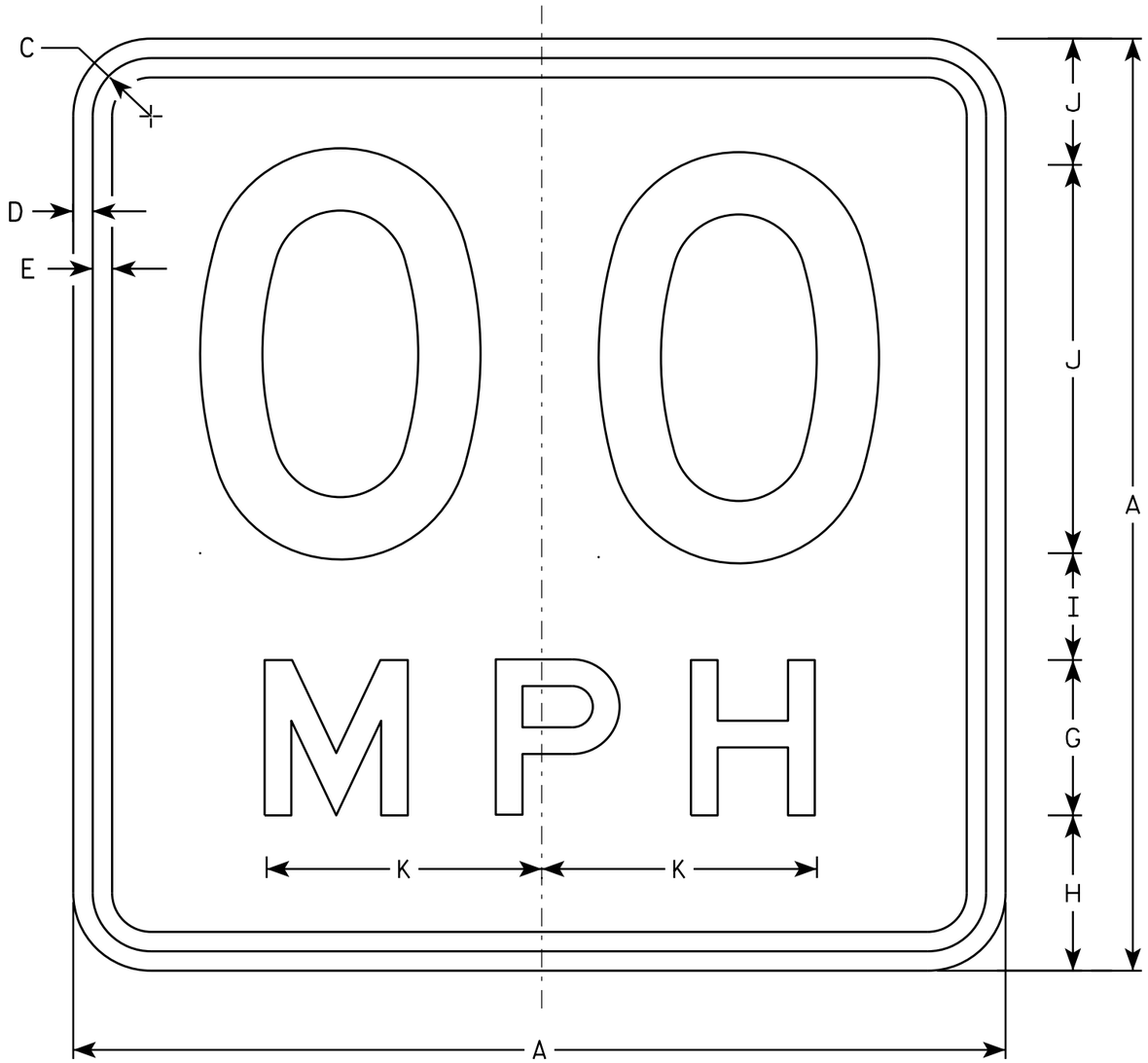
STANDARD SIGN
W06-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 442 W06-3.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



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

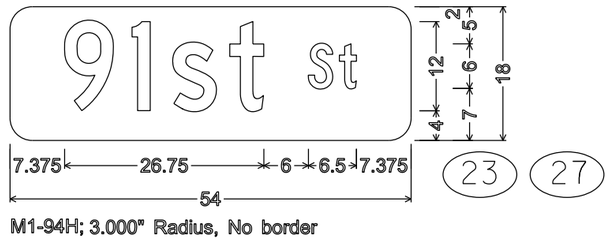
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/21/13 PLATE 443 W013-1.1

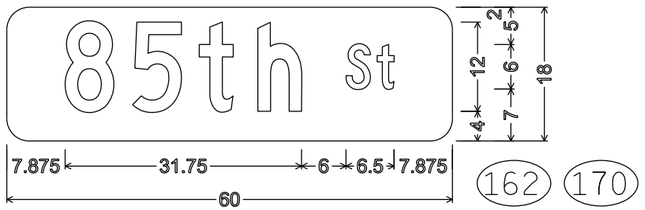
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

NOTES

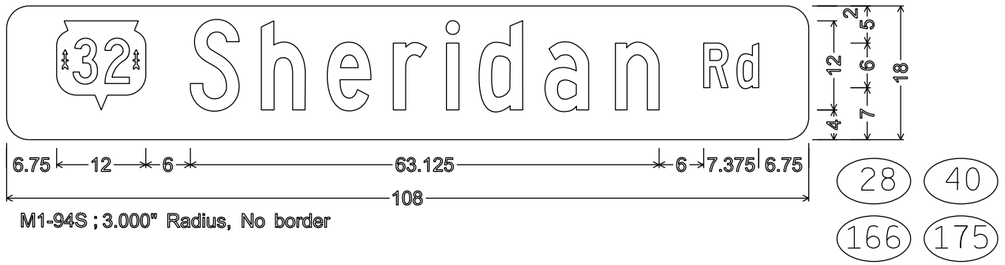
1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - C



M1-94H; 3.000" Radius, No border



M1-94H; 3.000" Radius, No border



M1-94S ; 3.000" Radius, No border

7

7

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	PERMANENT SIGNING	SHEET NO: 444	E

DIVISION 1 - STH32-MAINLINE

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)				
		CUT	FILL	EBS	CUT	FILL	EBS	CUT 1.00	EXPANDED FILL 1.20	EXPANDED EBS BACKFILL 1.00	REDUCED EBS IN FILL 0.80	MASS ORDINATE
205+75	0.00	18.61	1.86	0.00	0	0	0	0	0	0	0	0
206+00	25.00	23.46	8.58	0.00	19	5	0	19	6	0	0	13
206+25	25.00	29.47	9.79	0.00	25	9	0	44	17	0	0	27
206+50	25.00	35.25	7.02	0.00	30	8	0	74	26	0	0	48
206+75	25.00	48.16	0.55	0.00	39	4	0	113	31	0	0	82
207+00	25.00	35.77	5.17	0.00	39	3	0	152	35	0	0	117
207+25	25.00	67.40	4.20	0.00	48	4	0	200	40	0	0	160
207+50	25.00	38.12	3.74	0.00	49	4	0	249	44	0	0	205
207+75	25.00	38.99	1.89	0.00	36	3	0	285	48	0	0	237
208+00	25.00	38.27	0.97	0.00	36	1	0	321	49	0	0	272
208+25	25.00	38.73	0.49	0.00	36	1	0	357	50	0	0	307
208+50	25.00	32.83	0.01	0.00	33	0	0	390	50	0	0	340
208+75	25.00	34.10	0.00	0.00	31	0	0	421	50	0	0	371
208+97.181	22.18	35.23	0.10	0.00	28	0	0	449	50	0	0	399
209+00	2.82	35.18	0.10	0.00	4	0	0	453	50	0	0	403
209+25	25.00	36.50	0.00	0.00	33	0	0	486	50	0	0	436
209+34.601	9.60	35.60	0.10	0.00	13	0	0	499	50	0	0	449
209+50	15.40	35.39	0.03	0.00	20	0	0	519	50	0	0	469
209+75	25.00	34.56	0.10	0.00	32	0	0	551	50	0	0	501
209+84.561	9.56	34.07	0.15	0.00	12	0	0	563	50	0	0	513
210+00	15.44	35.14	0.50	0.00	20	0	0	583	50	0	0	533
210+25	25.00	37.88	0.26	0.00	34	0	0	617	50	0	0	567
210+50	25.00	39.88	0.34	0.00	36	0	0	653	50	0	0	603
210+75	25.00	42.13	0.13	0.00	38	0	0	691	50	0	0	641
210+84.561	9.56	42.53	0.12	0.00	15	0	0	706	50	0	0	656
210+92.995	8.43	41.44	0.31	0.00	13	0	0	719	50	0	0	669
211+00	7.01	50.42	4.16	0.00	12	1	0	731	52	0	0	679
211+25	25.00	52.39	6.03	0.00	48	5	0	779	58	0	0	721
211+37.313	12.31	54.71	1.52	0.00	24	2	0	803	60	0	0	743
211+50	12.69	44.19	0.20	0.00	23	0	0	826	60	0	0	766
211+75	25.00	46.18	0.11	0.00	42	0	0	868	60	0	0	808
212+00	25.00	45.93	0.01	0.00	43	0	0	911	60	0	0	851
212+01.01	1.01	112.57	0.39	0.00	3	0	0	914	60	0	0	854

DIVISION 1 - STH32-MAINLINE

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)				
		CUT	FILL	EBS	CUT	FILL	EBS	CUT 1.00	EXPANDED FILL 1.20	EXPANDED EBS BACKFILL 1.00	REDUCED EBS IN FILL 0.80	MASS ORDINATE
212+20	18.99	125.18	0.12	0.00	84	0	0	998	60	0	0	938
212+25	5.00	126.91	0.00	0.00	23	0	0	1,021	60	0	0	961
212+30	5.00	123.32	0.05	0.00	23	0	0	1,044	60	0	0	984
212+34.823	4.82	107.39	0.01	77.36	21	0	7	1,065	53	7	6	1,012
212+35	0.18	107.52	0.01	77.27	1	0	1	1,066	52	8	6	1,014
212+40	5.00	108.68	0.00	78.67	20	0	14	1,086	39	22	18	1,047
212+45	5.00	107.75	0.00	82.07	20	0	15	1,106	24	37	30	1,082
212+50	5.00	119.04	0.56	84.18	21	0	15	1,127	10	52	42	1,117
212+55	5.00	132.86	0.13	88.10	23	0	16	1,150	-5	68	54	1,155
212+60	5.00	157.83	0.08	160.03	27	0	23	1,177	-27	91	73	1,204
212+65	5.00	155.98	0.04	166.12	29	0	30	1,206	-56	121	97	1,262
212+70	5.00	151.87	0.00	164.54	29	0	31	1,235	-86	152	122	1,321
212+75	5.00	141.22	0.00	162.17	27	0	30	1,262	-115	182	146	1,377
212+80	5.00	134.35	0.00	151.42	26	0	29	1,288	-143	211	169	1,431
212+85	5.00	130.50	0.00	144.47	25	0	27	1,313	-168	238	190	1,481
212+90	5.00	127.49	0.00	141.49	24	0	26	1,337	-193	264	211	1,530
212+95	5.00	126.67	0.00	141.53	24	0	26	1,361	-218	290	232	1,579
213+00	5.00	125.50	0.00	141.53	23	0	26	1,384	-243	316	253	1,627
213+03.977	3.98	125.97	0.00	141.49	19	0	21	1,403	-264	337	270	1,667
213+05	1.02	126.64	0.00	141.48	5	0	5	1,408	-268	342	274	1,676
213+10	5.00	130.13	0.00	141.46	24	0	26	1,432	-293	368	294	1,725
213+15	5.00	134.44	0.00	141.46	24	0	26	1,456	-318	394	315	1,774
213+20	5.00	142.71	0.00	146.72	26	0	27	1,482	-344	421	337	1,826
213+25	5.00	147.33	0.00	153.70	27	0	28	1,509	-371	449	359	1,880
213+30	5.00	159.44	0.00	157.65	28	0	29	1,537	-399	478	382	1,936
213+35	5.00	165.09	0.04	162.32	30	0	30	1,567	-428	508	406	1,995
213+40	5.00	163.78	0.72	160.32	30	0	30	1,597	-456	538	430	2,053
213+45	5.00	163.10	0.74	156.07	30	0	29	1,627	-484	567	454	2,111
213+50	5.00	162.31	0.04	148.00	30	0	28	1,657	-511	595	476	2,168
213+55	5.00	155.65	0.04	179.09	29	0	30	1,686	-540	625	500	2,226
213+60	5.00	146.02	0.03	178.72	28	0	33	1,714	-572	658	526	2,286
213+65	5.00	141.86	0.02	176.57	27	0	33	1,741	-603	691	553	2,344
213+75	10.00	132.55	0.54	175.42	51	0	65	1,792	-666	756	605	2,458
214+00	25.00	129.99	1.28	174.12	122	1	162	1,914	-820	918	734	2,734
214+25	25.00	126.28	1.52	173.02	119	1	161	2,033	-973	1,079	863	3,006
214+50	25.00	125.07	5.81	167.70	116	3	158	2,149	-1,122	1,237	990	3,271
214+75	25.00	142.03	3.55	135.48	124	4	140	2,273	-1,251	1,377	1,102	3,524
215+00	25.00	138.70	2.21	135.48	130	3	125	2,403	-1,368	1,502	1,202	3,771
215+06.667	6.67	140.02	1.85	169.59	34	1	38	2,437	-1,403	1,540	1,232	3,840
215+25	18.33	120.87	1.52	172.19	89	1	116	2,526	-1,513	1,656	1,325	4,039
215+50	25.00	132.59	2.49	175.87	117	2	161	2,643	-1,665	1,817	1,454	4,308
215+75	25.00	110.25	4.52	123.71	112	3	139	2,755	-1,795	1,956	1,565	4,550
216+00	25.00	108.63	7.11	118.85	101	5	112	2,856	-1,896	2,068	1,654	4,752
216+02.667	2.67	110.80	6.93	116.63	11	1	12	2,867	-1,907	2,080	1,664	4,774
216+25	22.33	121.95	6.10	117.39	96	5	97	2,963	-1,994	2,177	1,742	4,957
216+26.064	1.06	122.51	6.03	117.39	5	0	5	2,968	-1,999	2,182	1,746	4,967

DIVISION 1 - STH32-MAINLINE

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)				
		CUT	FILL	EBS	CUT	FILL	EBS	CUT 1.00	EXPANDED FILL 1.20	EXPANDED EBS BACKFILL 1.00	REDUCED EBS IN FILL 0.80	MASS ORDINATE
216+50	23.94	131.52	2.50	125.55	113	4	108	3,081	-2,098	2,290	1,832	5,179
216+75	25.00	159.08	0.09	148.93	135	1	127	3,216	-2,218	2,417	1,934	5,434
217+00	25.00	171.19	0.03	151.59	153	0	139	3,369	-2,352	2,556	2,045	5,721
217+25	25.00	150.64	0.10	149.95	149	0	140	3,518	-2,486	2,696	2,157	6,004
217+50	25.00	131.17	1.44	139.51	130	1	134	3,648	-2,614	2,830	2,264	6,262
217+73.666	23.67	127.07	0.71	134.38	113	1	120	3,761	-2,728	2,950	2,360	6,489
217+75	1.33	127.09	0.77	171.30	6	0	8	3,767	-2,735	2,958	2,366	6,502
218+00	25.00	128.27	0.91	134.29	118	1	141	3,885	-2,869	3,099	2,479	6,754
218+05.472	5.47	126.46	0.99	135.45	26	0	27	3,911	-2,895	3,126	2,501	6,806
218+25	19.53	145.40	0.53	139.97	98	1	100	4,009	-2,990	3,226	2,581	6,999
218+50	25.00	143.11	0.16	144.01	134	0	131	4,143	-3,116	3,357	2,686	7,259
218+75	25.00	151.42	0.00	147.68	136	0	135	4,279	-3,246	3,492	2,794	7,525
219+00	25.00	153.45	0.04	152.29	141	0	139	4,420	-3,379	3,631	2,905	7,799
219+01.472	1.47	168.15	0.03	152.29	9	0	8	4,429	-3,387	3,639	2,911	7,816
219+25	23.53	161.19	0.16	152.63	143	0	133	4,572	-3,514	3,772	3,018	8,086
219+50	25.00	135.79	0.80	147.83	137	0	139	4,709	-3,648	3,911	3,129	8,357
219+75	25.00	137.55	0.85	143.65	127	1	135	4,836	-3,776	4,046	3,237	8,612
220+00	25.00	133.77	0.95	140.32	126	1	131	4,962	-3,901	4,177	3,342	8,863
220+19.667	19.67	143.27	1.41	135.23	101	1	100	5,063	-3,996	4,277	3,422	9,059
220+25	5.33	143.24	1.46	135.43	28	0	27	5,091	-4,021	4,304	3,443	9,112
220+32.333	7.33	143.58	1.57	135.75	39	0	37	5,130	-4,057	4,341	3,473	9,187
220+50	17.67	126.08	1.25	139.64	88	1	90	5,218	-4,142	4,431	3,545	9,360
220+65	15.00	125.50	0.32	147.03	70	0	80	5,288	-4,219	4,511	3,609	9,507
220+70	5.00	130.92	0.07	155.42	24	0	28	5,312	-4,246	4,539	3,631	9,558
220+75	5.00	134.70	0.07	157.30	25	0	29	5,337	-4,274	4,568	3,654	9,611
220+80	5.00	139.28	0.06	161.09	25	0	29	5,362	-4,302	4,597	3,678	9,664
220+85	5.00	146.53	0.05	167.05	26	0	30	5,388	-4,330	4,627	3,702	9,718
220+90	5.00	159.22	0.03	178.58	28	0	32	5,416	-4,361	4,659	3,727	9,777
220+91.529	1.53	170.33	0.02	188.54	9	0	10	5,425	-4,371	4,669	3,735	9,796
221+00	8.47	166.42	0.04	187.77	53	0	59	5,478	-4,427	4,728	3,782	9,905
221+25	25.00	165.34	0.05	189.91	154	0	175	5,632	-4,595	4,903	3,922	10,227
221+33.017	8.02	160.38	2.65	181.26	48	0	55	5,680	-4,648	4,958	3,966	10,328
221+40	6.98	131.61	4.03	148.64	38	1	43	5,718	-4,688	5,001	4,001	10,406
221+45	5.00	121.81	5.16	137.45	23	1	26	5,741	-4,712	5,027	4,022	10,453
221+50	5.00	112.70	6.51	127.59	22	1	25	5,763	-4,735	5,052	4,042	10,498
221+55	5.00	55.90	6.54	59.34	16	1	17	5,779	-4,750	5,069	4,055	10,529
221+60	5.00	55.85	6.67	56.09	10	1	11	5,789	-4,759	5,080	4,064	10,548
221+73	13.00	0.00	0.00	0.00	13	2	14	5,802	-4,770	5,094	4,075	10,572
225+43.195		0.00	0.00	0.00	0	0	0	5,802	-4,770	5,094	4,075	10,572

DIVISION 1 - STH32-MAINLINE

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)				
		CUT	FILL	EBS	CUT	FILL	EBS	CUT 1.00	EXPANDED FILL 1.20	EXPANDED EBS BACKFILL 1.00	REDUCED EBS IN FILL 0.80	MASS ORDINATE
225+50	6.81	6.14	0.11	0.00	1	0	0	5,803	-4,770	5,094	4,075	10,573
225+75	25.00	5.55	0.42	0.00	5	0	0	5,808	-4,770	5,094	4,075	10,578
226+00	25.00	5.49	2.17	0.00	5	1	0	5,813	-4,769	5,094	4,075	10,582
226+25	25.00	5.55	3.51	0.00	5	3	0	5,818	-4,765	5,094	4,075	10,583
226+50	25.00	5.69	4.87	0.00	5	4	0	5,823	-4,761	5,094	4,075	10,584
226+75	25.00	5.51	7.49	0.00	5	6	0	5,828	-4,753	5,094	4,075	10,581
227+00	25.00	5.55	6.64	0.00	5	7	0	5,833	-4,745	5,094	4,075	10,578
227+25	25.00	11.52	12.72	0.00	8	9	0	5,841	-4,734	5,094	4,075	10,575
227+50	25.00	11.47	20.21	0.00	11	15	0	5,852	-4,716	5,094	4,075	10,568
227+57.92	7.92	11.49	20.84	0.00	3	6	0	5,855	-4,709	5,094	4,075	10,564
227+75	17.08	14.64	15.89	8.85	8	12	3	5,863	-4,698	5,097	4,078	10,561
228+00	25.00	21.65	6.86	13.01	17	11	10	5,880	-4,694	5,107	4,086	10,574
228+25	25.00	31.54	4.00	17.18	25	5	14	5,905	-4,701	5,121	4,097	10,606
228+50	25.00	37.56	2.49	21.35	32	3	18	5,937	-4,715	5,139	4,111	10,652
228+53.92	3.92	38.31	2.36	22.00	6	0	3	5,943	-4,718	5,142	4,114	10,661
228+75	21.08	41.86	2.08	22.00	31	2	17	5,974	-4,732	5,159	4,127	10,706
229+00	25.00	40.64	2.10	22.00	38	2	20	6,012	-4,749	5,179	4,143	10,761
229+23.572	23.57	38.33	2.04	22.00	34	2	19	6,046	-4,764	5,198	4,158	10,810
229+50	26.43	38.35	0.88	21.58	38	1	21	6,084	-4,783	5,219	4,175	10,867
230+00	50.00	34.38	0.20	21.90	67	1	40	6,151	-4,821	5,259	4,207	10,972
230+04.866	4.87	33.49	0.06	27.71	6	0	4	6,157	-4,824	5,263	4,210	10,981
230+29.087	24.22	51.19	0.00	40.68	38	0	31	6,195	-4,854	5,294	4,235	11,049
230+42.693	13.61	21.51	0.00	22.71	18	0	16	6,213	-4,870	5,310	4,248	11,083
230+50	7.31	0.00	0.00	0.00	3	0	3	6,216	-4,872	5,313	4,250	11,088
231+34.602		0.00	0.00	0.00	0	0	0	6,216	-4,872	5,313	4,250	11,088

DIVISION 1 - STH32-MAINLINE

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)				
		CUT	FILL	EBS	CUT	FILL	EBS	CUT 1.00	EXPANDED FILL 1.20	EXPANDED EBS BACKFILL 1.00	REDUCED EBS IN FILL 0.80	MASS ORDINATE
231+50	15.40	6.26	0.47	0.00	2	0	0	6,218	-4,872	5,313	4,250	11,090
231+75	25.00	5.64	1.33	0.00	6	1	0	6,224	-4,871	5,313	4,250	11,095
231+81.376	6.38	27.45	1.99	22.00	4	0	3	6,228	-4,874	5,316	4,253	11,102
232+00	18.62	28.39	2.24	22.00	19	1	15	6,247	-4,887	5,331	4,265	11,134
232+25	25.00	30.48	2.86	22.00	27	2	20	6,274	-4,904	5,351	4,281	11,178
232+50	25.00	30.83	3.14	22.00	28	3	20	6,302	-4,920	5,371	4,297	11,222
232+73.309	23.31	31.61	2.85	22.00	27	3	19	6,329	-4,934	5,390	4,312	11,263
232+75	1.69	32.30	2.84	21.74	2	0	1	6,331	-4,935	5,391	4,313	11,266
233+00	25.00	31.93	3.66	17.74	30	3	18	6,361	-4,949	5,409	4,327	11,310
233+25	25.00	28.71	4.78	13.58	28	4	14	6,389	-4,958	5,423	4,338	11,347
233+50	25.00	23.55	4.23	9.41	24	4	11	6,413	-4,963	5,434	4,347	11,376
233+69.253	19.25	13.00	6.02	11.22	13	4	7	6,426	-4,965	5,441	4,353	11,391
233+75	5.75	7.62	12.19	0.00	2	2	1	6,428	-4,964	5,442	4,354	11,392
234+00	25.00	7.43	12.20	0.00	7	11	0	6,435	-4,951	5,442	4,354	11,386
234+25	25.00	9.64	0.68	0.00	8	6	0	6,443	-4,944	5,442	4,354	11,387
234+32.987	7.99	10.34	0.58	0.00	3	0	0	6,446	-4,944	5,442	4,354	11,390
234+35.268	2.28	7.35	0.03	0.00	1	0	0	6,447	-4,944	5,442	4,354	11,391
248+24.232		8.58	0.00	7.59	0	0	0	6,447	-4,944	5,442	4,354	11,391
248+25	0.77	8.64	0.00	7.69	0	0	0	6,447	-4,944	5,442	4,354	11,391
248+50	25.00	11.82	0.00	11.02	9	0	9	6,456	-4,952	5,451	4,361	11,408
248+75	25.00	15.29	0.00	14.35	13	0	12	6,469	-4,964	5,463	4,370	11,433
249+00	25.00	18.67	0.00	17.68	16	0	15	6,485	-4,978	5,478	4,382	11,463
249+25	25.00	22.40	0.00	21.01	19	0	18	6,504	-4,995	5,496	4,397	11,499
249+32.865	7.87	23.31	0.00	22.06	7	0	6	6,511	-5,001	5,502	4,402	11,512
249+50	17.13	22.86	0.00	22.04	15	0	14	6,526	-5,015	5,516	4,413	11,541
249+75	25.00	25.08	0.00	22.02	22	0	20	6,548	-5,034	5,536	4,429	11,582
249+91.275	16.27	32.82	0.03	22.00	17	0	13	6,565	-5,046	5,549	4,439	11,611
250+00	8.73	33.41	2.10	22.00	11	0	7	6,576	-5,053	5,556	4,445	11,629
250+25	25.00	34.12	1.75	22.00	31	2	20	6,607	-5,070	5,576	4,461	11,677
250+50	25.00	32.40	2.03	22.00	31	2	20	6,638	-5,087	5,596	4,477	11,725
250+75	25.00	29.31	2.06	22.00	29	2	20	6,667	-5,103	5,616	4,493	11,770
250+93.122	18.12	28.35	0.56	22.00	19	1	15	6,686	-5,117	5,631	4,505	11,803
251+00	6.88	21.50	0.19	22.00	6	0	6	6,692	-5,122	5,637	4,510	11,814
251+03.499	3.50	6.54	0.21	6.00	2	0	2	6,694	-5,124	5,639	4,511	11,818

DIVISION 1 - STH32-MAINLINE

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)				
		CUT	FILL	EBS	CUT	FILL	EBS	CUT 1.00	EXPANDED FILL 1.20	EXPANDED EBS BACKFILL 1.00	REDUCED EBS IN FILL 0.80	MASS ORDINATE
252+65		129.32	0.00	57.69	0	0	0	6,694	-5,124	5,639	4,511	11,818
252+70	5.00	145.63	0.00	137.55	25	0	18	6,719	-5,142	5,657	4,526	11,861
252+75	5.00	144.95	0.00	140.31	27	0	26	6,746	-5,166	5,683	4,546	11,912
252+80	5.00	145.83	0.00	145.50	27	0	26	6,773	-5,191	5,709	4,567	11,964
252+85	5.00	146.25	0.00	155.15	27	0	28	6,800	-5,218	5,737	4,590	12,018
252+90	5.00	157.79	0.00	171.14	28	0	30	6,828	-5,247	5,767	4,614	12,075
252+95	5.00	178.72	0.00	200.27	31	0	34	6,859	-5,280	5,801	4,641	12,139
253+00	5.00	173.66	0.00	200.34	33	0	37	6,892	-5,315	5,838	4,670	12,207
253+09.032	9.03	164.64	0.00	188.03	57	0	65	6,949	-5,378	5,903	4,722	12,327
253+25	15.97	164.62	0.00	188.81	97	0	111	7,046	-5,484	6,014	4,811	12,530
253+45	20.00	179.40	0.00	191.28	127	0	141	7,173	-5,620	6,155	4,924	12,793
253+50	5.00	148.08	0.00	161.51	30	0	33	7,203	-5,651	6,188	4,950	12,854
253+55	5.00	140.29	0.00	153.38	27	0	29	7,230	-5,679	6,217	4,974	12,909
253+60	5.00	133.87	0.00	148.58	25	0	28	7,255	-5,706	6,245	4,996	12,961
253+65	5.00	127.42	0.00	151.08	24	0	28	7,279	-5,733	6,273	5,018	13,012
253+70	5.00	134.85	0.20	149.10	24	0	28	7,303	-5,760	6,301	5,041	13,063
253+75	5.00	130.90	1.57	150.31	25	0	28	7,328	-5,787	6,329	5,063	13,115
253+80	5.00	134.33	0.46	146.74	25	0	28	7,353	-5,814	6,357	5,086	13,167
253+85	5.00	127.85	0.42	140.20	24	0	27	7,377	-5,839	6,384	5,107	13,216
253+90	5.00	126.57	0.71	160.50	24	0	28	7,401	-5,866	6,412	5,130	13,267
253+95	5.00	116.37	0.53	154.56	22	0	29	7,423	-5,894	6,441	5,153	13,317
253+98.909	3.91	116.43	0.25	142.44	17	0	21	7,440	-5,914	6,462	5,170	13,354
254+00	1.09	86.57	0.25	110.34	4	0	5	7,444	-5,919	6,467	5,174	13,363
254+25	25.00	26.63	0.00	0.00	52	0	51	7,496	-5,968	6,518	5,214	13,464
254+50	25.00	24.71	0.00	0.00	24	0	0	7,520	-5,968	6,518	5,214	13,488
254+75	25.00	22.63	0.00	0.00	22	0	0	7,542	-5,968	6,518	5,214	13,510
254+99.429	24.43	19.66	0.00	0.00	19	0	0	7,561	-5,968	6,518	5,214	13,529
255+00	0.57	19.59	0.00	0.00	0	0	0	7,561	-5,968	6,518	5,214	13,529
255+25	25.00	16.78	0.00	0.00	17	0	0	7,578	-5,968	6,518	5,214	13,546
255+50	25.00	14.56	0.00	0.00	15	0	0	7,593	-5,968	6,518	5,214	13,561
255+75	25.00	12.94	0.00	0.00	13	0	0	7,606	-5,968	6,518	5,214	13,574
255+95.461	20.46	10.48	0.00	0.00	9	0	0	7,615	-5,968	6,518	5,214	13,583
256+00	4.54	10.60	0.00	0.00	2	0	0	7,617	-5,968	6,518	5,214	13,585
256+15.631	15.63	0.00	0.00	0.00	3	0	0	7,620	-5,968	6,518	5,214	13,588
				Totals	7,620	241	6,518					

DIVISION 2 - E 91st Street

STATION	DISTANCE	AREA (SF)			NCREMENTAL VOL (CY) (UNADJUSTED			CUMULATIVE VOL (CY)				
		CUT	FILL	EBS	CUT	FILL	EBS	CUT	EXPANDED FILL	EXPANDED EBS BACKFILL	REDUCED EBS IN FILL	MASS ORDINATE
								1.00	1.20	1.00	0.80	
15+54	0.00	37.08	0.00	54.39	0	0	0	0	0	0	0	0
15+57	3.00	43.05	0.00	62.03	4	0	6	4	-6	6	5	10
15+60	3.00	50.26	0.00	69.71	5	0	7	9	-12	13	10	21
15+63	3.00	59.11	0.00	77.00	6	0	8	15	-20	21	17	35
15+66	3.00	66.17	0.00	77.31	7	0	9	22	-29	30	24	51
15+69	3.00	68.70	0.00	78.50	7	0	9	29	-37	39	31	66
15+72	3.00	73.00	0.00	80.39	8	0	9	37	-46	48	38	83
15+75	3.00	77.64	0.00	76.28	8	0	9	45	-55	57	46	100
15+78	3.00	79.26	0.04	72.59	9	0	8	54	-62	65	52	116
15+81	3.00	77.51	0.03	69.53	9	0	8	63	-70	73	58	133
15+84	3.00	71.02	0.00	69.59	8	0	8	71	-78	81	65	149
15+87	3.00	70.51	0.00	66.38	8	0	8	79	-85	89	71	164
15+90	3.00	70.94	0.01	64.75	8	0	7	87	-92	96	77	179
15+93	3.00	70.08	0.08	63.90	8	0	7	95	-99	103	82	194
15+96	3.00	69.18	0.04	63.45	8	0	7	103	-106	110	88	209
15+98.296	2.30	66.79	0.01	63.38	6	0	5	109	-110	115	92	219
16+25	26.70	61.69	0.00	63.34	64	0	63	173	-171	178	142	344
16+34.171	9.17	62.58	0.00	63.34	21	0	22	194	-192	200	160	386
				Totals	194	0	200					

DIVISION 2 - W 91st Street

STATION	DISTANCE	AREA (SF)			NCREMENTAL VOL (CY) (UNADJUSTED			CUMULATIVE VOL (CY)				
		CUT	FILL	EBS	CUT	FILL	EBS	CUT	EXPANDED FILL	EXPANDED EBS BACKFILL	REDUCED EBS IN FILL	MASS ORDINATE
								1.00	1.20	1.00	0.80	
12+98.673	0.00	58.01	0.00	56.39	0	0	0	0	0	0	0	0
13+00	1.33	58.57	0.00	56.36	3	0	3	3	-3	3	2	6
13+25	25.00	57.55	0.00	56.40	54	0	52	57	-53	55	44	110
13+50	25.00	55.80	0.01	56.40	52	0	52	109	-103	107	86	212
13+75	25.00	57.38	0.01	61.46	52	0	55	161	-156	162	130	317
14+00	25.00	59.32	0.00	61.68	54	0	57	215	-210	219	175	425
14+03.17	3.17	59.94	0.00	61.60	7	0	7	222	-217	226	181	439
14+04	0.83	60.68	0.01	61.64	2	0	2	224	-219	228	182	443
14+07	3.00	69.53	0.00	61.91	7	0	7	231	-226	235	188	457
14+10	3.00	72.02	0.00	62.60	8	0	7	239	-232	242	194	471
14+13	3.00	74.95	0.00	63.71	8	0	7	247	-239	249	199	486
14+16	3.00	76.47	0.00	67.56	8	0	7	255	-246	256	205	501
14+19	3.00	79.09	0.00	71.13	9	0	8	264	-253	264	211	517
14+22	3.00	93.70	0.00	74.26	10	0	8	274	-261	272	218	535
14+25	3.00	99.44	0.00	78.33	11	0	8	285	-269	280	224	554
14+28	3.00	95.77	0.00	83.13	11	0	9	296	-277	289	231	573
14+31	3.00	84.95	0.00	84.01	10	0	9	306	-286	298	238	592
14+34	3.00	72.74	0.00	82.23	9	0	9	315	-295	307	246	610
14+37	3.00	66.72	0.00	78.78	8	0	9	323	-303	316	253	626
14+40	3.00	59.89	0.00	70.27	7	0	8	330	-311	324	259	641
14+43	3.00	53.42	0.00	61.58	6	0	7	336	-318	331	265	654
14+46	3.00	41.79	0.00	45.87	5	0	6	341	-324	337	270	665
14+46.743	0.74	241.29	0.00	264.11	4	0	4	345	-327	341	273	672
				Totals	345	0	341					

PROJECT NO:	HWY:	COUNTY:	EARTHWORK	SHEET: 451	E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

DIVISION 2 - W 85th Street

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)				
		CUT	FILL	EBS	CUT	FILL	EBS	CUT	EXPANDED FILL	EXPANDED EBS BACKFILL	REDUCED EBS IN FILL	MASS ORDINATE
								1.00	1.20	1.00	0.80	
53+94.368	0.00	38.13	0.00	35.18	0	0	0	0	0	0	0	0
54+02.521	8.15	78.81	0.00	76.19	18	0	17	18	-16	17	14	34
54+13.164	10.64	81.02	0.00	81.46	32	0	31	50	-46	48	38	96
54+18	4.84	82.30	0.00	82.15	15	0	15	65	-60	63	50	125
54+21	3.00	83.37	0.00	83.39	9	0	9	74	-69	72	58	143
54+24	3.00	85.88	0.00	85.49	9	0	9	83	-78	81	65	161
54+27	3.00	90.25	0.00	88.71	10	0	10	93	-87	91	73	180
54+30	3.00	94.26	0.00	93.15	10	0	10	103	-97	101	81	200
54+33	3.00	95.49	0.00	99.25	11	0	11	114	-108	112	90	222
54+36	3.00	91.47	0.00	98.38	10	0	11	124	-118	123	98	242
54+39	3.00	81.65	0.00	91.50	10	0	11	134	-129	134	107	263
54+42	3.00	73.15	0.00	83.32	9	0	10	143	-138	144	115	281
54+45	3.00	65.09	0.00	75.14	8	0	9	151	-147	153	122	298
54+46	1.00	62.60	0.00	72.41	2	0	3	153	-150	156	125	303
				Totals	153	0	156					

9

9

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 453	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
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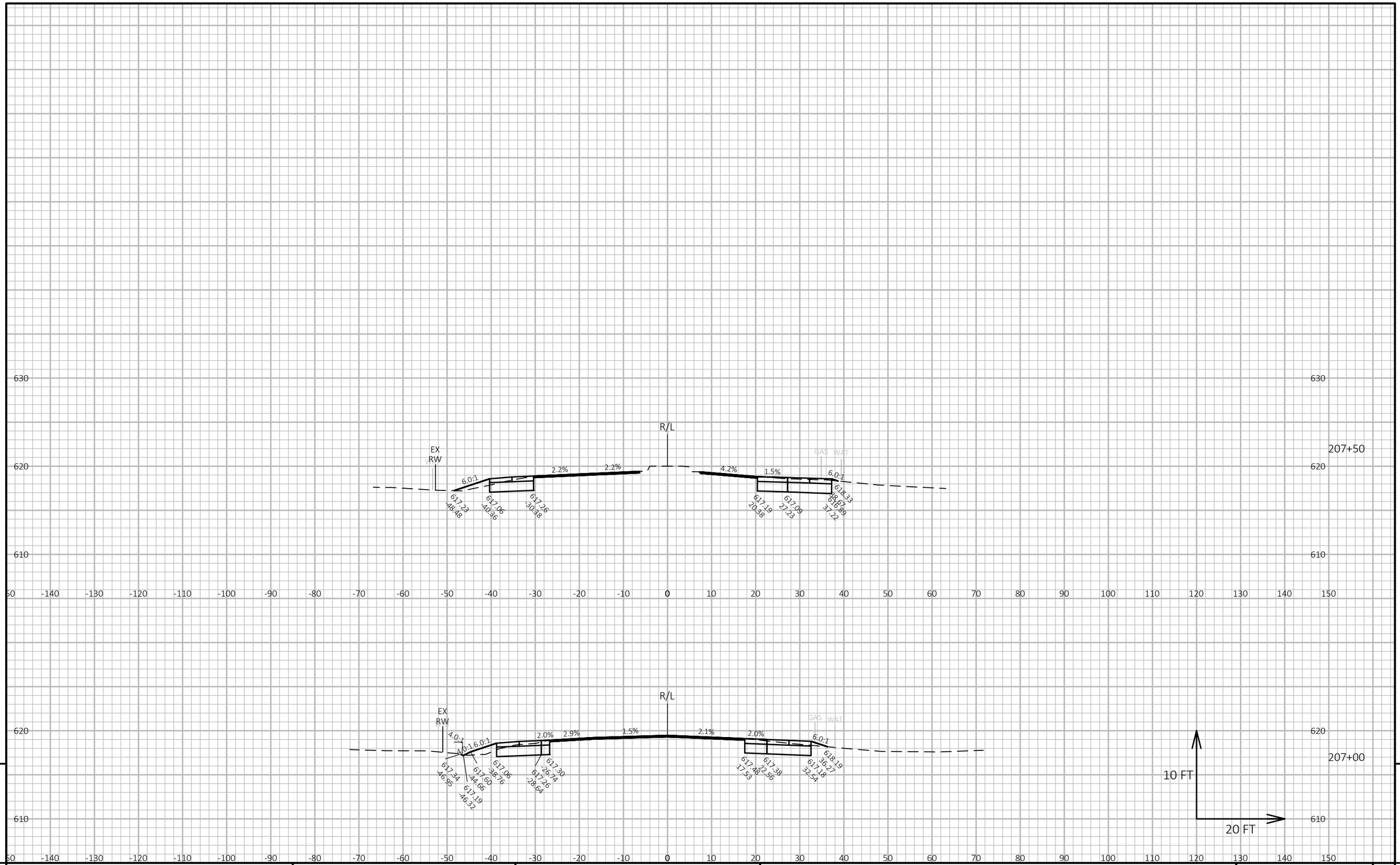
PLOT DATE : 10/14/2020 4:28 PM

PLOT BY : DILLINGHAM, MATTHEW

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

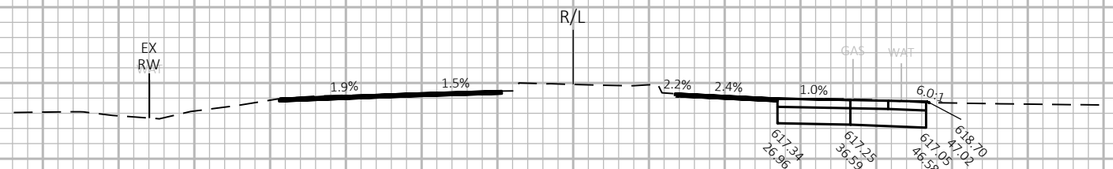
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PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 454	E

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LAYOUT NAME - Section Sheet - (2)

PLOT DATE : 10/14/2020 4:28 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

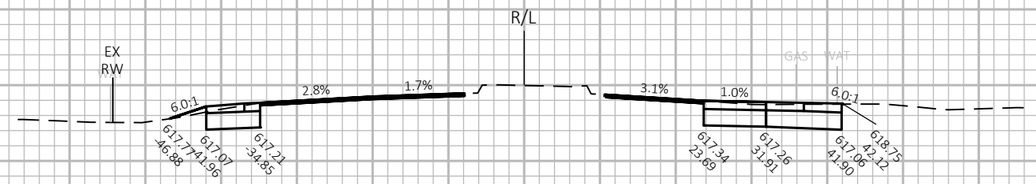
WISDOT/CADDS SHEET 49



620

610

208+50



630

620

610

208+00

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10 FT

20 FT

9

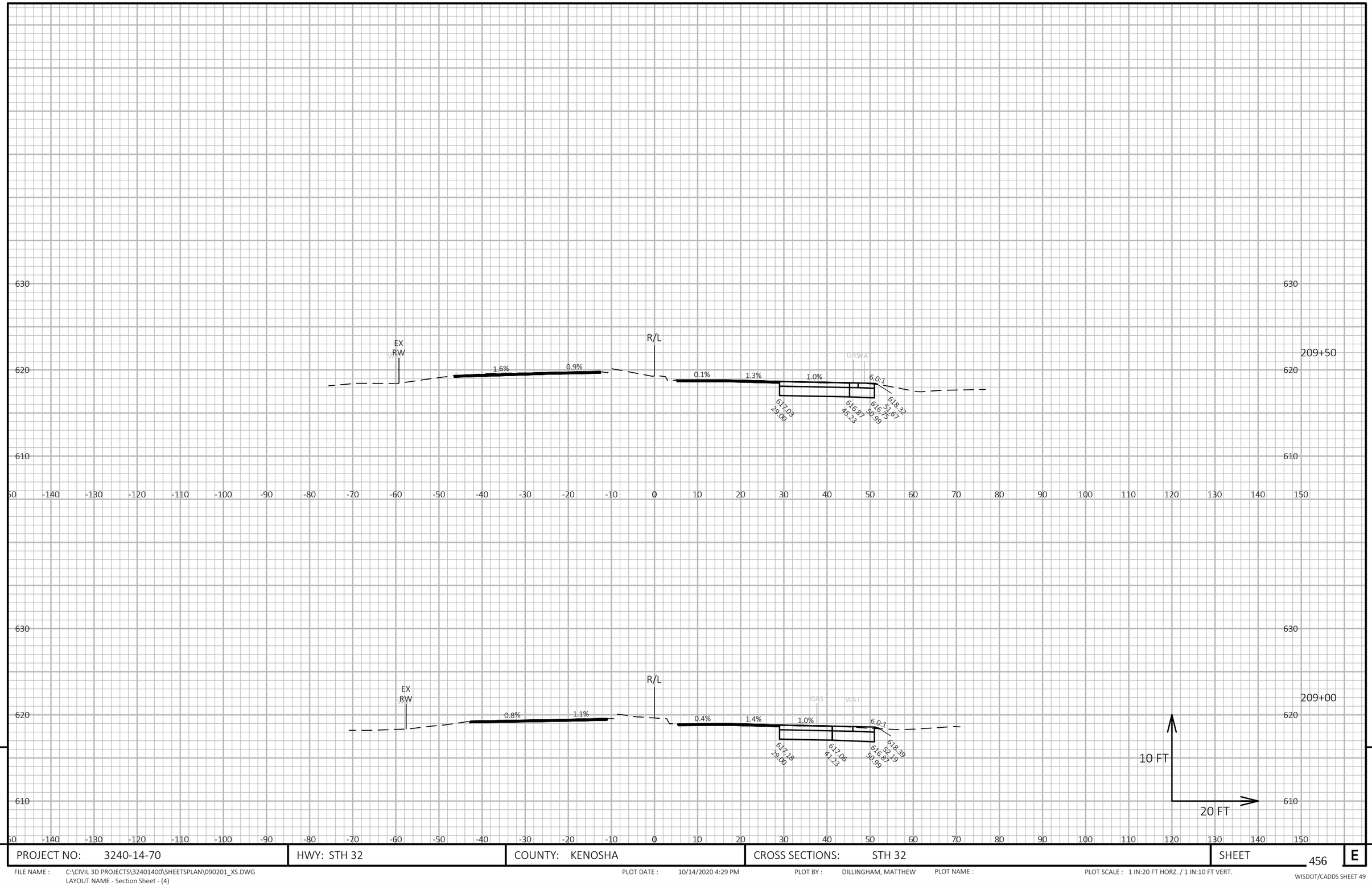
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PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 455	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (3)

PLOT DATE : 10/14/2020 4:29 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

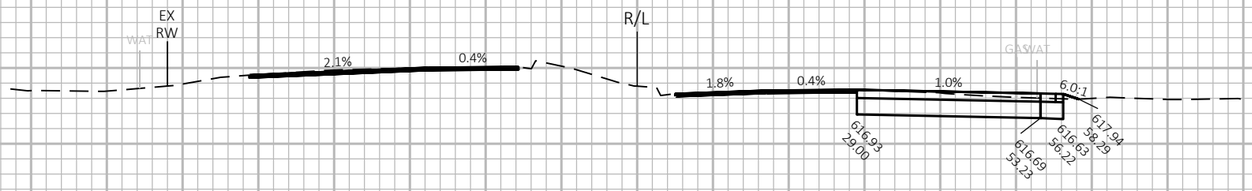
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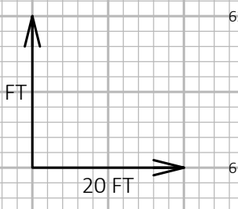
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PLOT DATE : 10/14/2020 4:29 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







210+50

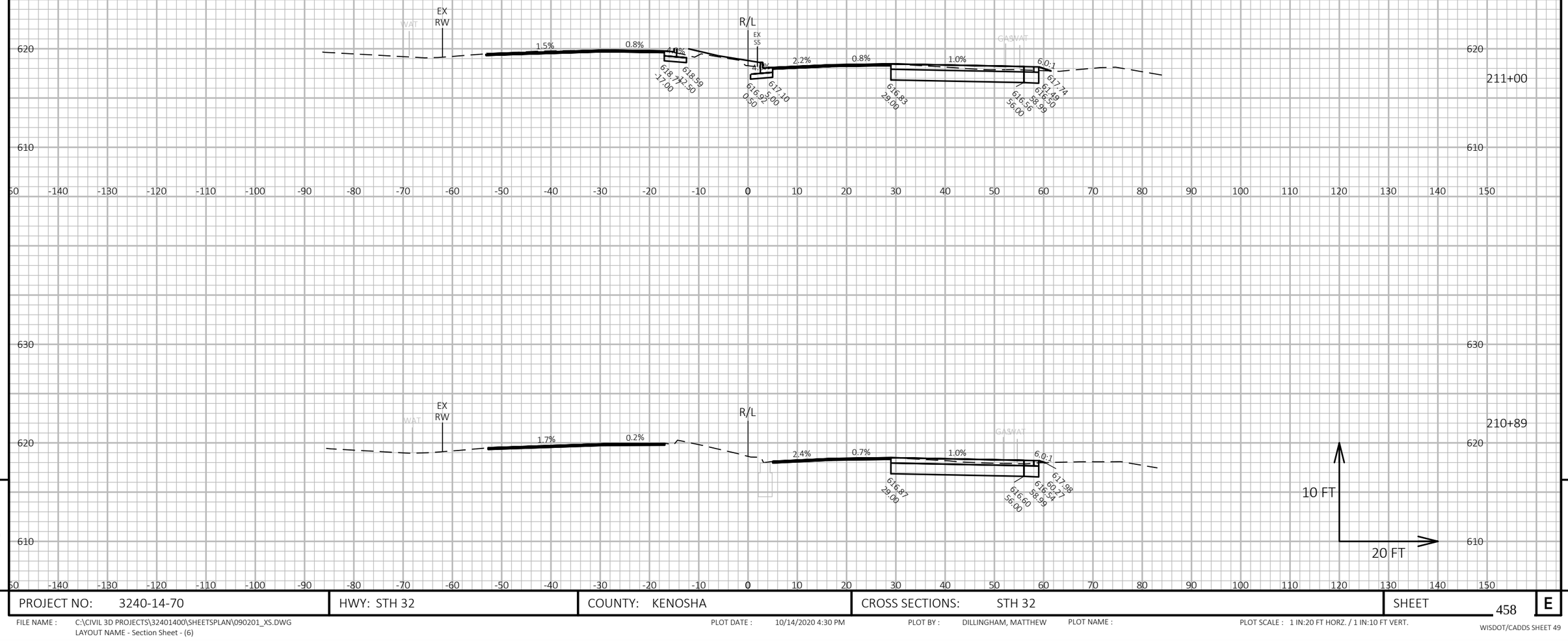
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PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 457	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (5)

PLOT DATE : 10/14/2020 4:30 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

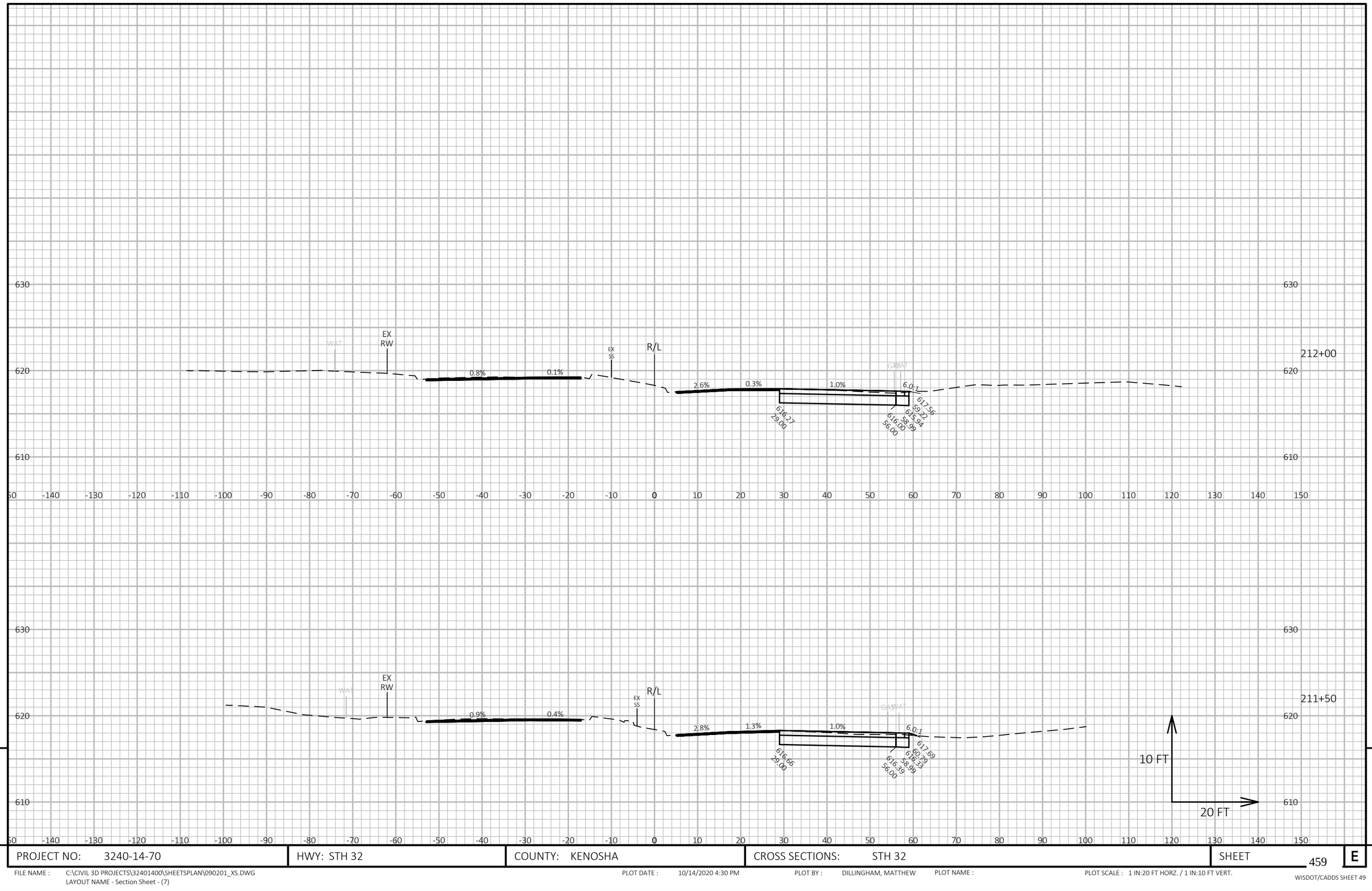
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PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 458	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (6)

PLOT DATE : 10/14/2020 4:30 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

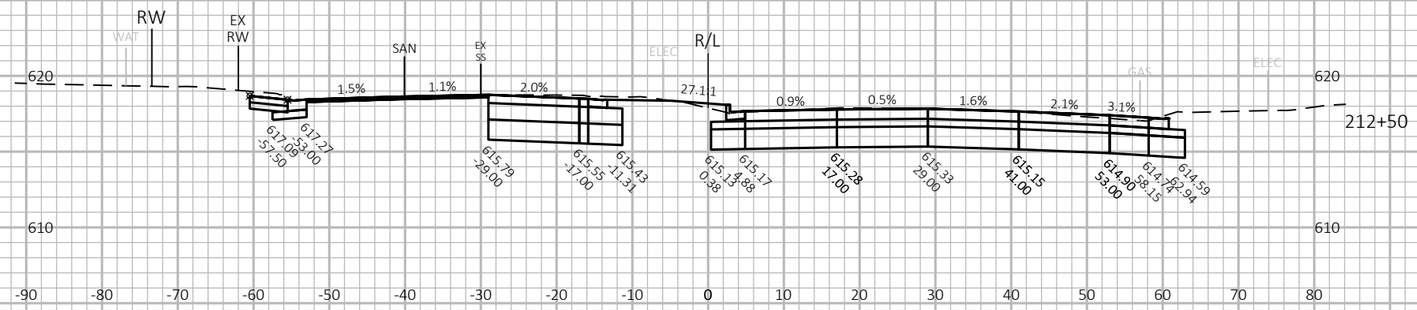
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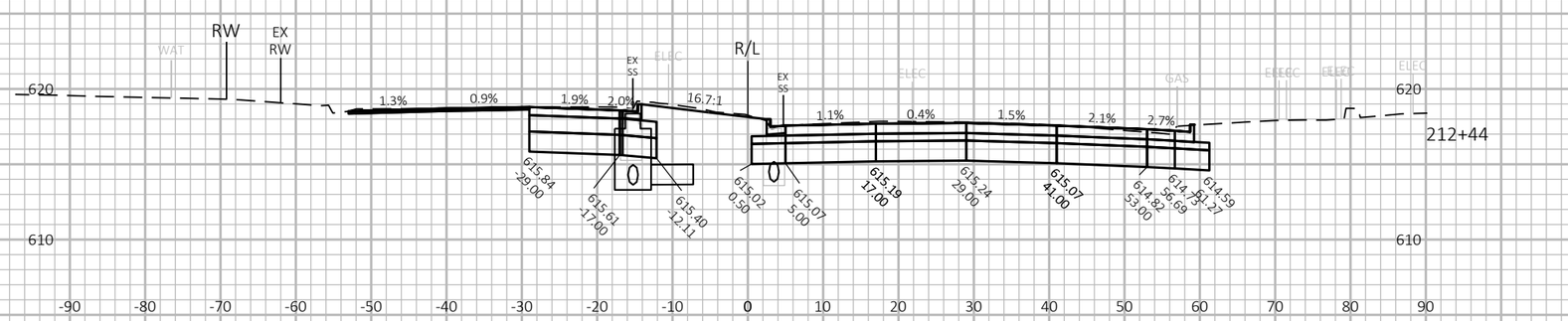
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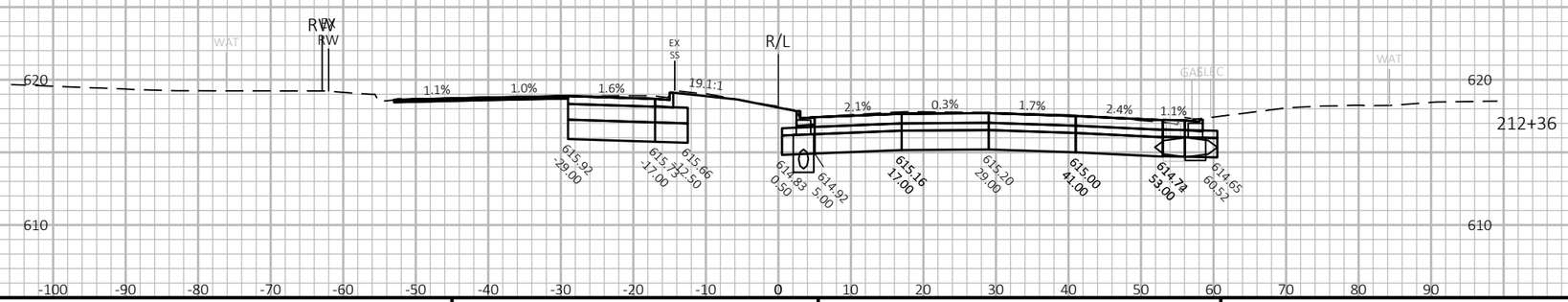
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LAYOUT NAME - Section Sheet - (7)

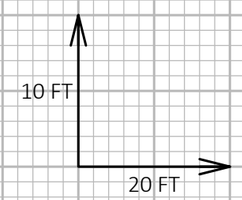
PLOT DATE : 10/14/2020 4:30 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49









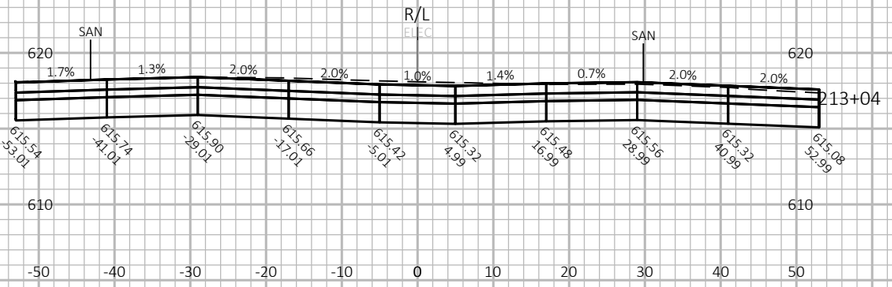
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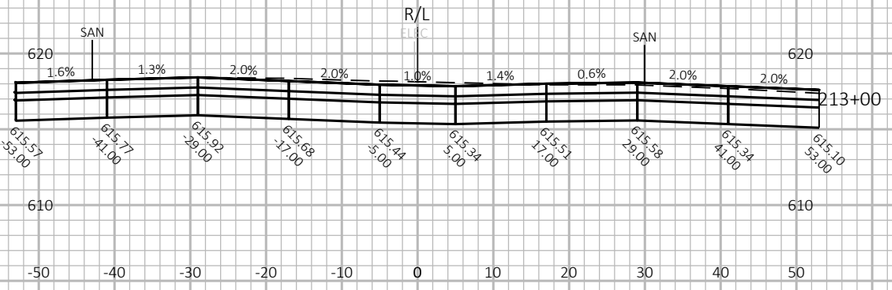
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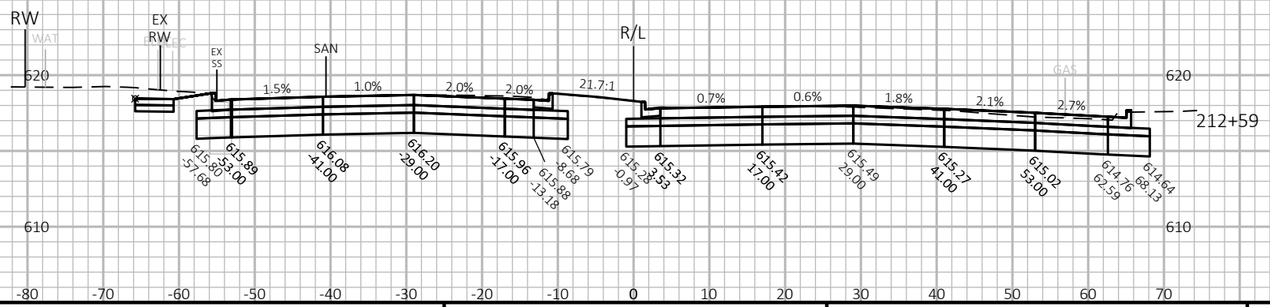
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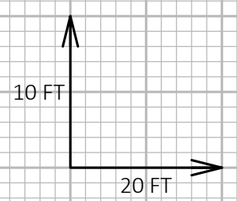
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LAYOUT NAME - Section Sheet - (8)

PLOT DATE : 10/14/2020 4:31 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.









9

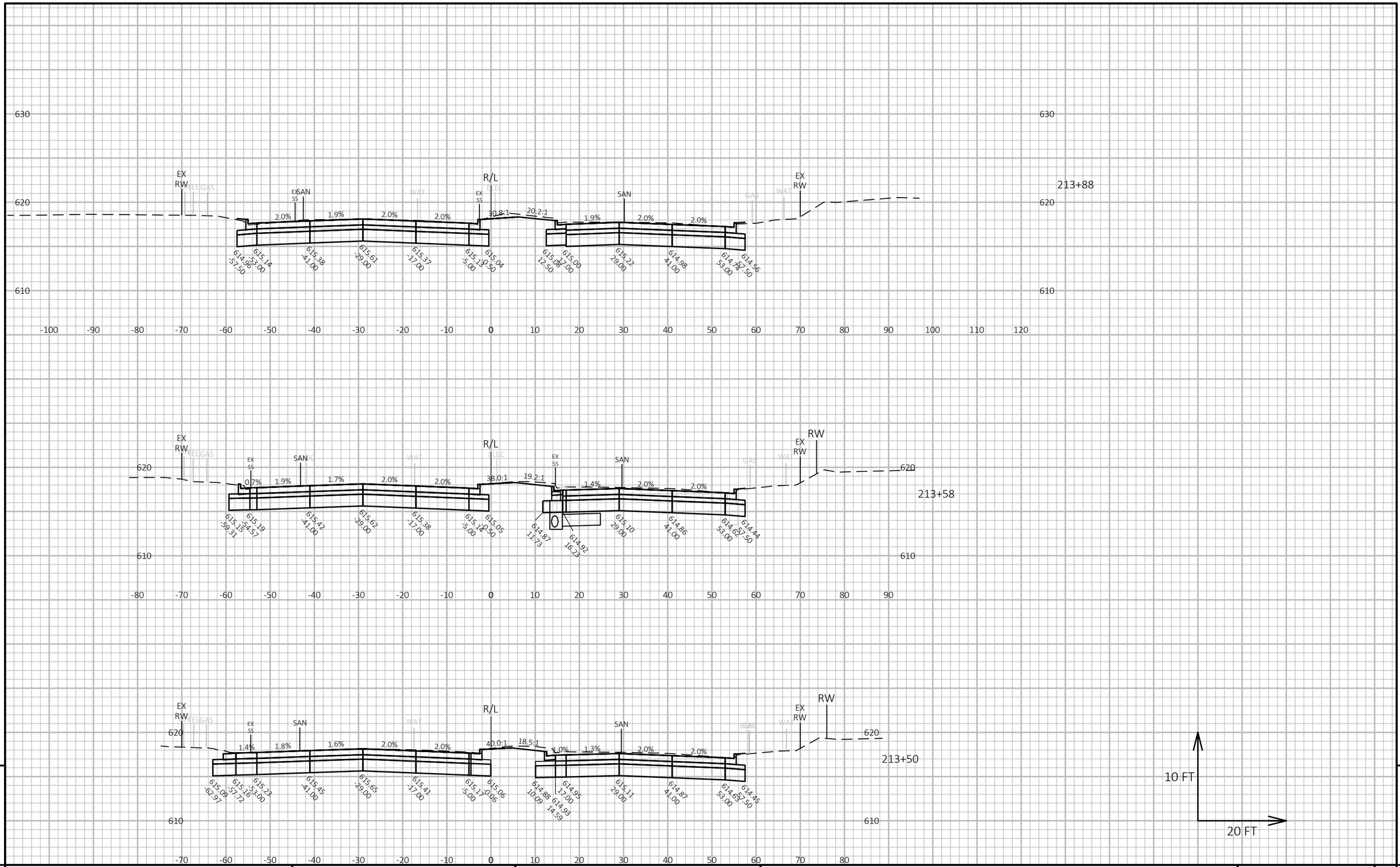
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PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 461	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (9)

PLOT DATE : 10/14/2020 4:31 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

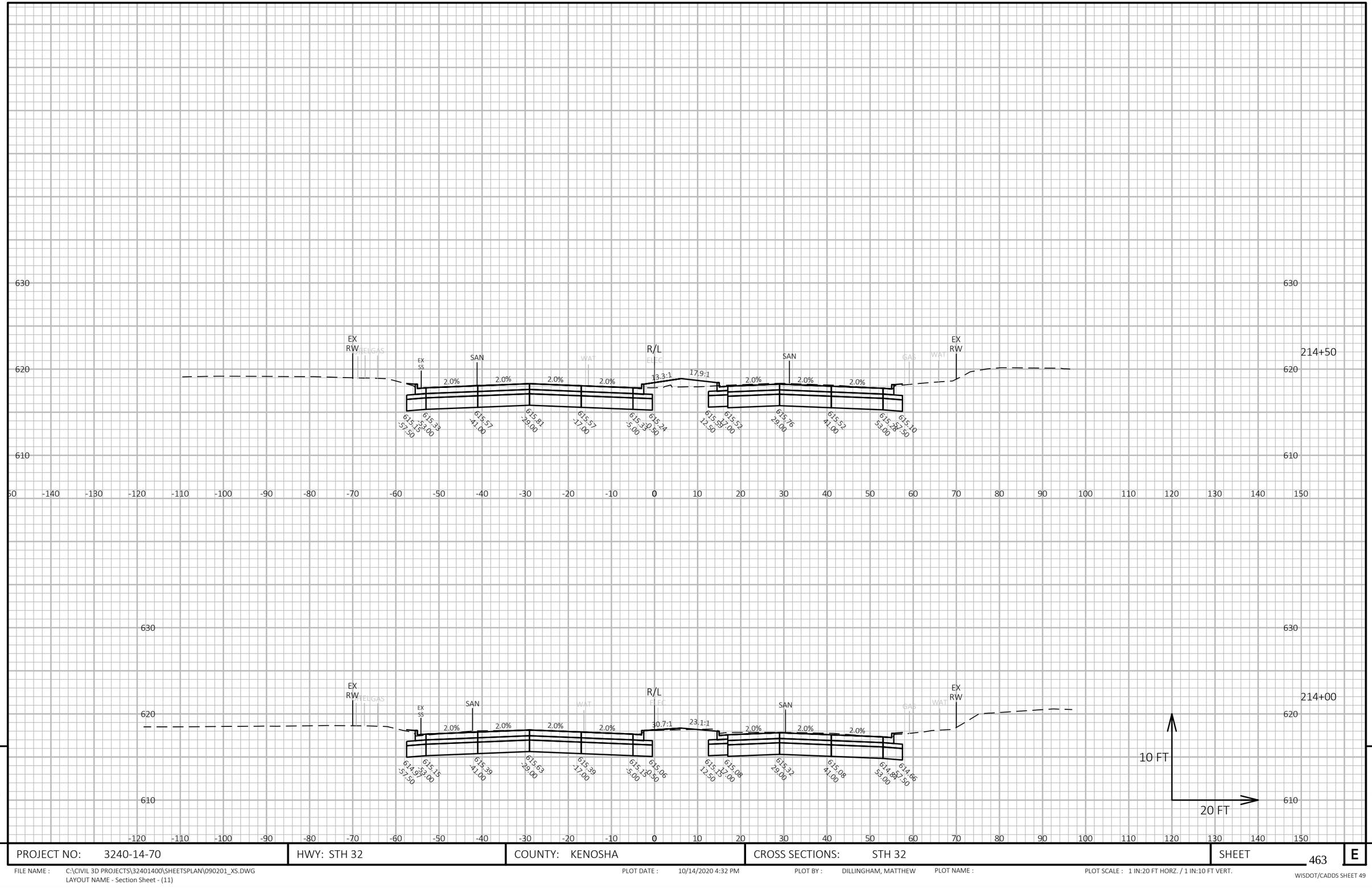


PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 462	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (10)

PLOT DATE : 10/14/2020 4:31 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



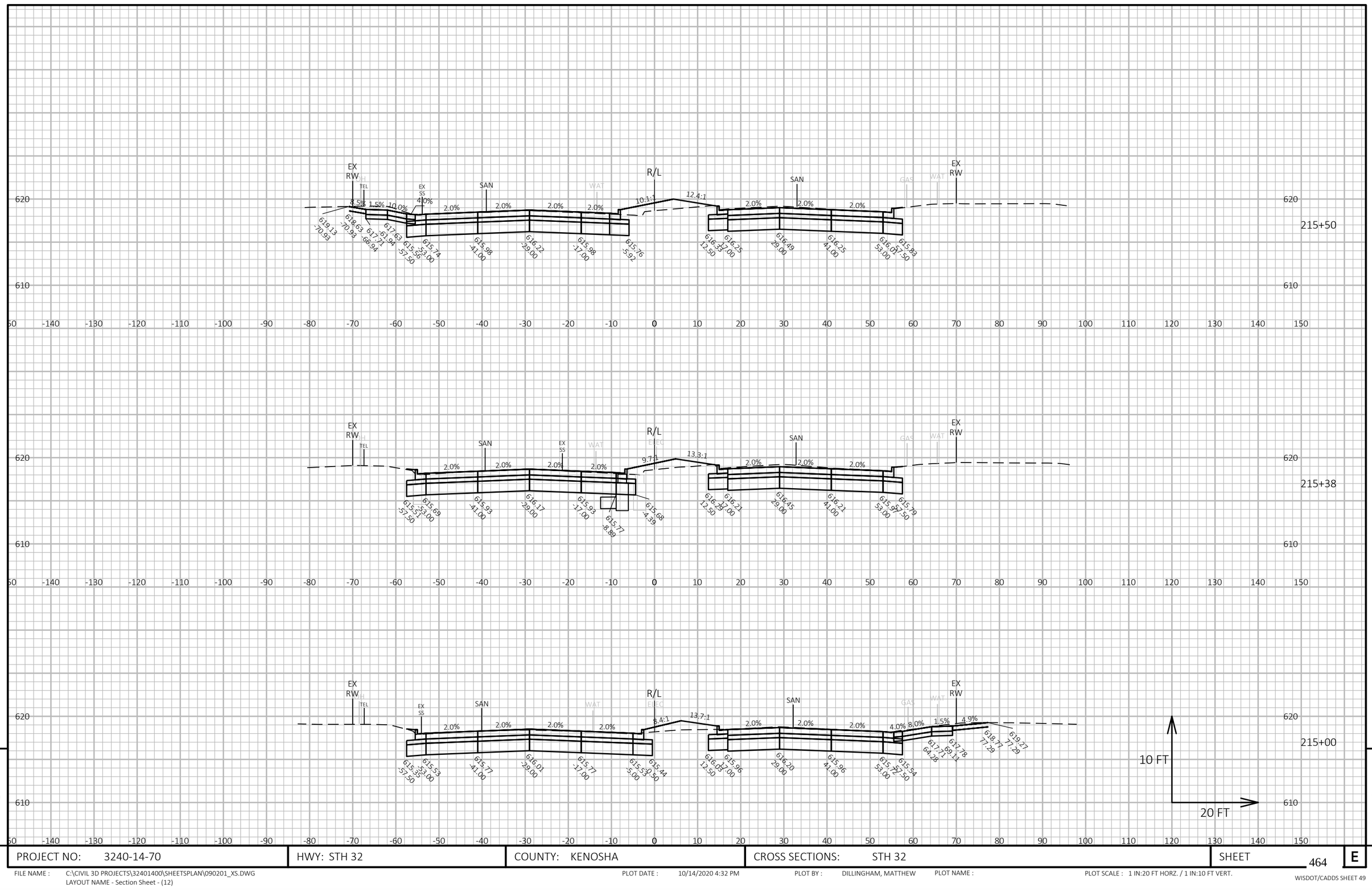
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PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 463 E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (11)

PLOT DATE : 10/14/2020 4:32 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

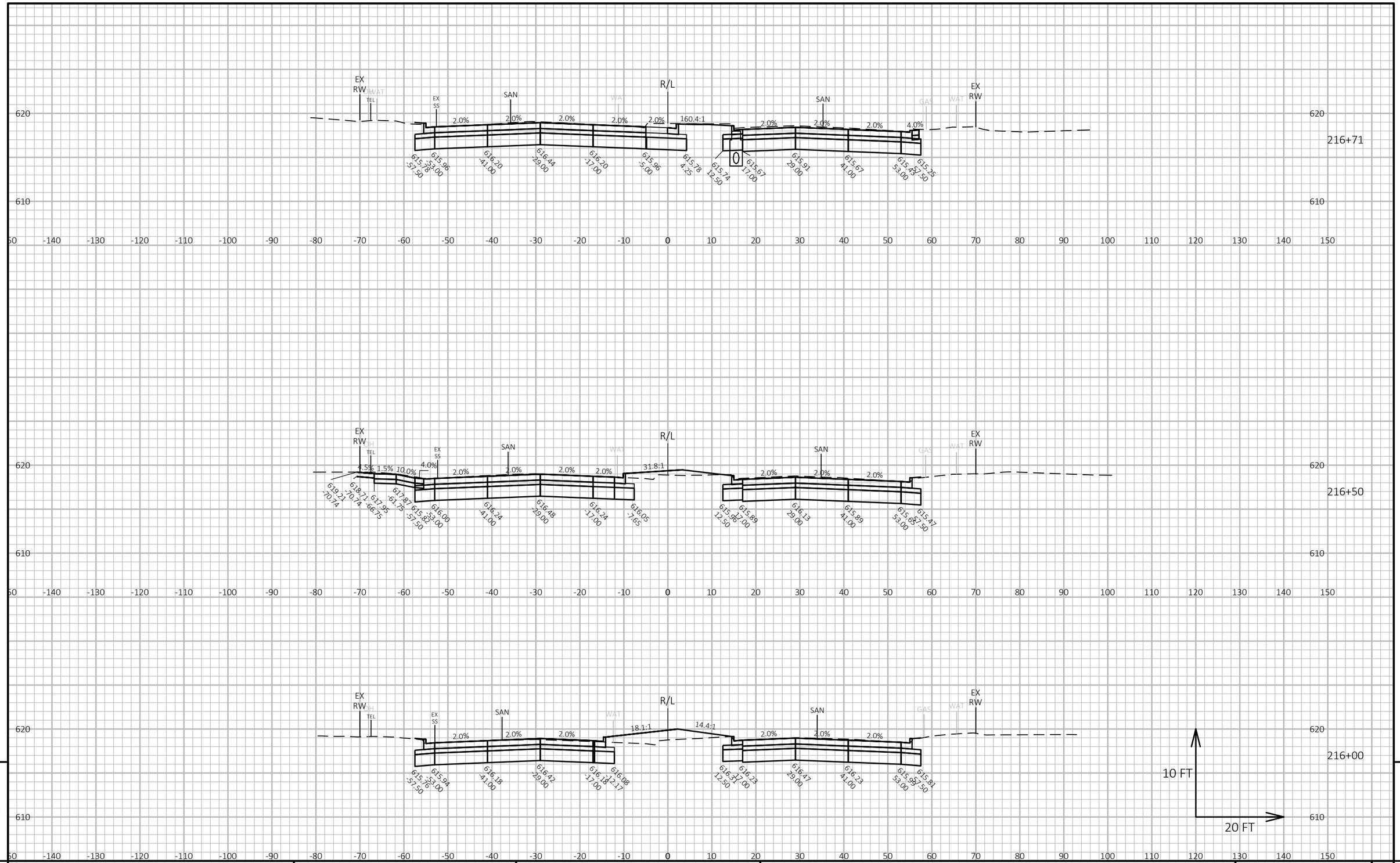
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PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 464	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (12)

PLOT DATE : 10/14/2020 4:32 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 465	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (13)

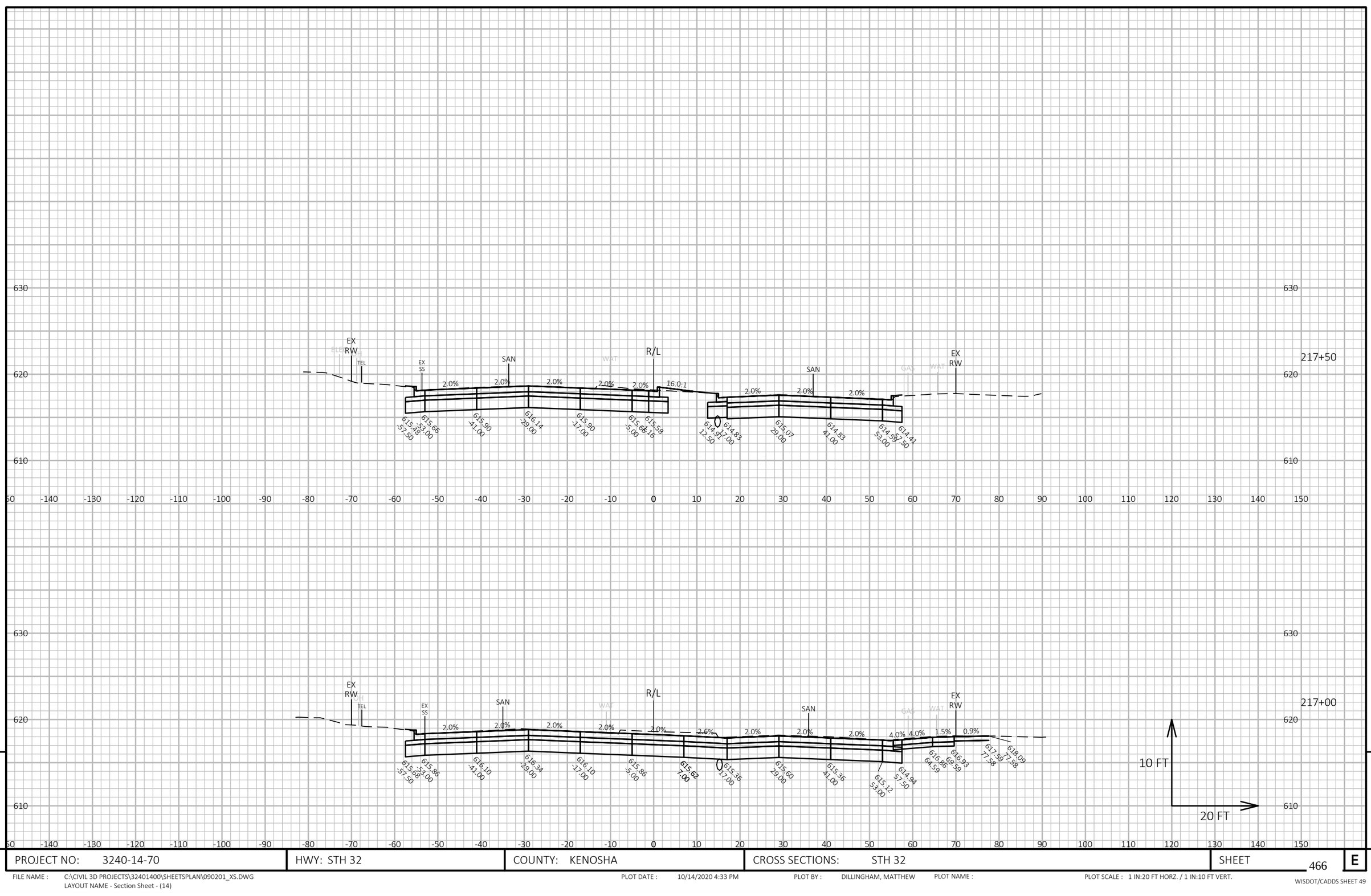
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PLOT BY : DILLINGHAM, MATTHEW

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

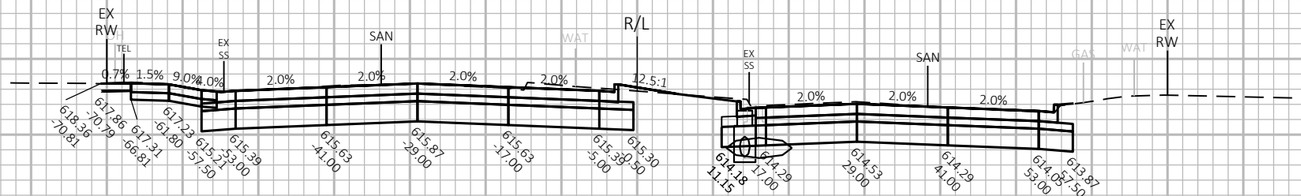
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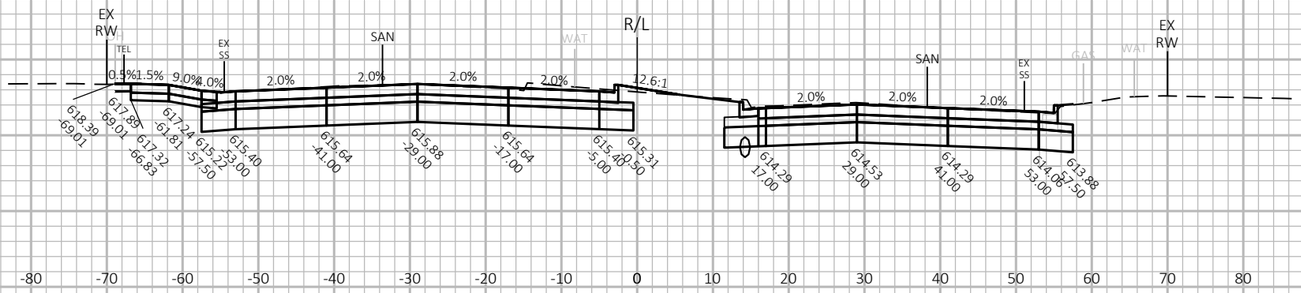
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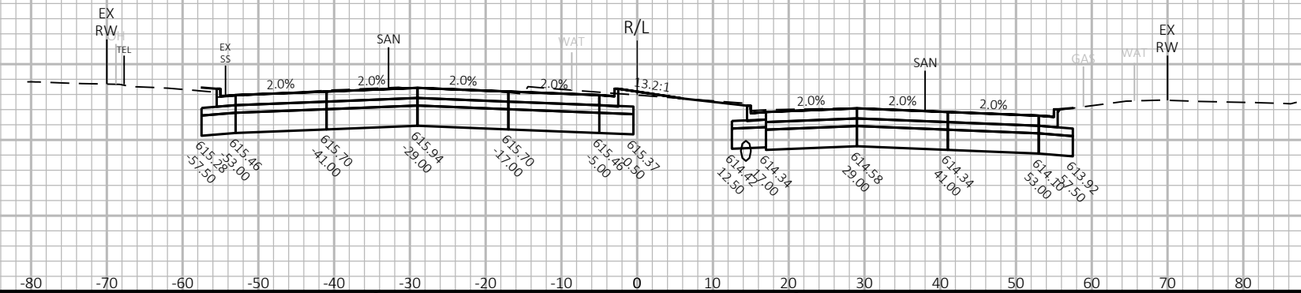
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LAYOUT NAME - Section Sheet - (14)

PLOT DATE : 10/14/2020 4:33 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







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9

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 467	E

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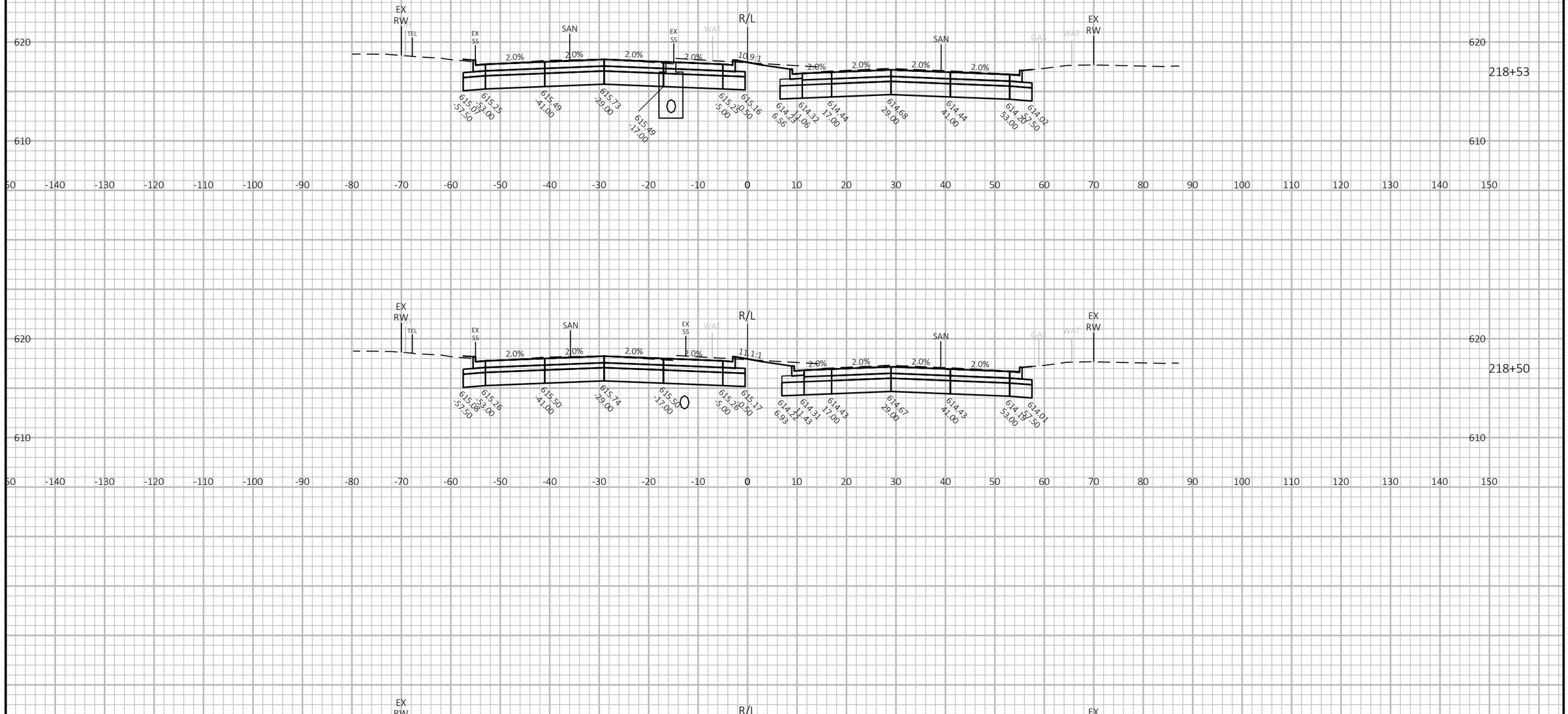
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PLOT BY : DILLINGHAM, MATTHEW

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



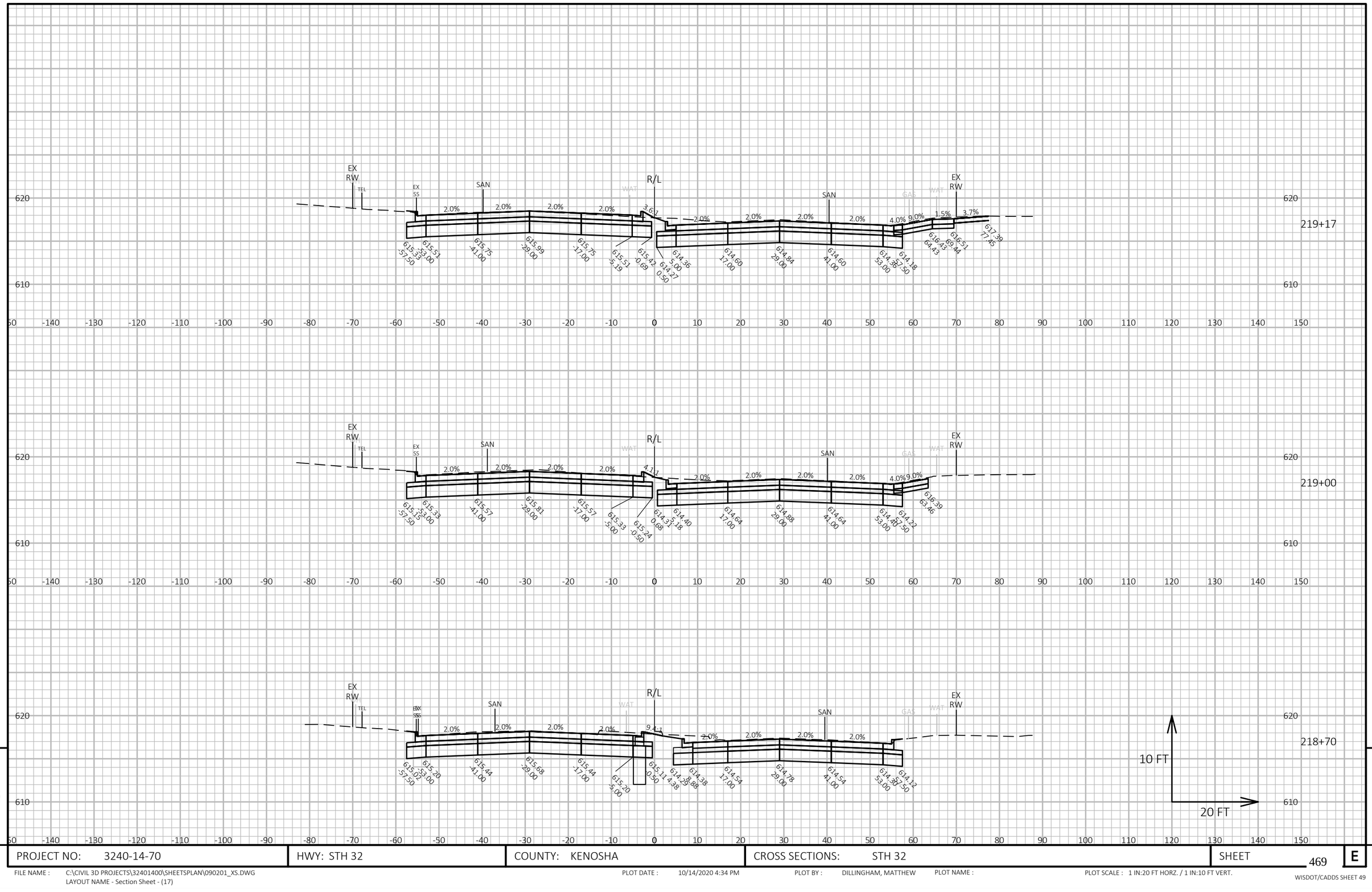
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LAYOUT NAME - Section Sheet - (16)

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WISDOT/CADDS SHEET 49



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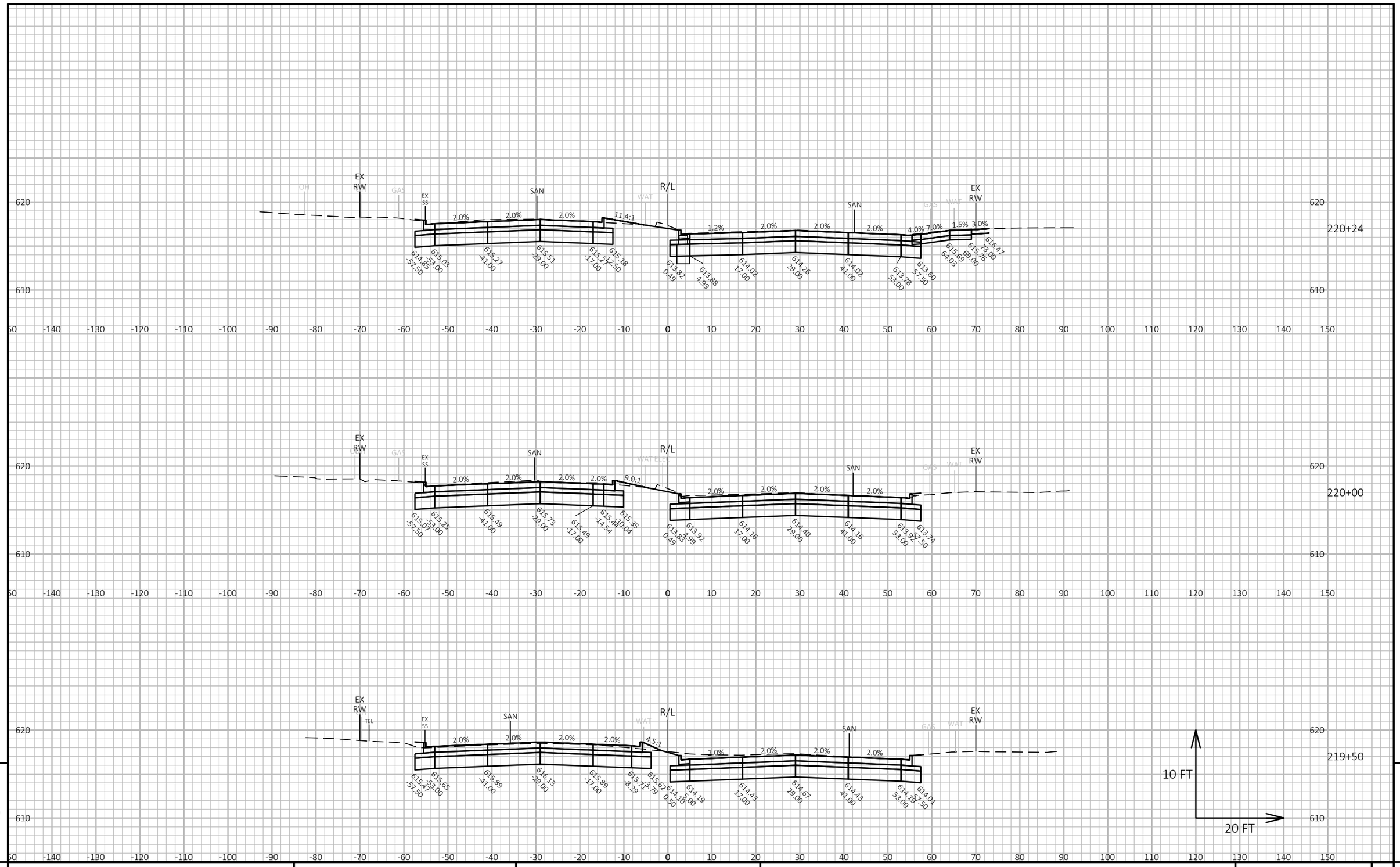
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LAYOUT NAME - Section Sheet - (17)

PLOT DATE : 10/14/2020 4:34 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 470	E

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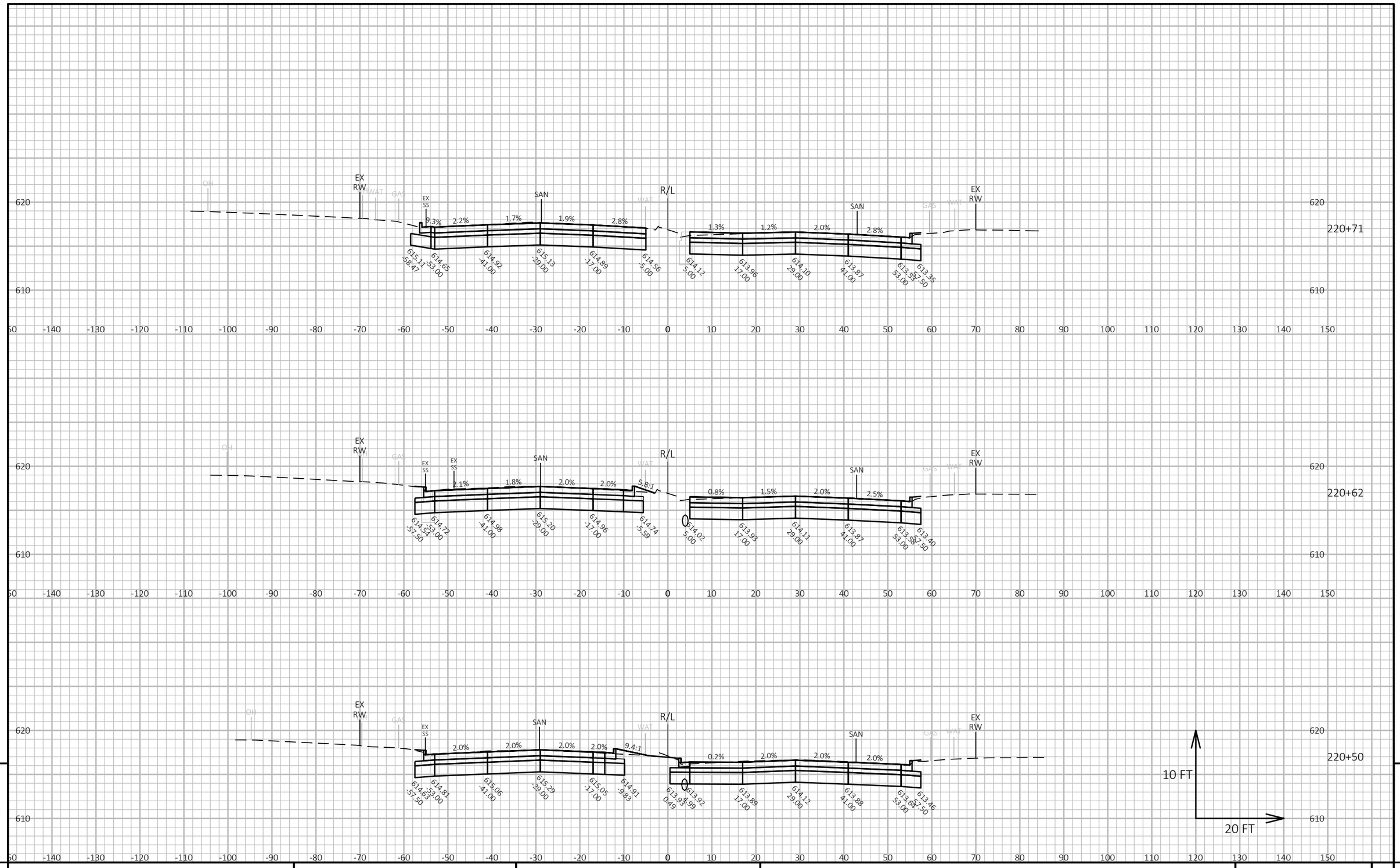
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PLOT BY : DILLINGHAM, MATTHEW

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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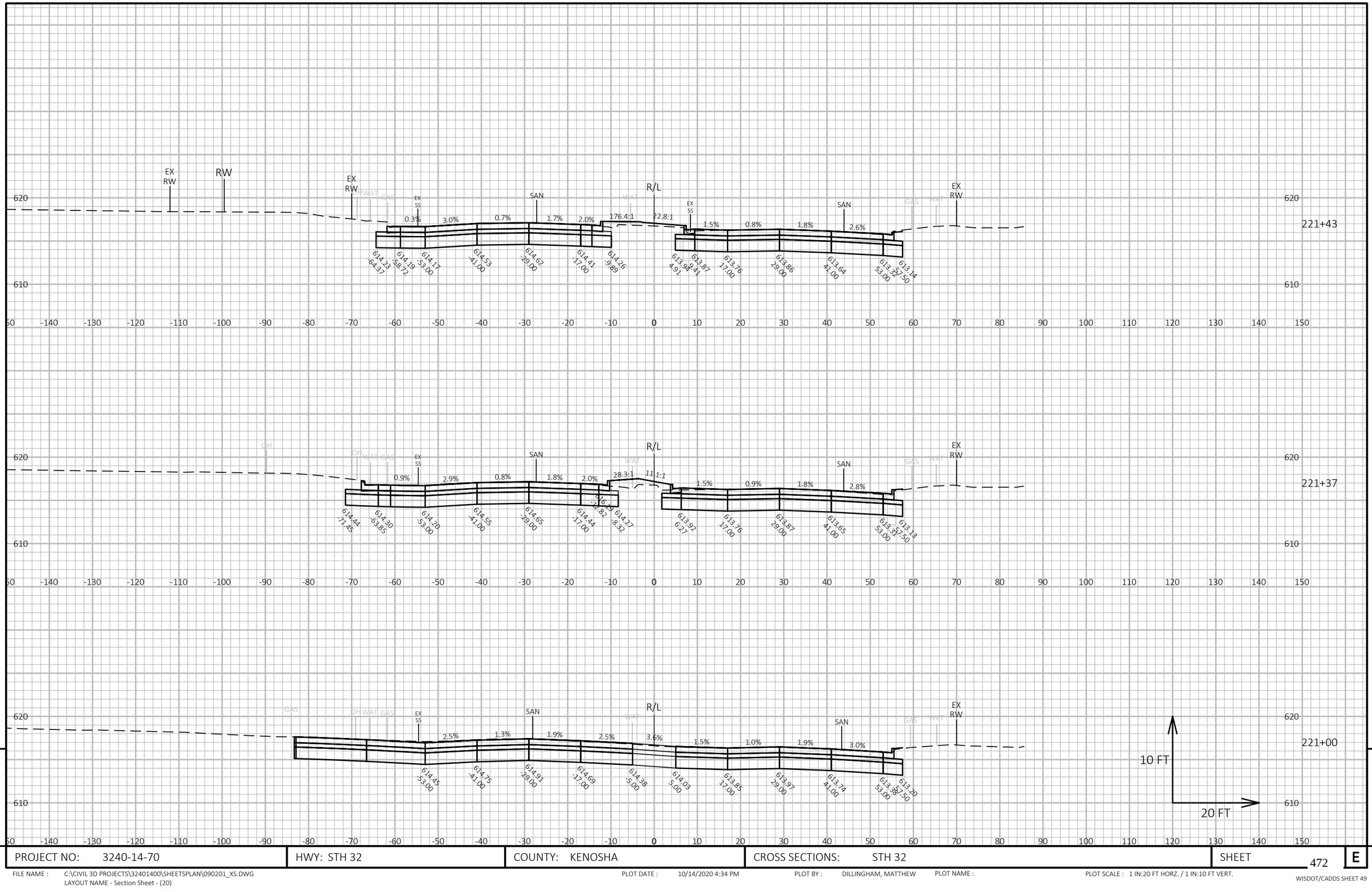
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PLOT DATE : 10/14/2020 4:34 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 472	E

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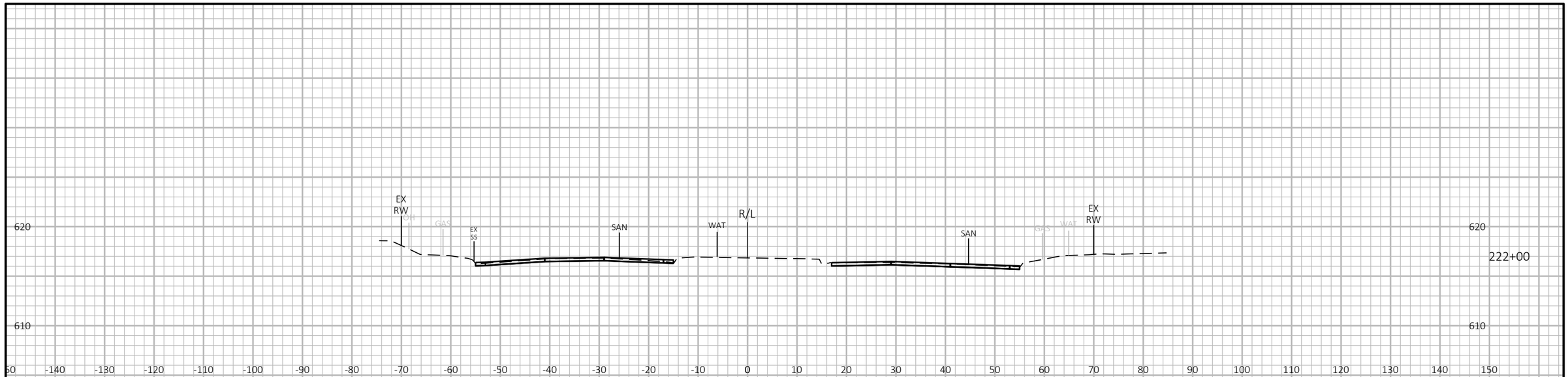
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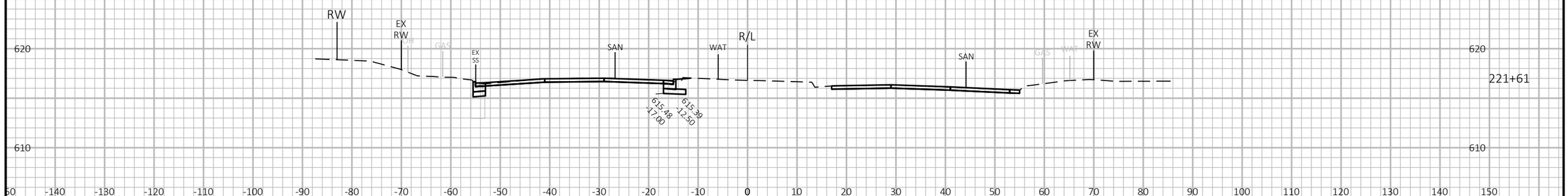
PLOT BY : DILLINGHAM, MATTHEW

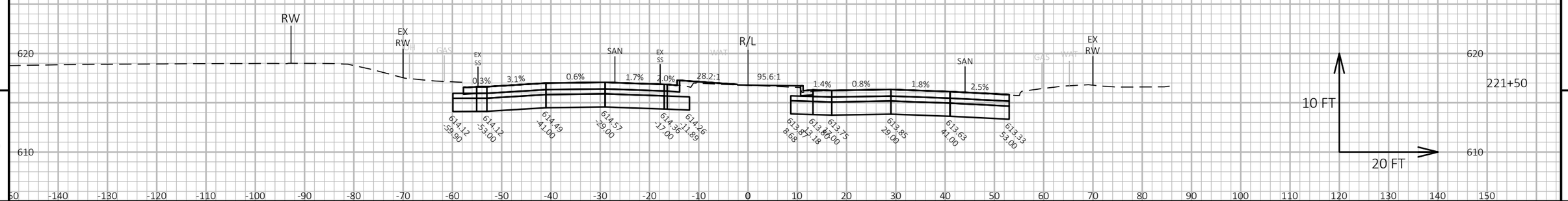
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WISDOT/CADDS SHEET 49







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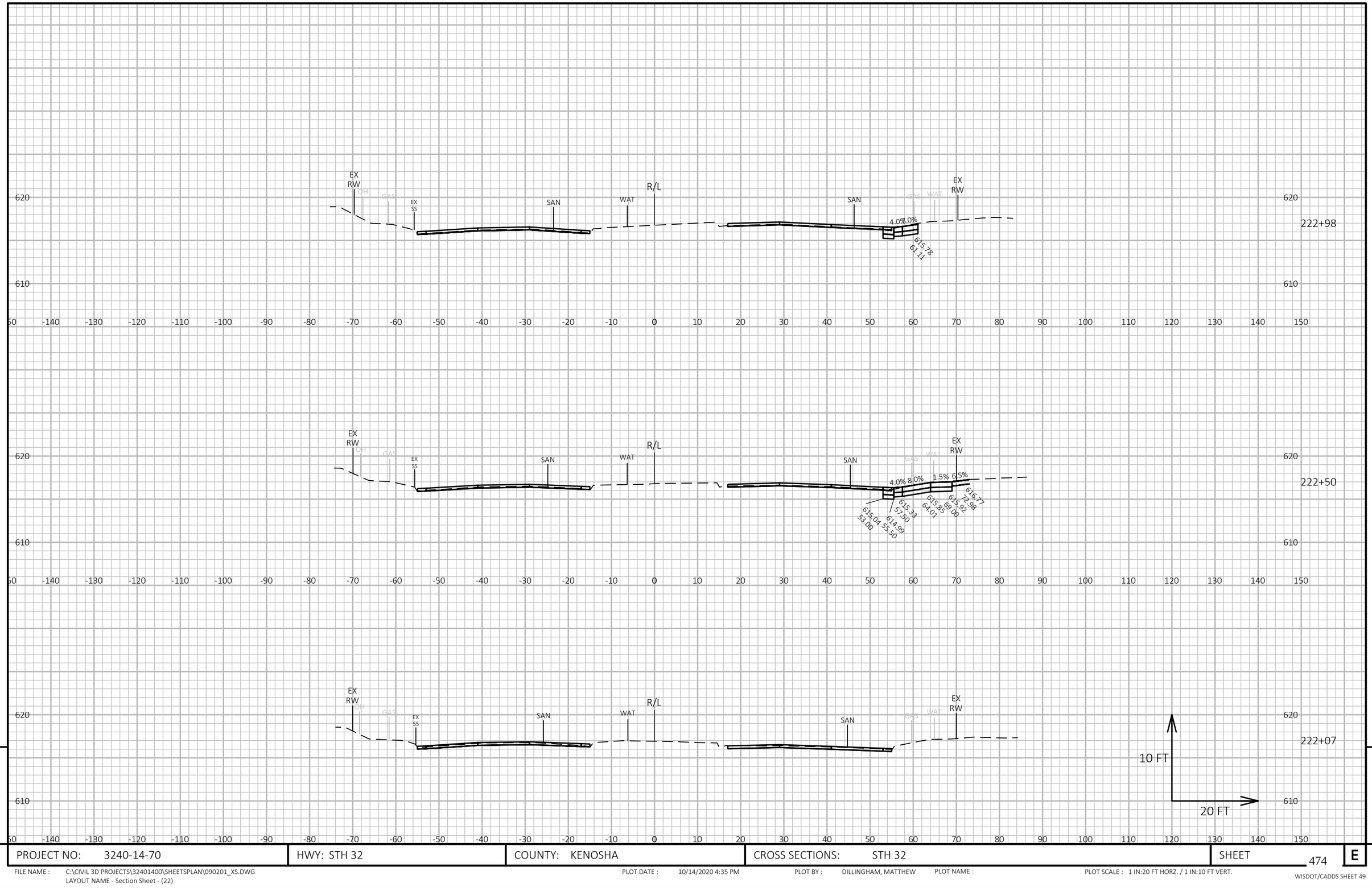
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PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 473	E

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WISDOT/CADDS SHEET 49



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9

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 474	E

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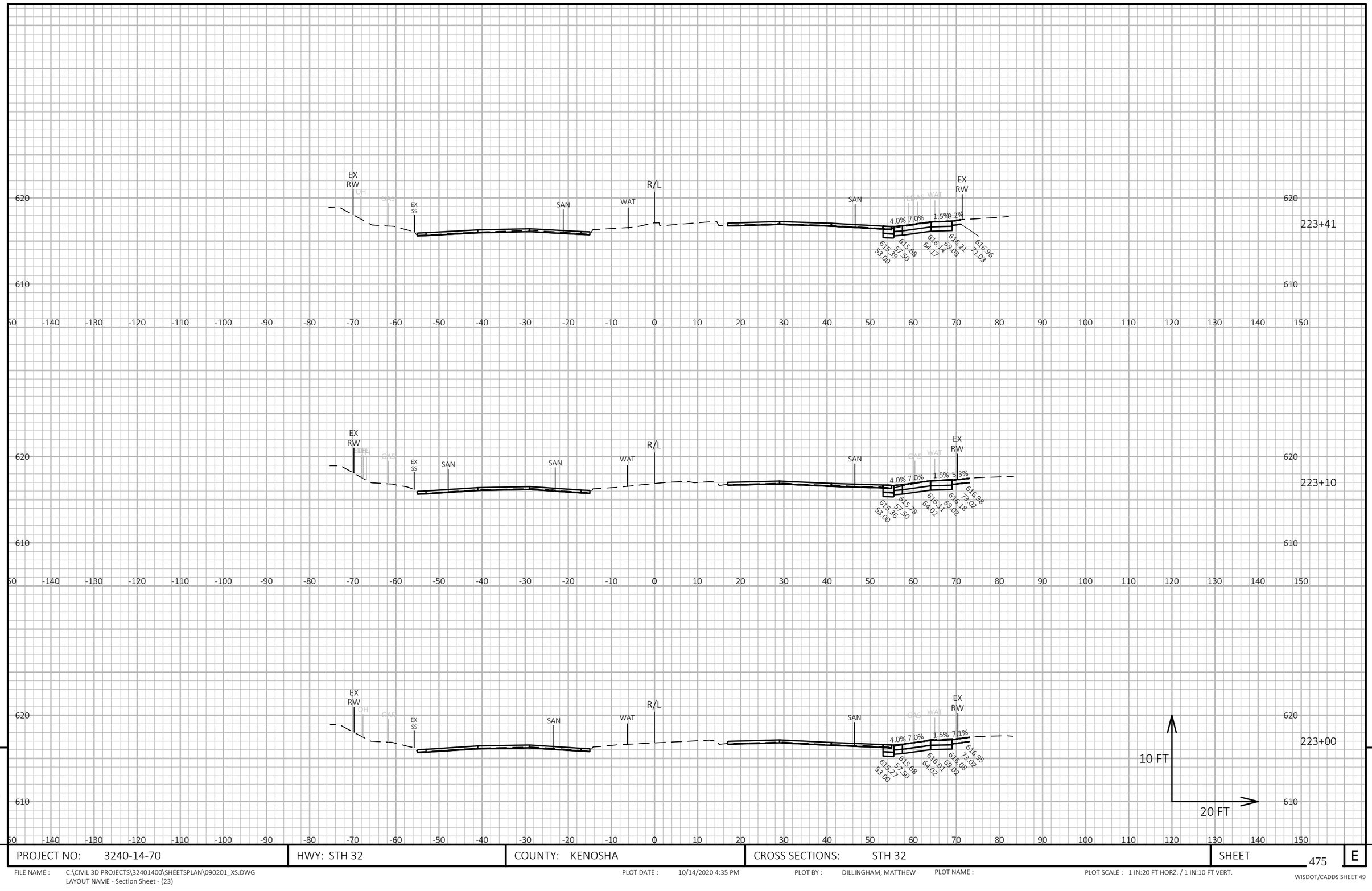
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PLOT BY : DILLINGHAM, MATTHEW

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 475	E

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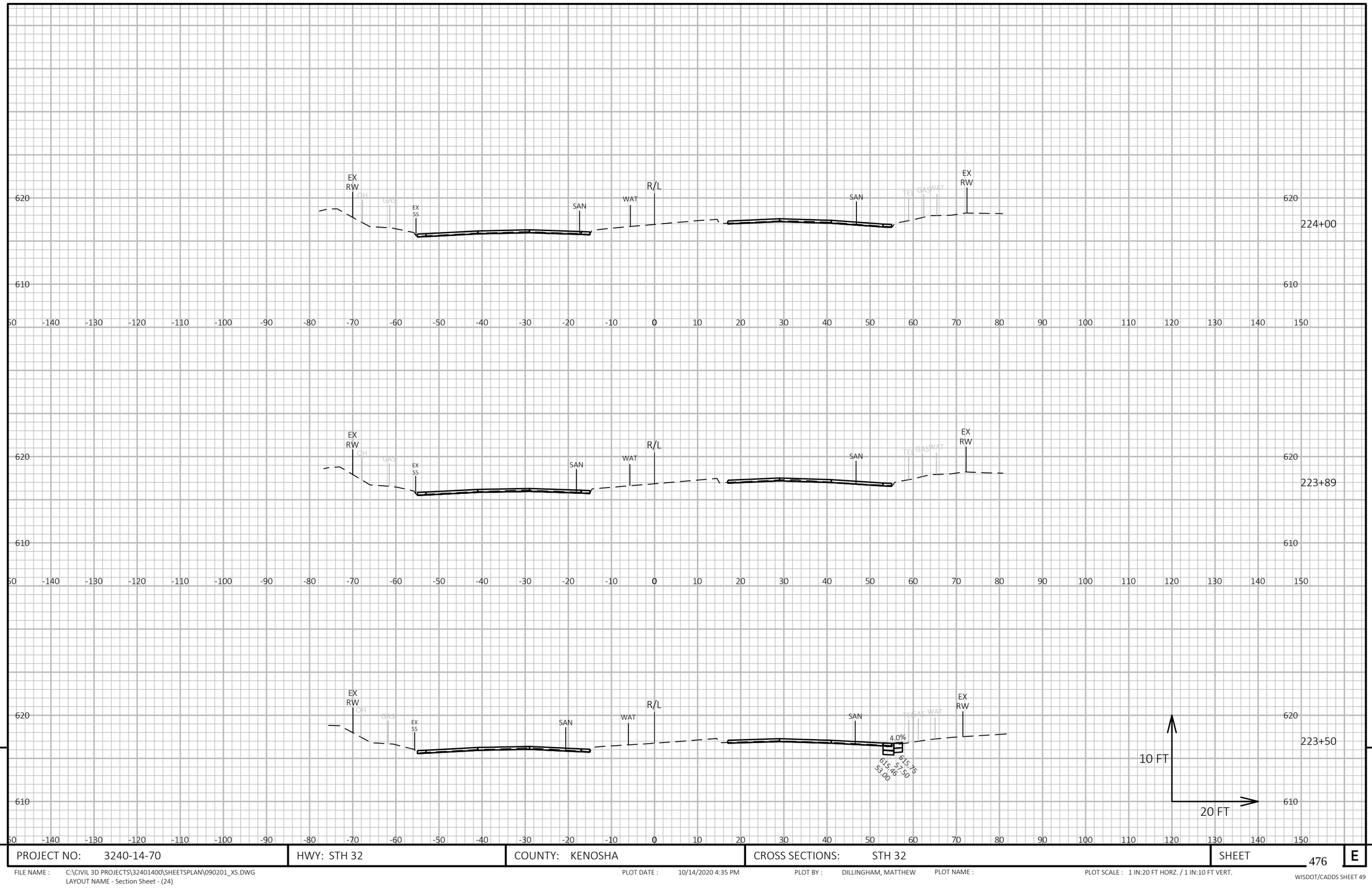
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PLOT BY : DILLINGHAM, MATTHEW

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 476	E

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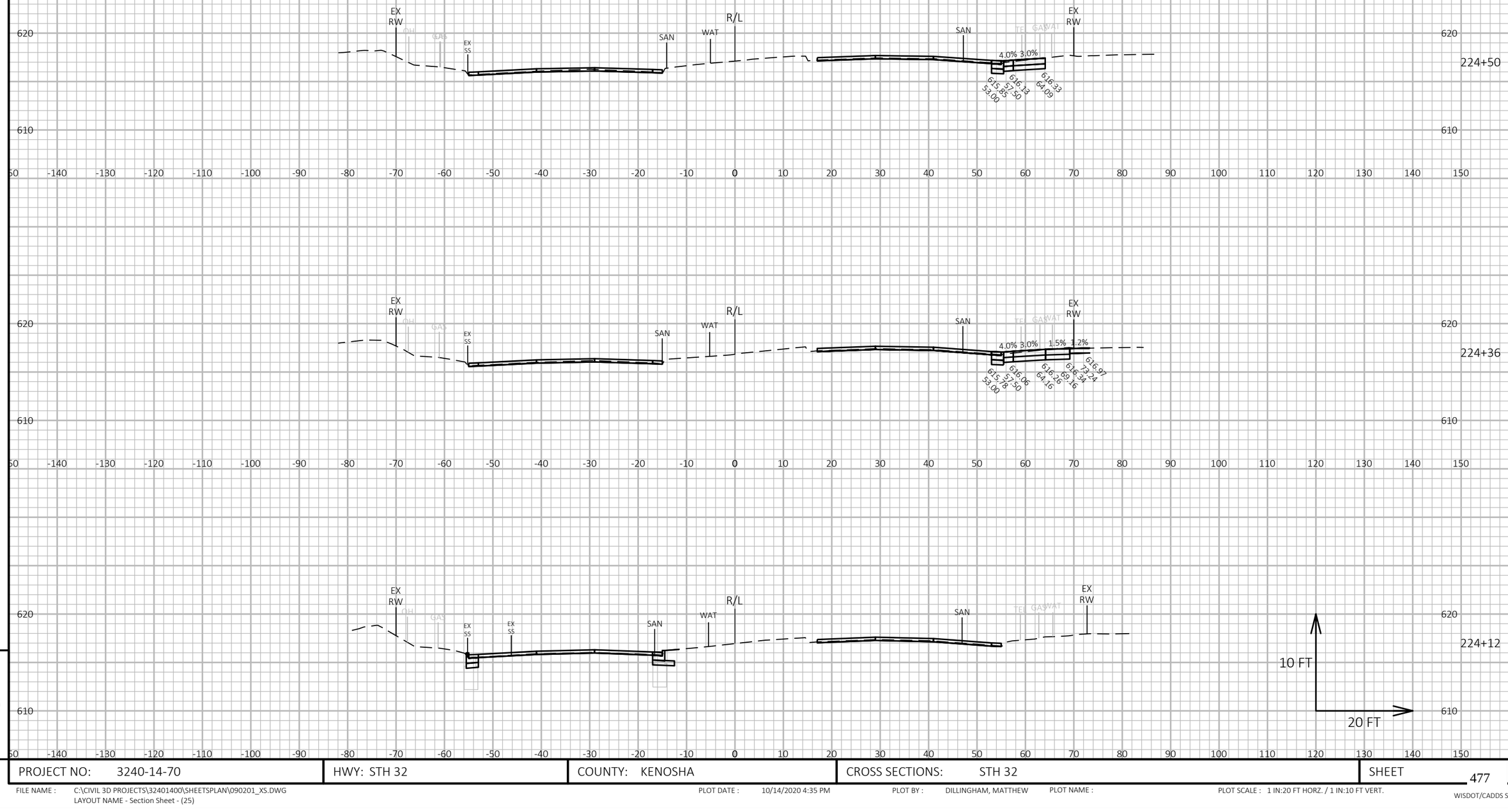
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PLOT BY : DILLINGHAM, MATTHEW

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 477	E

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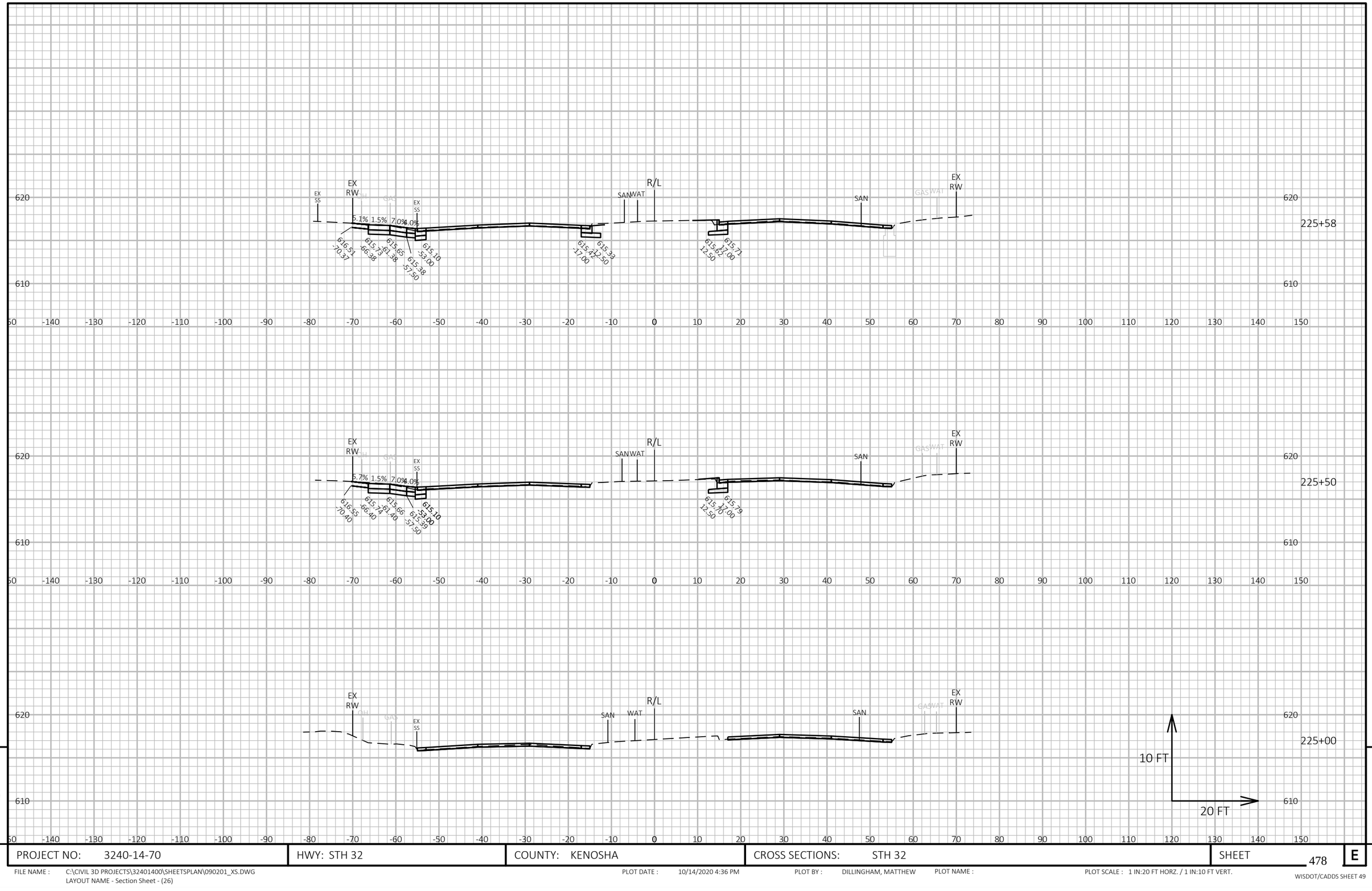
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PLOT BY : DILLINGHAM, MATTHEW

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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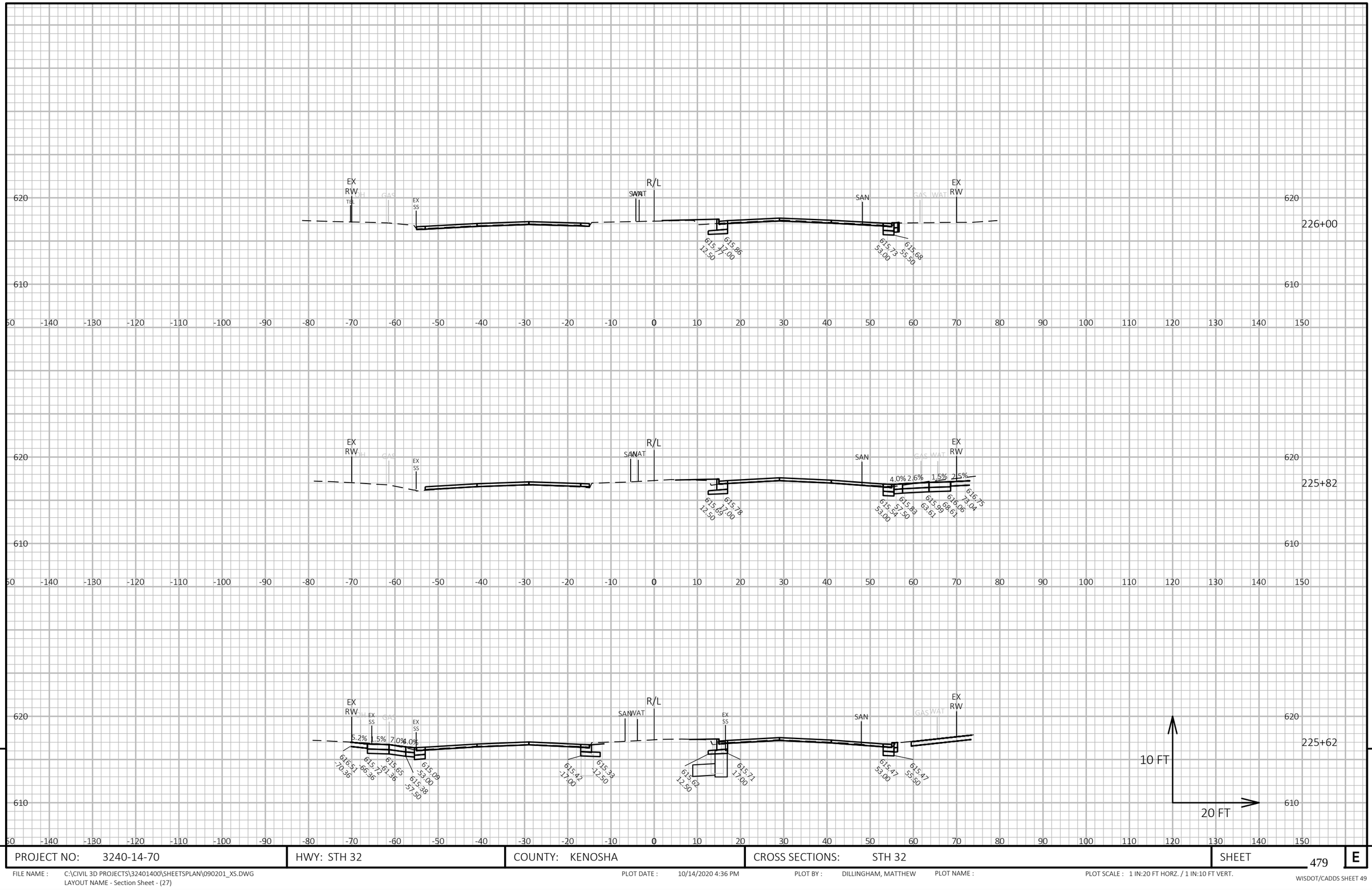
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FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (26)

PLOT DATE : 10/14/2020 4:36 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 479	E

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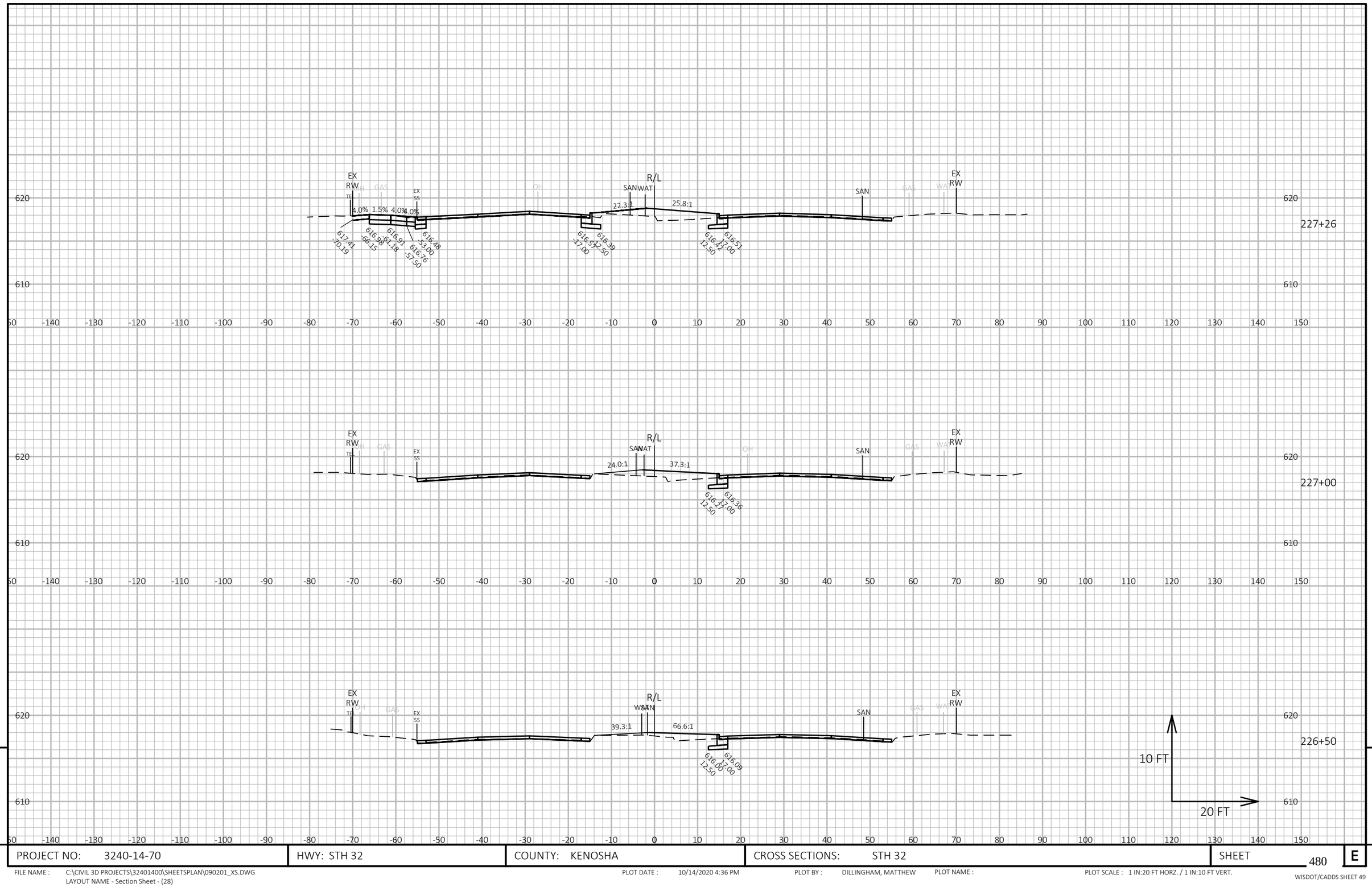
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PLOT BY : DILLINGHAM, MATTHEW

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 480	E

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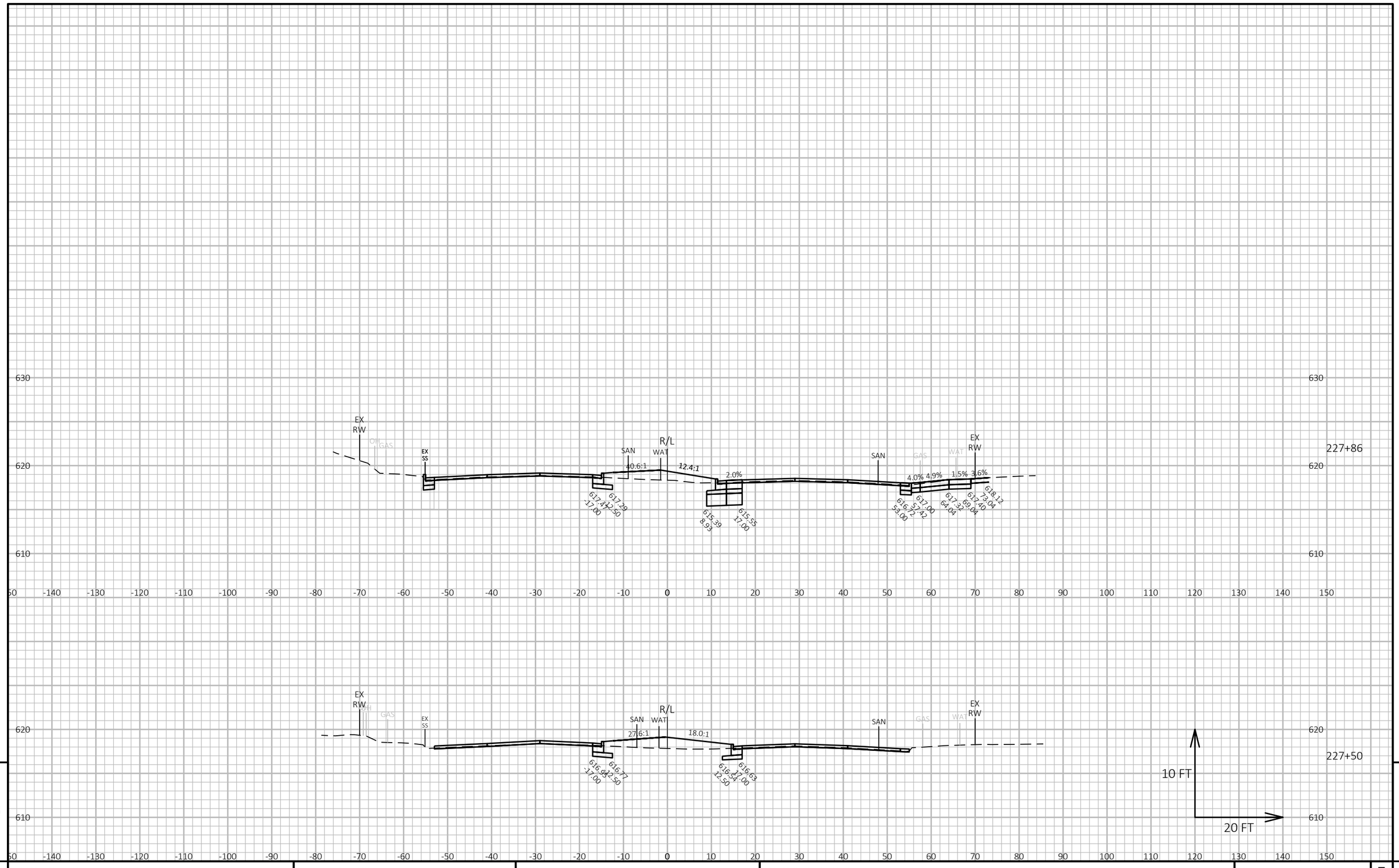
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PLOT BY : DILLINGHAM, MATTHEW

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



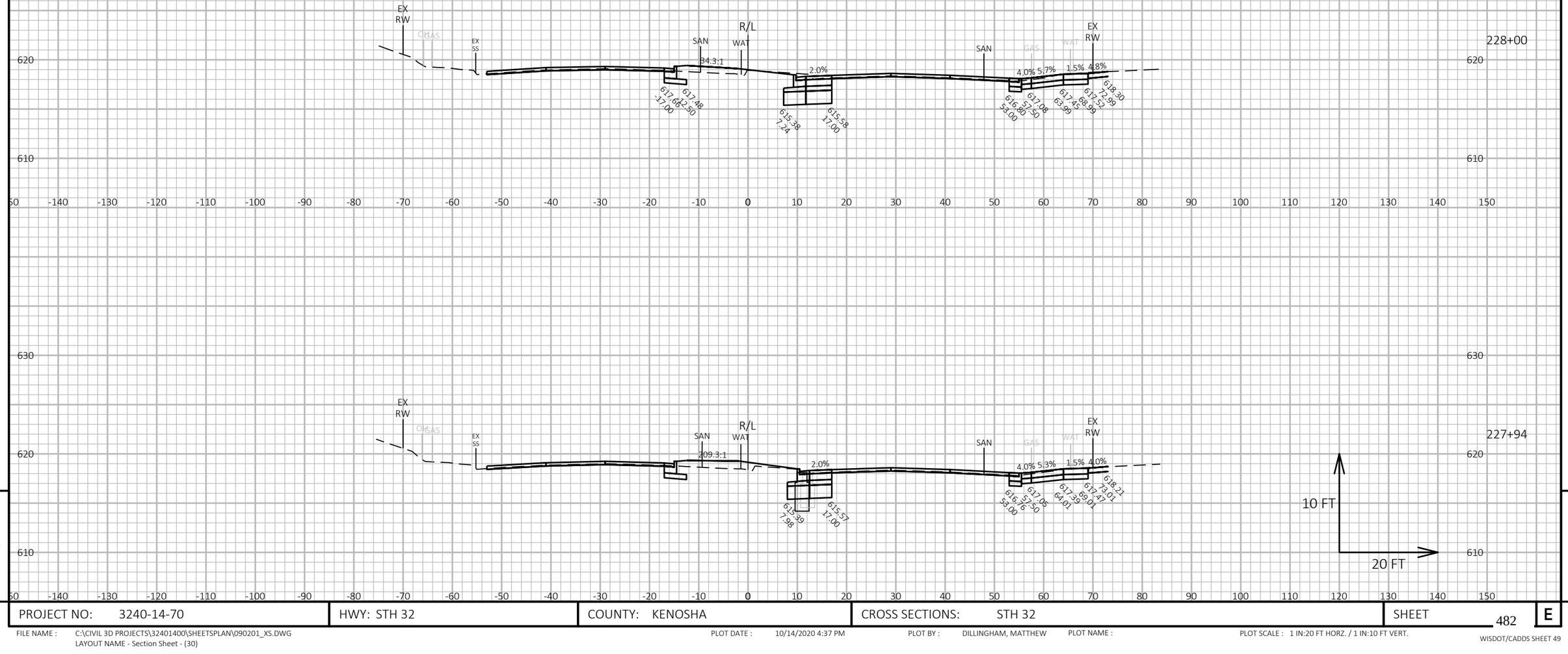
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PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 481	E

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LAYOUT NAME - Section Sheet - (29)

PLOT DATE : 10/14/2020 4:36 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



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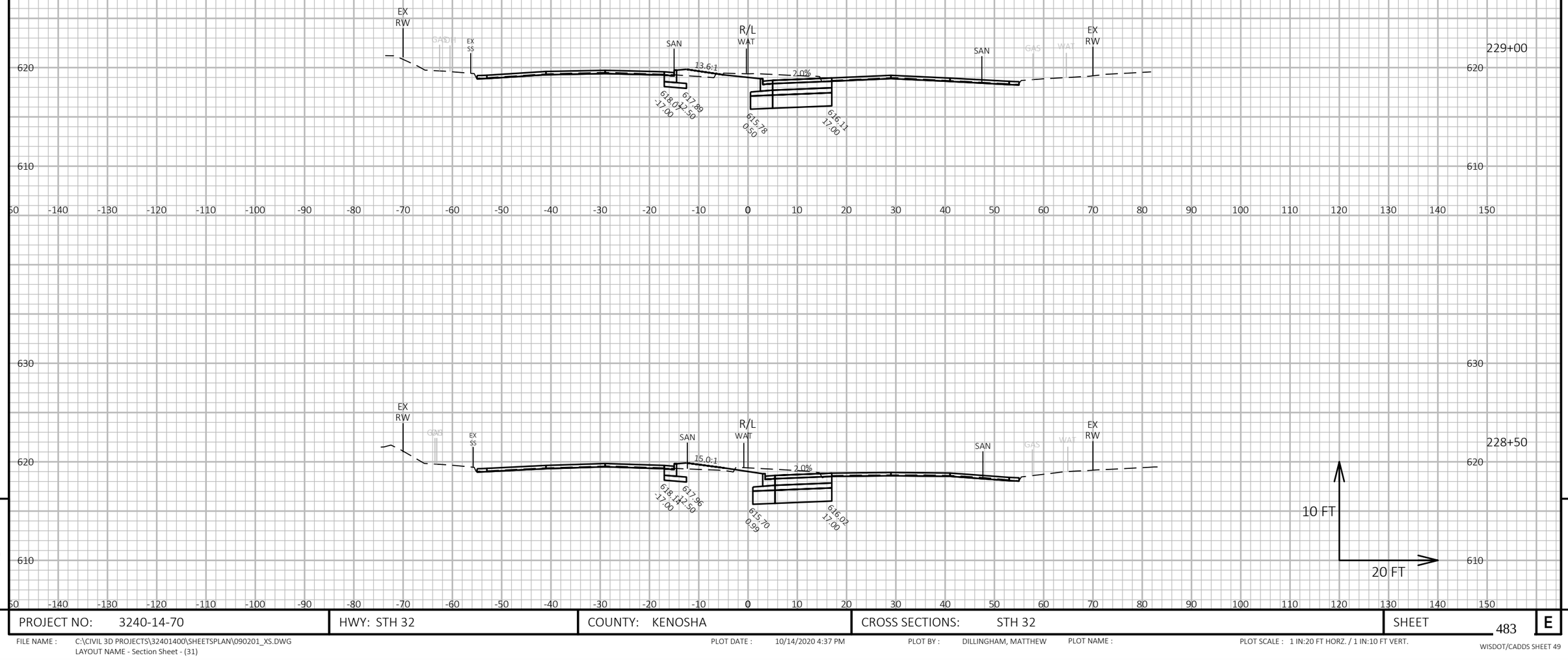
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PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 482	E

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LAYOUT NAME - Section Sheet - (30)

PLOT DATE : 10/14/2020 4:37 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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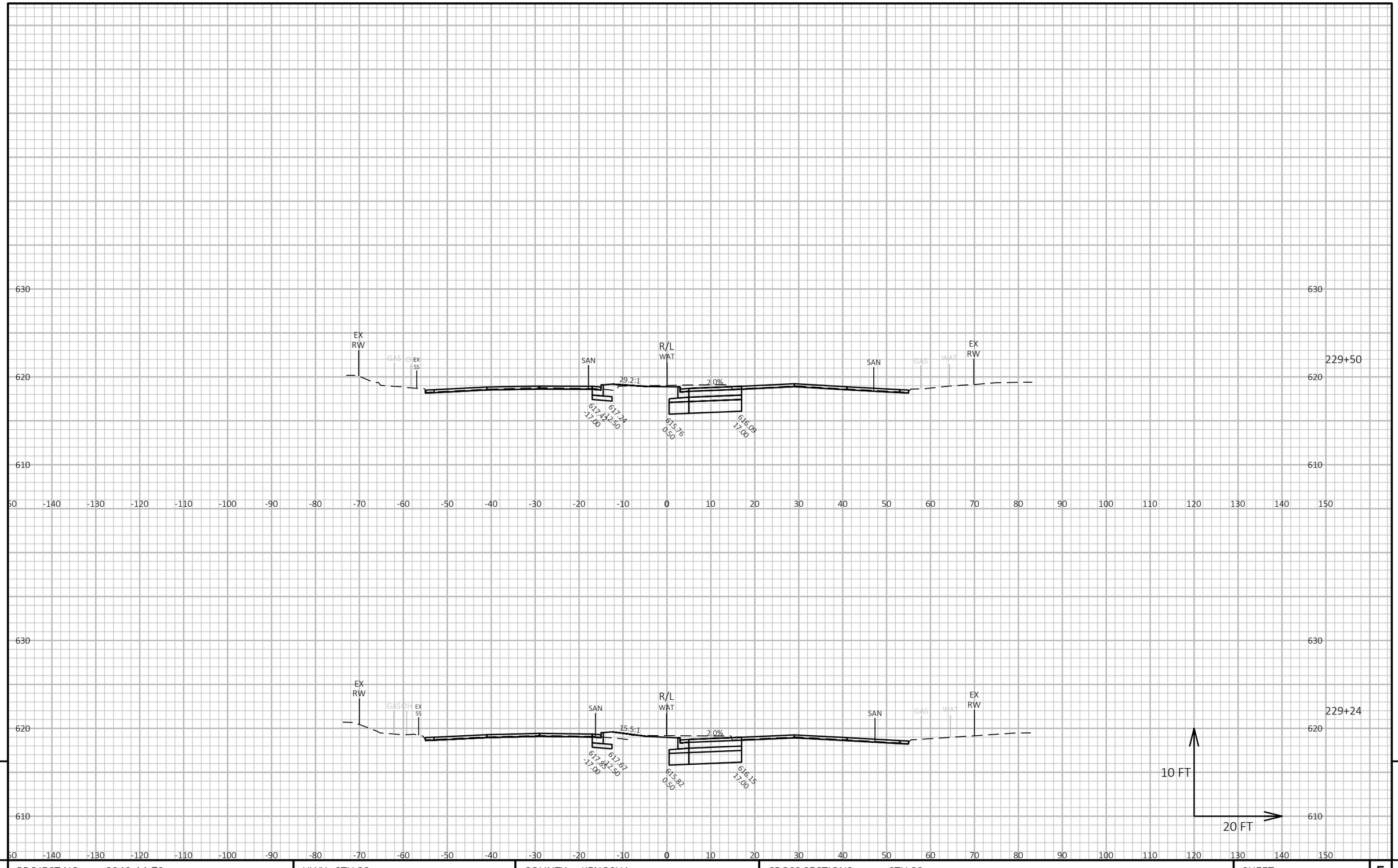
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PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 483	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (31)

PLOT DATE : 10/14/2020 4:37 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 484	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
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PLOT DATE : 10/14/2020 4:37 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

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PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 485	E

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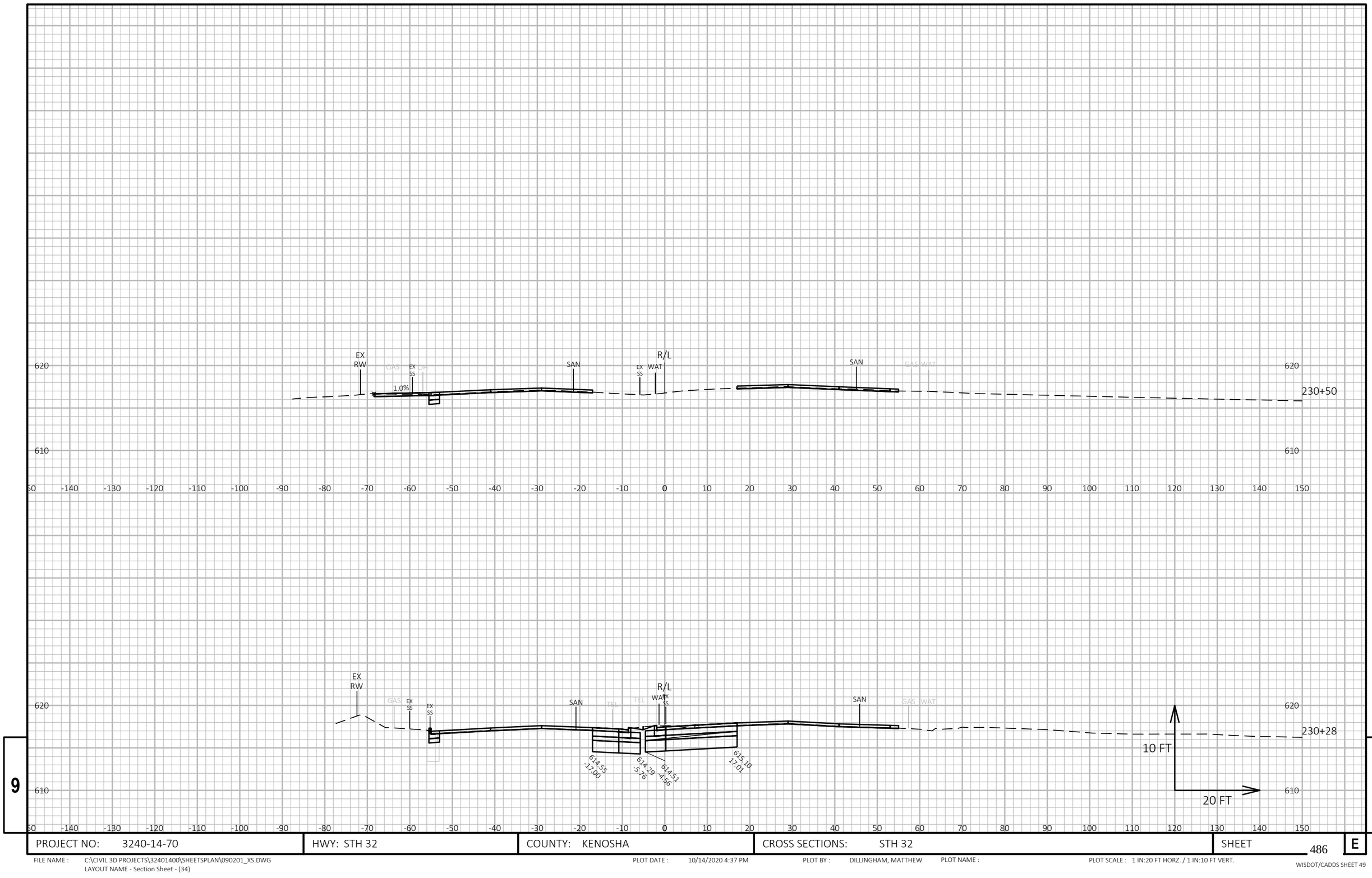
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PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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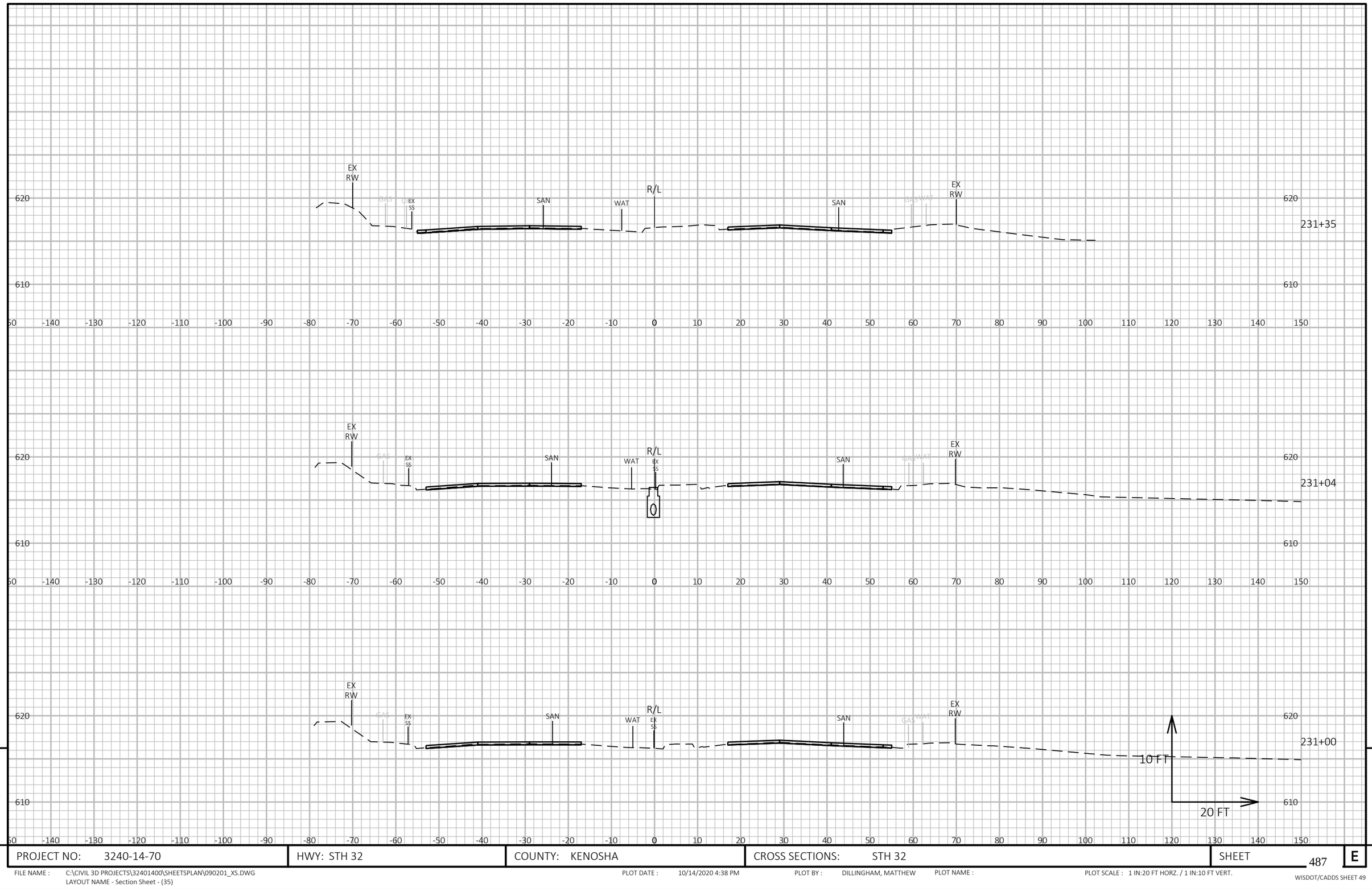
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LAYOUT NAME - Section Sheet - (34)

PLOT DATE : 10/14/2020 4:37 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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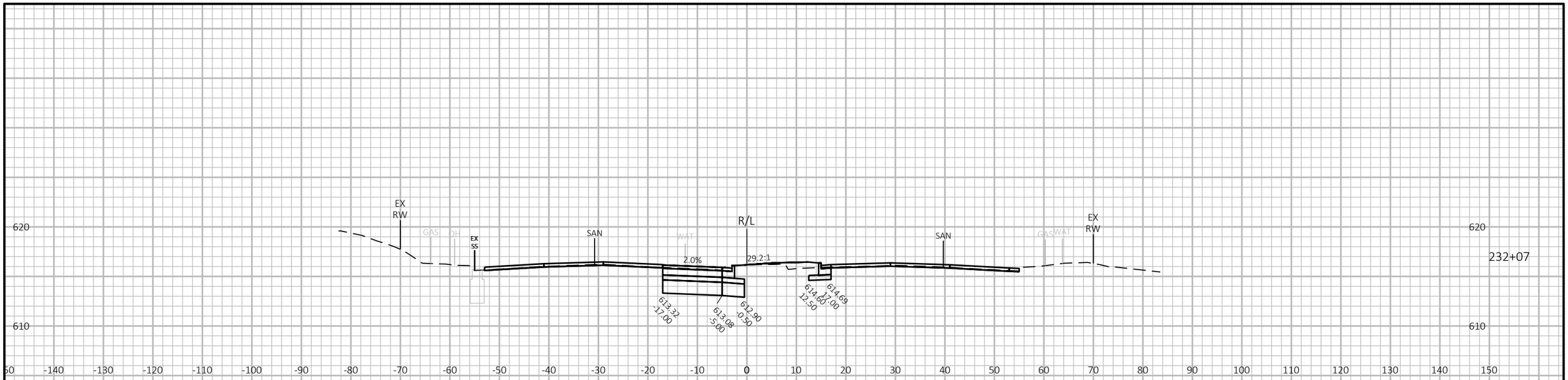
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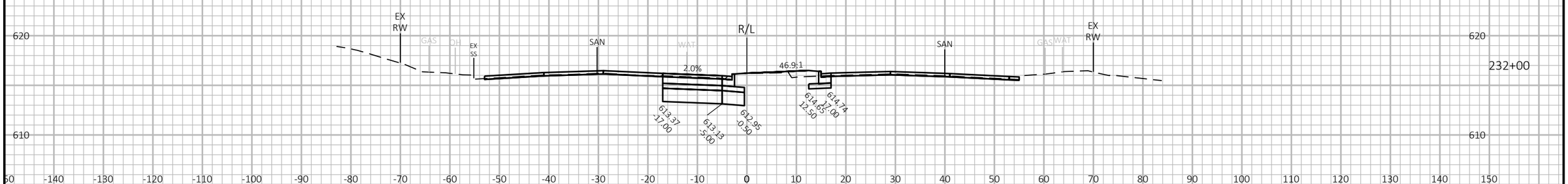
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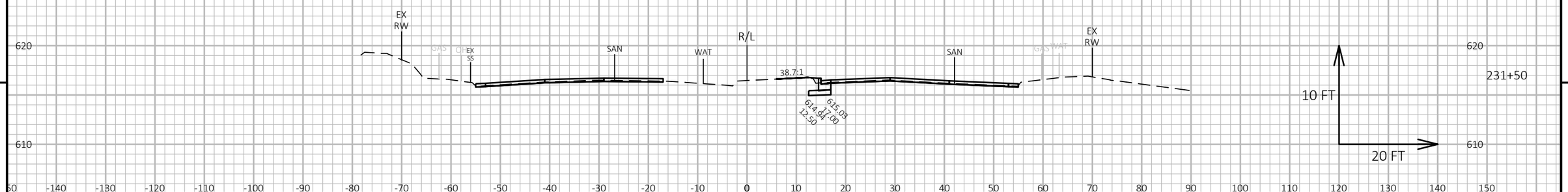
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LAYOUT NAME - Section Sheet - (35)

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WISDOT/CADDS SHEET 49







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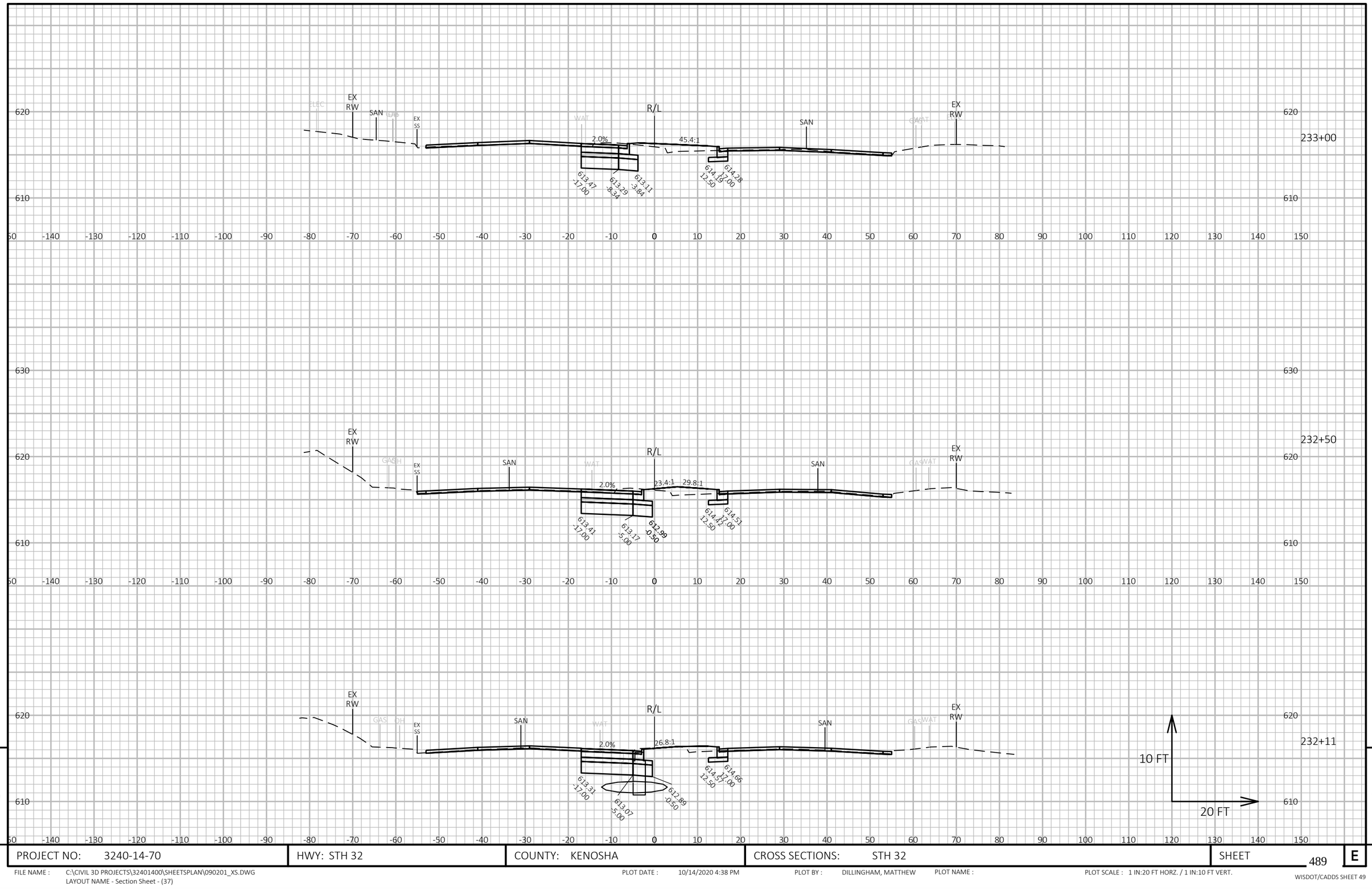
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PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 488	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (36)

PLOT DATE : 10/14/2020 4:38 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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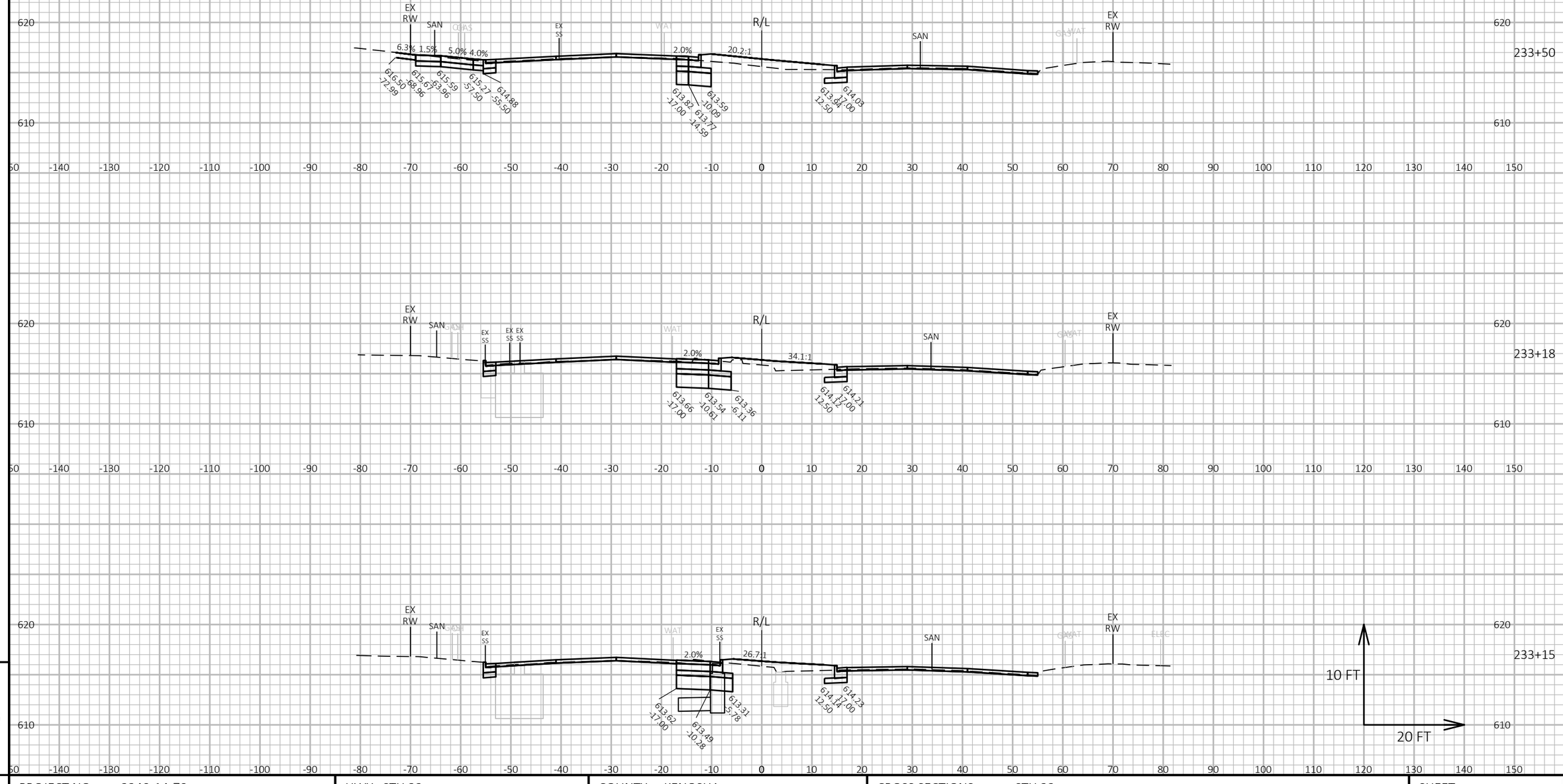
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FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (37)

PLOT DATE : 10/14/2020 4:38 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

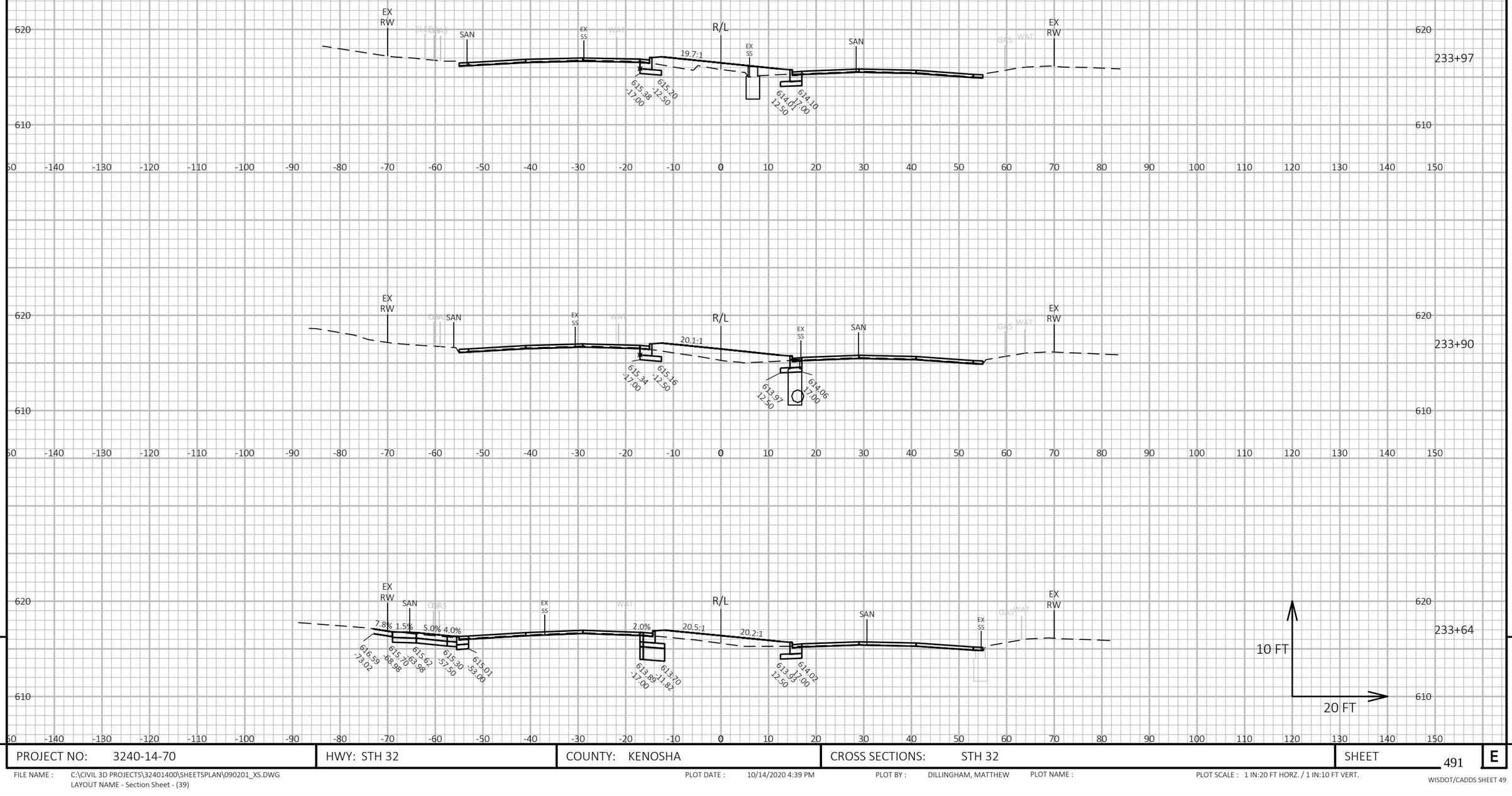
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PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 490	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (38)

PLOT DATE : 10/14/2020 4:38 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

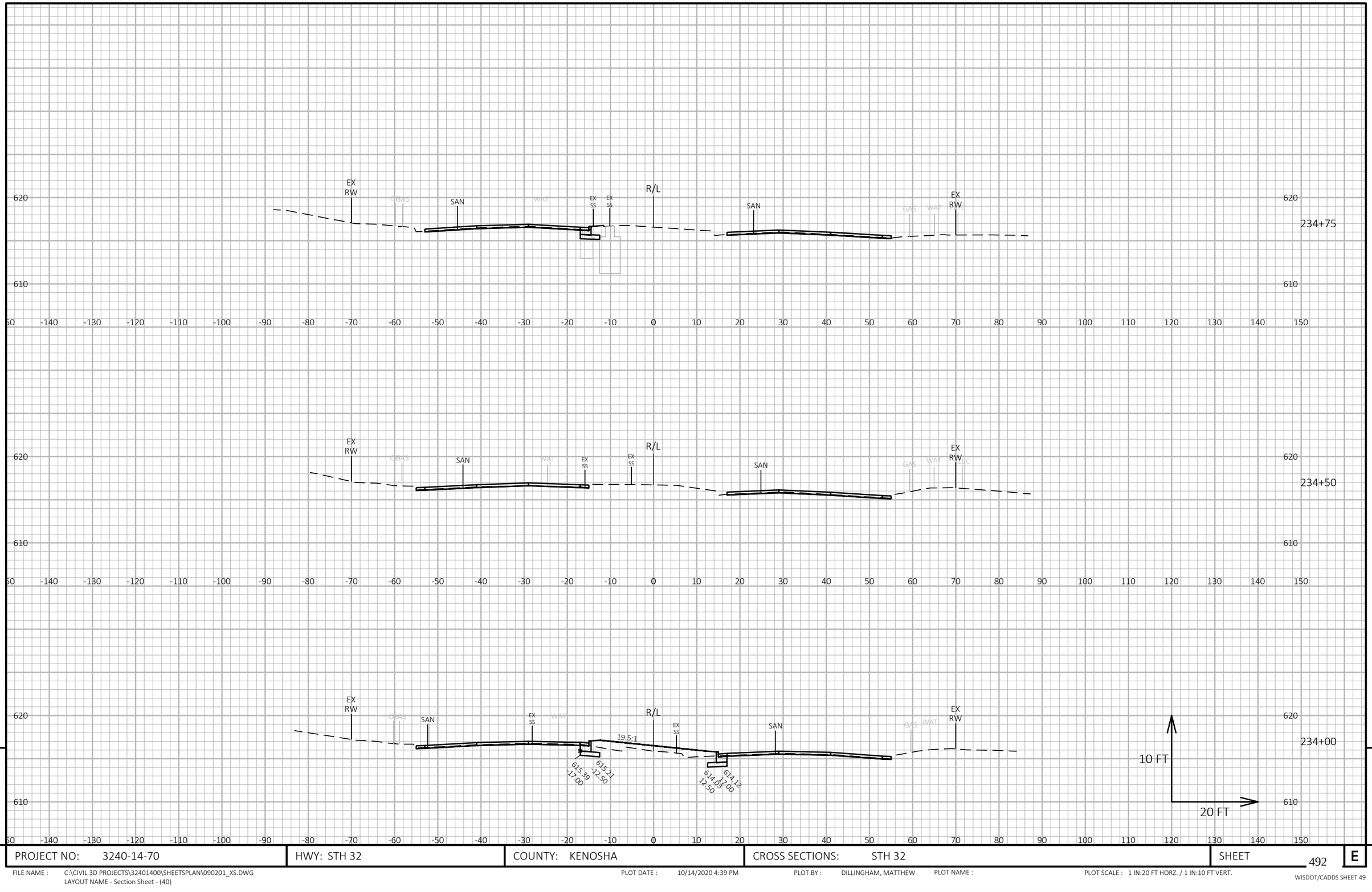
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PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 491	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (39)

PLOT DATE : 10/14/2020 4:39 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 492	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (40)

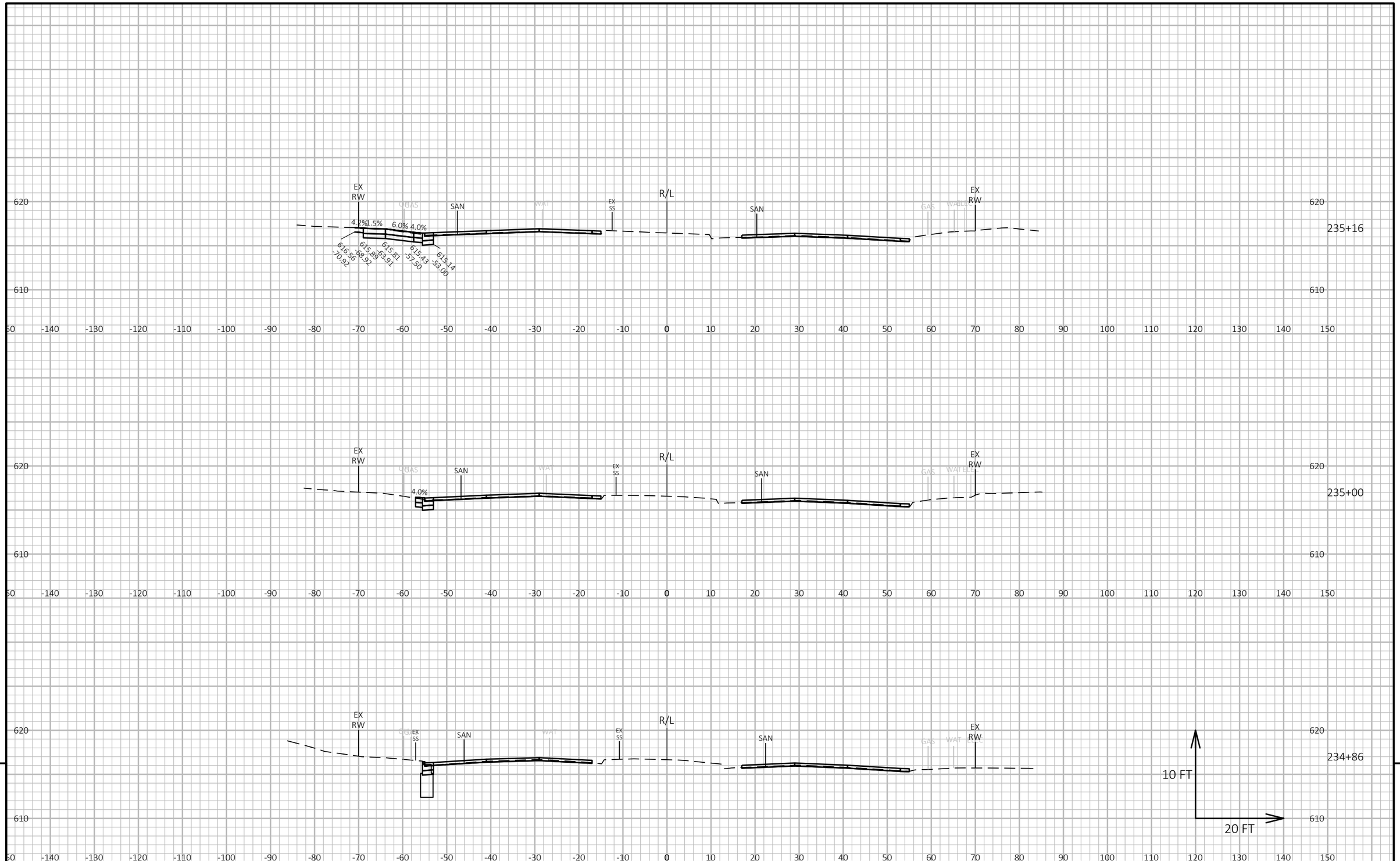
PLOT DATE : 10/14/2020 4:39 PM

PLOT BY : DILLINGHAM, MATTHEW

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

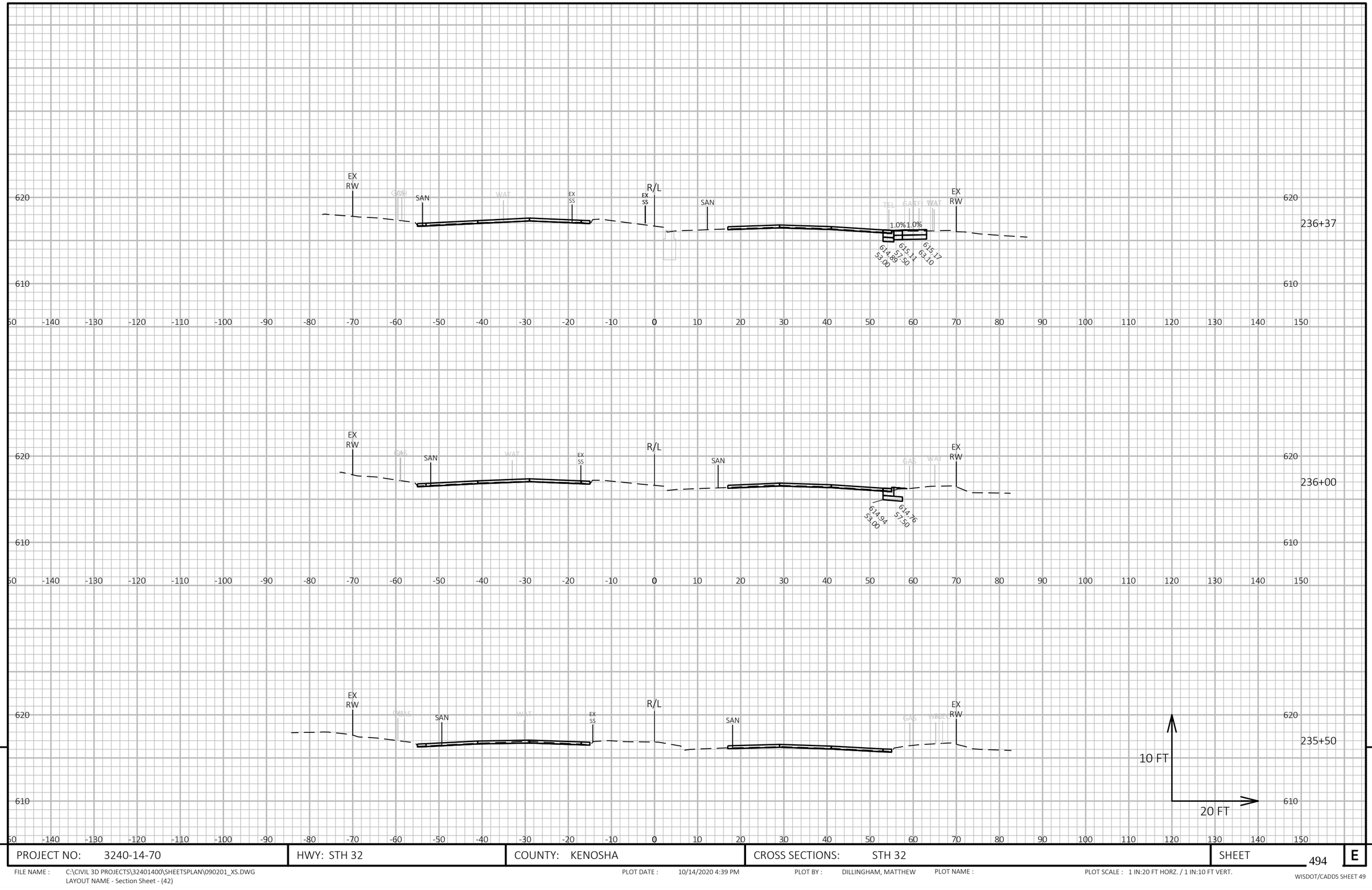


9	PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 493 E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (41)

PLOT DATE : 10/14/2020 4:39 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 494	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
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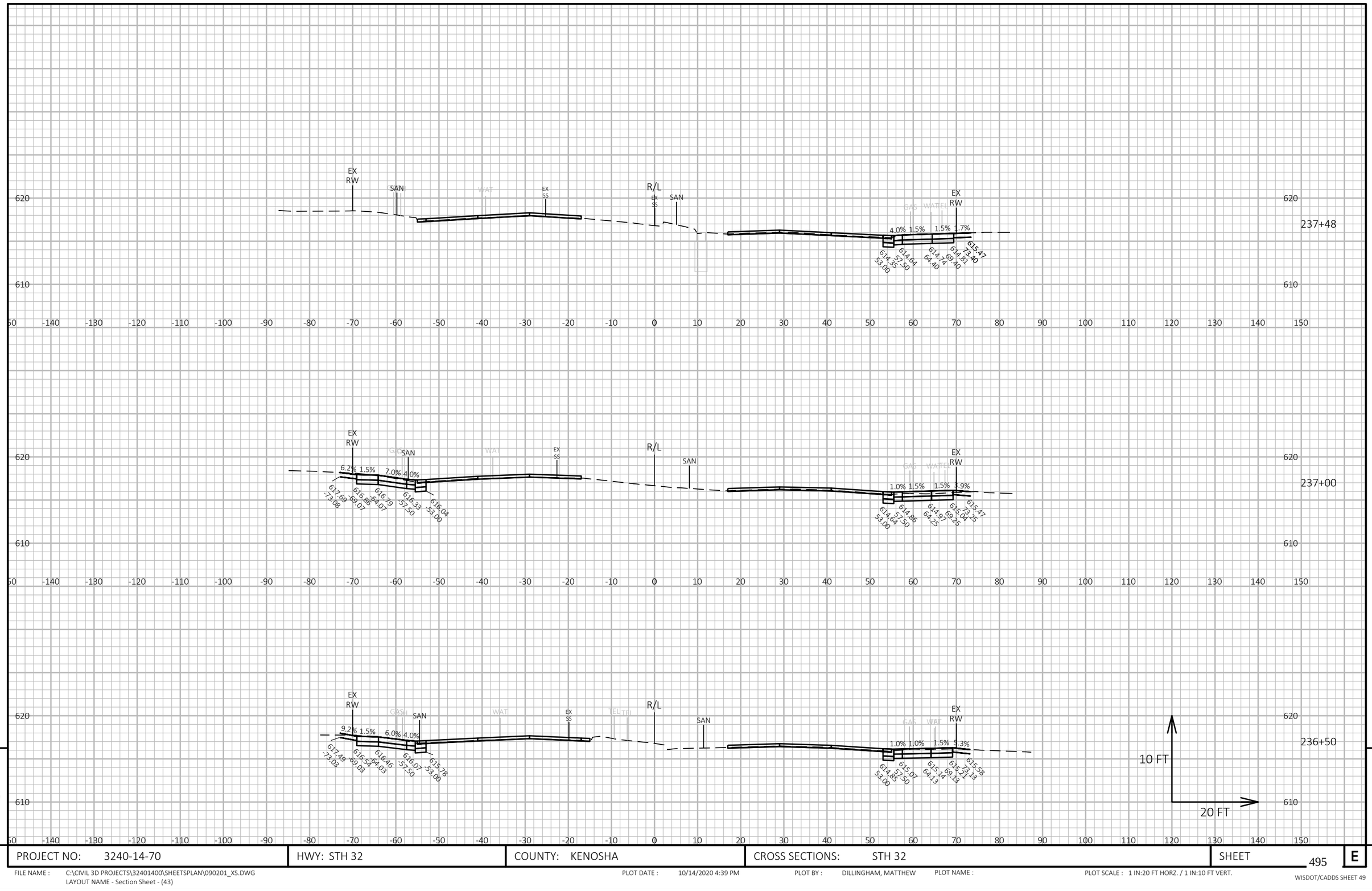
PLOT DATE : 10/14/2020 4:39 PM

PLOT BY : DILLINGHAM, MATTHEW

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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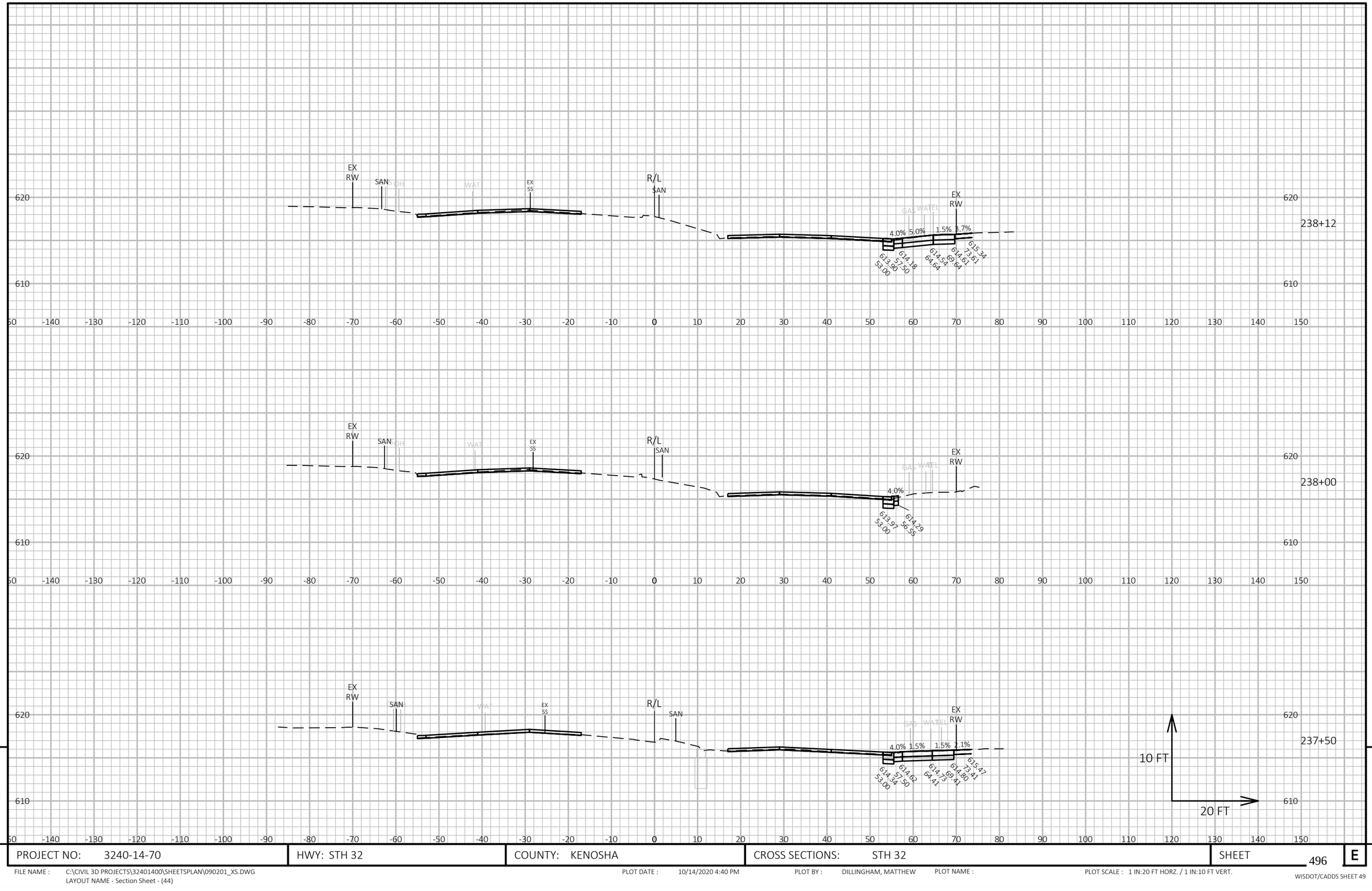
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PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 495	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (43)

PLOT DATE : 10/14/2020 4:39 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 496	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (44)

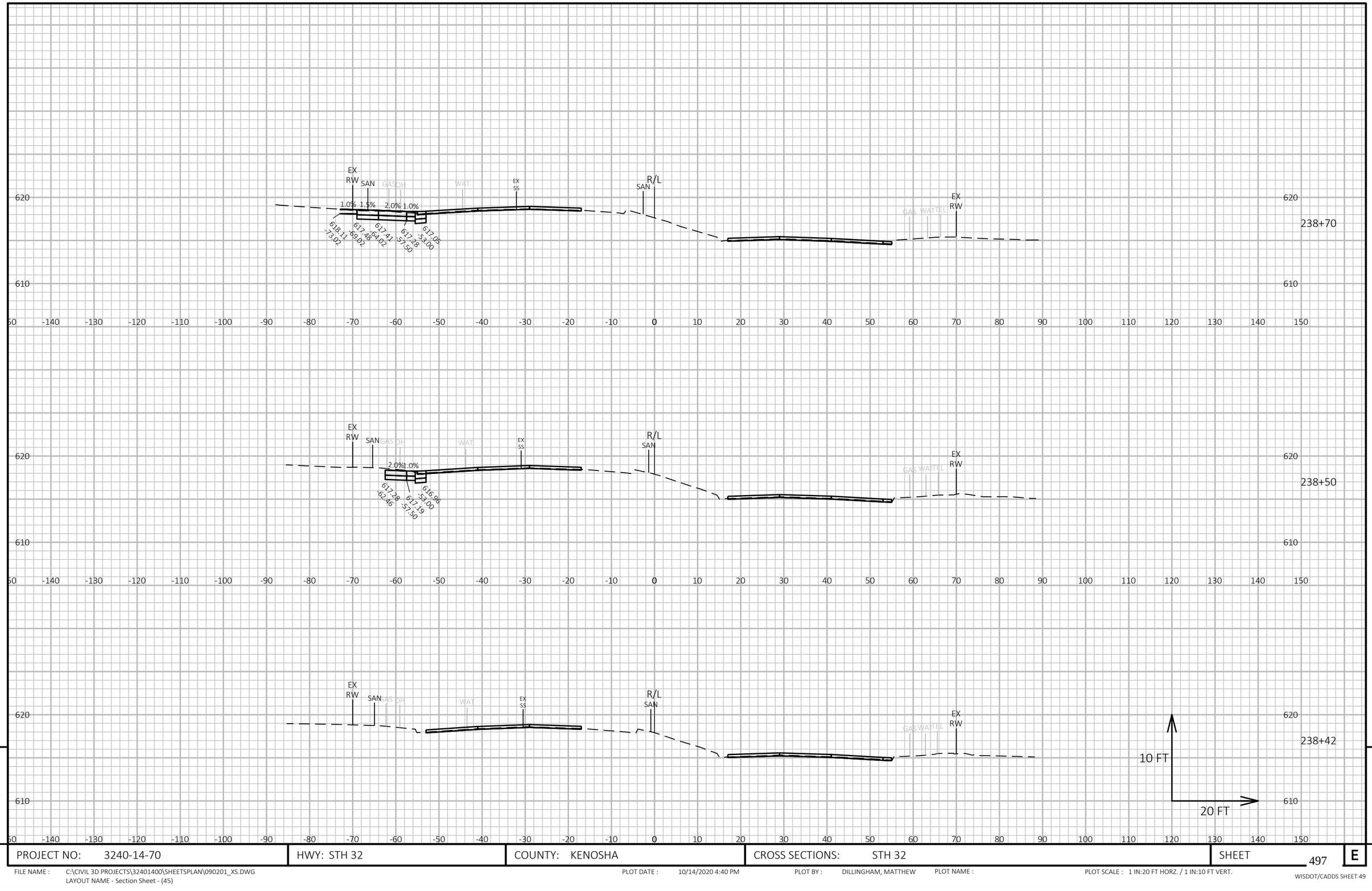
PLOT DATE : 10/14/2020 4:40 PM

PLOT BY : DILLINGHAM, MATTHEW

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

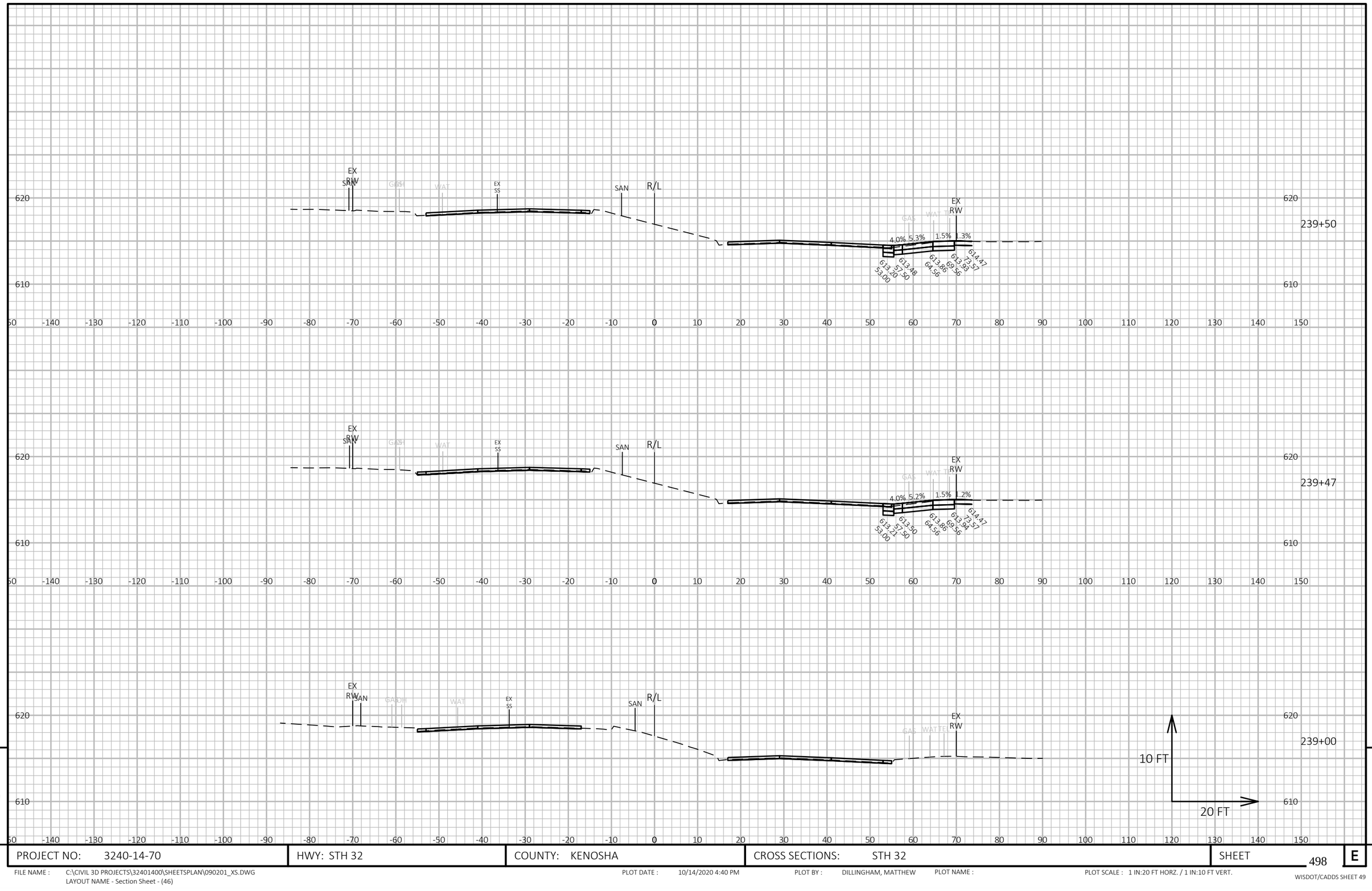


PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 497	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (45)

PLOT DATE : 10/14/2020 4:40 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 498	E

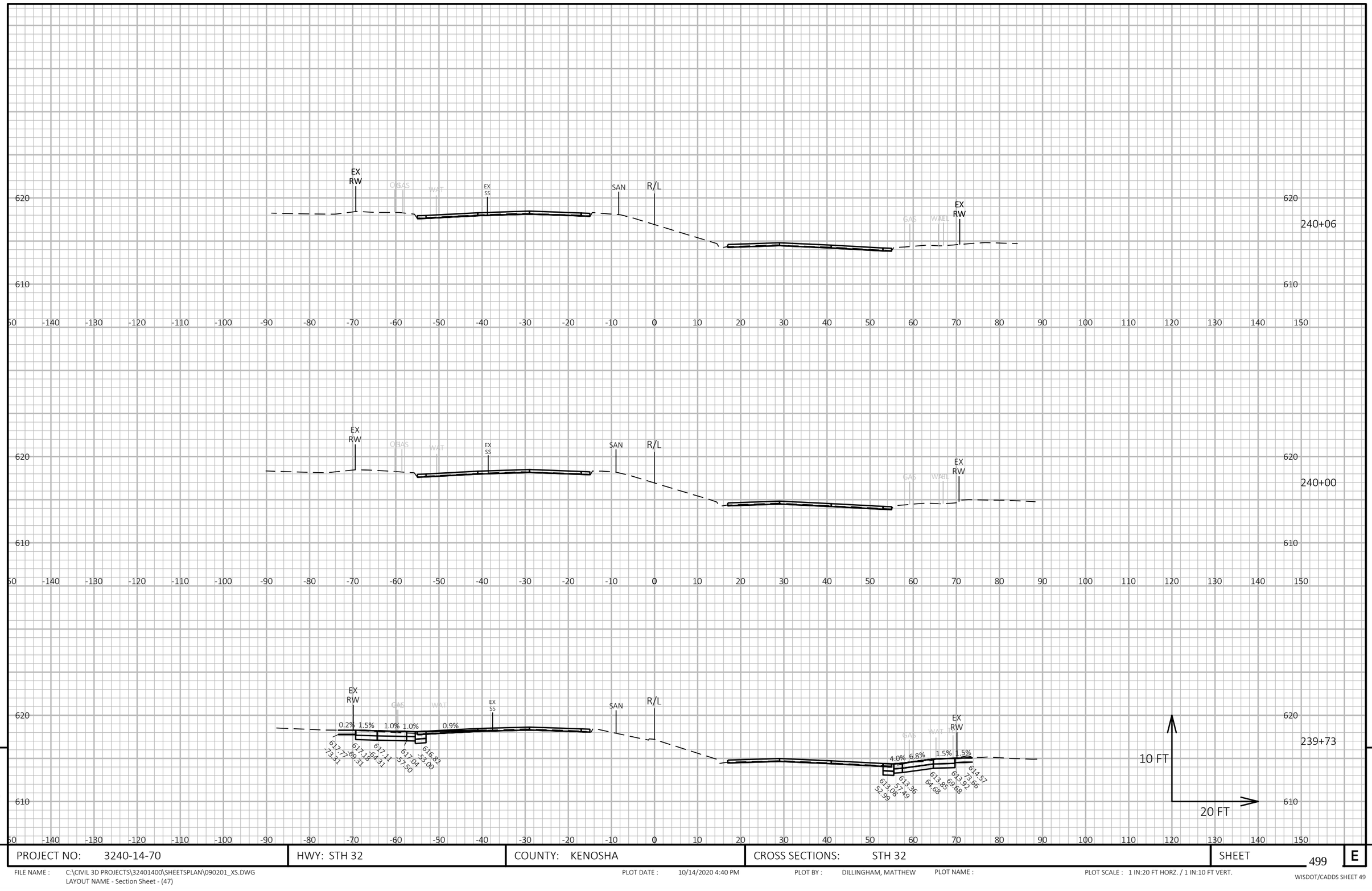
FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (46)

PLOT DATE : 10/14/2020 4:40 PM

PLOT BY : DILLINGHAM, MATTHEW

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



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9

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 499	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (47)

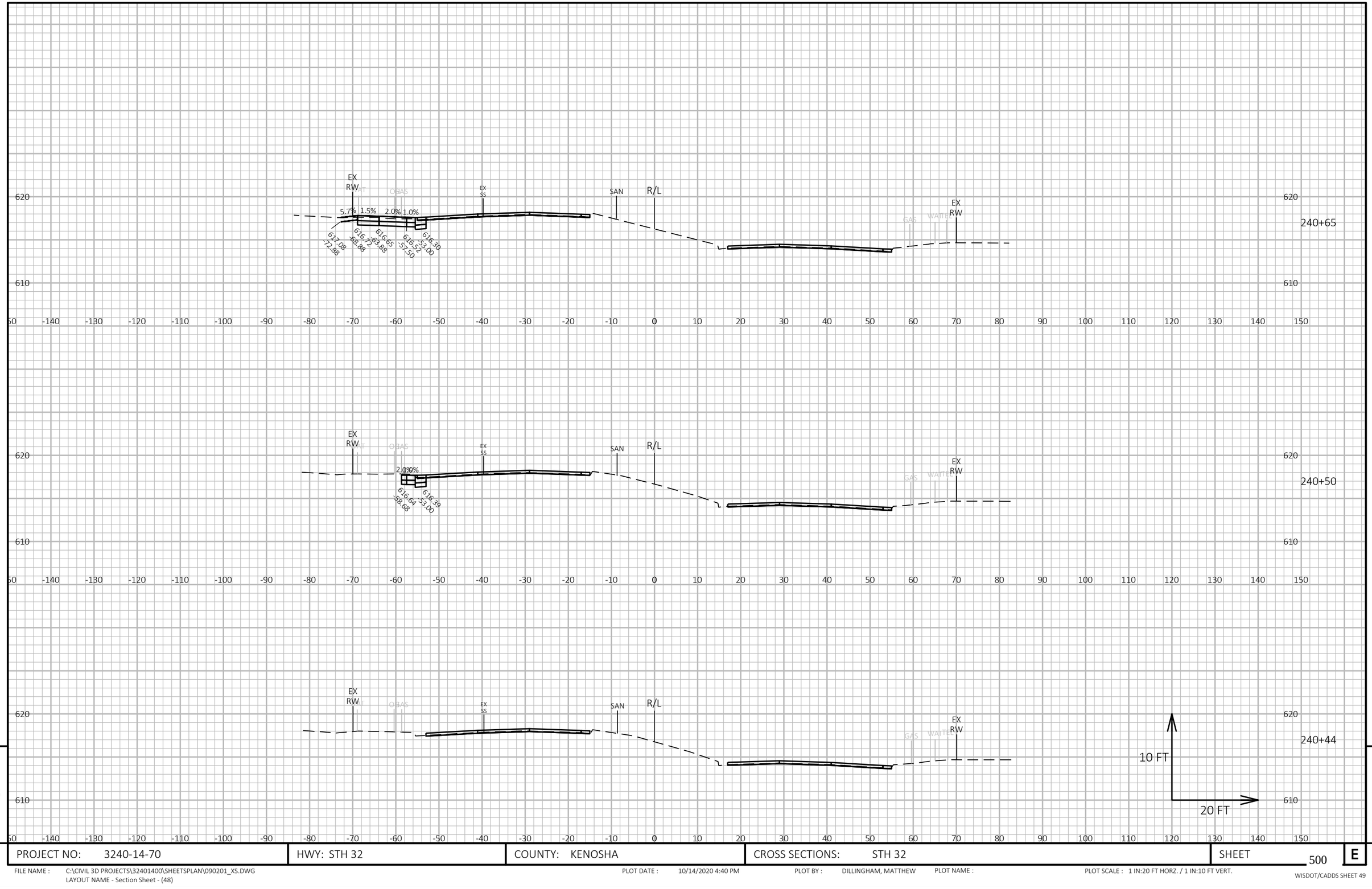
PLOT DATE : 10/14/2020 4:40 PM

PLOT BY : DILLINGHAM, MATTHEW

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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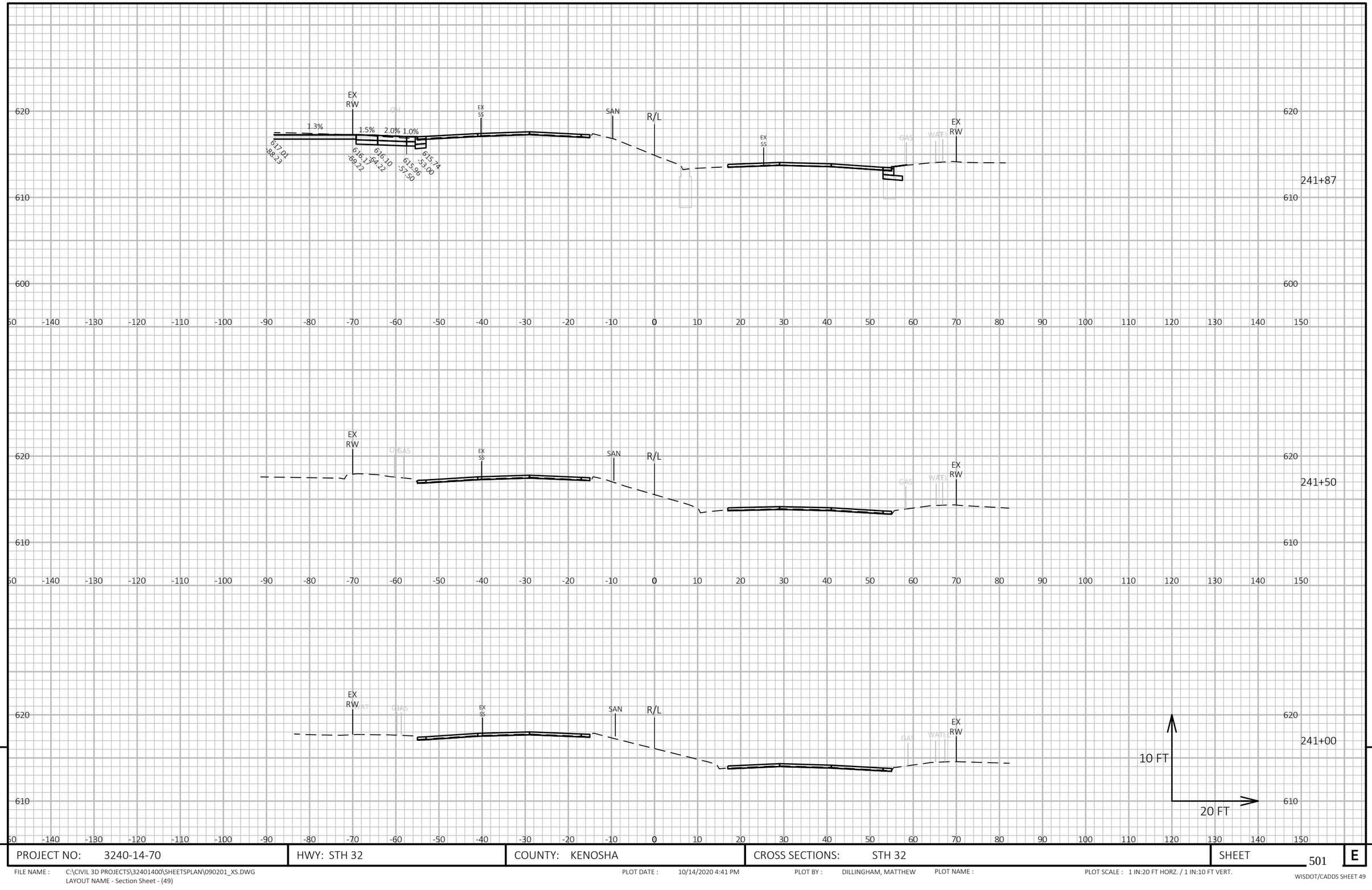
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PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 500	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (48)

PLOT DATE : 10/14/2020 4:40 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

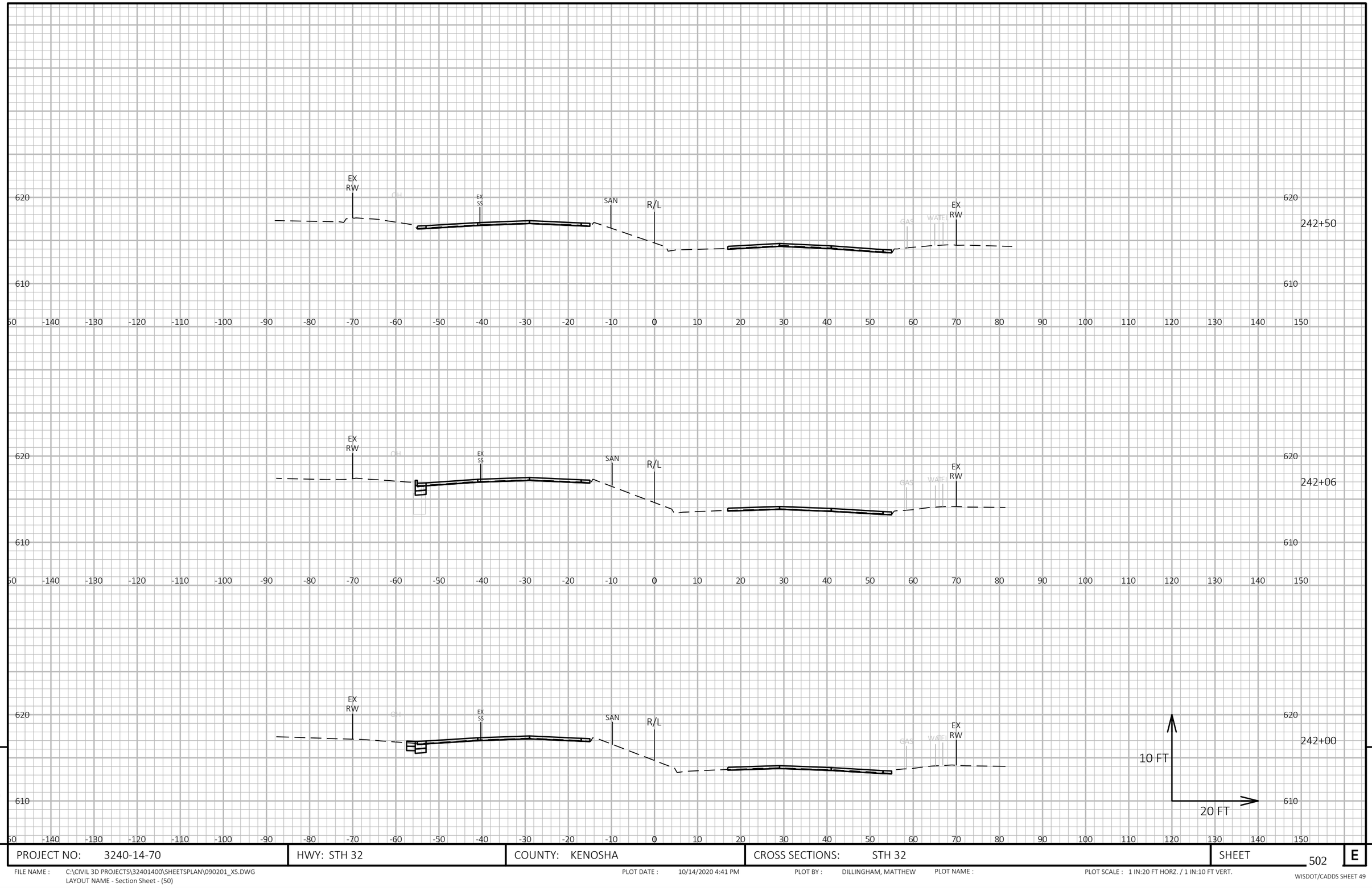
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PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 501	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (49)

PLOT DATE : 10/14/2020 4:41 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

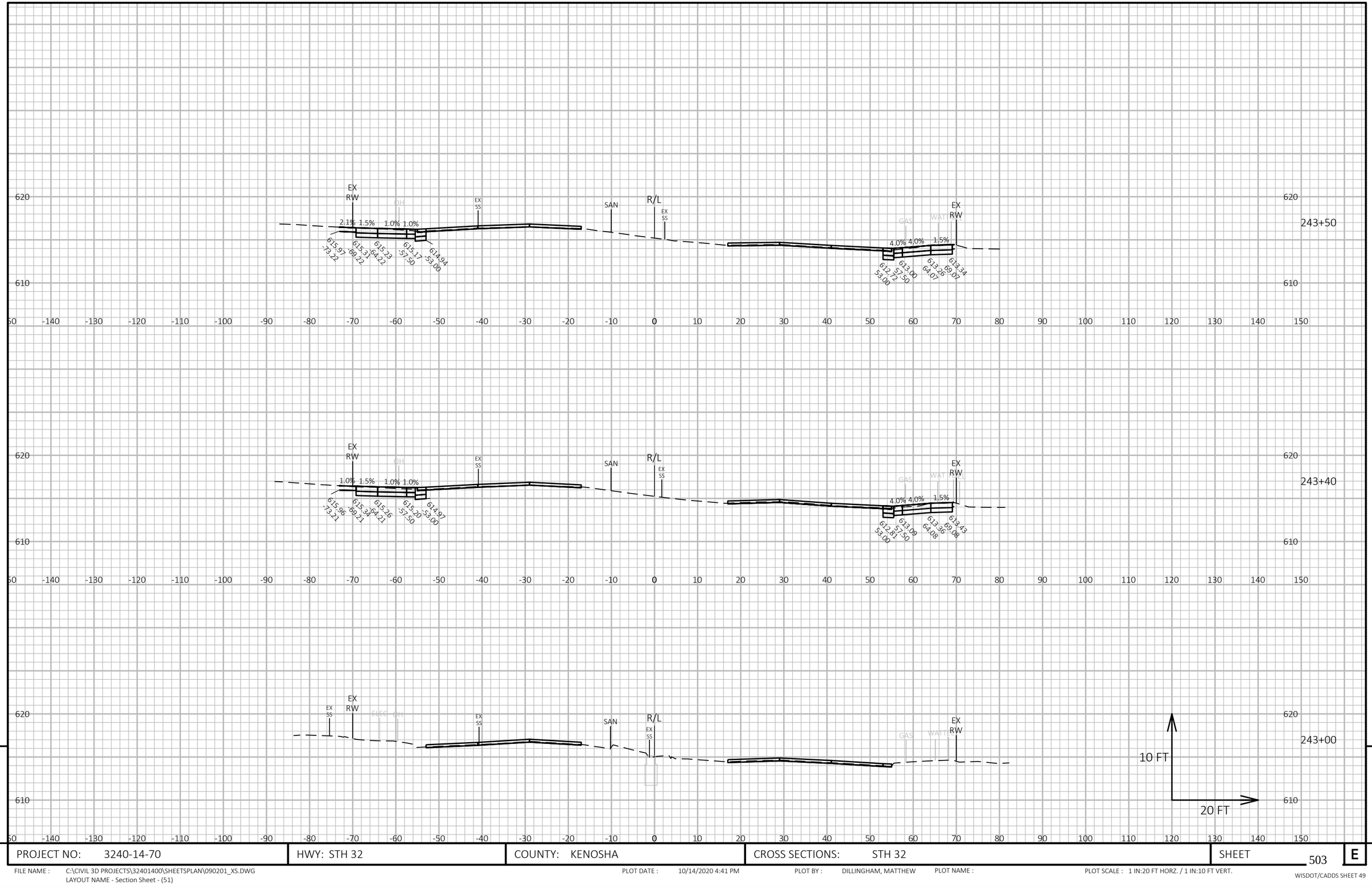
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PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 502	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (50)

PLOT DATE : 10/14/2020 4:41 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

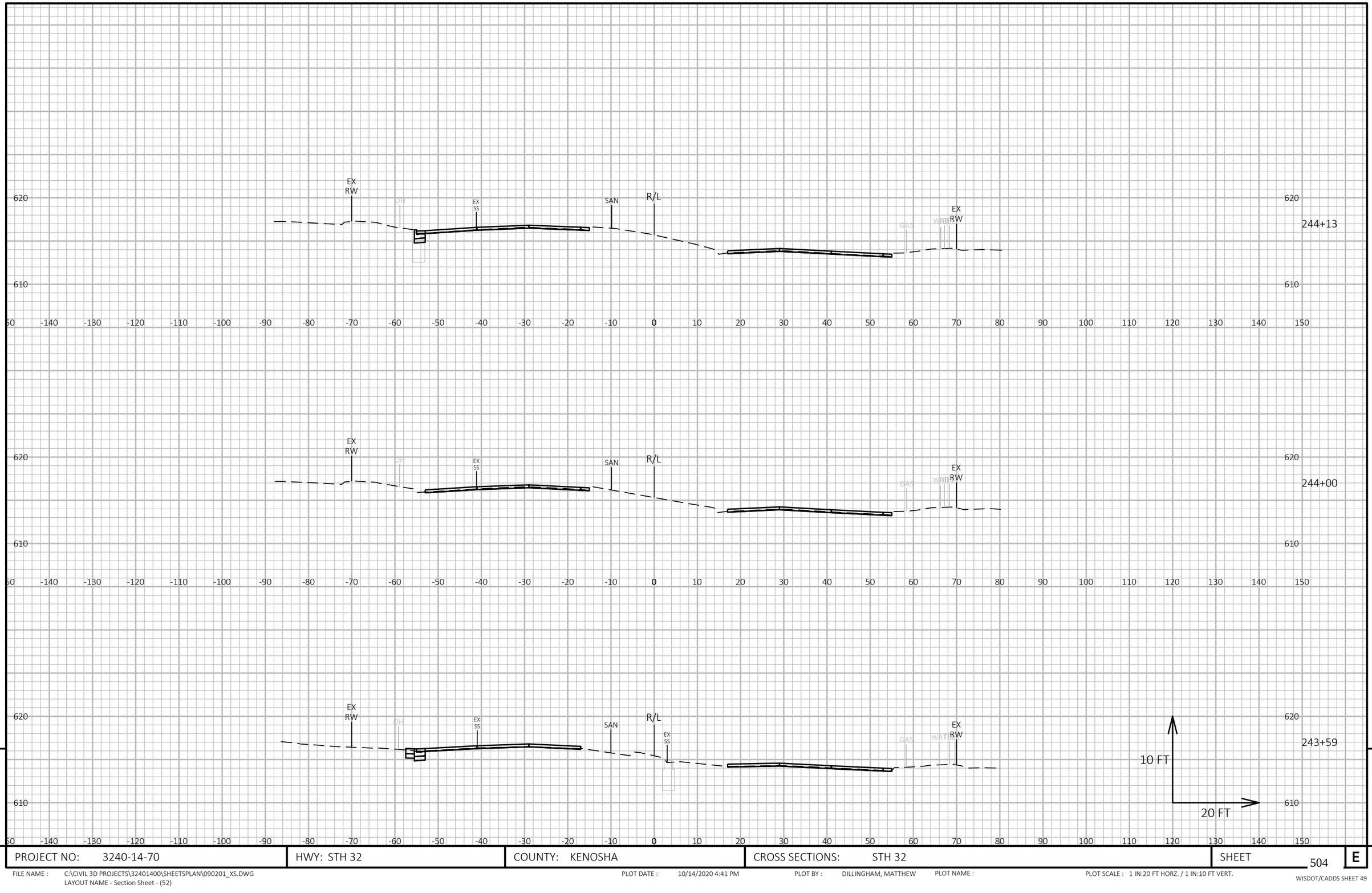
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PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 503	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (51)

PLOT DATE : 10/14/2020 4:41 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 504	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (52)

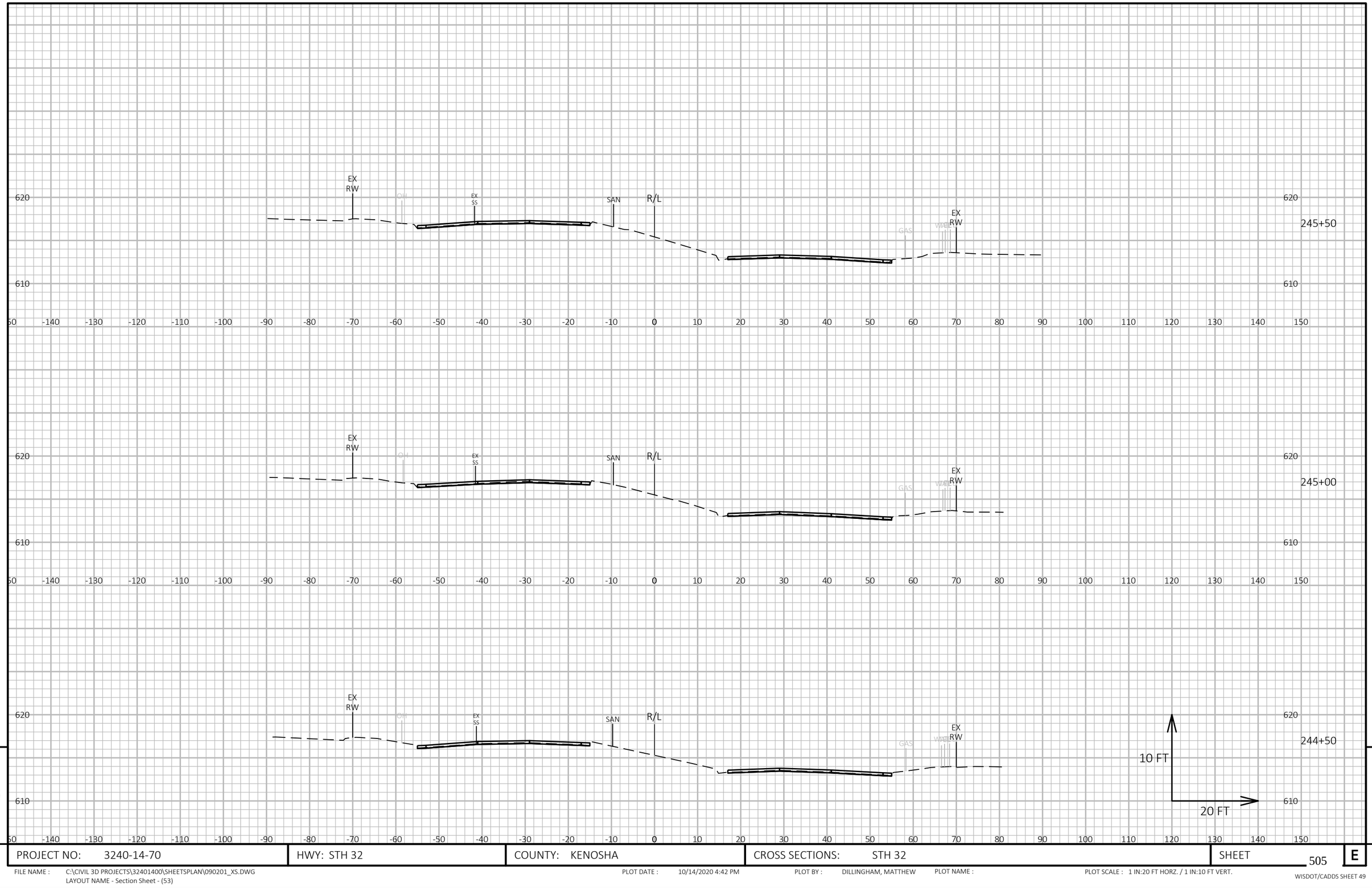
PLOT DATE : 10/14/2020 4:41 PM

PLOT BY : DILLINGHAM, MATTHEW

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



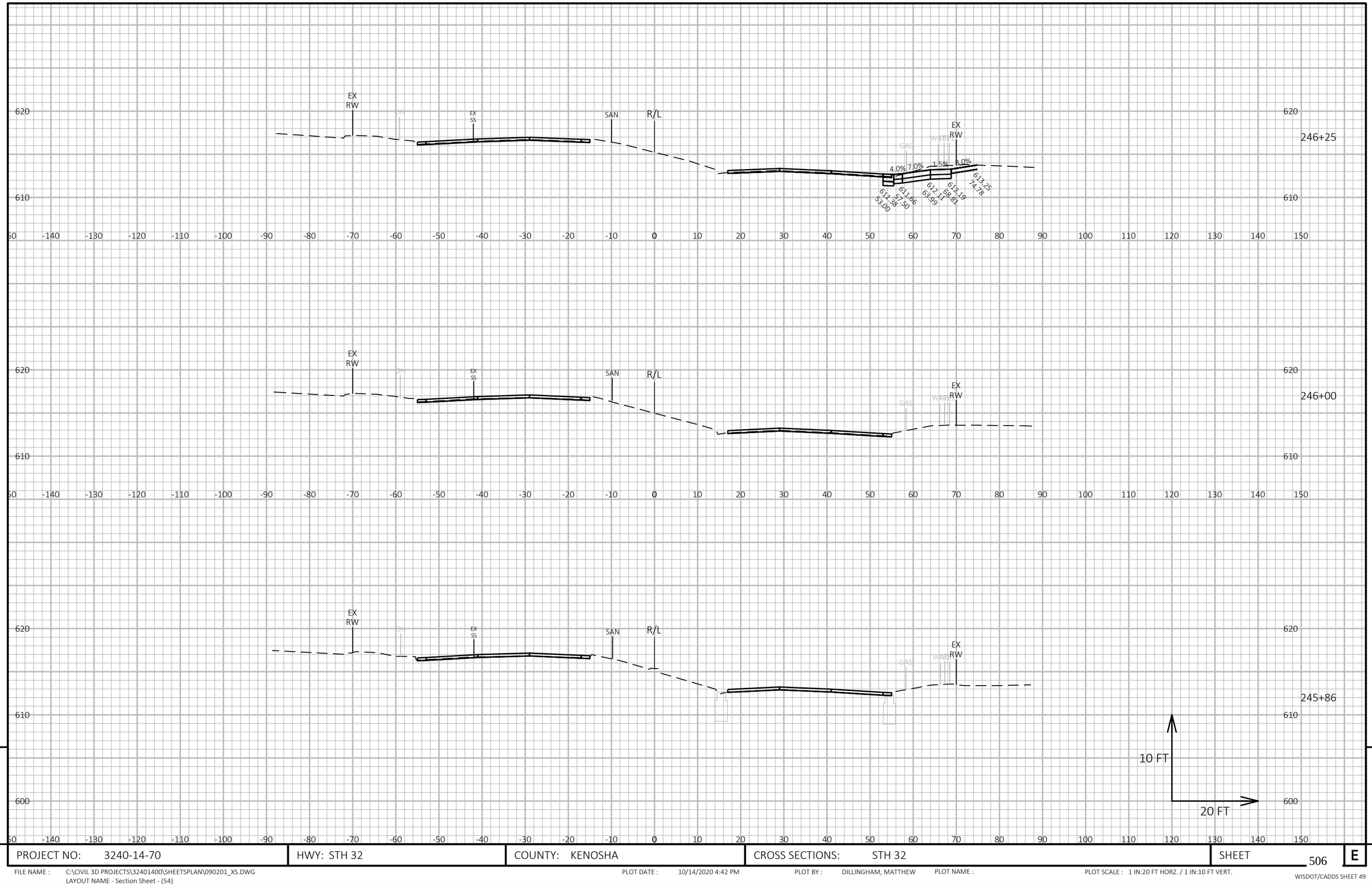
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PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 505	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (53)

PLOT DATE : 10/14/2020 4:42 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



9

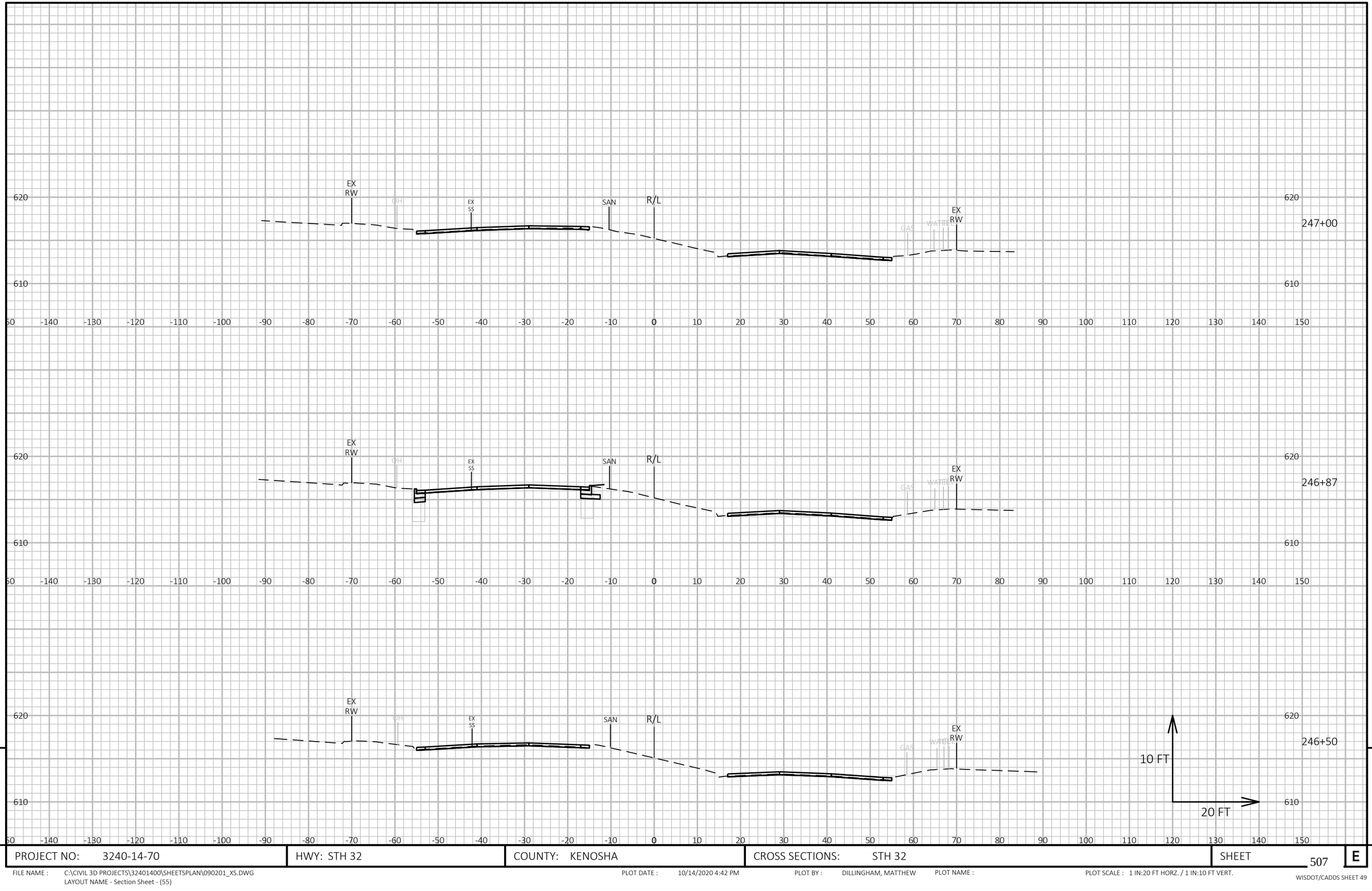
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PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 506	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (54)

PLOT DATE : 10/14/2020 4:42 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

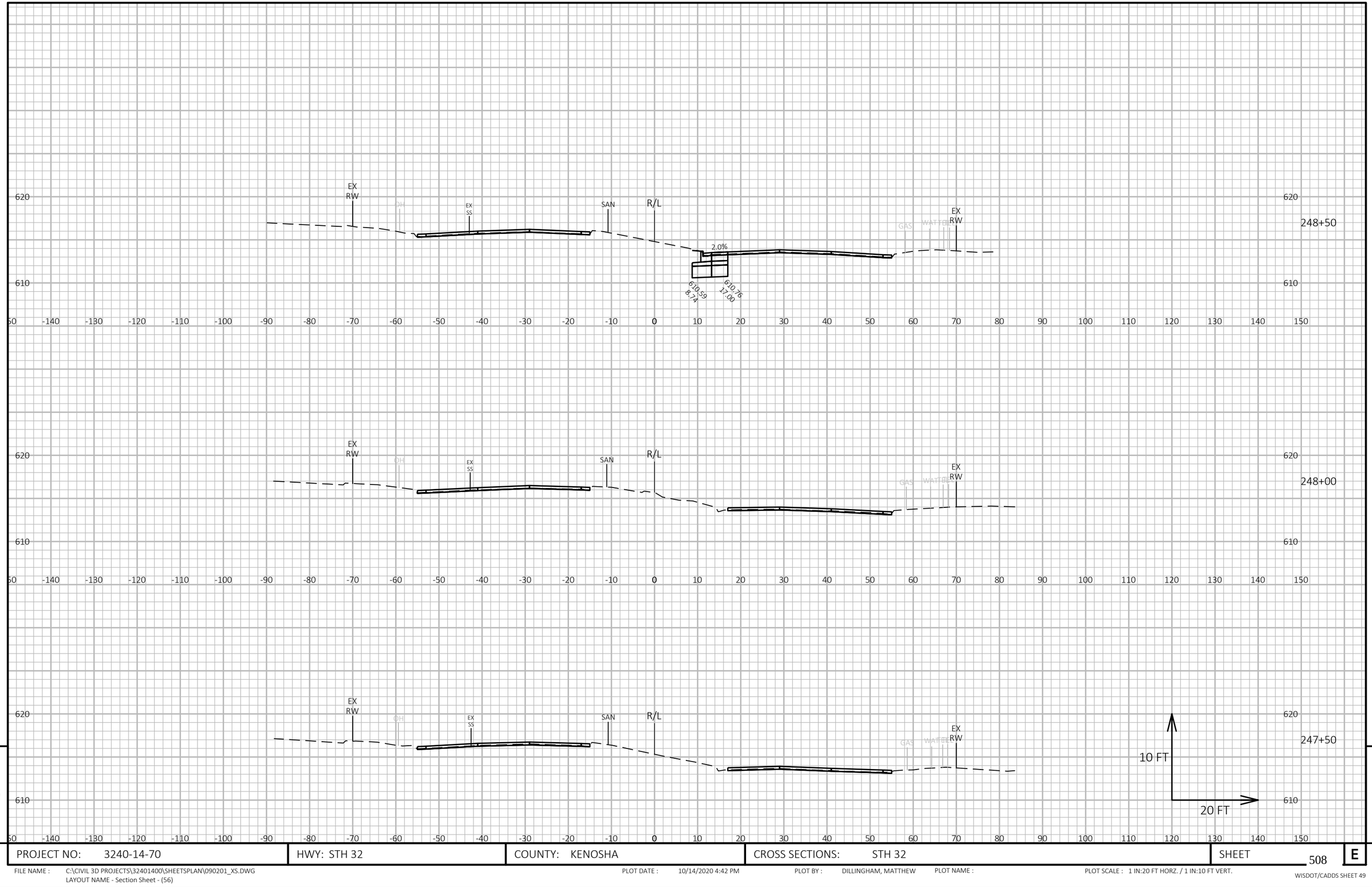
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PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 507	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (55)

PLOT DATE : 10/14/2020 4:42 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



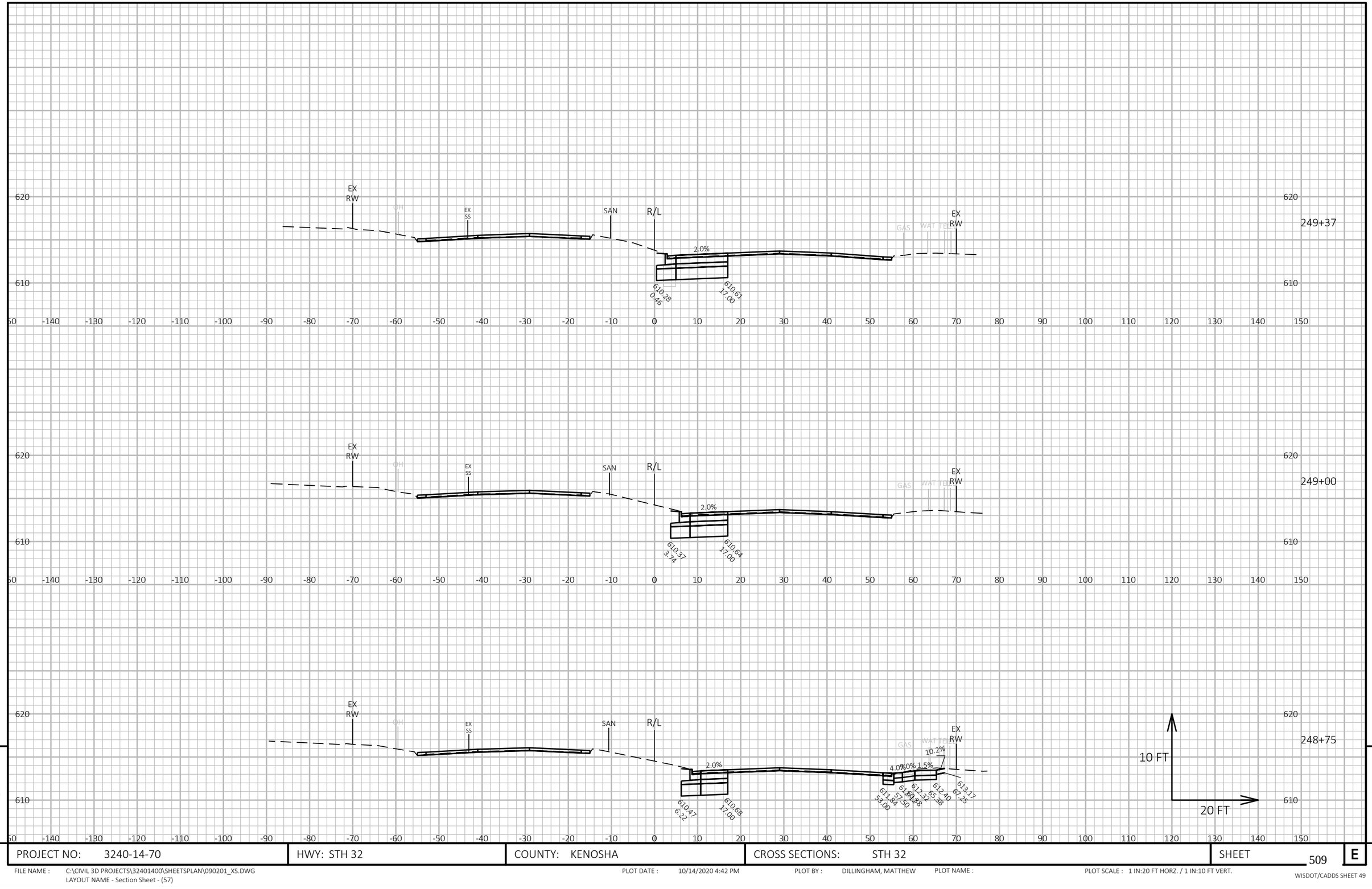
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PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 508	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (56)

PLOT DATE : 10/14/2020 4:42 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



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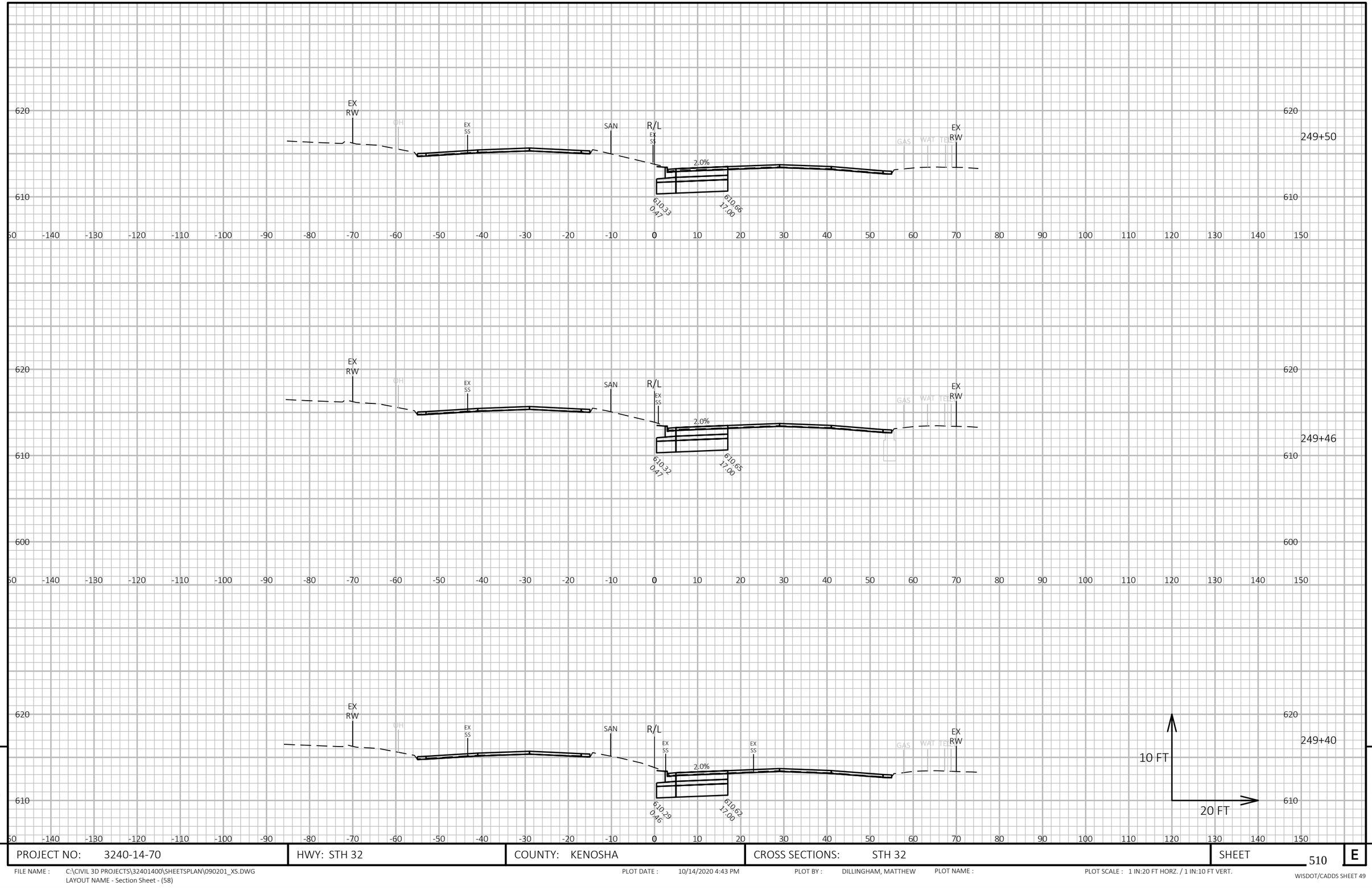
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PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 509	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (57)

PLOT DATE : 10/14/2020 4:42 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

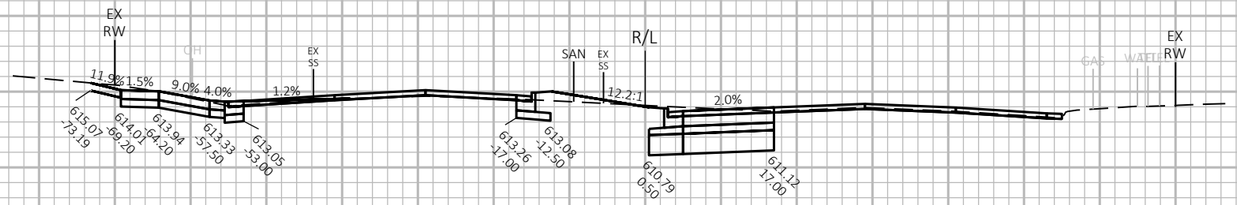
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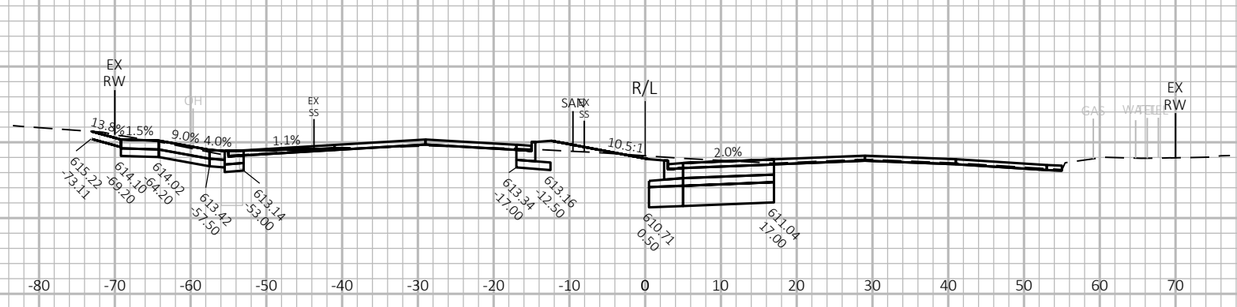
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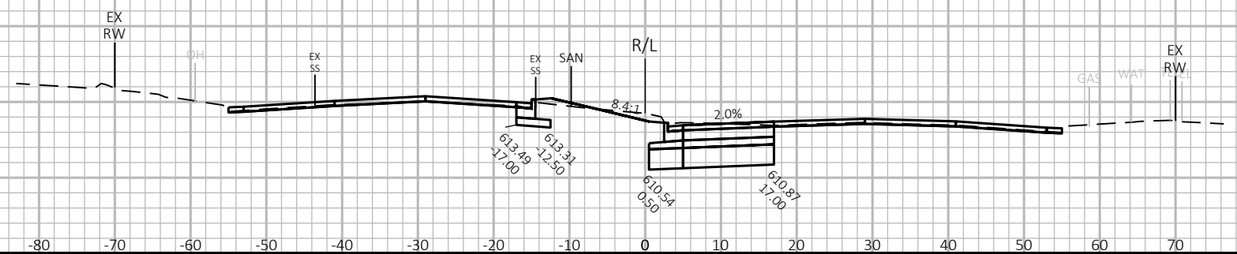
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LAYOUT NAME - Section Sheet - (58)

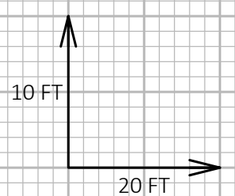
PLOT DATE : 10/14/2020 4:43 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49









9

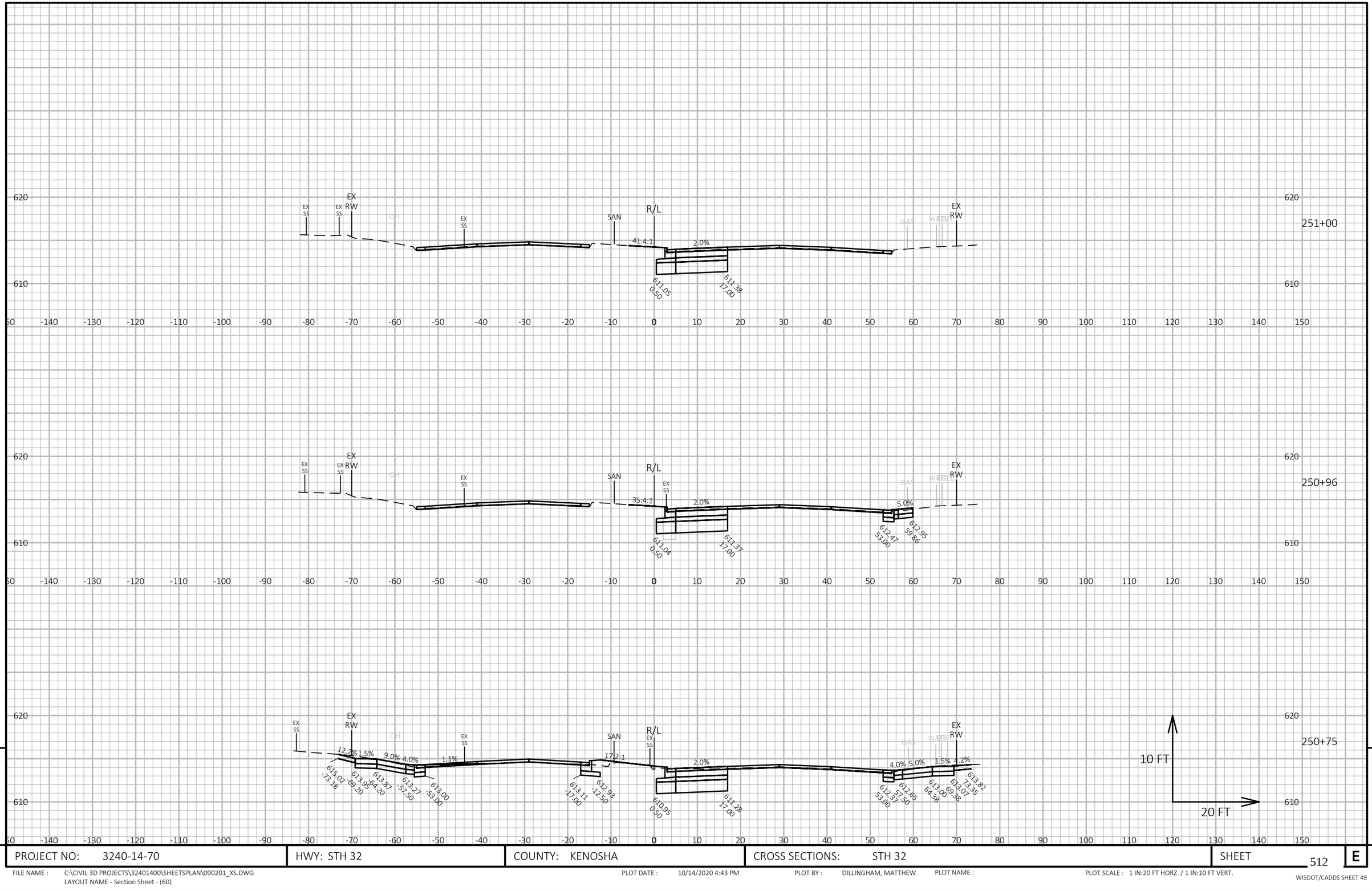
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PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 511	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (59)

PLOT DATE : 10/14/2020 4:43 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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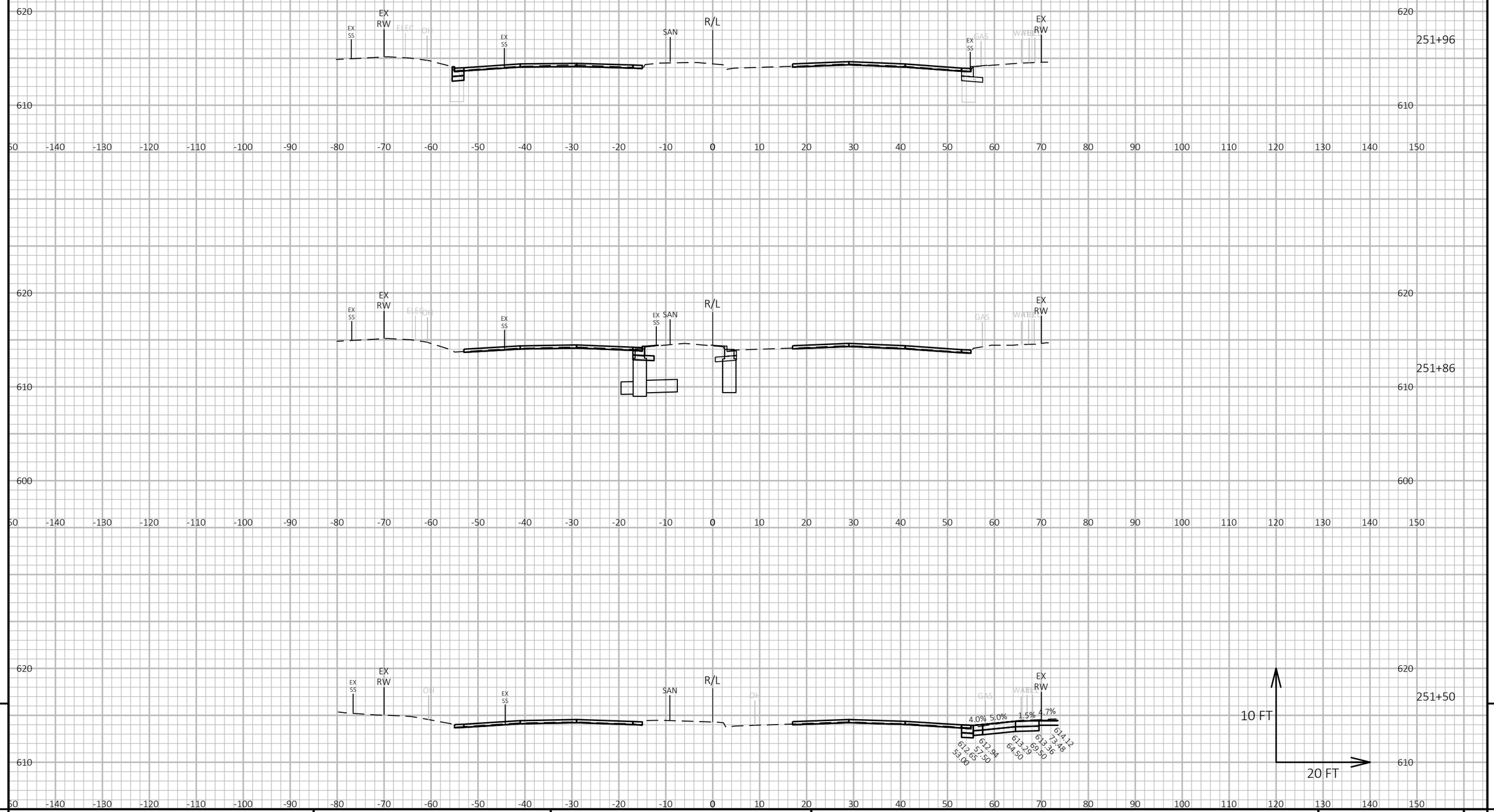
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PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 512	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (60)

PLOT DATE : 10/14/2020 4:43 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

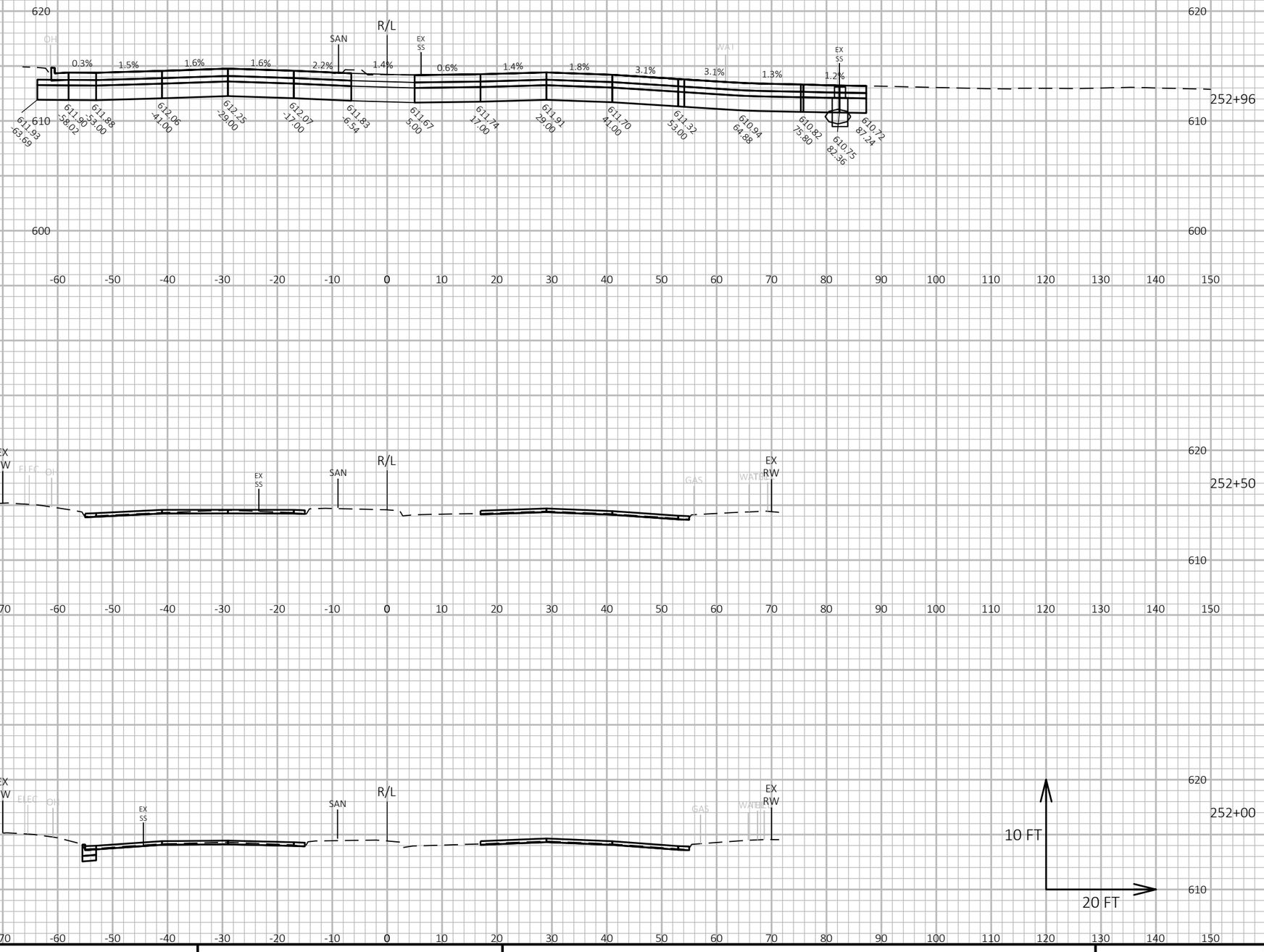
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PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 513	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (61)

PLOT DATE : 10/14/2020 4:43 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

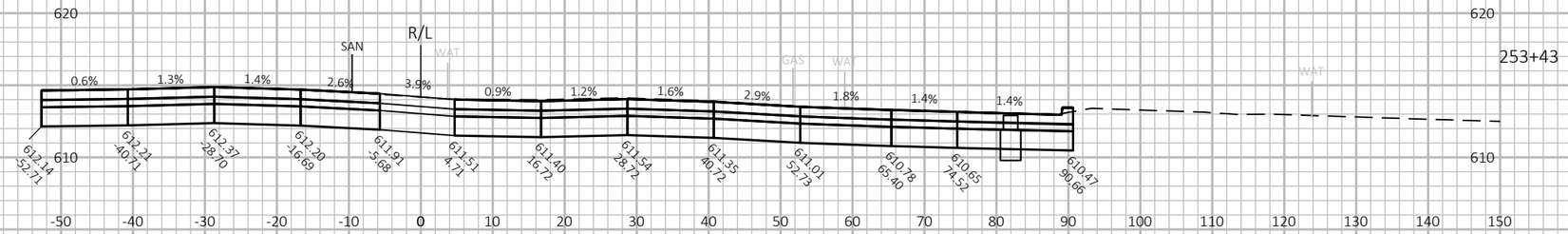
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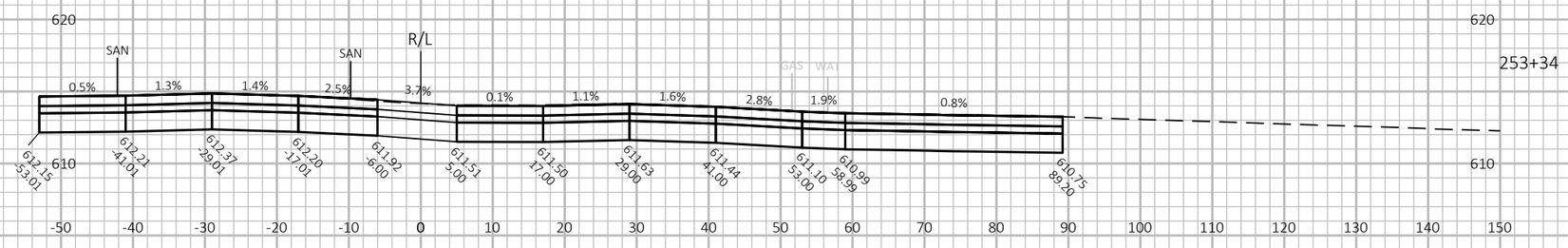
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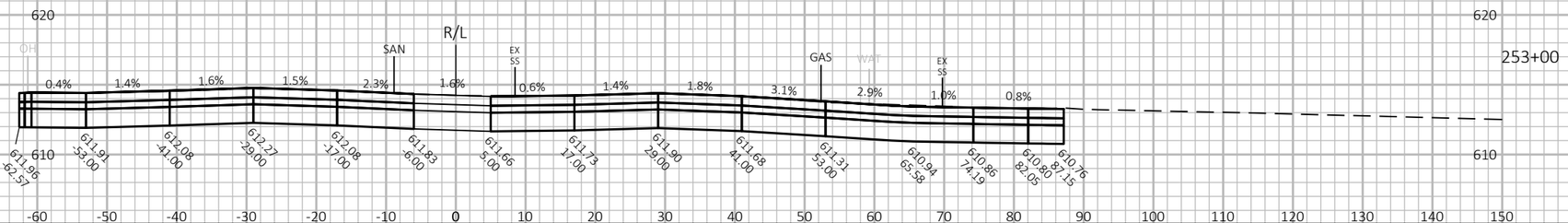
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LAYOUT NAME - Section Sheet - (62)

PLOT DATE : 10/14/2020 4:43 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49









9

9

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 515	E

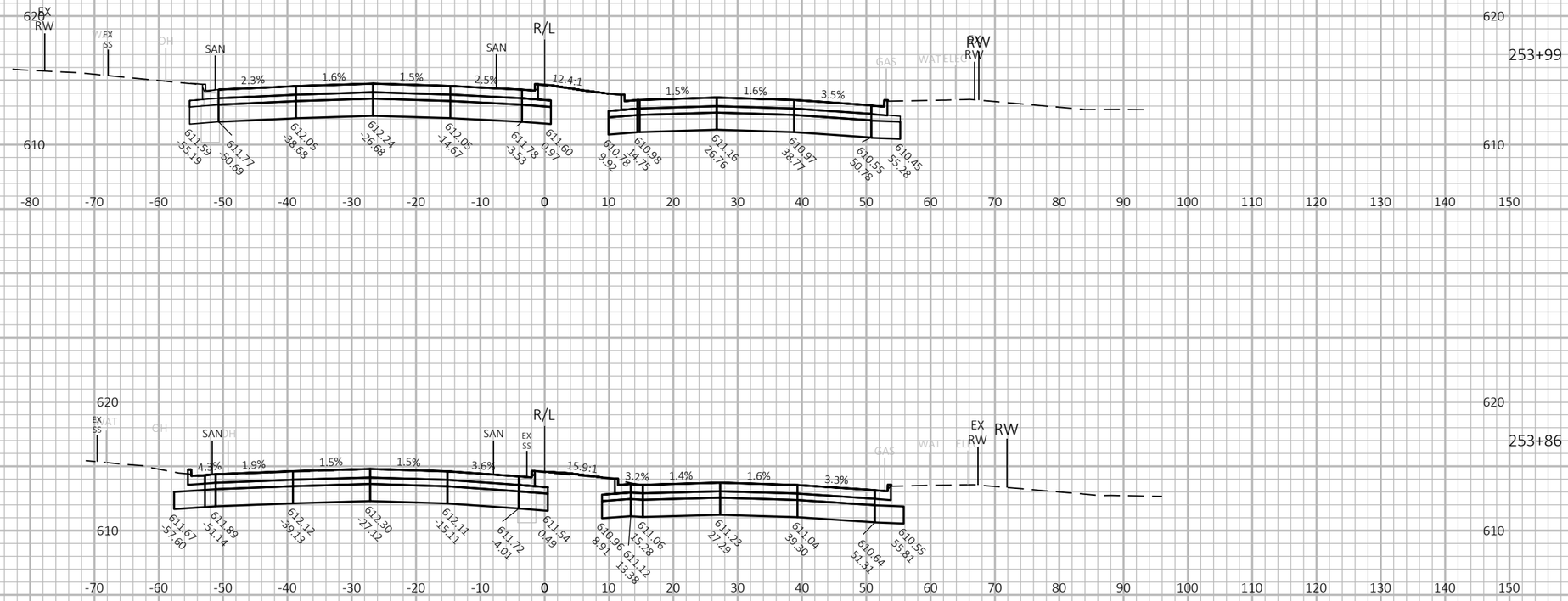
FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (63)

PLOT DATE : 10/14/2020 4:44 PM

PLOT BY : DILLINGHAM, MATTHEW

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



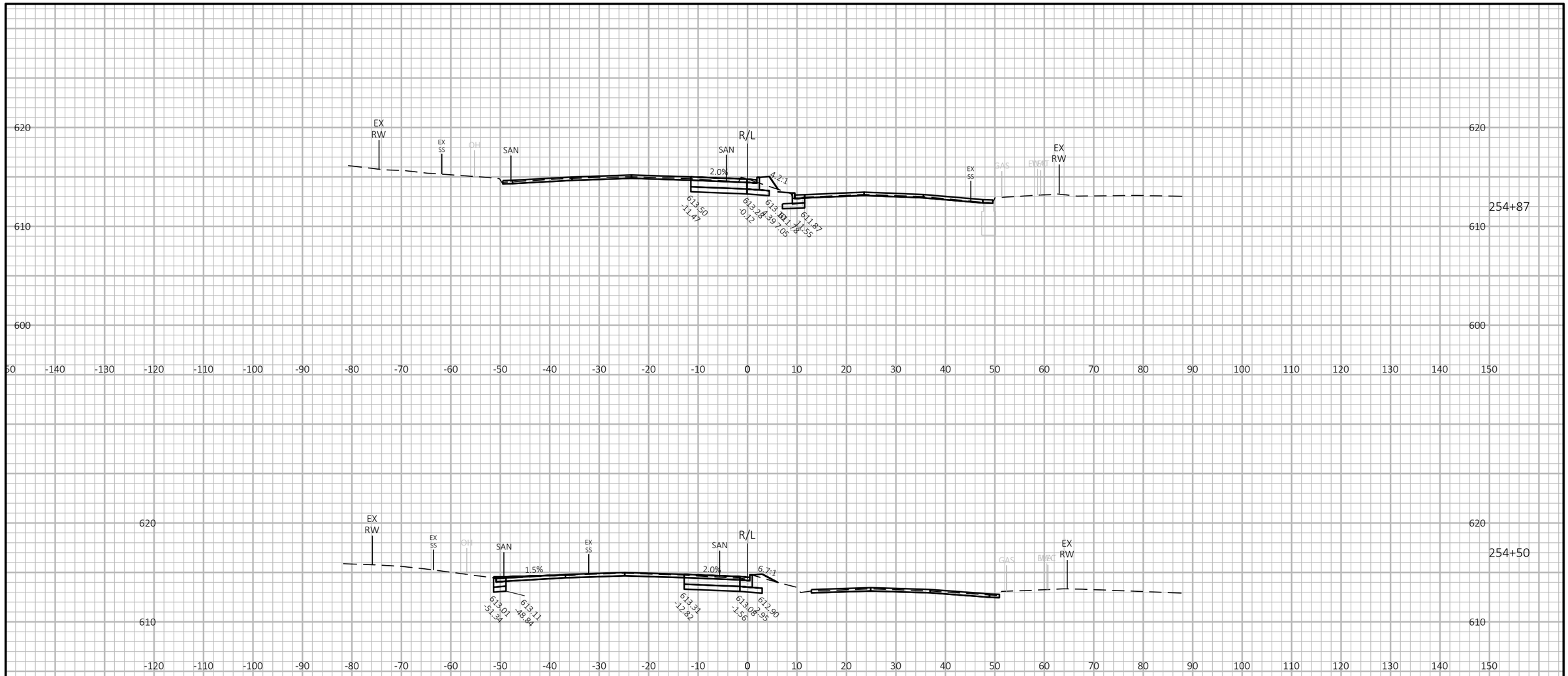
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PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 516	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (64)

PLOT DATE : 10/14/2020 4:44 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



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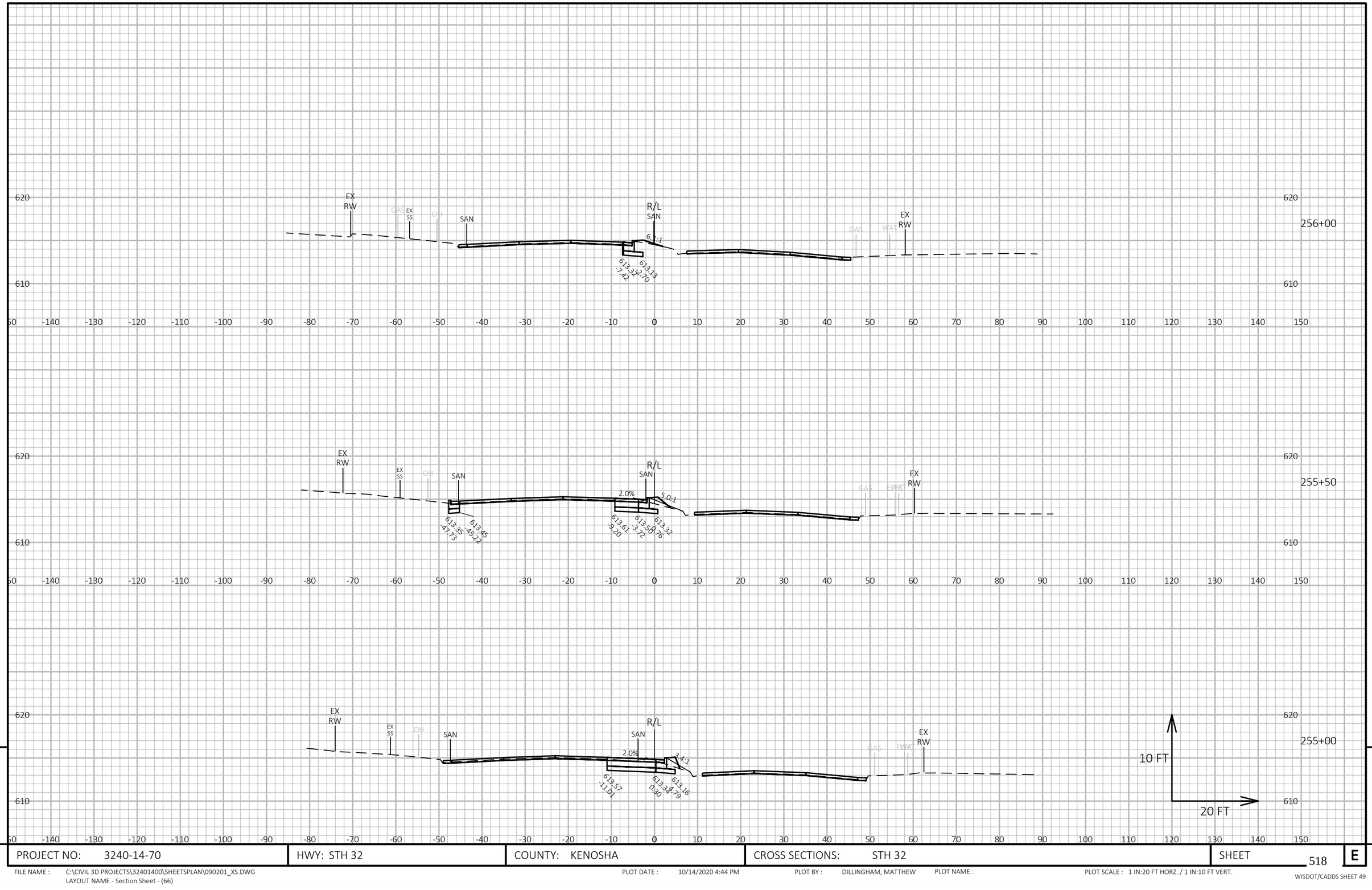
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PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 517	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (65)

PLOT DATE : 10/14/2020 4:44 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

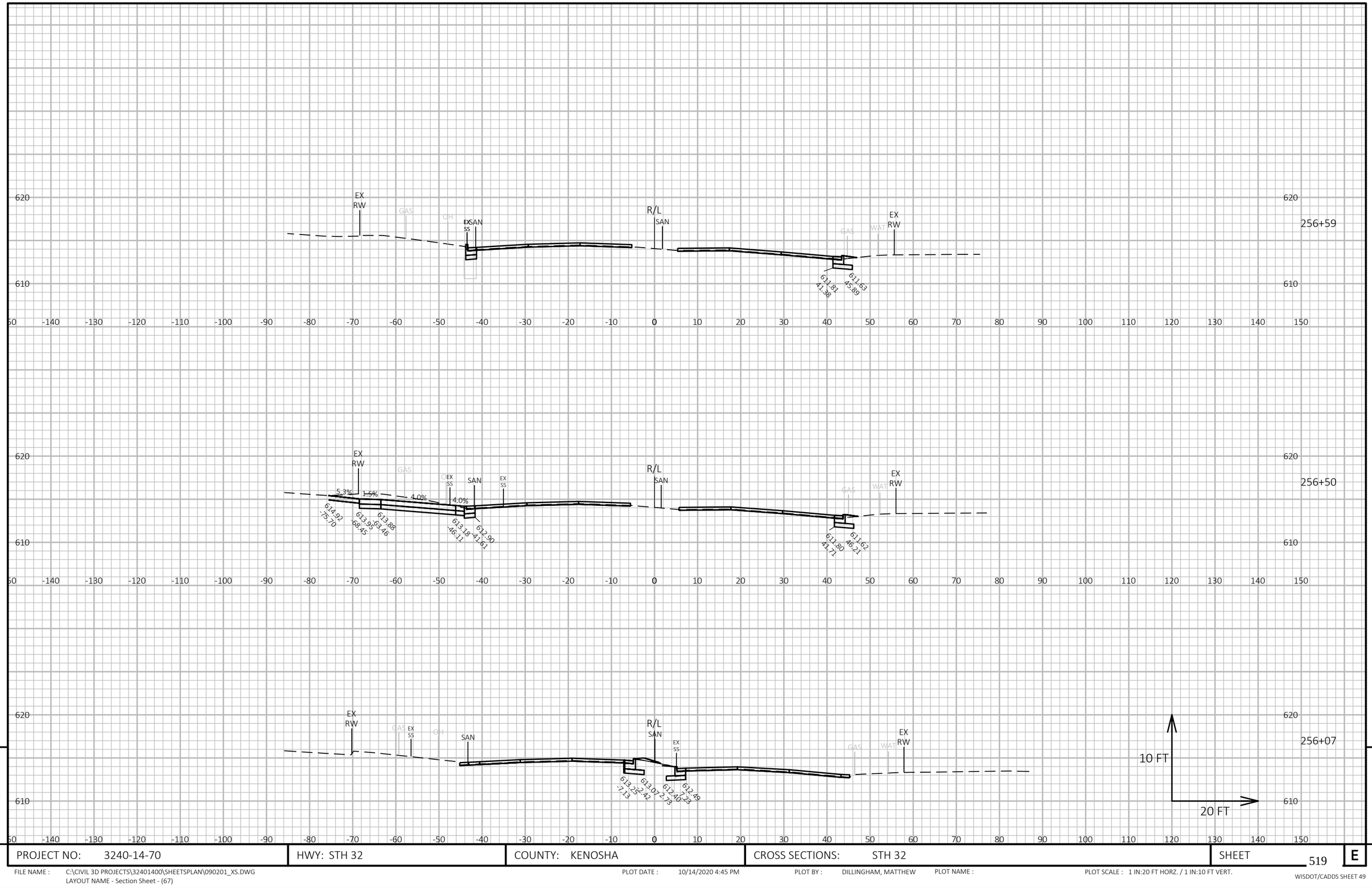
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PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 518	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (66)

PLOT DATE : 10/14/2020 4:44 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

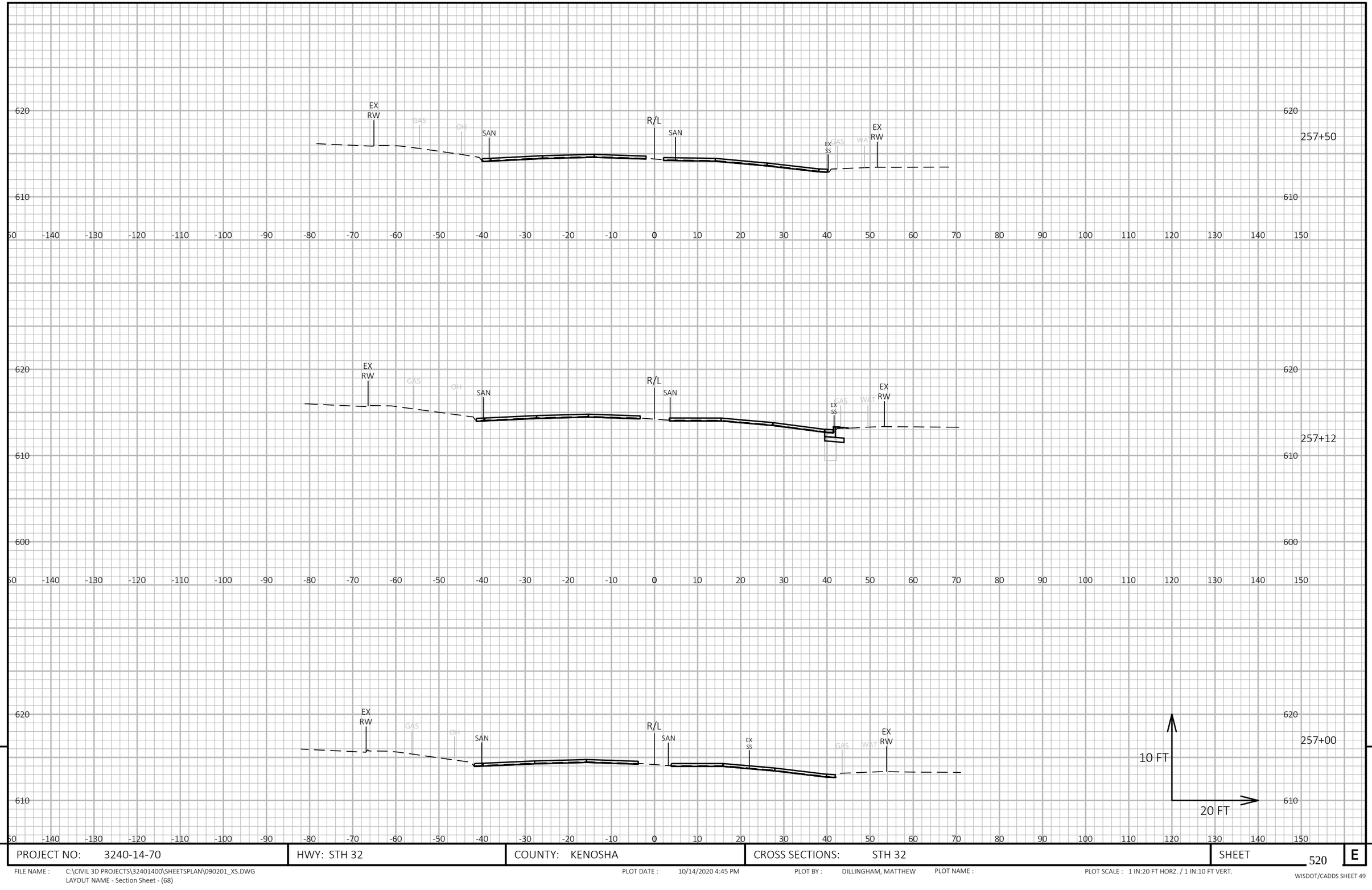
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PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 519	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (67)

PLOT DATE : 10/14/2020 4:45 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

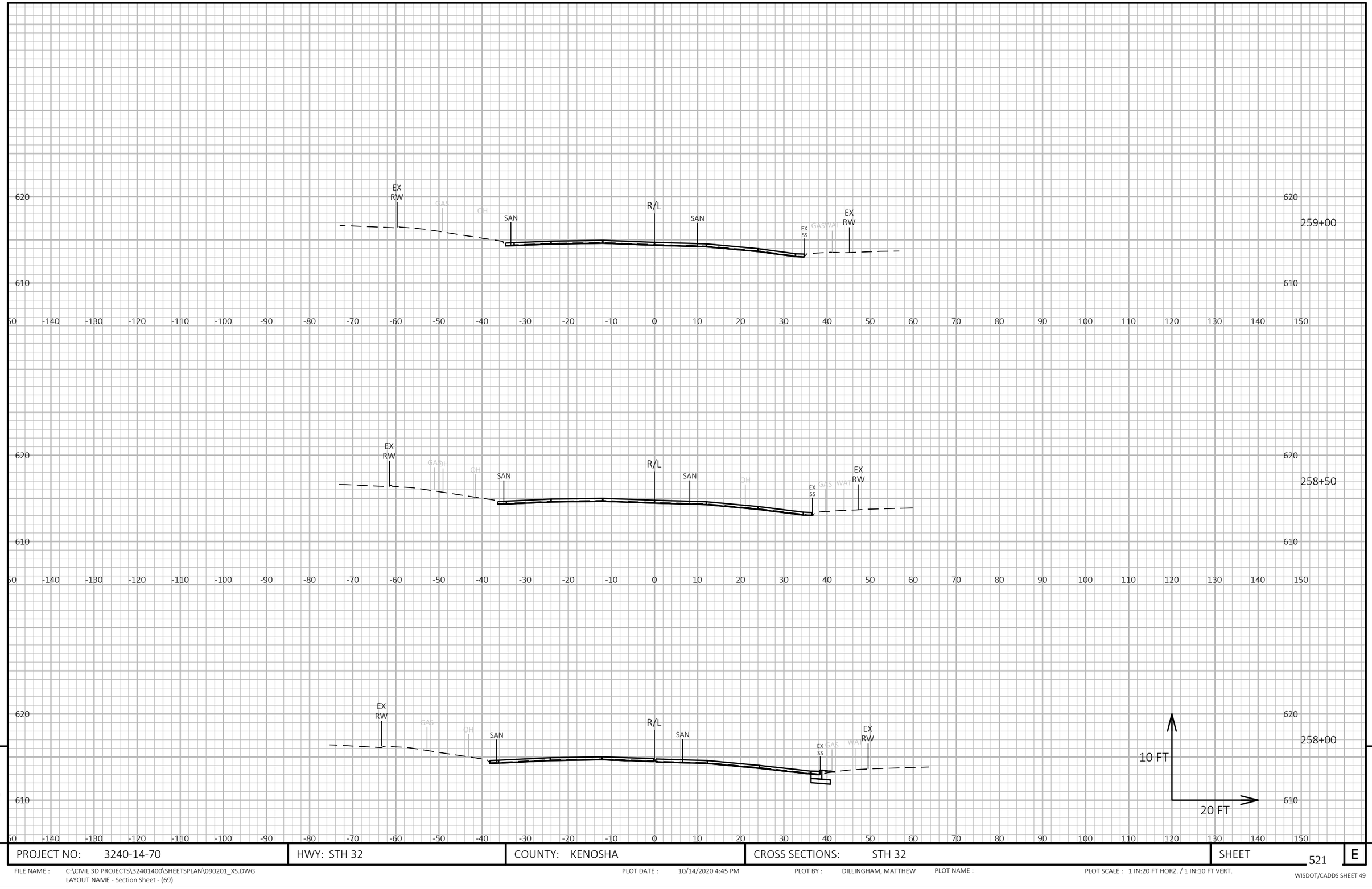
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PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 520	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (68)

PLOT DATE : 10/14/2020 4:45 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

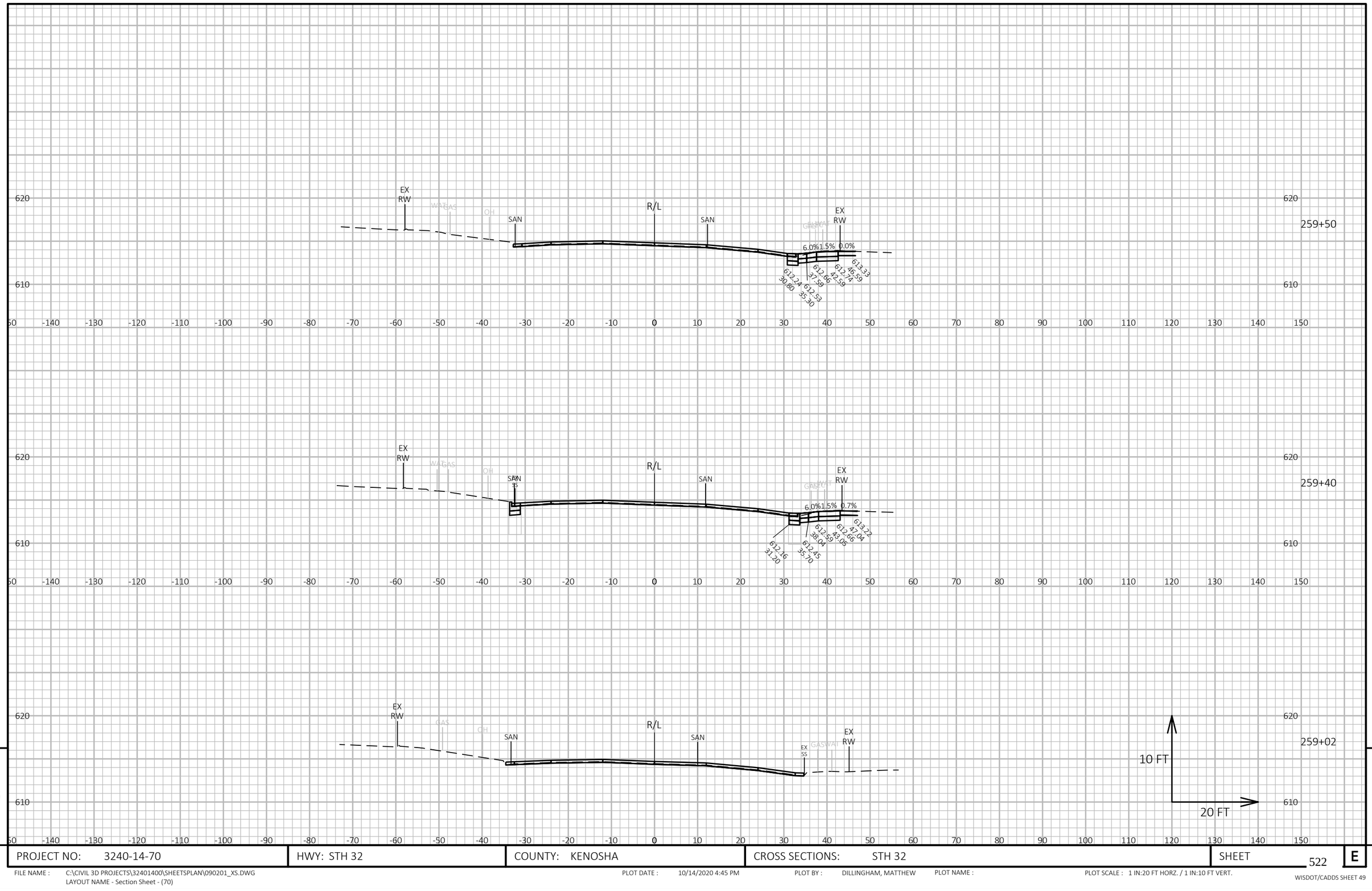
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PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 521	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (69)

PLOT DATE : 10/14/2020 4:45 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

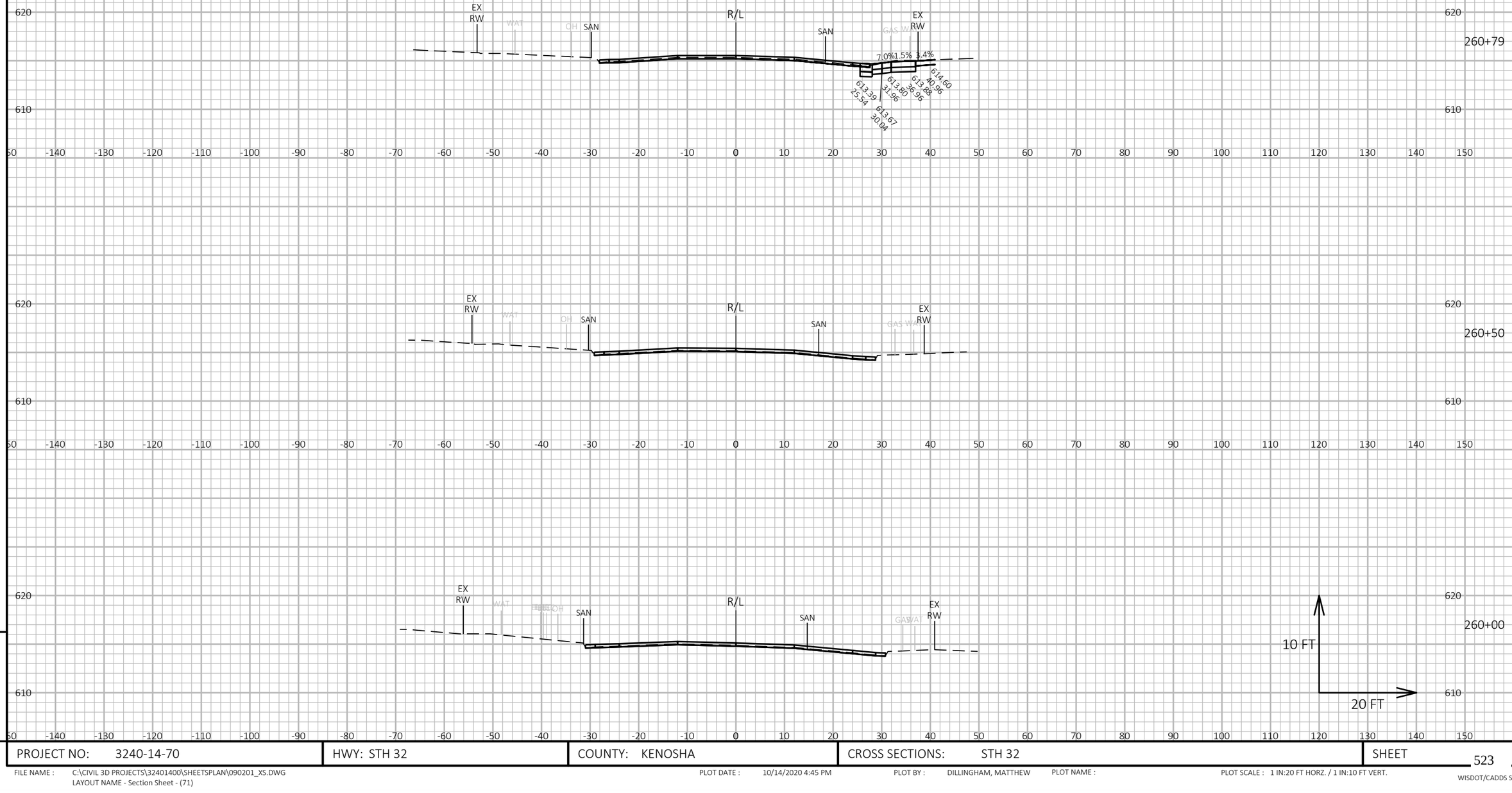
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PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 522	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (70)

PLOT DATE : 10/14/2020 4:45 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



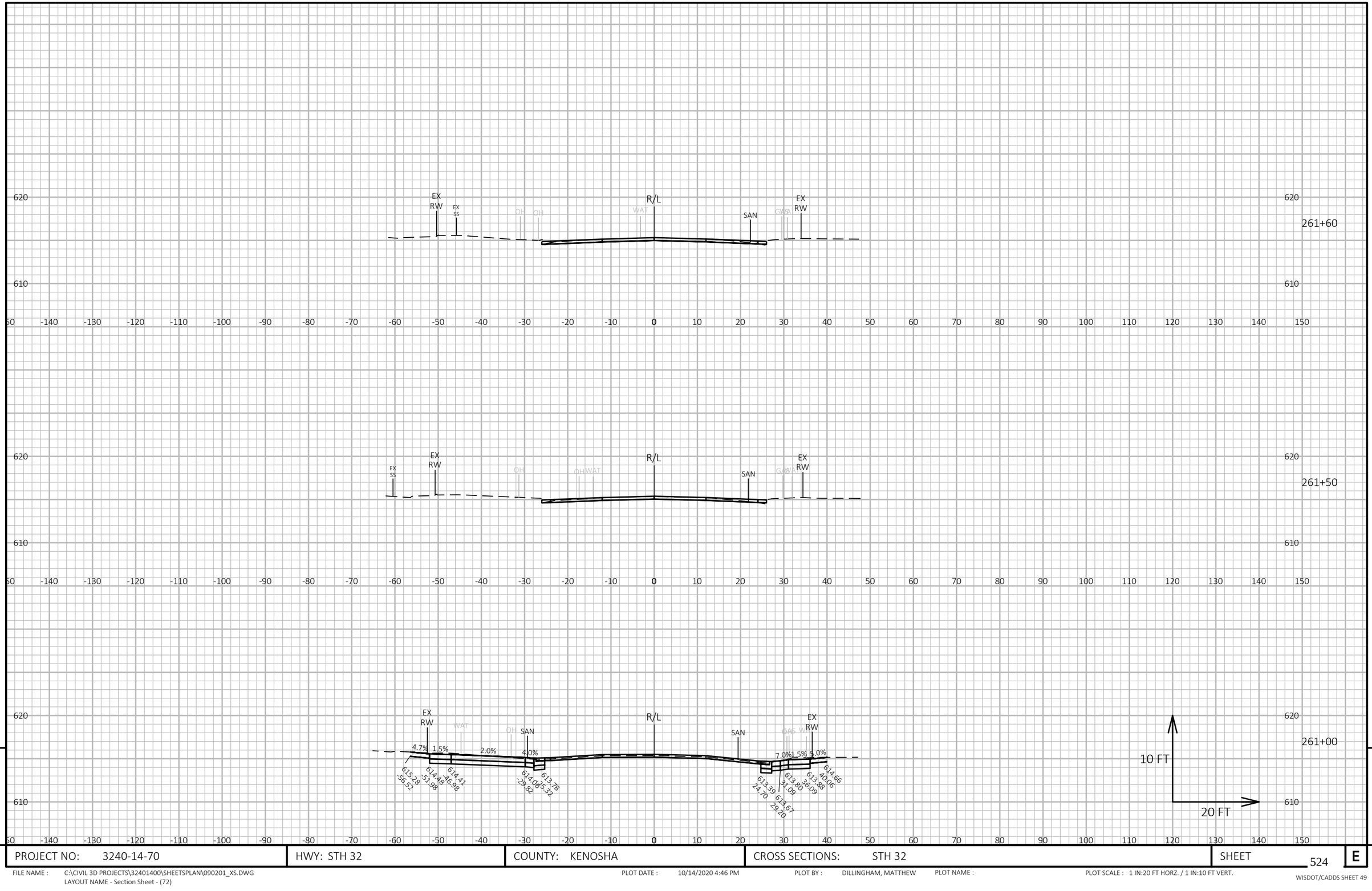
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PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 523	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (71)

PLOT DATE : 10/14/2020 4:45 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



9

9

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: STH 32	SHEET 524	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (72)

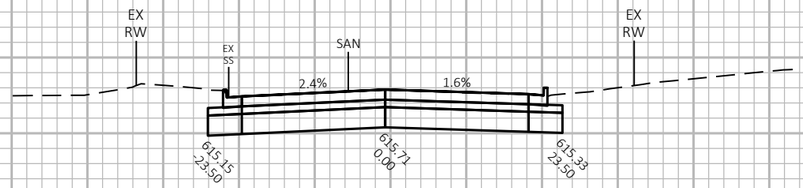
PLOT DATE : 10/14/2020 4:46 PM

PLOT BY : DILLINGHAM, MATTHEW

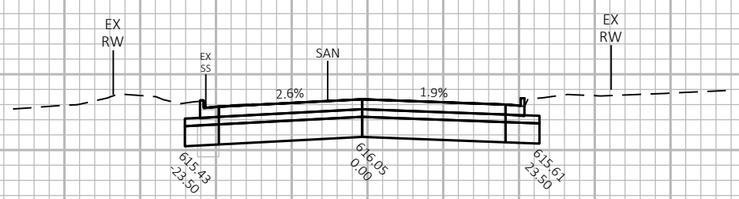
PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

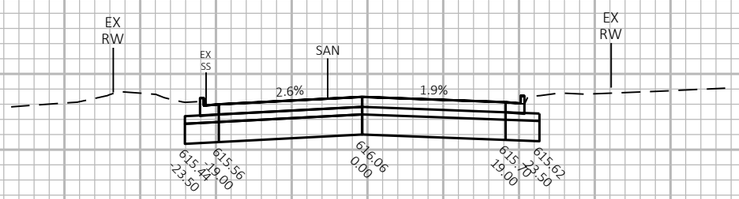
WISDOT/CADDS SHEET 49



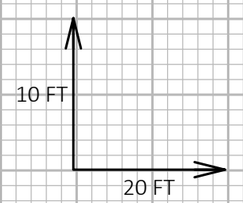
620
610
13+50



620
610
13+00



620
610
12+99



9

50 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

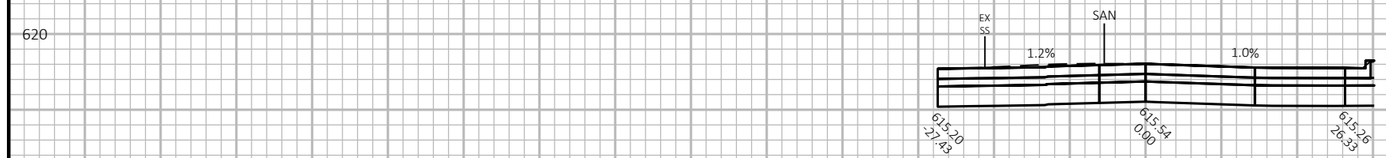
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PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: W 91ST STREET	SHEET 525	E

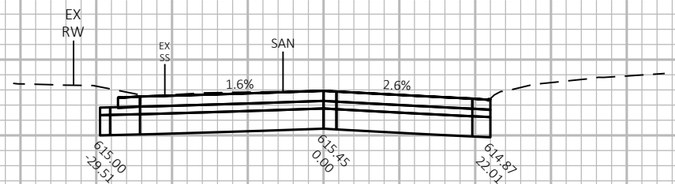
FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (73)

PLOT DATE : 10/14/2020 4:46 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

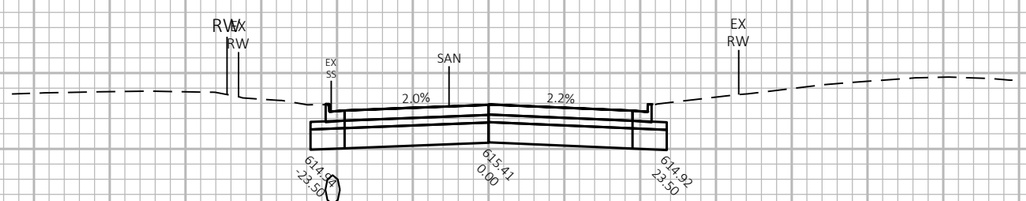
WISDOT/CADDS SHEET 49



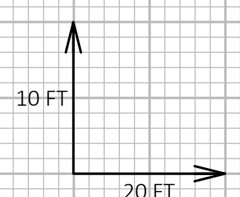
14+37



14+23



14+00



9

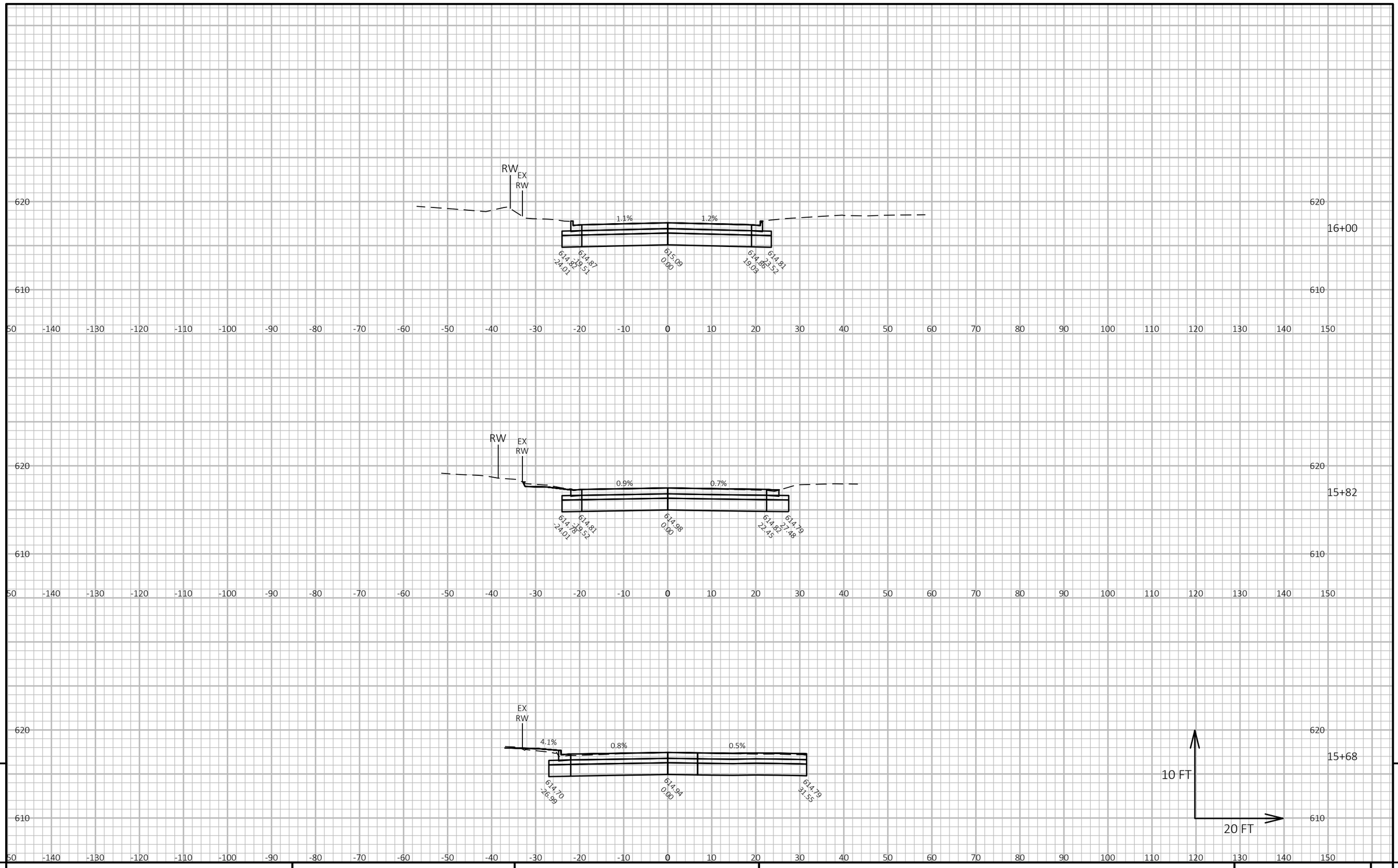
9

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: W 91ST STREET	SHEET 526	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (74)

PLOT DATE : 10/14/2020 4:46 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

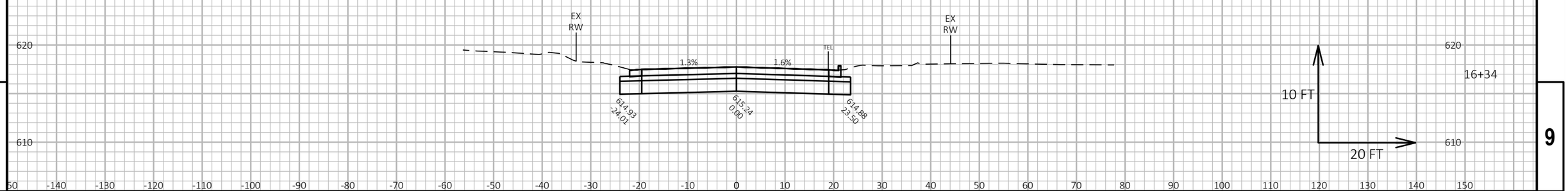
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PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: E 91ST STREET	SHEET 527	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (75)

PLOT DATE : 10/14/2020 4:47 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: E 91ST STREET	SHEET 528	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (76)

PLOT DATE : 10/14/2020 4:47 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

9

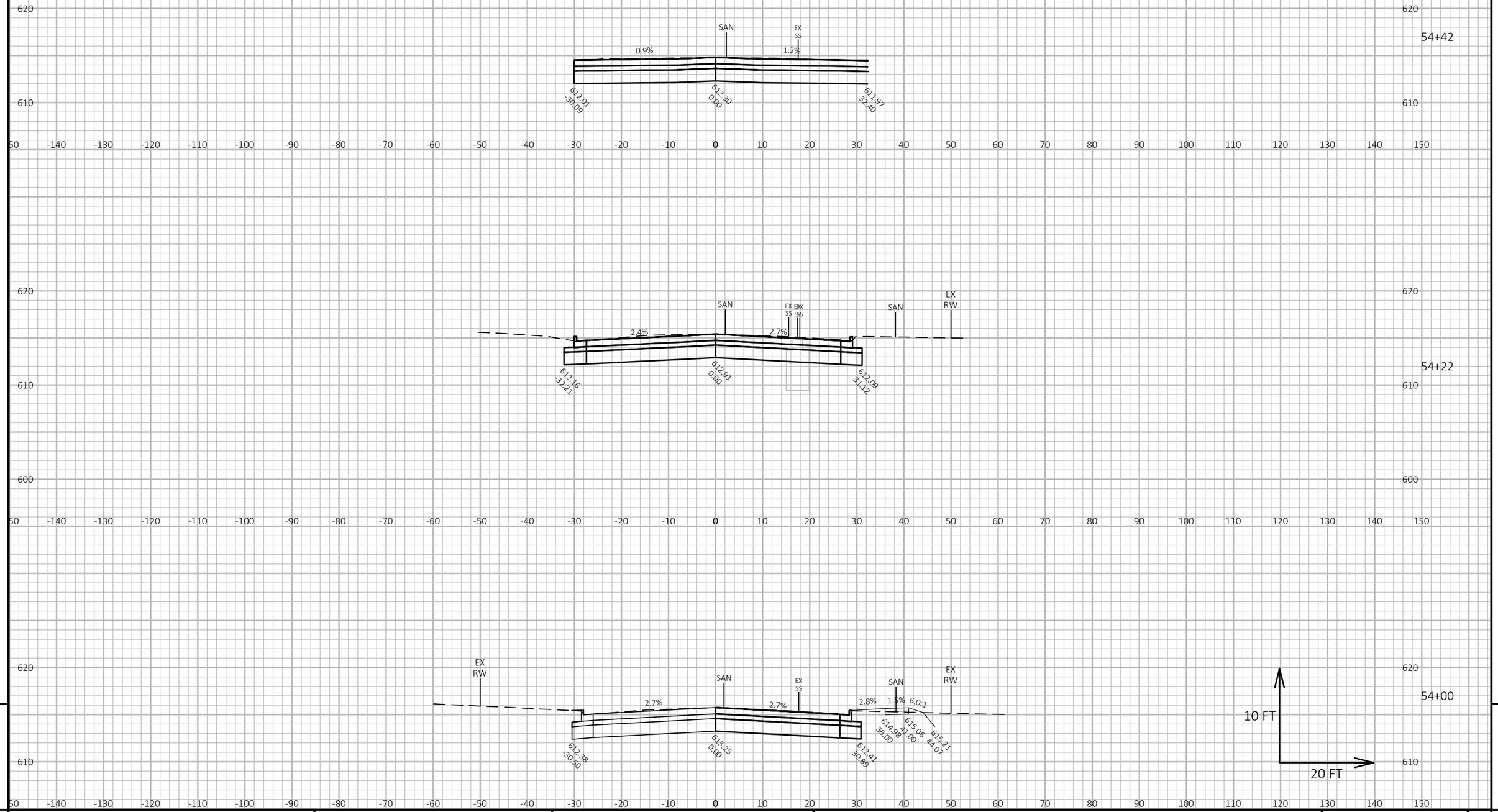
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PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: W 85TH STREET	SHEET 529	E

FILE NAME : C:\CIVIL 3D PROJECTS\32401400\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (77)

PLOT DATE : 10/14/2020 4:47 PM PLOT BY : DILLINGHAM, MATTHEW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 3240-14-70	HWY: STH 32	COUNTY: KENOSHA	CROSS SECTIONS: W 85TH STREET	SHEET 530	E

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov