

PROJECT ID: 3340-09-70

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 =



DESIGN DESIGNATION	STH 31
A.A.D.T. (2024)	= 35,200
A.A.D.T. (2044)	= 37,400
D.H.V.	= -
D.D.	= 59/41
T.	= 7.5%
DESIGN SPEED (MPH)	= 50
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	
MARSH AREA	
WOODED OR SHRUB AREA	

PROFILE	
GRADE LINE	
ORIGINAL GROUND	
MARSH OR ROCK PROFILE (To be noted as such)	
SPECIAL DITCH	
GRADE ELEVATION	
CULVERT (Profile View)	
UTILITIES	
ELECTRIC	
FIBER OPTIC	
GAS	
SANITARY SEWER	
STORM SEWER	
TELEPHONE	
WATER	
UTILITY PEDESTAL	
POWER POLE	
TELEPHONE POLE	

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

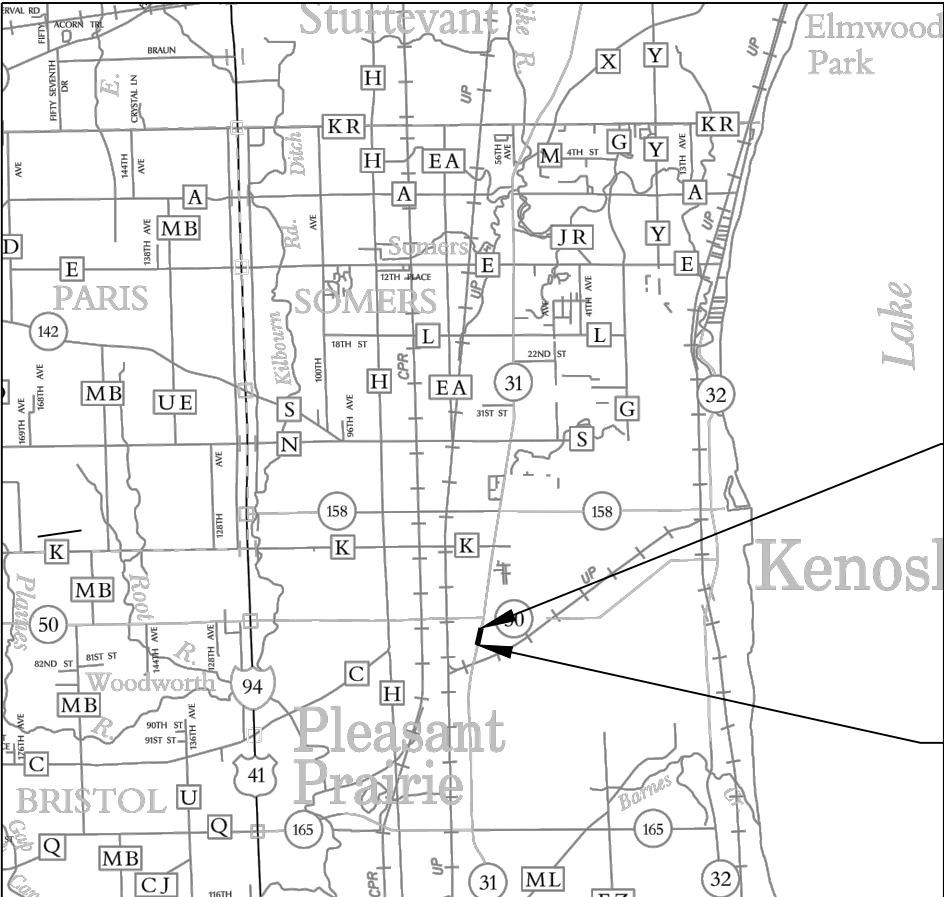
GREEN BAY ROAD, CITY OF KENOSHA

78TH STREET INTERSECTION

STH 31

KENOSHA COUNTY

STATE PROJECT NUMBER
3340-09-70



END PROJECT
STA 285+75
X = 611598.932
Y = 126181.005

BEGIN PROJECT
STA 282+00
X = 611522.723
Y = 125813.833

LAYOUT
SCALE 0 2 MI
TOTAL NET LENGTH OF CENTERLINE = 0.047 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), KENOSHA COUNTY, NAD83 (2007), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES. ELEVATIONS ARE REFERENCED TO NAVD 88 (2007). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
3340-09-70		

60% PLAN
12/2/20

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
PREPARED BY	
Surveyor	STEVEN ROTIER
Designer	DOUGLAS CAIN
Project Manager	RICH HERRICK
Regional Examiner	BENEDICT ERUCHALU
Regional Supervisor	
APPROVED FOR THE DEPARTMENT	
DATE:	(Signature)

E

GENERAL NOTES

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

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

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

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.

ANY REINFORCEMENT LOCATED IN EXISTING CONCRETE PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO THE REMOVING PAVEMENT ITEM, AND NO ADDITIONAL COMPENSATION WILL BE GRANTED

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.

FOR INLET AND CATCH BASIN STRUCTURES LOCATED IN THE CURB OR IN FRONT OF BARRIER, STATION, OFFSET, AND ELEVATIONS ARE GIVEN TO THE FLOW LINE. MH STATION, OFFSET, AND ELEVATIONS ARE GIVEN TO THE CENTER OF STRUCTURE. SEE CONSTRUCTION DETAILS.

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.

CONSTRUCT PAVEMENT CONSISTENT WITH THE PLAN TYPICAL SECTIONS. LOCATE LONGITUDINAL JOINTS IN ASPHALT PAVEMENT OUTSIDE OF DRIVING, TURNING, BIKE, OR PARKING LANE UNLESS DIRECTED OTHERWISE BY THE ENG PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, BIKE, OR PARKING LANE. 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.

SAWCUT EXISTING ASPHALT AND CONCRETE PAVEMENT AT THE MATCHLINE AS INDICATED ON THE PLAN OR AS DIRECTED BY THE ENGINEER.

TINE CONCRETE PAVEMENT LONGITUDINALLY UNLESS OTHERWISE IDENTIFIED IN THE PLAN OR DIRECTED BY THE ENGINEER.

RESHAPE, RESTORE AND FINISH ALL PREVIOUSLY GRASSED AREAS DISTURBED BY OPERATIONS OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS AT NO EXPENSE TO THE DEPARTMENT

PLACE TOPSOIL 1 INCH BELOW THE TOP OF ADJACENT CONCRETE CURBS OR SIDEWALKS IN SOD AREAS.

DISTURBED AREAS WITHIN THE RIGHT OF WAY ARE TO BE SALVAGE TOPSOILED, FERTILIZED, AND SODDED AS DIRECTED BY THE ENGINEER.

WHEN DEFINING THE PAVEMENT STRUCTURE, THE BOTTOM OF THE BASE AGGREGATE DENSE IS CONSIDERED THE SUBGRADE LINE.

BACKFILL ALL OPENINGS AND HOLES LOCATED WITHIN THE ROADWAY RESULTING FROM REMOVALS OR ABANDONMENTS WITH GRANULAR BACKFILL UNLESS THE PLANS PROVIDE FOR ALTERNATE BACKFILL.

DO NOT REMOVE ANY TREES OR SHRUBS WITHOUT APPROVAL OF THE ENGINEER.

ALL SIGN LOCATIONS SHALL BE REVIEWED BY THE ENGINEER PRIOR TO INSTALLATION.

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.

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

CROSS SECTIONS SHOWN INCLUDE THE THICKNESS OF TOPSOIL WHERE REQUIRED. TOPSOIL SHALL BE REPLACED WITH 6-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.

ORDER OF SECTION 2 SHEETS

- Project Overview
- Typical Sections
- Construction Details
- Plan Details
- Pavement Marking
- Traffic Control

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BEAU ABUYA
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PROJECT DESIGN CONTACTS

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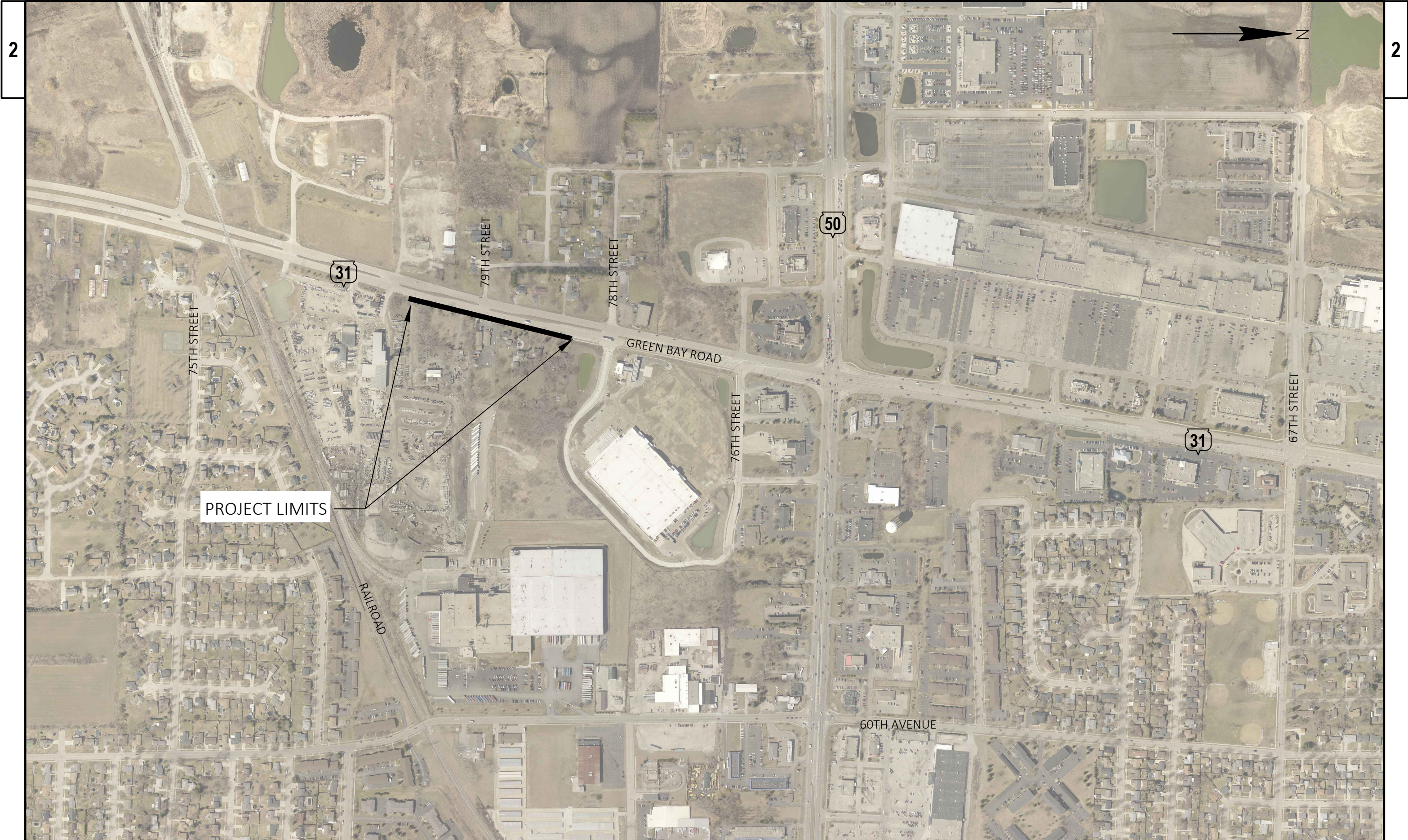
STEVEN ROTIER
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STANDARD ABBREVIATIONS

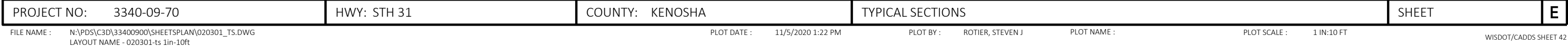
AP	ACCESS POINT	NOM	NOMINAL
AC	ACRE	NC	NORMAL CROWN
ADJ	ADJUST	N	NORTH
AECPRC	APRON ENDWALLS FOR CULVERT	Y	NORTH GRID COORDINATE
	PIPE REINFORCED CONCRETE	NB	NORTHBOUND
AH	AHEAD	NO	NUMBER
AC	ASPHALT CEMENT	OPT	OPTIONAL
ASPH	ASPHALTIC	OD	OUTSIDE DIAMETER
ACP	ASPHALTIC CONCRETE PAVEMENT	PAVT	PAVEMENT
AVG	AVERAGE	PLE	PERMANENT LIMITED EASEMENT
ADT	AVERAGE DAILY TRAFFIC	PACS	PIPE ARCH CORRUGATED STEEL
BK	BACK	P	POINT
BAD	BASE AGGREGATE DENSE	PC	POINT OF CURVATURE
BM	BENCHMARK	PI	POINT OF INTERSECTION
CB	CATCH BASIN	PT	POINT OF TANGENCY
C/L	CENTER LINE	PVC	POINT OF VERTICAL CURVE
C/L CONST	CENTER LINE CONSTRUCTION	PVI	POINT OF VERTICAL INTERSECTION
Δ	CENTRAL ANGLE OR DELTA	PVT	POINT OF VERTICAL TANGENCY
CL	CLASS	PVC	POLYVINYL CHLORIDE
CONC	CONCRETE	PCC	PORTLAND CEMENT CONCRETE
CONST	CONSTRUCTION	LB	POUND
CMCP	CORRUGATED METAL CULVERT PIPE	PSF	POUNDS PER SQUARE FOOT
CTH	COUNTY TRUNK HIGHWAY	PSI	POUNDS PER SQUARE INCH
CABC	CRUSHED AGGREGATE BASE COURSE	PE	PRIVATE ENTRANCE
CFS	CUBIC FEET PER SECOND	PGL	PROFILE GRADE LINE
CY	CUBIC YARD	PL	PROPERTY LINE
CP	CULVERT PIPE	Q100	100-YEAR FLOW RATE
CPCS	CULVERT PIPE CORRUGATED STEEL	R	RADIUS
CPRC	CULVERT PIPE REINFORCED CONCRETE	RR	RAILROAD
CPRCHE	CULVERT PIPE REINFORCED CONCRETE	R	RANGE
	HORIZONTAL ELLIPTICAL	R/L	REFERENCE LINE
C & G	CURB AND GUTTER	REINF	REINFORCING OR REINFORCEMENT
D	DEGREE OF CURVE	REQD	REQUIRED
DHV	DESIGN HOUR VOLUME	RT	RIGHT
DIA	DIAMETER	R/W	RIGHT-OF-WAY
DD	DIRECTIONAL DISTRIBUTION	RD	ROAD
DWY	DRIVEWAY	RDWY	ROADWAY

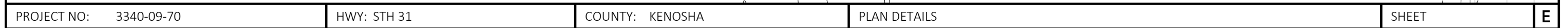
E	EAST	SEC	SECTION
X	EAST GRID COORDINATE	SHLDR	SHOULDER
EB	EASTBOUND	S	SOUTH
EL	ELEVATION	SB	SOUTHBOUND
ESALS	EQUIVALENT SINGLE AXLE LOADS	SQ	SQUARE
EXC	EXCAVATION	SF	SQUARE FEET
EBS	EXCAVATION BELOW SUBGRADE	SW	SIDEWALK
EXIST	EXISTING	SY	SQUARE YARD
FPS	FEET PER SECOND	SDD	STANDARD DETAIL DRAWINGS
FERT	FERTILIZE	STH	STATE TRUNK HIGHWAYS
FE	FIELD ENTRANCE	STA	STATION
FL	FLOW LINE	SS	STORM SEWER
FT	FOOT	SSPRC	STORM SEWER PIPE
GN	GRID NORTH		REINFORCED CONCRETE
HES	HIGH EARLY STRENGTH	ST	STREET
HP	HIGH POINT	STR	STRUCTURE OR STRUCTURAL
HW	HIGH WATER	SE	SUPERELEVATION
HMA	HOT MIX ASPHALT	T	TANGENT
CWT	HUNDREDWEIGHT	TEMP	TEMPORARY
HWD	HYDRANT	TI	TEMPORARY INTEREST
INL	INLET	TLE	TEMPORARY LIMITED EASEMENT
ID	INSIDE DIAMETER	t	TON
I	INTERSECTION ANGLE	T	TOWN
INV	INVERT	T/L	TRANSIT LINE
IP	IRON PIPE OR PIN	T	TRUCKS (PERCENT OF)
JT	JOINT	TYP	TYPICAL
LT	LEFT	USH	UNITED STATES HIGHWAY
LC	LENGTH OF CURVE	VAR	VARIABLE
LF	LINEAR FOOT	V	VELOCITY OF DESIGN SPEED
LP	LOW POINT	VERT	VERTICAL
LS	LUMP SUM	VC	VERTICAL CURVE
MH	MANHOLE	VOL	VOLUME
MAX	MAXIMUM	WM	WATERMAIN
MGAL	MEGAGALLON	WV	WATER VALVE
MPH	MILES PER HOUR	W	WEST
MIN	MINIMUM	WB	WESTBOUND
MON	MONUMENT	YD	YARD

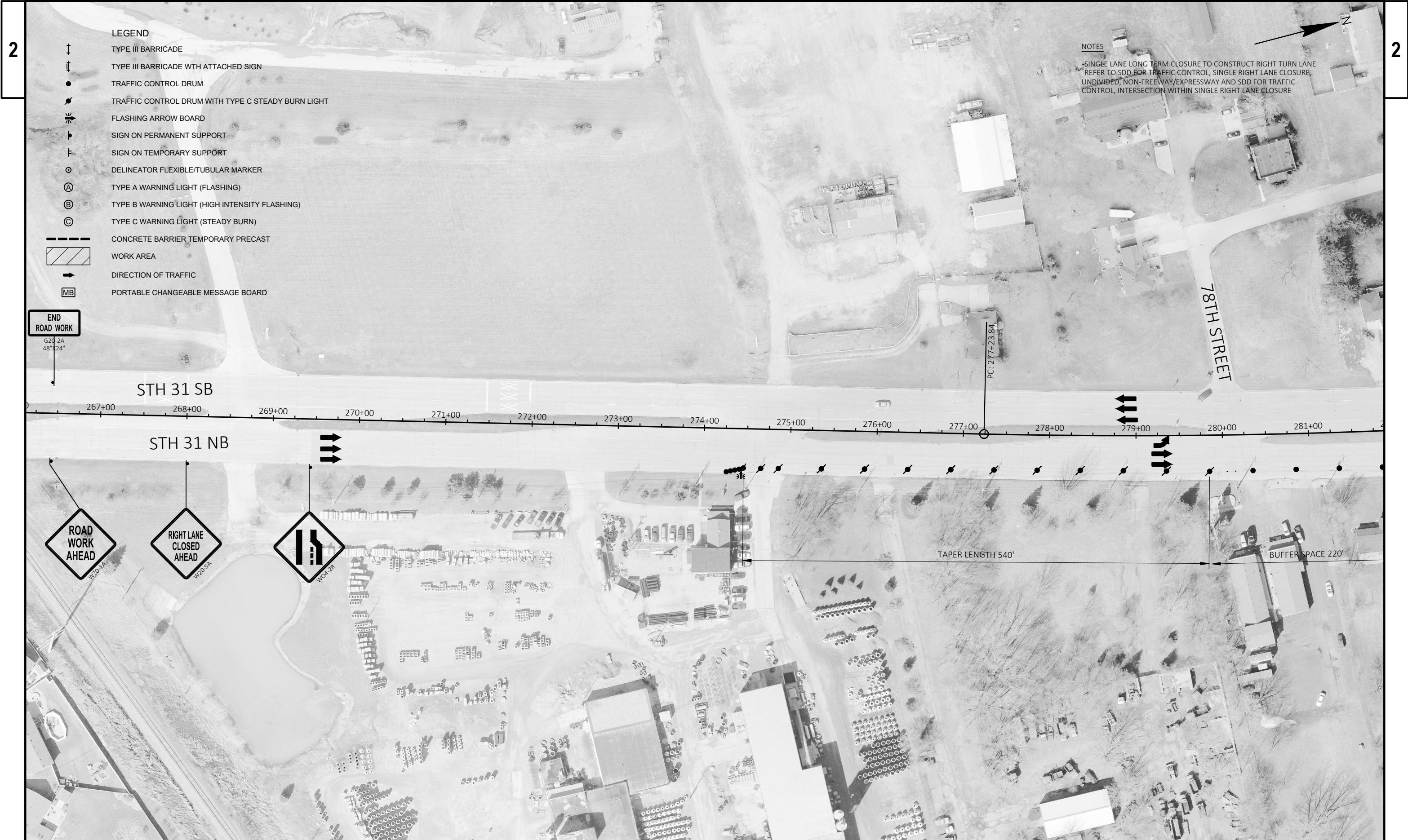




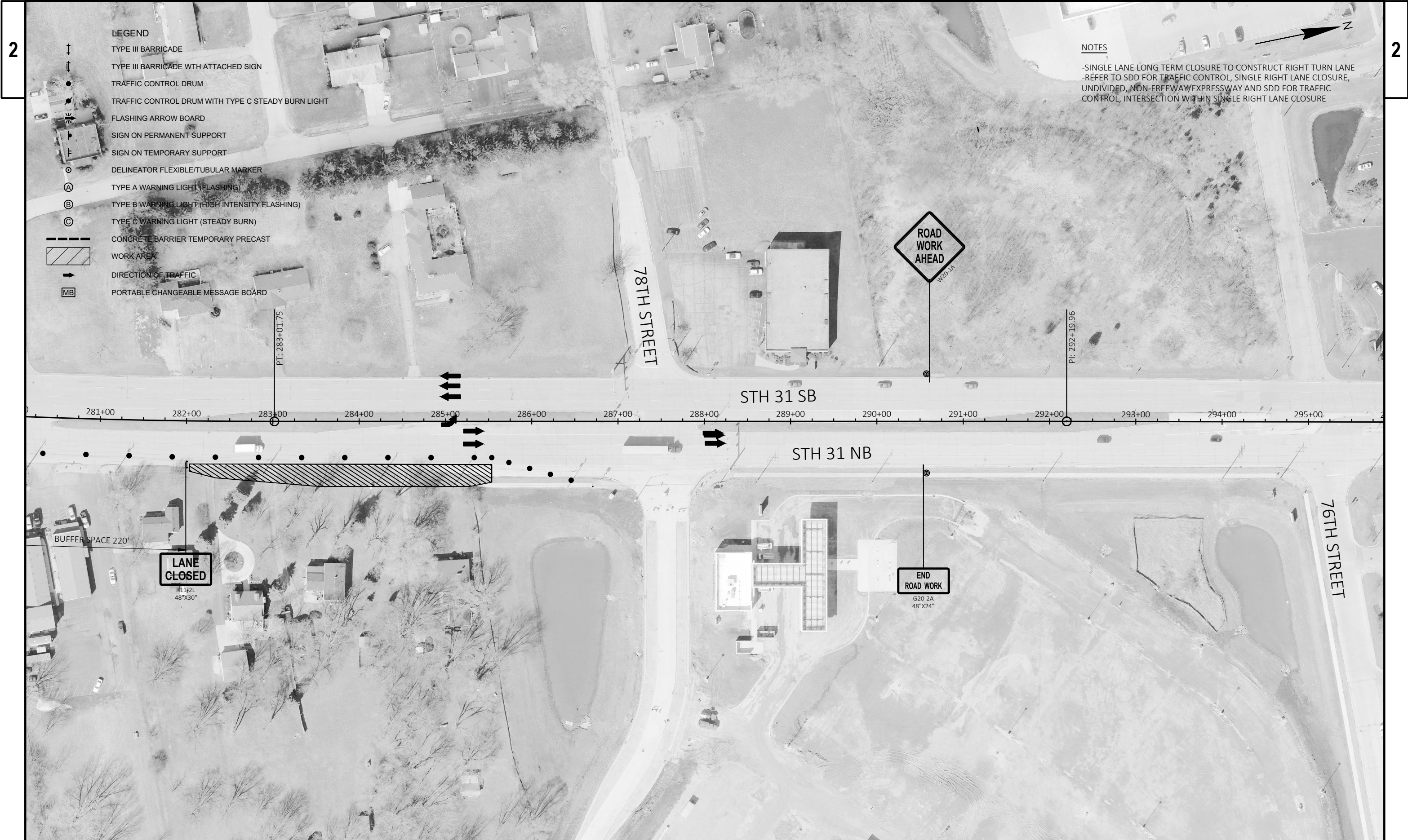
PROJECT NO: 3340-09-70	HWY: STH 31	COUNTY: KENOSHA	PROJECT OVERVIEW	SHEET	E
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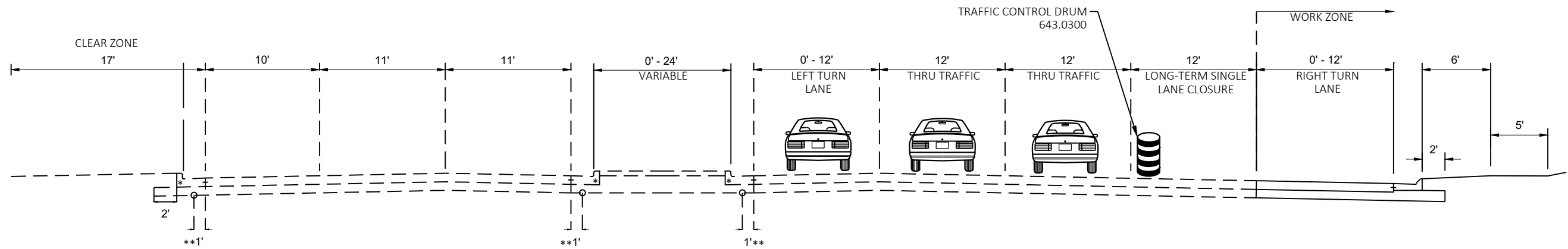




PROJECT NO: 3340-09-70	HWY: STH 31	COUNTY: KENOSHA	TRAFFIC CONTROL	SHEET	E
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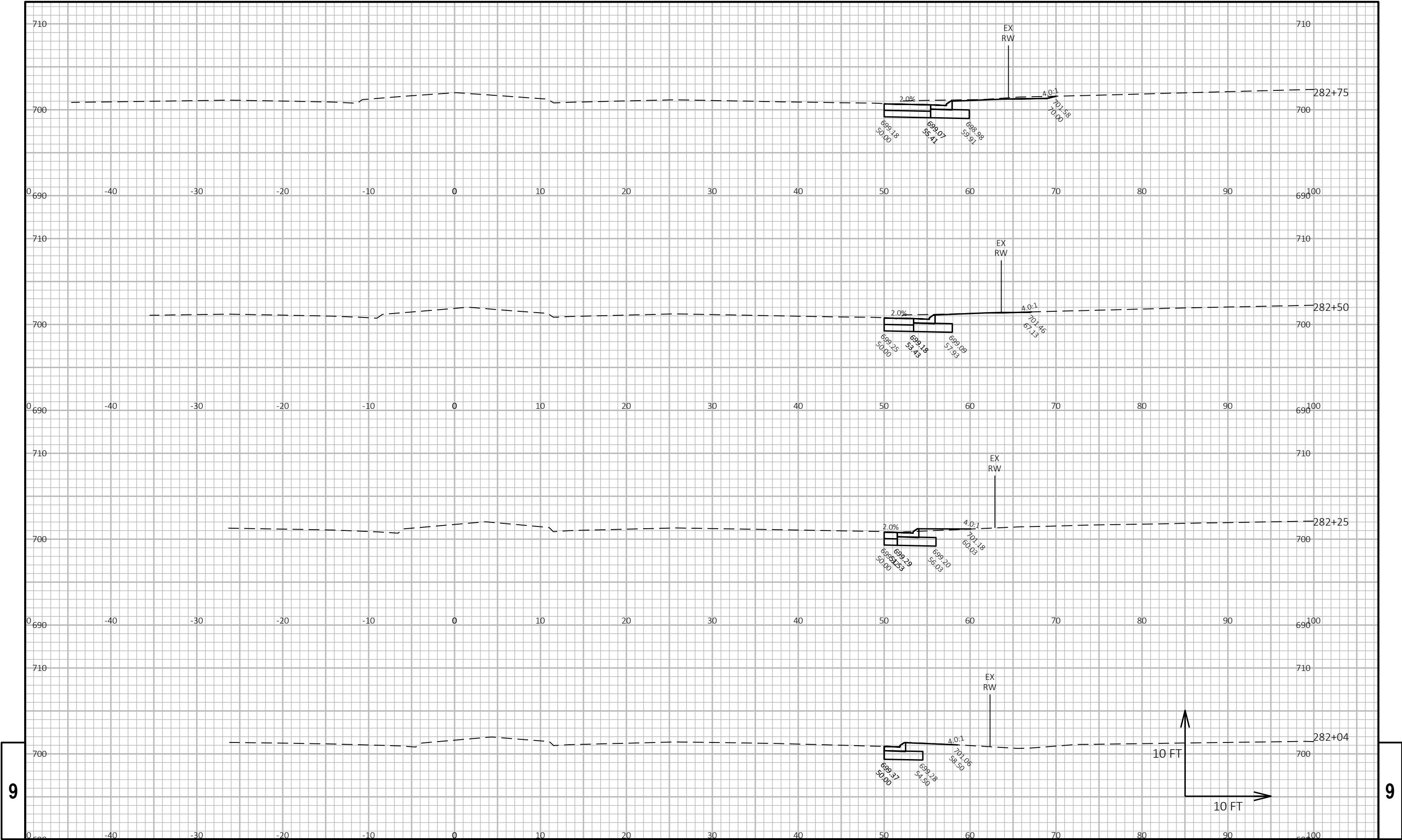


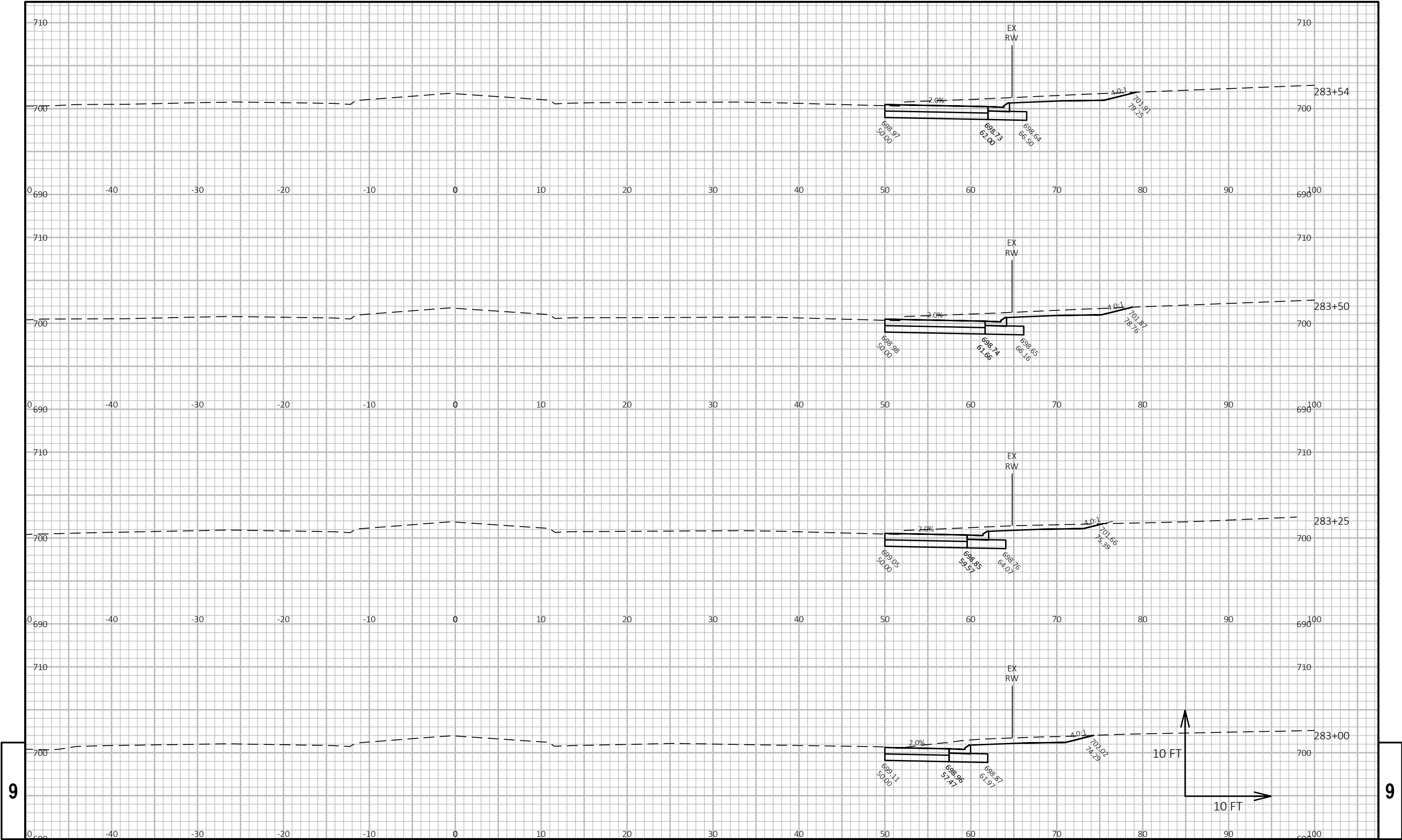
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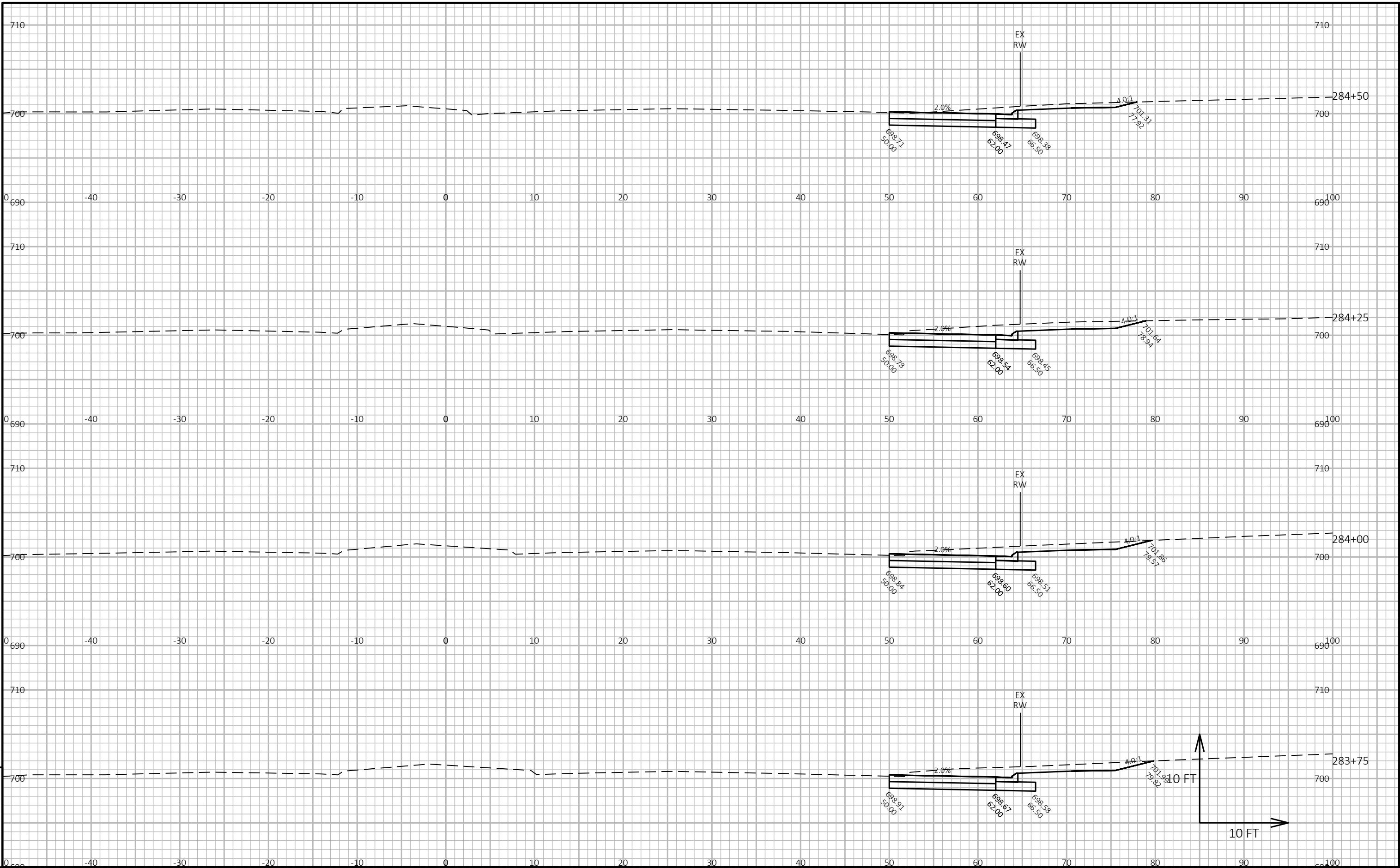


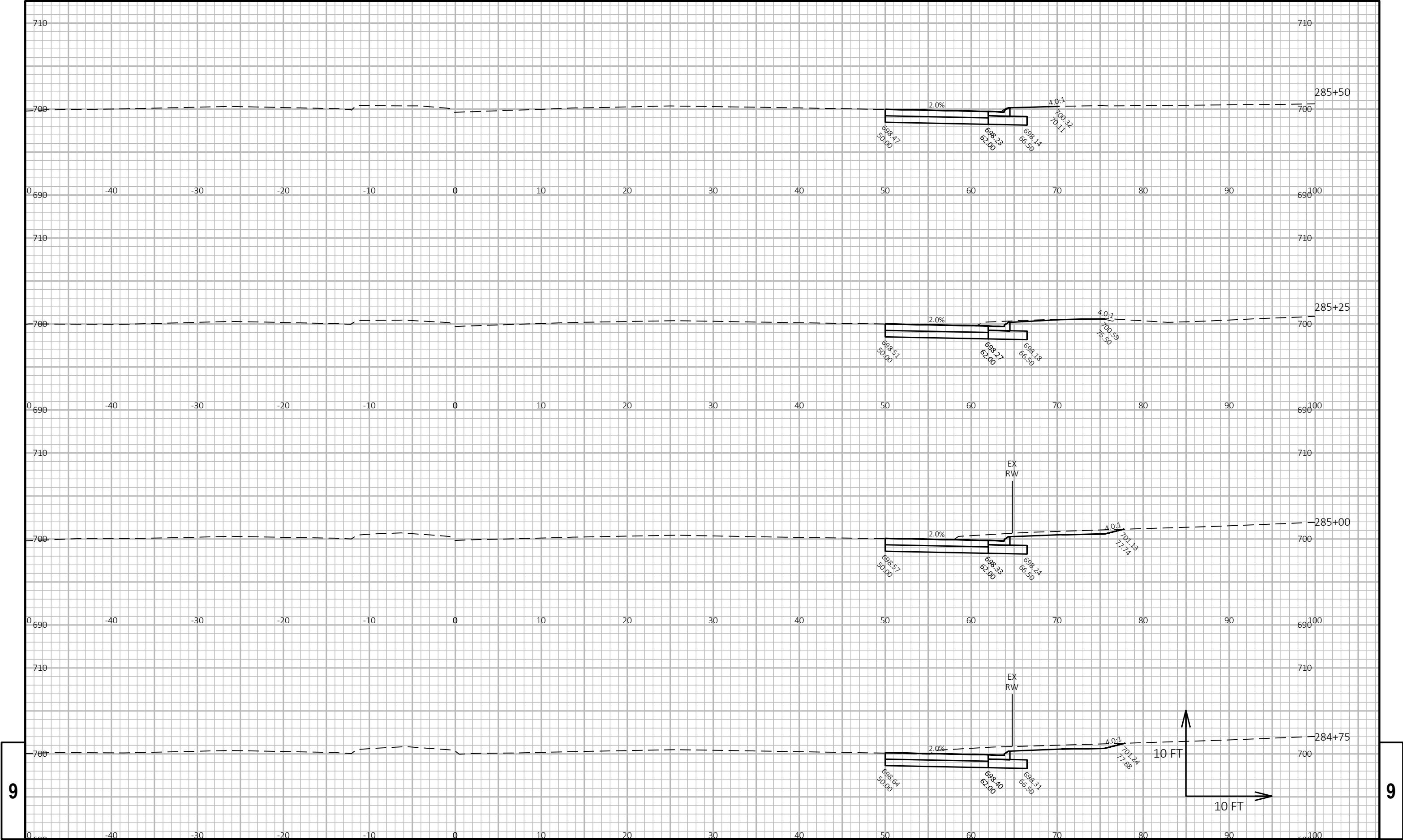
- NOTES
- SINGLE LANE LONG TERM CLOSURE TO CONSTRUCT RIGHT TURN LANE
 - REFER TO SDD FOR TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY AND SDD FOR TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE

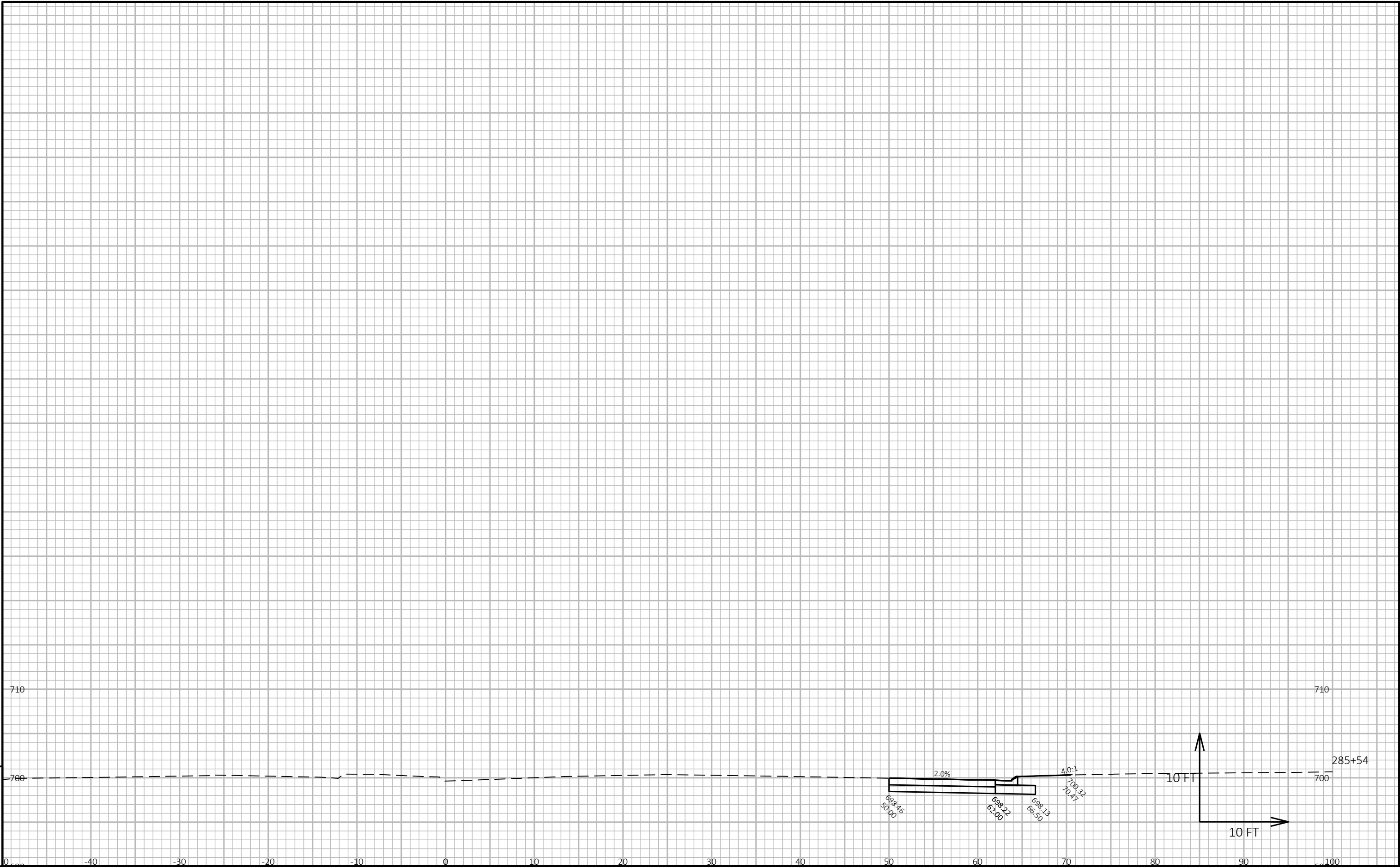
STAGING TYPICAL SECTION
STH 31 - NORTHBOUND











9		PROJECT NO: 3340-09-70		HWY: STH 31		COUNTY: KENOSHA		CROSS SECTIONS: ###		SHEET		E	9	
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EPlans Preliminary Sheet Numbering Tool

This sheet: ftp://ftp.dot.state.wi.us/transp/roads/eplans/prelim_sheet_numbers.pdf

Notes

- Acrobat 5 or higher is required to use this tool.
- The Bureau of Highway Construction places sheet numbers in the final plan.
- This sheet is for placing preliminary sheet numbers with a "PRE_" prefix.
- If a plan contains multiple projects, number each plan individually.
- Leave this sheet in the plan.

TO ADD PRELIMINARY SHEET NUMBERS

1. Insert this sheet at the end of the plan

- a. With the plan open in Acrobat, select Document > Insert Pages.
- b. In the Select File to Insert dialog box, select this file (prelim_sheet_numbers.pdf)
- c. In the Insert dialog box, choose After for Location and Last page for Page.
- d. Click OK.

2. Click the Place Preliminary Sheet Numbers button

- a. Go to the last sheet of the plan.
- b. Click the Place Preliminary Sheet Numbers button once.
(The preliminary sheet number appears in the bottom right corner of the sheets.
The number should match the page number in the Acrobat Status bar).

3. Re-Save the PDF

- a. Select File > Save As and save the PDF.

TO REMOVE PRELIMINARY SHEET NUMBERS