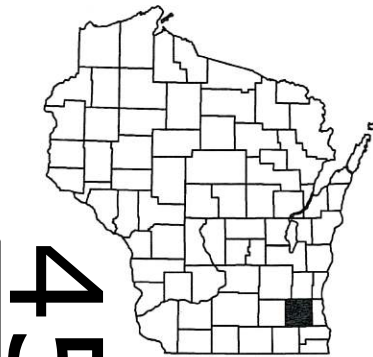


ORDER OF SHEETS

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 = 492



DESIGN DESIGNATION

A.A.D.T.	2025	=	34,000
A.A.D.T.	2045	=	37,000
D.H.V.		=	4070
D.D.		=	50/50
T.		=	8.6%
DESIGN SPEED		=	45 MPH
ESALS		=	13,000,000

CONVENTIONAL SYMBOLS

PLAN	PROFILE
CORPORATE LIMITS	GRADE LINE
PROPERTY LINE	ORIGINAL GROUND
LOT LINE	MARSH OR ROCK PROFILE (To be noted as such)
LIMITED HIGHWAY EASEMENT	SPECIAL DITCH
EXISTING RIGHT OF WAY	GRADE ELEVATION
PROPOSED OR NEW R/W LINE	CULVERT (Profile View)
SLOPE INTERCEPT	UTILITIES
REFERENCE LINE	ELECTRIC
EXISTING CULVERT	FIBER OPTIC
PROPOSED CULVERT (Box or Pipe)	GAS
COMBUSTIBLE FLUIDS	SANITARY SEWER
MARSH AREA	STORM SEWER
WOODED OR SHRUB AREA	TELEPHONE
	WATER
	UTILITY PEDESTAL
	POWER POLE
	TELEPHONE POLE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

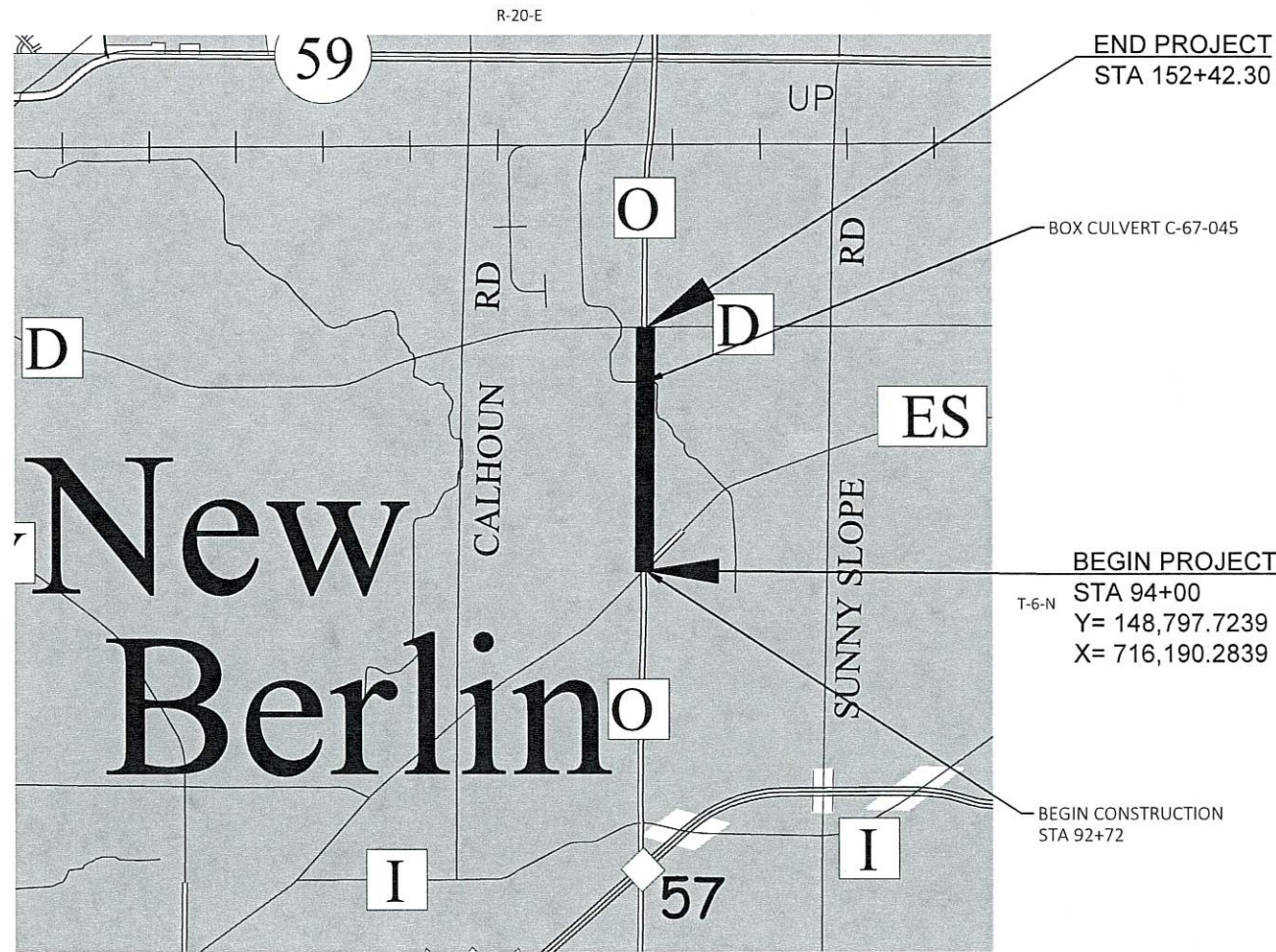
C NEW BERLIN MOORLAND ROAD

CTH ES TO CTH D

CTH O

WAUKESHA COUNTY

STATE PROJECT NUMBER
2722-08-71



LAYOUT
SCALE 0 1 MI
TOTAL NET LENGTH OF CENTERLINE = 1.106 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), WAUKESHA COUNTY, NAD83 (2011), 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 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
2722-08-71	WISC 2025102	1

ACCEPTED FOR
WAUKESHA COUNTY

Date: 8-5-24
Alison Bussler
Director of Public Works

Date: 8/2/24
[Signature]
Engineering Service Manager

ORIGINAL PLANS PREPARED BY
AECOM

DATE: 8/1/2024
[Signature]
(Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	EMCS
Designer	AECOM/EMCS
Project Manager	JOE JELACIC
Regional Examiner	
Regional Supervisor	BRIAN BOOTHBY

APPROVED FOR THE DEPARTMENT

DATE: 10/24/24
Joseph Jelacic
(Signature)

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WDNR LIAISON

DNR LIAISON
MR. CRAIG WEBSTER
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PROJECT CONTACTS

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TSIMONSON@NEWBERLIN.ORG

SEWRPC
MR. ANDY TRAEGER
W239 N1812 ROCKWOOD DRIVE
WAUKESHA, WI 53187-1607
(262) 853-8463
ATRAEGER@SEWRPC.ORG

WAUKESHA COUNTY TRAFFIC SIGNALS
MR. JASON MAYER, P.E.
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(262) 548-7749
JMAYER@WAUKESHACOUNTY.GOV

GENERAL NOTES:

1. EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER.
2. PLACE TOPSOIL TO 1 INCH BELOW TOP OF ADJACENT CONCRETE CURBS OR SIDEWALKS IN SOD AREAS.
3. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS IN THE AREA THAT ARE NOT SHOWN. THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. THE CONTRACTOR SHALL VERIFY UTILITY FACILITY LOCATION AND ELEVATIONS PRIOR TO EXCAVATION NEAR EXISTING FACILITY AND NOTIFY ENGINEER OF CONFLICT. POTHOLING MAY BE REQUIRED AND SHALL BE CONSIDERED INCIDENTAL TO OTHER ITEMS.
4. SEE SUBSURFACE EXPLORATION REPORTS FOR SOIL BORING INFORMATION. REPORTS ARE AVAILABLE FROM WAUKESHA COUNTY BY CONTACTING ED HINRICH, WAUKESHA COUNTY PROJECT MANAGER, 262-548-7740.
5. VOLUMES FOR EXCAVATION COMMON INCLUDE ASPHALT AND BASE COURSE TO THE PROPOSED SUBGRADE.
6. CROSS SECTIONS SHOWN INCLUDE THE THICKNESS OF TOPSOIL REQUIRED. TOPSOIL SHALL BE REPLACED WITH 6-INCH TYPICAL DEPTH.
7. WHEN THE QUANTITY OF ITEMS OF BASE AGGREGATE OR HMA PAVEMENT IS MEASURED FOR PAYMENT BY THE TON, THE THICKNESS OF THE COURSE SHOWN ON THE PLANS IS APPROXIMATE, AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.
8. STATIONING, DISTANCES AND OFFSETS FOR SIGNS SHOWN ON THE PLANS ARE APPROXIMATE AND THE LOCATIONS OF SIGNS ARE TO BE DETERMINED IN THE FIELD BY THE ENGINEER.
9. ALL CURB AND GUTTER RADII ARE MEASURED TO THE FLANGE LINE UNLESS OTHERWISE NOTED.
10. CURB AND GUTTER GRADES ARE TO THE FLANGE LINE UNLESS OTHERWISE NOTED.
11. PAVEMENT REMOVAL WILL BE TO THE SAWCUT MATCHLINE INDICATED ON THE PLANS UNLESS OTHERWISE IDENTIFIED IN THE PLAN OR AS DIRECTED BY THE ENGINEER.
12. ALL SIGN LOCATIONS SHALL BE REVIEWED BY THE ENGINEER PRIOR TO INSTALLATION.
13. CONTRACTOR MUST CONTACT THE ENGINEER AND SEWRPC AT LEAST TWO WEEKS PRIOR TO WORK NEAR ANY PUBLIC SURVEY MONUMENT.

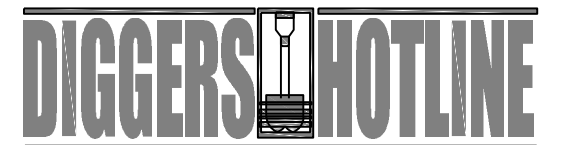
ORDER OF SECTION 2 SHEETS

- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- REMOVALS
- PAVING GRADES
- PAVING DETAILS
- CURB RAMP DETAILS
- PAVING GRADES
- EROSION CONTROL
- STORM SEWER
- SIGNING
- STREET LIGHTING
- TRAFFIC SIGNALS
- PAVEMENT MARKING
- CONCEPTUAL TRAFFIC CONTROL & CONSTRUCTION STAGING ALIGNMENT

BORING LOG SUMMARY

APPROXIMATE LOCATIONS
ALL LOCATIONS BASED ON THE CTH O R/L

BORING NO.	APPROX. GROUND SURFACE ELEV.	APPROX. STATIONING	APPROX. OFFSET
B-1	917.0	93+02	43.3' RT
B-2	916.1	96+50	44.8' LT
B-3	919.5	99+75	18.7' RT
B-4	919.7	102+21	21.4' LT
B-5	921.1	104+28	41.9' RT
B-6	920.5	108+49	34.3' LT
B-7	919.0	111+35	21.2' RT
B-8	914.1	115+05	41.6' LT
B-9	906.9	118+87	31.8' RT
B-10	905.4	122+00	18.8' LT
B-11	894.8	124+50	19.9' RT
B-12	881.1	127+69	15.3' LT
B-13	864.7	131+27	32.4' RT
B-14	862.6	134+26	40.7' LT
B-15	862.4	137+53	19.9' RT
B-16	862.1	141+28	24.9' LT
B-17	862.1	145+82	31.6' RT
B-18	864.7	149+06	34.0' LT
B-19	868.8	152+34	33.0' RT
B-20	875.8	155+45	41.0' RT
S-1	862.5	143+11	40.6' RT
S-2	862.6	143+26	42.5' LT
S-3	861.9	141+95	40.3' RT
S-4	861.9	142+09	42.5' LT



Dial 811 or (800)242-8511

www.DiggersHotline.com

UTILITIES

2

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MILWAUKEE, WI 53214
(414) 379-7522

TELCOM CONSTRUCTION - COMMUNICATIONS
MR. TRAVIS ISLEY
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MILWAUKEE , WI 53207
(414) 930-5501
TRAVIS.ISLEY@TELCOMCONSTRUCTION.COM

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BEAU.ABUYA@CHARTER.COM

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D (630) 425-3070 M (224) 575-6657
RJMIEDEMA@USSIGNAL.COM

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DOWNERS GROVE, IL 60515
MARK.MAYZURE@CROWNCastle.COM

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WI-RELOCATIONS@EVERSTREAM.NET

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WE ENERGIES - GAS OPERATIONS
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TDS TELECOM - COMMUNICATIONS
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(262) 613-3908
BRIAN.WILLIAMS@TDSMETRO.COM

2

PROJECT NO: 2722-08-71

HWY: CTH O

COUNTY: WAUKESHA

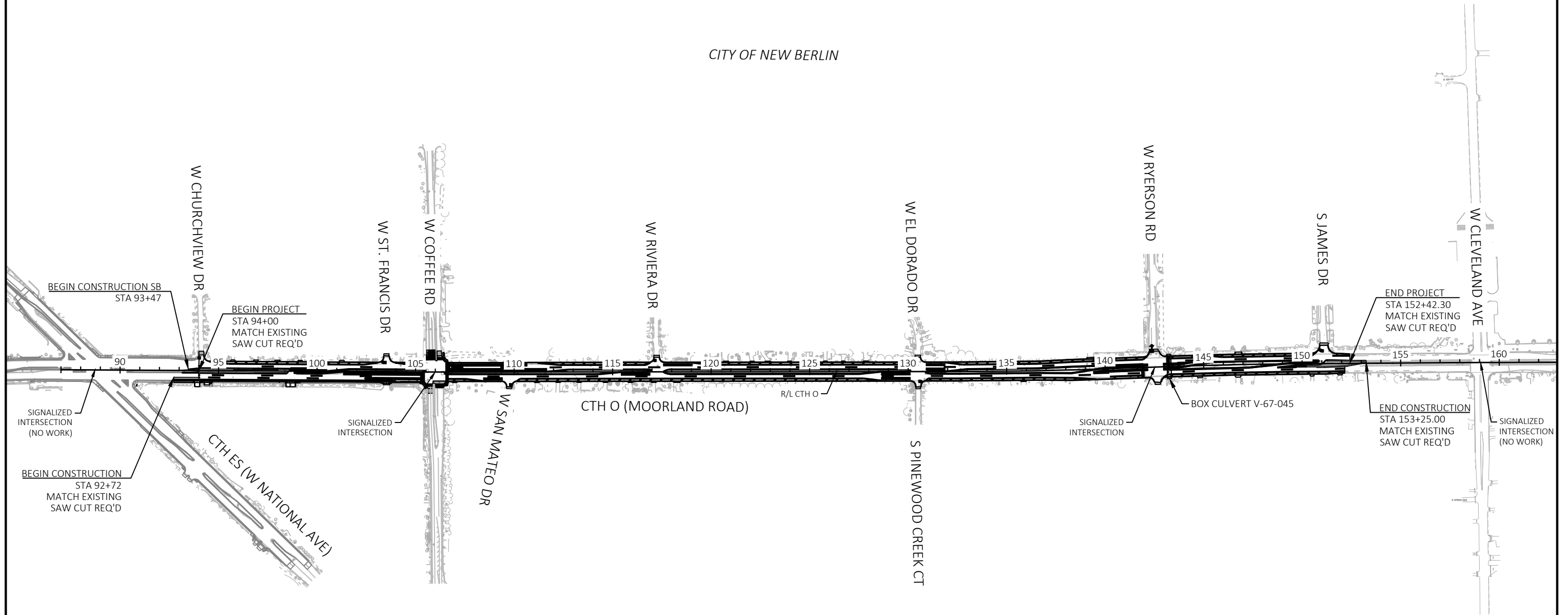
GENERAL NOTES

SHEET

E



CITY OF NEW BERLIN



PROJECT NO: 2722-08-71

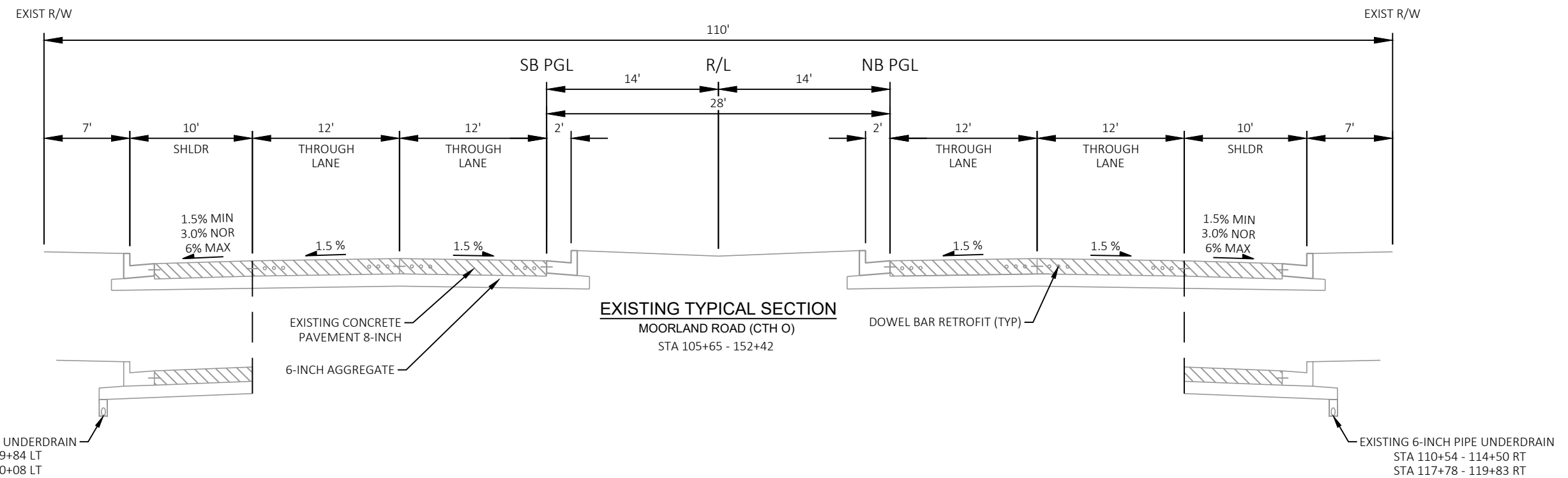
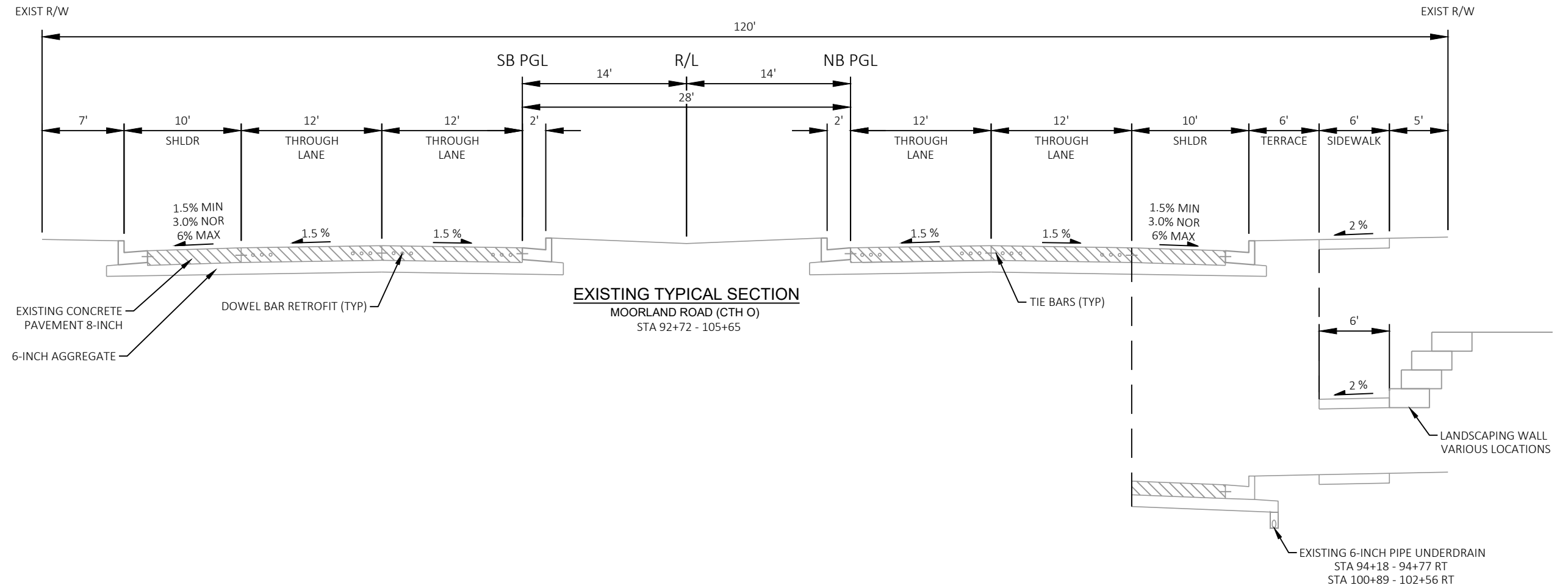
HWY: CTH O

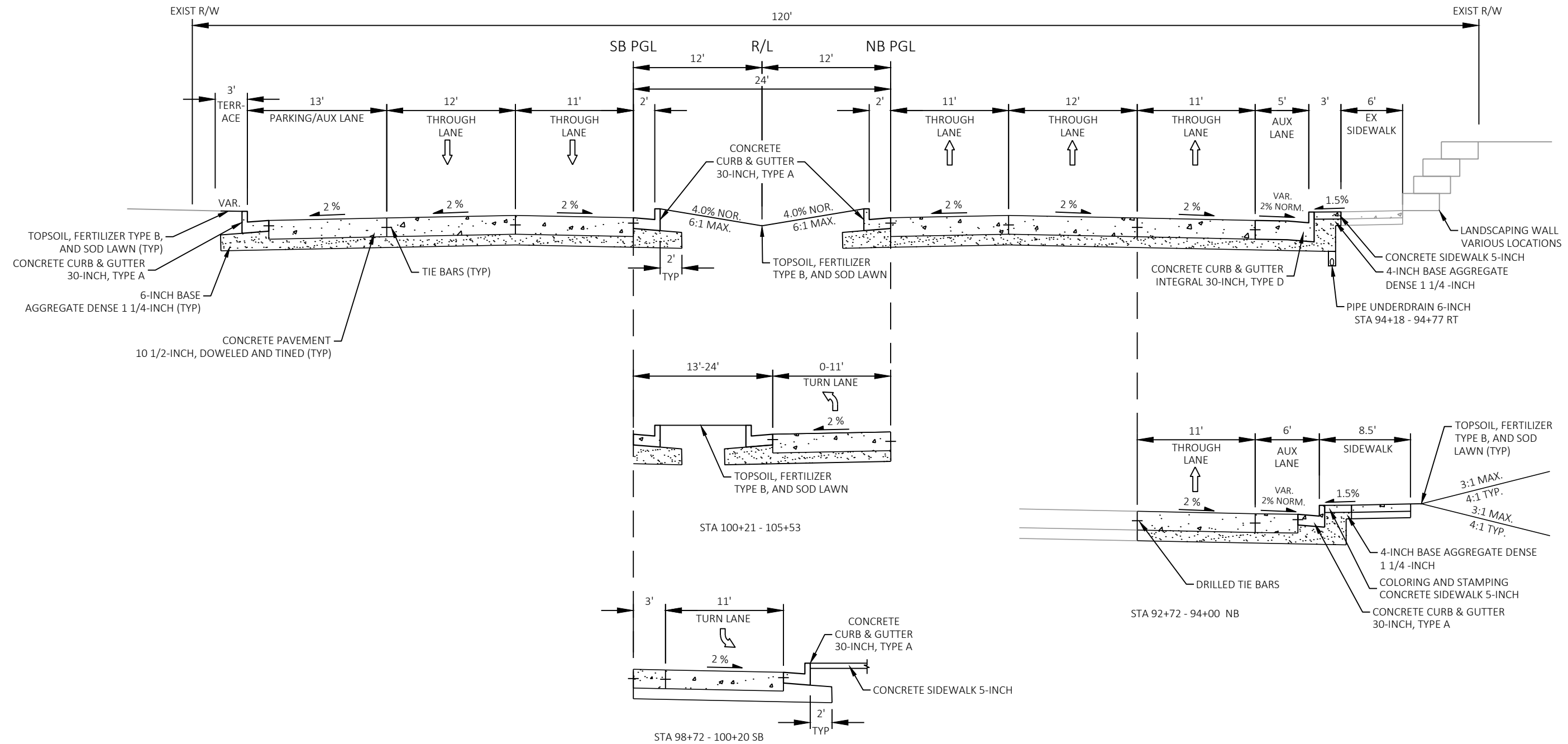
COUNTY: WAUKESHA

PROJECT OVERVIEW

SHEET

E



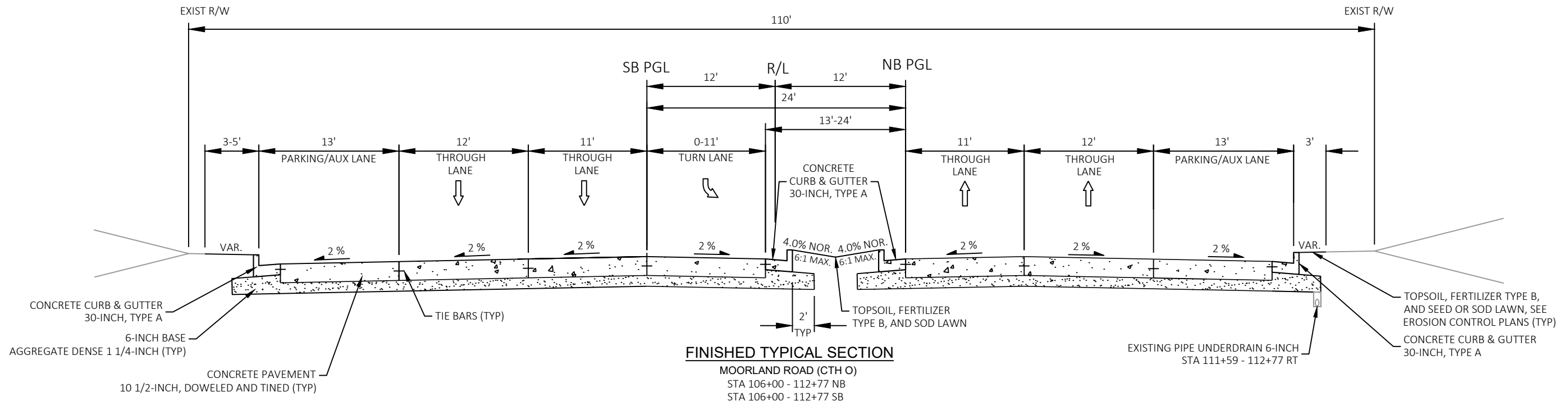


FINISHED TYPICAL SECTION

MOORLAND ROAD (CTH O)
 STA 94+00 - 106+00 NB
 STA 94+00 - 106+00 SB

*24-INCH EXCAVATION BELOW SUBGRADE AND SELECT BORROW REQUIRED. SEE CONSTRUCTION DETAILS.

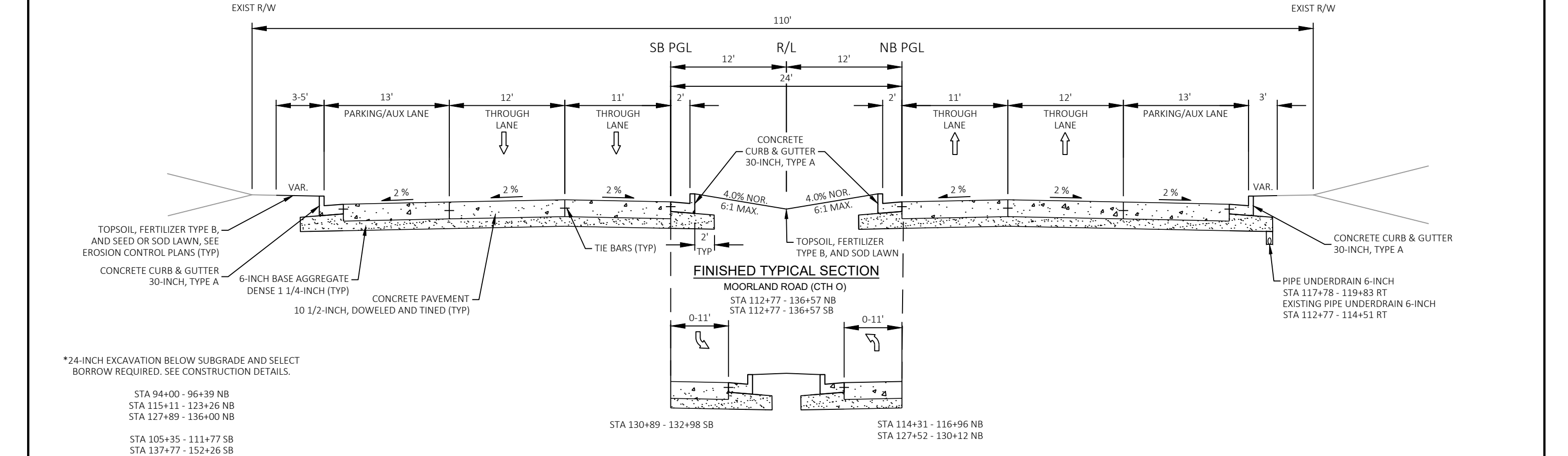
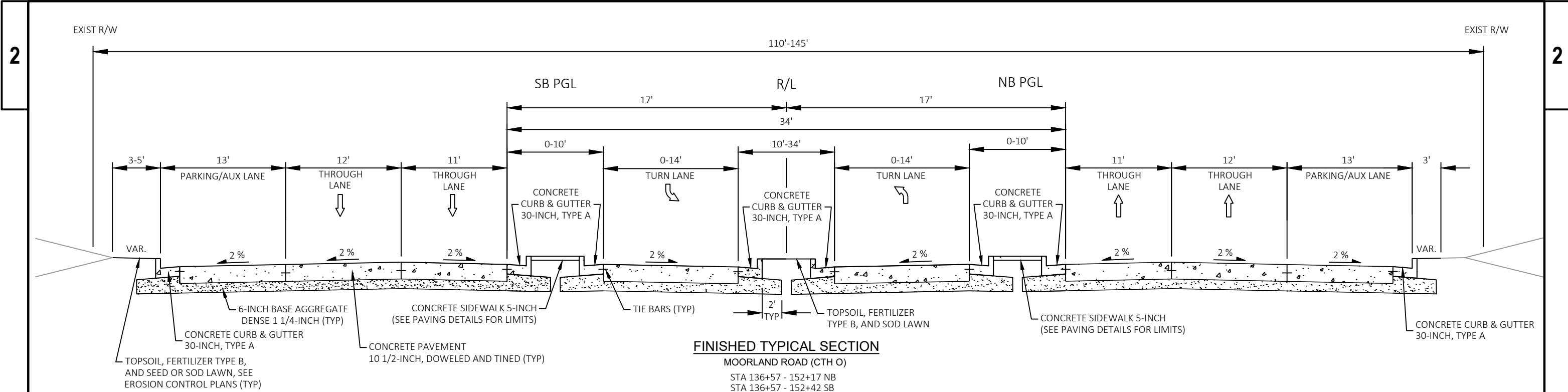
- STA 94+00 - 96+39 NB
- STA 115+11 - 123+26 NB
- STA 127+89 - 136+00 NB
- STA 105+35 - 111+77 SB
- STA 137+77 - 152+26 SB

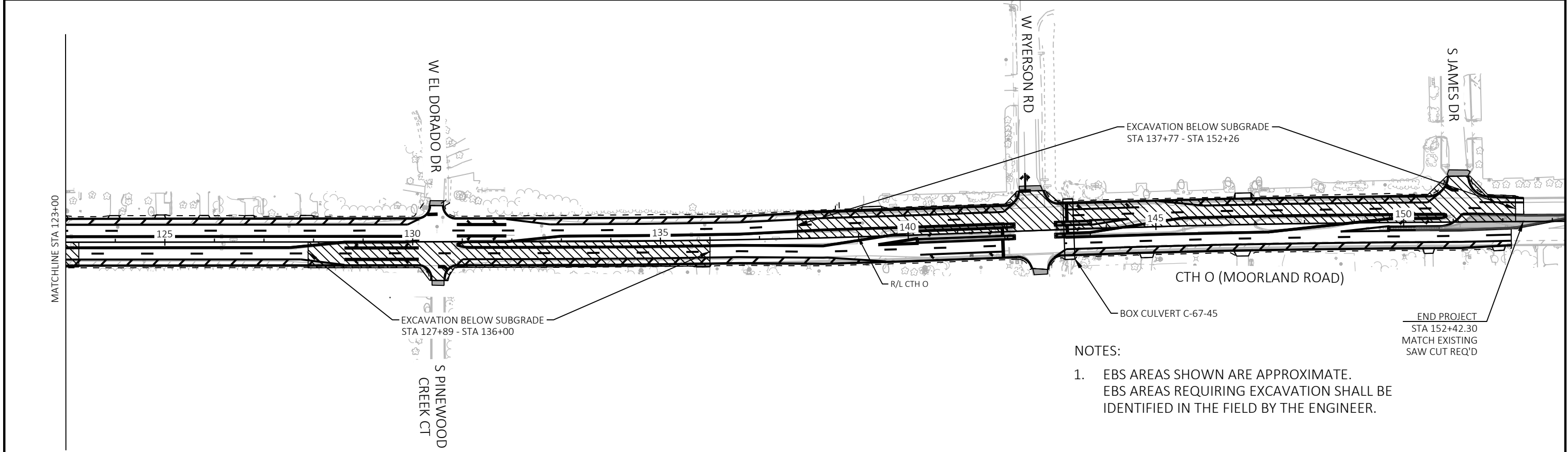
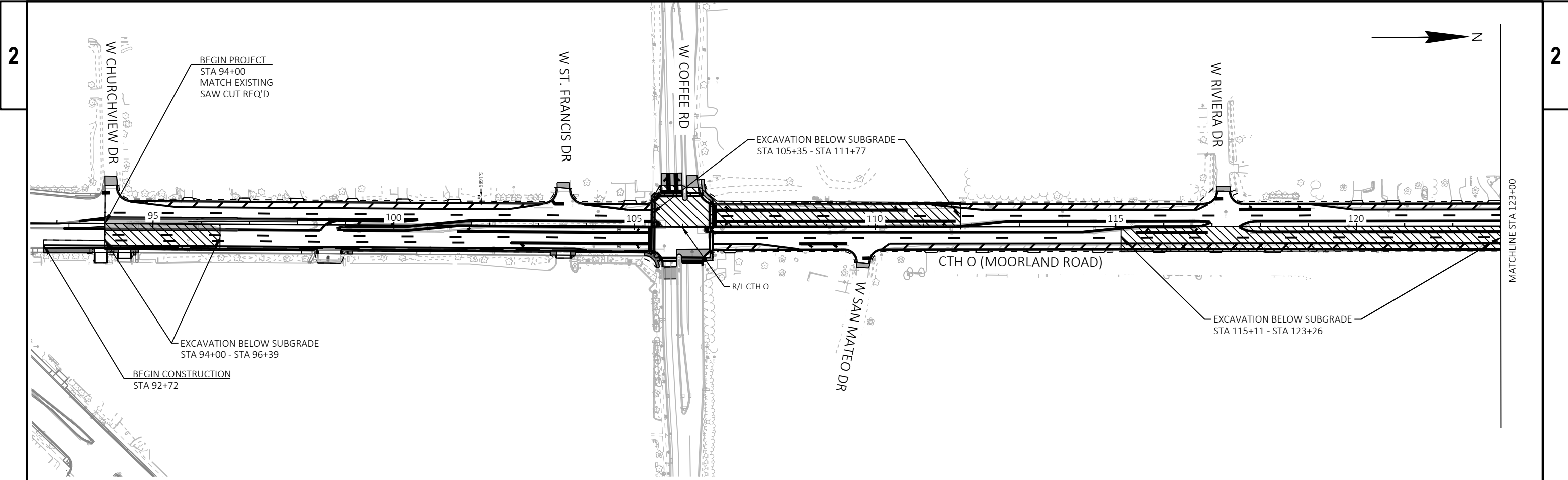


*24-INCH EXCAVATION BELOW SUBGRADE AND SELECT BORROW REQUIRED. SEE CONSTRUCTION DETAILS.

- STA 94+00 - 96+39 NB
- STA 115+11 - 123+26 NB
- STA 127+89 - 136+00 NB
- STA 105+35 - 111+77 SB
- STA 137+77 - 152+26 SB

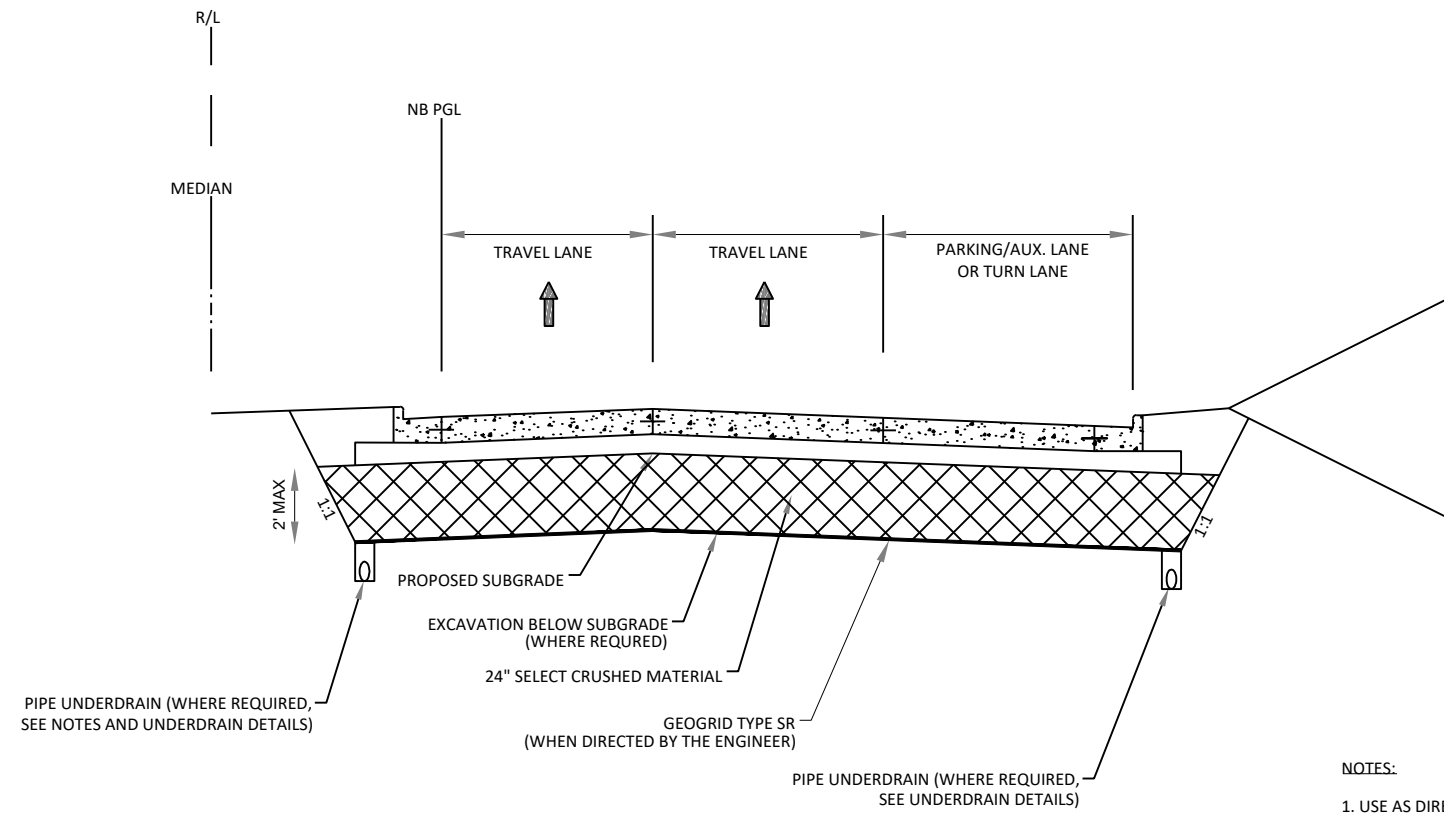
PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TYPICAL SECTION	SHEET	E
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NOTES:
 1. EBS AREAS SHOWN ARE APPROXIMATE.
 EBS AREAS REQUIRING EXCAVATION SHALL BE IDENTIFIED IN THE FIELD BY THE ENGINEER.

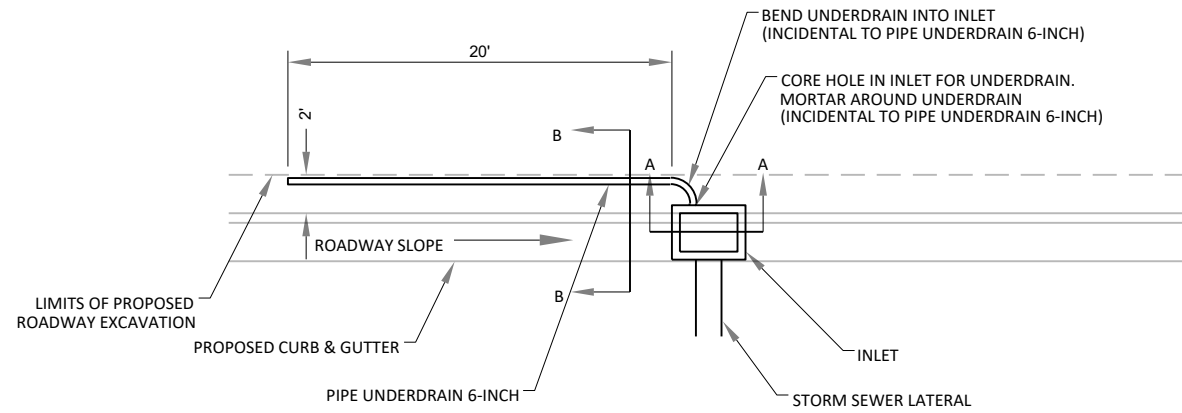
PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	CONSTRUCTION DETAILS - EXCAVATION BELOW SUBGRADE LOCATIONS	SHEET	E
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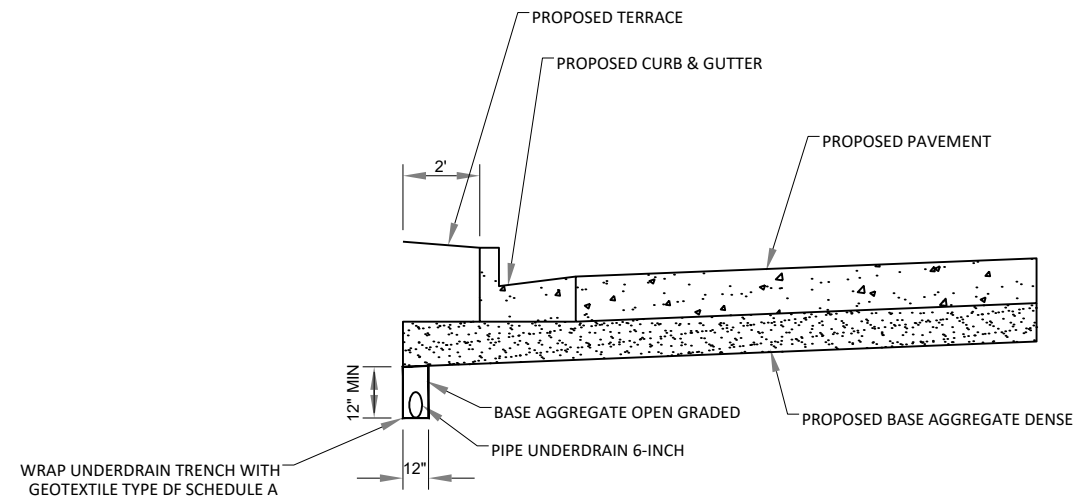
**EXCAVATION BELOW SUBGRADE DETAIL -
CURB & GUTTER REPLACEMENT**

HALF SECTION SHOWN - SB SIDE IS A MIRROR IMAGE
(ALL LOCATIONS ESTIMATED AND SHALL BE DETERMINED BY THE ENGINEER)

- NOTES:**
1. USE AS DIRECTED BY THE ENGINEER FOR AREAS OF UNSTABLE SUBGRADE.
 2. NO EBS WILL BE ALLOWED WITHOUT A FAILED PROOF ROLL OR AS DIRECTED BY THE ENGINEER.
 3. DEPTH OF EBS CUT SHALL BE IDENTIFIED BY ENGINEER IN THE FIELD.
 4. EBS SHALL BE PAID FOR AS COMMON EXCAVATION.
 5. GEOGRID TYPE SR SHALL BE USED AT THE DISCRETION OF THE ENGINEER WHEN THE EBS DEPTH EXCEEDS 24 INCHES TO LIMIT THE DEPTH OF THE REQUIRED EBS. GEOGRID TYPE SR PLACED WITHOUT THE AUTHORIZATION OF THE ENGINEER SHALL NOT BE PAID FOR.
 6. PROVIDE 20 FEET OF PIPE UNDERDRAIN UPSTREAM OF EACH INLET IN EBS AREAS. SEE UNDERDRAIN PLACEMENT AT INLET CONSTRUCTION DETAIL. AT LOW POINTS IN EBS AREAS UNDERDRAIN SHALL EXTEND PARALLEL TO THE CURB AND GUTTER IN BOTH DIRECTIONS FROM THE INLET.

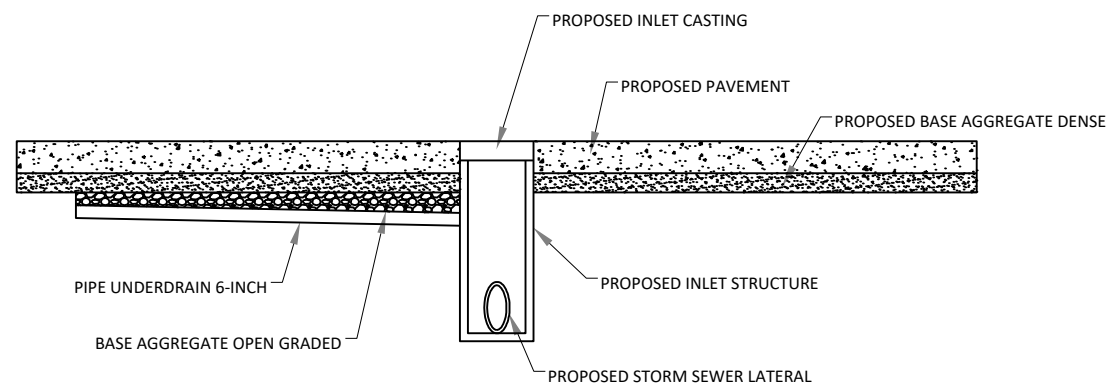


PLAN VIEW



SECTION VIEW

SECTION B-B



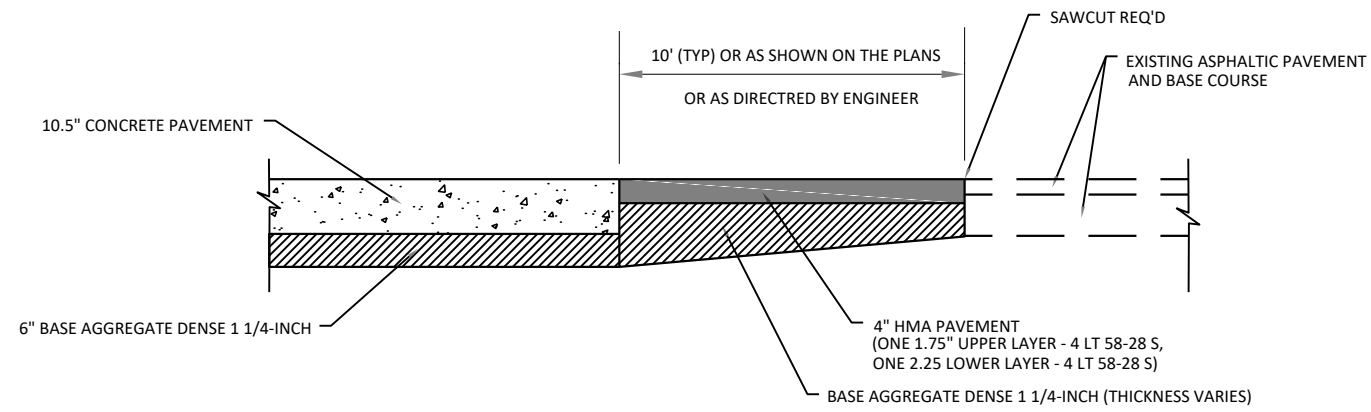
PROFILE VIEW

SECTION A-A

NOTES:

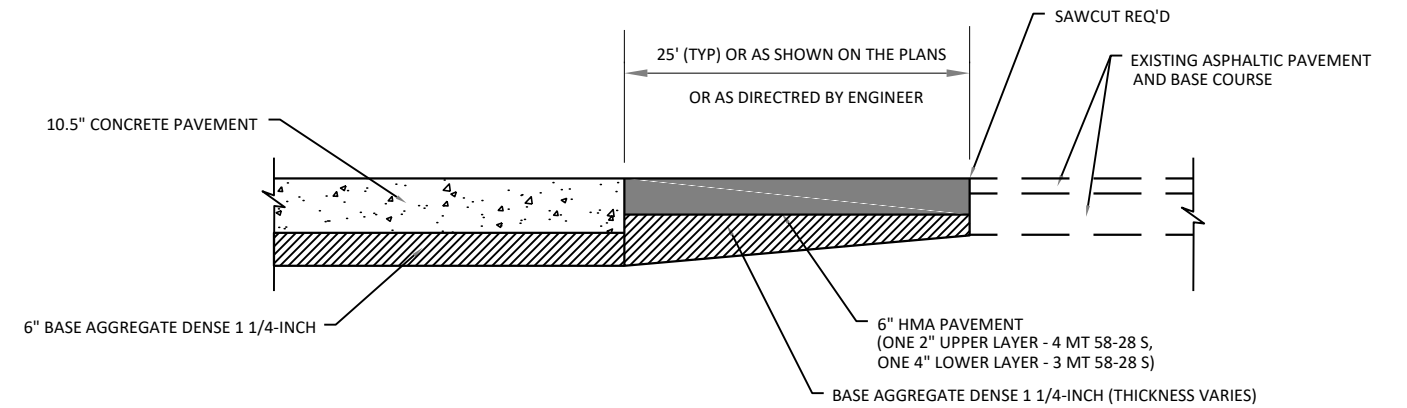
1. PROVIDE 20 FEET OF PIPE UNDERDRAIN UPSTREAM OF EACH INLET IN EBS AREAS. AT LOW POINTS UNDERDRAIN SHALL EXTEND PARALLEL TO THE CURB AND GUTTER IN BOTH DIRECTIONS FROM THE INLET.
2. WRAP THE UNDERDRAIN TRENCH WITH GEOTEXTILE TYPE DF SCHEDULE A. OVERLAP THE FABRIC BY 8" AT THE TOP OF THE TRENCH. TOTAL FABRIC WIDTH IS 3'-6" FOR PAYMENT.
3. SLOPE THE UNDERDRAIN PIPE AT 0.5% MINIMUM , 1.0% DESIRABLE.
4. CONNECT THE UNDERDRAIN TO THE INLET BY CORING A HOLE IN THE INLET STRUCTURE. MORTAR THE UNDERDRAIN TO THE INLET STRUCTURE. CORING A HOLE IN THE INLET STRUCTURE AND MORTARING THE UNDERDRAIN INTO THE INLET IS INCIDENTAL TO PIPE UNDERDRAIN 6-INCH.
5. THE BOTTOM OF THE PIPE UNDERDRAIN SHALL ENTER THE INLET STRUCTURE HIGHER THAN THE CROWN OF ANY STORM SEWER PIPES IN THE INLET STRUCTURE UNLESS OTHERWISE APPROVED BY THE ENGINEER.

UNDERDRAIN PLACEMENT AT INLETS IN EBS LOCATIONS
 SEE MISCELLANEOUS QUANTITIES



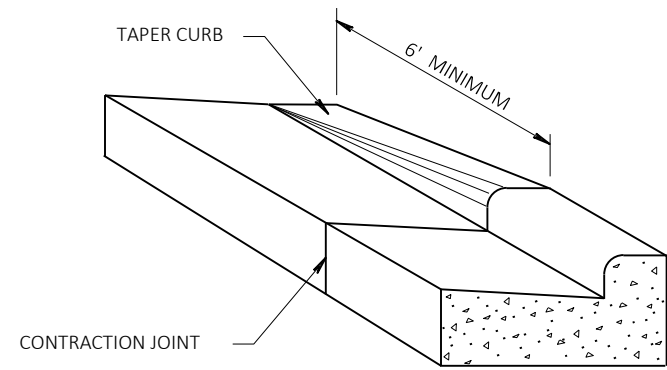
PAVEMENT TRANSITION AT EXISTING ASPHALTIC PAVEMENT MATCH POINTS

- W CHURCHVIEW DRIVE
- W ST. FRANCIS DRIVE
- W SAN MATEO DRIVE
- W RIVIERA DR
- W EL DORADO DRIVE
- S PINWOOD CREEK COURT
- W RYERSON ROAD
- S JAMES DRIVE

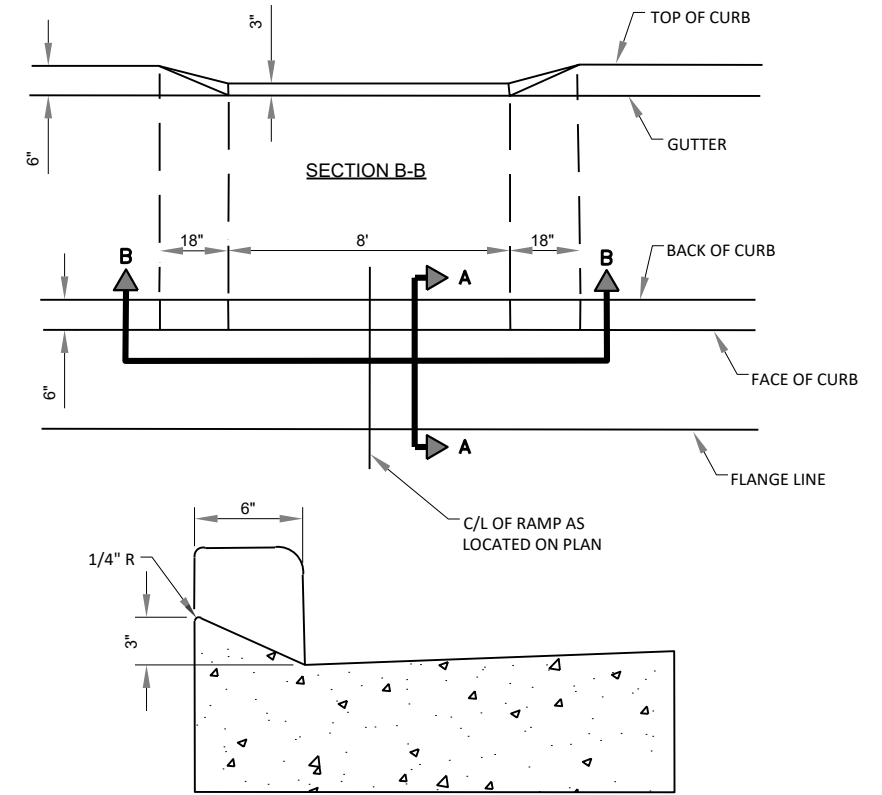


PAVEMENT TRANSITION AT EXISTING ASPHALTIC PAVEMENT MATCH POINTS

W COFFEE ROAD

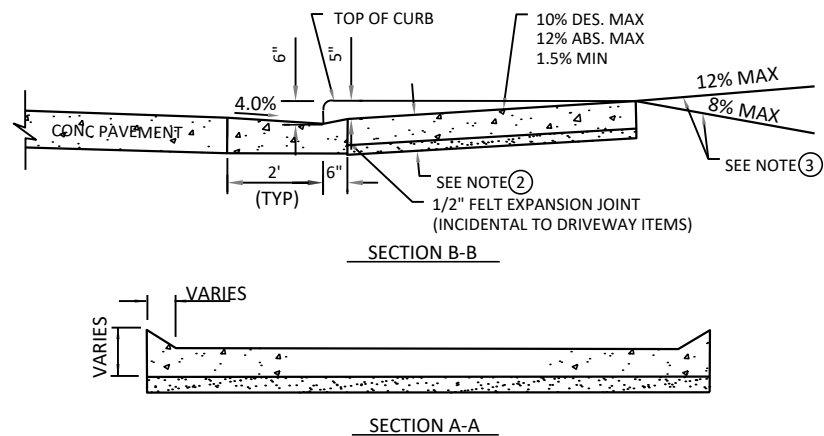
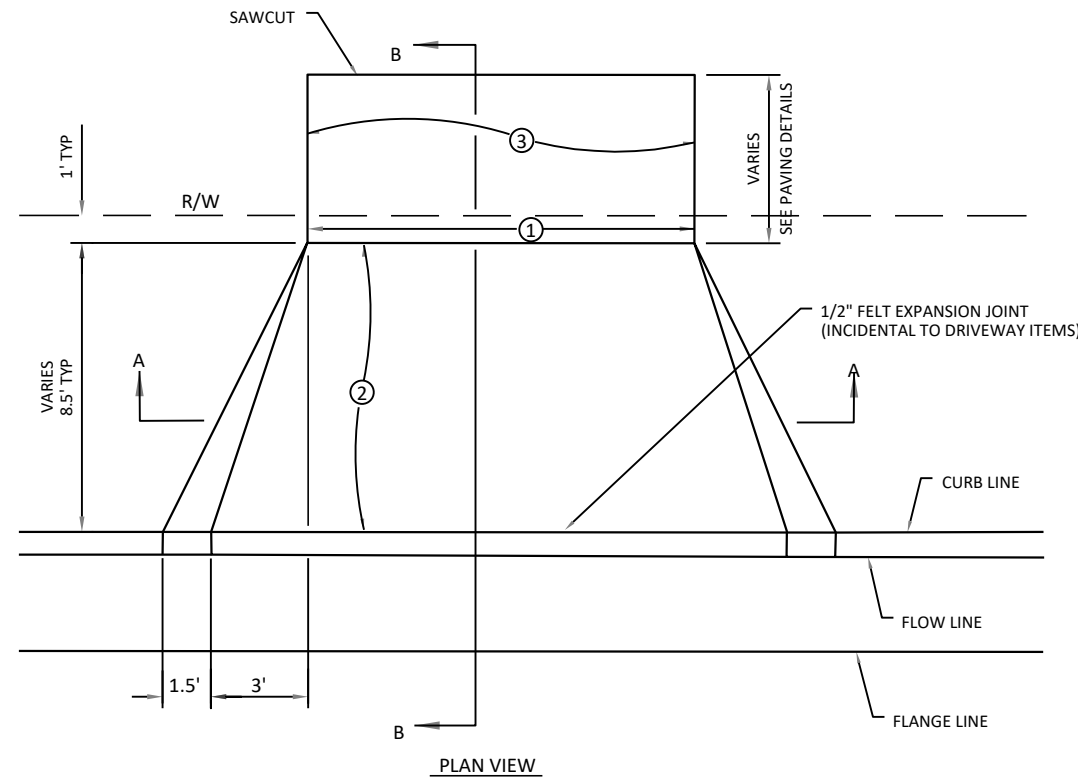


DETAIL OF CURB & GUTTER TERMINI



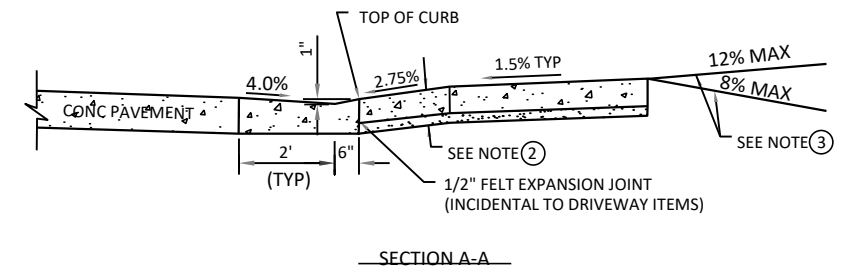
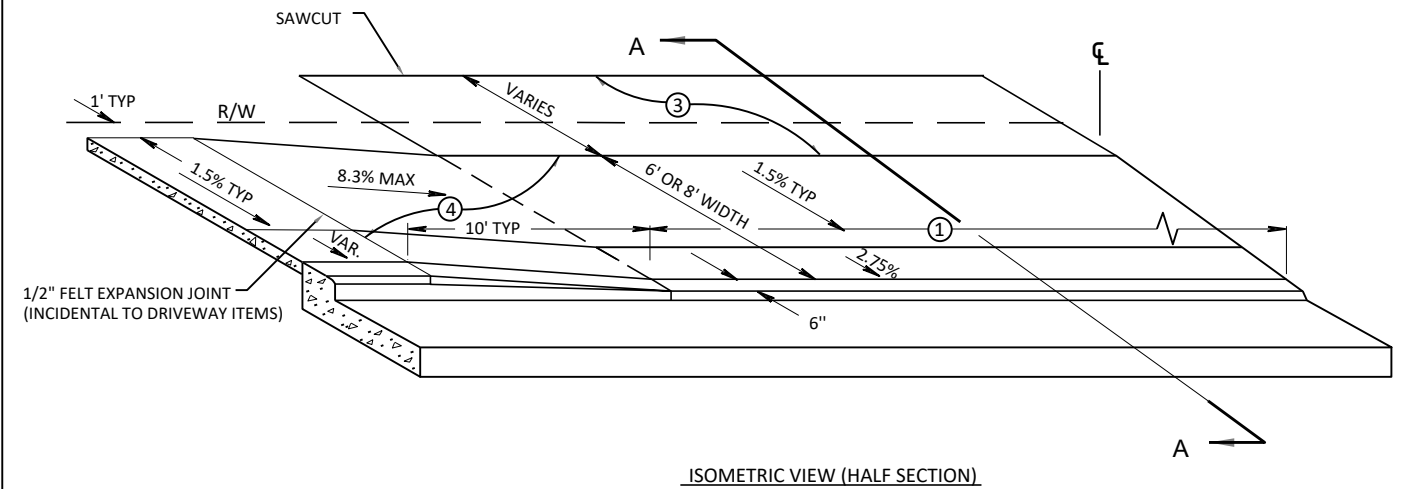
MEDIAN MAINTENANCE OPENING
(SEE PAVING DETAILS FOR LOCATIONS)

- NOTES:
- ① DRIVEWAY WIDTHS:
COMMERCIAL 40' MAX 12' MIN
RESIDENTIAL 30' MAX 12' MIN
 - ② ALL DRIVEWAY APPROACHES SHALL BE:
3" ASPHALTIC SURFACE DRIVEWAYS OVER 4" BASE AGGREGATE DENSE 1 1/4-INCH
OR
CONCRETE DRIVEWAY 7-INCH OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH.
 - ③ WHERE REQUIRED, DRIVEWAY SURFACE BEYOND DRIVEWAY APPROACH SHALL BE REPLACED IN-KIND WITH A MINIMUM SECTION OF:
3" ASPHALTIC SURFACE DRIVEWAYS OVER 4" BASE AGGREGATE DENSE 1 1/4-INCH
OR
CONCRETE DRIVEWAY 7-INCH OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH.
OR
6" BASE AGGREGATE DENSE 3/4-INCH.

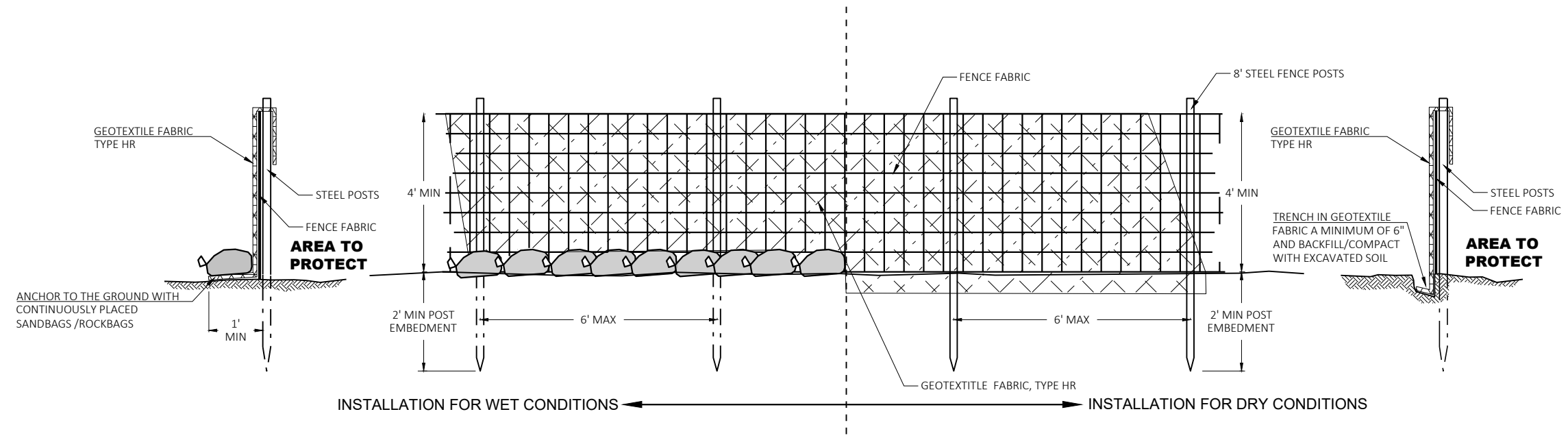


URBAN CONCRETE DRIVEWAY DETAIL - NO SIDEWALK

- NOTES:
- ① DRIVEWAY WIDTHS:
COMMERCIAL 40' MAX 12' MIN
RESIDENTIAL 30' MAX 12' MIN
 - ② ALL COMMERCIAL SIDEWALK AT DRIVEWAY APPROACHES SHALL BE CONCRETE DRIVEWAY 7-INCH OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH.
 - ③ DRIVEWAY SURFACE BEYOND DRIVEWAY APPROACH SHALL BE REPLACED IN-KIND WITH A MINIMUM SECTION OF:
3" ASPHALTIC SURFACE DRIVEWAYS OVER 4" BASE AGGREGATE DENSE 1 1/4-INCH
OR
CONCRETE DRIVEWAY 7-INCH OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH.
 - ④ PAY LIMITS FOR CONCRETE DRIVEWAY 7-INCH

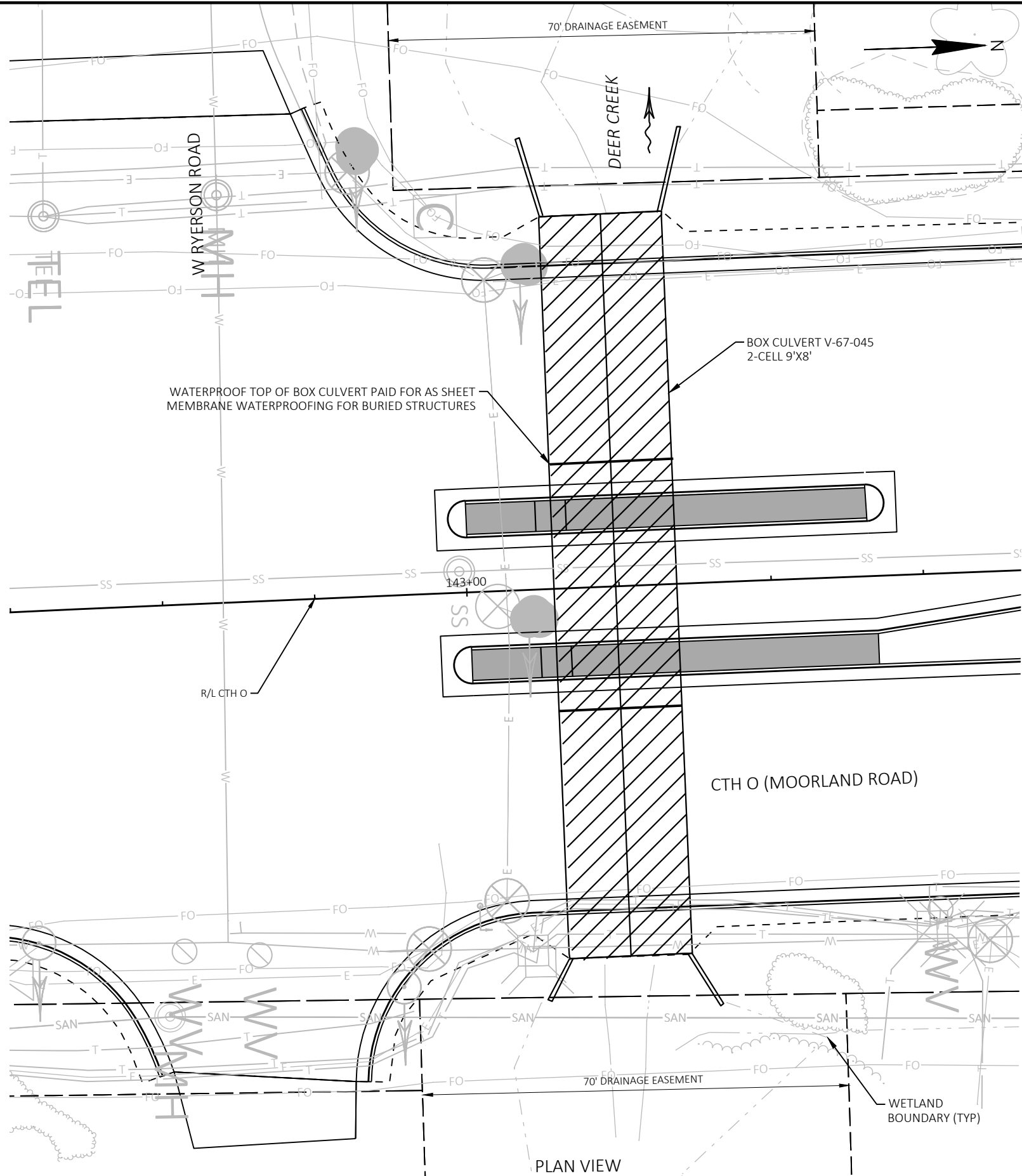


COMMERCIAL SIDEWALK AT DRIVEWAYS DETAIL (HALF SECTION)

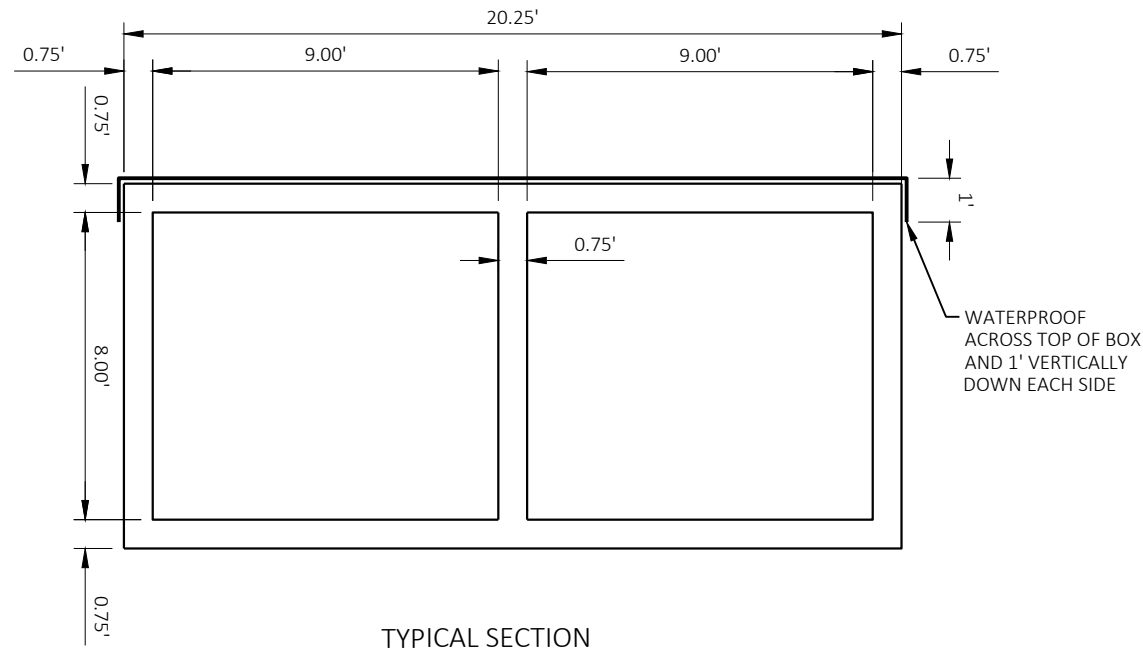


SILT FENCE HEAVY DUTY

- GENERAL NOTES:
1. ATTACH FENCE FABRIC TO POSTS A MINIMUM OF 3 TIES PER POST (TOP, MIDDLE, BOTTOM)
 2. ATTACH GEOTEXTILE FABRIC TO FENCE FABRIC AND/OR POSTS AT A MAXIMUM SPACING OF EVERY 2 FEET ALONG THE TOP AND ADDITIONALLY AS NECESSARY TO PREVENT DISPLACEMENT BY WIND AND WAVE ACTIONS.



PLAN VIEW

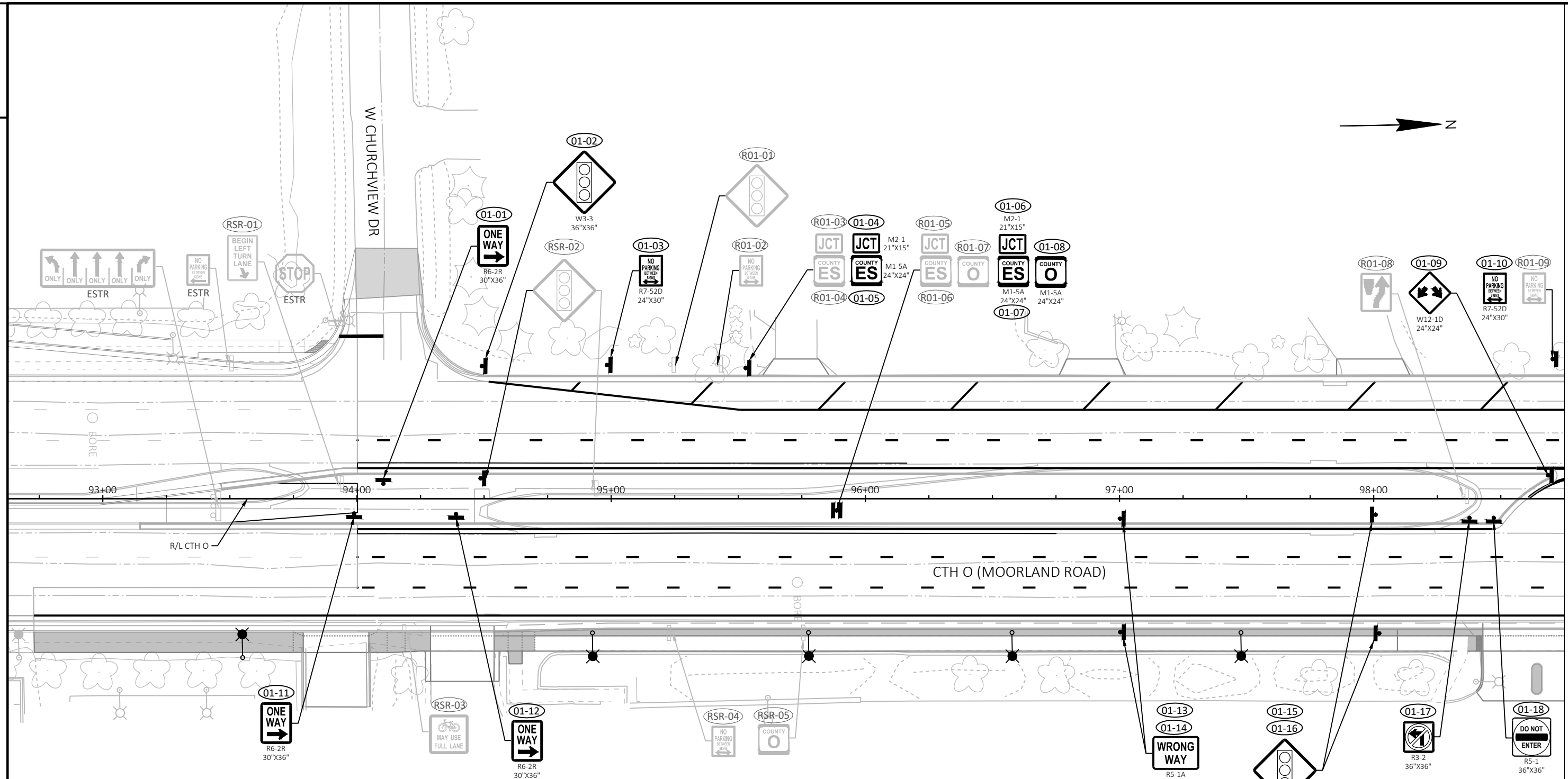


TYPICAL SECTION

NOTES

1. SEAL 1' DOWN FROM THE TOP OF BOX ON EACH SIDE AND ACROSS TOP OF CULVERT.
2. EXCAVATE TO DEPTH REQUIRED TO PROPERLY SEAL 1' MINIMUM FROM TOP OF BOX.
3. TOP OF BURIED STRUCTURE SHALL BE PREPARED AND CLEANED UP TO STANDARD OF MANUFACTURERS RECOMMENDATIONS FOR EXISTING STRUCTURE PREPARED SURFACES.
4. SEE EROSION CONTROL DETAILS AND SPECIFICATIONS FOR REQUIREMENTS NEAR WETLANDS.
5. NO EXCAVATED MATERIALS, CLEANING, OR WATERPROOFING MATERIALS MAY TOUCH THE WATERWAY.
6. MINIMIZE EXCAVATION LIMITS NEAR CULVERT. RESTORE TO PRECONSTRUCTION CONTOURS FOR FINAL CONDITION.
7. DO NOT EXCEED TEN (10) DAY RESTORATION REQUIREMENT.
8. AFTER PLACEMENT OF 6" GRANULAR FILL ABOVE THE MEMBRANE, FILL ANY REMAINING SPACE BETWEEN THE 6" GRANULAR FILL AND THE PLANNED 6" BASE AGGREGATE DENSE 1 1/4-INCH WITH ADDITIONAL BASE AGGREGATE. THIS ADDITIONAL FILL SHALL BE PAID FOR UNDER 6" BASE AGGREGATE DENSE 1 1/4-INCH. BASE AGGREGATE PLACED AROUND CULVERT SHALL BE THOROUGHLY COMPACTED.

BOX CULVERT WATERPROOFING



LEGEND

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- EXISTING SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT
- PROPOSED SIGN MOUNTED ON WOOD OR TABULAR STEEL POST(S)
- PROPOSED SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT
- SIGN NUMBER (REMOVING SIGNS TYPE II)
- NEW SIGN NUMBER
- REMOVE, SALVAGE, AND REINSTALL SIGNS
- EXISTING SIGN TO REMAIN

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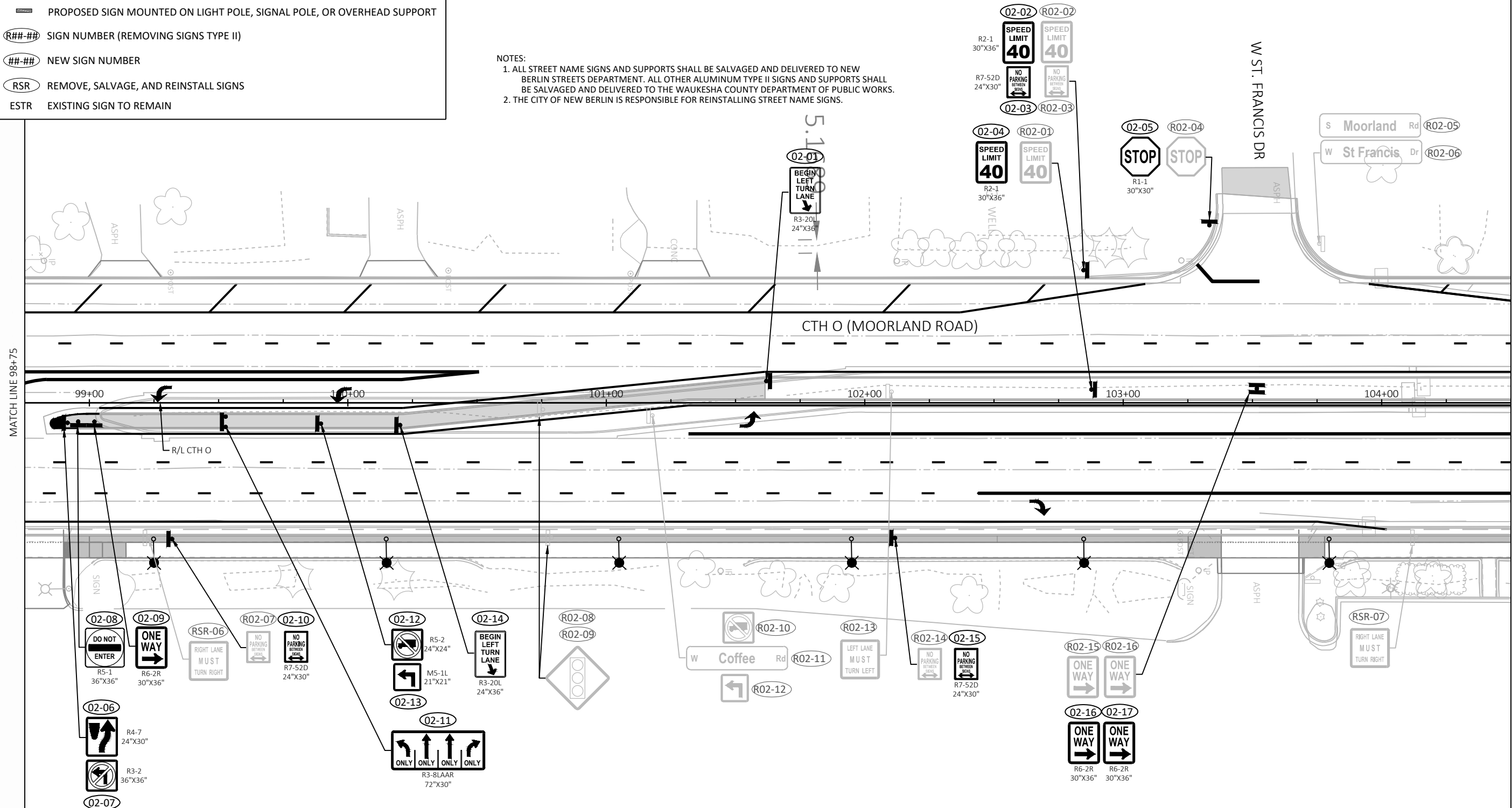
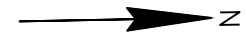
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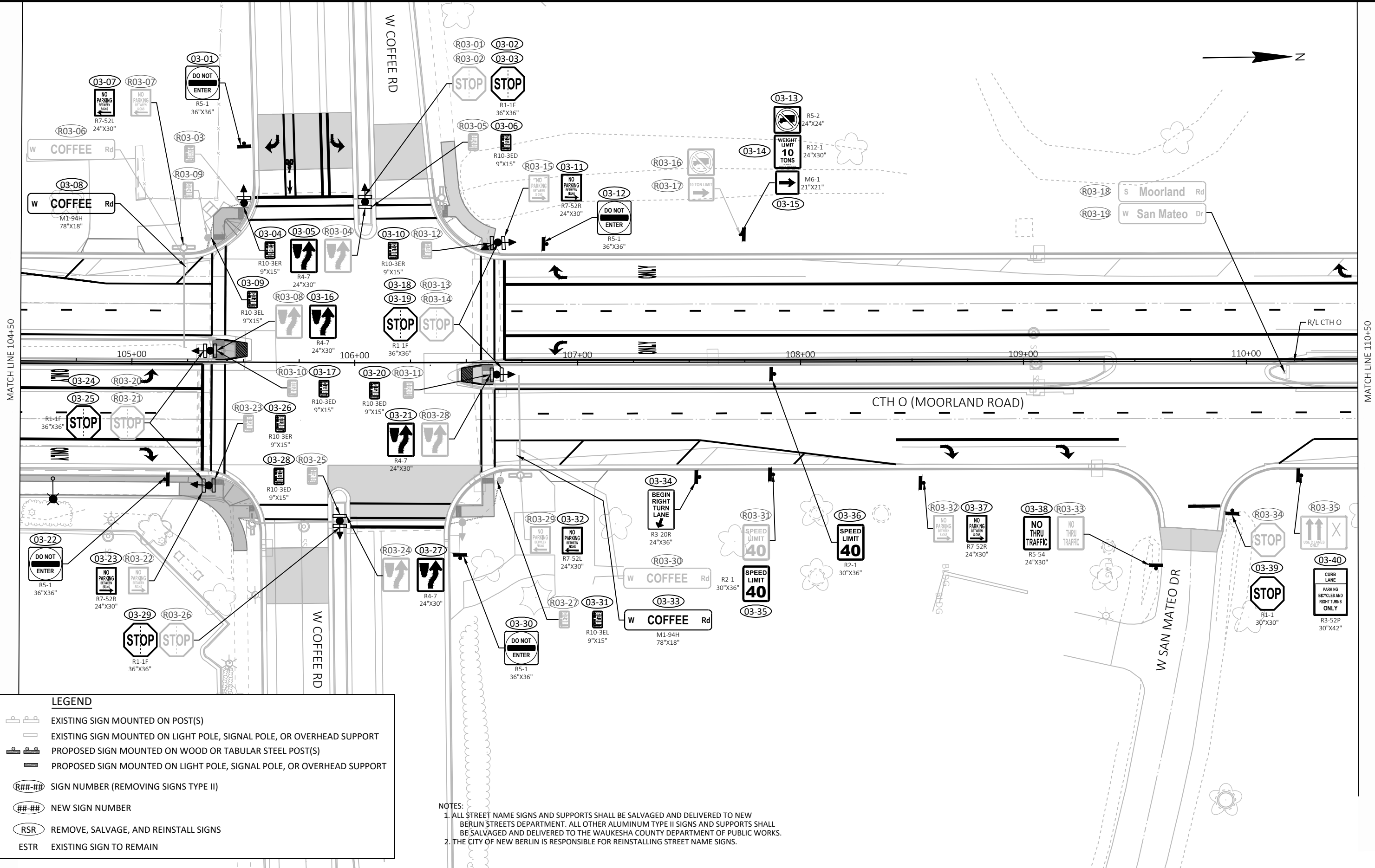
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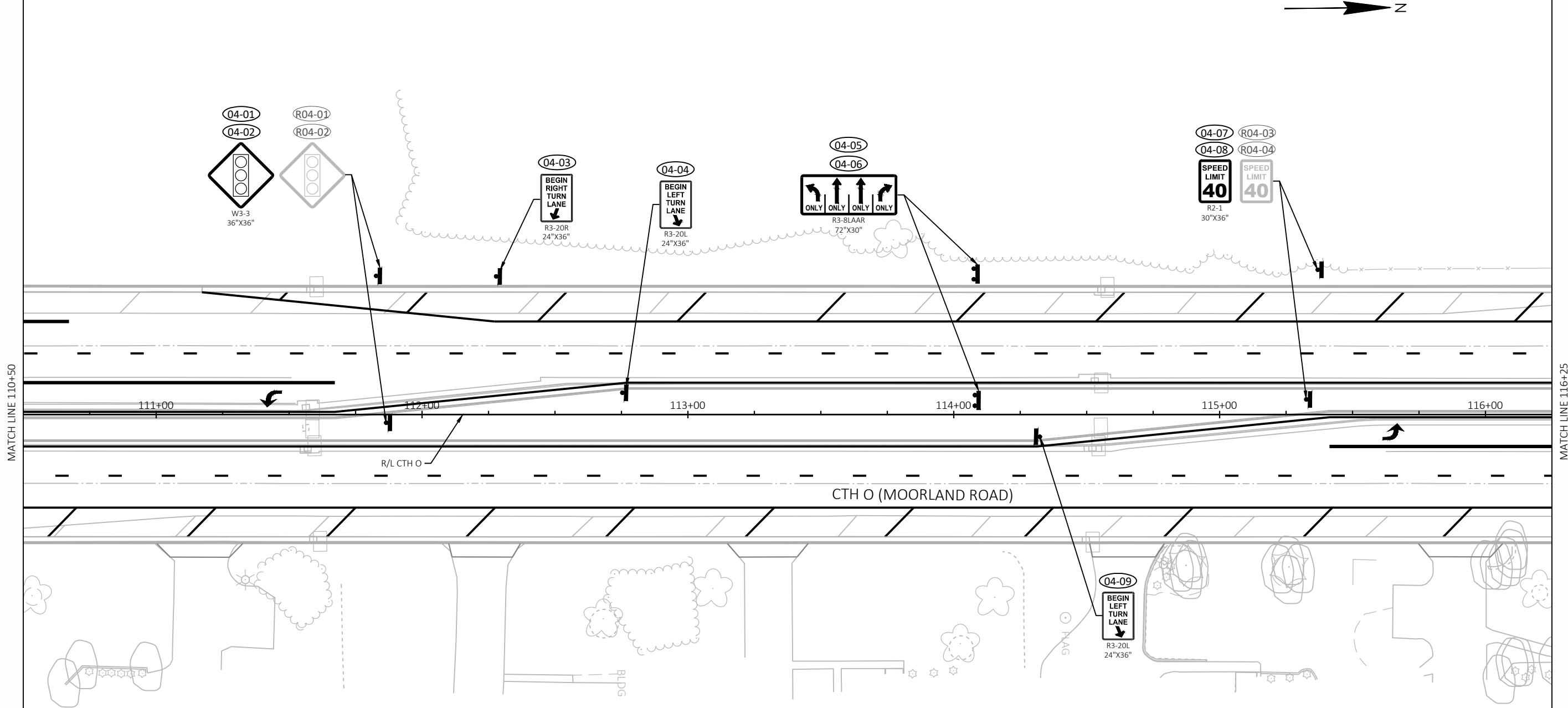


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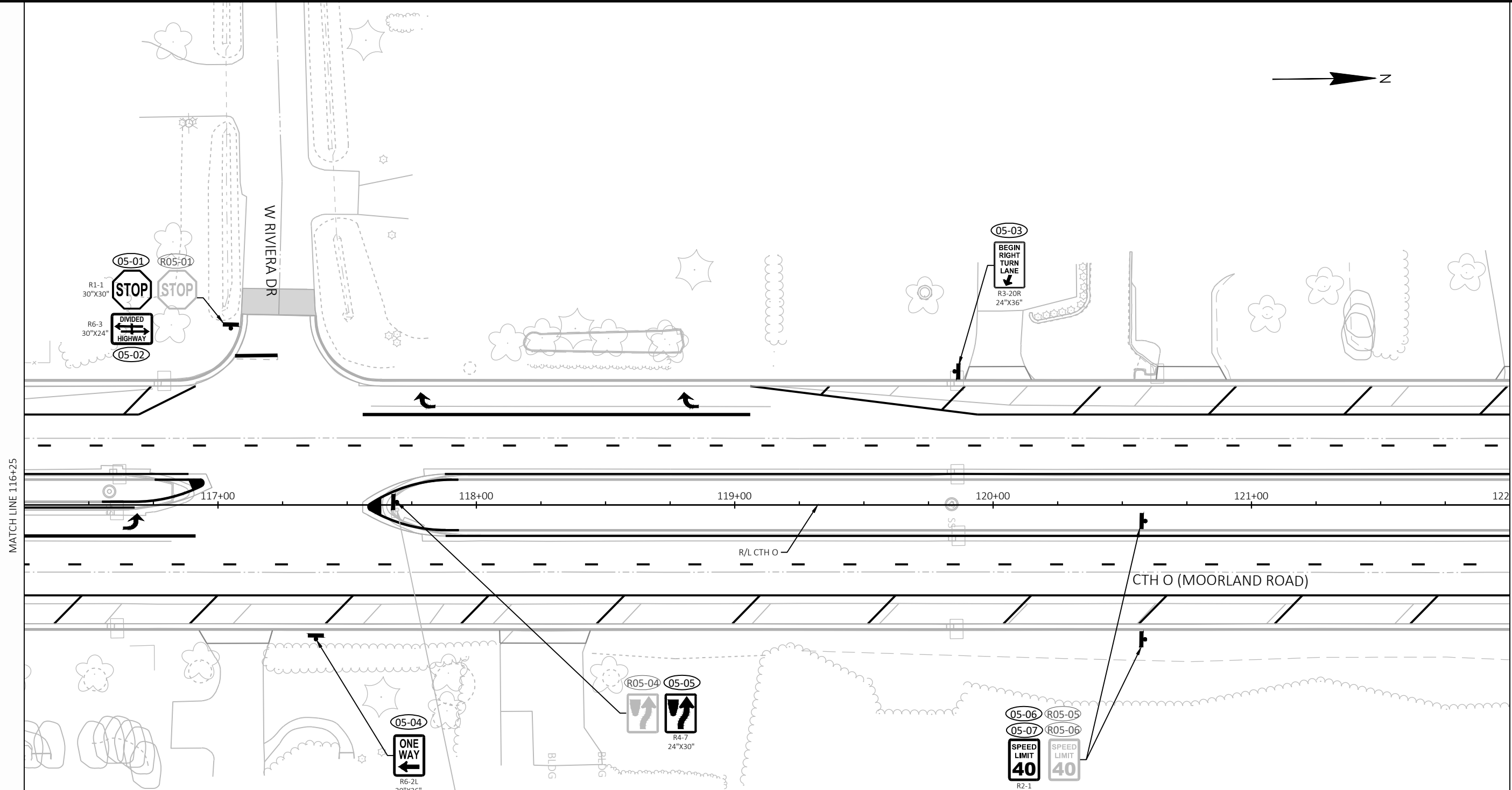
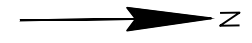


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



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MATCH LINE 116+25

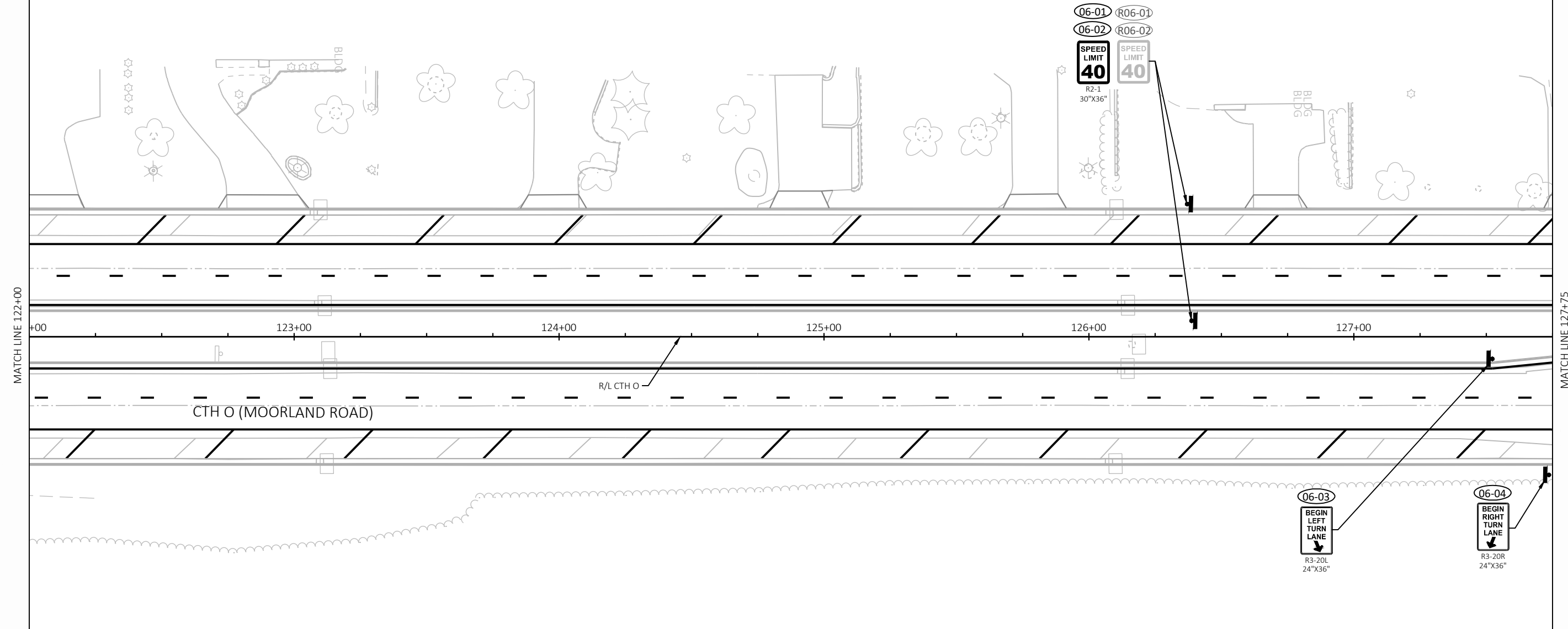
MATCH LINE 122+00

LEGEND

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W Riviera Dr (R05-02)
 S Moorland Rd (R05-03)

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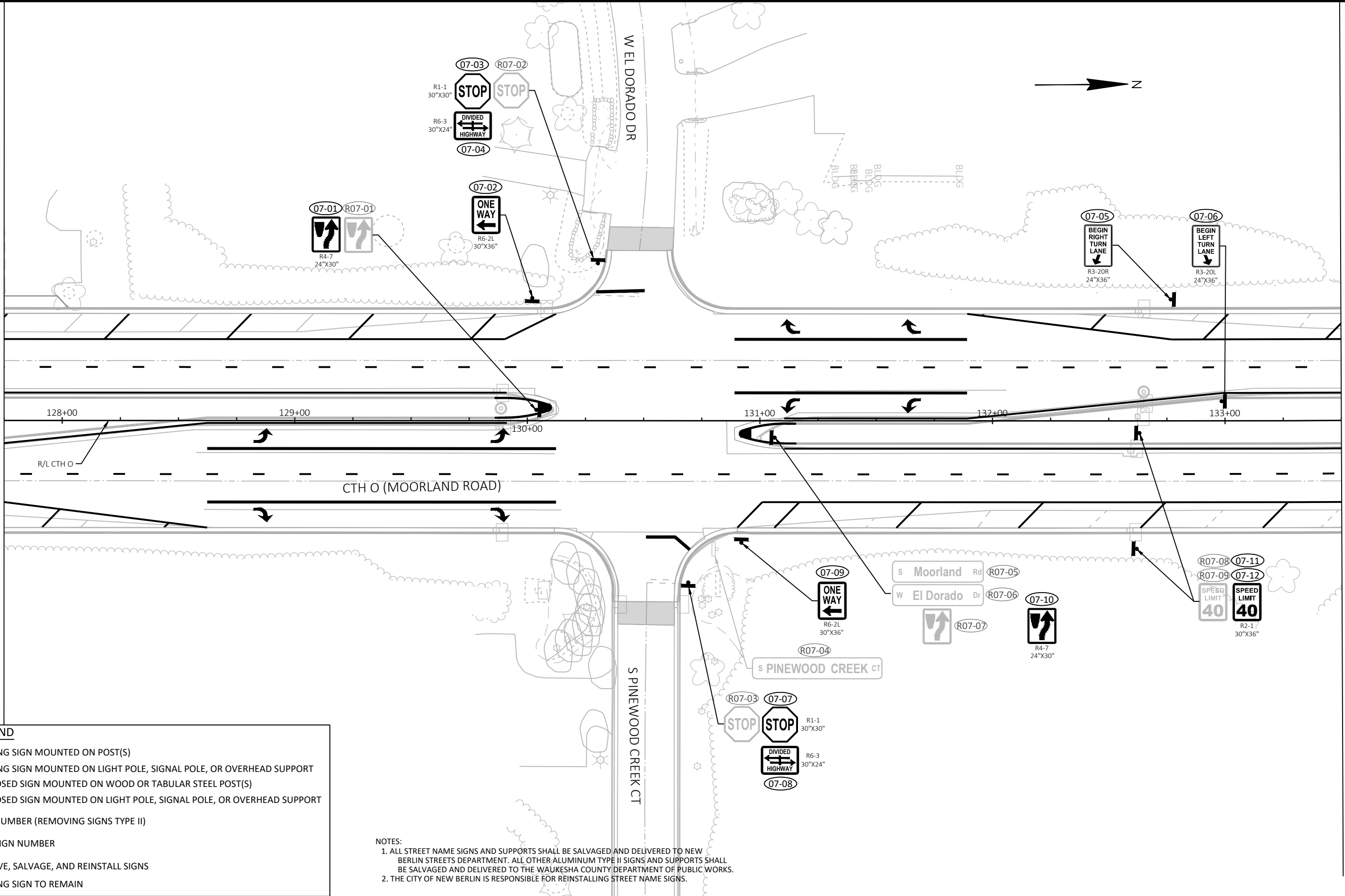
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MATCH LINE 127+75

MATCH LINE 133+50

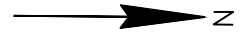


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MATCH LINE 133+50

MATCH LINE 139+50

134+00

135+00

136+00

137+00

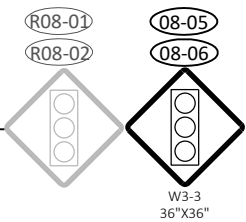
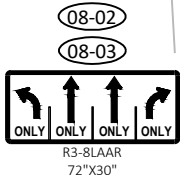
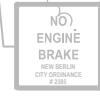
138+00

139+00

R/L CTH O

CTH O (MOORLAND ROAD)

ESTR

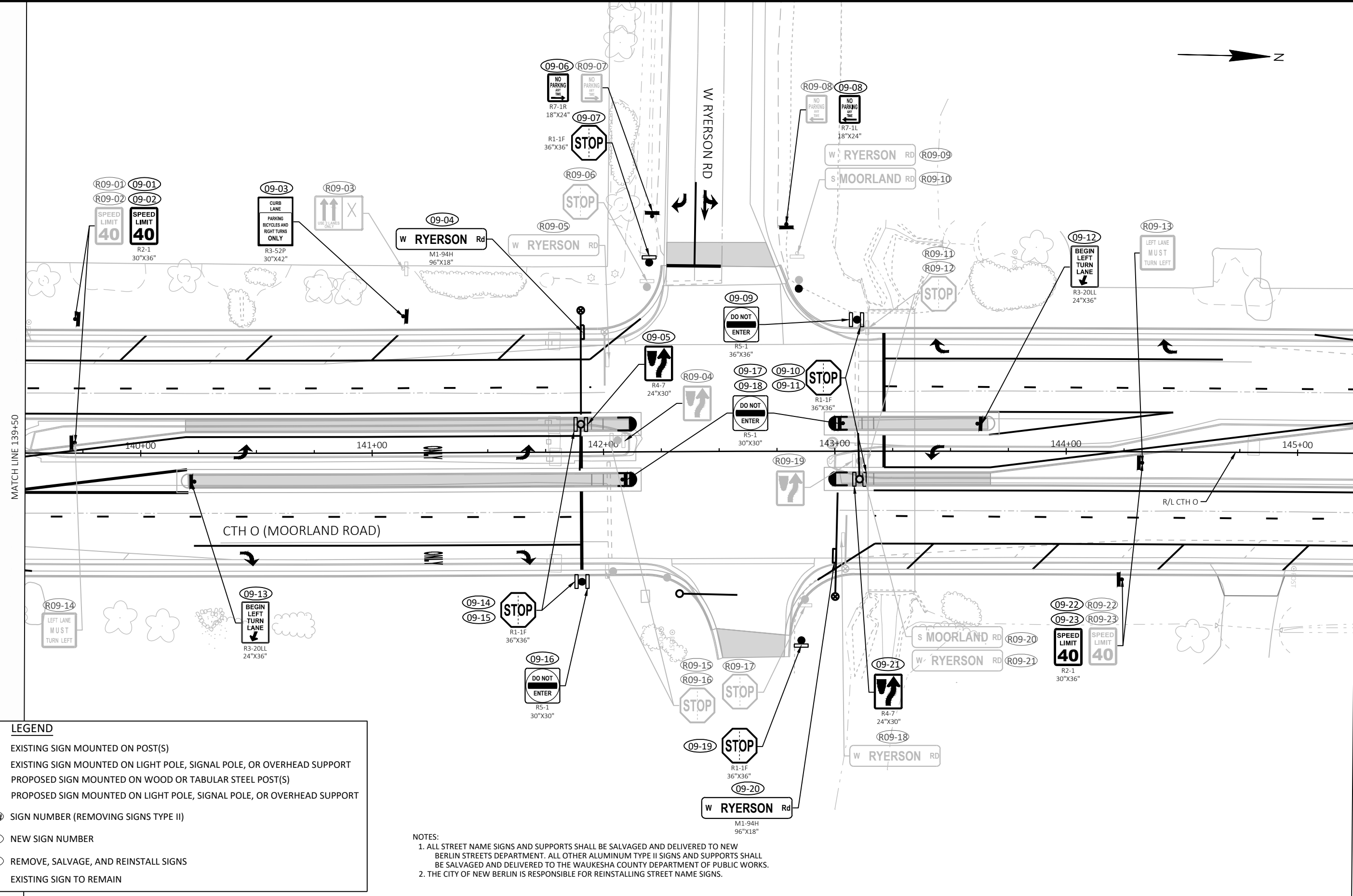


LEGEND









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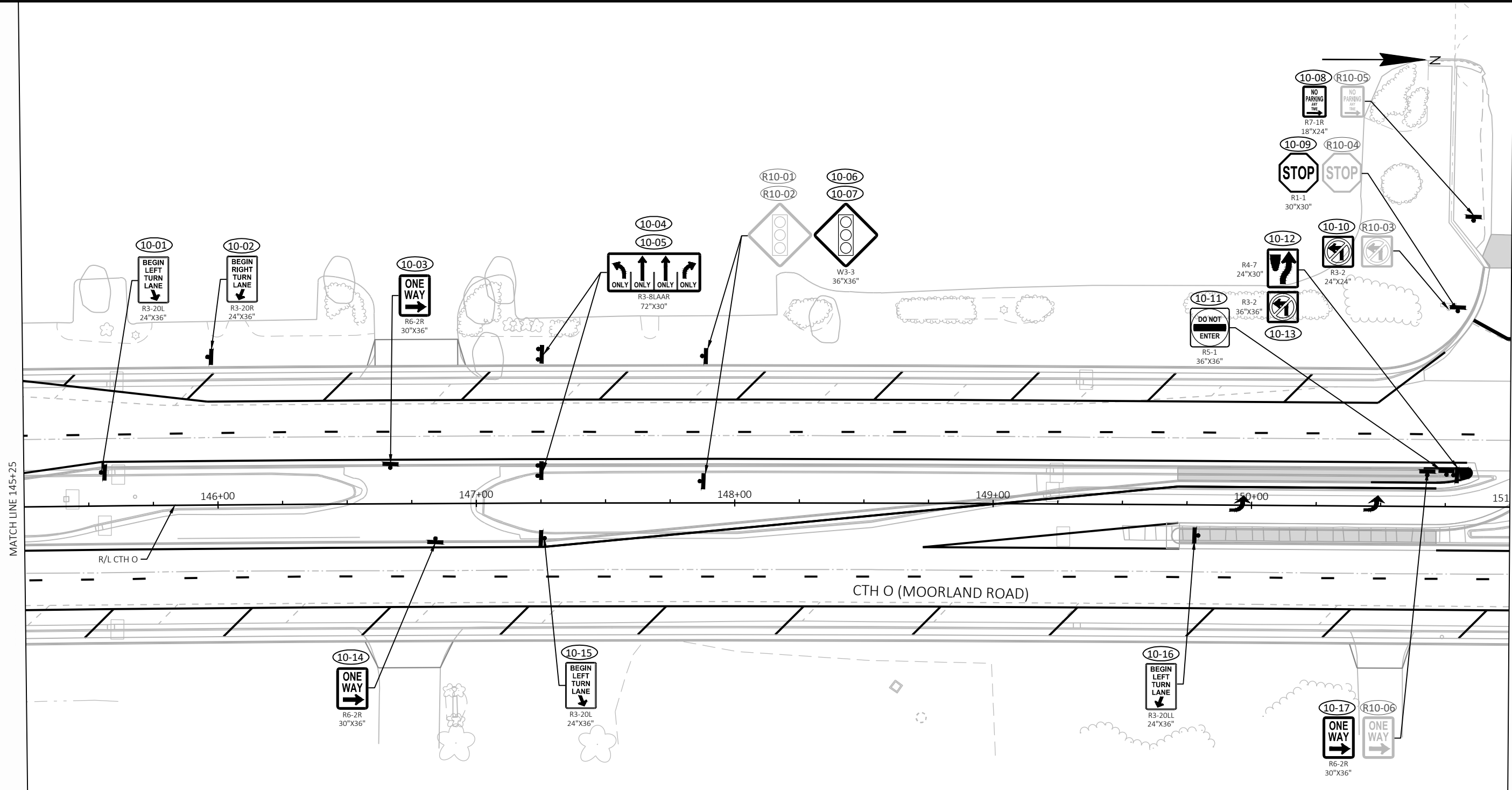


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MATCH LINE 145+25

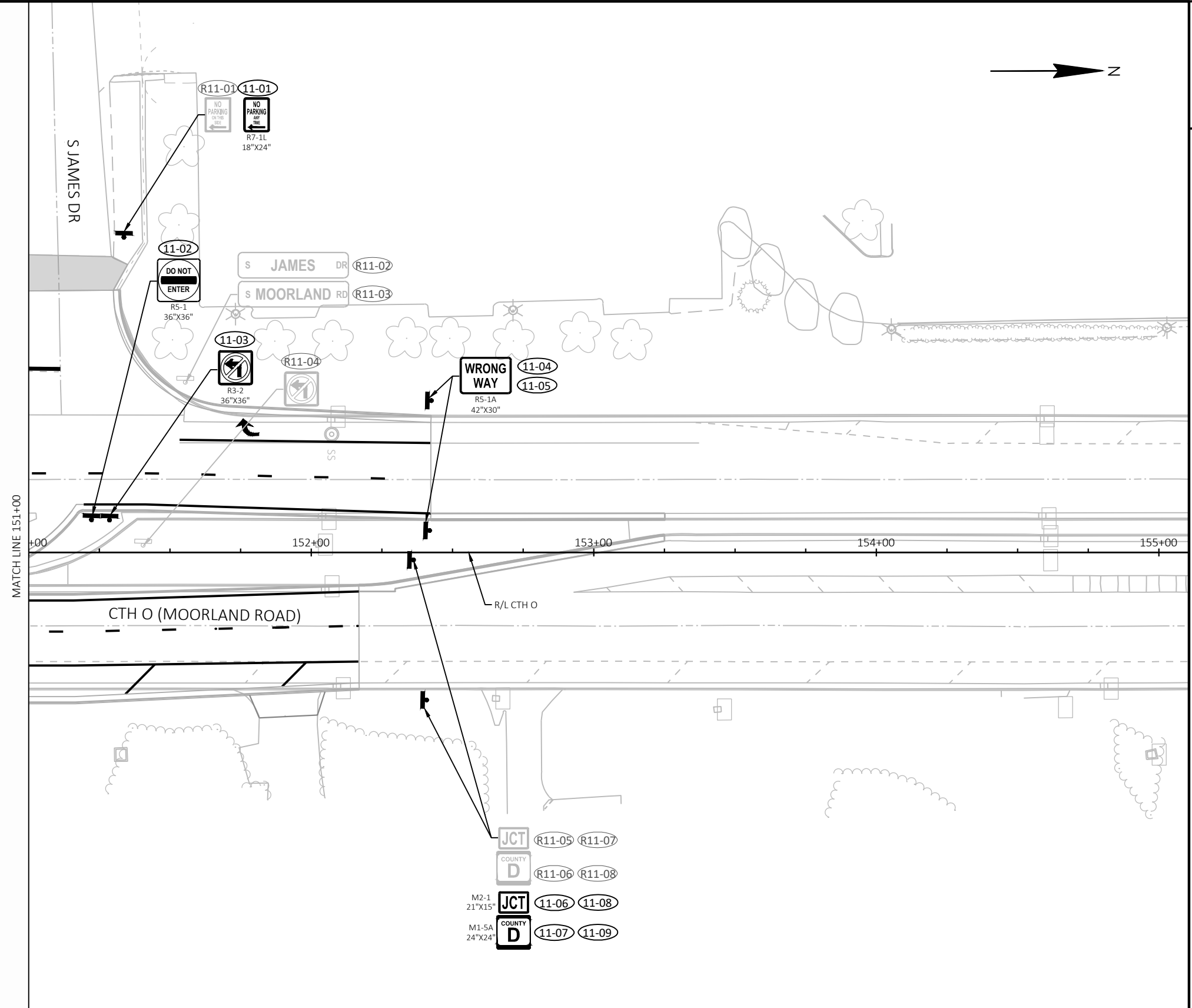
MATCH LINE 151+00

LEGEND









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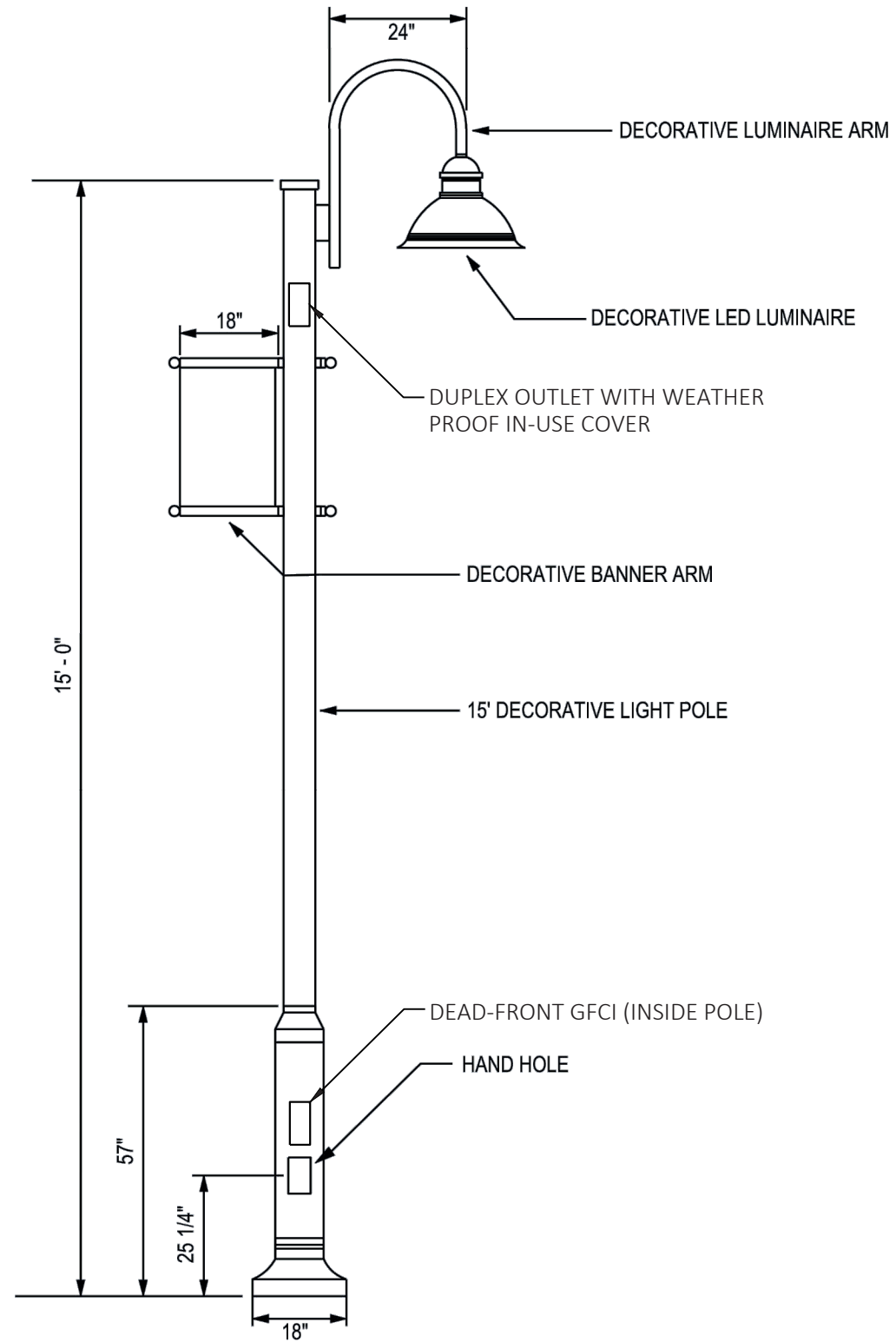


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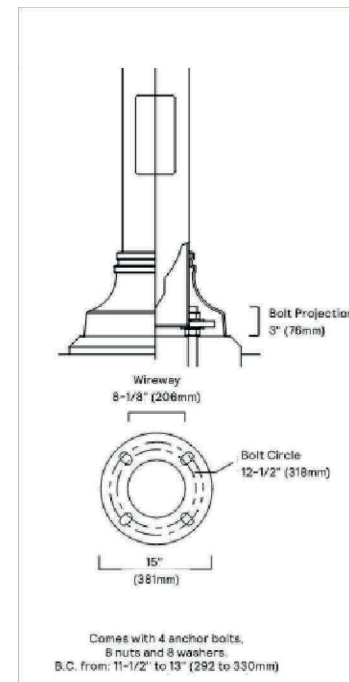
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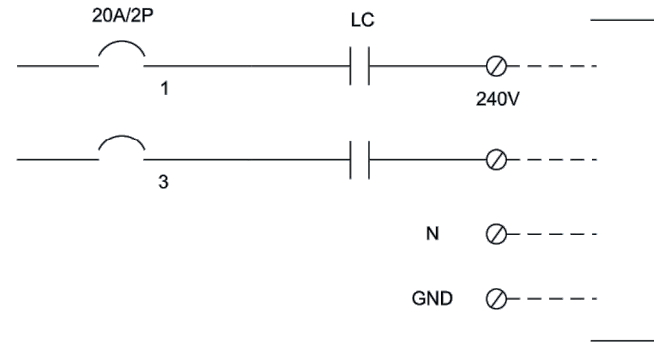
15-FOOT DECORATIVE LIGHT POLE DETAIL

SCALE: NTS

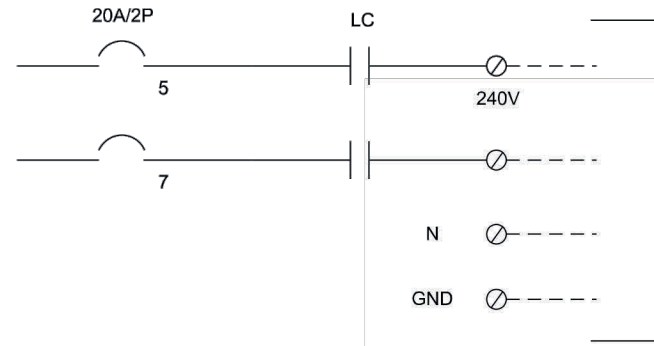


15-FOOT DECORATIVE LIGHT POLE ANCHOR PLATE DETAIL

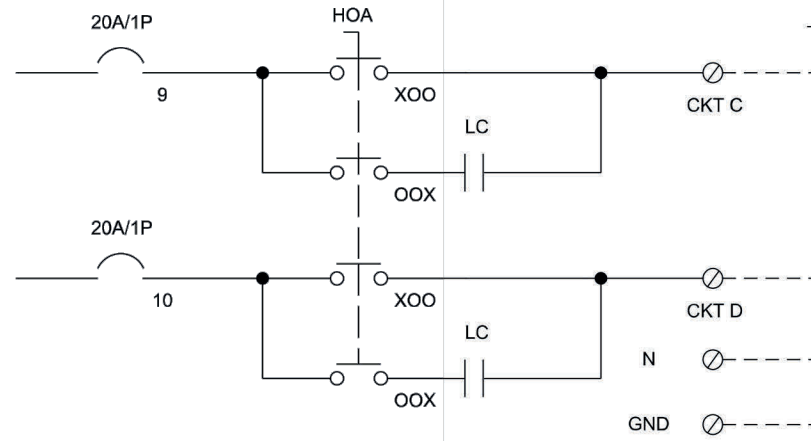
SCALE: NTS



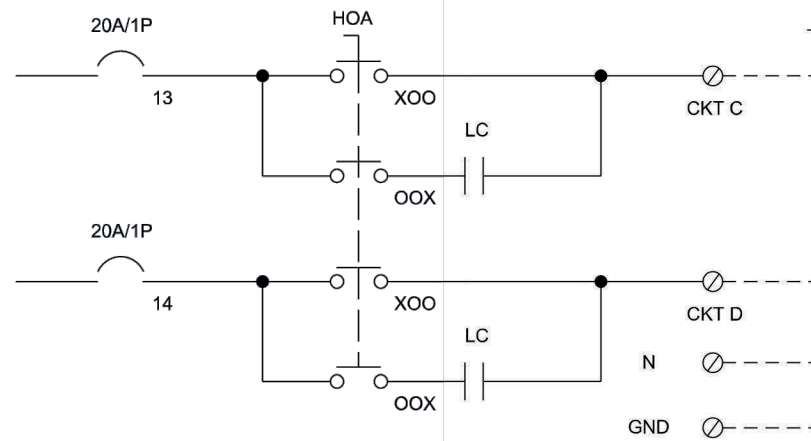
TO STREET LIGHTS CIRCUIT "A"
SIMILAR FOR CIRCUIT "B" EXCEPT
BREAKER 2, 4



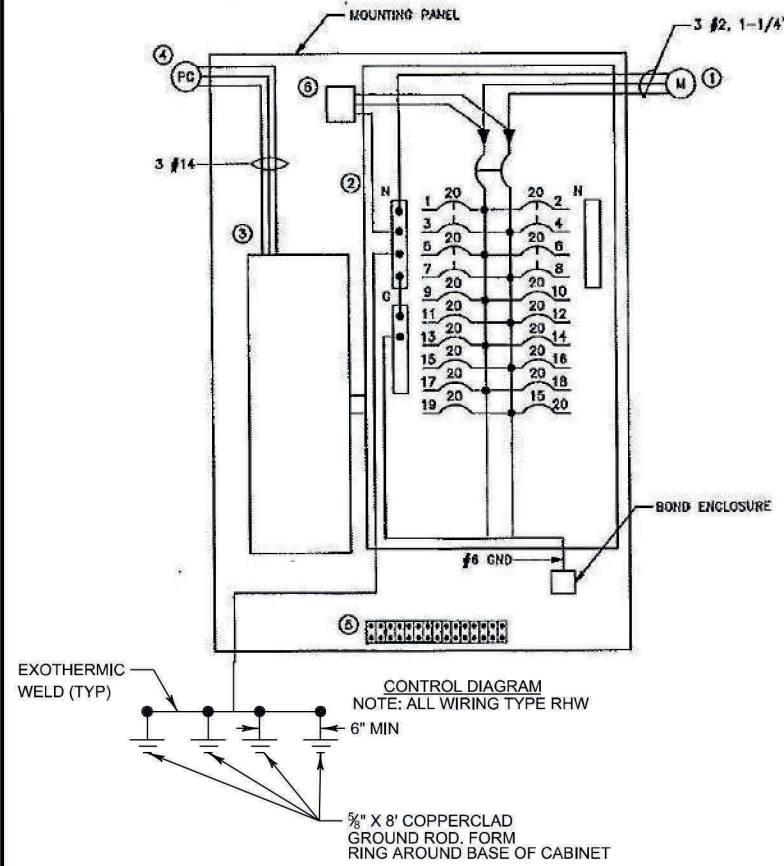
FOR FUTURE STREET LIGHTS



FOR RECEPTACLES AT "A" CIRCUIT POLES.
SIMILAR FOR "B" CIRCUIT POLES EXCEPT
BREAKER 11 AND 12. FOR CIRCUITS "E" AND "F"



FOR RECEPTACLES ON FUTURE POLES
(BREAKER 5,7)

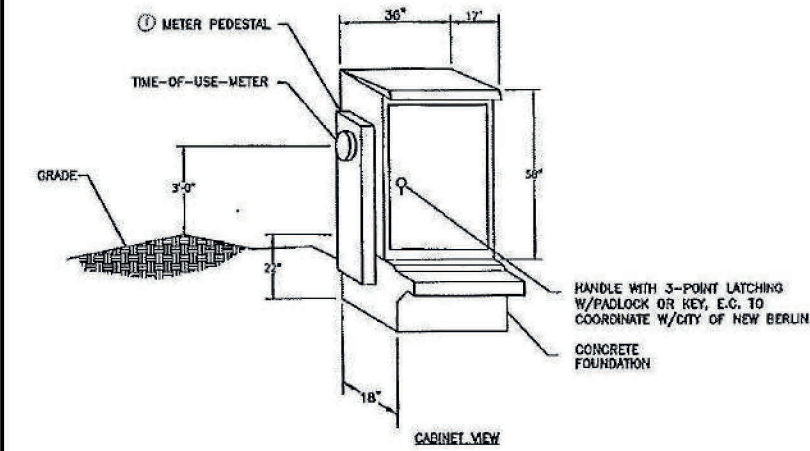


NOTES:

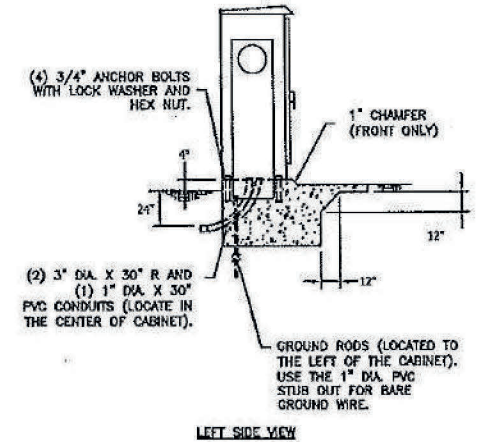
- 1) ALL CONTROL WIRING SHALL BE COLOR CODED # 14 AWG, USE UNLESS OTHERWISE NOTED.
- 2) ALL POWER AND CONTROL WIRING SHALL BE NEATLY TRAINED, LABELED AND SUPPORTED.
- 3) THE LIGHTING CONTROL CABINET SHALL BE COMPLETELY WIRED UP TO THE FIELD WIRING TERMINATION STRIP IN THE CONTRACTORS SHOP AND TESTED PRIOR TO THE INSTALLATION AT THE SITE.
- 4) THE CONTRACTOR SHALL COMPLY WITH WE ENERGIES SERVICE INSTALLATION REQUIREMENTS.
- 5) EXTEND APPROPRIATELY SIZED CONDUCTORS FROM THE CONTRACTORS TO THE FIELD TERMINATION STRIP.
- 6) SEAL CONDUIT OPENING WITH DUCT SEAL.
- 7) ENCLOSURE SHALL BE GROUNDED.
- 8) THE ENCLOSURE AND METER PEDESTAL SHALL BE PAINTED TO MATCH LIGHTING UNITS.
- 9) GROUND WIRE REQUIRED FOR EACH LIGHTING CIRCUIT.
- 10) ALL CONDUITS TO LIGHTING CIRCUITS TO BE PVC PITCH CONDUIT TO ONE END OF RUN AND DRILL 1/2" DRAIN HOLE IN CONDUIT TO ALLOW WATER DRAINAGE.
- 11) ELECTRICAL CONTRACTOR TO PROVIDE GRAVEL BASE AND REINFORCEMENT AS REQUIRED FOR STRUCTURAL INTEGRITY OF CONCRETE FOUNDATION
- 12) CABINET TO OPEN AWAY FROM SIDEWALK.

EQUIPMENT

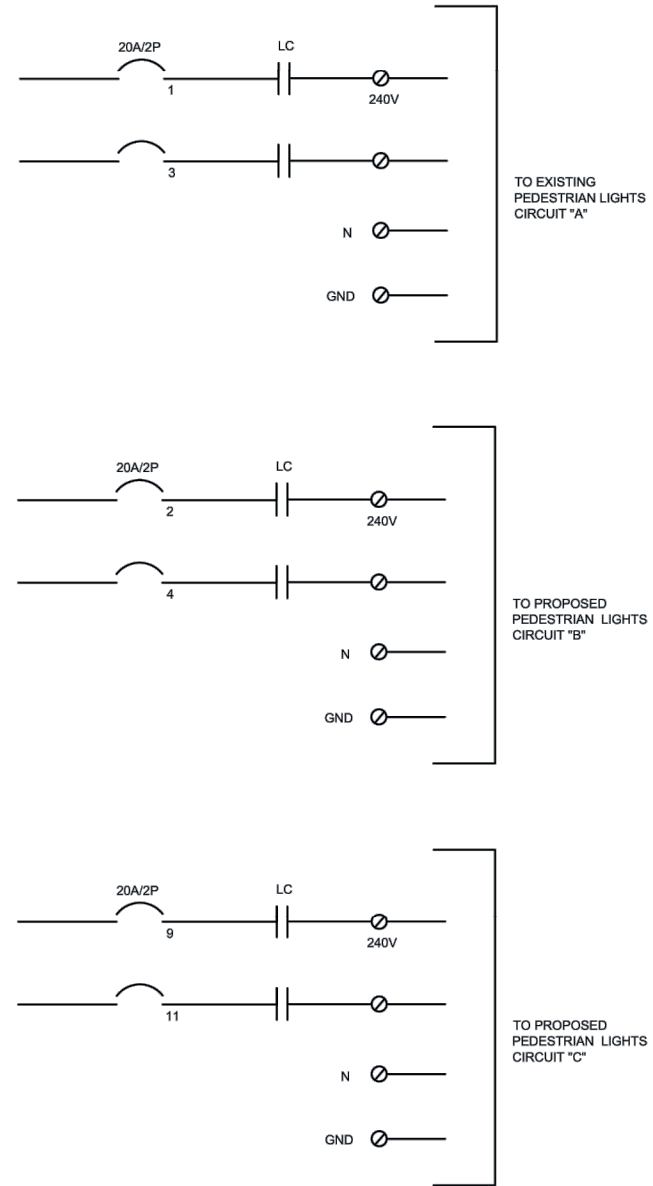
- ① WE ENERGIES APPROVED 100A, 1PH, 3W, 120 / 240 V METER PEDESTAL, TIME AND USE METER BY WE ENERGIES, SEE LATEST EDITION OF WE ENERGIES ELECTRICAL SERVICE AND METERING MANUAL.
- ② 100A MCB, 120 / 240 V 1PH, 3W, 20CKT NEMA 1 PANEL BOARD WITH BOLT-ON MOLDED CASE BRANCH CIRCUIT BREAKERS.
- ③ 300 V MECHANICALLY HELD 12 POLE CONTRACTOR WITH 120 VOLT CONTROL COIL, TWO WIRE INTERFACE RELAY AND HAND-OFF-AUTO SWITCH IN FACTORY ASSEMBLED NEMA 1 ENCLOSURE.
- ④ PHOTOCELL MOUNTED ON EAST SIDE OF CABINET.
- ⑤ FIELD WIRING TERMINATION STRIP
- ⑥ SURGE ARRESTER.



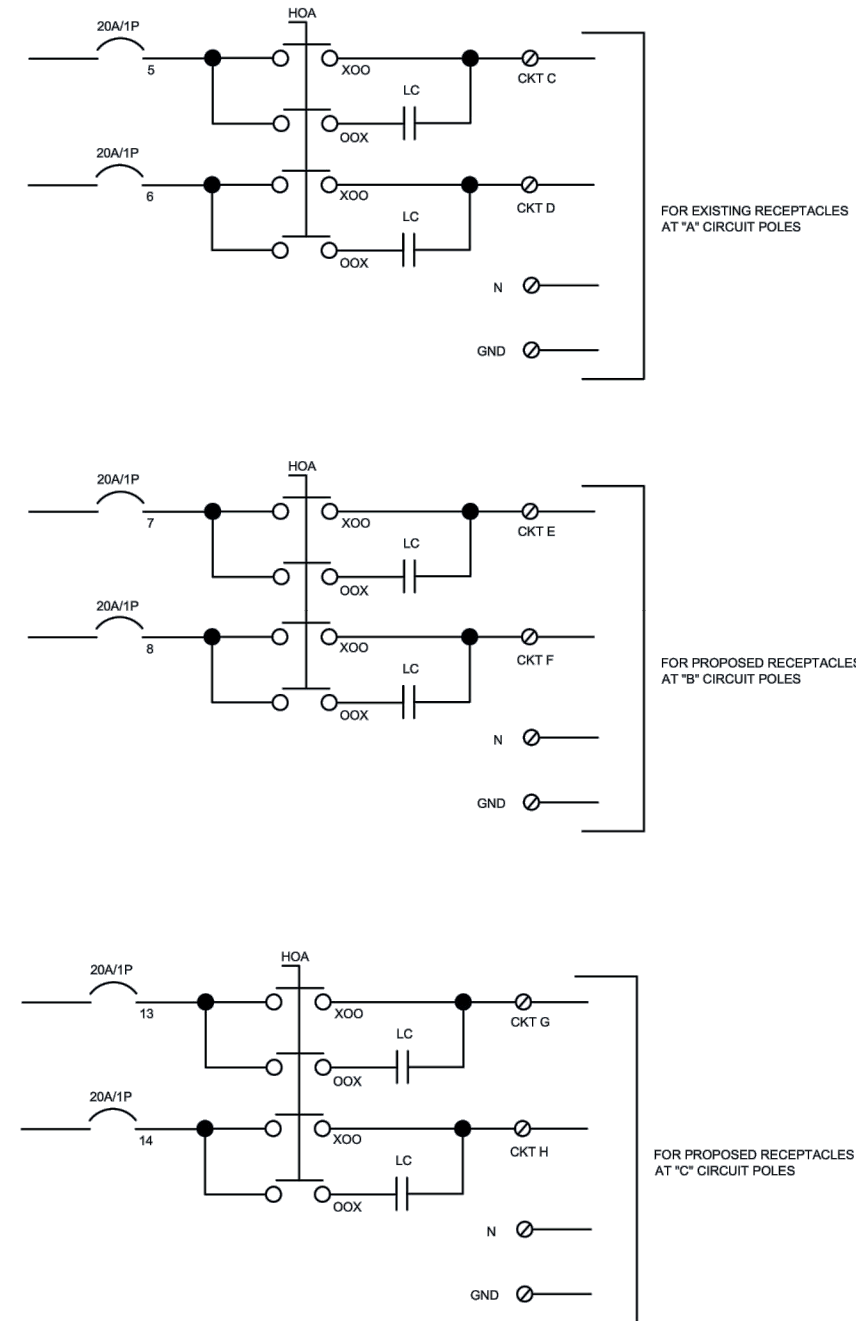
CONTROL CABINET CR
NOT TO SCALE



INFORMATION ONLY



PANEL (LCC-1) CONTROL PANEL (002)					
LOAD DESCRIPTION	CCT	PHASE	CCT	LOAD DESCRIPTION	
EXISTING LIGHTS ACR-1 THROUGH ACR-14	1	A	2	LIGHTS BCR-1 THROUGH BCR-4	
	3	-	4		
RECEPTACLES AT EXISTING "A" CIRCUIT POLES (C)	5	A	6	RECEPTACLES ON EXISTING "A" CIRCUIT POLES (D)	
RECEPTACLES AT "B" CIRCUIT POLES (E)	7	-	8	RECEPTACLES AT "B" CIRCUIT POLES (F)	
PROPOSED LIGHTS CCR-1 THROUGH CCR-10	9	A	10	SPARE	
	11	-	12		
RECEPTACLES AT "C" CIRCUIT POLES (G)	13	A	14	RECEPTACLES AT "C" CIRCUIT POLES (H)	
SPARE	15	-	16	SPARE	
	17	A	18		
	19	-	20		



INFORMATION ONLY

LIGHTING LEGEND

- CONTROL CABINET DESIGNATION
- X=ETR
- POLE NUMBER
- LIGHTING CIRCUIT(S)
- RECEPTACLE CIRCUIT(S)
- LOCATION (TO CENTER OF POLE)
- LUMINAIRE ARM LENGTH IN FEET
- POLE TYPE
- (T) INCLUDES TRANSFORMER BASE
- LUMINAIRE DESIGNATION
- X=EXISTING POLE
- LIGHTING CONTROL CABINET AND ELECTRICAL SERVICE METER BREAKER PEDESTAL ON CONCRETE CONTROL CABINET BASE
- PULL BOX, 24" X 36"

CABLE AND CONDUIT LEGEND

- EXISTING LIGHT FIXTURE - DUAL LUMINAIRE.
- EXISTING LIGHT FIXTURE - SINGLE LUMINAIRE.
- PROPOSED LIGHT FIXTURE - DUAL LUMINAIRE.
- PROPOSED LIGHT FIXTURE - SINGLE LUMINAIRE.
- STREET LIGHTING FIXTURE - DUAL LUMINAIRE.*
- STREET LIGHTING FIXTURE - SINGLE LUMINAIRE.*
- PROPOSED CONDUIT (SEE CABLE AND CONDUIT LEGEND)
- EXISTING CONDUIT TO REMAIN
- EXISTING CONDUIT TO BE REMOVED
- 6 #6 AWG AND 1 #6 GROUND IN 2" RIGID NONMETALLIC CONDUIT
- ETR - EXISTING TO REMAIN

MATCHLINE STA. 87+00

MATCHLINE STA. 92+80

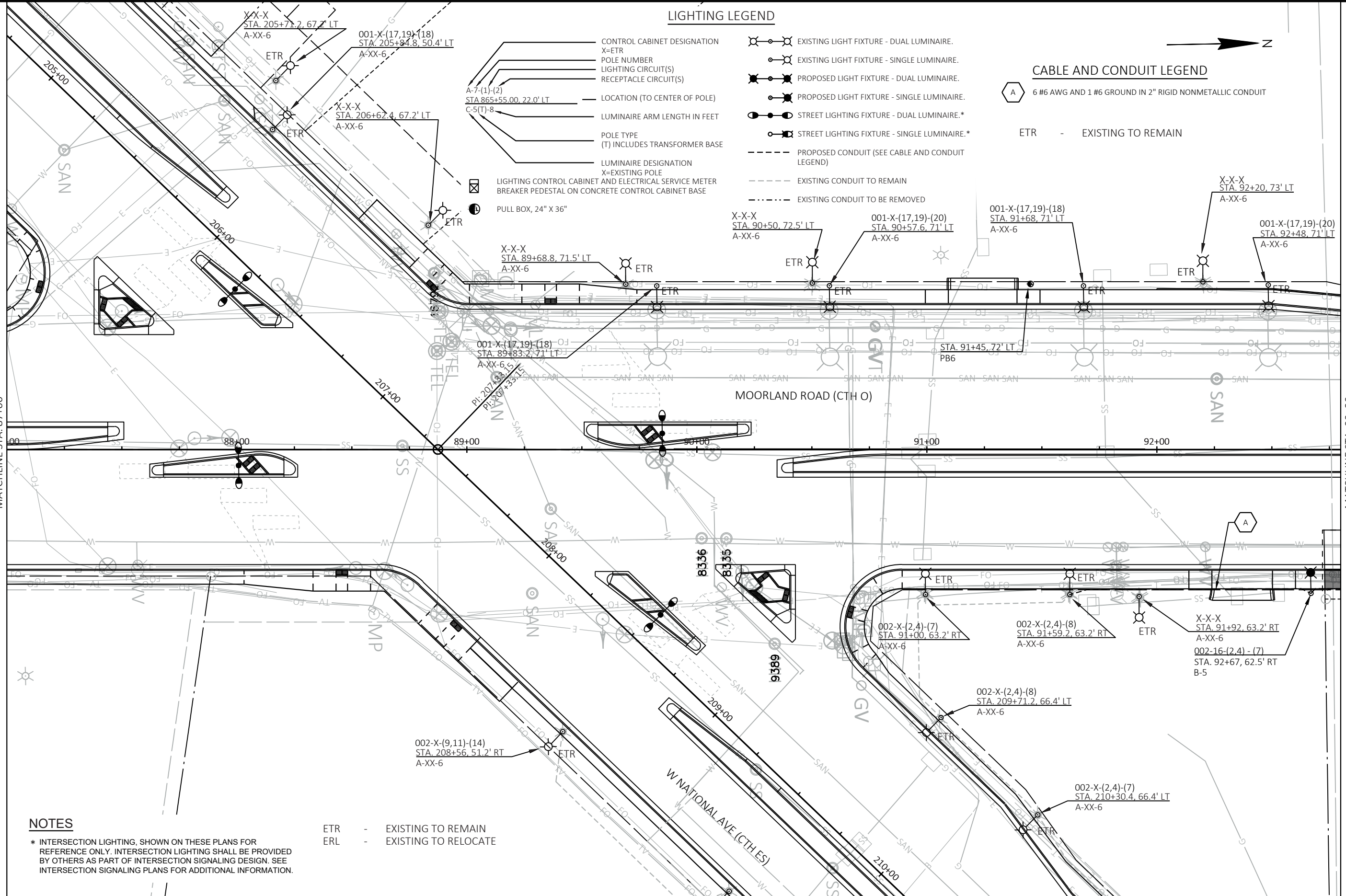
MOORLAND ROAD (CTH O)

W NATIONAL AVE (CTH ES)

NOTES

* INTERSECTION LIGHTING, SHOWN ON THESE PLANS FOR REFERENCE ONLY. INTERSECTION LIGHTING SHALL BE PROVIDED BY OTHERS AS PART OF INTERSECTION SIGNALING DESIGN. SEE INTERSECTION SIGNALING PLANS FOR ADDITIONAL INFORMATION.

ETR - EXISTING TO REMAIN
 ERL - EXISTING TO RELOCATE



LIGHTING LEGEND

- CONTROL CABINET DESIGNATION
X=ETR
- POLE NUMBER
- LIGHTING CIRCUIT(S)
- RECEPTACLE CIRCUIT(S)
- A-7-(1)-(2)
- STA 865+55.00, 22.0' LT
- C-5(T)-8
- LOCATION (TO CENTER OF POLE)
- LUMINAIRE ARM LENGTH IN FEET
- POLE TYPE
(T) INCLUDES TRANSFORMER BASE
- LUMINAIRE DESIGNATION
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- LIGHTING CONTROL CABINET AND ELECTRICAL SERVICE METER
BREAKER PEDESTAL ON CONCRETE CONTROL CABINET BASE
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- EXISTING LIGHT FIXTURE - DUAL LUMINAIRE.
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- PROPOSED LIGHT FIXTURE - SINGLE LUMINAIRE.
- STREET LIGHTING FIXTURE - DUAL LUMINAIRE.*
- STREET LIGHTING FIXTURE - SINGLE LUMINAIRE.*
- PROPOSED CONDUIT (SEE CABLE AND CONDUIT LEGEND)
- EXISTING CONDUIT TO REMAIN
- EXISTING CONDUIT TO BE REMOVED

CABLE AND CONDUIT LEGEND

- A 6 #6 AWG AND 1 #6 GROUND IN 2" RIGID NONMETALLIC CONDUIT
- ETR - EXISTING TO REMAIN



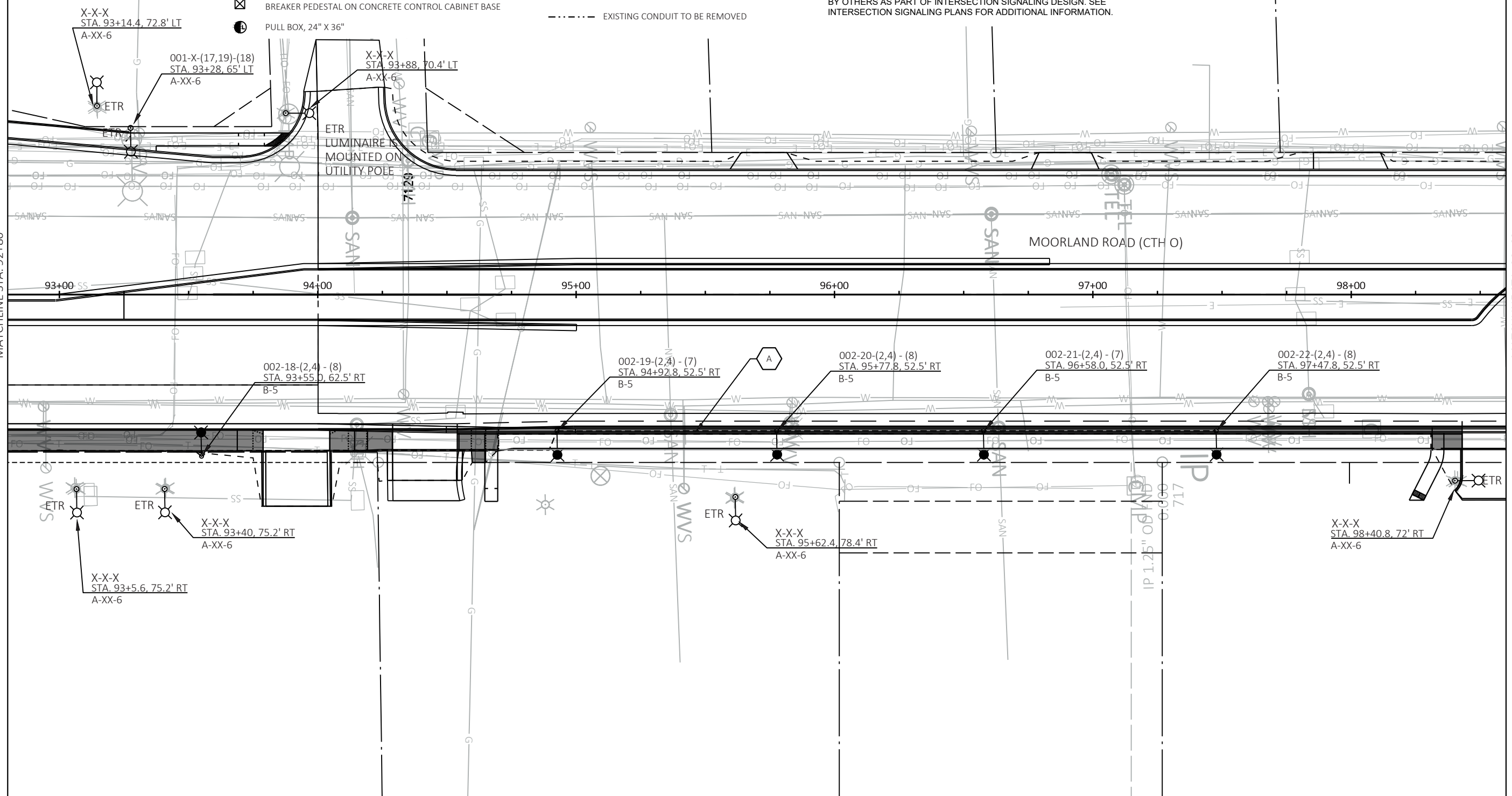
NOTES

* INTERSECTION LIGHTING, SHOWN ON THESE PLANS FOR REFERENCE ONLY. INTERSECTION LIGHTING SHALL BE PROVIDED BY OTHERS AS PART OF INTERSECTION SIGNALING DESIGN. SEE INTERSECTION SIGNALING PLANS FOR ADDITIONAL INFORMATION.

MATCHLINE STA. 92+80

MATCHLINE STA. 98+60

MOORLAND ROAD (CTH O)



LIGHTING LEGEND

- CONTROL CABINET DESIGNATION
X=ETR
- POLE NUMBER
- LIGHTING CIRCUIT(S)
- RECEPTACLE CIRCUIT(S)
- LOCATION (TO CENTER OF POLE)
A-7-(1)-(2)
STA 865+55.00, 22.0' LT
C-5(T)-8
- LUMINAIRE ARM LENGTH IN FEET
- POLE TYPE
(T) INCLUDES TRANSFORMER BASE
- LUMINAIRE DESIGNATION
X=EXISTING POLE
- LIGHTING CONTROL CABINET AND ELECTRICAL SERVICE METER
BREAKER PEDESTAL ON CONCRETE CONTROL CABINET BASE
- PULL BOX, 24" X 36"

- EXISTING LIGHT FIXTURE - DUAL LUMINAIRE.
- EXISTING LIGHT FIXTURE - SINGLE LUMINAIRE.
- PROPOSED LIGHT FIXTURE - DUAL LUMINAIRE.
- PROPOSED LIGHT FIXTURE - SINGLE LUMINAIRE.
- STREET LIGHTING FIXTURE - DUAL LUMINAIRE.*
- STREET LIGHTING FIXTURE - SINGLE LUMINAIRE.*
- PROPOSED CONDUIT (SEE CABLE AND CONDUIT LEGEND)
- EXISTING CONDUIT TO REMAIN
- EXISTING CONDUIT TO BE REMOVED

CABLE AND CONDUIT LEGEND

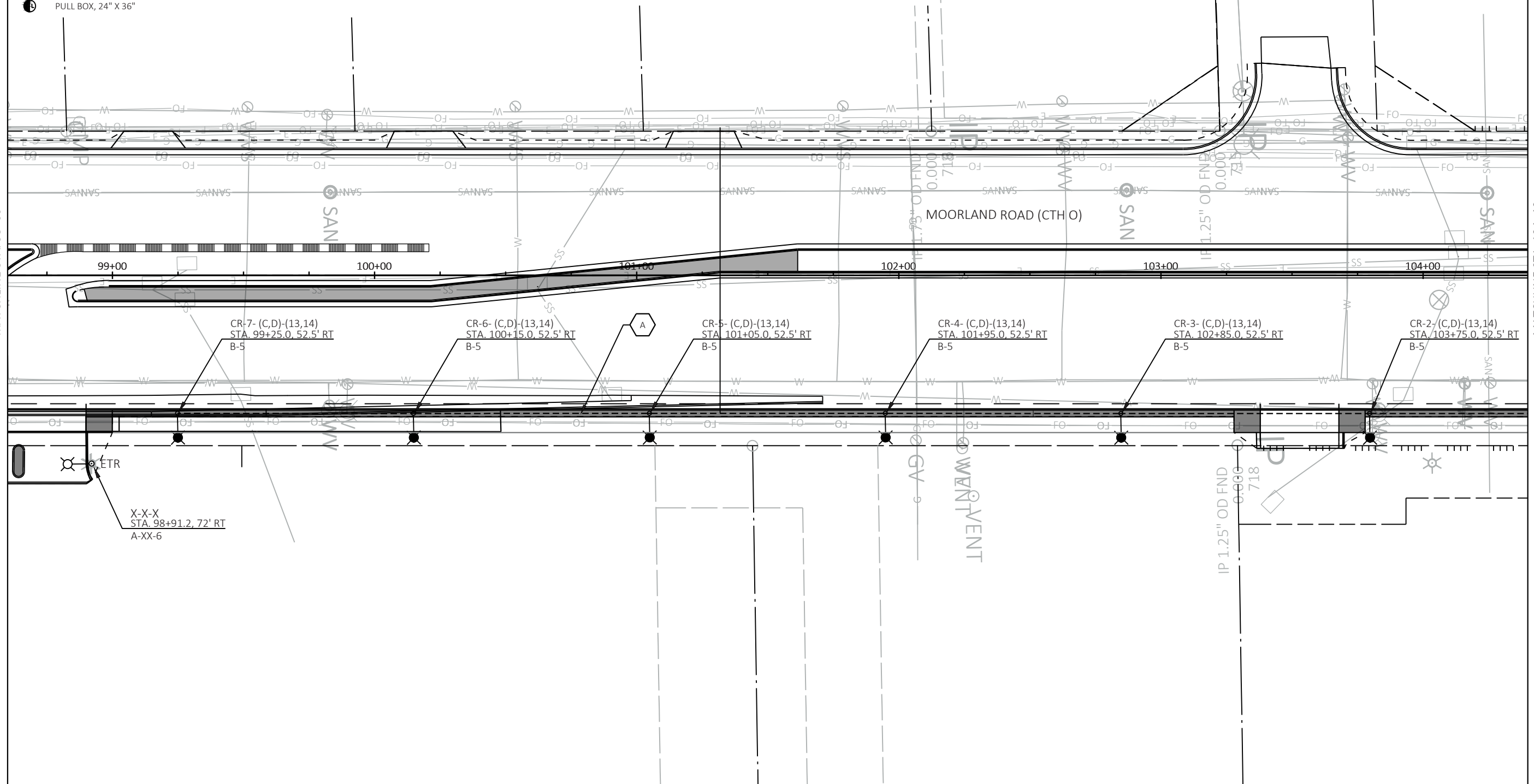
- 6 #6 AWG AND 1 #6 GROUND IN 2" RIGID NONMETALLIC CONDUIT
- ETR - EXISTING TO REMAIN

NOTES

* INTERSECTION LIGHTING, SHOWN ON THESE PLANS FOR REFERENCE ONLY. INTERSECTION LIGHTING SHALL BE PROVIDED BY OTHERS AS PART OF INTERSECTION SIGNALING DESIGN. SEE INTERSECTION SIGNALING PLANS FOR ADDITIONAL INFORMATION.

MATCHLINE STA. 98+60

MATCHLINE STA. 104+40



LIGHTING LEGEND

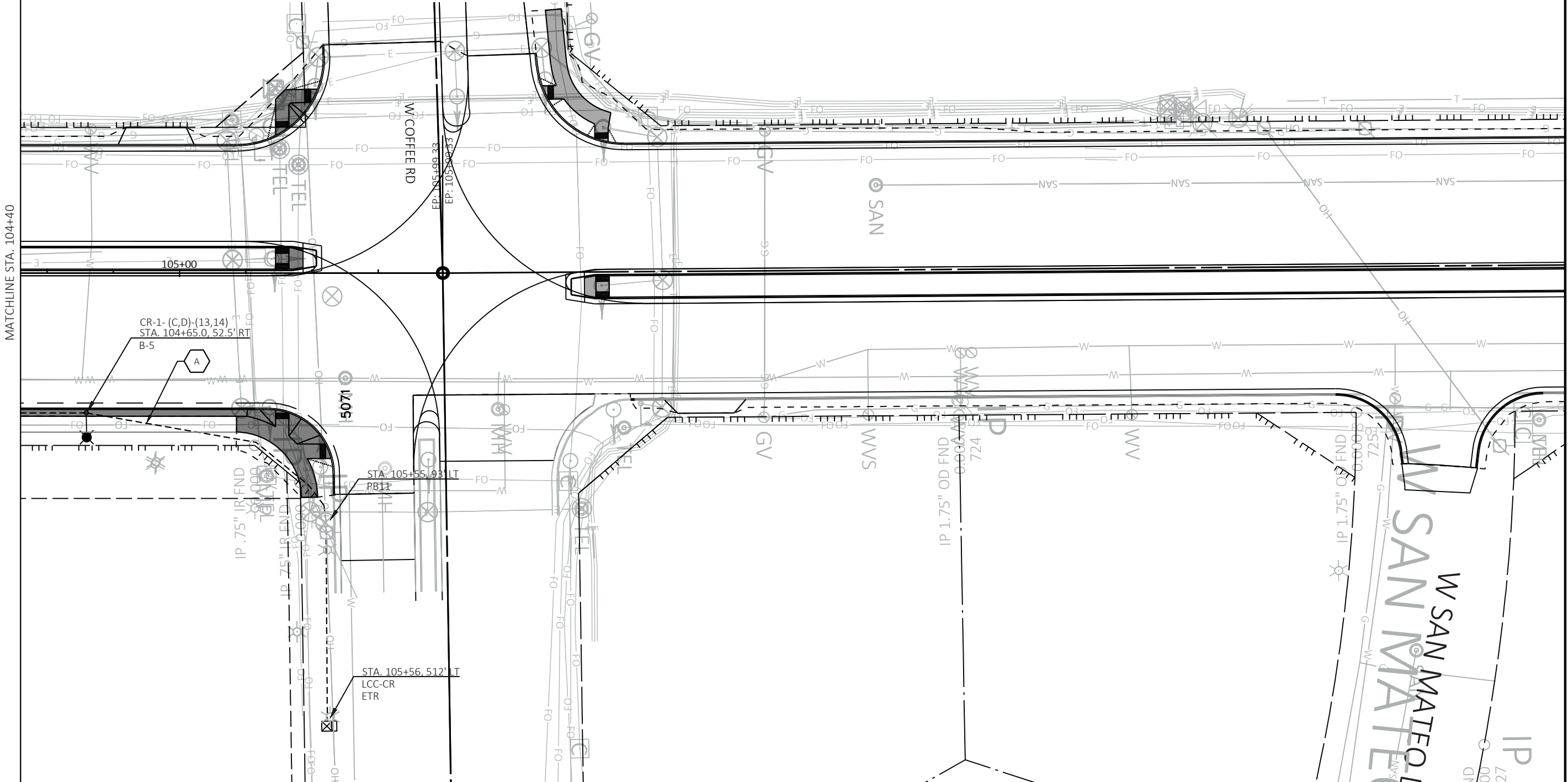
- A-7(1)-(2) CONTROL CABINET DESIGNATION
- STA 865+55.00, 22.0' LT X=ETR POLE NUMBER
- C-5(T)-8 LIGHTING CIRCUIT(S) RECEPTACLE CIRCUIT(S)
- LOCATION (TO CENTER OF POLE)
- LUMINAIRE ARM LENGTH IN FEET
- POLE TYPE (T) INCLUDES TRANSFORMER BASE
- LUMINAIRE DESIGNATION X=EXISTING POLE
- LIGHTING CONTROL CABINET AND ELECTRICAL SERVICE METER BREAKER PEDESTAL ON CONCRETE CONTROL CABINET BASE
- PULL BOX, 24" X 36"
- EXISTING LIGHT FIXTURE - DUAL LUMINAIRE.
- EXISTING LIGHT FIXTURE - SINGLE LUMINAIRE.
- PROPOSED LIGHT FIXTURE - DUAL LUMINAIRE.
- PROPOSED LIGHT FIXTURE - SINGLE LUMINAIRE.
- STREET LIGHTING FIXTURE - DUAL LUMINAIRE.*
- STREET LIGHTING FIXTURE - SINGLE LUMINAIRE.*
- PROPOSED CONDUIT (SEE CABLE AND CONDUIT LEGEND)
- EXISTING CONDUIT TO REMAIN
- EXISTING CONDUIT TO BE REMOVED

CABLE AND CONDUIT LEGEND

- 6 #6 AWG AND 1 #6 GROUND IN 2" RIGID NONMETALLIC CONDUIT
- ETR - EXISTING TO REMAIN

NOTES


























* INTERSECTION LIGHTING, SHOWN ON THESE PLANS FOR REFERENCE ONLY. INTERSECTION LIGHTING SHALL BE PROVIDED BY OTHERS AS PART OF INTERSECTION SIGNALING DESIGN. SEE INTERSECTION SIGNALING PLANS FOR ADDITIONAL INFORMATION.

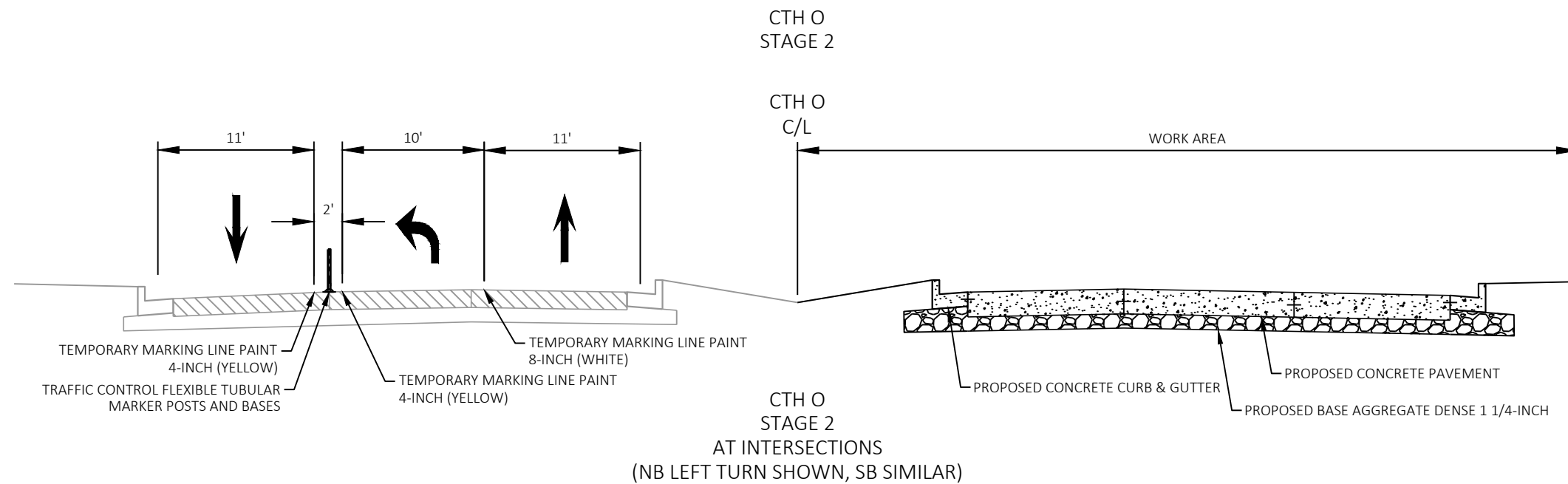
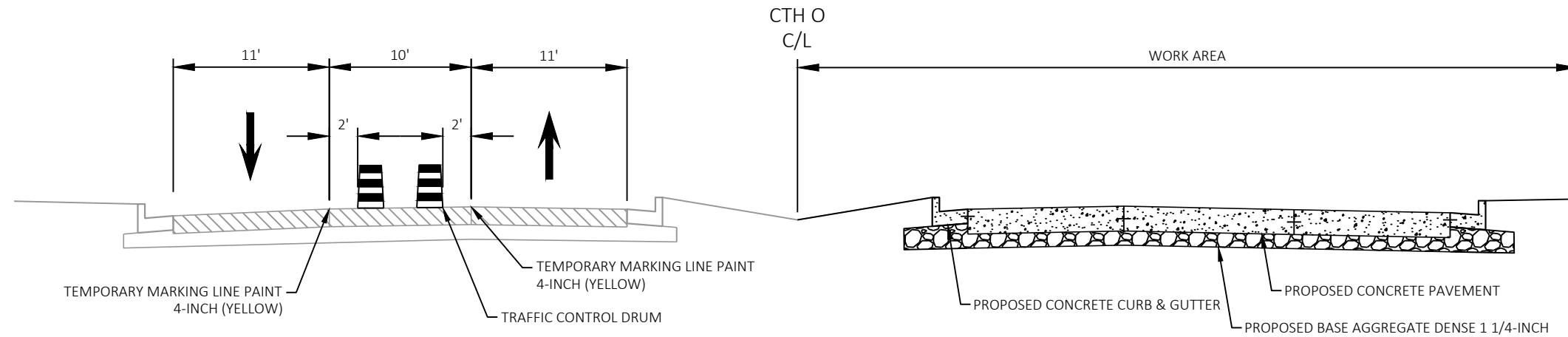
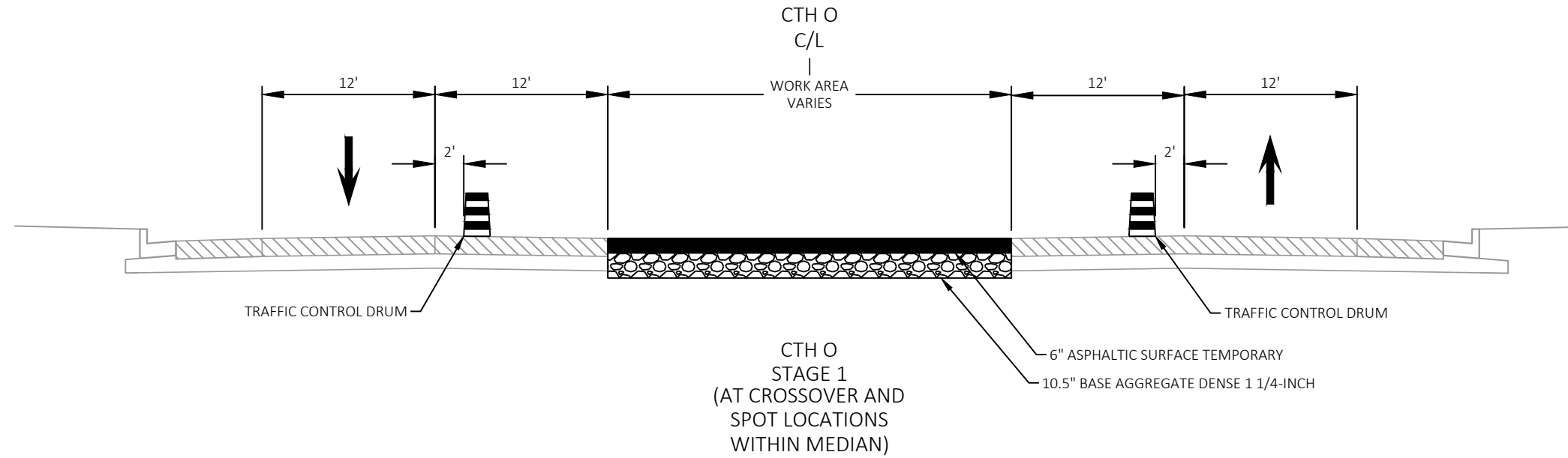


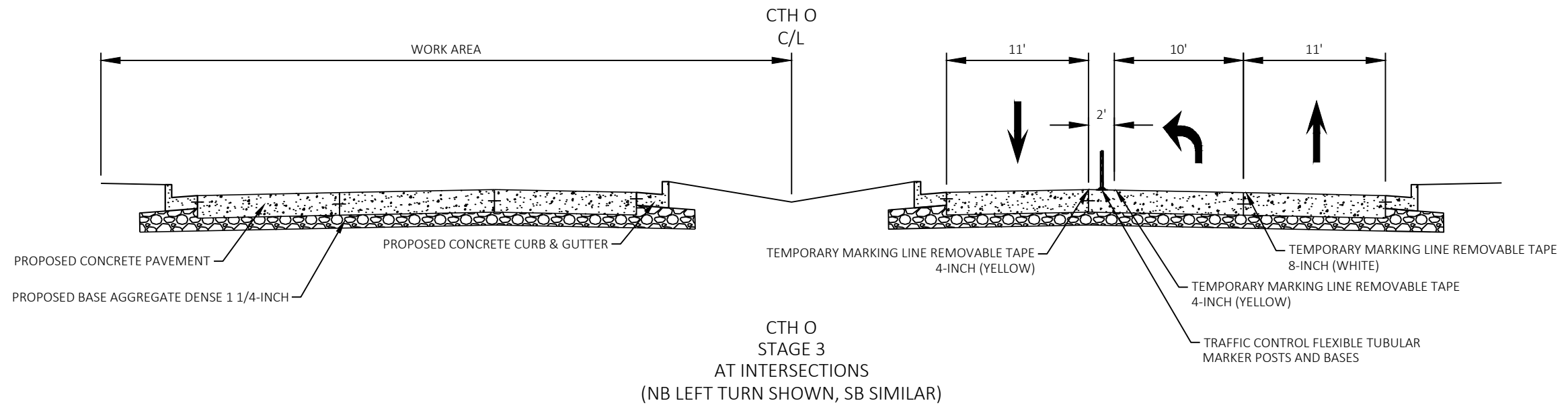
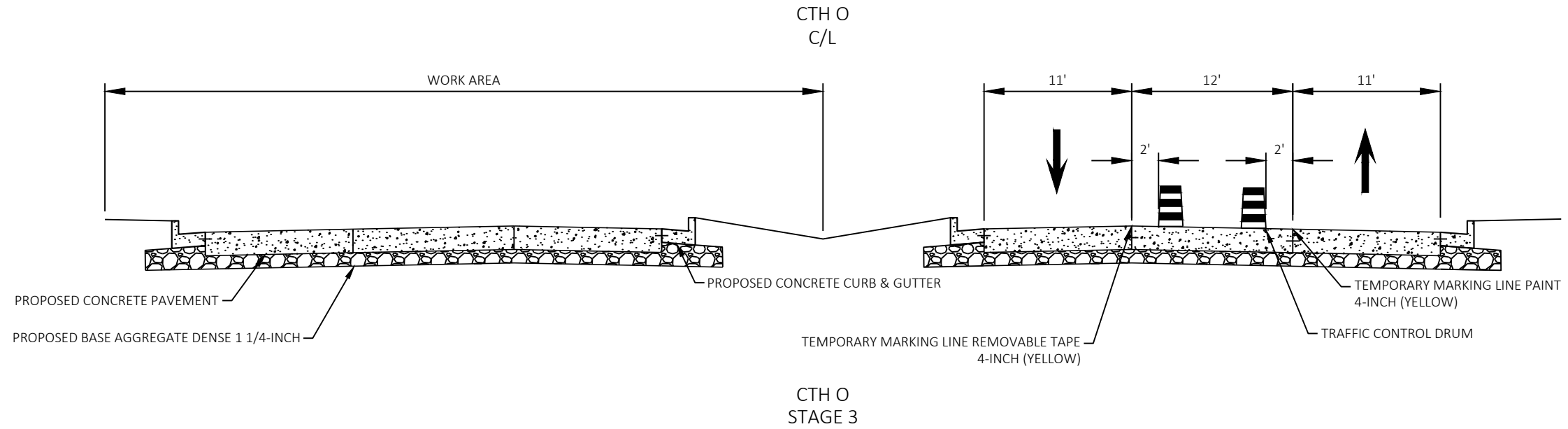
TRAFFIC CONTROL GENERAL NOTES

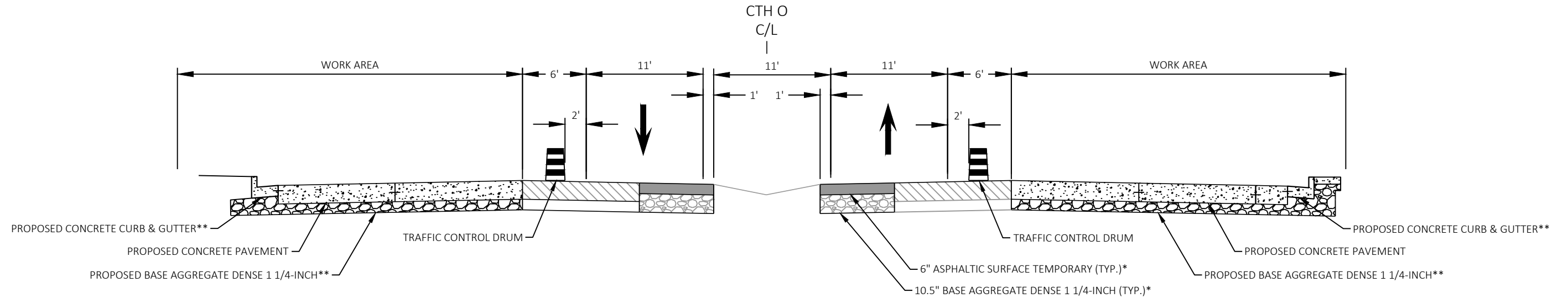
1. MAINTAIN ONE 11-FOOT MINIMUM LANE IN EACH DIRECTION ON CTH O.
2. TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS AND DRUMS ARE SPACED AT 25' ON CENTER EXCEPT AT DRIVEWAY AND INTERSECTIONS, WHERE SPACING IS 5'. TRAFFIC CONTROL DRUMS IN LANE CLOSURE TAPERS ARE SPACED AT 25'.
3. THE CONTRACTOR SHALL REMOVE ALL EXISTING PAVEMENT MARKINGS WHICH CONFLICT WITH THE TRAFFIC CONTROL.
4. TEMPORARY MARKINGS SHALL BE TEMPORARY TAPE WHEN PLACED ON NEW OR EXISTING PAVEMENT SURFACES THAT ARE TO REMAIN IN PLACE FOLLOWING CONSTRUCTION. PAINT MAY BE USED ON EXISTING PAVEMENT THAT IS TO BE REMOVED IN SUBSEQUENT STAGES.
5. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN ALL NECESSARY BARRICADES, SIGNS, DIRECTIONAL ARROWS, LIGHTS, TEMPORARY MARKINGS, AND SAFETY DEVICES AS CALLED FOR ON THE PLAN OR AS DIRECTED BY THE ENGINEER.
6. DRAWINGS SHOW TRAFFIC CONTROL FOR A TYPICAL SITUATION. ADDITIONAL TRAFFIC CONTROL DEVICES MAY BE REQUIRED AND/OR LAYOUT DETAILS MODIFIED DEPENDING ON CONTRACTOR'S METHOD OR SEQUENCES OF OPERATION. THE EXACT LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER IN THE FIELD.
7. "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
8. ALL SIGNS ARE 48"X48" EXCEPT OTHERWISE NOTED
9. ANY "STOP" SIGNS THAT ARE REMOVED FOR A CONSTRUCTION OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED.
10. ANY TEMPORARY "STOP" SIGNS THAT ARE INSTALLED SHALL INCLUDE FLAGS 16"X16" MIN. (ORANGE) FLAGS ARE INCIDENTAL TO THE TRAFFIC CONTROL SIGNS ITEM.
11. BOTH STEADY BURN LIGHTS AND FLASHING LIGHTS SHALL BE ONE WAY WITH THE LIGHT SOURCE SHOWING TOWARD ADJACENT APPROACHING TRAFFIC.
12. CHANNELIZING DEVICES SHALL BE DRUMS WITH ATTACHED TYPE "C" STEADY BURN LIGHT (APPROACH TAPERS ONLY).
13. ARROW BOARDS SHALL BE LOCATED S SHOWN ON THE PLAN, OR AS DIRECTED BY THE ENGINEER.
14. WEDGE OR RAMP ELEVATION DIFFERENCES BETWEEN PROPOSED CONCRETE PAVEMENT AND ADJACENT EXISTING CONCRETE PAVEMENT SECTIONS WITH ASPHALTIC SURFACE TEMPORARY. REMOVAL OF WEDGE OR RAMP IS INCIDENTAL TO EXCAVATION BID ITEM.

LEGEND

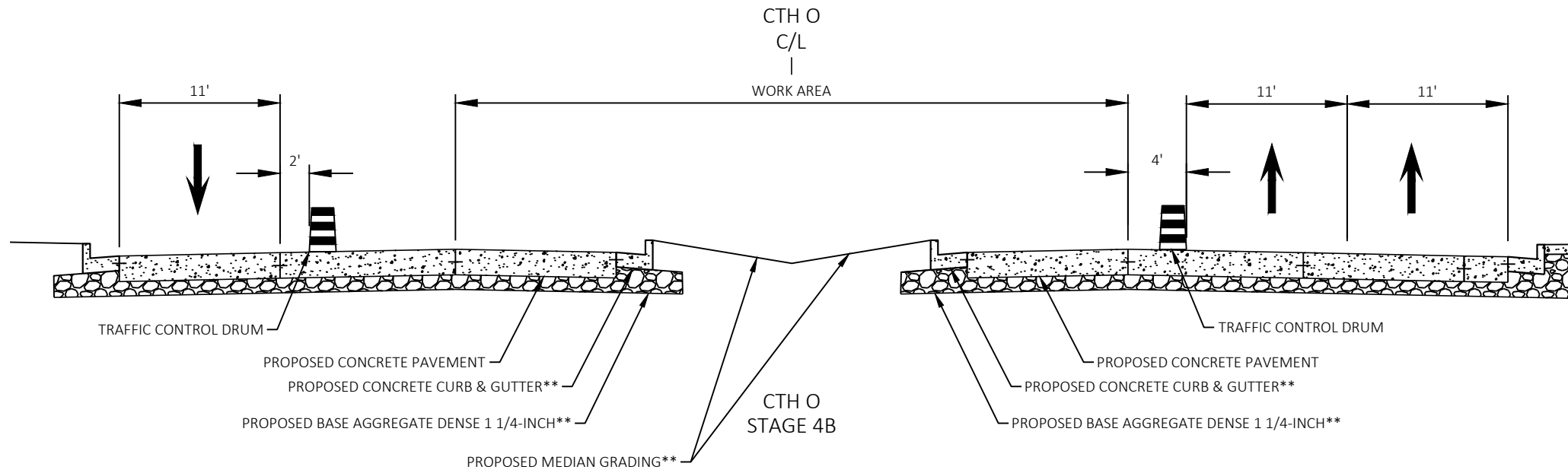
	WORK ZONE
	INTERSECTION TO BE BUILT IN HALVES
	ASPHALTIC SURFACE TEMPORARY
	TYPE III BARRICADE
	TYPE III BARRICADE WITH ATTACHED SIGN
	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	TRAFFIC CONTROL FLEXIBLE MARKER POST AND BASE
	TRAFFIC CONTROL SIGNS PCMS
	FLASHING ARROW BOARD
	DIRECTION OF TRAFFIC
	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE) (12.5' LINE, 37.5' GAP)
	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE) (3' SKIP, 9' GAP)
	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW) (2' SKIP, 6' GAP)
	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE) (12.5' LINE, 37.5' GAP)
	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE) (3' SKIP, 9' GAP)
	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW) (2' SKIP, 6' GAP)
	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
	TEMPORARY MARKING ARROW PAINT
	MARKING REMOVAL SPECIAL MARKING







CTH O STAGE 4A



CTH O STAGE 4B

NOTES:
 * 6' WIDE ASPHALTIC SURFACE TEMPORARY FOR WIDENING CONSTRUCTED IN PREVIOUS STAGES AT SPOT LOCATIONS
 **CONSTRUCTED AT SPOT LOCATIONS FOR CROSSOVERS, INTERSECTIONS, AND MEDIAN GAPS

TRAFFIC CONTROL NOTES - STAGE 1

CONSTRUCTION:

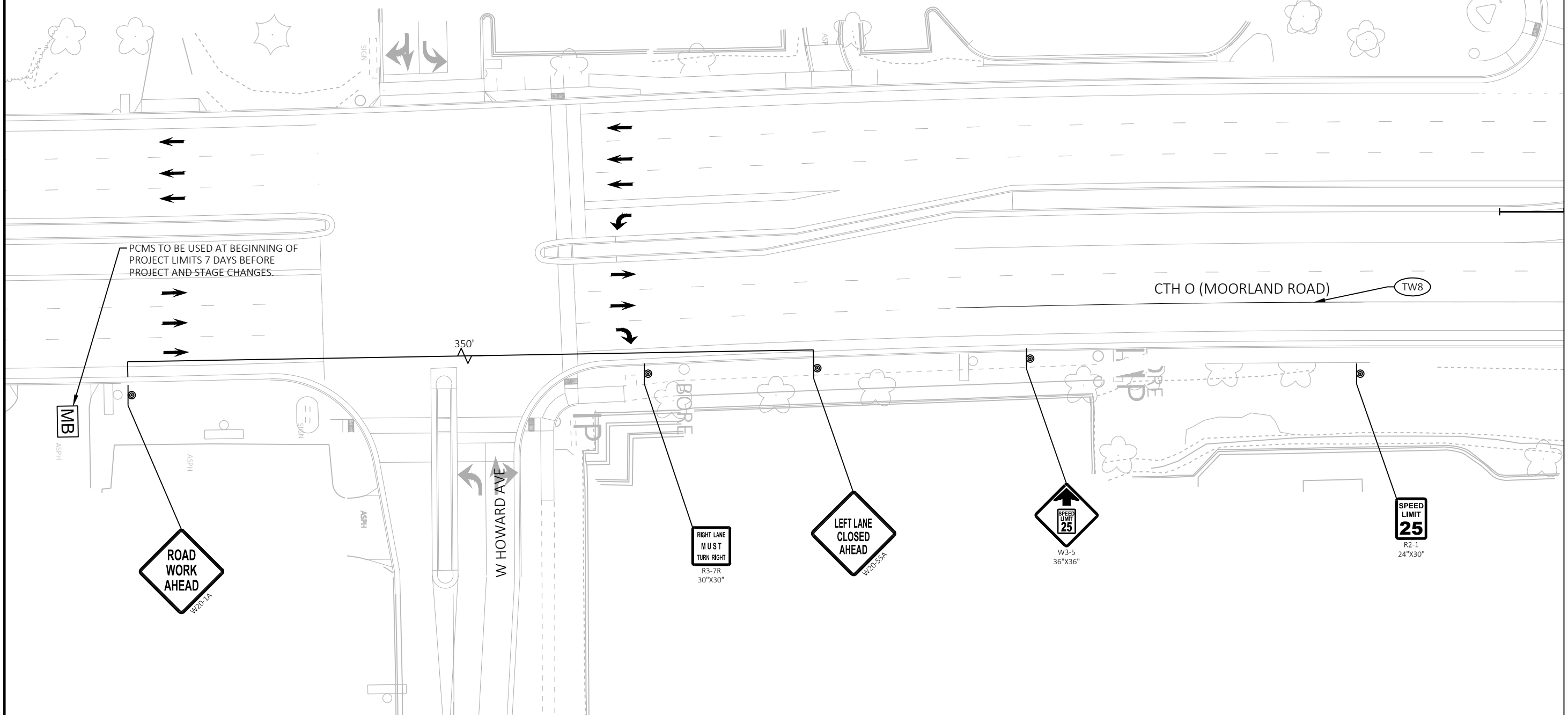
- TEMPORARY ASPHALT PAVEMENT IN MEDIAN OF CTH O AT CTH ES (W NATIONAL AVE) AND CTH D (W CLEVELAND AVE)

TRAFFIC:

- CTH O - 1 THRU LANE IN EACH DIRECTION ADJACENT TO MEDIAN WORK, 2 THRU LANES IN EACH DIRECTION ELSEWHERE
- CTH O NB LEFT TURN LANE AT S JAMES DR CLOSED TO CONSTRUCT TEMPORARY ASPHALT IN MEDIAN.

NOTES

- MAINTAIN EXISTING SIGNAL OPERATION AT COFFEE ROAD INTERSECTION DURING STAGE 1.
- TEMPORARY ASPHALT IN CTH O MEDIANS FOR CROSSOVERS BUILT WITH SINGLE-LANE CLOSURES.
- MAINTAIN ACCESS TO BUSINESSES AND RESIDENTIAL DRIVEWAYS ON CTH O AT ALL TIMES DURING CONSTRUCTION.



PCMS TO BE USED AT BEGINNING OF PROJECT LIMITS 7 DAYS BEFORE PROJECT AND STAGE CHANGES.

MB

ROAD WORK AHEAD
W20-1A

350'

W HOWARD AVE

RIGHT LANE MUST TURN RIGHT
R3-7R
30"x30"

LEFT LANE CLOSED AHEAD
W20-55A

SPEED LIMIT 25
W3-5
36"x36"

SPEED LIMIT 25
R2-1
24"x30"

CTH O (MOORLAND ROAD) TW8



END
ROAD WORK
G20-2A
48"x24"



SPEED
LIMIT
25
R2-1
24"x30"

CTH O (MOORLAND ROAD)

W NATIONAL AVE

88+00

89+00

90+00

91+00

92+00

93+00

+35
12' RT

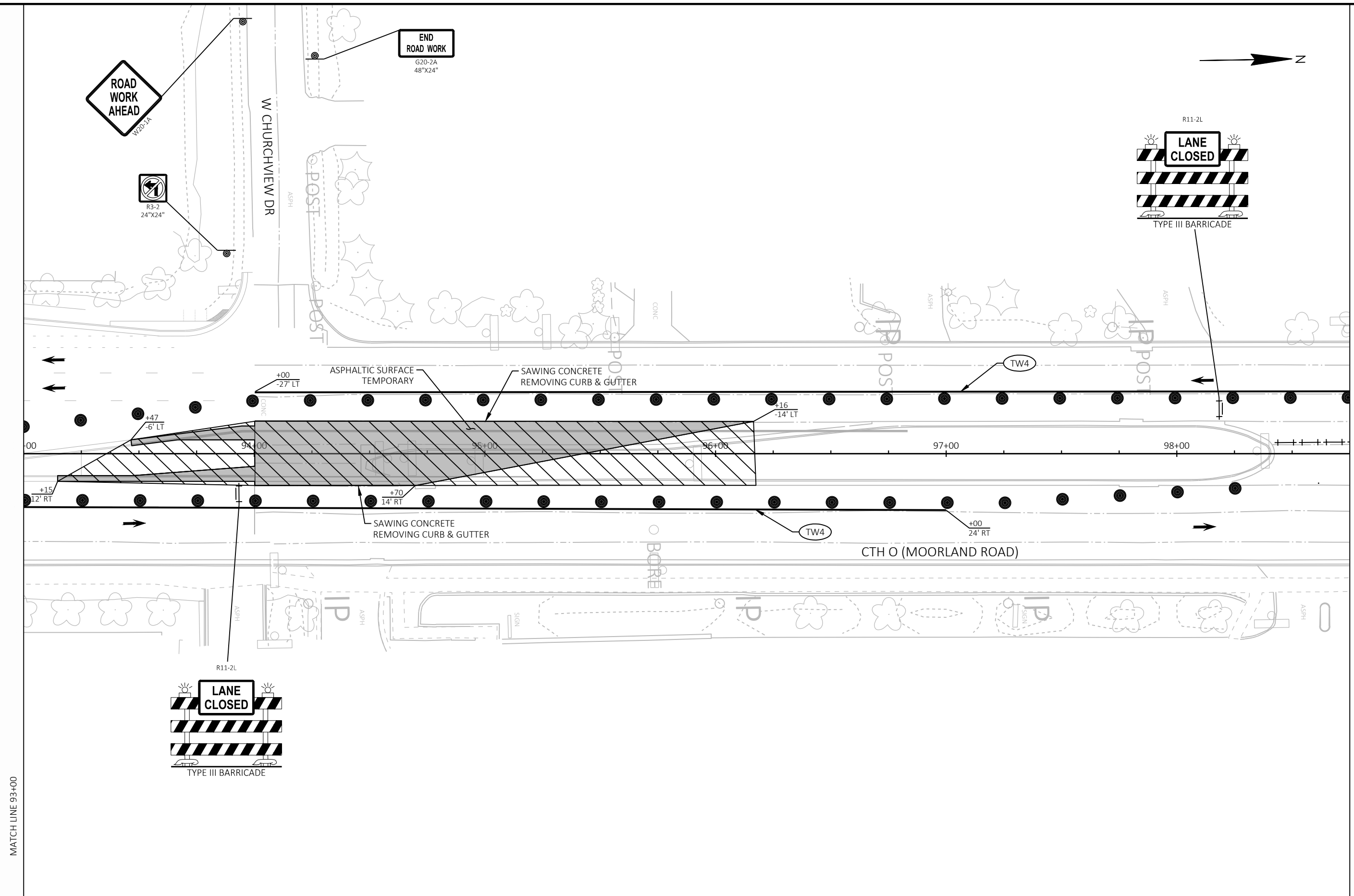
+94
23' RT

TW4

MATCH LINE 93+00

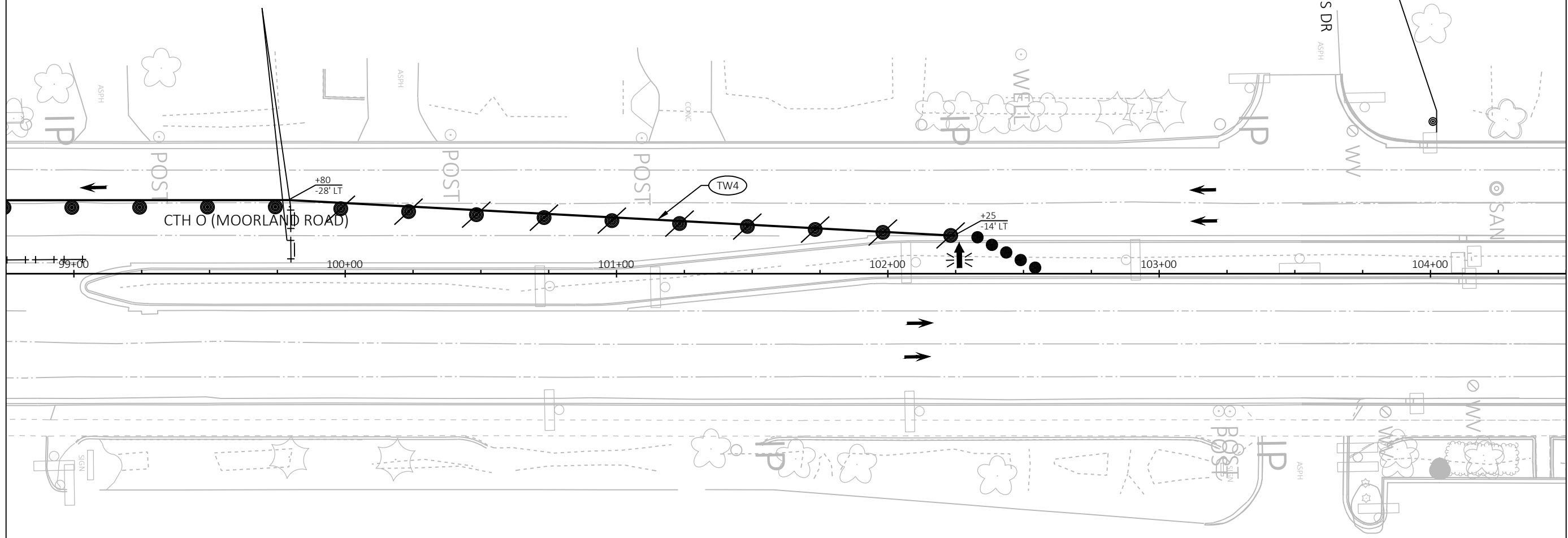
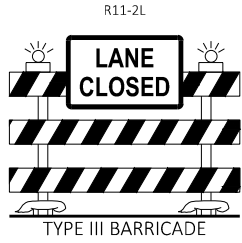
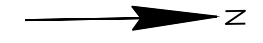
MATCH LINE 87+25

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1	SHEET	E
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MATCH LINE 93+00

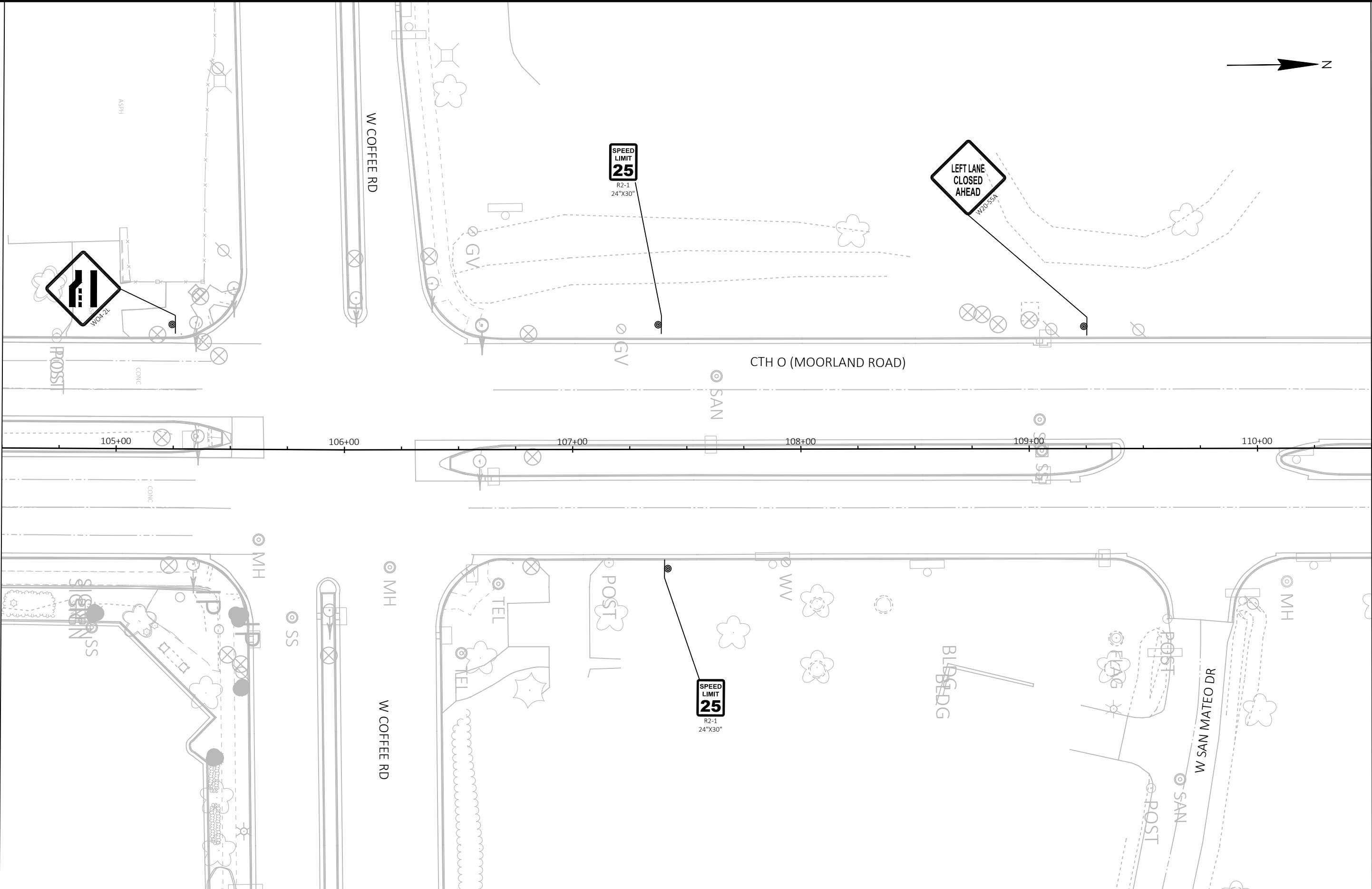
MATCH LINE 98+75



MATCH LINE 104+50

MATCH LINE 98+75

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1	SHEET	E
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PROJECT NO: 2722-08-71

HWY: CTH O











COUNTY: WAUKESHA

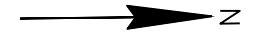
TRAFFIC CONTROL - STAGE 1

SHEET

E

LEGEND

-  WORK ZONE
-  INTERSECTION TO BE BUILT IN HALVES
-  ASPHALTIC SURFACE TEMPORARY
-  TYPE III BARRICADE
-  TYPE III BARRICADE WITH ATTACHED SIGN
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
-  TRAFFIC CONTROL FLEXIBLE MARKER POST BASES
-  FLASHING ARROW BOARD
-  DIRECTION OF TRAFFIC



CTH O (MOORLAND ROAD)

SAN

SAN

111+00

112+00

113+00

114+00

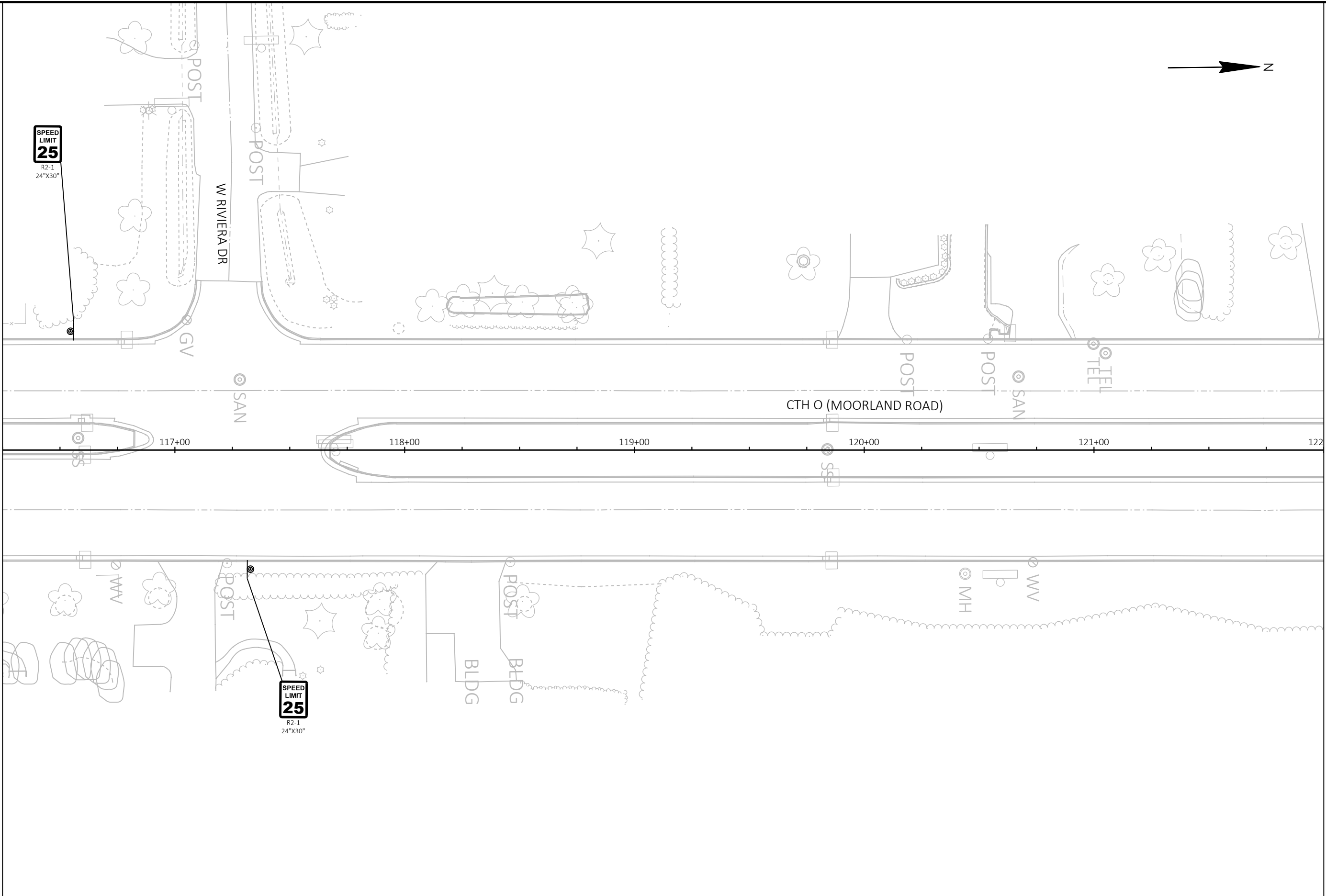
115+00

116+00

MATCH LINE 110+50

MATCH LINE 116+25

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1	SHEET	E
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PROJECT NO: 2722-08-71

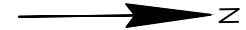
HWY: CTH O

COUNTY: WAUKESHA

TRAFFIC CONTROL - STAGE 1

SHEET

E



MATCH LINE 127+75

SPEED LIMIT 25
R2-1
24"x30"

BLDG

BLDG

CTH O (MOORLAND ROAD)

POST

POST

SAN

POST

POST

SAN

POST

+00

123+00

124+00

125+00

126+00

127+00

MH

MAN

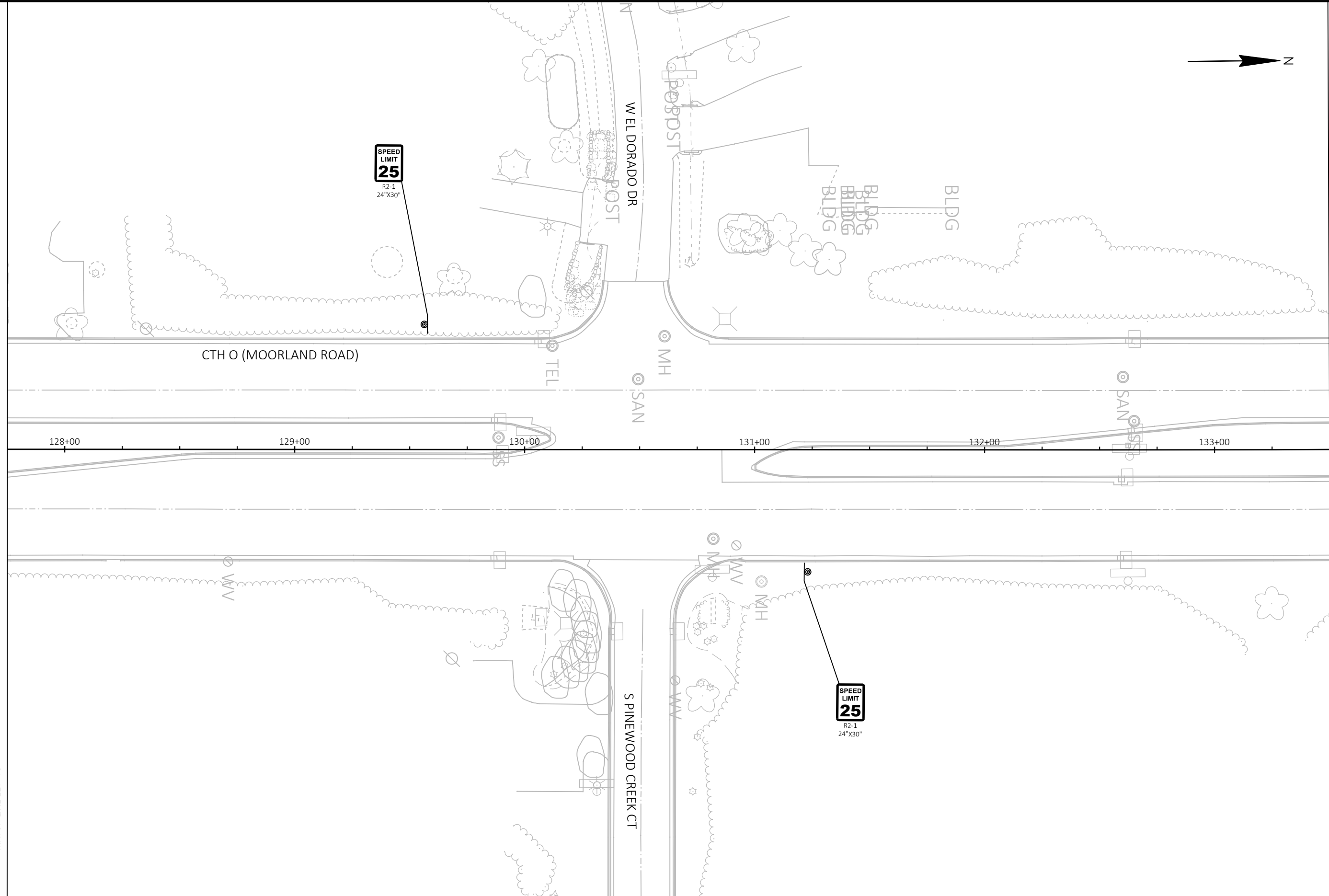
SPEED LIMIT 25
R2-1
24"x30"

MATCH LINE 122+00

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1	SHEET	E
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MATCH LINE 133+50



PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1	SHEET	E
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CTH O (MOORLAND ROAD)

134+00

135+00

136+00

137+00

138+00

139+00

SAN

SAN

SAN

MH

MW

SAN

POST
POST



MATCH LINE 133+50

MATCH LINE 139+50

PROJECT NO: 2722-08-71

HWY: CTH O

COUNTY: WAUKESHA

TRAFFIC CONTROL - STAGE 1

SHEET

E



MATCH LINE 145+25

SPEED LIMIT 25
R2-1
24"x30"

W RYERSON RD

CTH O (MOORLAND ROAD)

140+00

141+00

142+00

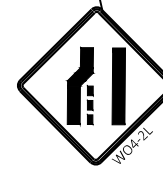
143+00

144+00

145+00

+02
14' RT

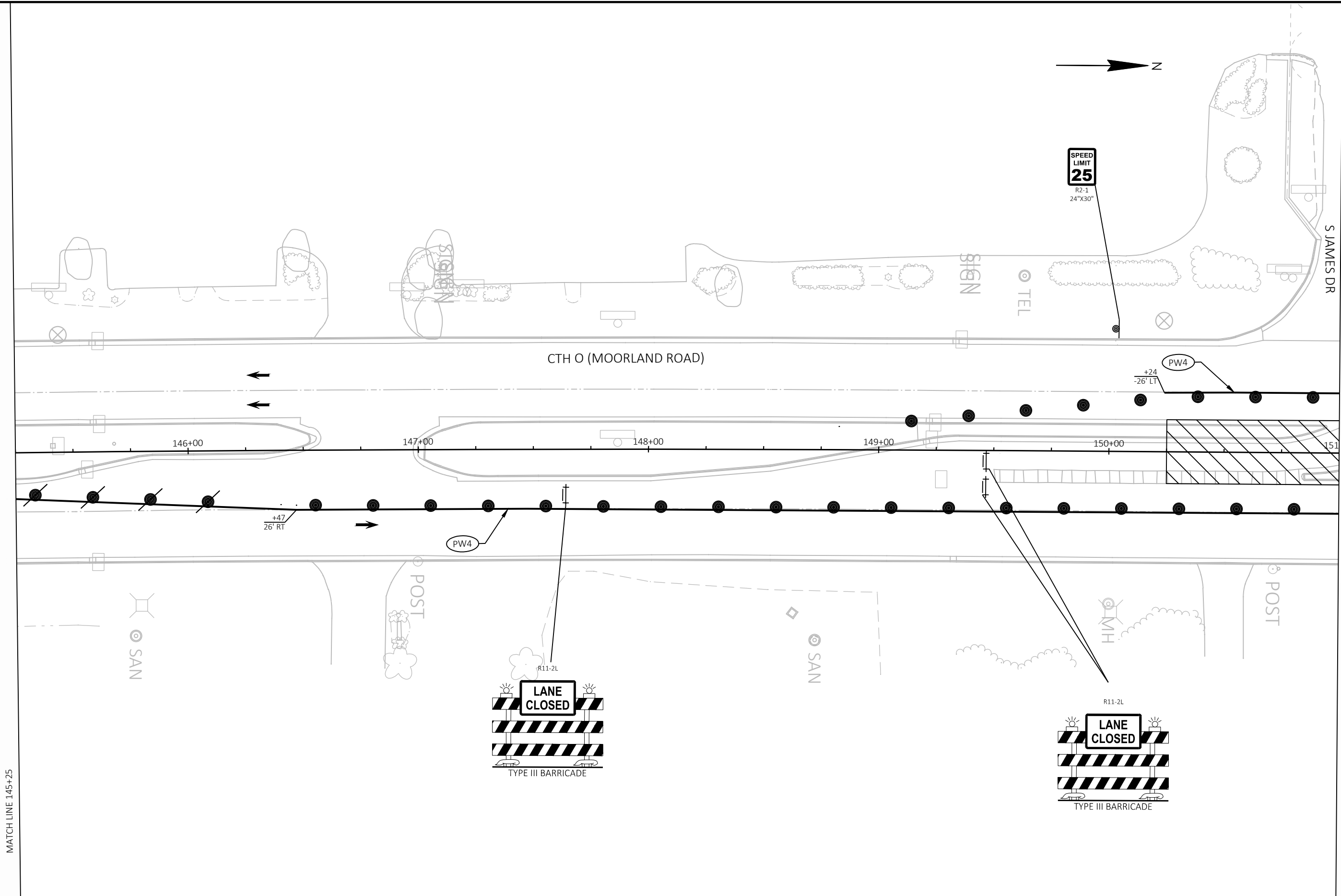
PW4



SPEED LIMIT 25
R2-1
24"x30"

MATCH LINE 139+50

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1	SHEET	E
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PROJECT NO: 2722-08-71

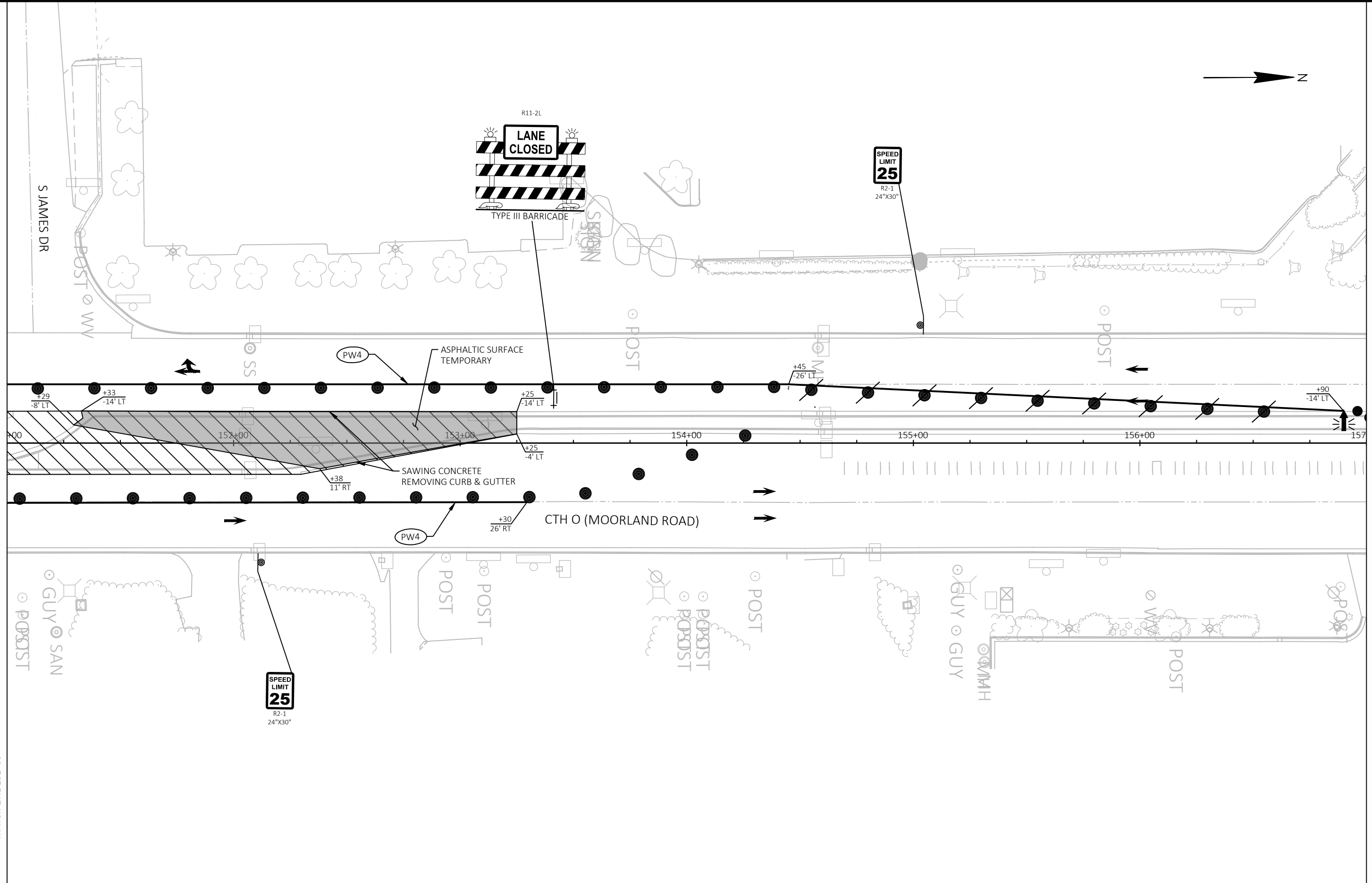
HWY: CTH O

COUNTY: WAUKESHA

TRAFFIC CONTROL - STAGE 1

SHEET

E



PROJECT NO: 2722-08-71

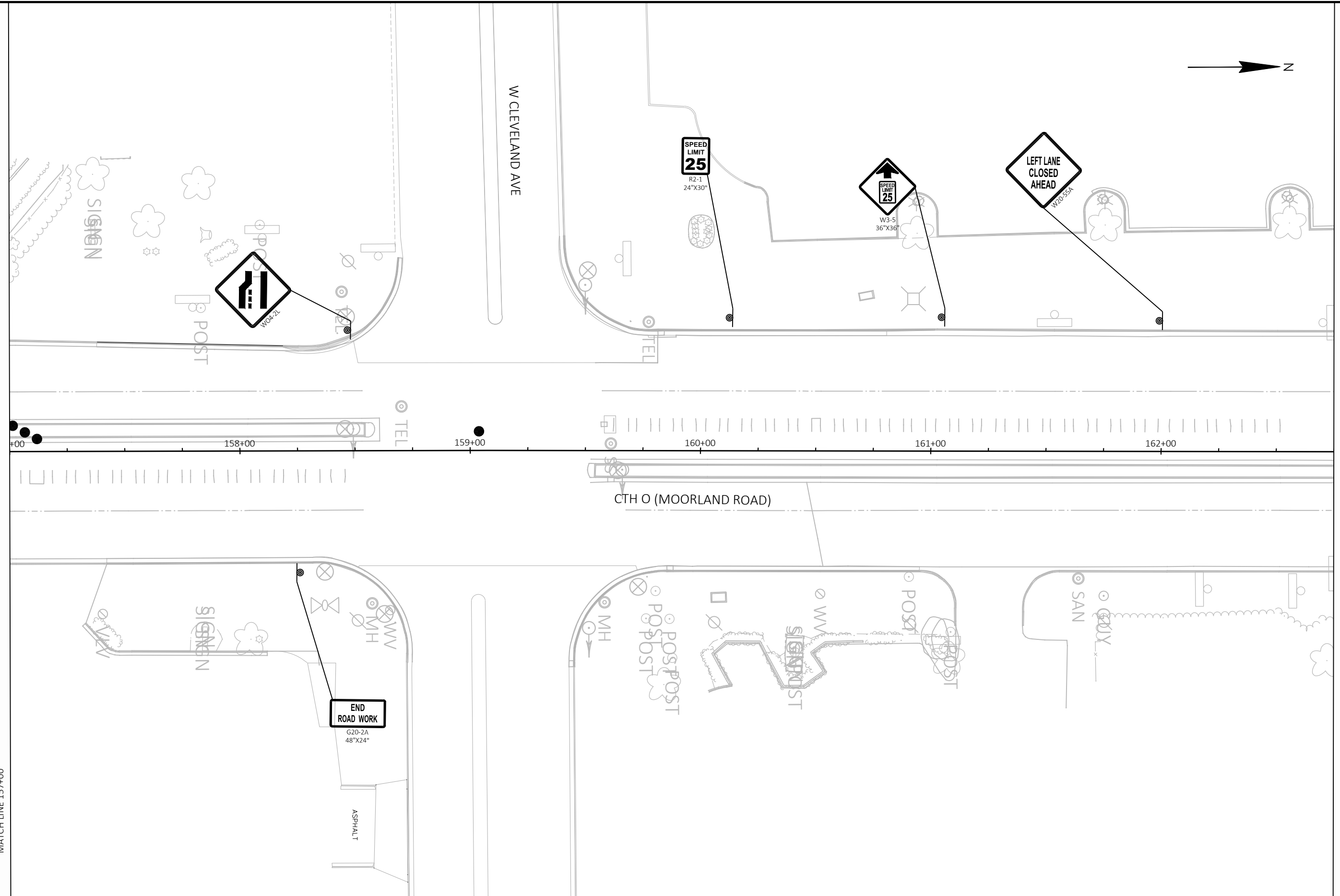
HWY: CTH O

COUNTY: WAUKESHA

TRAFFIC CONTROL - STAGE 1

SHEET

E



PROJECT NO: 2722-08-71

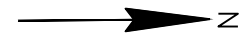
HWY: CTH O

COUNTY: WAUKESHA

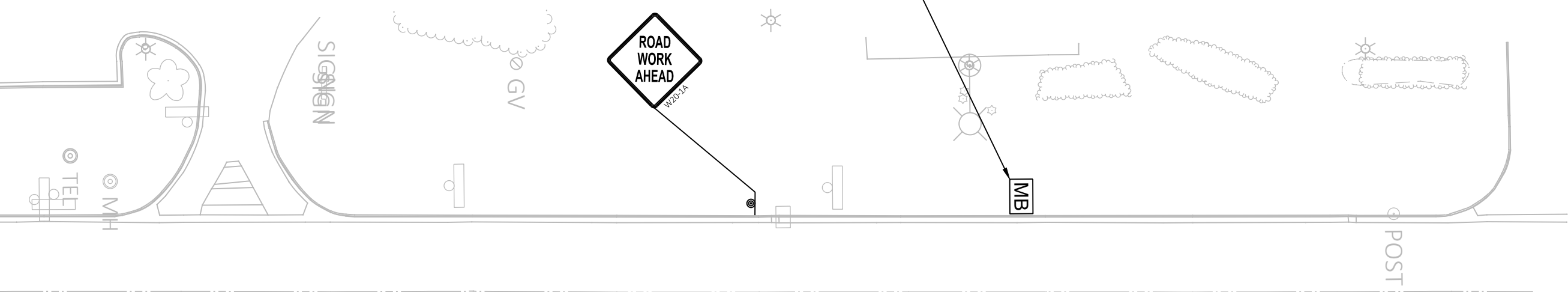
TRAFFIC CONTROL - STAGE 1

SHEET

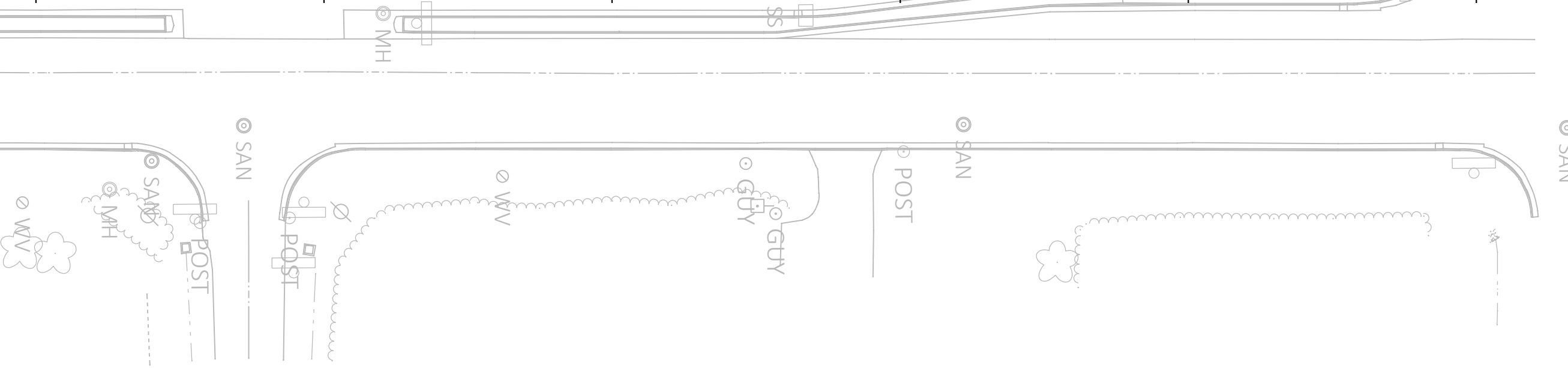
E



PCMS TO BE USED AT BEGINNING OF PROJECT LIMITS 7 DAYS BEFORE PROJECT AND STAGE CHANGES.



163+00 164+00 165+00 166+00 167+00 168+00



MATCH LINE 168+50

MATCH LINE 162+75

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1	SHEET	E
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TRAFFIC CONTROL NOTES - STAGE 2
CONSTRUCTION:

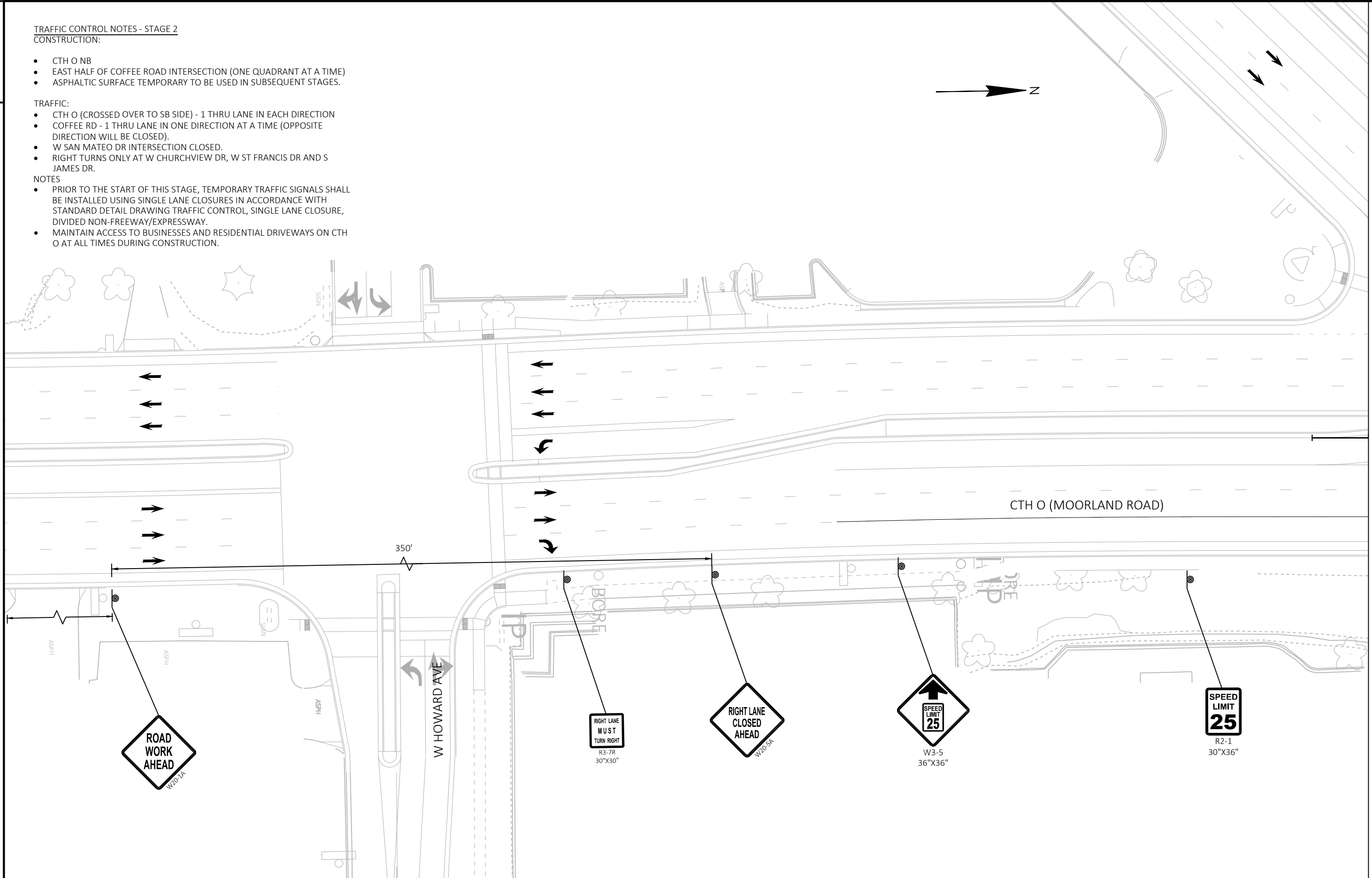
- CTH O NB
- EAST HALF OF COFFEE ROAD INTERSECTION (ONE QUADRANT AT A TIME)
- ASPHALTIC SURFACE TEMPORARY TO BE USED IN SUBSEQUENT STAGES.

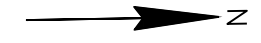
TRAFFIC:

- CTH O (CROSSED OVER TO SB SIDE) - 1 THRU LANE IN EACH DIRECTION
- COFFEE RD - 1 THRU LANE IN ONE DIRECTION AT A TIME (OPPOSITE DIRECTION WILL BE CLOSED).
- W SAN MATEO DR INTERSECTION CLOSED.
- RIGHT TURNS ONLY AT W CHURCHVIEW DR, W ST FRANCIS DR AND S JAMES DR.

NOTES

- PRIOR TO THE START OF THIS STAGE, TEMPORARY TRAFFIC SIGNALS SHALL BE INSTALLED USING SINGLE LANE CLOSURES IN ACCORDANCE WITH STANDARD DETAIL DRAWING TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY.
- MAINTAIN ACCESS TO BUSINESSES AND RESIDENTIAL DRIVEWAYS ON CTH O AT ALL TIMES DURING CONSTRUCTION.





END ROAD WORK
G20-2A
48"x24"

88+00 89+00 90+00 91+00 92+00 93+00

CTH O (MOORLAND ROAD)

+35
35' RT

TW4

SPEED LIMIT
25
R2-1
30"x36"



BORE

W NATIONAL AVE

IP

IP

MATCH LINE 87+25

MATCH LINE 93+00

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2	SHEET	E
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PLACE SIGN AT NEAREST INTERSECTION



R3-2
24"X24"

END ROAD WORK

G20-2A
48"X24"



W CHURCHVIEW DR

ASPH

POST

ASPH

POST

ASPH

CONC

ASPH

ASPH

ASPHALTIC SURFACE
TEMPORARY
(PLACED IN STAGE 1)

PY4

PY4

CTH O (MOORLAND ROAD)

+95
-14' LT

+52
9' RT

+75
9' RT

+75
14' RT

+70
14' RT

+00
23' RT

PW4

SAWING CONCRETE
REMOVING CURB & GUTTER

ASPHALTIC SURFACE
TEMPORARY
(PLACE PRIOR TO
STAGE 3)

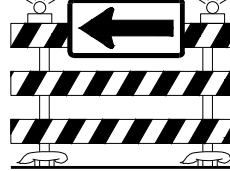
ROAD
CLOSED

R11-2
48"X30"

LANE
CLOSED

R11-2L
48" X 30"

W01-6
48" X 24"



TYPE III BARRICADE



TYPE III BARRICADE

94+00

94+00

95+00

96+00

97+00

98+00

MATCH LINE 93+00

MATCH LINE 98+75

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2	SHEET	E
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PLACE SIGN AT NEAREST INTERSECTION

END ROAD WORK
G20-2A
48"X24"

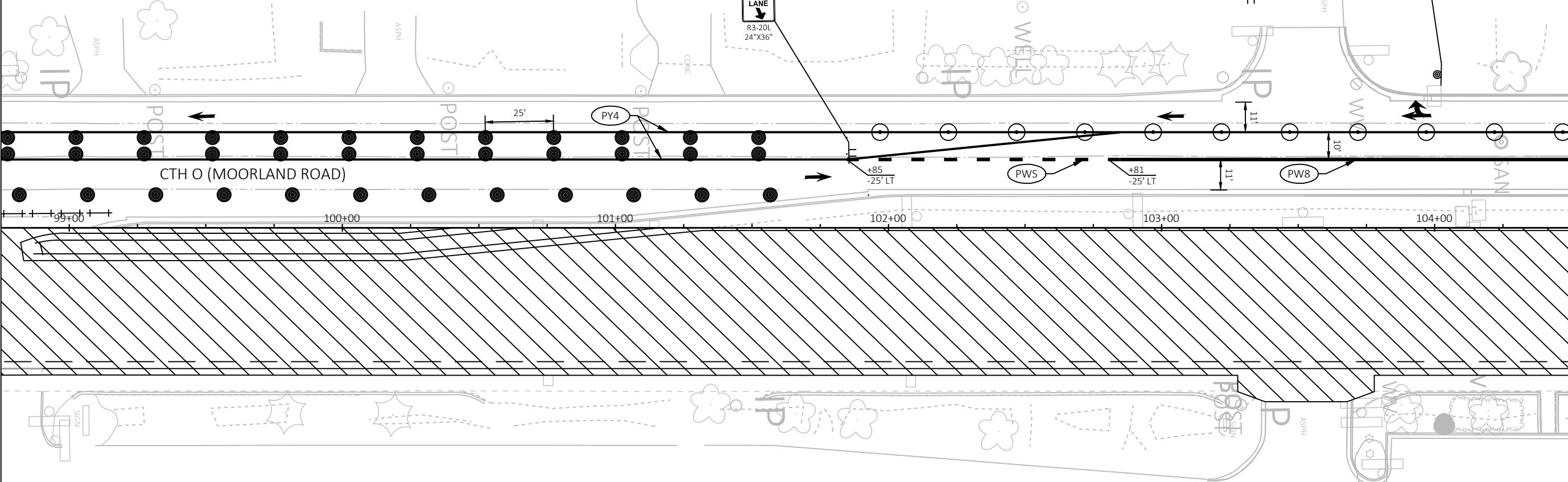
SPEED LIMIT
25
R2-1
30"X36"



W ST. FRANCIS DR
ASPH

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

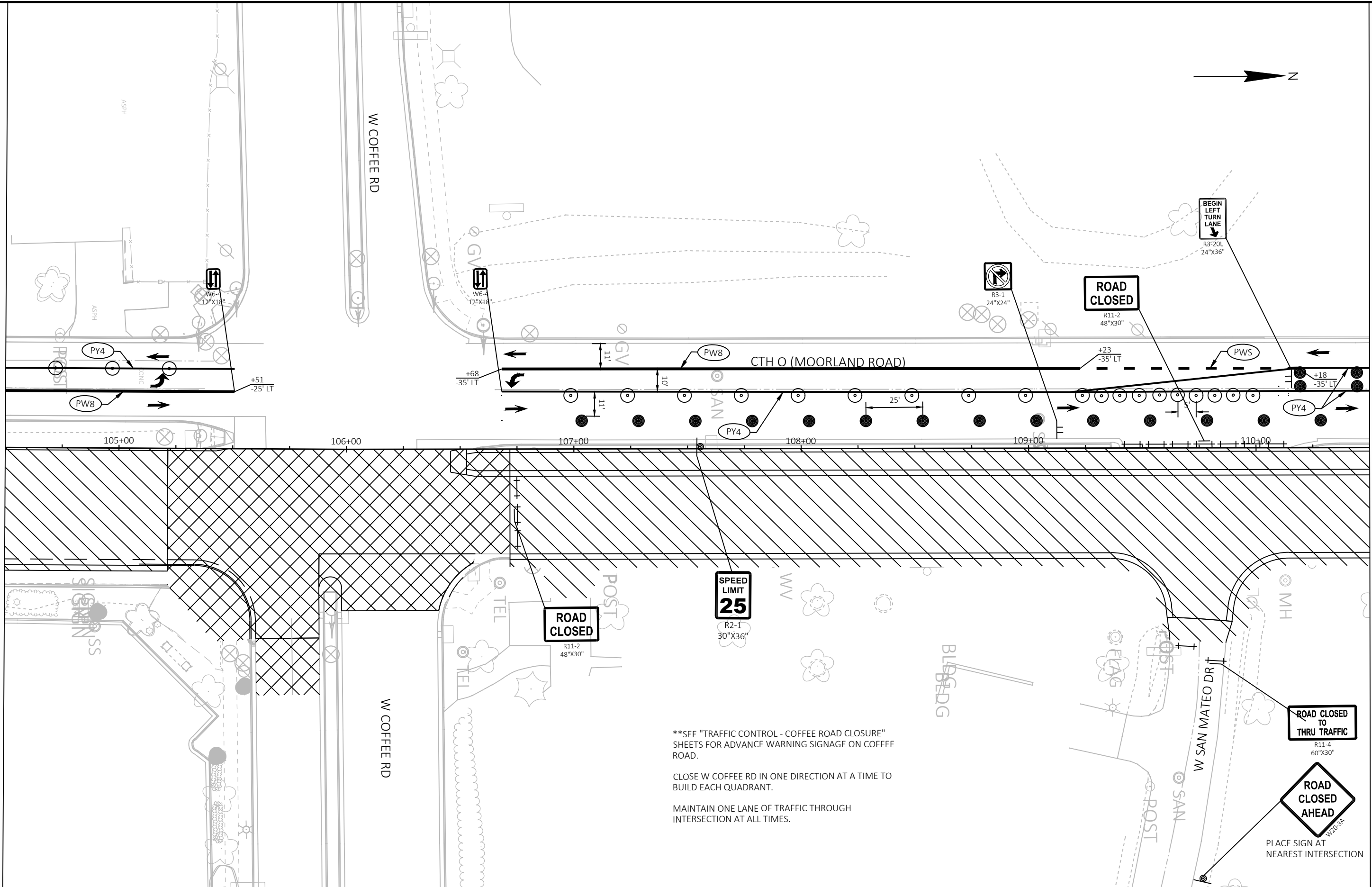
CTH O (MOORLAND ROAD)



MATCH LINE 104+50

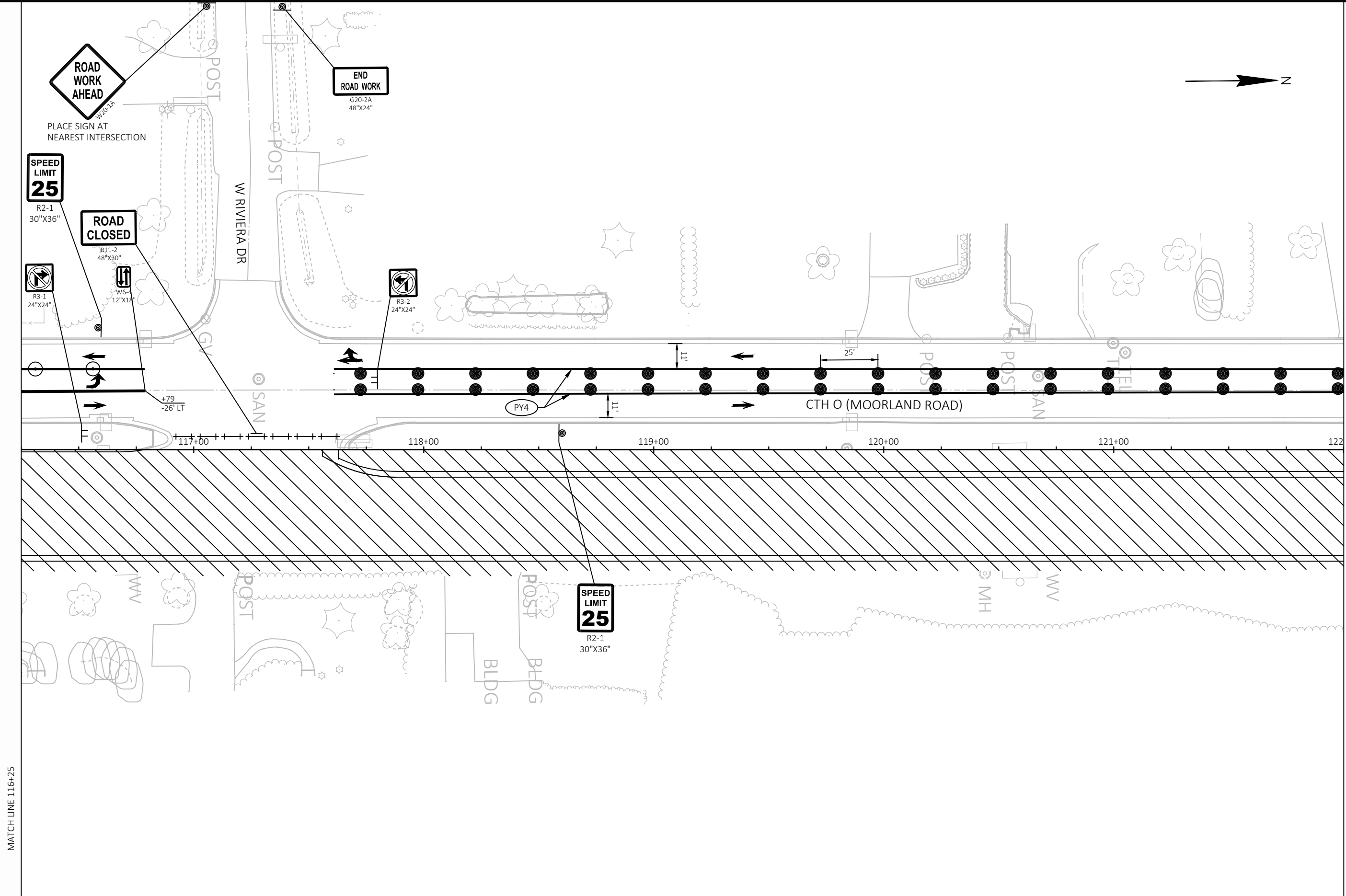
MATCH LINE 98+75

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2	SHEET	E
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MATCH LINE 122+00



MATCH LINE 116+25

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2	SHEET	E
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MATCH LINE 127+75

SPEED
LIMIT
25

R2-1
30"X36"

CTH O (MOORLAND ROAD)

POST

25'

BLDG

POST

POST

PY4

SAN

SAN

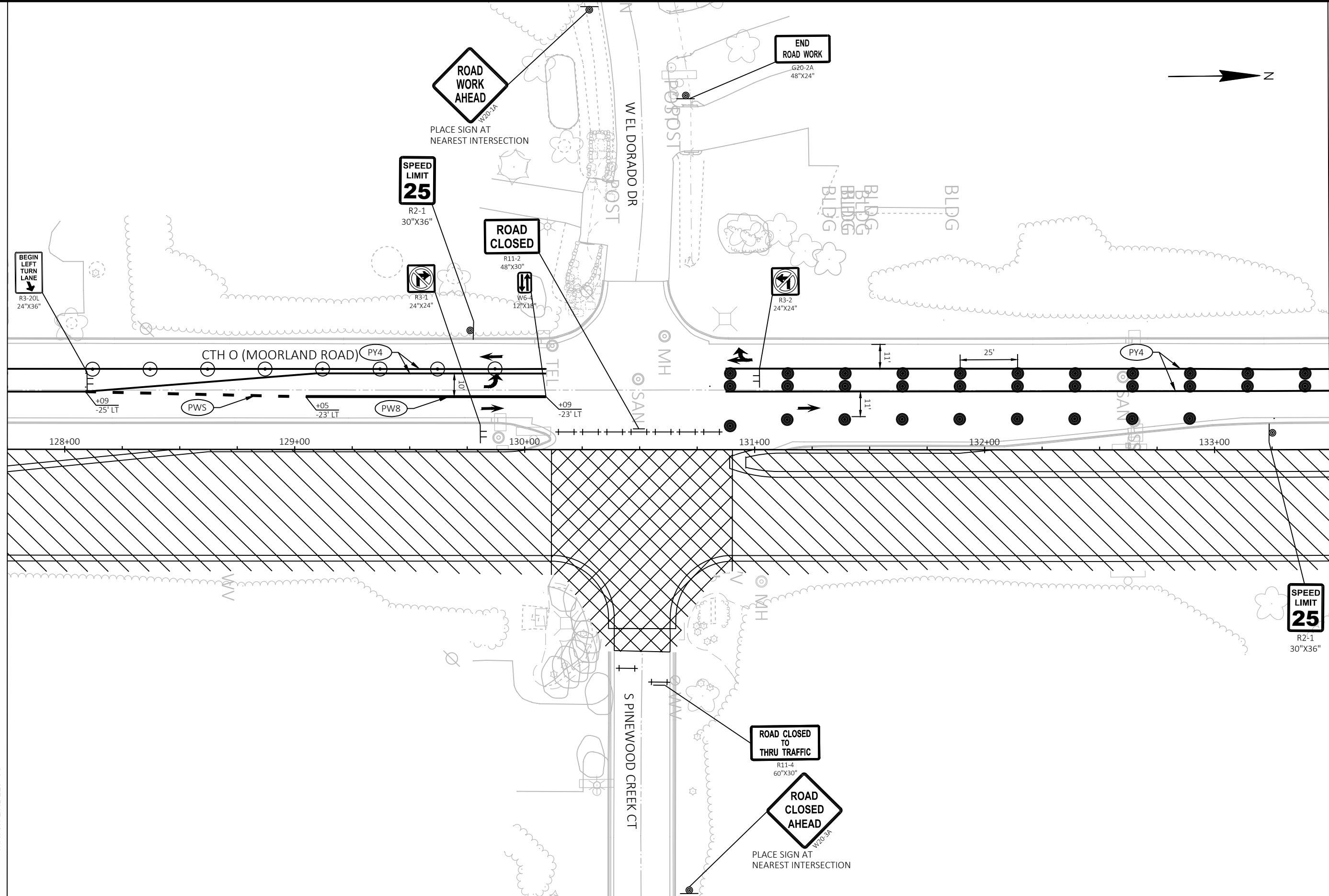
+00 123+00 124+00 125+00 126+00 127+00

SPEED
LIMIT
25

R2-1
30"X36"

MATCH LINE 122+00

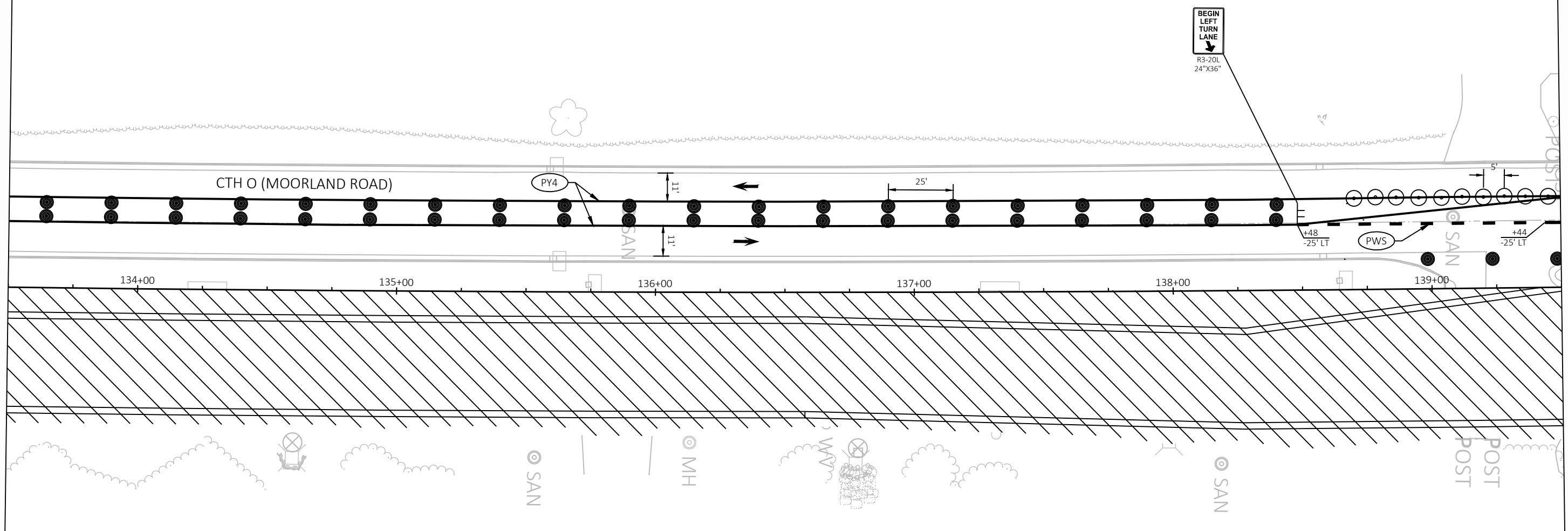
PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2	SHEET	E
------------------------	------------	------------------	---------------------------	-------	----------



MATCH LINE 133+50

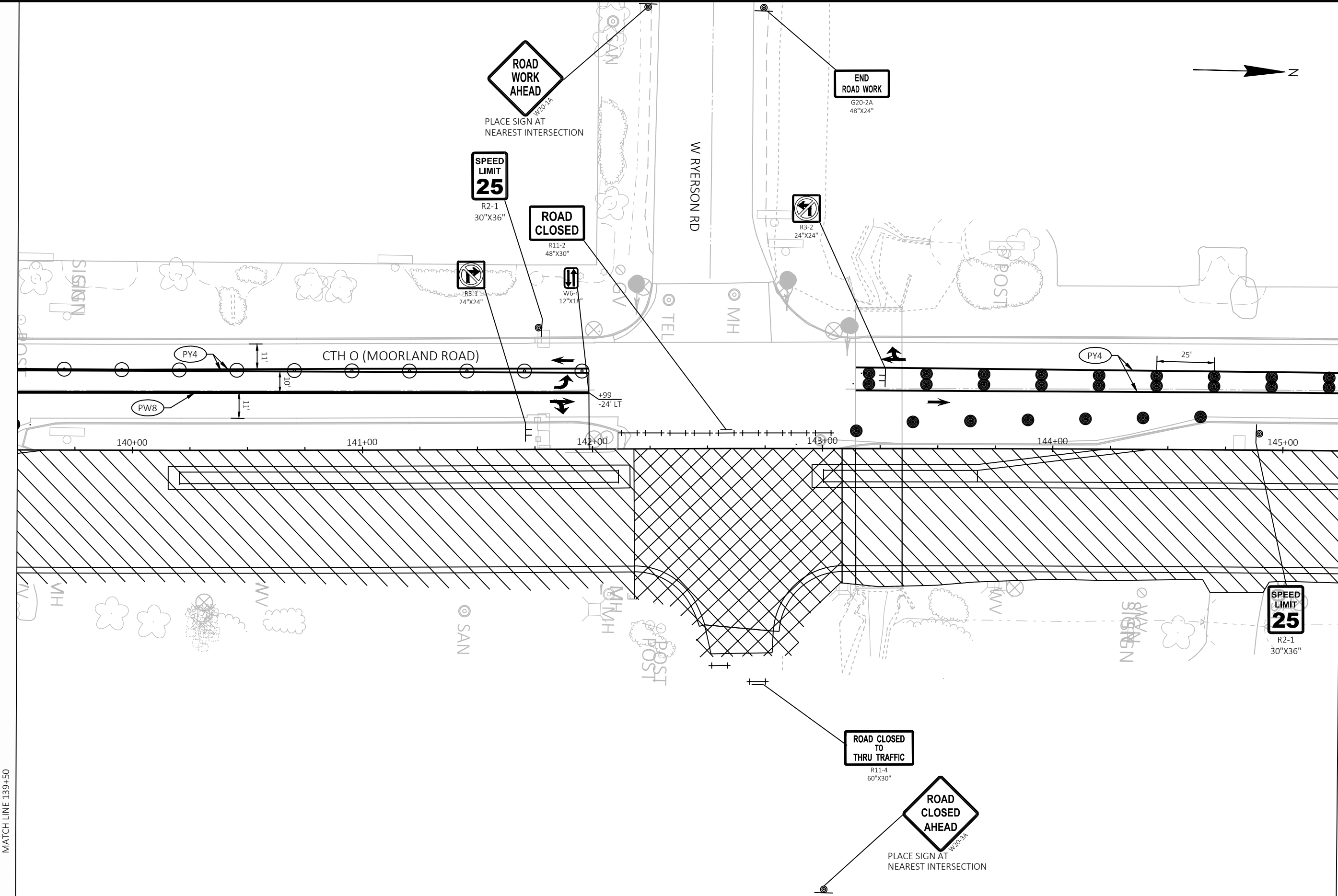
MATCH LINE 127+75

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2	SHEET	E
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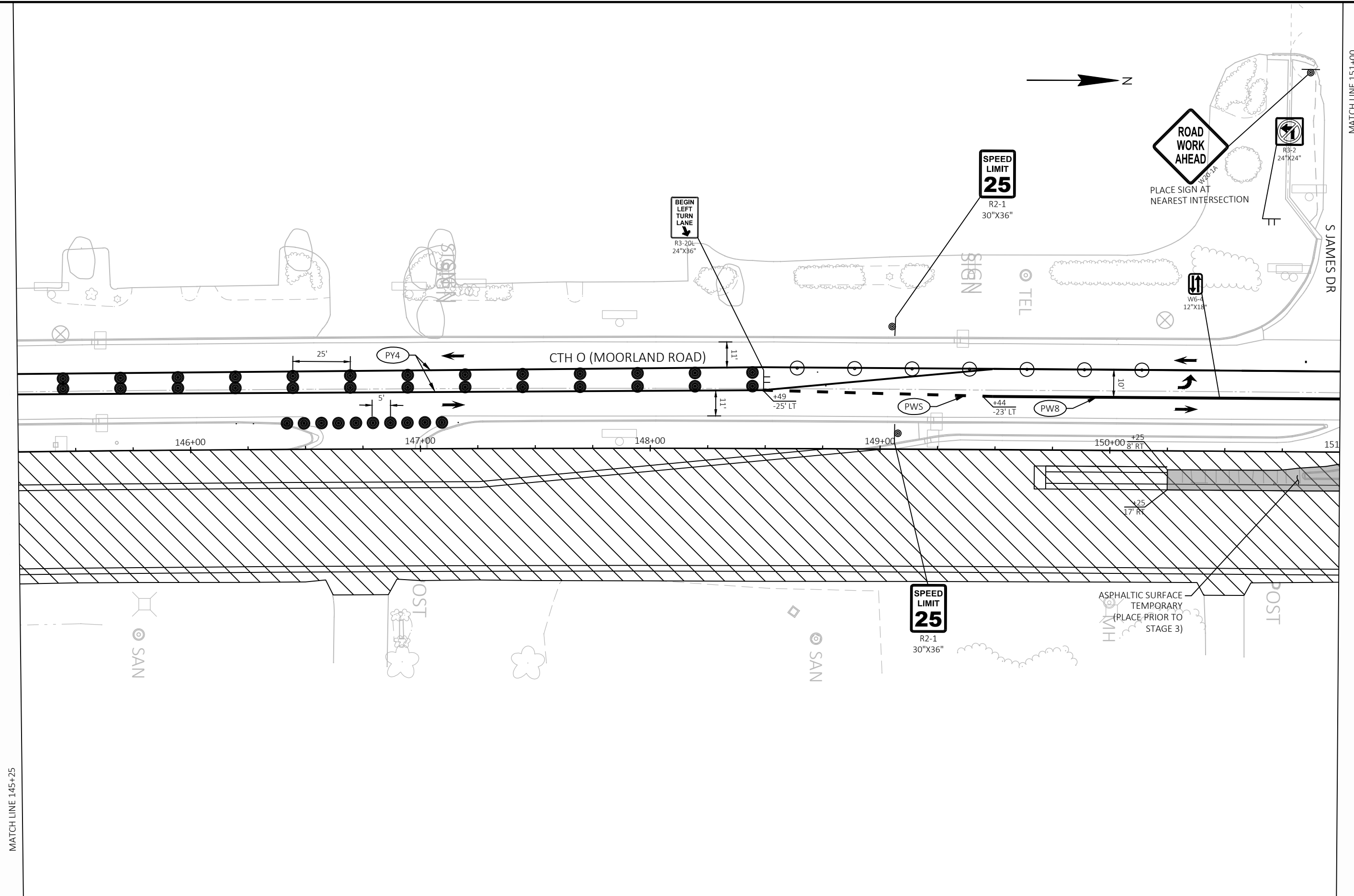


MATCH LINE 145+25

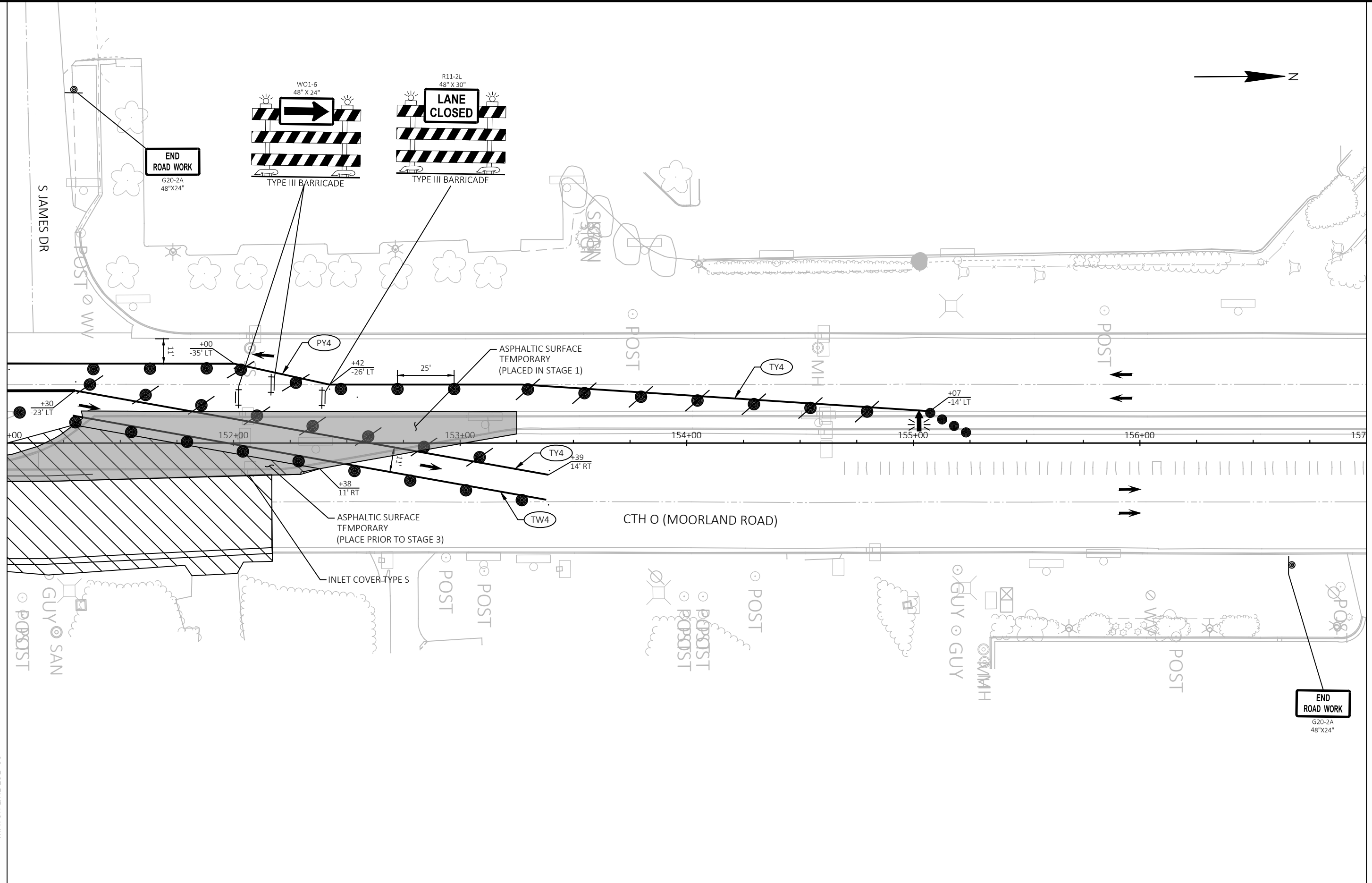


MATCH LINE 139+50

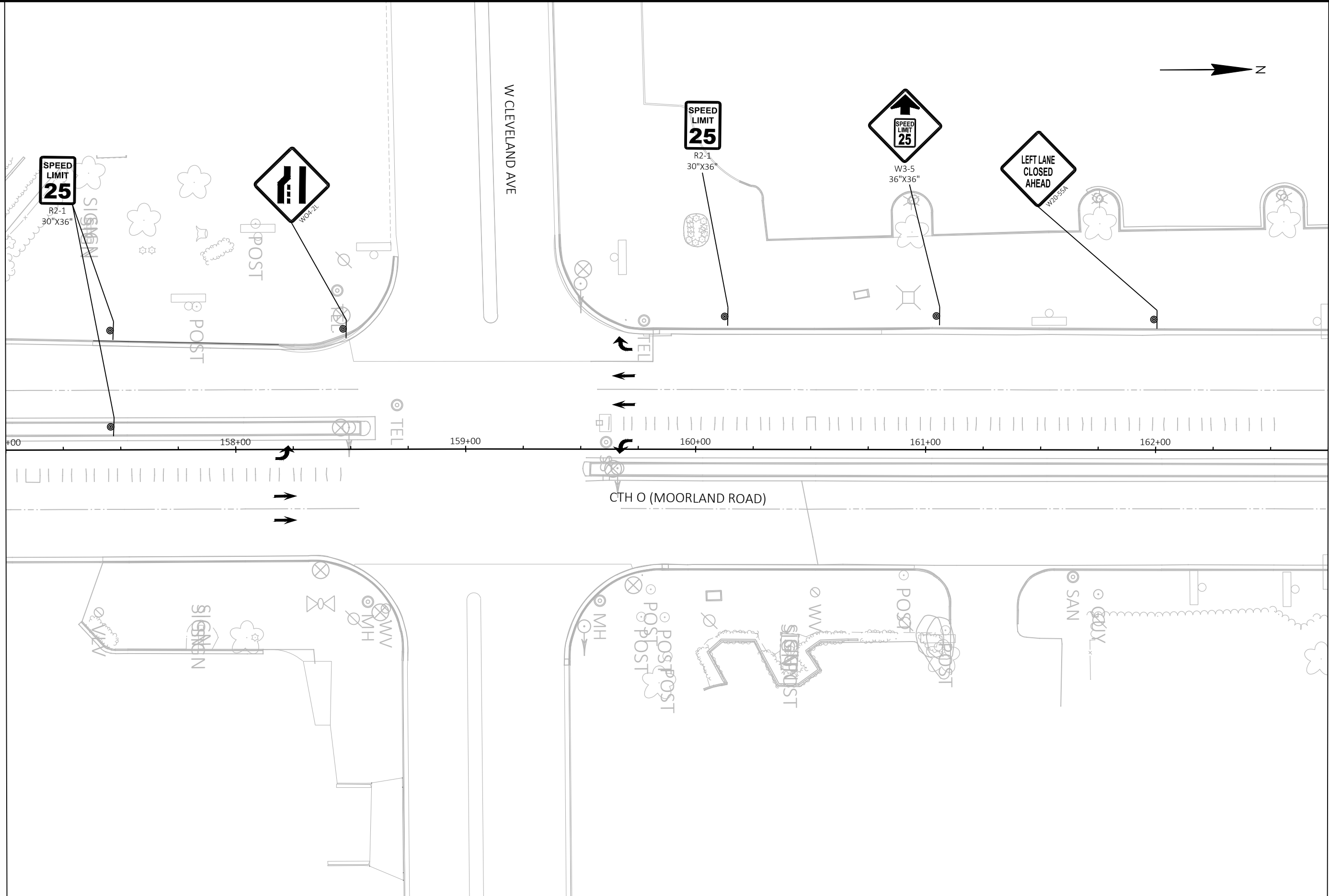
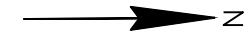
PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2	SHEET	E
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PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2	SHEET	E
------------------------	------------	------------------	---------------------------	-------	---



PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2	SHEET	E
------------------------	------------	------------------	---------------------------	-------	---



PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2	SHEET	E
------------------------	------------	------------------	---------------------------	-------	----------

TRAFFIC CONTROL NOTES - STAGE 3
CONSTRUCTION:

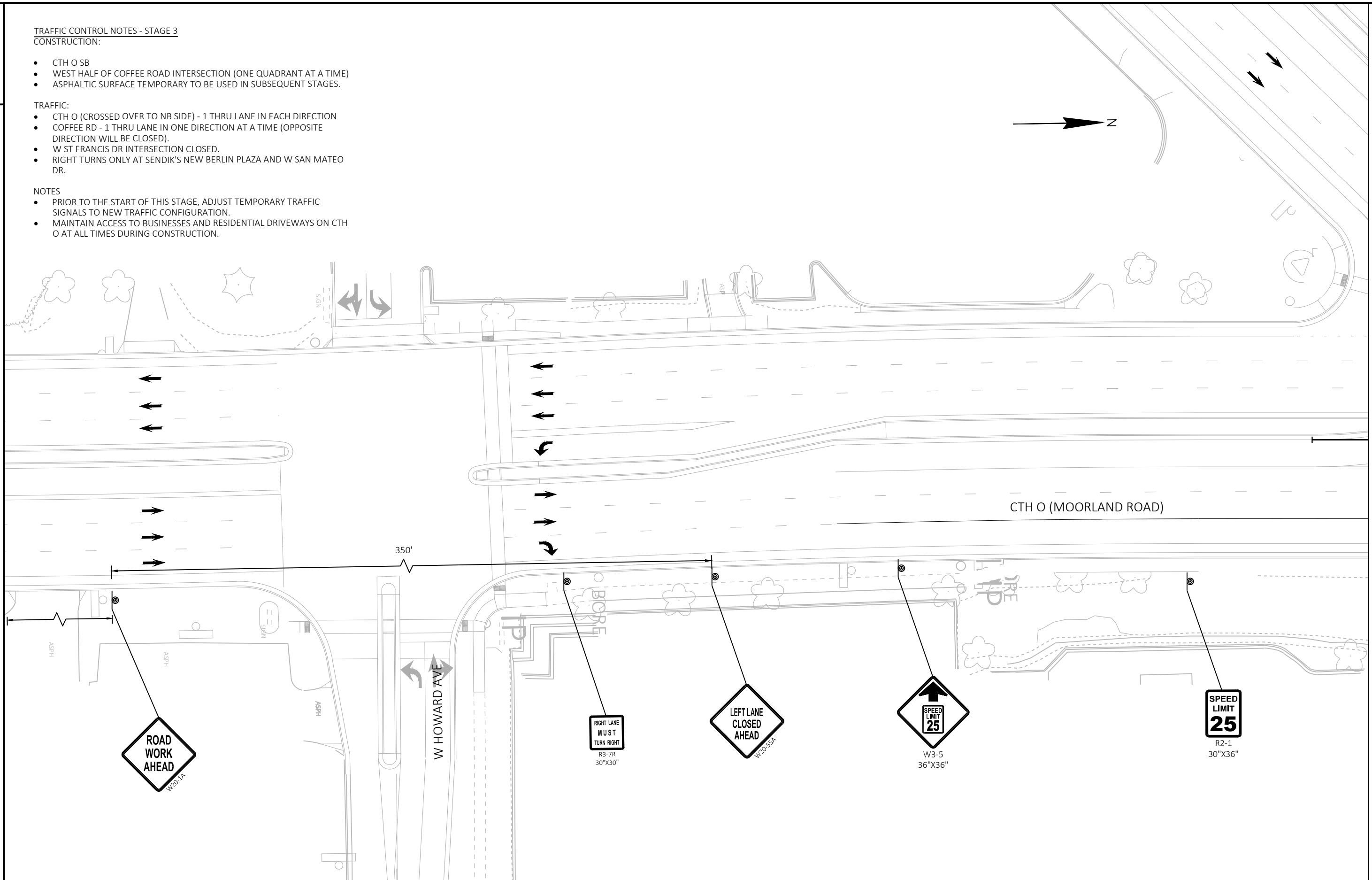
- CTH O SB
- WEST HALF OF COFFEE ROAD INTERSECTION (ONE QUADRANT AT A TIME)
- ASPHALTIC SURFACE TEMPORARY TO BE USED IN SUBSEQUENT STAGES.

TRAFFIC:

- CTH O (CROSSED OVER TO NB SIDE) - 1 THRU LANE IN EACH DIRECTION
- COFFEE RD - 1 THRU LANE IN ONE DIRECTION AT A TIME (OPPOSITE DIRECTION WILL BE CLOSED).
- W ST FRANCIS DR INTERSECTION CLOSED.
- RIGHT TURNS ONLY AT SENDIK'S NEW BERLIN PLAZA AND W SAN MATEO DR.

NOTES

- PRIOR TO THE START OF THIS STAGE, ADJUST TEMPORARY TRAFFIC SIGNALS TO NEW TRAFFIC CONFIGURATION.
- MAINTAIN ACCESS TO BUSINESSES AND RESIDENTIAL DRIVEWAYS ON CTH O AT ALL TIMES DURING CONSTRUCTION.



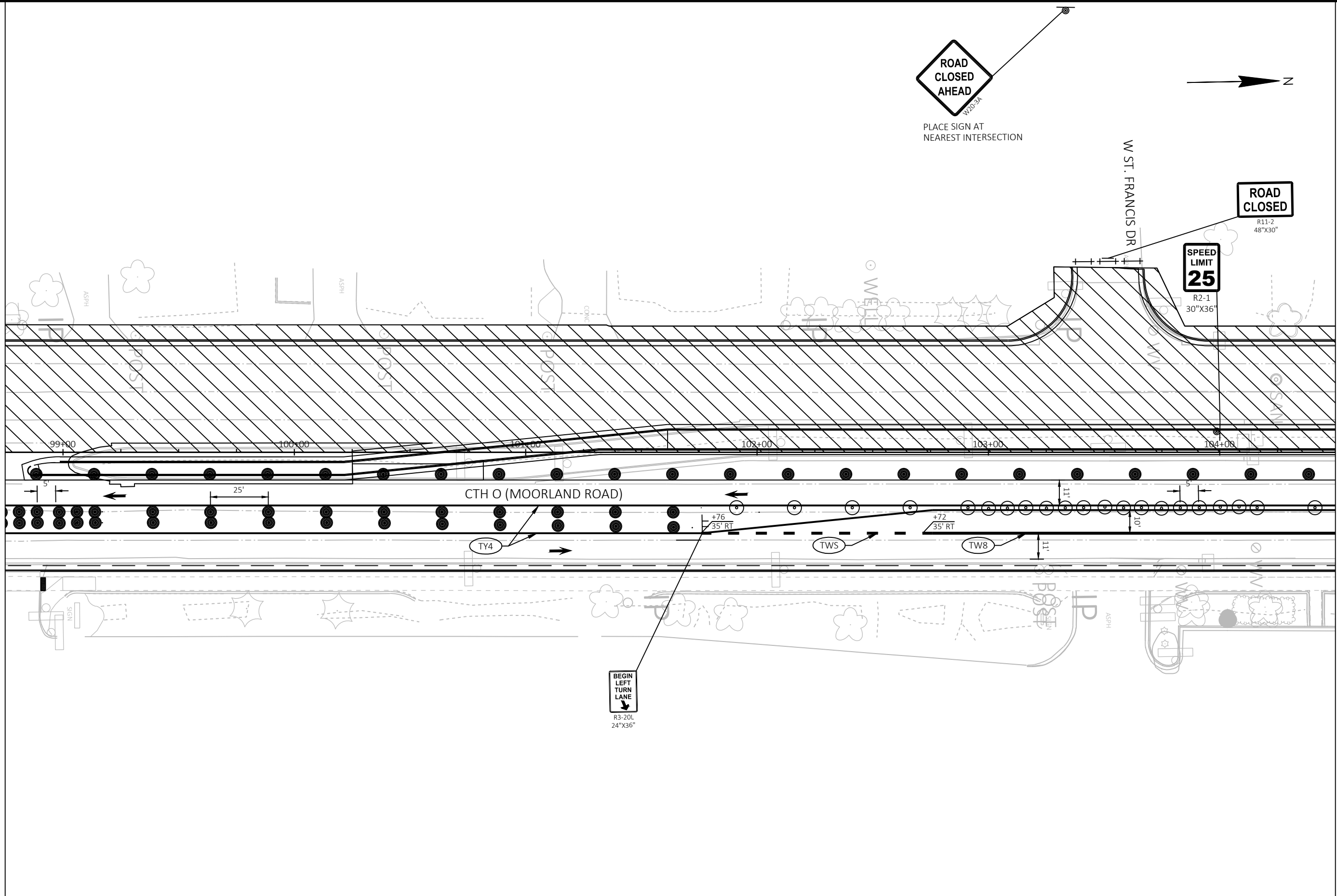


PLACE SIGN AT NEAREST INTERSECTION

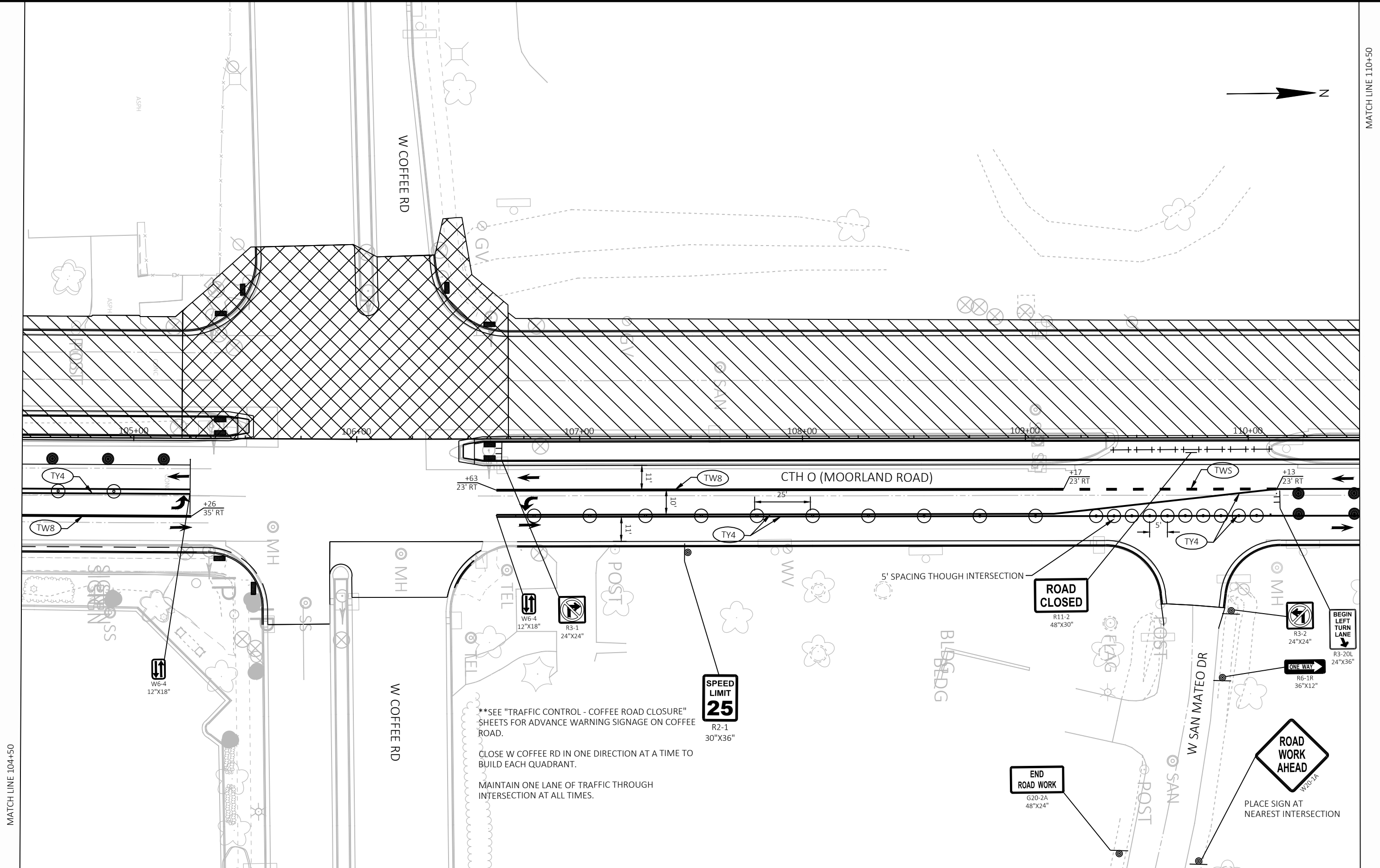
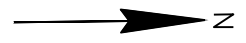


MATCH LINE 104+50

MATCH LINE 98+75



PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 3	SHEET	E
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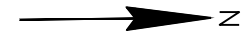


**SEE "TRAFFIC CONTROL - COFFEE ROAD CLOSURE" SHEETS FOR ADVANCE WARNING SIGNAGE ON COFFEE ROAD.

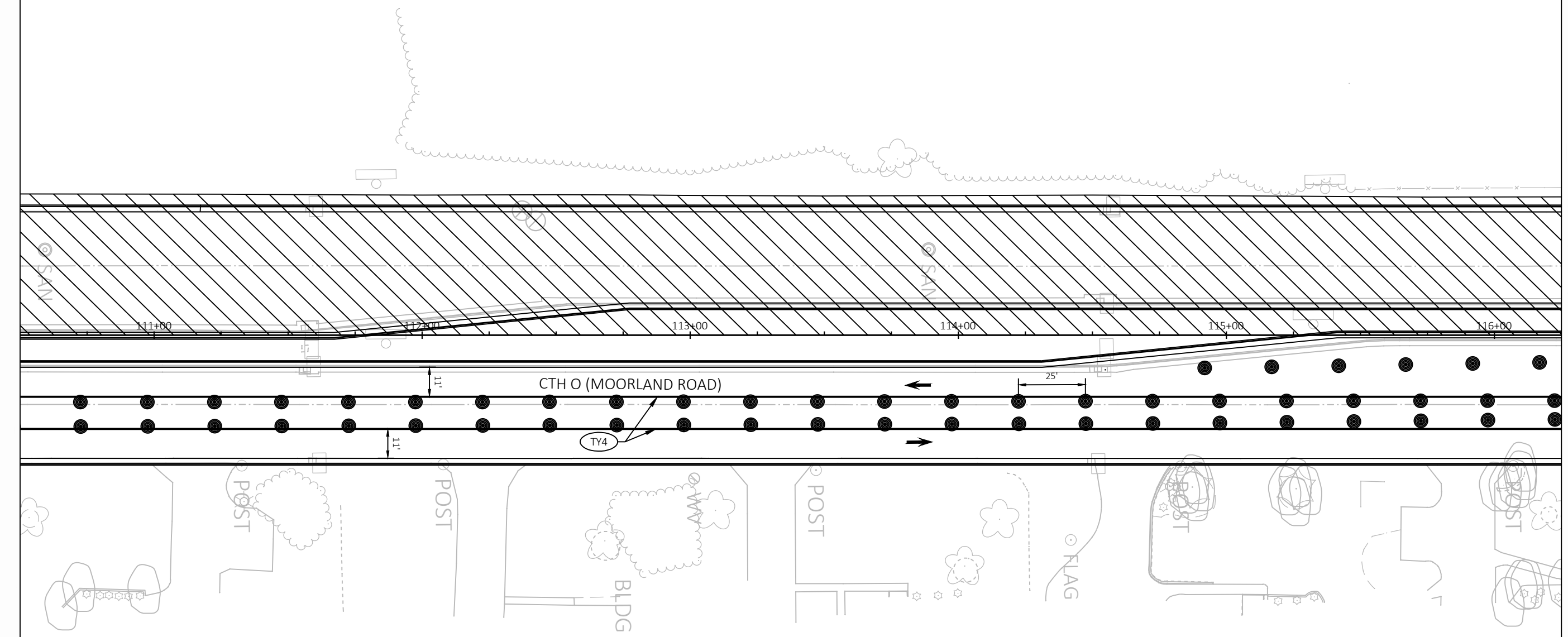
CLOSE W COFFEE RD IN ONE DIRECTION AT A TIME TO BUILD EACH QUADRANT.

MAINTAIN ONE LANE OF TRAFFIC THROUGH INTERSECTION AT ALL TIMES.

PLACE SIGN AT NEAREST INTERSECTION



MATCHLINE 116+25



MATCH LINE 110+50

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 3	SHEET	E
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PLACE SIGN AT NEAREST INTERSECTION

PLACE TRAFFIC CONTROL DEVICES AS SHOWN WHEN W RIVIERA DRIVE INTERSECTION IS BEING CONSTRUCTED.

WHEN INTERSECTION IS NOT BEING WORKED ON, PLACE TRAFFIC CONTROL DEVICES PER STANDARD DETAIL "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES", DETAIL 4



R2-1
30"X36"



R11-2
48"X30"



R3-2
24"X24"



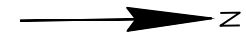
R11-2
48"X30"



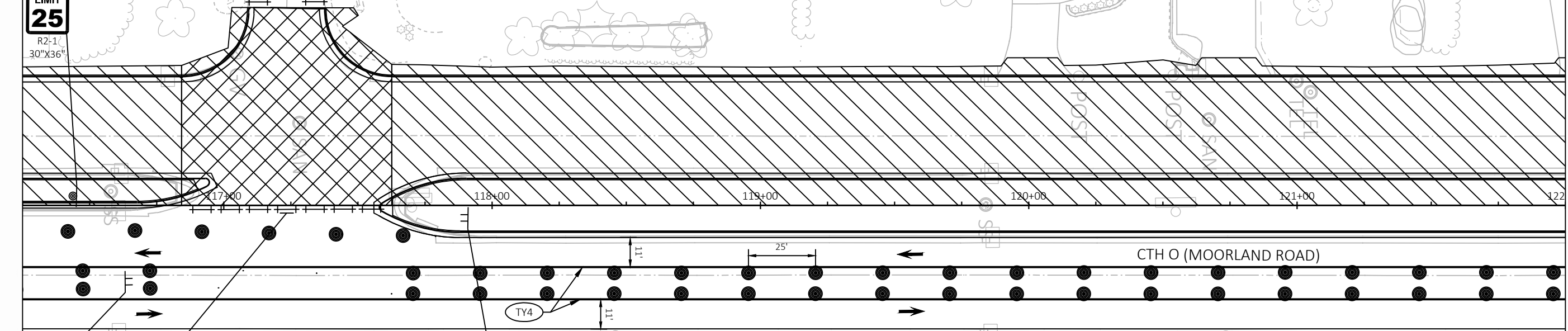
R3-1
24"X24"



R2-1
30"X36"



N

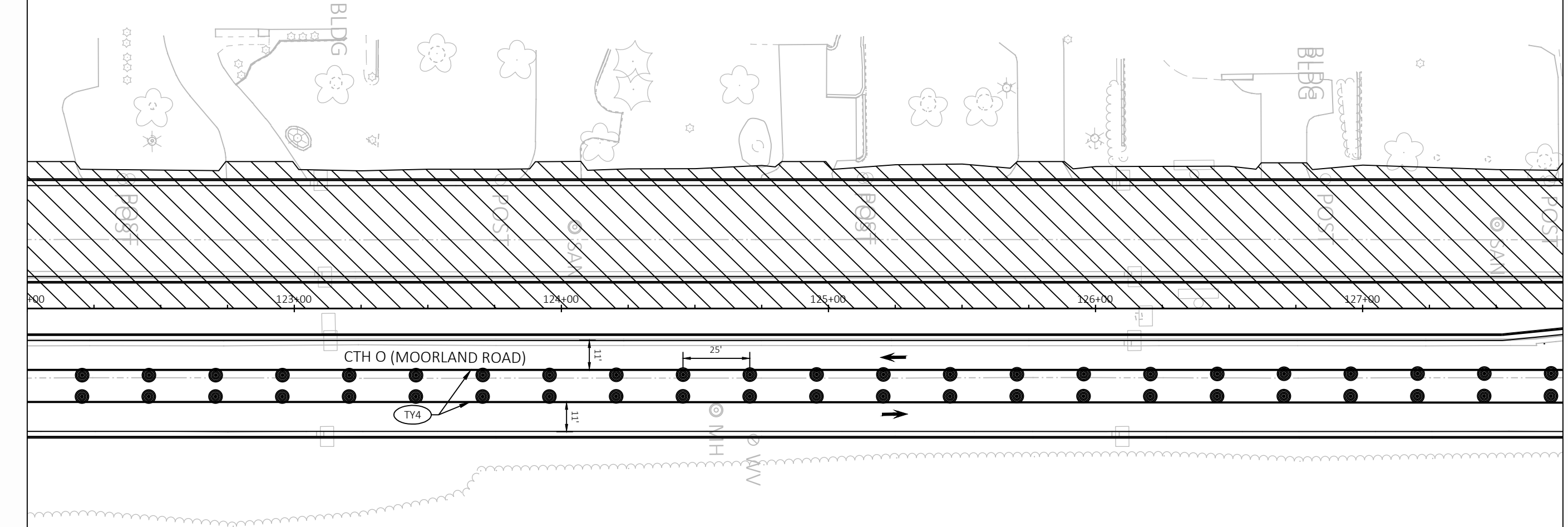


MATCH LINE 116+25

MATCH LINE 122+00



MATCH LINE 127+75



MATCH LINE 122+00

PROJECT NO: 2722-08-71

HWY: CTH O

COUNTY: WAUKESHA

TRAFFIC CONTROL - STAGE 3

SHEET

E

PLACE TRAFFIC CONTROL DEVICES AS SHOWN WHEN W RIVIERA DRIVE INTERSECTION IS BEING CONSTRUCTED.

WHEN INTERSECTION IS NOT BEING WORKED ON, PLACE TRAFFIC CONTROL DEVICES PER STANDARD DETAIL "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES", DETAIL 4



PLACE SIGN AT NEAREST INTERSECTION



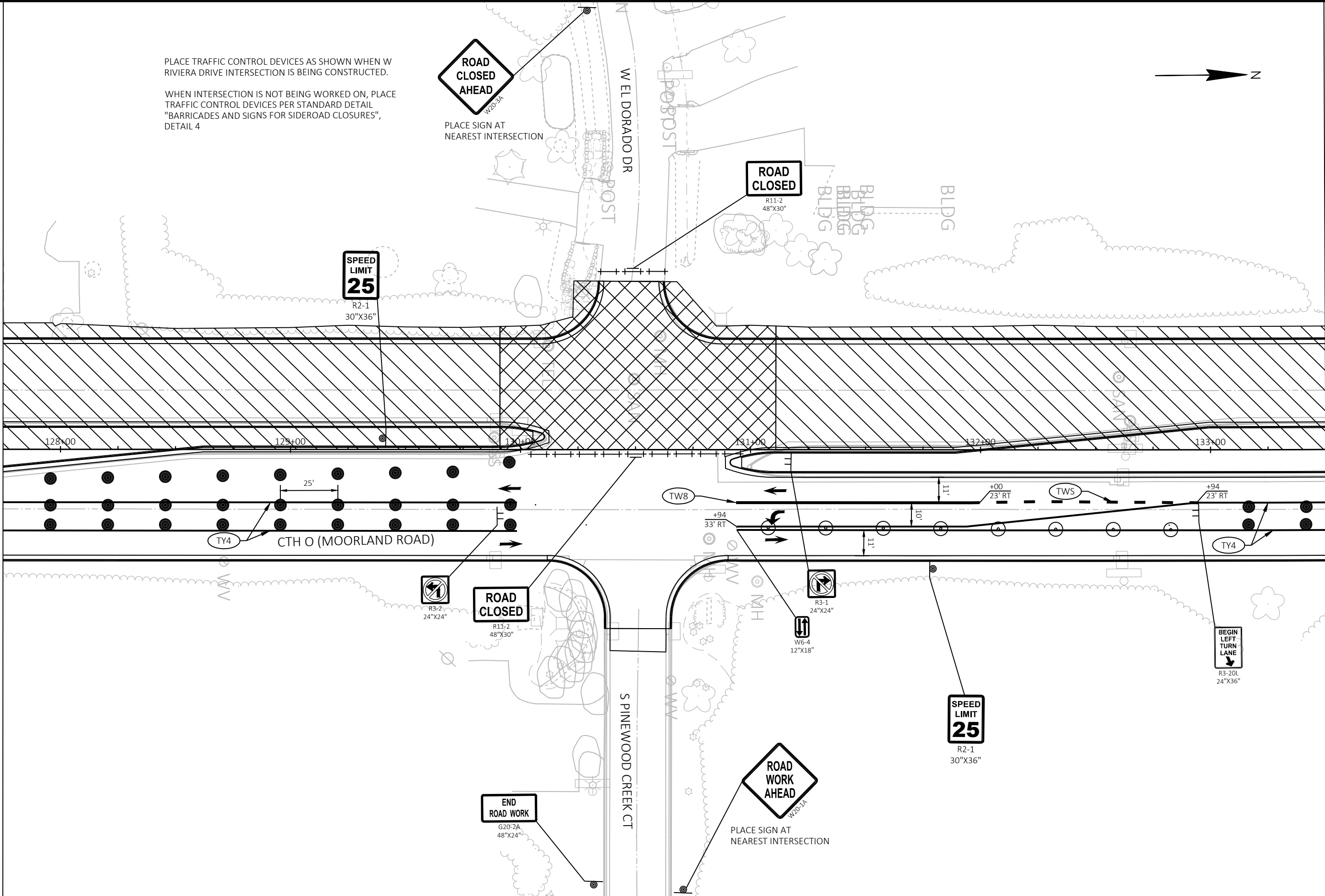
R11-2
48"X30"



R2-1
30"X36"



MATCH LINE 133+50



MATCH LINE 127+75

PROJECT NO: 2722-08-71

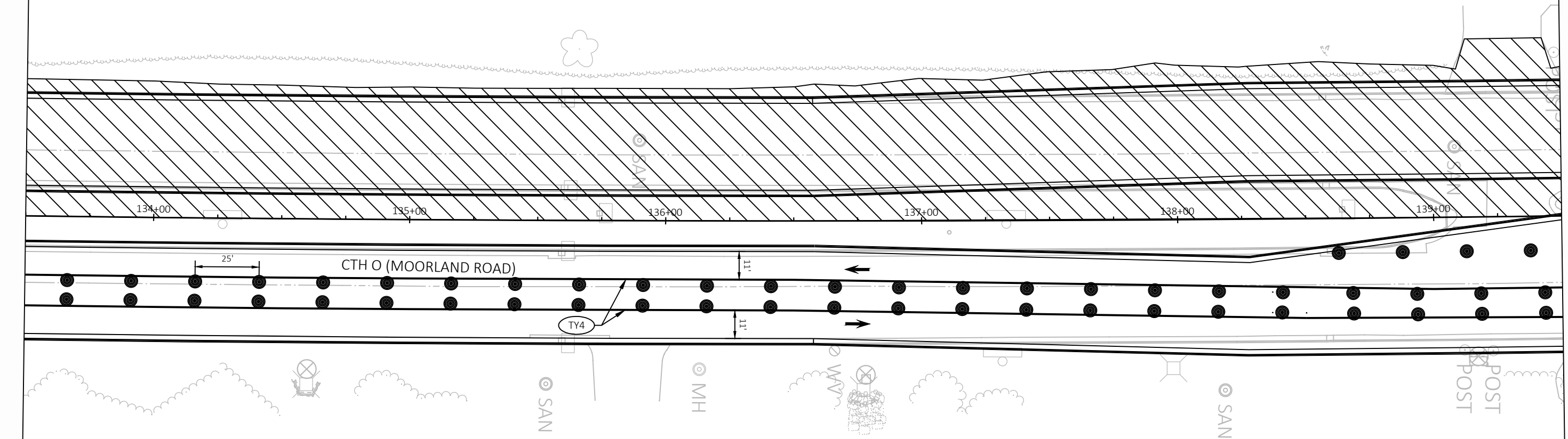
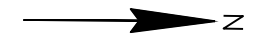
HWY: CTH O

COUNTY: WAUKESHA

TRAFFIC CONTROL - STAGE 3

SHEET

E



MATCH LINE 133+50

MATCH LINE 139+50

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 3	SHEET	E
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PLACE TRAFFIC CONTROL DEVICES AS SHOWN WHEN W RYERSON RD INTERSECTION IS BEING CONSTRUCTED.

WHEN INTERSECTION IS NOT BEING WORKED ON, PLACE TRAFFIC CONTROL DEVICES PER STANDARD DETAIL "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES", DETAIL 4



PLACE SIGN AT NEAREST INTERSECTION



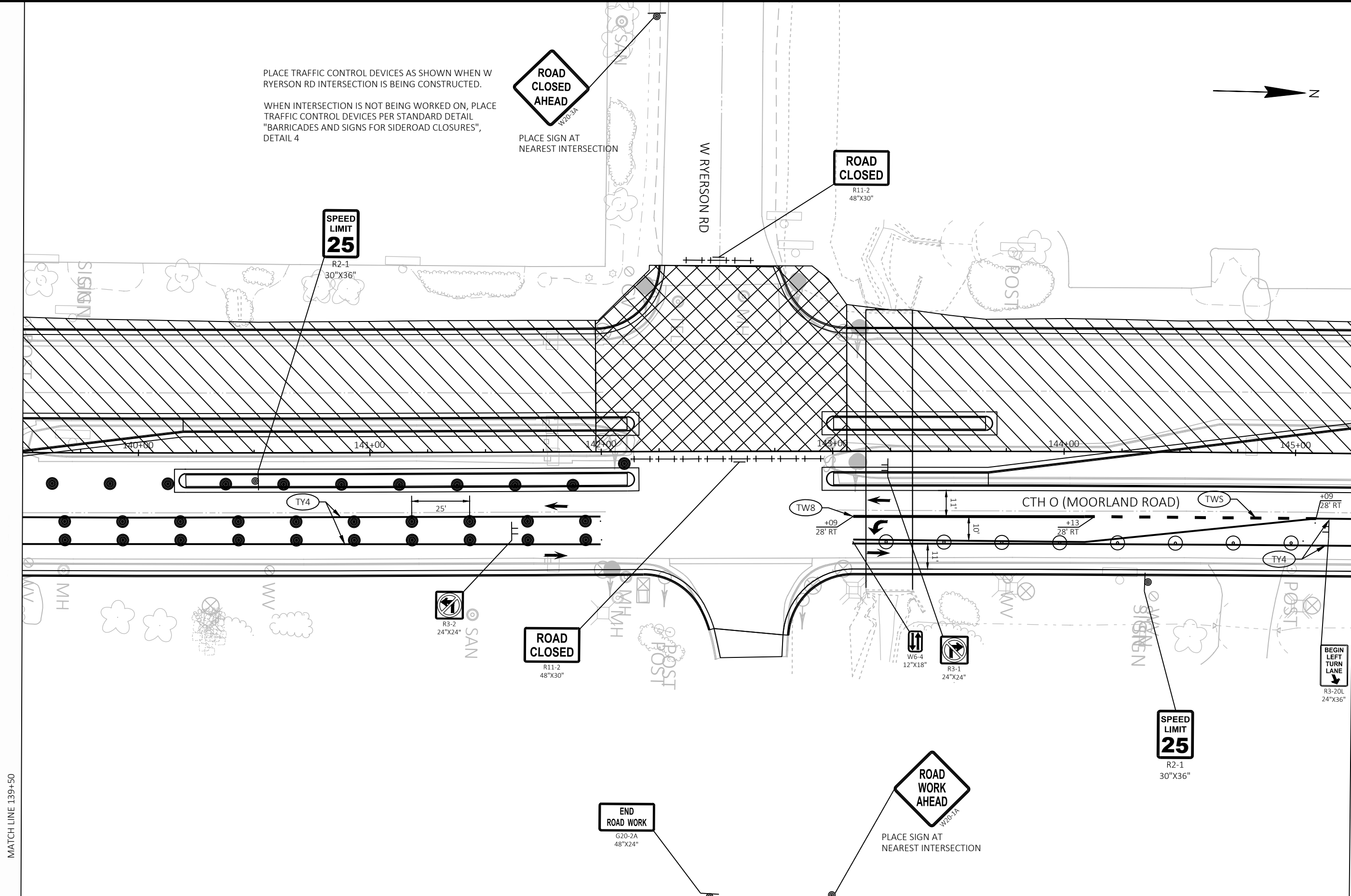
R11-2
48\"X30\"



R2-1
30\"X36\"



MATCH LINE 145+25



MATCH LINE 139+50



PLACE TRAFFIC CONTROL DEVICES AS SHOWN WHEN W JAMES DR INTERSECTION IS BEING CONSTRUCTED.

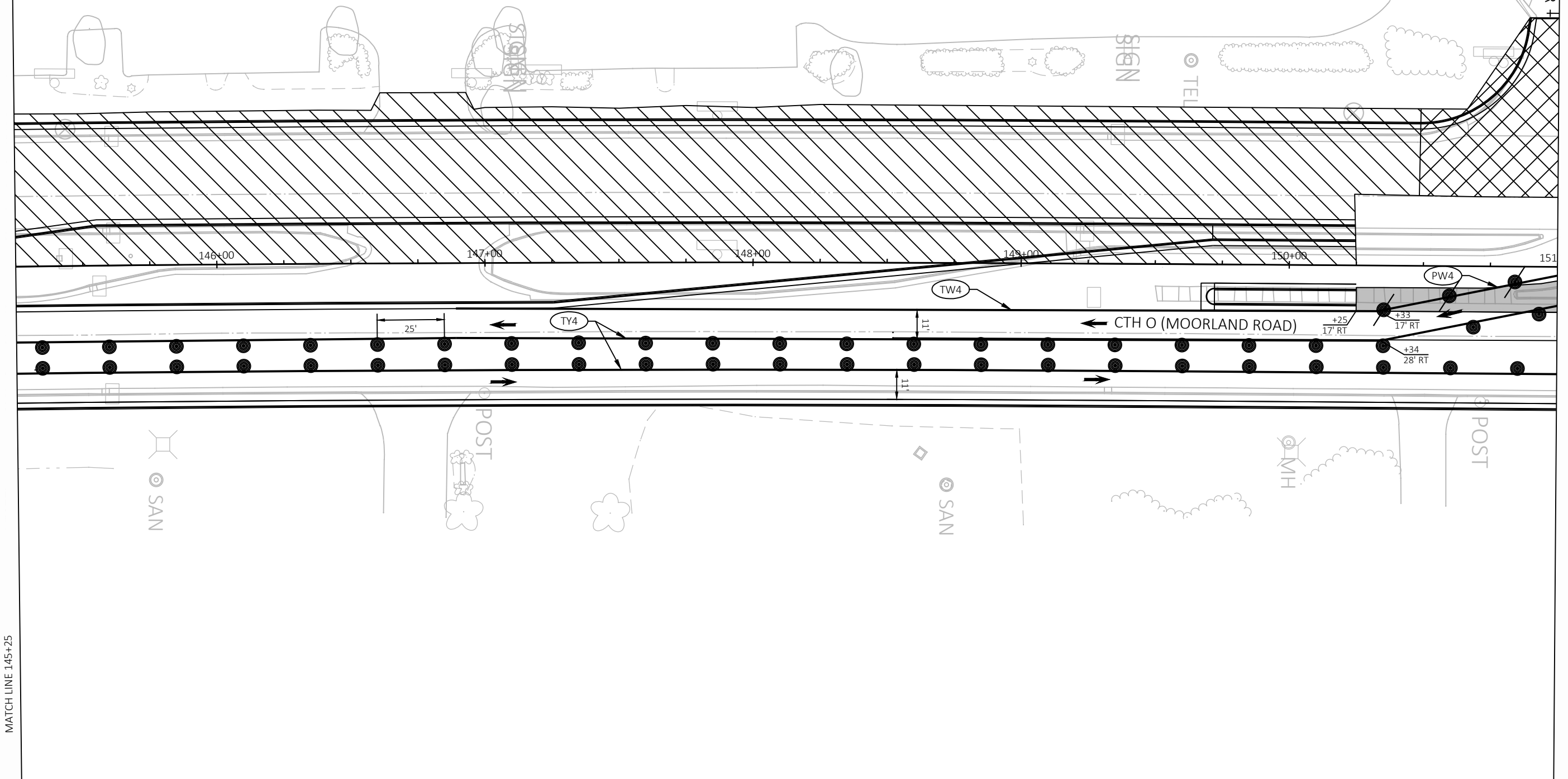
WHEN INTERSECTION IS NOT BEING WORKED ON, PLACE TRAFFIC CONTROL DEVICES PER STANDARD DETAIL "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES", DETAIL 4



PLACE SIGN AT NEAREST INTERSECTION

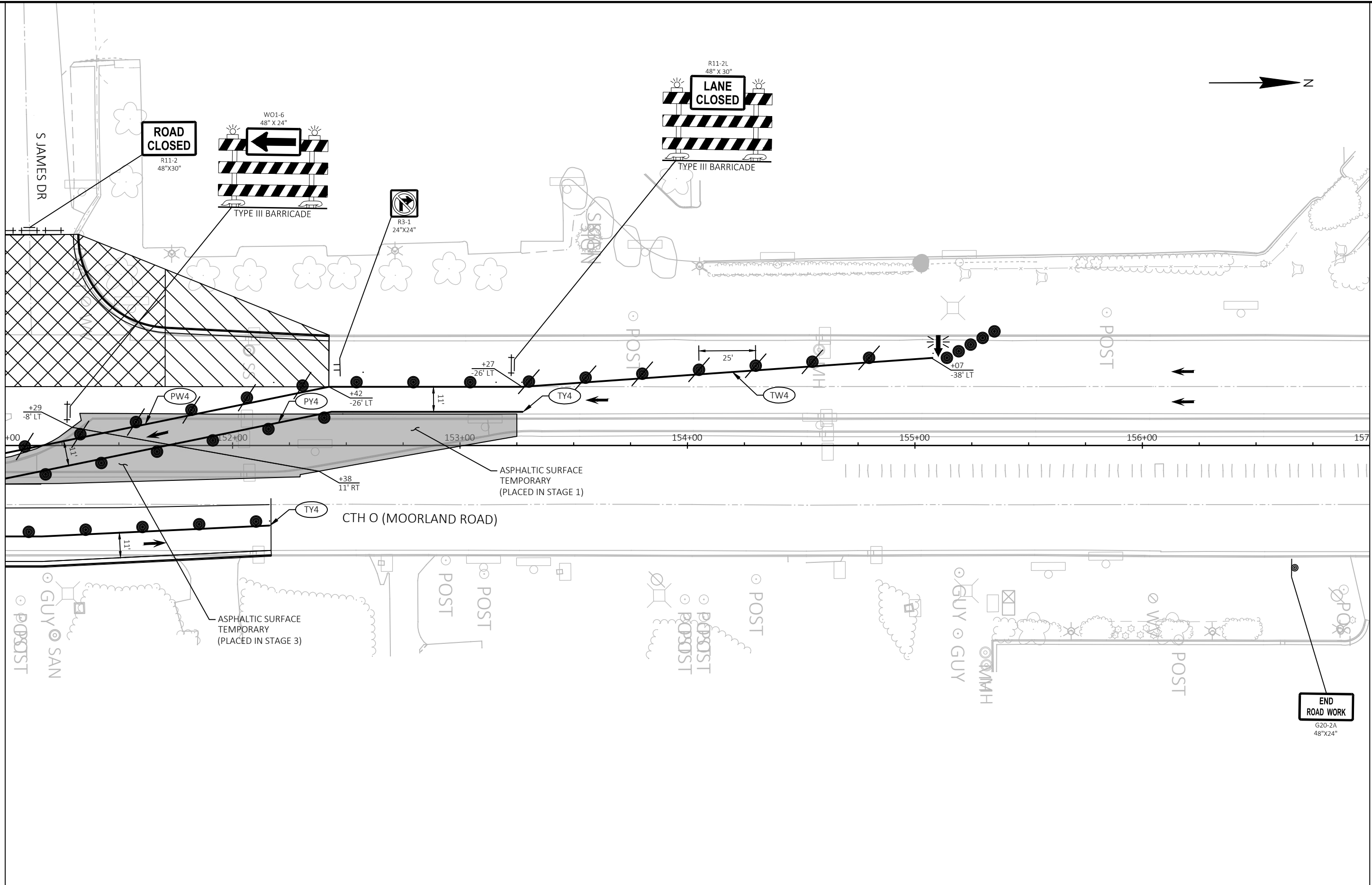
MATCH LINE 151+00

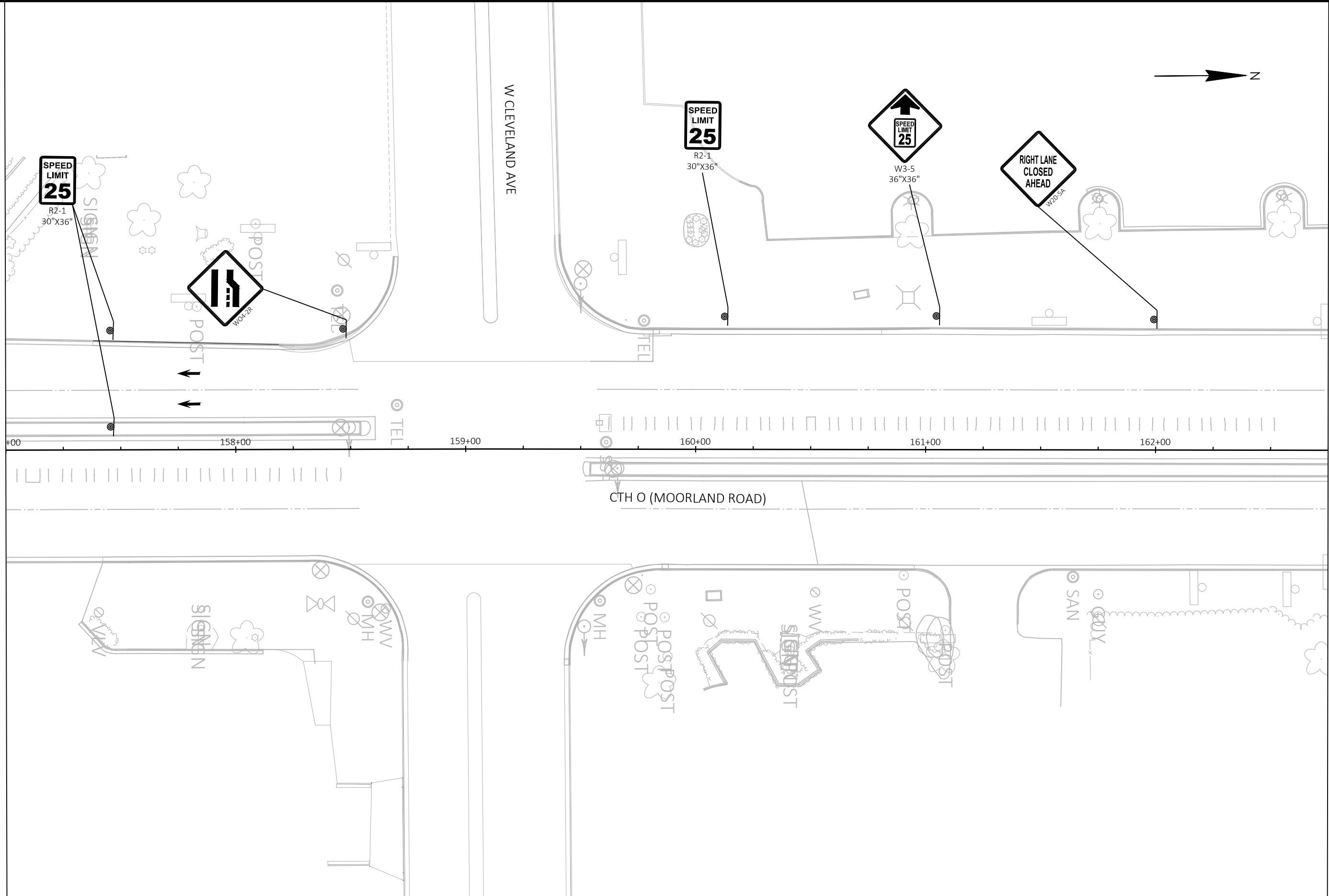
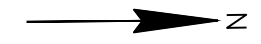
S JAMES DR



MATCH LINE 145+25

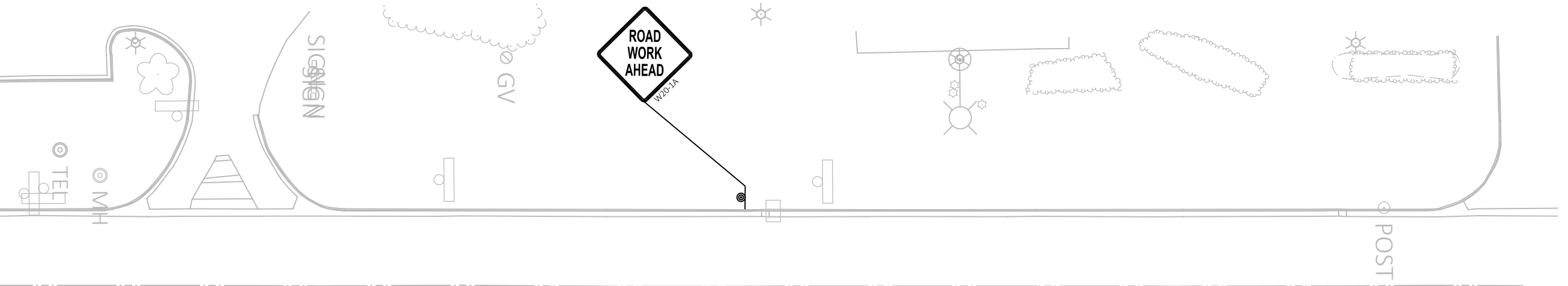
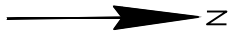
PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 3	SHEET	E
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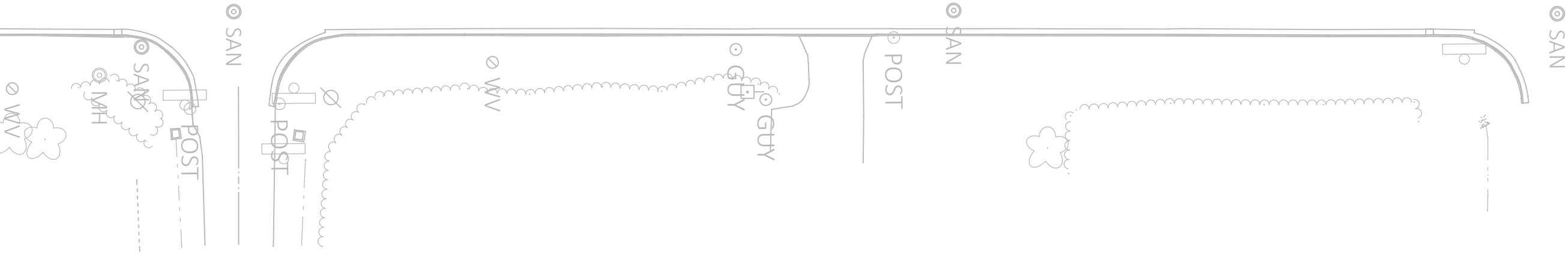


PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 3	SHEET	E
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MATCH LINE 168+50



163+00 164+00 165+00 166+00 167+00 168+00



MATCH LINE 162+75

TRAFFIC CONTROL NOTES - STAGE 4A
CONSTRUCTION:

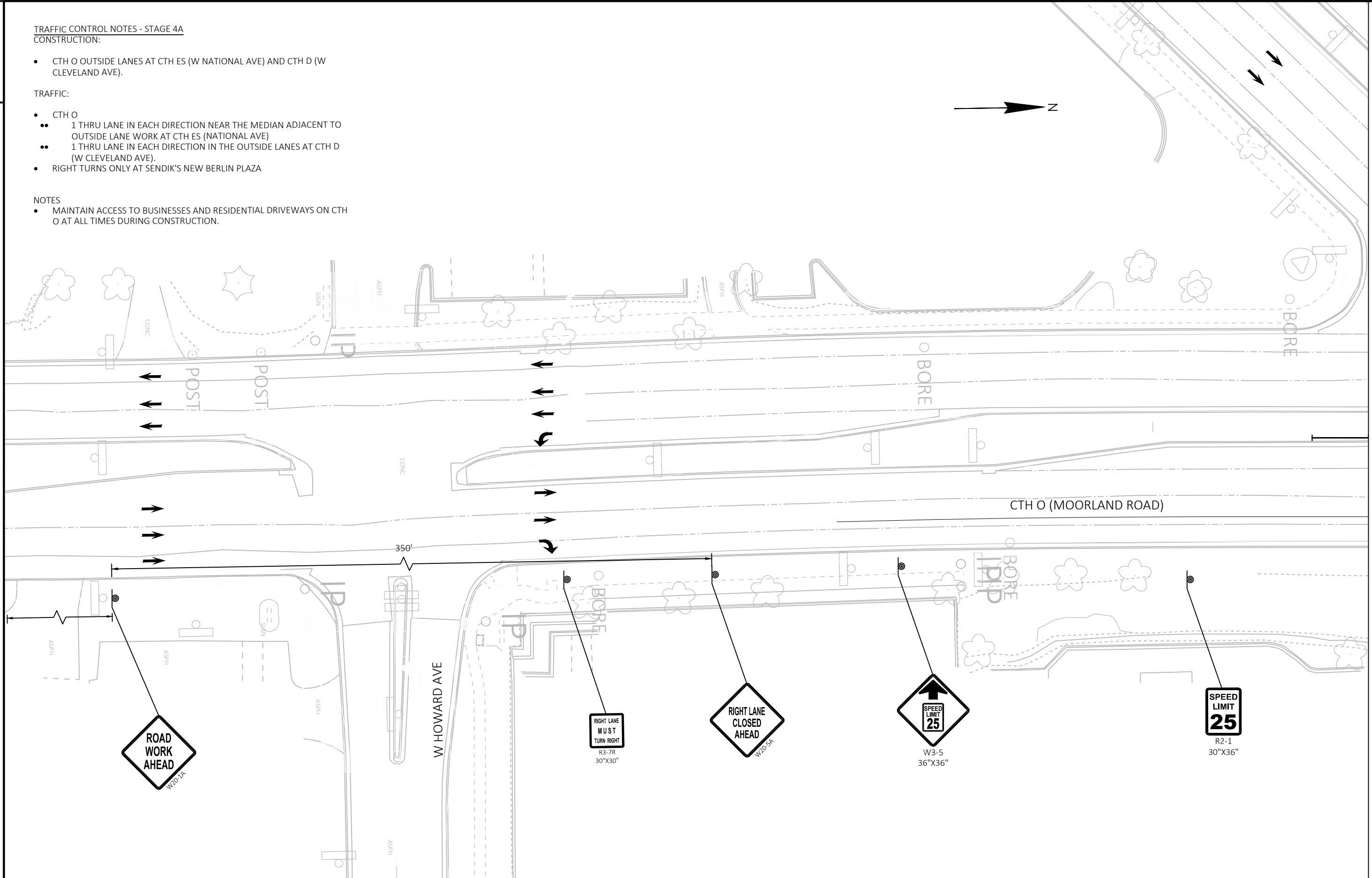
- CTH O OUTSIDE LANES AT CTH ES (W NATIONAL AVE) AND CTH D (W CLEVELAND AVE).

TRAFFIC:

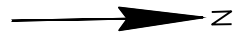
- CTH O
- 1 THRU LANE IN EACH DIRECTION NEAR THE MEDIAN ADJACENT TO OUTSIDE LANE WORK AT CTH ES (NATIONAL AVE)
- 1 THRU LANE IN EACH DIRECTION IN THE OUTSIDE LANES AT CTH D (W CLEVELAND AVE).
- RIGHT TURNS ONLY AT SENDIK'S NEW BERLIN PLAZA

NOTES

- MAINTAIN ACCESS TO BUSINESSES AND RESIDENTIAL DRIVEWAYS ON CTH O AT ALL TIMES DURING CONSTRUCTION.



PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 4A	SHEET	E
------------------------	------------	------------------	----------------------------	-------	---



END ROAD WORK
G20-2A
48"x24"



MATCH LINE 87+25

MATCH LINE 93+00

PROJECT NO: 2722-08-71

HWY: CTH O

COUNTY: WAUKESHA

TRAFFIC CONTROL - STAGE 4A

SHEET

E

ROAD CLOSED AHEAD
W20-5A
PLACE SIGN AT NEAREST INTERSECTION

ROAD CLOSED
R11-2
48" X 30"

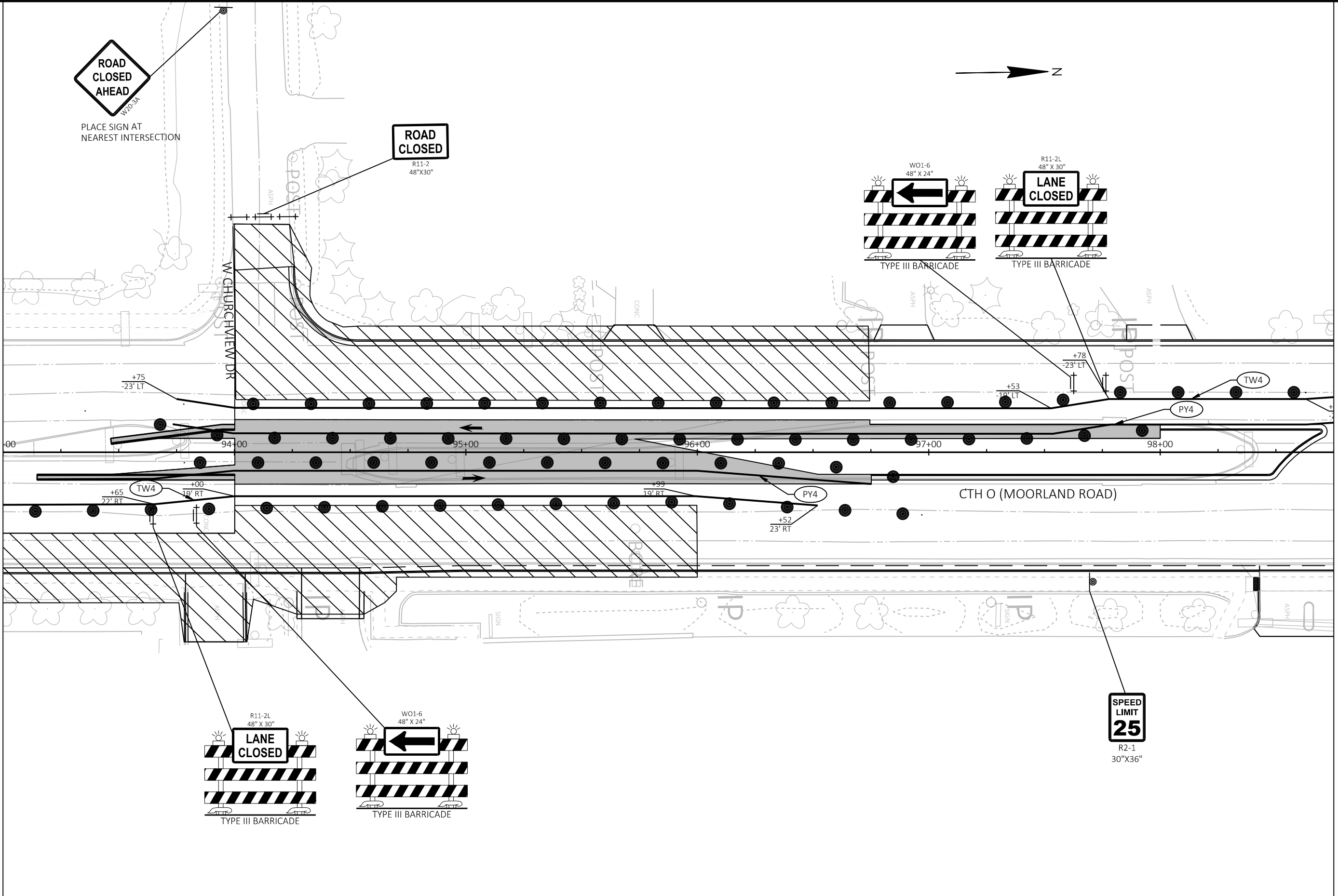
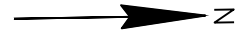
W01-6
48" X 24"
←
TYPE III BARRICADE

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

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

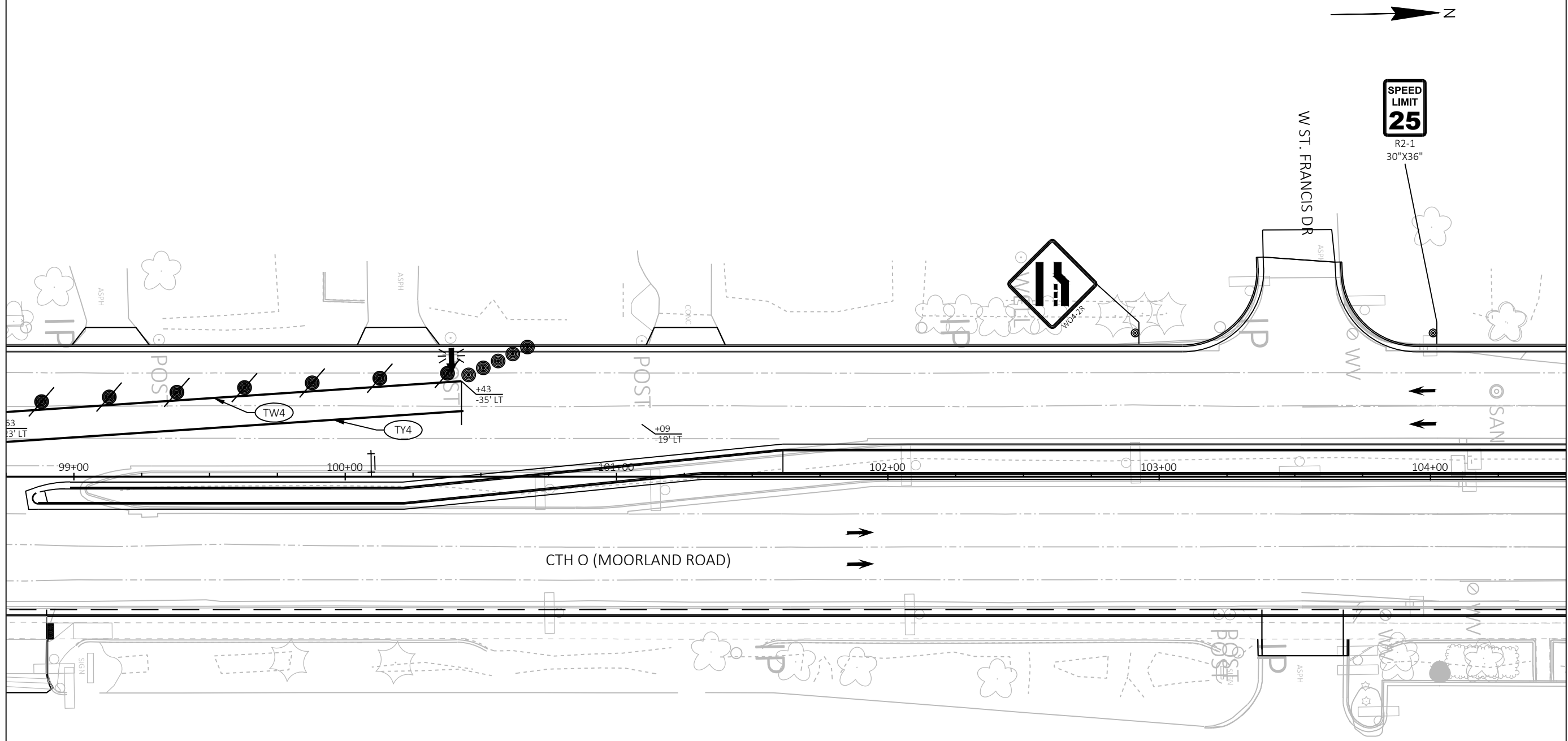
W01-6
48" X 24"
←
TYPE III BARRICADE

SPEED LIMIT 25
R2-1
30" X 36"



MATCH LINE 93+00

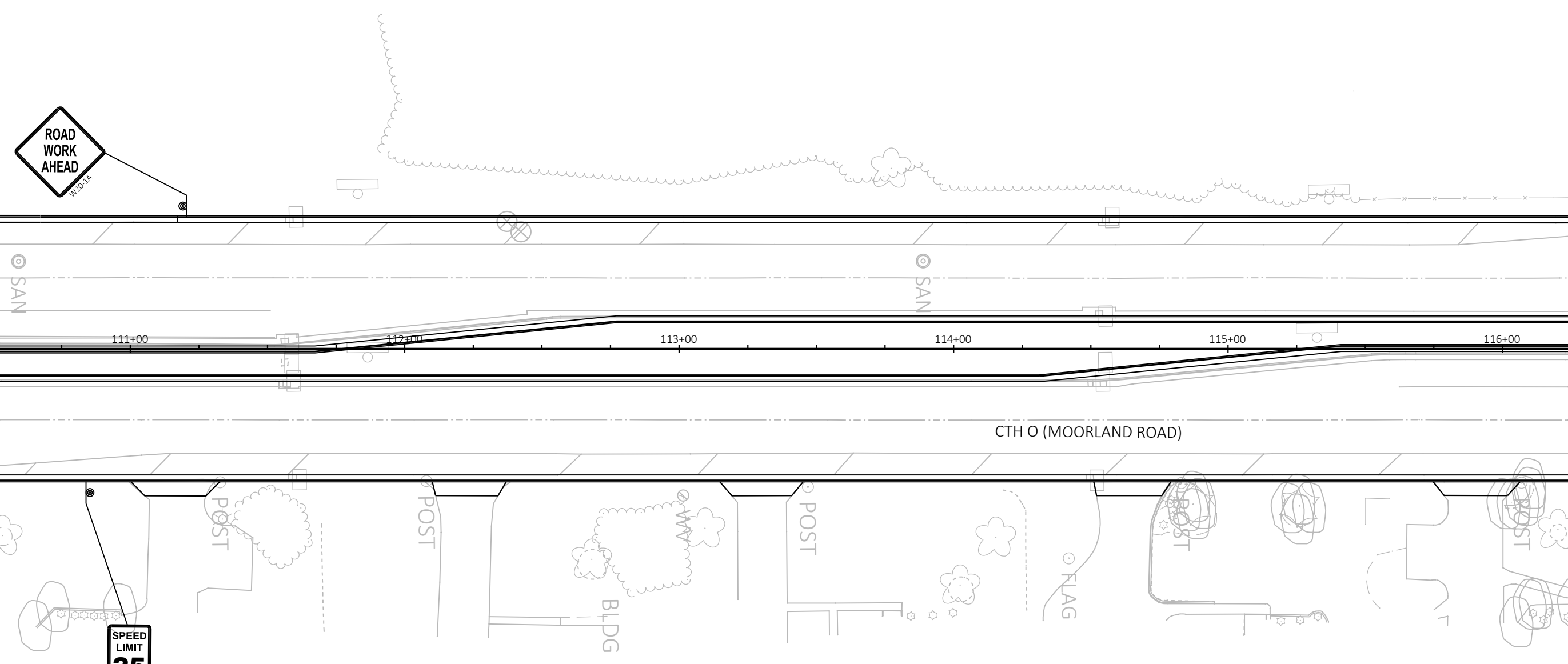
MATCH LINE 98+75



MATCH LINE 98+75

MATCH LINE 104+50

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 4A	SHEET	E
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MATCH LINE 110+50

PROJECT NO: 2722-08-71

HWY: CTH O

COUNTY: WAUKESHA

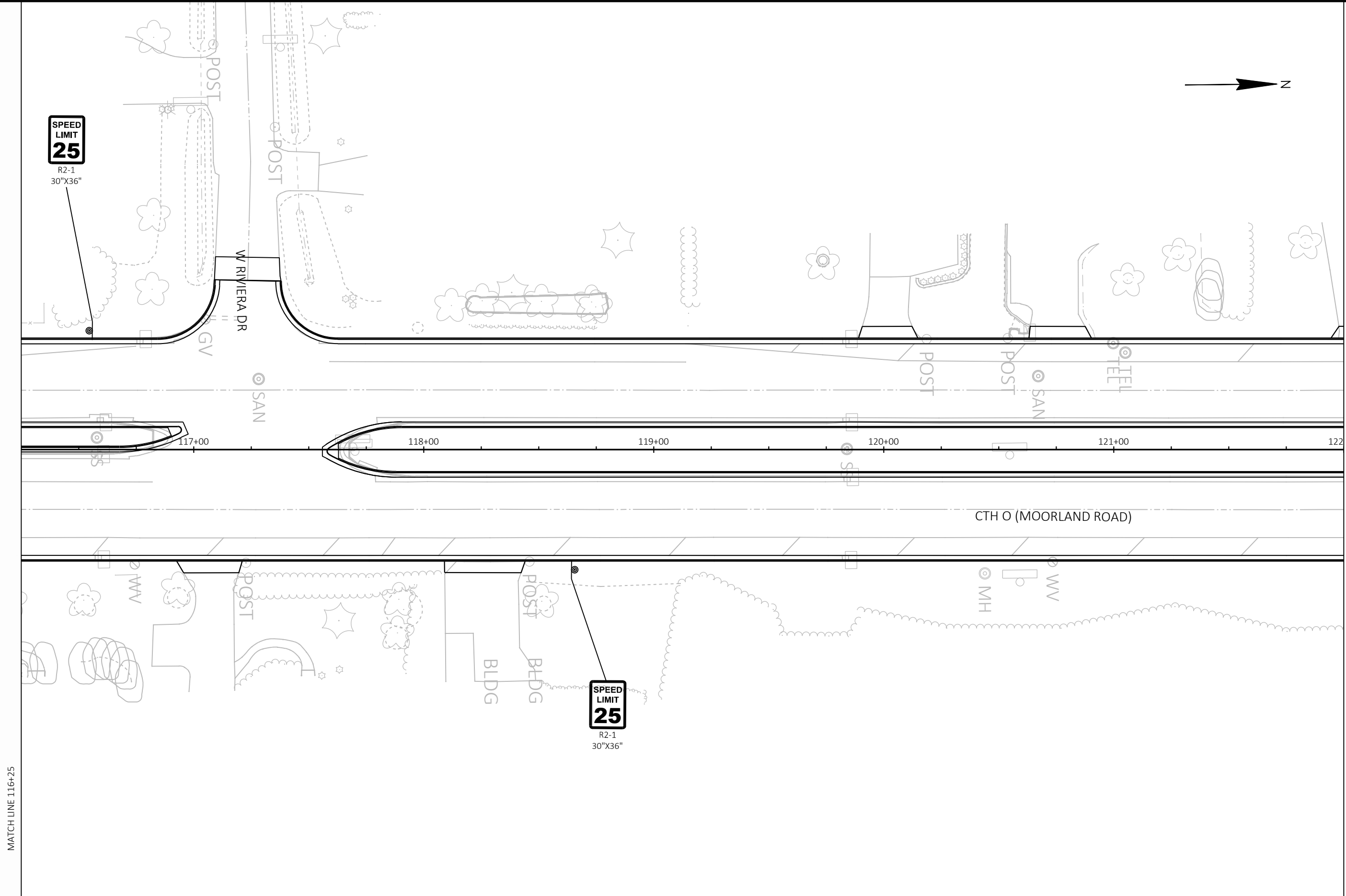
TRAFFIC CONTROL - STAGE 4A

SHEET

E



MATCH LINE 122+00



SPEED LIMIT 25

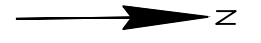
R2-1 30"X36"

SPEED LIMIT 25

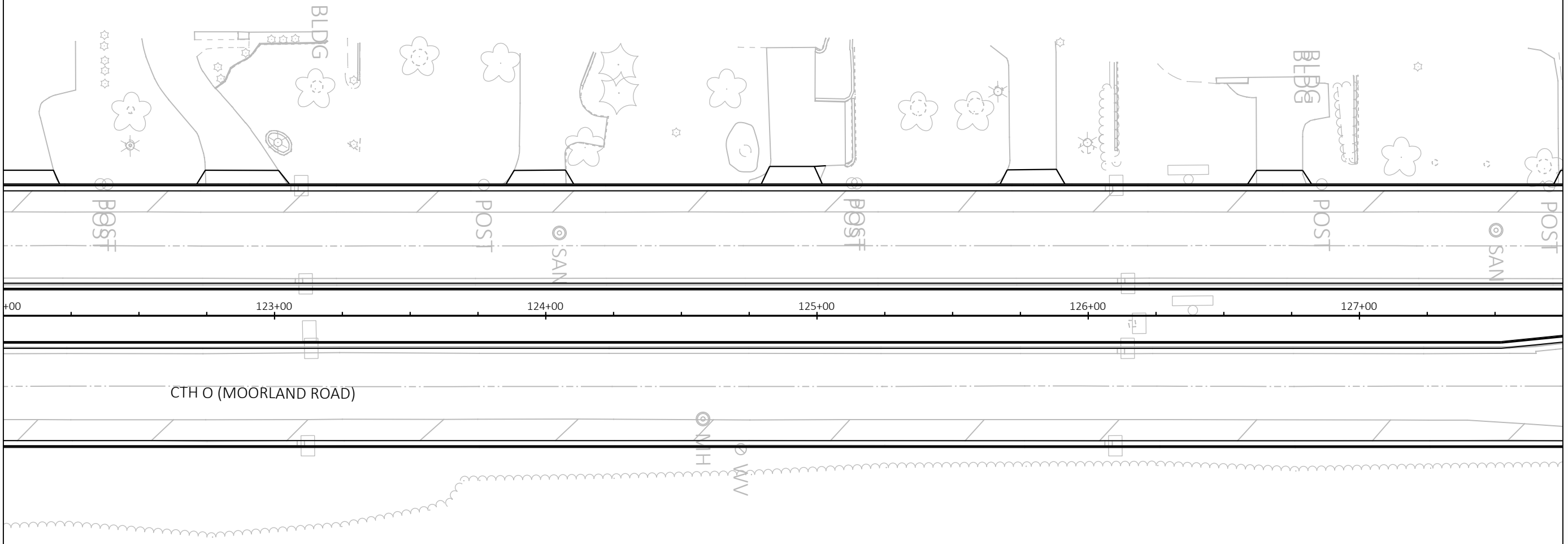
R2-1 30"X36"

MATCH LINE 116+25

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 4A	SHEET	E
------------------------	------------	------------------	----------------------------	-------	----------



MATCH LINE 127+75



MATCH LINE 122+00

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 4A	SHEET	E
------------------------	------------	------------------	----------------------------	-------	----------



MATCH LINE 133+50

SPEED LIMIT 25
R2-1
30"X36"

SPEED LIMIT 25
R2-1
30"X36"

W EL DORADO DR

S PINWOOD CREEK CT

CTH O (MOORLAND ROAD)

BLDG
BLDG
BLDG
BLDG

128+00

129+00

130+00

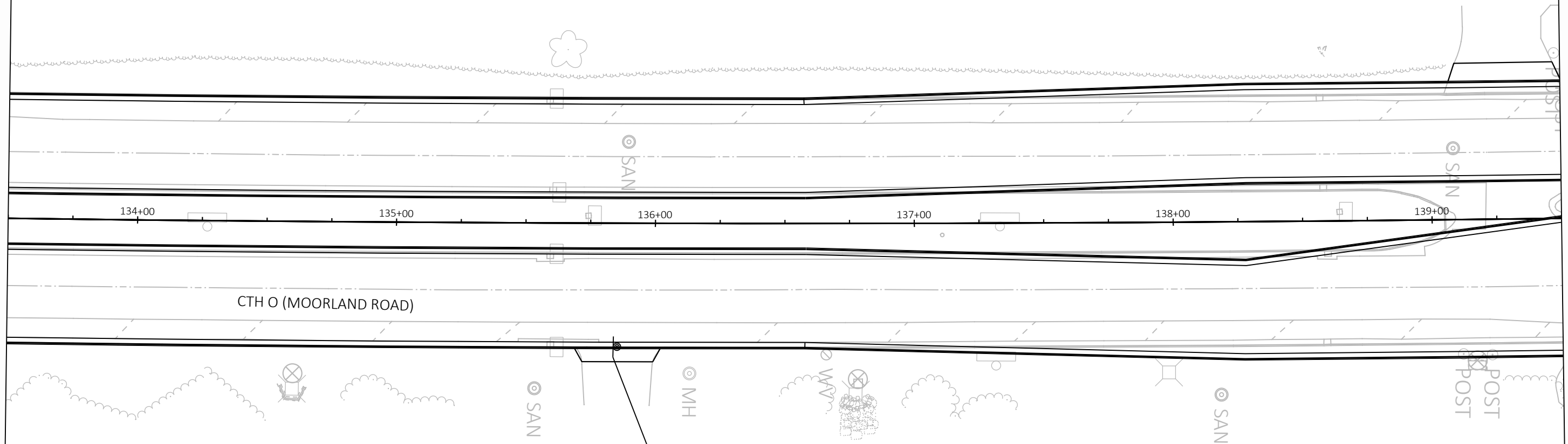
131+00

132+00

133+00

MATCH LINE 127+75

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 4A	SHEET	E
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MATCH LINE 133+50

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 4A	SHEET	E
------------------------	------------	------------------	----------------------------	-------	----------



SPEED
LIMIT
25

R2-1
30"X36"

W RYERSON RD

SIGN

GV

TEL

MH

POST

140+00

141+00

142+00

143+00

144+00

145+00

CTH O (MOORLAND ROAD)



MH

SAN

MH

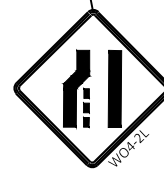
MH

POST

MH

SIGN

POST



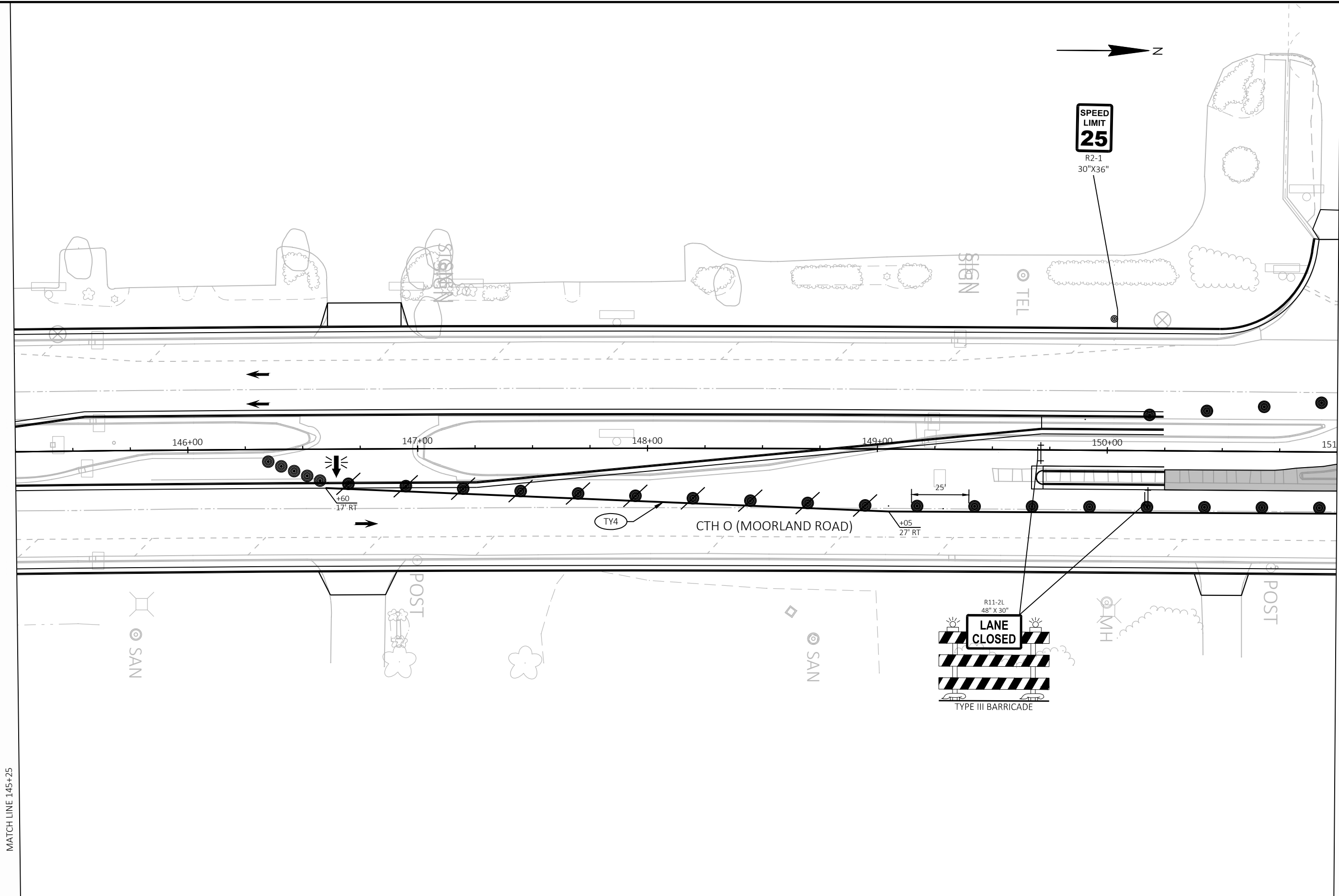
SPEED
LIMIT
25

R2-1
30"X36"

MATCH LINE 139+50

MATCH LINE 145+25

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 4A	SHEET	E
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PROJECT NO: 2722-08-71

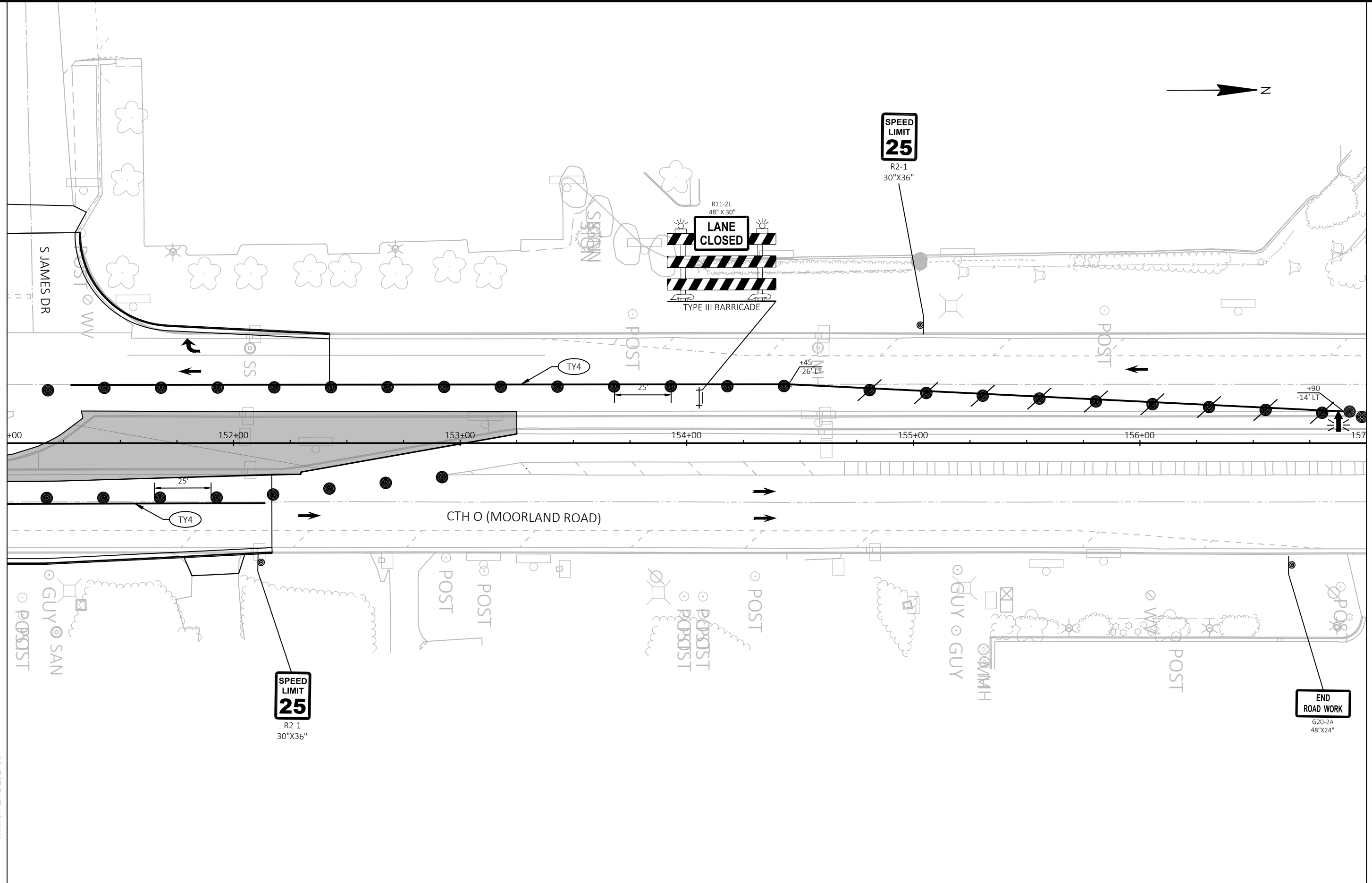
HWY: CTH O

COUNTY: WAUKESHA

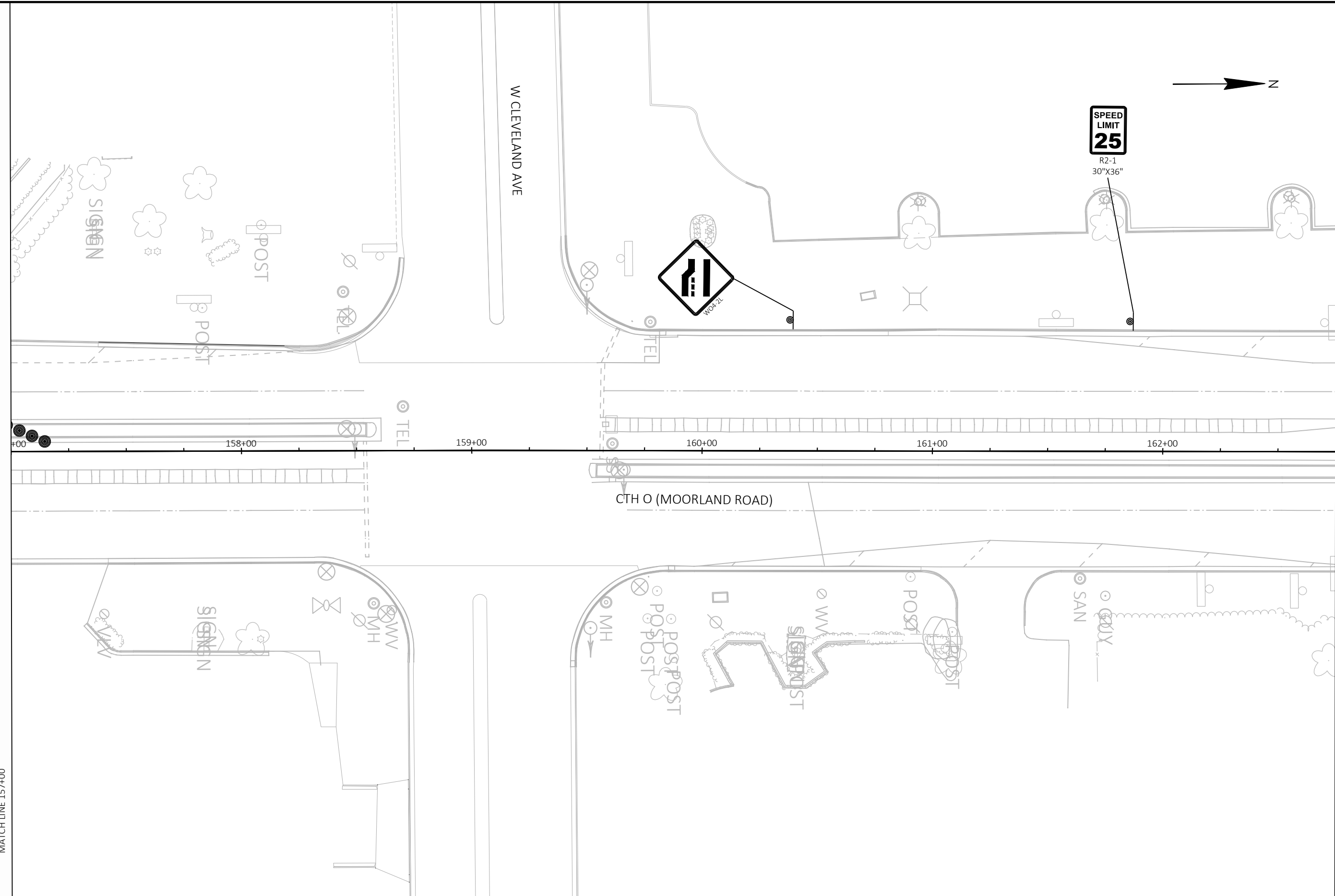
TRAFFIC CONTROL - STAGE 4A

SHEET

E



PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 4A	SHEET	E
------------------------	------------	------------------	----------------------------	-------	----------



PROJECT NO: 2722-08-71

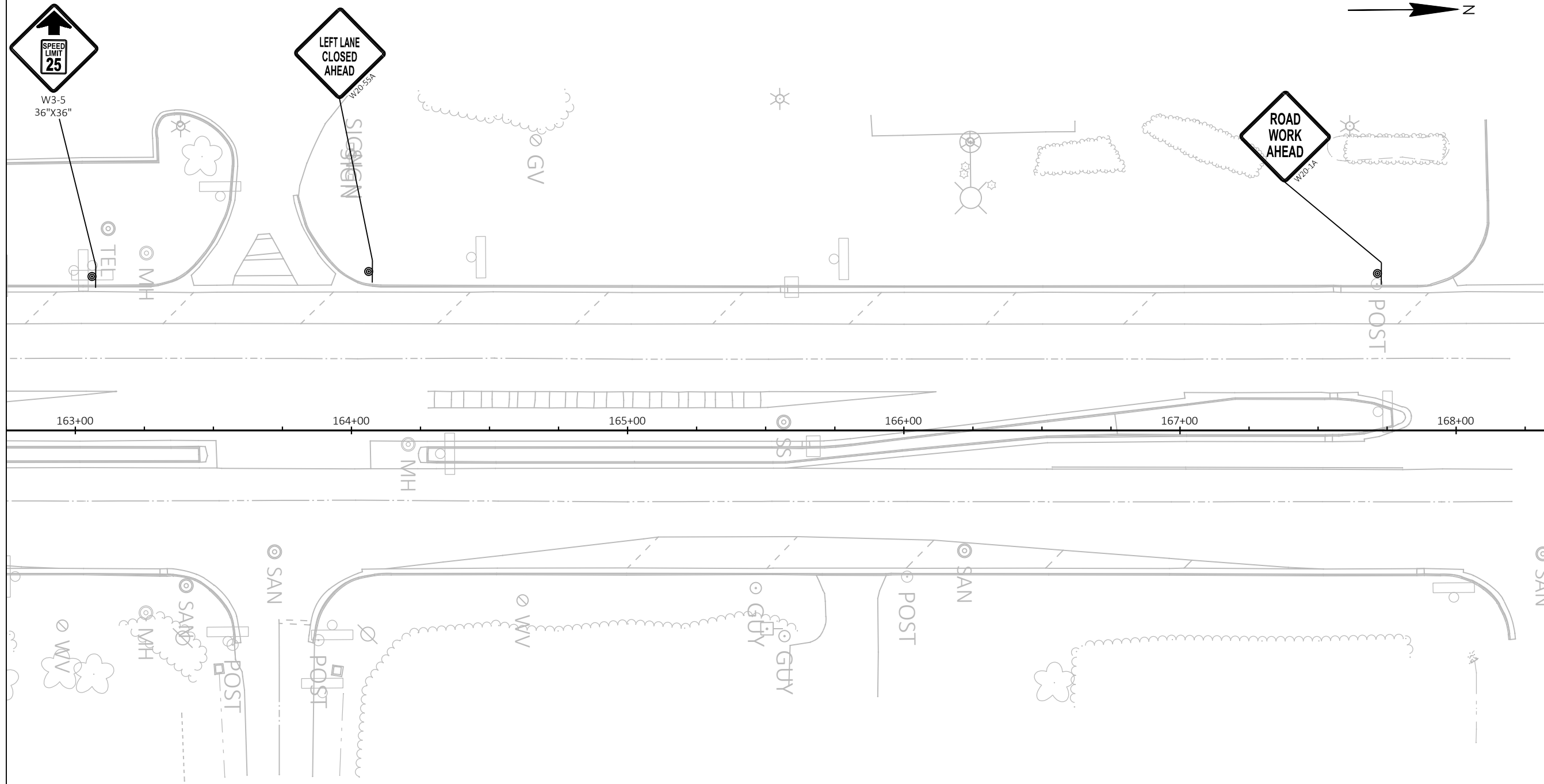
HWY: CTH O

COUNTY: WAUKESHA

TRAFFIC CONTROL - STAGE 4A

SHEET

E



MATCH LINE 162+75

MATCH LINE 168+50

PROJECT NO: 2722-08-71

HWY: CTH O

COUNTY: WAUKESHA

TRAFFIC CONTROL - STAGE 4A

SHEET

E

TRAFFIC CONTROL NOTES - STAGE 4B
CONSTRUCTION:

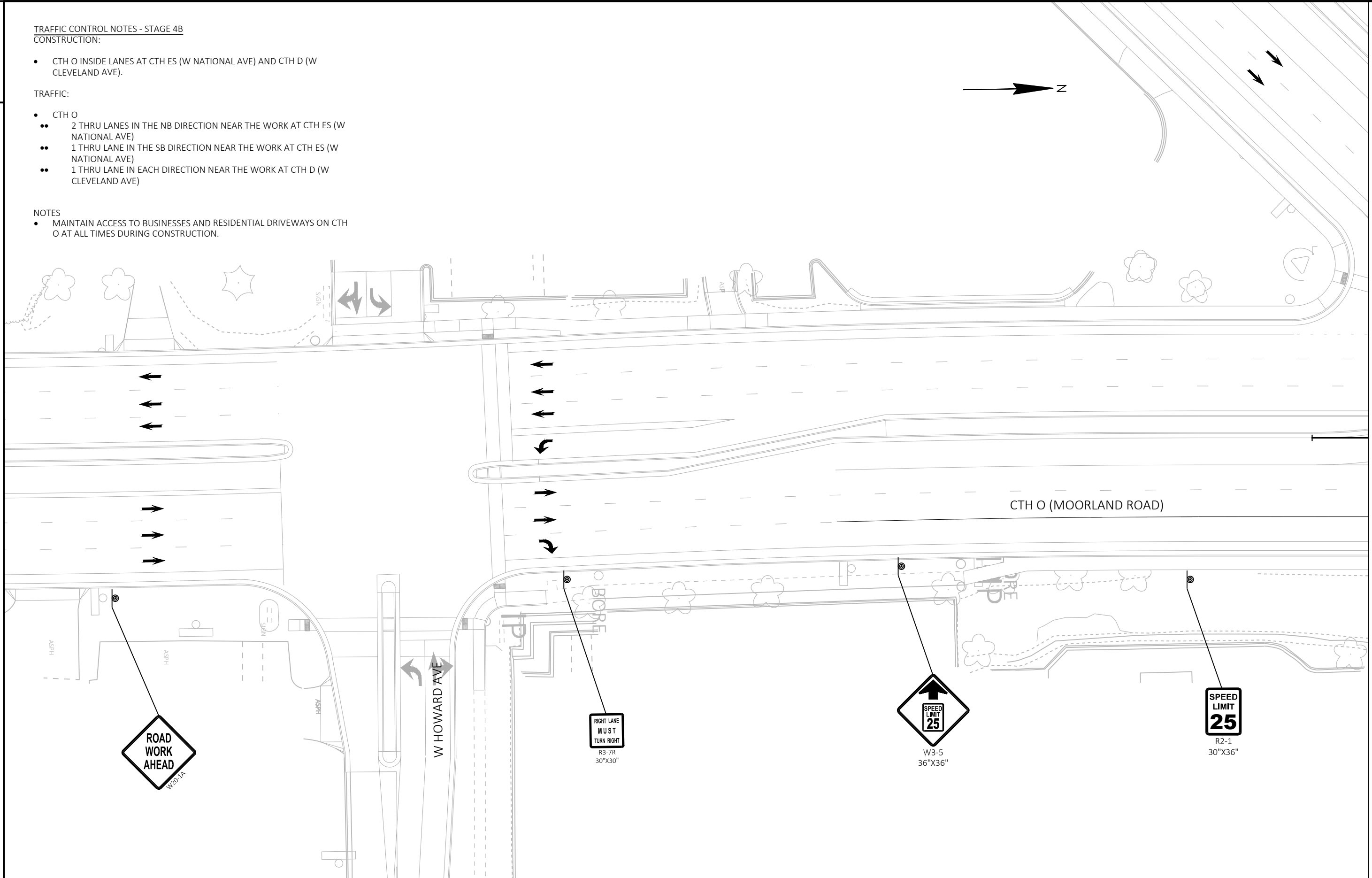
- CTH O INSIDE LANES AT CTH ES (W NATIONAL AVE) AND CTH D (W CLEVELAND AVE).

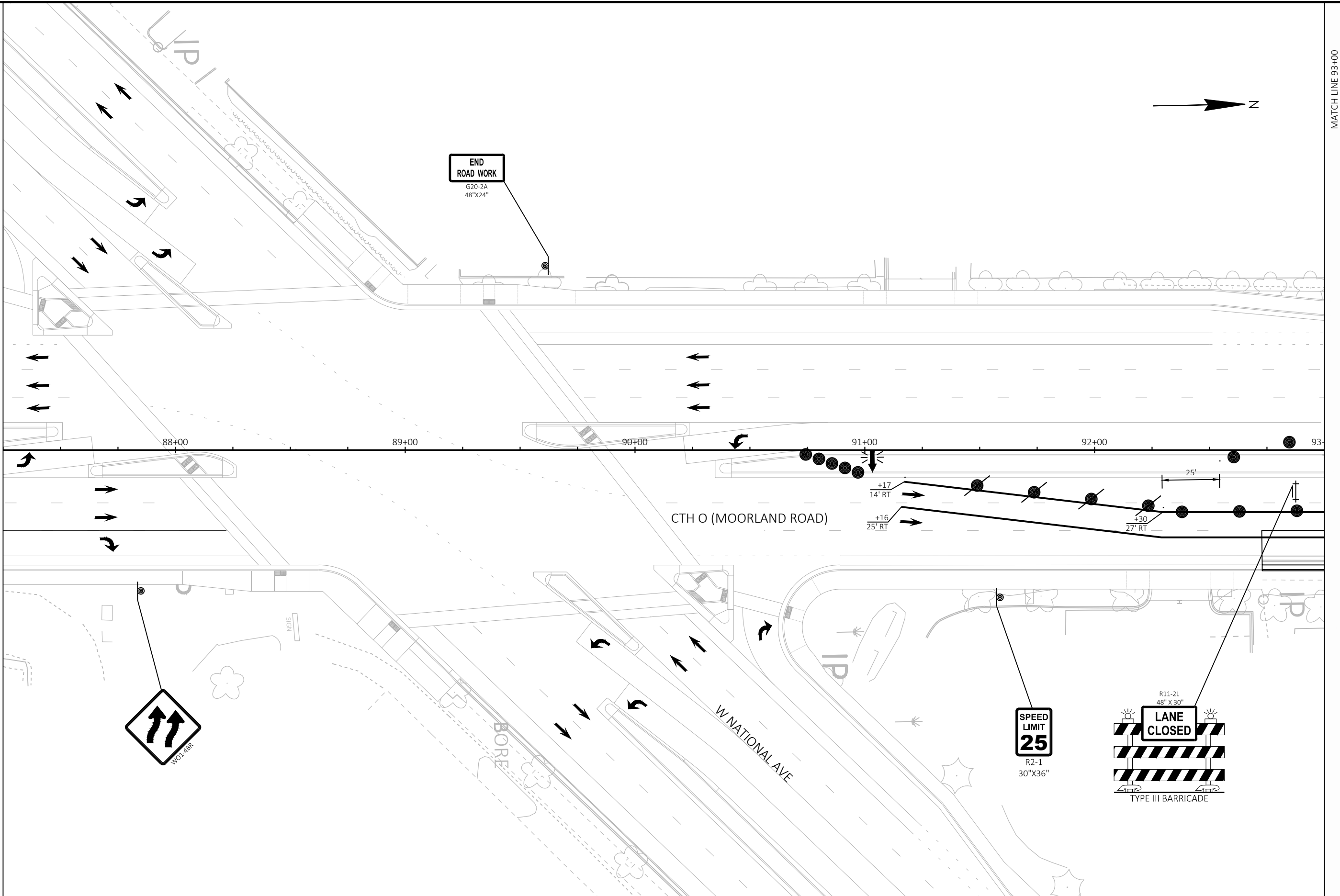
TRAFFIC:

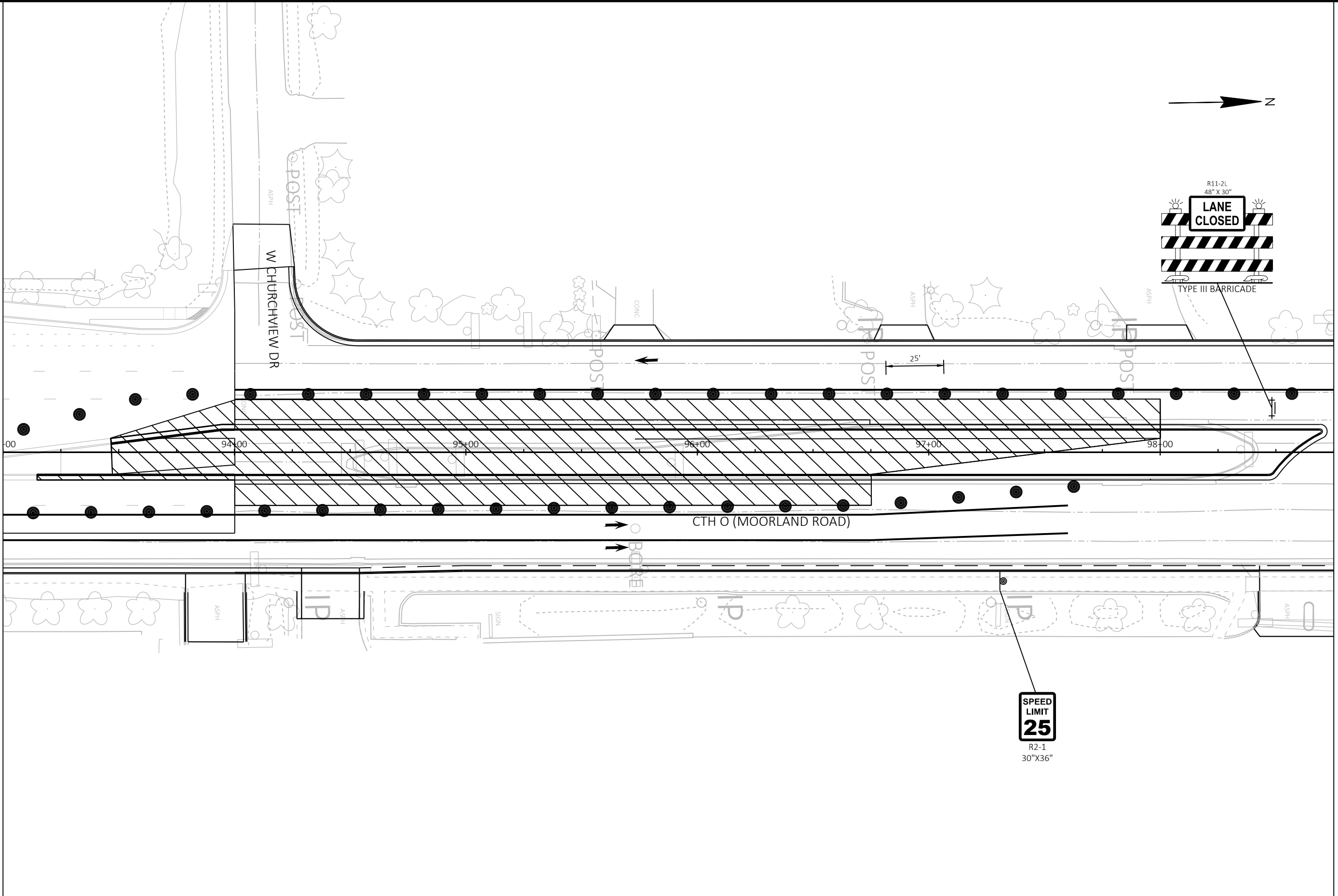
- CTH O
 - 2 THRU LANES IN THE NB DIRECTION NEAR THE WORK AT CTH ES (W NATIONAL AVE)
 - 1 THRU LANE IN THE SB DIRECTION NEAR THE WORK AT CTH ES (W NATIONAL AVE)
 - 1 THRU LANE IN EACH DIRECTION NEAR THE WORK AT CTH D (W CLEVELAND AVE)

NOTES

- MAINTAIN ACCESS TO BUSINESSES AND RESIDENTIAL DRIVEWAYS ON CTH O AT ALL TIMES DURING CONSTRUCTION.







MATCH LINE 98+75

MATCH LINE 93+00

PROJECT NO: 2722-08-01

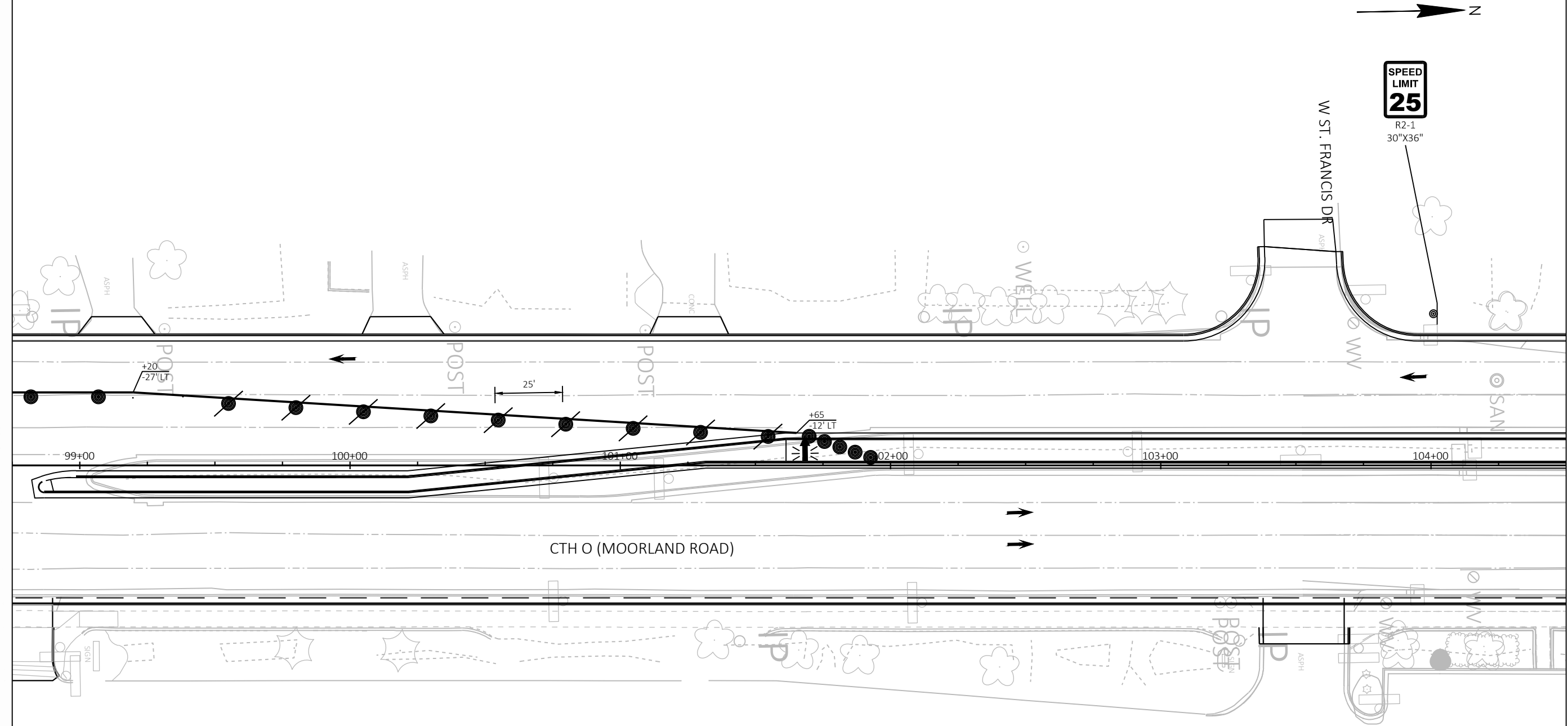
HWY: CTH O

COUNTY: WAUKESHA

TRAFFIC CONTROL - STAGE 4B

SHEET

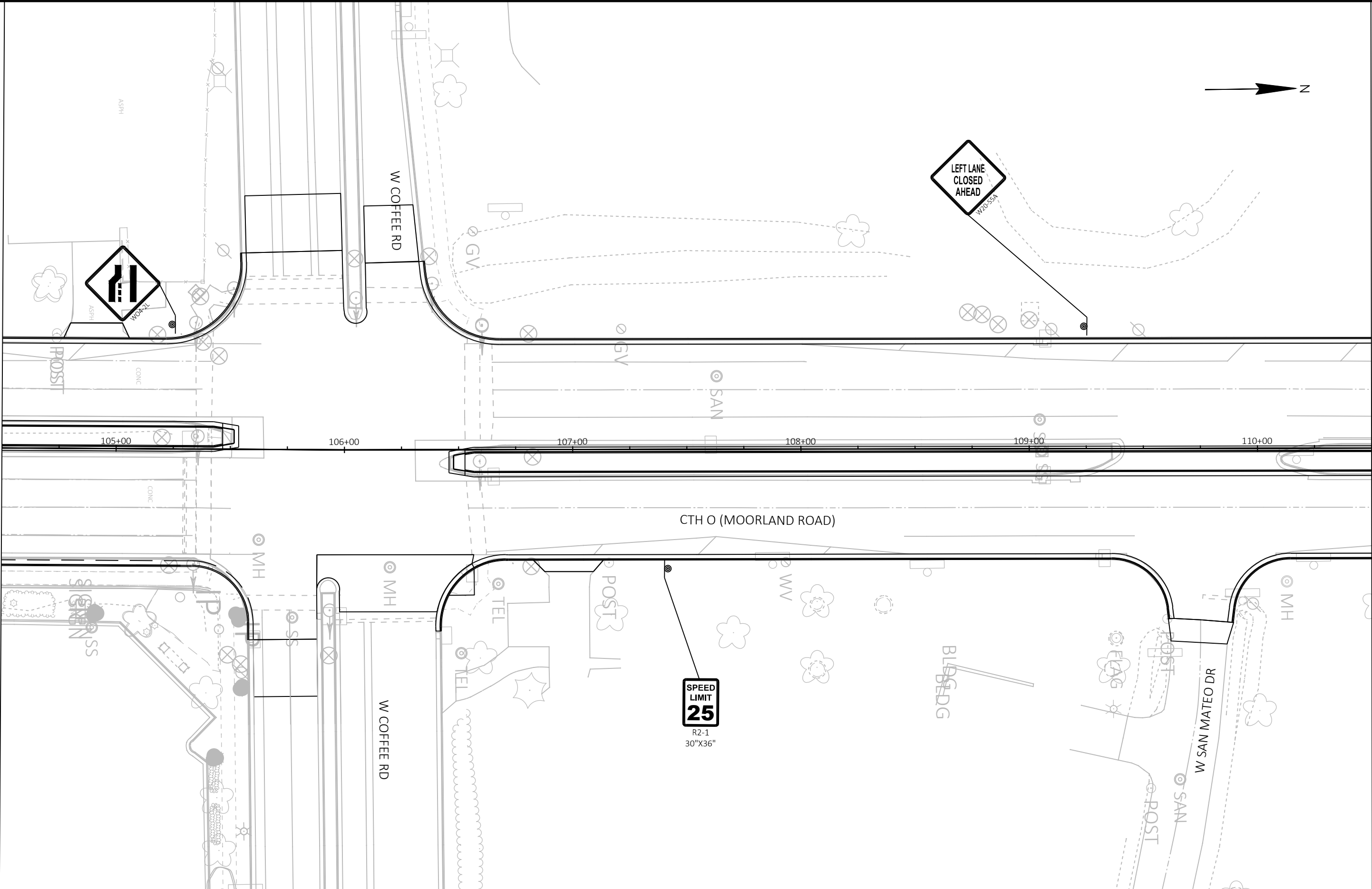
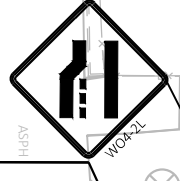
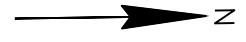
E



MATCH LINE 98+75

MATCH LINE 104+50

PROJECT NO: 2722-08-01	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 4B	SHEET	E
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PROJECT NO: 2722-08-01

HWY: CTH O

COUNTY: WAUKESHA

TRAFFIC CONTROL - STAGE 4B

SHEET

E



R2-1
30"X36"

MATCH LINE 110+50

◎ SAN

◎ SAN

111+00

112+00

113+00

114+00

115+00

116+00

CTH O (MOORLAND ROAD)

POST

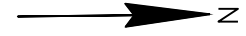
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BLDG

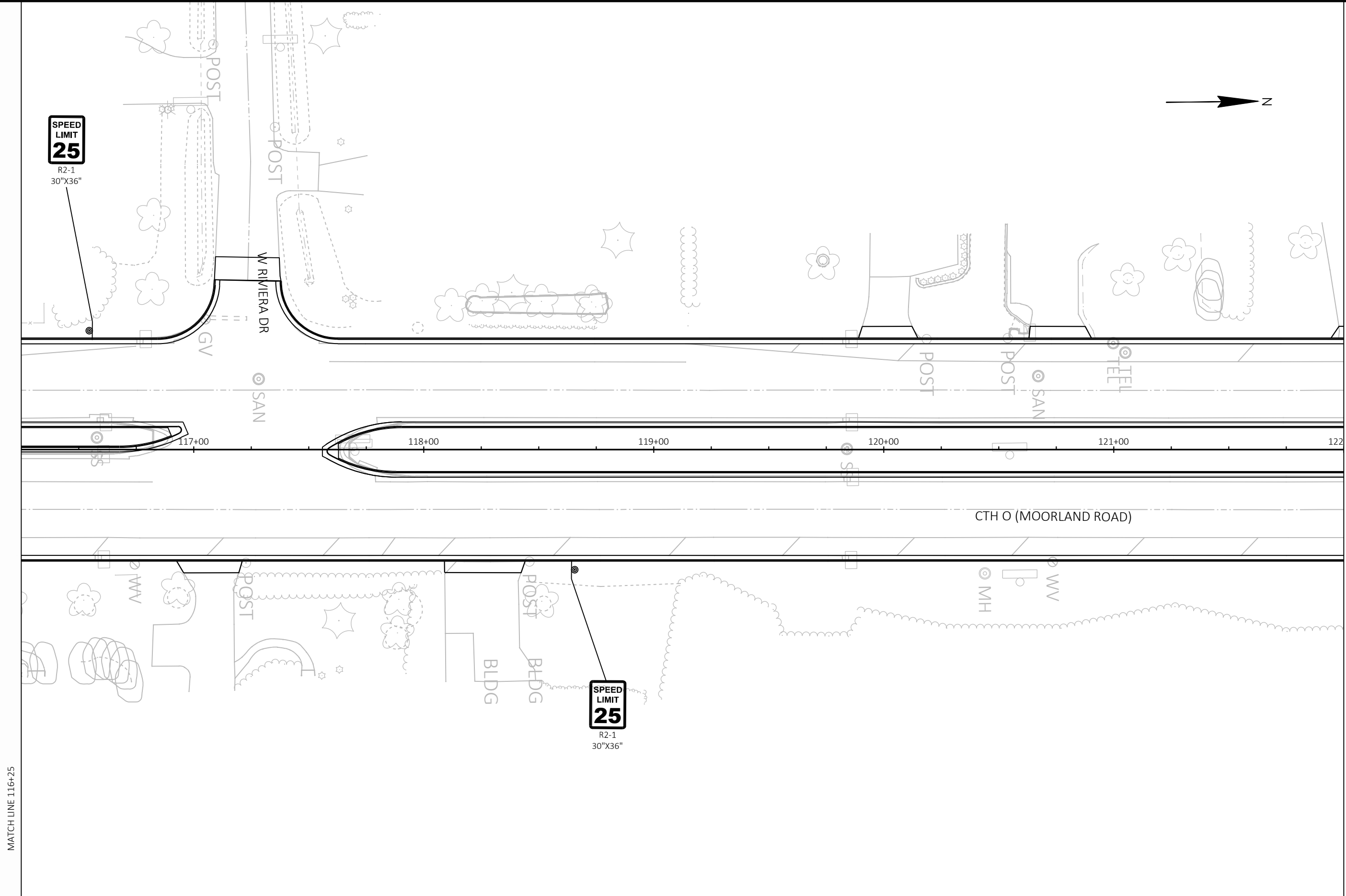
POST

◎ FLAG

POST



MATCH LINE 122+00

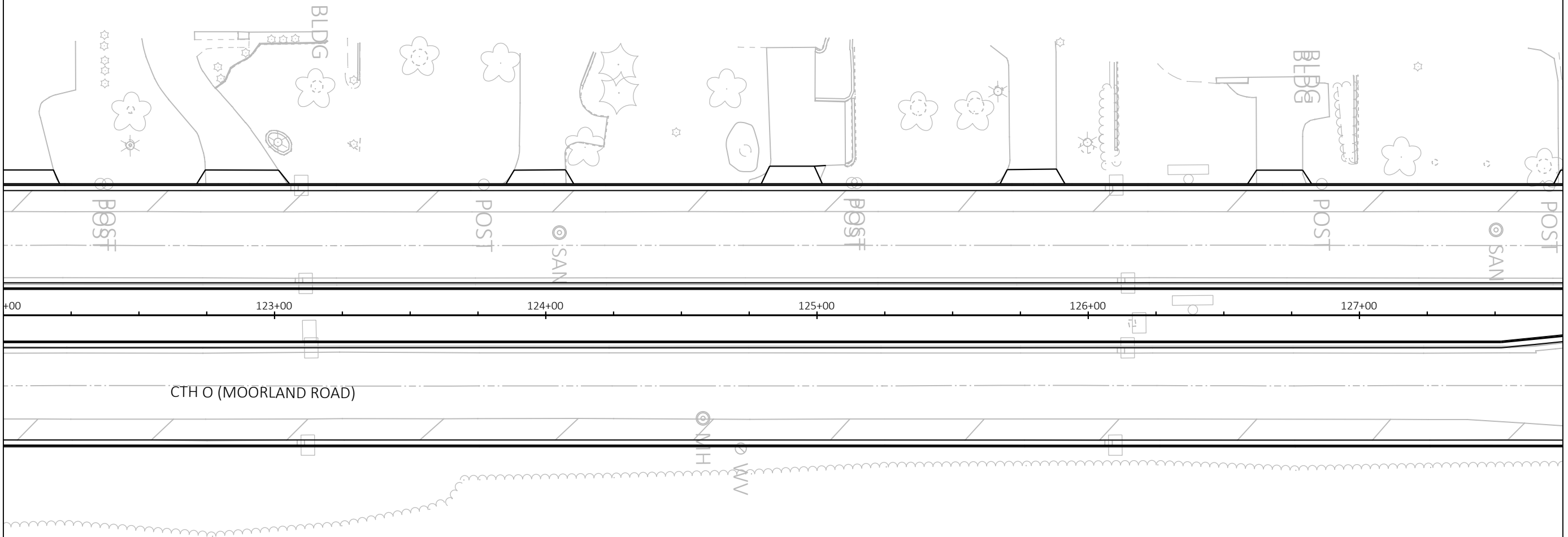


MATCH LINE 116+25

PROJECT NO: 2722-08-01	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 4B	SHEET	E
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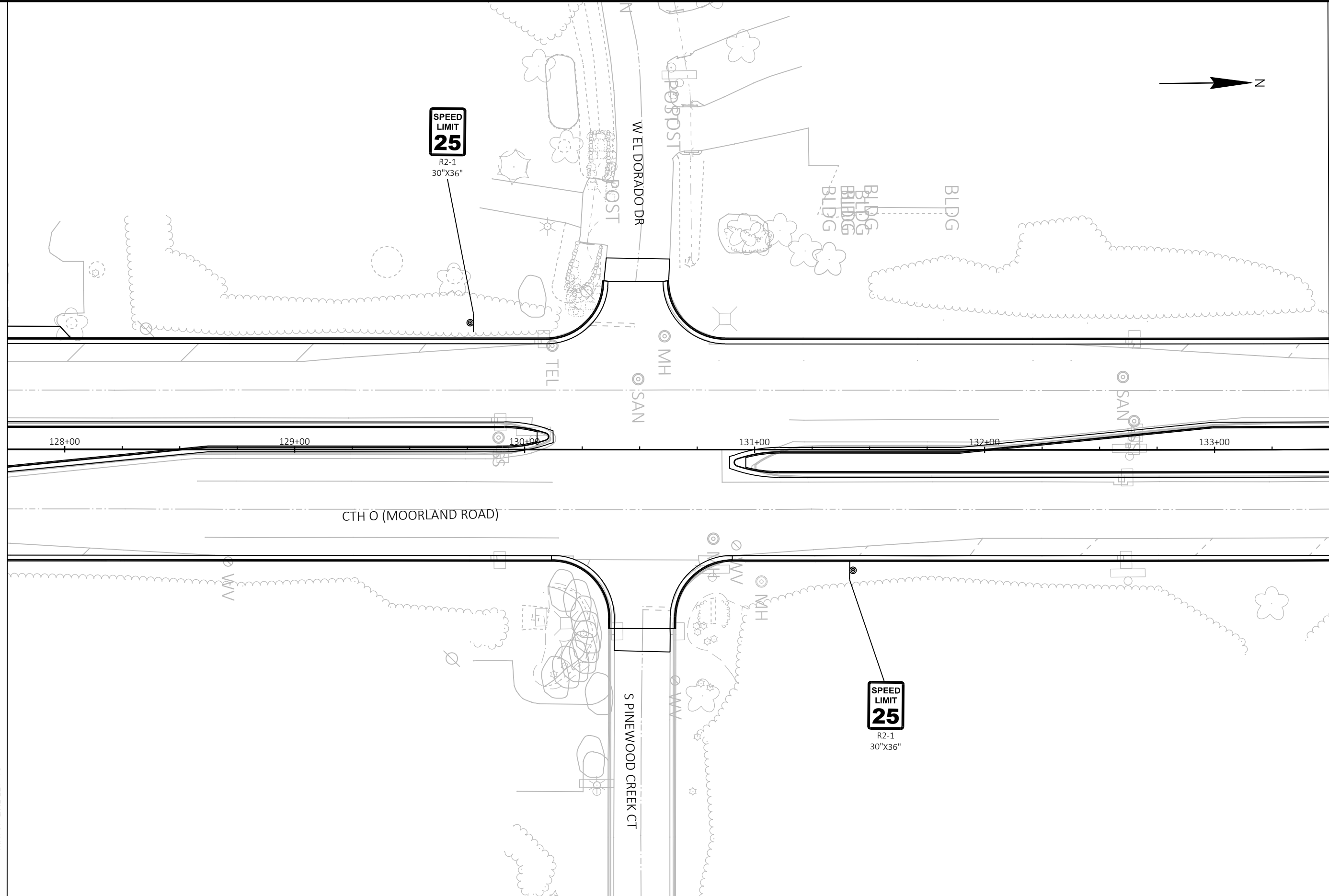


MATCH LINE 127+75



MATCH LINE 122+00

PROJECT NO: 2722-08-01	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 4B	SHEET	E
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PROJECT NO: 2722-08-01

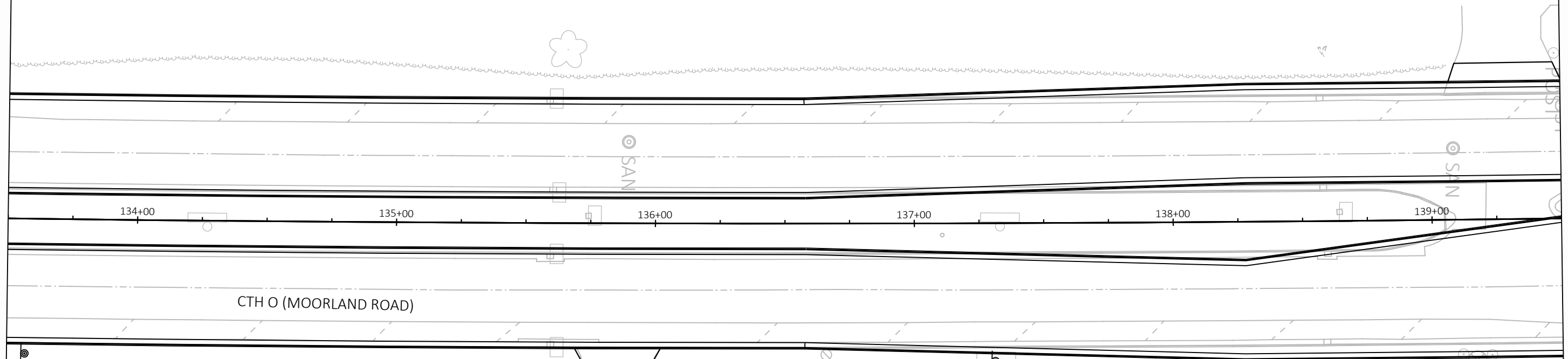
HWY: CTH O

COUNTY: WAUKESHA

TRAFFIC CONTROL - STAGE 4B

SHEET

E



CTH O (MOORLAND ROAD)

134+00

135+00

136+00

137+00

138+00

139+00

SAN

SAN

SAN

MH

SAN

POST
POST



MATCH LINE 133+50

PROJECT NO: 2722-08-01	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 4B	SHEET	E
------------------------	------------	------------------	----------------------------	-------	----------



SPEED
LIMIT
25

R2-1
30"X36"

W RYERSON RD

SPEED
LIMIT
25

R2-1
30"X36"

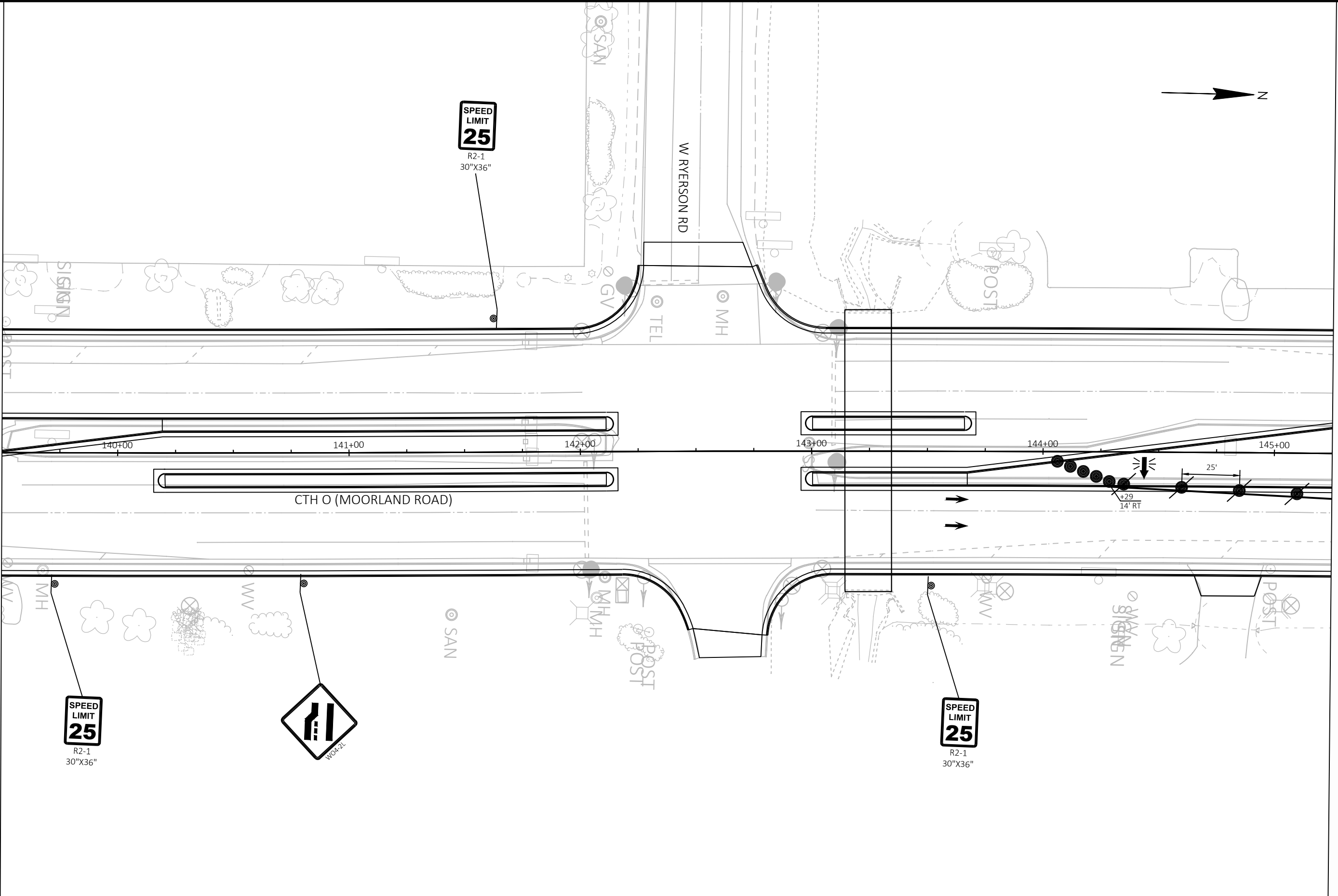


SPEED
LIMIT
25

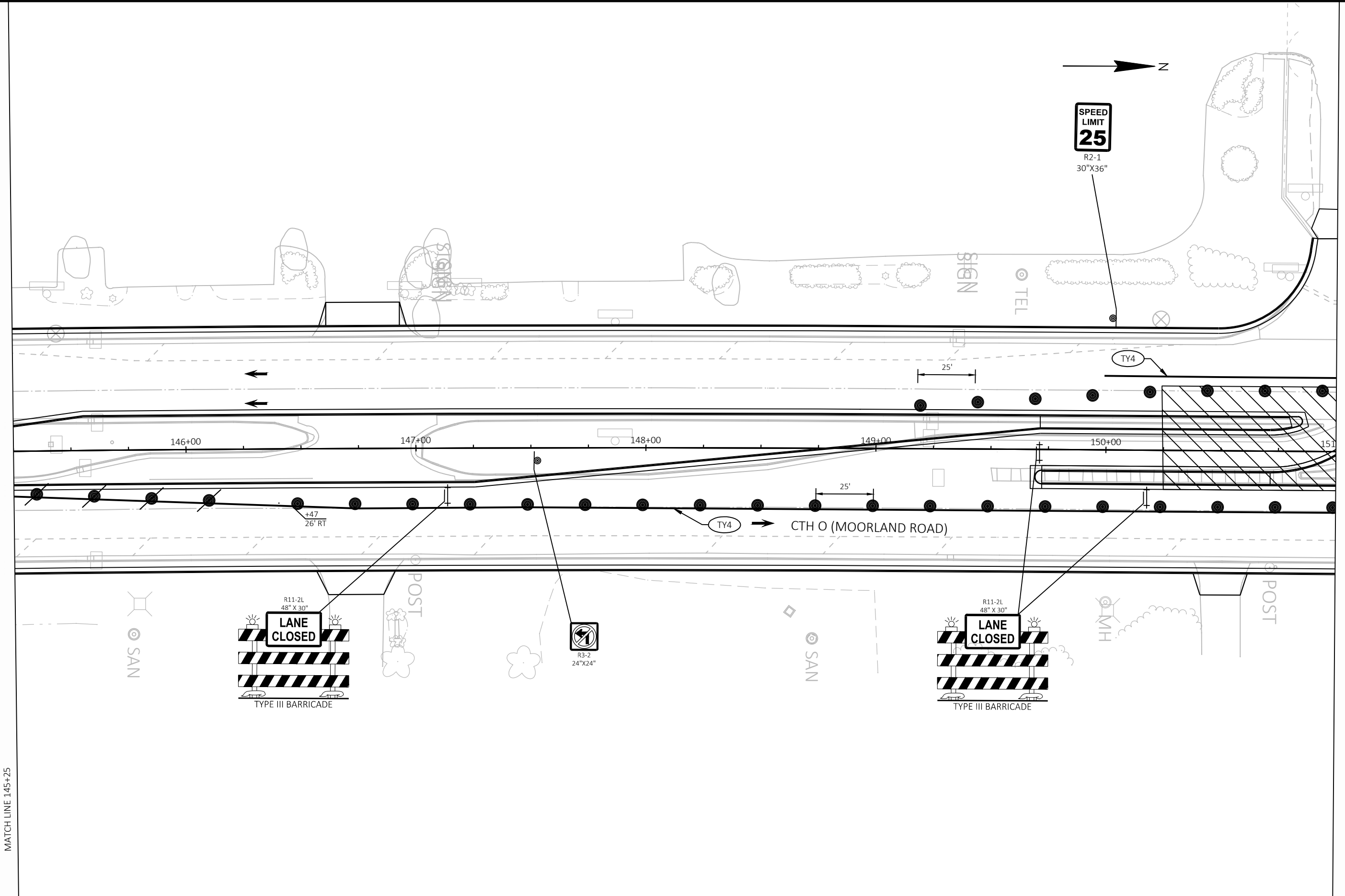
R2-1
30"X36"

MATCH LINE 139+50

MATCH LINE 145+25



PROJECT NO: 2722-08-01	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 4B	SHEET	E
------------------------	------------	------------------	----------------------------	-------	---



PROJECT NO: 2722-08-01

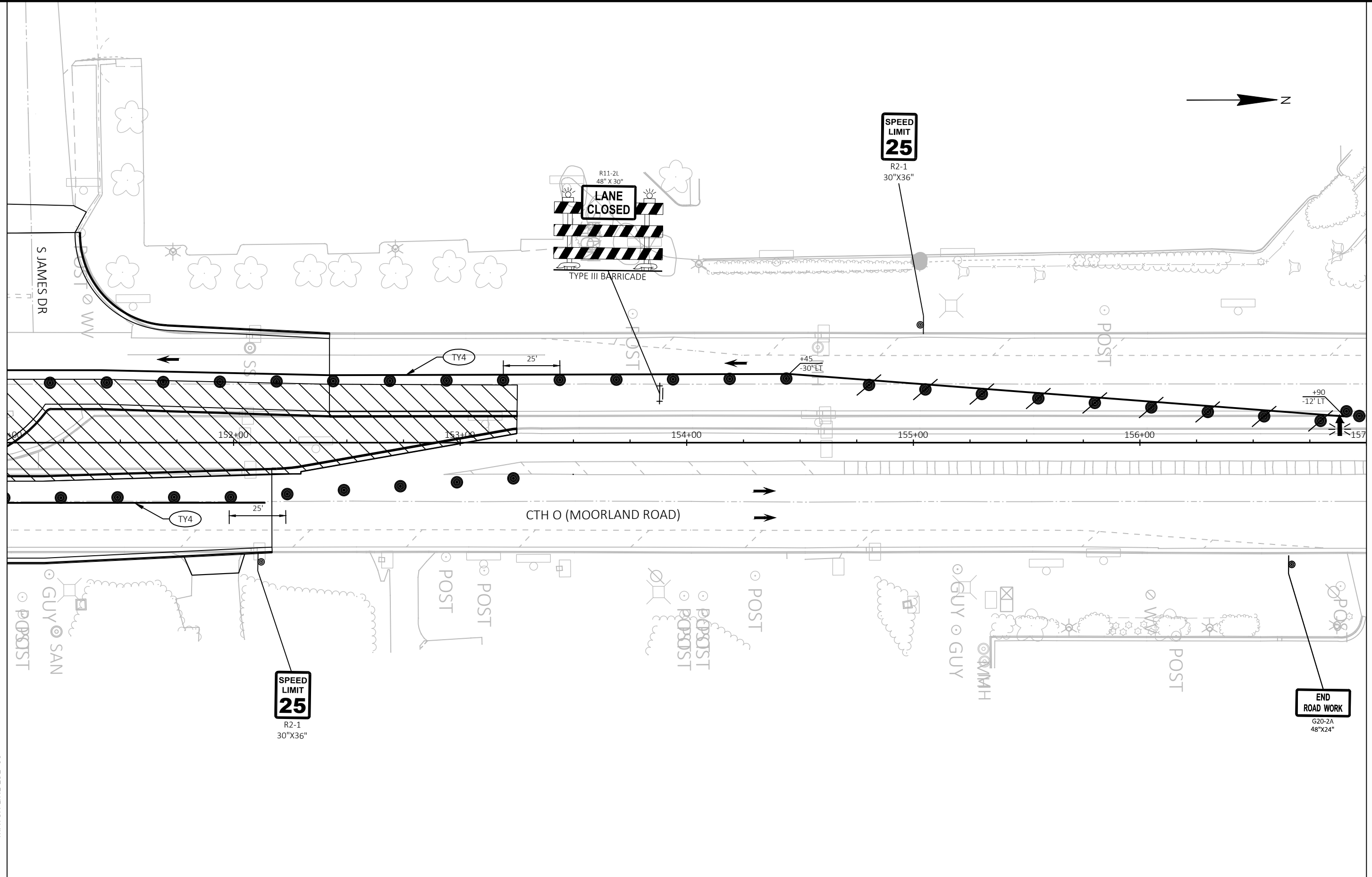
HWY: CTH O

COUNTY: WAUKESHA

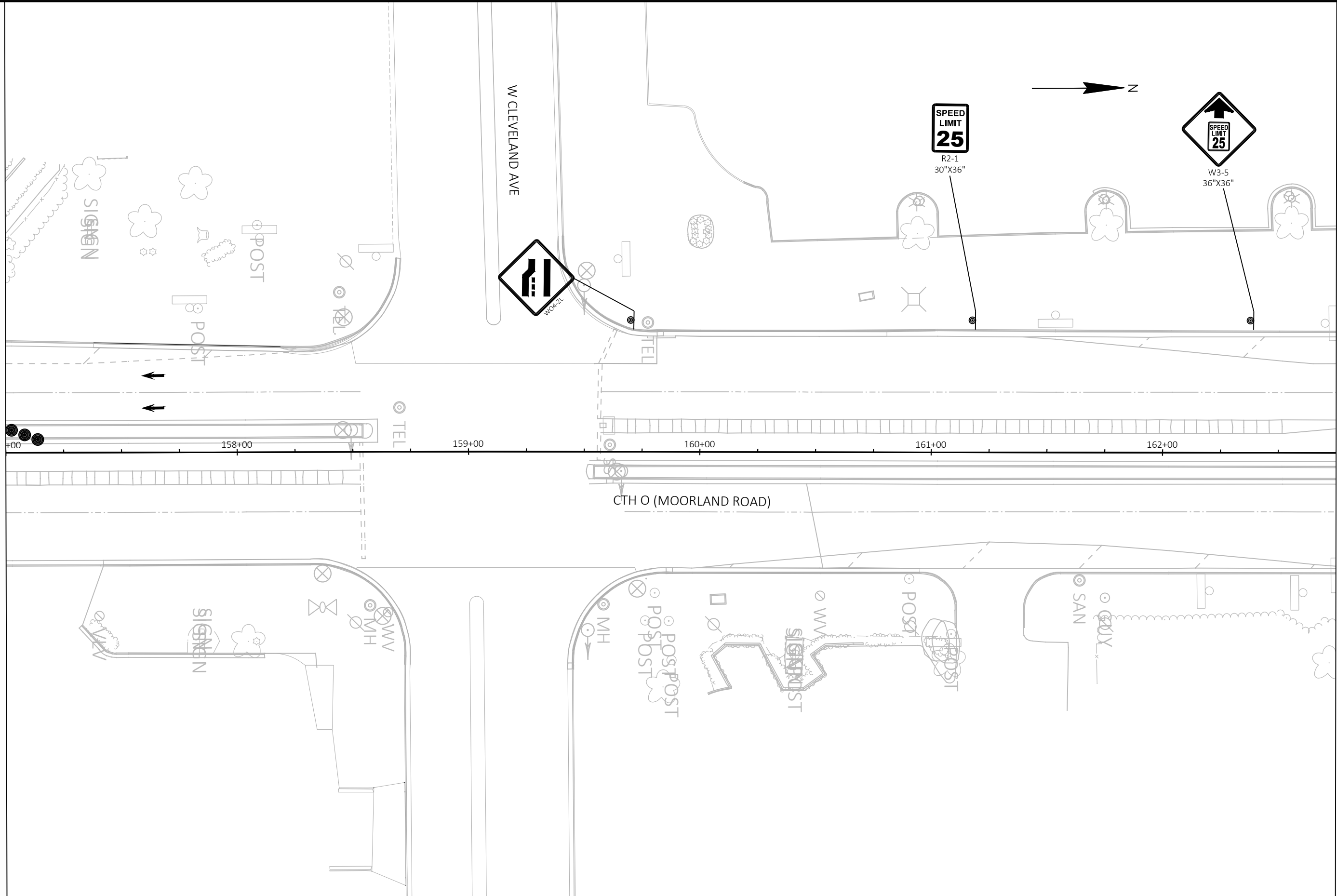
TRAFFIC CONTROL - STAGE 4B

SHEET

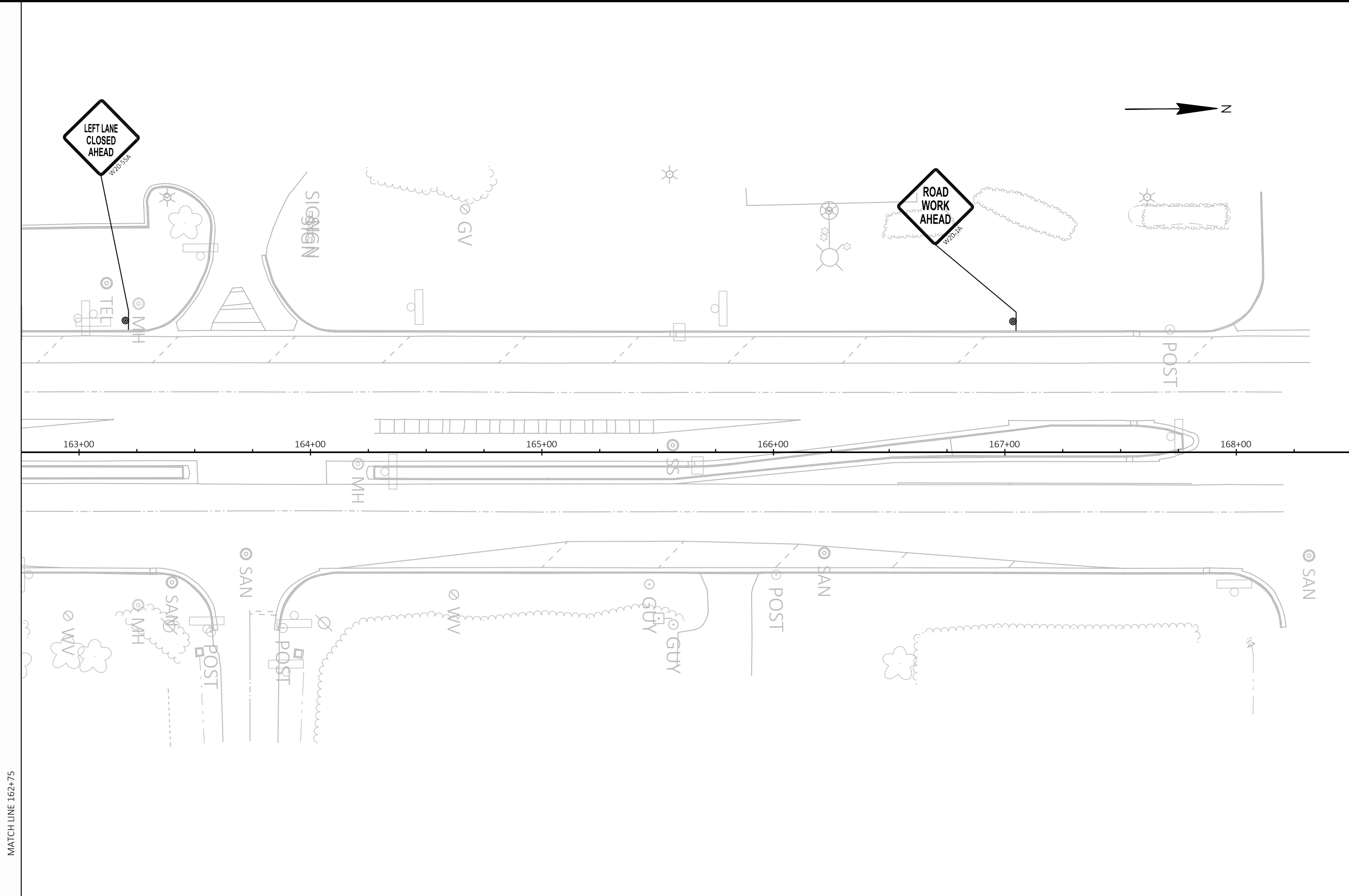
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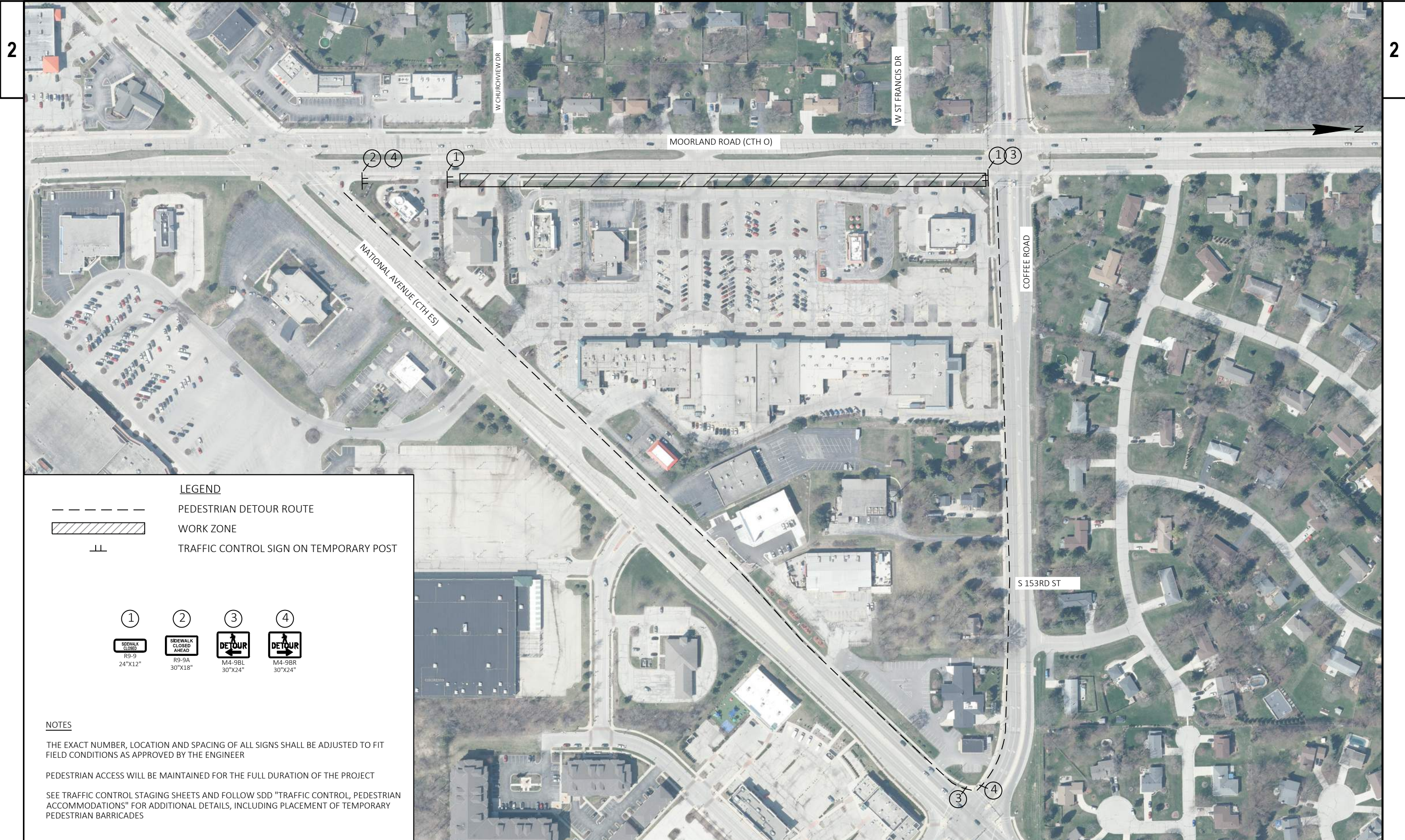


PROJECT NO: 2722-08-01	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 4B	SHEET	E
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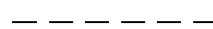
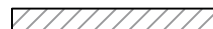







PROJECT NO: 2722-08-01	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 4B	SHEET	E
------------------------	------------	------------------	----------------------------	-------	----------





LEGEND

-  PEDESTRIAN DETOUR ROUTE
-  WORK ZONE
-  TRAFFIC CONTROL SIGN ON TEMPORARY POST

- ①  24"X12"
- ②  30"X18"
- ③  30"X24"
- ④  30"X24"

NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER

PEDESTRIAN ACCESS WILL BE MAINTAINED FOR THE FULL DURATION OF THE PROJECT

SEE TRAFFIC CONTROL STAGING SHEETS AND FOLLOW SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATIONS" FOR ADDITIONAL DETAILS, INCLUDING PLACEMENT OF TEMPORARY PEDESTRIAN BARRICADES

PROJECT NO: 2722-08-71

HWY: CTH O

COUNTY: WAUKESHA

PEDESTRIAN DETOUR PLAN - STAGE 2 & 4A

SHEET

E



LEGEND
 - - - - - PEDESTRIAN DETOUR ROUTE
 // // // // WORK ZONE
 || TRAFFIC CONTROL SIGN ON TEMPORARY POST

- | | | | |
|--|---|--|--|
| ① | ② | ③ | ④ |
|
<small>SIDWALK CLOSED
R9-9
24"x12"</small> |
<small>SIDWALK CLOSED AHEAD
R9-9A
30"x18"</small> |
<small>DETOUR
M4-9BL
30"x24"</small> |
<small>DETOUR
M4-9BR
30"x24"</small> |

NOTES
 THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER
 PEDESTRIAN ACCESS WILL BE MAINTAINED FOR THE FULL DURATION OF THE PROJECT
 SEE TRAFFIC CONTROL STAGING SHEETS AND FOLLOW SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATIONS" FOR ADDITIONAL DETAILS, INCLUDING PLACEMENT OF TEMPORARY PEDESTRIAN BARRICADES

TRAFFIC CONTROL GENERAL NOTES

2

- SEE THE FOLLOWING STANDARD DETAILS:
BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES, DETAILS 1 AND 2
- SEE TRAFFIC CONTROL DETAILS FOR ADDITIONAL MAINLINE AND SIDE ROAD SIGNAGE

 WORK ZONE

2



PROJECT NO: 2722-08-71

HWY: CTH O

COUNTY: WAUKESHA

TRAFFIC CONTROL - COFFEE ROAD EASTBOUND CLOSURE

SHEET

E

TRAFFIC CONTROL GENERAL NOTES

- SEE THE FOLLOWING STANDARD DETAILS: BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES, DETAILS 1 AND 2
- SEE TRAFFIC CONTROL DETAILS FOR ADDITIONAL MAINLINE AND SIDE ROAD SIGNAGE

 WORK ZONE



PROJECT NO: 2722-08-71

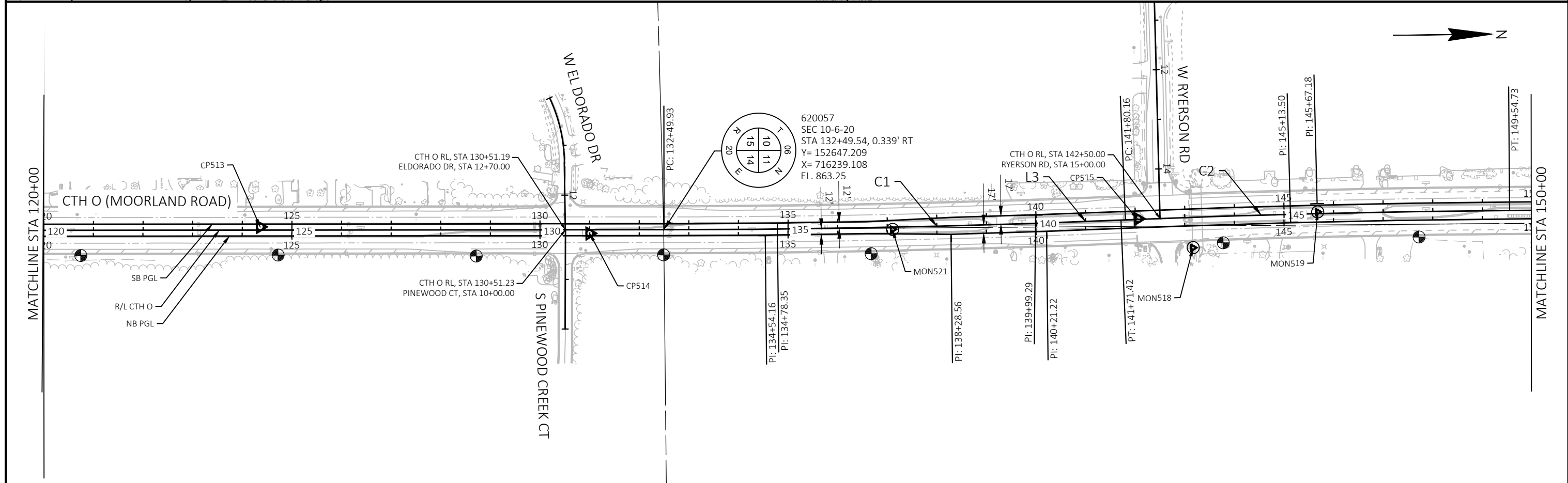
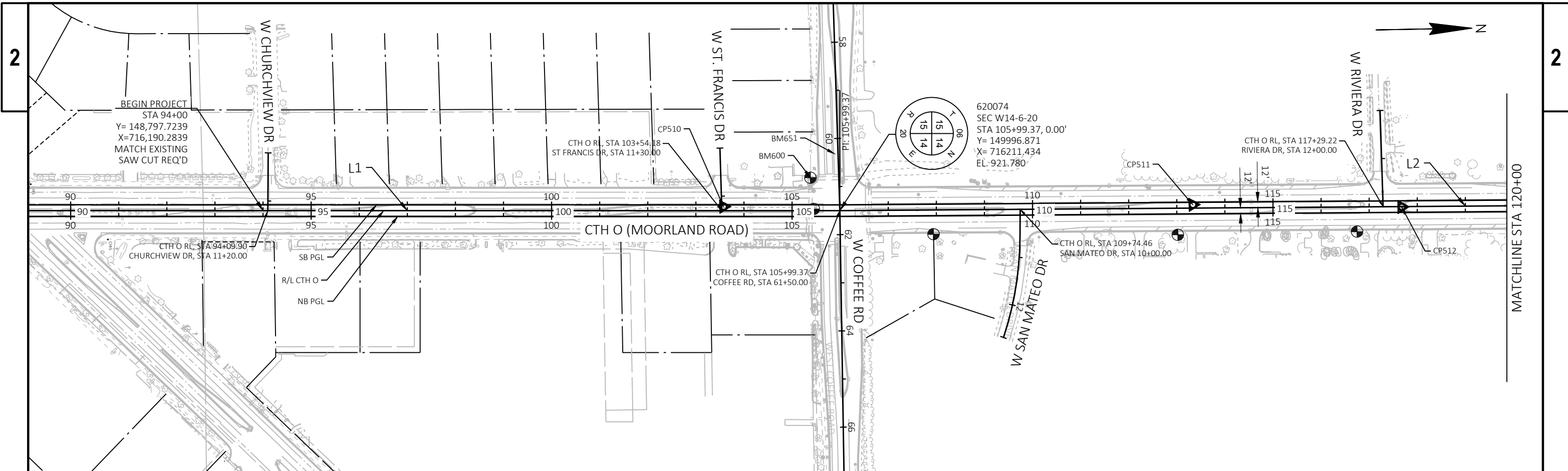
HWY: CTH O

COUNTY: WAUKESHA

TRAFFIC CONTROL - COFFEE ROAD WESTBOUND CLOSURE

SHEET

E



PROJECT NO: 2722-08-71

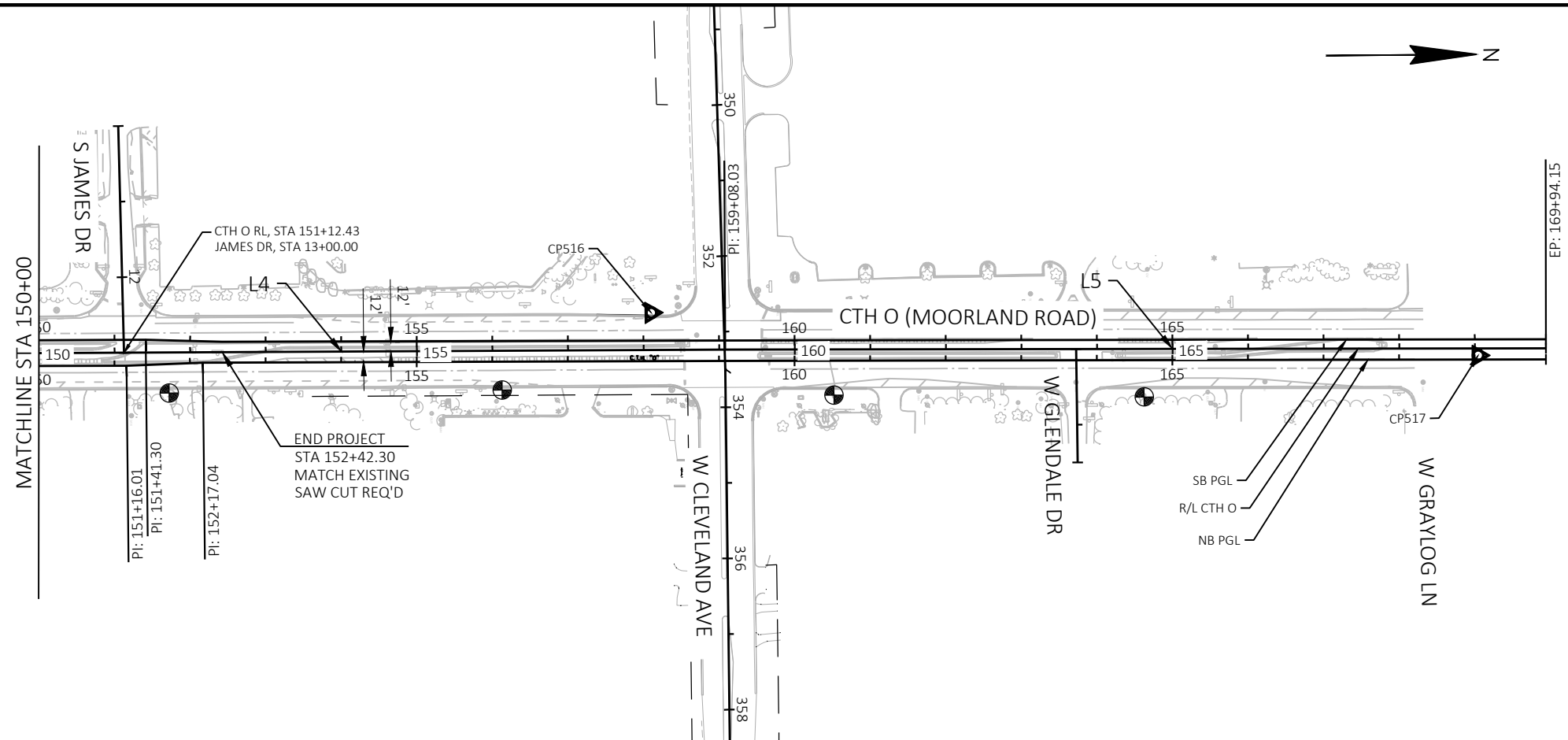
HWY: CTH O

COUNTY: WAUKESHA

ALIGNMENT DIAGRAM

SHEET

E

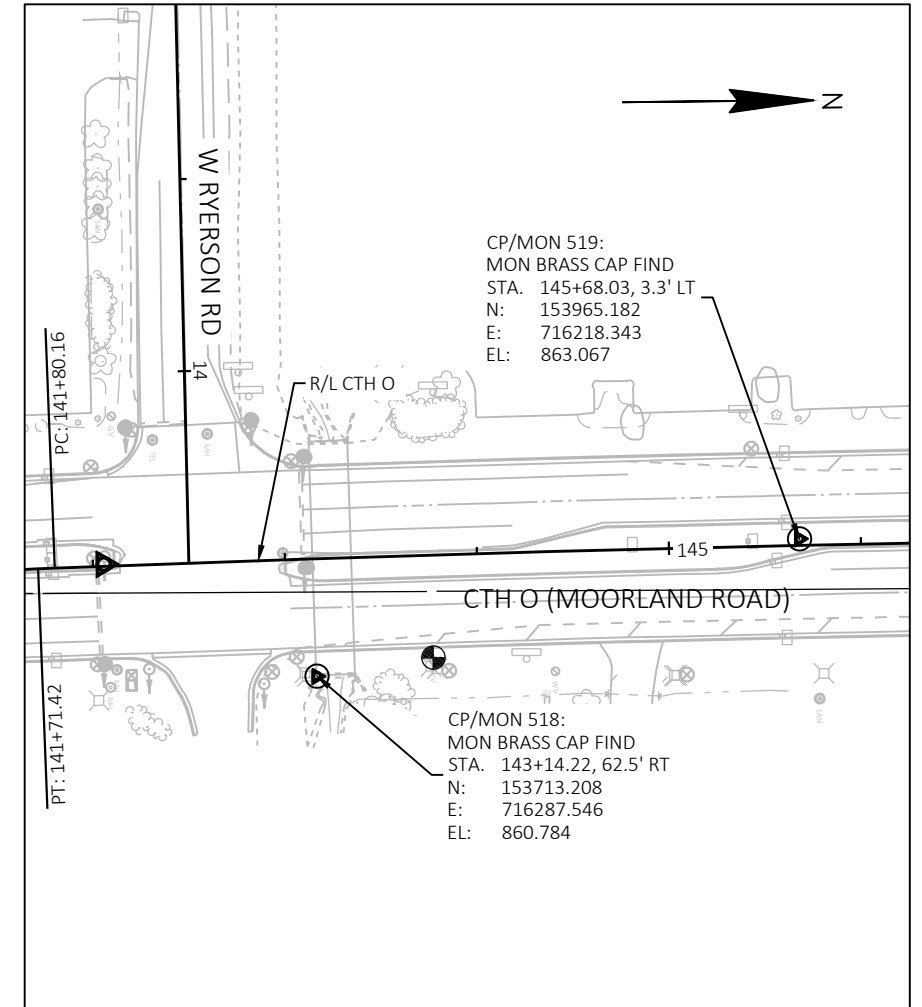
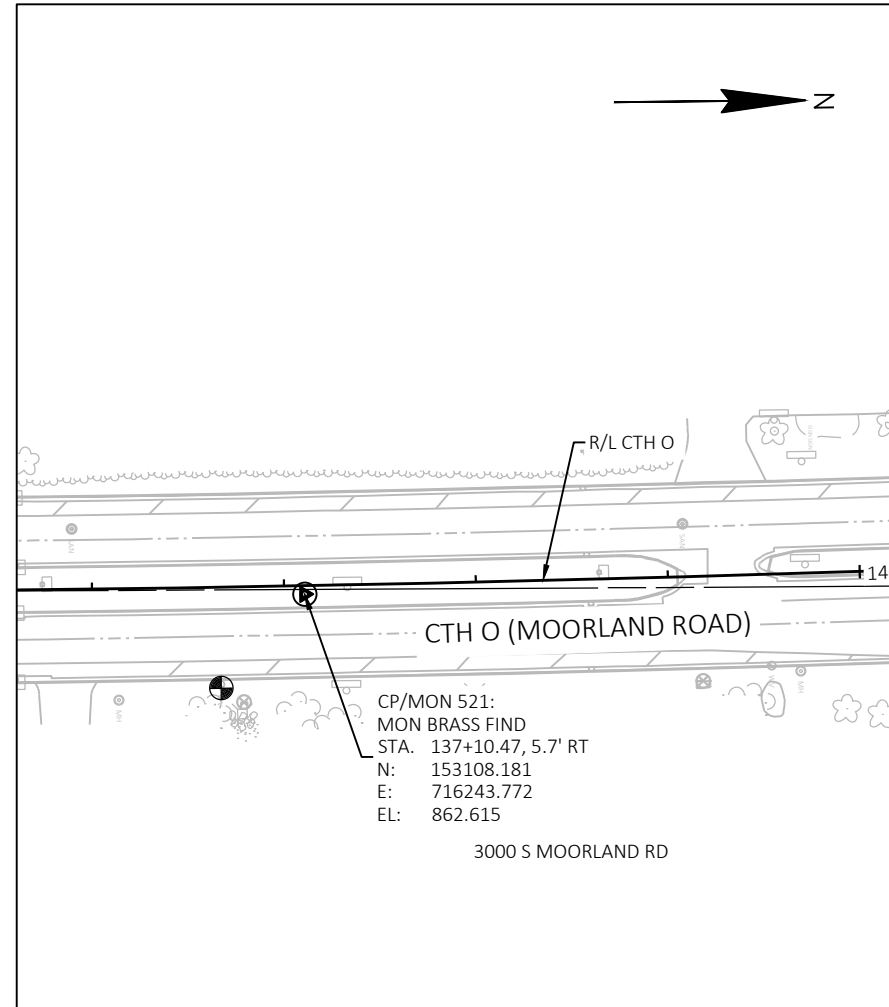
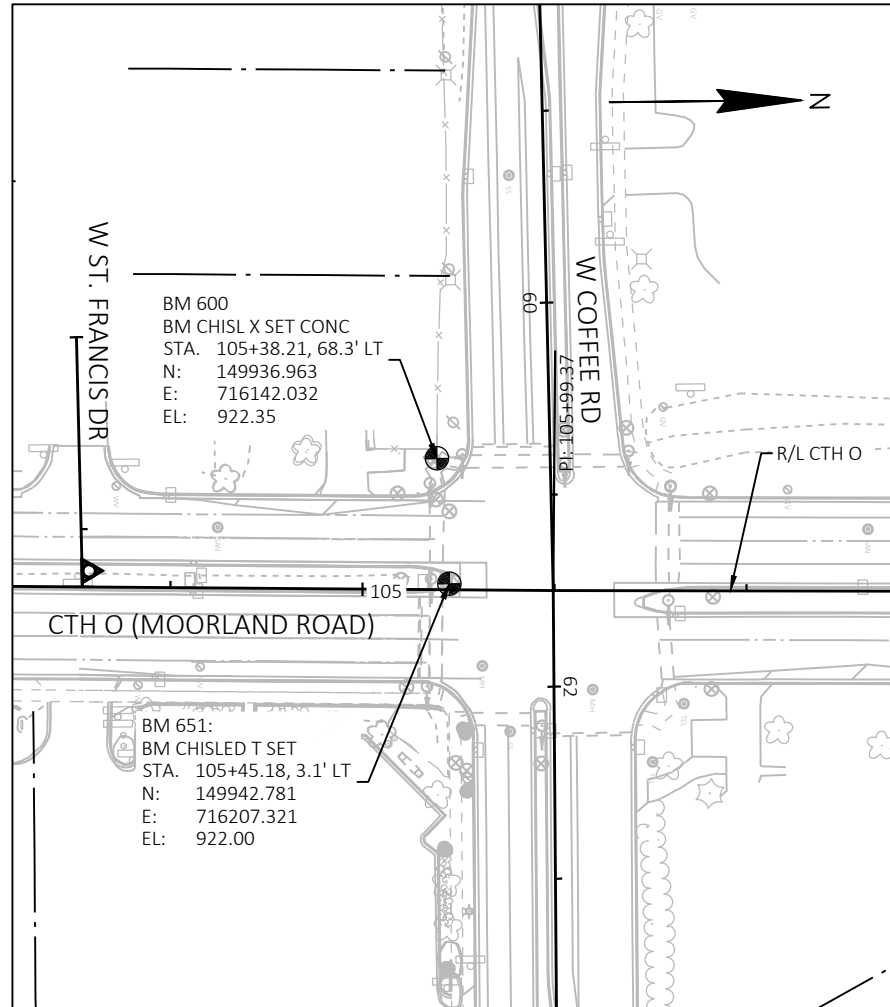


VERTICAL CONTROL

POINT	ALIGNMENT	STATION	OFFSET	NORTHING	EASTING	ELEVATION	DESCRIPTION
CP510	CTH 0	103+57.48	8.30' LT	149,755.204	716,198.859	920.750	3/4" IR W/CAP SET
BM600	CTH 0	105+38.21	68.322' LT	149,936.964	716,142.030	922.350	CHISEL X SET CONC
BM651	CTH 0	105+45.18	3.143' LT	149,942.779	716,207.321	922.000	CHISELED T SET
CP511	CTH 0	113+33.46	6.892' LT	150,731.033	716,212.196	916.470	3/4" IR W/CAP SET
CP512	CTH 0	117+67.70	0.679' RT	151,165.164	716,224.303	910.180	CHISELED X MARK
CP513	CTH 0	124+36.05	6.621' LT	151,833.560	716,223.986	897.460	3/4" IR W/CAP SET
CP514	CTH 0	131+00.16	7.255' RT	152,497.485	716,244.799	865.980	CHISELED X SET CONC
MON521	CTH 0	137+10.75	4.482' RT	153,108.181	716,243.772	862.615	BRASS FND
CP515	CTH 0	142+05.70	1.095' LT	153,602.939	716,228.111	862.360	3/4" IR W/CAP SET
MON518	CTH 0	143+41.51	61.217' RT	153,713.208	716,287.546	860.784	BRASS CAP FND
MON519	CTH 0	145+68.03	3.348' LT	153,965.182	716,218.343	863.067	BRASS CAP FND
CP516	CTH 0	158+10.39	49.198' LT	155,207.760	716,174.246	888.350	3/4" IR SET NO CAP
CP517	CTH 0	169+04.41	9.093' RT	156,301.481	716,240.904	881.650	3/4" IR W/CAP SET

GEOMETRY TABLE

Number	Radius	Length	Line/Chord Direction	Start Station	Northing	Easting
L1		1899.37	N01°00'35"E	87+00.00	148097.833	716177.949
L2		2650.56	N00°35'55"E	105+99.37	149996.910	716211.419
C = 1	22918.00	921.49	N00°33'12"W	132+49.93	152647.322	716239.109
L3		8.74	N01°42'19"W	141+71.42	153568.707	716230.211
C = 2	22918.00	774.58	N00°44'13"W	141+80.16	153577.439	716229.951
L4		953.30	N00°13'53"E	149+54.73	154351.914	716219.989
L5		1086.13	N00°27'31"E	159+08.03	155305.204	716223.837



CONVENTIONAL SYMBOLS

SECTION LINE	---	SECTION CORNER SYMBOL		R/W MONUMENT (TO BE SET)	●
QUARTER LINE	---	SECTION CORNER MONUMENT		NON-MONUMENTED R/W POINT	○
SIXTEENTH LINE	---	GEODETIC SURVEY MONUMENT		FOUND IRON PIN (1-INCH UNLESS NOTED)	IP
NEW REFERENCE LINE	---	SIXTEENTH CORNER MONUMENT		OFF-PREMISE SIGN	
NEW R/W LINE	---	SIGN		COMPENSABLE	
EXISTING R/W OR HE LINE	---	PARALLEL OFFSETS		NON-COMPENSABLE	
PROPERTY LINE	---	PARALLEL OFFSETS			
LOT, TIE & OTHER MINOR LINES	---				
SLOPE INTERCEPT	---				
CORPORATE LIMITS	---				
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)	---				
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)	---				
TEMPORARY LIMITED EASEMENT AREA	---				
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)	---				
TRANSMISSION STRUCTURES	---				
BUILDING TO BE REMOVED	---				
BRIDGE	---				
CULVERT	---				

CONVENTIONAL UTILITY SYMBOLS

WATER	---
GAS	---
TELEPHONE	---
OVERHEAD TRANSMISSION LINES	---
ELECTRIC	---
CABLE TELEVISION	---
FIBER OPTIC	---
SANITARY SEWER	---
STORM SEWER	---
ELECTRIC TOWER	---

CONVENTIONAL ABBREVIATIONS

ACCESS RIGHTS	AR	POINT OF COMPOUND CURVE	PCC
ACRES	AC	POINT OF INTERSECTION	PI
AHEAD	AH	PROPERTY LINE	PL
ALUMINUM	ALUM	RECORDED AS	(100')
AND OTHERS	ET AL	REEL / IMAGE	R/I
BACK	BK	REFERENCE LINE	R/L
BLOCK	BLK	REMAINING	REM
CENTERLINE	C/L	RESTRICTIVE DEVELOPMENT EASEMENT	RDE
CERTIFIED SURVEY MAP	CSM		
CONCRETE	CONC	RIGHT	RT
COUNTY	CO	RIGHT OF WAY	R/W
COUNTY TRUNK HIGHWAY	CTH	SECTION	SEC
DISTANCE	DIST	SEPTIC VENT	SEPV
CORNER	COR	SQUARE FEET	SF
DOCUMENT NUMBER	DOC	STATE TRUNK HIGHWAY	STH
EASEMENT	EASE	STATION	STA
EXISTING	EX	TELEPHONE PEDESTAL	TP
GAS VALVE	GV	TEMPORARY LIMITED EASEMENT	TLE
GRID NORTH	GN		
IDENTIFICATION	ID	TRANSPORTATION PROJECT PLAT	TPP
LAND CONTRACT	LC	UNITED STATES HIGHWAY	USH
LEFT	LT	VOLUME	V
MONUMENT	MON		
NATIONAL GEODETIC SURVEY NUMBER	NGS NO		
OUTLOT	OL		
PAGE	P		
POINT OF TANGENCY	PT		
PERMANENT HIGHWAY EASEMENT	PHE		
PERMANENT LIMITED EASEMENT	PLE		
POINT OF BEGINNING	POB		
POINT OF CURVATURE	PC		

CURVE DATA ABBREVIATIONS

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE	Δ / DELTA
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB



TOTAL NET LENGTH OF CENTERLINE = 1.131 MI

END RELOCATION ORDER
 PROJECT I.D. 2722-08-21
 STA 152+42.30
 Y= 154,639.48
 X= 716,221.15
 666.18 FEET S 02°28'05" W OF
 THE E 1/4 CORNER OF SEC. 10,
 T-6-N, R-20-E.

BEGIN RELOCATION ORDER
 PROJECT I.D. 2722-08-21
 STA 92+73.00
 Y= 148,670.74
 X= 716,188.05
 1320.46 FEET N 01°00'35" E OF
 THE SE 1/4 CORNER OF SEC. 15,
 T-6-N, R-20-E.

R/W PROJECT NUMBER 2722-08-21	SHEET NUMBER 4.1	TOTAL SHEETS 6
PLAT OF RIGHT OF WAY REQUIRED FOR MOORLAND ROAD (CTH 0) CTH ES TO CTH D		
MOORLAND ROAD (CTH 0)	WAUKESHA COUNTY	
CONSTRUCTION PROJECT NUMBER 2722-08-71		

NOTES:

- POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), WAUKESHA COUNTY, 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" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.
- DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.
- 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.
- FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WAUKESHA, WI.
- PARCEL AND UTILITY IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE DETAIL PAGES.
- INFORMATION FOR THE BASIS OF EXISTING HIGHWAY RIGHT-OF-WAY POINTS OF REFERENCE AND ACCESS CONTROL ARE LISTED ON THE DETAIL PAGES.
- 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.

emcs

WISCONSIN LAND SURVEYOR
 KEVIN C. BOYER
 S-2675
 HEWITT WI

DATE: 9/12/2023
 Kevin C. Boyer
 KEVIN C. BOYER, PLS-2675

APPROVED FOR
 WAUKESHA COUNTY
 DEPARTMENT OF PUBLIC WORKS

DATE: 9-14-23
 Allison Basler
 DIRECTOR

DATE: 9/14/23
 Edward Thiel
 Sr. Civil Engineer

REVISION DATE
 3/12/2024 - NC
 10/10/2024 - NC

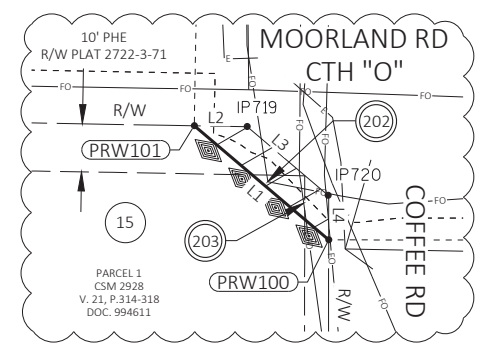
STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION

APPROVED FOR THE DEPARTMENT

DATE: _____
 N/A
 (Signature) 272

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
MOORLAND RD	PROJECT 2722-3-71	VARIABLES	1977
COFFEE RD	PROJECT 2722-10-00	VARIABLES	2013
W ST. FRANCIS DR	BEL-AIRE PLAT	60'	1955
W CHURCHVIEW DR	BEL-AIRE PLAT	60'	1955

BEGIN RELOCATION ORDER
PROJECT I.D. 2722-08-21
STA 92+72.93
Y= 148,670.68
X= 716,188.05
1320.39 FEET N 01°00'35" E OF
THE SE1/4 CORNER OF SEC. 15,
T-6-N, R-20-E.

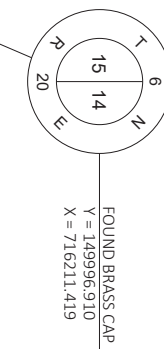
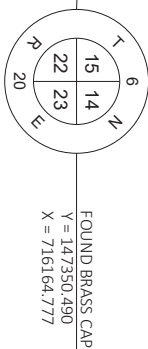
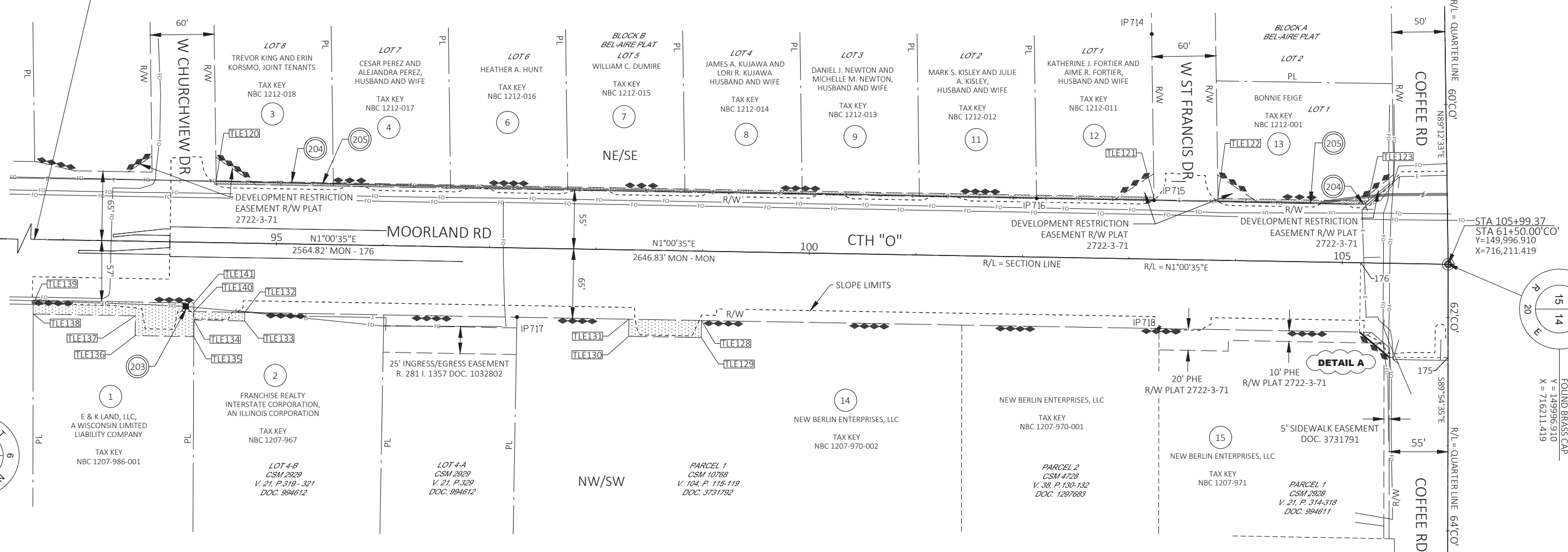


COURSE TABLE		
COURSE	BEARING	DISTANCE
L1	S40° 18' 04"W	36.72'
L2	S01° 00' 35"E	11.05'
L3	N40° 18' 04"E	22.25'
L4	S88° 54' 35"E	9.17'

CITY OF
NEW BERLIN

4

4



EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP714	149718.802	715995.473	3/4" O.D. IRON PIPE
IP715	149720.952	716151.446	1-1/4" O.D. IRON PIPE
IP716	149610.816	716149.556	1-3/4" O.D. IRON PIPE
IP717	149123.418	716260.925	1-1/4" O.D. IRON PIPE
IP718	149725.588	716271.437	1-1/4" O.D. IRON PIPE
IP719	149924.788	716275.132	3/4" REBAR
IP720	149941.660	716289.441	3/4" REBAR

- 203 AT&T (COMMUNICATION)
NO RECORD OF EASEMENTS - PAR. 1, 15
- 204 EVERSTREAM (COMMUNICATION)
NO RECORD OF EASEMENTS - PAR. 3, 4, 6, 7, 8, 9, 11, 12, 13
- 205 WE ENERGIES (ELECTRIC)
DOC. 135127 (BLANKET) - PAR. 14
DOC. 135129 (BLANKET) - PAR. 3, 4, 6, 7, 8, 9, 11, 12, 13
DOC. 226315 (BLANKET) - PAR. 14, 15
DOC. 336012 (BLANKET) - PAR. 14
DOC. 336013 (BLANKET) - PAR. 14, 15
DOC. 416449 (10') - PAR. 11, 12
DOC. 406908 (BLANKET) - PAR. 3, 4, 6, 7, 8, 9, 11, 12, 13
- 209 CITY OF NEW BERLIN (WATER)
DOC. 4675594 (24') - PAR. 3
DOC. 4675593 (24') - PAR. 4
DOC. 4675592 (24') - PAR. 6
DOC. 4675591 (24') - PAR. 7
DOC. 4675590 (24') - PAR. 8
DOC. 4675589 (24') - PAR. 9
DOC. 4675588 (24') - PAR. 11
DOC. 4675726 (24') - PAR. 12
DOC. 4675730 (24') - PAR. 13

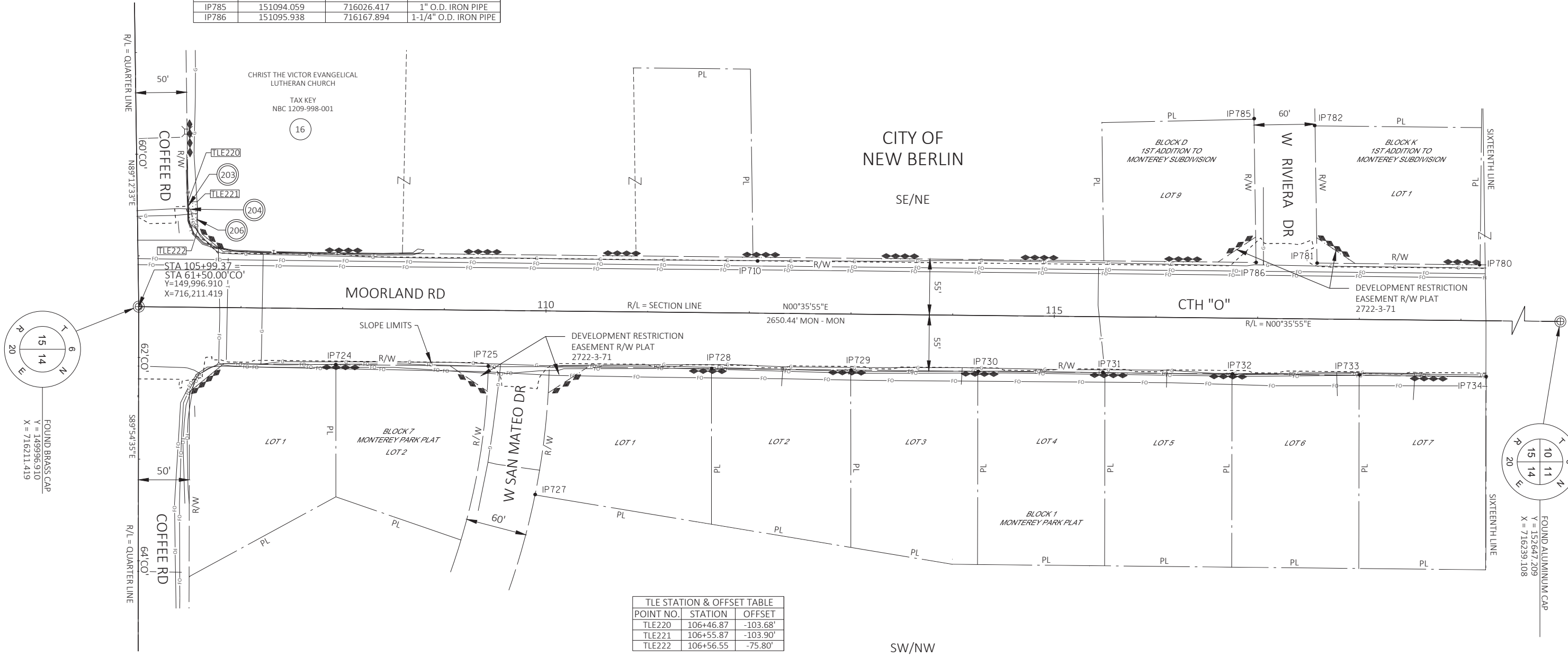
TLE STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
TLE120	94+42.52	-58.00'
TLE121	103+22.32	-58.00'
TLE122	103+82.35	-58.00'
TLE123	105+23.19	-58.00'
TLE128	99+00.00	65.00'
TLE129	99+00.00	81.00'
TLE130	98+32.00	81.00'
TLE131	98+32.00	65.00'
TLE132	94+71.50	65.00'
TLE133	94+71.50	73.00'
TLE134	94+23.85	73.00'
TLE135	94+24.06	88.50'
TLE136	93+69.00	88.50'
TLE137	93+69.00	70.00'
TLE138	92+73.13	70.00'
TLE139	92+73.00	61.00'
TLE140	94+23.75	65.00'
TLE141	94+23.59	57.00'

COURSE TABLE		
COURSE	BEARING	DISTANCE
MON-175	S89° 54' 35"E	87.38'
175-PRW100	S00° 05' 25"W	55.00'
PRW100-PRW101	S40° 18' 04"W	36.72'
PRW101-176	N88° 59' 25"W	65.00'
176-MON	N01° 00' 35"E	82.01'

REVISION DATE	3/12/2024 10/10/2024	DATE		SCALE, FEET	0 50 100	HWY: MOORLAND ROAD (CTH O)	STATE R/W PROJECT NUMBER	2722-08-21	PLAT SHEET	4.3
		GRID FACTOR	1.000000			COUNTY: WAUKESHA	CONSTRUCTION PROJECT NUMBER	2722-08-71	PS&E SHEET	

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP710	150605.568	716166.507	3/4" REBAR
IP724	150190.734	716267.089	1-3/4" O.D. IRON PIPE
IP725	150340.764	716269.995	1-3/4" O.D. IRON PIPE
IP727	150386.829	716396.232	1" O.D. IRON PIPE
IP728	150560.502	716272.212	1-1/4" O.D. IRON PIPE
IP729	150697.609	716273.795	1-1/4" O.D. IRON PIPE
IP730	150822.678	716275.143	1-1/4" O.D. IRON PIPE
IP731	150945.365	716276.090	1-1/4" O.D. IRON PIPE
IP732	151072.702	716277.583	1-1/4" O.D. IRON PIPE
IP733	151197.702	716278.513	1" O.D. IRON PIPE
IP734	151322.197	716280.443	1-1/4" O.D. IRON PIPE
IP780	151314.909	716168.159	1-1/4" O.D. IRON PIPE
IP781	151155.930	716168.546	1-1/4" O.D. IRON PIPE
IP782	151153.545	716033.226	1" O.D. IRON PIPE
IP785	151094.059	716026.417	1" O.D. IRON PIPE
IP786	151095.938	716167.894	1-1/4" O.D. IRON PIPE

- (203) AT&T (COMMUNICATION)
NO RECORD OF EASEMENT - PAR. 16
- (204) EVERSTREAM (COMMUNICATION)
NO RECORD OF EASEMENT - PAR. 16
- (205) WE ENERGIES (ELECTRIC)
DOC. 635592 (BLANKET) - PAR. 16
DOC. 406909 (BLANKET) - PAR. 16
- (206) WE ENERGIES (GAS)
NO RECORD OF EASEMENT - PAR. 16
- (211) WISCONSIN TELEPHONE COMPANY (COMMUNICATION)
DOC. 635592 (BLANKET) - PAR. 16



POINT NO.	STATION	OFFSET
TLE220	106+46.87	-103.68'
TLE221	106+55.87	-103.90'
TLE222	106+56.55	-75.80'

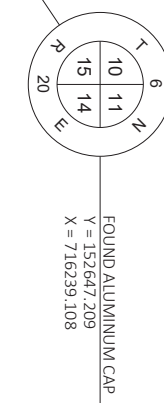
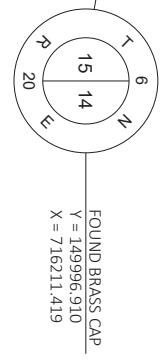
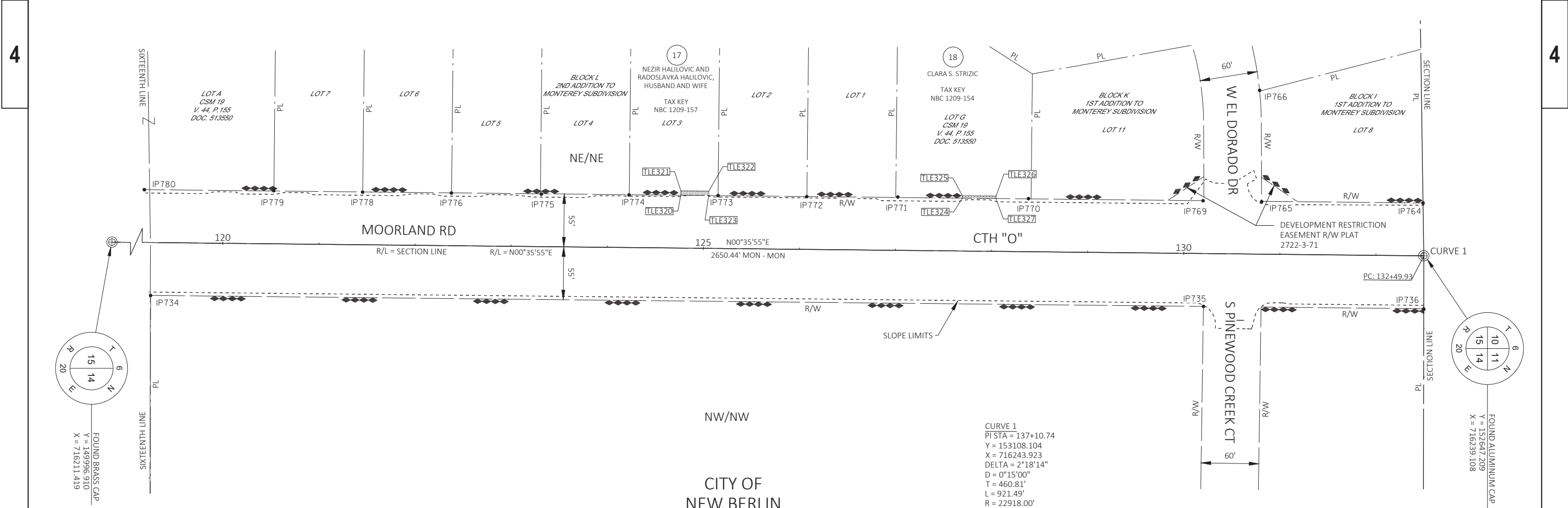
HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
MOORLAND RD	PROJECT 2722-3-71	VARIABLE	1977
COFFEE RD	PROJECT 2722-10-00	VARIABLE	2013
W SAN MATEO DR	MONTEREY PARK PLAT	60'	1956
W RIVIERA DR	1ST ADDITION TO MONTEREY SUBDIVISION	60'	1956

REVISION DATE	3/12/2024	DATE	10/10/2024-NC	SCALE, FEET	0 50 100	HWY: MOORLAND ROAD (CTH O)	STATE R/W PROJECT NUMBER	2722-08-21	PLAT SHEET	4.4
	10/10/2024-NC	GRID FACTOR	1.000000			COUNTY: WAUKESHA	CONSTRUCTION PROJECT NUMBER	2722-08-71	PS&E SHEET	

- 205 WE ENERGIES (ELECTRIC)
DOC. 406909 (BLANKET) - PAR. 17, 18
- 209 CITY OF NEW BERLIN (WATER)
DOC. 4675596 (24') - PAR. 17
DOC. 4675727 (24') - PAR. 18

POINT NO.	STATION	OFFSET
TLE320	124+76.00	-55.00'
TLE321	124+76.00	-59.50'
TLE322	125+05.00	-59.50'
TLE323	125+05.00	-55.00'
TLE324	127+69.00	-55.00'
TLE325	127+69.00	-57.50'
TLE326	128+04.00	-57.50'
TLE327	128+04.00	-55.00'

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP734	151322.197	716280.443	1-1/4" O.D. IRON PIPE
IP735	152417.839	716291.751	1-1/4" O.D. IRON PIPE
IP736	152647.019	716294.367	1-1/4" O.D. IRON PIPE
IP764	152646.338	716184.065	1-1/4" O.D. IRON PIPE
IP765	152478.376	716182.739	1-1/4" O.D. IRON PIPE
IP766	152476.298	716066.921	1-1/4" O.D. IRON PIPE
IP769	152417.494	716181.797	1-1/4" O.D. IRON PIPE
IP770	152235.745	716179.588	1-1/4" O.D. IRON PIPE
IP771	152099.797	716177.954	1/2" REBAR
IP772	152005.048	716177.540	1" O.D. IRON PIPE
IP773	151912.745	716176.447	1" O.D. IRON PIPE
IP774	151820.038	716175.772	1" O.D. IRON PIPE IN CONCRETE
IP775	151728.850	716174.954	1-1/4" O.D. IRON PIPE BENT
IP776	151635.266	716173.751	1-1/4" O.D. IRON PIPE
IP778	151542.820	716172.883	1-1/4" O.D. IRON PIPE
IP779	151450.327	716171.319	1-1/2" O.D. IRON PIPE
IP780	151315.719	716170.364	1-1/4" O.D. IRON PIPE



CURVE 1
 PI STA = 137+10.74
 Y = 153108.104
 X = 716243.923
 DELTA = 2°18'14"
 D = 0°15'00"
 T = 460.81'
 L = 921.49'
 R = 22918.00'
 PC STA = 132+49.93
 Y = 152647.322
 X = 716239.109
 PT STA = 141+71.42
 Y = 153568.707
 X = 716230.211
 DB = S00°35'55"W
 DA = N01°42'19"W

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
MOORLAND RD	PROJECT 2722-3-71	110'	1977
W EL DORADO DR	1ST ADDITION TO MONTEREY SUBDIVISION	60'	1955
S PINWOOD CREEK CT	PROJECT 2722-3-71	60'	1977

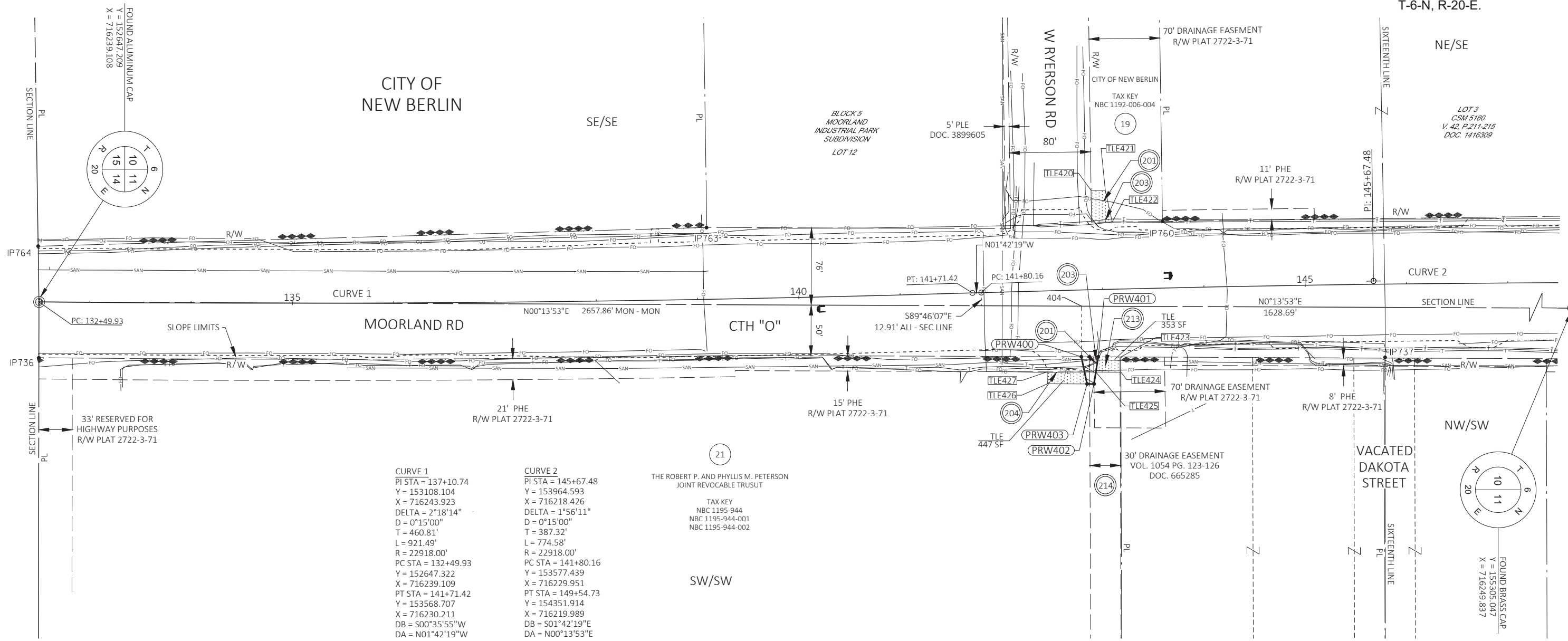
REVISION DATE	3/12/2024 - NC	DATE		SCALE, FEET	0 50 100	HWY: MOORLAND ROAD (CTH O)	STATE R/W PROJECT NUMBER	2722-08-21	PLAT SHEET	4.5
	10/10/2024 - NC	GRID FACTOR	1.000000			COUNTY: WAUKESHA	CONSTRUCTION PROJECT NUMBER	2722-08-71	PS&E SHEET	

- (201) SPECTRUM (COMMUNICATION)
NO RECORD OF EASEMENT - PAR. 19, 21
- (203) AT&T (COMMUNICATION)
NO RECORD OF EASEMENT - PAR. 19, 21
- (204) EVERSTREAM (COMMUNICATION)
NO RECORD OF EASEMENT - PAR. 21
- (205) WE ENERGIES (ELECTRIC)
DOC. 164923 (BLANKET) - PAR. 21
DOC. 499294 (BLANKET) - PAR. 19

- (211) WISCONSIN TELEPHONE COMPANY (COMMUNICATION)
DOC. 499294 (BLANKET) - PAR. 19
- (213) CITY OF NEW BERLIN (SANITARY SEWER)
DOC. 1169227 (20') - PAR. 21
- (214) CITY OF NEW BERLIN (DRAINAGE EASEMENT)
DOC. 665285 (30') - PAR. 21

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP736	152647.019	716294.367	1-1/4" O.D. IRON PIPE
IP737	153976.000	716293.800	1-1/4" O.D. IRON PIPE
IP760	153756.356	716159.611	2-1/4" O.D. IRON PIPE
IP763	153306.136	716165.722	1-1/4" O.D. IRON PIPE
IP764	152646.338	716184.065	1-1/4" O.D. IRON PIPE

END RELOCATION ORDER
PROJECT I.D. 2722-08-21
STA 152+42.30
Y= 154,639.48
X= 716,221.15
666.18 FEET S 02°28'05" W OF
THE E1/4 CORNER OF SEC. 10,
T-6-N, R-20-E.



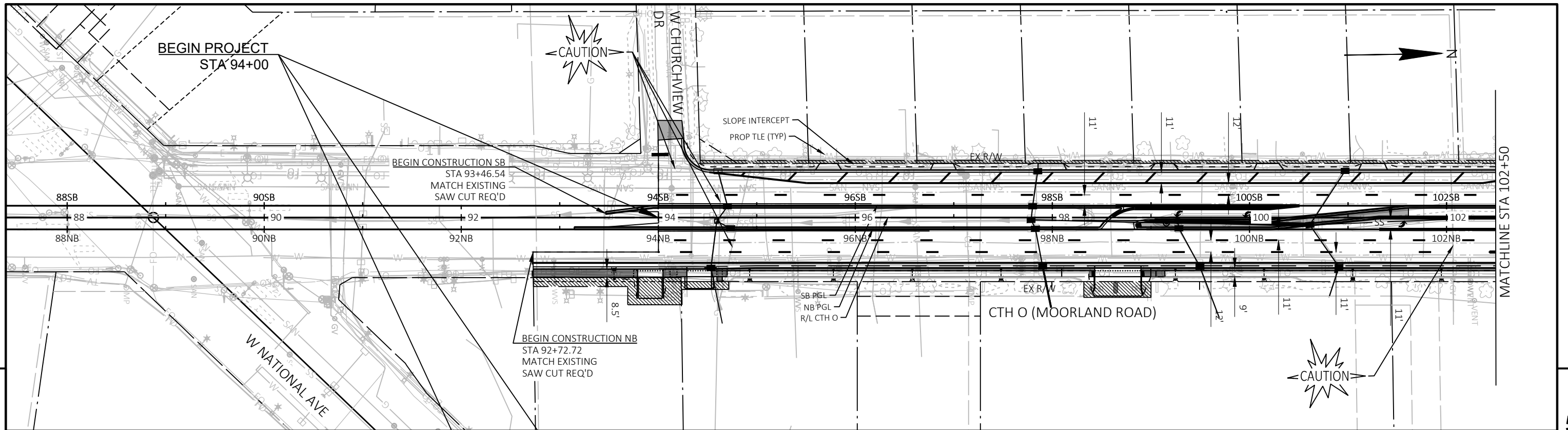
HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
MOORLAND RD	PROJECT 2722-3-71	VARIES	1977
W RYERSON RD	MOORLAND INDUSTRIAL PARK SUBDIVISION	80'	1969

PRW STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
404	142+78.71	16.04'
PRW400	142+77.24	66.02'
PRW401	142+94.00	66.50'
PRW402	142+89.11	93.12'
PRW403	142+82.26	92.93'

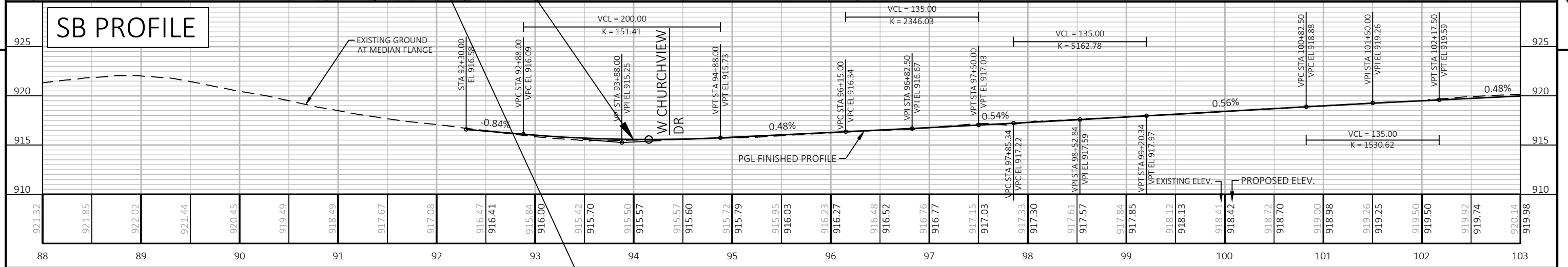
POINT NO.	STATION	OFFSET
TLE420	142+91.03	-97.93'
TLE421	143+05.00	-97.76'
TLE422	143+11.00	-66.19'
TLE423	143+16.36	67.14'
TLE424	143+16.04	82.13'
TLE425	142+91.26	81.43'
TLE426	142+43.00	91.74'
TLE427	142+43.00	79.99'

COURSE TABLE		
COURSE	BEARING	DISTANCE
MON - 404	N00° 13' 53"E	1029.17'
404-PRW400	S89° 46' 07"E	50.00'
PRW400-PRW401	N00° 13' 53"E	16.72'
PRW401-PRW402	S81° 02' 52"E	27.06'
PRW402-PRW403	S00° 13' 53"W	6.83'
PRW403-PRW400	S78° 00' 36"W	27.37'

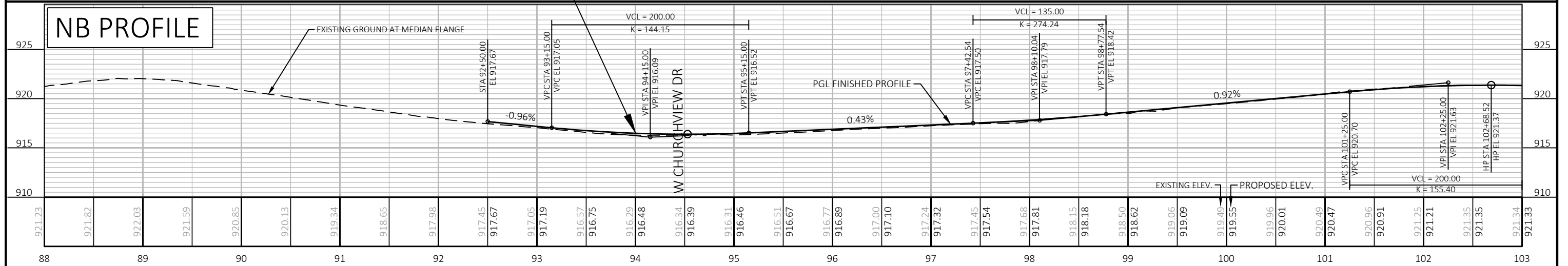
REVISION DATE 3/12/2024 10/10/2024-NC	DATE	SCALE, FEET 0 50 100	HWY: MOORLAND ROAD (CTH O)	STATE R/W PROJECT NUMBER 2722-08-21	PLAT SHEET 4.6
GRID FACTOR 1.000000			COUNTY: WAUKESHA	CONSTRUCTION PROJECT NUMBER 2722-08-71	PS&E SHEET E



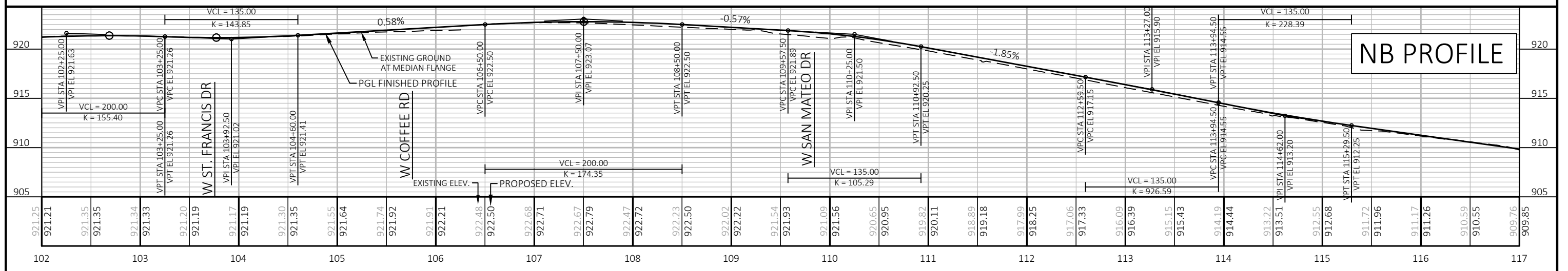
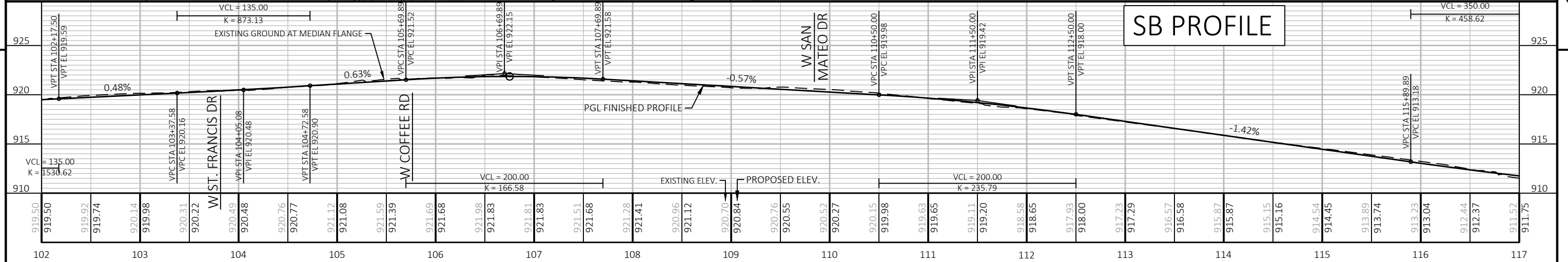
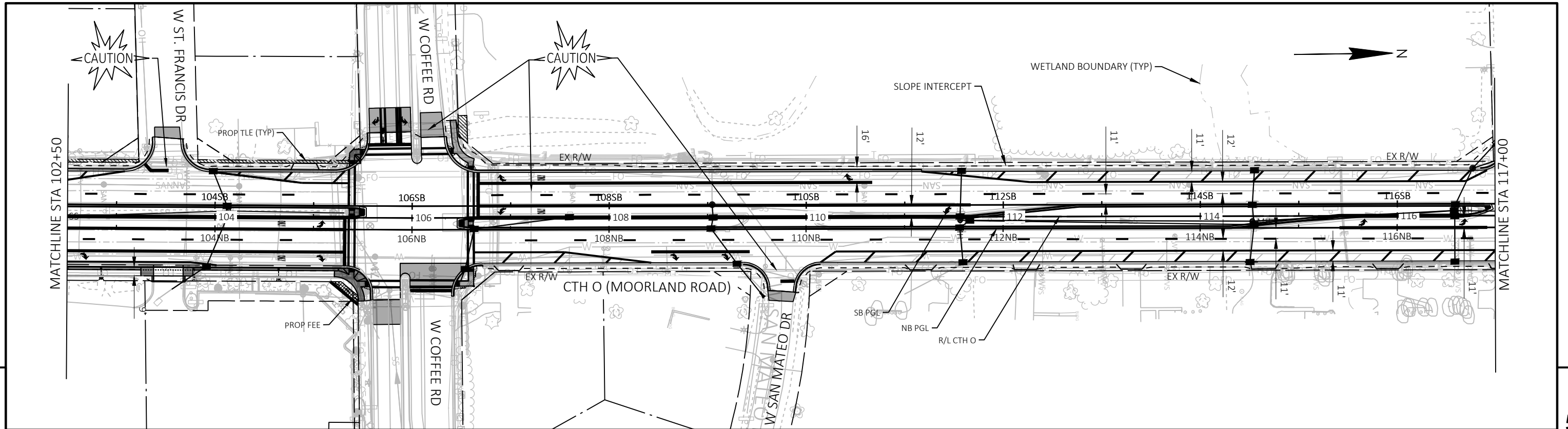
SB PROFILE



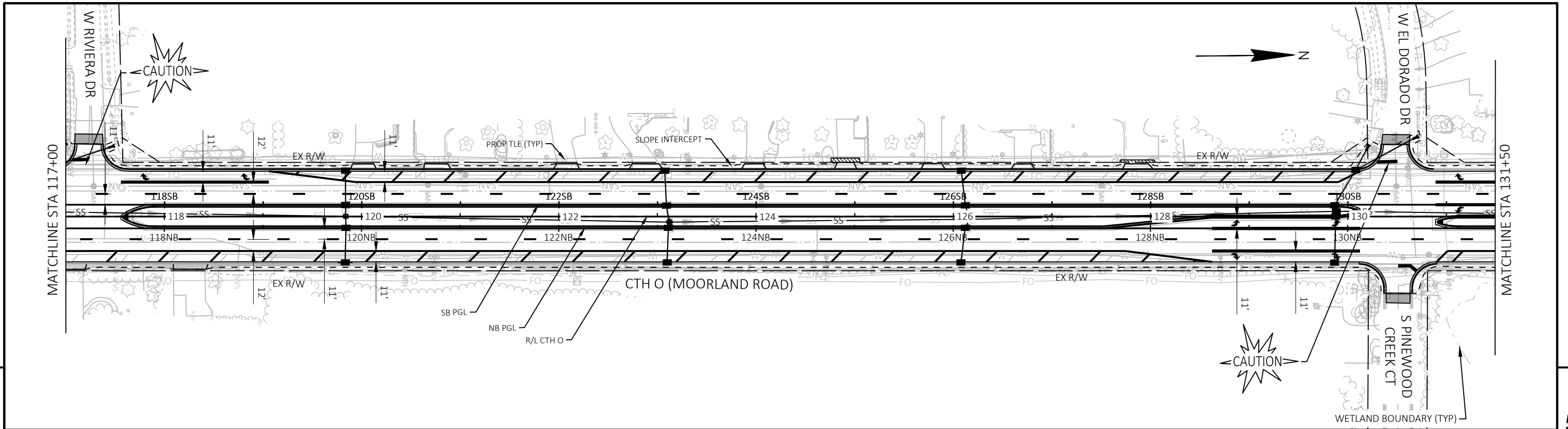
NB PROFILE



PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	PLAN AND PROFILE	SHEET	E
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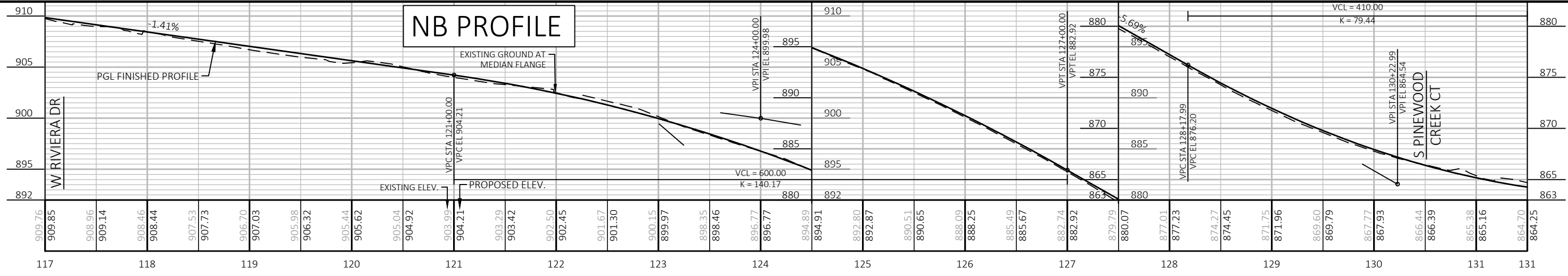
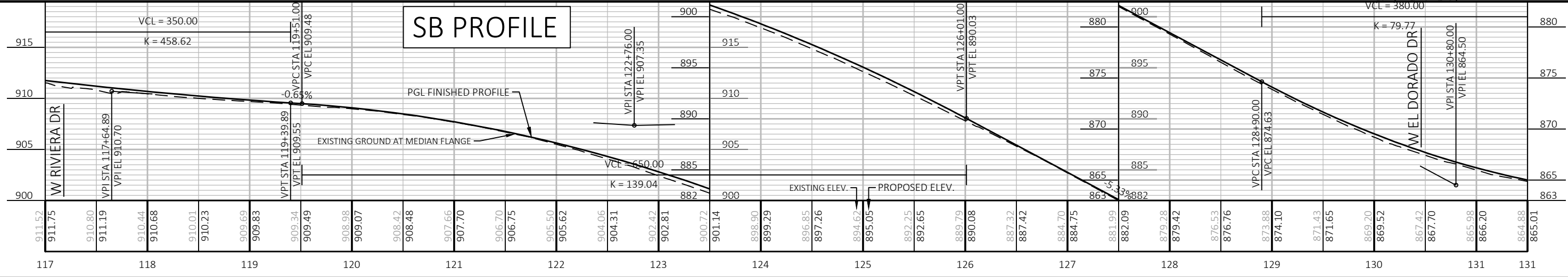


PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	PLAN AND PROFILE	SHEET	E
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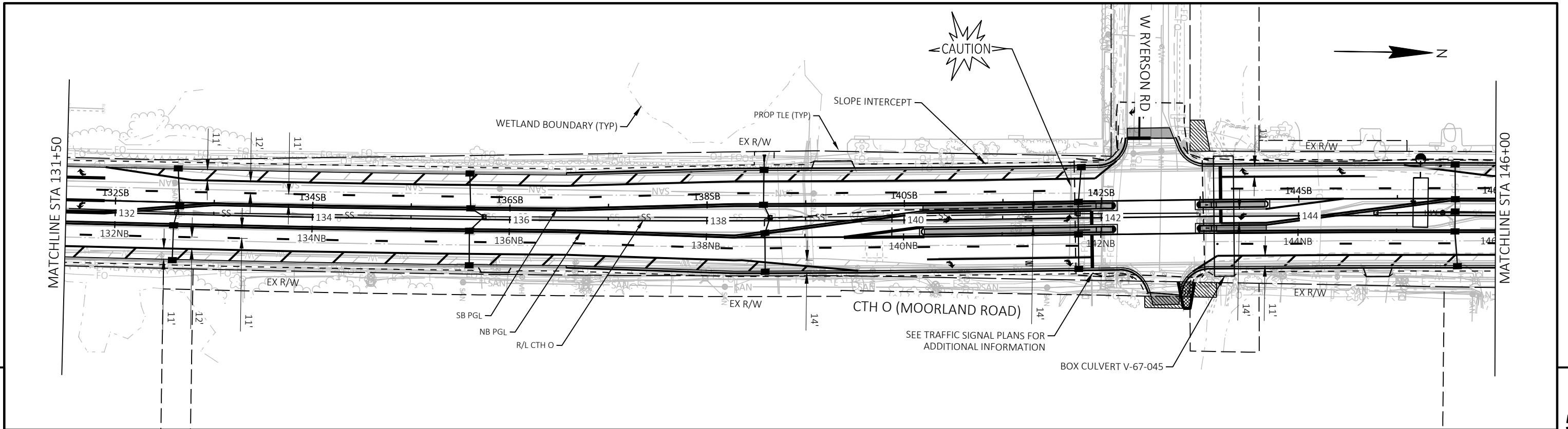


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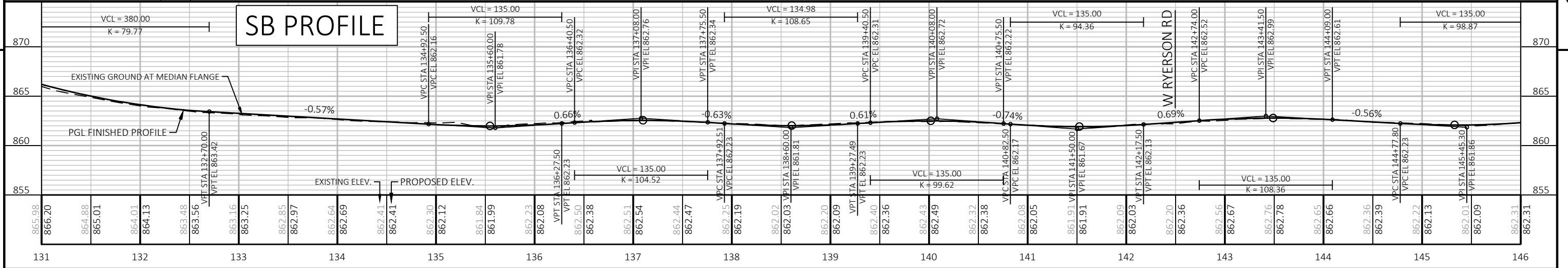
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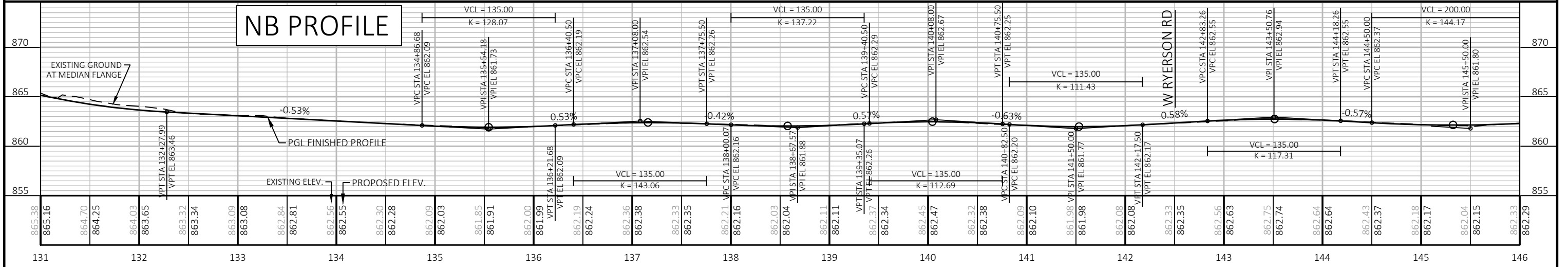
PROJECT NO: 2722-08-71 HWY: CTH O COUNTY: WAUKESHA PLAN AND PROFILE SHEET E



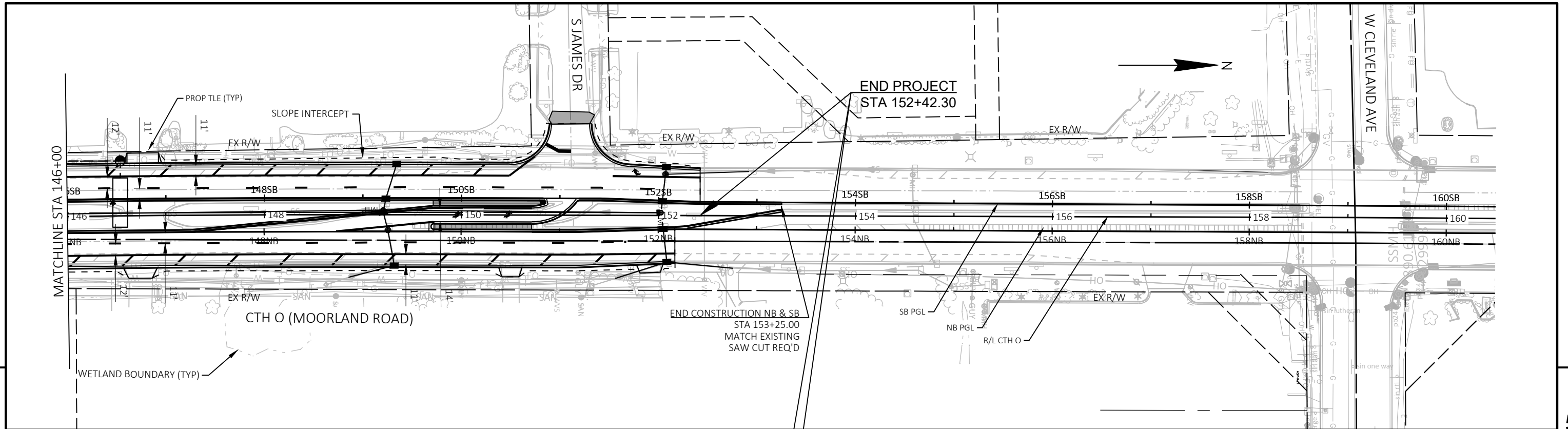
SB PROFILE



NB PROFILE

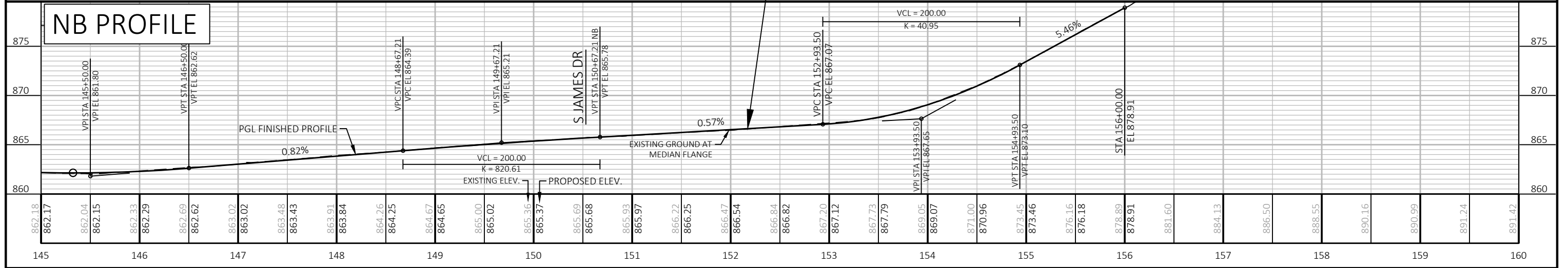
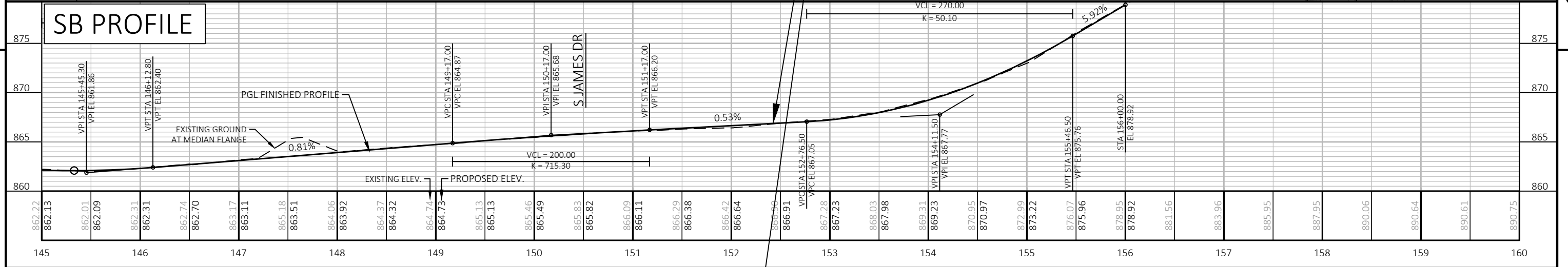


PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	PLAN AND PROFILE
SHEET			E



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PROJECT NO: 2722-08-71	HWY: CTH 0	COUNTY: WAUKESHA	PLAN AND PROFILE
SHEET			E