WKE

Mar 08, 2022

PROJECT ID: 2345-07-71

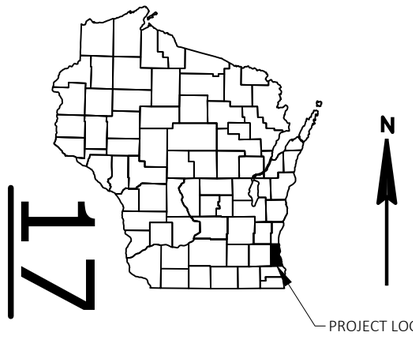
WITH: N/A

COUNTY: MILWAUKEE

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 = 246




DESIGN DESIGNATION

| | | | |
|---|---|---|---|
| A.A.D.T. | 2022 | = | 25,590 |
| A.A.D.T. | 2042 | = | 28,450 |
| D.H.V. | | = | 3,150 |
| D.D. | | = | 59/41 |
| T. | | = | 6% |
| DESIGN SPEED | | = | 40 MPH |
| ESALS | | = | N/A |

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

# STATE OF WISCONSIN
# DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

# W DREXEL AVENUE

CTH V TO STH 38

## LOCAL STREET
## MILWAUKEE COUNTY

| STATE PROJECT NUMBER |
|---|
| 2345-07-71 |

| STATE PROJECT | FEDERAL PROJECT | |
|---|---|---|
| | PROJECT | CONTRACT |
| 2345-07-71 | WISC 2022241 | 1 |
| | | |
| | | |
| | | |

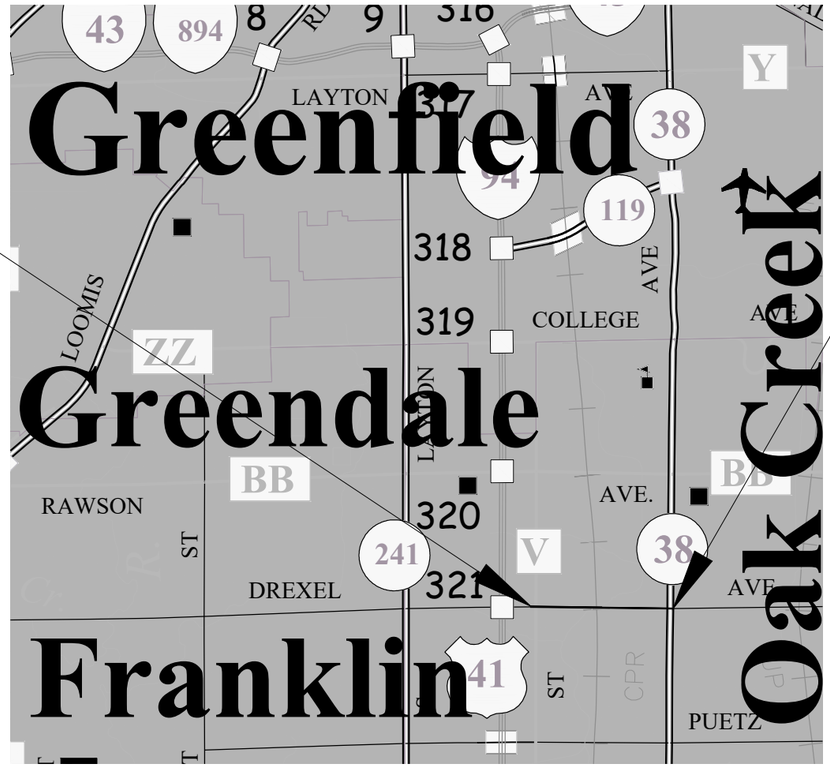
BEGIN PROJECT 2345-07-71
STA 174+00.00
Y = 335,504.4677
X = 2,522,786.2223

END PROJECT 2345-07-71
STA 224+93.60

R-21-E | R-22-E

T-5-N

T-4-N




LAYOUT

SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 0.965 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN STATE PLANE COORDINATES, SOUTH ZONE, NAD 83 (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 SHOWN ON THIS PLAN ARE REFERENCED TO THE CITY OF OAK CREEK DATUM.

ACCEPTED FOR
CITY OF OAK CREEK

10/13/21 Michael Simons
DATE: CITY ENGINEER

ORIGINAL PLANS PREPARED BY

WISCONSIN
PHILIP J. BAINJR
E-36477
WAUWATOSA
PROFESSIONAL ENGINEER

10/13/2021
DATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

| | |
|---|---|
| Surveyor | CITY OF OAK CREEK |
| Designer | AYRES |
| Project Manager | MICHAEL BAIRD |
| Regional Examiner | WISDOT SE REGION |
| Regional Supervisor | JEFF BOHEN |

APPROVED FOR THE DEPARTMENT

DATE: 10/14/2021 Michael J. Baird
(Signature)

E

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\010101-TI.DWG

PLOT DATE : 10/25/2021 11:27 AM

PLOT BY : JOHNSON, ZACHARY

PLOT NAME :

## GENERAL NOTES

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. UTILITY LOCATES WERE NOT FULLY COMPLETED BY EVERY UTILITY. WHAT IS SHOWN IS WHAT WAS SURVEYED AND IS NOT COMPLETE.

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

MAINTAIN ACCESS TO PROPERTIES ADJACENT TO THE PROJECT AT ALL TIMES.

THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING MOTORISTS AND PEDESTRIANS THAT MAY ENTER THE WORK ZONE FROM POSSIBLE HAZARDS.

A SAWED JOINT WILL BE REQUIRED WHERE NEW PAVEMENT MEETS AN EXISTING PAVED SURFACE. SAWCUTS SHALL BE NEATLY DELINEATED THROUGH THE ASPHALT OR CONCRETE WITHOUT DAMAGING EXISTING PAVEMENT TO REMAIN. SAWCUT LOCATIONS SHOWN ON THE PLAN ARE SUBJECT TO ADJUSTMENT BY THE ENGINEER IN THE FIELD.

TRAFFIC CONTROL DEVICES AS SHOWN IN THE PLAN ARE AT SUGGESTED LOCATIONS. EXACT LOCATIONS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

NO TREES OR SHRUBS SHALL BE REMOVED WITHOUT APPROVAL OF THE ENGINEER. CLEARING AND GRUBBING LIMITS TO BE MARKED BY THE ENGINEER.

THE EROSION CONTROL FEATURES AS SHOWN IN THE PLANS ARE AT SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY.

STOCKPILE EXCESS MATERIAL OR SPOILS ON UPLAND AREAS AWAY FROM WETLANDS, FLOOD PLAINS, AND WATERWAYS. STOCKPILED SOIL SHALL IMMEDIATELY BE PROTECTED AGAINST EROSION WITH SILT FENCE, TEMPORARY SEED AND MULCH, OR AS DIRECTED BY THE ENGINEER. DO NOT STORE EQUIPMENT OR MATERIALS NEAR THESE SITES UNLESS APPROVED BY THE ENGINEER.

RE-TOPSOIL GRADED AREAS, AS DESIGNATED BY THE ENGINEER, IMMEDIATELY AFTER GRADING IS COMPLETED IN THOSE AREAS. SEED, FERTILIZE, AND SOD TOP-SOILED AREAS, AS DESIGNATED BY THE ENGINEER, WITHIN FIVE (5) CALENDAR DAYS AFTER PLACEMENT OF TOPSOIL. IF GRADED AREAS ARE LEFT EXPOSED FOR MORE THAN SEVEN (7) CALENDAR DAYS, SEED THOSE AREAS WITH TEMPORARY SEED AND MULCH/EROSION MAT WITHIN 24 HOURS.

CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER AND THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION AT LEAST TWO WEEKS PRIOR TO WORK NEAR ANY PUBLIC MONUMENT.

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

PROPERTY LINES AS SHOWN ARE APPROXIMATE.

BEARINGS SHOWN ON THIS PLAN ARE TRUE BEARINGS TO THE NEAREST SECOND.

ELEVATIONS SHOWN ON THE ROADWAY CROSS SECTIONS ARE SUBGRADE ELEVATIONS.

ALL WORK IS TO TAKE PLACE WITHIN THE EXISTING RIGHT OF WAY.

## SECTION 2 ORDER OF SHEETS


GENERAL NOTES AND CONTACTS
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
CURB RAMP DETAILS
EROSION CONTROL AND STORM SEWER
TRAFFIC SIGNAL PLAN
PAVEMENT MARKING
TRAFFIC CONTROL
DETOUR PLAN
ALIGNMENT DETAIL


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

## PROJECT CONTACTS

DNR LIASION
WISCONSIN DEPARTMENT OF NATURAL RESOURCES
DNR SERVICE CENTER
KRISTINA BETZOLD
141 NW BARSTOW, ROOM 180
WAUKESHA, WI 53188
PHONE: (414) 343-9346
KRISTINA.BETZOLD@WI.GOV

DESIGN PROJECT MANAGER
AYRES ASSOCIATES
PHILIP BAIN JR.
20975 SWENSON DRIVE SUITE 200
WAUKESHA, WI 53186
PHONE: (262) 522 - 4940
BAINP@AYRESASSOCIATES.COM

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION (SEWRPC)
ROB MERRY
W239 N1812 ROCKWOOD DRIVE
P.O. BOX 1607
WAUKESHA, WI 53187-1607
PHONE: (262) 953-4289
CELL: (920) 912-1036
FAX: (262) 547-1103
RMERRY@SEWRPC.ORG

CITY OF OAK CREEK
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170 W DREXEL AVENUE
OAK CREEK, WI 53154
AKIEPCZYNSKI@OAKCREEKWI.GOV

MILWAUKEE COUNTY DOT-SIGNALS
DAN MURPHY
10320 WATERTOWN PLANK ROAD
WAUWATOSA, WI 53226
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DANIEL.MURPHY@MILWAUKEECOUNTYWI.GOV

WISDOT - SIGNALS
JARRETT GATES
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WAUKESHA, WI 53188
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CELL: (414) 750-2472
JARRETT.GATES@DOT.WI.GOV

## UTILITY CONTACTS

AT&T LOCAL NETWORK
TIMOTHY LAPOINTE
1301 FANNIN STREET
HOUSTON, TX 77002
OFFICE: (281) 352-3631
TL0695ATT.COM

AT&T WISCONSIN
MATTHEW DINNAUER
435 S. 95TH STREET
MILWAUKEE, WI 53214
CELL: (262) 237-0042
MD9542@ATT.COM

LUMEN
BRAHIM GADDOUR
3235 INTERTECH DRIVE, SUITE 600
BROOKFIELD, WI 53045
OFFICE: (414) 908-1027
BRAHIM.GADDOUR@LUMEN.COM

MIDWEST FIBER NETWORKS
CORY SCHMUKI
6070 N. FLINT ROAD
GLENDALE, WI 53209
OFFICE: (414) 459-3561
CELL: (414) 349-2764
CSCHMUKI@MIDWESTFIBERNETWORKS.COM

OAK CREEK WATER AND SEWER
BRIAN JOHNSTON
170 W. DREXEL AVENUE
OAK CREEK, WI 53154
OFFICE: (414) 766-6624
CELL (414) 852-3910
BJOHNSTON@OAKCREEKWI.GOV

ROGERS COMMUNICATIONS
VICKIE MORAN
GABE'S TECHNICAL SERVICE
4804 N. 40TH STREET
SHEBOYGAN, WI 53083
OFFICE: (920) 459-2600
VMORAN@GABES.COM

SPECTRUM
BEAU ABUYA
1320 N. MARTIN LUTHER KING JR DRIVE
MILWAUKEE, WI 53212
OFFICE: (414) 758-9241
BEAU.ABUYA@CHARTER.COM

TDS METROCOM
MATT SCHULTE
525 JUNCTION ROAD
MADISON, WI 53717
OFFICE: (262) 754-3063
MATT.SCHULTE@TDSTELECOM.COM

VERIZON BUSINESS
RJ CICATELLO
15725 W. RYERSON ROAD
NEW BERLIN, WI 53151
OFFICE: (262) 232-1323
RANDY.CICATELLO@VERIZON.COM

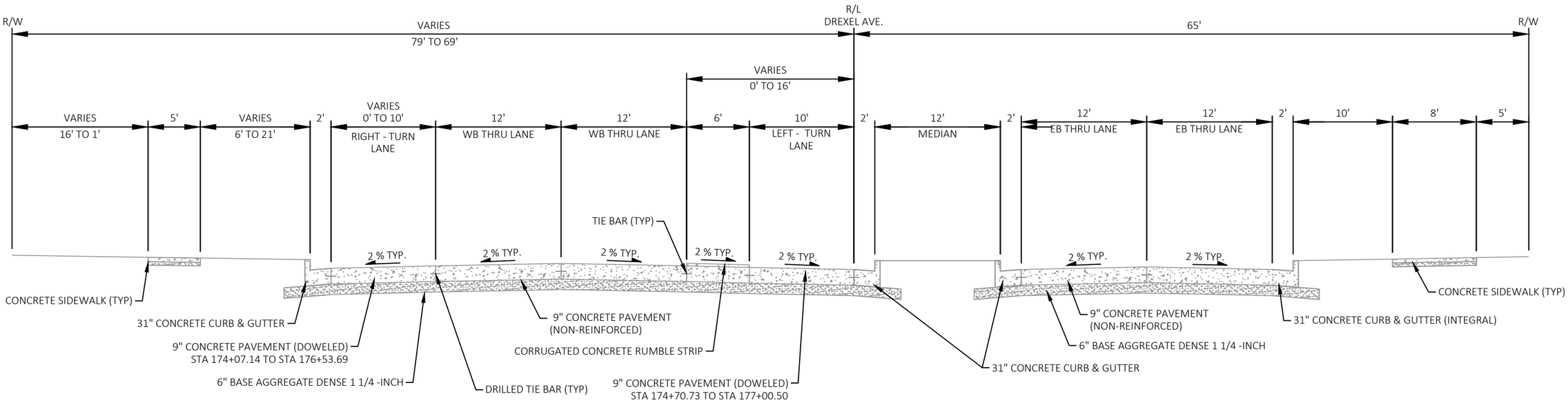
WE ENERGIES - ELECTRIC
DAN BANDOR
500 S. 116TH STREET
WEST ALLIS, WI 53214
OFFICE: (262) 884-6718
CELL: (414) 254-1865
DANIEL.BANDOR@WE-ENERGIES.COM

WE ENERGIES - GAS
WESLEY NUNN
7815 NORTHWESTERN AVENUE
RACINE, WI 53406
OFFICE: (262) 552-3446
CELL: (414) 649-4933
WESLEY.NUNN@WE-ENERGIES.COM

## ABBREVIATIONS

| | |
|---|---|
| A.D.T. | AVERAGE DAILY TRAFFIC |
| A.A.D.T. | AVERAGE ANNUAL DAILY TRAFFIC |
| ABUT | ABUTMENT |
| AC | ACRE |
| AGG | AGGREGATE |
| AH | AHEAD |
| ASPH | ASPHALTIC |
| AVG | AVERAGE |
| BK | BACK |
| BM | BENCH MARK |
| BOC | BACK OF CURB |
| CB | CATCH BASIN |
| CE | COMMERCIAL ENTRANCE |
| CL OR C/L | CENTERLINE |
| C&G | CURB AND GUTTER |
| CONC | CONCRETE |
| CP | CONTROL POINT |
| CPRC | CULVERT PIPE REINFORCED CONCRETE |
| CPCS | CULVERT PIPE CORRUGATED STEEL |
| CTH | COUNTY HIGHWAY |
| CWT | HUNDREDWEIGHT |
| CY | CUBIC YARD |
| D | DEGREE OF CURVE |
| D.D | DIRECTIONAL DISTRIBUTION |
| D.H.V | DESIGN HOURLY VOLUME |
| DISCH | DISCHARGE |
| DWY | DRIVEWAY |
| EAT | ENERGY ABSORBING TERMINAL |
| EBS | EXCAVATION BELOW SUBGRADE |
| EL | ELEVATION |
| ESALS | EQUIVALENT SINGLE AXEL LOAD |
| EW / AEW | APRON ENDWALL |
| EXC | EXCAVATION |
| EXIST | EXISTING |
| FERT | FERTILIZE |
| FE | FIELD ENTRANCE |
| FL | FLOW LINE |
| FO | FIBER OPTIC |
| HE | HELICAL ELLIPTICAL |
| HYD | HYDRANT |
| ID | INSIDE DIAMETER |
| IN / INL | INLET |
| INV | INVERT |
| L | LENGTH OF CURVE |
| LF | LINEAR FEET |
| LHF | LEFT-HAND FORWARD |
| LS | LUMP SUM |
| MH | MANHOLE |
| NC | NORMAL CROWN |
| PAVT | PAVEMENT |
| PCC | POINT OF COMPOUND CURVE |
| PC | POINT OF CURVATURE |
| PE | PRIVATE ENTRANCE |
| PI | POINT OF INTERSECTION |
| PRC | POINT OF REVERSE CURVATURE |
| PVD | PAVED |
| R | RADIUS |
| RDWY | ROADWAY |
| REQ'D | REQUIRED |
| RES | RESIDENCE OR RESIDENTIAL |
| RHF | RIGHT HAND FORWARD |
| R/W | RIGHT OF WAY |
| R | RIVER |
| R/L | REFERENCE LINE |
| SAN | SANITARY SEWER |
| SF | SQUARE FEET |
| SDD | STANDARD DETAIL DRAWINGS |
| SHLD | SHOULDER |
| SS | STORM SEWER |
| SSPRC | STORM SEWER PIPE REINFORCED CONCRETE |
| STA | STATION |
| STH | STATE HIGHWAY |
| T | TANGENT |
| T/TN | TOWN |
| TYP | TYPICAL |
| VAR | VARIABLE |
| VC | VERTICAL CURVE |
| X | EAST GRID COORDINATE |
| Y | NORTH GRID COORDINATE |
| YD | YARD |

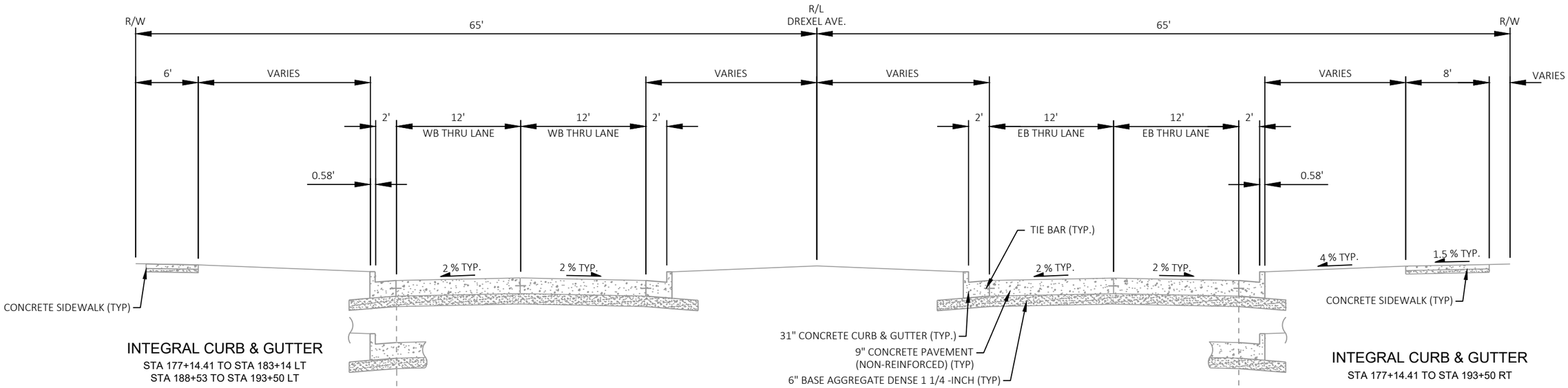
2




## EXISTING TYPICAL SECTION

STA 174+00.00 TO STA 177+14.41

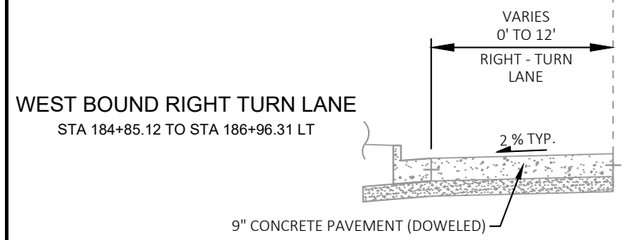
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|---|---|---|---|---|---|



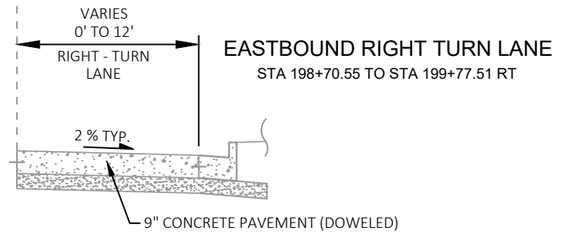

**INTEGRAL CURB & GUTTER**
STA 177+14.41 TO STA 183+14 LT
STA 188+53 TO STA 193+50 LT

**INTEGRAL CURB & GUTTER**
STA 177+14.41 TO STA 193+50 RT

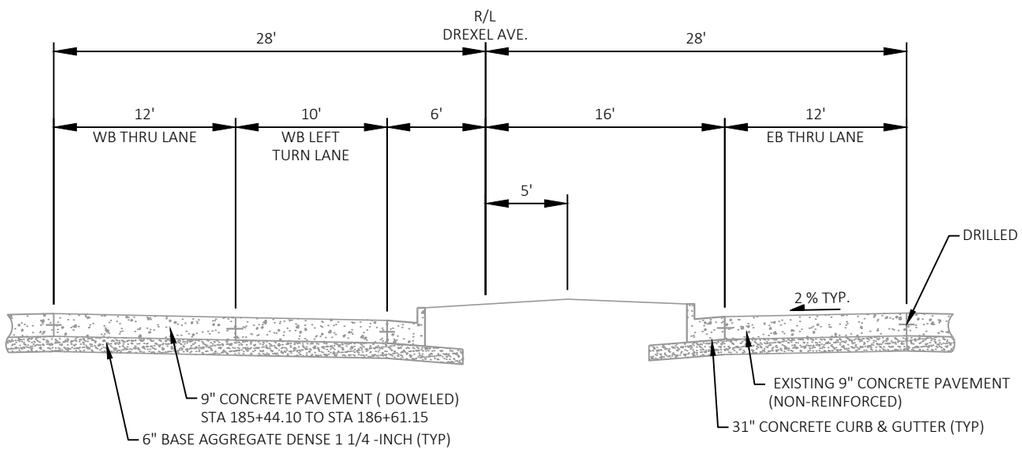
**EXISTING TYPICAL SECTION**
STA 177+14.41 TO STA 202+13.68



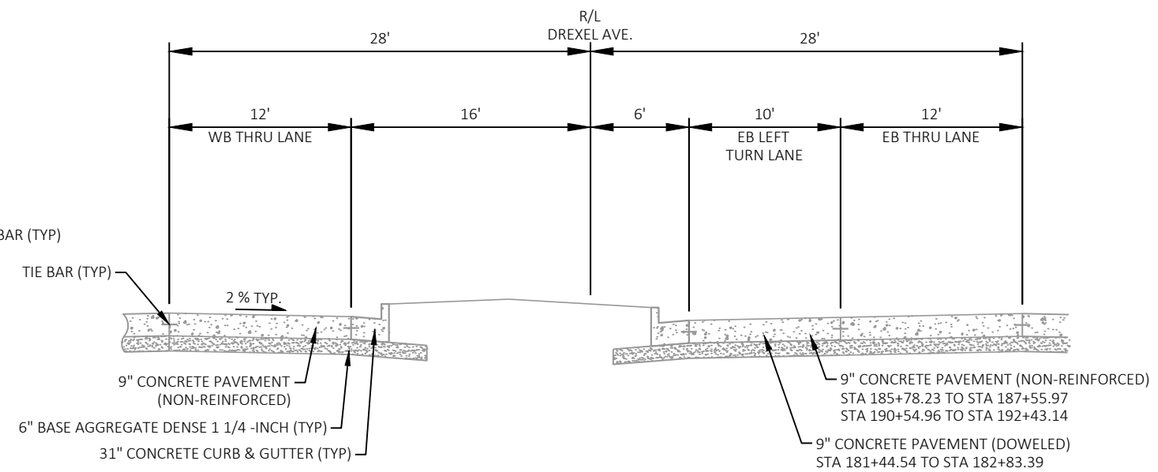

**WEST BOUND RIGHT TURN LANE**
STA 184+85.12 TO STA 186+96.31 LT




**EASTBOUND RIGHT TURN LANE**
STA 198+70.55 TO STA 199+77.51 RT



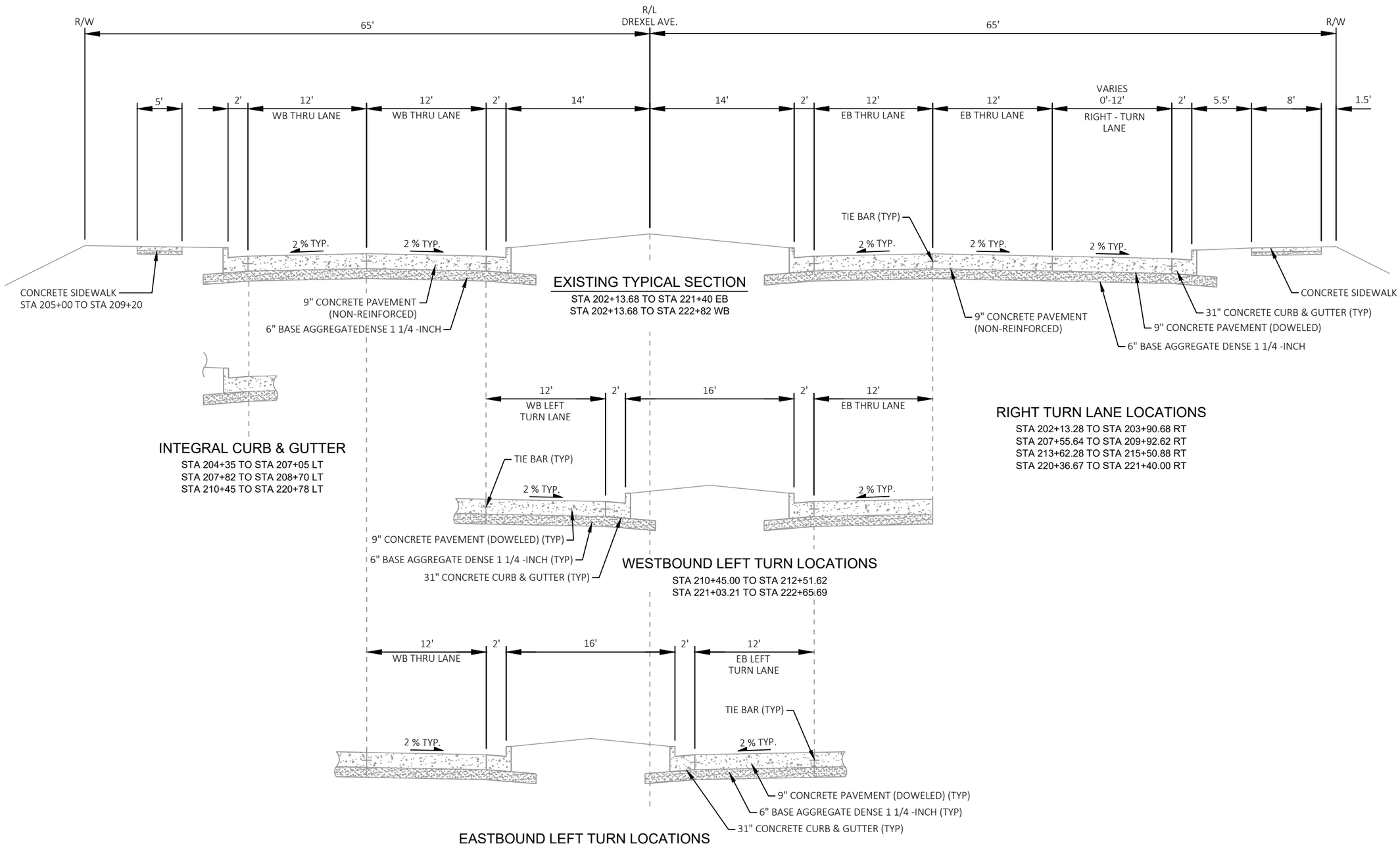

**WEST BOUND LEFT TURN LANE**
STA 184+51.96 TO STA 186+61.15




**EAST BOUND LEFT TURN LANE**
STA 181+44.54 TO STA 184+84.19
STA 185+78.23 TO STA 187+55.97
STA 190+54.96 TO STA 192+43.14

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | EXISTING TYPICAL SECTIONS | SHEET 4 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 02-10ft
PLOT DATE : 10/26/2021 1:49 PM
PLOT BY : JOHNSON, ZACHARY
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

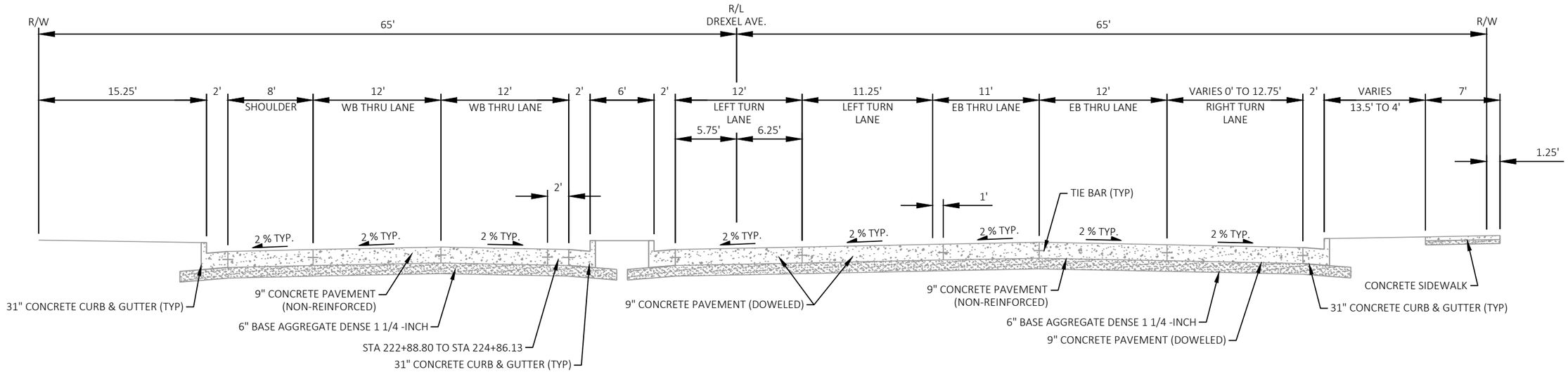



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| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | EXISTING TYPICAL SECTIONS | SHEET 5 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 03-10ft
PLOT DATE : 10/26/2021 1:49 PM
PLOT BY : JOHNSON, ZACHARY
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

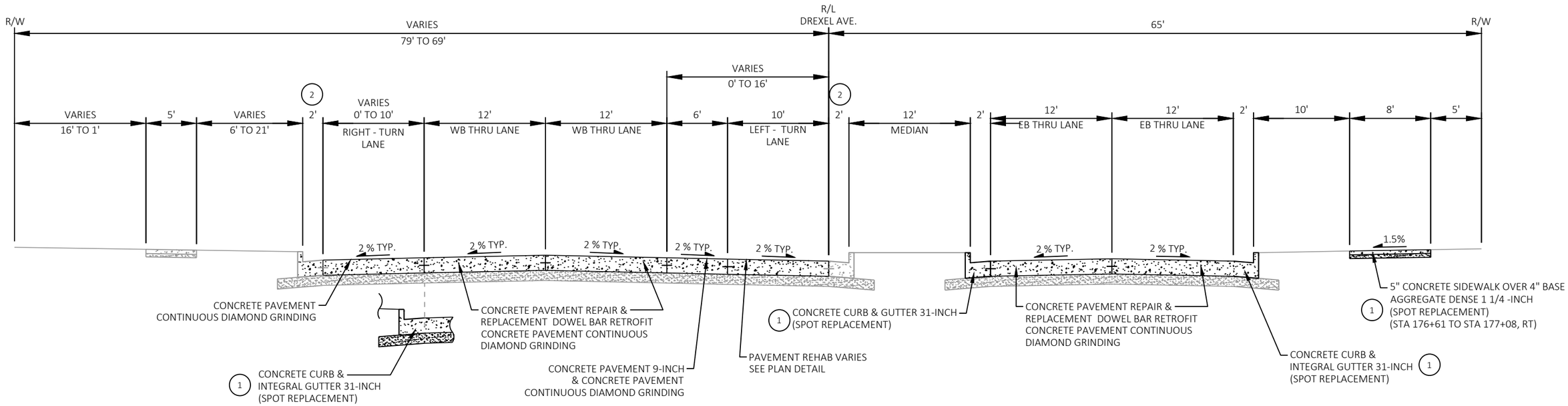



## EXISTING TYPICAL SECTION

STA 221+40 TO STA 224+93.6 EB
STA 222+82 TO STA 224+93.6 WB

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | EXISTING TYPICAL SECTIONS | SHEET 6 | E |
|---|---|---|---|---|---|

2



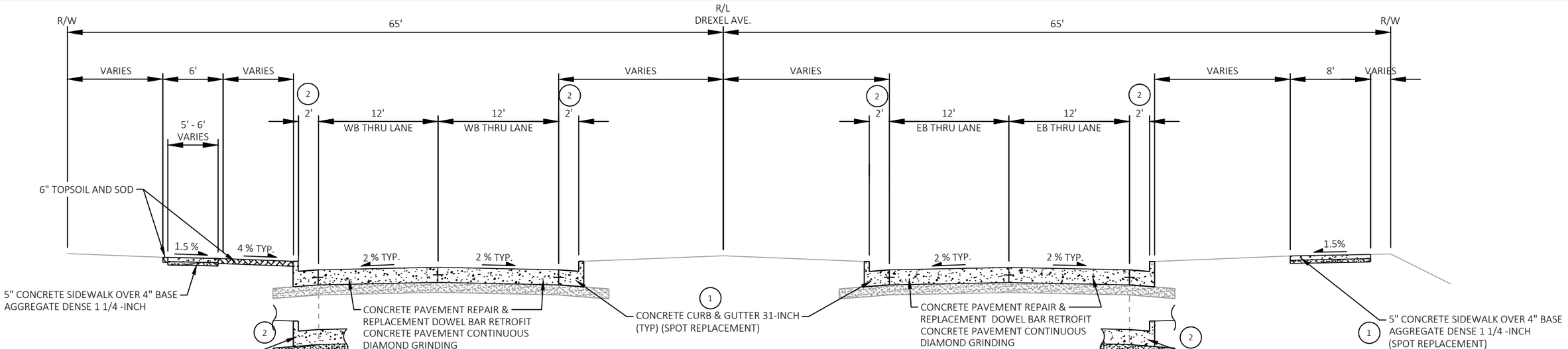

## PROPOSED TYPICAL SECTION

STA 174+00.00 TO STA 177+14.41

1. PLACE 6" TOPSOIL AND SOD IN ALL AREAS DISTURBED BY SPOT REPLACEMENT OF CURB & GUTTER AND SIDEWALK.
2. GRIND ADJACENT PAVEMENT AND CONCRETE CURB & GUTTER AS NECESSARY TO FEATHER IN A SMOOTH TRANSITION AND MAINTAIN DRAINAGE AS DIRECTED BY THE ENGINEER.

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | PROPOSED TYPICAL SECTIONS | SHEET 7 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 05-10ft
PLOT DATE : 10/26/2021 1:49 PM
PLOT BY : JOHNSON, ZACHARY
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42




INTEGRAL CURB & GUTTER
STA 177+14.41 TO STA 183+14 LT
STA 188+53 TO STA 193+50 LT

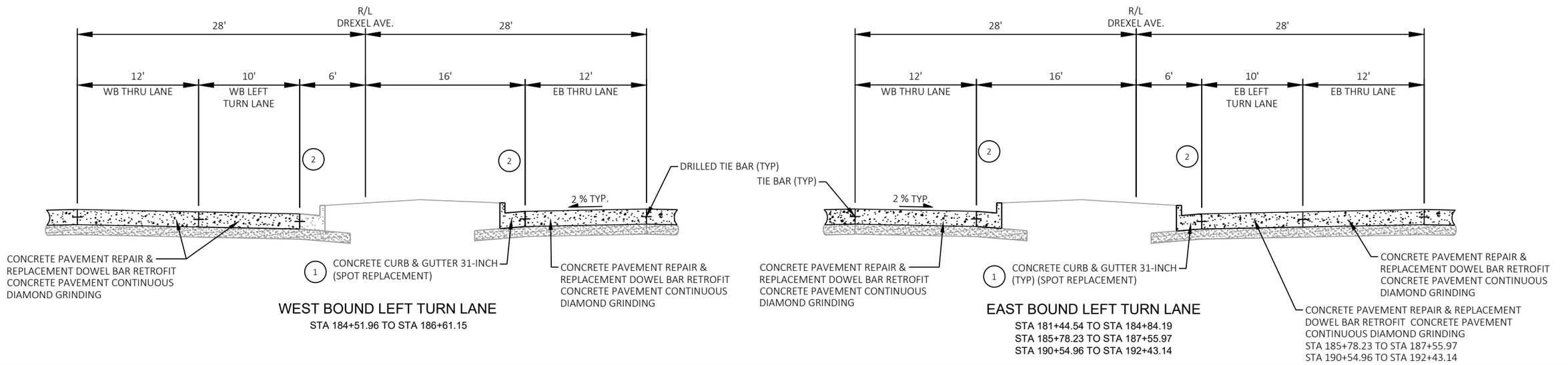
PROPOSED TYPICAL SECTION
STA 177+14.41 TO STA 202+13.68

INTEGRAL CURB & GUTTER
STA 177+14.41 TO STA 193+50 RT

1. PLACE 6" TOPSOIL AND SOD IN ALL AREAS DISTURBED BY SPOT REPLACEMENT OF CURB & GUTTER AND SIDEWALK.
2. GRIND ADJACENT PAVEMENT AND CONCRETE CURB & GUTTER AS NECESSARY TO FEATHER IN A SMOOTH TRANSITION AND MAINTAIN DRAINAGE AS DIRECTED BY THE ENGINEER.

WEST BOUND RIGHT TURN LANE
STA 184+85.12 TO STA 186+96.31 LT.

EAST BOUND RIGHT TURN LANE
STA 198+70.55 TO STA 199+77.51 RT

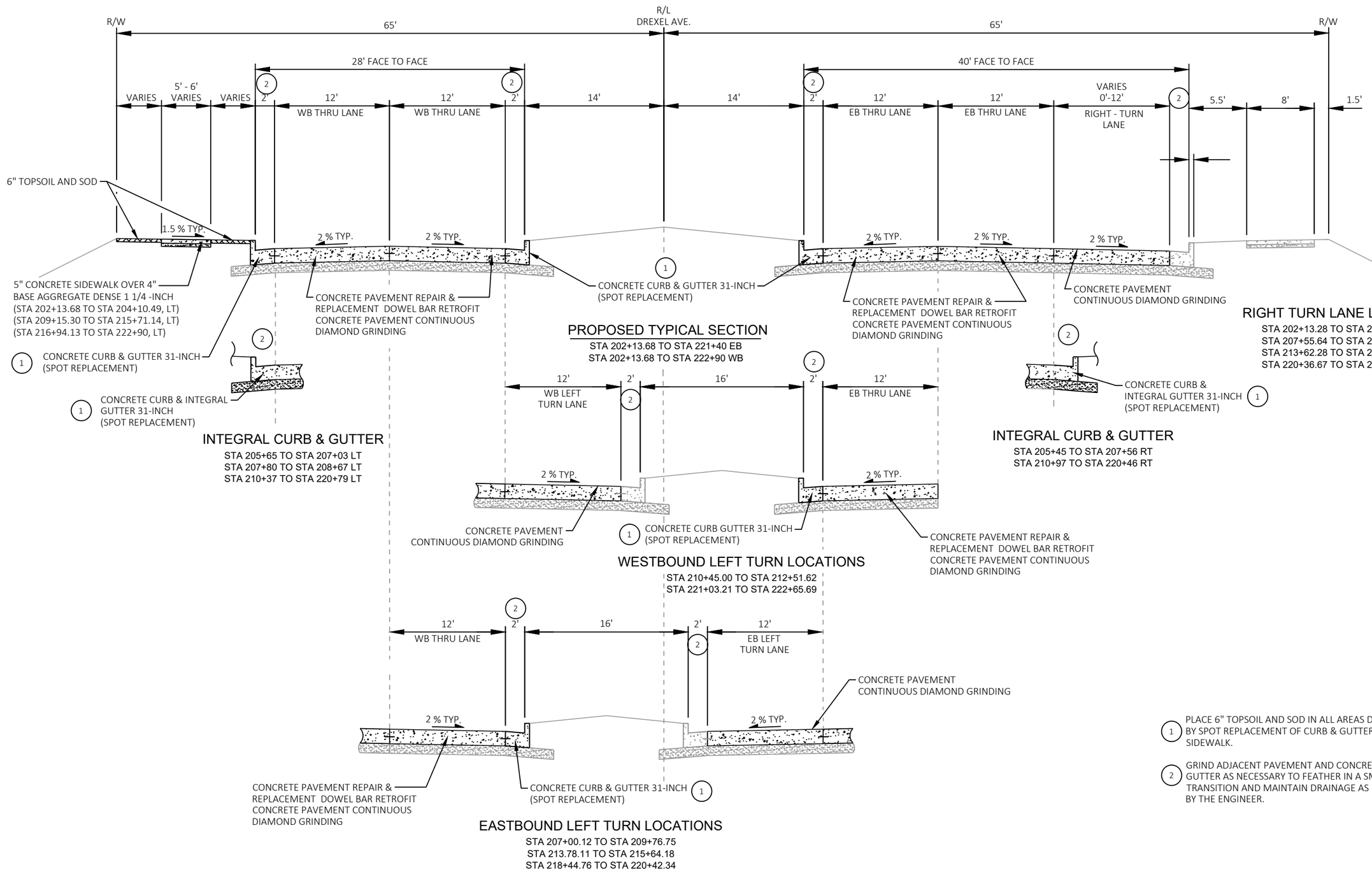



WEST BOUND LEFT TURN LANE
STA 184+51.96 TO STA 186+61.15

EAST BOUND LEFT TURN LANE
STA 181+44.54 TO STA 184+84.19
STA 185+78.23 TO STA 187+55.97
STA 190+54.96 TO STA 192+43.14

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | PROPOSED TYPICAL SECTIONS | SHEET 8 | E |
|---|---|---|---|---|---|

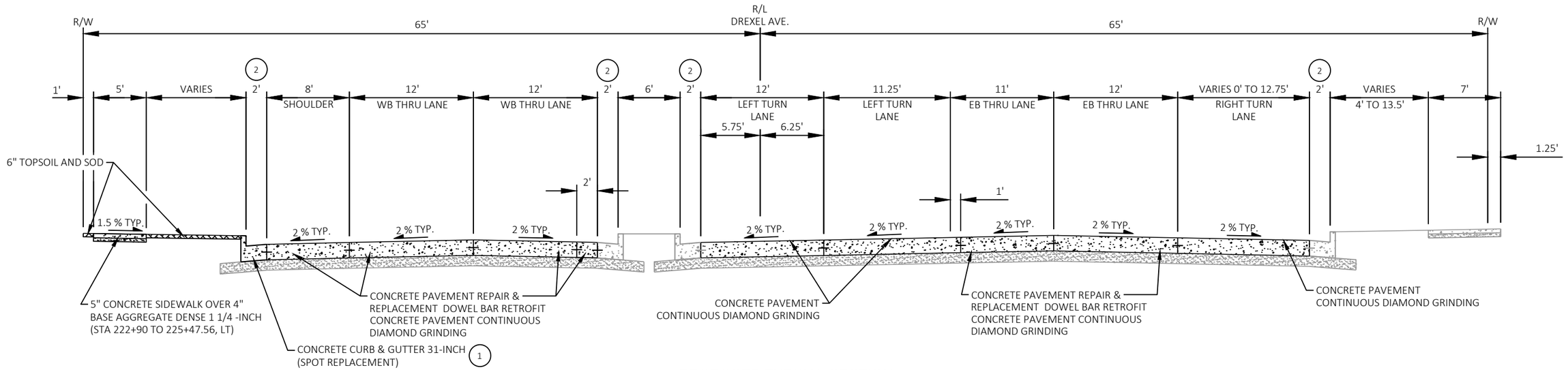
2




1. PLACE 6" TOPSOIL AND SOD IN ALL AREAS DISTURBED BY SPOT REPLACEMENT OF CURB & GUTTER AND SIDEWALK.
2. GRIND ADJACENT PAVEMENT AND CONCRETE CURB & GUTTER AS NECESSARY TO FEATHER IN A SMOOTH TRANSITION AND MAINTAIN DRAINAGE AS DIRECTED BY THE ENGINEER.

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | PROPOSED TYPICAL SECTIONS | SHEET 9 | E |
|---|---|---|---|---|---|

2




## PROPOSED TYPICAL SECTION

STA 221+40 TO STA 224+93.6 EB
STA 222+90 TO STA 224+93.6 WB

1. PLACE 6" TOPSOIL AND SOD IN ALL AREAS DISTURBED BY SPOT REPLACEMENT OF CURB & GUTTER AND SIDEWALK.

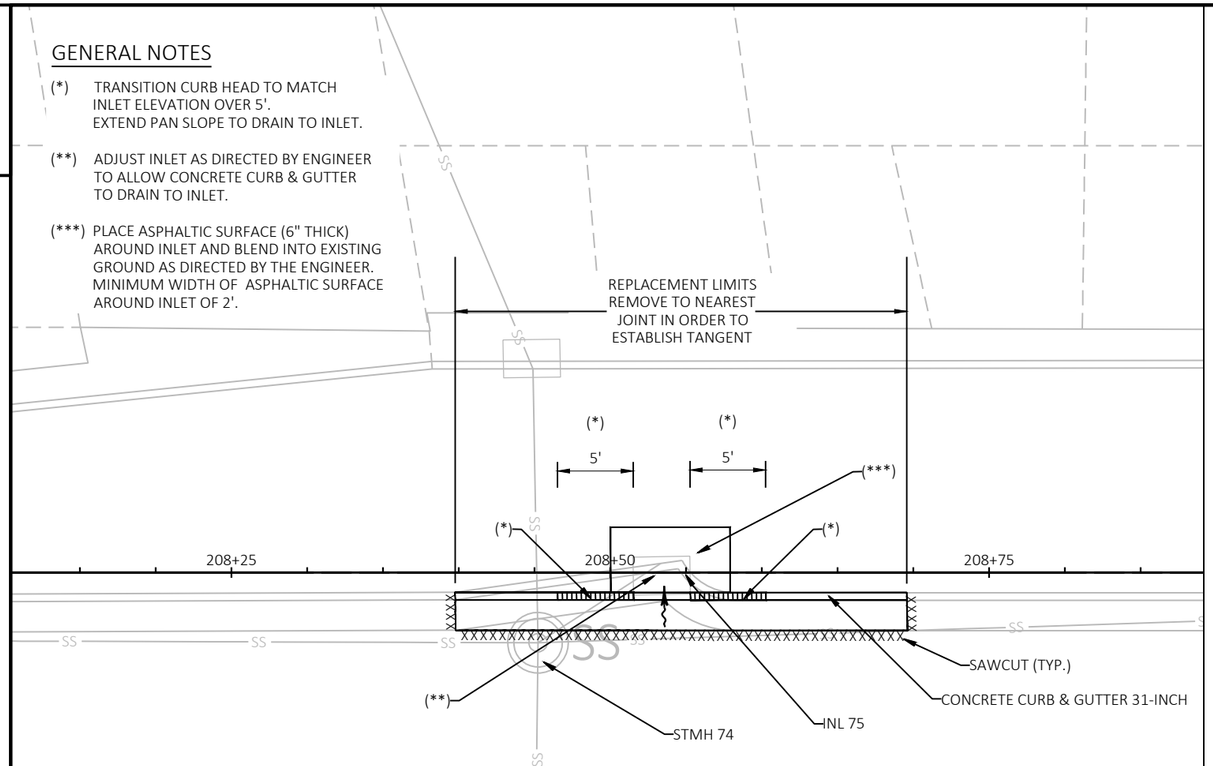
2. GRIND ADJACENT PAVEMENT AND CONCRETE CURB & GUTTER AS NECESSARY TO FEATHER IN A SMOOTH TRANSITION AND MAINTAIN DRAINAGE AS DIRECTED BY THE ENGINEER.

## GENERAL NOTES

(*) TRANSITION CURB HEAD TO MATCH INLET ELEVATION OVER 5'. EXTEND PAN SLOPE TO DRAIN TO INLET.

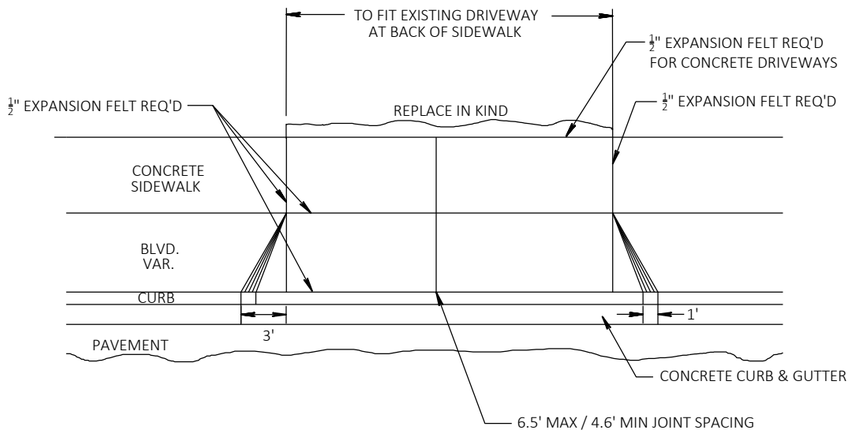
(**) ADJUST INLET AS DIRECTED BY ENGINEER TO ALLOW CONCRETE CURB & GUTTER TO DRAIN TO INLET.

(***) PLACE ASPHALTIC SURFACE (6" THICK) AROUND INLET AND BLEND INTO EXISTING GROUND AS DIRECTED BY THE ENGINEER. MINIMUM WIDTH OF ASPHALTIC SURFACE AROUND INLET OF 2'.




CONCRETE CURB & GUTTER ADJUSTMENT AT INL 75

STA 208+53, RT




DRIVEWAY ENTRANCE DETAIL WITH SIDEWALK, CURB & GUTTER

STA 180+10, LT

## GENERAL NOTES

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

INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

UNLESS OTHERWISE SHOWN ON THE TYPICAL SECTIONS, THE BASE COURSE AND COMMON EXCAVATION LIMITS ARE 2'-0" BEHIND THE BACK OF CURBS.

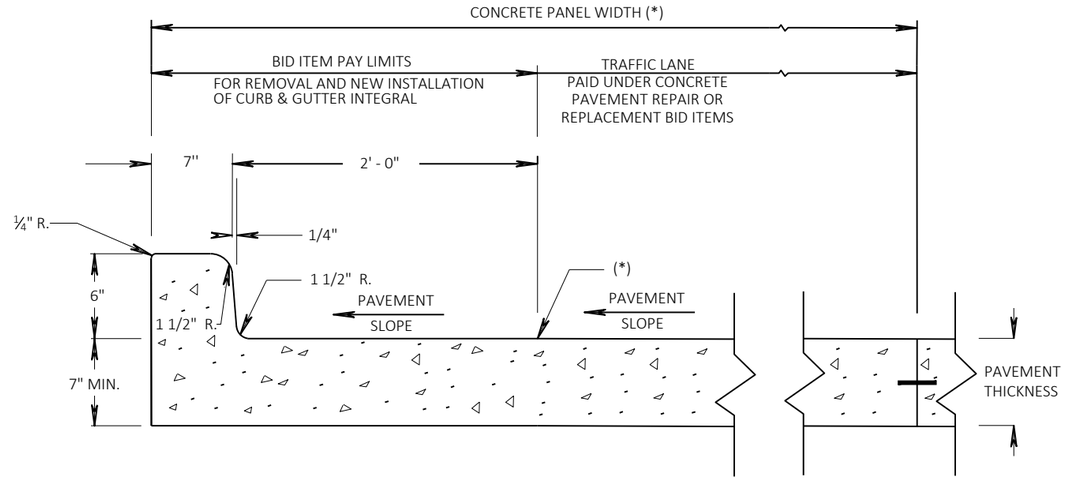
THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE COURSE PROVIDED A 7" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(*) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINTS ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

(*) WHEN A LONGITUDINAL JOINT IS REQUIRED, PLACE #4 X 2'-0" TIE BARS AT 3 FEET ON CENTER PERPENDICULAR TO THE JOINT. PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

| PAVEMENT THICKNESS | MAXIMUM PANEL WIDTH |
|---|---|
| LESS THAN 10" | 12' |
| 10" & ABOVE | 15' |




CONCRETE CURB & GUTTER INTEGRAL 31-INCH

2

2

N

MATCH LINE 199+50

SLOPE INTERCEPT

APPROXIMATE LIMITS
OF EXCAVATION HAULING
AND DISPOSAL OF PETROLEUM
CONTAMINATED SOIL.
1' - 6' BELOW GROUND SURFACE (BGS).

R/W

RETANING WALL

OH

G

GV

SS

STATION

WELL

W

WV

194+00

195+00

196+00

197+00

198+00

199+00

W. DREXEL AVE.

OAK LEAF TRAIL - DREXEL CONNECTOR

CMSTP&P RAILROAD

MATCH LINE 193+50

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | CONSTRUCTION DETAIL - HAZMAT SOILS | SHEET 12 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSOTHER\CONTAMINATED SOIL\CONTAMINATED SOIL EXHIBIT.DWG
LAYOUT NAME - CS1

PLOT DATE : 10/25/2021 11:35 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

MATCH LINE 205+50

S. 6TH ST.

SLOPE INTERCEPT

APPROXIMATE LIMITS
OF EXCAVATION HAULING
AND DISPOSAL OF PETROLEUM
CONTAMINATED SOIL.
1' - 4' BELOW GROUND SURFACE (BGS).

R/W

R/W

199+96.18 R

200+00

201+00

202+00

203+00

204+00

205+00

W. DREXEL AVE.

OAK LEAF TRAIL - DREXEL CONNECTOR

R/W

R/W

S. 6TH ST.

MATCH LINE 199+50

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | CONSTRUCTION DETAIL - HAZMAT SOILS | SHEET 13 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSOTHER\CONTAMINATED SOIL\CONTAMINATED SOIL EXHIBIT.DWG
LAYOUT NAME - CS2

PLOT DATE : 10/25/2021 11:35 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- CONCRETE PAVEMENT REPAIR (<15')
- CONCRETE PAVEMENT REPLACEMENT (>15')
- REMOVING AND REPLACEMENT OF CONCRETE SIDEWALK 5-INCH
- CG-19 — REMOVING AND REPLACING CURB AND GUTTER 19-INCH
- CG-31 — REMOVING AND REPLACING CURB AND GUTTER 31-INCH
- IC — REMOVING AND REPLACING CURB AND GUTTER INTEGRAL 31-INCH
- PAVEMENT DOWEL BARS RETROFIT AT CRACK
- CONCRETE PAVEMENT PARTIAL DEPTH REPAIR JOINT/CRACK REPAIR
- #' x #' F.D. — CONCRETE PAVEMENT FULL DEPTH ADJUSTMENT
- CLEARING AND GRUBBING
- SHADED AREAS NOT TO RECEIVE DOWEL BAR RETROFIT, ONLY TO RECEIVE DIAMOND GRINDING

NOTE: PAVEMENT DOWEL BAR RETROFIT AT ALL TRANSVERSE JOINTS SHOWN IN PLAN NOT IMPACTED BY OTHER REPAIRS EXCEPT IN SHADED AREAS.

N

R/W

OAK LEAF TRAIL - DREXEL CONNECTOR

170+00

171+00

172+00

173+00

174+00

175+00

W. DREXEL AVE.

SECTION CORNER MONUMENT NOT TO BE DISTURBED

PI: 173+52.83

BEGIN PROJECT
STA 174+00.00

REMOVE RUMBLE STRIPS AND PLACE CONCRETE PAVEMENT 9-INCH

IC

28+00

27+00

26+00

25+00

CTH V (S. 13TH ST.)

MATCH LINE 175+50

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | PLAN DETAIL | SHEET 14 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - PD1

PLOT DATE : 10/27/2021 10:58 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- CONCRETE PAVEMENT REPAIR (<15')
- CONCRETE PAVEMENT REPLACEMENT (>15')
- REMOVING AND REPLACEMENT OF CONCRETE SIDEWALK 5-INCH
- CG-19 REMOVING AND REPLACING CURB AND GUTTER 19-INCH
- CG-31 REMOVING AND REPLACING CURB AND GUTTER 31-INCH
- IC REMOVING AND REPLACING CURB AND GUTTER INTEGRAL 31-INCH
- PAVEMENT DOWEL BARS RETROFIT AT CRACK
- CONCRETE PAVEMENT PARTIAL DEPTH REPAIR JOINT/CRACK REPAIR
- #' x #' F.D. CONCRETE PAVEMENT FULL DEPTH ADJUSTMENT
- CLEARING AND GRUBBING
- SHADED AREAS NOT TO RECEIVE DOWEL BAR RETROFIT, ONLY TO RECEIVE DIAMOND GRINDING

NOTE: PAVEMENT DOWEL BAR RETROFIT AT ALL TRANSVERSE JOINTS SHOWN IN PLAN NOT IMPACTED BY OTHER REPAIRS EXCEPT IN SHADED AREAS.

N

MATCH LINE 175+50

R/W

176+00 177+00 178+00 179+00 180+00 181+00

W. DREXEL AVE.

EXISTING WATER VALVE TO BE ADJUSTED BY OAK CREEK WATER UTILITY DURING CONSTRUCTION

5' CONCRETE SIDEWALK 5-INCH

REMOVING SIDEWALK ONLY (STA 178+92 - STA 179+52)

CONCRETE DRIVEWAY 7-INCH OVER 6" BASE AGGREGATE DENSE 1 ¼-INCH

WETLANDS

SLOPE INTERCEPT (TYP)

+91.81 -67.89' LT

+75.39 -55.00' LT

+00.27 -55.00' LT

+20.39 -55.00' LT

ASPHALT

IC CG-31

CONCRETE MEDIAN SLOPE NOSE

OAK LEAF TRAIL - DREXEL CONNECTOR

8' CONCRETE SIDEWALK 5-INCH

MATCH LINE 181+50

2

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | PLAN DETAIL | SHEET 15 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - PD2

PLOT DATE : 10/27/2021 10:58 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- CONCRETE PAVEMENT REPAIR (<15')
- CONCRETE PAVEMENT REPLACEMENT (>15')
- REMOVING AND REPLACEMENT OF CONCRETE SIDEWALK 5-INCH
- CG-19 — REMOVING AND REPLACING CURB AND GUTTER 19-INCH
- CG-31 — REMOVING AND REPLACING CURB AND GUTTER 31-INCH
- IC — REMOVING AND REPLACING CURB AND GUTTER INTEGRAL 31-INCH
- PAVEMENT DOWEL BARS RETROFIT AT CRACK
- CONCRETE PAVEMENT PARTIAL DEPTH REPAIR JOINT/CRACK REPAIR
- #' x #' F.D. — CONCRETE PAVEMENT FULL DEPTH ADJUSTMENT
- CLEARING AND GRUBBING
- SHADED AREAS NOT TO RECEIVE DOWEL BAR RETROFIT, ONLY TO RECEIVE DIAMOND GRINDING

N

NOTE: PAVEMENT DOWEL BAR RETROFIT AT ALL TRANSVERSE JOINTS SHOWN IN PLAN NOT IMPACTED BY OTHER REPAIRS EXCEPT IN SHADED AREAS.

S. 10TH ST.

NOTE: SEE CURB RAMP DETAIL ADDITIONAL INFORMATION.

MOVING SIGNS TYPE II AND SMALL SIGN SUPPORTS AS DIRECTED BY THE ENGINEER

EXISTING WATER VALVE TO BE ADJUSTED BY OAK CREEK WATER UTILITY DURING CONSTRUCTION

5' CONCRETE SIDEWALK 5-INCH

+69.89 -58.58' LT

+50.47 -55.00' LT

R/W

CG-31

IC

SHES

5' CONCRETE SIDEWALK 5-INCH

WETLANDS

SLOPE INTERCEPT (TYP)

+98.61 -58.50' LT

6' CONCRETE SIDEWALK 5-INCH

+38.37 -58.50' LT

+88.37 -55.00' LT

MATCH LINE 181+50

W. DREXEL AVE.

182+00 183+00 184+00 185+00 186+00 187+00

MATCH LINE 187+50

OAK LEAF TRAIL - DREXEL CONNECTOR

EXISTING STREET LIGHTING VAULT NOT TO BE DISTURBED

NOTE: SEE CURB RAMP DETAIL ADDITIONAL INFORMATION.

8' CONCRETE SIDEWALK 5-INCH

S. WILDWOOD DR.

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | PLAN DETAIL | SHEET 16 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - PD3

PLOT DATE : 10/27/2021 10:58 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- CONCRETE PAVEMENT REPAIR (<15')
- CONCRETE PAVEMENT REPLACEMENT (>15')
- REMOVING AND REPLACEMENT OF CONCRETE SIDEWALK 5-INCH
- CG-19 — REMOVING AND REPLACING CURB AND GUTTER 19-INCH
- CG-31 — REMOVING AND REPLACING CURB AND GUTTER 31-INCH
- IC — REMOVING AND REPLACING CURB AND GUTTER INTEGRAL 31-INCH
- PAVEMENT DOWEL BARS RETROFIT AT CRACK
- CONCRETE PAVEMENT PARTIAL DEPTH REPAIR JOINT/CRACK REPAIR
- #' x #' F.D. — CONCRETE PAVEMENT FULL DEPTH ADJUSTMENT
- CLEARING AND GRUBBING
- SHADED AREAS NOT TO RECEIVE DOWEL BAR RETROFIT, ONLY TO RECEIVE DIAMOND GRINDING

NOTE: PAVEMENT DOWEL BAR RETROFIT AT ALL TRANSVERSE JOINTS SHOWN IN PLAN NOT IMPACTED BY OTHER REPAIRS EXCEPT IN SHADED AREAS.

N

NOTE: SEE CURB RAMP DETAIL ADDITIONAL INFORMATION.

NOTE: SEE CURB RAMP DETAIL ADDITIONAL INFORMATION.

CONCRETE DRIVEWAY HES 7-INCH OVER 6" BASE AGGREGATE DENSE 1 ¼ -INCH

MOVING SIGNS TYPE II AND SMALL SIGN SUPPORTS AS DIRECTED BY THE ENGINEER

SLOPE INTERCEPT (TYP)

5' CONCRETE SIDEWALK 5-INCH (TYP)

BACK OF SIDEWALK 55' LT

CONCRETE DRIVEWAY HES 7-INCH OVER 6" BASE AGGREGATE DENSE 1 ¼ -INCH

EXISTING PEDESTAL NOT TO BE DISTURBED

+15.09
-55.00' LT

MATCH LINE 187+50

MATCH LINE 193+50

188+00 189+00 190+00 191+00 192+00 193+00

W. DREXEL AVE.

OAK LEAF TRAIL - DREXEL CONNECTOR

8' CONCRETE SIDEWALK 5-INCH

8' CONCRETE SIDEWALK 5-INCH

EXISTING WATER VALVE TO BE ADJUSTED BY OAK CREEK WATER UTILITY DURING CONSTRUCTION

WETLANDS

R/W

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | PLAN DETAIL | SHEET 17 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - PD4

PLOT DATE : 10/27/2021 10:58 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

NOTE: PAVEMENT DOWEL BAR RETROFIT AT ALL TRANSVERSE JOINTS SHOWN IN PLAN NOT IMPACTED BY OTHER REPAIRS EXCEPT IN SHADED AREAS.

LEGEND

- CONCRETE PAVEMENT REPAIR (<15')
- CONCRETE PAVEMENT REPLACEMENT (>15')
- REMOVING AND REPLACEMENT OF CONCRETE SIDEWALK 5-INCH
- CG-19 — REMOVING AND REPLACING CURB AND GUTTER 19-INCH
- CG-31 — REMOVING AND REPLACING CURB AND GUTTER 31-INCH
- IC — REMOVING AND REPLACING CURB AND GUTTER INTEGRAL 31-INCH
- PAVEMENT DOWEL BARS RETROFIT AT CRACK
- CONCRETE PAVEMENT PARTIAL DEPTH REPAIR JOINT/CRACK REPAIR
- #' x #' F.D. — CONCRETE PAVEMENT FULL DEPTH ADJUSTMENT
- CLEARING AND GRUBBING
- SHADED AREAS NOT TO RECEIVE DOWEL BAR RETROFIT, ONLY TO RECEIVE DIAMOND GRINDING

N

MATCH LINE 193+50

EXISTING GAS VENTS NOT TO BE DISTURBED, MAINTAIN 1' MIN OFFSET TO BACK OF SIDEWALK

3' MIN TERRACE

5' CONCRETE SIDEWALK 5-INCH

SLOPE INTERCEPT (TYP)

EXISTING HANDHOLE TO BE RELOCATED BY OTHERS PRIOR TO CONSTRUCTION

8' CONCRETE SIDEWALK 5-INCH

3' MIN TERRACE

EXISTING HANDHOLE TO BE RELOCATED BY OTHERS PRIOR TO CONSTRUCTION

5' CONCRETE SIDEWALK 5-INCH

+64.71 -50.00' LT | R/W | +88.78 -50.00' LT | +31.66 -58.00' LT | +67.59 -58.00' LT | +07.59 -50.54' LT | +27.59 -50.50' LT | +50 -50.00' LT | +49.91 -50.00' LT

RETAINING WALL | STATION | WELL | OH | G | SS | W

194+00 | 195+00 | 196+00 | 197+00 | 198+00 | 199+00

CG-31

W. DREXEL AVE.

OAK LEAF TRAIL - DREXEL CONNECTOR

8' CONCRETE SIDEWALK 5-INCH

8' CONCRETE SIDEWALK 5-INCH

EXISTING WATER VALVE TO BE ADJUSTED BY OAK CREEK WATER UTILITY DURING CONSTRUCTION

8' CONCRETE SIDEWALK 5-INCH

R/W

R/W

WETLANDS

CMSTP&P RAILROAD

MATCH LINE 199+50

2

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | PLAN DETAIL | SHEET 18 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - PD5
PLOT DATE : 10/27/2021 10:58 AM
PLOT BY : JOHNSON, ZACHARY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- CONCRETE PAVEMENT REPAIR (<15')
- CONCRETE PAVEMENT REPLACEMENT (>15')
- REMOVING AND REPLACEMENT OF CONCRETE SIDEWALK 5-INCH
- CG-19 — REMOVING AND REPLACING CURB AND GUTTER 19-INCH
- CG-31 — REMOVING AND REPLACING CURB AND GUTTER 31-INCH
- IC — REMOVING AND REPLACING CURB AND GUTTER INTEGRAL 31-INCH
- PAVEMENT DOWEL BARS RETROFIT AT CRACK
- CONCRETE PAVEMENT PARTIAL DEPTH REPAIR JOINT/CRACK REPAIR
- #' x #' F.D. — CONCRETE PAVEMENT FULL DEPTH ADJUSTMENT
- CLEARING AND GRUBBING
- SHADED AREAS NOT TO RECEIVE DOWEL BAR RETROFIT, ONLY TO RECEIVE DIAMOND GRINDING

NOTE: PAVEMENT DOWEL BAR RETROFIT AT ALL TRANSVERSE JOINTS SHOWN IN PLAN NOT IMPACTED BY OTHER REPAIRS EXCEPT IN SHADED AREAS.

NOTE: SEE CURB RAMP DETAIL ADDITIONAL INFORMATION.

N

S. 6TH ST.

SECTION CORNER MONUMENT NOT TO BE DISTURBED

5' CONCRETE SIDEWALK 5-INCH (TYP)

SLOPE INTERCEPT (TYP)

EXISTING SANITARY SEWER MANHOLE TO BE ADJUSTED BY OAK CREEK SEWER UTILITY DURING CONSTRUCTION (MANHOLE NOT SURVEYED)

R/W

+99.75 -60.00' LT

+10.49 -60.00' LT

CG-31

200+00 201+00 202+00 203+00 204+00 205+00

W. DREXEL AVE.

OAK LEAF TRAIL - DREXEL CONNECTOR

EXISTING WATER VALVE TO BE ADJUSTED BY OAK CREEK WATER UTILITY DURING CONSTRUCTION

MATCH LINE 199+50

MATCH LINE 205+50

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | PLAN DETAIL | SHEET 19 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - PD6

PLOT DATE : 10/27/2021 10:58 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- CONCRETE PAVEMENT REPAIR (<15')
- CONCRETE PAVEMENT REPLACEMENT (>15')
- REMOVING AND REPLACEMENT OF CONCRETE SIDEWALK 5-INCH
- CG-19 — REMOVING AND REPLACING CURB AND GUTTER 19-INCH
- CG-31 — REMOVING AND REPLACING CURB AND GUTTER 31-INCH
- IC — REMOVING AND REPLACING CURB AND GUTTER INTEGRAL 31-INCH
- PAVEMENT DOWEL BARS RETROFIT AT CRACK
- CONCRETE PAVEMENT PARTIAL DEPTH REPAIR JOINT/CRACK REPAIR
- #' x #' F.D. — CONCRETE PAVEMENT FULL DEPTH ADJUSTMENT
- CLEARING AND GRUBBING
- SHADED AREAS NOT TO RECEIVE DOWEL BAR RETROFIT, ONLY TO RECEIVE DIAMOND GRINDING

NOTE: PAVEMENT DOWEL BAR RETROFIT AT ALL TRANSVERSE JOINTS SHOWN IN PLAN NOT IMPACTED BY OTHER REPAIRS EXCEPT IN SHADED AREAS.

N

MOVING SIGNS TYPE II AND SMALL SIGN SUPPORTS AS DIRECTED BY THE ENGINEER

EXISTING SANITARY SEWER MANHOLE TO BE ADJUSTED BY OAK CREEK SEWER UTILITY DURING CONSTRUCTION

EXISTING WATER VALVE TO BE ADJUSTED BY OAK CREEK WATER UTILITY DURING CONSTRUCTION

5' CONCRETE SIDEWALK 5-INCH (TYP)

BACK OF SIDEWALK 64' LT

EXISTING PEDESTALS TO BE RELOCATED BY OTHERS PRIOR TO CONSTRUCTION

EXISTING HANDHOLE TO BE RELOCATED BY OTHERS PRIOR TO CONSTRUCTION

CONCRETE DRIVEWAY 7-INCH OVER 6" BASE AGGREGATE DENSE 1¼ -INCH

NOTE: SEE CURB RAMP DETAIL ADDITIONAL INFORMATION.

EXISTING PEDESTAL TO BE RELOCATED BY OTHERS PRIOR TO CONSTRUCTION

BACK OF SIDEWALK 64' LT

CONCRETE DRIVEWAY 7-INCH OVER 6" BASE AGGREGATE DENSE 1¼ -INCH

EXISTING WATER VALVE TO BE ADJUSTED BY OAK CREEK WATER UTILITY DURING CONSTRUCTION

TREE TO REMAIN

SLOPE INTERCEPT (TYP)

TREES TO REMAIN

TREE TO REMAIN

R/W

R/W

ASPHALT

ASPHALT

IC

CG-31

SHES

CG-31 SEE CONSTRUCTION DETAIL

206+00

207+00

208+00

209+00

210+00

211+00

W. DREXEL AVE.

MATCH LINE 205+50

MATCH LINE 211+50

OAK LEAF TRAIL - DREXEL CONNECTOR

OAK LEAF TRAIL - DREXEL CONNECTOR

S. MAIN ST.

2

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | PLAN DETAIL | SHEET 20 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - PD7

PLOT DATE : 10/27/2021 10:58 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- CONCRETE PAVEMENT REPAIR (<15')
- CONCRETE PAVEMENT REPLACEMENT (>15')
- REMOVING AND REPLACEMENT OF CONCRETE SIDEWALK 5-INCH
- CG-19 — REMOVING AND REPLACING CURB AND GUTTER 19-INCH
- CG-31 — REMOVING AND REPLACING CURB AND GUTTER 31-INCH
- IC — REMOVING AND REPLACING CURB AND GUTTER INTEGRAL 31-INCH
- PAVEMENT DOWEL BARS RETROFIT AT CRACK
- CONCRETE PAVEMENT PARTIAL DEPTH REPAIR JOINT/CRACK REPAIR
- #' x #' F.D. — CONCRETE PAVEMENT FULL DEPTH ADJUSTMENT
- CLEARING AND GRUBBING
- SHADED AREAS NOT TO RECEIVE DOWEL BAR RETROFIT, ONLY TO RECEIVE DIAMOND GRINDING

NOTE: PAVEMENT DOWEL BAR RETROFIT AT ALL TRANSVERSE JOINTS SHOWN IN PLAN NOT IMPACTED BY OTHER REPAIRS EXCEPT IN SHADED AREAS.

N

WETLANDS

EXISTING SANITARY SEWER MANHOLE TO BE ADJUSTED BY OAK CREEK SEWER UTILITY DURING CONSTRUCTION

SLOPE INTERCEPT (TYP)

R/W

TREE TO REMAIN

5' CONCRETE SIDEWALK 5-INCH

TREE TO REMAIN

+71.14
-64.00' LT

EXISTING SANITARY SEWER MANHOLE TO BE ADJUSTED BY OAK CREEK SEWER UTILITY DURING CONSTRUCTION

6' CONCRETE SIDEWALK 5-INCH

+25
-55.00' LT

+65.14
-59.00' LT

IC

CG-31

W. DREXEL AVE.

212+00 213+00 214+00 215+00 216+00 217+00

MATCH LINE 211+50

MATCH LINE 217+50

OAK LEAF TRAIL - DREXEL CONNECTOR

S. DELCO DR.

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | PLAN DETAIL | SHEET 21 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - PD8

PLOT DATE : 10/27/2021 10:58 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- CONCRETE PAVEMENT REPAIR (<15')
- CONCRETE PAVEMENT REPLACEMENT (>15')
- REMOVING AND REPLACEMENT OF CONCRETE SIDEWALK 5-INCH
- CG-19 — REMOVING AND REPLACING CURB AND GUTTER 19-INCH
- CG-31 — REMOVING AND REPLACING CURB AND GUTTER 31-INCH
- IC — REMOVING AND REPLACING CURB AND GUTTER INTEGRAL 31-INCH
- PAVEMENT DOWEL BARS RETROFIT AT CRACK
- CONCRETE PAVEMENT PARTIAL DEPTH REPAIR JOINT/CRACK REPAIR
- #' x #' F.D. — CONCRETE PAVEMENT FULL DEPTH ADJUSTMENT
- CLEARING AND GRUBBING
- SHADED AREAS NOT TO RECEIVE DOWEL BAR RETROFIT, ONLY TO RECEIVE DIAMOND GRINDING

NOTE: PAVEMENT DOWEL BAR RETROFIT AT ALL TRANSVERSE JOINTS SHOWN IN PLAN NOT IMPACTED BY OTHER REPAIRS EXCEPT IN SHADED AREAS.

N

NOTE: SEE CURB RAMP DETAIL ADDITIONAL INFORMATION.

EXISTING WATER VALVE TO BE ADJUSTED BY OAK CREEK WATER UTILITY DURING CONSTRUCTION

CONCRETE DRIVEWAY 7-INCH OVER 6" BASE AGGREGATE DENSE 1 ¼ -INCH

6' CONCRETE SIDEWALK 5-INCH

EXISTING SANITARY SEWER MANHOLE TO BE ADJUSTED BY OAK CREEK SEWER UTILITY DURING CONSTRUCTION

NOTE: SEE CURB RAMP DETAIL ADDITIONAL INFORMATION.

CONCRETE DRIVEWAY 7-INCH OVER 6" BASE AGGREGATE DENSE 1 ¼ -INCH

EXISTING PEDESTAL NOT TO BE DISTURBED

SLOPE INTERCEPT (TYP)

BACK OF SIDEWALK 64' LT

NOTE: SEE CURB RAMP DETAIL ADDITIONAL INFORMATION.

EXISTING WATER VALVE TO BE ADJUSTED BY OAK CREEK WATER UTILITY DURING CONSTRUCTION

CONCRETE DRIVEWAY 7-INCH OVER 6" BASE AGGREGATE DENSE 1 ¼ -INCH

TREES TO REMAIN

R/W

ASPHALT

CONCRETE

+19.50 -55.00' LT

+64.50 -64.00' LT

+15 -49.00' LT

5' CONCRETE SIDEWALK 5-INCH (TYP)

TREE TO REMAIN

IC

CG-31

CG-19

SHES

MATCH LINE 217+50

MATCH LINE 223+50

218+00

219+00

220+00

221+00

222+00

223+00

W. DREXEL AVE.

OAK LEAF TRAIL - DREXEL CONNECTOR

APPROXIMATE LOCATION OF LOOP DETECTOR (NOT SURVEYED). LOOP DETECTOR NOT TO BE DISTURBED.

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | PLAN DETAIL | SHEET 22 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - PD9

PLOT DATE : 10/27/2021 10:59 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

NOTE: PAVEMENT DOWEL BAR RETROFIT AT ALL TRANSVERSE JOINTS SHOWN IN PLAN NOT IMPACTED BY OTHER REPAIRS EXCEPT IN SHADED AREAS.

LEGEND

- CONCRETE PAVEMENT REPAIR (<15')
- CONCRETE PAVEMENT REPLACEMENT (>15')
- REMOVING AND REPLACEMENT OF CONCRETE SIDEWALK 5-INCH
- CG-19 — REMOVING AND REPLACING CURB AND GUTTER 19-INCH
- CG-31 — REMOVING AND REPLACING CURB AND GUTTER 31-INCH
- IC — REMOVING AND REPLACING CURB AND GUTTER INTEGRAL 31-INCH
- PAVEMENT DOWEL BARS RETROFIT AT CRACK
- CONCRETE PAVEMENT PARTIAL DEPTH REPAIR JOINT/CRACK REPAIR
- #' x #' F.D. — CONCRETE PAVEMENT FULL DEPTH ADJUSTMENT
- CLEARING AND GRUBBING
- SHADED AREAS NOT TO RECEIVE DOWEL BAR RETROFIT, ONLY TO RECEIVE DIAMOND GRINDING

N

EXISTING HANDHOLE NOT TO BE DISTURBED

EXISTING PEDESTAL TO BE RELOCATED BY OTHERS PRIOR TO CONSTRUCTION

5' CONCTETE SIDEWALK 5-INCH

TREE TO REMAIN

SLOPE INTERCEPT

R/W

CG-31

CG-31

+41.31
-80.96' LT

+38.41
-64.00' LT

+45.09
-73.36' LT

+42.63
-59.00' LT

EXISTING HANDHOLE TO BE RELOCATED BY OTHERS PRIOR TO CONSTRUCTION

MATCH LINE 223+50

224+00

225+00

226+00

227+00

228+00

229+00

PI: 226+45.45

END PROJECT
STA 224+93.60

CONSTRUCTION LIMITS
STA 225+16.02

SECTION CORNER MONUMENT NOT TO BE DISTURBED

OAK LEAF TRAIL - DREXEL CONNECTOR

STH 38 (S. HOWELL AVE.)

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | PLAN DETAIL | SHEET 23 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - PD10

PLOT DATE : 10/27/2021 10:59 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

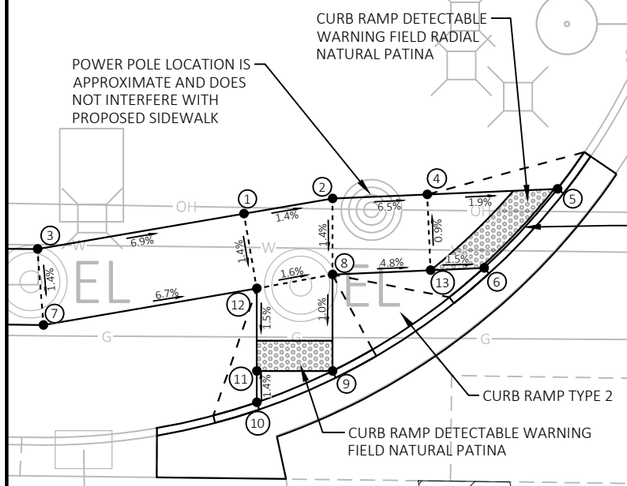
2

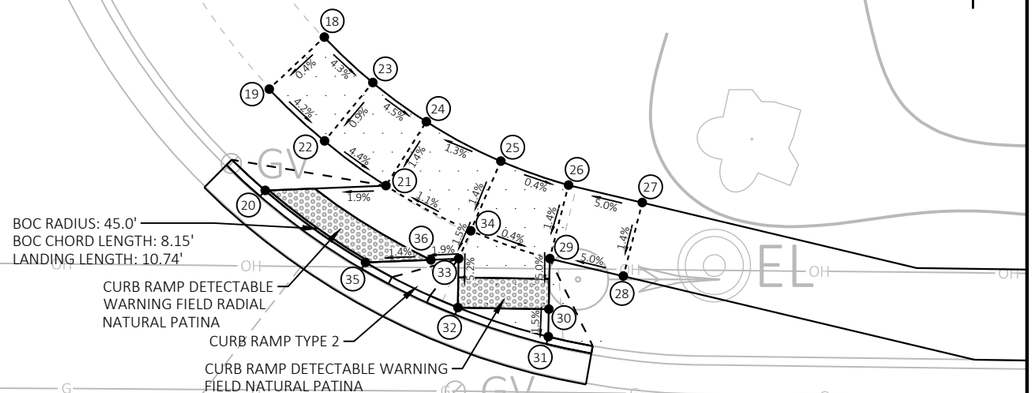
S. 10TH ST.

N

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3. GRADE CHANGE BETWEEN THE GUTTER FLANGE SLOPE AND CURB RAMP SLOPE SHALL NOT EXCEED 11%.

** SEE CROSS SECTIONS FOR ADDITIONAL DRIVEWAY SLOPE INFORMATION.



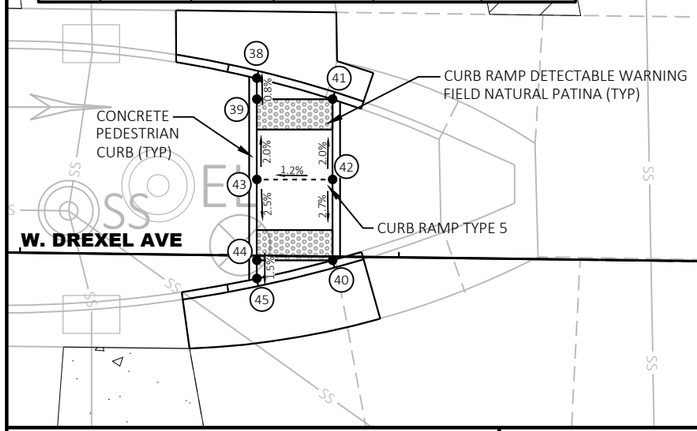




| STATION & OFFSET TABLE | | | | | |
|---|---|---|---|---|---|
| POINT | STATION | OFFSET | Y COORDS | X COORDS | ELEVATION |
| 1 | 183+64.06 | -57.50 LT | 335549.963 | 2523750.926 | 137.11 |
| 2 | 183+69.89 | -58.58 LT | 335550.964 | 2523756.769 | 137.03 |
| 3 | 183+50.47 | -55.00 LT | 335547.630 | 2523737.300 | 138.07 |
| 4 | 183+76.14 | -58.93 LT | 335551.237 | 2523763.022 | 136.62 |
| 5 | 183+84.73 | -59.41 LT | 335551.612 | 2523771.619 | 136.46 |
| 6 | 183+79.95 | -54.13 LT | 335546.395 | 2523766.767 | 136.59 |
| 7 | 183+50.92 | -50.00 LT | 335542.625 | 2523737.694 | 138.00 |
| 8 | 183+69.96 | -53.57 LT | 335545.959 | 2523756.769 | 136.96 |
| 9 | 183+70.03 | -47.21 LT | 335539.594 | 2523756.769 | 136.89 |
| 10 | 183+65.06 | -45.07 LT | 335537.520 | 2523751.769 | 136.99 |
| 11 | 183+65.03 | -47.14 LT | 335539.594 | 2523751.769 | 136.96 |
| 12 | 183+64.97 | -52.59 LT | 335545.035 | 2523751.769 | 137.04 |
| 13 | 183+76.42 | -53.93 LT | 335546.242 | 2523763.240 | 136.64 |

| STATION & OFFSET TABLE | | | | | |
|---|---|---|---|---|---|
| POINT | STATION | OFFSET | Y COORDS | X COORDS | ELEVATION |
| 18 | 184+59.33 | -73.24 LT | 335564.515 | 2523846.378 | 137.01 |
| 19 | 184+55.72 | -69.77 LT | 335561.094 | 2523842.732 | 136.99 |
| 20 | 184+55.54 | -63.08 LT | 335554.401 | 2523842.469 | 136.41 |
| 21 | 184+63.50 | -63.49 LT | 335554.715 | 2523850.433 | 136.56 |
| 22 | 184+59.42 | -66.39 LT | 335557.663 | 2523846.382 | 136.78 |
| 23 | 184+62.56 | -70.28 LT | 335561.513 | 2523849.572 | 136.82 |
| 24 | 184+66.12 | -67.74 LT | 335558.934 | 2523853.107 | 136.63 |
| 25 | 184+71.07 | -65.21 LT | 335556.335 | 2523858.024 | 136.70 |
| 26 | 184+75.56 | -63.68 LT | 335554.754 | 2523862.494 | 136.68 |
| 27 | 184+80.44 | -62.58 LT | 335553.596 | 2523867.359 | 136.93 |

| STATION & OFFSET TABLE | | | | | |
|---|---|---|---|---|---|
| POINT | STATION | OFFSET | Y COORDS | X COORDS | ELEVATION |
| 28 | 184+79.25 | -57.73 LT | 335548.754 | 2523866.112 | 136.86 |
| 29 | 184+74.37 | -58.82 LT | 335549.911 | 2523861.246 | 136.61 |
| 30 | 184+74.36 | -55.48 LT | 335546.563 | 2523861.186 | 136.44 |
| 31 | 184+74.35 | -53.67 LT | 335544.763 | 2523861.154 | 136.42 |
| 32 | 184+68.36 | -55.51 LT | 335546.675 | 2523855.187 | 136.43 |
| 33 | 184+68.37 | -58.74 LT | 335549.900 | 2523855.245 | 136.60 |
| 34 | 184+69.15 | -60.59 LT | 335551.744 | 2523856.042 | 136.63 |
| 35 | 184+62.23 | -58.42 LT | 335549.658 | 2523849.095 | 136.50 |
| 36 | 184+66.53 | -58.64 LT | 335549.827 | 2523853.398 | 136.56 |

| STATION & OFFSET TABLE | | | | | |
|---|---|---|---|---|---|
| POINT | STATION | OFFSET | Y COORDS | X COORDS | ELEVATION |
| 38 | 183+65.48 | -11.70 LT | 335504.142 | 2523751.769 | 137.19 |
| 39 | 183+65.49 | -10.32 LT | 335502.767 | 2523751.769 | 137.20 |
| 40 | 183+70.63 | 0.26 RT | 335492.128 | 2523756.769 | 137.22 |
| 41 | 183+70.49 | -10.37 LT | 335502.756 | 2523756.769 | 137.26 |
| 42 | 183+70.56 | -5.07 LT | 335497.459 | 2523756.769 | 137.37 |
| 43 | 183+65.56 | -5.01 LT | 335497.459 | 2523751.769 | 137.31 |
| 44 | 183+65.63 | 0.32 RT | 335492.128 | 2523751.769 | 137.17 |
| 45 | 183+65.64 | 1.52 RT | 335490.929 | 2523751.769 | 137.15 |




184+00

W. DREXEL AVE

185+00

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | CURB RAMP DETAILS | SHEET 24 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 021301-cr

PLOT DATE : 10/25/2021 1:31 PM PLOT BY : JOHNSON, ZACHARY PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

184+00

185+00

N

**W. DREXEL AVE**

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3. GRADE CHANGE BETWEEN THE GUTTER FLANGE SLOPE AND CURB RAMP SLOPE SHALL NOT EXCEED 11%.

** SEE CROSS SECTIONS FOR ADDITIONAL DRIVEWAY SLOPE INFORMATION.

STATION & OFFSET TABLE

| POINT | STATION | OFFSET | Y COORDS | X COORDS | ELEVATION |
|---|---|---|---|---|---|
| 50 | 183+65.15 | 42.64 RT | 335449.813 | 2523750.769 | 136.85 |
| 51 | 183+65.27 | 52.28 RT | 335440.173 | 2523750.769 | 137.29 |
| 52 | 183+71.27 | 52.34 RT | 335440.042 | 2523756.769 | 137.20 |
| 53 | 183+71.15 | 42.64 RT | 335449.739 | 2523756.769 | 136.80 |

STATION & OFFSET TABLE

| POINT | STATION | OFFSET | Y COORDS | X COORDS | ELEVATION |
|---|---|---|---|---|---|
| 56 | 183+78.39 | 52.38 RT | 335440.054 | 2523763.871 | 136.85 |
| 57 | 183+84.37 | 52.15 RT | 335440.064 | 2523769.871 | 136.39 |
| 58 | 183+90.37 | 52.07 RT | 335440.074 | 2523775.871 | 136.29 |
| 59 | 183+93.30 | 52.03 RT | 335440.079 | 2523778.802 | 136.25 |
| 60 | 183+98.38 | 60.03 RT | 335432.087 | 2523783.752 | 136.06 |
| 61 | 183+91.99 | 60.05 RT | 335432.076 | 2523777.383 | 136.12 |
| 62 | 183+90.49 | 60.07 RT | 335432.074 | 2523775.885 | 136.14 |
| 63 | 183+86.63 | 60.12 RT | 335432.067 | 2523772.031 | 136.19 |
| 64 | 183+84.49 | 60.15 RT | 335432.064 | 2523769.885 | 136.23 |
| 65 | 183+78.49 | 60.24 RT | 335432.054 | 2523763.885 | 136.58 |

STATION & OFFSET TABLE

| POINT | STATION | OFFSET | Y COORDS | X COORDS | ELEVATION |
|---|---|---|---|---|---|
| 70 | 184+39.34 | 60.12 RT | 335431.412 | 2523824.735 | 136.04 |
| 71 | 184+45.69 | 60.12 RT | 335431.335 | 2523831.086 | 136.15 |
| 72 | 184+48.18 | 60.12 RT | 335431.305 | 2523833.571 | 136.17 |
| 73 | 184+50.74 | 60.12 RT | 335431.274 | 2523836.128 | 136.20 |
| 74 | 184+54.18 | 52.12 RT | 335439.232 | 2523839.668 | 136.29 |
| 75 | 184+48.18 | 52.12 RT | 335439.305 | 2523833.669 | 136.20 |
| 76 | 184+45.02 | 52.12 RT | 335439.343 | 2523830.513 | 136.15 |
| 77 | 184+54.08 | 60.12 RT | 335431.232 | 2523839.571 | 136.25 |
| 78 | 184+60.18 | 60.11 RT | 335431.160 | 2523845.571 | 136.56 |
| 79 | 184+60.18 | 52.11 RT | 335439.160 | 2523845.668 | 136.56 |

STATION & OFFSET TABLE

| POINT | STATION | OFFSET | Y COORDS | X COORDS | ELEVATION |
|---|---|---|---|---|---|
| 80 | 184+73.72 | 52.10 RT | 335439.009 | 2523859.213 | 136.67 |
| 81 | 184+73.72 | 42.70 RT | 335448.407 | 2523859.329 | 136.16 |
| 82 | 184+67.72 | 42.70 RT | 335448.481 | 2523853.329 | 136.17 |
| 83 | 184+67.72 | 52.11 RT | 335439.066 | 2523853.213 | 136.67 |

CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA

CURB RAMP TYPE 3

CURB RAMP DETECTABLE WARNING FIELD RADIAL NATURAL PATINA

BOC RADIUS: 31.1'
BOC CHORD LENGTH: 9.47'
LANDING LENGTH: 8.05'

CURB RAMP TYPE 2

CURB RAMP TYPE 2

CURB RAMP DETECTABLE WARNING FIELD RADIAL NATURAL PATINA

BOC RADIUS: 31.4'
BOC CHORD LENGTH: 9.81'
LANDING LENGTH: 8.84'

CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA

CURB RAMP TYPE 3

**S. WILDWOOD DR.**

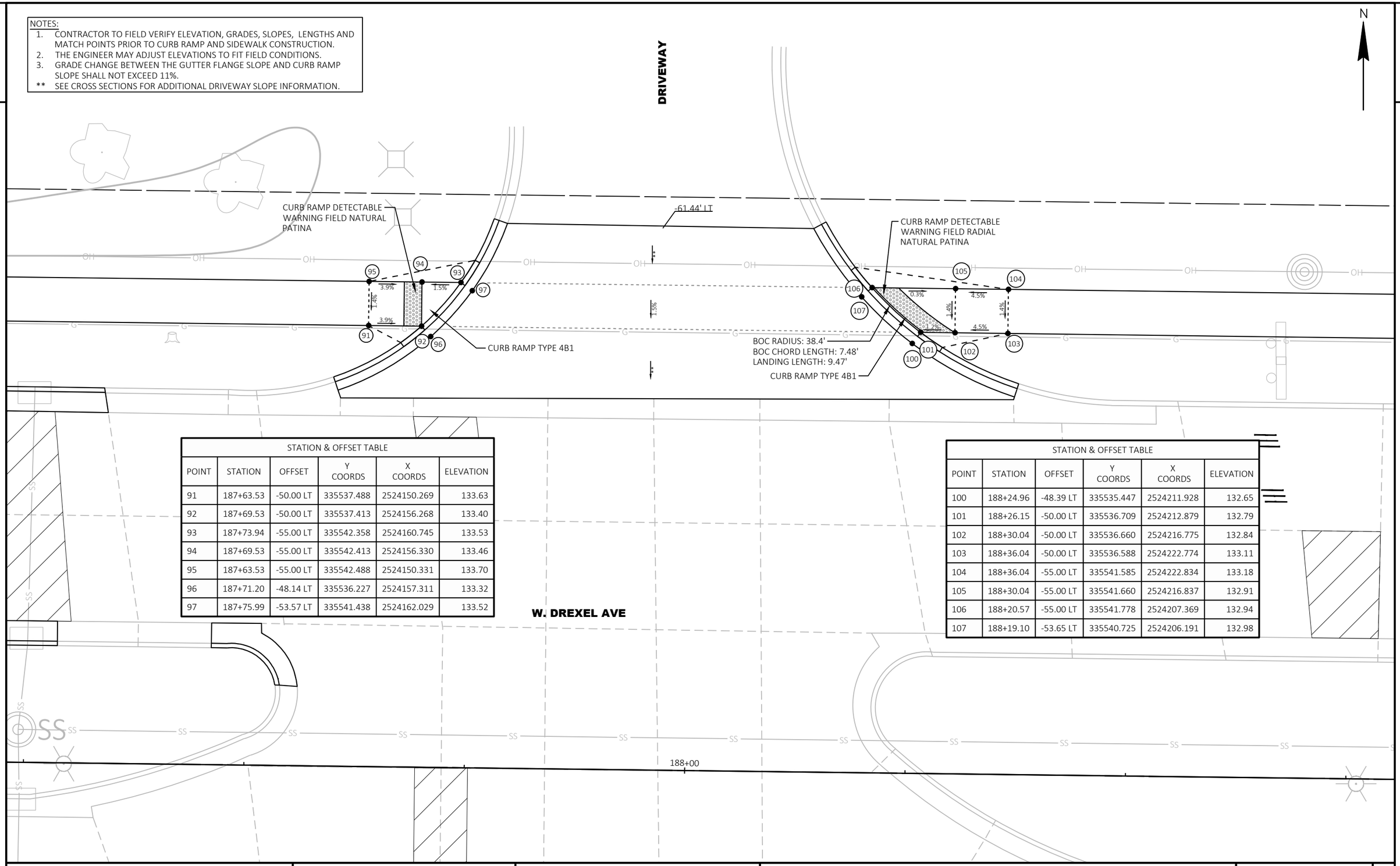
| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | CURB RAMP DETAILS | SHEET 25 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 021302-cr

PLOT DATE : 10/25/2021 1:31 PM PLOT BY : JOHNSON, ZACHARY PLOT NAME : PLOT SCALE : ##########

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3. GRADE CHANGE BETWEEN THE GUTTER FLANGE SLOPE AND CURB RAMP SLOPE SHALL NOT EXCEED 11%.

** SEE CROSS SECTIONS FOR ADDITIONAL DRIVEWAY SLOPE INFORMATION.




| STATION & OFFSET TABLE | | | | | |
|---|---|---|---|---|---|
| POINT | STATION | OFFSET | Y COORDS | X COORDS | ELEVATION |
| 91 | 187+63.53 | -50.00 LT | 335537.488 | 2524150.269 | 133.63 |
| 92 | 187+69.53 | -50.00 LT | 335537.413 | 2524156.268 | 133.40 |
| 93 | 187+73.94 | -55.00 LT | 335542.358 | 2524160.745 | 133.53 |
| 94 | 187+69.53 | -55.00 LT | 335542.413 | 2524156.330 | 133.46 |
| 95 | 187+63.53 | -55.00 LT | 335542.488 | 2524150.331 | 133.70 |
| 96 | 187+71.20 | -48.14 LT | 335536.227 | 2524157.311 | 133.32 |
| 97 | 187+75.99 | -53.57 LT | 335541.438 | 2524162.029 | 133.52 |

| STATION & OFFSET TABLE | | | | | |
|---|---|---|---|---|---|
| POINT | STATION | OFFSET | Y COORDS | X COORDS | ELEVATION |
| 100 | 188+24.96 | -48.39 LT | 335535.447 | 2524211.928 | 132.65 |
| 101 | 188+26.15 | -50.00 LT | 335536.709 | 2524212.879 | 132.79 |
| 102 | 188+30.04 | -50.00 LT | 335536.660 | 2524216.775 | 132.84 |
| 103 | 188+36.04 | -50.00 LT | 335536.588 | 2524222.774 | 133.11 |
| 104 | 188+36.04 | -55.00 LT | 335541.585 | 2524222.834 | 133.18 |
| 105 | 188+30.04 | -55.00 LT | 335541.660 | 2524216.837 | 132.91 |
| 106 | 188+20.57 | -55.00 LT | 335541.778 | 2524207.369 | 132.94 |
| 107 | 188+19.10 | -53.65 LT | 335540.725 | 2524206.191 | 132.98 |

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | CURB RAMP DETAILS | SHEET 26 | E |
|---|---|---|---|---|---|

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3. GRADE CHANGE BETWEEN THE GUTTER FLANGE SLOPE AND CURB RAMP SLOPE SHALL NOT EXCEED 11%.
** SEE CROSS SECTIONS FOR ADDITIONAL DRIVEWAY SLOPE INFORMATION.

N

DRIVEWAY

65.00' LT

CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA

CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA

CURB RAMP TYPE 4B1

CURB RAMP TYPE 4B1

W. DREXEL AVE

193+00

| STATION & OFFSET TABLE | | | | | |
|---|---|---|---|---|---|
| POINT | STATION | OFFSET | Y COORDS | X COORDS | ELEVATION |
| 110 | 192+52.56 | -55.00 LT | 335536.402 | 2524639.326 | 128.34 |
| 111 | 192+52.56 | -50.00 LT | 335531.400 | 2524639.263 | 128.27 |
| 112 | 192+57.56 | -50.00 LT | 335531.337 | 2524644.265 | 128.20 |
| 113 | 192+63.56 | -50.00 LT | 335531.263 | 2524650.262 | 127.77 |
| 114 | 192+66.91 | -55.00 LT | 335536.221 | 2524653.671 | 127.78 |
| 115 | 192+63.56 | -55.00 LT | 335536.262 | 2524650.326 | 127.83 |
| 116 | 192+57.56 | -55.00 LT | 335536.337 | 2524644.326 | 128.27 |
| 117 | 192+65.43 | -48.34 LT | 335529.526 | 2524652.170 | 127.82 |
| 118 | 192+69.15 | -53.90 LT | 335535.060 | 2524655.975 | 127.83 |

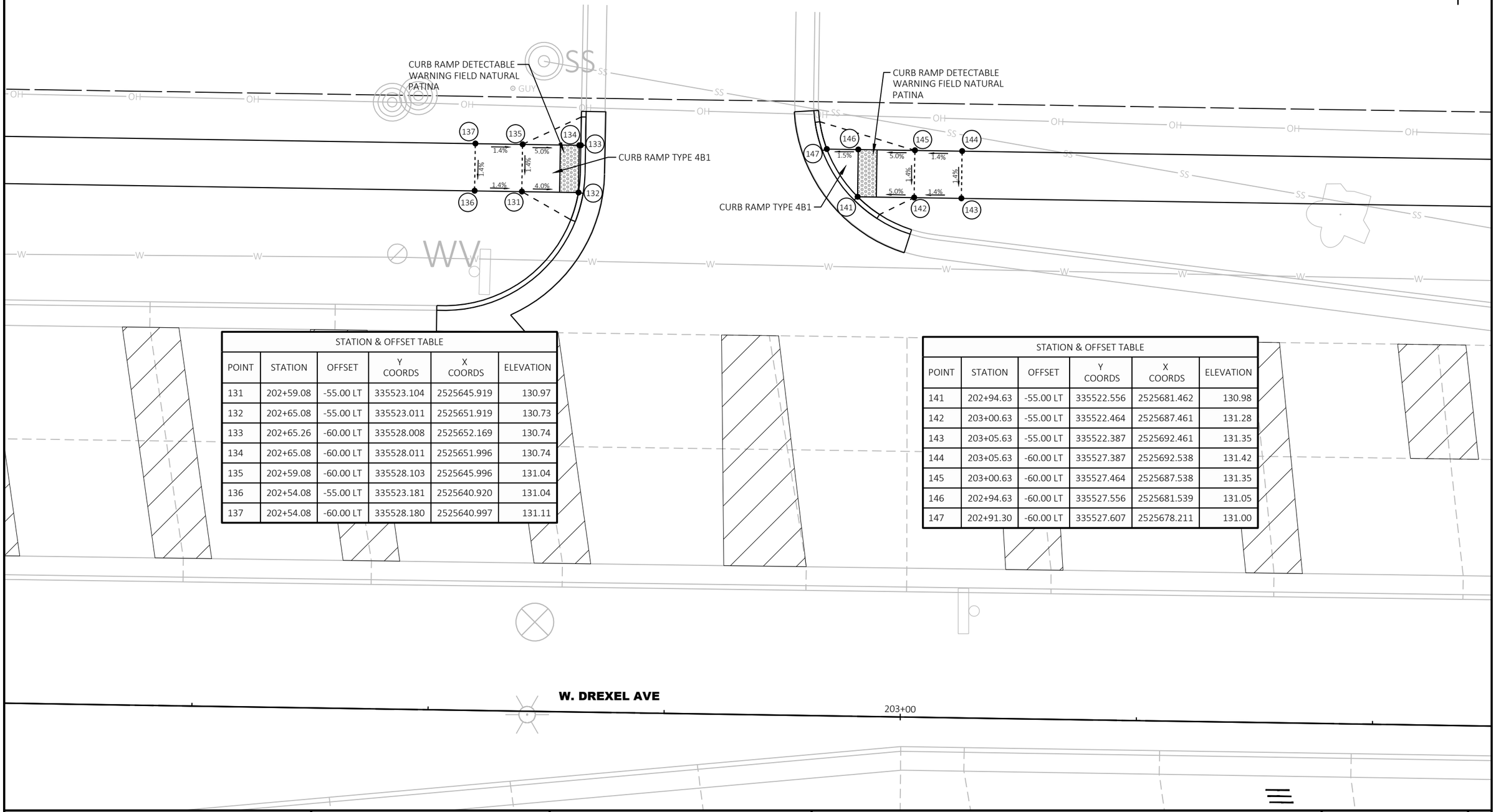
| STATION & OFFSET TABLE | | | | | |
|---|---|---|---|---|---|
| POINT | STATION | OFFSET | Y COORDS | X COORDS | ELEVATION |
| 119 | 193+14.87 | -50.00 LT | 335530.621 | 2524701.568 | 128.00 |
| 120 | 193+03.87 | -50.00 LT | 335530.761 | 2524690.568 | 127.64 |
| 121 | 193+09.87 | -50.00 LT | 335530.686 | 2524696.568 | 127.93 |
| 124 | 193+09.87 | -55.00 LT | 335535.684 | 2524696.632 | 128.00 |
| 125 | 193+03.87 | -55.00 LT | 335535.761 | 2524690.632 | 127.70 |
| 126 | 193+00.57 | -55.00 LT | 335535.802 | 2524687.329 | 127.69 |
| 127 | 192+98.31 | -53.92 LT | 335534.710 | 2524684.991 | 127.74 |
| 128 | 193+01.99 | -48.35 LT | 335529.085 | 2524688.607 | 127.68 |
| 129 | 193+14.87 | -55.00 LT | 335535.624 | 2524701.631 | 128.07 |

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | CURB RAMP DETAILS | SHEET 27 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 021304-cr
PLOT DATE : 10/25/2021 1:31 PM PLOT BY : JOHNSON, ZACHARY PLOT NAME : PLOT SCALE : ##########

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3. GRADE CHANGE BETWEEN THE GUTTER FLANGE SLOPE AND CURB RAMP SLOPE SHALL NOT EXCEED 11%.

** SEE CROSS SECTIONS FOR ADDITIONAL DRIVEWAY SLOPE INFORMATION.




STATION & OFFSET TABLE

| POINT | STATION | OFFSET | Y COORDS | X COORDS | ELEVATION |
|---|---|---|---|---|---|
| 131 | 202+59.08 | -55.00 LT | 335523.104 | 2525645.919 | 130.97 |
| 132 | 202+65.08 | -55.00 LT | 335523.011 | 2525651.919 | 130.73 |
| 133 | 202+65.26 | -60.00 LT | 335528.008 | 2525652.169 | 130.74 |
| 134 | 202+65.08 | -60.00 LT | 335528.011 | 2525651.996 | 130.74 |
| 135 | 202+59.08 | -60.00 LT | 335528.103 | 2525645.996 | 131.04 |
| 136 | 202+54.08 | -55.00 LT | 335523.181 | 2525640.920 | 131.04 |
| 137 | 202+54.08 | -60.00 LT | 335528.180 | 2525640.997 | 131.11 |

STATION & OFFSET TABLE

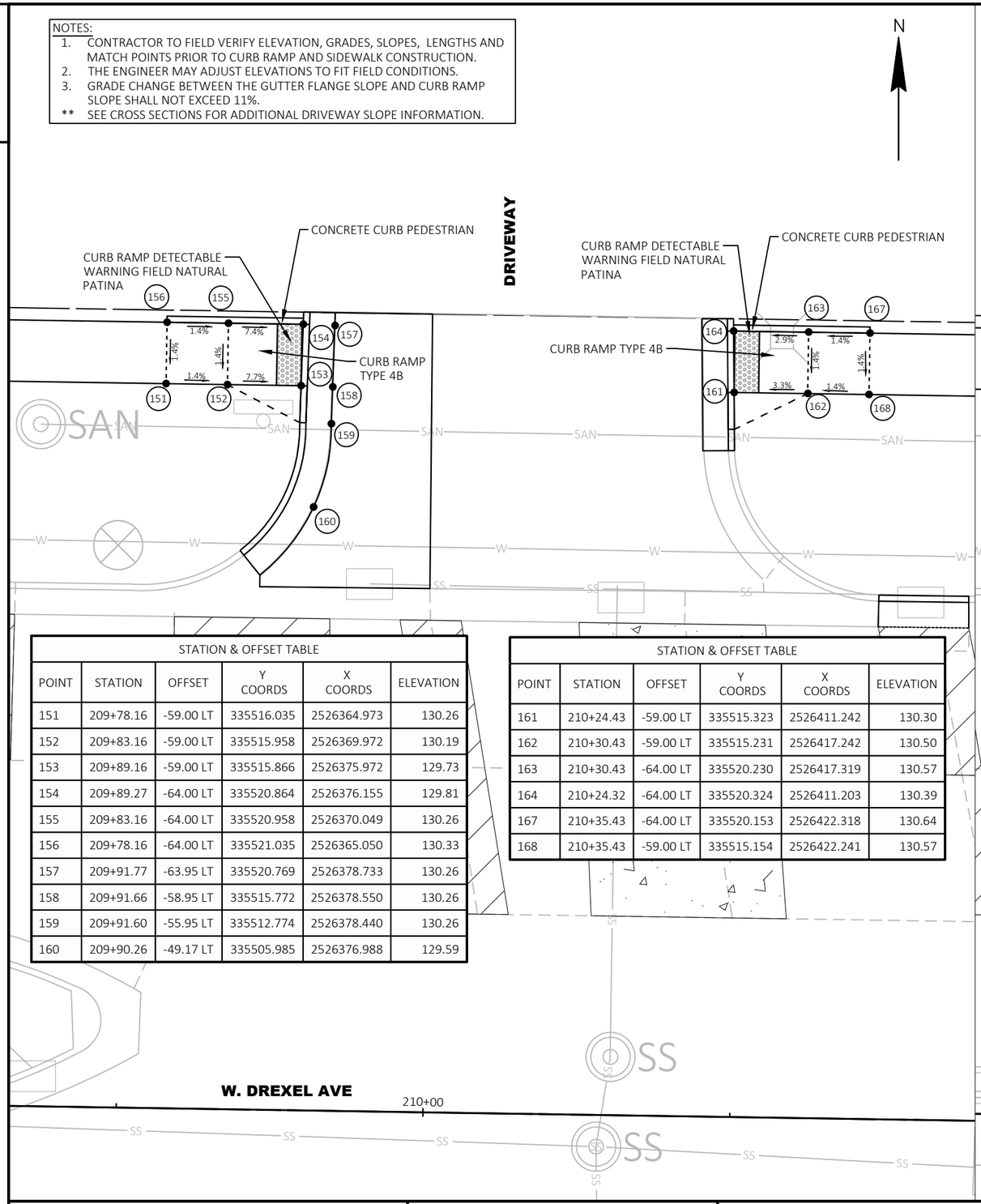
| POINT | STATION | OFFSET | Y COORDS | X COORDS | ELEVATION |
|---|---|---|---|---|---|
| 141 | 202+94.63 | -55.00 LT | 335522.556 | 2525681.462 | 130.98 |
| 142 | 203+00.63 | -55.00 LT | 335522.464 | 2525687.461 | 131.28 |
| 143 | 203+05.63 | -55.00 LT | 335522.387 | 2525692.461 | 131.35 |
| 144 | 203+05.63 | -60.00 LT | 335527.387 | 2525692.538 | 131.42 |
| 145 | 203+00.63 | -60.00 LT | 335527.464 | 2525687.538 | 131.35 |
| 146 | 202+94.63 | -60.00 LT | 335527.556 | 2525681.539 | 131.05 |
| 147 | 202+91.30 | -60.00 LT | 335527.607 | 2525678.211 | 131.00 |

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | CURB RAMP DETAILS | SHEET 28 | E |
|---|---|---|---|---|---|


FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 021305-cr
PLOT DATE : 10/25/2021 1:31 PM
PLOT BY : JOHNSON, ZACHARY
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

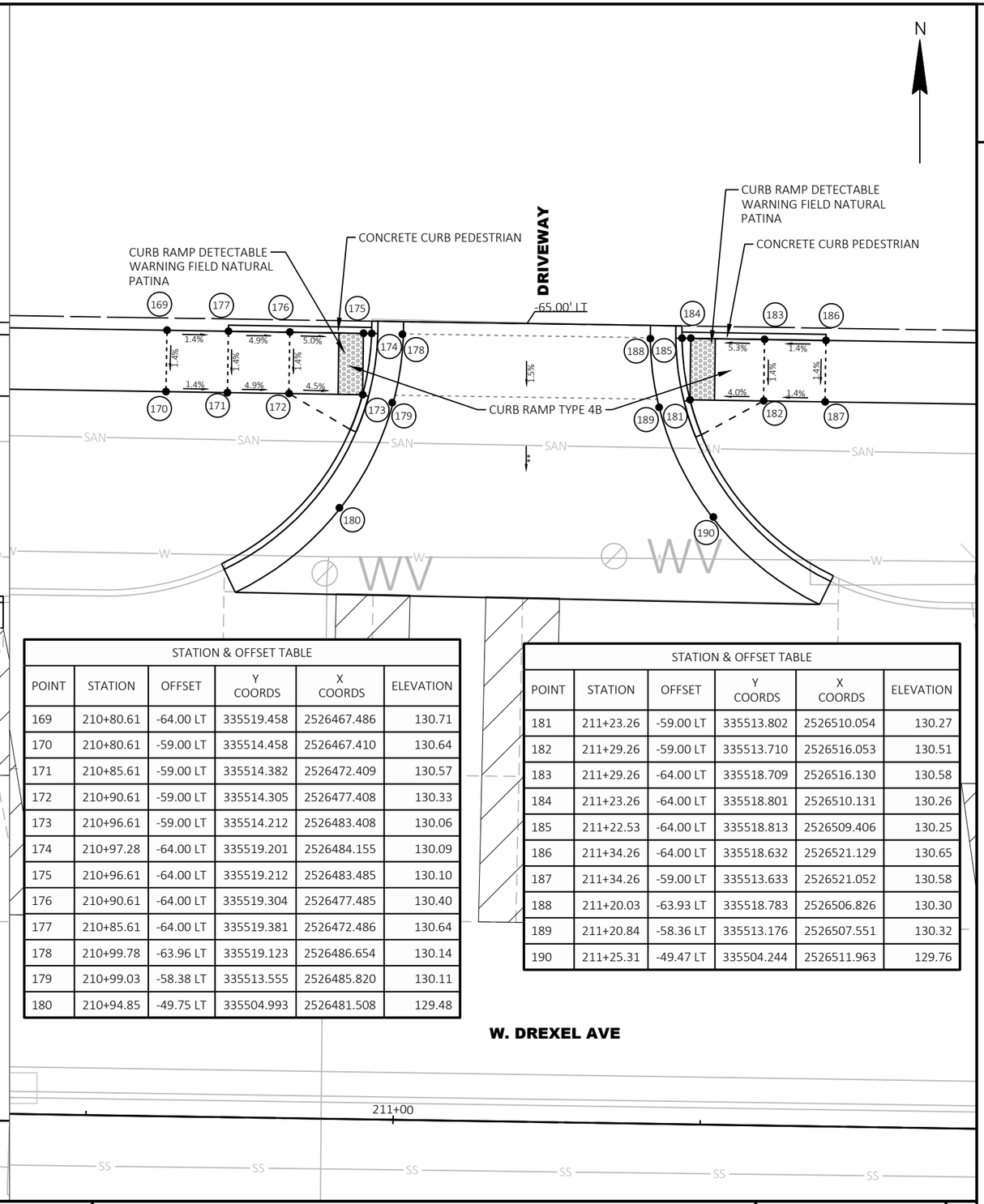
NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3. GRADE CHANGE BETWEEN THE GUTTER FLANGE SLOPE AND CURB RAMP SLOPE SHALL NOT EXCEED 11%.

** SEE CROSS SECTIONS FOR ADDITIONAL DRIVEWAY SLOPE INFORMATION.




| STATION & OFFSET TABLE | | | | | |
|---|---|---|---|---|---|
| POINT | STATION | OFFSET | Y COORDS | X COORDS | ELEVATION |
| 151 | 209+78.16 | -59.00 LT | 335516.035 | 2526364.973 | 130.26 |
| 152 | 209+83.16 | -59.00 LT | 335515.958 | 2526369.972 | 130.19 |
| 153 | 209+89.16 | -59.00 LT | 335515.866 | 2526375.972 | 129.73 |
| 154 | 209+89.27 | -64.00 LT | 335520.864 | 2526376.155 | 129.81 |
| 155 | 209+83.16 | -64.00 LT | 335520.958 | 2526370.049 | 130.26 |
| 156 | 209+78.16 | -64.00 LT | 335521.035 | 2526365.050 | 130.33 |
| 157 | 209+91.77 | -63.95 LT | 335520.769 | 2526378.733 | 130.26 |
| 158 | 209+91.66 | -58.95 LT | 335515.772 | 2526378.550 | 130.26 |
| 159 | 209+91.60 | -55.95 LT | 335512.774 | 2526378.440 | 130.26 |
| 160 | 209+90.26 | -49.17 LT | 335505.985 | 2526376.988 | 129.59 |

| STATION & OFFSET TABLE | | | | | |
|---|---|---|---|---|---|
| POINT | STATION | OFFSET | Y COORDS | X COORDS | ELEVATION |
| 161 | 210+24.43 | -59.00 LT | 335515.323 | 2526411.242 | 130.30 |
| 162 | 210+30.43 | -59.00 LT | 335515.231 | 2526417.242 | 130.50 |
| 163 | 210+30.43 | -64.00 LT | 335520.230 | 2526417.319 | 130.57 |
| 164 | 210+24.32 | -64.00 LT | 335520.324 | 2526411.203 | 130.39 |
| 167 | 210+35.43 | -64.00 LT | 335520.153 | 2526422.318 | 130.64 |
| 168 | 210+35.43 | -59.00 LT | 335515.154 | 2526422.241 | 130.57 |




| STATION & OFFSET TABLE | | | | | |
|---|---|---|---|---|---|
| POINT | STATION | OFFSET | Y COORDS | X COORDS | ELEVATION |
| 169 | 210+80.61 | -64.00 LT | 335519.458 | 2526467.486 | 130.71 |
| 170 | 210+80.61 | -59.00 LT | 335514.458 | 2526467.410 | 130.64 |
| 171 | 210+85.61 | -59.00 LT | 335514.382 | 2526472.409 | 130.57 |
| 172 | 210+90.61 | -59.00 LT | 335514.305 | 2526477.408 | 130.33 |
| 173 | 210+96.61 | -59.00 LT | 335514.212 | 2526483.408 | 130.06 |
| 174 | 210+97.28 | -64.00 LT | 335519.201 | 2526484.155 | 130.09 |
| 175 | 210+96.61 | -64.00 LT | 335519.212 | 2526483.485 | 130.10 |
| 176 | 210+90.61 | -64.00 LT | 335519.304 | 2526477.485 | 130.40 |
| 177 | 210+85.61 | -64.00 LT | 335519.381 | 2526472.486 | 130.64 |
| 178 | 210+99.78 | -63.96 LT | 335519.123 | 2526486.654 | 130.14 |
| 179 | 210+99.03 | -58.38 LT | 335513.555 | 2526485.820 | 130.11 |
| 180 | 210+94.85 | -49.75 LT | 335504.993 | 2526481.508 | 129.48 |

| STATION & OFFSET TABLE | | | | | |
|---|---|---|---|---|---|
| POINT | STATION | OFFSET | Y COORDS | X COORDS | ELEVATION |
| 181 | 211+23.26 | -59.00 LT | 335513.802 | 2526510.054 | 130.27 |
| 182 | 211+29.26 | -59.00 LT | 335513.710 | 2526516.053 | 130.51 |
| 183 | 211+29.26 | -64.00 LT | 335518.709 | 2526516.130 | 130.58 |
| 184 | 211+23.26 | -64.00 LT | 335518.801 | 2526510.131 | 130.26 |
| 185 | 211+22.53 | -64.00 LT | 335518.813 | 2526509.406 | 130.25 |
| 186 | 211+34.26 | -64.00 LT | 335518.632 | 2526521.129 | 130.65 |
| 187 | 211+34.26 | -59.00 LT | 335513.633 | 2526521.052 | 130.58 |
| 188 | 211+20.03 | -63.93 LT | 335518.783 | 2526506.826 | 130.30 |
| 189 | 211+20.84 | -58.36 LT | 335513.176 | 2526507.551 | 130.32 |
| 190 | 211+25.31 | -49.47 LT | 335504.244 | 2526511.963 | 129.76 |

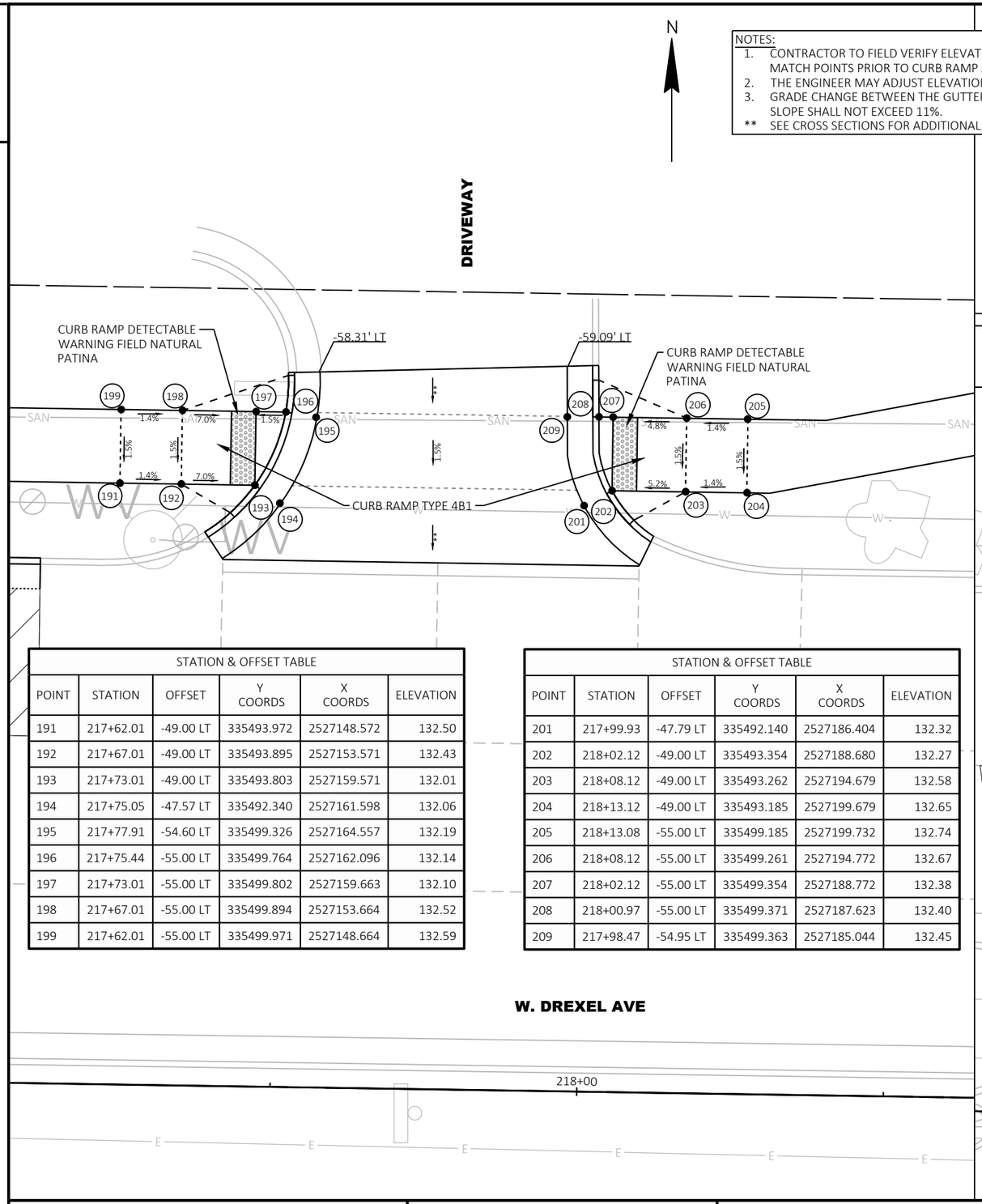
| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | CURB RAMP DETAILS | SHEET 29 | E |
|---|---|---|---|---|---|


FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 021306-cr
PLOT DATE : 10/25/2021 1:31 PM
PLOT BY : JOHNSON, ZACHARY
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

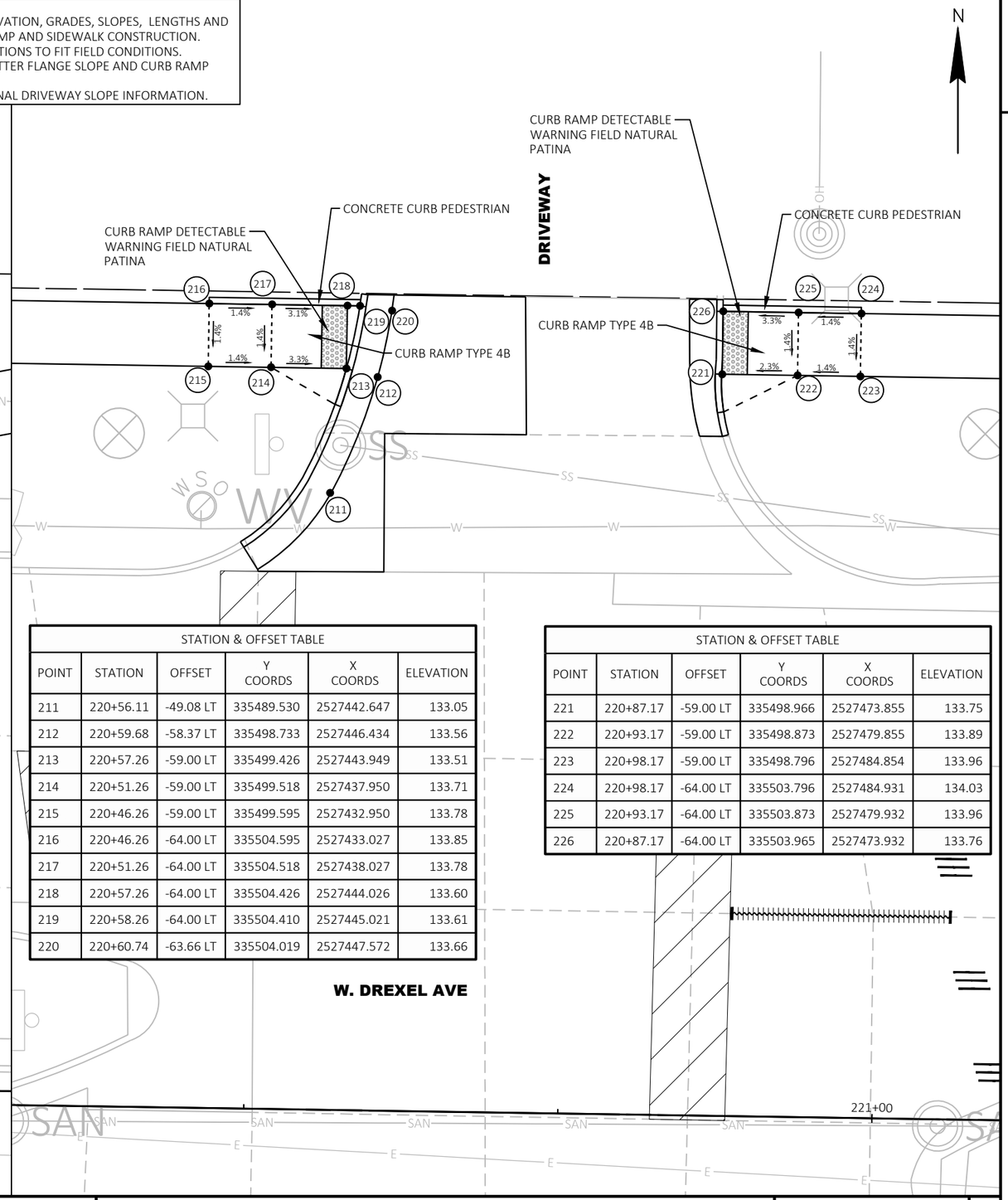
NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3. GRADE CHANGE BETWEEN THE GUTTER FLANGE SLOPE AND CURB RAMP SLOPE SHALL NOT EXCEED 11%.

** SEE CROSS SECTIONS FOR ADDITIONAL DRIVEWAY SLOPE INFORMATION.




| STATION & OFFSET TABLE | | | | | |
|---|---|---|---|---|---|
| POINT | STATION | OFFSET | Y COORDS | X COORDS | ELEVATION |
| 191 | 217+62.01 | -49.00 LT | 335493.972 | 2527148.572 | 132.50 |
| 192 | 217+67.01 | -49.00 LT | 335493.895 | 2527153.571 | 132.43 |
| 193 | 217+73.01 | -49.00 LT | 335493.803 | 2527159.571 | 132.01 |
| 194 | 217+75.05 | -47.57 LT | 335492.340 | 2527161.598 | 132.06 |
| 195 | 217+77.91 | -54.60 LT | 335499.326 | 2527164.557 | 132.19 |
| 196 | 217+75.44 | -55.00 LT | 335499.764 | 2527162.096 | 132.14 |
| 197 | 217+73.01 | -55.00 LT | 335499.802 | 2527159.663 | 132.10 |
| 198 | 217+67.01 | -55.00 LT | 335499.894 | 2527153.664 | 132.52 |
| 199 | 217+62.01 | -55.00 LT | 335499.971 | 2527148.664 | 132.59 |

| STATION & OFFSET TABLE | | | | | |
|---|---|---|---|---|---|
| POINT | STATION | OFFSET | Y COORDS | X COORDS | ELEVATION |
| 201 | 217+99.93 | -47.79 LT | 335492.140 | 2527186.404 | 132.32 |
| 202 | 218+02.12 | -49.00 LT | 335493.354 | 2527188.680 | 132.27 |
| 203 | 218+08.12 | -49.00 LT | 335493.262 | 2527194.679 | 132.58 |
| 204 | 218+13.12 | -49.00 LT | 335493.185 | 2527199.679 | 132.65 |
| 205 | 218+13.08 | -55.00 LT | 335499.185 | 2527199.732 | 132.74 |
| 206 | 218+08.12 | -55.00 LT | 335499.261 | 2527194.772 | 132.67 |
| 207 | 218+02.12 | -55.00 LT | 335499.354 | 2527188.772 | 132.38 |
| 208 | 218+00.97 | -55.00 LT | 335499.371 | 2527187.623 | 132.40 |
| 209 | 217+98.47 | -54.95 LT | 335499.363 | 2527185.044 | 132.45 |




| STATION & OFFSET TABLE | | | | | |
|---|---|---|---|---|---|
| POINT | STATION | OFFSET | Y COORDS | X COORDS | ELEVATION |
| 211 | 220+56.11 | -49.08 LT | 335489.530 | 2527442.647 | 133.05 |
| 212 | 220+59.68 | -58.37 LT | 335498.733 | 2527446.434 | 133.56 |
| 213 | 220+57.26 | -59.00 LT | 335499.426 | 2527443.949 | 133.51 |
| 214 | 220+51.26 | -59.00 LT | 335499.518 | 2527437.950 | 133.71 |
| 215 | 220+46.26 | -59.00 LT | 335499.595 | 2527432.950 | 133.78 |
| 216 | 220+46.26 | -64.00 LT | 335504.595 | 2527433.027 | 133.85 |
| 217 | 220+51.26 | -64.00 LT | 335504.518 | 2527438.027 | 133.78 |
| 218 | 220+57.26 | -64.00 LT | 335504.426 | 2527444.026 | 133.60 |
| 219 | 220+58.26 | -64.00 LT | 335504.410 | 2527445.021 | 133.61 |
| 220 | 220+60.74 | -63.66 LT | 335504.019 | 2527447.572 | 133.66 |

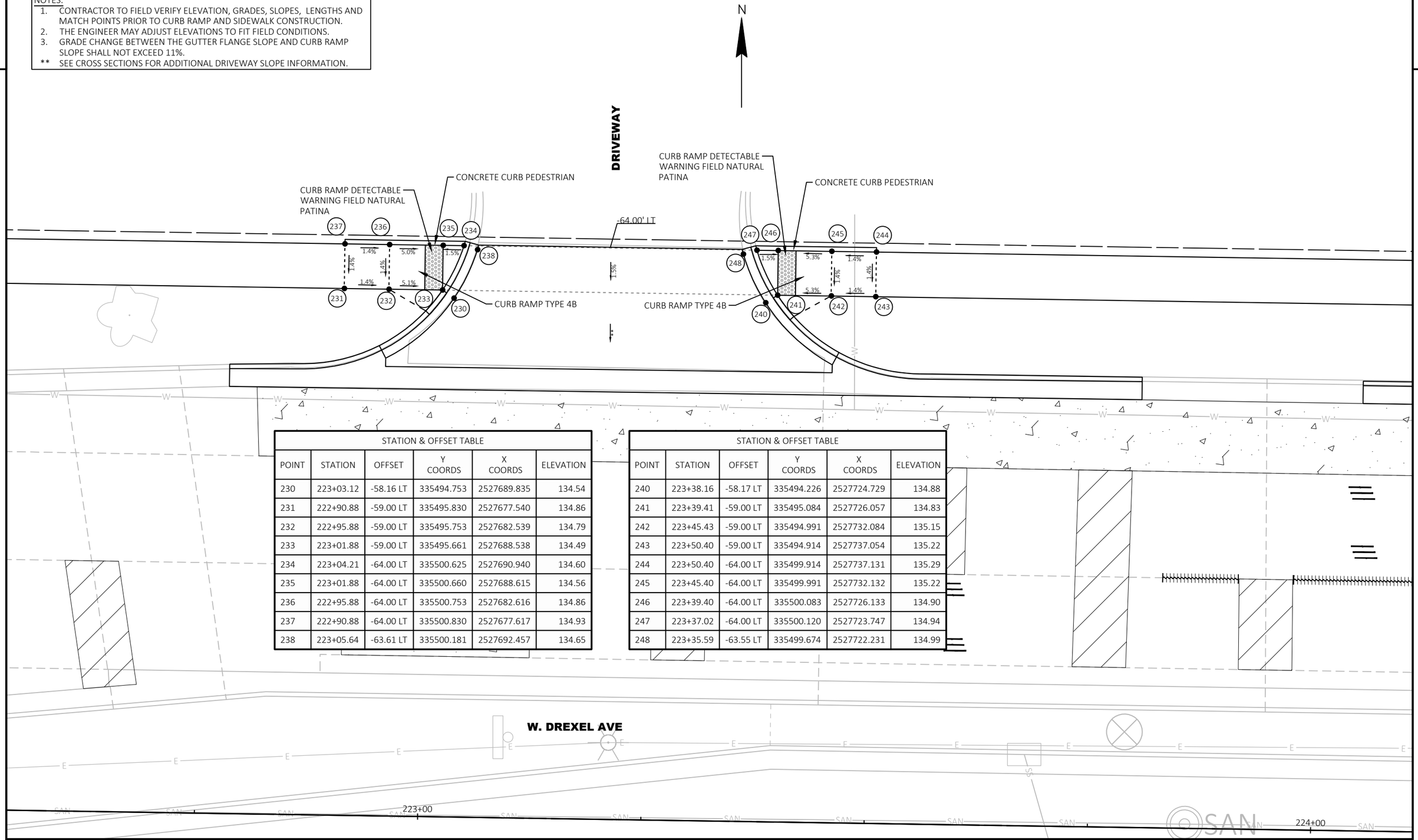



| STATION & OFFSET TABLE | | | | | |
|---|---|---|---|---|---|
| POINT | STATION | OFFSET | Y COORDS | X COORDS | ELEVATION |
| 221 | 220+87.17 | -59.00 LT | 335498.966 | 2527473.855 | 133.75 |
| 222 | 220+93.17 | -59.00 LT | 335498.873 | 2527479.855 | 133.89 |
| 223 | 220+98.17 | -59.00 LT | 335498.796 | 2527484.854 | 133.96 |
| 224 | 220+98.17 | -64.00 LT | 335503.796 | 2527484.931 | 134.03 |
| 225 | 220+93.17 | -64.00 LT | 335503.873 | 2527479.932 | 133.96 |
| 226 | 220+87.17 | -64.00 LT | 335503.965 | 2527473.932 | 133.76 |

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | CURB RAMP DETAILS | SHEET 30 | E |
|---|---|---|---|---|---|

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3. GRADE CHANGE BETWEEN THE GUTTER FLANGE SLOPE AND CURB RAMP SLOPE SHALL NOT EXCEED 11%.

** SEE CROSS SECTIONS FOR ADDITIONAL DRIVEWAY SLOPE INFORMATION.




STATION & OFFSET TABLE

| POINT | STATION | OFFSET | Y COORDS | X COORDS | ELEVATION |
|---|---|---|---|---|---|
| 230 | 223+03.12 | -58.16 LT | 335494.753 | 2527689.835 | 134.54 |
| 231 | 222+90.88 | -59.00 LT | 335495.830 | 2527677.540 | 134.86 |
| 232 | 222+95.88 | -59.00 LT | 335495.753 | 2527682.539 | 134.79 |
| 233 | 223+01.88 | -59.00 LT | 335495.661 | 2527688.538 | 134.49 |
| 234 | 223+04.21 | -64.00 LT | 335500.625 | 2527690.940 | 134.60 |
| 235 | 223+01.88 | -64.00 LT | 335500.660 | 2527688.615 | 134.56 |
| 236 | 222+95.88 | -64.00 LT | 335500.753 | 2527682.616 | 134.86 |
| 237 | 222+90.88 | -64.00 LT | 335500.830 | 2527677.617 | 134.93 |
| 238 | 223+05.64 | -63.61 LT | 335500.181 | 2527692.457 | 134.65 |

STATION & OFFSET TABLE

| POINT | STATION | OFFSET | Y COORDS | X COORDS | ELEVATION |
|---|---|---|---|---|---|
| 240 | 223+38.16 | -58.17 LT | 335494.226 | 2527724.729 | 134.88 |
| 241 | 223+39.41 | -59.00 LT | 335495.084 | 2527726.057 | 134.83 |
| 242 | 223+45.43 | -59.00 LT | 335494.991 | 2527732.084 | 135.15 |
| 243 | 223+50.40 | -59.00 LT | 335494.914 | 2527737.054 | 135.22 |
| 244 | 223+50.40 | -64.00 LT | 335499.914 | 2527737.131 | 135.29 |
| 245 | 223+45.40 | -64.00 LT | 335499.991 | 2527732.132 | 135.22 |
| 246 | 223+39.40 | -64.00 LT | 335500.083 | 2527726.133 | 134.90 |
| 247 | 223+37.02 | -64.00 LT | 335500.120 | 2527723.747 | 134.94 |
| 248 | 223+35.59 | -63.55 LT | 335499.674 | 2527722.231 | 134.99 |

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | CURB RAMP DETAILS | SHEET 31 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 021308-cr
PLOT DATE : 10/25/2021 1:31 PM
PLOT BY : JOHNSON, ZACHARY
PLOT NAME :
PLOT SCALE : ##########

LEGEND

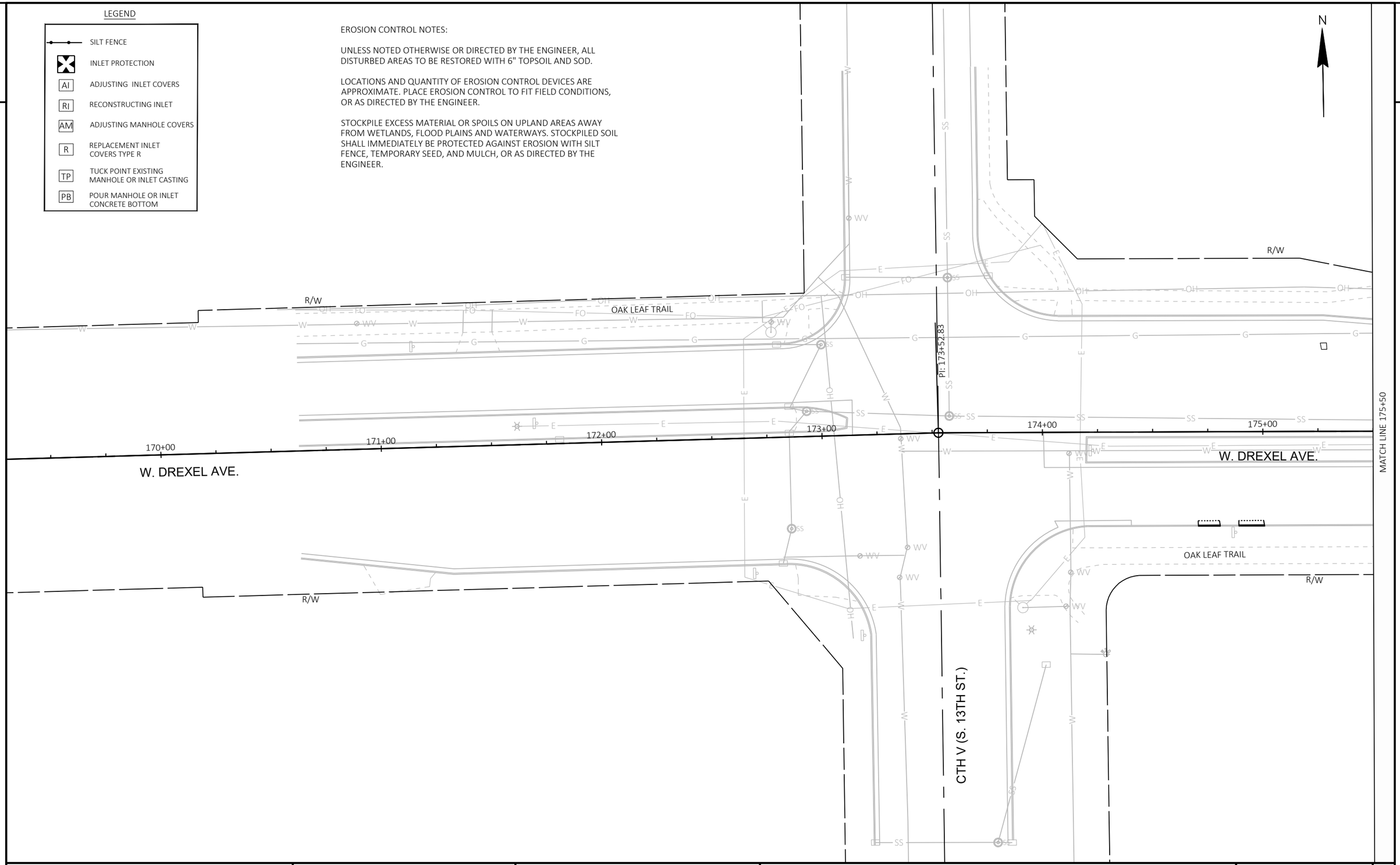
- SILT FENCE
- INLET PROTECTION
- AI — ADJUSTING INLET COVERS
- RI — RECONSTRUCTING INLET
- AM — ADJUSTING MANHOLE COVERS
- R — REPLACEMENT INLET COVERS TYPE R
- TP — TUCK POINT EXISTING MANHOLE OR INLET CASTING
- PB — POUR MANHOLE OR INLET CONCRETE BOTTOM

EROSION CONTROL NOTES:

UNLESS NOTED OTHERWISE OR DIRECTED BY THE ENGINEER, ALL DISTURBED AREAS TO BE RESTORED WITH 6" TOPSOIL AND SOD.

LOCATIONS AND QUANTITY OF EROSION CONTROL DEVICES ARE APPROXIMATE. PLACE EROSION CONTROL TO FIT FIELD CONDITIONS, OR AS DIRECTED BY THE ENGINEER.

STOCKPILE EXCESS MATERIAL OR SPOILS ON UPLAND AREAS AWAY FROM WETLANDS, FLOOD PLAINS AND WATERWAYS. STOCKPILED SOIL SHALL IMMEDIATELY BE PROTECTED AGAINST EROSION WITH SILT FENCE, TEMPORARY SEED, AND MULCH, OR AS DIRECTED BY THE ENGINEER.




| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | EROSION CONTROL & STORM SEWER | SHEET 32 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - SS1

PLOT DATE : 10/27/2021 11:00 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

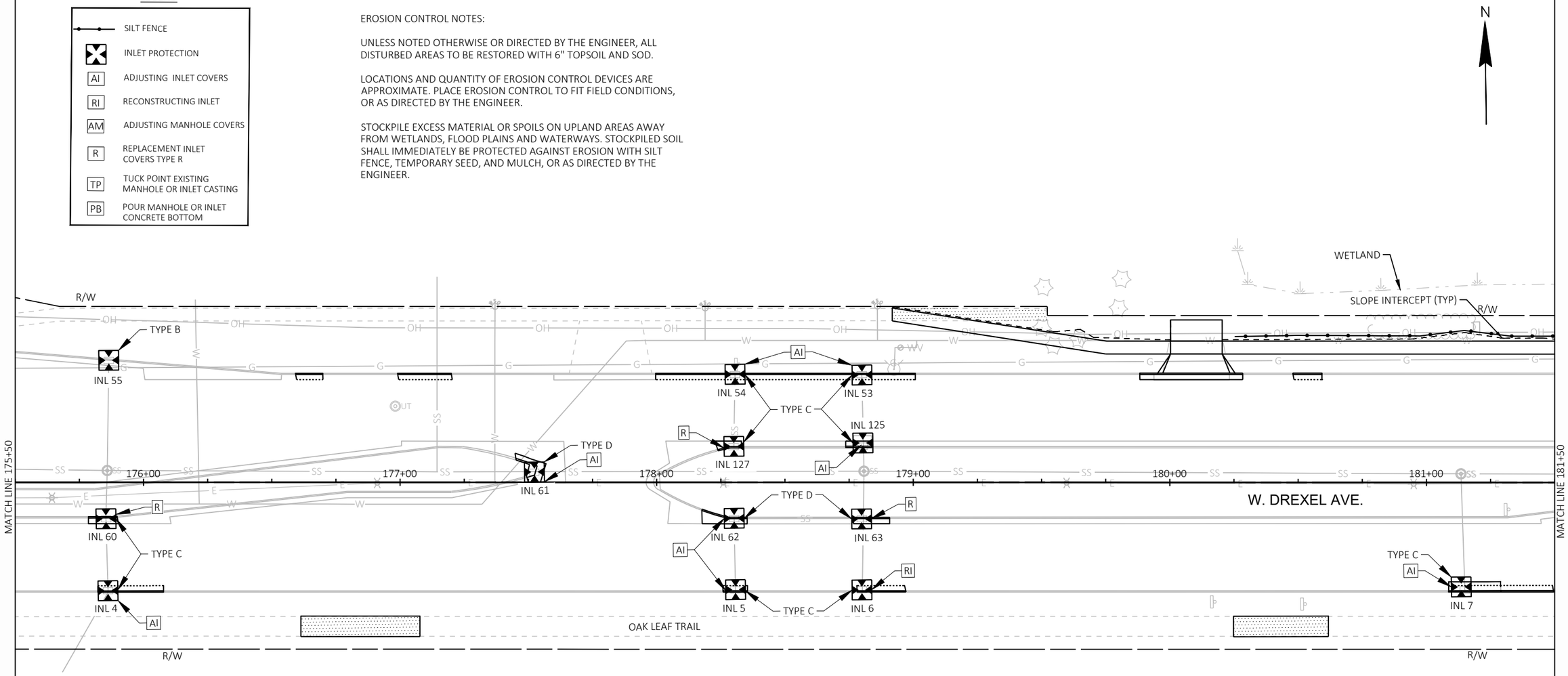
- SILT FENCE
- INLET PROTECTION
- AI — ADJUSTING INLET COVERS
- RI — RECONSTRUCTING INLET
- AM — ADJUSTING MANHOLE COVERS
- R — REPLACEMENT INLET COVERS TYPE R
- TP — TUCK POINT EXISTING MANHOLE OR INLET CASTING
- PB — POUR MANHOLE OR INLET CONCRETE BOTTOM

EROSION CONTROL NOTES:

UNLESS NOTED OTHERWISE OR DIRECTED BY THE ENGINEER, ALL DISTURBED AREAS TO BE RESTORED WITH 6" TOPSOIL AND SOD.

LOCATIONS AND QUANTITY OF EROSION CONTROL DEVICES ARE APPROXIMATE. PLACE EROSION CONTROL TO FIT FIELD CONDITIONS, OR AS DIRECTED BY THE ENGINEER.

STOCKPILE EXCESS MATERIAL OR SPOILS ON UPLAND AREAS AWAY FROM WETLANDS, FLOOD PLAINS AND WATERWAYS. STOCKPILED SOIL SHALL IMMEDIATELY BE PROTECTED AGAINST EROSION WITH SILT FENCE, TEMPORARY SEED, AND MULCH, OR AS DIRECTED BY THE ENGINEER.




| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | EROSION CONTROL & STORM SEWER | SHEET 33 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - SS2

PLOT DATE : 10/27/2021 11:00 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

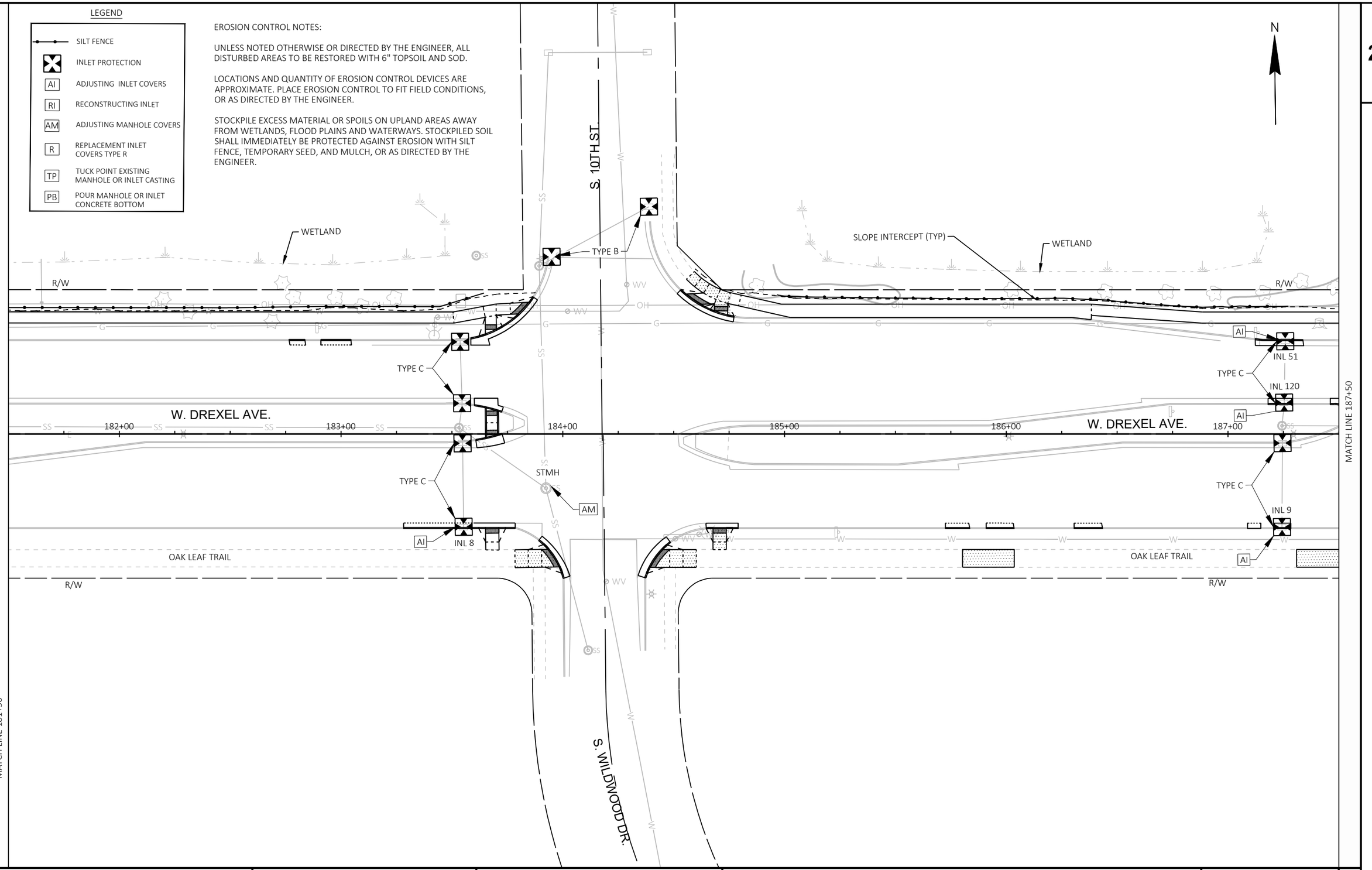
- SILT FENCE
- INLET PROTECTION
- AI — ADJUSTING INLET COVERS
- RI — RECONSTRUCTING INLET
- AM — ADJUSTING MANHOLE COVERS
- R — REPLACEMENT INLET COVERS TYPE R
- TP — TUCK POINT EXISTING MANHOLE OR INLET CASTING
- PB — POUR MANHOLE OR INLET CONCRETE BOTTOM

EROSION CONTROL NOTES:

UNLESS NOTED OTHERWISE OR DIRECTED BY THE ENGINEER, ALL DISTURBED AREAS TO BE RESTORED WITH 6" TOPSOIL AND SOD.

LOCATIONS AND QUANTITY OF EROSION CONTROL DEVICES ARE APPROXIMATE. PLACE EROSION CONTROL TO FIT FIELD CONDITIONS, OR AS DIRECTED BY THE ENGINEER.

STOCKPILE EXCESS MATERIAL OR SPOILS ON UPLAND AREAS AWAY FROM WETLANDS, FLOOD PLAINS AND WATERWAYS. STOCKPILED SOIL SHALL IMMEDIATELY BE PROTECTED AGAINST EROSION WITH SILT FENCE, TEMPORARY SEED, AND MULCH, OR AS DIRECTED BY THE ENGINEER.




2

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | EROSION CONTROL & STORM SEWER | SHEET 34 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - SS3

PLOT DATE : 10/27/2021 11:00 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- SILT FENCE
- INLET PROTECTION
- AI — ADJUSTING INLET COVERS
- RI — RECONSTRUCTING INLET
- AM — ADJUSTING MANHOLE COVERS
- R — REPLACEMENT INLET COVERS TYPE R
- TP — TUCK POINT EXISTING MANHOLE OR INLET CASTING
- PB — POUR MANHOLE OR INLET CONCRETE BOTTOM

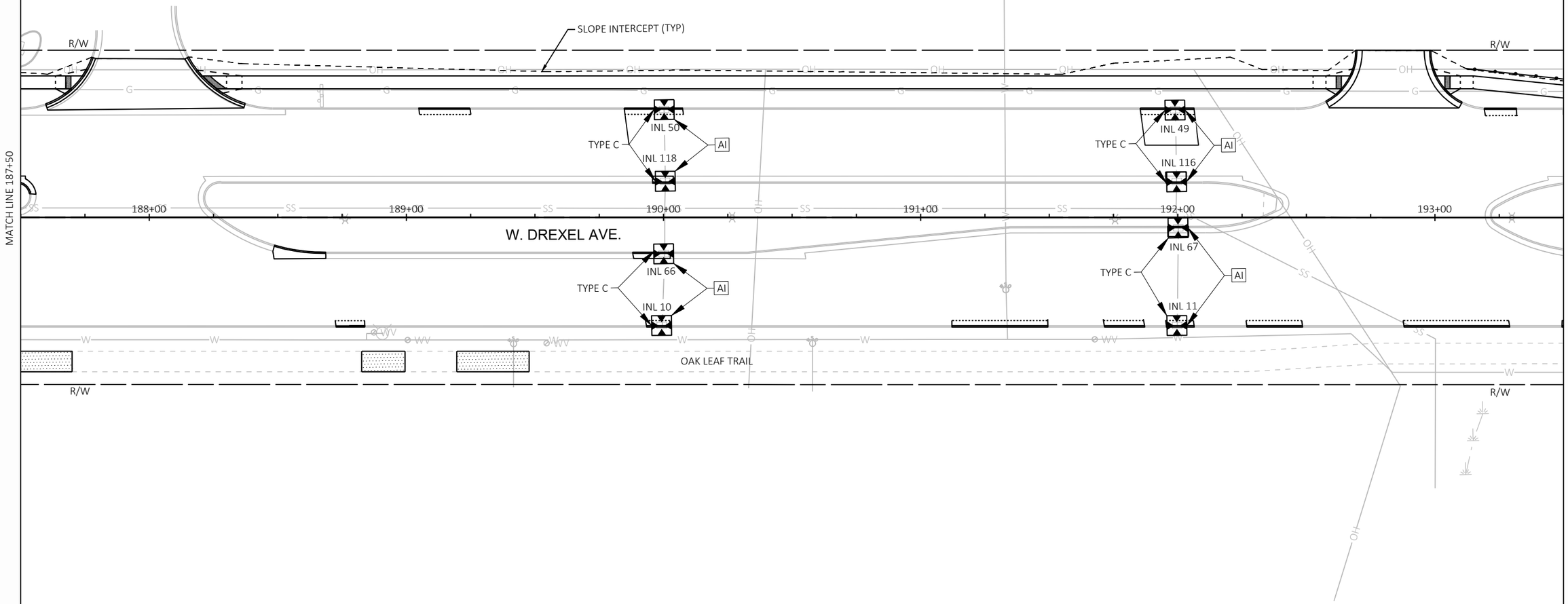
EROSION CONTROL NOTES:

UNLESS NOTED OTHERWISE OR DIRECTED BY THE ENGINEER, ALL DISTURBED AREAS TO BE RESTORED WITH 6" TOPSOIL AND SOD.

LOCATIONS AND QUANTITY OF EROSION CONTROL DEVICES ARE APPROXIMATE. PLACE EROSION CONTROL TO FIT FIELD CONDITIONS, OR AS DIRECTED BY THE ENGINEER.

STOCKPILE EXCESS MATERIAL OR SPOILS ON UPLAND AREAS AWAY FROM WETLANDS, FLOOD PLAINS AND WATERWAYS. STOCKPILED SOIL SHALL IMMEDIATELY BE PROTECTED AGAINST EROSION WITH SILT FENCE, TEMPORARY SEED, AND MULCH, OR AS DIRECTED BY THE ENGINEER.

N




| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | EROSION CONTROL & STORM SEWER | SHEET 35 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - SS4

PLOT DATE : 10/27/2021 11:00 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- SILT FENCE
- INLET PROTECTION
- AI — ADJUSTING INLET COVERS
- RI — RECONSTRUCTING INLET
- AM — ADJUSTING MANHOLE COVERS
- R — REPLACEMENT INLET COVERS TYPE R
- TP — TUCK POINT EXISTING MANHOLE OR INLET CASTING
- PB — POUR MANHOLE OR INLET CONCRETE BOTTOM

EROSION CONTROL NOTES:

UNLESS NOTED OTHERWISE OR DIRECTED BY THE ENGINEER, ALL DISTURBED AREAS TO BE RESTORED WITH 6" TOPSOIL AND SOD.

LOCATIONS AND QUANTITY OF EROSION CONTROL DEVICES ARE APPROXIMATE. PLACE EROSION CONTROL TO FIT FIELD CONDITIONS, OR AS DIRECTED BY THE ENGINEER.

STOCKPILE EXCESS MATERIAL OR SPOILS ON UPLAND AREAS AWAY FROM WETLANDS, FLOOD PLAINS AND WATERWAYS. STOCKPILED SOIL SHALL IMMEDIATELY BE PROTECTED AGAINST EROSION WITH SILT FENCE, TEMPORARY SEED, AND MULCH, OR AS DIRECTED BY THE ENGINEER.

N

2

MATCH LINE 193+50

MATCH LINE 199+50

WETLAND

SLOPE INTERCEPT (TYP)

R/W

RETANING WALL

STATION

WELL

194+00 195+00 196+00 197+00 198+00 199+00

W. DREXEL AVE.

TYPE C — INL 48 — R — INL 115 — RI

AM

TYPE D — AI — INL 47 — PB — RI — R — INL 114 — INL 113 — RI — INL 45 — AI

TYPE C — INL 44 — AI — INL 112 — RI — R

TYPE C — INL 68 — AI — INL 12

TYPE D — AI — INL 69 — INL 70 — R

TYPE C — INL 71 — R — INL 16 — R

INLETS 3-FT DIAMETER

OAK LEAF TRAIL

TYPE D

CMSTP&P RAILROAD

R/W

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | EROSION CONTROL & STORM SEWER | SHEET 36 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - SS5

PLOT DATE : 10/27/2021 11:00 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

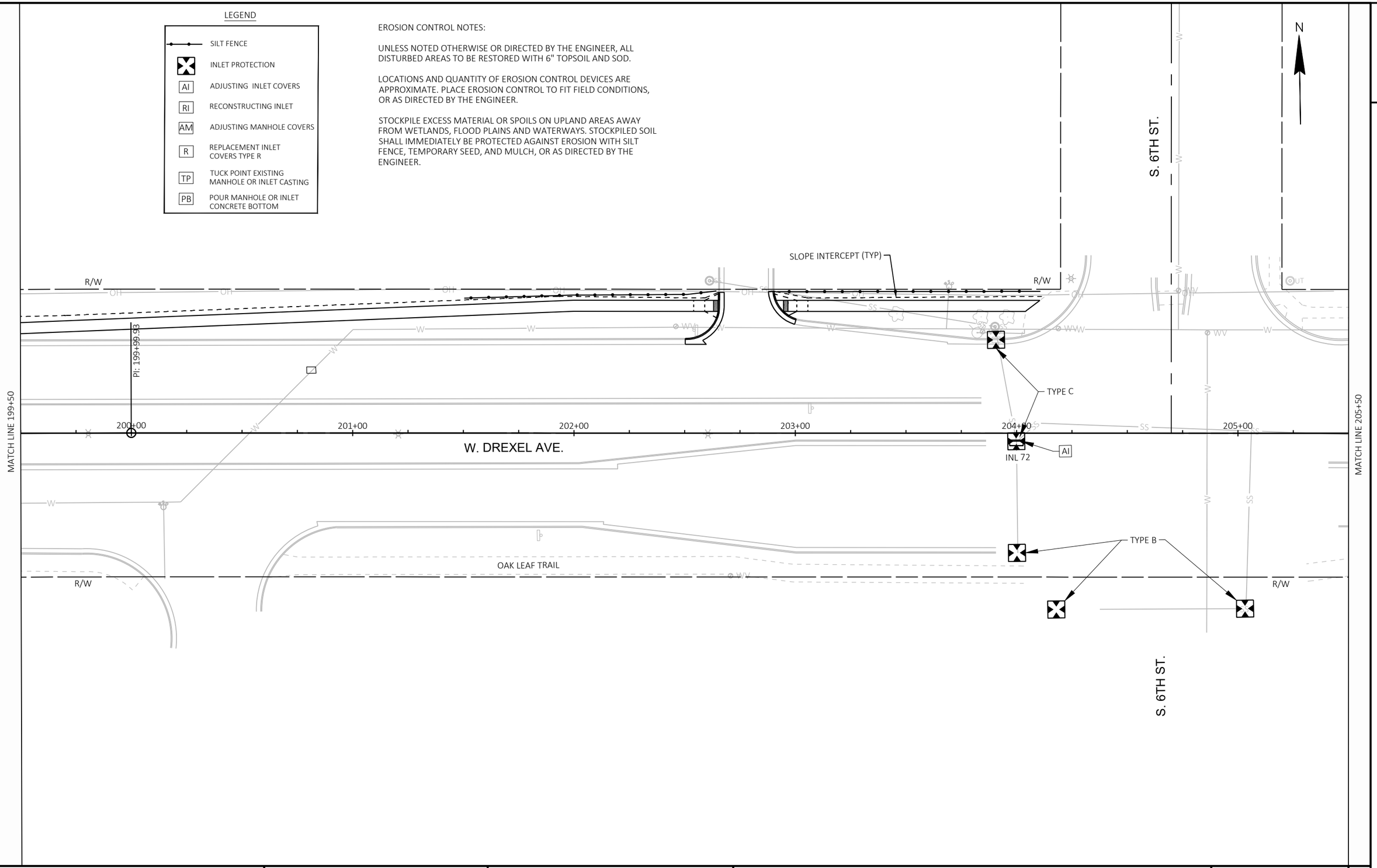
- SILT FENCE
- INLET PROTECTION
- AI — ADJUSTING INLET COVERS
- RI — RECONSTRUCTING INLET
- AM — ADJUSTING MANHOLE COVERS
- R — REPLACEMENT INLET COVERS TYPE R
- TP — TUCK POINT EXISTING MANHOLE OR INLET CASTING
- PB — POUR MANHOLE OR INLET CONCRETE BOTTOM

EROSION CONTROL NOTES:

UNLESS NOTED OTHERWISE OR DIRECTED BY THE ENGINEER, ALL DISTURBED AREAS TO BE RESTORED WITH 6" TOPSOIL AND SOD.

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| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | EROSION CONTROL & STORM SEWER | SHEET 37 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - SS6

PLOT DATE : 10/27/2021 11:00 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

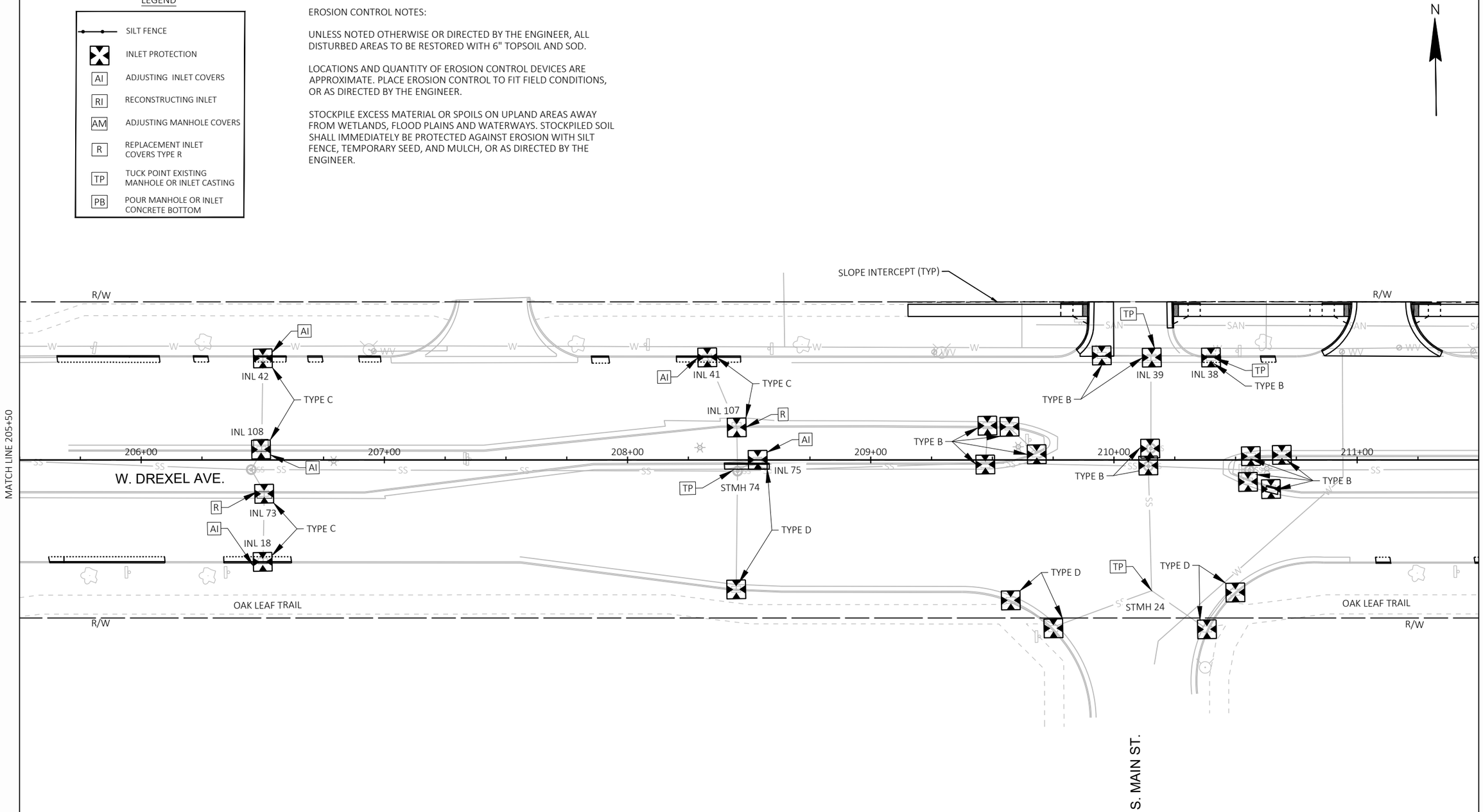
- SILT FENCE
- INLET PROTECTION
- AI — ADJUSTING INLET COVERS
- RI — RECONSTRUCTING INLET
- AM — ADJUSTING MANHOLE COVERS
- R — REPLACEMENT INLET COVERS TYPE R
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| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | EROSION CONTROL & STORM SEWER | SHEET 38 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - SS7

PLOT DATE : 10/27/2021 11:00 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

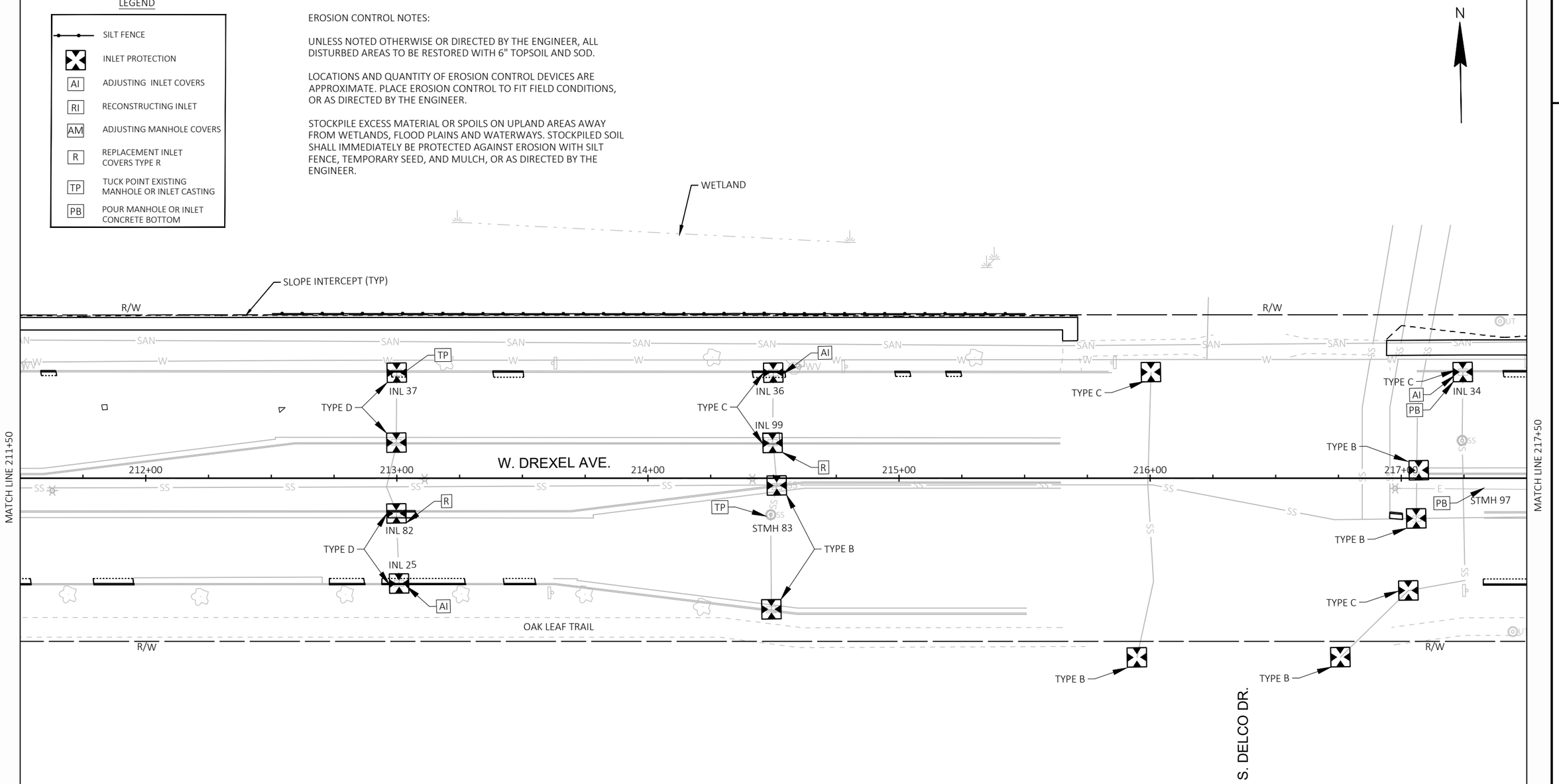
- SILT FENCE
- INLET PROTECTION
- AI — ADJUSTING INLET COVERS
- RI — RECONSTRUCTING INLET
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| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | EROSION CONTROL & STORM SEWER | SHEET 39 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - SS8

PLOT DATE : 10/27/2021 11:00 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- SILT FENCE
- INLET PROTECTION
- AI — ADJUSTING INLET COVERS
- RI — RECONSTRUCTING INLET
- AM — ADJUSTING MANHOLE COVERS
- R — REPLACEMENT INLET COVERS TYPE R
- TP — TUCK POINT EXISTING MANHOLE OR INLET CASTING
- PB — POUR MANHOLE OR INLET CONCRETE BOTTOM

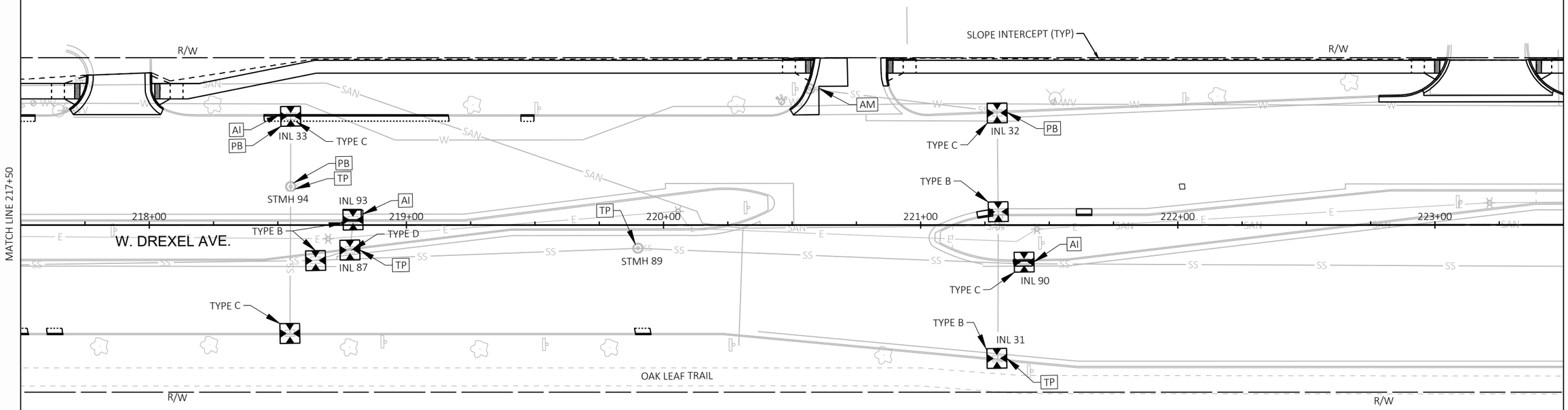
EROSION CONTROL NOTES:

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N




| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | EROSION CONTROL & STORM SEWER | SHEET 40 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - SS9

PLOT DATE : 10/27/2021 11:00 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- SILT FENCE
- INLET PROTECTION
- AI — ADJUSTING INLET COVERS
- RI — RECONSTRUCTING INLET
- AM — ADJUSTING MANHOLE COVERS
- R — REPLACEMENT INLET COVERS TYPE R
- TP — TUCK POINT EXISTING MANHOLE OR INLET CASTING
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N

2

SLOPE INTERCEPT

R/W

TYPE C

MATCH LINE 223+50

PI: 226+45.45

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

OAK LEAF TRAIL

STH 38 (S. HOWELL AVE.)

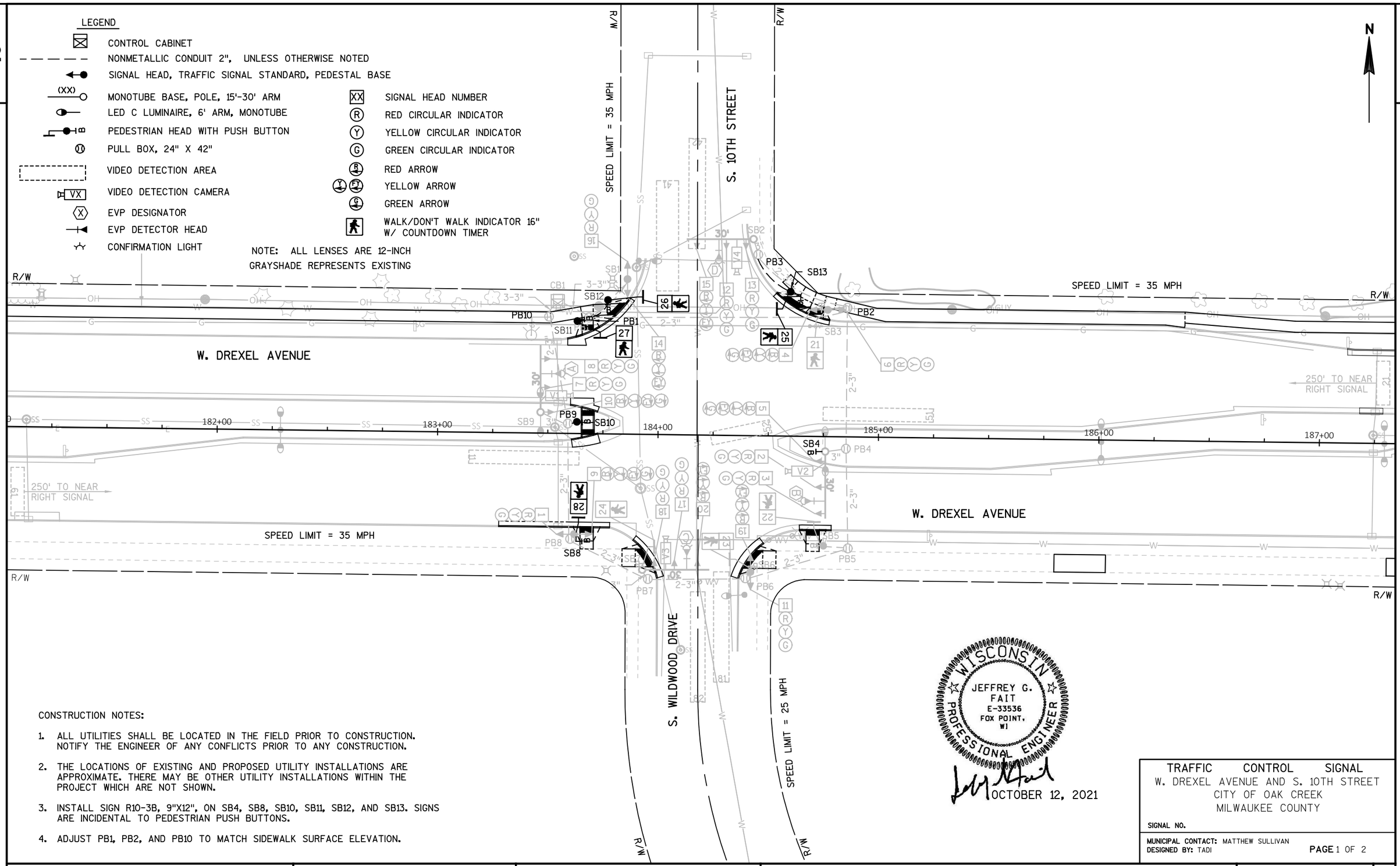
| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | EROSION CONTROL & STORM SEWER | SHEET 41 | E |
|---|---|---|---|---|---|

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 15'-30' ARM
- LED C LUMINAIRE, 6' ARM, MONOTUBE
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PULL BOX, 24" X 42"
- VIDEO DETECTION AREA
- VX VIDEO DETECTION CAMERA
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- CONFIRMATION LIGHT

- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- R RED ARROW
- Y FY YELLOW ARROW
- G GREEN ARROW
- WALK/DON'T WALK INDICATOR 16" W/ COUNTDOWN TIMER

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING




CONSTRUCTION NOTES:

1. ALL UTILITIES SHALL BE LOCATED IN THE FIELD PRIOR TO CONSTRUCTION. NOTIFY THE ENGINEER OF ANY CONFLICTS PRIOR TO ANY CONSTRUCTION.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. INSTALL SIGN R10-3B, 9"X12", ON SB4, SB8, SB10, SB11, SB12, AND SB13. SIGNS ARE INCIDENTAL TO PEDESTRIAN PUSH BUTTONS.
4. ADJUST PB1, PB2, AND PB10 TO MATCH SIDEWALK SURFACE ELEVATION.

WISCONSIN
JEFFREY G. FAIT
E-33536
FOX POINT, WI
PROFESSIONAL ENGINEER

OCTOBER 12, 2021

TRAFFIC CONTROL SIGNAL
W. DREXEL AVENUE AND S. 10TH STREET
CITY OF OAK CREEK
MILWAUKEE COUNTY

SIGNAL NO.

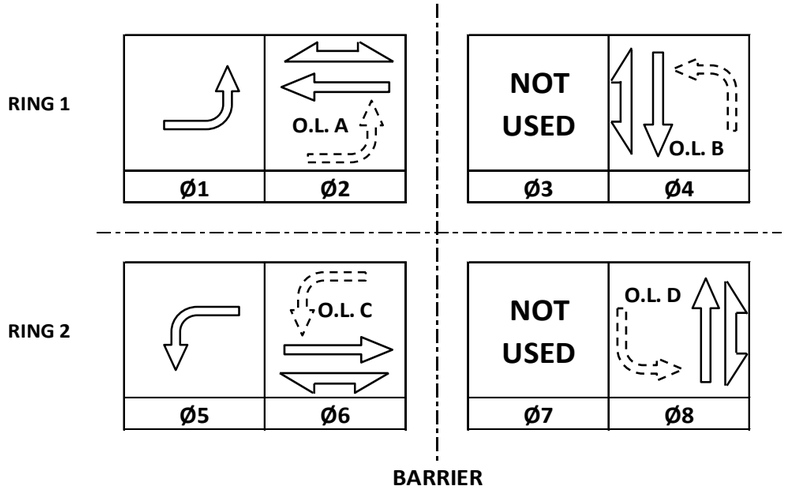
MUNICIPAL CONTACT: MATTHEW SULLIVAN
DESIGNED BY: TADI

PAGE 1 OF 2

| PROJECT NO: 2345-07-71 | HWY: W. DREXEL AVENUE | COUNTY: MILWAUKEE | TRAFFIC SIGNAL PLAN | SHEET 42 | E |
|---|---|---|---|---|---|


FILE NAME : Z:\SHARED\WI\2674-DS 10TH AT DREXEL SIGNAL MODIFICATIONS\CAD\10TH AT DREXEL SIGNAL LAYOUT.DWG
LAYOUT NAME - 024201_sp
PLOT DATE : 10/12/2021 4:08 PM PLOT BY : JEFF FAIT PLOT NAME : PLOT SCALE : 1:40
WISDOT/CADDS SHEET 42

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




## CONTROLLER LOGIC

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

| EMERGENCY VEHICLE PREEMPTOR | A | B | C | D |
|---|---|---|---|---|
| MOVEMENT | | | | |
| PHASE | 2+5 | 6+1 | 4+8 | 8+4 |

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

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

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

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

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

## DETECTOR LOGIC

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DETECTOR INPUT | 3 | 1 | 7 | 5 | 11 | 9 | 15 | 13 | 19 | 17 | 23 | 21 | 27 | 25 | 31 | 29 | DETECTOR INPUT |
| PLAN LOOP DETECTOR*(S) | 11 | 41 | 51 | 61 | 82 | | | | | | | | | | | | PLAN LOOP DETECTOR*(S) |
| ASSIGNED PHASE | 1 | 4 | 5 | 6 | 8 | | | | | | | | | | | | ASSIGNED PHASE |
| OPERATION MODE | VEH | VEH | VEH | VEH | VEH | VEH | VEH | VEH | VEH | VEH | VEH | VEH | VEH | VEH | VEH | VEH | OPERATION MODE |
| SWITCH | 2 | | 6 | | | | | | | | | | | | | | SWITCH |
| EXTEND | | | | | | | | | | | | | | | | | EXTEND |
| DELAY | | | | | X | | | | | | | | | | | | DELAY |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DETECTOR INPUT | 4 | 2 | 8 | 6 | 12 | 10 | 16 | 14 | 20 | 18 | 24 | 22 | 28 | 26 | 32 | 30 | DETECTOR INPUT |
| PLAN LOOP DETECTOR*(S) | 21 | 42 | 52 | 81 | | | | | | | | | | | | | PLAN LOOP DETECTOR*(S) |
| ASSIGNED PHASE | 2 | 4 | 5 | 8 | | | | | | | | | | | | | ASSIGNED PHASE |
| OPERATION MODE | VEH | VEH | VEH | VEH | VEH | VEH | VEH | VEH | VEH | VEH | VEH | VEH | VEH | VEH | VEH | VEH | OPERATION MODE |
| SWITCH | | | | | | | | | | | | | | | | | SWITCH |
| EXTEND | | | | | | | | | | | | | | | | | EXTEND |
| DELAY | | X | | | | | | | | | | | | | | | DELAY |

N

W. DREXEL AVENUE & S. 10TH STREET
CITY OF OAK CREEK
MILWAUKEE COUNTY

| | |
|---|---|
| SIGNAL NO: | CABINET TYPE: TS2 |
| | CONTROLLER TYPE: EPAC |
| DATE: 8/2021 | PAGE NO. 2 OF 2 |

| | |
|---|---|
| PROJECT ID: | 2345-07-71 |
| INTERSECTION: | W. DREXEL AVENUE & S. 10TH STREET |

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

| CB1 TO | JUMPER | # OF COND. AWG 14 | HEAD NO. | SIGNAL INDICATION WIRE COLOR | | | | | | | | | PED BUTTON 1 | PED BUTTON 2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | RED | YELLOW | GREEN | <RED | <YELLOW> | <FL YELLOW> | <GREEN> | D/WALK | WALK | | |
| SB1 | | 12 | 14 | | | | RED | ORG | GRN | | | | | |
| | | | 16 | RED/BLK | ORG/BLK | GRN/BLK | | | | | | | | |
| SB2 | | 12 | 12 | RED | ORG | GRN | | | | | | | | |
| | | | 13 | RED | ORG | GRN | | | | | | | | |
| | | | 15 | | | | RED/BLK | ORG/BLK | GRN/BLK | | | | | |
| SB3 | | 12 | 4 | | | | RED | ORG | BLK/WHT | GRN | | | | |
| | | | 6 | RED/BLK | ORG/BLK | GRN/BLK | | | | | | | | |
| | | | 21 | | | | | | | | BLK | BLU | | |
| | | | B | | | | | | | | | | WHT/BLK | |
| **SB4** | | 12 | 2 | RED | ORG | GRN | | | | | | | | |
| | | | 3 | RED | ORG | GRN | | | | | | | | |
| | | | 5 | | | | RED/BLK | ORG/BLK | BLK/WHT | GRN/BLK | | | | |
| | | | **B** | | | | | | | | | | **WHT/BLK** | |
| SB5 | | 7 | 22 | | | | | | | | BLK | BLU | | |
| | | | B | | | | | | | | | | WHT/BLK | |
| SB6 | | 12 | 11 | RED | ORG | GRN | | | | | | | | |
| | | | 19 | | | | RED/BLK | ORG/BLK | GRN/BLK | | | | | |
| | | | 23 | | | | | | | | BLK | BLU | | |
| | | | B | | | | | | | | | | WHT/BLK | |
| SB7 | | 12 | 17 | RED | ORG | GRN | | | | | | | | |
| | | | 18 | RED | ORG | GRN | | | | | | | | |
| | | | 20 | | | | RED/BLK | ORG/BLK | GRN/BLK | | | | | |
| | | | 24 | | | | | | | | BLK | BLU | | |
| | | | B | | | | | | | | | | WHT/BLK | |
| **SB8** | | 12 | 1 | RED | ORG | GRN | | | | | | | | |
| | | | 9 | | | | RED/BLK | ORG/BLK | BLK/WHT | GRN/BLK | | | | |
| | | | **28** | | | | | | | | **BLK** | **BLU** | | |
| | | | **B** | | | | | | | | | | **WHT/BLK** | |
| SB9 | | 12 | 7 | RED | ORG | GRN | | | | | | | | |
| | | | 8 | RED | ORG | GRN | | | | | | | | |
| | | | 10 | | | | RED/BLK | ORG/BLK | BLK/WHT | GRN/BLK | | | | |
| **SB10** | | **7** | **B** | | | | | | | | | | **WHT/BLK** | |
| **SB11** | | **7** | **27** | | | | | | | | **BLK** | **BLU** | | |
| | | | **B** | | | | | | | | | | **WHT/BLK** | |
| **SB12** | | **7** | **26** | | | | | | | | **BLK** | **BLU** | | |
| | | | **B** | | | | | | | | | | **WHT/BLK** | |
| **SB13** | | **7** | **25** | | | | | | | | **BLK** | **BLU** | | |
| | | | **B** | | | | | | | | | | **WHT/BLK** | |

| EQUIPMENT GROUNDING CONDUCTOR 10 AWG GRN XLP | |
|---|---|
| FROM | TO |
| CB1 | SB1 |
| SB1 | SB2 |
| SB2 | SB3 |
| SB3 | SB4 |
| SB4 | SB5 |
| SB5 | SB6 |
| SB6 | SB7 |
| SB7 | SB8 |
| SB8 | SB9 |
| SB9 | CB1 |
| **SB9** | **SB10** |
| **CB1** | **SB11** |
| **CB1** | **SB12** |
| **SB2** | **SB13** |

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

| VIDEO DETECTION CABLE | |
|---|---|
| FROM | TO |
| CB1 | SB9 (V1) |
| CB1 | SB4 (V2) |
| CB1 | SB7 (V3) |
| CB1 | SB2 (V4) |

| EMERGENCY VEHICLE PREEMPTION | |
|---|---|
| FROM | TO |
| CB1 | SB9 (HEAD A) |
| CB1 | SB4 (HEAD B) |
| CB1 | SB7 (HEAD C) |
| CB1 | SB2 (HEAD D) |

| LIGHTING UF 10 AWG W/GROUND | |
|---|---|
| FROM | TO |
| CB1 | SB4 |
| | |
| CB1 | SB9 |




OCTOBER 12, 2021

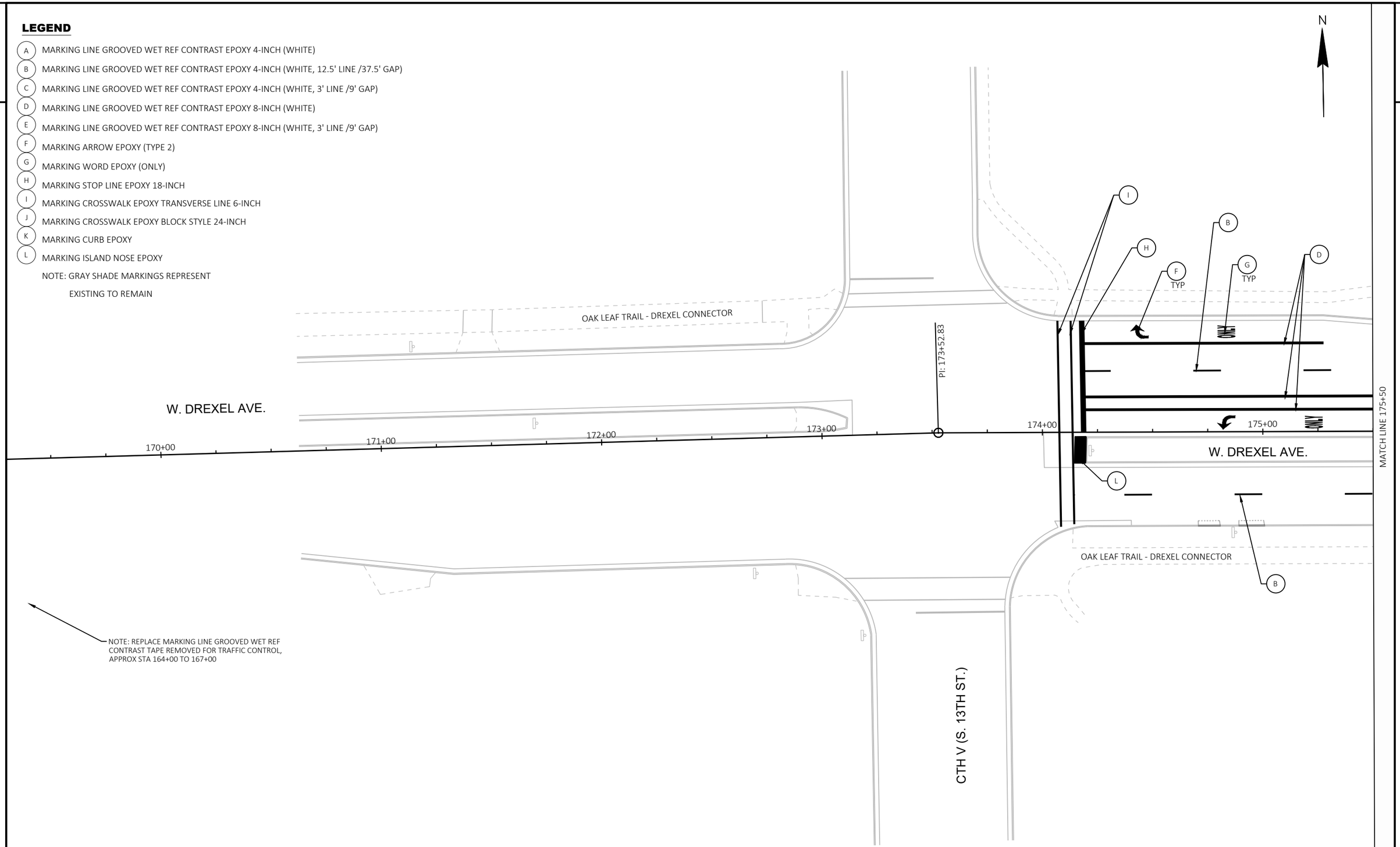
NOTES:
1. USE WHITE CONDUCTOR IN THE SIGNAL CABLE AS THE GROUNDED CONDUCTOR FOR ALL TRAFFIC SIGNAL INDICATIONS.
2. ENSURE THE GROUNDED CONDUCTOR IN THE FEEDER CABLE AND THE POLE CABLES ARE BOTH 18" LONGER THAN THE UNGROUNDED CONDUCTORS.
3. AT THE SIGNAL BASES, CONNECT ONE TERMINAL FROM THE PEDESTRIAN PUSH BUTTONS TO THE COLOR INDICATED IN THE CHART. CONNECT THE OTHER TERMINAL TO THE GROUNDED CONDUCTOR.
4. GRAYSHADE REPRESENTS EXISTING WIRING TO REMAIN. BOLD REPRESENTS NEW/CHANGED WIRING.

2

## LEGEND

- (A) MARKING LINE GROOVED WET REF CONTRAST EPOXY 4-INCH (WHITE)
- (B) MARKING LINE GROOVED WET REF CONTRAST EPOXY 4-INCH (WHITE, 12.5' LINE /37.5' GAP)
- (C) MARKING LINE GROOVED WET REF CONTRAST EPOXY 4-INCH (WHITE, 3' LINE /9' GAP)
- (D) MARKING LINE GROOVED WET REF CONTRAST EPOXY 8-INCH (WHITE)
- (E) MARKING LINE GROOVED WET REF CONTRAST EPOXY 8-INCH (WHITE, 3' LINE /9' GAP)
- (F) MARKING ARROW EPOXY (TYPE 2)
- (G) MARKING WORD EPOXY (ONLY)
- (H) MARKING STOP LINE EPOXY 18-INCH
- (I) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
- (J) MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
- (K) MARKING CURB EPOXY
- (L) MARKING ISLAND NOSE EPOXY

NOTE: GRAY SHADE MARKINGS REPRESENT EXISTING TO REMAIN




| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 45 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - PM1

PLOT DATE : 10/27/2021 10:41 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

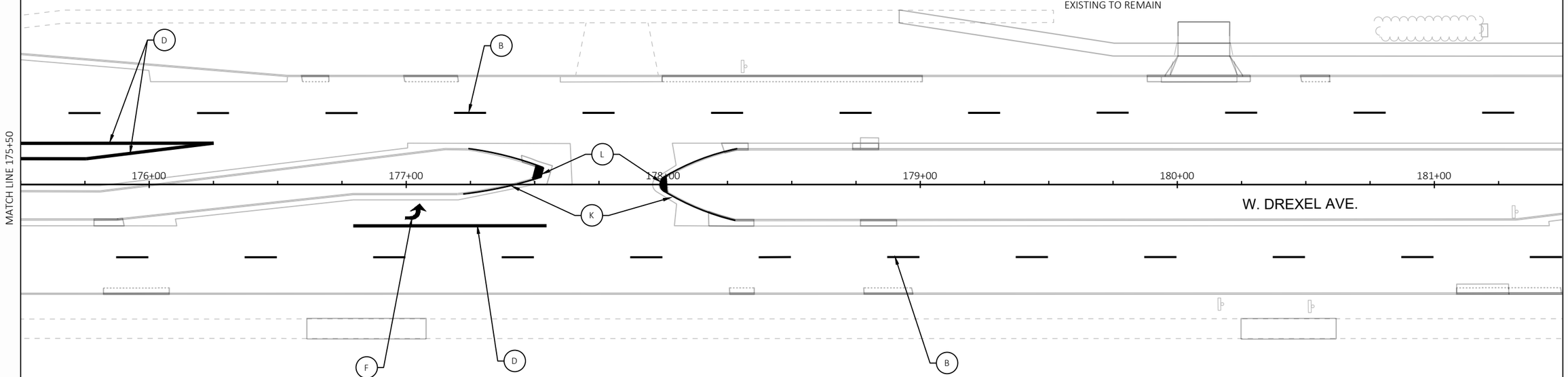
2

## LEGEND

- (A) MARKING LINE GROOVED WET REF CONTRAST EPOXY 4-INCH (WHITE)
- (B) MARKING LINE GROOVED WET REF CONTRAST EPOXY 4-INCH (WHITE, 12.5' LINE /37.5' GAP)
- (C) MARKING LINE GROOVED WET REF CONTRAST EPOXY 4-INCH (WHITE, 3' LINE /9' GAP)
- (D) MARKING LINE GROOVED WET REF CONTRAST EPOXY 8-INCH (WHITE)
- (E) MARKING LINE GROOVED WET REF CONTRAST EPOXY 8-INCH (WHITE, 3' LINE /9' GAP)
- (F) MARKING ARROW EPOXY (TYPE 2)
- (G) MARKING WORD EPOXY (ONLY)
- (H) MARKING STOP LINE EPOXY 18-INCH
- (I) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
- (J) MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
- (K) MARKING CURB EPOXY
- (L) MARKING ISLAND NOSE EPOXY

NOTE: GRAY SHADE MARKINGS REPRESENT EXISTING TO REMAIN

N



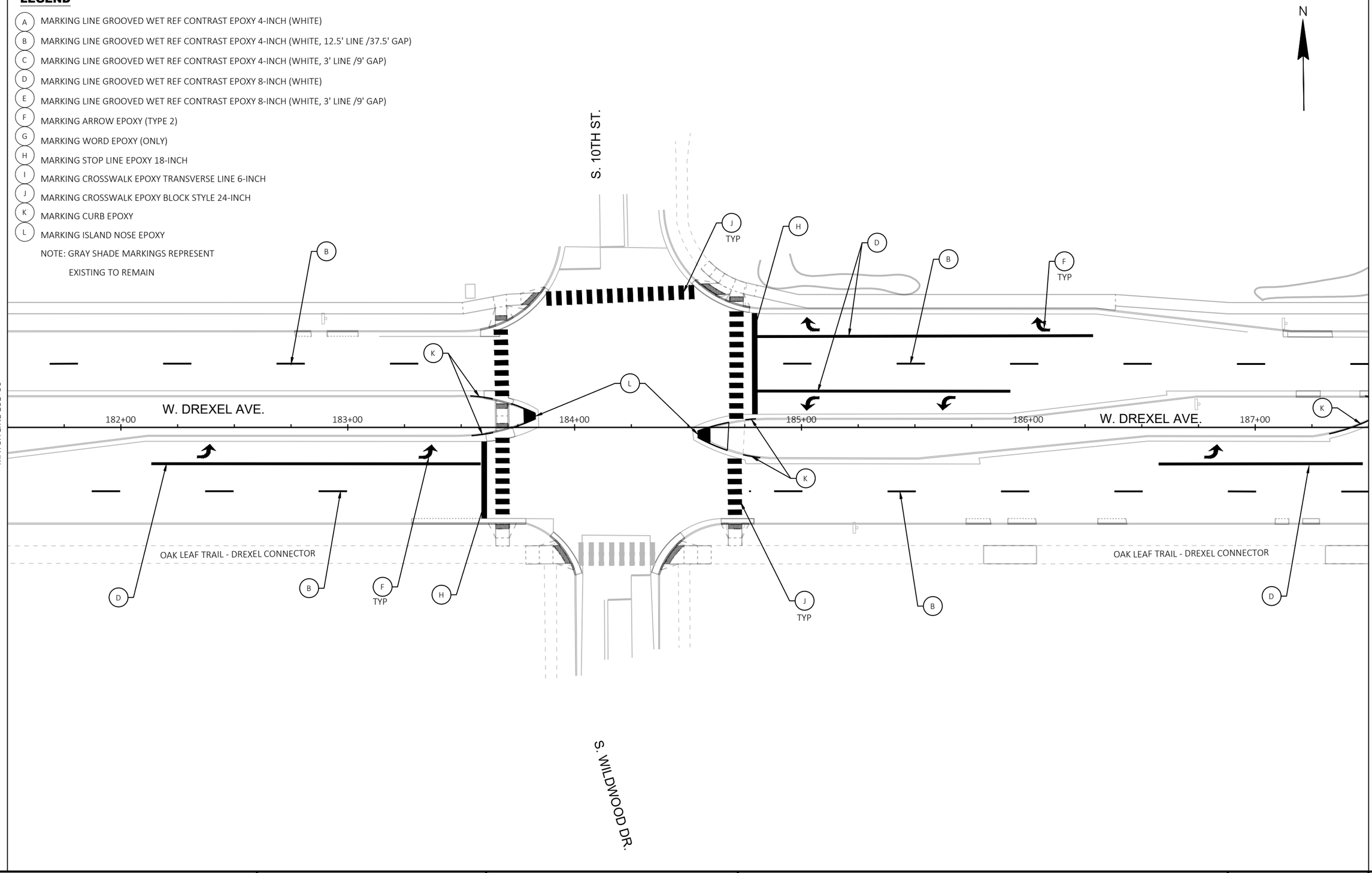

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 46 | E |
|---|---|---|---|---|---|

2

**LEGEND**

- (A) MARKING LINE GROOVED WET REF CONTRAST EPOXY 4-INCH (WHITE)
- (B) MARKING LINE GROOVED WET REF CONTRAST EPOXY 4-INCH (WHITE, 12.5' LINE /37.5' GAP)
- (C) MARKING LINE GROOVED WET REF CONTRAST EPOXY 4-INCH (WHITE, 3' LINE /9' GAP)
- (D) MARKING LINE GROOVED WET REF CONTRAST EPOXY 8-INCH (WHITE)
- (E) MARKING LINE GROOVED WET REF CONTRAST EPOXY 8-INCH (WHITE, 3' LINE /9' GAP)
- (F) MARKING ARROW EPOXY (TYPE 2)
- (G) MARKING WORD EPOXY (ONLY)
- (H) MARKING STOP LINE EPOXY 18-INCH
- (I) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
- (J) MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
- (K) MARKING CURB EPOXY
- (L) MARKING ISLAND NOSE EPOXY

NOTE: GRAY SHADE MARKINGS REPRESENT EXISTING TO REMAIN




2

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 47 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - PM3

PLOT DATE : 10/27/2021 10:41 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME : PLOT SCALE : 1 IN:40 FT

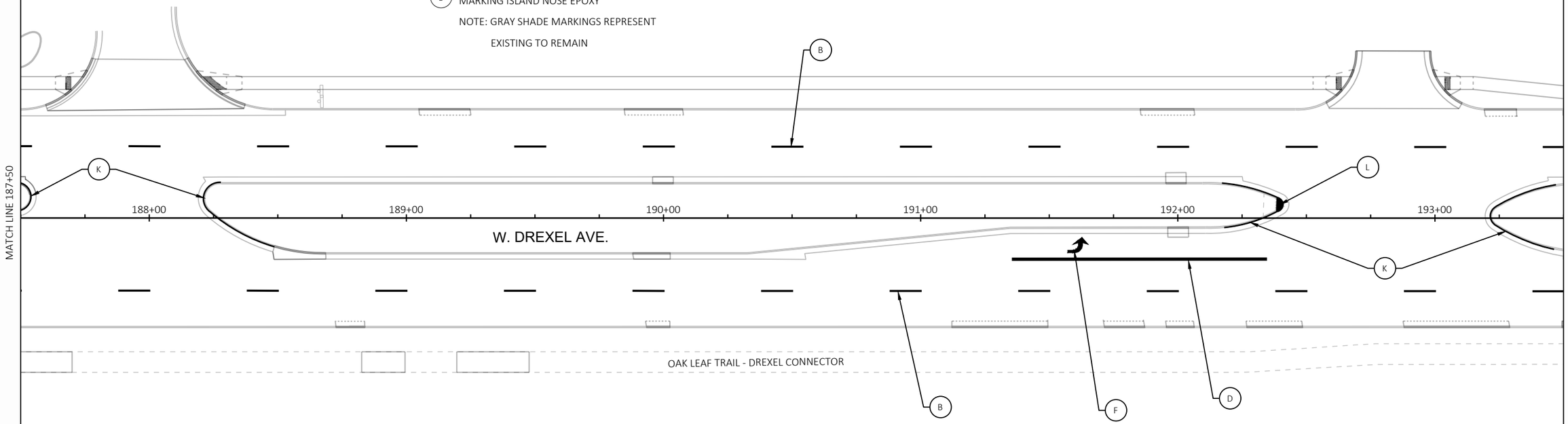
WISDOT/CADDS SHEET 42

## LEGEND

- (A) MARKING LINE GROOVED WET REF CONTRAST EPOXY 4-INCH (WHITE)
- (B) MARKING LINE GROOVED WET REF CONTRAST EPOXY 4-INCH (WHITE, 12.5' LINE /37.5' GAP)
- (C) MARKING LINE GROOVED WET REF CONTRAST EPOXY 4-INCH (WHITE, 3' LINE /9' GAP)
- (D) MARKING LINE GROOVED WET REF CONTRAST EPOXY 8-INCH (WHITE)
- (E) MARKING LINE GROOVED WET REF CONTRAST EPOXY 8-INCH (WHITE, 3' LINE /9' GAP)
- (F) MARKING ARROW EPOXY (TYPE 2)
- (G) MARKING WORD EPOXY (ONLY)
- (H) MARKING STOP LINE EPOXY 18-INCH
- (I) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
- (J) MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
- (K) MARKING CURB EPOXY
- (L) MARKING ISLAND NOSE EPOXY

NOTE: GRAY SHADE MARKINGS REPRESENT EXISTING TO REMAIN

N




| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 48 | E |
|---|---|---|---|---|---|

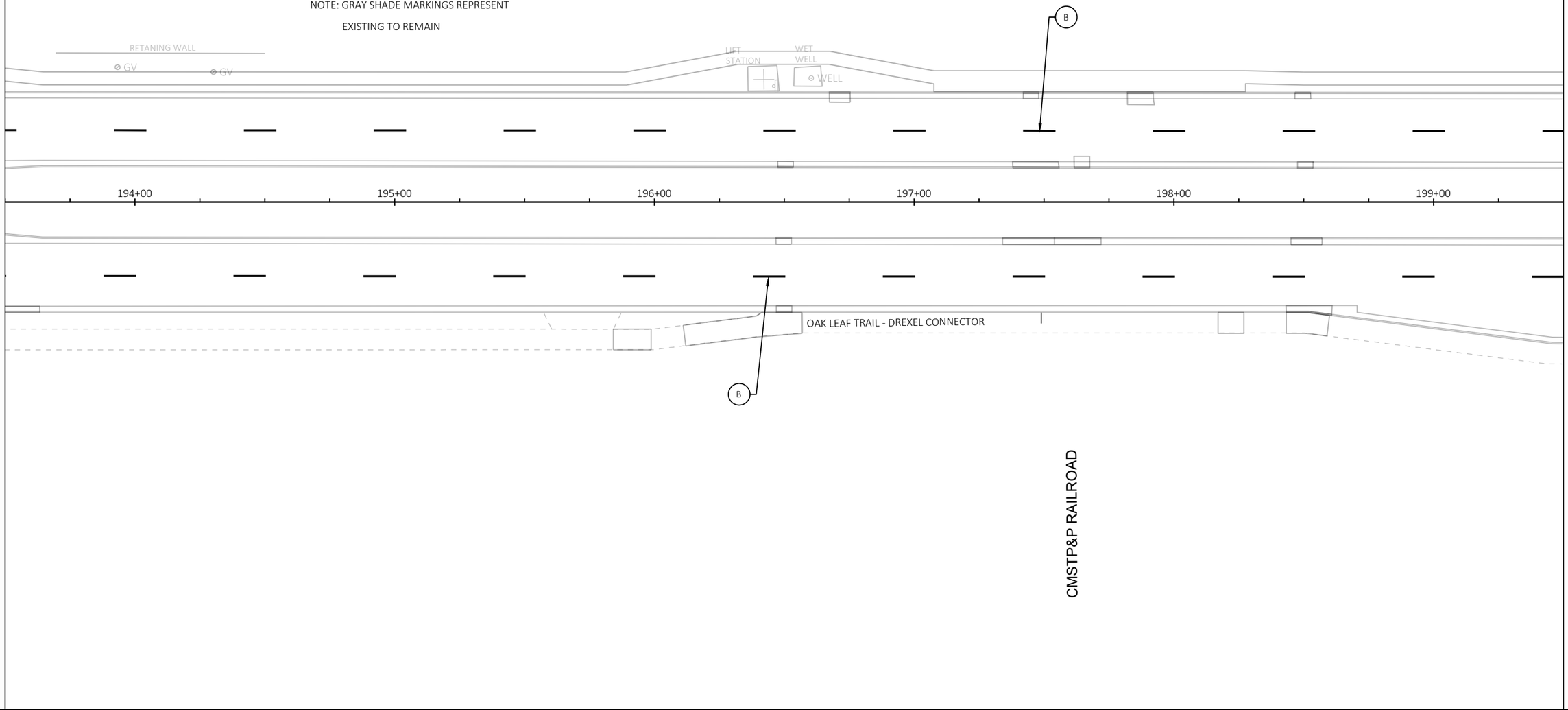
2

## LEGEND

- (A) MARKING LINE GROOVED WET REF CONTRAST EPOXY 4-INCH (WHITE)
- (B) MARKING LINE GROOVED WET REF CONTRAST EPOXY 4-INCH (WHITE, 12.5' LINE /37.5' GAP)
- (C) MARKING LINE GROOVED WET REF CONTRAST EPOXY 4-INCH (WHITE, 3' LINE /9' GAP)
- (D) MARKING LINE GROOVED WET REF CONTRAST EPOXY 8-INCH (WHITE)
- (E) MARKING LINE GROOVED WET REF CONTRAST EPOXY 8-INCH (WHITE, 3' LINE /9' GAP)
- (F) MARKING ARROW EPOXY (TYPE 2)
- (G) MARKING WORD EPOXY (ONLY)
- (H) MARKING STOP LINE EPOXY 18-INCH
- (I) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
- (J) MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
- (K) MARKING CURB EPOXY
- (L) MARKING ISLAND NOSE EPOXY

NOTE: GRAY SHADE MARKINGS REPRESENT EXISTING TO REMAIN

N




| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 49 | E |
|---|---|---|---|---|---|

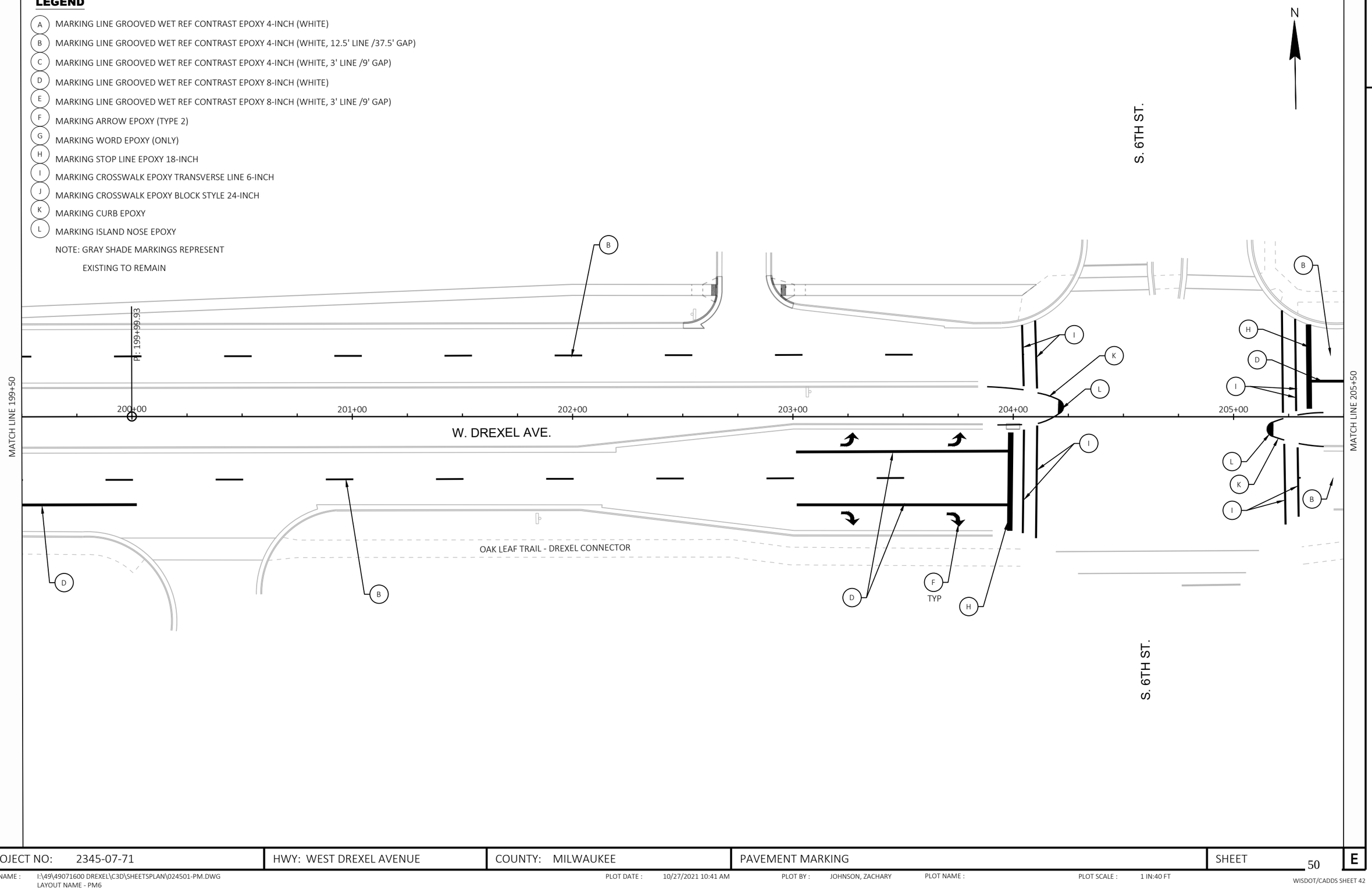

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - PM5
PLOT DATE : 10/27/2021 10:41 AM
PLOT BY : JOHNSON, ZACHARY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

## LEGEND

- (A) MARKING LINE GROOVED WET REF CONTRAST EPOXY 4-INCH (WHITE)
- (B) MARKING LINE GROOVED WET REF CONTRAST EPOXY 4-INCH (WHITE, 12.5' LINE /37.5' GAP)
- (C) MARKING LINE GROOVED WET REF CONTRAST EPOXY 4-INCH (WHITE, 3' LINE /9' GAP)
- (D) MARKING LINE GROOVED WET REF CONTRAST EPOXY 8-INCH (WHITE)
- (E) MARKING LINE GROOVED WET REF CONTRAST EPOXY 8-INCH (WHITE, 3' LINE /9' GAP)
- (F) MARKING ARROW EPOXY (TYPE 2)
- (G) MARKING WORD EPOXY (ONLY)
- (H) MARKING STOP LINE EPOXY 18-INCH
- (I) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
- (J) MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
- (K) MARKING CURB EPOXY
- (L) MARKING ISLAND NOSE EPOXY

NOTE: GRAY SHADE MARKINGS REPRESENT EXISTING TO REMAIN




2

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 50 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - PM6

PLOT DATE : 10/27/2021 10:41 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

MATCH LINE 205+50

MATCH LINE 211+50

206+00 207+00 208+00 209+00 210+00 211+00

W. DREXEL AVE.

OAK LEAF TRAIL - DREXEL CONNECTOR

OAK LEAF TRAIL - DREXEL CONNECTOR

S. MAIN ST.

G D F TYP B D L K B G F TYP D

## LEGEND

- A MARKING LINE GROOVED WET REF CONTRAST EPOXY 4-INCH (WHITE)
- B MARKING LINE GROOVED WET REF CONTRAST EPOXY 4-INCH (WHITE, 12.5' LINE /37.5' GAP)
- C MARKING LINE GROOVED WET REF CONTRAST EPOXY 4-INCH (WHITE, 3' LINE /9' GAP)
- D MARKING LINE GROOVED WET REF CONTRAST EPOXY 8-INCH (WHITE)
- E MARKING LINE GROOVED WET REF CONTRAST EPOXY 8-INCH (WHITE, 3' LINE /9' GAP)
- F MARKING ARROW EPOXY (TYPE 2)
- G MARKING WORD EPOXY (ONLY)
- H MARKING STOP LINE EPOXY 18-INCH
- I MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
- J MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
- K MARKING CURB EPOXY
- L MARKING ISLAND NOSE EPOXY

NOTE: GRAY SHADE MARKINGS REPRESENT EXISTING TO REMAIN

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 51 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - PM7

PLOT DATE : 10/27/2021 10:41 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME : PLOT SCALE : 1 IN:40 FT

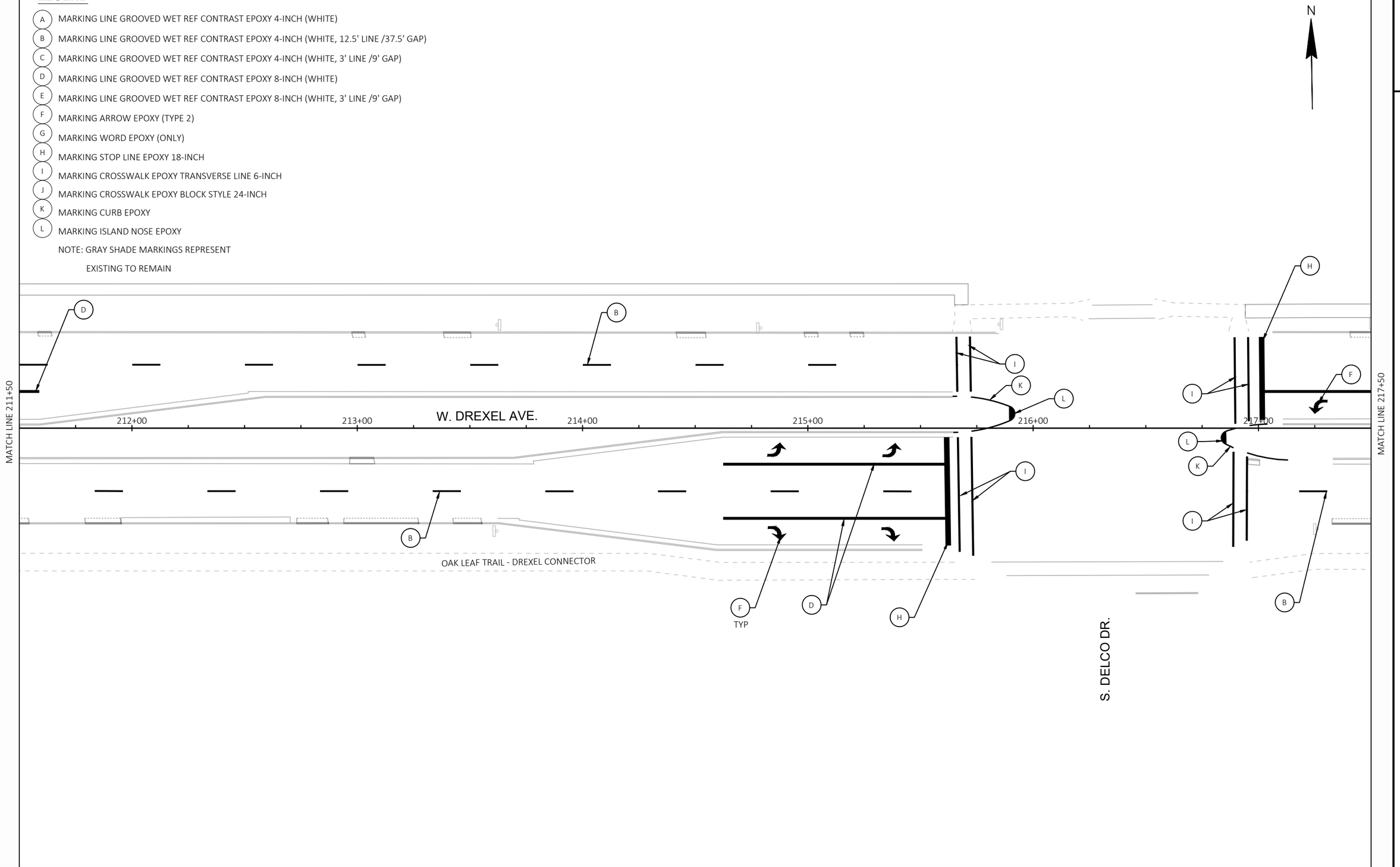
WISDOT/CADDS SHEET 42

2

**LEGEND**

- (A) MARKING LINE GROOVED WET REF CONTRAST EPOXY 4-INCH (WHITE)
- (B) MARKING LINE GROOVED WET REF CONTRAST EPOXY 4-INCH (WHITE, 12.5' LINE /37.5' GAP)
- (C) MARKING LINE GROOVED WET REF CONTRAST EPOXY 4-INCH (WHITE, 3' LINE /9' GAP)
- (D) MARKING LINE GROOVED WET REF CONTRAST EPOXY 8-INCH (WHITE)
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- (F) MARKING ARROW EPOXY (TYPE 2)
- (G) MARKING WORD EPOXY (ONLY)
- (H) MARKING STOP LINE EPOXY 18-INCH
- (I) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
- (J) MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
- (K) MARKING CURB EPOXY
- (L) MARKING ISLAND NOSE EPOXY

NOTE: GRAY SHADE MARKINGS REPRESENT
EXISTING TO REMAIN

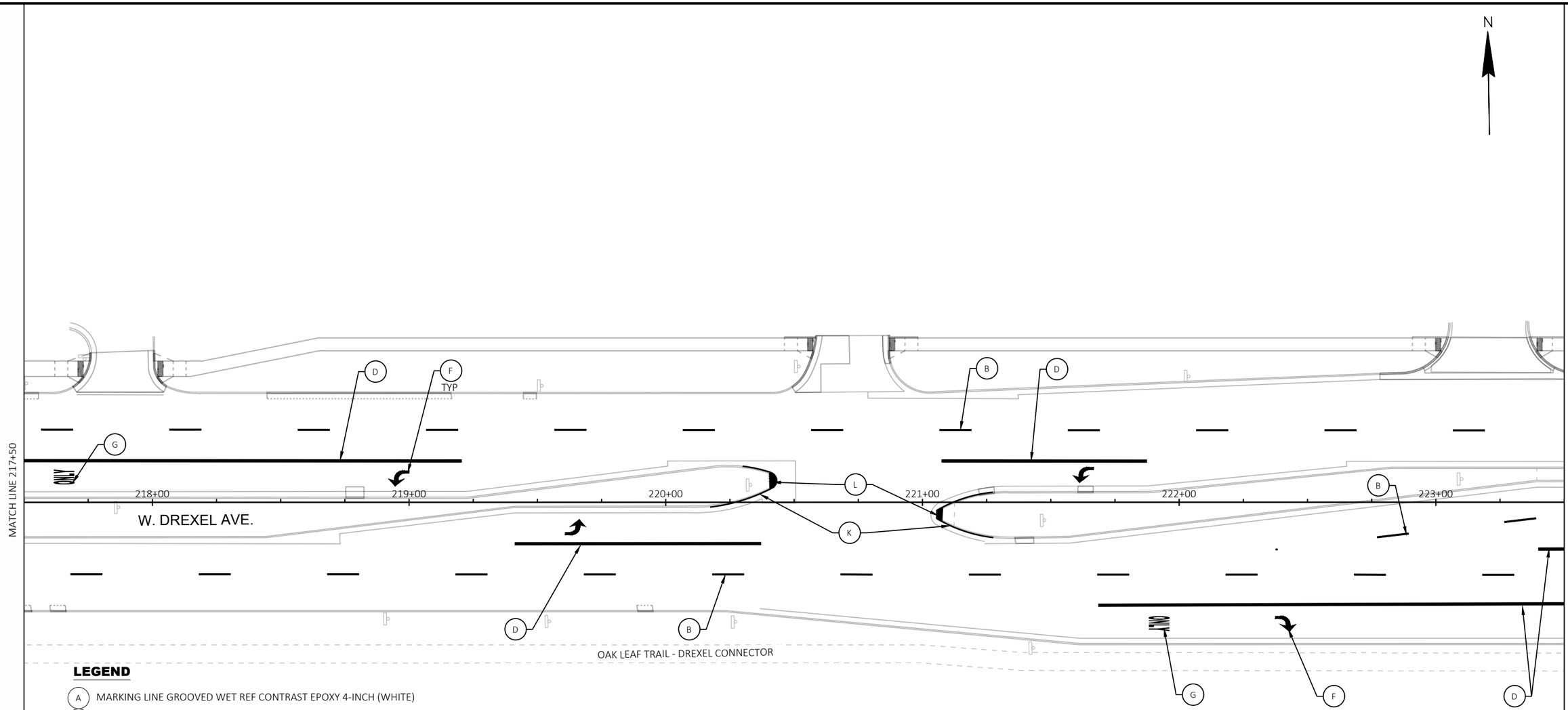



| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 52 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - PM8

PLOT DATE : 10/27/2021 10:41 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME : PLOT SCALE : 1 IN:40 FT

2




**LEGEND**

- (A) MARKING LINE GROOVED WET REF CONTRAST EPOXY 4-INCH (WHITE)
- (B) MARKING LINE GROOVED WET REF CONTRAST EPOXY 4-INCH (WHITE, 12.5' LINE /37.5' GAP)
- (C) MARKING LINE GROOVED WET REF CONTRAST EPOXY 4-INCH (WHITE, 3' LINE /9' GAP)
- (D) MARKING LINE GROOVED WET REF CONTRAST EPOXY 8-INCH (WHITE)
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- (F) MARKING ARROW EPOXY (TYPE 2)
- (G) MARKING WORD EPOXY (ONLY)
- (H) MARKING STOP LINE EPOXY 18-INCH
- (I) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
- (J) MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
- (K) MARKING CURB EPOXY
- (L) MARKING ISLAND NOSE EPOXY

NOTE: GRAY SHADE MARKINGS REPRESENT EXISTING TO REMAIN

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 53 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - PM9
PLOT DATE : 10/27/2021 10:41 AM
PLOT BY : JOHNSON, ZACHARY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

## LEGEND

- (A) MARKING LINE GROOVED WET REF CONTRAST EPOXY 4-INCH (WHITE)
- (B) MARKING LINE GROOVED WET REF CONTRAST EPOXY 4-INCH (WHITE, 12.5' LINE /37.5' GAP)
- (C) MARKING LINE GROOVED WET REF CONTRAST EPOXY 4-INCH (WHITE, 3' LINE /9' GAP)
- (D) MARKING LINE GROOVED WET REF CONTRAST EPOXY 8-INCH (WHITE)
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- (F) MARKING ARROW EPOXY (TYPE 2)
- (G) MARKING WORD EPOXY (ONLY)
- (H) MARKING STOP LINE EPOXY 18-INCH
- (I) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
- (J) MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
- (K) MARKING CURB EPOXY
- (L) MARKING ISLAND NOSE EPOXY

NOTE: GRAY SHADE MARKINGS REPRESENT EXISTING TO REMAIN

N

2

MATCH LINE 223+50

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

PI: 226+45.45

ONLY

ONLY

ONLY

OAK LEAF TRAIL - DREXEL CONNECTOR

B

G TYP

D

F TYP

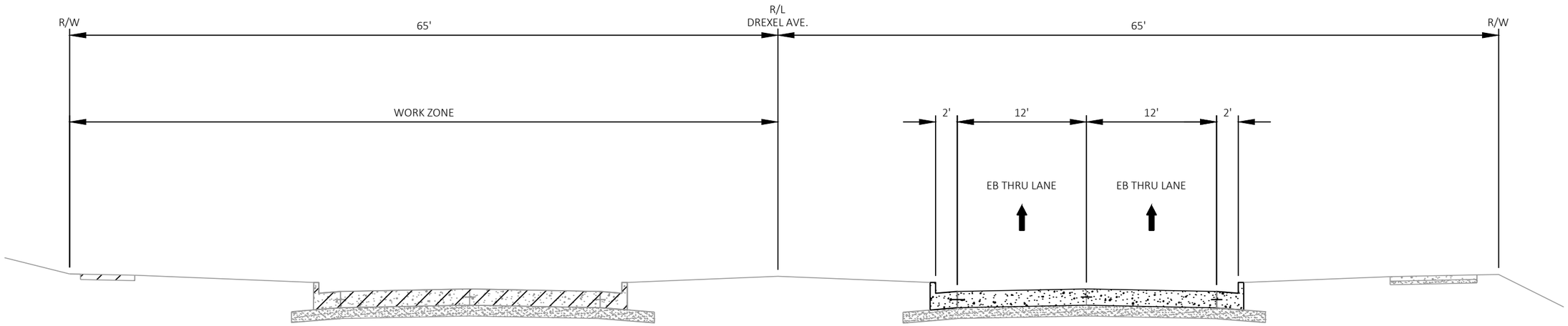
B

NOTE: REPLACE MARKING LINE GROOVED WET REF CONTRAST TAPE REMOVED FOR TRAFFIC CONTROL, APPROX STA 233+00 TO 236+00

STH 38 (S. HOWELL AVE.)

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 54 | E |
|---|---|---|---|---|---|

2




STAGE 1 - WEST DREXEL AVENUE

TYPICAL TRAFFIC CONTROL SECTION

(LOOKING EAST)

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 TYPICAL | SHEET 55 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\025100-TC.DWG
LAYOUT NAME - 01-10ft
PLOT DATE : 10/25/2021 1:41 PM
PLOT BY : STEUCK, ROBERT
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

2

LEGEND

- TYPE III BARRICADE WITH 2 TYPE A LIGHTS
- TYPE III BARRICADE WTH 2 TYPE A LIGHTS AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD

N

COUNTY V

38

S HOWELL AVE

SB OFF RAMP

S 13TH ST

S 10TH ST

S 6TH ST

USE PCMS SIGN 7 DAYS IN ADVANCE OF S 10TH STREET CLOSURE.
MESSAGE:
PANEL 1: 10TH ST / TO CLOSE
PANEL 2: STARTING / "DAY" / "MMM"""DD"

STAGE 1 WORK ZONE
(W DREXEL AVE WB)

USE PCMS SIGN 7 DAYS IN ADVANCE OF WESTBOUND LANE CLOSURES.
MESSAGE:
PANEL 1: W-BND / DREXEL / TO CLOSE
PANEL 2: STARTING / "DAY" / "MMM"""DD"

W DREXEL AVE

NB OFF RAMP

S WILDWOOD DR

FOLLOW STANDARD DETAIL DRAWING "BARRICADES AND SIGNS FOR SIDEROAD CLOSURE, DETAIL 1" WHEN S. 10TH STREET INTERSECTION IS CLOSED

S MAIN ST

S DELCO DR

COVERING SIGNS TYPE II

MO6-1 21"X21" COVERING SIGNS TYPE II

RIGHT LANE MUST TURN RIGHT

BEGIN RIGHT TURN LANE

BEGIN LEFT TURN LANE

ONLY

TO INTERSTATE 94

INTERSTATE 94

US 41

A — ROAD WORK AHEAD W20-1A

B — ROAD WORK 500 FT W20-1D

C — ROAD WORK 250 FT W20-1H

D — END ROAD WORK G20-2A 48"X24"

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | TRAFFIC CONTROL OVERVIEW - STAGE 1 | SHEET 56 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - TC OVERVIEW Stage 1

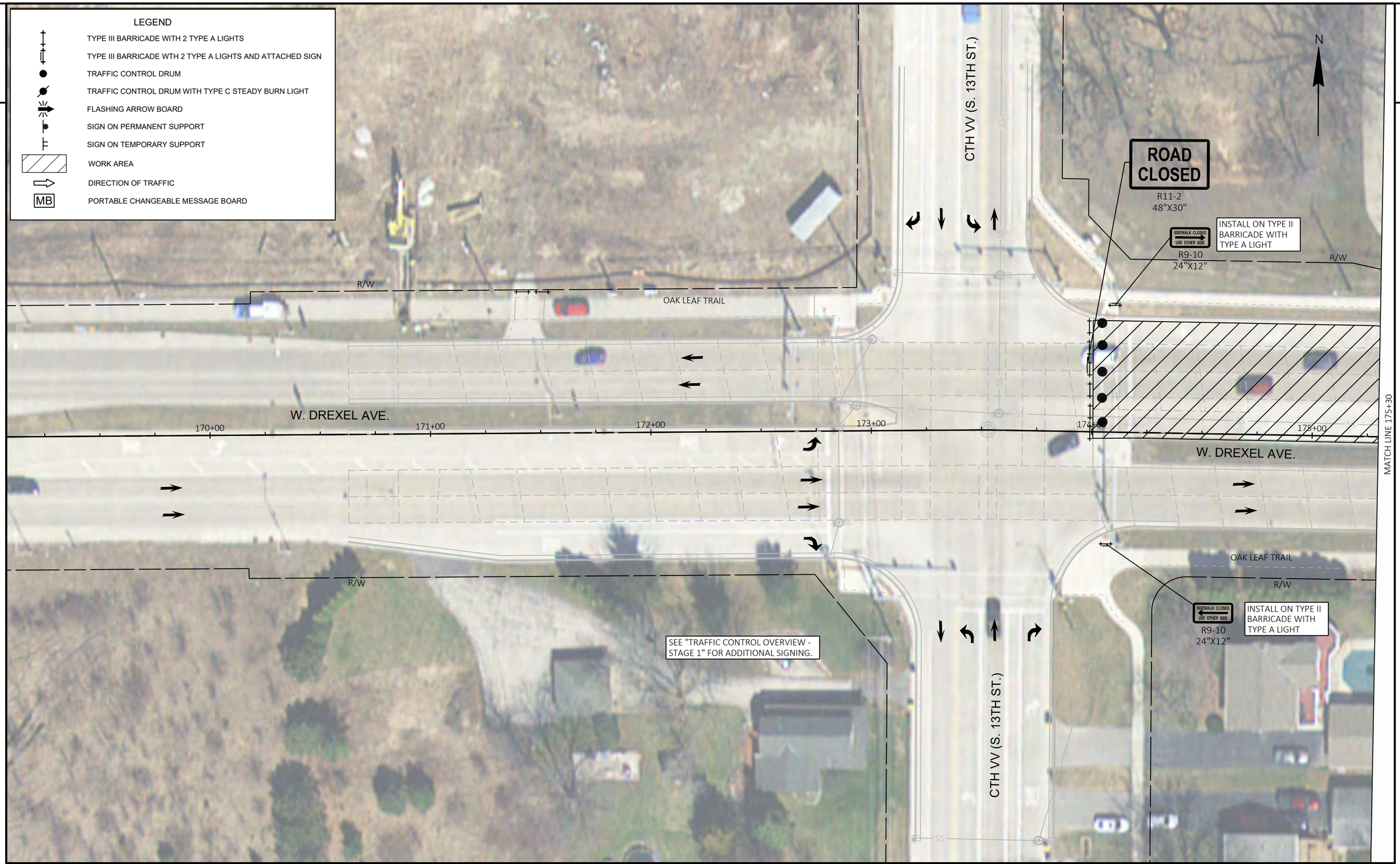
PLOT DATE : 10/25/2021 1:41 PM PLOT BY : STEUCK, ROBERT PLOT NAME : PLOT SCALE : 1 IN:600 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE III BARRICADE WITH 2 TYPE A LIGHTS
- TYPE III BARRICADE WTH 2 TYPE A LIGHTS AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD




| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 | SHEET 57 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\025102-TC.DWG
LAYOUT NAME - TC2

PLOT DATE : 10/25/2021 1:41 PM PLOT BY : STEUCK, ROBERT PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

2

LEGEND

- TYPE III BARRICADE WITH 2 TYPE A LIGHTS
- TYPE III BARRICADE WTH 2 TYPE A LIGHTS AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD

N

USE SIDEWALK CLOSED SIGN ON TYPE II BARRICADE W/ TYPE A LIGHT ONCE NEW SIDEWALK IS CONSTRUCTED BUT IS NOT OPEN TO PEDESTRIAN TRAFFIC

MAINTAIN MINIMUM OF 12' WIDE ACCESS AT ALL TIMES

SIDEWALK CLOSED
R9-9
24"X12"

ROAD CLOSED
R11-2
48"X30"

R/W

R3-1
24"X24"

ACCESS CLOSED

MATCH LINE 175+30

176+00 177+00 178+00 179+00 180+00 181+00

W. DREXEL AVE.

MATCH LINE 181+45

OAK LEAF TRAIL

R/W

STOP
R1-1
30"X30"

R3-1
24"X24"

ONE WAY
R6-2L
24"X30"

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 | SHEET 58 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\025102-TC.DWG
LAYOUT NAME - TC3

PLOT DATE : 10/25/2021 1:41 PM PLOT BY : STEUCK, ROBERT PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

2

LEGEND

- TYPE III BARRICADE WITH 2 TYPE A LIGHTS
- TYPE III BARRICADE WTH 2 TYPE A LIGHTS AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD

N

R3-1
24"X24"

ROAD CLOSED
R11-2
48"X30"

THROUGH ONLY

S. 10TH ST.

MAINTAIN PEDESTRIAN CROSSING OF DREXEL AVE AT S 10TH STREET EXCEPT WHEN RECONSTRUCTING CURB RAMP. SEE "PEDESTRIAN ACCOMMODATION DETAIL - STAGE 1" FOR FURTHER DETAILS .

SIDEWALK CLOSED
R9-9
24"X12"

USE SIDEWALK CLOSED SIGN ON TYPE II BARRICADE W/ TYPE A LIGHT ONCE NEW SIDEWALK IS CONSTRUCTED BUT IS NOT OPEN TO PEDESTRIAN TRAFFIC

R/W

R/W

W. DREXEL AVE.

182+00

183+00

184+00

185+00

186+00

187+00

W. DREXEL AVE.

MATCH LINE 181+45

MATCH LINE 187+60

OAK LEAF TRAIL

OAK LEAF TRAIL

R/W

R/W

ONE WAY
R6-2L
24"X30"

ONE WAY
R6-2R
24"X30"

LANE CLOSED

R3-2
24"X24"

S. WILDWOOD DR.

DRUMS @ 25' SPACING (TYP)

LANE CLOSED
R11-2L
48"X30"

SEE "TRAFFIC CONTROL, ADDED LANE CLOSURE WITHOUT LANE SHIFT" FOR LEFT TURN LANE CLOSURE

SEE "TRAFFIC CONTROL OVERVIEW - STAGE 1" FOR ADDITIONAL SIGNING.

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 | SHEET 59 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\025102-TC.DWG
LAYOUT NAME - TC4

PLOT DATE : 10/25/2021 1:41 PM PLOT BY : STEUCK, ROBERT PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

2

MAINTAIN ACCESS EXCEPT WHEN WORK REQUIRED WITHIN DRIVEWAY

R3-1
24"X24"

ROAD CLOSED
R11-2
48"X30"

R/W

MAINTAIN ACCESS EXCEPT WHEN WORK REQUIRED WITHIN DRIVEWAY

R3-1
24"X24"

ROAD CLOSED
R11-2
48"X30"

N

MATCH LINE 187+60

188+00 189+00 190+00 191+00 192+00 193+00

W. DREXEL AVE.

OAK LEAF TRAIL

R/W

STOP
R1-1
30"X30"

R3-1
24"X24"

ONE WAY
R6-2L
24"X30"

STOP
R1-1
30"X30"

R3-1
24"X24"

ONE WAY
R6-2L
24"X30"

MATCH LINE 193+75

LEGEND

- TYPE III BARRICADE WITH 2 TYPE A LIGHTS
- TYPE III BARRICADE WTH 2 TYPE A LIGHTS AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 | SHEET 60 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\025102-TC.DWG
LAYOUT NAME - TC5

PLOT DATE : 10/25/2021 1:41 PM PLOT BY : STEUCK, ROBERT PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

LEGEND

- TYPE III BARRICADE WITH 2 TYPE A LIGHTS
- TYPE III BARRICADE WTH 2 TYPE A LIGHTS AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD

N

R/W

RETAINING WALL

194+00 195+00 196+00 197+00 198+00 199+00

W. DREXEL AVE.

MATCH LINE 193+75

MATCH LINE 199+90

OAK LEAF TRAIL

R/W

CMSTP&P RAILROAD

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 | SHEET 61 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\025102-TC.DWG
LAYOUT NAME - TC6

PLOT DATE : 10/25/2021 1:41 PM PLOT BY : STEUCK, ROBERT PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

LEGEND

- TYPE III BARRICADE WITH 2 TYPE A LIGHTS
- TYPE III BARRICADE WTH 2 TYPE A LIGHTS AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD

MATCH LINE 199+90

USE SIDEWALK CLOSED SIGN ON TYPE II BARRICADE W/ TYPE A LIGHT ONCE NEW SIDEWALK IS CONSTRUCTED BUT IS NOT OPEN TO PEDESTRIAN TRAFFIC

SIDEWALK CLOSED
R9-9
24"X12"

ROAD CLOSED
R11-2
48"X30"

ACCESS CLOSED

R/W

R3-1
24"X24"

THROUGH ONLY

S. 6TH ST.

N

ROAD CLOSED
R11-2
48"X30"

R/W

200+00 201+00 202+00 W. DREXEL AVE. 203+00 204+00 205+00 206+00

W. DREXEL AVE.

OAK LEAF TRAIL

R/W

ONE WAY
R6-2L
24"X30"

SEE "TRAFFIC CONTROL OVERVIEW - STAGE 1" FOR ADDITIONAL SIGNING.

SEE "TRAFFIC CONTROL, ADDED LANE CLOSURE WITHOUT LANE SHIFT" FOR LEFT TURN LANE CLOSURE

S. 6TH ST.

LANE CLOSED

ONE WAY
R6-2R
24"X30"

R3-2
24"X24"

DRUMS @ 25' SPACING (TYP)

LANE CLOSED
R11-2L
48"X30"

MATCH LINE 206+05

2

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 | SHEET 62 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\025102-TC.DWG
LAYOUT NAME - TC7

PLOT DATE : 10/25/2021 1:41 PM PLOT BY : STEUCK, ROBERT PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- TYPE III BARRICADE WITH 2 TYPE A LIGHTS
- TYPE III BARRICADE WTH 2 TYPE A LIGHTS AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD

N

USE SIDEWALK CLOSED SIGN ON TYPE II BARRICADE W/ TYPE A LIGHT ONCE NEW SIDEWALK IS CONSTRUCTED BUT IS NOT OPEN TO PEDESTRIAN TRAFFIC

SIDEWALK CLOSED
R9-9
24"X12"

MAINTAIN MINIMUM OF 12' WIDE ACCESS AT ALL TIMES

R3-1
24"X24"

ROAD CLOSED
R11-2
48"X30"

ACCESS CLOSED

ACCESS CLOSED

R/W

MATCH LINE 206+05

207+00 208+00 209+00 210+00 211+00 212+00

W. DREXEL AVE.

W. DREXEL AVE.

MATCH LINE 212+20

OAK LEAF TRAIL

R/W

OAK LEAF TRAIL

STOP
R1-1
30"X30"

R3-1
24"X24"

SEE "TRAFFIC CONTROL OVERVIEW - STAGE 1" FOR ADDITIONAL SIGNING.

SEE "TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT" FOR LEFT LANE CLOSURE

S. MAIN ST.

LANE CLOSED

ONE WAY
R6-2L
24"X30"

ONE WAY
R6-2R
24"X30"

R3-2
24"X24"

DRUMS @ 25' SPACING (TYP)

LANE CLOSED
R11-2L
48"X30"

2

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 | SHEET 63 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\025102-TC.DWG
LAYOUT NAME - TC8

PLOT DATE : 10/25/2021 1:41 PM PLOT BY : STEUCK, ROBERT PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

LEGEND

- TYPE III BARRICADE WITH 2 TYPE A LIGHTS
- TYPE III BARRICADE WTH 2 TYPE A LIGHTS AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD

N

USE SIDEWALK CLOSED SIGN ON TYPE II BARRICADE W/ TYPE A LIGHT ONCE NEW SIDEWALK IS CONSTRUCTED BUT IS NOT OPEN TO PEDESTRIAN TRAFFIC

SIDEWALK CLOSED
R9-9
24"X12"

ROAD CLOSED
R11-2
48"X30"

R/W

R3-1
24"X24"

MAINTAIN ACCESS AT ALL TIMES

ROAD CLOSED
R11-2
48"X30"

ACCESS CLOSED

MATCH LINE 212+20

213+00 214+00 215+00 216+00 217+00 218+00

W. DREXEL AVE.

W. DREXEL AVE.

MATCH LINE 218+35

OAK LEAF TRAIL

R/W

STOP
R1-1
30"X30"

R3-1
24"X24"

SEE "TRAFFIC CONTROL OVERVIEW - STAGE 1" FOR ADDITIONAL SIGNING.

S. DELCO DR.

LANE CLOSED

ONE WAY
R6-2L
24"X30"

ONE WAY
R6-2R
24"X30"

R3-2
24"X24"

LANE CLOSED
R11-2L
48"X30"

SEE "TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT" FOR LEFT LANE CLOSURE

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 | SHEET 64 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\025102-TC.DWG
LAYOUT NAME - TC9

PLOT DATE : 10/25/2021 1:41 PM PLOT BY : STEUCK, ROBERT PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

2

LEGEND

- TYPE III BARRICADE WITH 2 TYPE A LIGHTS
- TYPE III BARRICADE WTH 2 TYPE A LIGHTS AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD

MAINTAIN ACCESS EXCEPT WHEN WORK REQUIRED WITHIN DRIVEWAY

ROAD CLOSED

R11-2
48"X30"

R3-1
24"X24"

ACCESS CLOSED

R/W

N

MATCH LINE 218+35

MATCH LINE 224+50

219+00 W. DREXEL AVE. 220+00 221+00 222+00 223+00 224+00

W. DREXEL AVE.

OAK LEAF TRAIL

OAK LEAF TRAIL

R/W

STOP

R1-1
30"X30"

R3-1
24"X24"

ONE WAY

R6-2L
24"X30"

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 | SHEET 65 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\025102-TC.DWG
LAYOUT NAME - TC10

PLOT DATE : 10/25/2021 1:41 PM PLOT BY : STEUCK, ROBERT PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

2

DRUMS @ 25' SPACING (TYP)

USE SIDEWALK CLOSED SIGN ON TYPE II BARRICADE W/ TYPE A LIGHT ONCE NEW SIDEWALK IS CONSTRUCTED BUT IS NOT OPEN TO PEDESTRIAN TRAFFIC

SIDEWALK CLOSED
R9-9
24"X12"

LANE CLOSED

STH 38 (S. HOWELL AVE.)

28+00

27+00

26+00

ROAD CLOSED
R11-2
48"X30"

W. DREXEL AVE.

225+00

226+00

227+00

228+00

229+00

230+00

E. DREXEL AVE.

SEE "TRAFFIC CONTROL OVERVIEW - STAGE 1" FOR ADDITIONAL SIGNING.

SEE "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LEFT LANE CLOSURE" FOR ADDITIONAL INFORMATION.

LANE CLOSED
R11-2L
48"X30"

DRUMS @ 25' SPACING (TYP)

RIGHT LANE MUST TURN RIGHT
R3-7R
30"X30"

THROUGH LANE CLOSED

THROUGH LANE CLOSED

LEFT LANE CLOSED

LEFT LANE CLOSED

N

MATCH LINE 224+50

MATCH LINE 230+65

LEGEND

- TYPE III BARRICADE WITH 2 TYPE A LIGHTS
- TYPE III BARRICADE WTH 2 TYPE A LIGHTS AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 | SHEET 66 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\025102-TC.DWG
LAYOUT NAME - TC11

PLOT DATE : 10/25/2021 1:41 PM PLOT BY : STEUCK, ROBERT PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

BEGIN LEFT TURN LANE

R3-20L
24"X36"

SEE "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" FOR ADDITIONAL INFORMATION.

DRUMS @ 25' SPACING (TYP)

TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH WHITE

REMOVE LANE LINE SKIPS CONFLICTING WITH TRAFFIC CONTROL (TYP)

XXXXX XXXXX XXXXX XXXXX XXXXX

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

W. DREXEL AVE.

MATCH LINE 230+65

LEGEND

- TYPE III BARRICADE WITH 2 TYPE A LIGHTS
- TYPE III BARRICADE WTH 2 TYPE A LIGHTS AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 | SHEET 67 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\025102-TC.DWG
LAYOUT NAME - TC12

PLOT DATE : 10/25/2021 1:42 PM PLOT BY : STEUCK, ROBERT PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

STH 38 (S. HOWELL AVE.)

20+00 21+00 22+00 23+00 24+00 26+00

LEFT LANE CLOSED

LEFT LANE CLOSED

DRUMS @ 25' SPACING (TYP)

LANE CLOSED
R11-2L
48"X30"

R3-2
24"X24"

LANE CLOSED
R11-2L
48"X30"

R3-2
24"X24"

LANE CLOSED
R11-2L
48"X30"

DRUMS @ 25' SPACING (TYP)

R3-1
24"X24"

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

N

LANE CLOSED

LANE CLOSED

STH 38 (S. HOWELL AVE.)

+00 28+00 29+00 30+00 31+00 32+00 33+00

LEGEND

- TYPE III BARRICADE WITH 2 TYPE A LIGHTS
- TYPE III BARRICADE WTH 2 TYPE A LIGHTS AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 | SHEET 68 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\025102-TC.DWG
LAYOUT NAME - TC13

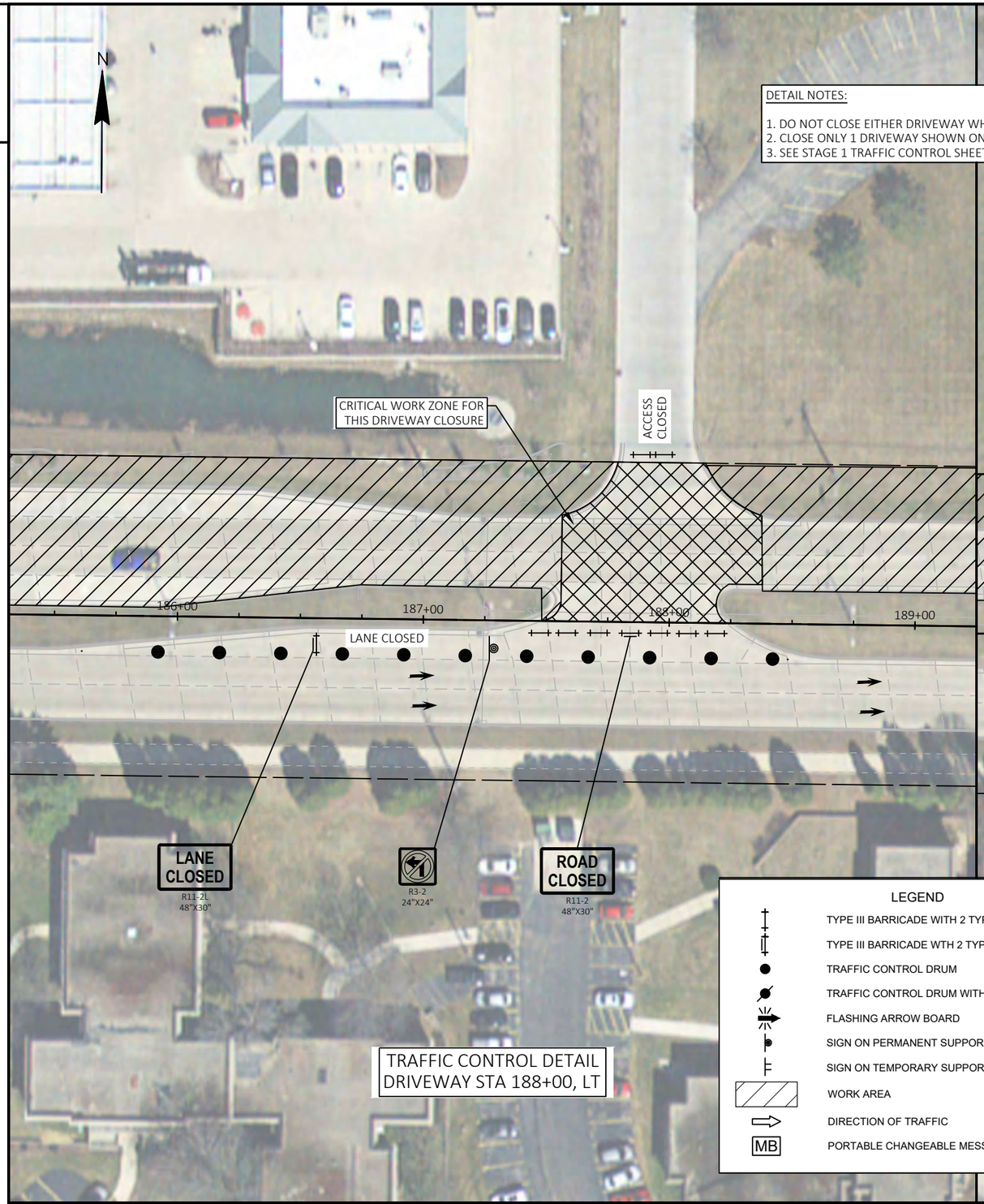
PLOT DATE : 10/25/2021 1:42 PM PLOT BY : STEUCK, ROBERT PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

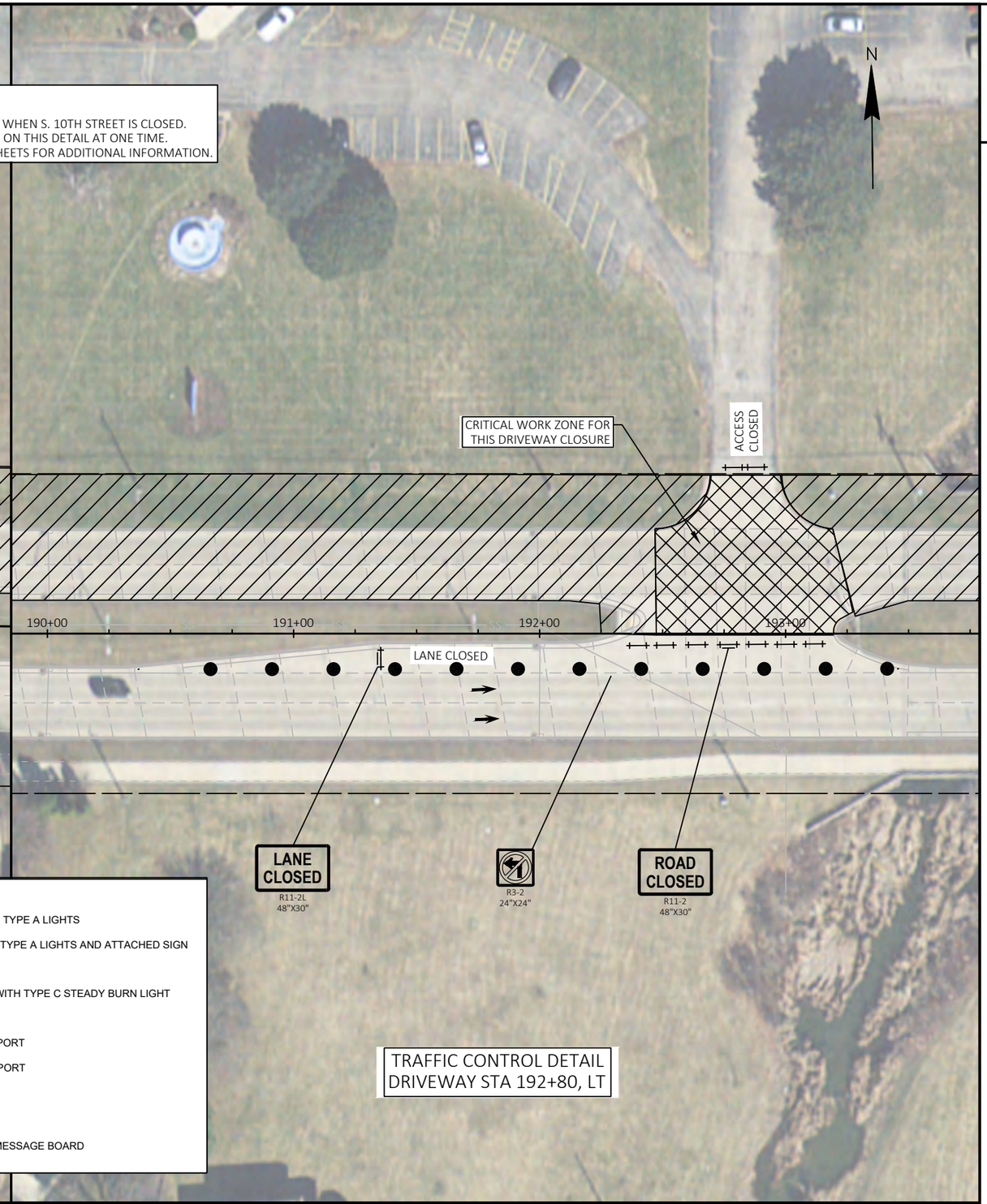
2

DETAIL NOTES:

1. DO NOT CLOSE EITHER DRIVEWAY WHEN S. 10TH STREET IS CLOSED.
2. CLOSE ONLY 1 DRIVEWAY SHOWN ON THIS DETAIL AT ONE TIME.
3. SEE STAGE 1 TRAFFIC CONTROL SHEETS FOR ADDITIONAL INFORMATION.




TRAFFIC CONTROL DETAIL
DRIVEWAY STA 188+00, LT




TRAFFIC CONTROL DETAIL
DRIVEWAY STA 192+80, LT

LEGEND

- TYPE III BARRICADE WITH 2 TYPE A LIGHTS
- TYPE III BARRICADE WTH 2 TYPE A LIGHTS AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 DETAIL | SHEET 69 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 01-DWY DETAIL

PLOT DATE : 10/25/2021 1:42 PM PLOT BY : STEUCK, ROBERT PLOT NAME : PLOT SCALE : 1 IN:50 FT

LEGEND

- TYPE III BARRICADE WITH 2 TYPE A LIGHTS
- TYPE III BARRICADE WTH 2 TYPE A LIGHTS AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD

SEE STANDARD DETAIL DRAWING "BARRICADES AND SIGNS FOR SIDEROAD CLOSURE, DETAIL 1" FOR ADDITIONAL GUIDANCE

SOUTH 10TH STREET

N

DETAIL NOTES:

1. THIS TRAFFIC CONTROL DETAIL IS FOR REPAIRS NEEDED WITHIN THE 10TH STREET INTERSECTION.
2. DO NOT CLOSE S. 10TH STREET WHEN THE DRIVEWAY AT STA 188+00, LT OR STA 192+80, LT IS CLOSED.
3. SEE STAGE 1 TRAFFIC CONTROL SHEETS FOR ADDITIONAL INFORMATION.

ROAD CLOSED
R11-2
48"X30"

MAINTAIN PEDESTRIAN CROSSING DURING S 10TH STREET CLOSURE WORK UNTIL ENOUGH PAVEMENT REPAIR IS COMPLETE WITHIN INTERSECTION. USE PEDESTRIAN BARRICADE ON BOTH SIDES OF CROSSWALK.
THEN PLACE PEDESTRIANS ON TEMPORARY ACCESS PATH WITHIN INTERSECTION.
SEE ADDITIONAL DETAIL.

CRITICAL WORK ZONE FOR THIS INTERSECTION CLOSURE

TEMPORARY PEDESTRIAN BARRICADE

ACCESS CLOSED

180+00 181+00 182+00 183+00 184+00 185+00 186+00 187+00

LANE CLOSED

LANE CLOSED
R11-2L
48"X30"

DRUMS @ 25' SPACING (TYP)

R3-2
24"X24"

ROAD CLOSED
R11-2
48"X30"

LANE CLOSED

ONLY
R3-5R
42"X48"

TRAFFIC CONTROL DETAIL
S. 10TH STREET CLOSURE

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 DETAIL - S. 10TH STREET | SHEET 70 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 02-10TH ST DETAIL

PLOT DATE : 10/25/2021 1:42 PM PLOT BY : STEUCK, ROBERT PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

2

2

LEGEND

- TYPE III BARRICADE WITH 2 TYPE A LIGHTS
- TYPE III BARRICADE WTH 2 TYPE A LIGHTS AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD

ROAD CLOSED
R11-2
48"X30"

INSTALL PEDESTRIAN SIGN ON TYPE II BARRICADE WITH TYPE A LIGHT

SIDEWALK CLOSED
R9-9
24"X12"

NOTES:
PLACE PEDESTRIAN SIGNAL IN WALK RECALL DURING TIME WHEN PEDESTRIAN PUSH BUTTON IS INACCESSIBLE.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL INFORMATION.

N

TEMPORARY PEDESTRIAN BARRICADE.

S. 10TH STREET APPROACH CLOSED

S. 10TH AVE

CONCRETE BARRIER TEMPORARY PRECAST

CONSTRUCT SIDEWALK AND CURB RAMP IN NORTHEAST QUADRANT OF INTERSECTION, AND MAKE PAVEMENT REPAIRS WITHIN CROSSWALK.
PROVIDE TEMPORARY PEDESTRIAN ACCESS THROUGH INTERSECTION PAVEMENT WHILE 10TH ST APPROACH IS CLOSED.

CRITICAL WORK AREA FOR THIS DETAIL

W. DREXEL AVE

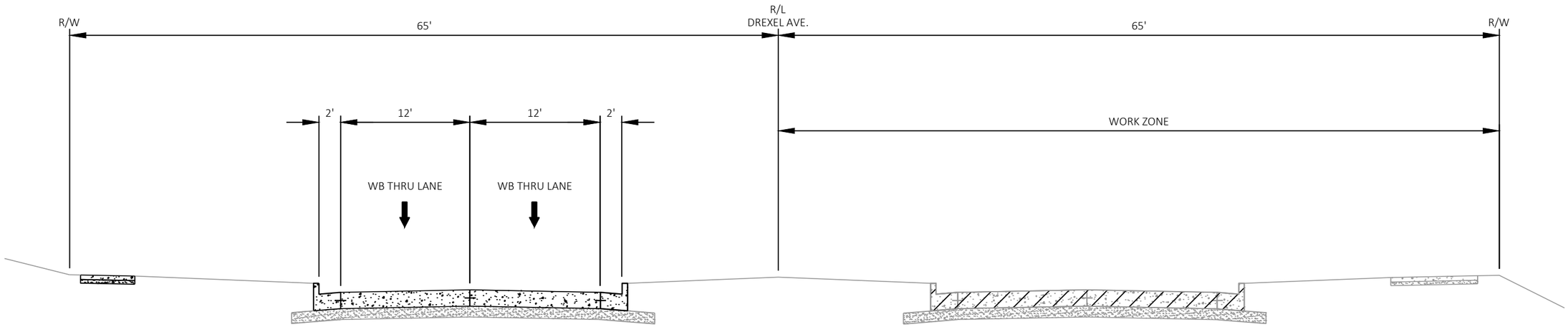
| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | PEDESTRIAN ACCOMMODATION DETAIL - 10TH STREET STAGE 1 | SHEET 71 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\027003-DT.DWG
LAYOUT NAME - DT3

PLOT DATE : 10/25/2021 1:42 PM PLOT BY : STEUCK, ROBERT PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2




STAGE 2 - WEST DREXEL AVENUE

TYPICAL TRAFFIC CONTROL SECTION

(LOOKING EAST)

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 TYPICAL | SHEET 72 | E |
|---|---|---|---|---|---|

2

2

LEGEND

- TYPE III BARRICADE WITH 2 TYPE A LIGHTS
- TYPE III BARRICADE WTH 2 TYPE A LIGHTS AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD

USE FIXED MESSAGE SIGN FOR SOUTHBOUND RAMP TRAFFIC:
"EASTBOUND DREXEL
CLOSED AHEAD
FOLLOW DETOUR"
SEE SIGN PLATE DETAILS.

USE PCMS SIGN 7 DAYS IN ADVANCE OF S WILDWOOD DR CLOSURE. MESSAGE:
PANEL 1: WILDWOOD / TO CLOSE
PANEL 2: STARTING / "DAY" / "MMM""DD"

STAGE 2 WORK ZONE
(W DREXEL AVE EB)

USE PCMS SIGN 7 DAYS IN ADVANCE OF EASTBOUND LANE CLOSURES. MESSAGE:
PANEL 1: E-BND / DREXEL / TO CLOSE
PANEL 2: STARTING / "DAY" / "MMM""DD"

USE FIXED MESSAGE SIGN FOR NORTHBOUND RAMP TRAFFIC:
"EASTBOUND DREXEL
CLOSED AHEAD
FOLLOW DETOUR"
SEE SIGN PLATE DETAILS.

COVERING SIGNS TYPE II

A — ROAD WORK AHEAD W20-1A

B — ROAD WORK 500 FT W20-1D

C — ROAD WORK 250 FT W20-1H

D — END ROAD WORK G20-2A 48"X24"

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | TRAFFIC CONTROL OVERVIEW - STAGE 2 | SHEET 73 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\025105-TC.DWG
LAYOUT NAME - TC OVERVIEW Stage 2

PLOT DATE : 10/25/2021 1:44 PM PLOT BY : STEUCK, ROBERT PLOT NAME : PLOT SCALE : 1 IN:600 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- TYPE III BARRICADE WITH 2 TYPE A LIGHTS
- TYPE III BARRICADE WTH 2 TYPE A LIGHTS AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD

N

W. DREXEL AVE.

163+00 164+00 165+00 166+00 167+00 168+00 169+00

MATCH LINE 169+15

XXXXXX XXXXX XXXXX XXXXX XXXXX XXXXX

STOP
R1-1
30"X30"

SEE "TRAFFIC CONTROL OVERVIEW- STAGE 2" FOR ADDITIONAL SIGNING

TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)

REMOVE LANE LINE SKIPS THAT CONFLICT WITH TRAFFIC CONTROL (TYP)

LANE CLOSED
R11-2L
48"X30"

MAINTAIN ACCESS AT ALL TIMES

DRUMS @ 25' SPACING (TYP)

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

SEE "TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY" FOR ADDITIONAL INFORMATION.

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 | SHEET 74 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\025106-TC.DWG
LAYOUT NAME - TC1

PLOT DATE : 10/25/2021 1:45 PM PLOT BY : STEUCK, ROBERT PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

LEGEND

- TYPE III BARRICADE WITH 2 TYPE A LIGHTS
- TYPE III BARRICADE WTH 2 TYPE A LIGHTS AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD

N

SEE "TRAFFIC CONTROL OVERVIEW- STAGE 2" FOR ADDITIONAL SIGNING

MATCH LINE 169+15

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

R/W

OAK LEAF TRAIL

W. DREXEL AVE.

170+00 171+00 172+00 173+00 174+00 175+00

PI: 173+52.83

S. 13TH ST.

LANE CLOSED

LANE CLOSED
R11-2L
48"X30"

SEE "TRAFFIC CONTROL, ADDED LANE CLOSURE WITHOUT LANE SHIFT" FOR LEFT TURN LANE CLOSURE

DRUMS @ 25' SPACING (TYP)

R3-2
24"X24"

SIDEWALK CLOSED USE OTHER SIDE
R9-10
24"X12"

INSTALL ON TYPE II BARRICADE WITH TYPE A LIGHT

LANE CLOSED

LANE CLOSED

WO1-6
48"X24"

LANE CLOSED
R11-2L
48"X30"

DRUMS @ 25' SPACING (TYP)

SEE "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE" FOR ADDITIONAL INFORMATION.

ROAD CLOSED
R11-2
48"X30"

R3-1
24"X24"

SEE "TRAFFIC CONTROL, ADDED LANE CLOSURE WITHOUT LANE SHIFT" FOR RIGHT TURN LANE CLOSURE

DRUMS @ 25' SPACING (TYP)

LANE CLOSED
R11-2L
48"X30"

MATCH LINE 175+30

2

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 | SHEET 75 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\025106-TC.DWG
LAYOUT NAME - TC2
PLOT DATE : 10/25/2021 1:45 PM
PLOT BY : STEUCK, ROBERT
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

2

LEGEND

- TYPE III BARRICADE WITH 2 TYPE A LIGHTS
- TYPE III BARRICADE WTH 2 TYPE A LIGHTS AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD

N

ONE WAY
R6-2R
24"X30"

ROAD CLOSED
R11-2
48"X30"

R3-2
24"X24"
R/W

MATCH LINE 175+30

176+00 177+00 178+00 179+00 180+00 181+00

W. DREXEL AVE.

OAK LEAF TRAIL
R/W

MATCH LINE 181+45

2

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 | SHEET 76 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\025106-TC.DWG
LAYOUT NAME - TC3

PLOT DATE : 10/25/2021 1:45 PM PLOT BY : STEUCK, ROBERT PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

LEGEND

- TYPE III BARRICADE WITH 2 TYPE A LIGHTS
- TYPE III BARRICADE WTH 2 TYPE A LIGHTS AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD

ADDED LANE
SHIFT" FOR

LANE CLOSED
R11-2L
48"X30"

DRUMS @ 25' SPACING (TYP)

LANE CLOSED

S. 10TH ST.

SEE "TRAFFIC CONTROL OVERVIEW- STAGE 2" FOR ADDITIONAL SIGNING

N

INSTALL ON TYPE II BARRICADE WITH TYPE A LIGHT

SIDEWALK CLOSED USE OTHER SIDE
R9-10
24"X12"

ONE WAY
R6-2R
24"X30"

R3-2
24"X24"

ONE WAY
R6-2L
24"X30"

R/W

R/W

W. DREXEL AVE.

182+00 183+00 184+00 185+00 186+00 187+00

W. DREXEL AVE.

OAK LEAF TRAIL

R/W

OAK LEAF TRAIL

R/W

ROAD CLOSED
R11-2
48"X30"

THROUGH ONLY

S. WILDWOOD DR.

R3-1
24"X24"

MAINTAIN PEDESTRIAN CROSSING EXCEPT WHEN CONSTRUCTING CURB RAMPS. SEE PEDESTRIAN ACCOMMODATION DETAIL - STAGE 2" FOR ADDITIONAL INFORMATION.

MATCH LINE 181+45

MATCH LINE 187+60

2

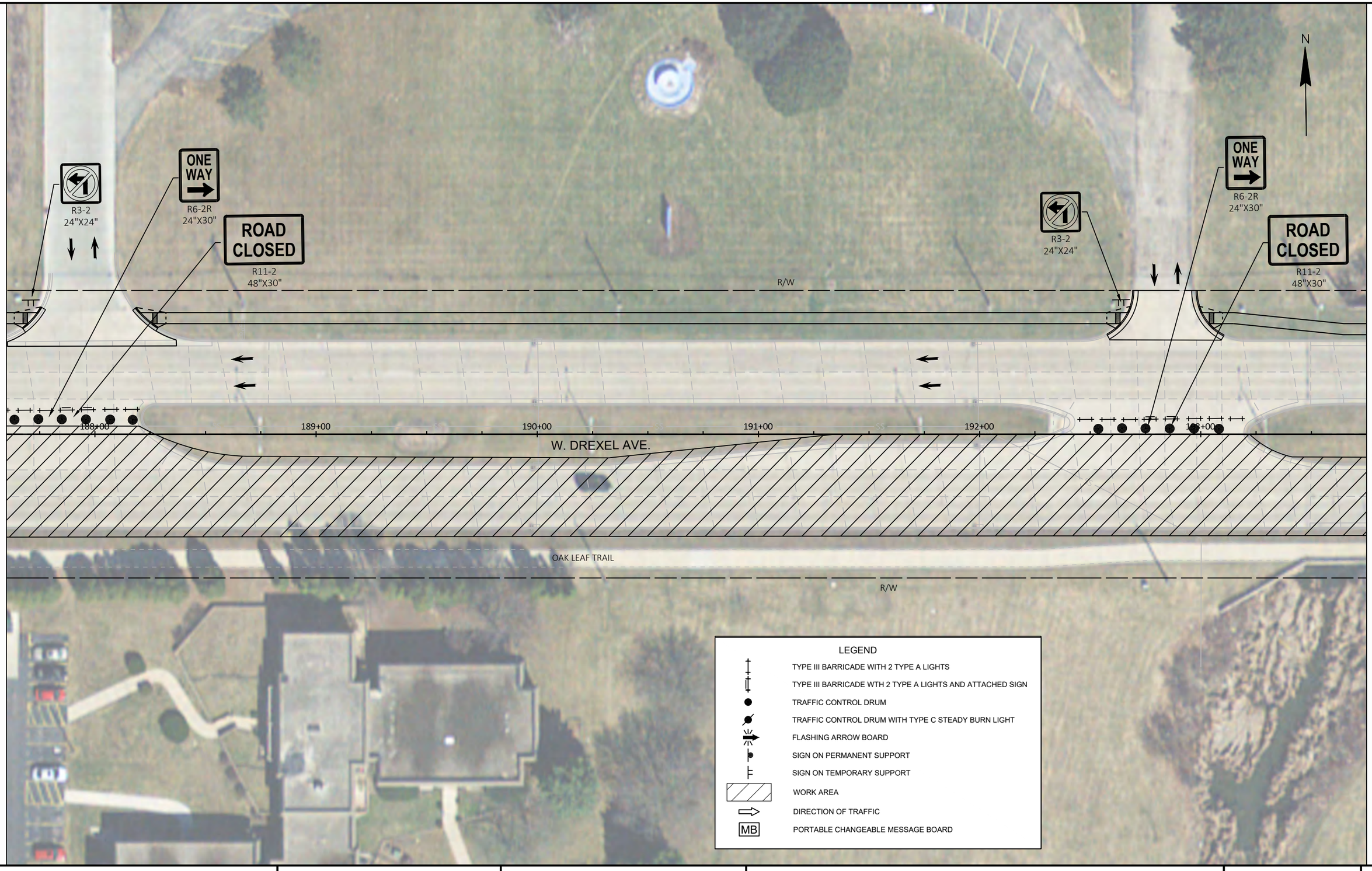
| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 | SHEET 77 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\025106-TC.DWG
LAYOUT NAME - TC4

PLOT DATE : 10/25/2021 1:45 PM PLOT BY : STEUCK, ROBERT PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2




MATCH LINE 187+60

MATCH LINE 193+75

2

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 | SHEET 78 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\025106-TC.DWG
LAYOUT NAME - TC5

PLOT DATE : 10/25/2021 1:45 PM PLOT BY : STEUCK, ROBERT PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

2

LEGEND

- TYPE III BARRICADE WITH 2 TYPE A LIGHTS
- TYPE III BARRICADE WTH 2 TYPE A LIGHTS AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD

N

MATCH LINE 193+75

MATCH LINE 199+90

R/W

RETANING WALL

194+00 195+00 196+00 197+00 198+00 199+00

W. DREXEL AVE.

OAK LEAF TRAIL

R/W

ACCESS CLOSED

CMSTP&P RAILROAD

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 | SHEET 79 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\025106-TC.DWG
LAYOUT NAME - TC6

PLOT DATE : 10/25/2021 1:45 PM PLOT BY : STEUCK, ROBERT PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

LEGEND

- TYPE III BARRICADE WITH 2 TYPE A LIGHTS
- TYPE III BARRICADE WTH 2 TYPE A LIGHTS AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD

N

SEE "TRAFFIC CONTROL OVERVIEW- STAGE 2" FOR ADDITIONAL SIGNING

LANE CLOSED
R11-2L
48"X30"

DRUMS @ 25' SPACING (TYP)

S. 6TH ST.

LANE CLOSED

SEE "TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/ EXPRESSWAY" FOR LEFT LANE CLOSURE.

ONE WAY
R6-2R
24"X30"

R3-2
24"X24"

ONE WAY
R6-2L
24"X30"

R/W

R/W

MATCH LINE 199+90

PI: 199+69.93

200+00 201+00 202+00 W. DREXEL AVE. 203+00 204+00 205+00 206+00

W. DREXEL AVE.

MATCH LINE 206+05

OAK LEAF TRAIL

R/W

ACCESS CLOSED

ROAD CLOSED
R11-2
48"X30"

S. 6TH ST.

THROUGH ONLY

R3-1
24"X24"

2

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 | SHEET 80 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\025106-TC.DWG
LAYOUT NAME - TC7

PLOT DATE : 10/25/2021 1:45 PM PLOT BY : STEUCK, ROBERT PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

2

LEGEND

- TYPE III BARRICADE WITH 2 TYPE A LIGHTS
- TYPE III BARRICADE WTH 2 TYPE A LIGHTS AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD

N

MATCH LINE 206+05

207+00 208+00 209+00 210+00 211+00 212+00

W. DREXEL AVE

W. DREXEL AVE.

R/W

ONE WAY
R6-2R
24"X30"

R3-2
24"X24"

STOP
R1-1
30"X30"

R3-1
24"X24"

OAK LEAF TRAIL

R/W

OAK LEAF TRAIL

ROAD CLOSED
R11-2
48"X30"

R3-1
24"X24"

S. MAIN ST.

LANE CLOSED

DRUMS @ 25' SPACING (TYP)

LANE CLOSED
R11-2L
48"X30"

SEE "TRAFFIC CONTROL OVERVIEW- STAGE 2" FOR ADDITIONAL SIGNING

SEE "TRAFFIC CONTROL, ADDED LANE CLOSURE WITHOUT LANE SHIFT" FOR RIGHT TURN LANE CLOSURE

MATCH LINE 212+20

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 | SHEET 81 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\025106-TC.DWG
LAYOUT NAME - TC8

PLOT DATE : 10/25/2021 1:45 PM PLOT BY : STEUCK, ROBERT PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

LEGEND

- TYPE III BARRICADE WITH 2 TYPE A LIGHTS
- TYPE III BARRICADE WTH 2 TYPE A LIGHTS AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD

N

ONE WAY
R6-2R
24"X30"

R3-2
24"X24"

ONE WAY
R6-2L
24"X30"

R/W

213+00 214+00 215+00 216+00 217+00 218+00

W. DREXEL AVE.

W. DREXEL AVE.

OAK LEAF TRAIL

R/W

ROAD CLOSED
R11-2
48"X30"

S. DELCO DR.

R3-1
24"X24"

DRUMS @ 25' SPACING (TYP)

LANE CLOSED
R11-2L
48"X30"

SEE "TRAFFIC CONTROL OVERVIEW- STAGE 2" FOR ADDITIONAL SIGNING

SEE "TRAFFIC CONTROL, ADDED LANE CLOSURE WITHOUT LANE SHIFT" FOR RIGHT TURN LANE CLOSURE

MATCH LINE 212+20

MATCH LINE 218+35

2

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 | SHEET 82 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\025106-TC.DWG
LAYOUT NAME - TC9

PLOT DATE : 10/25/2021 1:45 PM PLOT BY : STEUCK, ROBERT PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

2

LEGEND

- TYPE III BARRICADE WITH 2 TYPE A LIGHTS
- TYPE III BARRICADE WTH 2 TYPE A LIGHTS AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD

N

R3-2
24"X24"

ONE WAY
R6-2R
24"X30"

ROAD CLOSED
R11-2
48"X30"

DRUMS @ 25' SPACING (TYP)

LANE CLOSED
R11-2L
48"X30"

R/W

MATCH LINE 218+35

219+00 W. DREXEL AVE. 220+00 221+00 222+00 223+00 224+00

W. DREXEL AVE.

OAK LEAF TRAIL

OAK LEAF TRAIL

R/W

MATCH LINE 224+50

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 | SHEET 83 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\025106-TC.DWG
LAYOUT NAME - TC10

PLOT DATE : 10/25/2021 1:45 PM PLOT BY : STEUCK, ROBERT PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

2

SEE "TRAFFIC CONTROL OVERVIEW- STAGE 2" FOR ADDITIONAL SIGNING

N

STH 36 (S. HOWELL AVE.)

MATCH LINE 224+50

W. DREXEL AVE.

225+00

226+00

PI: 226+45.45

227+00

228+00

229+00

230+00

E. DREXEL AVE.

SS

**ROAD CLOSED**

R11-2
48"X30"

STH 36 (S. HOWELL AVE.)

LEGEND

- TYPE III BARRICADE WITH 2 TYPE A LIGHTS
- TYPE III BARRICADE WTH 2 TYPE A LIGHTS AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 | SHEET 84 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\025106-TC.DWG
LAYOUT NAME - TC11

PLOT DATE : 10/25/2021 1:45 PM PLOT BY : STEUCK, ROBERT PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

LEGEND

- TYPE III BARRICADE WITH 2 TYPE A LIGHTS
- TYPE III BARRICADE WTH 2 TYPE A LIGHTS AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD

N

MAINTAIN FULL ACCESS TO DRIVEWAY

DETAIL NOTES:

1. THIS TRAFFIC CONTROL DETAIL IS FOR REPAIRS NEEDED WITHIN THE S. WILDWOOD INTERSECTION.
2. SEE STAGE 2 TRAFFIC CONTROL SHEETS FOR ADDITIONAL INFORMATION.

LANE CLOSED
R11-2L
48"X30"

ONLY
R3-5R
42"X48"

S. 10TH ST.

ROAD CLOSED
R11-2
48"X30"

R3-2
24"X24"

DRUMS @ 25' SPACING (TYP)

LANE CLOSED
R11-2L
48"X30"

R/W

R/W

W. DREXEL AVE.

182+00 183+00 184+00 185+00 LANE CLOSED 186+00 187+00

W. DREXEL AVE.

OAK LEAF TRAIL

R/W

OAK LEAF TRAIL

R/W

CRITICAL WORK ZONE FOR THIS INTERSECTION CLOSURE

TEMPORARY PEDESTRIAN BARRICADE

MAINTAIN PEDESTRIAN CROSSING DURING WILDWOOD DR CLOSURE WORK. USE PEDESTRIAN BARRICADE ON BOTH SIDES OF CROSSWALK ACROSS W DREXEL AVE.

CLOSE S. WILDWOOD DR AT PREVIOUS INTERSECTION.
SEE STANDARD DETAIL DRAWING "BARRICADES AND SIGNS FOR SIDEROAD CLOSURE, DETAIL 1" FOR ADDITIONAL GUIDANCE

S. WILDWOOD DR.

TRAFFIC CONTROL DETAIL
S. WILDWOOD DR CLOSURE

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 DETAIL - S WILDWOOD DR | SHEET 85 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\025108-TC.DWG
LAYOUT NAME - WILDWOOD DETAIL

PLOT DATE : 10/25/2021 1:45 PM PLOT BY : STEUCK, ROBERT PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

LEGEND

TYPE II BARRICADE WTH 1 TYPE A LIGHT AND ATTACHED SIGN

WORK AREA

PEDESTRIAN ROUTE ACCOMODATION

CTH V (S 13TH ST)

S 10TH ST

PEDESTRIAN ROUTE (CONSTRUCTED STAGE 1)

SEE OTHER TRAFFIC CONTROL DETAILS FOR SPECIFIC PEDESTRIAN CROSSINGS OPEN DURING EACH STAGE

SIDEWALK CLOSED CROSS HERE
R9-11A
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

WORK AREA

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED AHEAD CROSS HERE
R9-11
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED AHEAD CROSS HERE
R9-11
24"X12"

S WILDWOOD DR

SIDEWALK CLOSED AHEAD CROSS HERE
R9-11
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

WORK AREA

* CONSTRUCT THE WEST SIDE AND MEDIAN CURB RAMPS FIRST. DIRECT PEDESTRIANS TO THE SIDEWALK ON THE EAST SIDE OF WILDWOOD DR.

** CONSTRUCT THE EAST SIDE CURB RAMPS SECOND. DIRECT PEDESTRIANS TO THE SIDEWALK ON THE WEST SIDE OF WILDWOOD DR.

NOTES:
PLACE ALL SIGNS ON BARRICADES TYPE II (ALL WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING).

N

PEDESTRIAN ROUTE (CONSTRUCTED STAGE 1)

S 6TH ST

WORK AREA

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED AHEAD CROSS HERE
R9-11
24"X12"

S 6TH ST

S MAIN ST

N

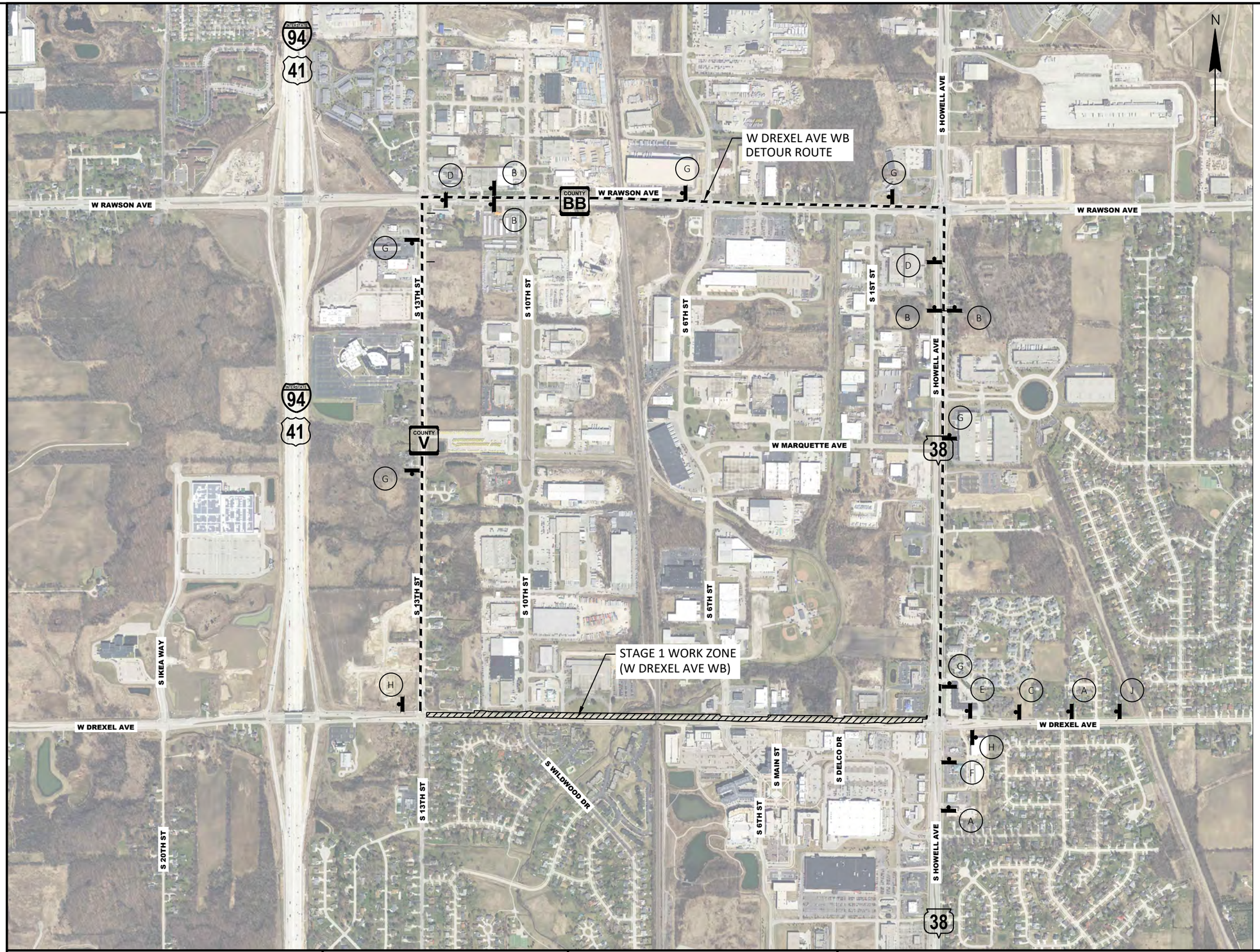
2

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | PEDESTRIAN ACCOMODATION DETAIL - STAGE 2 | SHEET 86 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\027002-DT.DWG
LAYOUT NAME - Ped Route Stage 2

PLOT DATE : 10/25/2021 1:46 PM PLOT BY : STEUCK, ROBERT PLOT NAME : PLOT SCALE : 1 IN:150 FT

WISDOT/CADDS SHEET 42




DREXEL AVE FMS (SEE DETAIL) DETOUR AHEAD W20-3A — A

DREXEL AVE FMS (SEE DETAIL) DETOUR M4-59L 30"X30" — B

DREXEL AVE FMS (SEE DETAIL) DETOUR M4-59R 30"X30" — C

DREXEL AVE FMS (SEE DETAIL) DETOUR M4-9L 30"X24" — D

DREXEL AVE FMS (SEE DETAIL) DETOUR M4-9R 30"X24" — E

DREXEL AVE FMS (SEE DETAIL) DETOUR M4-9RA 30"X24" — F

DREXEL AVE FMS (SEE DETAIL) DETOUR M4-8 24"X12" — G

DREXEL AVE FMS (SEE DETAIL) END DETOUR M4-8A 24"X18" — H

ROAD CLOSED AHEAD W20-3A — J

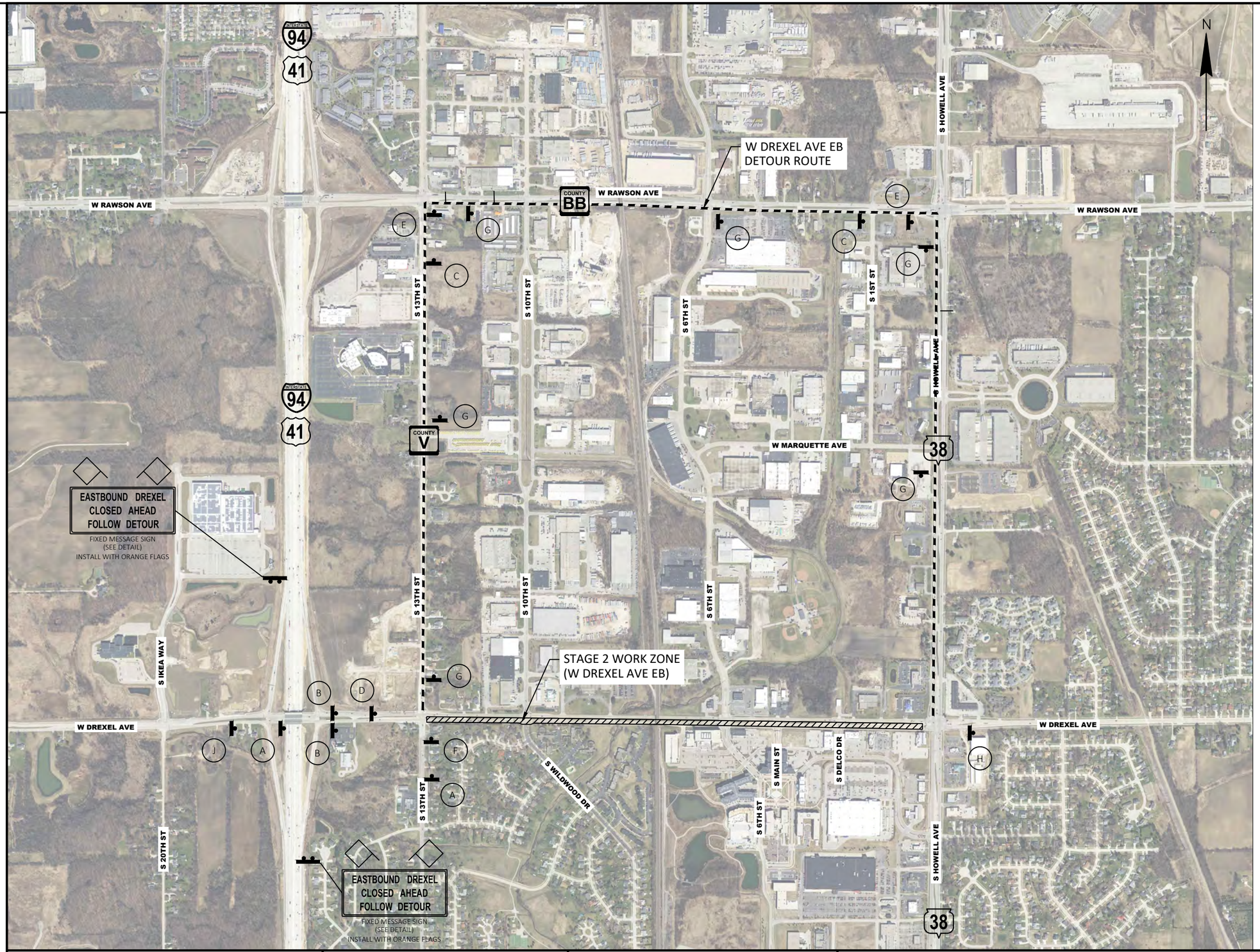
APPROX. SIGN LOCATION

SEE STANDARD DETAIL DRAWING "DETOUR SIGNING FOR MAINLINE CLOSURES" FOR ADDITIONAL GUIDANCE

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | DETOUR ROUTE - STAGE 1 | SHEET 87 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\027001-DT.DWG
LAYOUT NAME - Detour Route Stage 1

PLOT DATE : 10/25/2021 1:09 PM PLOT BY : STEUCK, ROBERT PLOT NAME : PLOT SCALE : 1 IN:1000 FT




DREXEL AVE FMS (SEE DETAIL) DETOUR AHEAD W20-2A — A

DREXEL AVE FMS (SEE DETAIL) DETOUR M4-59L 30"X30" — B

DREXEL AVE FMS (SEE DETAIL) DETOUR M4-59R 30"X30" — C

DREXEL AVE FMS (SEE DETAIL) DETOUR M4-9L 30"X24" — D

DREXEL AVE FMS (SEE DETAIL) DETOUR M4-9R 30"X24" — E

DREXEL AVE FMS (SEE DETAIL) DETOUR M4-9RA 30"X24" — F

DREXEL AVE FMS (SEE DETAIL) DETOUR M4-8 24"X12" — G

DREXEL AVE FMS (SEE DETAIL) END DETOUR M4-8A 24"X18" — H

ROAD CLOSED AHEAD W20-3A — J

APPROX. SIGN LOCATION

SEE STANDARD DETAIL DRAWING "DETOUR SIGNING FOR MAINLINE CLOSURES" FOR ADDITIONAL GUIDANCE

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | DETOUR ROUTE - STAGE 2 | SHEET 88 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\027001-DT.DWG
LAYOUT NAME - Detour Route Stage 2

PLOT DATE : 10/25/2021 1:09 PM PLOT BY : STEUCK, ROBERT PLOT NAME : PLOT SCALE : 1 IN:1000 FT

2

2

N

CITY OF OAK CREEK

BM 5013
BM 5012
BM 5011
BM 5010
MON 5088
BM 5008
BM 5006
BM 5005
BM 5004
BM 5003
BM 5002
BM 5001
MON 1278
MON 5052

175 180 185 190 195 200 205 210 215 220 225

DREXEL AVE.

S. 10TH ST.
CMSTP&P RAILROAD
S. 6TH ST.
S. MAIN ST.
S. DELCO DR.
CTH V (S. 13TH ST.)
STH 38 (S. HOWELL AVE.)

S. WILDWOOD DR.
S. WAYLAND DR.
S. WAKE FOREST DR.
W WILLOW DR.
S. WARING DR.
S. WHITE OAK DR.
WEATHERLY DR.

CITY OF OAK CREEK

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | SURVEY CONTROL POINTS | SHEET 89 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\027200-AD.DWG
LAYOUT NAME - SC01
PLOT DATE : 10/25/2021 1:34 PM
PLOT BY : JOHNSON, ZACHARY
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

BM 5013
BM HYD NW FLG BLT
N=335552.5780
E=2522663.0770
ELEV.=147.043
STA 172+77.44,-48.46' LT

MON 1278
N=335505.0550
E=2522739.0560
ELEV.=143.734
STA 173+52.83,0.00'

PI: 173+52.83

172+00 173+00

BM 5012
BM HYD CENTER TOP BOLT
N=335542.6950
E=2523279.5610
ELEV.=139.057
STA 178+92.82,-44.37' LT

178+00 179+00

BM 5011
BM HYD CENTER TOP BOLT
N=335537.2630
E=2523728.1050
ELEV.=140.663
STA 183+41.40,-44.52' LT

183+00 184+00

BM 5010
BM SE RLING FLG BOLT
N=335536.2370
E=2524836.3390
ELEV.=127.391
STA 194+49.56,-57.29' LT

195+00 196+00

MON 5088
N=335472.0990
E=2525385.9460
ELEV.=123.002
STA 199+99.93,0.00'

PI: 199+99.93

199+00 200+00

BM 5008
BM HYD CENTER TOP BOLT
N=335511.8260
E=2525769.1120
ELEV.=134.702
STA 203+82.43,-45.62' LT

203+00 204+00

HORIZONTAL AND VERTICAL MUST BE VERIFIED PRIOR TO CONSTRUCTION.

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | SURVEY CONTROL POINTS | SHEET 90 | E |
|---|---|---|---|---|---|

BM 5006
BM HYD CENTER TOP BOLT
N=335506.6100
E=2526079.8530
ELEV.=133.549
STA 206+93.22,-45.19' LT

BM 5005
BM HYD CENTER TOP BOLT
N=335499.0120
E=2526536.1250
ELEV.=132.490
STA 211+49.55,-44.61' LT

BM 5004
BM HYD CENTER TOP BOLT
N=335493.8540
E=2526844.0450
ELEV.=133.527
STA 214+57.52,-44.19' LT

BM 5003
BM HYD CENTER TOP BOLT
N=335489.7250
E=2527151.4240
ELEV.=134.199
STA 217+64.92,-44.80' LT

BM 5002
BM HYD CENTER TOP BOLT
N=335488.7890
E=2527538.2460
ELEV.=136.025
STA 221+51.71,-49.82' LT

BM 5001
BM HYD CENTER TOP BOLT
N=335486.9830
E=2527917.7340
ELEV.=142.749
STA 225+31.18,-53.85' LT

MON 5052
N=335431.3800
E=2528031.1550
ELEV.=141.958
STA 226+45.45,0.00'

HORIZONTAL AND VERTICAL MUST BE VERIFIED PRIOR TO CONSTRUCTION.

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | SURVEY CONTROL POINTS | SHEET 91 | E |
|---|---|---|---|---|---|

2345-07-71

| Line | Item | Item Description | Unit | Total | Qty |
|---|---|---|---|---|---|
| 0002 | 201.0105 | Clearing | STA | 3.000 | 3.000 |
| 0004 | 201.0120 | Clearing | ID | 32.000 | 32.000 |
| 0006 | 201.0205 | Grubbing | STA | 3.000 | 3.000 |
| 0008 | 201.0220 | Grubbing | ID | 38.000 | 38.000 |
| 0010 | 204.0100 | Removing Concrete Pavement | SY | 583.000 | 583.000 |
| 0012 | 204.0150 | Removing Curb & Gutter | LF | 2,111.000 | 2,111.000 |
| 0014 | 204.0155 | Removing Concrete Sidewalk | SY | 335.000 | 335.000 |
| 0016 | 204.0220 | Removing Inlets | EACH | 1.000 | 1.000 |
| 0018 | 205.0100 | Excavation Common | CY | 1,200.000 | 1,200.000 |
| 0020 | 208.0100 | Borrow | CY | 100.000 | 100.000 |
| 0022 | 213.0100 | Finishing Roadway (project) 01. 2345-07-71 | EACH | 1.000 | 1.000 |
| 0024 | 305.0120 | Base Aggregate Dense 1 1/4-Inch | TON | 4,190.000 | 4,190.000 |
| 0026 | 415.0090 | Concrete Pavement 9-Inch | SY | 48.000 | 48.000 |
| 0028 | 416.0170 | Concrete Driveway 7-Inch | SY | 263.200 | 263.200 |
| 0030 | 416.0270 | Concrete Driveway HES 7-Inch | SY | 183.800 | 183.800 |
| 0032 | 416.0610 | Drilled Tie Bars | EACH | 1,940.000 | 1,940.000 |
| 0034 | 416.0620 | Drilled Dowel Bars | EACH | 4,968.000 | 4,968.000 |
| 0036 | 416.0750.S | Concrete Pavement Partial Depth Repair Joint Repair | LF | 272.000 | 272.000 |
| 0038 | 416.0752.S | Concrete Pavement Partial Depth Repair Crack Repair | LF | 8.000 | 8.000 |
| 0040 | 416.0754.S | Concrete Pavement Partial Depth Repair Surface Repair | SF | 27.000 | 27.000 |
| 0042 | 416.0756.S | Concrete Pavement Partial Depth Repair Edge Repair | LF | 41.000 | 41.000 |
| 0044 | 416.0758.S | Concrete Pavement Partial Depth Repair Full Depth Adjustment | SF | 27.000 | 27.000 |
| 0046 | 416.1710 | Concrete Pavement Repair | SY | 2,351.000 | 2,351.000 |
| 0048 | 416.1715 | Concrete Pavement Repair SHES | SY | 99.000 | 99.000 |
| 0050 | 416.1720 | Concrete Pavement Replacement | SY | 2,719.000 | 2,719.000 |
| 0052 | 416.1725 | Concrete Pavement Replacement SHES | SY | 123.000 | 123.000 |
| 0054 | 420.1000 | Continuous Diamond Grinding Concrete Pavement | SY | 36,290.000 | 36,290.000 |
| 0056 | 465.0105 | Asphaltic Surface | TON | 33.000 | 33.000 |
| 0058 | 465.0120 | Asphaltic Surface Driveways and Field Entrances | TON | 23.000 | 23.000 |
| 0060 | 601.0319 | Concrete Curb & Gutter 19-Inch | LF | 101.000 | 101.000 |
| 0062 | 601.0331 | Concrete Curb & Gutter 31-Inch | LF | 1,098.000 | 1,098.000 |
| 0064 | 601.0600 | Concrete Curb Pedestrian | LF | 120.000 | 120.000 |
| 0066 | 602.0410 | Concrete Sidewalk 5-Inch | SF | 21,844.000 | 21,844.000 |
| 0068 | 602.0515 | Curb Ramp Detectable Warning Field Natural Patina | SF | 220.000 | 220.000 |
| 0070 | 602.0615 | Curb Ramp Detectable Warning Field Radial Natural Patina | SF | 87.000 | 87.000 |
| 0072 | 603.8000 | Concrete Barrier Temporary Precast Delivered | LF | 135.000 | 135.000 |
| 0074 | 603.8125 | Concrete Barrier Temporary Precast Installed | LF | 135.000 | 135.000 |
| 0076 | 611.0430 | Reconstructing Inlets | EACH | 5.000 | 5.000 |
| 0078 | 611.0648 | Inlet Covers Type R | EACH | 13.000 | 13.000 |
| 0080 | 611.3003 | Inlets 3-FT Diameter | EACH | 1.000 | 1.000 |
| 0082 | 611.8110 | Adjusting Manhole Covers | EACH | 3.000 | 3.000 |
| 0084 | 611.8115 | Adjusting Inlet Covers | EACH | 39.000 | 39.000 |
| 0086 | 618.0100 | Maintenance And Repair of Haul Roads (project) 01. 2345-07-71 | EACH | 1.000 | 1.000 |
| 0088 | 619.1000 | Mobilization | EACH | 1.000 | 1.000 |
| 0090 | 620.0300 | Concrete Median Sloped Nose | SF | 50.000 | 50.000 |
| 0092 | 625.0100 | Topsoil | SY | 5,270.000 | 5,270.000 |
| 0094 | 627.0200 | Mulching | SY | 400.000 | 400.000 |
| 0096 | 628.1504 | Silt Fence | LF | 1,405.000 | 1,405.000 |
| 0098 | 628.1520 | Silt Fence Maintenance | LF | 1,405.000 | 1,405.000 |

2345-07-71

| Line | Item | Item Description | Unit | Total | Qty |
|---|---|---|---|---|---|
| 0100 | 628.1905 | Mobilizations Erosion Control | EACH | 7.000 | 7.000 |
| 0102 | 628.1910 | Mobilizations Emergency Erosion Control | EACH | 5.000 | 5.000 |
| 0104 | 628.7010 | Inlet Protection Type B | EACH | 32.000 | 32.000 |
| 0106 | 628.7015 | Inlet Protection Type C | EACH | 56.000 | 56.000 |
| 0108 | 628.7020 | Inlet Protection Type D | EACH | 26.000 | 26.000 |
| 0110 | 628.7570 | Rock Bags | EACH | 50.000 | 50.000 |
| 0112 | 629.0210 | Fertilizer Type B | CWT | 3.410 | 3.410 |
| 0114 | 630.0200 | Seeding Temporary | LB | 11.000 | 11.000 |
| 0116 | 631.0300 | Sod Water | MGAL | 119.000 | 119.000 |
| 0118 | 631.1000 | Sod Lawn | SY | 5,270.000 | 5,270.000 |
| 0120 | 638.2102 | Moving Signs Type II | EACH | 9.000 | 9.000 |
| 0122 | 638.4000 | Moving Small Sign Supports | EACH | 9.000 | 9.000 |
| 0124 | 643.0300 | Traffic Control Drums | DAY | 28,680.000 | 28,680.000 |
| 0126 | 643.0410 | Traffic Control Barricades Type II | DAY | 600.000 | 600.000 |
| 0128 | 643.0420 | Traffic Control Barricades Type III | DAY | 11,504.000 | 11,504.000 |
| 0130 | 643.0705 | Traffic Control Warning Lights Type A | DAY | 23,608.000 | 23,608.000 |
| 0132 | 643.0715 | Traffic Control Warning Lights Type C | DAY | 2,170.000 | 2,170.000 |
| 0134 | 643.0800 | Traffic Control Arrow Boards | DAY | 148.000 | 148.000 |
| 0136 | 643.0900 | Traffic Control Signs | DAY | 18,460.000 | 18,460.000 |
| 0138 | 643.0920 | Traffic Control Covering Signs Type II | EACH | 21.000 | 21.000 |
| 0140 | 643.1000 | Traffic Control Signs Fixed Message | SF | 155.100 | 155.100 |
| 0142 | 643.1050 | Traffic Control Signs PCMS | DAY | 28.000 | 28.000 |
| 0144 | 643.5000 | Traffic Control | EACH | 1.000 | 1.000 |
| 0146 | 644.1810 | Temporary Pedestrian Barricade | LF | 260.000 | 260.000 |
| 0148 | 646.1545 | Marking Line Grooved Wet Ref Contrast Epoxy 4-Inch | LF | 2,625.000 | 2,625.000 |
| 0150 | 646.3545 | Marking Line Grooved Wet Ref Contrast Epoxy 8-Inch | LF | 3,183.000 | 3,183.000 |
| 0152 | 646.5020 | Marking Arrow Epoxy | EACH | 37.000 | 37.000 |
| 0154 | 646.5120 | Marking Word Epoxy | EACH | 9.000 | 9.000 |
| 0156 | 646.6120 | Marking Stop Line Epoxy 18-Inch | LF | 297.000 | 297.000 |
| 0158 | 646.7420 | Marking Crosswalk Epoxy Transverse Line 6-Inch | LF | 798.000 | 798.000 |
| 0160 | 646.7520 | Marking Crosswalk Epoxy Block Style 24-Inch | LF | 282.000 | 282.000 |
| 0162 | 646.8120 | Marking Curb Epoxy | LF | 678.000 | 678.000 |
| 0164 | 646.8220 | Marking Island Nose Epoxy | EACH | 14.000 | 14.000 |
| 0166 | 646.9000 | Marking Removal Line 4-Inch | LF | 100.000 | 100.000 |
| 0168 | 646.9055 | Marking Removal Line Grooved Contrast Permanent Tape 4-Inch | LF | 145.000 | 145.000 |
| 0170 | 646.9100 | Marking Removal Line 8-Inch | LF | 30.000 | 30.000 |
| 0172 | 646.9155 | Marking Removal Line Grooved Contrast Permanent Tape 8-Inch | LF | 150.000 | 150.000 |
| 0174 | 646.9300 | Marking Removal Special Marking | EACH | 2.000 | 2.000 |
| 0176 | 649.0250 | Temporary Marking Line Removable Tape 8-Inch | LF | 550.000 | 550.000 |
| 0178 | 650.4000 | Construction Staking Storm Sewer | EACH | 1.000 | 1.000 |
| 0180 | 650.8000 | Construction Staking Resurfacing Reference | LF | 5,150.000 | 5,150.000 |
| 0182 | 650.8500 | Construction Staking Electrical Installations (project) 01. 2345-07-71 | LS | 1.000 | 1.000 |
| 0184 | 650.9000 | Construction Staking Curb Ramps | EACH | 26.000 | 26.000 |
| 0186 | 650.9910 | Construction Staking Supplemental Control (project) 01. 2345-07-71 | LS | 1.000 | 1.000 |
| 0188 | 652.0225 | Conduit Rigid Nonmetallic Schedule 40 2-Inch | LF | 50.000 | 50.000 |
| 0190 | 653.0900 | Adjusting Pull Boxes | EACH | 3.000 | 3.000 |
| 0192 | 654.0101 | Concrete Bases Type 1 | EACH | 4.000 | 4.000 |
| 0194 | 655.0230 | Cable Traffic Signal 5-14 AWG | LF | 80.000 | 80.000 |
| 0196 | 655.0240 | Cable Traffic Signal 7-14 AWG | LF | 395.000 | 395.000 |

2345-07-71

| Line | Item | Item Description | Unit | Total | Qty |
|---|---|---|---|---|---|
| 0198 | 655.0515 | Electrical Wire Traffic Signals 10 AWG | LF | 245.000 | 245.000 |
| 0200 | 657.0100 | Pedestal Bases | EACH | 4.000 | 4.000 |
| 0202 | 657.0405 | Traffic Signal Standards Aluminum 3.5-FT | EACH | 1.000 | 1.000 |
| 0204 | 657.0430 | Traffic Signal Standards Aluminum 10-FT | EACH | 3.000 | 3.000 |
| 0206 | 658.0416 | Pedestrian Signal Face 16-Inch | EACH | 4.000 | 4.000 |
| 0208 | 658.0500 | Pedestrian Push Buttons | EACH | 6.000 | 6.000 |
| 0210 | 658.5069 | Signal Mounting Hardware (location) 01. W. Drexel Avenue and S. 10th Street | LS | 1.000 | 1.000 |
| 0212 | 690.0150 | Sawing Asphalt | LF | 170.000 | 170.000 |
| 0214 | 690.0250 | Sawing Concrete | LF | 14,391.000 | 14,391.000 |
| 0216 | 715.0720 | Incentive Compressive Strength Concrete Pavement | DOL | 500.000 | 500.000 |
| 0218 | ASP.1T0A | On-the-Job Training Apprentice at $5.00/HR | HRS | 3,600.000 | 3,600.000 |
| 0220 | ASP.1T0G | On-the-Job Training Graduate at $5.00/HR | HRS | 1,600.000 | 1,600.000 |
| 0222 | SPV.0060 | Special 01. Modify Traffic Signal Cabinet, S. 10th St & W. Drexel Ave | EACH | 1.000 | 1.000 |
| 0224 | SPV.0060 | Special 02. Modify Traffic Signals, S. 10th St & W. Drexel Ave | EACH | 1.000 | 1.000 |
| 0226 | SPV.0060 | Special 03. Pour Manhole or Inlet Concrete Bottom | EACH | 6.000 | 6.000 |
| 0228 | SPV.0060 | Special 04. Tuck Point Existing Manhole or Inlet Casting | EACH | 9.000 | 9.000 |
| 0230 | SPV.0060 | Special 05. Field Facilities Office Space | EACH | 1.000 | 1.000 |
| 0232 | SPV.0060 | Special 06. Utility Line Opening | EACH | 5.000 | 5.000 |
| 0234 | SPV.0060 | Special 07. Pavement Dowel Bars Retrofit | EACH | 5,001.000 | 5,001.000 |
| 0236 | SPV.0090 | Special 01. Concrete Curb & Gutter Integral 31-Inch | LF | 912.000 | 912.000 |
| 0238 | SPV.0165 | Special 01. Construction Staking Sidewalk | SF | 19,161.000 | 19,161.000 |
| 0240 | SPV.0195 | Special 01. Excavation Hauling & Disposal Of PAH Contaminated Soil | TON | 25.500 | 25.500 |

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

3

## CLEARING AND GRUBBING

| STATION | LOCATION | 201.0105 CLEARING STA | 201.0120 CLEARING ID | 201.0205 GRUBBING STA | 201.0220 GRUBBING ID |
|---|---|---|---|---|---|
| 179+00 - 180+00 | LT | 1 | - | 1 | - |
| 182+00 - 183+00 | LT | 1 | - | 1 | - |
| 183+15 | LT | - | 10 | - | 10 |
| 187+40 | LT | - | - | - | 6 |
| 195+00 - 196+00 | LT | 1 | - | 1 | - |
| 203+50 | LT | - | 8 | - | 8 |
| 203+85 | LT | - | 8 | - | 8 |
| 203+98 | LT | - | 6 | - | 6 |
| **TOTALS** | | **3** | **32** | **3** | **38** |

## EARTHWORK SUMMARY

| LOCATION | FROM/TO STATION | 205.0100 EXCAVATION COMMON (1) CUT (2) (3) | UNEXPANDED FILL (3) | EXPANDED FILL (4) FACTOR 1.25 | WASTE (5) | 208.0100 BORROW | COMMENT |
|---|---|---|---|---|---|---|---|
| | | CY | CY | CY | CY | CY | |
| DREXEL AVE. | 178+90 TO 225+47 LT | 1,105 | 61 | 76 | 1,105 | 76 | SEE NOTES |
| UNDISTRIBUTED | | 95 | 19 | 24 | 95 | 24 | DETERMINED BY ENGINEER IN THE FIELD |
| TOTAL | | 1,200 | 80 | 100 | 1,200 | 100 | - |
| TOTAL EXCAVATION COMMON | | 1,200 | | | | | |

NOTES:
(1) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(2) SEE EARTHWORK COMPUTATION TABLE
(3) EXPANDED FILL FACTOR = 1.25.
(4) WASTE=EXCAVATION COMMON.
(5) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

3

## REMOVING CURB & GUTTER

| STATION | TO | STATION | LOCATION | 204.0150 REMOVING CURB & GUTTER LF |
|---|---|---|---|---|
| 174+00 | - | 175+50 | LT | - |
| 175+50 | - | 181+50 | LT | 209 |
| 181+50 | - | 187+50 | LT | 140 |
| 187+50 | - | 193+50 | LT | 175 |
| 193+50 | - | 199+50 | LT | 66 |
| 199+50 | - | 205+50 | LT | 45 |
| 205+50 | - | 211+50 | LT | 210 |
| 211+50 | - | 217+50 | LT | 64 |
| 217+50 | - | 223+50 | LT | 282 |
| 223+50 | - | 224+94 | LT | 48 |
| 174+00 | - | 175+50 | RT | 21 |
| 175+50 | - | 181+50 | RT | 139 |
| 181+50 | - | 187+50 | RT | 170 |
| 187+50 | - | 193+50 | RT | 191 |
| 193+50 | - | 199+50 | RT | 92 |
| 199+50 | - | 205+50 | RT | 6 |
| 205+50 | - | 211+50 | RT | 113 |
| 211+50 | - | 217+50 | RT | 116 |
| 217+50 | - | 223+50 | RT | 24 |
| 223+50 | - | 224+94 | RT | 0 |
| **TOTALS** | | | | **2111** |

## REMOVING CONCRETE SIDEWALK

| STATION | TO | STATION | LOCATION | 204.0155 REMOVING CONCRETE SIDEWALK SY |
|---|---|---|---|---|
| 176+61 | - | 177+08 | RT | 41 |
| 180+25 | - | 180+62 | RT | 33 |
| 178+92 | - | 179+52 | LT | 33 |
| 183+78 | - | 183+98 | RT | 16 |
| 184+40 | - | 184+60 | RT | 17 |
| 184+55 | - | 184+75 | LT | 16 |
| 184+67 | - | 184+73 | RT | 7 |
| 185+83 | - | 186+06 | RT | 20 |
| 187+31 | - | 187+70 | RT | 35 |
| 188+82 | - | 188+99 | RT | 15 |
| 189+20 | - | 189+48 | RT | 25 |
| 195+84 | - | 195+99 | RT | 13 |
| 196+11 | - | 196+57 | RT | 41 |
| 198+17 | - | 198+27 | RT | 9 |
| 198+43 | - | 198+59 | RT | 14 |
| **TOTALS** | | | | **335** |

## REMOVING PAVEMENT

| STATION | TO | STATION | LOCATION | 204.0100 REMOVING PAVEMENT SY |
|---|---|---|---|---|
| 174+00 | - | 174+70 | LT RUMBLE STRIP | 46 |
| 177+50 | - | 177+56 | MEDIAN SLOPE NOSE | 6 |
| 180+00 | - | 180+22 | LT DRIVEWAY | 52 |
| 187+60 | - | 188+34 | LT DRIVEWAY | 105 |
| 192+59 | - | 193+09 | LT DRIVEWAY | 79 |
| 197+62 | - | 197+68 | MEDIAN LT INLET | 2 |
| 192+59 | - | 193+10 | LT DRIVEWAY | 79 |
| 210+86 | - | 210+00 | LT DRIVEWAY | 24 |
| 211+86 | - | 212+34 | LT DRIVEWAY | 69 |
| 217+21 | - | 217+55 | LT DRIVEWAY | 42 |
| 220+51 | - | 220+72 | LT DRIVEWAY | 21 |
| 222+95 | - | 223+45 | LT DRIVEWAY | 58 |
| **TOTALS** | | | | **583** |

## DISPOSAL OF CONTAMINATED SOIL

| STATION | TC | STATION | LOCATION | SPV.0195.01 EXCAVATION, HAULING, AND DISPOSAL OF PAH CONTAMINATED SOIL TON |
|---|---|---|---|---|
| CATEGORY | | | | 0020 |
| 198+00 | - | 199+00 | AT INLET REPLACEMENT | 25.5 |
| **TOTALS** | | | | **25.5** |

## MISCELLANEOUS ITEMS

| LOCATION | 213.0100.01 FINISHING ROADWAY 2345-07-71 EACH | 618.0100.01 MAINTENANCE AND REPAIR OF HAUL ROADS 2345-07-71 EACH | 619.1000 MOBILIZATION EACH | SPV.0060.05 FIELD FACILITIES OFFICE SPACE EACH |
|---|---|---|---|---|
| CATEGORY | 0010 | 0020 | 0010 | 0010 |
| W DREXEL AVE | 1 | 1 | 1 | 1 |
| **TOTALS** | **1** | **1** | **1** | **1** |

3

## CONCRETE PAVEMENT

| STATION | TO | STATION | LOCATION | 415.0090 CONCRETE PAVEMENT 9-INCH SY |
|---|---|---|---|---|
| 174+00 | - | 174+70 | LT RUMBLE STRIP | 46 |
| 197+62 | - | 197+68 | MEDIAN LT INLET | 2 |
| **TOTALS** | | | | **48** |

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

## CONCRETE DRIVEWAY

| STATION | TO | STATION | LOCATION | ( * ) 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON | 416.0170 CONCRETE DRIVEWAY 7-INCH SY | 416.0270 CONCRETE DRIVEWAY HES 7-INCH SY |
|---|---|---|---|---|---|---|
| 180+00 | - | 180+22 | LT | 19 | 50.6 | - |
| 187+75 | - | 188+25 | LT | 39 | - | 105.0 |
| 192+70 | - | 193+10 | LT | 29 | - | 78.8 |
| 209+90 | - | 210+00 | LT | 9 | 23.3 | - |
| 210+95 | - | 211+20 | LT | 26 | 69.1 | - |
| 217+80 | - | 218+00 | LT | 16 | 41.6 | - |
| 220+50 | - | 220+75 | LT | 8 | 20.8 | - |
| 223+10 | - | 223+40 | LT | 22 | 57.8 | - |
| **TOTALS** | | | | **168** | **263.2** | **183.8** |

( * ) ADDITIONAL QUANTITIES ELSEWHERE

3

## CONCRETE PAVEMENT REPAIR

| STATION | TO | STATION | LOCATION | 416.0610 DRILLED TIE BARS EACH | 416.0620 DRILLED DOWEL BARS EACH | SPV.0060.07 PAVEMENT DOWEL BARS RETROFIT EACH | 416.0750.S CONC PVMT PARTIAL DEPTH REPAIR JOINT REPAIR LF | 416.0752.S CONC PVMT PARTIAL DEPTH REPAIR CRACK REPAIR LF | 416.0754.S CONC PVMT PARTIAL DEPTH REPAIR SURFACE REPAIR SF | 416.0756.S CONC PVMT PARTIAL DEPTH REPAIR EDGE REPAIR LF | 416.0758.S CONC PVMT PARTIAL DEPTH REPAIR FULL DEPTH ADJUST. SF | 416.1710 CONCRETE PAVEMENT REPAIR SY | 416.1715 CONCRETE PAVEMENT REPAIR SHES SY | 416.1720 CONCRETE PAVEMENT REPLACEMENT SY | 416.1725 CONCRETE PAVEMENT REPLACEMENT SHES SY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 174+00 | - | 175+50 | LT | 64 | 80 | 96 | 2 | - | 8 | - | 8 | 65.1 | - | - | - |
| 175+50 | - | 181+50 | LT | 142 | 200 | 252 | 5 | - | - | - | - | 91.7 | - | 368.5 | - |
| 181+50 | - | 187+50 | LT | 137 | 256 | 390 | - | 3 | - | - | - | 168.3 | - | 25.8 | 61.7 |
| 187+50 | - | 193+50 | LT | 58 | 144 | 504 | 4 | - | 4 | - | 4 | 72.6 | - | 104.1 | - |
| 193+50 | - | 199+50 | LT | 175 | 576 | 114 | 8 | - | - | 10 | - | 240.0 | - | 327.2 | - |
| 199+50 | - | 205+50 | LT | 79 | 576 | 72 | - | - | - | - | - | 316.1 | - | - | - |
| 205+50 | - | 211+50 | LT | 162 | 608 | 255 | 20 | - | - | - | - | 312.5 | 49.6 | 127.8 | 41.2 |
| 211+50 | - | 217+50 | LT | 89 | 264 | 174 | 11 | - | 10 | - | 10 | 148.4 | - | - | - |
| 217+50 | - | 223+50 | LT | 120 | 336 | 354 | 48 | - | - | - | - | 120.7 | 19.0 | 209.7 | - |
| 223+50 | - | 224+94 | LT | 76 | 120 | 72 | 83 | - | - | - | - | 50.8 | - | 88.8 | - |
| 174+00 | - | 175+50 | RT | 16 | 32 | 102 | 5 | - | - | - | - | 26.3 | - | - | - |
| 175+50 | - | 181+50 | RT | 55 | 96 | 420 | 9 | - | - | - | - | 27.4 | - | 109.3 | - |
| 181+50 | - | 187+50 | RT | 90 | 112 | 513 | - | - | - | - | - | 60.4 | - | 55.6 | - |
| 187+50 | - | 193+50 | RT | 133 | 184 | 432 | - | - | - | - | - | 74.1 | 10.7 | 295.4 | - |
| 193+50 | - | 199+50 | RT | 160 | 360 | 195 | 24 | - | - | 21 | - | 115.4 | - | 425.3 | - |
| 199+50 | - | 205+50 | RT | 105 | 288 | 270 | 18 | - | - | - | - | 120.5 | - | 196.7 | - |
| 205+50 | - | 211+50 | RT | 71 | 176 | 264 | 9 | - | - | - | - | 65.7 | - | 150.8 | - |
| 211+50 | - | 217+50 | RT | 91 | 224 | 102 | 2 | - | - | 5 | - | 99.8 | - | 170.0 | - |
| 217+50 | - | 223+50 | RT | 97 | 240 | 390 | 15 | - | - | - | - | 124.3 | - | - | - |
| 223+50 | - | 224+94 | RT | 20 | 96 | 30 | - | - | - | - | - | 31.0 | - | 44.1 | - |
| | UNDISTRIBUTED | | | - | - | - | 10 | 5 | 5 | 5 | 5 | 20.0 | 20.0 | 20.0 | 20.0 |
| **TOTALS** | | | | **1940** | **4968** | **5001** | **272** | **8** | **27** | **41** | **27** | **2351** | **99** | **2719** | **123** |

3

## CONCRETE PAVEMENT CONTINUOUS DIAMOND GRINDING

| STATION | TO | STATION | LOCATION | 420.1000 CONTINUOUS DIAMOND GRINDING CONCRETE PAVEMENT SY |
|---|---|---|---|---|
| 174+00 | - | 175+50 | LT | 842 |
| 175+50 | - | 181+50 | LT | 1925 |
| 181+50 | - | 187+50 | LT | 2265 |
| 187+50 | - | 193+50 | LT | 1871 |
| 193+50 | - | 199+50 | LT | 1608 |
| 199+50 | - | 205+50 | LT | 1912 |
| 205+50 | - | 211+50 | LT | 2148 |
| 211+50 | - | 217+50 | LT | 1950 |
| 217+50 | - | 223+50 | LT | 2314 |
| 223+50 | - | 224+94 | LT | 514 |
| 174+00 | - | 175+50 | RT | 402 |
| 175+50 | - | 181+50 | RT | 1854 |
| 181+50 | - | 187+50 | RT | 2155 |
| 187+50 | - | 193+50 | RT | 2110 |
| 193+50 | - | 199+50 | RT | 1655 |
| 199+50 | - | 205+50 | RT | 2480 |
| 205+50 | - | 211+50 | RT | 2408 |
| 211+50 | - | 217+50 | RT | 2392 |
| 217+50 | - | 223+50 | RT | 2549 |
| 223+50 | - | 224+94 | RT | 936 |
| **TOTALS** | | | | **36,290** |

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

3

## CONCRETE CURB & GUTTER

| STATION | TO | STATION | LOCATION | 601.0319 CONCRETE CURB & GUTTER 19-INCH LF | 601.0331 CONCRETE CURB & GUTTER 31-INCH LF | 601.0600 CONCRETE CURB PEDESTRIAN LF | SPV.0090.01 CONCRETE CURB & GUTTER INTEGRAL 31-INCH LF |
|---|---|---|---|---|---|---|---|
| 174+00 | - | 175+50 | LT | - | - | - | - |
| 175+50 | - | 181+50 | LT | - | 167 | - | 42 |
| 181+50 | - | 187+50 | LT | - | 119 | 24 | 21 |
| 187+50 | - | 193+50 | LT | 57 | 66 | - | 52 |
| 193+50 | - | 199+50 | LT | - | 66 | - | - |
| 199+50 | - | 205+50 | LT | - | 45 | - | - |
| 205+50 | - | 211+50 | LT | - | 89 | 46 | 121 |
| 211+50 | - | 217+50 | LT | - | 6 | - | 58 |
| 217+50 | - | 223+50 | LT | 44 | 156 | 50 | 82 |
| 223+50 | - | 224+94 | LT | - | 48 | - | - |
| 174+00 | - | 175+50 | RT | - | - | - | 21 |
| 175+50 | - | 181+50 | RT | - | 43 | - | 96 |
| 181+50 | - | 187+50 | RT | - | 95 | - | 75 |
| 187+50 | - | 193+50 | RT | - | 43 | - | 148 |
| 193+50 | - | 199+50 | RT | - | 92 | - | - |
| 199+50 | - | 205+50 | RT | - | 6 | - | - |
| 205+50 | - | 211+50 | RT | - | 29 | - | 84 |
| 211+50 | - | 217+50 | RT | - | 16 | - | 100 |
| 217+50 | - | 223+50 | RT | - | 12 | - | 12 |
| 223+50 | - | 224+94 | RT | - | - | - | - |
| **TOTALS** | | | | **101** | **1098** | **120** | **912** |

NOTE: DRIILLED TIE BARS AND SAWING ASSOCIATED WITH CURB AND GUTTER ARE INCLUDED WITH PAVEMENT REPAIR AND SAWING QUANTITIES.

## ASPHALTIC SURFACE

| STATION | TO | STATION | LOCATION | ( * ) 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON | 465.0105 ASPHALTIC SURFACE TON | 465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON | 690.0150 SAWING ASPHALT LF | COMMENT |
|---|---|---|---|---|---|---|---|---|
| 195+50 | - | 197+50 | LT | - | 32 | - | - | TEMP. SIDEWALK CONNECTION AT LIFT STATION |
| | | 208+53 | MED RT | - | 1 | - | - | PAVE AROUND MEDIAN INLET GRATE |
| UNDISTRIBUTED | | | LT | 18 | - | 23 | 170 | DRIVEWAY MATCHES AS NEEDED/DIRECTED BY ENGINEER |
| **TOTALS** | | | | **18** | **33** | **23** | **170** | |

( * ) ADDITIONAL QUANTITIES ELSEWHERE

3

**CONCRETE SIDEWALK**

| STATION | | TO STATION | LOCATION | ( * ) 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON | 602.0410 CONCRETE SIDEWALK 5-INCH SF | 602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA SF | 602.0615 CURB RAMP DETECTABLE WARNING FIELD RADIAL NATURAL PATINA SF |
|---|---|---|---|---|---|---|---|
| 176+61 | - | 177+08 | RT | 68 | 372 | - | - |
| 180+25 | - | 180+62 | RT | 54 | 296 | - | - |
| 178+92 | - | 180+00 | LT | 100 | 547 | - | - |
| 180+20 | - | 181+50 | LT | 119 | 648 | - | - |
| 181+50 | - | 183+86 | LT | 220 | 1199 | 10 | 14.7 |
| 183+66 | - | 183+71 | MEDIAN | 11 | 60 | 20 | - |
| 183+65 | - | 183+71 | RT | 11 | 58 | 12 | - |
| 183+78 | - | 183+98 | RT | 26 | 141 | - | 19.2 |
| 184+40 | - | 184+60 | RT | 27 | 147 | - | 20.2 |
| 184+55 | - | 187+50 | LT | 311 | 1696 | 12 | 17.2 |
| 184+67 | - | 184+73 | RT | 10 | 57 | 12 | - |
| 185+80 | - | 186+03 | RT | 34 | 184 | - | - |
| 187+31 | - | 187+70 | RT | 57 | 312 | - | - |
| 187+50 | - | 187+73 | LT | 20 | 110 | 10 | - |
| 188+22 | - | 192+68 | LT | 405 | 2210 | 10 | 15.7 |
| 188+82 | - | 188+99 | RT | 25 | 136 | - | - |
| 189+20 | - | 189+48 | RT | 41 | 224 | - | - |
| 193+03 | - | 193+50 | LT | 44 | 241 | 10 | - |
| 193+50 | - | 199+50 | LT | 617 | 3365 | - | - |
| 195+84 | - | 195+99 | RT | 21 | 116 | - | - |
| 196+11 | - | 196+57 | RT | 68 | 372 | - | - |
| 198+17 | - | 198+27 | RT | 15 | 80 | - | - |
| 198+43 | - | 198+59 | RT | 23 | 128 | - | - |
| 199+50 | - | 202+65 | LT | 290 | 1581 | 10 | - |
| 202+93 | - | 204+08 | LT | 105 | 572 | 10 | - |
| 209+20 | - | 209+89 | LT | 68 | 370 | 10 | - |
| 210+24 | - | 210+97 | LT | 67 | 363 | 20 | - |
| 211+23 | - | 211+50 | LT | 25 | 136 | 10 | - |
| 211+50 | - | 215+72 | LT | 391 | 2132 | - | - |
| 216+94 | - | 217+50 | LT | 61 | 335 | - | - |
| 217+50 | - | 217+75 | LT | 27 | 147 | 12 | - |
| 218+01 | - | 220+58 | LT | 239 | 1304 | 22 | - |
| 220+87 | - | 223+03 | LT | 198 | 1080 | 20 | - |
| 223+38 | - | 223+50 | LT | 11 | 60 | 10 | - |
| 223+50 | - | 225+48 | LT | 195 | 1065 | - | - |
| **TOTALS** | | | | **4,004** | **21,844** | **220** | **87** |

( * ) ADDITIONAL QUANTITIES ELSEWHERE

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

**STORM SEWER**

| STRUCTURE NO. | LOCATION | OFFSET | RIM ELEVATION | INVERT ELEVATION | STRUCTURE DEPTH | 204.0220 REMOVING INLETS EACH | 611.0430 RECONSTRUCTING INLETS EACH | 611.0648 INLET COVERS TYPE R EACH | 611.3003 INLETS 3-FT DIAMETER EACH | 611.8110 ADJUSTING MANHOLE COVERS EACH | 611.8115 ADJUSTING INLET COVERS EACH | 650.4000 CONSTRUCTION STAKING STORM SEWER EACH | SPV.0060.03 POUR MANHOLE OR INLET CONCRETE BOTTOM EACH | SPV.0060.04 TUCK POINT EXISTING MANHOLE OR INLET CASTING EACH | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| INL 55 | 175+86 | 47.5' LT | | | | - | - | - | - | - | - | - | - | - | NO WORK |
| INL 60 | 175+86 | 14' RT | | | | - | - | 1 | - | - | - | - | - | - | REPLACE CASTING; REPAIR ADJUSTING RING |
| INL 4 | 175+86 | 42' RT | | | | - | - | - | - | - | 1 | - | - | - | REPAIR 1 ROW OF BLOCK |
| INL 61 | 177+52 | 4' LT | | | | - | - | - | - | - | 1 | - | - | - | REPAIR ADJUSTING RING |
| INL 54 | 178+31 | 42' LT | | | | - | - | - | - | - | 1 | - | - | - | REPAIR 1 ROW OF BLOCK |
| INL 127 | 178+31 | 14' LT | | | | - | - | 1 | - | - | - | - | - | - | REPLACE CASTING, REPAIR 1 ROW OF BLOCK |
| INL 62 | 178+31 | 14' RT | | | | - | - | - | - | - | 1 | - | - | - | REPLACE CONCRETE AROUND INLET, HAS CONCRETE CURB BOX |
| INL 5 | 178+31 | 42' RT | | | | - | - | - | - | - | 1 | - | - | - | REPAIR 1 ROW OF BLOCK |
| INL 53 | 178+81 | 42' LT | | | | - | - | - | - | - | 1 | - | - | - | REPAIR 1 ROW OF BLOCK |
| INL 125 | 178+81 | 14' LT | | | | - | - | - | - | - | 1 | - | - | - | REPAIR 1 ROW OF BLOCK |
| INL 63 | 178+81 | 14' RT | | | | - | - | 1 | - | - | - | - | - | - | REPLACE CASTING |
| INL 6 | 178+81 | 42' RT | | | | - | 1 | - | - | - | - | - | - | - | REPAIR 2 ROWS OF BLOCK |
| INL 7 | 181+13 | 42' RT | | | | - | - | - | - | - | 1 | - | - | - | REPLACE CONCRETE AROUND INLET, NEEDS TUCKPOINT |
| INL 8 | 183+55 | 42' RT | | | | - | - | - | - | - | 1 | - | - | - | REPLACE CONCRETE AROUND INLET, NEEDS TUCKPOINT |
| STMH | 183+93 | 24.5' RT | | | | - | - | - | - | 1 | - | - | - | - | STORM SEWER MH |
| INL 51 | 187+25 | 42' LT | | | | - | - | - | - | - | 1 | - | - | - | REPAIR 1 ROW OF BLOCK |
| INL 120 | 187+25 | 14' LT | | | | - | - | - | - | - | 1 | - | - | - | REPAIR ADJUSTING RINGS |
| INL 9 | 187+25 | 42' RT | | | | - | - | - | - | - | 1 | - | - | - | REPAIR 1 ROW OF BLOCK |
| INL 50 | 190+00 | 42' LT | | | | - | - | - | - | - | 1 | - | - | - | REPAIR ADJUSTING RING |
| INL 118 | 190+00 | 14' LT | | | | - | - | - | - | - | 1 | - | - | - | REPAIR 1 ROW OF BLOCK |
| INL 66 | 190+00 | 14' RT | | | | - | - | - | - | - | 1 | - | - | - | REPAIR 1 ROW OF BLOCK |
| INL 10 | 190+00 | 42' RT | | | | - | - | - | - | - | 1 | - | - | - | REPAIR ADJUSTING RING |
| INL 49 | 192+00 | 42' LT | | | | - | - | - | - | - | 1 | - | - | - | REPAIR ADJUSTING RING |
| INL 116 | 192+00 | 14' LT | | | | - | - | - | - | - | 1 | - | - | - | REPAIR ADJUSTING RING |
| INL 67 | 192+00 | 14' RT | | | | - | - | - | - | - | 1 | - | - | - | REPAIR ADJUSTING RING |
| INL 11 | 192+00 | 42' RT | | | | - | - | - | - | - | 1 | - | - | - | REPAIR ADJUSTING RING |
| INL 115 | 196+50 | 14' LT | | | | - | 1 | - | - | - | - | - | - | - | REPAIR 3 ROWS OF BLOCK |
| INL 68 | 196+50 | 14' RT | | | | - | - | - | - | - | 1 | - | - | - | REPAIR ADJUSTING RING |
| INL 12 | 196+50 | 42' RT | | | | - | - | - | - | - | 1 | - | - | - | REPAIR ADJUSTING RING |
| STMH | 196+72 | 46' LT | | | | - | - | - | - | 1 | - | - | - | - | MANHOLE COVER CURRENTLY BURIED |
| INL 48 | 196+72 | 42' LT | | | | - | - | 1 | - | - | - | - | - | - | REPLACE CASTING, REPAIR ADJUSTING RING |
| INL 47 | 197+45 | 42' LT | | | | - | - | - | - | - | 1 | - | 1 | - | REPAIR ADJUSTING RING, NEEDS POURED BOTTOM |
| INL 114 | 197+45 | 14' LT | | | | - | 1 | 1 | - | - | - | - | - | - | REPAIR 2 ROWS OF BLOCK, REPLACE CASTING |
| INL 69 | 197+45 | 14' RT | | | | - | - | - | - | - | 1 | - | - | - | REPAIR BLOCK |
| INL 113 | 197+65 | 14' LT | | | | - | 1 | - | - | - | - | - | - | - | REPAIR 3 ROWS OF BLOCK |
| INL 70 | 197+65 | 14' RT | | | | - | - | 1 | - | - | - | - | - | - | REPAIR ADJUSTING RINGS, REPLACE CASTING |
| INL 45 | 197+86 | 42' LT | | | | - | - | - | - | - | 1 | - | - | - | REPAIR ADJUSTING RING |
| | | | | SUBTOTAL | | 0 | 4 | 6 | 0 | 2 | 25 | 0 | 1 | 0 | |

NOTE:
- STATIONS AND OFFSETS REFERENCE THE FOLLOWING LOCATIONS:
  MANHOLES ---------- CENTER OF STRUCTURE
  INLETS ---------- CENTER OF STRUCTURE AT FACE OF CURB

- RIM ELEVATIONS REFERENCE THE TOP OF CASTING AT THE FOLLOWING LOCATIONS:
  MANHOLES ------ CENTER OF CASTING
  INLETS ---------- FLOW LINE AT FACE OF CURB

- STRUCTURE DEPTH = RIM ELEVATION - LOWEST INVERT ELEVATION - CASTING HEIGHT - 6" OF ADJUSTMENT

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

**STORM SEWER**

| STRUCTURE NO. | LOCATION | OFFSET | RIM ELEVATION | INVERT ELEVATION | STRUCTURE DEPTH | 204.0220 REMOVING INLETS EACH | 611.0430 RECONSTRUCTING INLETS EACH | 611.0648 INLET COVERS TYPE R EACH | 611.3003 INLETS 3-FT DIAMETER EACH | 611.8110 ADJUSTING MANHOLE COVERS EACH | 611.8115 ADJUSTING INLET COVERS EACH | 650.4000 CONSTRUCTION STAKING STORM SEWER EACH | SPV.0060.03 POUR MANHOLE OR INLET CONCRETE BOTTOM EACH | SPV.0060.04 TUCK POINT EXISTING MANHOLE OR INLET CASTING EACH | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| INL 44 | 198+50 | 42' LT | | | | - | - | - | - | - | 1 | - | - | - | REPAIR 1 ROW OF BLOCK |
| INL 112 | 198+50 | 14' LT | | | | - | 1 | 1 | - | - | - | - | - | - | REPAIR 2 ROWS OF BLOCK, REPLACE CASTING |
| INL 71 | 198+50 | 14' RT | | | | - | - | 1 | - | - | - | - | - | - | REPAIR ADJUSTING RINGS, REPLACE CASTING |
| INL 16 | 198+50 | 42' RT | 117.62 | 113.74 | 3.88 | 1 | - | 1 | 1 | - | - | 1 | - | - | (N) 12" RCP DISCH EL = 113.74; (E) 6" U.D. INV EL = 114.12; (S) 4" PVC INV EL = 114.58 |
| INL 72 | 204+00 | 4' RT | | | | - | - | - | - | - | 1 | - | - | - | REPAIR 1 ROW OF BLOCK |
| INL 42 | 206+50 | 42' LT | | | | - | - | - | - | - | 1 | - | - | - | REPAIR 1 ROW BLOCK |
| INL 108 | 206+50 | 14' LT | | | | - | - | - | - | - | 1 | - | - | - | REPAIR 1 ROW BLOCK |
| INL 73 | 206+50 | 14' RT | | | | - | - | 1 | - | - | - | - | - | - | REPAIR 1 ROW BLOCK, REPLACE CASTING |
| INL 18 | 206+50 | 42' RT | | | | - | - | - | - | - | 1 | - | - | - | REPAIR ADJUSTING RING |
| INL 41 | 208+33 | 42' LT | | | | - | - | - | - | - | 1 | - | - | - | REPAIR 1 ROW OF BLOCK |
| INL 107 | 208+45 | 14' LT | | | | - | - | 1 | - | - | - | - | - | - | NEEDS TUCKPOINT |
| STMH 74 | 208+45 | 5' RT | | | | - | - | - | - | - | - | - | - | 1 | REMOVE WEDGES, NEEDS TUCKPOINT |
| INL 75 | 208+53 | 0.0' RT | | | | - | - | - | - | - | 1 | - | - | - | REPAIR ADJUSTING RINGS; CONVERT TO FIELD INLET |
| INL 39 | 210+15 | 42' LT | | | | - | - | - | - | - | - | - | - | 1 | NEEDS TUCKPOINT |
| STMH 24 | 210+15 | 54' RT | | | | - | - | - | - | - | - | - | - | 1 | FRAME ON WEDGES, NEEDS TUCKPOINT |
| INL 38 | 210+40 | 42' LT | | | | - | - | - | - | - | - | - | - | 1 | NEEDS TUCKPOINT |
| INL 37 | 213+00 | 42' LT | | | | - | - | - | - | - | 1 | - | - | - | REPAIR ADJUSTING RING |
| INL 82 | 213+00 | 14' RT | | | | - | - | 1 | - | - | - | - | - | - | REPAIR ADJUSTING RINGS, REPLACE CASTING |
| INL 25 | 213+00 | 42' RT | | | | - | - | - | - | - | 1 | - | - | - | REPAIR ADJUSTING RING |
| INL 36 | 214+50 | 42' LT | | | | - | - | - | - | - | 1 | - | - | - | REPAIR ADJUSTING RING |
| INL 99 | 214+50 | 14' LT | | | | - | - | 1 | - | - | - | - | - | - | REPLACE CASTING |
| STMH 83 | 214+49 | 15' RT | | | | - | - | - | - | - | - | - | - | 1 | NEEDS TUCKPOINT |
| INL 34 | 217+25 | 42' LT | | | | - | - | - | - | - | 1 | - | 1 | - | NEEDS POURED BOTTOM, REPAIR ADJUSTING RING |
| STMH 97 | 217+34 | 5' RT | | | | - | - | - | - | - | - | - | 1 | - | NEEDS POURED BOTTOM |
| INL 33 | 218+55 | 42' LT | | | | - | - | - | - | - | 1 | - | 1 | - | NEEDS POURED BOTTOM, REPAIR ADJUSTING RING |
| STMH 94 | 218+55 | 15' LT | | | | - | - | - | - | - | - | - | 1 | 1 | NEEDS POURED BOTTOM AND TUCKPOINT |
| INL 87 | 218+77 | 10' RT | | | | - | - | - | - | - | - | - | - | 1 | NEEDS TUCKPOINT |
| INL 93 | 218+79 | 2' LT | | | | - | - | - | - | - | 1 | - | - | - | REPAIR ADJUSTING RINGS |
| STMH 89 | 219+90 | 9.5' RT | | | | - | - | - | - | - | - | - | - | 1 | NEEDS TUCKPOINT |
| STM MH | 220+57 | 53' LT | | | | - | - | - | - | 1 | - | - | - | - | ADJUST STORM MH COVER |
| SAN MH | 221+05 | 0.5' RT | | | | - | - | - | - | - | - | - | - | - | SANITARY MH - GRIND AROUND MH |
| INL 32 | 221+30 | 43' LT | | | | - | - | - | - | - | - | - | 1 | - | NEEDS POURED BOTTOM |
| INL 31 | 221+30 | 52' RT | | | | - | - | - | - | - | - | - | - | 1 | REMOVE WEDGES, NEEDS TUCKPOINT |
| INL 90 | 221+40 | 14' RT | | | | - | - | - | - | - | 1 | - | - | - | REPAIR ADJUSTING RINGS |
| | | SUBTOTAL | | | | 1 | 1 | 7 | 1 | 1 | 14 | 1 | 5 | 9 | |
| | | **TOTALS** | | | | **1** | **5** | **13** | **1** | **3** | **39** | **1** | **6** | **9** | |

NOTE:
- STATIONS AND OFFSETS REFERENCE THE FOLLOWING LOCATIONS:
  MANHOLES ---------- CENTER OF STRUCTURE
  INLETS ---------- CENTER OF STRUCTURE AT FACE OF CURB

- RIM ELEVATIONS REFERENCE THE TOP OF CASTING AT THE FOLLOWING LOCATIONS:
  MANHOLES ------ CENTER OF CASTING
  INLETS ---------- FLOW LINE AT FACE OF CURB

- STRUCTURE DEPTH = RIM ELEVATION - LOWEST INVERT ELEVATION - CASTING HEIGHT - 6" OF ADJUSTMENT

3

**CONCRETE MEDIAN SLOPED NOSE**

| STATION | TO | STATION | LOCATION | 620.0300 CONCRETE MEDIAN SLOPED NOSE SF |
|---|---|---|---|---|
| 177+50 | - | 177+55 | MEDIAN | 50 |
| | | | **TOTALS** | **50** |

**INLET PROTECTION**

| STATION | TO | STATION | LOCATION | 628.7010 INLET PROTECTION TYPE B EACH | 628.7015 INLET PROTECTION TYPE C EACH | 628.7020 INLET PROTECTION TYPE D EACH |
|---|---|---|---|---|---|---|
| 174+00 | - | 175+50 | LT | - | - | - |
| 175+50 | - | 181+50 | LT | 1 | 4 | 1 |
| 181+50 | - | 187+50 | LT | 2 | 4 | - |
| 187+50 | - | 193+50 | LT | - | 4 | - |
| 193+50 | - | 199+50 | LT | - | 4 | 5 |
| 199+50 | - | 205+50 | LT | - | 1 | - |
| 205+50 | - | 211+50 | LT | 8 | 4 | - |
| 211+50 | - | 217+50 | LT | 1 | 4 | 2 |
| 217+50 | - | 223+50 | LT | 2 | 2 | - |
| 223+50 | - | 225+40 | LT | - | - | - |
| 174+00 | - | 175+50 | RT | - | - | - |
| 175+50 | - | 181+50 | RT | - | 5 | 2 |
| 181+50 | - | 187+50 | RT | - | 4 | - |
| 187+50 | - | 193+50 | RT | - | 4 | - |
| 193+50 | - | 199+50 | RT | - | 4 | 5 |
| 199+50 | - | 205+50 | RT | 3 | 1 | - |
| 205+50 | - | 211+50 | RT | 5 | 2 | 6 |
| 211+50 | - | 217+50 | RT | 5 | 1 | 2 |
| 217+50 | - | 223+50 | RT | 2 | 2 | 1 |
| 223+50 | - | 225+40 | RT | - | 1 | - |
| UNDISTRIBUTED | | | | 3 | 5 | 2 |
| | | | **TOTALS** | **32** | **56** | **26** |

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

**EROSION CONTROL MOBILIZATION**

| LOCATION | 628.1905 MOBILIZATION EROSION CONTROL EACH | 628.1910 MOBILIZATIONS EROSION CONTROL EACH |
|---|---|---|
| DREXEL AVE | 7 | 5 |
| **TOTALS** | **7** | **5** |

3

**EROSION CONTROL**

| STATION | TO | STATION | OFFSET | 628.1504 SILT FENCE LF | 628.1520 SILT FENCE MAINTENANCE LF | 628.7570 ROCK BAGS EACH |
|---|---|---|---|---|---|---|
| 180+26 | - | 181+50 | LT | 125 | 125 | - |
| 181+50 | - | 183+64 | LT | 215 | 215 | - |
| 185+00 | - | 187+25 | LT | 225 | 225 | - |
| 193+13 | - | 193+50 | LT | 40 | 40 | - |
| 193+50 | - | 193+71 | LT | 20 | 20 | - |
| 194+50 | - | 194+76 | LT | 25 | 25 | - |
| 201+51 | - | 202+65 | LT | 115 | 115 | - |
| 202+92 | - | 204+12 | LT | 120 | 120 | - |
| 212+50 | - | 215+50 | LT | 300 | 300 | - |
| UNDISTRIBUTED | | | | 220 | 220 | 50 |
| **TOTALS** | | | | **1,405** | **1,405** | **50** |

**TOPSOIL, MULCHING, FERTILIZER, AND SOD**

| STATION | TO | STATION | LOCATION | 625.0100 TOPSOIL SY | 627.0200 MULCHING SY | 629.0210 FERTILIZER TYPE B CWT | 630.0200 SEEDING TEMPORARY LB | 631.0300 SOD WATER MGAL | 631.1000 SOD LAWN SY |
|---|---|---|---|---|---|---|---|---|---|
| 174+00 | - | 175+50 | LT | - | - | - | - | - | - |
| 175+50 | - | 181+50 | LT | 510 | - | 0.33 | - | 12 | 510 |
| 181+50 | - | 187+50 | LT | 680 | - | 0.43 | - | 15 | 680 |
| 187+50 | - | 193+50 | LT | 960 | - | 0.61 | - | 22 | 960 |
| 193+50 | - | 199+50 | LT | 580 | - | 0.37 | - | 13 | 580 |
| 199+50 | - | 205+50 | LT | 590 | - | 0.38 | - | 13 | 590 |
| 205+50 | - | 211+50 | LT | 170 | - | 0.11 | - | 4 | 170 |
| 211+50 | - | 217+50 | LT | 390 | - | 0.25 | - | 9 | 390 |
| 217+50 | - | 223+50 | LT | 500 | - | 0.32 | - | 11 | 500 |
| 223+50 | - | 225+40 | LT | 150 | - | 0.10 | - | 3 | 150 |
| 174+00 | - | 175+50 | RT | - | - | - | - | - | - |
| 175+50 | - | 181+50 | RT | 80 | - | 0.06 | - | 2 | 80 |
| 181+50 | - | 187+50 | RT | 70 | - | 0.05 | - | 2 | 70 |
| 187+50 | - | 193+50 | RT | 80 | - | 0.06 | - | 2 | 80 |
| 193+50 | - | 199+50 | RT | 40 | - | 0.03 | - | 1 | 40 |
| 199+50 | - | 205+50 | RT | - | - | - | - | - | - |
| 205+50 | - | 211+50 | RT | 30 | - | 0.02 | - | 1 | 30 |
| 211+50 | - | 217+50 | RT | 30 | - | 0.02 | - | 1 | 30 |
| 217+50 | - | 223+50 | RT | 10 | - | 0.01 | - | 0 | 10 |
| 223+50 | - | 225+40 | RT | - | - | - | - | - | - |
| UNDISTRIBUTED | | | | 400 | 400 | 0.26 | 11 | 9 | 400 |
| **TOTALS** | | | | **5,270** | **400** | **3.41** | **11** | **119** | **5,270** |

NOTE: - TEMPORARY SEEDING AND MULCH TO BE PLACED ONLY ON TEMPORARY STOCKPILES AND TEMPORARY EMBANKMENTS, IF NEEDED.

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## SIGNS AND POSTS

| STATION | MESSAGE | 638.2102 MOVING SIGNS TYPE II EACH | 638.4000 MOVING SMALL SIGN SUPPORTS EACH | COMMENTS |
|---|---|---|---|---|
| 182+90 LT | S.L. 35/ TRUCK ROUTE | 2 | 1 | SHIFT IF IN CONFLICT WITH SIDEWALK |
| 188+66 LT | WILDWOOD/10TH ST | 1 | 2 | SHIFT IF IN CONFLICT WITH SIDEWALK |
| 209+86 LT | STOP | 1 | 1 | SHIFT IF IN CONFLICT WITH SIDEWALK |
| UNDISTRIBUTED | | 5 | 5 | SHIFT IF IN CONFLICT WITH SIDEWALK |
| | **TOTALS** | **9** | **9** | |

## PAVEMENT MARKING

| STATION | TO | STATION | LOCATION | 646.1545 MARKING LINE GROOVED WET REF CONTRAST EPOXY 4-INCH LF | 646.3545 MARKING LINE GROOVED WET REF CONTRAST EPOXY 8-INCH LF | 646.5020 MARKING ARROW EPOXY EACH | 646.5120 MARKING WORD EPOXY EACH | 646.6120 MARKING STOP LINE EPOXY 18-INCH LF | 646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF | 646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH LF | 646.8120 MARKING CURB EPOXY LF | 646.8220 MARKING ISLAND NOSE EPOXY EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 174+00 | - | 175+50 | LT | 38 | 369 | 2 | 2 | 51 | 101 | - | - | - |
| 175+50 | - | 181+50 | LT | 150 | 151 | - | - | - | - | - | 57 | 1 |
| 181+50 | - | 187+50 | LT | 125 | 260 | 4 | - | 45 | - | 198 | 31 | 1 |
| 187+50 | - | 193+50 | LT | 150 | - | - | - | - | - | - | 74 | 1 |
| 193+50 | - | 199+50 | LT | 150 | - | - | - | - | - | - | - | - |
| 199+50 | - | 205+50 | LT | 100 | 15 | - | - | 38 | 144 | - | 44 | 1 |
| 205+50 | - | 211+50 | LT | 150 | 291 | 4 | 1 | - | - | - | 34 | 1 |
| 211+50 | - | 217+50 | LT | 125 | 56 | 1 | - | 37 | 124 | - | 30 | 1 |
| 217+50 | - | 223+50 | LT | 150 | 251 | 2 | 1 | - | - | - | 31 | 1 |
| 223+50 | - | 225+40 | LT | 50 | - | - | - | - | - | - | - | - |
| 232+90 | - | 235+50 | LT | 75 | - | - | - | - | - | - | - | - |
| 164+25 | - | 170+50 | RT | 125 | - | - | - | - | - | - | - | - |
| 174+00 | - | 175+50 | RT | 38 | - | - | - | - | 84 | - | 10 | 1 |
| 175+50 | - | 181+50 | RT | 150 | 75 | 1 | - | - | - | - | 57 | 1 |
| 181+50 | - | 187+50 | RT | 125 | 235 | 3 | - | 34 | - | 84 | 50 | 1 |
| 187+50 | - | 193+50 | RT | 150 | 99 | 1 | - | - | - | - | 87 | - |
| 193+50 | - | 199+50 | RT | 150 | - | - | - | - | - | - | - | - |
| 199+50 | - | 205+50 | RT | 100 | 243 | 4 | - | 45 | 164 | - | 39 | 1 |
| 205+50 | - | 211+50 | RT | 150 | 275 | 4 | 1 | - | - | - | 50 | 1 |
| 211+50 | - | 217+50 | RT | 113 | 196 | 4 | - | 48 | 181 | - | 40 | 1 |
| 217+50 | - | 223+50 | RT | 175 | 288 | 2 | 1 | - | - | - | 46 | 1 |
| 223+50 | - | 225+40 | RT | 88 | 382 | 5 | 3 | - | - | - | - | - |
| **TOTALS** | | | | **2625** | **3183** | **37** | **9** | **297** | **798** | **282** | **678** | **14** |

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

## TRAFFIC CONTROL SUMMARY

| LOCATION | APPROXIMATE SERVICE DAYS | 643.0300 TRAFFIC CONTROL DRUMS IN SERVICE | 643.0300 DAYS | 643.0420 TRAFFIC CONTROL BARRICADES TYPE III IN SERVICE | 643.0420 DAYS | * 643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A IN SERVICE | 643.0705 DAYS | 643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C IN SERVICE | 643.0715 DAYS | 643.0800 TRAFFIC CONTROL ARROW BOARDS IN SERVICE | 643.0800 DAYS | * 643.0900 TRAFFIC CONTROL SIGNS IN SERVICE | 643.0900 DAYS | 643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II # OF CYCLES | 643.0920 EACH | 643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF | 643.1050 TRAFFIC CONTROL SIGNS PCMS IN SERVICE | 643.1050 DAYS | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STAGE 1 | | | | | | | | | | | | | | | | | | | |
| OVERVIEW SIGNS - DREXEL AVENUE | 72 | - | - | - | - | - | - | - | - | - | - | 11 | 792 | - | - | - | 1 | 7 | PCMS PLACED ON DREXEL AVE JUST WEST OF HOWELL AVE 7 DAYS BEFORE CLOSURE |
| OVERVIEW SIGNS - SIDE ROADS | 72 | - | - | - | - | - | - | - | - | - | - | 20 | 1440 | 1 | 13 | - | - | - | |
| DREXEL AVE STA 174+00 - 225+00 | 72 | 70 | 5040 | 60 | 4320 | 120 | 8640 | - | - | - | - | 48 | 3456 | - | - | - | - | - | |
| S HOWELL AVE INTERSECTION | 72 | 95 | 6840 | 15 | 1080 | 30 | 2160 | 15 | 1080 | 1 | 72 | 20 | 1440 | - | - | - | - | - | |
| OTHER SIDE ROAD SIGNING | 72 | 40 | 2880 | 4 | 288 | 8 | 576 | - | - | - | - | 12 | 864 | - | - | - | - | - | |
| S. 10TH STREET CLOSURE | 7 | 15 | 105 | 12 | 84 | 24 | 168 | - | - | - | - | 10 | 70 | - | - | - | 1 | 7 | PCMS TO BE USED ON S. 10TH STREET 7 DAYS BEFORE CLOSURE |
| DETOUR SIGNING | 72 | - | - | - | - | - | - | - | - | - | - | 20 | 1440 | | - | 83.1 | - | - | FIXED MESSAGE SIGN "DREXEL AVE". SEE TEMPORARY SIGN DETAILS |
| STAGE 2 | | | | | | | | | | | | | | | | | | | |
| OVERVIEW SIGNS - DREXEL AVENUE | 66 | - | - | - | - | - | - | - | - | - | - | 11 | 726 | - | - | - | 1 | 7 | PCMS PLACED ON DREXEL AVE JUST EAST OF S 13TH ST 7 DAYS BEFORE CLOSURE |
| OVERVIEW SIGNS - SIDE ROADS | 66 | - | - | - | - | - | - | - | - | - | - | 22 | 1452 | 1 | 8 | - | - | - | |
| DREXEL AVE STA 174+00 - 225+00 | 66 | 70 | 4620 | 60 | 3960 | 120 | 7920 | - | - | - | - | 32 | 2112 | - | - | - | - | - | |
| S 13TH STREET INTERSECTION | 66 | 75 | 4950 | 12 | 792 | 24 | 1584 | 15 | 990 | 1 | 66 | 15 | 990 | - | - | - | - | - | |
| OTHER SIDE ROADS | 66 | 40 | 2640 | 6 | 396 | 12 | 792 | - | - | - | - | 20 | 1320 | - | - | - | - | - | |
| S. WILDWOOD DR CLOSURE | 7 | 15 | 105 | 12 | 84 | 24 | 168 | - | - | - | - | 10 | 70 | - | - | - | 1 | 7 | PCMS TO BE USED ON S. WILDWOOD DR 7 DAYS BEFORE CLOSURE |
| DETOUR SIGNING | 66 | - | - | - | - | - | - | - | - | - | - | 18 | 1188 | - | - | ** | - | - | ** REUSE FIXED MESSAGE SIGNS FROM STAGE 1 DETOUR |
| FREEWAY FIXED MESSAGE SIGNS | 66 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 72 | - | - | SEE TEMPORARY SIGN DETAILS |
| UNDISTRIBUTED | - | - | 1500 | - | 500 | - | 1000 | - | 100 | - | 10 | - | 500 | - | - | - | - | - | |
| **TOTALS** | | | **28,680** | | **11,504** | | **23,008** | | **2,170** | | **148** | | **17,860** | | **21** | **155.1** | | **28** | |

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

## TRAFFIC CONTROL

| LOCATION | 643.5000 TRAFFIC CONTROL EACH |
|---|---|
| CATEGORY | 0010 |
| W DREXEL AVE | 1 |
| **TOTALS** | **1** |

## TEMPORARY PAVEMENT MARKING

| STATION | TO | STATION | LOCATION | 649.0250 TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH LF | COMMENTS |
|---|---|---|---|---|---|
| 233+00 | - | 235+75 | LT | 250 | TTC STAGE 1 TAPER |
| 164+25 | - | 167+00 | RT | 250 | TTC STAGE 2 TAPER |
| | | UNDISTRIBUTED | | 50 | FOR CROSSWALKS IF NECESSSARY |
| **TOTALS** | | | | **550** | |

3

## PEDESTRIAN TRAFFIC CONTROL SUMMARY

| LOCATION | APPROXIMATE SERVICE DAYS | 643.0410 TRAFFIC CONTROL BARRICADES TYPE II IN SERVICE | 643.0410 TRAFFIC CONTROL BARRICADES TYPE II DAYS | * 643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A IN SERVICE | * 643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAYS | * 643.0900 TRAFFIC CONTROL SIGNS IN SERVICE | * 643.0900 TRAFFIC CONTROL SIGNS DAYS | 644.1810 TEMPORARY PEDESTRIAN BARRICADE LF | 603.8000 CONCRETE BARRIER TEMPORARY PRECAST DELIVERED LF | 603.8125 CONCRETE BARRIER TEMPORARY PRECAST INSTALLED LF |
|---|---|---|---|---|---|---|---|---|---|---|
| DREXEL AVE SIDEWALK CONSTRUCTION, STAGE 1 | 30 | 10 | 300 | 10 | 300 | 10 | 300 | -- | -- | -- |
| DREXEL AVE & S 10TH ST, NE QUADRANT REPAIR, STAGE 1 | 5 | 2 | 10 | 2 | 10 | 2 | 10 | 200 | 135 | 135 |
| DREXEL AVE SIDEWALK REPAIRS, STAGE 2 | 20 | 12 | 240 | 12 | 240 | 12 | 240 | 60 | -- | -- |
| UNDISTRIBUTED | - | - | 50 | - | 50 | - | 50 | -- | -- | -- |
| **TOTALS** | | | **600** | | **600** | | **600** | **260** | **135** | **135** |

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

## MARKING REMOVAL

| STATION | TO | STATION | LOCATION | 646.9000 MARKING REMOVAL LINE 4-INCH LF | 646.9055 MARKING REMOVAL LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH LF | 646.9100 MARKING REMOVAL LINE 8-INCH LF | 646.9155 MARKING REMOVAL LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH LF | 646.9300 MARKING REMOVAL SPECIAL MARKING EACH | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|
| 232+90 | - | 235+50 | LT | 75 | - | - | - | - | WB SKIPS - T. C. STAGE 1 |
| 164+25 | - | 166+90 | RT | - | 75 | - | - | - | EB SKIPS - T. C. STAGE 2 |
| 168+70 | - | 170+50 | RT | - | 50 | - | - | - | EB SKIPS - T. C. STAGE 2 |
| UNDISTRIBUTED | | | | 25 | 20 | 30 | 150 | 2 | |
| **TOTALS** | | | | **100** | **145** | **30** | **150** | **2** | |

## CONSTRUCTION STAKING

| LOCATION | | 650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF | 650.8500.01 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS 2345-07-71 LS | 650.9000 CONSTRUCTION STAKING CURB RAMPS EACH | 650.9910.01 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL 2345-07-71 LS | SPV.0165.01 CONSTRUCTION STAKING SIDEWALK ( **) SF |
|---|---|---|---|---|---|---|
| PROJECT 2345-07-71 | LT/RT | 5150 | 1 | 26 | 1 | 19,161 |
| **TOTALS** | | **5,150** | **1** | **26** | **1** | **19,161** |

( **) NORTH SIDE SIDEWALK ONLY

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

## SAWING CONCRETE

| STATION | TO | STATION | LOCATION | 690.0250 SAWING CONCRETE LF |
|---|---|---|---|---|
| 174+00 | - | 175+50 | LT | 347 |
| 175+50 | - | 181+50 | LT | 899 |
| 181+50 | - | 187+50 | LT | 819 |
| 187+50 | - | 193+50 | LT | 551 |
| 193+50 | - | 199+50 | LT | 1529 |
| 199+50 | - | 205+50 | LT | 1180 |
| 205+50 | - | 211+50 | LT | 1408 |
| 211+50 | - | 217+50 | LT | 598 |
| 217+50 | - | 223+50 | LT | 1003 |
| 223+50 | - | 224+94 | LT | 483 |
| 174+00 | - | 175+50 | RT | 89 |
| 175+50 | - | 181+50 | RT | 318 |
| 181+50 | - | 187+50 | RT | 446 |
| 187+50 | - | 193+50 | RT | 785 |
| 193+50 | - | 199+50 | RT | 1191 |
| 199+50 | - | 205+50 | RT | 865 |
| 205+50 | - | 211+50 | RT | 476 |
| 211+50 | - | 217+50 | RT | 679 |
| 217+50 | - | 223+50 | RT | 508 |
| 223+50 | - | 224+94 | RT | 217 |
| **TOTALS** | | | | **14,391** |

## UTILITY LINE OPENING

| LOCATION | SPV.0060.06 UTILITY LINE OPENING EACH |
|---|---|
| UNDISTRIBUTED USE AS DIRECTED BY THE ENGINEER | 5 |
| **TOTAL** | **5** |

# W. DREXEL AVENUE & S. 10TH STREET

3

## CONDUIT

| FROM | TO | 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F. |
|---|---|---|
| PB1 | SB11 | 10 |
| PB1 | SB12 | 10 |
| PB9 | SB10 | 5 |
| PB3 | SB13 | 25 |
| | TOTAL | 50 |

## CONCRETE BASES

| SIGNAL BASE NO. | LOCATION STA | OFFSET | 654.0101 CONCRETE BASES TYPE 1 EACH |
|---|---|---|---|
| SB10 | 183+63.1 | 5.3 LT | 1 |
| SB11 | 183+63.1 | 51.0 LT | 1 |
| SB12 | 183+76.5 | 60.7 LT | 1 |
| SB13 | 184+59.4 | 65.5 LT | 1 |
| | | TOTAL | 4 |

## TRAFFIC SIGNAL CABLE AND WIRE

| FROM | TO | 655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F. |
|---|---|---|
| SB11 | HEAD 27 | 20 |
| SB12 | HEAD 26 | 20 |
| SB8 | HEAD 28 | 20 |
| SB13 | HEAD 25 | 20 |
| | TOTAL | 80 |

## FACES

| SIGNAL BASE NO. | SIGNAL HEAD NO. | 658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH |
|---|---|---|
| SB8 | HEAD 1 | 1 |
| SB11 | HEAD 3 | 1 |
| SB12 | HEAD 4 | 1 |
| SB13 | HEAD 24 | 1 |
| | TOTAL | 4 |

## TRAFFIC SIGNAL CABLE AND WIRE

| FROM | TO | 655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F. |
|---|---|---|
| CB1 | SB10 | 80 |
| CB1 | SB11 | 70 |
| CB1 | SB12 | 70 |
| CB1 | SB13 | 175 |
| | TOTAL | 395 |

## TRAFFIC SIGNAL CABLE AND WIRE

| FROM | TO | 655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F. |
|---|---|---|
| SB9 | SB10 | 40 |
| CB1 | SB11 | 70 |
| CB1 | SB12 | 70 |
| SB2 | SB13 | 65 |
| | TOTAL | 245 |

## TRAFFIC SIGNAL CABINET

| LOCATION | SPV.0060.01 MODIFY TRAFFIC SIGNAL CABINET EACH |
|---|---|
| W. DREXEL AVE & S. 10TH ST | 1 |
| TOTAL | 1 |

## POLES

| SIGNAL BASE NO. | 657.0100 TRAFFIC SIGNAL PEDESTAL BASES EACH | 657.0405 TRAFFIC SIGNAL STANDARDS ALUMINUM 3.5-FT EACH | 657.0430 TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT EACH | 658.0500 PEDESTRIAN PUSH BUTTONS EACH |
|---|---|---|---|---|
| SB4 | -- | -- | -- | 1 |
| SB8 | -- | -- | -- | 1 |
| SB10 | 1 | 1 | -- | 1 |
| SB11 | 1 | -- | 1 | 1 |
| SB12 | 1 | -- | 1 | 1 |
| SB13 | 1 | -- | 1 | 1 |
| TOTAL | 4 | 1 | 3 | 6 |

## TRAFFIC SIGNAL MOUNTING HARDWARE

| LOCATION | 658.5069.01 SIGNAL MOUNTING HARDWARE L.S. |
|---|---|
| W. DREXEL AVE & S. 10TH ST | 1 |
| TOTAL | 1 |

## TRAFFIC SIGNALS

| LOCATION | SPV.0060.02 MODIFY TRAFFIC SIGNALS EACH |
|---|---|
| W. DREXEL AVE & S. 10TH ST | 1 |
| TOTAL | 1 |

## PULL BOXES

| PULL BOX NO. | LOCATION STA | OFFSET | 653.0900 ADJUSTING PULL BOXES EACH |
|---|---|---|---|
| PB1 | EXISTING | | 1 |
| PB2 | EXISTING | | 1 |
| PB10 | EXISTING | | 1 |
| | | TOTAL | 3 |

WISCONSIN
JEFFREY G. FAIT
E-33536
FOX POINT, WI
PROFESSIONAL ENGINEER

OCTOBER 12, 2021

# Standard Detail Drawing List

| | |
|---|---|
| 08B09-02 | MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER |
| 08C06-02 | INLETS 3-FT AND 4-FT DIAMETER |
| 08C07-02 | INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT |
| 08D05-20A | CURB RAMPS TYPES 1 AND 1-A |
| 08D05-20B | CURB RAMPS TYPES 2 AND 3 |
| 08D05-20C | CURB RAMPS TYPES 4A AND 4A1 |
| 08D05-20D | CURB RAMPS TYPE 4B AND 4B1 |
| 08D05-20E | CURB RAMPS TYPES 5, 6, 7A, 7B & 8 |
| 08D05-20F | CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS |
| 08D05-20G | CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES |
| 08D16-11 | CONCRETE GUTTER, CURB AND GUTTER AND PAVEMENT TIES |
| 08D17-06 | MANHOLES, MANHOLE & INLET COVERS |
| 08D20-01 | DRIVEWAYS WITH CURB & GUTTER RETURNS |
| 08E09-06 | SILT FENCE |
| 08E10-02 | INLET PROTECTION TYPE A, B, C AND D |
| 09B02-10 | CONDUIT |
| 09C02-09 | CONCRETE BASES, TYPES 1, 2, 5, & 6 |
| 09C03-04 | TRANSFORMER/PEDESTAL BASES |
| 09E06-05 | TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT. |
| 09E07-06 | TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS |
| 11B02-02 | CONCRETE MEDIAN NOSE |
| 13C01-19 | CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES |
| 13C08-02 | CONCRETE PAVEMENT PARTIAL DEPTH REPAIR |
| 13C09-15A | CONCRETE PAVEMENT REPAIR AND REPLACEMENT |
| 13C09-15B | CONCRETE PAVEMENT REPAIR AND REPLACEMENT |
| 13C09-15C | CONCRETE PAVEMENT REPAIR AND REPLACEMENT |
| 13C10-02 | RETROFIT DOWEL BARS |
| 13C13-09 | URBAN DOWELED CONCRETE PAVEMENT |
| 13C18-07A | CONCRETE PAVEMENT JOINTING |
| 13C18-07B | CONCRETE PAVEMENT STEEL REINFORCEMENT |
| 13C18-07C | CONCRETE PAVEMENT JOINT TYPES |
| 13C18-07D | CONCRETE PAVEMENT JOINT TYPES AT UTILITY FIXTURES |
| 13C18-07F | CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER |
| 14B07-15A | CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" |
| 14B07-15B | CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" |
| 14B07-15C | CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" |
| 14B07-15D | CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" |
| 14B07-15E | CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" |
| 14B07-15F | CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" |
| 14B07-15G | CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" |
| 14B07-15H | CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" |
| 14B07-15I | CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" |
| 15C02-08A | BARRICADES AND SIGNS FOR MAINLINE CLOSURES |
| 15C02-08B | BARRICADES AND SIGNS FOR VARIOUS CLOSURES |
| 15C02-08C | DETOUR SIGNING FOR MAINLINE CLOSURES |
| 15C03-05 | BARRICADES AND SIGNS FOR SIDEROAD CLOSURES |
| 15C05-05 | TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS |
| 15C07-15B | PAVEMENT MARKING WORDS |
| 15C07-15C | PAVEMENT MARKING ARROWS |
| 15C08-20A | LONGITUDINAL MARKING (MAINLINE) |
| 15C08-20C | PAVEMENT MARKING (TURN LANES) |
| 15C11-09B | CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS |
| 15C12-07 | TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION |
| 15C18-05B | MEDIAN ISLAND MARKING MEDIAN ISLAND NOSE |
| 15C19-06C | MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY |
| 15C33-04 | STOP LINE AND CROSSWALK PAVEMENT MARKING |
| 15C35-04A | PAVEMENT MARKING (INTERSECTIONS) |
| 15D20-05A | TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY |
| 15D20-05B | TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY |
| 15D20-05C | TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY |
| 15D21-07A | TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE |
| 15D21-07B | TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE |
| 15D30-06A | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-06B | TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION |
| 15D30-06C | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D40-02A | TRAFFIC CONTROL, FULL LANE SHIFT NON-FREEWAY OR MULTILANE DIVIDED 45 MPH AND UNDER |
| 15D46-01 | TRAFFIC CONTROL, ONE - WAY SIGNING |

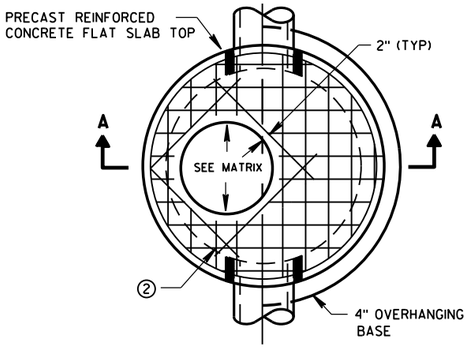

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# Standard Detail Drawing List

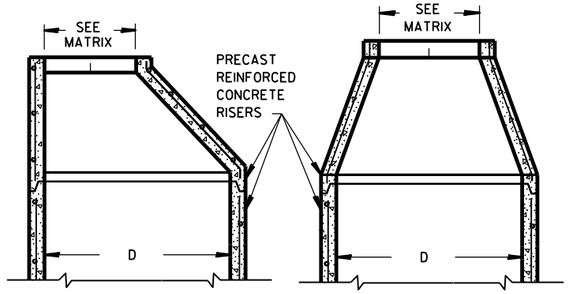
| | |
|---|---|
| 15D50-01A | TRAFFIC CONTROL, ADDED LANE CLOSURE WITHOUT LANE SHIFT |
| 15D50-01B | TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT |

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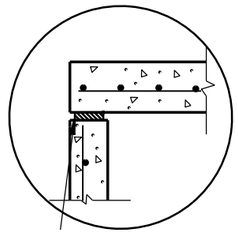



PLAN VIEW CIRCULAR OPENING

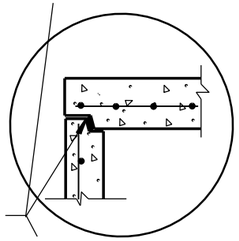



OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

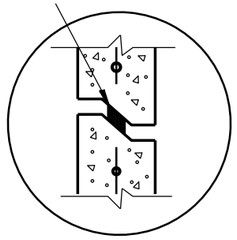


TOP WITH PLAIN END JOINT



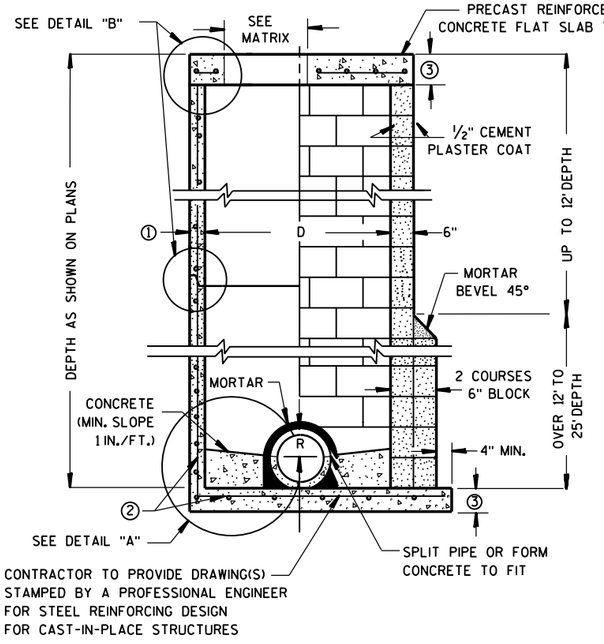
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



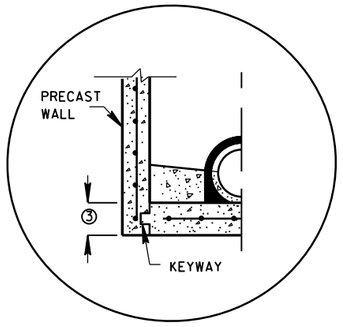
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

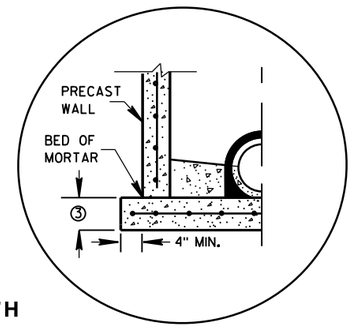



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

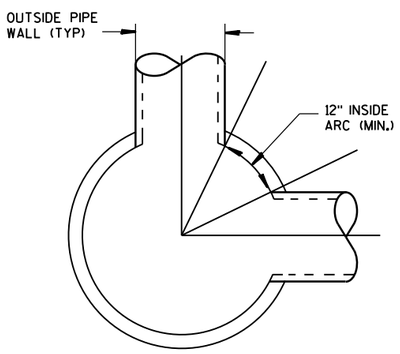



PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION




SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"




DETAIL "C"

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST MANHOLE UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

PRECAST REINFORCED CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½" AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT, 7 INCHES FOR 6-FT, 8 INCHES FOR 7-FT AND 9 INCHES FOR 8-FT DIAMETER PRECAST MANHOLES.

② FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

## MANHOLE COVER OPENING MATRIX

| MANHOLE COVER TYPE | C | ALL J'S | K | L | M |
|---|---|---|---|---|---|
| OPENING SIZE (FT) | | | | | |
| 2 DIA. | X | X | | X | |
| 3 DIA. | | | X | | X |

## PIPE MATRIX

| MANHOLE SIZE | MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES | |
|---|---|---|
| | 180° SEPARATION (IN) | 90° SEPARATION (IN) |
| 3-FT | 15 | 12 |
| 4-FT | 24 | 18 |
| 5-FT | 36 | 24 |
| 6-FT | 42 | 36 |
| 7-FT | 48 | 36 |
| 8-FT | 60 | 42 |

MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

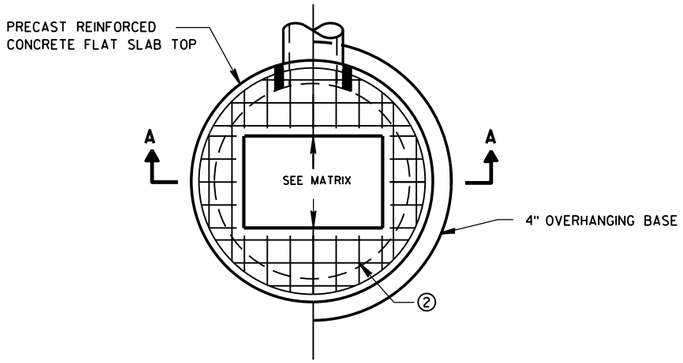
Sept., 2016
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERV

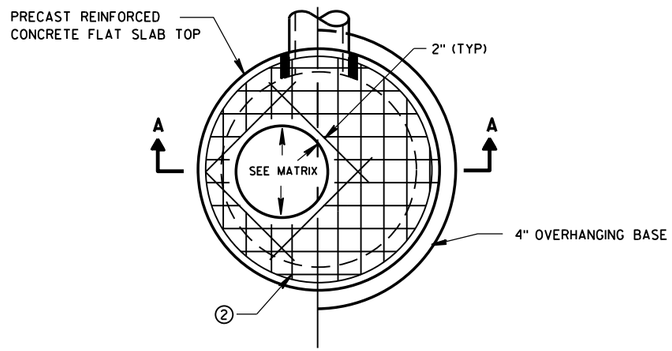
FHWA



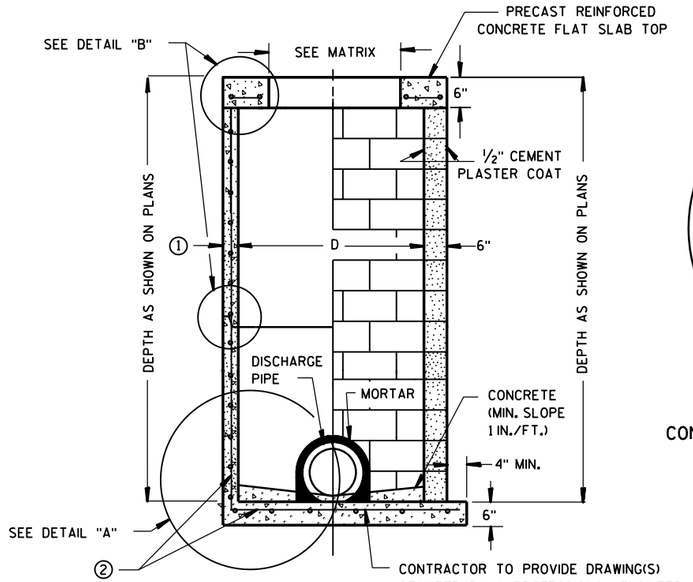

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S.D.D. 8 B 9-2




PLAN VIEW RECTANGULAR OPENING




PLAN VIEW CIRCULAR OPENING

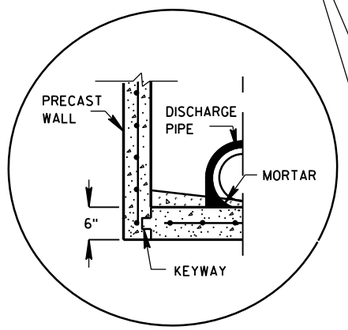



SECTION A-A

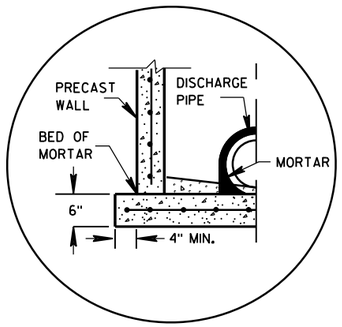
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

CIRCULAR INLETS W/ FLAT TOP

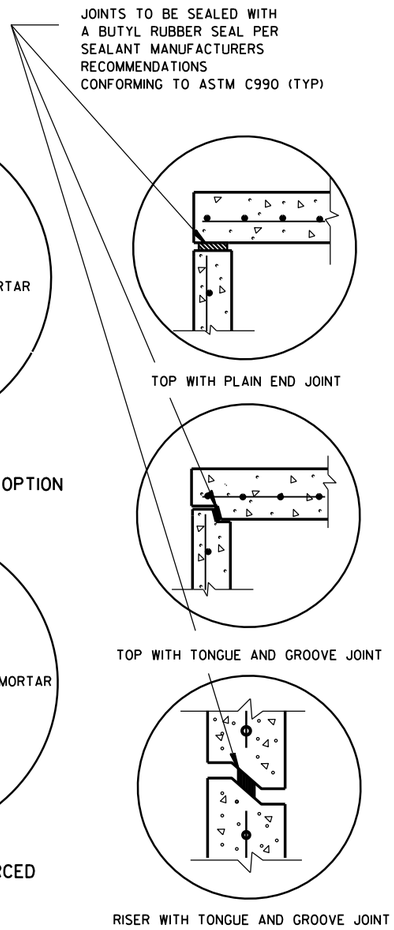



PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION




SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"




DETAIL "B"

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

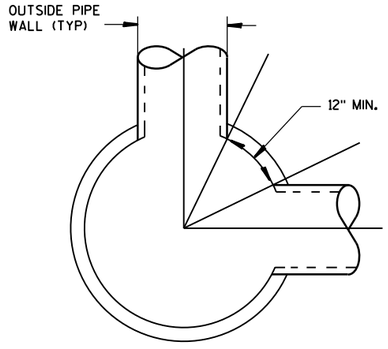
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4-IN FOR 3-FT DIAMETER AND 5-IN FOR 4-FT DIAMETER PRECAST INLETS.

② FOR PRECAST CATCH BASINS PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

## INLET COVER OPENING MATRIX

| | INLET COVER TYPE | ALL A'S | ALL B'S | BW | C | F | ALL H'S | S | T | V | WM | Z |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| INLET SIZE | OPENING SIZE (FT) | | | | | | | | | | | |
| 3-FT | 2 DIA. | | | | X | | | | | | | X |
| | 2X2 | X | X | | | | | X | | X | | |
| 4-FT | 2 DIA. | | | | X | | | | | | | X |
| | 2X2 | X | X | | | | | X | | X | | |
| | 2X2.5 | | | X | | | | X | X | X | X | |
| | 2X3 | | | | | | X | | | | | |
| | 2.5X3 | | | | | X | | | | | | |




DETAIL "C"

## PIPE MATRIX

| INLET SIZE | MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES | |
|---|---|---|
| | 180° SEPARATION (IN) | 90° SEPARATION (IN) |
| 3-FT | 15 | 12 |
| 4-FT | 24 | 18 |

INLETS 3-FT AND 4-FT DIAMETER

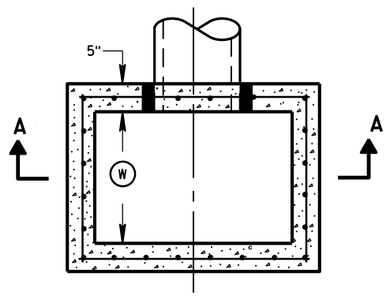
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016 — /S/ Rodney Taylor
DATE — ROADWAY STANDARDS | ENT UNIT SUPERVI
FHWA

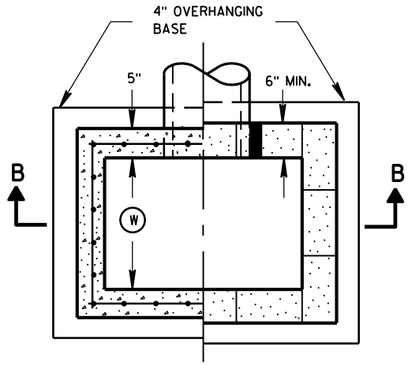



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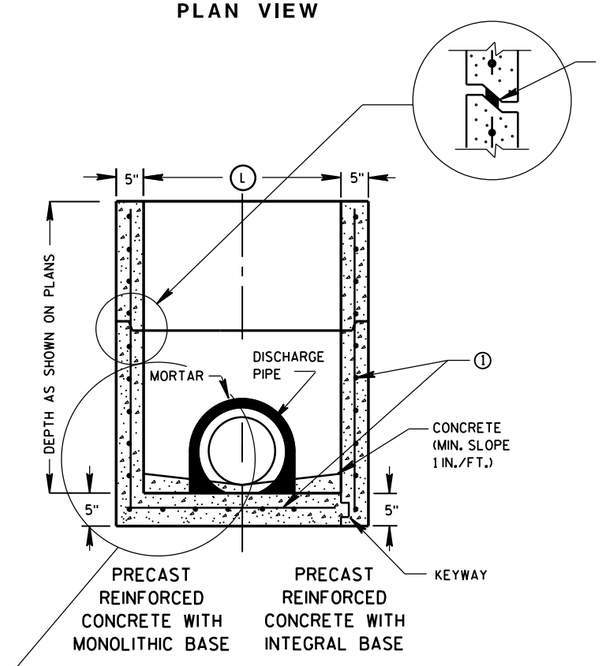
S.D.D. 8 C 6-2



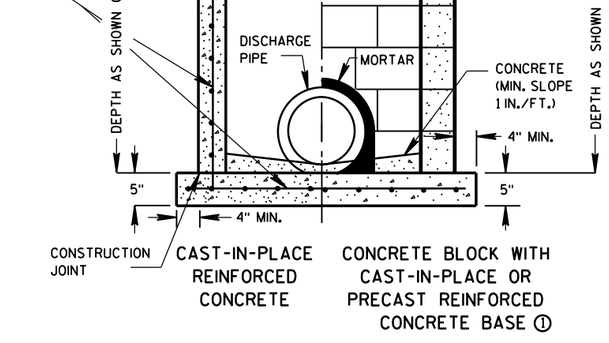

PLAN VIEW



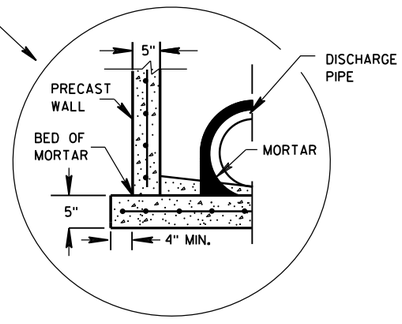

PLAN VIEW




SECTION A-A




SECTION B-B




SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATES THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS.
4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED.
OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3 INCH CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

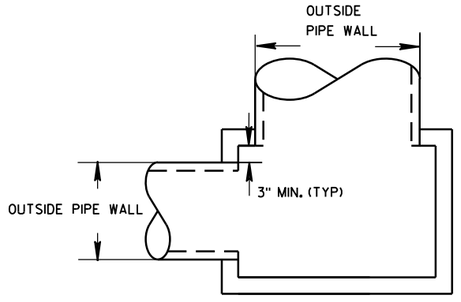
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

## INLET COVER MATRIX

| INLET SIZE | | INLET COVER TYPE | ALL A'S | ALL B'S | BW | F | ALL H'S | S | T | V | WM |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | WIDTH (W) (FT) | LENGTH (L) (FT) | | | | | | | | | |
| 2X2-FT | 2 | 2 | X | X | | | | X | | X | |
| 2X2.5-FT | 2 | 2.5 | | | X | | | X | X | X | X |
| 2X3-FT | 2 | 3 | | | | | X | | | | |
| 2.5X3-FT | 2.5 | 3 | | | | X | | | | | |

## PIPE MATRIX

| INLET SIZE | MAXIMUM INSIDE PIPE DIAMETER | |
|---|---|---|
| | WIDTH (IN) | LENGTH (IN) |
| 2X2-FT | 12 | 12 |
| 2X2.5-FT | 12 | 18 |
| 2X3-FT | 12 | 24 |
| 2.5X3-FT | 18 | 24 |




DETAIL "A"

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D IT
UNIT SUPERVIS
FHWA

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

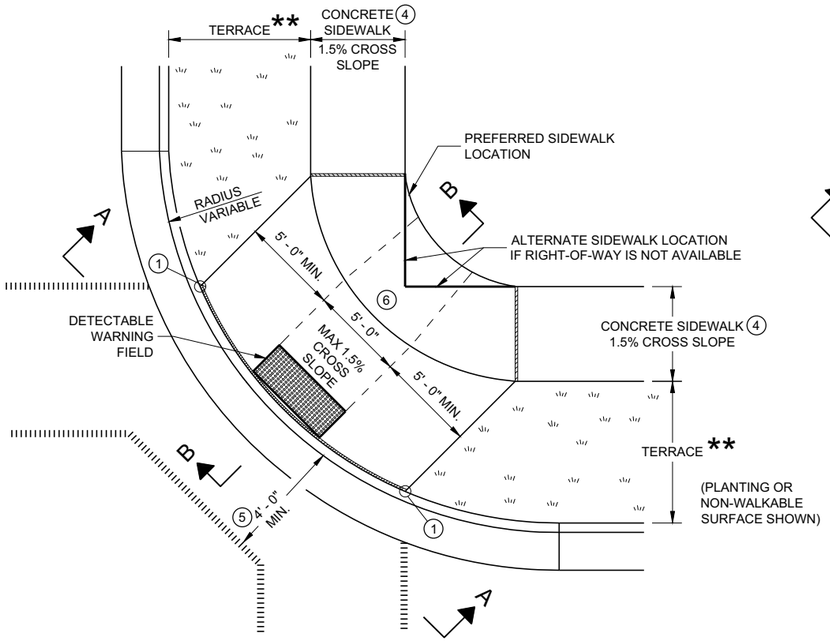


6

S.D.D. 8 C 7-2

6

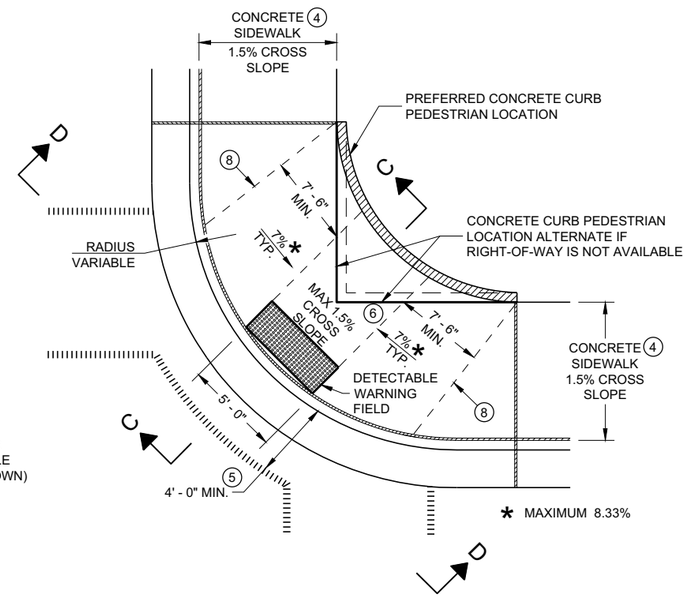
S.D.D. 8 C 7-2




**PLAN VIEW**

## CURB RAMP TYPE 1

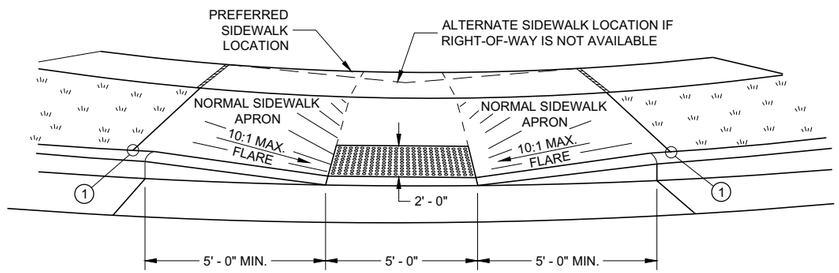
**(CENTER OF CORNER RADIUS)**



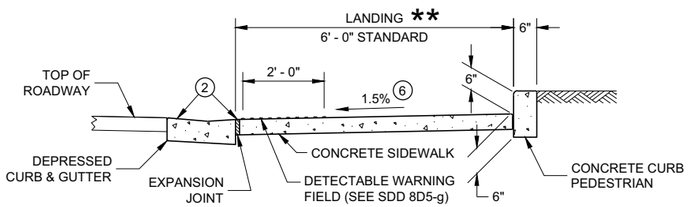

**PLAN VIEW**

## CURB RAMP TYPE 1 - A

**(NO TERRACE)**

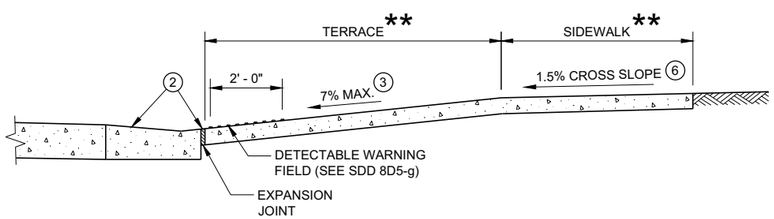



**VIEW A - A FOR TYPE 1**

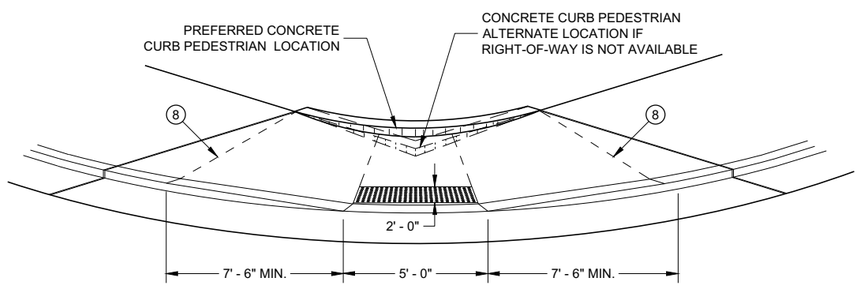



**SECTION C - C FOR TYPE 1 - A**

** WIDTH SHOWN ELSEWHERE IN THE PLANS




**SECTION B - B FOR TYPE 1**




**VIEW D - D FOR TYPE 1 - A**

## GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

TYPE 1 CURB RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FILED SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAR FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD"

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

## LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

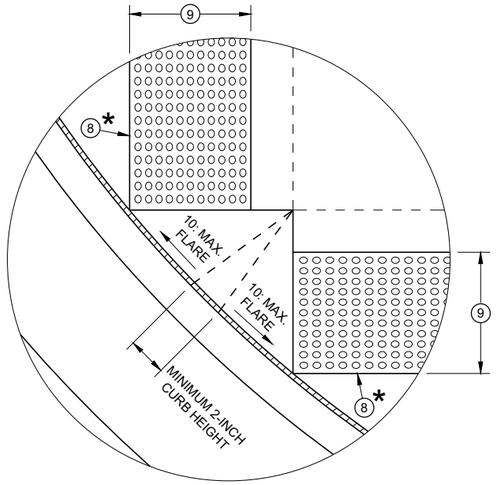
**CURB RAMPS**
**TYPE 1 AND 1-A**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

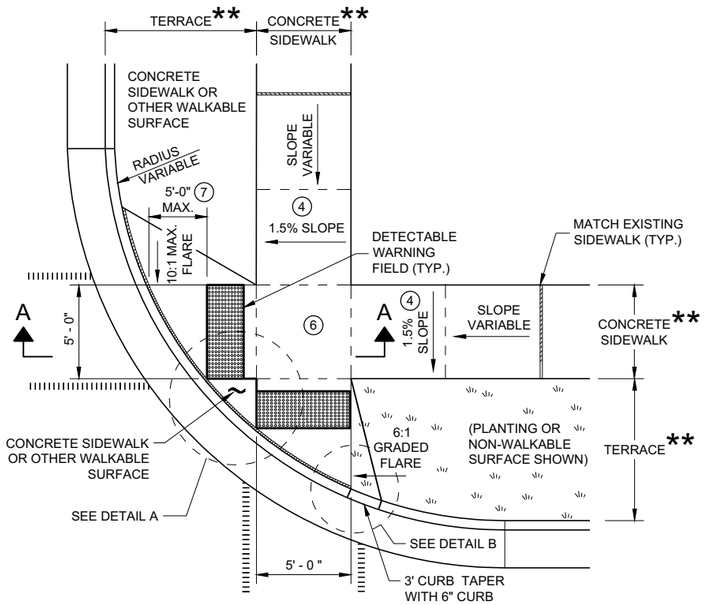



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SDD 08D05 - 20a




**DETAIL A**




**PLAN VIEW**
**CURB RAMP TYPE 2**
**(CENTER OF CORNER RADIUS)**

## GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) AND NOT TO EXCEED 11% GRADE CHANGE.

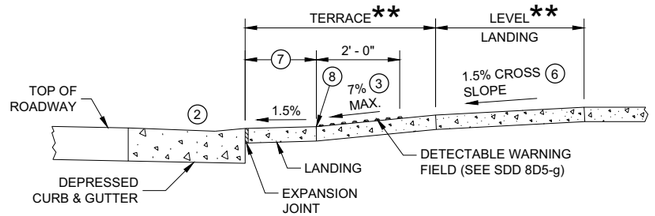
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET X 5 FEET.

(7) WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

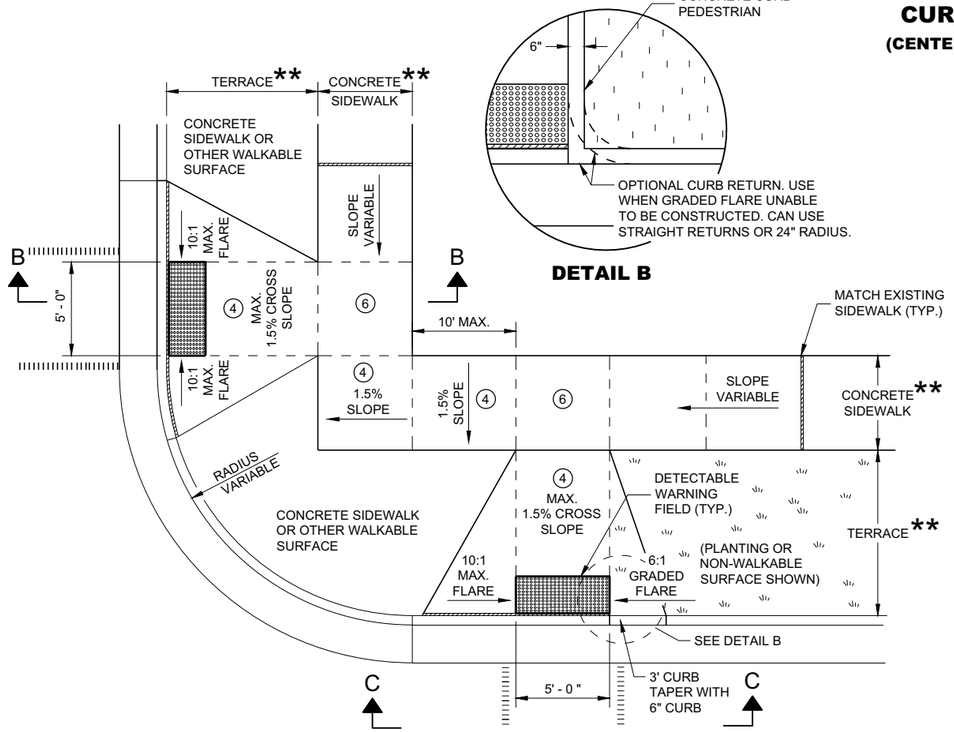
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.




**SECTION A - A FOR TYPE 2**

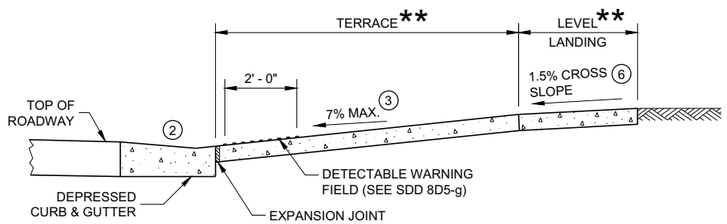
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS




**DETAIL B**

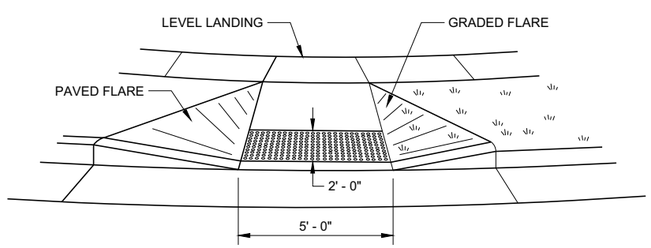
**PLAN VIEW**
**CURB RAMP TYPE 3**
**(OUTSIDE OF CROSSWALK AREA)**




**SECTION B - B FOR TYPE 3**

## LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)




**VIEW C - C FOR TYPE 3**

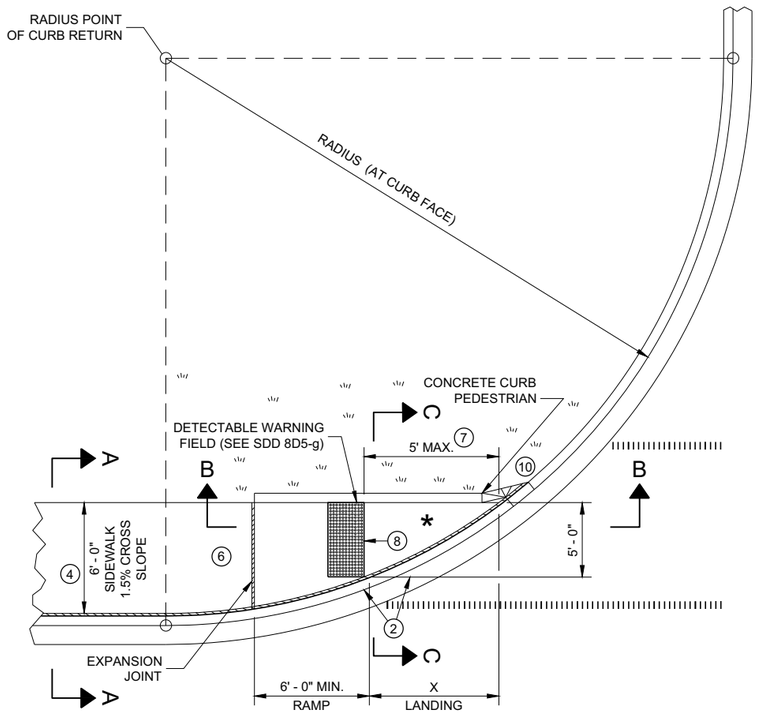
**CURB RAMPS TYPE 2 AND 3**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION




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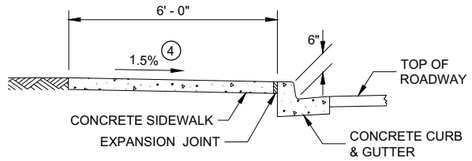



**PLAN VIEW**

**CURB RAMP TYPE 4A**

| RADIUS (AT CURB FACE) | X |
|---|---|
| 10 FEET | 4' - 7" |
| 15 FEET | 6' - 5½" |

INTERMEDIATE RADII CAN BE INTERPOLATED




**SECTION A - A FOR TYPE 4A**

## GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

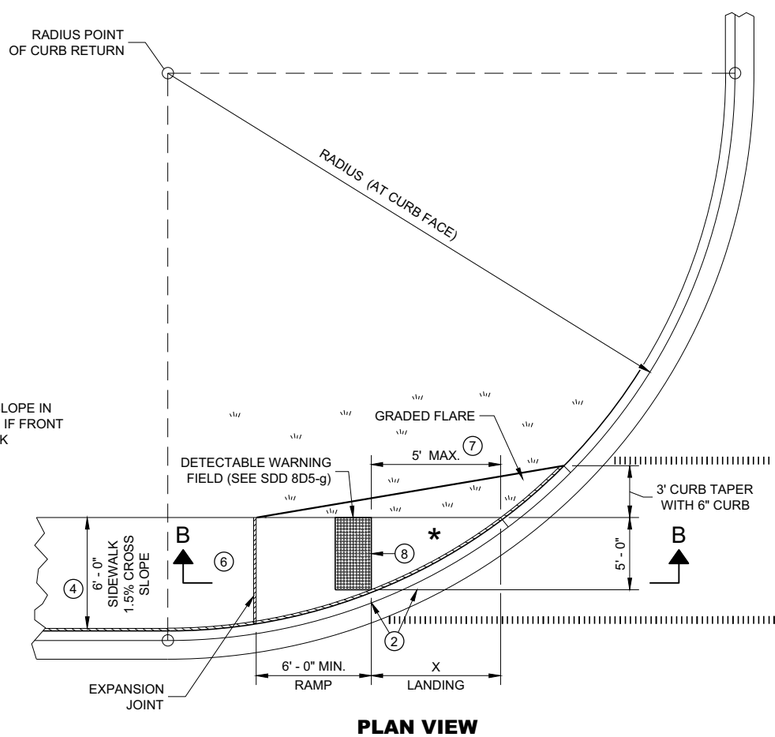
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

## LEGEND

½" EXPANSION JOINT SIDEWALK

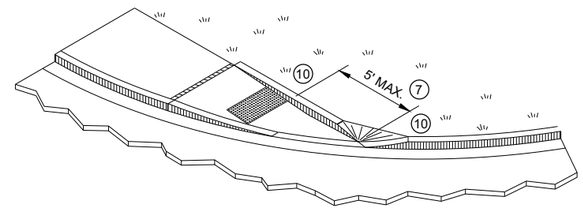
CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)

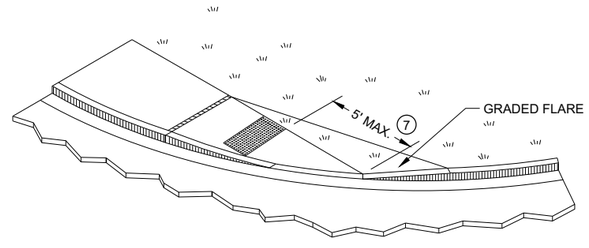



**PLAN VIEW**

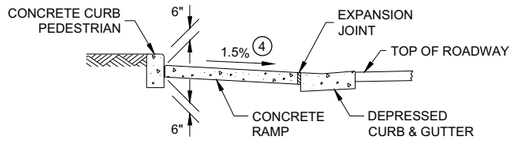
**CURB RAMP TYPE 4A1**



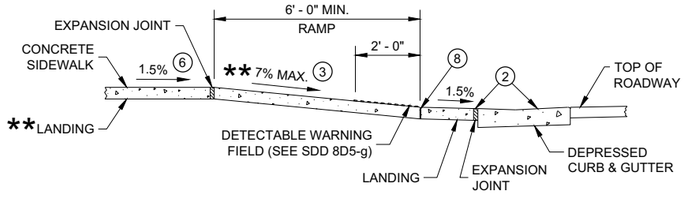

**ISOMETRIC VIEW FOR TYPE 4A**




**ISOMETRIC VIEW FOR TYPE 4A1**




**SECTION C - C FOR TYPE 4A**




**SECTION B - B FOR TYPE 4A AND TYPE 4A1**

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

**CURB RAMPS**
**TYPE 4A AND 4A1**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

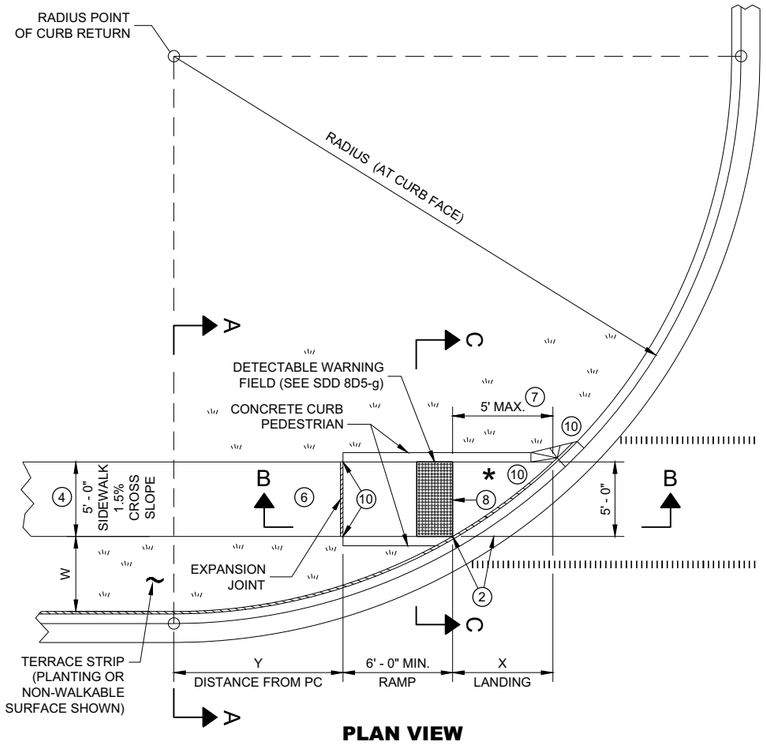




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SDD 08D05 - 20c




**PLAN VIEW**

**CURB RAMP TYPE 4B**

| RADIUS (AT CURB FACE) | W = 3' - 0" | | W = 4' - 0" | | W = 5' - 0" | | W = 6' - 0" | | W = 7' - 0" | | W = 8' - 0" | | W = 9' - 0" | | W = 10' - 0" | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | X | Y | X | Y | X | Y | X | Y | X | Y | X | Y | X | Y | X | Y |
| 10 FEET | 2' - 10 ¼" | 0' - 5" | 2' - 1" | 1' - 4 ½" | 1' - 5" | 2' - 1" | 0' - 10" | 2' - 7 ½" | 0' - 3 ¼" | 3' - 0 ¼" | | | | | | |
| 15 FEET | 4' - 6 ¾" | 2' - 1 ¾" | 3' - 9" | 3' - 5 ¾" | 3' - 1 ¼" | 4' - 6" | 2' - 6 ¾" | 5' - 4 ½" | 2' - 1" | 6' - 1" | 1' - 8" | 6' - 8 ½" | 1' - 3 ¼" | 7' - 2 ½" | 0' - 10 ¾" | 7' - 7 ¼" |
| 20 FEET | 5' - 9 ¾" | 3' - 6 ½" | 4' - 11 ½" | 5' - 1 ¾" | 4' - 3 ¼" | 6' - 5 ½" | 3' - 8 ¾" | 7' - 7" | 3' - 3" | 8' - 6 ½" | 2' - 10" | 9' - 4 ½" | 2' - 5 ½" | 10' - 1 ¼" | 2' - 1 ¼" | 10' - 9" |
| 30 FEET | | | 6' - 9 ¼" | 7' - 11 ¼" | 6' - 0 ¼" | 9' - 8" | 5' - 5" | 11' - 1 ¾" | 4' - 10 ¾" | 12' - 5 ¾" | 4' - 5 ½" | 13' - 7 ¾" | 4' - 0 ¾" | 14' - 8 ½" | 3' - 8 ½" | 15' - 8 ¼" |
| 40 FEET | | | | | | | | | 6' - 1 ¾" | 15' - 8 ½" | 5' - 8" | 17' - 2" | 5' - 3" | 18' - 5 ¾" | 4' - 10 ¾" | 19' - 8 ¼" |
| 50 FEET | | | | | | | | | | | | | | | 5' - 10 ¼" | 23' - 2" |

INTERMEDIATE RADII CAN BE INTERPOLATED
DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH
DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH

## LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

## GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

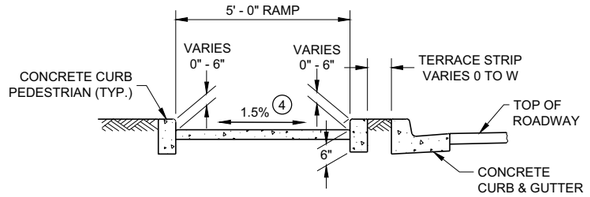
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

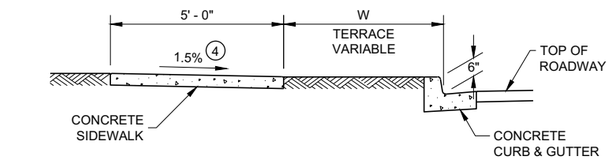
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

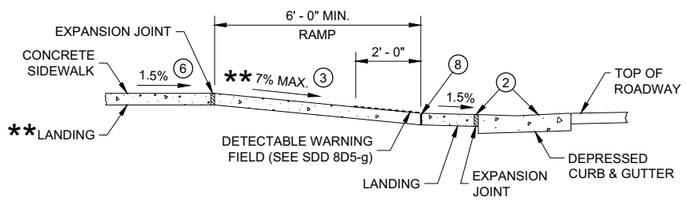
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.




**SECTION C - C FOR TYPE 4B**



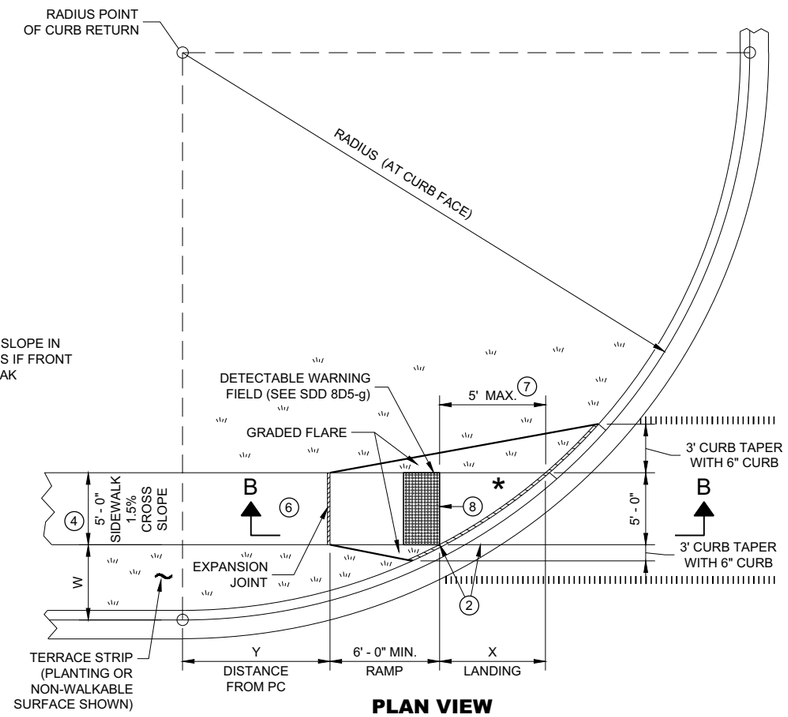

**SECTION A - A FOR TYPE 4B**




**SECTION B - B FOR TYPE 4B AND TYPE 4B1**

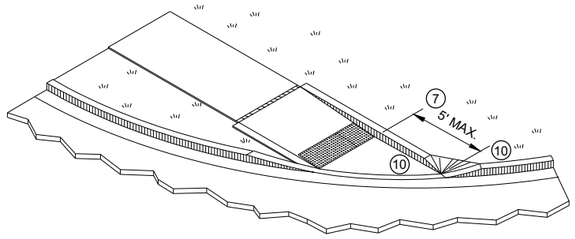
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

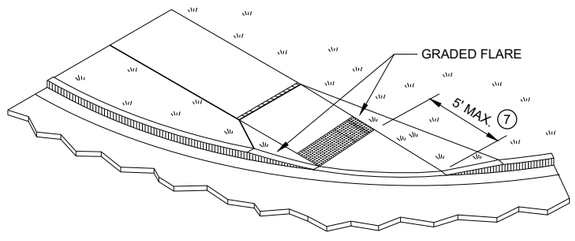



**PLAN VIEW**

**CURB RAMP TYPE 4B1**




**ISOMETRIC VIEW FOR TYPE 4B**




**ISOMETRIC VIEW FOR TYPE 4B1**

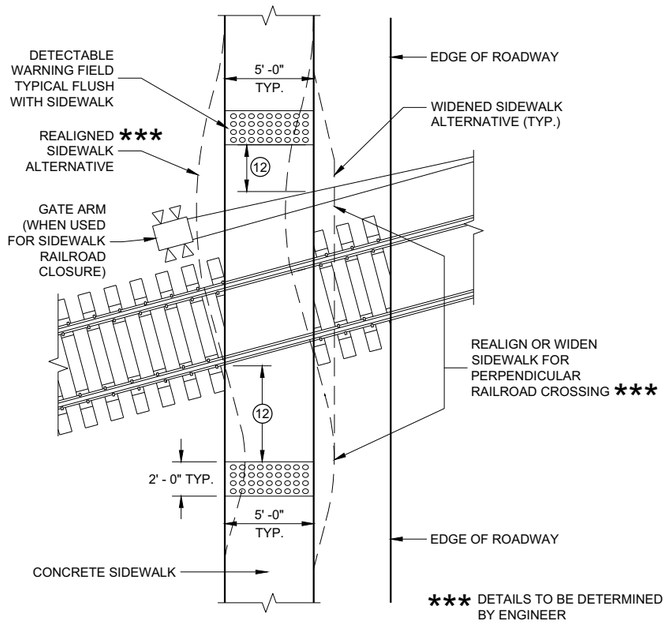
**CURB RAMPS TYPE 4B AND 4B1**

STATE OF WISCONSIN
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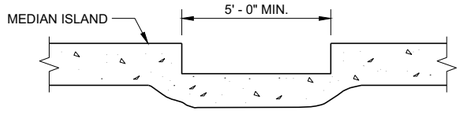

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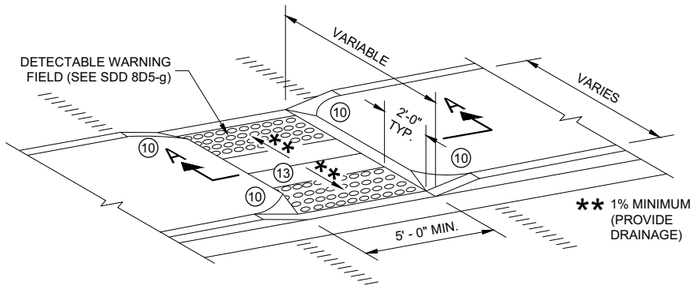



## CURB RAMP TYPE 8

### DETECTABLE WARNINGS AT RAILROAD CROSSING




## SECTION A - A FOR TYPE 5




## CURB RAMP TYPE 5

### MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

## GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

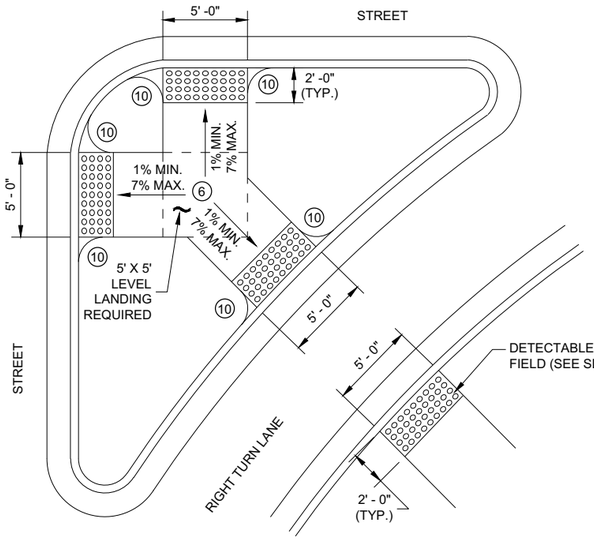
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

## LEGEND

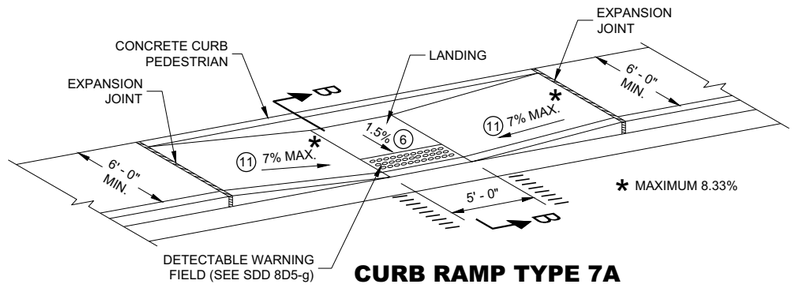
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)




## CURB RAMP TYPE 6

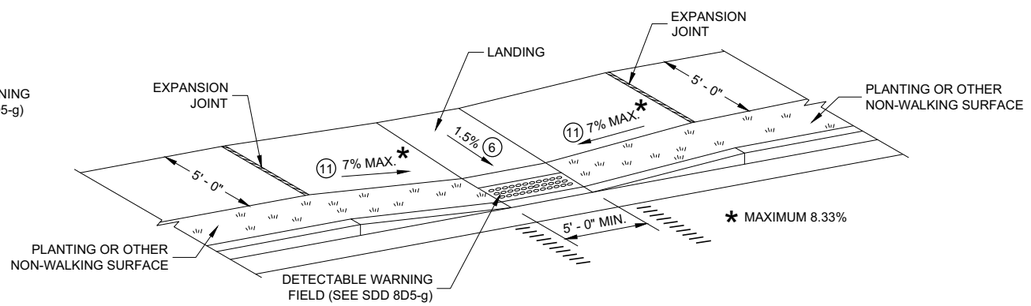
### DETECTABLE WARNING AT ISLANDS

REFER TO GENERAL NOTES (2) AND (3) FOR ALL ISLAND CURB RAMPS




## CURB RAMP TYPE 7A

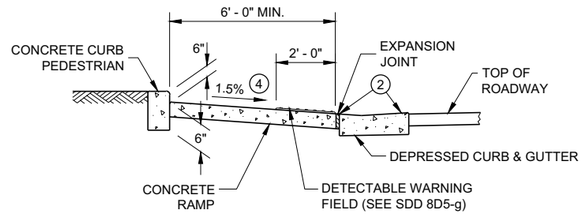
### MID BLOCK CROSSING




## CURB RAMP TYPE 7B

### MID BLOCK CROSSING

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.




## SECTION B - B FOR TYPE 7A

**CURB RAMPS TYPE 5, 6, 7A, 7B & 8**

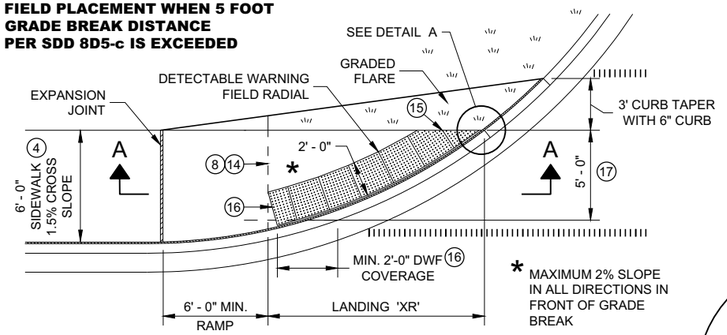
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DEPARTMENT OF TRANSPORTATION



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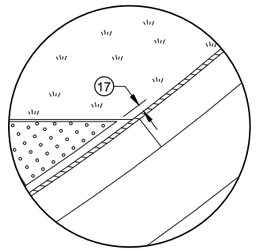
**RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED**



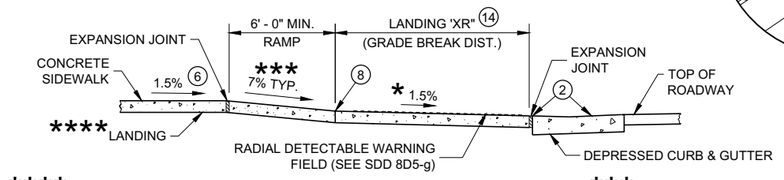

**PLAN VIEW**

## CURB RAMP TYPE 4A1

**(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**



**DETAIL A**

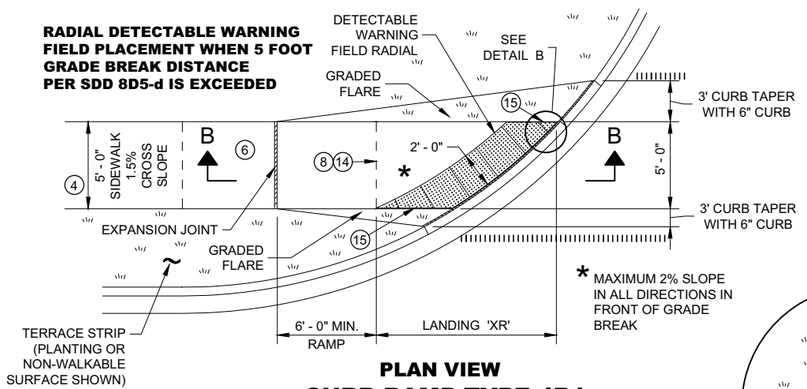



**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

**SECTION A - A FOR TYPE 4A1**

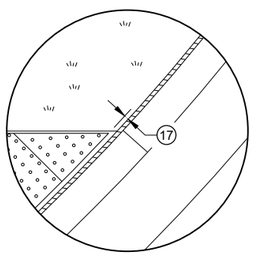
**RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED**



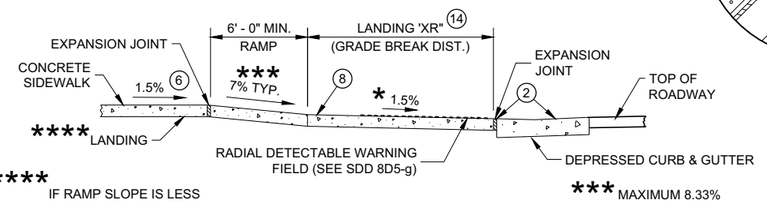

**PLAN VIEW**

## CURB RAMP TYPE 4B1

**(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**



**DETAIL B**




**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

**SECTION B - B FOR TYPE 4B1**

## LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

## GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AD ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

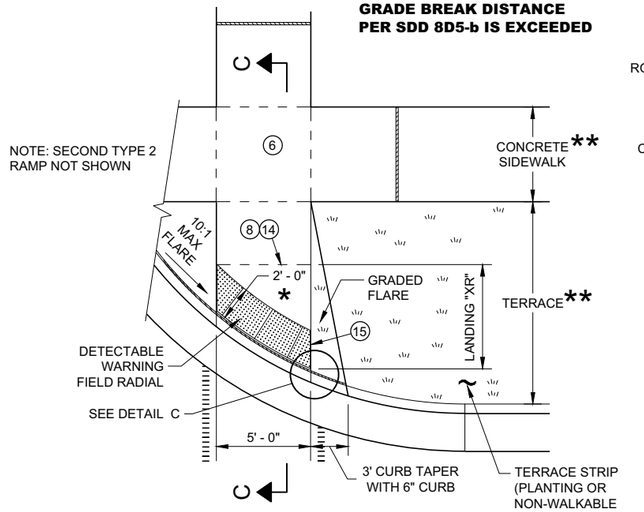
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

(17) A MAXIMUM 3 INCH CONCRETE BORDER WITH IS ALLOWABLE IN FROM OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

**RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-b IS EXCEEDED**

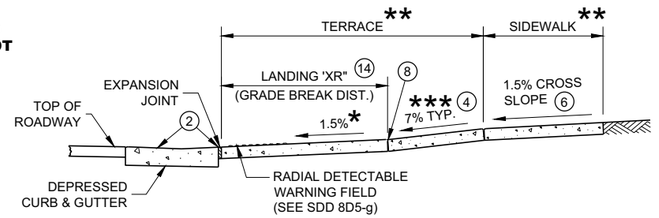



**PLAN VIEW**

## CURB RAMP TYPE 2

**(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**

**(ON LINE WITH SIDEWALK)**

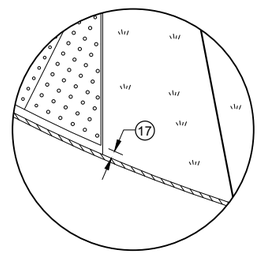



**SECTION C - C FOR TYPE 2**

* MAXIMUM 2% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%



**DETAIL C**

**CURB RAMPS**
**RADIAL DETECTABLE WARNING FIELD APPLICATIONS**

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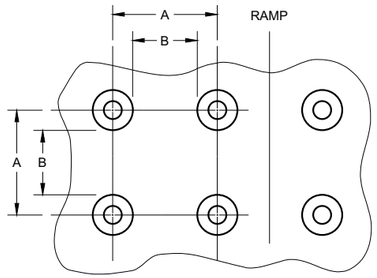
SDD 08D05 - 20f

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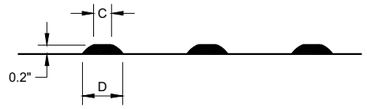
SDD 08D05 - 20f

| | MIN. | MAX. |
|---|---|---|
| A | 1.6" | 2.4" |
| B | 0.65" | 1.5" |
| C | * | * |
| D | 0.9" | 1.4" |

* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.

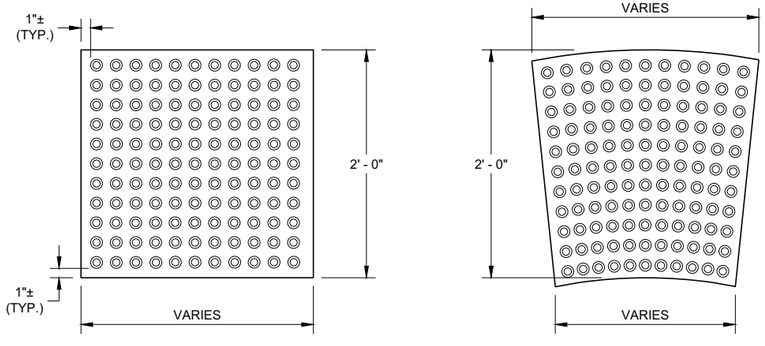



**PLAN VIEW**




**ELEVATION VIEW**

## TRUNCATED DOMES
### DETECTABLE WARNING PATTERN DETAIL




**RECTANGULAR PLATES**

**RADIAL PLATES**

**PLAN VIEW**
**DETECTABLE WARNING FIELDS (TYPICAL)**

## GENERAL NOTES

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AT A CURB RAMP SHALL BE FROM THE SAME MANUFACTURER.

PLACE ALL DETECTABLE WARNING FIELD SYSTEMS IN ACCORDANCE TO THE MANUFACTURER'S RECOMMENDATION.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

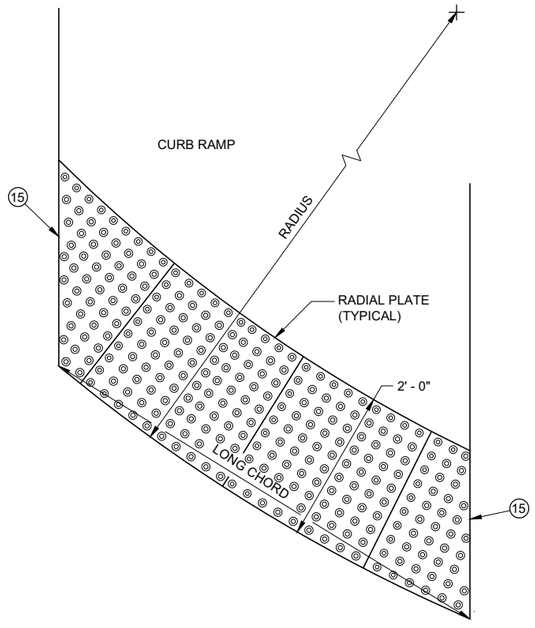
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE. FOLLOW MANUFACTURER'S RECOMMENDATIONS.

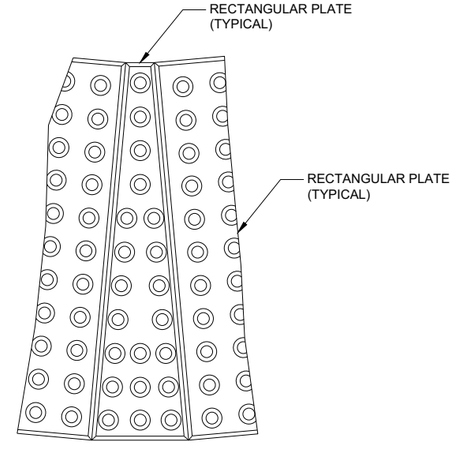
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.




**PLAN VIEW**
**RADIAL DETECTABLE WARNING FIELD ATTRIBUTES**




**PLAN VIEW**
**RADIAL WEDGE PLATE CONNECTION DETAIL**

**CURB RAMPS**
**RECTANGULAR AND RADIAL**
**DETECTABLE WARNING PLATES**

STATE OF WISCONSIN
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APPROVED
May 2019
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

FHWA

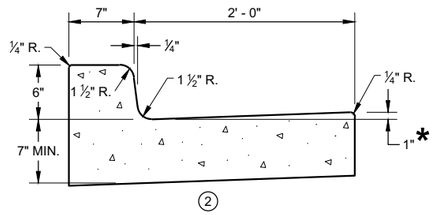


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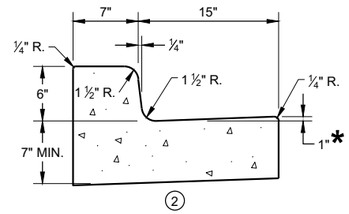
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SDD 08D05 - 20g

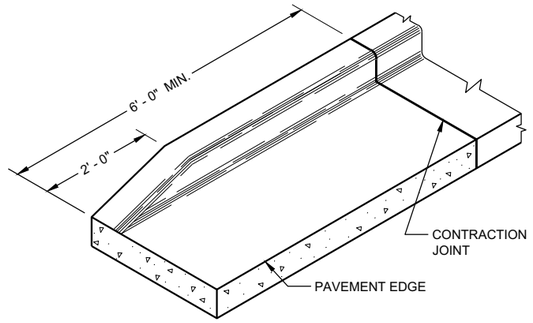



## CONCRETE CURB AND GUTTER 31" ①

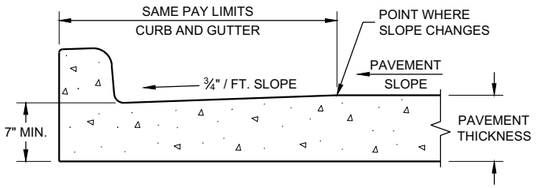
*TO BE MEASURED TO A MAXIMUM OF 3" WHERE DRAINAGE PROBLEMS EXIST.



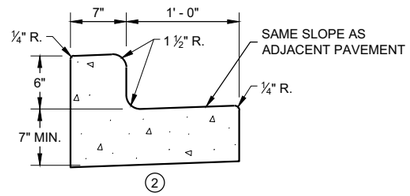

## CONCRETE CURB AND GUTTER 22" ①



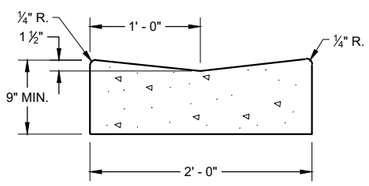

## END SECTIONCURB AND GUTTER



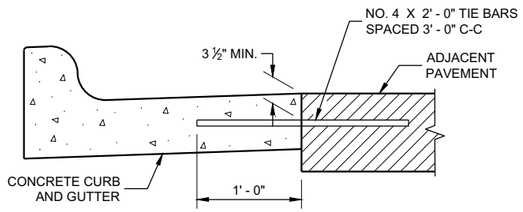

## PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB AND GUTTER



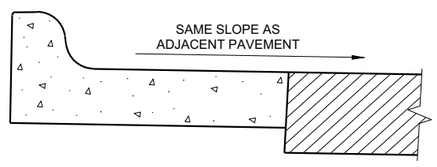

## CONCRETE CURB AND GUTTER 19" ①




## CONCRETE GUTTER 24" ①




## TYPICAL TIE BAR LOCATION ①




## HIGH SIDE SECTION ③

(TYPICAL FOR ALL CURB & GUTTER TYPES)

## GENERAL NOTES

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

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

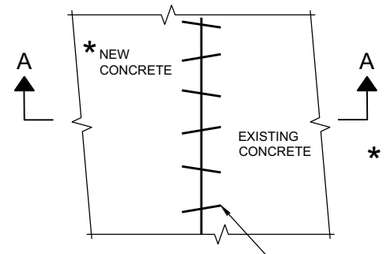
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE COURSE AND UNCLASSIFIED EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

① WHEN PLACED ADJACENT TO NEW CONCRETE, TIE BARS ARE REQUITED FOR CURB AND GUTTER 31", 22", 19" AND CONCRETE GUTTER 24".

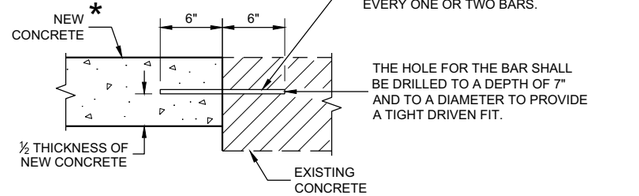
② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE COURSE PROVIDED A 7" MINIMUM GUTTER THICKNESS IS MAINTAINED.

③ WHEN HIGH SIDE CURB SECTION IS REQUIRED, THE LOCATION(S) WILL BE NOTED ON THE PLANS




## PLAN VIEW

*EXISTING AND NEW CONCRETE MAY BE CURB AND GUTTER, SURFACE DRAINS, PAVEMENT OR OTHER CONCRETE STRUCTURE.




## SECTION A - A

## PAVEMENT TIES

**CONCRETE GUTTER, CURB AND GUTTER AND PAVEMENT TIES**

**(For Optional use in Milwaukee Co. Only)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

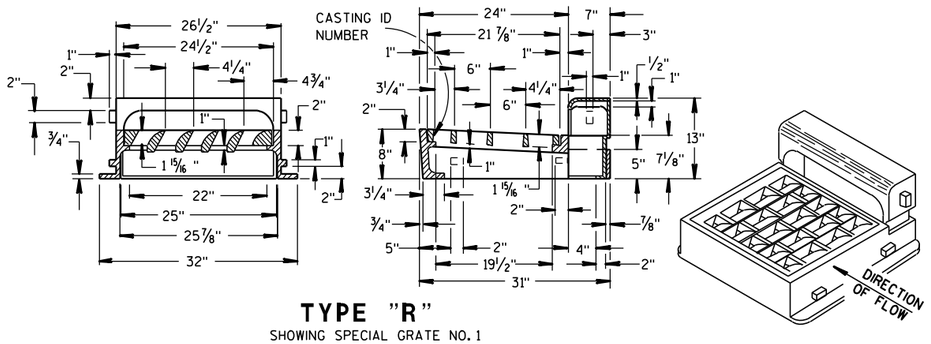


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SDD 08D16 - 11

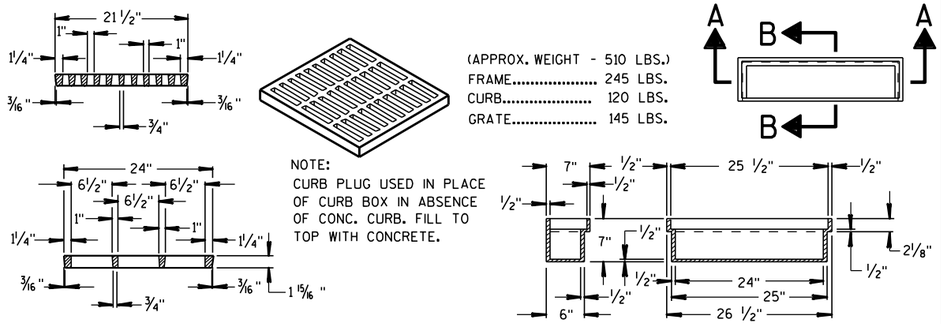
SDD 08D16 - 11

# INLET COVERS




## TYPE "R"

SHOWING SPECIAL GRATE NO. 1
(TO BE NOTED AS R-1 IN DRAINAGE TABLE)



(APPROX. WEIGHT - 510 LBS.)
FRAME..... 245 LBS.
CURB..... 120 LBS.
GRATE..... 145 LBS.

NOTE:
CURB PLUG USED IN PLACE OF CURB BOX IN ABSENCE OF CONC. CURB. FILL TO TOP WITH CONCRETE.

## GRATE FOR TYPE "R" INLET COVER

(GRATE..... 150 LBS.)
(TO BE USED UNLESS OTHERWISE NOTED IN DRAINAGE TABLE)



SECTION B-B

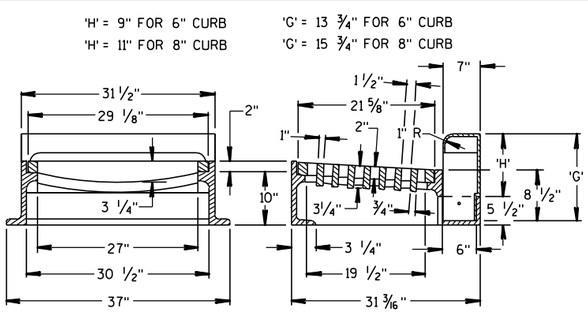


SECTION A-A

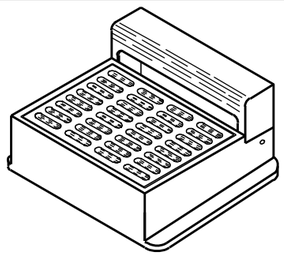
## SPECIAL CURB PLUG "P"

(CURB PLUG..... 85 LBS.)
(TO BE NOTED AS R-P IN DRAINAGE TABLE)

'H' = 9" FOR 6" CURB
'H' = 11" FOR 8" CURB
'G' = 13 3/4" FOR 6" CURB
'G' = 15 3/4" FOR 8" CURB

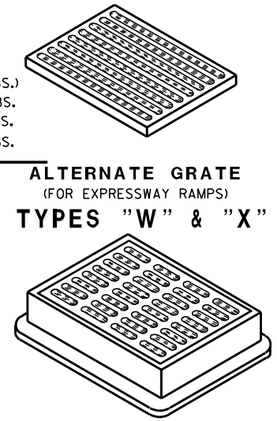


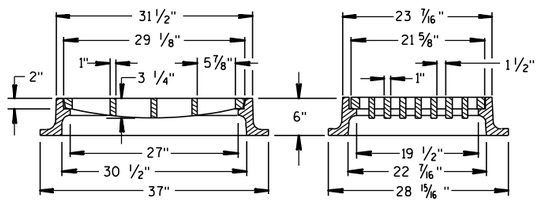
## TYPE "W"



(APPROX. WEIGHT - 670 LBS.)
FRAME..... 350 LBS.
CURB BOX..... 135 LBS.
GRATE..... 185 LBS.

ALTERNATE GRATE
(FOR EXPRESSWAY RAMPS)
TYPES "W" & "X"

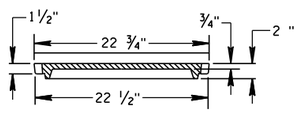




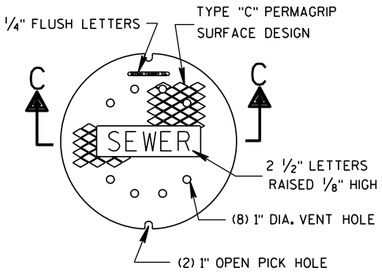
## TYPE "X"

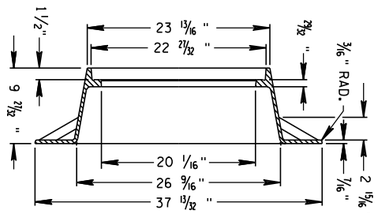
(APPROX. WEIGHT - 470 LBS.)

# MANHOLE COVER



SECTION C-C

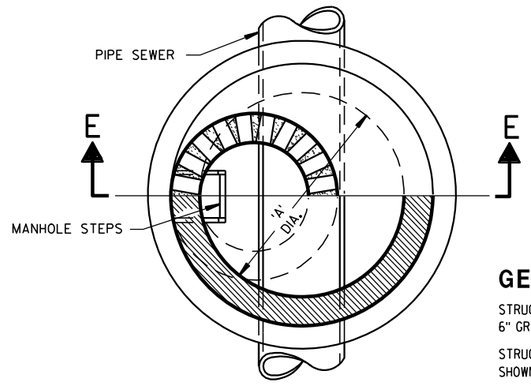


## TYPE "Q"

(APPROX. WEIGHT - 290 LBS.)

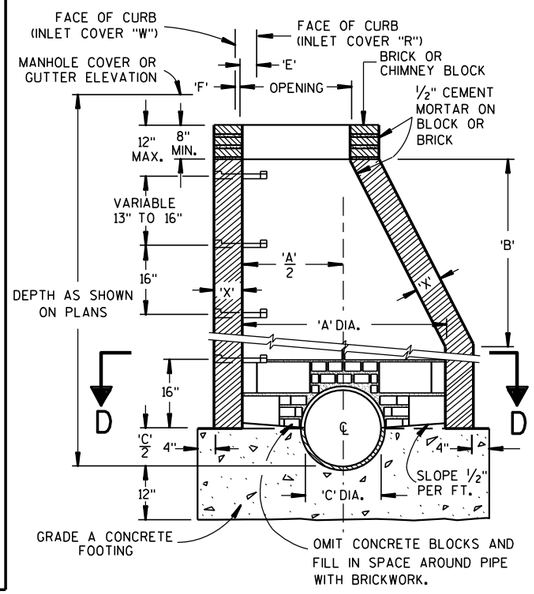
# MANHOLE



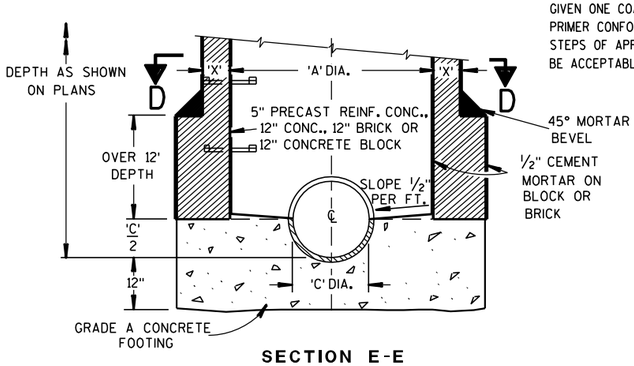

HALF SECTION D-D

## TABLE OF OPENING DIMENSIONS

| COVER TYPE | COVER DESCRIPTION | OPENING | 'E' | 'F' |
|---|---|---|---|---|
| "O" | ROUND | 2'-2" DIA. | — | — |
| "W" | CURB BOX | 1'-8" X 2'-6" | — | 1" |
| "X" | INLET | 1'-10" X 2'-6" | — | — |
| "R" | CURB BOX | 2'-0" X 2'-1" | 4" | — |




SECTION E-E




SECTION E-E

TYPES 11, 12, 13 & 14

## TABLE OF DIMENSIONS

| TYPE | 'A' | 'B' | 'C' |
|---|---|---|---|
| 11 | 3'-6" | 2'-8" | 12" - 36"* |
| 12 | 4'-0" | 3'-8" | 12" - 42"** |
| 13 | 5'-0" | 5'-8" | 42" - 48" |
| 14 | 6'-0" | 7'-8" | 54" - 60" |

* 12" - 21" FOR PRECAST MANHOLES
** 12" - 24" FOR PRECAST MANHOLES

THE FIRST STEP SHALL BE PLACED 16" ABOVE THE BENCH.

## GENERAL NOTES

STRUCTURE WALL THICKNESS 'X' TO BE 8" BRICK, 6" CONCRETE BLOCK, 6" GRADE A CONCRETE OR 5" PRECAST REINFORCED CONCRETE.

STRUCTURE FOOTINGS ARE TO BE GRADE A CONCRETE OF THE THICKNESS SHOWN IN THE DETAIL OR 5" PRECAST REINFORCED CONCRETE.

REINFORCEMENT FOR 5" PRECAST REINFORCED CONCRETE SHALL BE 6" X 6" W16 X W16 WELDED SREEL WIRE FABRIC AND SHALL BE EMBEDDED 2" CLEAR.

PRECAST INLET UNITS AND BASES SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

PRECAST CONCRETE FLAT SLAB TOPS MAY BE USED ON THE STRUCTURES. THE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

PRECAST REINFORCED BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6" IN DEPTH, WHICH MEETS THE REQUIREMENTS FOR GRANULAR BACK-FILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

SET FRAME ELEVATION 0.03 FT. LOWER THAN ELEVATION INDICATED ON THE PLANS.

THE CONTRACTOR MAY FORM AND POUR MONOLITHIC CONCRETE INVERT PROVIDED THE PIPE ENDS ARE EXTENDED INTO THE M.H. AND NOT TERMINATED WITHIN THE M.H. WALLS.

MANHOLE STEPS

STEPS MEETING THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH; 16 INCH C-C MAX. SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM WALL EMBEDMENT OF 3 INCHES IN PRECAST MANHOLE AND 6 INCHES IN 8 INCH BRICK OR 6 INCH BLOCK MANHOLE; TREAD OF STEP SHALL HAVE A NON-SKID SURFACE AND BE FLANKED BY CLEATS, WITH A MINIMUM OF 10 INCHES CLEAR BETWEEN CLEATS, TO PREVENT FOOT SLIPPING OFF THE EDGE CLEATS SHALL BE A MINIMUM OF 3/4 INCH HIGH BY 3/4 INCH WIDE HAVING A MINIMUM THICKNESS OF 5/8 INCH. STEPS SHALL BE CAPABLE OF SUPPORTING A CONCENTRATED LOAD OF 300 LBS. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

SOLID ALUMINUM STEPS SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 0.75 INCH. ALUMINUM SURFACES TO BE EMBEDDED IN CONCRETE SHALL BE GIVEN ONE COAT OF SUITABLE QUALITY PAINT, SUCH AS ZINC CHROMATE PRIMER CONFORMING TO FEDERAL SPECIFICATION TT-P-645 OR EQUIVALENT. STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCING BAR WILL BE ACCEPTABLE.

# MANHOLES, MANHOLE & INLET COVERS

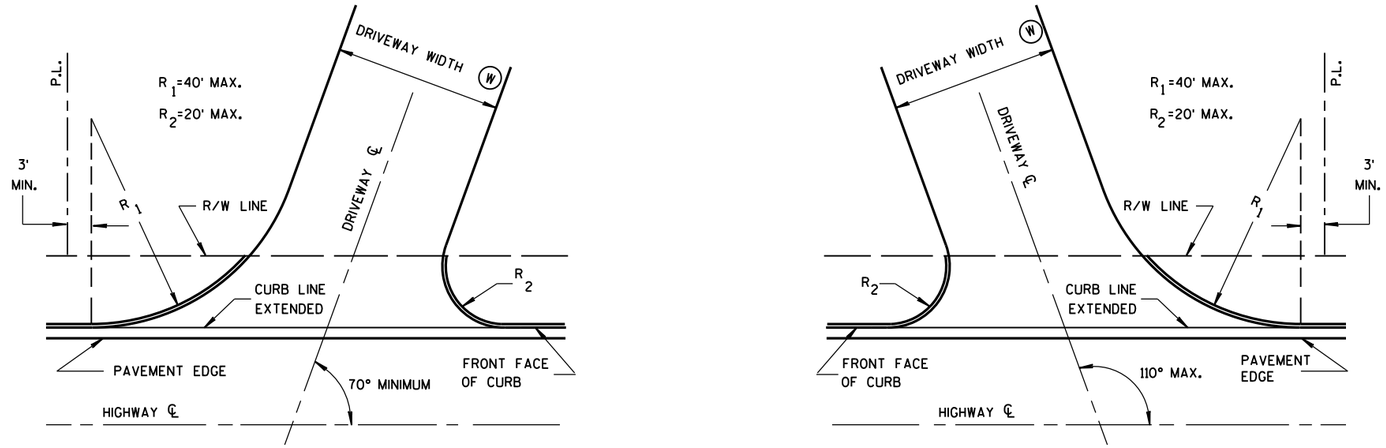
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/12/2011 — DATE
/S/ Jerry H. Zogg — ROADSIDE STANDARDS ENGINEER
FHWA




6

S.D.D. 8 D 17-6

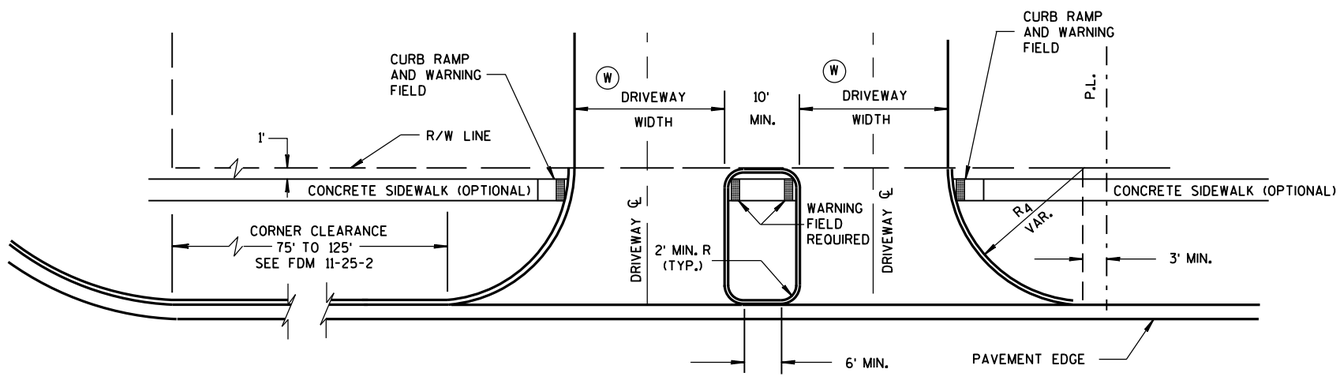






## SKEWED DRIVEWAY DETAILS
## (COMMERCIAL AND NON-COMMERCIAL)

SIDEWALK NOT SHOWN




## DRIVEWAY LOCATION AND SPACING DETAILS

SIDEWALK SHOWN

### NOTES

A MAXIMUM RADIUS OF 10 FEET SHALL BE USED FOR NON-COMMERCIAL PRIVATE ENTRANCES. RADII FOR COMMERCIAL DRIVEWAYS SHALL BE DETERMINED BY THE ENGINEER BASED ON TRAFFIC AND DRIVEWAY PERMIT RESTRICTIONS.

THE MINIMUM ANGLE OF INTERSECTION BETWEEN THE DRIVEWAY AND HIGHWAY CENTERLINES SHALL BE 70°.

ALL CURVILINEAR PRIVATE ENTRANCE OUTLINES SHALL BE CONTAINED WITHIN THE HIGHWAY R/W.

NO DRIVEWAY SHALL BE BUILT WITHIN 3 FEET OF THE PROPERTY LINE EXCEPT FOR EXISTING JOINT DRIVEWAY SHARED BY TWO OWNERS.

Ⓦ DRIVEWAY WIDTHS:

COMMERCIAL - 35' MAX., 16' MIN.

RESIDENTIAL AND NON-COMMERCIAL - 24' MAX., 12' MIN.

**DRIVEWAYS WITH CURB & GUTTER RETURNS**

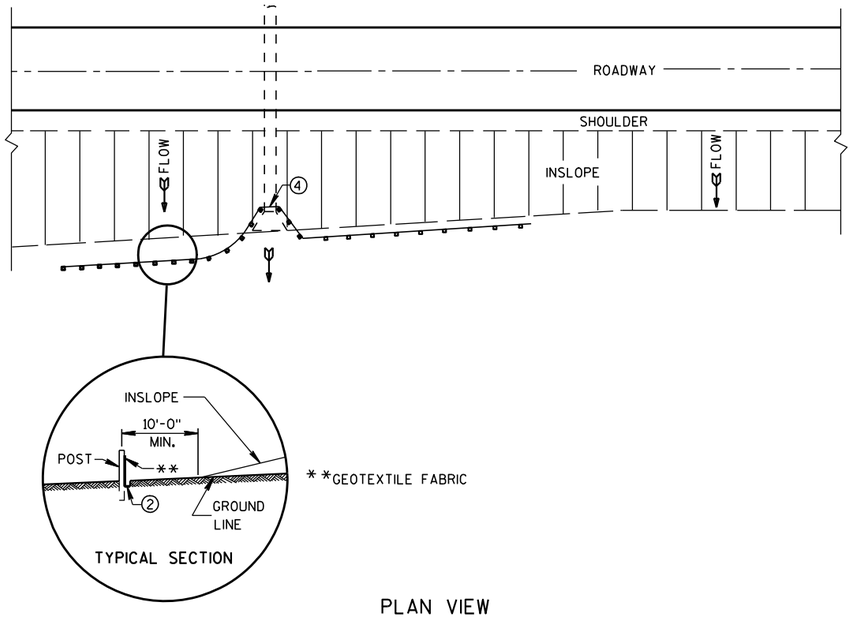
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December, 2016 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERV
ENT
FHWA



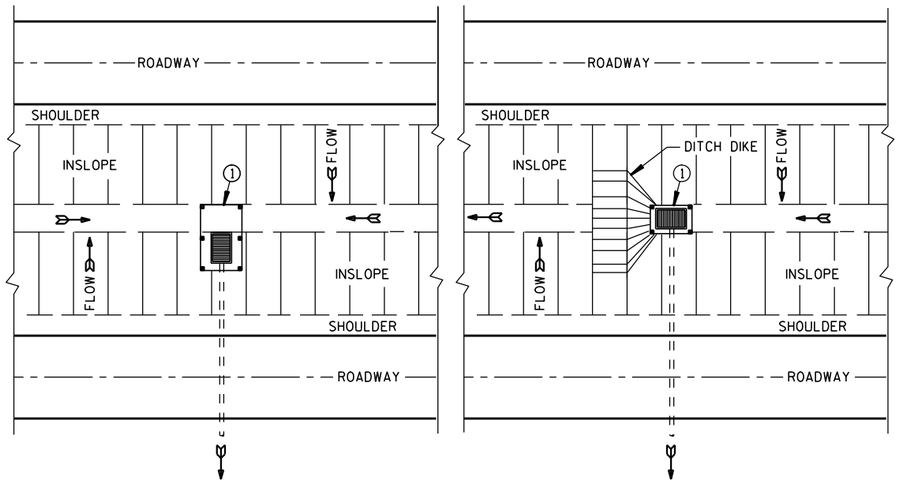

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S.D.D. 8 D 20-1




PLAN VIEW

## TYPICAL APPLICATION OF SILT FENCE



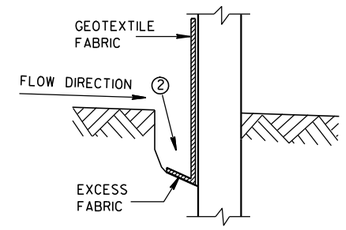

PLAN VIEW

## SILT FENCE AT MEDIAN SURFACE DRAINS

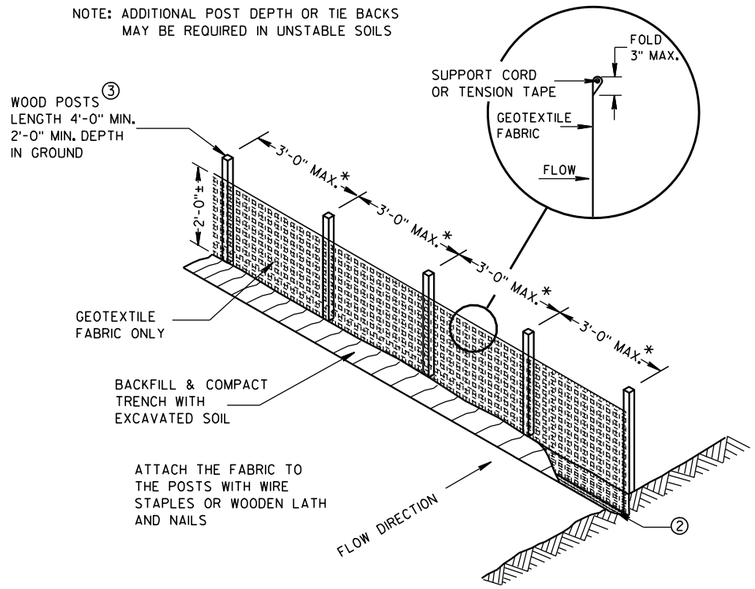
## GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

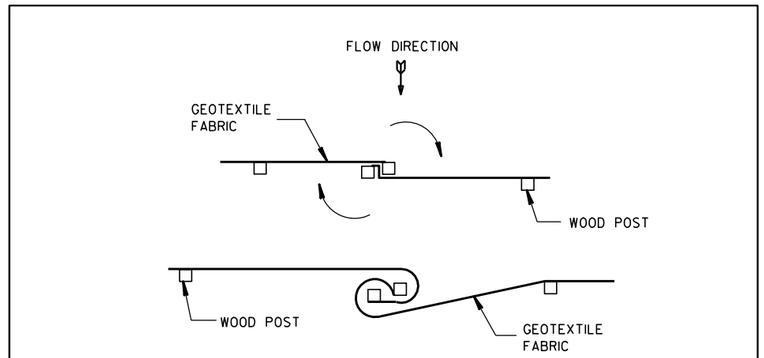
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



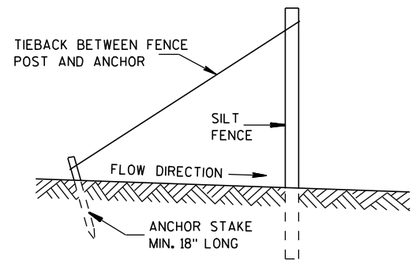

## TRENCH DETAIL




## SILT FENCE




## JOINING TWO LENGTHS OF SILT FENCE 5




## SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

**SILT FENCE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

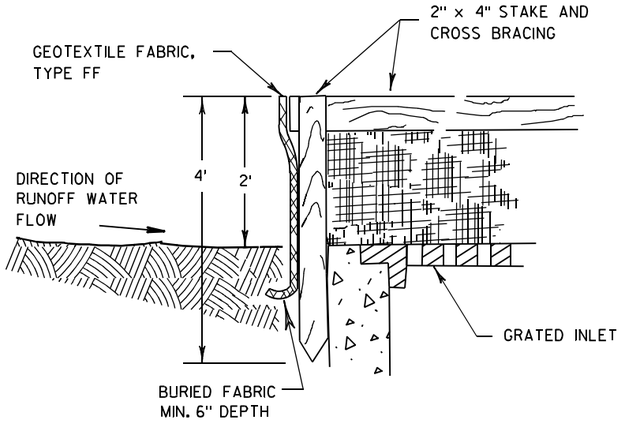


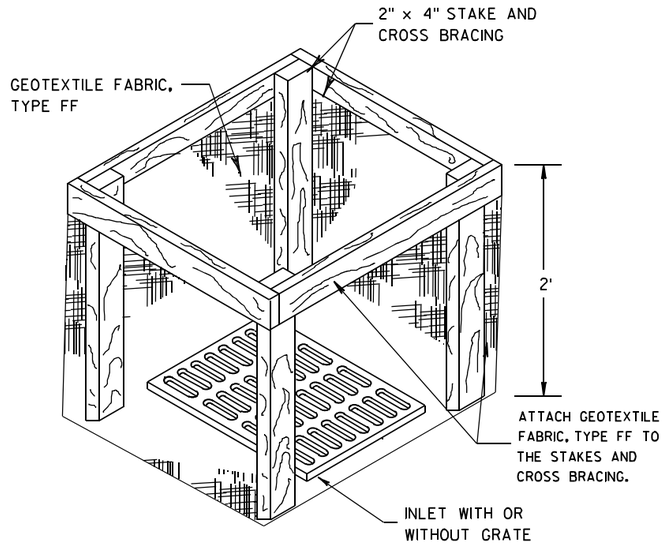
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S.D.D. 8 E 9-6

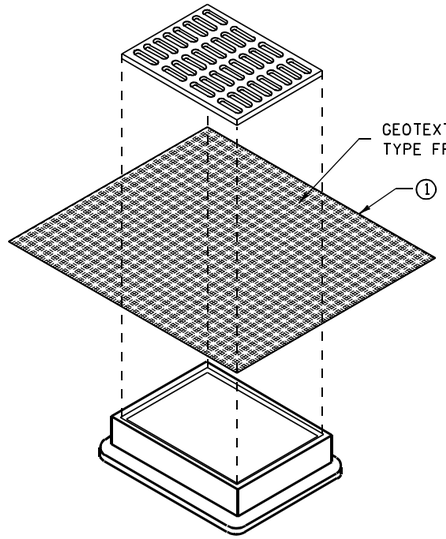
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S.D.D. 8 E 9-6



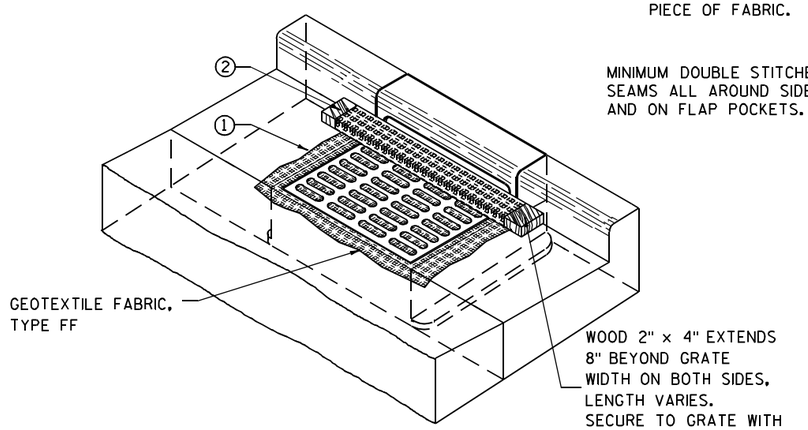




## INLET PROTECTION, TYPE A

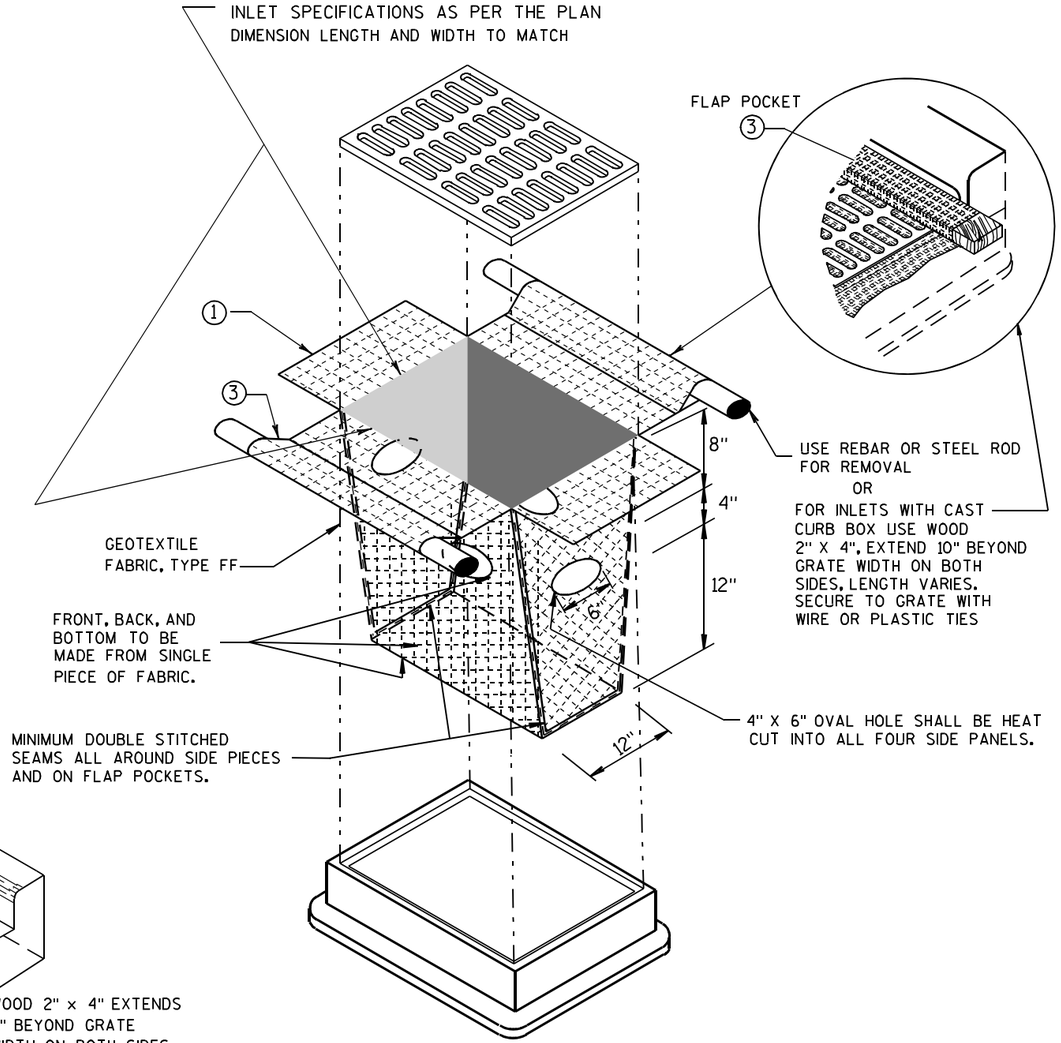



## INLET PROTECTION, TYPE B
## (WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)




## INLET PROTECTION, TYPE C (WITH CURB BOX)




## INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ② )

## GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

## INSTALLATION NOTES

### TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

### TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

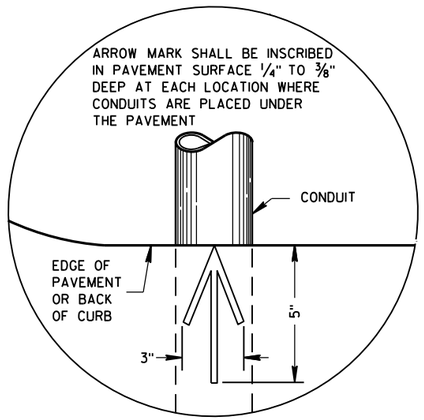
**INLET PROTECTION**
**TYPE A, B, C, AND D**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

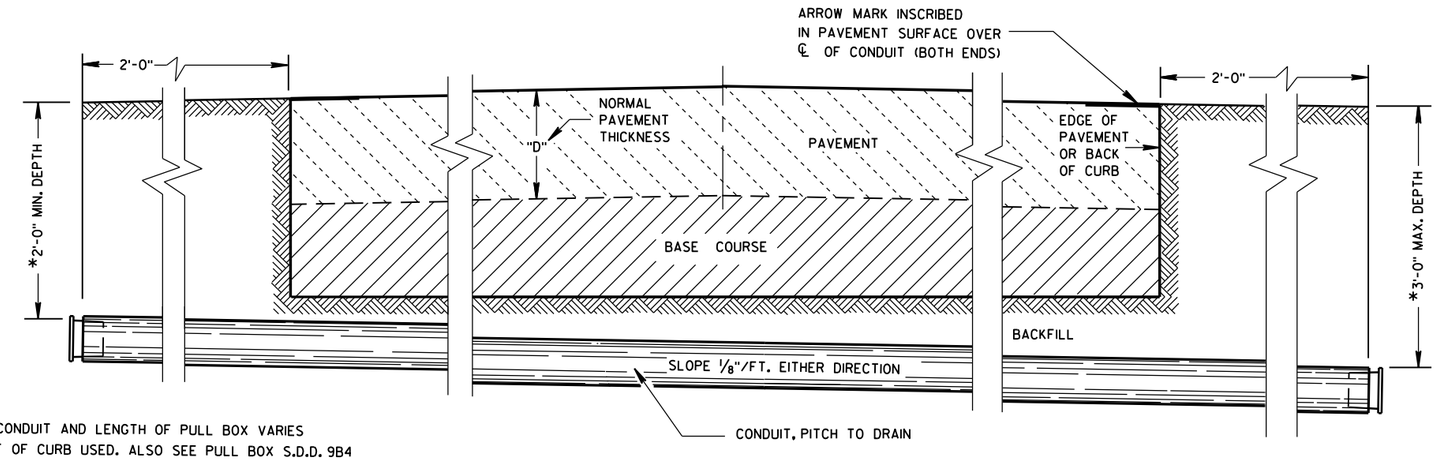



6
S.D.D. 8 E 10-2




**PLAN VIEW**

## ARROW MARK




*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

**SIDE ELEVATION**

## DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

## GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

# CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

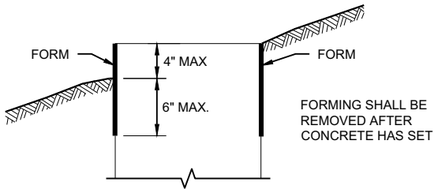
APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA




6

S.D.D. 9 B 2-10

FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE




**FORMING DETAIL**

| QUANTITY REQUIREMENTS | CONCRETE BASE TYPE | | |
|---|---|---|---|
| | 1 | 2 | 5 & 6 |
| APPROX. CUBIC YARDS OF CONCRETE | 0.40 | 0.57 | 0.40 |
| LBS. OF HOOP BAR STEEL | NONE | 23 | 16 |
| LBS. OF VERTICAL BAR STEEL | NONE | 60 | 18 |

# GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FRO FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION.

WHEN REQUIRED TO CONNECT NON-METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 2, TYPE 5 AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER ALL BASE TYPES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

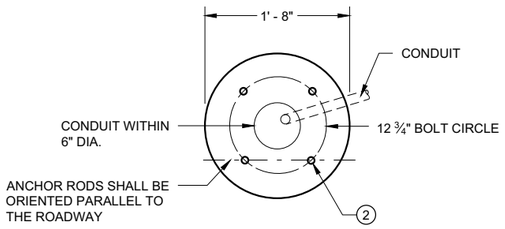
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

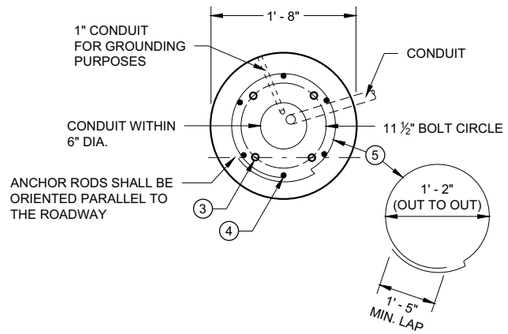
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

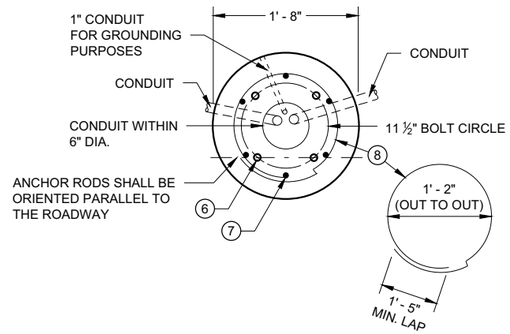
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).




1 THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

2 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

3 (4) 1" DIA. X 5' - 0" ANCHOR RODS.

4 (6) NO. 6 X 6' - 8" BAR STEEL REINFORCEMENT.

5 (7) NO. 4 X 5' - 1" BAR STEEL REINFORCEMENT @ 1' - 0" C - C.

6 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

7 (6) NO. 4 X 4' - 8" BAR STEEL REINFORCEMENT.

8 (5) NO. 4 X 5' - 1" BAR STELL REINFORCEMENT @ 1' - 0" C -C.

9 EXOTHERMIC CONNECTION TO EUIPMENT GROUNDING CONDUCTOR

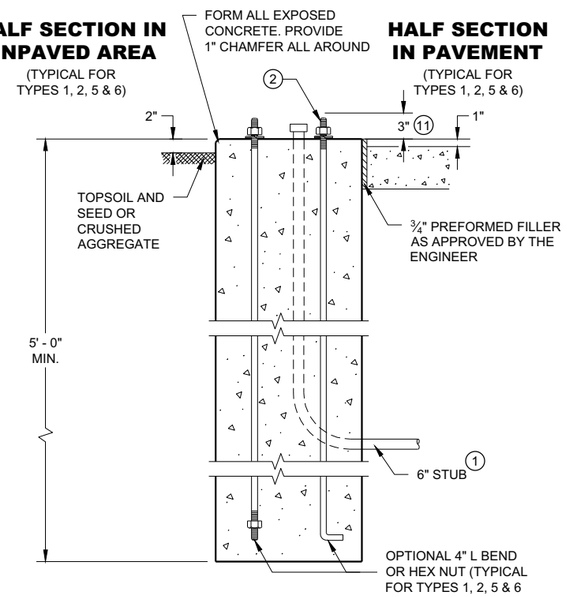
10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

11 ANY ANCHOR ROD PROJECTION SHORTER THAN 2 ¾" OR LONGER THAN 3 ¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

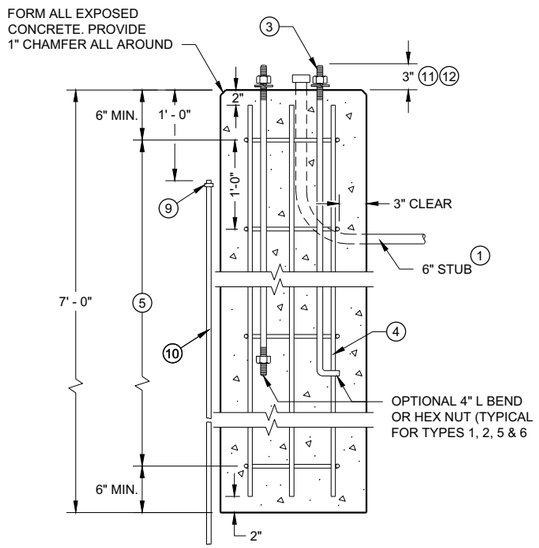
12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

**HALF SECTION IN UNPAVED AREA**
(TYPICAL FOR TYPES 1, 2, 5 & 6)

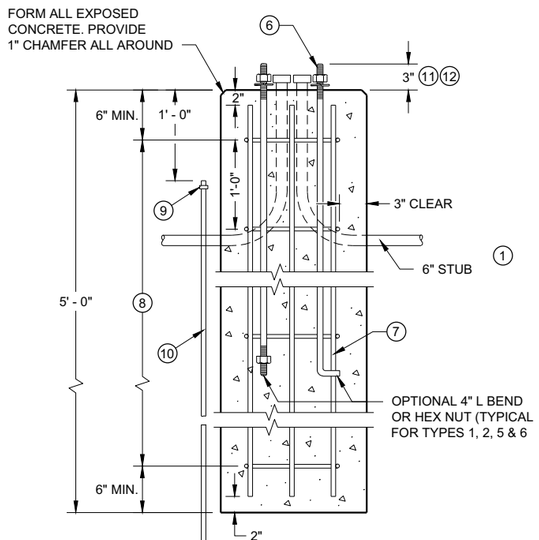
**HALF SECTION IN PAVEMENT**
(TYPICAL FOR TYPES 1, 2, 5 & 6)




**TYPE 1**




**TYPE 2**




**TYPE 5 & 6**

**CONCRETE BASES**

**CONCRETE BASES TYPES 1, 2, 5, & 6**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

## GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

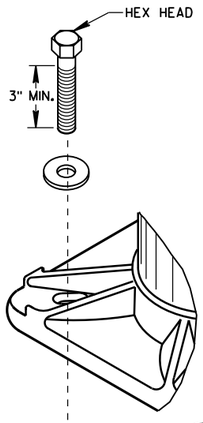
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

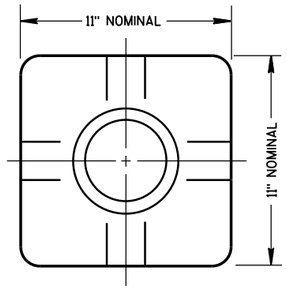
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

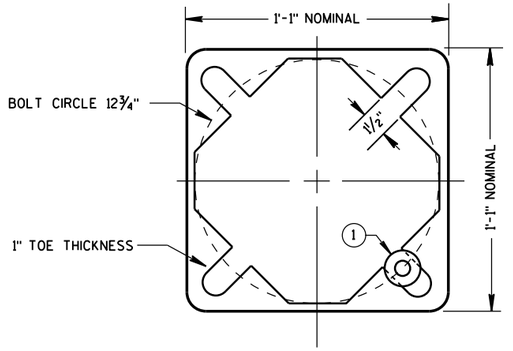
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

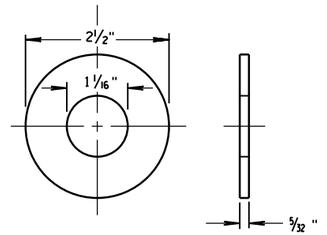



TOP VIEW
(PEDESTAL BASE)

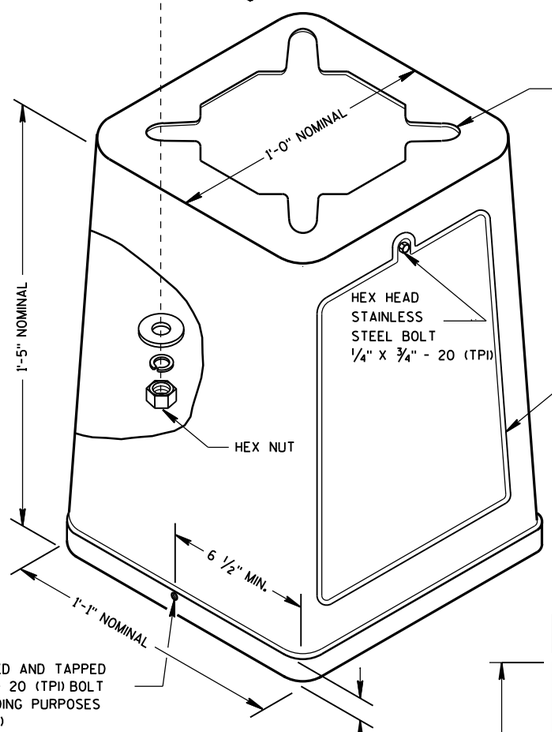



BOTTOM VIEW
(PEDESTAL BASE)

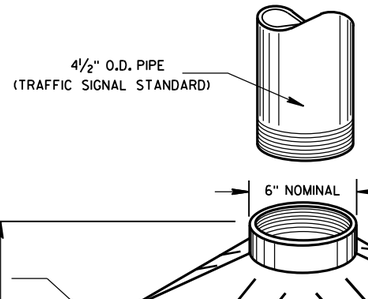


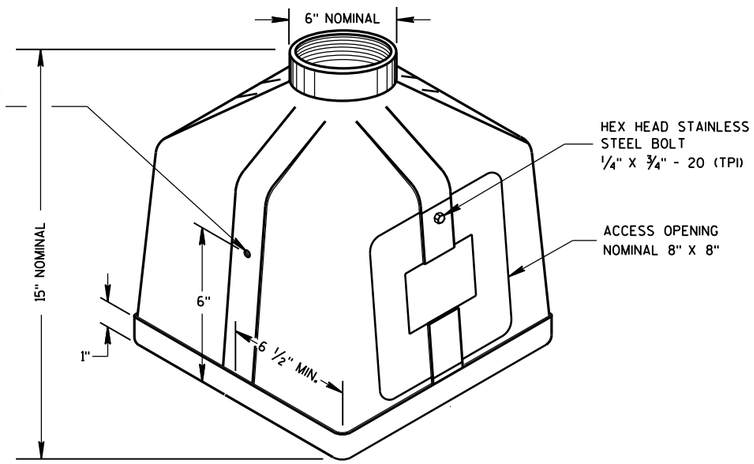

ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

**PEDESTAL BASE WASHER** (1)



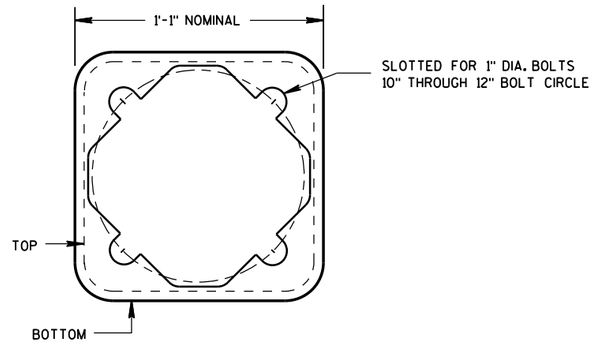

ISOMETRIC VIEW



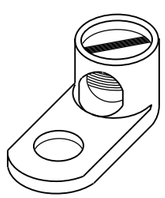




ISOMETRIC VIEW

**PEDESTAL BASE**




BOTTOM VIEW
(TRANSFORMER BASE)

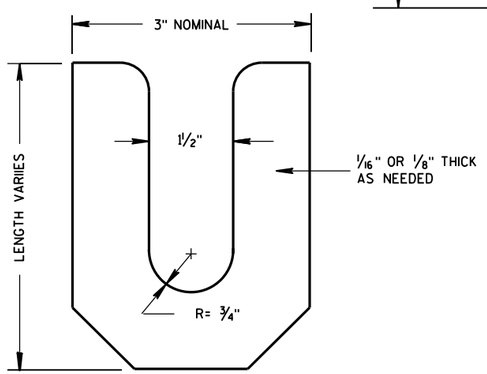


**TYPICAL MECHANICAL CONNECTOR LUG**

TO BE FURNISHED WITH EACH BASE

**TRANSFORMER BASE**

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES




**LEVELING SHIM**

**TRANSFORMER/PEDESTAL BASES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

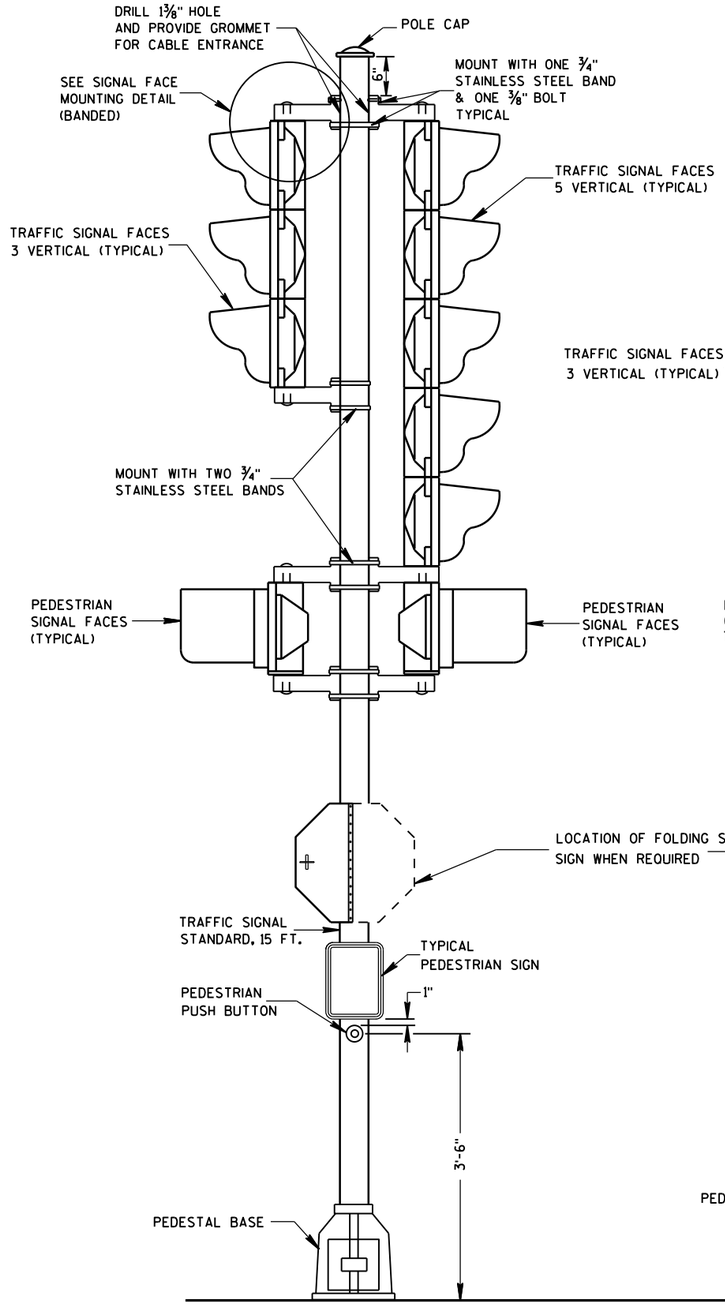


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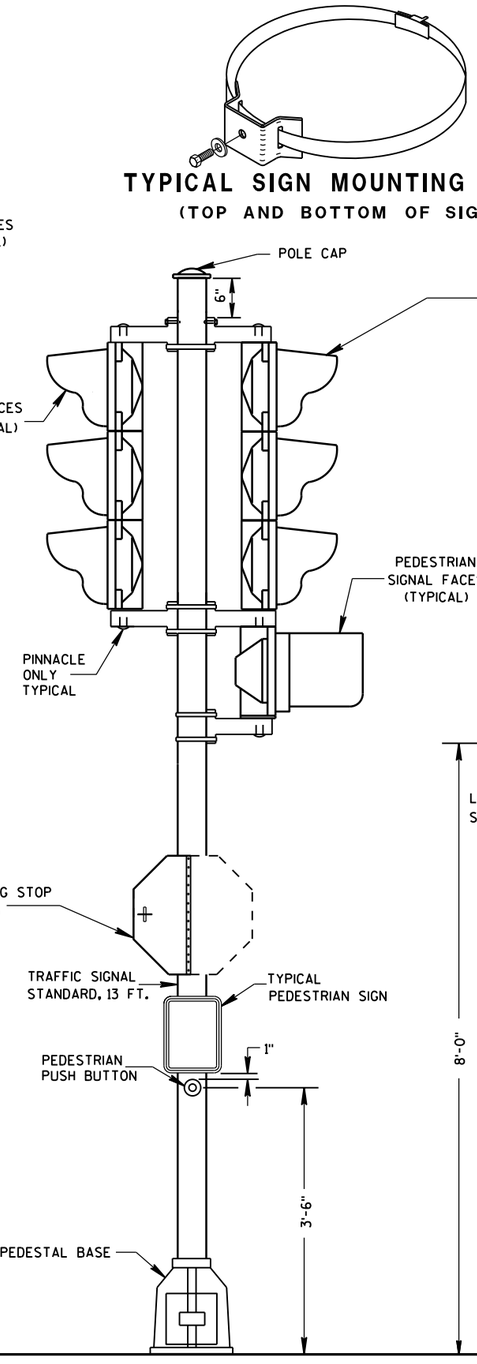
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S.D.D. 9 C 3-4

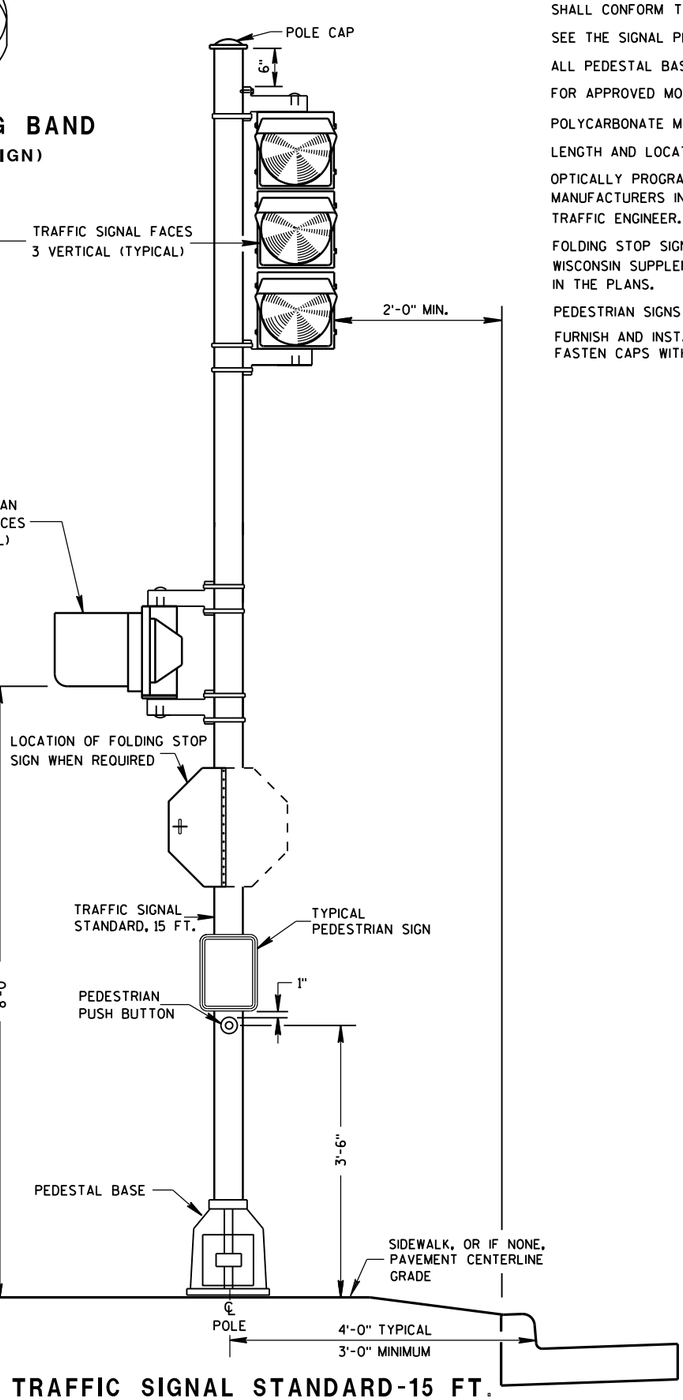



TRAFFIC SIGNAL STANDARD-15 FT.




TRAFFIC SIGNAL STANDARD-13 FT.

## TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)




TRAFFIC SIGNAL STANDARD-15 FT.
3M MOUNTING (TYPICAL)

## GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

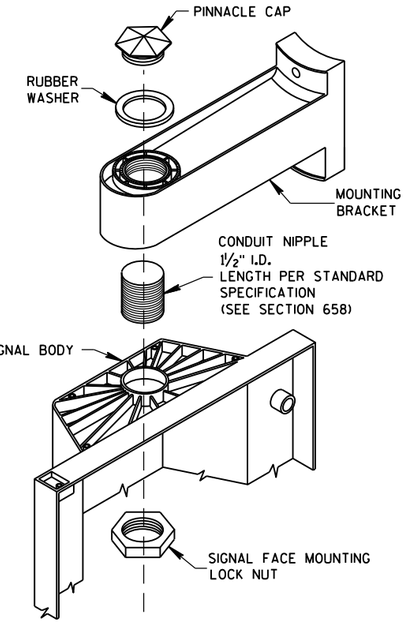
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE REGION TRAFFIC ENGINEER.

FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.




## SIGNAL FACE MOUNTING DETAIL
(BANDED)

**TRAFFIC SIGNAL STANDARD**
**POLY BRACKET MOUNTINGS**
**(TYPICAL) 13 FT. OR 15 FT.**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

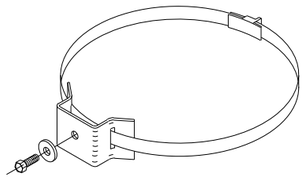
APPROVED
2/28/2013
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL
FHWA



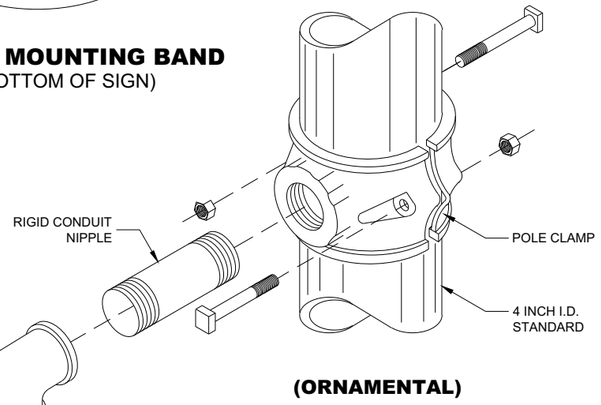


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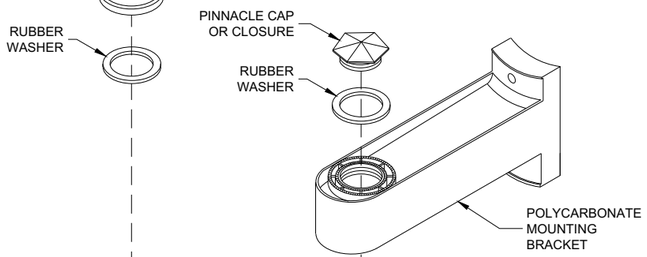
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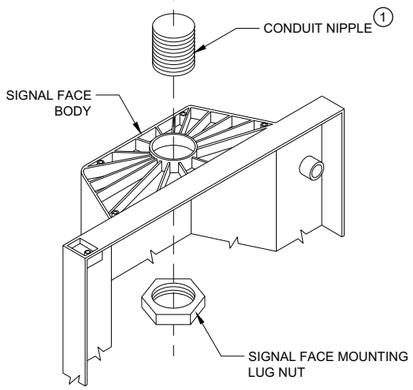
**TYPICAL SIGN MOUNTING BAND**
(TOP AND BOTTOM OF SIGN)



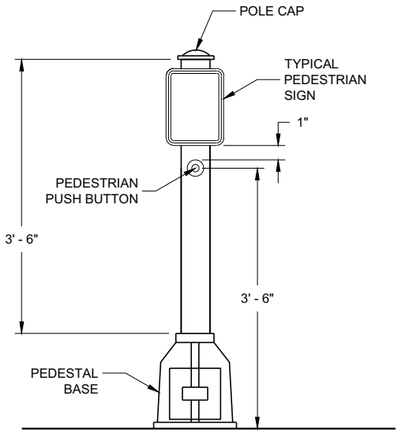

**(ORNAMENTAL)**




**(BANDED)**




**SIGNAL FACE MOUNTING DETAILS**




**PEDESTRIAN PUSH BUTTON TYPICAL MOUNTING**

## GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS, UNLESS APPROVED BY THE ENGINEER IN THE FIELD.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

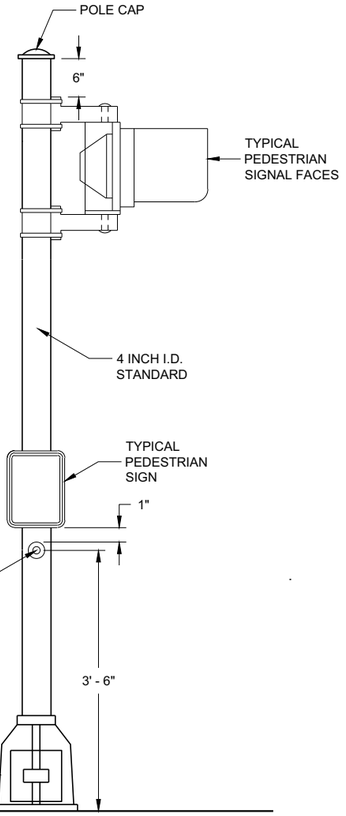
LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE REGION TRAFFIC ENGINEER).

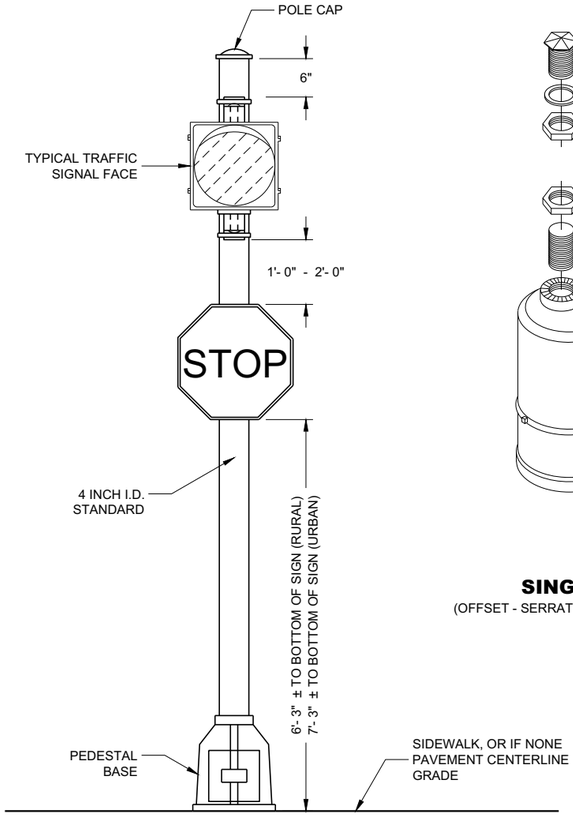
PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

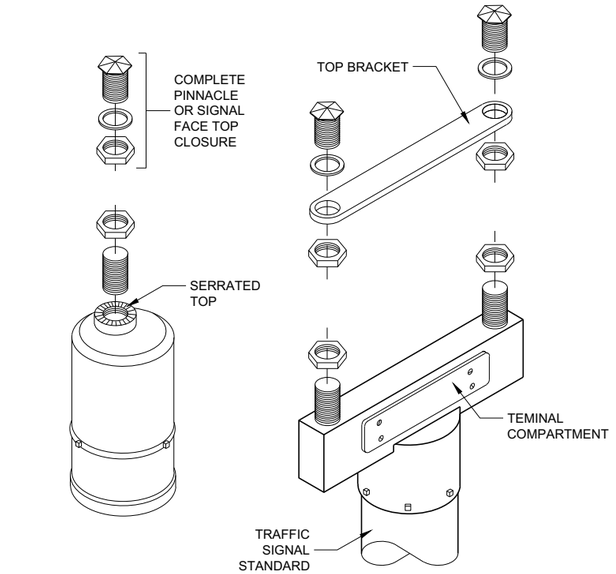
(1) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACESAND BRACKET ENDS.




**PEDESTRIAN FACE STANDARD - 10 FT.**
(WALK - DON'T WALK)




**STANDARD FLASHER**
10 FOOT, 13 FOOT OR 15 FOOT AS REQUIRED




**SINGLE**
(OFFSET - SERRATED MOUNTING)

**DOUBLE**
(SERRATED MOUNTING)

**SLIPFITTERS**

**TRAFFIC SIGNAL STANDARD**
**PEDESTRIAN AND FLASHER**
**TYPICAL MOUNTING DETAILS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

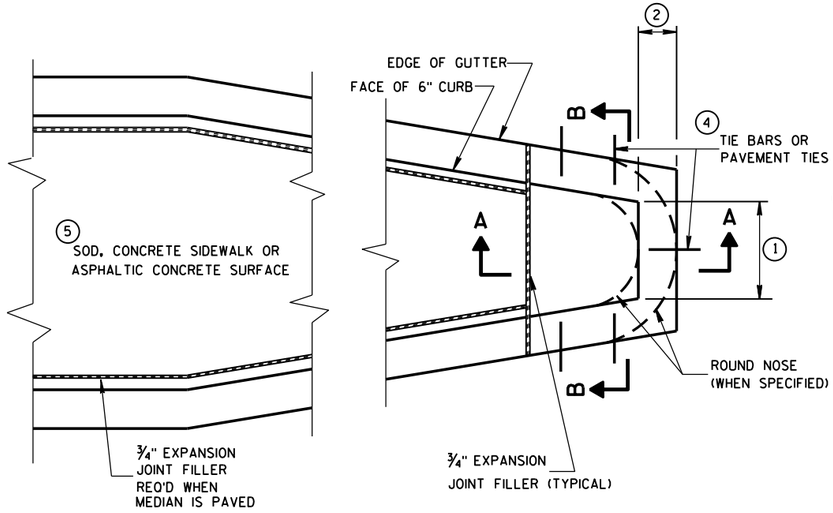
FHWA

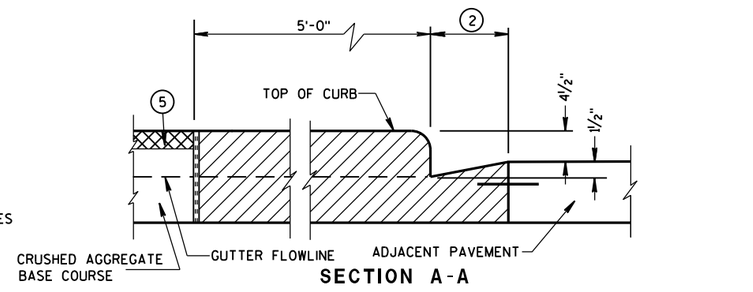


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SDD 09E07 - 06

SDD 09E07 - 06




## CONCRETE MEDIAN BLUNT NOSE DETAIL

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

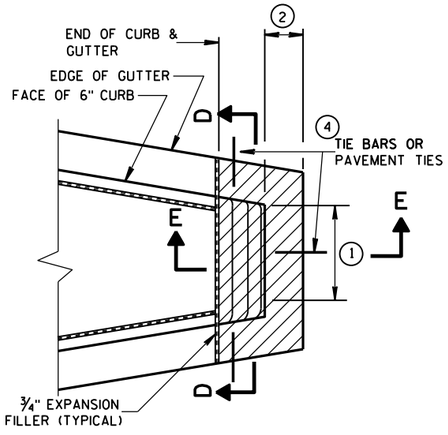
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

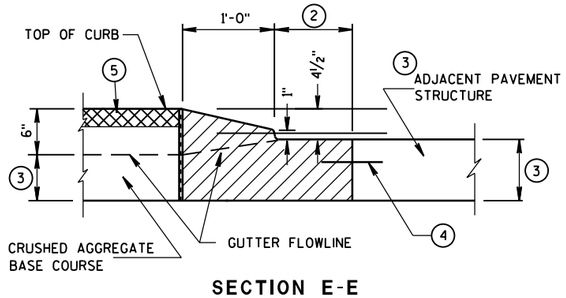
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

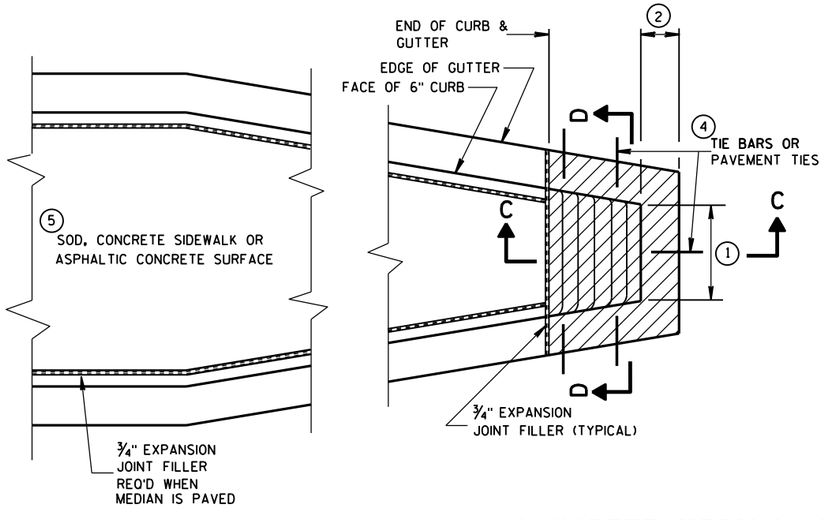
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

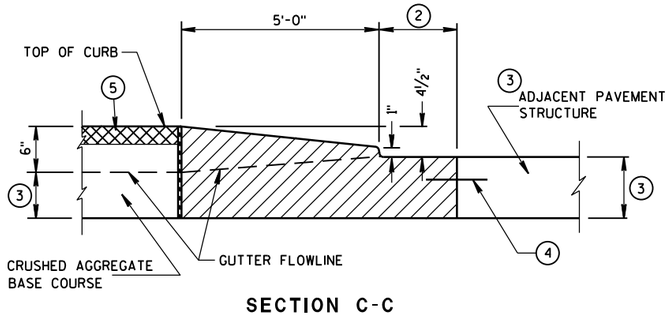
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



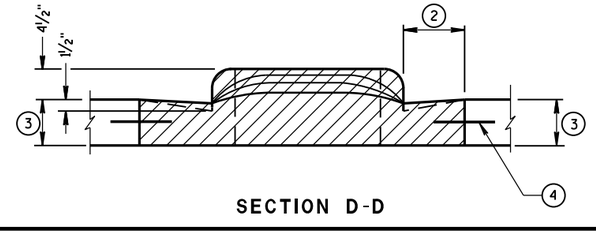




## CONCRETE MEDIAN SLOPED NOSE TYPE 2




## CONCRETE MEDIAN SLOPED NOSE TYPE 1

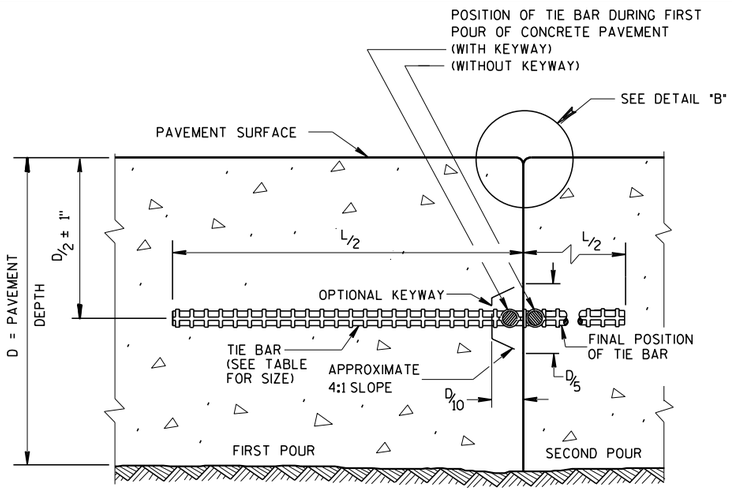



| CONCRETE MEDIAN NOSE | |
|---|---|
| STATE OF WISCONSIN<br>DEPARTMENT OF TRANSPORTATION | |
| APPROVED<br>6/8/2006<br>DATE<br>FHWA | /S/ Jerry H. Zogg<br>ROADWAY STANDARDS D<br>ENGINEER |

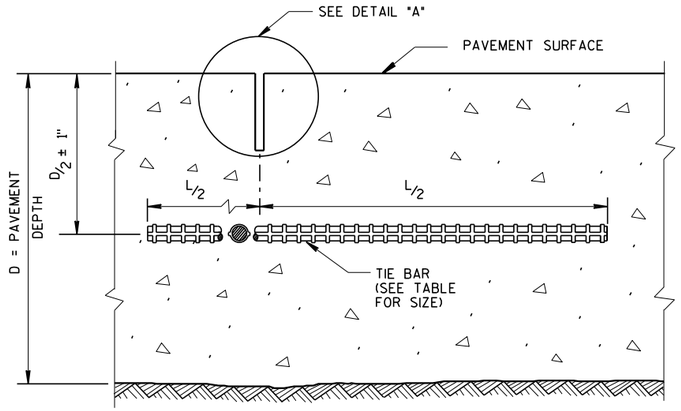


S.D.D. 11 B 2-2

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## CONSTRUCTION JOINT




## SAWED JOINT

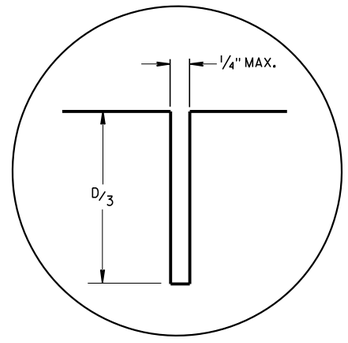
## GENERAL NOTES

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

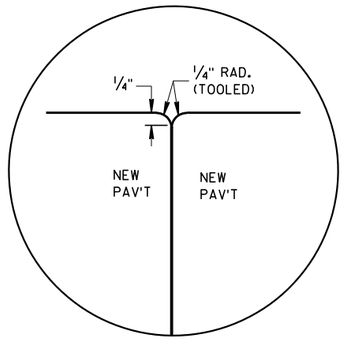
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

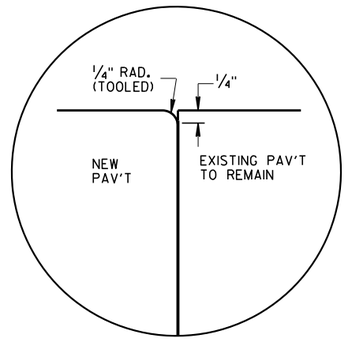
(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.



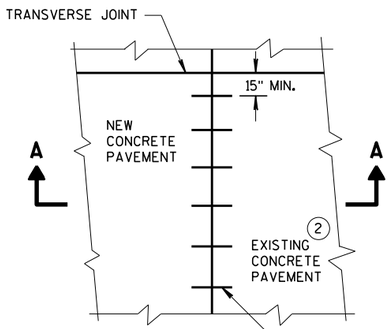

## DETAIL "A"



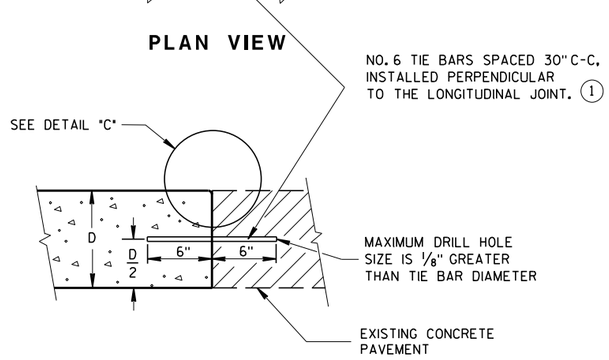

## DETAIL "B"




## DETAIL "C"




## PLAN VIEW



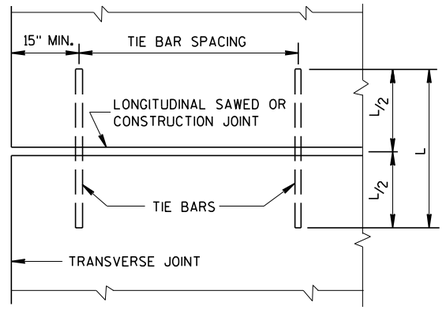

## SECTION A-A
## LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

## TIE BAR TABLE

| PAVEMENT DEPTH (D) | TIE BAR SIZE | TIE BAR LENGTH (L) | MAX. TIE BAR SPACING |
|---|---|---|---|
| < 10 1/2" | NO. 4 | 30" | 36" |
| ≥ 10 1/2" | NO. 5 | 36" | 36" |
| | NO. 4 * | 30" | 24" ** |

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.




## PLAN VIEW
SHOWING LOCATION OF TIE BARS

## CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Peter Kemp PE — PAVEMENT SUPE
FHWA

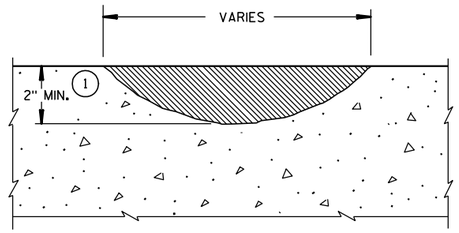


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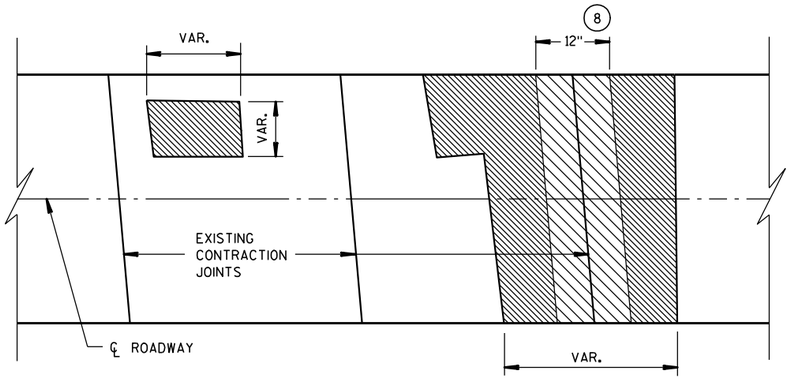
S.D.D. 13 C 1-19

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S.D.D. 13 C 1-19

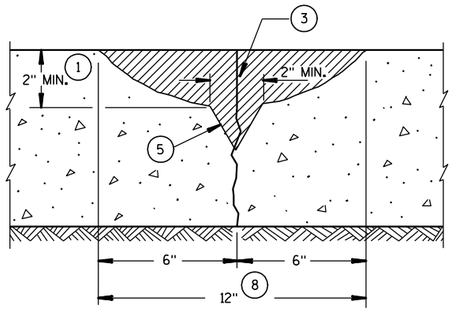



PROFILE VIEW

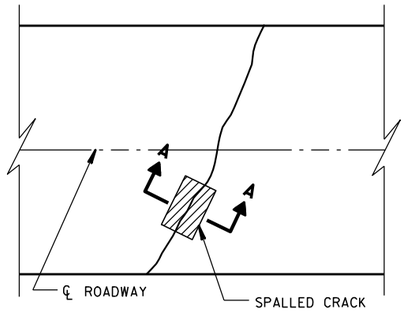



PLAN VIEW

## SURFACE REPAIR




SECTION A-A

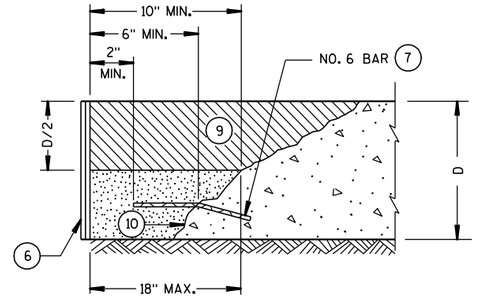



PLAN VIEW

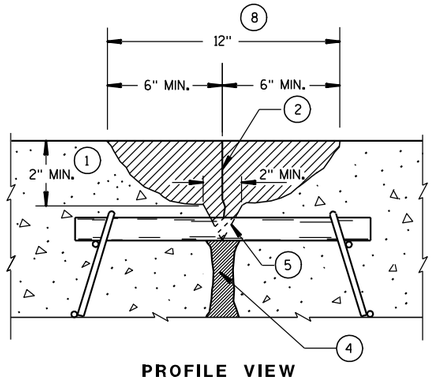
## CRACK REPAIR

## GENERAL NOTES

1. REMOVE ALL CONCRETE, TO LIMITS SHOWN, TO A MAXIMUM OF ½ THE PAVEMENT DEPTH OR TOP OF DOWELS.
2. IF REPAIR IS DEEPER THAN ANTICIPATED SAWCUT, COMPRESSION RELIEF MATERIAL MUST BE USED. THE THICKNESS OF COMPRESSION RELIEF MATERIAL MUST BE EQUAL TO OR GREATER THAN THE WIDTH OF THE JOINT OR CRACK (1/4"). THIS MATERIAL SHOULD EXTEND FULL DEPTH OF THE REPAIR.
3. COMPRESSION RELIEF MATERIAL MUST BE USED. THE THICKNESS OF COMPRESSION RELIEF MATERIAL MUST BE EQUAL TO OR GREATER THAN THE WIDTH OF THE JOINT OR CRACK (1/4"). THIS MATERIAL SHOULD EXTEND FULL DEPTH OF THE REPAIR.
4. CLEAN, DRY SAND WHEN NECESSARY.
5. REMOVE UNSOUND MATERIAL BY CHIPPING AT 1:1 SLOPE.
6. ¼" MINIMUM PREFORMED JOINT FILLER IF ADJACENT TO CONCRETE. EDGING REQUIRED. FULLY FORMED EDGE IF ADJACENT TO SHOULDER.
7. PAVEMENT TIES AS SHOWN. ALL EMBEDMENTS 6" MINIMUM AND INSTALLED WITH GROUT.
8. OVER 12" (NOMINAL WIDTH) WILL BE PAID AS SURFACE REPAIR.
9. PAID AS JOINT OR CRACK REPAIR.
10. FULL-DEPTH ADJUSTMENT SHALL BE CHIPPED TO BOTTOM OF PCC PAVEMENT AT 1:1 SLOPE.
11. BEYOND 18" WILL BE PAID AS SURFACE REPAIR.

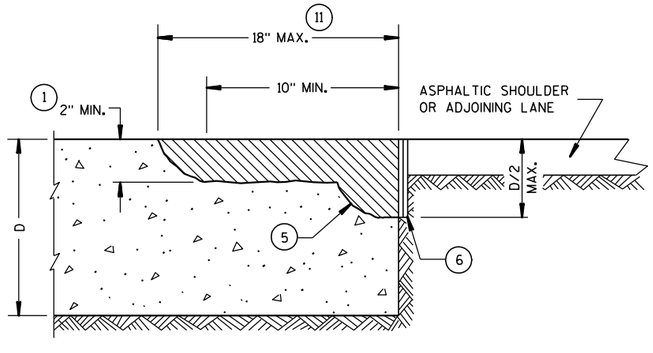



PROFILE VIEW

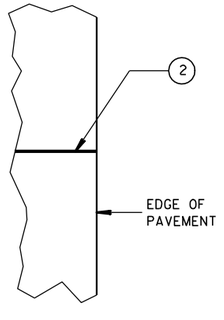



PROFILE VIEW

## JOINT REPAIR

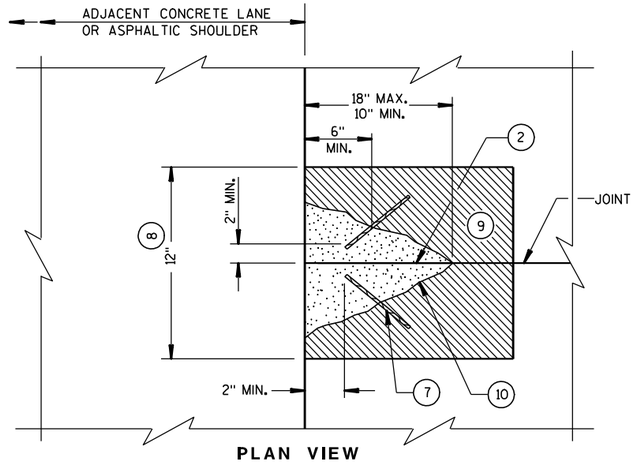



PROFILE VIEW




PLAN VIEW

## EDGE REPAIR




PLAN VIEW

## FULL DEPTH REPAIR ADJUSTMENT

**CONCRETE PAVEMENT PARTIAL DEPTH REPAIR**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/21/03 DATE
/S/ Bill Ducker PAVEMENT ENGR

FHWA



6

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S.D.D. 13 C 8-2

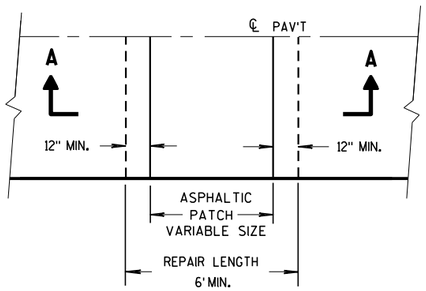
## GENERAL NOTES

SAW CUT, DRILL, AND LIFT OUT EXISTING CONCRETE PAVEMENT WITHIN THE BOUNDARIES OF CONCRETE REPAIR AREAS. THE CONTRACTOR MAY MAKE ADDITIONAL SAW CUTS INSIDE THE REPAIR LIMITS TO REDUCE WEIGHT AND SIZE OF CONCRETE PIECES.

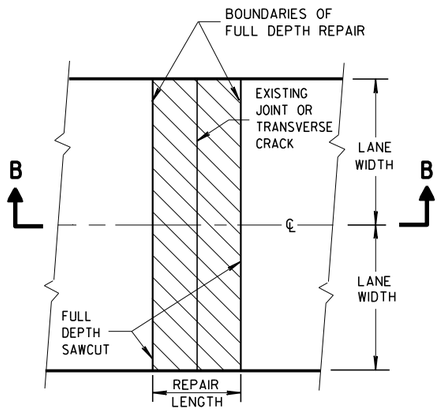
PROVIDE A 6-FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREAS TO ADJACENT TRANSVERSE JOINT OR CRACK IN THE SAME LANE.

THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NONDOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

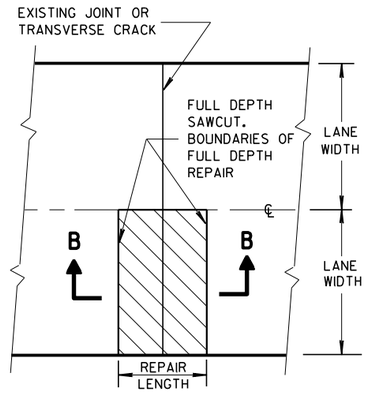
(1) DOWEL BARS MIGHT NOT EXIST.




PLAN VIEW

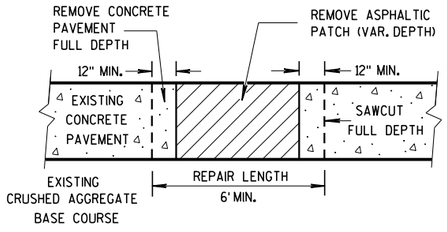



PLAN VIEW
(DOUBLE LANE REPAIR)



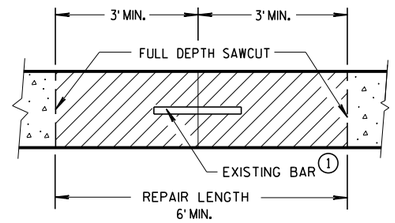

PLAN VIEW
(SINGLE LANE REPAIR)

## FULL DEPTH CONCRETE PAVEMENT REMOVAL




SECTION A-A

HMA PATCH REMOVAL




SECTION B-B

CONCRETE REMOVAL

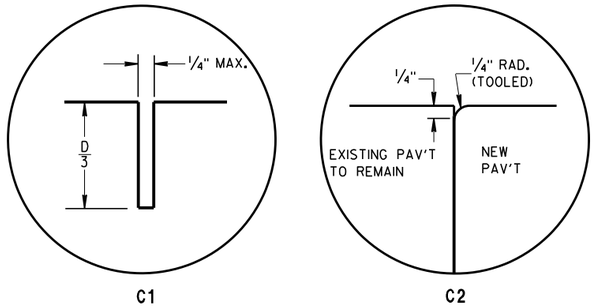
CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION





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S.D.D. 13 C 9-15a




C1 C2

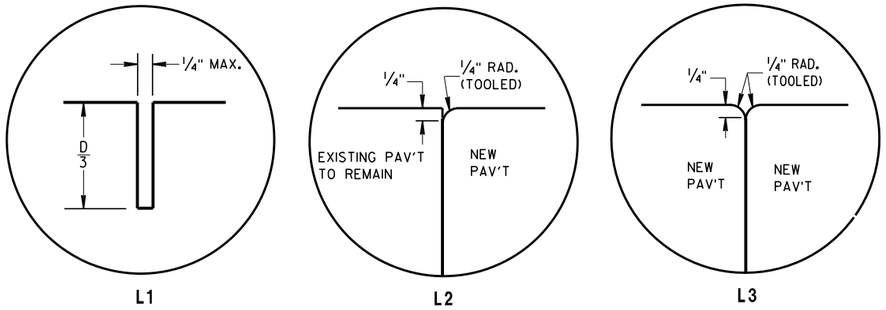
## TRANSVERSE JOINTS

### TIE BAR TABLE

| PAVEMENT DEPTH (D) | TIE BAR SIZE | TIE BAR LENGTH (L) | MAX. TIE BAR SPACING |
|---|---|---|---|
| < 10 1/2" | NO. 4 | 30" | 36" |
| ≥ 10 1/2" | NO. 5 | 36" | 36" |
| | NO. 4 * | 30" | 24"** |

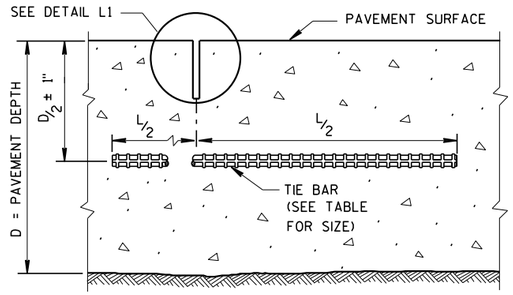
* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.




L1 L2 L3

## LONGITUDINAL JOINTS




SECTION C-C

## SAWED LONGITUDINAL JOINT

## GENERAL NOTES

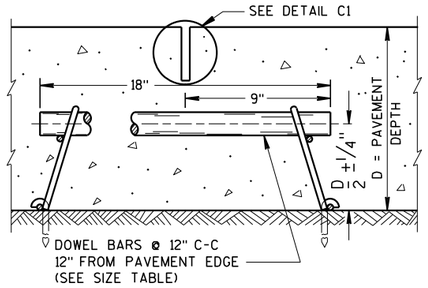
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

CONCRETE PAVEMENT REPAIRS OF EXISTING NONDOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

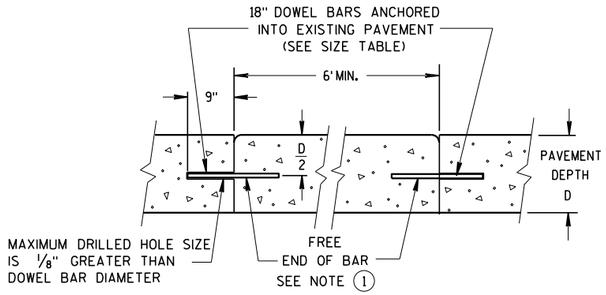
FOR MULTI-LANE CONCRETE PAVEMENT REPLACEMENTS, PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM ALL TRANSVERSE JOINTS OR EDGES OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

(1) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

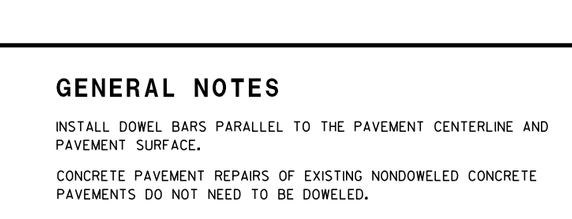



SECTION F-F

## CONTRACTION JOINT




SECTION D-D

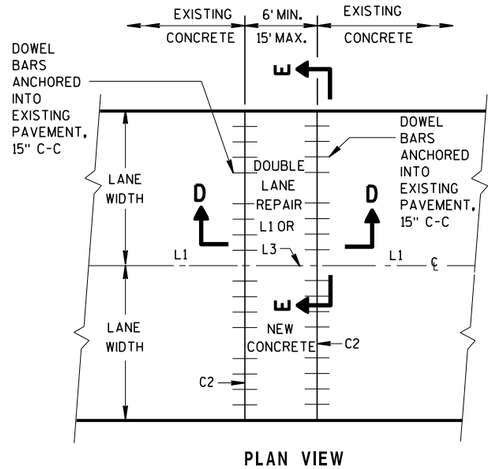



SECTION E-E

## DRILLED DOWEL BAR CONSTRUCTION JOINT

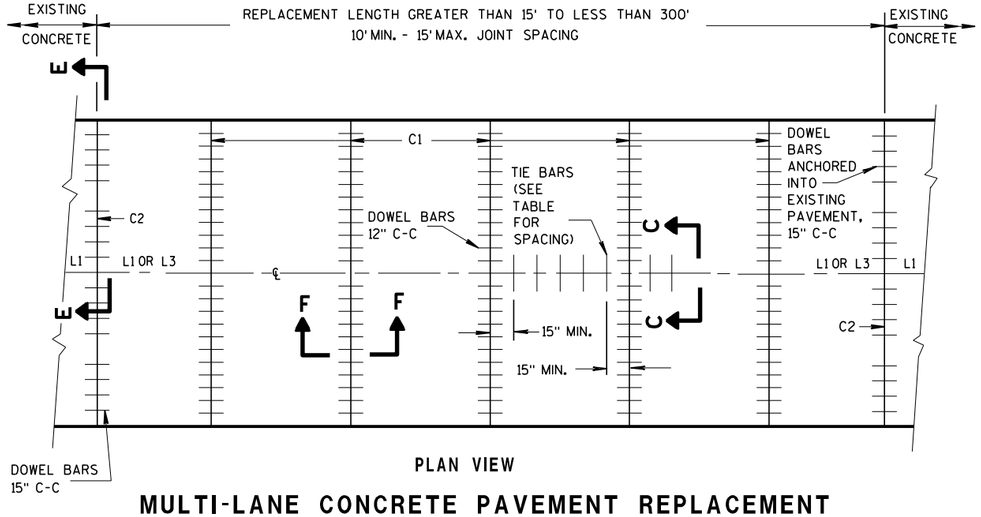
### PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

| PAVEMENT DEPTH (D) | DOWEL BAR DIAMETER | DRILLED DOWEL BAR DIAMETER | CONTRACTION JOINT SPACING |
|---|---|---|---|
| 5 1/2", 6", 6 1/2" | NONE | NONE | 12' |
| 7", 7 1/2" | 1" | 1" | 14' |
| 8", 8 1/2" | 1 1/4" | 1 1/4" | 15' |
| 9", 9 1/2" | 1 1/4" | 1 1/4" | 15' |
| 10" & ABOVE | 1 1/2" | 1 1/4" | 15' |




PLAN VIEW

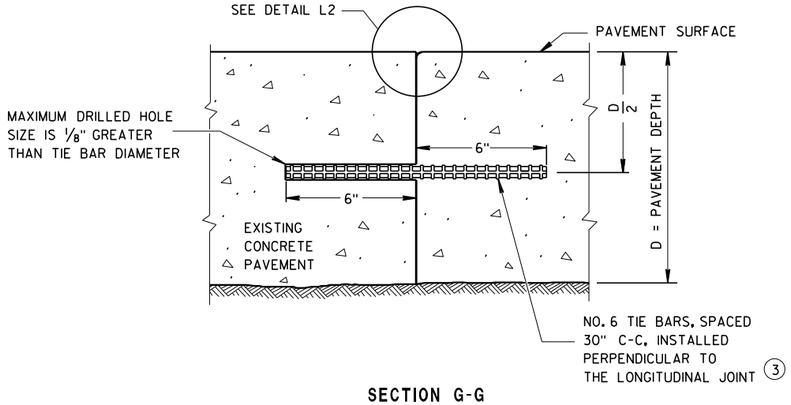
## MULTI-LANE CONCRETE PAVEMENT REPAIR




PLAN VIEW

## MULTI-LANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT




SECTION G-G

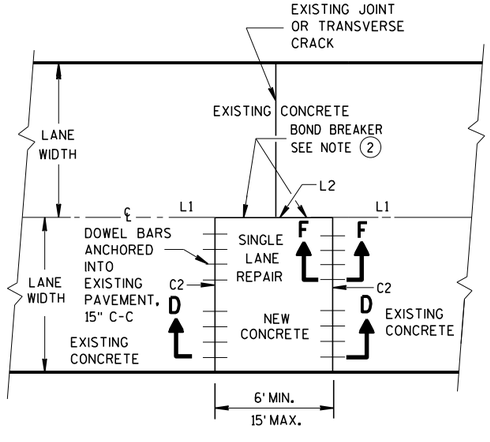
## TIE BARS ANCHORED INTO EXISTING PAVEMENT

## GENERAL NOTES

(1) WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, THE CONTRACTOR MAY INSTALL DRILLED TIE BARS ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES IN A HOLE OF SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.

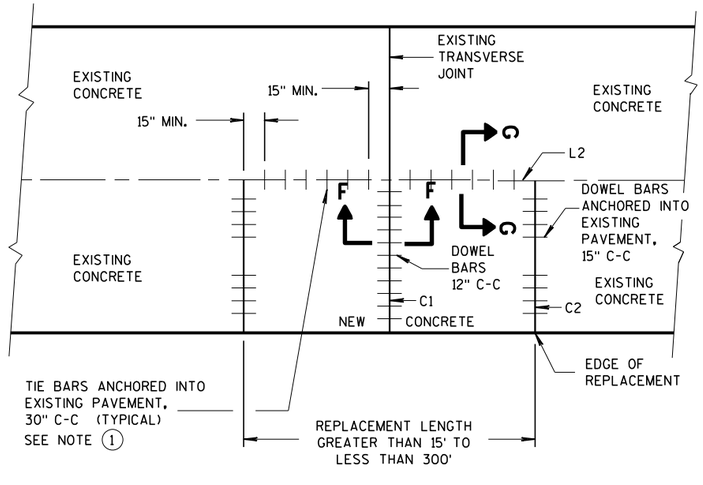
(2) USE AN ENGINEER-APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE REPAIRS UP TO 15 FEET IN LENGTH.

(3) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.




PLAN VIEW

## SINGLE LANE CONCRETE PAVEMENT REPAIR




PLAN VIEW

## SINGLE LANE CONCRETE PAVEMENT REPLACEMENT

## CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

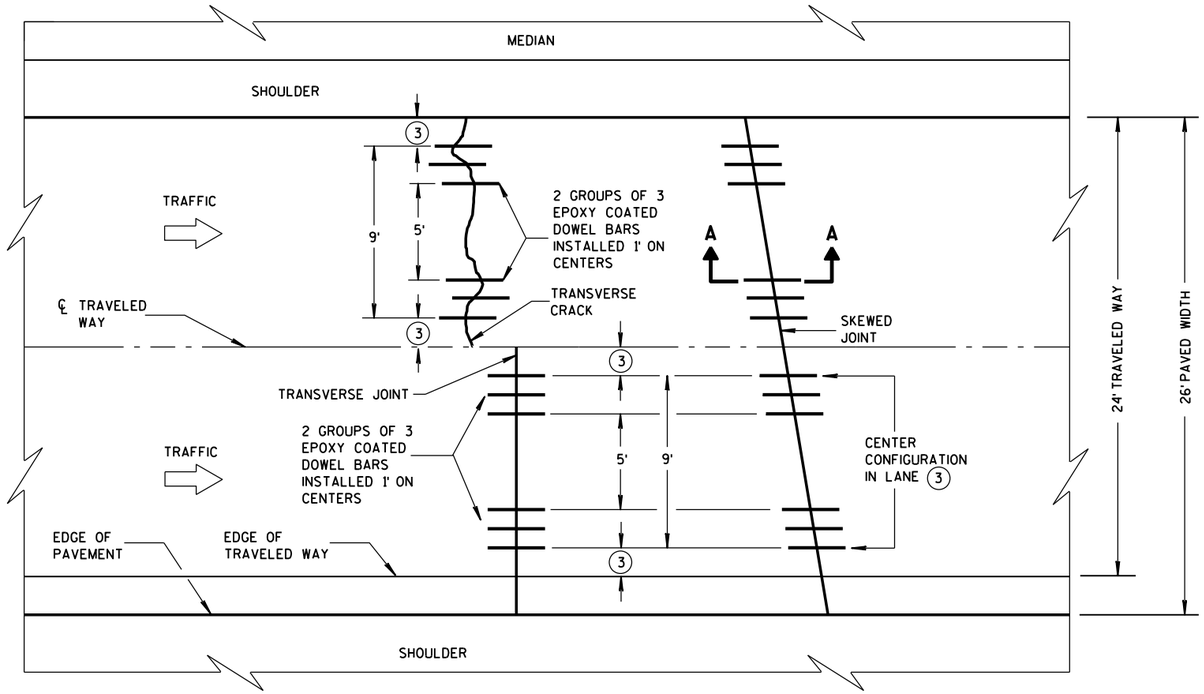
APPROVED
March 2018 — DATE
/S/ Peter Ken... — PAVEMENT SUPE...
FHWA



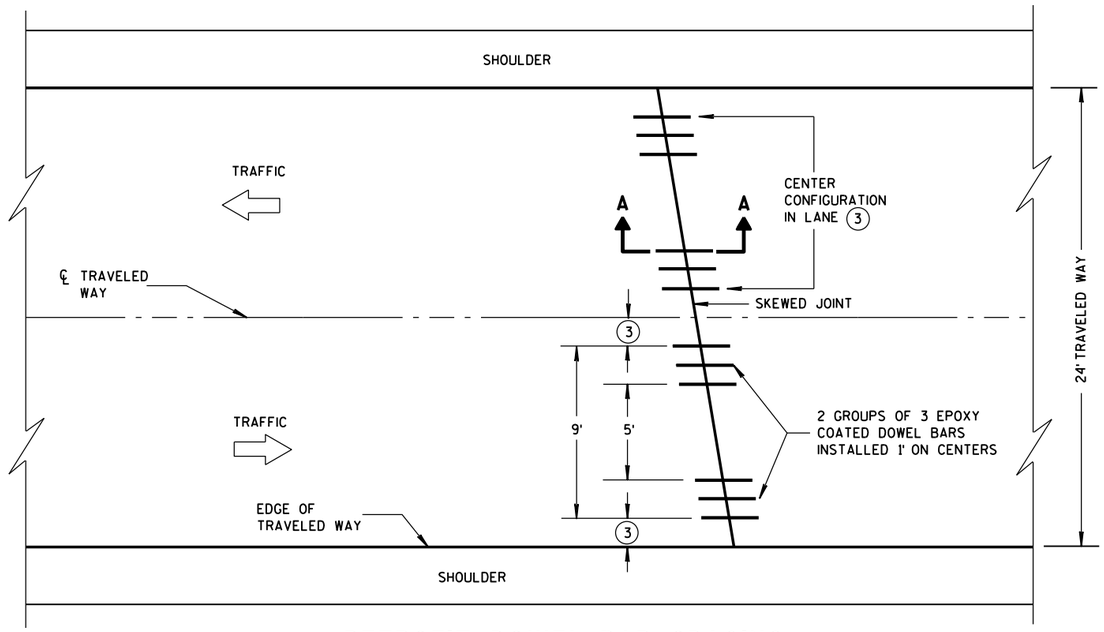




S.D.D. 13 C 9-15c




## RETROFIT DOWEL BAR SPACING DIVIDED HIGHWAY




## RETROFIT DOWEL BAR SPACING TWO-LANE TWO-WAY HIGHWAY

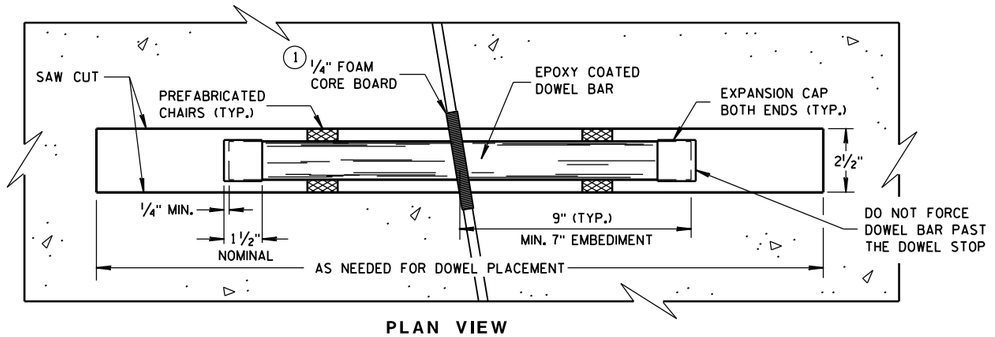
## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIAL AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISION.

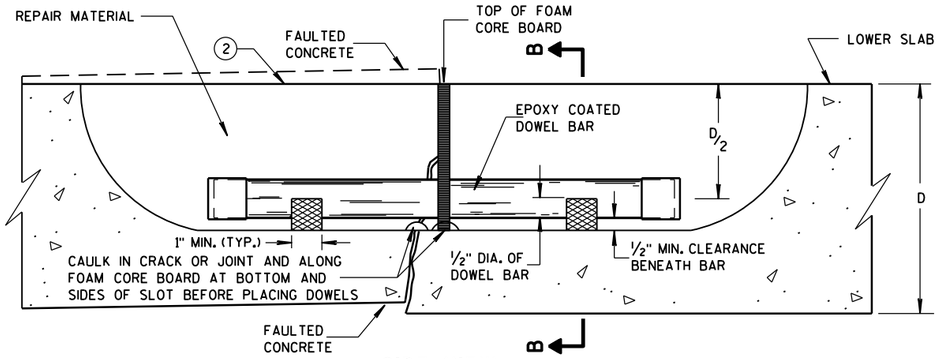
(1) FOAM CORE BOARD IS TO BE SIZED AND SHAPED TO FIT INTO THE JOINT OR CRACK, EXTEND TO OR BEYOND THE TOP SURFACE OF THE LOWER SLAB, AND FIT TIGHTLY AROUND THE DOWEL.

(2) FINISHED ELEVATION AFTER CONTINUOUS DIAMOND GRINDING, WHEN REQUIRED.

(3) SAW THE SLOTS SO THAT THE OUTERMOST AND INNERMOST SLOTS ARE EQUALLY SPACED FROM THE EDGE OF PAVEMENT AND THE LONGITUDINAL JOINT, RESPECTIVELY.



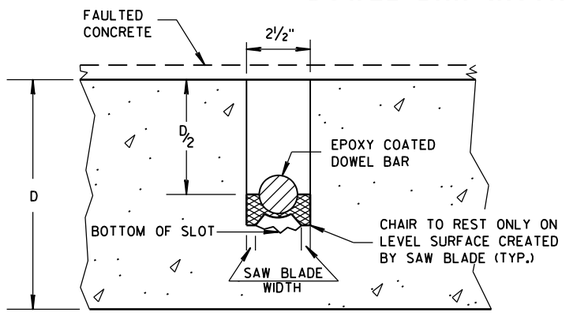

PLAN VIEW



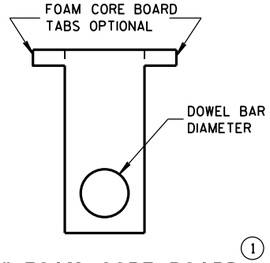

SIDE VIEW

SECTION A-A

## DOWEL BAR INSTALLATION DETAIL




SECTION B-B




1/4" FOAM CORE BOARD (1)

| PAVEMENT DEPTH | DOWEL BAR SIZE |
|---|---|
| 9" OR LESS | 1¼" X 18" |
| MORE THAN 9" | 1½" X 18" |

DOWEL BAR SIZE TABLE

RETROFIT DOWEL BAR INSTALLATION

RETROFIT DOWEL BARS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December, 2014 — DATE
/S/ Laura Fenley — PAVEMENT POLICY & DE ... NEER
FHWA

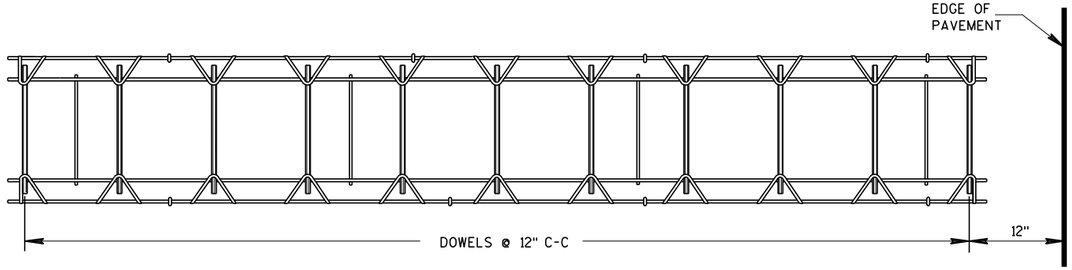


6

S.D.D. 13 C 10-2

6

S.D.D. 13 C 10-2

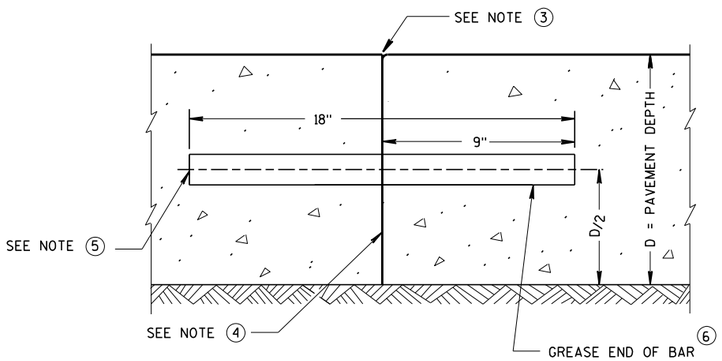



PLAN VIEW

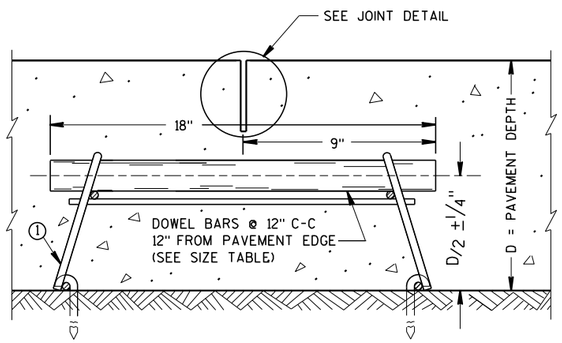



SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY ①



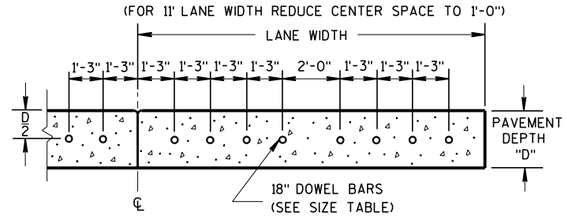

TRANSVERSE CONSTRUCTION JOINT



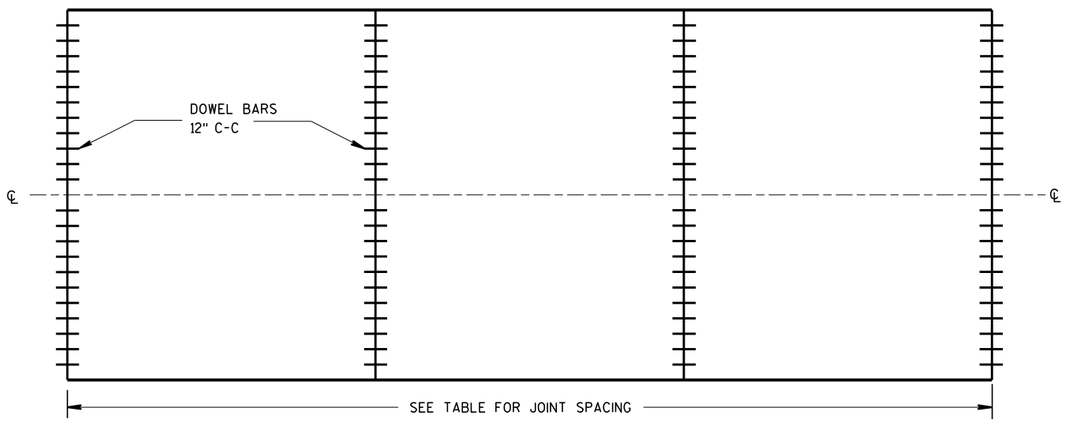

DOWELED CONTRACTION JOINT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

| PAVEMENT DEPTH (D) | DOWEL BAR DIAMETER | CONTRACTION JOINT SPACING |
|---|---|---|
| 5 ½", 6", 6 ½" | NONE | 12' |
| 7", 7 ½" | 1" | 14' |
| 8", 8 ½" | 1 ¼" | 15' |
| 9", 9 ½" | 1 ¼" | 15' |
| 10" & ABOVE | 1 ½" | 15' |




DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦




CONTRACTION JOINT LOCATIONS

## GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES AND A MAXIMUM OF 18 INCHES FROM THE LONGITUDINAL JOINT AND THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

① OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTING CONTRACTION JOINTS.

② SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

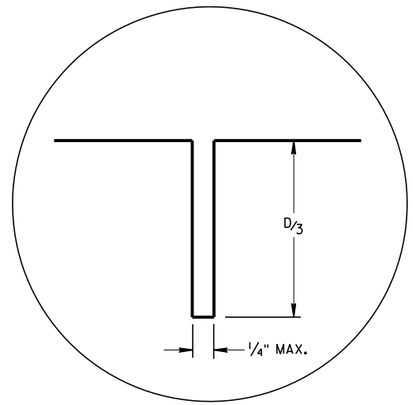
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼-INCH RADIUS AT FORMED JOINTS.

④ PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

⑤ INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO *DRILLED DOWEL BAR CONSTRUCTION JOINT* DETAIL.

⑥ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

⑦ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.




JOINT DETAIL

URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

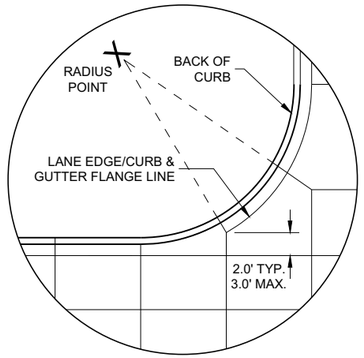
/S/ Peter Kemp P.E.
PAVEMENT SUP

FHWA

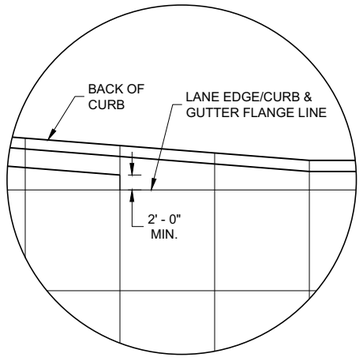



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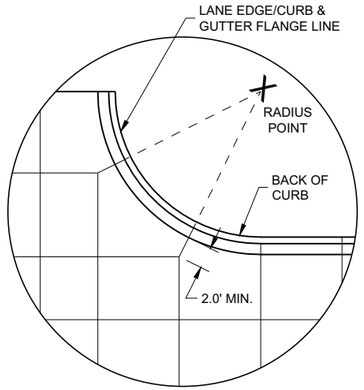

S.D.D. 13 C 13-9



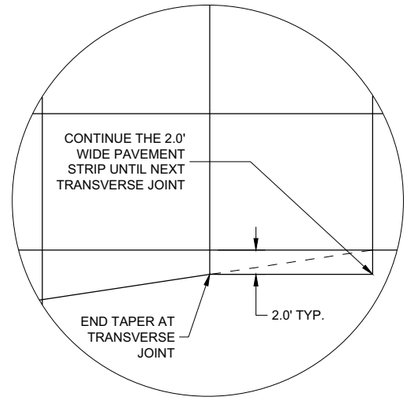

**DETAIL "A"**




**DETAIL "B"**




**DETAIL "C"**




**DETAIL "D"**

## GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

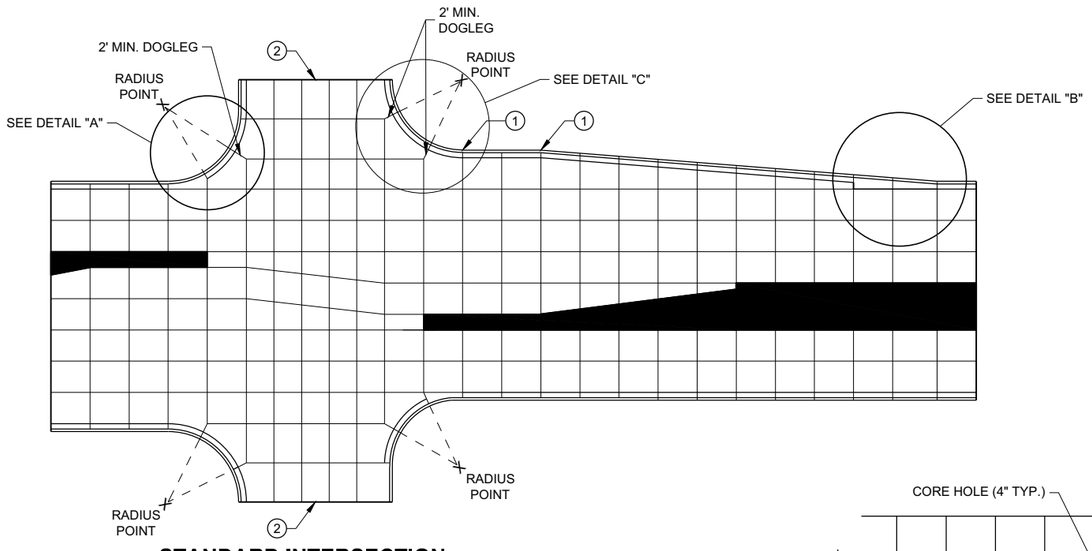
AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.

(2) CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITHEDGE OF RADIUS.

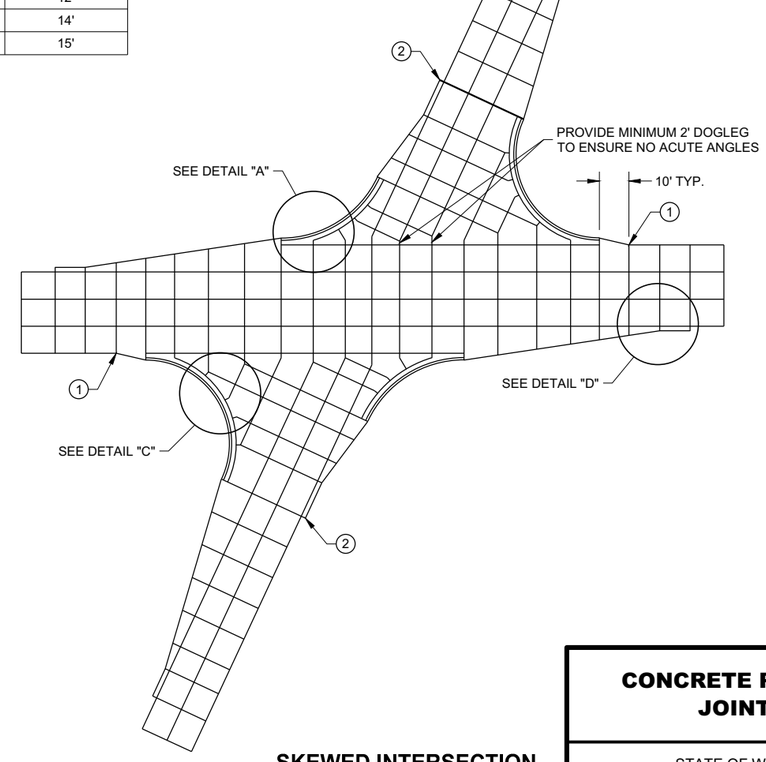
(3) THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



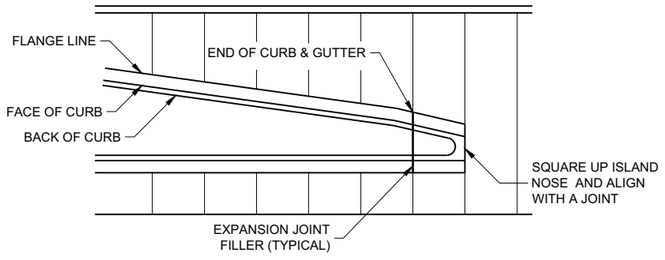

**STANDARD INTERSECTION**

PAVEMENT DEPTH AND JOINT SPACING TABLE

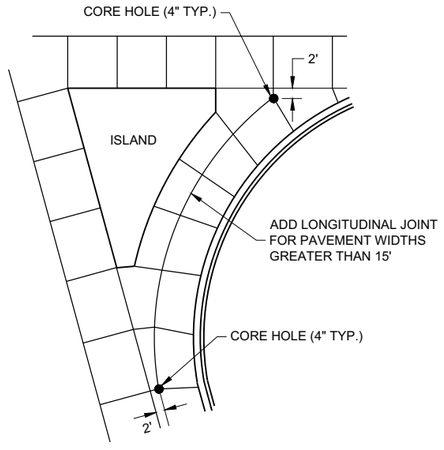
| PAVEMENT DEPTH (D) | CONTRACTION JOINT SPACING |
|---|---|
| 6", 6 ½" | 12' |
| 7", 7 ½" | 14' |
| 8" & ABOVE | 15' |




**SKEWED INTERSECTION**




**APPROACH TO MEDIAN**




**LARGE RIGHT TURN**

**CONCRETE PAVEMENT JOINTING**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



6

SDD 13C18 - 07a

6

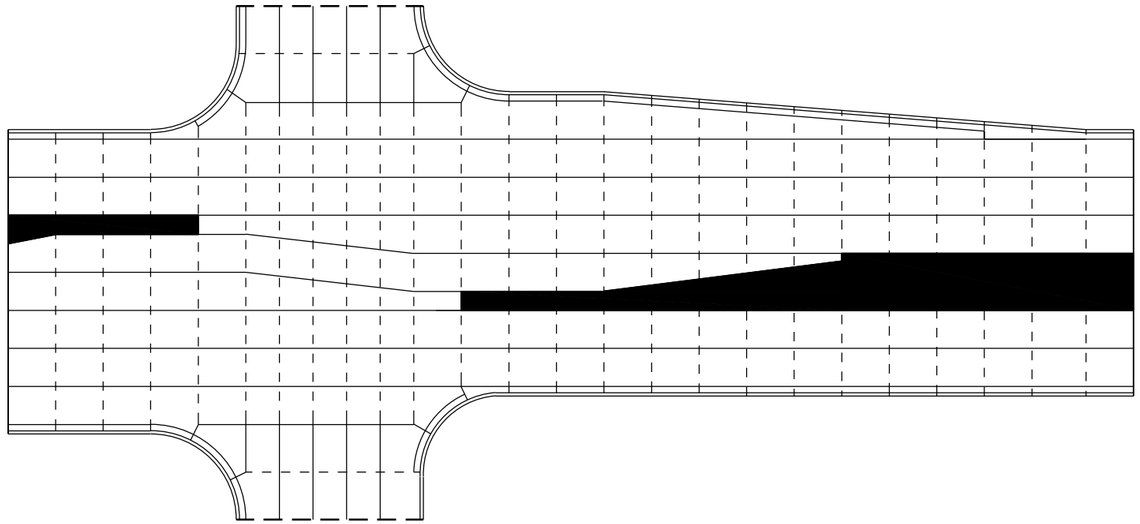
SDD 13C18 - 07a

## LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

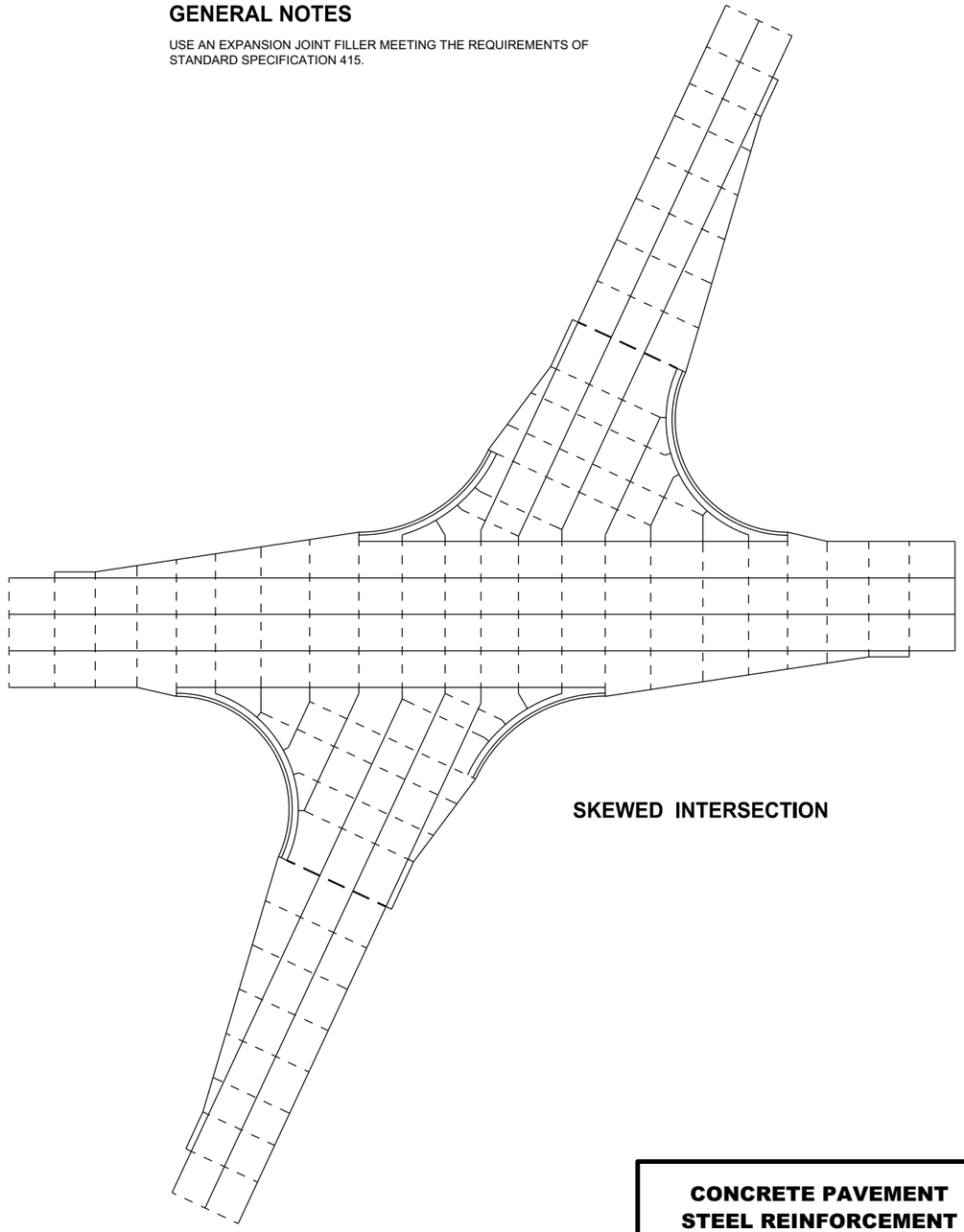
TIED JOINT



STANDARD INTERSECTION

## GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

6

SDD 13C18 - 07b

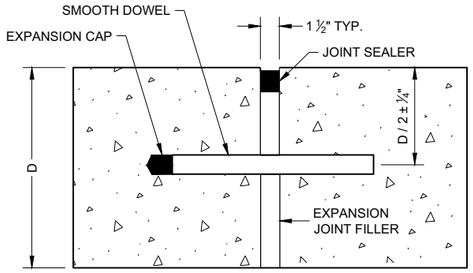
**CONCRETE PAVEMENT**
**STEEL REINFORCEMENT**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

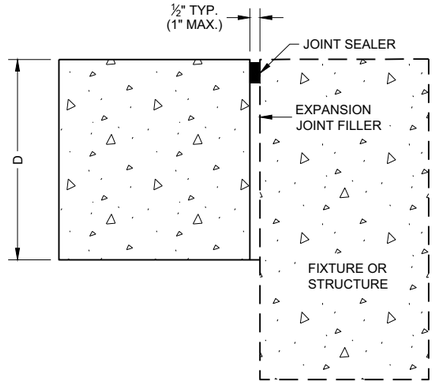


6

SDD 13C18 - 07b




DOWELED TRANSVERSE (1)




UNTIED - LONGITUDINAL

## EXPANSION JOINTS

### TIE BAR TABLE

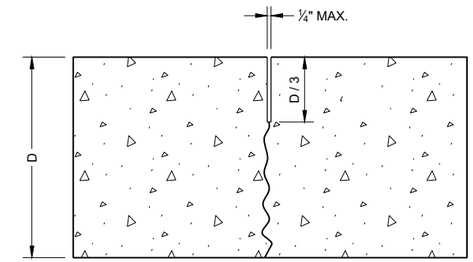
| PAVEMENT DEPTH (D) | TIE BAR SIZE | TIE BAR LENGTH (L) | MAX. TIE BAR SPACING |
|---|---|---|---|
| < 10 ½" | NO. 4 | 30" | 36" |
| ≥ 10 ½" | NO. 5 | 36" | 36" |
| | NO. 4 * | 30" | 24" ** |

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

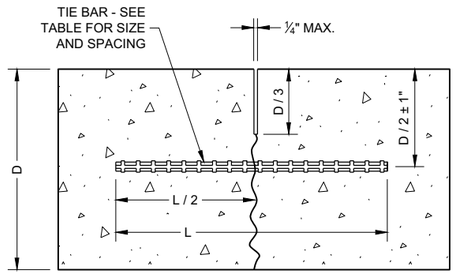
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

### GENERAL NOTES

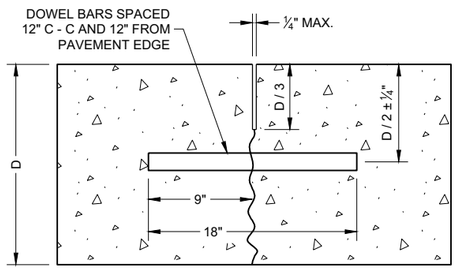
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A ¼" RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.




UNDOWELED TRANSVERSE

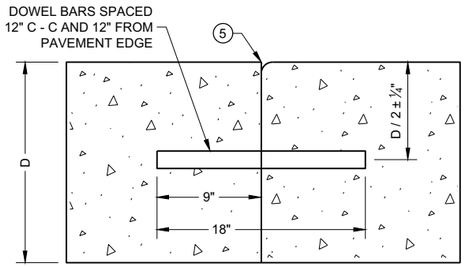



TIED LONGITUDINAL

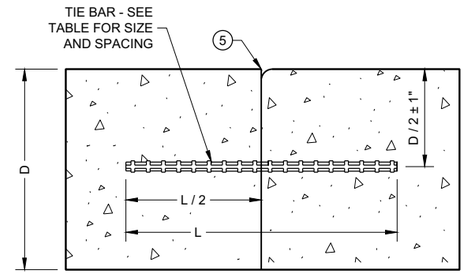



DOWELED TRANSVERSE

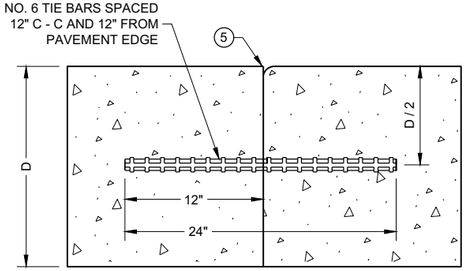
## CONTRACTION JOINTS (2)



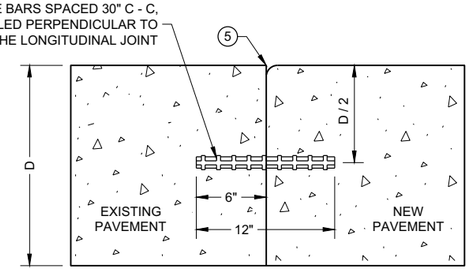

DOWELED TRANSVERSE (3)




TIED LONGITUDINAL




TIED TRANSVERSE (3)
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)




TIED LONGITUDINAL TO EXISTING

## CONSTRUCTION JOINTS (4)

**CONCRETE PAVEMENT JOINT TYPES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

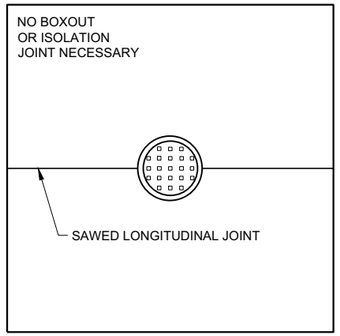




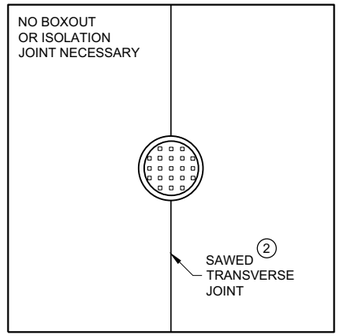
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SDD 13C18 - 07c

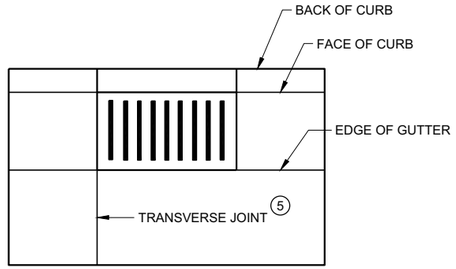
SDD 13C18 - 07c




**MANHOLE WITH LONGITUDINAL JOINT**



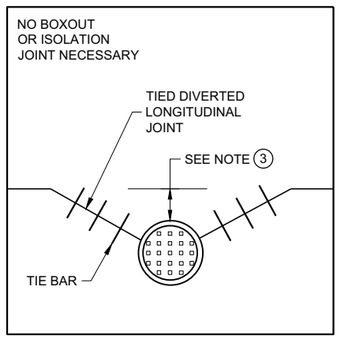

**MANHOLE WITH TRANSVERSE JOINT**



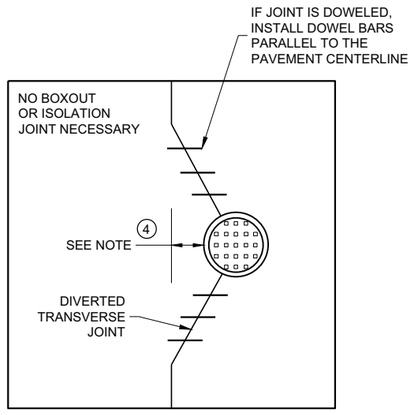

**INLET WITH TRANSVERSE JOINT**

## GENERAL NOTES

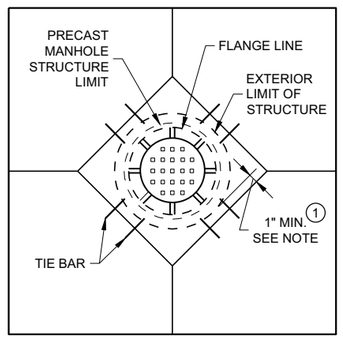
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDINAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
4. IF THE DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS LESS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
5. ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.




**MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT**




**MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT**




**DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS**

**CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

FHWA

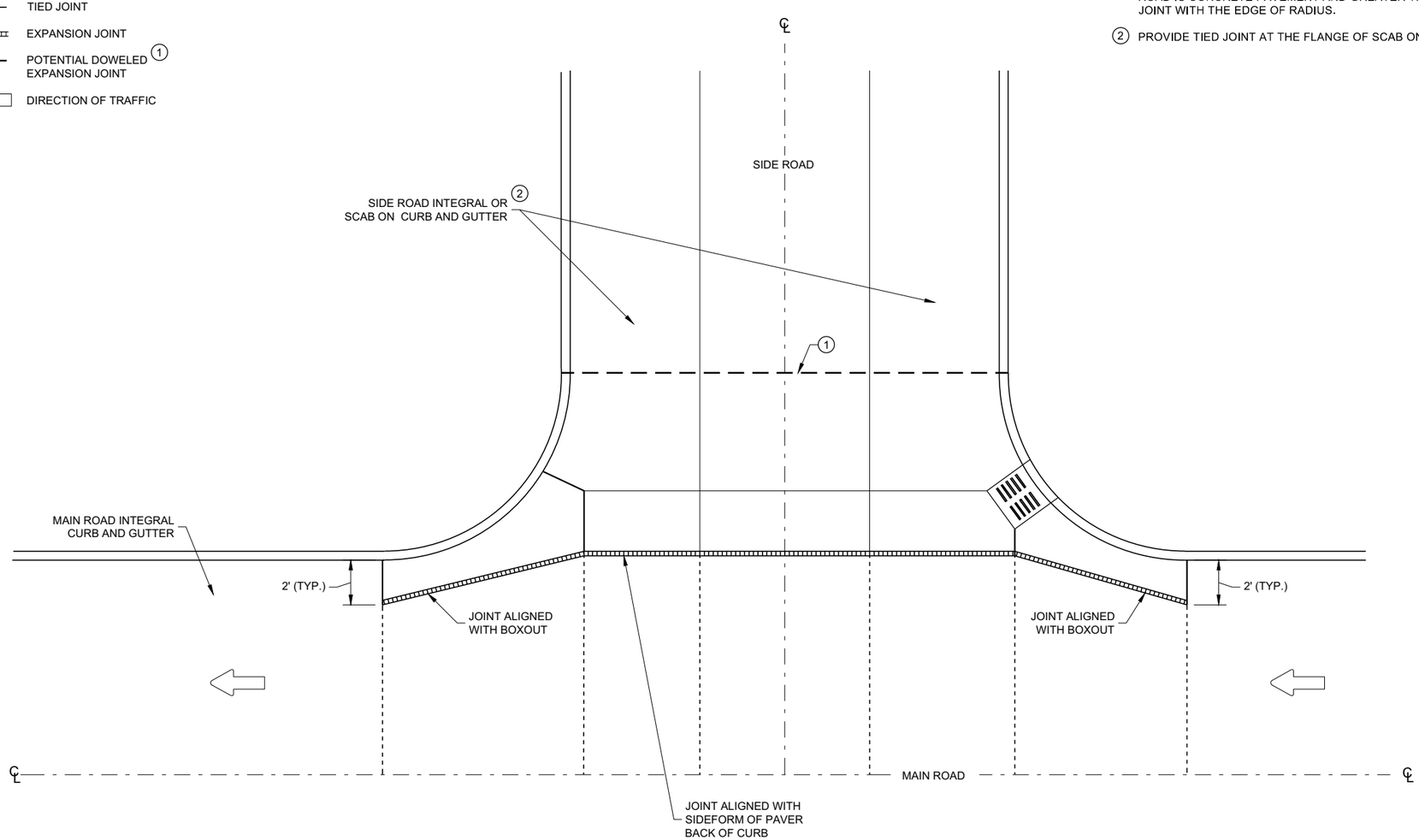



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SDD 13C18 - 07d

## LEGEND

- DOWELED JOINT
- TIED JOINT
- EXPANSION JOINT
- POTENTIAL DOWELED EXPANSION JOINT (1)
- DIRECTION OF TRAFFIC




## GENERAL NOTES

(1) CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH THE EDGE OF RADIUS.

(2) PROVIDE TIED JOINT AT THE FLANGE OF SCAB ON CURB IF SCAB ON CURB AND GUTTER IS USE.

**INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER**

**CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Peter Kemp P.E.
ROADWAY STANDARDS DEVE ENGINEER

FHWA

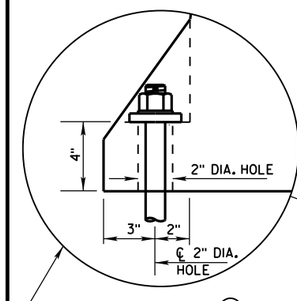


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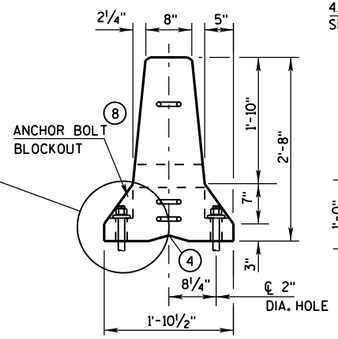
SDD 13C18 - 07f

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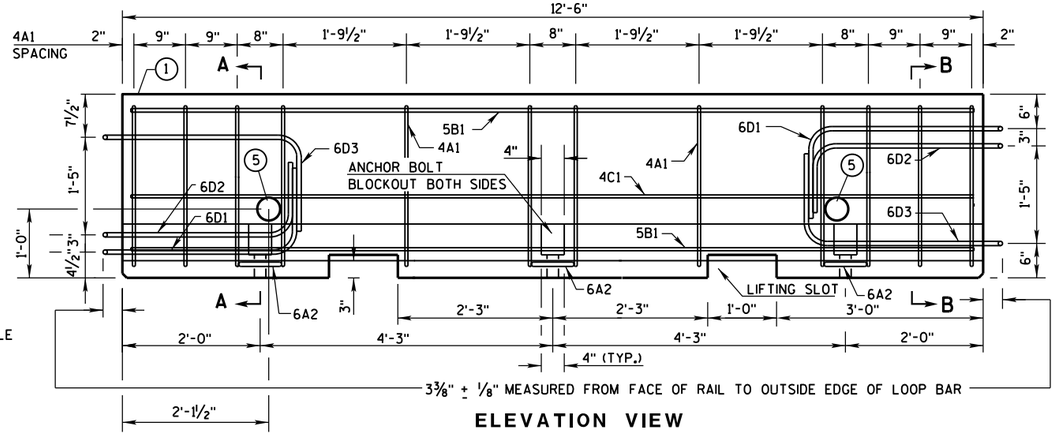
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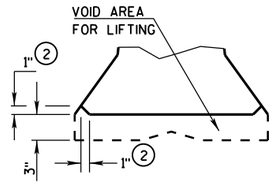

ANCHOR ON TRAFFIC SIDE (8) ONLY WHEN REQUIRED (SEE SHEET D FOR ADDITIONAL ANCHOR DETAIL)



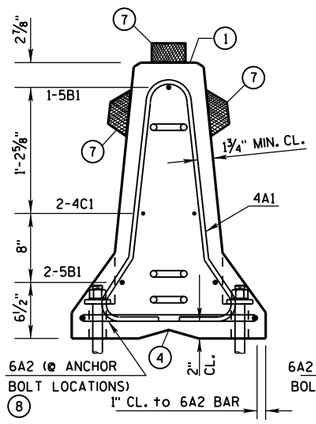

END VIEW



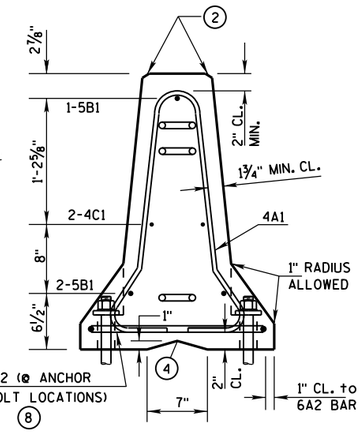

ELEVATION VIEW



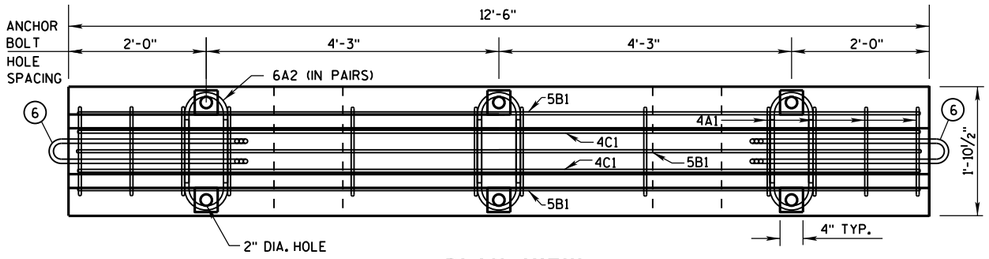

DETAIL "B" LIFTING SLOT DETAIL




SECTION A-A (STIRRUP PLACEMENT)

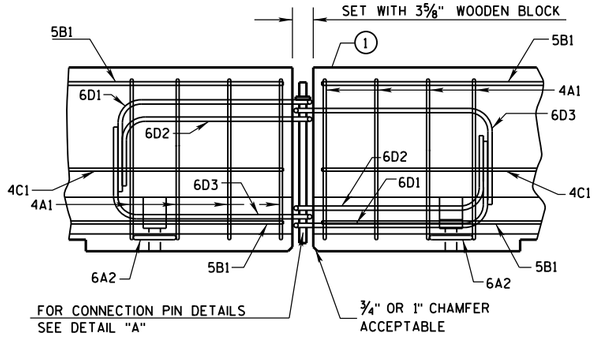



SECTION B-B (STIRRUP PLACEMENT)

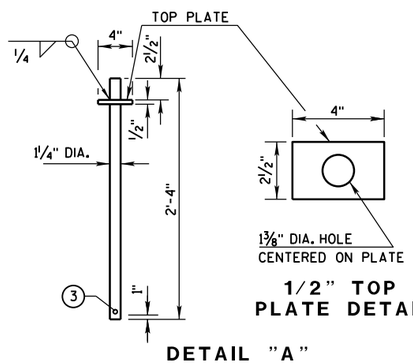



PLAN VIEW

DETAILS OF BARRIER SECTION

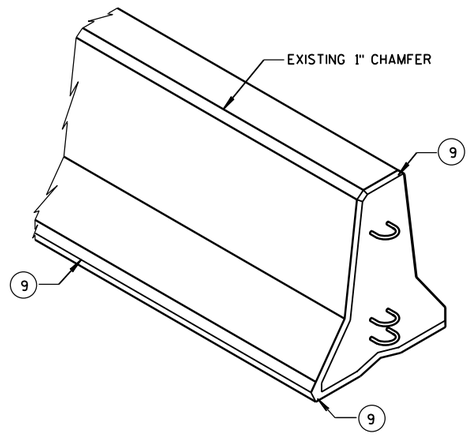



DETAILS OF BARRIER CONNECTION




1/2" TOP PLATE DETAIL

DETAIL "A" CONNECTION PIN (A36 STEEL ( 10.9 LB EACH))




## GENERAL NOTES

THESE GENERAL NOTES APPLY TO SHEETS 14B7-15(a) THRU 14B7-15(i).

DO NOT INTERMIX CONCRETE BARRIER TEMPORARY PRCAST, 12'-6" (CBTP12.5) WITH OTHER TEMPORARY CONCRETE BARRIERS.

USE ASTM A-615, GRADE 60, DEFORMED STEEL BARS FOR BARS 4A1, 6A2, 5B1 AND 4C1 IN THE BARRIER SECTION AND FOR 4V1, 4V2, 4V3, 4V4, 4V5, 4V6, 4F1, 4F2 AND 5F3 IN THE BARRIER TAPER SECTION.

LOOP BARS 6D1, 6D2 AND 6D3 SHALL BE ¾" SMOOTH STEEL BARS WITH A MINIMUM YIELD STRENGTH OF 60 KSI, A TENSILE STRENGTH OF NOT LESS THAN 1.25 TIMES THE YIELD STRENGTH BUT A MINIMUM OF 80 KSI, A MINIMUM 14% ELONGATION IN 8 INCHES AND PASSING A 180 DEGREE BEND TEST USING A 3-½" PIN BEND DIAMETER FOR BEND TESTS. THE LOOPS SHALL BE INSTALLED WITHIN ⅛" OF THE PLAN DIMENSION.

CONSTRUCT LIFTING SLOTS AS SPECIFIED ON THE PLANS TO FACILITATE THE DRAINAGE OF WATER AFTER INSTALLATION.

PLACE BARRIER ON A PAVED SURFACE. REMOVE ALL LOOSE DIRT AND SAND FROM THE ROADWAY SURFACE PRIOR TO PLACEMENT OF THE BARRIER.

INSTALL MECHANICAL OR ADHESIVE ANCHORS PER MANUFACTURER'S RECOMMENDATIONS. PROVIDE MANUFACTURER'S INFORMATION TO PROJECT ENGINEER.

(1) MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
- a. TYPE: WI CBTP
- b. MANUFACTURER
- c. DATE MANUFACTURED (MONTH AND YEAR)

(2) 1" CHAMFER TO PREVENT SPALLING.

(3) A ⅜" HOLE IN THE CONNECTION PIN, AT THE LOCATION SHOWN, IS ACCEPTABLE, BUT NOT REQUIRED..

(4) "V" NOTCH IS OPTIONAL.

(5) THE 4" DIAMETER, 11 GAUGE STEEL, ROUND MECHANICAL TUBING SLEEVE FOR LIFTING (OPTIONAL).

(6) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

(7) USE DELINEATORS CONFORMING TO SECTION 633 OF THE STANDARD SPECIFICATIONS. CONTRACTOR MAY USE ALTERNATE SHAPES AND HOUSING. INSTALL DELINEATORS ACCORDING TO MANUFACTURES INSTRUCTION. INSTALL YELLOW REFLECTORS WHEN BARRIER IS LOCATED TO THE LEFT OF TRAFFIC AND WHITE REFLECTORS WHEN BARRIER IS LOCATED TO THE RIGHT OF TRAFFIC. SPACE DELINEATORS A MAXIMUM OF 25 FEET APART. PROVIDE TOP MOUNTED DELINEATORS IN ADDITION TO THE SIDE MOUNTED DELINEATORS ON ALL BARRIER INSTALLATIONS LOCATED ON A CURVED ALIGNMENT LONGER THAN 200 FEET AND ON BARRIERS USED TO SEPARATE OPPOSING TRAFFIC.

(8) SEE SHEET D FOR HOW TO ANCHOR BARRIER. SEE SHEET E FOR WHEN TO ANCHOR BARRIER.

(9) 1" CHAMFER OPTIONAL.

f'c = 4,000 psi

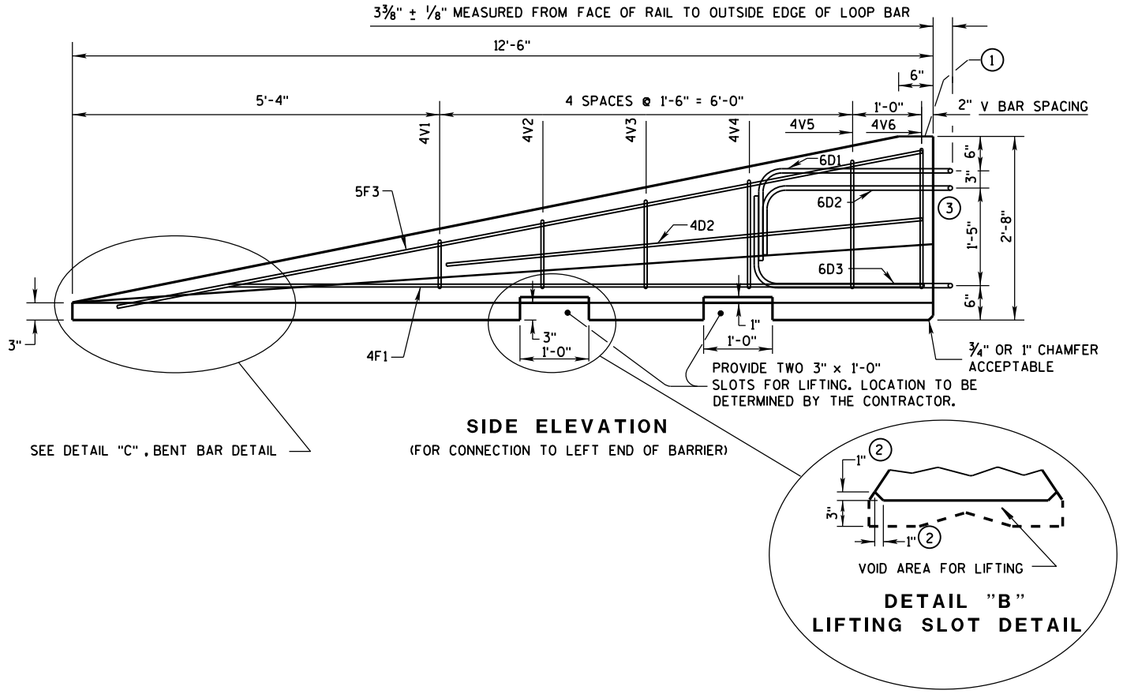
**CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"**

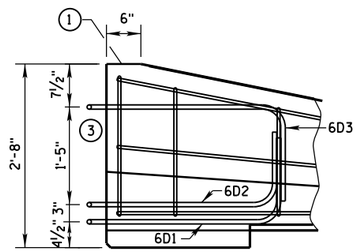
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI




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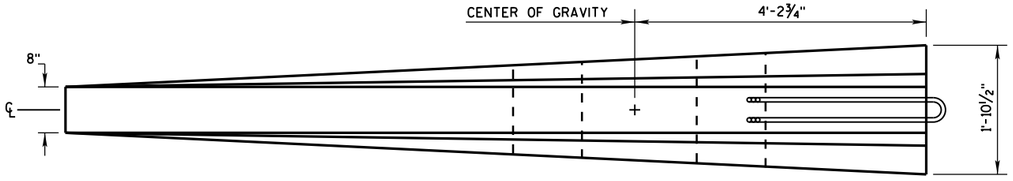

S.D.D. 14 B 7-15a

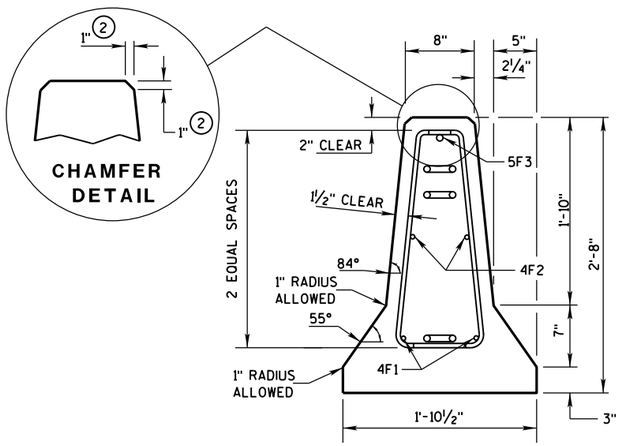


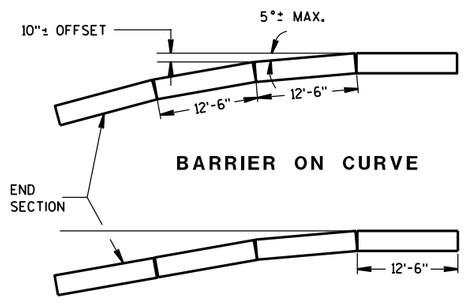




## GENERAL NOTES

1. MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
   a. TYPE WICBTP
   b. MANUFACTURER
   c. DATE MANUFACTURED (MONTH AND YEAR)
2. 1" CHAMFER TO PREVENT SPALLING.
3. NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.




| POSTED SPEED, (MPH) | FLARE RATE |
|---|---|
| 40 OR LESS | 6:1 |
| 45 OR GREATER | 8:1 |

# DETAILS OF BARRIER TAPER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI



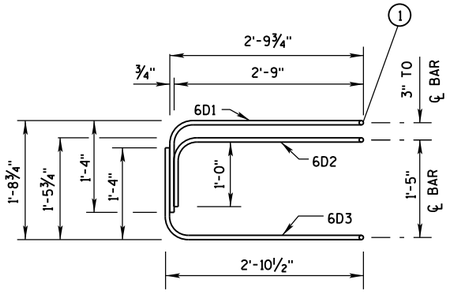

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S.D.D. 14 B 7-15b

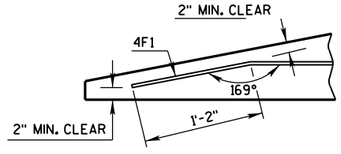
## BARRIER TAPER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER TAPER SECTION)

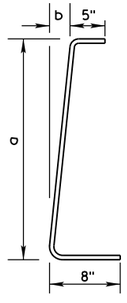
| BAR | BAR SIZE | NO. OF BARS | LENGTH FT. |
|---|---|---|---|
| 4V1 | 4 | 2 | 1'-11" |
| 4V2 | 4 | 2 | 2'-2" |
| 4V3 | 4 | 2 | 2'-6" |
| 4V4 | 4 | 2 | 2'-9" |
| 4V5 | 4 | 2 | 3'-2" |
| 4V6 | 4 | 2 | 3'-4" |
| 4F1 | 4 | 2 | 12'-0" |
| 4F2 | 4 | 2 | 7'-6" |
| 5F3 | 5 | 1 | 11'-9" |
| **LOOP ASSEMBLY** | | | |
| 6D1 | 6 | 1 | 8'-5" |
| 6D2 | 6 | 1 | 7'-7" |
| 6D3 | 6 | 1 | 8'-6" |




ELEVATION
LOOP BAR ASSEMBLY




DETAIL "C"
BENT BAR DETAIL




| BAR | a | b |
|---|---|---|
| V1 | 10" | 1" |
| V2 | 1'-1" | 1¼" |
| V3 | 1'-5" | 1⅝" |
| V4 | 1'-8" | 1⅞" |
| V5 | 2'-0½" | 2⅜" |
| V6 | 2'-3" | 2¾" |

4V BARS
2 AT EACH SIZE REQUIRED
FOR STIRRUP ASSEMBLY

TAPER BARRIER SECTION

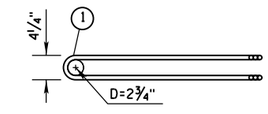
## GENERAL NOTES

(1) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

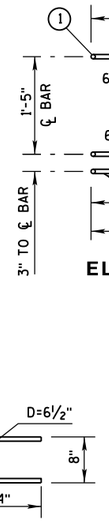
## BARRIER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER SECTION)

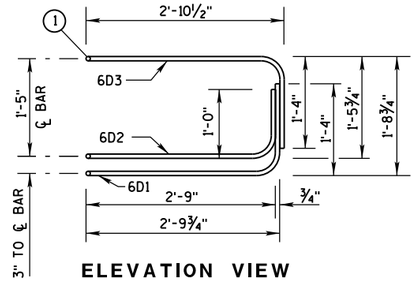
| BAR | BAR SIZE | NO. OF BARS | LENGTH FT. |
|---|---|---|---|
| 4A1 | 4 | 12 | 6'-0" |
| 6A2 | 6 | 6 | 2'-11" |
| 5B1 | 5 | 3 | 12'-2" |
| 4C1 | 4 | 2 | 12'-2" |
| **LOOP ASSEMBLY** | | | |
| 6D1 | 6 | 2 | 8'-5" |
| 6D2 | 6 | 2 | 7'-7" |
| 6D3 | 6 | 2 | 8'-6" |



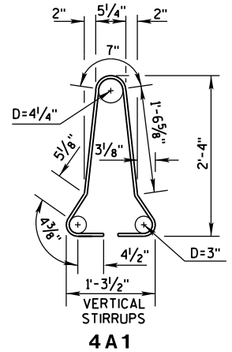

PLAN VIEW
LOOP BAR ASSEMBLY
(MARKED END SHOWN, INVERT FOR OTHER END)




6A2




ELEVATION VIEW




4A1

BARRIER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

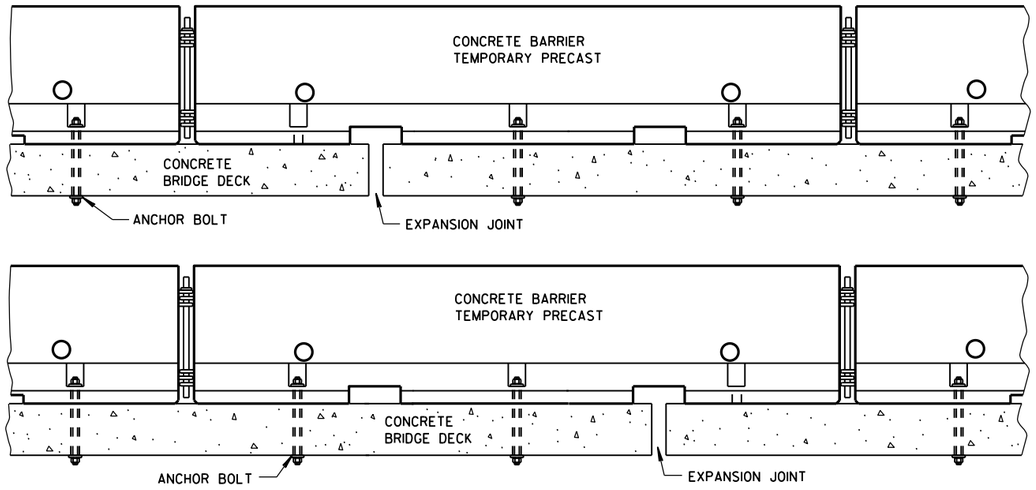






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S.D.D. 14 B 7-15c




## TREATMENT AT BRIDGE DECK EXPANSION JOINTS

(NO SINGLE CONCRETE BARRIER SECTION SHALL BE ANCHORED TO BOTH THE BRIDGE DECK AND THE APPROACH SLAB. ALL ANCHOR BOLT LOCATIONS SHALL BE ANCHORED TO THE DECK IN ACCORDANCE WITH THE DETAIL. NO MORE THAN ONE ANCHOR BOLT SHALL BE ELIMINATED FROM A BARRIER SECTION WHEN SPANNING AN EXPANSION JOINT.)

## GENERAL NOTES

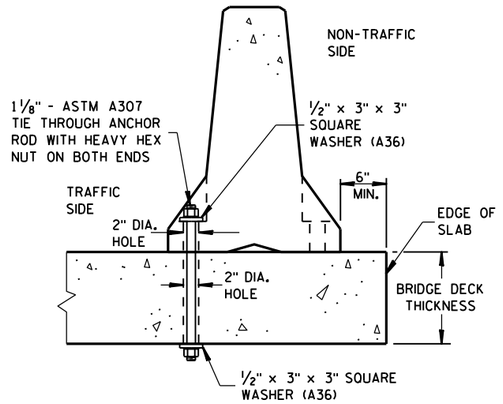
SEE SHEET E FOR WHEN TO ANCHOR. OTHER PARTS OF THE PLAN MAY SHOW ADDITIONAL LOCATIONS REQUIRING ANCHORING.

REMOVE ALL ANCHORS WHEN NO LONGER NEEDED. FILL CONCRETE PAVEMENTS, DECKS AND APPROACH SLABS WITH NON-SHRINK COMMERICAL GROUT FROM THE APPROVED PRODUCT LIST. FILL ASPHALT PAVEMENTS WITH ASTM D6690 TYPE II RUBBERIZED CRACK FILLER.

(1) 1⅛" DIAMENTER A307 THREADED ROD. ½" X 3" X 3" SQUARE PLATE WASHER WITH ASTM A36 STEEL. ASTM A563A HEAVY HEX NUT.

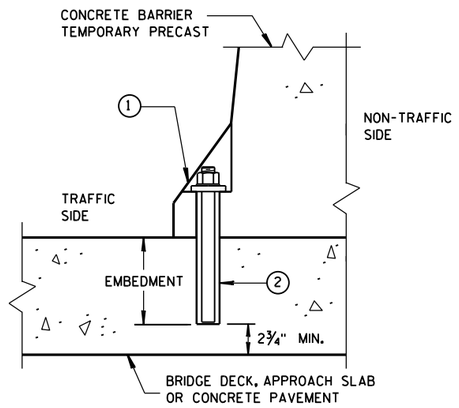
(2) ADHESIVE ANCHORS WITH A MINIMUM BOND STRENGTH OF 1,800 PSI AND 5¼" EMBEDMENT. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.

(3) ASPHALT SURFACE SHOWN. CONTRACTOR MAY DRILL THROUGH CONCRETE PAVEMENT AND THAN DRIVE ASPHALT ANCHOR PIN.



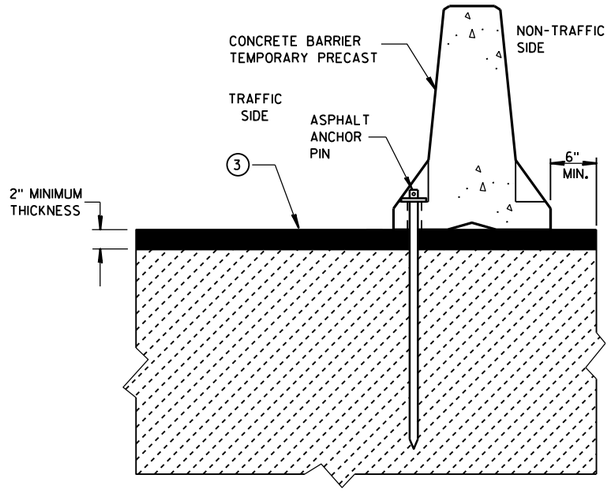

## THROUGH BOLTED ANCHOR INSTALLATION ON BRIDGE DECK

(DO NOTUSE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY)

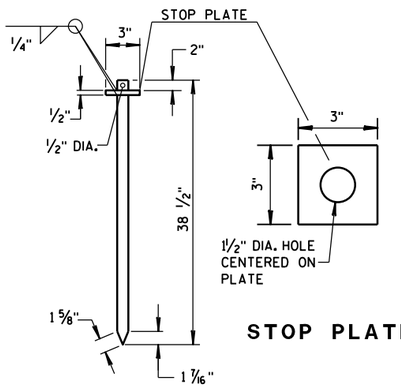



## REMOVABLE ADHESIVE ANCHOR INSTALLATION ON CONCRETE BRIDGE DECK, CONCRETE APPROACH SLAB, OR CONCRETE PAVEMENT

(DO NOT USE ON CONCRETE WITH AN ASPHALTIC OVERLAY)



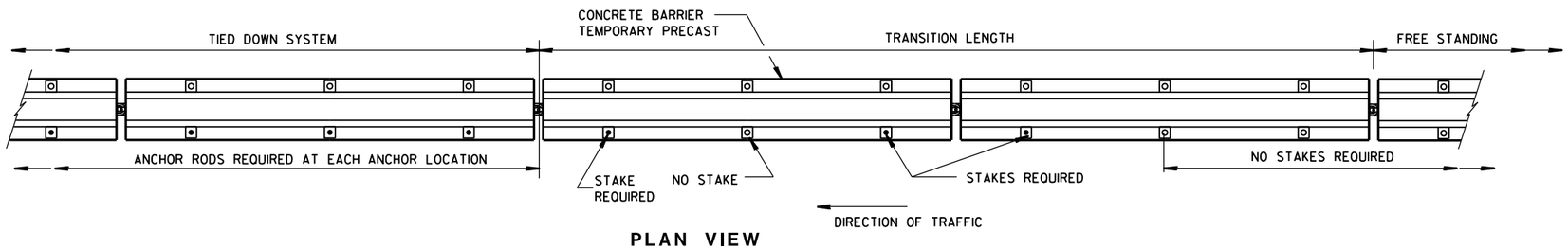

## STAKE DOWN INSTALLATION FOR ASPHALTIC SURFACE




## STOP PLATE

## ASPHALT ANCHOR PIN

(ASTM A36 STEEL)




PLAN VIEW

## FREE STANDING TRANSITION TO TIED-DOWN SYSTEM

(PLACE TRANSITION IN A TANGENT SECTION OF BARRIER PARALLEL TO THE ROADWAY. IF TRANSITION OCCURS ON STRUCTURAL SLAB, ANCHOR AS SHOWN.)

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

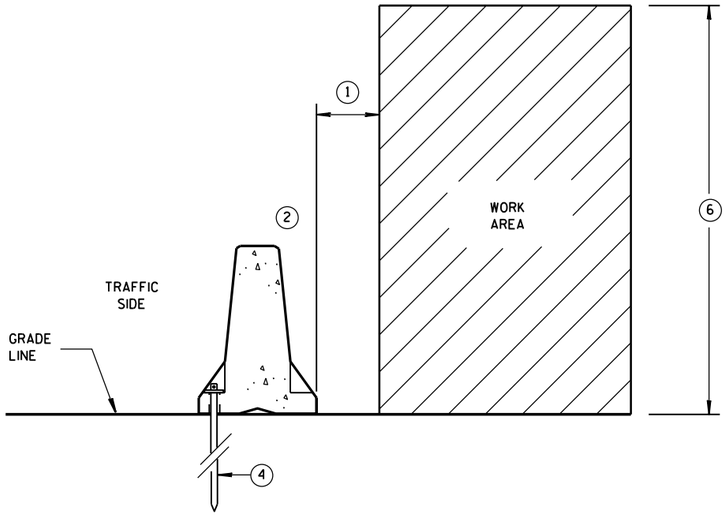




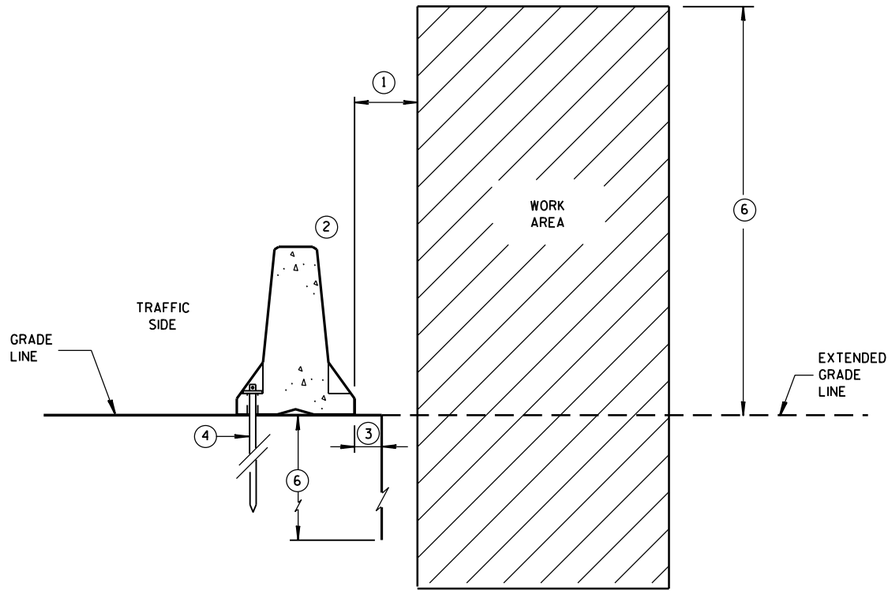
6



S.D.D. 14 B 7-15d




## ANCHORED BARRIER SPACE REQUIREMENTS FOR HAZARDS EXTENDED ABOVE THE GRADE LINE

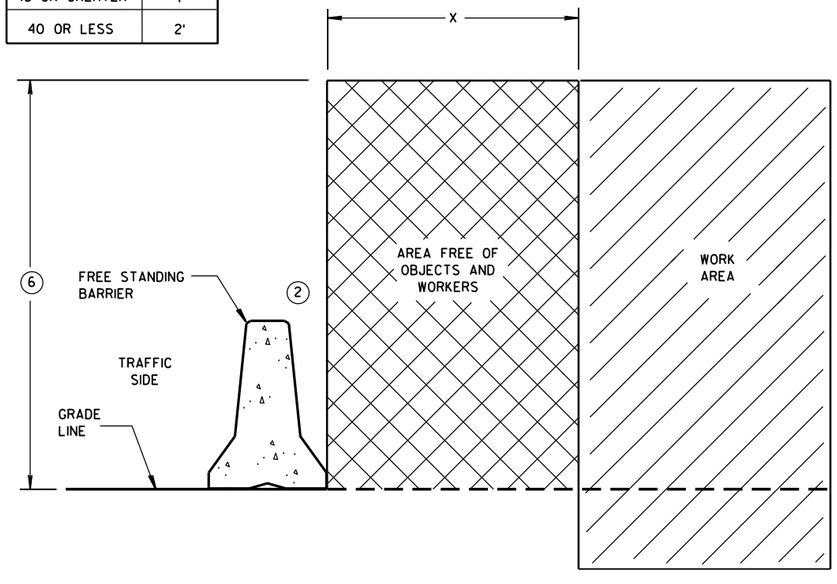



## ANCHORED BARRIER SPACE REQUIREMENTS ON VERTICAL DROP OFFS

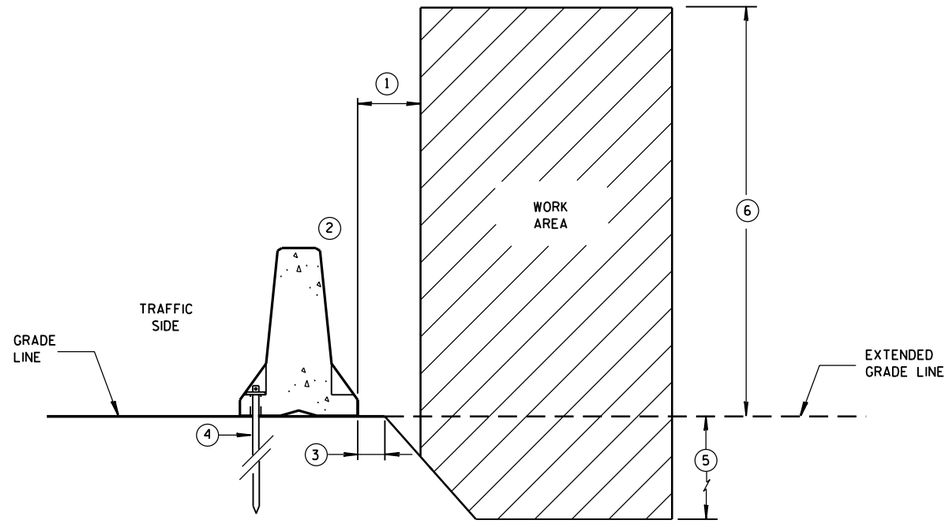
## GENERAL NOTES

1. WHEN OBJECTS EXTEND ABOVE THE GRADE, A MINIMUM OF 1 FOOT IS REQUIRED FROM BACK OF BARRIER TO OBJECT. SEE OTHER DETAILS FOR FOR THE MINIMUM OFFSET FROM BACK OF BARRIER TO SLOPES OR VERTICAL DROPS.
2. OBJECTS ARE NOT TO BE PLACED ON, MOUNTED TO, OR LEANED AGAINST THE BARRIER WITHOUT PERMISSION OF THE PROJECT ENGINEER.
3. SEE OTHER DETAIL ON SHEET "D" FOR SPACE REQUIREMENTS.
4. SEE BOLT THROUGH DECK, REMOVABLE ADHESIVE ANCHOR, OR A STAKE DOWN FOR ASPHALTIC SURFACE TREATMENT DETAILS. ASPHALTIC ANCHOR SHOWN.
5. DEPTH OF 3 FEET OR MORE.
6. Y = 6'-6".

| POSTED SPEED MPH | X |
|---|---|
| 45 OR GREATER | 4' |
| 40 OR LESS | 2' |




## FREE STANDING BARRIER SPACE REQUIREMENTS




## ANCHORED BARRIER SPACE REQUIREMENTS ON SLOPES

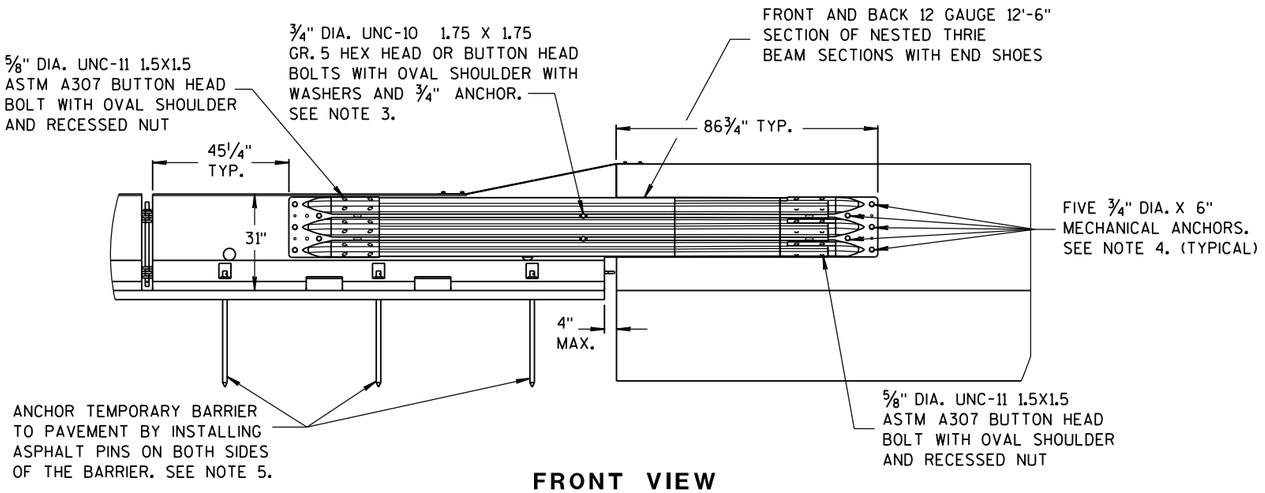
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

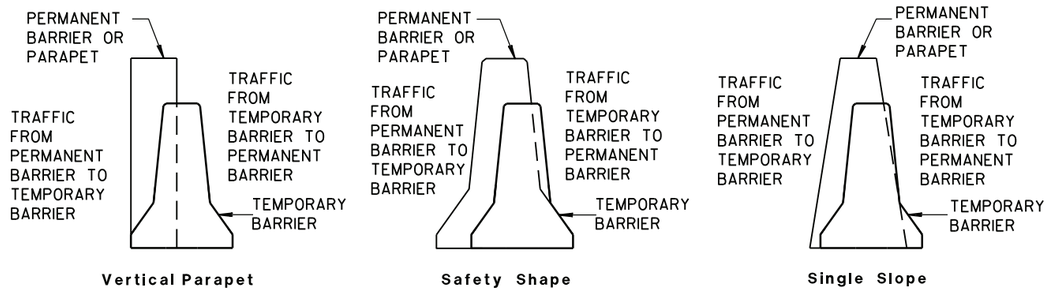



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S.D.D. 14 B 7-15e




**FRONT VIEW**

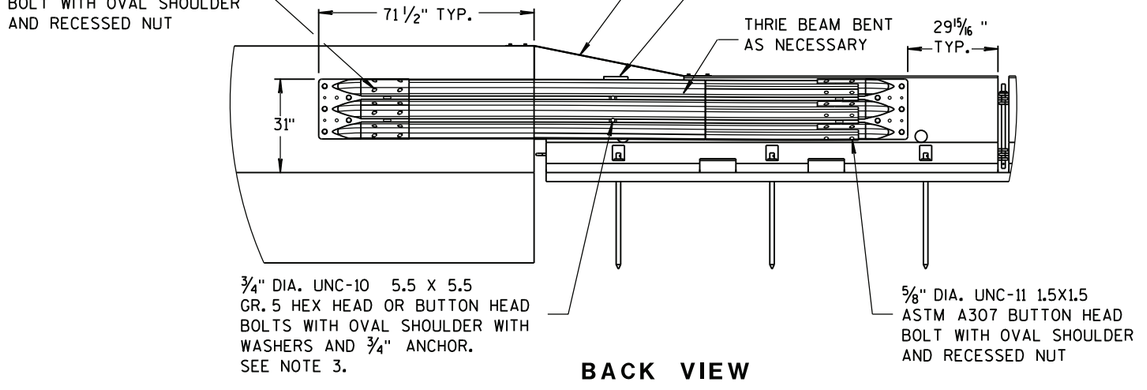



## TEMPORARY BARRIER PLACEMENT FOR TRANSITION TO TIED DOWN SYSTEM

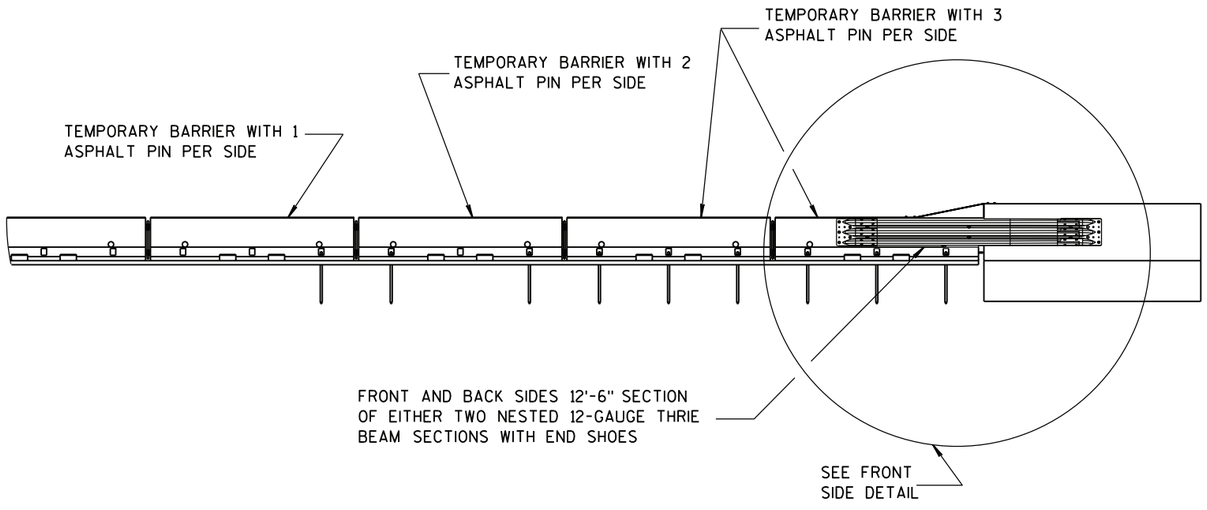
### NOTES

NESTED THRIE BEAM IS REQUIRED ON BOTH SIDES OF THE TEMPORARY BARRIER FOR ALL INSTALLATIONS REGARDLESS OF TRAFFIC.

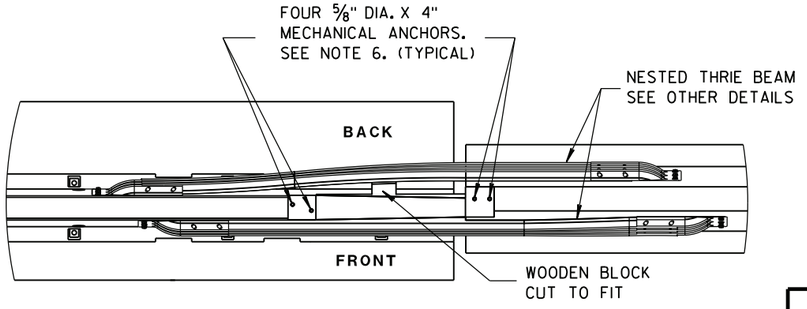
1. CAP END PLATE PLACED FLUSH WITH UPSTREAM END OF PERMANENT BARRIER OR PARAPET.
2. THRIE BEAM PIECES ARE OFFSET 15 1/4" TO PREVENT INTERFERENCE FROM THE ANCHORS ON OPPOSING SIDES.
3. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 9.48 KIPS AND ULTIMATE SHEAR LOAD 10.48 KIPS.
4. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 17.9 KIPS AND ULTIMATE SHEAR LOAD 21.96 KIPS.
5. MAY BE USED ON CONCRETE OR ASPHALT PAVEMENTS. ASPHALT OPTION SHOWN. FOR CONCRETE OPTION SEE OTHER DETAILS.
6. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 12.14 KIPS AND ULTIMATE SHEAR LOAD 17.5 KIPS.




**BACK VIEW**




**FRONT VIEW**




**PLAN VIEW**

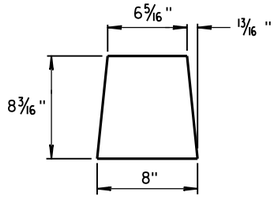
## TRANSITION TO TIED DOWN SYSTEM

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

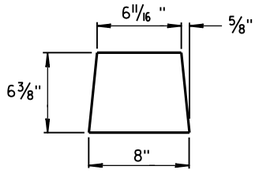
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI



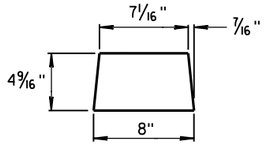

6
S.D.D. 14 B 7-15f



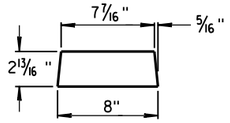

GUSSET 1




GUSSET 2

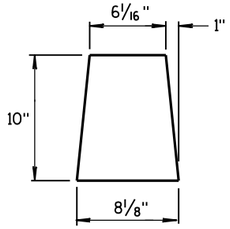



GUSSET 3

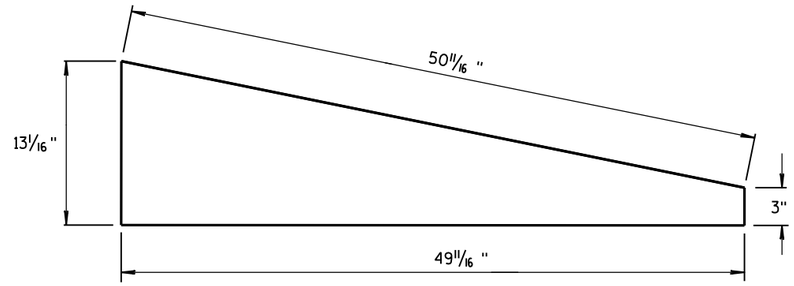



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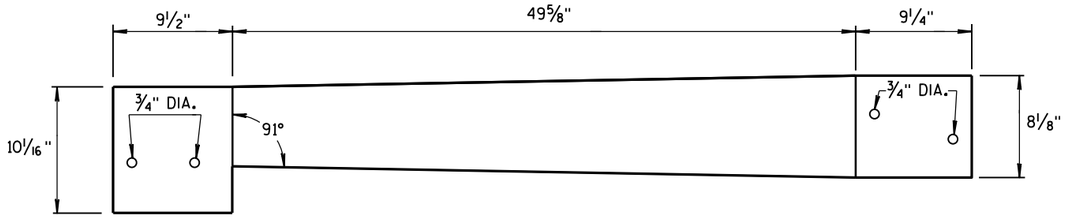
GUSSETS

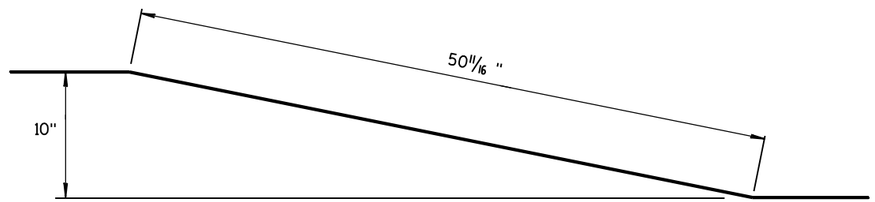



END PLATE




SIDE PLATE

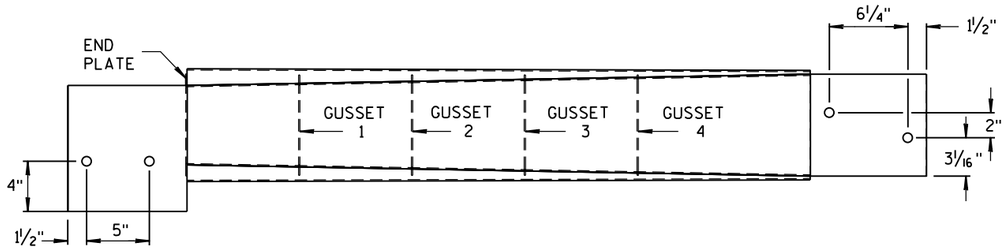


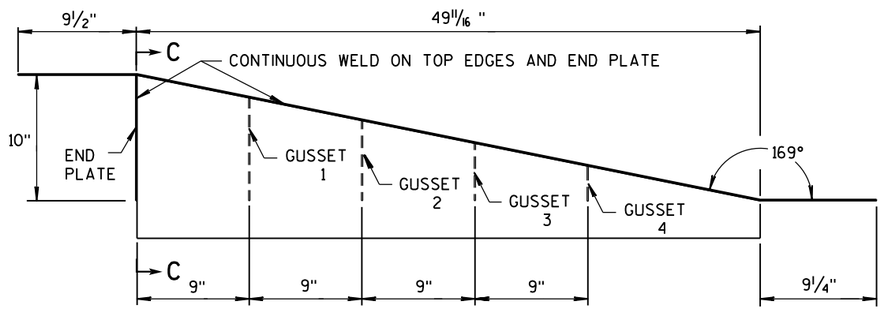



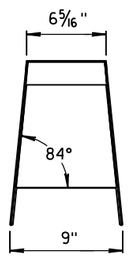

TOP PLATE

## SIDE, TOP AND END PLATES FOR CAP FROM TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 GALVANIZED STEEL.




SECTION C-C

NOTES

1. FOUR GUSSETS AND END PLATE ARE STITCH WELDED ON THREE SIDES.
2. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE, AND GUSSETS.

## CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

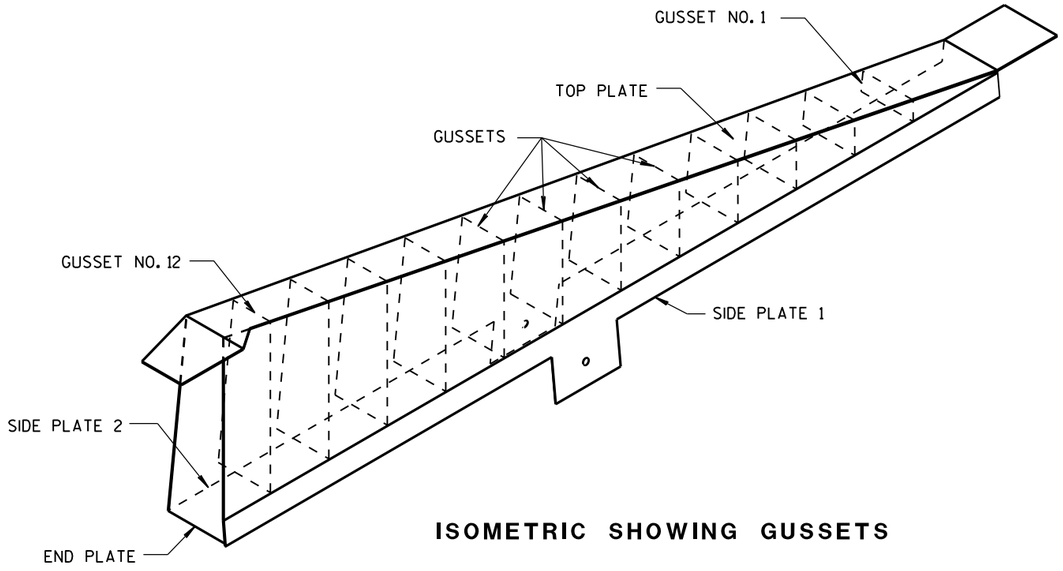
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

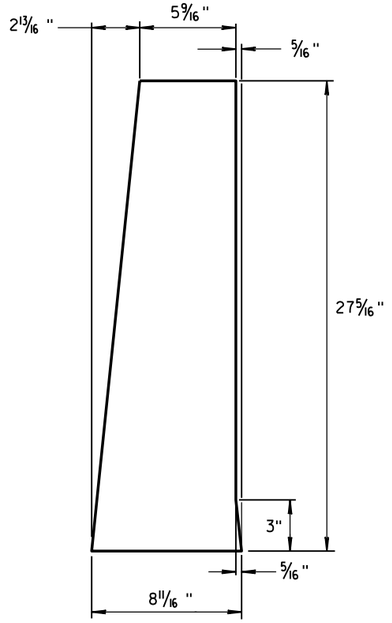




6
S.D.D. 14 B 7-15g

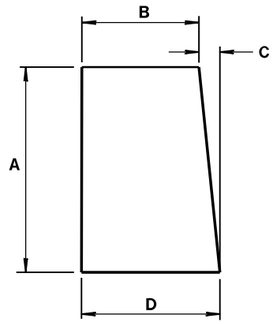



**ISOMETRIC SHOWING GUSSETS**




**END PLATE**

1/8" STEEL PLATE



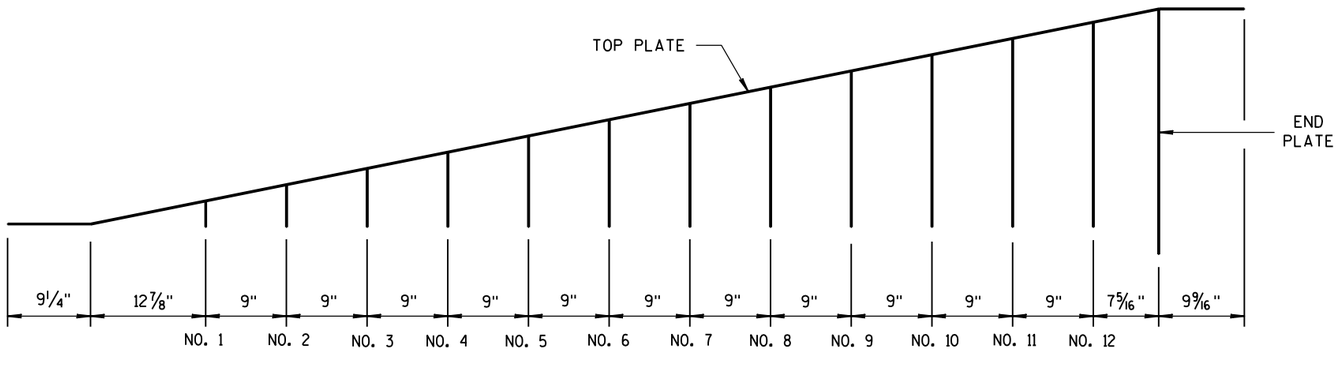

**GUSSETS 1 - 12**

ALL GUSSETS 1/8" STEEL PLATE

| GUSSET DIMENSIONS | | | | |
|---|---|---|---|---|
| GUSSET NO. | A | B | C | D |
| 1 | 2 7/8" | 7 3/4" | 1/4" | 8 |
| 2 | 4 11/16 " | 7 9/16 " | 1/2" | 8 |
| 3 | 6 1/2" | 7 3/8" | 11/16 " | 8 1/16 " |
| 4 | 8 5/16 " | 7 3/16 " | 7/8" | 8 1/16 " |
| 5 | 10 1/8" | 7" | 1 1/16 " | 8 1/16 " |
| 6 | 11 15/16 " | 6 13/16 " | 1 1/4" | 8 1/16 " |
| 7 | 13 3/4" | 6 5/8" | 1 7/16 " | 8 1/16 " |
| 8 | 15 9/16 " | 6 7/16 " | 1 9/16 " | 8 1/16 " |
| 9 | 17 3/8" | 6 1/4" | 1 13/16 " | 8 1/16 " |
| 10 | 19 3/16 " | 6 1/16 " | 1 15/16 " | 8 1/16 " |
| 11 | 21" | 5 7/8" | 2 3/16 " | 8 1/16 " |
| 12 | 22 13/16 " | 5 11/16 " | 2 5/16 " | 8 1/16 " |

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 STEEL AND GALVANIZED.

GUSSETS AND END PLATE ARE STITCH WELDED ON 3 SIDES. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE AND GUSSETS.




**GUSSET LOCATION**

# CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

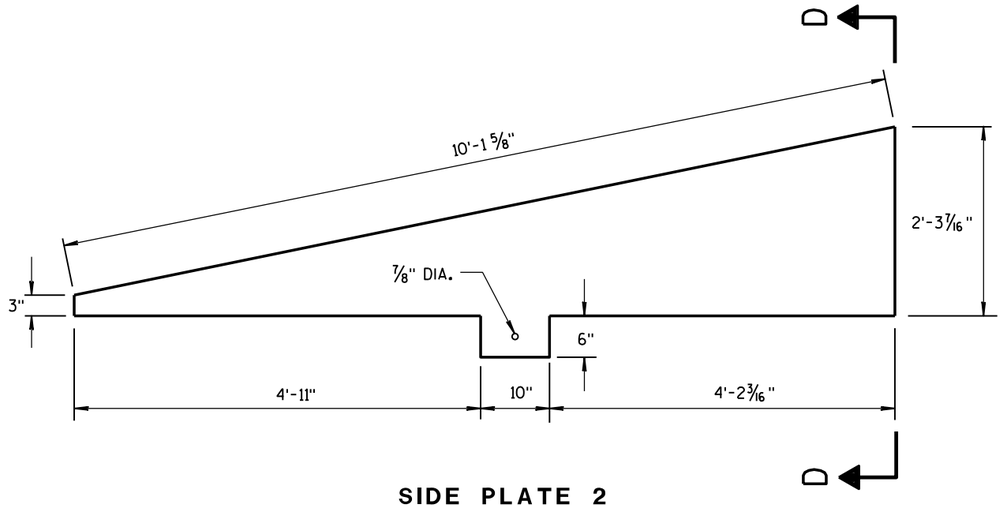


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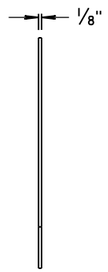
S.D.D. 14 B 7-15h

6

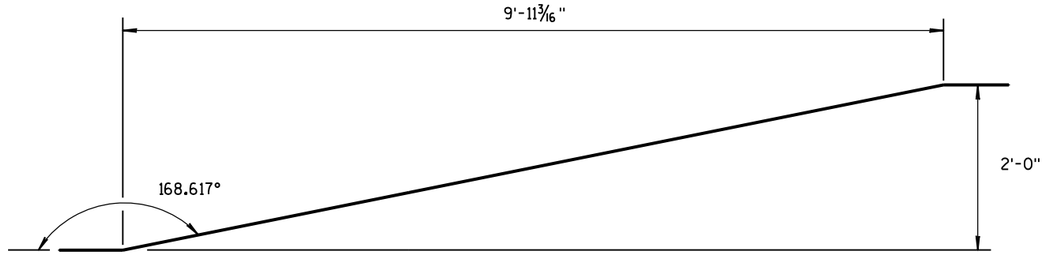
S.D.D. 14 B 7-15h




SIDE PLATE 2

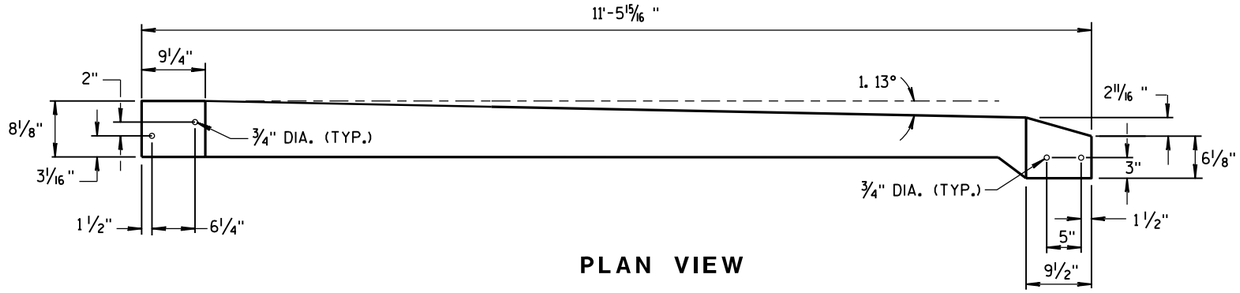



END VIEW



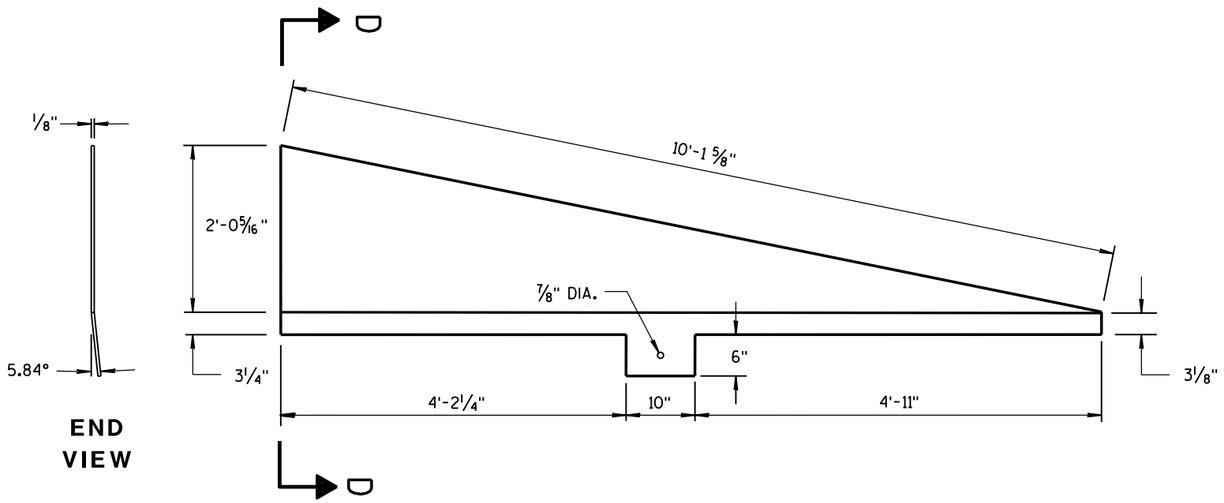

SIDE VIEW

TOP PLATE



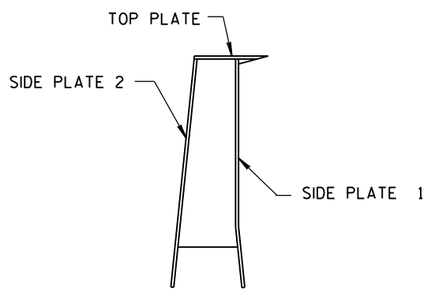

PLAN VIEW

TOP PLATE




END VIEW

SIDE PLATE 1




SECTION D-D

## CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

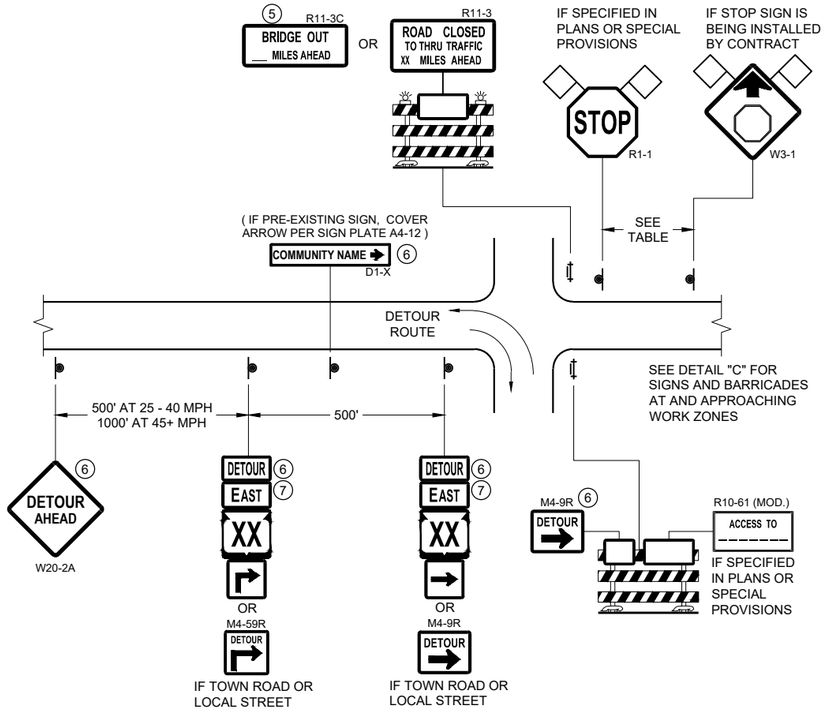


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S.D.D. 14 B 7-15i

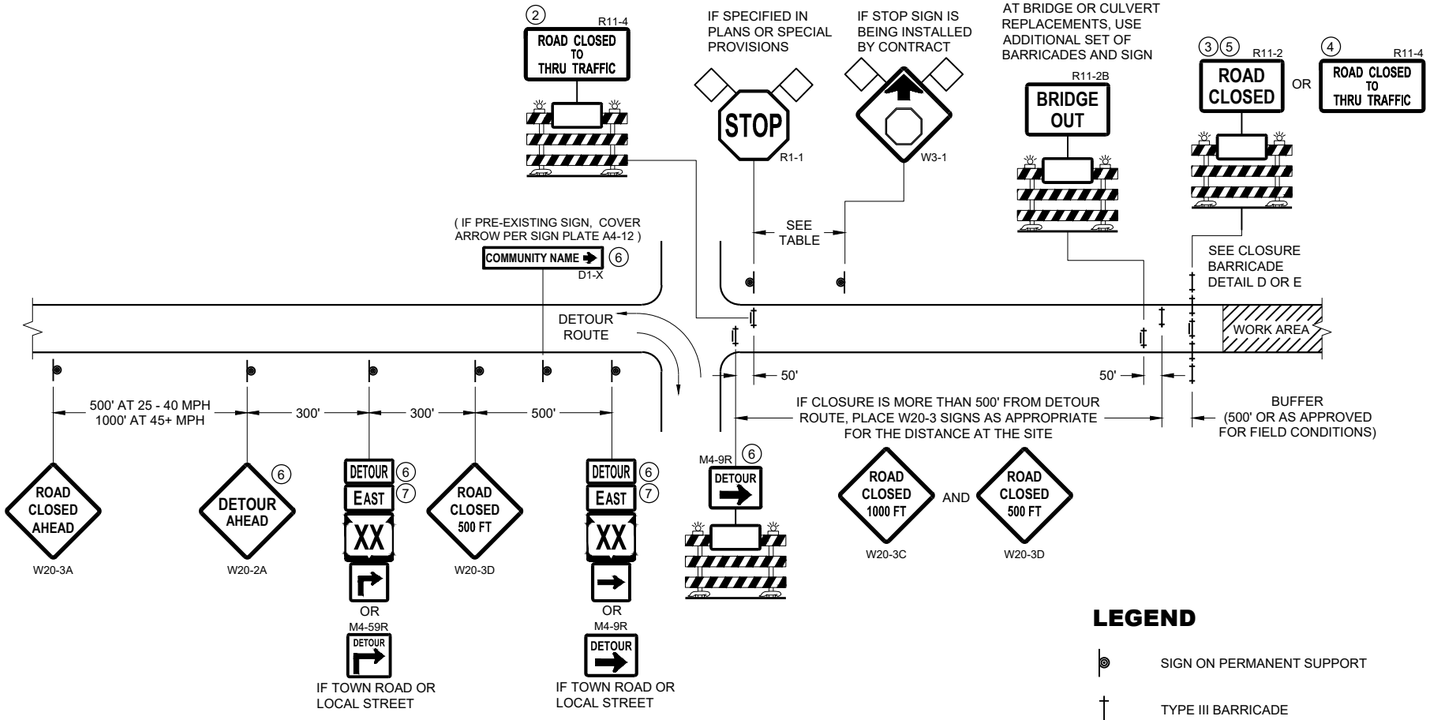
6

S.D.D. 14 B 7-15i




## DETAIL A
## MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE ( 1000 FEET IF URBAN )




## DETAIL B
## MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE ( 1000 FEET IF URBAN )

## LEGEND

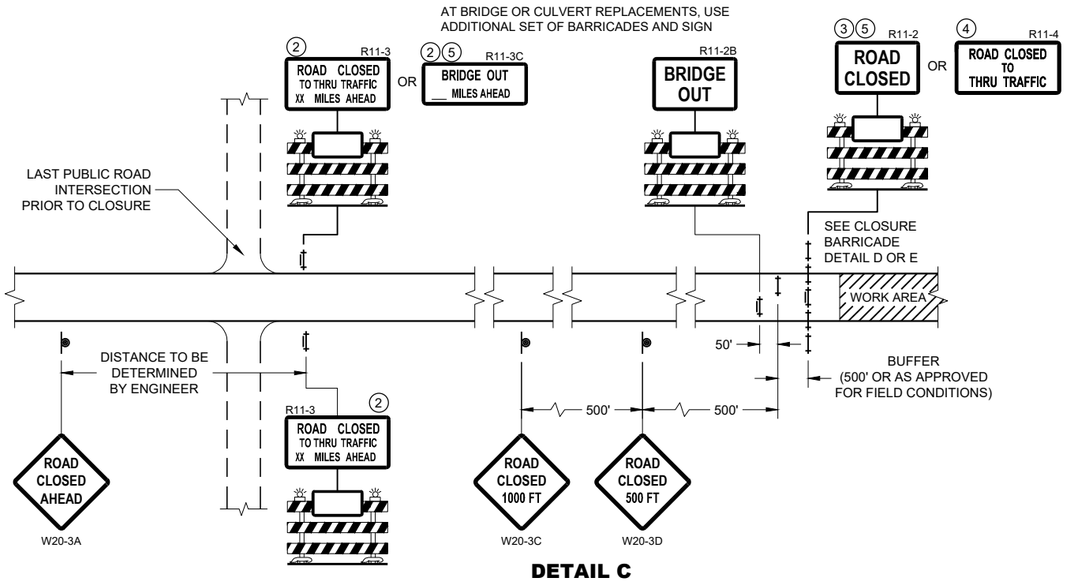
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)

DETOUR M4 - 8

EAST M3 - X

XX M1 - 4 OR XX M1 - 6 OR COUNTY X M1 - 5A

M05 - 1 OR M06 - 1




## DETAIL C
## MAINLINE CLOSURE, NO POSTED DETOUR

| SPEED LIMIT (MPH) | "STOP AHEAD" ADVANCE WARNING DISTANCE (FT) |
|---|---|
| 25 | 200 |
| 30 | 200 |
| 35 | 350 |
| 40 | 350 |
| 45 | 500 |
| 50 | 550 |
| 55 | 750 |

SEE SDD 15C2-SHEET "b"
FOR GENERAL NOTES
AND FOOTNOTES ① THROUGH ⑦

**BARRICADES AND SIGNS FOR MAINLINE CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

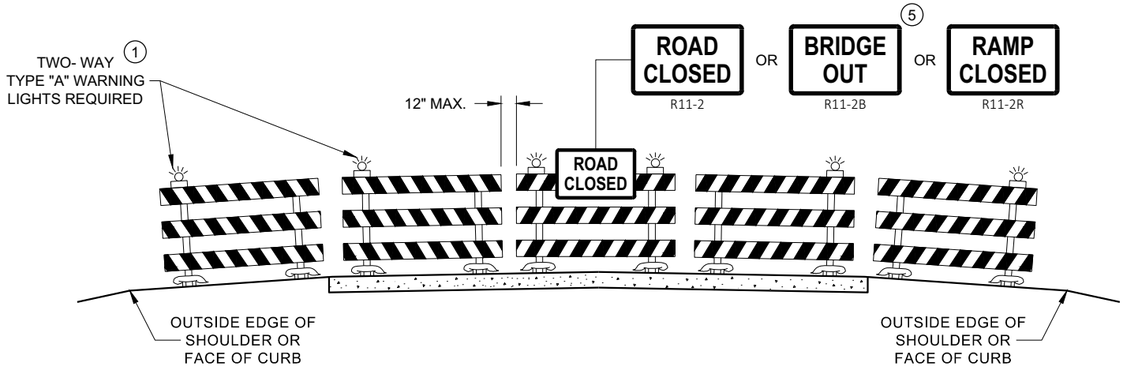
FHWA



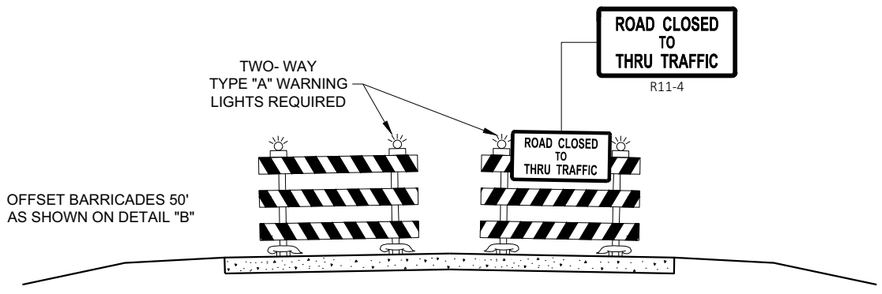
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SDD 15C02 - 08a

SDD 15C02 - 08a




**DETAIL D**
**ROAD CLOSURE BARRICADE DETAIL**
**APPROACH VIEW**




**DETAIL E**
**LANE CLOSURE BARRICADE DETAIL**
**APPROACH VIEW**

SEE SDD 15C2 - SHEET "a" FOR LEGEND

## GENERAL NOTES

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE", SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

TYPE "A" LOW - INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11 - 2, R11 - 3, M4 - 9, R11 - 4, AND R10 - 61 SIGNS PLACED ON THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL OR BOTTOM RAILS.

"WO" AND "MO" SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60 " X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1 - 1 SHALL BE 36" X 36"

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING.

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

**BARRICADES AND SIGNS FOR VARIOUS CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA



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SDD 15C02 - 08b

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**THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.**

## LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR — M4 - 8
- EAST — M3 - X
- XX — M1 - 4 OR XX — M1 - 6 OR COUNTY X — M1 - 5A
- M05 - 1 OR M06 - 1 OR M06 - 1

## GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

THE SPACING BETWEEN TRAFFIC CONTROL AND DETOUR SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-9 AND M4-59 SHALL BE 30" X 24"
- M4-8a SHALL BE 24" X 18"
- G20-51 SHALL BE 60" X 24"
- W20-2A SHALL BE 48" X 48"
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.

M3-X 24" X 12"
M1-X 24" X 24"
DETOUR AHEAD
W20-2A
USE ON STATE TRUNK, U.S. OR INTERSTATE HIGHWAYS, OR AS SPECIFIED IN THE CONTRACT

500' AT 25-40 MPH
1000' AT 45+ MPH

500'

DETOUR EAST XX *
D1-X COMMUNITY NAME *
(IF PRE-EXISTING SIGN, COVER ARROW PER SIGN PLATE A4-12)

M4-8a END DETOUR WEST XX *

DETOUR EAST XX / WEST XX

DETOUR ROUTE

WORK AREA

DETOUR EAST XX

WEST XX OR M4-9L DETOUR ** IF TOWN ROAD OR LOCAL STREET

500'

DETOUR NEXT X MILES * G20-51

DETOUR WEST XX * OR M4-59L DETOUR ** IF TOWN ROAD OR LOCAL STREET

MATCH POINT

** M4-59L DETOUR OR DETOUR EAST XX * IF TOWN ROAD OR LOCAL STREET

D1-X COMMUNITY NAME * (IF PRE-EXISTING SIGN, COVER ARROW PER SIGN PLATE A4-12)

500'

** M4-9L DETOUR OR DETOUR EAST XX IF TOWN ROAD OR LOCAL STREET

DETOUR WEST XX

DETOUR WEST XX OR M4-9R DETOUR ** IF TOWN ROAD OR LOCAL STREET

DETOUR WEST XX * OR M4-59R * DETOUR ** IF TOWN ROAD OR LOCAL STREET

500'

DETOUR ROUTE

500' AT 25 - 40 MPH
1000' AT 45+ MPH

500'

M3-X 24" X 12"
M1-X 24" X 24"
DETOUR AHEAD
W20-2A
USE ON STATE TRUNK, U.S. OR INTERSTATE HIGHWAYS, OR AS SPECIFIED IN THE CONTRACT

DETOUR EAST XX *

D1-X COMMUNITY NAME *
(IF PRE-EXISTING SIGN, COVER ARROW PER SIGN PLATE A4-12)

DETOUR EAST XX

500'

DETOUR EAST XX

DETOUR EAST XX *

D1-X COMMUNITY NAME *
(IF PRE-EXISTING SIGN, COVER ARROW PER SIGN PLATE A4-12)

PLACE SIGNS BEYOND INTERSECTIONS WITH STATE OR COUNTY TRUNK HIGHWAYS OR AT 4 MILE MAXIMUM SPACING (4 BLOCKS IF URBAN AREA)

500' AT 25 - 40 MPH
1000' AT 45+ MPH

DETOUR EAST XX *

EAST XX M3-X 24" X 12" M1-X 24" X 24"
DETOUR AHEAD
W20-2A
USE ON STATE TRUNK, U.S. OR INTERSTATE HIGHWAYS, OR AS SPECIFIED IN THE CONTRACT

SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

**DETAIL F**
**DETOUR SIGNING**

**DETOUR SIGNING FOR MAINLINE CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

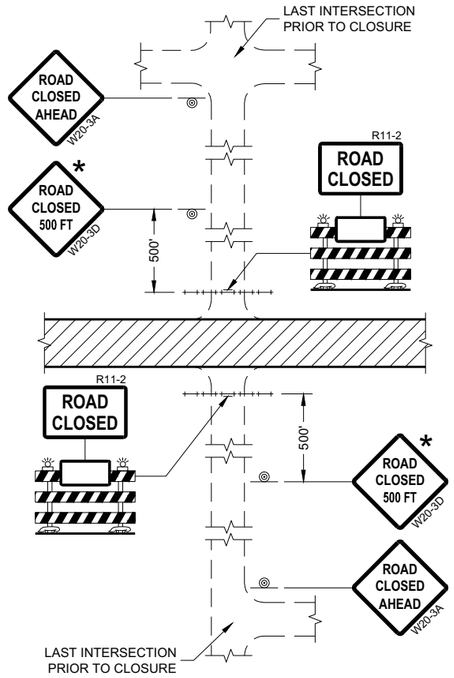
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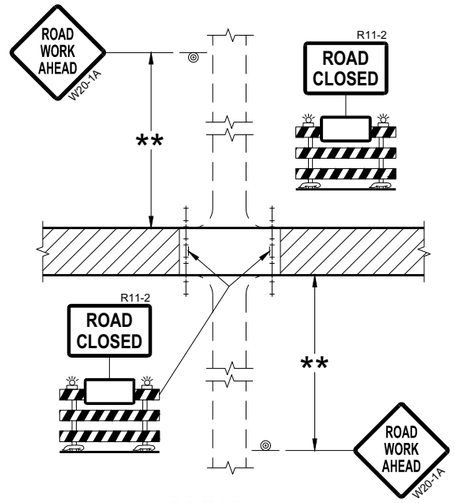
SDD 15C02 - 08c

SDD 15C02 - 08c

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**DETAIL 1**
(NO ACCESS TO PROJECT)




**DETAIL 2**
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT)

## GENERAL NOTES

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE (500 FEET DESIRABLE) TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

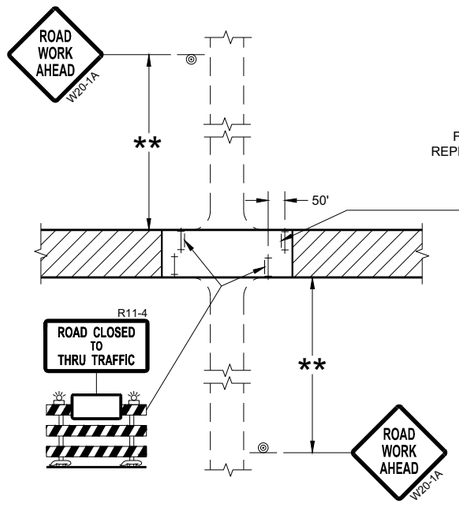
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

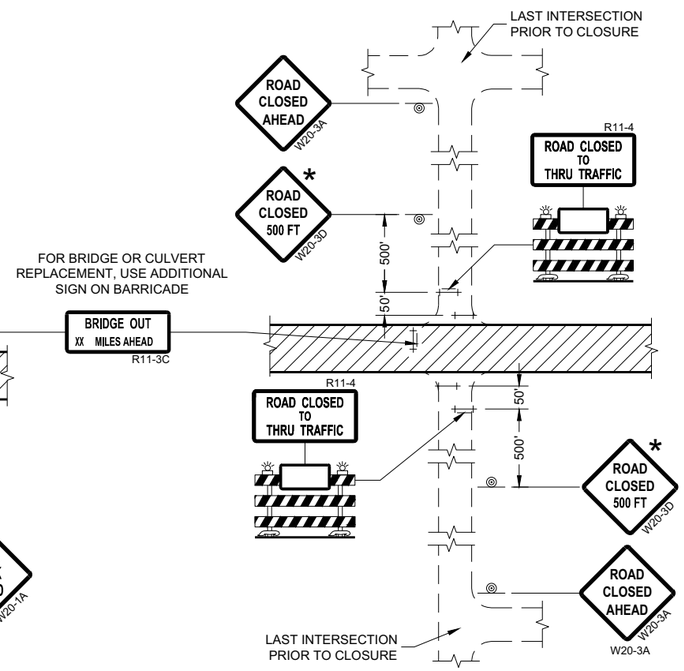
THE R11-2, R11-3, AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

* OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.

** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.




**DETAIL 3**
(PUBLIC CROSS-TRAFFIC MAINTAINED.
CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

**DETAIL 4**
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

## LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

**BARRICADES AND SIGNS FOR SIDEROAD CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA



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SDD 15C03 - 05

SDD 15C03 - 05

## GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

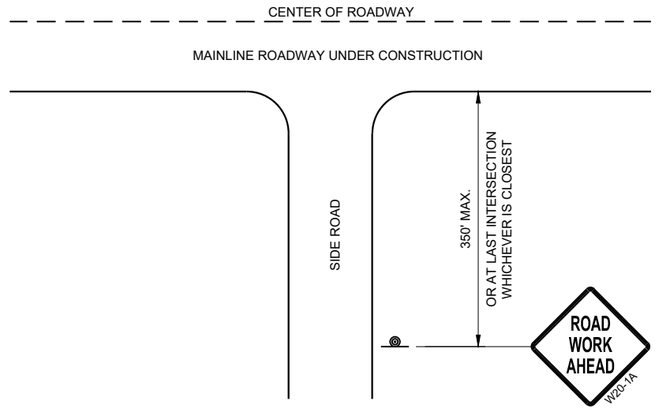
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48" X 48" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



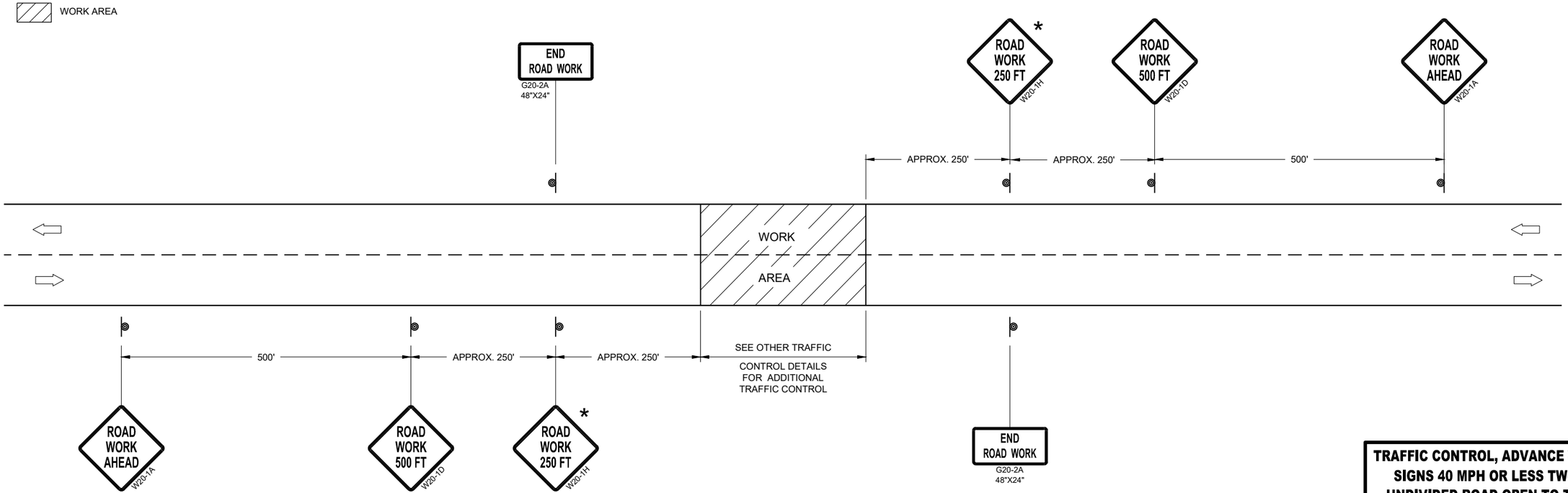

**TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL**

## LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA




**TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS**

**TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

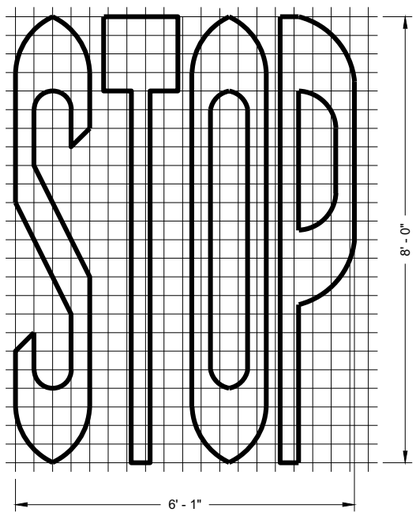
/S/ Andrew Heidtke
WORK ZONE ENGINEE

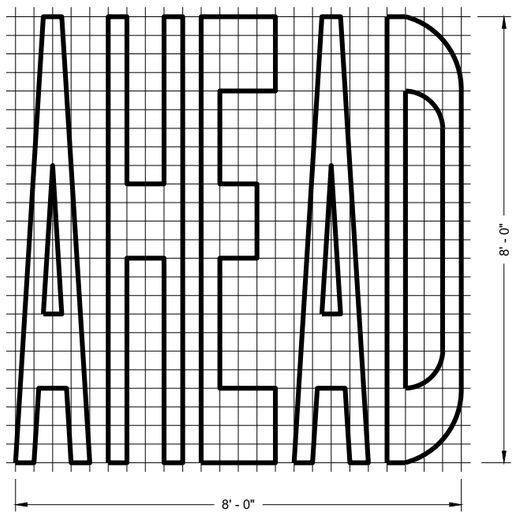
FHWA

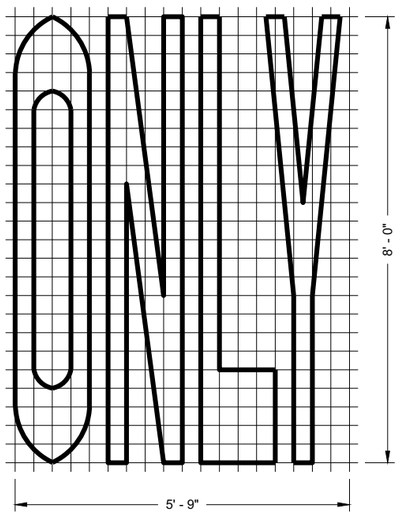


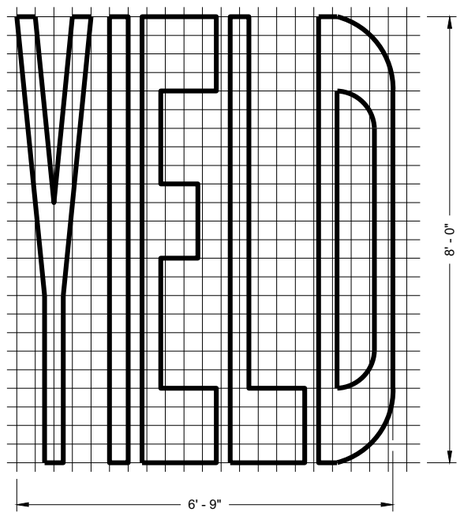

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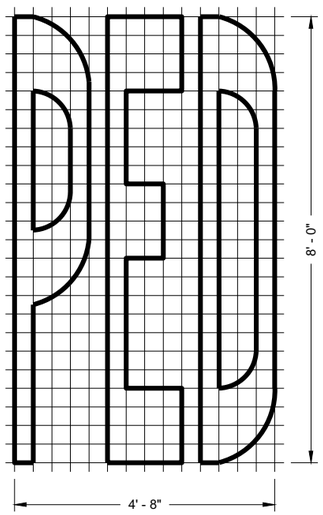

SDD 15C05 - 05

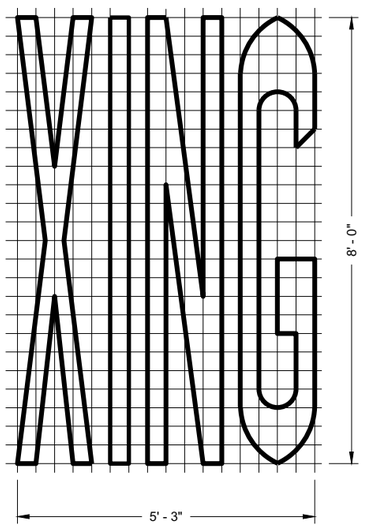


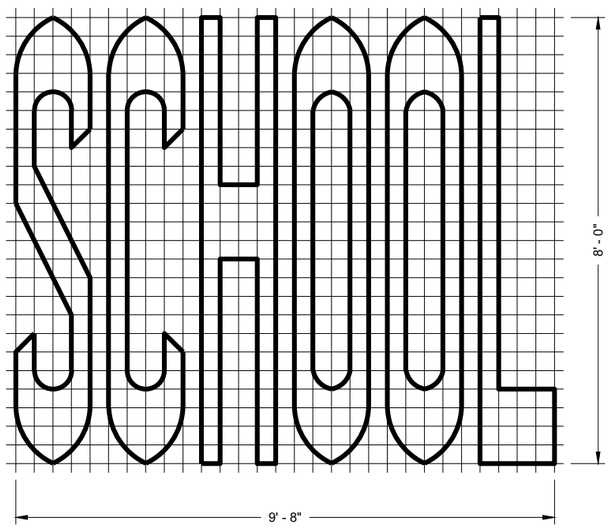



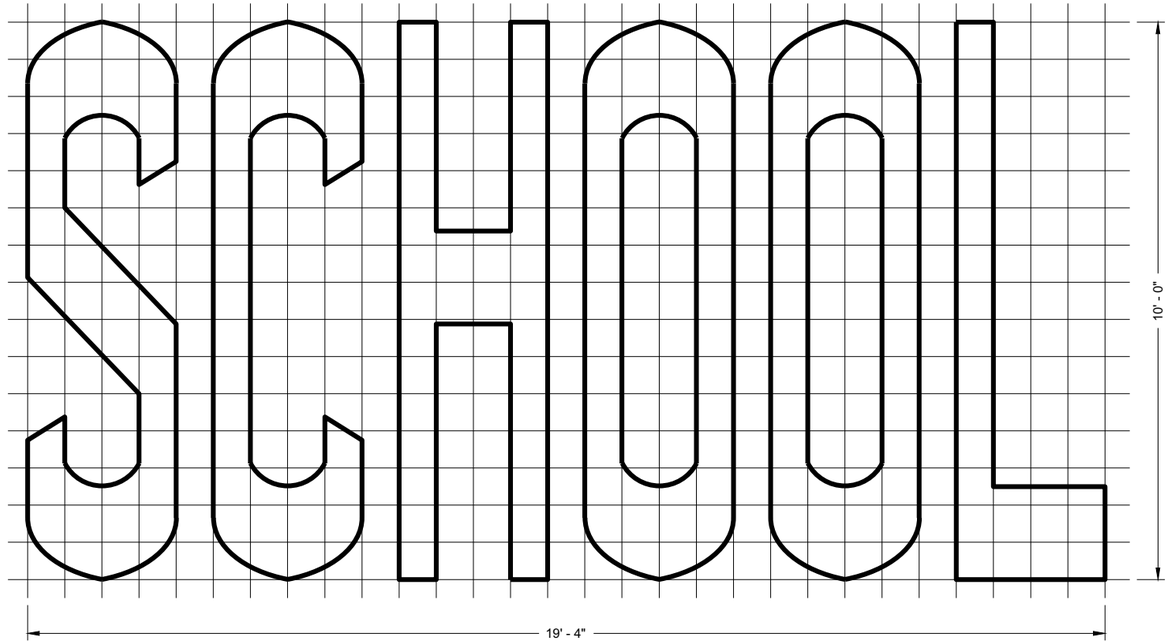




**SINGLE LANE**




**TWO - LANE**

## GENERAL NOTES

DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

**PAVEMENT MARKING WORDS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA



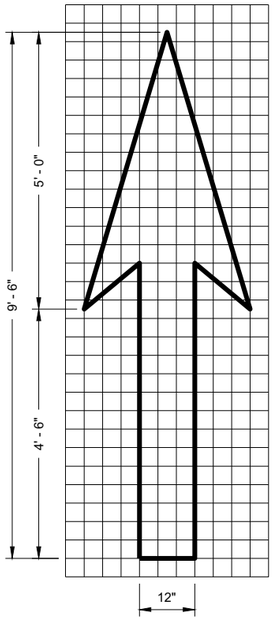
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SDD 15C07 - 15b

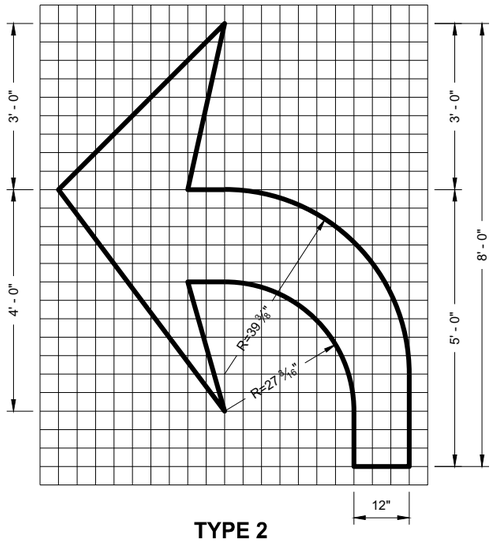
SDD 15C07 - 15b

## GENERAL NOTES

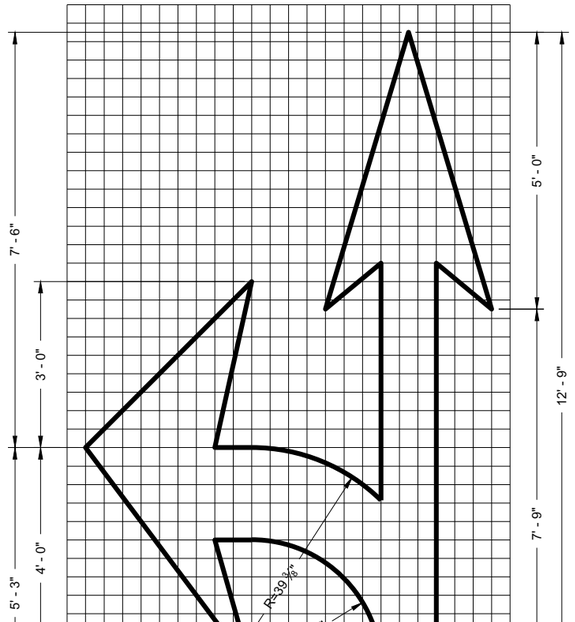
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



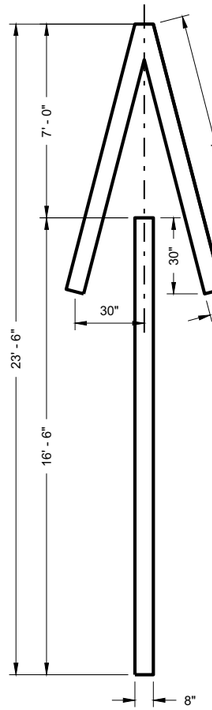

TYPE 1



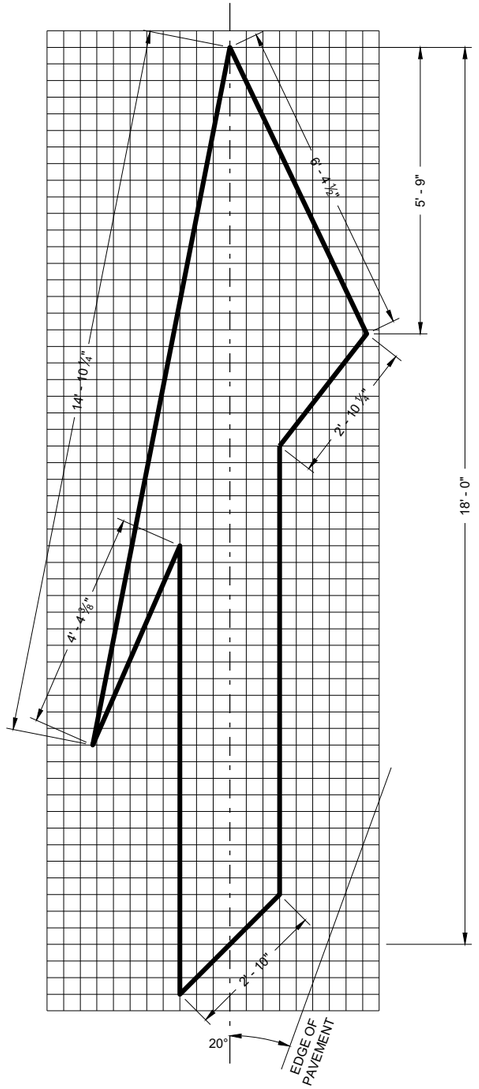

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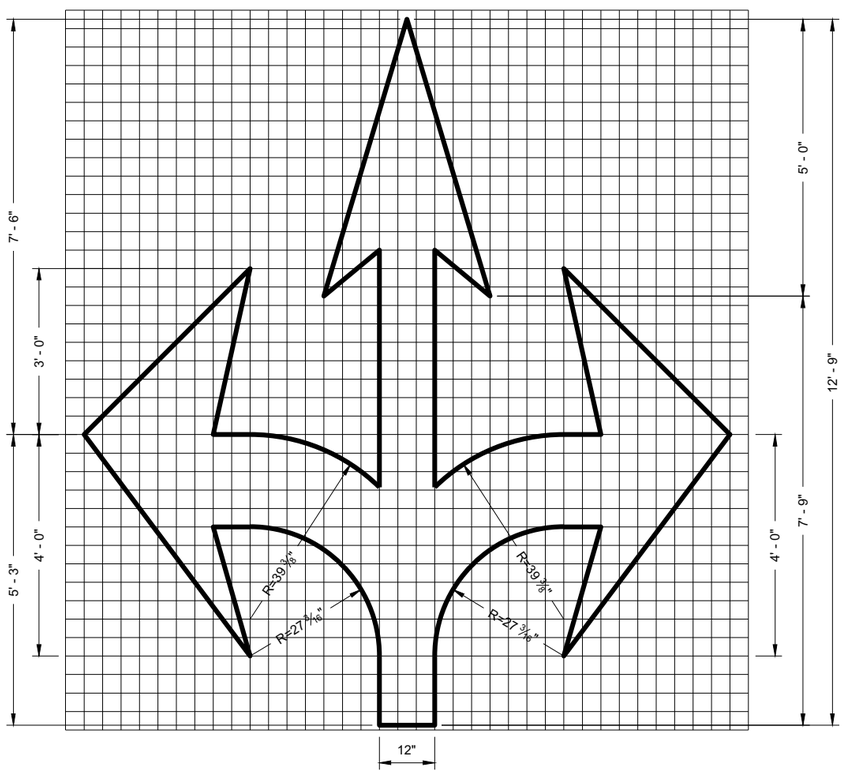

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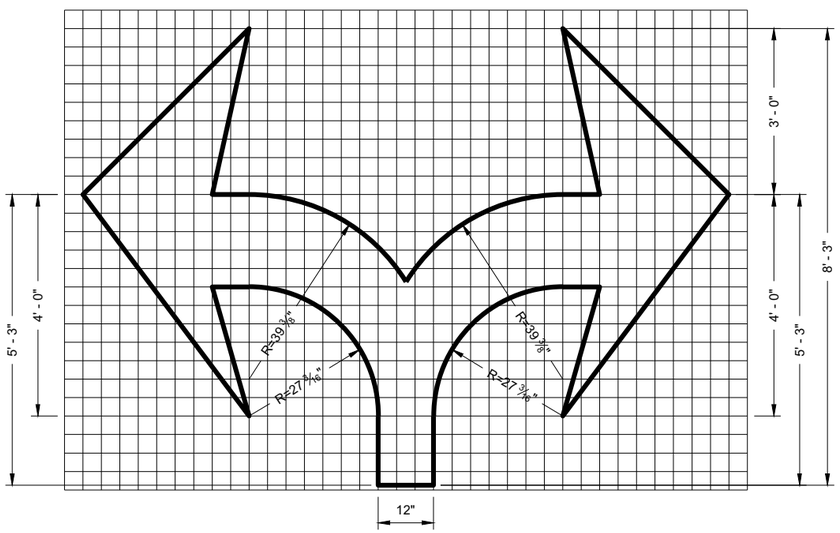

TYPE 4




TYPE 5 LANE DROP ARROW




TYPE 6




TYPE 7

**PAVEMENT MARKING ARROWS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

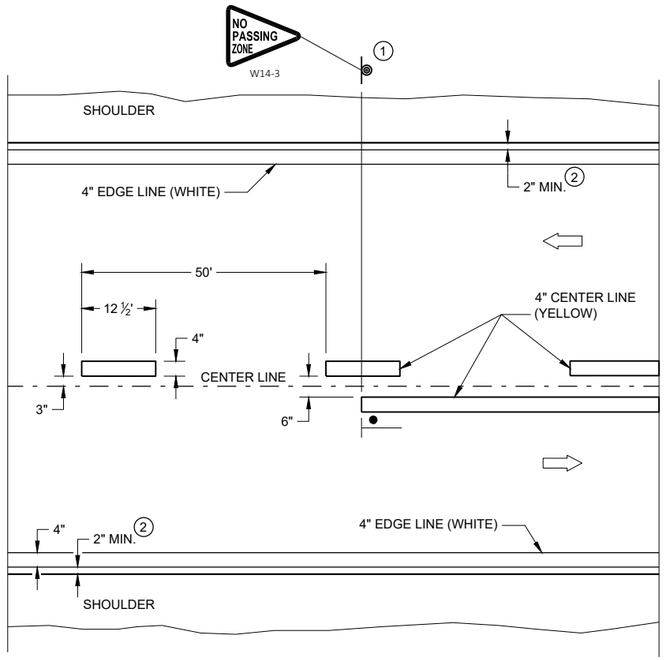


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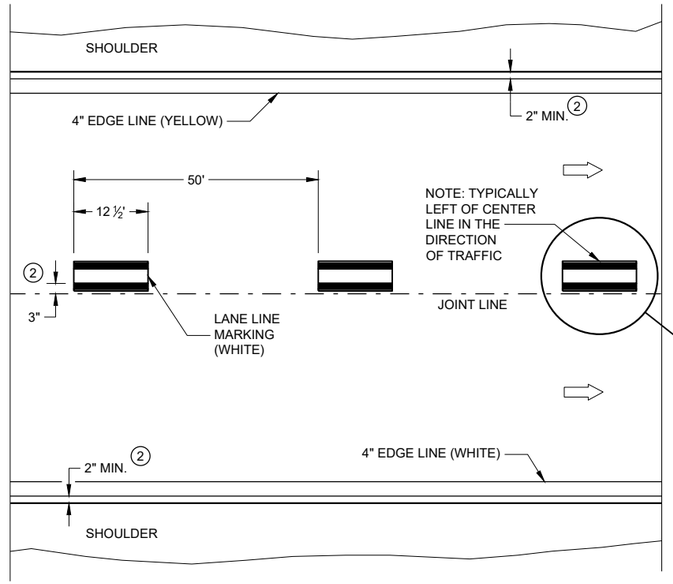
SDD 15C07 - 15c

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SDD 15C07 - 15c

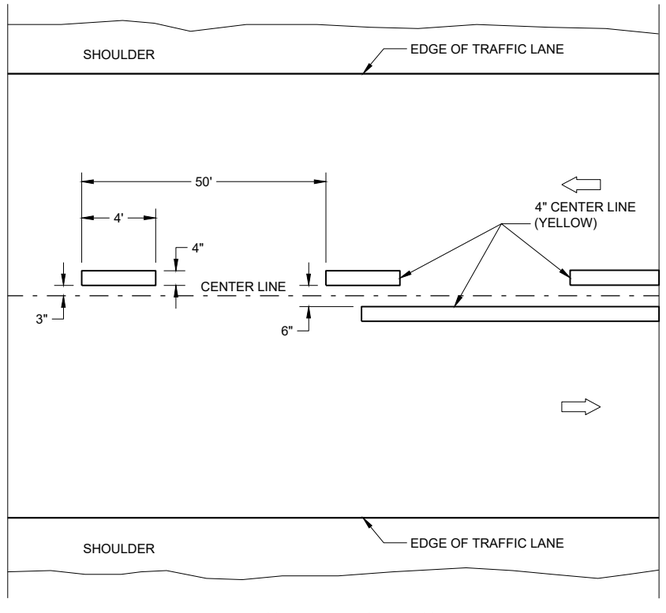



**TWO WAY TRAFFIC**

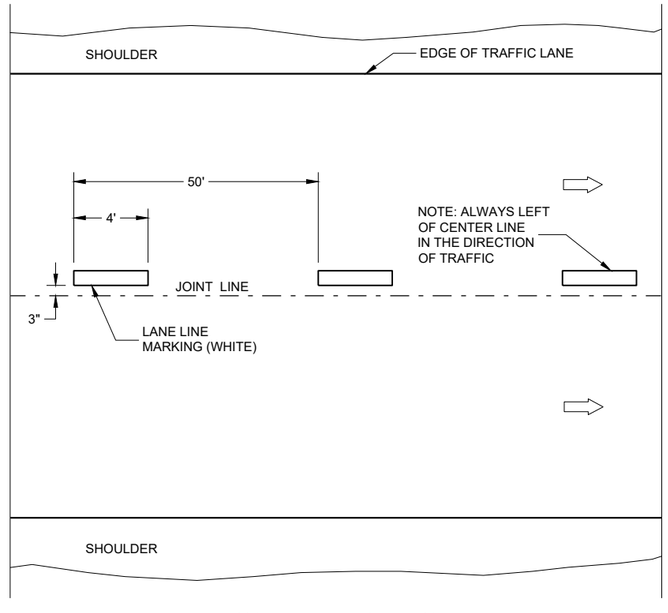



**ONE WAY TRAFFIC**

## PERMANENT PAVEMENT MARKING




**TWO WAY TRAFFIC**




**ONE WAY TRAFFIC**

## TEMPORARY PAVEMENT MARKING

## GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

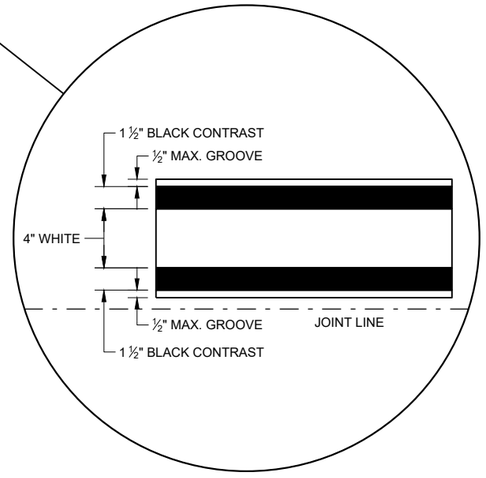
1. LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING
2. MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

## LEGEND

"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC




**LONGITUDINAL MARKING (MAINLINE)**

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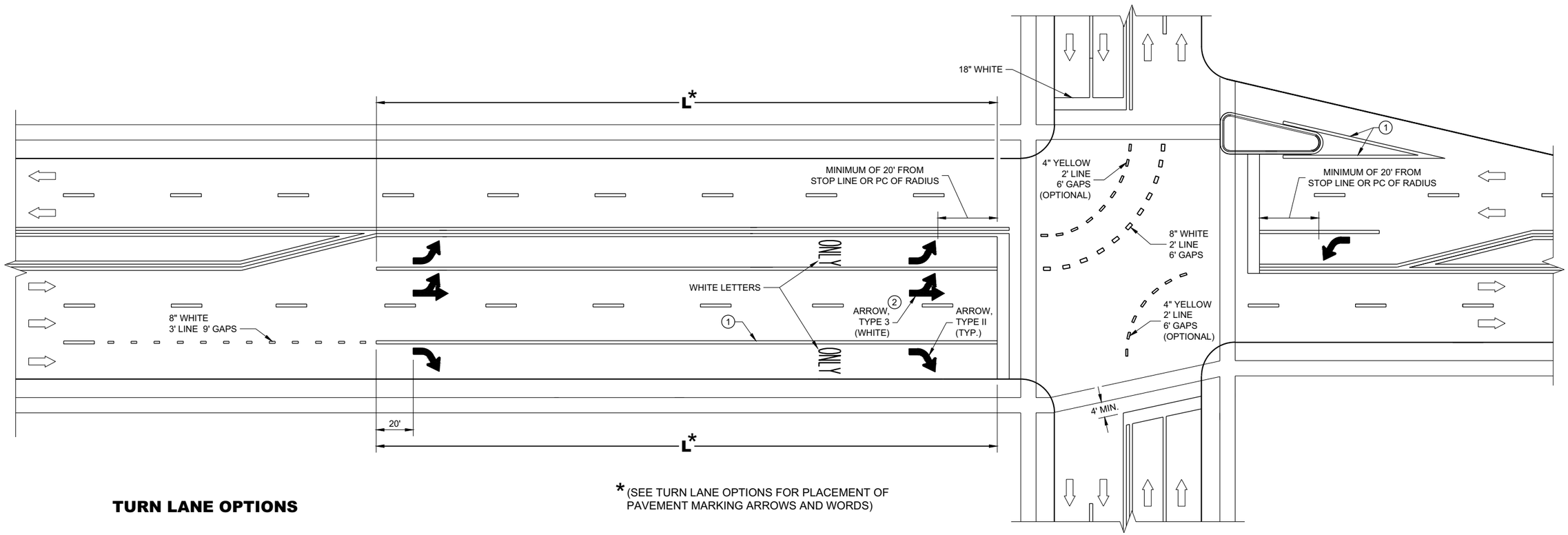
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February 2020 — DATE
/S/ Matthew Rauch — STATEWIDE SIGNING AND M ENGINEER

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SDD 15C08 - 20a

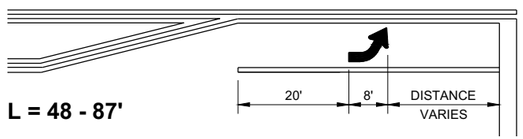
SDD 15C08 - 20a



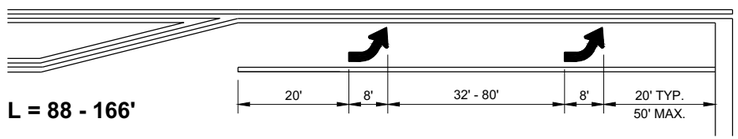

* (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

## TURN LANE OPTIONS

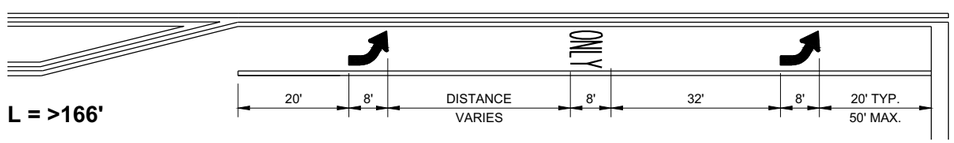
LENGTH OF TURN BAY ( **L** ) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS




**L = 48 - 87'**




**L = 88 - 166'**




**L = >166'**

## GENERAL NOTES

1. 8" WHITE
2. QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

DIRECTION OF TRAFFIC

**L** = LENGTH OF TURN BAY

**PAVEMENT MARKING (TURN LANES)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



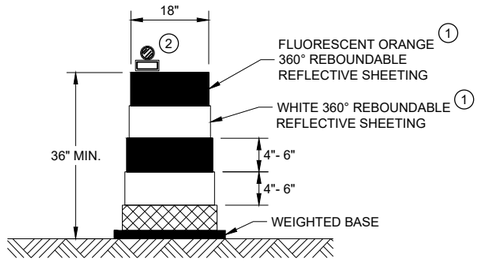


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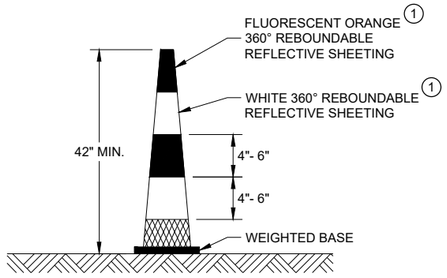
SDD 15C08 - 20c

## GENERAL NOTES

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.

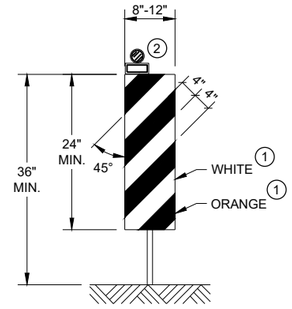



### DRUM



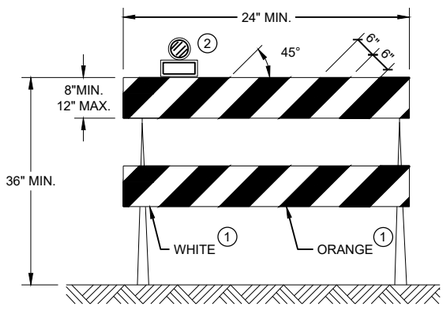

### 42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



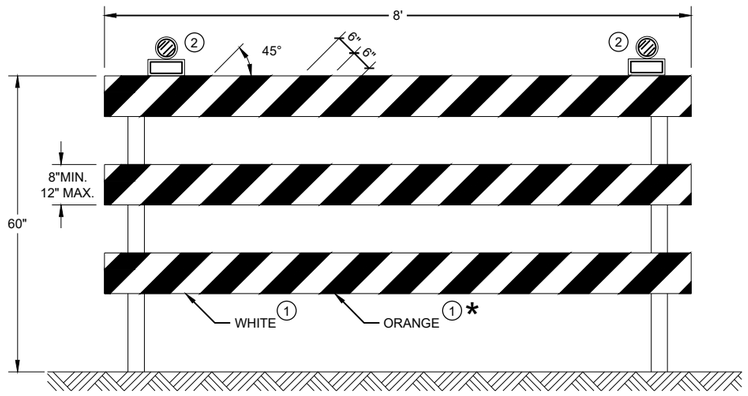

### VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.




### TYPE II BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES
MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD
TO THE TRAFFIC SIDE FOR CHANNELIZATION.




### TYPE III BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

**CHANNELIZING DEVICES**
**DRUMS, CONES, BARRICADES**
**AND VERTICAL PANELS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEE
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## LEGEND

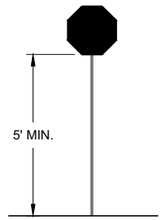
SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF




**STOP/SLOW PADDLE ON SUPPORT STAFF**

## GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

## FLAGGING

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

(1) FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

## TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FOR THE APPROVED PRODUCTS LIST.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.

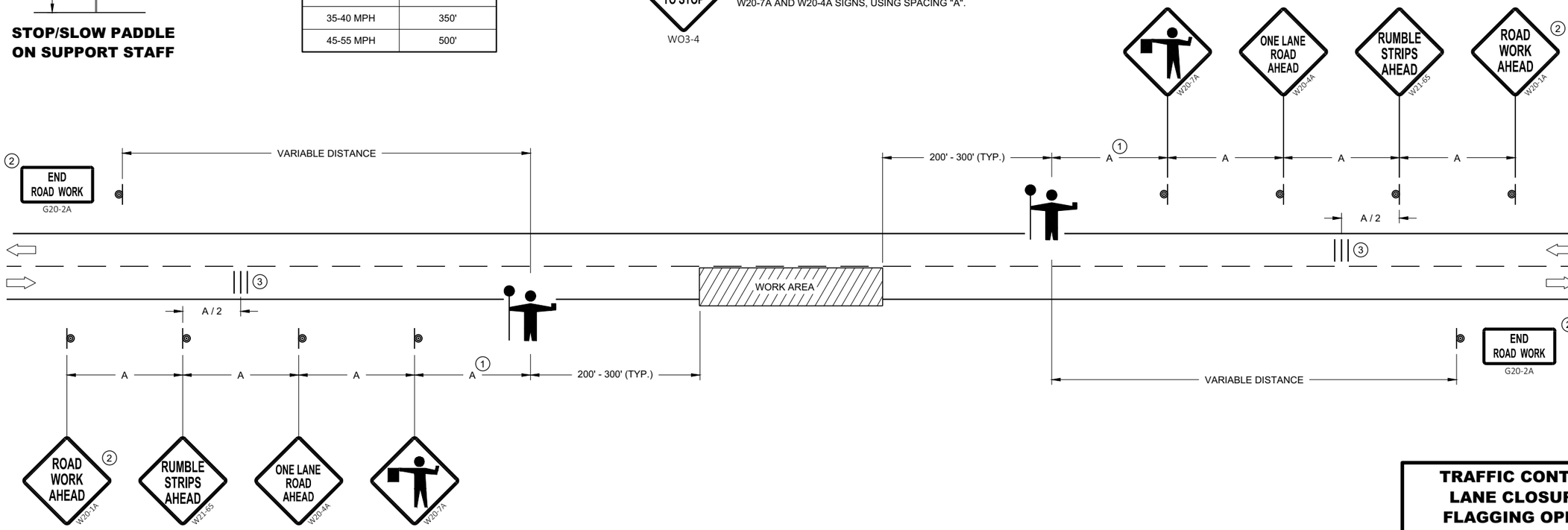
## SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

| SPEED LIMIT | SPACING "A" |
|---|---|
| 25-30 MPH | 200' |
| 35-40 MPH | 350' |
| 45-55 MPH | 500' |




WO3-4

USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".




**TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION**

**TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

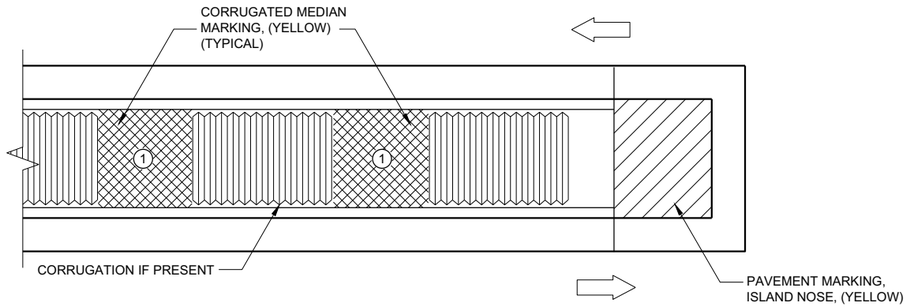
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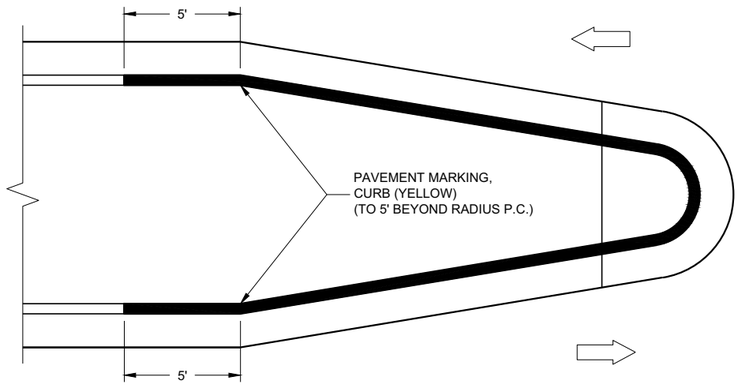


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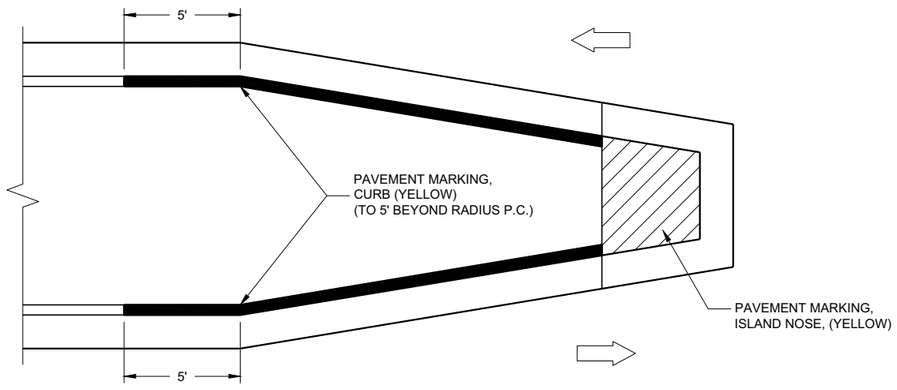
SDD 15C12 - 07




**MEDIAN ISLAND WITH SQUARE BLUNT NOSE**




**MEDIAN ISLAND WITH ROUND BLUNT NOSE**

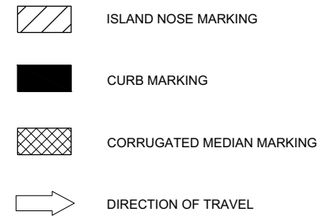



**MEDIAN ISLAND WITH SLOPED NOSE**

## TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

## GENERAL NOTES

WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION, YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.




**PAVEMENT MARKINGS, MEDIAN ISLAND NOSE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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STATE SIGNING AND MAF ENGINEER

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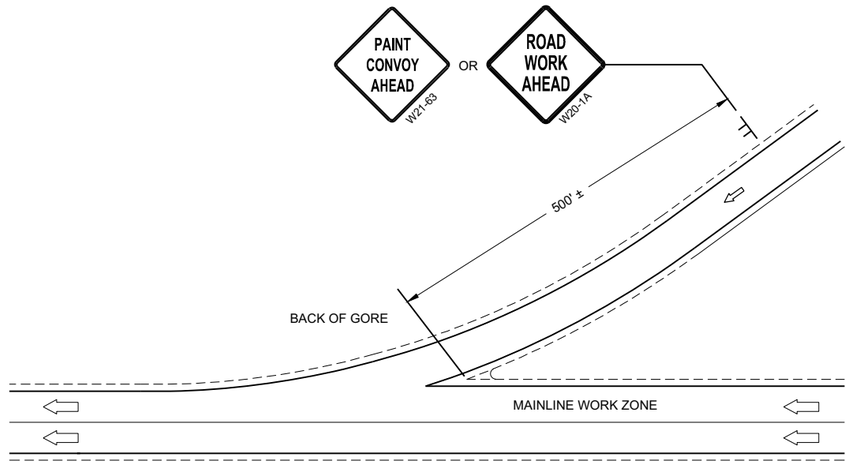



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SDD 15C18 - 05b
SDD15C18 - 05b

## LEGEND

- V1 MARKING VEHICLE
- V2 SHADOW VEHICLE
- V3 TRAIL VEHICLE
- TRUCK MOUNTED ATTENUATOR (TMA)
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- FLASHING ARROW PANEL (MERGE)
- FLASHING ARROW PANEL (CAUTION)




## GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

IF THE SHOULDER IS TOO NARROW TO ACCOMMODATE THE LAST TRAILING VEHICLE, THE VEHICLE SHOULD STRADDLE THE EDGE LINE.

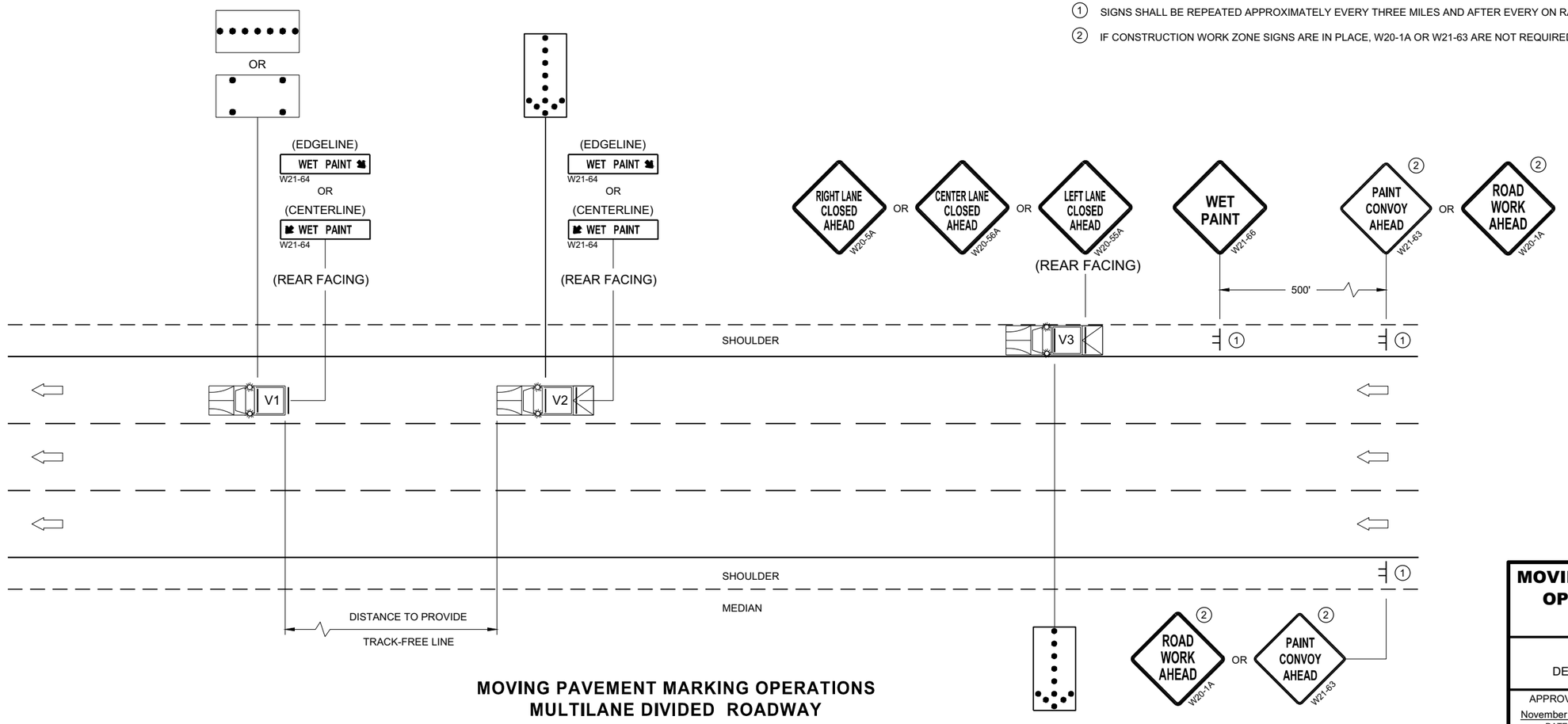
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC

CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM HEIGHT OF 18" FOR WET PAVEMENT MARKINGS

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY ON RAMP.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.




**MOVING PAVEMENT MARKING OPERATIONS**
**MULTILANE DIVIDED ROADWAY**

**MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY**

STATE OF WISCONSIN
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November 2019
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SDD15C19 - 06c

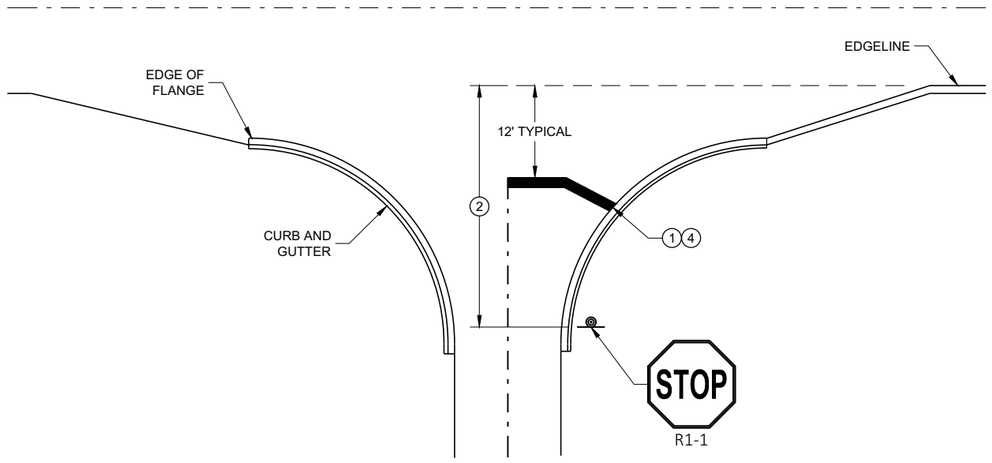
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SDD15C19 - 06c

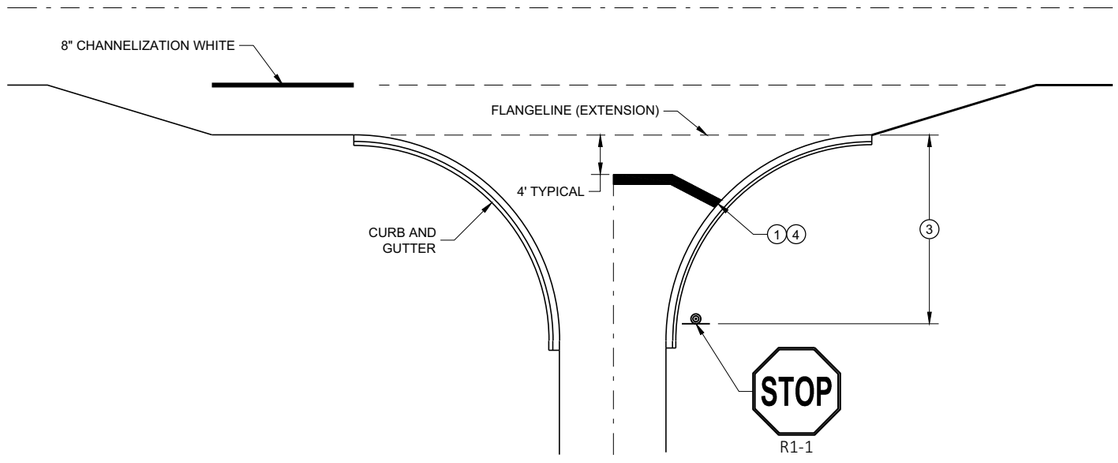
## GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

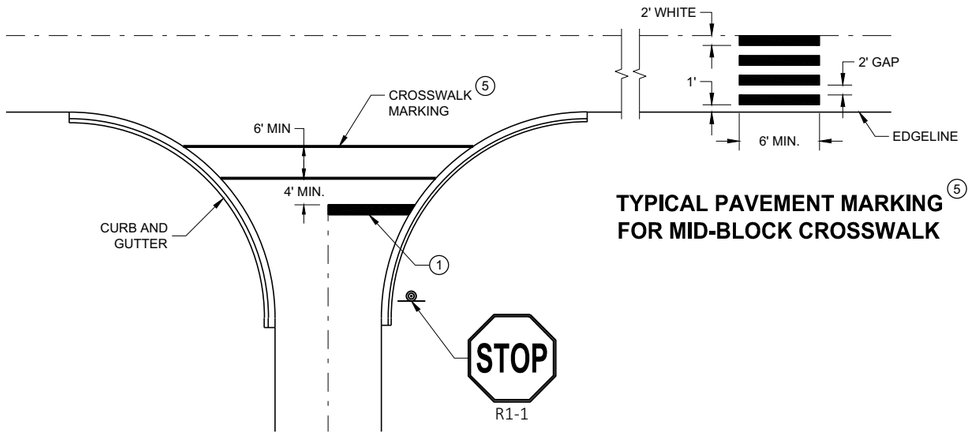
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION.
4. MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
5. LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES INSTEAD.




**TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER**

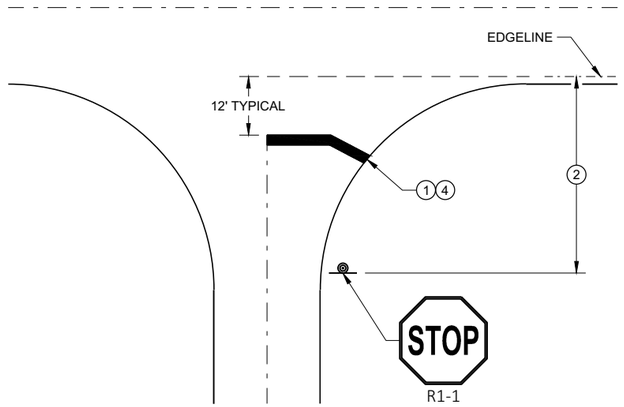



**TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE**




**TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK** 5

**TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING**




**TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER**

**STOP LINE AND CROSSWALK PAVEMENT MARKING**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

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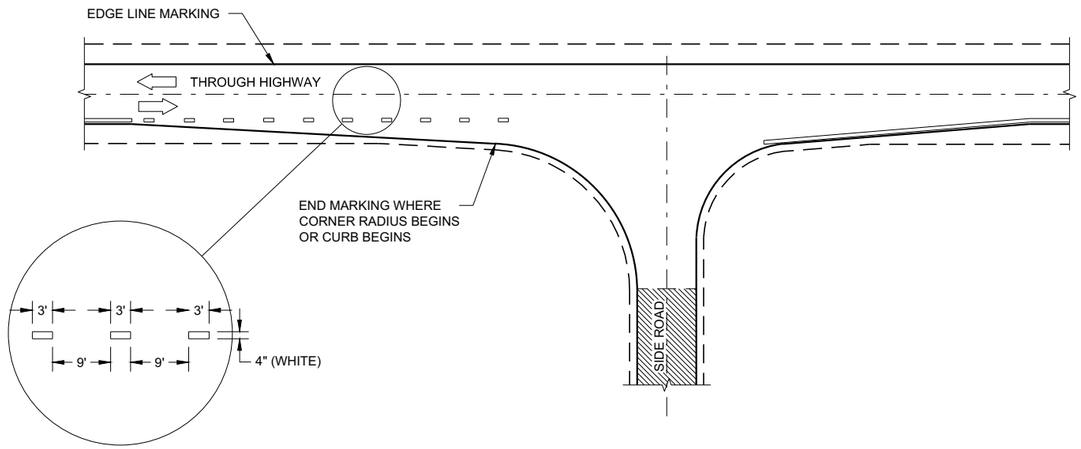


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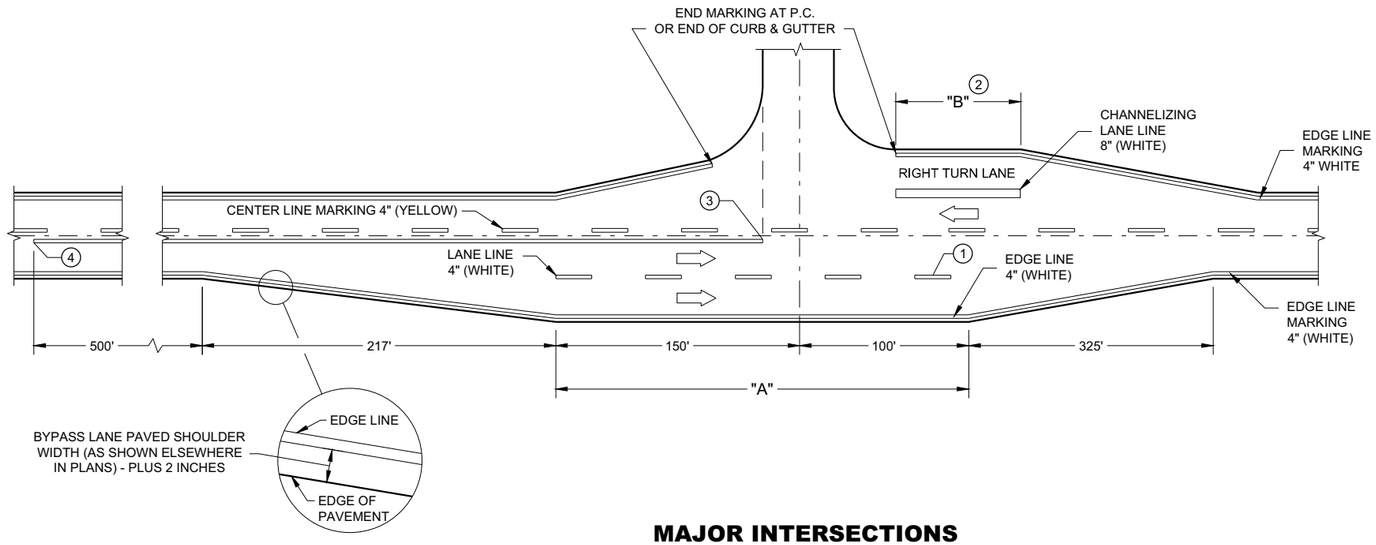
SDD 15C33 - 04

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SDD 15C33 - 04




## MINOR INTERSECTION




## MAJOR INTERSECTIONS

### (INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

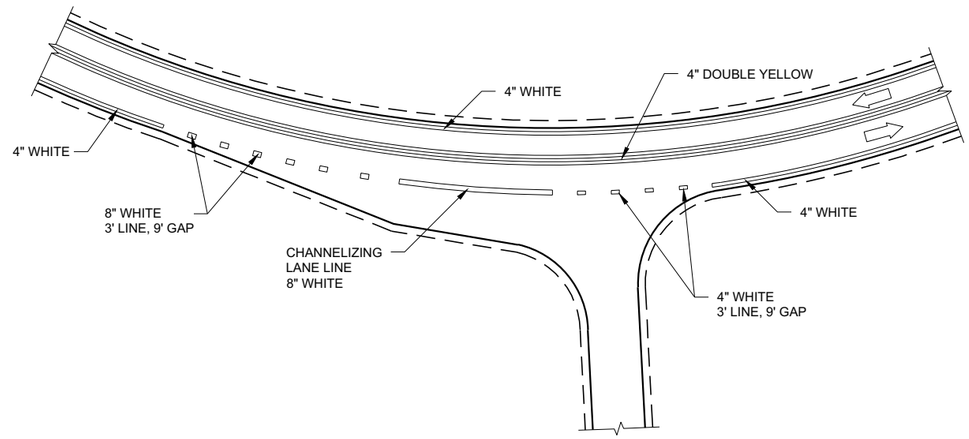
## GENERAL NOTES

OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES THROUGH DRIVEWAYS.

1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

## LEGEND

DIRECTION OF TRAVEL




## INTERSECTION ON OUTSIDE OF CURVE

**PAVEMENT MARKING (INTERSECTIONS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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SDD 15C35 - 04a

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SDD 15C35 - 04a

## LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

## GENERAL NOTES

FOR WORK ON ROADWAYS WITH SPEEDS GREATER THAN 45MPH, USE SDD 15D12.

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"X 36" SIGNS MAY BE USED IF APPROVED BY REGIONAL TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

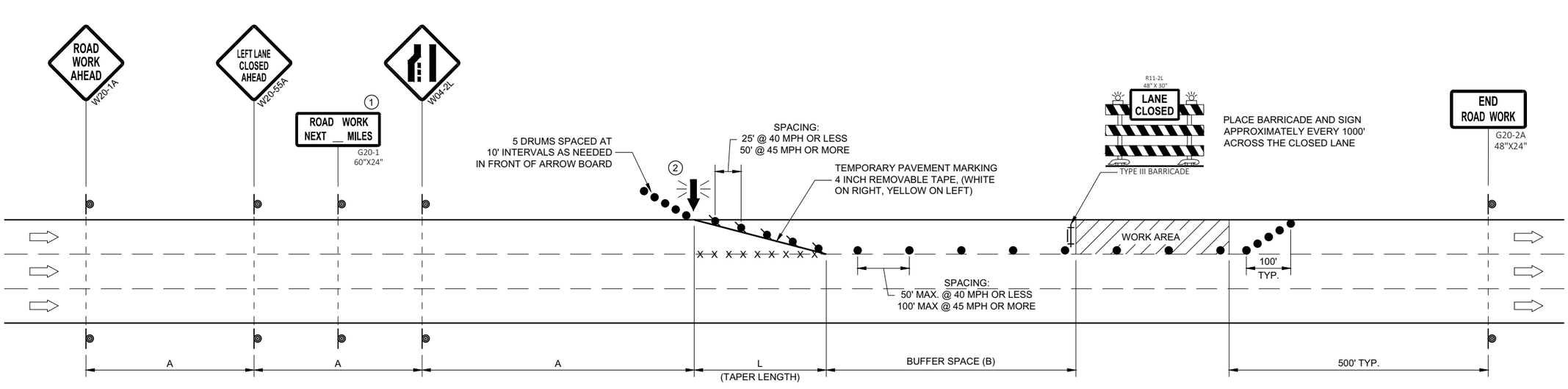
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

(2) WHERE THE SHOULDER OR TERRACE HAS INSUFFICIENT SPACE TO PLACE THE ARROW BOARD AS SHOWN, PLACE THE ARROW BOARD AT THE END OF THE TAPER.




| POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH) | ADVANCE WARNING SIGN SPACING (A) FEET | TAPER LENGTH (12 FT. LANE) (L) FEET | BUFFER SPACE (B) FEET |
|---|---|---|---|
| 25 | 200' | 125' | 55' |
| 30 | 200' | 180' | 85' |
| 35 | 350' | 245' | 120' |
| 40 | 350' | 320' | 170' |
| 45 | 500' | 540' | 220' |

# TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE
/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER
FHWA




6


SDD15D20 - 05a

## LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA




## GENERAL NOTES

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"X 36" SIGNS MAY BE USED IF APPROVED BY REGIONAL TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

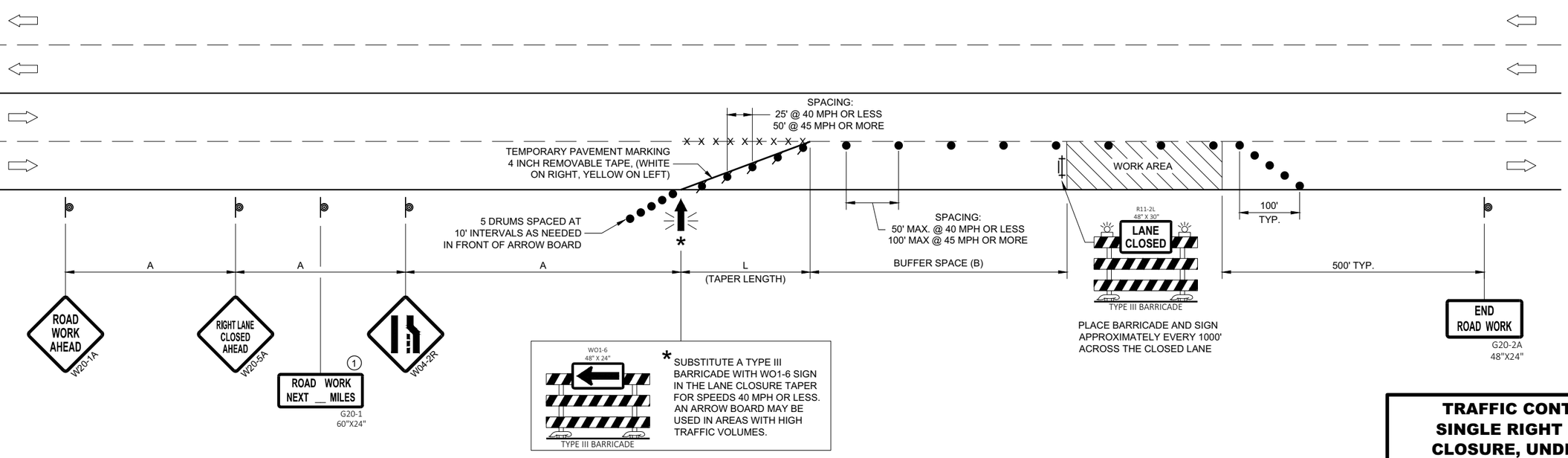
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WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

| POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH) | ADVANCE WARNING SIGN SPACING (A) FEET | TAPER LENGTH (12 FT. LANE) (L) FEET | BUFFER SPACE (B) FEET |
|---|---|---|---|
| 25 | 200' | 125' | 55' |
| 30 | 200' | 180' | 85' |
| 35 | 350' | 245' | 120' |
| 40 | 350' | 320' | 170' |
| 45 | 500' | 540' | 220' |
| 50 | 500' | 600' | 280' |
| 55 | 500' | 660' | 335' |




# TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020 — DATE
/S/ Andrew Heidtke — STATEWIDE WORK ZONE T SAFETY ENGINEER

FHWA



SDD 15D20 - 05b

SDD 15D20 - 05b

## LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

## GENERAL NOTES

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"X 36" SIGNS MAY BE USED IF APPROVED BY REGIONAL TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

DUE TO LACK OF SHOULDER/MEDIAN, ARROW BOARD IS PLACED AT THE THE END OF THE TAPER.

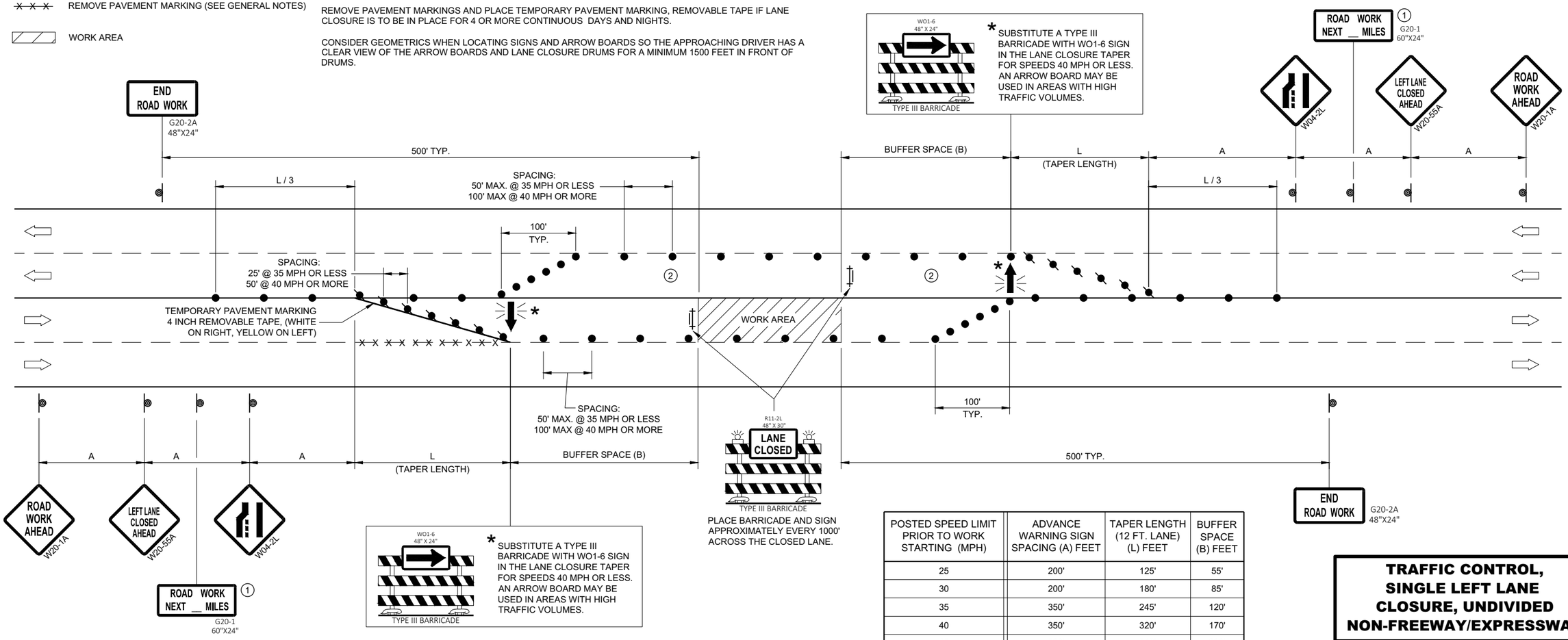
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CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

(2) LANE MAY BE OPENED WHEN WORKERS ARE NOT PRESENT IN THE WORK AREA.




| POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH) | ADVANCE WARNING SIGN SPACING (A) FEET | TAPER LENGTH (12 FT. LANE) (L) FEET | BUFFER SPACE (B) FEET |
|---|---|---|---|
| 25 | 200' | 125' | 55' |
| 30 | 200' | 180' | 85' |
| 35 | 350' | 245' | 120' |
| 40 | 350' | 320' | 170' |
| 45 | 500' | 540' | 220' |
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# TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

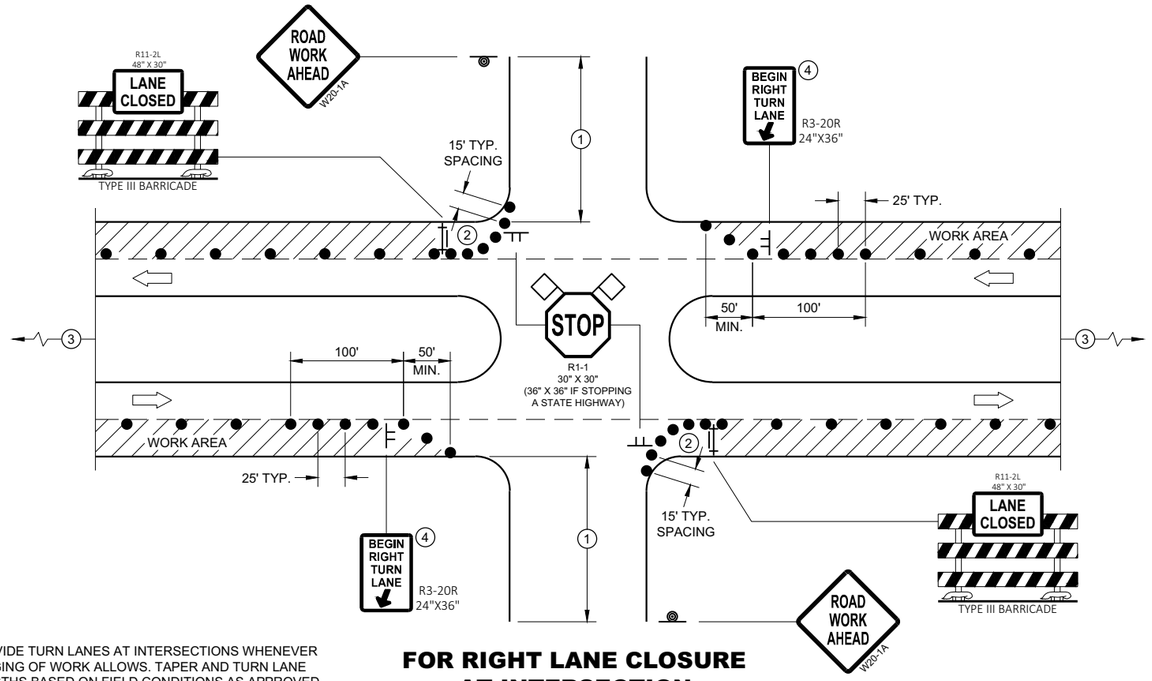
APPROVED
May 2020 — DATE
/S/ Andrew Heidtke — STATEWIDE WORK ZONE T SAFETY ENGINEER

FHWA



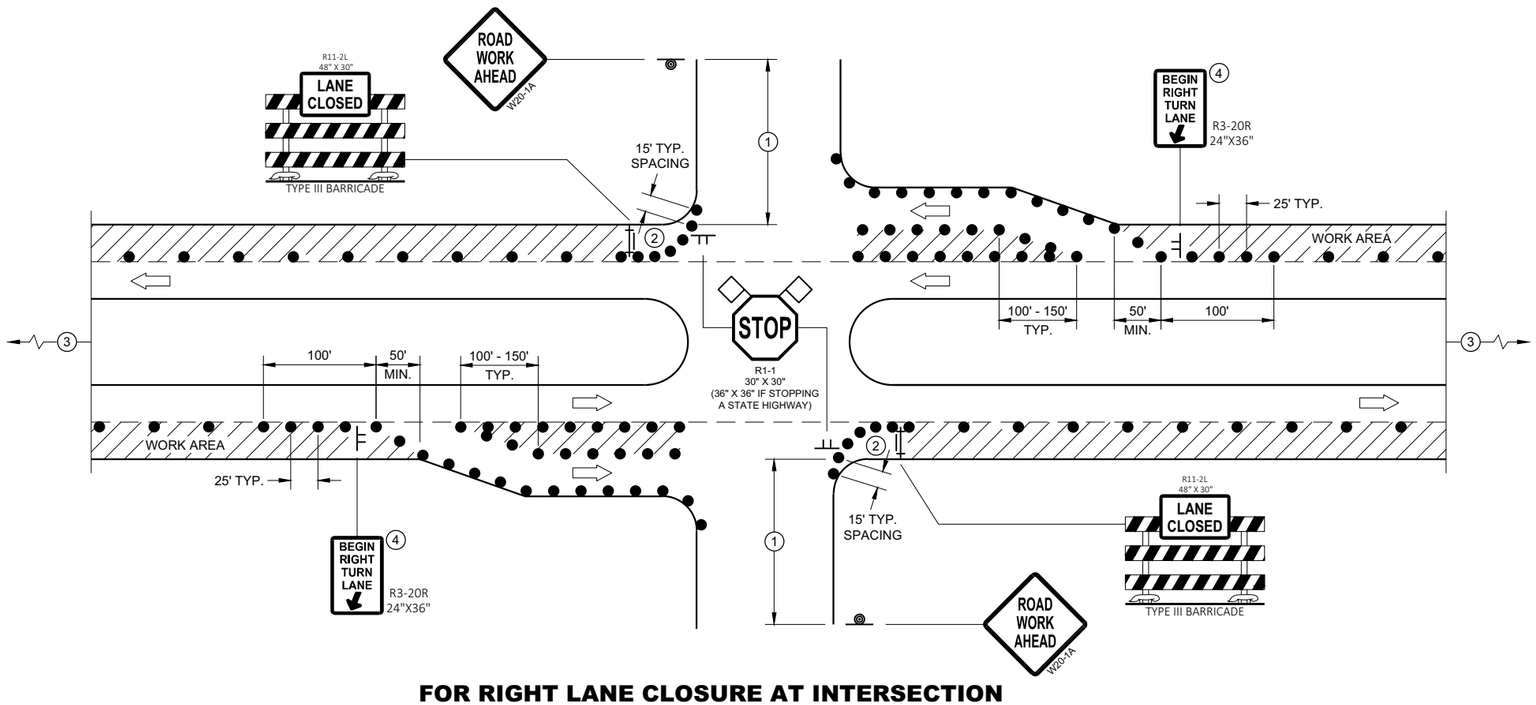
SDD 15D20 - 05c

SDD 15D20 - 05c




**FOR RIGHT LANE CLOSURE AT INTERSECTION**

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.




**FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)**

## GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.

## LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

**TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

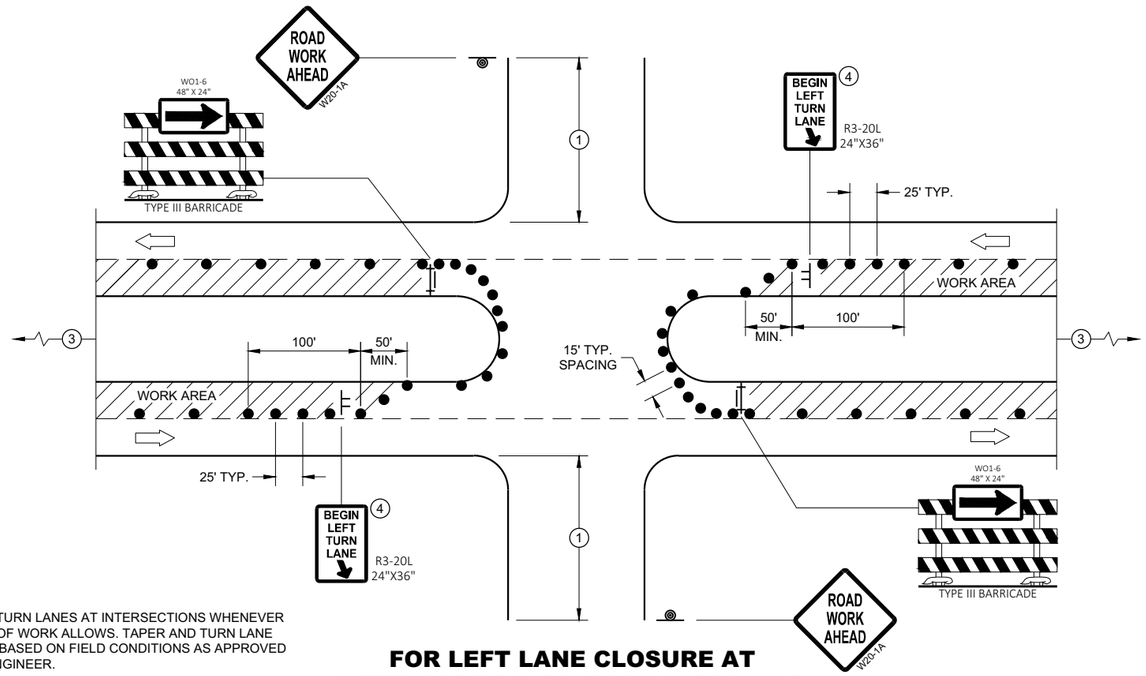


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SDD 15D21 - 07a

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SDD 15D21 - 07a




PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

## FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

## GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

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SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

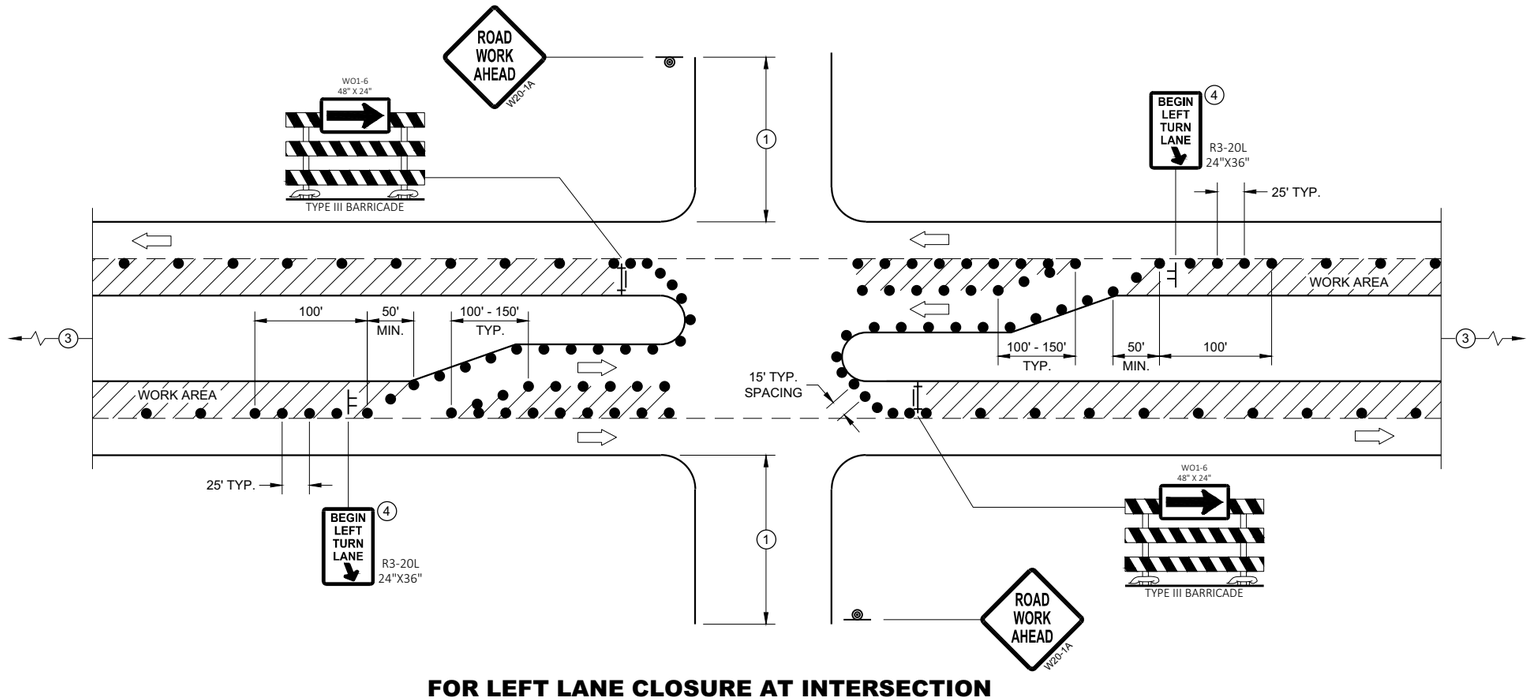
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(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.




## FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)

## LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

**TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LEFT LANE CLOSURE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA



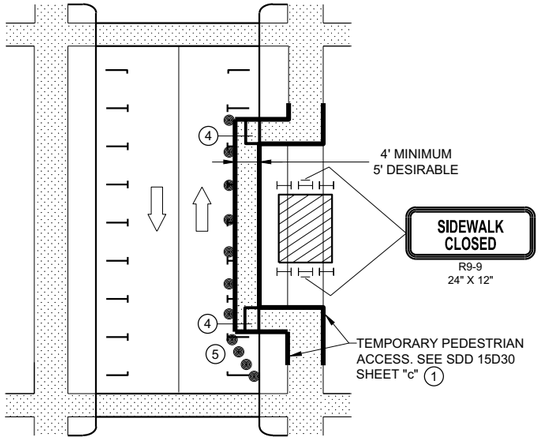
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SDD 15D21 - 07b

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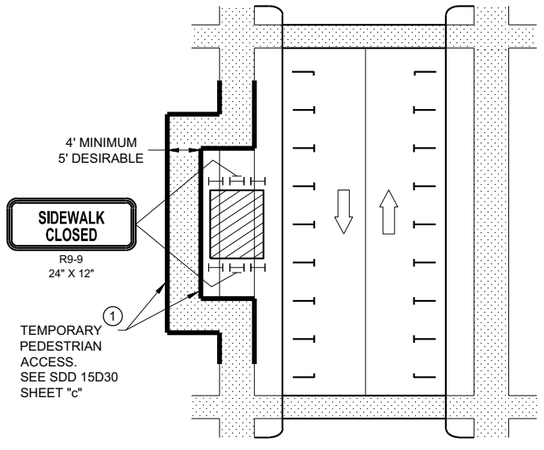
SDD 15D21 - 07b

NOTE: MAY BE USED ON ROADWAY WITH POSTED SPEED OF LESS THAN 40 MPH.

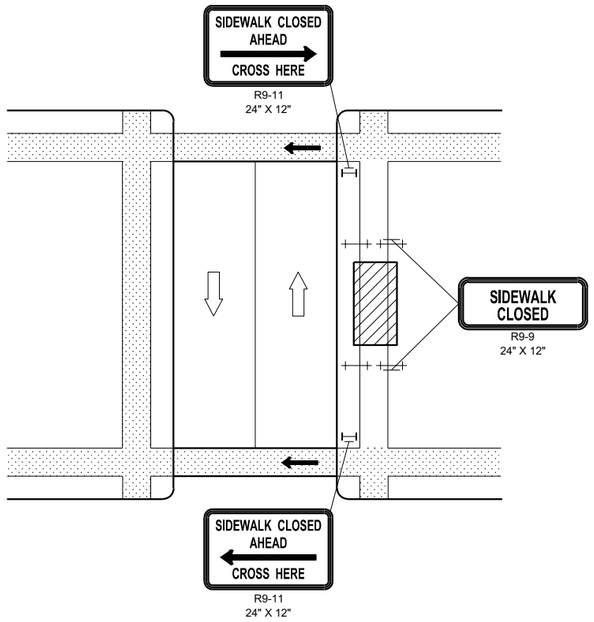



**MID-BLOCK SIDEWALK SIDEWALK CLOSURE IN PARKING LANE**

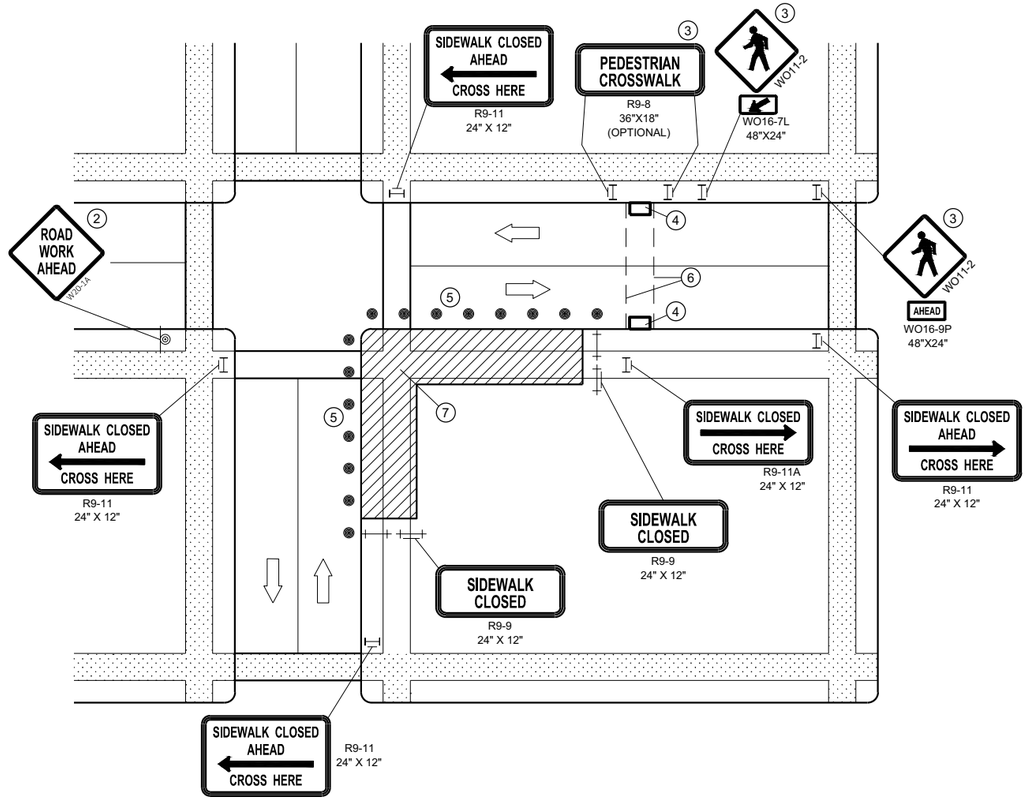
NOTE: LAYOUT SAME AS ABOVE.




**SIDEWALK DIVERSION**




**MID-BLOCK SIDEWALK CLOSURE**




**CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK**

## GENERAL NOTES

WHEN CLOSING OR RELOCATING CROSSWALKS OR SIDEWALKS, PROVIDE DETECABLE TEMPORARY FACILITIES AND INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH EXISTING PEDESTRIAN FACILITIES.

TEMPORARY TRAFFIC CONTROL DEVICES FOR PEDESTRIANS ARE SHOWN. OTHER DEVICES MAY BE NECESSARY TO CONTROL VEHICULAR TRAFFIC. STAGE WORK AS NECESSARY, TO PROVIDE A TEMPORARY PEDESTRIAN ACCESS ROUTE AT ALL TIMES. FOR ROADWAYS WITH NO AVAILABLE DETOURS, MAINTAIN ONE OPEN SIDEWALK AT ALL TIMES.

"WO" SIGN IS THE SAME AS "W" SIGN, EXCEPT THE BACKGROUND IS ORANGE.

FOR NIGHTIME CLOSURE, USE TYPE "A" FLASHING WARNING LIGHTS ON BARRICADES, SUPPORTING SIGNS AND CLOSING SIDEWALK. USE TYPE "C" STEADY BURN LIGHTS ON CHANNELIZING DEVICES SEPARATING THE WORK AREA FROM VEHICULAR TRAFFIC.

PEDESTRIAN TRAFFIC SIGNAL DISPLAY CONTROLLING CLOSED CROSSWALK SHALL BE COVERED OR DEACTIVATED.

POST MOUNTED SIGNS LOCATED ADJACENT TO A SIDEWALK SHALL HAVE A 7 FOOT MINIMUM CLEARANCE FROM THE BOTTOM OF THE SIGN TO THE SIDEWALK SURFACE.

ALTERNATE SIDEWALK WORK BETWEEK LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

1. IF SIDEWALK CLOSURE AFFECTS AN ACCESSIBLE AND DETECTABLE FACILITY, MAINTAIN ACCESSIBILITY AND DETECTABILITY ALONG THE ALTERNATE PEDESTRIAN ROUTE
2. "ROAD WORK AHEAD" SIGNS ARE NOT REQUIRED IF THE SIDEWALK CLOSURE OCCURS WITHIN A LARGER WORK ZONE WHERE ADVANCE WARNING SIGNS ARE ALREADY PRESENT, OR IF THE WORK AREA AND EQUIPMENT ARE MORE THAN 2 FEET BEHIND THE CURB.
3. IF TEMPORARY PEDESTRIAN CROSSWALK IS NOT PROVIDED, OMIT R9-8 AND WO11-2 SIGN ASSEMBLIES. IF PROVIDED INCLUDE ON BOTH SIDES OF THE CROSSWALK.
4. TEMPORARY CURB RAMPS. SEE SDD 15D30 SHEET "b'.
5. DRUMS OR BARRICADES AT 25 FOOT SPACING. STREET PARKING SHALL BE PROHIBITED FOR AT LEAST 50 FEET IN ADVANCE OF THE MID-BLOCK CROSSWALK.
6. TEMPORARY PAVEMENT MARKING FOR CROSSWALK LINES.
7. LIMIT WORK TO ONE QUADRANT AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

## LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE II BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- TYPE III BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- PEDESTRIAN CHANNELIZATION DEVICE
- DIRECTION OF TRAFFIC

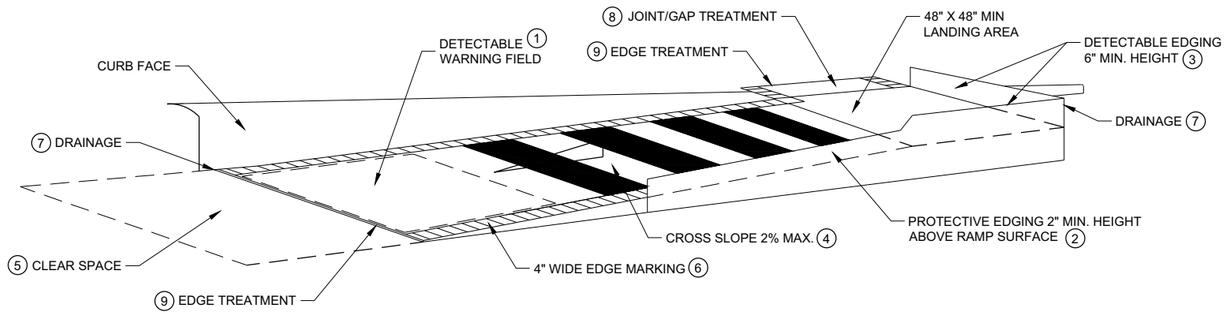
**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

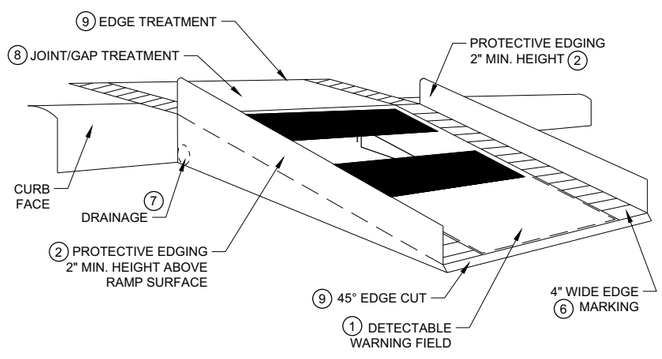



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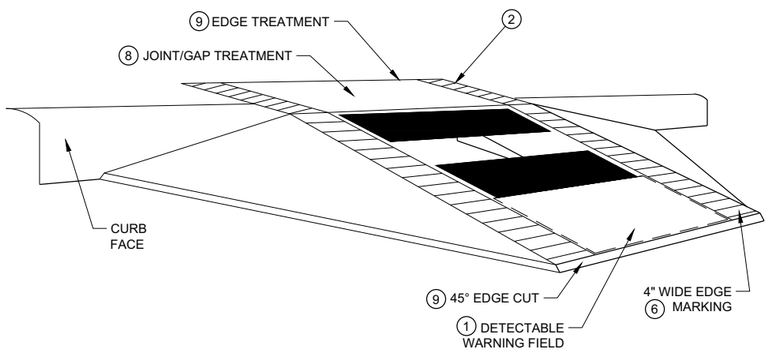

SDD15D30 - 06a




**TEMPORARY CURB RAMP PARALLEL TO CURB**




**WITH PROTECTIVE EDGE**




**WITH SIDE APRON**

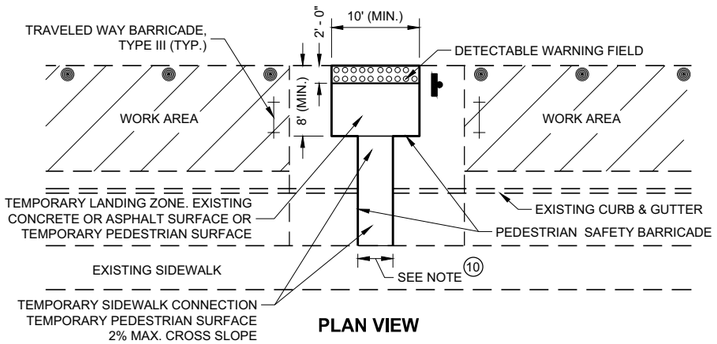
**TEMPORARY CURB RAMP PERPENDICULAR TO CURB**

## GENERAL NOTES

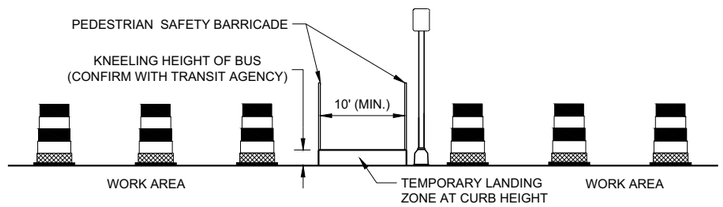
NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

1. CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A A FIRM, STABLE AND SLIP RESISTANT SURFACE. INSTALL CONTRASTING DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS. REFER TO SDD 08D05, SHEET "e".
2. PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
3. DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
4. CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.
5. CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
6. THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A YELLOW COLOR, 4" WIDE MARKING, UNLESS A CONTRASTING DETECTABLE WARNING FIELD IS PROVIDED.
7. DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
8. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.
9. CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES SHALL BE VERTICAL UP TO ¼" HIGH AND BEVELED AT 1:2 BETWEEN ¼" AND ½".
10. 5" WIDE MIN. WITH PEDESTRIAN SAFETY BARRICADE, 10' WIDE MIN. WITHOUT PEDESTRIAN SAFETY BARRICADE.




**PLAN VIEW**




**PROFILE VIEW**

**TEMPORARY BUS STOP PAD**

**LEGEND**

- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- WORK AREA

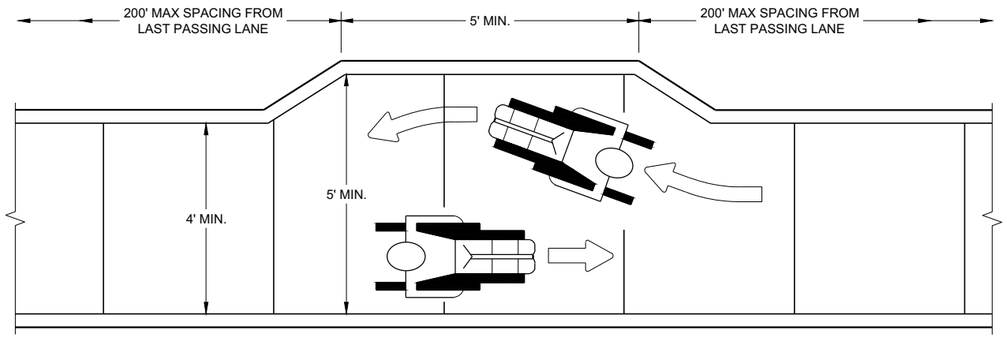
**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

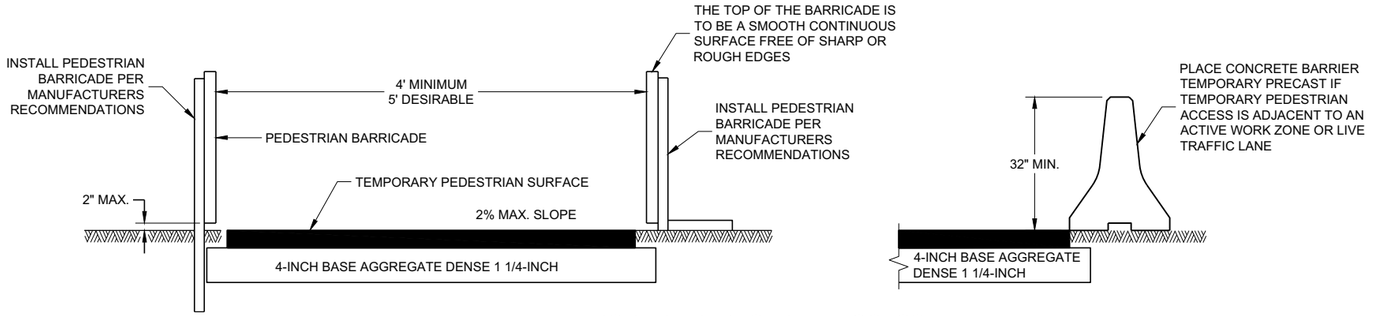



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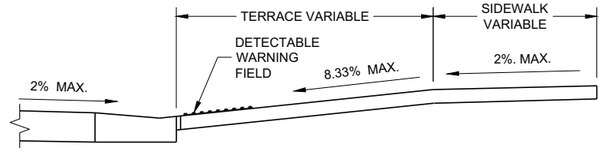

SDD 15D30 - 06b



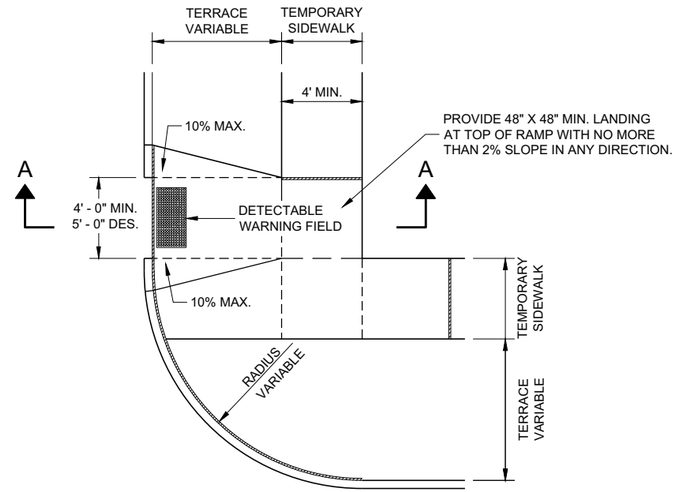

**NARROW SIDEWALK PASSING DETAIL**




**TEMPORARY PEDESTRIAN ACCESS**



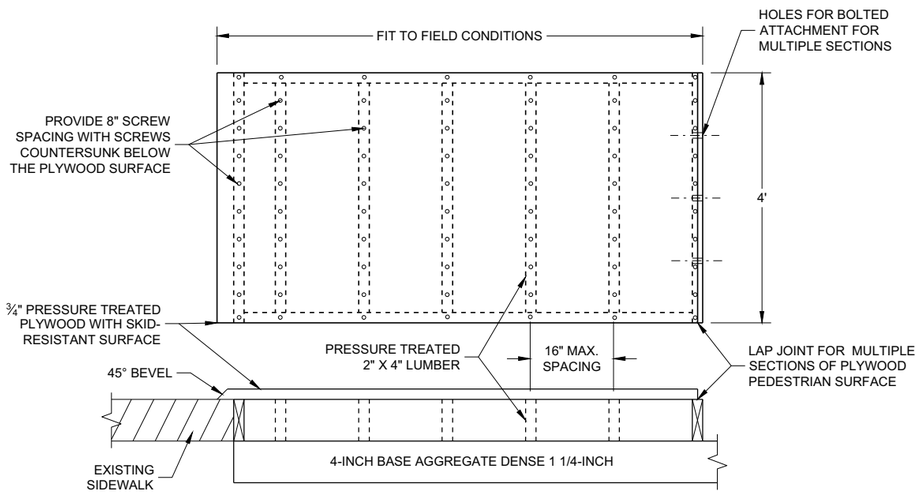

**SECTION A - A**



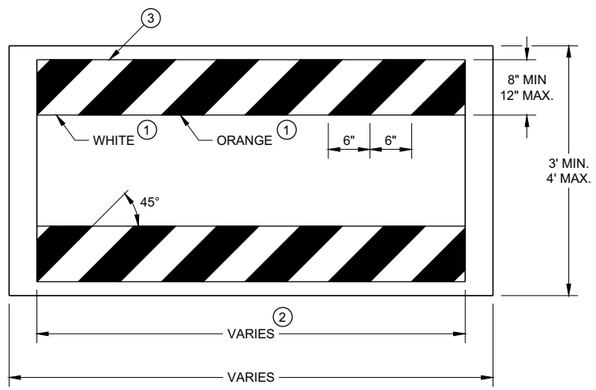

**PLAN VIEW**

**TEMPORARY TYPE 3 RAMP**

(OUTSIDE OF CROSSWALK AREA)




**TEMPORARY PEDESTRIAN SURFACE PLYWOOD**




**TEMPORARY PEDESTRIAN BARRICADE ***

## GENERAL NOTES

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA



SDD 15D30 - 06c

6

SDD 15D30 - 06c

## LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)

## GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIREABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT RIGHT - REVERSE FOR SHIFTING LEFT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON ANY "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

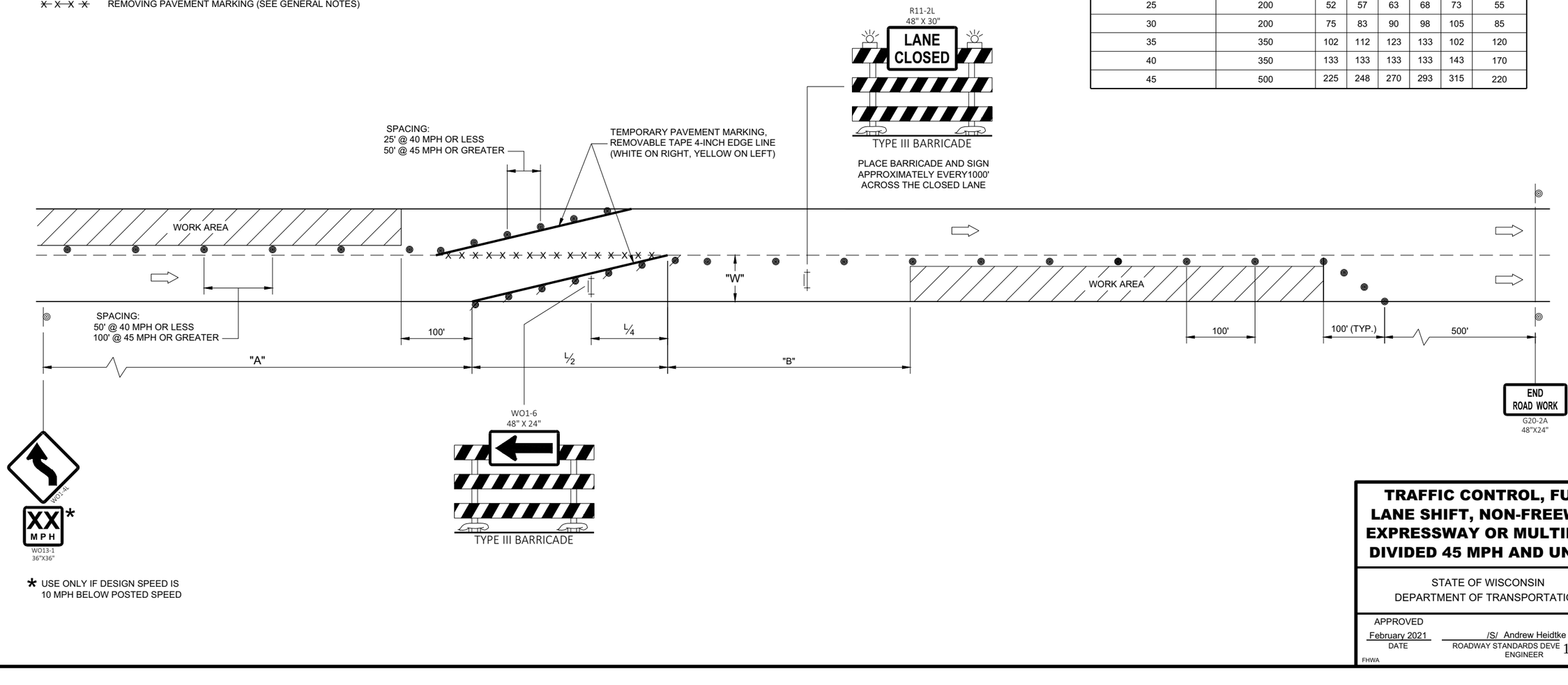
REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

| POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH) | ADVANCE WARNING SIGN SPACING (A) FEET | SHIFTING TAPER L 1/2 W, LATERAL OFFSET (FT) | | | | | BUFFER SPACE (B) FEET |
|---|---|---|---|---|---|---|---|
| | | 10 | 11 | 12 | 13 | 14 | |
| 25 | 200 | 52 | 57 | 63 | 68 | 73 | 55 |
| 30 | 200 | 75 | 83 | 90 | 98 | 105 | 85 |
| 35 | 350 | 102 | 112 | 123 | 133 | 102 | 120 |
| 40 | 350 | 133 | 133 | 133 | 133 | 143 | 170 |
| 45 | 500 | 225 | 248 | 270 | 293 | 315 | 220 |




* USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED

# TRAFFIC CONTROL, FULL LANE SHIFT, NON-FREEWAY/ EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021
DATE
/S/ Andrew Heidtke
ROADWAY STANDARDS DEVE ENGINEER

FHWA



6

SDD 15D40 - 02a

6

SDD 15D40 - 02a

## LEGEND

- EXISTING SIGN ON PERMANENT SUPPORT
- NEW SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK ZONE

## GENERAL NOTES

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

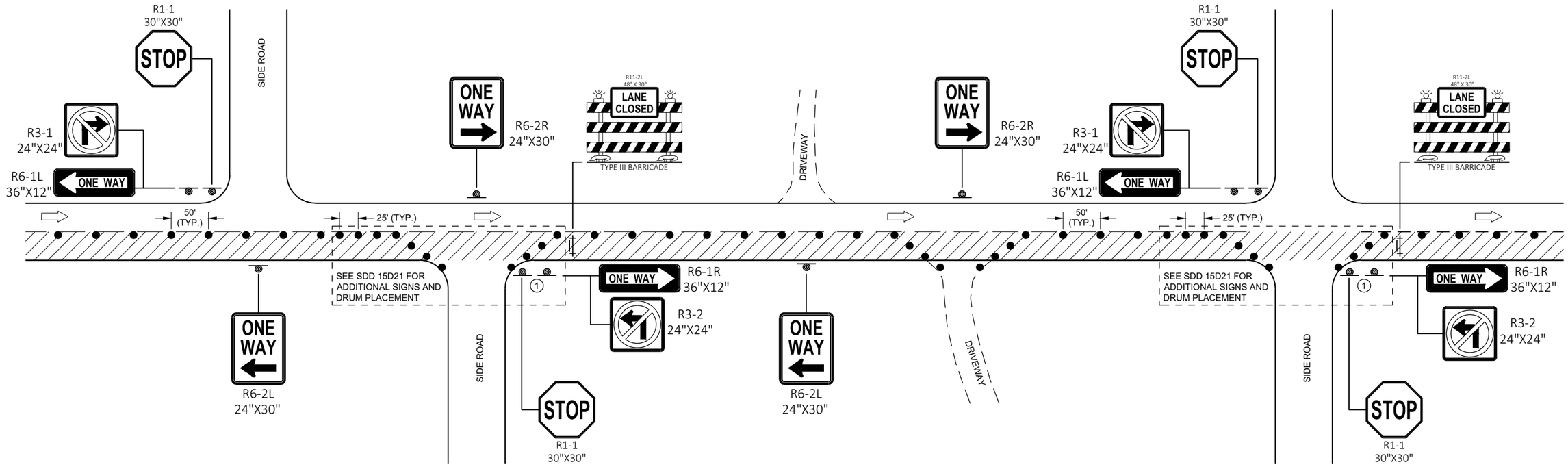
ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) IF WORK OPERATIONS ALLOWS, MOVE R1-1, R6-1R, AND R3-2 CLOSER TO INTERSECTION.




## TRAFFIC CONTROL
## ONE - WAY SIGNING

| TRAFFIC CONTROL<br>ONE-WAY SIGNING | |
|---|---|
| STATE OF WISCONSIN<br>DEPARTMENT OF TRANSPORTATION | |
| APPROVED<br>May 2020<br>DATE | /S/ Andrew Heidtke<br>WORK ZONE ENGINEE |
| FHWA | |



SDD 15D46 - 01

SDD 15D46 - 01

## LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA

| POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH) | ADVANCE WARNING SIGN SPACING (A) FEET | SHIFTING TAPER L/2 W, LATERAL OFFSET (FT) | | | | | |
|---|---|---|---|---|---|---|---|
| | | 3 | 4 | 5 | 6 | 7 | 8 |
| 25 | 200 | 10 | 14 | 17 | 21 | 24 | 28 |
| 30 | 200 | 15 | 20 | 25 | 30 | 35 | 40 |
| 35 | 350 | 20 | 27 | 34 | 40 | 47 | 54 |
| 40 | 350 | 26 | 35 | 44 | 53 | 62 | 70 |
| 45 | 500 | 45 | 59 | 74 | 89 | 104 | 119 |
| 50 | 500 | 50 | 66 | 83 | 99 | 116 | 132 |
| 55 | 500 | 54 | 73 | 91 | 109 | 127 | 145 |

## GENERAL NOTES

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"x36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

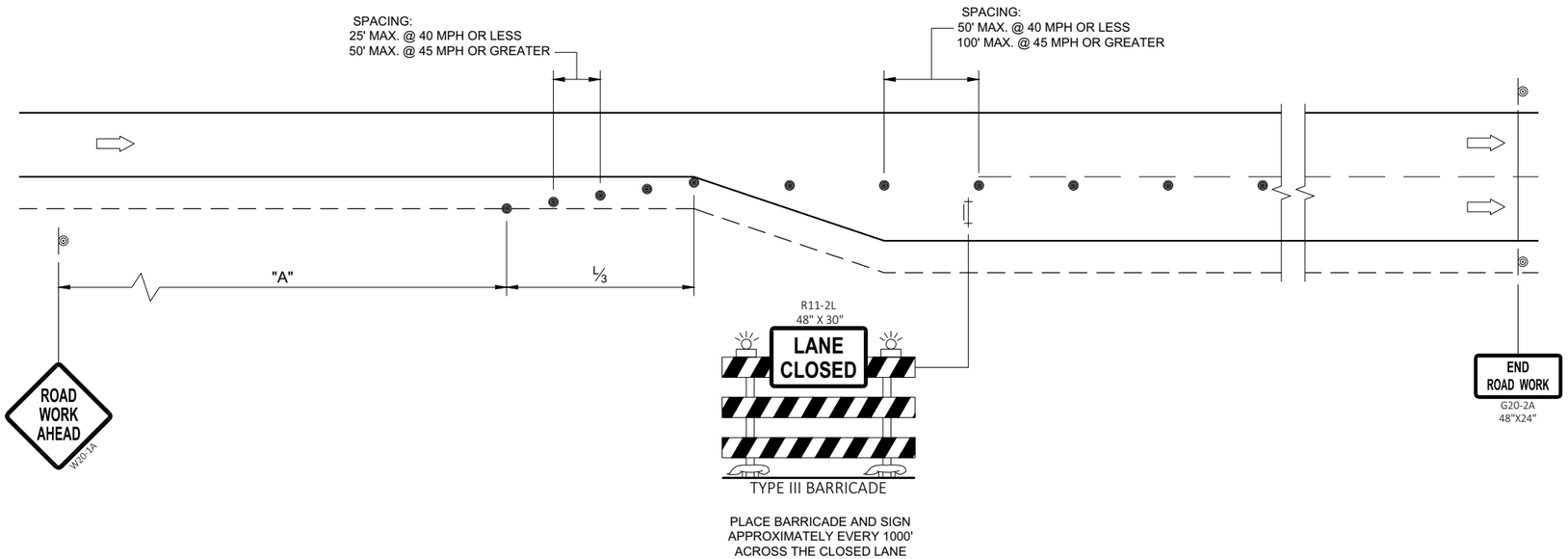
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

W20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION WORK IS LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS.




PLACE BARRICADE AND SIGN APPROXIMATELY EVERY 1000' ACROSS THE CLOSED LANE

## ADDED LANE CLOSURE WITHOUT LANE SHIFT

**TRAFFIC CONTROL**
**ADDED LANE CLOSURE**
**WITHOUT LANE SHIFT**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA



6

SDD 15D50 - 01a

6

SDD 15D50 - 01a

## LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA

| POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH) | ADVANCE WARNING SIGN SPACING (A) FEET | SHIFTING TAPER (L/2) FEET |
|---|---|---|
| 25 | 200 | 60 |
| 30 | 200 | 90 |
| 35 | 350 | 120 |
| 40 | 350 | 160 |
| 45 | 500 | 270 |
| 50 | 500 | 300 |
| 55 | 500 | 330 |

## GENERAL NOTES

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"x36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

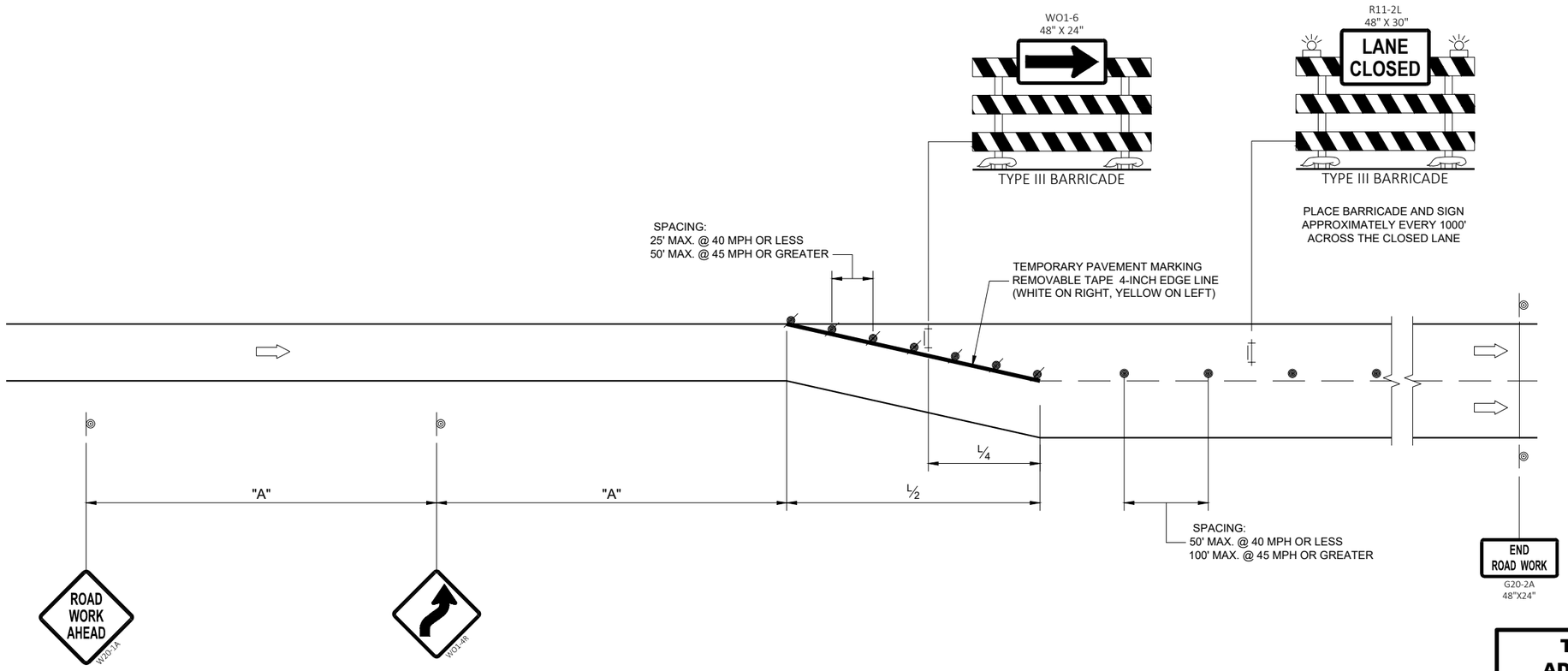
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

W20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION WORK IS LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS.

PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR FOUR CONTINUOUS DAYS AND NIGHTS.




## ADDED LANE CLOSURE WITH LANE SHIFT

**TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

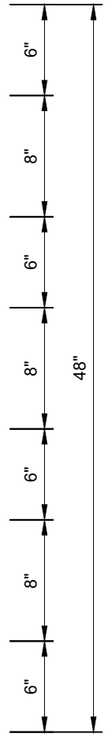
APPROVED
February 2021 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA



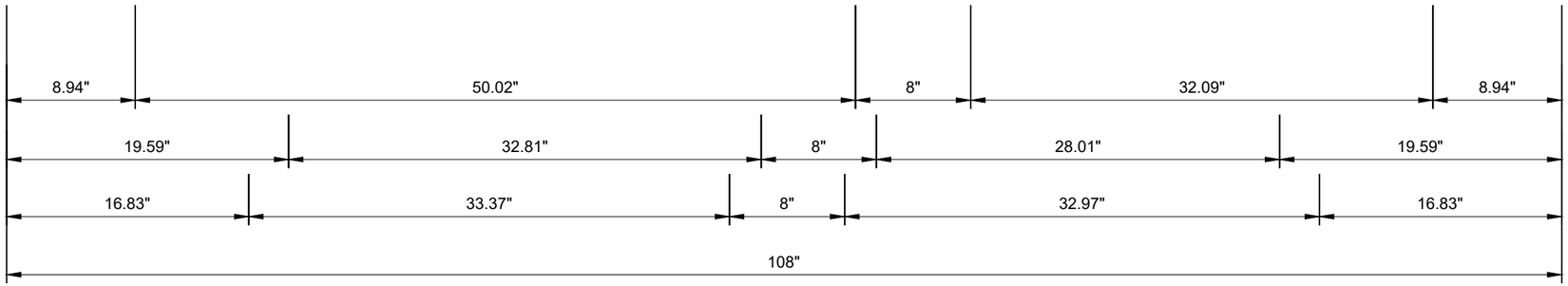
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SDD 15D50 - 01b

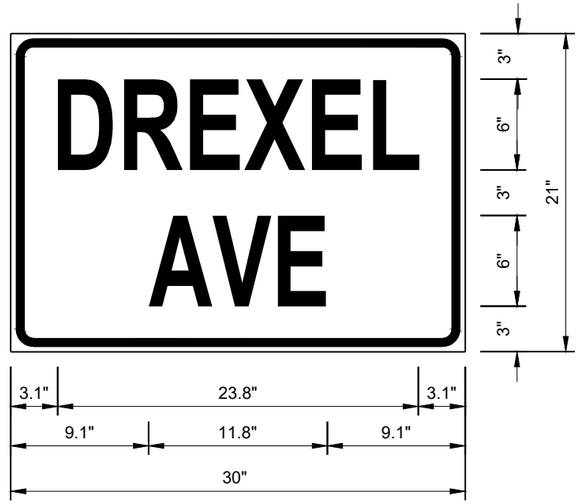



NOTES:
1. ALL SIGNS TYPE II - TYPE F REFLECTIVE
2. COLOR:
   BACKGROUND - ORANGE
   MESSAGE - BLACK
3. MESSAGE SERIES - C



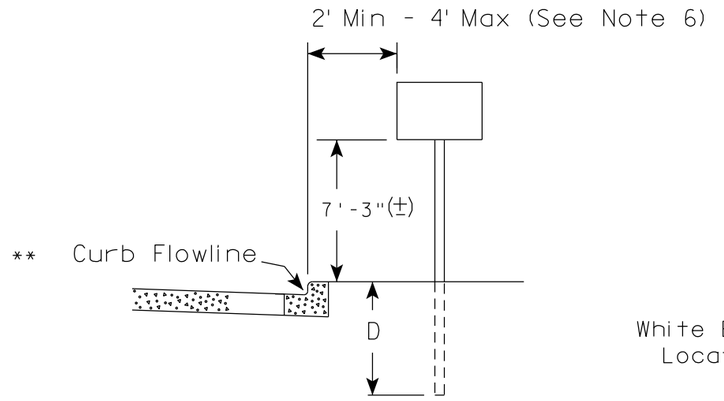

3.0" Radius, 1.0" Boarder, 0.75" Indent



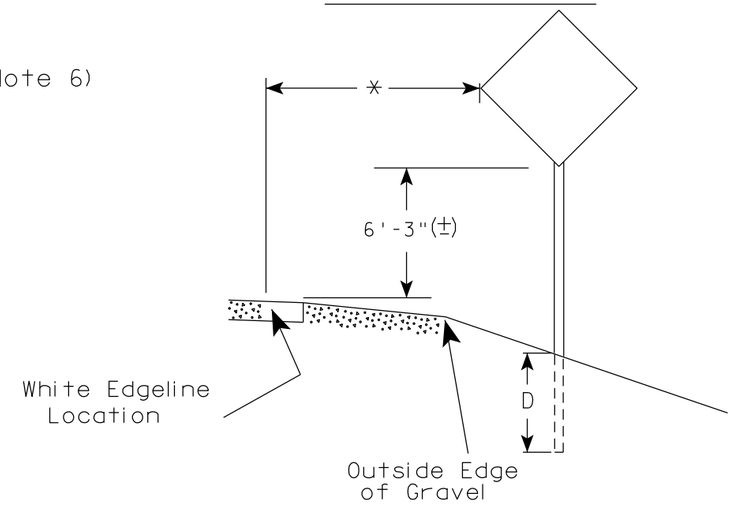

1.125" Radius, 0.50" Boarder, 0.375" Indent

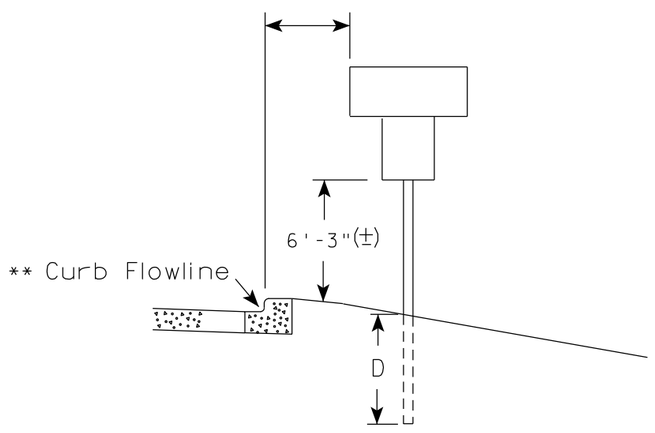
| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | TEMPORARY SIGNING DETAIL | SHEET 177 | E |
|---|---|---|---|---|---|

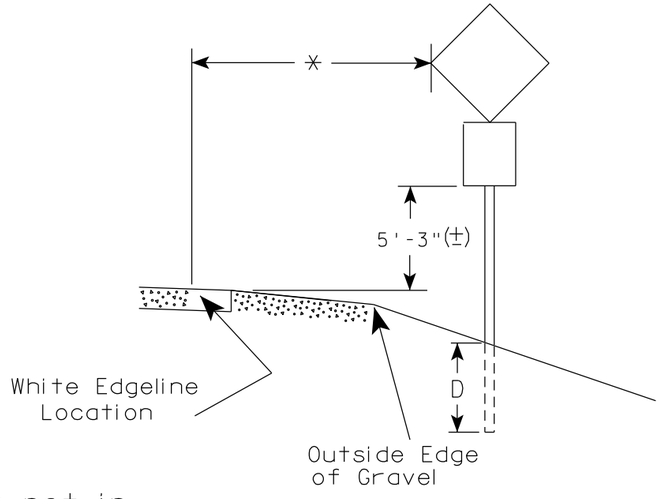
## URBAN AREA




## RURAL AREA (See Note 2)




** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

### POST EMBEDMENT DEPTH

| Area of Sign Installation ( Sq.Ft.) | D ( Min ) |
|---|---|
| 20 or Less | 4' |
| Greater than 20 | 5' |

### GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
   The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. The (±) tolerance for mounting height is 3 inches.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.

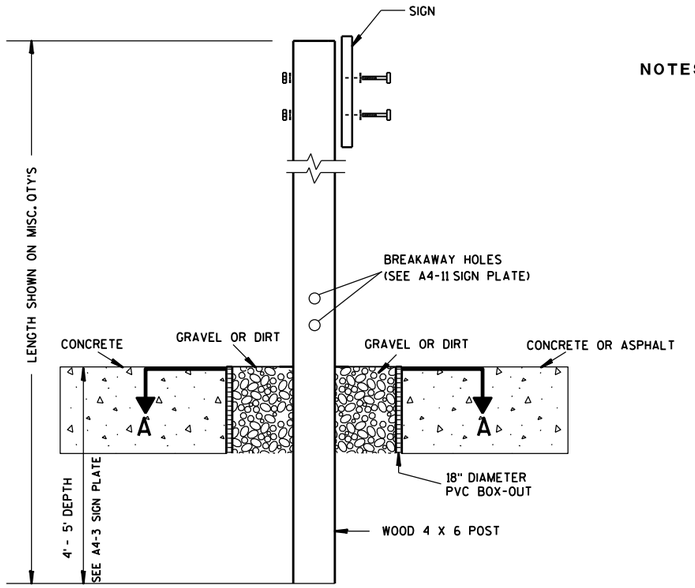
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/13/2020 PLATE NO. A4-3.22

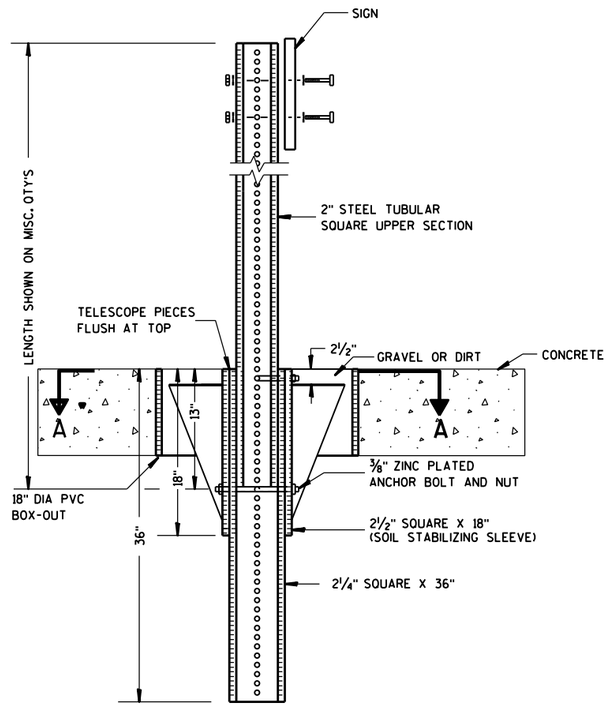
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 178 | E |
|---|---|---|---|---|---|




**ELEVATION VIEW**

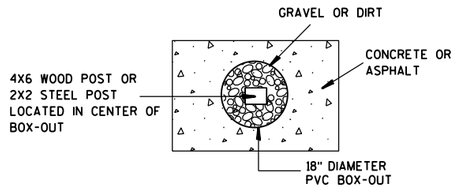
**DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT**

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.




**ELEVATION VIEW**

**DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT**




**PLAN VIEW**

**FOR NEW CONCRETE/ASPHALT INSTALLATIONS**

# SIGN POST BOX-OUTS A4-3B

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

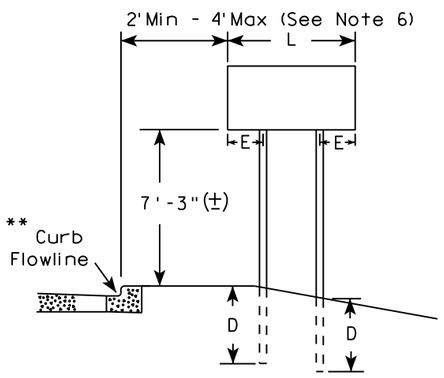
DATE 1/27/14 PLATE NO. A4-3B.1

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|

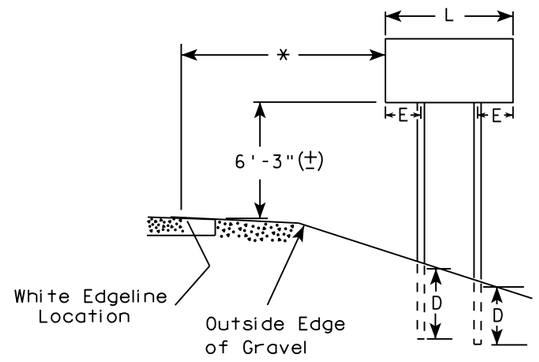


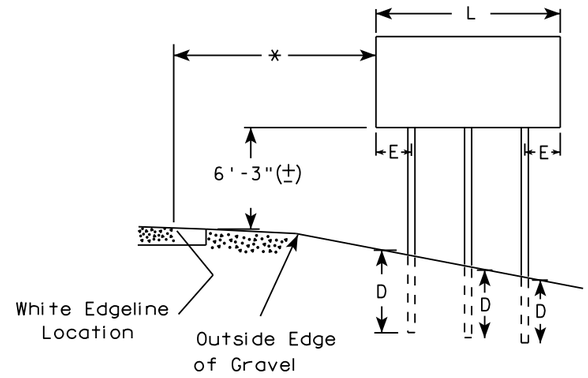
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

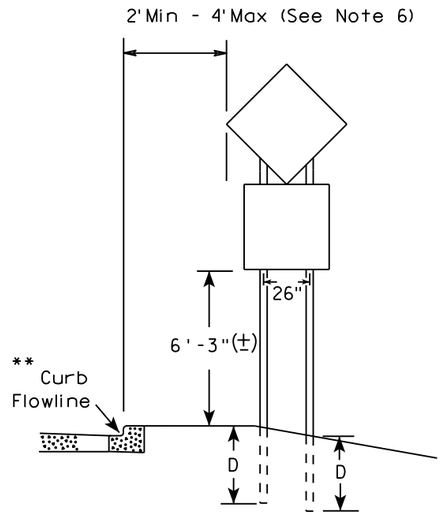
## URBAN AREA



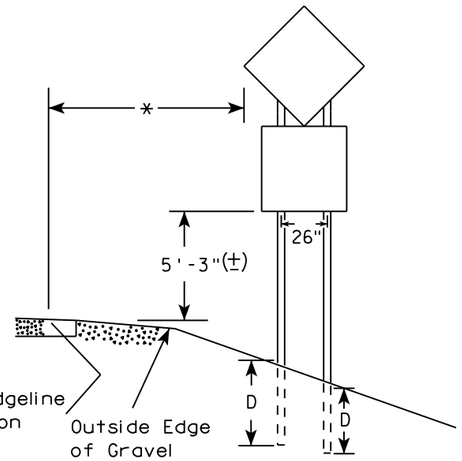

## RURAL AREA (See Note 3)




48" DIAMOND WARNING SIGN




48" DIAMOND WARNING SIGN

| SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED) | | |
|---|---|---|
| | L | E |
| *** | Greater than 48" Less than 60" | 12" |
| | 60" to 108" | L/5 |

| SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED) | |
|---|---|
| L | E |
| Greater than 108" to 144" | 12" |

### GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

### POST EMBEDMENT DEPTH

| Area of Sign Installation ( Sq. Ft. ) | D ( Min ) |
|---|---|
| 20 or Less | 4' |
| Greater than 20 | 5' |

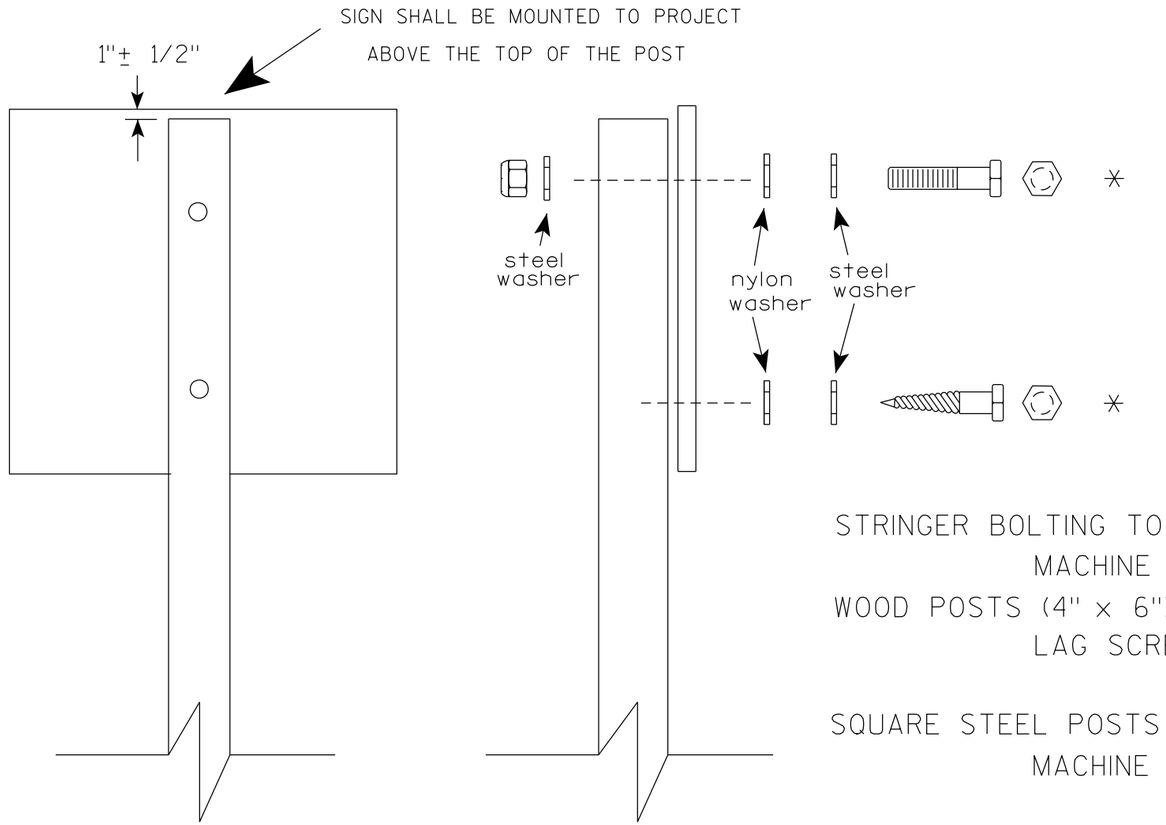
**TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS**

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 180 | E |
|---|---|---|---|---|---|




Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

# ATTACHMENT OF SIGNS TO POSTS

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

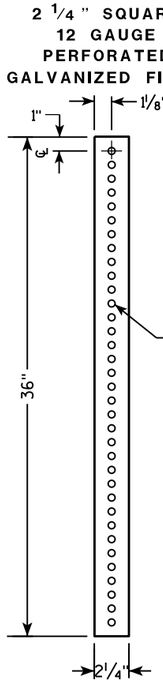
DATE 4/1/2020 PLATE NO. A4-8.9

PROJECT NO:

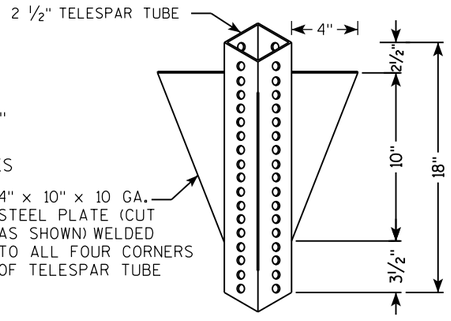
SHEET NO: 181 E

## TELESCOPIC TUBING ANCHORS
## TWO PIECE SYSTEM

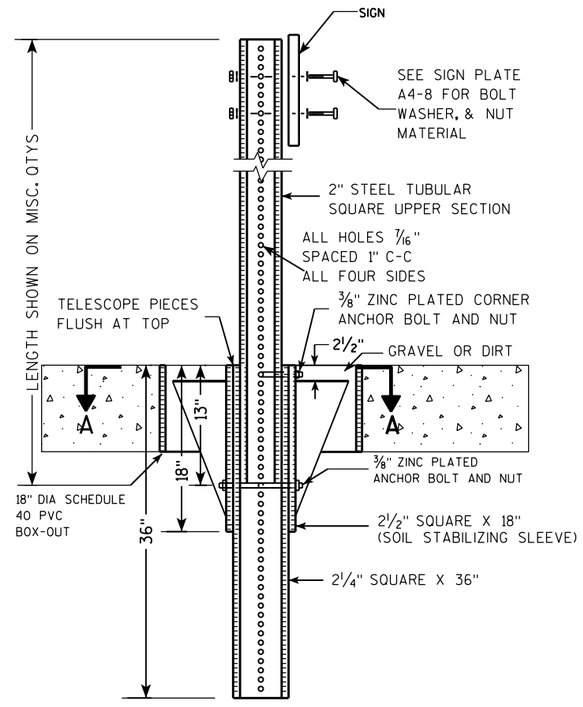
**2 ¼ " SQUARE**
**12 GAUGE**
**PERFORATED**
**GALVANIZED FINISH**



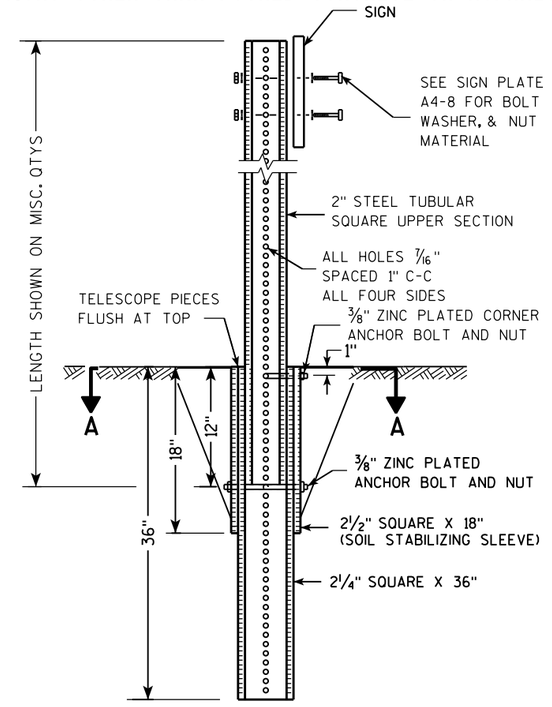

**2 ½ " SQUARE**
**12 GAUGE**
**OMNI-DIRECTIONAL**
**PERFORATED**
**SOIL STABILIZING SLEEVE**
**GALVANIZED FINISH**

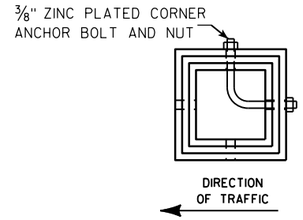



## DETAIL OF TUBULAR STEEL SIGN POST
**(IN POURED CONCRETE OR ASPHALT)**




## DETAIL OF TUBULAR STEEL SIGN POST
**(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)**




**SECTION A-A**

| Area of Sign Installation (Sq. Ft.) | Number of Required Posts |
|---|---|
| 9 or less | 1 |
| Greater than 9 less than or equal to 18 | 2 |
| Greater than 18 less than or equal to 27 | 3 |

**Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).**

TUBULAR STEEL
SIGN POST
A4-9

*WISCONSIN DEPT OF TRANSPORTATION*

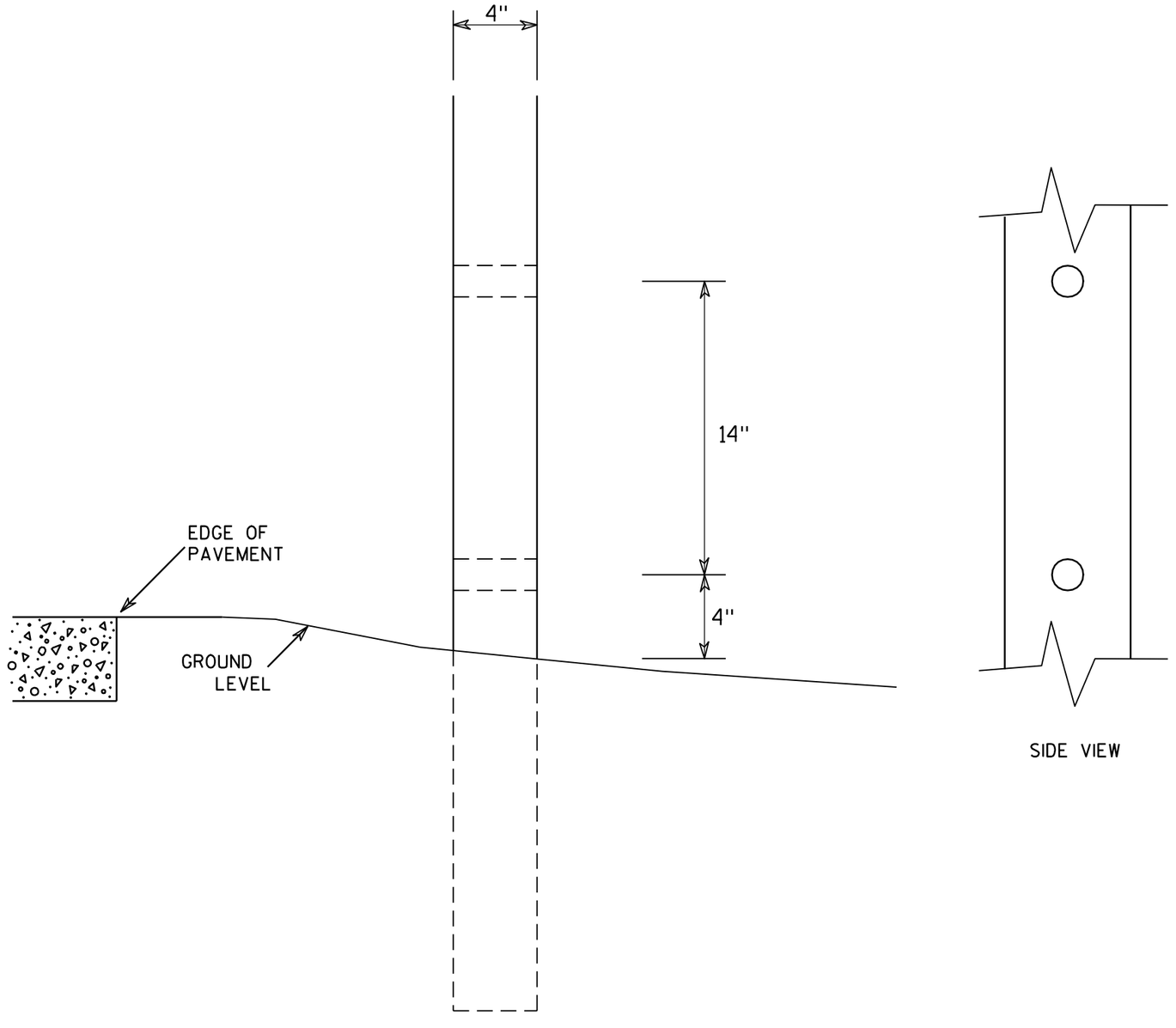
APPROVED Matthew R Rauch
*for* State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9



| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42






SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

# 4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

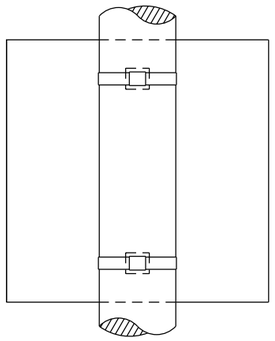
APPROVED Chester J Spang for State Traffic Engineer

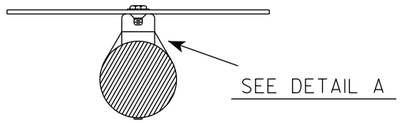
DATE 3/27/97 PLATE NO. A4-11.2

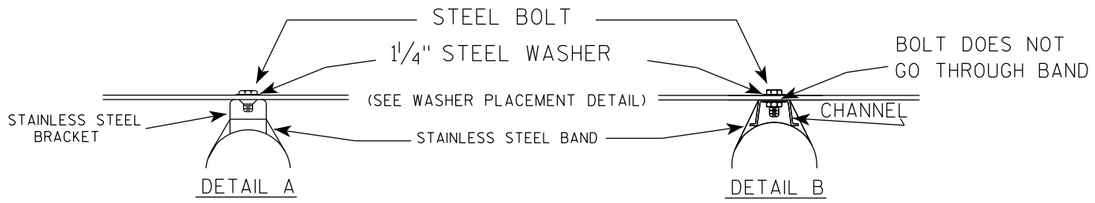
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 183 | E |
|---|---|---|---|---|---|

# BANDING

SINGLE SIGN



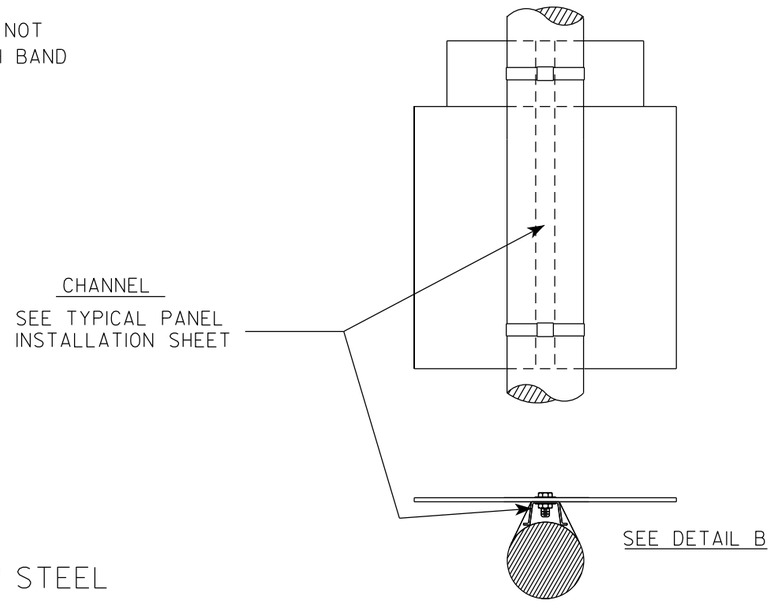


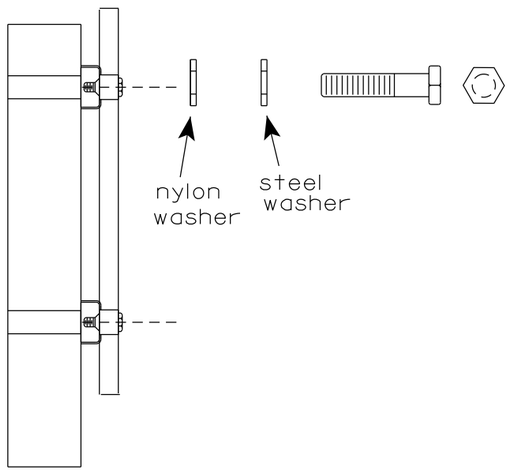

## GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY




WASHER PLACEMENT




WASHERS (ALL POSTS) -
1-1/4" O.D. X ⅜" I.D. X 1/16" STEEL
1-1/4" O.D. X ⅜" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

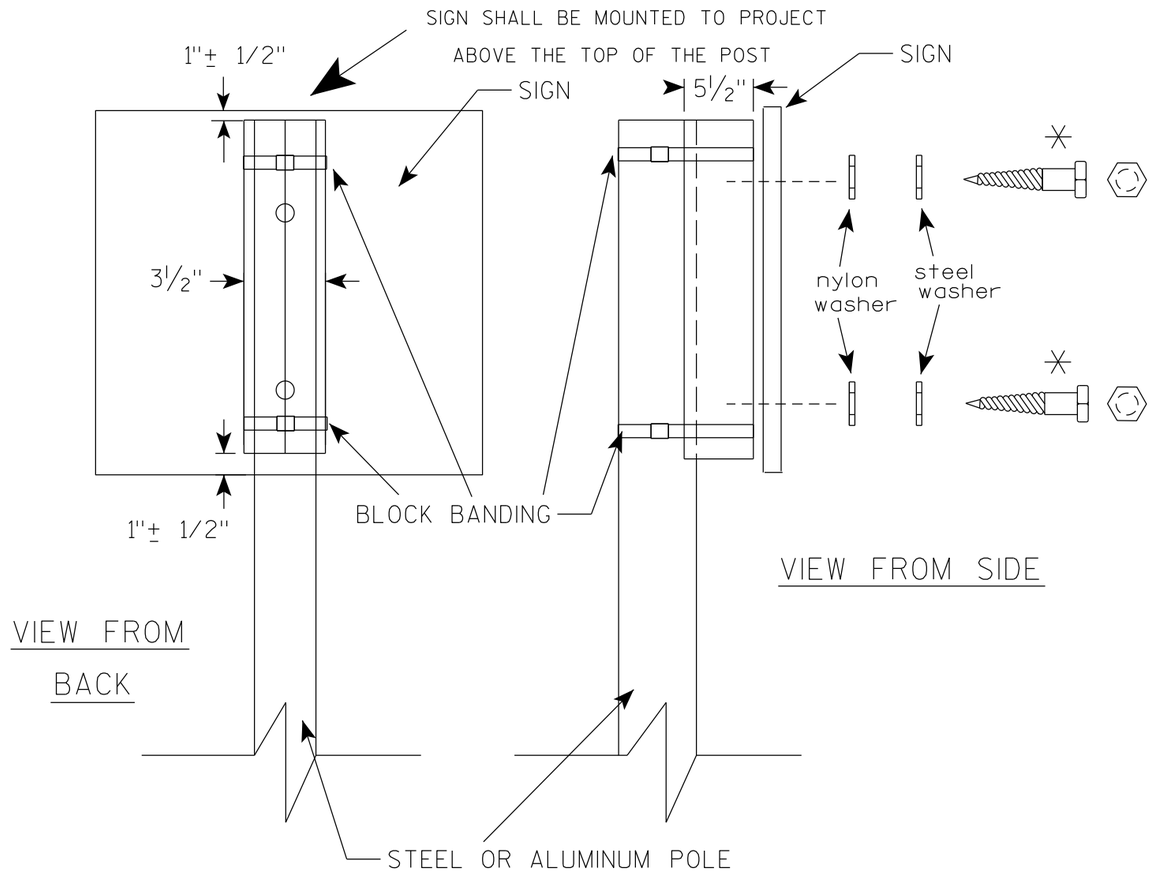
DATE 6/10/19 PLATE NO. A5-9.4

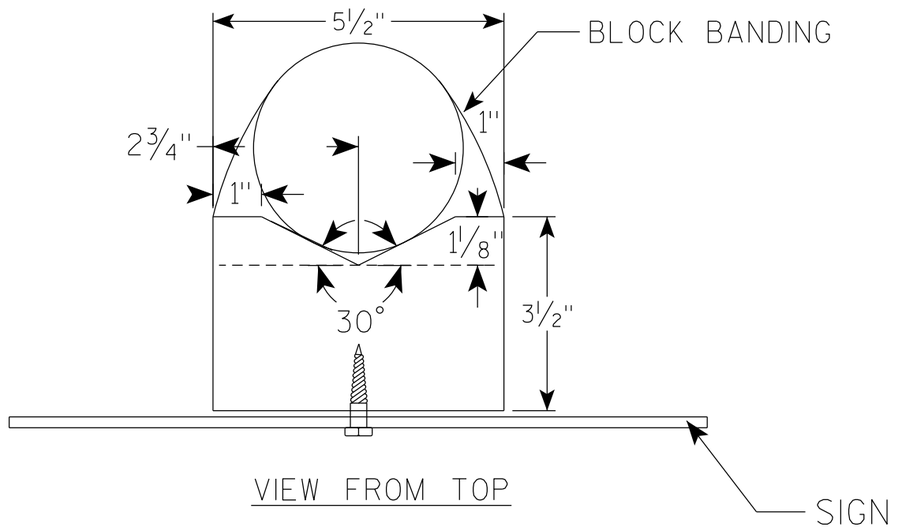
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 184 | E |
|---|---|---|---|---|---|

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

7




## GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

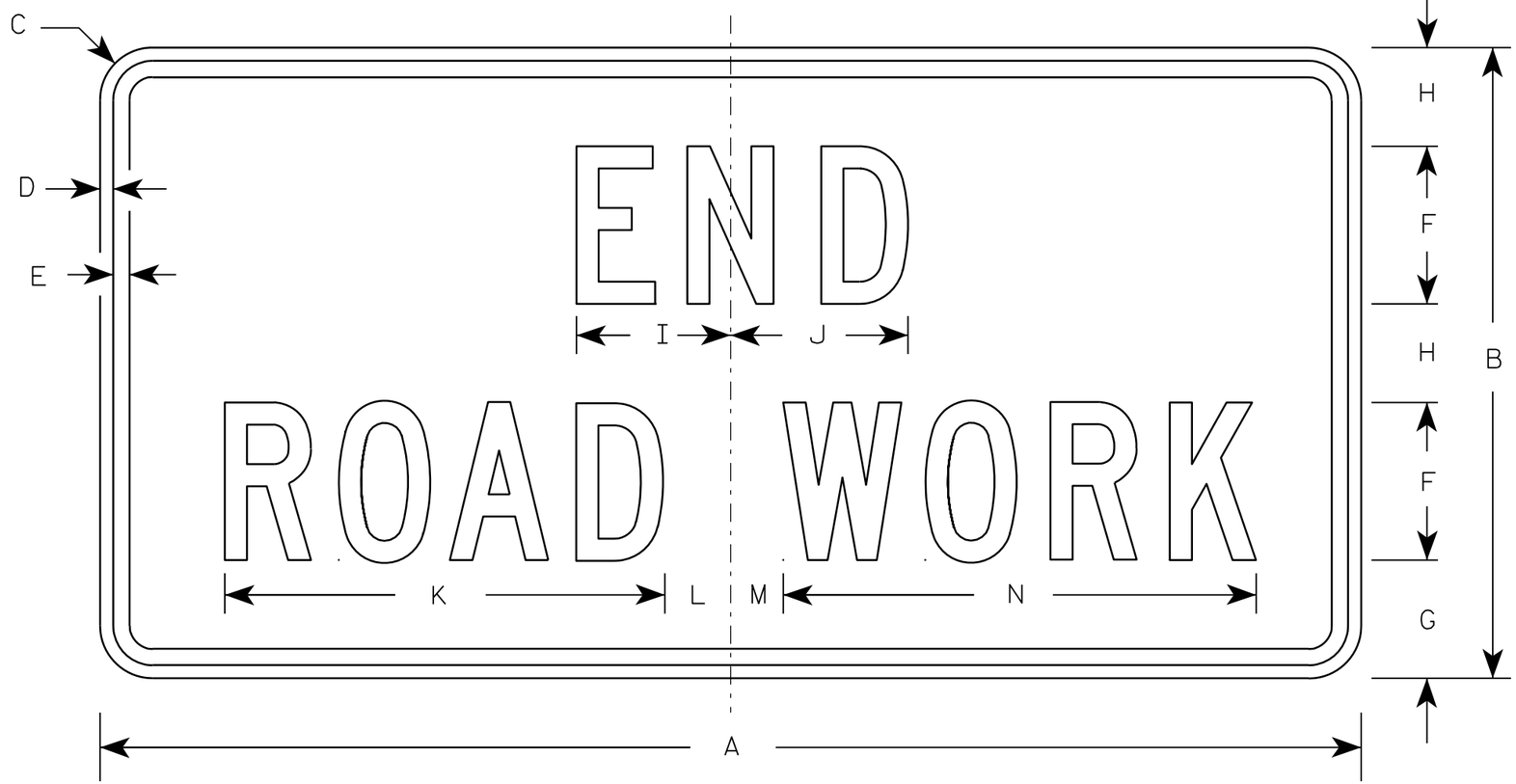
# BLOCK BANDING DETAIL ( V-BLOCK OPTION )

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
*For* State Traffic Engineer

DATE 6/10/19 PLATE NO. A5-10.2

PROJECT NO: | SHEET NO: 185 | E




G20-2A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

| SIZE | |
|---|---|
| 1 | 900 mm X 450 mm |
| 2 | 1200 mm X 600 mm |
| 3 | 1200 mm X 600 mm |
| 4 | 1200 mm X 600 mm |
| 5 | 1200 mm X 600 mm |

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. | Area m2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | 18 | 1 1/8 | 3/8 | 1/2 | 4 | 3 3/4 | 2 1/2 | 4 1/8 | 4 1/8 | 11 1/8 | 2 | 1 | 12 1/8 | | | | | | | | | | | | | 4.5 | 0.41 |
| 2 | 48 | 24 | 1 1/2 | 1/2 | 5/8 | 6 | 4 1/2 | 3 3/4 | 5 7/8 | 6 3/4 | 16 3/4 | 2 1/2 | 1 3/4 | 18 1/2 | | | | | | | | | | | | | 8.0 | 0.72 |
| 3 | 48 | 24 | 1 1/2 | 1/2 | 5/8 | 6 | 4 1/2 | 3 3/4 | 5 7/8 | 6 3/4 | 16 3/4 | 2 1/2 | 1 3/4 | 18 1/2 | | | | | | | | | | | | | 8.0 | 0.72 |
| 4 | 48 | 24 | 1 1/2 | 1/2 | 5/8 | 6 | 4 1/2 | 3 3/4 | 5 7/8 | 6 3/4 | 16 3/4 | 2 1/2 | 1 3/4 | 18 1/2 | | | | | | | | | | | | | 8.0 | 0.72 |
| 5 | 48 | 24 | 1 1/2 | 1/2 | 5/8 | 6 | 4 1/2 | 3 3/4 | 5 7/8 | 6 3/4 | 16 3/4 | 2 1/2 | 1 3/4 | 18 1/2 | | | | | | | | | | | | | 8.0 | 0.72 |

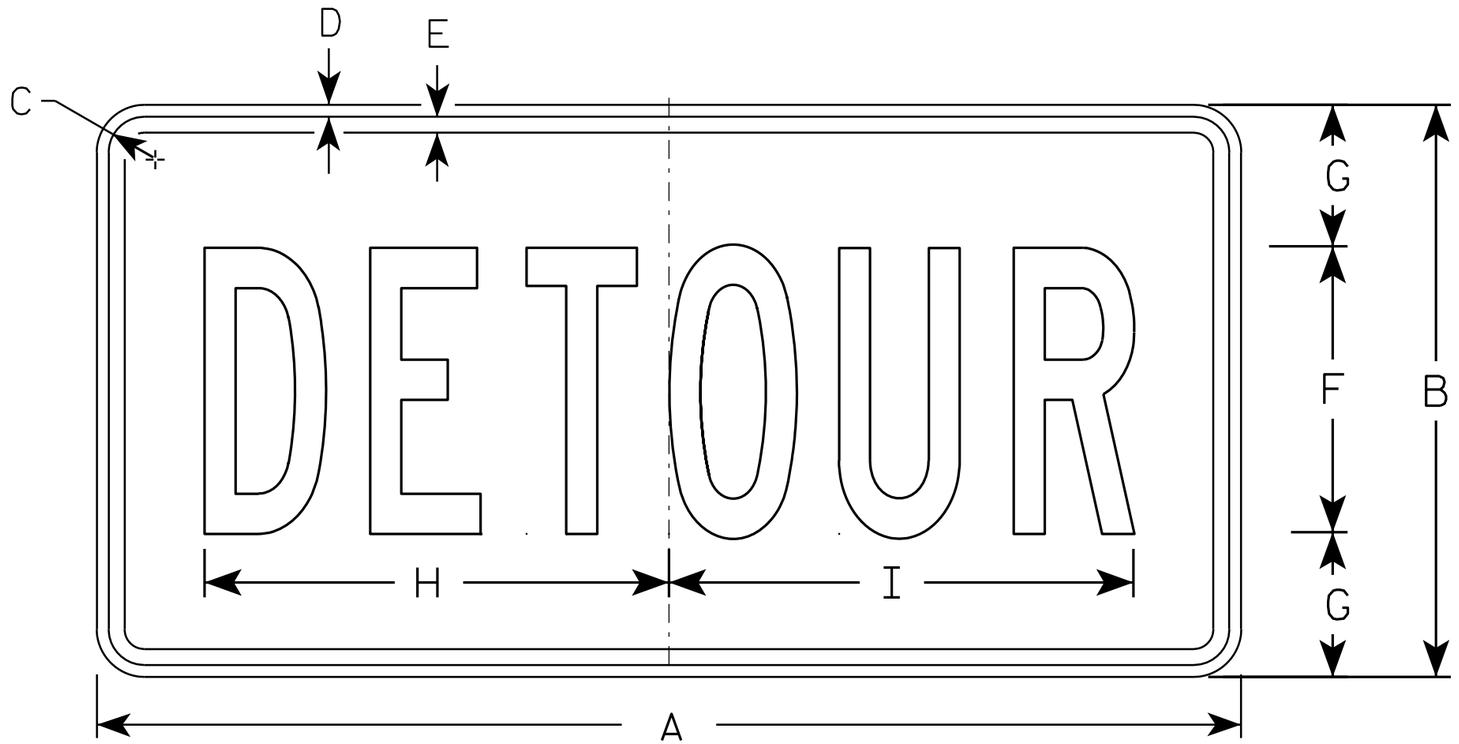
STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 186 | E |
|---|---|---|---|---|---|




M4-8

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | 12 | 1 1/8 | 3/8 | 3/8 | 6 | 3 | 10 | 10 1/4 | | | | | | | | | | | | | | | | | | 2.0 |
| 3 | 36 | 18 | 1 1/8 | 3/8 | 1/2 | 9 | 4 1/2 | 14 5/8 | 14 1/2 | | | | | | | | | | | | | | | | | | 4.5 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

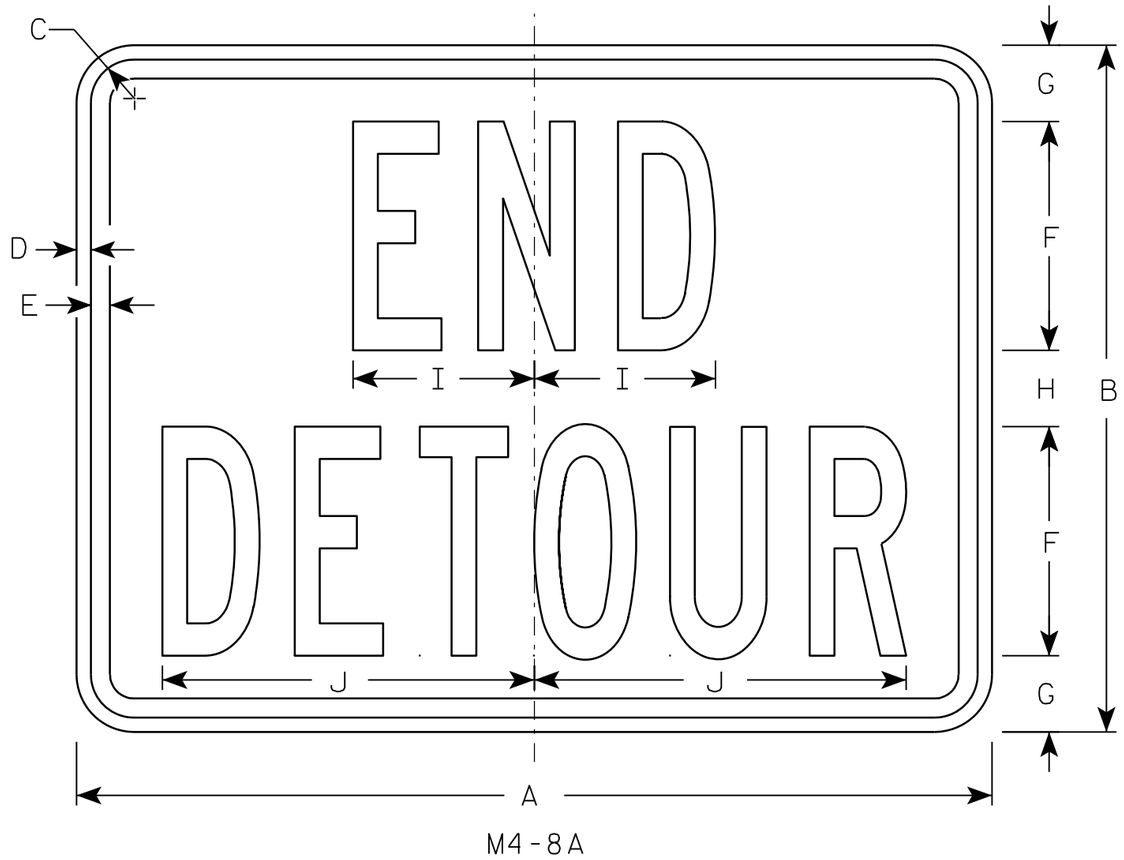
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-8.2

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 187 | E |
|---|---|---|---|---|---|




M4-8A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | 18 | 1 1/8 | 3/8 | 1/2 | 6 | 2 | 2 | 4 3/4 | 9 3/4 | | | | | | | | | | | | | | | | | 3.0 |
| 3 | 30 | 24 | 1 1/8 | 3/8 | 1/2 | 8 | 2 1/2 | 3 | 6 3/4 | 13 | | | | | | | | | | | | | | | | | 5.0 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

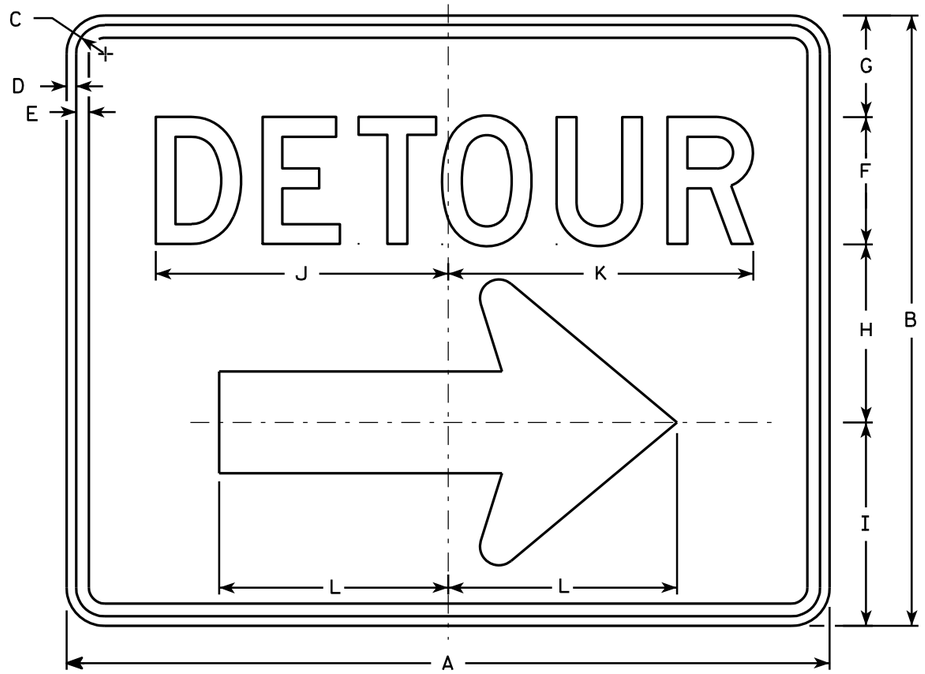
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

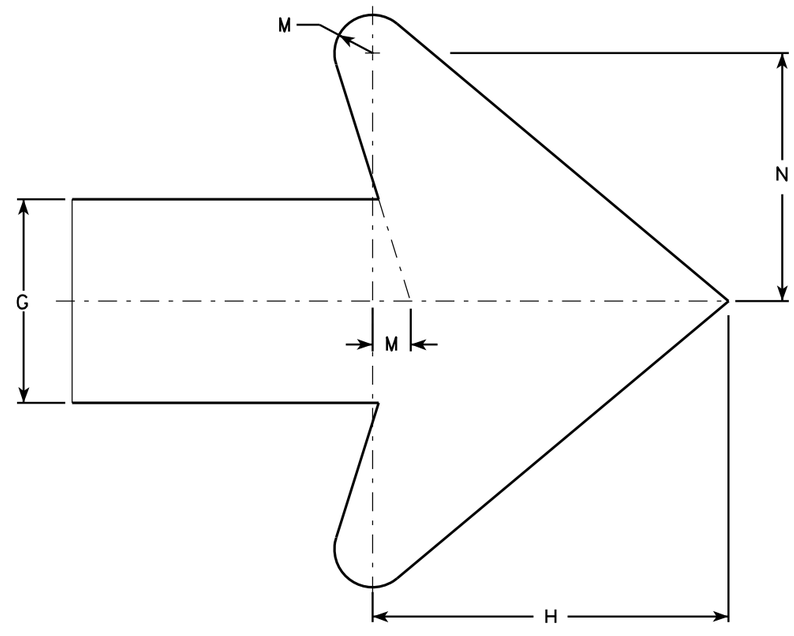
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 188 | E |
|---|---|---|---|---|---|




M4-9R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9L is the same as M4-9R except the arrow is reversed.




Arrow Detail

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 30 | 24 | 1 1/8 | 3/8 | 1/2 | 5 | 4 | 7 | 8 | 11 1/2 | 12 | 9 | 3/4 | 4 7/8 | | | | | | | | | | | | | 5.00 |
| 3 | 30 | 24 | 1 1/8 | 3/8 | 1/2 | 5 | 4 | 7 | 8 | 11 1/2 | 12 | 9 | 3/4 | 4 7/8 | | | | | | | | | | | | | 5.00 |
| 4 | 48 | 36 | 1 3/8 | 1/2 | 5/8 | 8 | 6 | 10 1/2 | 11 5/8 | 20 5/8 | 20 1/2 | 13 1/4 | 1 1/8 | 6 7/8 | | | | | | | | | | | | | 12.0 |
| 5 | 48 | 36 | 1 3/8 | 1/2 | 5/8 | 8 | 6 | 10 1/2 | 11 5/8 | 20 5/8 | 20 1/2 | 13 1/4 | 1 1/8 | 6 7/8 | | | | | | | | | | | | | 12.0 |

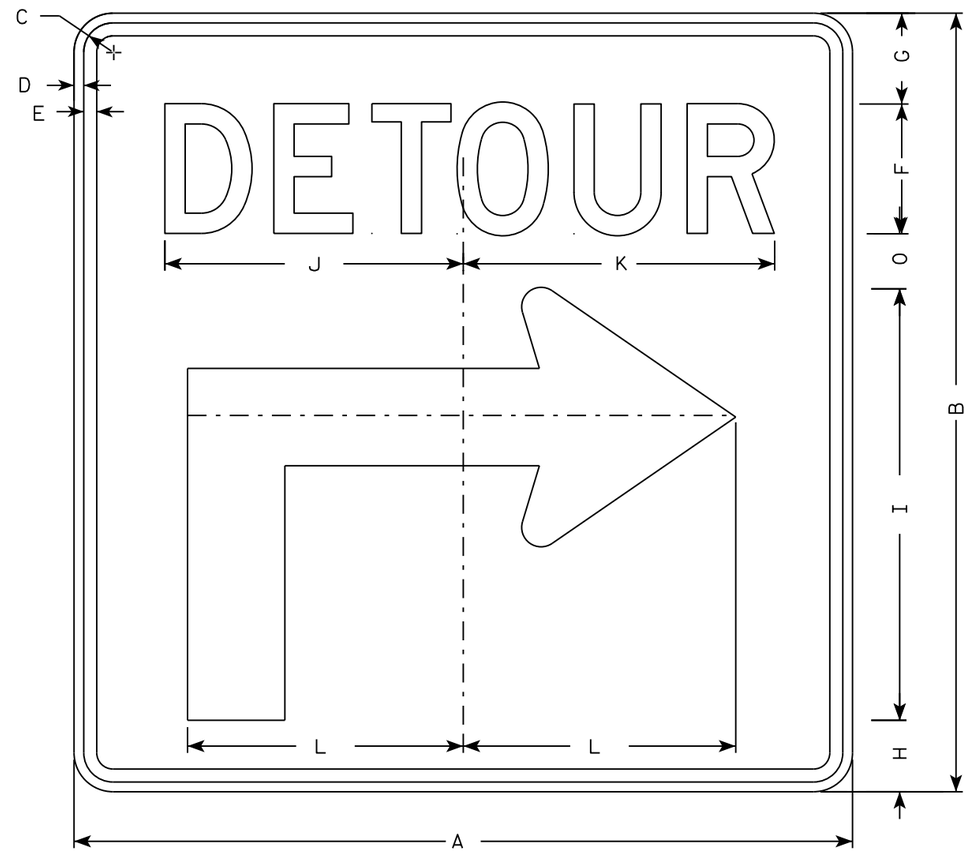
STANDARD SIGN
M4-9 R & L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-9R.4

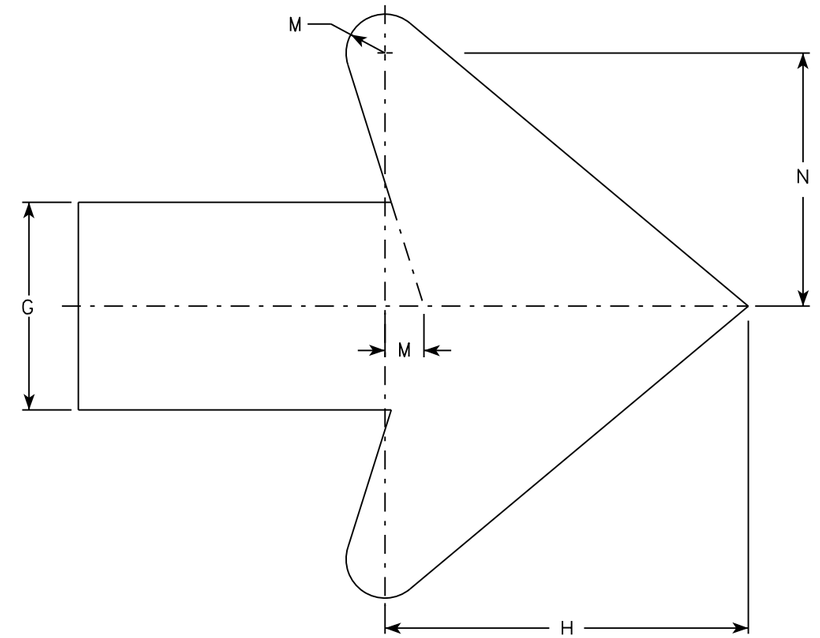
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 189 | E




M4-59R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown when base material is metal.
5. M4-59L is the same as M4-59R except the arrow is reversed.




Arrow Detail

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 30 | 30 | 1 1/8 | 3/8 | 1/2 | 5 | 3 1/2 | 2 3/4 | 16 5/8 | 11 1/2 | 12 | 10 1/2 | 3/4 | 4 7/8 | 2 1/8 | | | | | | | | | | | | 6.25 |
| 3 | 30 | 30 | 1 1/8 | 3/8 | 1/2 | 5 | 3 1/2 | 2 3/4 | 16 5/8 | 11 1/2 | 12 | 10 1/2 | 3/4 | 4 7/8 | 2 1/8 | | | | | | | | | | | | 6.25 |
| 4 | 48 | 48 | 1 3/8 | 1/2 | 5/8 | 8 | 5 5/8 | 4 3/8 | 26 5/8 | 20 5/8 | 20 1/2 | 17 | 1 1/8 | 6 7/8 | 3 3/8 | | | | | | | | | | | | 16.0 |
| 5 | 48 | 48 | 1 3/8 | 1/2 | 5/8 | 8 | 5 5/8 | 4 3/8 | 26 5/8 | 20 5/8 | 20 1/2 | 17 | 1 1/8 | 6 7/8 | 3 3/8 | | | | | | | | | | | | 16.0 |

STANDARD SIGN
M4-59 L&R

WISCONSIN DEPT OF TRANSPORTATION

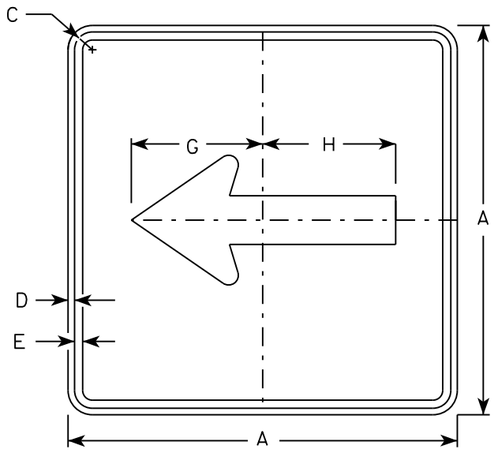
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/15 PLATE M4-59.1

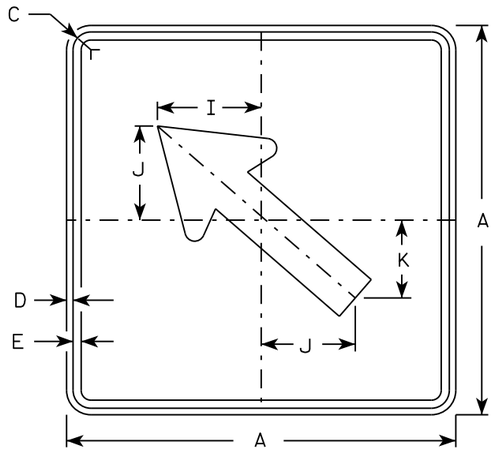
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|



FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M459.DGN PLOT DATE : 01-DEC-2015 18:05 PLOT BY : $$ platuser $$ PLOT NAME : PLOT SCALE : 5.837526:1.000000



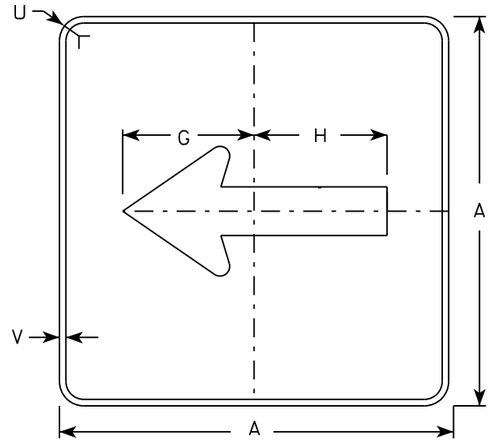

M6-1
MM6-1
MO6-1
MP6-1




M6-2
MM6-2
MO6-2
MP6-2

NOTES

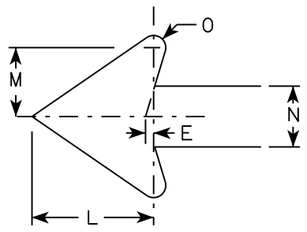
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow




MB6-1
MK6-1
MN6-1
MR6-1




MB6-2
MK6-2
MN6-2
MR6-2




| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 21 | | 1 1/8 | 3/8 | 3/8 | | 7 1/2 | 7 1/8 | 5 5/8 | 5 | 4 1/4 | 5 1/4 | 3 | 2 5/8 | 1/2 | | | | | | 1 1/2 | 1/2 | | | | | | 3.06 |
| 3 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 3/4 | 10 1/4 | 8 | 7 1/4 | 6 | 7 1/2 | 4 1/4 | 3 3/4 | 3/4 | | | | | | 1 7/8 | 1/2 | | | | | | 6.25 |
| 4 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 3/4 | 10 1/4 | 8 | 7 1/4 | 6 | 7 1/2 | 4 1/4 | 3 3/4 | 3/4 | | | | | | 1 7/8 | 1/2 | | | | | | 6.25 |
| 5 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 3/4 | 10 1/4 | 8 | 7 1/4 | 6 | 7 1/2 | 4 1/4 | 3 3/4 | 3/4 | | | | | | 1 7/8 | 1/2 | | | | | | 6.25 |

# STANDARD SIGN M6-1 & M6-2 SERIES

*WISCONSIN DEPT OF TRANSPORTATION*

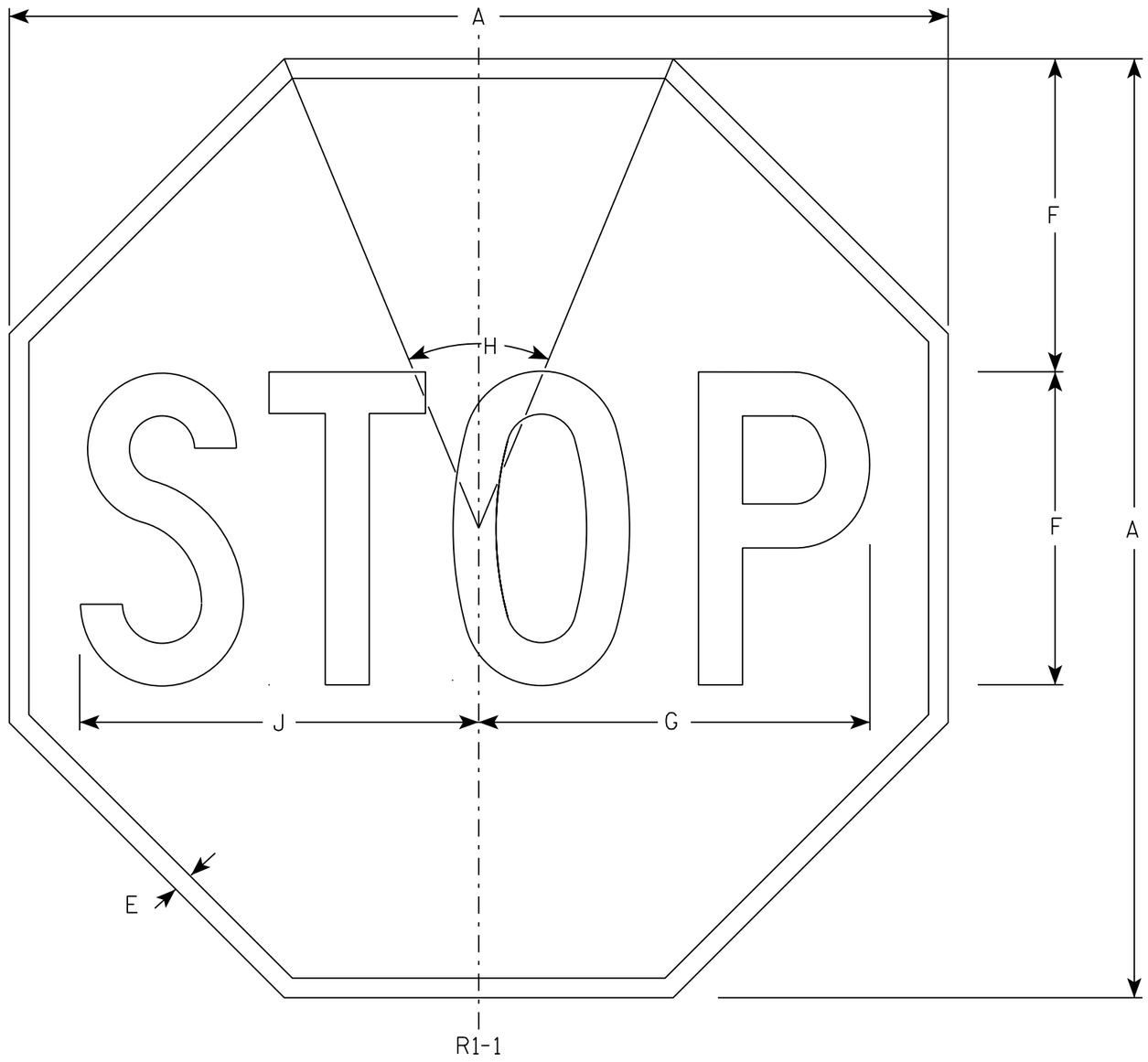
APPROVED Matthew R Rauch
*for* State Traffic Engineer

DATE 10/15/15 PLATE 191 M6-1.15

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|



FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000




NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 30 | | | | 5/8 | 10 | 12 1/2 | 45° | | 12 3/4 | | | | | | | | | | | | | | | | | 5.18 |
| 2S | 30 | | | | 5/8 | 10 | 12 1/2 | 45° | | 12 3/4 | | | | | | | | | | | | | | | | | 5.18 |
| 2M | 36 | | | | 3/4 | 12 | 15 | 45° | | 15 3/8 | | | | | | | | | | | | | | | | | 7.46 |
| 3 | 36 | | | | 3/4 | 12 | 15 | 45° | | 15 3/8 | | | | | | | | | | | | | | | | | 7.46 |
| 4 | 48 | | | | 1 | 16 | 20 | 45° | | 20 1/2 | | | | | | | | | | | | | | | | | 13.25 |
| 5 | 48 | | | | 1 | 16 | 20 | 45° | | 20 1/2 | | | | | | | | | | | | | | | | | 13.25 |
| 6 | 18 | | | | 3/8 | 6 | 7 3/4 | 45° | | 7 3/4 | | | | | | | | | | | | | | | | | 1.86 |
| 7 | 12 | | | | 1/4 | 4 | 5 | 45° | | 5 1/8 | | | | | | | | | | | | | | | | | 0.78 |

STANDARD SIGN

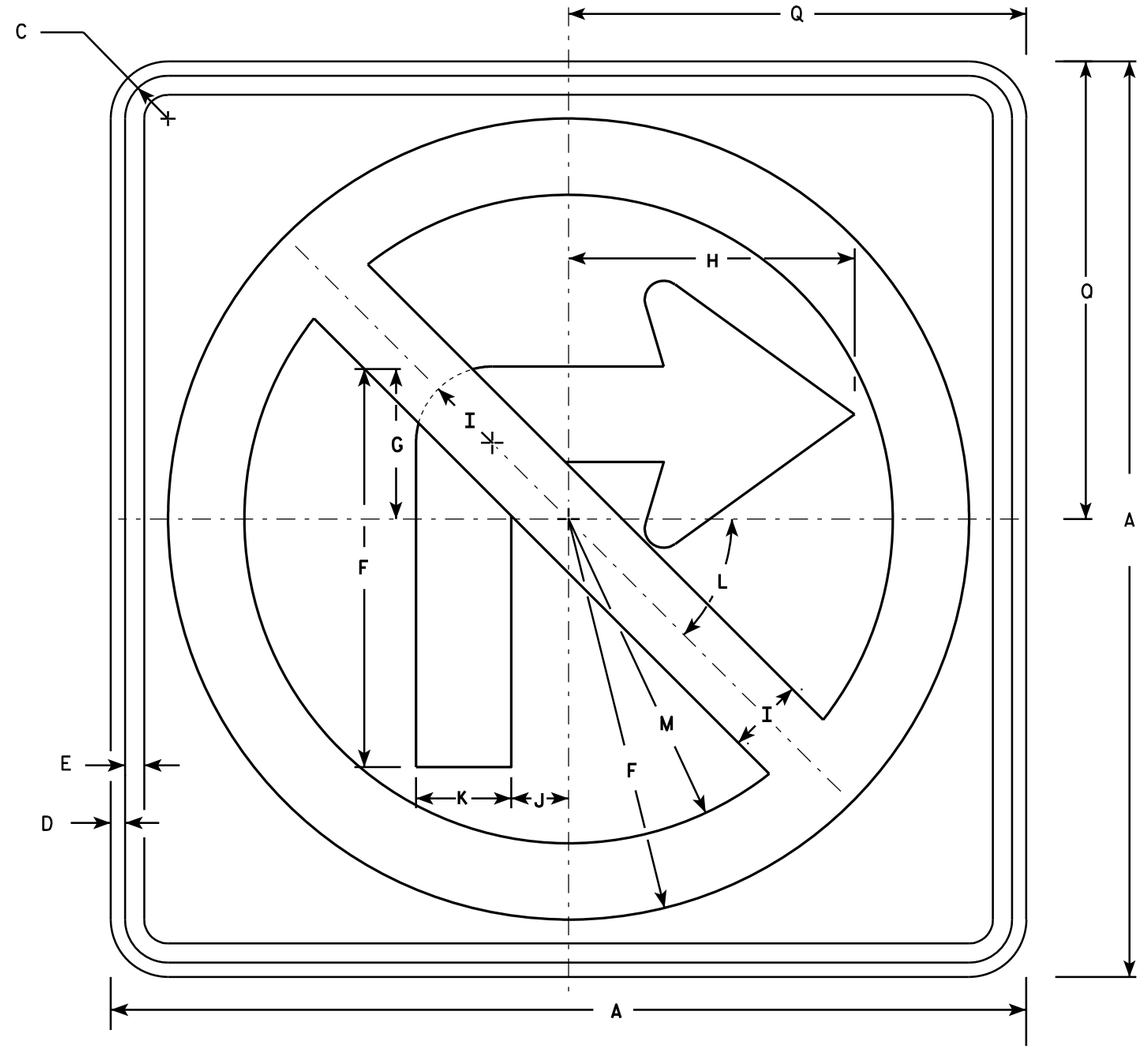
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/15 PLATE NO. R1-1.13

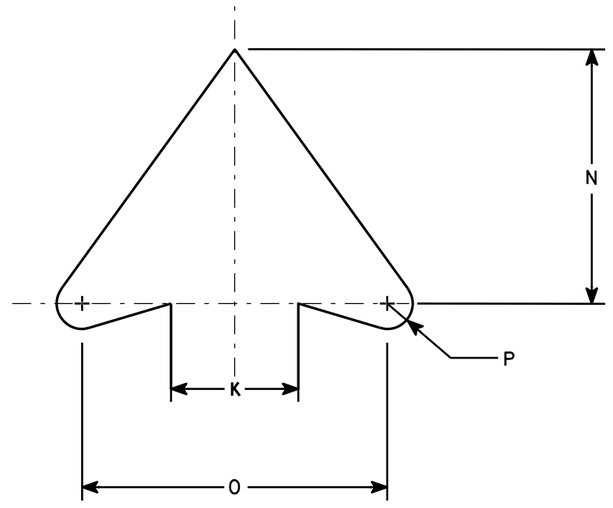
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 192 | E |
|---|---|---|---|---|---|




R3-1

## NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 24 | | 1 1/8 | 3/8 | 1/2 | 10 1/2 | 4 | 7 1/2 | 2 | 1 1/2 | 2 1/2 | 45 | 8 1/2 | 5 | 6 | 1/2 | 12 | | | | | | | | | | 4.0 |
| 2S | 24 | | 1 1/8 | 3/8 | 1/2 | 10 1/2 | 4 | 7 1/2 | 2 | 1 1/2 | 2 1/2 | 45° | 8 1/2 | 5 | 6 | 1/2 | 12 | | | | | | | | | | 4.0 |
| 2M | 36 | | 1 5/8 | 5/8 | 3/4 | 15 3/4 | 6 | 11 1/4 | 3 | 2 1/4 | 3 3/4 | 45 | 12 3/4 | 7 1/2 | 9 | 3/4 | 18 | | | | | | | | | | 9.0 |
| 3 | 36 | | 1 5/8 | 5/8 | 3/4 | 15 3/4 | 6 | 11 1/4 | 3 | 2 1/4 | 3 3/4 | 45 | 12 3/4 | 7 1/2 | 9 | 3/4 | 18 | | | | | | | | | | 9.0 |
| 4 | 36 | | 1 5/8 | 5/8 | 3/4 | 15 3/4 | 6 | 11 1/4 | 3 | 2 1/4 | 3 3/4 | 45° | 12 3/4 | 7 1/2 | 9 | 3/4 | 18 | | | | | | | | | | 9.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | 21 | 8 | 15 | 4 | 3 | 5 | 45° | 17 | 10 | 12 | 1 | 24 | | | | | | | | | | 16.0 |

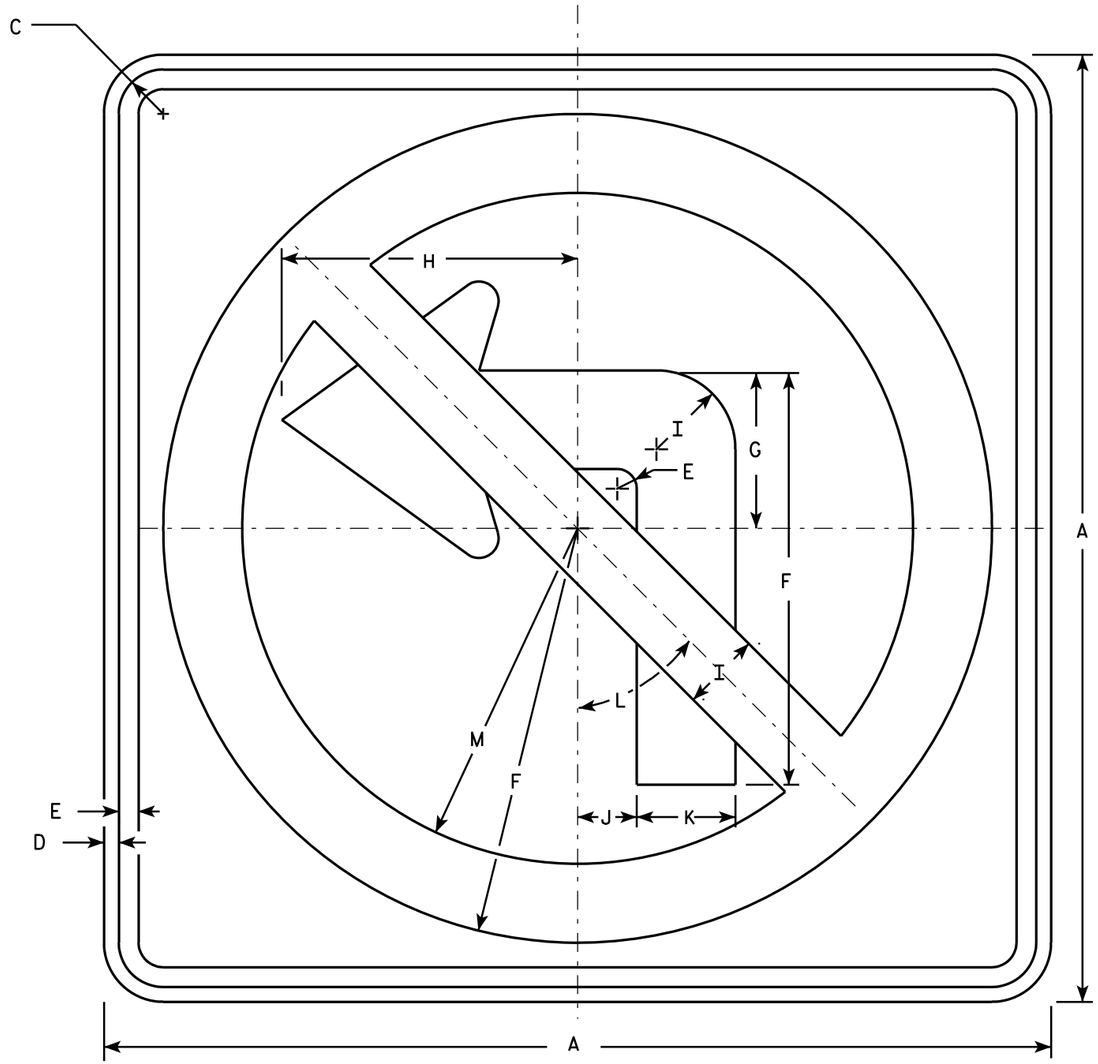
# STANDARD SIGN
# R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-1.5

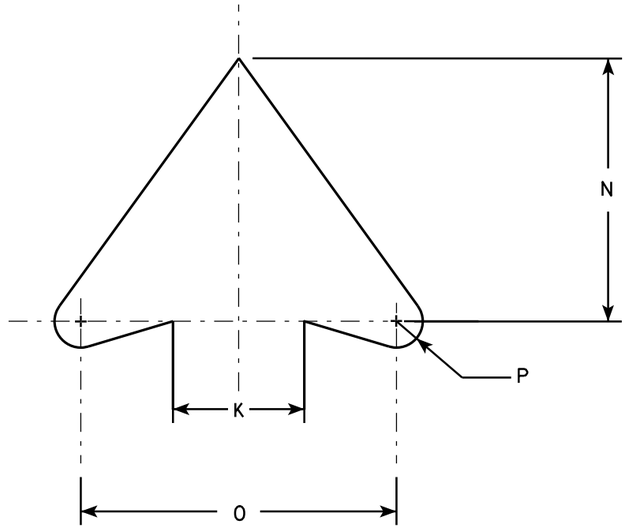
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 193 | E |
|---|---|---|---|---|---|




R3-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 24 | | 1 1/8 | 3/8 | 1/2 | 10 1/2 | 4 | 7 1/2 | 2 | 1 1/2 | 2 1/2 | 45° | 8 1/2 | 5 | 6 | 1/2 | | | | | | | | | | | 4.0 |
| 2S | 24 | | 1 1/8 | 3/8 | 1/2 | 10 1/2 | 4 | 7 1/2 | 2 | 1 1/2 | 2 1/2 | 45° | 8 1/2 | 5 | 6 | 1/2 | | | | | | | | | | | 4.0 |
| 2M | 36 | | 1 5/8 | 5/8 | 3/4 | 15 3/4 | 6 | 11 1/4 | 3 | 2 1/4 | 3 3/4 | 45° | 12 3/4 | 7 1/2 | 9 | 3/4 | | | | | | | | | | | 9.0 |
| 3 | 36 | | 1 5/8 | 5/8 | 3/4 | 15 3/4 | 6 | 11 1/4 | 3 | 2 1/4 | 3 3/4 | 45° | 12 3/4 | 7 1/2 | 9 | 3/4 | | | | | | | | | | | 9.0 |
| 4 | 36 | | 1 5/8 | 5/8 | 3/4 | 15 3/4 | 6 | 11 1/4 | 3 | 2 1/4 | 3 3/4 | 45° | 12 3/4 | 7 1/2 | 9 | 3/4 | | | | | | | | | | | 9.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | 21 | 8 | 15 | 4 | 3 | 5 | 45° | 17 | 10 | 12 | 1 | | | | | | | | | | | 16.0 |

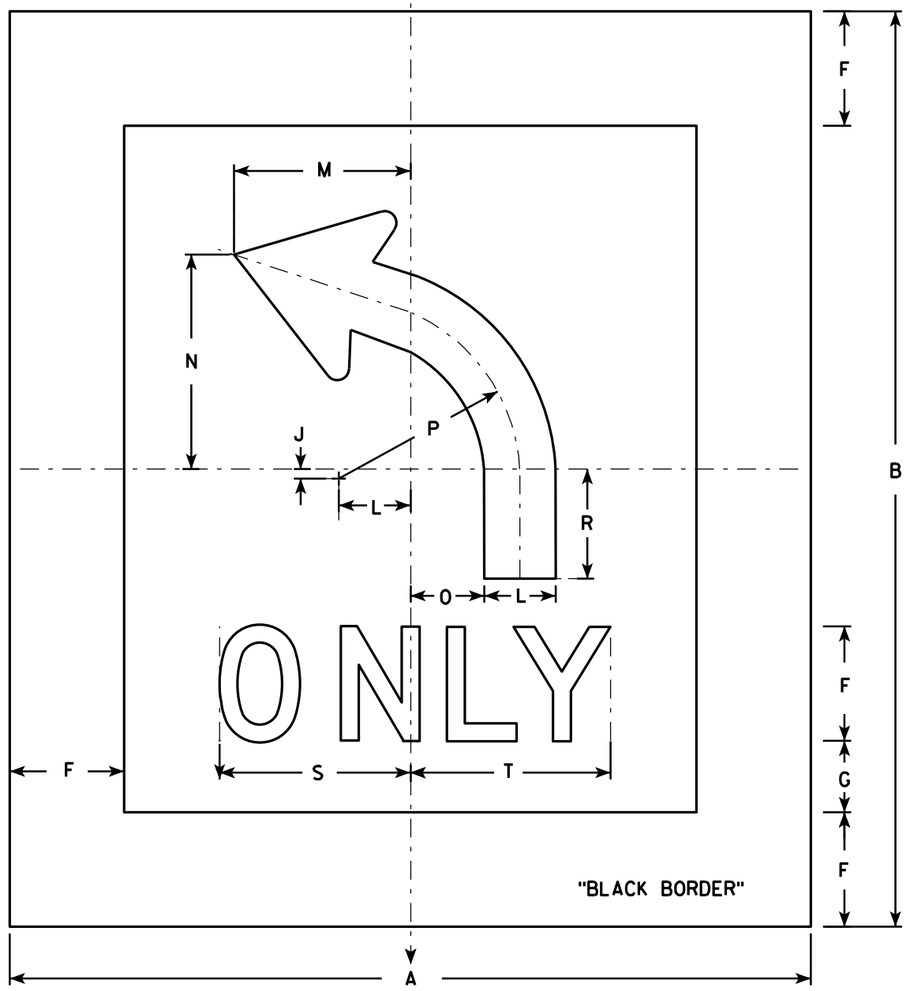
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

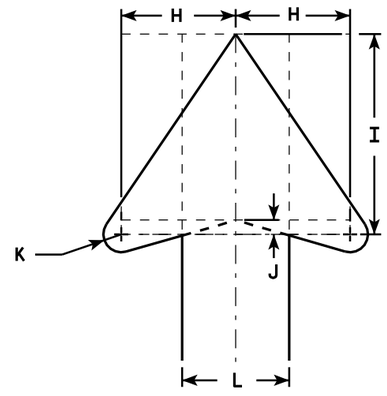
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 194 | E |
|---|---|---|---|---|---|




R3-5L

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood. When base material is metal, the corners shall be rounded.
5. R3-5R is the same as R3-5L except curved portion of arrow points right.
6. The 6" border is non-reflective black.




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 42 | 48 | | | | 6 | 3 3/4 | 4 | 7 | 1/2 | 5/8 | 3 3/4 | 9 1/4 | 11 1/4 | 3 7/8 | 9 1/2 | | 5 3/4 | 10 | 10 1/2 | | | | | | | 1.26 |
| 2M | 42 | 48 | | | | 6 | 3 3/4 | 4 | 7 | 1/2 | 5/8 | 3 3/4 | 9 1/4 | 11 1/4 | 3 7/8 | 9 1/2 | | 5 3/4 | 10 | 10 1/2 | | | | | | | 1.26 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
R3-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/24/11 PLATE NO. R3-5.6

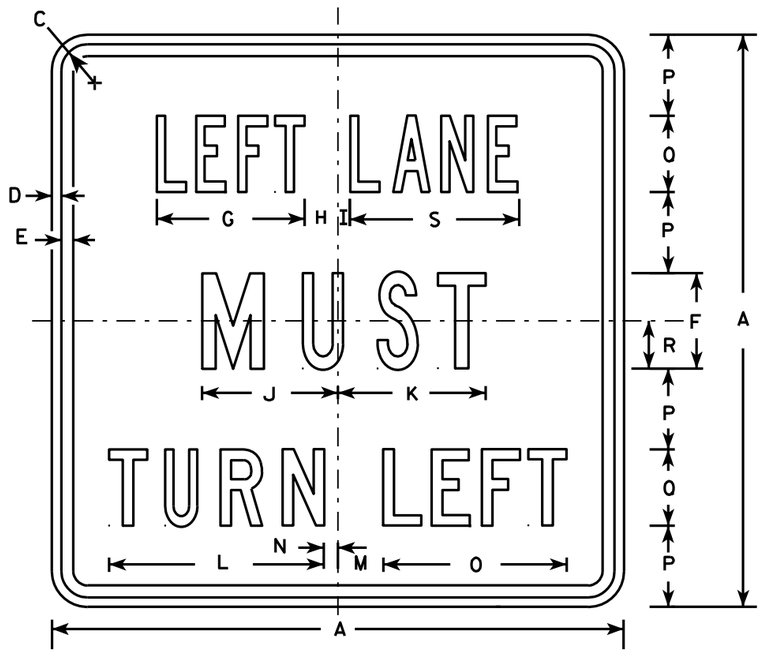
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 195 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R35.DGN PLOT DATE : 24-FEB-2011 14:53 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 7.945391:1.000000

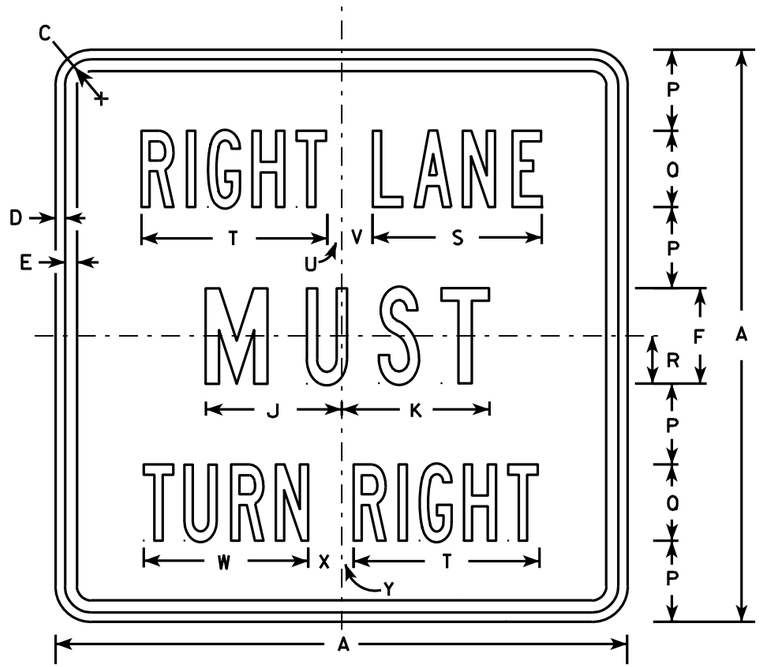
WISDOT/CADDS SHEET 42

7

7




R3-7L




R3-7R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - Line 1 is Series B.
   Line 2 is Series C.
   Line 3 on plate R3-7R is Series B and Series C on plate R3-7L.
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 30 | | 1 3/8 | 1/2 | 5/8 | 5 | 7 3/4 | 1 3/4 | 5/8 | 7 1/8 | 7 3/4 | 11 1/4 | 2 3/8 | 3/4 | 9 5/8 | 4 1/4 | 4 | 2 1/2 | 8 7/8 | 9 3/4 | 3/4 | 1 5/8 | 8 5/8 | 1 5/8 | 5/8 | | 6.25 |
| 2S | 30 | | 1 3/8 | 1/2 | 5/8 | 5 | 7 3/4 | 1 3/4 | 5/8 | 7 1/8 | 7 3/4 | 11 1/4 | 2 3/8 | 3/4 | 9 5/8 | 4 1/4 | 4 | 2 1/2 | 8 7/8 | 9 3/4 | 3/4 | 1 5/8 | 8 5/8 | 1 5/8 | 5/8 | | 6.25 |
| 2M | 30 | | 1 3/8 | 1/2 | 5/8 | 5 | 7 3/4 | 1 3/4 | 5/8 | 7 1/8 | 7 3/4 | 11 1/4 | 2 3/8 | 3/4 | 9 5/8 | 4 1/4 | 4 | 2 1/2 | 8 7/8 | 9 3/4 | 3/4 | 1 5/8 | 8 5/8 | 1 5/8 | 5/8 | | 6.25 |
| 3 | 36 | | 1 5/8 | 5/8 | 3/4 | 6 | 9 5/8 | 2 | 1 1/8 | 8 3/4 | 9 | 13 1/2 | 3 7/8 | 1 1/2 | 12 1/2 | 5 | 5 | 3 | 10 5/8 | 12 | 7/8 | 2 1/4 | 10 5/8 | 2 1/8 | 1 | | 9.00 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | 8 | 13 1/2 | 2 3/8 | 1 1/2 | 11 1/2 | 11 7/8 | 17 3/4 | 3 5/8 | 2 1/2 | 16 3/8 | 6 1/2 | 7 | 4 | 14 3/8 | 16 7/8 | 5/8 | 3 1/4 | 15 1/8 | 2 3/4 | 1 1/8 | | 16.00 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

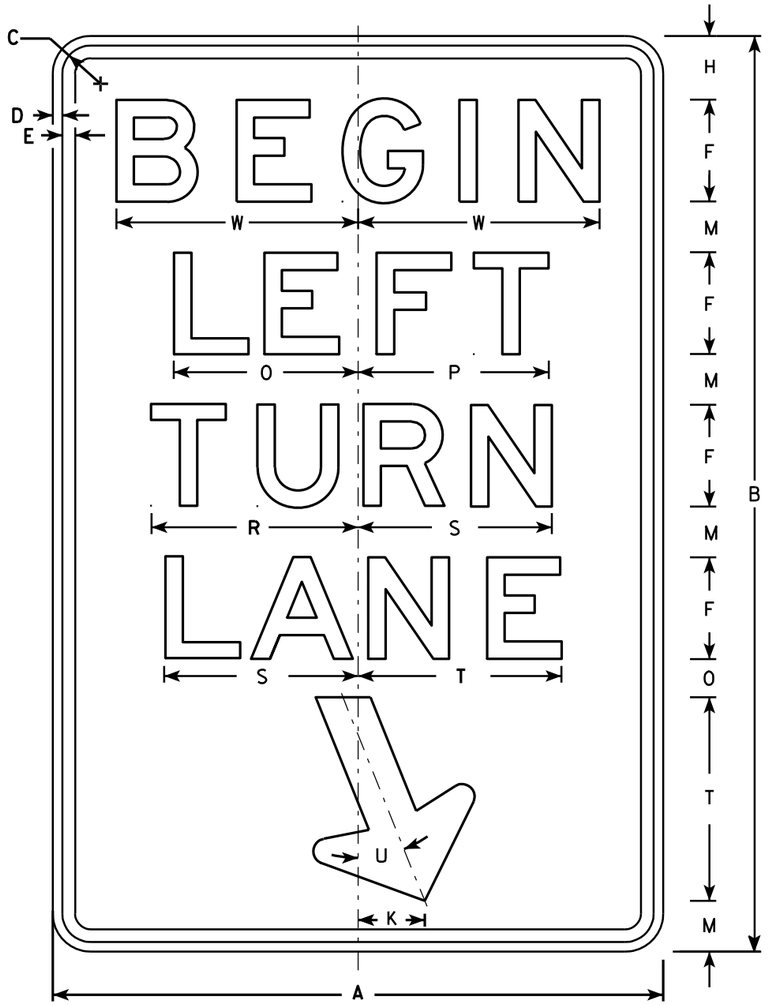
STANDARD SIGN
R3-7L & R3-7R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-7.3

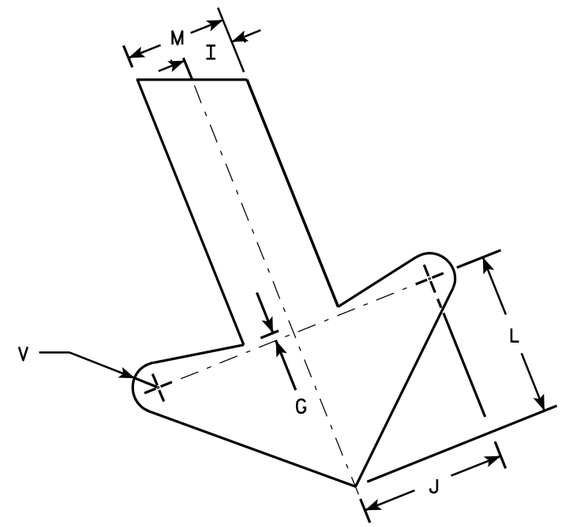
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 196 | E




R3-20L

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 24 | 36 | 1 1/8 | 3/8 | 1/2 | 4 | 1/4 | 2 1/2 | 1 | 2 7/8 | 2 5/8 | 3 1/4 | 2 | 1 1/2 | 7 1/4 | 7 1/2 | | 8 1/8 | 7 5/8 | 8 | 22° | 1/2 | 9 1/2 | | | | 6.0 |
| 2M | 24 | 36 | 1 1/8 | 3/8 | 1/2 | 4 | 1/4 | 2 1/2 | 1 | 2 7/8 | 2 5/8 | 3 1/4 | 2 | 1 1/2 | 7 1/4 | 7 1/2 | | 8 1/8 | 7 5/8 | 8 | 22° | 1/2 | 9 1/2 | | | | 6.0 |
| 3 | 36 | 54 | 1 3/4 | 1/2 | 5/8 | 6 | 3/8 | 3 3/4 | 1 1/2 | 4 1/4 | 4 | 4 7/8 | 3 | 2 1/4 | 10 7/8 | 11 1/4 | | 12 1/4 | 11 1/2 | 12 | 22° | 3/4 | 13 1/4 | | | | 13.5 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

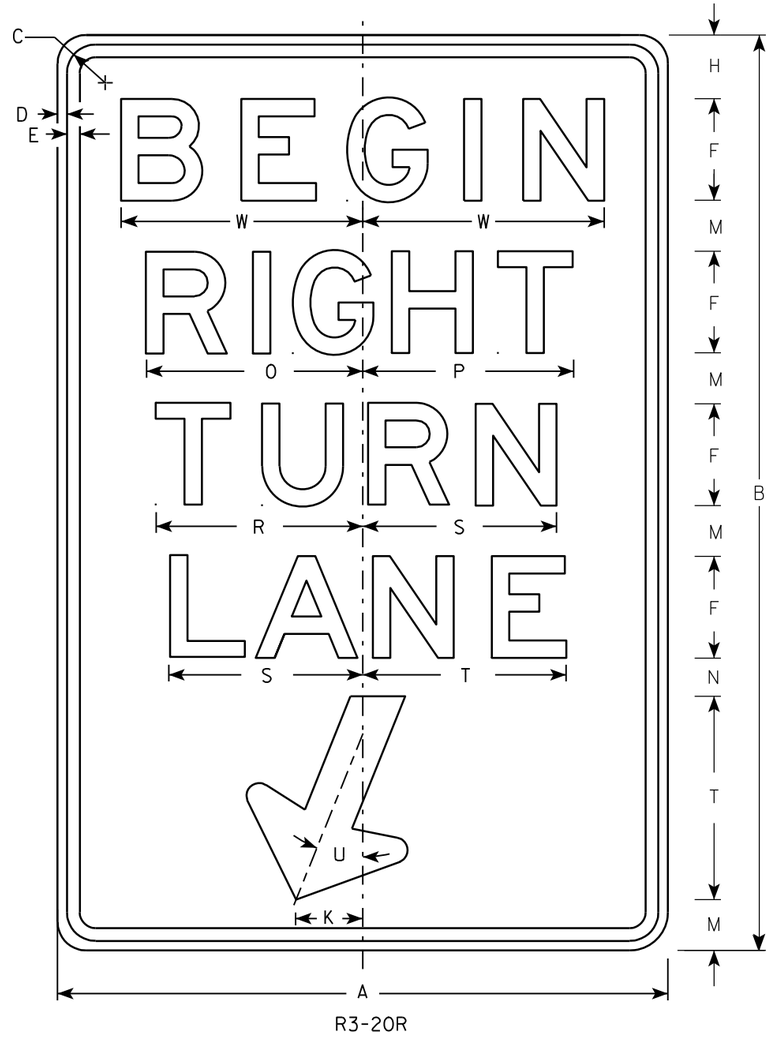
STANDARD SIGN
R3-20L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20L.7

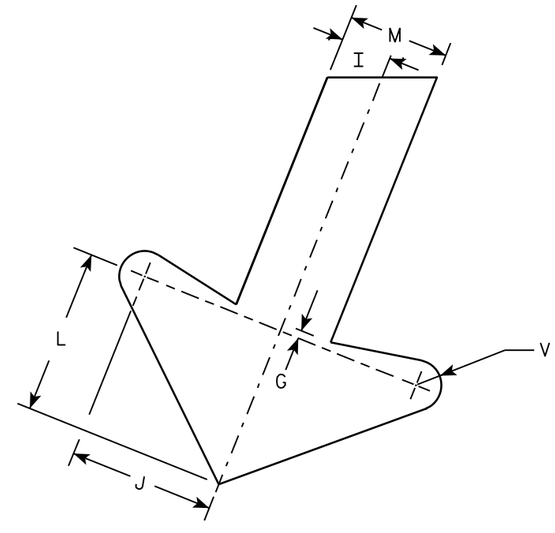
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 197 | E




R3-20R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 24 | 36 | 1 1/8 | 3/8 | 1/2 | 4 | 1/4 | 2 1/2 | 1 | 2 7/8 | 2 5/8 | 3 1/4 | 2 | 1 1/2 | 8 1/2 | 8 1/4 | | 8 1/8 | 7 5/8 | 8 | 22° | 1/2 | 9 1/2 | | | | 6.0 |
| 2M | 24 | 36 | 1 1/8 | 3/8 | 1/2 | 4 | 1/4 | 2 1/2 | 1 | 2 7/8 | 2 5/8 | 3 1/4 | 2 | 1 1/2 | 8 1/2 | 8 1/4 | | 8 1/8 | 7 5/8 | 8 | 22° | 1/2 | 9 1/2 | | | | 6.0 |
| 3 | 36 | 54 | 1 3/4 | 1/2 | 5/8 | 6 | 3/8 | 3 3/4 | 1 1/2 | 4 1/4 | 4 | 4 7/8 | 3 | 2 1/4 | 12 3/4 | 12 1/2 | | 12 1/4 | 11 1/2 | 12 | 22° | 3/4 | 13 1/4 | | | | 13.5 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

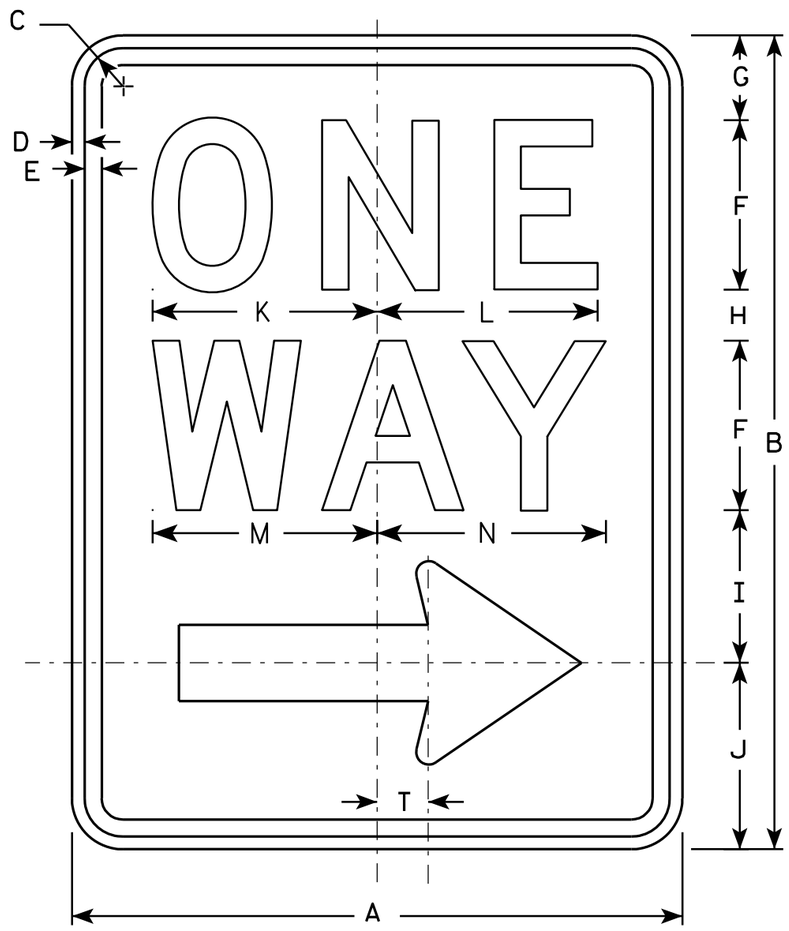
STANDARD SIGN
R3-20R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20R.6

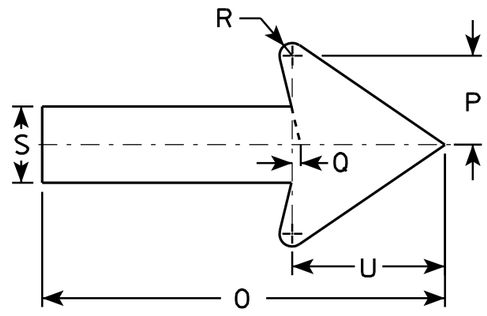
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 198 | E




R6-2R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R6-2L same as R6-2R except arrow points to the left.




| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | O | R | S | T | U | V | W | X | Y | Z |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 18 | 24 | 1 1/8 | 3/8 | 1/2 | 5 | 2 1/2 | 1 1/2 | 4 1/2 | 5 1/2 | 6 5/8 | 6 1/2 | 6 5/8 | 6 3/4 | 11 7/8 | 2 5/8 | 1/4 | 3/8 | 2 1/4 | 1 1/2 | 4 1/2 | | | | | |
| 2S | 24 | 30 | 1 1/8 | 3/8 | 1/2 | 6 | 3 | 2 1/2 | 5 1/2 | 7 | 8 1/8 | 8 1/8 | 8 1/2 | 8 5/8 | 16 | 3 1/2 | 3/8 | 1/2 | 3 | 2 | 6 | | | | | |
| 2M | 30 | 36 | 1 3/8 | 1/2 | 5/8 | 8 | 2 1/2 | 2 5/8 | 6 7/8 | 8 | 10 1/2 | 10 1/2 | 11 1/4 | 11 1/4 | 20 | 4 3/8 | 1/2 | 5/8 | 3 3/4 | 2 1/2 | 7 1/2 | | | | | |
| 3 | 36 | 48 | 1 7/8 | 1/2 | 5/8 | 10 | 5 1/4 | 3 1/4 | 9 | 10 1/2 | 12 3/4 | 12 3/4 | 13 1/4 | 13 1/2 | 24 | 5 5/8 | 1/2 | 3/4 | 4 3/4 | 3 | 9 | | | | | |
| 4 | 36 | 48 | 1 7/8 | 1/2 | 5/8 | 10 | 5 1/4 | 3 1/4 | 9 | 10 1/2 | 12 3/4 | 12 3/4 | 13 1/4 | 13 1/2 | 24 | 5 5/8 | 1/2 | 3/4 | 4 3/4 | 3 | 9 | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | |

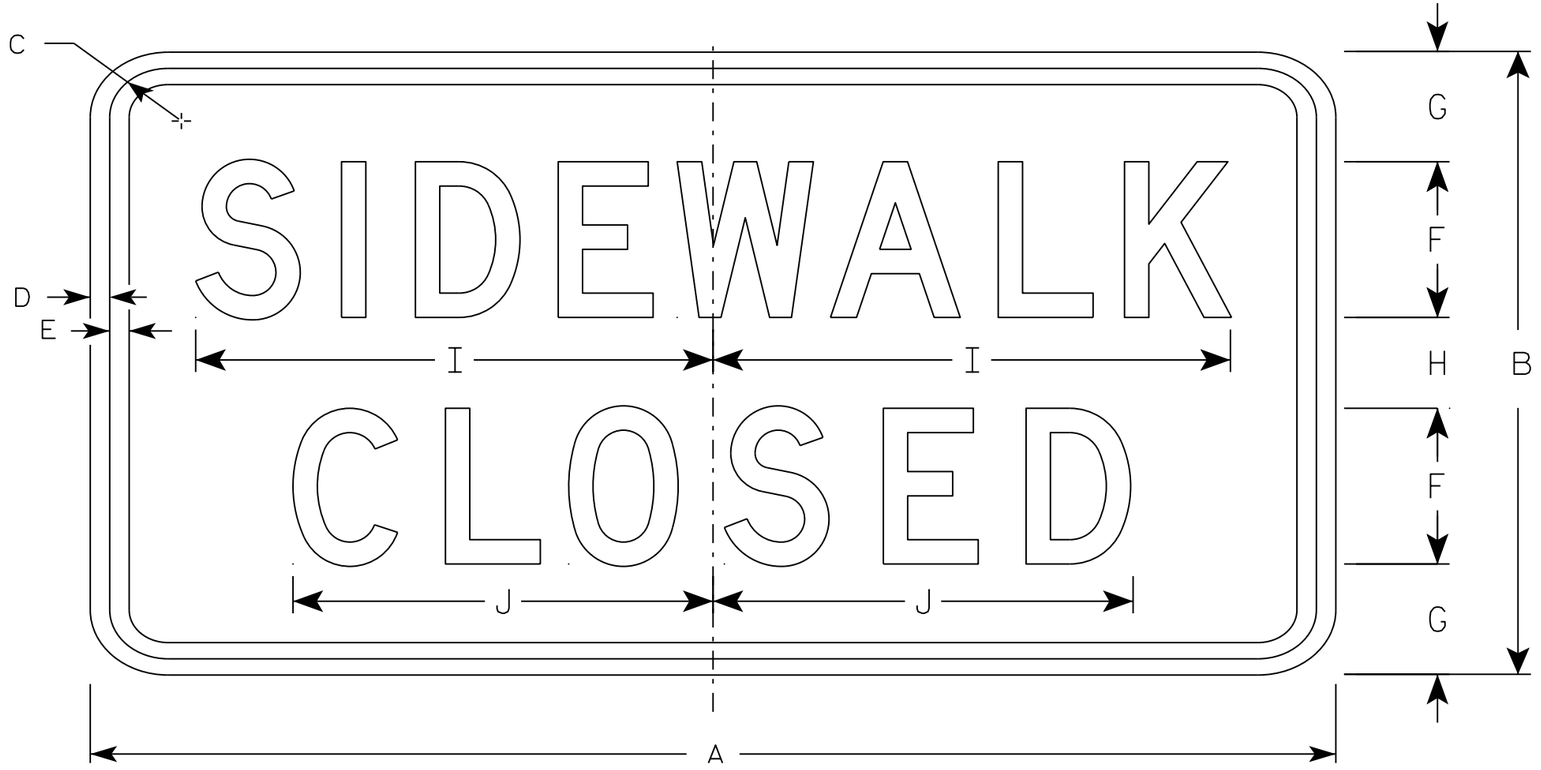
STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 199 | E |
|---|---|---|---|---|---|




R9-9

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 24 | 12 | 1 3/4 | 1/2 | 1/2 | 3 | 2 1/8 | 1 3/4 | 10 | 8 1/8 | | | | | | | | | | | | | | | | | 2.0 |
| 2M | 24 | 12 | 1 3/4 | 1/2 | 1/2 | 3 | 2 1/8 | 1 3/4 | 10 | 8 1/8 | | | | | | | | | | | | | | | | | 2.0 |
| 3 | 30 | 18 | 1 3/4 | 1/2 | 1/2 | 4 | 3 1/2 | 3 | 12 1/2 | 10 1/4 | | | | | | | | | | | | | | | | | 3.75 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
R9-9

WISCONSIN DEPT OF TRANSPORTATION

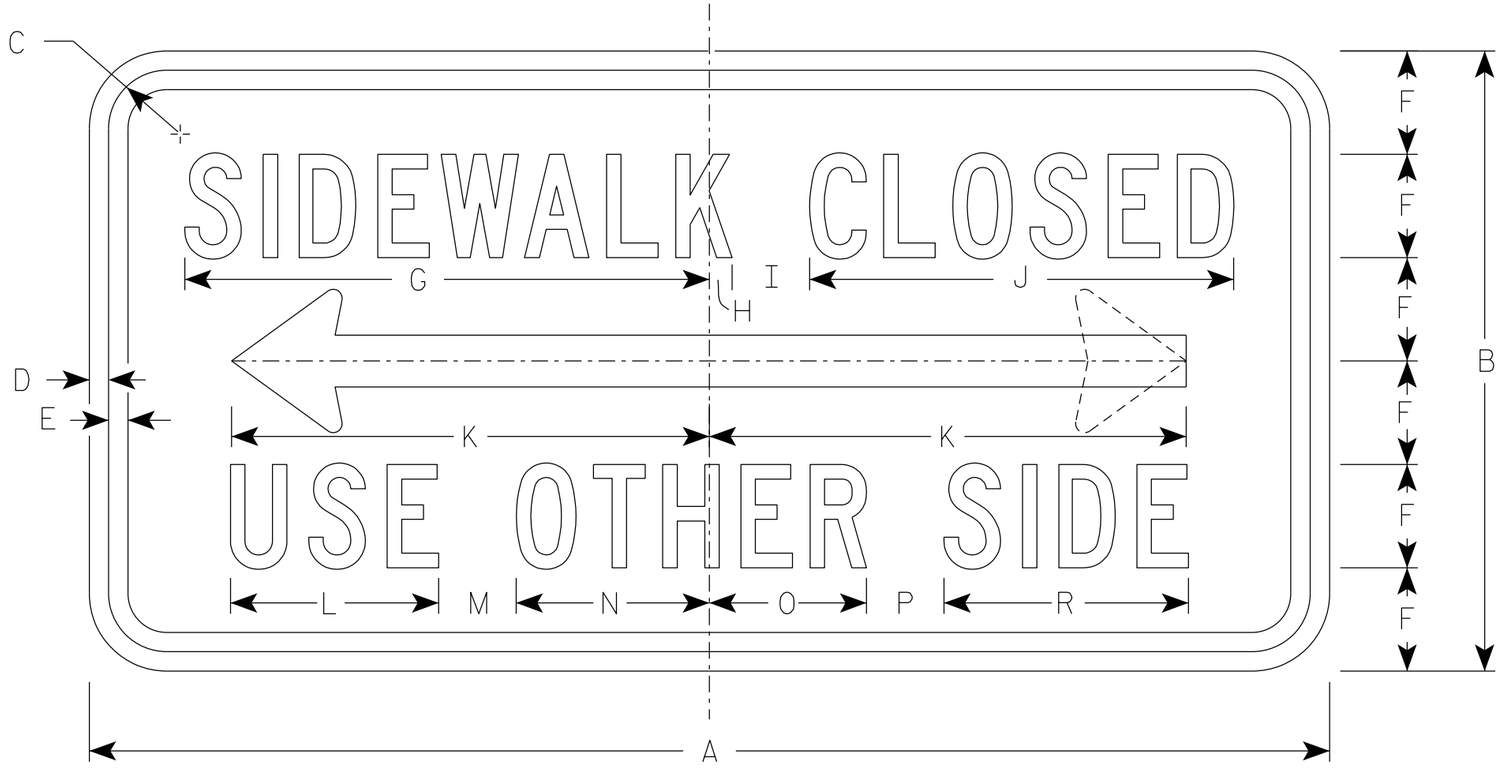
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/11/16 PLATE 200 R9-9.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



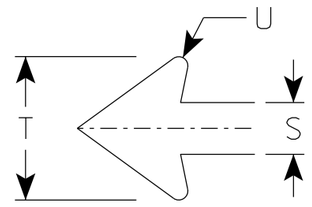
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R99.DGN PLOT DATE : 11-AUG-2016 11:33 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 2.918761:1.000000




R9-10

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Use Size 2 for sidewalks. Use Size 3 for paths and trails.




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 24 | 12 | 1 1/8 | 3/8 | 3/8 | 2 | 10 1/8 | 1/2 | 1 1/2 | 8 1/4 | 9 1/4 | 4 | 1 1/2 | 3 3/4 | 3 | 1 1/2 | | 4 3/4 | 1 | 2 3/4 | 1/8 | | | | | | 2.0 |
| 2M | 24 | 12 | 1 1/8 | 3/8 | 3/8 | 2 | 10 1/8 | 1/2 | 1 1/2 | 8 1/4 | 9 1/4 | 4 | 1 1/2 | 3 3/4 | 3 | 1 1/2 | | 4 3/4 | 1 | 2 3/4 | 1/8 | | | | | | 2.0 |
| 3 | 30 | 15 | 1 1/8 | 3/8 | 1/2 | 2 1/2 | 12 3/4 | 1/2 | 2 | 10 1/4 | 12 3/8 | 5 | 2 | 4 5/8 | 3 3/4 | 2 | | 5 7/8 | 1 1/4 | 3 5/8 | 1/4 | | | | | | 3.125 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
R9-10

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/7/2020 PLATE NO. R9-10.7

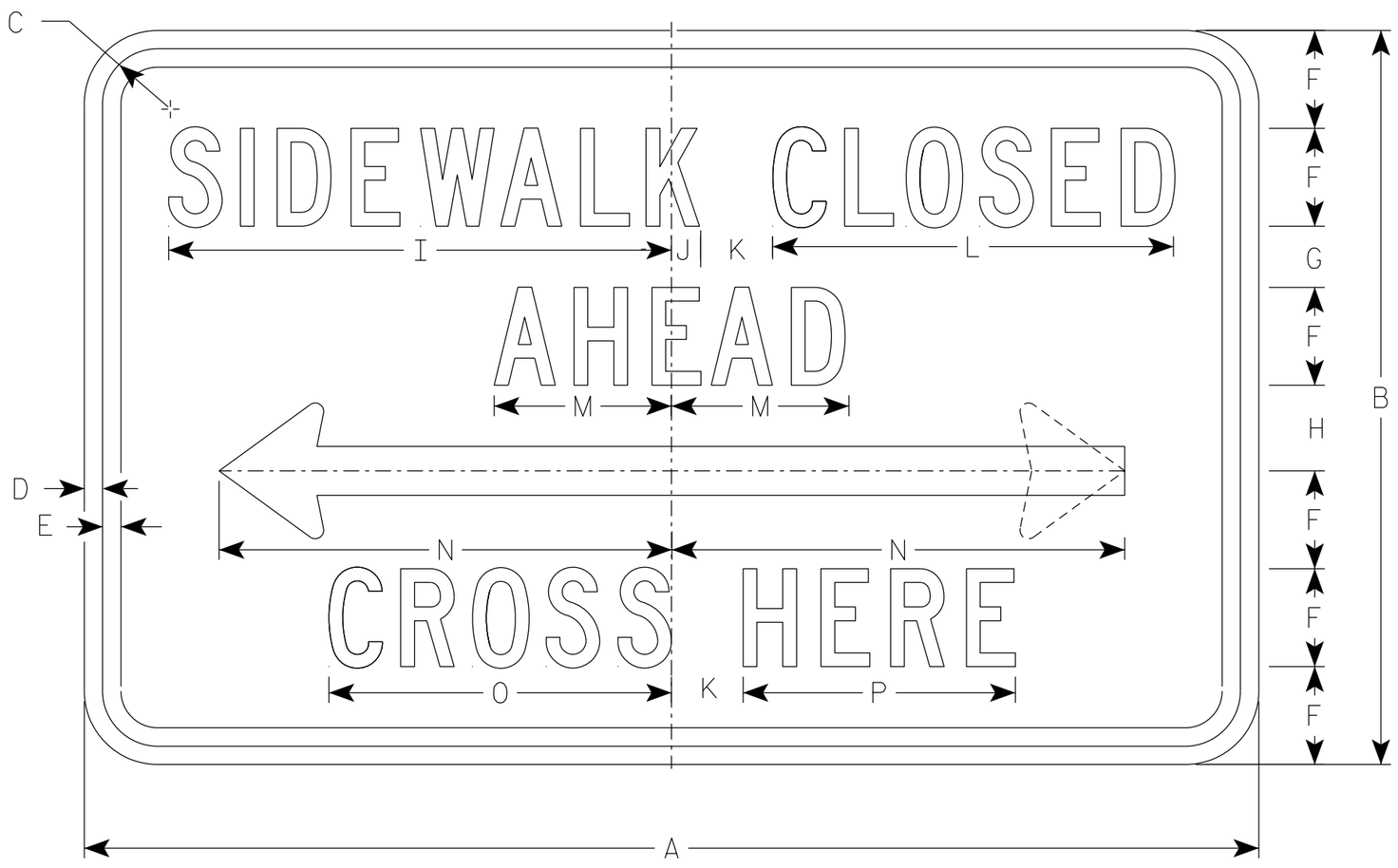
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 201 | E |
|---|---|---|---|---|---|

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R910.dgn PLOT DATE : 07-APRIL-2020 PLOT BY : dotc4c PLOT NAME : PLOT SCALE :

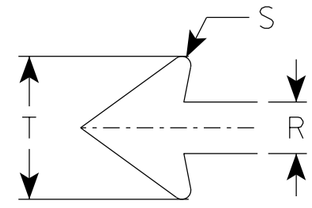
WISDOT/CADDS SHEET 42

7

7




R9-11




NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C except Size 1 is Series D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.
6. R9-11 D (double arrow)
   R9-11 L (left arrow)
   R9-11 R (right arrow)

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 24 | 12 | 1 1/8 | 3/8 | 3/8 | 1 1/2 | 1 1/2 | 1 1/2 | 9 3/4 | 5/8 | 1 1/2 | 7 5/8 | 3 1/2 | 9 1/4 | 6 5/8 | 5 1/8 | | 1 | 1/8 | 2 3/4 | | | | | | | 2.0 |
| 2M | 24 | 12 | 1 1/8 | 3/8 | 3/8 | 1 1/2 | 1 1/2 | 1 1/2 | 9 3/4 | 5/8 | 1 1/2 | 7 5/8 | 3 1/2 | 9 1/4 | 6 5/8 | 5 1/8 | | 1 | 1/8 | 2 3/4 | | | | | | | 2.0 |
| 3 | 30 | 15 | 1 1/8 | 3/8 | 1/2 | 2 | 1 1/2 | 1 1/2 | 13 | 3/4 | 2 | 10 1/4 | 4 5/8 | 12 3/8 | 8 7/8 | 6 7/8 | | 1 1/4 | 1/4 | 3 5/8 | | | | | | | 3.125 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

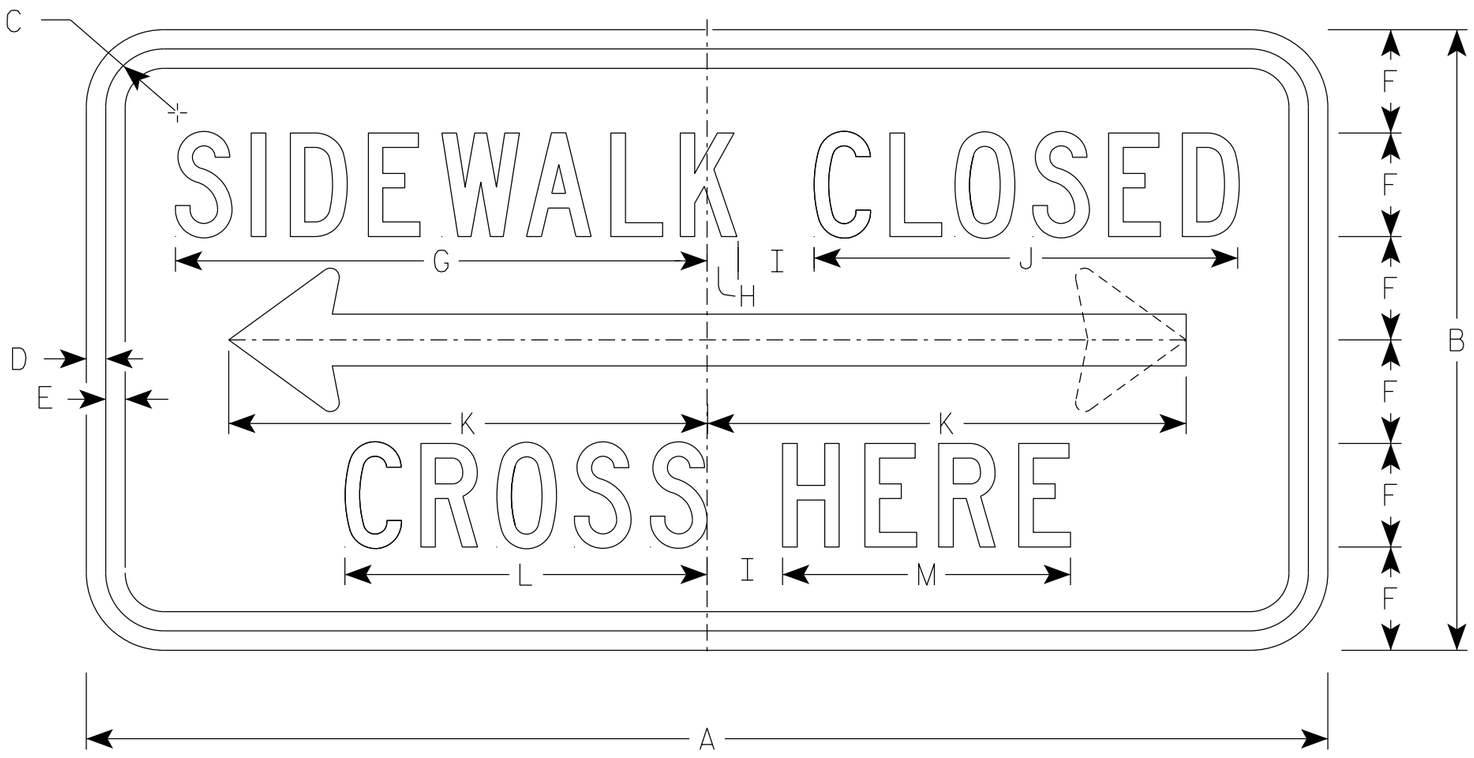
STANDARD SIGN
R9-11

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
*For* State Traffic Engineer

DATE 3/30/2021 PLATE NO. R9-11.4

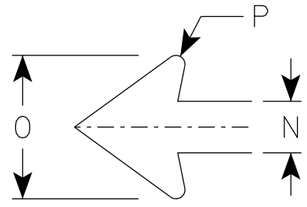
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 202 | E




R9-11A

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Use Size 2 for Sidewalks. Use Size 3 for paths and Trails.
6. R9-11AD (double arrow)
   R9-11AL (left arrow)
   R9-11AR (right arrow)




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 24 | 12 | 1 1/8 | 3/8 | 3/8 | 2 | 10 1/4 | 5/8 | 1 1/2 | 8 1/4 | 9 1/4 | 7 | 5 5/8 | 1 | 2 3/4 | 1/8 | | | | | | | | | | | 2.0 |
| 2M | 24 | 12 | 1 1/8 | 3/8 | 3/8 | 2 | 10 1/4 | 5/8 | 1 1/2 | 8 1/4 | 9 1/4 | 7 | 5 5/8 | 1 | 2 3/4 | 1/8 | | | | | | | | | | | 2.0 |
| 3 | 30 | 15 | 1 1/8 | 3/8 | 1/2 | 2 1/2 | 12 3/4 | 1/2 | 2 | 10 1/4 | 12 3/8 | 8 5/8 | 6 3/4 | 1 1/4 | 3 5/8 | 1/4 | | | | | | | | | | | 3.125 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

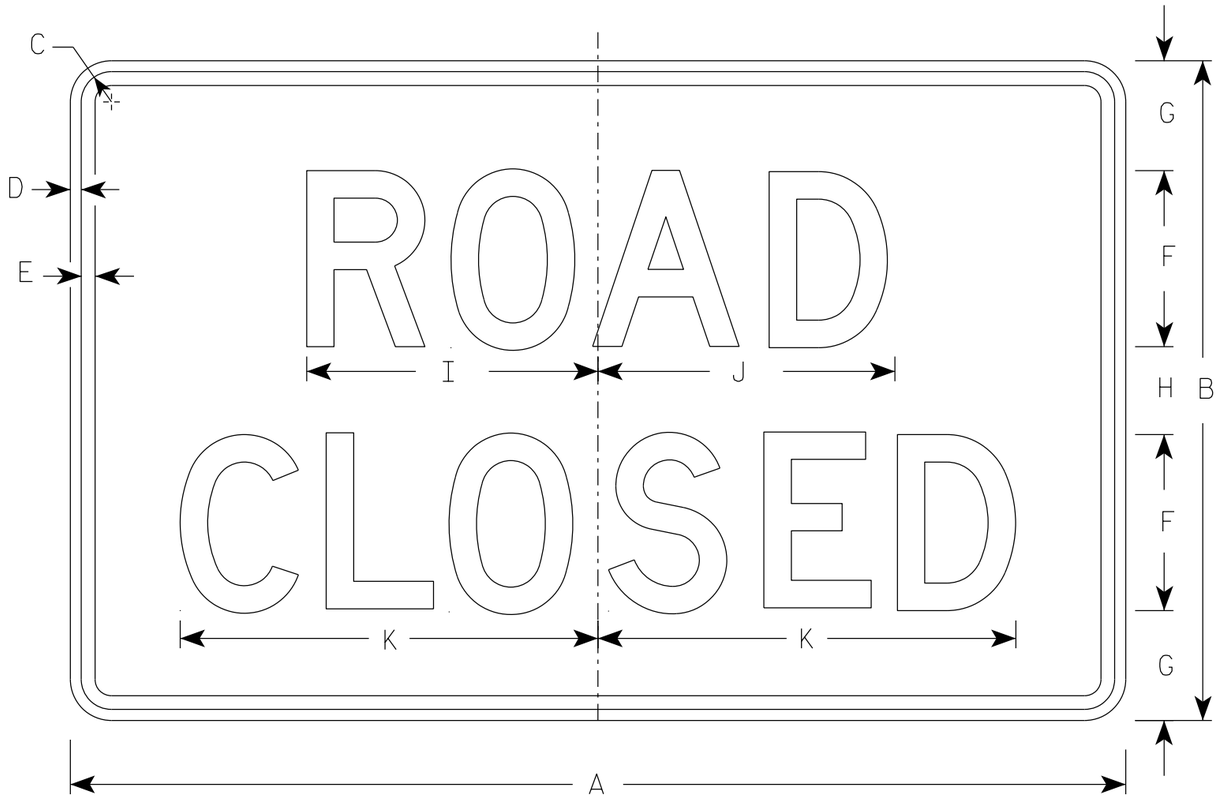
STANDARD SIGN
R9-11A

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2021 PLATE NO. R9-11A.5

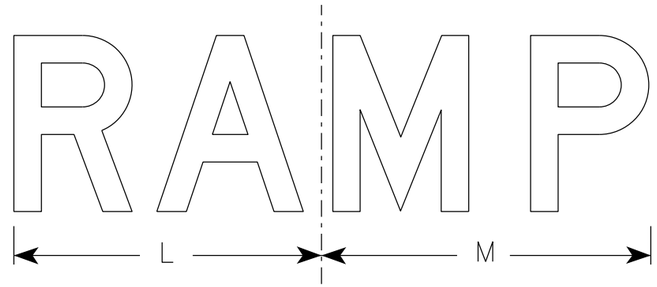
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 203 | E



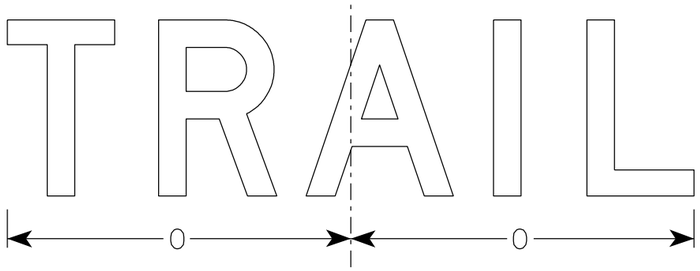

R11-2

NOTES

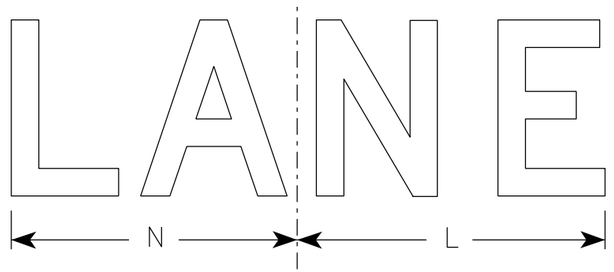
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.




R11-2R




R11-2T




R11-2L

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 48 | 30 | 1 3/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | 15 5/8 | | | | | | | | | | | | 10.0 |
| 2M | 48 | 30 | 1 3/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | 15 5/8 | | | | | | | | | | | | 10.0 |
| 3 | 48 | 30 | 1 3/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | 15 5/8 | | | | | | | | | | | | 10.0 |
| 4 | 48 | 30 | 1 3/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | 15 5/8 | | | | | | | | | | | | 10.0 |
| 5 | 48 | 30 | 1 3/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | 15 5/8 | | | | | | | | | | | | 10.0 |

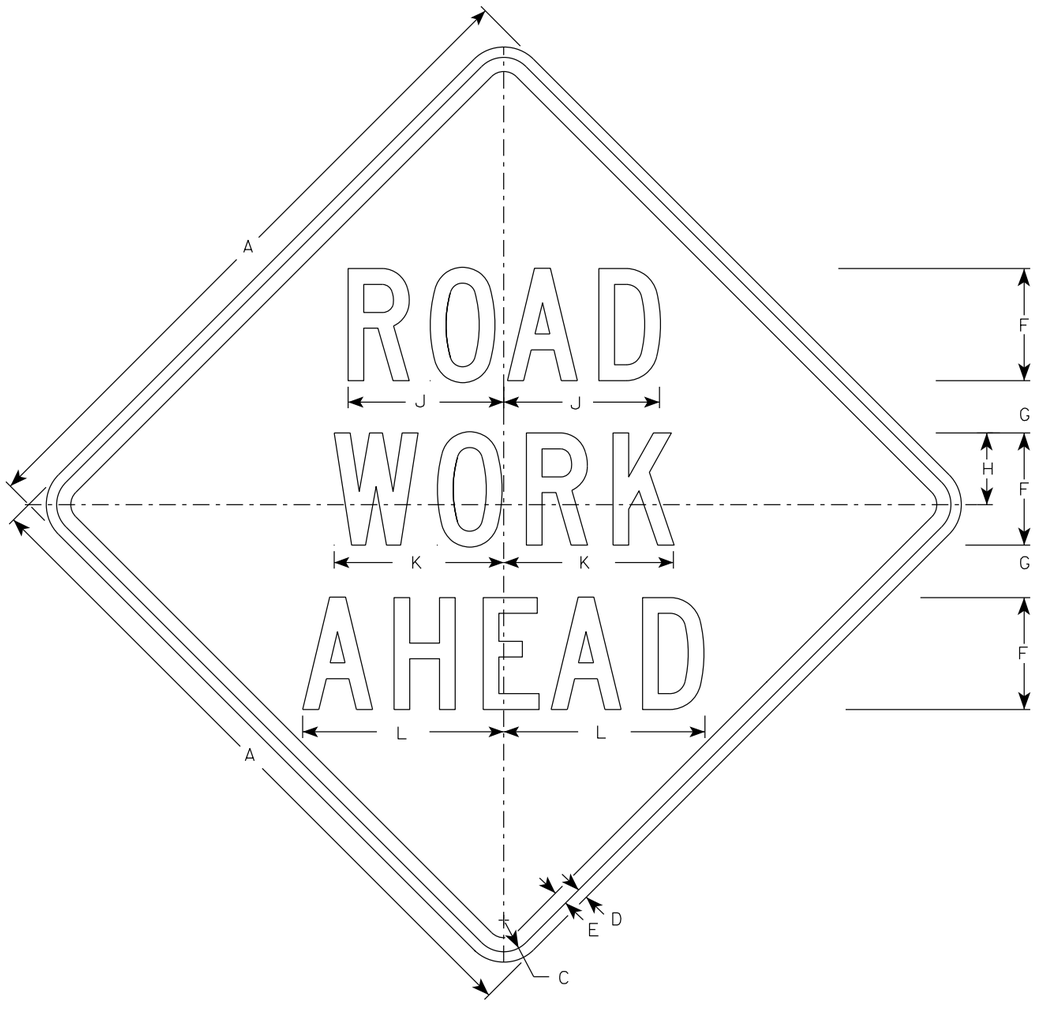
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

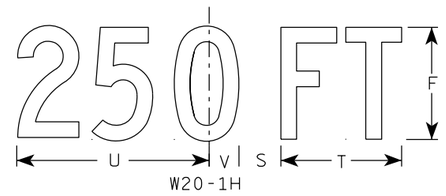
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2021 PLATE NO. R11-2.11

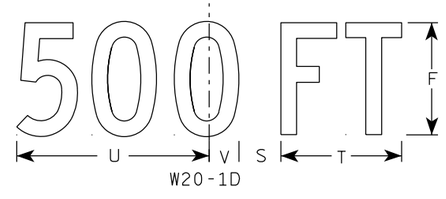
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|



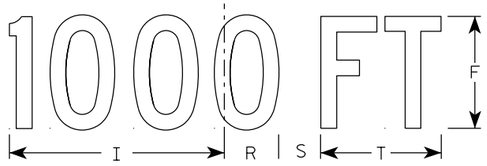

W20-1A



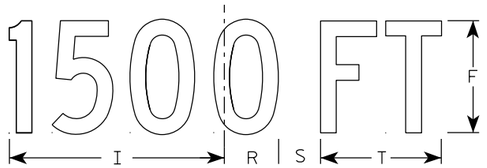

W20-1H




W20-1D



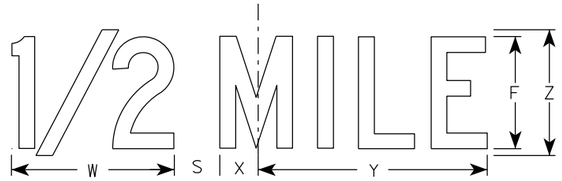

W20-1C



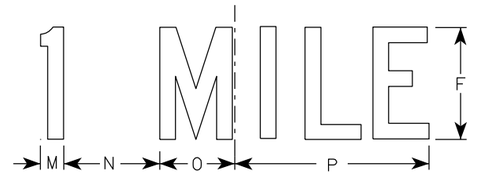

W20-1B

NOTES

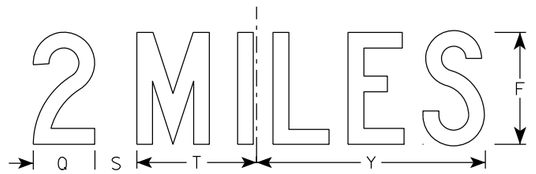
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.




W20-1G




W20-1F




W20-1E

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | | 1 5/8 | 5/8 | 3/4 | 5 | 2 5/8 | 3 1/4 | 10 1/8 | 7 | 7 5/8 | 8 7/8 | 1 1/8 | 4 1/2 | 3 1/2 | 9 | 3 1/4 | 2 1/2 | 2 1/4 | 5 5/8 | 9 | 1 3/8 | 8 | 1 3/4 | 10 3/4 | 6 | 9.0 |
| 2S | 48 | | 2 1/4 | 3/4 | 1 | 8 | 3 3/4 | 5 1/8 | 15 3/8 | 11 1/8 | 12 1/8 | 14 3/8 | 1 5/8 | 6 7/8 | 5 3/8 | 13 7/8 | 4 3/8 | 3 7/8 | 3 | 8 5/8 | 13 3/4 | 2 1/8 | 11 7/8 | 2 3/4 | 16 3/8 | 9 | 16.0 |
| 2M | 48 | | 2 1/4 | 3/4 | 1 | 8 | 3 3/4 | 5 1/8 | 15 3/8 | 11 1/8 | 12 1/8 | 14 3/8 | 1 5/8 | 6 7/8 | 5 3/8 | 13 7/8 | 4 3/8 | 3 7/8 | 3 | 8 5/8 | 13 3/4 | 2 1/8 | 11 7/8 | 2 3/4 | 16 3/8 | 9 | 16.0 |
| 3 | 48 | | 2 1/4 | 3/4 | 1 | 8 | 3 3/4 | 5 1/8 | 15 3/8 | 11 1/8 | 12 1/8 | 14 3/8 | 1 5/8 | 6 7/8 | 5 3/8 | 13 7/8 | 4 3/8 | 3 7/8 | 3 | 8 5/8 | 13 3/4 | 2 1/8 | 11 7/8 | 2 3/4 | 16 3/8 | 9 | 16.0 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | 8 | 3 3/4 | 5 1/8 | 15 3/8 | 11 1/8 | 12 1/8 | 14 3/8 | 1 5/8 | 6 7/8 | 5 3/8 | 13 7/8 | 4 3/8 | 3 7/8 | 3 | 8 5/8 | 13 3/4 | 2 1/8 | 11 7/8 | 2 3/4 | 16 3/8 | 9 | 16.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | 8 | 3 3/4 | 5 1/8 | 15 3/8 | 11 1/8 | 12 1/8 | 14 3/8 | 1 5/8 | 6 7/8 | 5 3/8 | 13 7/8 | 4 3/8 | 3 7/8 | 3 | 8 5/8 | 13 3/4 | 2 1/8 | 11 7/8 | 2 3/4 | 16 3/8 | 9 | 16.0 |

STANDARD SIGN
W20-1A, B, C, D, E, F, G & H

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2020 PLATE NO. W20-1.11

PROJECT NO:

SHEET NO: E

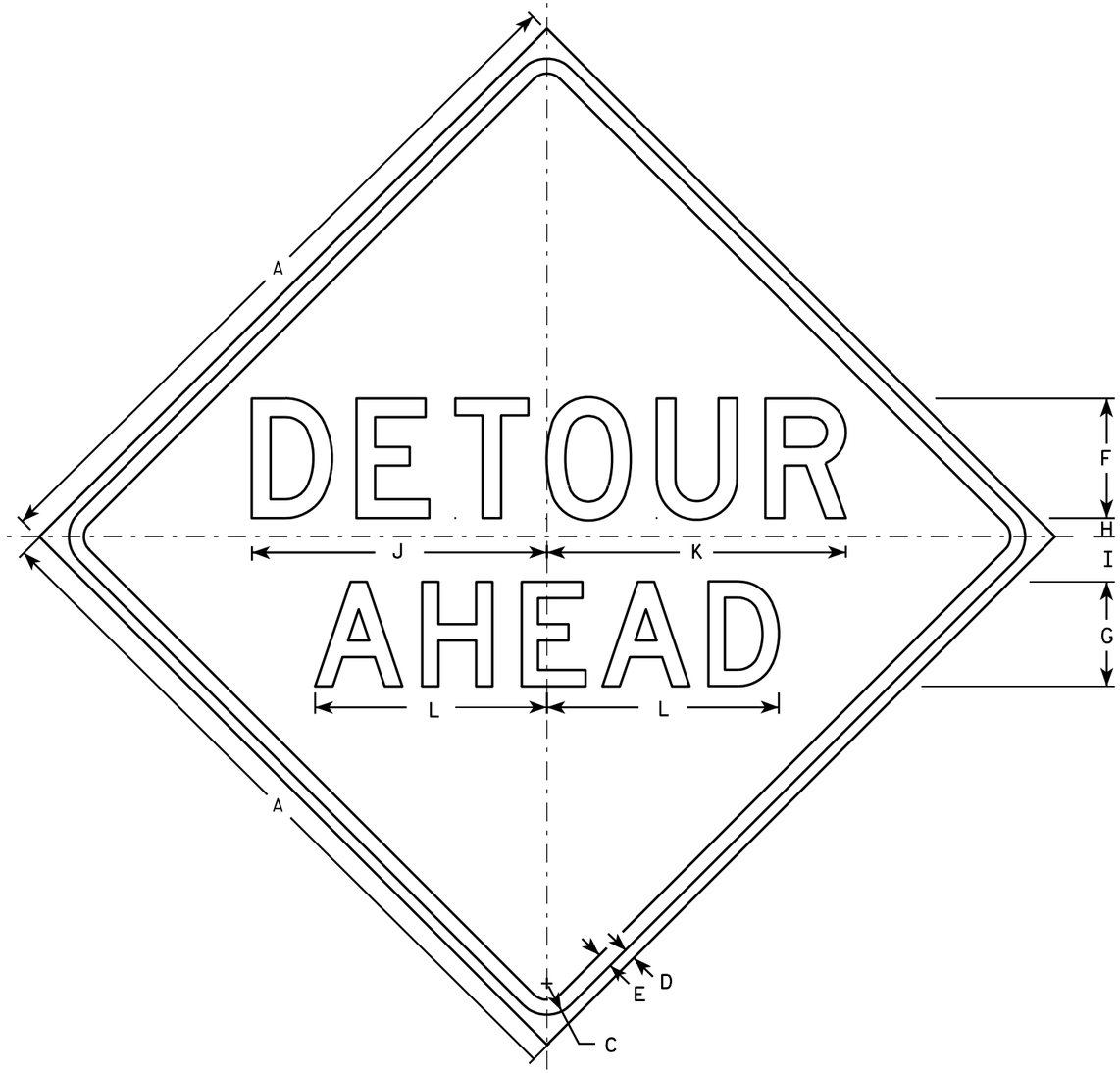


FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 25-MARCH-2020 PLOT BY : dotc4c

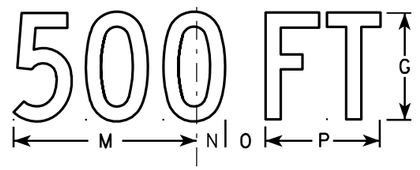
WISDOT/CADDS SHEET 42

7

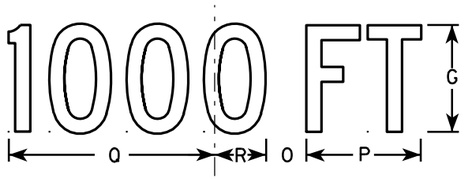
7



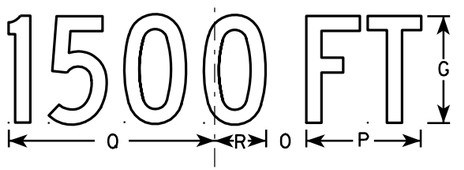

W20-2A



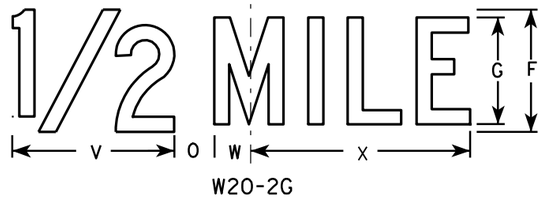

W20-2D




W20-2C




W20-2B




W20-2G




W20-2F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | O | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | | 1 5/8 | 5/8 | 3/4 | 6 | 5 | 1 | 2 1/4 | 14 3/4 | 15 | 11 5/8 | 9 | 1 3/8 | 1 7/8 | 5 5/8 | 10 1/8 | 2 1/2 | 1 1/8 | 4 1/2 | 3 1/2 | 8 | 1 3/4 | 10 3/4 | | | 9.0 |
| 2S | 48 | | 2 1/4 | 3/4 | 1 | 8 | 7 | 1 1/4 | 3 | 19 3/4 | 20 | 15 1/2 | 12 | 1 7/8 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 1 1/2 | 6 | 4 5/8 | 10 5/8 | 2 3/8 | 14 3/8 | | | 16.0 |
| 2M | 48 | | 2 1/4 | 3/4 | 1 | 8 | 7 | 1 1/4 | 3 | 19 3/4 | 20 | 15 1/2 | 12 | 1 7/8 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 1 1/2 | 6 | 4 5/8 | 10 5/8 | 2 3/8 | 14 3/8 | | | 16.0 |
| 3 | 48 | | 2 1/4 | 3/4 | 1 | 8 | 7 | 1 1/4 | 3 | 19 3/4 | 20 | 15 1/2 | 12 | 1 7/8 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 1 1/2 | 6 | 4 5/8 | 10 5/8 | 2 3/8 | 14 3/8 | | | 16.0 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | 8 | 7 | 1 1/4 | 3 | 19 3/4 | 20 | 15 1/2 | 12 | 1 7/8 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 1 1/2 | 6 | 4 5/8 | 10 5/8 | 2 3/8 | 14 3/8 | | | 16.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | 8 | 7 | 1 1/4 | 3 | 19 3/4 | 20 | 15 1/2 | 12 | 1 7/8 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 1 1/2 | 6 | 4 5/8 | 10 5/8 | 2 3/8 | 14 3/8 | | | 16.0 |

STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

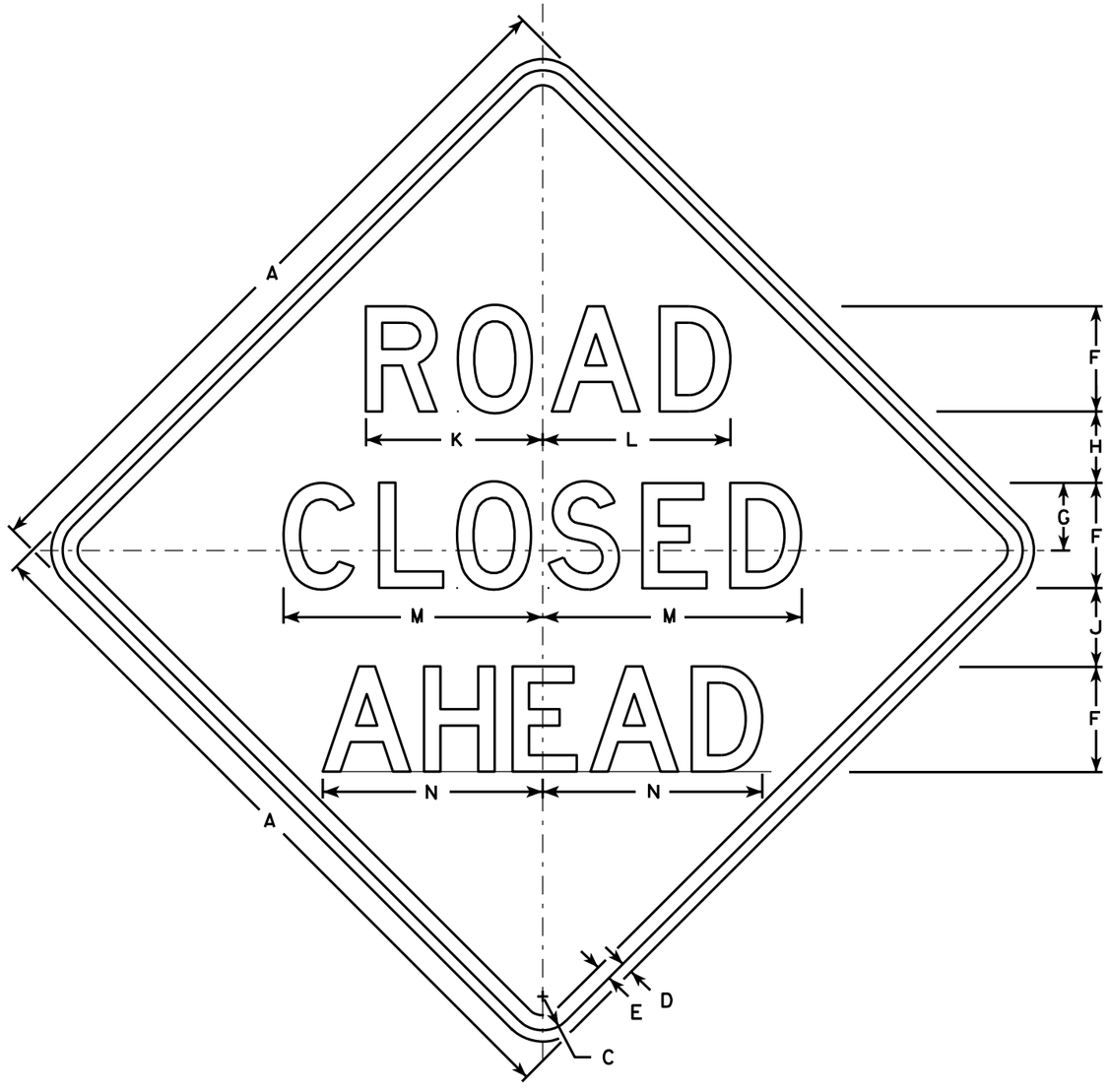
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

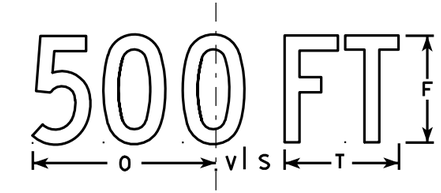
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 206 | E


7

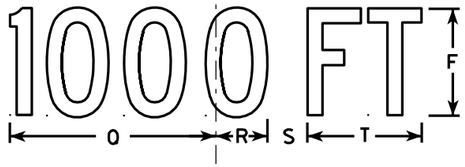
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W202.DGN PLOT DATE : 18-MAR-2011 10:00 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000
WISDOT/CADDS SHEET 42



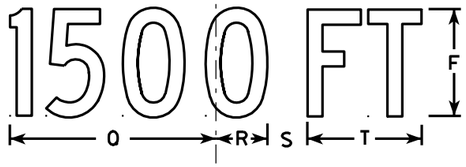

W20-3A



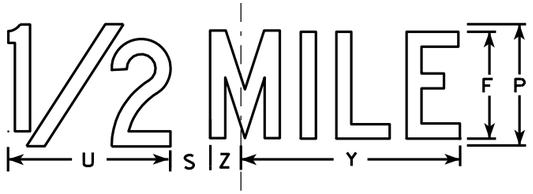

W20-3D



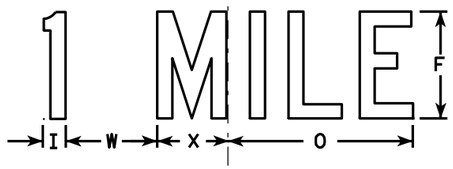

W20-3C




W20-3B




W20-3G




W20-3F

**NOTES**

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | | 1 5/8 | 5/8 | 3/4 | 5 | 3 3/8 | 3 1/2 | 1 1/8 | 4 | 8 3/8 | 8 7/8 | 12 1/2 | 11 | 9 | 6 | 10 1/8 | 2 1/2 | 1 7/8 | 5 5/8 | 8 | 1 3/8 | 4 1/2 | 3 1/2 | 10 3/4 | 1 3/4 | 9.0 |
| 2S | 48 | | 2 1/4 | 3/4 | 1 | 7 | 4 1/2 | 4 3/4 | 1 1/2 | 5 1/4 | 11 3/4 | 12 1/2 | 17 1/4 | 14 5/8 | 12 | 8 | 13 1/2 | 3 3/8 | 2 5/8 | 7 1/2 | 10 5/8 | 1 7/8 | 6 | 4 5/8 | 14 3/8 | 2 3/8 | 16.0 |
| 2M | 48 | | 2 1/4 | 3/4 | 1 | 7 | 4 1/2 | 4 3/4 | 1 1/2 | 5 1/4 | 11 3/4 | 12 1/2 | 17 1/4 | 14 5/8 | 12 | 8 | 13 1/2 | 3 3/8 | 2 5/8 | 7 1/2 | 10 5/8 | 1 7/8 | 6 | 4 5/8 | 14 3/8 | 2 3/8 | 16.0 |
| 3 | 48 | | 2 1/4 | 3/4 | 1 | 7 | 4 1/2 | 4 3/4 | 1 1/2 | 5 1/4 | 11 3/4 | 12 1/2 | 17 1/4 | 14 5/8 | 12 | 8 | 13 1/2 | 3 3/8 | 2 5/8 | 7 1/2 | 10 5/8 | 1 7/8 | 6 | 4 5/8 | 14 3/8 | 2 3/8 | 16.0 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | 7 | 4 1/2 | 4 3/4 | 1 1/2 | 5 1/4 | 11 3/4 | 12 1/2 | 17 1/4 | 14 5/8 | 12 | 8 | 13 1/2 | 3 3/8 | 2 5/8 | 7 1/2 | 10 5/8 | 1 7/8 | 6 | 4 5/8 | 14 3/8 | 2 3/8 | 16.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | 7 | 4 1/2 | 4 3/4 | 1 1/2 | 5 1/4 | 11 3/4 | 12 1/2 | 17 1/4 | 14 5/8 | 12 | 8 | 13 1/2 | 3 3/8 | 2 5/8 | 7 1/2 | 10 5/8 | 1 7/8 | 6 | 4 5/8 | 14 3/8 | 2 3/8 | 16.0 |

STANDARD SIGN
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

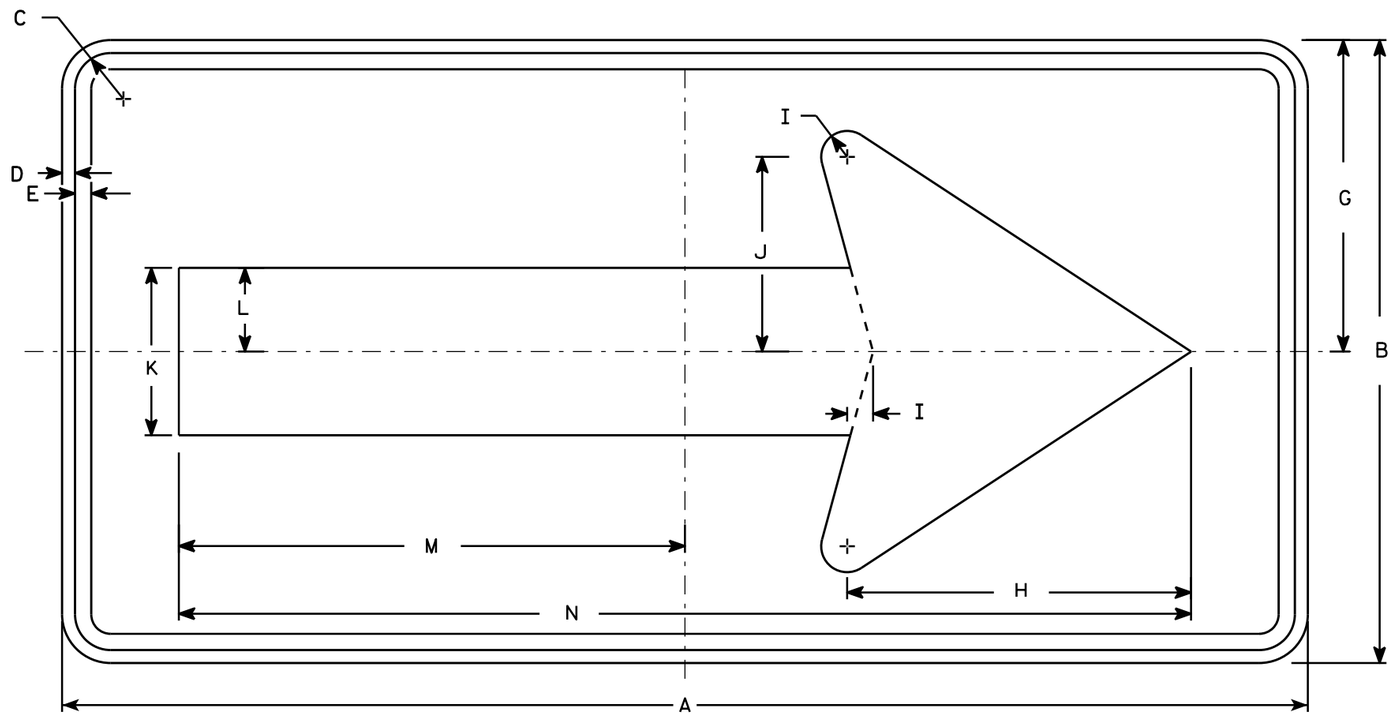
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-3.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 207 | E


7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W203.DGN PLOT DATE : 18-MAR-2011 12:08 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000
WISDOT/CADDS SHEET 42




W01-6

## NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 48 | 24 | 1 3/8 | 1/2 | 5/8 | | 12 | 13 1/4 | 1 | 7 1/2 | 6 1/2 | 3 1/4 | 19 1/2 | 39 | | | | | | | | | | | | | 8.0 |
| 2M | 48 | 24 | 1 3/8 | 1/2 | 5/8 | | 12 | 13 1/4 | 1 | 7 1/2 | 6 1/2 | 3 1/4 | 19 1/2 | 39 | | | | | | | | | | | | | 8.0 |
| 3 | 60 | 30 | 1 3/8 | 1/2 | 5/8 | | 15 | 16 1/4 | 1 1/4 | 9 1/4 | 8 | 4 | 24 3/8 | 48 3/4 | | | | | | | | | | | | | 12.5 |
| 4 | 60 | 30 | 1 3/8 | 1/2 | 5/8 | | 15 | 16 1/4 | 1 1/4 | 9 1/4 | 8 | 4 | 24 3/8 | 48 3/4 | | | | | | | | | | | | | 12.5 |
| 5 | 60 | 30 | 1 3/8 | 1/2 | 5/8 | | 15 | 16 1/4 | 1 1/4 | 9 1/4 | 8 | 4 | 24 3/8 | 48 3/4 | | | | | | | | | | | | | 12.5 |

# STANDARD SIGN
# W01-6

WISCONSIN DEPT OF TRANSPORTATION

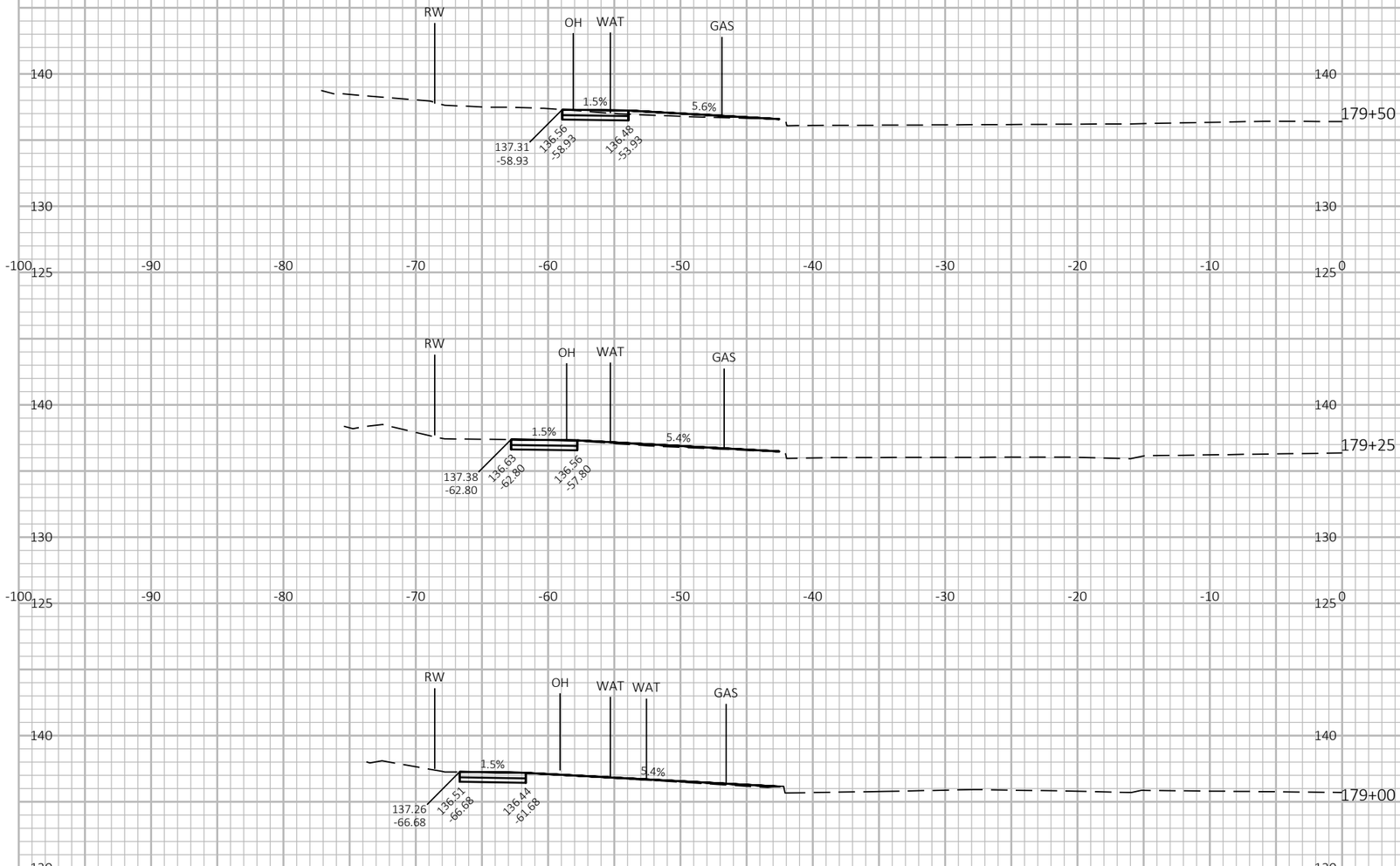
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE W01-6.1



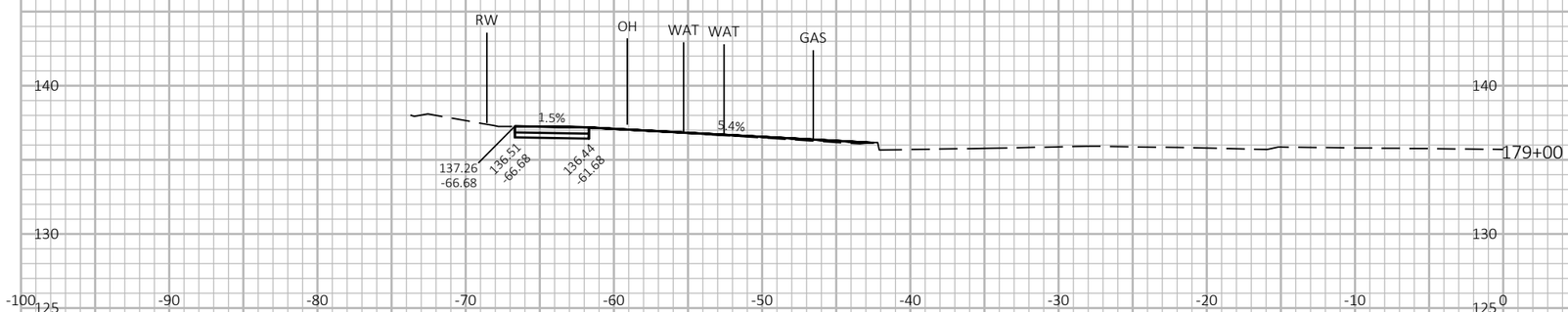
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

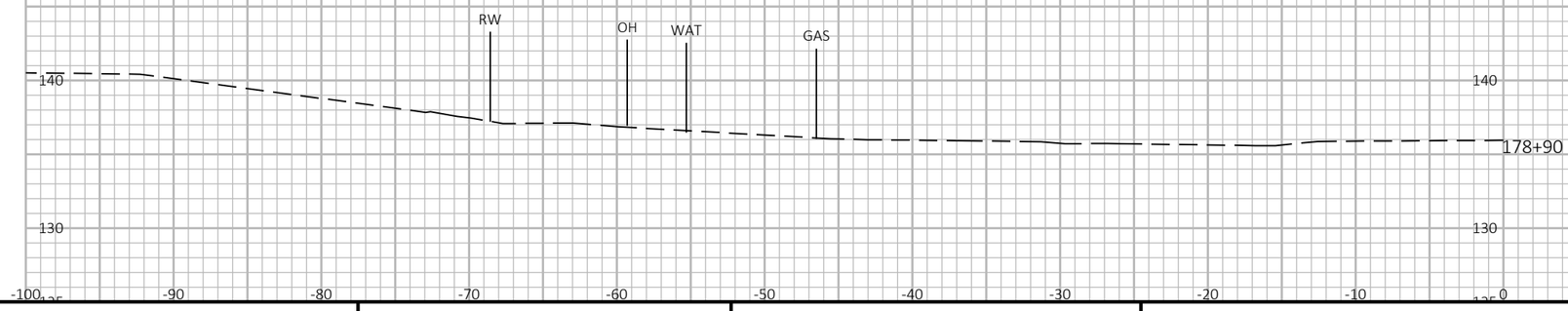
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W016.DGN PLOT DATE : 28-FEB-2014 11:37 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000 WISDOT/CADDS SHEET 42

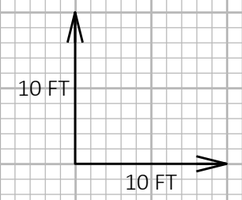









9

9

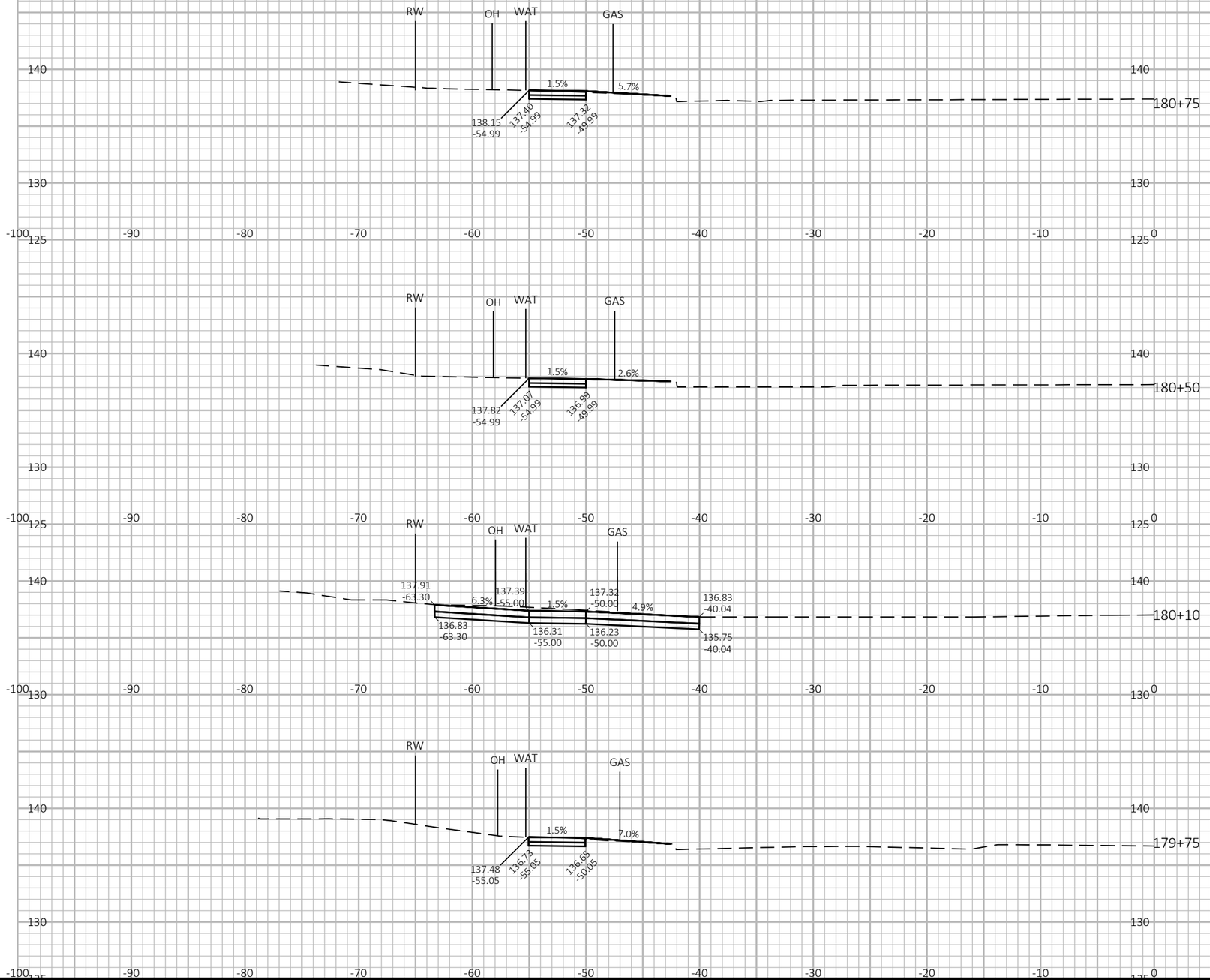
| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | CROSS SECTIONS: WEST DREXEL AVENUE | SHEET 209 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 10/27/2021 11:24 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



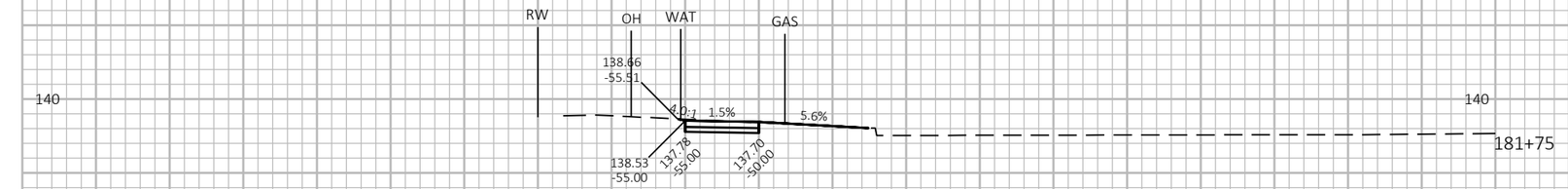

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | CROSS SECTIONS: WEST DREXEL AVENUE | SHEET 210 E |
|---|---|---|---|---|

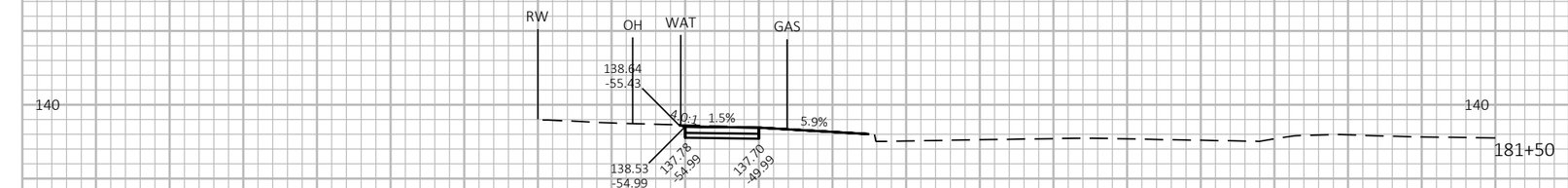
FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 02

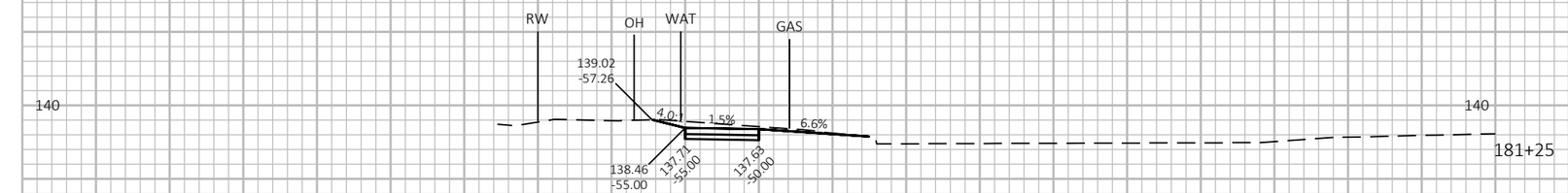
PLOT DATE : 10/27/2021 11:24 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME :

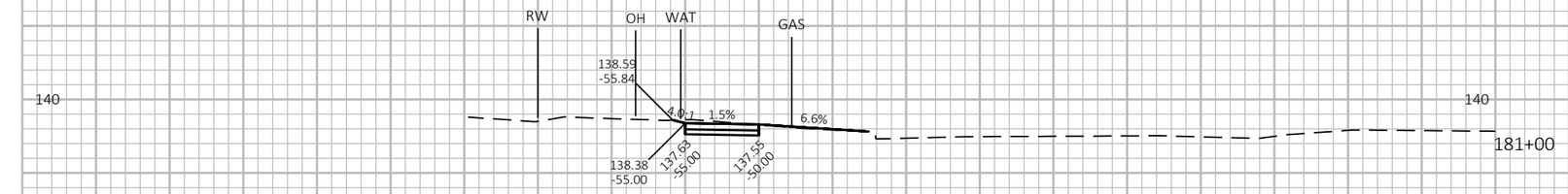
**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

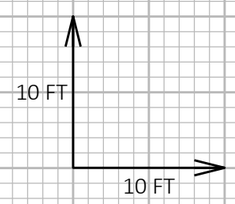
WISDOT/CADDS SHEET 49




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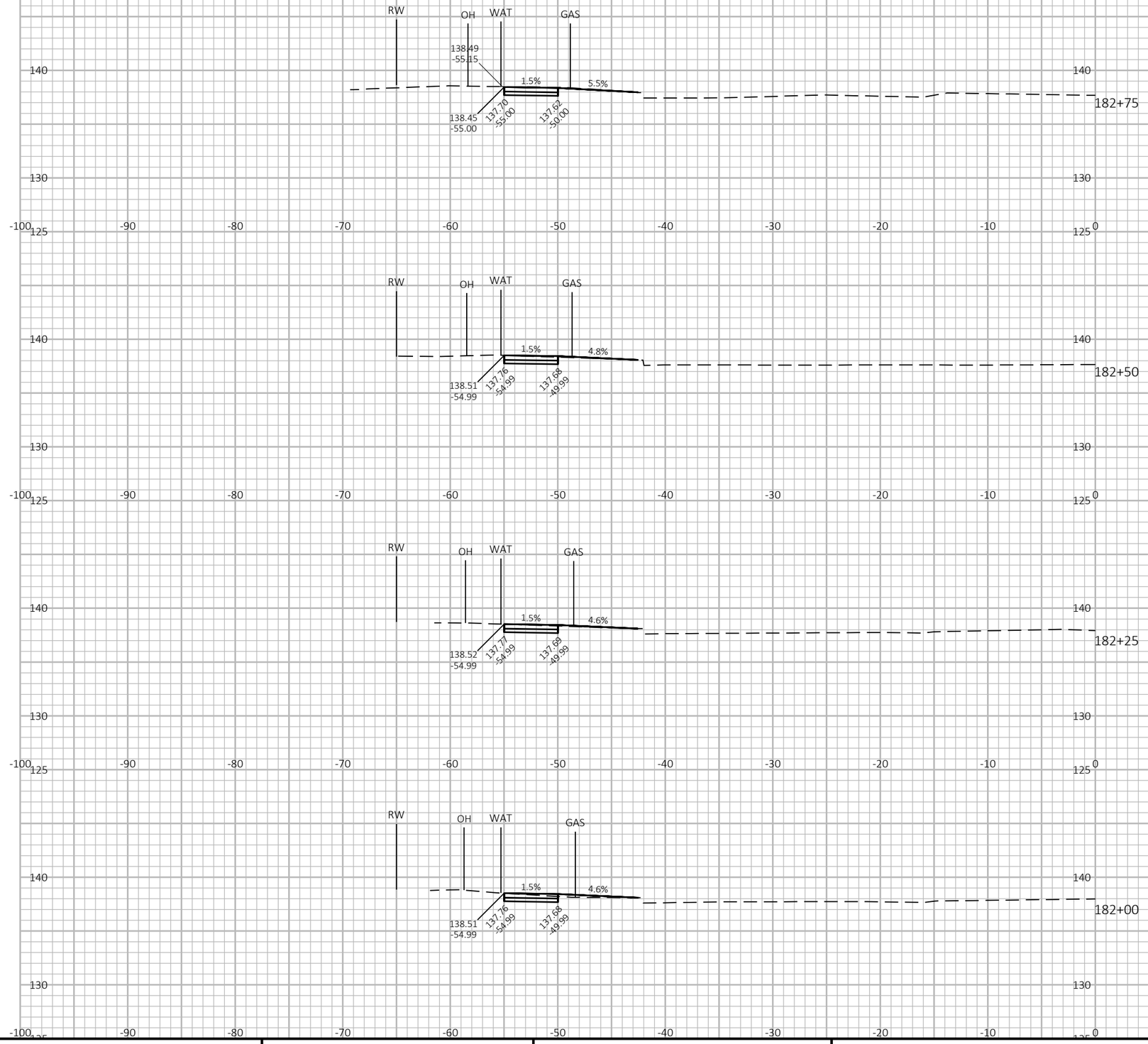
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| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | CROSS SECTIONS: WEST DREXEL AVENUE | SHEET 211 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 03

PLOT DATE : 10/27/2021 11:24 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




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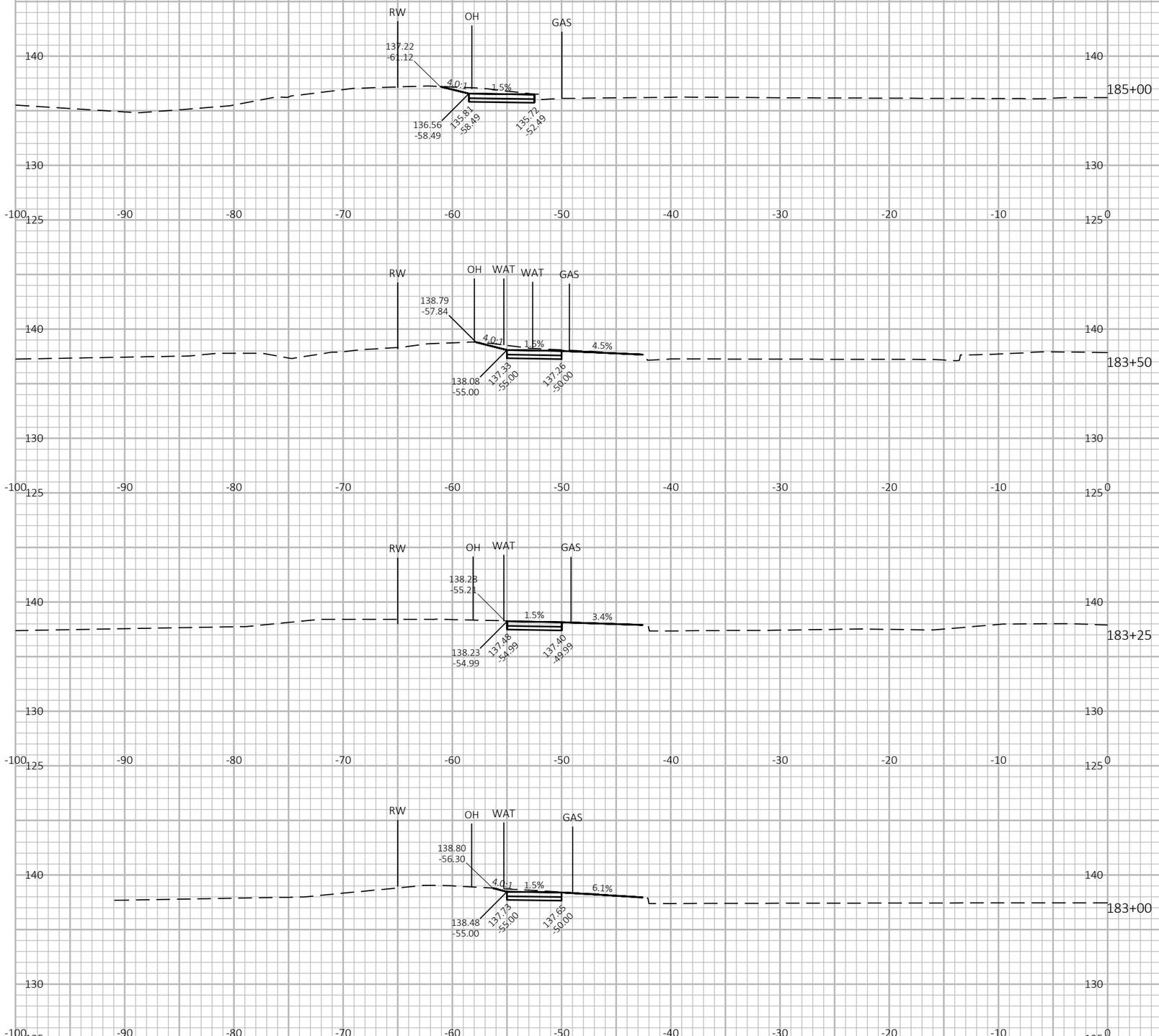
| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | CROSS SECTIONS: WEST DREXEL AVENUE | SHEET 212 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 04

PLOT DATE : 10/27/2021 11:24 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

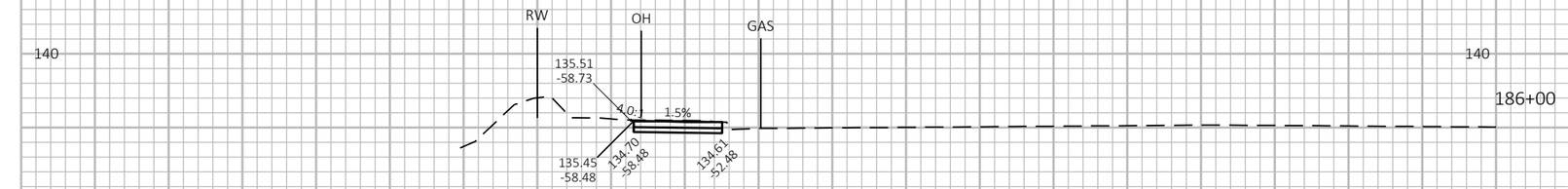
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| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | CROSS SECTIONS: WEST DREXEL AVENUE | SHEET 213 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 05

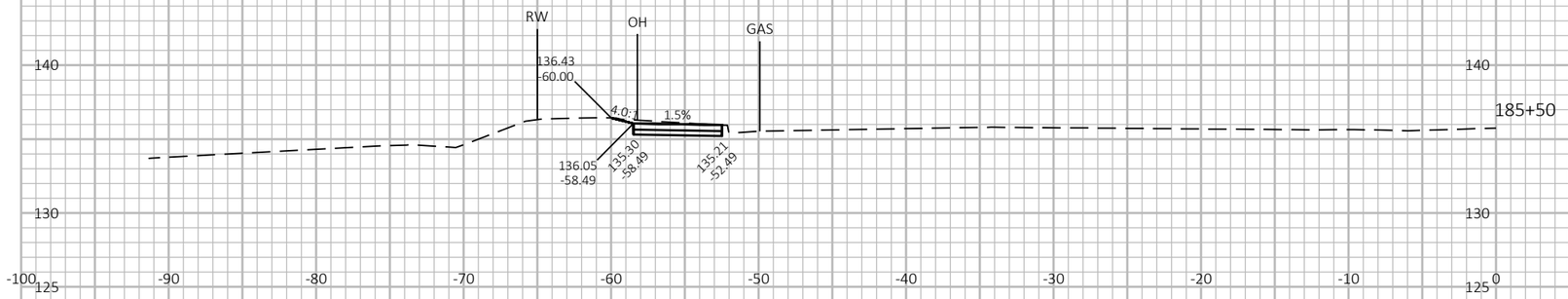
PLOT DATE : 10/27/2021 11:24 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

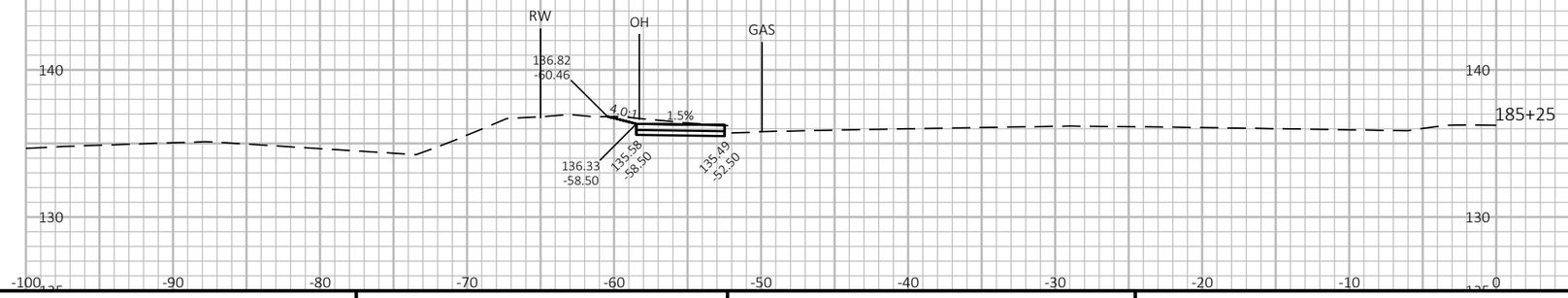
WISDOT/CADDS SHEET 49

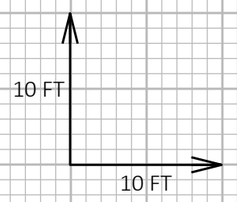









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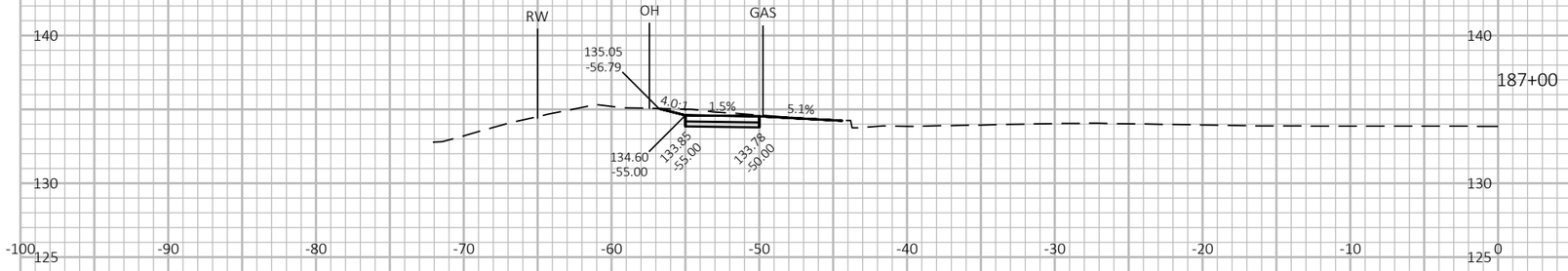
| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | CROSS SECTIONS: WEST DREXEL AVENUE | SHEET 214 | E |
|---|---|---|---|---|---|

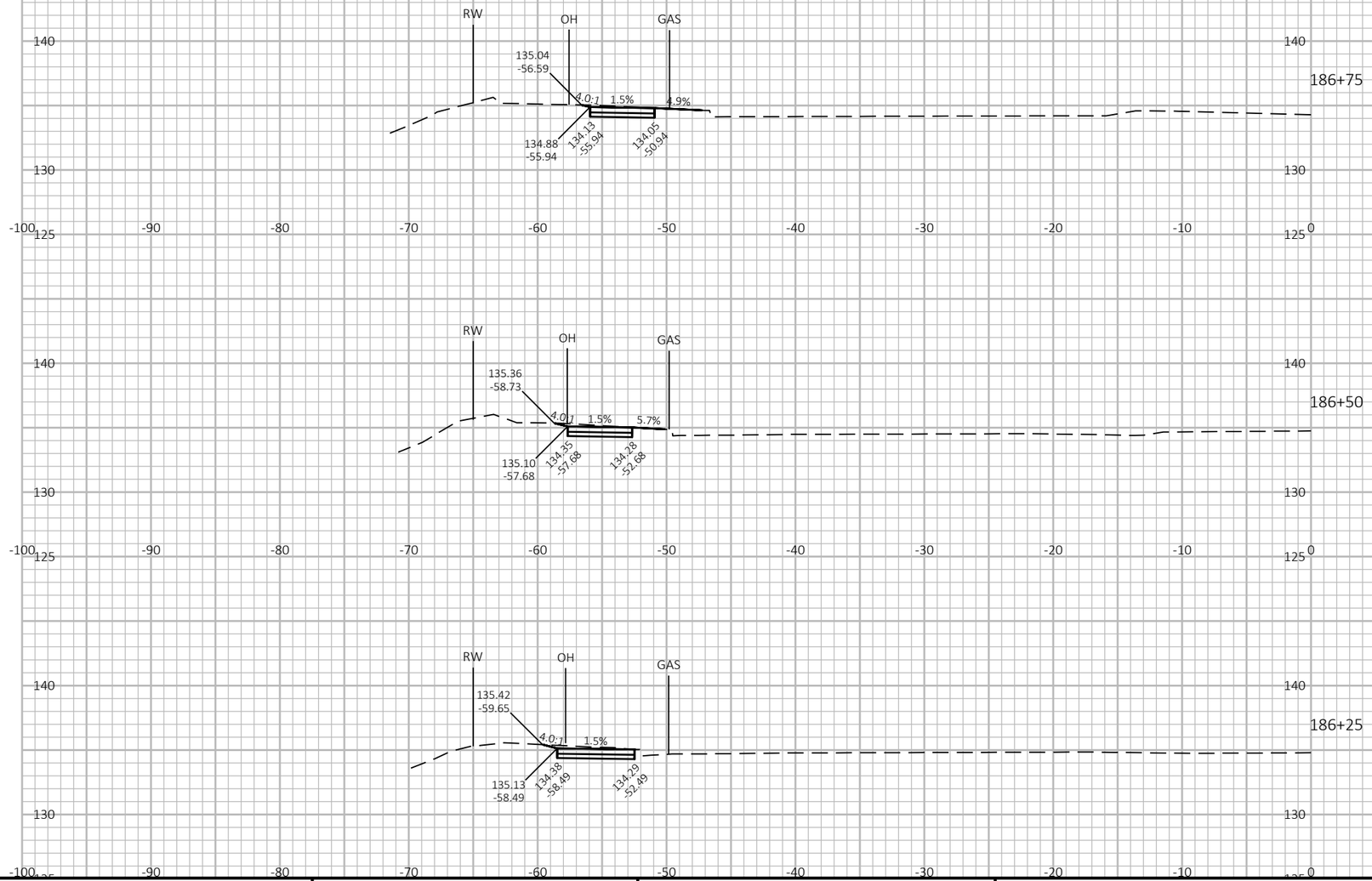
FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 06

PLOT DATE : 10/27/2021 11:25 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

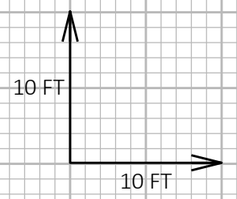









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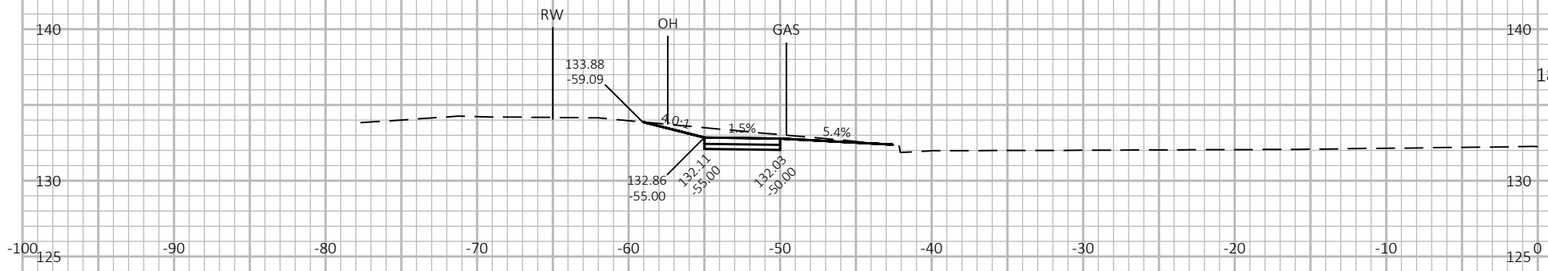
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| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | CROSS SECTIONS: WEST DREXEL AVENUE | SHEET 215 | E |
|---|---|---|---|---|---|

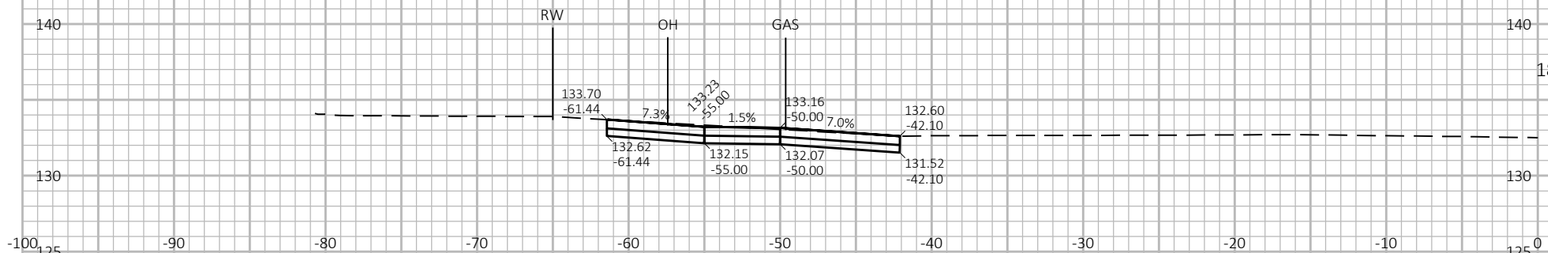
FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 07

PLOT DATE : 10/27/2021 11:25 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

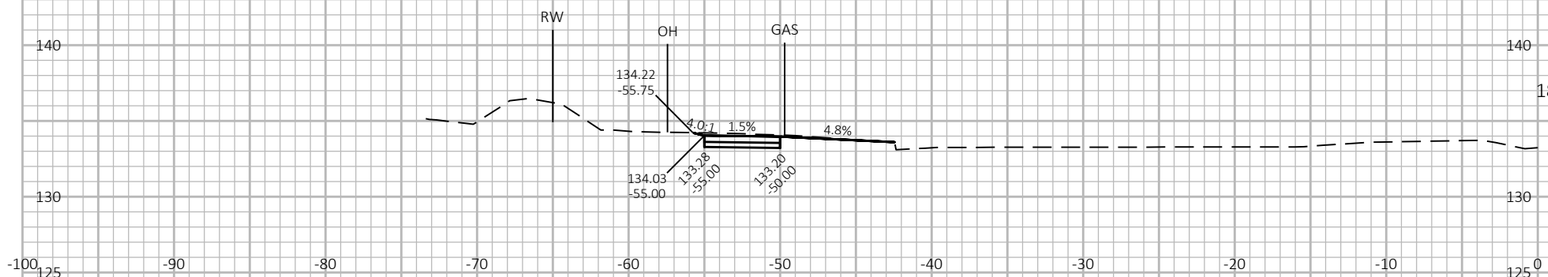
WISDOT/CADDS SHEET 49



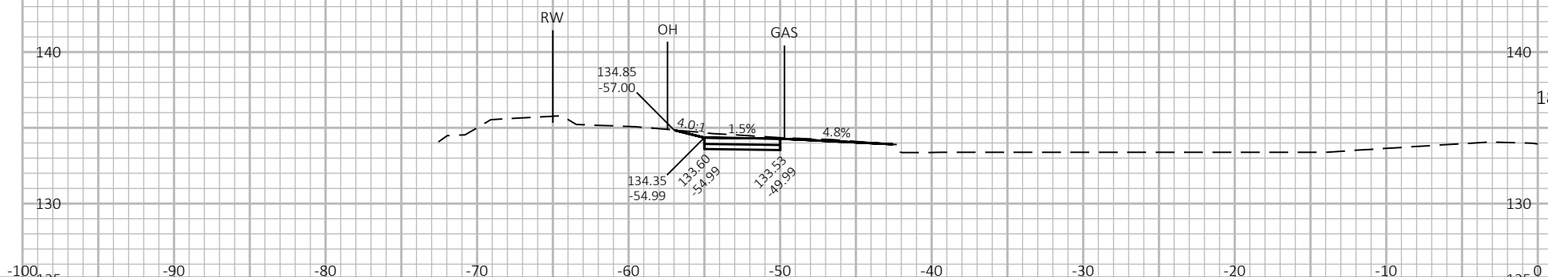

188+50



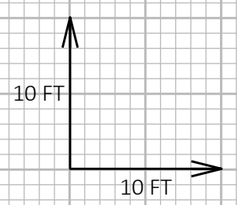

188+00




187+50




187+25



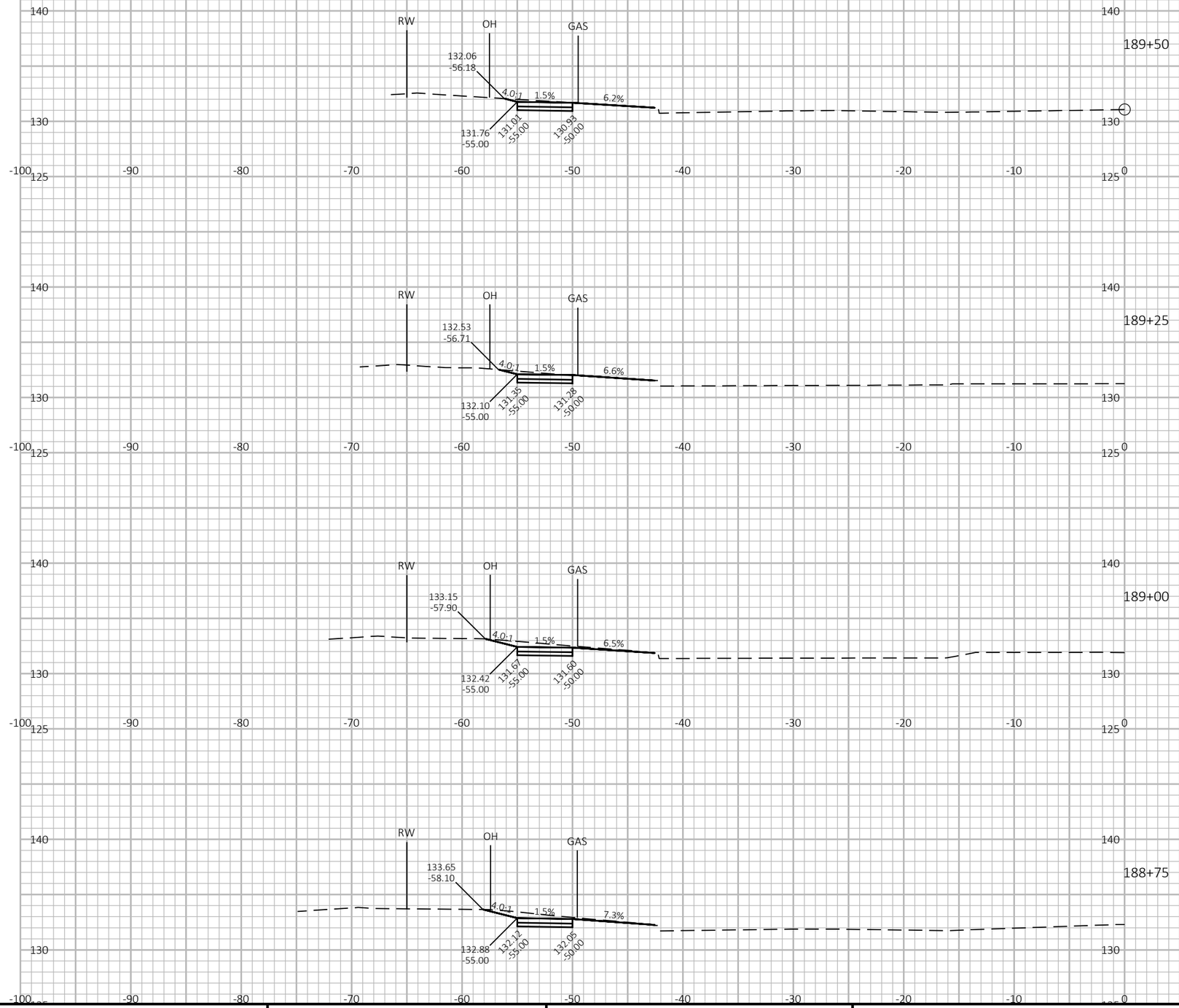

9

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| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | CROSS SECTIONS: WEST DREXEL AVENUE | SHEET 216 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 08

PLOT DATE : 10/27/2021 11:25 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.




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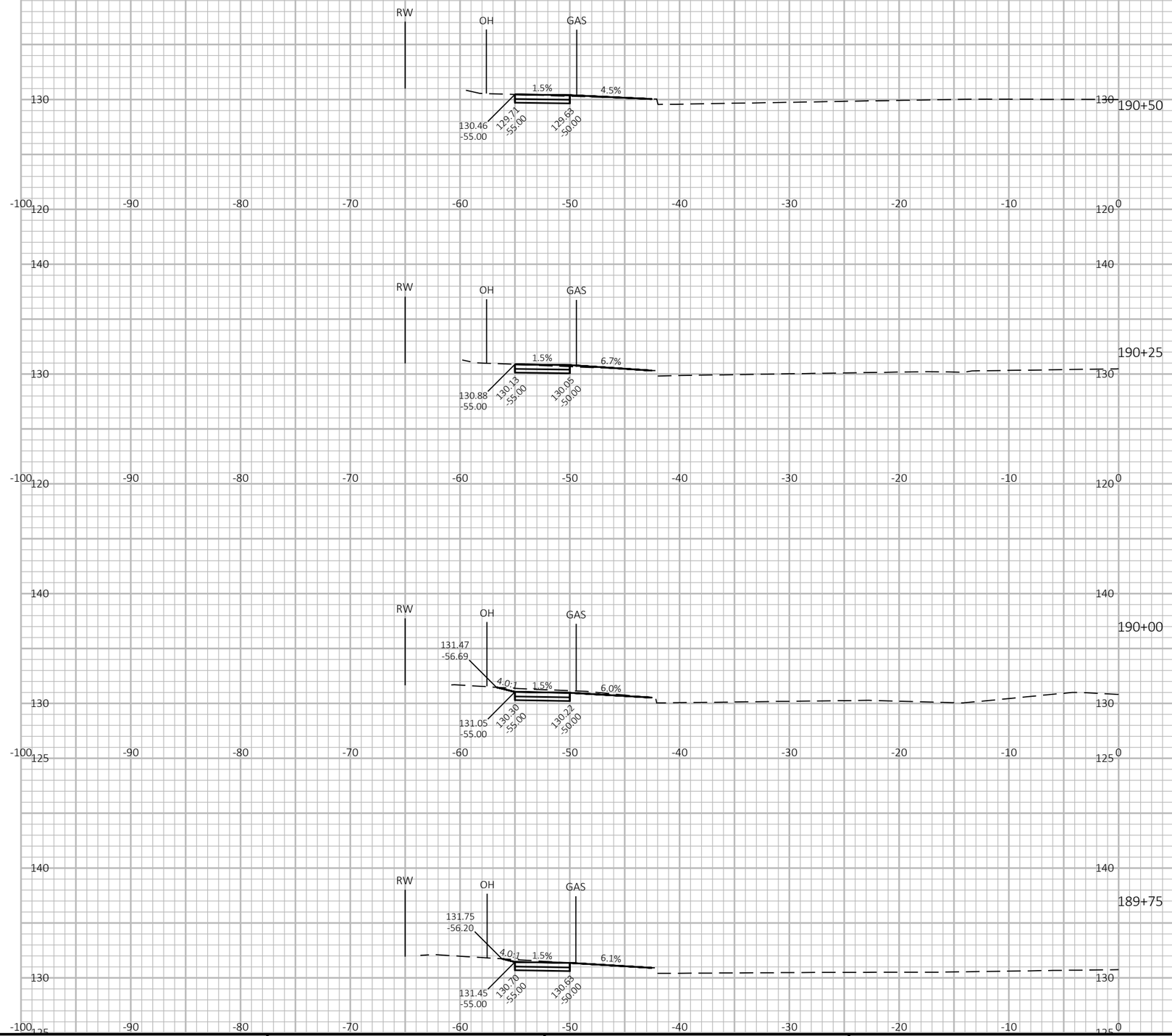
| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | CROSS SECTIONS: WEST DREXEL AVENUE | SHEET 217 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 09

PLOT DATE : 10/27/2021 11:25 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




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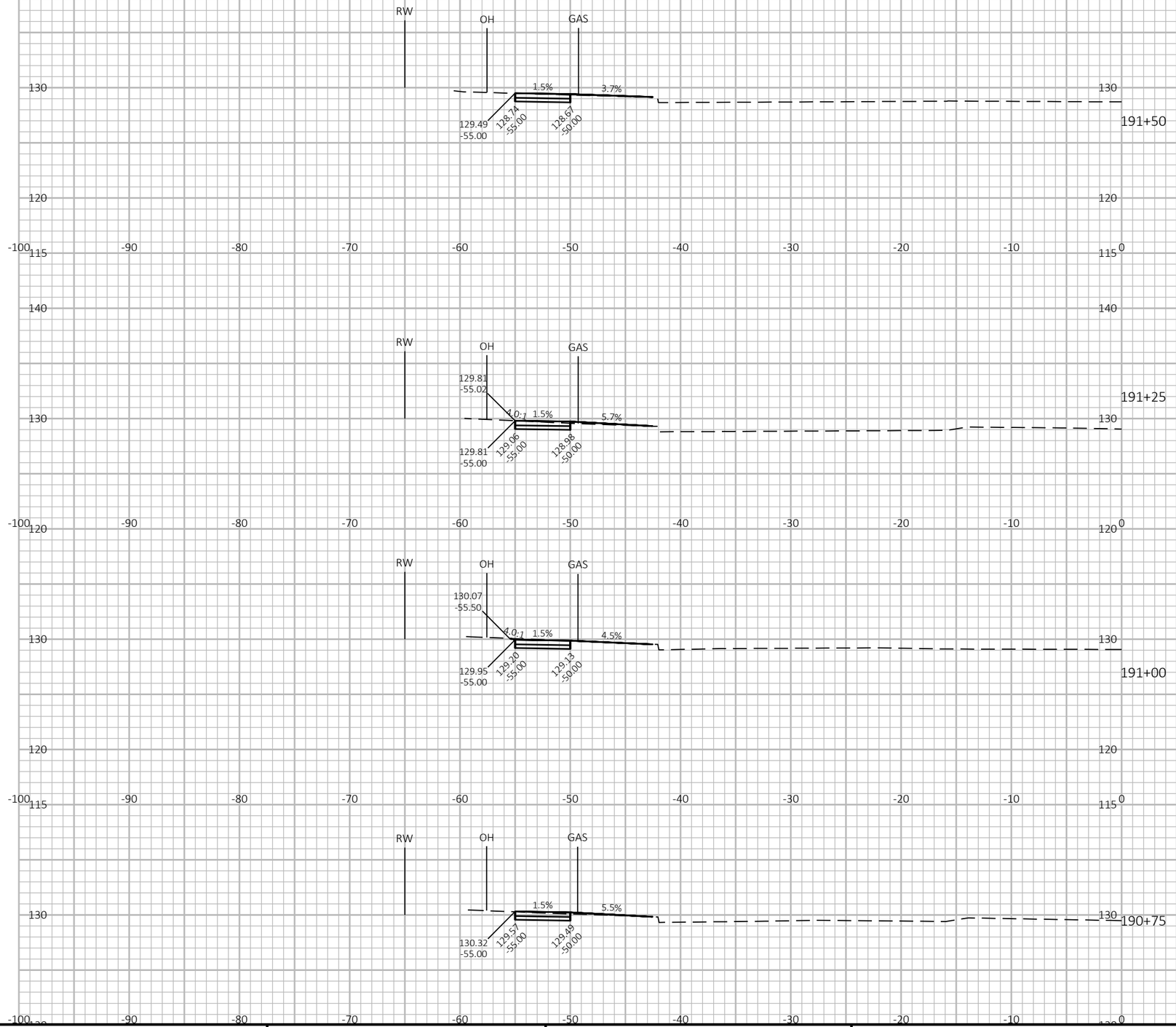
| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | CROSS SECTIONS: WEST DREXEL AVENUE | SHEET 218 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 10

PLOT DATE : 10/27/2021 11:25 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



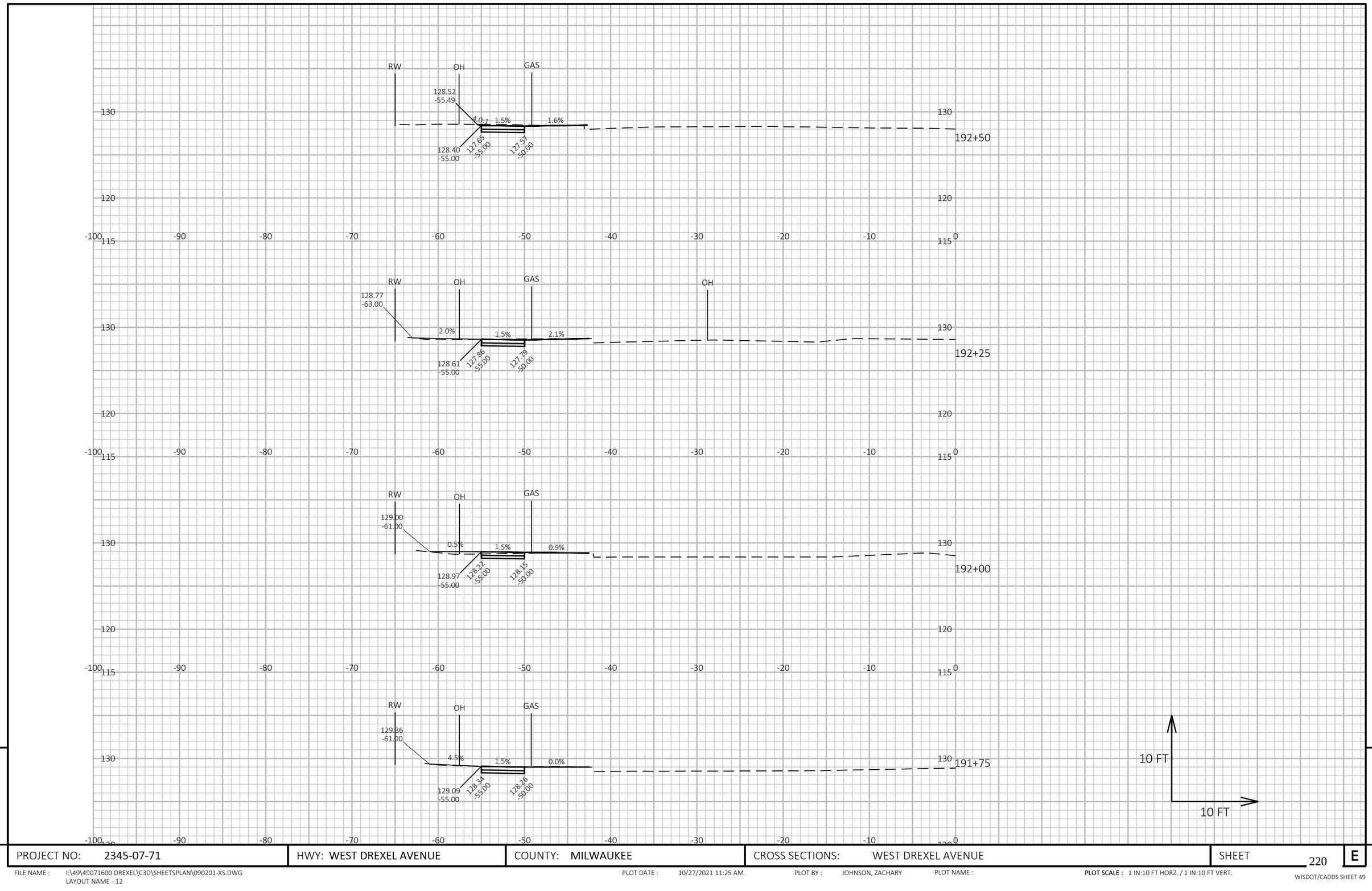

9

9

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | CROSS SECTIONS: WEST DREXEL AVENUE | SHEET 219 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 11

PLOT DATE : 10/27/2021 11:25 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.




9

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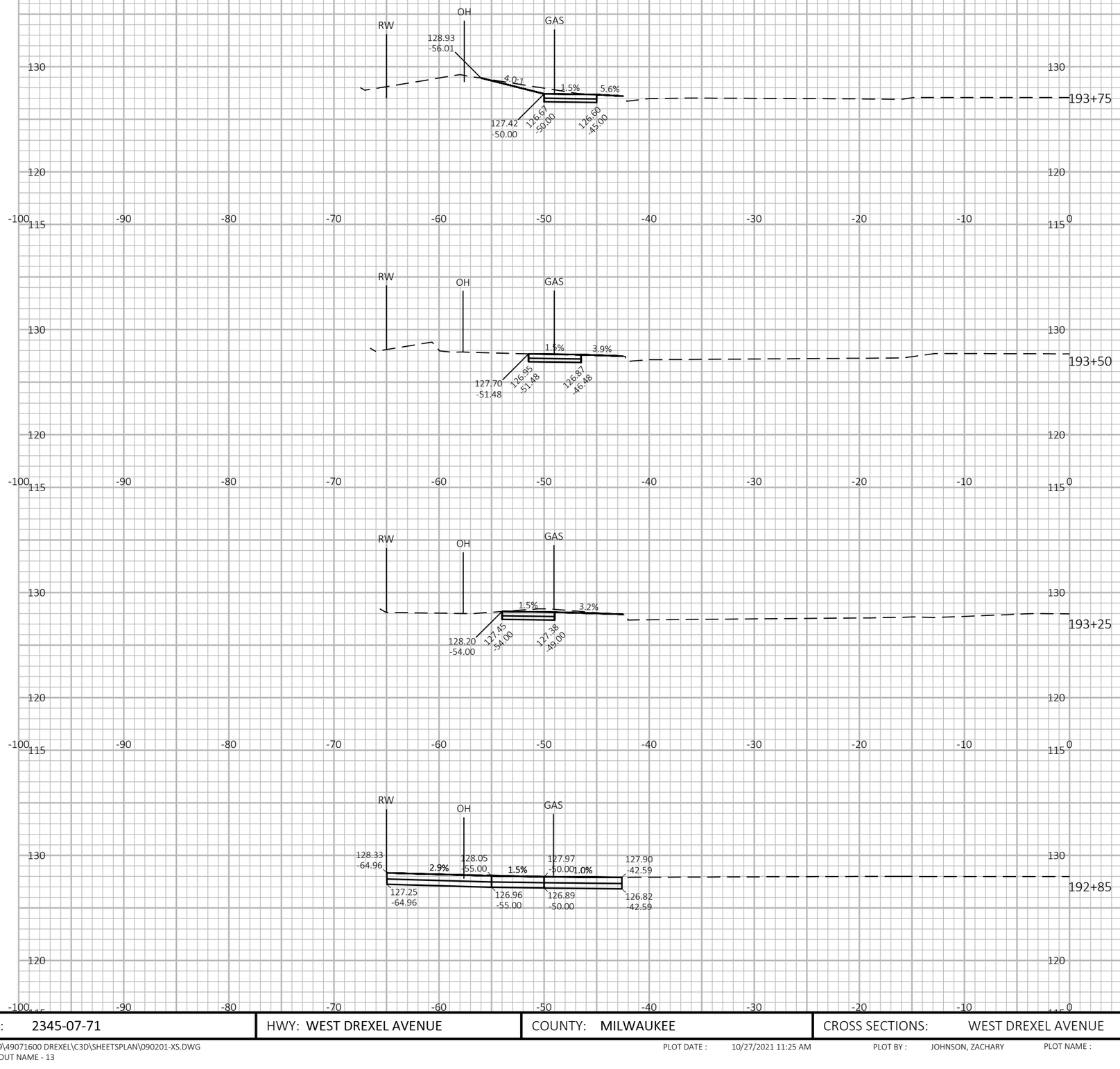
| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | CROSS SECTIONS: WEST DREXEL AVENUE | SHEET 220 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 12

PLOT DATE : 10/27/2021 11:25 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

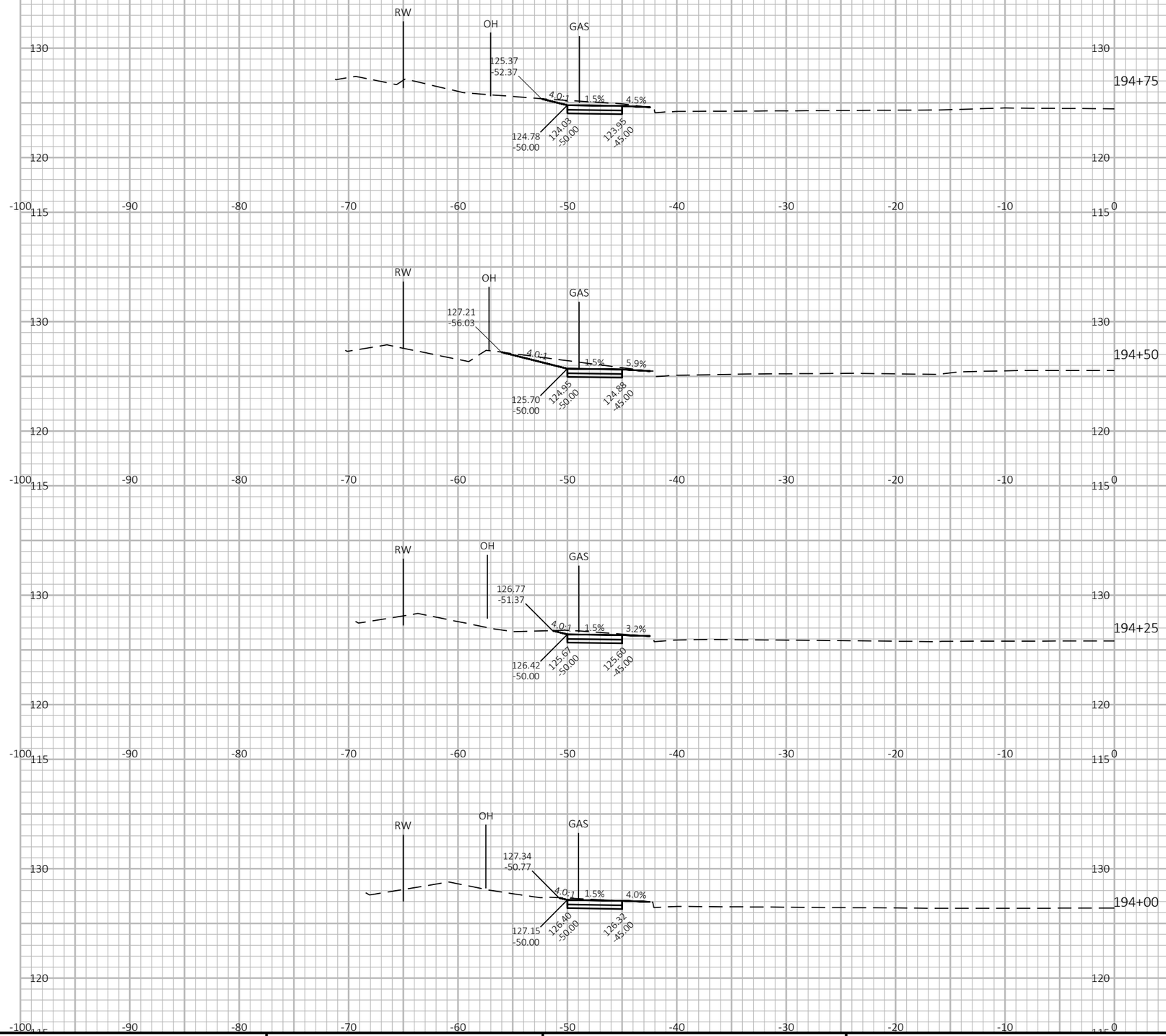
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| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | CROSS SECTIONS: WEST DREXEL AVENUE | SHEET 221 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 13

PLOT DATE : 10/27/2021 11:25 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

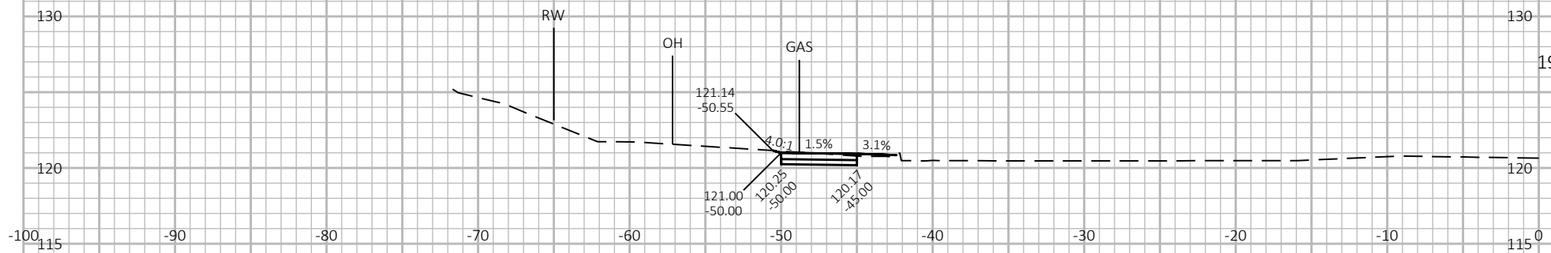



| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | CROSS SECTIONS: WEST DREXEL AVENUE | SHEET 222 | E |
|---|---|---|---|---|---|

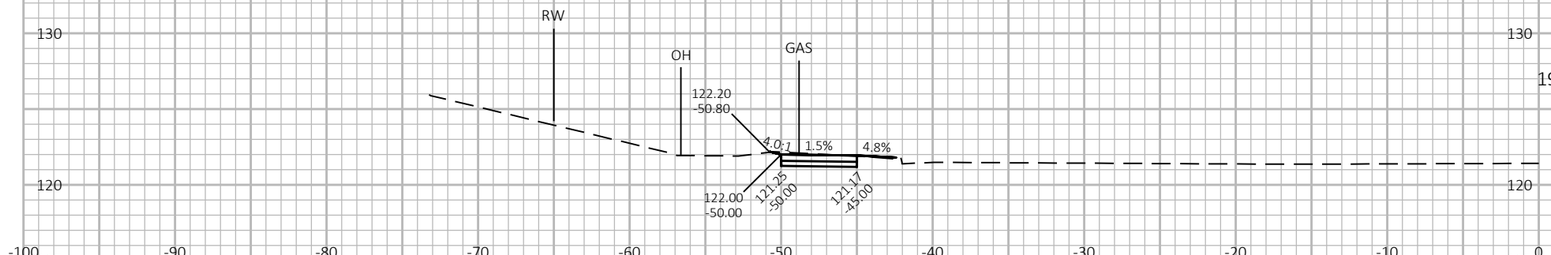
FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 14

PLOT DATE : 10/27/2021 11:25 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

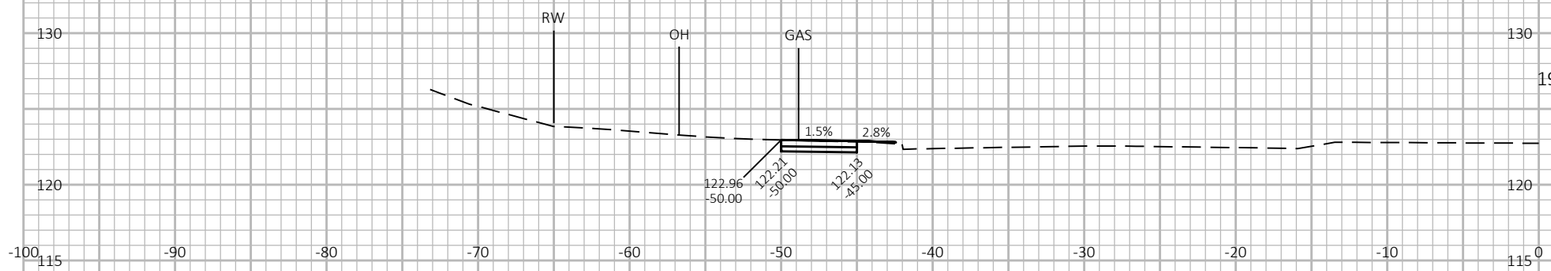
WISDOT/CADDS SHEET 49



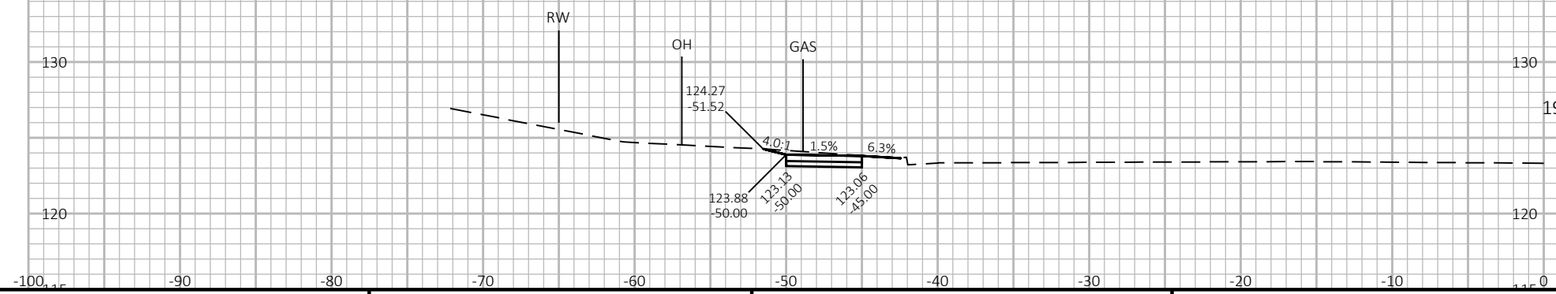

195+75



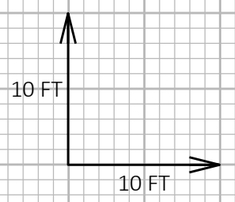

195+50




195+25




195+00




9

9

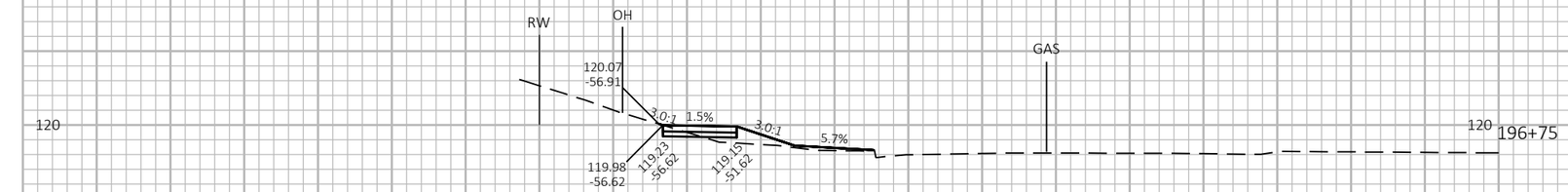
| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | CROSS SECTIONS: WEST DREXEL AVENUE | SHEET 223 | E |
|---|---|---|---|---|---|

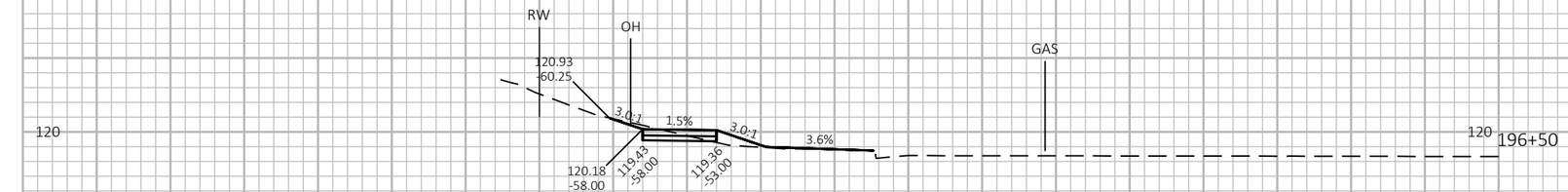
FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 15

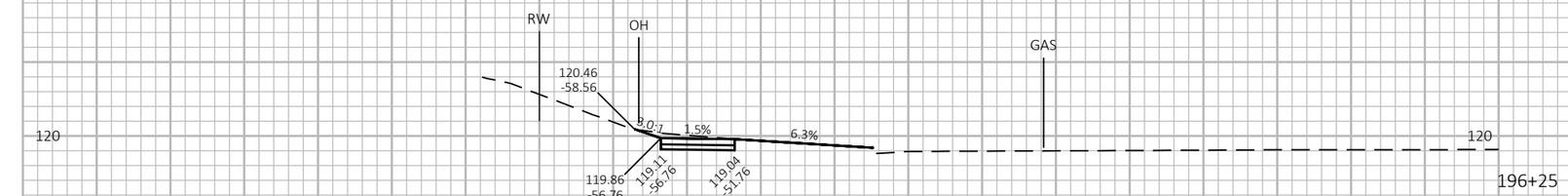
PLOT DATE : 10/27/2021 11:25 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME :

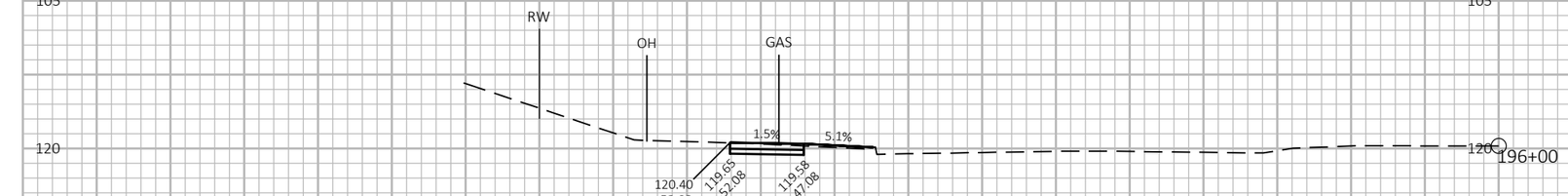
**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

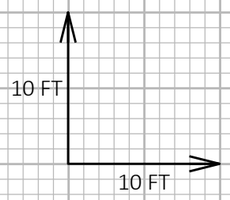
WISDOT/CADDS SHEET 49




9

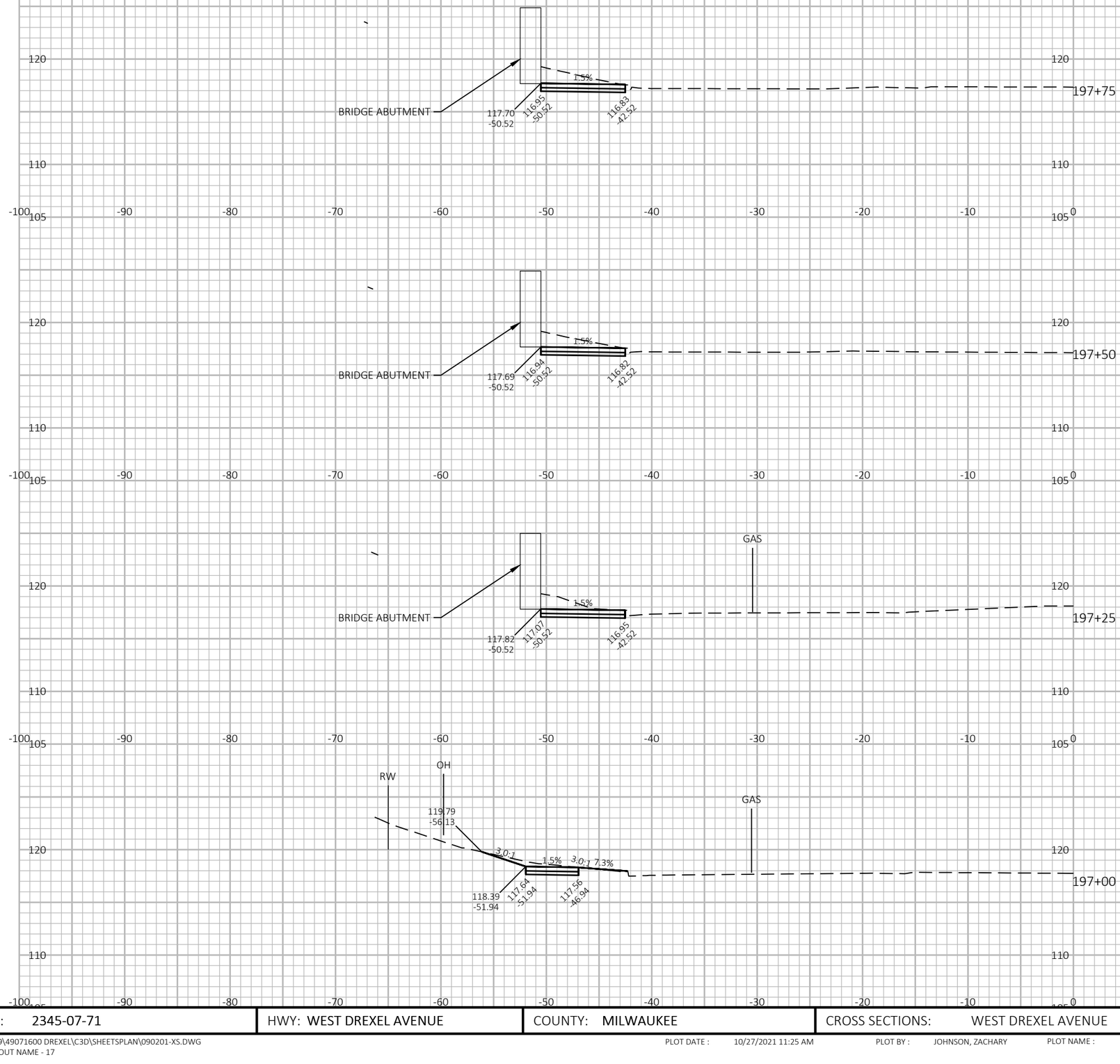
9

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | CROSS SECTIONS: WEST DREXEL AVENUE | SHEET 224 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 16

PLOT DATE : 10/27/2021 11:25 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

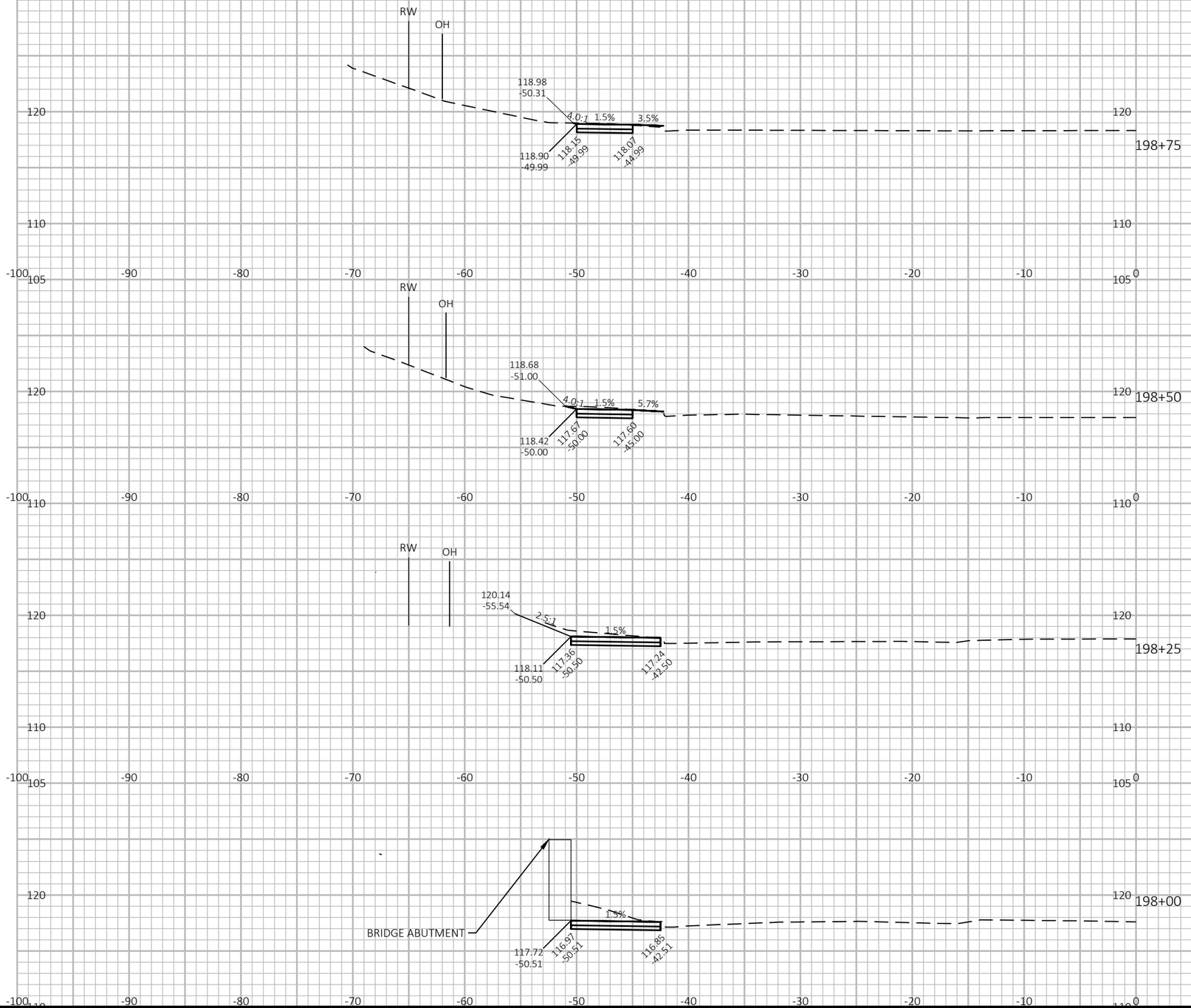
9

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | CROSS SECTIONS: WEST DREXEL AVENUE | SHEET 225 | E |
|---|---|---|---|---|---|

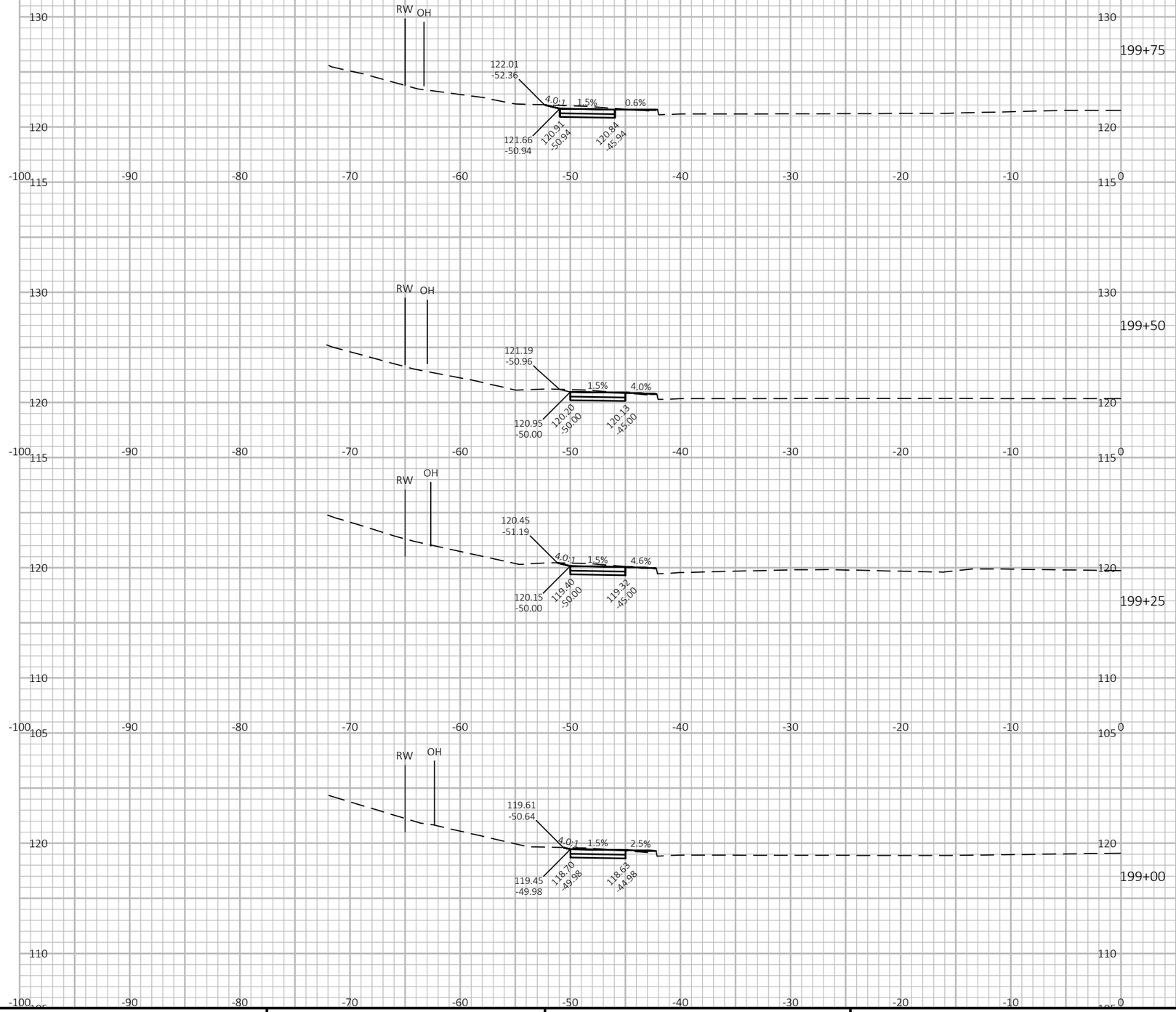
FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 17

PLOT DATE : 10/27/2021 11:25 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | CROSS SECTIONS: WEST DREXEL AVENUE | SHEET 226 | E |
|---|---|---|---|---|---|




9

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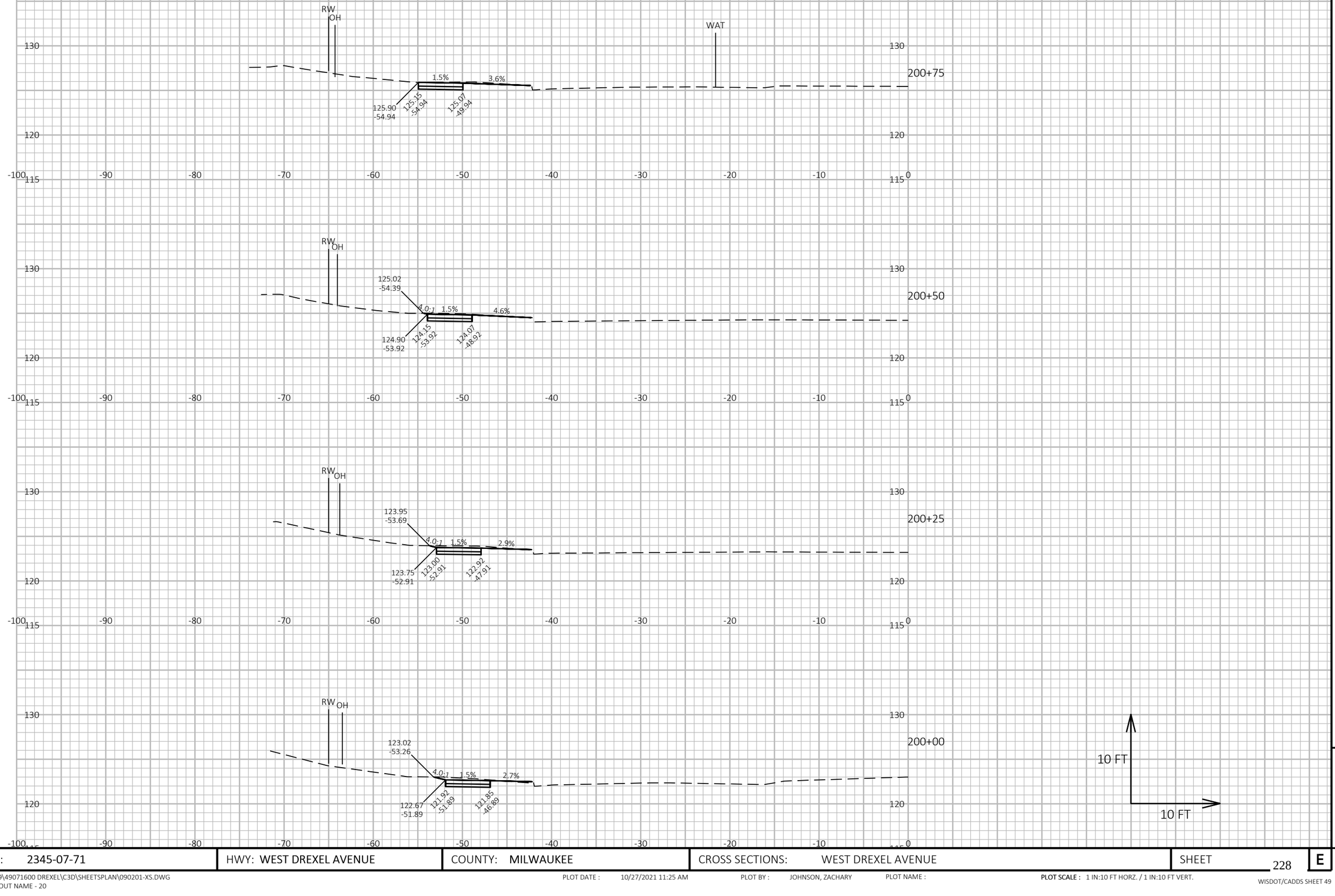
| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | CROSS SECTIONS: WEST DREXEL AVENUE | SHEET 227 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 19

PLOT DATE : 10/27/2021 11:25 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

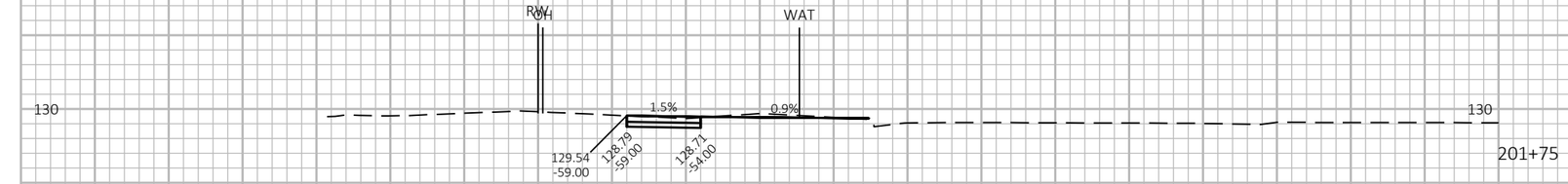
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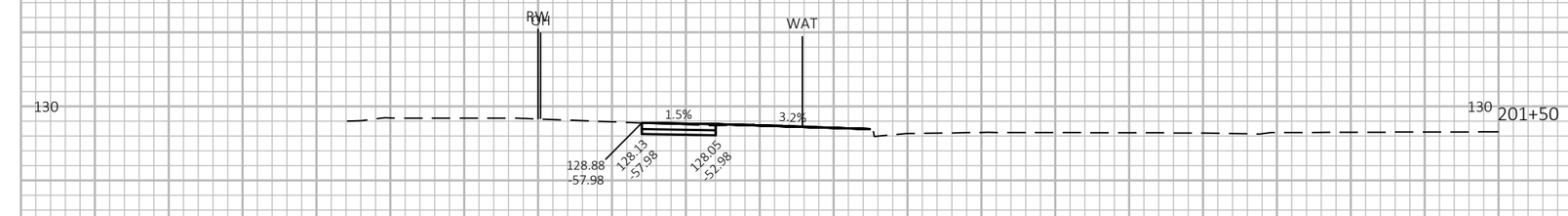
| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | CROSS SECTIONS: WEST DREXEL AVENUE | SHEET 228 | E |
|---|---|---|---|---|---|

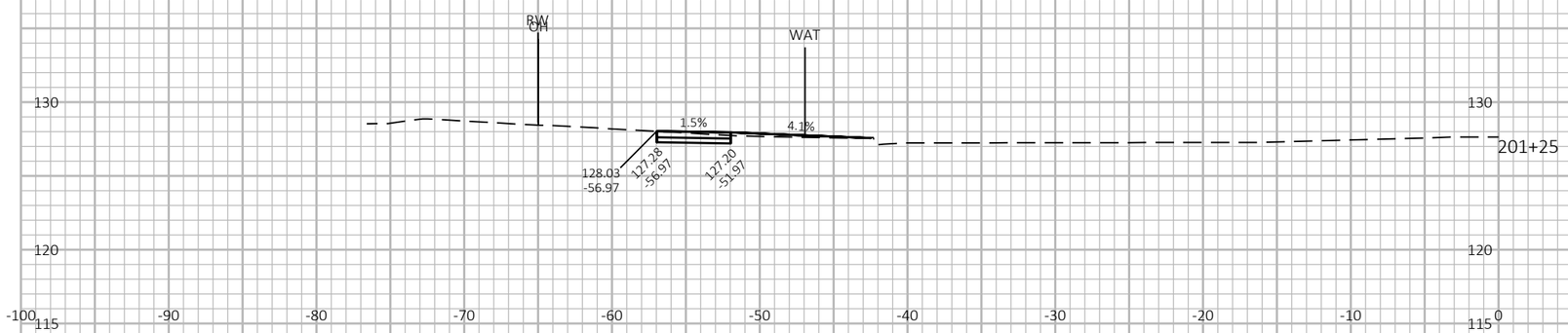
FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 20

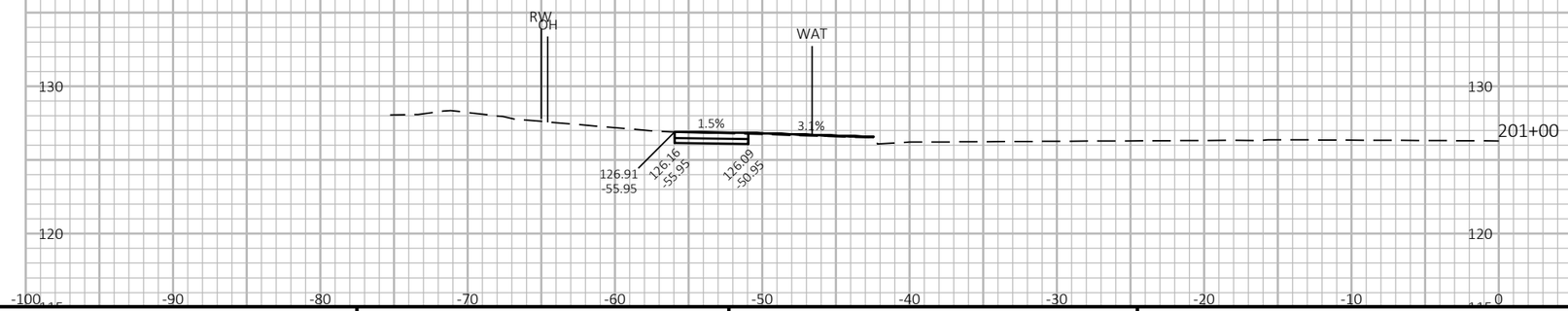
PLOT DATE : 10/27/2021 11:25 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

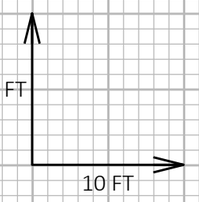
WISDOT/CADDS SHEET 49




9

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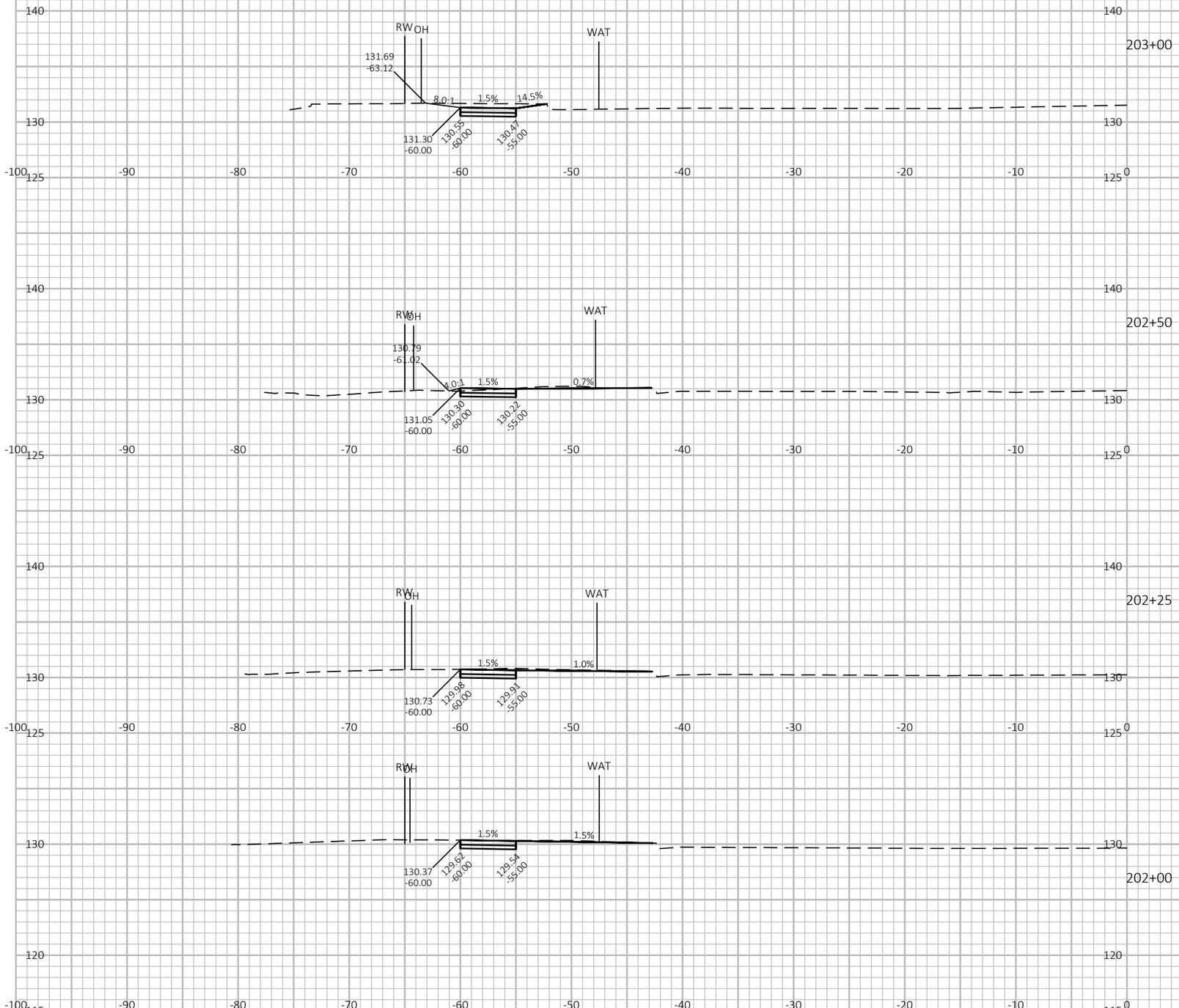
| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | CROSS SECTIONS: WEST DREXEL AVENUE | SHEET 229 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 21

PLOT DATE : 10/27/2021 11:25 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

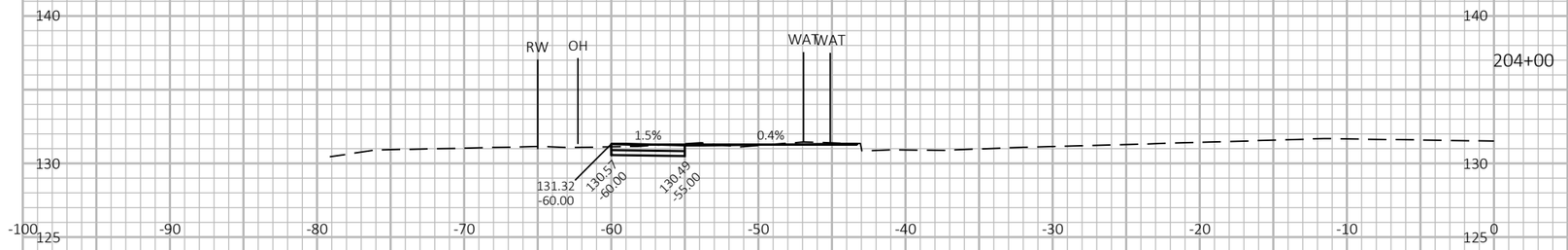
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| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | CROSS SECTIONS: WEST DREXEL AVENUE | SHEET 230 | E |
|---|---|---|---|---|---|

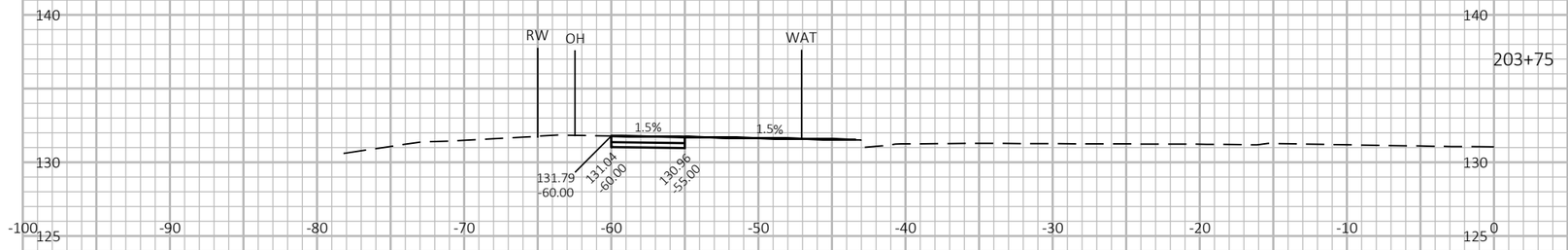
FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 22

PLOT DATE : 10/27/2021 11:25 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

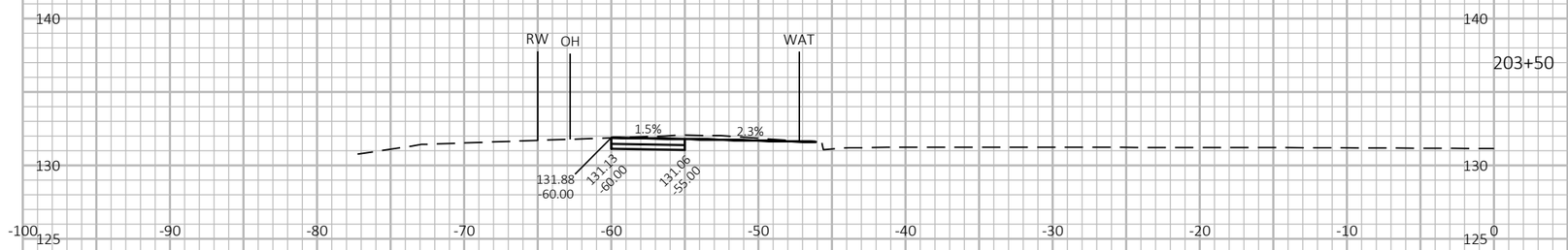
WISDOT/CADDS SHEET 49



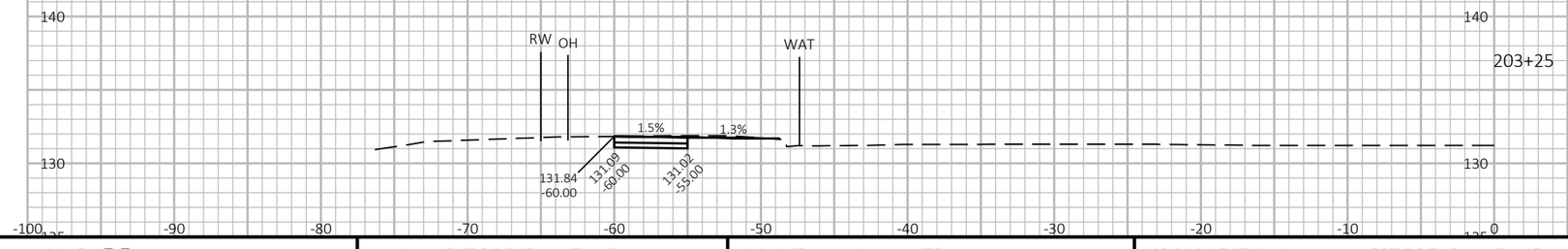

204+00



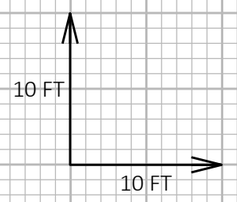

203+75




203+50




203+25




9

9

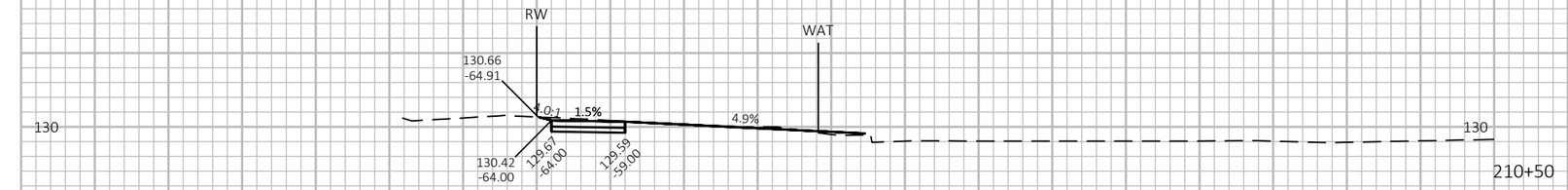
| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | CROSS SECTIONS: WEST DREXEL AVENUE | SHEET 231 | E |
|---|---|---|---|---|---|

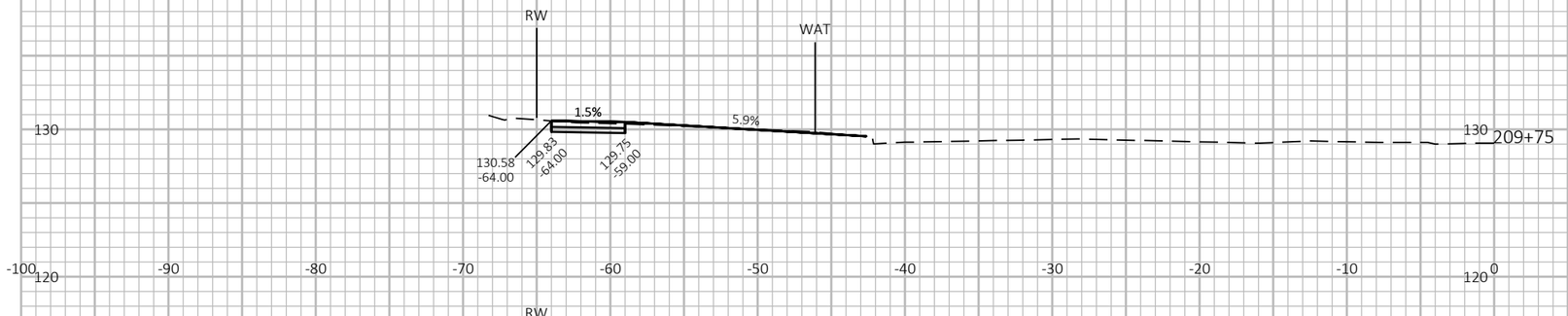
FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 23

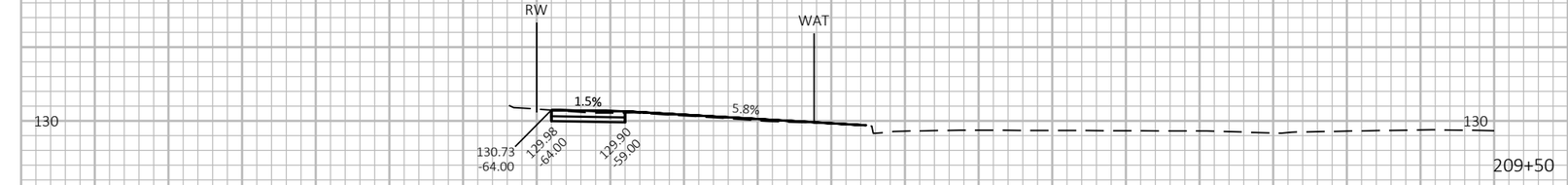
PLOT DATE : 10/27/2021 11:25 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

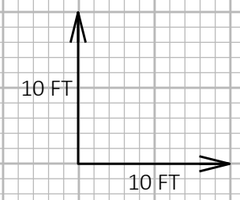









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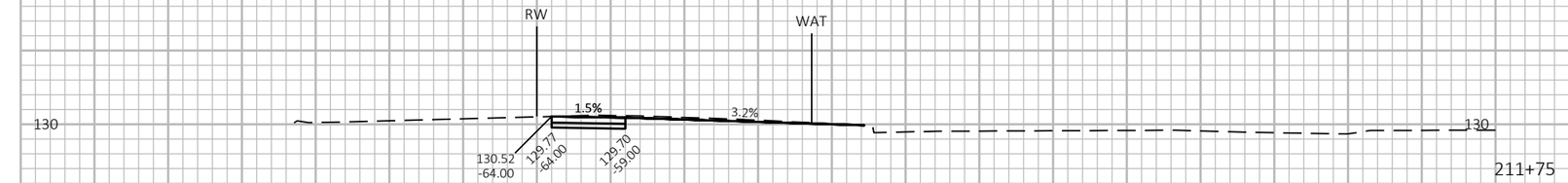
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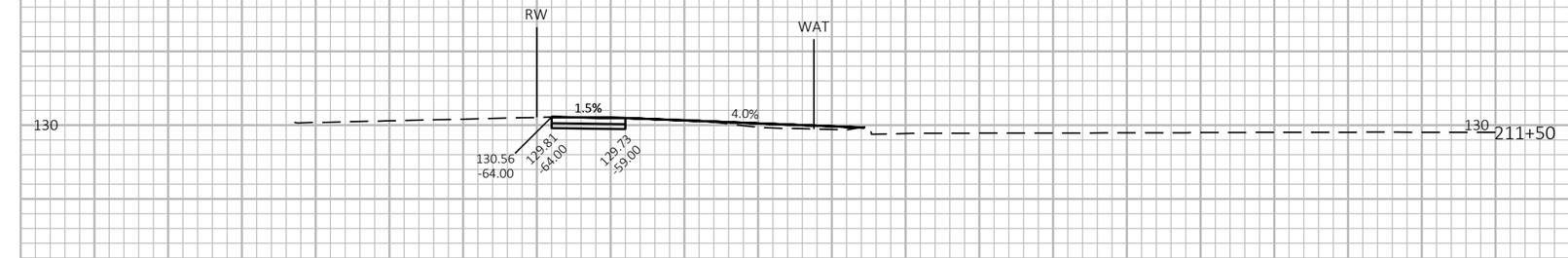
| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | CROSS SECTIONS: WEST DREXEL AVENUE | SHEET 232 | E |
|---|---|---|---|---|---|

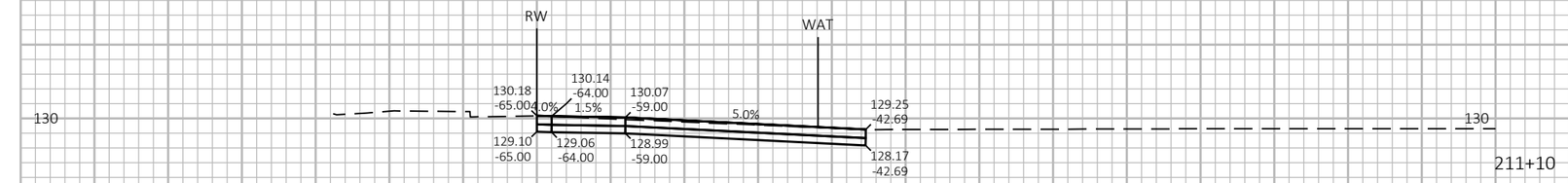
FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 24

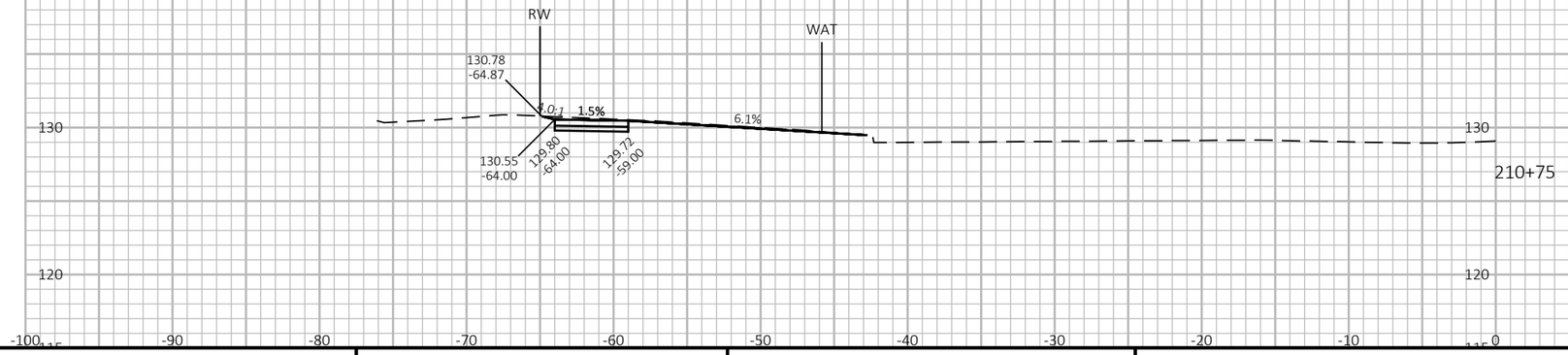
PLOT DATE : 10/27/2021 11:25 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

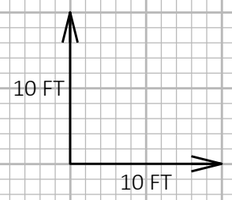
WISDOT/CADDS SHEET 49




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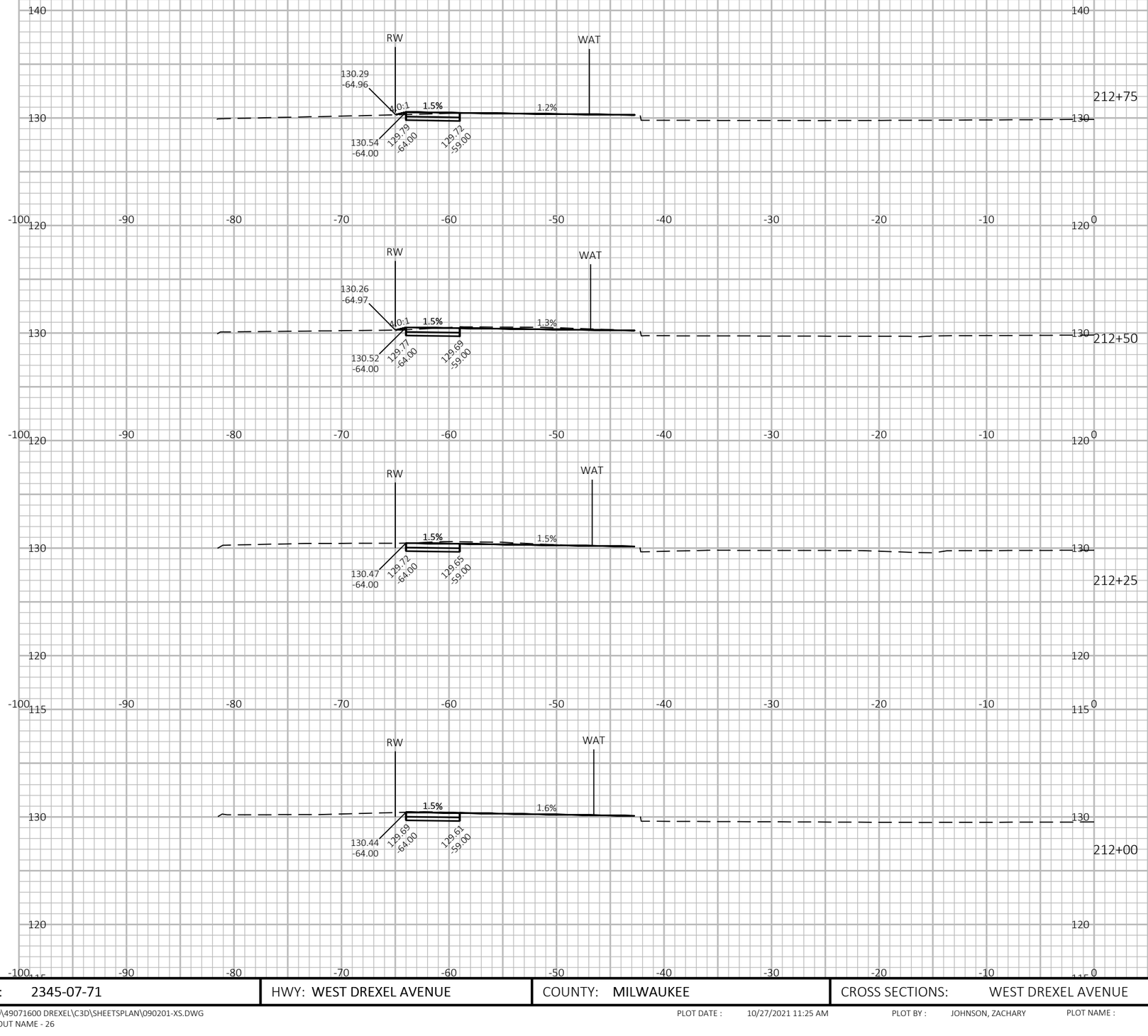
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| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | CROSS SECTIONS: WEST DREXEL AVENUE | SHEET 233 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 25

PLOT DATE : 10/27/2021 11:25 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

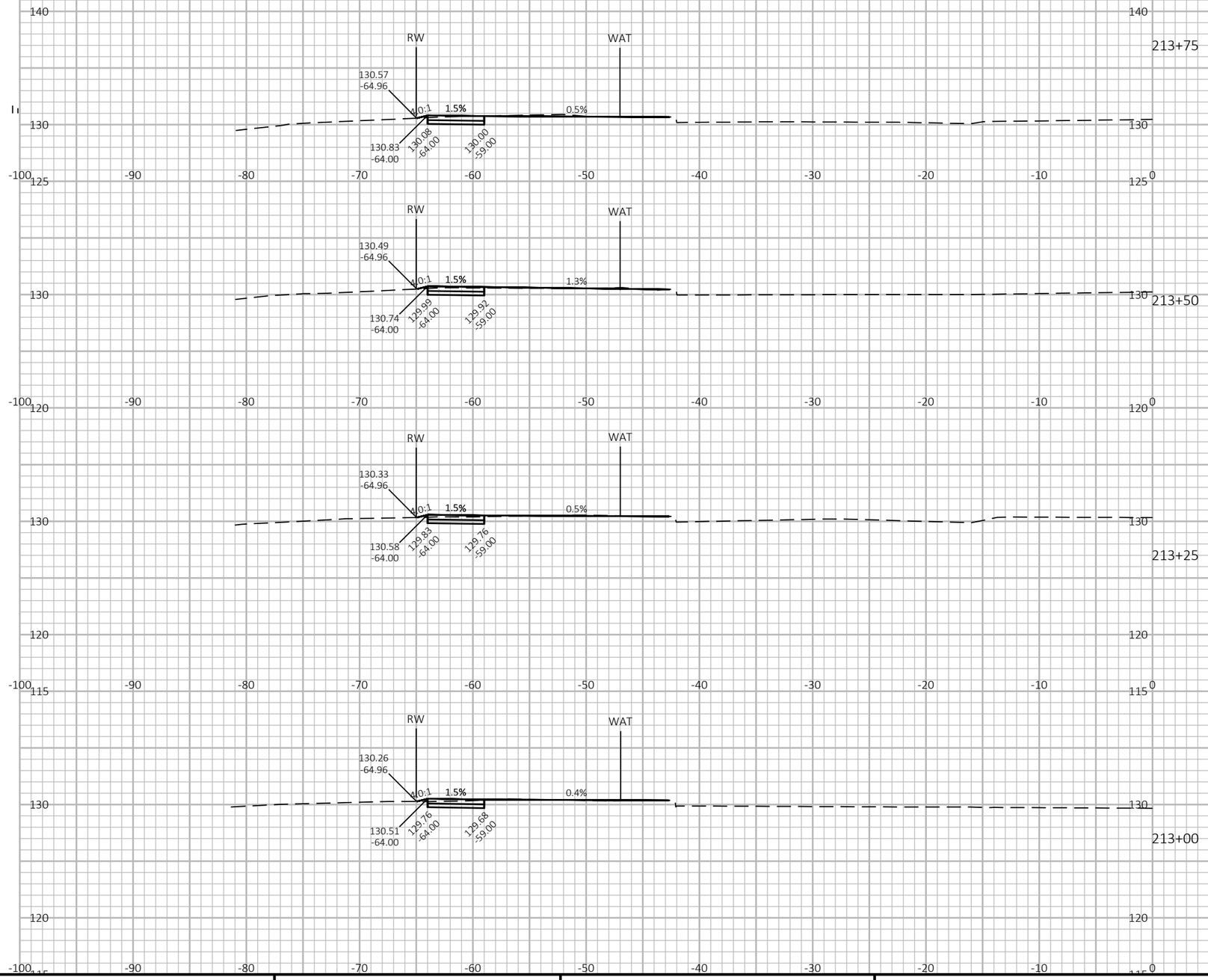
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| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | CROSS SECTIONS: WEST DREXEL AVENUE | SHEET 234 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 26

PLOT DATE : 10/27/2021 11:25 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

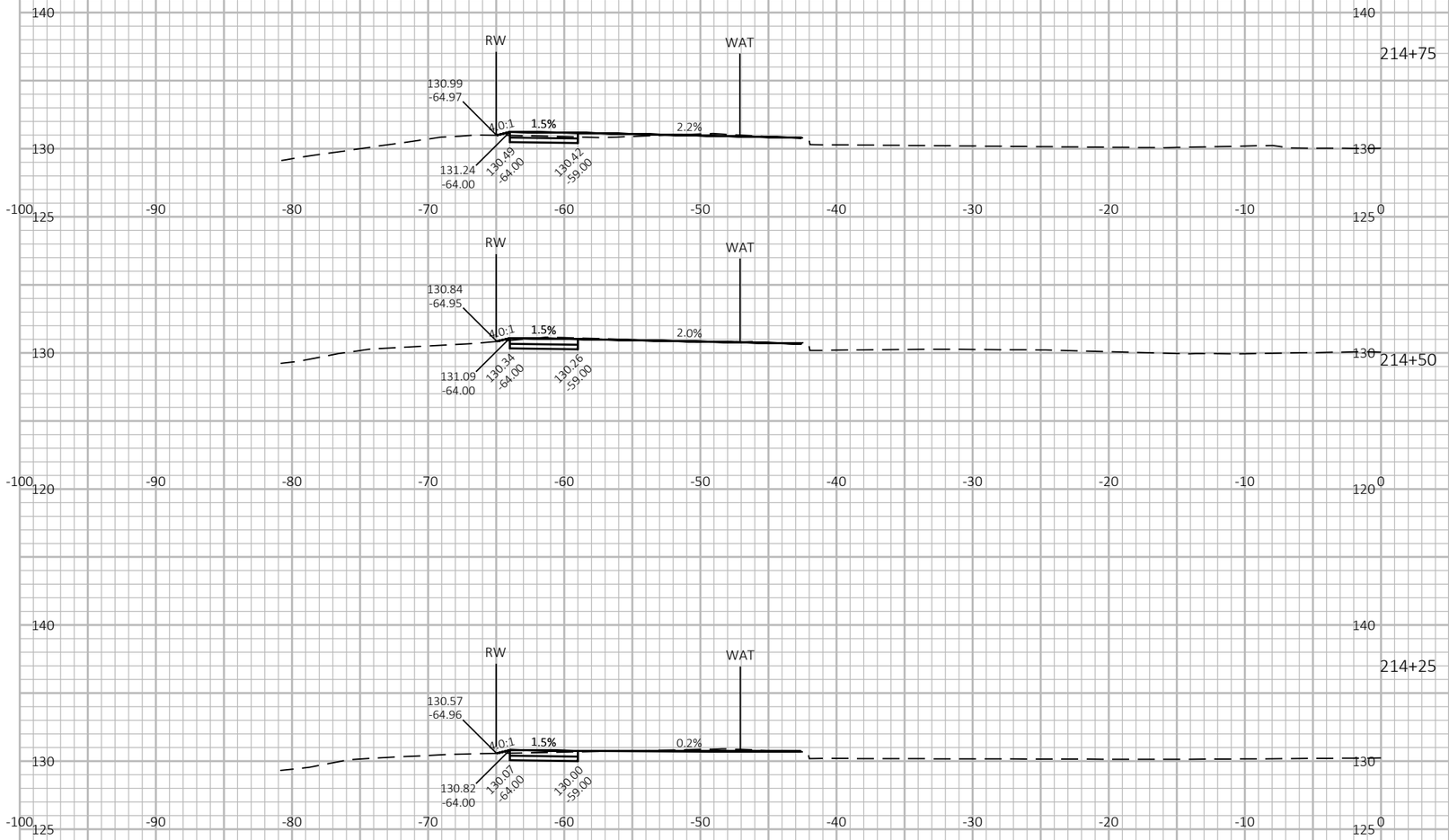


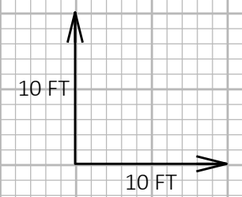

| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | CROSS SECTIONS: WEST DREXEL AVENUE | SHEET 235 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 27

PLOT DATE : 10/27/2021 11:25 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

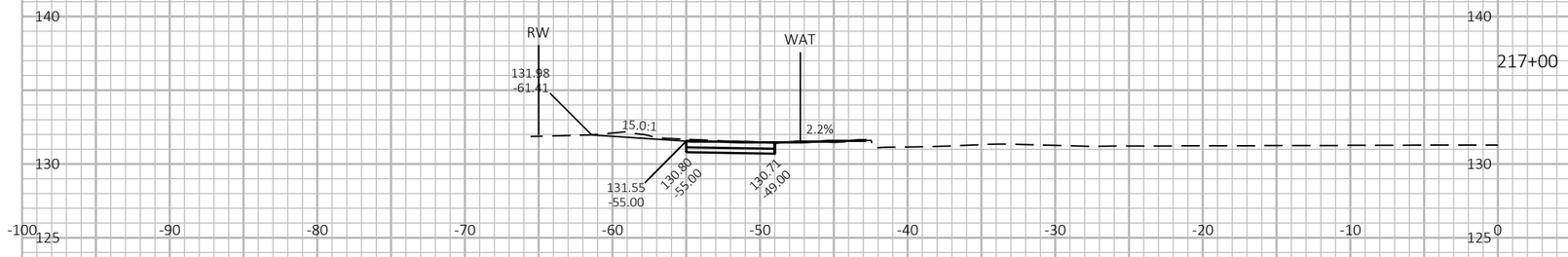
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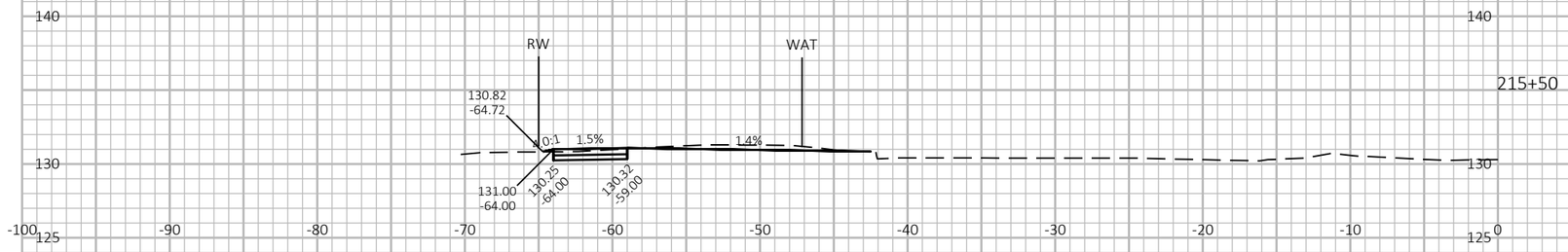
| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | CROSS SECTIONS: WEST DREXEL AVENUE | SHEET 236 | E |
|---|---|---|---|---|---|

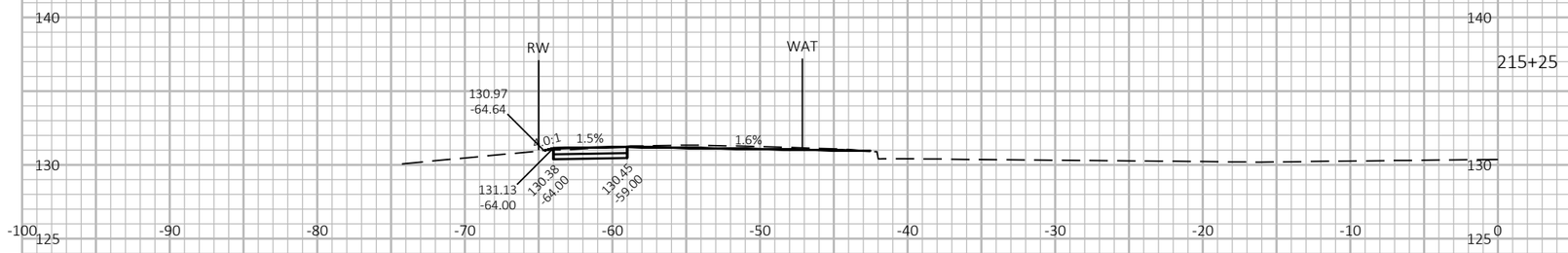
FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 28

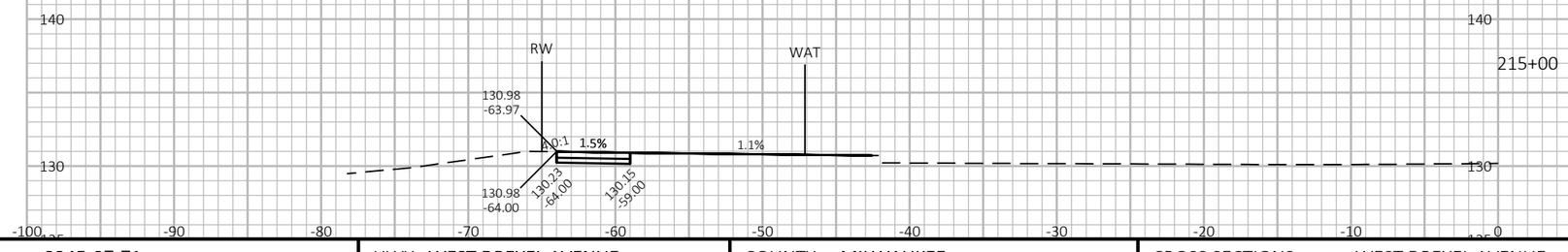
PLOT DATE : 10/27/2021 11:25 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

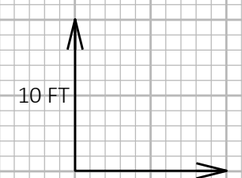
WISDOT/CADDS SHEET 49




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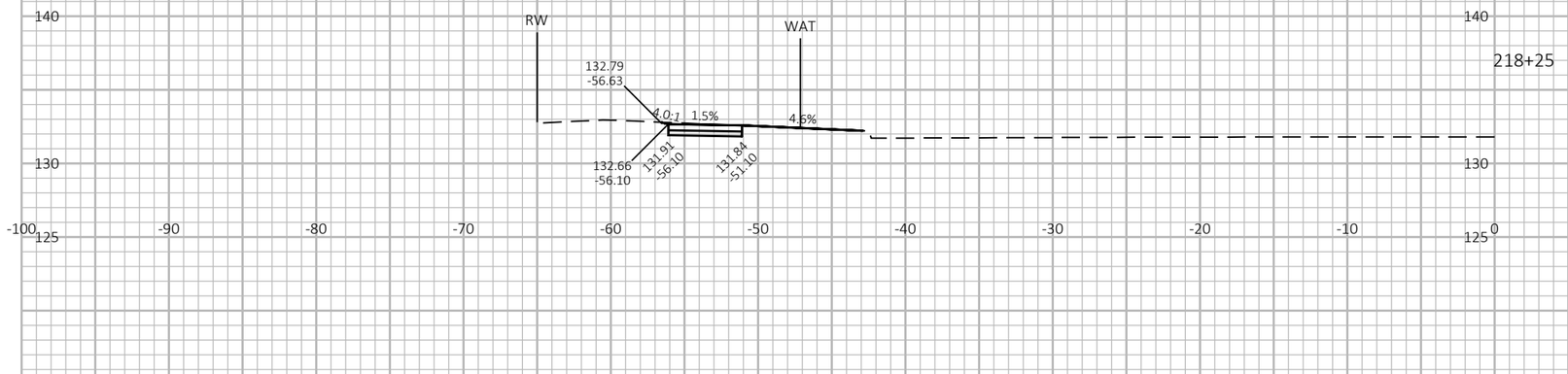
| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | CROSS SECTIONS: WEST DREXEL AVENUE | SHEET 237 | E |
|---|---|---|---|---|---|

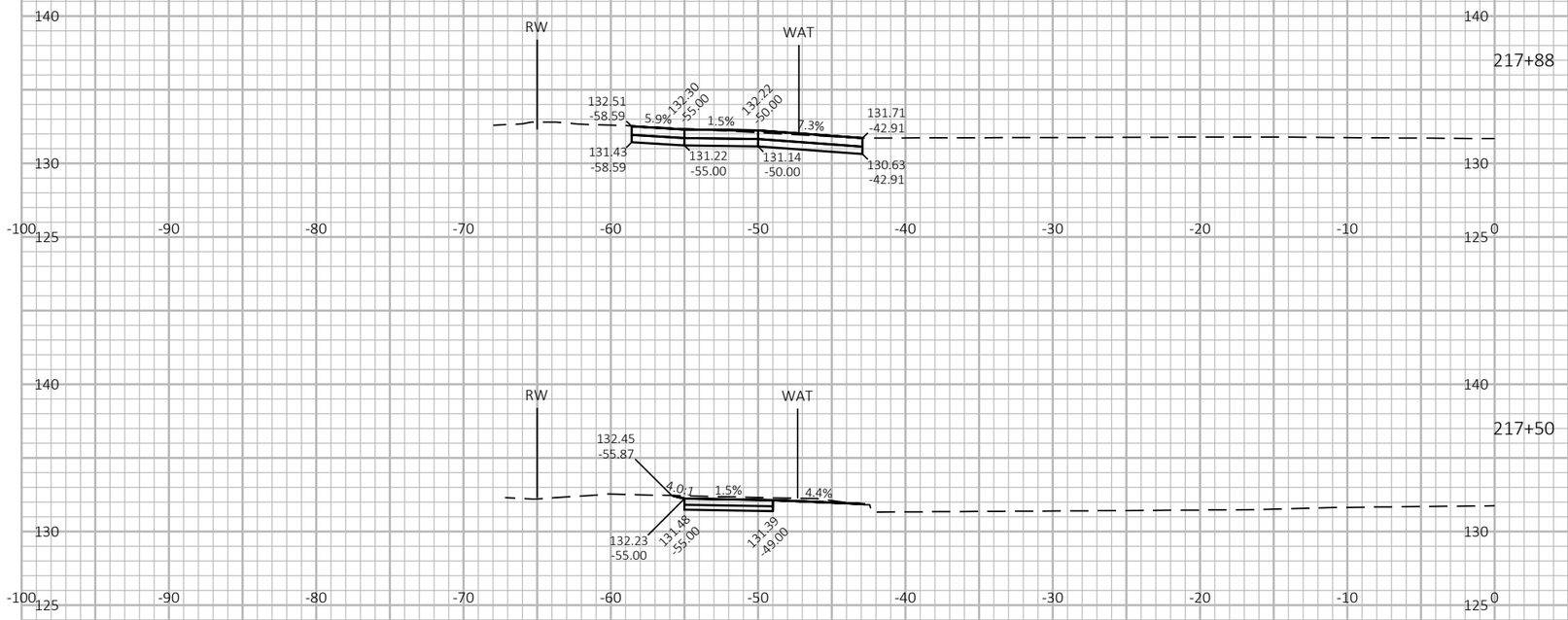
FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 29

PLOT DATE : 10/27/2021 11:26 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

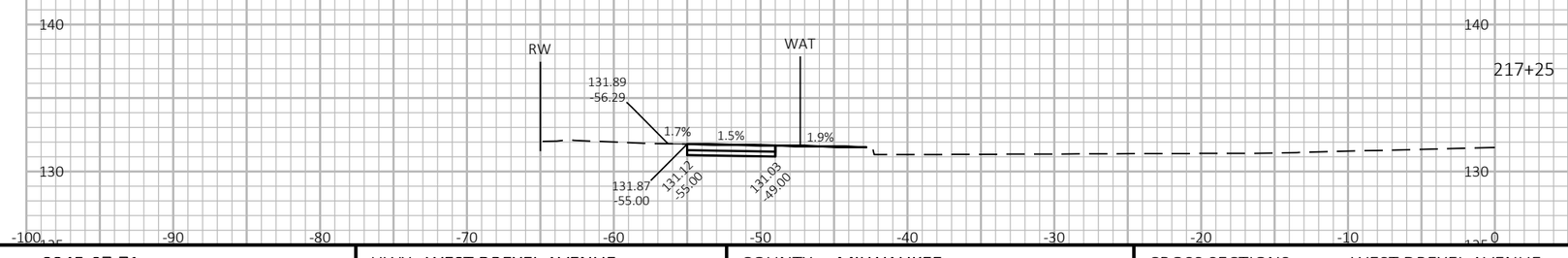
WISDOT/CADDS SHEET 49

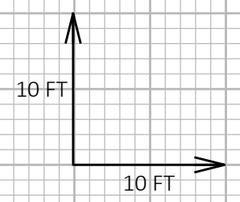









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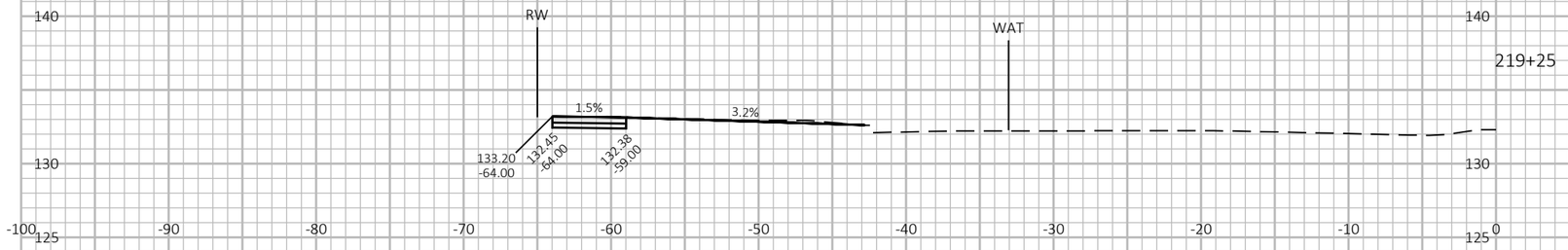
| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | CROSS SECTIONS: WEST DREXEL AVENUE | SHEET 238 | E |
|---|---|---|---|---|---|

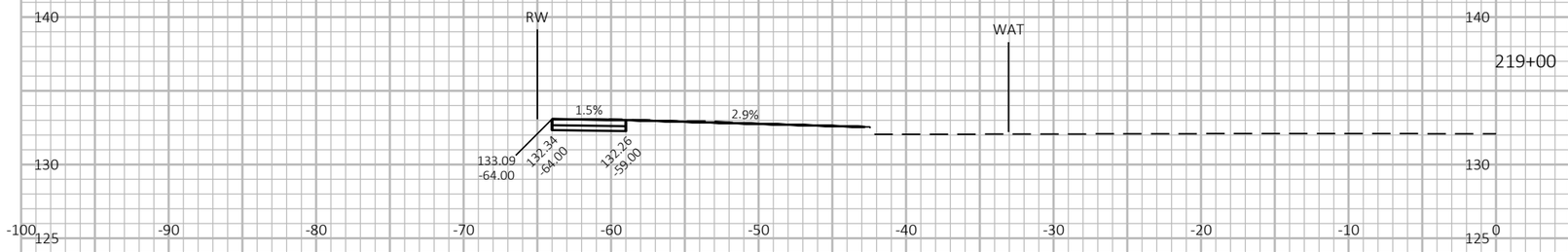
FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 30

PLOT DATE : 10/27/2021 11:26 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

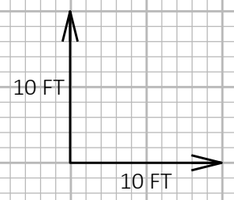









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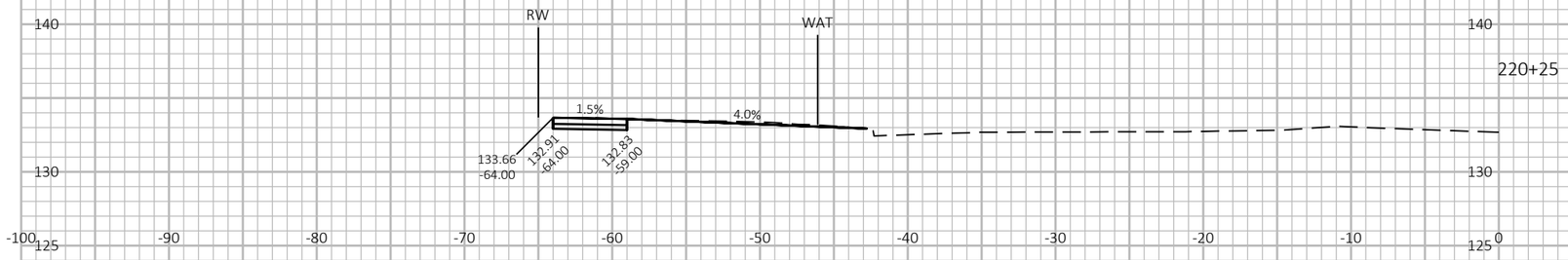
| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | CROSS SECTIONS: WEST DREXEL AVENUE | SHEET 239 | E |
|---|---|---|---|---|---|

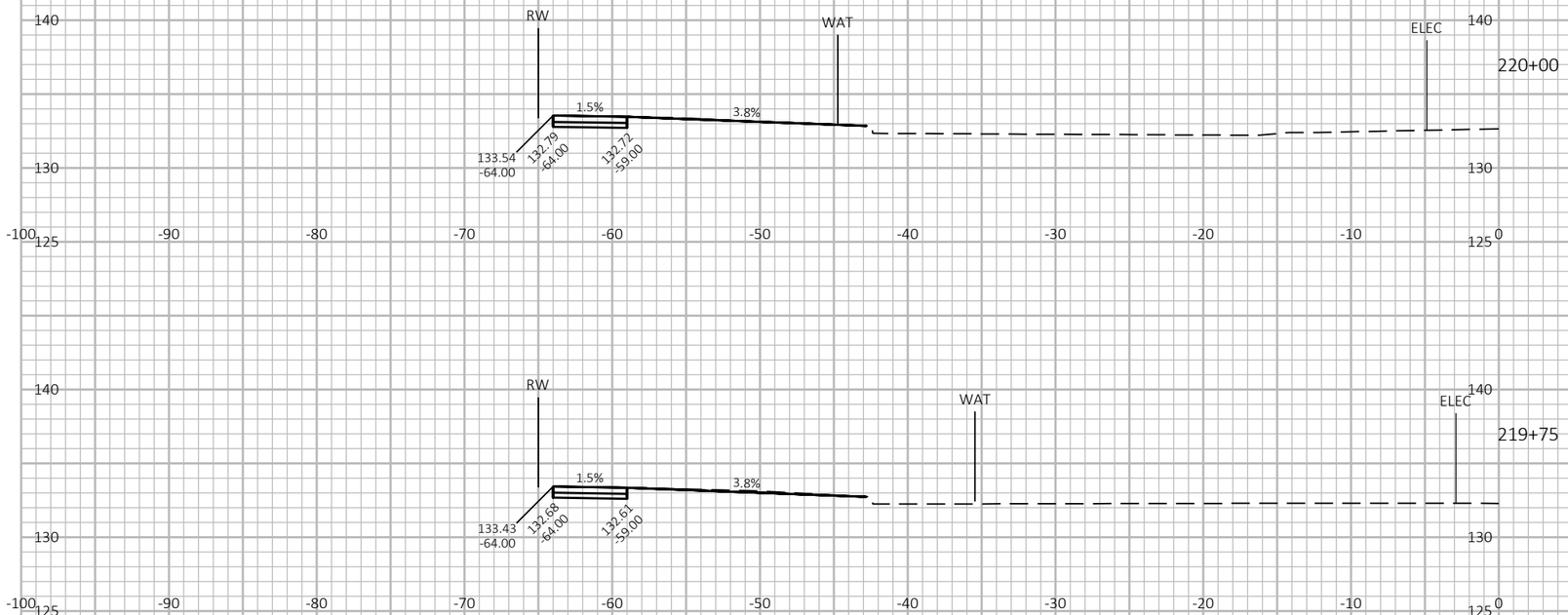
FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 31

PLOT DATE : 10/27/2021 11:26 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

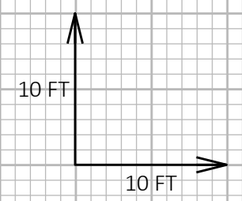









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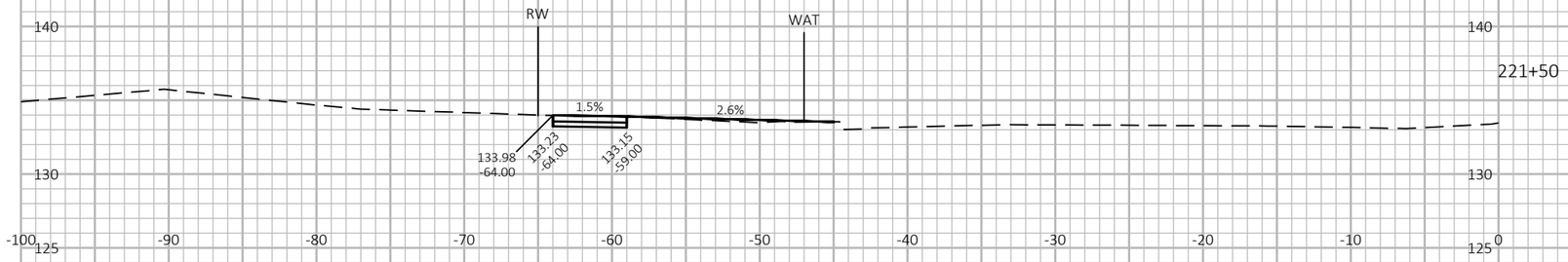
| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | CROSS SECTIONS: WEST DREXEL AVENUE | SHEET 240 | E |
|---|---|---|---|---|---|

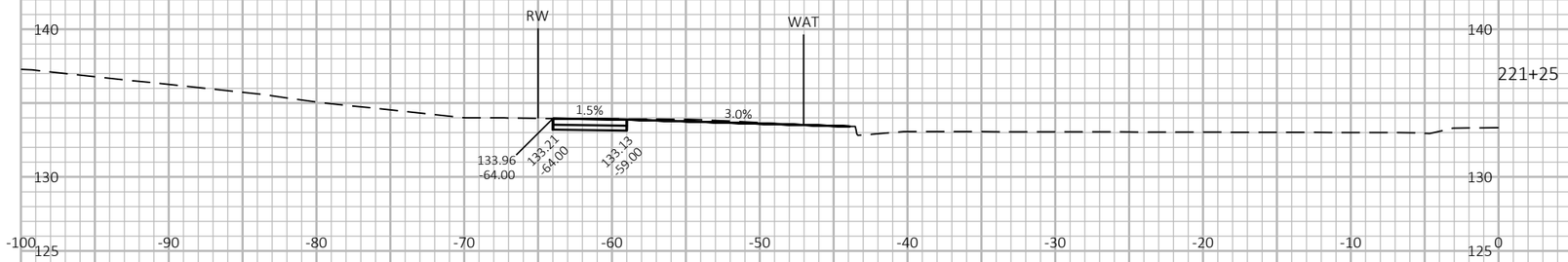
FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 32

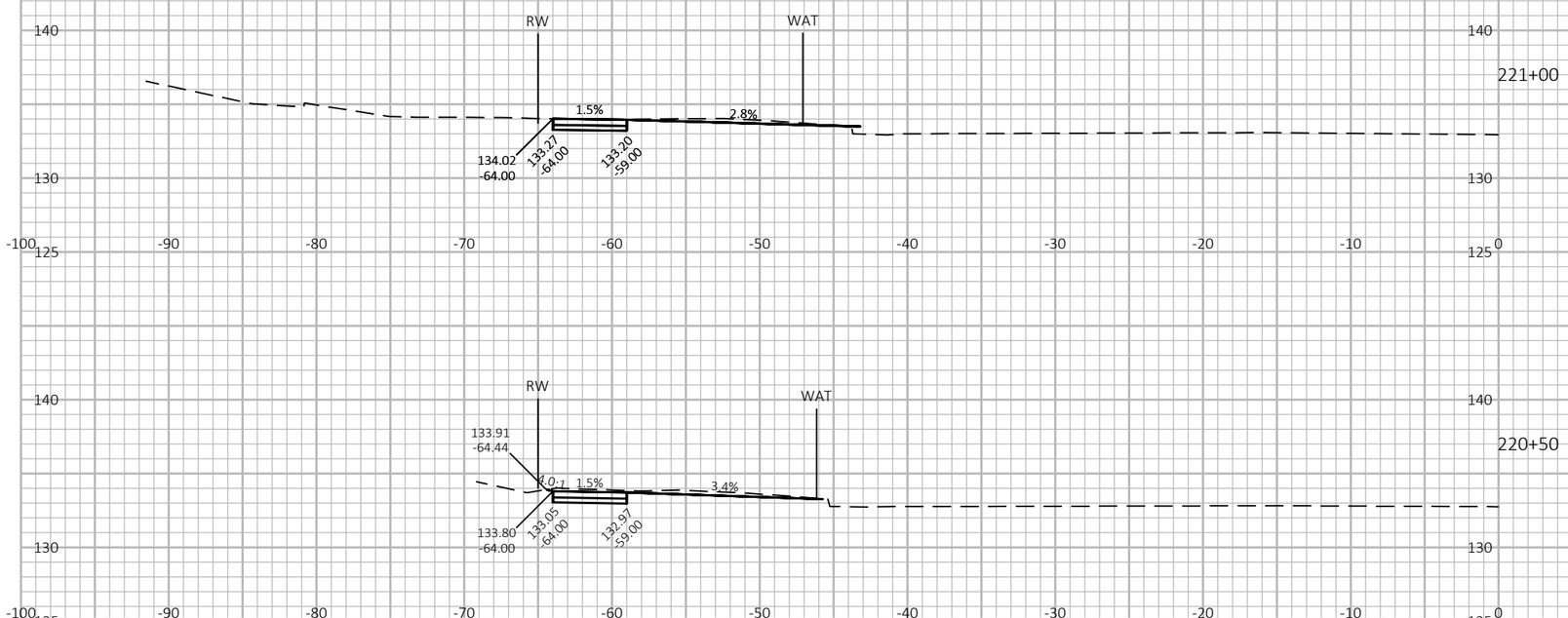
PLOT DATE : 10/27/2021 11:26 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

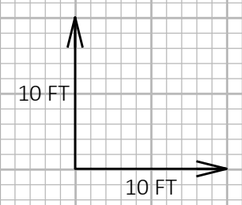









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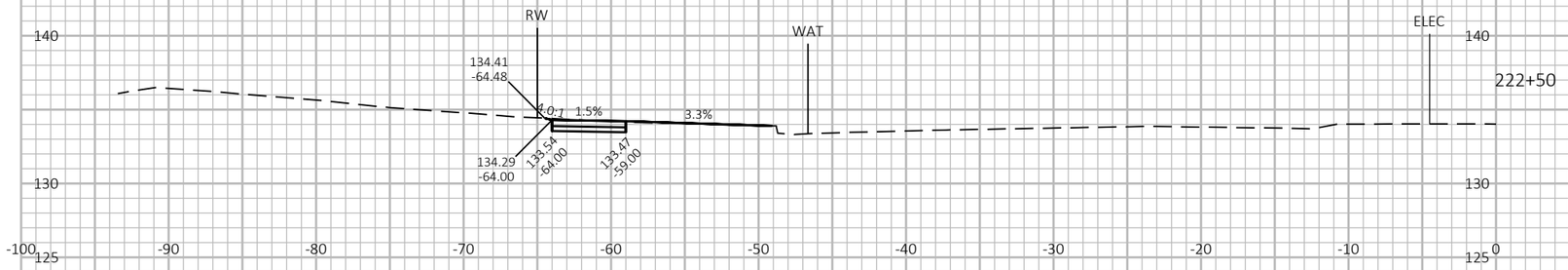
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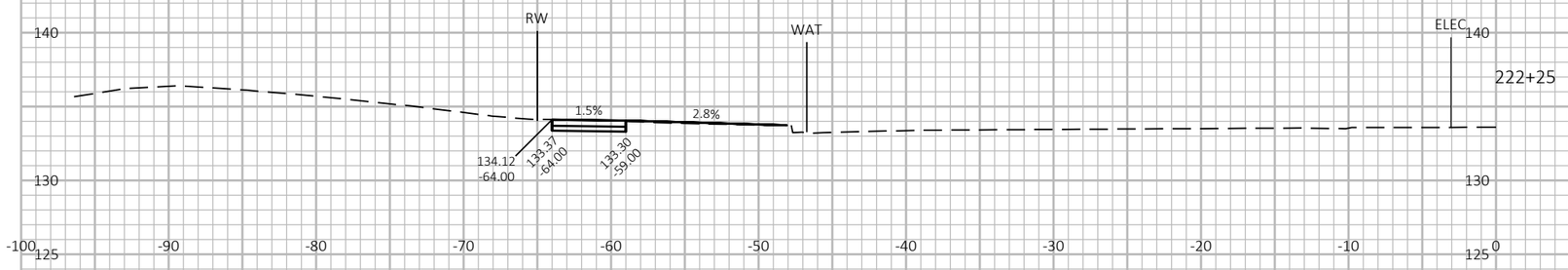
| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | CROSS SECTIONS: WEST DREXEL AVENUE | SHEET 241 | E |
|---|---|---|---|---|---|

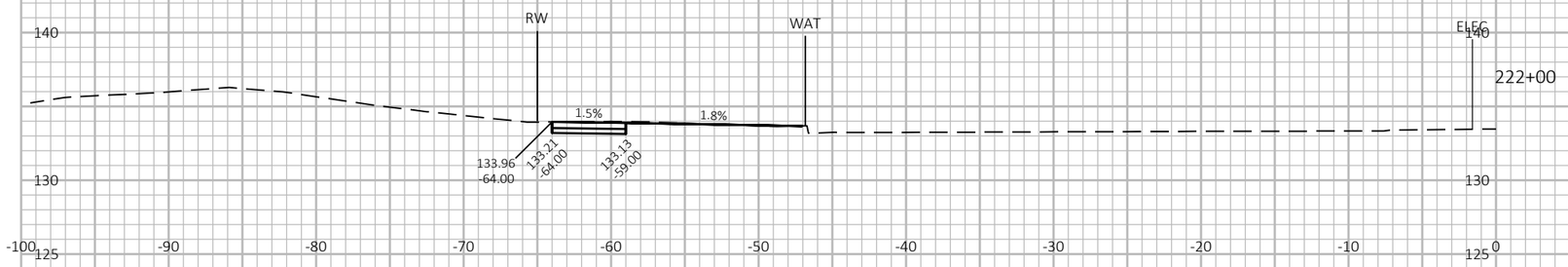
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LAYOUT NAME - 33

PLOT DATE : 10/27/2021 11:26 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

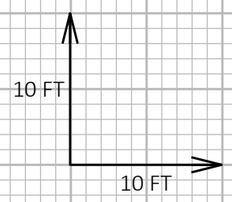









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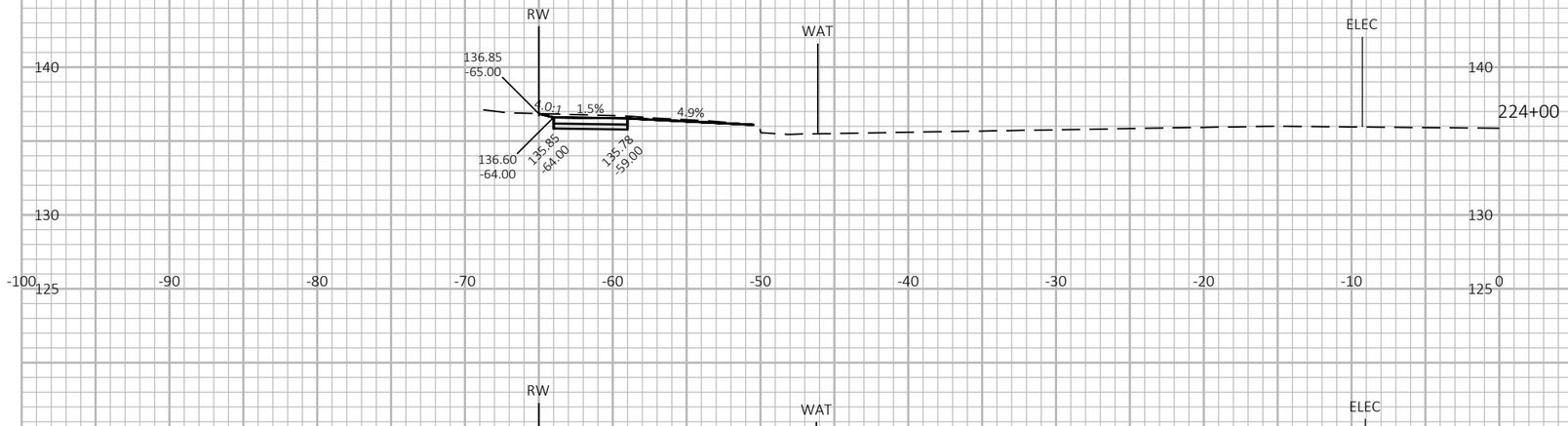
| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | CROSS SECTIONS: WEST DREXEL AVENUE | SHEET 242 | E |
|---|---|---|---|---|---|

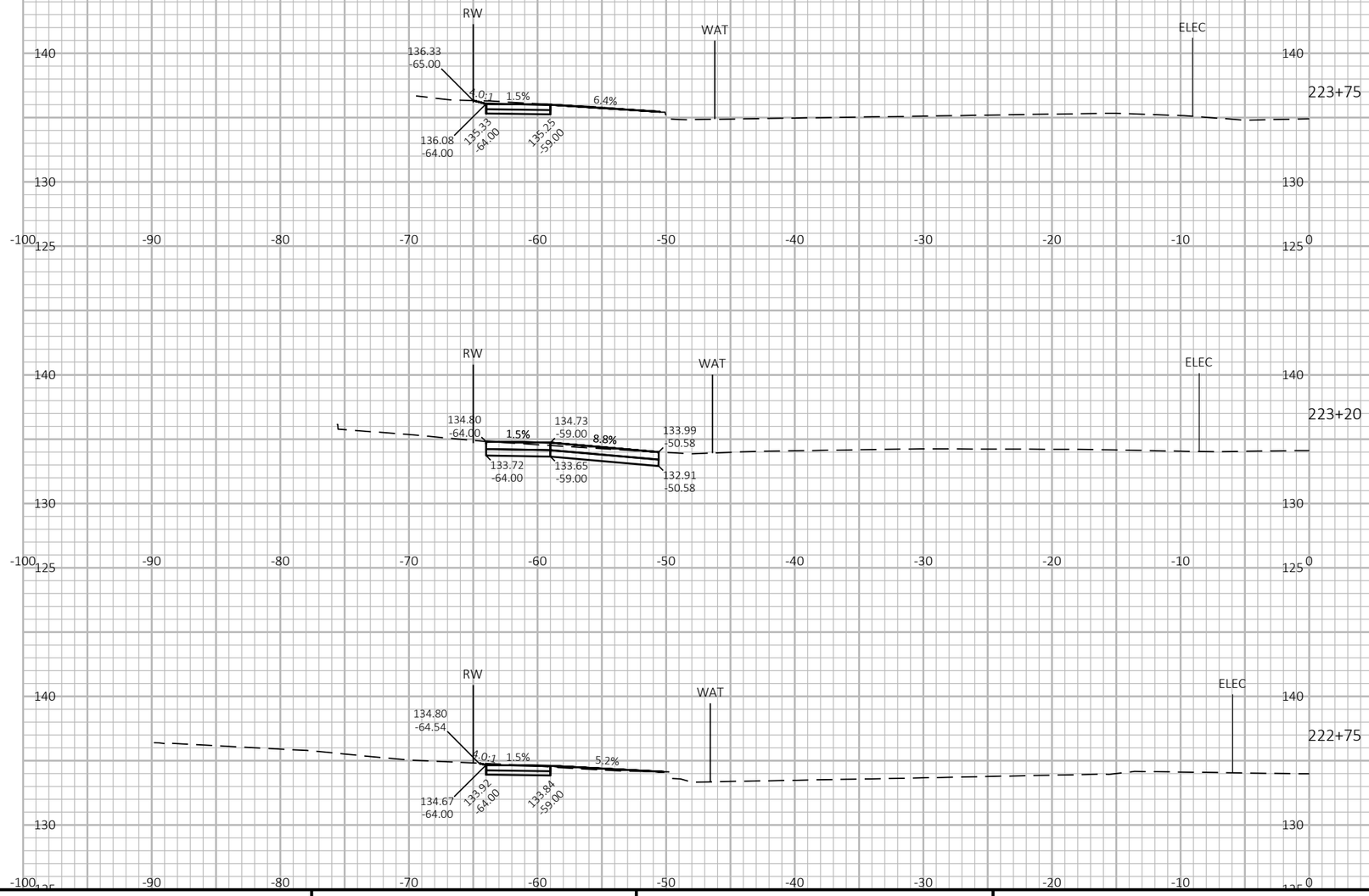
FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 34

PLOT DATE : 10/27/2021 11:26 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

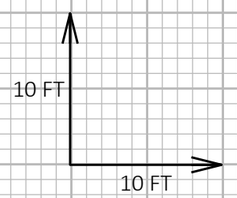









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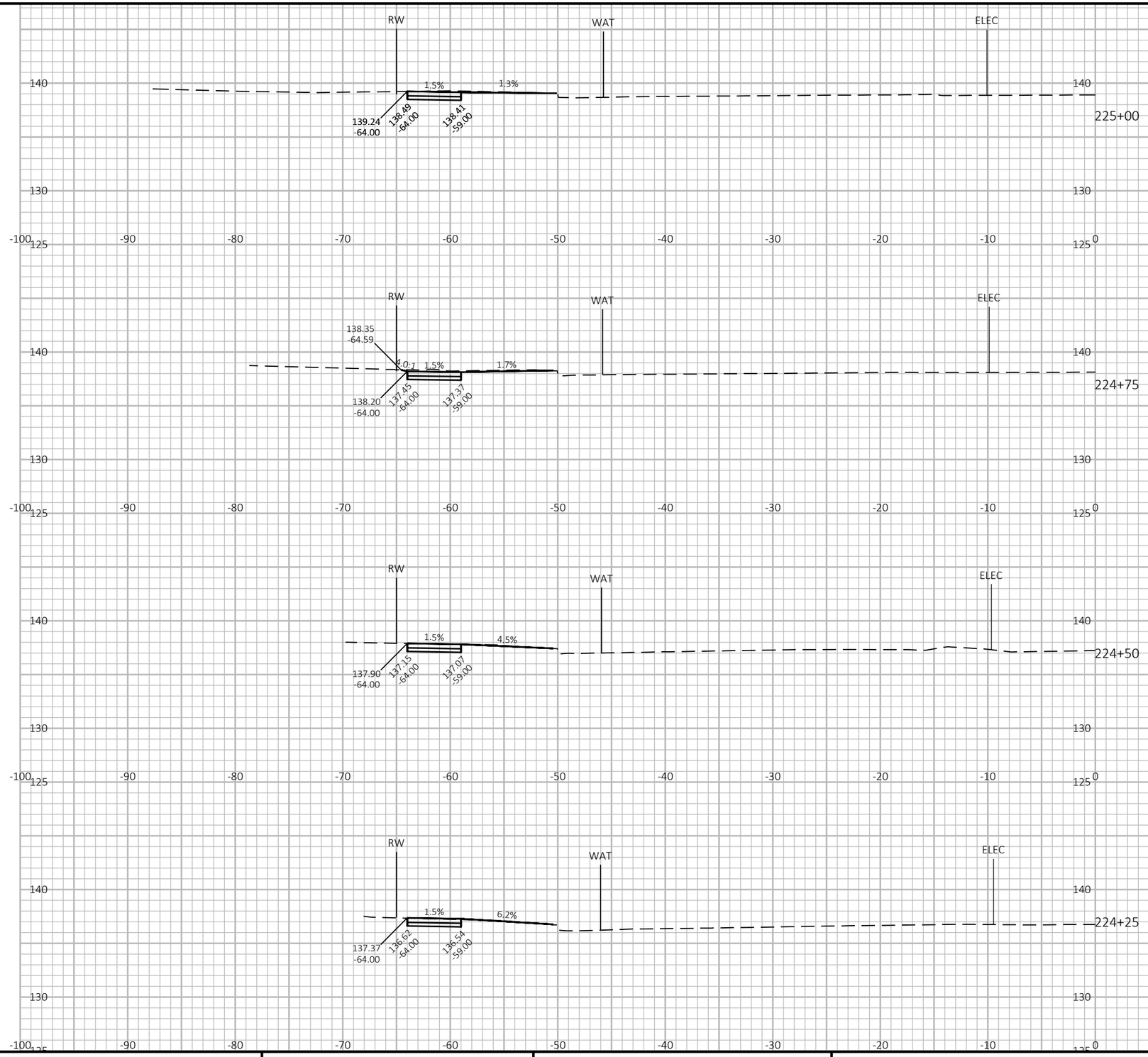
| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | CROSS SECTIONS: WEST DREXEL AVENUE | SHEET 243 | E |
|---|---|---|---|---|---|

FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 35

PLOT DATE : 10/27/2021 11:26 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




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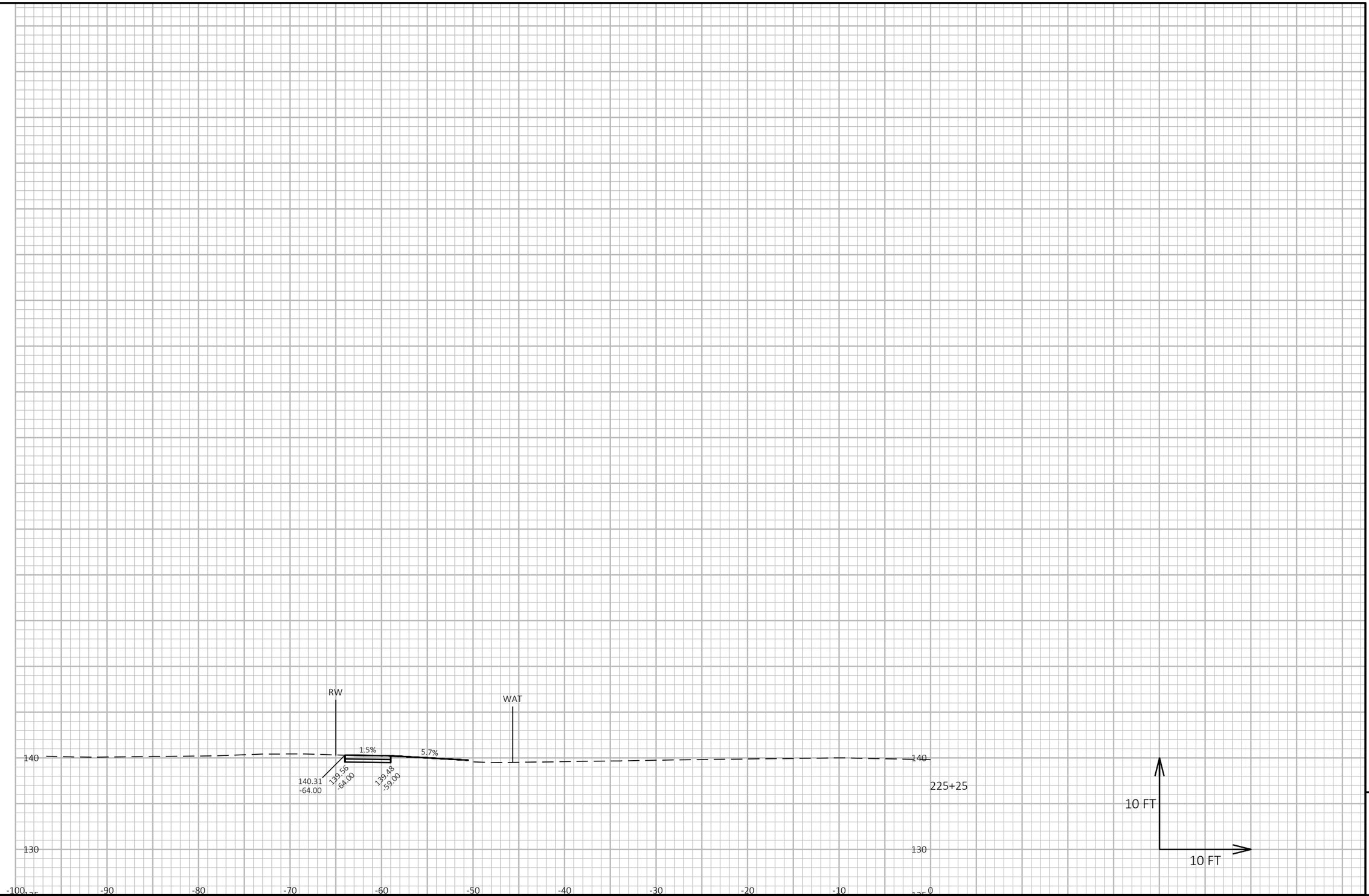
| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | CROSS SECTIONS: WEST DREXEL AVENUE | SHEET 244 | E |
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FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 36

PLOT DATE : 10/27/2021 11:26 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




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| PROJECT NO: 2345-07-71 | HWY: WEST DREXEL AVENUE | COUNTY: MILWAUKEE | CROSS SECTIONS: WEST DREXEL AVENUE | SHEET 245 | E |
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FILE NAME : I:\49\49071600 DREXEL\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 37

PLOT DATE : 10/27/2021 11:26 AM PLOT BY : JOHNSON, ZACHARY PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

**Wisconsin Department of Transportation**

Dedicated people creating transportation solutions
through innovation and exceptional service.

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