WKE

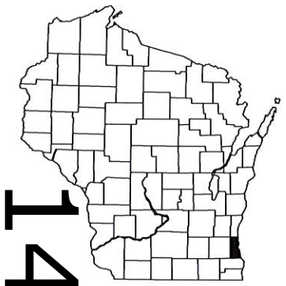
Mar 14, 2023

PROJECT ID 2545-03-72

MTH: 2545-09-71, 2984-13-74

ORDER OF SHEETS

SECTION NO.	1	TITLE
SECTION NO.	2	TYPICAL 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		144



14

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

76TH ST (STH 181)

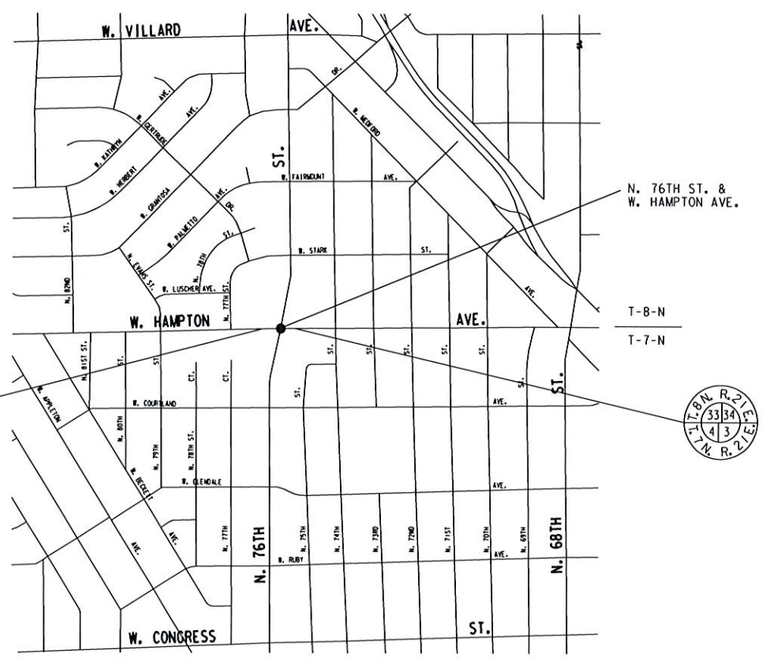
INTERSECTION WITH HAMPTON AVENUE

LOCAL STREET
MILWAUKEE COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
2545-03-72	WISC 2023282	1

STATE PROJECT NUMBER
2545-03-72

R-21-E



N

DESIGN DESIGNATION

A.D.T. (CURRENT)	=	22,300
A.D.T.	=	N/A
D.H.V.	=	N/A
D.	=	N/A
T.	=	N/A
DESIGN SPEED	=	N/A
ESALS	=	N/A

CONVENTIONAL SYMBOLS

PLAN

- COUNTY LINE
- TOWNSHIP OR RANGE LINE
- SECTION LINE
- CORPORATE OR CITY LIMITS
- PROPERTY LINE (P.L.)
- STANDARD BENCH MARK
- EXISTING RIGHT OF WAY LINE (R/W)
- PROPOSED SEWER LATERAL (SIZE)
- BASE OF SURVEY LINE
- CONCRETE WALK/DWY. REMOVAL
- LIMITS OF CONCRETE PAVEMENT REMOVAL (X X X X X X)
- CATCH BASIN OR INLET — EXISTING — PROPOSED

- COMBUSTIBLE FLUIDS UNDER PRESSURE (CAUTION)
- RAILROADS
- FENCE (TYPE)
- FIRE & POLICE CALL BOX
- LIGHT POLE
- POWER POLE
- TELEPHONE OR TELEGRAPH POLE
- TRAFFIC SIGNAL
- TRAFFIC SIGNAL CONTROL BOX
- HYDRANT
- GAS OR WATER GATE VALVE
- MANHOLES - SEWER — UTILITY (TYPE)
- TREES - EXISTING — TO BE REMOVED

LAYOUT

SCALE: 1 INCH = 1/2 MILE

TOTAL NET LENGTH OF CENTERLINE = 0.000 MI (URBAN)

THE COORDINATES ON THIS PLAN ARE BASED ON THE WISCONSIN STATE PLANE COORDINATE SYSTEM, MILWAUKEE COUNTY, NAD 27 SOUTH ZONE.

ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE CITY OF MILWAUKEE DATUM.

TO CONVERT ELEVATIONS SHOWN ON THIS PLAN TO NATIONAL GEODEDIC VERTICAL DATUM OF 1929, ADD 580.603 TO ELEVATIONS SHOWN ON THIS PLAN.

Accepted For
City of Milwaukee

10-11-2022 (Date) James Washington For Commissioner of Public Works

Original Plans Prepared By

WISCONSIN
JERREL KRUSCHKE
43536-6
MILWAUKEE, WIS.
PROFESSIONAL ENGINEER

10/11/2022 (Date) City Engineer

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor CITY OF MILWAUKEE

Designer CITY OF MILWAUKEE

Region Examiner

Region Supervisor BRIAN BOOTHBY

APPROVED FOR THE DEPARTMENT

DATE: 10/11/2022

Christine Hanna
(Signature)

E

COUNTY MILWAUKEE

FILENAME: W:\SPR\MONOTUBE PROJECTS\2545-03-02 76TH - HAMPTON\DESIGN\TITLE.DGN

PLOT DATE:

REVISED DATE: 09-01-2022 BY AA

GENERAL NOTES

1. ALL OPENINGS BELOW SUBGRADE, RESULTING FROM REMOVALS OR ABANDONMENTS, SHALL BE BACKFILLED WITH BASE AGGREGATE DENSE, UNLESS OTHERWISE NOTED ON THE PLAN.

2. ALL DISTURBED AREAS, NOT SURFACED, ARE TO BE COVERED WITH 4" OF TOPSOIL AND SODDED UNLESS OTHERWISE DIRECTED BY THE ENGINEER. TOPSOILED AREAS SHALL BE SODDED WITHIN 5 CALENDAR DAYS.

3. NO TREES OR SHRUBS SHALL BE REMOVED UNLESS DESIGNATED FOR REMOVAL BY THE ENGINEER.

4. CONSTRUCTION PERMITS FOR CONCRETE WALK AND/OR CONCRETE DRIVEWAY WORK HAVE BEEN OBTAINED, WHICH RIGHTS SHALL BE EXTENDED TO THE CONTRACTORS.

5. TRANSVERSE JOINTS IN THE CONCRETE WALK SHALL BE CONSTRUCTED AT INTERVALS EQUAL TO THE WIDTH OF THE CONCRETE UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

6. THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLAN IS APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN. CONTRACTOR IS RESPONSIBLE CONTACTING DIGGERS HOTLINE, AND ANY UTILITIES NOT LISTED WITH DIGGERS HOTLINE THAT ARE WITHIN THE PROJECT AREA.

7. FOR ANY EXCAVATION OF SIX FEET OR MORE IN THE CITY OF MILWAUKEE, THE CONTRACTOR, WHEN REQUESTING A UTILITY LOCATE TICKET FROM DIGGER'S HOTLINE, SHALL SPECIFICALLY ASK FOR THE LOCATION TICKET TO INCLUDE THE MARKING OF ALL THE EXISTING SEWER FACILITIES WITHIN THE LIMITS REQUESTED.

8. RE-TOPSOIL OF GRADED AREAS, AS DESIGNATED BY THE ENGINEER, IMMEDIATELY AFTER GRADING AROUND SIGNATURE BEDS.

9. CONTRACTOR MUST CONTACT THE PROJECT ENGINEER AND THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION (SEWRPC), AT LEAST TWO WEEKS PRIOR TO WORK NEAR ANY PUBLIC SURVEY MONUMENT.

10. DASHED YELLOW CENTER LINES AND WHITE LANE LINES ARE 10 FEET LONG WITH A 30 FOOT GAP.

11. ALL DIMENSIONS ARE FROM THE FACE OF CURB TO THE CENTER OF THE MARKING UNLESS OTHERWISE NOTED.

12. ALL RADII IN THE PLANS ARE REFERENCED TO THE FACE OF CURB.

STANDARD ABBREVIATIONS

ASPH.	- ASPHALT
B.M.	- BENCH MARK
CTR.	- CENTER
COMB.	- COMBINED
CONC.	- CONCRETE
C.W.	- CONCRETE WALK
COR.	- CORNER
C	- CURB
DOT	- DEPARTMENT OF TRANSPORTATION
ELEV.	- ELEVATION
ENT.	- ENTRANCE
EXIST.	- EXISTING
F	- FLANGE
G	- GUTTER, OR GAS
HYD.	- HYDRANT
LT.	- LEFT
MMSD	- MILWAUKEE METROPOLITAN SEWERAGE DISTRICT
NB	- NORTHBOUND
PG/L.	- PROFILE GRADE LINE
P/L.	- PROPERTY LINE
R/L.	- REFERENCE LINE
R OR RAD.	- RADIUS
RET.	- RETAINING
RT.	- RIGHT
R/W	- RIGHT OF WAY
SB	- SOUTHBOUND
STA	- STATION
TEL	- AMERITECH
TES	- TRAFFIC ENGINEERING, AND ELECTRICAL SERVICES
T/L	- TRANSIT LINE
WEP	- WISCONSIN ELECTRIC POWER

ORDER OF SECTION 2 SHEETS

GENERAL NOTES
UTILITY CONTACTS
PROJECT OVERVIEW
CONSTRUCTION DETAILS
PLAN DETAILS
INTERSECTION DETAILS
RAMP DETAIL
REMOVAL PLAN
EROSION CONTROL PLAN
STORM SEWER
STREET LIGHTING PLAN
TRAFFIC SIGNALS PLAN
CUC
PAVEMENT MARKING
TRAFFIC CONTROL PLAN
ALIGNMENT

2

2

UTILITY CONTACTS

AT&T WISCONSIN
JAY BULANEK
435 S 95TH ST.
MILWAUKEE, WI 53214
PHONE: 414-491-2855
EMAIL: JB5175@ATT.COM

CITY OF MILWAUKEE, CUC
KAREN ROGNEY
841 N. BROADWAY
MILWAUKEE, WI 53202
PHONE: 414-286-3243
EMAIL: KROGNE@MILWAUKEE.GOV

CITY OF MILWAUKEE, COMMUNICATIONS
JOE MACIEJEWSKI
841 N. BROADWAY
MILWAUKEE, WI 53202
PHONE: 414-286-3640
EMAIL: JOE.MACIEJEWSKI@MILWAUKEE.GOV

CITY OF MILWAUKEE, SEWERS
ZAFAR YOUSUF
841 N. BROADWAY
MILWAUKEE, WI 53202
PHONE: 414-286-2467
EMAIL: ZYOUSU@MILWAUKEE.GOV

CITY OF MILWAUKEE, TRAFFIC SIGNALS
SCOTT REINBACHER
841 NORTH BROADWAY
MILWAUKEE, WI 53202
PHONE: 414-286-3232
EMAIL: SREINB@MILWAUKEE.GOV

CITY OF MILWAUKEE, WATER WORKS
JOSHUA IWEN
841 N. BROADWAY
MILWAUKEE, WI 53202
PHONE: 414-286-3640
EMAIL: JOSHUA.IWEN@MILWAUKEE.GOV

MILWAUKEE METROPOLITAN SEWERAGE DISTRICT
MICKI KLAPPA-SULLIVAN
260 W. SEEBOTH ST.
MILWAUKEE, WI 53204
PHONE: 414-225-2178
EMAIL: MKLAPPASULLIVAN@MMSD.COM

VERIZON BUSINESS - COMMUNICATONS LINE
RANDOLPH CICATELLO
15725 WEST RYERSON ROAD
NEW BERLIN, WI 53151
EMAIL: RANDY.CICATELLO@VERIZON.COM

WE ENERGIES - ALL CORRESPONDENCE
KRISTEN RONGHOLT
500 S. 116TH STREET
WEST ALLIS, WI 53214
PHONE: 414-221-2738
EMAIL: WE-UTILITY-RELOCATIONS@WE-ENERGIES.COM

OTHER CONTACTS

CITY OF MILWAUKEE, FORESTRY
JAMES KRINGER
841 N. BROADWAY
MILWAUKEE, WI 53202
PHONE: 414-708-2428
EMAIL: JKRING@MILWAUKEE.GOV

CITY OF MILWAUKEE, STREET LIGHTING
LISA HICKMAN
841 N. BROADWAY
MILWAUKEE, WI 53202
PHONE: 414-286-3270
EMAIL: LHICKM@MILWAUKEE.GOV

MILWAUKEE COUNTY TRANSIT SYSTEM (MCTS)
ARMOND SENSABAUGH
TRANSPORTATION COORDINATOR (DETOURS)
1942 N 17TH ST
MILWAUKEE, WI 53205
PHONE: 414-343-1728
EMAIL: ASENSABAUGH@MCTS.ORG

DAVID LOCHER
TRANSPORTATION MANAGER (BUS STOPS)
1942 N 17TH ST
MILWAUKEE, WI 53205
PHONE: 414-343-1727

SEWRPC
ROB MERRY
CHIEF SURVEYOR
P.O. BOX 1607
WAUKESHA, WI 53187-4289
PHONE: 262-953-4289
EMAIL: RMERRY@SEWRPC.ORG

ANDY TRAEGER
CONSTRUCTION COORDINATOR
P.O. BOX 1607
WAUKESHA, WI 53187-1607
PHONE: 262-953-4296
EMAIL: ATRAEGER@SEWRPC.ORG

WISCONSIN DEPT. OF NATURAL RESOURCES
KRISTINA BETZOLD
1027 W. ST. PAUL AVE.
MILWAUKEE, WI 53233
PHONE: 414-263-8517
EMAIL: KRISTINA.BETZOLD@WISCONSIN.GOV

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

STATE PROJECT NUMBER 2545-03-72	HWY: STH 181	COUNTY: MILWAUKEE	UTILITY CONTACTS	SCALE FEET	SHEET NO: 3	E

FILENAME: W:\SPR\MONOTUBE PROJECTS\2545-03-02 76TH - HAMPTON\DESIGN\CONTACTS.DGN

REVISED DATE: 10-21-2022 BY AA

2



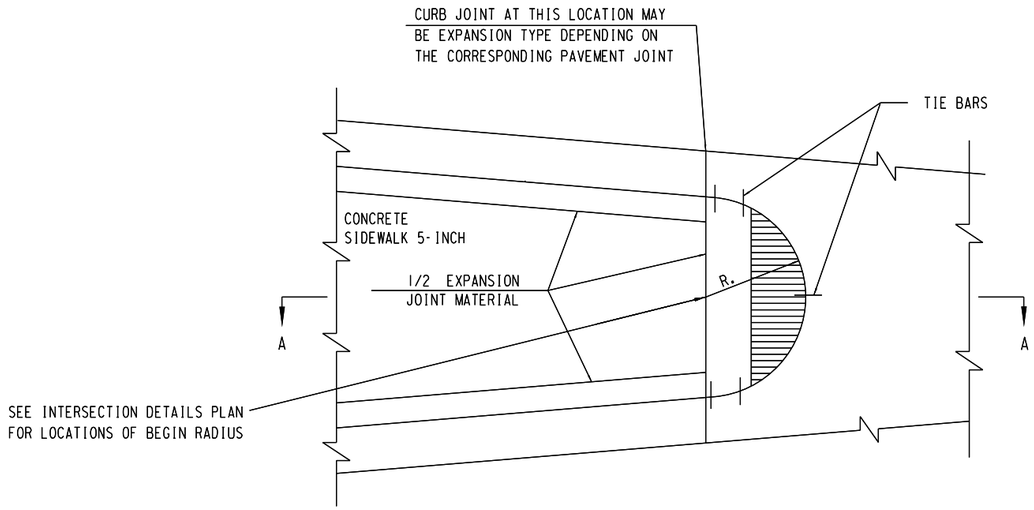
MONOTUBE MASTARM INTERSECTION ON N. 76TH ST.
W. HAMPTON AV.

STATE PROJECT NUMBER 2545-03-72	HWY: STH 181	COUNTY: MILWAUKEE	PROJECT OVERVIEW	SCALE FEET 0' 300'	SHEET NO: 4	E

FILENAME: W:\SPR\MONOTUBE PROJECTS\2545-03-02 76TH - HAMPTON\DESIGN\OVERVIEW.DGN

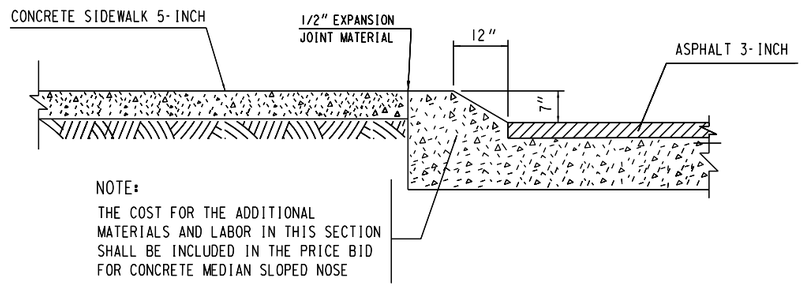
REVISED DATE: 05-21-2020 BY JC

2



(SN) CONCRETE MEDIAN SLOPED NOSE

(TYPICAL SECTION OF CONCRETE CURB & GUTTER
TO BE CONSTRUCTED AT END OF MEDIAN ISLAND)



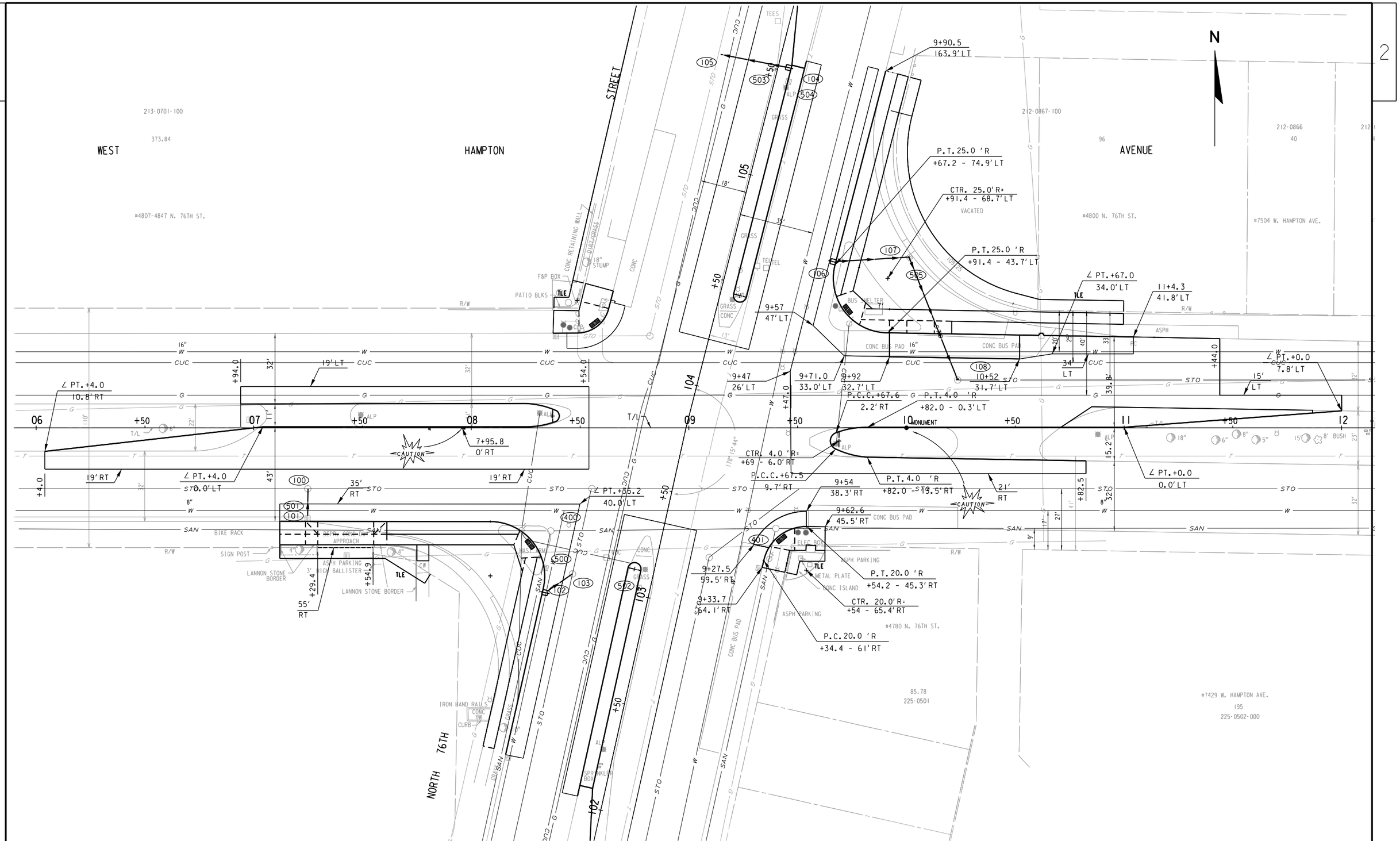
SECTION A-A

STATE PROJECT NUMBER 2545-03-72	HWY: STH 181	COUNTY: MILWAUKEE	CONSTRUCTION DETAILS	SCALE FEET	SHEET NO: 5	E

FILENAME: W:\SPR\MONOTUBE PROJECTS\2545-03-02 76TH - HAMPTON\DESIGN\CONDET.DGN

REVISED DATE: 01-10-2023 BY AA

2



STATE PROJECT NUMBER 2545-03-72	HWY: STH 181	COUNTY: MILWAUKEE	PLAN DETAIL	SCALE FEET 0' 40'	SHEET NO: 6	E

FILENAME: W:\SPR\MONOTUBE PROJECTS\2545-03-02 76TH - HAMPTON\DESIGN\PDET 06_12 40.DGN

REVISED DATE: 07-24-2020 BY RA

NORTH 76TH AVENUE

STREET

N

102+97.5
172.6'LT

+29.4

55'
RT

+59.4

P.T.25.0 'R
+18.5 - 77.9'LT

CTR. 25.0'R=
+94.0-73.0'LT.

P.C.25.0 'R
+94.0 - 48'LT

102+15.4
48.2'LT

40'
LT

19'
LT

CTR. 3.0 'R=
+11.5 - 9.0'LT

100+92.6
3.7'RT

102+4
12.0'LT

P.T.50.0 'R
+25.0 - 8.8'RT

100+89
9.7'RT

P.C.55.0 'R
+25.0 - 19'RT

15'
RT

∠ PT.+68.0
15.0'RT

∠ PT.+9.0
6.0'LT

P.T. 3.0 'R
+64.3 - 72.2'LT

CTR. 3.0'R=
+72 - 61.0'LT

P.C.C.+70.0
58.7'LT

∠ PT.+35.2
40.0'LT

P.C. 15.0 'R
+10.0 - 58.5'LT

CTR. 15.0'R=
+24.3 - 63.0'LT

P.T. 15.0 'R
+24.3 - 48'LT

P.T. 3.0 'R
+74.9 - 74.4'LT

104+6.9
69.9'LT

P.C.C.+74.7
59.8'LT

111+50.2
62'LT

104+32.7
48'LT

104+28.3
41'LT

∠ PT.+54.1
14.0'LT

∠ PT.+53.5
6.0'RT

∠ PT.+40.0
19.0'LT

106+66.5
11.7'LT

14'LT

19'RT

105+57
11.9'RT

CTR. 3.0 'R=
+45 - 9.0'RT

178°15'44"

101 102 103 104 105 106 107

08 09

HAMPTON AVENUE

WEST

10' ANNUMENT

#4780 N. 76TH ST.

#4800 N. 76TH ST.

VACATED

212-0867-100

85-118
225-0501

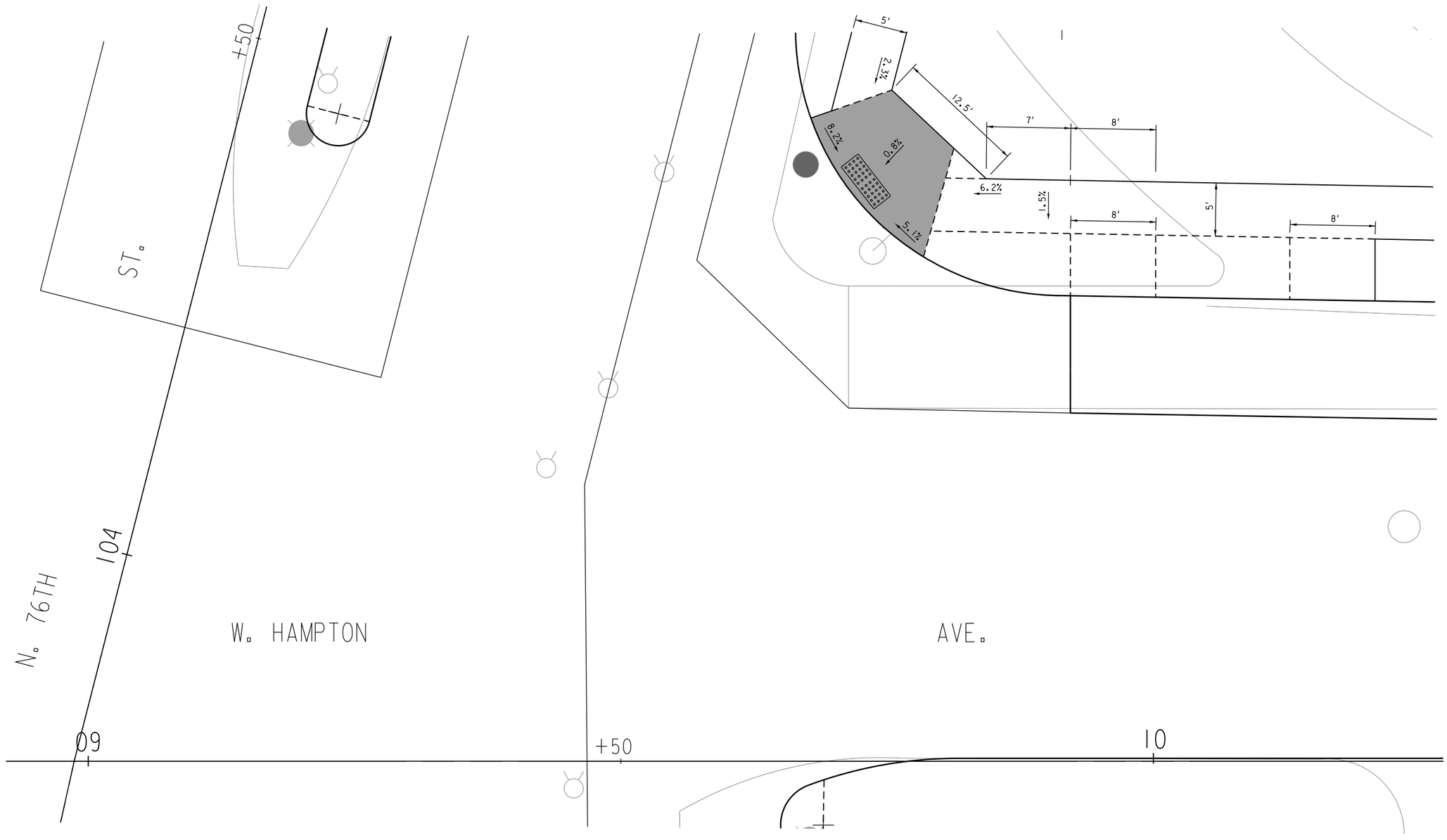
96

STATE PROJECT NUMBER 2545-03-72	HWY: STH 181	COUNTY: MILWAUKEE	PLAN DETAIL	SCALE FEET 0' 40'	SHEET NO: 7	E

FILENAME: W:\SPR\MONOTUBE PROJECTS\2545-03-02 76TH - HAMPTON\DESIGN\PDET 101_107 40.DGN

REVISED DATE: 07-30-2020 BY RA

2



LANDING AREA

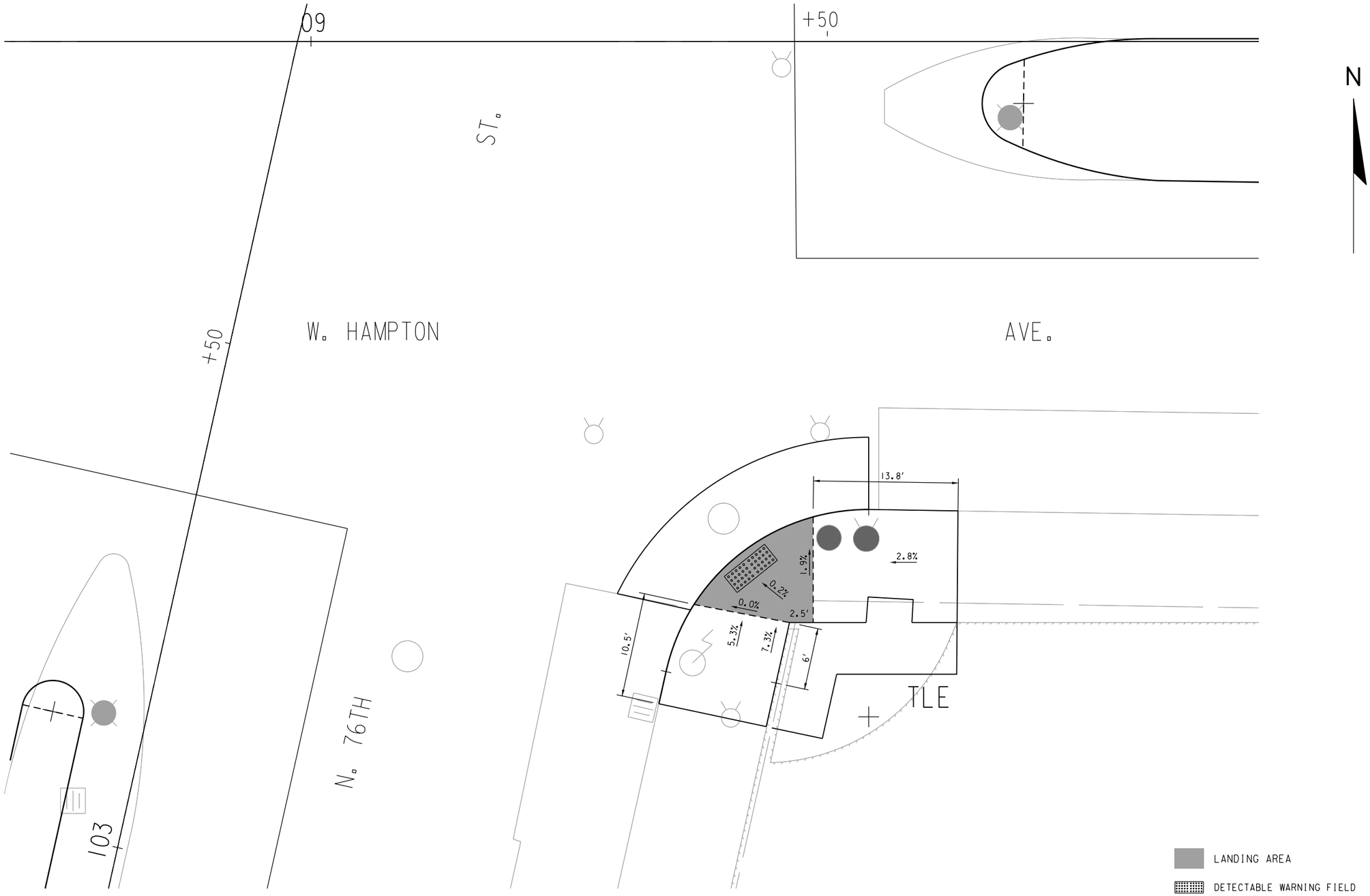
DETECTABLE WARNING FIELD

W. HAMPTON AVE. AND N. 76TH ST. NE CORNER - SLOPE

STATE PROJECT NUMBER 2545-03-72	HWY: STH 181	COUNTY: MILWAUKEE	INTERSECTION DETAILS	SCALE FEET 0' 10'	SHEET NO: 8	E

FILENAME: W:\SPR\MONOTUBE PROJECTS\2545-03-02 76TH - HAMPTON\RAMP DETAIL\RAMP 76TH - HAMPTON NE - SLOPE.DGN

REVISED DATE: 09-14-2021 BY JC

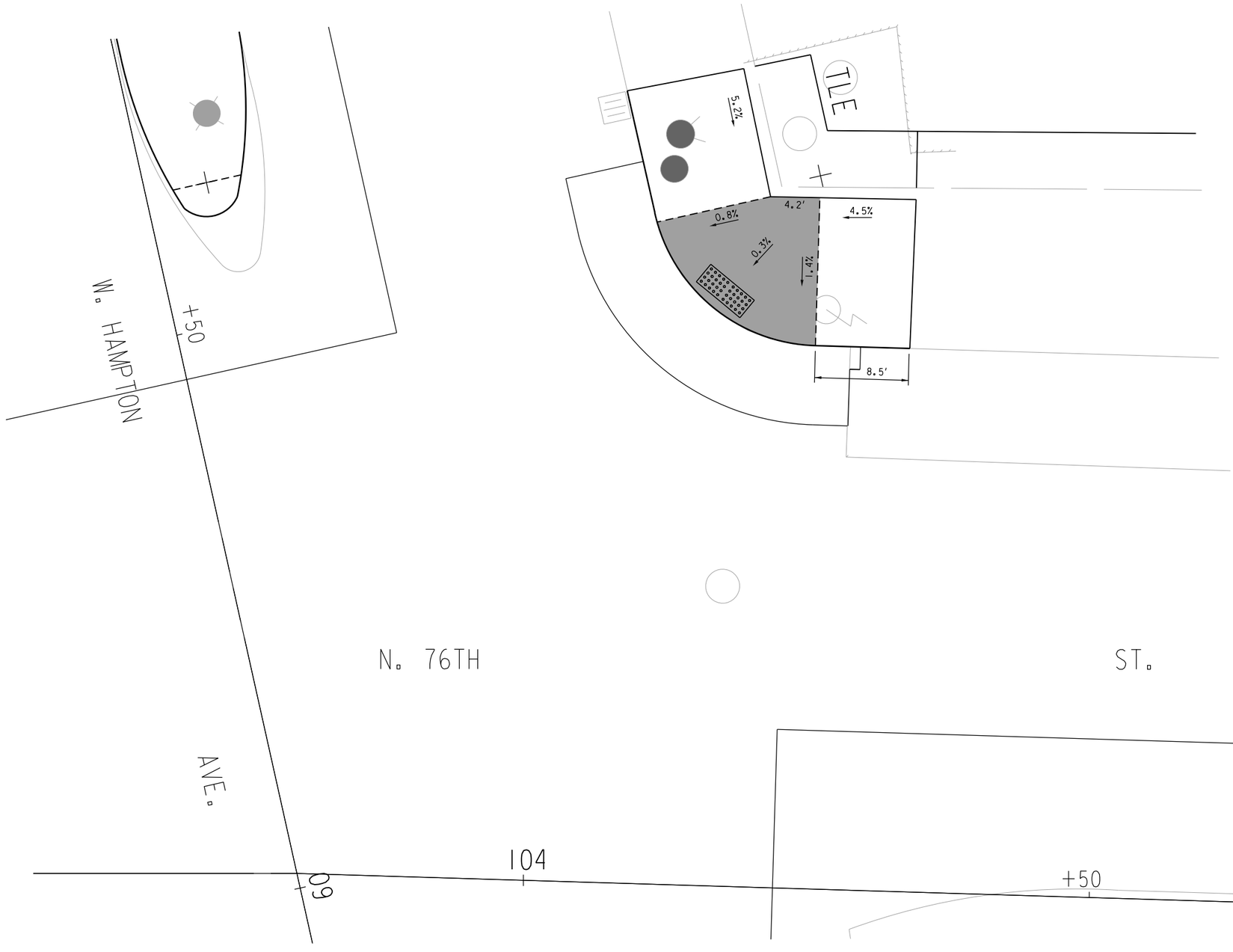


W. HAMPTON AVE. AND N. 76TH ST. SE CORNER - SLOPE

STATE PROJECT NUMBER 2545-03-72	HWY: STH 181	COUNTY: MILWAUKEE	INTERSECTION DETAILS	SCALE FEET 0' 10'	SHEET NO: 9	E

FILENAME: W:\SPR\MONOTUBE PROJECTS\2545-03-02 76TH - HAMPTON\RAMP DETAIL\RAMP 76TH - HAMPTON SE - SLOPE.DGN

REVISED DATE: 09-14-2021 BY JC



LANDING AREA

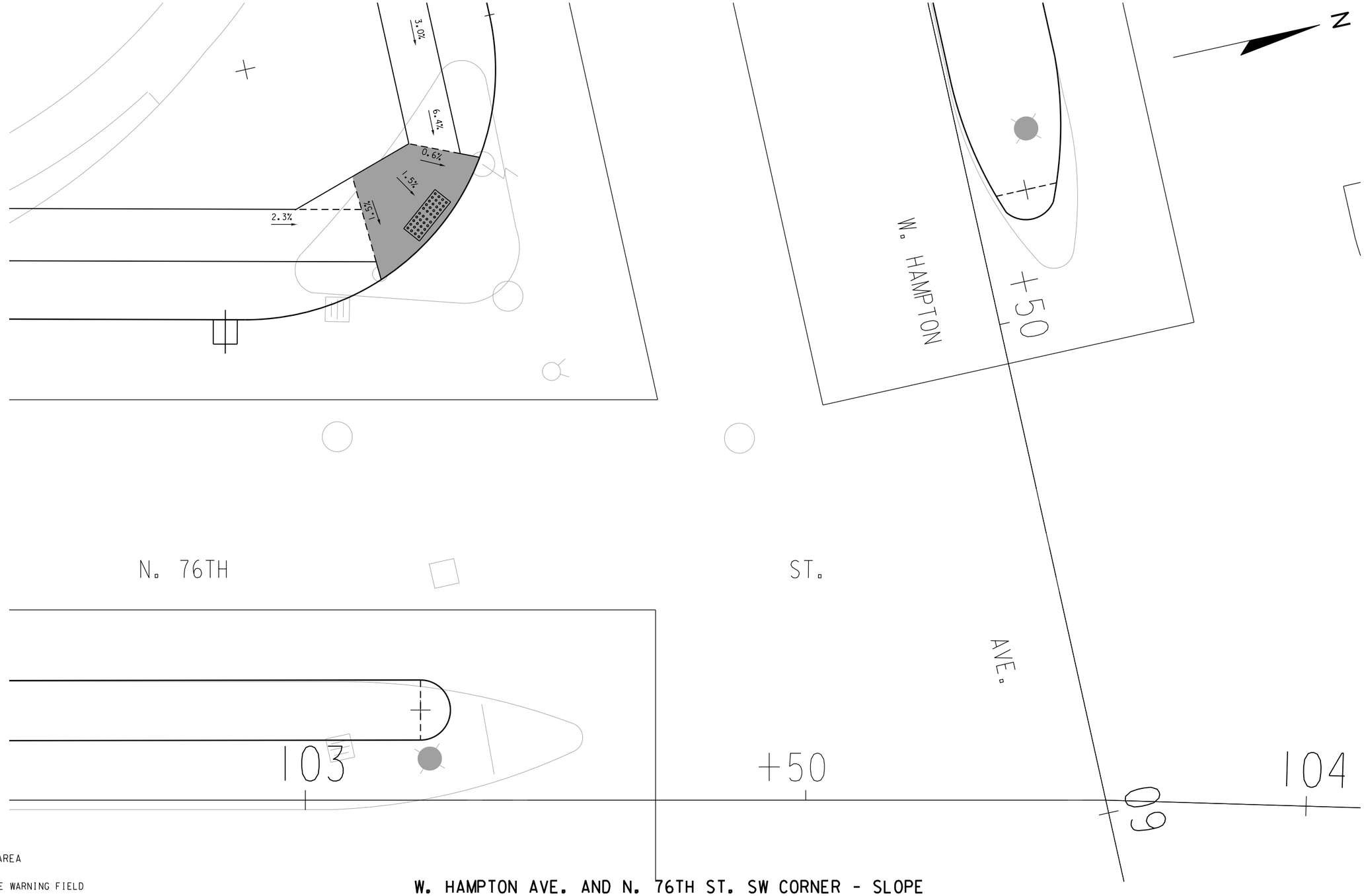
DETECTABLE WARNING FIELD

W. HAMPTON AVE. AND N. 76TH ST. NW CORNER - SLOPE

STATE PROJECT NUMBER 2545-03-72	HWY: STH 181	COUNTY: MILWAUKEE	INTERSECTION DETAILS	SCALE FEET 0' 10'	SHEET NO: 10	E

FILENAME: W:\SPR\MONOTUBE PROJECTS\2545-03-02 76TH - HAMPTON\RAMP DETAIL\RAMP 101_107 40 NW - SLOPE.DGN

REVISED DATE: 09-09-2021 BY JC



W. HAMPTON AVE. AND N. 76TH ST. SW CORNER - SLOPE

STATE PROJECT NUMBER 2545-03-72	HWY: STH 181	COUNTY: MILWAUKEE	INTERSECTION DETAILS	SCALE FEET 0' 10'	SHEET NO: 11	E

FILENAME: W:\SPR\MONOTUBE PROJECTS\2545-03-02 76TH - HAMPTON\RAMP DETAIL\RAMP 101_107 40 SW - SLOPE.DGN

REVISED DATE: 09-09-2021 BY JC

N

TLE

CURB RAMP TYPE T - ℄

ST.

+50

104

09

+50

T/L

+50

W. HAMPTON AVE.

76TH ST.

+50

N.

103

℄ CURB RAMP TYPE T

9+78.2, 73.6' LT
130.70

9+75.4, 63' LT
130.44

CTR. 25.0' R=
+91.4 - 68.7' LT

9+66.8, 64.4' LT
130.71C
130.38G

9+84.3, 54.7' LT
130.25

9+71.7, 53.4' LT
130.51C
130.26G

9+91.3, 54.5' LT
130.69

9+84.3, 44.7' LT

9+91.4, 43.7' LT-E/R
130.53C
130.03G

SEE INSET "A"

CTR. 25.0' R=
+91.4 - 68.7' LT

9+67.2, 74.9' LT-E/R

9+66.8, '0' F
64.4' LT

9+71.7, 53.4' LT

9+84.3, '0' F
44.7' LT

INSET "A"

9+54, FF-E/R
45.3' RT

9+48.6, '0' F
46' RT

9+37.2, '0' F
54.4' RT

9+34.4, FF-E/R
61' RT

CTR. 20.0' R=
+54 - 65.4' RT

INSET "B"

℄ CURB RAMP TYPE T

9+54, 45.3' RT-E/R
130.39C
129.96G
130.09F

9+41.4, 49.7' RT
130.42C
130.17G

9+62.6, 45.5' RT
130.12

9+62.6, 56.3' RT
130.88

9+34.4, 61' RT-E/R
130.70C
130.37G

9+48.6, 56.3' RT
130.28

TLE

CTR. 20.0' R=
+54 - 65.4' RT

9+46.3, 56.3' RT
130.28

9+33.7, 64.1' RT
130.80C
130.43G
130.50F

9+44.1, 66.4' RT
130.95

SEE INSET "B"

LANDING AREA

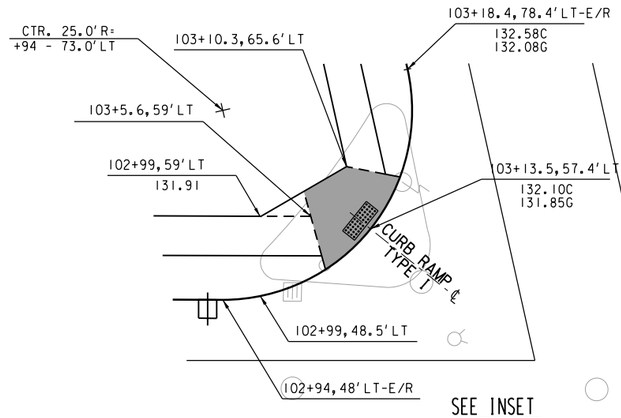
DETECTABLE WARNING FIELD

W. HAMPTON AVE. AND N. 76TH ST.

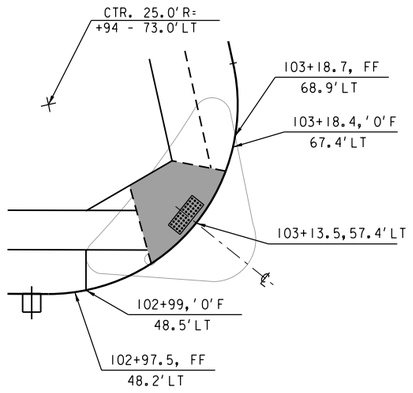
STATE PROJECT NUMBER 2545-03-72	HWY: STH 181	COUNTY: MILWAUKEE	RAMP DETAIL	SCALE FEET 0' 20'	SHEET NO: PF[illegible] 12	E

FILENAME: W:\SPR\MONOTUBE PROJECTS\2545-03-02 76TH - HAMPTON\RAMP DETAIL\RAMP 76TH - HAMPTON.DGN

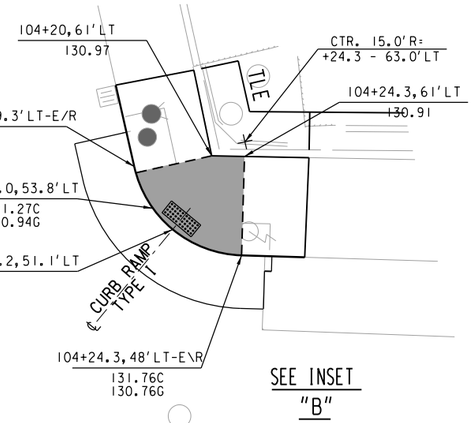
REVISED DATE: 08-24-2021 BY JC



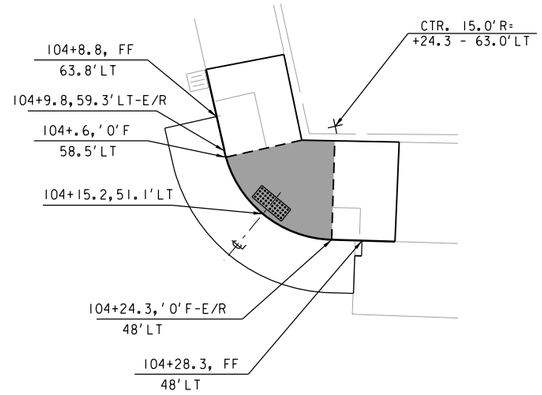
SEE INSET "A"



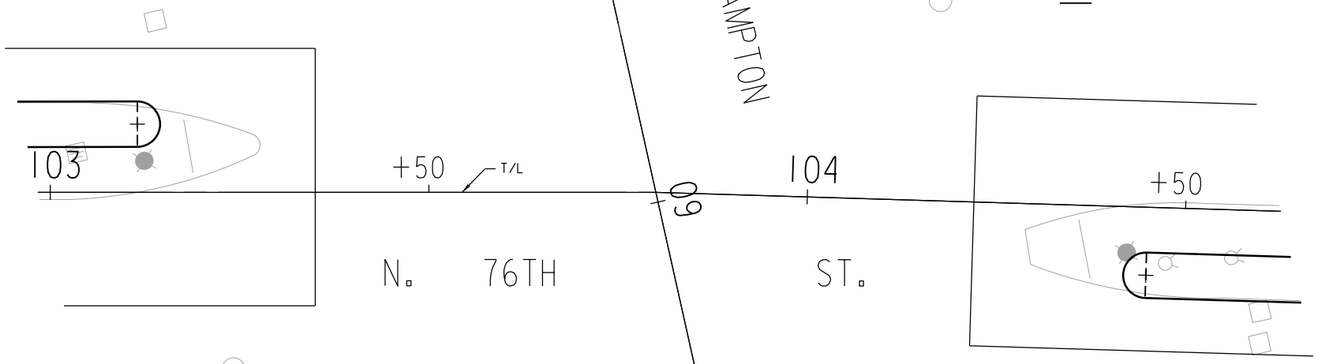
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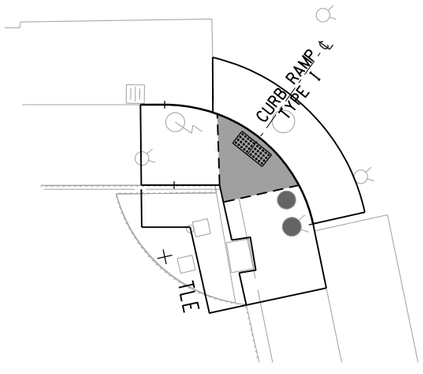


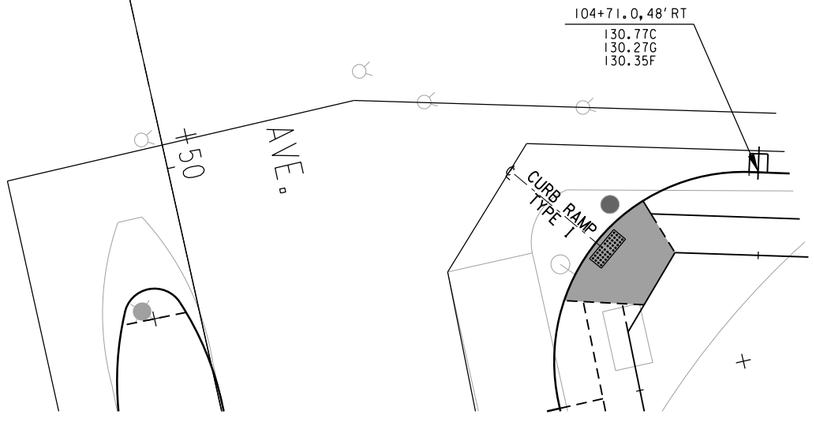
SEE INSET "B"



INSET "B"







LANDING AREA

DETECTABLE WARNING FIELD

N. 76TH ST. AND W. HAMPTON AVE.

STATE PROJECT NUMBER 2545-03-72	HWY: STH 181	COUNTY: MILWAUKEE	RAMP DETAIL	SCALE FEET 0' 20'	SHEET NO: PF 13	E

FILENAME: W:\SPR\MONOTUBE PROJECTS\2545-03-02 76TH - HAMPTON\RAMP DETAIL\RAMP 101_107 40.DGN

REVISED DATE: 08-24-2021 BY JC

2

WEST HAMPTON STREET

AVENUE

N

213-0701-100

373.84

#4807-4847 N. 76TH ST.

212-0867-100

96

212-0866

40

212

#4800 N. 76TH ST.

#7504 W. HAMPTON AVE.

VACATED

CTR. 25.0' R=
+91.4 - 68.7' LT
25.0

109.25

6+94
19' LT

6+94
11' LT

6+4
10.8' RT

8+54
19' LT

6+4
19' RT

8+54
19' RT

9+82.3
166' LT

9+90.5
164' LT

9+96
162.6' LT

10+0.8
161.3' LT

9+57
47' LT

9+47
26' LT

9+47
7' LT

9+71
33' LT

10+59.7
33' LT

10+64
39' LT

10+99.8
52.6' LT

10+99.5
47.6' LT

11+4
41.8' LT

11+4
34' LT

10+67
34' LT

11+44
15' LT

12+0
15' LT

12+0
7.8' LT

9+47
21' RT

9+54
38.3' RT

9+54
45.3' RT

9+46.3
56.3' RT

9+62.6
45.5' RT

9+62.6
56.2' RT

9+29.7
53.5' RT

9+33.7
64.1' RT

CTR. 20.0' R=
+54 - 65.4' RT

9+44.1
66.4' RT

10+82.5
15.2' RT

10+82.5
21' RT

06 +50 07 +50 08 +50 09 +50 10 +50 11 +50 12

T/L

104 105 103 102

178° 15' 44"

ASPH

CONC BUS PAD

ASPH PARKING

METAL PLATE

CONC ISLAND

BIKE RACK

SIGN POST

LANNON STONE BORDER

HIGH BALLISTER

7+29.4
55' RT

7+54.9
55' RT

F&P BOX

PATIO BLKS

CONC RETAINING WALL

STEP GRASS

18" STUMP

CONC

GRASS

ALP

IRON HAND RAILS

CONC VW

CURB

NORTH 76TH

SPRINKLER BOX

85.78
225-0501

#4780 N. 76TH ST.

#7429 W. HAMPTON AVE.

195
225-0502-000

LEGEND

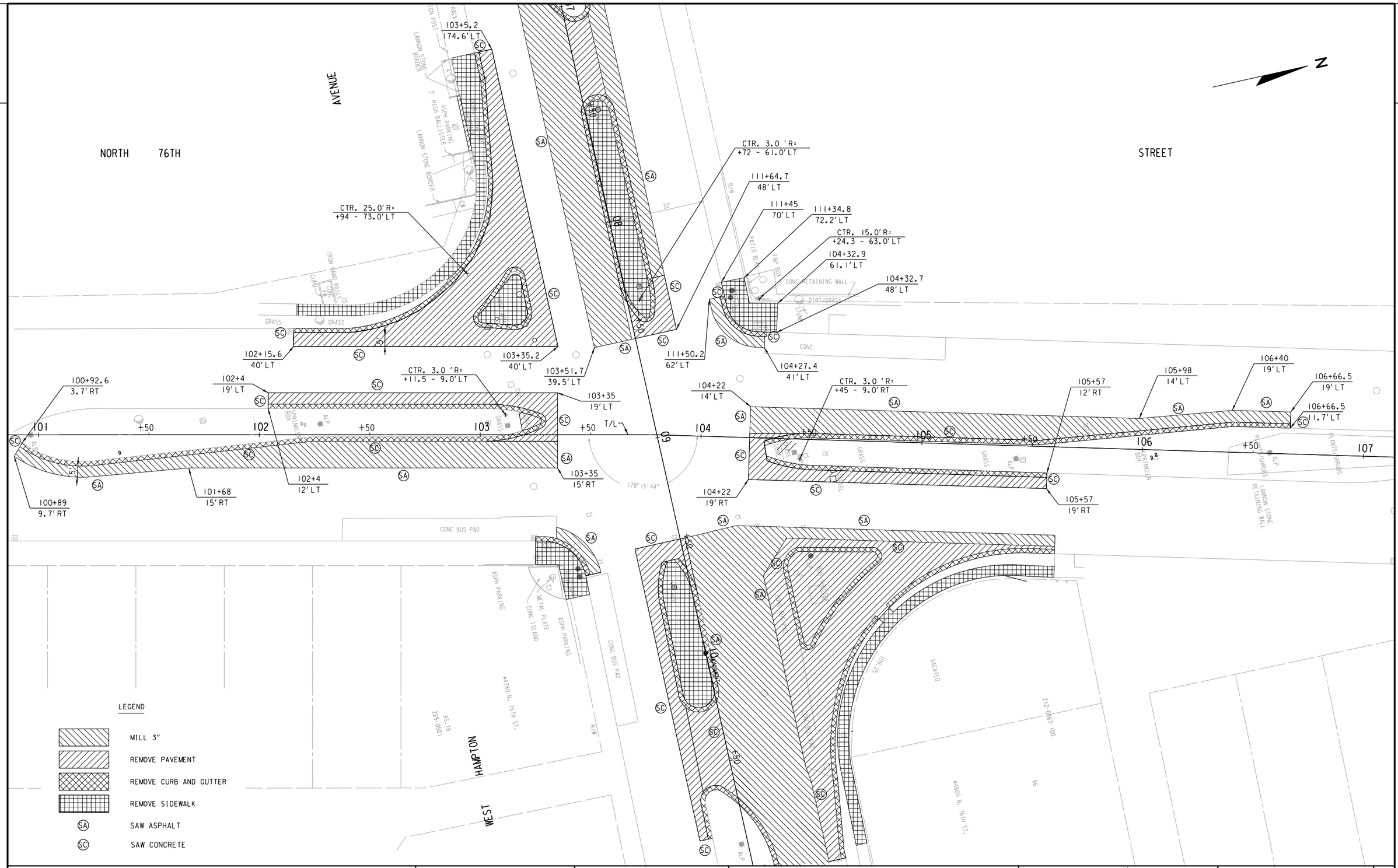
- MILL 3"
- REMOVE PAVEMENT
- REMOVE CURB AND GUTTER
- REMOVE SIDEWALK
- (SA) SAW ASPHALT
- (SC) SAW CONCRETE

STATE PROJECT NUMBER 2545-03-72	HWY: STH 181	COUNTY: MILWAUKEE	REMOVAL PLAN	SCALE FEET 0' 40'	SHEET NO: 14	E

FILENAME: W:\SPR\MONOTUBE PROJECTS\2545-03-02 76TH - HAMPTON\DESIGN\REMOVAL 06_12 40.DGN

REVISED DATE: 05-22-2022 BY AA

2



STATE PROJECT NUMBER 2545-03-72	HWY: STH 181	COUNTY: MILWAUKEE	REMOVAL PLAN	SCALE FEET 0' 40'	SHEET NO: 15	E

FILENAME: W:\SPR\MONOTUBE PROJECTS\2545-03-02 76TH - HAMPTON\DESIGN\REMOVAL 101_107 40.DGN

REVISED DATE: 05-22-2022 BY AA

2

N

WEST HAMPTON AVENUE

STREET

213-0701-100

373.84

#4807-4847 N. 76TH ST.

212-0867-100

96

VACATED

#4800 N. 76TH ST.

212-0866

40

212

#7504 W. HAMPTON AVE.

105

104

103

102

+50

06 07 08 09 10 11 12

MONUMENT

CAUTION

32'

43'

39.8'

15.2'

110'

118° 15' 44"

F&P BOX

PATIO BLKS

CONC RETAINING WALL

STEP/GRASS

18" STUMP

CONC

TLE

R/W

GRASS

CONC

TEL/TEL

BUS SHELTER

CONC BUS PAD

ASPH

BIKE RACK

SIGN POST

REPL CONC PVM APPROACH

ASPH PARKING

3' HIGH BALLISTER

LANNON STONE BORDER

MAST ARM

IRON HAND RAILS

CURB

ALP

ELEC BOX

METAL PLATE

CONC ISLAND

ASPH PARKING

#4780 N. 76TH ST.

85.78

225-0501

#7429 W. HAMPTON AVE.

195

225-0502-000

NORTH 76TH

LEGEND

- A — INLET PROTECTION TYPE A
- C — INLET PROTECTION TYPE C
- SURFACE WATER FLOW

STATE PROJECT NUMBER 2545-03-72	HWY: STH 181	COUNTY: MILWAUKEE	EROSION CONTROL PLAN	SCALE FEET 0' 40'	SHEET NO: 16	E

FILENAME: W:\SPR\MONOTUBE PROJECTS\2545-03-02 76TH - HAMPTON\DESIGN\06_12 40 EROSION CONTROL.DGN

REVISED DATE: 09-01-2022 BY AA

2

N

N. 76TH ST.

N. HAMPTON AVE.

213-0701-100

373.84

#4807-4847 N. 76TH ST.

212-0867-100

96

VACATED

#4800 N. 76TH ST.

212-0866

40

#7504 W. HAMPTON AVE.

212-0865

40

#7418

TEES

GRASS

CONC RETAINING WALL

DIRT/GRASS

18" STUMP

F&P BOX

PATIO BLKS

TLE

BUS SHELTER

CONC BUS PAD

ASPH

R/W

105

503

504

104

106

107

505

108

100

501

101

400

500

103

502

102

401

BIKE RACK

SIGN POST

ASPH PARKING

3' HIGH BALLISTER

LANNON STONE BORDER

MAST ARM

ELEC BOX

METAL PLATE

CONC ISLAND

#4780 N. 76TH ST.

85.78

225-0501

#7429 W. HAMPTON AVE.

195

225-0502-000

IRON HAND RAILS

CONC CURB

SPRINKLER BOX

MONUMENT

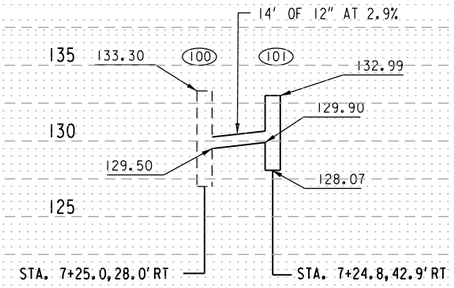
06 07 08 09 10 11 12

+50

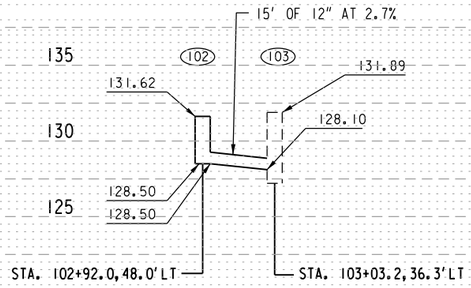
STATE PROJECT NUMBER 2545-03-72	HWY: STH 181	COUNTY: MILWAUKEE	STORM SEWER	SCALE FEET 0' 40'	SHEET NO: 17	E

FILENAME: W:\SPR\MONOTUBE PROJECTS\2545-03-02 76TH - HAMPTON\DESIGN\UTIL.DGN

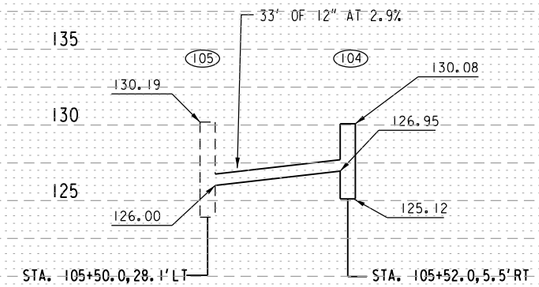
REVISED DATE: 12-18-2020 BY JC



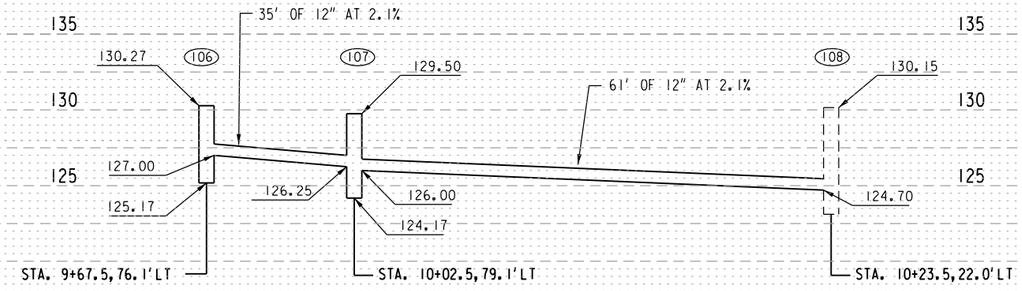
(LOOKING EAST)



(LOOKING NORTHERLY)



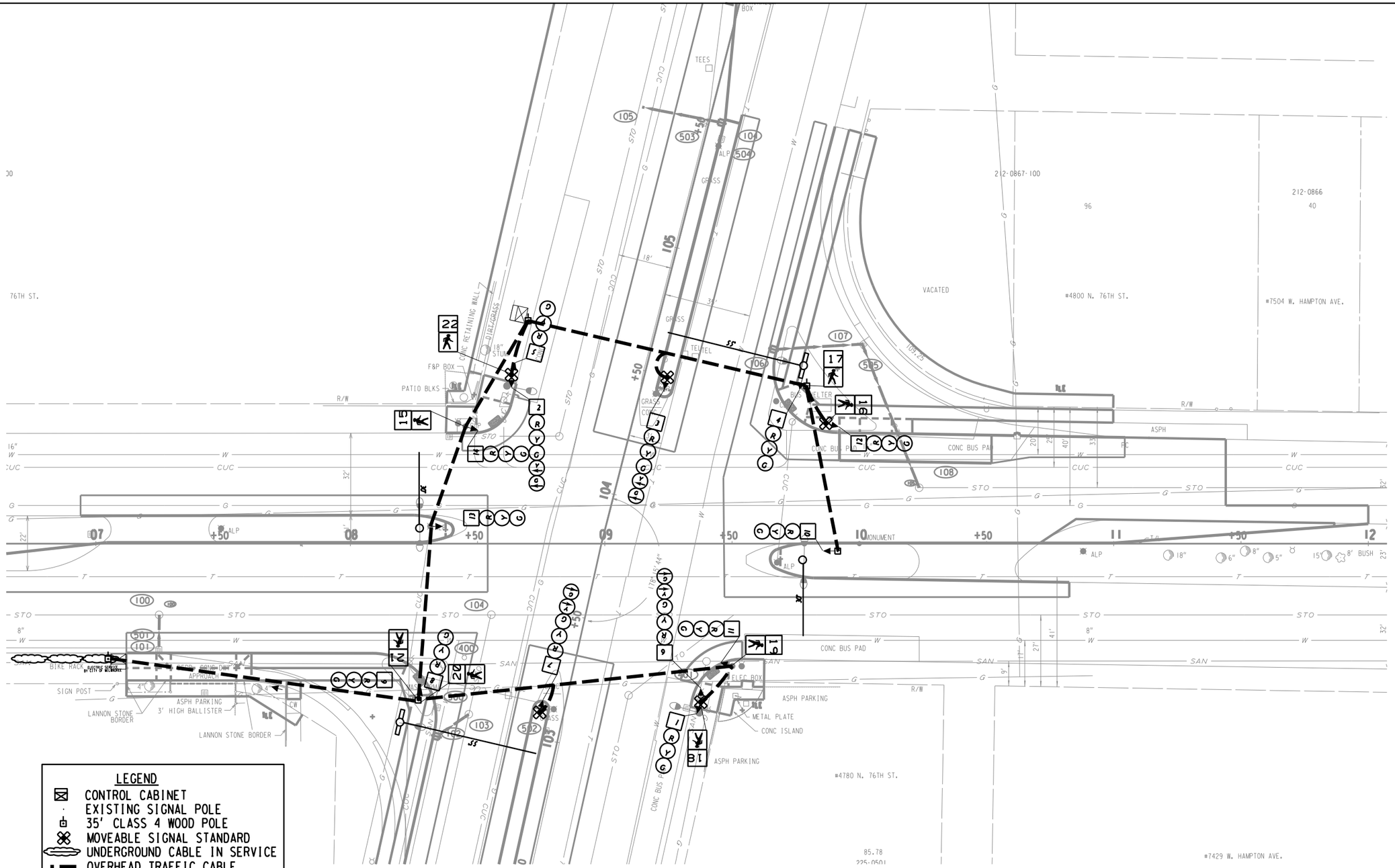
(LOOKING NORTHERLY)



(LOOKING NORTHERLY)

STATE PROJECT NUMBER 2545-03-72	HWY: STH 181	COUNTY: MILWAUKEE	STORM SEWER PROFILES	SCALE FEET	SHEET NO: 18	E

2



LEGEND

- CONTROL CABINET
- EXISTING SIGNAL POLE
- 35' CLASS 4 WOOD POLE
- MOVEABLE SIGNAL STANDARD
- UNDERGROUND CABLE IN SERVICE
- OVERHEAD TRAFFIC CABLE

NOTE:

PROPOSED MONOTUBE

TRAFFIC CONTROL SIGNAL
W. HAMPTON AVE. & N. 76TH ST.
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

REGION CONTACT: SCOTT REINBACHER
DESIGNED BY: KAP
REVISED BY:

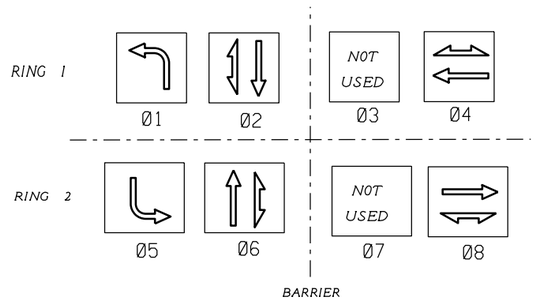
PAGE OF

STATE PROJECT NUMBER 2545-03-72	HWY: STH 181	COUNTY: MILWAUKEE	TEMPORARY TRAFFIC SIGNAL PLAN	SCALE FEET 0 40	SHEET 19	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

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

SEQUENCE OF OPERATION





GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.

TYPE OF INTERCONNECT COMMUNICATION	
NONE	X
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	
FIBER OPTIC	
RADIO	
*LOCATION OF MASTER CONTROLLER NO: S.	
SIGNAL SYSTEM *: SS. .	

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

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY Y / Ø	PHASE RECALL	PHASE ACTIVE
1				
2		6	PED	X
3				
4		8	COORD	X
5				
6		2	PED	X
7				
8		4	COORD	X

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

TRAFFIC CONTROL SIGNAL
W. HAMPTON AVE. & N. 76TH ST.

CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

REGION CONTACT: SCOTT REINBACHER
DESIGNED BY: KAP
REVISED BY:

PAGE OF

STATE PROJECT NUMBER 2545-03-72	HWY: STH 181	COUNTY: MILWAUKEE	TEMPORARY SEQUENCE OF OPERATIONS	SHEET 20	E

2

NOTE:

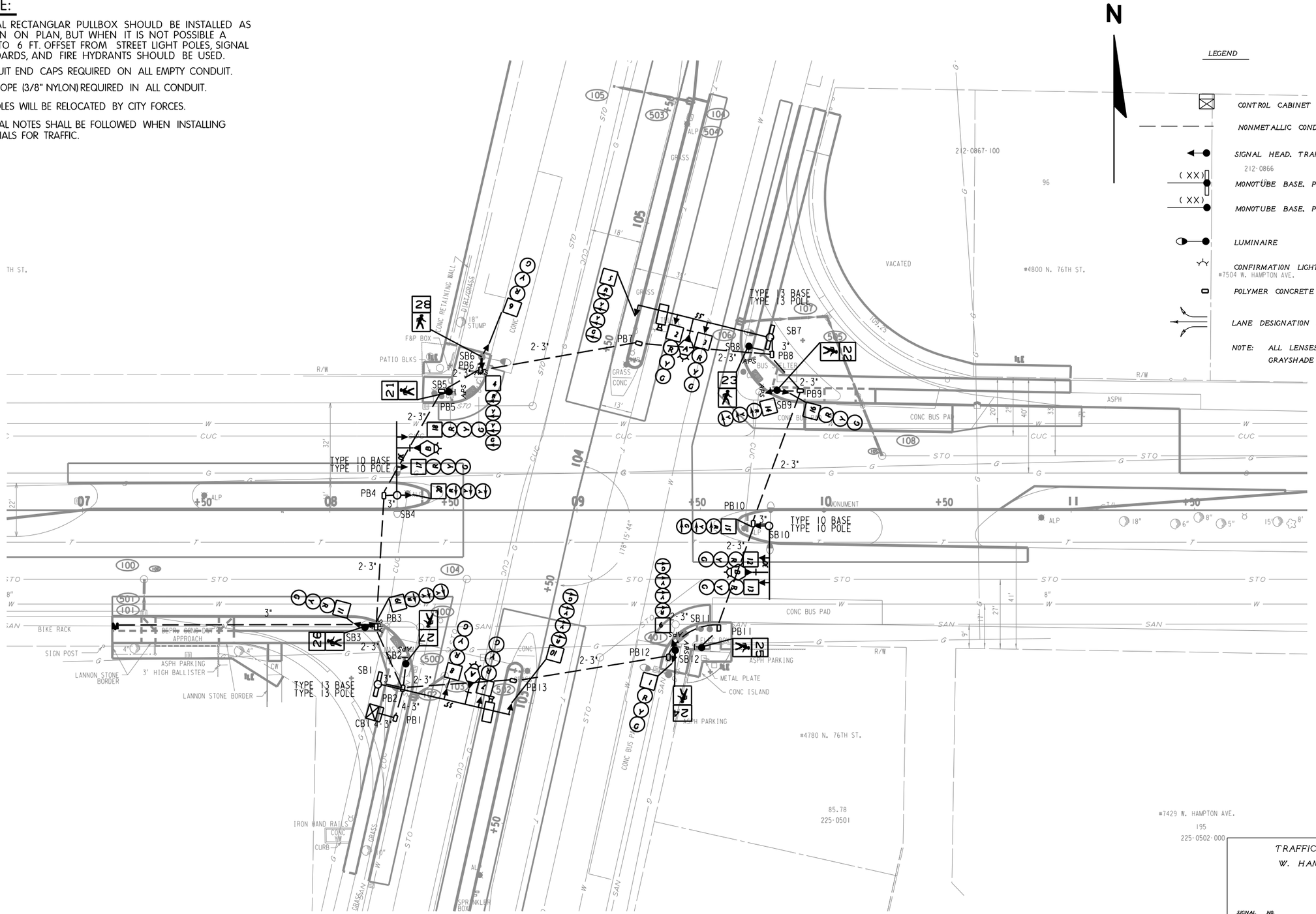
TYPICAL RECTANGLAR PULLBOX SHOULD BE INSTALLED AS SHOWN ON PLAN, BUT WHEN IT IS NOT POSSIBLE A 5 FT. TO 6 FT. OFFSET FROM STREET LIGHT POLES, SIGNAL STANDARDS, AND FIRE HYDRANTS SHOULD BE USED.

CONDUIT END CAPS REQUIRED ON ALL EMPTY CONDUIT.

PULL ROPE (3/8" NYLON) REQUIRED IN ALL CONDUIT.

ALL POLES WILL BE RELOCATED BY CITY FORCES.

GENERAL NOTES SHALL BE FOLLOWED WHEN INSTALLING MATERIALS FOR TRAFFIC.



TRAFFIC CONTROL SIGNAL
W. HAMPTON AVE. & N. 76TH ST.
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

REGION CONTACT: SCOTT REINBACHER
DESIGNED BY: KAP
REVISED BY:

PAGE OF

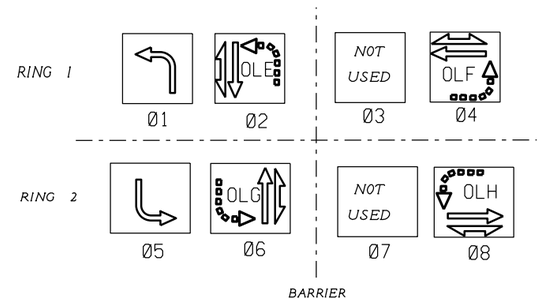
STATE PROJECT NUMBER 2545-03-72	HWY: STH 181	COUNTY: MILWAUKEE	TRAFFIC SIGNAL PLAN	SCALE FEET 0 40	SHEET 21	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

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

SEQUENCE OF OPERATION



GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.

TYPE OF INTERCONNECT COMMUNICATION	
NONE	X
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	
FIBER OPTIC	
RADIO	
*LOCATION OF MASTER CONTROLLER NO: S.	
SIGNAL SYSTEM *: SS.	

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

CONTROLLER LOGIC

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

OVERLAPS

O.L. "E" - NB FYA
O.L. "F" - EB FYA
O.L. "G" - SB FYA
O.L. "H" - WB FYA

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR		11		51				
CALLED PHASE		1		5				
CALL OPTION		X		X				
DELAY TIME								
EXTENTION OPTION		X		X				
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR								
CALLED PHASE								
CALL OPTION								
DELAY TIME								
EXTENTION OPTION								
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

N

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	CHANNEL A	CHANNEL B
MOVEMENT	↓↑	⇐⇒
PHASE	2-6	4-8

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC SIGNAL CABINET	
IN SEPARATE LIGHTING CABINET	x

TRAFFIC CONTROL SIGNAL
W. HAMPTON AVE. & N. 76TH ST.
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CONTROLLER TYPE: ECONOLITE COBALT

DATE PAGE NO. OF

STATE PROJECT NUMBER 2545-03-72	HWY: STH 181	COUNTY: MILWAUKEE	SEQUENCE OF OPERATIONS	SHEET 22	E

PROJECT ID:	2545-03-72
INTERSECTION:	W. HAMPTON AVE. & N. 76TH ST.

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

DATE: 2/11/2022

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

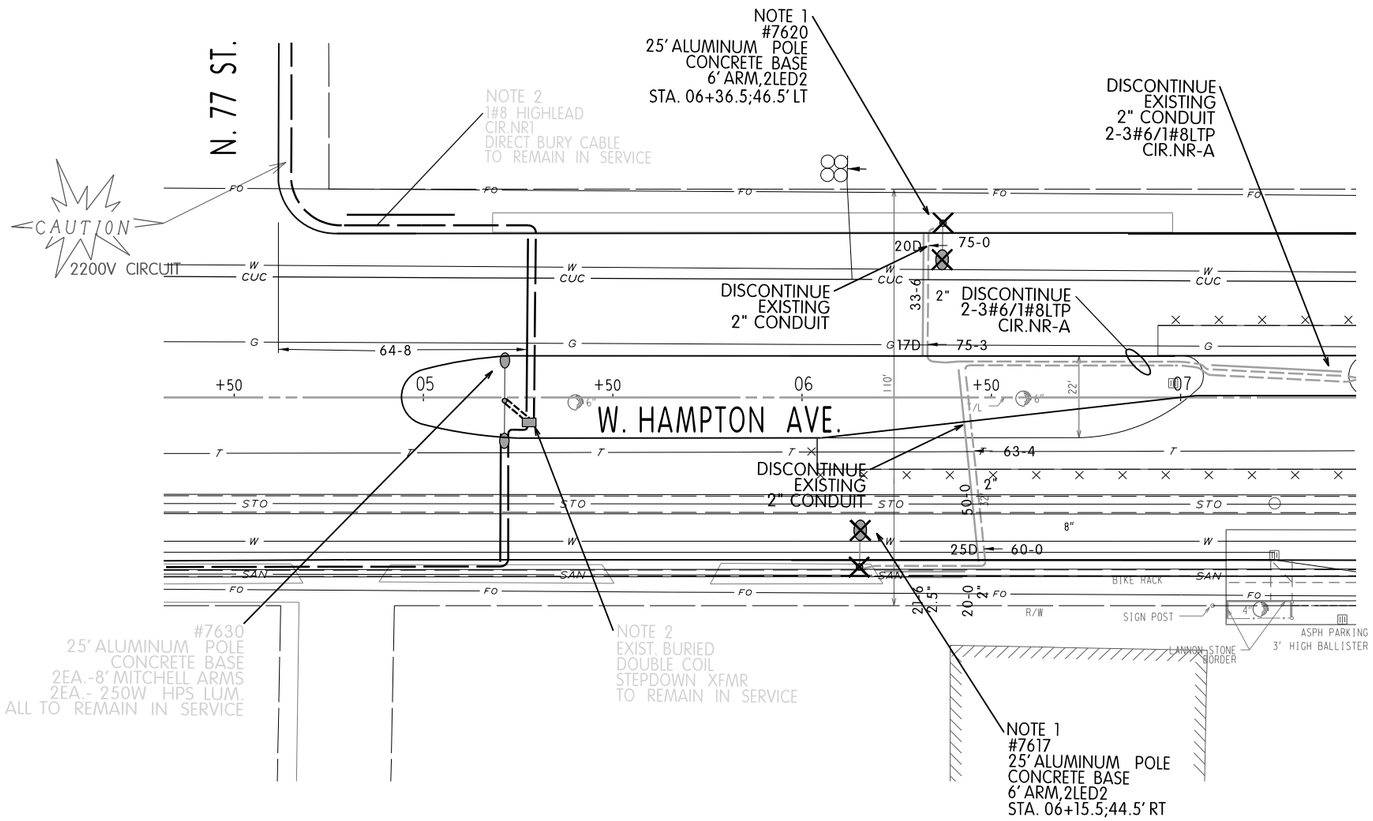
EQUIPMENT GROUNDING CONDUCTOR 10 AWG GRN XLP	
FROM	TO
CB1	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	SB11
SB11	SB12
SB12	CB1

EMERGENCY VEHICLE PREEMPTION AND UF 2-12 CONFIRMATION	
FROM	TO
CB1	SB1
SB1	HEAD 'A'
CB1	SB4
SB4	HEAD 'B'
CB1	SB7
SB7	HEAD 'A'
CB1	SB10
SB10	HEAD 'B'

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 12" 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. "OTHER" COLUMN MAY INCLUDE SHADOW BOX (BLANK OUT) SIGN.

NOTES:

1. REMOVE EXISTING WIRE AND CONDUIT INCIDENTAL TO LIGHTING UNIT REMOVAL.
2. EXISTING CONDUIT AND/OR CABLE TO REMAIN. SEE TEMPORARY LIGHTING PLANS FOR CABLE INTERCEPT LOCATIONS WHERE NOTED.



LEGEND

- EXISTING LIGHT POLE
- REMOVE COMPLETE EXISTING LIGHT POLE
- 40' WOOD POLE
  COBRA HEAD LUMINAIRE
  6' WOOD POLE MOUNT ARM
- 40' WOOD POLE
- OVERHEAD CABLE SPAN
- Ⓡ Ⓑ - RED/BLACK WIRE TERMINATION

SUMMARY OF SELECTED ITEMS FOR INFORMATION ONLY	
QUANTITY	DESCRIPTION
2 EA	REMOVE LIGHT UNIT COMPLETE
2 EA	REMOVE CONCRETE BASE

SUBSTATION NR-SATELLITE IS LOCATED AT 4530 N76TH ST. IN ISLAND MEDIAN (LAT43.00045 LONG-88.007033) AND IS SUBFED FROM 4800V PRIMARY SUBSTATION NR
SUBSTATION NR IS LOCATED AT 8000 W. CONGRESS ST. IN ALLEY (FENCED COMPOUND LAT43.097724, LONG-88.011396)
CONTACT CITY OF MILWAUKEE BES FOR LOCKOUT/TAGOUT OF SUBSTATION CIRCUITS. FIELD CONDITIONS MAY VARY.
CONTRACTOR IS TO PROVIDE CONTACT INFORMATION AND 24/7 AVAILABILITY IN EVENT OF DAMAGE OR KNOCK DOWN WITHIN PAVING LIMITS. TARGET RESPONSE TIME IS 2 HOURS.

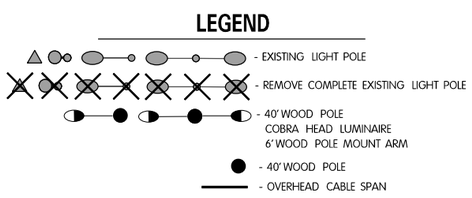
SCALE, FEET 0 40

SHEET 1 OF 5

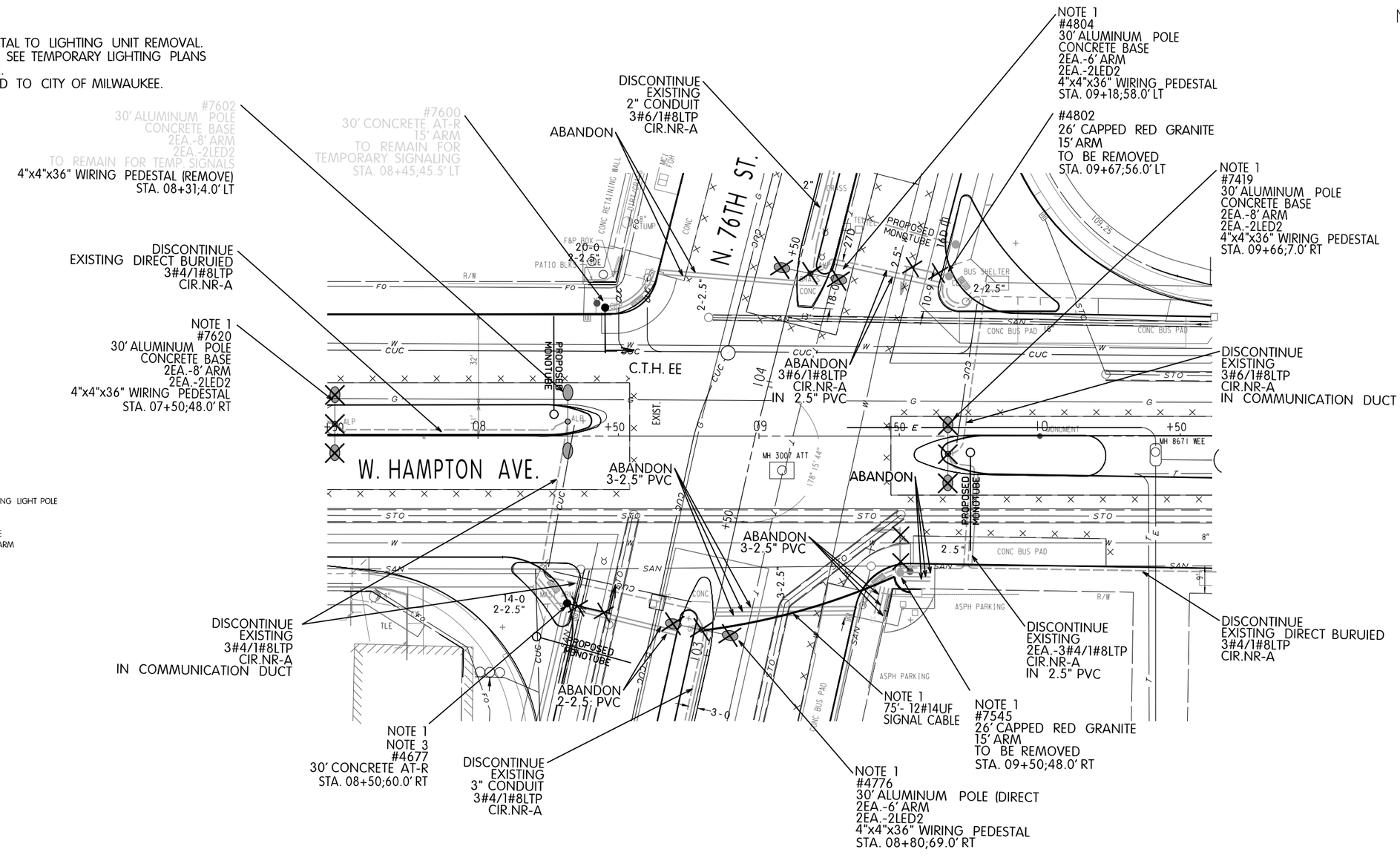
PROJECT NO: 2545–03–72	HWY: STH 181	COUNTY: MILWAUKEE	STREET LIGHTING REMOVAL PLAN	SCALE FEET 0 40	SHEET 24	E

NOTES:

1. REMOVE EXISTING WIRE AND CONDUIT INCIDENTAL TO LIGHTING UNIT REMOVAL.
2. EXISTING CONDUIT AND/OR CABLE TO REMAIN. SEE TEMPORARY LIGHTING PLANS FOR CABLE INTERCEPT LOCATIONS IF APPLICABLE.
3. SIGNAL RATED AT-R POLES ARE TO BE RETURNED TO CITY OF MILWAUKEE.



SUMMARY OF SELECTED ITEMS FOR INFORMATION ONLY	
QUANTITY	DESCRIPTION
7 EA	REMOVE LIGHT UNIT COMPLETE
3 EA	REMOVE CONCRETE BASE
75 FT	REMOVE EXIST. AERIAL CABLE



SUBSTATION NR-SATELLITE IS LOCATED AT 4530 N76TH ST. IN ISLAND MEDIAN (LAT43.00045 LONG-88.007033) AND IS SUBFED FROM 4800V PRIMARY SUBSTATION NR
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CONTACT CITY OF MILWAUKEE BES FOR LOCKOUT/TAGOUT OF SUBSTATION CIRCUITS. FIELD CONDITIONS MAY VARY.
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SCALE, FEET 0 40

SHEET 2 OF 5

PROJECT NO: 2545–03–72	HWY: STH 181	COUNTY: MILWAUKEE	STREET LIGHTING REMOVAL PLAN	SCALE FEET 0 40	SHEET 25	E

2

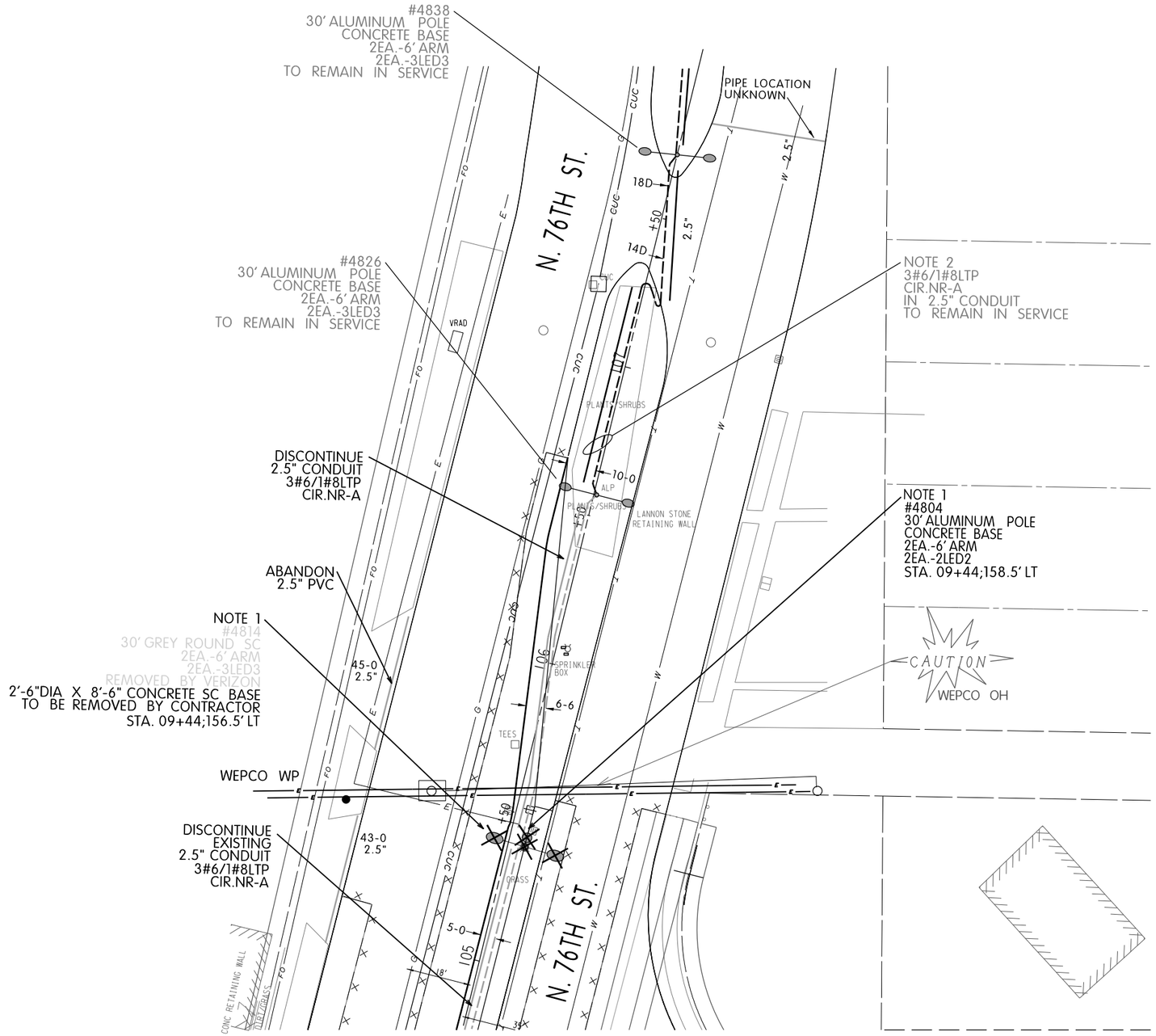
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1. REMOVE EXISTING WIRE AND CONDUIT INCIDENTAL TO LIGHTING UNIT REMOVAL.
2. EXISTING CONDUIT AND/OR CABLE TO REMAIN. SEE TEMPORARY LIGHTING PLANS FOR CABLE INTERCEPT LOCATIONS IF APPLICABLE.
3. SIGNAL RATED AT-R POLES ARE TO BE RETURNED TO CITY OF MILWAUKEE.

LEGEND

- EXISTING LIGHT POLE
- REMOVE COMPLETE EXISTING LIGHT POLE
- 40' WOOD POLE
  COBRA HEAD LUMINAIRE
  6' WOOD POLE MOUNT ARM
- 40' WOOD POLE
- OVERHEAD CABLE SPAN

SUMMARY OF SELECTED ITEMS FOR INFORMATION ONLY	
QUANTITY	DESCRIPTION
1 EA	REMOVE LIGHT UNIT COMPLETE
2 EA	REMOVE CONCRETE BASE
0 FT	REMOVE EXIST. AERIAL CABLE



SUBSTATION NR-SATELLITE IS LOCATED AT 4530 N76TH ST. IN ISLAND MEDIAN (LAT43.00045 LONG-88.007033) AND IS SUBFED FROM 4800V PRIMARY SUBSTATION NR
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SHEET 3 OF 5

PROJECT NO: 2545–03–72	HWY: STH 181	COUNTY: MILWAUKEE	STREET LIGHTING REMOVAL PLAN	SCALE FEET 0 40	SHEET 26	E

NOTES:

1. REMOVE EXISTING WIRE AND CONDUIT INCIDENTAL TO LIGHTING UNIT REMOVAL.
2. EXISTING CONDUIT AND/OR CABLE TO REMAIN. SEE TEMPORARY LIGHTING PLANS FOR CABLE INTERCEPT LOCATIONS IF APPLICABLE.
3. SIGNAL RATED AT-R POLES ARE TO BE RETURNED TO CITY OF MILWAUKEE.

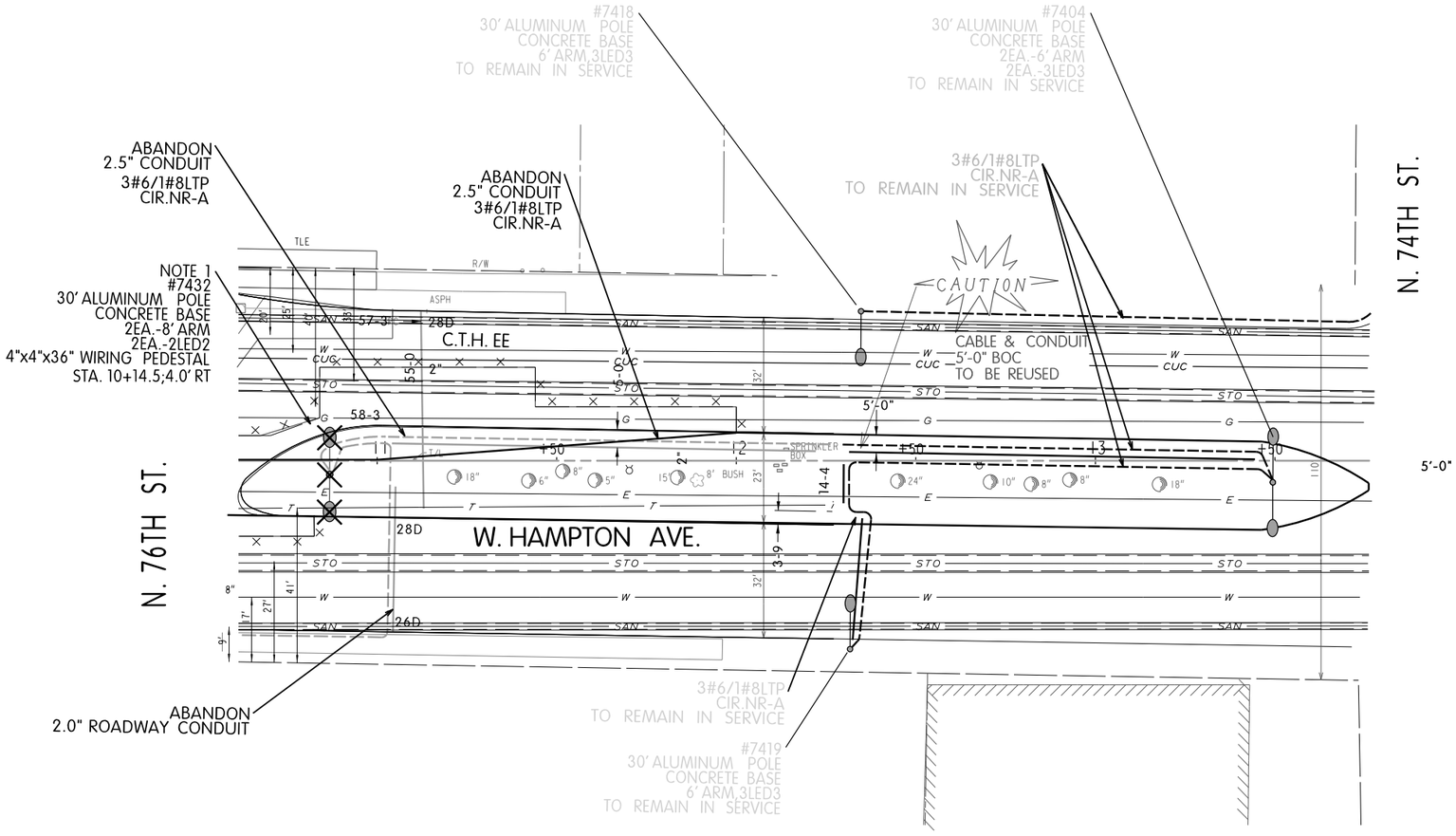
2

N

LEGEND

- EXISTING LIGHT POLE
- REMOVE COMPLETE EXISTING LIGHT POLE
- 40' WOOD POLE COBRA HEAD LUMINAIRE 6' WOOD POLE MOUNT ARM
- 40' WOOD POLE
- OVERHEAD CABLE SPAN

SUMMARY OF SELECTED ITEMS FOR INFORMATION ONLY	
QUANTITY	DESCRIPTION
1 EA	REMOVE LIGHT UNIT COMPLETE
1 EA	REMOVE CONCRETE BASE
0 FT	REMOVE EXIST. AERIAL CABLE



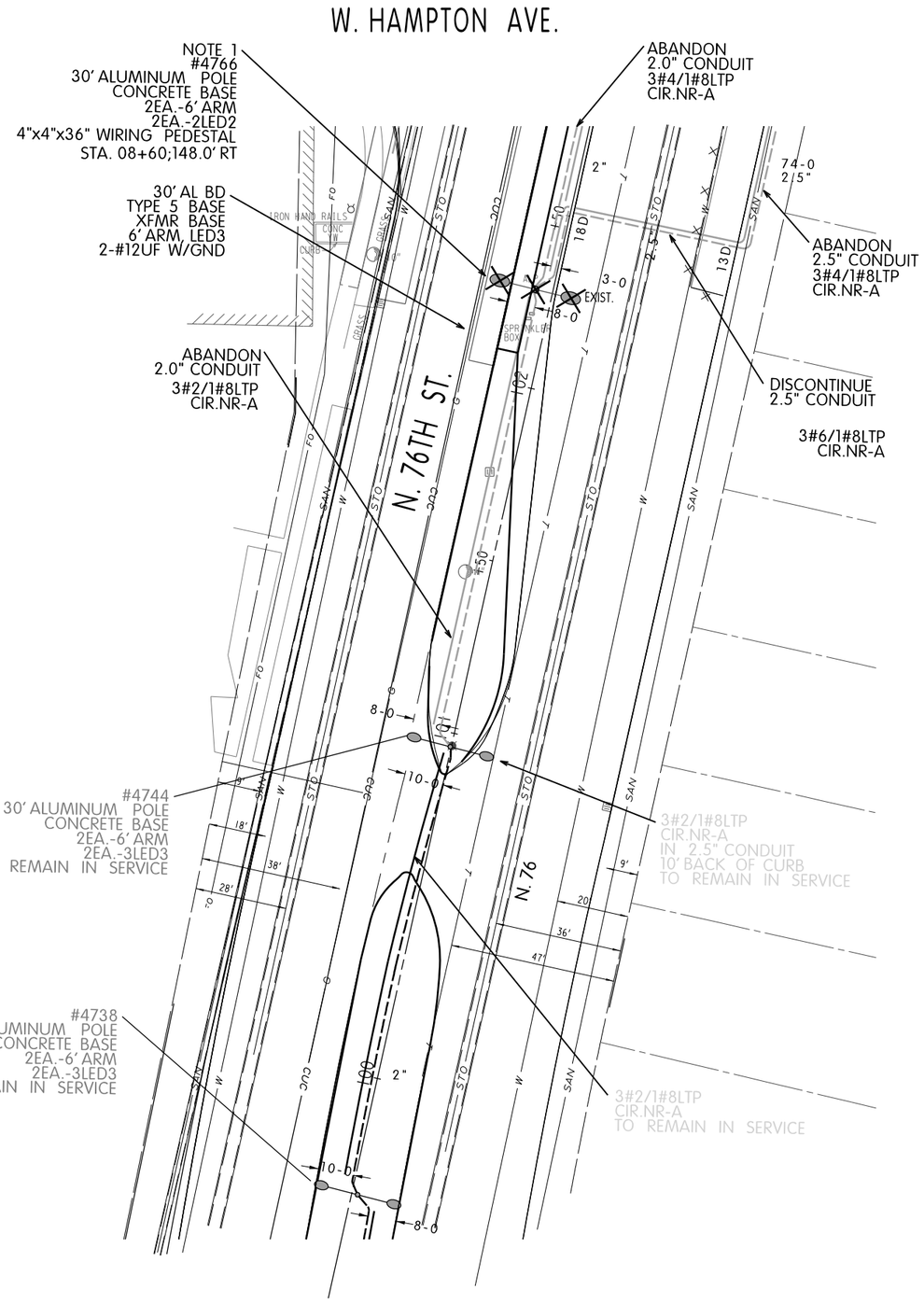
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PROJECT NO: 2545–03–72	HWY: STH 181	COUNTY: MILWAUKEE	STREET LIGHTING REMOVAL PLAN	SCALE FEET 0 40	SHEET 27	E

FILE NAME : $$....designfile....$$ PLOT DATE : statebw11x17 PLOT BY : lhickm PLOT NAME : PLOT SCALE : $$.....plotscale.....$$
WISDOT/CADDS SHEET 42

NOTES:

1. REMOVE EXISTING WIRE AND CONDUIT INCIDENTAL TO LIGHTING UNIT REMOVAL.
2. EXISTING CONDUIT AND/OR CABLE TO REMAIN. SEE TEMPORARY LIGHTING PLANS FOR CABLE INTERCEPT LOCATIONS IF APPLICABLE.
3. SIGNAL RATED AT-R POLES ARE TO BE RETURNED TO CITY OF MILWAUKEE.



LEGEND

- EXISTING LIGHT POLE
- REMOVE COMPLETE EXISTING LIGHT POLE
- 40' WOOD POLE
  COBRA HEAD LUMINAIRE
  6' WOOD POLE MOUNT ARM
- 40' WOOD POLE
- OVERHEAD CABLE SPAN

SUMMARY OF SELECTED ITEMS FOR INFORMATION ONLY	
QUANTITY	DESCRIPTION
1 EA	REMOVE LIGHT UNIT COMPLETE
1 EA	REMOVE CONCRETE BASE
0 FT	REMOVE EXIST. AERIAL CABLE

SUBSTATION NR-SATELLITE IS LOCATED AT 4530 N76TH ST. IN ISLAND MEDIAN (LAT43.00045 LONG-88.007033) AND IS SUBFED FROM 4800V PRIMARY SUBSTATION NR
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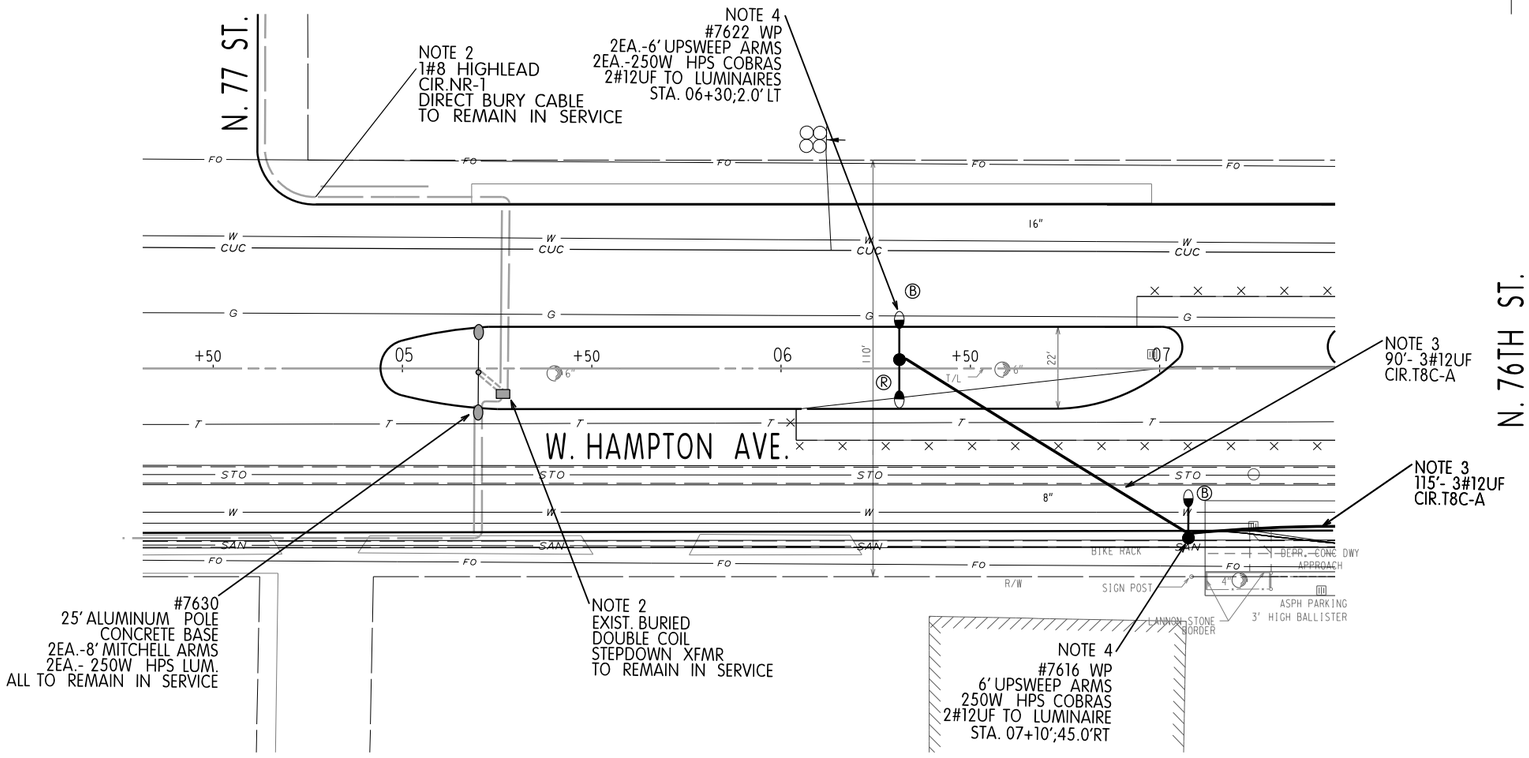
PROJECT NO: 2545–03–72	HWY: STH 181	COUNTY: MILWAUKEE	STREET LIGHTING REMOVAL PLAN	SCALE FEET 0 40	SHEET 28	E

NOTES:

1. SECONDARY CABLE RISER (XLP) WITH PVC COVER ON SPECIFIED CIRCUIT.
2. EXISTING TRANSFORMER, CONDUIT AND/OR CABLE TO REMAIN IN SERVICE. EXCAVATE 3' CABLE LENGTH ALLOWANCE FOR CONNECTION SHOWN IN STREET LIGHTING PLAN.
3. MINIMUM CLEARANCE AT CENTER OF SPAN: 17-FT. ABOVE ROADWAY OR GRADE.
4. TEMPORARY 240V FIXTURES WIRED PHASE TO NEUTRAL USING ALUMINUM TRIPLEX OR FLATSTRAP LOAD BALANCED AS SPECIFIED BY BLACK/RED TERMINATION.
5. ALL LUMINAIRES AND AERIAL CABLES ARE SEPARATE BID ITEMS AND ARE NOT PART F THE BID ITEM "WOOD POLE 40-FOOT". ALL REMAINING ITEMS SUCH AS WIRE ROPE TETHERS, WIRE CLIPS, DRIVE HOOKS, SERVICE SLEEVES, HEAVY DUTY INSULATED PULLY CLEVISES ARE INCIDENTAL TO BID ITEM "WOOD POLE 40-FOOT".

LEGEND

- EXISTING LIGHT POLE
- REMOVE COMPLETE EXISTING LIGHT POLE
- 40' WOOD POLE COBRA HEAD LUMINAIRE 6' WOOD POLE MOUNT ARM
- 40' WOOD POLE
- OVERHEAD CABLE SPAN
- Ⓡ Ⓑ - RED/BLACK WIRE TERMINATION



SUMMARY OF SELECTED ITEMS FOR INFORMATION ONLY	
QUANTITY	DESCRIPTION
2 EA	40' WOOD POLES, CLASS 4
210 LF	2#12UF W/GND
0 LF	3#6 TRIPLEX
3 EA	6' ARM, HPS COBRA
0 EA	RISER

SUBSTATION NR-SATELLITE IS LOCATED AT 4530 N76TH ST. IN ISLAND MEDIAN (LAT43.00045 LONG-88.007033) AND IS SUBFED FROM 4800V PRIMARY SUBSTATION NR
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CAUTION

THE CONTRACTOR IS RESPONSIBLE FOR NOT BACK-FEEDING CIRCUITS PRIOR TO DISCONNECTING ANY BRANCH CIRCUITS FROM ORIGINAL SOURCE.

SHEET 1 OF 5

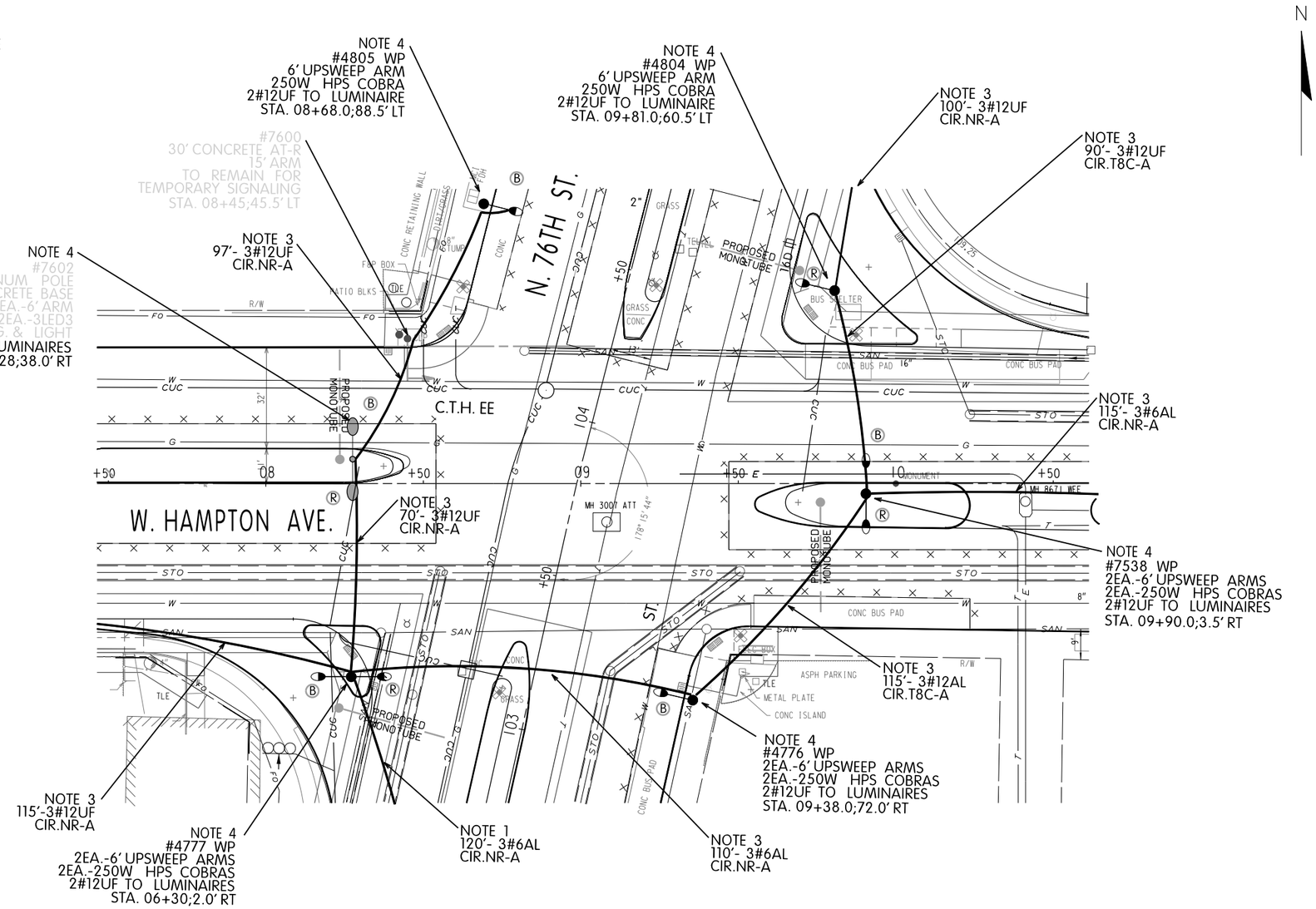
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5. ALL LUMINAIRES AND AERIAL CABLES ARE SEPARATE BID ITEMS AND ARE NOT PART F THE BID ITEM "WOOD POLE 35-FOOT". ALL REMAINING ITEMS SUCH AS WIRE ROPE TETHERS, WIRE CLIPS, DRIVE HOOKS, SERVICE SLEEVES, HEAVY DUTY INSULATED PULLY CLEVISES ARE INCIDENTAL TO BID ITEM "WOOD POLE 40-FOOT".

LEGEND

- EXISTING LIGHT POLE
- REMOVE COMPLETE EXISTING LIGHT POLE
- 40' WOOD POLE COBRA HEAD LUMINAIRE 6' WOOD POLE MOUNT ARM
- 40' WOOD POLE
- OVERHEAD CABLE SPAN
- Ⓡ Ⓑ - RED/BLACK WIRE TERMINATION

SUMMARY OF SELECTED ITEMS FOR INFORMATION ONLY	
QUANTITY	DESCRIPTION
5 EA	40' WOOD POLES, CLASS 4
250 LF	2#12UF W/GND
350 LF	3#6 TRIPLEX
7 EA	6' ARM, HPS COBRA
0 EA	RISER



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SCALE, FEET 0 40

PROJECT NO: 2545–03–72	HWY: STH 181	COUNTY: MILWAUKEE	STREET LIGHTING TEMPORARY	SCALE FEET 0 40	SHEET 30	E

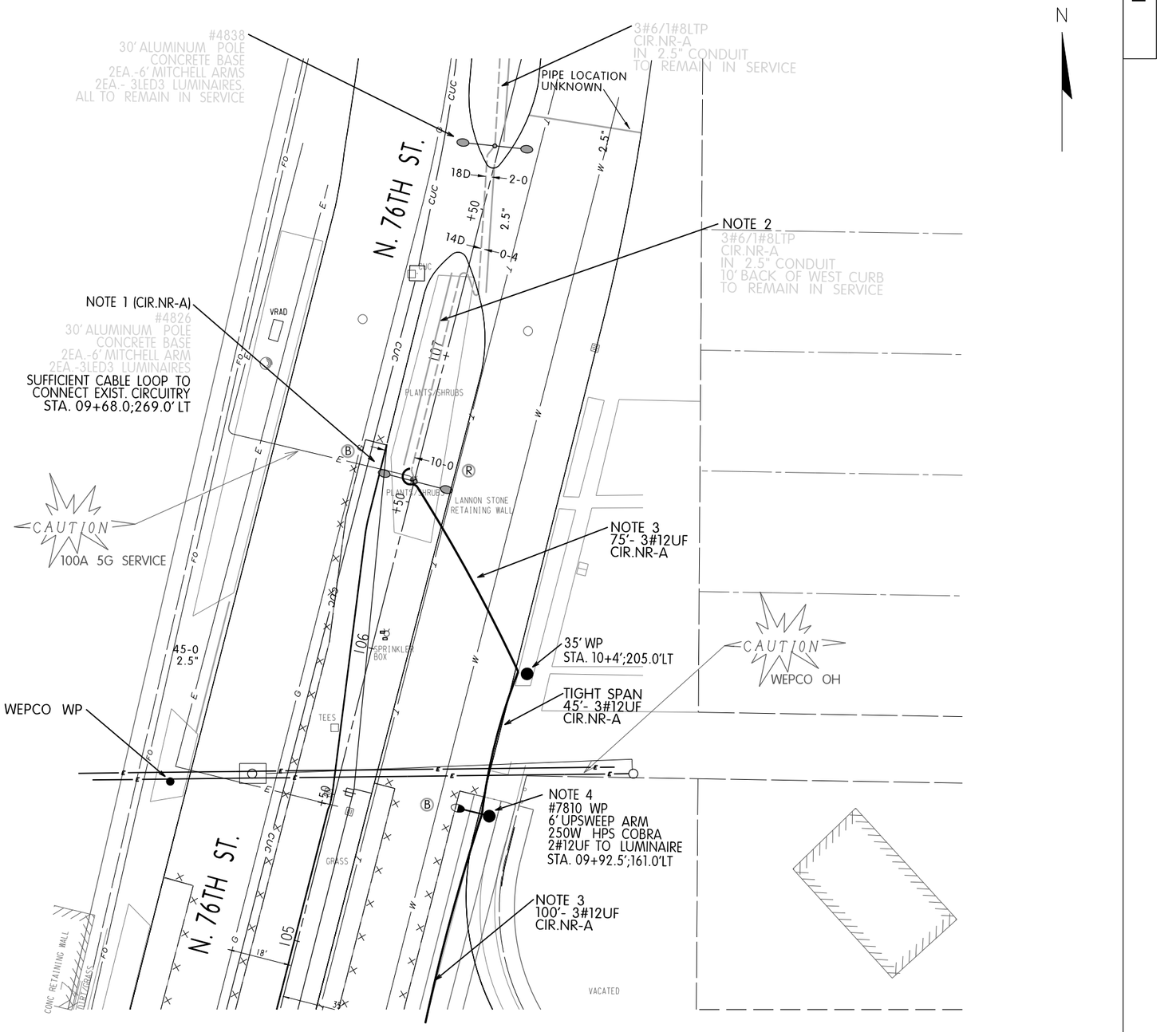
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5. ALL LUMINAIRES AND AERIAL CABLES ARE SEPARATE BID ITEMS AND ARE NOT PART F THE BID ITEM "WOOD POLE 40-FOOT". ALL REMAINING ITEMS SUCH AS WIRE ROPE TETHERS, WIRE CLIPS, DRIVE HOOKS, SERVICE SLEEVES, HEAVY DUTY INSULATED PULLY CLEVISES ARE INCIDENTAL TO BID ITEM "WOOD POLE 40-FOOT".

LEGEND

- EXISTING LIGHT POLE
- REMOVE COMPLETE EXISTING LIGHT POLE
- 40' WOOD POLE
  COBRA HEAD LUMINAIRE
  6' WOOD POLE MOUNT ARM
- 40' WOOD POLE
- OVERHEAD CABLE SPAN
- Ⓡ Ⓑ - RED/BLACK WIRE TERMINATION

SUMMARY OF SELECTED ITEMS FOR INFORMATION ONLY	
QUANTITY	DESCRIPTION
2	40' WOOD POLES, CLASS 4
240 LF	2#12UF W/GND
0 LF	3#6 TRIPLEX
1 EA	6' ARM, HPS COBRA
1 EA	RISER



CAUTION

THE CONTRACTOR IS RESPONSIBLE FOR NOT BACK-FEEDING CIRCUITS PRIOR TO DISCONNECTING ANY BRANCH CIRCUITS FROM ORIGINAL SOURCE.

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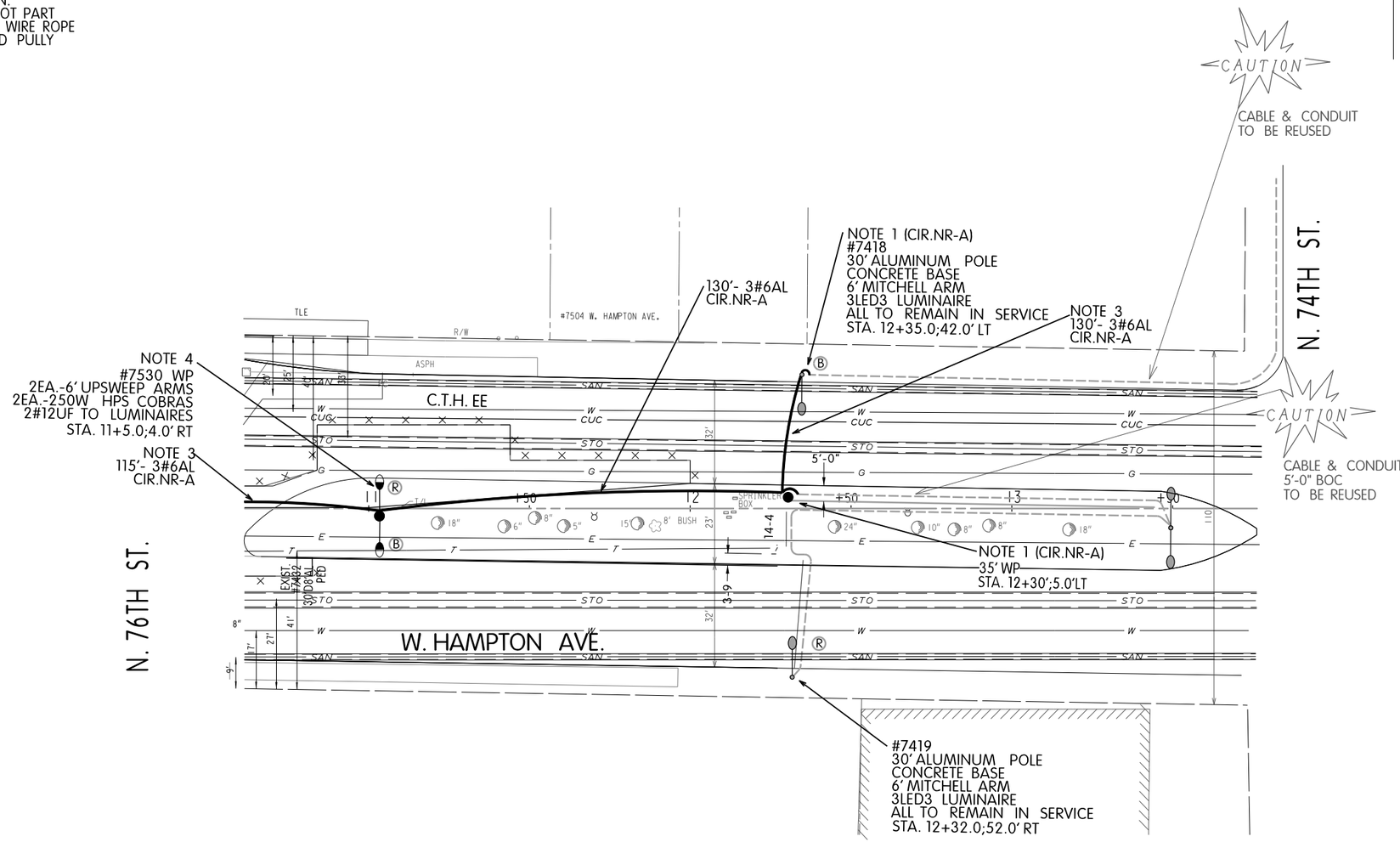
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LEGEND

- EXISTING LIGHT POLE
- REMOVE COMPLETE EXISTING LIGHT POLE
- 40' WOOD POLE COBRA HEAD LUMINAIRE 6' WOOD POLE MOUNT ARM
- 40' WOOD POLE
- OVERHEAD CABLE SPAN
- Ⓡ Ⓑ - RED/BLACK WIRE TERMINATION

SUMMARY OF SELECTED ITEMS FOR INFORMATION ONLY	
QUANTITY	DESCRIPTION
2 EA	40' WOOD POLES, CLASS 4
0 LF	2#12UF W/GND
280 LF	3#6 TRIPLEX
2 EA	6' ARM, HPS COBRA
2 EA	RISER



CAUTION

THE CONTRACTOR IS RESPONSIBLE FOR NOT BACK-FEEDING CIRCUITS PRIOR TO DISCONNECTING ANY BRANCH CIRCUITS FROM ORIGINAL SOURCE.

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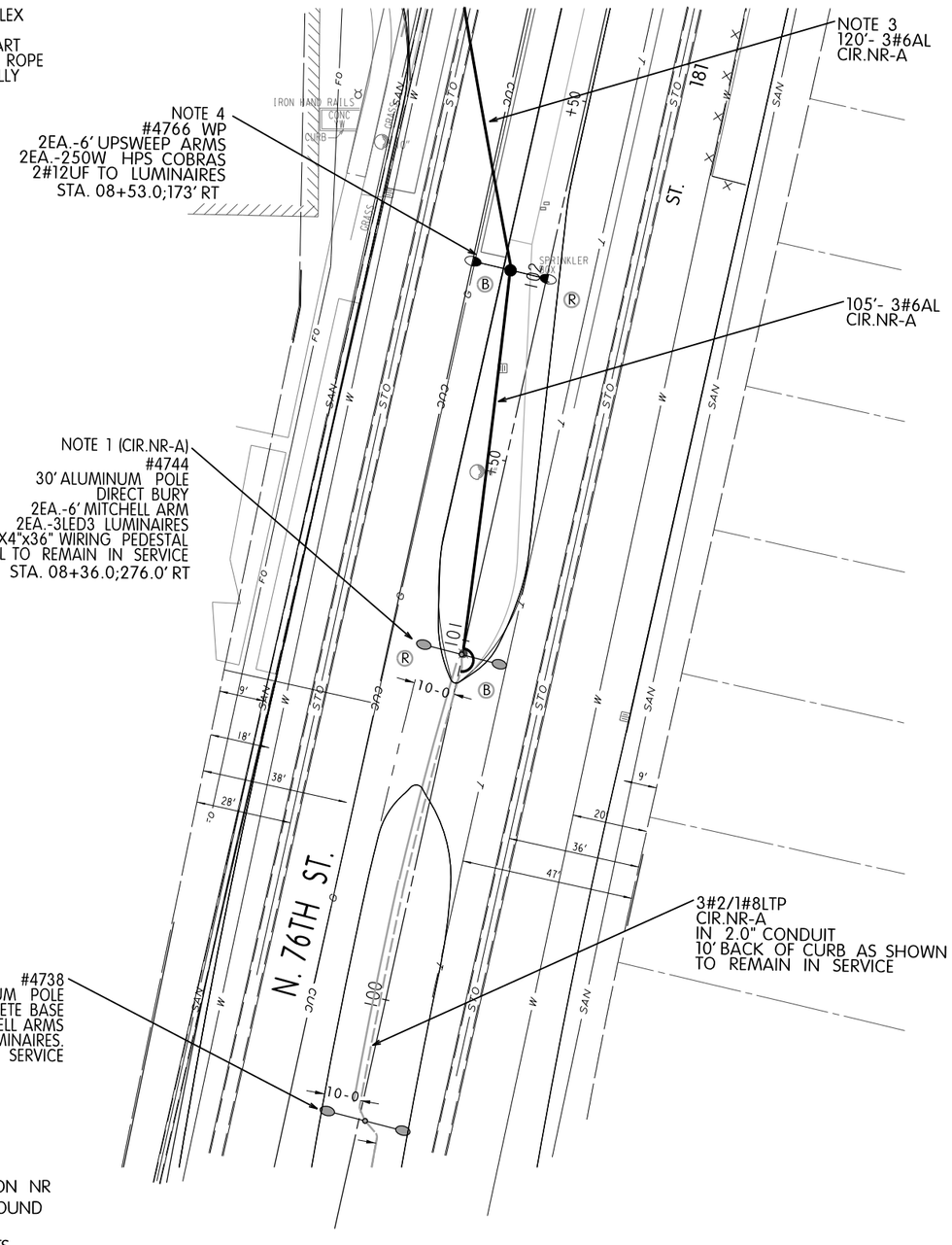
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LEGEND

- EXISTING LIGHT POLE
- REMOVE COMPLETE EXISTING LIGHT POLE
- 40' WOOD POLE COBRA HEAD LUMINAIRE 6' WOOD POLE MOUNT ARM
- 40' WOOD POLE
- OVERHEAD CABLE SPAN
- Ⓡ Ⓑ - RED/BLACK WIRE TERMINATION

SUMMARY OF SELECTED ITEMS FOR INFORMATION ONLY	
QUANTITY	DESCRIPTION
1 EA	40' WOOD POLES, CLASS 4
0 LF	2#12UF W/GND
250 LF	3#6 TRIPLEX
2 EA	6' ARM, HPS COBRA
1 EA	RISER



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SHEET 5 OF 5

PROJECT NO: 2545–03–72	HWY: STH 181	COUNTY: MILWAUKEE	STREET LIGHTING TEMPORARY	SCALE FEET 0 40	SHEET 33	E

NOTE:

GENERAL NOTES MUST BE FOLLOWED WHEN INSTALLING MATERIALS FOR STREET LIGHTING AND TRAFFIC SIGNALS.

CONDUIT END CAPS REQUIRED ON ALL EMPTY CONDUIT.

PULL ROPE (3/8" NYLON) REQUIRED IN ALL CONDUIT.

SEE STREET LIGHTING & TRAFFIC SIGNAL CONDUIT DETAILS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

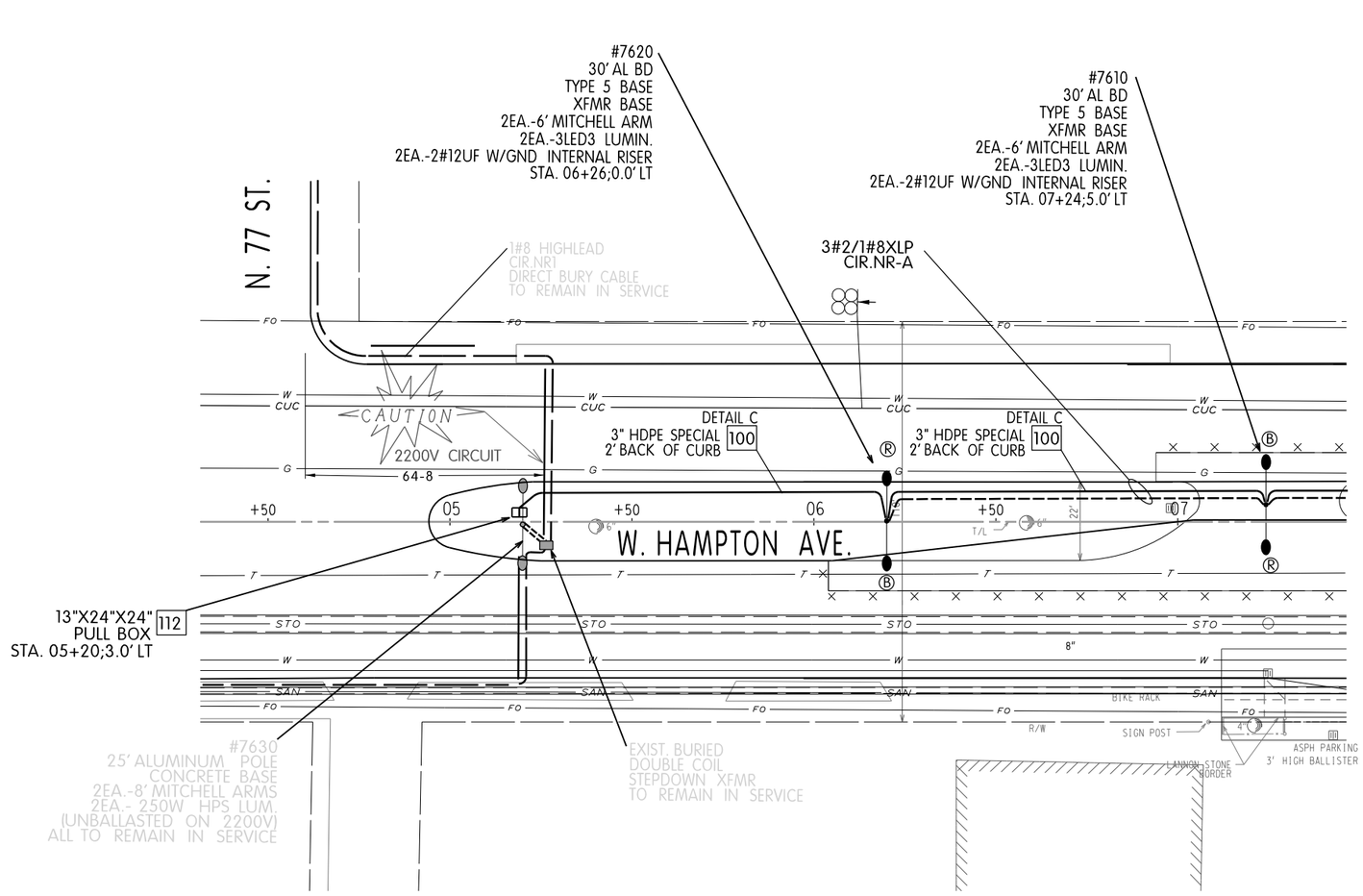
SEE UTILITY SPECIALS FOR ADDITIONAL INFORMATION AND ALL CONTACT NUMBERS.

CONTRACTOR IS REQUIRED TO CONTACT THE CITY OF MILWAUKEE ELECTRICAL SERVICES FOR FINAL INSPECTION AND APPROVAL OF ALL ELECTRICAL WORK BEFORE ANY MATERIALS ARE COVERED UP OR BACKFILLED.

TYPICAL RECTANGLAR VAULT SHOULD BE INSTALLED AS SHOWN ON PLAN, BUT WHEN IT IS NOT POSSIBLE A 5 FT. TO 6 FT. OFFSET FROM STREET LIGHT POLES, SIGNAL STANDARDS, AND FIRE HYDRANTS SHOULD BE USED.

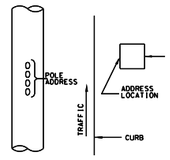
ALL PURPOSE ANTISEIZE (OR EQUIV) TO BE APPLIED ON ALL BOLTS AND SCREWS ESPECIALLY THE LIGHT POLE HAND HOLE PANEL. OXIDE INHIBITOR OX-4 (OR EQUIV) TO BE APPLIED ON ALL WIRE CONNECTION AND WIRE NUTS. TAG ALL CABLE DIRECTION IN VAULT AND HAND HOLE PANEL.

TYPE 3 LIGHT DISTRIBUTION UNLESS OTHERWISE SPECIFIED.
ALL NEW LIGHT UNITS TO BE EQUIPED WITH 5A IN-LINE FUSE LOAD SIDE ONLY.



LEGEND

- EXISTING LIGHT POLE
- NEW LIGHT POLE 3LED LUMINAIRE 2#12UF W/GND RISER CABLE
- NEW LIGHT POLE 2 - 2#12UF W/G RISERS 2 - LUMINAIRE ARMS 2 - 3LED LUMINAIRE
- DOUBLE LUMINAIRE & ARMS (BY CONTRACTOR) MOUNTED ON MONOTUBE
- NEW LIGHT POLE 80W SCREW-IN LED LANTERN 2#12UF W/GND RISER CABLE
- NEW LIGHT POLE 2 - 2#12UF W/G RISERS 2 - 80W SCREW-IN LED LANTERNS
- LED HARP MH070HP-MT-2B-4-AG-S LUNIMAIRE
- REMOVE COMPLETE EXISTING LIGHT POLE
- TRAFFIC SIGNAL MOUNTED ON LIGHT POLE
- REMOVE COMPLETE EXISTING MAST/ARM
- EXISTING PULL BOX OR INSTALLED BY (TR) TRAFFIC
- PULL BOX TO BE INSTALLED
- TRAFFIC CONTROL CABINET
- STREET LIGHTING ENCLOSURE
- PVC CONDUIT SCH 40 UNLESS SPECIFIED
- TRAFFIC SIGNAL BASE TO BE INSTALLED
- MONOTUBE MAST ARM BASE TO BE INSTALLED WITH 8 FT STEEL ARM
- XX' ARM - MAST ARM
- Ⓡ Ⓑ - RED/BLACK WIRE TERMINATION



SHEET 1 OF 5

PROJECT NO: 2545–03–72	HWY: STH 181	COUNTY: MILWAUKEE	STREET LIGHTING PLAN	SCALE FEET 0 40	SHEET 34	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

NOTE:

GENERAL NOTES MUST BE FOLLOWED WHEN INSTALLING MATERIALS FOR STREET LIGHTING AND TRAFFIC SIGNALS.

CONDUIT END CAPS REQUIRED ON ALL EMPTY CONDUIT.

PULL ROPE (3/8" NYLON) REQUIRED IN ALL CONDUIT.

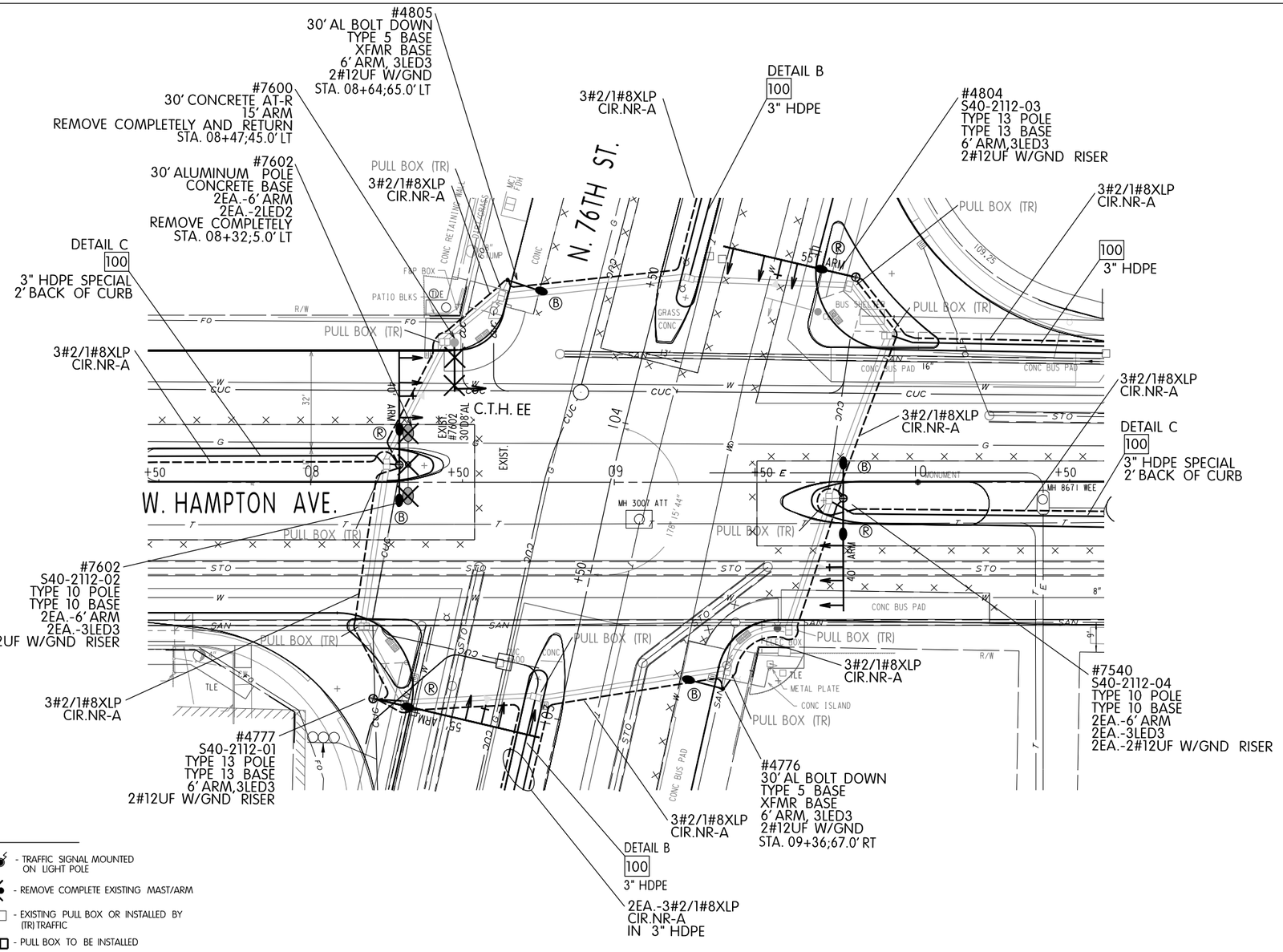
SEE STREET LIGHTING & TRAFFIC SIGNAL CONDUIT DETAILS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

SEE UTILITY SPECIALS FOR ADDITIONAL INFORMATION AND ALL CONTACT NUMBERS.

CONTRACTOR IS REQUIRED TO CONTACT THE CITY OF MILWAUKEE ELECTRICAL SERVICES FOR FINAL INSPECTION AND APPROVAL OF ALL ELECTRICAL WORK BEFORE ANY MATERIALS ARE COVERED UP OR BACKFILLED.
TYPICAL RECTANGLAR VAULT SHOULD BE INSTALLED AS SHOWN ON PLAN, BUT WHEN IT IS NOT POSSIBLE A 5 FT. TO 6 FT. OFFSET FROM STREET LIGHT POLES, SIGNAL STANDARDS, AND FIRE HYDRANTS SHOULD BE USED.

ALL PURPOSE ANTISEIZE (OR EQUIV) TO BE APPLIED ON ALL BOLTS AND SCREWS ESPECIALLY THE LIGHT POLE HAND HOLE PANEL. OXIDE INHIBITOR OX-4 (OR EQUIV) TO BE APPLIED ON ALL WIRE CONNECTION AND WIRE NUTS. TAG ALL CABLE DIRECTION IN VAULT AND HAND HOLE PANEL.

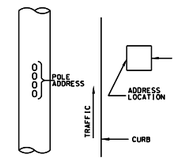
TYPE 3 LIGHT DISTRIBUTION UNLESS OTHERWISE SPECIFIED.
ALL NEW LIGHT UNITS TO BE EQUIPED WITH 5A IN-LINE FUSE LOAD SIDE ONLY.



LEGEND

- EXISTING LIGHT POLE
- NEW LIGHT POLE 3LED LUMINAIRE 2#12UF W/GND RISER CABLE
- NEW LIGHT POLE 2 - 2#12UF W/G RISERS 2 - LUMINAIRE ARMS 2 - 3LED LUMINAIRE
- DOUBLE LUMINAIRE & ARMS (BY CONTRACTOR) MOUNTED ON MONOTUBE
- NEW LIGHT POLE 80W SCREW-IN LED LANTERN 2#12UF W/GND RISER CABLE
- NEW LIGHT POLE 2 - 2#12UF W/G RISERS 2 - 80W SCREW-IN LED LANTERNS
- LED HARP MH070HP-MT-2B-4-AG-S LUNIMAIRE
- REMOVE COMPLETE EXISTING LIGHT POLE
- TRAFFIC SIGNAL MOUNTED ON LIGHT POLE
- REMOVE COMPLETE EXISTING MAST/ARM
- EXISTING PULL BOX OR INSTALLED BY (TR) TRAFFIC
- PULL BOX TO BE INSTALLED
- TRAFFIC CONTROL CABINET
- STREET LIGHTING ENCLOSURE
- PVC CONDUIT SCH 40 UNLESS SPECIFIED
- TRAFFIC SIGNAL BASE TO BE INSTALLED
- MONOTUBE MAST ARM BASE TO BE INSTALLED WITH 8 FT STEEL ARM
- XX' ARM - MAST ARM
- Ⓡ Ⓑ - RED/BLACK WIRE TERMINATION

SUMMARY OF SELECTED ITEMS FOR INFORMATION ONLY	
QUANTITY	DESCRIPTION
2 EA	REMOVE LIGHT UNIT COMPLETE
1 EA	REMOVE CONCRETE BASE
0 FT	REMOVE EXIST. AERIAL CABLE



SHEET 2 OF 5

PROJECT NO: 2545-03-72	HWY: STH 181	COUNTY: MILWAUKEE	STREET LIGHTING PLAN	SCALE FEET 0 40	SHEET 35	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

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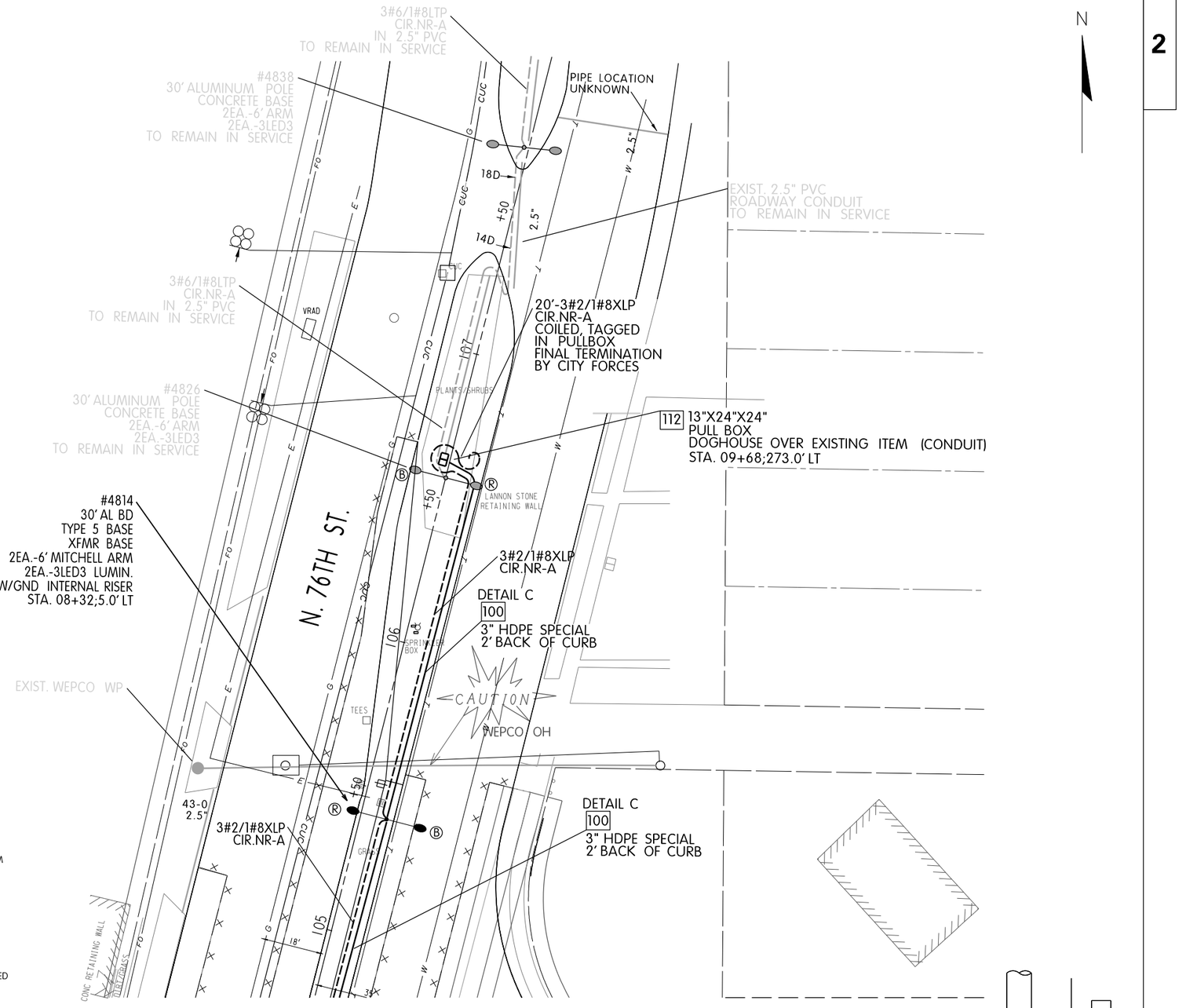
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ALL NEW LIGHT UNITS TO BE EQUIPED WITH 5A IN-LINE FUSE LOAD SIDE ONLY.



N

LEGEND

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- MONOTUBE MAST ARM BASE TO BE INSTALLED WITH 8 FT STEEL ARM
- XX' ARM - MAST ARM
- Ⓡ Ⓑ - RED/BLACK WIRE TERMINATION

SHEET 3 OF 5

PROJECT NO: 2545-03-72	HWY: STH 181	COUNTY: MILWAUKEE	STREET LIGHTING PLAN	SCALE FEET 0 40	SHEET 36	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ WISDOTLFAPROJECT11X17 PLOT SCALE : $$.....plotscale.....$$

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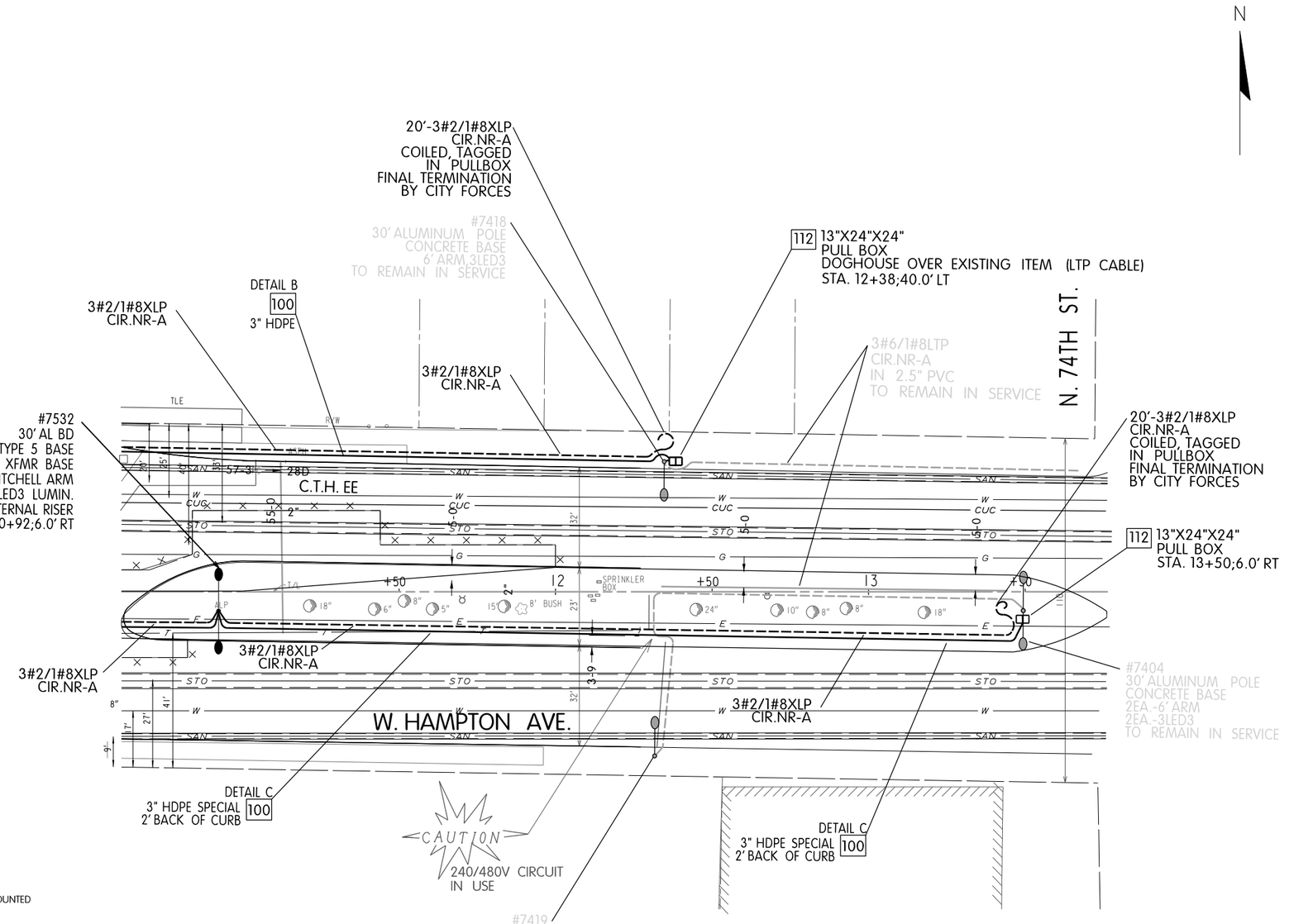
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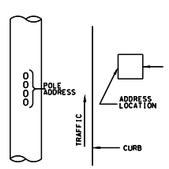
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- TRAFFIC SIGNAL BASE TO BE INSTALLED
- MONOTUBE MAST ARM BASE TO BE INSTALLED WITH 8 FT STEEL ARM
- XX' ARM - MAST ARM
- (R) (B) - RED/BLACK WIRE TERMINATION



SHEET 4 OF 5

PROJECT NO: 2545-03-72	HWY: STH 181	COUNTY: MILWAUKEE	STREET LIGHTING PLAN	SCALE FEET 0 40	SHEET 37	E

NOTE:

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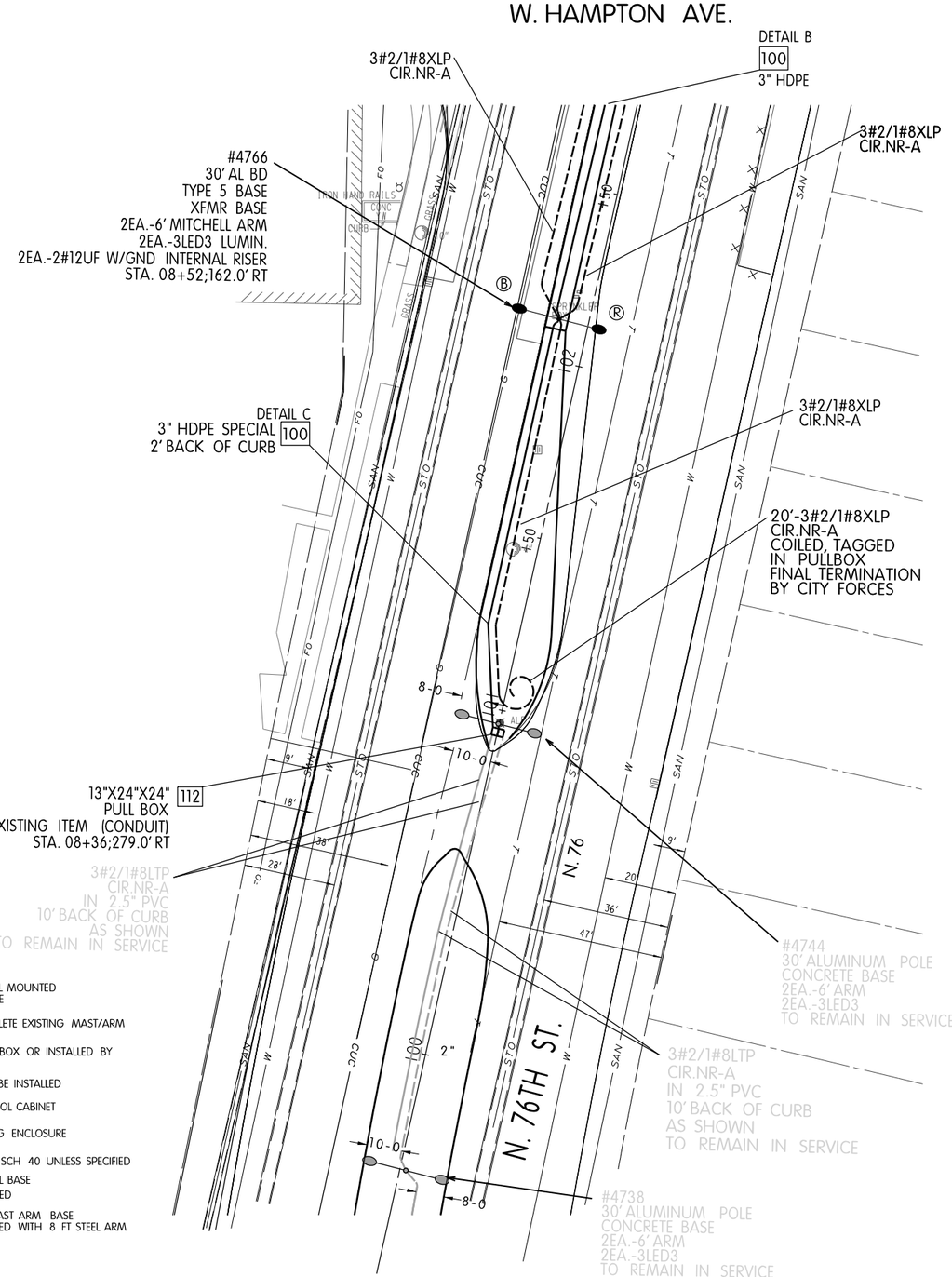
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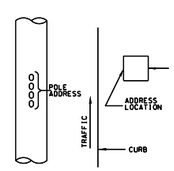
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SHEET 5 OF 5

PROJECT NO: 2545–03–72	HWY: STH 181	COUNTY: MILWAUKEE	STREET LIGHTING PLAN	SCALE FEET 0 40	SHEET 38	E

2

TRAFFIC & STREET LIGHTING GENERAL NOTES:

As-Built Guidelines:

Provide as-built drawings detailing the final placement of conduit, cabling, equipment, and geometric modifications under the contract. Provide PDF copy conforming to CMM 1-65.14, or record all changes in Red ink Only on the As-Let (Design) paper drawings. The engineer will reject as-builts with incomplete or incorrect content or not conforming to CMM standards.

It is critical that the Contractor work on the As-Built drawings while the job is progressing, so changes are documented while they are still fresh in your mind.

If there is a structure drawing, include all structures drawing sheets. It is the responsibility of the Contractor to insert any addendum or replacement drawing sheets. To do this, renumber them similarly to the original drawing sheet.

For example, "Revised Sheet 5" would replace sheet 5. However all original sheets shall remain in the As-Built. If the sheet has been replaced cross it out with an x and indicate the number of its replacement sheet. If additional sheets were added insert them in the logical location and label them with the previous sheet number followed by an "A","B","C", etc.

Note the sheet changes on the title sheet under the ORDER OF SHEETS.

The title sheet of the As-Built drawing should include the following info:

AS-BUILT DRAWING
SUPERVISER:
PROJECT MANAGER:
CONTRACTOR LEADER:
CONTRACTOR COMPANY:
WORK STARTED:
WORK COMPLETED:

Line out or cross out all changed information and write-in the corrected information above the original or close to it where ever possible. Use blank spaces on the drawing so notes are not superimposed. Drawings with excessive detail may require an alternate approach. Numbered changes or additions may-be shown on supplemental non-drawing sheets.

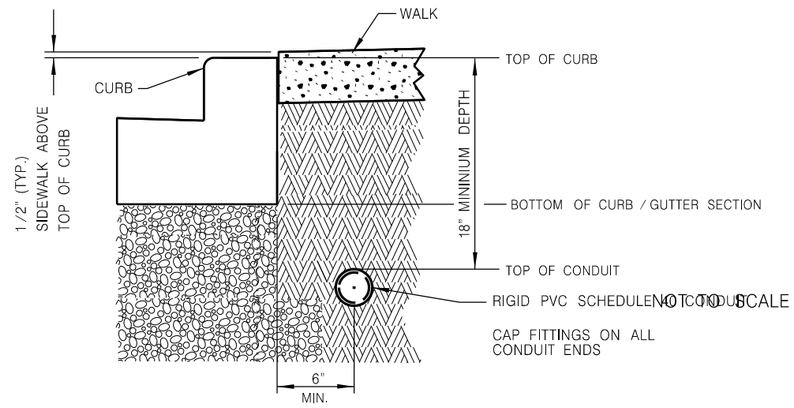
< Locate and clearly label all conduit runs, fittings, splice vaults, pull boxes, meter pedestals, concrete bases, transformers, poles and other appurtenances in two directions. Swing ties should be made from objects that are permanent in nature and visible on the finished surface.
< Street names shall be on all sheets.
< Show all sizes and material types of pipes and conduits, if changed or modified from original design.
< All horizontal distances shall be shown to the nearest tenth of a foot (i.e., 205.3'). All vertical distances shall be shown to the nearest inch (i.e., 24").
< Show location and elevations on pipes and fittings where changes or deflections in direction occur.
< Special detail drawings may be required where installations are not shown on approved construction drawings for whatever reason or where required for clarity.
< Typical service installation details with deviations from original plans or standard details shall be noted on as-built drawings.
< No arbitrary mark-ups will be permitted.

If there are no corrections or additions to the As-Let plan(s) put "NO CHANGE" on the sheet with other required As-Built information.

Send to:
City of Milwaukee
Infrastructure Services Division
Transportation Section
Street Lighting & CUC Engineering Manager
841 N. Broadway (Room 920)
Milwaukee, WI. 53202

2

NOTE: 1.) KEEP AREA BEHIND CURB FREE OF DEBRIS AND CONCRETE OVERPOUR.
2.) CONDUIT TO BE PLACED 6 INCHES ON CENTER DIRECTLY BEHIND CURB, UNLESS NOTED OR APPROVED BY ENGINEER.



100 DETAIL "A" — NOT TO SCALE

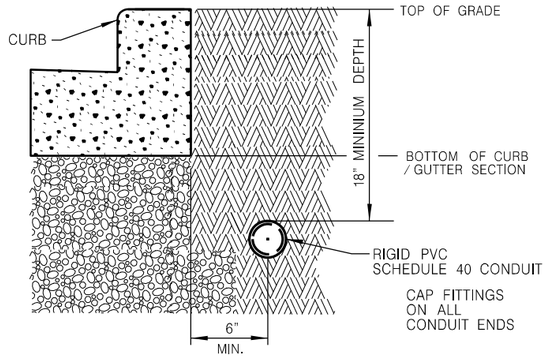
TYPICAL CONDUIT INSTALLATION BEHIND CURB

ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM STREET LIGHTING FORCES.
CONTACT DISPATCHER AT (414) 286–5944 FOR THE APPROPRIATE SHOP SUPERVISOR.

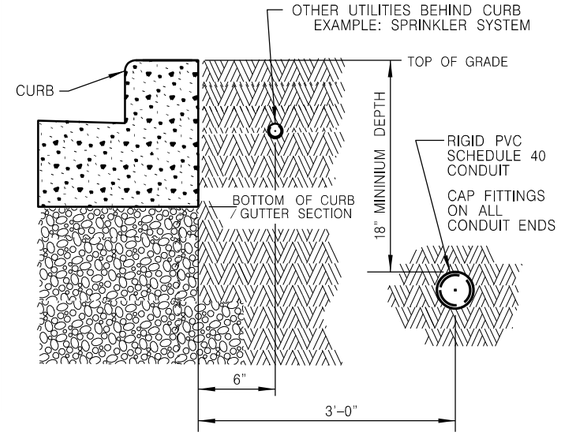
NOTE: 1.) KEEP AREA BEHIND CURB FREE OF DEBRIS AND CONCRETE OVERPOUR.

DETAIL "B"

CONDUIT TO BE PLACED 6" ON CENTER DIRECTLY BEHIND CURB, UNLESS NOTED OR APPROVED BY ENGINEER.



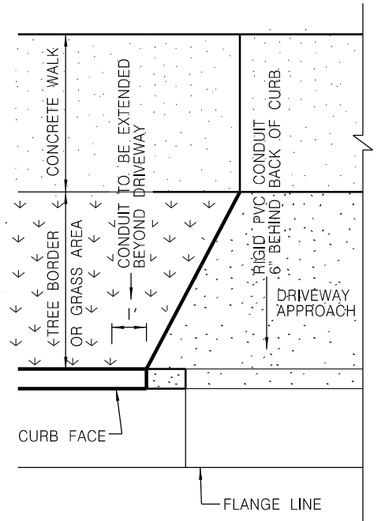
DETAIL "C"



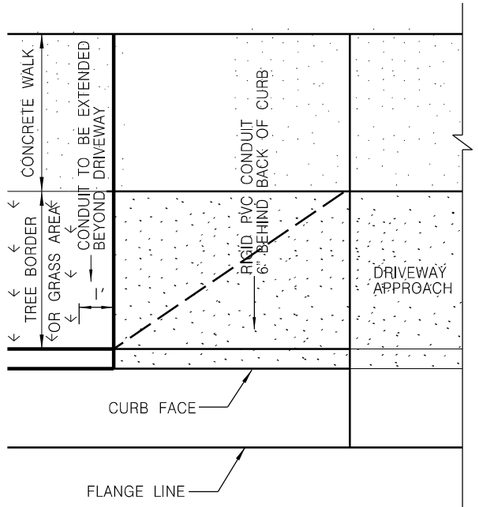
100 DETAIL "B" & "C" — NOT TO SCALE

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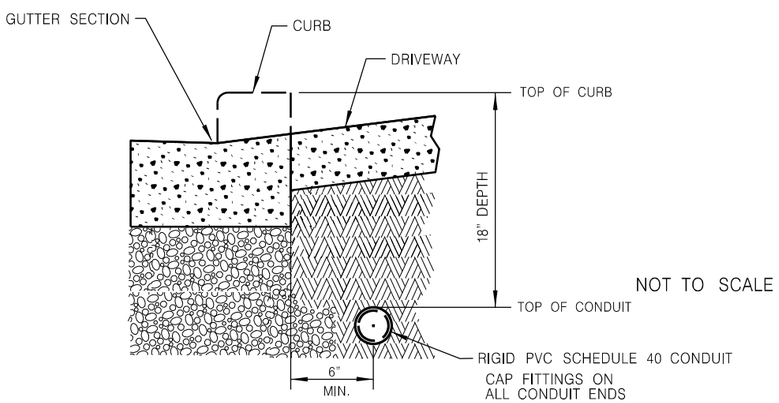


TYPICAL PLAN VIEW FOR FLARED DRIVEWAY



TYPICAL PLAN VIEW FOR DEPRESSED DRIVEWAY

NOTE: 1.) KEEP AREA BEHIND CURB FREE OF DEBRIS AND CONCRETE OVERPOUR.
2.) CONDUIT TO BE PLACED 6 INCHES ON CENTER DIRECTLY BEHIND CURB, UNLESS NOTED OR APPROVED BY ENGINEER.



NOT TO SCALE

101 DETAIL

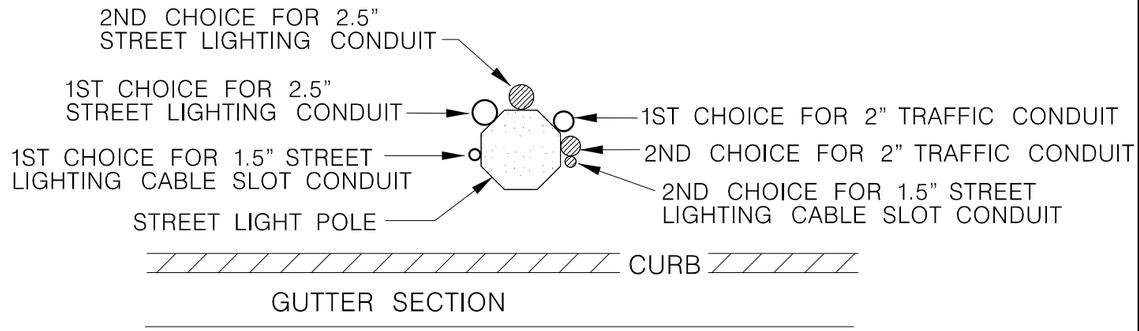
TYPICAL CONDUIT INSTALLATION UNDER DRIVEWAYS OR PEDESTRIAN RAMPS

NOT TO SCALE

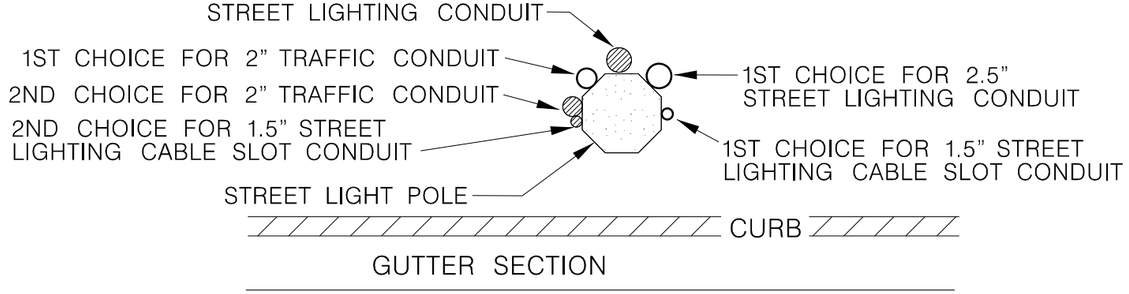
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2

NOTE: CAP FITTINGS ON CONDUIT ENDS



DIRECTION OF TRAFFIC AT CURB



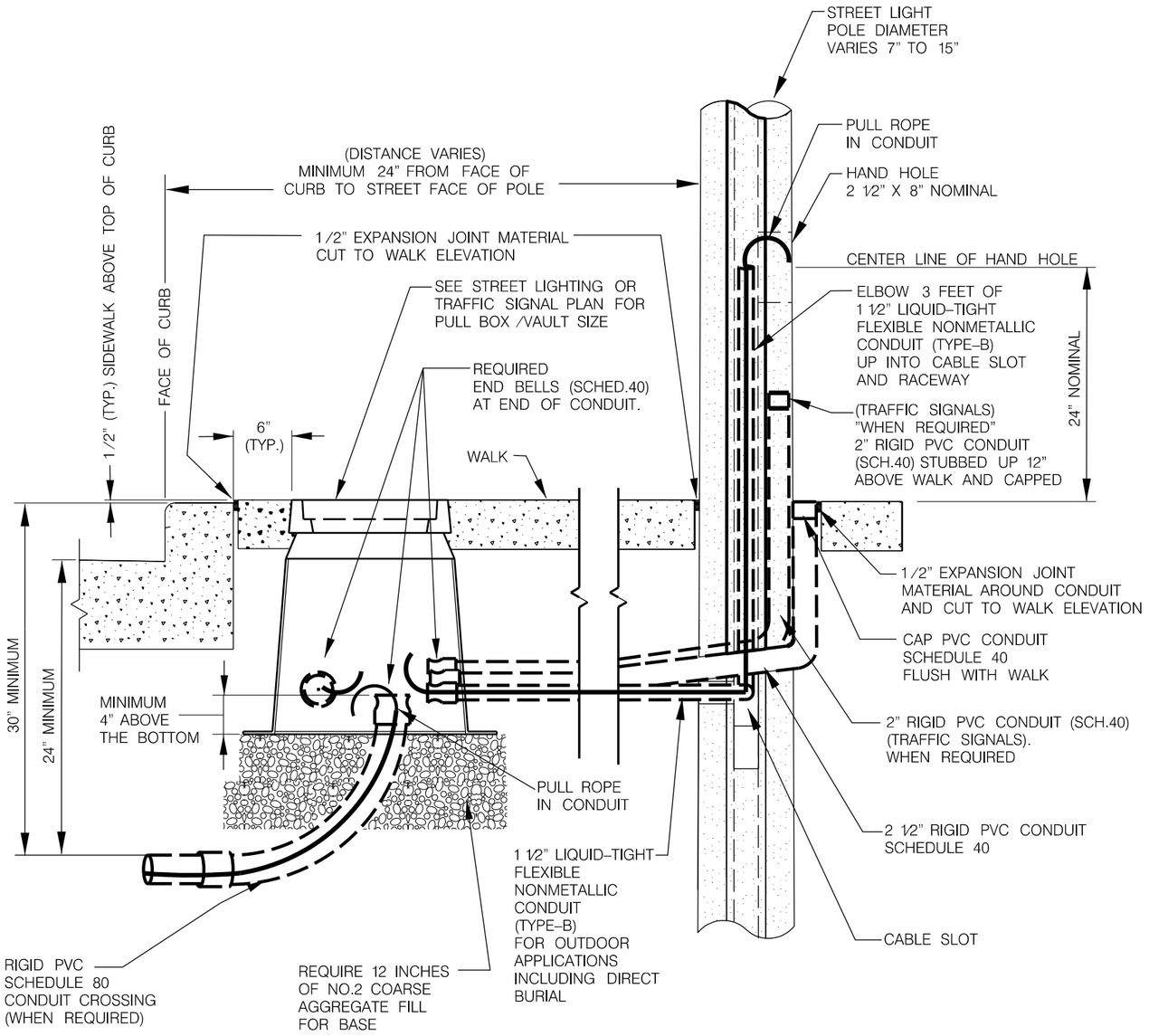
DIRECTION OF TRAFFIC AT CURB

104 DETAIL

TYPICAL TRAFFIC SIGNAL RISER AND STREET LIGHTING CONDUIT LOCATIONS ON LIGHT POLES DEPENDING ON DIRECTION OF TRAFFIC AT CURB

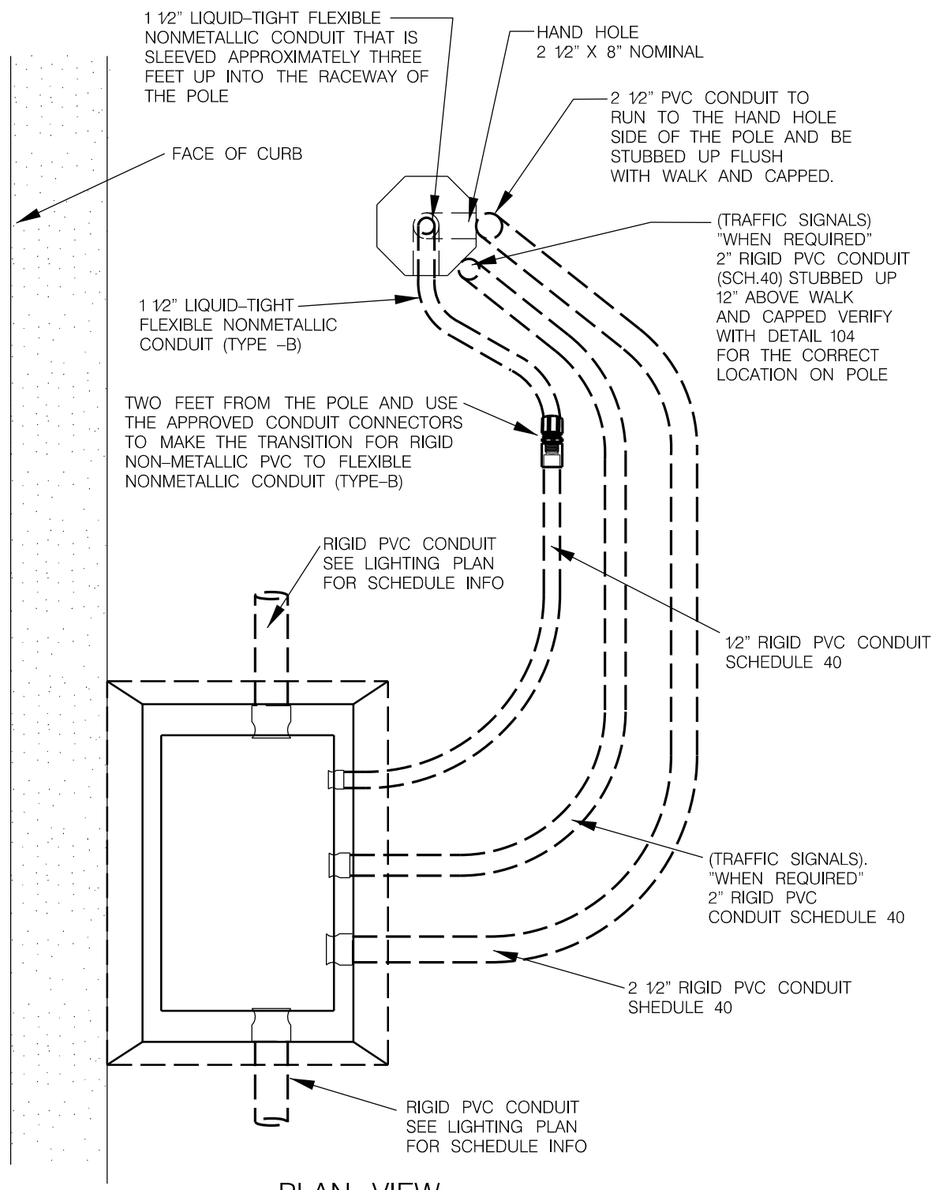
NOT TO SCALE

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SECTION VIEW

NOT TO SCALE



PLAN VIEW

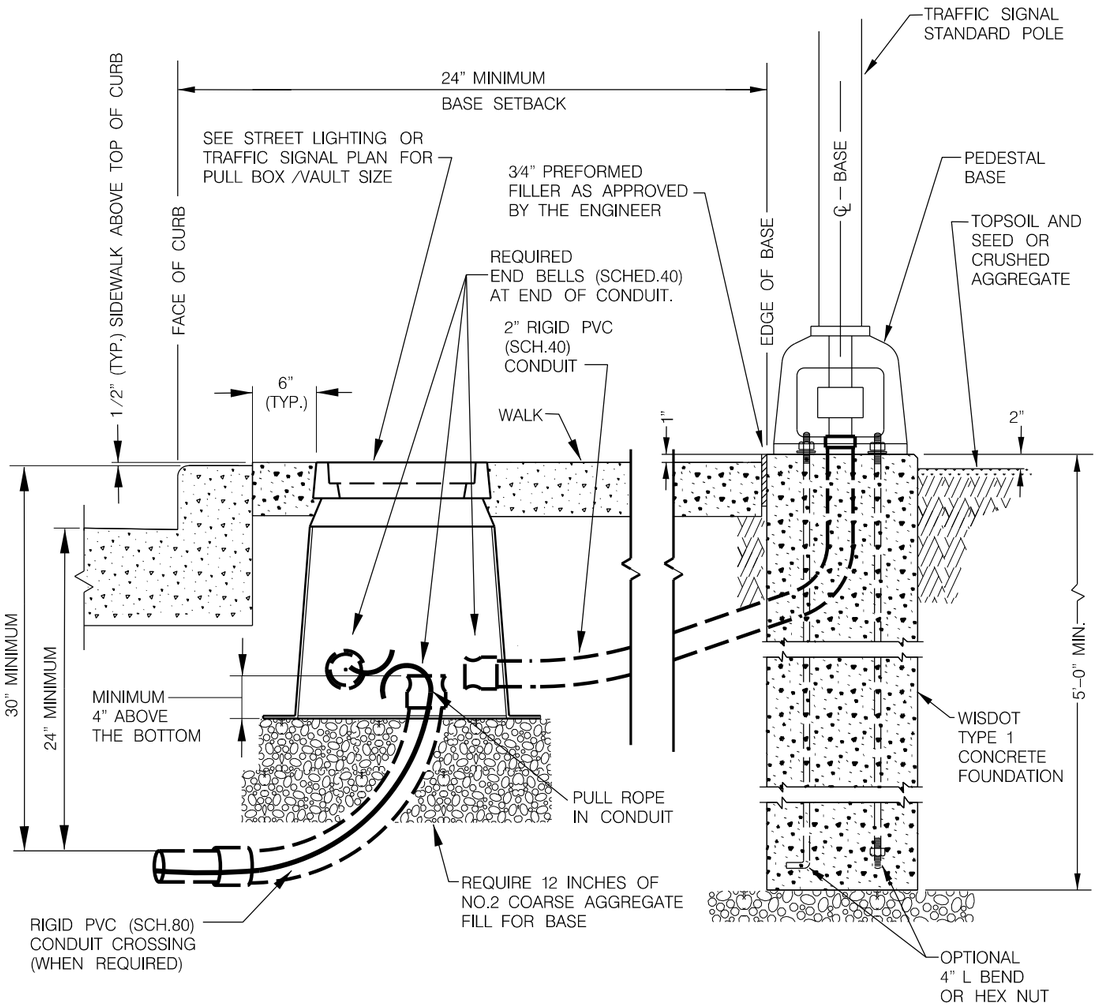
NOT TO SCALE

108A DETAIL VERSION

TYPICAL CONDUIT INSTALLATION FROM PULL BOX / VAULT TO POLE

ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM STREET LIGHTING FORCES. CONTACT DISPATCHER AT (414) 286–5944 FOR THE APPROPRIATE SHOP SUPERVISOR.

NOT TO SCALE

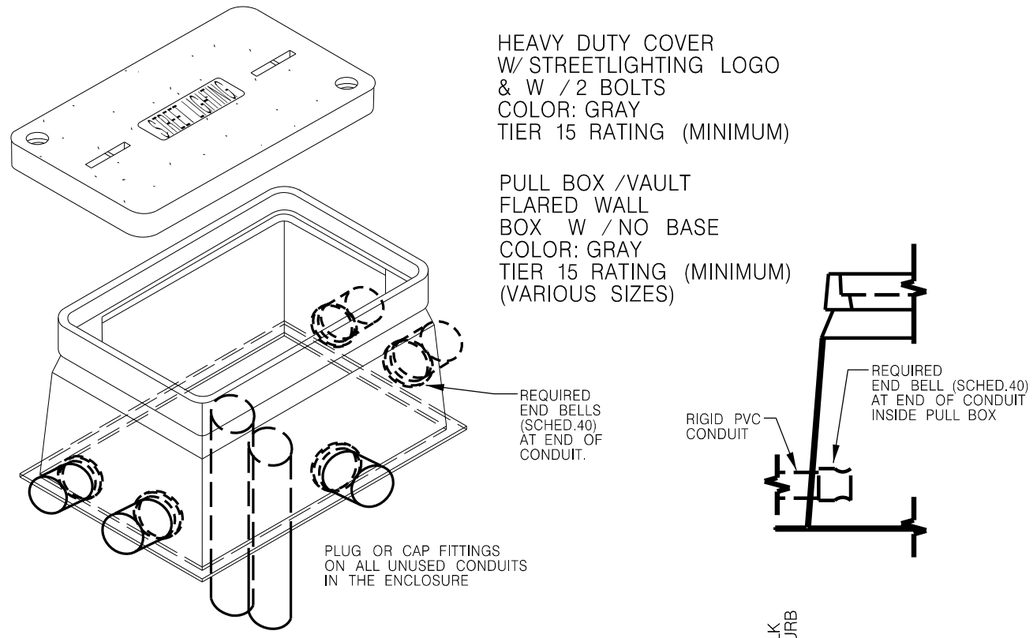


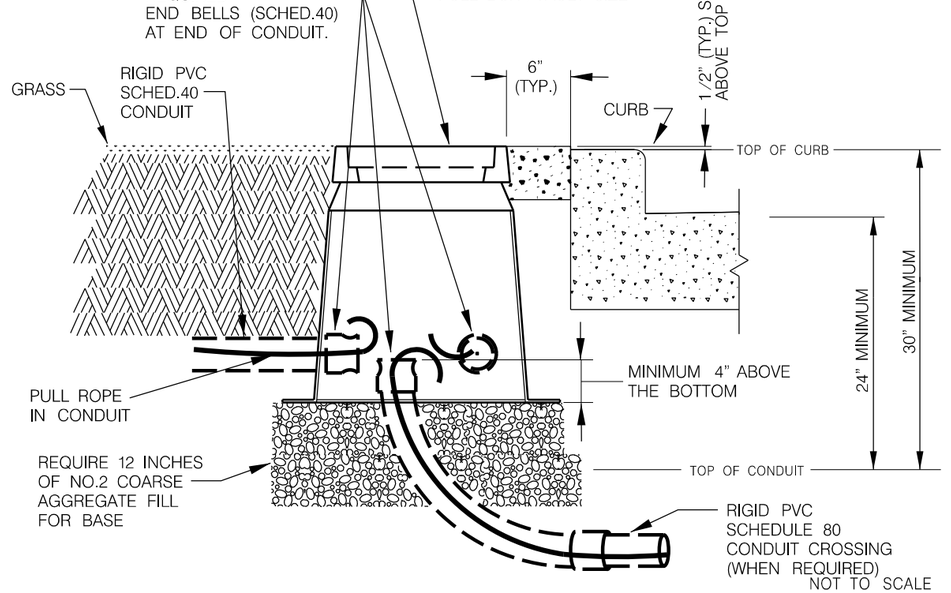
109 DETAIL

TYPICAL CONDUIT INSTALLATION FROM PULL BOX /VAULT TO SIGNAL STANDARD AND TYPICAL BASE INSTALLATION

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CONTACT DISPATCHER AT (414) 286-5944 FOR THE APPROPRIATE SHOP SUPERVISOR.

NOT TO SCALE





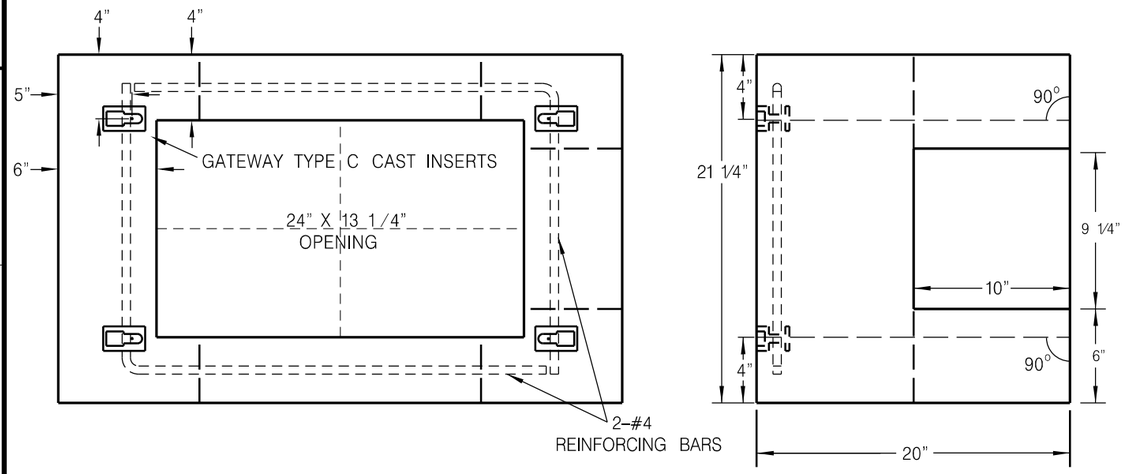
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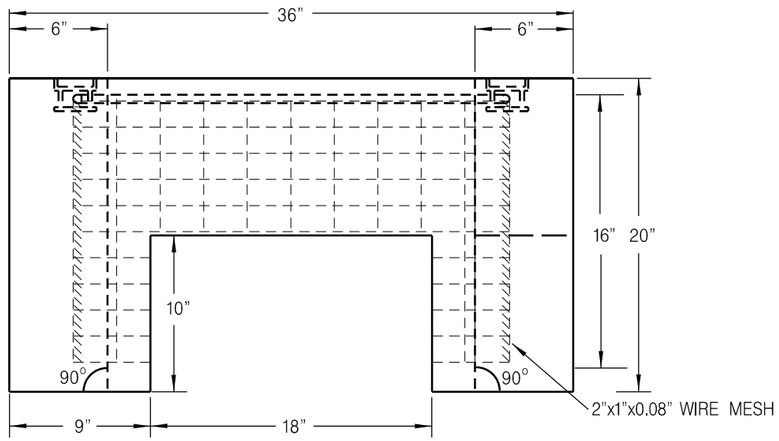
112 DETAIL

TYPICAL PULL BOX /VAULT INSTALLATION IN EITHER PAVEMENT OR GRASS AREAS

ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM STREET LIGHTING FORCES.
CONTACT DISPATCHER AT (414) 286-5944 FOR THE APPROPRIATE SHOP SUPERVISOR.

NOT TO SCALE





NOT TO SCALE

6 BAG MIX #1 STONE

COMM. CODE XXXX-XXX				
PRE-CAST CONCRETE FOUNDATION				
TRAFFIC SIGNAL CABINETS P1 AND P2				
TRAFFIC ENGINEERING AND ELECTRICAL SERVICES P.P.W. CITY OF MILWAUKEE				
TRAFFIC CONTROL MATERIAL				
DATE 8-30-16	SCALE N.T.S.	DRAWN JAR/JO	CHECKED SCB	APPROVED JCB
SUPERSEDES	REVISED DATE	DRG.		
SUPERSEDED BY	NEW DRG.	C-16-500-T		

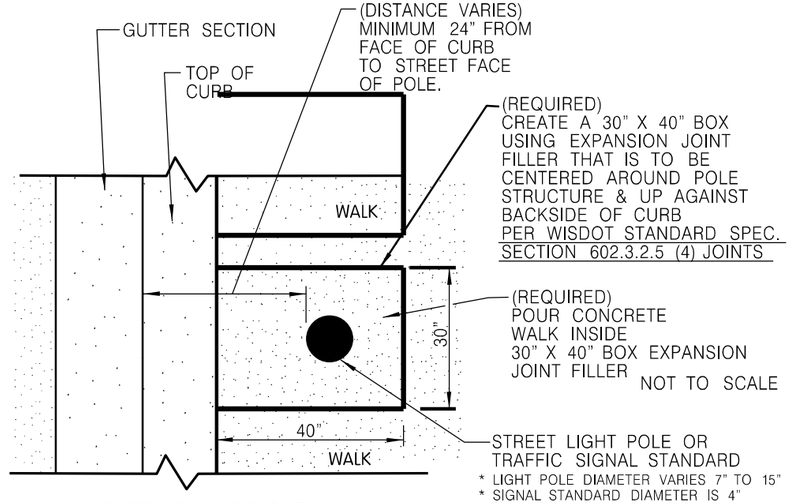
125 DETAIL

TYPICAL TRAFFIC CONTROL CABINET CONCRETE FOUNDATION

ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM TRAFFIC SIGNAL FORCES.
CONTACT DISPATCHER AT (414) 286-3687 FOR SHOP SUPERVISOR.

THE CONTRACTOR IS REQUIRED TO INSTALL EXPANSION JOINT FILLER INTO THE CONCRETE WALK, WHICH SHALL BE 1/2" WIDE MINIMUM TO BE USED TO CREATE A SEPARATION BETWEEN A SMALL CONCRETE AREA AROUND THE TRAFFIC & STREET LIGHTING FACILITIES AND THE REST OF THE CONCRETE WALK.

THE BOX SIZE OF THE AREA CREATED USING THE EXPANSION JOINT FILLER IS STANDARD AROUND LIGHT POLES AND TRAFFIC SIGNALS, BUT WILL VARY WHEN PLACED AROUND TRAFFIC & LIGHTING CONTROL CABINETS.



122 DETAIL VERSION #1

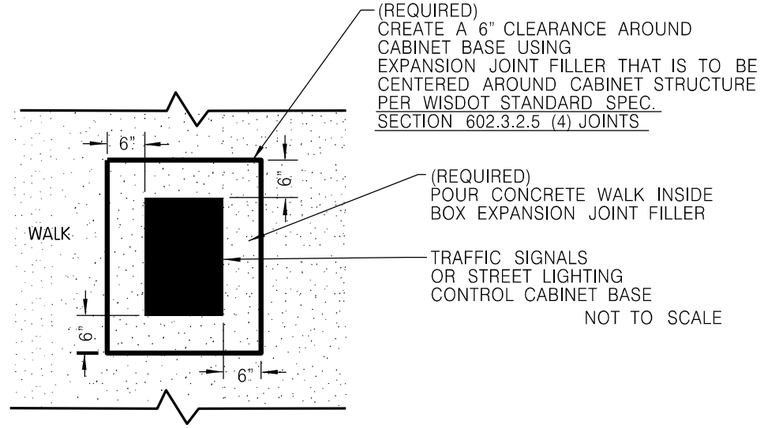
NOT TO SCALE

TYPICAL 30" X 40" BOX EXPANSION JOINT FILLER AROUND STREET LIGHTING AND TRAFFIC SIGNAL FACILITIES

ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM STREET LIGHTING FORCES.
CONTACT DISPATCHER AT (414) 286-5944 FOR THE APPROPRIATE SHOP SUPERVISOR.

THE CONTRACTOR IS REQUIRED TO INSTALL EXPANSION JOINT FILLER INTO THE CONCRETE WALK, WHICH SHALL BE 1/2" WIDE MINIMUM TO BE USED TO CREATE A SEPARATION BETWEEN A SMALL CONCRETE AREA AROUND THE TRAFFIC & STREET LIGHTING FACILITIES AND THE REST OF THE CONCRETE WALK.

THE BOX SIZE OF THE AREA CREATED USING THE EXPANSION JOINT FILLER IS STANDARD AROUND LIGHT POLES AND TRAFFIC SIGNALS, BUT WILL VARY WHEN PLACED AROUND TRAFFIC & LIGHTING CONTROL CABINETS.

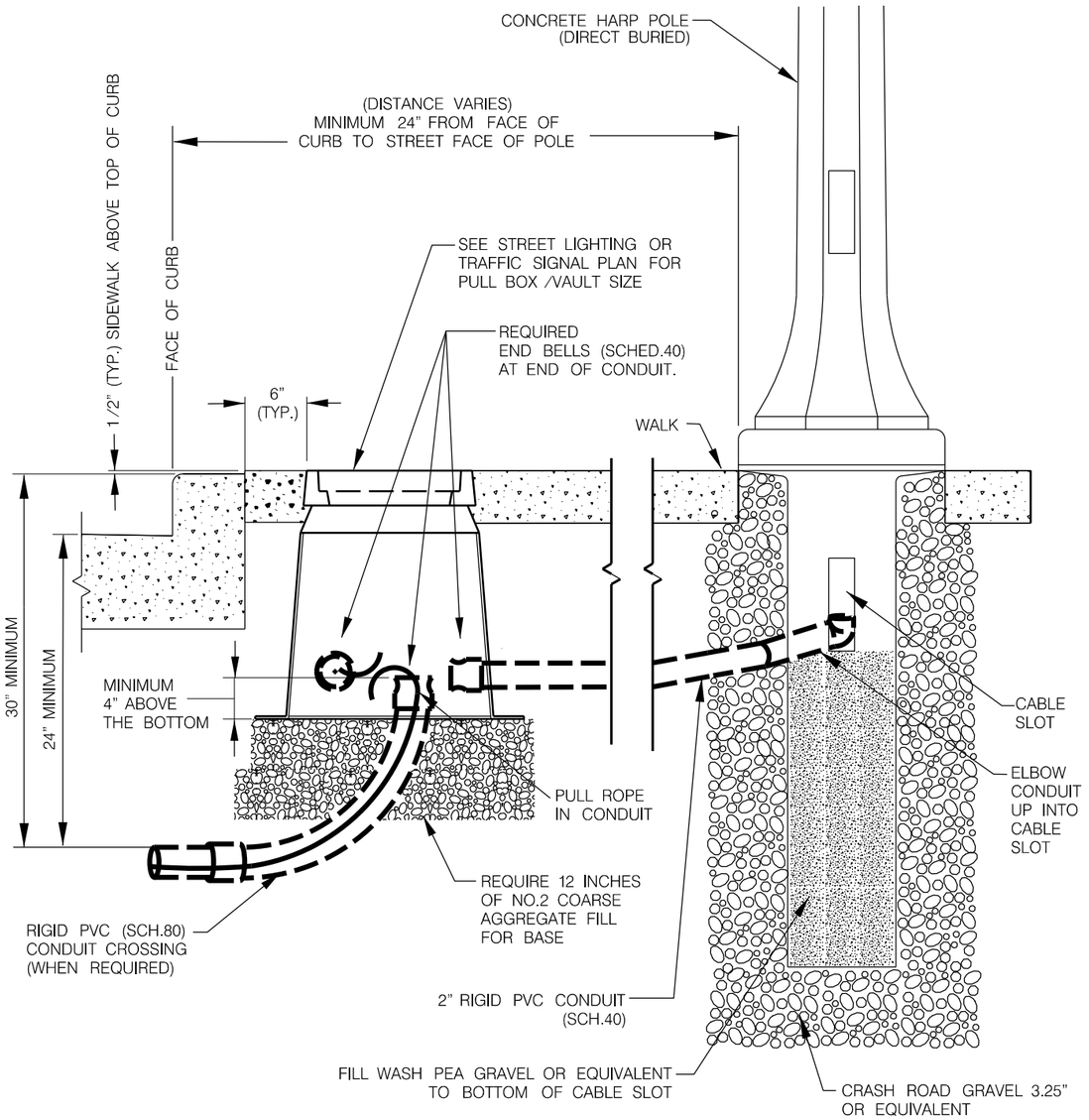


122 DETAIL VERSION #2

NOT TO SCALE

TYPICAL BOX EXPANSION JOINT FILLER AROUND TRAFFIC SIGNAL OR STREET LIGHTING CONTROL CABINET

ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM STREET LIGHTING FORCES.
CONTACT DISPATCHER AT (414) 286-5944 FOR THE APPROPRIATE SHOP SUPERVISOR.



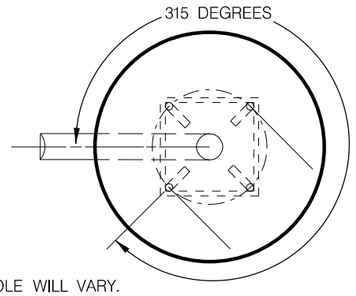
123 DETAIL

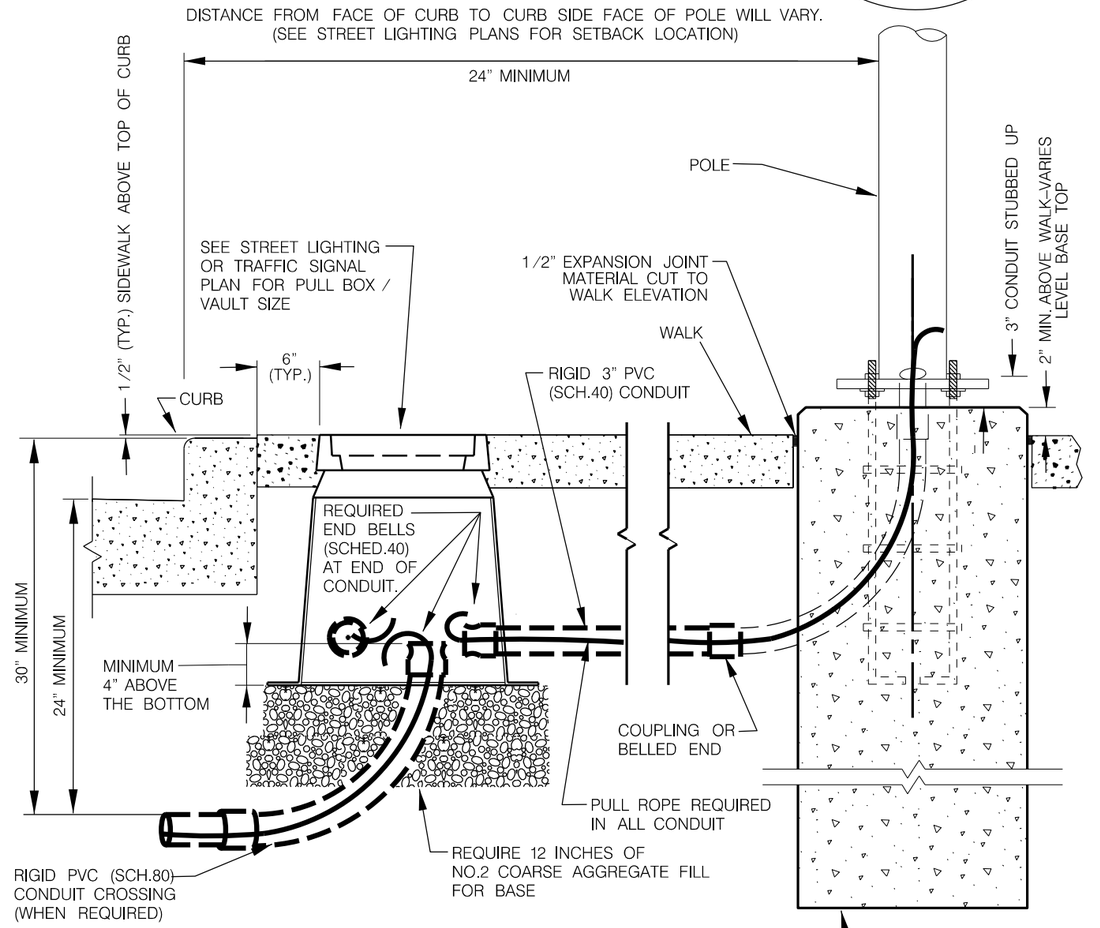
TYPICAL CONDUIT INSTALLATION
FROM PULL BOX TO CONCRETE HARP POLE

ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM STREET LIGHTING FORCES.
CONTACT DISPATCHER AT (414) 286–5944 FOR THE APPROPRIATE SHOP SUPERVISOR.

NOT TO SCALE

BOLT CIRCLE
TOP VIEW



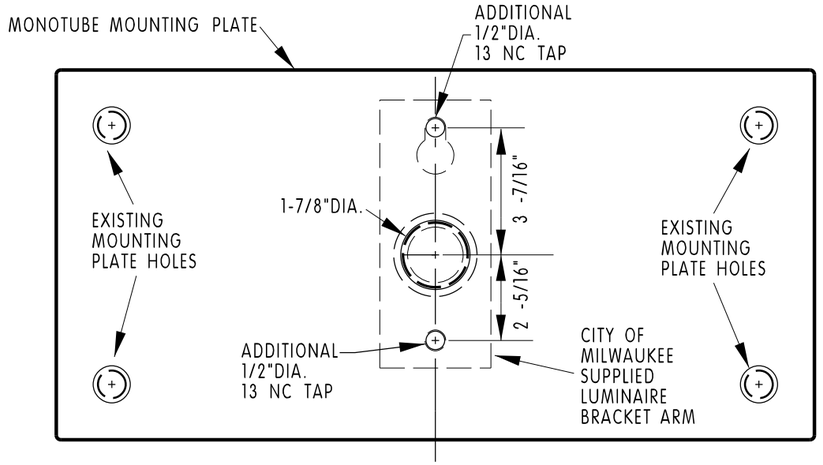


124 DETAIL

TYPICAL CONDUIT INSTALLATION
FROM PULL BOX / VAULT
TO CONCRETE BASE

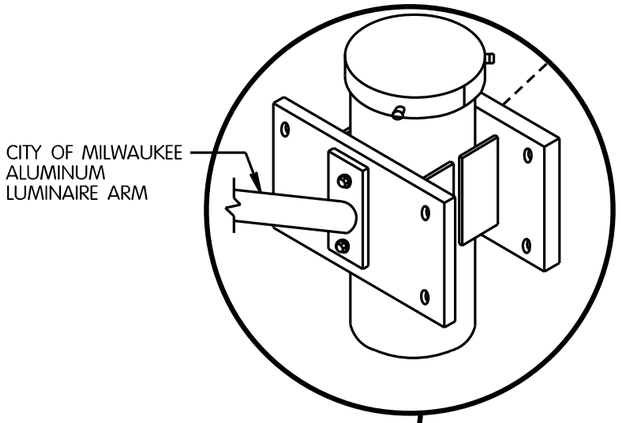
ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM STREET LIGHTING FORCES.
CONTACT DISPATCHER AT (414) 286–5944 FOR THE APPROPRIATE SHOP SUPERVISOR.

NOT TO SCALE

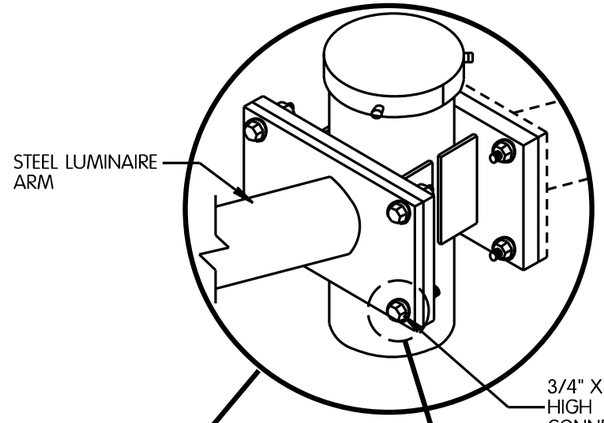


ADDITIONAL MOUNTING HOLES IN LUMINAIRE MOUNTING PLATE

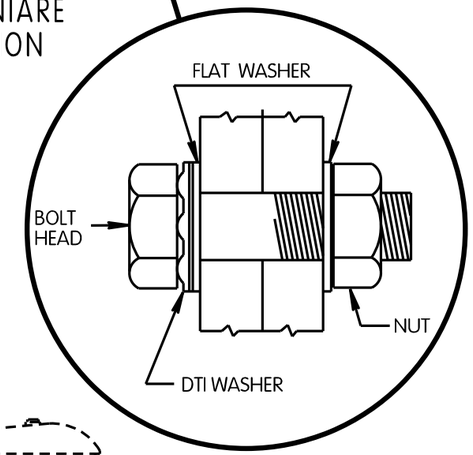
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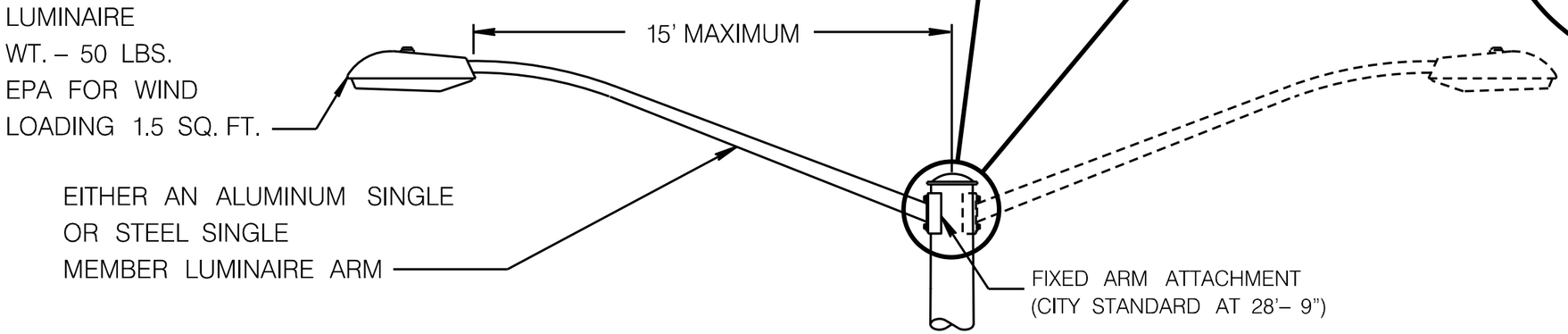
ALUMINUM LUMINIARE ARM OPTION



STEEL LUMINIARE ARM OPTION



RECOMMENDED BOLT ASSEMBLY DETAIL



ADDITIONAL MOUNTING HOLES IN LUMINAIRE MOUNTING PLATE FOR

POLES: TYPE 10
TYPE 10 SPECIAL
TYPE 13

NOT TO SCALE

2

TRAFFIC & STREET LIGHTING GENERAL NOTES:

PRIOR TO CONSTRUCTION, THE LOCATION OF UNDERGROUND UTILITIES SHALL BE DETERMINED IN THE FIELD BY CONTACTING "DIGGERS HOTLINE."

STREET LIGHTING & TRAFFIC SIGNALS SHALL BE INSTALLED IN COMPLIANCE WITH WISCONSIN DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS SECTION 652 EXCEPT:

THE CONTRACTOR IS RESPONSIBLE FOR ALL COSTS INCLUDING REPAIRS, REPLACEMENT OR RELOCATION ETC. OF STREET LIGHTING OR TRAFFIC SIGNAL FACILITIES IF THE CONTRACTOR DOES ANY DEVIATION FROM THE STREET LIGHTING OR TRAFFIC SIGNAL DESIGN WITHOUT THE STREET LIGHTING ENGINEERS SIGNED PERMISSION.

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

2 LOCATIONS OF THE PVC CONDUITS WHERE THEY ARE REQUIRED ARE IDENTIFIED IN THE PRINTS. HOWEVER, INSTALLATION MAY REQUIRE INTEGRATION WITH EXISTING FIELD CONDITIONS. APPROPRIATE ADJUSTMENT ON CONDUIT LOCATIONS MAY BE MADE IF THE FIELD CONDITIONS ARE SUCH THAT THE CONDUIT CANNOT BE INSTALLED AT THE SPECIFIED LOCATIONS. ANY RELOCATIONS MUST BE APPROVED BY THE ENGINEER. FIELD MARK EACH CONDUIT LOCATION BY STAMPING AND PAINTING WITH RED PAINT ON TOP AND BACKSIDE OF CURB.

3 TYPICAL CONDUIT INSTALLED UP TO DIRECT BURIED STREET LIGHT POLES IS AS FOLLOWS 3-INCH OR 2.5-INCH (AS NOTED) SCHEDULE 40 RIGID PVC TO STREET LIGHTING METAL HOUSING (PEDESTAL), THE 1.5-INCH SCHEDULE 40 RIGID PVC TO STREET LIGHT POLE CABLE SLOT, AND THE 2-INCH SCHEDULE 40 RIGID PVC TO SIGNAL STANDARD BASE AND RISER FOR TRAFFIC SIGNAL ON STREET LIGHT POLE.

4 DEPTH OF CONDUIT INSTALLED BELOW THE STREETS, HIGHWAYS, ROADS, AND ALLEYS SHALL BE 24-INCHES MINIMUM AND 36-INCHES MAXIMUM. (MEASURED FROM FINISHED FLANGE LINE)

5 CONDUIT INSTALLED BEHIND CURB, AND UNDER DRIVEWAYS SHALL BE INSTALLED AT A DISTANCE OF 6 INCHES AWAY FROM THE BACK OF CURB TO THE CENTER LINE OF CONDUIT, AND 18 INCHES DOWN MEASURED FROM THE TOP OF CURB OR FINISHED GRADE TO THE TOP OF CONDUIT.

6 WHEN THERE IS MORE THAN ONE CONDUIT TO BE INSTALLED, PLACE ALL CONDUITS IN THE SAME TRENCH.

7 ANY EXCEPTION TO THE MINIMUM OR MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

8 THE CONTRACTOR OR HIS SUBCONTRACTOR MUST MAKE SURE THE AREA BEHIND CURB AND/OR TRENCH SHALL BE FREE OF DEBRIS AND OVERPOUR AND SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

9 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.

10 ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON ALL CONDUITS. (SEE NEC 352.28 2008 CODE)

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

12 ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

13 CONDUIT RUNS SHALL BE THE SAME SIZE PIPE FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX OR JUNCTION BOX OR BASE TO BASE, ETC.).

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

15 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 UNLESS OTHERWISE APPROVED BY THE STREET LIGHTING ENGINEER.

16 WHEN ENDS OF CONDUIT DO NOT CONNECT TO A PULL BOX / VAULT AND WILL END UP UNDER CONCRETE WALK. THE CONTRACTOR IS REQUIRED TO LEAVE A 24" X 24" BOX FORM CENTERED OVER THE END OF CONDUIT AND FILL THE BOXFORM WITH CRUSHED GRAVEL. (PER WISDOT SPEC 209.2.1(1) GRANULAR BACKFILL)

17 ALL PIPE CROSSINGS AND PULL BOXES / VAULTS SHALL BE AT LEAST SIX (6) FEET AWAY FROM FIRE HYDRANTS, UNLESS NOTED OTHERWISE, OR APPROVED BY THE STREET LIGHTING ENGINEER.

18 ALL POLES AND TRAFFIC STANDARDS IN CONCRETE ARE REQUIRED TO HAVE A 30"X30" BOX SHAPED JOINT PLACED AROUND THEM USING AN EXPANSION JOINT FILLER. UNLESS NOTED OTHERWISE (SEE DETAIL 122)

19 TYPICAL RECTANGULAR PULL BOXES / VAULTS SHOULD BE INSTALLED AS SHOWN ON PLANS, BUT WHEN IT IS NOT POSSIBLE, A 5 FT. TO 6 FT. OFFSET FROM STREET LIGHT POLES, SIGNAL STANDARDS AND FIRE HYDRANTS SHOULD BE USED, OTHERWISE APPROVED BY THE STREET LIGHTING ENGINEER.

20 LIGHT POLES AND TRAFFIC STANDARDS INSTALLED BEHIND THE CURB MUST MEET A MINIMUM DISTANCE OF 24 INCHES FROM THE FACE OF CURB TO THE CURB SIDE FACE OF THE POLE OR TRAFFIC STANDARD.

21 COORDINATE NEW CONDUIT CONNECTIONS WITH EXISTING CONDUIT, DUCT PACKAGES, AND PULL BOXES/ VAULTS/ MANHOLES WITH CITY OF MILWAUKEE STREET LIGHTING. THE CITY REQUIRES THREE WORKING DAYS ADVANCED NOTICE. CONTACT ELECTRICAL SUPERVISOR
STREET LIGHTING - MARK MACRAE (OFFICE) 414-286-5928 (CELL) 414-708-0434
TRAFFIC SIGNALS - RUDY GUTIERREZ (OFFICE) 414-286-3687 (CELL) 414-708-5148 OR DISPATCHER @ 414-286-3687

22 IMMEDIATELY AFTER THE CONTRACTOR HAS COMPLETED ALL THE ELECTRICAL PULL BOXES / VAULTS, CONDUIT AND CONDUIT CONNECTIONS, AND JUST BEFORE ELECTRICAL WORK IS COVERED UP WITH CONRETE, SOIL, OR ETC. THE CONTRACTOR IS REQUIRED TO CONTACT THE CITY OF MILWAUKEE ELECTRICAL SHOP SUPERVISORS FOR FINAL INSPECTION AND APPROVAL OF ALL WORK.
STREET LIGHTING - NEAL KARWEIK (OFFICE) 414-286-5943 (CELL) 414-708-4245
STREET LIGHTING - MARK MACRAE (OFFICE) 414-286-5928 (CELL) 414-708-0434
STREET LIGHTING - DISPATCHER @ 414-286-3015
TRAFFIC SIGNALS - RUDY GUTIERREZ (OFFICE) 414-286-5941 (CELL) 414-708-5148
TRAFFIC SIGNALS - DISPATCHER @ 414-286-3687

23 CONDUIT WILL ONLY BE INSTALLED AFTER THE CURB IS POURED, UNLESS APPROVED BY BOTH THE ENGINEER & STREET LIGHTING SHOP SUPERVISOR.

24 CONDUIT END CAPS REQUIRED ON ALL EMPTY CONDUIT.

25 CONTRACTOR IS REQUIRED TO CONTACT THE CITY OF MILWAUKEE ELECTRICAL SERVICES FOR FINAL INSPECTION AND APPROVAL OF ALL ELECTRICAL WORK BEFORE ANY MATERIALS ARE COVERED UP OR BACKFILLED.

26 ALL PURPOSE ANTISEIZE (OR EQUIV) TO BE APPLIED ON ALL BOLTS AND SCREWS ESPECIALLY THE LIGHT POLE HAND HOLE PANEL. OXIDE INHIBITOR OX-4 (OR EQUIV) TO BE APPLIED ON ALL WIRE CONNECTION AND WIRE NUTS. TAG ALL CABLE DIRECTION IN VAULT AND HAND HOLE PANEL.

27 Provide three sets as-built drawings detailing the final placement of conduit, cabling, equipment, and geometric modifications under the contract. Provide PDF copy conforming to CMM 1-65.14, or record all changes in Red ink Only on the As-Let (Design) paper drawings. The City will reject as-builts with incomplete or incorrect content or not conforming to CMM standards.

28 RETURN ALL REMOVED STREET LIGHTING FIXTURES TO STREET LIGHTING FIELD OFFICE
(ATTN: MIKE GUERRERO)
1540 W. CANAL ST. MILWAUKEE WI 53233

UTILITY LINE CODE

SAN	SANITARY SEWER
STO	STORM SEWER
W	WATER
G	GAS
G	PROPOSED GAS
E	ELECTRIC
TE&ES	TRAFFIC & STREET LIGHTING
	OLD CITY UNDERGROUND CONDUIT
CUC	PROPOSED CITY UNDERGROUND CONDUIT
T	TELEPHONE
TV	CABLE

2

TRAFFIC & STREET LIGHTING GENERAL NOTES:

As-Built Guidelines:

Provide as-built drawings detailing the final placement of conduit, cabling, equipment, and geometric modifications under the contract. Provide PDF copy conforming to CMM 1-65.14, or record all changes in Red ink Only on the As-Let (Design) paper drawings. The engineer will reject as-builts with incomplete or incorrect content or not conforming to CMM standards.

It is critical that the Contractor work on the As-Built drawings while the job is progressing, so changes are documented while they are still fresh in your mind.

If there is a structure drawing, include all structures drawing sheets. It is the responsibility of the Contractor to insert any addendum or replacement drawing sheets. To do this, renumber them similarly to the original drawing sheet.

For example, "Revised Sheet 5" would replace sheet 5. However all original sheets shall remain in the As-Built. If the sheet has been replaced cross it out with an x and indicate the number of its replacement sheet. If additional sheets were added insert them in the logical location and label them with the previous sheet number followed by an "A","B","C", etc.

Note the sheet changes on the title sheet under the ORDER OF SHEETS.

The title sheet of the As-Built drawing should include the following info:

AS-BUILT DRAWING
SUPERVISER:
PROJECT MANAGER:
CONTRACTOR LEADER:
CONTRACTOR COMPANY:
WORK STARTED:
WORK COMPLETED:

Line out or cross out all changed information and write-in the corrected information above the original or close to it where ever possible. Use blank spaces on the drawing so notes are not superimposed. Drawings with excessive detail may require an alternate approach. Numbered changes or additions may-be shown on supplemental non-drawing sheets.

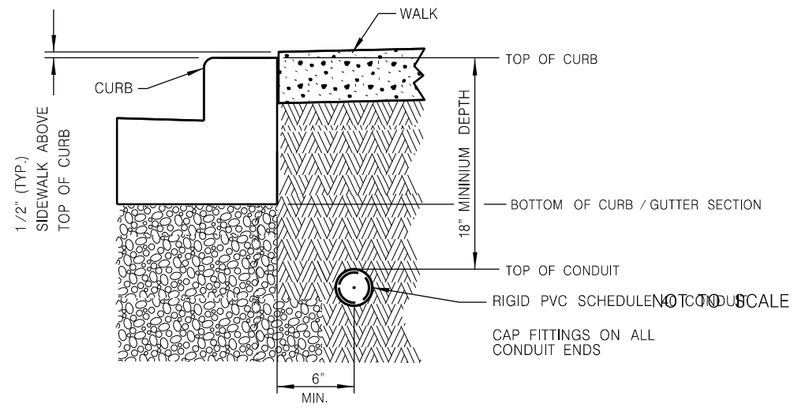
< Locate and clearly label all conduit runs, fittings, splice vaults, pull boxes, meter pedestals, concrete bases, transformers, poles and other appurtenances in two directions. Swing ties should be made from objects that are permanent in nature and visible on the finished surface.
< Street names shall be on all sheets.
< Show all sizes and material types of pipes and conduits, if changed or modified from original design.
< All horizontal distances shall be shown to the nearest tenth of a foot (i.e., 205.3'). All vertical distances shall be shown to the nearest inch (i.e., 24").
< Show location and elevations on pipes and fittings where changes or deflections in direction occur.
< Special detail drawings may be required where installations are not shown on approved construction drawings for whatever reason or where required for clarity.
< Typical service installation details with deviations from original plans or standard details shall be noted on as-built drawings.
< No arbitrary mark-ups will be permitted.

If there are no corrections or additions to the As-Let plan(s) put "NO CHANGE" on the sheet with other required As-Built information.

Send to:
City of Milwaukee
Infrastructure Services Division
Transportation Section
Street Lighting & CUC Engineering Manager
841 N. Broadway (Room 920)
Milwaukee, WI. 53202

2

NOTE: 1.) KEEP AREA BEHIND CURB FREE OF DEBRIS AND CONCRETE OVERPOUR.
2.) CONDUIT TO BE PLACED 6 INCHES ON CENTER DIRECTLY BEHIND CURB, UNLESS NOTED OR APPROVED BY ENGINEER.



100

DETAIL "A"

TYPICAL CONDUIT INSTALLATION BEHIND CURB

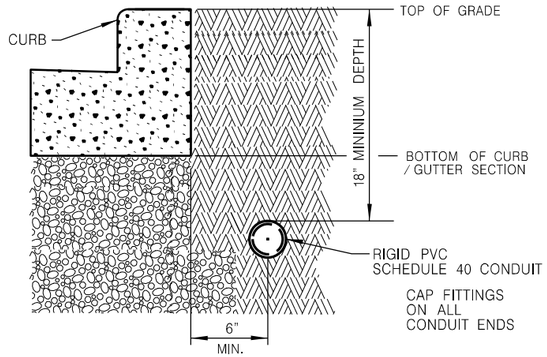
NOT TO SCALE

ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM STREET LIGHTING FORCES.
CONTACT DISPATCHER AT (414) 286–5944 FOR THE APPROPRIATE SHOP SUPERVISOR.

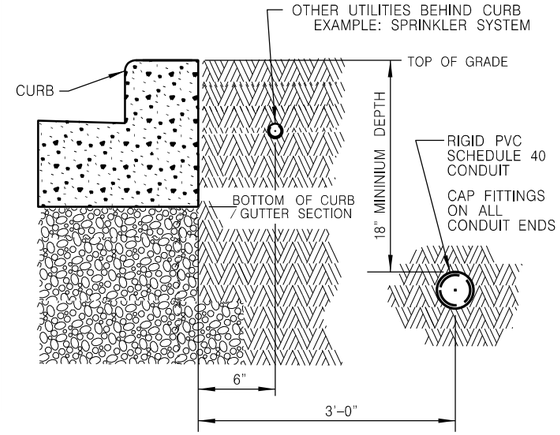
NOTE: 1.) KEEP AREA BEHIND CURB FREE OF DEBRIS AND CONCRETE OVERPOUR.

DETAIL "B"

CONDUIT TO BE PLACED 6" ON CENTER DIRECTLY BEHIND CURB, UNLESS NOTED OR APPROVED BY ENGINEER.



DETAIL "C"



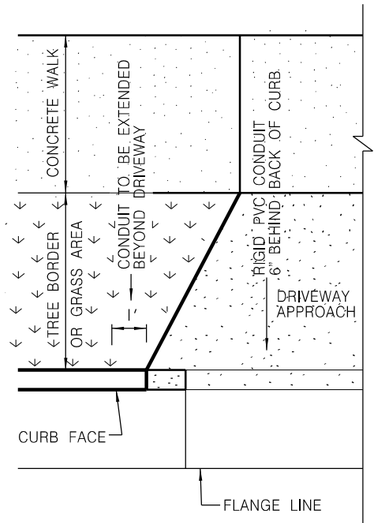
100

DETAIL "B" & "C"

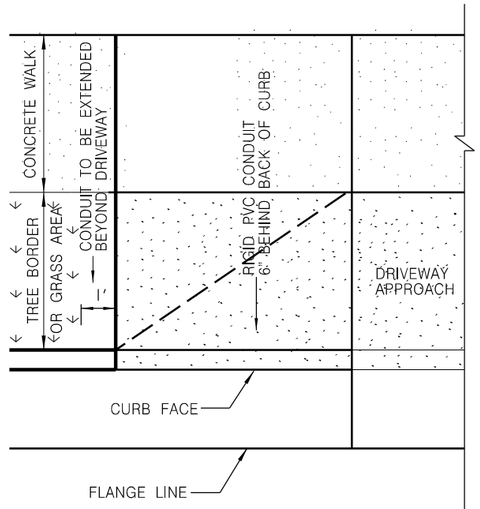
TYPICAL CONDUIT INSTALLATION BEHIND CURB

NOT TO SCALE

ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM STREET LIGHTING FORCES.
CONTACT DISPATCHER AT (414) 286–5944 FOR THE APPROPRIATE SHOP SUPERVISOR.

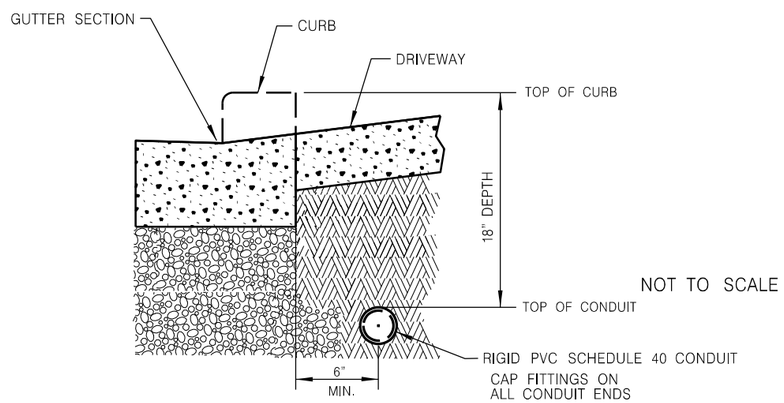


TYPICAL PLAN VIEW FOR FLARED DRIVEWAY



TYPICAL PLAN VIEW FOR DEPRESSED DRIVEWAY

NOTE: 1.) KEEP AREA BEHIND CURB FREE OF DEBRIS AND CONCRETE OVERPOUR.
2.) CONDUIT TO BE PLACED 6 INCHES ON CENTER DIRECTLY BEHIND CURB, UNLESS NOTED OR APPROVED BY ENGINEER.



NOT TO SCALE

101 DETAIL

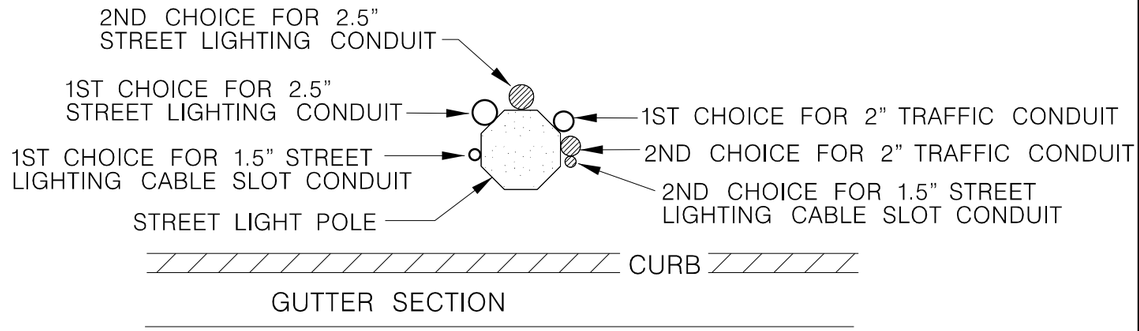
TYPICAL CONDUIT INSTALLATION UNDER DRIVEWAYS OR PEDESTRIAN RAMPS

NOT TO SCALE

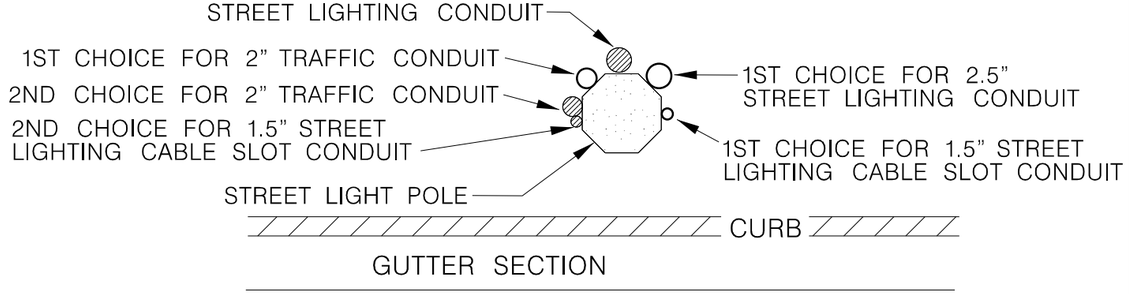
ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM STREET LIGHTING FORCES.
CONTACT DISPATCHER AT (414) 286-5944 FOR THE APPROPRIATE SHOP SUPERVISOR.

2

NOTE: CAP FITTINGS ON CONDUIT ENDS



DIRECTION OF TRAFFIC AT CURB



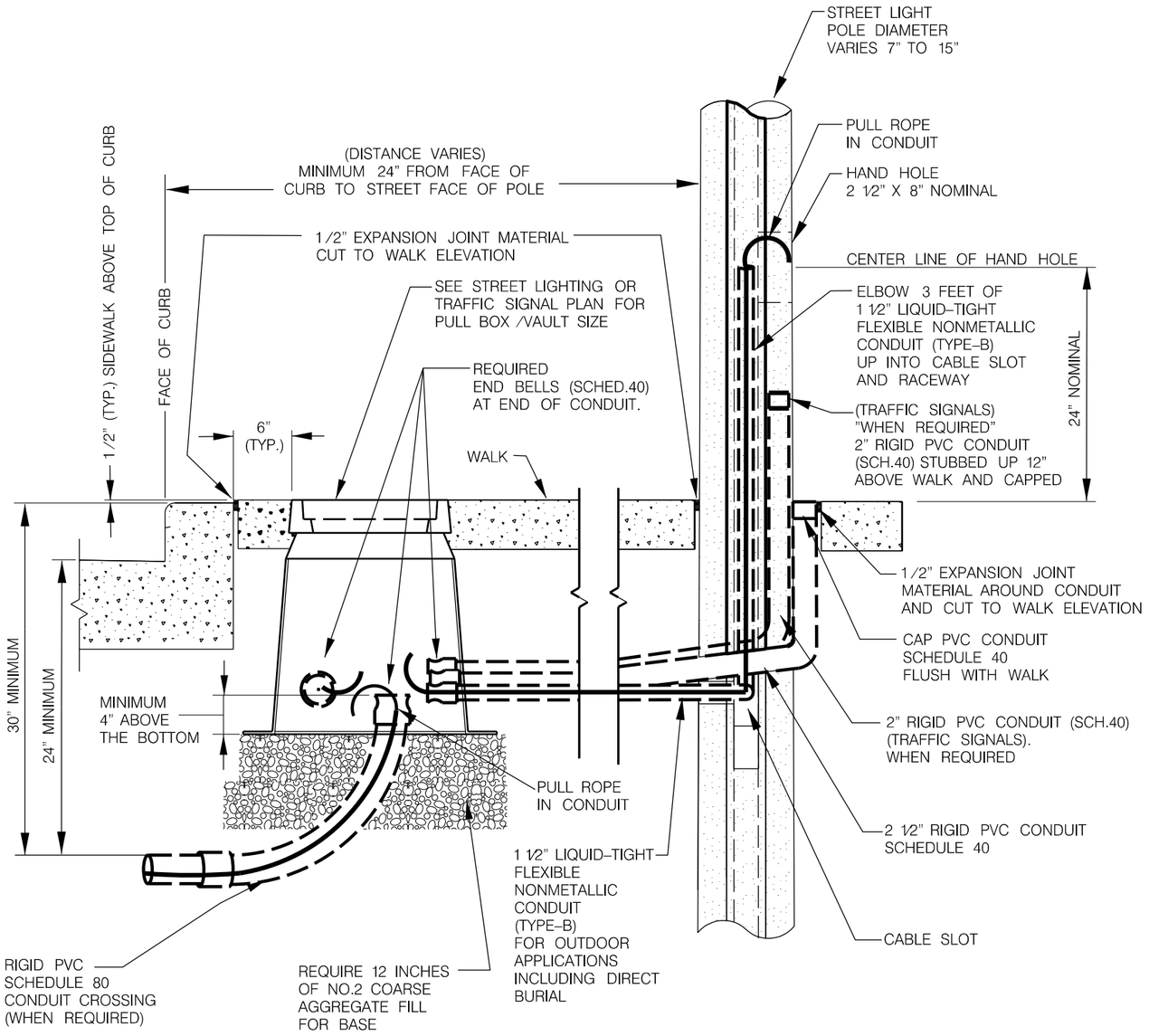
DIRECTION OF TRAFFIC AT CURB

104 DETAIL

TYPICAL TRAFFIC SIGNAL RISER AND STREET LIGHTING CONDUIT LOCATIONS ON LIGHT POLES DEPENDING ON DIRECTION OF TRAFFIC AT CURB

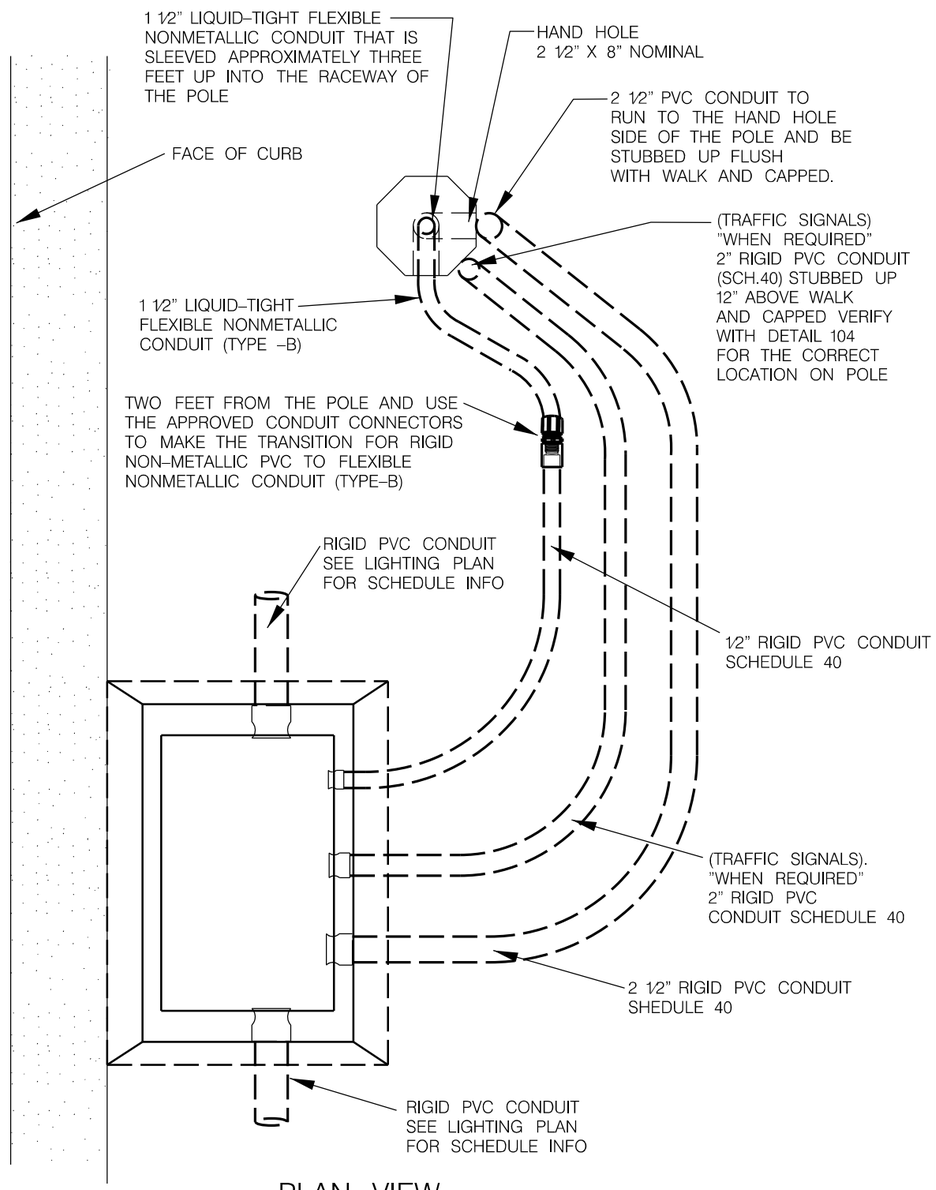
NOT TO SCALE

ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM TRAFFIC / STREET LIGHTING FORCES.
CONTACT DISPATCHER AT (414) 286-5944 FOR THE APPROPRIATE SHOP SUPERVISOR.



SECTION VIEW

NOT TO SCALE



PLAN VIEW

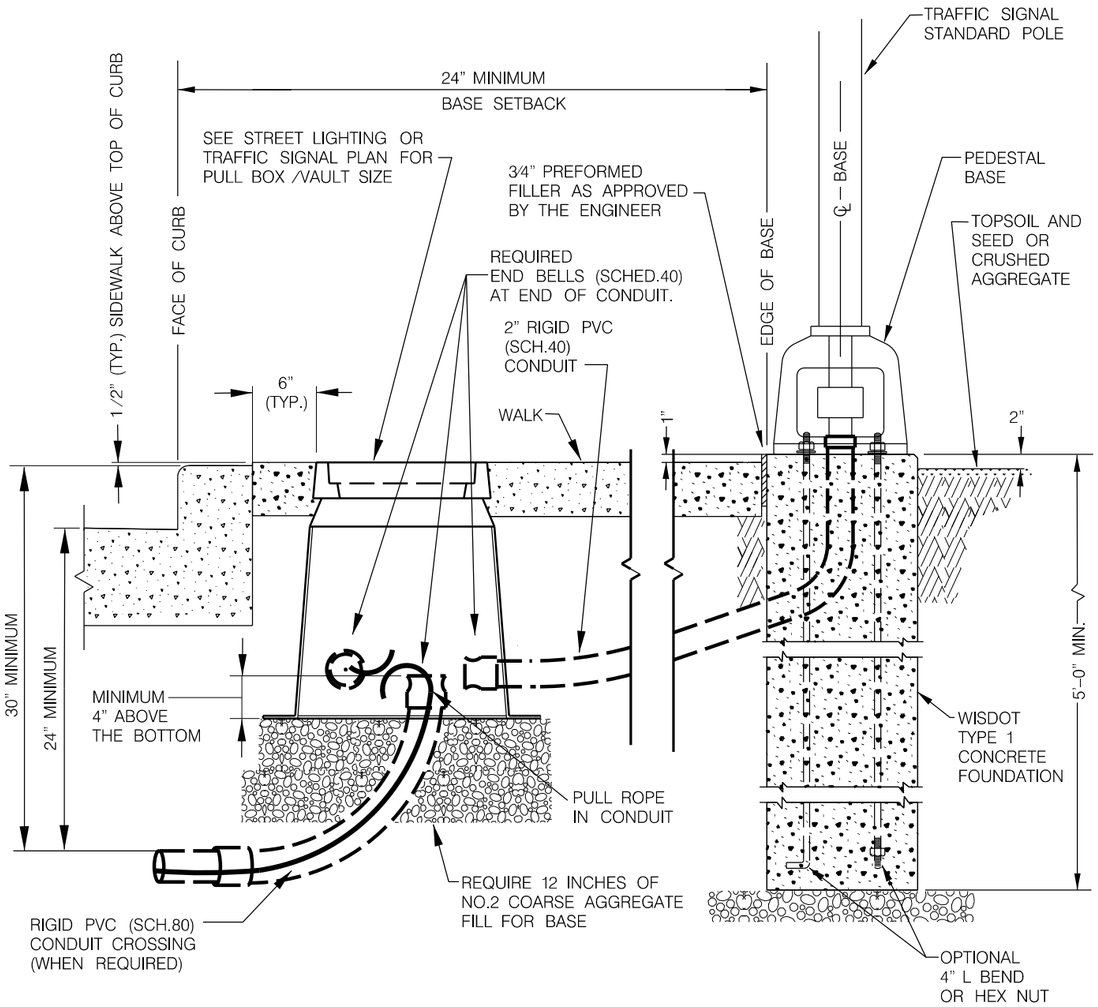
NOT TO SCALE

108A DETAIL VERSION

TYPICAL CONDUIT INSTALLATION FROM PULL BOX / VAULT TO POLE

ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM STREET LIGHTING FORCES. CONTACT DISPATCHER AT (414) 286-5944 FOR THE APPROPRIATE SHOP SUPERVISOR.

NOT TO SCALE

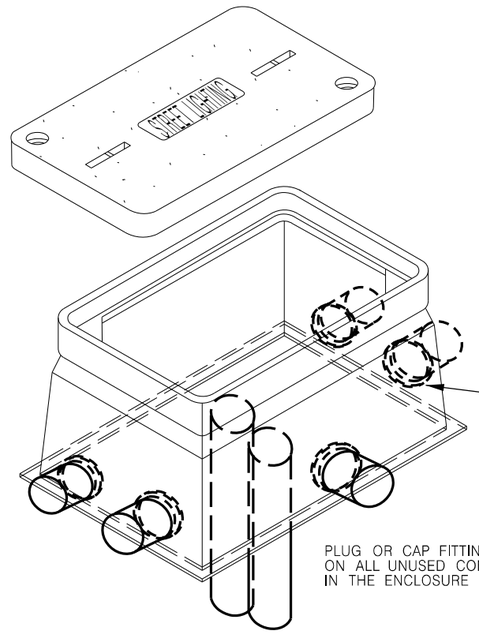


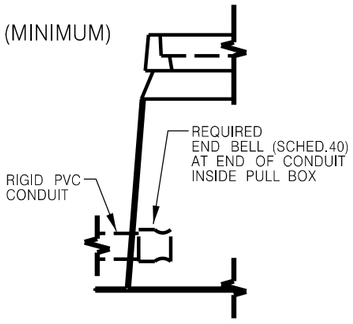
109 DETAIL

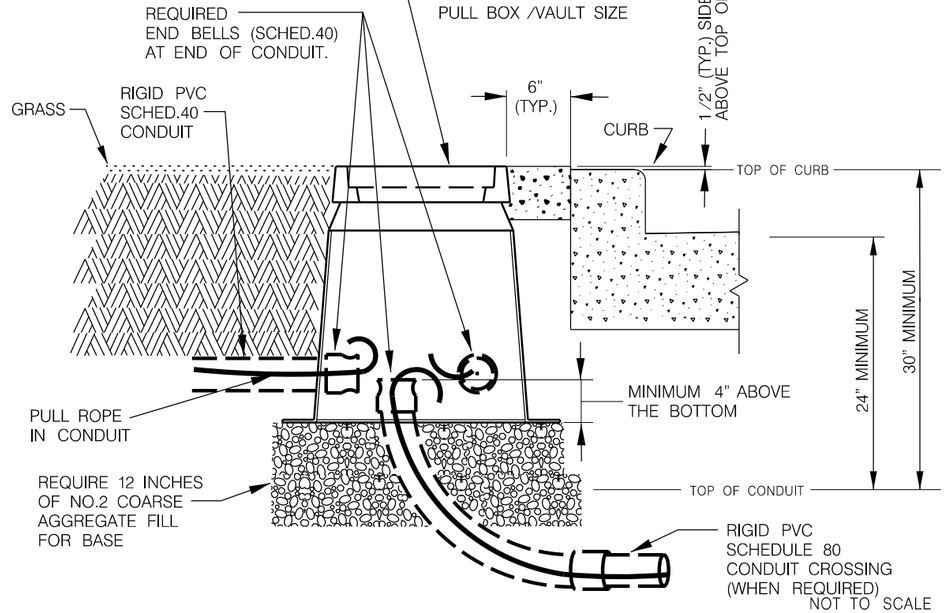
TYPICAL CONDUIT INSTALLATION FROM PULL BOX /VAULT TO SIGNAL STANDARD AND TYPICAL BASE INSTALLATION

ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM STREET LIGHTING FORCES.
CONTACT DISPATCHER AT (414) 286-5944 FOR THE APPROPRIATE SHOP SUPERVISOR.

NOT TO SCALE







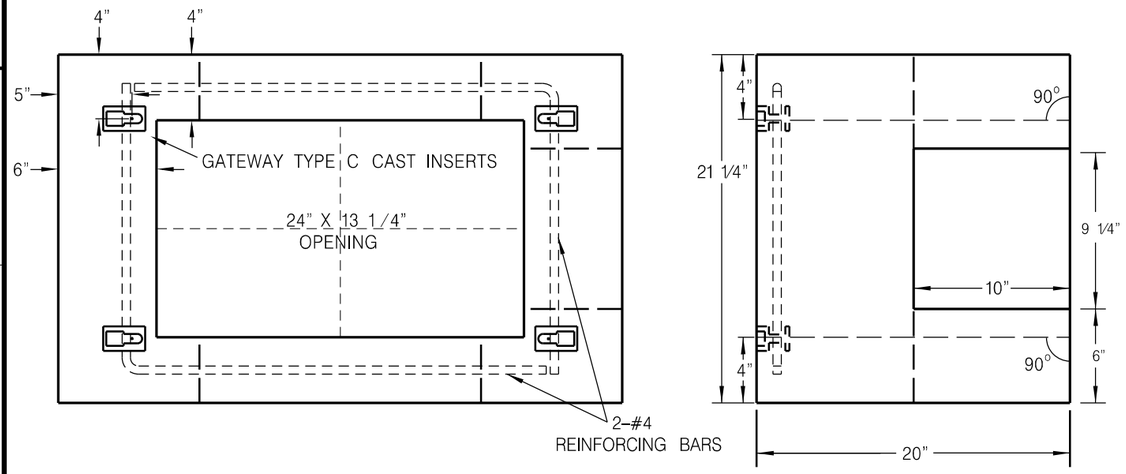
NOT TO SCALE

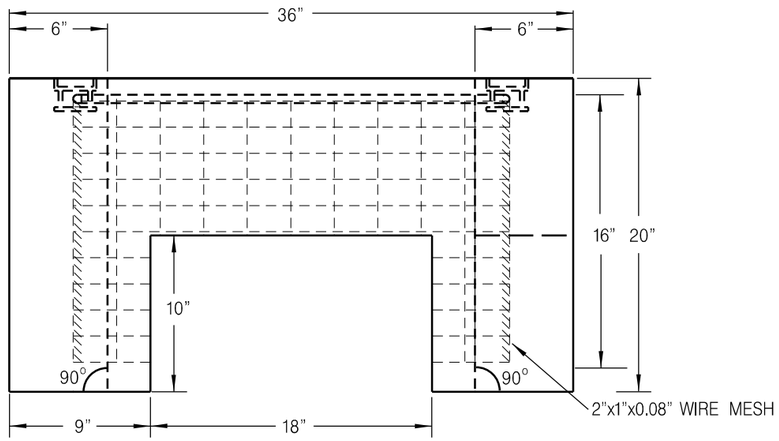
112 DETAIL

TYPICAL PULL BOX /VAULT INSTALLATION IN EITHER PAVEMENT OR GRASS AREAS

ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM STREET LIGHTING FORCES.
CONTACT DISPATCHER AT (414) 286-5944 FOR THE APPROPRIATE SHOP SUPERVISOR.

NOT TO SCALE





NOT TO SCALE

6 BAG MIX #1 STONE

COMM. CODE XXXX-XXX				
PRE-CAST CONCRETE FOUNDATION				
TRAFFIC SIGNAL CABINETS P1 AND P2				
TRAFFIC ENGINEERING AND ELECTRICAL SERVICES P.P.W. CITY OF MILWAUKEE				
TRAFFIC CONTROL MATERIAL				
DATE 8-30-16	SCALE N.T.S.	DRAWN JAR/JO	CHECKED SCB	APPROVED JCB
SUPERSEDES	REVISED DATE	DRG.		
SUPERSEDED BY	NEW DRG.	C-16-500-T		

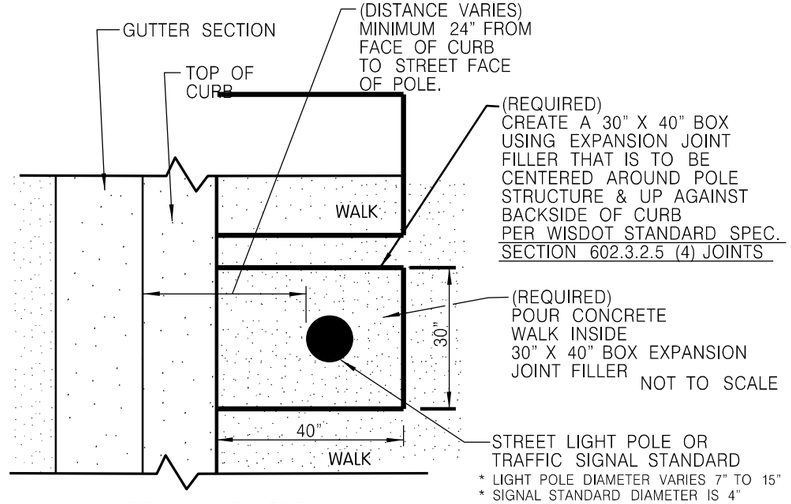
125 DETAIL

TYPICAL TRAFFIC CONTROL CABINET CONCRETE FOUNDATION

ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM TRAFFIC SIGNAL FORCES.
CONTACT DISPATCHER AT (414) 286-3687 FOR SHOP SUPERVISOR.

THE CONTRACTOR IS REQUIRED TO INSTALL EXPANSION JOINT FILLER INTO THE CONCRETE WALK, WHICH SHALL BE 1/2" WIDE MINIMUM TO BE USED TO CREATE A SEPARATION BETWEEN A SMALL CONCRETE AREA AROUND THE TRAFFIC & STREET LIGHTING FACILITIES AND THE REST OF THE CONCRETE WALK.

THE BOX SIZE OF THE AREA CREATED USING THE EXPANSION JOINT FILLER IS STANDARD AROUND LIGHT POLES AND TRAFFIC SIGNALS, BUT WILL VARY WHEN PLACED AROUND TRAFFIC & LIGHTING CONTROL CABINETS.



122 DETAIL VERSION #1

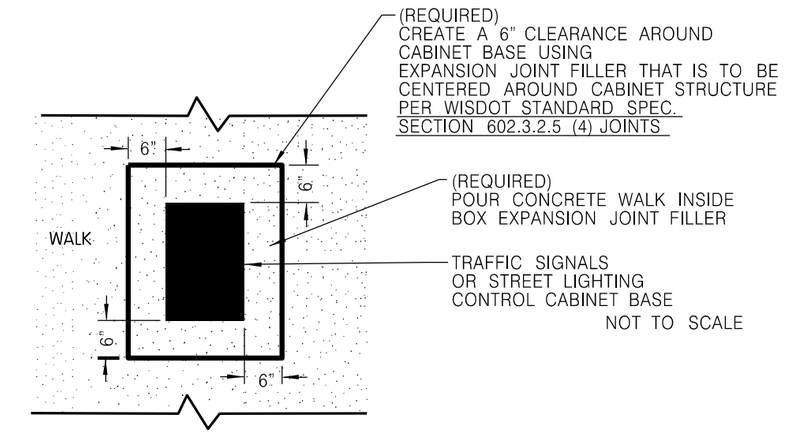
NOT TO SCALE

TYPICAL 30" X 40" BOX EXPANSION JOINT FILLER AROUND STREET LIGHTING AND TRAFFIC SIGNAL FACILITIES

ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM STREET LIGHTING FORCES.
CONTACT DISPATCHER AT (414) 286-5944 FOR THE APPROPRIATE SHOP SUPERVISOR.

THE CONTRACTOR IS REQUIRED TO INSTALL EXPANSION JOINT FILLER INTO THE CONCRETE WALK, WHICH SHALL BE 1/2" WIDE MINIMUM TO BE USED TO CREATE A SEPARATION BETWEEN A SMALL CONCRETE AREA AROUND THE TRAFFIC & STREET LIGHTING FACILITIES AND THE REST OF THE CONCRETE WALK.

THE BOX SIZE OF THE AREA CREATED USING THE EXPANSION JOINT FILLER IS STANDARD AROUND LIGHT POLES AND TRAFFIC SIGNALS, BUT WILL VARY WHEN PLACED AROUND TRAFFIC & LIGHTING CONTROL CABINETS.

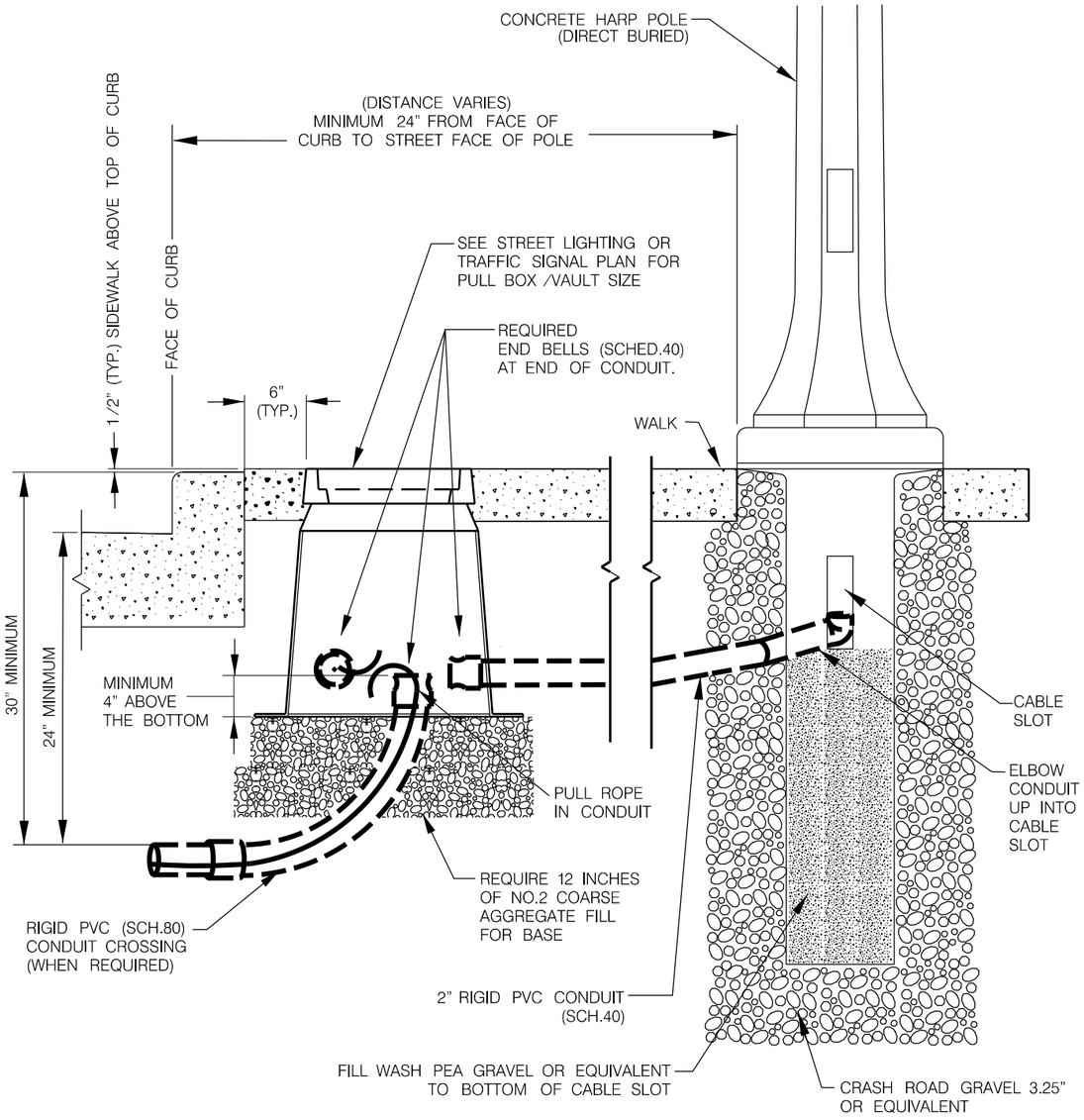


122 DETAIL VERSION #2

NOT TO SCALE

TYPICAL BOX EXPANSION JOINT FILLER AROUND TRAFFIC SIGNAL OR STREET LIGHTING CONTROL CABINET

ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM STREET LIGHTING FORCES.
CONTACT DISPATCHER AT (414) 286-5944 FOR THE APPROPRIATE SHOP SUPERVISOR.



123 DETAIL

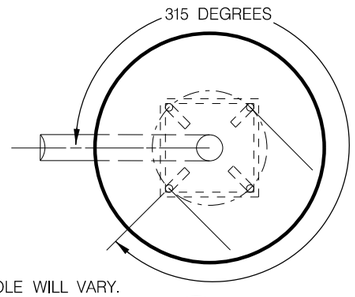
TYPICAL CONDUIT INSTALLATION
FROM PULL BOX TO CONCRETE HARP POLE

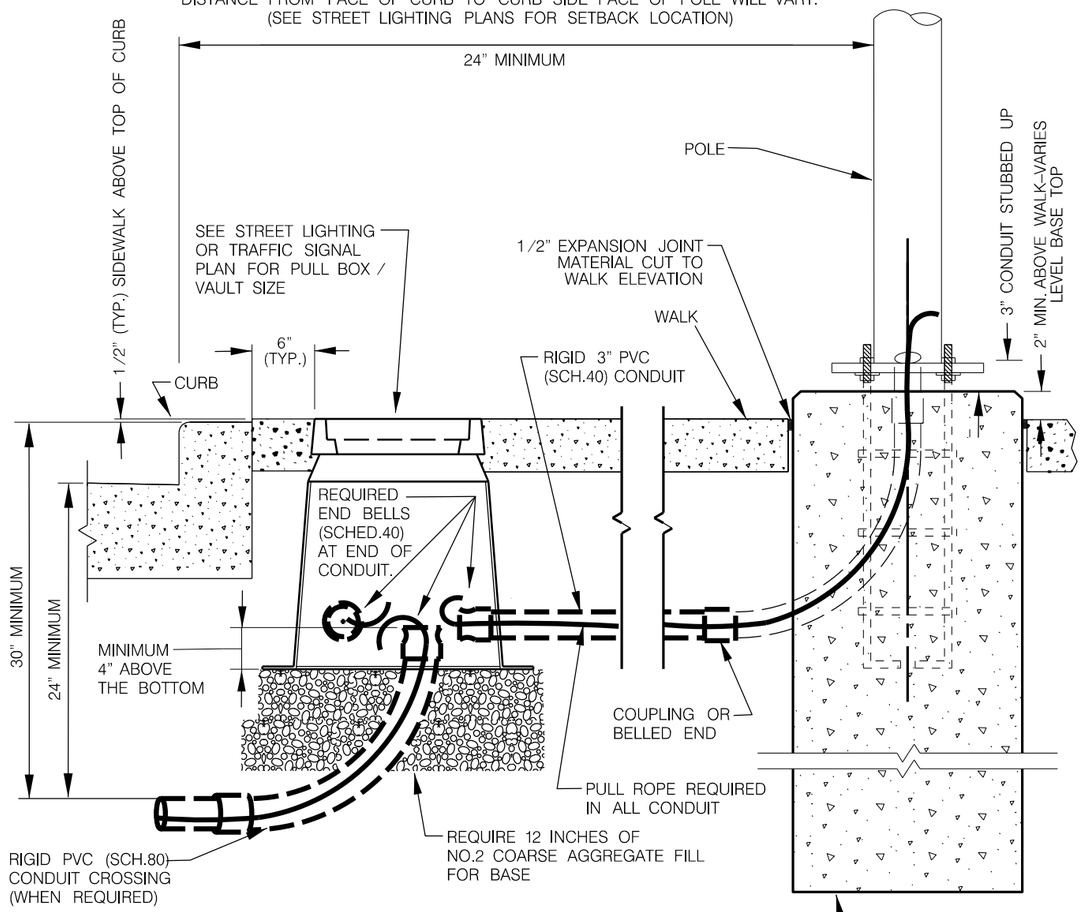
ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM STREET LIGHTING FORCES.
CONTACT DISPATCHER AT (414) 286–5944 FOR THE APPROPRIATE SHOP SUPERVISOR.

NOT TO SCALE

2

BOLT CIRCLE
TOP VIEW





124 DETAIL

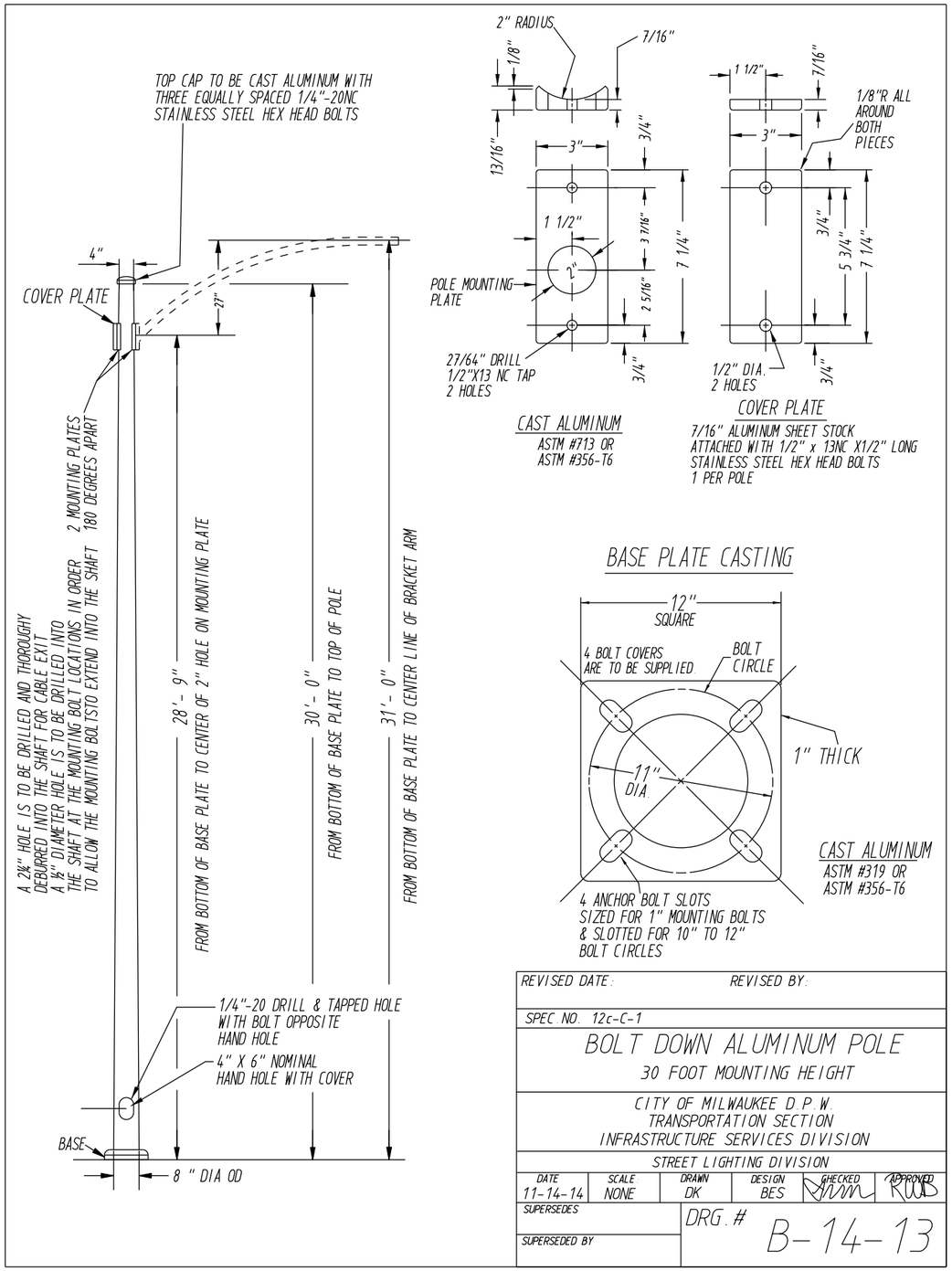
TYPICAL CONDUIT INSTALLATION
FROM PULL BOX / VAULT
TO CONCRETE BASE

ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM STREET LIGHTING FORCES.
CONTACT DISPATCHER AT (414) 286–5944 FOR THE APPROPRIATE SHOP SUPERVISOR.

NOT TO SCALE

PROJECT NO: 2545–03–72	HWY: STH 181	COUNTY: MILWAUKEE	STREET LIGHTING AND TRAFFIC SIGNAL DETAILS	SHEET E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$
WISDOT/CADDS SHEET 42



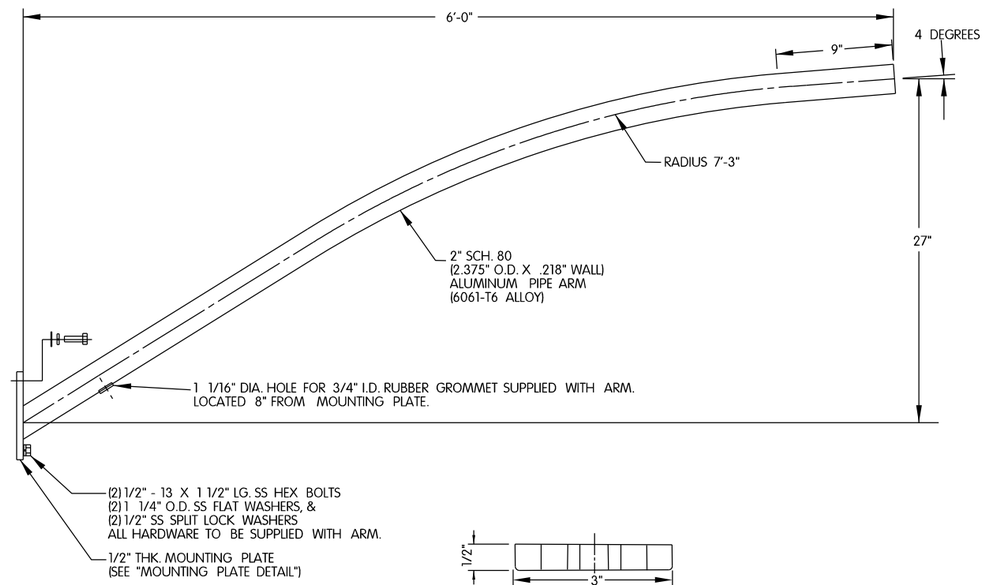
BASE PLATE CASTING

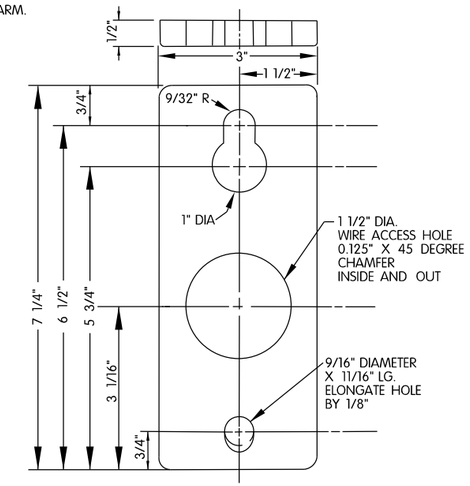
CAST ALUMINUM
ASTM #319 OR
ASTM #356-T6

REVISED DATE:	REVISED BY:
SPEC. NO. 12c-C-1	
BOLT DOWN ALUMINUM POLE 30 FOOT MOUNTING HEIGHT	
CITY OF MILWAUKEE D.P.W TRANSPORTATION SECTION INFRASTRUCTURE SERVICES DIVISION	
STREET LIGHTING DIVISION	

DATE	SCALE	DRAWN	DESIGN	CHECKED	APPROVED
11-14-14	NONE	DK	BES		

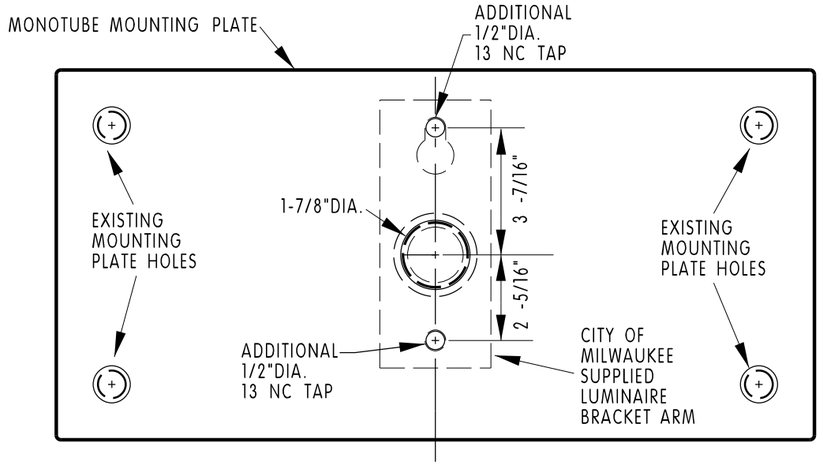
SUPERSEDES	DRG. #
SUPERSEDED BY	B-14-13





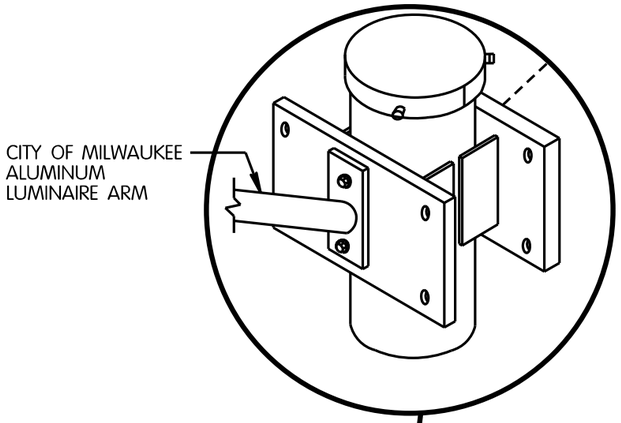
MOUNTING PLATE DETAIL "ES #436"
1/2" THK. ALUMINUM
(6061-T6 ALLOY)

NOTE:
1" I.D. RUBBER GROMMET PROVIDED
FOR USE IN POLE SHAFT

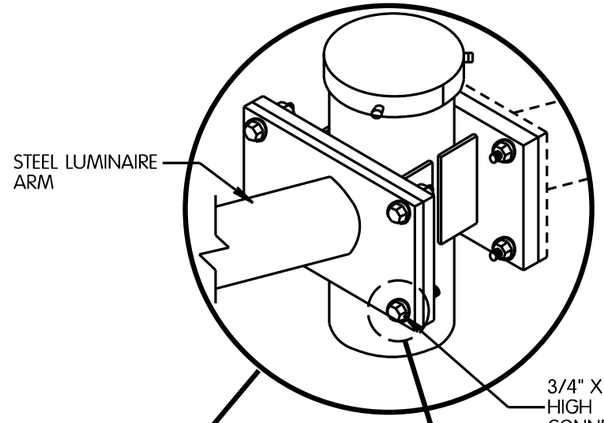


ADDITIONAL MOUNTING HOLES IN LUMINAIRE MOUNTING PLATE

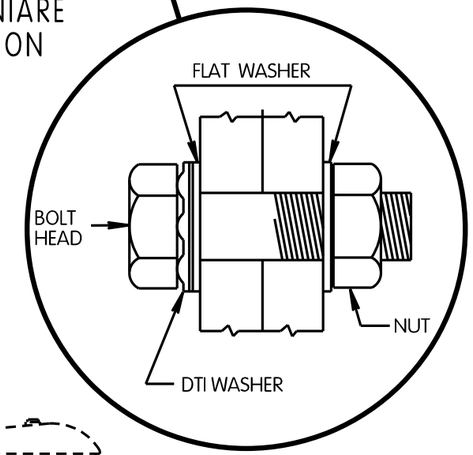
NOT TO SCALE



ALUMINUM LUMINIARE ARM OPTION



STEEL LUMINIARE ARM OPTION



RECOMMENDED BOLT ASSEMBLY DETAIL

LUMINAIRE
WT. – 50 LBS.
EPA FOR WIND
LOADING 1.5 SQ. FT.

15' MAXIMUM

EITHER AN ALUMINUM SINGLE
OR STEEL SINGLE
MEMBER LUMINAIRE ARM

FIXED ARM ATTACHMENT
(CITY STANDARD AT 28'– 9")

ADDITIONAL MOUNTING HOLES IN LUMINAIRE MOUNTING PLATE FOR

POLES: TYPE 10
TYPE 10 SPECIAL
TYPE 13

NOT TO SCALE

PROJECT NO:2545–03–72	HWY: STH 181	COUNTY: MILWAUKEE	STREET LIGHTING & TRAFFIC SIGNAL DETAILS	SHEET E

PRI 54

STATE PROJECT NUMBER
2545-03-02

N

N. 76TH ST.

EXIST. CUC MH #601
STA 08+86.17, 30.01' LT.

EXIST. C.P. LOC.

SAW CONCRETE 4' WIDE
REMOVE EXISTING CONCRETE PAVEMENT.
PLACE CONDUIT PACKAGE. PLACE 9"
CONCRETE BASE WITH TIE BARS (30"C-C)
AND DOWEL BARS (15"C-C)
PLACE 3.5" ASPHALT PAVEMENT

N. HAMPTON AVE.

LOCATE END OF EXISTING WEST DUCT AND EXTEND.
ABANDON EASTERLY THREE DUCTS

18'
1-4" PVC CONDUIT
CEMENT ENCASED

22.5°, 5' RAD. HUB
STA. 09+83.3, 52.4' LT.

4" PVC TO 3" FIBER
SEE NOTE #8

51'
2-4" PVC CONDUIT
CEMENT ENCASED
SEE NOTE #6 & #7

CONNECT TO TRAFFIC
CONTROLLER DUCT

CAP DUCT

EXIST. CUC MH #600
STA. 08+62.58, 59.73' RT.

PROPSED TRAFFIC CONTROL
CABINET BY OTHERS

17'
2-4" PVC CONDUIT
CEMENT ENCASED
SEE NOTE #6 & #7

90°, 5' RAD. HUB
STA. 08+69.7, 66.7' RT.

22.5°, 5' RAD. HUB
STA. 08+24.9, 79.0' RT.

45°, 5' RAD. HUB
STA. 08+48.2, 62.7' RT.

#4807-4847 N. 76TH ST.
#4800 N. 76TH ST.
#7504 W. HAMPTON AVE.
#7418
#4780 N. 76TH ST.
#7429 W. HAMPTON AVE.

NOTES:

1) CONSTRUCTION STAKING FOR THE CITY UNDERGROUND CONDUIT (CUC) FACILITIES IS TO BE INCLUDED IN AND PAID FOR UNDER THE BID ITEM 650.8500 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS
2) THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS IS APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
3) THE LOCATION OF THE EXISTING AND PROPOSED UTILITY INSTALLATIONS SHALL BE FIELD VERIFIED BY THE CONTRACTOR.
4) DIMENSIONS SHOWN ARE TO CENTER OF MANHOLE, DUCT PACKAGE OR UTILITY.
5) MAINTAIN A STANDARD DEPTH OF 39-INCHES BETWEEN FINISHED GRADE AND TOP OF CONDUIT.
6) REMOVE ABANDONED CONDUIT FROM MANHOLE WALL AND INSTALL THE PROPOSED CONDUIT INTO THE MANHOLE AT THE SAME LOCATION.
7) REMOVE ABANDONED CONDUIT AS NEEDED FOR PROPOSED INSTALLATION.
8) ATTACH PROPOSED 4' PVC TO EXISTING FIBER DUCT USING APPROPRIATE ADAPTOR.

LEGEND

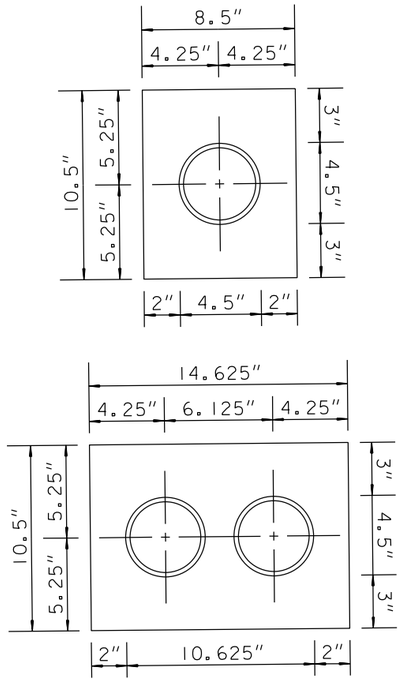
— CUC —	PROPOSED 4-INCH CEMENT ENCASED NONMETALLIC CONDUIT, NUMBER OF RUNS AS NOTED.
	PROPOSED CUC MANHOLE
	EXISTING CUC MANHOLE
—— CUC ——	EXISTING CONDUIT
— — — —	CONDUIT TO BE ABANDONED

SHEET 1 OF 3

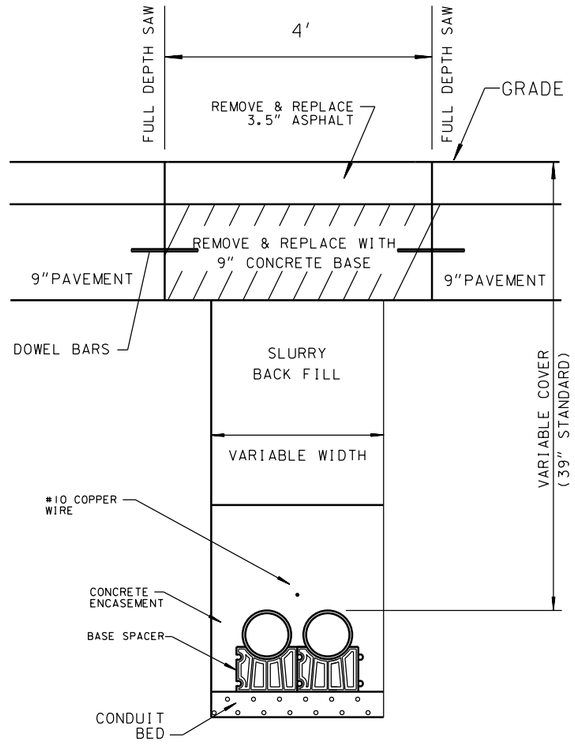
STATE PROJECT NO.: 2545-03-72	HWY: STH 181	COUNTY: MILWAUKEE	CITY UNDERGROUND CONDUIT DESIGN (CUC)	SCALE FEET 0' 40'	SHEET 55	E

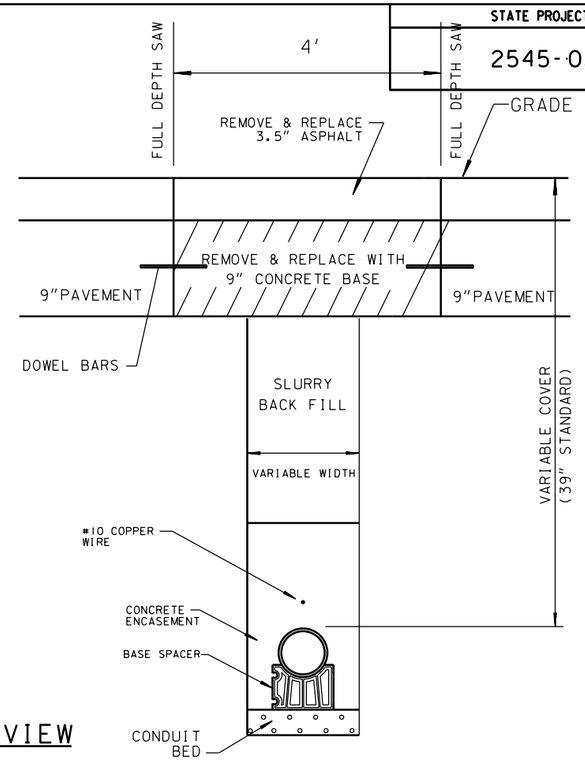
FILE NAME : W:\ugd\Conduit Work Files\uconduit\2022\N 76th St & W Hampton Ave Intersection\N 76th St & W Hampton Ave Intersection | PLOT DATE : 07 /27 /2022 | PLOT BY : Mack Lee | PLOT NAME : | PLOT SCALE : 40

WISDOT/CADDS SHEET



CROSS SECTION VIEW
N.T.S.



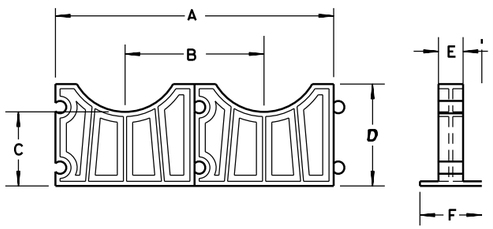


TRENCH CROSS-SECTION VIEW
N.T.S.

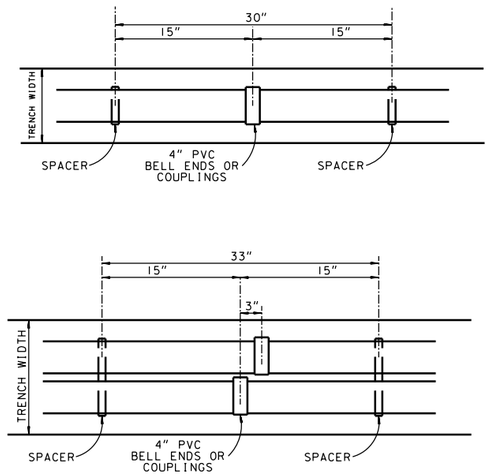
STATE PROJECT NUMBER
2545-03-02

2

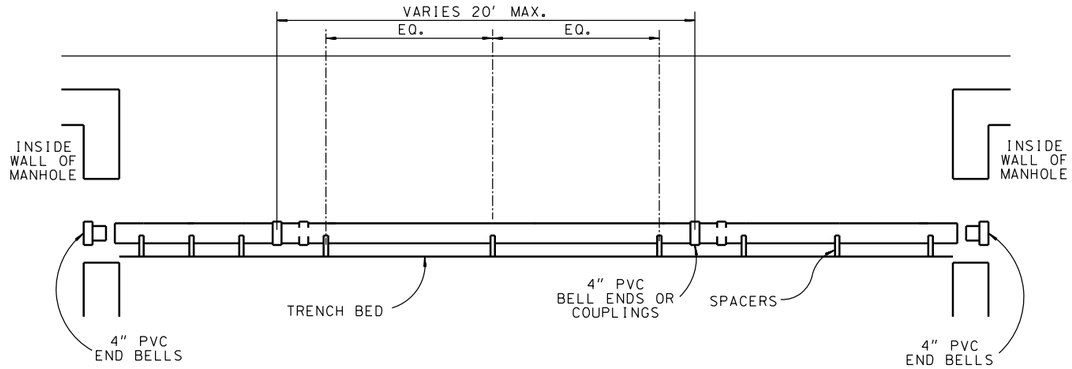
COND.	3"	4"
A	10 1/4"	12 1/4"
B	5.13"	6.13"
C	3"	3"
D	4 3/4"	5.31"
E	1"	1"
F	3"	3"



BASE SPACER DETAIL
N.T.S.



PLAN VIEW
N.T.S.

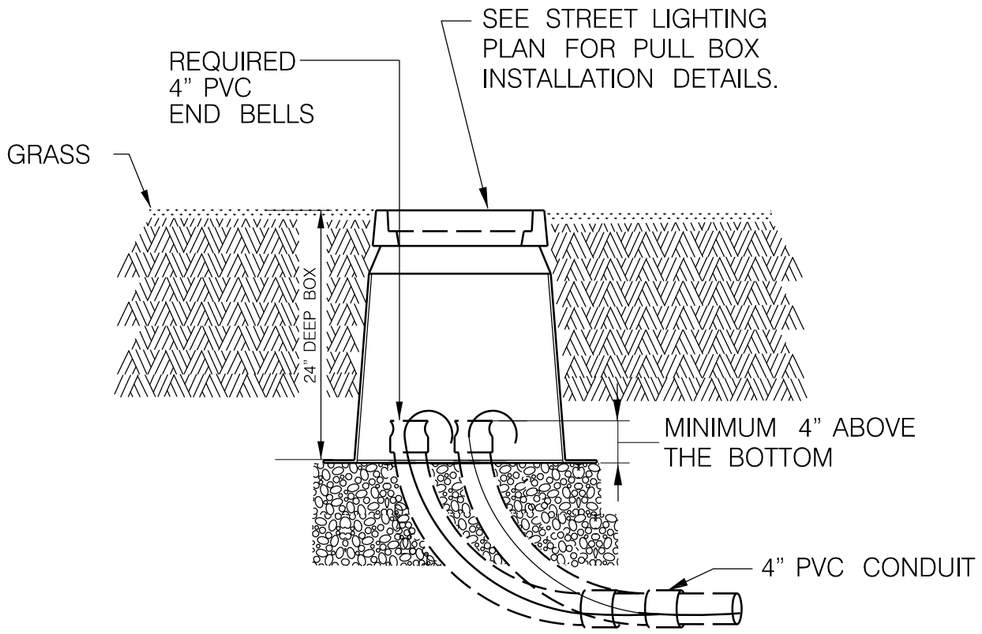


SECTION VIEW
N.T.S.

DUCT INSTALLATION DETAIL
N.T.S.

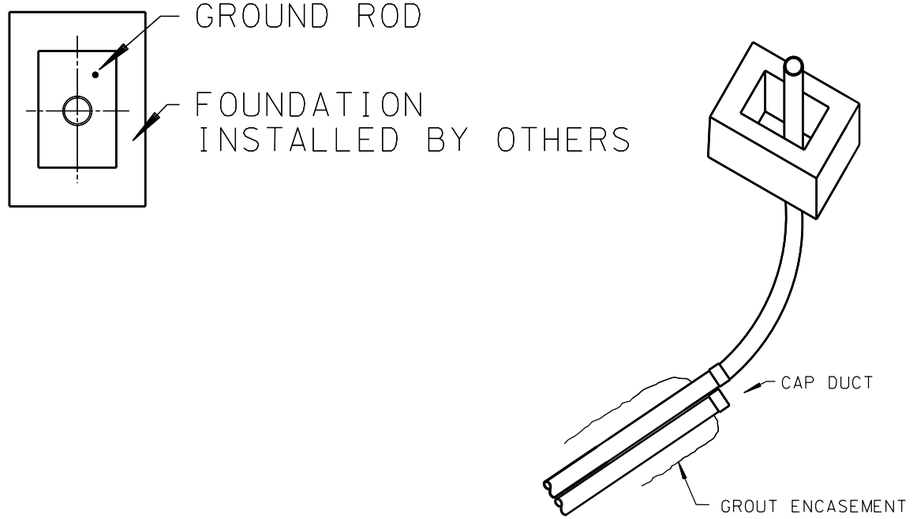
SHEET 2 OF 3

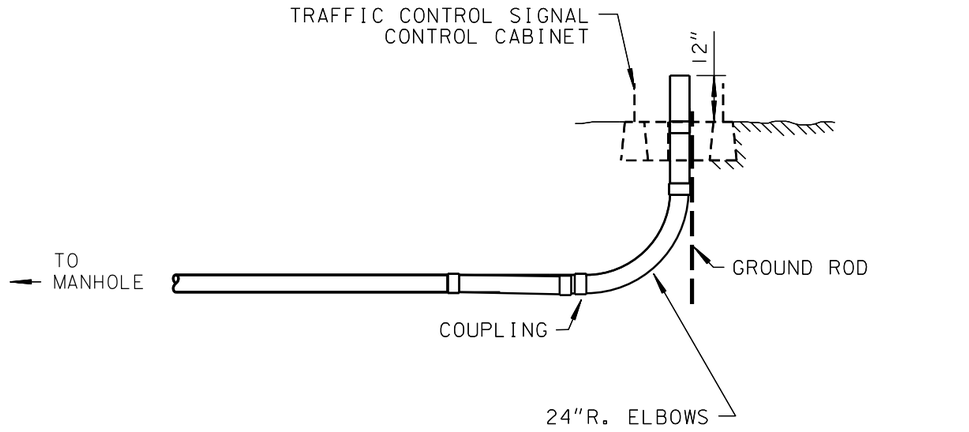
STATE PROJECT NO.: 2545-03-72	HWY: STH 181	COUNTY: MILWAUKEE	CITY UNDERGROUND CONDUIT DETAILS (CUC)	SCALE FEET NTS	SHEET 56	E



PULL BOX DETAIL

N.T.S.





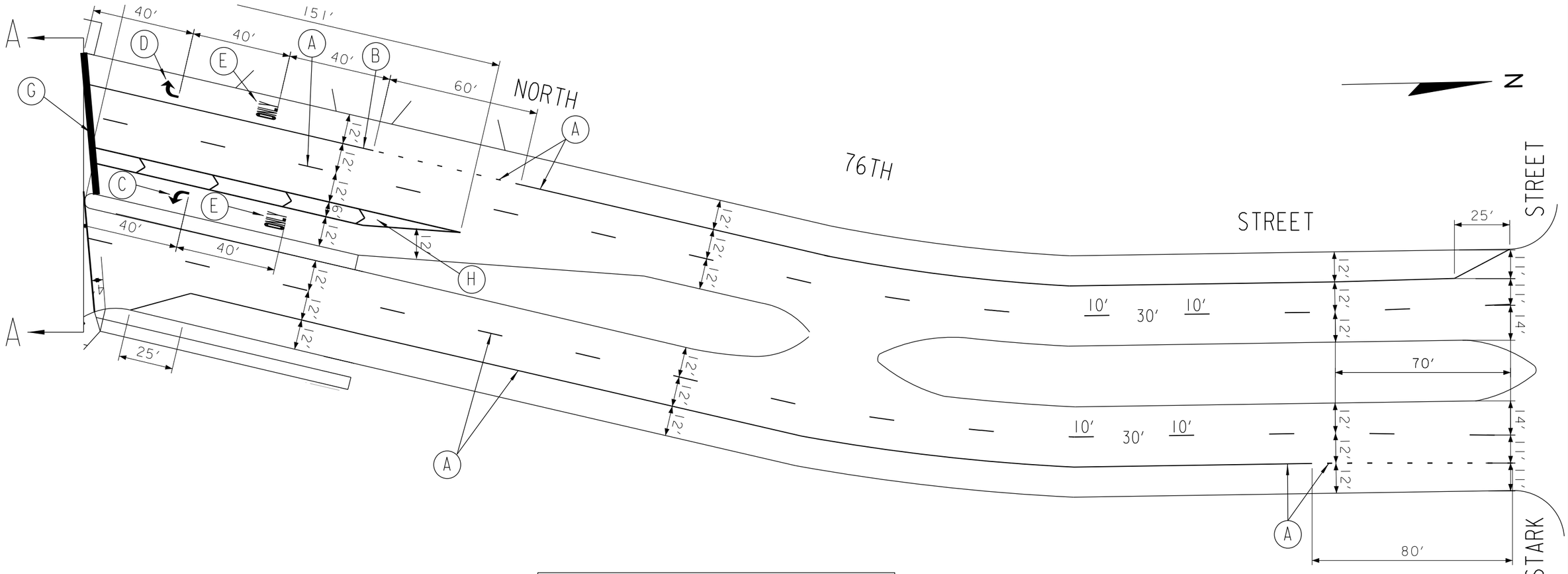
TRAFFIC CONTROL CABINET DETAIL

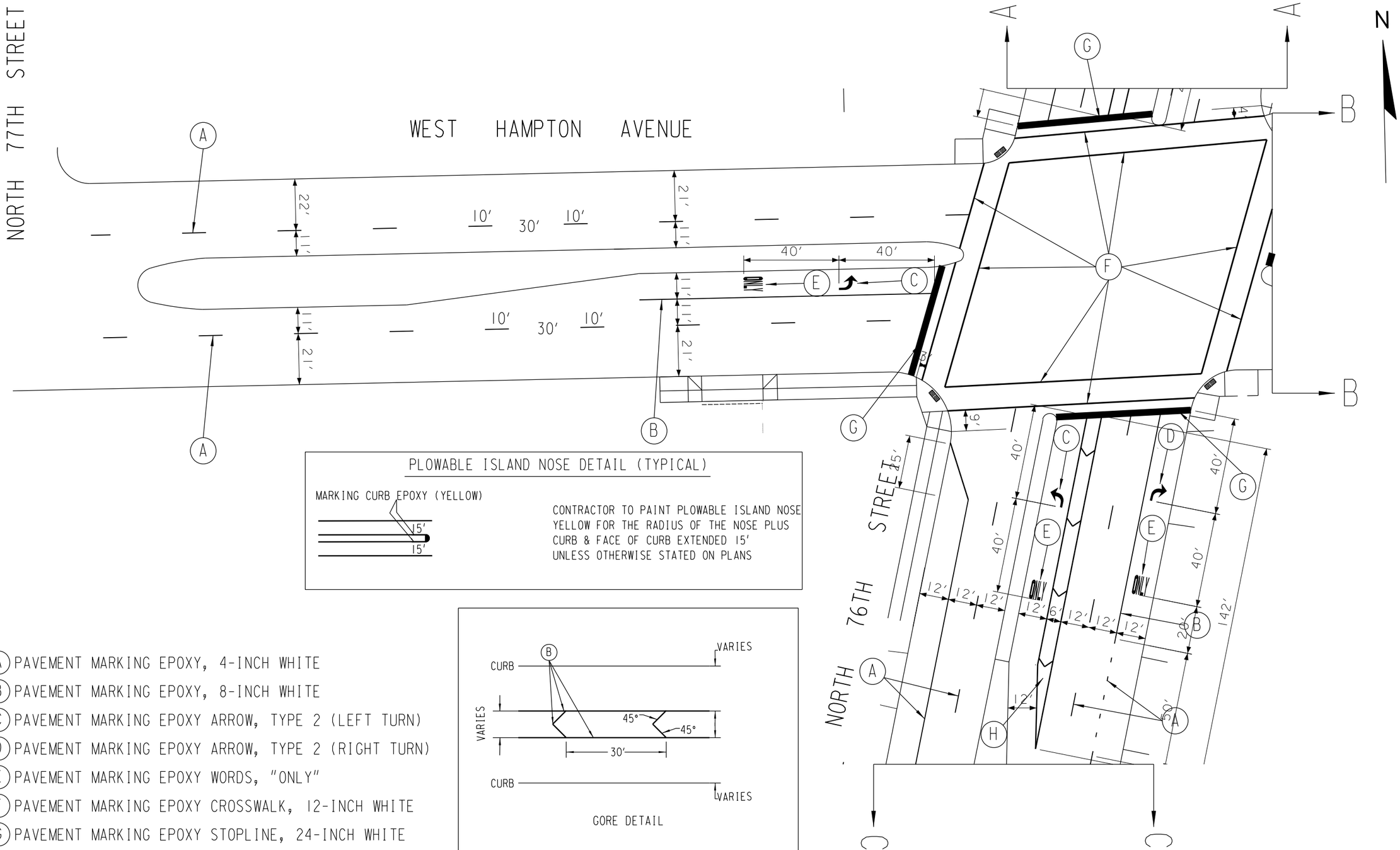
N.T.S.

SHEET 3 OF 3

STATE PROJECT NO.: 2545-03-72	HWY: STH 181	COUNTY: MILWAUKEE	CITY UNDERGROUND CONDUIT DETAILS (CUC)	SCALE FEET NTS	SHEET E

2


A
D
E
A
B
G
C
E
H
A
40'
40'
40'
40'
151'
60'
NORTH
12'
12'
12'



PLOWABLE ISLAND NOSE DETAIL (TYPICAL)

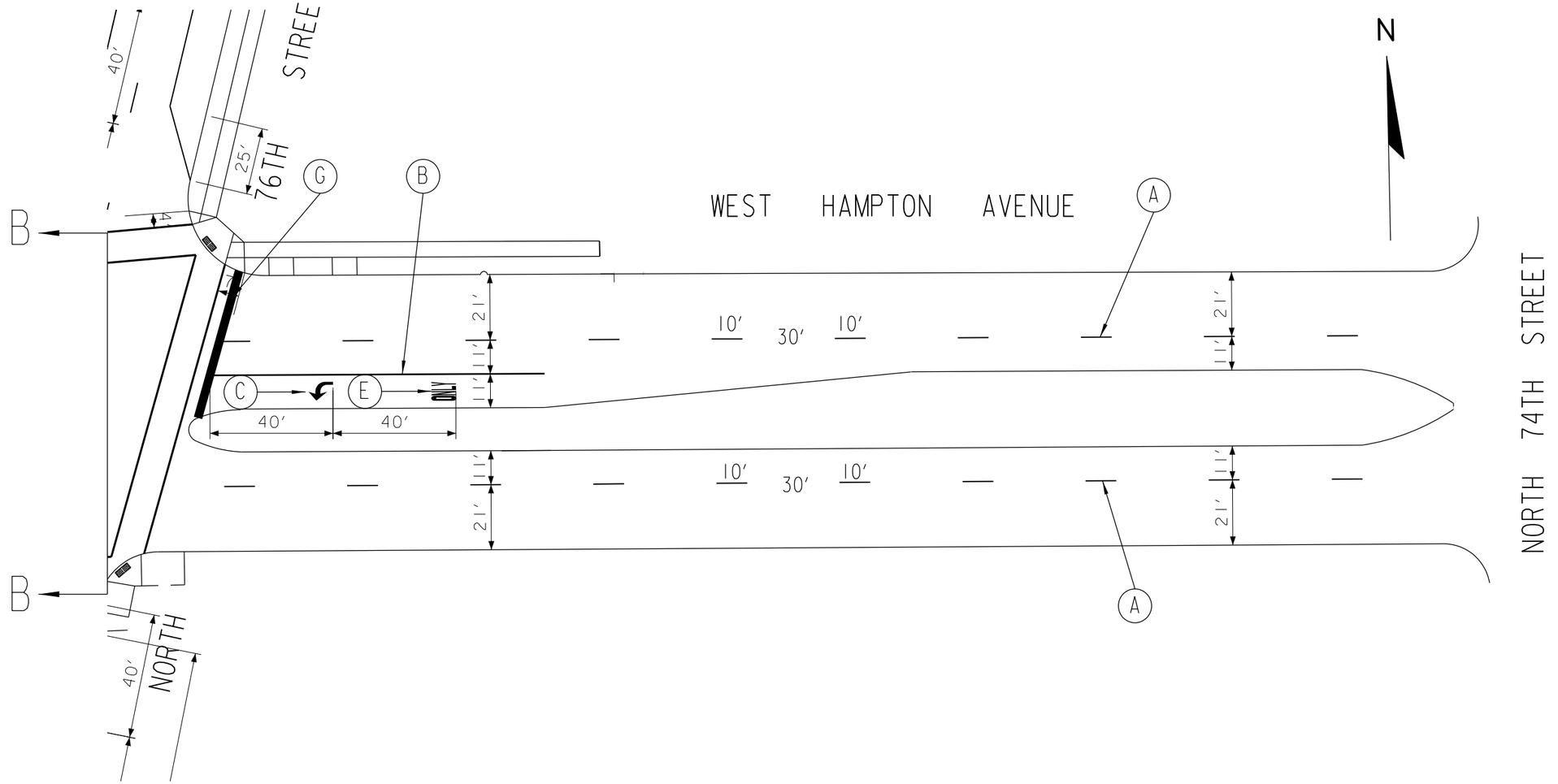
CONTRACTOR TO PAINT PLOWABLE ISLAND NOSE YELLOW FOR THE RADIUS OF THE NOSE PLUS CURB & FACE OF CURB EXTENDED 15' UNLESS OTHERWISE STATED ON PLANS

GORE DETAIL

- (A) PAVEMENT MARKING EPOXY, 4-INCH WHITE
- (B) PAVEMENT MARKING EPOXY, 8-INCH WHITE
- (C) PAVEMENT MARKING EPOXY ARROW, TYPE 2 (LEFT TURN)
- (D) PAVEMENT MARKING EPOXY ARROW, TYPE 2 (RIGHT TURN)
- (E) PAVEMENT MARKING EPOXY WORDS, "ONLY"
- (F) PAVEMENT MARKING EPOXY CROSSWALK, 12-INCH WHITE
- (G) PAVEMENT MARKING EPOXY STOPLINE, 24-INCH WHITE
- (H) SEE GORE DETAIL

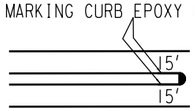
STATE PROJECT NUMBER 2545-03-72	HWY: STH 181	COUNTY: MILWAUKEE	PAVEMENT MARKING	SCALE FEET 0' 40'	SHEET NO: PRE59	E

2



(A) PAVEMENT MARKING EPOXY, 4-INCH WHITE
(B) PAVEMENT MARKING EPOXY, 8-INCH WHITE
(C) PAVEMENT MARKING EPOXY ARROW, TYPE 2 (LEFT TURN)
(D) PAVEMENT MARKING EPOXY ARROW, TYPE 2 (RIGHT TURN)
(E) PAVEMENT MARKING EPOXY WORDS, "ONLY"
(F) PAVEMENT MARKING EPOXY CROSSWALK, 12-INCH WHITE
(G) PAVEMENT MARKING EPOXY STOPLINE, 24-INCH WHITE
(H) SEE GORE DETAIL

PLOWABLE ISLAND NOSE DETAIL (TYPICAL)

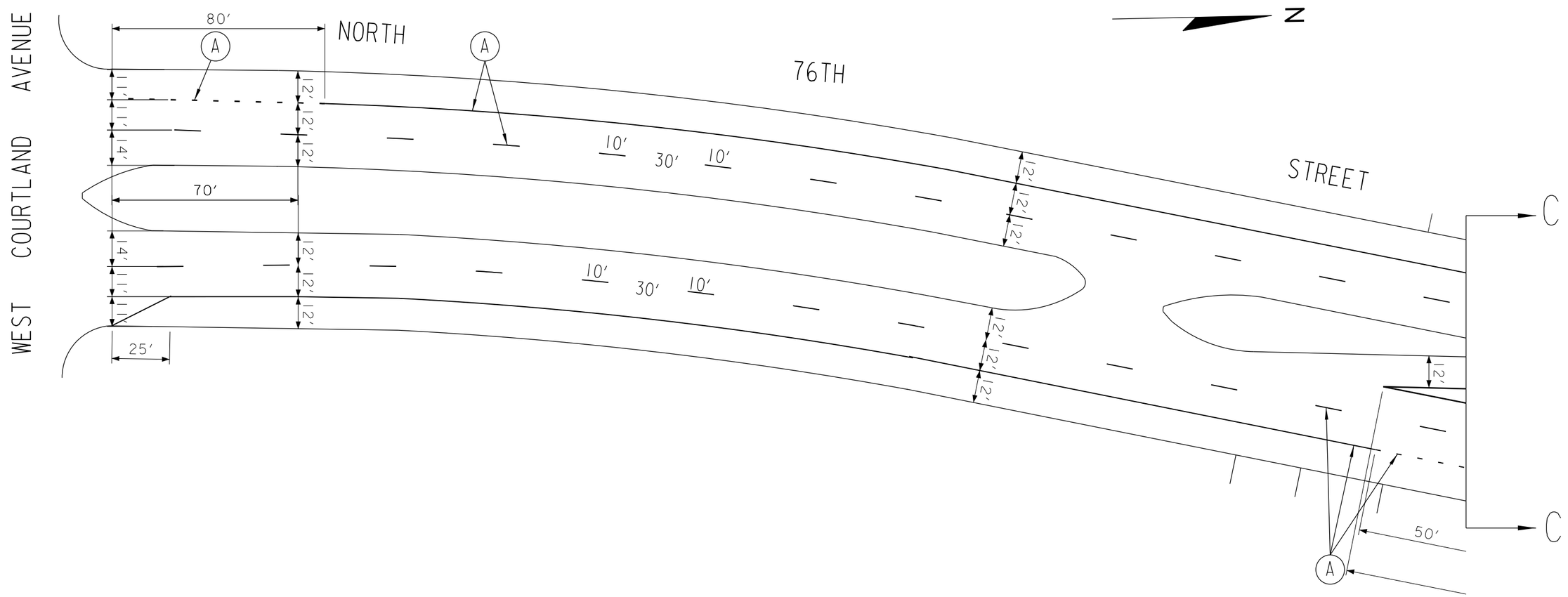


CONTRACTOR TO PAINT PLOWABLE ISLAND NOSE YELLOW FOR THE RADIUS OF THE NOSE PLUS CURB & FACE OF CURB EXTENDED 15' UNLESS OTHERWISE STATED ON PLANS

SHEET 3 OF 5

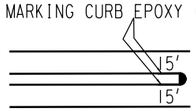
STATE PROJECT NUMBER 2545-03-72	HWY: STH 181	COUNTY: MILWAUKEE	PAVEMENT MARKING	SCALE FEET 0' 40'	SHEET NO: PRF 60 7	E

2



(A) PAVEMENT MARKING EPOXY, 4-INCH WHITE
(B) PAVEMENT MARKING EPOXY, 8-INCH WHITE
(C) PAVEMENT MARKING EPOXY ARROW, TYPE 2 (LEFT TURN)
(D) PAVEMENT MARKING EPOXY ARROW, TYPE 2 (RIGHT TURN)
(E) PAVEMENT MARKING EPOXY WORDS, "ONLY"
(F) PAVEMENT MARKING EPOXY CROSSWALK, 12-INCH WHITE
(G) PAVEMENT MARKING EPOXY STOPLINE, 24-INCH WHITE
(H) SEE GORE DETAIL

PLOWABLE ISLAND NOSE DETAIL (TYPICAL)



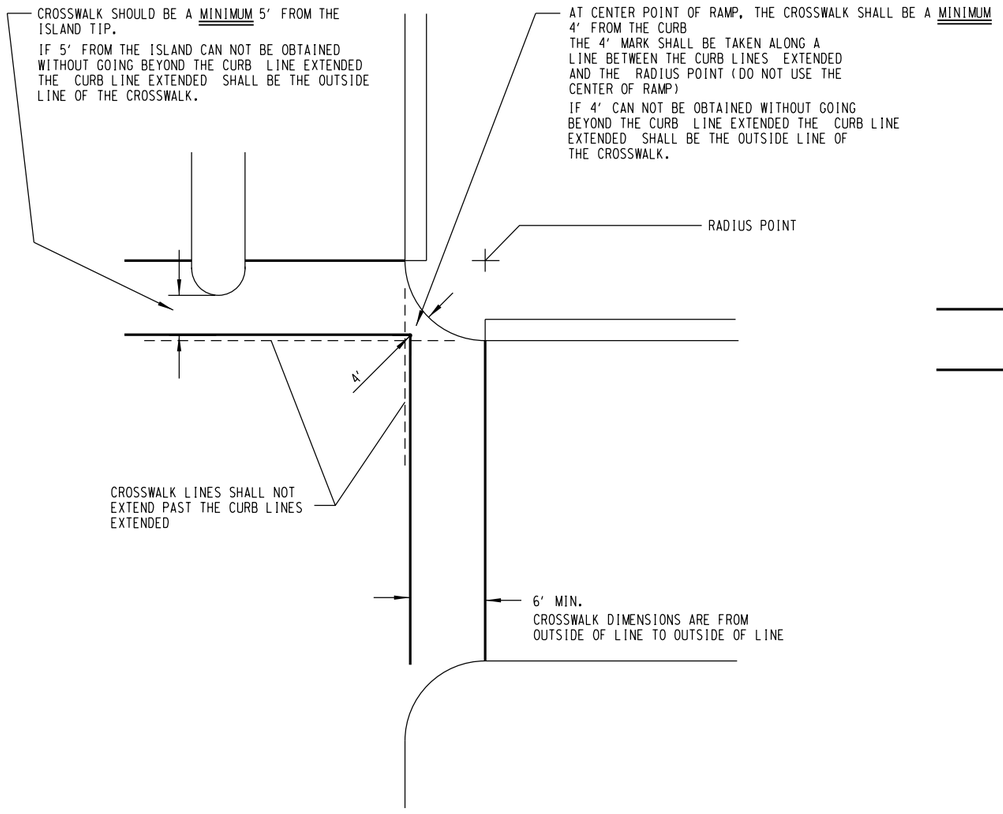
CONTRACTOR TO PAINT PLOWABLE ISLAND NOSE YELLOW FOR THE RADIUS OF THE NOSE PLUS CURB & FACE OF CURB EXTENDED 15' UNLESS OTHERWISE STATED ON PLANS

STATE PROJECT NUMBER 2545-03-72	HWY: STH 181	COUNTY: MILWAUKEE	PAVEMENT MARKING	SCALE FEET 0' 40'	SHEET NO: 61	E

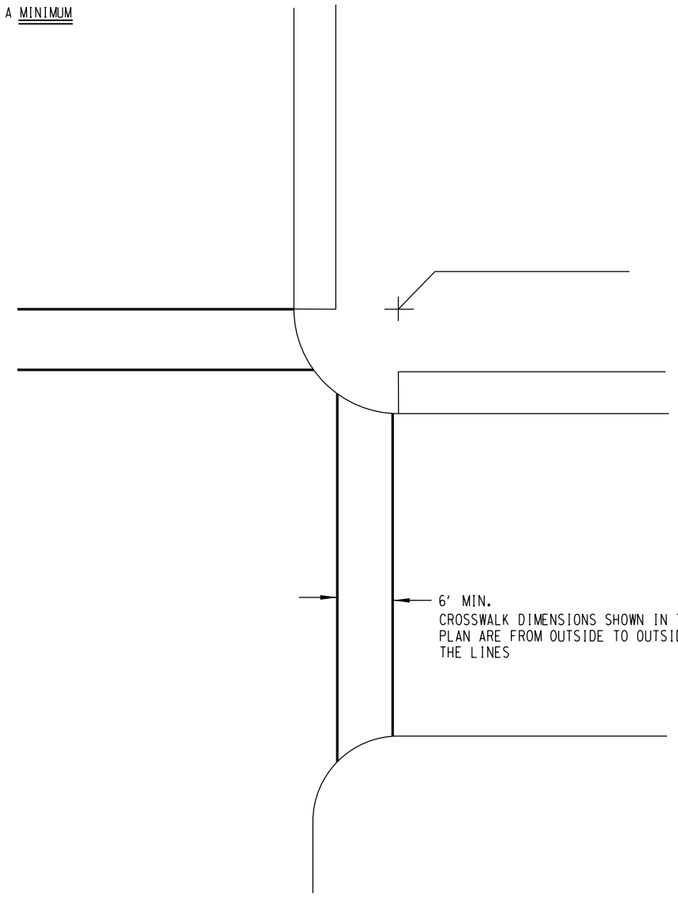
FILENAME: W:\SPR\MONOTUBE PROJECTS\2545-03-02 76TH - HAMPTON\TRAFFIC CONTROL & PAVEMARK\2545-03-02 - 76TH & HAMPTON MONOTUBE - PAVEMENT MARKING.DGN

REVISED DATE: 12-15-2020 BY CP

2



TYPICAL CROSS WALK INSTALLATION
WITH TYPE 1 RAMP
(EPOXY, PAINT)



WITH TYPE 2 RAMP
(EPOXY, PAINT)

SHEET 5 OF 5

STATE PROJECT NUMBER 2545-03-72	HWY: STH 181	COUNTY: MILWAUKEE	PAVEMENT MARKING	SCALE FEET 0' 40'	SHEET NO: 62	E

FILENAME: W:\SPR\MONOTUBE PROJECTS\2545-03-02 76TH - HAMPTON\TRAFFIC CONTROL & PAVEMARK\2545-03-02 - 76TH & HAMPTON MONOTUBE - PAVEMENT MARKING.DGN

REVISED DATE: 12-15-2020 BY CP

STAGE 1

213-0701-100

373.84

WEST HAMPTON STREET

#4807-4847 N. 76TH ST.

212-0867-100

96

AVENUE

212-0866

40

#4800 N. 76TH ST.

MAINTAIN ONE THROUGH LANE AT ALL TIMES

MAINTAIN ONE THROUGH LANE AT ALL TIMES

N

CONC RETAINING WALL

PLANT GRASS

18" STUMP

F&P BOX

PATIO BLKS

CONC

R/W

CLP

GRASS

TEL

TEL

BUS SHELTER

CONC BUS PAD

CONC BUS PAD

ASPH

PC

109.25

R/W

105

104

103

102

06 07 08 09 10 11 12

+50

32'

43'

39.8'

15.2'

CAUTION

CAUTION

MONUMENT

BIKE RACK

SIGN POST

DEPR. CONC DWY APPROACH

ASPH PARKING

3' HIGH BALLISTER

LANNON STONE BORDER

LANNON STONE BORDER

MAST ARM

IRON HAND RAILS

CONC FW

CURB

GRASS

GRASS

76TH

NORTH

MAINTAIN ONE THROUGH LANE AT ALL TIMES

CONC

SPRINKLER BOX

CONC BUS PAD

ELEC BOX

ASPH PARKING

METAL PLATE

CONC ISLAND

ASPH PARKING

CONC BUS PAD

#4780 N. 76TH ST.

85.78

225-0501

#7429 W. HAMPTON AVE.

195

225-0502-000

TEMPORARY PEDESTRIAN BARRICADE AND TEMPORARY PEDESTRIAN SURFACE MATTING (TYP. ALL MONOTUBE LOCATIONS)

WORK ZONE LEGEND

SEE SDD 15D20: TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY

SEE SDD 15D21: TRAFFIC CONTROL INTERSECTION WITH SINGLE LANE CLOSURE

SEE SDD 15D28: TRAFFIC CONTROL WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

NOTE: INSTALL TEMPORARY NO PARKING SIGNAGE WITHIN THE WORK ZONE REQUIREMENTS IN 100-FT INCREMENTS

SHEET 1 OF 2

STATE PROJECT NUMBER 2545-03-72	HWY: N. 76TH ST.	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 1	SCALE FEET 0' 40'	SHEET NO: 63	E

FILENAME: W:\SPR\MONOTUBE PROJECTS\2545-03-02 76TH - HAMPTON\TRAFFIC CONTROL & PAVEMARK\2545-03-02 - 76TH & HAMPTON MONOTUBE - TRAFFIC CONTROL.DGN

REVISED DATE: 01-10-2023 BY AA

STAGE 2

MAINTAIN ONE THROUGH LANE AT ALL TIMES

TEMPORARY PEDESTRIAN BARRICADE AND TEMPORARY PEDESTRIAN SURFACE MATTING (TYP. ALL MONOTUBE LOCATIONS)

N

213-0701-100

373.84

WEST HAMPTON STREET

#4807-4847 N. 76TH ST.

212-0867-100

96

AVENUE

212-0866

40

#7504 W. HAMPTON AVE.

#4780 N. 76TH ST.

85.78

225-0501

SEE SIDEWALK CLOSURE DETAIL (TYP. ALL CORNERS)

#7429 W. HAMPTON AVE.

195

225-0502-000

NORTH 76TH

CAUTION

CAUTION

WORK ZONE LEGEND

SEE SDD 15D20: TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY

SEE SDD 15D21: TRAFFIC CONTROL INTERSECTION WITH SINGLE LANE CLOSURE

SEE SDD 15D28: TRAFFIC CONTROL WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

NOTE: INSTALL TEMPORARY NO PARKING SIGNAGE WITHIN THE WORK ZONE REQUIREMENTS IN 100-FT INCREMENTS

MAINTAIN ONE THROUGH LANE AT ALL TIMES

SHEET 1 OF 2

STATE PROJECT NUMBER 2545-03-72	HWY: N. 76TH ST.	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 2	SCALE FEET 0' 40'	SHEET NO: 64	E

FILENAME: W:\SPR\MONOTUBE PROJECTS\2545-03-02 76TH - HAMPTON\TRAFFIC CONTROL & PAVEMARK\2545-03-02 - 76TH & HAMPTON MONOTUBE - TRAFFIC CONTROL.DGN

REVISED DATE: 01-10-2023 BY AA

STAGE 3

MAINTAIN ONE THROUGH LANE AT ALL TIMES

TEMPORARY PEDESTRIAN BARRICADE AND TEMPORARY PEDESTRIAN SURFACE MATTING (TYP. ALL MONOTUBE LOCATIONS)

N

213-0701-100

373.84

WEST HAMPTON STREET

#4807-4847 N. 76TH ST.

212-0867-100

96 AVENUE

212-0866

40

#7504 W. HAMPTON AVE.

#7429 W. HAMPTON AVE.

195

225-0502-000

#4780 N. 76TH ST.

85.78

225-0501

SEE SIDEWALK CLOSURE DETAIL (TYP. ALL CORNERS)

NORTH 76TH

MAINTAIN ONE THROUGH LANE AT ALL TIMES

CAUTION

CONC RETAINING WALL

DIRT/GRASS

18" STUMP

F&P BOX

PATIO BLKS

CONC

R/W

GRASS

TEL

ALP

BUS SHELTER

CONC BUS PAD

ASPH

109.25

178° 15' 44"

06 07 08 09 10 11 12

+50

T/L

32'

43'

39.8'

15.2'

BIKE RACK

SIGN POST

DEPR CURB AND APPROACH

ASPH PARKING

3' HIGH BALLISTER

LANNON STONE BORDER

MASTIC JOINT

IRON HAND RAILS

CONC CURB

CUC

GRASS

SPRINKLER BOX

ELEC BOX

METAL PLATE

CONC ISLAND

ASPH PARKING

CONC BUS PAD

MONUMENT

18"

6"

8"

5"

15"

8" BUSH

WORK ZONE LEGEND

SEE SDD 15D20: TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY

SEE SDD 15D21: TRAFFIC CONTROL INTERSECTION WITH SINGLE LANE CLOSURE

SEE SDD 15D28: TRAFFIC CONTROL WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

NOTE: INSTALL TEMPORARY NO PARKING SIGNAGE WITHIN THE WORK ZONE REQUIREMENTS IN 100-FT INCREMENTS

SHEET 1 OF 2

STATE PROJECT NUMBER 2545-03-72	HWY: N. 76TH ST.	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 3	SCALE FEET 0' 40'	SHEET NO: 65	E

FILENAME: W:\SPR\MONOTUBE PROJECTS\2545-03-02 76TH - HAMPTON\TRAFFIC CONTROL & PAVEMARK\2545-03-02 - 76TH & HAMPTON MONOTUBE - TRAFFIC CONTROL.DGN

REVISED DATE: 01-10-2023 BY AA

STAGE 1

NORTH 76TH STREET

AVENUE

MAINTAIN ONE THROUGH LANE AT ALL TIMES

TEMPORARY PEDESTRIAN BARRICADE AND TEMPORARY PEDESTRIAN SURFACE MATTING (TYP. ALL MONOTUBE LOCATIONS)

MAINTAIN ONE THROUGH LANE AT ALL TIMES

MAINTAIN ONE THROUGH LANE AT ALL TIMES

N

101 102 103 104 105 106 107

+50 +50 +50 +50 +50 +50

80

178° 15' 44"

LANNON STONE BORDER

3' HIGH BALLISTER

ASPH PARKING

DEPR. CONC DWY APPROACH

IRON HAND RAILS ON CONC

GRASS

MAST ARM

R/W

32'

PATIO BLKS

F&P BOX

CONC RETAINING WALL

DIRT/GRASS

18" STUMP

CONC

CONC BUS PAD

ASPH PARKING

ELEC BOX

METAL PLATE

CONC ISLAND

CONC BUS PAD

#TBD N. 76TH ST.

225-050

85-18

HAMPTON

WEST

10' (VARIES)

50

BUS SHELTER

VACATED

109-35

212-080-100

#4800 N. 76TH ST.

96

LANNON STONE RETAINING WALL

WORK ZONE LEGEND

SEE SDD 15D20: TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY

SEE SDD 15D21: TRAFFIC CONTROL INTERSECTION WITH SINGLE LANE CLOSURE

SEE SDD 15D28: TRAFFIC CONTROL WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

NOTE: INSTALL TEMPORARY NO PARKING SIGNAGE WITHIN THE WORK ZONE REQUIREMENTS IN 100-FT INCREMENTS

SHEET 2 OF 2

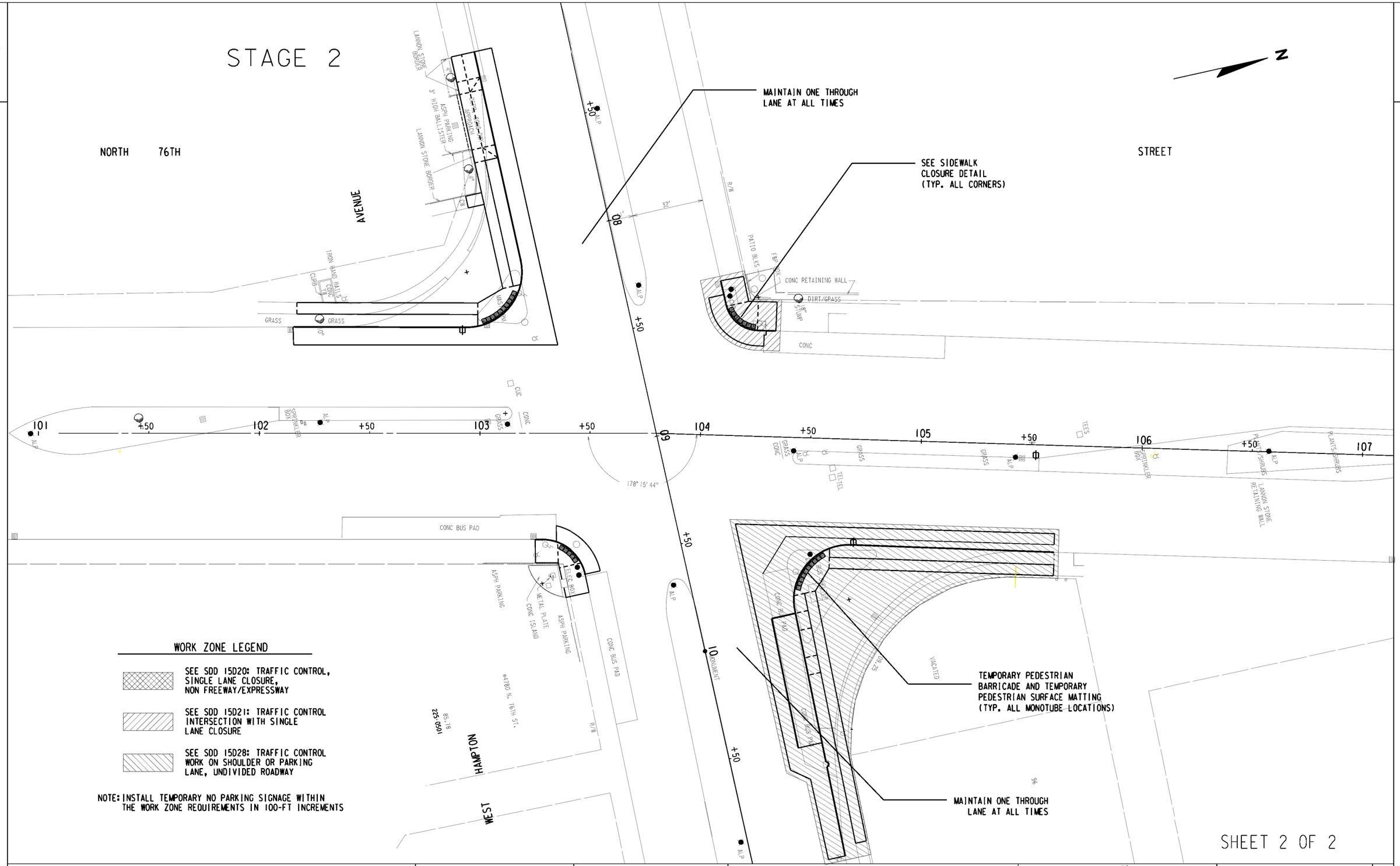
STATE PROJECT NUMBER 2545-03-72	HWY: N. 76TH ST.	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 1	SCALE FEET 0' 40'	SHEET NO: 66	E

FILENAME: W:\SPR\MONOTUBE PROJECTS\2545-03-02 76TH - HAMPTON\TRAFFIC CONTROL & PAVEMARK\2545-03-02 - 76TH & HAMPTON MONOTUBE - TRAFFIC CONTROL.DGN

REVISED DATE: 01-10-2023 BY AA

STAGE 2

2



WORK ZONE LEGEND

SEE SDD 15D20: TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY

SEE SDD 15D21: TRAFFIC CONTROL INTERSECTION WITH SINGLE LANE CLOSURE

SEE SDD 15D28: TRAFFIC CONTROL WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

NOTE: INSTALL TEMPORARY NO PARKING SIGNAGE WITHIN THE WORK ZONE REQUIREMENTS IN 100-FT INCREMENTS

SHEET 2 OF 2

STATE PROJECT NUMBER 2545-03-72	HWY: N. 76TH ST.	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 2	SCALE FEET 0' 40'	SHEET NO: 67	E

FILENAME: W:\SPR\MONOTUBE PROJECTS\2545-03-02 76TH - HAMPTON\TRAFFIC CONTROL & PAVEMARK\2545-03-02 - 76TH & HAMPTON MONOTUBE - TRAFFIC CONTROL.DGN

REVISED DATE: 01-10-2023 BY AA

STAGE 3

NORTH 76TH AVENUE

STREET

MAINTAIN ONE THROUGH LANE AT ALL TIMES

SEE SIDEWALK CLOSURE DETAIL (TYP. ALL CORNERS)

TEMPORARY PEDESTRIAN BARRICADE AND TEMPORARY PEDESTRIAN SURFACE MATTING (TYP. ALL MONOTUBE LOCATIONS)

MAINTAIN ONE THROUGH LANE AT ALL TIMES

WORK ZONE LEGEND

SEE SDD 15D20: TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY

SEE SDD 15D21: TRAFFIC CONTROL INTERSECTION WITH SINGLE LANE CLOSURE

SEE SDD 15D28: TRAFFIC CONTROL WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

NOTE: INSTALL TEMPORARY NO PARKING SIGNAGE WITHIN THE WORK ZONE REQUIREMENTS IN 100-FT INCREMENTS

HAMPTON

WEST

#4780 N. 76TH ST.

SHEET 2 OF 2

STATE PROJECT NUMBER N. 76TH ST.	HWY: 76TH STREET	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 3	SCALE FEET 0' 40'	SHEET NO: 68	E

FILENAME: W:\SPR\MONOTUBE PROJECTS\2545-03-02 76TH - HAMPTON\TRAFFIC CONTROL & PAVEMARK\2545-03-02 - 76TH & HAMPTON MONOTUBE - TRAFFIC CONTROL.DGN

REVISED DATE: 01-10-2023 BY AA

2

PEDESTRIAN TRAFFIC CONTROL NOTES

ALL PEDESTRIAN TRAFFIC CONTROL MUST BE PLACED PRIOR TO THE START OF ANY SIDEWALK WORK FOR EACH STAGE.

ANY MID-BLOCK SIDEWALK REMOVALS MUST HAVE TEMPORARY ACCOMODATIONS PLACED IMMEDIATELY UPON REMOVAL. SEE SDD 15D30, TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION.

TEMPORARY OR PERMANANT ACCOMODATIONS MUST BE PLACED AT ANY AREA OF SIDEWALK REMOVALS BEFORE ANOTHER AREA OF REMOVALS MAY BEGIN.

PEDESTRIAN ACCOMODATIONS MUST BE PROVIDED TO ALL RESIDENCES AND BUSINESSES USING EXISTING, NEWLY CONSTRUCTED OR TEMPORARY ACCOMODATIONS DURING ALL STAGES OF CONSTRUCTION,

A SIGNED PEDESTRIAN DETOUR TO ROUTE PEDESTRIAN TRAFFIC AROUND THE WORK ZONE IS SHOWN ON THE FOLLOWING CONSTRUCTION STAGING PEDESTRIAN RAMPS SHEETS. FOR PEDESTRIANS WITH TRIPS STARTING OR ENDING INSIDE THE WORK ZONE, NO SIGNED DETOUR IS PLANNED.

LOCATIONS

W. HAMPTON AVE. & N. 76TH ST. NORTHEAST CORNER
W. HAMPTON AVE. & N. 76TH ST. SOUTHEAST CORNER
W. HAMPTON AVE. & N. 76TH ST. SOUTHWEST CORNER
W. HAMPTON AVE. & N. 76TH ST. NORTHWEST CORNER

TRAFFIC CONTROL NOTES

1) MAINTAIN ONE 11' MINIMUM LANE IN BOTH DIRECTIONS AT ALL TIMES.

2) TRAFFIC CONTROL DRUMS ARE SPACED AT 25' O.C. EXCEPT AT DRIVEWAYS AND INTERSECTIONS, WHERE THE SPACING IS 10'.

3) THE CONTRACTOR SHALL REMOVE ALL EXISTING PAVEMENT MARKINGS WHICH CONFLICT WITH THE TRAFFIC CONTROL. PAVEMENT MARKING SHOWN IS EXISTING.

4) THE CONTRACTOR SHALL COVER ANY SIGN CONFLICTING WITH THE TRAFFIC CONTROL IN OPERATION AS NEEDED OR AS DIRECTED BY THE ENGINEER. COVERING OF SIGNS IS INCLUDED IN "TRAFFIC CONTROL" ITEM.

5) THE CONTRACTOR SHALL PROVIDE AND MAINTAIN ALL NECESSARY BARRICADES, SIGNS, DIRECTIONAL ARROWS, LIGHTS, TEMPORARY MARKINGS, FLAGMEN, AND SAFETY DEVICES AS CALLED FOR ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

6) DRAWINGS SHOW TRAFFIC CONTROL FOR A TYPICAL SITUATION. ADDITIONAL TRAFFIC CONTROL DEVICES MAY BE REQUIRED AND /OR LAYOUT DETAILS MODIFIED DEPENDING ON CONTRACTORS METHOD OR SEQUENCES OF OPERATION.

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

8) ALL SIGNS ARE 48" X 48" EXCEPT OTHERWISE NOTED.

9) ANY "STOP" SIGNS THAT ARE REMOVED FOR A CONSTRUCTION OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED.

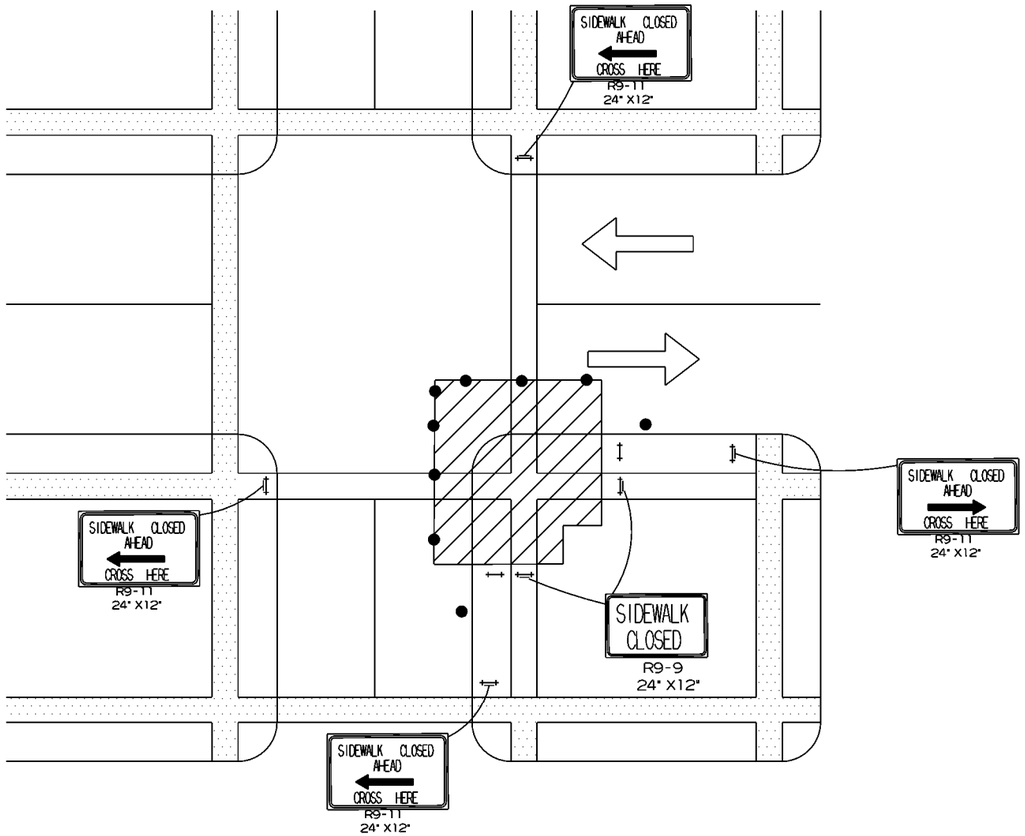
10) THE EXACT LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD LOCATIONS AS APPROVED BY THE ENGINEER IN THE FIELD.

11) BOTH STEADY BURN LIGHTS AND FLASHING LIGHTS SHALL BE ONE WAY WITH THE LIGHT SOURCE SHOWING TOWARDS ADJACENT APPROACHING TRAFFIC.

12) CHANNELIZING DEVICES SHALL BE DRUMS WITH ATTACHED TYPE "C" STEADY BURN LIGHT.

13) CONTACT THE CITY OF MILWAUKEE TO PLACE TEMPORARY NO PARKING SIGNS WITHIN THE PROJECT LIMITS PRIOR TO SETTING UP WORK ZONES AND SHIFTING TRAFFIC. PROVIDE 5 DAY NOTICE PRIOR TO WHEN PLACEMENT OF SIGNS IS NEEDED AND FOR EACH STAGE TRANSITION.

W. HAMPTON AVE. & N. 76TH ST.
SIDEWALK CLOSURE DETAIL



NOTE: CONSTRUCT ONE CORNER AT A TIME

WORK AREA

UNDER PEDESTRIAN TRAFFIC

TYPE II BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW-INTENSITY FLASHING)

DIRECTION OF TRAFFIC

TRAFFIC CONTROL DRUM

STATE PROJECT NUMBER 2545-03-72	HWY: N. 76TH ST.	COUNTY: MILWAUKEE	TRAFFIC CONTROL PLAN	SCALE FEET 0' 40'	SHEET NO: 69	E

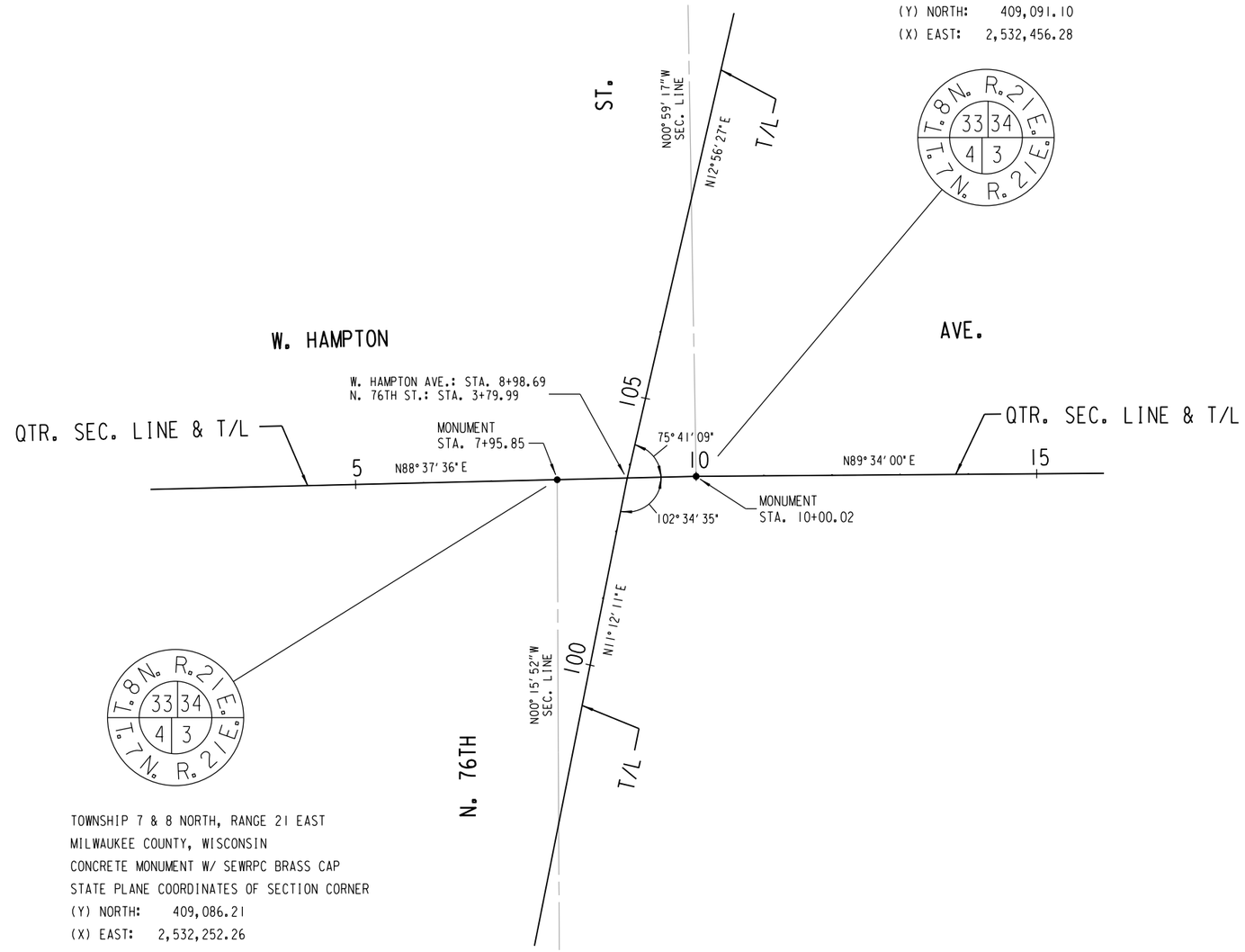
FILE NAME: W:\SPR\MONOTUBE PROJECTS\2545-03-02 76TH - HAMPTON\TRAFFIC CONTROL & PAVEMARK\2545-03-02 - 76TH & HAMPTON MONOTUBE - TRAFFIC CONTROL.DGN

REVISED DATE: 10-26-2022 BY CP

2

N

TOWNSHIP 7 & 8 NORTH, RANGE 21 EAST
MILWAUKEE COUNTY, WISCONSIN
CONCRETE MONUMENT W/ SEWRPC BRASS CAP
STATE PLANE COORDINATES OF SECTION CORNER
(Y) NORTH: 409,091.10
(X) EAST: 2,532,456.28



TOWNSHIP 7 & 8 NORTH, RANGE 21 EAST
MILWAUKEE COUNTY, WISCONSIN
CONCRETE MONUMENT W/ SEWRPC BRASS CAP
STATE PLANE COORDINATES OF SECTION CORNER
(Y) NORTH: 409,086.21
(X) EAST: 2,532,252.26

STATE PROJECT NUMBER 2545-03-72	HWY: STH 181	COUNTY: MILWAUKEE	ALIGNMENT	SCALE FEET 0' 200'	SHEET NO: PRI 70 E

FILENAME: W:\SPR\MONOTUBE PROJECTS\2545-03-02 76TH - HAMPTON\EXISTING\ALIGNMENT.DGN

2545-03-72

Line	Item	Item Description	Unit	Total	Qty
0002	204.0100	Removing Concrete Pavement	SY	1,622.000	1,622.000
0008	204.0120	Removing Asphaltic Surface Milling	SY	1,760.000	1,760.000
0010	204.0150	Removing Curb & Gutter	LF	920.000	920.000
0012	204.0155	Removing Concrete Sidewalk	SY	590.000	590.000
0014	204.0195	Removing Concrete Bases	EACH	4.000	4.000
0018	204.0220	Removing Inlets	EACH	2.000	2.000
0024	204.0260	Abandoning Inlets	EACH	4.000	4.000
0028	205.0100	Excavation Common	CY	460.000	460.000
0034	213.0100	Finishing Roadway (project) 001. 2545-03-72	EACH	1.000	1.000
0042	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	420.000	420.000
0044	320.0145	Concrete Base 8-Inch	SY	12.000	12.000
0046	320.0155	Concrete Base 9-Inch	SY	945.000	945.000
0048	390.0103	Base Patching	SY	261.000	261.000
0056	416.0170	Concrete Driveway 7-Inch	SY	49.000	49.000
0058	416.0610	Drilled Tie Bars	EACH	1,439.000	1,439.000
0060	416.0620	Drilled Dowel Bars	EACH	178.000	178.000
0064	455.0605	Tack Coat	GAL	286.000	286.000
0078	465.0105	Asphaltic Surface	TON	412.000	412.000
0080	465.0110	Asphaltic Surface Patching	TON	25.000	25.000
0086	601.0331	Concrete Curb & Gutter 31-Inch	LF	1,955.000	1,955.000
0090	602.0410	Concrete Sidewalk 5-Inch	SF	4,050.000	4,050.000
0094	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	40.000	40.000
0098	608.0115	Relaid Storm Sewer 15-Inch	LF	10.000	10.000
0100	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	158.000	158.000
0108	611.2004	Manholes 4-FT Diameter	EACH	2.000	2.000
0112	611.3225	Inlets 2x2.5-FT	EACH	1.000	1.000
0118	611.8120.S	Cover Plates Temporary	EACH	3.000	3.000
0122	619.1000	Mobilization	EACH	0.100	0.100
0124	620.0300	Concrete Median Sloped Nose	SF	63.000	63.000
0126	625.0100	Topsoil	SY	1,475.000	1,475.000
0128	628.1905	Mobilizations Erosion Control	EACH	1.000	1.000
0132	628.7005	Inlet Protection Type A	EACH	2.000	2.000
0136	628.7015	Inlet Protection Type C	EACH	11.000	11.000
0142	631.0300	Sod Water	MGAL	17.000	17.000
0144	631.1000	Sod Lawn	SY	1,475.000	1,475.000
0172	643.0300	Traffic Control Drums	DAY	7,071.000	7,071.000
0176	643.0420	Traffic Control Barricades Type III	DAY	428.000	428.000
0182	643.0705	Traffic Control Warning Lights Type A	DAY	856.000	856.000
0184	643.0715	Traffic Control Warning Lights Type C	DAY	7,071.000	7,071.000
0186	643.0800	Traffic Control Arrow Boards	DAY	260.000	260.000
0188	643.0900	Traffic Control Signs	DAY	2,060.000	2,060.000
0194	643.3150	Temporary Marking Line Removable Tape 4-Inch	LF	2,480.000	2,480.000
0198	643.5000	Traffic Control	EACH	0.100	0.100
0200	644.1410	Temporary Pedestrian Surface Asphalt	SF	3,310.000	3,310.000
0202	644.1430	Temporary Pedestrian Surface Plate	SF	3,310.000	3,310.000
0204	644.1440	Temporary Pedestrian Surface Matting	SF	3,310.000	3,310.000
0210	644.1810	Temporary Pedestrian Barricade	LF	1,140.000	1,140.000
0212	646.1020	Marking Line Epoxy 4-Inch	LF	2,920.000	2,920.000
0214	646.3020	Marking Line Epoxy 8-Inch	LF	1,165.000	1,165.000

2545-03-72

Line	Item	Item Description	Unit	Total	Qty
0216	646.5020	Marking Arrow Epoxy	EACH	6.000	6.000
0218	646.5120	Marking Word Epoxy	EACH	6.000	6.000
0224	646.8220	Marking Island Nose Epoxy	EACH	4.000	4.000
0226	646.9000	Marking Removal Line 4-Inch	LF	2,100.000	2,100.000
0230	650.4000	Construction Staking Storm Sewer	EACH	9.000	9.000
0232	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	1,953.000	1,953.000
0234	650.8501	Construction Staking Electrical Installations (project) 001. 2545-03-72	EACH	1.000	1.000
0240	650.9000	Construction Staking Curb Ramps	EACH	4.000	4.000
0242	650.9500	Construction Staking Sidewalk (project) 001. 2545-03-72	EACH	1.000	1.000
0246	650.9911	Construction Staking Supplemental Control (project) 001. 2545-03-72	EACH	1.000	1.000
0250	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	60.000	60.000
0252	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	275.000	275.000
0256	652.0615	Conduit Special 3-Inch	LF	930.000	930.000
0258	654.0101	Concrete Bases Type 1	EACH	7.000	7.000
0260	654.0105	Concrete Bases Type 5	EACH	7.000	7.000
0262	654.0110	Concrete Bases Type 10	EACH	2.000	2.000
0264	654.0113	Concrete Bases Type 13	EACH	2.000	2.000
0268	655.0230	Cable Traffic Signal 5-14 AWG	LF	930.000	930.000
0272	655.0260	Cable Traffic Signal 12-14 AWG	LF	425.000	425.000
0274	655.0270	Cable Traffic Signal 15-14 AWG	LF	695.000	695.000
0276	655.0280	Cable Traffic Signal 19-14 AWG	LF	720.000	720.000
0280	655.0305	Cable Type UF 2-12 AWG Grounded	LF	2,445.000	2,445.000
0282	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	860.000	860.000
0284	655.0900	Traffic Signal EVP Detector Cable	LF	945.000	945.000
0286	657.0100	Pedestal Bases	EACH	7.000	7.000
0288	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	7.000	7.000
0290	657.0350	Poles Type 10	EACH	2.000	2.000
0294	657.0360	Poles Type 13	EACH	2.000	2.000
0296	657.0420	Traffic Signal Standards Aluminum 13-FT	EACH	2.000	2.000
0298	657.0425	Traffic Signal Standards Aluminum 15-FT	EACH	1.000	1.000
0300	657.0430	Traffic Signal Standards Aluminum 10-FT	EACH	4.000	4.000
0304	657.0530	Monotube Arms 30-FT	EACH	2.000	2.000
0312	657.0555	Monotube Arms 55-FT	EACH	2.000	2.000
0314	658.0173	Traffic Signal Face 3S 12-Inch	EACH	16.000	16.000
0316	658.0174	Traffic Signal Face 4S 12-Inch	EACH	4.000	4.000
0318	658.0412	Pedestrian Signal Face 12-Inch	EACH	8.000	8.000
0336	658.5070	Signal Mounting Hardware (location) 007. N. 76th St. & Hampton	EACH	1.000	1.000
0340	659.5000.S	Lamp, Ballast, LED, Switch Disposal by Contractor	EACH	16.000	16.000
0350	661.0201	Temporary Traffic Signals for Intersections (location) 007. 2545-03-72 76th & Hampton	EACH	1.000	1.000
0356	690.0150	Sawing Asphalt	LF	1,200.000	1,200.000
0358	690.0250	Sawing Concrete	LF	2,002.000	2,002.000
0362	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	250.000	250.000
0364	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	900.000	900.000
0376	SPV.0060	Special 006. Field Facilities Office Space	EACH	0.100	0.100
0382	SPV.0060	Special 010. Temporary No Parking Signs	EACH	8.000	8.000
0386	SPV.0060	Special 102. Manhole Covers Type MS 57	EACH	4.000	4.000
0388	SPV.0060	Special 103. Manhole Covers Type MS-58A	EACH	7.000	7.000
0390	SPV.0060	Special 104. Internal Sanitary Manhole Seals	EACH	2.000	2.000
0392	SPV.0060	Special 112. Storm Inlet Type 45A	EACH	3.000	3.000

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Line	Item	Item Description	Unit	Total	Qty
0394	SPV.0060	Special 201. Install Precast Control Cabinet Base	EACH	1.000	1.000
0396	SPV.0060	Special 205. ATC Controller and Cabinet Installed	EACH	1.000	1.000
0402	SPV.0060	Special 215. Electrical Service Pedestal	EACH	1.000	1.000
0404	SPV.0060	Special 218. EVP 1 Channel 1 Direction Infrared Detector	EACH	4.000	4.000
0406	SPV.0060	Special 221. EVP Phase Selector Card 4 Channel	EACH	1.000	1.000
0408	SPV.0060	Special 223. EVP Confirmation Light	EACH	4.000	4.000
0410	SPV.0060	Special 225. Vehicular Video Detection System-2 Cameras	EACH	1.000	1.000
0414	SPV.0060	Special 267. Pedestrian Countdown Signal Face 12-Inch	EACH	8.000	8.000
0416	SPV.0060	Special 268. Voice Instruction Audible Push button	EACH	8.000	8.000
0418	SPV.0060	Special 269. Voice Instruction Audible Control Unit	EACH	1.000	1.000
0432	SPV.0060	Special 302. Pull Boxes 13-Inch x 24-Inch x 24-Inch	EACH	5.000	5.000
0434	SPV.0060	Special 303. Pull Boxes 17-Inch X 30-Inch X 24-Inch	EACH	13.000	13.000
0436	SPV.0060	Special 310. Remove Poles	EACH	14.000	14.000
0446	SPV.0060	Special 321. Poles Type 30-AL-BD	EACH	7.000	7.000
0448	SPV.0060	Special 324. 40 ft. Wood Poles	EACH	12.000	12.000
0450	SPV.0060	Special 339. Secondary Riser	EACH	4.000	4.000
0452	SPV.0060	Special 343. Watertight Splices & Connections	EACH	18.000	18.000
0454	SPV.0060	Special 345. Luminaire Arm Single Member 6-Ft.	EACH	18.000	18.000
0456	SPV.0060	Special 346. Luminaire Arm Single Member 6-Ft. WP Mount	EACH	15.000	15.000
0462	SPV.0060	Special 366. City Furnished Luminaire Utility High Pressure Sodium	EACH	15.000	15.000
0468	SPV.0060	Special 376. Luminaire Utility 3LED	EACH	18.000	18.000
0474	SPV.0060	Special 425. Installing Conduit into Existing Manhole	EACH	2.000	2.000
0482	SPV.0090	Special 003. Marking Crosswalk Epoxy Transverse Line 12-Inch	LF	798.000	798.000
0484	SPV.0090	Special 302. Electrical Cable Type 3#6 AL Triplex	LF	900.000	900.000
0490	SPV.0090	Special 314. Remove Aerial Cable	LF	1,700.000	1,700.000
0496	SPV.0090	Special 323. Electrical Cable 3#4/1#8 XLPE Type USE-2	LF	175.000	175.000
0498	SPV.0090	Special 324. Electrical Cable 3#2/1#8 XLPE Type USE-2	LF	2,000.000	2,000.000
0500	SPV.0090	Special 325. 3-Inch HDPE Conduit	LF	1,300.000	1,300.000
0502	SPV.0090	Special 401. 1-Duct Conduit, Cement Encased, 4-inch Rigid Nonmetallic Conduit DB-60	LF	18.000	18.000
0504	SPV.0090	Special 402. 2-Duct Conduit, Cement Encased, 4-inch Rigid Nonmetallic Conduit DB-60	LF	68.000	68.000
0506	SPV.0090	Special 426. Sawing concrete- Encased Duct Package	LF	58.000	58.000
0514	SPV.0090	Special 706. Marking Stop Line Epoxy 24-Inch	LF	235.000	235.000

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REMOVALS

CATEGORY 0010

ITEM NO.	204.0100*	204.0120	204.0150	204.0155	690.0150	690.0250
	REMOVING CONCRETE PAVEMENT	REMOVING ASPHALTIC SURFACE MILLING	REMOVING CURB & GUTTER	REMOVING CONCRETE SIDEWALK	SAWING ASPHALT	SAWING CONCRETE
LOCATION	SY	SY	LF	SY	LF	LF
N 76TH ST	1610	1760	920	590	1200	2002
PROJECT TOTAL	**1610**	**1760**	**920**	**590**	**1200**	**2002**

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

3

EXCAVATION

CATEGORY 0010

ITEM NO.	205.0100
	EXCAVATION COMMON
LOCATION	CY
N 76TH ST	460
PROJECT TOTAL	**460**

FINISHING ROADWAY

CATEGORY 0010

ITEM NO.	213.0100
	FINISHING ROADWAY 001. (2545-03-72)
LOCATION	EACH
N 76TH ST	1
TOTAL	**1**

3

EARTH WORK SUMMARY

FROM/TO STATION	LOCATION	EXCAVATION COMMON (1) (ITEM # 205.0100)		SALVAGED/UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	MASS ORDINATE +/- (7)	WASTE	BORROW (ITEM # 208.0100)	COMMENT
		Cut (2)	EBS Excavation (3)						
		CY	CY	CY	CY	CY	CY	CY	
	N. 76TH ST.	460	0	0	455	0	0	0	SEE NOTE 6

1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100

2) Salvaged/Unsuable Pavement Material is included in Cut.

3) EBS Excavation to be backfilled.

4) Salvaged/Unusable Pavement Material

5) Available Material = Cut - Salvaged/Unusuable Pavement Material

6) Expanded Fill Factor = 1.20; Imported fill conversion to compacted fill is 15% for granular soils. Granular soils is used in estimated borrow.

7) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division.

ROADWAY CONSTRUCTION ITEMS

CATEGORY 0010

ITEM NO.	305.0120 BASE AGGREGATE DENSE 1-1/4 INCH	320.0155 CONCRETE BASE 9-INCH	390.0103 BASE PATCHING	416.0170 CONCRETE DRIVEWAY 7-INCH	416.0610* DRILLED TIE BARS	416.0620* DRILLED DOWEL BARS	601.0331 CONCRETE CURB & GUTTER 31-INCH	602.0410 CONCRETE SIDEWALK 5-INCH	602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA	611.8120.S COVER PLATES TEMPORARY	620.0300 CONCRETE MEDIAN SLOPED NOSE
LOCATION	TON	SY	SY	SY	EACH	EACH	LF	SF	SF	EACH	SF
N 76TH ST	420	945	261	49	1430	160	1955	4050	40	3	63
PROJECT TOTAL	**420**	**945**	**261**	**49**	**1430**	**160**	**1,955**	**4,050**	**40**	**3**	**63**

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

ASPHALT ITEMS

CATEGORY 0010

ITEM NO.	455.0605 TACK COAT	465.0105* ASPHALTIC SURFACE	465.0110 ASPHALTIC SURFACE PATCHING	REMARKS
LOCATION	GAL	TON	TON	
N 76TH ST	**286**	411	0	
UNDISTRIBUTED	0	0	25	
PROJECT TOTAL	**286**	**411**	**25**	

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

MOBILIZATION

CATEGORY 0010

ITEM NO.	619.1000 MOBILIZATION
LOCATION	EACH
N 76TH ST	0.1
PROJECT TOTAL	**0.1**

FIELD OFFICE

CATEGORY 0010

ITEM NO.	SPV.0060.006 FIELD FACILITIES OFFICE SPACE
LOCATION	EACH
N 76TH ST	0.1
PROJECT TOTAL	**0.1**

EXISTING AND PROPOSED SEWER STRUCTURES

SEWER PIPES

STRUCTURE NUMBER	STRUCTURE TYPE	STATION	CENTERLINE OFFSET	COVER ELEV.	DEPTH[a] (FT)	FRAME & LID	STRUCTURE REMARKS	FROM STRUCTURE	TO STRUCTURE	INVERTS INLET	INVERTS OUTLET	SLOPE (FT/FT)	PLAN LENGTH (FT)	PIPE SIZE (IN)	PIPE MATERIAL	PIPE REMARKS
100	EXISTING MANHOLE	7+25.0	28.0'RT	133.30		MS-58A	NEW FRAME & LID ONLY									
101	STORM INLET-45A	7+24.8	43.4' RT	132.99	4.92	MS-57		101	100	129.90	129.50	0.02857	14	12	CL IV RCP	
102	2'x2.5' INLET	102+92.0	48.0'LT	131.62	3.12	MS-57		102	103	128.50	128.10	0.02667	15	12	CL IV RCP	
103	EXISTING MANHOLE	103+03.2	36.3' LT	131.89		MS-58A	NEW FRAME & LID ONLY									
104	STORM INLET-45A	105+52.0	5.5' RT	130.08	4.96	MS-57		104	105	126.95	126.00	0.02879	33	12	CL IV RCP	Protect & Support CUC
105	4-FT MANHOLE	105+50.0	28.1' LT	130.19		MS-58A				123.70	123.70		10	15	CL IV RCP	
106	STORM INLET-45A	9+67.5	76.1' LT	130.27	5.10	MS-57		106	107	127.00	126.25	0.02143	35	12	CL IV RCP	
107	4-FT MANHOLE	10+02.5	79.1' LT	129.50	5.33	MS-58A		107	108	126.00	124.70	0.02131	61	12	CL IV RCP	Protect & Support CUC
108	EXISTING MANHOLE	10+23.5	22.0' LT	130.15		MS-58A	NEW FRAME & LID ONLY									

[A] DEPTH = COVER ELEVATION - LOWEST PIPE INVERT ELEVATION + SUMP(FOR STORM INLET)

CATEGORY 0010

ITEM NO.	608.0115 RELAID STORM SEWER 15-INCH	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH	611.2004 MANHOLES 4-FT DIAMETER	611.3225 INLETS 2'x2.5' DIAMETER	650.4000 CONSTRUCTION STAKING STORM SEWER	SPV.0060.102 INLET COVERS TYPE MS 57	SPV.0060.103* MANHOLE COVERS TYPE MS 58-A	SPV.0060.112 STORM INLET TYPE 45A
UNIT PAY	LF	LF	EACH	EACH	EACH	EACH	EACH	EACH
LOCATION								
N 76TH ST	10	158	2	1	9	4	5	3
PROJECT TOTAL	**10**	**158**	**2**	**1**	**9**	**4**	**5**	**3**

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

SANITARY SEWER STRUCTURES

CATEGORY 0020

STRUCTURE NUMBER	STRUCTURE TYPE	STATION	CENTERLINE OFFSET	COVER ELEV	SPV.0060.103* MANHOLE COVERS TYPE MS 58-A	SPV.0060.104 INTERNAL SANITARY MANHOLE SEALS
					EACH	EACH
400	MANHOLE	8+36.5	47.5' RT	131.87	1	1
401	MANHOLE	9+40.0	46.2' RT	130.30	1	1
				TOTAL	**2**	**2**

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

STORM INLET REMOVALS

CATEGORY 0010

ITEM NO.			204.0220 REMOVING INLETS
STRUCTURE NUMBER	STATION	OFFSET	EACH
501	7+24.8	41.7' RT	1
505	10+01.4	78.4' LT	1
TOTAL			**2**

STORM INLET ABANDONMENT

CATEGORY 0010

ITEM NO.			204.0260 ABANDON INLETS
STRUCTURE NUMBER	STATION	OFFSET	EACH
500	103+03.2	49.0' LT	1
502	103+03.5	5.2' LT	1
503	105+50.2	2.1' LT	1
504	105+45.8	6.3' RT	1
TOTAL			**4**

LANDSCAPING ITEMS

CATEGORY 0010

ITEM NO.	625.0100	631.1000	631.0300
LOCATION	TOPSOIL SY	SOD LAWN SY	SOD WATER MGAL
N 76TH ST	1475	1475	17
PROJECT TOTAL	**1475**	**1,475**	**17**

MOBILIZATIONS EROSION CONTROL

CATEGORY 0010

ITEM NO.	628.1905
LOCATION	MOBILIZATIONS EROSION CONTROL EACH
N 76TH ST	1
PROJECT TOTAL	**1**

EROSION CONTROL

CATEGORY 0010

ITEM NO.	628.7005	628.7015
LOCATION	INLET PROTECTION TYPE A EACH	INLET PROTECTION TYPE C EACH
N 76TH ST	2	11
PROJECT TOTAL	**2**	**11**

PAVEMENT MARKING

	646.1020	646.3020	646.5020	646.5120	646.8220	646.9000	643.3150	SPV.0090.003	SPV.0090.706
	MARKING LINE EPOXY 4-INCH	MARKING LINE EPOXY 8-INCH	MARKING ARROW EPOXY	MARKING WORD EPOXY	MARKING ISLAND NOSE EPOXY	MARKING REMOVAL LINE 4-INCH	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH	MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH	MARKING STOP LINE EPOXY 24-INCH
LOCATION	LF	LF	EACH	EACH	EACH	LF	LF	LF	LF
N 76TH ST	2920	1,165	6	6	4	2,100	2,480	798	235
PROJECT TOTAL	**2,920**	**1,165**	**6**	**6**	**4**	**2,100**	**2,480**	**798**	**235**

TRAFFIC CONTROL

CATEGORY 0010

LOCATION	ITEM NO.	643.0300 TRAFFIC CONTROL DRUMS		643.0420 TRAFFIC CONTROL BARRICADES TYPE III		643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A		643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C		643.0800 TRAFFIC CONTROL ARROW BOARDS		643.0900 TRAFFIC CONTROL SIGNS	
	UNIT PAY	EACH	DAY	EACH	DAY	EACH	DAY	EACH	DAY	EACH	DAY	EACH	DAY
	DAYS												
STAGE 1	21	167	3507	12	252	24	504	167	3507	4	84	52	1092
STAGE 2	22	162	3564	8	176	16	352	162	3564	8	176	44	968
PROJECT TOTAL			**7,071**		**428**		**856**		**7,071**		**260**		**2,060**

3

CATEGORY 0010

LOCATION	ITEM NO. SPV.0060.010 TEMPORARY NO PARKING SIGNS EACH
N. 76TH ST	8
PROJECT TOTAL	8

TRAFFIC CONTROL

LOCATION	ITEM NO. 643.5000 TRAFFIC CONTROL EACH
UNIT PAY	
N. 76TH ST	0.1
TOTAL	**0.1**

PEDESTRIAN ACCOMODATIONS

CATEGORY 0010

LOCATION	ITEM NO.	644.1440 TEMPORARY PEDESTRIAN SURFACE MATTING	644.1601 TEMPORARY PEDESTRIAN SURFACE ASPHALT	644.1605 TEMPORARY PEDESTRIAN SURFACE PLATE	644.1810 TEMPORARY PEDESTRIAN BARRICADE
	UNIT PAY	SF	SF	LF	LF
STAGE 1		710	710	710	290
STAGE 2		2600	2600	2600	1150
PROJECT TOTAL		**3,310**	**3,310**	**3,310**	**1,440**

CONSTRUCTION STAKING ITEMS

CATEGORY 0010

LOCATION	ITEM NO.	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB AND GUTTER	650.9000 CONSTRUCTION STAKING CURB RAMP	650.9500 CONSTRUCTION STAKING SIDEWALK (PROJECT) 001.2545-03-72	650.9911 CONSTRUCTION STAKING SUPLEMENTAL CONTROL (PROJECT) 001.2545-03-72
		LF	EACH	EACH	EACH
N 76TH ST		1953	4	1	1
PROJECT TOTAL		**1953**	**4**	**1**	**1**

3

CITY UNDERGROUND CONDUIT

CATEGORY 0010

LOCATION			ITEM NO.	204.0100* REMOVING CONCRETE PAVEMENT	320.0145 CONCRETE BASE 8-INCH	416.0610* DRILLED TIE BARS	416.0620* DRILLED DOWEL BARS	465.0105* ASPHALTIC SURFACE	SPV.0090.401 1-DUCT CONDUIT, CEMENT ENCASED, 4-INCH RIGID NONMETALLIC CONDUIT DB-60	SPV.0090.402 2-DUCT CONDUIT, CEMENT ENCASED, 4-INCH RIGID NONMETALLIC CONDUIT DB-60	SPV.0060.425 INSTALLING CONDUIT INTO EXISTING MANHOLE	SPV.0090.426 SAWING CONCRETE-ENCASED DUCT PACKAGE
				SY	SY	EACH	EACH	TONS	LF	LF	EACH	LF
MANHOLE 600		STA 08+62.58, 59.7' RT.										
MANHOLE 600	TO	TRAFFIC CONTROL CABINET		9	9	6	12	1	–	51	1	41
MANHOLE 600	TO	STREET LIGHTING PULL BOX		–	–	–	–	–	–	17	1	–
END OF EXISTING CONDUIT	TO	STA 09+83.2,62.1		3	3	3	6	–	18	–	–	17
		TOTAL		**12**	**12**	**9**	**18**	**1**	**18**	**68**	**2**	**58**

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

3

STREET LIGHTING ITEMS

ITEM NO.	CATEGORY 0010 650.8501 CONSTRUCTION STAKING ELECTRICAL INSTALLATION PROJECT (2545-03-72)	CATEGORY 0020 654.0105 CONCRETE BASES TYPE 5	CATEGORY 0020 655.0305* CABLE TYPE UF 2-12 AWG GROUNDED	CATEGORY 0020 657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE	CATEGORY 0020 659.5000.S LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR
UNIT PAY	EACH	EACH	LF	EACH	EACH
LOCATION					
N.76TH ST.	1	7	1,500	7	16
PROJECT TOTAL	1	7	1,500	7	16

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

CATEGORY 0020

ITEM NO.	SPV.0060.302 PULL BOXES 13-INCH X 24-INCH X 24-INCH	SPV.0060.310 REMOVE POLES	SPV.0060.321 POLES TYPE 30-AL-BD	SPV.0060.324 40-FT WOOD POLES	SPV.0060.339 SECONDARY RISER
LOCATION	EACH	EACH	EACH	EACH	EACH
N.76TH ST.	5	14	7	12	4
PROJECT TOTAL	**5**	**14**	**7**	**12**	**4**

CATEGORY 0020

ITEM NO.	SPV.0060.343 WATER TIGHT SPLICES AND CONNECTIONS	SPV.0060.345 LUMINAIRE ARM SINGLE MEMBER 6-FT	SPV.0060.346 LUMINAIRE ARM SINGLE MEMBER 6-FT WP MOUNT	SPV.0060.366 CITY FURNISHED LUMINAIRE UTILITY HIGH PRESSURE SODIUM	SPV.0060.376 LUMINAIRE UTILITY 3LED2
LOCATION	EACH	EACH	EACH	EACH	EACH
N.76TH ST.	18	18	15	15	18
PROJECT TOTAL	**18**	**18**	**15**	**15**	**18**

CATEGORY 0020

ITEM NO.	SPV.0090.302 ELECTRIC CABLE TYPE 3#6 AL TRIPLEX	SPV.0090.314 REMOVE AERIAL CABLE	SPV.0090.324 ELECTRICAL CABLE 3#2/1#8 XLPE TYPE USE-2	SPV.0090.325 3-INCH HDPE CONDUIT
LOCATION	LF	LF	LF	LF
N.76TH ST.	900	1,700	2,000	1,300
PROJECT TOTAL	**900**	**1,700**	**2,000**	**1,300**

TRAFFIC SIGNALS

SIG. BASE NO.	657.0100 PEDESTAL BASES EACH	657.0350 POLES TYPE 10 EACH	657.0360 POLES TYPE 13 EACH	657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH	657.0425 TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH	657.0430 TRAFFIC SIGNAL STAND. ALUMINUM 10-FT EACH	657.0530 MONOTUBE ARMS 30-FT EACH	657.0555 MONOTUBE ARMS 55-FT EACH	SPV.0060.218 EVP 1 CHANNEL 1 DIRECTION INFRARED DETECTOR EACH	SPV.0060.223 EVP CONFIRMATION LIGHT EACH	SPV.0060.268 VOICE INSTRUCTION AUDIBLE PUSHBUTTON EACH
SB1	-	-	1	-	-	-	-	1	1	1	-
SB2	1	-	-	-	-	1	-	-	-	-	1
SB3	1	-	-	1	-	-	-	-	-	-	1
SB4	-	1	-	-	-	-	1	-	1	1	-
SB5	1	-	-	-	-	1	-	-	-	-	1
SB6	-	-	-	-	-	-	-	-	-	-	1
SB7	-	-	1	-	-	-	-	1	1	1	-
SB8	1	-	-	-	-	1	-	-	-	-	1
SB9	1	-	-	1	-	-	-	-	-	-	1
SB10	-	1	-	-	-	-	1	-	1	1	-
SB11	1	-	-	-	-	1	-	-	-	-	1
SB12	1	-	-	-	1	-	-	-	-	-	1
	-	-	-	-	-	-	-	-	-	-	-
TOTAL	7	2	2	2	1	4	2	2	4	4	8

SIGNAL BASE NO.	LOCATION	654.0101 CONCRETE BASES TYPE1 EACH	654.0110 CONCRETE BASES TYPE 10 EACH	654.0113 CONCRETE BASES TYPE 13 EACH
SB1	8+17', 70' R	-	-	1
SB2	8+31', 62' R	1	-	-
SB3	8+14', 48' R	1	-	-
SB4	8+27', 06' L	-	1	-
SB5	8+48', 48' L	1	-	-
SB7	9+82', 71' L	-	-	1
SB8	9+70, 66' L	1	-	-
SB9	9+81', 48' L	1	-	-
SB10	9+78', 06' R	-	1	-
SB11	9+50', 51' R	1	-	-
SB12	9+40', 57' R	1	-	-
	TOTAL	7	2	2

LOCATION	SPV.0060.201 INSTALL CITY PRECAST CONTROLLER BASE EACH	SPV.0060.205 ATC CONTROLLER AND CABINET INSTALLED EACH	SPV.0060.221 EVP PHASE SELECTOR CARD 4 CHANNEL EACH	SPV.0060.269 VOICE INSTRUCTION AUDIBLE CONTROL UNIT EACH
8+16', 81' R	1	1	1	1
TOTAL	1	1	1	1

ALL ITEMS ON THIS PAGE ARE CATEGORY 0020

SIGNAL HEAD NUMBER	SIGNAL BASE NUMBER	658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH	658.0174 TRAFFIC SIGNAL FACE 4S 12-INCH EACH	658.0412 PEDESTRIAN SIGNAL FACE 12-INCH EACH	SPV.0060.267 PEDESTRIAN COUNTDOWN SIGNAL FACE 12-INCH EACH
1	SB12	1	-	-	-
2	SB7	1	-	-	-
3	SB7	1	-	-	-
4	SB6	-	1	-	-
5	SB7	-	1	-	-
6	SB6	1	-	-	-
7	SB1	1	-	-	-
8	SB1	1	-	-	-
9	SB12	-	1	-	-
10	SB1	-	1	-	-
11	SB3	1	-	-	-
12	SB10	1	-	-	-
13	SB10	1	-	-	-
14	SB9	1	-	-	-
15	SB10	1	-	-	-
16	SB9	1	-	-	-
17	SB4	1	-	-	-
18	SB4	1	-	-	-
19	SB3	1	-	-	-
20	SB4	1	-	-	-
21	SB5	-	-	1	1
22	SB9	-	-	1	1
23	SB8	-	-	1	1
24	SB12	-	-	1	1
25	SB11	-	-	1	1
26	SB3	-	-	1	1
27	SB2	-	-	1	1
28	SB6	-	-	1	1
	SUBTOTAL	16	4	8	8

TRAFFIC SIGNALS

LOC.	TO	LOC.	652.0225 CONDUIT RIGID NONMETTALIC SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID NONMETTALIC SCHEDULE 40 3-INCH LF	652.0615 CONDUIT SPECIAL 3-INCH LF
CB1	TO	PB1	-	30	-
PB1	TO	PB2	-	40	-
PB2	TO	SB1	-	10	-
PB2	TO	SB2	10	-	-
PB2	TO	PB3	-	50	-
PB3	TO	SB3	5	-	-
PB3	TO	METER	-	-	105
PB3	TO	PB4	-	-	100
PB4	TO	SB4	-	5	-
PB4	TO	PB5	-	-	90
PB5	TO	SB5	5	-	-
PB5	TO	PB6	-	35	-
PB6	TO	SB6	5	-	-
PB6	TO	PB7	-	-	130
PB7	TO	PB8	-	-	105
PB8	TO	SB7	-	10	-
PB8	TO	SB8	10	-	-
PB8	TO	PB9	-	40	-
PB9	TO	SB9	10	-	-
PB9	TO	PB10	-	-	110
PB10	TO	SB10	-	5	-
PB10	TO	PB11	-	-	85
PB11	TO	SB11	10	-	-
PB11	TO	PB12	-	50	-
PB12	TO	SB12	5	-	-
PB12	TO	PB13	-	-	120
PB13	TO	PB2	-	-	85
		TOTAL	60	275	930

PULL BOX NO.	LOCATION	SPV.0060.303 PULLBOXES 17-INCH X 30-INCH X 24-INCH EACH
PB1	8+27', 84' R	1
PB2	8+30', 74' R	1
PB3	8+19', 47' R	1
PB4	8+22', 06' L	1
PB5	8+45', 48' L	1
PB6	8+61', 57' L	1
PB7	9+25', 68' L	1
PB8	9+79', 63' L	1
PB9	9+90', 48' L	1
PB10	9+71', 05' R	1
PB11	9+57', 48' R	1
PB12	9+37', 59' R	1
PB13	8+74', 69' R	1
	TOTAL	13

LOCATION	SPV.0060.215 ELECTRICAL SERVICE PEDESTAL EACH
7+13', 47' R	1
TOTAL	1

SIGNAL BASE NO.	LOCATION	204.0195 REMOVING CONCRETE BASES EACH
SB3	8+23', 47' R	1
SB6	8+60', 56' L	1
SB9	9+74', 48' L	1
SB12	9+37', 60' R	1
	TOTAL	4

661.0201

TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS 007.(2545-03-72)

EACH
1

	658.5070 SIGNAL MOUNTING HARDWARE (LOCATION) 007.N 76TH & HAMPTON EACH	SPV.0060.225 VEHICULAR VIDEO DETECTION SYSTEM- 2 CAMERAS EACH
TOTAL	1	1

ALL ITEMS ON THIS PAGE ARE CATEGORY 0020

SUMMARY OF MAJOR ITEMS FOR TRAFFIC SIGNAL CABLING

	DESCRIPITON	L.F
655.0230	CABLE TRAFFIC SIGNAL 5-14 AWG	930
655.0260	CABLE TRAFFIC SIGNAL 12-14 AWG	425
655.0270	CABLE TRAFFIC SIGNAL 15-14 AWG	695
655.0280	CABLE TRAFFIC SIGNAL 19-14-AWG	720
655.0305*	CABLE TYPE UF 2-12 AWG GROUNDED	945
655.0515	ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG	860
655.0900	TRAFFIC SIGNAL EVP DETECTOR CABLE	945
SPV.0090.323	ELECTRICAL CABLE 3#4/1#8 XLPE USE-2	175

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

N

B.M. HYD AT NW CORNER OF
N 76TH ST. AND W HAMPTON AVE.
NW BOLT,
ELEV. 133.13

WEST HAMPTON AVENUE

STREET

CONC RETAINING W

DIRT/GRASS

18" STUMP

CONC

F&P BOX

PATIO BLKS

TLE

R/W

8.5'

4.2'

11.5'

CUR

131.09C
130.76G

131.21C
130.88G

104

5

06 07 08 09

+94.0 +54.0

19'LT

32'

134.25 134.58 | 133.53 134.86 | 132.96 133.29 | 132.60 133.93 | 132.30 132.63 | 132.11 132.44

132.37C 132.04G

14'

ALP

+50

T/L

110'

22'

137.36 137.03 | 135.65 135.32 | 136.51 136.18

134.63 134.30 | 134.13 133.80 | 133.80 133.47 | 133.33 133.00 | 133.93 132.60 | 132.53 132.20

132.37C 132.04G

+4.5

+4.0

CAUTION

19'RT

19.0 RT

+12.0

35'RT

133.07C
132.99G
+24.8

9.3'

132.74 133.24 | 132.47 132.97 | 132.20 132.70 | 132.08 132.58

R&R 7" DEPRESSED CONC. DWY

DEPR. CONC DWY APPROACH

133.94 | 133.55 133.19 6' | 133.63 | 133.27 133.30 | 133.22 | 133.00 132.72 | 132.10

MH 131.87

9.2' 9.2'

40' LT

55.0'RT

SAW 2' B

133.76

4"

ASPH PARKING

3" HIGH BALLISTER

LANNON STONE BORDER

TLE

CW

131.91

132.12C
131.62G
131.72F

MOVE POLE

132.33C
132.00G

132.43C
132.10G

132.14
132.47

132.28C
131.95G

103

16.8'

132.48

132.30
131.80

NORTH 76TH

BIKE RACK

SIGN POST

R/W

(CG31) CONST. CONC. CURB & GUTTER 31-INCH
(M3) MILL 3" AND CONST. ASPH. CONC. PAVT.
(MR) CONST. MAINTANANCE RAMP
(SW5) CONST. 5" CONC. SIDEWALK
(DW7) CONST. CONC. DRIVEWAY (7-INCH) FLARED
(L) GRADE & PLACE 4" TOPSOIL, SOD
(SN) CONST. CONCRETE MEDIAN SLOPED NOSE
(CG31H) CONST. CONC. CURB & GUTTER 31-INCH (HIGH-SIDE)
(B9) REM. AND REPLACE 3" ASPH. ON 9" CONC. BASE

STATE PROJECT NUMBER 2545-03-72	HWY: STH 181	COUNTY: MILWAUKEE	PLAN	SCALE FEET 0' 20'	SHEET NO: 84	E

FILENAME: W:\SPR\MONOTUBE PROJECTS\2545-03-02 76TH - HAMPTON\DESIGN\06-09 HAMPTON 20.DGN

REVISED DATE: 08-22-2022 BY AA

N

STREET

WEST HAMPTON AVENUE

NORTH 76TH

#4800 N. 76TH ST.

#7504 W. HAMPTON AVE.

#4780 N. 76TH ST.

09 10 11 12

104

T/L

+50

MONUMENT

CAUTION

TLE

MOVE POLE

ALP

BUS SHELTER

CONC BUS PAD

ASPH PARKING

ASPH

METAL PLATE

CONC ISLAND

ELEC BOX

R/W

B.M. HYD AT SE CORNER OF N 76TH ST. AND W HAMPTON AVE. NW BOLT, ELEV. 132.58

9+46.6 26' LT

34' LT

15' LT

21' LT

+92.2 +52.0 +67.0 +04.0 +44.0 +00.0 +67.5 +82.0

129.50 +0.25, 78.5 LT

130.71C 130.38G

131.37C 130.95G

130.53C 130.03G

130.44C 129.94G

130.39C 129.96G 130.09F

129.17C 128.93G 129.03F

131.08C 130.75G

130.93C 130.50G

130.50C 130.17G

130.99C 129.66G

129.59C 129.26G

130.70C 130.37G

MH 129.33

MH 130.30

178° 15' 44"

(CG3) CONST. CONC. CURB & GUTTER 31-INCH

(BP) REMOVE & CONST. 9" CONC. PAVEMENT 4½" CRUSHED STONE BASE (BUS PAD)

(M3) MILL 3" AND CONST. ASPH. CONC. PAVT.

(MR) CONST. MAINTANANCE RAMP

(CG1) INTEGRAL CONCRETE CURB (PAID AS C&G 31-INCH)

(SW5) CONST. 5" CONC. SIDEWALK

(DW7) CONST. CONC. DRIVEWAY (7-INCH) FLARED

(L) GRADE & PLACE 4" TOPSOIL, SOD

(SN) CONST. CONCRETE MEDIAN SLOPED NOSE

(CG31H) CONST. CONC. CURB & GUTTER 31-INCH (HIGH-SIDE)

(B9) REM. AND REPLACE 3" ASPH. ON 9" CONC. BASE

STATE PROJECT NUMBER 2545-03-72	HWY: STH 181	COUNTY: MILWAUKEE	PLAN	SCALE FEET 0' 20'	SHEET NO: 85	E

FILENAME: W:\SPR\MONOTUBE PROJECTS\2545-03-02 76TH - HAMPTON\DESIGN\09-12 HAMPTON 20.DGN

REVISED DATE: 08-22-2022 BY AA

N

WEST

IRON HAND RAILS

CURB

CONC. GUTTER

GRASS

GRASS

MAST ARM

ALP

32'

08

+50

132.58C
132.08G

132.20
132.70
9.3'

133.00
132.72
9.2'
9.2

132.10

131.91

12.8'

8'

132.00
132.21
132.48

131.76
131.26

132.01
131.51

132.30
131.80

MH
131.87

132.53
132.20

132.11
132.44

132.37C
132.04G

132.37C
132.04G

+15.6

40' RT

132.12C
131.62G
131.70F
+92.0

5

NORTH

76TH

STREET

19' LT

+4.0

+35.0

132.43C
132.10G

132.77C
132.44G
132.40F

CUC

HAMPTON

AVENUE

101

+50

102

+50

103

+50

+68.0

+9.0

132.78
132.74

132.99
132.66
132.62

133.97
132.64
132.60

133.87
132.54
132.50

132.72C
132.34G

132.34
132.67

132.34
132.69

132.34
132.67

132.49
132.16

132.14
132.47

11.5'

16'

9'

SPRINKLER BOX

ALP

132.67C
132.34G

132.58C
132.25G

132.28C
131.95G

132.33C
132.10G

MOVE POLE

15' RT

15' RT

178° 15' 44"

CONC

GRASS

CONC BUS PAD

ASPH PARKING

130.70C
130.37G

130.84

130.95

10.5'

2.5

8'

13'

ELEC BOX

TLE

METAL P

130.39C
129.96G
130.09F

130.12

130.88

131.33C
130.75G

131.33C
130.75G

ALP

+50

69

(CG31) CONST. CONC. CURB & GUTTER 31-INCH
(M3) MILL 3" AND CONST. ASPH. CONC. PAVT.
(MR) CONST. MAINTANANCE RAMP
(SW5) CONST. 5" CONC. SIDEWALK
(M) MATCH EXISTING
(L) GRADE & PLACE 4" TOPSOIL, SOD
(SN) CONST. CONCRETE MEDIAN SLOPED NOSE
(CG31H) CONST. CONC. CURB & GUTTER 31-INCH (HIGH-SIDE)
(B9) REM. AND REPLACE 3" ASPH. ON 9" CONC. BASE

STATE PROJECT NUMBER 2545-03-72	HWY: STH 181	COUNTY: MILWAUKEE	PLAN	SCALE FEET 0' 20'	SHEET NO: 86	E

FILENAME: W:\SPR\MONOTUBE PROJECTS\2545-03-02 76TH - HAMPTON\DESIGN\101_104 76TH ST 20.DGN

REVISED DATE: 05-20-2022 BY AA

CG3I CONST. CONC. CURB & GUTTER 31-INCH
M3 MILL 3" AND CONST. ASPH. CONC. PAVT.
MR CONST. MAINTANANCE RAMP
SW5 CONST. 5" CONC. SIDEWALK
M MATCH EXISTING
L GRADE & PLACE 4" TOPSOIL, SOD
SN CONST. CONCRETE MEDIAN SLOPED NOSE
B9 REM. AND REPLACE 3" ASPH. ON 9" CONC. BASE

N

R/W
PATIO BLKS
F&P BOX
CONC RETAINING WALL
131.57
131.44
TILE
11.5'
SW5
L
131.30
DIRT/GRASS
18" STUMP
8.5'
SW5
131.18
131.03
CG3I
131.09
M3
131.09C
130.76G
CONC
WEST
5
5
NORTH
76TH
STREET
HAMPTON
104
105
106
+22.0
+66.5
14'LT
M3
131.37C
130.95G
130.99F
MOVE POLE
+50
B9
GRASS
CONC
SN
30'
130.71
131.13
130.51
130.93
130.31
130.73
CG3I
SW5
131.16
130.74
130.92
130.57
130.77
130.35
130.74
30'
TEL/TEL
130.56
131.37C
130.95G
130.99F
19'RT
+53.0
+57.0
130.50C
130.08G
130.16F
+52.0
MOVE POLE
+50
TEES
A
L
M
129.95
130.53
130.24C
129.82G
SPRINKLER BOX
129.64
130.04
129.72
130.14
CG3I
M
+50
ALP
PLANTS/SHRUBS
PLANTS/SHRUBS
LANNON STONE RETAINING WALL
130.60C
130.27G
130.35F
+71.0
40'RT
+61.5
M3
129.97
130.47
129.50
130.00
CG3I
129.29
129.79
M
129.61
6'
5' CW
130.00
K
129.76
130.22
130.69
SW5
130.44
11.5'
130.70
29'
CG3I
12.5'
BUBBLER
130.25
SW5
L
130.69
CONC
+50
AVENUE
131.33C
130.75G

STATE PROJECT NUMBER 2545-03-72	HWY: STH 181	COUNTY: MILWAUKEE	PLAN	SCALE FEET 0' 20'	SHEET NO: 87	E

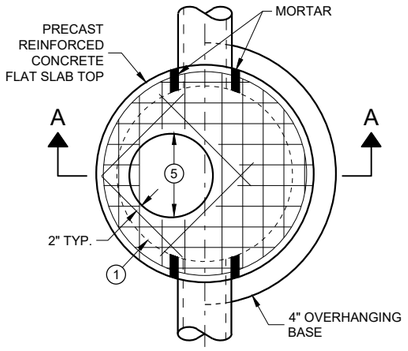
FILENAME: W:\SPR\MONOTUBE PROJECTS\2545-03-02 76TH - HAMPTON\DESIGN\104_107 76TH ST 20.DGN

REVISED DATE: 05-23-2022 BY AA

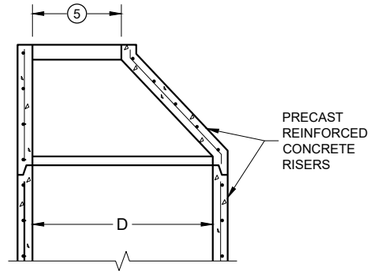
Standard Detail Drawing List

08B09-03	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT, 10-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
08E10-02	INLET PROTECTION TYPE A, B, C AND D
09B02-10	CONDUIT
09B04-12	PULL BOX
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C11-10	CONCRETE BASE TYPE 10
09C12-09A	CONCRETE BASE TYPE 13
09C12-09B	CONCRETE BASE TYPE 13
09C13-02	CONCRETE BASE TYPE 10 & TYPE 13 EXTENSION
09C15-01	CONCRETE BASE TYPE 10 SPECIAL
09D03-03	POST MOUNTED CONTROLLER SERVICE INSTALLATION
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
09E08-09E	TYPE 10 POLE 15'-30' MONOTUBE ARM
09E08-09J	TYPE 13 POLE 35'-55' MONOTBE ARM
09E08-09K	GENERAL NOTES,HARDWARE DETAILS FOR TYPE 9/10,9/10 SPECIAL,12 & 13 POLES W/MONOTUBE ARMS
09G01-04A	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
11B02-02	CONCRETE MEDIAN NOSE
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C09-15A	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-15B	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-15C	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C13-09	URBAN DOWELED CONCRETE PAVEMENT
13C15-06A	CONCRETE BASE
13C15-06B	CONCRETE BASE
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
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C08-21A	LONGITUDINAL MARKING (MAINLINE)
15C08-21C	PAVEMENT MARKING (TURN LANES)
15C11-09B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C18-05B	MEDIAN ISLAND MARKING MEDIAN ISLAND NOSE
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D20-06A	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D20-06B	TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D20-06C	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
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-06B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-06C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

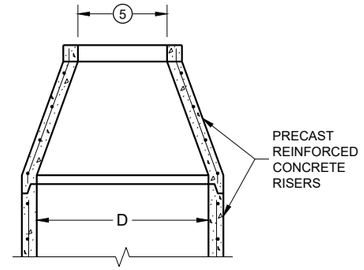
6



PLAN VIEW
CIRCULAR OPENING



OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

MANHOLE COVER OPENING MATRIX

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

PIPE MATRIX

MANHOLE SIZE (DIA.)	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES		MINIMUM WALL THICKNESS (IN)	MINIMUM PRECAST FLAT SLAB TOP AND BASE THICKNESS
	180° SEPARATION (IN)	90° SEPARATION (IN)		
3-FT	15	12	4	6
4-FT	24	18	4	6
5-FT	36	24	5	8
6-FT	42	36	6	8
7-FT	48	36/42*	7	8
8-FT	60	42	8	8
9-FT	66	54	9	10
10-FT	72	60	10	10

*A 36" PIPE AND A 42" PIPE CAN BE PLACED WITHIN 90 DEGREES. SEE MINIMUM HORIZONTAL PIPE SEPARATION 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.

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

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES. 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 INCH 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.

ALL PRECAST MANHOLE 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.

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

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 "D".

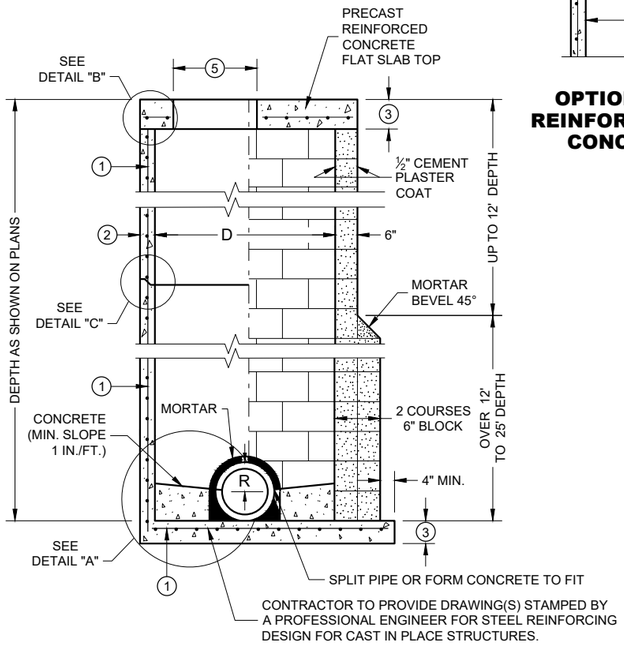
(1) FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(2) SEE PIPE MATRIX TABLE FOR MINIMUM WALL THICKNESS FOR PRECAST MANHOLES

(3) SEE PIPE MATRIX TABLE FOR MINIMUM THICKNESS OF PRECAST FLAT SLAB TOPS AND BASES.

(4) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP.).

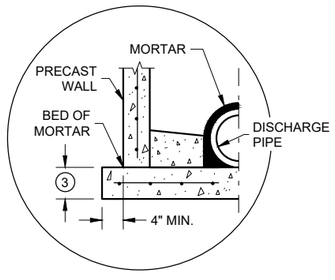
(5) SEE MANHOLE COVER OPENING MATRIX.



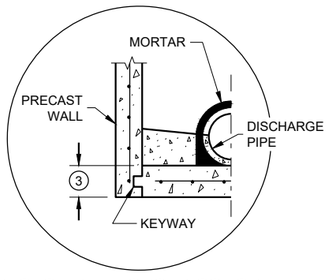
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)

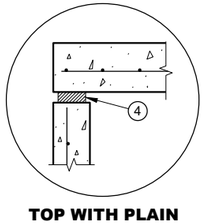


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

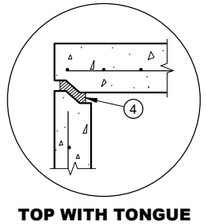


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

DETAIL "A"

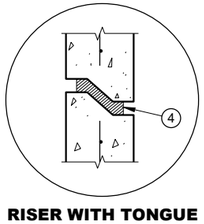


TOP WITH PLAIN END JOINT



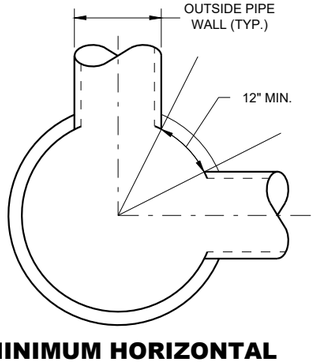
TOP WITH TONGUE AND GROOVE JOINT

DETAIL "B"



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "C"



MINIMUM HORIZONTAL PIPE SEPARATION

MANHOLES, 3-FT, 4-FT 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

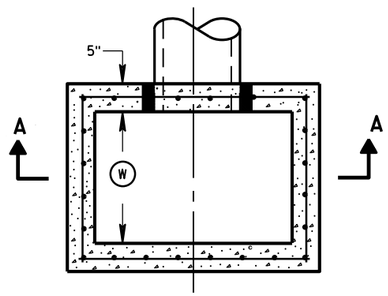
APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

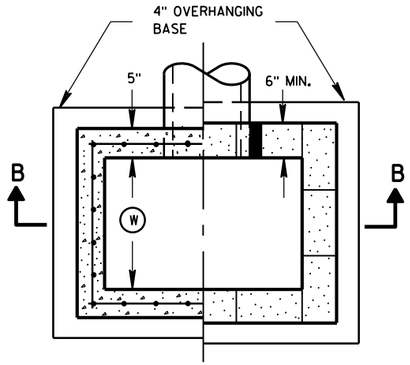
MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

6

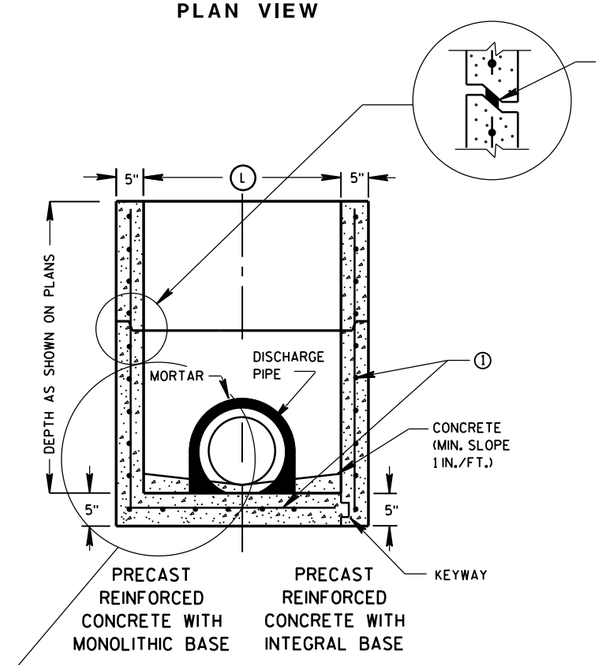
SDD 08B09 - 03



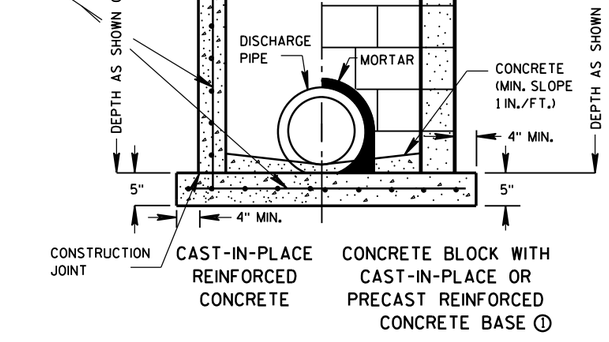
PLAN VIEW



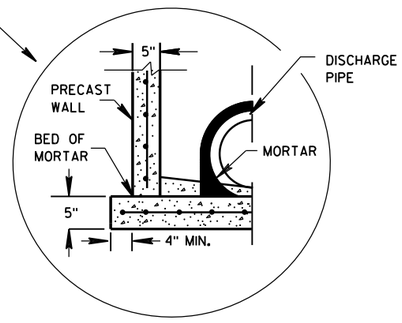
PLAN VIEW



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.

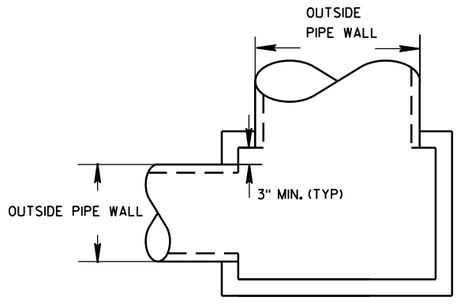
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

INLET SIZE		INLET COVER TYPE	ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM
	WIDTH Ⓦ (FT)	LENGTH Ⓛ (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



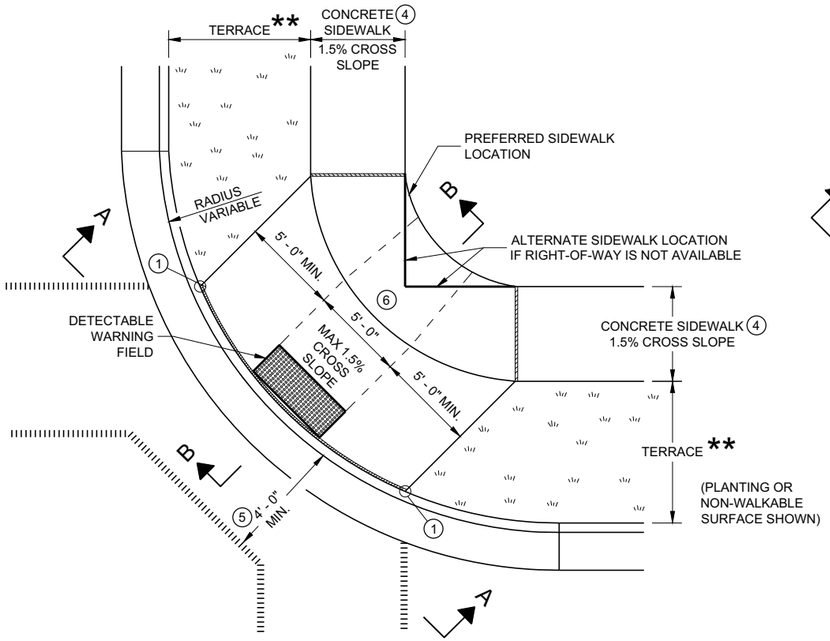
DETAIL "A"

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

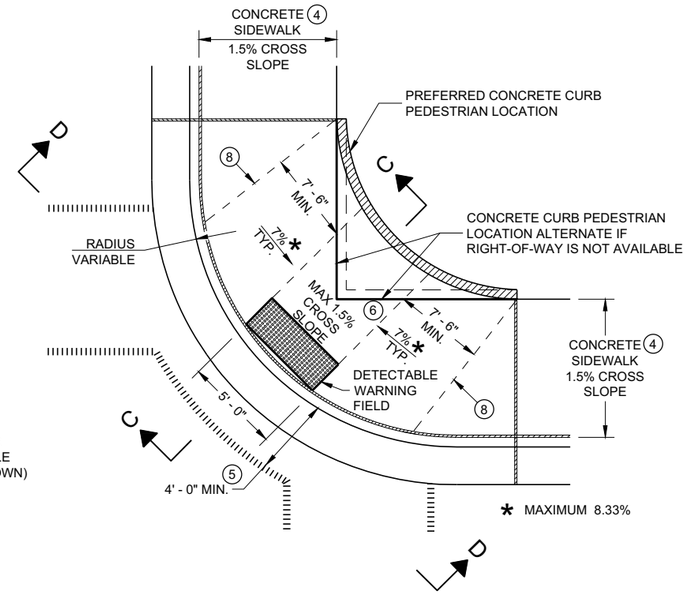
6
S.D.D. 8 C 7-2



PLAN VIEW

CURB RAMP TYPE 1

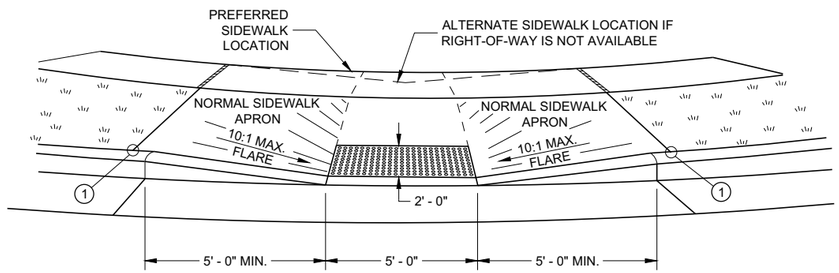
(CENTER OF CORNER RADIUS)



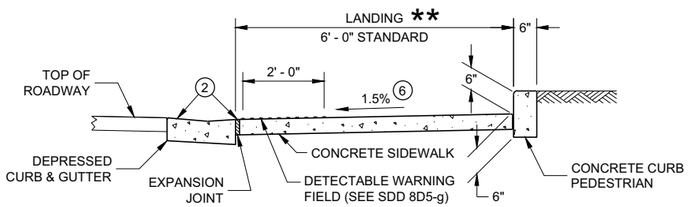
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

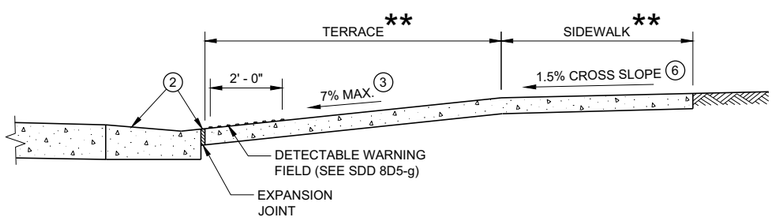


VIEW A - A FOR TYPE 1

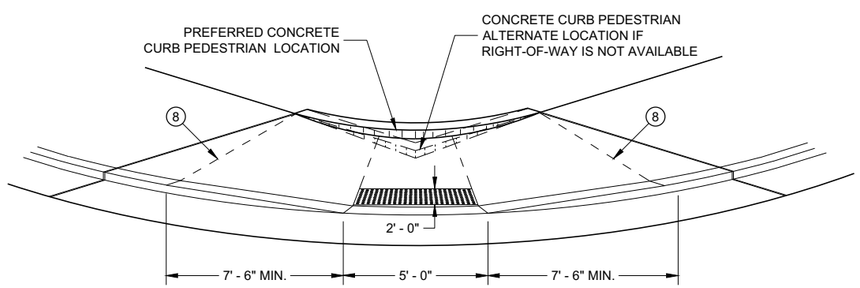


SECTION C - C FOR TYPE 1 - A

** 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

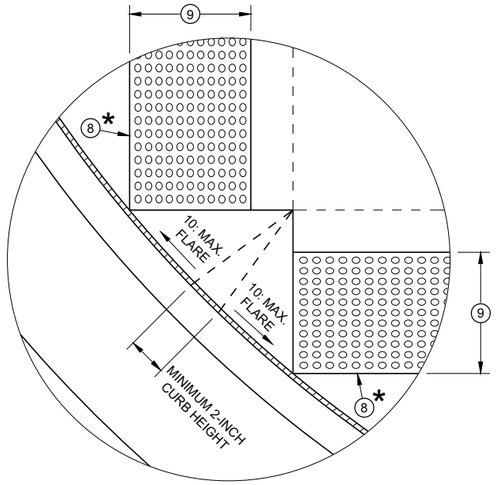
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 1 AND 1-A

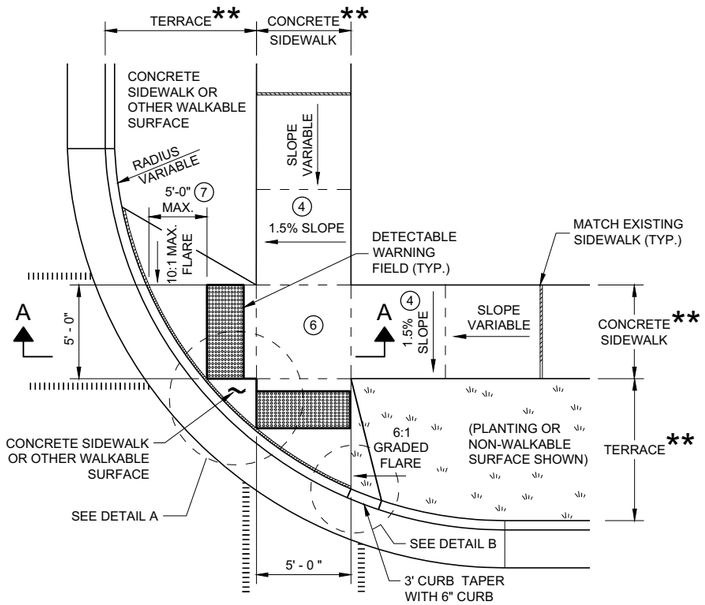
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

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.

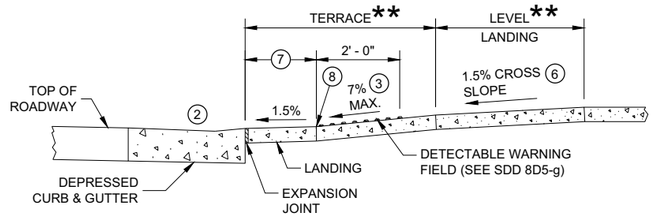
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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.

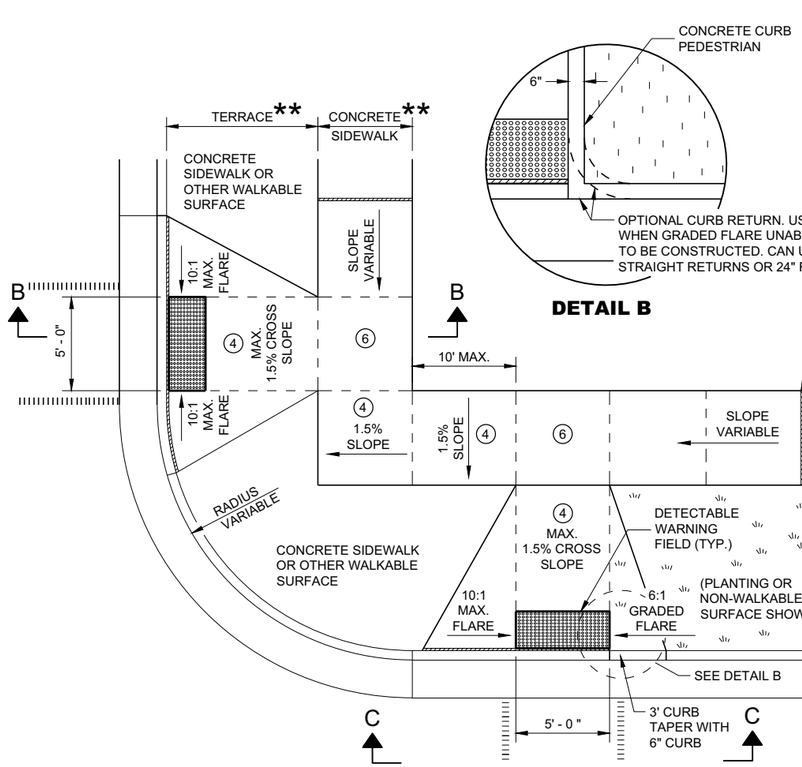
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



SECTION A - A FOR TYPE 2

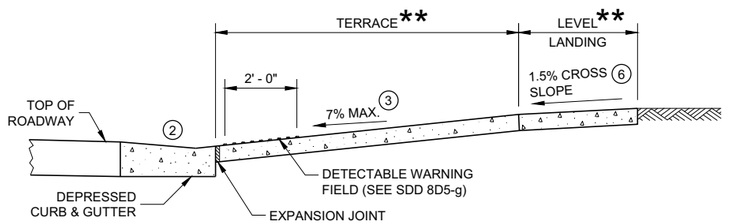
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS



DETAIL B

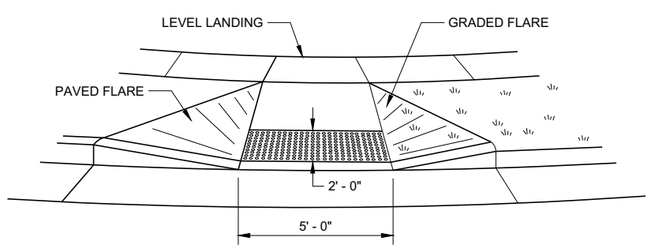
PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)



SECTION B - B FOR TYPE 3

LEGEND

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



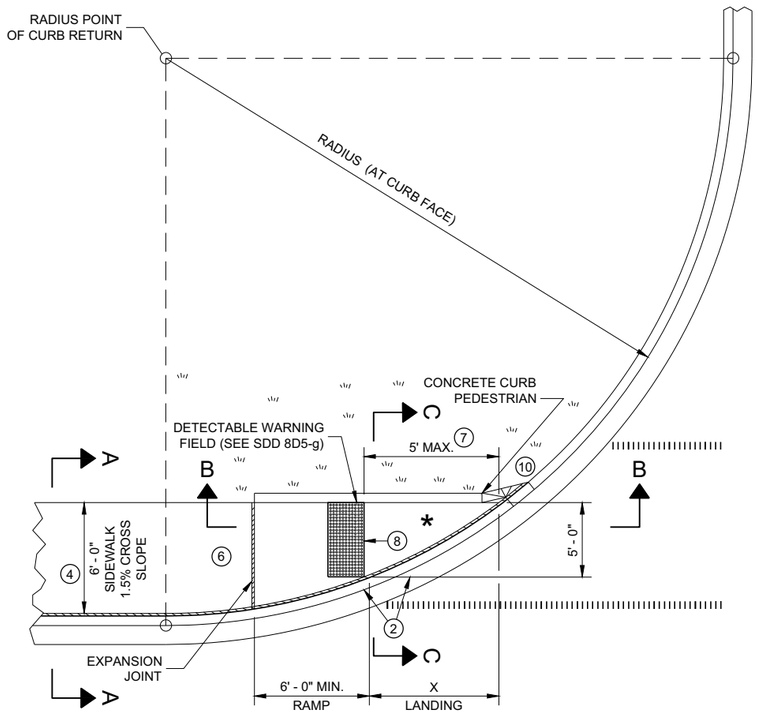
VIEW C - C FOR TYPE 3

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20b

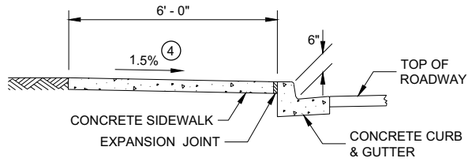


PLAN VIEW

CURB RAMP TYPE 4A

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

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A

GENERAL NOTES

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

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

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

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

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

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

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

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

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

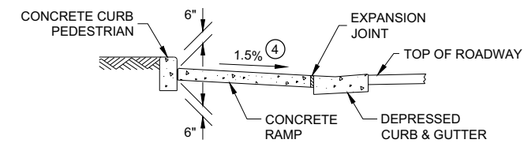
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

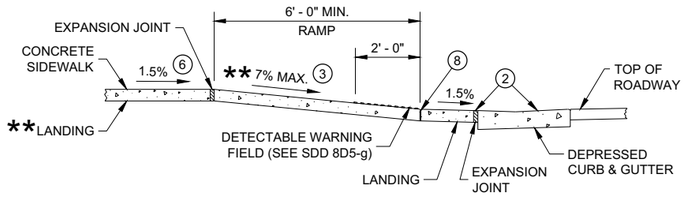
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



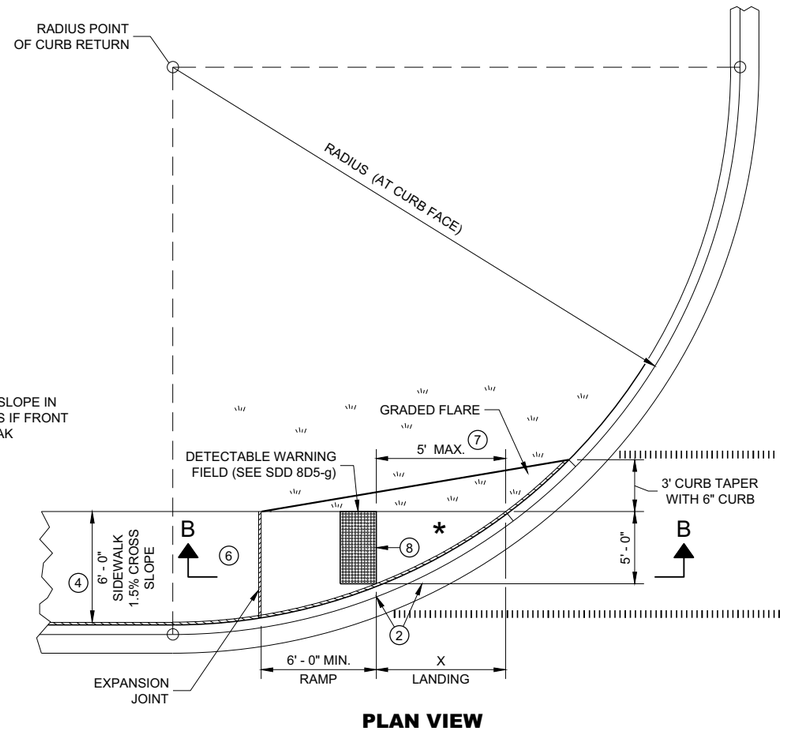
SECTION C - C FOR TYPE 4A



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

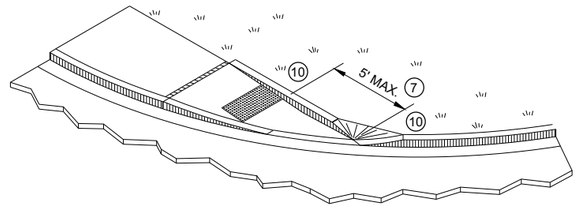
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

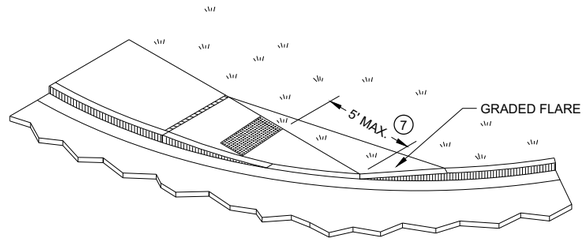


PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A



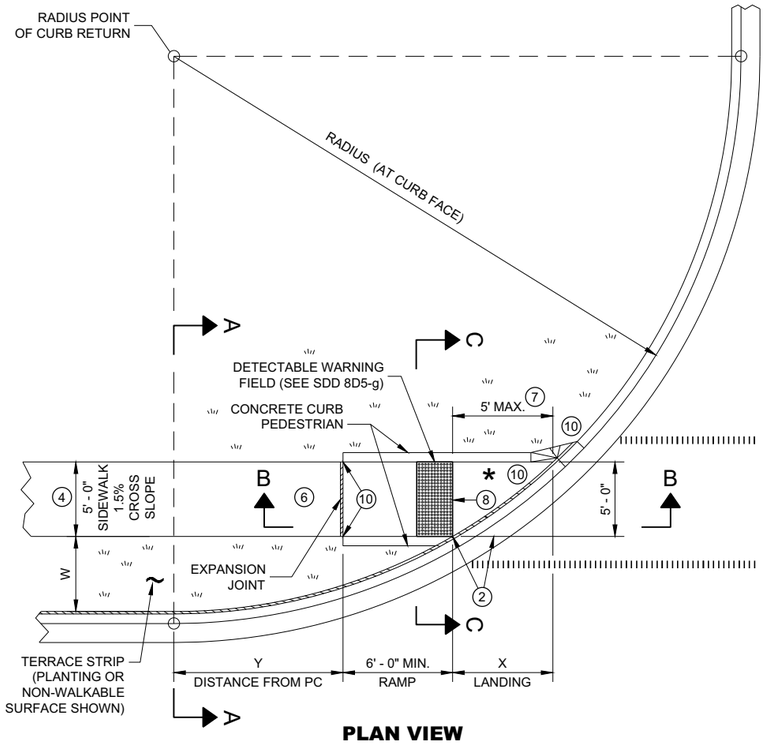
ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20c



PLAN VIEW

CURB RAMP TYPE 4B

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

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

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.

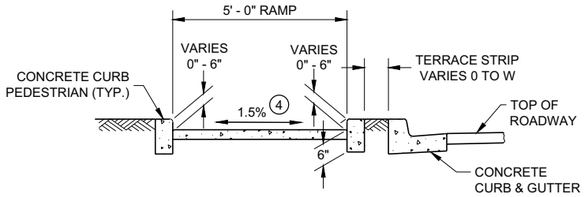
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

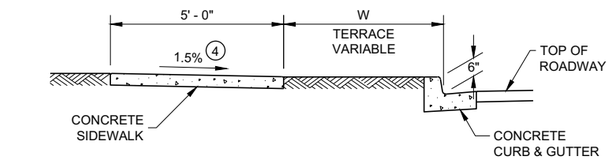
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

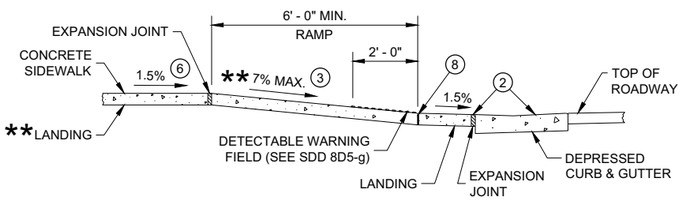
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



SECTION C - C FOR TYPE 4B



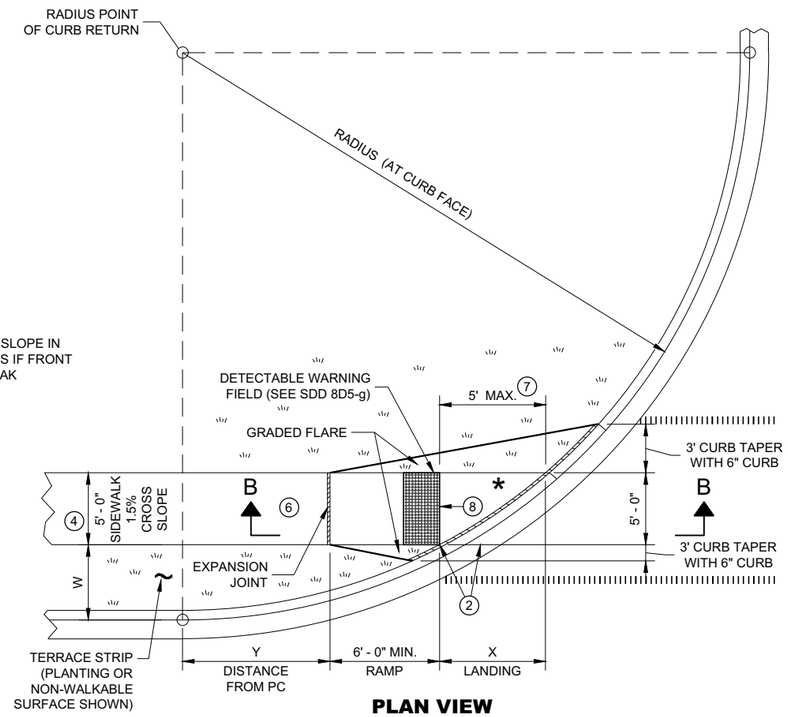
SECTION A - A FOR TYPE 4B



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

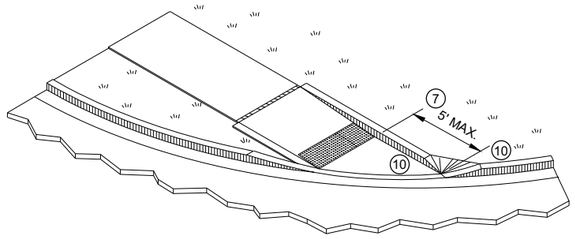
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

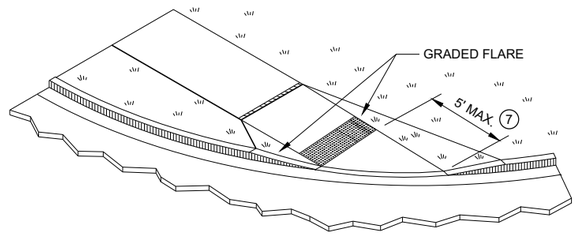


PLAN VIEW

CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



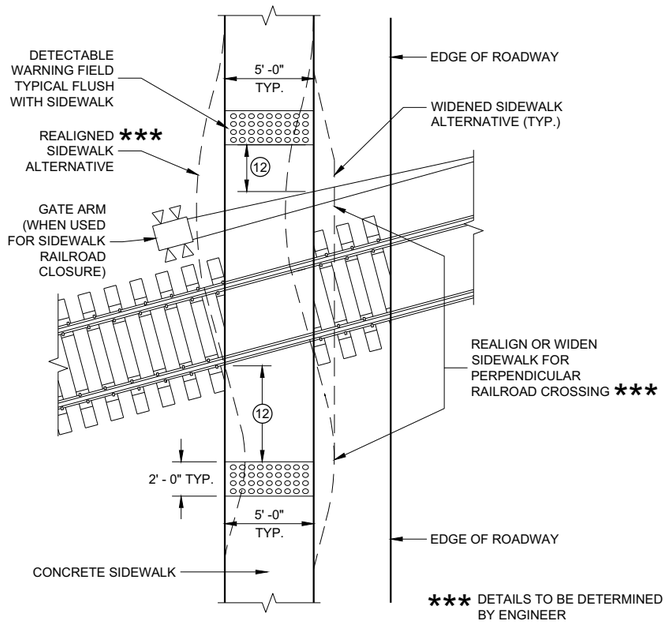
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

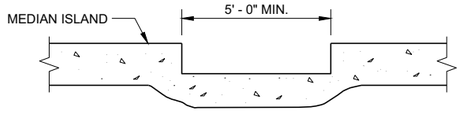
6

SDD 08D05 - 20d

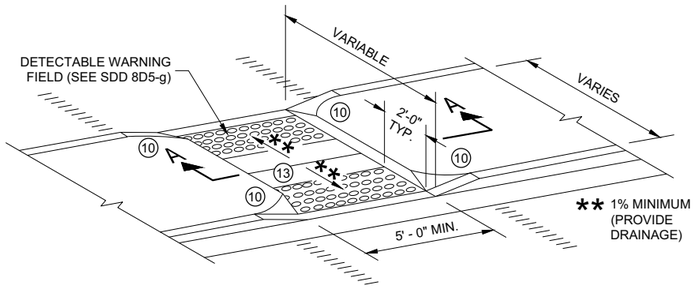


CURB RAMP TYPE 8

DETECTABLE WARNINGS AT RAILROAD CROSSING



SECTION A - A FOR TYPE 5



CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

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

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

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

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

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

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

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

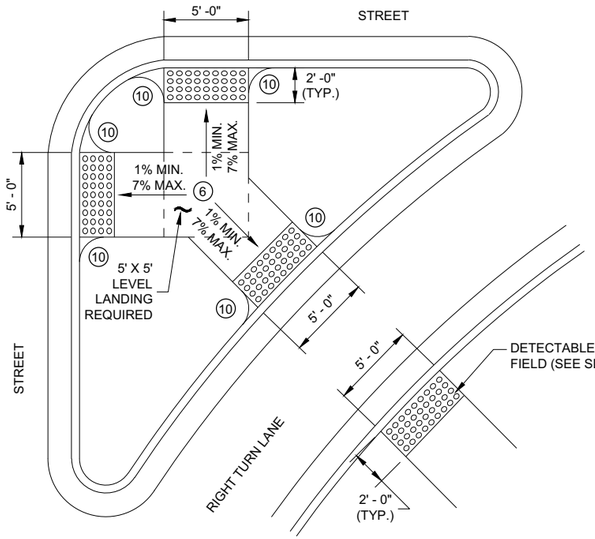
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

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

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

LEGEND

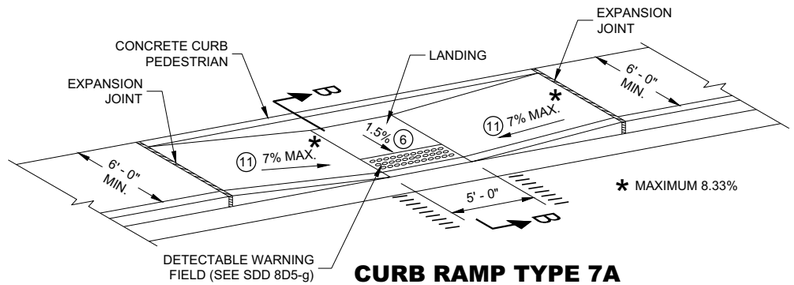
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

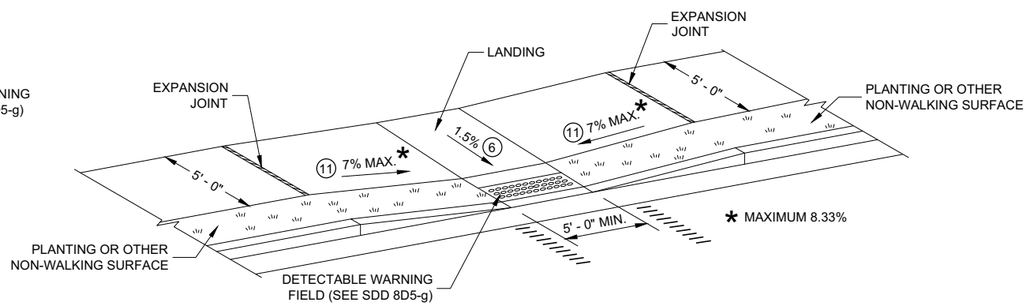
DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7A

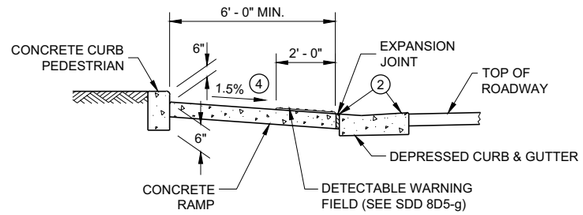
MID BLOCK CROSSING



CURB RAMP TYPE 7B

MID BLOCK CROSSING

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



SECTION B - B FOR TYPE 7A

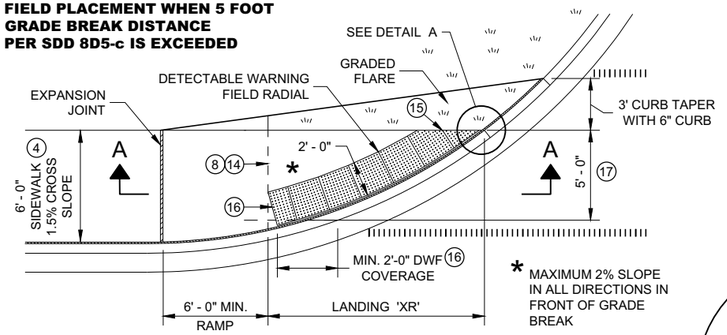
CURB RAMPS TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 08D05 - 20e

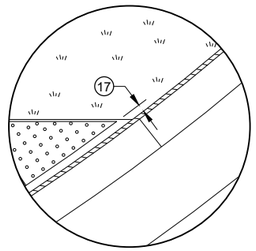
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



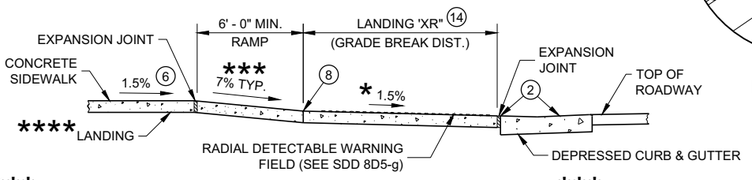
PLAN VIEW

CURB RAMP TYPE 4A1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL A

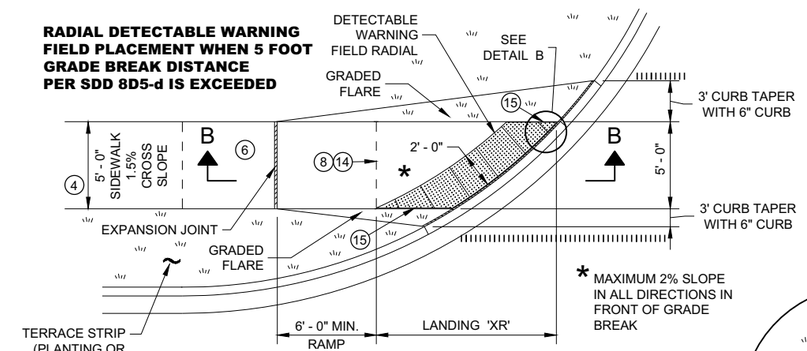


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1

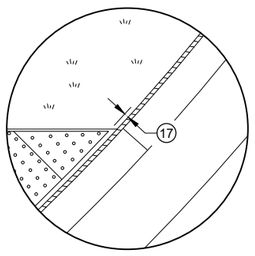
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



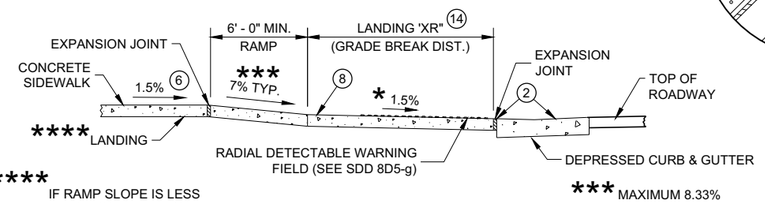
PLAN VIEW

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.

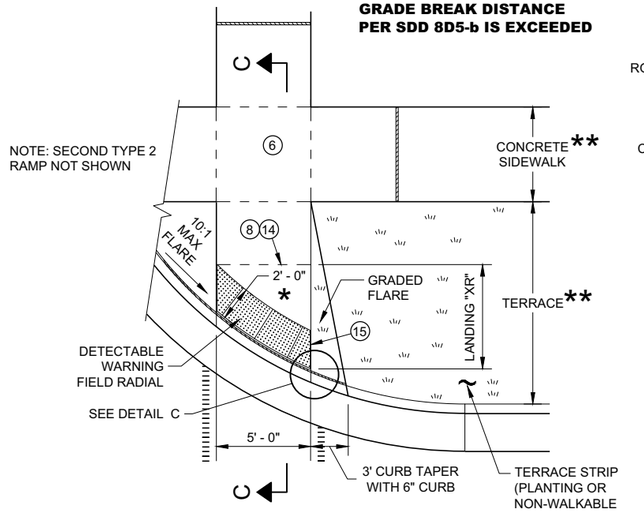
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(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

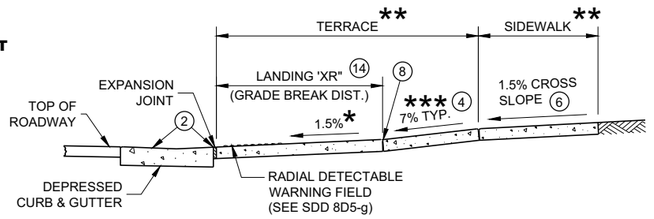


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

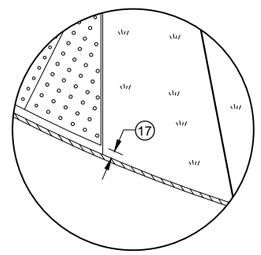


SECTION C - C FOR TYPE 2

* MAXIMUM 2% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%



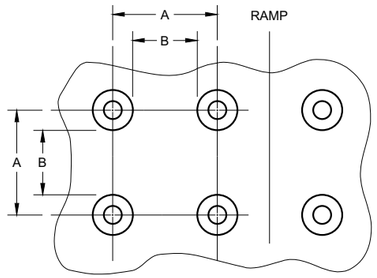
DETAIL C

CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS

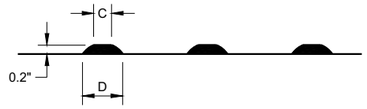
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.

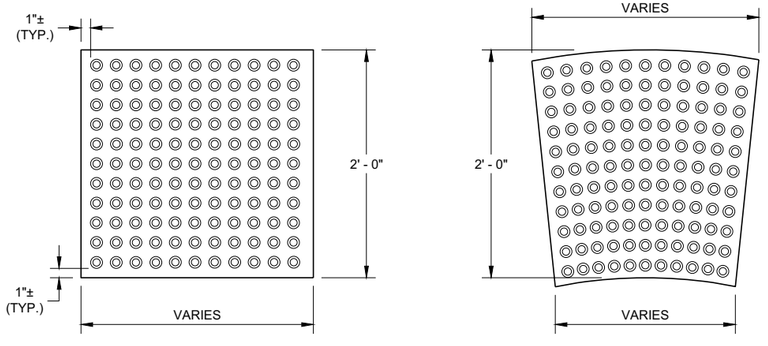


PLAN VIEW



ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)

GENERAL NOTES

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AT A CURB RAMP SHALL BE FROM THE SAME MANUFACTURER.

PLACE ALL DETECTABLE WARNING FIELD SYSTEMS IN ACCORDANCE TO THE MANUFACTURER'S RECOMMENDATION.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

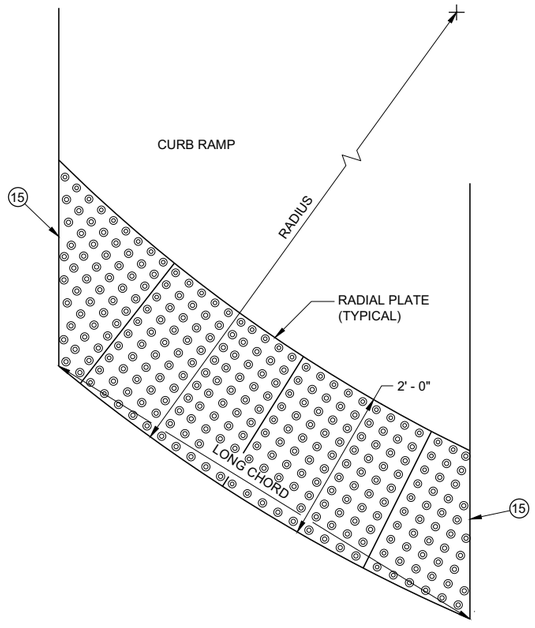
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE. FOLLOW MANUFACTURER'S RECOMMENDATIONS.

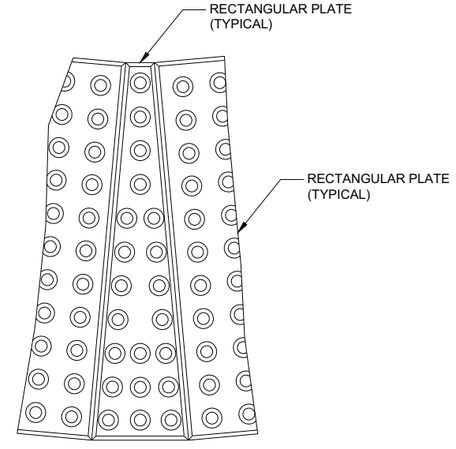
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE UNIT SUPERVISOR

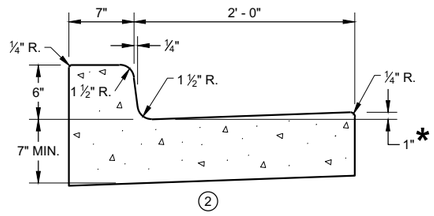
FHWA

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SDD 08D05 - 20g

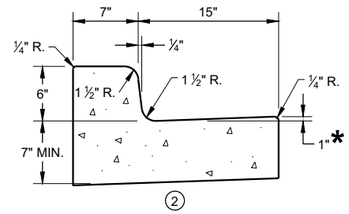
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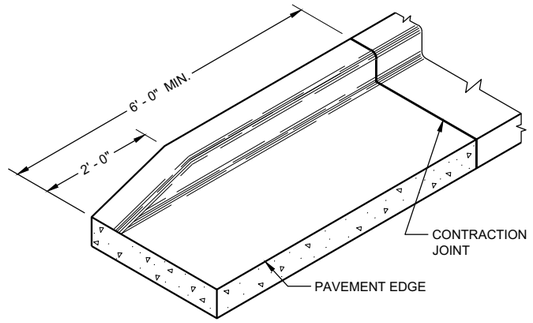


CONCRETE CURB AND GUTTER 31" ①

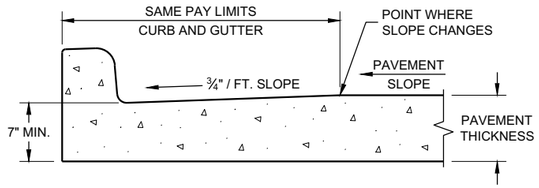
*TO BE MEASURED TO A MAXIMUM OF 3" WHERE DRAINAGE PROBLEMS EXIST.



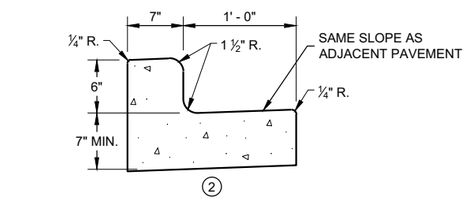
CONCRETE CURB AND GUTTER 22" ①



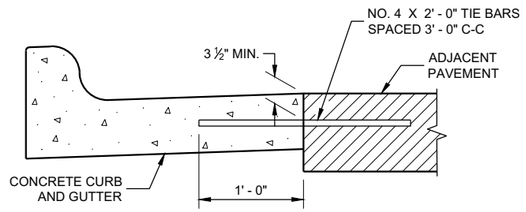
END SECTIONCURB AND GUTTER



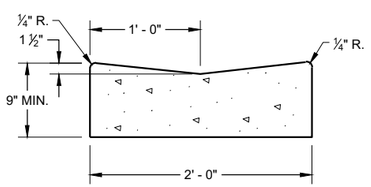
PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB AND GUTTER



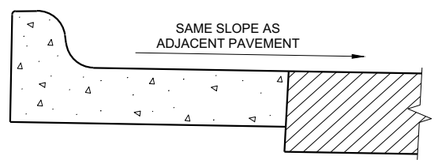
CONCRETE CURB AND GUTTER 19" ①



TYPICAL TIE BAR LOCATION ①



CONCRETE GUTTER 24" 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.

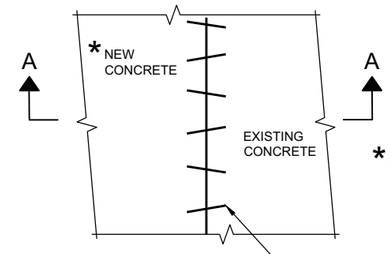
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

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".

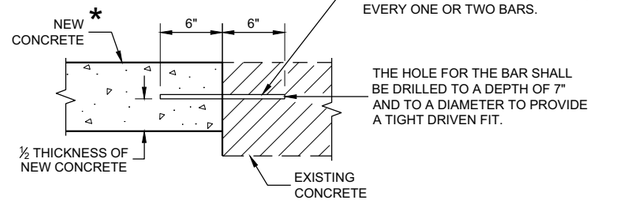
② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE COURSE PROVIDED A 7" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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

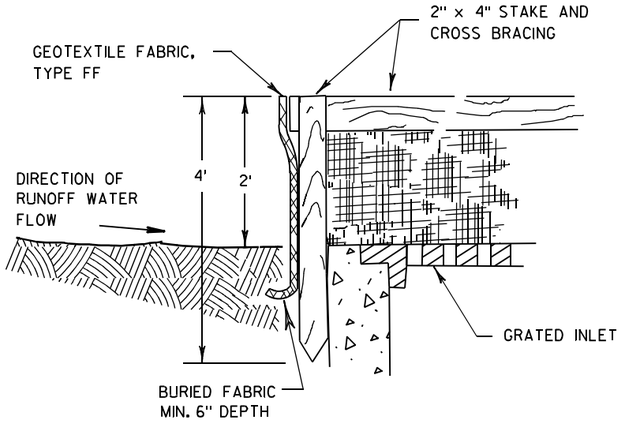
(For Optional use in Milwaukee Co. Only)

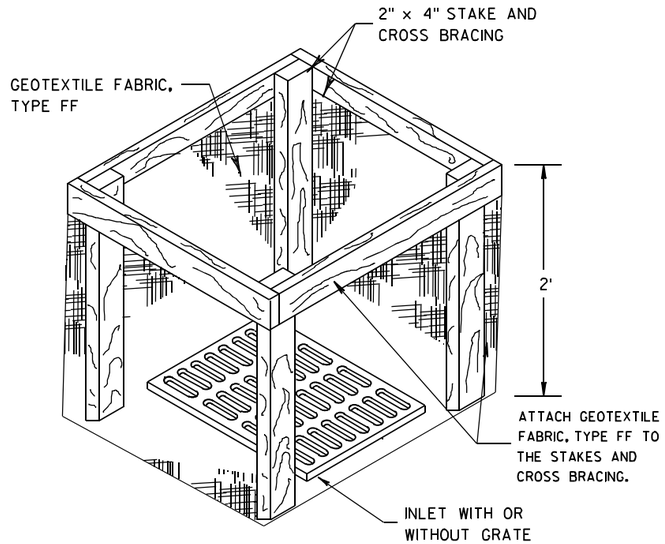
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

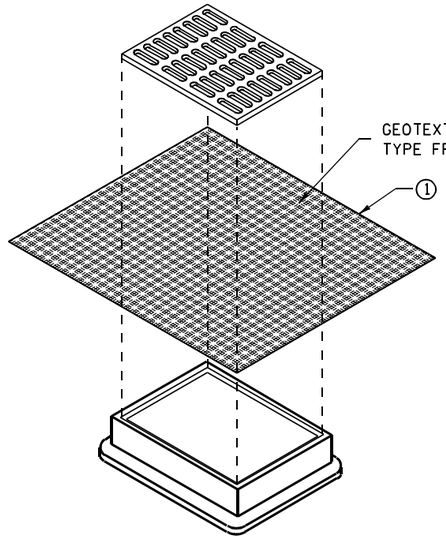
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SDD 08D16 - 11
SDD 08D16 - 11



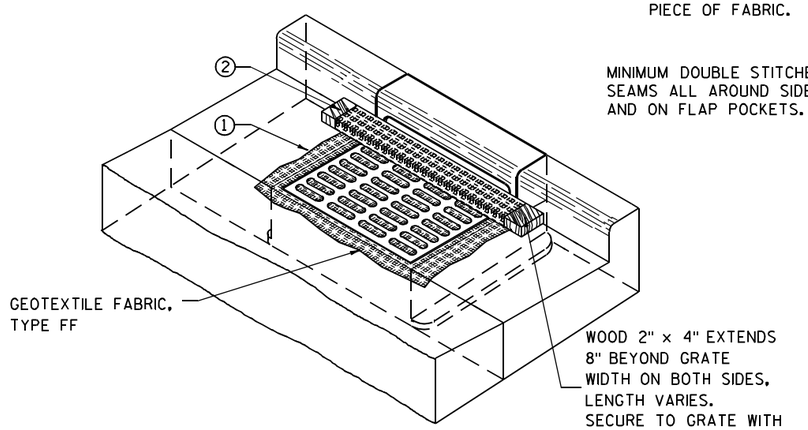


INLET PROTECTION, TYPE A

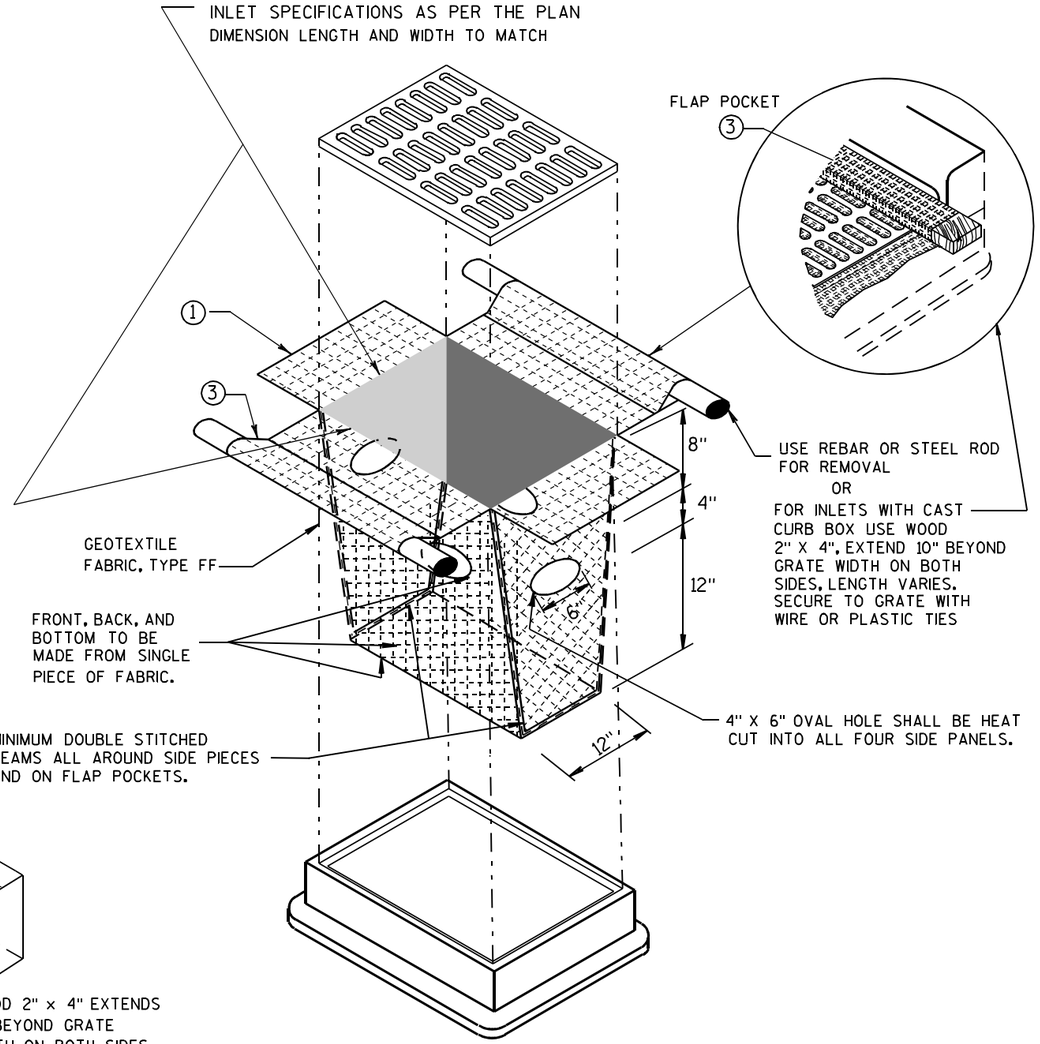


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(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.

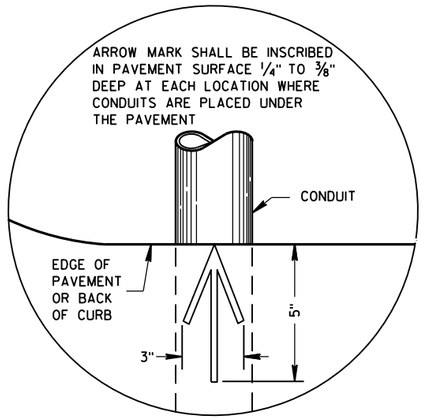
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
TYPE A, B, C, AND D

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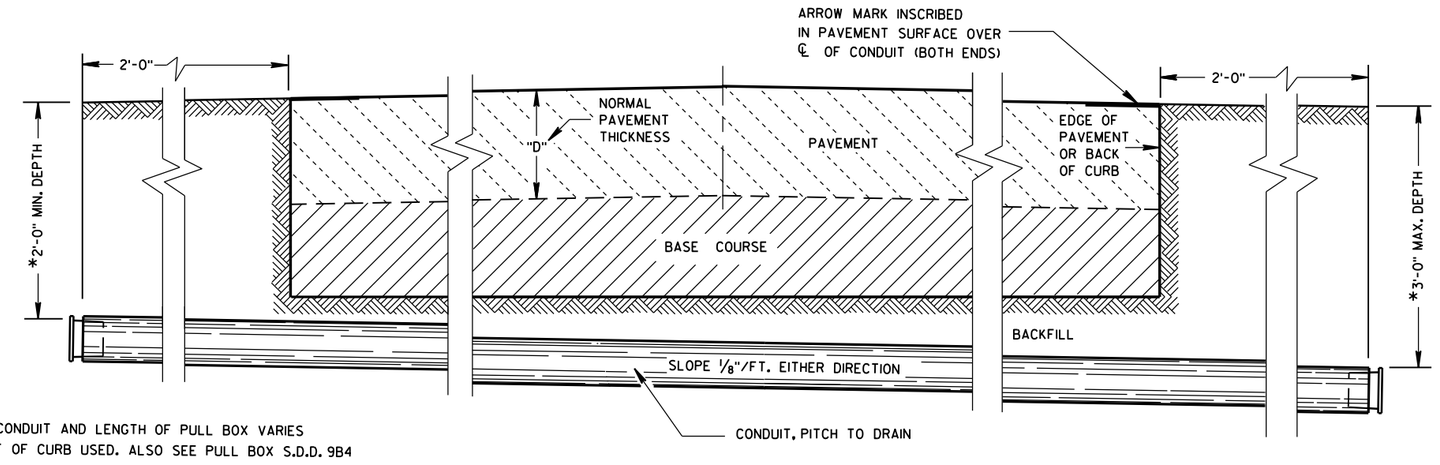
APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

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.

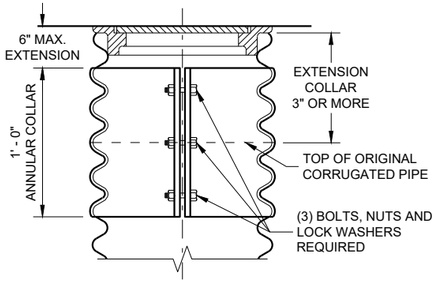
CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

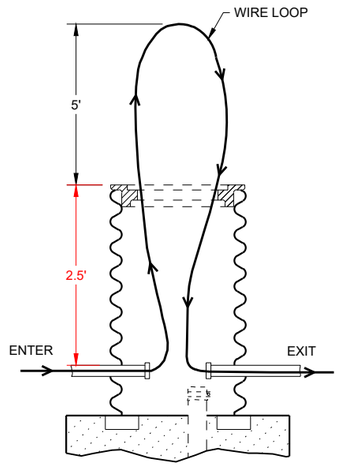
APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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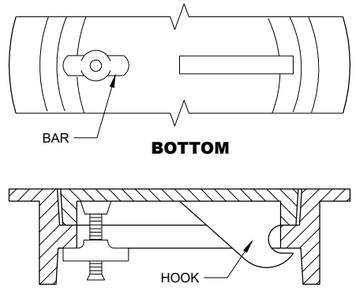
S.D.D. 9 B 2-10



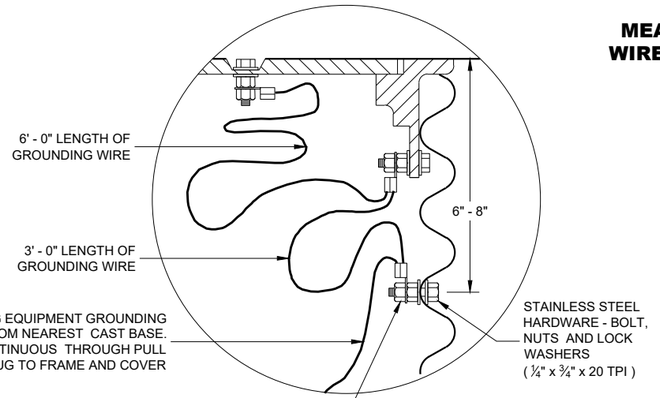
CORRUGATED PIPE EXTENDER



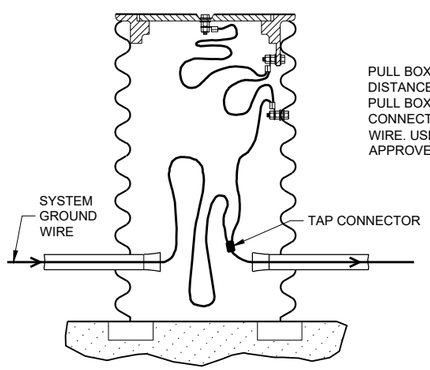
MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



ALTERNATE COVER (LOCKING)
TIGHTENING BAR TYPE

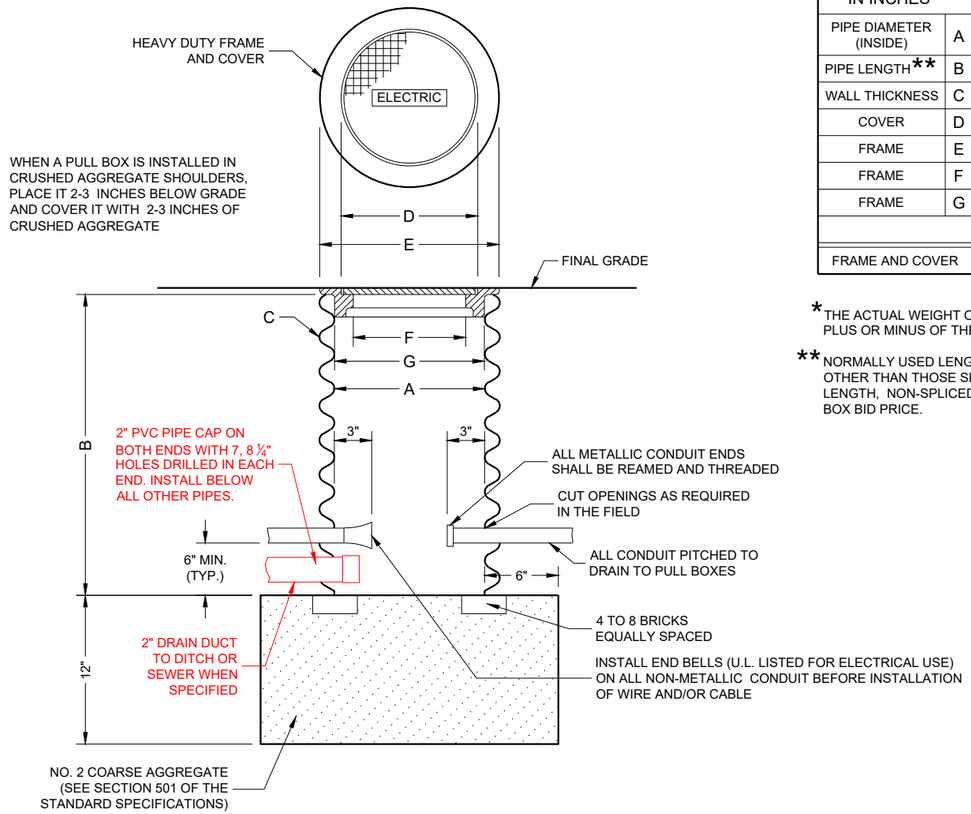


EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX

GENERAL NOTES

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

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN ¼".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH**	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 ¼	10 ¼	10 ¼	16 ¼	16 ¼	16 ¼	22 ¼	22 ¼	22 ¼
FRAME	E	14 ½	14 ½	14 ½	20 ½	20 ½	20 ½	26 ½	26 ½	26 ½
FRAME	F	8 ½	8 ½	8 ½	14 ½	14 ½	14 ½	20 ½	20 ½	20 ½
FRAME	G	11 ½	11 ½	11 ½	17 ½	17 ½	17 ½	23 ½	23 ½	23 ½
WEIGHT IN POUNDS*										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

*THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

**NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

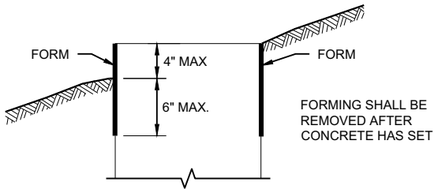
APPROVED
May 2022
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

6
SDD 09B04-12

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.

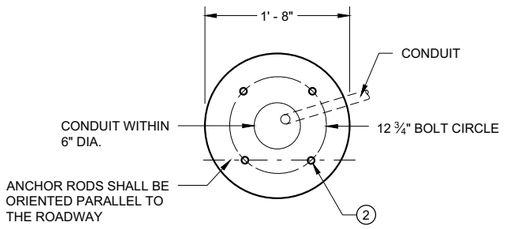
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

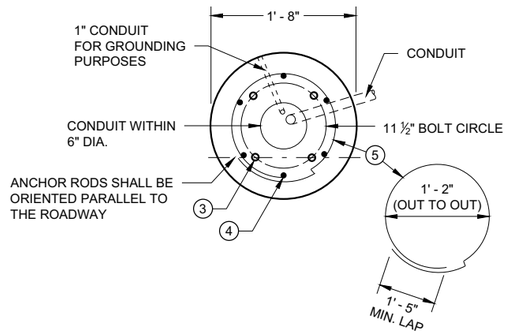
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

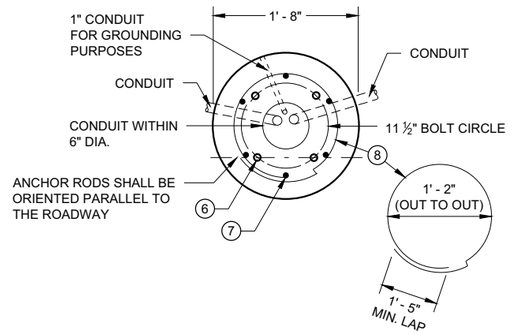
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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

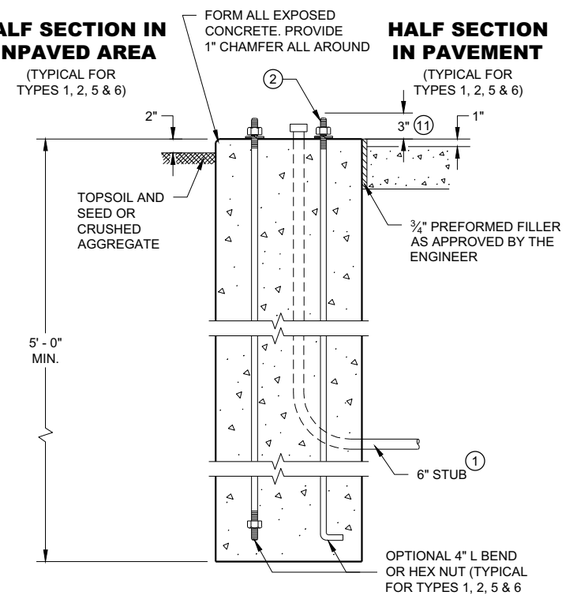
10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

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.

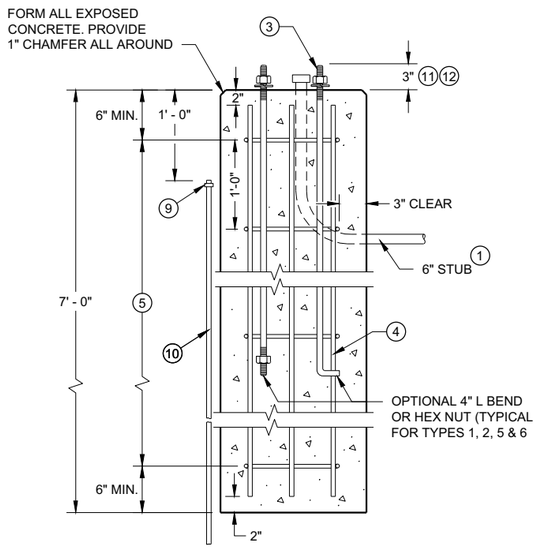
12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5 & 6)

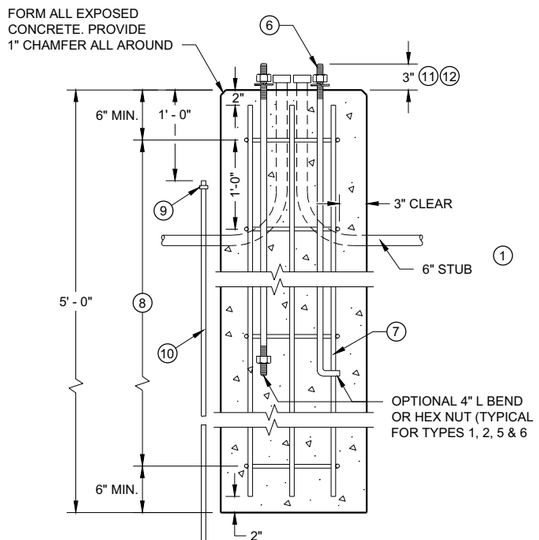
HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5 & 6)



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.

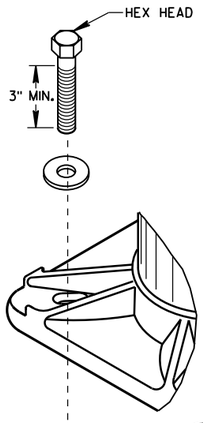
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

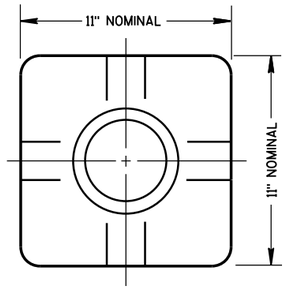
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

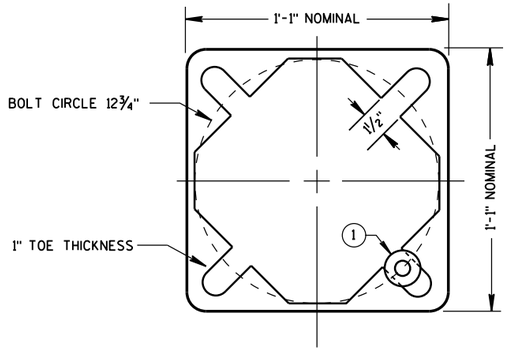
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

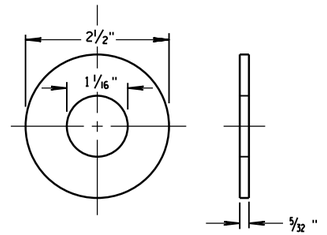




TOP VIEW
(PEDESTAL BASE)

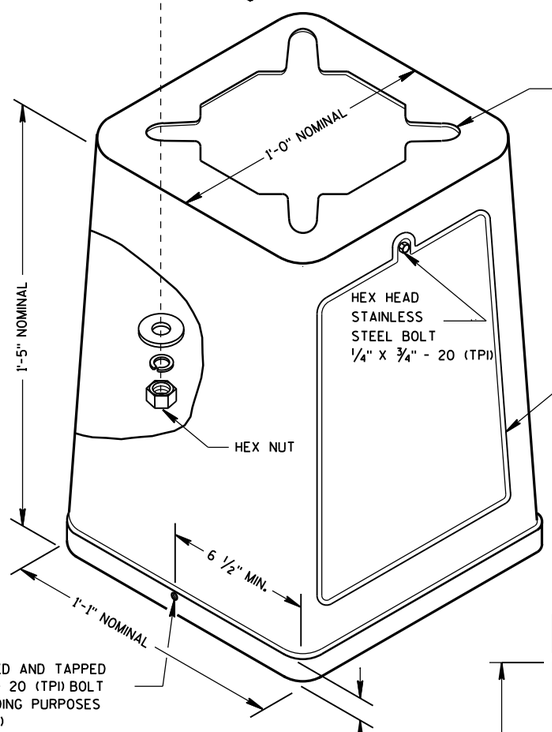


BOTTOM VIEW
(PEDESTAL BASE)

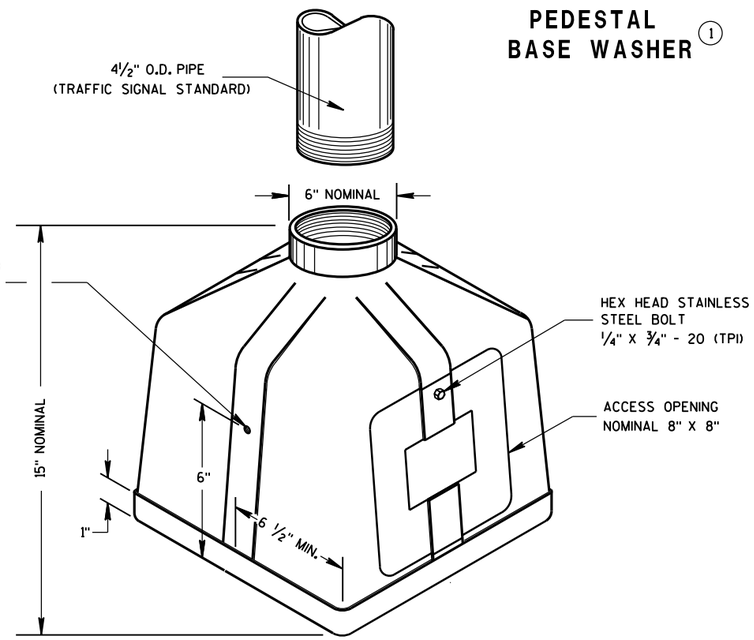


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

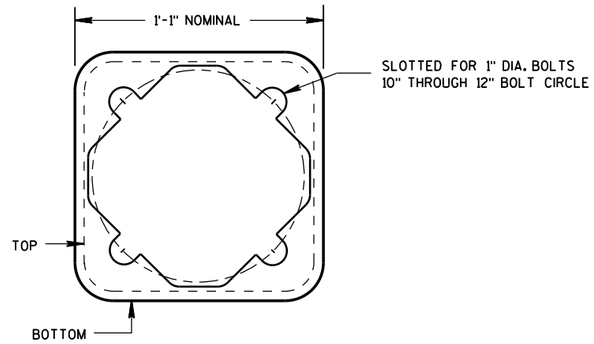


ISOMETRIC VIEW

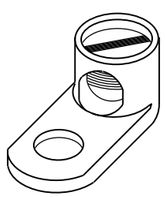


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

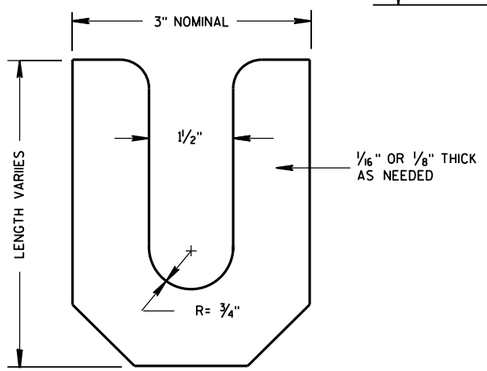


TYPICAL MECHANICAL CONNECTOR LUG

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

S.D.D. 9 C 3-4

S.D.D. 9 C 3-4

GENERAL NOTES

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

BASES (SHAFT) SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING. A STEEL CASING OR CORRUGATED METAL PIPE IS ALLOWED TO REMAIN. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BASE IN LAYERS OF ONE FOOT OR LESS.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

WELDING OF ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 TIMES THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 4" INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NON-METALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

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 OF CABLE OR WIRE.

WHEN REQUIRED TO CONNECT NON-METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

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.

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES (GREATER THAN 36 INCHES IF INSTALLED IN BREAKER RUN) EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

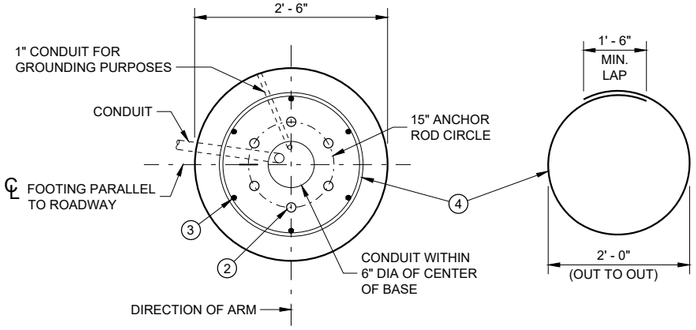
(2) (6) 1 ½ DIA. X 4' - 4" ANCHOR RODS

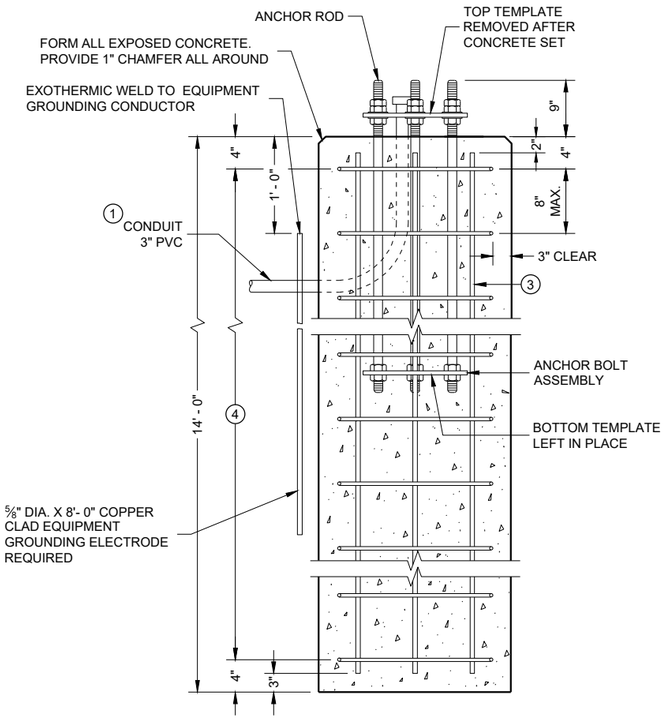
(3) (6) NO. 6 X 13' - 7" BAR STEEL REINFORCEMENT.

(4) (21) NO. 5 X 7'-10" BAR STEEL REINFORCEMENT @ 8" MAX. C-C.

CONCRETE MASONRY.....fc = 3,500 p.s.i
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60.....fy = 60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55 (IN ACCORDANCE .....fy = 55,000 p.s.i.
WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATION)
TEMPLATES, ASTM A709, GRADE 36.....fy = 36,000 p.s.i.

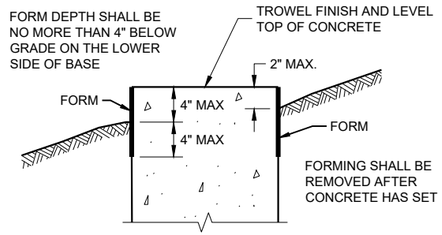
QUANTITY REQUIREMENTS	
APPROX. CUBIC YARDS OF CONCRETE	2.5
LBS. OF HOOP BAR STEEL	172
LBS. OF VERTICAL BAR STEEL	122



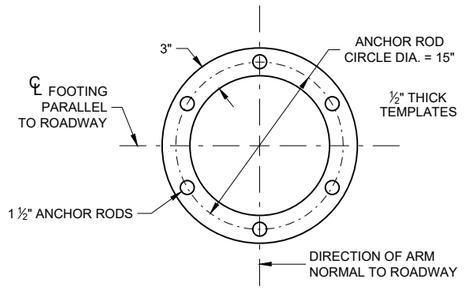


CONCRETE BASE, TYPE 10
(FOR TYPE 9, TYPE 10 AND OVER HEIGHT (OH) POLES)

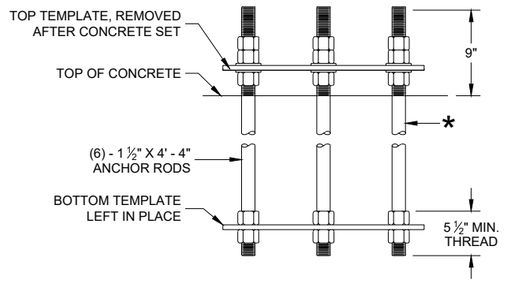
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE SDD 9C13 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.



FORMING DETAIL



TOP AND BOTTOM TEMPLATE



ANCHOR ROD ASSEMBLY DETAILS

* THREAD TOP 10" OF ANCHOR ROD FOR 3 NUTS AND 2 WASHERS AND BOTTOM 5 ½" FOR 2 NUTS PER ANCHOR ROD. HOT DIP GALVANIZE THE ENTIRE LENGTH OF THE ANCHOR ROD (ASTM A123) AND HOT DIP NUTS AND WASHERS (ASTM A153. USE ZINC COATED NUTS MANUFACTURED WITH SUFFICIENT ALLOWANCE TO ALLOW NUTS TO RUN FREELY ON THE THREADS.

CONCRETE BASE TYPE 10

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2017 — DATE
/S/ Ahmet Demerbilek — WIND LOADED STRUCTU PROGRAM LEADER
FHWA

6

SDD 09C11 - 10

GENERAL NOTES

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

BASES (SHAFT), BELOW THE WING, SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

WELDING OF ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR ROD PROJECTION ABOVE TOP OF CONCRETE FOOTING BASE PER THIS SHEET.

CONDUIT SIZE AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASE SHALL BE 4 ½ INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NONMETALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTOR FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE THROUGH A 1-INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4-FOOT COIL OF WIRE ABOVE THE CONCRETE BASE, THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO THE TYPE AND LOCATION OF THE UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVEL WAY SHALL BE 24-INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18-INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36-INCHES, (GREATER THAN 36-INCHES IF INSTALLED IN BREAKER-RUN), EXCEPT WITH THE WRITTEN APPROVAL OF THE ENGINEER.

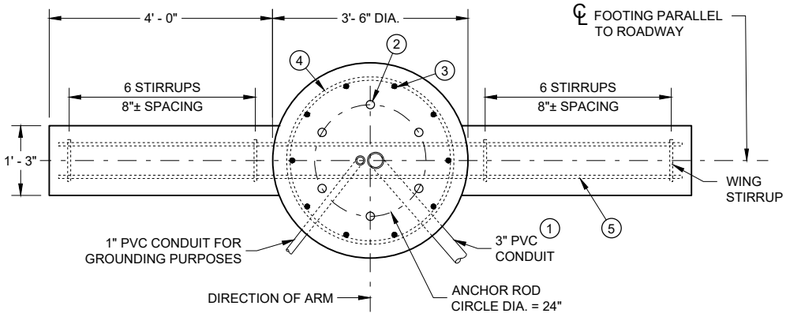
(2) (6) 1 ¾" DIA. X 7' - 2" ANCHOR RODS

(3) (10) NO. 6 X 14' - 1" BAR STEEL VERTICAL REINFORCEMENT.

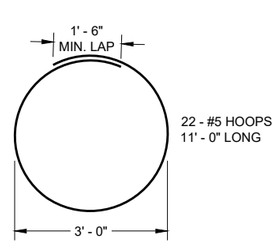
(4) (22) NO. 5 X 11'- 0" BAR STEEL REINFORCEMENT @ 8" MAX. C-C.

(5) (10) NO. 5 X 11' - 0" BAR STEEL HORIZONTAL REINFORCEMENT

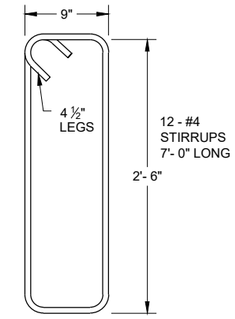
CONCRETE MASONRY.....fc = 3,500 p.s.i
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60.....fy = 60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55 (IN ACCORDANCE .....fy = 55,000 p.s.i.
WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATION)
TEMPLATES, ASTM A709, GRADE 36.....fy = 36,000 p.s.i.



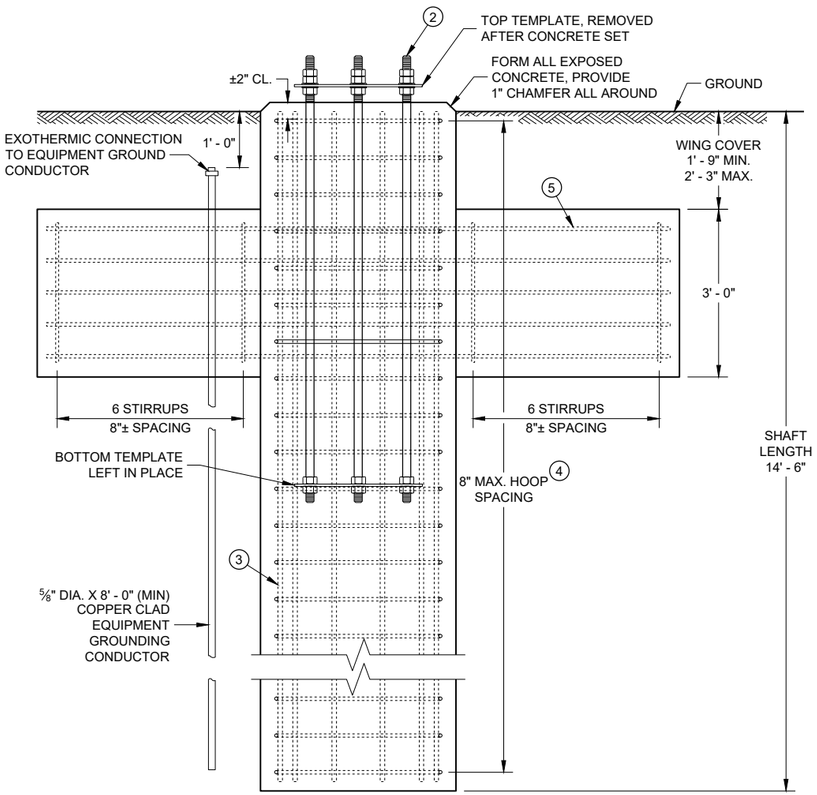
PLAN VIEW



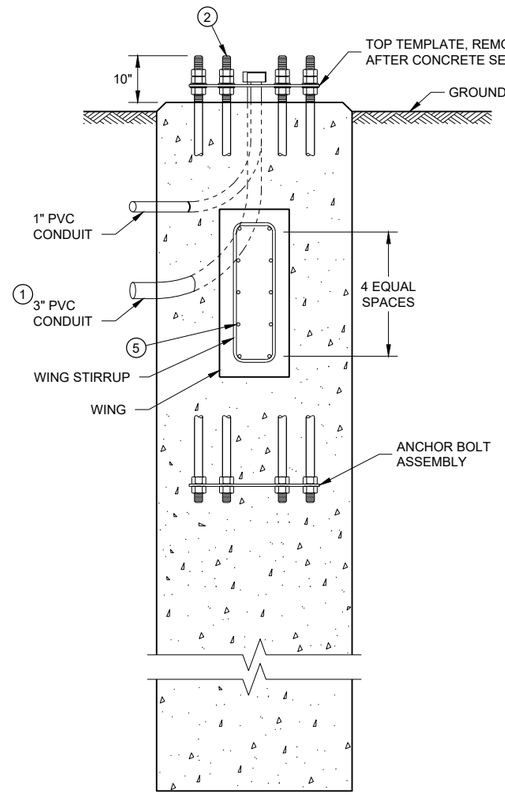
HOOP DETAIL



WING STIRRUP DETAIL



ELEVATION VIEW
(CONDUITS NOT SHOWN ON THIS VIEW FOR CLARITY)



(HOOPS AND VERTICAL SHAFT REINFORCEMENT NOT SHOWN ON THIS VIEW FOR CLARITY)

CONCRETE BASE, TYPE 13
(FOR TYPE 12, TYPE 13 AND OVER HEIGHT (OH) POLES)

CONCRETE = 6.3 CUBIC YARD
H.S. REINFORCEMENT = 635 LBS.

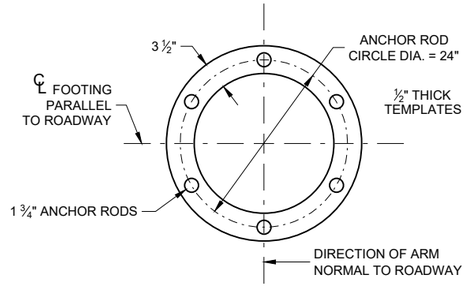
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE 9C13 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION

CONCRETE BASE TYPE 13

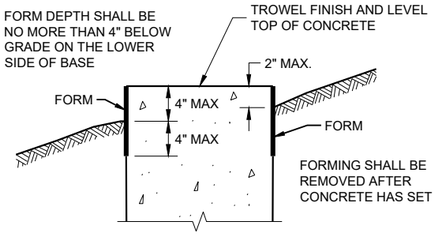
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

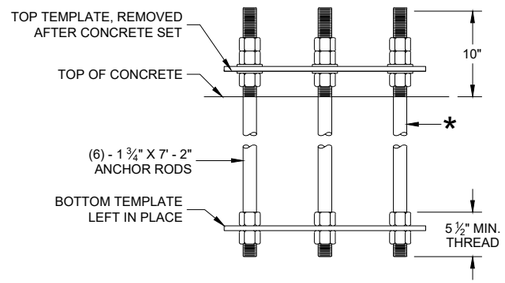
SDD 09C12 - 09a



TOP AND BOTTOM TEMPLATE



FORMING DETAIL



ANCHOR ROD ASSEMBLY DETAILS

* THREAD TOP 11" OF ANCHOR ROD FOR 3 NUTS AND 2 WASHERS AND BOTTOM 5 ½" FOR 2 NUTS PER ANCHOR ROD. HOT DIP GALVANIZE THE ENTIRE LENGTH OF THE ANCHOR ROD (ASTM A123) AND HOT DIP NUTS AND WASHERS (ASTM A153. USE ZINC COATED NUTS MANUFACTURED WITH SUFFICIENT ALLOWANCE TO ALLOW NUTS TO RUN FREELY ON THE THREADS.

CONCRETE BASE TYPE 13

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2017
DATE
/S/ Ahmet Demirbilek
WIND LOADED STRUCTU
PROGRAM LEADER

FHWA

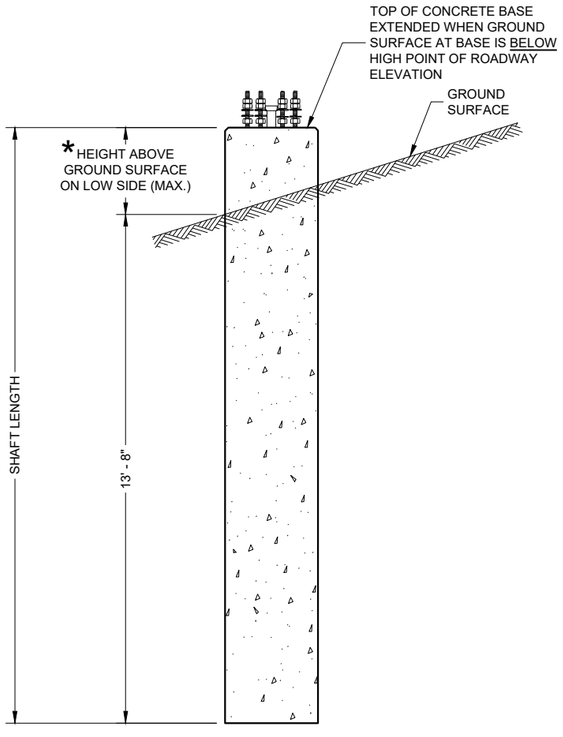
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SDD 09C12 - 09b

SDD 09C12 - 09b

REINFORCEMENT AND CONCRETE QUANTITIES ADJUSTED FOR EXTENDED TYPE 10 CONCRETE BASE

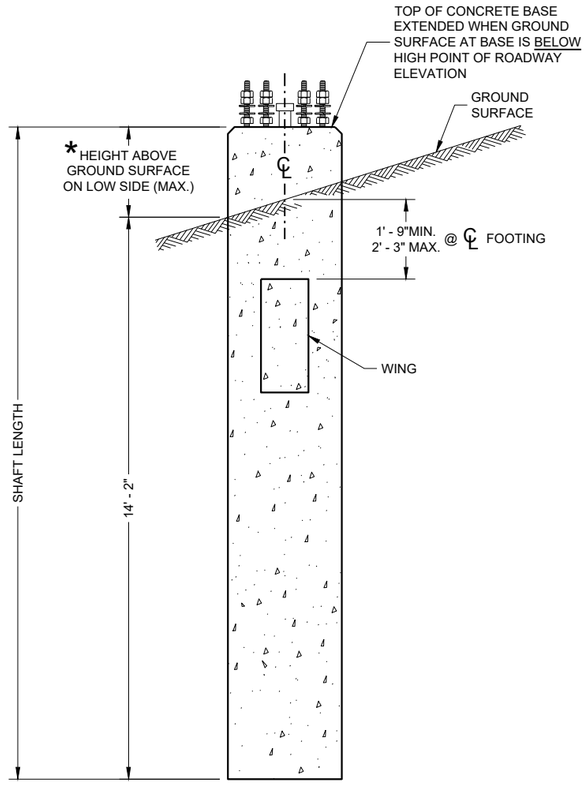
HEIGHT INCREASE REQUIRED	*HEIGHT ABOVE GROUND SURFACE ON LOW SIDE (MAX.)	SHAFT LENGTH	LENGTH OF #6 VERTICAL REINF.	NO. OF #4 HOOPS	CU. YD. OF CONCRETE	LBS. OF HOOP BAR STEEL	LBS. OF VERTICAL STEEL
>0" TO 6"	10"	14' - 6"	14' - 1"	16	2.6	78	127
>6" TO 1' - 0"	1' - 4"	15' - 0"	14' - 7"	16	2.7	78	131
>1' - 0" TO 1' - 6"	1' - 10"	15' - 6"	15' - 1"	17	2.8	83	136
>1' - 6" TO 2 - 0"	2' - 4"	16' - 0"	15' - 7"	17	2.9	83	141



CONCRETE BASE TYPE 10 (EXTENDED)

REINFORCEMENT AND CONCRETE QUANTITIES ADJUSTED FOR EXTENDED TYPE 13 CONCRETE BASE

HEIGHT INCREASE REQUIRED	*HEIGHT ABOVE GROUND SURFACE ON LOW SIDE (MAX.)	SHAFT LENGTH	LENGTH OF #6 VERTICAL REINF.	NO. OF #4 HOOPS	CU. YD. OF CONCRETE	LBS. OF H.S. BAR STEEL
>0" TO 6"	10"	15' - 0"	14' - 7"	16	6.5	447
>6" TO 1' - 0"	1' - 4"	15' - 6"	15' - 1"	16	6.6	454
>1' - 0" TO 1' - 6"	1' - 10"	16' - 0"	15' - 7"	17	6.8	469
>1' - 6" TO 2 - 0"	2' - 4"	16' - 6"	16' - 1"	17	7.0	476



CONCRETE BASE TYPE 13 (EXTENDED)

CONCRETE BASE TYPE 10 AND TYPE13 EXTENSION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/26/2013
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

6
SDD 09C13 - 02

GENERAL NOTES

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

THE CONTRACTOR IS RESPONSIBLE FOR MAKING THEIR OWN DETERMINATION AS TO THE TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

BASES (SHAFT) SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING. A STEEL CASING OR CORRUGATED METAL PIPE IS ALLOWED TO REMAIN. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BASE IN LAYERS OF ONE FOOT OR LESS.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

ANY DAMAGE TO THE CONCRETE BASE AND ANCHOR RODS DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE ENGINEER'S DIRECTION, AT THE EXPENSE OF THE CONTRACTOR.

THE REINFORCEMENT AND ANCHOR RODS SHALL BE ADEQUATELY SUPPORTED IN THE PROPER POSITIONS SO NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT.

ORIENT ANCHOR RODS IN FOUNDATION AND PROVIDE ANCHOR RODS STICK OUT ABOVE TOP OF CONCRETE FOUNDATION BASE PER THIS SHEET.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

WELDING OF ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

FORM ALL EXPOSED CONCRETE CORNERS WITH 1" CHAMFER ALL AROUND. TOP OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 TIMES THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 4 ½" INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NON-METALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

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 OF CABLE OR WIRE.

WHEN REQUIRED TO CONNECT NON-METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

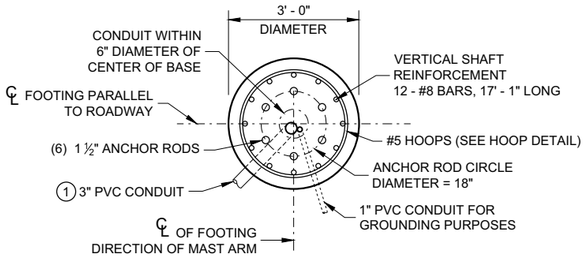
A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

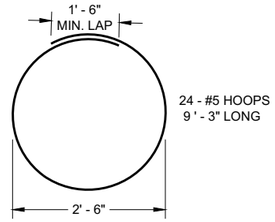
THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES (GREATER THAN 36 INCHES IF INSTALLED IN BREAKER RUN) EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

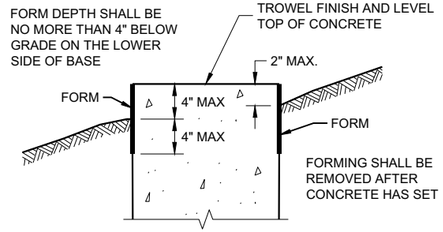
CONCRETE MASONRY.....fc = 3,500 p.s.i
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60.....fy = 60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55 (IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATION).....fy = 55,000 p.s.i.
TEMPLATES, ASTM A709, GRADE 36.....fy = 36,000 p.s.i.



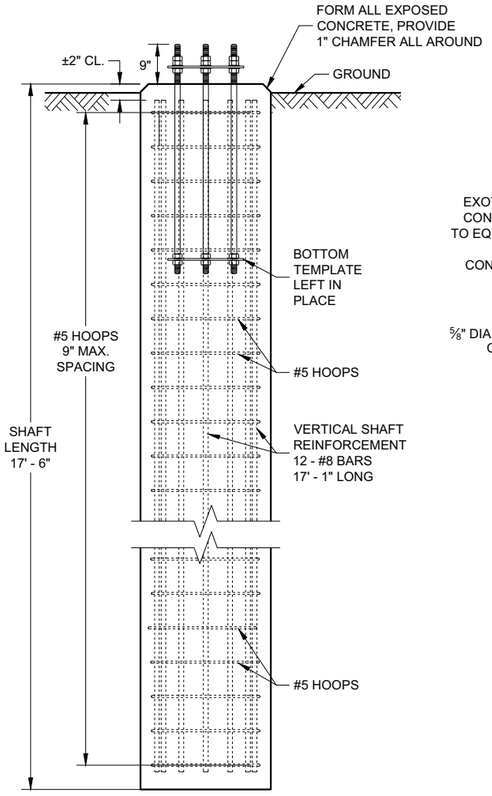
PLAN VIEW



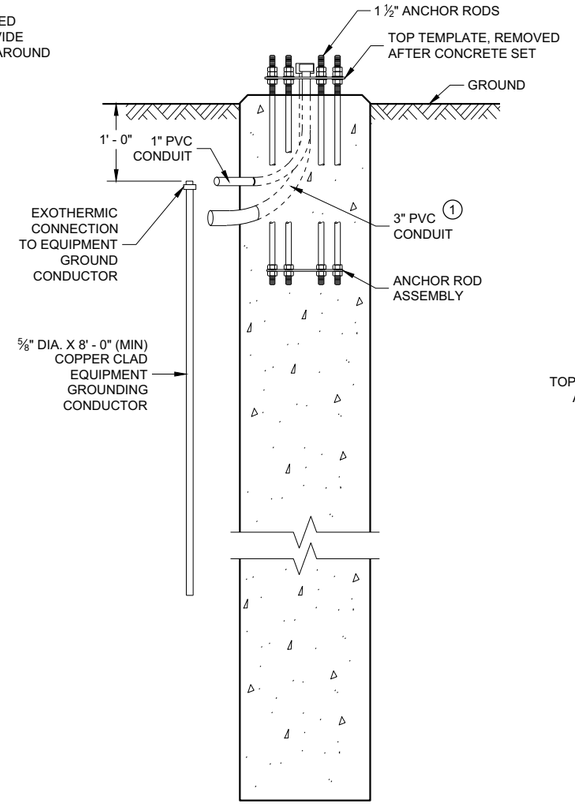
HOOP DETAIL



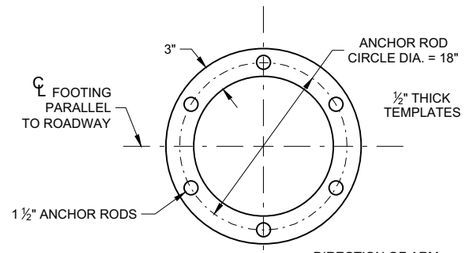
FORMING DETAIL



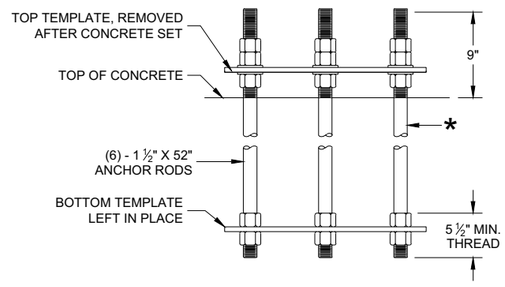
ELEVATION VIEW
(CONDUITS NOT SHOWN ON THIS VIEW FOR CLARITY)



SIDE VIEW
(HOOPS AND VERTICAL SHAFT REINFORCEMENT NOT SHOWN ON THIS VIEW FOR CLARITY)



TOP AND BOTTOM TEMPLATE



ANCHOR ROD ASSEMBLY DETAILS

* THREAD TOP 10" OF ANCHOR ROD FOR 3 NUTS AND 2 WASHERS AND BOTTOM 5 ½" FOR 2 NUTS PER ANCHOR ROD. HOT DIP GALVANIZE THE ENTIRE LENGTH OF THE ANCHOR ROD (ASTM A123) AND HOT DIP NUTS AND WASHERS (ASTM A153. USE ZINC COATED NUTS MANUFACTURED WITH SUFFICIENT ALLOWANCE TO ALLOW NUTS TO RUN FREELY ON THE THREADS.

CONCRETE BASE, TYPE 10 SPECIAL
(FOR TYPE 9 SPECIAL AND TYPE 10 SPECIAL POLES)

CONCRETE = 4.6 CUBIC YARD
H.S. REINFORCEMENT = 779 LBS.

FOR USE WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION.

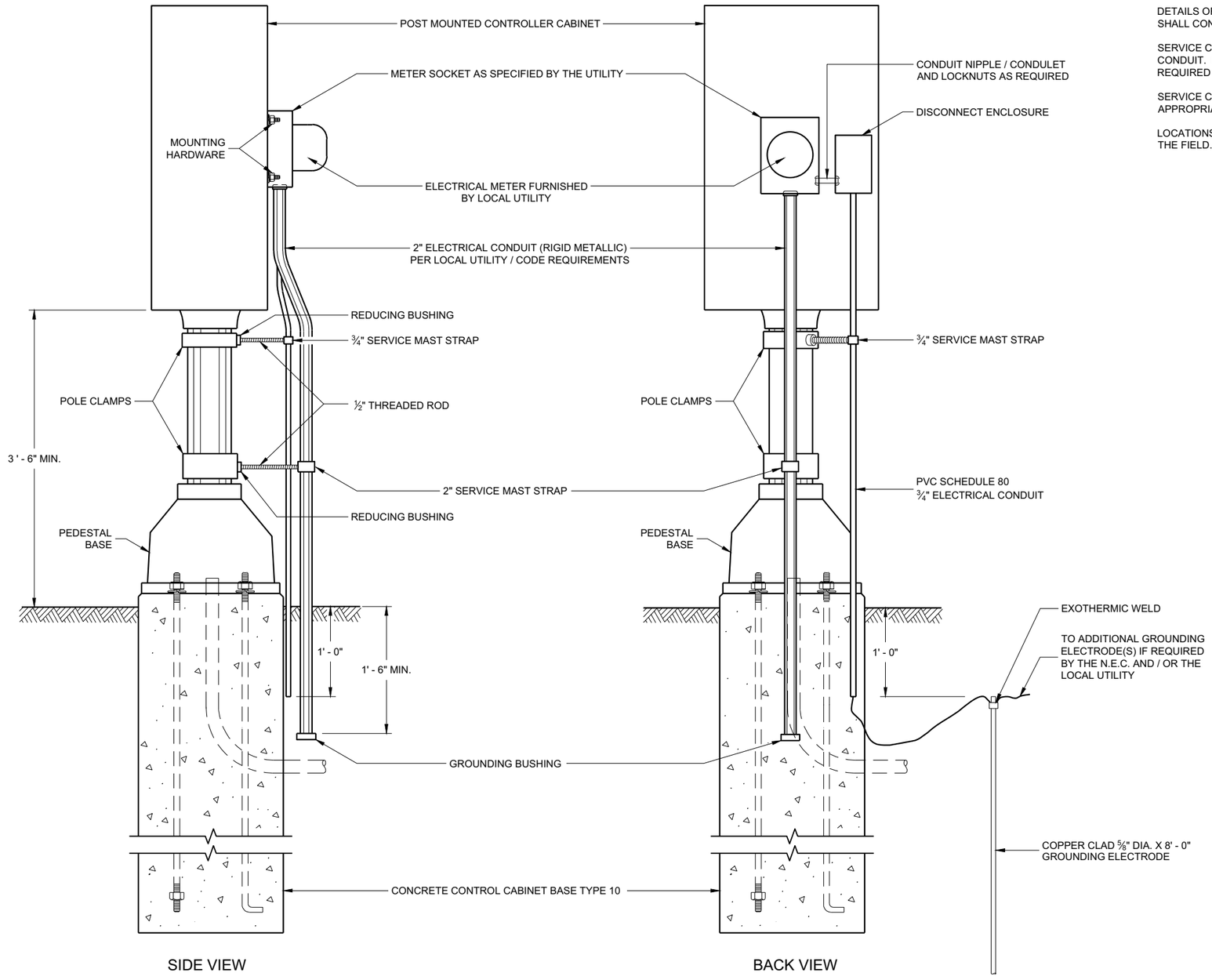
CONCRETE BASE TYPE 10 SPECIAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020 — DATE
/S/ Alex Crabtree — WIND LOADED STRUCTU PROGRAM LEADER
FHWA

SDD 09C15 - 01

SDD 09C15 - 01



POST MOUNTED CONTROLLER SERVICE INSTALLATION

GENERAL NOTES

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

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID STEEL OR SCHEDULE 80 PVC ELECTRICAL CONDUIT. NIPPLES AND/OR CONDULETS, WITH LOCK NUTS AND GROUNDING BUSHINGS AS REQUIRED BY THE N.E.C. OR THE LOCAL UTILITY.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AS REQUIRED AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED ELECTRICAL CODE.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS UNLESS DETERMINED BY THE ENGINEER IN THE FIELD.

POST MOUNTED CONTROLLER SERVICE INSTALLATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

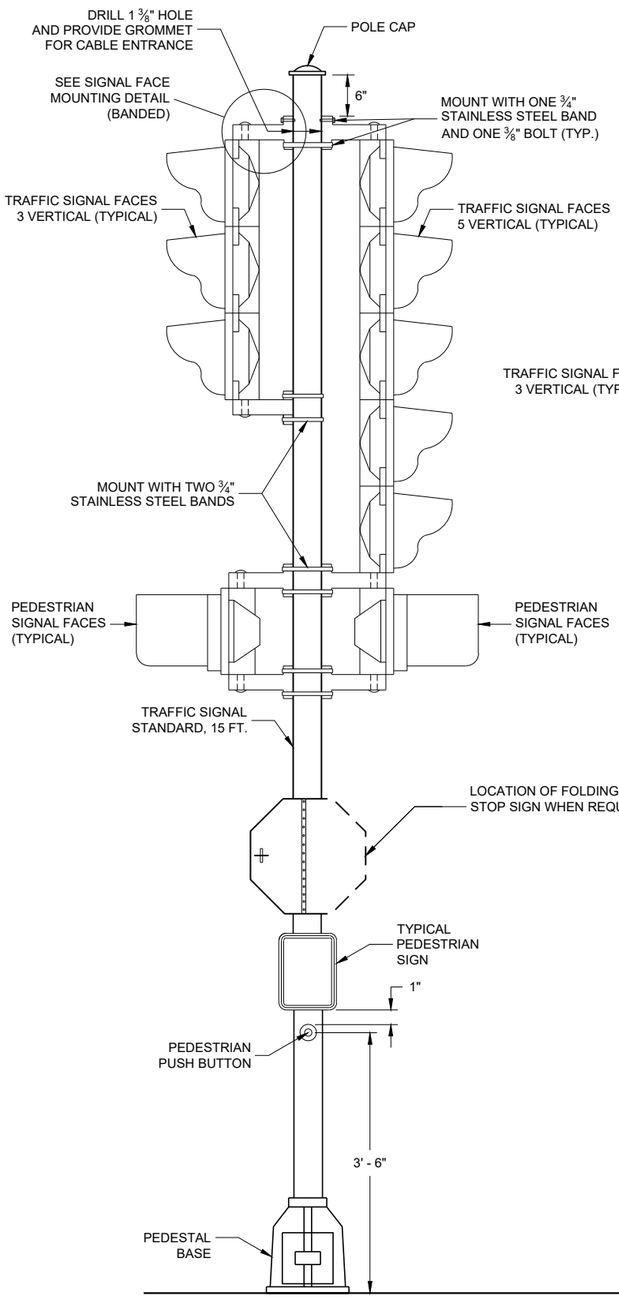
APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

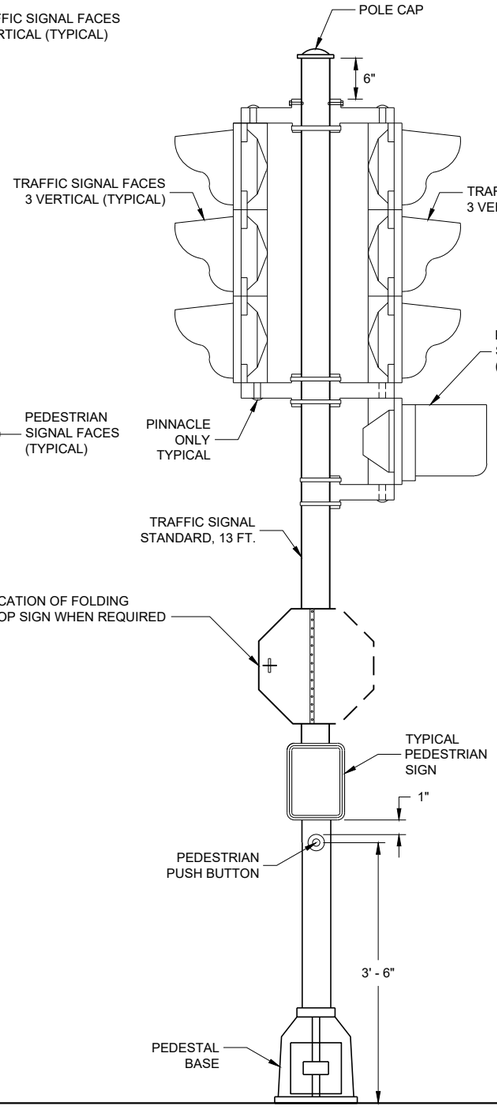
FHWA

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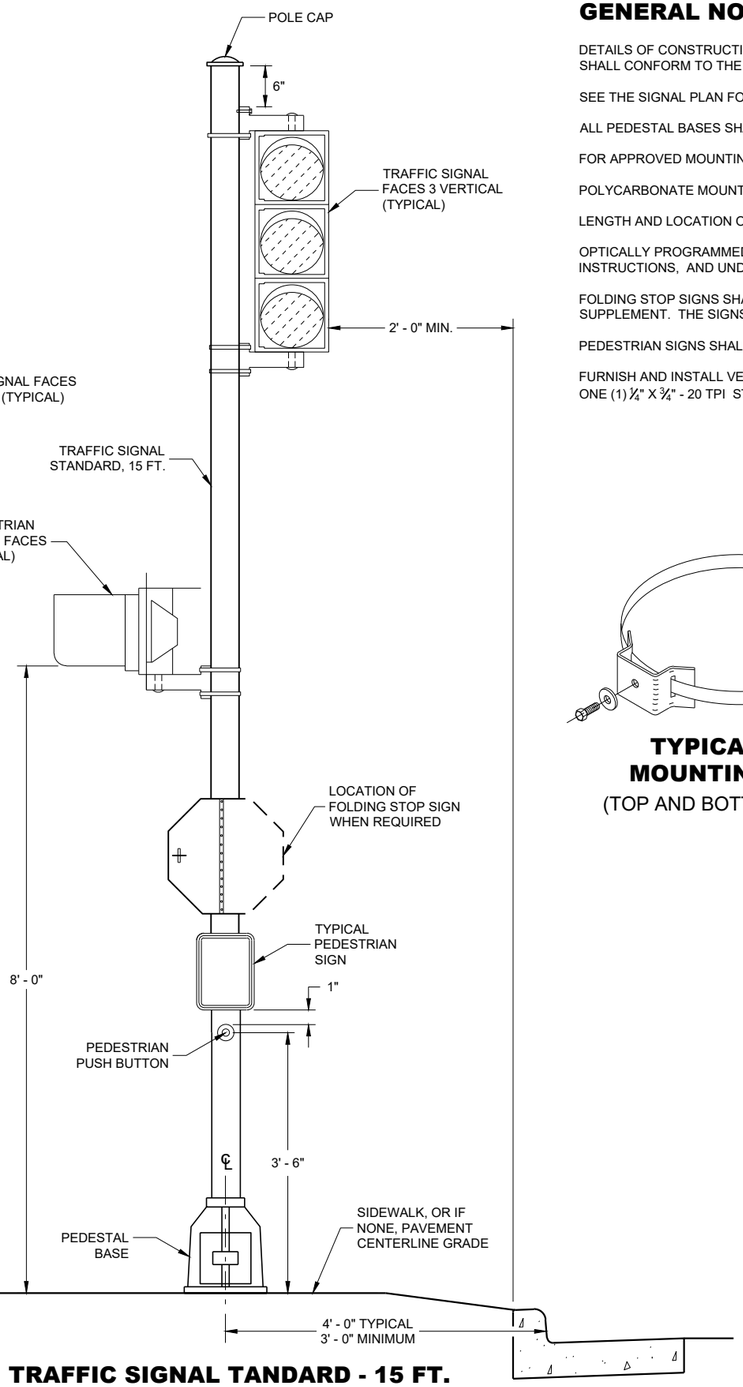
SDD 09D03 - 03



TRAFFIC SIGNAL STANDARD - 15 FT.



TRAFFIC SIGNAL STANDARD - 13 FT.



TRAFFIC SIGNAL TANDARD - 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.

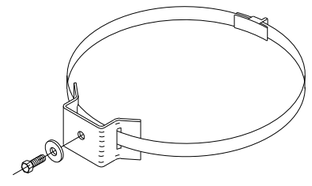
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE REGION TRAFFIC ENGINEER.

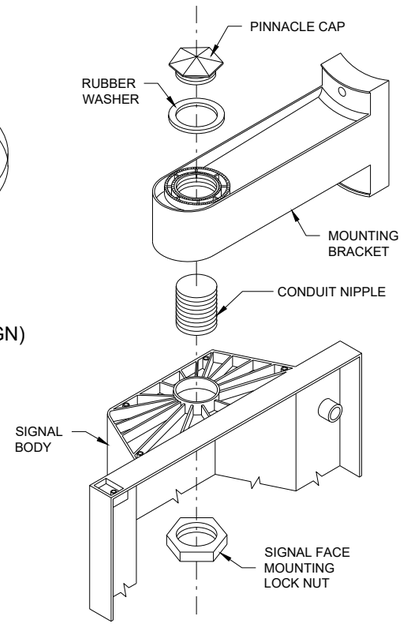
FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) 1/4" X 3/4" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



SIGNAL FACE MOUNTING DETAIL (BANDED)

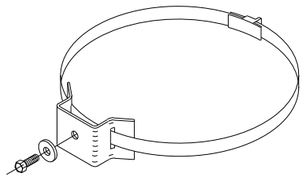
TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.

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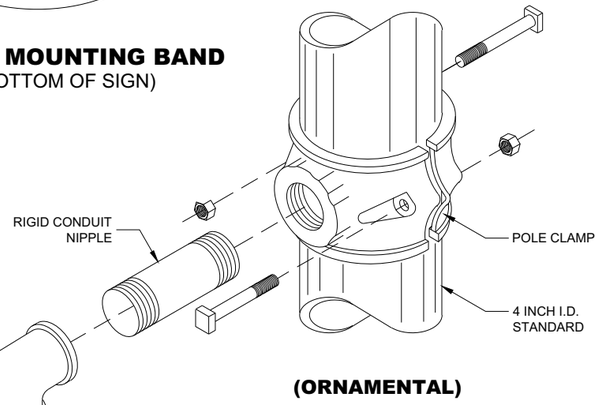
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2/28/2013
DATE
/S/ Ahmet Demirbilek
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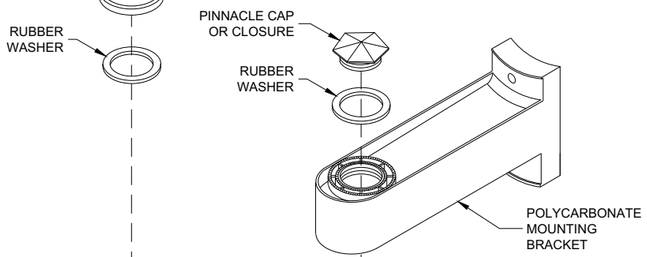
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SDD 09E06 - 05



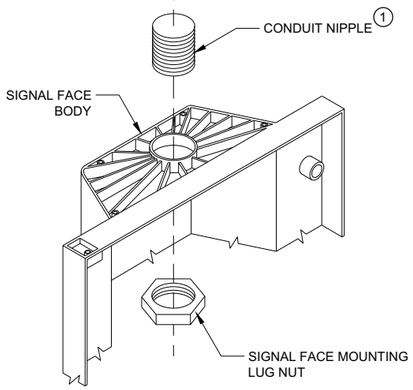
TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



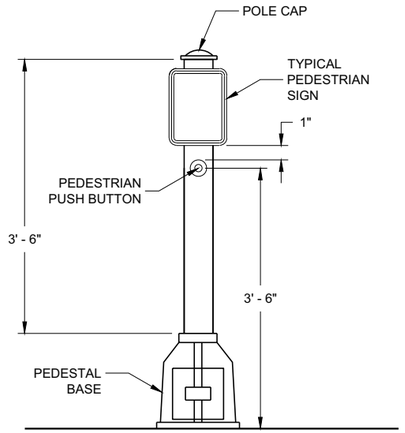
(ORNAMENTAL)



(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.

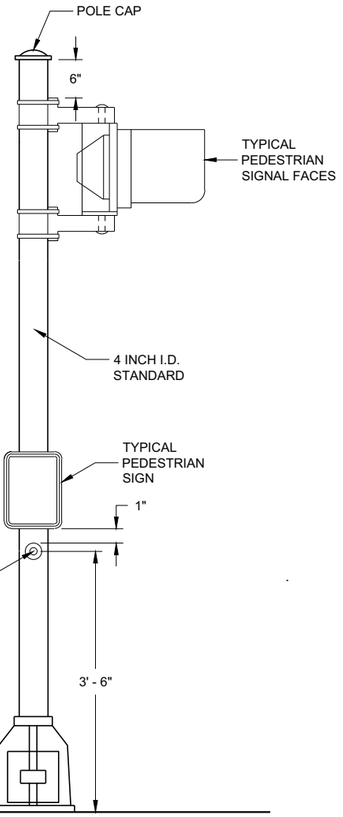
LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE REGION TRAFFIC ENGINEER).

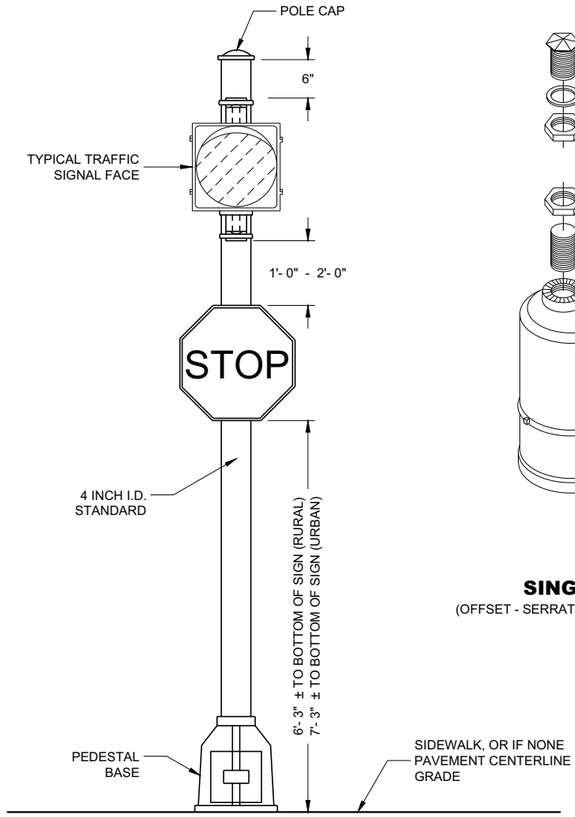
PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

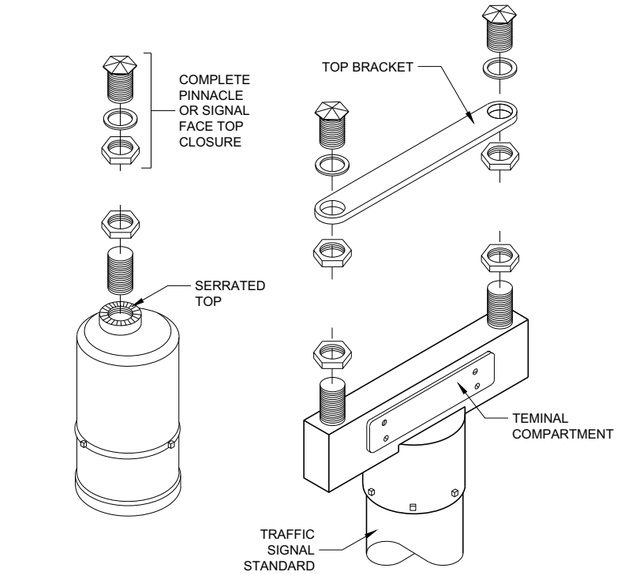
(1) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE 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

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APPROVED
November 2018
DATE

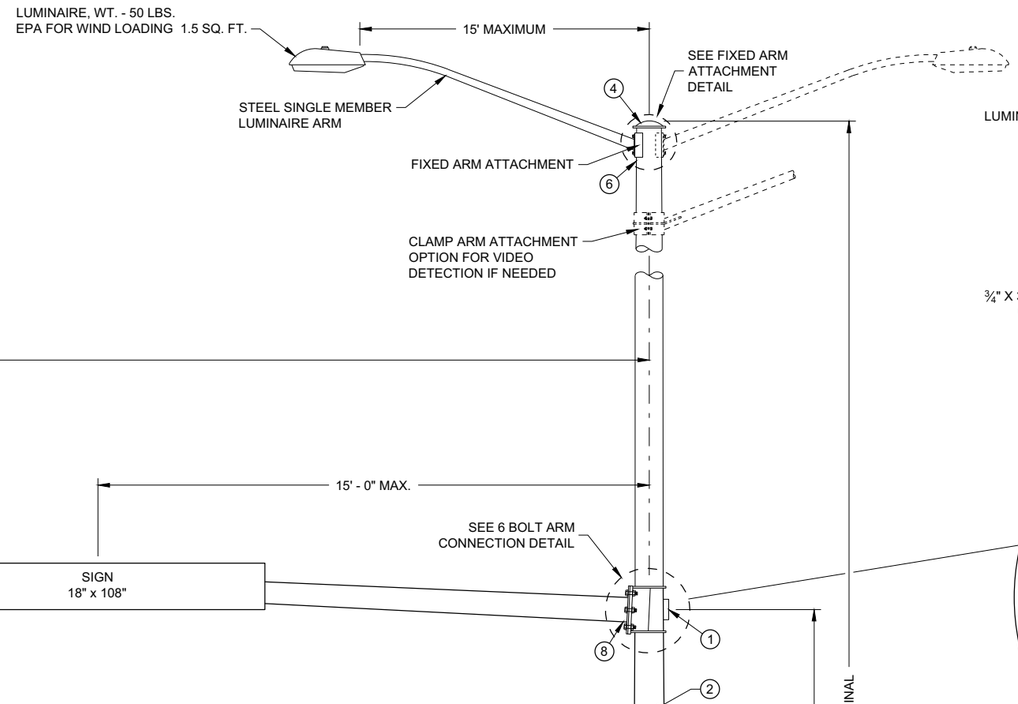
/S/ Ahmet Demirbilek
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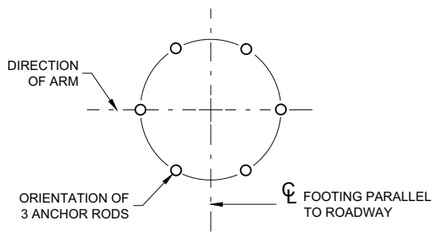
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SDD 09E07 - 06

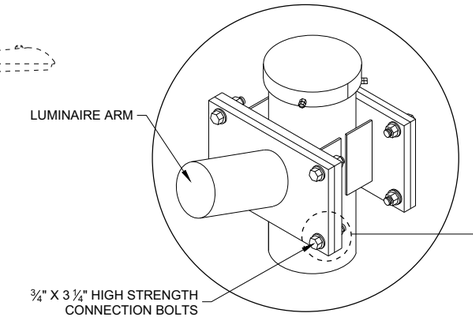


* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

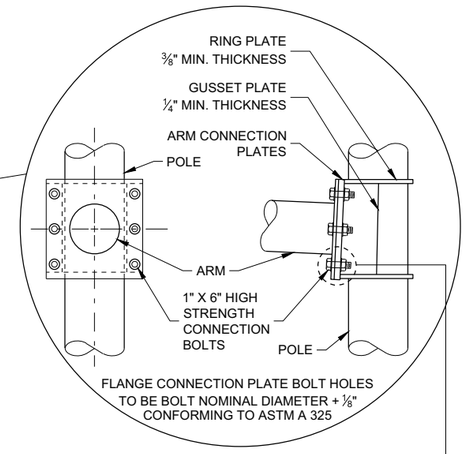
** SIGNALS MAY BE ADJUSTED ±1' - 0" MAXIMUM TO ACCOMMODATE FOR VERTICAL CLEARANCE



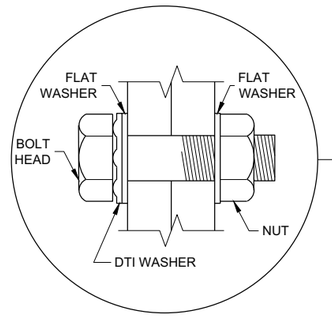
ANCHOR ROD LOCATION



FIXED ARM ATTACHMENT DETAIL



6 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL

TYPE 10 POLE
15' - 30' MONOTUBE ARM
(MAXIMUM LOAD)

TYPE 10 POLE
15' - 30' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

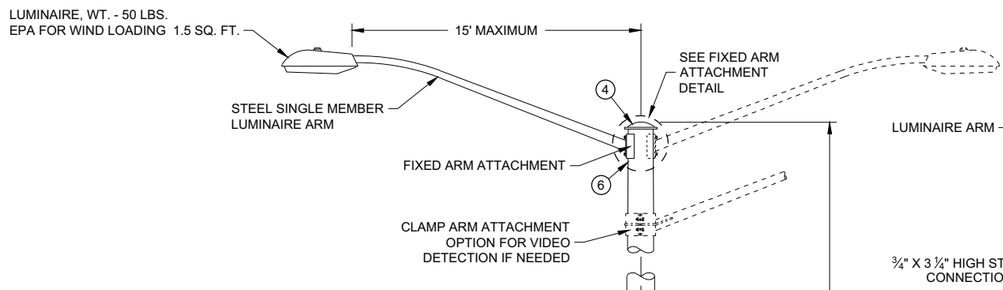
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August 2020
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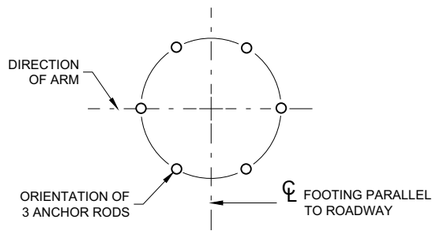
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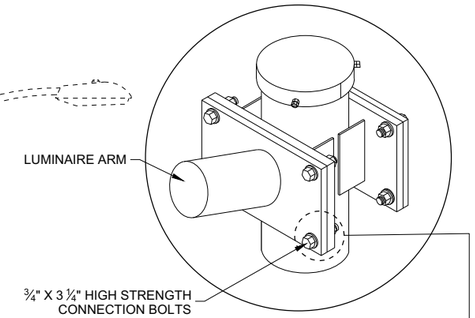


* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

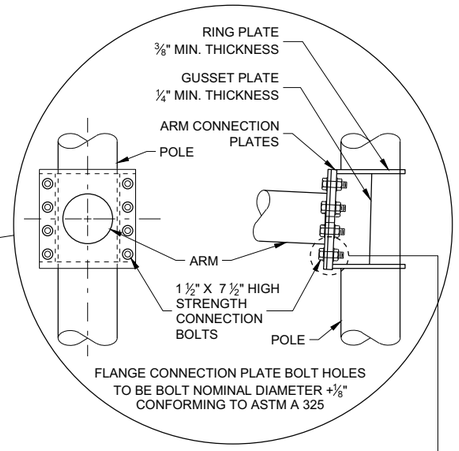
** SIGNALS MAY BE ADJUSTED ±1' - 0" MAXIMUM TO ACCOMMODATE FOR VERTICAL CLEARANCE



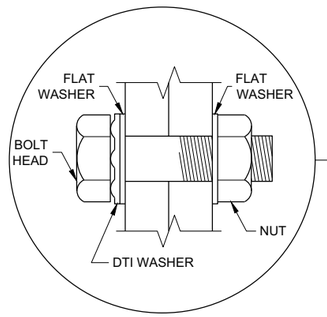
ANCHOR ROD LOCATION



FIXED ARM ATTACHMENT DETAIL



8 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL

TYPE 13 POLE
35' - 55' MONOTUBE ARM
(MAXIMUM LOAD)

TYPE 13 POLE
35' - 55' MONOTUBE ARM

STATE OF WISCONSIN
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APPROVED
August 2020
DATE

/S/ Ahmet Demirbilek
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GENERAL NOTES

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

POLE TYPES 9 AND 10 ARE FOR ARM LENGTHS 15 FOOT TO 30 FOOT.

POLE TYPES 9 SPECIAL AND 10 SPECIAL ARE FOR ARM LENGTHS 35 FOOT, 40 FOOT, AND 45 FOOT.

POLE TYPES 12 AND 13 ARE FOR ARM LENGTHS 35 FOOT TO 55 FOOT.

MONOTUBE POLES AND ARMS SHALL BE GALVANIZED STEEL.

RING STIFFENED BUILT UP BOX TYPE OF ATTACHMENT FOR TRAFFIC SIGNAL ARM.

ONE PIECE POLE CONSTRUCTION (NO WELDED POLE SECTIONS).

STANDARD STRAIGHT ARM DESIGN (3% ± RISE).

SECTION 657, POLES OF THE STANDARD SPECIFICATION SHALL APPLY TO THIS DRAWING.

PROVIDE WIREWAY THRU POLE WALL AND ARM CONNECTION PLATES. PROVIDE ROUND, SMOOTH INSIDE SURFACE.

MANUFACTURER'S SUBMITTED POLE DESIGNS AND DRAWINGS SHALL BE SIGNED AND STAMPED BY A REGISTERED PROFESSIONAL ENGINEER AND CERTIFIED AS BEING IN COMPLIANCE WITH THE AASHTO "LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNAL 2015 1ST EDITION (INCLUDING INTERIM REVISIONS)" AND ALL PERTINENT WISDOT SPECIFICATIONS AND DRAWINGS FOR THE LIGHTING STRUCTURES AS FOLLOWS:

CATEGORY III FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 AND TYPE 10 STRUCTURES.

CATEGORY II FATIGUE LOADS OF TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 SPECIAL AND TYPE 10 SPECIAL STRUCTURES. IN LIEU OF DESIGNING FOR GALLOPING, A VIBRATION DAMPER MITIGATION DEVICE IS REQUIRED TO BE SUPPLIED AND INSTALLED AT THE END OF THE MAST ARM.

CATEGORY II FATIGUE FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE12 AND TYPE 13 STRUCTURES.

115 MPH (700 YEAR MRI BASIC WIND SPEED).

SECURE THE OPENING BELOW THE BASE PLATE WITH STAINLESS STEEL OR GALVANIZED STEEL MESH AND SECURE THE MESH WITH ¾" STAINLESS STEEL BANDING AROUND THE LEVELING NUTS.

INDENT PRINT (NOMINAL ½" HIGH) THE POLE LENGTH AND FIRST TWO LETTERS OF THE MANUFACTURERS NAME ON TWO SIDES OF THE BASE PLATE 180 DEGREES APART, BEFORE GALVANIZING. THE ARM SHALL BE IDENTIFIED WITH THE SAME INFORMATION BY INDENT PRINT.

SIGNAL FACE SHALL BE MOUNTED 6 INCHES (NOMINAL) FROM THE END OF THE MONOTUBE ARM OR AS SHOWN ON THE PLAN CONSTRUCTION DETAIL OR A S DIRECTED BY THE PROJECT ENGINEER/ELECTRICAL OPERATIONS PERSONNEL. MOUNT ALL LIKE HEAD AT SAME ELEVATION.

SIGN MOUNTING BRACKETS SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 637 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.

(1) DESIGN FOR MAXIMUM ALLOWABLE HAND HOLE WITH COVER ASSEMBLY WITH TWO ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLTS.

(2) SIGNAL MOUNTING BRACKETS FOR POLE MOUNTING, MOUNT WITH CAP SCREW AND BANDING (SEE SPECIFICATION SECTION 658).

(3) SECURELY MOUNT BACK PLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURERS RECOMMENDATIONS.

(4) THE TOP OF THE POLE SHAFT AND THE MONOTUBE ARM SHALL BE EQUIPPED WITH A REMOVABLE, VENTILATED CAP HELD SECURELY IN PLACE WITH SET SCREWS.

(5) FACTORY WELDED BRACKET FOR GROUNDING LUG, OPPOSITE HAND HOLD, (LUG AND HARDWARE PAID UNDER SEPARATE ITEM). PROVIDE HOLE IN BRACKET FOR ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLT.

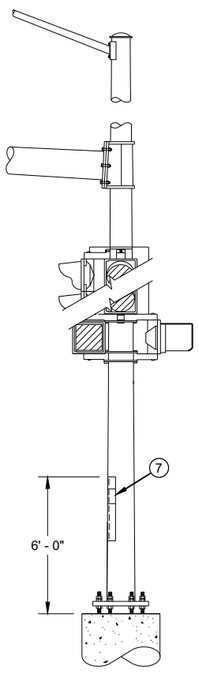
(6) FACTORY WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL STRUCTURAL IDENTIFICATION PLAQUES.

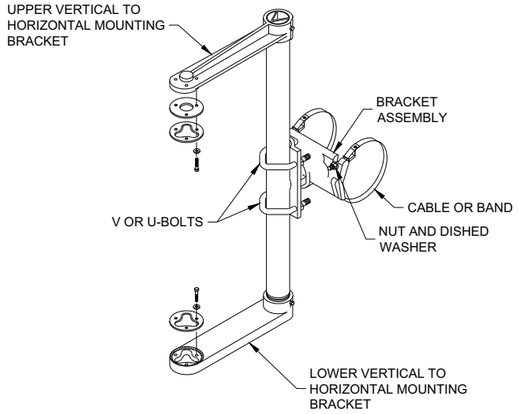
STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

MOUNTING HEIGHT SHALL BE 6' - 0" ABOVE THE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL BE OBSTRUCTED.

(8) FACTORY DRILLED ½" DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.



STRUCTURAL IDENTIFICATION PLAQUE PLACEMENT

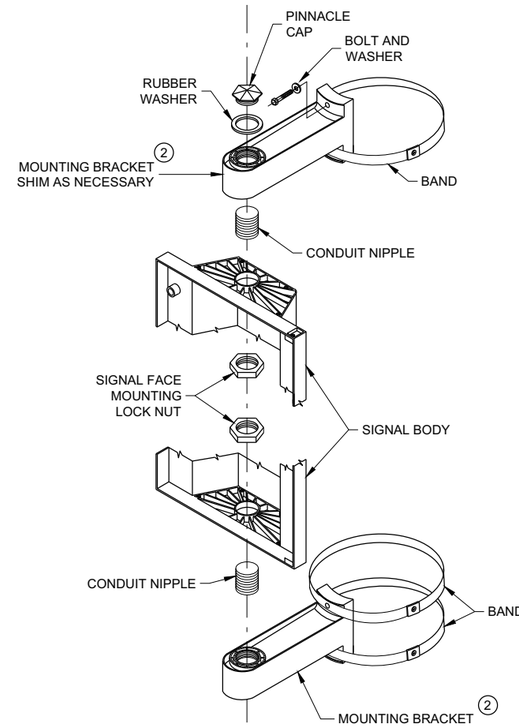


SIGNAL FACE MOUNTING BRACKET DETAIL FOR MONOTUBE ARM

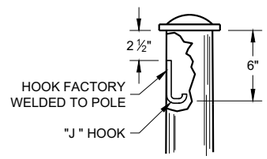
(MOUNT PER MANFACTURER'S RECOMMENDATION)

TYPICAL GROUNDING (5) CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



SIGNAL FACE VERTICAL MOUNTING DETAIL



TYPICAL "J" HOOK (6) WIRE SUPPORT

GENERAL NOTES AND HARDWARE FOR TYPES 9,10, 9/10 SPECIAL, 12 AND 13 POLES WITH MONOTUBE ARMS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

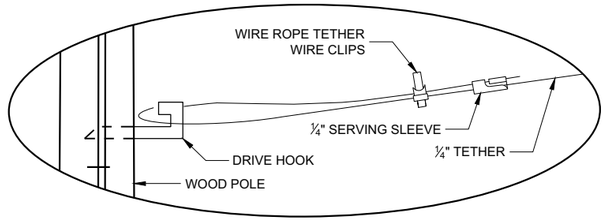
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGINEER

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MINIMUM POLE LENGTHS	POLE BURIAL DEPTHS
25'	5'
30'	6'
35'	7'
40'	8'
45'	9'

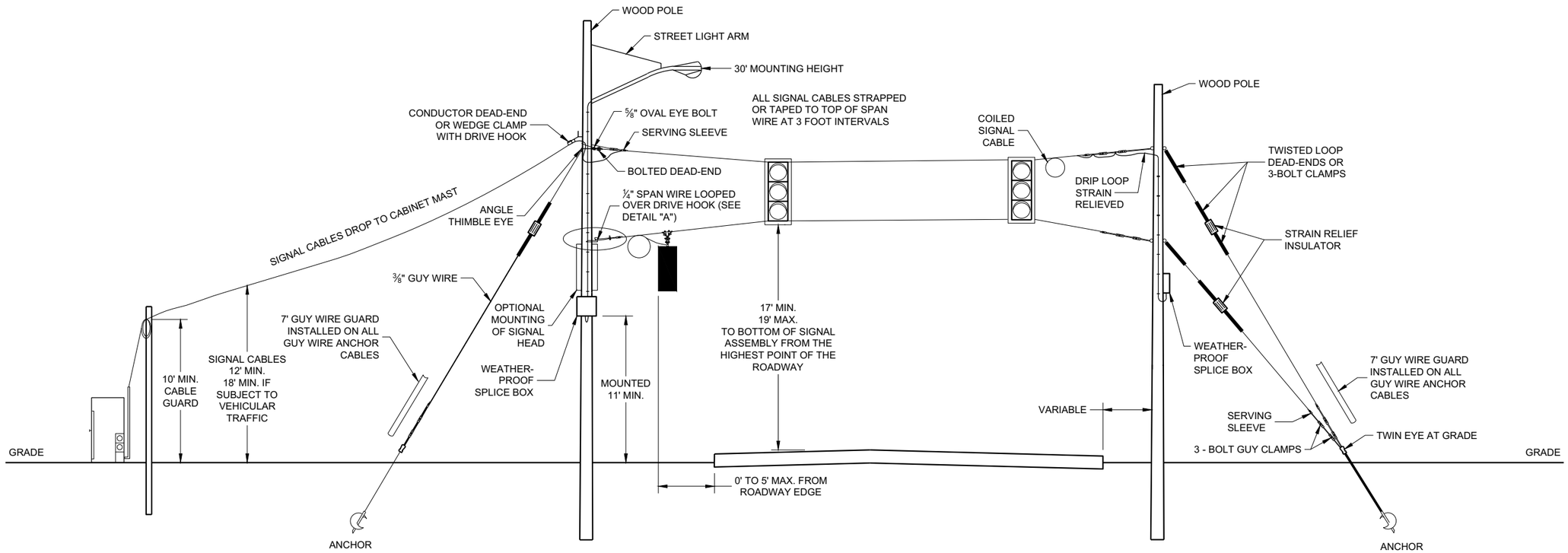


DETAIL "A"

GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.
2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBLY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



SPAN WIRE
TEMPORARY SIGNALS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
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APPROVED
June 2015
DATE
/S/ Ahmet Demerbilek
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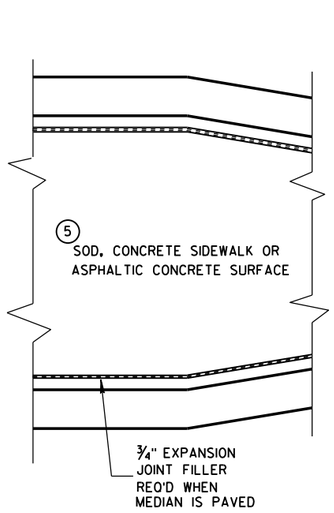
FHWA

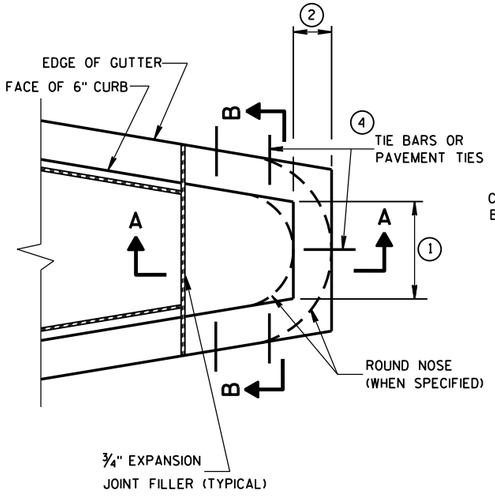
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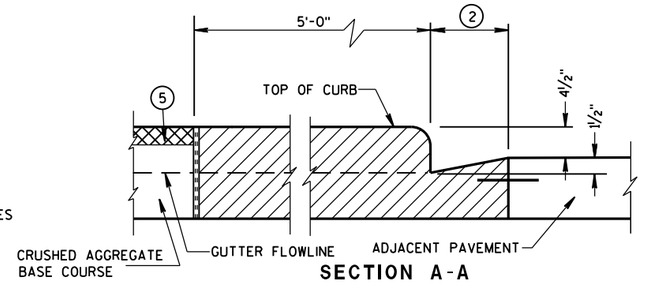
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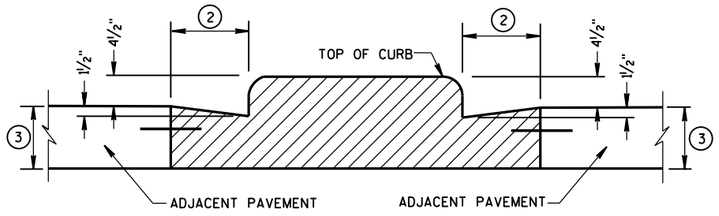
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SECTION A-A



SECTION B-B

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.

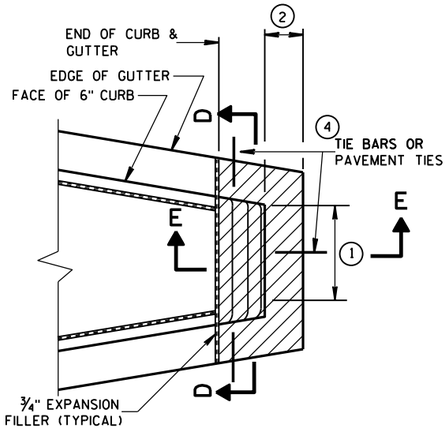
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

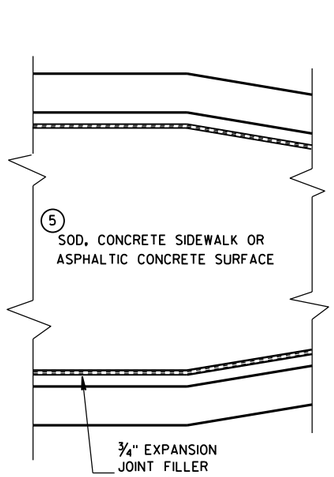
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

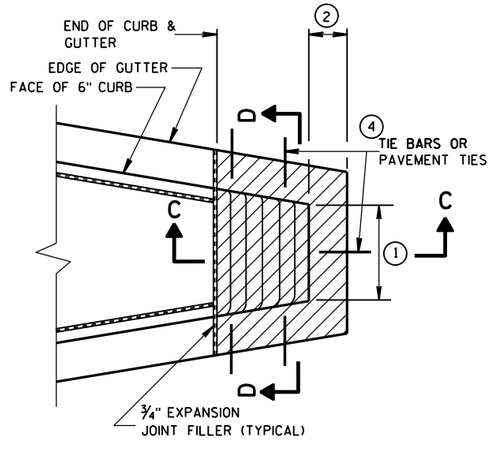
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

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.

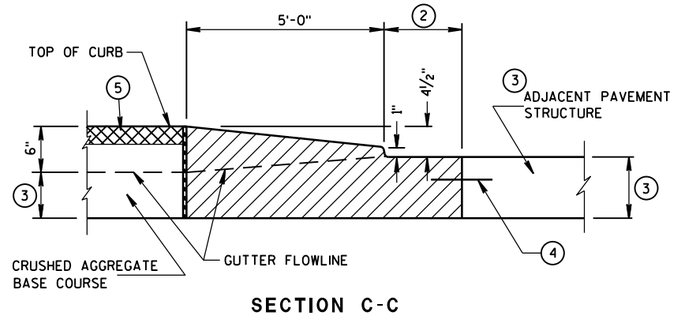
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



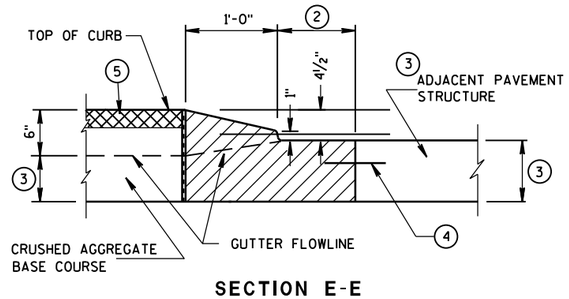




CONCRETE MEDIAN SLOPED NOSE TYPE 1

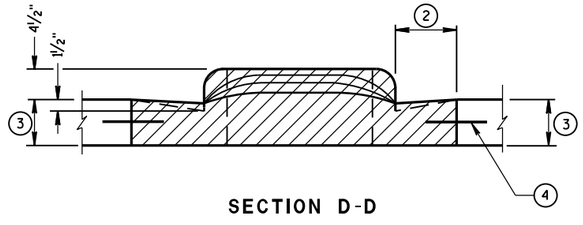


SECTION C-C



SECTION E-E

CONCRETE MEDIAN SLOPED NOSE TYPE 2

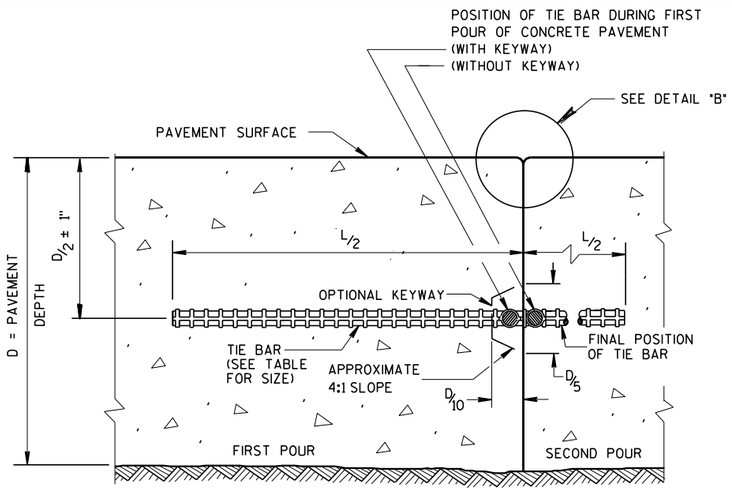


SECTION D-D

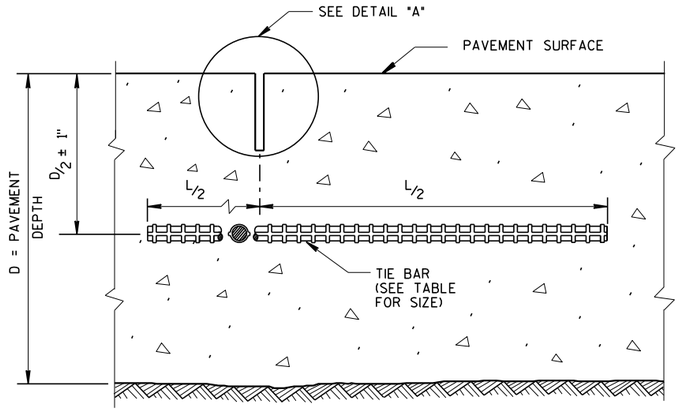
CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/8/2006 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA



CONSTRUCTION JOINT



SAWED JOINT

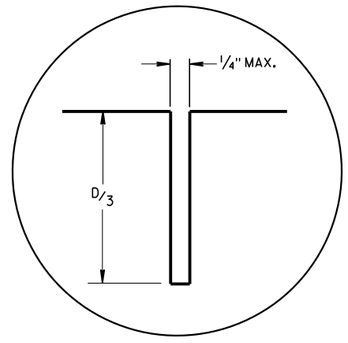
GENERAL NOTES

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

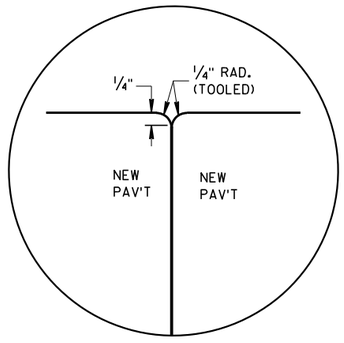
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

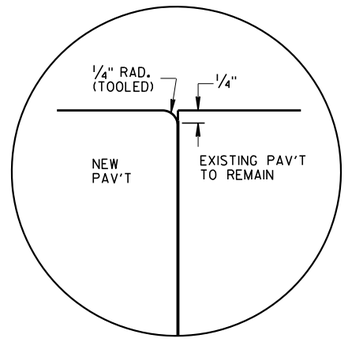
(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.



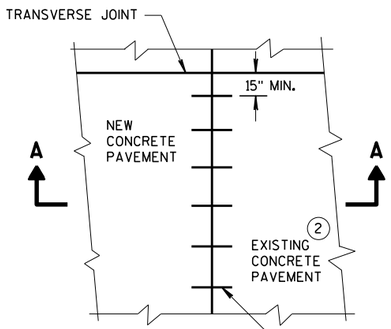
DETAIL "A"



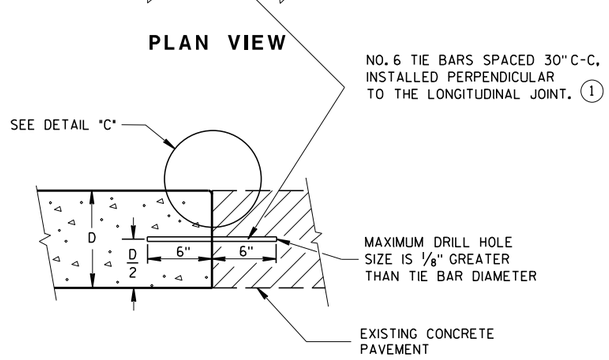
DETAIL "B"



DETAIL "C"



PLAN VIEW



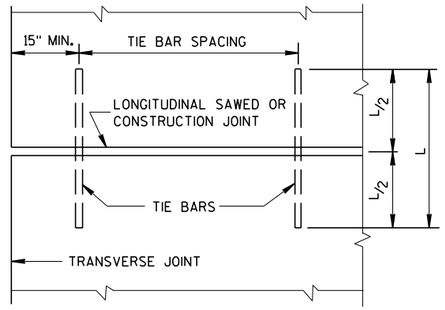
SECTION A-A
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

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

6

S.D.D. 13 C 1-19

6

S.D.D. 13 C 1-19

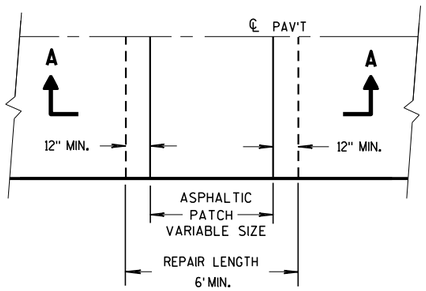
GENERAL NOTES

SAW CUT, DRILL, AND LIFT OUT EXISTING CONCRETE PAVEMENT WITHIN THE BOUNDARIES OF CONCRETE REPAIR AREAS. THE CONTRACTOR MAY MAKE ADDITIONAL SAW CUTS INSIDE THE REPAIR LIMITS TO REDUCE WEIGHT AND SIZE OF CONCRETE PIECES.

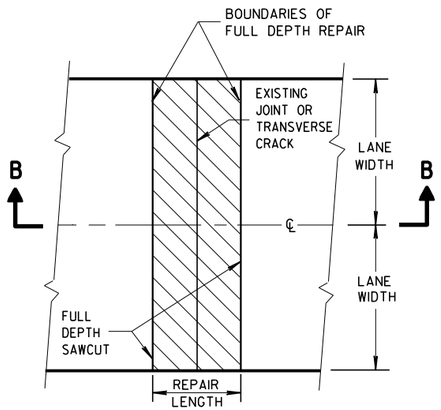
PROVIDE A 6-FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREAS TO ADJACENT TRANSVERSE JOINT OR CRACK IN THE SAME LANE.

THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NONDOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

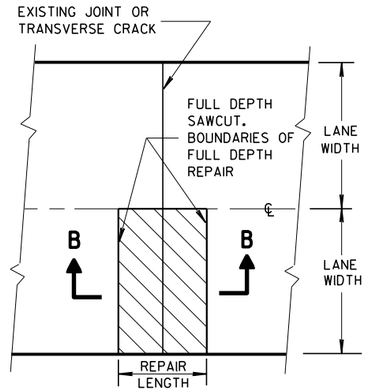
(1) DOWEL BARS MIGHT NOT EXIST.



PLAN VIEW

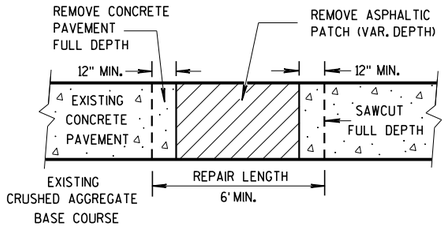


PLAN VIEW
(DOUBLE LANE REPAIR)



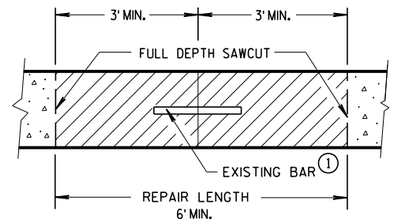
PLAN VIEW
(SINGLE LANE REPAIR)

FULL DEPTH CONCRETE PAVEMENT REMOVAL



SECTION A-A

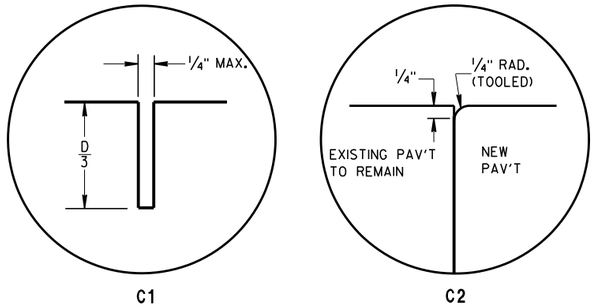
HMA PATCH REMOVAL



SECTION B-B

CONCRETE REMOVAL

CONCRETE PAVEMENT REPAIR AND REPLACEMENT



C1 C2

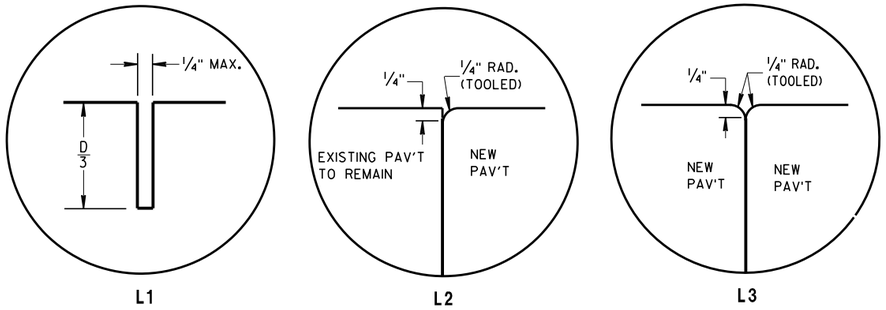
TRANSVERSE JOINTS

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"**

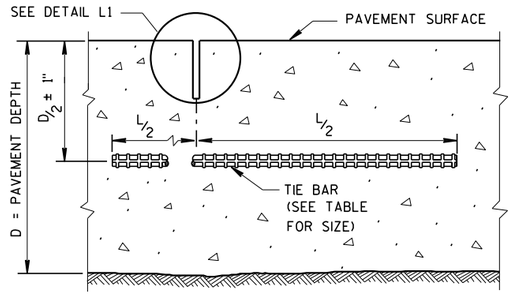
* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** 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

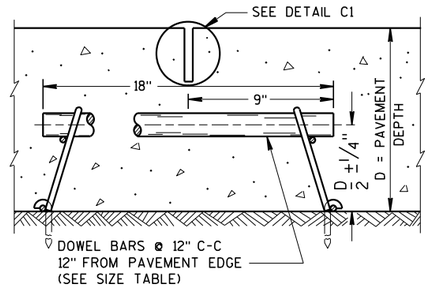
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

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.

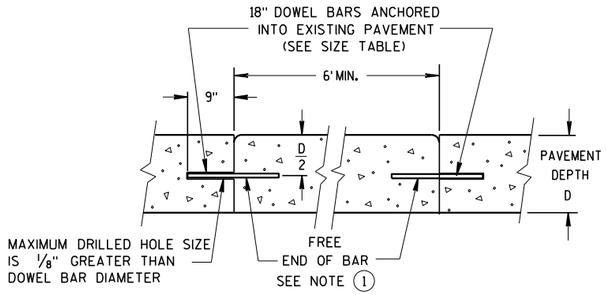
FOR MULTI-LANE CONCRETE PAVEMENT REPLACEMENTS, PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM ALL TRANSVERSE JOINTS OR EDGES OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

(1) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

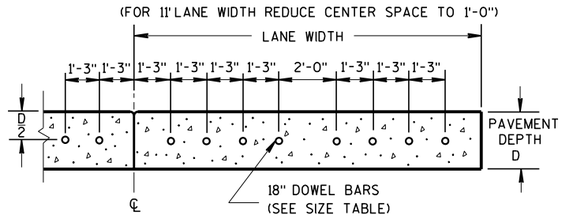


SECTION F-F

CONTRACTION JOINT



SECTION D-D

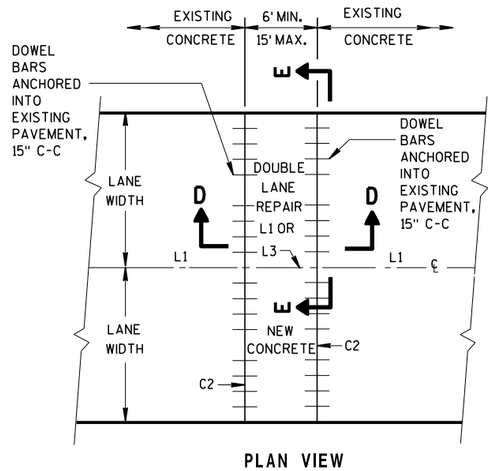


SECTION E-E

DRILLED DOWEL BAR CONSTRUCTION JOINT

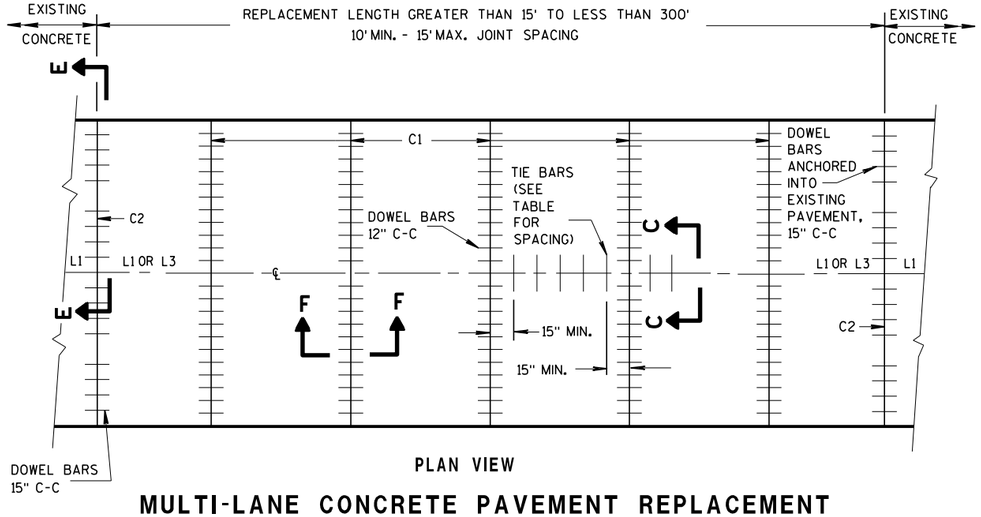
PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

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

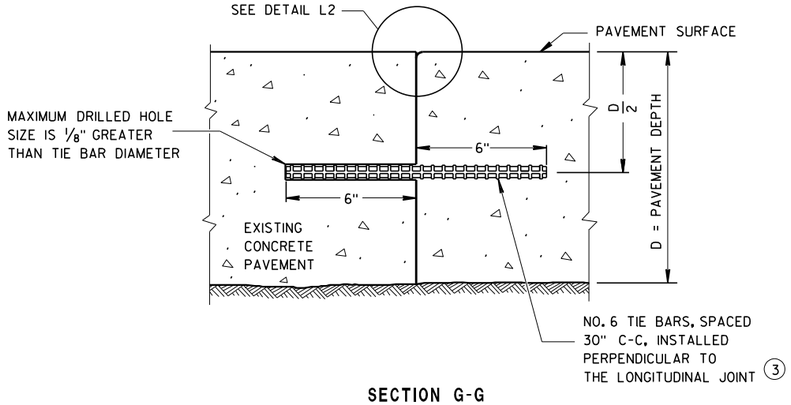
MULTI-LANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

MULTI-LANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT



SECTION G-G

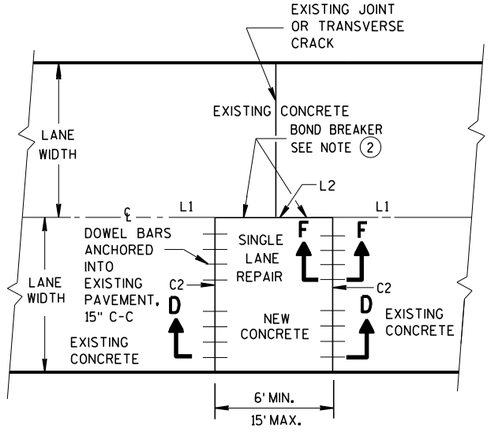
TIE BARS ANCHORED INTO EXISTING PAVEMENT

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.

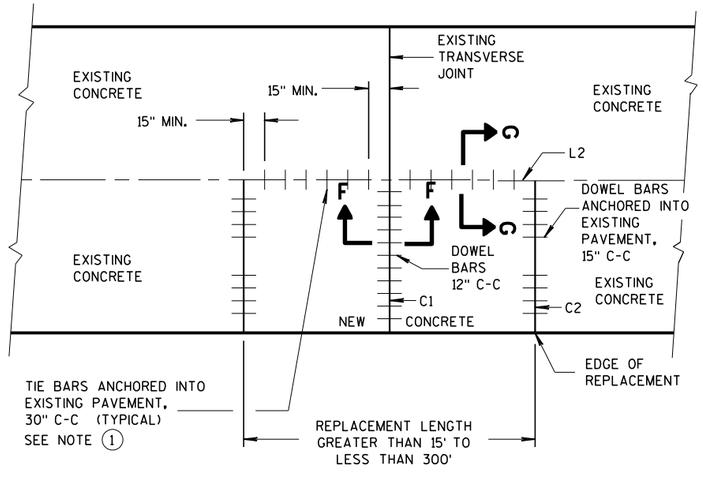
(2) USE AN ENGINEER-APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE REPAIRS UP TO 15 FEET IN LENGTH.

(3) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

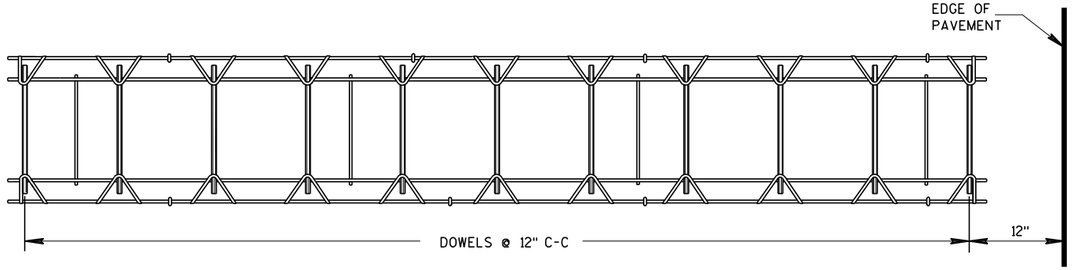
SINGLE LANE CONCRETE PAVEMENT REPLACEMENT

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

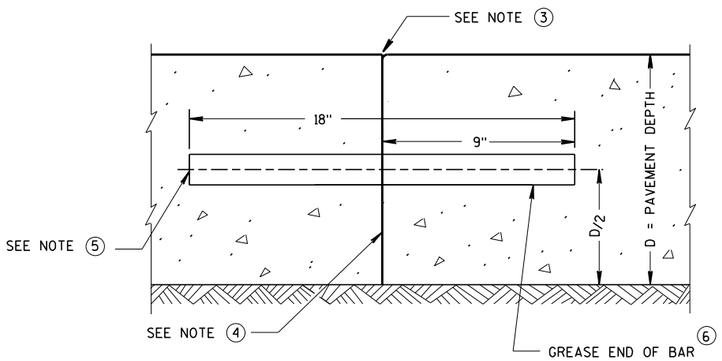


PLAN VIEW

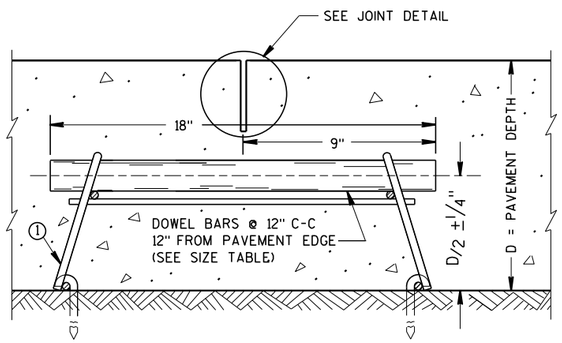


SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY ①



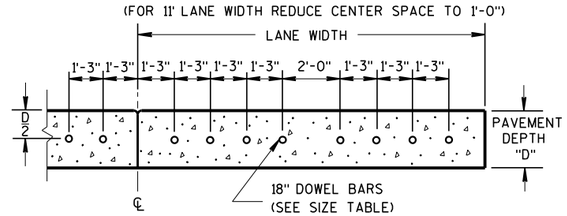
TRANSVERSE CONSTRUCTION JOINT



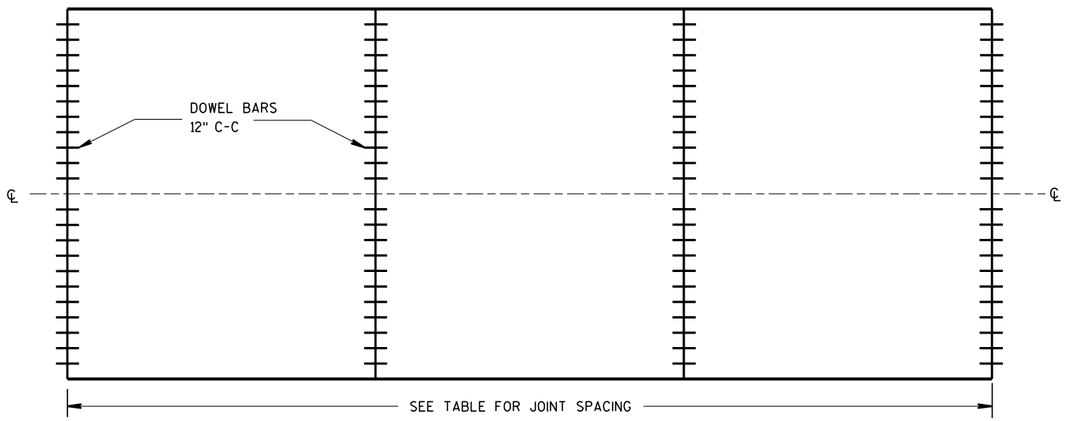
DOWELED CONTRACTION JOINT

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.

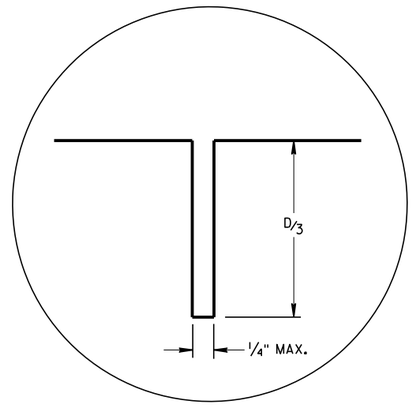
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼-INCH RADIUS AT FORMED JOINTS.

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

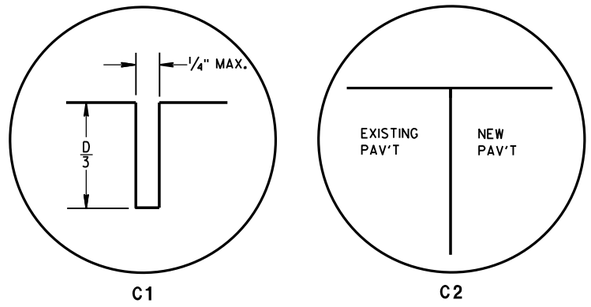
APPROVED
March 2018
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUP

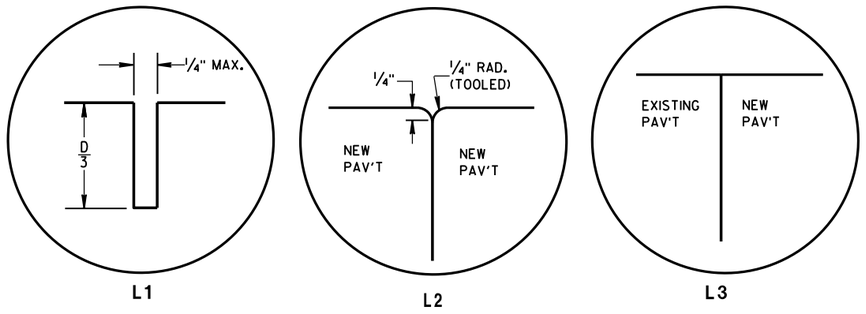
FHWA

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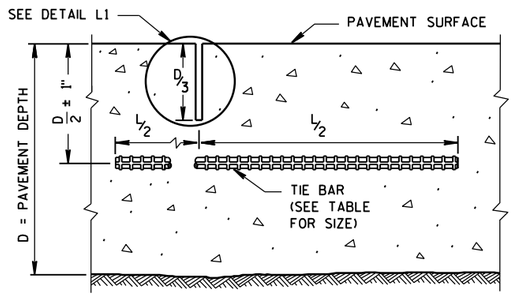
S.D.D. 13 C 13-9



TRANSVERSE JOINTS

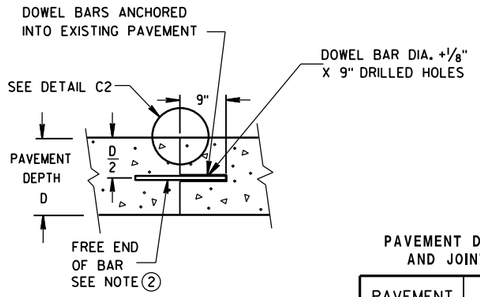


LONGITUDINAL JOINTS



SECTION C-C

SAWED JOINT



SECTION D-D

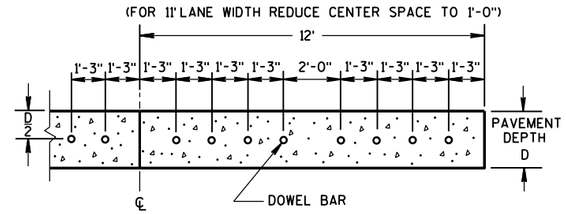
GENERAL NOTES

ANCHOR TIE BARS AND DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY.

PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM AN EXISTING TRANSVERSE JOINT OR THE EDGE OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

(1) INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

(2) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.



SECTION E-E

SPACING OF DOWEL BARS ANCHORED INTO EXISTING PAVEMENT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

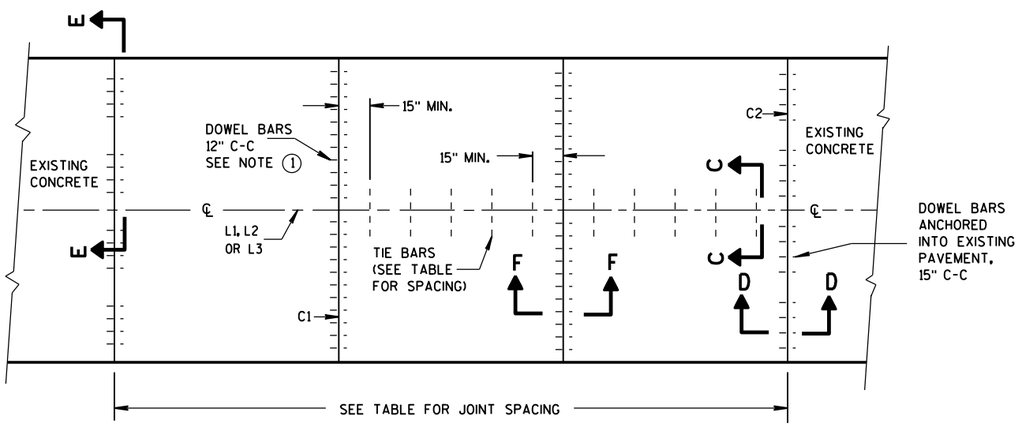
PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5½", 6, 6 ½"	NONE	12'
7, 7 ½"	1"	14'
8, 8 ½"	1 ¼"	15'
9, 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

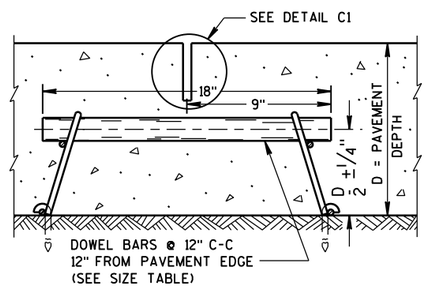
* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.



PLAN VIEW

CONCRETE BASE CONTRACTION JOINT LOCATIONS



SECTION F-F

CONTRACTION JOINT

CONCRETE BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

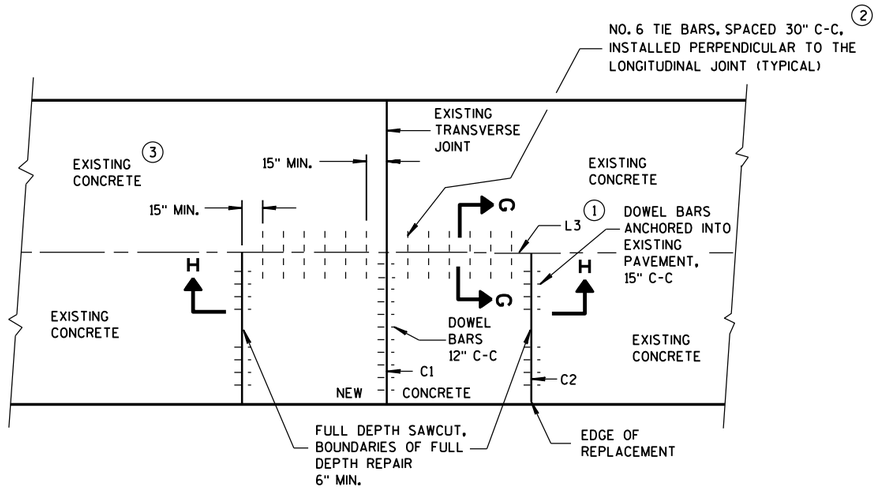
S.D.D. 13 C 15-6a

GENERAL NOTES

(1) USE AN ENGINEER-APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) AT THE LONGITUDINAL JOINT IN LIEU OF TIE BARS FOR SINGLE LANE CONCRETE BASE REPAIRS UP TO 15 FEET IN LENGTH.

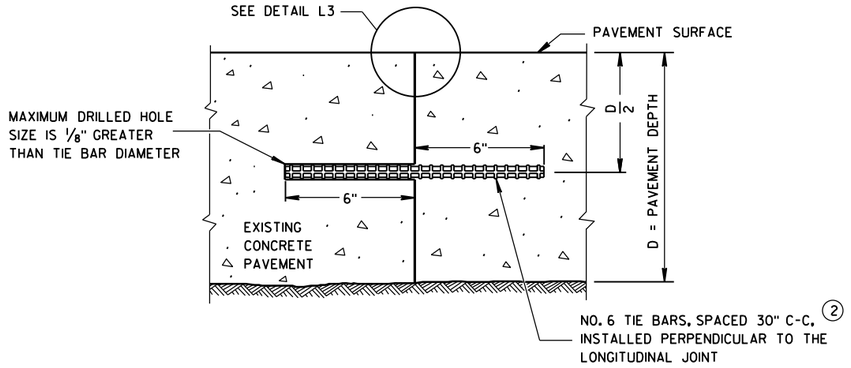
(2) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(3) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.



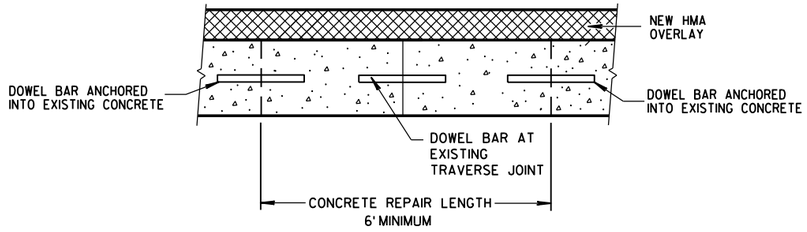
PLAN VIEW

SINGLE LANE CONCRETE BASE REPAIR



SECTION G-G

TIE BARS ANCHORED INTO EXISTING PAVEMENT



SECTION H-H

CONCRETE BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

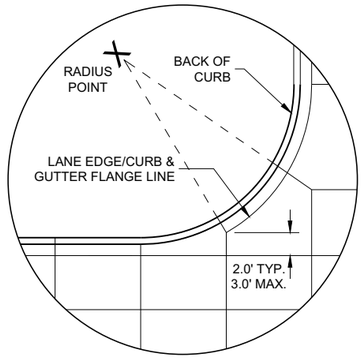
APPROVED
June, 2015 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPEI
FHWA

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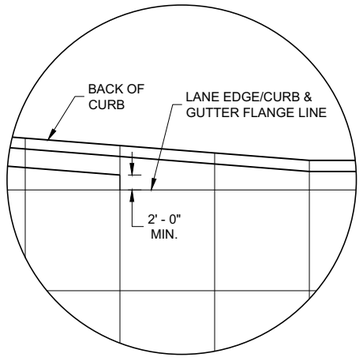
S.D.D. 13 C 15-6b

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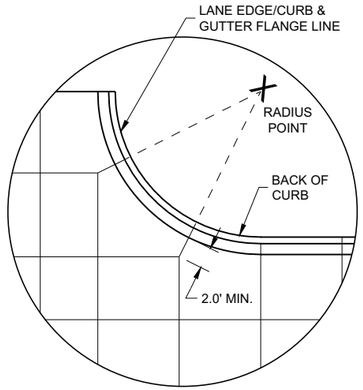
S.D.D. 13 C 15-6b



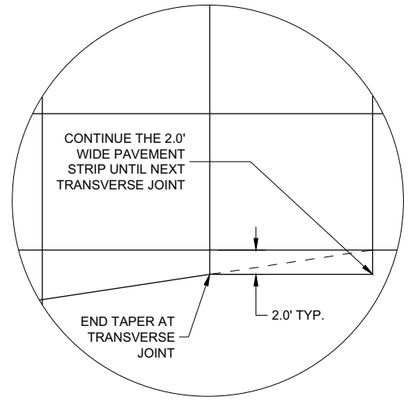
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

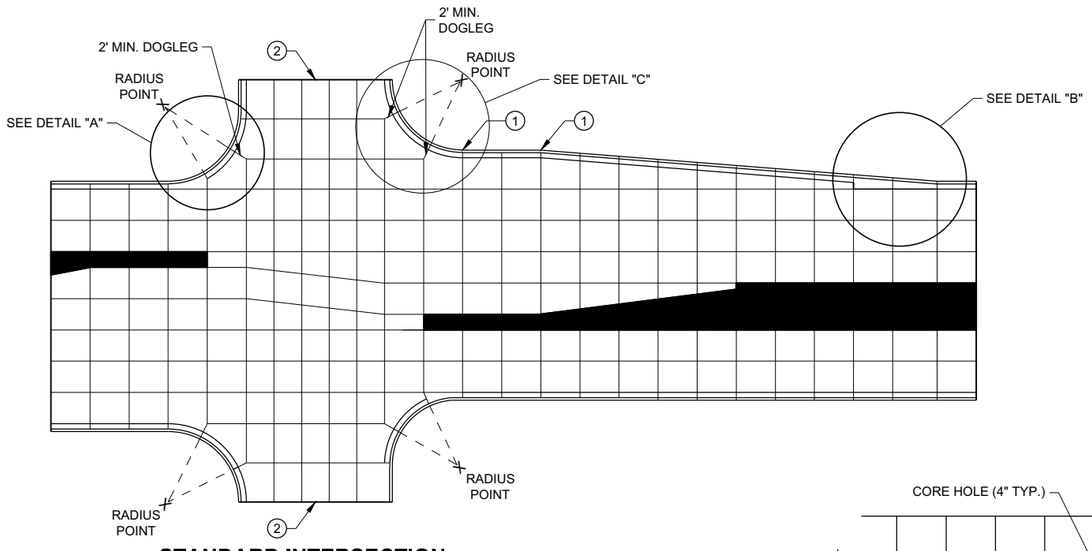
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

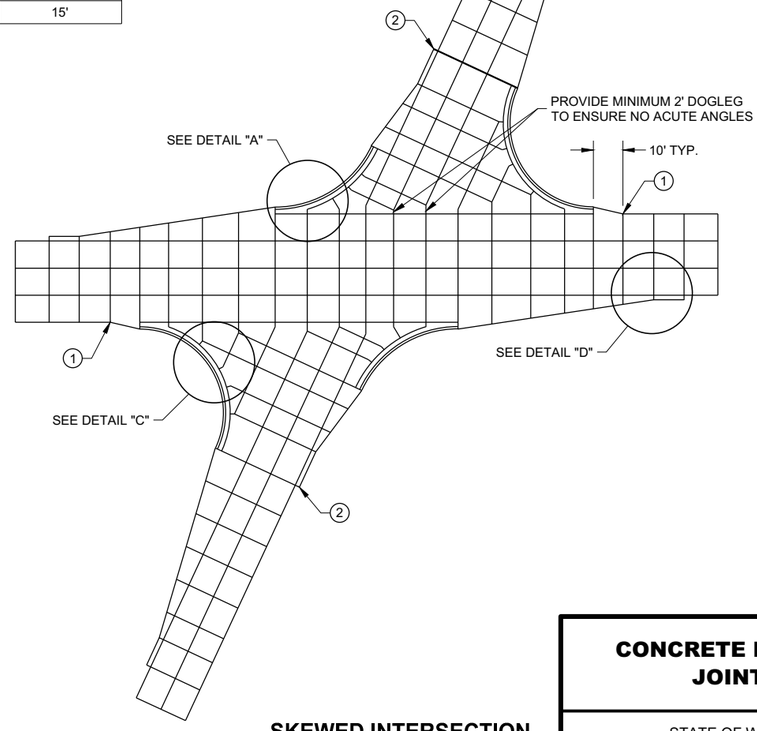
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITHEDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



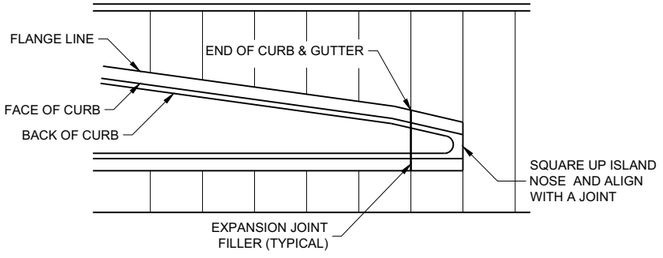
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

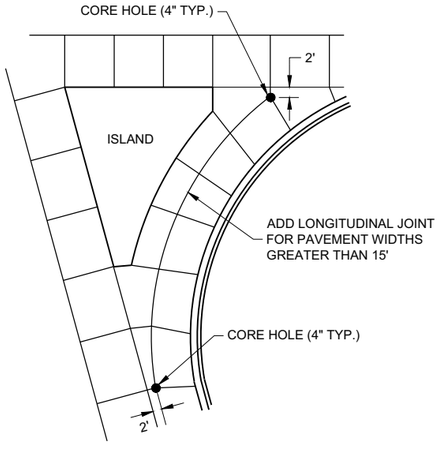
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13C18 - 07a

6

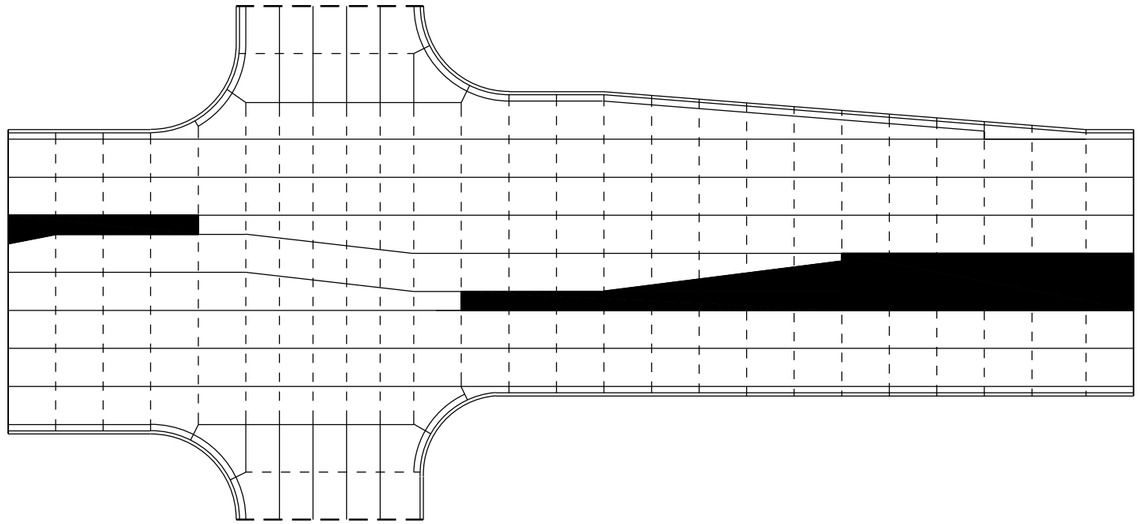
SDD 13C18 - 07a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

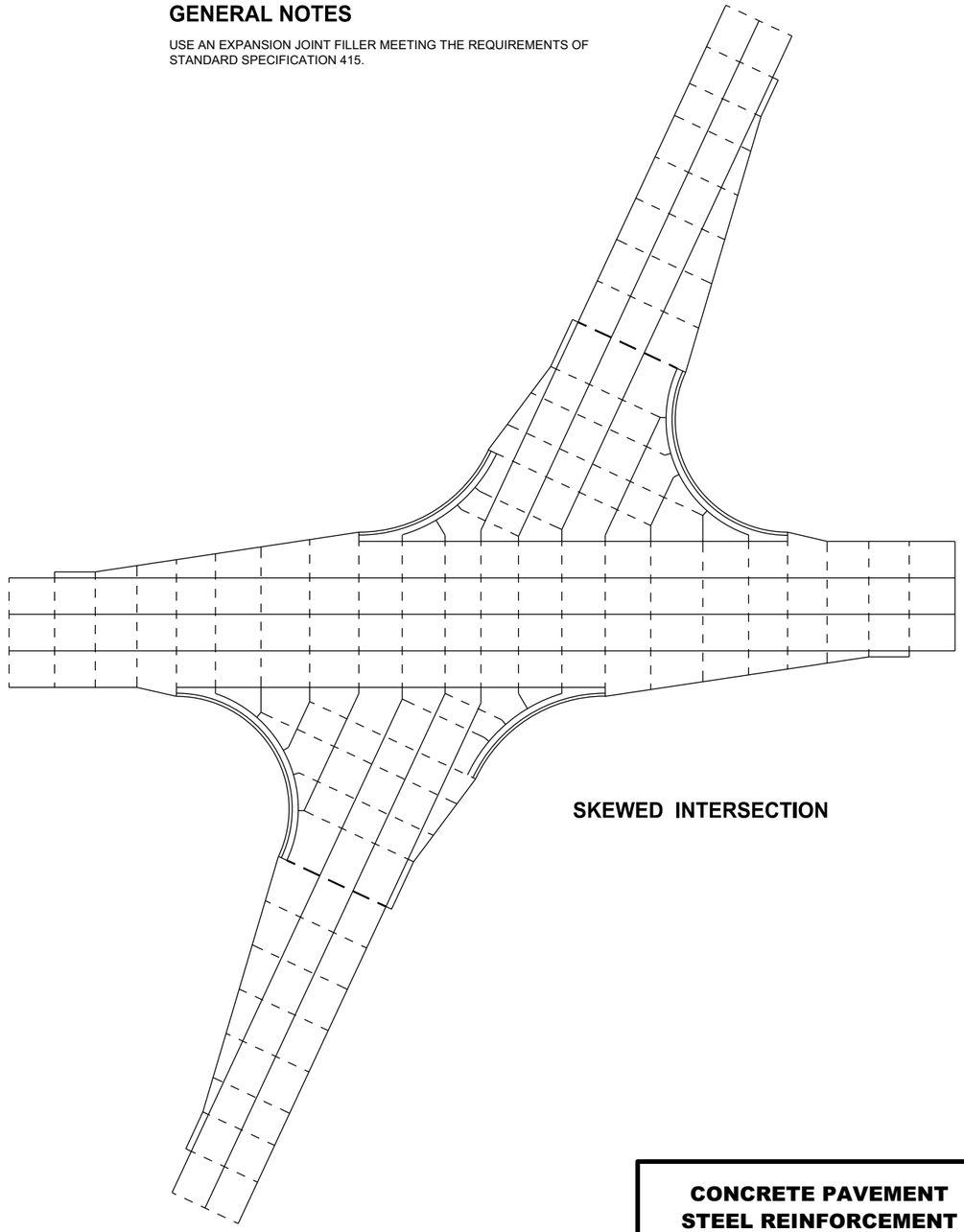
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

6

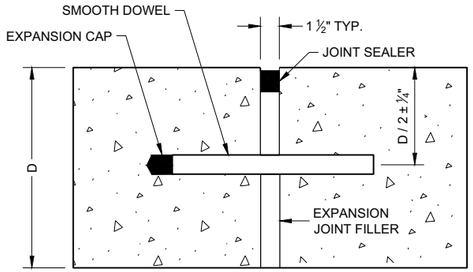
SDD 13C18 - 07b

CONCRETE PAVEMENT
STEEL REINFORCEMENT

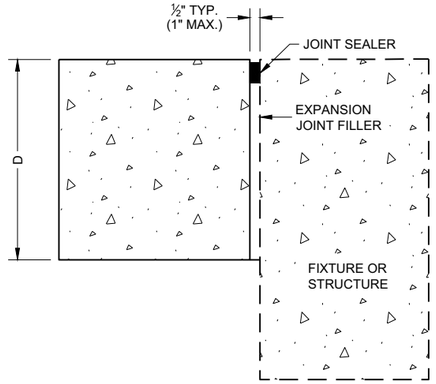
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13C18 - 07b



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

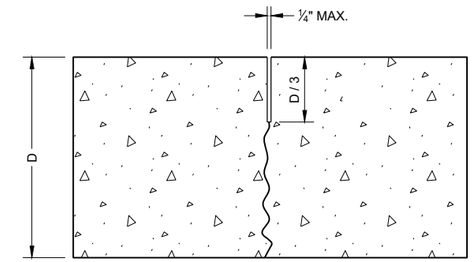
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4*	30"	24"**

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

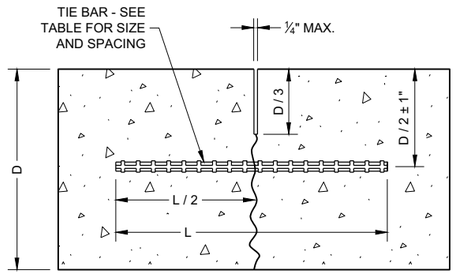
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

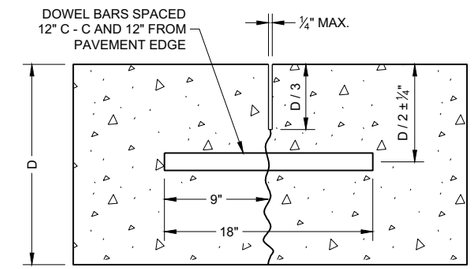
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM 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

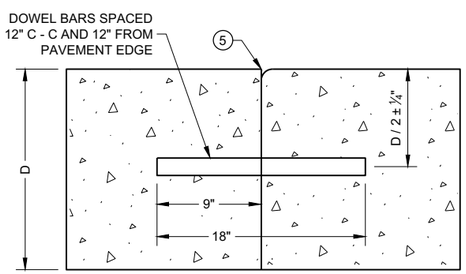


TIED LONGITUDINAL

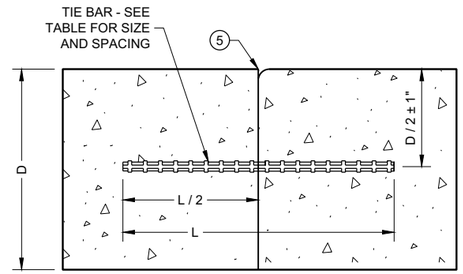


DOWELED TRANSVERSE

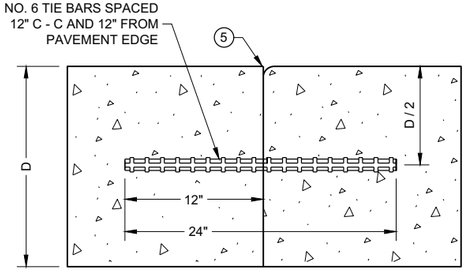
CONTRACTION JOINTS (2)



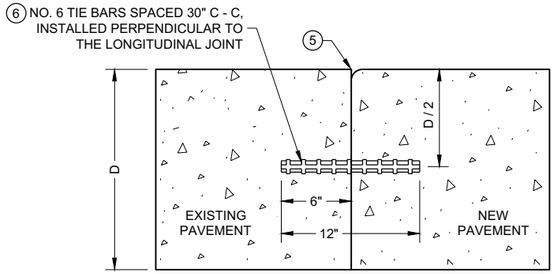
DOWELED TRANSVERSE (3)



TIED LONGITUDINAL



TIED TRANSVERSE (3)
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

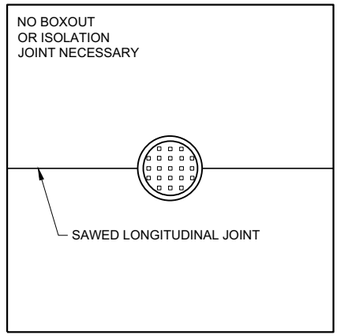
CONSTRUCTION JOINTS (4)

CONCRETE PAVEMENT JOINT TYPES

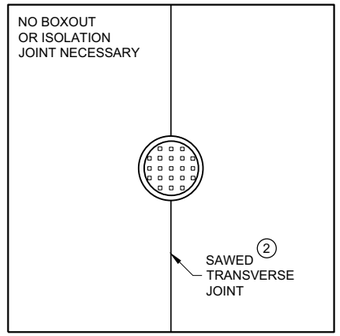
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

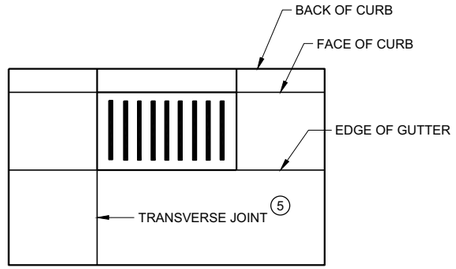
SDD 13C18 - 07c



MANHOLE WITH LONGITUDINAL JOINT



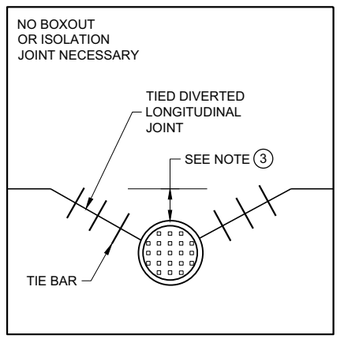
MANHOLE WITH TRANSVERSE JOINT



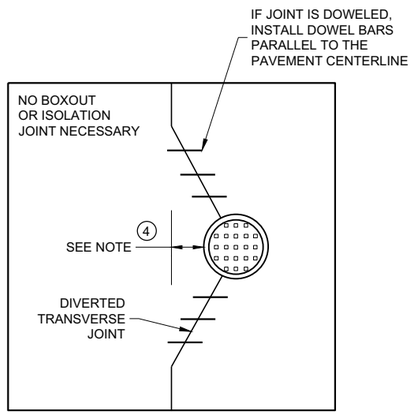
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

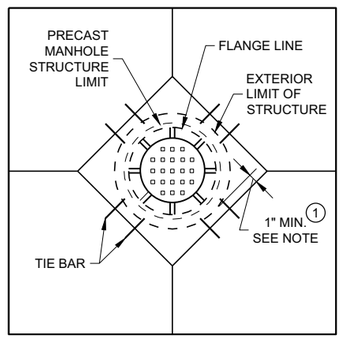
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF 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

6

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

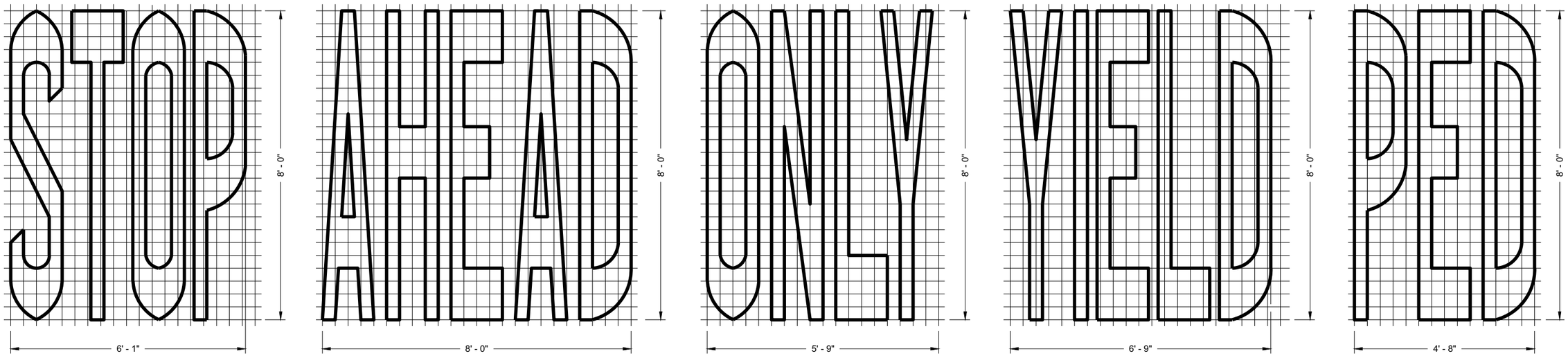
APPROVED
November 2018
DATE

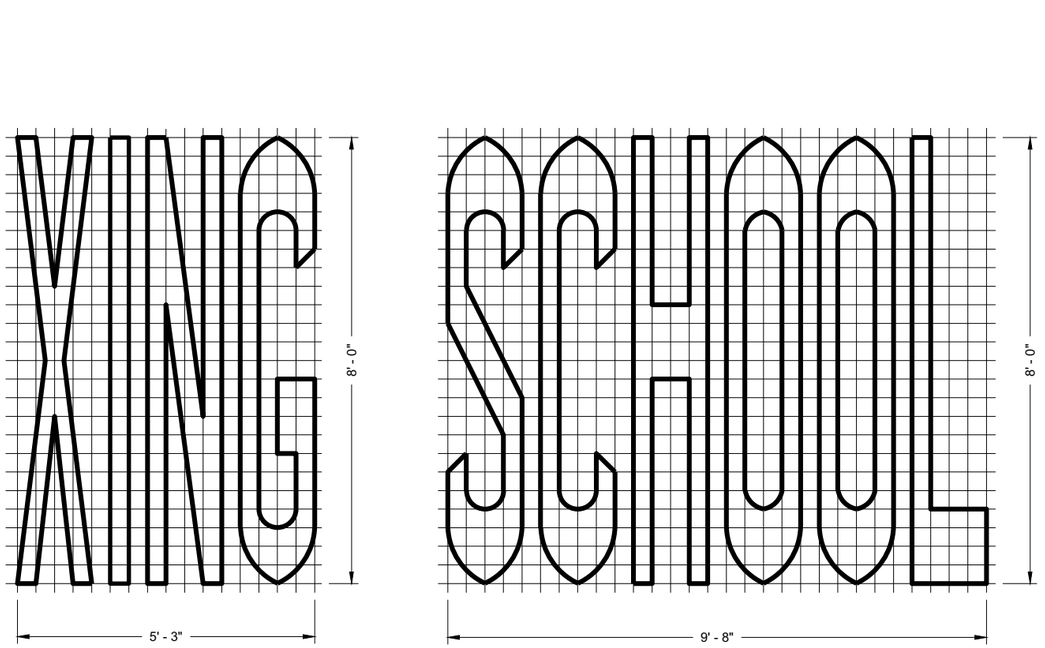
/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

FHWA

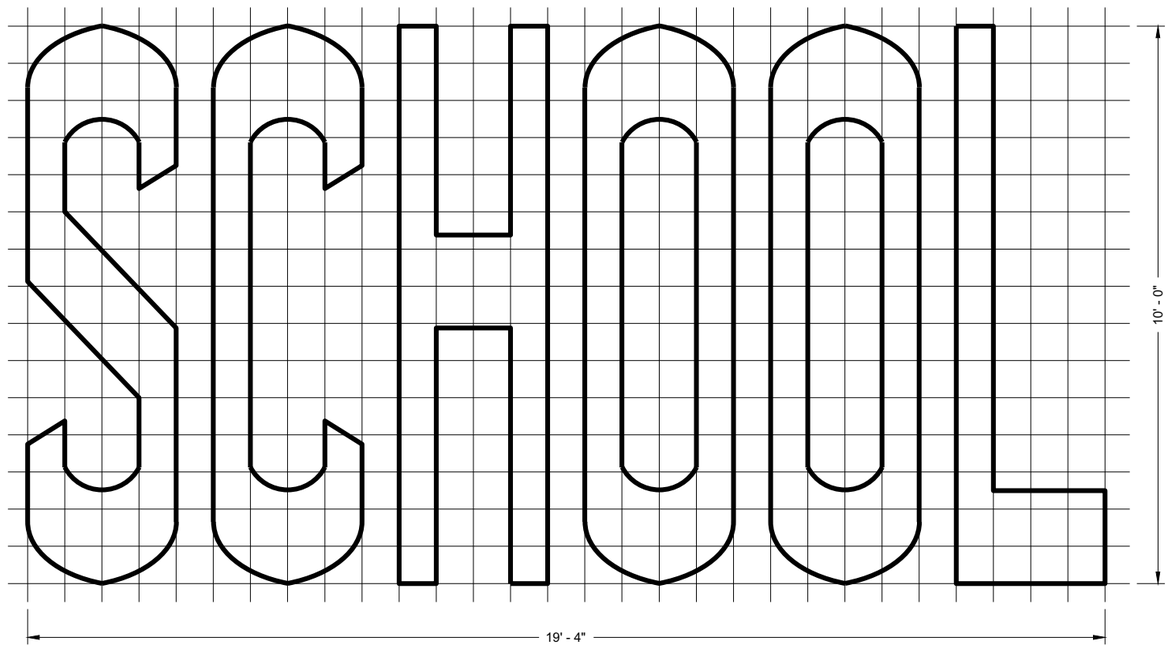
SDD13C18 - 07d

SDD13C18 - 07d





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

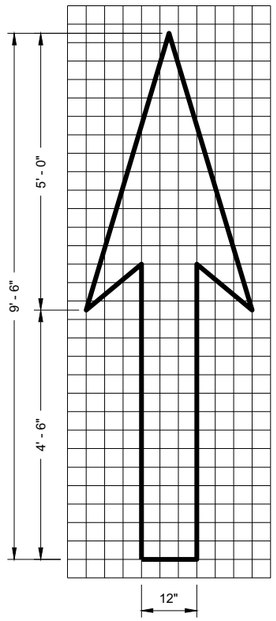
/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

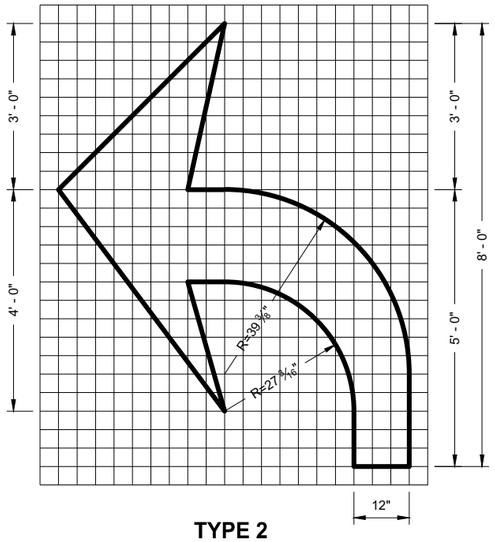
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SDD 15C07 - 15b

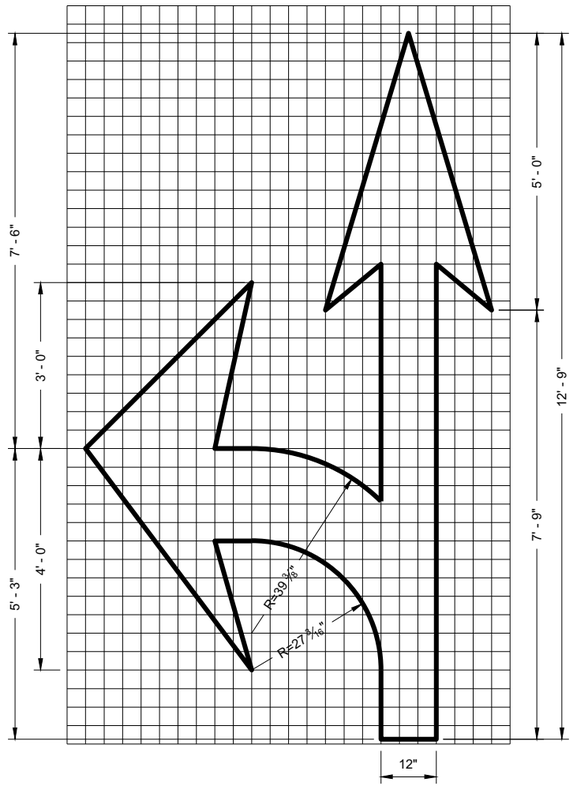
SDD 15C07 - 15b



TYPE 1



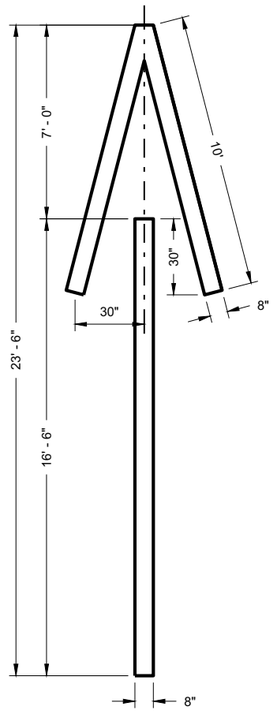
TYPE 2



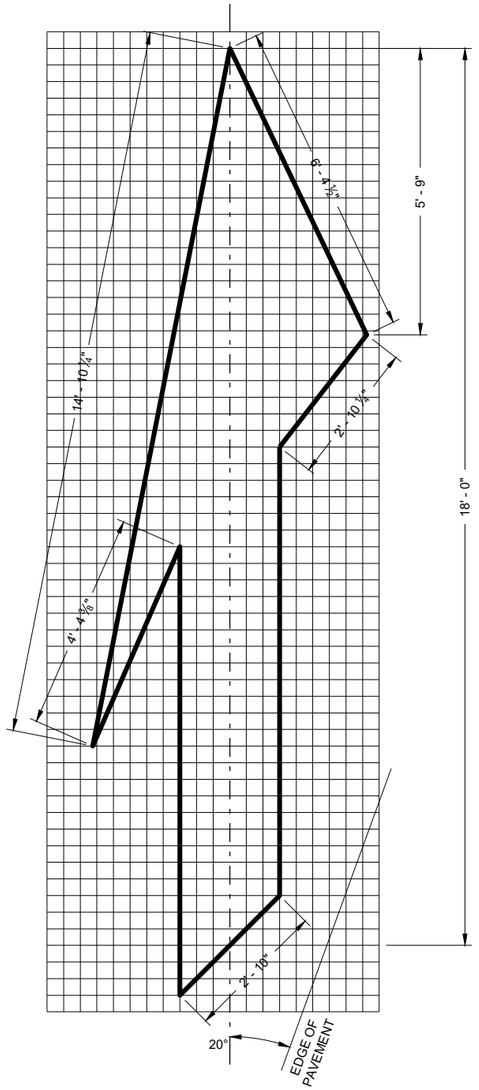
TYPE 3

GENERAL NOTES

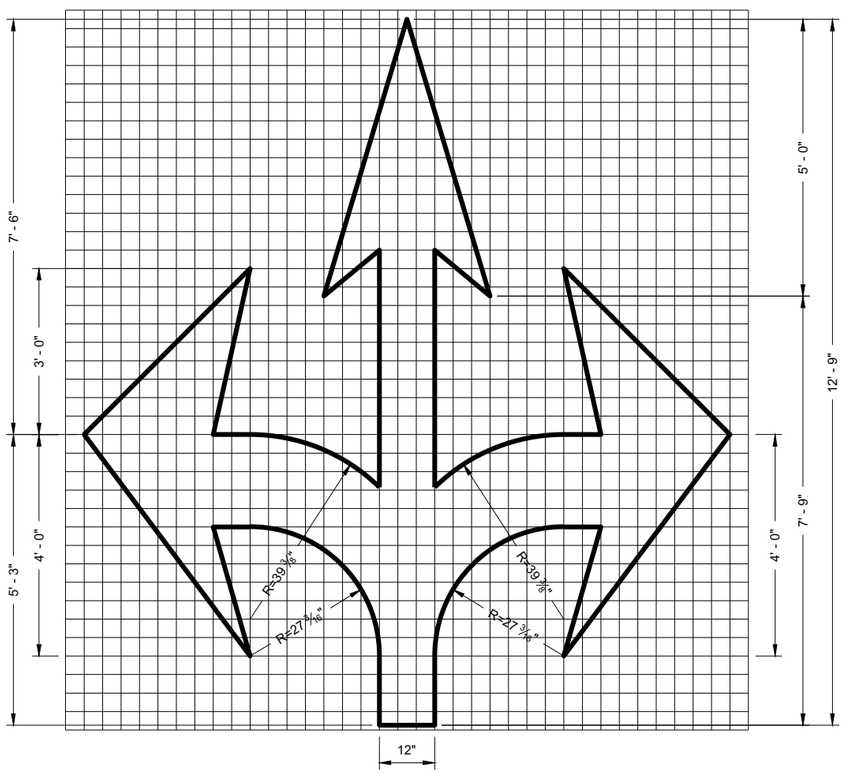
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



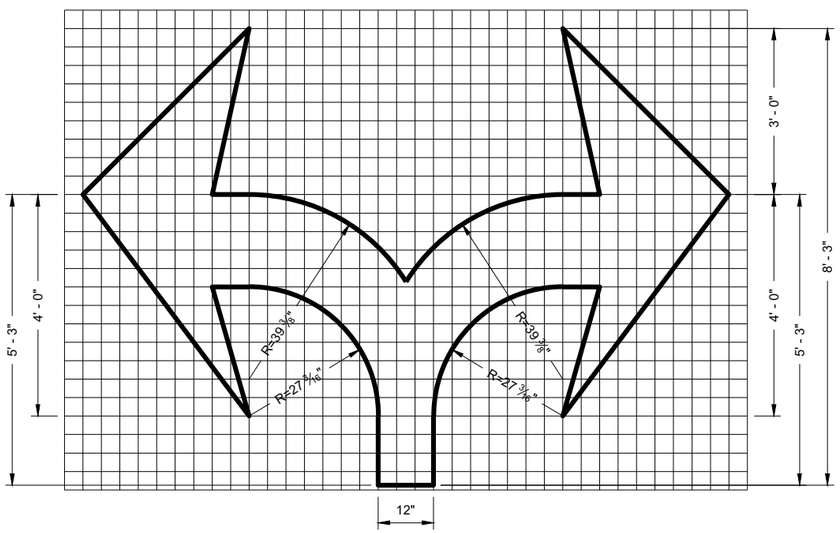
TYPE 4



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 MARKING ENGINEER

FHWA

6

SDD 15C07 - 15c

6

SDD 15C07 - 15c

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

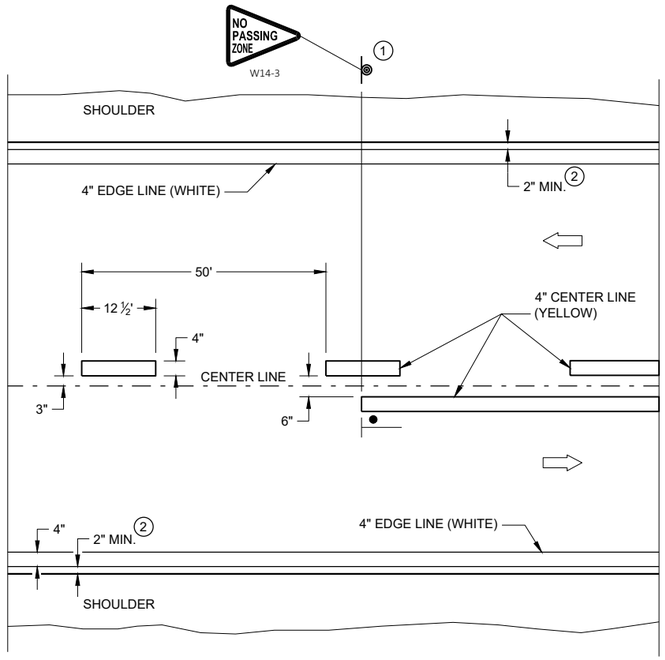
(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

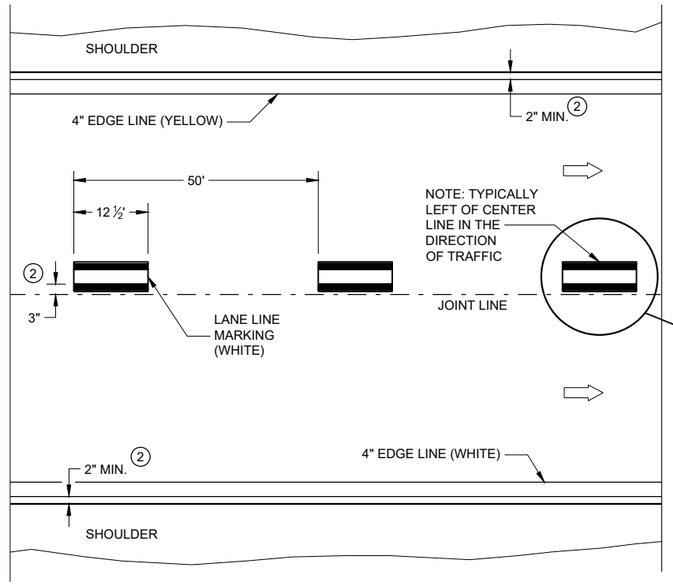
"T" MARKING

SIGN ON PERMANENT SUPPORT

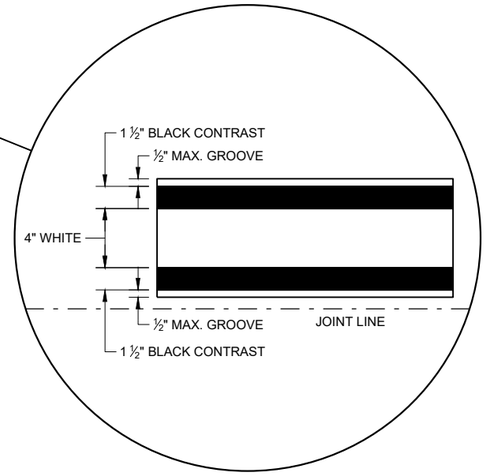
DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC



PERMANENT PAVEMENT MARKING

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 — DATE
/S/ Jeannie Silver — STATEWIDE SIGNING AND M ENGINEER

FHWA

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SDD 15C08 - 21a

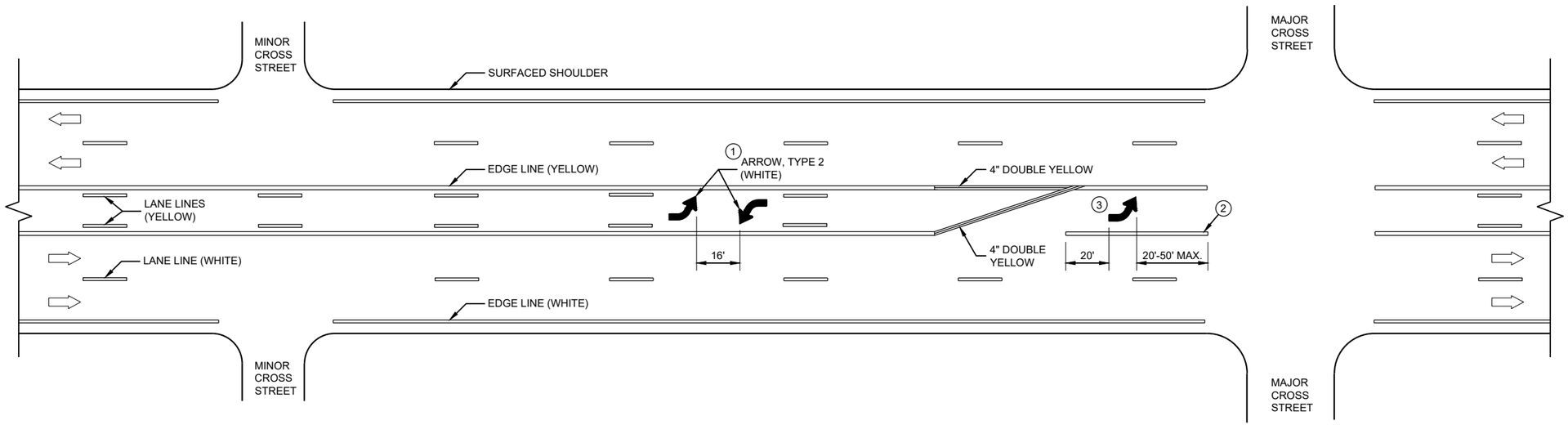
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SDD 15C08 - 21a

GENERAL NOTES

1. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
2. 8" WHITE
3. TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

DIRECTION OF TRAFFIC



TWO WAY LEFT TURN LANE

6

SDD 15C08 - 21c

PAVEMENT MARKING (TURN LANES)

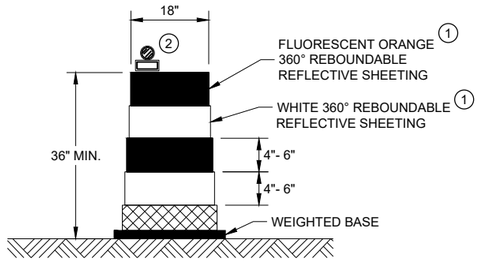
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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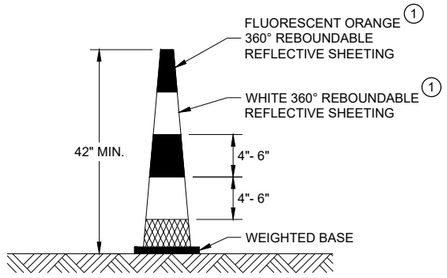
SDD 15C08 - 21c

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.

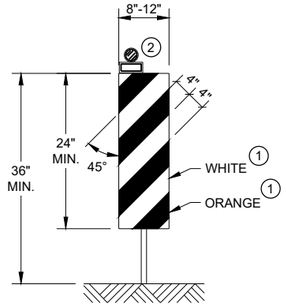


DRUM



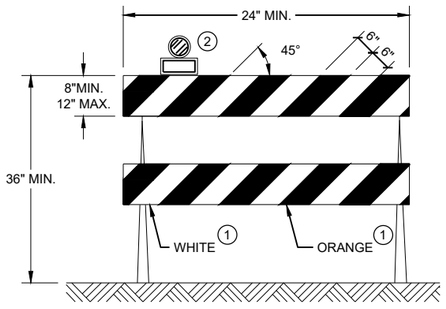
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



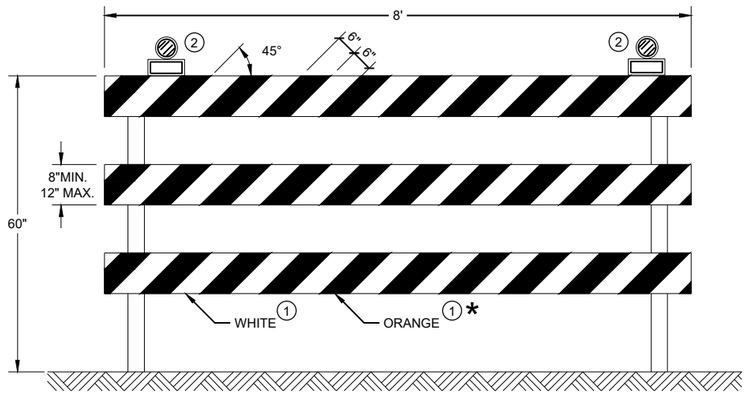
VERTICAL PANEL

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

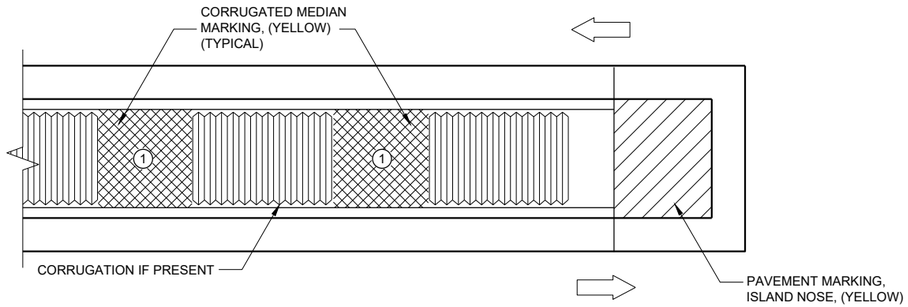
APPROVED
May 2021 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEE
FHWA

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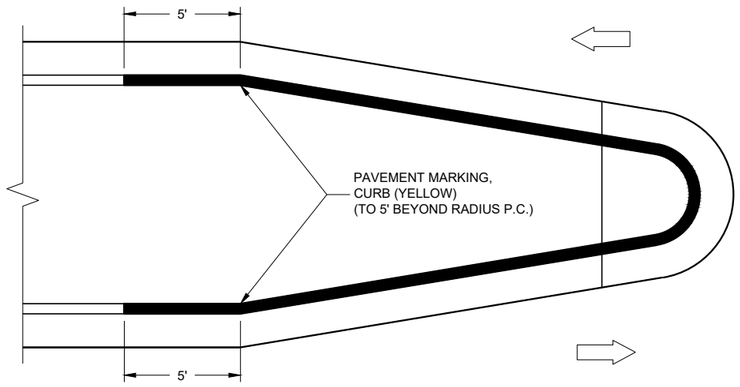
SDD15C11 - 09b

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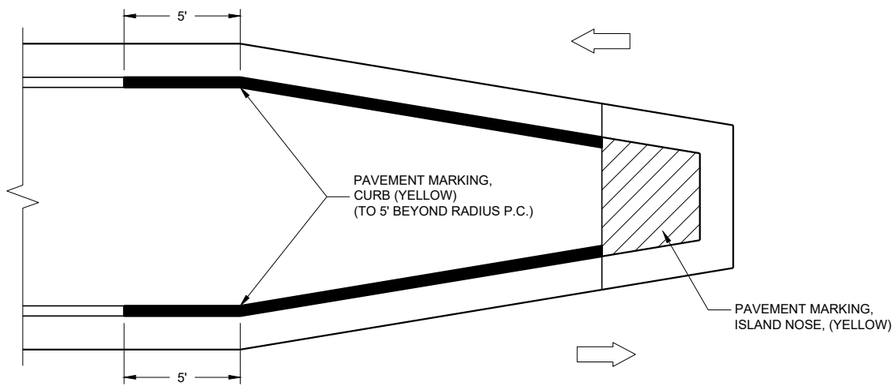
SDD15C11 - 09b



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.

(1) APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL

PAVEMENT MARKINGS, MEDIAN ISLAND NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

February 2021
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

6

SDD 15C18 - 05b

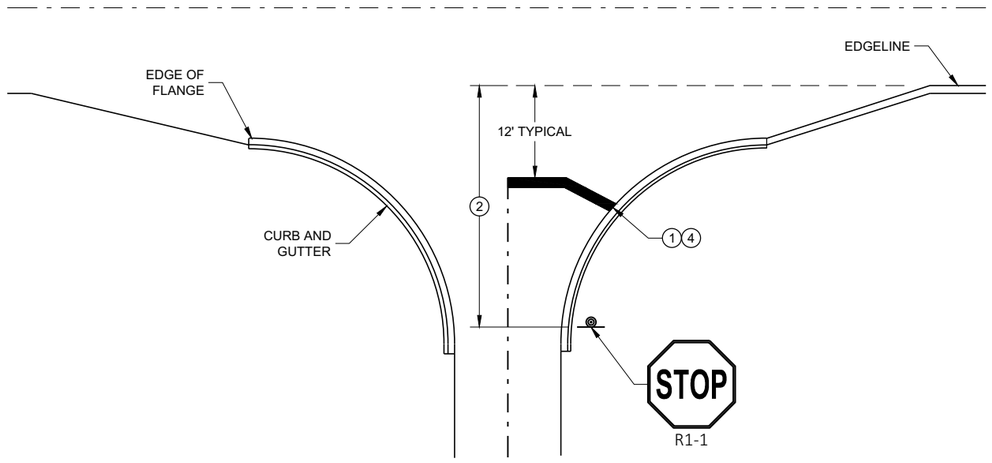
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SDD15C18 - 05b

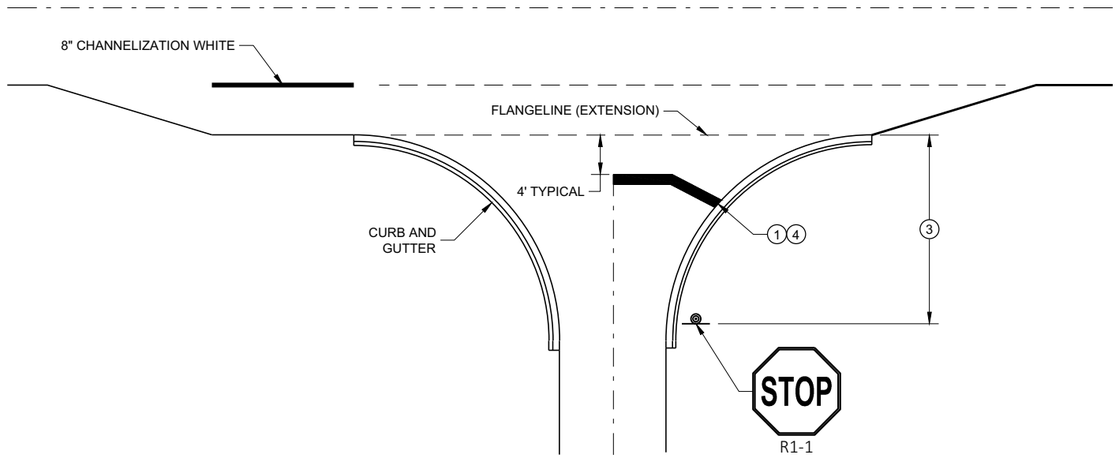
GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

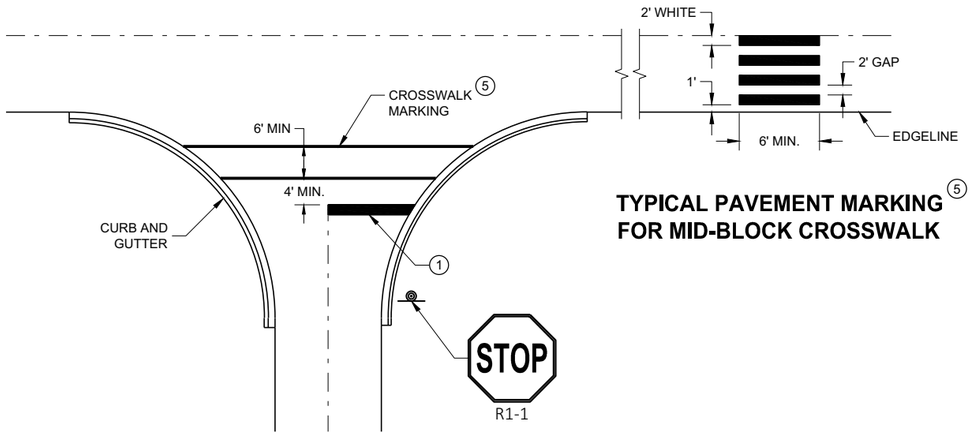
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE 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

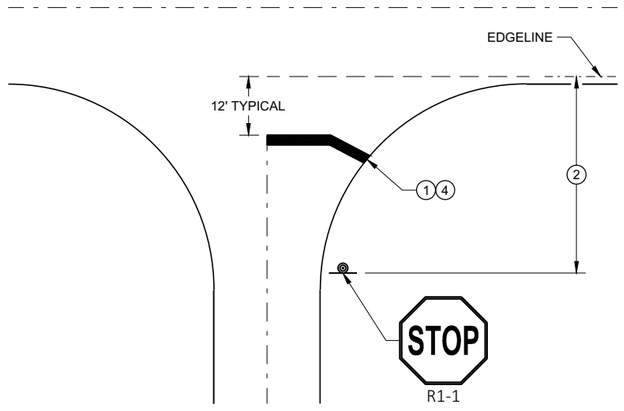


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



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 MARKING ENGINEER

FHWA

6

SDD 15C33 - 04

6

SDD 15C33 - 04

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 LINE 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.

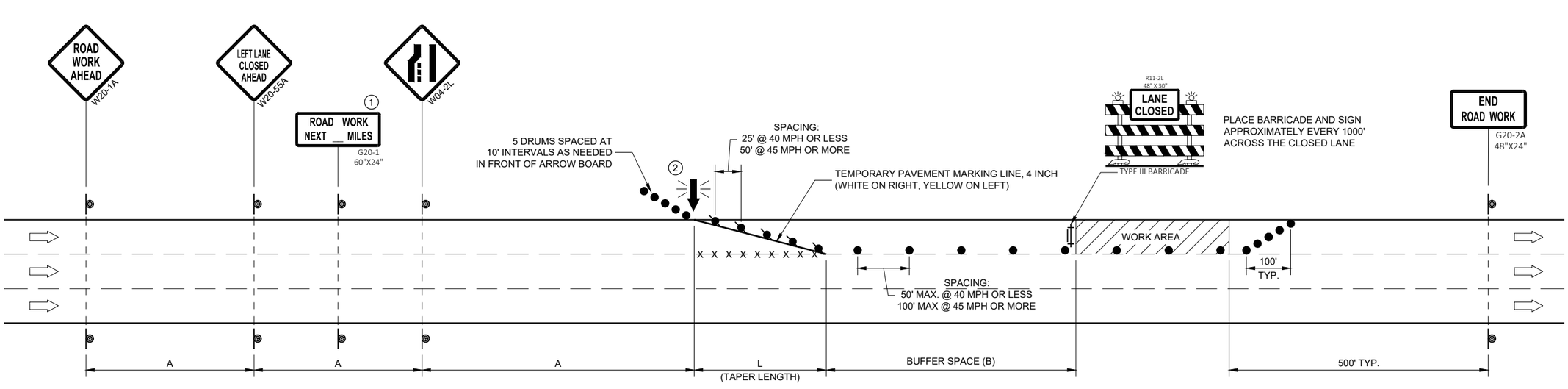
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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
February 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D20 - 06a

6

SDD15D20 - 06a

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 LINE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

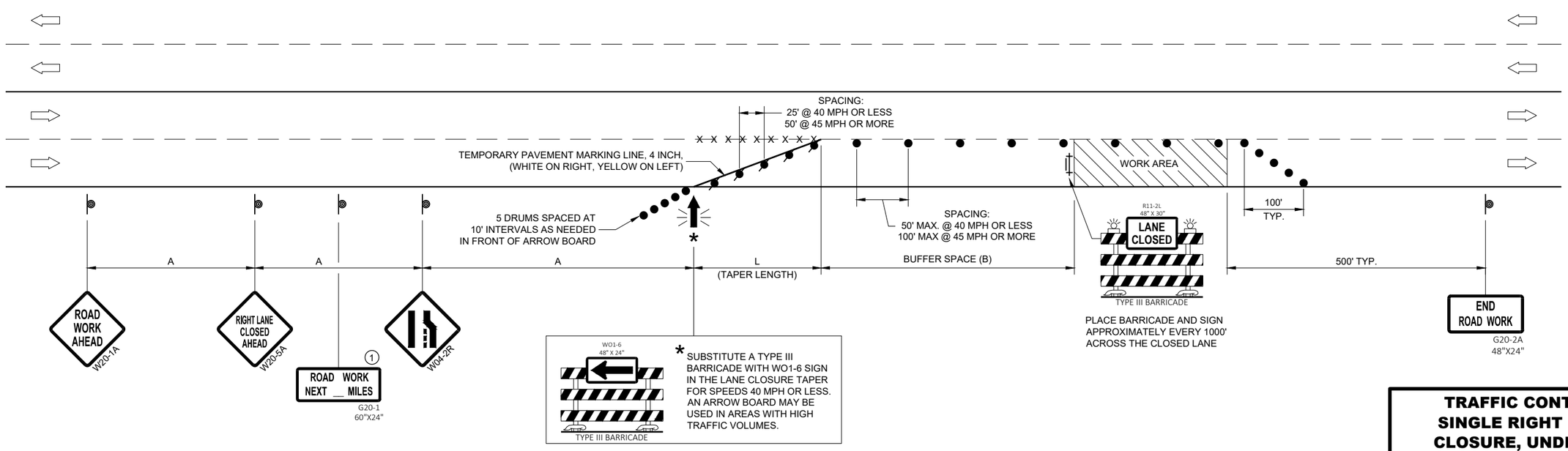
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'
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
February 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15D20 - 06b

SDD 15D20 - 06b

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"X 36" SIGNS MAY BE USED IF APPROVED BY REGIONAL TRAFFIC UNIT.

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ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

DUE TO LACK OF SHOULDER/MEDIAN, ARROW BOARD IS PLACED AT THE THE END OF THE TAPER.

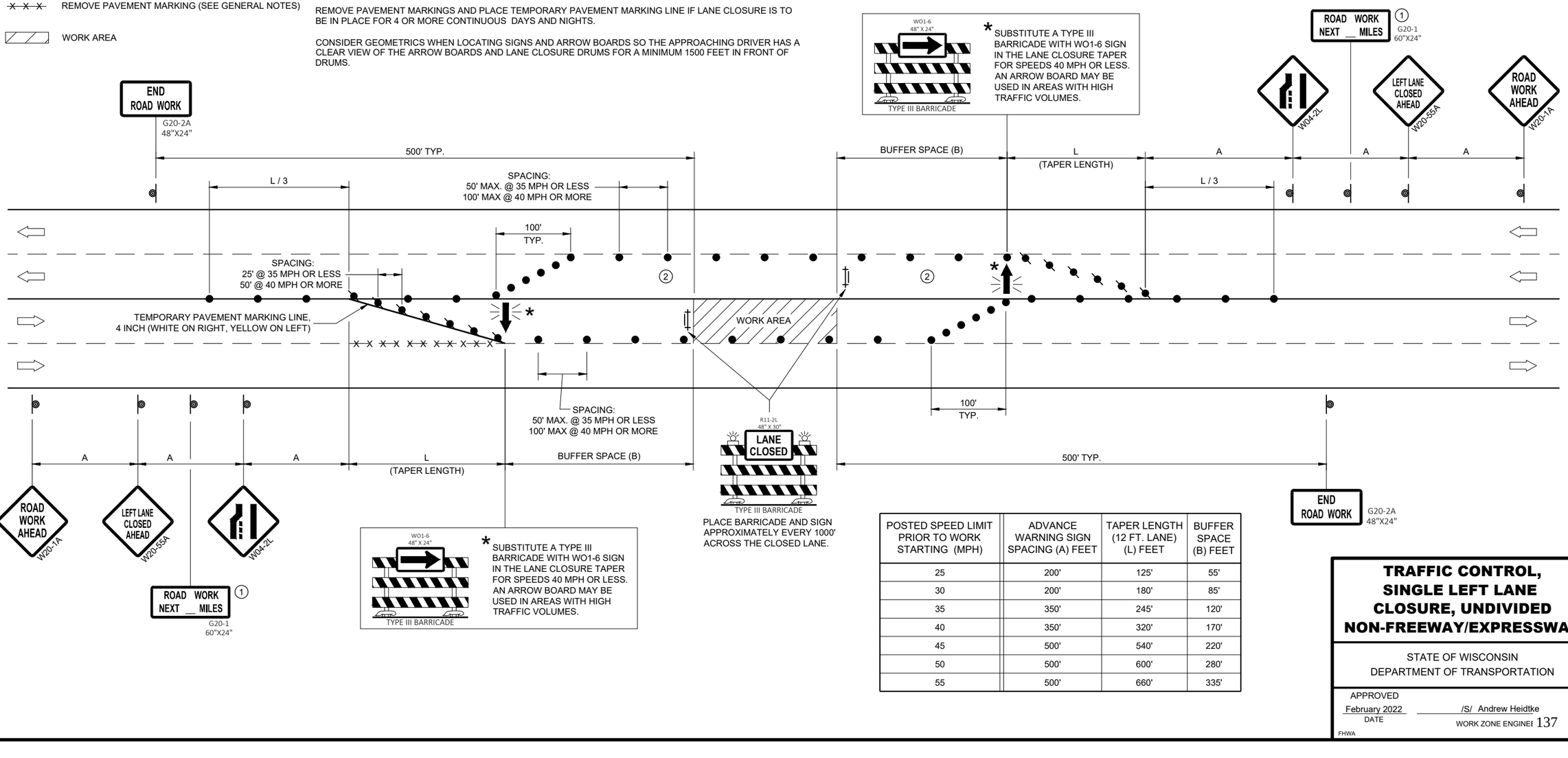
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CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

(2) LANE MAY BE OPENED WHEN WORKERS ARE NOT PRESENT IN THE WORK AREA.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'
50	500'	600'	280'
55	500'	660'	335'

TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

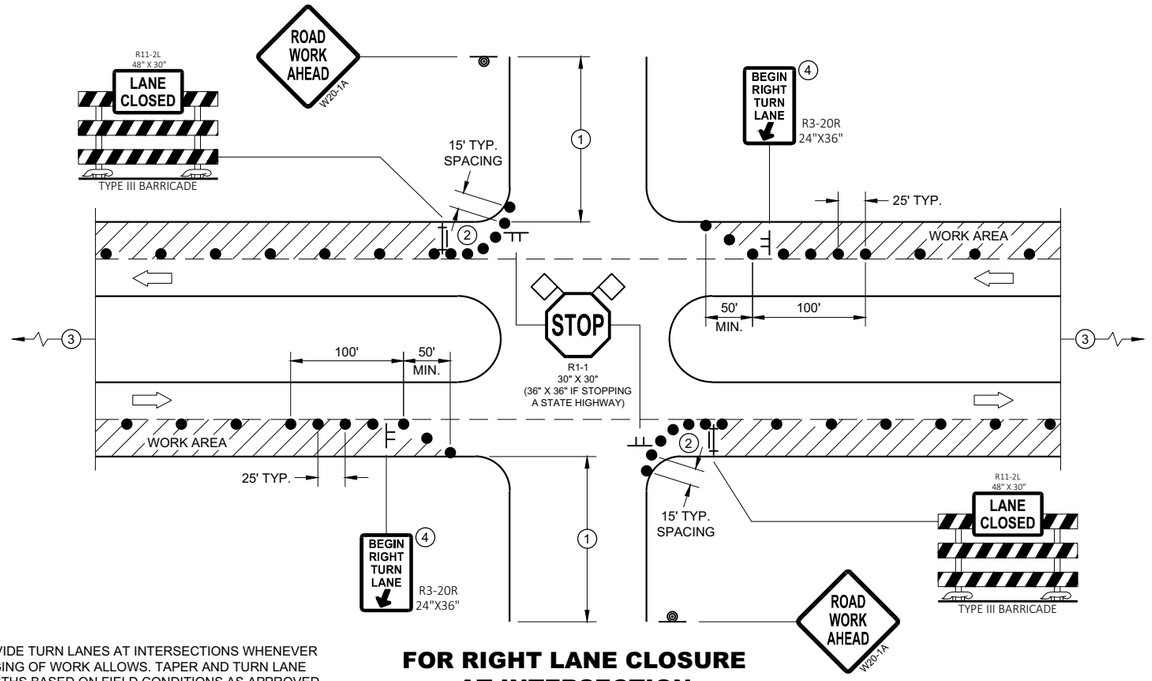
FHWA

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SDD 15D20 - 06c

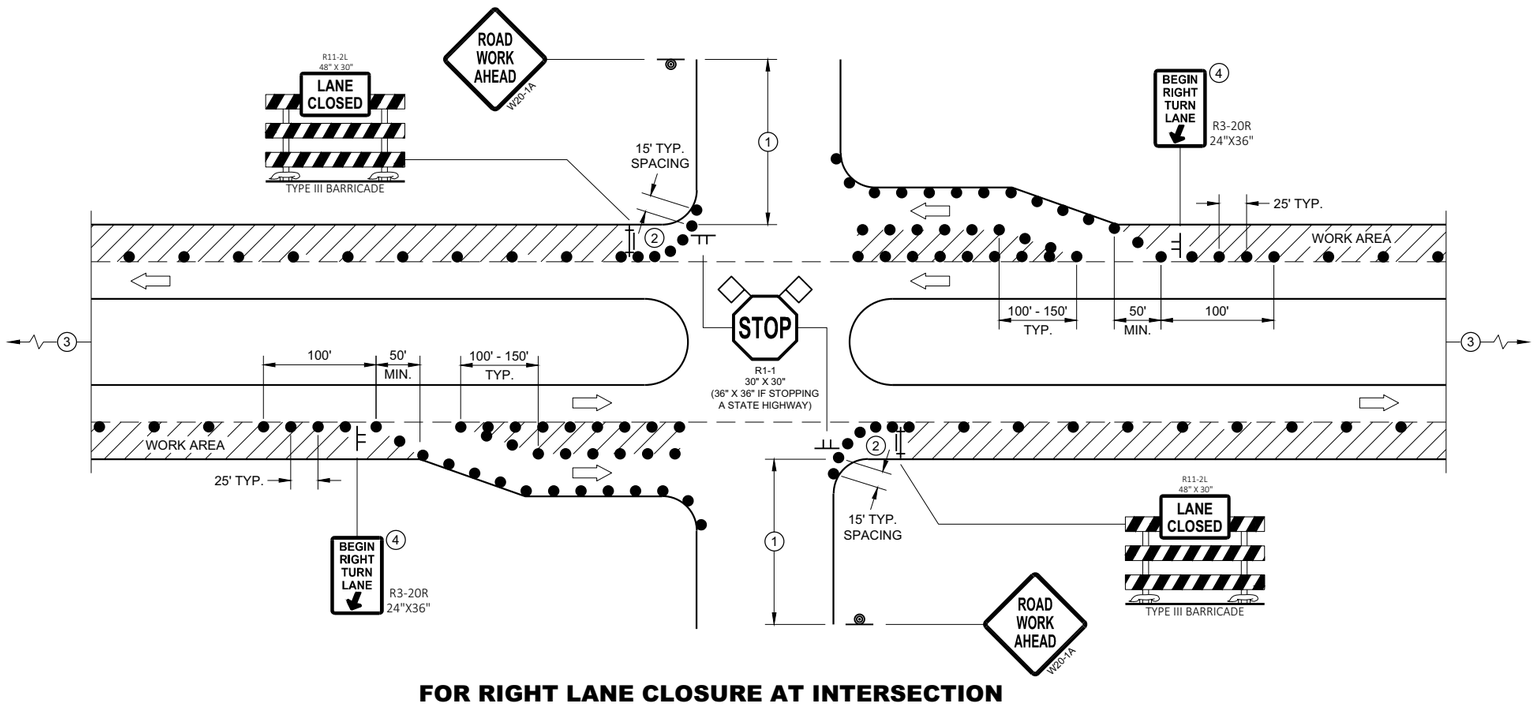
6

SDD 15D20 - 06c



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

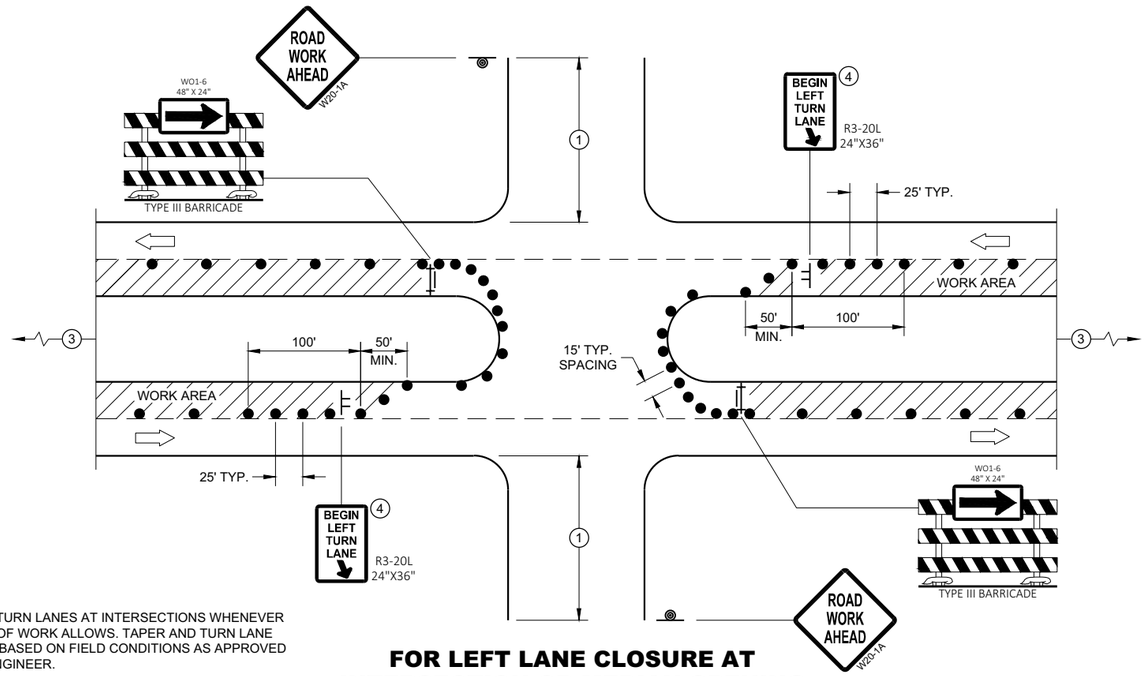
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D21 - 07a

6

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.

"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.

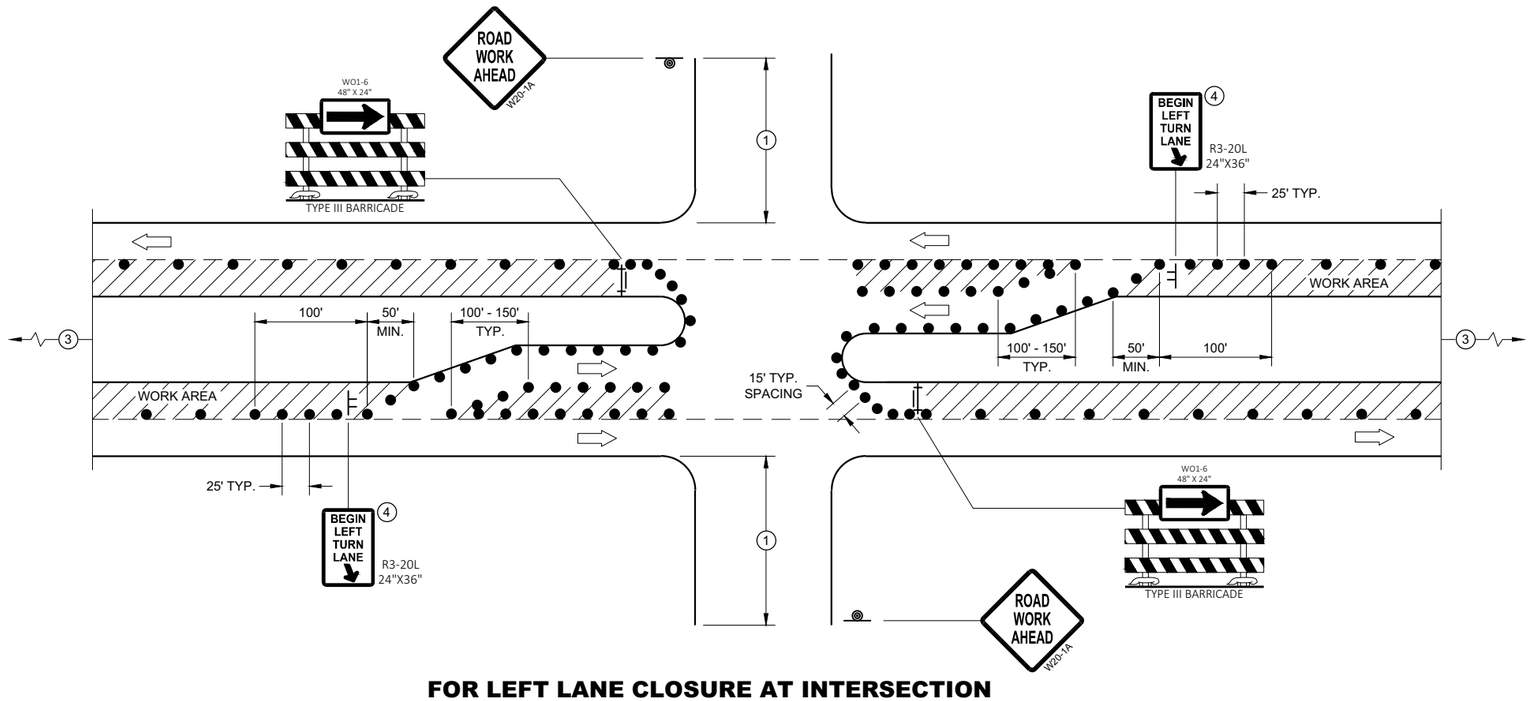
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350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(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

6

SDD 15D21 - 07b

6

SDD 15D21 - 07b

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- DIRECTION OF TRAFFIC
- WORK ZONE

GENERAL NOTES

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 THE REGIONAL TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

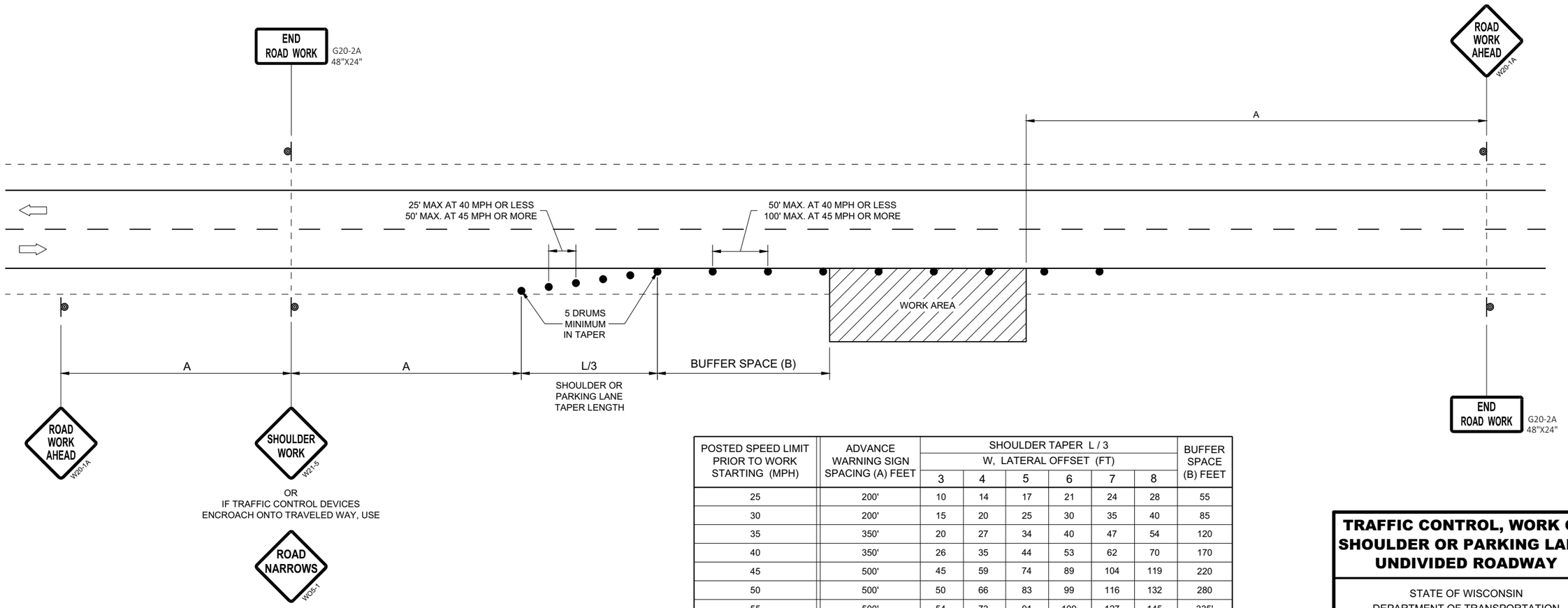
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THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

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 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT)						BUFFER SPACE (B) FEET
		3	4	5	6	7	8	
25	200'	10	14	17	21	24	28	55
30	200'	15	20	25	30	35	40	85
35	350'	20	27	34	40	47	54	120
40	350'	26	35	44	53	62	70	170
45	500'	45	59	74	89	104	119	220
50	500'	50	66	83	99	116	132	280
55	500'	54	73	91	109	127	145	335'

TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

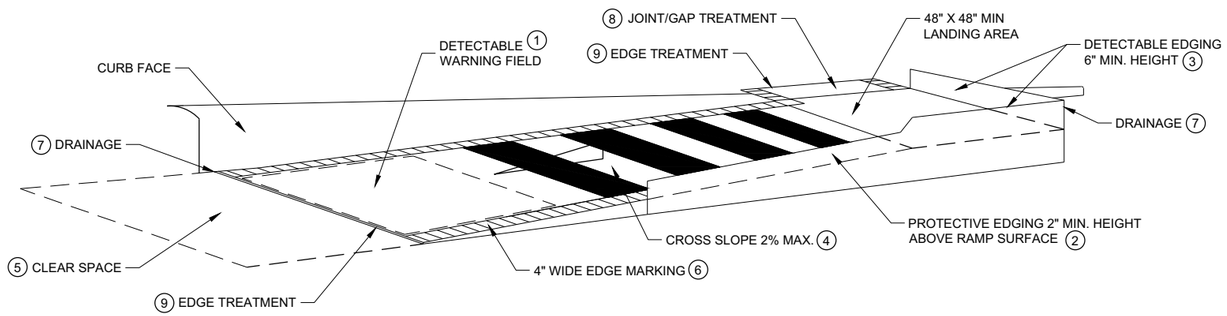
APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

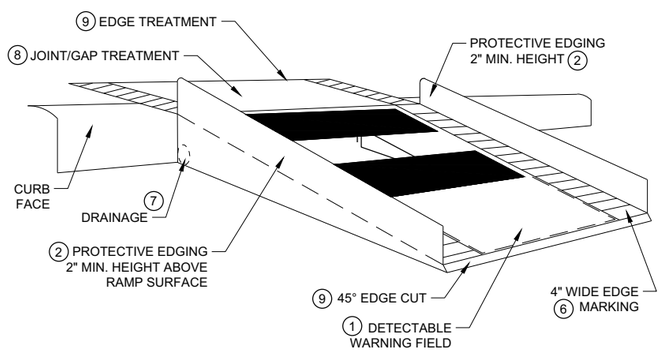
FHWA

SDD 15D28 - 04

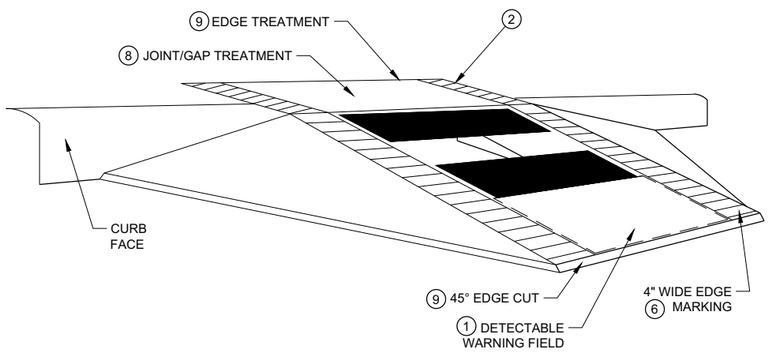
SDD 15D28 - 04



TEMPORARY CURB RAMP PARALLEL TO CURB



WITH PROTECTIVE EDGE



WITH SIDE APRON

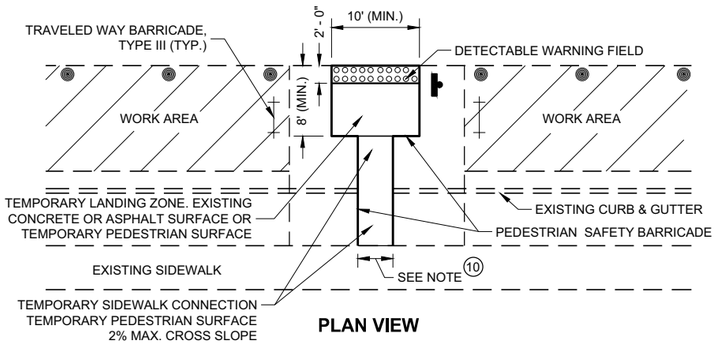
TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

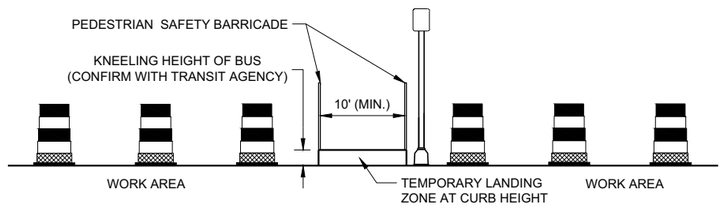
NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

1. CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A A FIRM, STABLE AND SLIP RESISTANT SURFACE. INSTALL CONTRASTING DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS. REFER TO SDD 08D05, SHEET "e".
2. PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
3. DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
4. CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.
5. CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
6. THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A YELLOW COLOR, 4" WIDE MARKING, UNLESS A CONTRASTING DETECTABLE WARNING FIELD IS PROVIDED.
7. DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
8. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.
9. CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES SHALL BE VERTICAL UP TO ¼" HIGH AND BEVELED AT 1:2 BETWEEN ¼" AND ½".
10. 5" WIDE MIN. WITH PEDESTRIAN SAFETY BARRICADE, 10' WIDE MIN. WITHOUT PEDESTRIAN SAFETY BARRICADE.



PLAN VIEW



PROFILE VIEW

TEMPORARY BUS STOP PAD

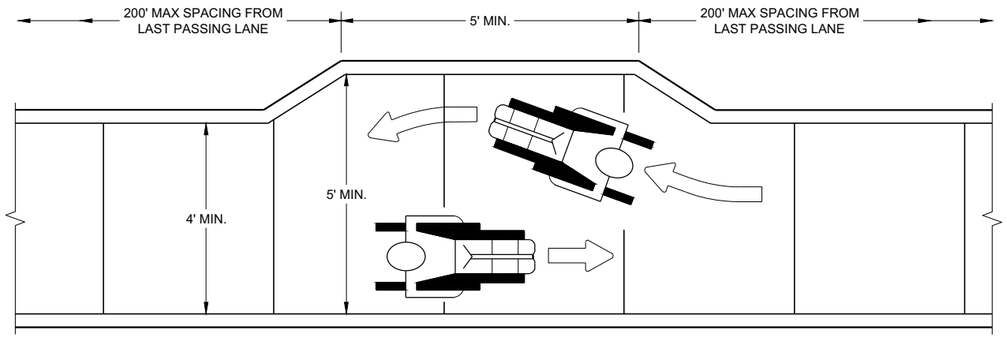
LEGEND

- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- WORK AREA

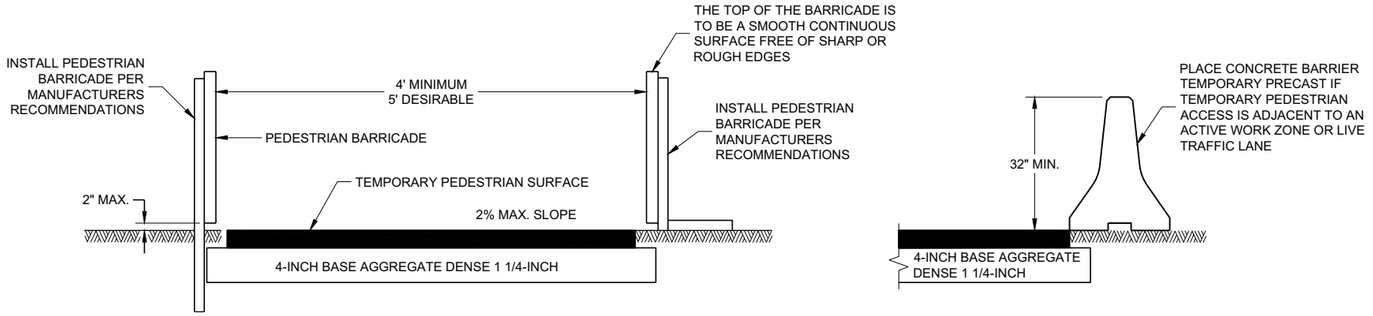
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

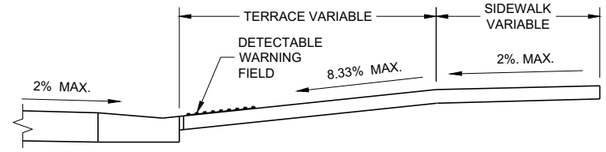
SDD 15D30 - 06b



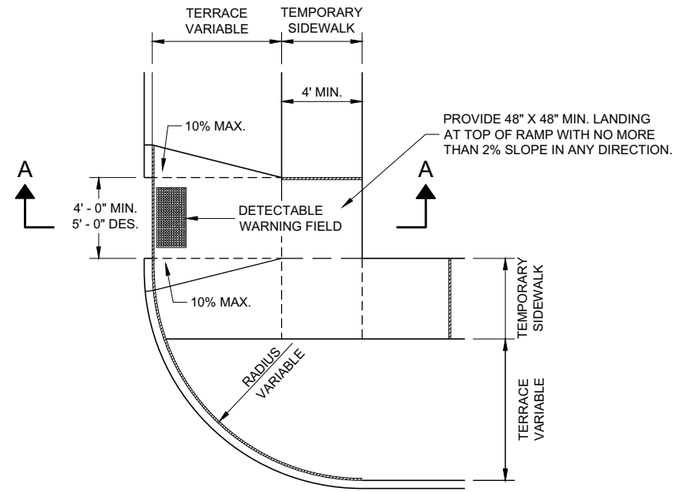
NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN ACCESS



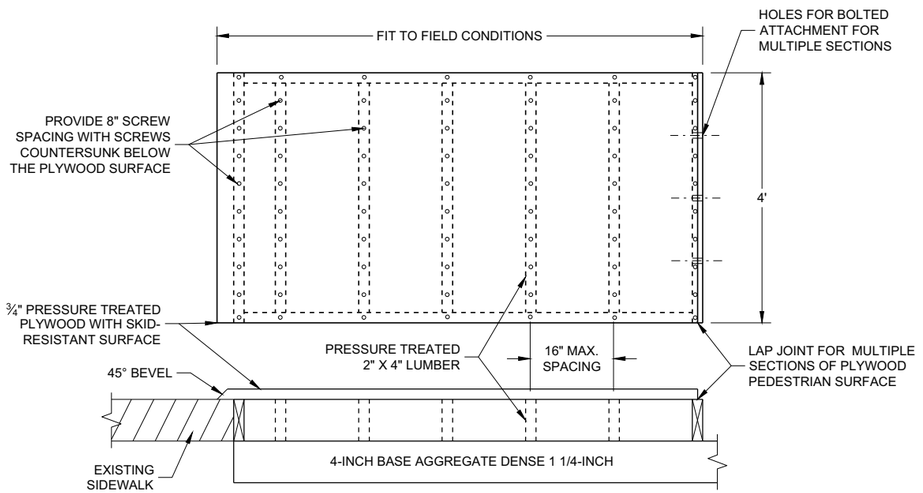
SECTION A - A



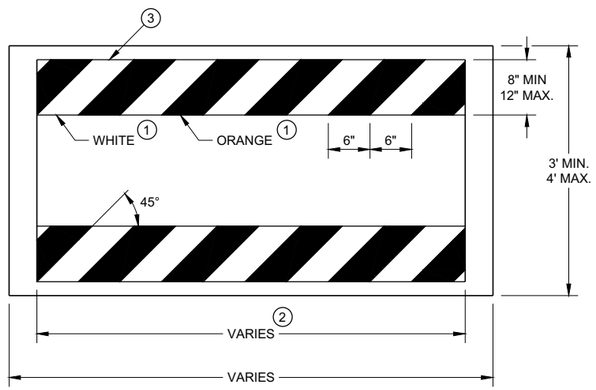
PLAN VIEW

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

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov

WKE Mar 14, 2023

PROJECT ID: 2545-09-71
WITH: 2545-05-72 & 2384-13-04

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 = 564



14

N

DESIGN DESIGNATION

A.A.D.T. (CURRENT)	=	27,500
A.A.D.T. (2043)	=	31,500
D.H.V.	=	3,150
D.D.	=	55/45
T.	=	5%
DESIGN SPEED	=	35 MPH
ESALS	=	1,844,000

CONVENTIONAL SYMBOLS

PLAN		PROFILE		UTILITIES	
CORPORATE LIMITS		GRADE LINE		ELECTRIC	E
PROPERTY LINE		ORIGINAL GROUND		FIBER OPTIC	FO
LOT LINE		MARSH OR ROCK PROFILE (To be noted as such)	ROCK	GAS	G
LIMITED HIGHWAY EASEMENT		SPECIAL DITCH	LABEL	SANITARY SEWER	SAN
EXISTING RIGHT OF WAY		GRADE ELEVATION	955.55	STORM SEWER	SS
PROPOSED OR NEW R/W LINE		CULVERT (Profile View)		TELEPHONE	T
SLOPE INTERCEPT				WATER	W
REFERENCE LINE	NEW			UTILITY PEDESTAL	
EXISTING CULVERT				POWER POLE	
PROPOSED CULVERT (Box or Pipe)				TELEPHONE POLE	
COMBUSTIBLE FLUIDS	CAUTION				
MARSH AREA					
WOODED OR SHRUB AREA					

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

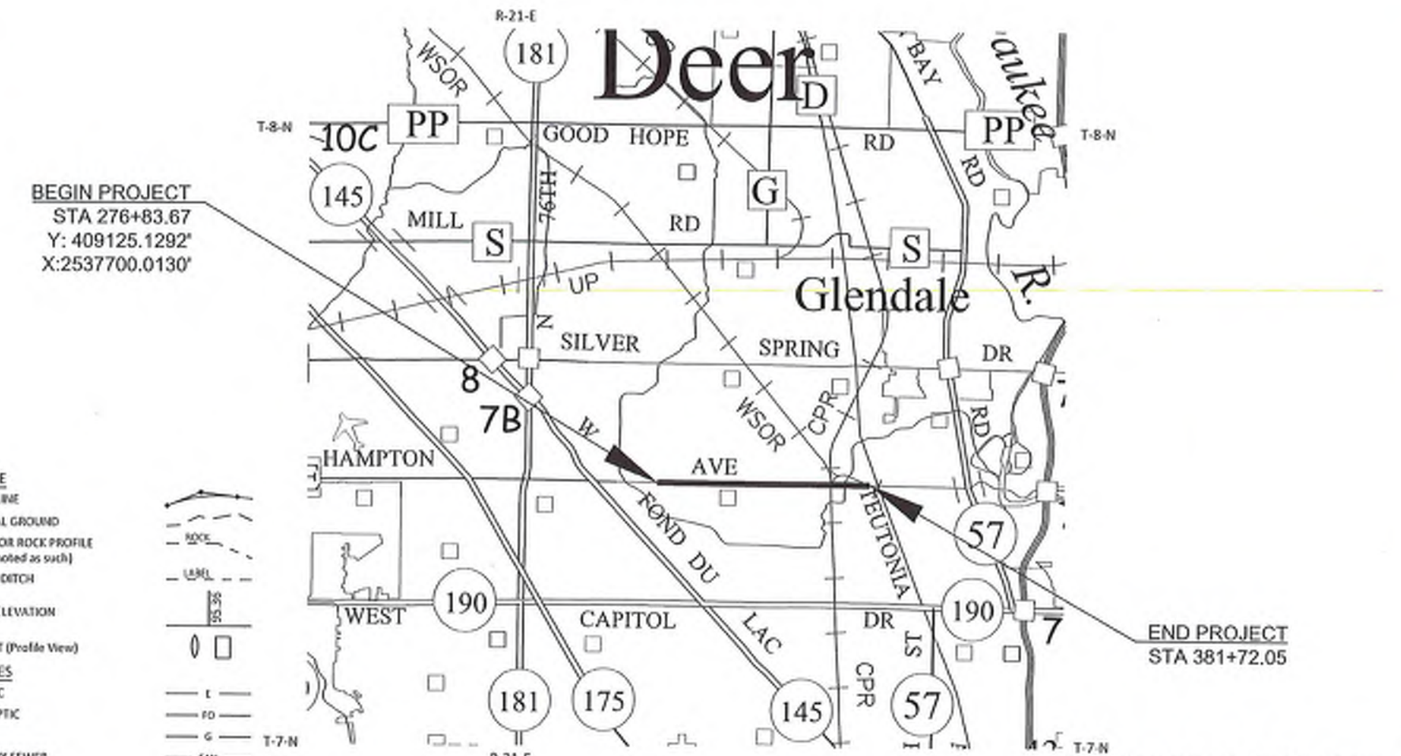
C MILWAUKEE W HAMPTON AVENUE

N 60TH STREET TO N TEUTONIA AVENUE

LOCAL STREET
MILWAUKEE

STATE PROJECT NUMBER
2545-09-71

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
2545-09-71	WISC 2023283	1



TOTAL NET LENGTH OF CENTERLINE = 1.885 MI

ALL COORDINATES ON THIS PLAN ARE GROUND COORDINATES BASED ON THE WISCONSIN STATE PLANE COORDINATE SYSTEM (WSPCS), NAD 27, SOUTH ZONE.

ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE CITY OF MILWAUKEE DATUM.

TO CONVERT ELEVATION SHOWN ON THIS PLAN TO THE NATIONAL GEOGRAPHICAL DATUM OF 1929(NGVD 29), ADD 580.603 TO THE ELEVATION SHOWN ON THE PLAN.

ACCEPTED FOR THE CITY OF MILWAUKEE
Date 10/19/22
COMMISSIONER OF PUBLIC WORKS

STREET LIGHTING, TRAFFIC SIGNALS, TRAFFIC INTERCONNECT, SIGNAGE, PAVEMENT MARKING, LAYOUT, AND PAVEMENT MARKING PLANS PROVIDED BY THE CITY OF MILWAUKEE

ROLLIN M BERTRAM E-35728 MILWAUKEE WI PROFESSIONAL ENGINEER
DATE: _____ (Professional Engineer Signature)

ORIGINAL PLANS PREPARED BY
DAAR ENGINEERING, INC.
www.daarengr.com
Milwaukee, WI 53202
414-339-9887

ANTHONY F. BACIAK, JR. E-37379 Milwaukee, WI PROFESSIONAL ENGINEER WISCONSIN
10/13/22
DATE: _____ (Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	DAAR ENGINEERING INC.
Designer	DAAR ENGINEERING INC.
Project Manager	GREG HATEMAN, PE
Regional Examiner	
Regional Supervisor	BRIAN BOOTHBY, PE

APPROVED FOR THE DEPARTMENT
DATE 10/24/22
(Signature)

E

FILE NAME : C:\USERS\TONY.BACIAK\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\2545090I\SHEETSPLAN\00101-TI.DWG PLOT DATE : 10/13/2022 10:53 AM PLOT BY : TONY BACIAK PLOT NAME :

GENERAL NOTES

MISCELLANEOUS

DETAILS OF CONSTRUCTION NOT SHOWN SHALL BE IN ACCORDANCE WITH THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS.

UNLESS NOTED ON THE PLAN, ALL STATIONS AND OFFSETS ARE BASED OFF OF THE W. HAMPTON AVENUE REFERENCE LINE.

CURVE DATA SHOWN ON THE PLAN IS "ARC DEFINITION".

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

DIMENSIONS GIVEN FOR EXISTING FEATURES SHALL BE CONSIDERED AS APPROXINATE AND MEASURED IN THE FIELD FOR MATCHING PURPOSES.

THE LOCATION OF EXISTING OR PROPOSED UTILITIES, AS NOTED IN THE PLANS, ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS AND SERVICES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY LOCAL MUNICIPALITY OR PUBLIC AGENCY WHICH IS NOT A MEMBER OF DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.

A SAWED JOINT IS REQUIRED WHERE NEW PAVEMENT MEETS EXISTING PAVEMENT.

MANHOLE ADJUSTMENTS FOR SANITARY SEWER REQUIRE AN INTERNAL MANHOLE SEAL. THE INTERNAL SEAL IS PAID FOR SEPERATELY SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

CONTRACTOR MUST CONTACT THE PROJECT ENGINEER AND SEWRPC (ROB MERRY); AT LEAST TWO WEEKS PRIOR TO WORK NEAR ANY SECTION CORNER MONUMENT.

TRAFFIC CONTROL

WHEN WORKING ON CURB RAMPS, WORK SHALL OCCUR ONE QUADRANT AT A TIME. SEE TRAFFIC CONTROL PEDESTRIAN DETOUR FOR CURB RAMP CONSTRUCTION AND CURB RAMP CONSTUSTRUCTION SEQUENCE.

WHEN TEMPORARY PAVEMENT MARKING REMOVABLE TAPE IS REQUIRED, IT SHALL BE CUT THROUGH ITS FULL WIDTH AND THICKNESS AT 25-FOOT INTERVALS TO CONTROL RAVELING.

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

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

SIGN LOCATIONS ARE APPROXIMIATE. THE ACTUAL LOCATION AND SPACING MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER TO MEET FIELD CONDITIONS.

ALL SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED OR REMOVED AS NEEDED AND/OR AS DIRECTED BY THE ENGINEER AND PAID FOR UNDER THEIR RESPECTIVE ITEMS. NO "WORKING" LIGHTS SHALL BE VISIBLE ON A COVERED OR LAID DOWN SIGN. COVERING SIGNS IS INCLUDED IN THE TRAFFIC CONTOL (PROJECT) ITEM.

ALL EXISTING CONFLICTING PAVEMENT MARKING SHALL BE REMOVED.

A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK/CLOSED" AREAS IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.

CONTRACTOR SHALL INSTALL PERMANENT SIGNS AND PERMANENT PAVEMENT MARKING WHEN APPROPRIATE DURING CONSTRUCTION STAGING AS SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER.

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

TEMPORARY NO PARKING SIGNS ARE REQUIRED WITHIN THE PROJECT LIMITS. PLACE ONE SIGN EVERY 100 FEET THROUGHOUT THE PROJECT LIMITS DURING ALL STAGES. ADJUST SIGN PLACEMENT AS NEEDED TO PROVIDE PROJECT LIMIT COVERAGE OR AS DIRECTED BY THE ENGINEER. SEE SPECIAL PROVISONS FOR ADDITIONAL INFORMATION.

STORM SEWER

PRIOR TO ORDERING DRAINAGE PIPES AND STRUCTURES, THE CONTRACTOR SHALL VERIFY RELATED DRAINAGE INFORMATION IN THE PLANS AND FIELD. CONTRACTOR SHALL PROVIDE DOCUMENTATION TO THE ENGINEER IN ACCORDANCE WITH THE SPECIFICAITONS.

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

ALL HOLES OR OPENINGS RESULTING FROM ABANDOMENT OR REMOVAL OF EXISTING STRUCTURES SHALL BE FILLED WITH GRANULAR BACKFILL WHICH SHALL BE INCIDENTAL TO THE RESPECTIVE ABANDONMENT OR REMOVAL ITEMS.

EROSION CONTROL

ALL DISTURBED AREAS WITHIN THE RIGHT OF WAY THAT ARE NOT THE RESULT OF CONTRACT ITEMS SHALL BE RESTORED, SEEDED, FERTILIZED, AND MULCHED AT THE CONTRACTOR'S EXPENSE.

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

THE EROSION CONTROL FEATURES AS SHOWN IN THE PLANS ARE AT SUGGESTED LOCAITONS. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

REMOVAL OF EROSION CONTROL DEVICES IS INCLUDED IN THE COST OF THEIR RESPECTIVE BID ITEMS.

WHEN PERFORMING GENERAL CLEANUP OPERATIONS, THE CONTRACTOR SHALL USE EQUIPMENT HAVING VACUUM OR WATER SPRAY MECHANISMS TO ELIMNATE THE DISPERSION OF DUST. IF VACUUM EQUIPMENT IS EMPLOYED, IT SHALL HAVE SUITABLE SELF-PARTICULATE COLLECTORS TO PREVENT DISCHARGE FROM THE COLLECTION BIN TO THE ATMOSPHERE.

HMA PAVING

HMA PAVEMENT QUANTITIES WERE CALCULATED USING 118 LBS/SY-IN.

ALL HMA PAVEMENT LOCATIONS SHALL BE CONSTRUCTED WITH THE FOLLOWING LAYERS AND GRADATIONS

HMA LAYERS

PAVEMENT LOCATION (SEE TYPICAL SECTIONS FOR EXACT STATIONS)	ASPHALTIC SURFACE MILLING DEPTH	TOTAL PAVEMENT THICKNESS	TYPE	LAYERS
N 60TH ST TO N TEUTONIA AVE	4"	4"	4 MT 58-28 S	2¼" LOWER
				1¾" UPPER

SECTION 2 ORDER OF SHEETS

GENERAL NOTES
UTILITY CONTACT
PROJECT OVERVIEW
TYPICAL SECTIONS – EXISTING
TYPICAL SECTIONS – FINNISHED
CONSTRUCTION DETAILS
CURB RAMP DETAILS
EROSION CONTROL AND RESTORATION PLAN
STORM SEWER PLAN
PERMANENT SIGNING
STREET LIGHTING PLAN
TEMPORARY TRAFFIC SIGNAL PLAN
TRAFFIC SIGNAL PLAN
PAVEMENT MARKING
TRAFFIC CONTROL
ALIGNMENT PLAN
REMOVAL PLAN
DETACHED BUMPOUT DETAILS
DRIVEWAY AND BUS PAD DETAILS
CITY UNDERGROUND CONDUIT (CUC)

STANDARD ABBREVIATIONS

AGG	AGGREGATE
ASPH	ASPHALT
CL	CENTER LINE
CONC	CONCRETE
HMA	HOT MIX ASPHALT
RL	REFERENCE LINE
R/W	RIGHT OF WAY

CITY CONTACTS

CITY OF MILWAUKEE -COMMUNICATIONS
JOE MACIEJEWSKI
841 N. BROADWAY STREET
MILWAUKEE, WI 53202
PH: (414) 286-3547
JOE. MACIEJEWSKI@MILWAUKEE.GOV
FOR FIELD WORK
DPW INFRASTRUCTUE – COMMUNICATIONS
BRIAN PAWLAK
PH: (414) 286-3686

CITY OF MILWAUKEE -FORESTRY
JAMES KRINGER
841 N. BROADWAY
MILWAUKEE, WI 53202
PH: (414) 708-2428
JKRING@MILWAUKEE.GOV

CITY OF MILWAUKEE -TRAFFIC SIGNALS
SCOTT REINBACHER
841 N. BROADWAY STREET
MILWAUKEE, WI 53202
PH: (414) 286-3232
SREINB@MILWAUKEE.GOV

CITY OF MILWAUKEE -SEWERS
ZAFAR YOUSUF
841 N. BROADWAY STREET
MILWAUKEE, WI 53202
PH: (414) 286-2467
ZYOUSU@MILWAUKEE.GOV

CITY OF MILWAUKEE – STREET LIGHTING
NEAL KARWEIK
1540 WEST CANAL STREET
MILWAUKEE, WI 53233
PH: (414) 286-5943 & (414) 708-4245

CITY OF MILWAUKEE -UNDERGROUND CONDUIT
KAREN ROGNEY
841 N. BROADWAY, RM 501
MILWAUKEE, WI 53202
PH: (414) 286-3243
KAREN.ROGNEY@MILWAUKEE.GOV

CITY OF MILWAUKEE -WATER WORKS
MWW CONTROL CENTER
841 N. BROADWAY STREET RM 409
MILWAUKEE, WI 53202
PH: (414) 286-3710

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

UTILITY CONTACTS

AT&T DISTRIBUTION
JAY BULANEK
435 S 95TH ST
MILWAUKEE, WI 53214
PH: (414) 491-2855
JB5175@ATT.COM

CHARTER
CHARLES BRASILE
1320 N DR. MARTIN LUTHER KING JR. DR.
MILWAUKEE, WI 53212
PH: (414) 908-4822
CELL: (414) 430-5812
CHARLES.BRASILE@CHARTER.COM

TCA
TIMOTHY LAPOINTE
13500 WATERTOWN PLANK RD. SUITE 107
ELM GROVE, WI 53122
PH: (281) 352-3631
TI0695@att.com

WE ENERGIES GAS
500 S. 116TH STREET
WEST ALLIS, WI 53214
(902) 621-6903
ALEX.DANTINNE@WE-ENERGIES.COM

ENERGIES UTILITY COORDINATOR
ELECTRIC
500 S. 116TH STREET
WEST ALLIS, WI 53214
WE-UTILITY-RELOCATIONS@WE-ENERGIES.COM
ELEE@MILWAUKEE.GOV

OTHER CONTACTS

CITY OF MILWAUKEE DPW
THERESA KUBISTA
PROJECT MANAGER.
841 N. BROADWAY, RM 902
MILWAUKEE, WI 53202
PH: (414) 286-2463
TKUBIS@MILWAUKEE.GOV

MILWAUKEE PUBLIC SCHOOLS
MARK BETHEL
PH: (414) 283-4706
BETHELMD@MILWAUKEE.K12.WI.US

MILWAUKEE COUNTY PARKS SYSTEM
SARAH TOOMSEN
9480 W. WATERTOWN PLANK ROAD
WAUWATOSA, WI 53226
PH: (414) 257-7275
SARAH.TOOMSEN@MILWAUKEECOUNTYWI.GOV

MILWAUKEE COUNTY TRANSIT SYSTEM (MCTS)
1942 N. 17TH ST.
MILWAUKEE, WI 53205
DAVID LOCHER
TRANSPORTATION MANAGER (STOPS/SHELTERS)
PH: (414) 343-1727
DLOCHER@MCTS.ORG

MILWAUKEE METRO SEWERAGE DIST.
MICHAEL LEE, MMSD INSPECTOR
260 W SEEBOTH ST
MILWAUKEE, WI 53204
PH: (414)225-2241
CELL: (414) 617-1429

ARMOND SENSABAUGH
TRANSPORTATION COORDINATOR
(DETOURS/SPECIAL EVENTS)
PHONE: (414) 343-1728
ASENSABAUGH@MCTS.ORG

WIS DEPARTMENT OF NATURAL RESOURCES
KRISTINA BETZOLD
2300 N. DR. MARTIN LUTHER KING JR. DR.
MILWAUKEE, WI 53212
PH: (414) 507-4946
KRISTINA.BETZOLD@WISCONSIN.GOV

SEWRPC
ROB MERRY – CHIEF SURVEYOR
W239 N1812 ROCKWOOD DRIVE
P.O. BOX 1607
WAUKESHA, WI 53187-1607
PH: (262) 953-4296
CELL: (920) 912-1036
RMERRY@SEWRPC.ORG

SEWRPC
ANDY TRAEGER- CONSTRUCTION COORDINATOR
W239 N1812 ROCKWOOD DRIVE
P.O. BOX 1607
WAUKESHA, WI 53187-1607
PH: (262) 953-4296
CELL: (920) 853-8463
ATRAEGER@SEWRPC.ORG

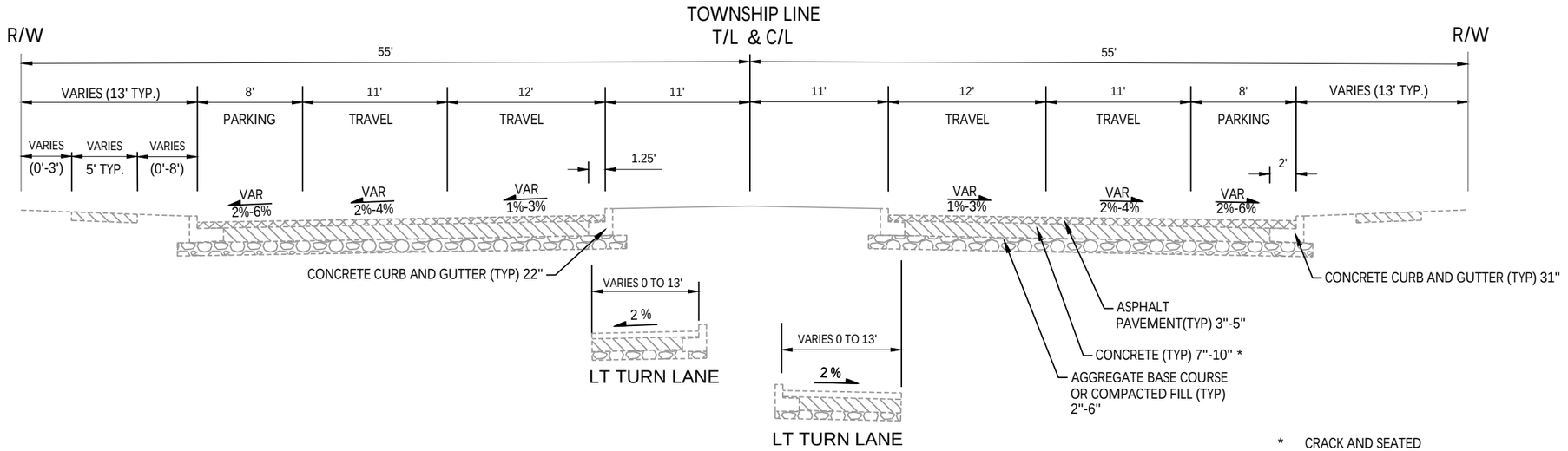
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2



PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	PROJECT OVERVIEW	SHEET 4	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\020201-PO.DWG
LAYOUT NAME - 01
PLOT DATE : 10/21/2022 2:08 PM
PLOT BY : PATY DONAHUE
PLOT NAME :
PLOT SCALE : 1 IN:400 FT
WISDOT/CADDS SHEET 44

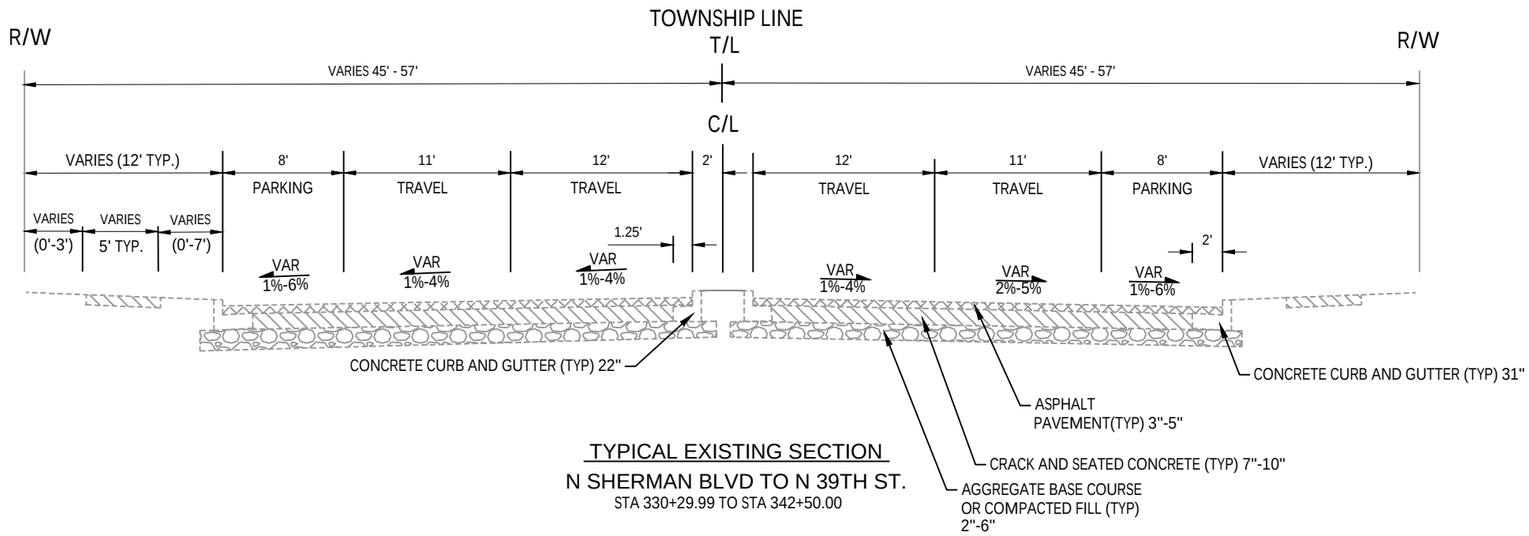


* CRACK AND SEATED CONCRETE PAVEMENT FROM STA 329+76 - STA 330+30

TYPICAL EXISTING SECTION

N 60TH ST. TO N SHERMAN BLVD.

STA 276+83.67 TO STA 330+29.99



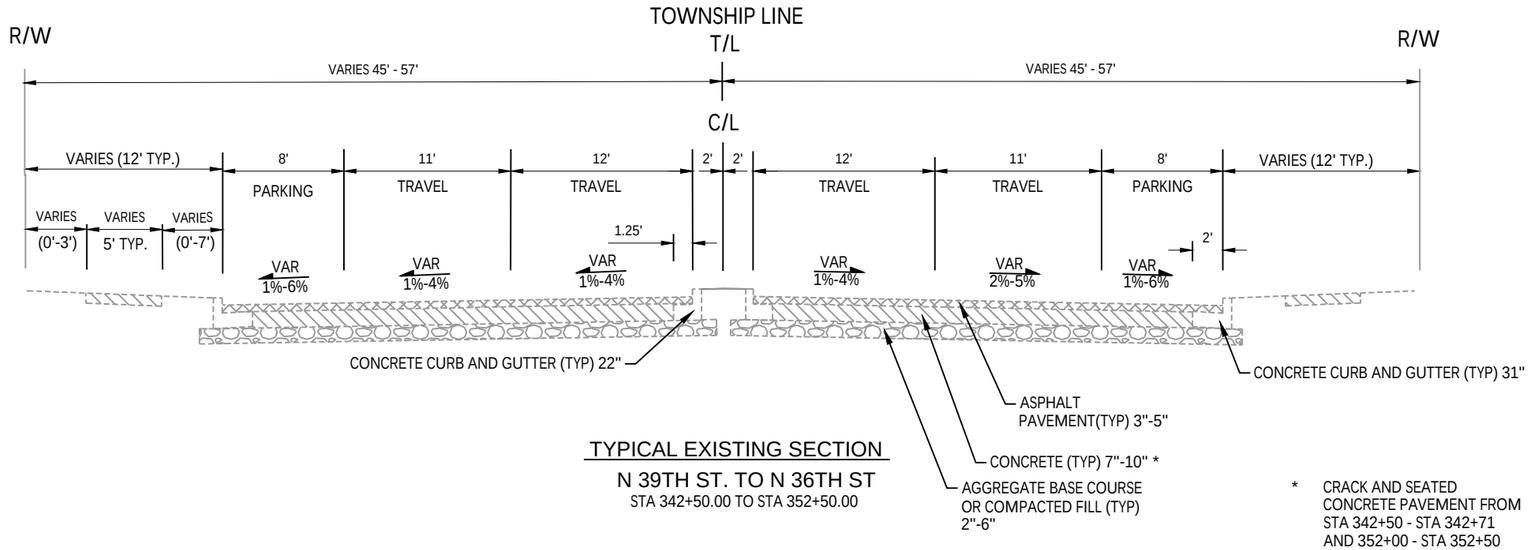
TYPICAL EXISTING SECTION

N SHERMAN BLVD TO N 39TH ST.

STA 330+29.99 TO STA 342+50.00

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	TYPICAL SECTIONS - EXISTING	SHEET 5	E

2

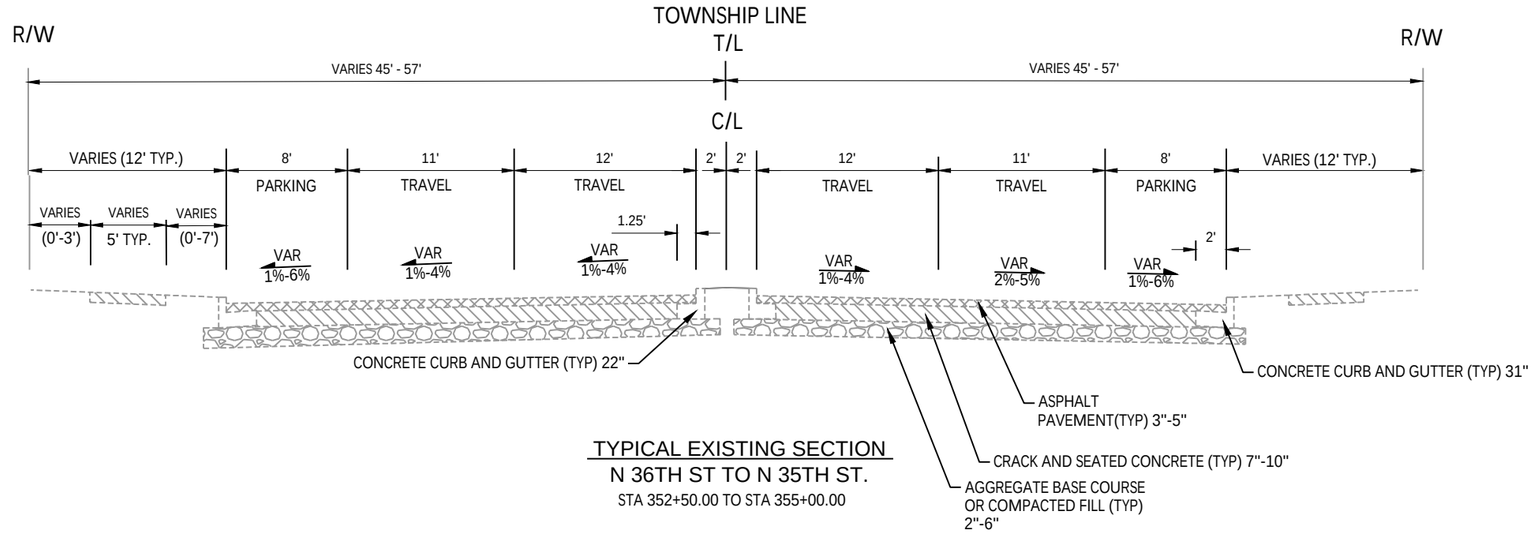


TYPICAL EXISTING SECTION

N 39TH ST. TO N 36TH ST

STA 342+50.00 TO STA 352+50.00

* CRACK AND SEATED CONCRETE PAVEMENT FROM STA 342+50 - STA 342+71 AND 352+00 - STA 352+50



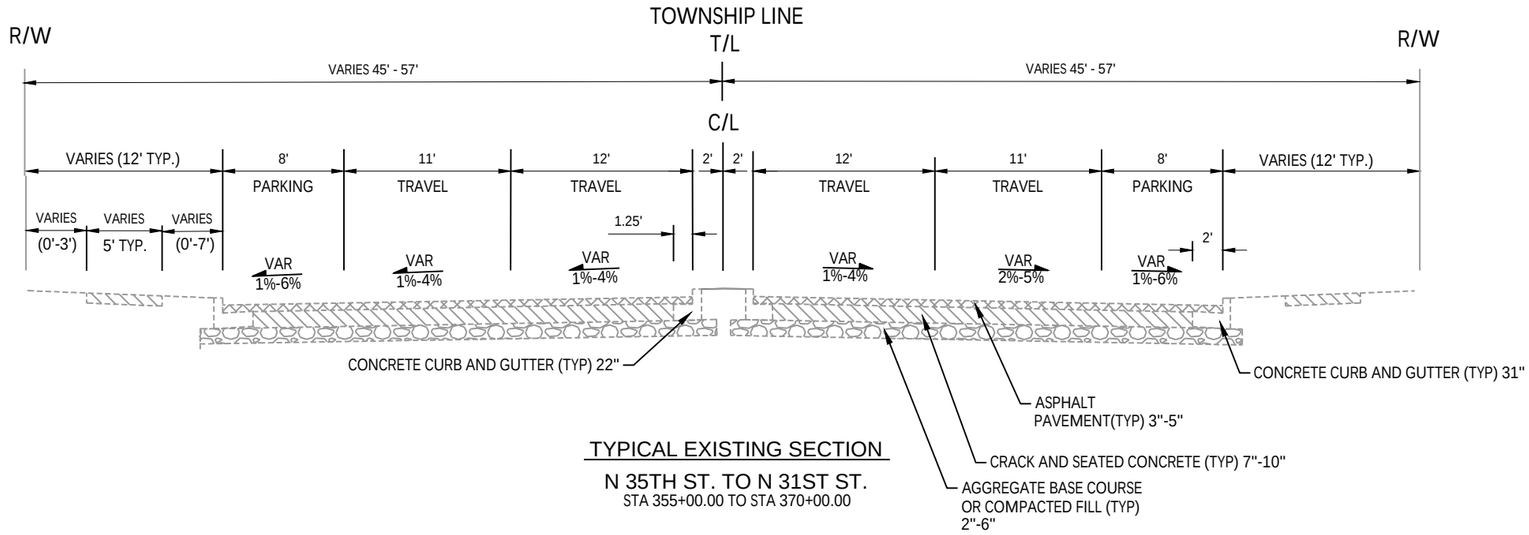
TYPICAL EXISTING SECTION

N 36TH ST TO N 35TH ST.

STA 352+50.00 TO STA 355+00.00

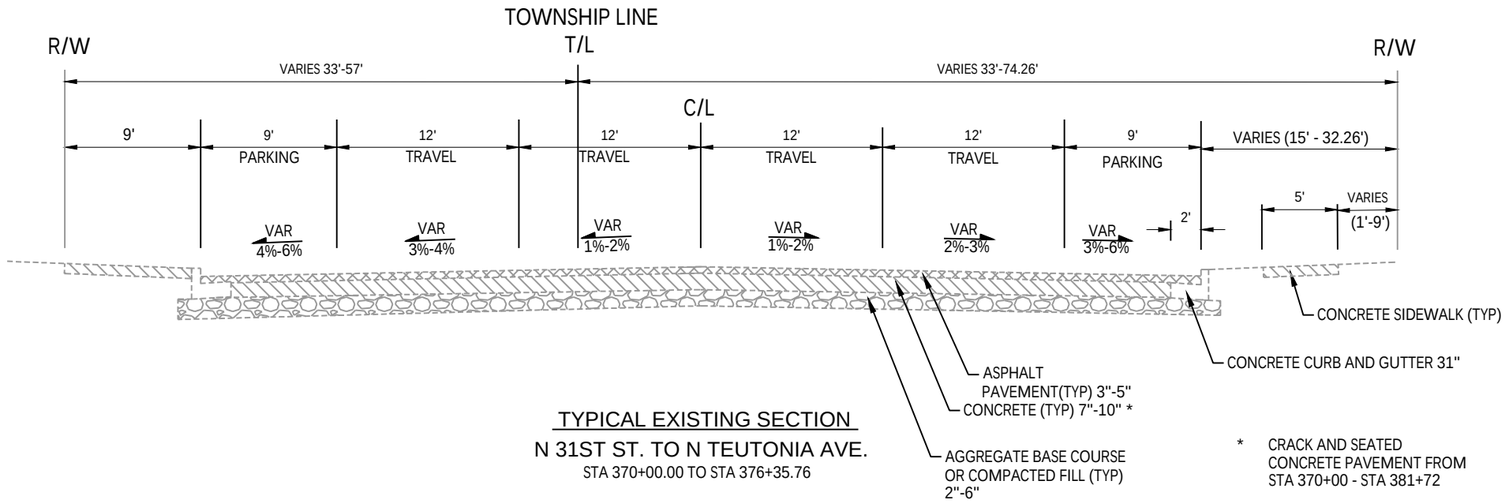
PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	TYPICAL SECTIONS - EXISTING	SHEET 6	E

2



TYPICAL EXISTING SECTION

N 35TH ST. TO N 31ST ST.
STA 355+00.00 TO STA 370+00.00



TYPICAL EXISTING SECTION

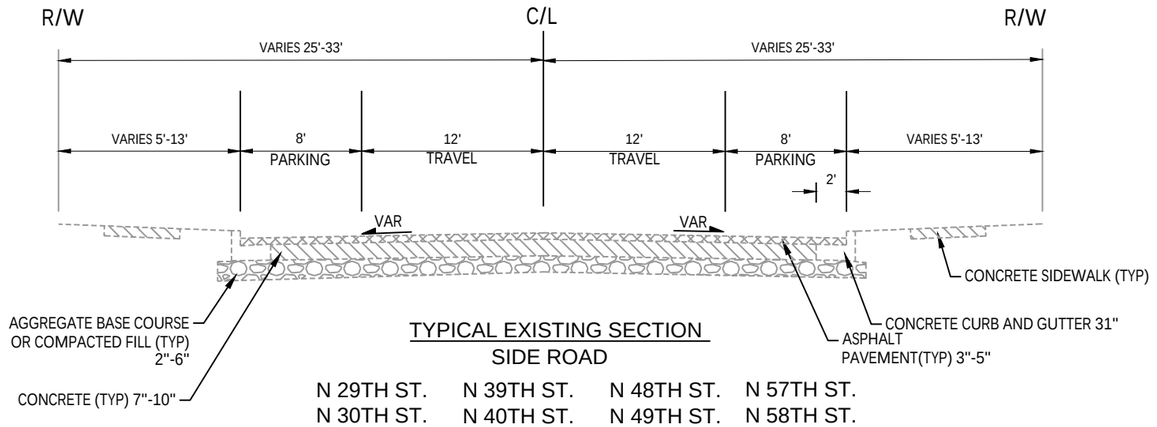
N 31ST ST. TO N TEUTONIA AVE.
STA 370+00.00 TO STA 376+35.76

* CRACK AND SEATED CONCRETE PAVEMENT FROM STA 370+00 - STA 381+72

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	TYPICAL SECTIONS - EXISTING	SHEET 7	E

FILE NAME : C:\USERS\TONY.BACIAK\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 03
PLOT DATE : 10/13/2022 5:27 PM PLOT BY : TONY BACIAK PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

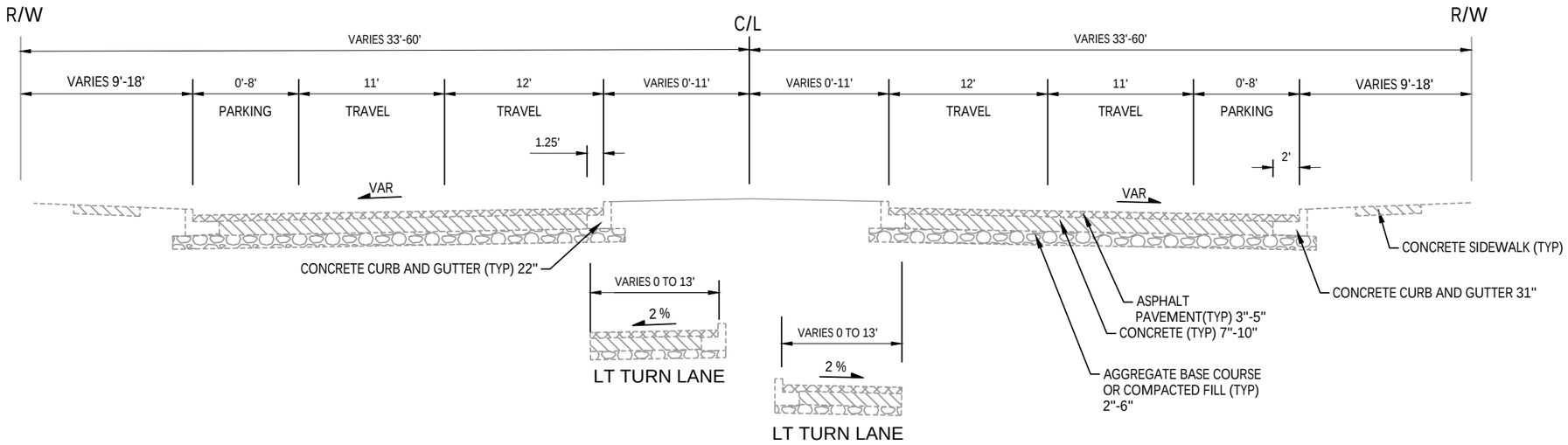
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TYPICAL EXISTING SECTION

SIDE ROAD

N 29TH ST.	N 39TH ST.	N 48TH ST.	N 57TH ST.
N 30TH ST.	N 40TH ST.	N 49TH ST.	N 58TH ST.
N 31ST ST.	N 41ST ST.	N 50TH ST.	
N 34TH ST.	N 42ND ST.	N 52ND ST.	
N 35TH ST.	N 44TH ST.	N 53RD ST.	
N 36TH ST.	N 45TH ST.	N 54TH ST.	
N 37TH ST.	N 46TH ST.	N 55TH ST.	
N 38TH ST.	N 47TH ST.	N 56TH ST.	



TYPICAL EXISTING SECTION

SIDE ROAD

N 32ND ST.

N HOPKINS ST.

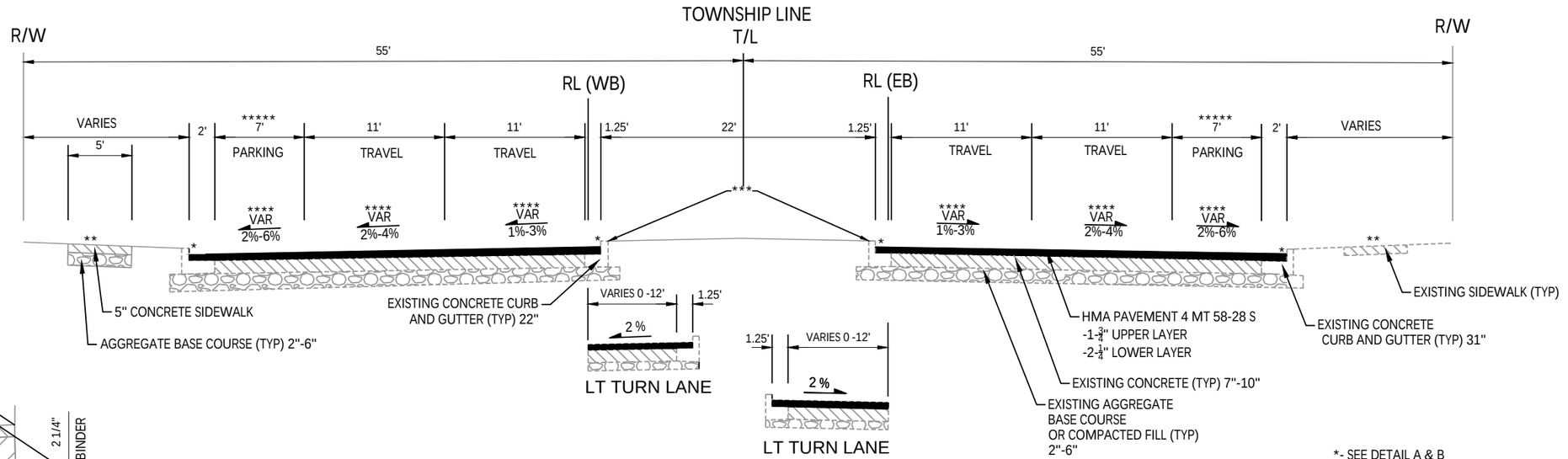
N SHERMAN BLVD.

N 51ST ST.

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	TYPICAL SECTIONS - EXISTING	SHEET 8	E

FILE NAME : C:\USERS\TONY.BACIAK\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 04
PLOT DATE : 10/13/2022 5:27 PM
PLOT BY : TONY BACIAK
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

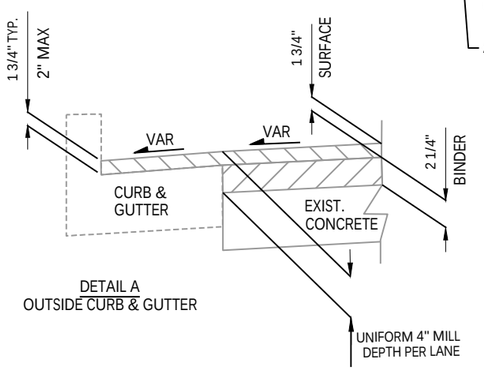


TYPICAL FINISHED SECTION

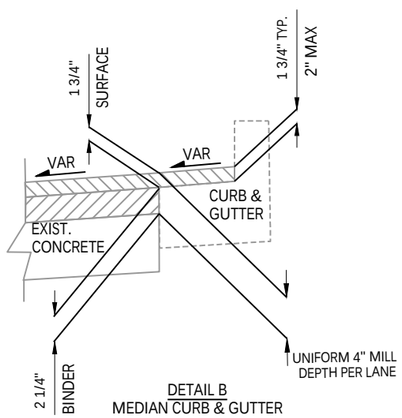
N 60TH ST. TO N SHERMAN BLVD.

STA 276+83.67 TO STA 330+29.99

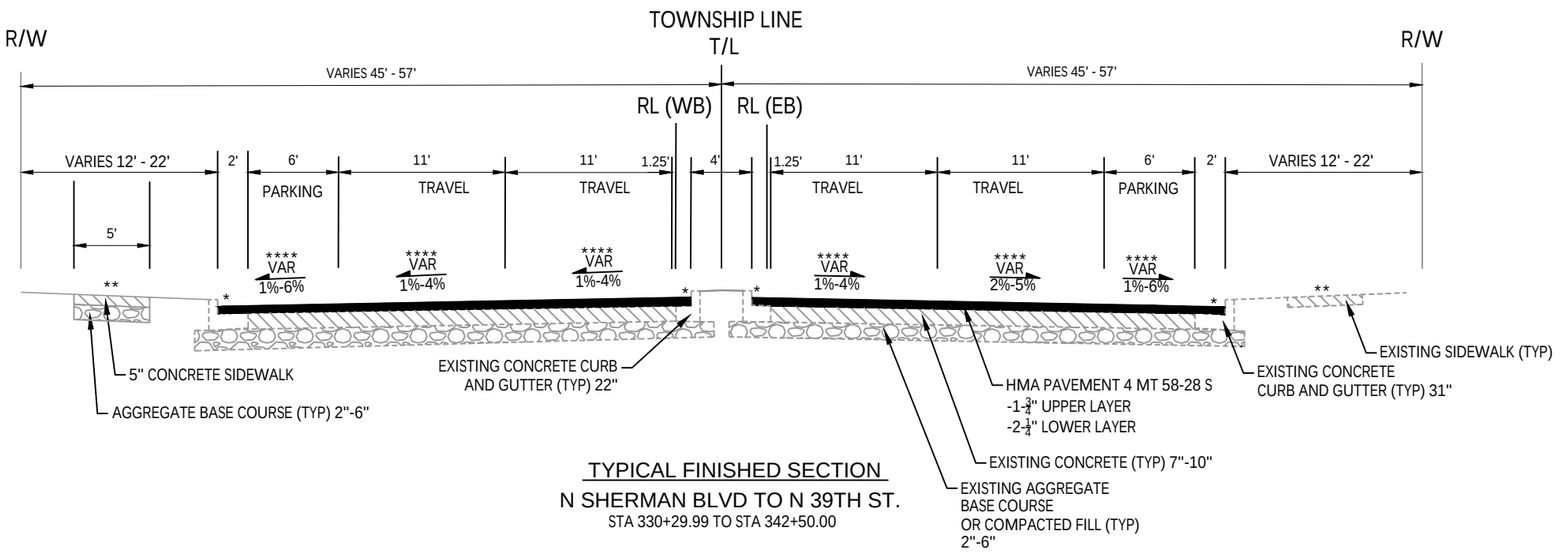
*- SEE DETAIL A & B
**- SIDEWALK SPOT REPAIRS (SEE PLAN DETAILS)
***- INSTALL CONCRETE CURB AND GUTTER, 19-INCH (SEE PLANE DETAILS)
****- MILL UNIFORM 4-INCH DEPTH IN EACH LANE INDEPENDENTLY TO MAINTAIN EXISTING CROSS SLOPE
*****-SEE DETAILS FOR LOCATIONS OF BUS BULBS, CURB EXTENSIONS AND DETACHED BUMP-OUTS



DETAIL A
OUTSIDE CURB & GUTTER



DETAIL B
MEDIAN CURB & GUTTER

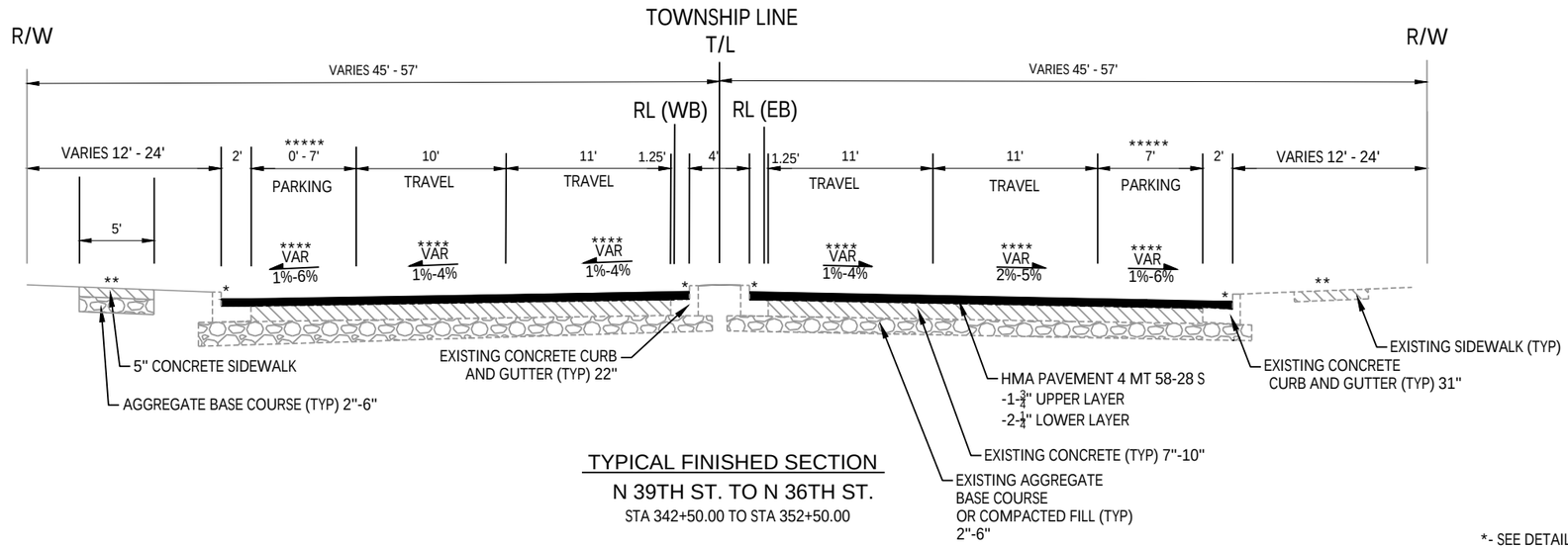


TYPICAL FINISHED SECTION

N SHERMAN BLVD TO N 39TH ST.

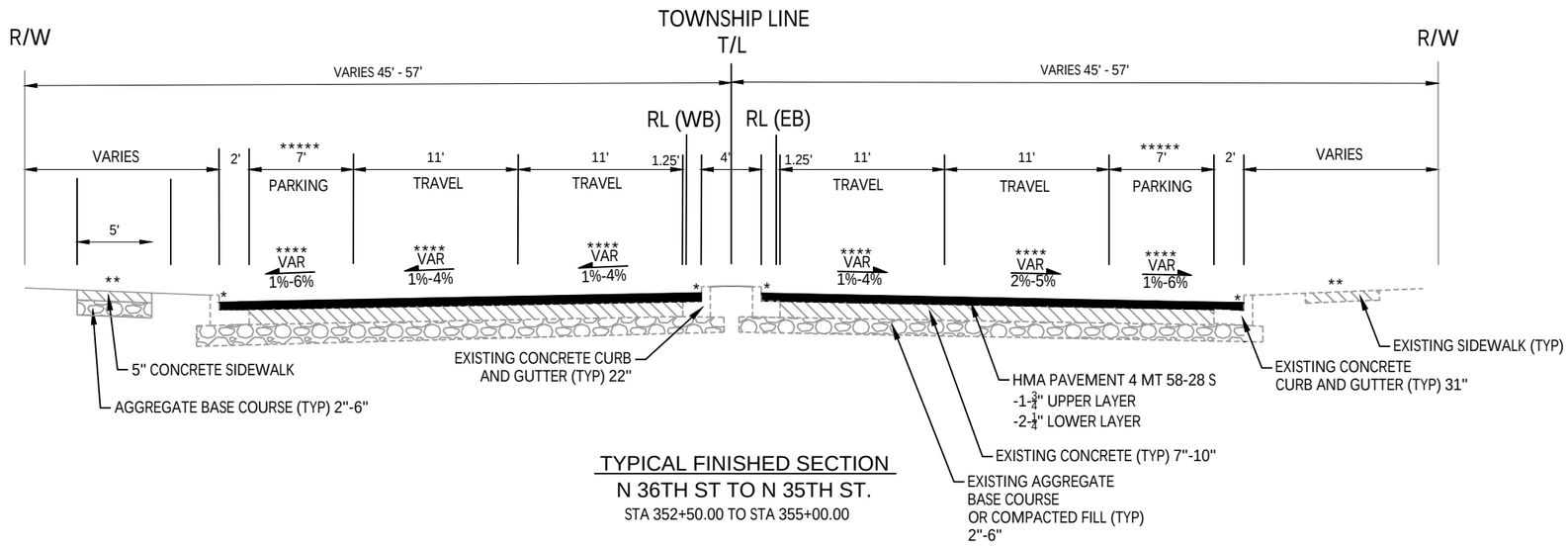
STA 330+29.99 TO STA 342+50.00

PROJECT NO: 2545-09-01	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	TYPICAL SECTIONS - FINISHED	SHEET 9	E



TYPICAL FINISHED SECTION
N 39TH ST. TO N 36TH ST.
STA 342+50.00 TO STA 352+50.00

*- SEE DETAIL A & B
**- SIDEWALK SPOT REPAIRS (SEE PLAN DETAILS)
***- INSTALL CONCRETE CURB AND GUTTER, 19-INCH (SEE PLANE DETAILS)
****- MILL UNIFORM 4-INCH DEPTH IN EACH LANE INDEPENDENTLY TO MAINTAIN EXISTING CROSS SLOPE
*****-SEE DETAILS FOR LOCATIONS OF BUS BULBS, CURB EXTENSIONS AND DETACHED BUMP-OUTS

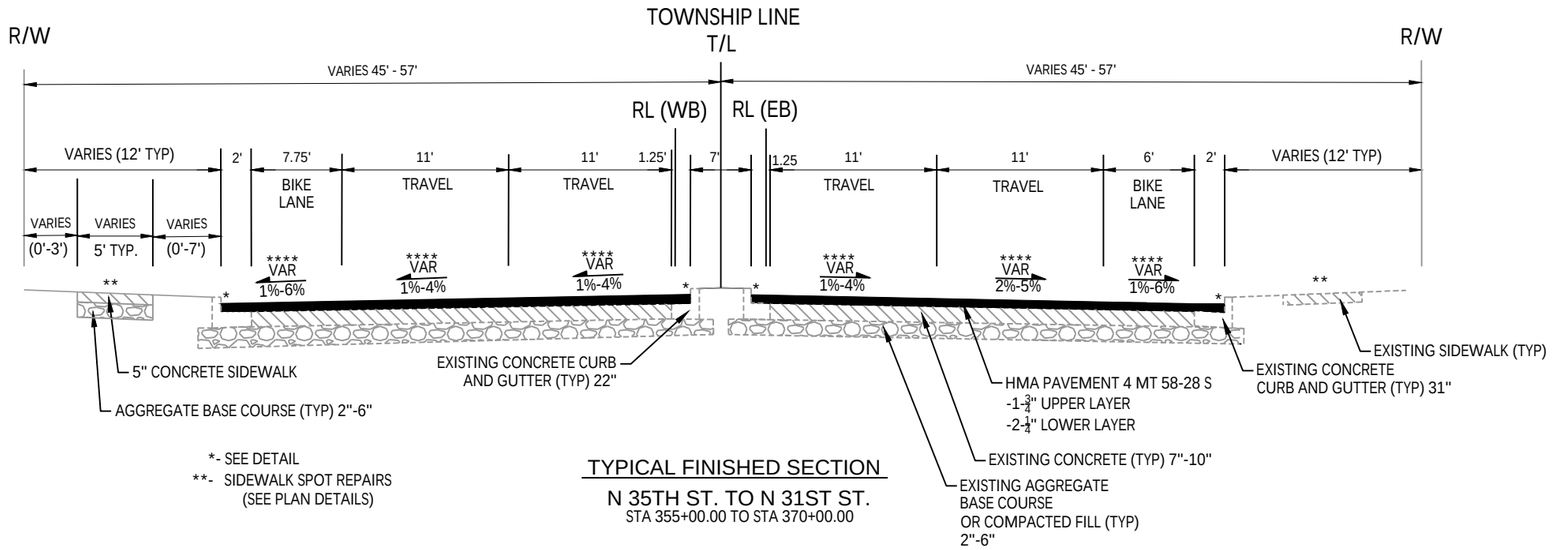


TYPICAL FINISHED SECTION
N 36TH ST TO N 35TH ST.
STA 352+50.00 TO STA 355+00.00

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	TYPICAL SECTIONS - FINISHED	SHEET 10	E

FILE NAME : C:\USERS\TONY.BACIAK\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 06
PLOT DATE : 10/13/2022 5:27 PM PLOT BY : TONY BACIAK PLOT NAME : PLOT SCALE : Custom
WISDOT/CADDS SHEET 42

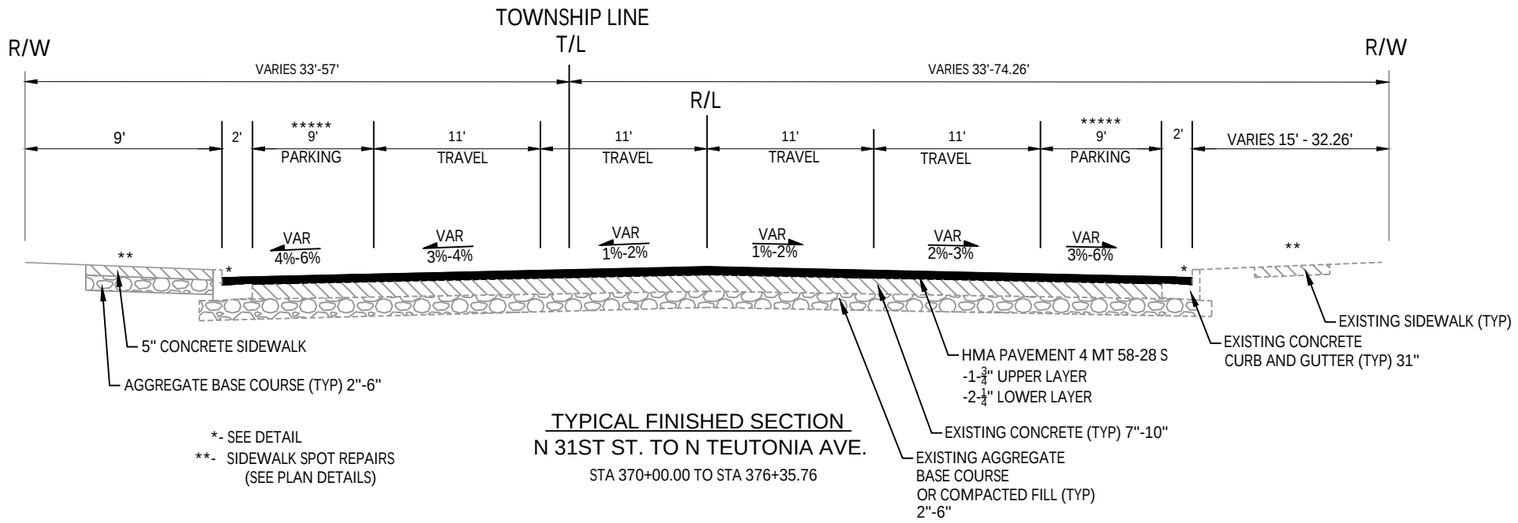
2



*- SEE DETAIL
**- SIDEWALK SPOT REPAIRS (SEE PLAN DETAILS)

TYPICAL FINISHED SECTION
N 35TH ST. TO N 31ST ST.
STA 355+00.00 TO STA 370+00.00

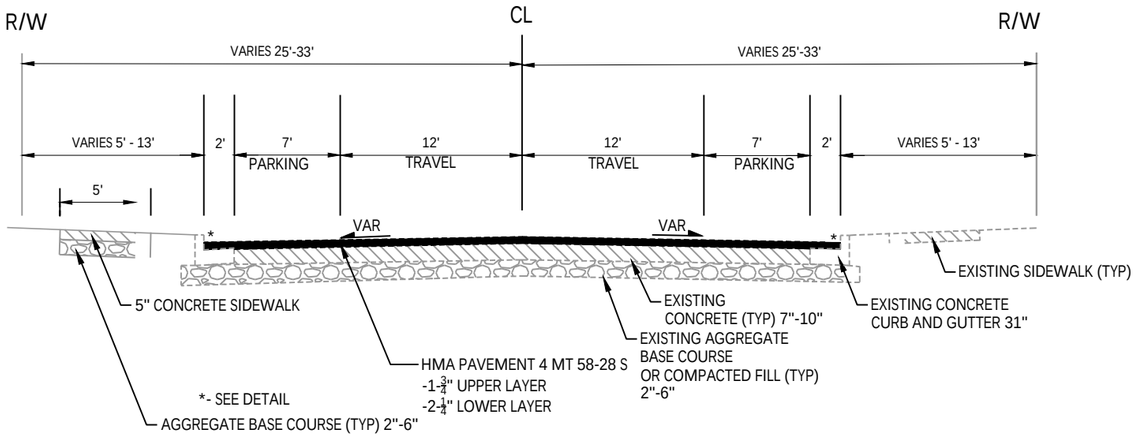
*- SEE DETAIL A & B
**- SIDEWALK SPOT REPAIRS (SEE PLAN DETAILS)
***- INSTALL CONCRETE CURB AND GUTTER, 19-INCH (SEE PLANE DETAILS)
****- MILL UNIFORM 4-INCH DEPTH IN EACH LANE INDEPENDENTLY TO MAINTAIN EXISTING CROSS SLOPE
*****-SEE DETAILS FOR LOCATIONS OF BUS BULBS, CURB EXTENSIONS AND DETACHED BUMP-OUTS



*- SEE DETAIL
**- SIDEWALK SPOT REPAIRS (SEE PLAN DETAILS)

TYPICAL FINISHED SECTION
N 31ST ST. TO N TEUTONIA AVE.
STA 370+00.00 TO STA 376+35.76

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	TYPICAL SECTIONS - FINISHED	SHEET 11	E

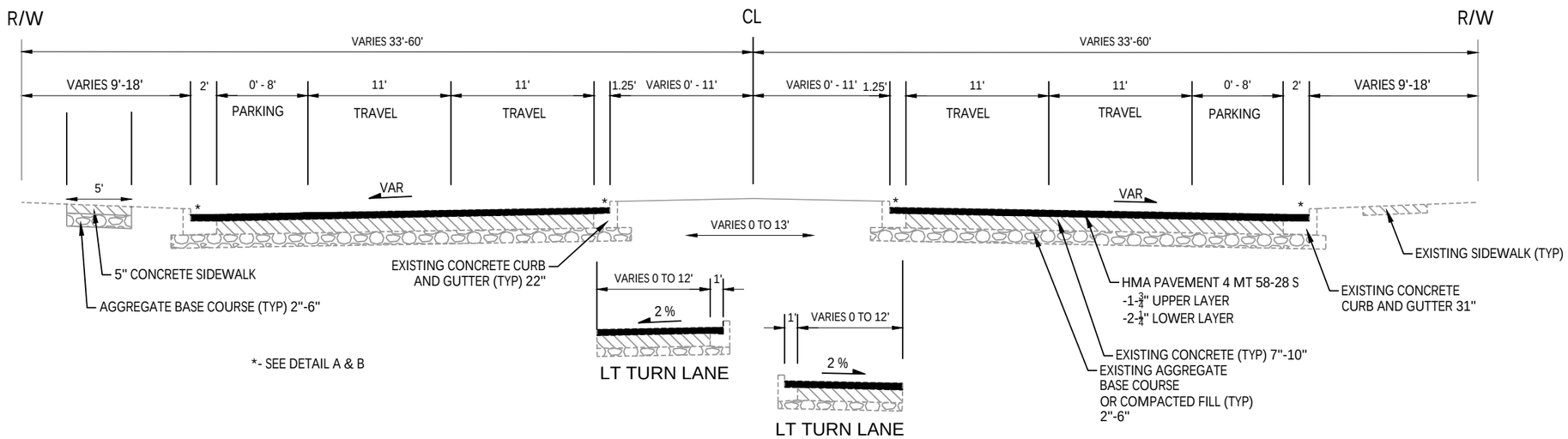


TYPICAL FINISHED SECTION

SIDE ROAD

N 29TH ST.	N 39TH ST.	N 48TH ST.	N 57TH ST.
N 30TH ST.	N 40TH ST.	N 49TH ST.	N 58TH ST.
N 31ST ST.	N 41ST ST.	N 50TH ST.	
N 34TH ST.	N 42ND ST.	N 52ND ST.	
N 35TH ST.	N 44TH ST.	N 53RD ST.	
N 36TH ST.	N 45TH ST.	N 54TH ST.	
N 37TH ST.	N 46TH ST.	N 55TH ST.	
N 38TH ST.	N 47TH ST.	N 56TH ST.	

*- SEE DETAIL A & B



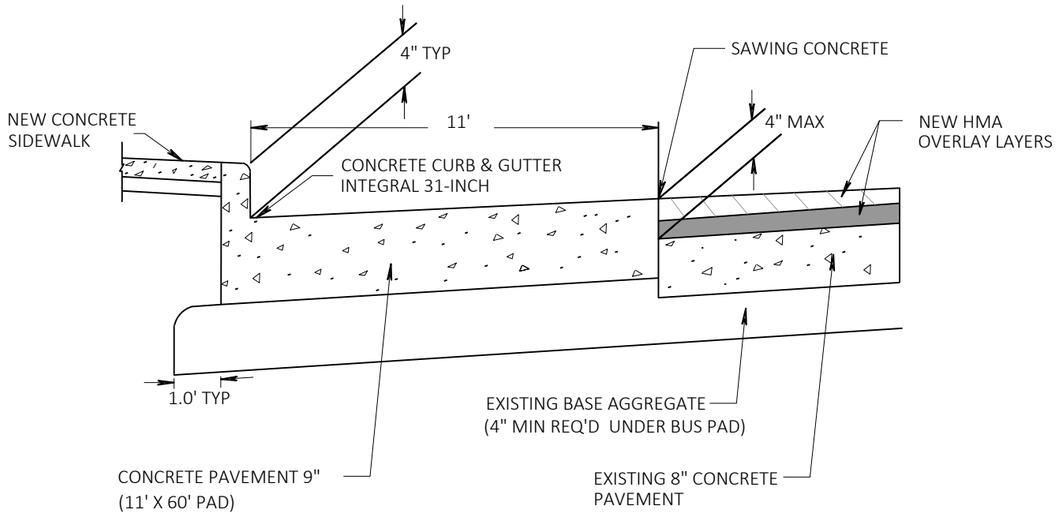
TYPICAL FINISHED SECTION

SIDE ROAD

N 32ND ST.
N HOPKINS ST.
N SHERMAN BLVD.
N 51ST ST.

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	TYPICAL SECTIONS - FINISHED	SHEET 12	E

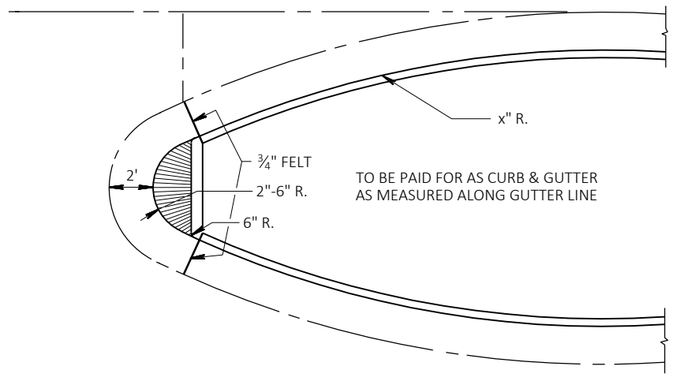
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LAYOUT NAME - 08
PLOT DATE : 10/13/2022 5:27 PM PLOT BY : TONY BACIAK PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

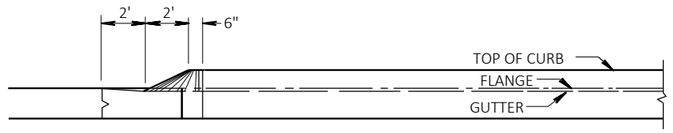


ROADWAY BUS PAD DETAIL

(W HAMPTON AVE SHOWN)

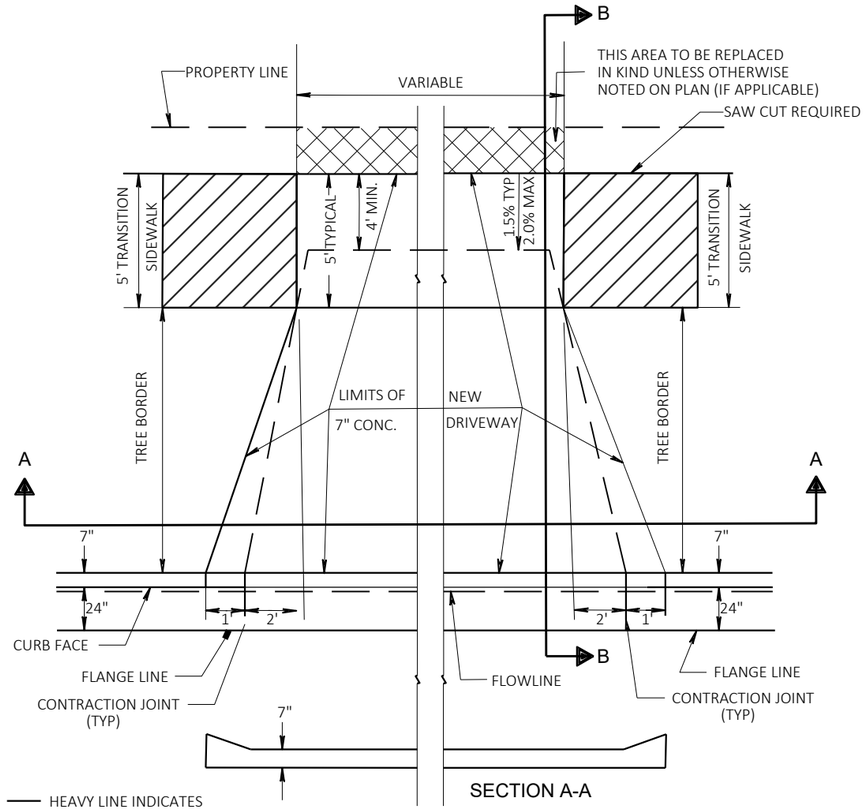
R/L (WB)	R/L (EB)
277+00 LT N 60TH ST	
290+50 LT	288+50 RT
304+00 LT N 51TH ST	301+00 RT
330+50 LT SHERMAN BLVD	328+00 RT
337+00 LT	332+50 RT
356+50 LT	355+00 RT
366+50 LT	364+50 RT



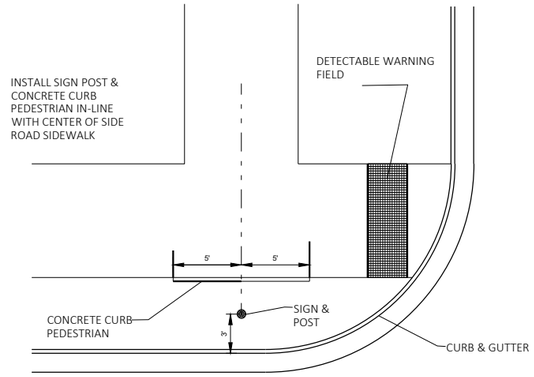


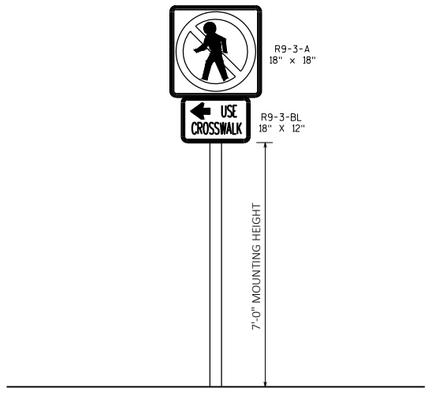
DETAIL OF ISLAND NOSE

(TO BE USED FOR ALL ISLAND NOSE RADII)



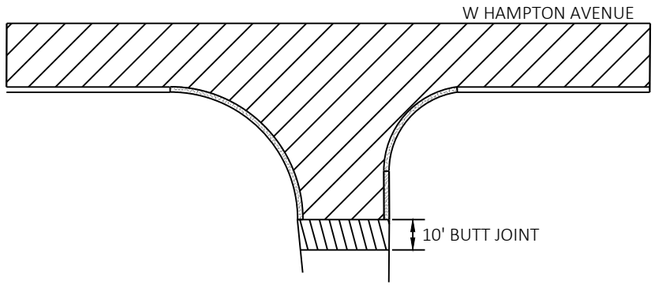
FLARED CONCRETE DRIVEWAY (MODIFIED) DETAIL





DETAIL OF LEGAL CROSSING CLOSURE

2

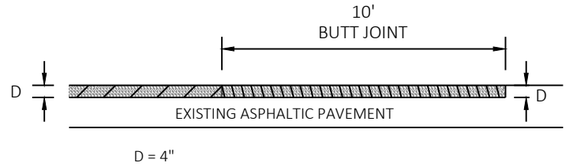


REMOVING ASPHALTIC SURFACE MILLING

REMOVING ASPHALTIC SURFACE BUTT JOINTS
SEE BUTT JOINT DETAIL

SIDE ROADS

WITH CURB AND GUTTER



HMA PAVEMENT

REMOVING ASPHALTIC SURFACE MILLING

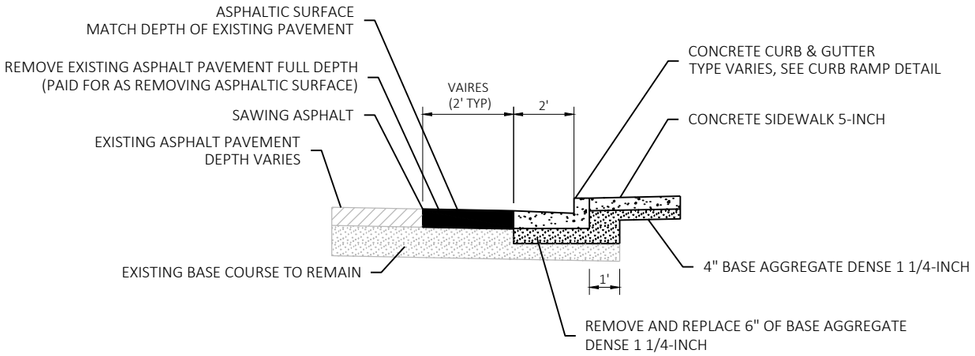
REMOVING ASPHALTIC SURFACE BUTT JOINTS

MAINLINE

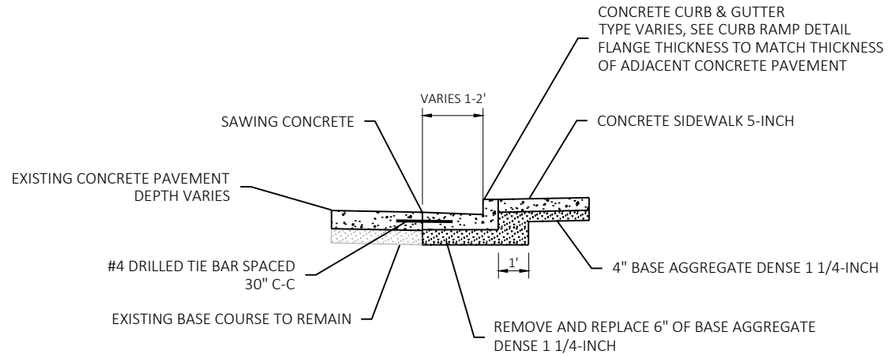
BUTT JOINT

MAINLINE AND SIDE ROADS

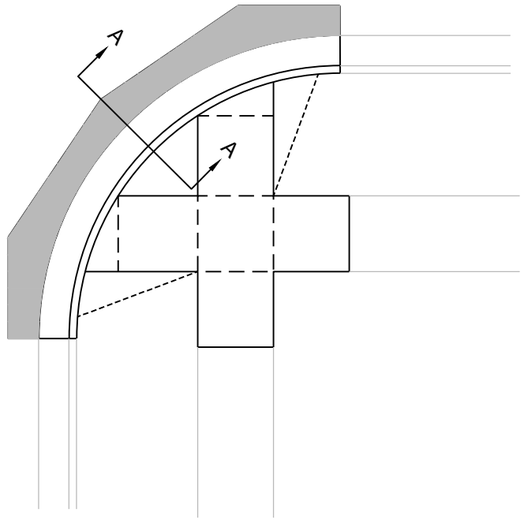
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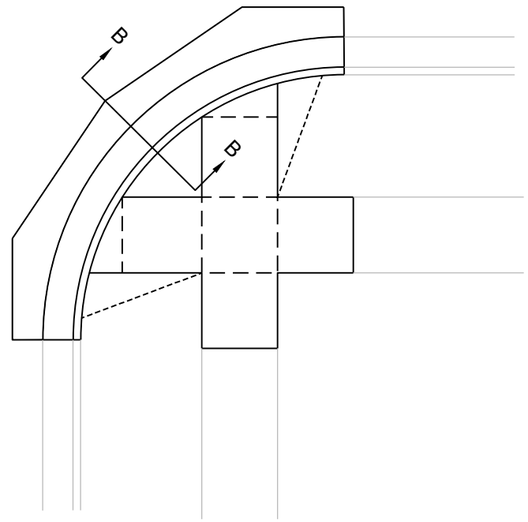
SECTION A-A



SECTION B-B



CURB & GUTTER REPLACEMENT
ADJACENT TO ASPHALT
PAVEMENT

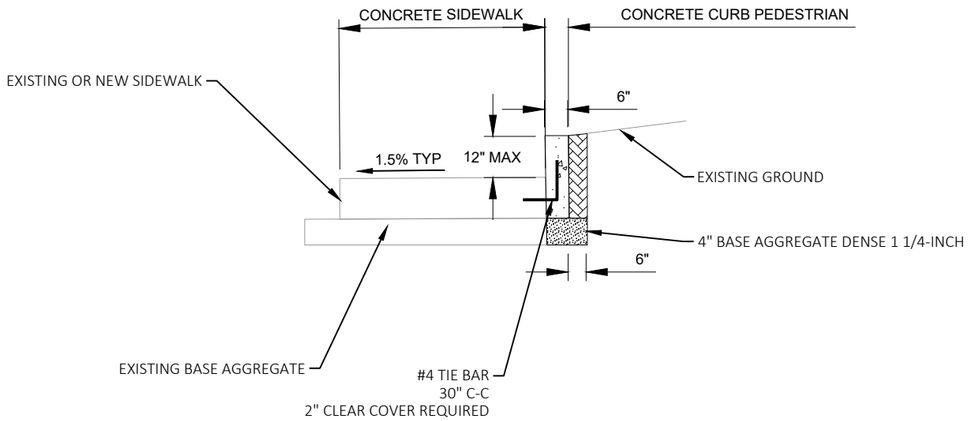


CURB & GUTTER REPLACEMENT
ADJACENT TO CONCRETE
PAVEMENT

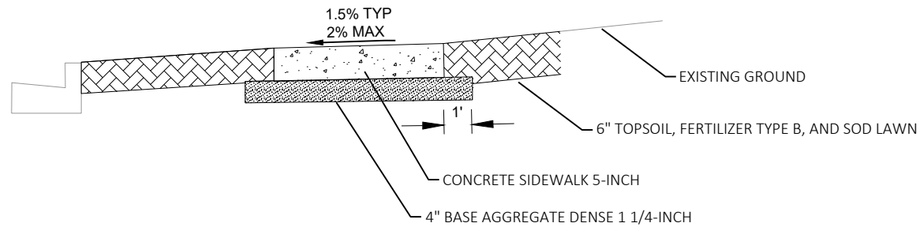
PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CONSTRUCTION DETAILS	SHEET 16	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021001-CD.DWG
LAYOUT NAME - 04
PLOT DATE : 10/24/2022 10:27 AM
PLOT BY : PATY DONAHUE
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

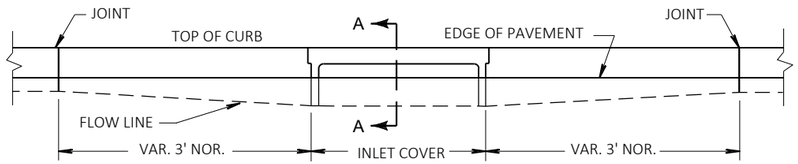


CONCRETE CURB
PEDESTRIAN SECTION

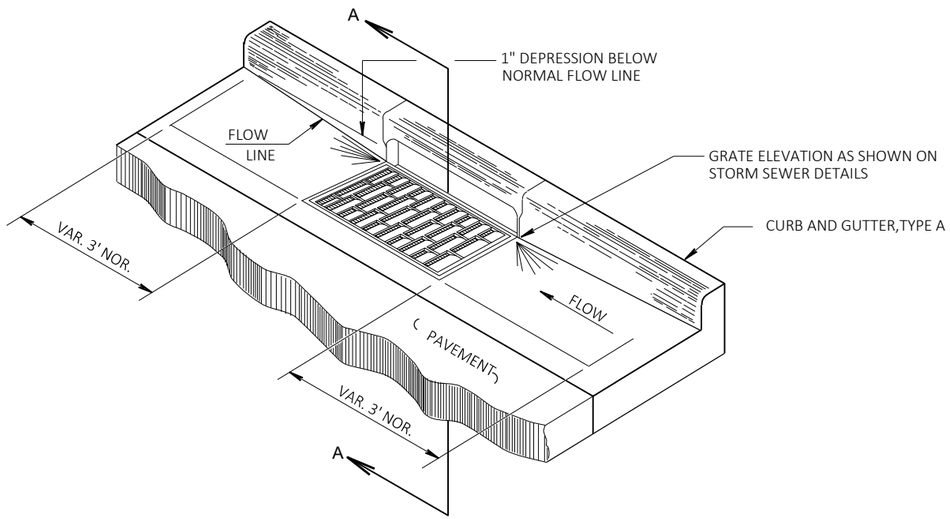


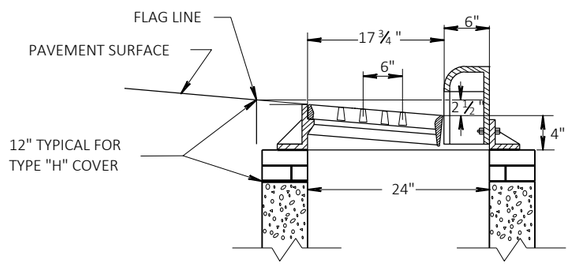
TYPICAL SIDEWALK
SECTION

NOTES:
1. PAYMENT FOR ALL EXCAVATION, EMBANKMENT, EARTH BACKFILL, TOPSOIL, FERTILIZER, AND SOD SHALL BE PAID FOR USING THE BID ITEMS GRADING SHAPING & FINISHING CURB RAMP ONE RAMP OR GRADING SHAPING & FINISHING CURB RAMP TWO RAMPS.
2. PAYMENT FOR CONCRETE SIDEWALK AND BASE AGGREGATE SHALL BE PAID FOR USING STANDARD BID ITEMS.



ELEVATION

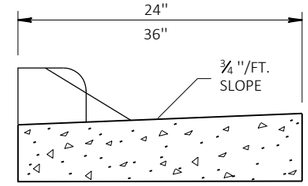




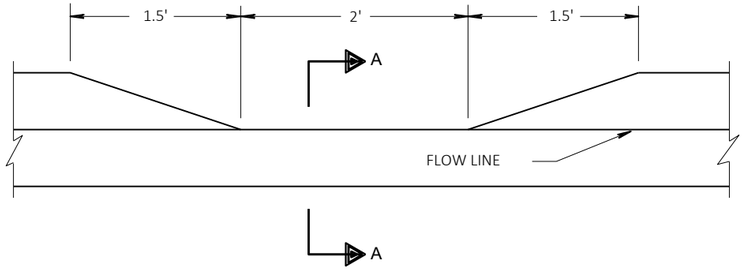
SECTION A-A

DETAIL OF CURB AND GUTTER AT INLETS

(TYPE 3-H INLET SHOWN)

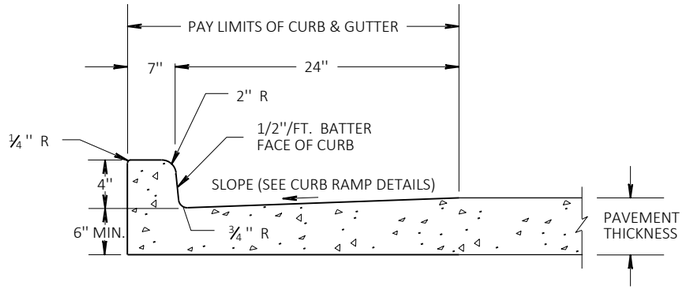


SECTION A-A

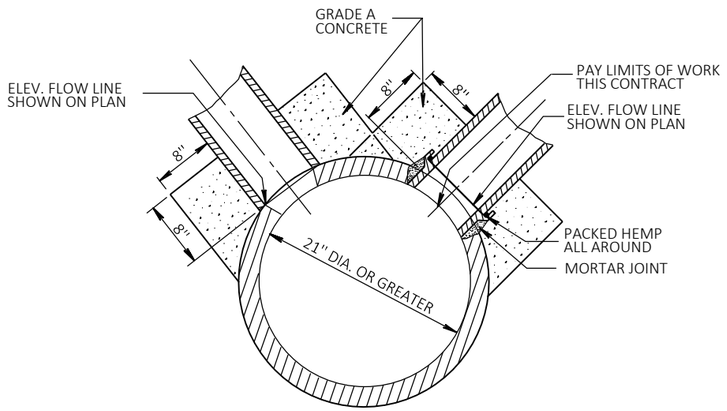


DETAIL OF CURB HEAD DEPRESSION FOR

DRAINAGE AT CURB & GUTTER SECTION

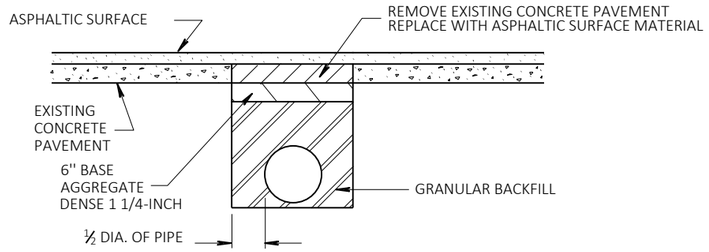


CONCRETE CURB & GUTTER INTEGRAL 31-INCH



DETAIL OF CONNECTION TO STORM SEWER

NOTE: CONTRACT UNIT PRICE FOR PIPE SHALL INCLUDE COST OF CONNECTION TO EXISTING STORM SEWER OR M.H.



DETAIL FOR STORM SEWER PIPE INSTALLATION
IN AREAS OF EXISTING PAVEMENT

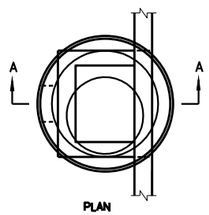
NOTES:

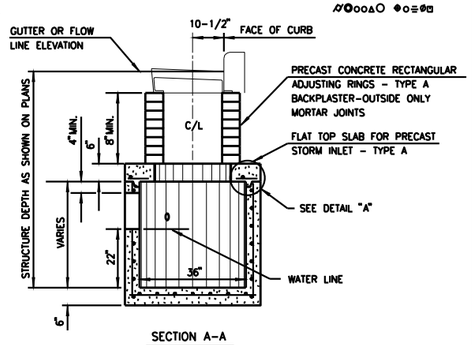
CONTRACTOR SHALL REVIEW AND VERIFY ALL EXISTING/PROPOSED STORM SEWER AND APPURTENANCES WITHIN THE PROJECT AREA PRIOR TO ORDERING MATERIALS AND PRIOR TO CONSTRUCTION. CONTRACTOR SHALL COORDINATE ANY ADJUSTMENTS REQUIRED AND SCHEDULE A REVIEW OF ADJUSTMENTS WITH THE ENGINEER 10 DAYS PRIOR TO CONSTRUCTION. ITEMS REQUIRED FOR STORM SEWER INSTALLATION ARE INCIDENTAL TO THE STORM SEWER PAY ITEMS ARE AS FOLLOWS:

1) SAWCUTTING (EITHER ASPHALT OR CONCRETE)
2) PAVEMENT REMOVAL
3) EXCAVATION
4) REMOVAL & DISPOSAL OF EXISTING PIPES
5) GRANULAR BACKFILL
6) BASE AGGREGATE DENSE (OF THE SIZE REQUIRED)
7) ASPHALTIC BASE

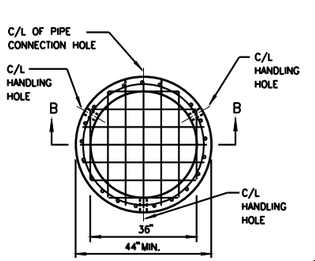
GENERAL NOTES

1. PRECAST INLET UNITS AND BASES SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199 AND ASTM DESIGNATION C-478 AND THESE DETAILED REQUIREMENTS WHICH SHALL GOVERN WHERE THEY ALTER THE AASHTO AND ASTM STANDARDS.
2. ALL REINFORCEMENT STEEL SHALL BE GRADE 60 OR GREATER AND EMBEDDED AT LEAST 1-INCH CLEAR.
3. SET FRAME ELEVATION 0.03-FEET. LOWER THAN ELEVATION INDICATED ON PLAN.
4. THE MINIMUM COMPRESSIVE STRENGTH OF THE CONCRETE FOR THE STRUCTURE BASE AND FLAT TOP SLAB SHALL BE 4000 P.S.I.
5. THE MINIMUM COMPRESSIVE STRENGTH OF THE CONCRETE FOR THE RECTANGULAR ADJUSTING RING SHALL BE 3300 P.S.I.
6. PRECAST REINFORCED BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 4-INCH IN DEPTH WHICH MEETS REQUIREMENTS FOR GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.
7. CIRCUMFERENTIAL AND LONGITUDINAL REINFORCEMENT IN THE RISER SECTION SHALL CONSIST OF ONE LINE OF STEEL NOT LESS THAN 0.12 SQ. IN. PER LINEAL FOOT, AND SHALL BE PLACED IN THE CENTER THIRD OF THE WALL.
8. FLAT TOP SLAB SHALL BE REINFORCED WITH ONE LAYER OF STEEL WITH A MINIMUM AREA OF 0.32 SQ. IN. PER LINEAL FOOT IN BOTH DIRECTIONS, PLACED NEAR THE BOTTOM OF THE SLAB WITH 1-INCH CLEAR COVER. ALL REINFORCEMENTS SHALL BE TIED OR WELDED TOGETHER.
9. ADDITIONAL NO. 5 BARS SHALL BE PLACED AROUND TOP SLAB OPENING AS SHOWN.
10. BASE SLAB SHALL BE REINFORCED WITH ONE LAYER OF STEEL WITH A MINIMUM AREA OF 0.32 SQ. IN. PER LINEAL FOOT IN BOTH DIRECTIONS, PLACED AT THE MIDPOINT OF THE SLAB. ALL REINFORCEMENTS SHALL BE TIED OR WELDED TOGETHER.
11. NO JOINTS OR HOLES SHALL BE BELOW THE WATERLINE.
12. RISER SECTION MAY TAPER TO A 33-INCH INTERNAL DIAMETER AT IT'S BOTTOM PROVIDED A 44-INCH MINIMUM OUTSIDE DIAMETER IS MAINTAINED.
13. THE ADJUSTING RINGS SHALL BE 2-INCH, 3-INCH, 4-INCH OR 6-INCH IN HEIGHT.

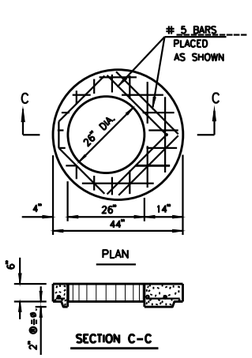




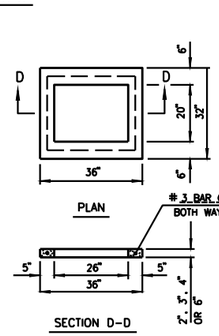
SECTION A-A



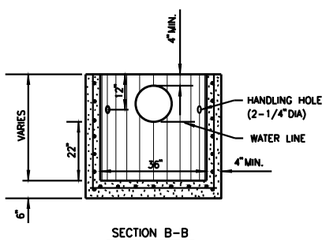
RISER SECTION WITH INTEGRAL BASE PLAN



TOP SLAB - TYPE A



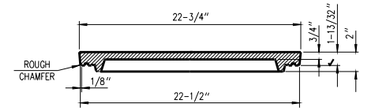
RECTANGULAR ADJUSTING RING - TYPE A



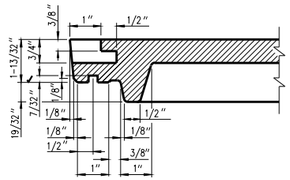
ENVIRONMENTAL ENGINEERING SECTION
INFRASTRUCTURE SERVICES DIVISION
DEPARTMENT OF PUBLIC WORKS
MILWAUKEE, WISCONSIN
SEWER DETAIL DRAWING
STORM INLET TYPE 45A
DATE: 2/2/2021

$FILE$

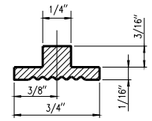
NOTE:
CITY DETAIL FOR STORM SEWER INLET TYPE 45A SHALL BE UTILIZED FOR WISDOT PAY ITEM CATCH BASIN 3-FT DIAMETER.

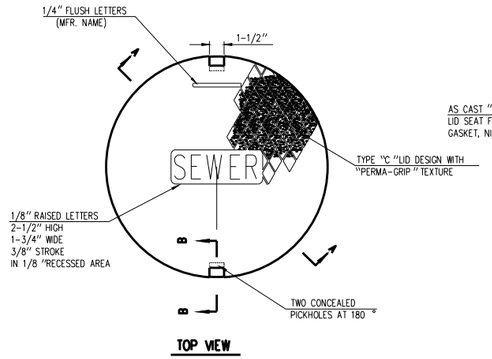


SECTION A-A

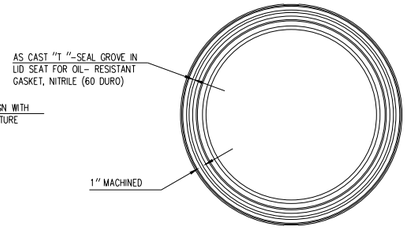


SECTION B-B





TOP VIEW



BOTTOM VIEW

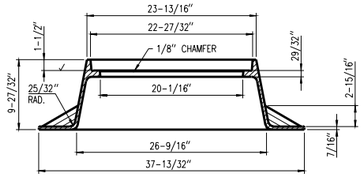
MANHOLE COVER - TYPE ms 58-A

LID - 107 LBS.

NOTE:
ALL CASTINGS SHALL BEAR THE FOLLOWING IDENTIFICATION MARKS IN THE FORM OF LEGIBLE LETTERS OR NUMERALS RAISED 1/8 HAVING A DIGIT OR LETTER HEIGHT OF ONE INCH ON LOWER FACE OF LID;

1. THE INITIALS OR MONOGRAM OF THE FOUNDRY.
2. THE CONTRACT NUMBER AND YEAR MADE.
3. THE CASTING IDENTIFICATION NUMBER.
4. THE SERIAL NUMBER OF THE INDIVIDUAL CASTING.

NOTE: ALL EXTERIOR EDGES SHALL BE GROUND.

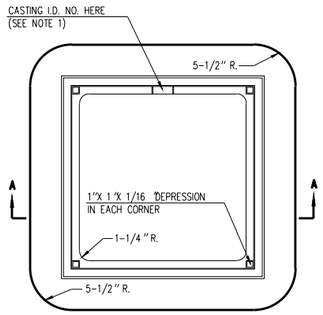


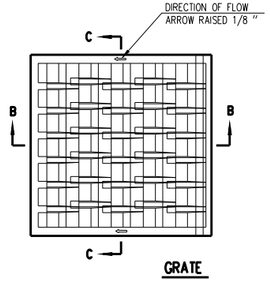
MANHOLE FRAME - TYPE MS 21

FRAME - 182 LBS.

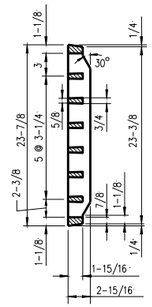
ENVIRONMENTAL ENGINEERING SECTION
INFRASTRUCTURE SERVICES DIVISION
DEPARTMENT OF PUBLIC WORKS
MILWAUKEE, WISCONSIN
SEWER DETAIL DRAWING
MANHOLE FRAME & COVER

$FILE$

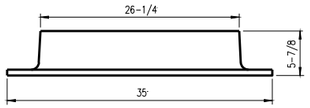




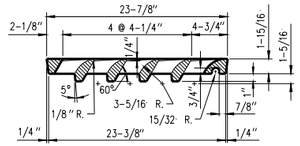
GRATE



SECTION C-C



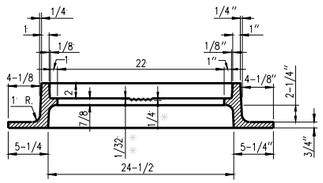
FRAME



SECTION B-B

INLET COVER - TYPE 55

LID-180 LBS., FRAME-315 LBS.



* DEPRESSION FOR LETTERS

** CLEARANCE FROM TOP OF LETTERS TO FACE OF SEAT

SECTION A-A

GENERAL NOTES

ALL EDGES ARE TO BE GROUND.

ALL CASTINGS SHALL BEAR THE FOLLOWING IDENTIFICATION MARKS IN THE FORM OF LEGIBLE LETTERS OR NUMERALS RAISED 1/8 INCH

ON THE FRAME

1. ON THE UPPER FACE OF THE FLANGE IN 1 INCH HIGH LETTERS THE INITIALS OR MONOGRAM OF THE FOUNDRY, THE YEAR MADE AND THE SERIAL NUMBER OF THE INDIVIDUAL CASTING.
2. ON THE SEAT OF THE FRAME IN 3/4 INCH HIGH LETTERS, THE CASTING IDENTIFICATION NUMBER (8).

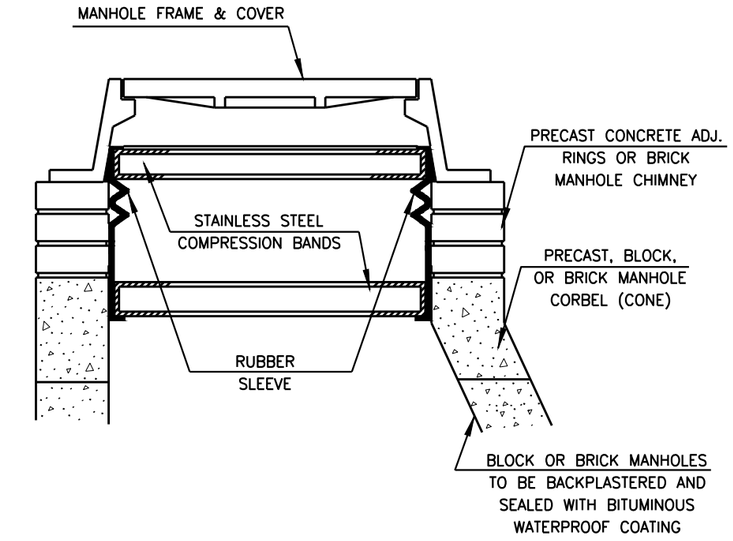
ON THE GRATE

1. ON THE UPPER SIDE OF THE GRATE IN 1 INCH HIGH LETTERS, THE INITIALS OR MONOGRAM OF THE FOUNDRY, THE YEAR MADE, THE CASTING IDENTIFICATION NUMBER (55) AND THE SERIAL NUMBER OF THE INDIVIDUAL CASTING.

ENVIRONMENTAL ENGINEERING SECTION
INFRASTRUCTURE SERVICES DIVISION
DEPARTMENT OF PUBLIC WORKS
MILWAUKEE, WISCONSIN
___SEWER_DETAIL_DRAWING___

ALLEY FRAME & INLET GRATE

$FILE$



ENVIRONMENTAL ENGINEERING SECTION
INFRASTRUCTURE SERVICES DIVISION
DEPARTMENT OF PUBLIC WORKS
MILWAUKEE, WISCONSIN
___SEWER_DETAIL_DRAWING___

INTERNAL SANITARY MANHOLE SEAL

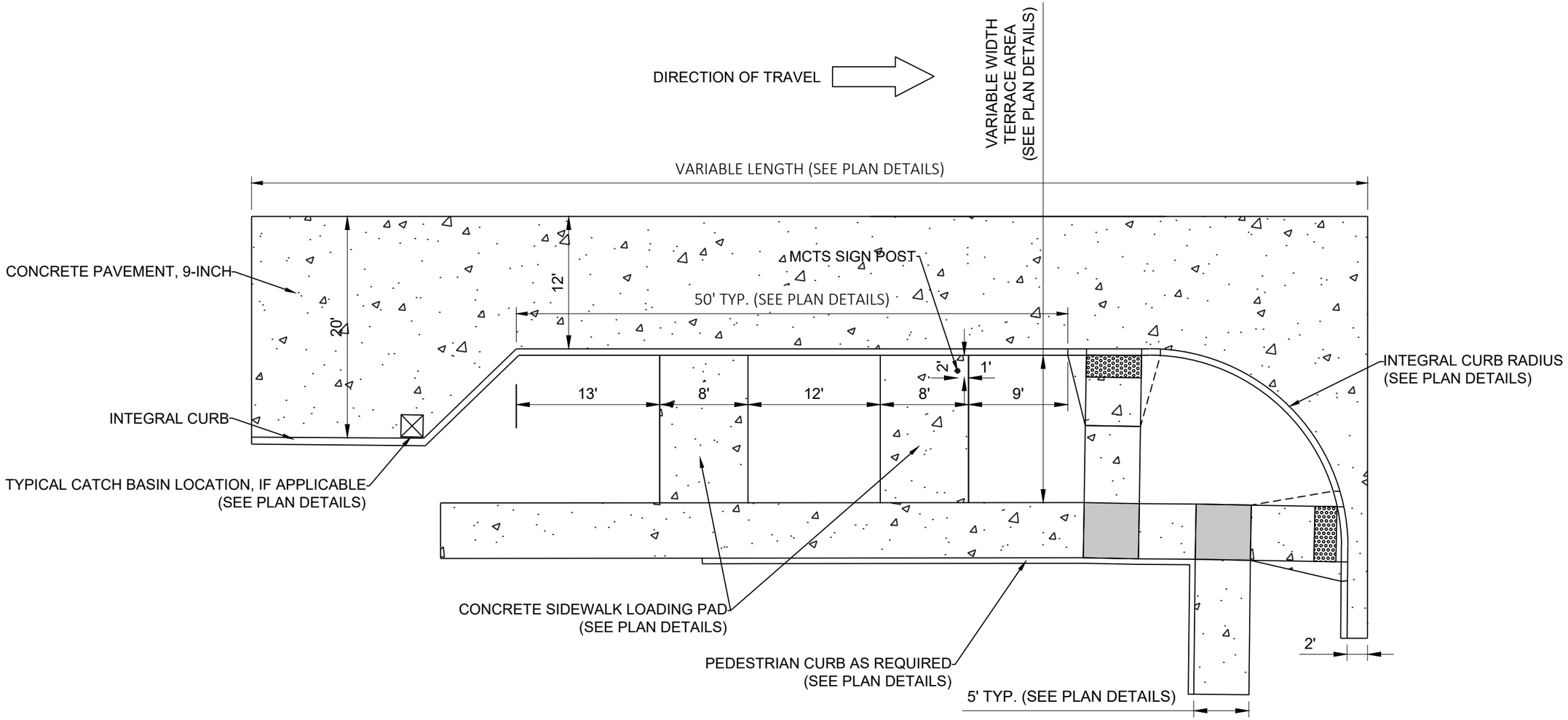
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2

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE.	COUNTY: MILWAUKEE	CONSTRUCTION DETAILS	SHEET	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021001-CD.DWG
LAYOUT NAME - 09
PLOT DATE : 10/24/2022 10:27 AM
PLOT BY : PATY DONAHUE
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
W: 21
SHEET 42

2



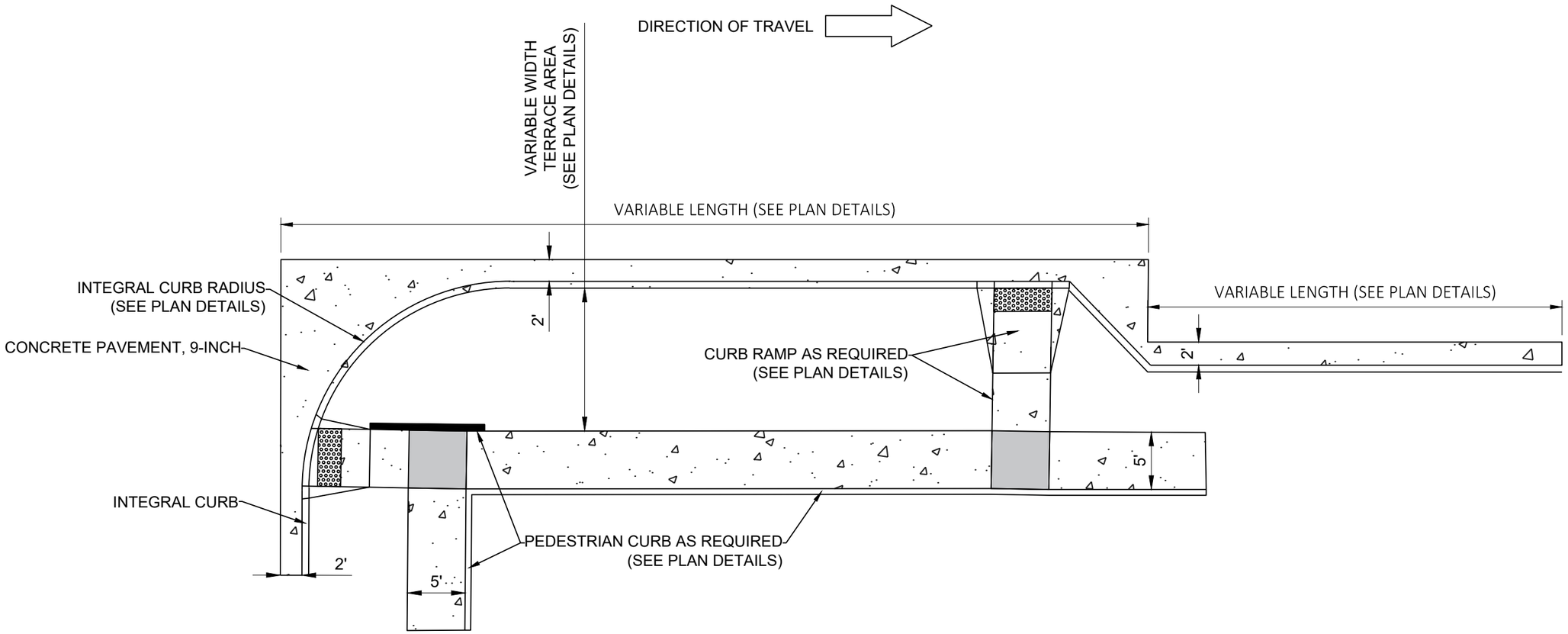
BUS BULB - CONCRETE PAVEMENT

NOTES:

CONTRACTOR SHALL REVIEW AND VERIFY ALL EXISTING APPURTENANCES WITHIN THE BUS BULB AREA PRIOR TO CONSTRUCTION. CONTRACTOR SHALL COORDINATE ALL HEIGHT ADJUSTMENTS REQUIRED AND SCHEDULE A REVIEW OF COMPLETED ADJUSTMENTS WITH THE ENGINEER 5 DAYS PRIOR TO PLACEMENT OF CONCRETE. ALL HEIGHT ADJUSTMENTS WILL BE REVIEWED AND VERIFIED BY THE ENGINEER PRIOR TO CONTRACTOR PLACING CONCRETE. ITEMS REQUIRED FOR ADJUSTMENT ARE AS FOLLOWS:

1) EXISTING MANHOLE COVERS
2) EXISTING WATER VALVE BOXES
3) EXISTING GAS VALVE BOXES
4) EXISTING WATER SERVICE SHUTOFF BOXES
5) ALL OTHER APPURTENANCES AS REQUIRED

2



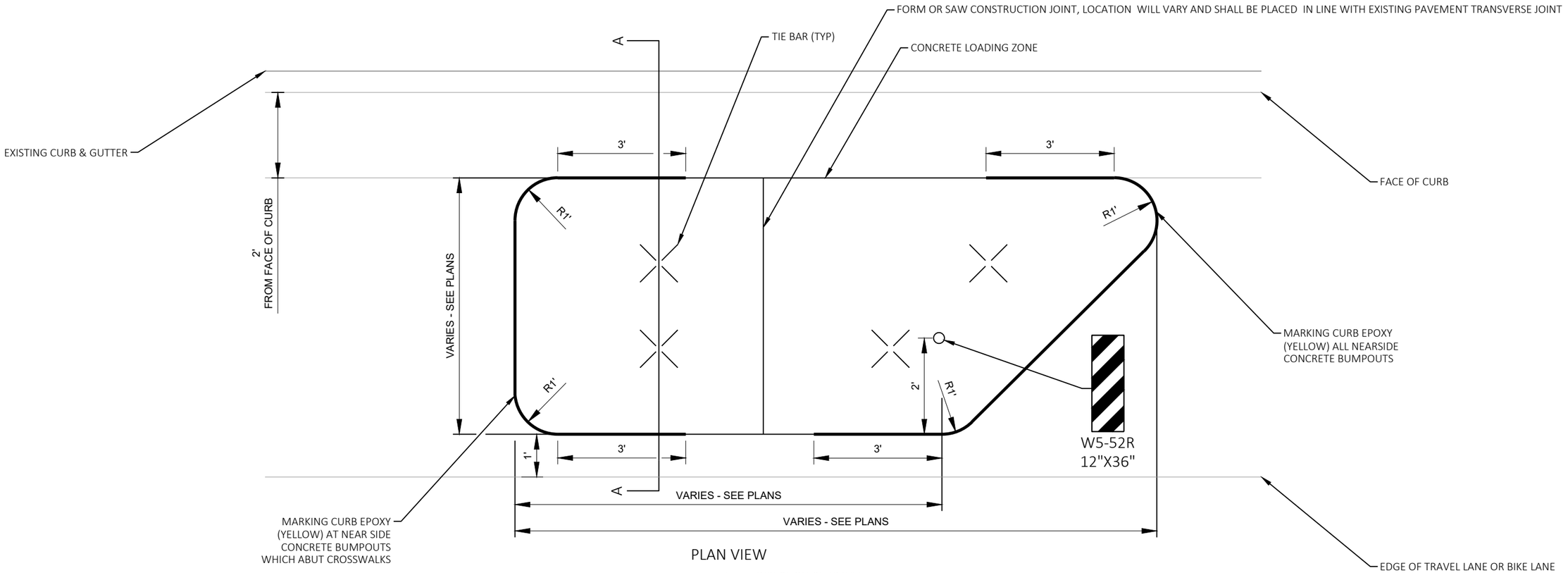
CONCRETE CURB EXTENSION - CONCRETE EXTENSION

NOTES:

CONTRACTOR SHALL REVIEW AND VERIFY ALL EXISTING APPURTENANCES WITHIN THE DETACHED BUMP OUT AREA PRIOR TO CONSTRUCTION. CONTRACTOR SHALL COORDINATE ALL HEIGHT ADJUSTMENTS REQUIRED AND SCHEDULE A REVIEW OF COMPLETED ADJUSTMENTS WITH THE ENGINEER 5 DAYS PRIOR TO PLACEMENT OF CONCRETE. ALL HEIGHT ADJUSTMENTS WILL BE REVIEWED AND VERIFIED BY THE ENGINEER PRIOR TO CONTRACTOR PLACING CONCRETE.
ITEMS REQUIRED FOR ADJUSTMENT ARE AS FOLLOWS:

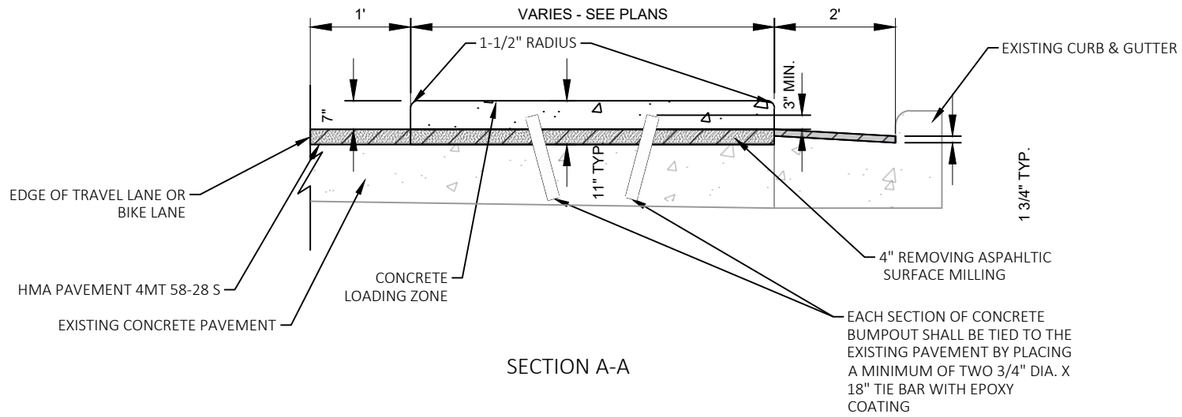
1) EXISTING MANHOLE COVERS
2) EXISTING WATER VALVE BOXES
3) EXISTING GAS VALVE BOXES
4) EXISTING WATER SERVICE SHUTOFF BOXES
5) ALL OTHER APPURTENANCES AS REQUIRED

2



PLAN VIEW

⇦ DIRECTION OF TRAVEL



SECTION A-A

CONCRETE BUMPOUT NEAR SIDE

NOTES

CONCRETE BUMPOUT SHALL BE PLACED 1' FROM CROSSWALK.

CONCRETE BUMPOUT HAS A VERTICAL FACE ALL THE WAY AROUND.

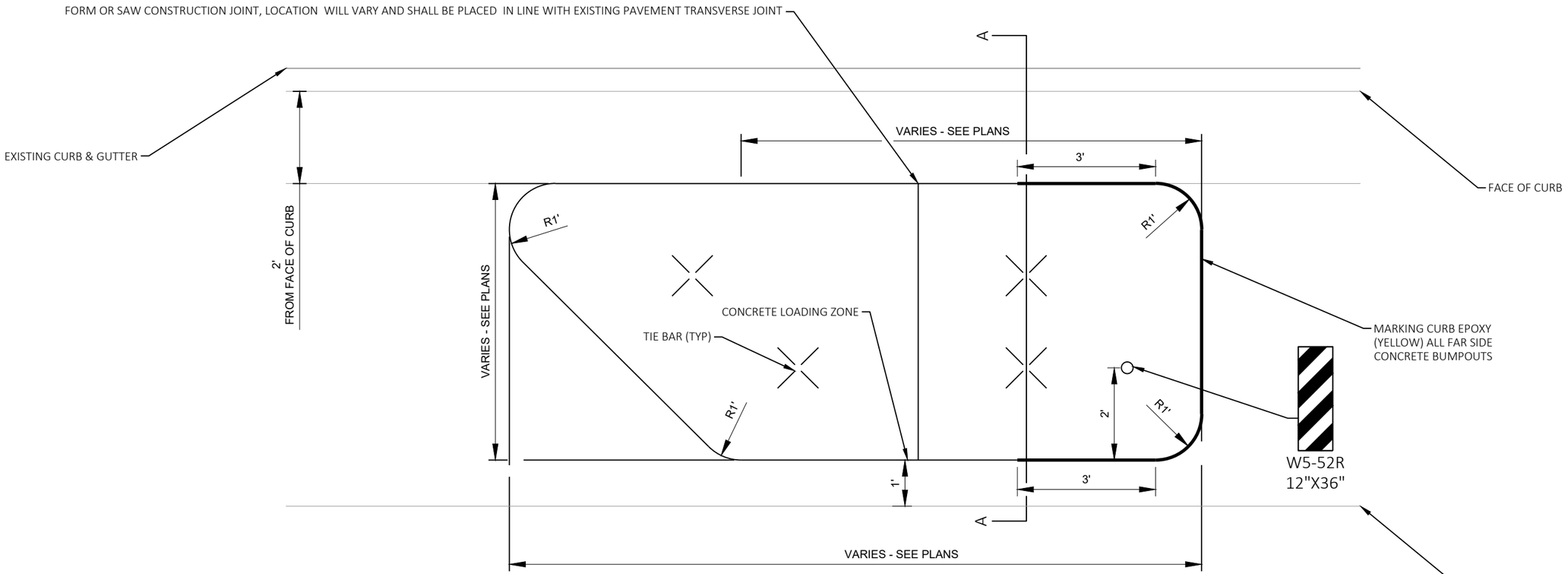
CROSS SLOPE OF BUMPOUT SHALL MATCH THAT OF THE EXISTING PAVEMENT UPON WHICH IT IS PLACED.

DETAIL BASED ON ASPHALT OVERLAY. LOCATIONS WILL BE CALLED OUT ON PLANS IF BUMPOUT IS PLACED ON A DIFFERENT PAVEMENT TYPE.

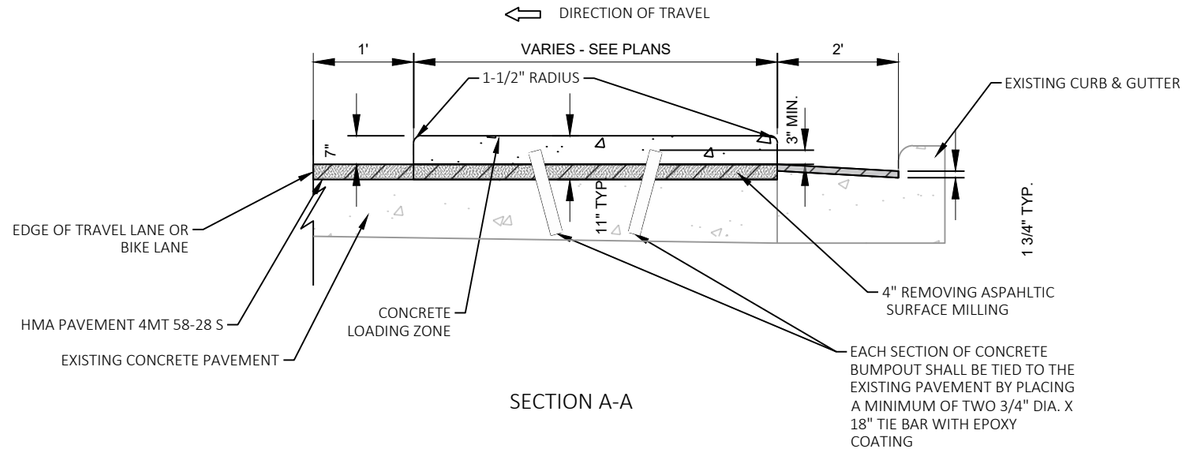
WHERE BUMPOUTS ABUT CROSSWALKS CONSTRUCT BUMPOUT SO THAT NEAR EDGE OF BUMPOUT IS 1' FROM EDGE OF CROSSWALK

PLACEMENT AND QUANTITY OF TIE BARS WILL DEPEND ON LOCATION OF TRANSVERSE JOINT. A MINIMUM OF TWO TIE BARS PER SECTION OF CONCRETE SHALL BE PLACED AT A MINIMUM OF 12" FROM EACH OTHER, 12" FROM THE EDGE OF THE BUMPOUT, AND 12" FROM THE TRANSVERSE JOINT.

2



PLAN VIEW



SECTION A-A

NOTES

CONCRETE BUMPOUT HAS A VERTICAL FACE ALL THE WAY AROUND.

CROSS SLOPE OF BUMPOUT SHALL MATCH THAT OF THE EXISTING PAVEMENT UPON WHICH IT IS PLACED.

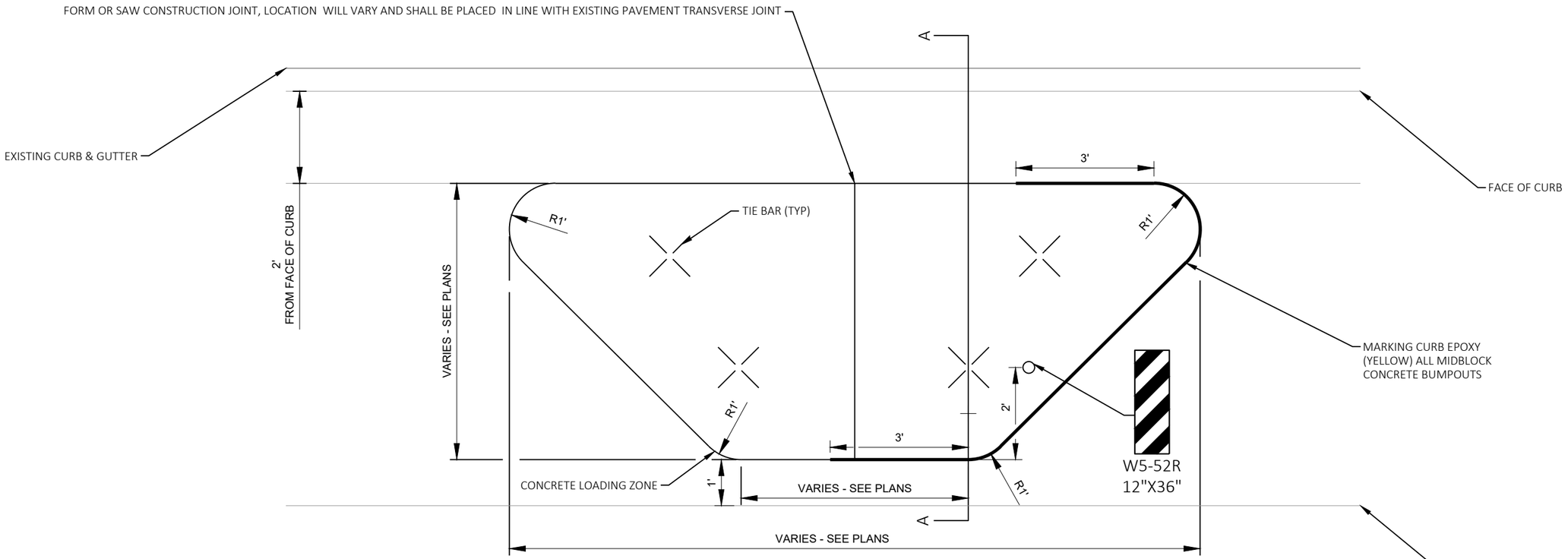
DETAIL BASED ON ASPHALT OVERLAY. LOCATIONS WILL BE CALLED OUT ON PLANS IF BUMPOUT IS PLACED ON A DIFFERENT PAVEMENT TYPE.

WHERE BUMPOUTS ABUT CROSSWALKS CONSTRUCT BUMPOUT SO THAT NEAR EDGE OF BUMPOUT IS 1' FROM EDGE OF CROSSWALK

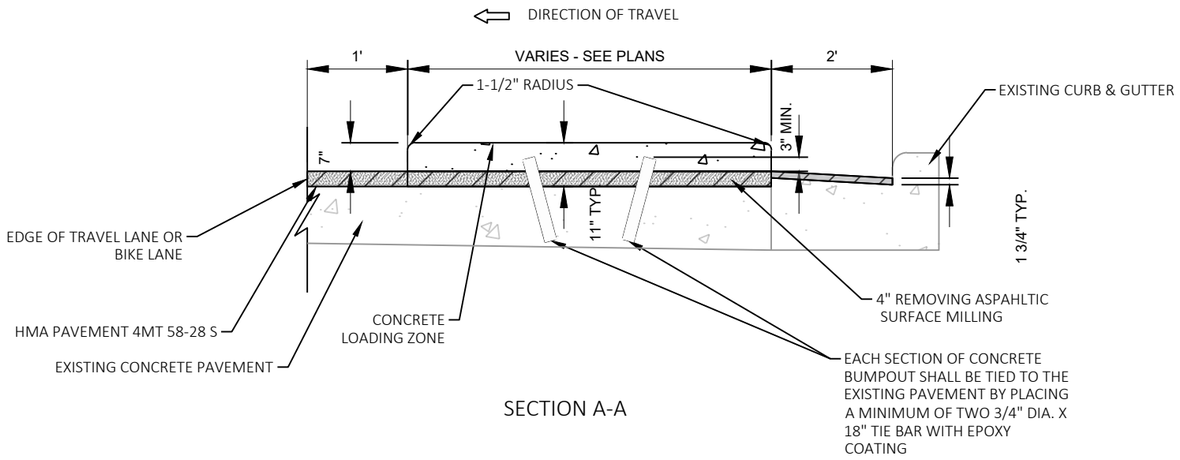
PLACEMENT AND QUANTITY OF TIE BARS WILL DEPEND ON LOCATION OF TRANSVERSE JOINT. A MINIMUM OF TWO TIE BARS PER SECTION OF CONCRETE SHALL BE PLACED AT A MINIMUM OF 12" FROM EACH OTHER, 12" FROM THE EDGE OF THE BUMPOUT, AND 12" FROM THE TRANSVERSE JOINT.

CONCRETE BUMPOUT FAR SIDE

2



PLAN VIEW



SECTION A-A

NOTES

CONCRETE BUMPOUT HAS A VERTICAL FACE ALL THE WAY AROUND.

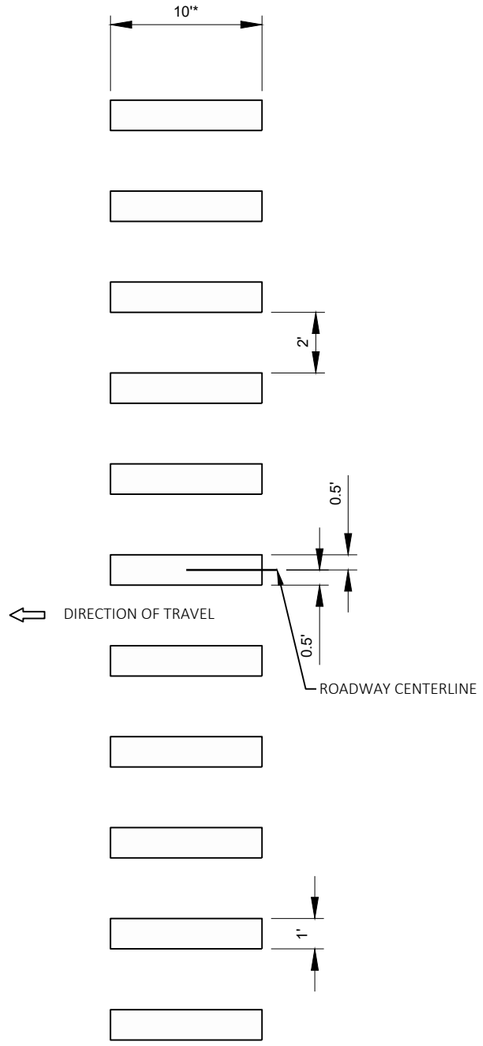
CROSS SLOPE OF BUMPOUT SHALL MATCH THAT OF THE EXISTING PAVEMENT UPON WHICH IT IS PLACED.

DETAIL BASED ON ASPHALT OVERLAY. LOCATIONS WILL BE CALLED OUT ON PLANS IF BUMPOUT IS PLACED ON A DIFFERENT PAVEMENT TYPE.

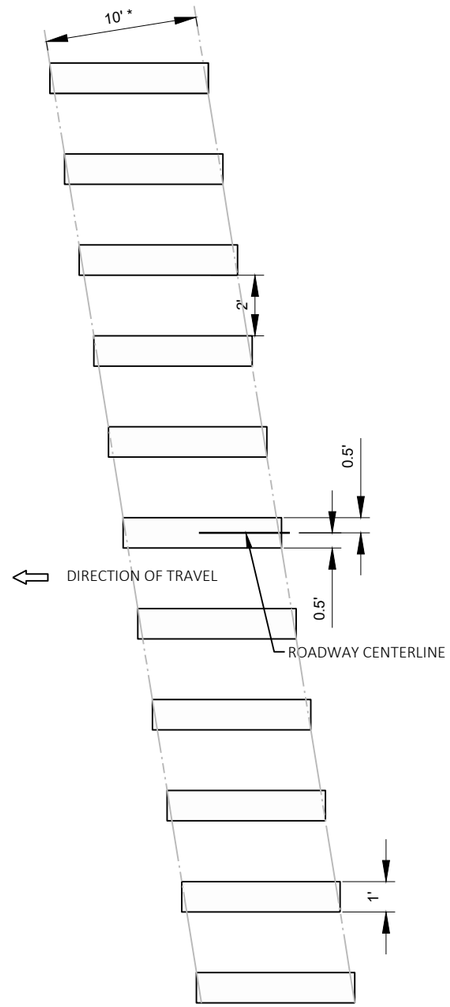
PLACEMENT AND QUANTITY OF TIE BARS WILL DEPEND ON LOCATION OF TRANSVERSE JOINT. A MINIMUM OF TWO TIE BARS PER SECTION OF CONCRETE SHALL BE PLACED AT A MINIMUM OF 12" FROM EACH OTHER, 12" FROM THE EDGE OF THE BUMPOUT, AND 12" FROM THE TRANSVERSE JOINT.

CONCRETE BUMPOUT MID BLOCK

2



TRANSVERSE CROSSWALK



ANGLED CROSSWALK

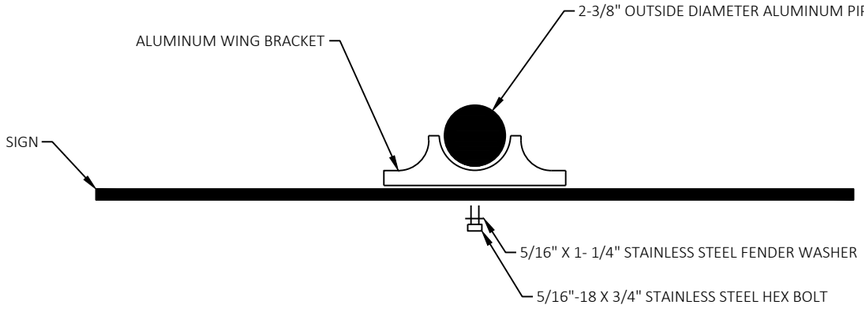
NOTES

* UNLESS OTHERWISE NOTED ON PLANS

PAVEMENT MARKINGS SHOULD BE PARALLEL TO DIRECTION OF TRAVEL EVEN WHEN CROSSWALK IS SKEWED

CONTINENTAL CROSSWALK SHALL BE PAID FOR UNDER THE PAY ITEM "MARKING STOP LINE EPOXY 12-INCH"

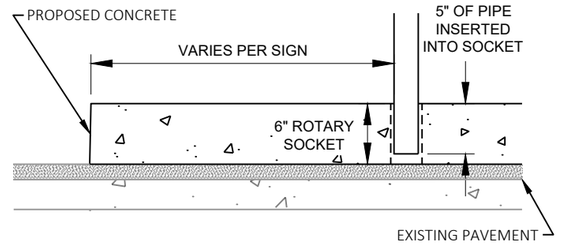
CONTINENTAL CROSSWALK DETAIL



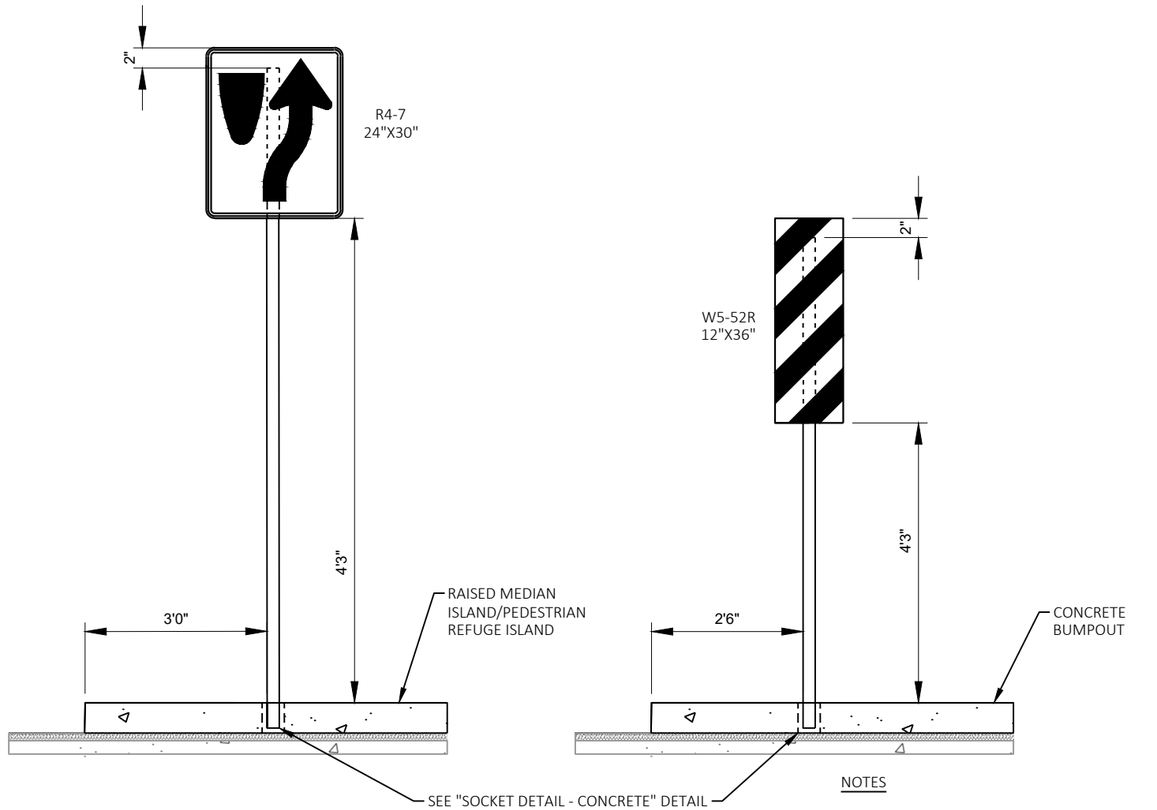
SIGN INSTALLATION HARDWARE

NOTE:
CORE 3- 1/2" DIAMETER IN CONCRETE AND SECURE 6" SOCKET WITH AN EXTERIOR ANCHORING CEMENT PRODUCT CALLED SUPER FLOW ROCK.

USE ALUMINUM WEDGE KEY TO SECURE PIPE INTO SOCKET.



SOCKET DETAIL - CONCRETE



SIGN INSTALLATION IN CONCRETE

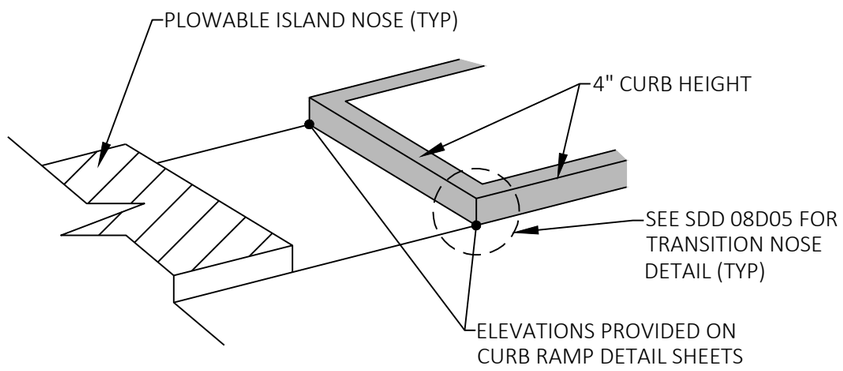
NOTES

10'0" POST (RAISED MEDIAN AND PEDESTRIAN REFUGE ISLANDS

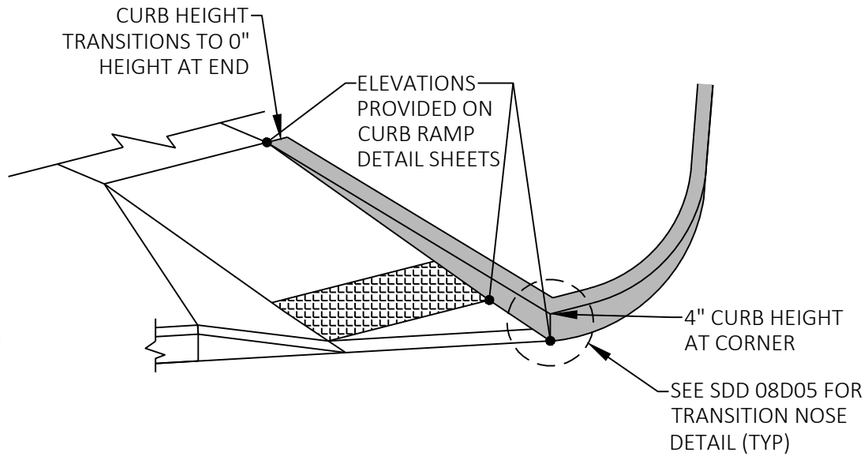
7'6" POST (CONCRETE BUMP OUTS)

NOTES:

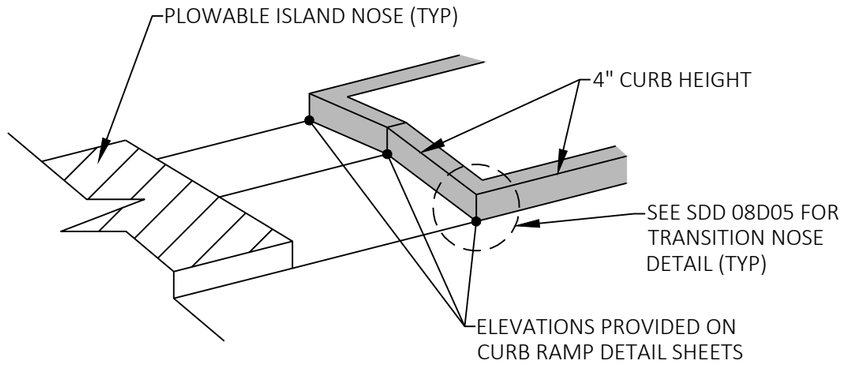
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADE, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
3. SIDEWALK AND CURB & GUTTER REPLACEMENT SHOULD BE TO THE NEAREST JOINT. LIMITS ARE APPROXIMATE AND ARE TO BE VERIFIED IN THE FIELD BY THE ENGINEER.
4. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINTS.
5. THE CONTRACTOR SHALL CONFIRM GRADES ON THE PLANS AND ENSURE POSITIVE DRAINAGE AT THE COMPLETION OF ALL WORK.
6. MATCH EXISTING CURB & GUTTER ELEVATIONS AT MATCH POINTS.
7. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
8. ALL STATION AND OFFSET INFORMATION REFERENCE HAMPTON AVE WB
9. ALL CURB AND GUTTER RADII ARE MEASURED TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
10. FOR PEDESTRIAN CURB HEIGHT INFORMATION AT MEDIANS AND IN QUADRANTS ADJACENT TO RAMPS, SEE THE DETAILS ON THIS PAGE. ELEVATION POINTS ARE NOT CALLED OUT AT TOP OF CURB ON CURB RAMP DETAIL SHEETS AS CURB HEIGHT CAN BE DETERMINED FROM THESE DETAILS.
11. FOR PEDESTRIAN CURBS NOT ADJACENT TO RAMPS THE TOP BACK OF CURB ELEVATIONS ARE GIVEN AT MAX HEIGHT AND MIN HEIGHT LOCATIONS. CONTRACTOR TO TRANSITION BETWEEN THESE LOCATIONS AS NEEDED TO MATCH EXISTING GRADES.
12. INFORMATION PROVIDED ON THESE CURB RAMP DETAIL SHEETS PERTAIN TO THE LIMITS OF ADA CURB RAMP DETAILS ONLY. OTHER PROPOSED WORK (INCLUDING DRIVEWAYS, MISCELLANEOUS SIDEWALK PANEL REPLACEMENTS, ETC.) MAY SHOW UP ON THESE SHEETS FOR CONTEXT, BUT DETAILS FOR THIS WORK ARE LOCATED IN THE PLAN AND/OR PLAN DETAIL SHEETS.
13. ABBREVIATIONS LIST
    FG = FINISHED GROUND
    FL = FLOW LINE
    ME= MATCH EXISTING
    TOC = TOP OF CURB
    LL = LOWER LANDING
    X"F = HEIGHT OF CURB/FLOW LINE IN INCHES



MEDIAN PEDESTRIAN CURB HEIGHT DETAIL - CONSTANT RAMP GRADE



CORNER PEDESTRIAN CURB HEIGHT DETAIL



MEDIAN PEDESTRIAN CURB HEIGHT DETAIL - VARIABLE RAMP GRADE

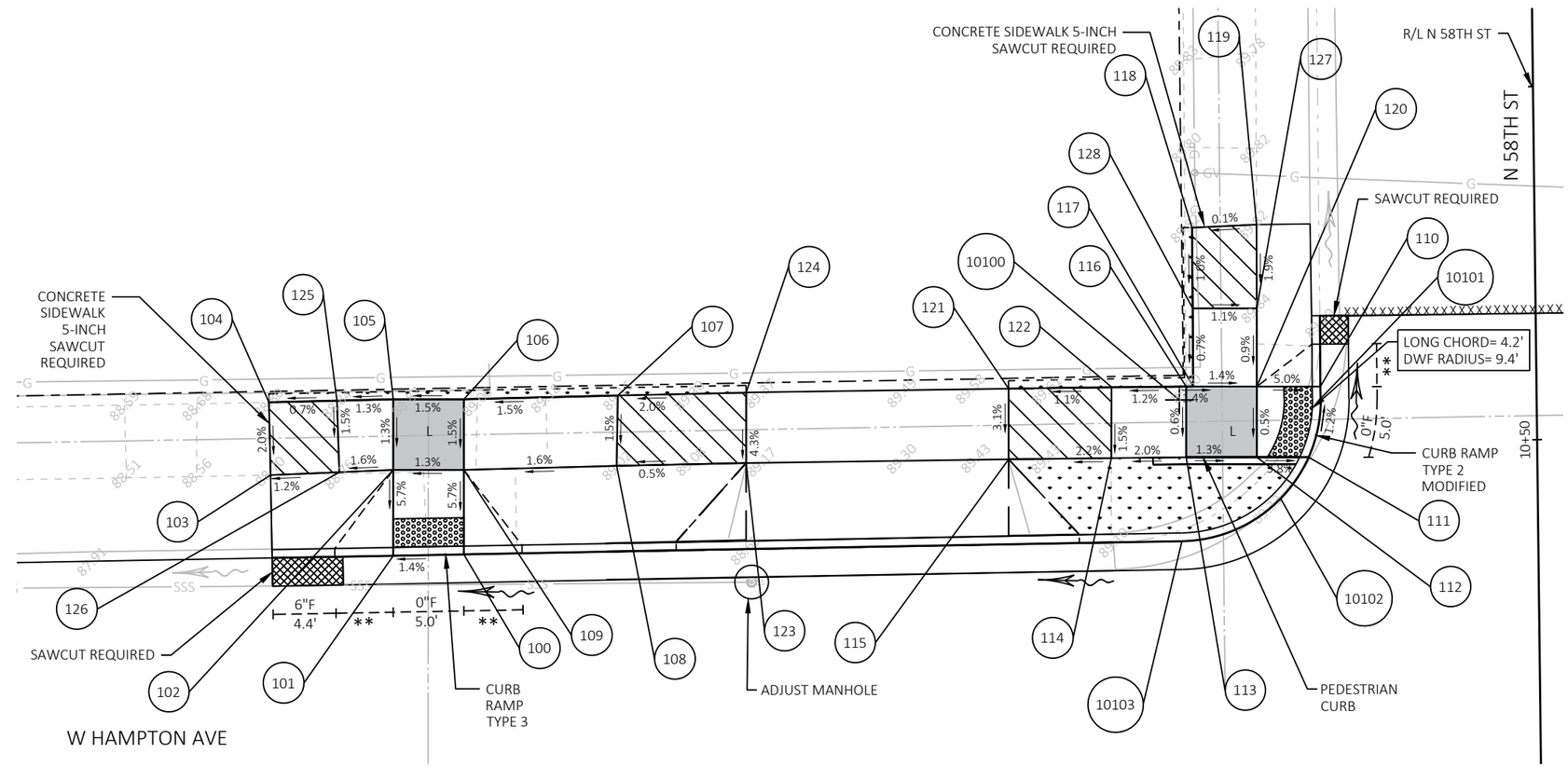
2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
100	279+02.46WB	31.22 LT	409161.842	2538001.882	88.54	FL
101	278+97.46WB	31.22 LT	409161.749	2537996.882	88.47	FL
102	278+97.57WB	37.29 LT	409167.820	2537996.882	88.82	FG
103	278+88.88WB	37.07 LT	409167.454	2537988.202	88.70	FG
104	278+88.85WB	42.23 LT	409172.606	2537988.078	88.80	FG
105	278+97.65WB	42.29 LT	409172.820	2537996.882	88.88	FG
106	279+02.65WB	42.20 LT	409172.820	2538001.882	88.96	FG
107	279+13.56WB	42.28 LT	409173.097	2538012.790	89.12	FG
108	279+13.38WB	37.30 LT	409168.108	2538012.696	89.05	FG
109	279+02.57WB	37.20 LT	409167.820	2538001.882	88.88	FG
110	279+63.30WB	42.04 LT	409173.729	2538062.521	89.43	FL
111	279+62.36WB	37.05 LT	409168.729	2538061.672	89.49	FL
112	279+58.71WB	37.12 LT	409168.729	2538058.021	89.63	FG
113	279+53.71WB	37.20 LT	409168.723	2538053.021	89.70	FG
114	279+51.36WB	37.21 LT	409168.661	2538047.706	89.59	FG

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
115	279+41.63WB	37.26 LT	409168.574	2538040.444	89.43	FG
116	279+53.80WB	42.20 LT	409173.729	2538053.021	89.73	FG
117	279+54.30WB	42.19 LT	409173.729	2538053.518	89.72	FG
118	279+54.41WB	53.44 LT	409184.973	2538053.436	89.82	FG
119	279+58.98WB	53.58 LT	409185.191	2538058.003	89.82	FG
120	279+58.80WB	42.12 LT	409173.729	2538058.021	89.66	FG
121	279+41.65WB	42.27 LT	409173.574	2538040.444	89.58	FG
122	279+23.61WB	31.24 LT	409173.685	2538047.728	89.66	FG
123	279+23.63WB	37.34 LT	409168.314	2538021.869	89.10	FG
124	279+23.65WB	42.32 LT	409173.290	2538021.869	89.31	FG
125	278+93.66WB	42.26 LT	409172.723	2537992.893	88.83	FG
126	278+93.74WB	37.19 LT	409167.659	2537993.060	88.75	FG
127	279+58.89WB	47.64 LT	409179.256	2538058.012	89.71	FG
128	279+54.35WB	47.72 LT	409179.256	2538053.478	89.76	FG



RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
10100	279+53.29WB	41.26 LT	409172.779	2538052.529	N/A	RADP 10' R
10101	279+63.29WB	41.18 LT	409172.871	2538062.529	89.44	FL PC
10102	279+60.33WB	34.16 LT	409165.805	2538059.696	89.35	FL MID
10103	279+53.30WB	31.26 LT	409162.780	2538052.709	89.27	FL PT

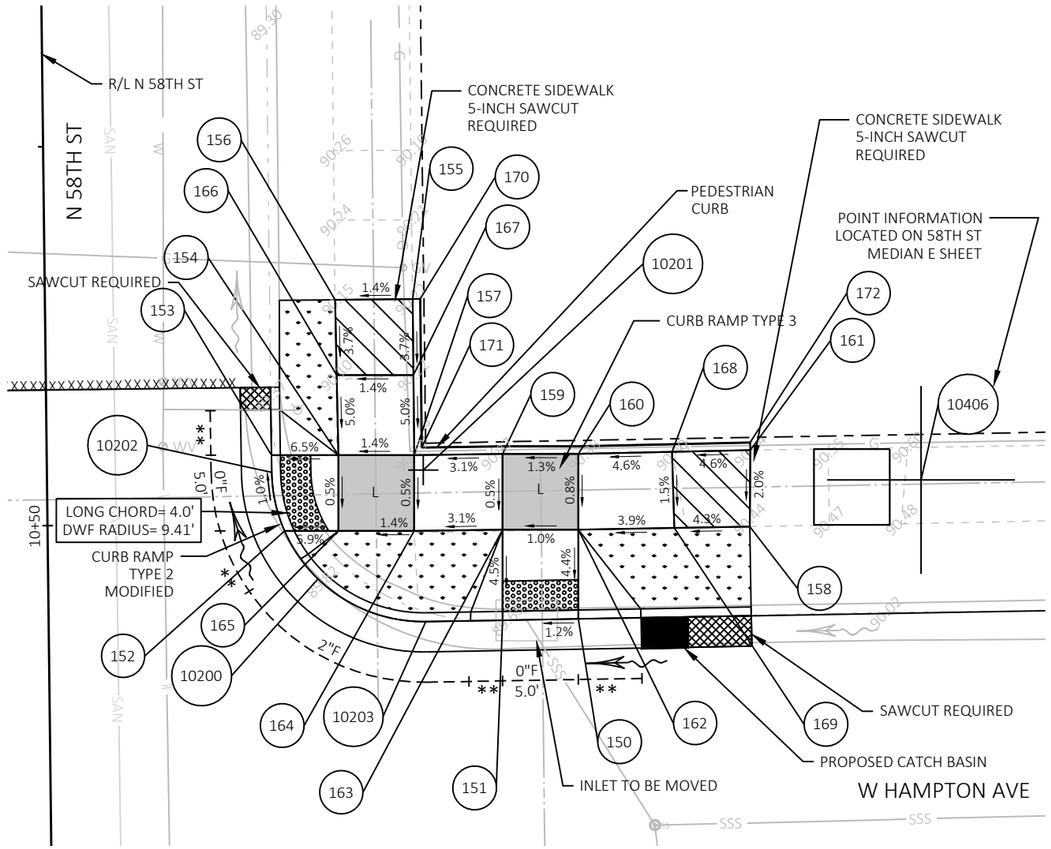
PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 58TH ST NW	SHEET 30	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021201-RD.DWG
LAYOUT NAME - 58-NW
PLOT DATE : 10/18/2022 12:53 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
10200	279+96.33WB	34.17 LT	409166.446	2538095.689	89.50	FL MID
10201	280+03.41WB	41.23 LT	409173.631	2538102.644	N/A	RADP 10' R
10202	279+93.41WB	41.26 LT	409173.482	2538092.646	89.42	FL PC
10203	280+03.41WB	31.23 LT	409163.632	2538102.819	89.61	FL PT



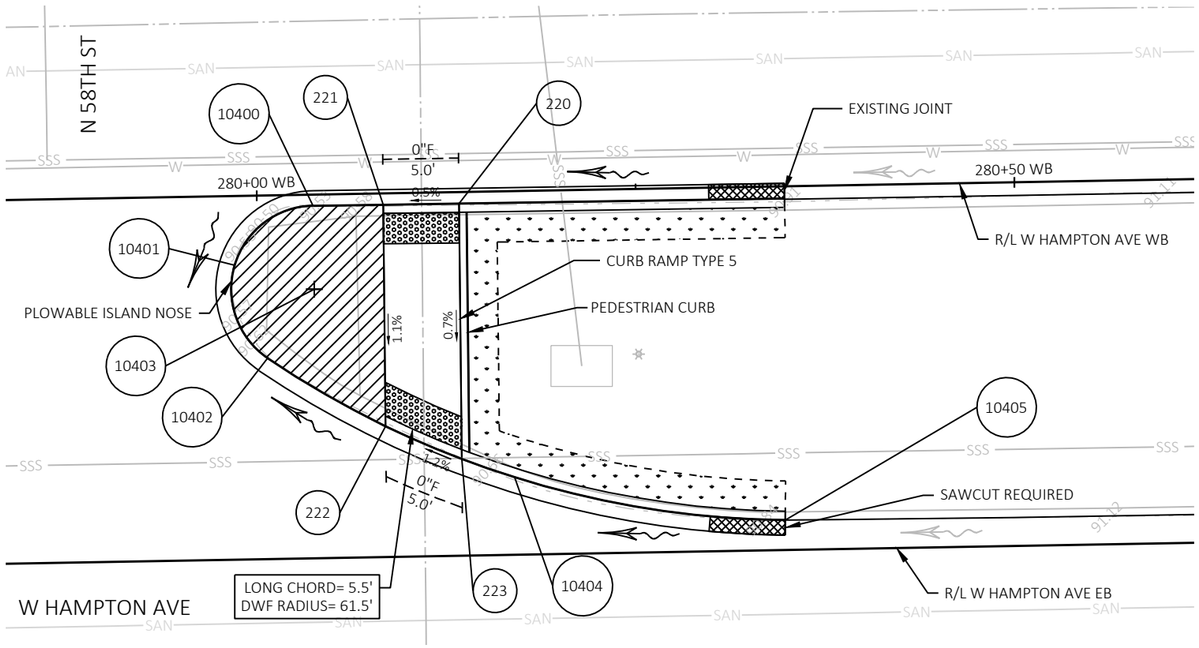
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STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
150	280+13.48WB	31.23 LT	409163.808	2538112.883	89.72	FL
151	280+08.48WB	31.23 LT	409163.721	2538107.883	89.66	FL
152	279+94.19WB	37.37 LT	409169.606	2538093.490	89.46	FL
153	279+93.42WB	42.38 LT	409174.606	2538092.629	89.41	FL
154	279+97.84WB	42.30 LT	409174.606	2538097.054	89.70	FG
155	280+02.91WB	52.53 LT	409184.921	2538101.938	90.22	FG
156	279+97.80WB	52.57 LT	409184.867	2538096.827	90.15	FG
157	280+02.84WB	42.22 LT	409174.606	2538102.054	89.77	FG
158	280+24.89WB	37.12 LT	409169.900	2538124.192	90.44	FG
159	280+08.67WB	42.21 LT	409174.701	2538107.883	89.95	FG
160	280+13.67WB	42.12 LT	409174.701	2538112.883	90.02	FG
161	280+25.02WB	42.17 LT	409174.948	2538124.229	90.54	FG
162	280+13.58WB	37.12 LT	409169.701	2538112.883	89.98	FG
163	280+08.58WB	37.21 LT	409169.701	2538107.883	89.93	FG
164	280+02.75WB	37.22 LT	409169.606	2538102.054	89.74	FG
165	279+97.75WB	37.30 LT	409169.606	2538097.054	89.67	FG
166	279+97.82WB	47.60 LT	409179.898	2538096.937	89.96	FG
167	280+02.88WB	47.51 LT	409179.898	2538101.995	90.03	FG
168	280+19.85WB	42.15 LT	409174.836	2538119.057	90.30	FG
169	280+19.92WB	37.12 LT	409169.811	2538119.215	90.23	FG
170	280+03.41WB	52.53 LT	409184.926	2538102.438	90.22	TOC 0"F
171	280+03.35WB	42.72 LT	409175.116	2538102.551	90.70	TOC 6"F
172	280+25.02WB	42.67 LT	409175.448	2538124.218	90.54	TOC 0"F

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



N

2

* POINT LOCATED ON N 58TH NE SHEET

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
220	280+13.33WB	0.76 RT	409131.827	2538113.301	90.48	FL
221	280+08.33WB	0.74 RT	409131.750	2538108.301	90.45	FL
222	280+08.23WB	15.36 RT	409117.132	2538108.463	90.30	FL
223	280+13.22WB	17.62 RT	409114.968	2538113.487	90.36	FL

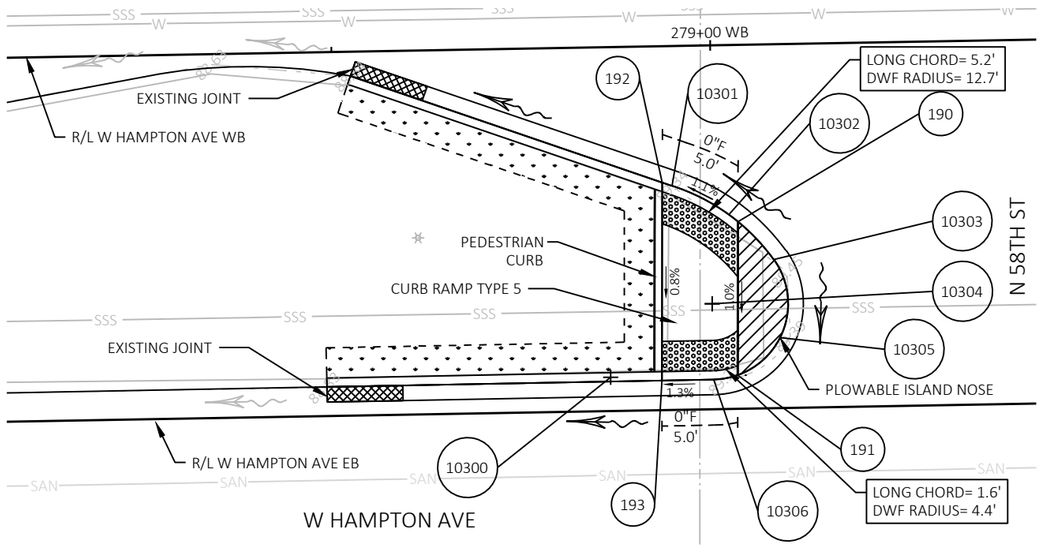
	RADIUS TABLE						
	POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
	10400	280+03.70WB	0.73 RT	409131.678	2538103.674	90.41	FL PC
	10401	279+98.45WB	4.57 RT	409127.752	2538098.489	90.34	FL MID
	10402	280+00.53WB	10.73 RT	409121.626	2538100.672	90.21	FL PCC
	10403	280+03.69WB	6.23 RT	409126.178	2538103.759	N/A	RADP 5.5'R
	10404	280+16.68WB	18.88 RT	409113.765	2538116.966	90.42	FL MID
	10405	280+34.49WB	22.02 RT	409110.937	2538134.835	90.86	FL PT
*	10406	280+36.25WB	40.00 LT	409172.982	2538135.494	N/A	RADP 62'R

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 58TH ST MEDIAN E	SHEET 32	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021201-RD.DWG
LAYOUT NAME - 58-Median E
PLOT DATE : 10/18/2022 12:55 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
190	279+01.63WB	11.66 RT	409118.956	2538001.811	89.43	FL
191	279+01.44WB	21.78 RT	409108.826	2538001.798	89.33	FL
192	278+96.68WB	8.98 RT	409121.541	2537996.814	89.37	FL
193	278+96.43WB	22.05 RT	409108.469	2537996.797	89.26	FL

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
10300	278+93.06WB	21.77 RT	409108.691	2537993.415	N/A	RADP 13.3' R
10301	278+97.33WB	9.22 RT	409121.320	2537997.462	89.37	FL PC
10302	279+01.03WB	11.17 RT	409119.427	2538001.200	89.42	FL MID
10303	279+03.94WB	14.19 RT	409116.462	2538004.161	89.47	FL PCC
10304	278+99.84WB	17.05 RT	409113.532	2538000.110	N/A	RADP 5'R
10305	279+04.27WB	19.36 RT	409111.299	2538004.583	89.38	FL MID
10306	278+99.84WB	22.05 RT	409108.533	2538000.204	89.31	FL PT

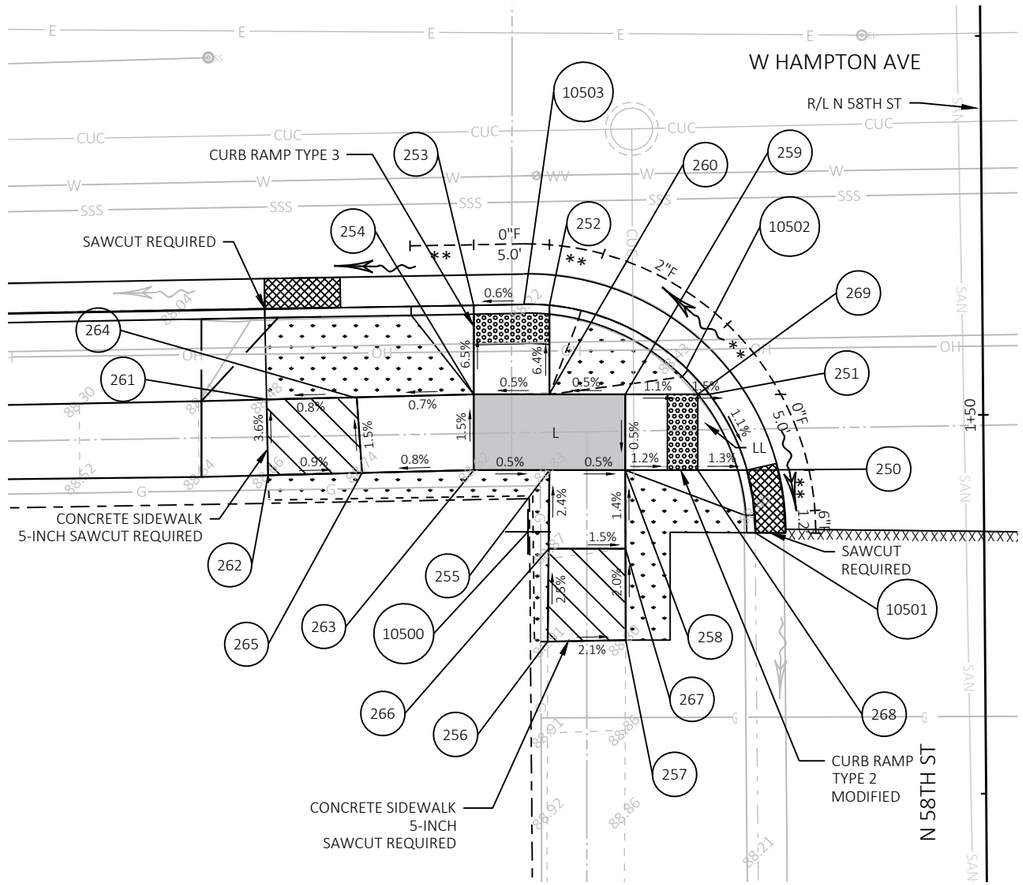
2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
250	279+13.64WB	65.37 RT	409065.459	2538014.761	88.51	FL
251	279+11.24WB	60.33 RT	409070.459	2538012.273	88.57	FL
252	279+00.81WB	54.28 RT	409076.328	2538001.740	88.23	FL
253	278+95.81WB	54.18 RT	409076.336	2537996.740	88.20	FL
254	278+95.71WB	60.06 RT	409070.459	2537996.740	88.58	FG
255	279+00.10WB	65.63 RT	409065.459	2538001.740	88.63	FG
256	279+00.31WB	76.46 RT	409054.140	2538001.634	88.91	FG
257	279+05.46WB	76.45 RT	409054.242	2538006.779	88.80	FG
258	279+05.62WB	65.23 RT	409065.459	2538006.740	88.61	FG
259	279+05.70WB	60.23 RT	409070.459	2538006.740	88.63	FG
260	279+00.77WB	60.03 RT	409070.576	2538001.800	88.61	FG
261	278+82.03WB	60.15 RT	409070.125	2537983.072	88.48	FG
262	278+82.05WB	65.15 RT	409065.125	2537983.178	88.66	FG
263	278+95.62WB	65.06 RT	409065.459	2537996.740	88.66	FG
264	278+87.99WB	60.16 RT	409070.214	2537989.030	88.53	FG
265	278+88.26WB	65.11 RT	409065.278	2537989.387	88.60	FG
266	279+00.48WB	70.33 RT	409060.276	2538001.692	88.76	FG
267	279+05.54WB	70.42 RT	409060.274	2538006.756	88.68	FG
268	279+10.41WB	65.32 RT	409065.459	2538011.532	88.55	FG
269	279+10.50WB	60.32 RT	409070.459	2538011.532	88.58	FG

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
10500	278+99.13WB	69.18 RT	409061.395	2538000.322	N/A	RADP 15' R
10501	279+14.12WB	69.52 RT	409061.324	2538015.322	88.43	FL PC
10502	279+09.78WB	58.62 RT	409072.146	2538010.782	88.46	FL MID
10503	278+99.13WB	54.18 RT	409076.393	2538000.064	88.22	FL PT



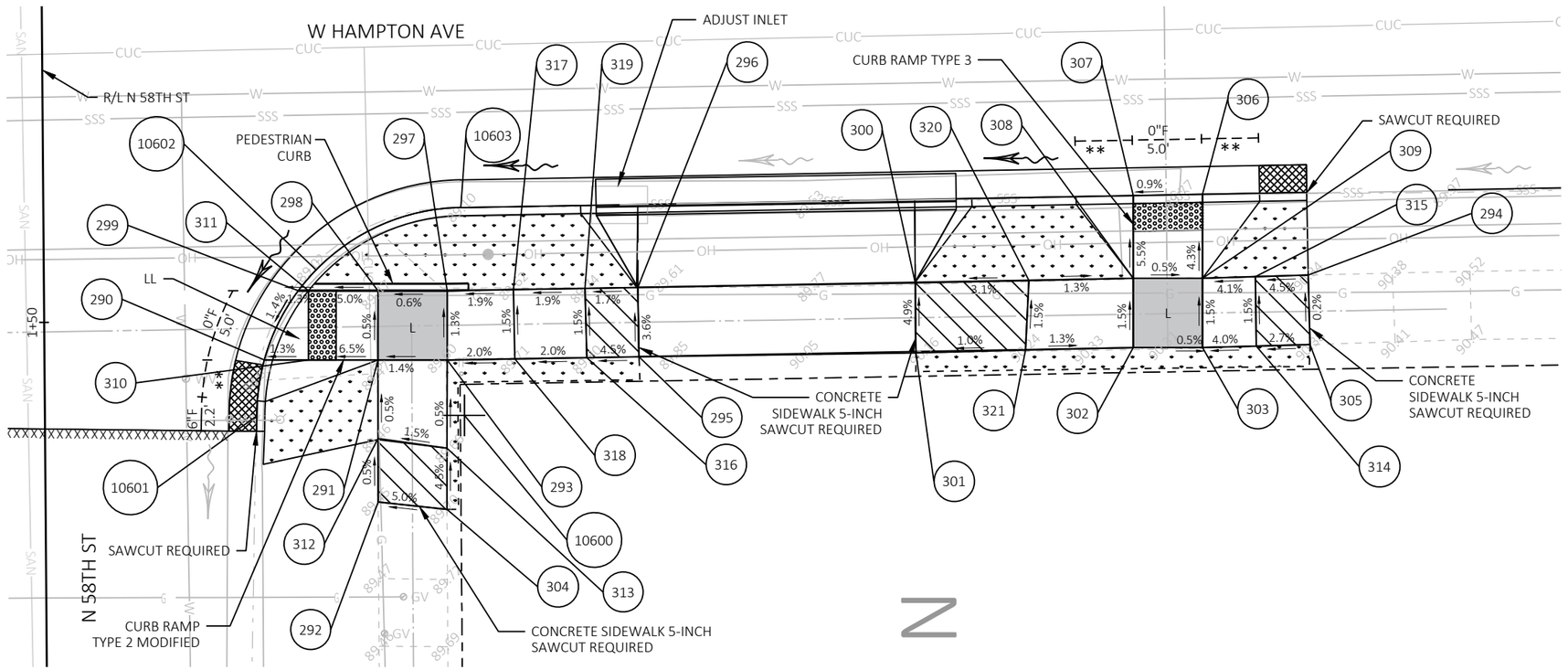
PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 58TH ST SW	SHEET 34	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021201-RD.DWG
LAYOUT NAME - 58-SW
PLOT DATE : 10/18/2022 12:56 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



N

2

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
290	279+45.16WB	64.99 RT	409066.399	2538046.270	89.03	FL
291	279+53.36WB	65.13 RT	409066.399	2538054.472	89.40	FG
292	279+53.19WB	75.39 RT	409056.142	2538054.489	89.45	FG
293	279+58.36WB	65.22 RT	409066.399	2538059.472	89.47	FG
294	280+20.64WB	60.19 RT	409072.530	2538121.657	90.37	FG
295	279+72.21WB	65.23 RT	409066.632	2538073.329	89.84	FG
296	279+72.22WB	60.23 RT	409071.631	2538073.248	89.66	FG
297	279+58.44WB	60.22 RT	409071.399	2538059.472	89.40	FG
298	279+53.45WB	60.14 RT	409071.399	2538054.472	89.37	FG
299	279+47.70WB	60.03 RT	409071.399	2538048.729	89.11	FL
300	279+92.26WB	60.25 RT	409071.966	2538093.279	89.92	FG
301	279+92.20WB	65.30 RT	409066.922	2538093.316	90.17	FG
302	280+07.91WB	65.20 RT	409067.294	2538109.014	90.14	FG
303	280+12.91WB	65.29 RT	409067.294	2538114.014	90.12	FG
304	279+58.16WB	76.00 RT	409055.616	2538059.460	89.70	FG
305	280+20.68WB	65.21 RT	409067.508	2538121.788	90.38	FG

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
306	280+13.10WB	54.22 RT	409078.363	2538114.014	89.79	FL
307	280+08.10WB	54.23 RT	409078.272	2538109.014	89.74	FL
308	280+07.99WB	60.20 RT	409072.294	2538109.014	90.07	FG
309	280+12.99WB	60.29 RT	409072.294	2538114.014	90.04	FG
310	279+48.35WB	65.05 RT	409066.399	2538049.467	89.08	FG
311	279+48.44WB	60.05 RT	409071.399	2538049.467	89.12	FG
312	279+53.27WB	70.81 RT	409060.726	2538054.482	89.43	FG
313	279+58.24WB	71.59 RT	409060.027	2538059.465	89.50	FG
314	280+16.81WB	65.27 RT	409067.401	2538117.901	90.28	FG
315	280+16.82WB	60.24 RT	409072.412	2538117.836	90.20	FG
316	279+68.45WB	65.23 RT	409066.569	2538069.560	89.67	FG
317	279+63.24WB	60.23 RT	409071.480	2538064.263	89.49	FG
318	279+63.25WB	65.23 RT	409066.481	2538064.362	89.57	FG
319	279+68.40WB	60.23 RT	409071.567	2538069.427	89.59	FG
320	280+00.46WB	60.23 RT	409072.137	2538101.485	90.17	FG
321	280+00.13WB	65.25 RT	409067.110	2538101.238	90.25	FG

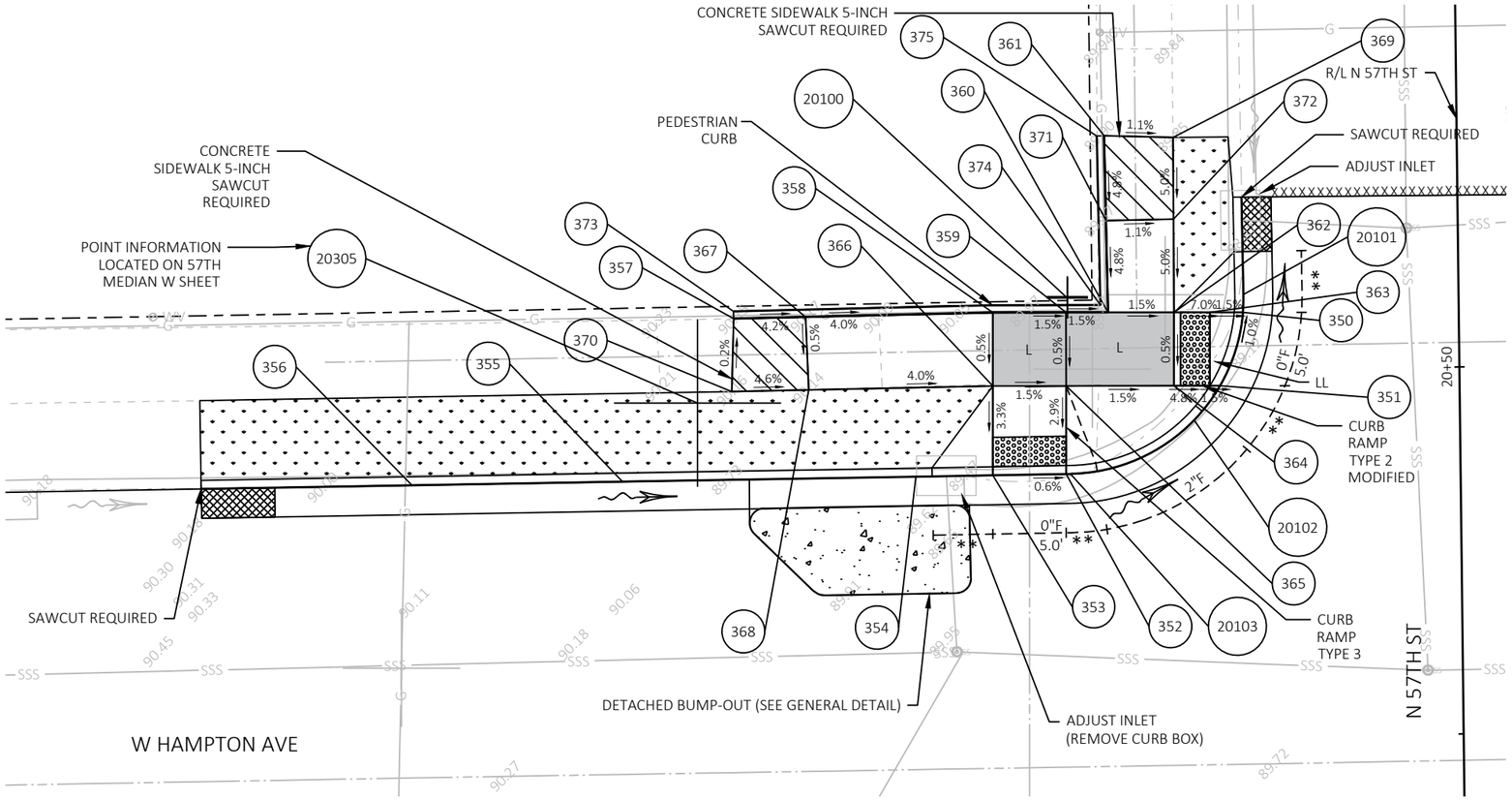
RADIUS TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
10600	279+59.54WB	69.25 RT	409062.395	2538060.726	N/A	RADP 15'R
10601	279+44.54WB	69.01 RT	409062.368	2538045.726	88.86	FL PC
10602	279+49.01WB	58.56 RT	409072.896	2538050.014	89.12	FL MID
10603	279+59.53WB	54.25 RT	409077.393	2538060.454	89.18	FL PT

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
350	282+93.99WB	41.98 LT	409179.511	2538393.157	89.05	FL
351	282+92.34WB	37.01 LT	409174.511	2538391.596	89.10	FL
352	282+81.74WB	31.18 LT	409168.496	2538381.104	89.17	FL
353	282+76.74WB	31.18 LT	409168.410	2538376.104	89.21	FL
354	282+71.50WB	31.18 LT	409168.319	2538370.863	89.33	FL
355	282+51.50WB	31.19 LT	409167.972	2538350.866	89.81	FL
356	282+37.13WB	31.19 LT	409167.722	2538336.502	89.95	FL
357	282+59.27WB	42.16 LT	409179.078	2538358.442	90.15	FG
358	282+76.94WB	42.27 LT	409179.502	2538376.104	89.44	FG
359	282+81.93WB	42.19 LT	409179.505	2538381.101	89.36	FG
360	282+84.79WB	42.14 LT	409179.507	2538383.964	89.32	FG
361	282+84.74WB	54.17 LT	409191.537	2538383.693	89.90	FG
362	282+89.29WB	42.06 LT	409179.511	2538388.464	89.25	FG

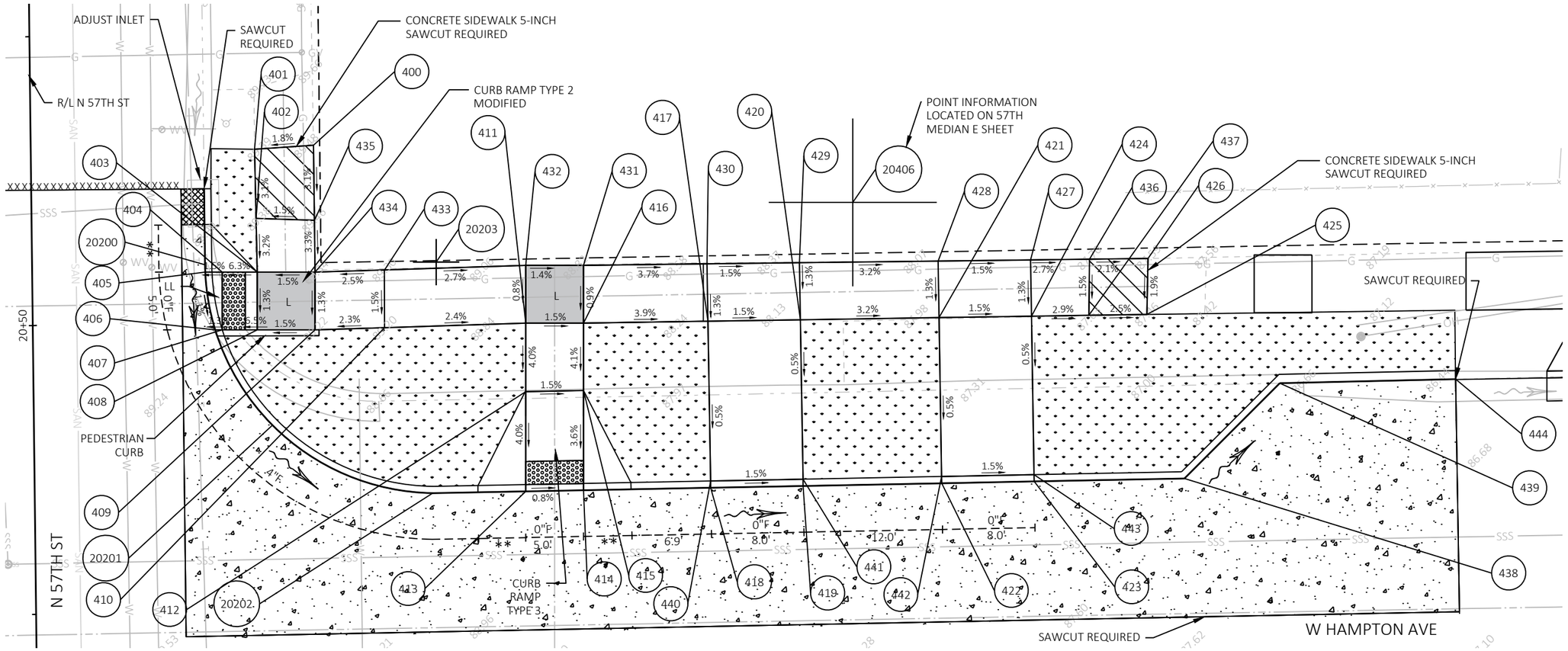
STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
363	282+91.75WB	42.02 LT	409179.511	2538390.917	89.08	FG
364	282+89.21WB	37.06 LT	409174.511	2538388.464	89.23	FG
365	282+81.85WB	37.19 LT	409174.502	2538381.104	89.34	FG
366	282+76.85WB	37.27 LT	409174.502	2538376.104	89.41	FG
367	282+64.18WB	42.19 LT	409179.196	2538363.352	89.94	FG
368	282+64.30WB	37.21 LT	409174.221	2538363.555	89.92	FG
369	282+89.44WB	53.98 LT	409191.428	2538388.395	89.85	FG
370	282+59.06WB	37.19 LT	409174.104	2538358.317	90.16	FG
371	282+84.76WB	48.39 LT	409185.752	2538383.824	89.62	FG
372	282+89.37WB	48.41 LT	409185.854	2538388.428	89.57	FG
373	282+59.27WB	42.66 LT	409179.578	2538358.430	90.15	TOC 0"F
374	282+84.29WB	42.65 LT	409180.007	2538383.453	89.83	TOC 6"F
375	282+84.24WB	54.17 LT	409191.526	2538383.193	89.90	TOC 0"F

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
20100	282+82.05WB	43.16 LT	409180.479	2538381.197	N/A	RADP 12'R
20101	282+94.05WB	43.20 LT	409180.726	2538393.195	89.00	FL PC
20102	282+90.54WB	34.70 LT	409172.170	2538389.836	89.12	FL MID
20103	282+82.04WB	31.18 LT	409168.502	2538381.408	89.16	FL PT

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 57TH ST NE	SHEET 37	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021201-RD.DWG
LAYOUT NAME - 57-NE

PLOT DATE : 10/18/2022 12:58 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

N

2

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
400	283+33.24WB	53.18 LT	409191.401	2538432.210	89.48	FG
401	283+28.14WB	52.92 LT	409191.053	2538427.112	89.39	FG
402	283+28.17WB	46.93 LT	409185.060	2538427.244	89.20	FG
403	283+28.19WB	42.27 LT	409180.408	2538427.347	89.05	FG
404	283+25.15WB	42.33 LT	409180.408	2538424.307	88.86	FG
405	283+23.69WB	42.35 LT	409180.408	2538422.849	88.84	FL
406	283+24.46WB	37.34 LT	409175.408	2538423.705	88.78	FL
407	283+25.06WB	37.33 LT	409175.408	2538424.307	88.79	FG
408	283+28.10WB	37.28 LT	409175.408	2538427.347	88.99	FG
409	283+33.10WB	37.19 LT	409175.411	2538432.347	89.06	FG
410	283+39.12WB	37.28 LT	409175.603	2538438.364	89.20	FG
411	283+51.33WB	37.46 LT	409175.999	2538450.572	88.91	FG
412	283+51.23WB	31.53 LT	409170.076	2538450.572	88.67	FG
413	283+51.07WB	22.90 LT	409161.440	2538450.572	88.33	FL
414	283+56.07WB	22.91 LT	409161.538	2538455.572	88.29	FL
415	283+56.23WB	31.54 LT	409170.173	2538455.572	88.60	FG
416	283+56.33WB	37.37 LT	409175.999	2538455.572	88.83	FG
417	283+67.10WB	37.34 LT	409176.164	2538466.342	88.42	FG
418	283+67.09WB	22.93 LT	409161.753	2538466.581	88.02	FL
419	283+75.09WB	22.94 LT	409161.909	2538474.580	87.90	FL
420	283+75.10WB	37.33 LT	409176.290	2538474.341	88.30	FG
421	283+87.10WB	37.30 LT	409176.475	2538486.340	87.91	FG
422	283+87.09WB	22.97 LT	409162.143	2538486.578	87.51	FL

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
423	283+95.09WB	22.98 LT	409162.299	2538494.576	87.39	FL
424	283+95.10WB	37.28 LT	409176.599	2538494.339	87.79	FG
425	284+05.09WB	37.27 LT	409176.757	2538504.327	87.52	FG
426	284+05.27WB	42.10 LT	409181.592	2538504.423	87.61	FG
427	283+95.11WB	42.15 LT	409181.469	2538494.258	87.86	FG
428	283+87.10WB	42.19 LT	409181.368	2538486.257	87.98	FG
429	283+75.11WB	42.26 LT	409181.226	2538474.259	88.36	FG
430	283+67.11WB	42.31 LT	409181.129	2538466.260	88.48	FG
431	283+56.42WB	42.37 LT	409180.999	2538455.572	88.88	FG
432	283+51.42WB	42.46 LT	409180.999	2538450.572	88.95	FG
433	283+39.20WB	42.28 LT	409180.603	2538438.362	89.28	FG
434	283+33.19WB	42.19 LT	409180.408	2538432.349	89.13	FG
435	283+33.21WB	46.67 LT	409184.890	2538432.292	89.28	FG
436	284+00.20WB	42.13 LT	409181.530	2538499.357	87.72	FG
437	284+00.07WB	37.27 LT	409176.676	2538499.309	87.65	FG
438	284+08.09WB	23.01 LT	409162.553	2538507.574	87.09	FL
439	284+16.48WB	31.11 LT	409170.802	2538515.822	86.86	FL
440	283+67.09WB	23.51 LT	409162.336	2538466.572	88.35	FG
441	283+75.09WB	23.53 LT	409162.492	2538474.570	88.23	FG
442	283+87.09WB	23.55 LT	409162.726	2538486.568	87.85	FG
443	283+95.09WB	23.57 LT	409162.883	2538494.566	87.72	FG
444	284+31.70WB	31.16 LT	409171.144	2538531.036	86.77	ME FL

RADIUS TABLE

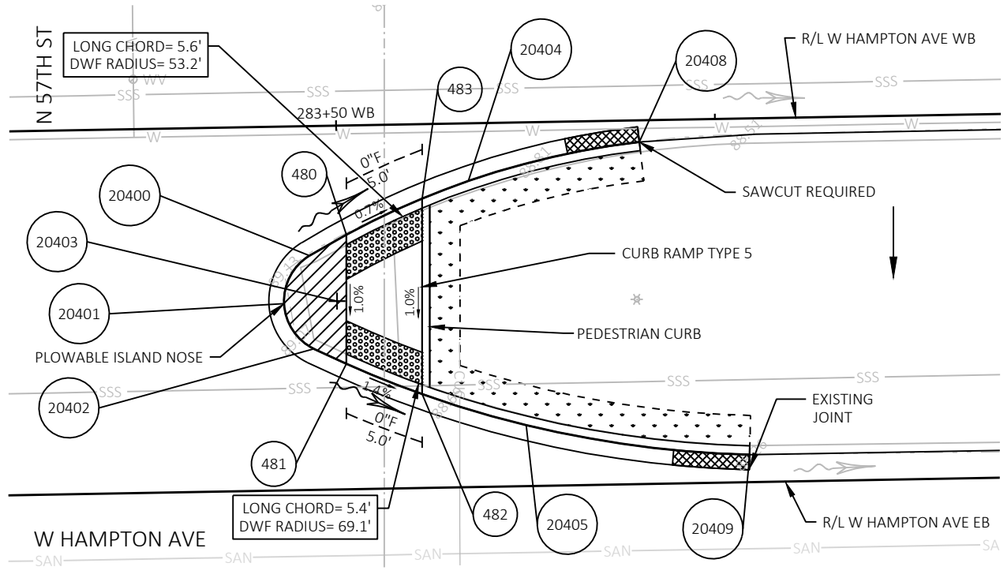
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
20200	283+23.68WB	42.99 LT	409181.047	2538422.825	88.85	FL PT
20201	283+29.27WB	29.01 LT	409167.160	2538428.660	88.64	FL MID
20202	283+43.03WB	22.88 LT	409161.283	2538442.529	88.41	FL PC
20203	283+43.68WB	42.87 LT	409181.281	2538442.823	N/A	RADP 20'R

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 57TH ST NE POINTS	SHEET 38	E

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



N

2

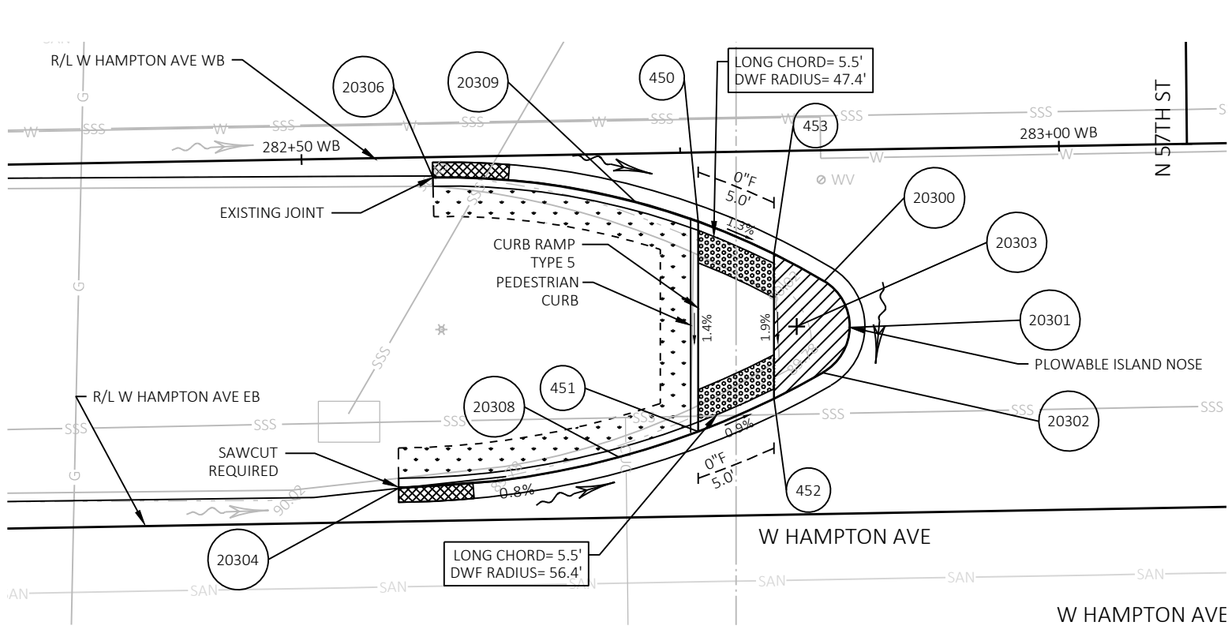
STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
480	283+50.54WB	7.20 RT	409131.340	2538450.572	89.03	FL
481	283+50.39WB	15.72 RT	409122.816	2538450.572	88.94	FL
482	283+55.35WB	17.80 RT	409120.820	2538455.572	88.87	FL
483	283+55.58WB	4.90 RT	409133.722	2538455.572	88.99	FL

* POINT 20406 LOCATED ON N 57TH NE SHEET
* POINT 20407 LOCATED ON N 57TH SE SHEET

RADIUS TABLE							
	POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
	20400	283+48.09WB	8.55 RT	409129.944	2538448.144	89.06	FL PCC
	20401	283+46.36WB	11.67 RT	409126.789	2538446.472	89.10	FL MID
	20402	283+48.28WB	14.69 RT	409123.808	2538448.438	89.00	FL PCC
	20403	283+49.86WB	11.57 RT	409126.956	2538449.968	N/A	RADP 3.5'R
	20404	283+58.65WB	3.80 RT	409134.878	2538458.621	88.90	FL MID
	20405	283+62.18WB	19.97 RT	409118.773	2538462.437	88.67	FL MID
*	20406	283+79.81WB	47.40 LT	409186.444	2538478.873	N/A	RADP 69.6'R
*	20407	283+75.28WB	54.91 RT	409084.071	2538476.151	N/A	RADP 53.7'R
	20408	283+69.99WB	1.42 RT	409137.454	2538469.912	88.66	FL PT
	20409	283+76.89WB	22.18 RT	409116.826	2538477.185	88.26	FL PT

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



N

2

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
450	282+76.11WB	4.57 RT	409132.651	2538376.104	90.02	FL
451	282+75.86WB	18.41 RT	409118.810	2538376.104	89.83	FL
452	282+80.90WB	16.33 RT	409120.974	2538381.104	89.77	FL
453	282+81.07WB	6.78 RT	409130.526	2538381.104	89.95	FL

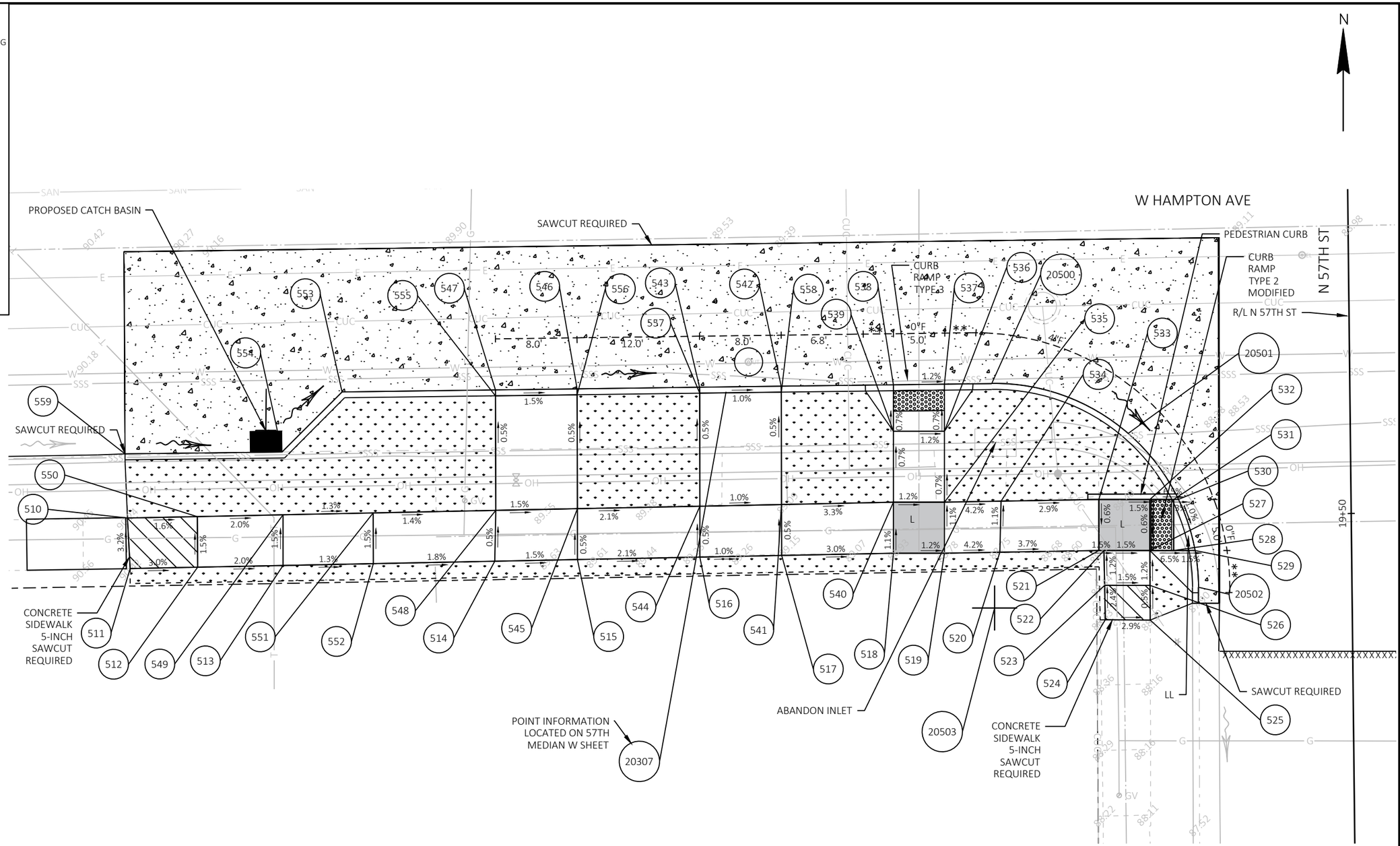
* POINT 20305 LOCATED ON N 57TH NW SHEET
* POINT 20307 LOCATED ON N 57TH SW SHEET

RADIUS TABLE							
	POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
	20300	282+84.36WB	8.64 RT	409128.731	2538384.426	89.86	FL PCC
	20301	282+85.99WB	11.72 RT	409125.677	2538386.111	89.82	FL MID
	20302	282+84.15WB	14.68 RT	409122.683	2538384.321	89.79	FL PCC
	20303	282+82.49WB	11.60 RT	409125.737	2538382.612	N/A	RADP 3.5'R
	20304	282+56.02WB	21.81 RT	409115.064	2538356.327	89.97	FL PT
*	20305	282+56.70WB	36.46 LT	409173.336	2538355.978	N/A	RADP 57'R
	20306	282+58.65WB	1.34 RT	409135.574	2538358.591	90.49	FL PT
*	20307	282+58.91WB	48.99 RT	409087.936	2538359.697	N/A	RADP 49.2'R
	20308	282+70.59WB	20.01 RT	409117.117	2538370.861	89.87	FL MID
	20309	282+72.01WB	3.21 RT	409133.940	2538371.978	90.14	FL MID

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 57TH ST SW	SHEET 41	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021201-RD.DWG
LAYOUT NAME - 57-SW

PLOT DATE : 10/18/2022 1:01 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

N

2

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
510	282+00.06WB	60.33 RT	409075.561	2538301.047	90.29	FG
511	282+00.23WB	65.28 RT	409070.610	2538301.313	90.45	FG
512	282+06.84WB	65.27 RT	409070.742	2538307.920	90.25	FG
513	282+15.20WB	65.25 RT	409070.910	2538316.281	90.08	FG
514	282+35.96WB	65.20 RT	409071.327	2538337.035	89.75	FG
515	282+44.07WB	65.18 RT	409071.490	2538345.137	89.63	FG
516	282+56.06WB	65.15 RT	409071.731	2538357.131	89.38	FG
517	282+64.09WB	65.13 RT	409071.892	2538365.152	89.30	FG
518	282+75.04WB	65.10 RT	409072.112	2538376.104	88.97	FG
519	282+80.04WB	65.19 RT	409072.112	2538381.104	88.91	FG
520	282+85.46WB	65.19 RT	409072.205	2538386.529	88.68	FG
521	282+95.17WB	65.20 RT	409072.372	2538396.234	88.32	FG
522	282+95.67WB	65.20 RT	409072.372	2538396.734	88.31	FG
523	282+95.67WB	68.61 RT	409068.970	2538396.796	88.35	FG
524	282+95.68WB	71.98 RT	409065.596	2538396.858	88.43	FG
525	283+00.09WB	72.09 RT	409065.563	2538401.273	88.30	FG
526	283+00.13WB	68.69 RT	409068.968	2538401.253	88.28	FG
527	283+00.17WB	65.28 RT	409072.372	2538401.234	88.24	FG
528	283+02.51WB	65.32 RT	409072.372	2538403.573	88.15	FG
529	283+04.59WB	65.36 RT	409072.372	2538405.650	88.06	FL
530	283+03.05WB	60.33 RT	409077.372	2538404.023	88.11	FL
531	283+02.60WB	60.33 RT	409077.372	2538403.573	88.14	FG
532	283+00.26WB	60.28 RT	409077.372	2538401.234	88.27	FG
533	282+95.26WB	60.20 RT	409077.372	2538396.234	88.35	FG
534	282+85.67WB	60.19 RT	409077.207	2538386.645	88.62	FG
535	282+80.13WB	60.19 RT	409077.112	2538381.104	88.85	FG

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
536	282+80.25WB	53.24 RT	409084.063	2538381.104	88.80	FG
537	282+80.33WB	48.62 RT	409088.679	2538381.104	88.77	FL
538	282+75.33WB	48.60 RT	409088.615	2538376.104	88.83	FL
539	282+75.25WB	53.15 RT	409084.063	2538376.104	88.86	FG
540	282+75.13WB	60.10 RT	409077.112	2538376.104	88.91	FG
541	282+64.16WB	60.13 RT	409076.885	2538365.139	89.27	FG
542	282+64.34WB	48.54 RT	409088.476	2538365.109	88.88	FL
543	282+56.34WB	48.51 RT	409088.373	2538357.110	88.96	FL
544	282+56.16WB	60.16 RT	409076.720	2538357.140	89.35	FG
545	282+44.16WB	60.19 RT	409076.472	2538345.140	89.60	FG
546	282+44.33WB	48.45 RT	409088.219	2538345.110	89.22	FL
547	282+36.33WB	48.41 RT	409088.115	2538337.110	89.34	FL
548	282+36.16WB	60.22 RT	409076.306	2538337.141	89.73	FG
549	282+15.30WB	60.28 RT	409075.876	2538316.292	90.01	FG
550	282+06.90WB	60.31 RT	409075.702	2538307.892	90.18	FG
551	282+24.14WB	60.25 RT	409076.058	2538325.129	89.89	FG
552	282+24.06WB	65.22 RT	409071.088	2538325.135	89.97	FG
553	282+21.30WB	48.34 RT	409087.922	2538322.079	89.48	FL
554	282+15.31WB	54.12 RT	409082.033	2538316.191	89.56	FL
555	282+36.33WB	48.99 RT	409087.532	2538337.112	89.67	FG
556	282+44.33WB	49.03 RT	409087.635	2538345.111	89.55	FG
557	282+56.33WB	49.09 RT	409087.790	2538357.112	88.98	FG
558	282+64.33WB	49.13 RT	409087.893	2538365.111	88.90	FG
559	281+99.93WB	54.03 RT	409081.852	2538300.806	89.72	ME FL

RADIUS TABLE

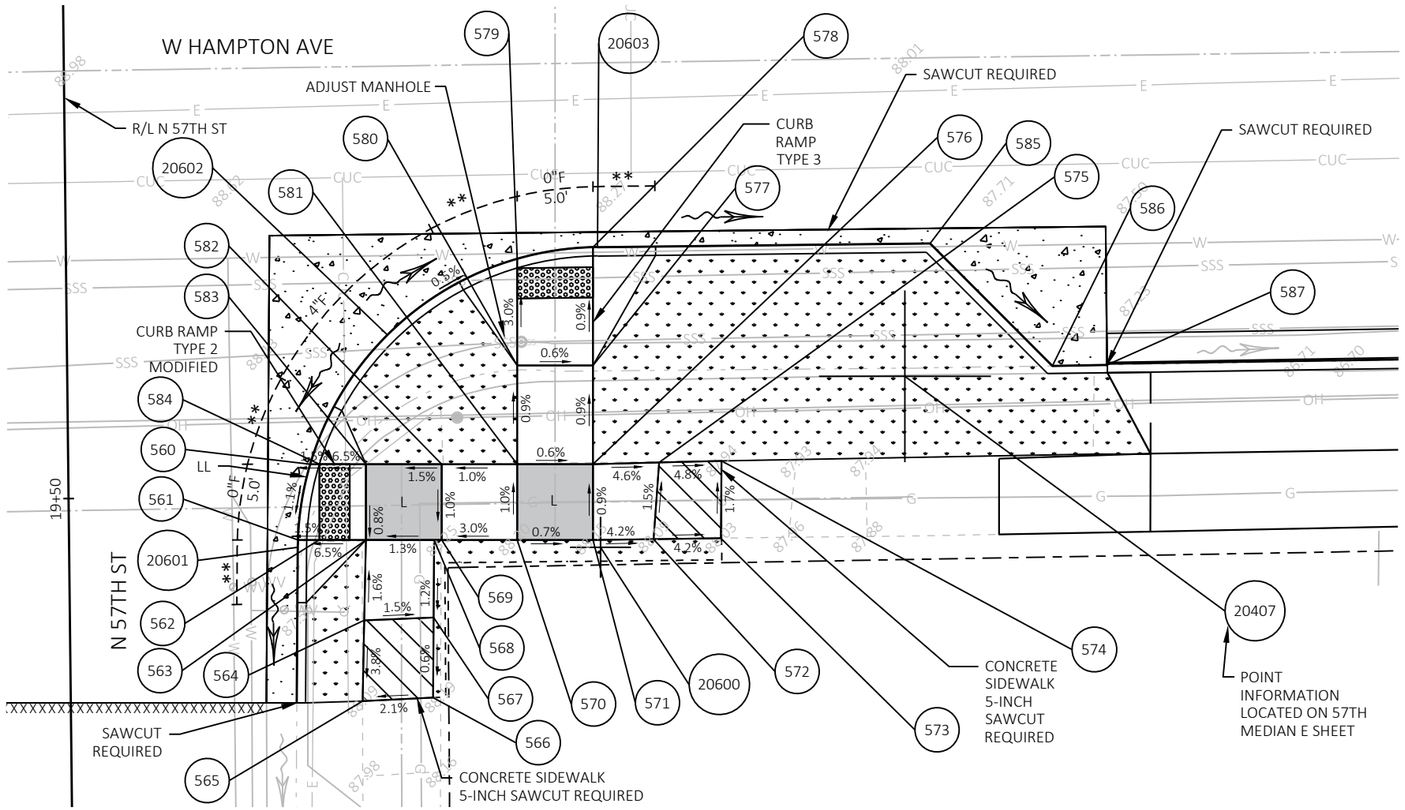
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
20500	282+84.96WB	48.65 RT	409088.737	2538385.729	88.68	FL PC
20501	282+98.23WB	53.78 RT	409083.843	2538399.092	88.32	FL MID
20502	283+04.94WB	68.99 RT	409068.755	2538406.066	87.98	FL PT
20503	282+84.85WB	70.65 RT	409066.739	2538386.013	N/A	RADP 20'R

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

N

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
20600	283+55.42WB	41.84 RT	409072.788	2538456.065	N/A	RADP 20'R
20601	283+35.45WB	41.48 RT	409072.788	2538436.090	87.97	FL PT
20602	283+41.60WB	27.58 RT	409086.796	2538441.999	88.15	FL MID
20603	283+55.58WB	22.03 RT	409092.594	2538455.872	88.04	FL PC



STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
560	283+35.94WB	60.02 RT	409078.265	2538436.902	88.04	FL
561	283+35.05WB	65.01 RT	409073.265	2538436.100	87.99	FL
562	283+36.47WB	65.01 RT	409073.291	2538437.519	88.01	FG
563	283+39.53WB	65.09 RT	409073.265	2538440.582	88.21	FG
564	283+39.33WB	70.38 RT	409067.969	2538440.474	88.29	FG
565	283+39.12WB	75.71 RT	409062.636	2538440.365	88.09	FG
566	283+43.78WB	75.55 RT	409062.880	2538445.019	88.19	FG
567	283+43.91WB	70.27 RT	409068.159	2538445.051	88.22	FG
568	283+44.03WB	65.17 RT	409073.265	2538445.082	88.27	FG
569	283+44.53WB	65.17 RT	409073.265	2538445.582	88.27	FG
570	283+49.52WB	65.26 RT	409073.265	2538450.572	88.42	FG
571	283+54.52WB	65.35 RT	409073.265	2538455.572	88.39	FG
572	283+58.51WB	65.36 RT	409073.325	2538459.566	88.22	FG
573	283+62.94WB	65.37 RT	409073.391	2538463.991	88.03	FG
574	283+63.09WB	60.27 RT	409078.492	2538464.051	87.94	FG
575	283+58.96WB	60.31 RT	409078.381	2538459.927	88.14	FG
576	283+54.60WB	60.35 RT	409078.265	2538455.572	88.34	FG
577	283+54.72WB	53.82 RT	409084.795	2538455.572	88.29	FG
578	283+54.86WB	46.03 RT	409092.588	2538455.572	88.04	FL
579	283+49.84WB	46.71 RT	409091.819	2538450.572	88.10	FL
580	283+49.72WB	53.73 RT	409084.795	2538450.572	88.32	FG
581	283+49.60WB	60.26 RT	409078.265	2538450.572	88.37	FG
582	283+44.62WB	60.17 RT	409078.265	2538445.582	88.32	FG
583	283+39.62WB	60.09 RT	409078.265	2538440.582	88.25	FG
584	283+36.55WB	60.03 RT	409078.265	2538437.519	88.05	FG
585	283+77.10WB	46.18 RT	409092.831	2538477.812	87.60	FL
586	283+85.02WB	54.39 RT	409084.760	2538485.883	87.12	FL
587	283+88.63WB	54.40 RT	409084.820	2538489.484	87.03	ME FL

2

LEGEND

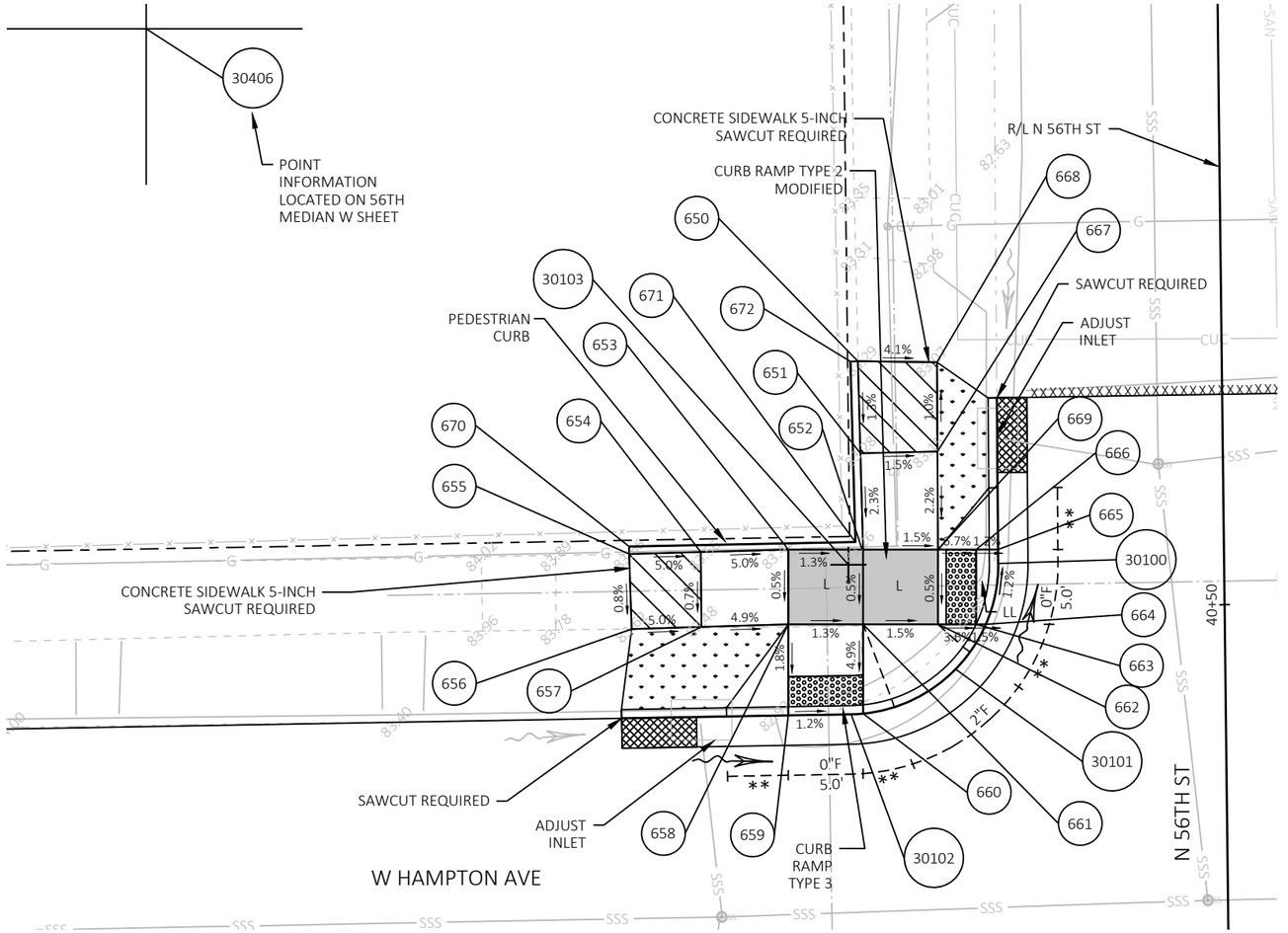
- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

N

2

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
30100	286+24.09WB	41.02 LT	409184.377	2538723.223	82.81	FL PT
30101	286+21.12WB	34.01 LT	409177.318	2538720.384	82.88	FL MID
30102	286+14.09WB	31.12 LT	409174.300	2538713.399	82.94	FL PC
30103	286+14.09WB	41.12 LT	409184.298	2538713.223	N/A	RADP 10'R

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
650	286+14.96WB	54.69 LT	409197.887	2538713.858	83.29	FG
651	286+15.02WB	48.55 LT	409191.743	2538714.025	83.21	FG
652	286+15.02WB	42.12 LT	409185.312	2538714.135	83.06	FG
653	286+10.08WB	42.20 LT	409185.312	2538709.201	83.13	FG
654	286+04.24WB	42.14 LT	409185.146	2538703.358	83.42	FG
655	285+99.44WB	42.09 LT	409185.010	2538698.565	83.66	FG
656	285+99.53WB	37.07 LT	409179.998	2538698.740	83.62	FG
657	286+04.20WB	37.13 LT	409180.140	2538703.408	83.39	FG
658	286+09.99WB	37.20 LT	409180.311	2538709.201	83.10	FG
659	286+09.89WB	31.12 LT	409174.226	2538709.201	83.00	FL
660	286+14.89WB	31.15 LT	409174.346	2538714.201	82.94	FL
661	286+15.01WB	37.11 LT	409180.312	2538714.201	83.04	FG
662	286+20.02WB	37.03 LT	409180.312	2538719.229	82.96	FG
663	286+22.55WB	36.98 LT	409180.312	2538721.754	82.87	FG
664	286+23.19WB	36.97 LT	409180.312	2538722.394	82.86	FL
665	286+24.10WB	41.95 LT	409185.312	2538723.215	82.80	FL
666	286+22.63WB	41.98 LT	409185.312	2538721.754	82.82	FG
667	286+20.17WB	48.57 LT	409191.855	2538719.169	83.13	FG
668	286+20.24WB	54.55 LT	409197.832	2538719.140	83.07	FG
669	286+20.08WB	42.03 LT	409185.312	2538719.201	82.99	FG
670	285+99.45WB	42.59 LT	409185.510	2538698.565	83.66	TOC 0"F
671	286+14.58WB	42.62 LT	409185.808	2538713.690	83.39	TOC 4"F
672	286+14.46WB	54.69 LT	409197.875	2538713.358	83.29	TOC 0"F



PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 56TH ST NW	SHEET 44	E

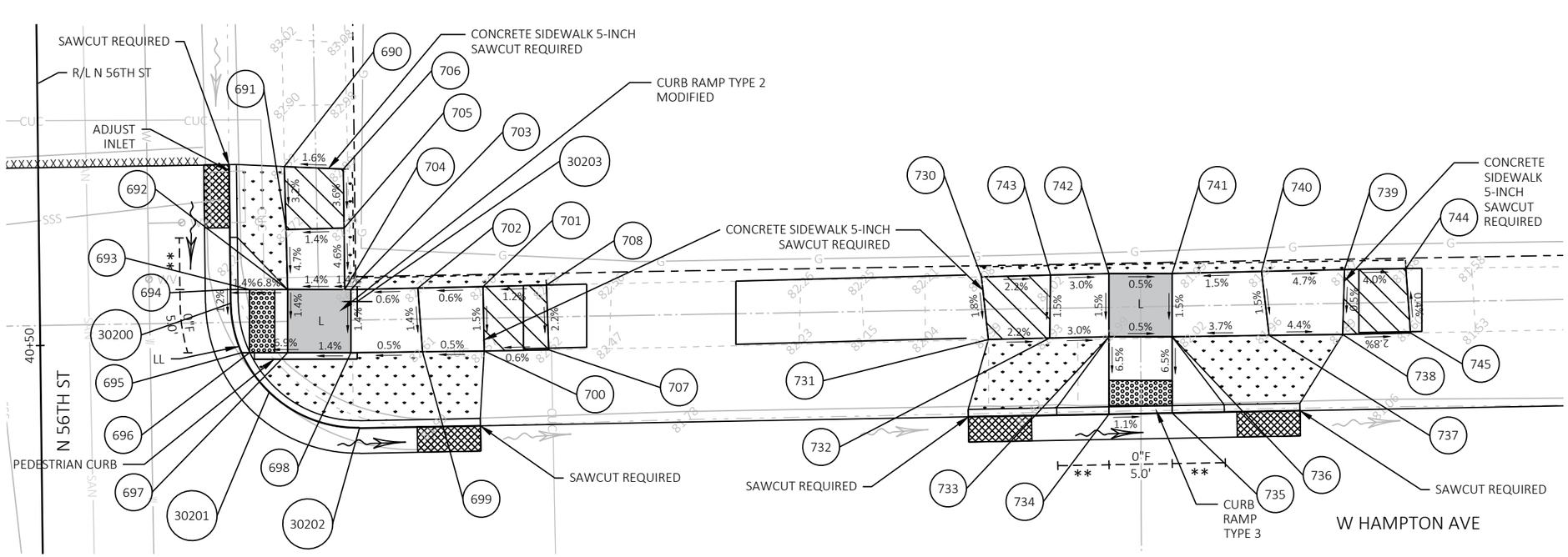
FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021201-RD.DWG
LAYOUT NAME - 56-NW

PLOT DATE : 10/18/2022 1:03 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



2

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
690	286+58.71WB	51.81 LT	409195.781	2538757.653	82.82	FG
691	286+58.76WB	46.83 LT	409190.798	2538757.792	82.66	FG
692	286+58.82WB	42.06 LT	409186.035	2538757.929	82.44	FG
693	286+55.79WB	42.14 LT	409186.054	2538754.907	82.23	FG
694	286+54.29WB	42.16 LT	409186.054	2538753.402	82.21	FL
695	286+55.06WB	37.15 LT	409181.054	2538754.265	82.15	FL
696	286+55.71WB	37.14 LT	409181.053	2538754.907	82.16	FG
697	286+58.72WB	37.08 LT	409181.054	2538757.924	82.37	FG
698	286+63.72WB	37.00 LT	409181.054	2538762.924	82.44	FG
699	286+69.39WB	36.97 LT	409181.127	2538768.590	82.47	FG
700	286+74.27WB	36.95 LT	409181.190	2538773.470	82.49	FG
701	286+74.26WB	42.05 LT	409186.288	2538773.368	82.57	FG
702	286+69.11WB	42.02 LT	409186.173	2538768.219	82.54	FG
703	286+63.81WB	42.00 LT	409186.054	2538762.924	82.51	FG
704	286+63.32WB	42.00 LT	409186.054	2538762.435	82.50	FG
705	286+63.35WB	46.86 LT	409190.909	2538762.375	82.73	FG
706	286+63.37WB	51.53 LT	409195.581	2538762.318	82.89	FG
707	286+79.36WB	36.96 LT	409181.290	2538778.559	82.52	FG
708	286+79.27WB	42.07 LT	409186.401	2538778.384	82.63	FG

RADIUS TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
30200	286+54.28WB	41.08 LT	409184.967	2538753.415	82.20	FL PT
30201	286+57.20WB	33.97 LT	409177.911	2538756.453	82.11	FL MID
30202	286+64.29WB	31.02 LT	409175.092	2538763.599	82.03	FL PC
30203	286+64.28WB	41.02 LT	409185.090	2538763.414	N/A	RADP 10'R

STATION & OFFSET TABLE

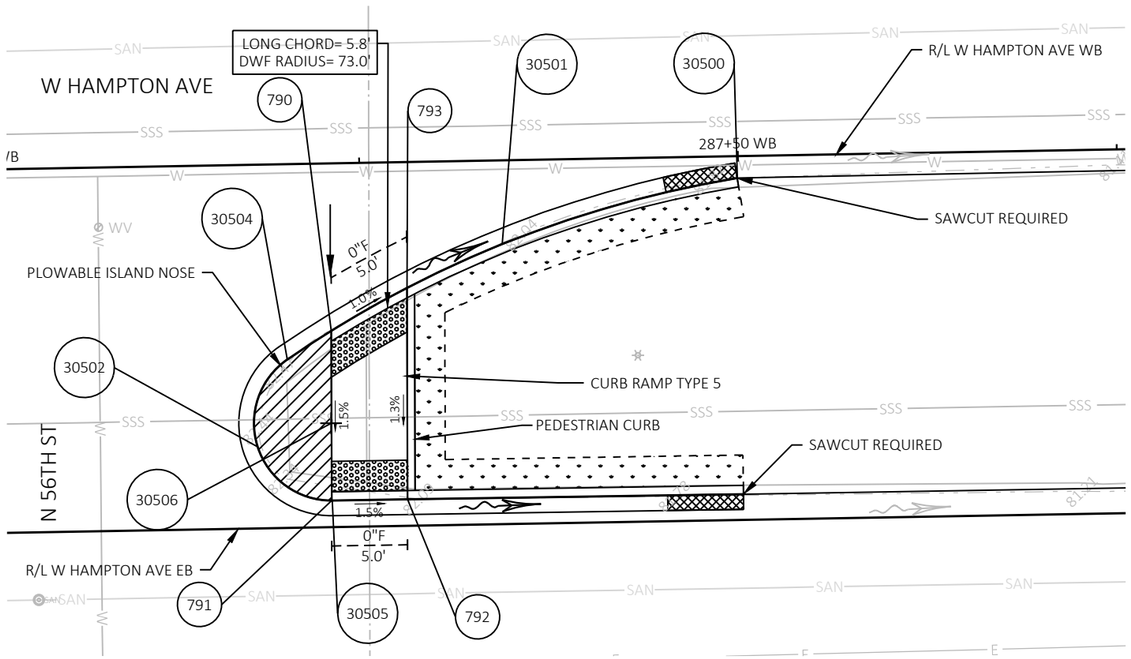
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
730	287+13.68WB	42.11 LT	409187.049	2538812.789	82.08	FG
731	287+14.16WB	37.15 LT	409182.101	2538813.353	81.99	FG
732	287+18.99WB	37.18 LT	409182.213	2538818.179	81.88	FG
733	287+23.69WB	37.21 LT	409182.325	2538822.875	81.75	FG
734	287+23.58WB	31.07 LT	409176.188	2538822.873	81.35	FL
735	287+28.58WB	31.08 LT	409176.281	2538827.873	81.29	FL
736	287+28.68WB	37.12 LT	409182.324	2538827.873	81.72	FG
737	287+36.34WB	37.09 LT	409182.426	2538835.533	82.00	FG
738	287+42.17WB	37.06 LT	409182.503	2538841.354	81.75	FG
739	287+42.40WB	42.18 LT	409187.630	2538841.499	81.77	FG
740	287+35.83WB	42.15 LT	409187.481	2538834.929	82.08	FG
741	287+28.77WB	42.12 LT	409187.321	2538827.873	81.80	FG
742	287+23.77WB	42.20 LT	409187.321	2538822.873	81.82	FG
743	287+19.15WB	42.16 LT	409187.196	2538818.253	81.96	FG
744	287+47.26WB	42.18 LT	409187.711	2538846.356	81.58	FG
745	287+47.53WB	37.08 LT	409182.612	2538846.716	81.60	FG

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 56TH ST NE	SHEET 45	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021201-RD.DWG
LAYOUT NAME - 56-NE
PLOT DATE : 10/18/2022 1:04 PM
PLOT BY : HENRYKA GASIK
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



N

2

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
790	287+22.96WB	11.05 RT	409134.064	2538823.003	82.34	FL
791	287+22.79WB	22.24 RT	409122.869	2538823.031	82.18	FL
792	287+27.79WB	22.25 RT	409122.946	2538828.031	82.10	FL
793	287+28.01WB	8.30 RT	409136.899	2538827.996	82.29	FL

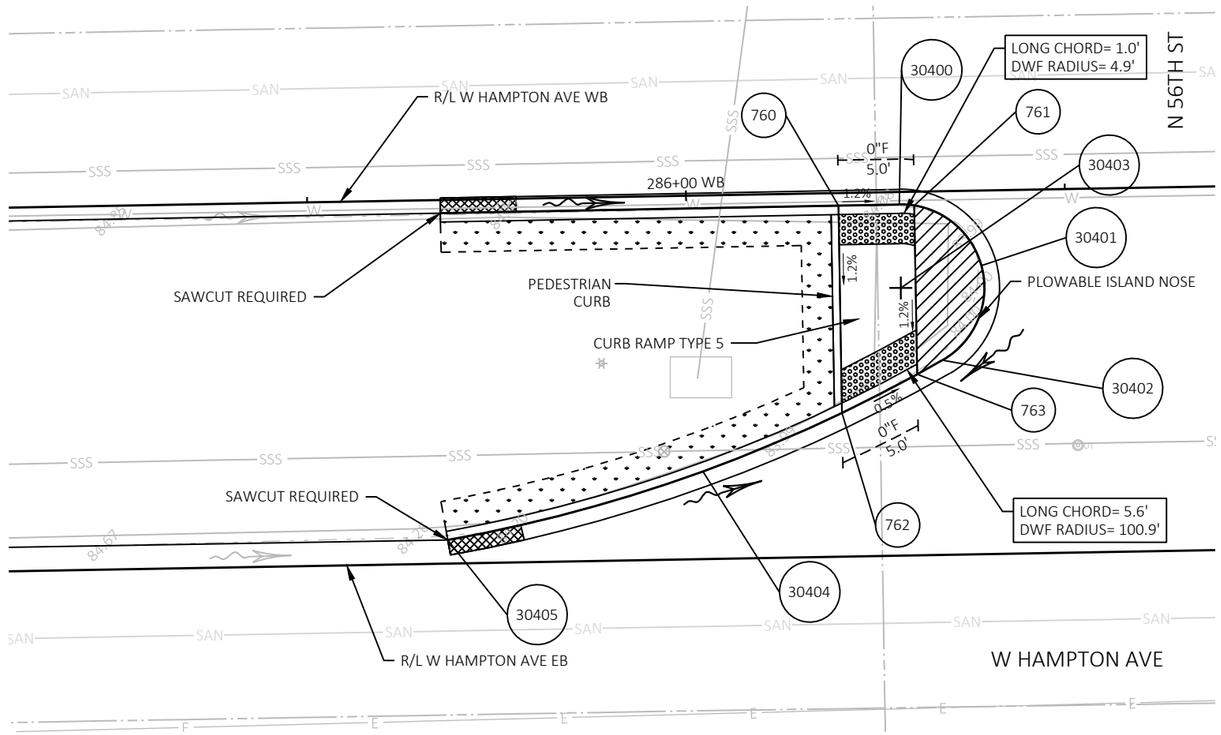
* POINT LOCATED ON N 56TH SE SHEET

RADIUS TABLE							
	POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
	30500	287+49.93WB	1.45 RT	409144.138	2538849.799	81.79	FL PT
	30501	287+34.35WB	5.52 RT	409139.789	2538834.294	82.12	FL MID
	30502	287+17.96WB	18.61 RT	409126.417	2538818.139	82.31	FL MID
*	30503	287+60.64WB	74.21 RT	409071.571	2538861.791	N/A	RADP 73.6'R
	30504	287+20.03WB	12.89 RT	409132.171	2538820.107	82.38	FL PCC
	30505	287+22.84WB	22.24 RT	409122.869	2538823.077	82.17	FL PC
	30506	287+22.85WB	17.14 RT	409127.969	2538822.998	N/A	RADP 5.5'R

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



N

2

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
760	286+10.06WB	0.84 RT	409142.275	2538709.934	84.12	FL
761	286+15.06WB	0.93 RT	409142.278	2538714.934	84.06	FL
762	286+10.05WB	14.51 RT	409128.604	2538710.167	83.96	FL
763	286+15.05WB	12.06 RT	409131.150	2538715.124	83.93	FL

* POINT LOCATED ON N 56TH NW SHEET

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
30400	286+14.07WB	0.84 RT	409142.349	2538713.943	84.08	FL PT
30401	286+19.40WB	4.97 RT	409138.315	2538719.346	83.98	FL MID
30402	286+16.72WB	11.16 RT	409132.079	2538716.780	83.94	FL PCC
30403	286+14.07WB	6.34 RT	409136.850	2538714.045	N/A	RADP 5.5'R
30404	286+00.79WB	18.20 RT	409124.753	2538700.972	84.05	FL MID
30405	285+83.89WB	22.44 RT	409120.215	2538684.149	84.23	FL PC
* 30406	285+67.80WB	77.76 LT	409220.117	2538666.300	N/A	RADP 101.5'R

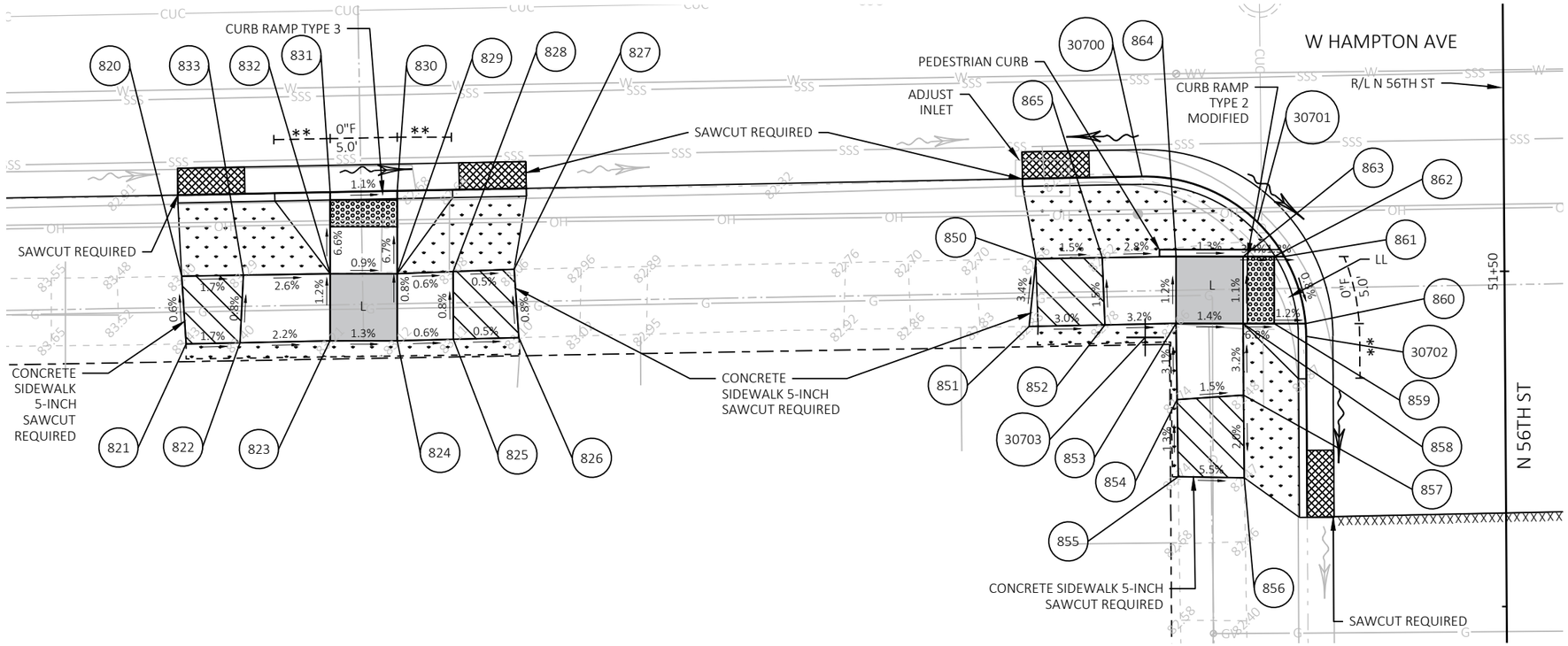
PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 56TH ST MEDIAN W	SHEET 47	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021201-RD.DWG
LAYOUT NAME - 56-Median W

PLOT DATE : 10/18/2022 1:06 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
820	285+99.04WB	60.63 RT	409082.305	2538699.974	83.40	FG
821	285+99.28WB	65.68 RT	409077.258	2538700.304	83.43	FG
822	286+03.30WB	65.66 RT	409077.348	2538704.327	83.36	FG
823	286+10.01WB	65.63 RT	409077.495	2538711.035	83.21	FG
824	286+15.02WB	65.72 RT	409077.498	2538716.038	83.15	FG
825	286+19.21WB	65.68 RT	409077.605	2538720.229	83.12	FG
826	286+24.09WB	65.65 RT	409077.728	2538725.109	83.10	FG
827	286+23.84WB	60.55 RT	409082.822	2538724.767	83.06	FG
828	286+19.28WB	60.63 RT	409082.653	2538720.212	83.08	FG
829	286+15.10WB	60.72 RT	409082.498	2538716.038	83.11	FG
830	286+15.21WB	54.55 RT	409088.667	2538716.038	82.70	FL
831	286+10.21WB	54.56 RT	409088.570	2538711.038	82.75	FL
832	286+10.10WB	60.63 RT	409082.495	2538711.038	83.15	FG
833	286+03.65WB	60.63 RT	409082.384	2538704.582	83.32	FG

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
850	286+62.73WB	60.45 RT	409083.608	2538763.648	82.66	FG
851	286+62.15WB	65.48 RT	409078.566	2538763.157	82.83	FG
852	286+67.79WB	65.47 RT	409078.678	2538768.795	82.66	FG
853	286+73.09WB	65.46 RT	409078.783	2538774.101	82.49	FG
854	286+73.07WB	71.13 RT	409073.111	2538774.181	82.67	FG
855	286+73.05WB	76.88 RT	409067.362	2538774.262	82.74	FG
856	286+77.98WB	77.06 RT	409067.268	2538779.191	82.47	FG
857	286+78.04WB	70.89 RT	409073.434	2538779.143	82.59	FG
858	286+78.09WB	65.55 RT	409078.780	2538779.101	82.42	FG
859	286+80.42WB	65.59 RT	409078.780	2538781.427	82.26	FG
860	286+82.74WB	65.63 RT	409078.780	2538783.750	82.23	FL
861	286+81.24WB	60.60 RT	409083.780	2538782.167	82.28	FL
862	286+80.51WB	60.59 RT	409083.780	2538781.427	82.29	FG
863	286+78.18WB	60.55 RT	409083.780	2538779.101	82.36	FG
864	286+73.18WB	60.46 RT	409083.780	2538774.101	82.43	FG
865	286+67.68WB	60.45 RT	409083.689	2538768.596	82.59	FG

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
30700	286+70.75WB	54.45 RT	409089.742	2538771.562	82.36	FL PC
30701	286+79.29WB	58.01 RT	409086.339	2538780.169	82.30	FL MID
30702	286+82.77WB	66.59 RT	409077.824	2538783.794	82.21	FL PT
30703	286+70.77WB	66.45 RT	409077.745	2538771.794	N/A	RADP 12'R

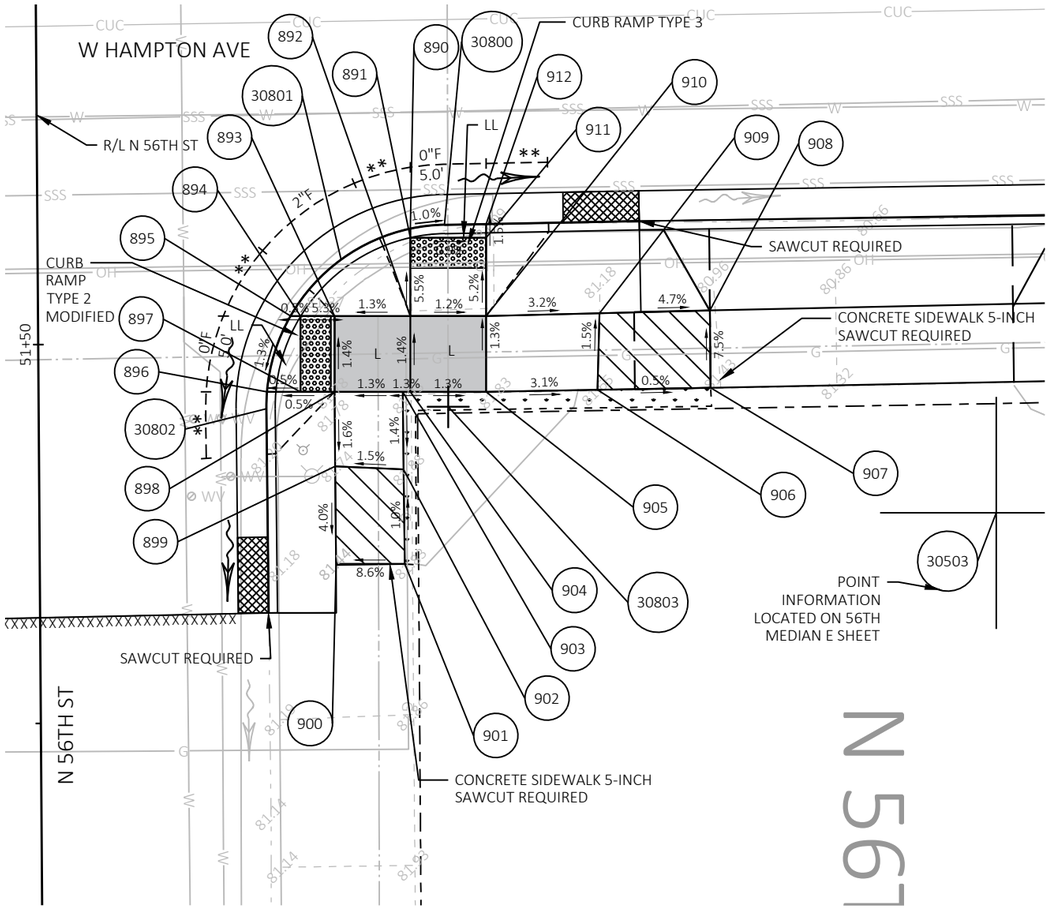
PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 56TH ST SW	SHEET 48	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021201-RD.DWG
LAYOUT NAME - 56-SW
PLOT DATE : 10/18/2022 1:07 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



N

2

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
890	287+22.32WB	54.79 RT	409090.316	2538823.137	81.48	FL
891	287+22.31WB	55.39 RT	409089.719	2538823.137	81.49	FG
892	287+22.22WB	60.54 RT	409084.565	2538823.138	81.77	FG
893	287+17.22WB	60.45 RT	409084.565	2538818.137	81.71	FG
894	287+14.97WB	60.41 RT	409084.565	2538815.884	81.83	FG
895	287+14.32WB	60.40 RT	409084.565	2538815.233	81.82	FL
896	287+12.68WB	65.37 RT	409079.565	2538813.678	81.76	FL
897	287+14.88WB	65.41 RT	409079.565	2538815.884	81.77	FG
898	287+17.14WB	65.45 RT	409079.565	2538818.137	81.78	FG
899	287+17.09WB	70.38 RT	409074.639	2538818.180	81.70	FG
900	287+17.03WB	76.81 RT	409068.207	2538818.236	81.44	FG
901	287+21.56WB	76.89 RT	409068.207	2538822.767	81.83	FG
902	287+21.60WB	70.65 RT	409074.446	2538822.696	81.77	FG
903	287+21.63WB	65.53 RT	409079.565	2538822.637	81.84	FG
904	287+22.14WB	65.54 RT	409079.565	2538823.141	81.84	FG
905	287+27.13WB	65.62 RT	409079.568	2538828.137	81.78	FG
906	287+34.49WB	65.65 RT	409079.696	2538835.492	81.55	FG
907	287+42.62WB	65.67 RT	409079.825	2538842.958	81.51	FG
908	287+42.35WB	60.52 RT	409084.928	2538842.904	81.13	FG
909	287+34.70WB	60.58 RT	409084.750	2538835.613	81.48	FG
910	287+27.22WB	60.63 RT	409084.568	2538828.137	81.71	FG
911	287+27.31WB	55.48 RT	409089.719	2538828.137	81.45	FG
912	287+27.33WB	54.56 RT	409090.630	2538828.137	81.43	FL

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
30800	287+24.59WB	54.57 RT	409090.576	2538825.396	81.46	FL PC
30801	287+17.72WB	56.74 RT	409088.282	2538818.573	81.65	FL MID
30802	287+12.61WB	66.50 RT	409078.437	2538813.633	81.75	FL PT
30803	287+24.61WB	66.57 RT	409078.578	2538825.632	N/A	RADP 12'R

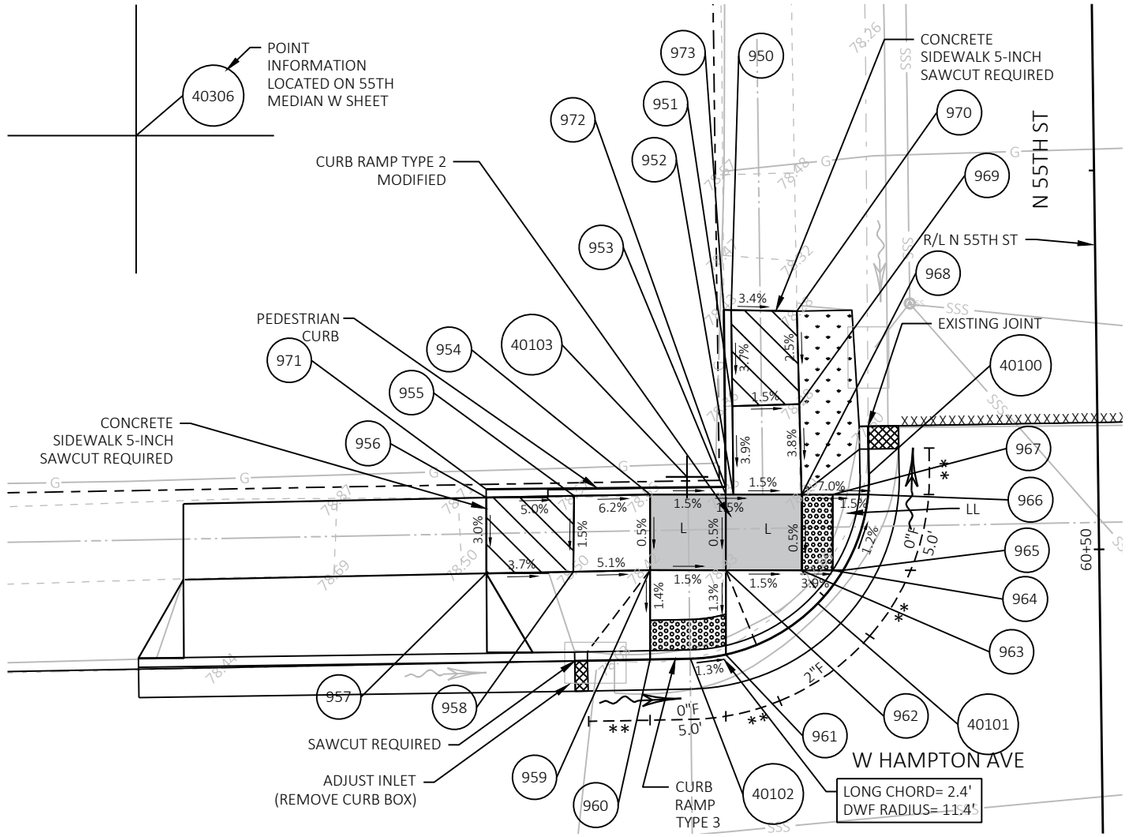
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LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
950	289+45.65WB	54.21 LT	409203.246	2539044.501	78.43	FG
951	289+45.61WB	47.88 LT	409196.912	2539044.575	78.20	FG
952	289+45.57WB	42.05 LT	409191.082	2539044.643	77.97	FG
953	289+45.07WB	42.06 LT	409191.082	2539044.143	77.98	FG
954	289+40.07WB	42.15 LT	409191.082	2539039.143	78.05	FG
955	289+35.07WB	42.14 LT	409190.985	2539034.135	78.36	FG
956	289+29.27WB	42.13 LT	409190.874	2539028.344	78.65	FG
957	289+29.17WB	37.13 LT	409185.872	2539028.331	78.76	FG
958	289+34.91WB	37.13 LT	409185.979	2539034.072	78.29	FG
959	289+39.99WB	37.15 LT	409186.086	2539039.143	78.03	FG
960	289+39.88WB	31.26 LT	409180.189	2539039.143	77.95	FL
961	289+44.89WB	31.49 LT	409180.515	2539044.143	77.88	FL
962	289+44.98WB	37.06 LT	409186.086	2539044.141	77.95	FG
963	289+49.98WB	36.97 LT	409186.082	2539049.138	77.88	FG
964	289+52.04WB	36.94 LT	409186.082	2539051.193	77.80	FG
965	289+52.72WB	36.92 LT	409186.082	2539051.879	77.79	FL
966	289+54.45WB	41.89 LT	409191.082	2539053.523	77.72	FL
967	289+52.12WB	41.93 LT	409191.082	2539051.193	77.76	FG
968	289+50.07WB	41.97 LT	409191.082	2539049.143	77.90	FG
969	289+50.03WB	47.94 LT	409197.047	2539048.990	78.13	FG
970	289+49.98WB	54.06 LT	409203.165	2539048.834	78.28	FG
971	289+29.27WB	42.68 LT	409191.426	2539028.334	78.65	TOC 0"F
972	289+45.07WB	42.56 LT	409191.582	2539044.135	78.39	TOC 5"F
973	289+45.16WB	54.23 LT	409203.255	2539044.009	78.43	TOC 0"F

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
40100	289+54.53WB	43.23 LT	409192.415	2539053.577	77.66	FL PT
40101	289+51.01WB	34.77 LT	409183.897	2539050.206	77.85	FL MID
40102	289+42.55WB	31.26 LT	409180.240	2539041.808	77.98	FL PC
40103	289+42.53WB	43.26 LT	409192.238	2539041.578	N/A	RADP 12'R

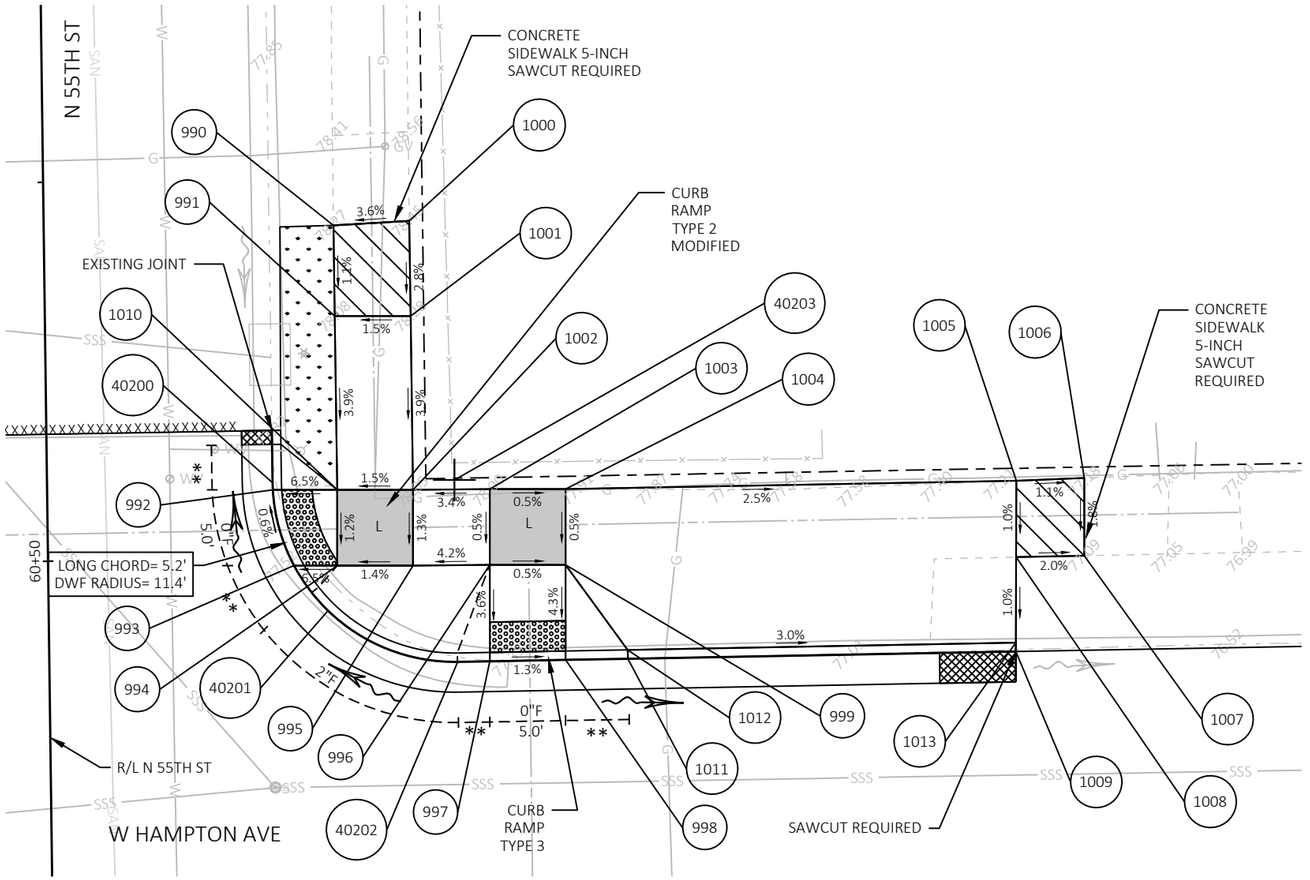


PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 55TH ST NW	SHEET 50	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021201-RD.DWG
LAYOUT NAME - 55-NW
PLOT DATE : 10/18/2022 1:08 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



N

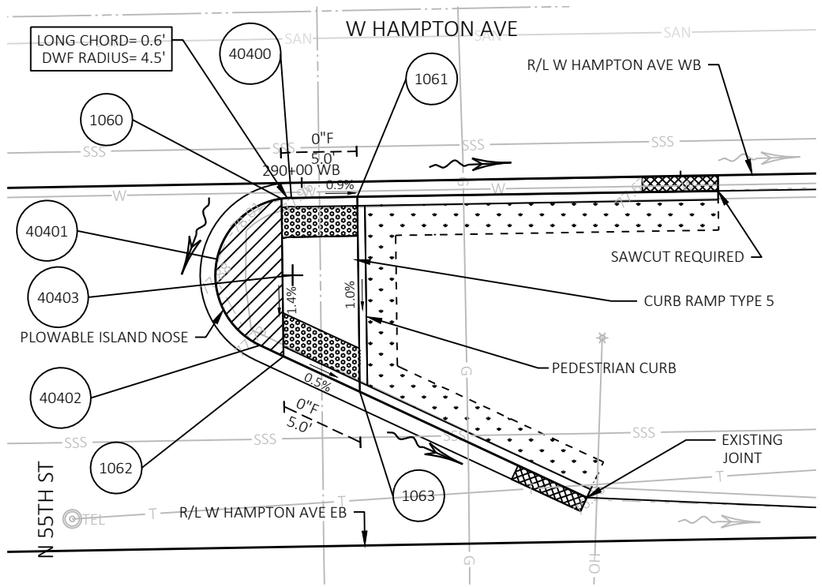
STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
990	289+88.86WB	59.82 LT	409209.617	2539087.608	78.27	FG
991	289+88.84WB	53.84 LT	409203.637	2539087.693	78.20	FG
992	289+84.55WB	42.44 LT	409192.164	2539083.602	77.48	FL
993	289+85.85WB	37.42 LT	409187.164	2539084.995	77.51	FL
994	289+88.71WB	37.37 LT	409187.164	2539087.858	77.69	FG
995	289+93.71WB	37.28 LT	409187.164	2539092.858	77.76	FG
996	289+98.77WB	37.25 LT	409187.218	2539097.913	77.97	FG
997	289+98.66WB	30.88 LT	409180.851	2539097.913	77.75	FL
998	290+03.66WB	30.89 LT	409180.944	2539102.913	77.68	FL
999	290+03.77WB	37.16 LT	409187.219	2539102.913	77.95	FG
1000	289+93.87WB	60.03 LT	409209.911	2539092.613	78.45	FG
1001	289+93.84WB	53.74 LT	409203.625	2539092.698	78.28	FG
1002	289+93.80WB	42.28 LT	409192.164	2539092.858	77.83	FG
1003	289+98.86WB	42.25 LT	409192.219	2539097.913	78.00	FG
1004	290+03.86WB	42.16 LT	409192.219	2539102.913	77.97	FG
1005	290+33.62WB	42.19 LT	409192.771	2539132.671	77.23	FG
1006	290+38.10WB	42.28 LT	409192.942	2539137.153	77.18	FG
1007	290+38.02WB	37.15 LT	409187.816	2539137.158	77.09	FG
1008	290+33.51WB	37.14 LT	409187.725	2539132.656	77.18	FG
1009	290+33.39WB	30.92 LT	409181.502	2539132.637	76.79	FL
1010	289+88.80WB	42.37 LT	409192.164	2539087.858	77.75	FG
1011	290+07.78WB	30.89 LT	409181.022	2539107.037	77.56	FL
1012	290+07.78WB	31.47 LT	409181.605	2539107.026	77.58	FG
1013	290+33.40WB	31.50 LT	409182.085	2539132.639	77.12	FL

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
40200	289+84.54WB	42.91 LT	409192.632	2539083.586	77.46	FL PC
40201	289+88.05WB	34.40 LT	409184.183	2539087.243	77.59	FL MID
40202	289+96.55WB	30.88 LT	409180.811	2539095.810	77.79	FL PT
40203	289+96.54WB	42.88 LT	409192.809	2539095.585	N/A	RADP 12'R

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



N

2

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1060	289+98.65WB	1.03 RT	409148.944	2539098.470	77.87	FL
1061	290+03.65WB	1.00 RT	409149.067	2539103.469	77.82	FL
1062	289+98.60WB	11.43 RT	409138.549	2539098.604	77.72	FL
1063	290+03.59WB	13.86 RT	409136.207	2539103.634	77.69	FL

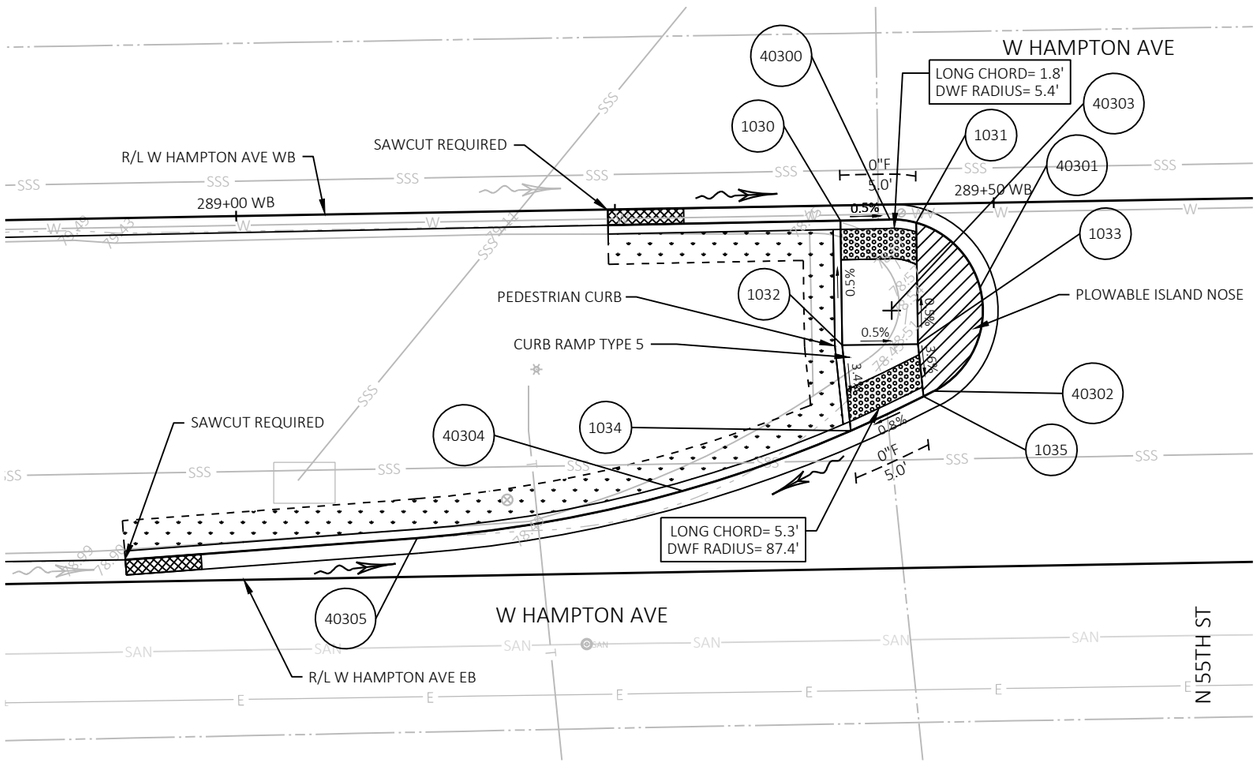
RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
40400	289+99.30WB	0.99 RT	409148.996	2539099.118	77.86	FL PC
40401	289+94.32WB	4.94 RT	409144.958	2539094.213	77.81	FL MID
40402	289+97.06WB	10.68 RT	409139.273	2539097.049	77.73	FL PT
40403	289+99.29WB	6.09 RT	409143.897	2539099.201	N/A	RADP 5.1'R

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 55TH ST MEDIAN E	SHEET 52	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021201-RD.DWG
LAYOUT NAME - 55-Median E
PLOT DATE : 10/18/2022 1:10 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1030	289+39.87WB	1.00 RT	409147.939	2539039.698	78.69	FL
1031	289+44.87WB	1.24 RT	409147.783	2539044.700	78.66	FL
1032	289+39.84WB	9.22 RT	409139.718	2539039.818	78.73	FG
1033	289+44.83WB	9.24 RT	409139.783	2539044.803	78.70	FG
1034	289+40.30WB	14.88 RT	409134.070	2539040.376	78.54	FL
1035	289+45.13WB	12.70 RT	409136.333	2539045.169	78.58	FL

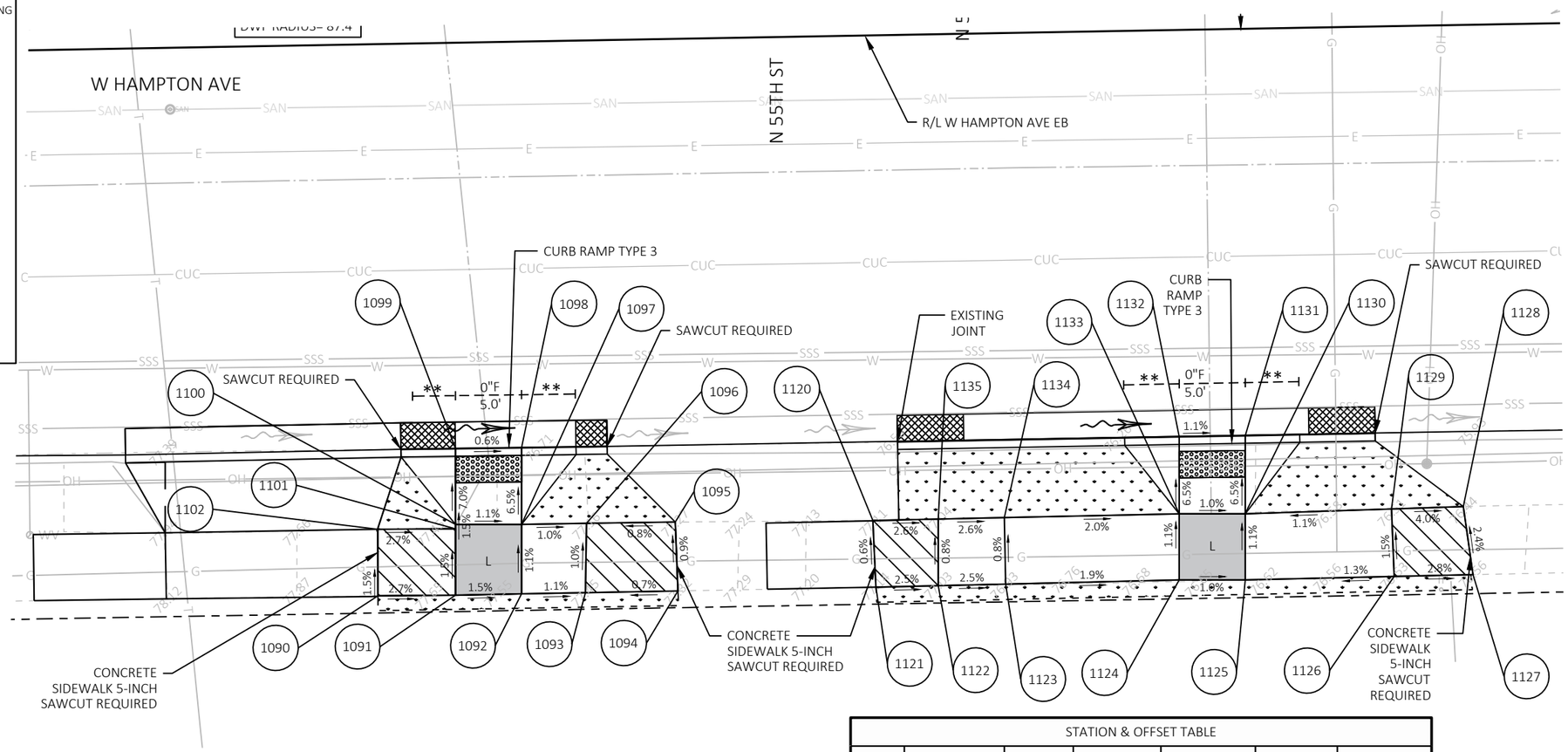
* POINT LOCATED ON N 55TH NE SHEET

RADIUS TABLE							
	POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
	40300	289+43.13WB	0.99 RT	409148.005	2539042.960	78.67	FL PT
	40301	289+48.98WB	5.61 RT	409143.490	2539048.894	78.63	FL MID
	40302	289+45.82WB	12.36 RT	409136.683	2539045.850	78.58	FL PCC
	40303	289+43.11WB	6.93 RT	409142.068	2539043.047	N/A	RADP 6'R
	40304	289+29.16WB	18.65 RT	409130.102	2539029.298	78.47	FL MID
	40305	289+11.56WB	21.45 RT	409126.990	2539011.759	78.61	FL PC
*	40306	289+06.58WB	66.41 LT	409214.747	2539005.229	N/A	RADP 88'R

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 55TH ST MEDIAN W	SHEET 53	E

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



N

2

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1090	289+37.71WB	65.70 RT	409083.206	2539038.686	77.56	FG
1091	289+43.57WB	65.75 RT	409083.264	2539044.540	77.40	FG
1092	289+48.57WB	65.75 RT	409083.351	2539049.540	77.33	FG
1093	289+53.40WB	65.75 RT	409083.442	2539054.372	77.27	FG
1094	289+60.41WB	65.74 RT	409083.573	2539061.381	77.32	FG
1095	289+60.30WB	60.52 RT	409088.788	2539061.179	77.27	FG
1096	289+53.58WB	60.50 RT	409088.687	2539054.457	77.22	FG
1097	289+48.66WB	60.49 RT	409088.613	2539049.540	77.27	FG
1098	289+48.76WB	54.69 RT	409094.412	2539049.540	76.89	FL
1099	289+43.76WB	54.67 RT	409094.342	2539044.540	76.92	FL
1100	289+43.66WB	60.40 RT	409088.613	2539044.540	77.32	FG
1101	289+43.66WB	60.74 RT	409088.271	2539044.540	77.33	FG
1102	289+37.78WB	60.67 RT	409088.239	2539038.660	78.17	FG

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1120	289+75.26WB	60.67 RT	409088.900	2539076.135	77.11	FG
1121	289+75.40WB	65.72 RT	409083.859	2539076.368	77.14	FG
1122	289+80.12WB	65.69 RT	409083.970	2539081.081	77.02	FG
1123	289+85.22WB	65.66 RT	409084.091	2539086.184	76.90	FG
1124	289+98.34WB	65.58 RT	409084.400	2539099.302	76.64	FG
1125	290+03.34WB	65.67 RT	409084.400	2539104.302	76.59	FG
1126	290+14.62WB	65.60 RT	409084.666	2539115.582	76.73	FG
1127	290+20.59WB	65.57 RT	409084.807	2539121.543	76.56	FG
1128	290+19.94WB	60.41 RT	409089.954	2539120.810	76.44	FG
1129	290+14.50WB	60.49 RT	409089.772	2539115.371	76.66	FG
1130	290+03.43WB	60.67 RT	409089.400	2539104.300	76.54	FG
1131	290+03.53WB	54.74 RT	409095.325	2539104.302	76.15	FL
1132	289+98.53WB	54.75 RT	409095.234	2539099.302	76.21	FL
1133	289+98.43WB	60.58 RT	409089.400	2539099.302	76.59	FG
1134	289+85.20WB	60.63 RT	409089.115	2539086.078	76.86	FG
1135	289+80.20WB	60.65 RT	409089.007	2539081.080	76.98	FG

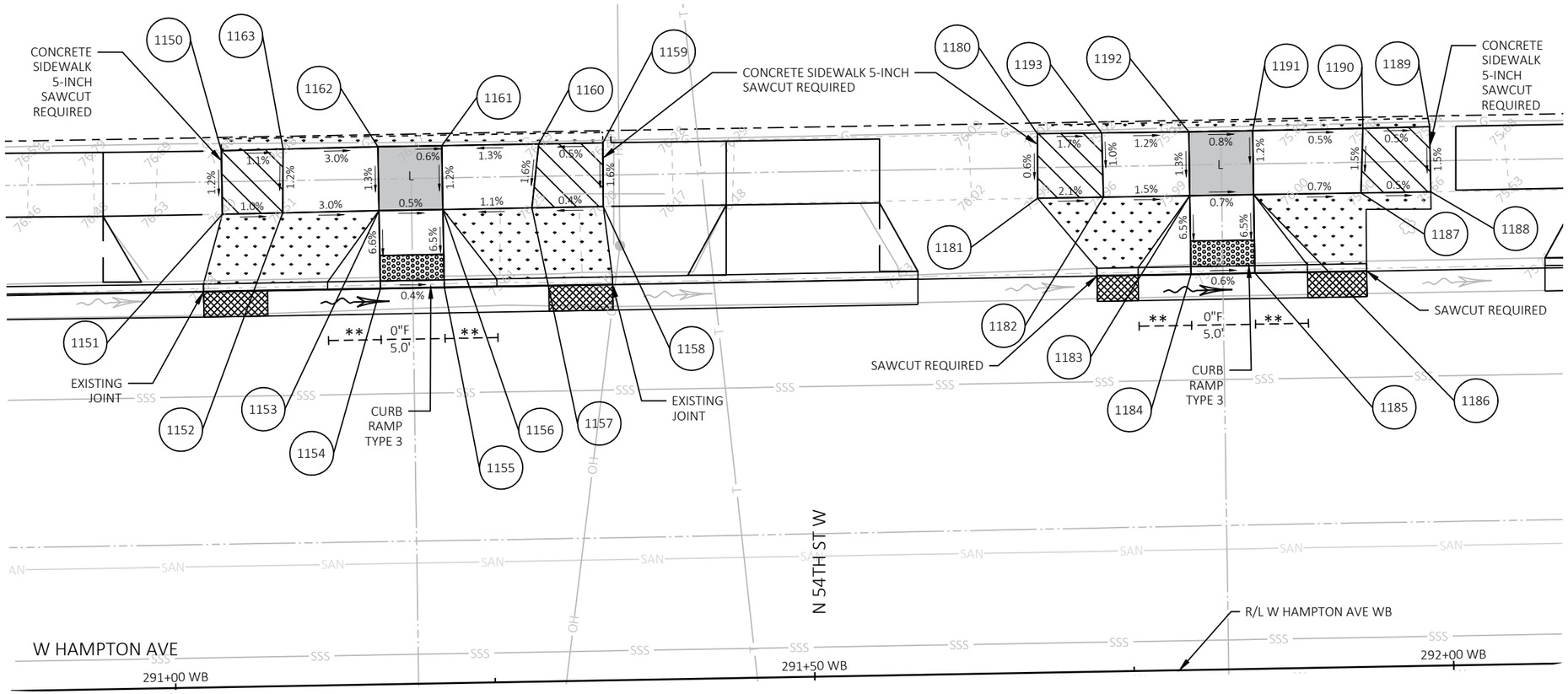
PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 55TH ST S	SHEET 54	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021201-RD.DWG
LAYOUT NAME - 55-S
PLOT DATE : 10/18/2022 1:11 PM
PLOT BY : HENRYKA GASIK
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1150	291+04.31WB	41.96 LT	409193.793	2539203.354	76.46	FG
1151	291+04.29WB	36.99 LT	409188.820	2539203.426	76.40	FG
1152	291+09.01WB	37.01 LT	409188.926	2539208.145	76.35	FG
1153	291+16.55WB	37.06 LT	409189.112	2539215.683	76.12	FG
1154	291+16.55WB	30.96 LT	409183.016	2539215.789	75.72	FL
1155	291+21.55WB	30.96 LT	409183.104	2539220.788	75.70	FL
1156	291+21.55WB	37.06 LT	409189.198	2539220.682	76.10	FG
1157	291+28.52WB	37.06 LT	409189.327	2539227.652	76.17	FG
1158	291+34.11WB	37.07 LT	409189.429	2539233.233	76.20	FG
1159	291+34.16WB	42.05 LT	409194.407	2539233.201	76.28	FG
1160	291+29.14WB	42.05 LT	409194.324	2539228.181	76.25	FG
1161	291+21.55WB	42.06 LT	409194.198	2539220.596	76.16	FG
1162	291+16.55WB	42.06 LT	409194.111	2539215.596	76.19	FG
1163	291+09.14WB	42.00 LT	409193.918	2539208.184	76.41	FG

STATION & OFFSET TABLE

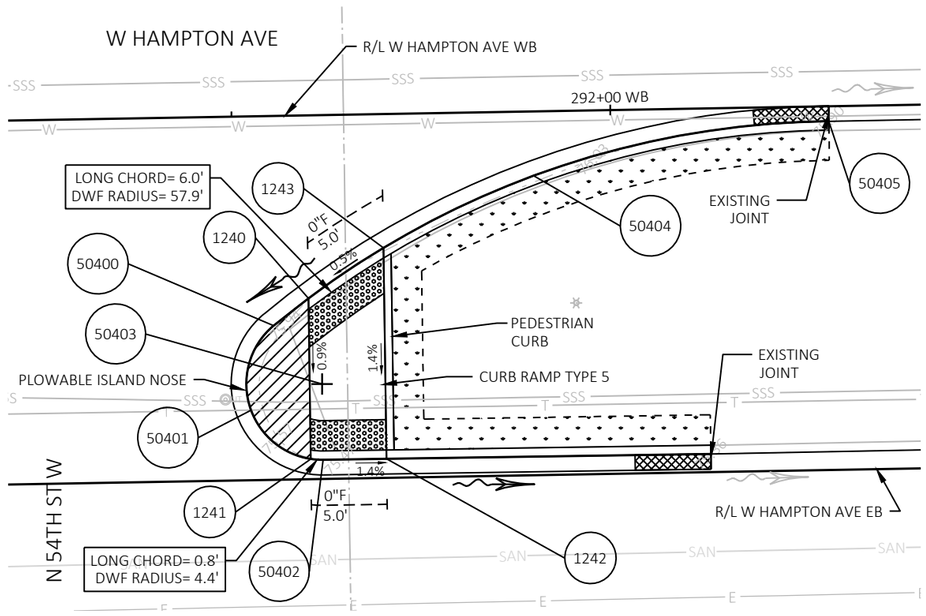
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1180	291+68.16WB	42.17 LT	409195.131	2539267.190	76.02	FG
1181	291+68.09WB	37.11 LT	409190.068	2539267.215	75.99	FG
1182	291+73.24WB	37.11 LT	409190.160	2539272.357	75.88	FG
1183	291+79.99WB	37.11 LT	409190.281	2539279.113	75.78	FG
1184	291+79.98WB	30.96 LT	409184.133	2539279.205	75.38	FL
1185	291+84.98WB	30.96 LT	409184.221	2539284.204	75.35	FL
1186	291+84.99WB	37.10 LT	409190.355	2539284.112	75.75	FG
1187	291+93.40WB	37.08 LT	409190.489	2539292.518	75.69	FG
1188	291+98.86WB	37.07 LT	409190.576	2539297.975	75.66	FG
1189	291+98.85WB	42.16 LT	409195.665	2539297.873	75.74	FG
1190	291+93.63WB	42.14 LT	409195.548	2539292.661	75.77	FG
1191	291+85.01WB	42.10 LT	409195.355	2539284.038	75.81	FG
1192	291+80.01WB	42.11 LT	409195.280	2539279.038	75.85	FG
1193	291+73.20WB	42.14 LT	409195.194	2539272.226	75.93	FG

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 54TH ST W N	SHEET 55	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021201-RD.DWG
LAYOUT NAME - 54W-N
PLOT DATE : 10/18/2022 1:12 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



N

2

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1240	291+79.86WB	12.07 RT	409141.107	2539279.846	75.63	FL
1241	291+79.83WB	22.67 RT	409130.506	2539280.005	75.53	FL
1242	291+84.83WB	22.75 RT	409130.514	2539285.005	75.46	FL
1243	291+84.87WB	8.82 RT	409144.440	2539284.797	75.65	FL

* POINT LOCATED ON N 54TH W SE SHEET

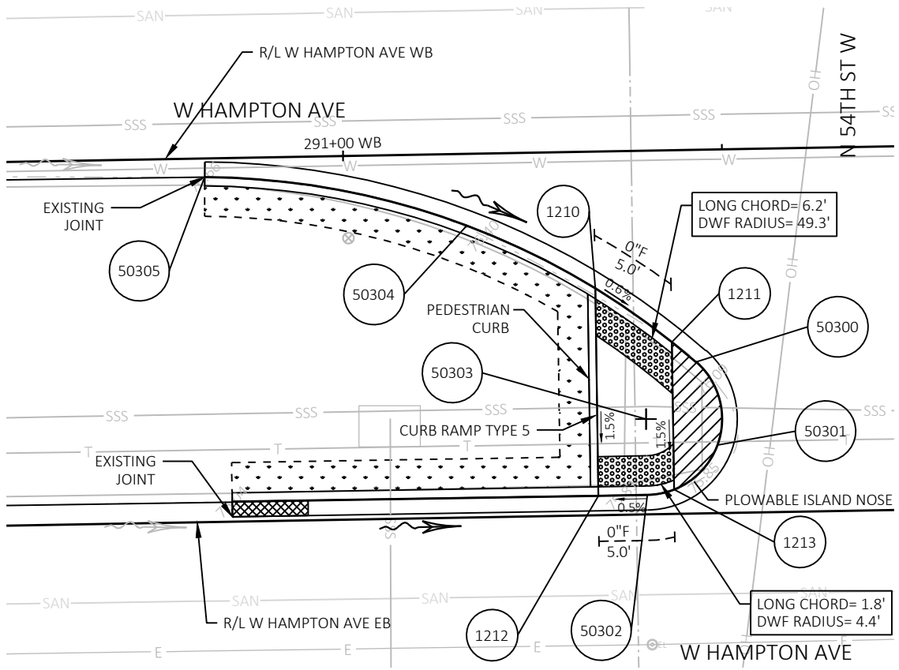
	RADIUS TABLE						
	POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
	50400	291+77.53WB	13.84 RT	409139.295	2539277.553	75.60	FL PCC
	50401	291+75.94WB	19.39 RT	409133.715	2539276.060	75.56	FL MID
	50402	291+80.65WB	22.74 RT	409130.451	2539280.825	75.52	FL PC
	50403	291+80.66WB	17.74 RT	409135.450	2539280.749	N/A	RADP 5.0'R
	50404	291+94.86WB	4.24 RT	409149.195	2539294.711	75.73	FL MID
	50405	292+14.40WB	0.99 RT	409152.798	2539314.190	75.90	FL PT
*	50406	292+14.11WB	59.45 RT	409094.335	2539314.930	N/A	RADP 58.5'R

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 54TH ST W MEDIAN E	SHEET 56	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021201-RD.DWG
LAYOUT NAME - 54W-Median E
PLOT DATE : 10/18/2022 1:13 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



N

2

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1210	291+16.48WB	9.03 RT	409143.026	2539216.424	76.12	FL
1211	291+21.47WB	12.66 RT	409139.482	2539221.478	76.08	FL
1212	291+16.44WB	22.72 RT	409129.341	2539216.628	75.92	FL
1213	291+21.44WB	22.40 RT	409129.747	2539221.623	75.94	FL

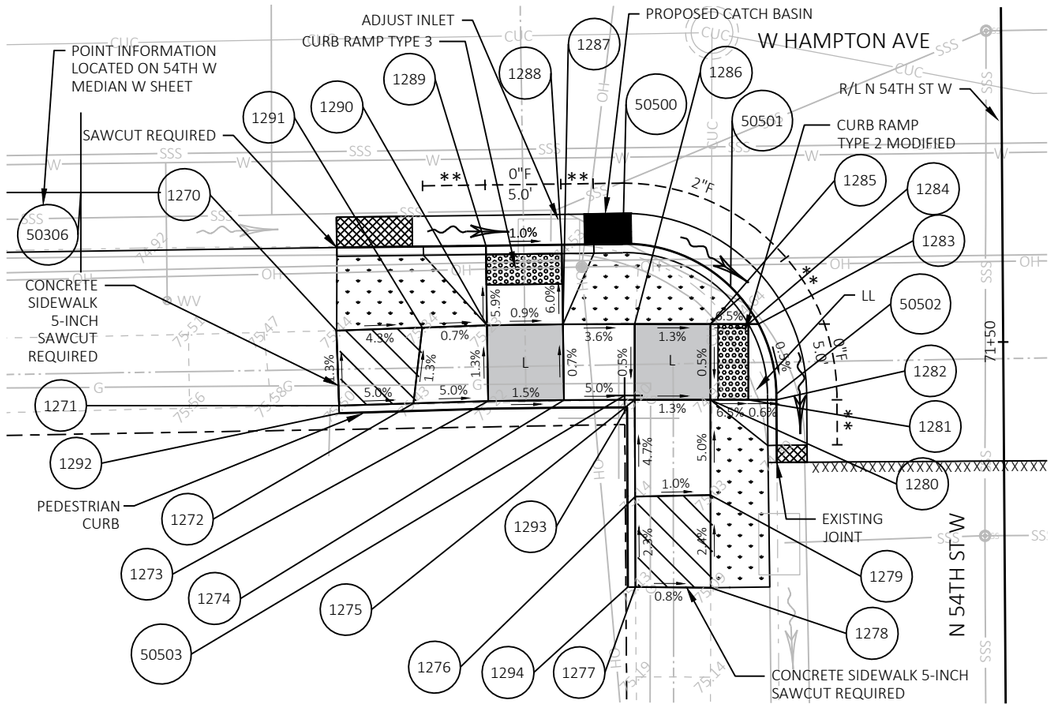
* POINT LOCATED ON N 54TH W SW SHEET

	RADIUS TABLE						
	POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
	50300	291+23.02WB	14.00 RT	409138.170	2539223.054	76.07	FL PCC
	50301	291+24.35WB	19.51 RT	409132.683	2539224.476	75.99	FL MID
	50302	291+19.67WB	22.72 RT	409129.394	2539219.859	75.93	FL PT
	50303	291+19.68WB	17.72 RT	409134.393	2539219.777	N/A	RADP 5.0'R
	50304	291+08.08WB	4.74 RT	409147.170	2539207.951	76.39	FL MID
	50305	290+90.85WB	1.24 RT	409150.366	2539190.662	76.66	FL PC
*	50306	290+89.70WB	51.06 RT	409100.526	2539190.389	N/A	RADP 49.8'R

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

N



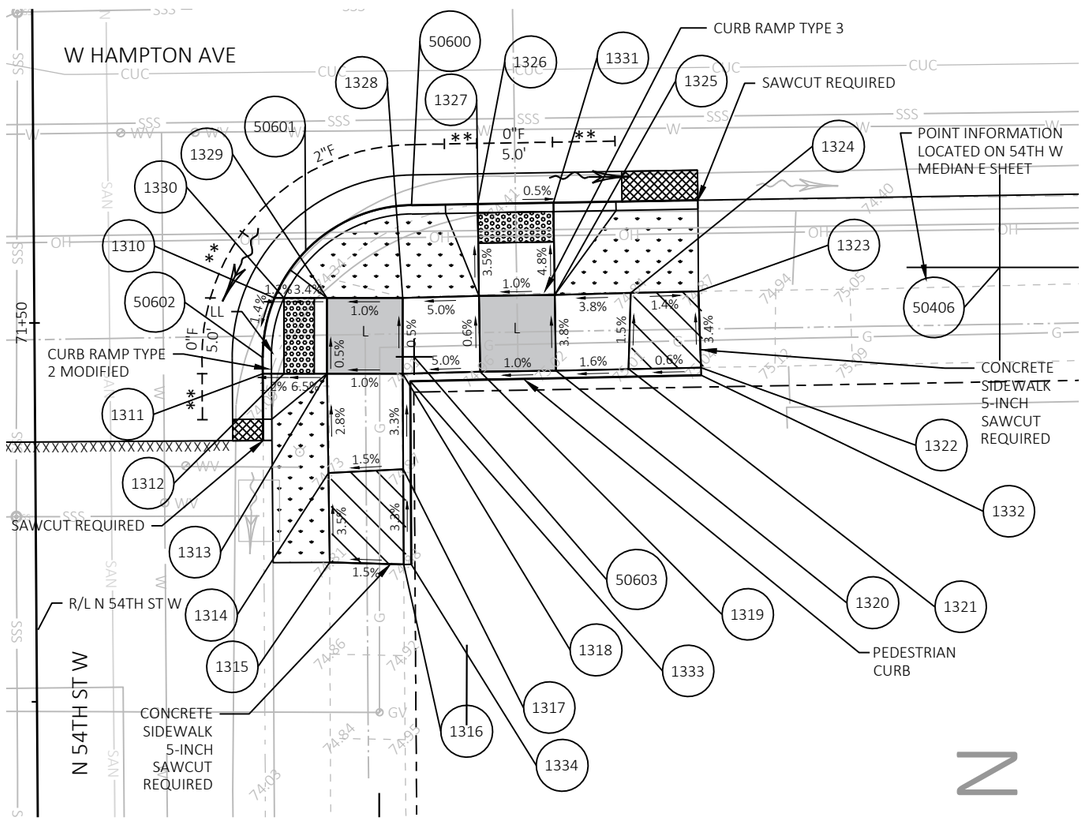
STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1270	291+06.40WB	60.47 RT	409091.413	2539207.255	75.44	FG
1271	291+06.50WB	65.42 RT	409086.471	2539207.436	75.50	FG
1272	291+11.40WB	65.36 RT	409086.614	2539212.336	75.25	FG
1273	291+16.33WB	65.31 RT	409086.757	2539217.264	75.01	FG
1274	291+21.33WB	65.32 RT	409086.831	2539222.263	74.93	FG
1275	291+25.99WB	65.39 RT	409086.844	2539226.925	74.70	FG
1276	291+25.91WB	71.76 RT	409080.470	2539226.956	75.00	FG
1277	291+25.83WB	77.73 RT	409074.504	2539226.984	75.13	FG
1278	291+30.78WB	77.86 RT	409074.457	2539231.938	75.09	FG
1279	291+30.88WB	71.76 RT	409080.560	2539231.932	74.95	FG
1280	291+30.99WB	65.48 RT	409086.844	2539231.925	74.63	FG
1281	291+33.49WB	65.52 RT	409086.844	2539234.424	74.47	FG
1282	291+35.33WB	65.55 RT	409086.844	2539236.272	74.46	FL
1283	291+34.24WB	60.53 RT	409091.844	2539235.091	74.49	FL
1284	291+33.57WB	60.52 RT	409091.844	2539234.424	74.50	FG
1285	291+31.08WB	60.48 RT	409091.844	2539231.925	74.66	FG
1286	291+26.08WB	60.39 RT	409091.844	2539226.925	74.72	FG
1287	291+21.34WB	60.32 RT	409091.831	2539222.189	74.90	FG
1288	291+21.35WB	55.07 RT	409097.083	2539222.110	74.58	FL
1289	291+16.35WB	55.04 RT	409097.018	2539217.111	74.63	FL
1290	291+16.34WB	60.31 RT	409091.756	2539217.189	74.94	FG
1291	291+12.07WB	60.38 RT	409091.609	2539212.918	75.19	FG
1292	291+06.48WB	65.92 RT	409085.971	2539207.434	75.50	TOC 0"F
1293	291+25.48WB	65.88 RT	409086.342	2539226.427	75.20	TOC 6"F
1294	291+25.33WB	77.72 RT	409074.501	2539226.484	75.13	TOC 0"F

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
50500	291+25.39WB	55.09 RT	409097.135	2539226.141	74.54	FL PT
50501	291+32.46WB	58.06 RT	409094.283	2539233.263	74.50	FL MID
50502	291+35.34WB	65.17 RT	409087.225	2539236.269	74.46	FL PC
50503	291+25.34WB	65.09 RT	409087.135	2539226.269	N/A	RADP 10'R

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



N

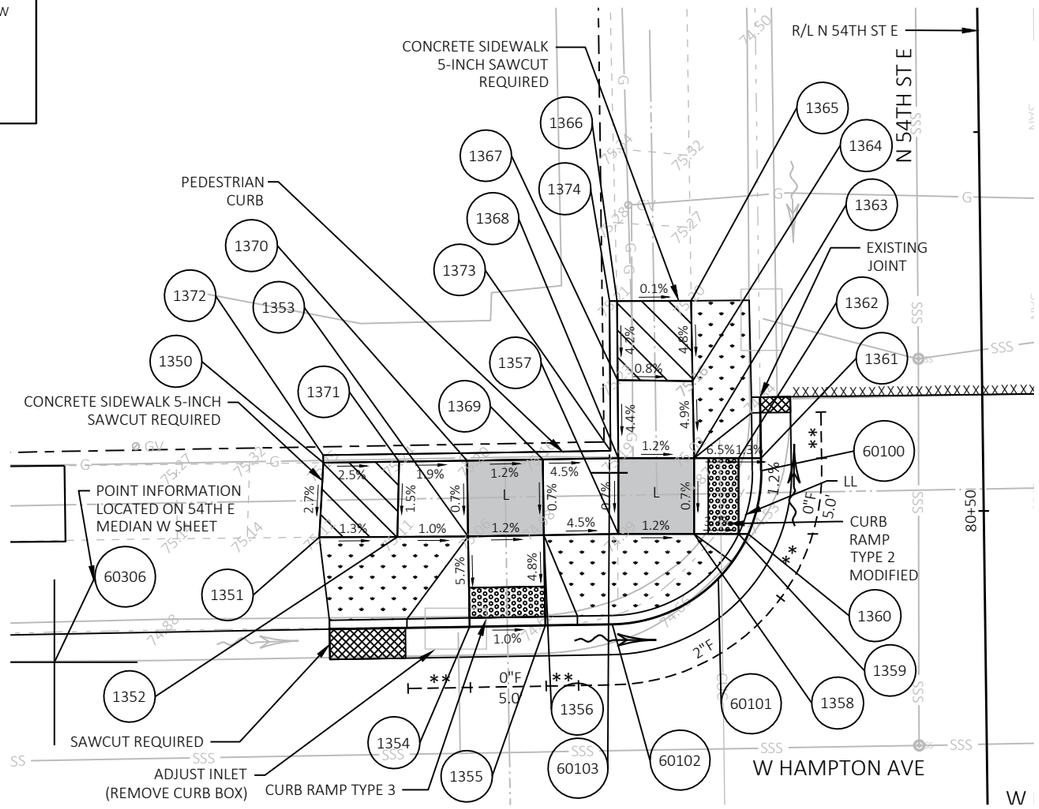
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STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1310	291+66.23WB	60.63 RT	409092.312	2539267.073	74.29	FL
1311	291+65.37WB	65.62 RT	409087.312	2539266.302	74.22	FL
1312	291+66.77WB	65.64 RT	409087.312	2539267.709	74.23	FG
1313	291+69.61WB	65.69 RT	409087.312	2539270.541	74.42	FG
1314	291+69.58WB	72.23 RT	409080.771	2539270.633	74.60	FG
1315	291+69.56WB	78.14 RT	409074.862	2539270.717	74.81	FG
1316	291+74.44WB	78.35 RT	409074.736	2539275.597	74.88	FG
1317	291+74.52WB	72.07 RT	409081.024	2539275.569	74.67	FG
1318	291+74.60WB	65.78 RT	409087.312	2539275.541	74.47	FG
1319	291+79.71WB	65.74 RT	409087.446	2539280.647	74.72	FG
1320	291+84.71WB	65.75 RT	409087.520	2539285.647	74.77	FG
1321	291+89.50WB	65.72 RT	409087.636	2539290.437	75.01	FG
1322	291+94.29WB	65.72 RT	409087.724	2539295.226	75.04	FG
1323	291+94.22WB	60.68 RT	409092.760	2539295.062	74.87	FG
1324	291+89.75WB	60.71 RT	409092.647	2539290.590	74.93	FG
1325	291+84.73WB	60.75 RT	409092.520	2539285.572	74.74	FG
1326	291+79.74WB	54.67 RT	409098.515	2539280.482	74.48	FL
1327	291+79.73WB	60.74 RT	409092.445	2539280.573	74.69	FG
1328	291+74.69WB	60.78 RT	409092.312	2539275.541	74.44	FG
1329	291+69.69WB	60.69 RT	409092.312	2539270.541	74.39	FG
1330	291+66.86WB	60.64 RT	409092.312	2539267.709	74.29	FG
1331	291+84.74WB	54.67 RT	409098.600	2539285.482	74.45	FL
1332	291+94.30WB	66.22 RT	409087.224	2539295.236	75.04	TOC 0"F
1333	291+75.10WB	66.28 RT	409086.825	2539276.043	74.97	TOC 6"F
1334	291+74.94WB	78.36 RT	409074.738	2539276.097	74.88	TOC 0"F

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
50600	291+75.39WB	54.66 RT	409098.441	2539276.125	74.50	FL PT
50601	291+68.35WB	57.55 RT	409095.431	2539269.141	74.42	FL MID
50602	291+65.38WB	64.55 RT	409088.378	2539266.295	74.23	FL PC
50603	291+75.38WB	64.66 RT	409088.443	2539276.294	N/A	RADP 10'R

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



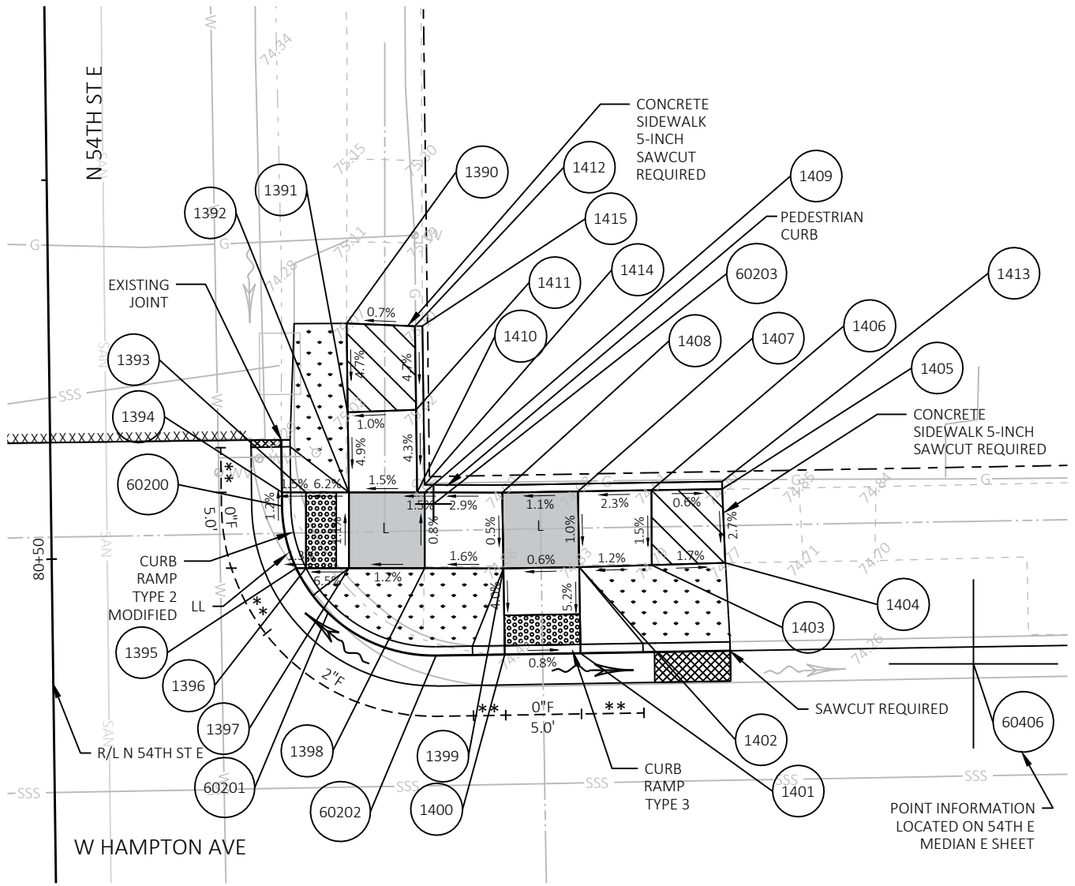
N

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1350	292+56.31WB	41.95 LT	409196.467	2539355.335	75.25	FG
1351	292+55.97WB	37.04 LT	409191.553	2539355.075	75.12	FG
1352	292+61.11WB	36.98 LT	409191.578	2539360.216	75.05	FG
1353	292+65.79WB	36.92 LT	409191.601	2539364.896	75.01	FG
1354	292+65.77WB	30.96 LT	409185.643	2539364.989	74.71	FL
1355	292+70.77WB	30.96 LT	409185.731	2539369.989	74.66	FL
1356	292+70.79WB	36.91 LT	409191.680	2539369.895	74.95	FG
1357	292+75.69WB	36.90 LT	409191.765	2539374.800	74.73	FG
1358	292+80.69WB	36.82 LT	409191.765	2539379.800	74.67	FG
1359	292+83.62WB	36.76 LT	409191.765	2539382.733	74.56	FG
1360	292+84.27WB	36.75 LT	409191.765	2539383.375	74.55	FL
1361	292+85.20WB	41.74 LT	409196.765	2539384.217	74.49	FL
1362	292+83.71WB	41.76 LT	409196.765	2539382.733	74.51	FG
1363	292+80.78WB	41.82 LT	409196.765	2539379.800	74.70	FG
1364	292+80.78WB	46.90 LT	409201.853	2539379.708	74.95	FG
1365	292+80.78WB	52.21 LT	409207.156	2539379.612	75.20	FG
1366	292+75.88WB	52.28 LT	409207.137	2539374.717	75.21	FG
1367	292+75.83WB	47.07 LT	409201.926	2539374.759	74.99	FG
1368	292+75.78WB	41.90 LT	409196.765	2539374.800	74.76	FG
1369	292+70.80WB	41.91 LT	409196.679	2539369.817	74.98	FG
1370	292+65.80WB	41.92 LT	409196.601	2539364.817	75.04	FG
1371	292+61.31WB	41.93 LT	409196.538	2539360.335	75.13	FG
1372	292+56.31WB	42.45 LT	409196.967	2539355.328	75.25	TOC 0"F
1373	292+75.29WB	42.40 LT	409197.256	2539374.296	75.26	TOC 6"F
1374	292+75.38WB	52.32 LT	409207.167	2539374.216	75.21	TOC 0"F

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
60100	292+85.19WB	40.91 LT	409195.941	2539384.228	74.50	FL PT
60101	292+82.25WB	33.87 LT	409188.845	2539381.407	74.57	FL MID
60102	292+75.19WB	30.96 LT	409185.809	2539374.405	74.62	FL PC
60103	292+75.19WB	40.96 LT	409195.808	2539374.229	N/A	RADP 10'R

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



N

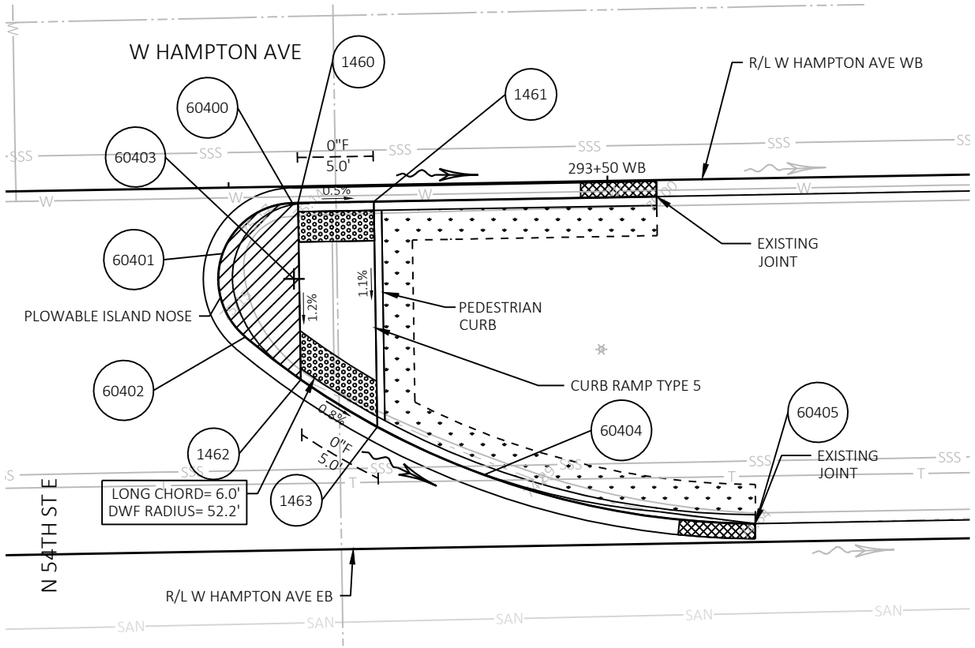
STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1390	293+19.57WB	53.20 LT	409208.832	2539418.384	75.07	FG
1391	293+19.54WB	47.34 LT	409202.976	2539418.461	74.79	FG
1392	293+19.52WB	42.06 LT	409197.694	2539418.531	74.54	FG
1393	293+16.70WB	42.11 LT	409197.694	2539415.709	74.36	FG
1394	293+15.11WB	42.14 LT	409197.694	2539414.115	74.34	FL
1395	293+15.96WB	37.12 LT	409192.694	2539415.061	74.40	FL
1396	293+16.61WB	37.11 LT	409192.694	2539415.709	74.41	FG
1397	293+19.43WB	37.06 LT	409192.694	2539418.531	74.59	FG
1398	293+24.43WB	36.97 LT	409192.694	2539423.531	74.65	FG
1399	293+29.63WB	36.87 LT	409192.682	2539428.729	74.74	FG
1400	293+29.62WB	31.18 LT	409186.993	2539428.820	74.51	FL
1401	293+34.62WB	31.17 LT	409187.075	2539433.819	74.47	FL
1402	293+34.63WB	36.86 LT	409192.762	2539433.729	74.80	FG
1403	293+39.42WB	36.92 LT	409192.900	2539438.516	74.85	FG
1404	293+44.27WB	36.97 LT	409193.040	2539443.371	74.77	FG
1405	293+44.16WB	41.83 LT	409197.903	2539443.170	74.90	FG
1406	293+39.49WB	41.85 LT	409197.834	2539438.501	74.93	FG
1407	293+34.64WB	41.86 LT	409197.761	2539433.648	74.82	FG
1408	293+29.64WB	41.87 LT	409197.682	2539428.649	74.76	FG
1409	293+24.52WB	41.97 LT	409197.694	2539423.531	74.61	FG
1410	293+24.02WB	41.98 LT	409197.694	2539423.031	74.60	FG
1411	293+24.05WB	47.44 LT	409203.148	2539422.963	74.84	FG
1412	293+24.08WB	52.95 LT	409208.660	2539422.894	75.10	FG
1413	293+44.16WB	42.33 LT	409198.403	2539443.163	74.90	TOC 0"F
1414	293+24.53WB	42.47 LT	409198.194	2539423.532	75.02	TOC 5"F
1415	293+24.58WB	52.95 LT	409208.666	2539423.394	75.10	TOC 0"F

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
60200	293+15.10WB	41.24 LT	409196.794	2539414.126	74.35	FL PC
60201	293+18.01WB	34.14 LT	409189.746	2539417.156	74.47	FL MID
60202	293+25.09WB	31.19 LT	409186.919	2539424.289	74.59	FL PT
60203	293+25.10WB	41.19 LT	409196.918	2539424.125	N/A	RADP 10'R

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



N

2

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1460	293+29.56WB	1.10 RT	409154.718	2539429.335	75.14	FL
1461	293+34.56WB	1.10 RT	409154.809	2539434.334	75.11	FL
1462	293+29.54WB	12.75 RT	409143.067	2539429.520	75.00	FL
1463	293+34.54WB	15.96 RT	409139.949	2539434.571	74.95	FL

* POINT LOCATED ON N 54TH E NE SHEET

	RADIUS TABLE						
	POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
	60400	293+29.20WB	1.10 RT	409154.711	2539428.966	75.15	FL PC
	60401	293+24.51WB	4.35 RT	409151.377	2539424.342	75.12	FL MID
	60402	293+25.92WB	9.88 RT	409145.878	2539425.847	75.09	FL PCC
	60403	293+29.20WB	6.10 RT	409149.712	2539429.057	N/A	RADP 5'R
	60404	293+41.51WB	19.25 RT	409136.776	2539441.602	74.90	FL MID
	60405	293+59.36WB	22.79 RT	409133.560	2539459.511	74.64	FL PT
*	60406	293+60.54WB	30.02 LT	409186.383	2539459.754	N/A	RADP 52.8'R

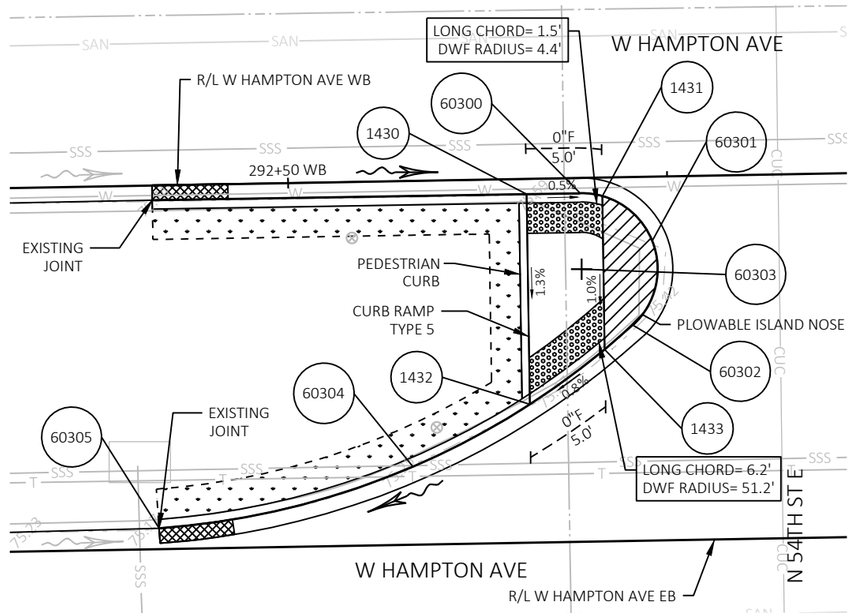
PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 54TH ST E MEDIAN E	SHEET 62	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021201-RD.DWG
LAYOUT NAME - 54E-Median E

PLOT DATE : 10/18/2022 1:18 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1430	292+65.71WB	1.01 RT	409153.680	2539365.491	75.48	FL
1431	292+70.71WB	1.23 RT	409153.548	2539370.494	75.45	FL
1432	292+65.69WB	14.88 RT	409139.809	2539365.709	75.30	FL
1433	292+70.69WB	11.34 RT	409143.438	2539370.652	75.35	FL

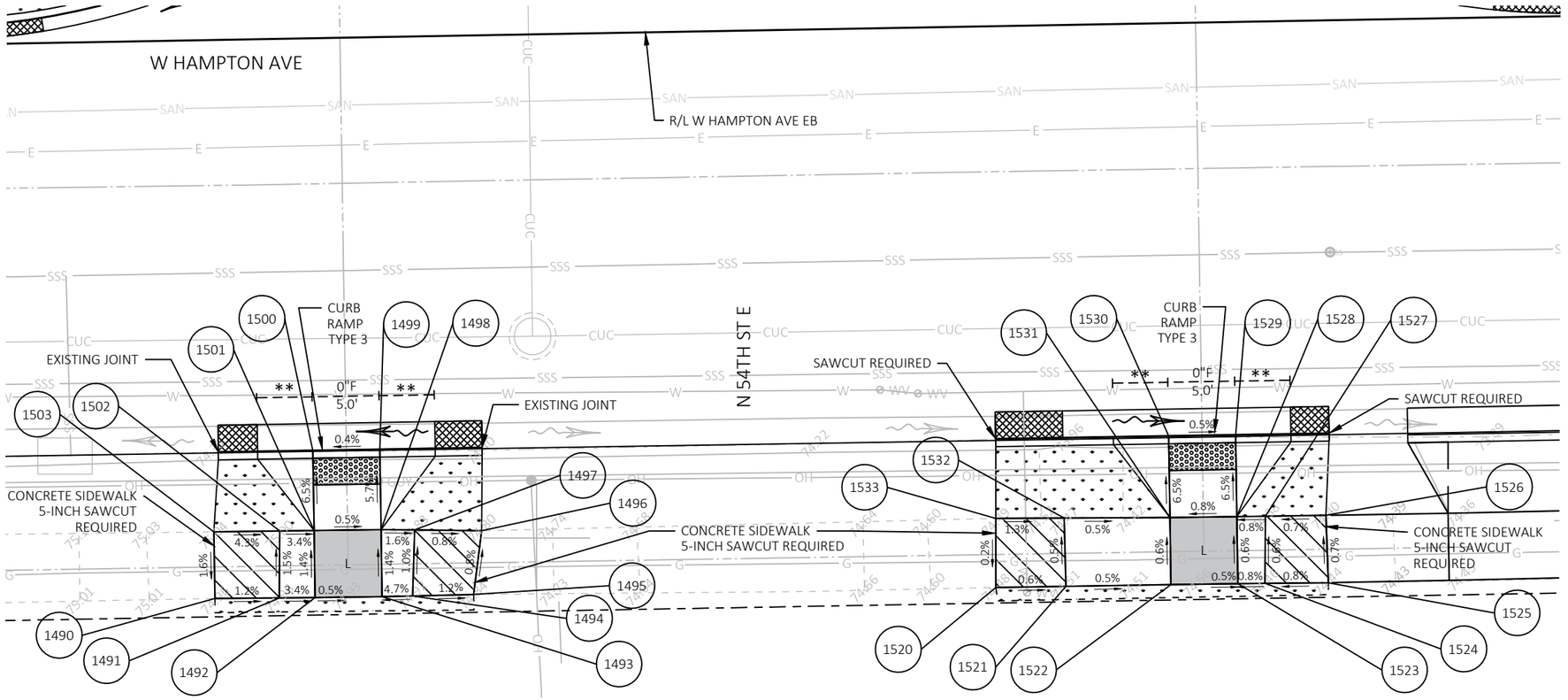
* POINT LOCATED ON N 54TH N NW SHEET

RADIUS TABLE

	POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
	60300	292+69.27WB	1.02 RT	409153.737	2539369.048	75.46	FL PC
	60301	292+73.94WB	4.25 RT	409150.583	2539373.776	75.43	FL MID
	60302	292+72.57WB	9.77 RT	409145.045	2539372.499	75.40	FL PCC
	60303	292+69.26WB	6.02 RT	409148.738	2539369.129	N/A	RADP 5.0'R
	60304	292+57.91WB	18.85 RT	409135.706	2539358.007	75.26	FL MID
	60305	292+41.09WB	22.62 RT	409131.643	2539341.252	75.17	FL PT
*	60306	292+38.34WB	29.10 LT	409183.298	2539337.594	N/A	RADP 51.8'R

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1490	292+58.11WB	65.62 RT	409088.942	2539359.032	74.96	FG
1491	292+62.91WB	65.67 RT	409088.976	2539363.832	74.90	FG
1492	292+65.58WB	65.70 RT	409088.996	2539366.503	74.81	FG
1493	292+70.58WB	65.71 RT	409089.074	2539371.502	74.79	FG
1494	292+72.85WB	65.70 RT	409089.128	2539373.774	74.89	FG
1495	292+77.41WB	65.67 RT	409089.235	2539378.332	74.84	FG
1496	292+78.10WB	60.93 RT	409093.992	2539378.932	74.80	FG
1497	292+73.09WB	60.78 RT	409094.047	2539373.928	74.84	FG
1498	292+70.59WB	60.71 RT	409094.074	2539371.424	74.72	FG
1499	292+70.60WB	54.73 RT	409100.056	2539371.330	74.37	FL
1500	292+65.60WB	54.72 RT	409099.971	2539366.331	74.35	FL
1501	292+65.59WB	60.70 RT	409093.995	2539366.425	74.74	FG
1502	292+63.02WB	60.69 RT	409093.964	2539363.857	74.83	FG
1503	292+58.11WB	60.66 RT	409093.904	2539358.940	75.04	FG

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1520	293+16.39WB	65.84 RT	409089.758	2539417.303	74.48	FG
1521	293+21.62WB	65.85 RT	409089.841	2539422.536	74.45	FG
1522	293+29.45WB	65.86 RT	409089.965	2539430.367	74.41	FG
1523	293+34.45WB	65.87 RT	409090.045	2539435.366	74.39	FG
1524	293+36.47WB	65.88 RT	409090.064	2539437.381	74.40	FG
1525	293+41.20WB	65.92 RT	409090.109	2539442.116	74.44	FG
1526	293+41.10WB	60.90 RT	409095.128	2539441.929	74.40	FG
1527	293+36.59WB	60.88 RT	409095.071	2539437.419	74.37	FG
1528	293+34.46WB	60.87 RT	409095.044	2539435.287	74.36	FG
1529	293+34.47WB	54.77 RT	409101.139	2539435.190	73.96	FL
1530	293+29.47WB	54.77 RT	409101.054	2539430.190	73.99	FL
1531	293+29.46WB	60.86 RT	409094.964	2539430.287	74.38	FG
1532	293+21.58WB	60.76 RT	409094.930	2539422.403	74.42	FG
1533	293+16.47WB	60.69 RT	409094.908	2539417.292	74.49	FG

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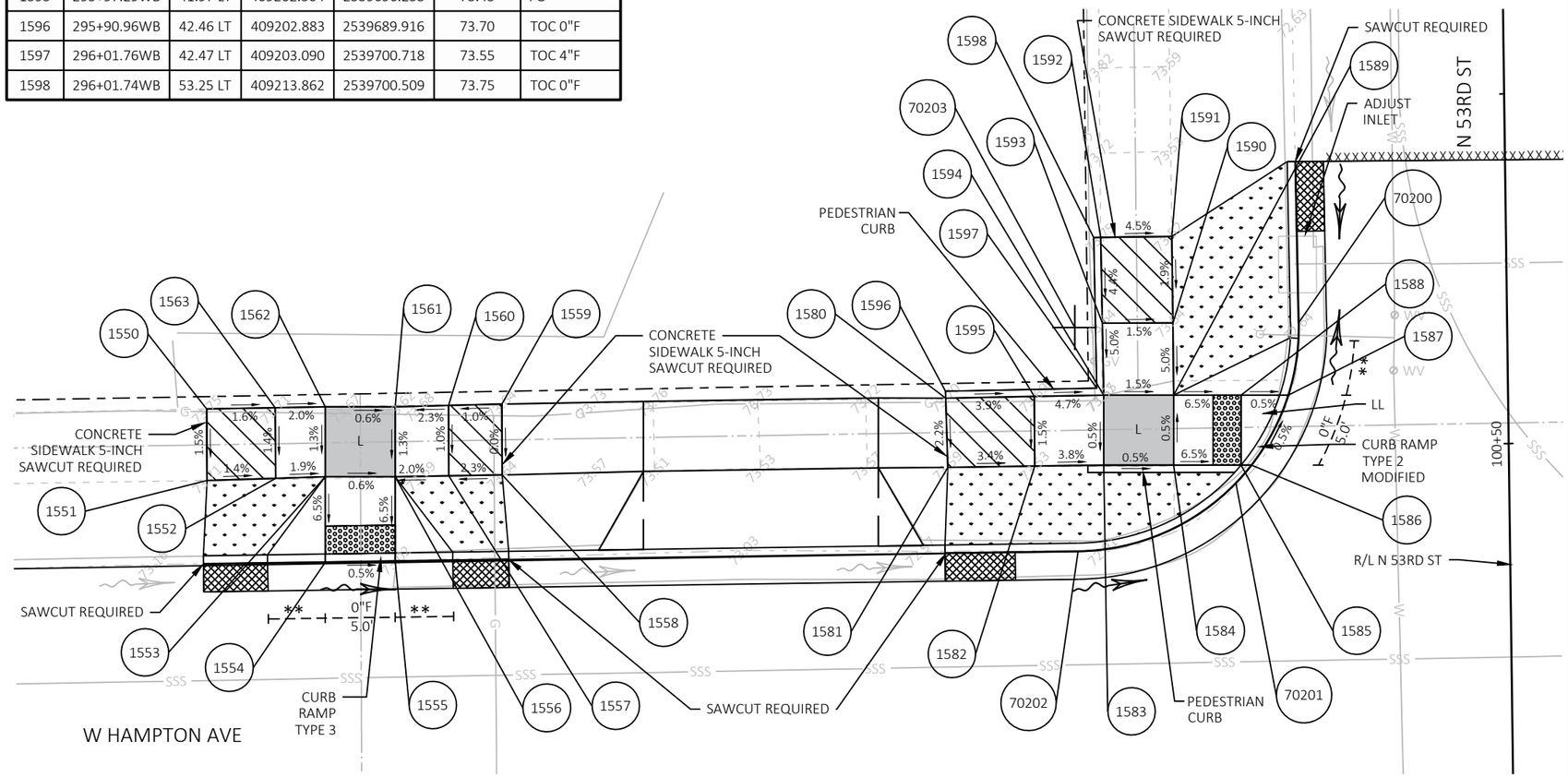
LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1580	295+90.96WB	41.96 LT	409202.382	2539689.925	73.70	FG
1581	295+91.02WB	37.00 LT	409197.425	2539690.074	73.59	FG
1582	295+97.24WB	36.99 LT	409197.522	2539696.292	73.38	FG
1583	296+02.17WB	36.98 LT	409197.600	2539701.228	73.19	FG
1584	296+07.17WB	36.89 LT	409197.600	2539706.228	73.17	FG
1585	296+11.99WB	36.80 LT	409197.600	2539711.044	72.86	FG
1586	296+12.73WB	36.79 LT	409197.600	2539711.791	72.84	FL
1587	296+15.45WB	41.74 LT	409202.600	2539714.417	72.81	FL
1588	296+12.07WB	41.80 LT	409202.600	2539711.044	72.83	FG
1589	296+07.26WB	41.89 LT	409202.600	2539706.228	73.14	FG
1590	296+07.29WB	47.05 LT	409207.760	2539706.169	73.40	FG
1591	296+07.33WB	53.23 LT	409213.943	2539706.098	73.52	FG
1592	296+02.24WB	53.25 LT	409213.869	2539701.011	73.75	FG
1593	296+02.25WB	47.11 LT	409207.735	2539701.128	73.48	FG
1594	296+02.26WB	41.98 LT	409202.600	2539701.228	73.22	FG
1595	295+97.29WB	41.97 LT	409202.504	2539696.253	73.45	FG
1596	295+90.96WB	42.46 LT	409202.883	2539689.916	73.70	TOC 0"F
1597	296+01.76WB	42.47 LT	409203.090	2539700.718	73.55	TOC 4"F
1598	296+01.74WB	53.25 LT	409213.862	2539700.509	73.75	TOC 0"F

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
70200	296+16.28WB	46.89 LT	409207.757	2539715.158	72.71	FL PC
70201	296+11.59WB	35.52 LT	409196.310	2539710.673	72.85	FL MID
70202	296+00.23WB	30.83 LT	409191.424	2539699.392	72.92	FL PT
70203	296+00.28WB	46.83 LT	409207.422	2539699.161	N/A	RADP 16'R

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1550	295+38.10WB	42.11 LT	409201.605	2539637.074	73.70	FG
1551	295+38.05WB	37.00 LT	409196.490	2539637.119	73.62	FG
1552	295+42.96WB	37.07 LT	409196.648	2539642.019	73.55	FG
1553	295+46.50WB	37.12 LT	409196.762	2539645.558	73.48	FG
1554	295+46.39WB	31.01 LT	409190.649	2539645.558	73.09	FL
1555	295+51.39WB	30.99 LT	409190.721	2539650.558	73.06	FL
1556	295+51.50WB	37.03 LT	409196.762	2539650.558	73.45	FG
1557	295+55.32WB	37.03 LT	409196.825	2539654.386	73.56	FG
1558	295+59.15WB	37.02 LT	409196.888	2539658.214	73.64	FG
1559	295+59.22WB	42.09 LT	409201.952	2539658.192	73.64	FG
1560	295+55.40WB	42.06 LT	409201.857	2539654.375	73.61	FG
1561	295+51.58WB	42.03 LT	409201.762	2539650.558	73.52	FG
1562	295+46.58WB	42.12 LT	409201.762	2539645.558	73.55	FG
1563	295+43.00WB	42.12 LT	409201.695	2539641.977	73.62	FG



PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 53RD ST NW	SHEET 65	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021201-RD.DWG
LAYOUT NAME - 53-NW
PLOT DATE : 10/18/2022 1:20 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : ######

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1620	296+46.58WB	42.15 LT	409203.555	2539745.542	72.93	FL
1621	296+47.42WB	37.13 LT	409198.555	2539746.464	72.99	FL
1622	296+48.57WB	37.11 LT	409198.555	2539747.614	73.00	FG
1623	296+54.82WB	37.00 LT	409198.555	2539753.871	73.41	FG
1624	296+59.82WB	36.91 LT	409198.555	2539758.871	73.46	FG
1625	296+64.82WB	36.85 LT	409198.580	2539763.871	73.66	FG
1626	296+64.73WB	29.67 LT	409191.399	2539763.907	73.41	FG
1627	296+64.61WB	22.99 LT	409184.716	2539763.907	73.10	FL
1628	296+69.61WB	22.89 LT	409184.711	2539768.907	73.07	FL
1629	296+69.73WB	29.61 LT	409191.424	2539768.907	73.34	FG
1630	296+69.82WB	36.79 LT	409198.605	2539768.871	73.61	FG
1631	296+80.59WB	36.83 LT	409198.837	2539779.633	73.55	FG
1632	296+80.63WB	22.90 LT	409184.914	2539779.919	73.02	FL
1633	296+88.63WB	22.91 LT	409185.062	2539787.917	72.98	FL

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1634	296+88.59WB	36.86 LT	409199.010	2539787.631	73.49	FG
1635	297+00.60WB	36.93 LT	409199.295	2539799.639	73.36	FG
1636	297+00.63WB	22.92 LT	409185.284	2539799.915	72.92	FL
1637	297+08.63WB	22.93 LT	409185.432	2539807.914	72.88	FL
1638	297+08.59WB	36.94 LT	409199.444	2539807.627	73.28	FG
1639	297+14.00WB	36.96 LT	409199.561	2539813.041	73.13	FG
1640	297+13.98WB	41.86 LT	409204.457	2539812.936	73.26	FG
1641	297+08.57WB	41.86 LT	409204.363	2539807.526	73.30	FG
1642	297+00.57WB	41.86 LT	409204.217	2539799.527	73.39	FG
1643	296+88.57WB	41.84 LT	409203.990	2539787.526	73.52	FG
1644	296+80.57WB	41.85 LT	409203.852	2539779.531	73.57	FG
1645	296+69.89WB	41.84 LT	409203.656	2539768.845	73.66	FG
1646	296+64.89WB	41.84 LT	409203.567	2539763.846	73.68	FG
1647	296+59.91WB	41.91 LT	409203.555	2539758.871	73.43	FG

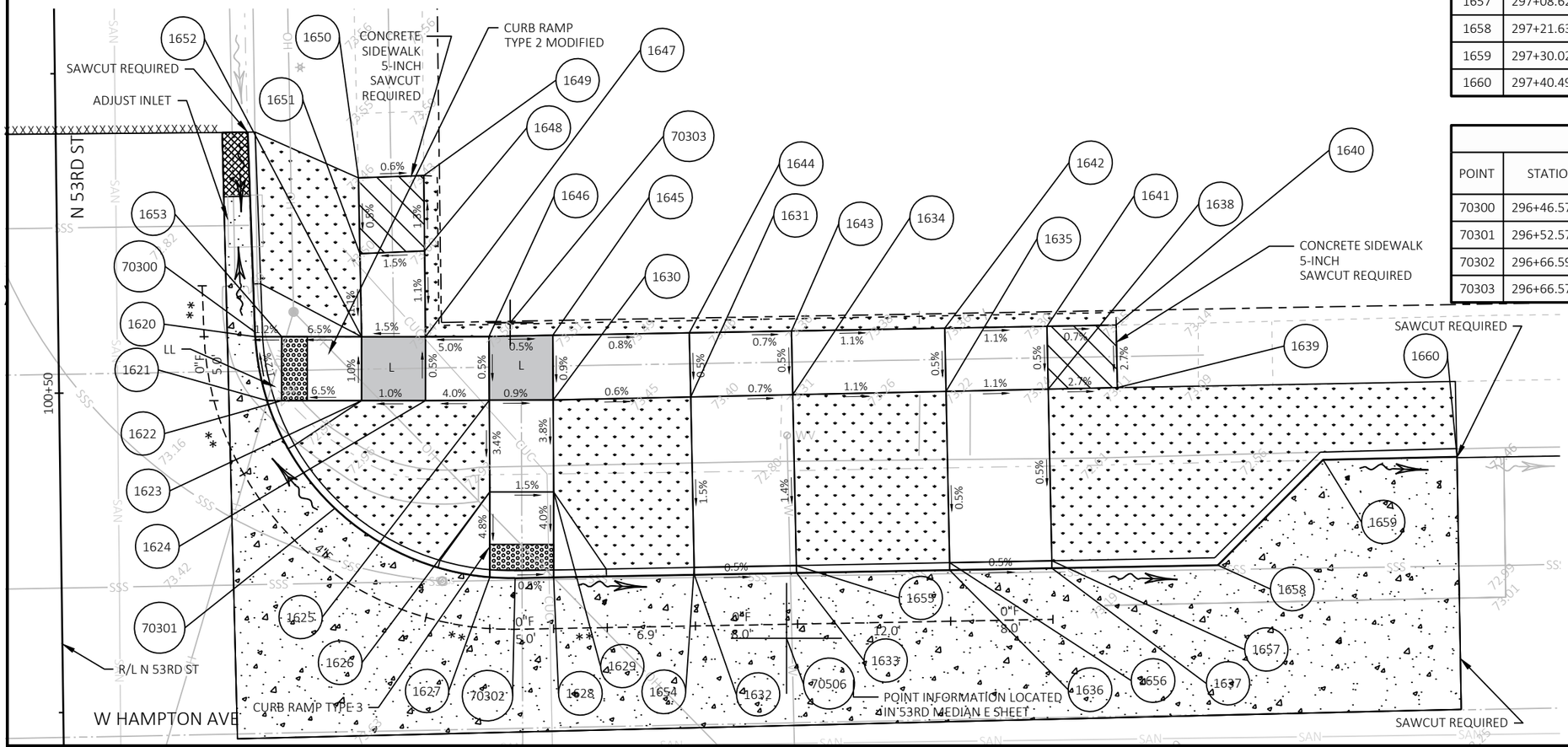
N

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1648	296+59.96WB	48.62 LT	409210.259	2539758.802	73.51	FG
1649	296+60.00WB	54.52 LT	409216.162	2539758.741	73.43	FG
1650	296+54.88WB	54.43 LT	409215.985	2539753.624	73.46	FG
1651	296+54.90WB	48.50 LT	409210.053	2539753.742	73.43	FG
1652	296+54.91WB	42.00 LT	409203.555	2539753.871	73.36	FG
1653	296+48.66WB	42.11 LT	409203.555	2539747.614	72.95	FG
1654	296+80.63WB	23.49 LT	409185.495	2539779.907	73.35	FG
1655	296+88.63WB	23.49 LT	409185.643	2539787.905	73.31	FG
1656	297+00.63WB	23.50 LT	409185.865	2539799.903	73.30	FG
1657	297+08.62WB	23.51 LT	409186.013	2539807.902	73.21	FG
1658	297+21.63WB	22.94 LT	409185.672	2539820.912	72.77	FL
1659	297+30.02WB	31.01 LT	409193.896	2539829.165	72.63	FL
1660	297+40.49WB	31.09 LT	409194.156	2539839.624	72.50	ME FL

RADIUS TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
70300	296+46.57WB	42.51 LT	409203.915	2539745.526	72.92	FL PT
70301	296+52.57WB	28.61 LT	409190.123	2539751.767	73.21	FL MID
70302	296+66.59WB	22.89 LT	409184.655	2539765.882	73.09	FL PC
70303	296+66.57WB	42.89 LT	409204.651	2539765.512	N/A	RADP 20'R



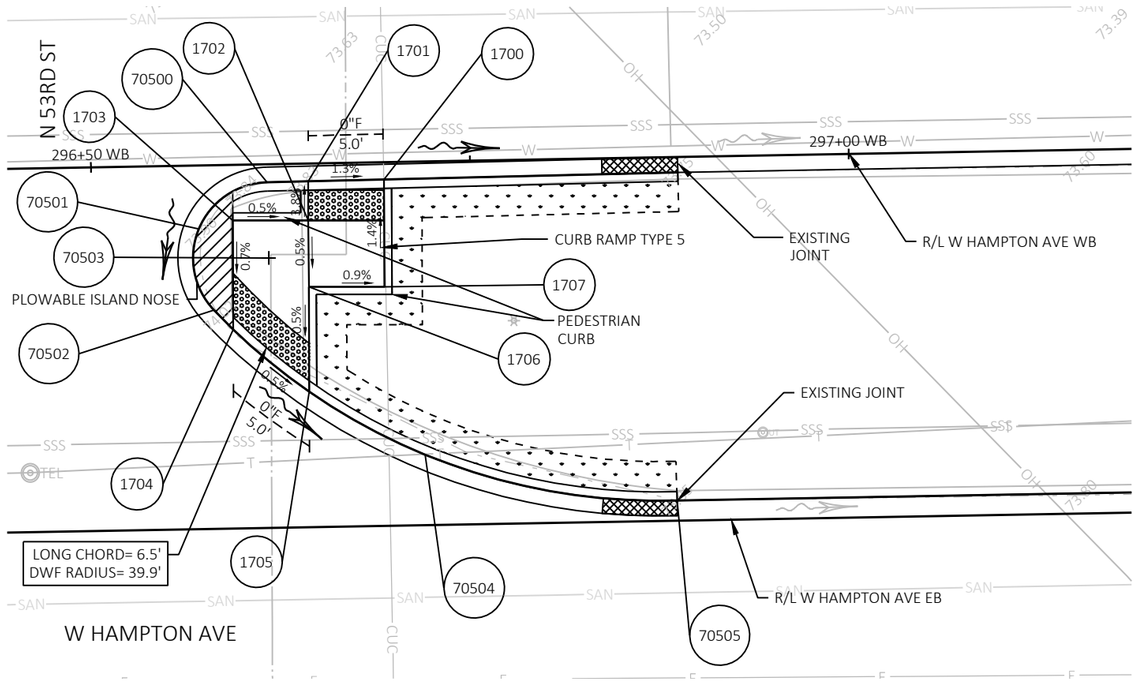
PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 53RD ST NE	SHEET 66	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021201-RD.DWG
LAYOUT NAME - 53-NE
PLOT DATE : 10/18/2022 1:21 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



N

2

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1700	296+69.31WB	1.13 RT	409160.681	2539769.032	74.10	FL
1701	296+64.31WB	1.17 RT	409160.561	2539764.027	74.17	FL
1702	296+64.26WB	3.75 RT	409157.977	2539764.027	74.19	FG
1703	296+59.29WB	3.66 RT	409157.977	2539759.055	74.29	FG
1704	296+59.19WB	10.86 RT	409150.772	2539759.084	74.24	FL
1705	296+64.14WB	15.06 RT	409146.669	2539764.101	74.21	FL
1706	296+64.24WB	8.14 RT	409153.590	2539764.081	74.24	FG
1707	296+69.22WB	8.22 RT	409153.590	2539769.061	74.14	FG

* POINT LOCATED ON N 53RD NE SHEET

	RADIUS TABLE						
	POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
	70500	296+61.60WB	1.18 RT	409160.496	2539761.315	74.22	FL PC
	70501	296+57.04WB	4.19 RT	409157.412	2539756.817	74.34	FL MID
	70502	296+57.94WB	9.56 RT	409152.051	2539757.813	74.26	FL PCC
	70503	296+61.63WB	6.18 RT	409155.497	2539761.435	N/A	RADP 5.0'R
	70504	296+71.72WB	19.35 RT	409142.511	2539771.755	74.16	FL MID
	70505	296+88.28WB	22.66 RT	409139.495	2539788.377	74.08	FL PT
*	70506	296+87.75WB	17.81 LT	409179.946	2539787.133	N/A	RADP 40.5'R

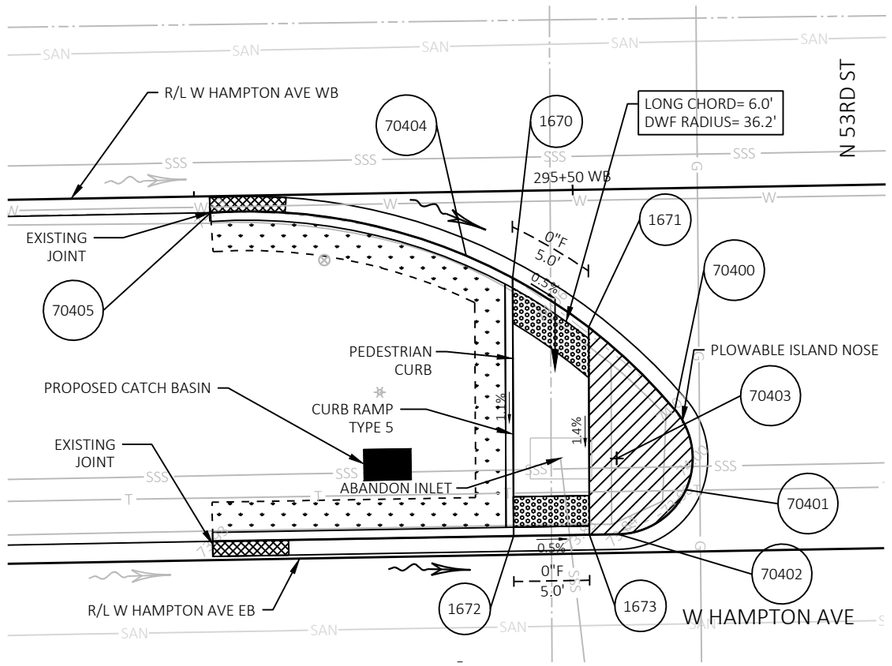
PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 53RD ST MEDIAN E	SHEET 67	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021201-RD.DWG
LAYOUT NAME - 53-Median E
PLOT DATE : 10/18/2022 1:22 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1670	295+45.93WB	5.74 RT	409153.901	2539645.752	74.02	FL
1671	295+50.89WB	9.07 RT	409150.653	2539650.765	73.99	FL
1672	295+45.70WB	22.77 RT	409136.870	2539645.820	73.83	FL
1673	295+50.70WB	22.77 RT	409136.958	2539650.820	73.80	FL

* POINT LOCATED ON N 53RD SW SHEET

	RADIUS TABLE						
	POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
	70400	295+56.48WB	14.61 RT	409145.214	2539656.451	73.93	FL PCC
	70401	295+57.11WB	19.91 RT	409139.923	2539657.180	73.88	FL MID
	70402	295+52.60WB	22.77 RT	409136.992	2539652.716	73.80	FL PT
	70403	295+52.60WB	17.77 RT	409141.991	2539652.628	N/A	RADP 5'R
	70404	295+42.89WB	4.21 RT	409155.372	2539642.685	74.04	FL MID
	70405	295+26.07WB	1.08 RT	409158.207	2539625.814	74.12	FL PC
*	70406	295+27.93WB	37.83 RT	409121.499	2539628.319	N/A	RADP 36.8'R

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 53RD ST MEDIAN W	SHEET 68	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021201-RD.DWG
LAYOUT NAME - 53-Median W

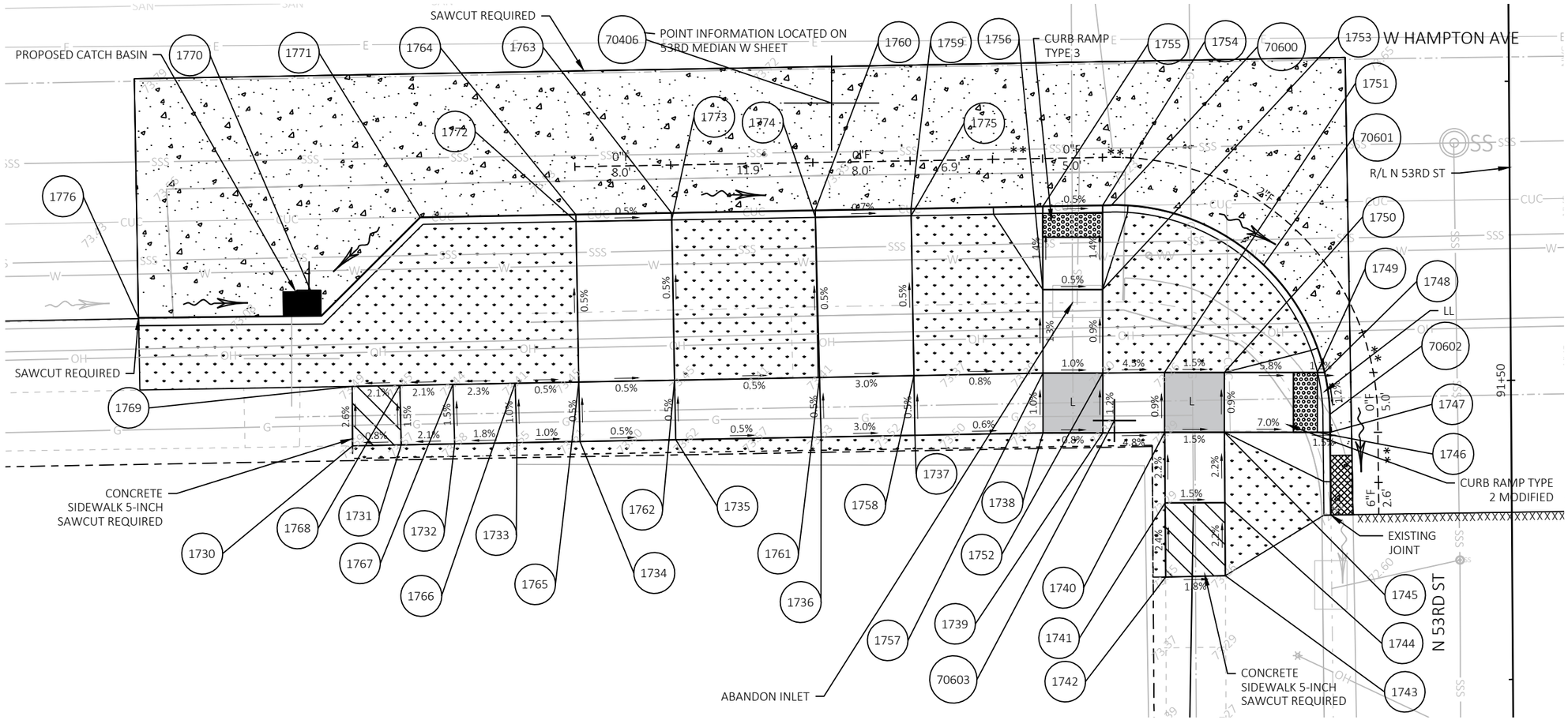
PLOT DATE : 10/18/2022 1:23 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 53RD ST SW	SHEET 69	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021201-RD.DWG
LAYOUT NAME - 53-SW

PLOT DATE : 10/18/2022 1:23 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

N

2

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1730	294+87.41WB	65.76 RT	409092.857	2539588.301	73.59	FG
1731	294+91.49WB	65.75 RT	409092.933	2539592.377	73.62	FG
1732	294+95.96WB	65.75 RT	409093.016	2539596.841	73.72	FG
1733	295+01.14WB	65.74 RT	409093.113	2539602.028	73.81	FG
1734	295+06.41WB	65.74 RT	409093.211	2539607.298	73.76	FG
1735	295+14.41WB	65.73 RT	409093.360	2539615.297	73.72	FG
1736	295+26.58WB	65.72 RT	409093.587	2539627.459	73.66	FG
1737	295+34.41WB	65.71 RT	409093.732	2539635.293	73.42	FG
1738	295+45.12WB	65.70 RT	409093.932	2539645.994	73.36	FG
1739	295+50.12WB	65.79 RT	409093.932	2539650.994	73.32	FG
1740	295+55.27WB	65.83 RT	409093.977	2539656.145	73.07	FG
1741	295+55.21WB	71.72 RT	409088.086	2539656.189	73.20	FG
1742	295+55.14WB	77.93 RT	409081.878	2539656.236	73.35	FG
1743	295+60.14WB	77.90 RT	409081.997	2539661.227	73.26	FG
1744	295+60.20WB	71.80 RT	409088.097	2539661.184	73.13	FG
1745	295+60.26WB	65.92 RT	409093.977	2539661.143	73.00	FG
1746	295+68.03WB	66.06 RT	409093.977	2539668.905	72.45	FG
1747	295+69.08WB	66.08 RT	409093.977	2539669.965	72.44	FL
1748	295+68.71WB	61.07 RT	409098.977	2539669.504	72.50	FL
1749	295+68.11WB	61.06 RT	409098.977	2539668.905	72.51	FG
1750	295+60.35WB	60.92 RT	409098.977	2539661.143	72.95	FG
1751	295+55.35WB	60.83 RT	409098.977	2539656.143	73.03	FG
1752	295+50.20WB	60.79 RT	409098.932	2539650.994	73.26	FG
1753	295+50.30WB	53.80 RT	409105.925	2539650.970	73.20	FG

STATION & OFFSET TABLE

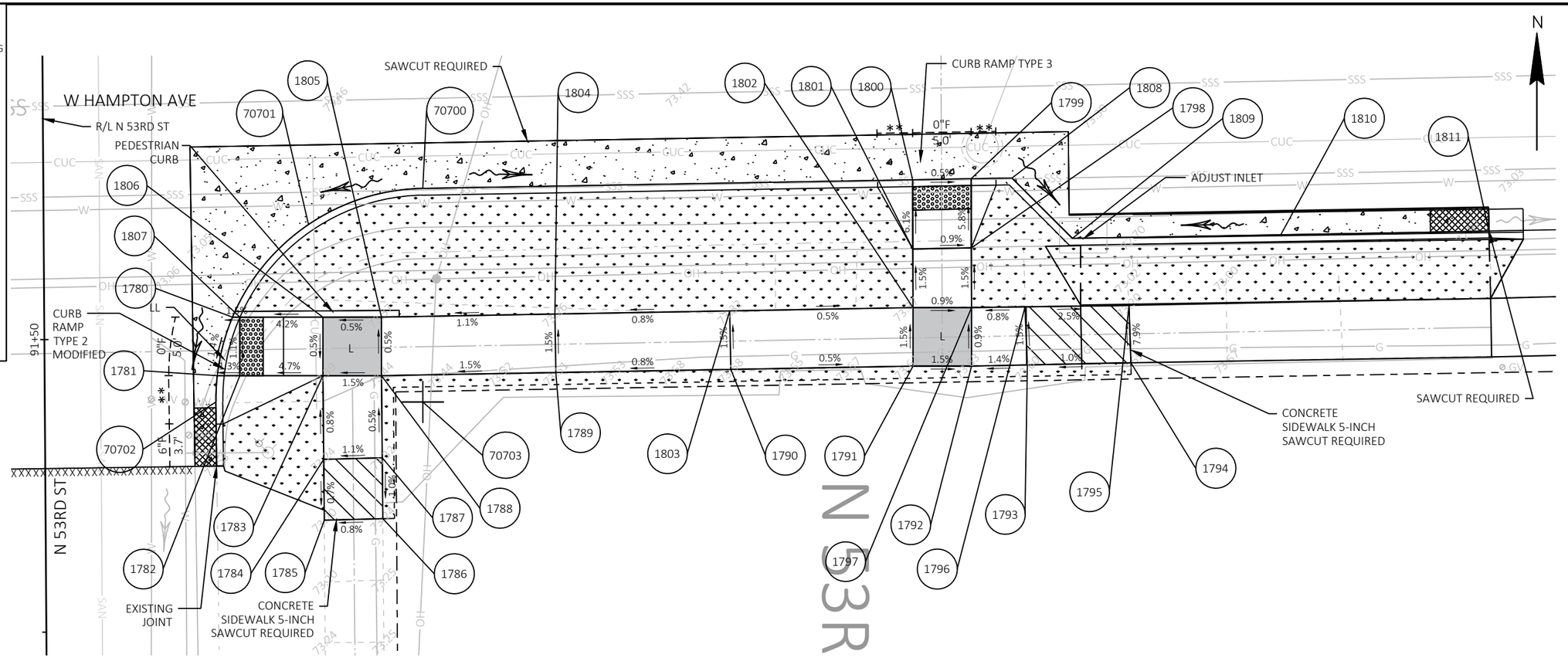
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1754	295+50.42WB	46.77 RT	409112.957	2539650.961	73.10	FL
1755	295+45.42WB	46.77 RT	409112.869	2539645.961	73.12	FL
1756	295+45.30WB	53.71 RT	409105.925	2539645.970	73.22	FG
1757	295+45.21WB	60.70 RT	409098.932	2539645.994	73.31	FG
1758	295+34.41WB	60.71 RT	409098.734	2539635.203	73.40	FG
1759	295+34.41WB	46.77 RT	409112.674	2539634.951	73.18	FL
1760	295+26.40WB	46.77 RT	409112.533	2539626.947	73.23	FL
1761	295+26.53WB	60.73 RT	409098.572	2539627.325	73.63	FG
1762	295+14.41WB	60.75 RT	409098.338	2539615.207	73.69	FG
1763	295+14.41WB	46.77 RT	409112.321	2539614.954	73.29	FL
1764	295+06.41WB	46.77 RT	409112.179	2539606.956	73.33	FL
1765	295+06.41WB	60.76 RT	409098.184	2539607.208	73.73	FG
1766	295+01.09WB	60.77 RT	409098.081	2539601.892	73.76	FG
1767	294+95.89WB	60.78 RT	409097.981	2539596.692	73.64	FG
1768	294+91.46WB	60.79 RT	409097.895	2539592.259	73.55	FG
1769	294+87.46WB	60.80 RT	409097.818	2539588.262	73.47	FG
1770	294+85.01WB	54.85 RT	409103.718	2539585.703	73.12	FL
1771	294+93.41WB	46.77 RT	409111.949	2539593.958	73.40	FL
1772	295+06.41WB	47.35 RT	409111.596	2539606.966	73.35	FG
1773	295+14.41WB	47.35 RT	409111.737	2539614.965	73.31	FG
1774	295+26.41WB	47.35 RT	409111.950	2539626.963	73.25	FG
1775	295+34.41WB	47.35 RT	409112.091	2539634.962	73.19	FG
1776	294+69.72WB	54.76 RT	409103.541	2539570.418	73.20	ME FL

RADIUS TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
70600	295+51.16WB	46.77 RT	409112.970	2539651.703	73.09	FL PC
70601	295+63.78WB	51.99 RT	409107.966	2539664.411	72.81	FL MID
70602	295+69.09WB	64.57 RT	409095.480	2539669.948	72.46	FL PT
70603	295+51.10WB	64.77 RT	409094.972	2539651.955	N/A	RADP 18'R

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1780	296+00.37WB	60.37 RT	409100.233	2539701.148	72.89	FL
1781	295+98.98WB	65.35 RT	409095.233	2539699.845	72.82	FL
1782	296+00.92WB	65.38 RT	409095.233	2539701.783	72.85	FG
1783	296+08.02WB	65.51 RT	409095.233	2539708.882	73.18	FG
1784	296+07.96WB	72.65 RT	409088.097	2539708.953	73.23	FG
1785	296+07.93WB	77.85 RT	409082.895	2539709.010	73.20	FG
1786	296+12.92WB	77.81 RT	409083.022	2539713.999	73.24	FG
1787	296+12.96WB	72.60 RT	409088.229	2539713.949	73.29	FG
1788	296+13.02WB	65.60 RT	409095.233	2539713.882	73.25	FG
1789	296+27.92WB	65.59 RT	409095.506	2539728.781	73.47	FG
1790	296+42.88WB	65.58 RT	409095.779	2539743.738	73.59	FG
1791	296+58.45WB	65.57 RT	409096.064	2539759.305	73.51	FG
1792	296+63.45WB	65.66 RT	409096.064	2539764.305	73.43	FG
1793	296+68.21WB	65.64 RT	409096.162	2539769.067	73.50	FG
1794	296+77.06WB	65.62 RT	409096.344	2539777.920	73.59	FG
1795	296+76.99WB	60.71 RT	409101.247	2539777.758	73.20	FG

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1796	296+68.09WB	60.68 RT	409101.126	2539768.864	73.43	FG
1797	296+63.54WB	60.66 RT	409101.064	2539764.305	73.39	FG
1798	296+63.60WB	55.56 RT	409106.158	2539764.285	73.27	FG
1799	296+63.70WB	49.66 RT	409112.065	2539764.278	72.97	FL
1800	296+58.70WB	49.66 RT	409111.976	2539759.279	73.00	FL
1801	296+58.61WB	55.58 RT	409106.053	2539759.288	73.29	FG
1802	296+58.54WB	60.57 RT	409101.064	2539759.305	73.43	FG
1803	296+42.86WB	60.58 RT	409100.778	2539743.636	73.51	FG
1804	296+27.94WB	60.59 RT	409100.505	2539728.710	73.40	FG
1805	296+13.11WB	60.60 RT	409100.233	2539713.882	73.23	FG
1806	296+08.11WB	60.51 RT	409100.233	2539708.882	73.20	FG
1807	296+01.01WB	60.38 RT	409100.233	2539701.783	72.90	FG
1808	296+67.18WB	49.66 RT	409112.126	2539767.754	72.89	FL
1809	296+72.25WB	54.91 RT	409106.967	2539772.914	72.71	FL
1810	296+90.05WB	54.91 RT	409107.278	2539790.716	72.79	FL
1811	297+07.85WB	54.91 RT	409107.590	2539808.512	72.92	ME FL

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
70700	296+16.83WB	49.66 RT	409111.236	2539717.416	73.21	FL PC
70701	296+07.01WB	52.57 RT	409108.149	2539707.649	73.06	FL MID
70702	295+98.83WB	67.58 RT	409092.999	2539699.735	72.74	FL PT
70703	296+16.51WB	67.89 RT	409092.999	2539717.416	N/A	RADP 18'R

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 53RD ST SE	SHEET 71	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021201-RD.DWG
LAYOUT NAME - 53-SE
PLOT DATE : 10/18/2022 1:25 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

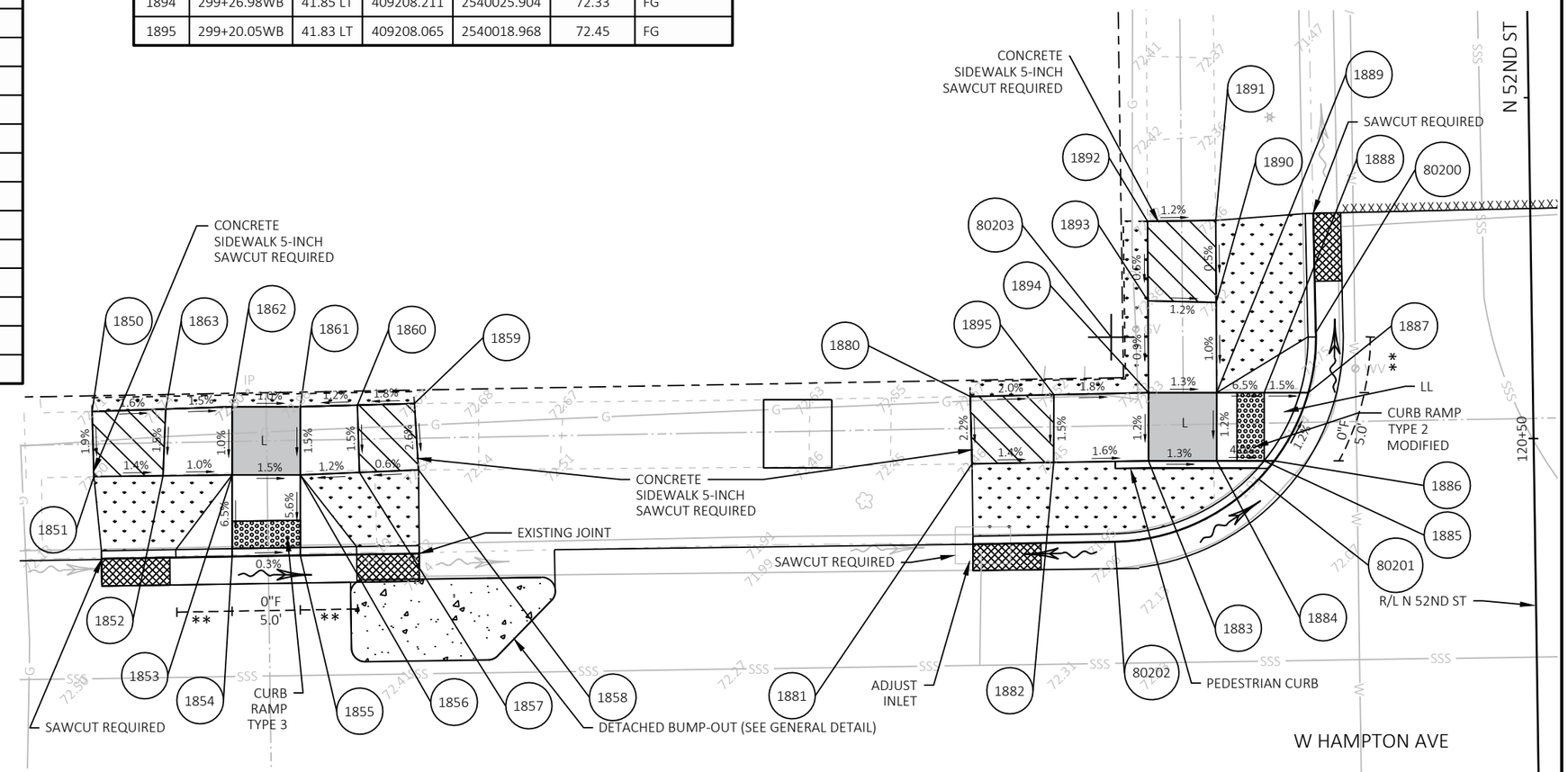
LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1850	298+49.53WB	41.85 LT	409206.840	2539948.464	72.75	FG
1851	298+49.57WB	37.08 LT	409202.069	2539948.588	72.66	FG
1852	298+54.64WB	37.05 LT	409202.126	2539953.659	72.59	FG
1853	298+59.72WB	37.01 LT	409202.183	2539958.730	72.54	FG
1854	298+59.61WB	31.03 LT	409196.194	2539958.730	72.15	FL
1855	298+64.61WB	31.02 LT	409196.278	2539963.730	72.14	FL
1856	298+64.71WB	36.93 LT	409202.183	2539963.730	72.47	FG
1857	298+69.05WB	37.03 LT	409202.365	2539968.061	72.52	FG
1858	298+73.38WB	37.14 LT	409202.546	2539972.392	72.54	FG
1859	298+73.17WB	42.01 LT	409207.413	2539972.090	72.67	FG
1860	298+68.98WB	41.97 LT	409207.298	2539967.910	72.59	FG
1861	298+64.80WB	41.92 LT	409207.183	2539963.730	72.54	FG
1862	298+59.80WB	42.01 LT	409207.183	2539958.730	72.59	FG
1863	298+54.93WB	41.93 LT	409207.018	2539953.860	72.66	FG

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1880	299+13.92WB	41.81 LT	409207.936	2540012.845	72.57	FG
1881	299+13.96WB	36.87 LT	409202.999	2540012.971	72.46	FG
1882	299+19.94WB	36.86 LT	409203.097	2540018.950	72.38	FG
1883	299+26.90WB	36.86 LT	409203.211	2540025.904	72.27	FG
1884	299+31.90WB	36.77 LT	409203.211	2540030.904	72.20	FG
1885	299+35.38WB	36.71 LT	409203.211	2540034.388	72.06	FG
1886	299+36.12WB	36.69 LT	409203.211	2540035.129	72.05	FL
1887	299+38.70WB	41.65 LT	409208.211	2540037.619	71.99	FL
1888	299+35.47WB	41.71 LT	409208.211	2540034.388	72.04	FG
1889	299+31.98WB	41.77 LT	409208.211	2540030.904	72.26	FG
1890	299+32.07WB	48.39 LT	409214.834	2540030.869	72.33	FG
1891	299+32.14WB	54.41 LT	409220.853	2540030.838	72.36	FG
1892	299+27.15WB	54.42 LT	409220.782	2540025.843	72.42	FG
1893	299+27.07WB	48.60 LT	409214.959	2540025.871	72.39	FG
1894	299+26.98WB	41.85 LT	409208.211	2540025.904	72.33	FG
1895	299+20.05WB	41.83 LT	409208.065	2540018.968	72.45	FG

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
80200	299+39.33WB	46.04 LT	409212.613	2540038.178	71.88	FL PT
80201	299+34.96WB	35.38 LT	409201.883	2540033.993	72.10	FL MID
80202	299+24.32WB	30.97 LT	409197.283	2540023.434	72.36	FL PT
80203	299+24.33WB	45.97 LT	409212.280	2540023.181	N/A	RADP 15'R



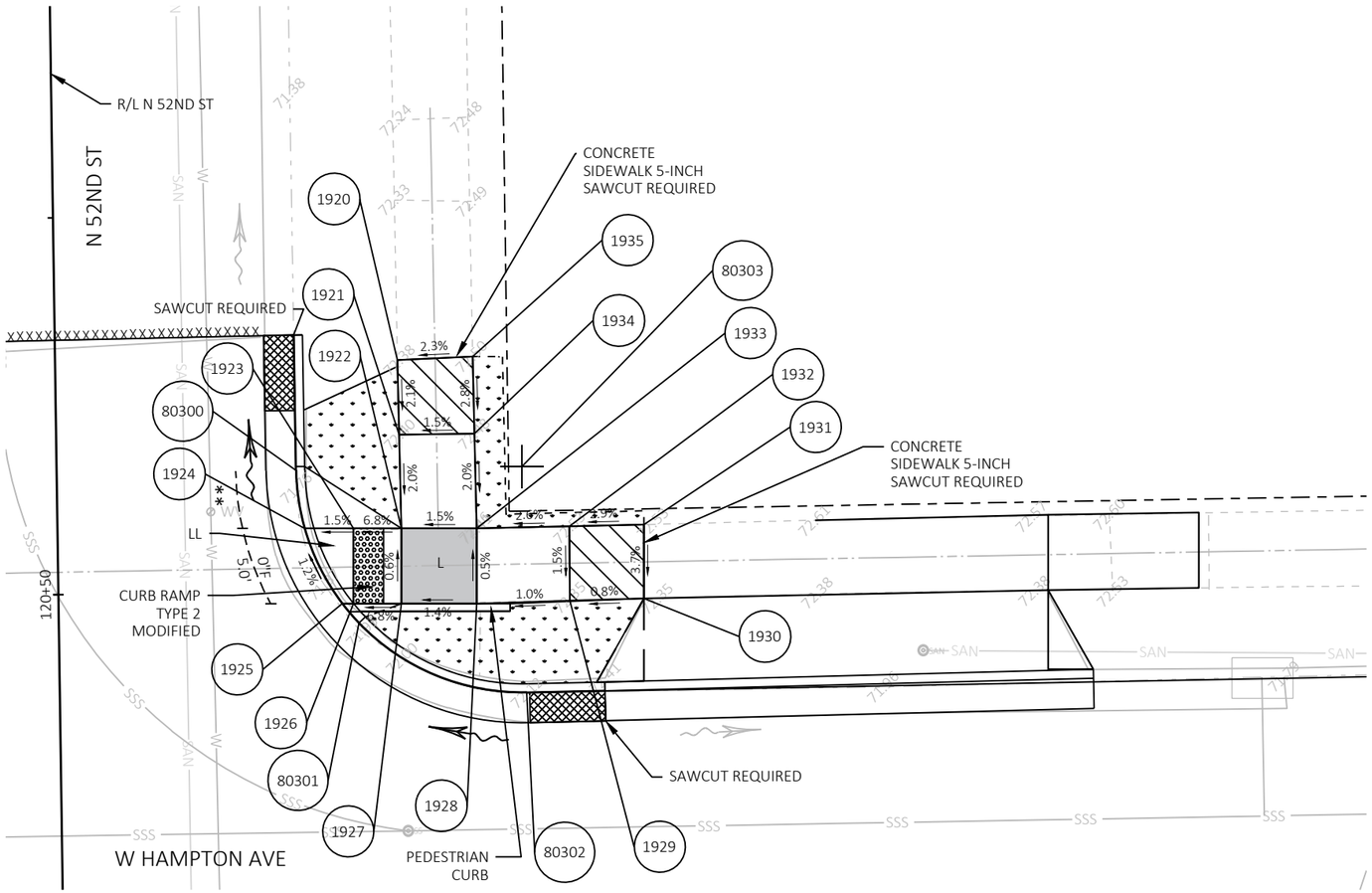
PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 52ND ST NW	SHEET 72	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021201-RD.DWG
LAYOUT NAME - 52-NW
PLOT DATE : 10/18/2022 1:26 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



N

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1920	299+77.93WB	53.16 LT	409220.418	2540076.641	72.38	FG
1921	299+77.96WB	48.21 LT	409215.470	2540076.762	72.28	FG
1922	299+78.01WB	42.00 LT	409209.257	2540076.914	72.15	FG
1923	299+74.81WB	42.06 LT	409209.257	2540073.721	71.93	FG
1924	299+71.57WB	42.11 LT	409209.255	2540070.480	71.89	FL
1925	299+73.98WB	37.07 LT	409204.257	2540072.979	71.95	FL
1926	299+74.72WB	37.06 LT	409204.257	2540073.721	71.96	FG
1927	299+77.92WB	37.00 LT	409204.257	2540076.914	72.18	FG
1928	299+82.92WB	36.91 LT	409204.257	2540081.914	72.25	FG
1929	299+89.09WB	36.99 LT	409204.445	2540088.090	72.39	FG
1930	299+94.89WB	37.07 LT	409204.600	2540093.005	72.35	FG
1931	299+94.71WB	41.96 LT	409209.500	2540093.006	72.53	FG
1932	299+89.14WB	41.94 LT	409209.391	2540088.051	72.39	FG
1933	299+83.00WB	41.91 LT	409209.257	2540081.914	72.23	FG
1934	299+82.96WB	48.20 LT	409215.539	2540081.762	72.35	FG
1935	299+82.93WB	53.31 LT	409220.651	2540081.638	72.50	FG

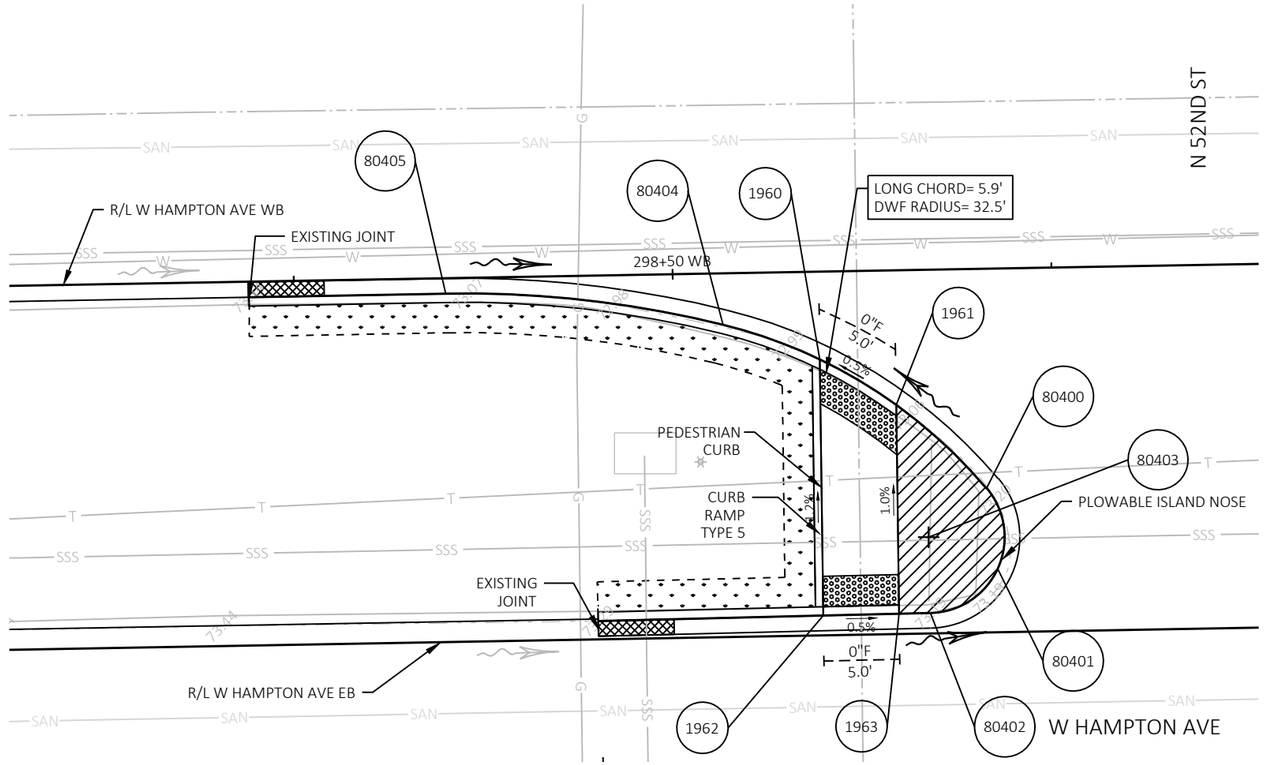
RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
80300	299+71.07WB	45.96 LT	409213.097	2540069.912	71.75	FL PC
80301	299+75.06WB	35.76 LT	409202.966	2540074.084	71.96	FL MID
80302	299+86.13WB	30.95 LT	409198.351	2540085.230	72.06	FL PT
80303	299+86.07WB	45.95 LT	409213.348	2540084.910	N/A	RADP 15'R

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 52ND ST NE	SHEET 73	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021201-RD.DWG
LAYOUT NAME - 52-NE
PLOT DATE : 10/18/2022 1:27 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE





* POINT LOCATED ON N 52TH SW SHEET

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1960	298+59.61WB	5.79 RT	409159.386	2539959.380	73.02	FL
1961	298+64.60WB	8.87 RT	409156.394	2539964.421	73.05	FL
1962	298+59.54WB	22.69 RT	409142.482	2539959.610	73.22	FL
1963	298+64.54WB	22.66 RT	409142.602	2539964.609	73.19	FL

	RADIUS TABLE						
	POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
	80400	298+70.46WB	14.49 RT	409150.873	2539970.380	73.12	FL PCC
	80401	298+71.10WB	19.78 RT	409145.596	2539971.117	73.15	FL MID
	80402	298+66.61WB	22.65 RT	409142.651	2539966.677	73.18	FL PT
	80403	298+66.58WB	17.65 RT	409147.650	2539966.558	N/A	RADP 5.0'R
	80404	298+53.27WB	3.39 RT	409161.675	2539952.996	72.98	FL MID
	80405	298+35.00WB	1.01 RT	409163.727	2539934.691	73.07	FL PC
*	80406	298+35.05WB	72.07 RT	409092.679	2539935.993	N/A	RADP 71.1'R

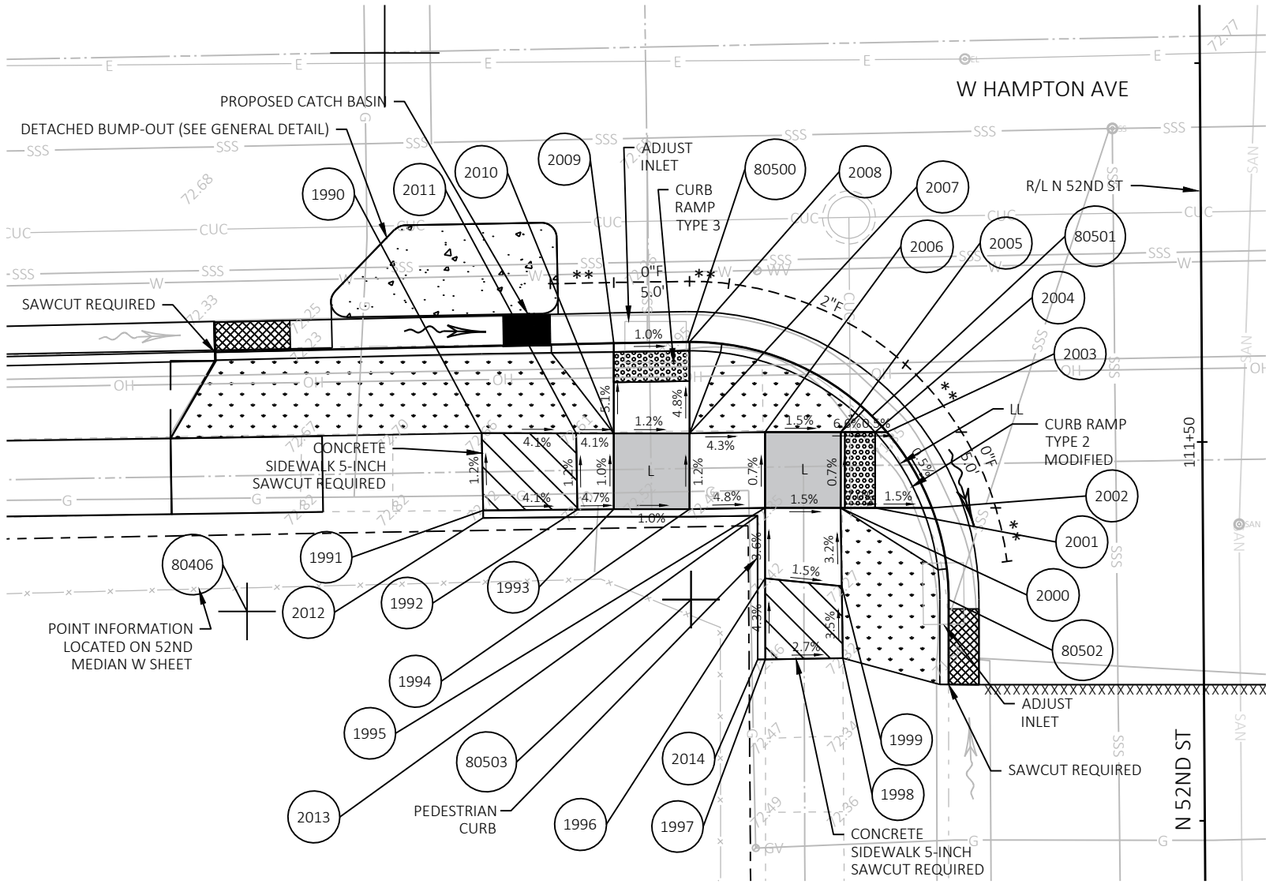
PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 52ND ST MEDIAN W	SHEET 74	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021201-RD.DWG
LAYOUT NAME - 52-Median W
PLOT DATE : 10/18/2022 1:27 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1990	298+50.73WB	60.57 RT	409104.458	2539951.471	72.66	FG
1991	298+50.74WB	65.68 RT	409099.342	2539951.573	72.72	FG
1992	298+56.96WB	65.73 RT	409099.403	2539957.786	72.46	FG
1993	298+59.37WB	65.75 RT	409099.427	2539960.196	72.35	FG
1994	298+64.37WB	65.84 RT	409099.427	2539965.196	72.30	FG
1995	298+69.34WB	65.85 RT	409099.508	2539970.169	72.06	FG
1996	298+69.27WB	70.50 RT	409094.858	2539970.179	72.23	FG
1997	298+69.19WB	75.84 RT	409089.512	2539970.191	72.46	FG
1998	298+74.31WB	75.84 RT	409089.600	2539975.312	72.32	FG
1999	298+74.32WB	71.10 RT	409094.343	2539975.242	72.15	FG
2000	298+74.34WB	65.93 RT	409099.508	2539975.167	71.99	FG
2001	298+76.61WB	65.98 RT	409099.508	2539977.438	71.83	FG
2002	298+80.35WB	66.04 RT	409099.508	2539981.185	71.77	FL
2003	298+77.48WB	60.99 RT	409104.508	2539978.219	71.80	FL
2004	298+76.70WB	60.98 RT	409104.508	2539977.441	71.80	FG
2005	298+74.43WB	60.94 RT	409104.508	2539975.169	71.95	FG
2006	298+69.43WB	60.78 RT	409104.508	2539970.169	72.03	FG
2007	298+64.45WB	60.84 RT	409104.427	2539965.196	72.24	FG
2008	298+64.56WB	54.81 RT	409110.463	2539965.196	71.95	FL
2009	298+59.56WB	54.79 RT	409110.392	2539960.196	72.00	FL
2010	298+59.45WB	60.75 RT	409104.427	2539960.196	72.30	FG
2011	298+56.97WB	60.70 RT	409104.436	2539957.711	72.40	FG
2012	298+50.72WB	66.18 RT	409098.842	2539951.555	72.72	TOC 0"F
2013	298+68.83WB	66.35 RT	409099.000	2539969.670	73.39	TOC 4"F
2014	298+68.69WB	75.83 RT	409089.511	2539969.691	72.46	TOC 0"F

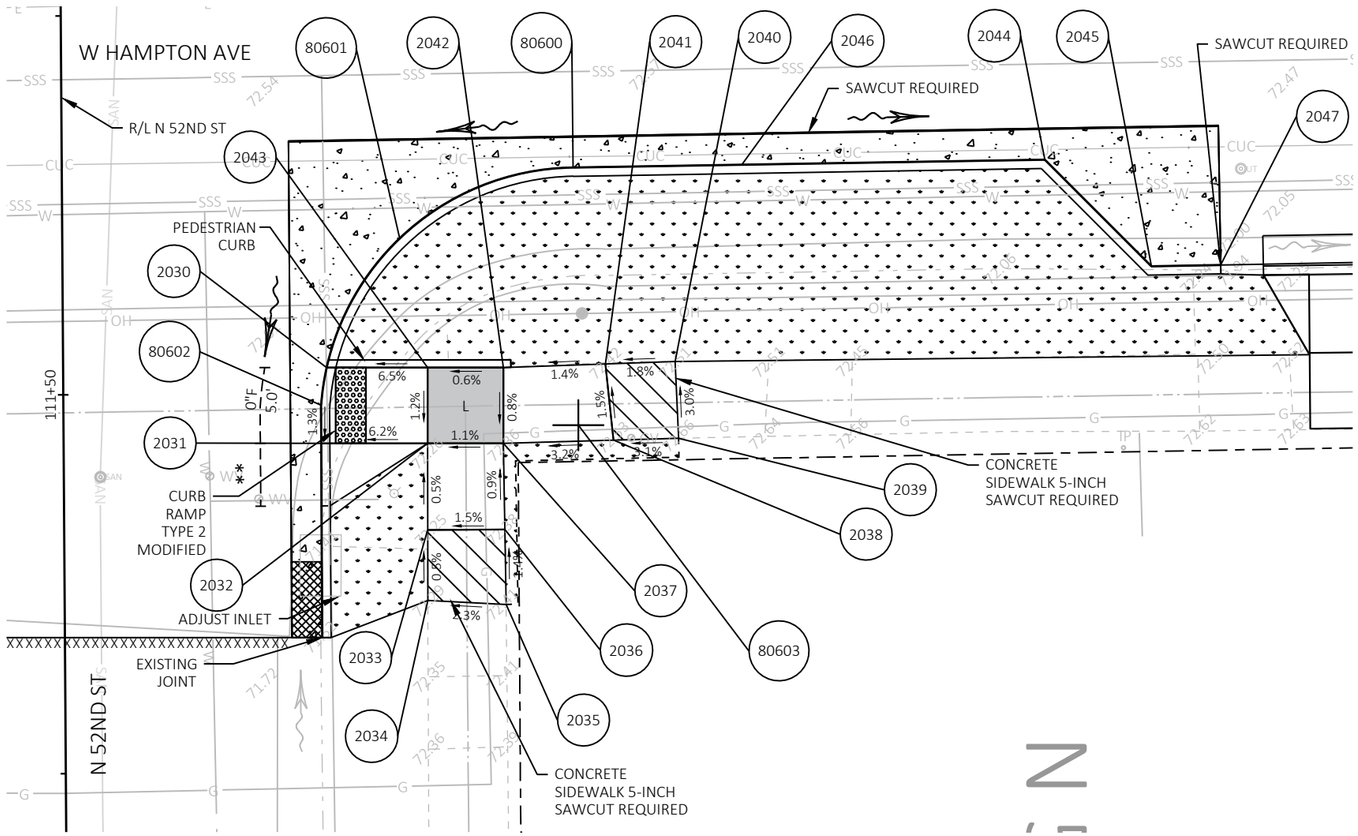
RADIUS TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
80500	298+64.42WB	54.80 RT	409110.462	2539965.052	71.95	FL PC
80501	298+76.51WB	59.91 RT	409105.569	2539977.231	71.82	FL MID
80502	298+81.36WB	72.11 RT	409093.460	2539982.296	71.50	FL PT
80503	298+64.36WB	71.80 RT	409093.463	2539965.296	N/A	RADP 17'R

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



N

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
2030	299+15.69WB	60.51 RT	409105.662	2540016.414	71.87	FL
2031	299+15.22WB	65.50 RT	409100.662	2540016.034	71.80	FL
2032	299+22.26WB	65.63 RT	409100.662	2540023.073	72.24	FG
2033	299+22.16WB	71.34 RT	409094.948	2540023.078	72.27	FG
2034	299+22.08WB	75.98 RT	409090.304	2540023.083	72.29	FG
2035	299+27.25WB	76.34 RT	409090.041	2540028.254	72.41	FG
2036	299+27.25WB	71.40 RT	409094.979	2540028.170	72.34	FG
2037	299+27.26WB	65.72 RT	409100.662	2540028.073	72.29	FG
2038	299+34.52WB	65.63 RT	409100.876	2540035.331	72.53	FG
2039	299+38.82WB	65.58 RT	409101.003	2540039.629	72.66	FG
2040	299+38.68WB	60.51 RT	409106.066	2540039.406	72.51	FG
2041	299+34.08WB	60.60 RT	409105.897	2540034.803	72.43	FG
2042	299+27.34WB	60.72 RT	409105.662	2540028.073	72.33	FG
2043	299+22.34WB	60.63 RT	409105.662	2540023.073	72.30	FG
2044	299+63.31WB	47.63 RT	409119.379	2540063.805	72.28	FL
2045	299+70.21WB	54.78 RT	409112.351	2540070.832	71.98	FL
2046	299+43.31WB	47.62 RT	409119.042	2540043.808	72.38	FL
2047	299+74.79WB	54.79 RT	409112.427	2540075.408	72.00	ME FL

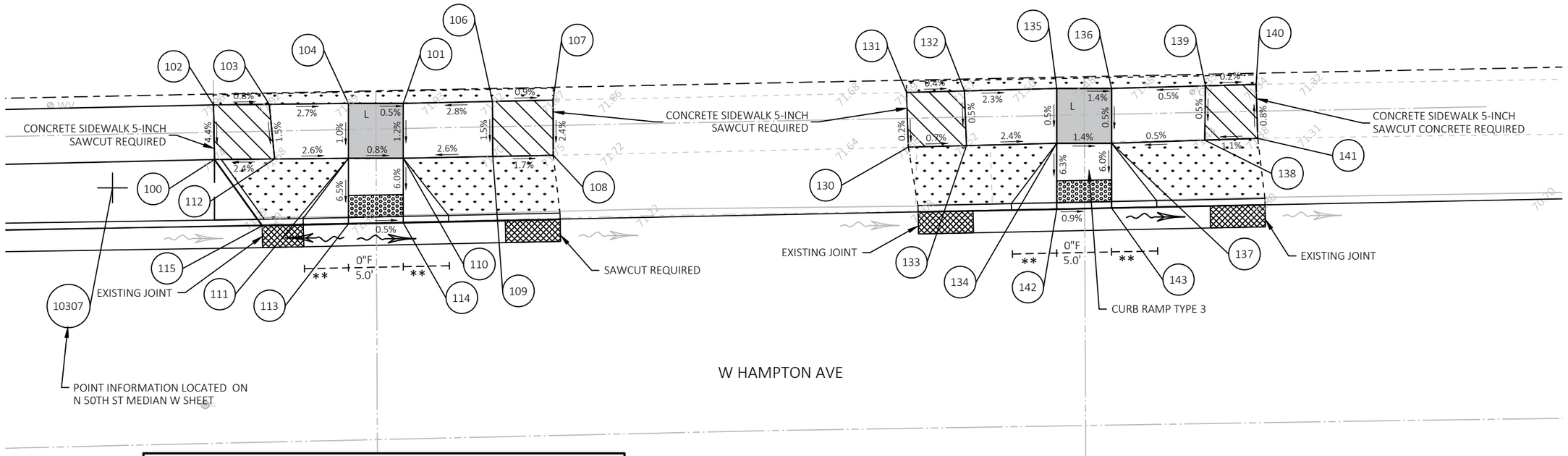
RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
80600	299+32.17WB	47.61 RT	409118.854	2540032.669	72.43	FL PC
80601	299+20.66WB	52.11 RT	409114.151	2540021.242	72.15	FL MID
80602	299+15.26WB	62.99 RT	409103.176	2540016.034	71.83	FL PT
80603	299+32.23WB	64.61 RT	409101.858	2540033.026	N/A	RADP 17'R

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 52ND ST SE	SHEET 76	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021201-RD.DWG
LAYOUT NAME - 52-SE
PLOT DATE : 10/18/2022 1:28 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

N



STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
100	304+80.93WB	37.03 LT	409213.600	2540579.750	71.74	FG
101	304+98.24WB	41.81 LT	409218.725	2540596.964	71.70	FG
102	304+80.94WB	42.01 LT	409218.582	2540579.660	71.96	FG
103	304+86.01WB	41.97 LT	409218.641	2540584.737	71.92	FG
104	304+93.24WB	41.91 LT	409218.725	2540591.964	71.72	FG
106	305+06.37WB	41.83 LT	409218.907	2540605.090	71.92	FG
107	305+11.90WB	41.84 LT	409219.030	2540610.625	71.87	FG
108	305+11.82WB	36.80 LT	409213.996	2540610.646	71.75	FG
109	305+06.29WB	36.81 LT	409213.886	2540605.117	71.84	FG
110	304+98.14WB	36.81 LT	409213.725	2540596.964	71.63	FG
111	304+93.14WB	36.91 LT	409213.725	2540591.964	71.67	FG
112	304+86.40WB	36.97 LT	409213.656	2540585.223	71.84	FG
113	304+93.02WB	30.93 LT	409207.740	2540591.964	71.38	FL
114	304+98.02WB	30.94 LT	409207.843	2540596.964	71.36	FL
115	304+85.16WB	30.92 LT	409207.576	2540584.100	71.29	FL

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
130	305+44.21WB	36.90 LT	409214.737	2540643.026	71.58	FG
131	305+44.14WB	41.88 LT	409219.716	2540642.853	71.59	FG
132	305+49.42WB	41.92 LT	409219.862	2540648.133	71.57	FG
133	305+49.52WB	36.93 LT	409214.878	2540648.330	71.55	FG
134	305+57.75WB	36.99 LT	409215.096	2540656.557	71.35	FG
135	305+57.85WB	41.99 LT	409220.096	2540656.557	71.38	FG
136	305+62.85WB	41.89 LT	409220.096	2540661.557	71.31	FG
137	305+62.75WB	36.89 LT	409215.096	2540661.557	71.28	FG
138	305+71.25WB	37.00 LT	409215.375	2540670.057	71.33	FG
139	305+71.42WB	41.95 LT	409220.331	2540670.123	71.35	FG
140	305+76.04WB	41.98 LT	409220.457	2540674.742	71.34	FG
141	305+76.09WB	37.06 LT	409215.533	2540674.890	71.38	FG
142	305+57.63WB	30.97 LT	409209.082	2540656.557	70.97	FL
143	305+62.63WB	30.98 LT	409209.186	2540661.557	70.93	FL

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

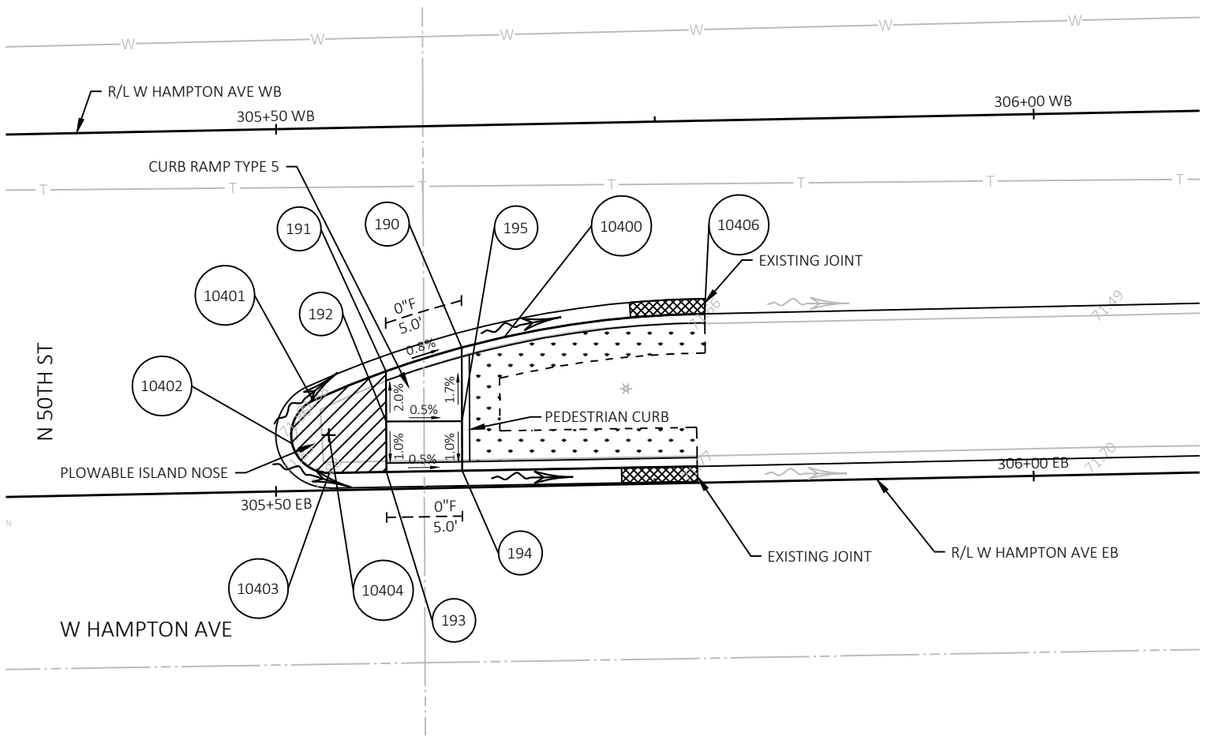
PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 50TH ST N	SHEET 77	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021202-RD.DWG
LAYOUT NAME - 50-N
PLOT DATE : 10/18/2022 1:30 PM
PLOT BY : HENRYKA GASIK
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



N

2

* POINT LOCATED ON N 50TH ST SHEET

RADIUS TABLE							
	POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
	10400	305+64.80WB	14.01 RT	409164.246	2540664.623	71.78	FL MID
	10401	305+52.09WB	17.96 RT	409160.047	2540652.000	71.88	FL PCC
	10402	305+50.63WB	20.76 RT	409157.221	2540650.590	71.91	FL MID
	10403	305+53.07WB	22.76 RT	409155.269	2540653.073	71.89	FL PC
	10404	305+53.08WB	20.26 RT	409157.769	2540653.029	N/A	RADP 2.5' R
*	10405	305+77.54WB	77.48 RT	409101.050	2540678.632	N/A	RADP 64.7' R
	10406	305+78.04WB	12.75 RT	409165.775	2540677.838	71.66	FL PT

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
190	305+61.96WB	14.65 RT	409163.552	2540661.796	71.80	FL
191	305+56.93WB	16.12 RT	409161.988	2540656.803	71.84	FL
192	305+56.88WB	19.44 RT	409158.662	2540656.817	71.91	FG
193	305+56.83WB	22.77 RT	409155.336	2540656.831	71.87	FL
194	305+61.83WB	22.78 RT	409155.424	2540661.830	71.85	FL
195	305+61.88WB	19.52 RT	409158.683	2540661.817	71.88	FG

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 50TH ST MEDIAN E	SHEET 78	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021202-RD.DWG
LAYOUT NAME - 50-Median E

PLOT DATE : 10/18/2022 1:31 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

LEGEND

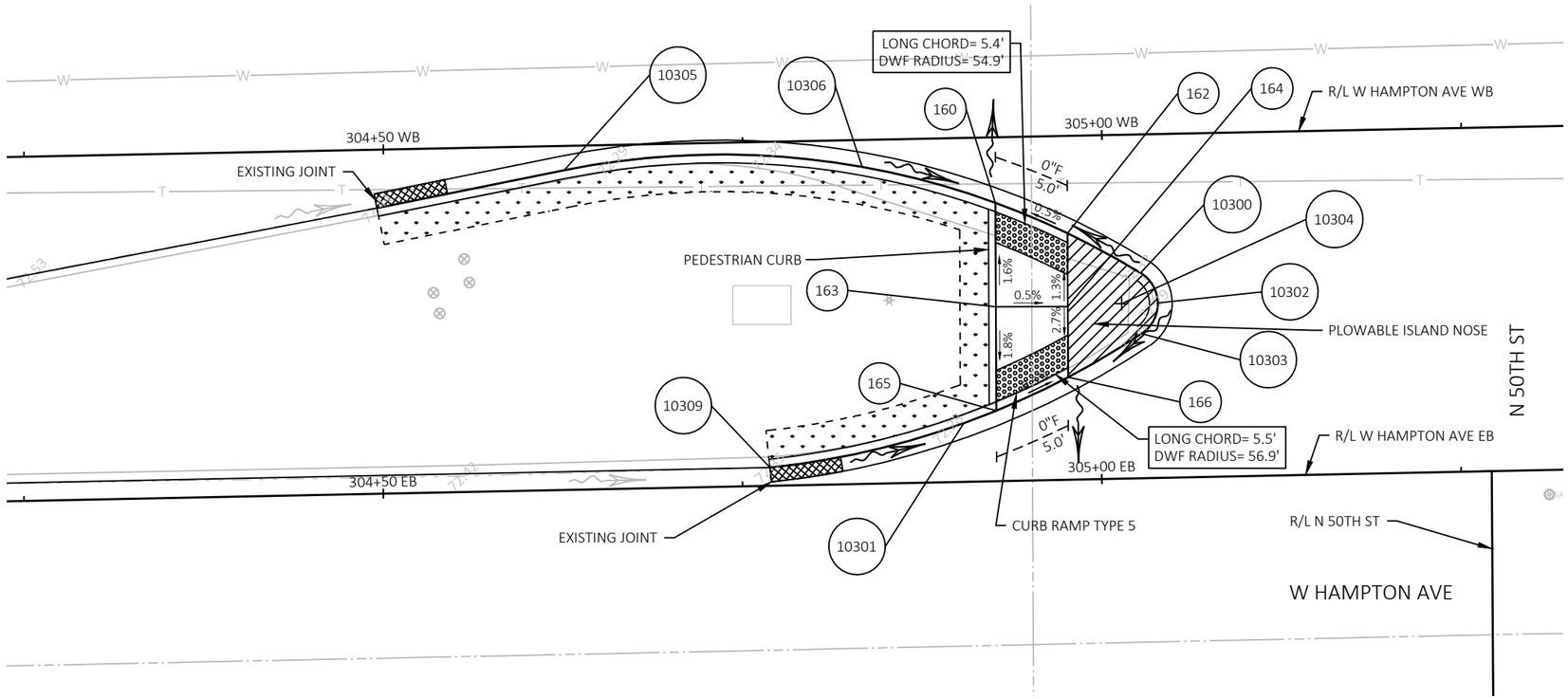
- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
160	304+92.51WB	4.56 RT	409172.250	2540592.160	72.29	FL
162	304+97.47WB	6.77 RT	409170.139	2540597.169	72.31	FL
163	304+92.39WB	11.79 RT	409165.023	2540592.190	72.40	FG
164	304+97.39WB	11.87 RT	409165.044	2540597.190	72.38	FG
165	304+92.28WB	19.02 RT	409157.796	2540592.221	72.27	FL
166	304+97.32WB	16.79 RT	409160.122	2540597.211	72.25	FL

RADIUS TABLE							
	POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
	10300	305+02.50WB	9.65 RT	409167.365	2540602.248	72.32	FL PCC
	10301	304+90.00WB	19.84 RT	409156.926	2540589.958	72.28	FL
	10302	305+03.64WB	11.76 RT	409165.281	2540603.436	72.29	FL MID
	10303	305+02.49WB	13.86 RT	409163.156	2540602.322	72.22	FL PCC
	10304	305+01.14WB	11.75 RT	409165.237	2540600.937	N/A	RADP 2.5'R
	10305	304+62.55WB	1.70 RT	409174.517	2540562.152	72.32	FL PT
	10306	304+83.28WB	1.88 RT	409174.750	2540582.879	72.33	FL MID
*	10307	304+71.57WB	34.64 LT	409211.033	2540570.448	N/A	RADP 57.5'R
*	10308	304+72.44WB	56.34 RT	409120.082	2540573.128	N/A	RADP 55.8'R
	10309	304+76.45WB	22.67 RT	409153.831	2540576.463	72.35	FL PT

* POINT 10307 LOCATED ON N 50TH ST N SHEET
POINT 10308 LOCATED ON N 50TH ST SW SHEET

N



PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 50TH ST MEDIAN W	SHEET 79	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021202-RD.DWG
LAYOUT NAME - 50-Median W

PLOT DATE : 10/18/2022 1:31 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

LEGEND

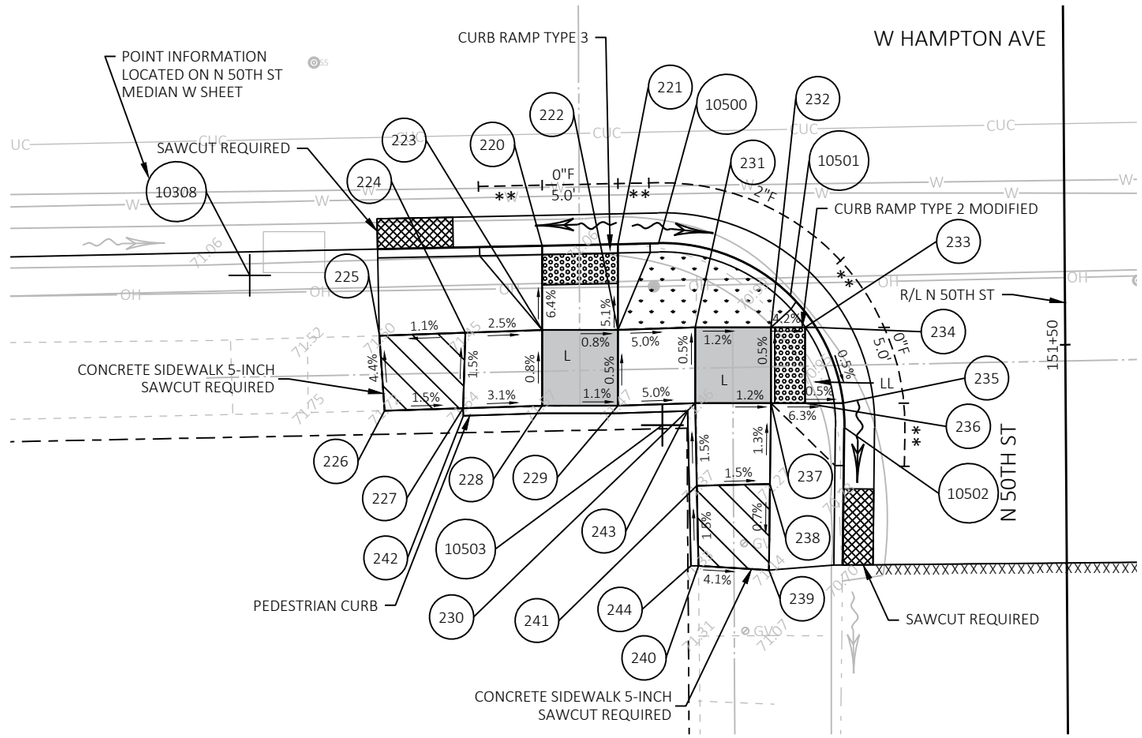
- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

N

2

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
10500	304+99.45WB	54.77 RT	409122.194	2540600.104	71.08	FL PT
10501	305+08.07WB	58.41 RT	409118.721	2540608.799	71.00	FL MID
10502	305+11.45WB	67.15 RT	409110.058	2540612.353	70.92	FL PC
10503	304+99.46WB	66.77 RT	409110.196	2540600.354	N/A	RADP 12'R

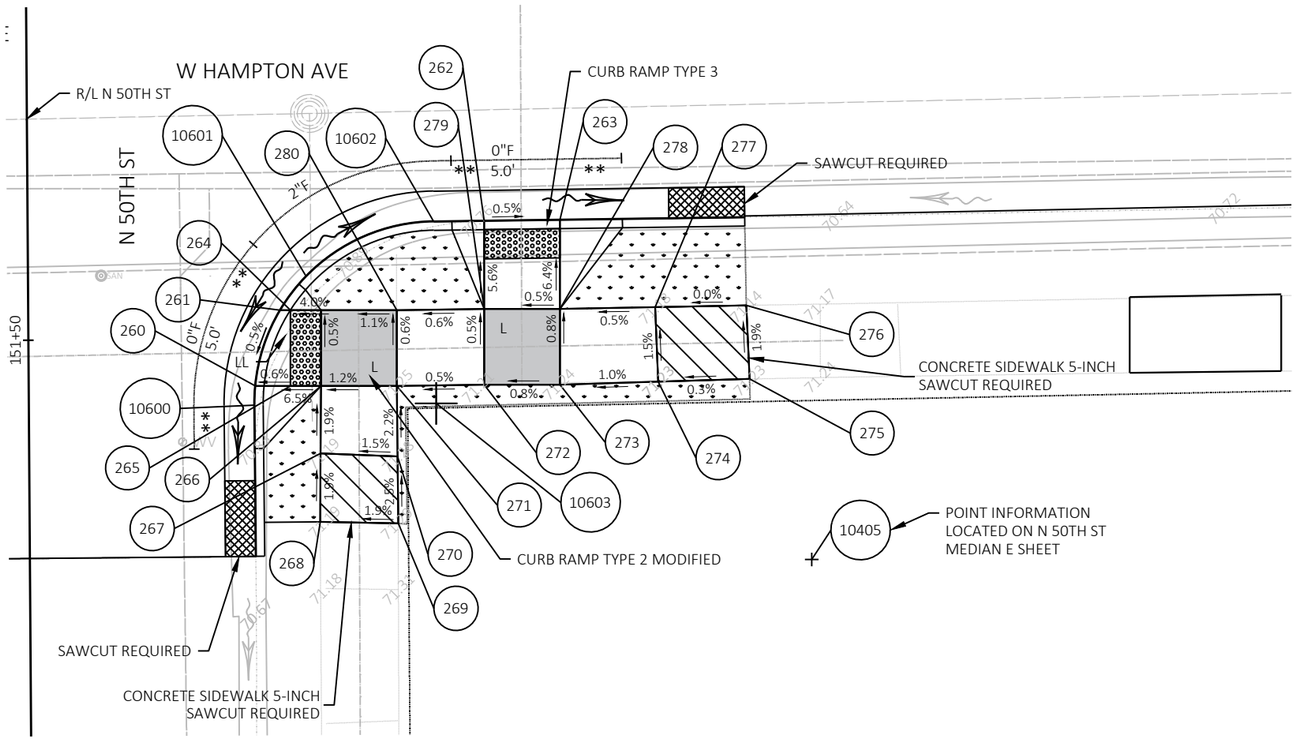
STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
220	304+91.76WB	54.78 RT	409122.034	2540592.416	71.08	FL
221	304+96.76WB	54.77 RT	409122.138	2540597.416	71.11	FL
222	304+96.65WB	60.43 RT	409116.482	2540597.416	71.40	FG
223	304+91.65WB	60.33 RT	409116.482	2540592.416	71.44	FG
224	304+86.58WB	60.41 RT	409116.301	2540587.352	71.57	FG
225	304+80.91WB	60.50 RT	409116.097	2540581.680	71.50	FG
226	304+81.16WB	65.44 RT	409111.157	2540582.028	71.72	FG
227	304+86.34WB	65.38 RT	409111.319	2540587.205	71.64	FG
228	304+91.55WB	65.32 RT	409111.482	2540592.416	71.48	FG
229	304+96.55WB	65.42 RT	409111.482	2540597.416	71.42	FG
230	305+01.65WB	65.35 RT	409111.658	2540602.515	71.17	FG
231	305+01.75WB	60.35 RT	409116.658	2540602.515	71.14	FG
232	305+06.75WB	60.45 RT	409116.658	2540607.515	71.08	FG
233	305+09.00WB	60.50 RT	409116.658	2540609.766	70.99	FG
234	305+09.70WB	60.51 RT	409116.658	2540610.466	70.98	FL
235	305+11.40WB	65.55 RT	409111.658	2540612.264	70.95	FL
236	305+08.90WB	65.50 RT	409111.658	2540609.766	70.97	FG
237	305+06.65WB	65.45 RT	409111.658	2540607.515	71.11	FG
238	305+06.48WB	70.79 RT	409106.315	2540607.454	71.18	FG
239	305+06.30WB	76.46 RT	409100.640	2540607.390	71.14	FG
240	305+01.65WB	76.09 RT	409100.925	2540602.733	71.33	FG
241	305+01.65WB	70.81 RT	409106.203	2540602.625	71.25	FG
242	304+86.34WB	65.88 RT	409110.819	2540587.221	71.64	TOC 0"F
243	305+01.15WB	65.86 RT	409111.141	2540602.025	71.50	TOC 4"F
244	305+01.15WB	76.09 RT	409100.914	2540602.232	71.33	TOC 0"F



PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 50TH ST SW	SHEET 80	E

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



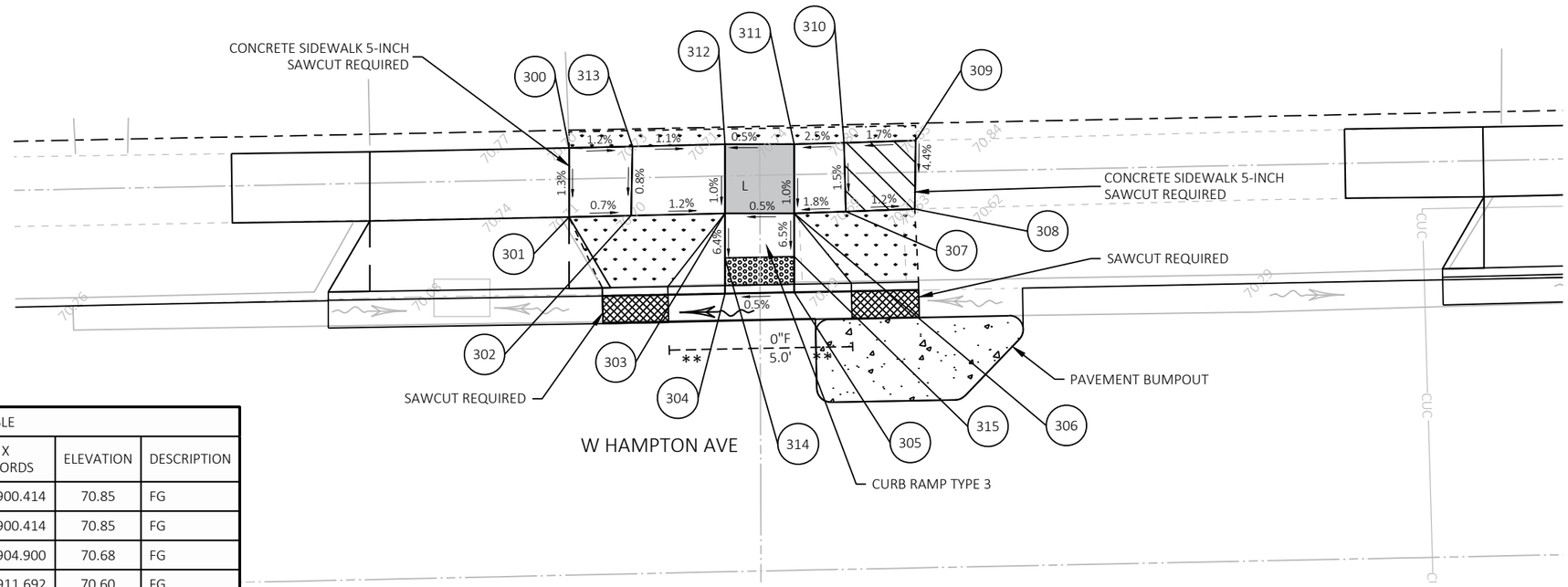
N

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
260	305+41.06WB	65.31 RT	409112.482	2540641.915	70.87	FL
261	305+42.80WB	60.35 RT	409117.482	2540643.553	70.90	FL
262	305+56.37WB	54.72 RT	409123.383	2540657.011	70.75	FL
263	305+61.37WB	54.75 RT	409123.453	2540662.011	70.73	FL
264	305+43.48WB	60.36 RT	409117.482	2540644.238	70.91	FG
265	305+43.38WB	65.36 RT	409112.482	2540644.238	70.89	FG
266	305+45.39WB	65.40 RT	409112.482	2540646.247	71.02	FG
267	305+45.28WB	69.83 RT	409108.048	2540646.221	71.10	FG
268	305+45.16WB	74.35 RT	409103.530	2540646.195	71.19	FG
269	305+50.31WB	74.56 RT	409103.422	2540651.346	71.29	FG
270	305+50.35WB	70.13 RT	409107.850	2540651.298	71.18	FG
271	305+50.39WB	65.50 RT	409112.482	2540651.247	71.08	FG
272	305+56.15WB	65.52 RT	409112.573	2540657.011	71.11	FG
273	305+61.15WB	65.62 RT	409112.573	2540662.011	71.15	FG
274	305+67.65WB	65.56 RT	409112.768	2540668.502	71.21	FG
275	305+73.68WB	65.50 RT	409112.950	2540674.535	71.23	FG
276	305+73.56WB	60.64 RT	409117.804	2540674.319	71.14	FG
277	305+67.54WB	60.63 RT	409117.691	2540668.296	71.14	FG
278	305+61.25WB	60.63 RT	409117.573	2540662.011	71.11	FG
279	305+56.25WB	60.53 RT	409117.573	2540657.011	71.08	FG
280	305+50.49WB	60.50 RT	409117.482	2540651.247	71.05	FG

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
10600	305+40.98WB	66.57 RT	409111.225	2540641.860	70.86	FL PC
10601	305+44.56WB	58.14 RT	409119.722	2540645.276	70.91	FL MID
10602	305+53.05WB	54.70 RT	409123.336	2540653.691	70.80	FL PT
10603	305+52.98WB	66.70 RT	409111.337	2540653.860	N/A	RADP 12'R

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
300	308+01.75WB	41.72 LT	409224.699	2540900.414	70.85	FG
301	308+01.65WB	36.72 LT	409219.699	2540900.414	70.85	FG
302	308+06.14WB	36.74 LT	409219.812	2540904.900	70.68	FG
303	308+12.93WB	36.77 LT	409219.972	2540911.692	70.60	FG
304	308+12.81WB	30.96 LT	409214.167	2540911.692	70.22	FL
305	308+17.81WB	30.96 LT	409214.263	2540916.692	70.25	FL
306	308+17.93WB	36.67 LT	409219.972	2540916.692	70.62	FG
307	308+21.65WB	36.73 LT	409220.108	2540920.414	70.58	FG
308	308+26.64WB	36.81 LT	409220.288	2540925.397	70.60	FG
309	308+26.81WB	41.75 LT	409225.234	2540925.468	70.85	FG
310	308+21.62WB	41.70 LT	409225.079	2540920.279	70.76	FG
311	308+18.03WB	41.67 LT	409224.972	2540916.692	70.67	FG
312	308+13.03WB	41.77 LT	409224.972	2540911.692	70.65	FG
313	308+06.34WB	41.74 LT	409224.811	2540905.000	70.73	FG
314	308+12.86WB	33.54 LT	409216.750	2540911.692	70.39	FG
315	308+17.87WB	33.54 LT	409216.846	2540916.692	70.42	FG

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

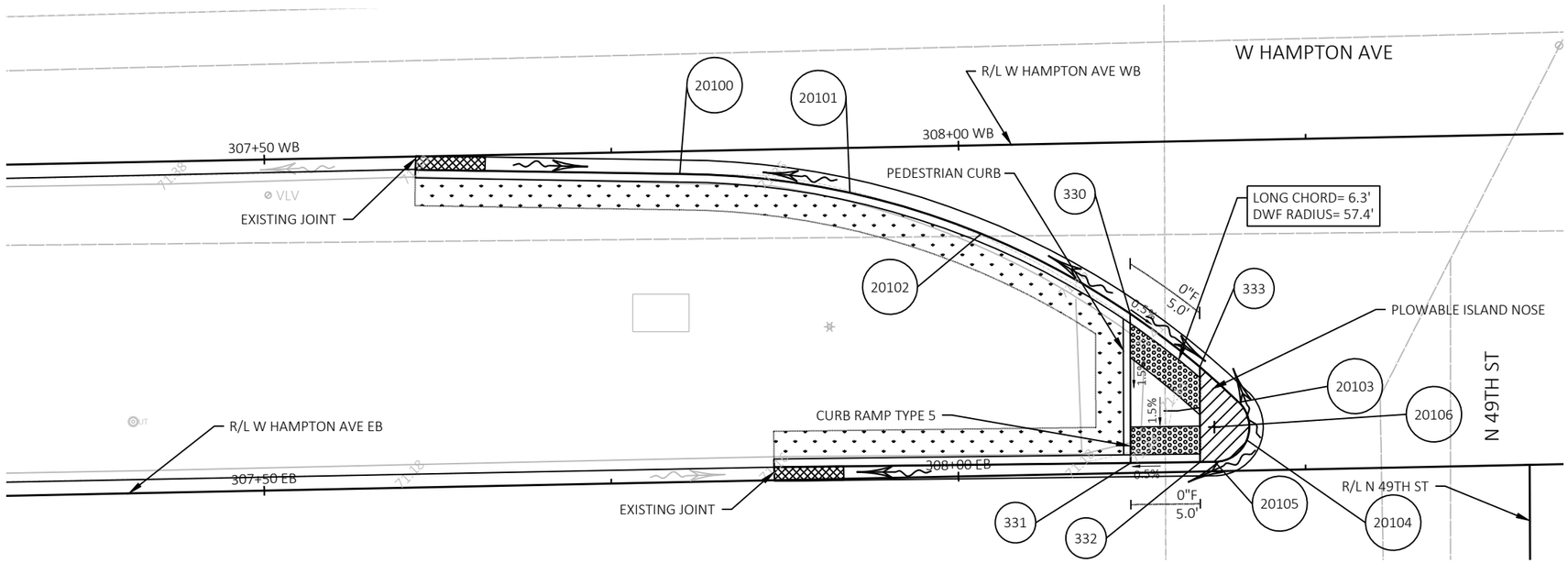
N

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STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
330	308+12.12WB	12.34 RT	409170.864	2540911.866	71.42	FL
331	308+11.94WB	23.07 RT	409160.124	2540911.900	71.26	FL
332	308+16.94WB	23.11 RT	409160.184	2540916.900	71.28	FL
333	308+17.06WB	16.26 RT	409167.037	2540916.878	71.39	FL

* POINT LOCATED ON N 49TH ST W SW SHEET

	RADIUS TABLE						
	POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
	20100	307+80.38WB	22.18 LT	409180.919	2540879.430	71.36	FL PC
	20101	307+92.60WB	20.58 LT	409179.567	2540891.676	71.38	FL
	20102	308+02.01WB	17.44 LT	409176.617	2540901.150	71.40	FL MID
	20103	308+20.28WB	4.93 LT	409164.488	2540919.674	71.34	FL PCC
	20104	308+20.80WB	2.20 LT	409161.770	2540920.253	71.36	FL MID
	20105	308+18.48WB	0.68 LT	409160.197	2540917.961	71.30	FL PT
	20106	308+18.50WB	3.18 LT	409162.697	2540917.931	N/A	RADP 2.5'R
*	20107	307+79.00WB	35.80 RT	409122.919	2540879.227	N/A	RADP 58.0'R



PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 49TH ST MEDIAN W	SHEET 83	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021202-RD.DWG
LAYOUT NAME - 49W-Median W

PLOT DATE : 10/18/2022 1:34 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

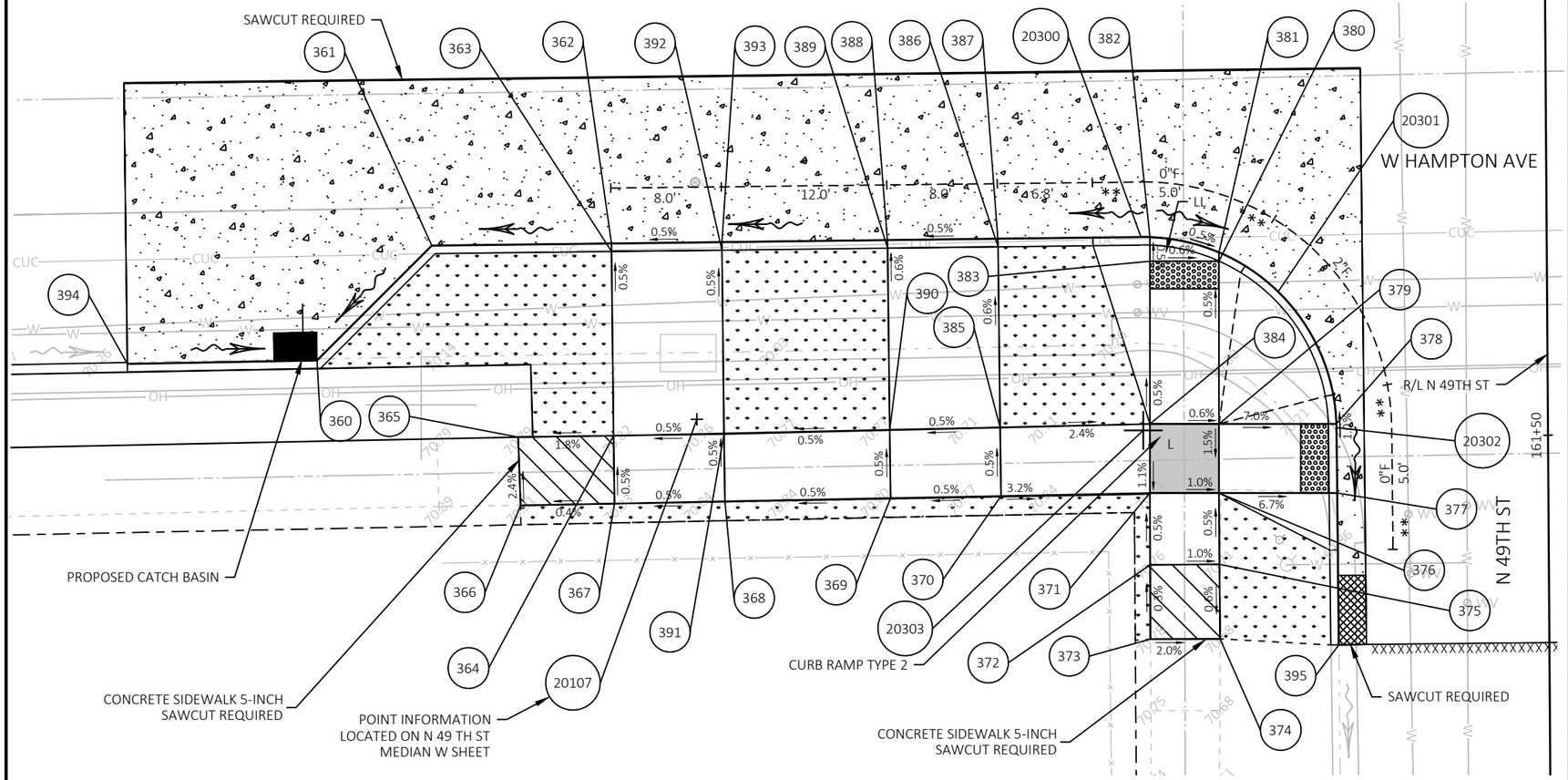
LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

N

2

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
20300	308+11.42WB	23.26 RT	409136.116	2540911.388	70.58	FL PT
20301	308+21.27WB	27.44 RT	409132.144	2540921.326	70.46	FL MID
20302	308+25.30WB	37.35 RT	409122.313	2540925.555	70.16	FL PC
20303	308+11.30WB	37.26 RT	409122.117	2540911.556	N/A	RADP 14'R



STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
360	307+51.58WB	30.98 RT	409127.185	2540851.714	70.19	FL
361	307+60.06WB	22.84 RT	409135.498	2540860.027	70.47	FL
362	307+73.07WB	22.94 RT	409135.655	2540873.042	70.52	FL
363	307+73.07WB	23.52 RT	409135.081	2540873.049	70.85	FG
364	307+72.95WB	36.87 RT	409121.734	2540873.202	70.91	FG
365	307+66.03WB	36.83 RT	409121.632	2540866.283	70.79	FG
366	307+66.11WB	41.77 RT	409116.689	2540866.465	70.91	FG
367	307+72.90WB	41.78 RT	409116.821	2540873.258	70.94	FG
368	307+80.90WB	41.79 RT	409116.978	2540881.256	70.98	FG
369	307+92.91WB	41.79 RT	409117.212	2540893.256	71.04	FG
370	308+00.91WB	41.80 RT	409117.369	2540901.254	71.08	FG
371	308+11.69WB	41.81 RT	409117.579	2540912.037	70.74	FG
372	308+11.61WB	47.01 RT	409112.375	2540912.058	70.77	FG
373	308+11.52WB	52.40 RT	409106.993	2540912.080	70.78	FG
374	308+16.57WB	52.47 RT	409107.020	2540917.133	70.68	FG
375	308+16.63WB	47.08 RT	409112.409	2540917.084	70.71	FG
376	308+16.69WB	41.91 RT	409117.579	2540917.037	70.69	FG
377	308+25.26WB	42.08 RT	409117.583	2540925.606	70.12	FL
378	308+25.30WB	37.09 RT	409122.579	2540925.549	70.17	FL
379	308+16.79WB	36.91 RT	409122.579	2540917.037	70.76	FG
380	308+17.03WB	25.13 RT	409134.363	2540917.037	70.71	FG
381	308+17.04WB	24.50 RT	409135.000	2540917.037	70.70	FL
382	308+12.07WB	23.28 RT	409136.109	2540912.037	70.73	FL
383	308+12.03WB	25.03 RT	409134.363	2540912.037	70.74	FG
384	308+11.79WB	36.81 RT	409122.579	2540912.037	70.80	FG
385	308+00.95WB	36.85 RT	409122.323	2540901.195	71.06	FG
386	308+01.06WB	23.76 RT	409135.408	2540901.037	70.98	FG
387	308+01.06WB	23.18 RT	409135.991	2540901.030	70.65	FL
388	307+93.06WB	23.11 RT	409135.895	2540893.031	70.61	FL
389	307+93.06WB	23.69 RT	409135.312	2540893.038	70.94	FG
390	307+92.95WB	36.87 RT	409122.134	2540893.197	71.02	FG
391	307+80.95WB	36.91 RT	409121.851	2540881.200	70.96	FG
392	307+81.07WB	23.59 RT	409135.172	2540881.048	70.89	FG
393	307+81.07WB	23.01 RT	409135.751	2540881.041	70.56	FL
394	307+37.84WB	30.95 RT	409126.935	2540837.980	70.26	FL
395	308+25.15WB	53.08 RT	409106.587	2540925.725	69.85	FL

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 49TH ST W SW	SHEET 84	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021202-RD.DWG
LAYOUT NAME - 49W-SW

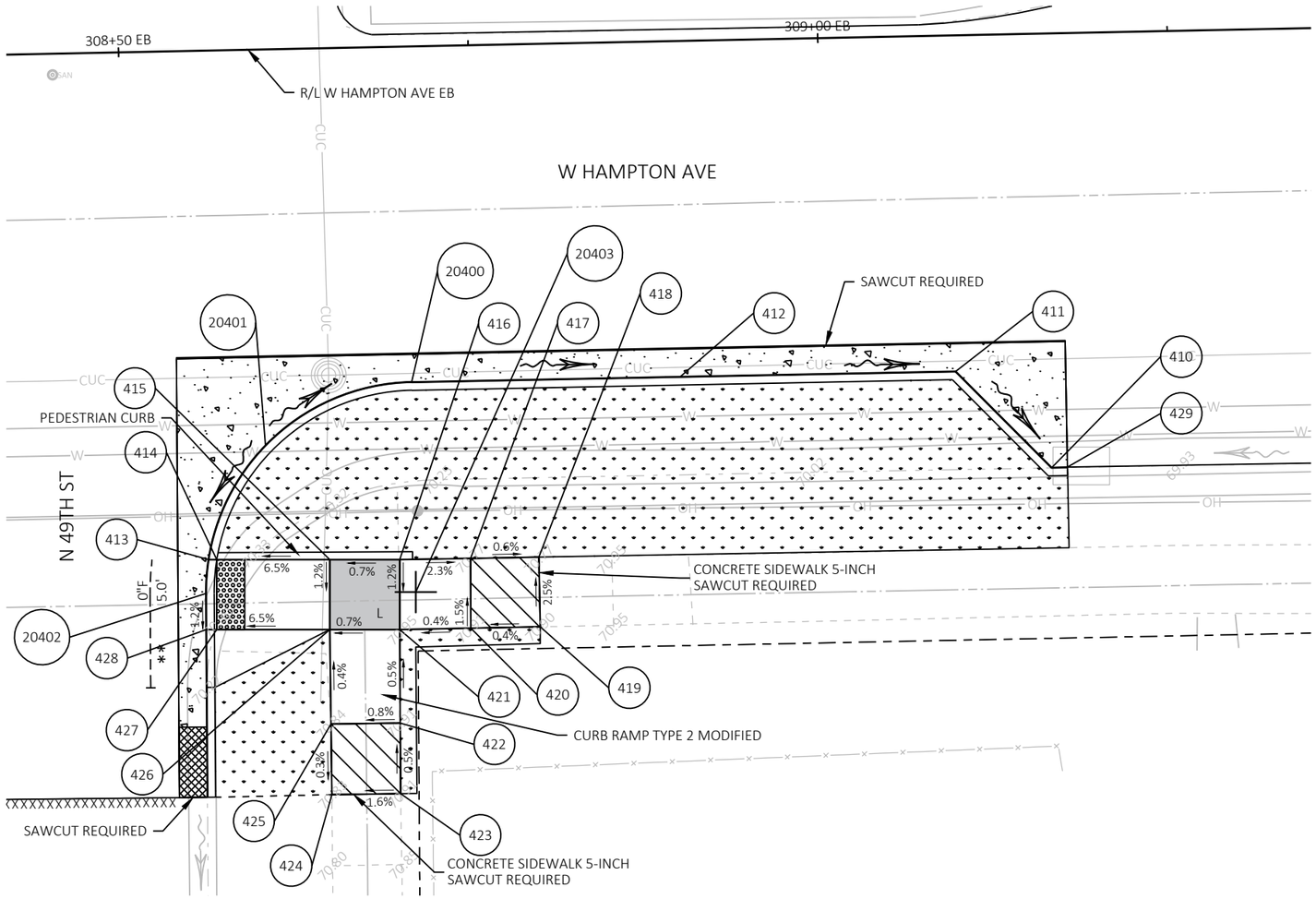
PLOT DATE : 10/18/2022 1:35 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



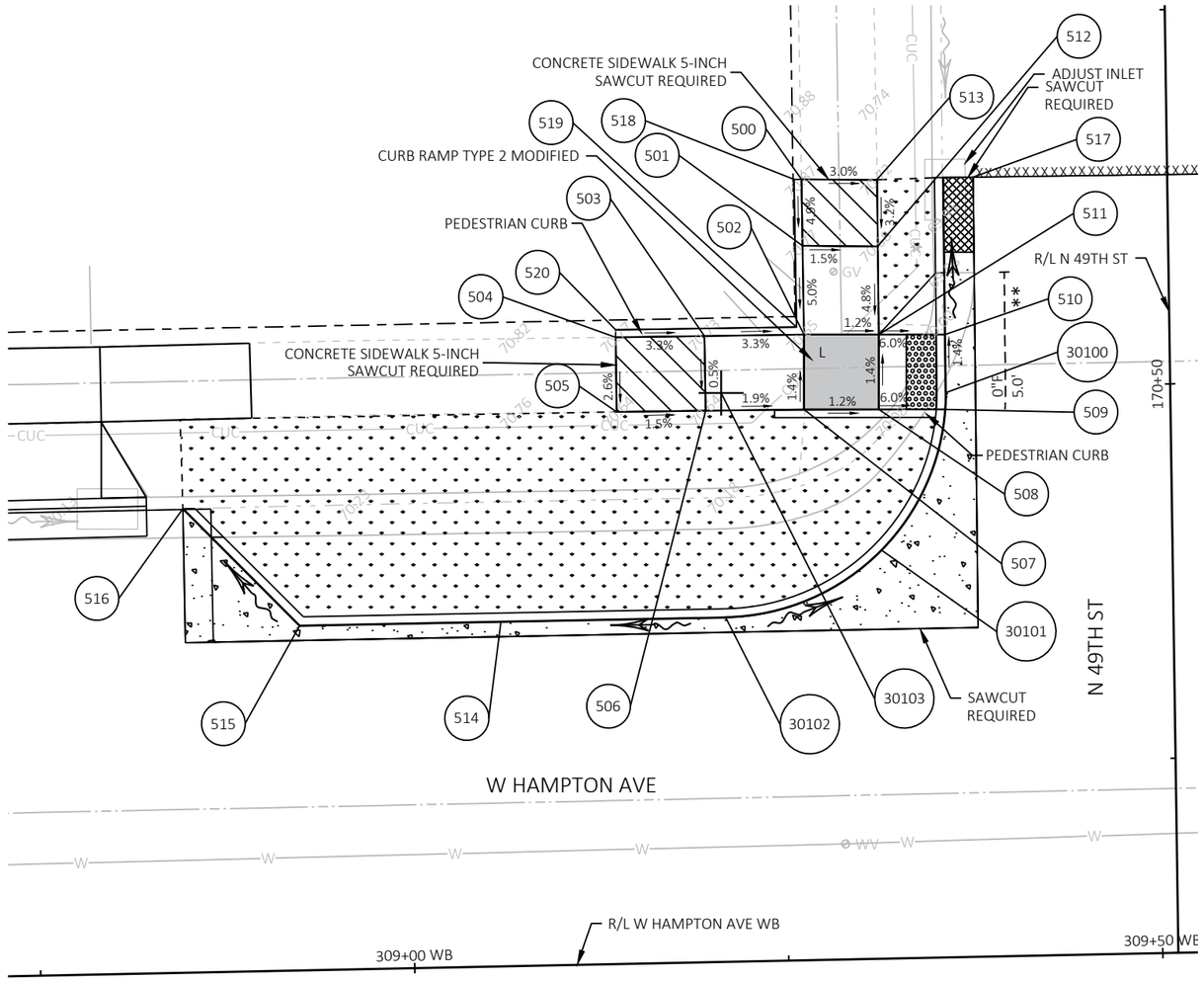
STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
410	309+16.11WB	31.04 RT	409130.469	2541016.212	69.96	FL
411	309+09.37WB	24.03 RT	409137.343	2541009.338	70.26	FL
412	308+89.67WB	24.02 RT	409136.958	2540989.635	70.35	FL
413	308+55.70WB	36.39 RT	409123.893	2540955.923	70.35	FL
414	308+56.29WB	36.40 RT	409123.893	2540956.513	70.35	FG
415	308+64.36WB	36.57 RT	409123.893	2540964.593	70.88	FG
416	308+69.36WB	36.67 RT	409123.893	2540969.593	70.91	FG
417	308+74.43WB	36.68 RT	409123.989	2540974.654	70.80	FG
418	308+79.32WB	36.68 RT	409124.081	2540979.549	70.77	FG
419	308+79.31WB	41.67 RT	409119.095	2540979.636	70.89	FG
420	308+74.35WB	41.67 RT	409118.995	2540974.685	70.87	FG
421	308+69.26WB	41.67 RT	409118.893	2540969.593	70.85	FG
422	308+69.16WB	48.33 RT	409112.226	2540969.630	70.89	FG
423	308+69.09WB	53.38 RT	409107.176	2540969.658	70.91	FG
424	308+64.17WB	53.36 RT	409107.101	2540964.741	70.83	FG
425	308+64.21WB	48.30 RT	409112.159	2540964.678	70.85	FG
426	308+64.26WB	41.57 RT	409118.893	2540964.593	70.82	FG
427	308+56.18WB	41.40 RT	409118.893	2540956.513	70.29	FG
428	308+55.43WB	41.39 RT	409118.893	2540955.763	70.29	FL
429	309+17.24WB	31.03 RT	409130.507	2541017.346	69.96	FL

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
20400	308+70.48WB	24.00 RT	409136.582	2540970.450	70.45	FL PT
20401	308+59.94WB	28.32 RT	409132.049	2540959.997	70.51	FL MID
20402	308+55.47WB	38.80 RT	409121.479	2540955.744	70.32	FL PC
20403	308+70.47WB	39.00 RT	409121.585	2540970.744	N/A	RADP 15'R

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



N

2

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
500	309+26.88WB	52.01 LT	409237.628	2541025.316	70.87	FG
501	309+26.86WB	47.71 LT	409233.193	2541025.381	70.66	FG
502	309+26.81WB	41.89 LT	409227.268	2541025.496	70.35	FG
503	309+20.20WB	41.81 LT	409227.156	2541018.836	70.58	FG
504	309+14.26WB	41.85 LT	409227.078	2541012.905	70.77	FG
505	309+14.23WB	36.87 LT	409222.095	2541012.974	70.64	FG
506	309+20.19WB	36.83 LT	409222.177	2541018.925	70.55	FG
507	309+26.76WB	36.79 LT	409222.268	2541025.496	70.43	FG
508	309+31.76WB	36.69 LT	409222.268	2541030.496	70.37	FG
509	309+36.17WB	36.60 LT	409222.268	2541034.915	70.10	FL
510	309+36.26WB	41.60 LT	409227.269	2541034.905	70.03	FL
511	309+31.86WB	41.69 LT	409227.268	2541030.496	70.29	FG
512	309+31.88WB	47.57 LT	409233.146	2541030.404	70.58	FG
513	309+31.94WB	52.05 LT	409237.626	2541030.373	70.72	FG
514	309+06.22WB	23.01 LT	409208.080	2541005.234	70.53	FL
515	308+92.77WB	23.02 LT	409207.820	2540991.793	70.50	FL
516	308+86.99WB	29.04 LT	409215.628	2540983.984	70.18	ME FL
517	309+38.36WB	52.06 LT	409237.770	2541036.791	69.97	FL
518	0+00.00WB	0.00	409237.619	2541024.816	70.87	TOC 0"F
519	0+00.00WB	0.00	409227.760	2541024.987	70.68	TOC 4"F
520	0+00.00WB	0.00	409227.578	2541012.898	70.77	TOC 0"F

RADIUS TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
30100	309+36.24WB	37.71 LT	409223.379	2541034.955	70.08	FL PT
30101	309+31.74WB	27.29 LT	409212.869	2541030.668	70.36	FL MID
30102	309+21.23WB	23.00 LT	409208.372	2541020.246	70.56	FL PC
30103	309+21.24WB	38.00 LT	409223.369	2541019.955	N/A	RADP 15'R

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 49TH ST E NW	SHEET 86	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021202-RD.DWG
LAYOUT NAME - 49E-NW

PLOT DATE : 10/18/2022 1:37 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
550	309+75.65WB	51.82 LT	409238.274	2541074.075	70.79	FG
551	309+75.64WB	46.95 LT	409233.403	2541074.171	70.63	FG
552	309+75.65WB	42.18 LT	409228.639	2541074.270	70.42	FG
553	309+71.94WB	42.26 LT	409228.639	2541070.560	70.24	FG
554	309+67.10WB	42.35 LT	409228.639	2541065.717	69.90	FG
555	309+66.33WB	42.37 LT	409228.639	2541064.947	69.89	FL
556	309+66.41WB	37.37 LT	409223.639	2541065.129	69.95	FL
557	309+67.00WB	37.36 LT	409223.639	2541065.717	69.96	FG
558	309+71.84WB	37.26 LT	409223.639	2541070.560	70.30	FG
559	309+75.54WB	37.19 LT	409223.639	2541074.264	70.40	FG
560	309+80.54WB	37.09 LT	409223.639	2541079.264	70.45	FG
561	309+80.42WB	30.76 LT	409217.310	2541079.264	70.62	FG
562	309+80.26WB	23.17 LT	409209.723	2541079.264	70.49	FL
563	309+85.26WB	23.06 LT	409209.710	2541084.264	70.52	FL
564	309+85.41WB	30.66 LT	409217.310	2541084.264	70.65	FG
565	309+85.54WB	36.99 LT	409223.639	2541084.264	70.50	FG
566	309+96.26WB	37.00 LT	409223.864	2541094.980	70.72	FG

STATION & OFFSET TABLE

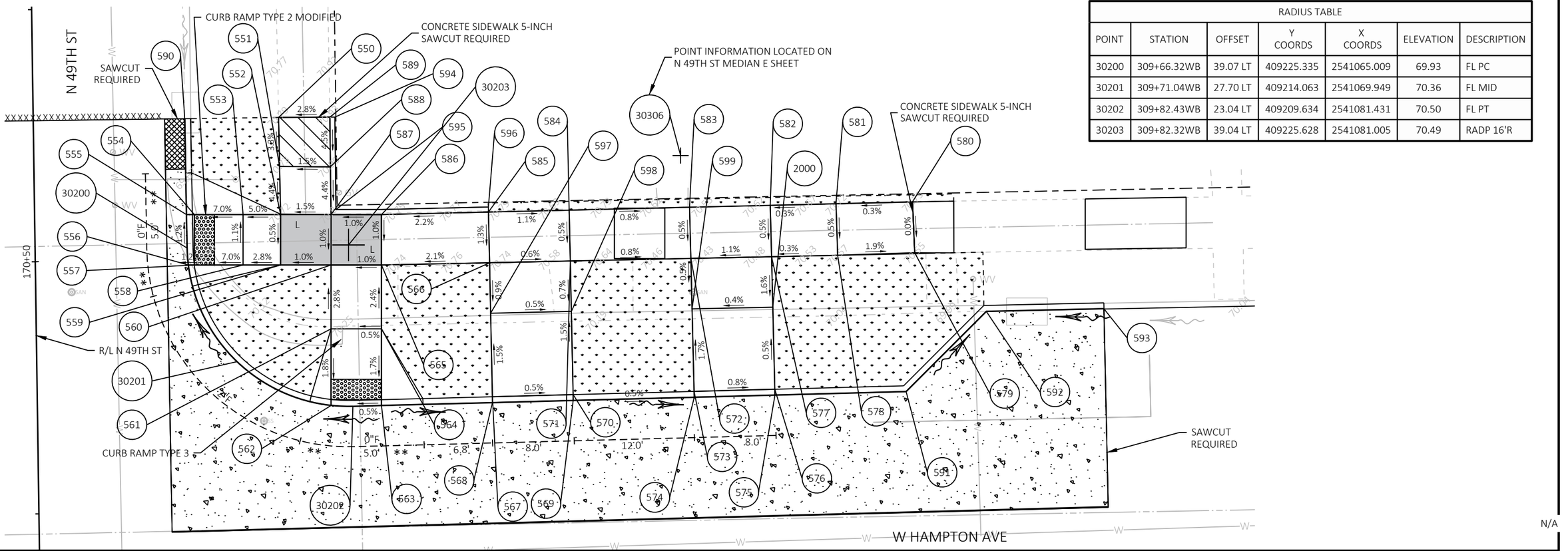
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
567	309+96.28WB	23.72 LT	409210.586	2541095.264	70.80	FG
568	309+96.28WB	23.13 LT	409210.003	2541095.277	70.47	FL
569	310+04.28WB	23.19 LT	409210.216	2541103.274	70.43	FL
570	310+04.28WB	23.77 LT	409210.799	2541103.262	70.76	FG
571	310+04.26WB	37.01 LT	409224.039	2541102.978	70.67	FG
572	310+16.22WB	37.03 LT	409224.295	2541114.932	70.58	FG
573	310+16.28WB	23.85 LT	409211.118	2541115.255	70.70	FG
574	310+16.28WB	23.27 LT	409210.535	2541115.270	70.37	FL
575	310+24.28WB	23.32 LT	409210.748	2541123.267	70.30	FL
576	310+24.28WB	23.90 LT	409211.331	2541123.253	70.64	FG
577	310+24.22WB	37.04 LT	409224.466	2541122.931	70.67	FG
578	310+30.77WB	37.05 LT	409224.606	2541129.487	70.69	FG
579	310+38.40WB	37.15 LT	409224.862	2541137.112	70.55	FG
580	310+38.29WB	42.24 LT	409229.916	2541136.896	70.75	FG
581	310+30.71WB	42.20 LT	409229.721	2541129.316	70.72	FG
582	310+24.20WB	42.17 LT	409229.596	2541122.810	70.70	FG
583	310+16.19WB	42.11 LT	409229.372	2541114.808	70.61	FG

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
584	310+04.25WB	42.06 LT	409229.086	2541102.870	70.70	FG
585	309+96.25WB	42.04 LT	409228.903	2541094.874	70.79	FG
586	309+85.64WB	41.98 LT	409228.639	2541084.264	70.55	FG
587	309+80.64WB	42.08 LT	409228.639	2541079.264	70.50	FG
588	309+80.68WB	46.82 LT	409233.375	2541079.210	70.71	FG
589	309+80.72WB	51.76 LT	409238.312	2541079.153	70.93	FG
590	309+66.34WB	51.88 LT	409238.149	2541064.773	69.78	FL
591	310+37.28WB	23.40 LT	409211.094	2541136.262	70.24	FL
592	310+45.39WB	31.20 LT	409219.047	2541144.215	70.00	FL
593	310+57.05WB	31.23 LT	409219.309	2541155.871	70.04	FL
594	309+81.22WB	51.75 LT	409238.317	2541079.654	70.93	TOC 0"F
595	309+81.15WB	42.57 LT	409229.139	2541079.759	70.92	TOC 5"F
596	309+96.25WB	42.54 LT	409229.407	2541094.864	70.79	TOC 0"F
597	309+96.27WB	32.00 LT	409218.866	2541095.087	70.68	FG
598	310+04.27WB	32.01 LT	409219.037	2541103.085	70.64	FG
599	310+16.24WB	32.03 LT	409219.296	2541115.055	70.56	FG
2000	310+24.24WB	32.04 LT	409219.467	2541123.053	70.60	FG

RADIUS TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
30200	309+66.32WB	39.07 LT	409225.335	2541065.009	69.93	FL PC
30201	309+71.04WB	27.70 LT	409214.063	2541069.949	70.36	FL MID
30202	309+82.43WB	23.04 LT	409209.634	2541081.431	70.50	FL PT
30203	309+82.32WB	39.04 LT	409225.628	2541081.005	70.49	RADP 16'R



N/A

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 49TH ST E NE	SHEET 87	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021202-RD.DWG
LAYOUT NAME - 49E-NE

PLOT DATE : 10/18/2022 1:38 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

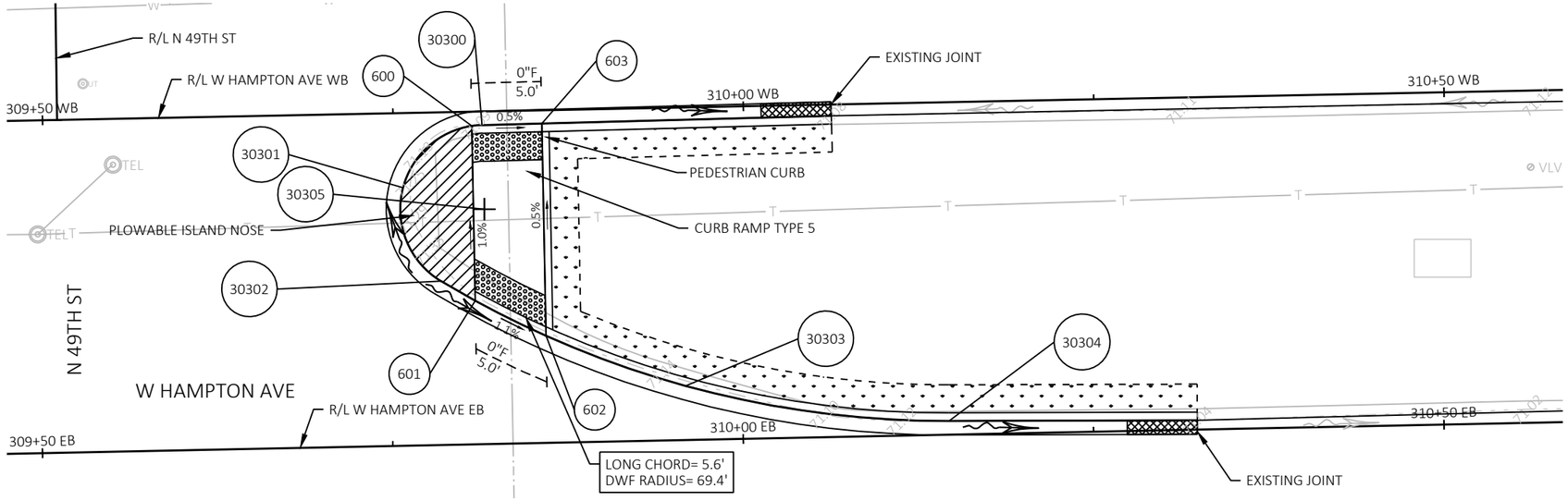
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2

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
600	309+80.61WB	1.02 RT	409185.545	2541080.096	71.17	FL
601	309+80.60WB	13.50 RT	409173.069	2541080.337	71.29	FL
602	309+85.60WB	16.10 RT	409170.566	2541085.386	71.23	FL
603	309+85.61WB	0.94 RT	409185.723	2541085.094	71.14	FL

* POINT LOCATED ON N 49TH ST E NE SHEET

	RADIUS TABLE						
	POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
	30300	309+81.34WB	0.97 RT	409185.609	2541080.826	71.17	FL PC
	30301	309+75.61WB	5.33 RT	409181.136	2541075.182	71.25	FL MID
	30302	309+78.19WB	12.05 RT	409174.467	2541077.898	71.31	FL PCC
	30303	309+95.47WB	19.86 RT	409167.000	2541095.331	71.13	FL MID
	30304	310+14.22WB	22.75 RT	409164.487	2541114.130	71.11	FL PT
	30305	309+81.38WB	6.97 RT	409179.612	2541080.985	N/A	RADP 6.0'R
*	30306	310+15.41WB	47.24 LT	409234.487	2541113.921	N/A	RADP 50.0'R

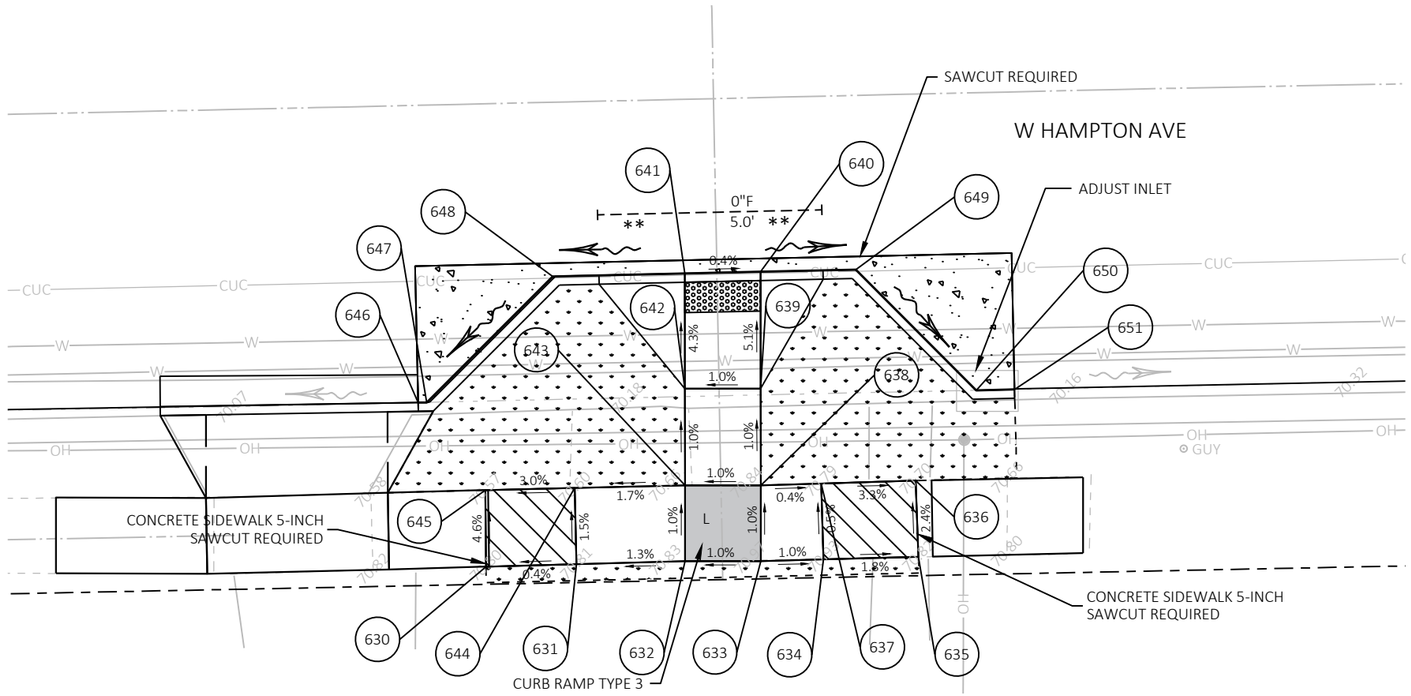


PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 49TH ST MEDIAN E	SHEET 88	E

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



N

2

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
630	309+67.93WB	42.09 RT	409120.481	2541068.251	70.80	FG
631	309+73.89WB	42.04 RT	409120.646	2541074.210	70.82	FG
632	309+81.07WB	41.99 RT	409120.846	2541081.384	70.92	FG
633	309+86.07WB	42.09 RT	409120.846	2541086.384	70.97	FG
634	309+90.20WB	42.07 RT	409120.954	2541090.510	70.93	FG
635	309+96.46WB	42.03 RT	409121.118	2541096.771	70.82	FG
636	309+96.39WB	37.00 RT	409126.151	2541096.599	70.70	FG
637	309+90.14WB	37.06 RT	409125.965	2541090.354	70.90	FG
638	309+86.17WB	37.09 RT	409125.846	2541086.384	70.92	FG
639	309+86.28WB	30.71 RT	409132.228	2541086.362	70.86	FG
640	309+86.43WB	23.01 RT	409139.931	2541086.362	70.46	FL
641	309+81.43WB	23.02 RT	409139.821	2541081.362	70.48	FL
642	309+81.28WB	30.61 RT	409132.228	2541081.362	70.81	FG
643	309+81.17WB	36.99 RT	409125.846	2541081.384	70.87	FG
644	309+73.88WB	37.02 RT	409125.672	2541074.100	70.75	FG
645	309+67.99WB	37.04 RT	409125.531	2541068.208	70.57	FG
646	309+63.67WB	31.17 RT	409131.308	2541063.772	70.13	FL
647	309+64.24WB	31.18 RT	409131.314	2541064.335	70.13	FL
648	309+72.72WB	23.03 RT	409139.628	2541072.649	70.45	FL
649	309+92.72WB	23.00 RT	409140.070	2541092.644	70.44	FL
650	310+00.51WB	31.12 RT	409132.115	2541100.599	70.16	FL
651	310+03.03WB	31.11 RT	409132.171	2541103.122	70.16	FL

2

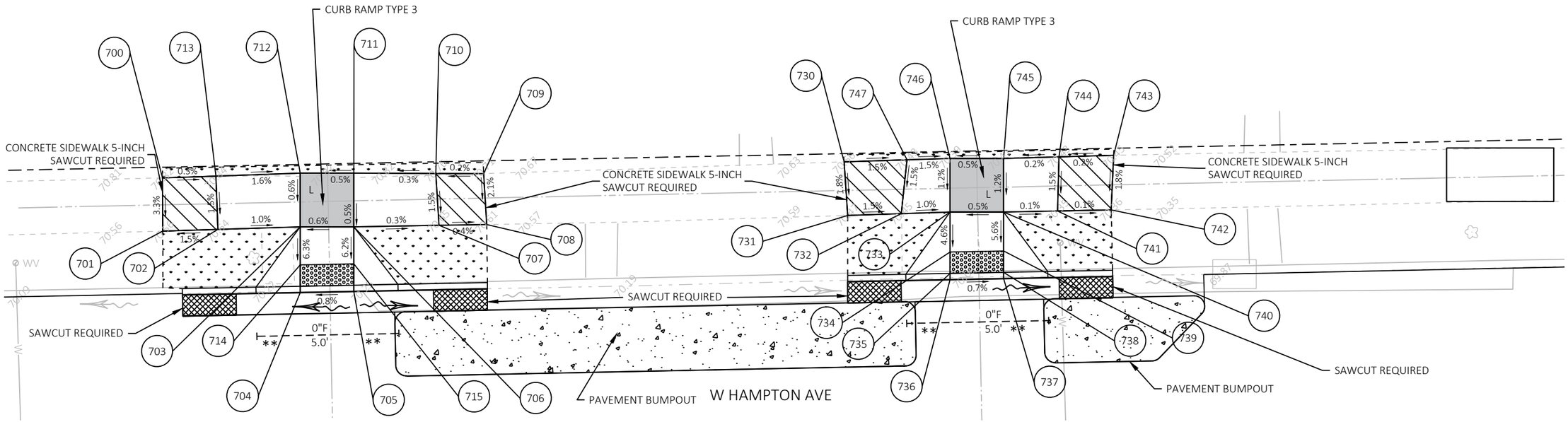
LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
700	311+07.91WB	42.00 LT	409231.097	2541206.506	70.80	FG
701	311+07.83WB	37.03 LT	409226.125	2541206.533	70.63	FG
702	311+12.99WB	37.09 LT	409226.292	2541211.683	70.71	FG
703	311+20.68WB	37.19 LT	409226.539	2541219.369	70.62	FG
704	311+20.55WB	31.05 LT	409220.400	2541219.369	70.24	FL
705	311+25.55WB	31.05 LT	409220.499	2541224.369	70.28	FL
706	311+25.67WB	37.09 LT	409226.539	2541224.369	70.65	FG
707	311+33.62WB	37.06 LT	409226.676	2541232.311	70.63	FG
708	311+38.08WB	37.05 LT	409226.753	2541236.771	70.61	FG
709	311+37.88WB	41.81 LT	409231.505	2541236.477	70.71	FG
710	311+33.42WB	41.91 LT	409231.518	2541232.014	70.70	FG
711	311+25.77WB	42.09 LT	409231.539	2541224.369	70.68	FG
712	311+20.78WB	42.19 LT	409231.539	2541219.369	70.66	FG
713	311+12.91WB	42.07 LT	409231.269	2541211.504	70.78	FG
714	311+20.60WB	33.63 LT	409222.983	2541219.369	70.40	FG
715	311+25.61WB	33.63 LT	409223.082	2541224.369	70.44	FG

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
730	311+71.52WB	42.23 LT	409232.602	2541270.107	70.56	FG
731	311+71.77WB	37.22 LT	409227.595	2541270.447	70.47	FG
732	311+76.77WB	37.29 LT	409227.765	2541275.454	70.39	FG
733	311+81.32WB	37.35 LT	409227.918	2541280.002	70.35	FG
734	311+81.25WB	33.63 LT	409224.189	2541280.002	70.18	FG
735	311+81.21WB	31.63 LT	409222.189	2541280.002	70.09	FG
736	311+81.20WB	31.04 LT	409221.606	2541280.002	70.06	FL
737	311+86.20WB	31.04 LT	409221.705	2541285.002	70.03	FL
738	311+86.21WB	31.63 LT	409222.289	2541285.002	70.06	FG
739	311+86.25WB	33.63 LT	409224.289	2541285.002	70.17	FG
740	311+86.32WB	37.25 LT	409227.918	2541285.002	70.37	FG
741	311+91.36WB	37.25 LT	409228.013	2541290.033	70.37	FG
742	311+96.36WB	37.24 LT	409228.107	2541295.038	70.36	FG
743	311+96.69WB	42.34 LT	409233.211	2541295.269	70.45	FG
744	311+91.59WB	42.30 LT	409233.065	2541290.170	70.44	FG
745	311+86.42WB	42.25 LT	409232.918	2541285.002	70.43	FG
746	311+81.42WB	42.35 LT	409232.918	2541280.002	70.41	FG
747	311+77.39WB	42.30 LT	409232.789	2541275.972	70.47	FG

N



PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 48TH ST N	SHEET 90	E

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

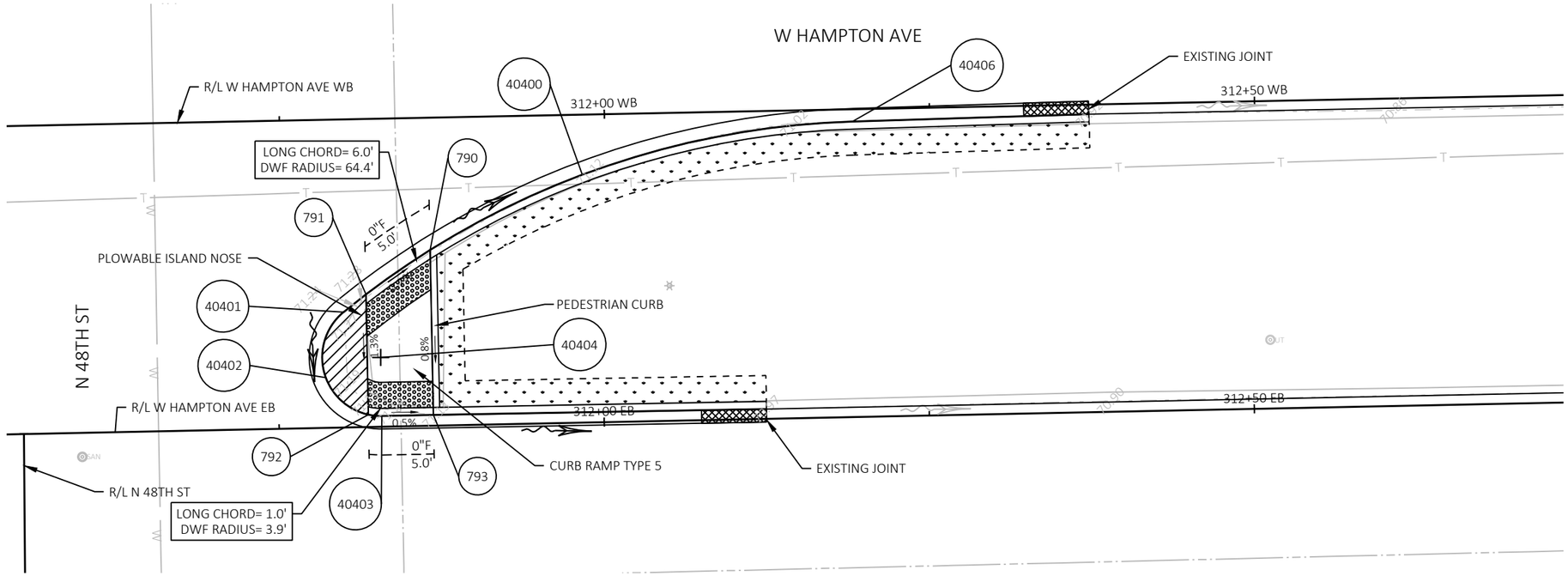
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STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
790	311+86.39WB	10.16 RT	409180.513	2541286.018	71.23	FL
791	311+81.39WB	13.48 RT	409177.098	2541281.085	71.27	FL
792	311+81.39WB	22.71 RT	409167.864	2541281.270	71.15	FL
793	311+86.39WB	22.84 RT	409167.833	2541286.271	71.12	FL

* POINT LOCATED ON N 48TH ST SE SHEET

	RADIUS TABLE						
	POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
	40400	311+98.21WB	4.62 RT	409186.294	2541297.724	71.14	FL MID
	40401	311+79.66WB	14.79 RT	409175.747	2541279.374	71.25	FL PCC
	40402	311+78.18WB	19.80 RT	409170.713	2541277.997	71.19	FL MID
	40403	311+82.42WB	22.83 RT	409167.763	2541282.302	71.14	FL PC
	40404	311+82.43WB	18.33 RT	409172.262	2541282.222	N/A	RADP 4.5'R
*	40405	312+19.78WB	65.93 RT	409125.418	2541320.509	N/A	RADP 65.0'R
	40406	312+19.06WB	0.94 RT	409190.387	2541318.490	71.00	FL PT



PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 48TH ST MEDIAN E	SHEET 91	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021202-RD.DWG
LAYOUT NAME - 48-Median E

PLOT DATE : 10/18/2022 1:40 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

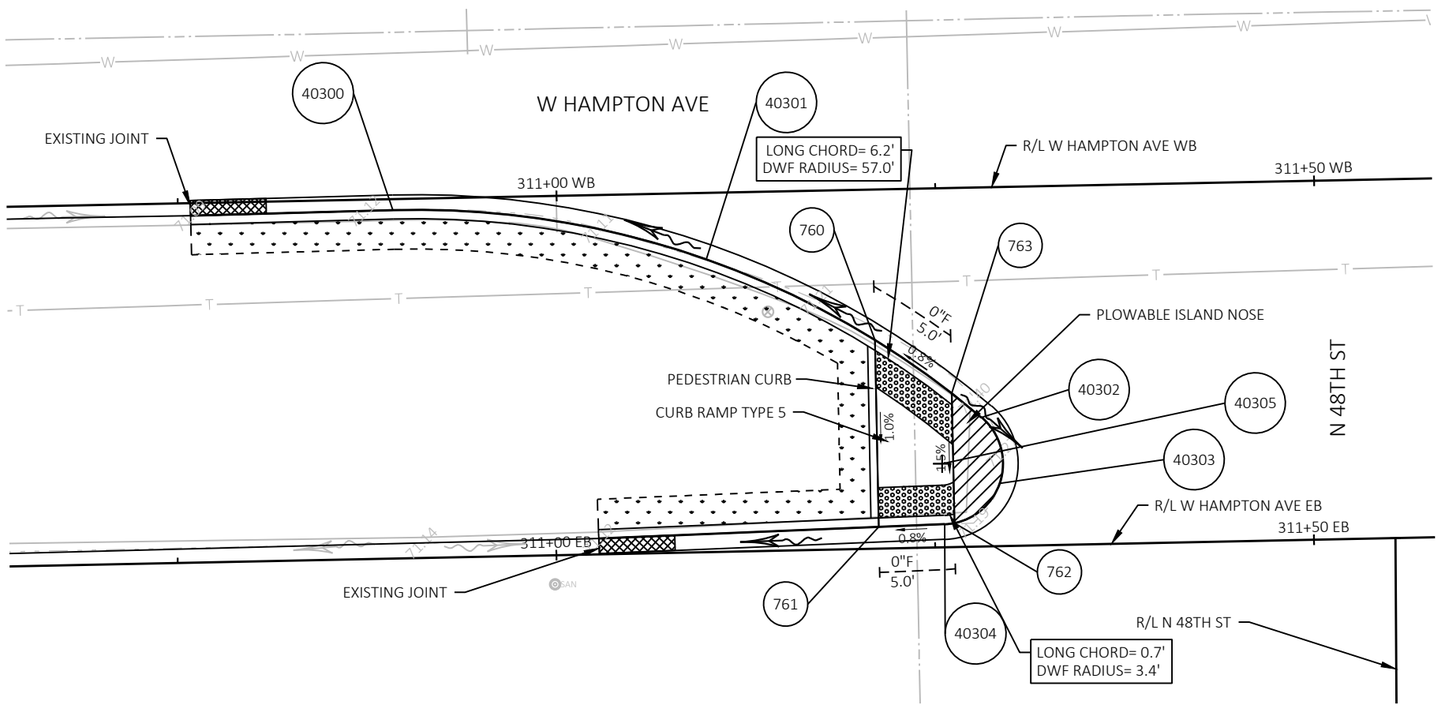
N

2

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
760	311+20.82WB	9.92 RT	409179.447	2541220.454	71.35	FL
761	311+20.82WB	22.25 RT	409167.119	2541220.700	71.23	FL
762	311+25.82WB	22.09 RT	409167.377	2541225.696	71.27	FL
763	311+25.82WB	13.54 RT	409175.926	2541225.525	71.40	FL

* POINT LOCATED ON N 48TH ST SW SHEET

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
40300	310+89.19WB	0.72 RT	409188.012	2541188.644	71.12	FL PC
40301	311+09.80WB	4.38 RT	409184.767	2541209.323	71.16	FL MID
40302	311+27.74WB	15.16 RT	409174.343	2541227.475	71.35	FL PCC
40303	311+28.84WB	19.54 RT	409169.992	2541228.667	71.29	FL MID
40304	311+25.17WB	22.16 RT	409167.297	2541225.049	71.27	FL PT
40305	311+25.09WB	18.16 RT	409171.294	2541224.885	N/A	RADP 4.0'R
* 40306	310+89.60WB	58.29 RT	409130.458	2541190.205	N/A	RADP 57.6'R



PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 48TH ST MEDIAN W	SHEET 92	E

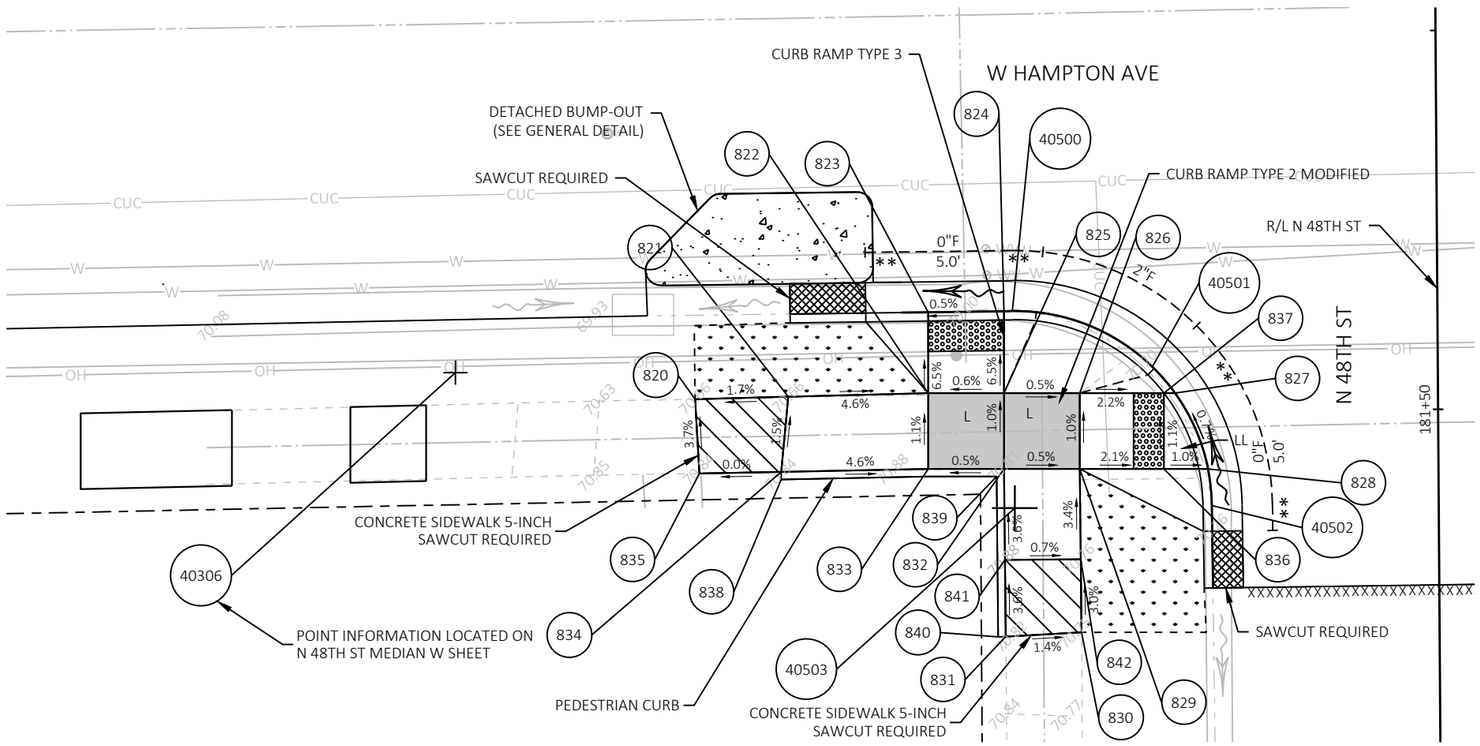
FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021202-RD.DWG
LAYOUT NAME - 48-Median W

PLOT DATE : 10/18/2022 1:41 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



N

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
820	311+05.38WB	60.36 RT	409128.711	2541206.028	70.66	FG
821	311+11.54WB	60.32 RT	409128.873	2541212.183	70.77	FG
822	311+20.78WB	60.26 RT	409129.117	2541221.420	70.34	FG
823	311+20.89WB	54.92 RT	409134.450	2541221.420	69.99	FL
824	311+25.89WB	54.96 RT	409134.515	2541226.420	70.02	FL
825	311+25.78WB	60.36 RT	409129.117	2541226.420	70.37	FG
826	311+30.78WB	60.46 RT	409129.117	2541231.420	70.35	FG
827	311+37.04WB	60.58 RT	409129.117	2541237.683	70.22	FL
828	311+39.13WB	65.63 RT	409124.117	2541239.870	70.25	FL
829	311+30.68WB	65.46 RT	409124.117	2541231.420	70.40	FG
830	311+30.58WB	76.24 RT	409113.331	2541231.537	70.75	FG
831	311+25.57WB	76.43 RT	409113.045	2541226.536	70.82	FG
832	311+25.68WB	65.36 RT	409124.117	2541226.420	70.42	FG
833	311+20.68WB	65.26 RT	409124.117	2541221.420	70.40	FG
834	311+10.97WB	65.26 RT	409123.919	2541211.709	70.84	FG
835	311+05.57WB	65.26 RT	409123.811	2541206.313	70.84	FG
836	311+36.21WB	65.57 RT	409124.117	2541236.956	70.28	FG
837	311+36.31WB	60.57 RT	409129.117	2541236.956	70.23	FG
838	311+10.97WB	65.76 RT	409123.419	2541211.719	70.84	TOC 0"F
839	311+25.18WB	65.85 RT	409123.617	2541225.925	70.84	TOC 5"F
840	311+25.07WB	76.42 RT	409113.040	2541226.036	70.82	TOC 0"F
841	311+25.62WB	71.35 RT	409118.121	2541226.483	70.64	FG
842	311+30.62WB	71.42 RT	409118.154	2541231.485	70.60	FG

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
40500	311+26.43WB	54.97 RT	409134.515	2541226.965	70.02	FL PT
40501	311+35.59WB	58.83 RT	409130.836	2541236.201	70.20	FL MID
40502	311+39.34WB	68.05 RT	409121.701	2541240.130	70.27	FL PC
40503	311+26.34WB	67.96 RT	409121.523	2541227.132	N/A	RADP 13'R

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 48TH ST SW	SHEET 93	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021202-RD.DWG
LAYOUT NAME - 48-SW
PLOT DATE : 10/18/2022 1:42 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

LEGEND

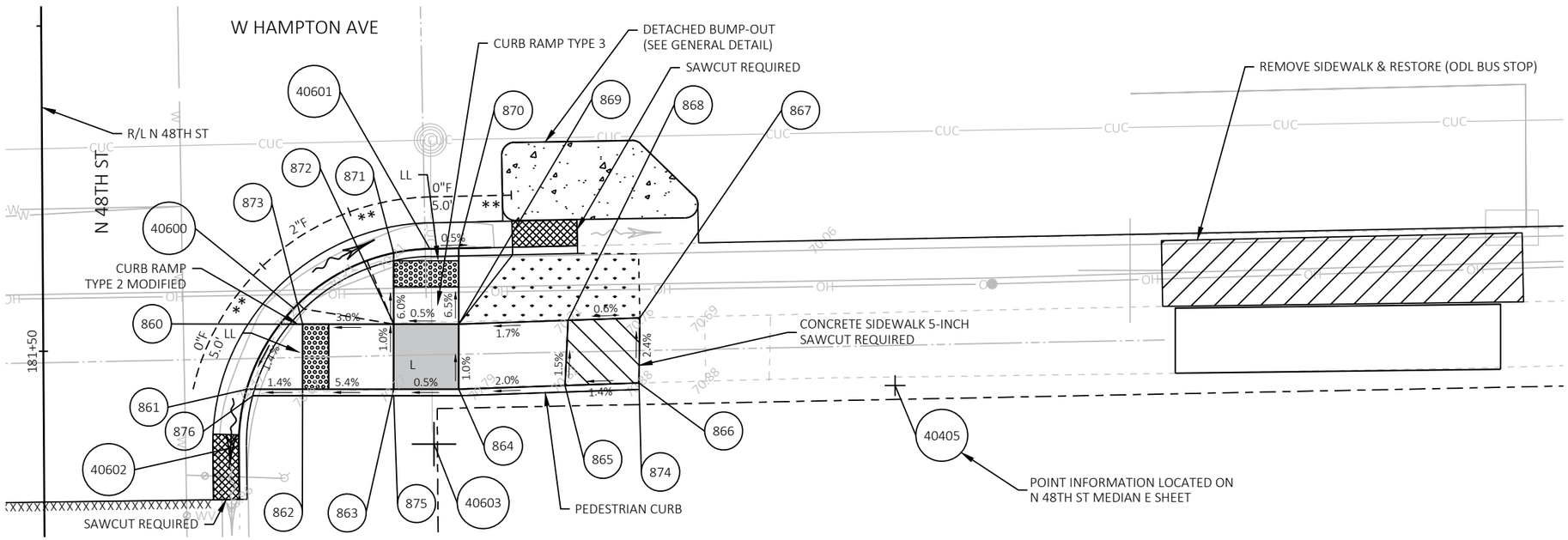
- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

N

2

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
860	311+72.63WB	60.27 RT	409130.142	2541273.260	70.24	FL
861	311+69.97WB	65.22 RT	409125.142	2541270.693	70.17	FL
862	311+74.25WB	65.30 RT	409125.142	2541274.984	70.23	FG
863	311+81.25WB	65.44 RT	409125.142	2541281.984	70.61	FG
864	311+86.25WB	65.54 RT	409125.142	2541286.984	70.63	FG
865	311+94.42WB	65.42 RT	409125.421	2541295.145	70.80	FG
866	312+00.10WB	65.34 RT	409125.616	2541300.829	70.88	FG
867	312+00.28WB	60.34 RT	409130.624	2541300.901	70.76	FG
868	311+94.76WB	60.42 RT	409130.433	2541295.383	70.72	FG
869	311+86.35WB	60.54 RT	409130.142	2541286.984	70.58	FG
870	311+86.47WB	54.73 RT	409135.958	2541286.984	70.20	FL
871	311+81.46WB	55.00 RT	409135.590	2541281.984	70.23	FL
872	311+81.35WB	60.44 RT	409130.147	2541281.982	70.56	FG
873	311+74.35WB	60.30 RT	409130.142	2541274.984	70.25	FG
874	312+00.11WB	65.84 RT	409125.116	2541300.846	70.88	TOC 0"F
875	311+81.24WB	65.94 RT	409124.642	2541281.984	70.94	TOC 4"F
876	311+70.42WB	65.72 RT	409124.642	2541271.159	70.50	TOC 4"F

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
40600	311+73.70WB	59.08 RT	409131.346	2541274.307	70.27	FL MID
40601	311+84.24WB	54.73 RT	409135.910	2541284.759	70.22	FL PT
40602	311+69.27WB	69.59 RT	409120.751	2541270.086	70.06	FL PC
40603	311+84.27WB	69.73 RT	409120.914	2541285.085	N/A	RADP 15'R



PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 48TH ST SE	SHEET 94	E

2

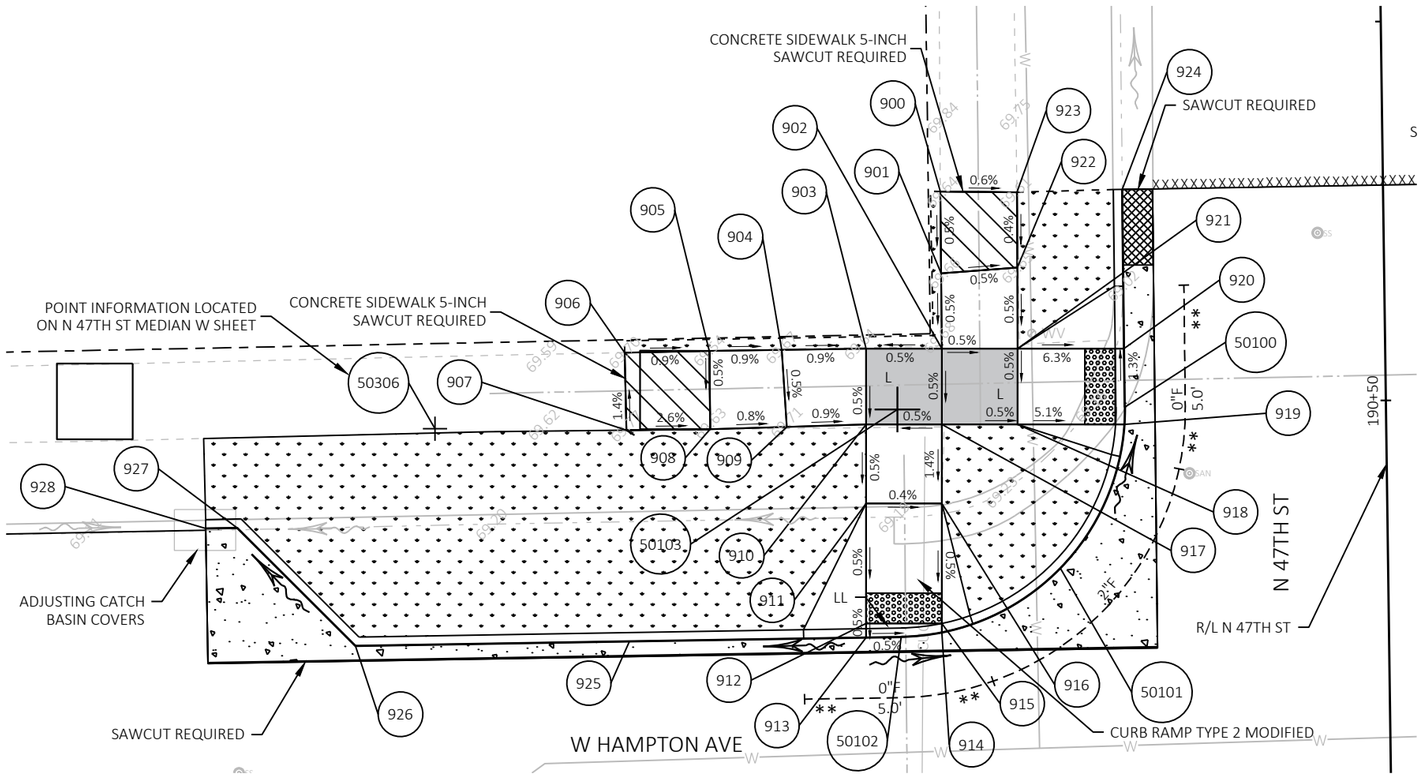
LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

N

2

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
50100	315+93.50WB	37.90 LT	409236.699	2541692.087	69.17	FL PC
50101	315+89.04WB	27.37 LT	409226.075	2541687.839	69.38	FL MID
50102	315+78.45WB	23.04 LT	409221.538	2541677.336	69.46	FL PT
50103	315+78.50WB	38.04 LT	409236.536	2541677.088	N/A	RADP 15'R



STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
900	315+81.62WB	52.36 LT	409250.919	2541679.922	69.64	FG
901	315+81.55WB	47.02 LT	409245.576	2541679.952	69.61	FG
902	315+81.53WB	42.00 LT	409240.554	2541680.031	69.59	FG
903	315+76.50WB	42.17 LT	409240.631	2541675.005	69.56	FG
904	315+70.96WB	42.13 LT	409240.479	2541669.468	69.61	FG
905	315+66.18WB	42.16 LT	409240.414	2541664.683	69.65	FG
906	315+60.59WB	42.16 LT	409240.297	2541659.096	69.70	FG
907	315+60.60WB	37.04 LT	409235.176	2541659.204	69.77	FG
908	315+66.13WB	36.98 LT	409235.234	2541664.734	69.63	FG
909	315+71.19WB	37.04 LT	409235.392	2541669.796	69.59	FG
910	315+76.43WB	37.10 LT	409235.554	2541675.031	69.54	FG
911	315+76.32WB	31.89 LT	409230.345	2541675.031	69.51	FG
912	315+76.17WB	23.97 LT	409222.423	2541675.031	69.47	FG
913	315+76.15WB	23.05 LT	409221.500	2541675.031	69.47	FL
914	315+81.15WB	23.27 LT	409221.827	2541680.031	69.45	FL
915	315+81.16WB	23.87 LT	409222.423	2541680.031	69.45	FG
916	315+81.32WB	31.79 LT	409230.345	2541680.031	69.49	FG
917	315+81.43WB	37.00 LT	409235.554	2541680.031	69.56	FG
918	315+86.43WB	36.90 LT	409235.554	2541685.031	69.54	FG
919	315+93.45WB	36.76 LT	409235.554	2541692.056	69.18	FL
920	315+93.54WB	41.76 LT	409240.554	2541692.045	69.12	FL
921	315+86.53WB	41.90 LT	409240.554	2541685.031	69.56	FG
922	315+86.61WB	47.24 LT	409245.900	2541685.005	69.59	FG
923	315+86.68WB	52.22 LT	409250.874	2541684.980	69.61	FG
924	315+93.63WB	52.26 LT	409251.057	2541691.931	69.02	FL
925	315+60.52WB	23.10 LT	409221.242	2541659.403	69.51	FL
926	315+42.44WB	23.16 LT	409220.943	2541641.328	69.46	FL
927	315+34.81WB	31.11 LT	409228.735	2541633.537	69.22	FL
928	315+32.72WB	31.12 LT	409228.701	2541631.450	69.22	FL

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 47TH ST NW	SHEET 95	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021202-RD.DWG
LAYOUT NAME - 47-NW

PLOT DATE : 10/18/2022 1:43 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

RADIUS TABLE

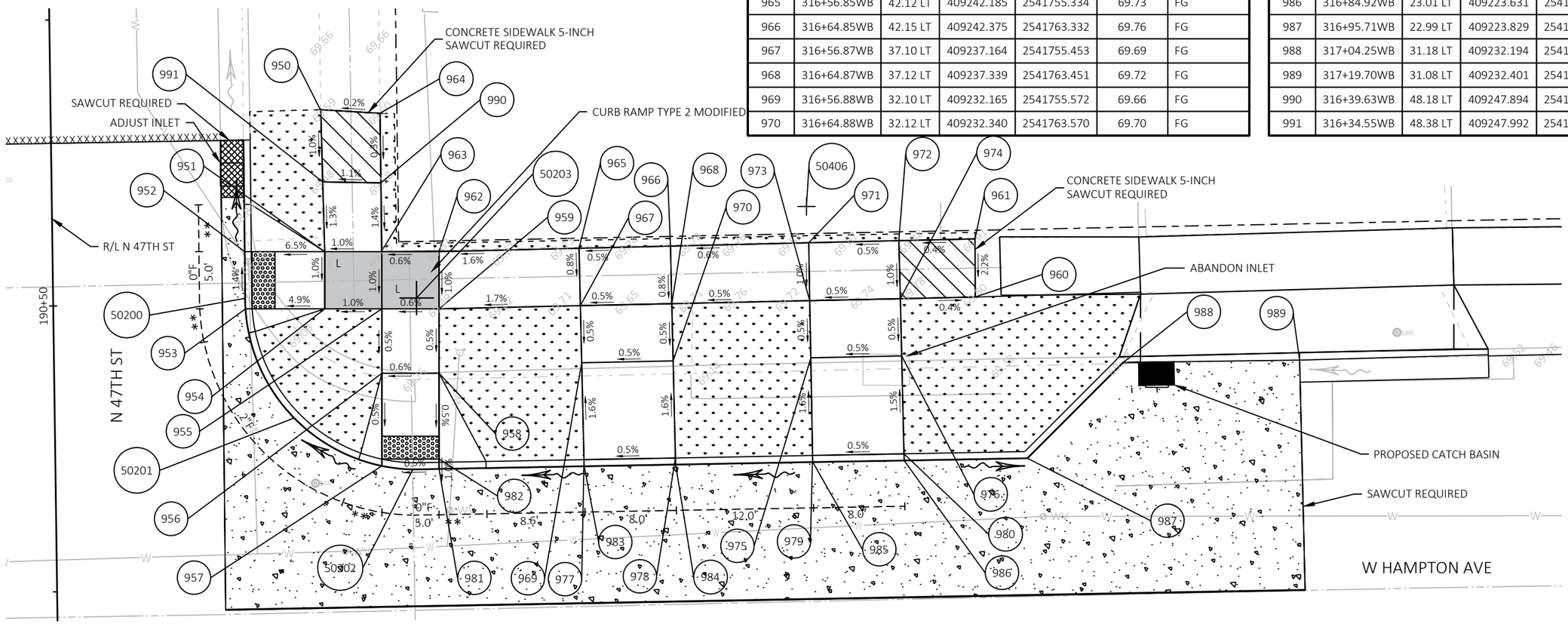
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
50200	316+28.06WB	61.82 LT	409237.801	2541726.126	69.05	FL PT
50201	316+32.13WB	51.27 LT	409227.342	2541730.414	69.33	FL MID
50202	316+42.41WB	46.57 LT	409222.846	2541740.786	69.39	FL-PC
50203	316+43.06WB	61.55 LT	409237.842	2541741.126	N/A	RADP 15'R

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
950	316+34.50WB	54.62 LT	409254.231	2541732.738	69.59	FG
951	316+34.60WB	42.28 LT	409241.894	2541733.085	69.44	FG
952	316+27.60WB	42.42 LT	409241.894	2541726.083	68.99	FL
953	316+27.57WB	37.42 LT	409236.894	2541726.156	69.06	FL
954	316+34.50WB	37.28 LT	409236.894	2541733.085	69.40	FG
955	316+39.50WB	37.18 LT	409236.894	2541738.085	69.45	FG
956	316+39.38WB	31.54 LT	409231.250	2541738.085	69.42	FG
957	316+39.22WB	23.44 LT	409223.154	2541738.085	69.37	FL
958	316+44.38WB	31.44 LT	409231.250	2541743.085	69.45	FG
959	316+44.49WB	37.08 LT	409236.894	2541743.085	69.47	FG
960	316+91.43WB	37.17 LT	409237.920	2541790.010	69.80	FG
961	316+91.51WB	42.26 LT	409243.010	2541789.992	69.91	FG
962	316+44.59WB	42.08 LT	409241.894	2541743.085	69.52	FG
963	316+39.57WB	42.20 LT	409241.912	2541738.063	69.49	FG
964	316+39.67WB	54.28 LT	409253.992	2541737.916	69.60	FG
965	316+56.85WB	42.12 LT	409242.185	2541755.334	69.73	FG
966	316+64.85WB	42.15 LT	409242.375	2541763.332	69.76	FG
967	316+56.87WB	37.10 LT	409237.164	2541755.453	69.69	FG
968	316+64.87WB	37.12 LT	409237.339	2541763.451	69.72	FG
969	316+56.88WB	32.10 LT	409232.165	2541755.572	69.66	FG
970	316+64.88WB	32.12 LT	409232.340	2541763.570	69.70	FG

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
971	316+76.95WB	42.20 LT	409242.664	2541775.436	69.84	FG
972	316+84.85WB	42.23 LT	409242.851	2541783.326	69.88	FG
973	316+76.94WB	37.14 LT	409237.603	2541775.527	69.79	FG
974	316+84.87WB	37.15 LT	409237.776	2541783.446	69.83	FG
975	316+76.93WB	32.14 LT	409232.604	2541775.617	69.76	FG
976	316+84.88WB	32.15 LT	409232.778	2541783.565	69.80	FG
977	316+56.92WB	23.64 LT	409223.703	2541755.774	69.80	FG
978	316+64.92WB	23.62 LT	409223.849	2541763.772	69.84	FG
979	316+76.92WB	23.60 LT	409224.069	2541775.770	69.90	FG
980	316+84.92WB	23.59 LT	409224.215	2541783.769	69.94	FG
981	316+44.21WB	23.08 LT	409222.888	2541743.085	69.40	FL
982	316+44.23WB	23.94 LT	409223.750	2541743.085	69.41	FG
983	316+56.92WB	23.05 LT	409223.120	2541755.787	69.46	FL
984	316+64.92WB	23.04 LT	409223.266	2541763.786	69.50	FL
985	316+76.92WB	23.02 LT	409223.485	2541775.781	69.56	FL
986	316+84.92WB	23.01 LT	409223.631	2541783.783	69.60	FL
987	316+95.71WB	22.99 LT	409223.829	2541794.577	69.56	FL
988	317+04.25WB	31.18 LT	409232.194	2541802.942	69.28	FL
989	317+19.70WB	31.08 LT	409232.401	2541818.392	69.39	ME FL
990	316+39.63WB	48.18 LT	409247.894	2541738.001	69.58	FG
991	316+34.55WB	48.38 LT	409247.992	2541732.914	69.52	FG



PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 47TH ST NE	SHEET 96	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021202-RD.DWG
LAYOUT NAME - 47-NE
PLOT DATE : 10/18/2022 1:44 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

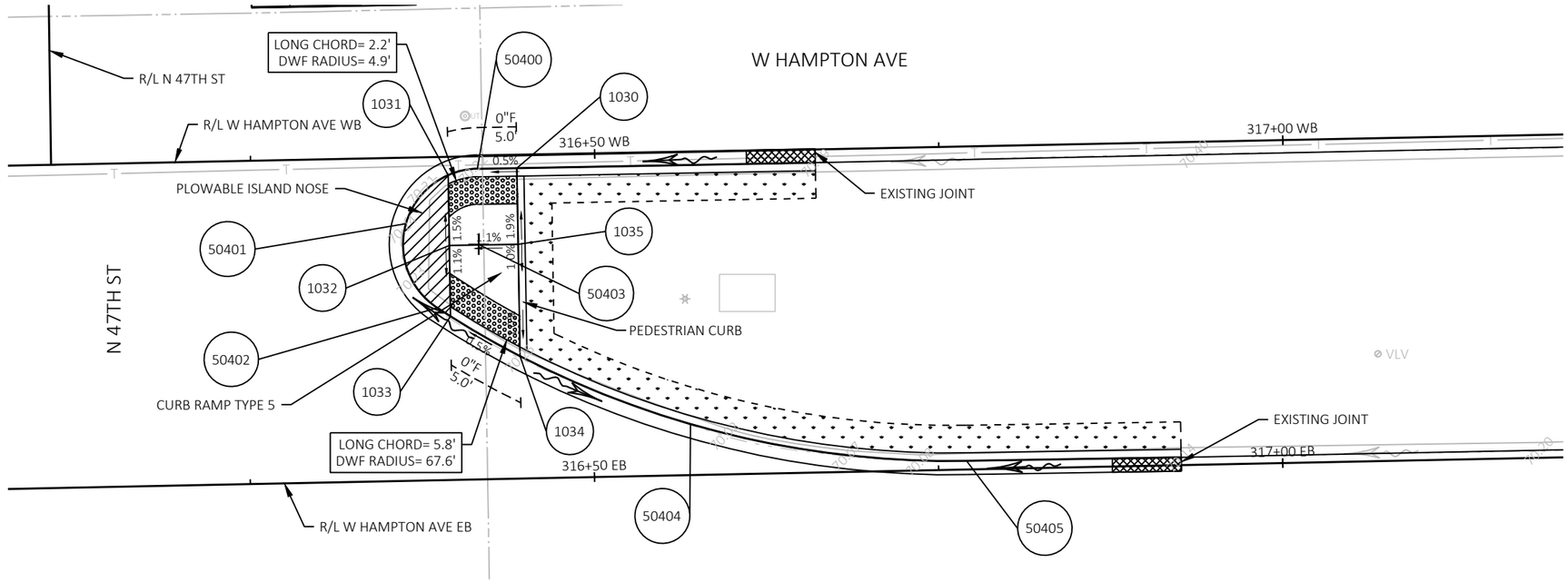
N

2

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1030	316+44.34WB	0.92 RT	409198.895	2541743.685	70.23	FL
1031	316+39.33WB	1.35 RT	409198.375	2541738.693	70.21	FL
1032	316+39.32WB	6.44 RT	409193.279	2541738.778	70.29	FG
1033	316+39.30WB	11.60 RT	409188.125	2541738.864	70.23	FL
1034	316+44.29WB	14.59 RT	409185.235	2541743.913	70.26	FL
1035	316+44.32WB	6.46 RT	409193.362	2541743.777	70.34	FG

* POINT LOCATED ON N 47TH ST NE SHEET

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
50400	316+41.46WB	0.92 RT	409198.843	2541740.815	70.22	FL PC
50401	316+36.20WB	4.79 RT	409194.866	2541735.630	70.22	FL MID
50402	316+38.35WB	10.96 RT	409188.741	2541737.905	70.23	FL PCC
50403	316+41.46WB	6.42 RT	409193.344	2541740.915	N/A	RADP 5.5'R
50404	316+56.57WB	19.77 RT	409180.299	2541756.293	70.06	FL MID
50405	316+76.57WB	22.85 RT	409177.623	2541776.348	70.09	FL PT
* 50406	316+76.83WB	45.37 LT	409245.832	2541775.245	N/A	RADP 68.2'R

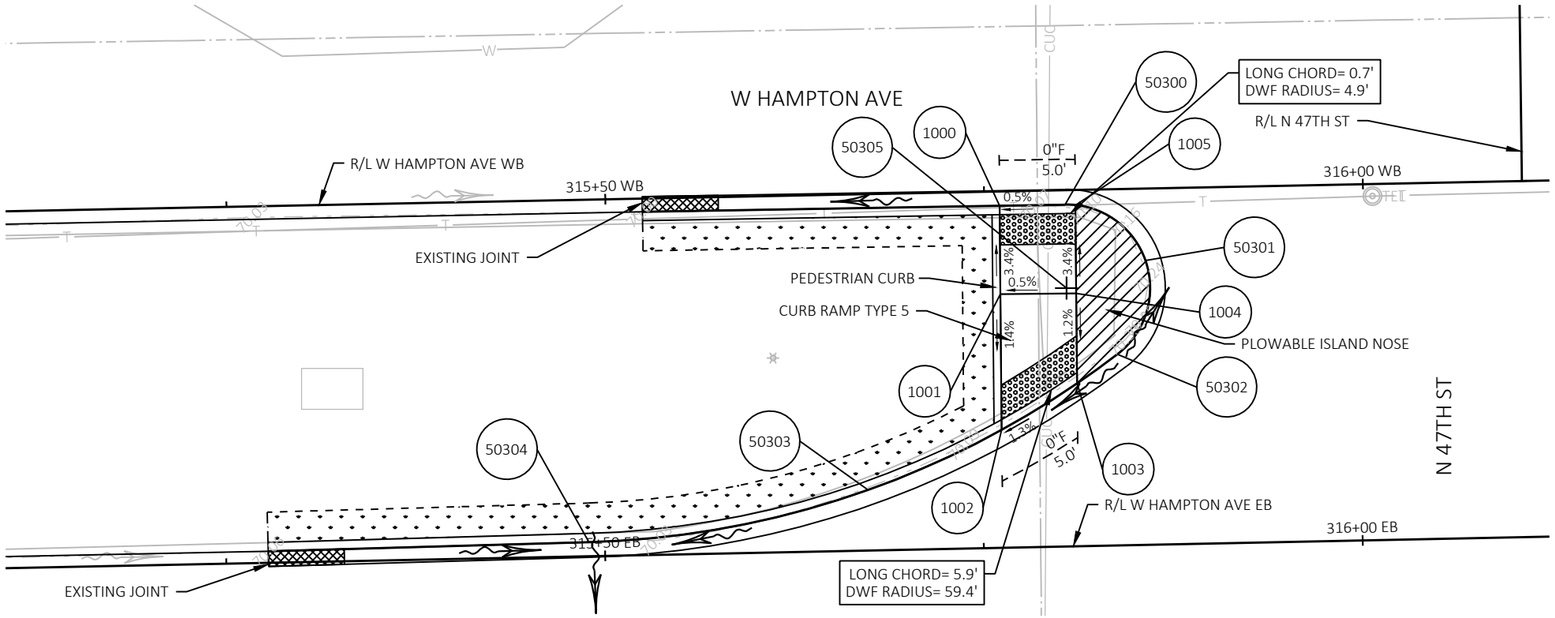


PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 47TH ST MEDIAN E	SHEET 97	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021202-RD.DWG
LAYOUT NAME - 47-Median E
PLOT DATE : 10/18/2022 1:45 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



N

2

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1000	315+76.01WB	0.95 RT	409197.502	2541675.373	70.07	FL
1001	315+75.95WB	6.78 RT	409191.675	2541675.428	70.26	FG
1002	315+75.85WB	15.73 RT	409182.724	2541675.513	70.14	FL
1003	315+80.89WB	12.77 RT	409185.786	2541680.484	70.21	FL
1004	315+80.95WB	6.83 RT	409191.723	2541680.428	70.29	FG
1005	315+81.01WB	1.01 RT	409197.543	2541680.373	70.09	FL

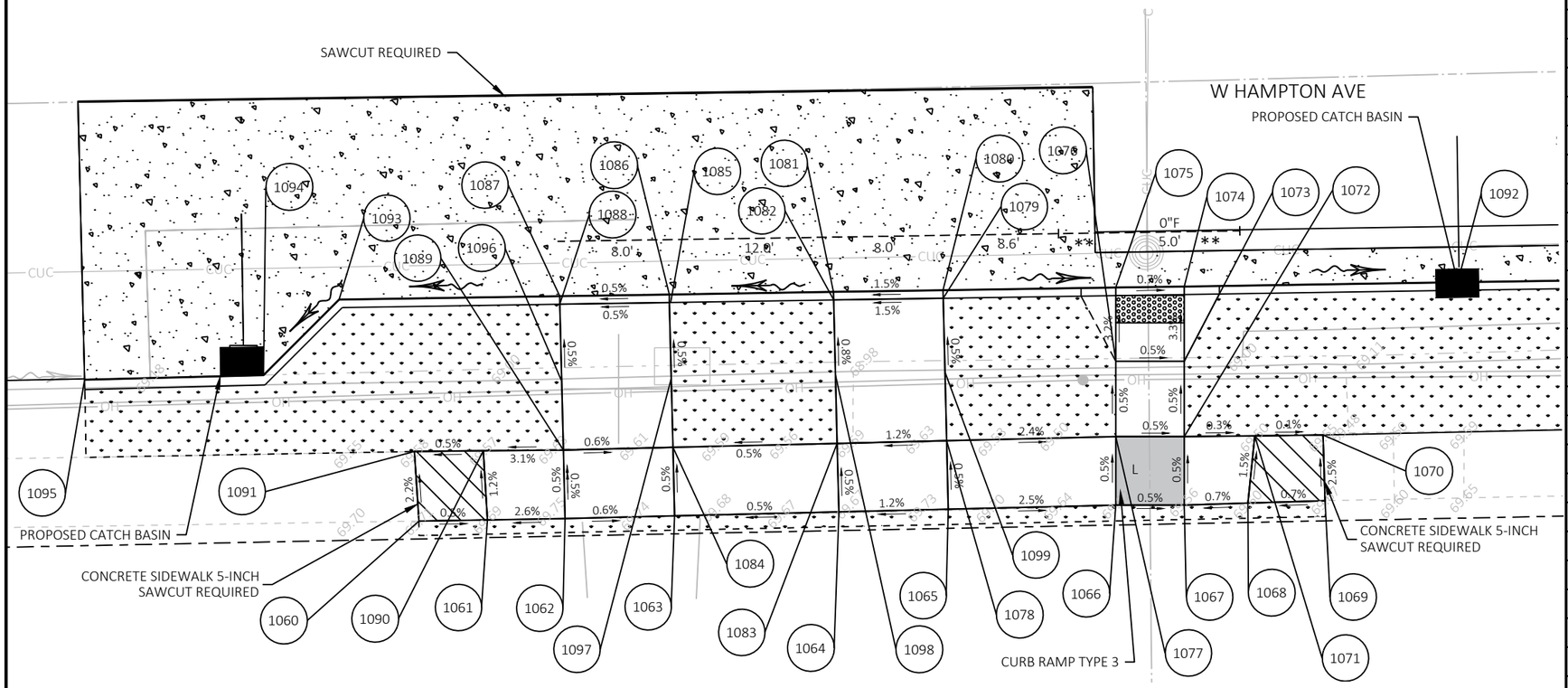
* POINT LOCATED ON N 47TH ST NW SHEET

	RADIUS TABLE						
	POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
	50300	315+80.33WB	0.97 RT	409197.573	2541679.696	70.09	FL PT
	50301	315+85.54WB	4.76 RT	409193.887	2541684.979	70.21	FL MID
	50302	315+83.58WB	10.89 RT	409187.714	2541683.139	70.28	FL PCC
	50303	315+66.95WB	19.52 RT	409178.755	2541666.687	70.07	FL MID
	50304	315+48.47WB	22.60 RT	409175.307	2541648.274	70.03	FL PC
	50305	315+80.31WB	6.47 RT	409192.074	2541679.787	N/A	RADP 5.5'R
*	50306	315+47.97WB	37.40 LT	409235.283	2541646.571	N/A	RADP 60.0'R

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



N

2

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1060	315+24.43WB	65.69 RT	409131.747	2541625.095	69.69	FG
1061	315+29.43WB	65.70 RT	409131.834	2541630.096	69.66	FG
1062	315+35.10WB	65.72 RT	409131.932	2541635.766	69.81	FG
1063	315+43.10WB	65.68 RT	409132.126	2541643.763	69.77	FG
1064	315+55.10WB	65.64 RT	409132.415	2541655.759	69.83	FG
1065	315+63.10WB	65.60 RT	409132.608	2541663.757	69.92	FG
1066	315+75.33WB	65.55 RT	409132.902	2541675.986	69.62	FG
1067	315+80.33WB	65.65 RT	409132.902	2541680.986	69.60	FG
1068	315+84.99WB	65.60 RT	409133.052	2541685.639	69.63	FG
1069	315+90.63WB	65.53 RT	409133.233	2541691.277	69.67	FG
1070	315+90.56WB	60.74 RT	409138.023	2541691.115	69.55	FG
1071	315+85.58WB	60.69 RT	409137.964	2541686.134	69.55	FG
1072	315+80.43WB	60.65 RT	409137.902	2541680.986	69.57	FG
1073	315+80.54WB	55.15 RT	409143.402	2541680.986	69.54	FG
1074	315+80.65WB	49.69 RT	409148.864	2541680.986	69.36	FL
1075	315+75.65WB	49.67 RT	409148.787	2541675.986	69.39	FL
1076	315+75.54WB	55.05 RT	409143.402	2541675.986	69.57	FG
1077	315+75.43WB	60.55 RT	409137.902	2541675.986	69.60	FG
1078	315+63.08WB	60.60 RT	409137.605	2541663.636	69.90	FG
1079	315+63.04WB	50.20 RT	409148.008	2541663.386	69.84	FG
1080	315+63.03WB	49.61 RT	409148.592	2541663.372	69.51	FL
1081	315+55.03WB	49.58 RT	409148.468	2541655.373	69.39	FL
1082	315+55.04WB	50.16 RT	409147.885	2541655.387	69.71	FG
1083	315+55.08WB	60.64 RT	409137.412	2541655.639	69.80	FG
1084	315+43.08WB	60.69 RT	409137.124	2541643.643	69.74	FG
1085	315+43.14WB	50.11 RT	409147.701	2541643.488	69.69	FG
1086	315+43.03WB	49.52 RT	409148.282	2541643.374	69.35	FL
1087	315+35.03WB	49.49 RT	409148.159	2541635.375	69.31	FL
1088	315+35.04WB	50.07 RT	409147.576	2541635.389	69.65	FG
1089	315+35.08WB	60.72 RT	409136.931	2541635.645	69.79	FG
1090	315+29.23WB	60.66 RT	409136.871	2541629.798	69.60	FG
1091	315+24.20WB	60.61 RT	409136.819	2541624.767	69.58	FG
1092	316+00.62WB	49.78 RT	409149.173	2541700.955	69.30	FL
1093	315+18.91WB	49.41 RT	409147.910	2541619.256	69.27	FL
1094	315+13.29WB	54.81 RT	409142.399	2541613.745	69.12	FL
1095	315+00.23WB	54.89 RT	409142.063	2541600.684	69.21	ME FL
1096	315+35.06WB	55.72 RT	409141.929	2541635.525	69.76	FG

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 47TH ST SW	SHEET 99	E

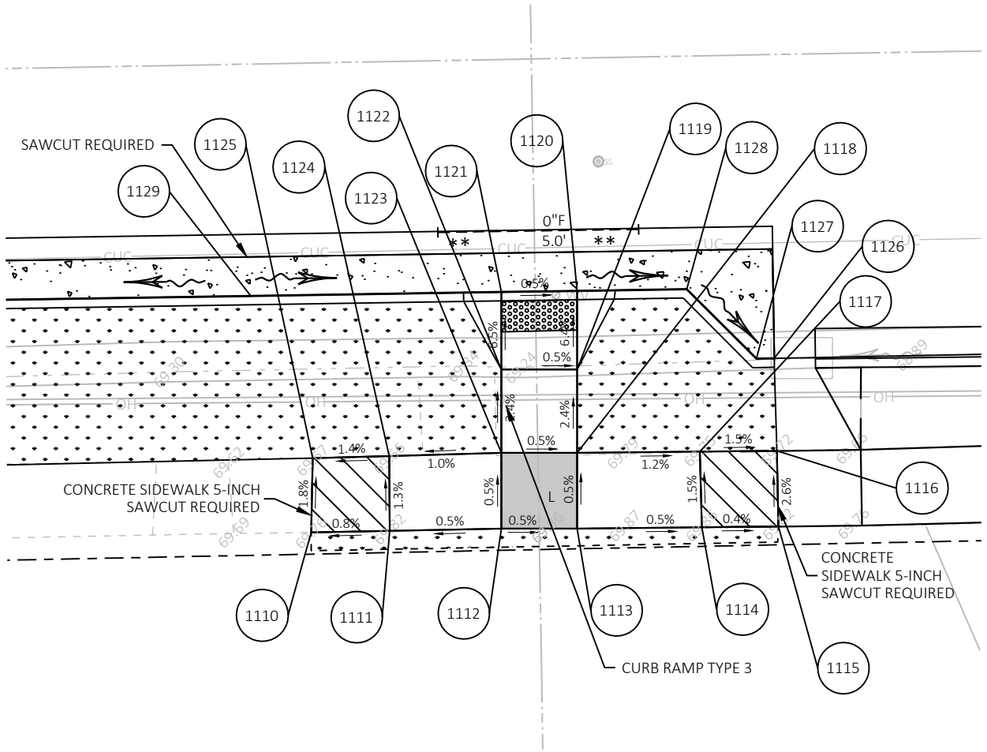
FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021202-RD.DWG
LAYOUT NAME - 47-SW

PLOT DATE : 10/18/2022 1:46 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1110	316+26.57WB	65.56 RT	409133.915	2541727.215	69.76	FG
1111	316+31.77WB	65.57 RT	409134.015	2541732.409	69.80	FG
1112	316+39.12WB	65.57 RT	409134.156	2541739.763	69.84	FG
1113	316+44.12WB	65.67 RT	409134.156	2541744.763	69.81	FG
1114	316+52.36WB	65.74 RT	409134.249	2541753.001	69.77	FG
1115	316+57.40WB	65.79 RT	409134.306	2541758.044	69.75	FG
1116	316+57.41WB	60.79 RT	409139.304	2541757.956	69.62	FG
1117	316+52.33WB	60.74 RT	409139.247	2541752.869	69.70	FG
1118	316+44.22WB	60.67 RT	409139.156	2541744.763	69.79	FG
1119	316+44.33WB	55.17 RT	409144.656	2541744.763	69.66	FG
1120	316+44.43WB	49.98 RT	409149.850	2541744.763	69.32	FL
1121	316+39.43WB	49.96 RT	409149.772	2541739.763	69.35	FL
1122	316+39.33WB	55.07 RT	409144.656	2541739.763	69.68	FG
1123	316+39.22WB	60.57 RT	409139.156	2541739.763	69.81	FG
1124	316+31.82WB	60.63 RT	409138.952	2541732.363	69.74	FG
1125	316+26.77WB	60.67 RT	409138.813	2541727.314	69.67	FG
1126	316+57.34WB	54.69 RT	409145.401	2541757.765	69.02	ME FL
1127	316+56.17WB	54.69 RT	409145.374	2541756.593	69.03	FL
1128	316+51.68WB	50.01 RT	409149.962	2541752.005	69.28	FL
1129	316+22.91WB	49.88 RT	409149.517	2541723.240	69.46	FL

N

2

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 47TH ST SE	SHEET 100	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021202-RD.DWG
LAYOUT NAME - 47-SE

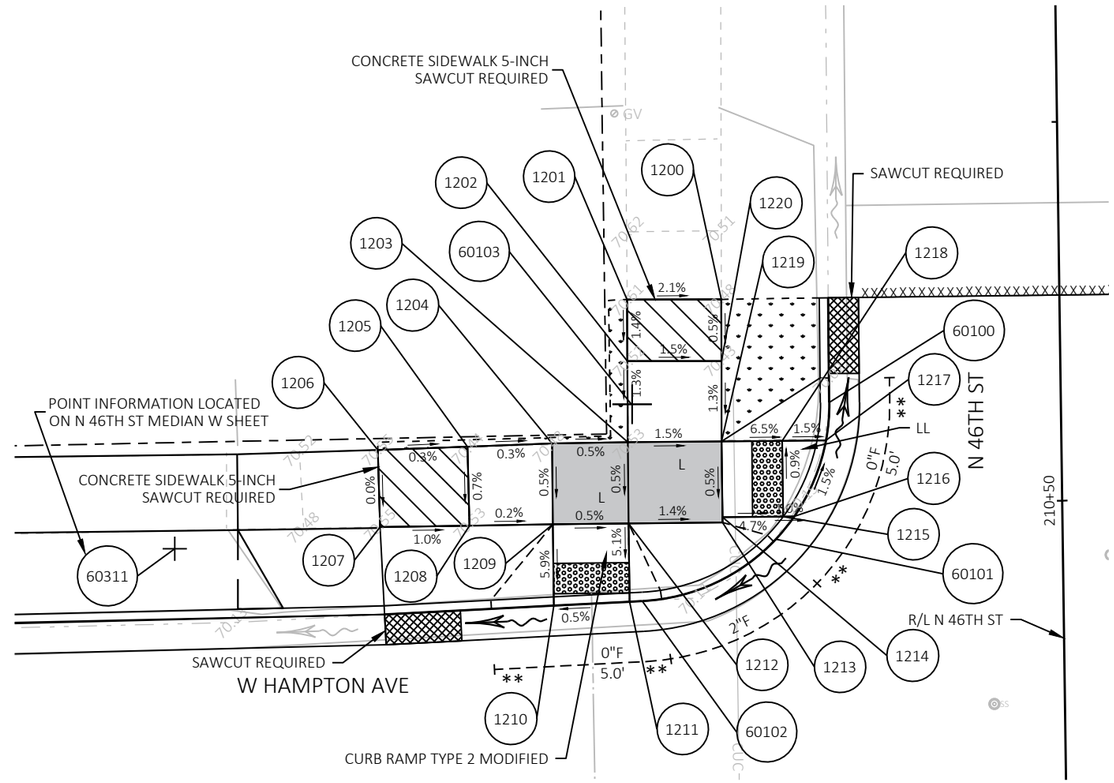
PLOT DATE : 10/18/2022 1:47 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



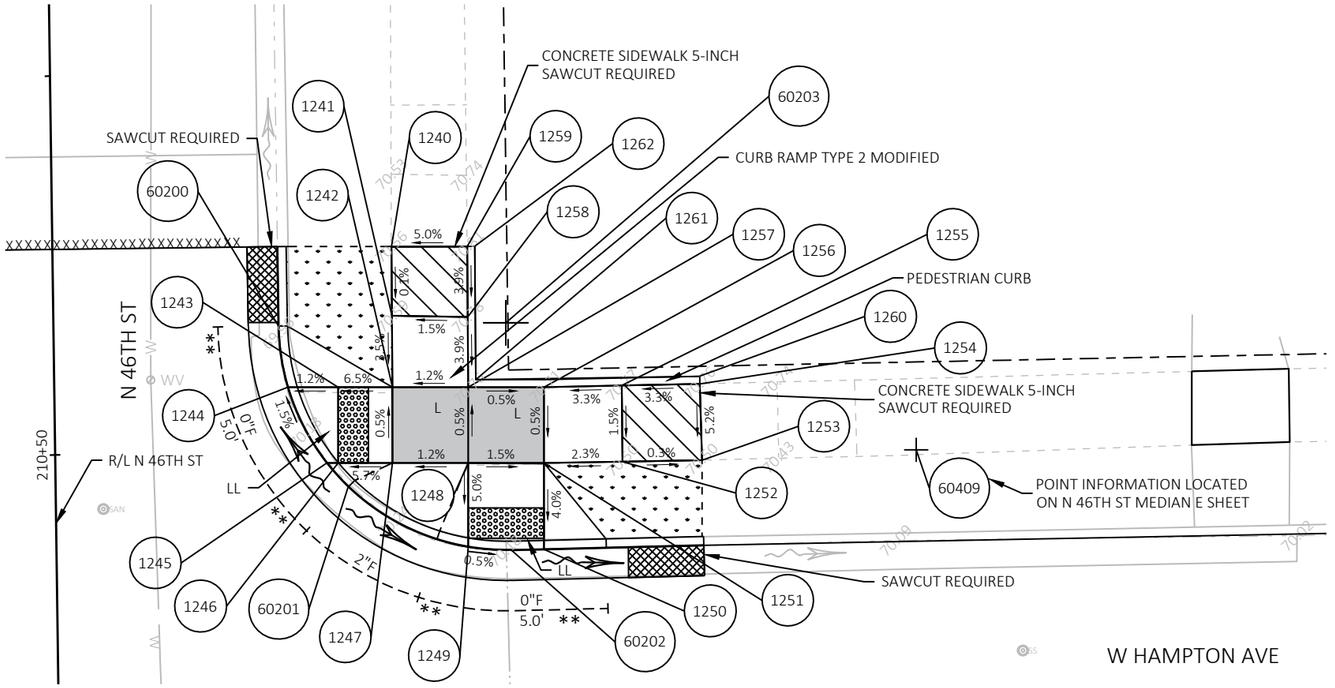
STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1200	319+05.53WB	51.74 LT	409256.764	2542003.773	70.48	FG
1201	318+99.31WB	51.82 LT	409256.724	2541997.556	70.61	FG
1202	318+99.25WB	47.79 LT	409252.687	2541997.576	70.55	FG
1203	318+99.17WB	42.43 LT	409247.327	2541997.601	70.49	FG
1204	318+94.17WB	42.45 LT	409247.254	2541992.602	70.51	FG
1205	318+88.59WB	42.35 LT	409247.041	2541987.028	70.53	FG
1206	318+82.67WB	42.24 LT	409246.816	2541981.106	70.55	FG
1207	318+82.71WB	37.16 LT	409241.731	2541981.249	70.55	FG
1208	318+88.62WB	37.13 LT	409241.824	2541987.162	70.49	FG
1209	318+94.12WB	37.11 LT	409241.910	2541992.661	70.48	FG
1210	318+94.07WB	31.74 LT	409236.547	2541992.720	70.17	FL
1211	318+99.07WB	31.91 LT	409236.808	2541997.718	70.19	FL
1212	318+99.12WB	37.06 LT	409241.966	2541997.661	70.46	FG
1213	319+05.31WB	37.01 LT	409242.034	2542003.849	70.37	FG
1214	319+05.31WB	37.35 LT	409242.378	2542003.846	70.37	FG
1215	319+09.31WB	37.32 LT	409242.423	2542007.842	70.18	FG
1216	319+10.03WB	37.31 LT	409242.431	2542008.566	70.17	FL
1217	319+12.23WB	42.29 LT	409247.454	2542010.660	70.09	FL
1218	319+09.35WB	42.32 LT	409247.422	2542007.787	70.13	FG
1219	319+05.36WB	42.35 LT	409247.378	2542003.790	70.39	FG
1220	319+05.45WB	47.65 LT	409252.675	2542003.781	70.46	FG

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
60100	319+12.50WB	44.78 LT	409249.946	2542010.880	70.04	FL PT
60101	319+08.79WB	35.83 LT	409240.927	2542007.348	70.21	FL MID
60102	318+99.92WB	31.93 LT	409236.853	2541998.561	70.18	FL PC
60103	318+99.46WB	44.93 LT	409249.835	2541997.839	N/A	RADP 13'R

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1240	319+50.21WB	51.30 LT	409257.217	2542048.451	70.56	FG
1241	319+50.15WB	46.75 LT	409252.666	2542048.486	70.55	FG
1242	319+50.09WB	42.02 LT	409247.940	2542048.523	70.39	FG
1243	319+46.51WB	42.09 LT	409247.940	2542044.941	70.15	FG
1244	319+43.19WB	42.16 LT	409247.940	2542041.615	70.11	FL
1245	319+45.66WB	37.11 LT	409242.940	2542044.191	70.20	FL
1246	319+46.41WB	37.09 LT	409242.940	2542044.941	70.21	FG
1247	319+49.99WB	37.02 LT	409242.940	2542048.523	70.41	FG
1248	319+54.99WB	36.92 LT	409242.940	2542053.523	70.47	FG
1249	319+54.88WB	31.38 LT	409237.393	2542053.523	70.20	FL
1250	319+59.88WB	31.13 LT	409237.246	2542058.523	70.17	FL
1251	319+59.99WB	36.82 LT	409242.940	2542058.523	70.40	FG
1252	319+65.17WB	36.82 LT	409243.038	2542063.702	70.52	FG
1253	319+70.43WB	36.81 LT	409243.137	2542068.964	70.50	FG
1254	319+70.38WB	41.85 LT	409248.169	2542068.809	70.76	FG
1255	319+65.23WB	41.83 LT	409248.055	2542063.662	70.59	FG
1256	319+60.09WB	41.82 LT	409247.940	2542058.523	70.42	FG
1257	319+55.09WB	41.92 LT	409247.940	2542053.523	70.45	FG
1258	319+55.15WB	46.56 LT	409252.578	2542053.488	70.63	FG
1259	319+55.21WB	51.21 LT	409257.234	2542053.453	70.81	FG
1260	319+70.38WB	42.35 LT	409248.671	2542068.802	70.76	TOC 0"F
1261	319+55.60WB	42.41 LT	409248.440	2542054.020	70.78	TOC 4"F
1262	319+55.71WB	51.21 LT	409257.238	2542053.953	70.81	TOC 0"F

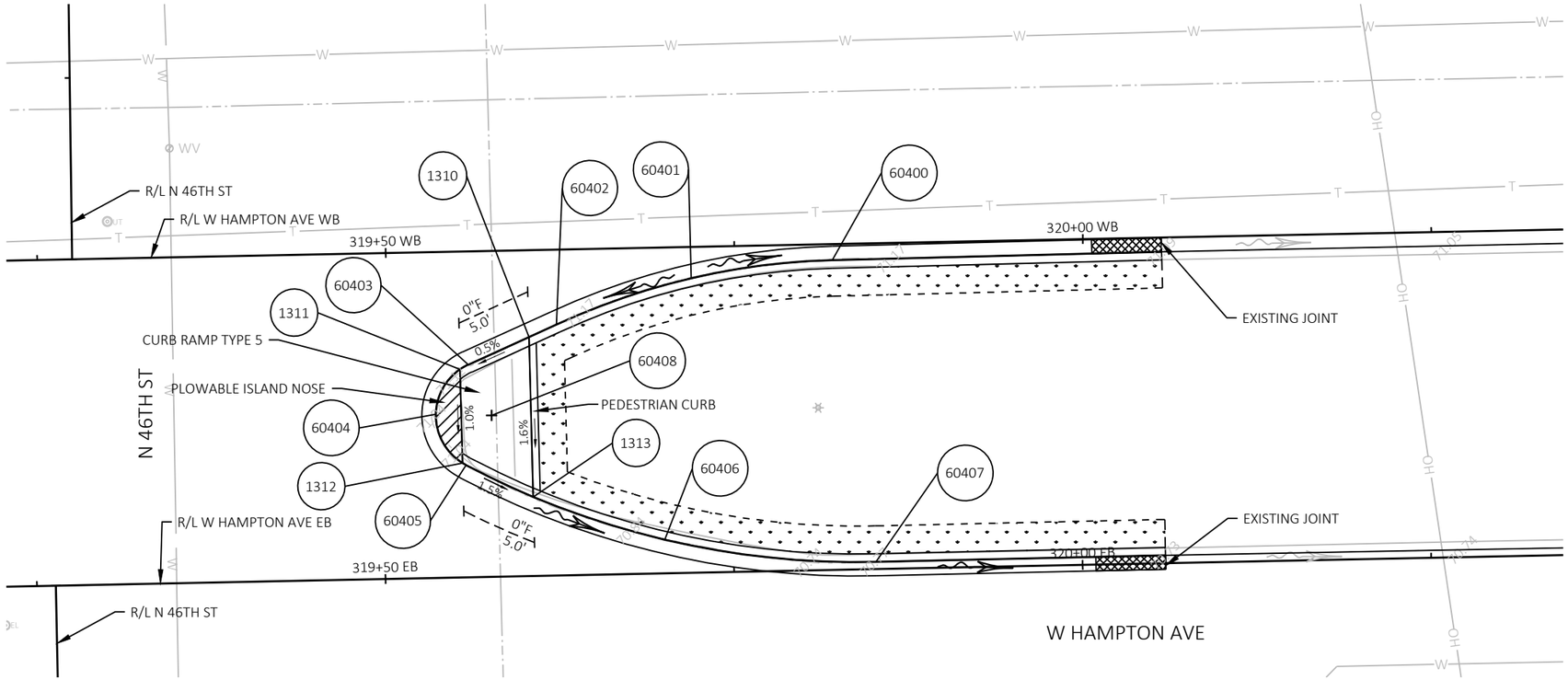
RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
60200	319+42.65WB	46.21 LT	409251.974	2542041.003	69.98	FL PT
60201	319+47.04WB	35.52 LT	409241.375	2542045.604	70.24	FL MID
60202	319+57.73WB	31.12 LT	409237.192	2542056.376	70.18	FL PC
60203	319+57.65WB	46.12 LT	409252.187	2542056.001	N/A	RADP 15'R

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 46TH ST NE	SHEET 102	E

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1310	319+60.15WB	6.24 RT	409199.891	2542059.544	71.15	FL
1311	319+55.17WB	8.45 RT	409197.578	2542054.605	71.13	FL
1312	319+55.21WB	15.18 RT	409190.854	2542054.785	71.06	FL
1313	319+60.23WB	17.70 RT	409188.436	2542059.851	70.97	FL

	RADIUS TABLE						
	POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
	60400	319+82.01WB	1.15 RT	409205.411	2542081.299	71.17	FL PT
	60401	319+71.86WB	2.25 RT	409204.115	2542071.171	71.17	FL MID
	60402	319+62.14WB	5.38 RT	409200.789	2542061.518	71.16	FL PC
	60403	319+55.77WB	8.13 RT	409197.914	2542055.202	71.13	FL PT
	60404	319+53.36WB	11.63 RT	409194.369	2542052.860	71.08	FL MID
	60405	319+55.46WB	15.32 RT	409190.716	2542055.031	71.05	FL PC
	60406	319+69.60WB	20.95 RT	409185.366	2542069.285	70.82	FL MID
	60407	319+84.71WB	22.85 RT	409183.772	2542084.427	70.77	FL PT
	60408	319+57.35WB	11.80 RT	409194.274	2542056.859	N/A	RADP 4'R
*	60409	319+84.57WB	37.20 LT	409243.812	2542083.091	N/A	RADP 60.1'R
*	60410	319+82.27WB	51.18 RT	409155.397	2542082.556	N/A	RADP 50.0'R

* POINT 60409 LOCATED ON 46TH ST NE SHEET
* POINT 60410 LOCATED ON 46TH ST SE SHEET

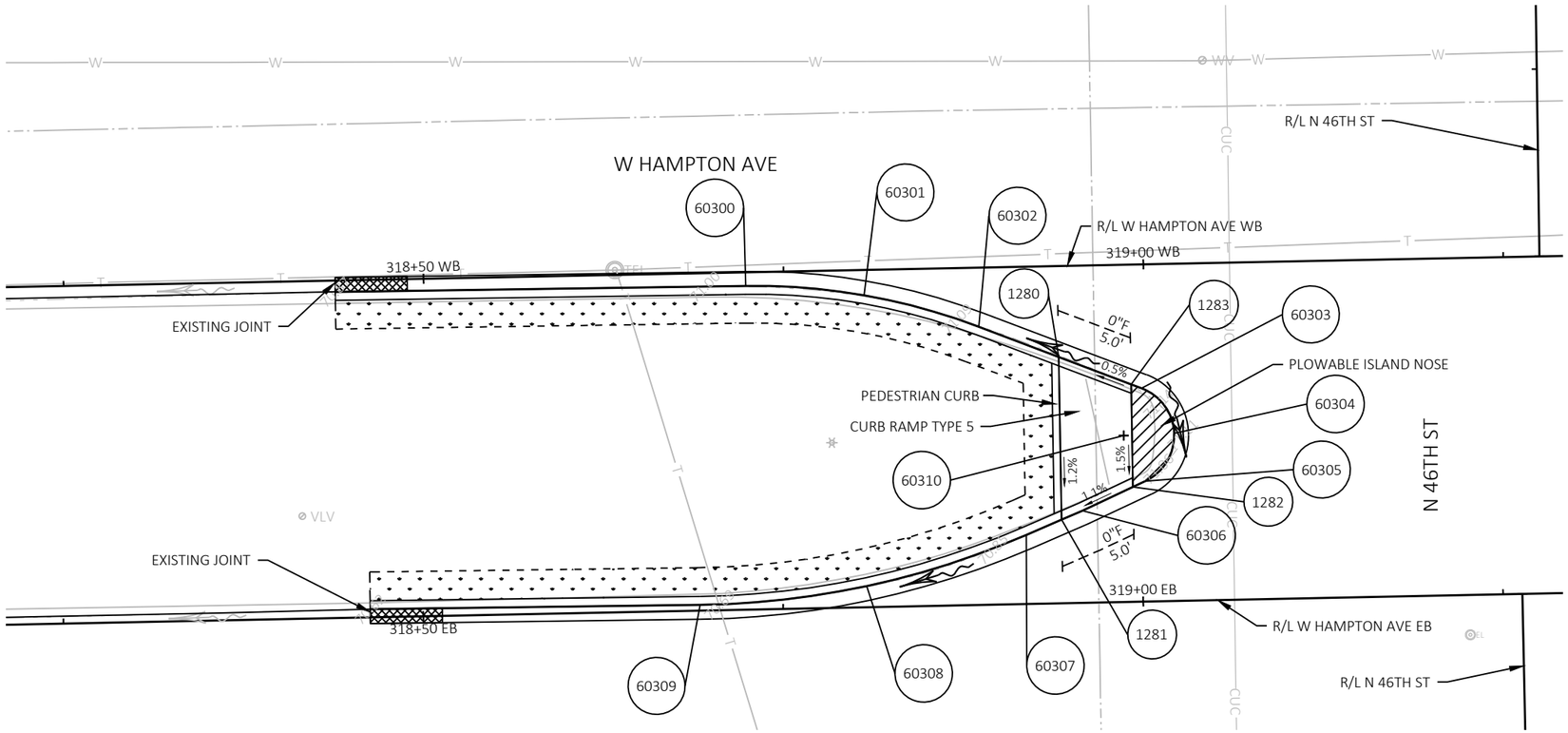
PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 46TH ST MEDIAN E	SHEET 103	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021202-RD.DWG
LAYOUT NAME - 46-Median E
PLOT DATE : 10/18/2022 1:49 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1280	318+93.99WB	6.31 RT	409198.502	2541993.402	71.12	FL
1281	318+93.96WB	17.60 RT	409187.212	2541993.597	70.98	FL
1282	318+98.97WB	15.42 RT	409189.490	2541998.559	71.04	FL
1283	318+98.99WB	8.31 RT	409196.601	2541998.435	71.14	FL

RADIUS TABLE							
	POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
	60300	318+72.35WB	0.94 RT	409203.434	2541971.659	71.01	FL PC
	60301	318+80.57WB	1.76 RT	409202.780	2541979.886	71.06	FL MID
	60302	318+88.48WB	4.10 RT	409200.600	2541987.847	71.10	FL PT
	60303	318+99.70WB	8.59 RT	409196.330	2541999.153	71.14	FL PC
	60304	319+01.90WB	11.77 RT	409193.192	2542001.413	71.11	FL MID
	60305	318+99.82WB	15.04 RT	409189.888	2541999.405	71.05	FL PT
	60306	318+95.43WB	17.00 RT	409187.842	2541995.052	70.99	FL
	60307	318+91.50WB	18.61 RT	409186.154	2541991.153	70.89	FL PC
	60308	318+80.34WB	21.93 RT	409182.605	2541980.065	70.78	FL MID
	60309	318+68.75WB	23.00 RT	409181.302	2541968.496	70.69	FL PT
	60310	318+98.40WB	11.84 RT	409193.055	2541997.916	N/A	RADP 3.5'R
*	60311	318+69.14WB	35.99 LT	409240.297	2541967.710	N/A	RADP 59.0'R
*	60312	318+72.12WB	44.94 RT	409159.439	2541972.299	N/A	RADP 44.0'R

* POINT 60311 LOCATED ON 46TH ST NW SHEET
* POINT 60312 LOCATED ON 46TH ST SW SHEET

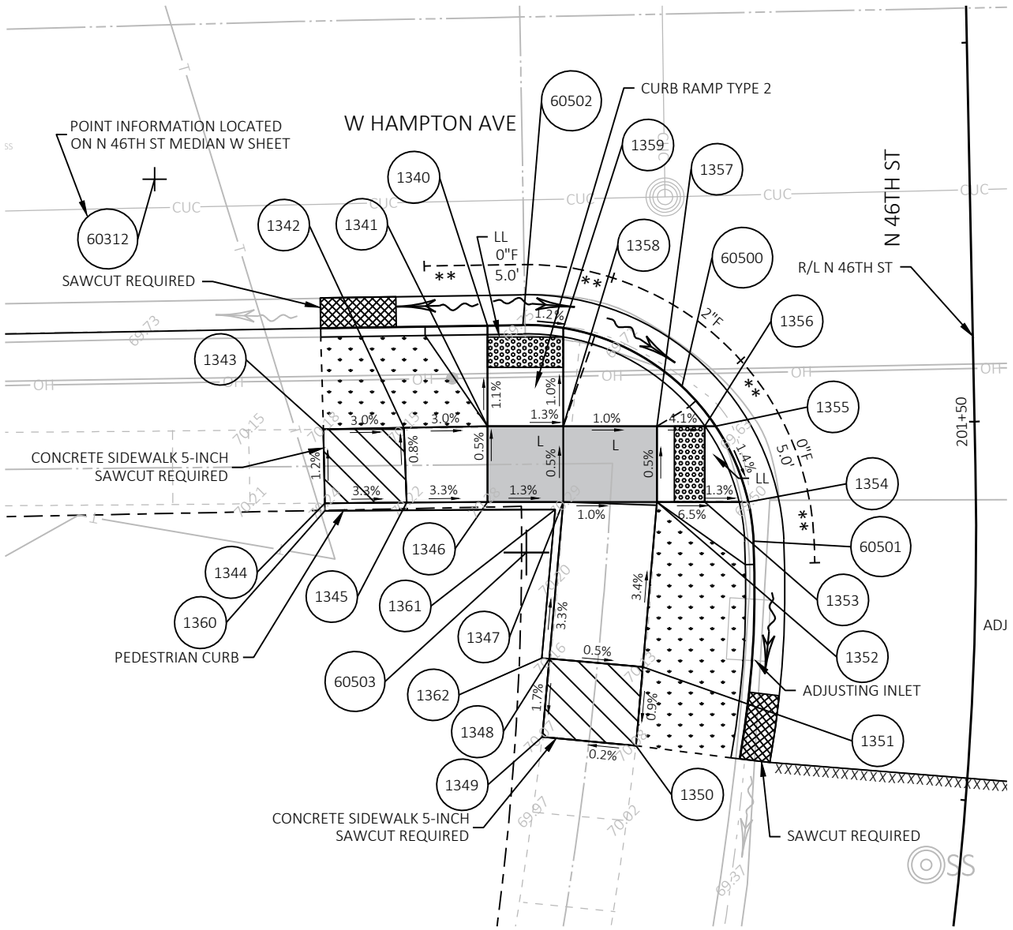
PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 46TH ST MEDIAN W	SHEET 104	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021202-RD.DWG
LAYOUT NAME - 46-Median W
PLOT DATE : 10/18/2022 1:50 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



N

2

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1340	318+93.88WB	55.03 RT	409149.781	2541994.260	69.79	FL
1341	318+93.75WB	61.67 RT	409143.143	2541994.260	69.86	FG
1342	318+88.23WB	61.66 RT	409143.041	2541988.746	70.02	FG
1343	318+82.92WB	61.66 RT	409142.942	2541983.430	70.18	FG
1344	318+82.91WB	66.53 RT	409138.073	2541983.526	70.24	FG
1345	318+88.31WB	66.60 RT	409138.108	2541988.922	70.06	FG
1346	318+93.65WB	66.67 RT	409138.143	2541994.260	69.88	FG
1347	318+98.65WB	66.77 RT	409138.143	2541999.260	69.82	FG
1348	318+97.52WB	77.08 RT	409127.814	2541998.336	70.16	FG
1349	318+96.95WB	82.22 RT	409122.659	2541997.875	70.07	FG
1350	319+03.12WB	82.93 RT	409122.070	2542004.051	70.08	FG
1351	319+03.67WB	77.75 RT	409127.262	2542004.499	70.13	FG
1352	319+04.82WB	66.89 RT	409138.143	2542005.436	69.75	FG
1353	319+07.97WB	66.96 RT	409138.143	2542008.590	69.55	FG
1354	319+10.83WB	67.01 RT	409138.143	2542011.446	69.51	FL
1355	319+08.78WB	61.97 RT	409143.143	2542009.297	69.59	FL
1356	319+08.07WB	61.96 RT	409143.143	2542008.590	69.60	FG
1357	319+04.92WB	61.89 RT	409143.143	2542005.436	69.73	FG
1358	318+98.75WB	61.77 RT	409143.143	2541999.260	69.79	FG
1359	318+98.88WB	55.30 RT	409149.618	2541999.260	69.73	FL
1360	318+82.91WB	67.03 RT	409137.573	2541983.530	70.24	TOC 0"F
1361	318+98.09WB	67.26 RT	409137.643	2541998.714	70.32	TOC 6"F
1362	318+97.02WB	77.02 RT	409127.859	2541997.838	70.16	TOC 0"F

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
60500	319+07.08WB	35.92 RT	409145.763	2542007.077	69.63	FL MID
60501	319+11.59WB	46.22 RT	409135.561	2542011.801	69.50	FL PT
60502	318+96.68WB	31.65 RT	409149.817	2541996.591	69.76	FL PC
60503	318+96.60WB	46.65 RT	409134.818	2541996.820	N/A	RADP 15'R

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 46TH ST SW	SHEET 105	E

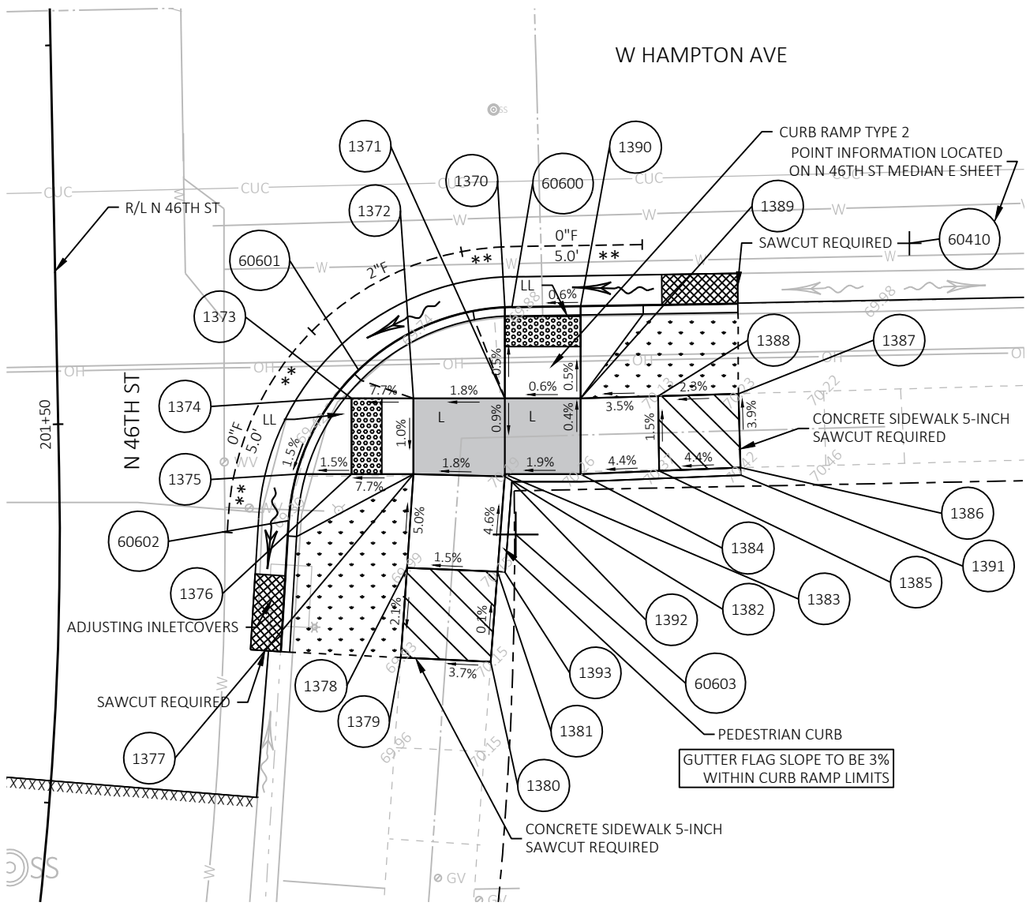
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LAYOUT NAME - 46-SW

PLOT DATE : 10/18/2022 1:51 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

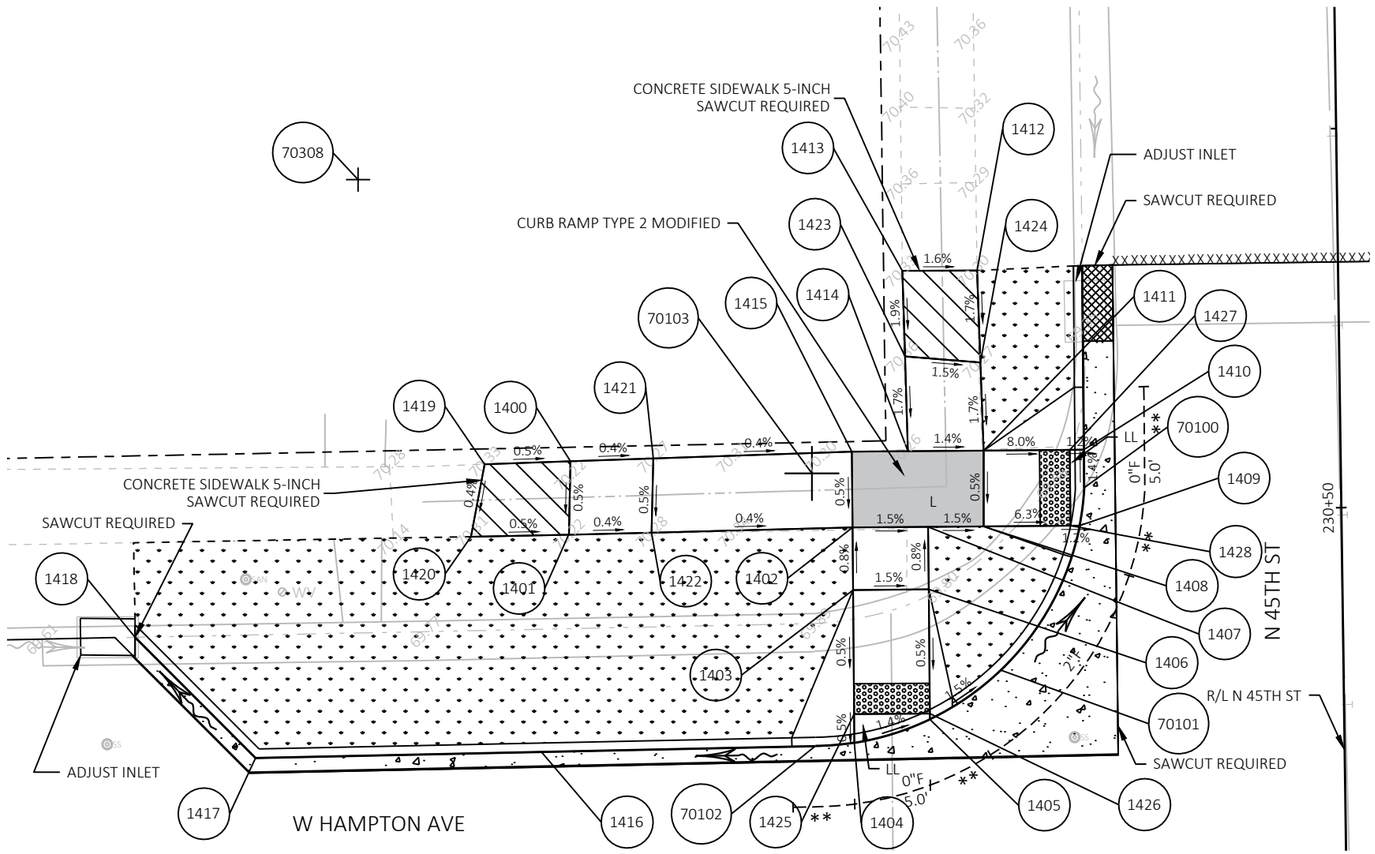


STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1370	319+55.50WB	54.89 RT	409151.158	2542055.866	69.87	FL
1371	319+55.38WB	60.89 RT	409145.155	2542055.866	69.90	FG
1372	319+49.35WB	60.77 RT	409145.155	2542049.830	69.79	FG
1373	319+45.26WB	60.69 RT	409145.155	2542045.744	69.48	FG
1374	319+44.08WB	60.66 RT	409145.155	2542044.560	69.46	FL
1375	319+41.53WB	65.61 RT	409140.155	2542042.112	69.37	FL
1376	319+45.16WB	65.69 RT	409140.155	2542045.744	69.43	FG
1377	319+49.25WB	65.77 RT	409140.155	2542049.830	69.74	FG
1378	319+48.70WB	71.94 RT	409133.974	2542049.404	70.05	FG
1379	319+48.17WB	77.85 RT	409128.052	2542048.995	69.93	FG
1380	319+54.10WB	78.25 RT	409127.776	2542054.930	70.15	FG
1381	319+54.67WB	72.32 RT	409133.718	2542055.379	70.14	FG
1382	319+55.27WB	66.03 RT	409140.013	2542055.855	69.85	FG
1383	319+55.28WB	65.89 RT	409140.155	2542055.866	69.86	FG
1384	319+60.28WB	65.99 RT	409140.155	2542060.866	69.95	FG
1385	319+65.47WB	65.88 RT	409140.369	2542066.049	70.18	FG
1386	319+70.83WB	65.76 RT	409140.591	2542071.414	70.42	FG
1387	319+70.79WB	60.89 RT	409145.465	2542071.268	70.23	FG
1388	319+65.48WB	60.94 RT	409145.307	2542065.968	70.11	FG
1389	319+60.38WB	60.99 RT	409145.155	2542060.866	69.93	FG
1390	319+60.50WB	54.90 RT	409151.246	2542060.866	69.90	FL
1391	319+70.84WB	66.26 RT	409140.091	2542071.434	70.42	TOC 0"F
1392	319+55.73WB	66.40 RT	409139.655	2542056.330	70.18	TOC 4"F
1393	319+55.16WB	72.36 RT	409133.680	2542055.878	70.15	TOC 0"F

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
60600	319+56.43WB	31.51 RT	409151.173	2542056.333	69.87	FL PC
60601	319+46.23WB	35.46 RT	409147.017	2542046.209	69.53	FL MID
60602	319+41.42WB	45.29 RT	409137.091	2542041.602	69.31	FL PT
60603	319+56.37WB	46.51 RT	409136.175	2542056.574	N/A	RADP 15'R

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



N

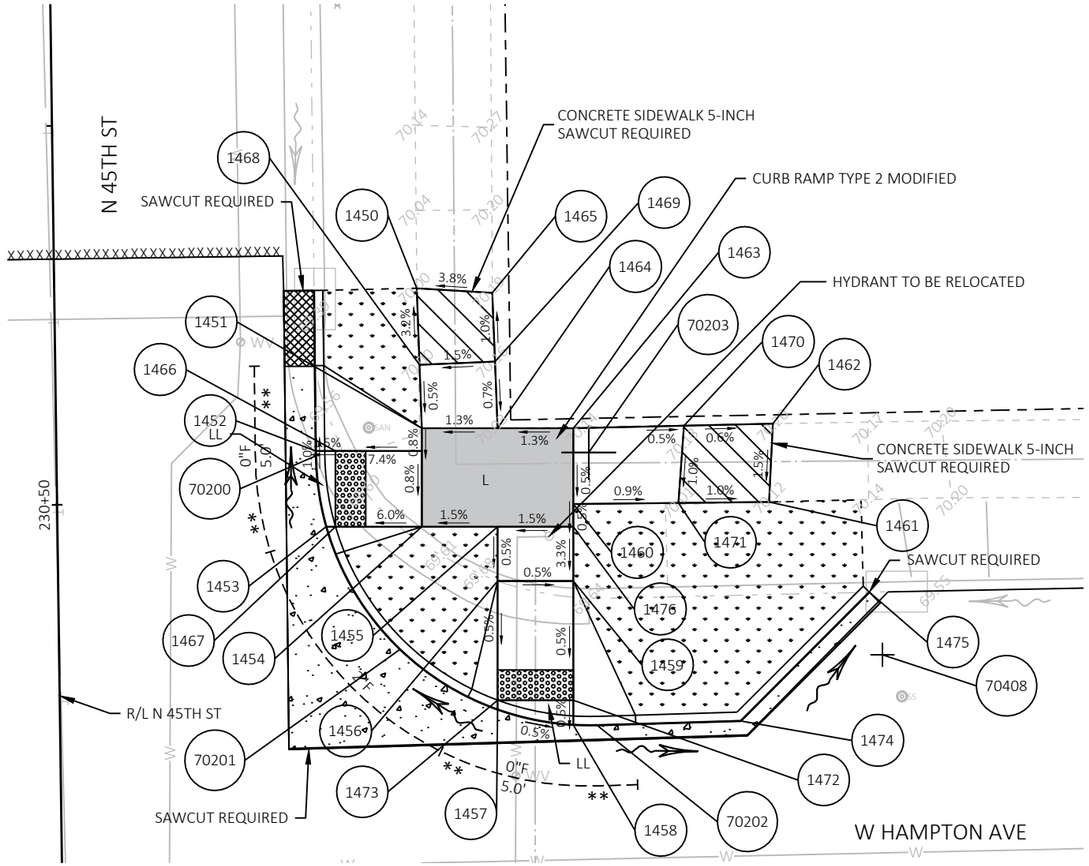
STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1400	322+06.22WB	42.07 LT	409253.106	2542304.601	70.30	FG
1401	322+06.02WB	37.29 LT	409248.319	2542304.495	70.28	FG
1402	322+24.74WB	37.34 LT	409248.742	2542323.209	70.20	FG
1403	322+24.69WB	33.22 LT	409244.620	2542323.243	70.24	FG
1404	322+24.57WB	23.13 LT	409234.531	2542323.325	70.19	FL
1405	322+29.59WB	24.58 LT	409236.083	2542328.313	70.11	FL
1406	322+29.69WB	33.16 LT	409244.662	2542328.242	70.16	FG
1407	322+29.74WB	37.28 LT	409248.783	2542328.208	70.13	FG
1408	322+33.40WB	37.23 LT	409248.813	2542331.865	70.07	FG
1409	322+39.72WB	37.16 LT	409248.865	2542338.195	69.70	FL
1410	322+40.11WB	42.16 LT	409253.867	2542338.479	69.63	FL
1411	322+33.50WB	42.24 LT	409253.815	2542331.872	70.10	FG
1412	322+33.30WB	54.12 LT	409265.689	2542331.434	70.30	FG
1413	322+28.37WB	54.20 LT	409265.677	2542326.502	70.38	FG
1414	322+28.50WB	42.29 LT	409253.773	2542326.868	70.17	FG
1415	322+24.80WB	42.34 LT	409253.741	2542323.168	70.23	FG
1416	322+03.92WB	22.94 LT	409233.936	2542302.684	70.12	FL
1417	321+85.04WB	22.93 LT	409233.542	2542283.809	70.04	FL
1418	321+77.25WB	31.04 LT	409241.497	2542275.854	69.65	ME FL
1419	322+00.55WB	41.99 LT	409252.909	2542298.936	70.33	FG
1420	321+99.56WB	37.23 LT	409248.136	2542298.033	70.31	FG
1421	322+11.69WB	42.15 LT	409253.293	2542310.065	70.28	FG
1422	322+11.48WB	37.26 LT	409248.396	2542309.950	70.25	FG
1423	322+28.43WB	48.54 LT	409260.018	2542326.676	70.27	FG
1424	322+33.40WB	48.05 LT	409259.628	2542331.654	70.20	FG
1425	322+24.59WB	25.03 LT	409236.431	2542323.310	70.19	FG
1426	322+29.59WB	24.97 LT	409236.473	2542328.310	70.12	FG
1427	322+39.19WB	42.17 LT	409253.860	2542337.558	69.64	FG
1428	322+39.13WB	37.17 LT	409248.860	2542337.599	69.71	FG

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
70100	322+40.08WB	39.64 LT	409251.353	2542338.502	69.67	FL PC
70101	322+34.33WB	27.73 LT	409239.328	2542332.994	70.03	FL MID
70102	322+22.00WB	22.96 LT	409234.314	2542320.756	70.18	FL PT
70103	322+22.13WB	40.96 LT	409252.312	2542320.528	N/A	RADP 18'R

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1450	322+81.04WB	51.81 LT	409264.340	2542379.205	70.00	FG
1451	322+81.17WB	42.58 LT	409255.113	2542379.528	70.06	FG
1452	322+74.16WB	41.22 LT	409253.613	2542372.545	0.00	FL
1453	322+74.74WB	36.21 LT	409248.613	2542373.224	69.62	FL
1454	322+81.04WB	36.08 LT	409248.613	2542379.528	69.91	FG
1455	322+86.04WB	35.98 LT	409248.613	2542384.528	69.97	FG
1456	322+85.97WB	32.40 LT	409245.025	2542384.528	70.11	FG
1457	322+85.80WB	23.91 LT	409236.540	2542384.528	70.10	FL
1458	322+90.78WB	22.81 LT	409235.533	2542389.528	70.04	FL
1459	322+90.97WB	32.30 LT	409245.025	2542389.528	70.15	FG
1460	322+91.07WB	37.38 LT	409250.113	2542389.528	70.18	FG
1461	323+03.99WB	37.25 LT	409250.234	2542402.450	70.12	FG
1462	323+04.35WB	42.41 LT	409255.408	2542402.699	70.20	FG
1463	322+91.17WB	42.38 LT	409255.113	2542389.528	70.21	FG
1464	322+86.17WB	42.48 LT	409255.113	2542384.528	70.13	FG
1465	322+86.01WB	51.41 LT	409264.036	2542384.191	70.19	FG
1466	322+75.45WB	41.20 LT	409253.613	2542373.831	69.61	FG
1467	322+75.35WB	36.20 LT	409248.613	2542373.831	69.63	FG
1468	322+81.11WB	46.76 LT	409259.289	2542379.382	70.08	FG
1469	322+86.10WB	46.87 LT	409259.504	2542384.362	70.15	FG
1470	322+98.47WB	42.40 LT	409255.276	2542396.828	70.24	FG
1471	322+98.00WB	37.31 LT	409250.178	2542396.458	70.16	FG
1472	322+90.81WB	24.43 LT	409237.160	2542389.528	70.11	FG
1473	322+85.81WB	24.53 LT	409237.160	2542384.528	70.08	FG
1474	323+01.84WB	22.85 LT	409235.795	2542400.582	69.99	FL
1475	323+10.50WB	31.16 LT	409244.284	2542409.071	69.57	ME FL
1476	322+91.04WB	35.88 LT	409248.613	2542389.528	70.04	FG



RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
70200	322+74.16WB	40.90 LT	409253.296	2542372.548	69.57	FL PC
70201	322+79.44WB	28.02 LT	409240.515	2542378.085	69.91	FL MID
70202	322+92.34WB	22.75 LT	409235.512	2542391.092	70.09	FL PT
70203	322+92.16WB	40.75 LT	409253.504	2542390.547	N/A	RADP 18'R

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

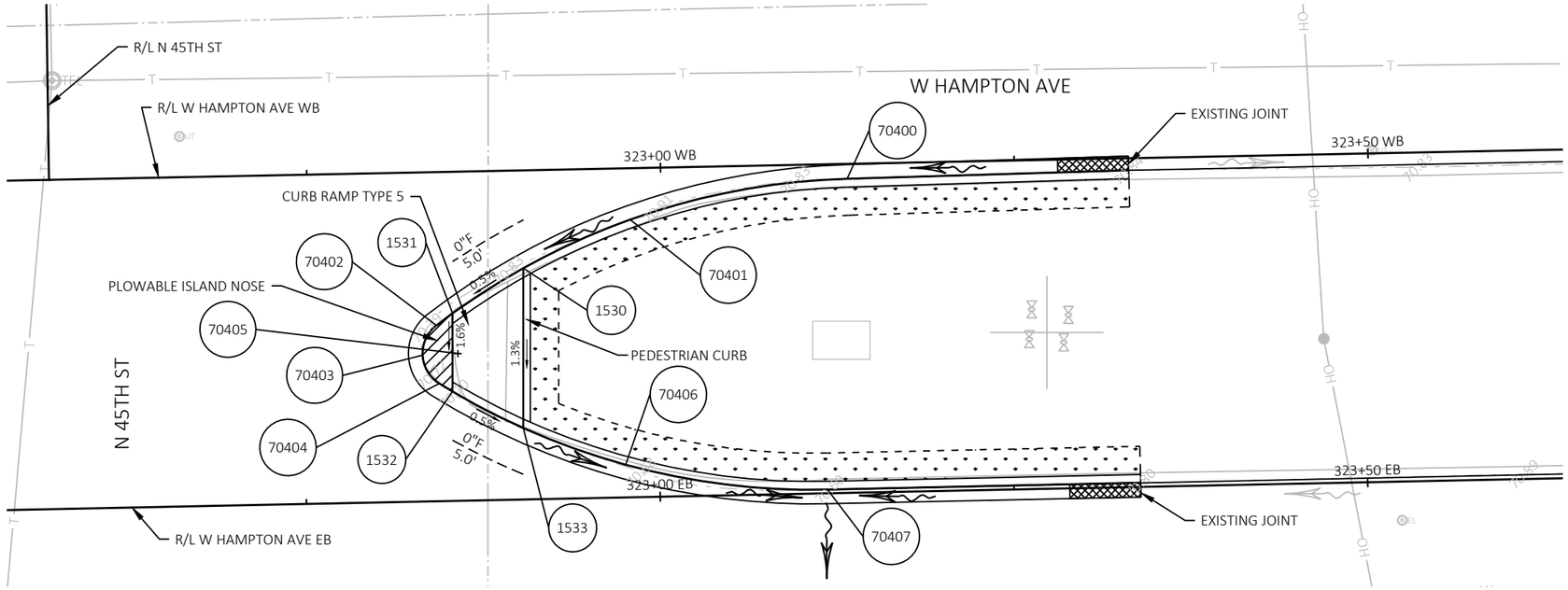
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STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1530	322+90.18WB	6.90 RT	409205.822	2542389.517	70.83	FL
1531	322+85.11WB	9.99 RT	409202.628	2542384.516	70.80	FL
1532	322+85.00WB	15.52 RT	409197.100	2542384.514	70.71	FL
1533	322+89.95WB	18.20 RT	409194.517	2542389.514	70.68	FL

* POINT LOCATED ON OTHER SHEET

RADIUS TABLE							
	POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
	70400	323+13.17WB	1.04 RT	409212.137	2542412.388	70.83	FL PT
	70401	322+97.79WB	3.63 RT	409209.245	2542397.061	70.90	FL MID
	70402	322+83.95WB	10.83 RT	409201.772	2542383.370	70.79	FL PCC
	70403	322+82.94WB	12.91 RT	409199.664	2542382.399	70.75	FL MID
	70404	322+84.08WB	14.93 RT	409197.666	2542383.578	70.72	FL PCC
	70405	322+85.44WB	12.84 RT	409199.791	2542384.895	N/A	RADP 2.5'R
	70406	322+97.13WB	20.93 RT	409191.928	2542396.748	70.68	FL MID
	70407	323+11.35WB	22.98 RT	409190.171	2542411.007	70.61	FL PT
*	70408	323+11.27WB	27.02 LT	409240.160	2542409.928	N/A	RADP 50.0'R
*	70409	323+13.66WB	51.04 RT	409162.159	2542413.879	N/A	RADP 50.0'R



PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 45TH ST MEDIAN E	SHEET 109	E

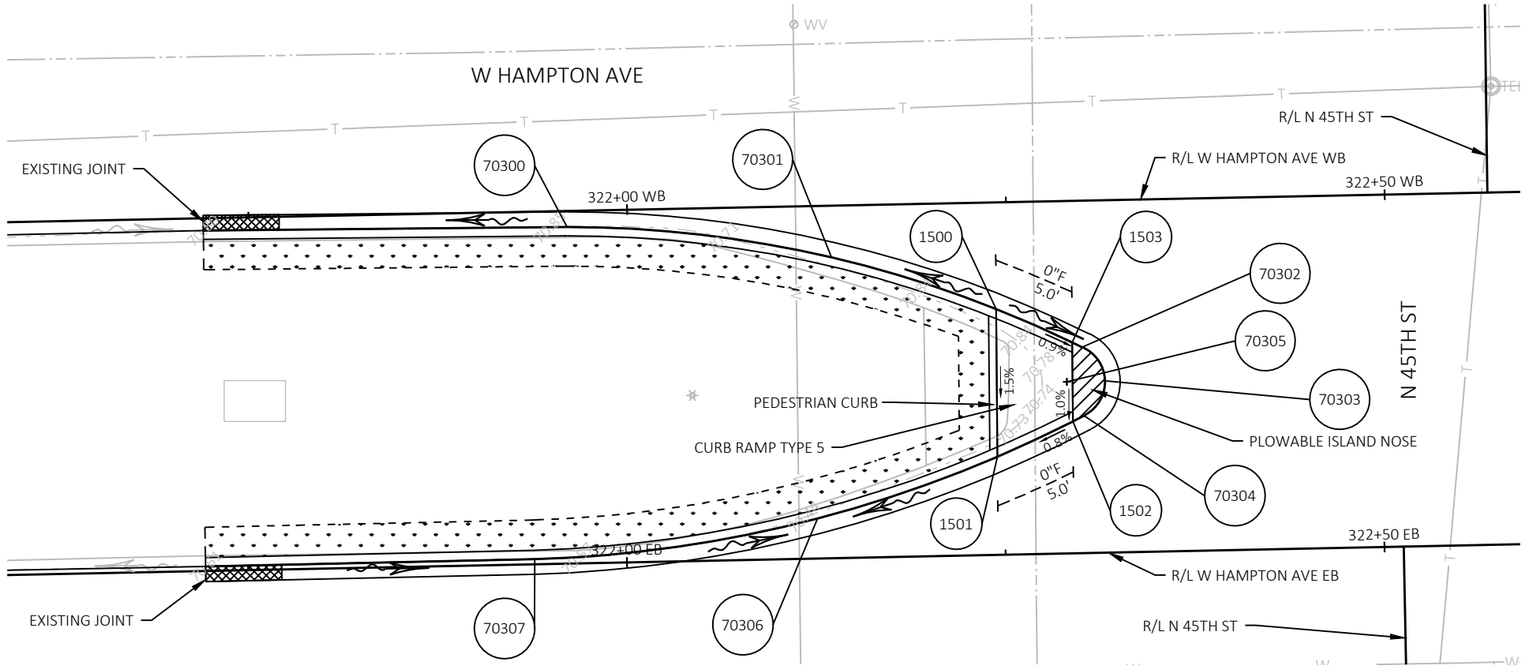
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LAYOUT NAME - 45-Median E

PLOT DATE : 10/18/2022 1:54 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



N

2

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1500	322+24.22WB	7.04 RT	409204.365	2542323.574	70.82	FL
1501	322+24.10WB	16.79 RT	409194.614	2542323.654	70.68	FL
1502	322+29.13WB	14.56 RT	409196.948	2542328.635	70.72	FL
1503	322+29.19WB	9.35 RT	409202.158	2542328.592	70.77	FL

	RADIUS TABLE						
	POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
	70300	321+96.01WB	1.06 RT	409209.777	2542295.250	70.83	FL PC
	70301	322+13.42WB	3.41 RT	409207.774	2542312.702	70.77	FL MID
	70302	322+29.83WB	9.67 RT	409201.843	2542329.236	70.77	FL PCC
	70303	322+31.28WB	11.92 RT	409199.630	2542330.732	70.75	FL MID
	70304	322+29.88WB	14.19 RT	409197.329	2542329.374	70.72	FL PCC
	70305	322+28.78WB	11.94 RT	409199.554	2542328.233	N/A	RADP 2.5R
	70306	322+12.16WB	20.62 RT	409190.543	2542311.788	70.45	FL MID
	70307	321+93.45WB	22.94 RT	409187.855	2542293.130	70.58	FL PT
*	70308	321+92.57WB	60.93 LT	409271.692	2542290.576	N/A	RADP 83.9'R
*	70309	321+94.53WB	77.57 RT	409133.252	2542295.305	N/A	RADP 76.5'R

* POINT 70308 LOCATED ON N 45TH ST NW SHEET
* POINT 70309 LOCATED ON N 45TH ST SW SHEET

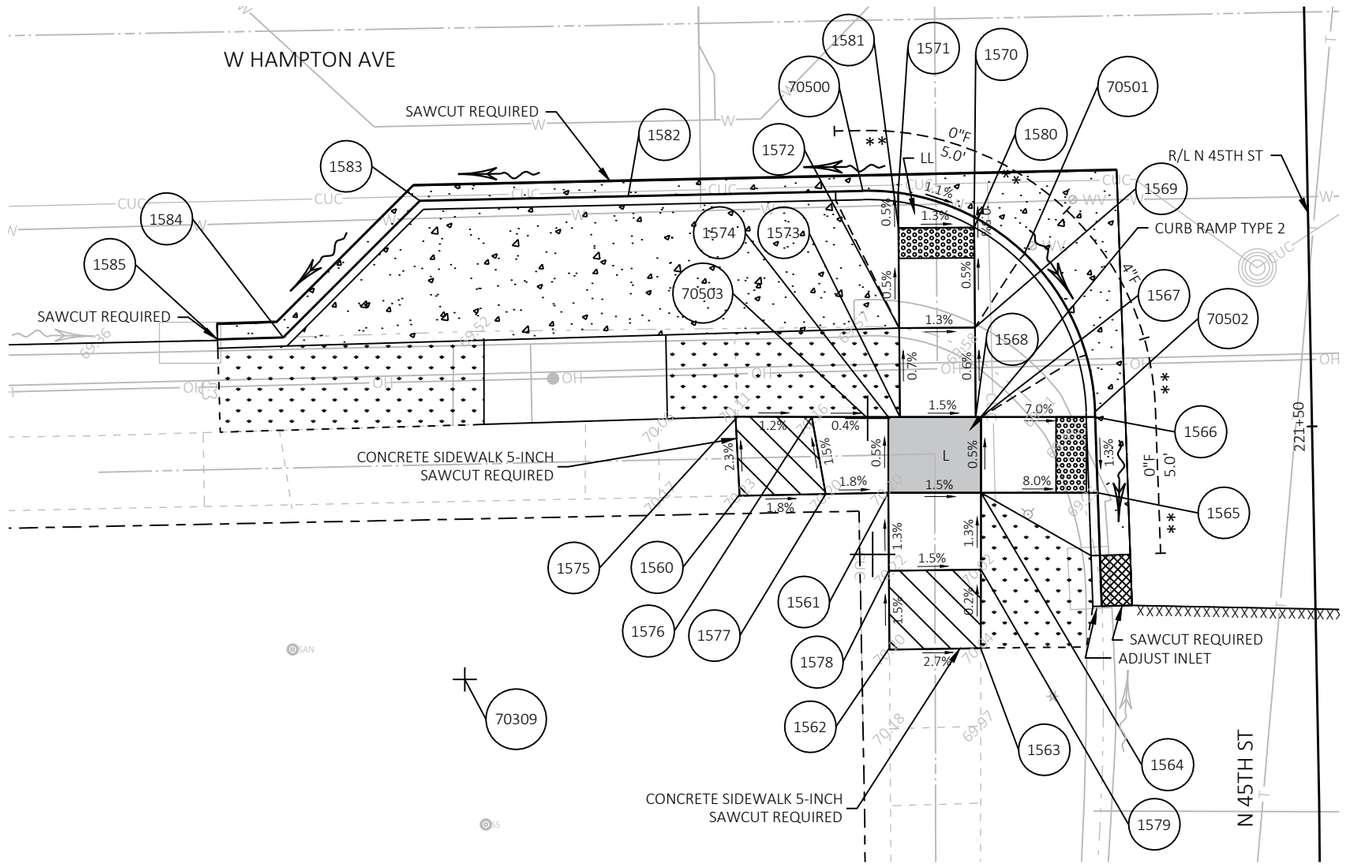
PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 45TH ST MEDIAN W	SHEET 110	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021202-RD.DWG
LAYOUT NAME - 45-Median W

PLOT DATE : 10/18/2022 1:54 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



N

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1560	322+12.90WB	65.75 RT	409145.444	2542313.430	70.23	FG
1561	322+22.73WB	65.83 RT	409145.557	2542323.257	70.05	FG
1562	322+22.59WB	76.07 RT	409135.310	2542323.323	70.20	FG
1563	322+28.62WB	76.20 RT	409135.303	2542329.356	70.04	FG
1564	322+28.84WB	65.95 RT	409145.557	2542329.371	69.96	FG
1565	322+36.54WB	66.10 RT	409145.557	2542337.070	69.35	FL
1566	322+36.46WB	61.10 RT	409150.557	2542336.892	69.42	FL
1567	322+28.94WB	60.95 RT	409150.557	2542329.371	69.94	FG
1568	322+28.58WB	60.94 RT	409150.557	2542329.016	69.94	FG
1569	322+28.65WB	55.04 RT	409156.463	2542328.968	69.91	FG
1570	322+28.74WB	47.77 RT	409163.729	2542328.908	69.87	FL
1571	322+23.76WB	46.06 RT	409165.339	2542323.894	69.93	FL
1572	322+23.65WB	54.98 RT	409156.422	2542323.968	69.98	FG
1573	322+23.59WB	60.84 RT	409150.557	2542324.016	70.02	FG
1574	322+22.83WB	60.83 RT	409150.557	2542323.257	70.03	FG
1575	322+12.88WB	60.60 RT	409150.591	2542313.310	70.11	FG
1576	322+17.77WB	60.71 RT	409150.572	2542318.204	70.05	FG
1577	322+18.58WB	65.83 RT	409145.474	2542319.116	70.13	FG
1578	322+22.66WB	70.96 RT	409140.422	2542323.290	70.12	FG
1579	322+28.73WB	71.00 RT	409140.502	2542329.363	70.03	FG
1580	322+28.73WB	48.44 RT	409163.062	2542328.913	69.88	FG
1581	322+23.73WB	48.38 RT	409163.021	2542323.914	69.94	FG
1582	322+05.95WB	45.91 RT	409165.133	2542306.082	69.88	FL
1583	321+92.19WB	45.94 RT	409164.832	2542292.327	69.82	FL
1584	321+83.00WB	54.77 RT	409155.818	2542283.313	69.44	FL
1585	321+78.67WB	54.82 RT	409155.683	2542278.986	69.41	ME FL

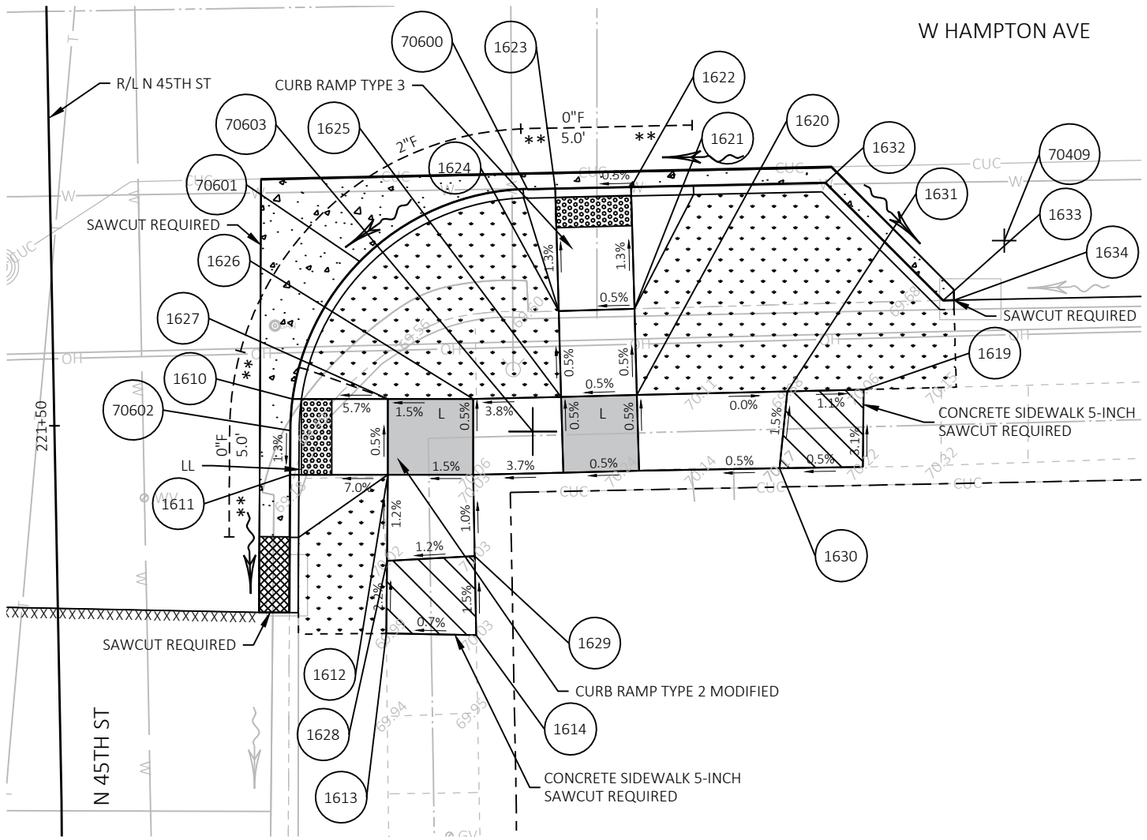
RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
70500	322+21.43WB	45.88 RT	409165.471	2542321.558	69.93	FL PC
70501	322+32.01WB	50.22 RT	409161.344	2542332.223	69.82	FL MID
70502	322+36.45WB	60.76 RT	409150.899	2542336.880	69.43	FL PT
70503	322+21.45WB	60.88 RT	409150.474	2542321.886	N/A	RADP 15'R

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 45TH ST SW	SHEET 111	E

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1610	322+66.97WB	37.30 RT	409151.710	2542366.919	69.43	FL
1611	322+66.70WB	42.29 RT	409146.710	2542366.759	69.36	FL
1612	322+73.16WB	42.42 RT	409146.710	2542373.220	69.81	FG
1613	322+72.84WB	52.90 RT	409136.235	2542373.110	69.99	FG
1614	322+78.77WB	53.13 RT	409136.122	2542379.044	70.03	FG
1615	322+78.79WB	42.54 RT	409146.710	2542378.849	69.90	FG
1616	322+84.73WB	42.53 RT	409146.841	2542384.791	70.12	FG
1617	322+89.73WB	42.49 RT	409146.983	2542389.789	70.15	FG
1618	323+04.51WB	42.55 RT	409147.227	2542404.564	70.22	FG
1619	323+04.65WB	37.44 RT	409152.333	2542404.602	70.06	FG
1620	322+89.69WB	37.49 RT	409151.981	2542389.647	70.12	FG
1621	322+89.64WB	31.81 RT	409157.656	2542389.474	70.09	FG
1622	322+89.58WB	23.77 RT	409165.696	2542389.255	69.99	FL
1623	322+84.58WB	23.78 RT	409165.588	2542384.256	69.96	FL
1624	322+84.65WB	31.85 RT	409157.514	2542384.486	70.07	FG
1625	322+84.69WB	37.53 RT	409151.839	2542384.649	70.10	FG
1626	322+78.89WB	37.54 RT	409151.710	2542378.849	69.87	FG
1627	322+73.27WB	37.43 RT	409151.710	2542373.220	69.79	FG
1628	0+00.00WB	0.00	409141.023	2542373.161	69.88	FG
1629	0+00.00WB	0.00	409141.338	2542378.948	69.95	FG
1630	0+00.00WB	0.00	409147.136	2542399.057	70.19	FG
1631	0+00.00WB	0.00	409152.216	2542399.575	70.12	FG
1632	0+00.00WB	0.00	409165.973	2542402.089	70.04	FL
1633	0+00.00WB	0.00	409158.212	2542409.850	69.70	FL
1634	0+00.00WB	0.00	409158.225	2542410.569	69.69	ME FL

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
70600	322+82.75WB	23.78 RT	409165.549	2542382.427	69.95	FL PC
70601	322+71.59WB	28.33 RT	409160.771	2542371.364	69.80	FL MID
70602	322+66.78WB	39.38 RT	409149.629	2542366.773	69.40	FL PT
70603	322+82.77WB	39.78 RT	409149.552	2542382.773	N/A	RADP 16'R

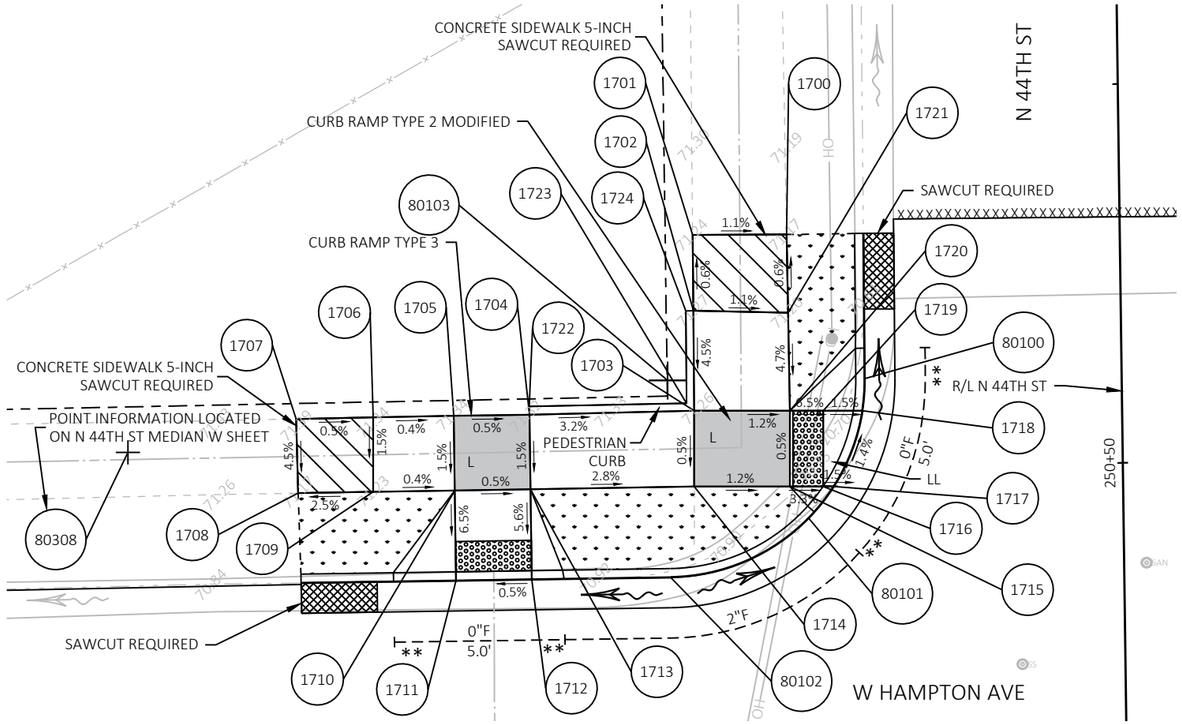
PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 45TH ST SE	SHEET 112	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021202-RD.DWG
LAYOUT NAME - 45-SE
PLOT DATE : 10/18/2022 1:55 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1700	325+58.14WB	53.50 LT	409271.564	2542656.220	71.17	FG
1701	325+51.94WB	53.60 LT	409271.542	2542650.015	71.24	FG
1702	325+51.88WB	48.60 LT	409266.534	2542650.062	71.27	FG
1703	325+51.81WB	42.01 LT	409259.944	2542650.123	70.97	FG
1704	325+40.93WB	41.96 LT	409259.682	2542639.247	71.32	FG
1705	325+35.93WB	41.99 LT	409259.607	2542634.248	71.35	FG
1706	325+30.62WB	41.99 LT	409259.500	2542628.931	71.37	FG
1707	325+25.54WB	41.99 LT	409259.398	2542623.854	71.39	FG
1708	325+25.58WB	37.09 LT	409254.502	2542623.990	71.17	FG
1709	325+30.52WB	37.07 LT	409254.585	2542628.933	71.29	FG
1710	325+35.91WB	37.04 LT	409254.665	2542634.321	71.27	FG
1711	325+35.88WB	31.11 LT	409248.729	2542634.410	70.89	FL
1712	325+40.88WB	31.08 LT	409248.804	2542639.410	70.91	FL
1713	325+40.91WB	37.03 LT	409254.750	2542639.321	71.25	FG
1714	325+51.71WB	37.01 LT	409254.944	2542650.123	70.95	FG
1715	325+58.02WB	36.88 LT	409254.944	2542656.429	70.87	FG
1716	325+60.22WB	36.84 LT	409254.944	2542658.634	70.80	FG
1717	325+60.92WB	36.82 LT	409254.944	2542659.332	70.79	FL
1718	325+62.91WB	41.78 LT	409259.944	2542661.221	70.72	FL
1719	325+60.32WB	41.84 LT	409259.944	2542658.634	70.75	FG
1720	325+58.12WB	41.88 LT	409259.944	2542656.429	70.90	FG
1721	325+58.13WB	48.35 LT	409266.408	2542656.313	71.20	FG
1722	325+40.93WB	42.50 LT	409260.218	2542639.237	71.32	TOC 0"F
1723	325+51.32WB	42.50 LT	409260.425	2542649.619	71.30	TOC 4"F
1724	325+51.38WB	48.60 LT	409266.529	2542649.562	71.27	TOC 0"F

RADIUS TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
80100	325+63.10WB	43.90 LT	409262.059	2542661.374	70.68	FL PT
80101	325+59.22WB	34.77 LT	409252.858	2542657.678	70.86	FL MID
80102	325+50.04WB	31.04 LT	409248.941	2542648.569	70.94	FL PC
80103	325+50.10WB	44.04 LT	409261.939	2542648.375	N/A	RADP 13'R

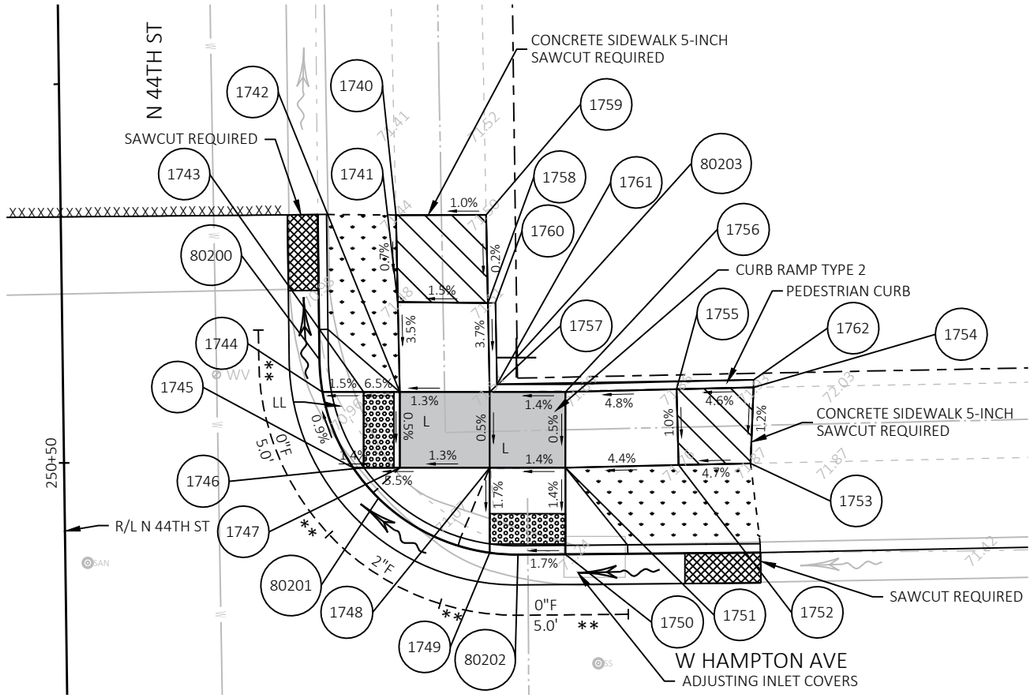
PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 44TH ST NW	SHEET 113	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021202-RD.DWG
LAYOUT NAME - 44-NW
PLOT DATE : 10/18/2022 1:56 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1740	326+02.25WB	53.91 LT	409272.857	2542700.311	71.44	FG
1741	326+02.26WB	48.17 LT	409267.112	2542700.440	71.40	FG
1742	326+02.28WB	42.24 LT	409261.189	2542700.573	71.20	FG
1743	325+99.89WB	42.29 LT	409261.189	2542698.187	71.04	FG
1744	325+97.16WB	42.35 LT	409261.189	2542695.458	71.00	FL
1745	325+99.08WB	37.31 LT	409256.189	2542697.477	71.05	FL
1746	325+99.79WB	37.29 LT	409256.189	2542698.187	71.04	FG
1747	326+02.18WB	37.24 LT	409256.189	2542700.573	71.17	FG
1748	326+08.09WB	37.13 LT	409256.189	2542706.492	71.25	FG
1749	326+07.98WB	31.51 LT	409250.571	2542706.492	71.15	FL
1750	326+12.98WB	31.32 LT	409250.477	2542711.492	71.24	FL
1751	326+13.09WB	37.03 LT	409256.189	2542711.492	71.32	FG
1752	326+20.57WB	37.05 LT	409256.361	2542718.969	71.65	FG
1753	326+25.33WB	37.06 LT	409256.470	2542723.724	71.87	FG
1754	326+25.63WB	42.08 LT	409261.489	2542723.922	71.93	FG
1755	326+20.53WB	42.06 LT	409261.366	2542718.827	71.70	FG
1756	326+13.19WB	42.03 LT	409261.189	2542711.492	71.35	FG
1757	326+08.19WB	42.13 LT	409261.189	2542706.492	71.27	FG
1758	326+08.20WB	48.00 LT	409267.061	2542706.379	71.49	FG
1759	326+08.20WB	53.81 LT	409272.868	2542706.266	71.50	FG
1760	326+08.70WB	48.00 LT	409267.070	2542706.878	71.49	TOC 0"F
1761	326+08.69WB	42.62 LT	409261.689	2542706.982	71.60	TOC 4"F
1762	326+25.63WB	42.58 LT	409261.989	2542723.910	71.93	TOC 0"F

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
80200	325+97.01WB	44.47 LT	409263.311	2542695.260	70.98	FL PT
80201	326+00.72WB	35.26 LT	409254.172	2542699.154	71.08	FL MID
80202	326+09.85WB	31.35 LT	409250.451	2542708.367	71.19	FL PC
80203	326+10.01WB	44.35 LT	409263.451	2542708.259	N/A	RADP 13'R

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

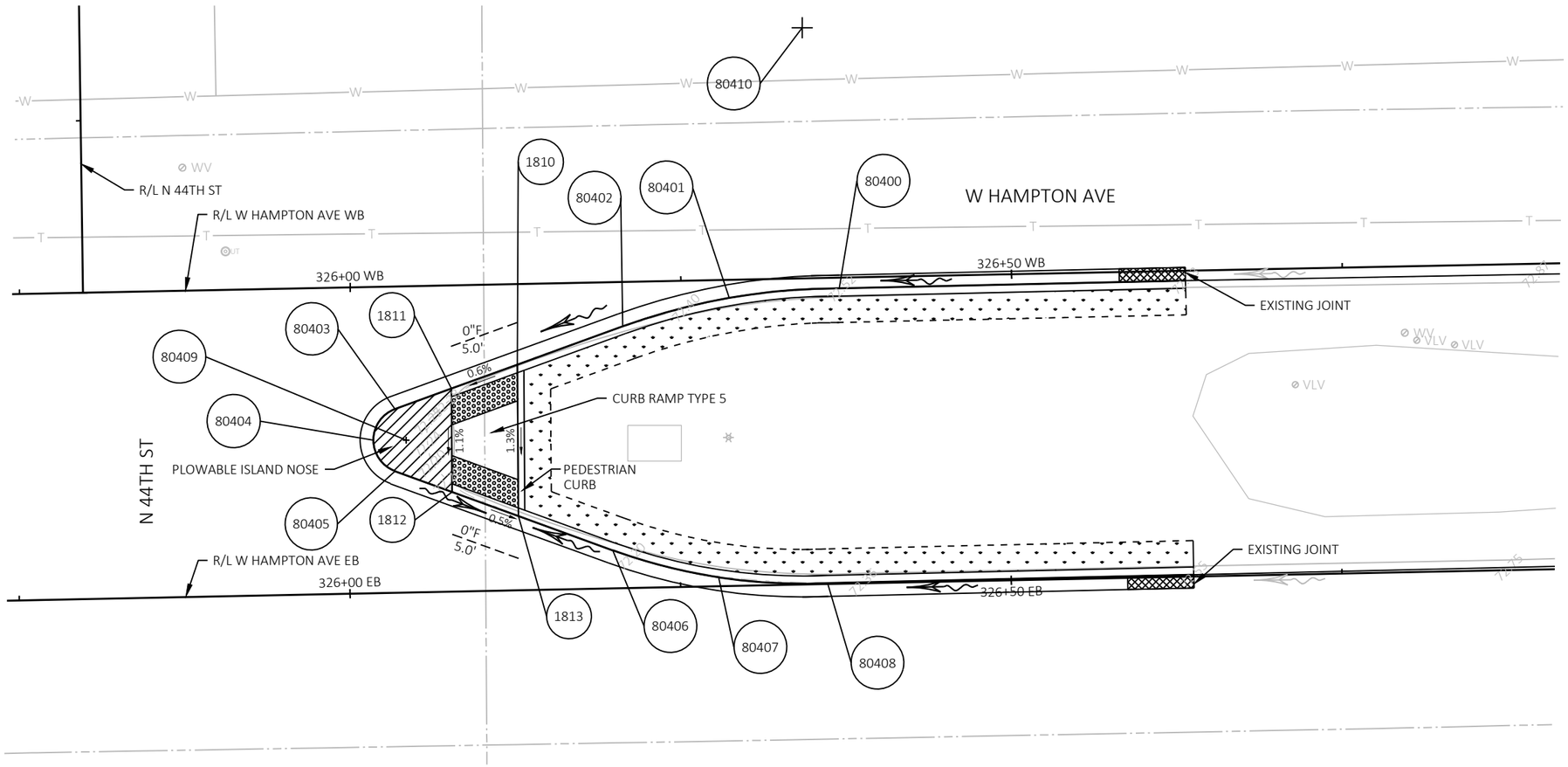
* POINT LOCATED ON N 46TH ST SE SHEET

RADIUS TABLE

	POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
	80400	326+36.96WB	0.80 RT	409218.844	2542736.106	72.52	FL PT
	80401	326+28.63WB	1.36 RT	409218.119	2542727.797	72.43	FL MID
	80402	326+20.53WB	3.35 RT	409215.967	2542719.738	72.37	FL PC
	80403	326+03.19WB	9.25 RT	409209.721	2542702.520	72.25	FL PT
	80404	326+01.50WB	11.57 RT	409207.371	2542700.872	72.23	FL MID
	80405	326+03.10WB	13.95 RT	409205.021	2542702.520	72.22	FL PC
	80406	326+19.45WB	20.25 RT	409199.047	2542718.987	72.20	FL PC
	80407	326+27.40WB	22.45 RT	409197.008	2542726.986	72.26	FL MID
	80408	326+35.64WB	23.05 RT	409196.574	2542735.230	72.33	FL PT
	80409	326+04.00WB	11.62 RT	409207.371	2542703.372	N/A	RADP 2.5'R
	80410	326+34.55WB	18.93 LT	409238.530	2542733.309	N/A	RADP 42.0'R
*	80411	326+36.00WB	48.79 RT	409170.844	2542736.106	N/A	RADP 48.0'R

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1810	326+12.51WB	6.08 RT	409213.077	2542711.772	72.31	FL
1811	326+07.49WB	7.79 RT	409211.268	2542706.784	72.28	FL
1812	326+07.39WB	15.60 RT	409203.454	2542706.837	72.20	FL
1813	326+12.36WB	17.52 RT	409201.636	2542711.849	72.17	FL



PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 44TH ST MEDIAN E	SHEET 115	E

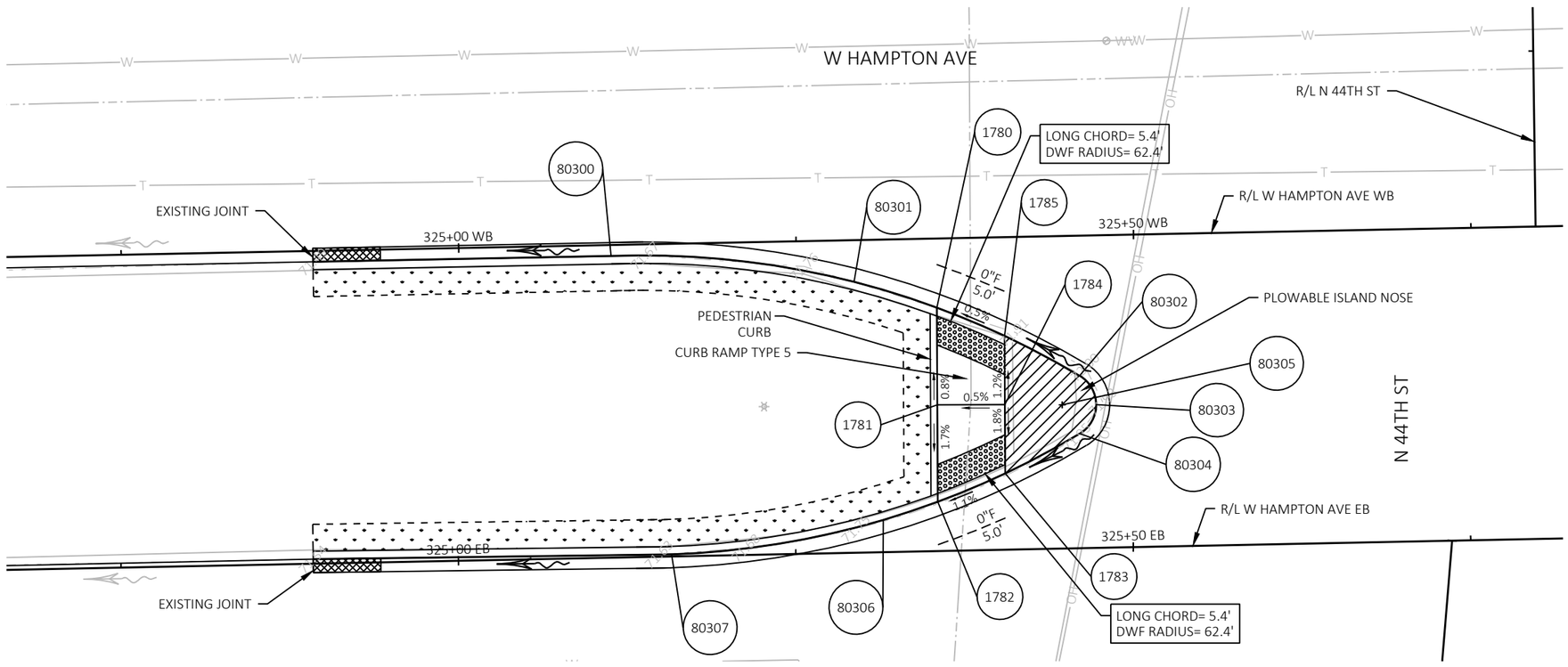
FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021202-RD.DWG
LAYOUT NAME - 44-Median E

PLOT DATE : 10/18/2022 1:58 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



SHEET

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1780	325+35.33WB	5.12 RT	409212.498	2542634.583	71.88	FL
1781	325+35.22WB	12.32 RT	409205.297	2542634.619	71.94	FG
1782	325+35.11WB	19.50 RT	409198.116	2542634.655	71.82	FL
1783	325+40.14WB	17.50 RT	409200.214	2542639.644	71.88	FL
1784	325+40.22WB	12.40 RT	409205.322	2542639.619	71.97	FG
1785	325+40.30WB	7.31 RT	409210.407	2542639.594	71.91	FL

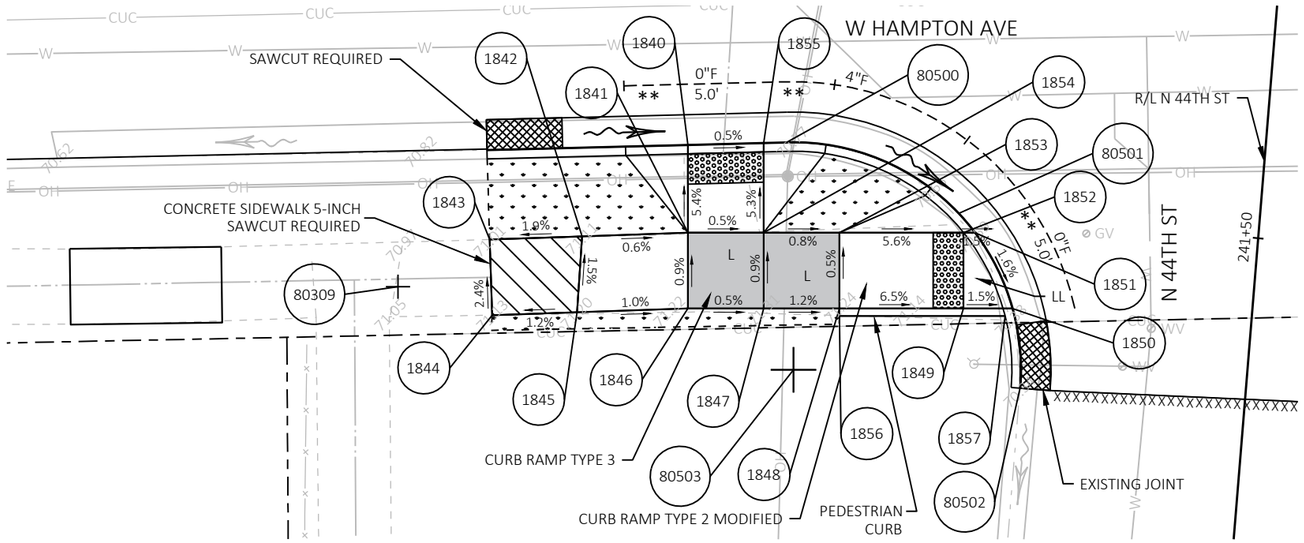
	RADIUS TABLE						
	POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
	80300	325+11.27WB	0.82 RT	409216.321	2542610.445	71.65	FL PT
	80301	325+29.23WB	3.09 RT	409214.405	2542628.445	71.79	FL MID
	80302	325+45.80WB	10.38 RT	409207.451	2542645.158	72.00	FL PCC
	80303	325+46.97WB	12.55 RT	409205.307	2542646.376	71.97	FL MID
	80304	325+45.72WB	14.67 RT	409203.160	2542645.161	71.95	FL PCC
	80305	325+44.47WB	12.50 RT	409205.304	2542643.876	N/A	RADP 2.5R
	80306	325+31.04WB	20.76 RT	409196.771	2542630.613	71.77	FL MID
	80307	325+15.31WB	23.00 RT	409194.226	2542614.929	71.64	FL PT
*	80308	325+14.40WB	40.00 LT	409257.188	2542612.758	N/A	RADP 63.0'R
*	80309	325+12.42WB	63.80 RT	409153.367	2542612.847	N/A	RADP 63.0'R

* POINT 80308 LOCATED ON N 44TH ST NW SHEET
* POINT 80309 LOCATED ON N 44TH ST SW SHEET

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE





2

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1840	325+31.74WB	54.84 RT	409162.717	2542631.988	70.77	FL
1841	325+31.62WB	60.62 RT	409156.931	2542631.988	71.08	FG
1842	325+24.64WB	60.73 RT	409156.687	2542625.005	71.12	FG
1843	325+18.52WB	60.82 RT	409156.473	2542618.896	71.01	FG
1844	325+18.59WB	65.81 RT	409151.486	2542619.063	71.13	FG
1845	325+24.20WB	65.73 RT	409151.679	2542624.668	71.20	FG
1846	325+31.52WB	65.62 RT	409151.931	2542631.988	71.13	FG
1847	325+36.52WB	65.72 RT	409151.931	2542636.988	71.10	FG
1848	325+41.52WB	65.82 RT	409151.931	2542641.988	71.04	FG
1849	325+49.70WB	65.99 RT	409151.931	2542650.169	70.51	FG
1850	325+52.92WB	66.05 RT	409151.931	2542653.385	70.46	FL
1851	325+50.54WB	61.00 RT	409156.931	2542650.908	70.55	FL
1852	325+49.80WB	60.99 RT	409156.931	2542650.169	70.56	FG
1853	325+41.62WB	60.82 RT	409156.931	2542641.988	71.02	FG
1854	325+36.62WB	60.72 RT	409156.931	2542636.988	71.06	FG
1855	325+36.74WB	54.81 RT	409162.844	2542636.988	70.74	FL
1856	325+41.51WB	66.32 RT	409151.431	2542641.988	71.04	TOC 0"F
1857	325+52.44WB	66.54 RT	409151.431	2542652.915	71.79	TOC 4"F

RADIUS TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
80500	325+38.71WB	31.66 RT	409162.882	2542638.488	70.74	FL PT
80501	325+49.96WB	36.57 RT	409158.195	2542649.839	70.57	FL MID
80502	325+53.78WB	48.18 RT	409146.672	2542653.891	70.34	FL PC
80503	325+38.85WB	46.65 RT	409147.889	2542638.940	N/A	RADP 15'R

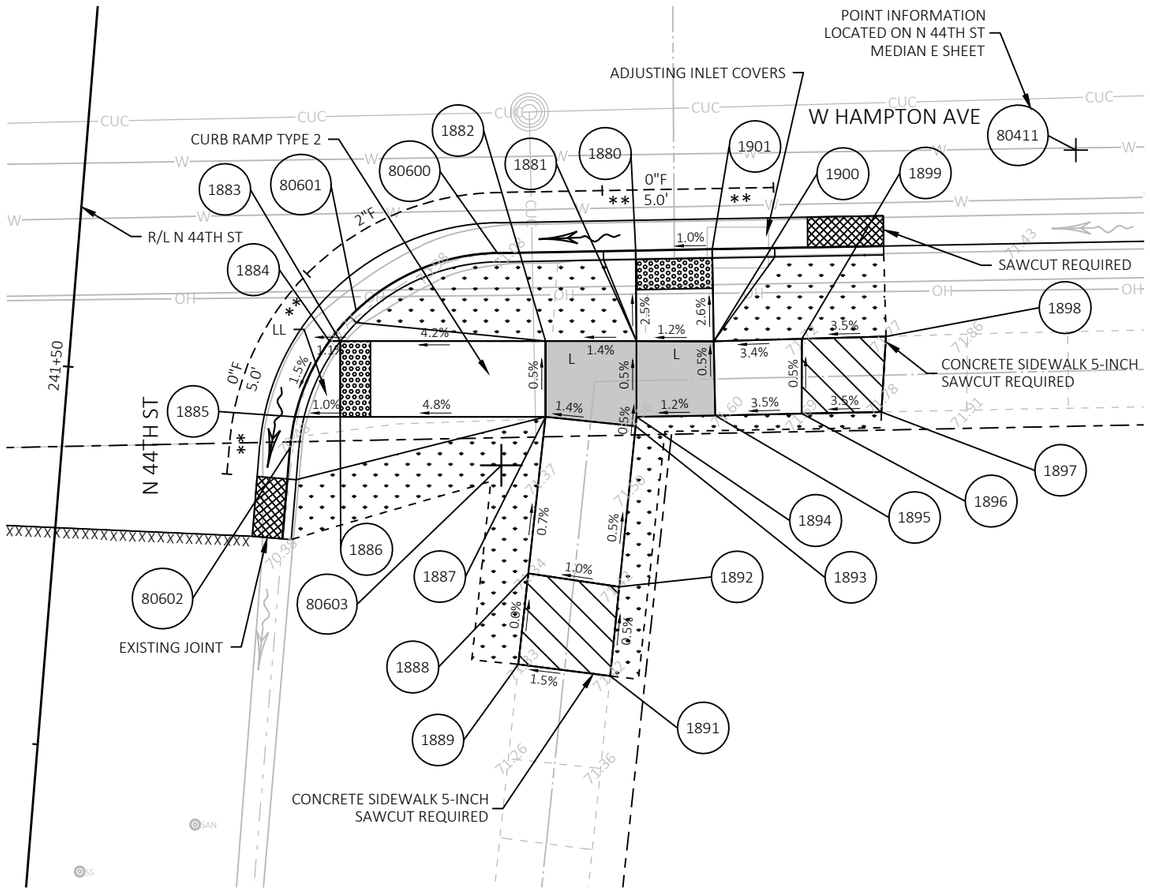
PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 44TH ST SW	SHEET 117	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021202-RD.DWG
LAYOUT NAME - 44-SW
PLOT DATE : 10/18/2022 1:59 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



N

2

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1880	326+07.28WB	31.71 RT	409164.218	2542707.046	71.16	FL
1881	326+07.22WB	37.69 RT	409158.246	2542707.108	71.31	FG
1882	326+01.22WB	37.56 RT	409158.246	2542701.108	71.23	FG
1883	325+87.67WB	37.29 RT	409158.246	2542687.558	70.67	FG
1884	325+86.94WB	37.27 RT	409158.246	2542686.830	70.66	FL
1885	325+84.56WB	42.23 RT	409153.246	2542684.552	70.58	FL
1886	325+87.57WB	42.29 RT	409153.246	2542687.558	70.61	FG
1887	326+01.12WB	42.56 RT	409153.246	2542701.108	71.26	FG
1888	325+99.77WB	52.86 RT	409142.924	2542699.970	71.33	FG
1889	325+98.99WB	58.84 RT	409136.926	2542699.309	71.33	FG
1891	326+05.02WB	59.73 RT	409136.158	2542705.360	71.42	FG
1892	326+05.74WB	53.87 RT	409142.039	2542705.962	71.39	FG
1893	326+07.04WB	43.29 RT	409152.638	2542707.046	71.34	FG
1894	326+07.12WB	42.69 RT	409153.246	2542707.108	71.34	FG
1895	326+12.30WB	42.70 RT	409153.339	2542712.296	71.40	FG
1896	326+18.02WB	42.69 RT	409153.461	2542718.007	71.60	FG
1897	326+23.28WB	42.69 RT	409153.574	2542723.272	71.78	FG
1898	326+23.69WB	37.71 RT	409158.554	2542723.574	71.77	FG
1899	326+18.13WB	37.76 RT	409158.394	2542718.022	71.57	FG
1900	326+12.32WB	37.81 RT	409158.228	2542712.207	71.38	FG
1901	326+12.33WB	31.73 RT	409164.310	2542712.097	71.22	FL

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
80600	325+98.16WB	31.69 RT	409164.052	2542697.929	71.08	FL PT
80601	325+88.76WB	35.29 RT	409160.265	2542688.605	70.75	FL MID
80602	325+84.20WB	44.26 RT	409151.201	2542684.231	70.53	FL PC
80603	325+98.13WB	45.69 RT	409150.055	2542698.184	N/A	RADP 14'R

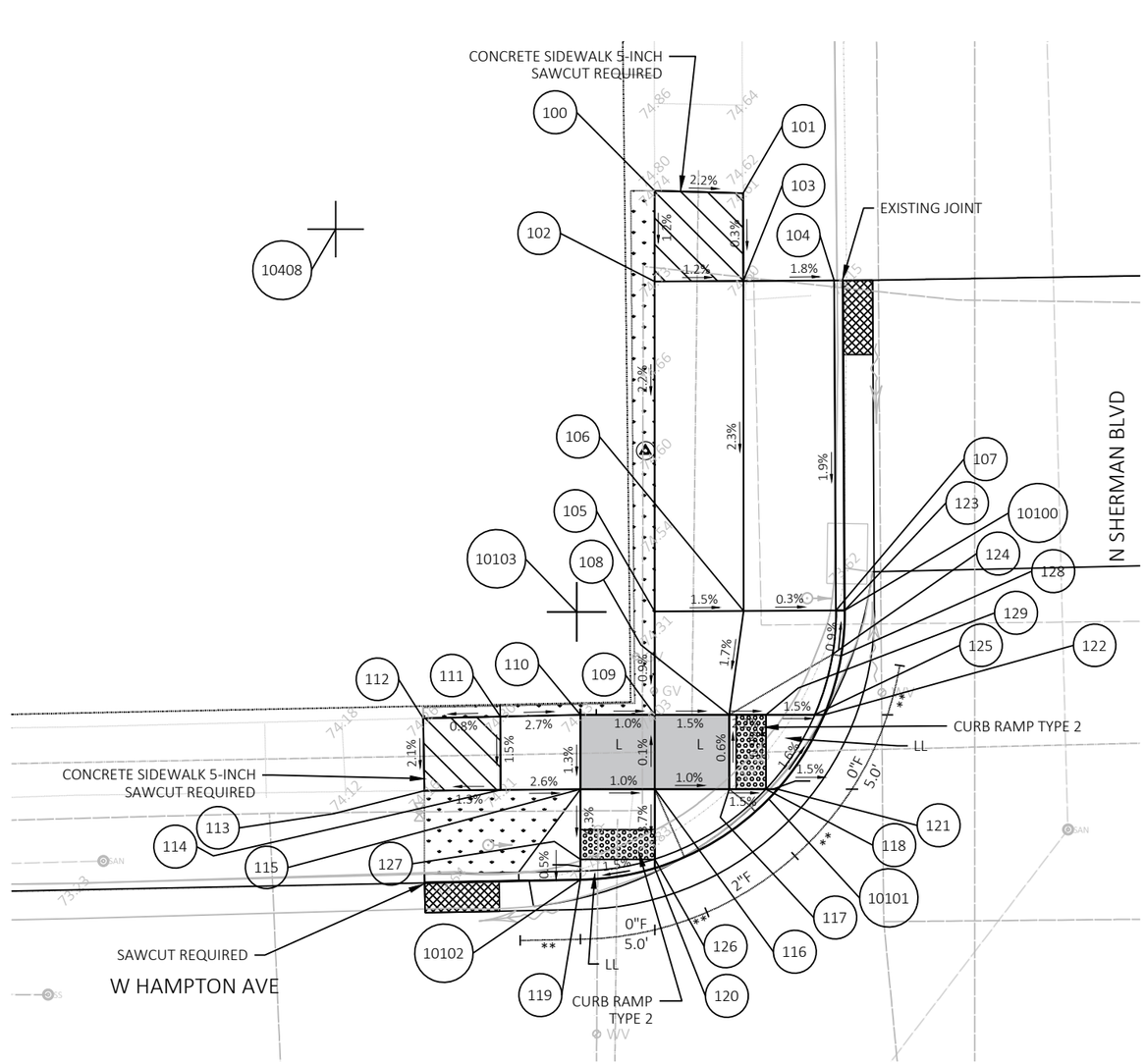
2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
100	328+72.47WB	77.33 LT	409301.663	2542970.013	74.74	FG
101	328+78.42WB	77.04 LT	409301.492	2542975.964	74.61	FG
102	328+72.36WB	71.23 LT	409295.566	2542970.021	74.66	FG
103	328+78.33WB	71.15 LT	409295.599	2542975.992	74.59	FG
104	328+84.42WB	71.06 LT	409295.631	2542982.088	74.48	FG
105	328+71.92WB	49.04 LT	409273.374	2542970.027	74.17	FG
106	328+77.89WB	48.96 LT	409273.407	2542975.998	74.08	FG
107	328+84.10WB	48.87 LT	409273.440	2542982.208	74.06	FG
108	328+76.78WB	42.00 LT	409266.431	2542975.029	73.96	FG
109	328+71.78WB	42.10 LT	409266.431	2542970.029	74.10	FG
110	328+66.78WB	42.20 LT	409266.431	2542965.029	74.15	FG
111	328+61.41WB	42.19 LT	409266.313	2542959.656	74.30	FG
112	328+56.22WB	42.18 LT	409266.199	2542954.463	74.26	FG
113	328+56.21WB	37.32 LT	409261.339	2542954.556	74.16	FG
114	328+61.33WB	37.26 LT	409261.384	2542959.672	74.23	FG
115	328+66.68WB	37.20 LT	409261.431	2542965.029	74.09	FG
116	328+71.68WB	37.10 LT	409261.431	2542970.029	74.04	FG
117	328+76.68WB	37.00 LT	409261.431	2542975.029	73.99	FG
118	328+79.15WB	36.95 LT	409261.431	2542977.495	73.95	FG
119	328+66.56WB	31.12 LT	409255.347	2542965.029	73.78	FL
120	328+71.58WB	31.80 LT	409256.125	2542970.029	73.86	FL
121	328+79.94WB	36.94 LT	409261.431	2542978.284	73.94	FL
122	328+83.16WB	41.88 LT	409266.431	2542981.410	73.84	FL
123	328+84.68WB	48.86 LT	409273.443	2542982.791	73.73	FL
124	328+83.81WB	45.93 LT	409270.494	2542981.973	74.09	FG
125	328+82.53WB	41.89 LT	409266.431	2542980.777	73.85	FG
126	328+71.59WB	32.40 LT	409256.722	2542970.029	73.86	FG
127	328+66.59WB	32.50 LT	409256.722	2542965.029	73.79	FG
128	328+84.38WB	45.82 LT	409270.399	2542982.549	73.76	FL
129	328+79.25WB	41.95 LT	409266.431	2542977.495	73.90	FG



RADIUS TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
10100	328+84.68WB	48.86 LT	409273.443	2542982.791	73.73	FL PC
10101	328+79.33WB	36.31 LT	409260.790	2542977.689	73.93	FL MID
10102	328+66.56WB	31.12 LT	409255.347	2542965.029	73.78	FL PT
10103	328+66.69WB	49.12 LT	409273.346	2542964.792	N/A	RADP 18'R

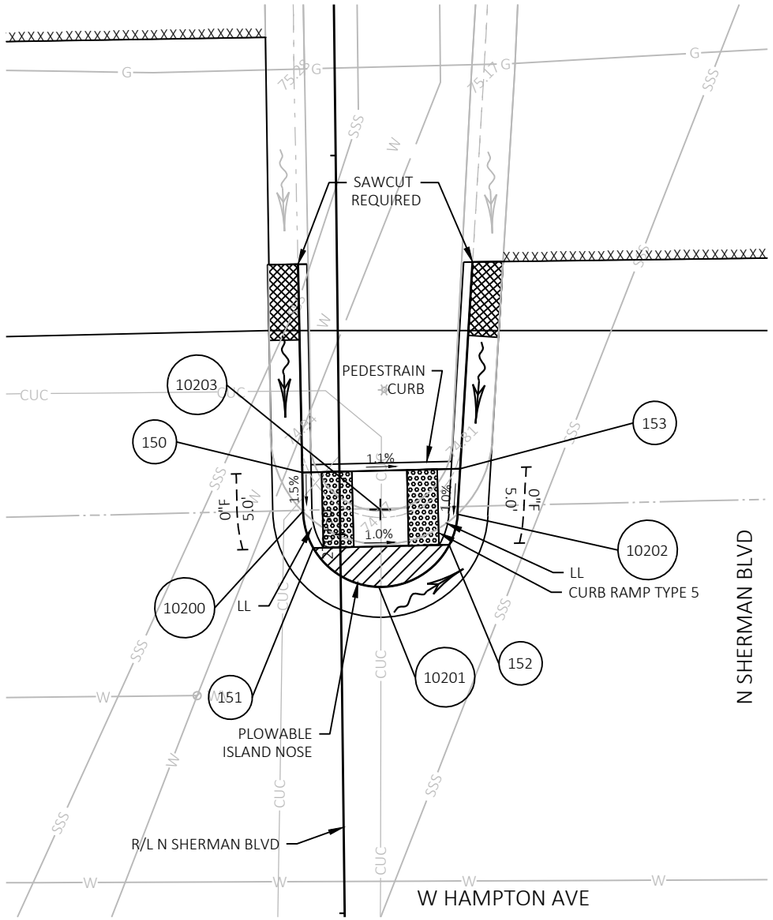
PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N SHERMAN BLVD NW	SHEET 119	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021203-RD.DWG
LAYOUT NAME - Sherman-NW
PLOT DATE : 10/18/2022 2:02 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



N

2

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
150	329+27.72WB	42.13 LT	409267.577	2543025.958	74.87	FL
151	329+28.35WB	37.13 LT	409262.593	2543026.682	74.79	FL
152	329+37.27WB	37.18 LT	409262.805	2543035.652	74.70	FL
153	329+38.10WB	42.18 LT	409267.824	2543036.381	74.75	FL

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
10200	329+27.73WB	39.57 LT	409265.019	2543026.011	74.83	FL PC
10201	329+32.58WB	34.48 LT	409260.025	2543031.010	74.74	FL MID
10202	329+37.86WB	39.18 LT	409264.818	2543036.201	74.72	FL PT
10203	329+32.77WB	39.58 LT	409265.124	2543031.110	N/A	RADP 5.1'R

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N SHERMAN BLVD MEDIAN N	SHEET 120	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021203-RD.DWG
LAYOUT NAME - Sherman-Median N

PLOT DATE : 10/18/2022 2:03 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

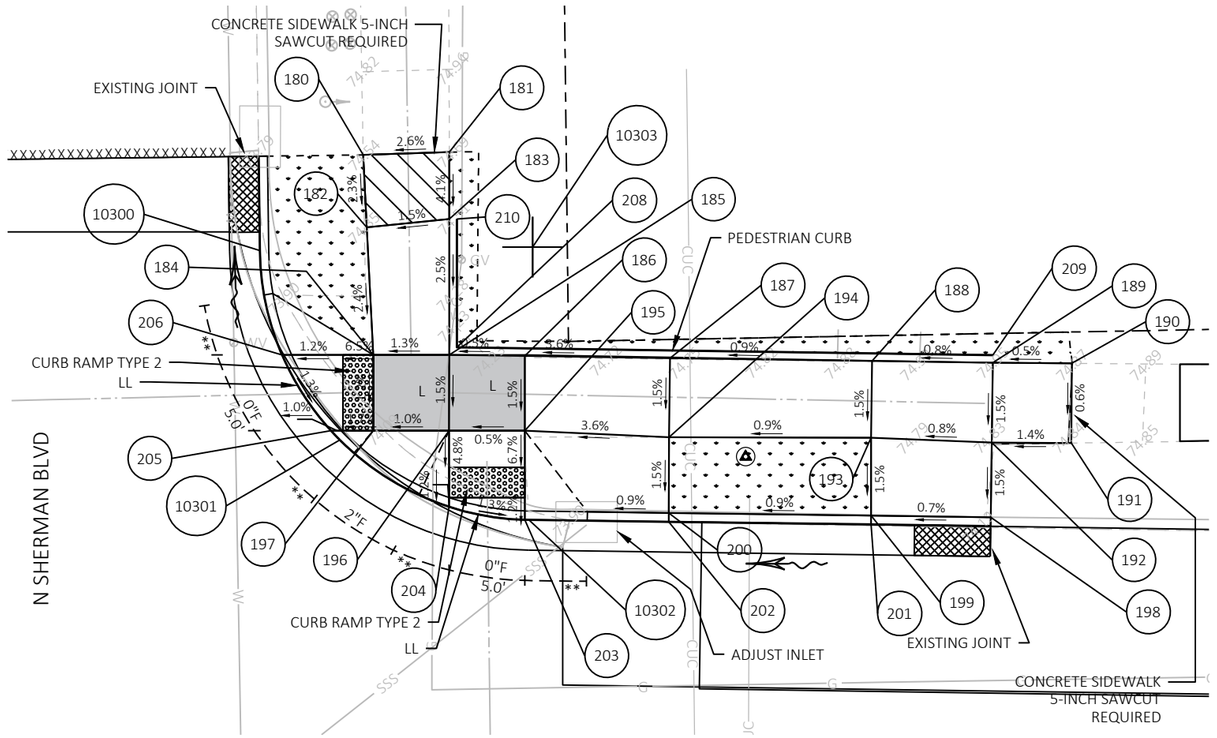
WISDOT/CADDS SHEET 42

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
180	329+81.96WB	55.55 LT	409282.014	2543079.984	74.54	FG
181	329+87.64WB	55.64 LT	409282.202	2543085.670	74.69	FG
182	329+82.11WB	50.77 LT	409277.229	2543080.225	74.43	FG
183	329+87.56WB	51.22 LT	409277.786	2543085.670	74.51	FG
184	329+82.37WB	42.35 LT	409268.822	2543080.647	74.22	FG
185	329+87.39WB	42.26 LT	409268.822	2543085.671	74.29	FG
186	329+92.37WB	42.09 LT	409268.750	2543090.647	74.31	FG
187	330+01.96WB	41.78 LT	409268.611	2543100.242	74.66	FG
188	330+15.28WB	41.34 LT	409268.419	2543113.569	74.78	FG
189	330+23.24WB	41.07 LT	409268.304	2543121.530	74.84	FG
190	330+28.45WB	40.93 LT	409268.263	2543126.746	74.87	FG
191	330+28.32WB	35.68 LT	409263.003	2543126.711	74.84	FG
192	330+23.07WB	35.81 LT	409263.045	2543121.459	74.76	FG
193	330+15.11WB	36.27 LT	409263.353	2543113.496	74.70	FG
194	330+01.79WB	36.55 LT	409263.387	2543100.167	74.58	FG
195	329+92.28WB	37.17 LT	409263.822	2543090.647	74.24	FG
196	329+87.28WB	37.26 LT	409263.822	2543085.647	74.21	FG
197	329+82.28WB	37.35 LT	409263.822	2543080.647	74.16	FG
198	330+22.91WB	30.88 LT	409258.109	2543121.393	74.69	FG
199	330+15.02WB	31.13 LT	409258.214	2543113.502	74.62	FG
200	330+01.68WB	31.56 LT	409258.393	2543100.150	74.51	FG
201	330+15.01WB	30.55 LT	409257.631	2543113.503	74.12	FL
202	330+01.66WB	30.98 LT	409257.809	2543100.148	74.01	FL
203	329+92.17WB	31.28 LT	409257.939	2543090.647	73.93	FL
204	329+87.18WB	32.24 LT	409258.798	2543085.647	73.99	FL
205	329+79.48WB	37.41 LT	409263.822	2543077.847	74.12	FL
206	329+76.35WB	42.46 LT	409268.822	2543074.628	74.04	FL
208	329+87.90WB	42.74 LT	409269.314	2543086.171	74.54	TOC 3"F
209	330+23.25WB	41.57 LT	409268.804	2543121.537	74.84	TOC 0"F
210	329+88.06WB	51.21 LT	409277.786	2543086.171	74.51	TOC 0"F



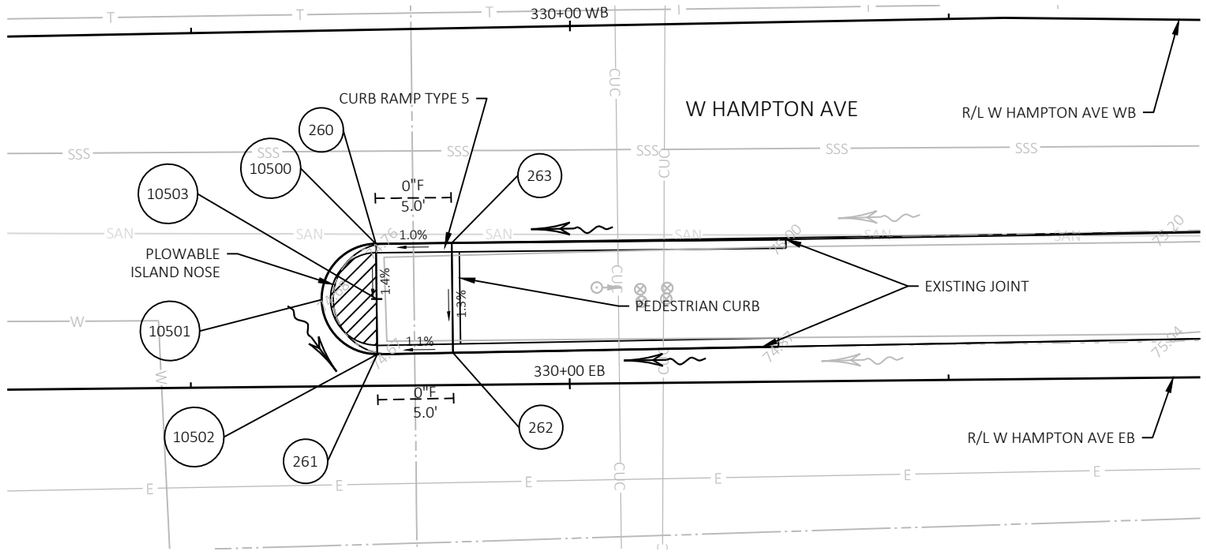
RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
10300	329+75.02WB	49.37 LT	409275.697	2543073.166	73.87	FL PC
10301	329+80.06WB	36.78 LT	409263.205	2543078.435	74.13	FL MID
10302	329+92.44WB	31.27 LT	409257.933	2543090.924	73.93	FL PT
10303	329+93.02WB	49.26 LT	409275.931	2543091.165	N/A	RADP 18'R

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N SHERMAN BLVD NE	SHEET 121	E

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



2

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
260	329+86.94WB	14.12 RT	409212.444	2543086.263	74.75	FL
261	329+86.89WB	21.40 RT	409205.164	2543086.354	74.65	FL
262	329+91.89WB	21.40 RT	409205.256	2543091.354	74.70	FL
263	329+91.94WB	14.16 RT	409212.499	2543091.263	74.80	FL

RADIUS TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
10500	329+86.94WB	14.12 RT	409212.446	2543086.263	74.75	FL PT
10501	329+83.27WB	17.74 RT	409208.759	2543082.668	74.71	FL MID
10502	329+86.89WB	21.40 RT	409205.164	2543086.354	74.65	FL PC
10503	329+86.91WB	17.76 RT	409208.805	2543086.309	N/A	RADP 3.6'R

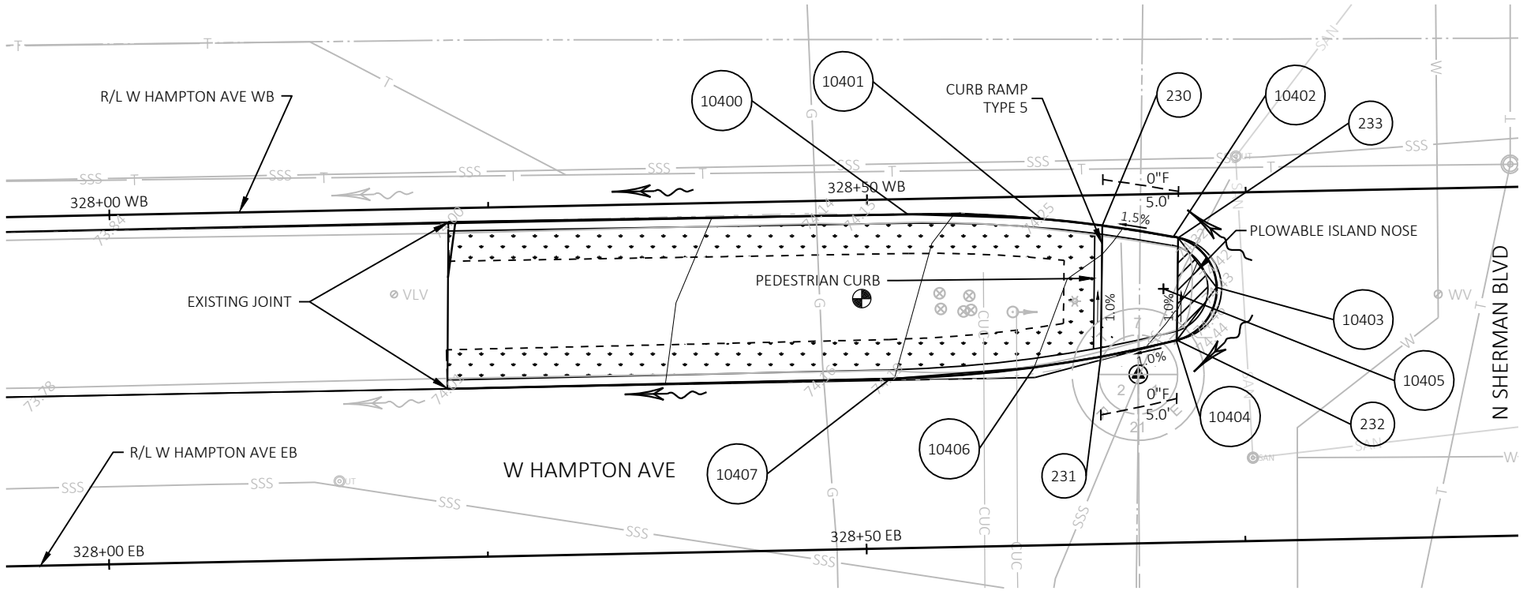
PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N SHERMAN BLVD MEDIAN E	SHEET 122	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021203-RD.DWG
LAYOUT NAME - Sherman-Median E

PLOT DATE : 10/18/2022 2:05 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



* POINT 10408 IS LOCATED ON N SHERMAN BLVD NW SHEET.
* POINT 10409 IS LOCATED ON N SHERMAN BLVD SW SHEET.

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
230	328+65.50WB	2.00 RT	409222.212	2542964.625	74.28	FL
231	328+65.23WB	10.66 RT	409213.551	2542964.531	74.37	FL
232	328+70.26WB	9.67 RT	409214.639	2542969.543	74.42	FL
233	328+70.47WB	2.92 RT	409221.393	2542969.616	74.35	FL

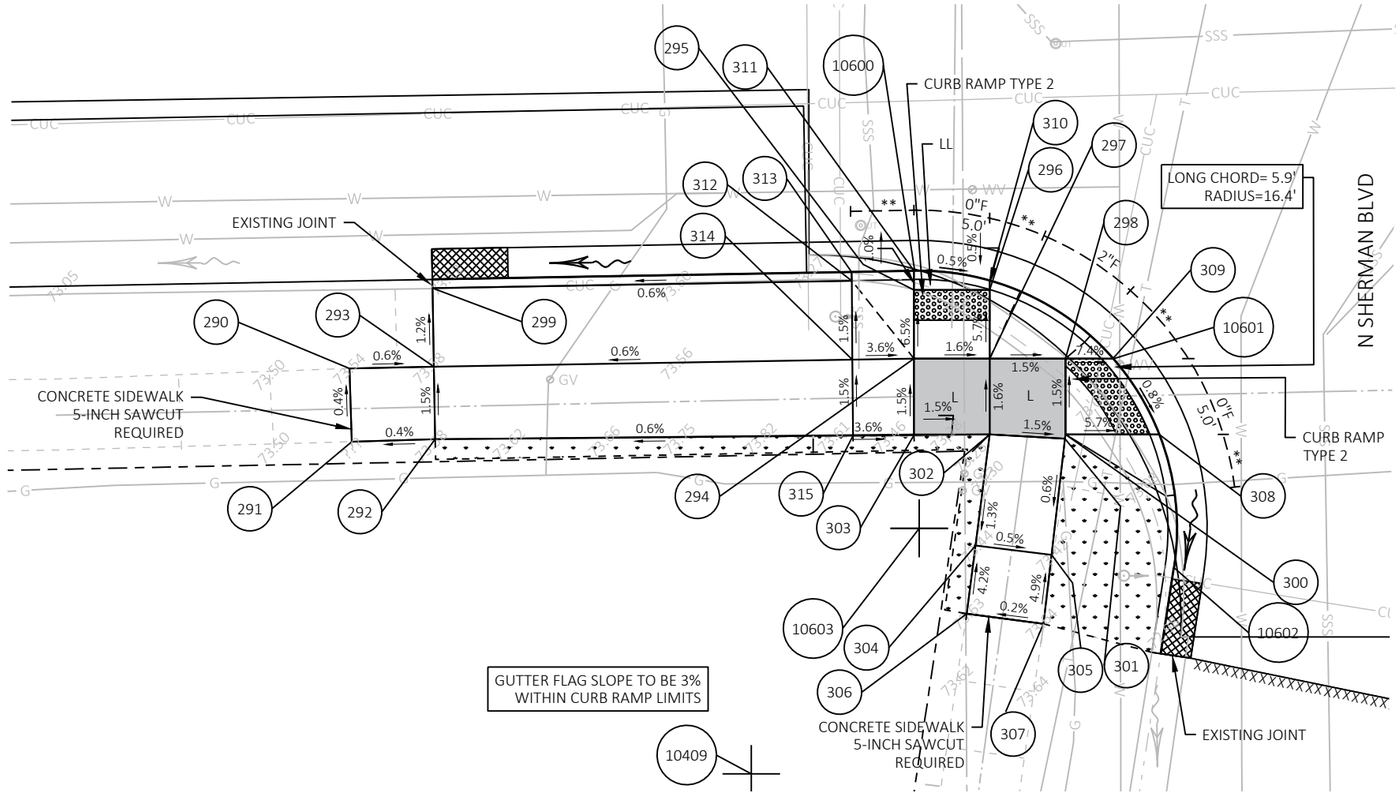
RADIUS TABLE

	POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
	10400	328+52.68WB	1.01 RT	409222.944	2542951.792	74.18	FL PC
	10401	328+61.47WB	1.48 RT	409222.648	2542960.586	74.25	FL MID
	10402	328+70.16WB	2.84 RT	409221.466	2542969.305	74.35	FL PCC
	10403	328+72.95WB	6.24 RT	409218.126	2542972.159	74.45	FL MID
	10404	328+70.22WB	9.68 RT	409214.628	2542969.501	74.42	FL PCC
	10405	328+69.45WB	6.27 RT	409218.026	2542968.660	N/A	RADP 3.5'R
	10406	328+60.81WB	11.27 RT	409212.847	2542960.128	74.30	FL MID
	10407	328+51.29WB	11.83 RT	409212.102	2542950.617	74.20	FL PT
*	10408	328+51.00WB	75.17 LT	409299.078	2542948.592	N/A	RADP 87'R
*	10409	328+52.42WB	88.01 RT	409135.956	2542953.271	N/A	RADP 87'R

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



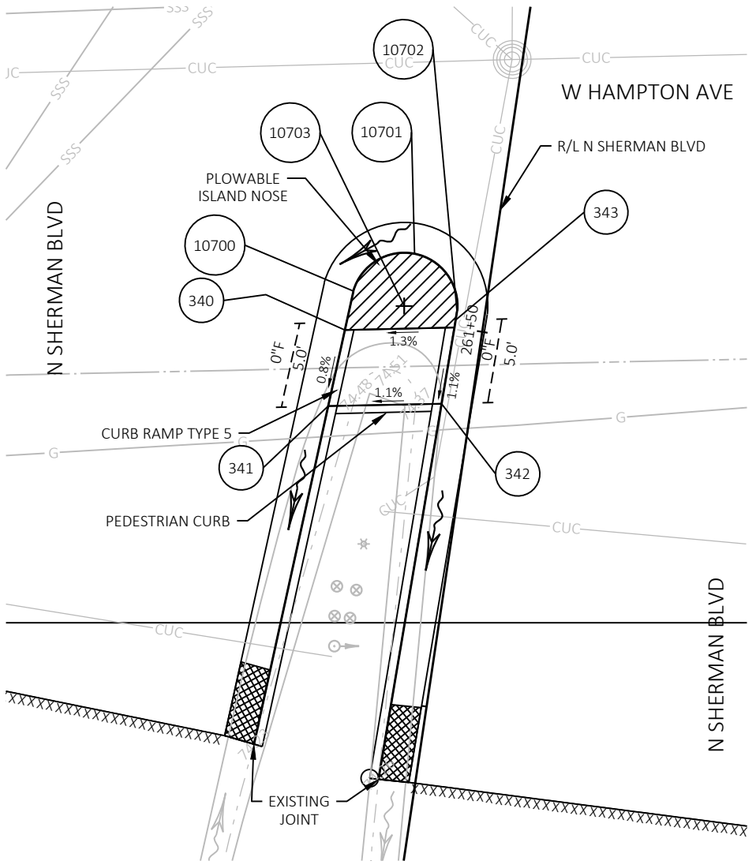
STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
290	328+26.45WB	60.73 RT	409162.710	2542926.753	73.54	FG
291	328+26.50WB	65.57 RT	409157.879	2542926.910	73.56	FG
292	328+32.00WB	65.52 RT	409158.036	2542932.403	73.58	FG
293	328+32.01WB	60.73 RT	409162.824	2542932.319	73.51	FG
294	328+63.70WB	60.83 RT	409163.359	2542964.008	73.53	FG
295	328+63.80WB	56.29 RT	409167.897	2542964.008	73.24	FG
296	328+68.79WB	56.39 RT	409167.897	2542969.008	73.20	FG
297	328+68.70WB	60.93 RT	409163.359	2542969.008	73.46	FG
298	328+73.70WB	61.03 RT	409163.359	2542974.008	73.38	FG
299	328+32.03WB	55.54 RT	409168.015	2542932.229	73.45	FG
300	328+73.60WB	66.03 RT	409158.359	2542974.008	73.46	FG
301	328+73.57WB	66.32 RT	409158.070	2542973.976	73.15	FG
302	328+68.60WB	65.93 RT	409158.359	2542969.008	73.54	FG
303	328+63.60WB	65.87 RT	409158.315	2542964.008	73.61	FG
304	328+67.51WB	73.25 RT	409151.020	2542968.061	73.44	FG
305	328+72.52WB	73.96 RT	409150.405	2542973.084	73.41	FG
306	328+66.84WB	77.72 RT	409146.535	2542967.483	73.63	FG
307	328+71.90WB	78.49 RT	409145.868	2542972.558	73.64	FG
308	328+79.77WB	66.15 RT	409158.359	2542980.178	73.10	FL
309	328+76.83WB	61.09 RT	409163.359	2542977.136	73.15	FL
310	328+68.81WB	55.78 RT	409168.504	2542969.008	73.20	FL
311	328+63.82WB	55.04 RT	409169.151	2542964.008	73.23	FL
312	328+59.69WB	55.61 RT	409168.496	2542959.894	73.60	FG
313	328+59.70WB	55.03 RT	409169.079	2542959.883	73.27	FL
314	328+59.63WB	60.82 RT	409163.290	2542959.937	73.68	FG
315	328+59.58WB	65.83 RT	409158.279	2542959.984	73.76	FG

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
10600	328+63.87WB	55.04 RT	409169.152	2542964.055	73.22	FL PC
10601	328+76.85WB	61.11 RT	409163.340	2542977.152	73.15	FL MID
10602	328+80.57WB	74.95 RT	409149.582	2542981.155	73.05	FL PT
10603	328+63.82WB	72.04 RT	409152.154	2542964.351	N/A	RADP 17'R

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
340	329+19.80WB	60.50 RT	409164.304	2543019.970	74.38	FL
341	329+18.47WB	66.00 RT	409159.279	2543018.866	74.34	FL
342	329+25.96WB	65.99 RT	409159.441	2543026.352	74.42	FL
343	329+27.00WB	60.49 RT	409164.962	2543027.279	74.46	FL

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
10700	329+20.29WB	58.45 RT	409166.866	2543020.533	74.44	FL PC
10701	329+24.36WB	56.08 RT	409169.317	2543024.560	74.49	FL MID
10702	329+27.10WB	59.92 RT	409165.535	2543027.375	74.46	FL PT
10703	329+23.63WB	59.50 RT	409165.882	2543023.892	N/A	RADP 3.5'R

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N SHERMAN BLVD MEDIAN S	SHEET 125	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021203-RD.DWG
LAYOUT NAME - Sherman-Median S
PLOT DATE : 10/18/2022 2:07 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

LEGEND

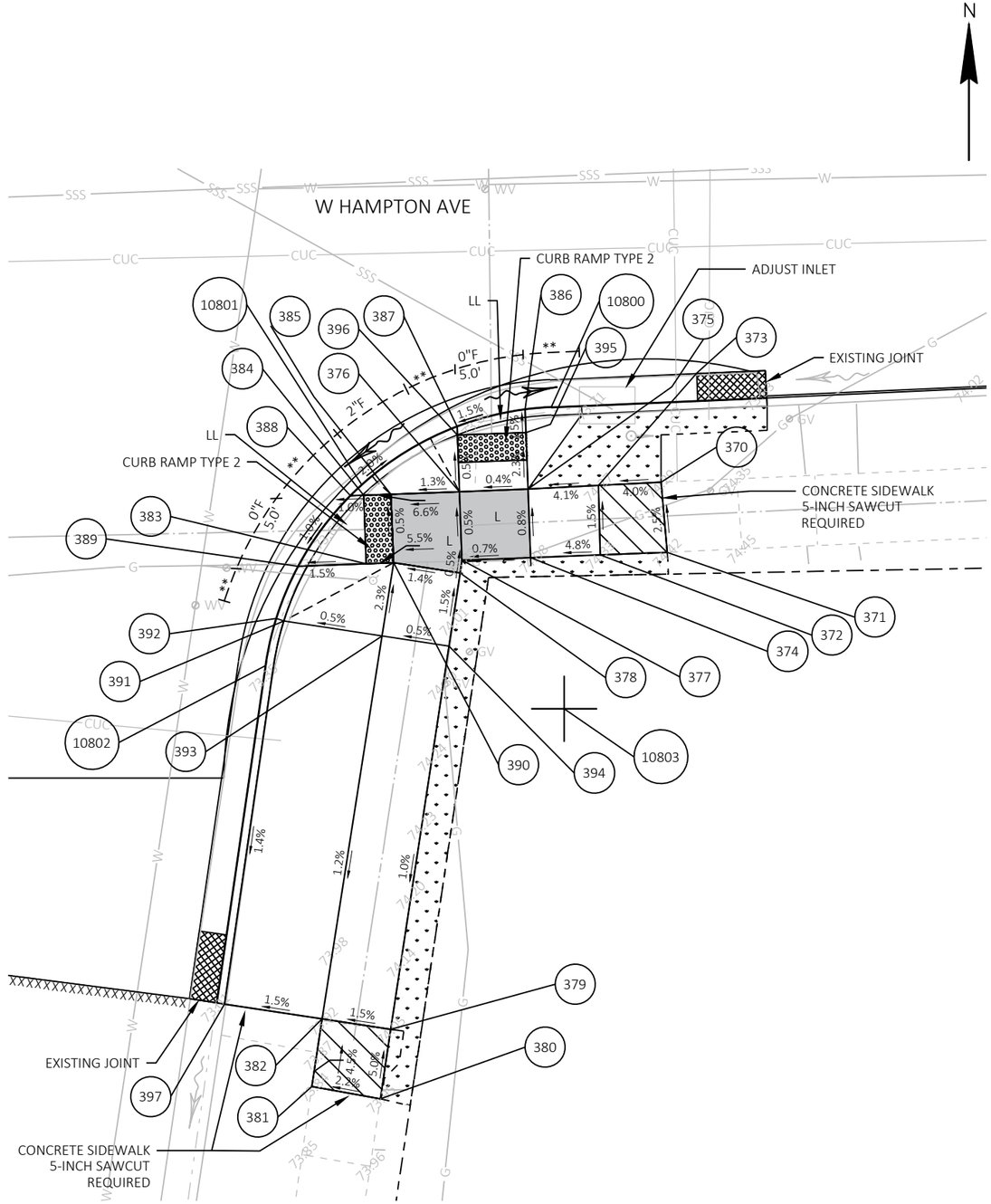
- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
370	330+01.40WB	60.29 RT	409166.549	2543101.588	74.29	FG
371	330+01.76WB	65.41 RT	409161.441	2543102.044	74.42	FG
372	329+96.87WB	65.51 RT	409161.248	2543097.156	74.18	FG
373	329+96.83WB	60.45 RT	409166.311	2543097.018	74.11	FG
374	329+91.79WB	65.62 RT	409161.047	2543092.075	73.94	FG
375	329+91.70WB	60.62 RT	409166.043	2543091.891	73.90	FG
376	329+86.70WB	60.71 RT	409165.859	2543086.895	73.88	FG
377	329+86.79WB	65.71 RT	409160.862	2543087.079	73.91	FG
378	329+86.64WB	66.64 RT	409159.927	2543086.943	73.91	FG
379	329+80.94WB	99.79 RT	409126.673	2543081.873	73.69	FG
380	329+80.09WB	104.84 RT	409121.608	2543081.117	73.95	FG
381	329+75.12WB	103.86 RT	409122.498	2543076.123	73.84	FG
382	329+75.96WB	98.94 RT	409127.431	2543076.875	73.62	FG
383	329+79.79WB	65.84 RT	409160.605	2543080.084	73.73	FG
384	329+79.70WB	60.84 RT	409165.602	2543079.900	73.68	FG
385	329+81.70WB	60.80 RT	409165.675	2543081.898	73.82	FG
386	329+91.59WB	54.82 RT	409171.843	2543091.679	73.78	FL
387	329+86.61WB	55.97 RT	409170.598	2543086.720	73.86	FL
388	329+78.75WB	60.85 RT	409165.567	2543078.949	73.67	FL
389	329+74.84WB	65.93 RT	409160.423	2543075.133	73.61	FL
390	329+81.79WB	65.80 RT	409160.679	2543082.082	73.84	FG
391	329+73.71WB	69.89 RT	409156.433	2543074.086	73.93	FG
392	329+73.17WB	69.70 RT	409156.620	2543073.533	73.43	FL
393	329+80.85WB	71.12 RT	409155.341	2543081.246	73.96	FG
394	329+85.72WB	71.96 RT	409154.596	2543086.131	73.99	FG
395	329+91.62WB	56.49 RT	409170.165	2543091.740	73.81	FG
396	329+86.62WB	56.58 RT	409169.981	2543086.743	73.85	FG
397	329+75.96WB	98.94 RT	409128.509	2543069.765	73.51	FG

RADIUS TABLE

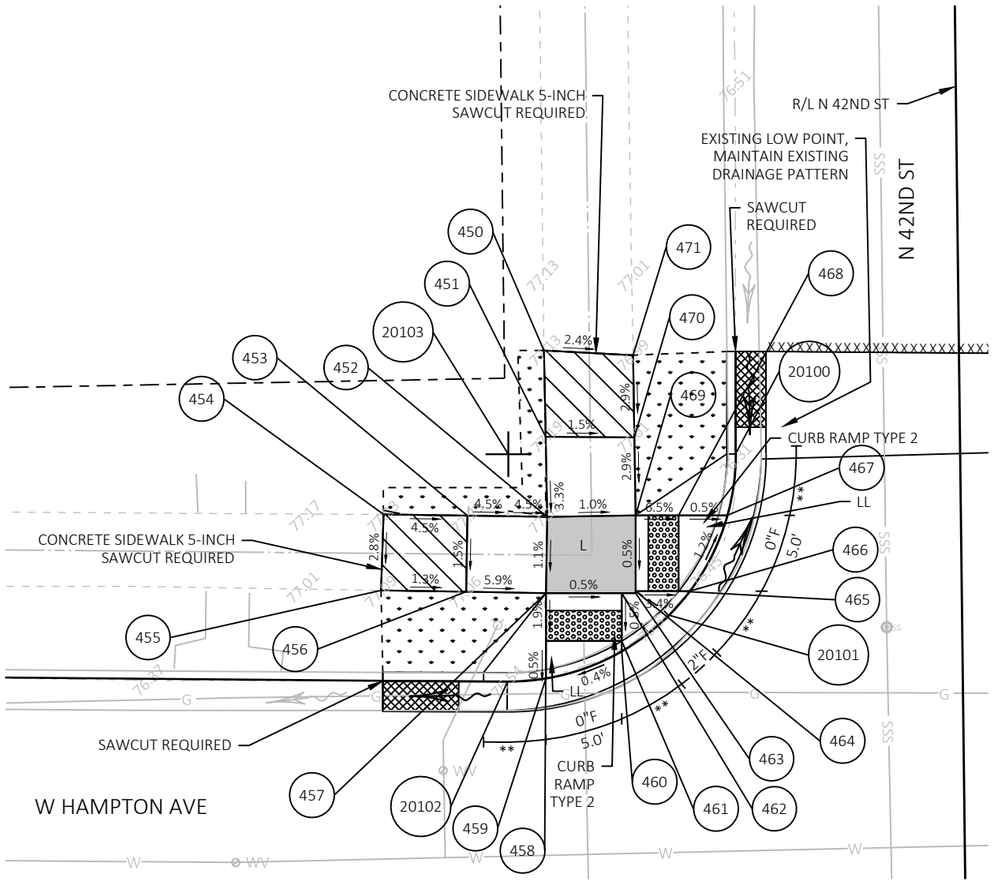
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
10800	329+93.49WB	54.69 RT	409172.007	2543093.574	73.76	FL PC
10801	329+79.58WB	60.09 RT	409166.347	2543079.769	73.70	FL MID
10802	329+72.32WB	73.12 RT	409153.181	2543072.749	73.35	FL PT
10803	329+94.03WB	76.68 RT	409150.027	2543094.522	N/A	RADP 22'R



2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



N

2

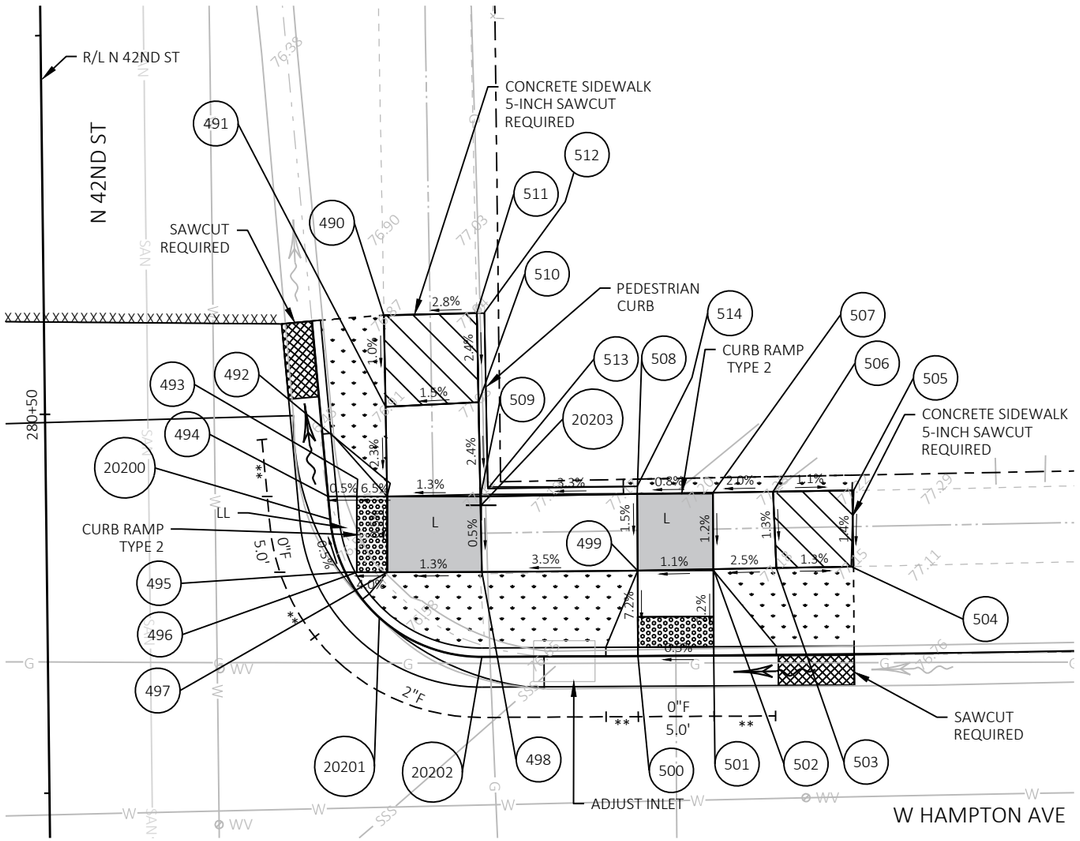
STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
450	332+84.90WB	51.99 LT	409276.930	2543384.430	77.13	FG
451	332+85.06WB	46.29 LT	409271.229	2543384.543	77.20	FG
452	332+85.22WB	41.01 LT	409265.944	2543384.648	76.75	FG
453	332+79.95WB	41.03 LT	409266.020	2543379.377	77.08	FG
454	332+74.41WB	41.06 LT	409266.100	2543373.842	77.23	FG
455	332+74.30WB	36.05 LT	409261.094	2543373.679	77.09	FG
456	332+79.91WB	36.01 LT	409261.001	2543379.294	77.01	FG
457	332+85.18WB	35.98 LT	409260.914	2543384.565	76.69	FG
458	332+85.21WB	32.82 LT	409257.758	2543384.565	76.63	FG
459	332+85.23WB	30.35 LT	409255.287	2543384.565	76.62	FL
460	332+90.22WB	32.19 LT	409257.080	2543389.565	76.64	FL
461	332+90.21WB	32.87 LT	409257.758	2543389.565	76.65	FG
462	332+90.18WB	36.02 LT	409260.914	2543389.565	76.67	FG
463	332+91.09WB	36.03 LT	409260.914	2543390.475	76.66	FG
464	332+91.09WB	36.15 LT	409261.038	2543390.475	76.66	FG
465	332+93.92WB	36.18 LT	409261.038	2543393.309	76.57	FG
466	332+94.66WB	36.19 LT	409261.038	2543394.049	76.56	FL
467	332+97.09WB	41.21 LT	409266.038	2543396.526	76.49	FL
468	332+93.88WB	41.18 LT	409266.038	2543393.309	76.50	FL
469	332+91.04WB	41.15 LT	409266.038	2543390.475	76.69	FG
470	332+90.91WB	46.31 LT	409271.196	2543390.393	77.11	FG
471	332+90.78WB	51.73 LT	409276.613	2543390.306	76.99	FG

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
20100	332+97.61WB	45.28 LT	409270.098	2543397.081	76.31	FL PC
20101	332+93.31WB	34.60 LT	409259.464	2543392.678	76.66	FL MID
20102	332+82.71WB	30.12 LT	409255.080	2543382.036	76.54	FL PT
20103	332+82.61WB	45.12 LT	409270.080	2543382.081	N/A	RADP 15'R

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



N

2

STATION & OFFSET TABLE

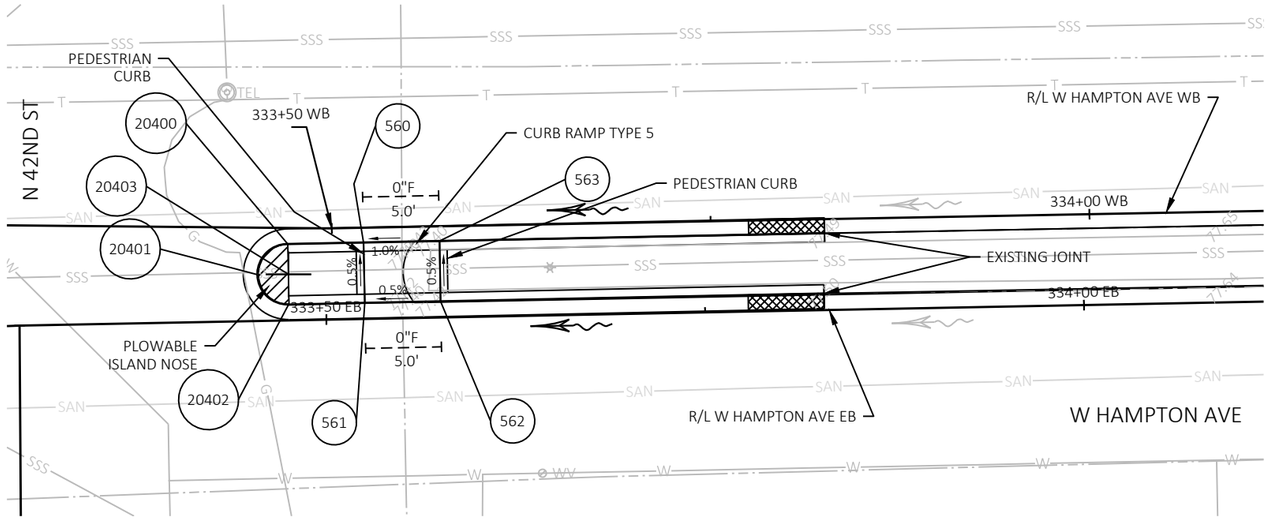
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
490	333+34.72WB	52.69 LT	409277.165	2543434.254	76.87	FG
491	333+34.88WB	46.69 LT	409271.159	2543434.364	76.81	FG
492	333+35.05WB	40.78 LT	409265.247	2543434.472	76.67	FG
493	333+33.05WB	40.76 LT	409265.247	2543432.472	76.54	FG
494	333+31.14WB	40.74 LT	409265.247	2543430.567	76.53	FL
495	333+32.31WB	35.75 LT	409260.247	2543431.691	76.56	FL
496	333+33.09WB	35.76 LT	409260.247	2543432.472	76.57	FG
497	333+35.09WB	35.78 LT	409260.247	2543434.472	76.65	FG
498	333+41.34WB	35.84 LT	409260.248	2543440.716	76.73	FG
499	333+52.62WB	35.96 LT	409260.339	2543450.988	77.08	FG
500	333+52.54WB	30.33 LT	409254.710	2543451.016	76.68	FL
501	333+57.54WB	30.26 LT	409254.735	2543456.016	76.70	FL
502	333+57.62WB	35.97 LT	409260.444	2543455.987	77.11	FG
503	333+61.78WB	35.97 LT	409260.520	2543460.147	77.21	FG
504	333+66.73WB	35.97 LT	409260.612	2543465.102	77.15	FG
505	333+66.97WB	40.99 LT	409265.637	2543465.244	77.22	FG
506	333+61.65WB	41.01 LT	409265.553	2543459.921	77.28	FG
507	333+57.69WB	41.02 LT	409265.490	2543455.962	77.20	FG
508	333+52.68WB	41.03 LT	409265.411	2543450.962	77.16	FG
509	333+41.19WB	40.83 LT	409265.247	2543440.617	76.83	FG
510	333+41.01WB	47.05 LT	409271.462	2543440.491	76.90	FG
511	333+40.83WB	52.94 LT	409277.360	2543440.372	77.04	FG
512	333+41.33WB	52.96 LT	409277.370	2543440.872	77.04	TOC 0"F
513	333+41.68WB	41.35 LT	409265.755	2543441.106	77.16	TOC 4"F
514	333+52.69WB	41.53 LT	409265.911	2543450.954	77.17	TOC 0"F

RADIUS TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
20200	333+31.30WB	39.22 LT	409263.730	2543430.708	76.54	FL PC
20201	333+34.60WB	32.77 LT	409257.249	2543433.949	76.58	FL MID
20202	333+41.39WB	30.25 LT	409254.658	2543440.716	76.61	FL PT
20203	333+41.24WB	40.24 LT	409264.658	2543440.665	N/A	RADP 10'R

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
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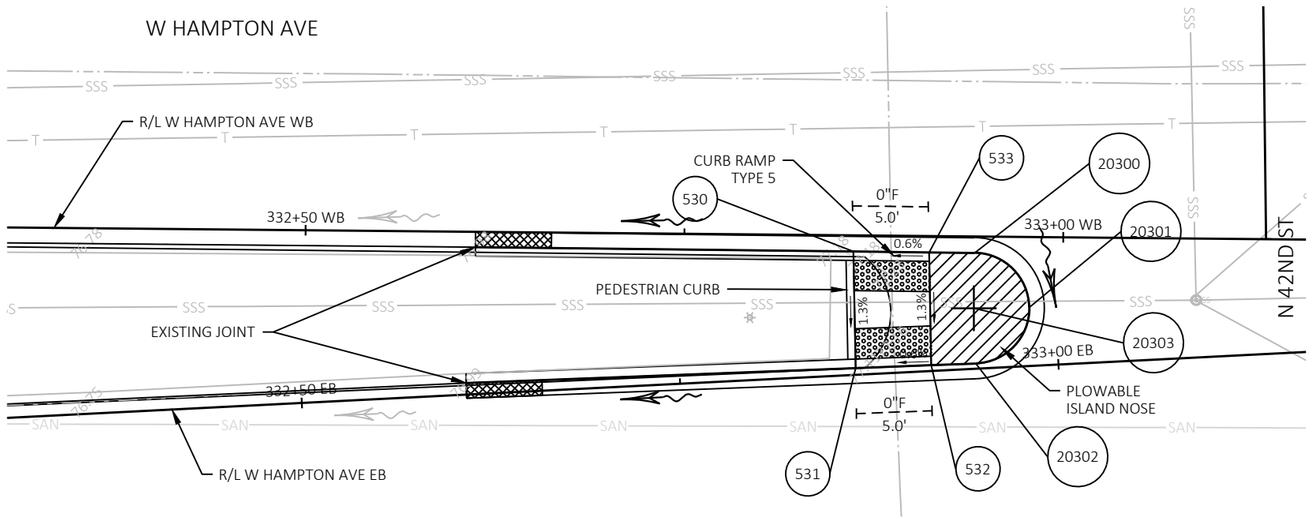
STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
560	333+52.08WB	0.98 RT	409223.397	2543451.140	77.38	FL
561	333+52.09WB	4.97 RT	409219.409	2543451.221	77.40	FL
562	333+57.09WB	4.96 RT	409219.512	2543456.220	77.42	FL
563	333+57.09WB	0.97 RT	409223.499	2543456.146	77.40	FL

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
20400	333+47.11WB	1.07 RT	409223.295	2543446.141	77.35	FL PT
20401	333+45.11WB	3.10 RT	409221.279	2543444.124	77.34	FL MID
20402	333+47.19WB	5.06 RT	409219.305	2543446.182	77.38	FL PC
20403	333+47.17WB	3.06 RT	409221.300	2543446.182	N/A	RADP 2.0'R

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



N

2

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
530	332+86.16WB	1.07 RT	409223.862	2543385.197	77.21	FL
531	332+86.38WB	8.76 RT	409216.168	2543385.341	77.11	FL
532	332+91.37WB	8.52 RT	409216.359	2543390.338	77.14	FL
533	332+91.16WB	1.08 RT	409223.804	2543390.199	77.24	FL

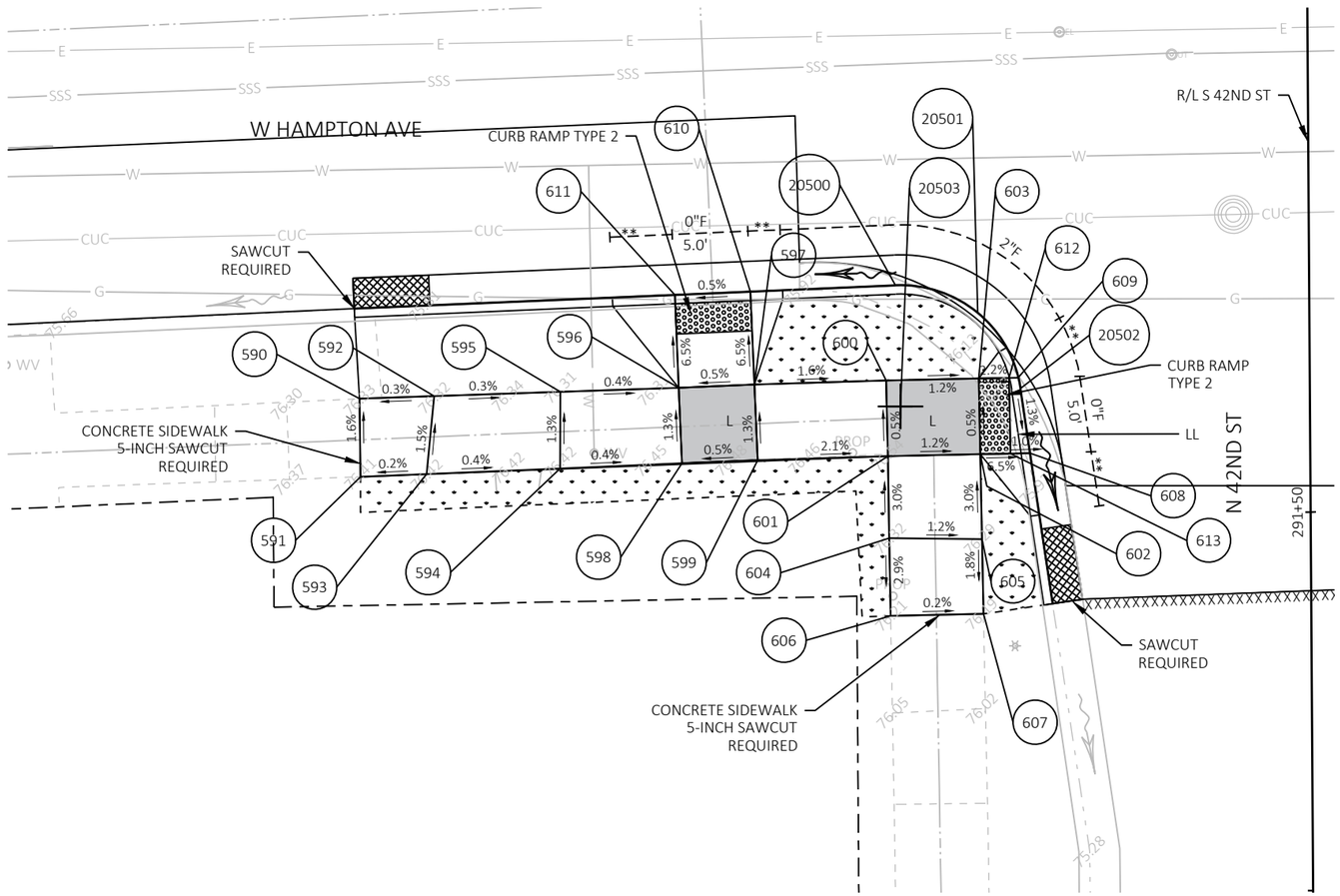
RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
20300	332+94.16WB	1.09 RT	409223.769	2543393.193	77.22	FL PT
20301	332+97.80WB	4.65 RT	409220.168	2543396.797	77.19	FL MID
20302	332+94.32WB	8.38 RT	409216.472	2543393.290	77.16	FL PC
20303	332+94.15WB	4.74 RT	409220.119	2543393.148	N/A	RADP 3.6'R

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
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- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
20500	333+02.65WB	38.86 RT	409185.919	2543401.327	76.02	FL PC
20501	333+08.10WB	40.63 RT	409184.098	2543406.760	76.18	FL MID
20502	333+10.96WB	45.59 RT	409179.112	2543409.582	76.04	FL PT
20503	333+03.06WB	46.85 RT	409177.926	2543401.670	N/A	RAPD 8'R



N

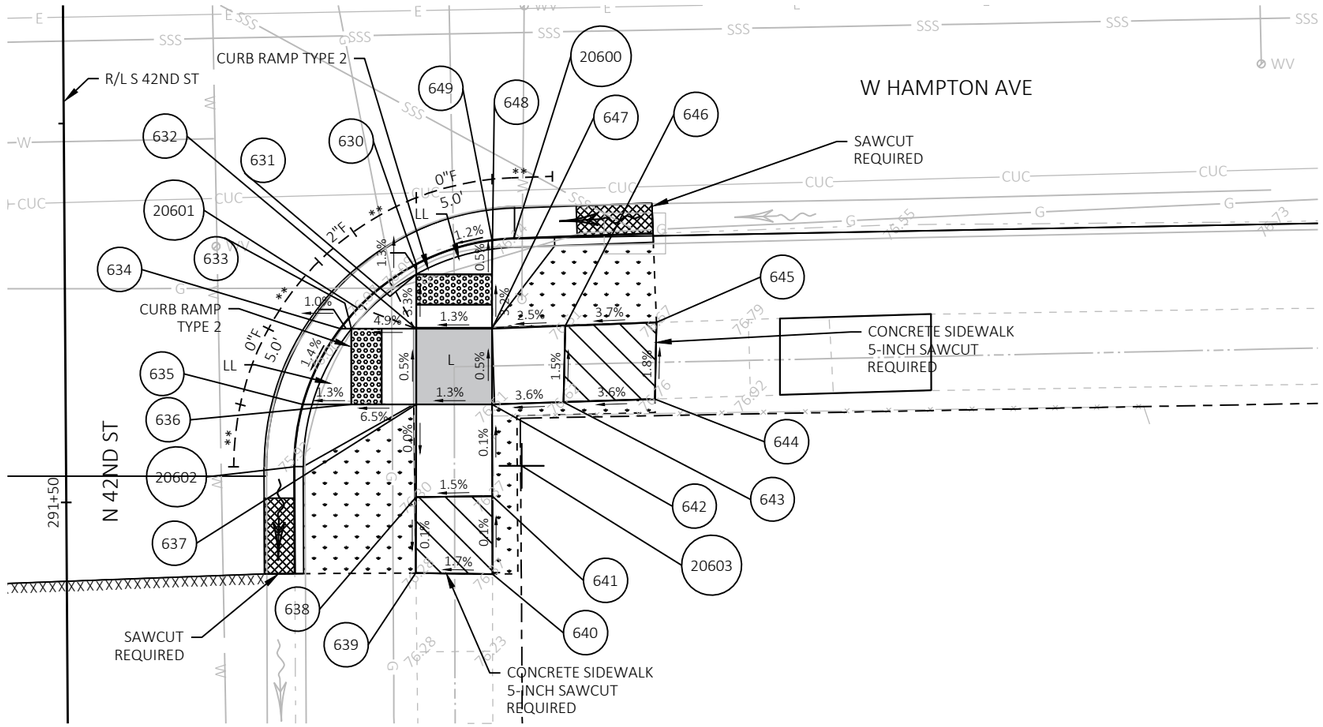
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STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
590	332+67.33WB	46.67 RT	409178.435	2543365.939	76.33	FG
591	332+67.44WB	51.83 RT	409173.274	2543366.000	76.41	FG
592	332+72.26WB	46.46 RT	409178.605	2543370.875	76.34	FG
593	332+71.81WB	51.61 RT	409173.458	2543370.376	76.42	FG
594	332+80.61WB	51.16 RT	409173.829	2543379.181	76.38	FG
595	332+80.59WB	46.09 RT	409178.894	2543379.209	76.32	FG
596	332+88.40WB	45.75 RT	409179.164	2543387.023	76.28	FG
597	332+93.40WB	45.49 RT	409179.376	2543392.018	76.31	FG
598	332+88.66WB	50.74 RT	409174.169	2543387.235	76.35	FG
599	332+93.66WB	50.48 RT	409174.381	2543392.230	76.37	FG
600	333+02.10WB	45.14 RT	409179.644	2543400.726	76.17	FG
601	333+02.26WB	50.14 RT	409174.645	2543400.832	76.20	FG
602	333+08.36WB	49.95 RT	409174.775	2543406.936	76.12	FG
603	333+08.21WB	44.95 RT	409179.774	2543406.830	76.10	FG
604	333+02.40WB	55.56 RT	409169.223	2543400.925	76.36	FG
605	333+08.52WB	55.56 RT	409169.161	2543407.047	76.29	FG
606	333+02.54WB	60.69 RT	409164.091	2543401.013	76.21	FG
607	333+08.67WB	60.50 RT	409164.226	2543407.144	76.20	FG
608	333+11.64WB	49.85 RT	409174.845	2543410.222	75.98	FL
609	333+10.82WB	44.87 RT	409179.829	2543409.441	76.05	FL
610	332+93.08WB	39.36 RT	409185.508	2543391.758	75.91	FL
611	332+88.09WB	39.62 RT	409185.294	2543386.762	75.89	FL
612	333+10.22WB	44.89 RT	409179.816	2543408.842	76.05	FG
613	333+10.36WB	49.89 RT	409174.817	2543408.935	75.99	FG

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



N

2

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
630	333+52.10WB	37.71 RT	409186.669	2543451.845	76.13	FL
631	333+52.09WB	38.37 RT	409186.007	2543451.845	76.14	FG
632	333+52.02WB	41.97 RT	409182.414	2543451.845	76.26	FG
633	333+48.91WB	41.93 RT	409182.414	2543447.564	76.05	FG
634	333+48.17WB	41.94 RT	409182.414	2543446.825	76.04	FL
635	333+45.75WB	46.96 RT	409177.414	2543444.351	75.97	FL
636	333+48.96WB	46.93 RT	409177.414	2543447.564	76.01	FG
637	333+51.93WB	46.97 RT	409177.414	2543451.845	76.29	FG
638	333+51.80WB	53.08 RT	409171.301	2543451.831	76.28	FG
639	333+51.69WB	58.07 RT	409166.307	2543451.820	76.28	FG
640	333+56.74WB	58.25 RT	409166.220	2543456.871	76.37	FG
641	333+56.83WB	53.11 RT	409171.368	2543456.859	76.36	FG
642	333+56.92WB	47.06 RT	409177.414	2543456.845	76.35	FG
643	333+61.64WB	46.99 RT	409177.572	2543461.556	76.52	FG
644	333+67.68WB	46.90 RT	409177.774	2543467.594	76.76	FG
645	333+67.87WB	41.85 RT	409182.829	2543467.694	76.67	FG
646	333+61.85WB	41.97 RT	409182.599	2543461.672	76.44	FG
647	333+57.02WB	42.06 RT	409182.414	2543456.845	76.33	FG
648	333+57.08WB	38.47 RT	409186.007	2543456.845	76.21	FG
649	333+57.13WB	36.23 RT	409188.251	2543456.845	76.20	FL

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
20600	333+58.55WB	36.13 RT	409188.369	2543458.264	76.21	FL PC
20601	333+49.32WB	40.57 RT	409183.768	2543447.979	76.07	FL MID
20602	333+45.23WB	51.08 RT	409173.305	2543443.798	75.91	FL PT
20603	333+58.80WB	51.13 RT	409173.378	2543458.798	N/A	RADP 15'R

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 42ND ST SE	SHEET 132	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021203-RD.DWG
LAYOUT NAME - 42-SE

PLOT DATE : 10/18/2022 2:12 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

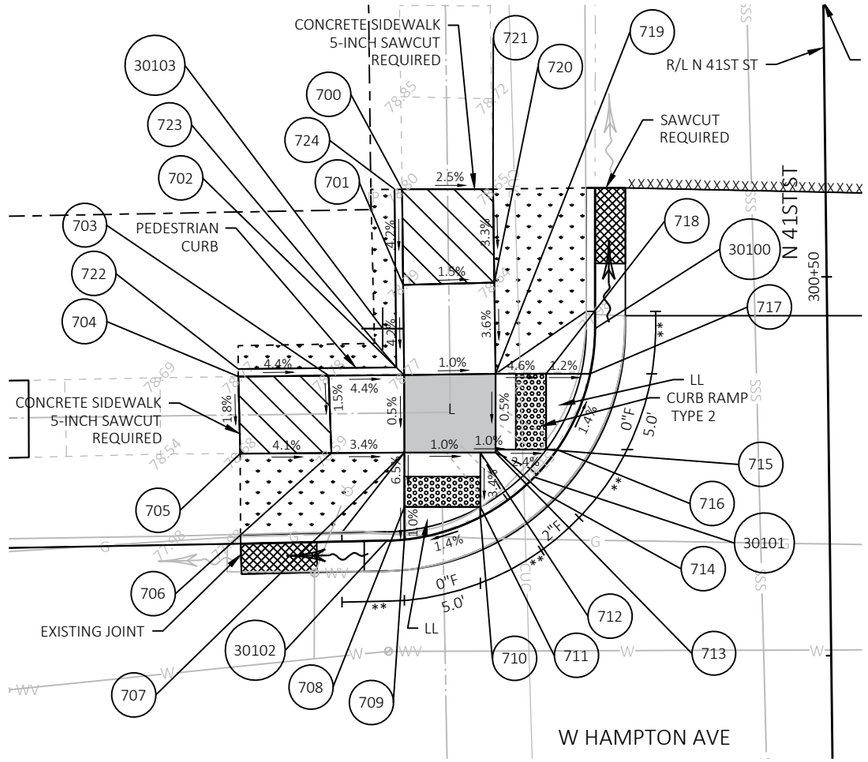
2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
700	336+01.26WB	53.31 LT	409282.322	2543699.262	78.80	FG
701	336+01.21WB	46.99 LT	409276.007	2543699.332	78.54	FG
702	336+01.16WB	41.05 LT	409270.062	2543699.397	78.29	FG
703	335+96.19WB	41.09 LT	409270.017	2543694.424	78.51	FG
704	335+90.23WB	41.15 LT	409269.964	2543688.467	78.77	FG
705	335+90.25WB	36.06 LT	409264.878	2543688.581	78.68	FG
706	335+96.28WB	35.98 LT	409264.910	2543694.609	78.43	FG
707	336+01.10WB	35.92 LT	409264.936	2543699.425	78.27	FG
708	336+01.03WB	32.34 LT	409261.358	2543699.425	78.03	FG
709	336+00.99WB	30.19 LT	409259.204	2543699.425	78.01	FL
710	336+06.02WB	31.59 LT	409260.697	2543704.425	78.09	FL
711	336+06.03WB	32.25 LT	409261.358	2543704.425	78.09	FG
712	336+06.09WB	35.83 LT	409264.936	2543704.425	78.22	FG
713	336+07.11WB	35.81 LT	409264.936	2543705.440	78.21	FG
714	336+07.11WB	36.01 LT	409265.143	2543705.440	78.20	FG
715	336+10.44WB	35.95 LT	409265.143	2543708.770	78.13	FG
716	336+11.16WB	35.94 LT	409265.143	2543709.488	78.12	FL
717	336+13.43WB	40.90 LT	409270.143	2543711.668	78.04	FL
718	336+10.54WB	40.95 LT	409270.143	2543708.770	78.08	FG
719	336+07.21WB	41.01 LT	409270.143	2543705.440	78.23	FG
720	336+07.23WB	47.03 LT	409276.155	2543705.352	78.45	FG
721	336+07.26WB	53.19 LT	409282.323	2543705.261	78.65	FG
722	335+90.24WB	41.65 LT	409270.464	2543688.463	78.77	TOC 0"F
723	336+00.67WB	41.55 LT	409270.557	2543698.892	78.79	TOC 6"F
724	336+00.76WB	53.31 LT	409282.317	2543698.762	78.80	TOC 0"F

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
30100	336+13.81WB	43.86 LT	409273.117	2543711.990	78.00	FL PT
30101	336+09.63WB	34.16 LT	409263.332	2543707.990	78.15	FL MID
30102	335+99.85WB	30.14 LT	409259.134	2543698.288	78.01	FL PC
30103	335+99.81WB	44.14 LT	409273.130	2543697.990	N/A	RADP 13'R



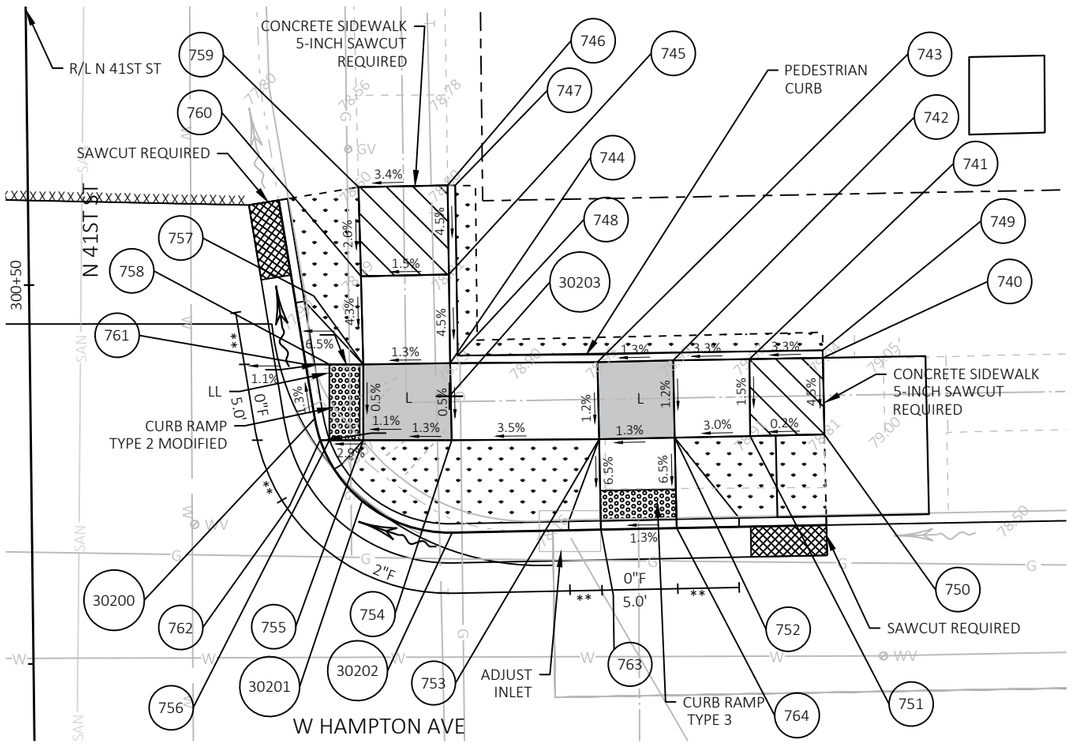
PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 41ST ST NW	SHEET 133	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021203-RD.DWG
LAYOUT NAME - 41-NW
PLOT DATE : 10/18/2022 2:12 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



N

2

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
740	336+81.46WB	41.22 LT	409271.733	2543779.674	79.04	FG
741	336+76.60WB	41.23 LT	409271.650	2543774.817	78.88	FG
742	336+71.57WB	41.23 LT	409271.561	2543769.787	78.71	FG
743	336+66.57WB	41.22 LT	409271.458	2543764.788	78.65	FG
744	336+56.86WB	41.33 LT	409271.382	2543755.074	78.27	FG
745	336+56.88WB	47.17 LT	409277.227	2543754.988	78.53	FG
746	336+56.90WB	53.06 LT	409283.111	2543754.903	78.80	FG
747	336+57.40WB	53.04 LT	409283.108	2543755.399	78.80	TOC 0"F
748	336+57.36WB	41.82 LT	409271.886	2543755.566	78.77	TOC 6"F
749	336+81.45WB	41.72 LT	409272.237	2543779.654	79.04	TOC 0"F
750	336+81.45WB	36.16 LT	409266.676	2543779.764	78.81	FG
751	336+76.55WB	36.15 LT	409266.575	2543774.865	78.80	FG
752	336+71.58WB	36.14 LT	409266.468	2543769.891	78.65	FG
753	336+66.58WB	36.13 LT	409266.365	2543764.892	78.59	FG
754	336+56.84WB	36.24 LT	409266.293	2543755.158	78.25	FG
755	336+51.02WB	36.35 LT	409266.298	2543749.329	78.17	FG
756	336+48.79WB	36.39 LT	409266.298	2543747.106	78.11	FG
757	336+51.11WB	41.35 LT	409271.298	2543749.329	78.20	FG
758	336+48.89WB	41.39 LT	409271.298	2543747.106	78.05	FG
759	336+51.01WB	53.05 LT	409282.992	2543749.012	78.60	FG
760	336+51.07WB	47.17 LT	409277.114	2543749.176	78.45	FG
761	336+47.32WB	41.42 LT	409271.298	2543745.541	78.03	FL
762	336+48.18WB	36.40 LT	409266.298	2543746.488	78.10	FL
763	336+66.59WB	30.16 LT	409260.398	2543765.015	78.20	FL
764	336+71.59WB	30.17 LT	409260.501	2543770.014	78.27	FL

RADIUS TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
30200	336+47.84WB	37.84 LT	409267.732	2543746.129	78.08	FL PC
30201	336+50.87WB	32.33 LT	409262.273	2543749.256	78.14	FL MID
30202	336+56.77WB	30.14 LT	409260.196	2543755.194	78.16	FL PT
30203	336+56.75WB	39.14 LT	409269.194	2543755.009	N/A	RADP 13'R

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 41ST ST NE	SHEET 134	E

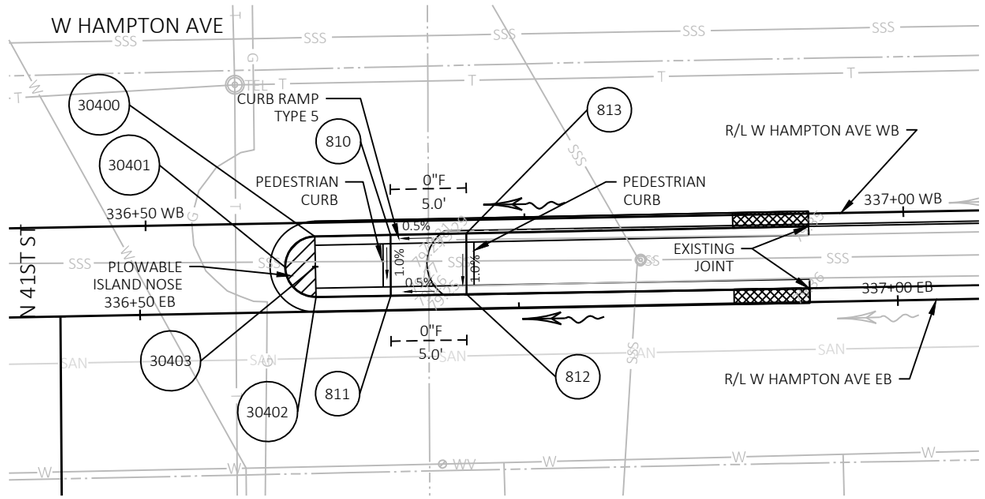
FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021203-RD.DWG
LAYOUT NAME - 41-NE

PLOT DATE : 10/18/2022 2:13 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



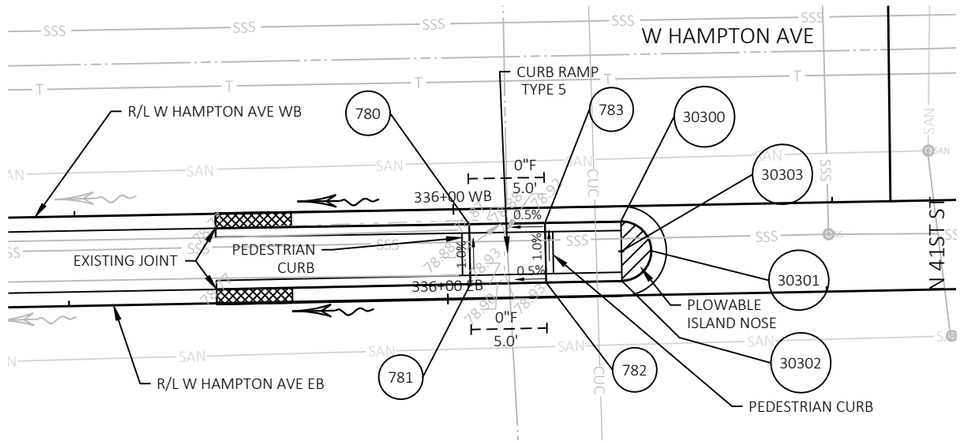
STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
810	336+66.15WB	0.90 RT	409229.337	2543765.158	79.27	FL
811	336+66.10WB	4.90 RT	409225.334	2543765.178	79.22	FL
812	336+71.10WB	4.91 RT	409225.419	2543770.177	79.25	FL
813	336+71.15WB	0.89 RT	409229.439	2543770.158	79.29	FL

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
30400	336+61.15WB	0.91 RT	409229.235	2543760.158	79.22	FL PC
30401	336+59.16WB	2.90 RT	409227.206	2543758.202	79.19	FL MID
30402	336+61.15WB	4.90 RT	409225.249	2543760.231	79.20	FL PT
30403	336+61.15WB	2.90 RT	409227.242	2543760.191	N/A	RADP 2.5'R

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



N

2

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
780	336+01.03WB	0.99 RT	409228.030	2543700.047	78.90	FL
781	336+01.03WB	4.95 RT	409224.074	2543700.121	78.94	FL
782	336+06.03WB	4.94 RT	409224.174	2543705.119	78.97	FL
783	336+06.03WB	1.00 RT	409228.111	2543705.046	78.93	FL

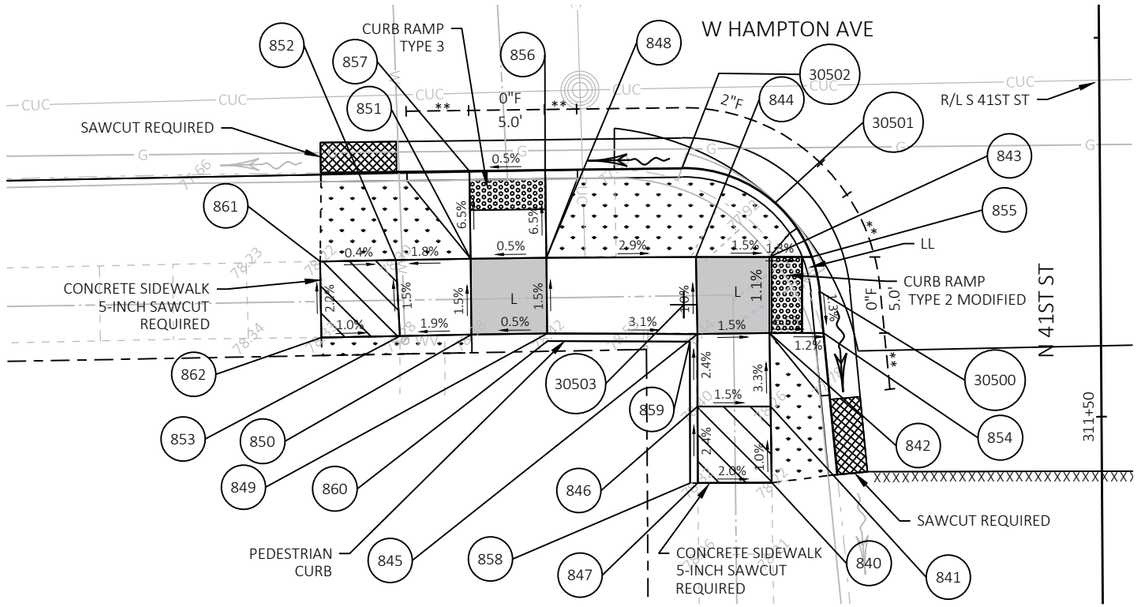
RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
30300	336+11.03WB	1.02 RT	409228.192	2543710.045	78.94	FL PC
30301	336+12.99WB	2.97 RT	409226.274	2543712.043	78.96	FL MID
30302	336+11.04WB	4.93 RT	409224.276	2543710.125	78.95	FL PC
30303	336+11.03WB	2.97 RT	409226.234	2543710.085	N/A	RADP 2.5'R

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 41ST ST MEDIAN W	SHEET 136	E

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE





2

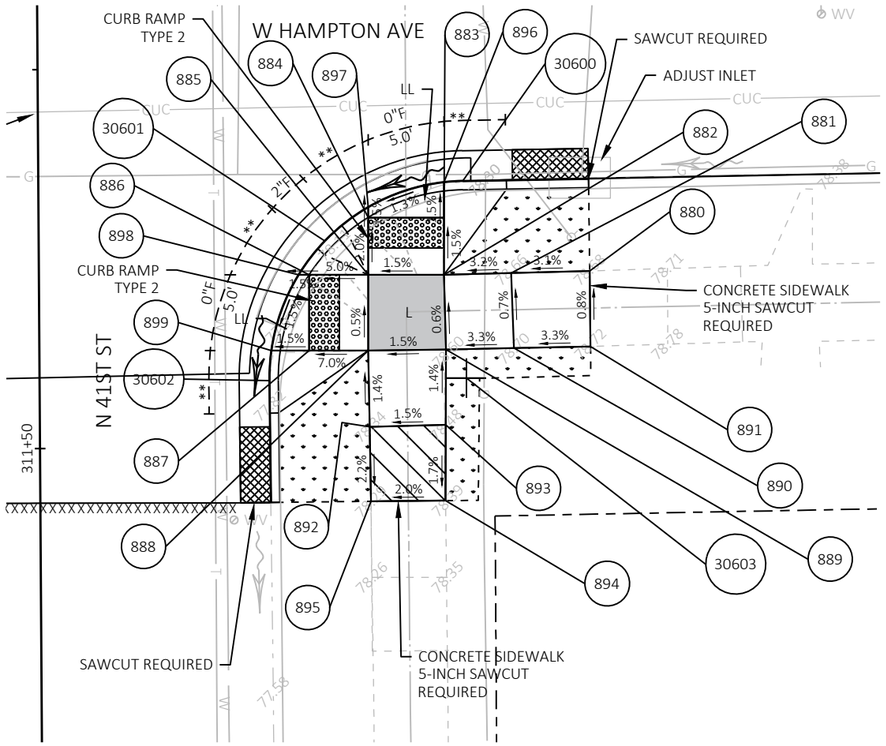
STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
840	336+21.89WB	56.95 RT	409172.473	2543721.945	78.22	FG
841	336+21.89WB	51.92 RT	409177.501	2543721.854	78.17	FG
842	336+21.91WB	47.06 RT	409182.361	2543721.780	78.01	FG
843	336+22.00WB	42.06 RT	409187.361	2543721.780	77.96	FG
844	336+17.15WB	41.97 RT	409187.361	2543716.931	78.03	FG
845	336+17.15WB	47.04 RT	409182.288	2543717.024	78.08	FG
846	336+17.07WB	51.82 RT	409177.506	2543717.036	78.20	FG
847	336+16.99WB	56.87 RT	409172.464	2543717.049	78.32	FG
848	336+07.29WB	41.82 RT	409187.323	2543707.065	78.31	FG
849	336+07.25WB	46.82 RT	409182.324	2543707.122	78.39	FG
850	336+02.25WB	46.79 RT	409182.259	2543702.122	78.37	FG
851	336+02.28WB	41.79 RT	409187.259	2543702.057	78.29	FG
852	335+97.36WB	41.79 RT	409187.165	2543697.140	78.20	FG
853	335+97.53WB	46.80 RT	409182.161	2543697.407	78.28	FG
854	336+25.47WB	47.12 RT	409182.361	2543725.344	77.85	FL
855	336+24.78WB	42.11 RT	409187.361	2543724.564	77.92	FL
856	336+07.31WB	36.04 RT	409193.102	2543706.982	77.94	FL
857	336+02.31WB	36.01 RT	409193.037	2543701.982	77.91	FL
858	336+16.49WB	56.86 RT	409172.463	2543716.549	78.32	TOC 0"F
859	336+16.64WB	47.53 RT	409181.790	2543716.526	78.50	TOC 5"F
860	336+07.24WB	47.32 RT	409181.824	2543707.124	78.39	TOC 0"F
861	335+92.36WB	41.80 RT	409187.071	2543692.141	78.22	FG
862	335+92.35WB	46.81 RT	409182.053	2543692.224	78.33	FG

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
30500	336+25.25WB	44.39 RT	409185.094	2543725.078	77.89	FL PC
30501	336+22.41WB	38.50 RT	409190.924	2543722.124	77.98	FL MID
30502	336+16.33WB	36.09 RT	409193.219	2543716.004	78.01	FL PT
30503	336+16.28WB	45.09 RT	409184.220	2543716.120	N/A	RAPD 15'R

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



N

2

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
880	336+80.19WB	41.95 RT	409188.553	2543779.959	78.68	FG
881	336+75.00WB	42.00 RT	409188.414	2543774.774	78.52	FG
882	336+70.57WB	42.03 RT	409188.296	2543770.341	78.38	FG
883	336+70.64WB	38.25 RT	409192.074	2543770.341	78.32	FG
884	336+65.64WB	38.16 RT	409192.074	2543765.341	78.23	FG
885	336+65.57WB	41.94 RT	409188.296	2543765.341	78.31	FG
886	336+61.67WB	41.86 RT	409188.296	2543761.441	78.11	FG
887	336+61.58WB	46.86 RT	409183.296	2543761.441	78.06	FG
888	336+65.48WB	46.94 RT	409183.296	2543765.341	78.33	FG
889	336+70.62WB	46.96 RT	409183.371	2543770.484	78.41	FG
890	336+75.10WB	46.94 RT	409183.467	2543774.964	78.55	FG
891	336+80.15WB	46.93 RT	409183.576	2543780.015	78.72	FG
892	336+65.48WB	51.96 RT	409178.273	2543765.437	78.40	FG
893	336+70.51WB	51.93 RT	409178.397	2543770.468	78.47	FG
894	336+70.40WB	56.93 RT	409173.398	2543770.452	78.39	FG
895	336+65.48WB	56.88 RT	409173.355	2543765.531	78.29	FG
896	336+70.68WB	35.93 RT	409194.398	2543770.341	78.29	FL
897	336+65.65WB	37.48 RT	409192.752	2543765.341	78.22	FL
898	336+60.98WB	41.85 RT	409188.296	2543760.750	78.10	FL
899	336+59.08WB	46.82 RT	409183.296	2543758.948	78.02	FL

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
30600	336+71.92WB	35.87 RT	409194.480	2543771.573	78.30	FL PC
30601	336+62.75WB	39.65 RT	409190.528	2543762.484	78.14	FL MID
30602	336+58.92WB	48.79 RT	409181.317	2543758.822	77.98	FL PT
30603	336+71.92WB	48.87 RT	409181.482	2543771.821	N/A	RADP 14'R

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 41ST ST SE	SHEET 138	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021203-RD.DWG
LAYOUT NAME - 41-SE

PLOT DATE : 10/18/2022 2:15 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

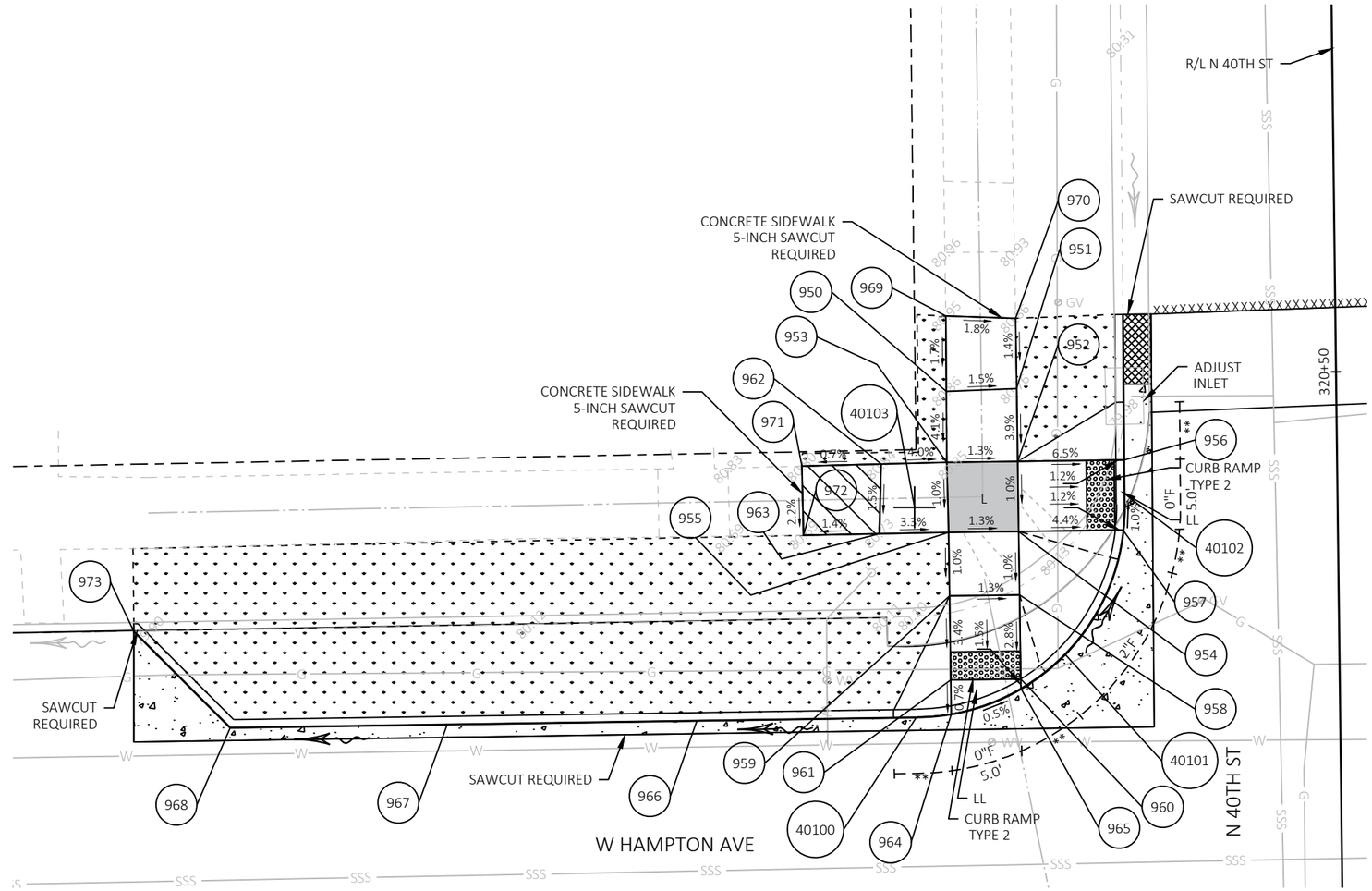
WISDOT/CADDS SHEET 42

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
40100	339+13.78WB	22.88 LT	409257.737	2544012.300	80.31	FL PC
40101	339+24.48WB	27.21 LT	409262.264	2544022.916	80.37	FL MID
40102	339+28.94WB	37.60 LT	409272.736	2544027.177	80.17	FL PT
40103	339+13.94WB	37.88 LT	409272.736	2544012.177	N/A	RADP 15'R

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
950	339+16.37WB	46.13 LT	409281.026	2544014.451	80.86	FG
951	339+21.39WB	46.22 LT	409281.212	2544019.475	80.79	FG
952	339+21.38WB	41.02 LT	409276.017	2544019.554	80.59	FG
953	339+16.31WB	41.05 LT	409275.947	2544014.489	80.65	FG
954	339+21.34WB	36.02 LT	409271.017	2544019.607	80.54	FG
955	339+16.35WB	36.05 LT	409270.948	2544014.623	80.60	FG
956	339+28.97WB	40.99 LT	409276.121	2544027.149	80.13	FL
957	339+28.82WB	35.97 LT	409271.101	2544027.089	80.23	FL
958	339+21.33WB	31.49 LT	409266.479	2544019.685	80.49	FG
959	339+16.33WB	31.51 LT	409266.410	2544014.685	80.56	FG
960	339+21.30WB	25.49 LT	409260.479	2544019.767	80.32	FG
961	339+16.30WB	25.51 LT	409260.411	2544014.768	80.36	FG
962	339+11.62WB	41.02 LT	409275.826	2544009.800	80.84	FG
963	339+11.38WB	36.04 LT	409270.851	2544009.652	80.77	FG
964	339+16.29WB	23.05 LT	409257.948	2544014.803	80.32	FL
965	339+21.30WB	24.81 LT	409259.804	2544019.776	80.31	FL
966	338+98.11WB	22.94 LT	409257.499	2543996.627	80.27	FL
967	338+80.28WB	23.00 LT	409257.229	2543978.798	80.19	FL
968	338+64.79WB	23.05 LT	409256.994	2543963.309	80.07	FL
969	339+16.43WB	51.50 LT	409286.395	2544014.410	80.95	FG
970	339+21.41WB	51.24 LT	409286.234	2544019.399	80.86	FG
971	339+05.95WB	40.98 LT	409275.681	2544004.132	80.80	FG
972	339+05.97WB	36.04 LT	409270.746	2544004.248	80.69	FG
973	338+58.03WB	30.07 LT	409263.883	2543956.419	79.90	FL



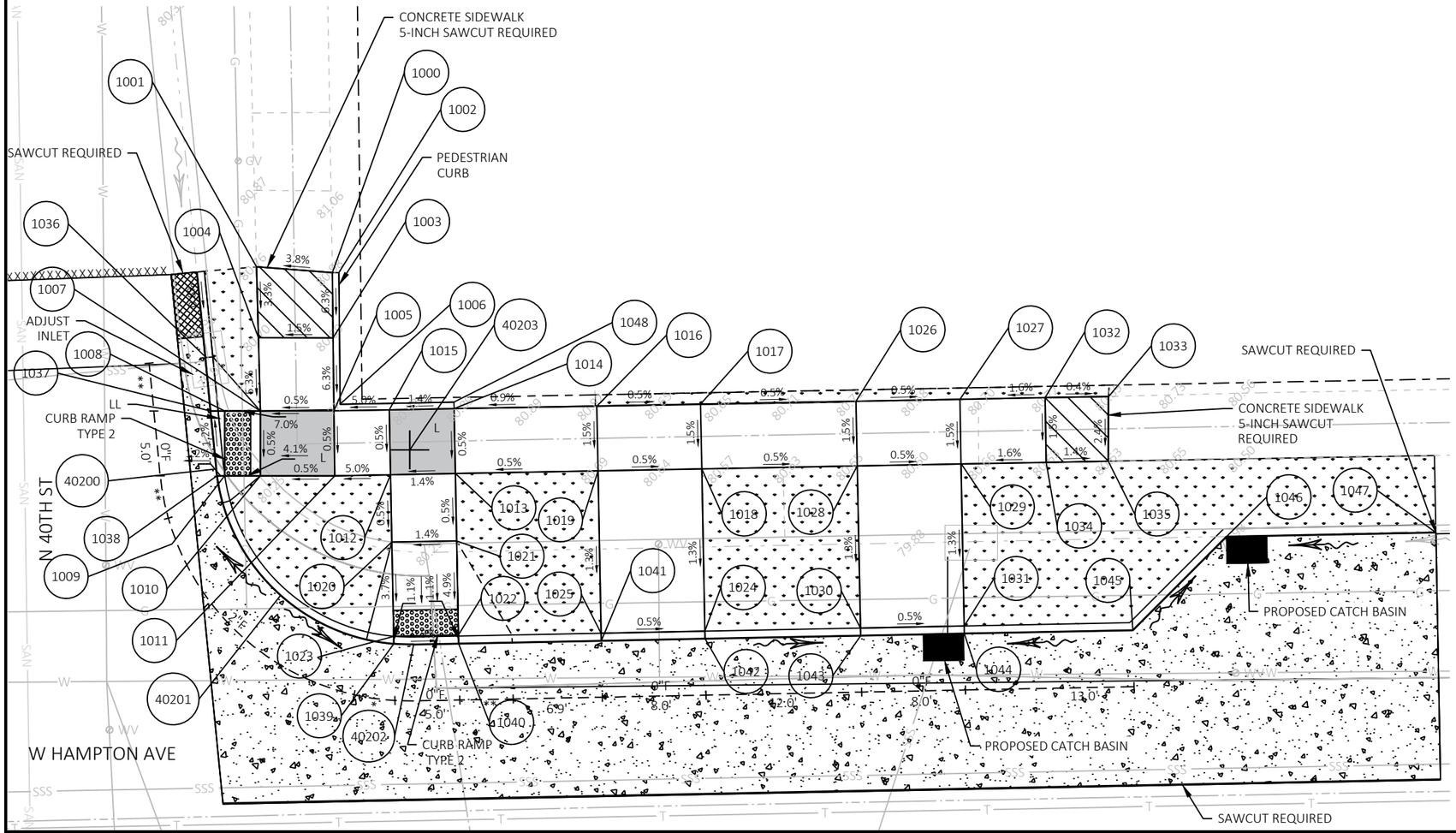
2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
40200	339+62.78WB	36.84 LT	409272.608	2544061.025	80.13	FL PC
40201	339+67.56WB	27.00 LT	409262.861	2544065.988	80.45	FL MID
40202	339+77.75WB	23.03 LT	409259.075	2544076.251	80.19	FL PT
40203	339+77.73WB	38.03 LT	409274.072	2544075.953	N/A	RAPD 15'R

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1037	339+62.42WB	41.31 LT	409277.073	2544060.587	80.07	FL
1038	339+62.83WB	36.31 LT	409272.073	2544061.087	80.13	FL
1039	339+76.22WB	23.10 LT	409259.122	2544074.723	80.20	FL
1040	339+81.22WB	23.03 LT	409259.144	2544079.724	80.18	FL
1041	339+92.22WB	23.04 LT	409259.362	2544090.721	80.12	FL
1042	340+00.22WB	23.05 LT	409259.520	2544098.719	80.08	FL
1043	340+12.22WB	23.07 LT	409259.758	2544110.717	80.02	FL
1044	340+20.22WB	23.08 LT	409259.916	2544118.716	79.98	FL
1045	340+33.22WB	23.09 LT	409260.174	2544131.713	80.24	FL
1046	340+40.57WB	30.17 LT	409267.390	2544138.930	79.98	FL
1047	340+56.72WB	30.17 LT	409267.694	2544155.074	80.08	FL
1048	339+81.20WB	41.63 LT	409277.742	2544079.355	81.02	TOC 0"F



N

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1000	339+72.02WB	51.79 LT	409287.725	2544069.986	80.98	FG
1001	339+66.18WB	52.35 LT	409288.176	2544064.138	80.76	FG
1002	339+72.52WB	51.78 LT	409287.730	2544070.486	80.98	TOC 0"F
1003	339+71.97WB	46.76 LT	409282.700	2544070.037	80.66	FG
1004	339+66.22WB	46.88 LT	409282.707	2544064.286	80.58	FG
1005	339+71.93WB	41.14 LT	409277.079	2544070.094	80.31	FG
1006	339+72.43WB	41.65 LT	409277.593	2544070.589	80.95	TOC 6"F
1007	339+66.26WB	41.24 LT	409277.073	2544064.429	80.28	FG
1008	339+63.51WB	41.29 LT	409277.065	2544061.676	80.09	FG
1009	339+63.43WB	36.31 LT	409272.085	2544061.684	80.14	FG
1010	339+66.17WB	36.24 LT	409272.073	2544064.429	80.26	FG
1011	339+71.91WB	36.14 LT	409272.073	2544070.172	80.28	FG
1012	339+76.20WB	36.13 LT	409272.146	2544074.465	80.50	FG
1013	339+81.20WB	36.13 LT	409272.245	2544079.464	80.57	FG
1014	339+81.20WB	41.13 LT	409277.244	2544079.365	80.85	FG
1015	339+76.20WB	41.13 LT	409277.145	2544074.366	80.52	FG
1016	339+92.21WB	41.12 LT	409277.430	2544090.375	80.69	FG
1017	340+00.21WB	41.13 LT	409277.598	2544098.373	80.65	FG
1018	340+00.21WB	36.14 LT	409272.604	2544098.468	80.58	FG
1019	339+92.21WB	36.14 LT	409272.453	2544090.470	80.62	FG
1020	339+76.21WB	30.94 LT	409266.962	2544074.568	80.47	FG
1021	339+81.21WB	30.95 LT	409267.056	2544079.567	80.54	FG
1022	339+81.22WB	23.70 LT	409259.808	2544079.710	80.18	FG
1023	339+76.22WB	23.69 LT	409259.709	2544074.711	80.21	FG
1024	340+00.22WB	23.64 LT	409260.103	2544098.708	80.42	FG
1025	339+92.22WB	23.63 LT	409259.945	2544090.710	80.46	FG
1026	340+12.20WB	41.13 LT	409277.822	2544110.357	80.59	FG
1027	340+20.21WB	41.13 LT	409277.972	2544118.370	80.55	FG
1028	340+12.21WB	36.15 LT	409272.839	2544110.462	80.52	FG
1029	340+20.22WB	36.16 LT	409272.995	2544118.473	80.48	FG
1030	340+12.22WB	23.65 LT	409260.341	2544110.705	80.36	FG
1031	340+20.22WB	23.66 LT	409260.499	2544118.704	80.32	FG
1032	340+26.79WB	41.13 LT	409278.095	2544124.948	80.66	FG
1033	340+31.68WB	41.13 LT	409278.186	2544129.838	80.64	FG
1034	340+26.77WB	36.15 LT	409273.106	2544125.026	80.59	FG
1035	340+31.57WB	36.15 LT	409273.197	2544129.818	80.52	FG
1036	339+62.09WB	45.49 LT	409281.242	2544060.178	79.97	FL

2

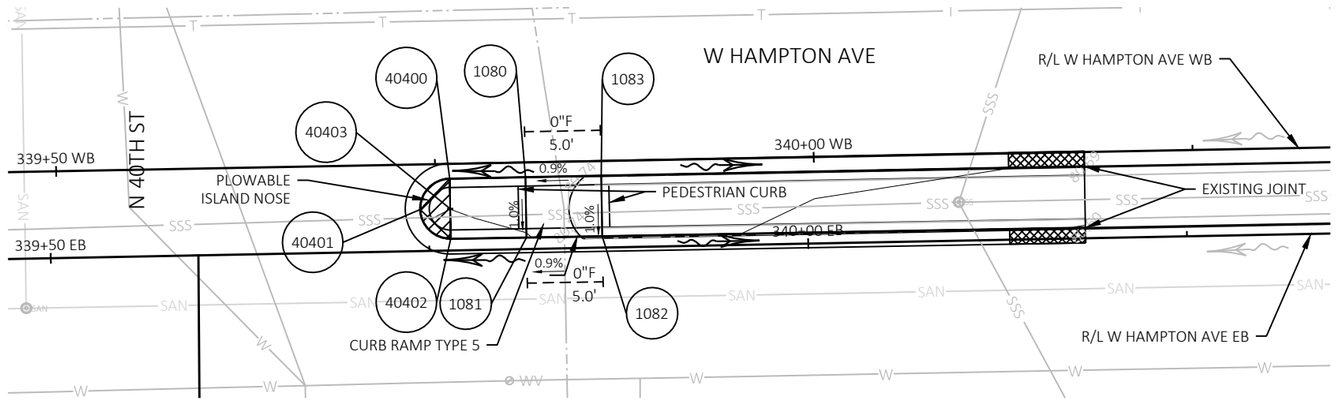
PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 40TH ST NE	SHEET 140	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021203-RD.DWG
LAYOUT NAME - 40-NE
PLOT DATE : 10/18/2022 2:17 PM
PLOT BY : HENRYKA GASIK
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1080	339+80.95WB	0.97 RT	409235.141	2544079.906	80.74	FL
1081	339+80.95WB	4.95 RT	409231.166	2544079.980	80.70	FL
1082	339+85.95WB	4.95 RT	409231.255	2544084.979	80.74	FL
1083	339+85.95WB	0.97 RT	409235.239	2544084.905	80.78	FL

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
40400	339+75.95WB	0.98 RT	409235.043	2544074.903	80.72	FL PC
40401	339+73.97WB	2.96 RT	409233.022	2544072.959	80.71	FL MID
40402	339+75.95WB	4.94 RT	409231.078	2544074.981	80.68	FL PT
40403	339+75.95WB	2.96 RT	409233.061	2544074.942	N/A	RADP 2.0'R

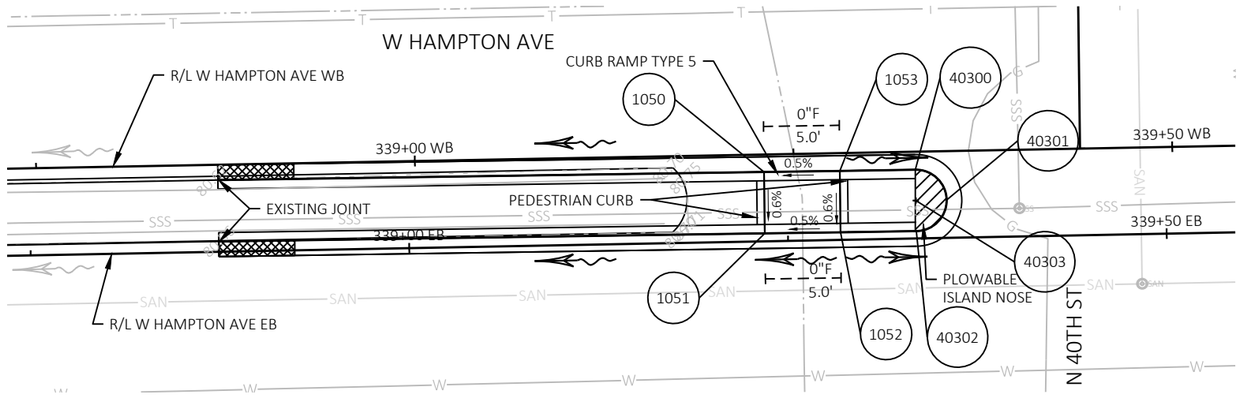
PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 40TH ST MEDIAN E	SHEET 141	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021203-RD.DWG
LAYOUT NAME - 40-Median E

PLOT DATE : 10/18/2022 2:17 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



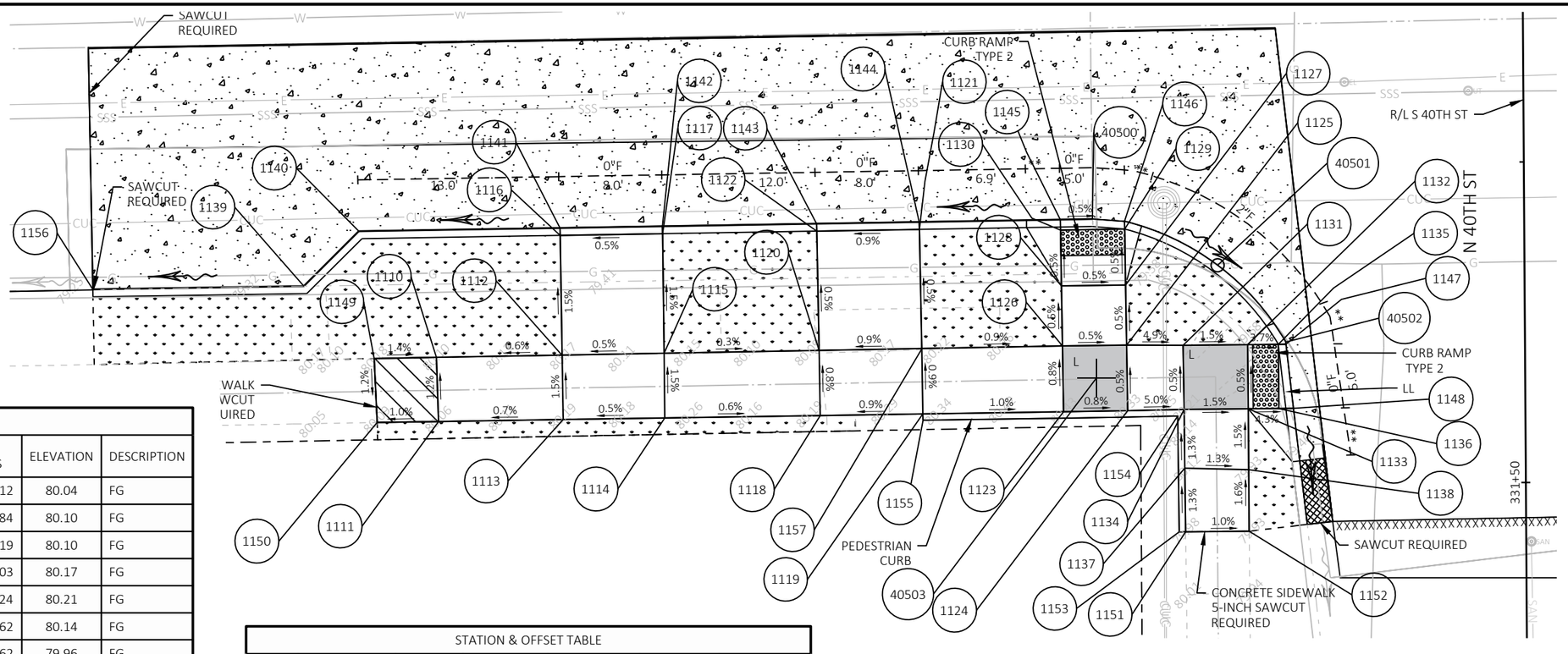
STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1050	339+23.04WB	1.15 RT	409233.877	2544022.002	80.73	FL
1051	339+23.01WB	5.21 RT	409229.824	2544022.050	80.71	FL
1052	339+28.01WB	5.23 RT	409229.898	2544027.049	80.73	FL
1053	339+28.04WB	1.17 RT	409233.950	2544027.001	80.76	FL

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
40300	339+33.03WB	1.19 RT	409234.023	2544031.989	80.74	FL PT
40301	339+35.04WB	3.23 RT	409232.028	2544034.045	80.73	FL MID
40302	339+33.01WB	5.25 RT	409229.973	2544032.050	80.71	FL PC
40303	339+33.02WB	3.22 RT	409231.998	2544032.019	N/A	RADP 2.0'R

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 40TH ST MEDIAN W	SHEET 142	E

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1110	338+73.98WB	41.66 RT	409192.463	2543973.712	80.04	FG
1111	338+74.06WB	46.66 RT	409187.461	2543973.884	80.10	FG
1112	338+83.79WB	41.69 RT	409192.620	2543983.519	80.10	FG
1113	338+83.78WB	46.69 RT	409187.614	2543983.603	80.17	FG
1114	338+91.70WB	46.72 RT	409187.738	2543991.524	80.21	FG
1115	338+91.73WB	41.67 RT	409192.785	2543991.462	80.14	FG
1116	338+83.81WB	32.33 RT	409201.977	2543983.362	79.96	FG
1117	338+91.79WB	32.34 RT	409202.110	2543991.347	80.00	FG
1118	339+03.82WB	46.75 RT	409187.929	2544003.640	80.14	FG
1119	339+11.82WB	46.78 RT	409188.054	2544011.639	80.22	FG
1120	339+03.82WB	41.68 RT	409193.004	2544003.543	80.10	FG
1121	339+11.82WB	32.39 RT	409202.442	2544011.365	80.13	FG
1122	339+03.82WB	32.37 RT	409202.309	2544003.366	80.06	FG
1123	339+22.77WB	46.81 RT	409188.227	2544022.591	80.11	FG
1124	339+27.77WB	46.82 RT	409188.308	2544027.590	80.08	FG
1125	339+27.79WB	41.70 RT	409193.428	2544027.507	80.05	FG
1126	339+22.79WB	41.69 RT	409193.347	2544022.508	80.07	FG
1127	339+27.80WB	37.02 RT	409198.110	2544027.431	80.03	FG
1128	339+22.80WB	37.00 RT	409198.028	2544022.431	80.05	FG
1129	339+27.81WB	32.65 RT	409202.471	2544027.360	80.00	FG
1130	339+22.81WB	32.64 RT	409202.390	2544022.361	80.03	FG
1131	339+32.19WB	41.81 RT	409193.402	2544031.910	79.83	FG
1132	339+37.22WB	41.85 RT	409193.453	2544036.940	79.76	FG
1133	339+37.18WB	46.85 RT	409188.453	2544036.991	79.78	FG
1134	339+32.18WB	46.81 RT	409188.403	2544031.991	79.86	FG
1135	339+39.61WB	41.87 RT	409193.477	2544039.333	79.70	FG
1136	339+39.57WB	46.87 RT	409188.478	2544039.384	79.68	FG
1137	339+32.15WB	51.38 RT	409183.826	2544032.050	79.92	FG

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1138	339+37.12WB	51.59 RT	409183.709	2544037.028	79.85	FG
1139	338+63.76WB	35.92 RT	409198.014	2543963.381	79.43	FL
1140	338+68.12WB	31.71 RT	409202.300	2543967.666	79.54	FL
1141	338+83.81WB	31.74 RT	409202.560	2543983.352	79.62	FL
1142	338+91.80WB	31.76 RT	409202.693	2543991.340	79.66	FL
1143	339+03.82WB	31.79 RT	409202.892	2544003.355	79.72	FL
1144	339+11.82WB	31.80 RT	409203.025	2544011.354	79.70	FL
1145	339+22.81WB	31.82 RT	409203.208	2544022.348	80.03	FL
1146	339+27.81WB	32.06 RT	409203.068	2544027.350	80.00	FL
1147	339+40.20WB	41.88 RT	409193.483	2544039.926	79.70	FL
1148	339+40.70WB	46.88 RT	409188.489	2544040.518	79.67	FL
1149	338+69.13WB	41.66 RT	409192.375	2543968.864	80.11	FG
1150	338+69.28WB	46.65 RT	409187.386	2543969.104	80.05	FG
1151	339+32.12WB	56.35 RT	409178.855	2544032.115	79.98	FG
1152	339+37.07WB	56.40 RT	409178.905	2544037.066	79.93	FG
1153	339+31.63WB	56.35 RT	409178.849	2544031.620	79.98	TOC 0"F
1154	339+31.67WB	47.31 RT	409187.892	2544031.498	80.28	TOC 5"F
1155	339+11.82WB	47.28 RT	409187.554	2544011.647	80.33	TOC 0"F
1156	338+47.32WB	35.85 RT	409197.769	2543946.944	79.27	FG
1157	339+11.82WB	41.70 RT	409193.128	2544011.542	80.18	FG

RADIUS TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
40500	339+25.31WB	31.83 RT	409203.249	2544024.849	80.01	FL PT
40501	339+34.98WB	35.62 RT	409199.644	2544034.589	79.84	FL MID
40502	339+40.19WB	41.70 RT	409193.654	2544039.905	79.70	FL PT
40503	339+25.39WB	44.23 RT	409190.853	2544025.163	N/A	RADP 20'R

2

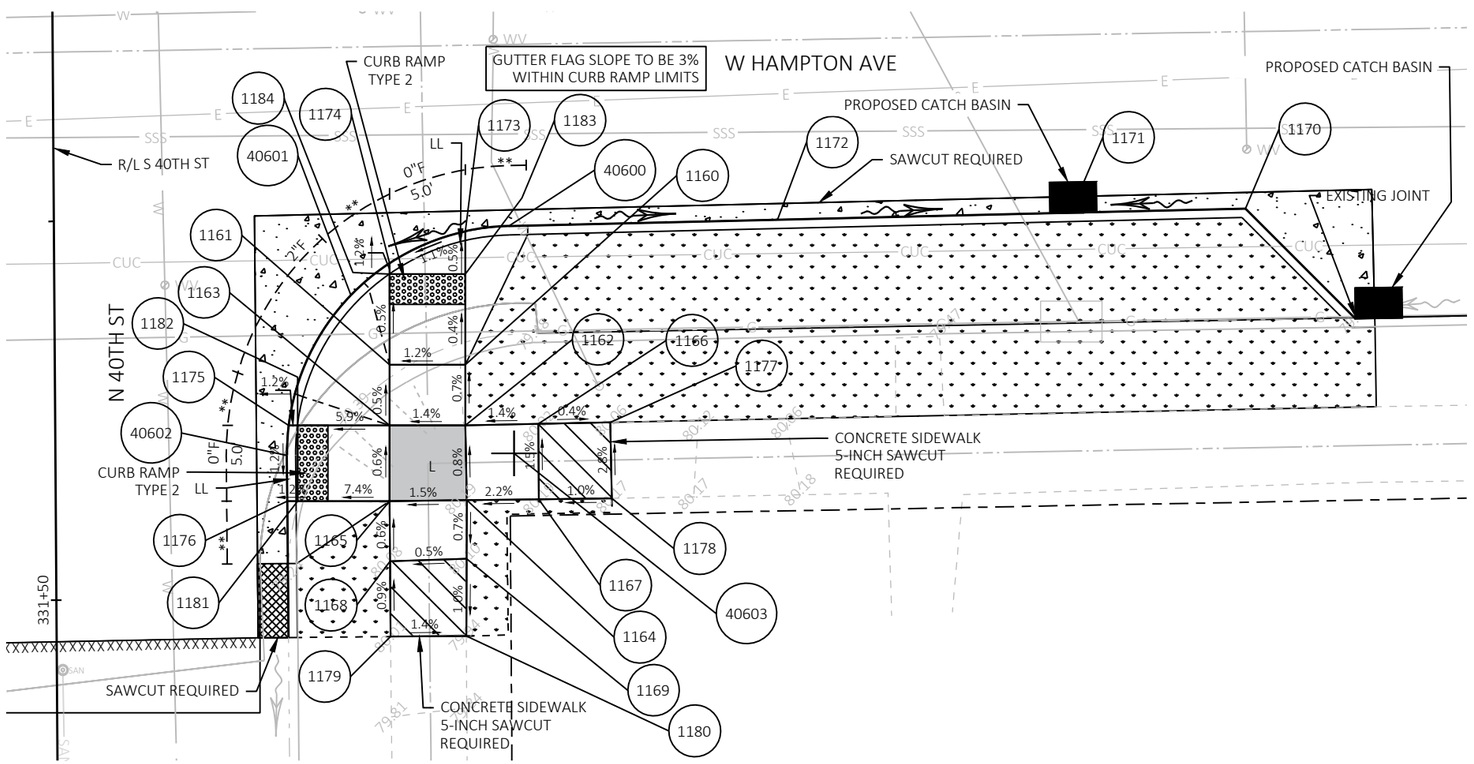
LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

N

2

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
40600	339+89.02WB	28.87 RT	409207.393	2544088.496	79.94	FL PC
40601	339+78.52WB	33.24 RT	409202.829	2544078.074	79.80	FL MID
40602	339+74.10WB	43.73 RT	409192.263	2544073.853	79.52	FL PT
40603	339+89.10WB	43.87 RT	409192.397	2544088.853	N/A	RADP 15'R



STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1160	339+85.99WB	37.96 RT	409198.256	2544085.632	79.95	FG
1161	339+80.99WB	37.87 RT	409198.254	2544080.632	79.89	FG
1162	339+85.92WB	41.96 RT	409194.254	2544085.635	79.98	FG
1163	339+80.92WB	41.87 RT	409194.251	2544080.632	79.91	FG
1164	339+85.92WB	46.90 RT	409189.308	2544085.725	80.02	FG
1165	339+80.82WB	46.87 RT	409189.251	2544080.632	79.94	FG
1166	339+90.73WB	41.95 RT	409194.350	2544090.441	80.05	FG
1167	339+90.66WB	46.93 RT	409189.370	2544090.472	80.12	FG
1168	339+80.78WB	50.84 RT	409185.278	2544080.658	79.97	FG
1169	339+85.83WB	50.76 RT	409185.455	2544085.711	79.99	FG
1170	340+37.66WB	28.63 RT	409208.550	2544137.116	79.97	FL
1171	340+26.13WB	28.68 RT	409208.275	2544125.586	79.83	FL
1172	340+06.76WB	28.78 RT	409207.815	2544106.223	79.88	FL
1173	339+86.15WB	29.17 RT	409207.047	2544085.626	79.91	FL
1174	339+81.12WB	31.18 RT	409204.944	2544080.632	79.85	FL
1175	339+74.25WB	41.74 RT	409194.251	2544073.968	79.55	FL
1176	339+74.07WB	46.74 RT	409189.251	2544073.880	79.49	FL
1177	339+95.48WB	41.94 RT	409194.448	2544095.194	80.03	FG
1178	339+95.48WB	46.96 RT	409189.432	2544095.289	80.17	FG
1179	339+80.72WB	55.81 RT	409180.306	2544080.691	80.01	FG
1180	339+85.72WB	55.87 RT	409180.341	2544085.694	79.94	FG
1181	339+74.75WB	46.75 RT	409189.251	2544074.556	79.49	FG
1182	339+74.84WB	41.75 RT	409194.251	2544074.556	79.55	FG
1183	339+86.10WB	31.97 RT	409204.240	2544085.632	79.92	FG
1184	339+81.10WB	31.88 RT	409204.240	2544080.632	79.86	FG

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 40TH ST SE	SHEET 144	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021203-RD.DWG
LAYOUT NAME - 40-SE

PLOT DATE : 10/18/2022 2:20 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

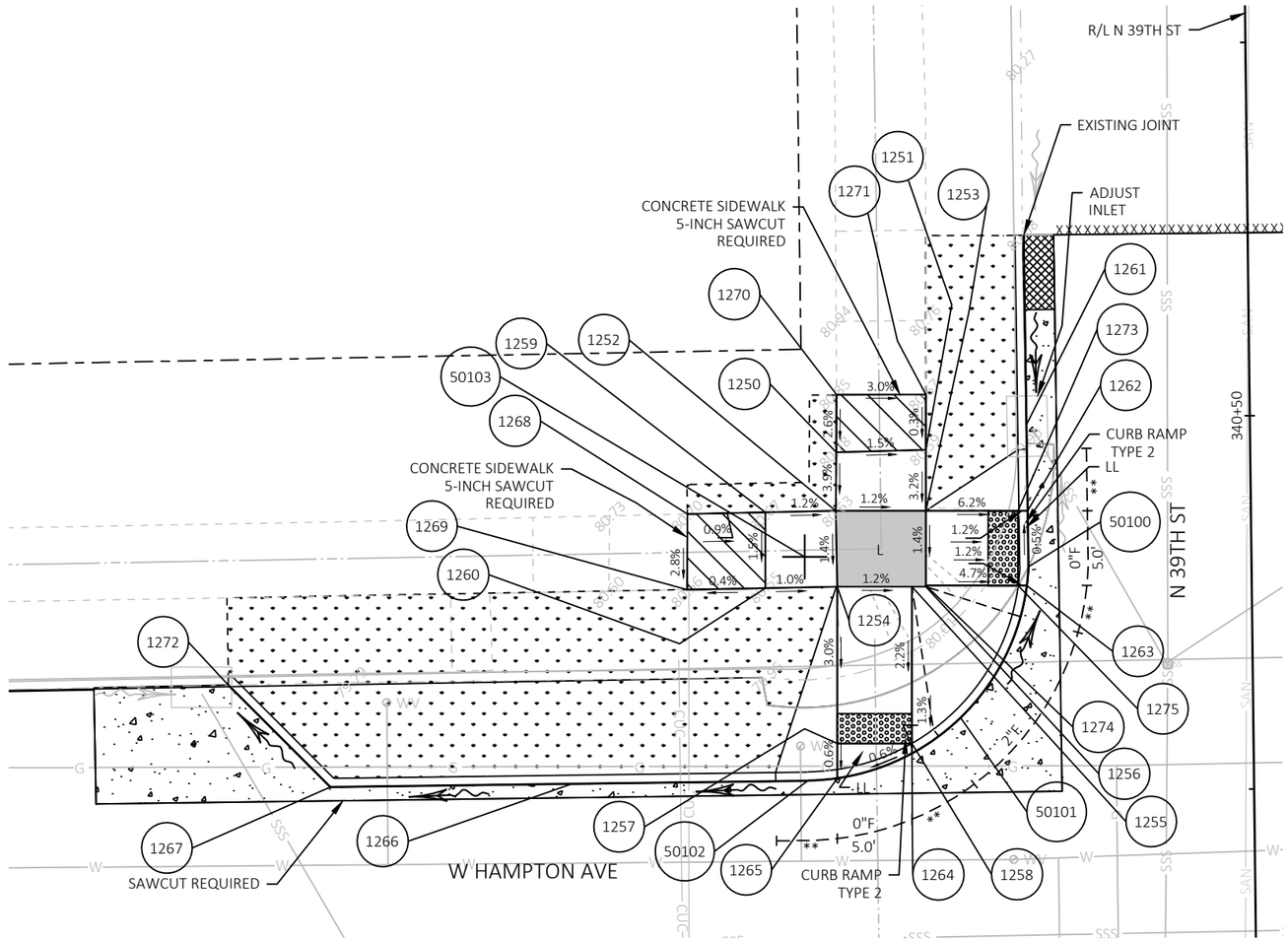
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LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
50100	342+44.15WB	37.17 LT	409278.182	2544342.346	80.16	FL PC
50101	342+39.42WB	27.14 LT	409268.073	2544337.802	80.25	FL MID
50102	342+29.10WB	23.10 LT	409263.844	2544327.558	80.19	FL PT
50103	342+29.18WB	38.10 LT	409278.842	2544327.361	N/A	RADP 15'R

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1250	342+31.43WB	45.07 LT	409285.844	2544329.475	80.75	FG
1251	342+37.43WB	45.11 LT	409286.001	2544335.479	80.66	FG
1252	342+31.33WB	41.15 LT	409281.923	2544329.448	80.60	FG
1253	342+37.36WB	41.04 LT	409281.929	2544335.483	80.53	FG
1254	342+31.33WB	36.06 LT	409276.840	2544329.545	80.53	FG
1255	342+36.33WB	35.97 LT	409276.840	2544334.545	80.47	FG
1256	342+37.27WB	35.95 LT	409276.840	2544335.483	80.46	FG
1257	342+31.13WB	25.57 LT	409266.343	2544329.545	80.21	FG
1258	342+36.13WB	25.47 LT	409266.343	2544334.545	80.24	FG
1259	342+26.61WB	41.13 LT	409281.821	2544324.730	80.66	FG
1260	342+26.52WB	36.06 LT	409276.748	2544324.733	80.58	FG
1261	342+44.19WB	46.68 LT	409287.698	2544342.210	79.92	FL
1262	342+44.17WB	40.91 LT	409281.929	2544342.293	80.14	FL
1263	342+44.02WB	35.91 LT	409276.929	2544342.238	80.17	FL
1264	342+36.12WB	24.81 LT	409265.675	2544334.545	80.23	FL
1265	342+31.09WB	23.23 LT	409264.002	2544329.545	80.20	FL
1266	342+13.32WB	23.19 LT	409263.636	2544311.776	80.13	FL
1267	341+97.14WB	23.28 LT	409263.424	2544295.603	80.08	FL
1268	342+21.39WB	41.12 LT	409281.708	2544319.517	80.70	FG
1269	342+21.27WB	36.06 LT	409276.648	2544319.491	80.56	FG
1270	342+31.53WB	48.93 LT	409289.711	2544329.502	80.85	FG
1271	342+37.50WB	48.81 LT	409289.701	2544335.475	80.67	FG
1272	341+90.44WB	30.24 LT	409270.252	2544288.775	79.80	FG
1273	342+43.52WB	40.92 LT	409281.929	2544341.645	80.15	FG
1274	342+37.27WB	36.04 LT	409276.929	2544335.483	80.46	FG
1275	342+43.43WB	35.93 LT	409276.929	2544341.645	80.17	FG



PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 39TH ST NW	SHEET 145	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021203-RD.DWG
LAYOUT NAME - 39-NW

PLOT DATE : 10/18/2022 2:20 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

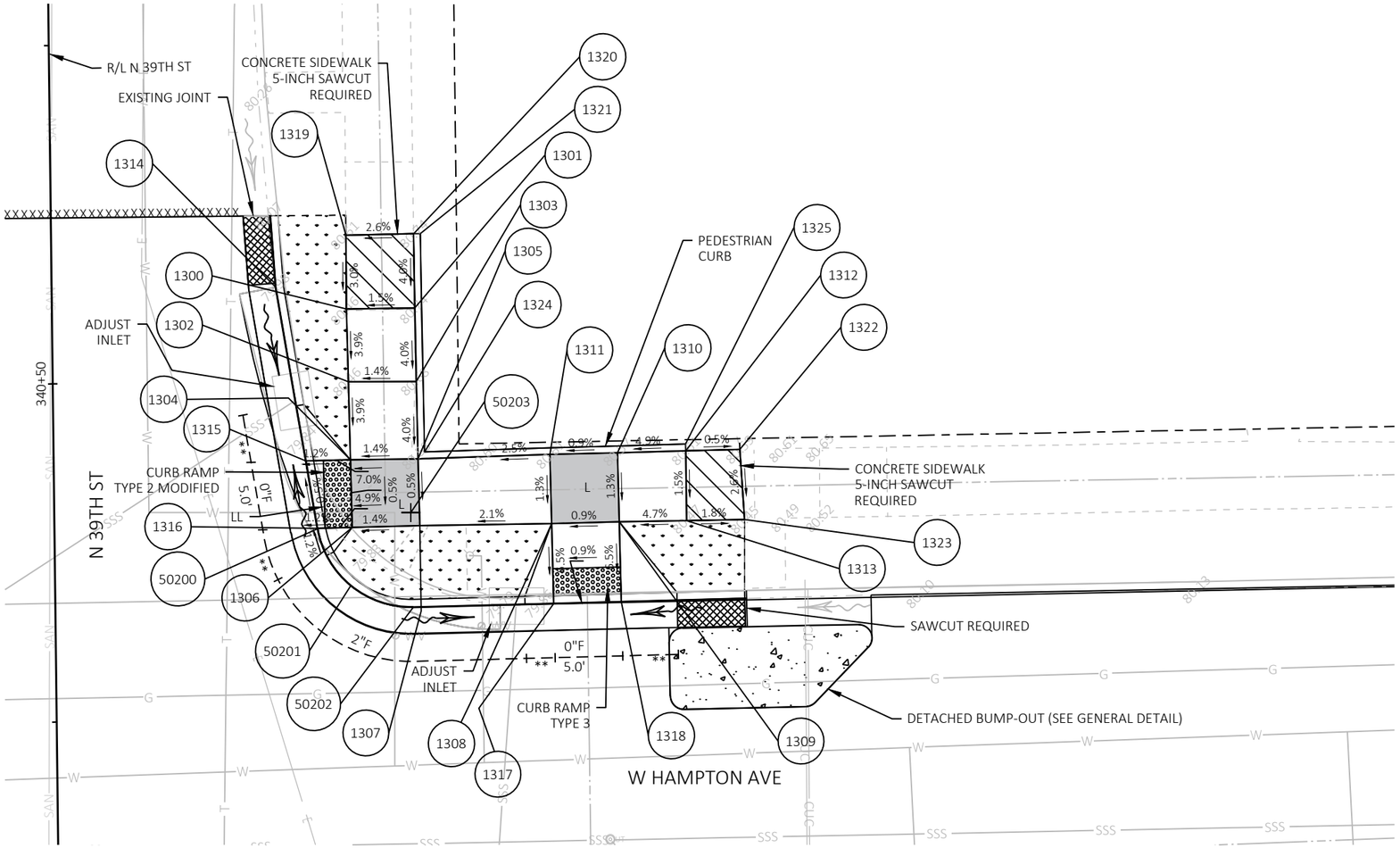
WISDOT/CADDS SHEET 42

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
50200	342+78.54WB	35.92 LT	409277.583	2544376.748	79.88	FL PC
50201	342+80.92WB	31.66 LT	409273.363	2544379.209	79.93	FL MID
50202	342+85.51WB	29.99 LT	409271.781	2544383.830	79.98	FL PT
50203	342+85.45WB	36.99 LT	409278.778	2544383.645	N/A	RADP 7'R



STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1300	342+80.98WB	52.13 LT	409293.834	2544378.891	80.45	FG
1301	342+86.02WB	52.11 LT	409293.904	2544383.931	80.52	FG
1302	342+81.02WB	46.74 LT	409288.444	2544379.032	80.23	FG
1303	342+86.04WB	46.66 LT	409288.460	2544384.054	80.30	FG
1304	342+81.07WB	40.98 LT	409282.686	2544379.183	80.01	FG
1305	342+86.07WB	40.96 LT	409282.756	2544384.183	80.08	FG
1306	342+81.11WB	35.98 LT	409277.688	2544379.317	79.98	FG
1307	342+86.11WB	36.02 LT	409277.822	2544384.315	80.05	FG
1308	342+95.86WB	35.98 LT	409277.965	2544394.066	80.25	FG
1309	343+00.86WB	36.02 LT	409278.098	2544399.064	80.30	FG
1310	343+00.82WB	41.13 LT	409283.207	2544398.929	80.36	FG
1311	342+95.82WB	41.09 LT	409283.073	2544393.931	80.32	FG
1312	343+05.88WB	41.17 LT	409283.342	2544403.987	80.61	FG
1313	343+05.86WB	36.02 LT	409278.185	2544404.060	80.53	FG
1314	342+75.78WB	53.85 LT	409295.456	2544373.653	79.98	FL
1315	342+77.76WB	40.96 LT	409282.599	2544375.879	79.85	FL
1316	342+78.53WB	35.96 LT	409277.619	2544376.741	79.88	FL
1317	342+95.91WB	30.07 LT	409272.056	2544394.222	79.87	FL
1318	343+00.90WB	30.11 LT	409272.188	2544399.221	79.91	FL
1319	342+81.04WB	57.57 LT	409299.275	2544378.849	80.61	FG
1320	342+86.07WB	57.60 LT	409299.392	2544383.876	80.74	FG
1321	342+86.55WB	57.59 LT	409299.398	2544384.355	80.74	TOC 0"F
1322	343+09.88WB	41.21 LT	409283.449	2544407.987	80.59	FG
1323	343+10.13WB	36.01 LT	409278.260	2544408.335	80.45	FG
1324	342+86.56WB	41.46 LT	409283.272	2544384.671	80.58	TOC 6"F
1325	343+05.87WB	41.67 LT	409283.842	2544403.974	80.61	TOC 0"F

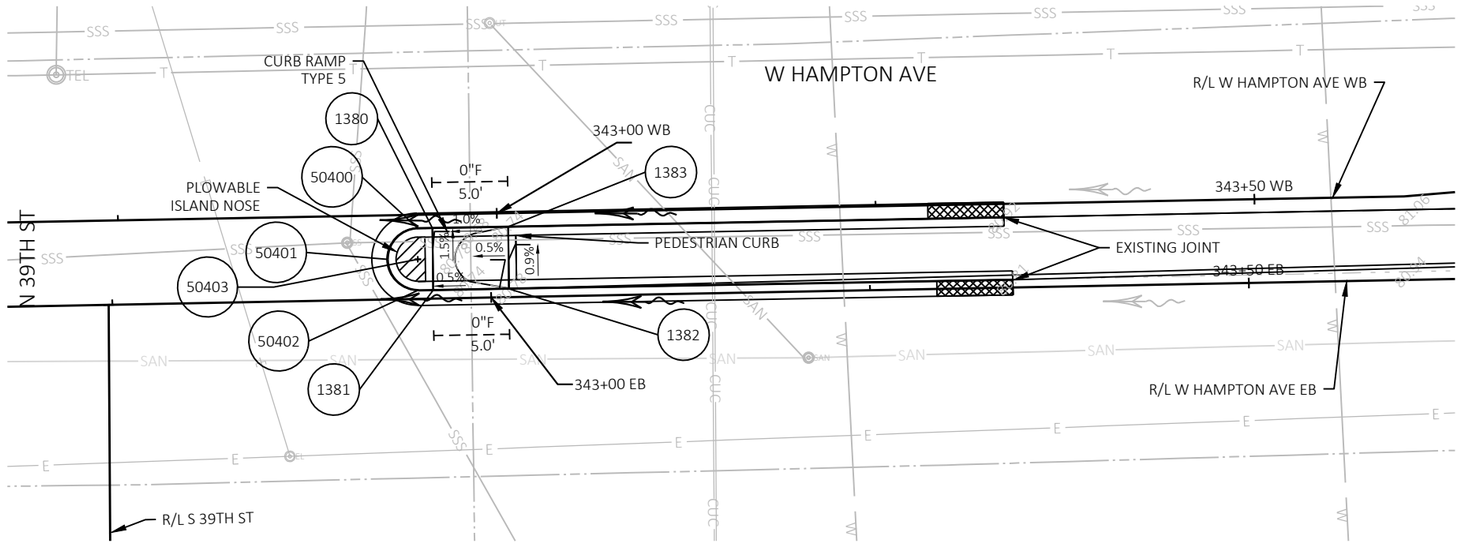
N

2

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 39TH ST NE	SHEET 146	E

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1380	342+95.74WB	0.89 RT	409241.094	2544394.632	80.69	FL
1381	342+95.72WB	4.98 RT	409237.006	2544394.687	80.75	FL
1382	343+00.72WB	4.98 RT	409237.096	2544399.687	80.78	FL
1383	343+00.74WB	0.89 RT	409241.189	2544399.632	80.74	FL

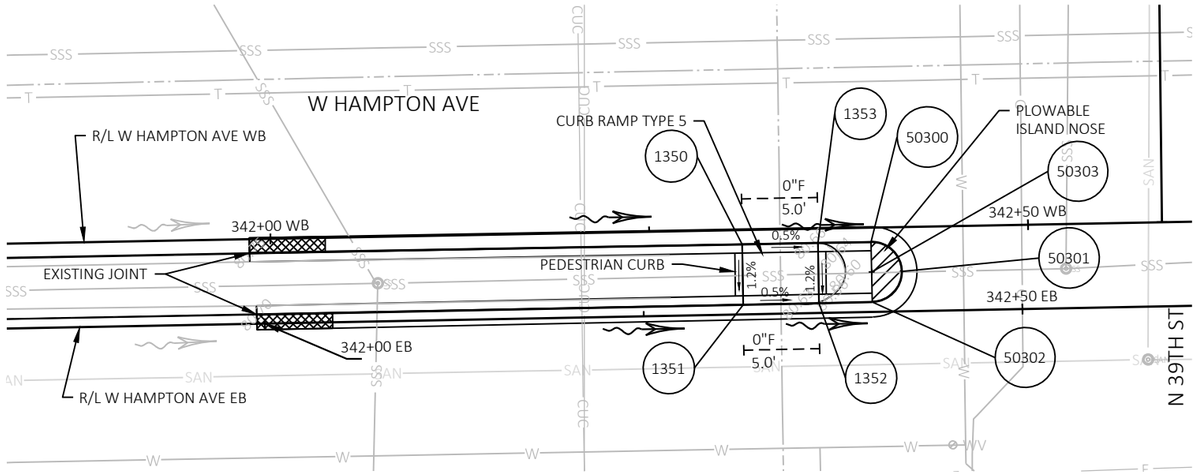
RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
50400	342+94.78WB	0.89 RT	409241.079	2544393.674	80.71	FL PC
50401	342+92.70WB	2.89 RT	409239.036	2544391.631	80.76	FL MID
50402	342+94.70WB	4.97 RT	409236.993	2544393.674	80.76	FL PT
50403	342+94.74WB	2.93 RT	409239.036	2544393.674	N/A	RADP 2.0'R

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 39TH ST MEDIAN E	SHEET 147	E

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1350	342+31.12WB	0.95 RT	409239.835	2544330.029	80.67	FL
1351	342+31.10WB	4.93 RT	409235.850	2544330.086	80.62	FL
1352	342+36.10WB	4.92 RT	409235.952	2544335.085	80.59	FL
1353	342+36.12WB	0.95 RT	409239.924	2544335.028	80.64	FL

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
50300	342+39.62WB	0.95 RT	409239.986	2544338.527	80.63	FL PT
50301	342+41.61WB	2.93 RT	409238.045	2544340.549	80.60	FL MID
50302	342+39.63WB	4.92 RT	409236.024	2544338.608	80.57	FL PC
50303	342+39.62WB	2.93 RT	409238.005	2544338.568	N/A	RADP 2.0'R

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 39TH ST MEDIAN W	SHEET 148	E

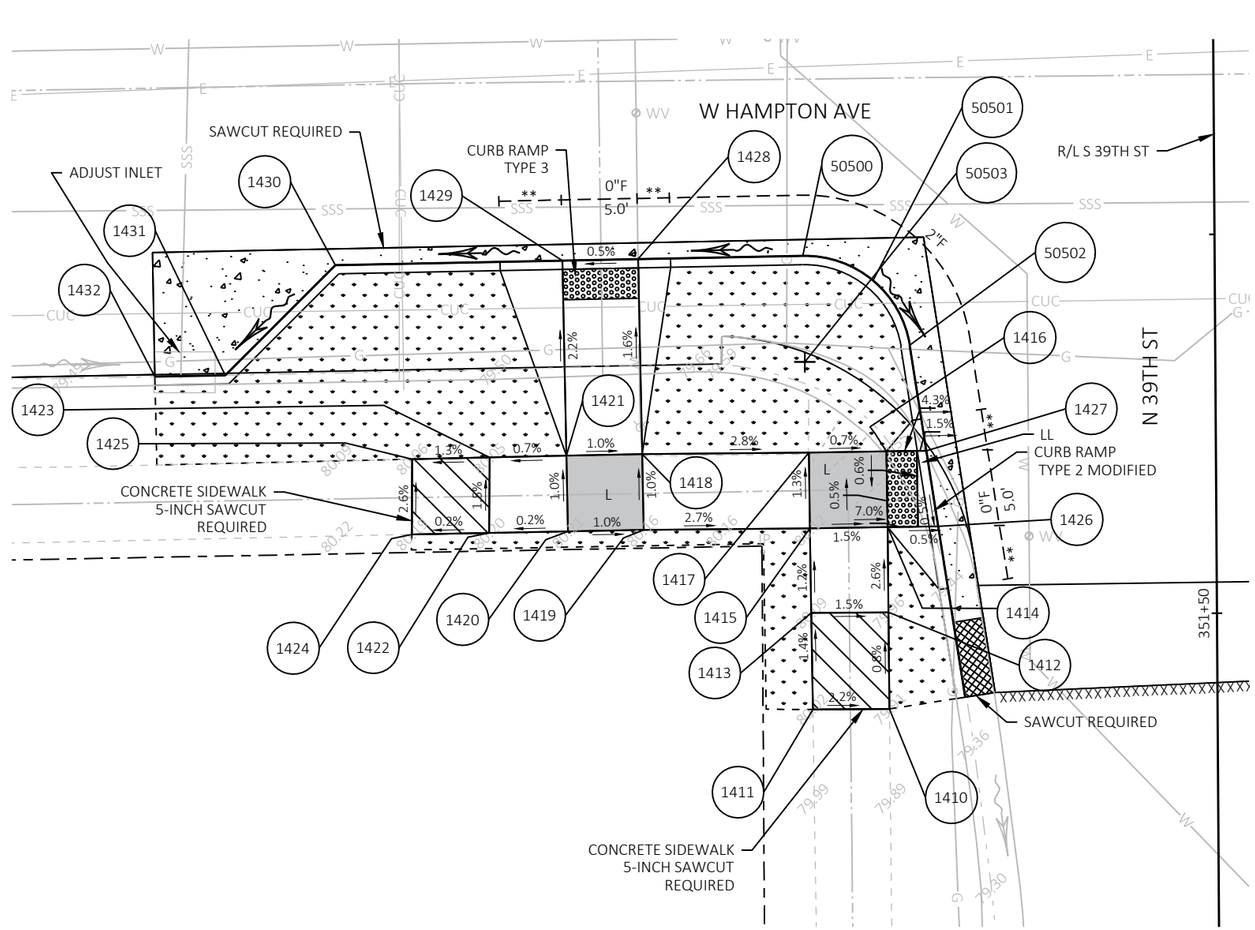
FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021203-RD.DWG
LAYOUT NAME - 39-Median W

PLOT DATE : 10/18/2022 2:22 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1410	342+51.98WB	58.90 RT	409182.278	2544351.967	79.91	FG
1411	342+46.93WB	58.85 RT	409182.240	2544346.914	80.02	FG
1412	342+52.03WB	52.52 RT	409188.660	2544351.901	79.86	FG
1413	342+46.95WB	52.47 RT	409188.616	2544346.814	79.93	FG
1414	342+52.08WB	46.91 RT	409194.266	2544351.843	79.79	FG
1415	342+46.95WB	46.90 RT	409194.186	2544346.713	79.87	FG
1416	342+52.10WB	41.91 RT	409199.265	2544351.765	79.76	FG
1417	342+46.98WB	41.90 RT	409199.185	2544346.649	79.80	FG
1418	342+35.98WB	41.80 RT	409199.079	2544335.646	80.11	FG
1419	342+35.98WB	46.80 RT	409194.080	2544335.746	80.16	FG
1420	342+30.98WB	46.81 RT	409193.980	2544330.747	80.21	FG
1421	342+30.98WB	41.81 RT	409198.979	2544330.647	80.16	FG
1422	342+25.79WB	46.80 RT	409193.885	2544325.555	80.20	FG
1423	342+25.91WB	41.83 RT	409198.863	2544325.584	80.13	FG
1424	342+20.68WB	46.80 RT	409193.793	2544320.446	80.19	FG
1425	342+20.79WB	41.85 RT	409198.747	2544320.465	80.06	FG
1426	342+55.42WB	46.92 RT	409194.318	2544355.185	79.64	FL
1427	342+54.73WB	41.92 RT	409199.306	2544354.398	79.67	FL
1428	342+35.94WB	28.92 RT	409211.955	2544335.368	79.91	FL
1429	342+30.96WB	28.93 RT	409211.855	2544330.390	79.88	FL
1430	342+15.96WB	28.95 RT	409211.555	2544315.393	79.84	FL
1431	342+08.56WB	36.08 RT	409204.289	2544308.126	79.48	FL
1432	342+03.92WB	36.08 RT	409204.196	2544303.488	79.49	FL

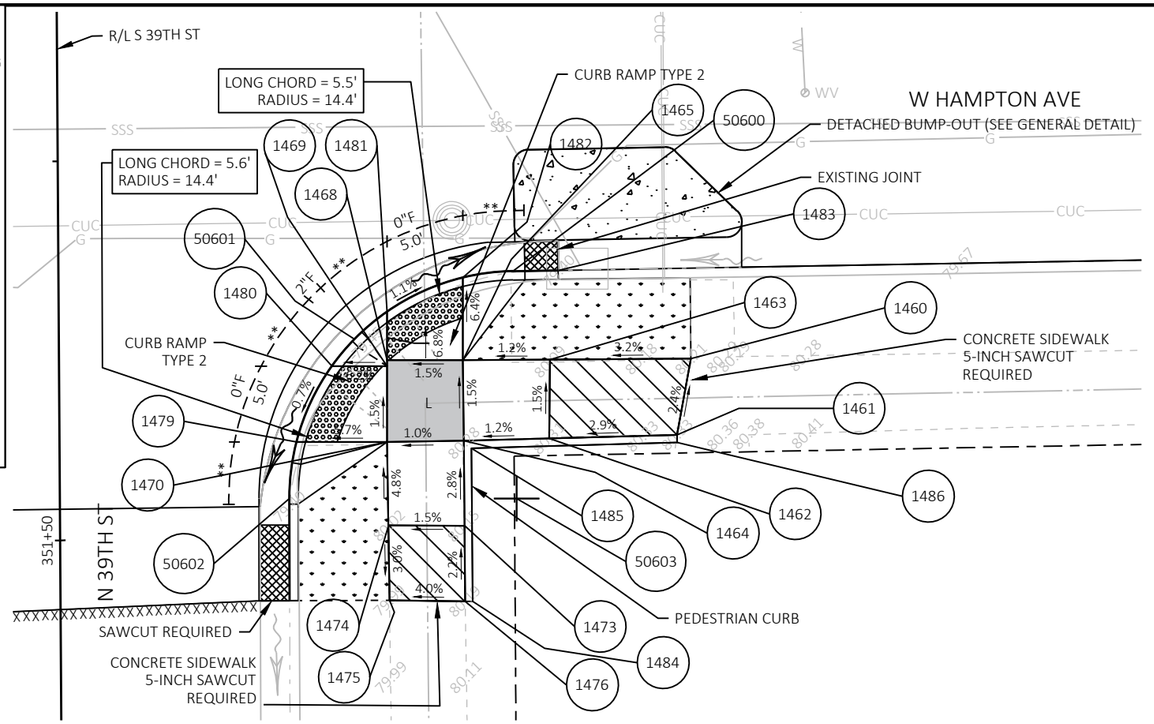
RADIUS TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
50500	342+46.82WB	28.91 RT	409212.172	2544346.245	79.96	FL PT
50501	342+51.42WB	30.62 RT	409210.540	2544350.879	79.92	FL MID
50502	342+53.76WB	34.94 RT	409206.265	2544353.299	79.82	FL PC
50503	342+46.83WB	35.91 RT	409205.173	2544346.385	N/A	RADP 7'R

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 39TH ST SW	SHEET 149	E

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



N

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1460	343+15.55WB	41.79 RT	409200.578	2544415.201	80.21	FG
1461	343+14.54WB	46.79 RT	409195.552	2544414.286	80.33	FG
1462	343+06.09WB	46.87 RT	409195.314	2544405.846	79.99	FG
1463	343+06.25WB	41.68 RT	409200.512	2544405.910	79.91	FG
1464	343+00.47WB	46.93 RT	409195.155	2544400.224	79.92	FG
1465	343+00.51WB	41.61 RT	409200.471	2544400.164	79.84	FG
1468	342+95.49WB	41.52 RT	409200.471	2544395.147	79.77	FG
1469	342+95.49WB	41.90 RT	409200.085	2544395.147	79.80	FG
1470	342+95.39WB	46.90 RT	409195.085	2544395.147	79.87	FG
1473	343+00.41WB	52.52 RT	409189.558	2544400.270	80.08	FG
1474	342+95.39WB	52.41 RT	409189.577	2544395.247	80.14	FG
1475	342+95.37WB	57.35 RT	409184.635	2544395.315	79.99	FG
1476	343+00.36WB	57.52 RT	409184.564	2544400.311	80.19	FG
1479	342+89.43WB	46.79 RT	409195.085	2544389.180	79.53	FL
1480	342+91.85WB	41.84 RT	409200.085	2544391.514	79.57	FL
1481	342+95.55WB	38.32 RT	409203.666	2544395.147	79.55	FL
1482	343+00.59WB	36.16 RT	409205.920	2544400.147	79.49	FL
1483	343+06.91WB	35.80 RT	409206.400	2544406.457	79.40	FL
1484	343+00.86WB	57.52 RT	409184.572	2544400.810	80.19	TOC 0"F
1485	343+00.96WB	47.42 RT	409194.669	2544400.728	80.25	TOC 4"F
1486	343+14.54WB	47.29 RT	409195.052	2544414.300	80.33	TOC 0"F

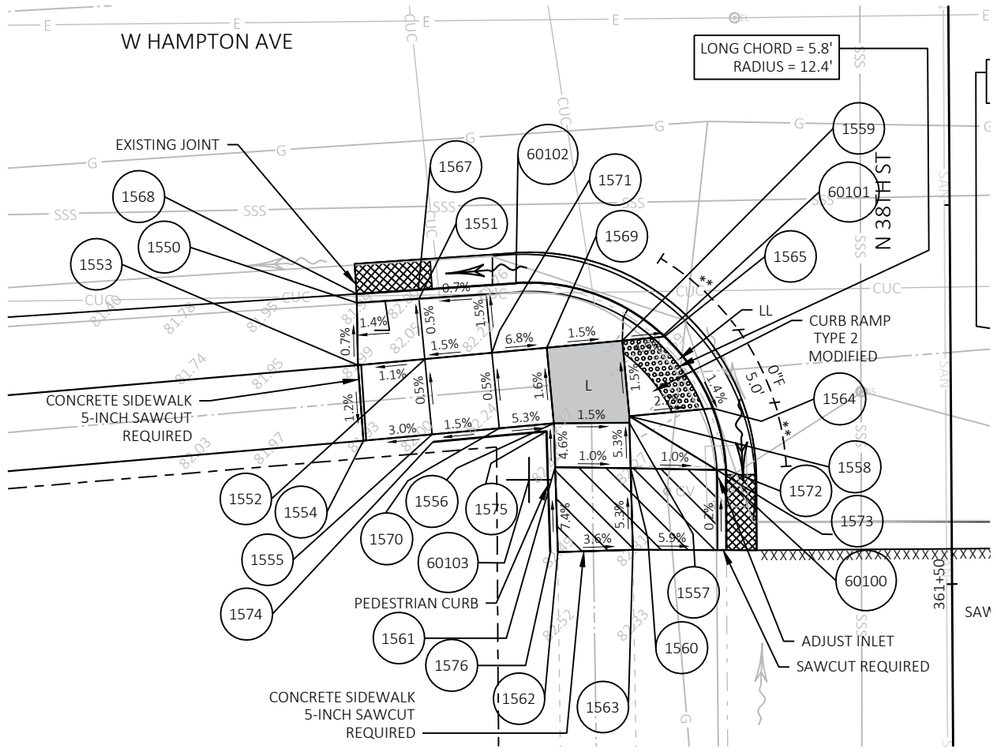
RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
50600	343+03.91WB	35.80 RT	409206.347	2544403.457	79.44	FL PC
50601	342+93.38WB	40.08 RT	409201.864	2544393.011	79.59	FL MID
50602	342+88.88WB	50.53 RT	409191.341	2544388.708	79.45	FL PT
50603	343+03.88WB	50.80 RT	409191.349	2544403.708	N/A	RADP 15'R

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

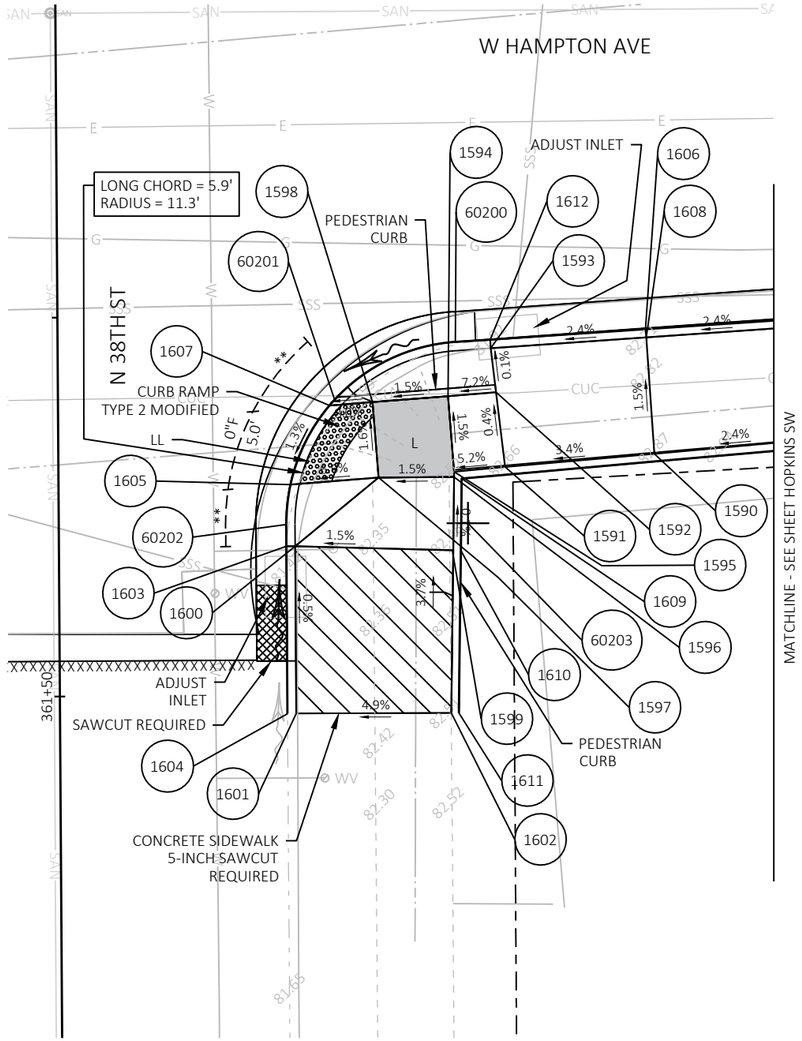
STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1550	345+50.22WB	46.06 RT	409213.070	2544652.251	81.96	FG
1551	345+54.33WB	46.12 RT	409213.345	2544656.350	82.02	FG
1552	345+54.38WB	50.12 RT	409209.364	2544656.739	82.04	FG
1553	345+49.95WB	50.17 RT	409208.953	2544652.321	81.99	FG
1554	345+49.89WB	55.16 RT	409203.975	2544652.678	81.93	FG
1555	345+54.45WB	55.12 RT	409204.394	2544657.221	82.07	FG
1556	345+62.51WB	55.04 RT	409205.134	2544665.248	81.94	FG
1557	345+67.48WB	55.43 RT	409205.164	2544670.229	81.87	FG
1558	345+67.51WB	55.00 RT	409205.598	2544670.226	81.86	FG
1559	345+67.46WB	50.00 RT	409210.575	2544669.763	81.79	FG
1560	345+67.31WB	58.42 RT	409202.165	2544670.312	82.02	FG
1561	345+62.36WB	57.94 RT	409202.234	2544665.336	82.07	FG
1562	345+62.07WB	63.54 RT	409196.633	2544665.507	82.49	FG
1563	345+67.02WB	63.80 RT	409196.781	2544670.461	82.31	FG
1564	345+73.03WB	54.94 RT	409206.109	2544675.724	81.74	FL
1565	345+70.26WB	49.97 RT	409210.834	2544672.542	81.66	FL
1567	345+54.32WB	45.54 RT	409213.926	2544656.297	81.69	FL
1568	345+50.24WB	45.48 RT	409213.653	2544652.223	81.63	FL
1569	345+62.46WB	50.05 RT	409210.111	2544664.785	81.86	FG
1570	345+58.89WB	55.08 RT	409204.802	2544661.641	82.13	FG
1571	345+58.82WB	50.08 RT	409209.775	2544661.158	82.11	FG
1572	345+73.57WB	59.03 RT	409202.076	2544676.593	81.81	FL
1573	345+72.98WB	59.02 RT	409202.046	2544676.010	81.97	FG
1574	345+54.46WB	55.62 RT	409203.897	2544657.267	82.08	TOC 0"F
1575	345+61.99WB	55.55 RT	409204.588	2544664.764	82.36	TOC 5"F
1576	345+61.57WB	63.52 RT	409196.614	2544665.007	82.49	TOC 0"F



RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
60100	345+73.53WB	59.64 RT	409201.465	2544676.611	81.70	FL PC
60101	345+70.18WB	49.89 RT	409210.908	2544672.461	81.67	FL MID
60102	345+60.78WB	45.64 RT	409214.359	2544662.740	81.74	FL PT
60103	345+60.57WB	58.64 RT	409201.388	2544663.611	N/A	RADP 13'R

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



N

2

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1590	346+28.26WB	55.08 RT	409210.552	2544730.766	82.62	FG
1591	346+18.37WB	55.14 RT	409209.669	2544720.918	82.28	FG
1592	346+18.18WB	50.18 RT	409214.603	2544720.320	82.26	FG
1593	346+18.07WB	47.26 RT	409217.503	2544719.967	82.25	FG
1594	346+15.01WB	50.16 RT	409214.352	2544717.158	82.03	FG
1595	346+14.99WB	55.16 RT	409209.368	2544717.553	82.10	FG
1596	346+14.96WB	55.52 RT	409209.007	2544717.556	82.11	FG
1597	346+09.99WB	55.14 RT	409208.973	2544712.569	82.03	FG
1598	346+10.01WB	50.14 RT	409213.957	2544712.174	81.95	FG
1599	346+14.44WB	60.33 RT	409204.177	2544717.429	82.11	FG
1600	346+04.13WB	59.20 RT	409204.448	2544707.067	81.96	FG
1601	346+03.29WB	70.21 RT	409193.402	2544707.143	82.01	FG
1602	346+13.48WB	71.02 RT	409193.445	2544717.361	82.51	FG
1603	346+03.55WB	59.15 RT	409204.444	2544706.483	81.45	FL
1604	346+02.71WB	70.17 RT	409193.400	2544706.561	81.50	FL
1605	346+04.15WB	55.12 RT	409208.511	2544706.749	81.65	FL
1606	346+28.36WB	46.80 RT	409218.808	2544730.185	82.17	FL
1607	346+07.16WB	50.13 RT	409213.732	2544709.336	81.73	FL
1608	346+28.35WB	47.39 RT	409218.226	2544730.226	82.50	FG
1609	346+15.45WB	55.66 RT	409208.910	2544718.054	82.52	TOC 5"F
1610	346+15.00WB	60.38 RT	409204.169	2544717.995	82.39	TOC 3"F
1611	346+13.98WB	71.06 RT	409193.439	2544717.861	82.51	TOC 0"F
1612	346+18.08WB	46.67 RT	409218.085	2544719.926	81.92	FL

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
60200	346+15.78WB	46.64 RT	409217.923	2544717.630	81.88	FL PC
60201	346+07.52WB	49.79 RT	409214.104	2544709.667	81.73	FL MID
60202	346+03.66WB	57.73 RT	409205.871	2544706.474	81.52	FL PT
60203	346+15.62WB	58.64 RT	409205.953	2544718.473	N/A	RADP 12'R

2

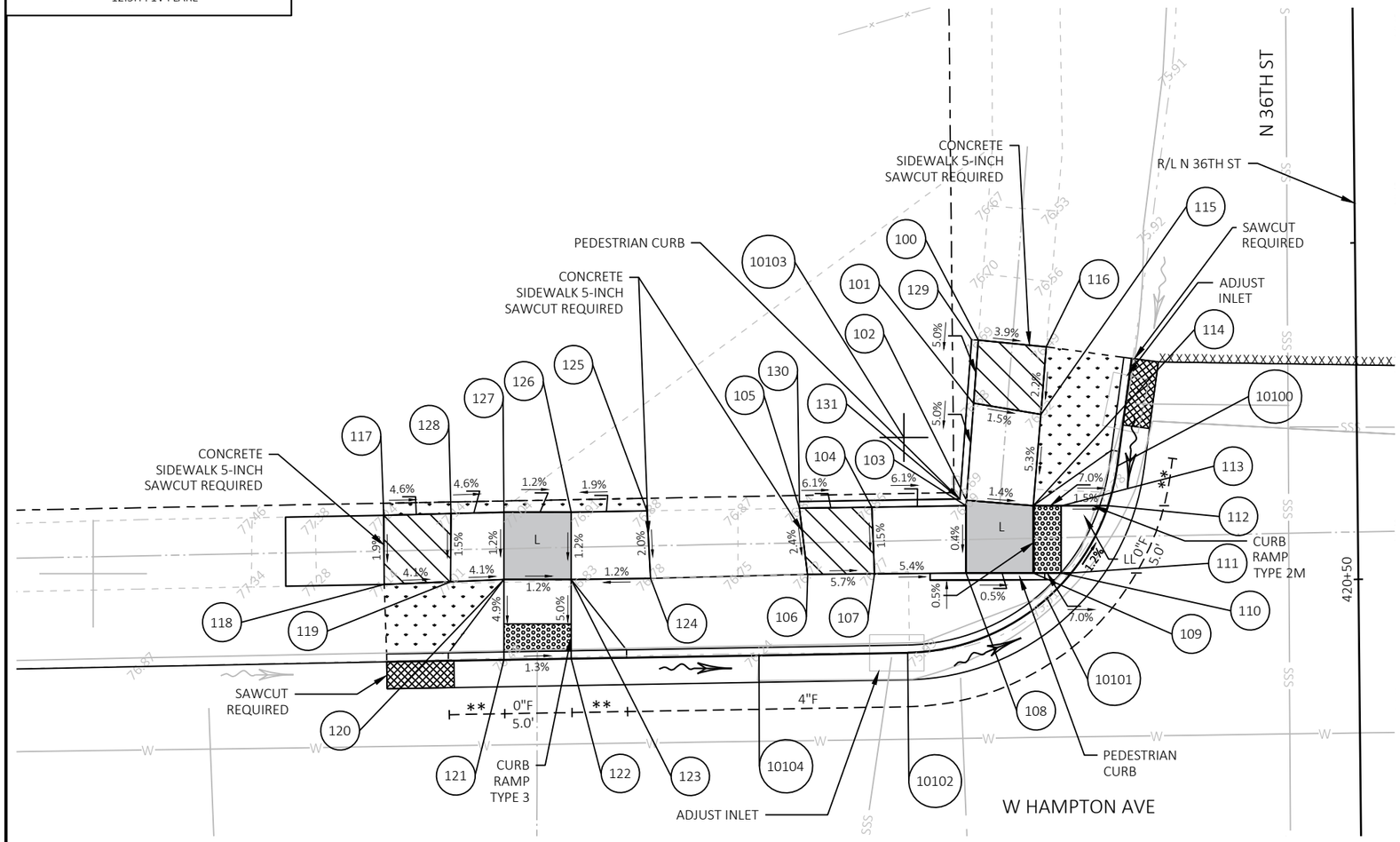
LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

N

2

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
10100	352+40.10WB	41.67 LT	409315.370	2545338.721	75.79	FL PT
10101	352+35.11WB	31.72 LT	409305.535	2545333.506	75.92	FL MID
10102	352+24.84WB	27.42 LT	409301.483	2545323.138	76.00	FL PC
10103	352+24.19WB	43.41 LT	409317.481	2545322.861	N/A	RADP 16'R
10104	352+13.79WB	26.97 LT	409301.291	2545312.081	76.24	FL



STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
100	352+29.55WB	50.77 LT	409324.719	2545328.386	76.69	FG
101	352+29.31WB	46.05 LT	409320.000	2545328.041	76.45	FG
102	352+28.95WB	38.85 LT	409312.814	2545327.508	76.09	FG
103	352+28.93WB	38.45 LT	409312.409	2545327.478	76.09	FG
104	352+21.93WB	38.18 LT	409312.307	2545320.473	76.51	FG
105	352+16.55WB	37.98 LT	409312.229	2545315.090	76.84	FG
106	352+17.27WB	33.04 LT	409307.270	2545315.696	76.72	FG
107	352+22.24WB	33.24 LT	409307.357	2545320.675	76.44	FG
108	352+29.04WB	33.45 LT	409307.409	2545327.478	76.07	FG
109	352+34.04WB	33.56 LT	409307.409	2545332.478	76.04	FG
110	352+36.10WB	33.61 LT	409307.409	2545334.532	75.90	FG
111	352+36.86WB	33.63 LT	409307.409	2545335.293	75.89	FL
112	352+39.48WB	38.69 LT	409312.409	2545338.036	75.82	FL
113	352+35.98WB	38.61 LT	409312.407	2545334.532	75.87	FG
114	352+33.93WB	38.56 LT	409312.409	2545332.478	76.02	FG
115	352+34.32WB	45.34 LT	409319.179	2545333.033	76.38	FG
116	352+34.61WB	50.39 LT	409324.216	2545333.441	76.49	FG
117	351+85.65WB	36.73 LT	409311.696	2545284.178	77.24	FG
118	351+85.81WB	31.60 LT	409306.564	2545284.218	77.14	FG
119	351+90.74WB	31.92 LT	409306.771	2545289.155	76.94	FG
120	351+94.70WB	32.18 LT	409306.936	2545293.115	76.77	FG
121	351+94.84WB	26.21 LT	409300.963	2545293.115	76.48	FL
122	351+99.84WB	26.41 LT	409301.049	2545298.115	76.42	FL
123	351+99.70WB	32.29 LT	409306.936	2545298.115	76.71	FG
124	352+05.60WB	32.51 LT	409307.019	2545304.022	76.78	FG
125	352+05.22WB	37.52 LT	409312.035	2545303.754	76.88	FG
126	351+99.58WB	37.29 LT	409311.938	2545298.115	76.77	FG
127	351+94.58WB	37.18 LT	409311.936	2545293.115	76.83	FG
128	351+90.65WB	36.98 LT	409311.831	2545289.178	77.01	FG
129	352+29.05WB	50.80 LT	409324.755	2545327.887	76.69	TOC 0"F
130	352+16.53WB	38.47 LT	409312.719	2545315.083	76.84	TOC 0"F
131	352+28.45WB	38.93 LT	409312.901	2545327.013	76.67	TOC 7"F

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 36TH ST NW	SHEET 153	E

2

LEGEND

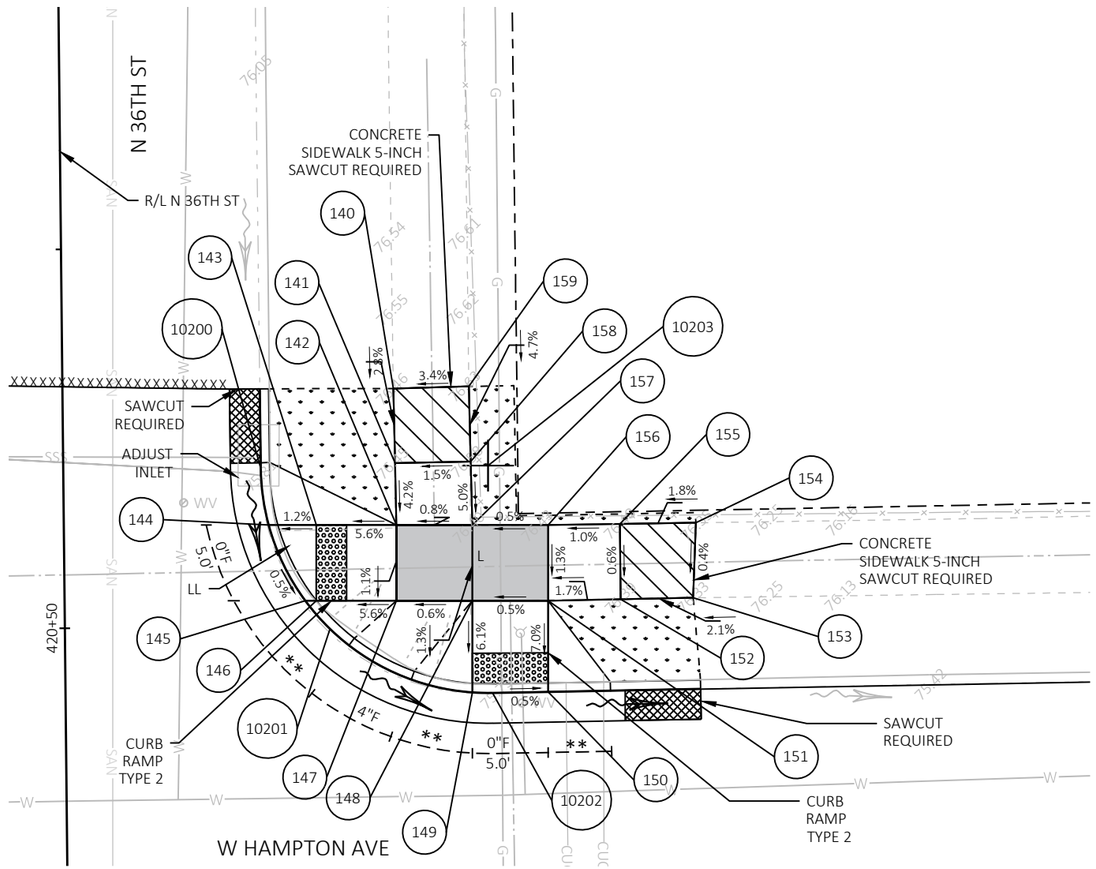
- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

N

2

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
140	352+79.50WB	49.97 LT	409322.756	2545378.310	76.46	FG
141	352+79.73WB	45.06 LT	409317.836	2545378.425	76.32	FG
142	352+79.92WB	40.99 LT	409313.769	2545378.520	76.15	FG
143	352+74.64WB	40.87 LT	409313.769	2545373.231	75.86	FG
144	352+71.49WB	40.80 LT	409313.769	2545370.084	75.82	FL
145	352+74.02WB	35.85 LT	409308.769	2545372.497	75.79	FL
146	352+74.75WB	35.87 LT	409308.769	2545373.231	75.80	FG
147	352+80.04WB	35.99 LT	409308.769	2545378.520	76.10	FG
148	352+86.62WB	36.09 LT	409308.769	2545383.520	76.12	FG
149	352+86.50WB	30.04 LT	409302.715	2545383.520	75.75	FL
150	352+91.49WB	29.98 LT	409302.752	2545388.520	75.73	FL
151	352+91.62WB	36.00 LT	409308.769	2545388.520	76.15	FG
152	352+96.41WB	35.99 LT	409308.863	2545393.314	76.23	FG
153	353+01.19WB	35.99 LT	409308.956	2545398.094	76.33	FG
154	353+01.47WB	40.93 LT	409313.905	2545398.266	76.35	FG
155	352+96.46WB	40.96 LT	409313.835	2545393.258	76.26	FG
156	352+91.72WB	40.99 LT	409313.769	2545388.520	76.21	FG
157	352+86.72WB	41.10 LT	409313.769	2545383.520	76.19	FG
158	352+86.70WB	45.28 LT	409317.952	2545383.415	76.40	FG
159	352+86.68WB	50.23 LT	409322.902	2545383.291	76.63	FG

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
10200	352+70.89WB	44.51 LT	409317.496	2545369.566	75.83	FL PC
10201	352+75.69WB	34.03 LT	409306.905	2545374.128	75.78	FL MID
10202	352+87.83WB	29.98 LT	409302.681	2545384.857	75.74	FL PT
10203	352+87.85WB	44.98 LT	409317.678	2545384.565	N/A	RADP 15'R



PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 36TH ST NE	SHEET 154	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021204-RD.DWG
LAYOUT NAME - 36-NE

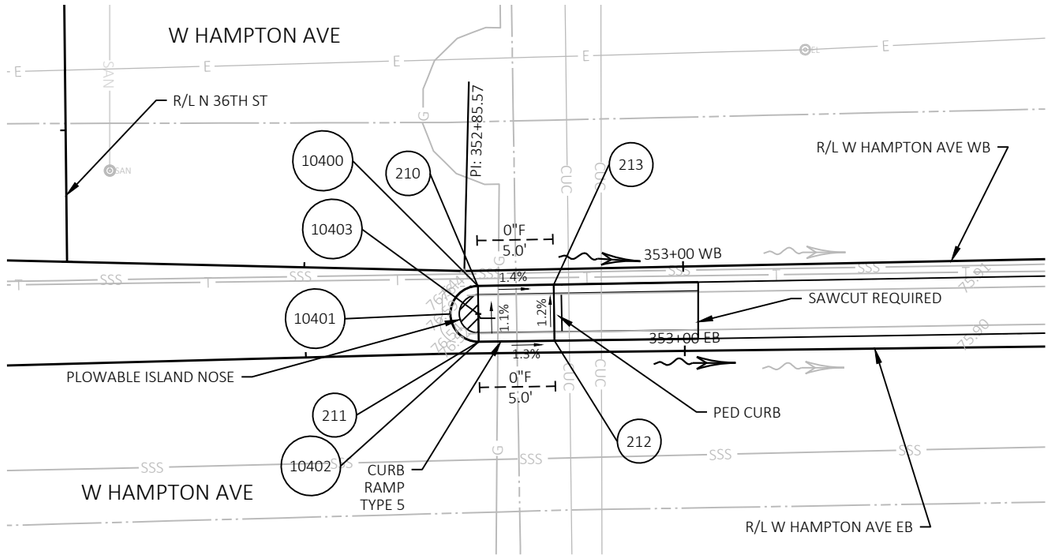
PLOT DATE : 10/18/2022 2:27 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

N



STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
210	352+86.44WB	1.01 RT	409271.669	2545384.102	76.47	FL
211	352+86.42WB	4.69 RT	409267.989	2545384.163	76.51	FL
212	352+91.42WB	4.72 RT	409268.061	2545389.163	76.45	FL
213	352+91.44WB	1.02 RT	409271.759	2545389.102	76.40	FL

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
10400	352+86.44WB	1.00 RT	409271.673	2545384.099	76.47	FL PC
10401	352+84.71WB	2.85 RT	409269.831	2545382.289	76.56	FL MID
10402	352+86.42WB	4.69 RT	409267.989	2545384.163	76.51	FL PT
10403	352+86.43WB	2.84 RT	409269.831	2545384.131	N/A	RADP 1.8'R

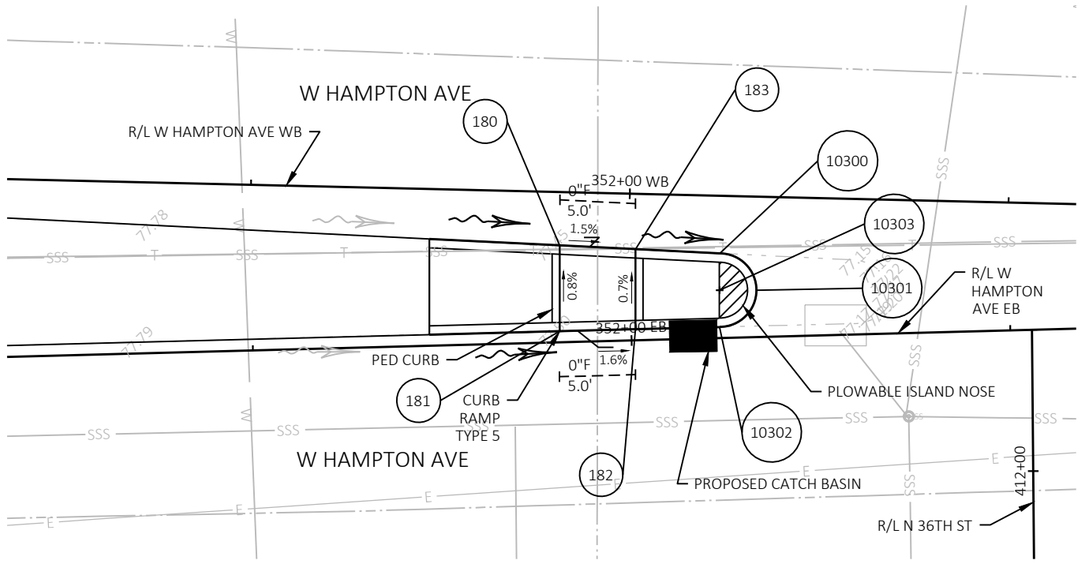
PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 36TH ST MEDIAN E	SHEET 155	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021204-RD.DWG
LAYOUT NAME - 36-Median E

PLOT DATE : 10/18/2022 2:28 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



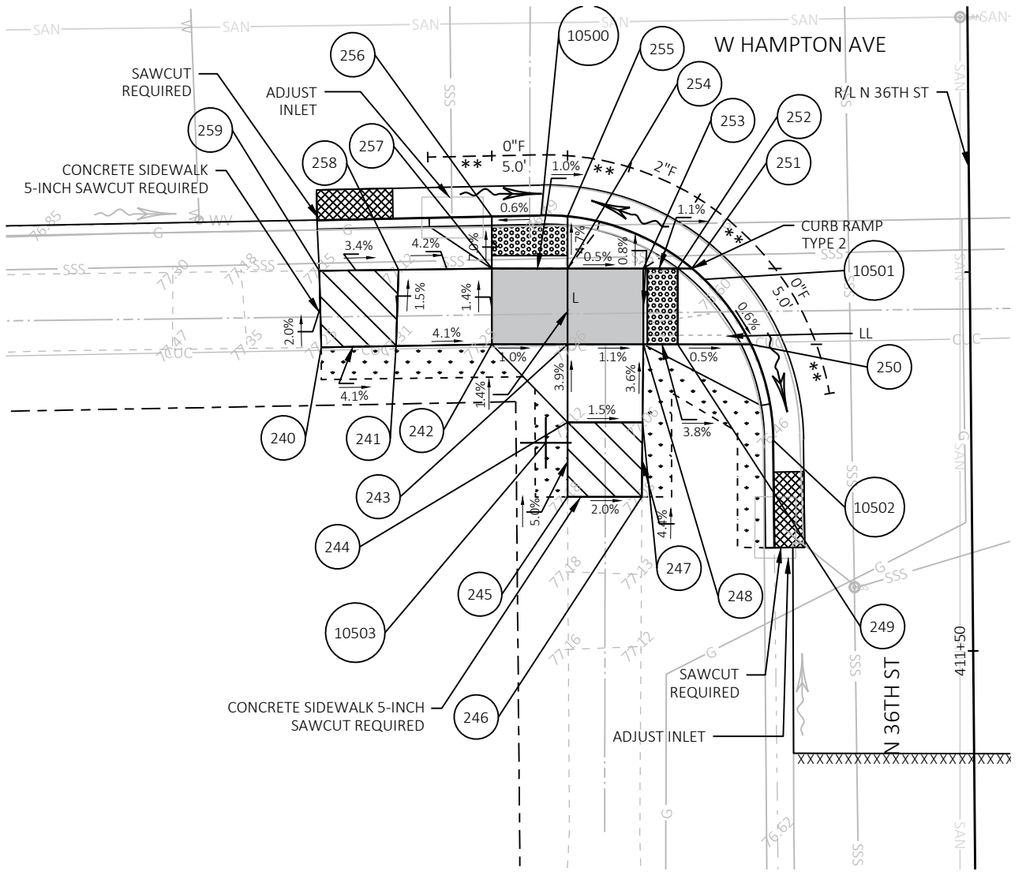
STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
180	351+95.46WB	3.53 RT	409271.219	2545293.045	77.45	FL
181	351+95.58WB	9.18 RT	409265.571	2545293.035	77.49	FL
182	352+00.58WB	8.93 RT	409265.701	2545298.035	77.41	FL
183	352+00.46WB	3.66 RT	409270.977	2545298.045	77.37	FL

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
10300	352+06.02WB	3.80 RT	409270.707	2545303.600	77.29	FL PT
10301	352+08.51WB	6.18 RT	409268.273	2545306.027	77.30	FL MID
10302	352+06.13WB	8.66 RT	409265.846	2545303.592	77.32	FL PC
10303	352+06.08WB	6.23 RT	409268.277	2545303.596	N/A	RADP 2.4'R

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



N

2

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
240	351+85.19WB	48.64 RT	409226.365	2545281.729	77.25	FG
241	351+90.12WB	48.43 RT	409226.457	2545286.661	77.05	FG
242	351+96.43WB	48.17 RT	409226.574	2545292.980	76.78	FG
243	352+01.43WB	48.06 RT	409226.567	2545297.980	76.73	FG
244	352+01.55WB	53.21 RT	409221.413	2545297.977	76.94	FG
245	352+01.66WB	58.11 RT	409216.509	2545297.973	77.18	FG
246	352+06.56WB	58.00 RT	409216.503	2545302.882	77.08	FG
247	352+06.50WB	53.09 RT	409221.417	2545302.930	76.86	FG
248	352+06.43WB	47.94 RT	409226.567	2545302.980	76.68	FG
249	352+08.69WB	47.89 RT	409226.567	2545305.246	76.59	FG
250	352+13.51WB	47.78 RT	409226.567	2545310.064	76.57	FL
251	352+09.51WB	42.87 RT	409231.567	2545306.182	76.61	FL
252	352+08.58WB	42.89 RT	409231.567	2545305.246	76.61	FG
253	352+06.31WB	42.94 RT	409231.567	2545302.980	76.64	FG
254	352+01.31WB	43.06 RT	409231.567	2545297.980	76.66	FG
255	352+01.23WB	39.62 RT	409235.005	2545297.980	76.50	FL
256	351+96.24WB	39.74 RT	409235.001	2545292.980	76.47	FL
257	351+96.31WB	43.17 RT	409231.576	2545292.979	76.71	FG
258	351+90.17WB	43.39 RT	409231.491	2545286.835	77.13	FG
259	351+84.95WB	43.58 RT	409231.421	2545281.606	77.15	FG

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
10500	351+99.47WB	39.60 RT	409235.071	2545296.221	76.49	FL PT
10501	352+10.32WB	43.56 RT	409230.855	2545306.972	76.60	FL MID
10502	352+15.13WB	54.06 RT	409220.249	2545311.541	76.46	FL PC
10503	352+00.14WB	54.58 RT	409220.074	2545296.542	N/A	RADP 15'R

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 36TH ST SW	SHEET 157	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021204-RD.DWG
LAYOUT NAME - 36-SW

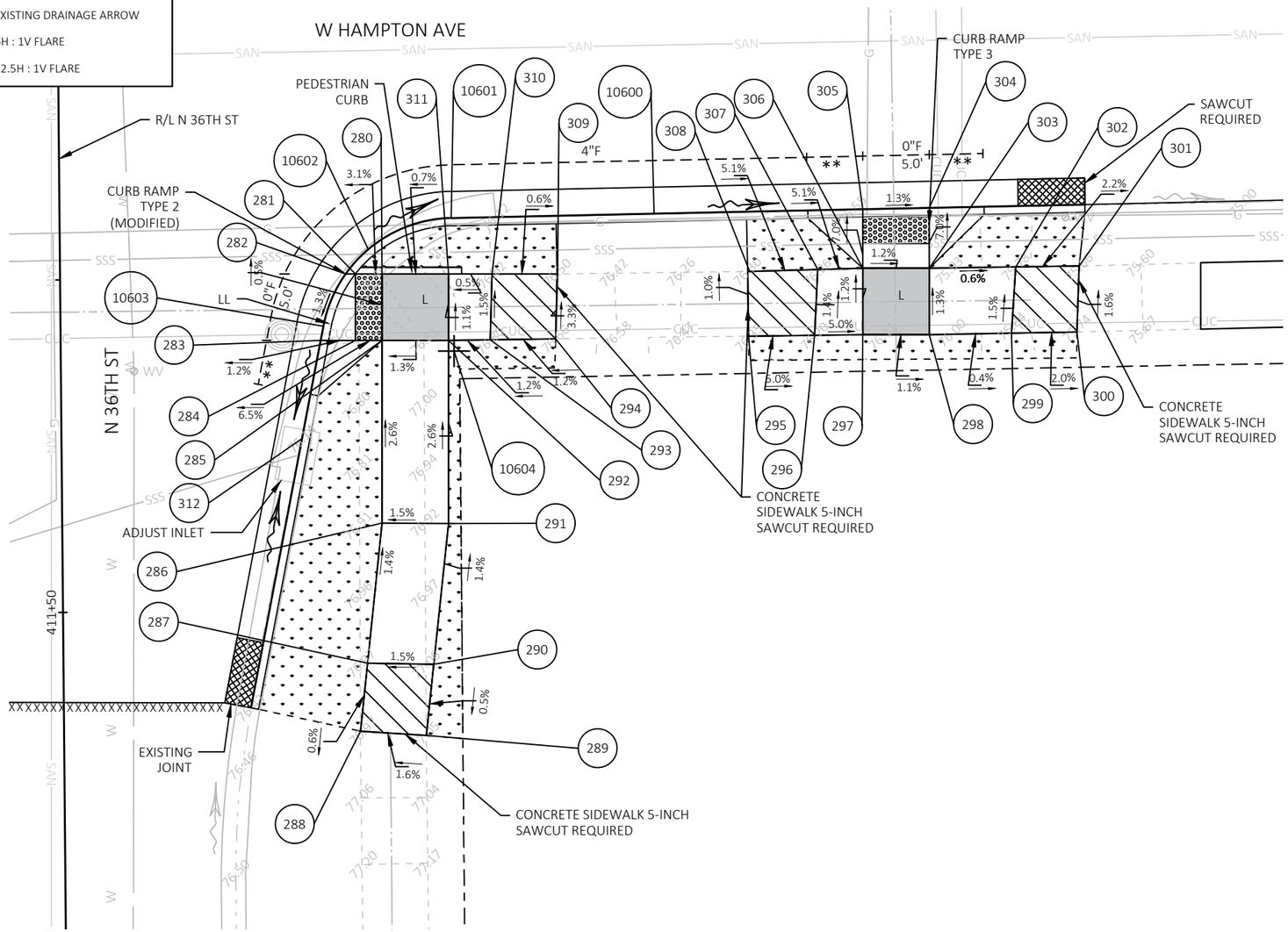
PLOT DATE : 10/18/2022 2:30 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



N

2

RADIUS TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
10600	352+72.36WB	36.66 RT	409236.311	2545369.158	75.87	FL
10601	352+57.14WB	37.34 RT	409235.988	2545353.924	76.26	FL PC
10602	352+50.95WB	39.85 RT	409233.624	2545347.677	76.46	FL MID
10603	352+47.72WB	45.69 RT	409227.854	2545344.311	76.35	FL PT
10604	352+57.58WB	47.33 RT	409225.991	2545354.136	N/A	RADP 10'R

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
280	352+52.03WB	41.66 RT	409231.787	2545348.710	76.48	FG
281	352+50.03WB	41.71 RT	409231.787	2545346.715	76.41	FG
282	352+49.30WB	41.72 RT	409231.787	2545345.988	76.41	FL
283	352+47.54WB	46.77 RT	409226.787	2545344.109	76.34	FL
284	352+50.14WB	46.71 RT	409226.787	2545346.710	76.37	FG
285	352+52.14WB	46.66 RT	409226.787	2545348.710	76.50	FG
286	352+52.46WB	60.39 RT	409213.051	2545348.710	76.85	FG
287	352+51.62WB	70.95 RT	409202.514	2545347.628	76.99	FG
288	352+51.22WB	76.06 RT	409197.412	2545347.104	76.97	FG
289	352+56.16WB	76.27 RT	409197.093	2545352.044	77.05	FG
290	352+56.60WB	70.92 RT	409202.433	2545352.603	77.06	FG
291	352+57.46WB	60.31 RT	409213.014	2545353.710	76.93	FG
292	352+57.14WB	46.54 RT	409226.787	2545353.710	76.57	FG
293	352+60.29WB	46.43 RT	409226.831	2545356.857	76.60	FG
294	352+65.19WB	46.24 RT	409226.898	2545361.764	76.66	FG
295	352+79.69WB	45.70 RT	409227.104	2545376.271	76.35	FG
296	352+84.64WB	45.52 RT	409227.172	2545381.226	76.10	FG
297	352+86.26WB	45.46 RT	409227.221	2545384.840	75.92	FG
298	352+91.26WB	45.56 RT	409227.221	2545389.840	75.87	FG
299	352+97.46WB	45.58 RT	409227.334	2545396.036	75.84	FG
300	353+02.38WB	45.59 RT	409227.424	2545400.954	75.74	FG
301	353+02.64WB	40.64 RT	409232.380	2545401.117	75.66	FG
302	352+97.87WB	40.62 RT	409232.299	2545396.348	75.77	FG
303	352+91.36WB	40.56 RT	409232.221	2545389.840	75.80	FG
304	352+91.46WB	36.04 RT	409236.748	2545389.840	75.48	FL
305	352+86.46WB	36.04 RT	409236.643	2545384.840	75.55	FL
306	352+86.36WB	40.46 RT	409232.221	2545384.840	75.86	FG
307	352+84.76WB	40.57 RT	409232.121	2545381.458	76.03	FG
308	352+79.66WB	40.83 RT	409231.971	2545376.354	76.29	FG
309	352+65.23WB	41.37 RT	409231.775	2545361.917	76.50	FG
310	352+60.30WB	41.47 RT	409231.782	2545356.984	76.53	FG
311	352+57.02WB	41.54 RT	409231.787	2545353.710	76.51	FG
312	352+46.31WB	54.18 RT	409219.407	2545342.709	76.14	FL

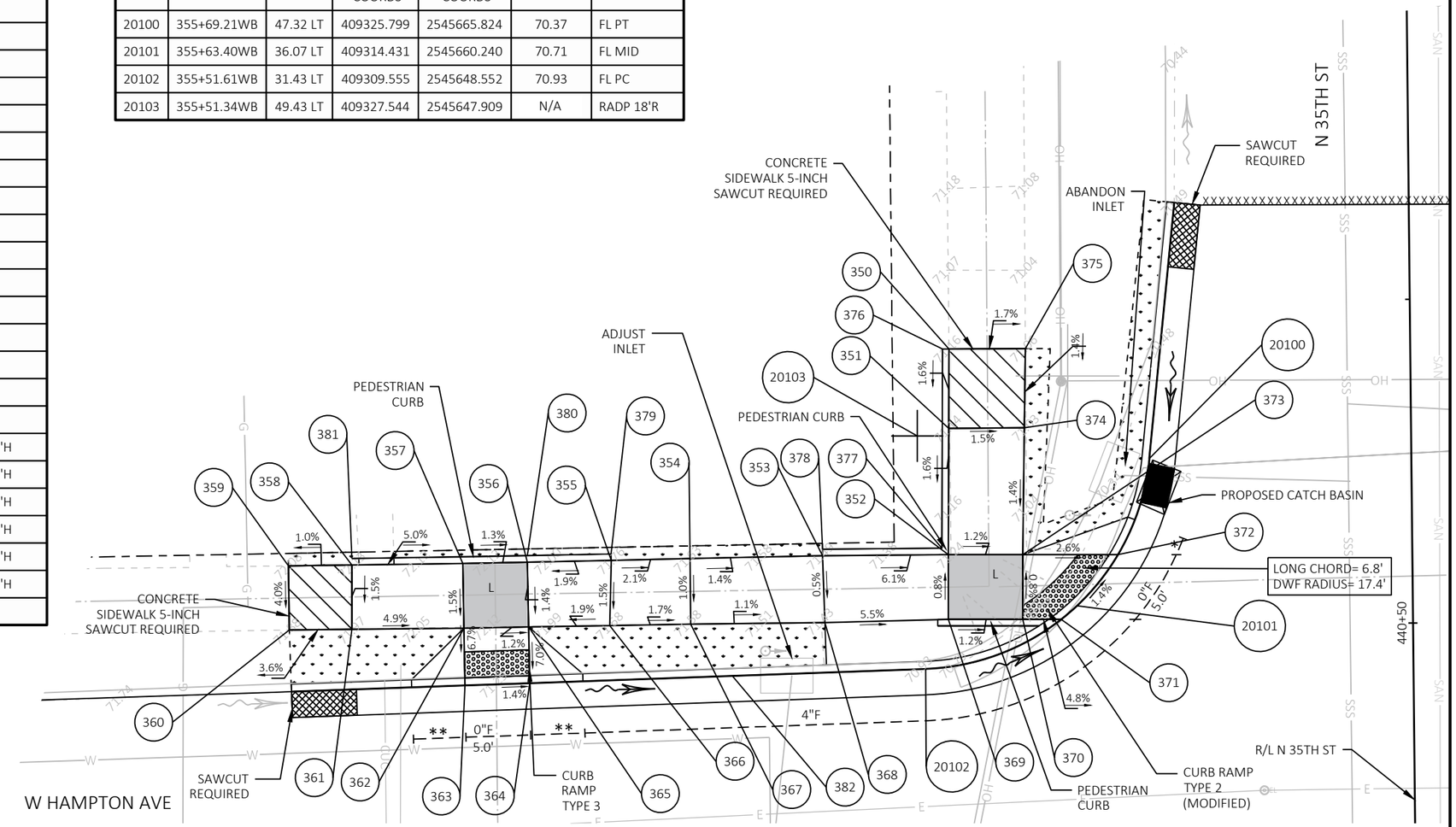
PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 36TH ST SE	SHEET 158	E

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
350	355+53.92WB	56.10 LT	409334.263	2545650.349	71.16	FG
351	355+53.77WB	49.97 LT	409328.128	2545650.330	71.06	FG
352	355+53.54WB	40.22 LT	409318.383	2545650.299	70.90	FG
353	355+43.83WB	40.34 LT	409318.299	2545640.589	71.49	FG
354	355+33.60WB	40.33 LT	409318.079	2545630.358	71.63	FG
355	355+27.50WB	40.32 LT	409317.945	2545624.264	71.76	FG
356	355+21.03WB	40.31 LT	409317.802	2545617.795	71.64	FG
357	355+16.03WB	40.32 LT	409317.707	2545612.796	71.70	FG
358	355+07.48WB	40.37 LT	409317.584	2545604.244	72.13	FG
359	355+02.57WB	40.41 LT	409317.523	2545599.339	72.08	FG
360	355+02.54WB	35.46 LT	409312.568	2545599.407	71.88	FG
361	355+07.36WB	35.41 LT	409312.618	2545604.230	72.06	FG
362	355+16.02WB	35.32 LT	409312.708	2545612.891	71.63	FG
363	355+16.02WB	30.89 LT	409308.284	2545612.974	71.33	FL
364	355+21.02WB	30.97 LT	409308.463	2545617.972	71.26	FL
365	355+21.02WB	35.31 LT	409312.803	2545617.890	71.57	FG
366	355+27.28WB	35.29 LT	409312.908	2545624.149	71.68	FG
367	355+33.54WB	35.26 LT	409313.013	2545630.408	71.58	FG
368	355+43.91WB	35.18 LT	409313.144	2545640.773	71.46	FG
369	355+53.44WB	35.22 LT	409313.383	2545650.299	70.94	FG
370	355+59.19WB	35.11 LT	409313.383	2545656.049	70.87	FG
371	355+62.16WB	35.05 LT	409313.383	2545659.021	70.73	FL
372	355+66.64WB	39.95 LT	409318.383	2545663.403	70.64	FL
373	355+59.29WB	40.11 LT	409318.383	2545656.049	70.83	FG
374	355+59.61WB	49.90 LT	409328.187	2545656.173	70.97	FG
375	355+59.82WB	56.01 LT	409334.299	2545656.251	71.06	FG
376	355+53.42WB	56.11 LT	409334.264	2545649.849	71.16	TOC 0"H
377	355+53.05WB	40.73 LT	409318.879	2545649.800	71.23	TOC 4"H
378	355+43.84WB	40.84 LT	409318.799	2545640.585	71.49	TOC 0"H
379	355+27.50WB	40.82 LT	409318.444	2545624.253	71.76	TOC 0"H
380	355+21.03WB	40.81 LT	409318.302	2545617.785	72.14	TOC 6"H
381	355+07.48WB	40.88 LT	409318.090	2545604.235	72.13	TOC 0"H
382	355+36.68WB	31.21 LT	409309.022	2545633.624	71.09	FG

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
20100	355+69.21WB	47.32 LT	409325.799	2545665.824	70.37	FL PT
20101	355+63.40WB	36.07 LT	409314.431	2545660.240	70.71	FL MID
20102	355+51.61WB	31.43 LT	409309.555	2545648.552	70.93	FL PC
20103	355+51.34WB	49.43 LT	409327.544	2545647.909	N/A	RADP 18'R

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 35TH ST NW	SHEET 159	E

2

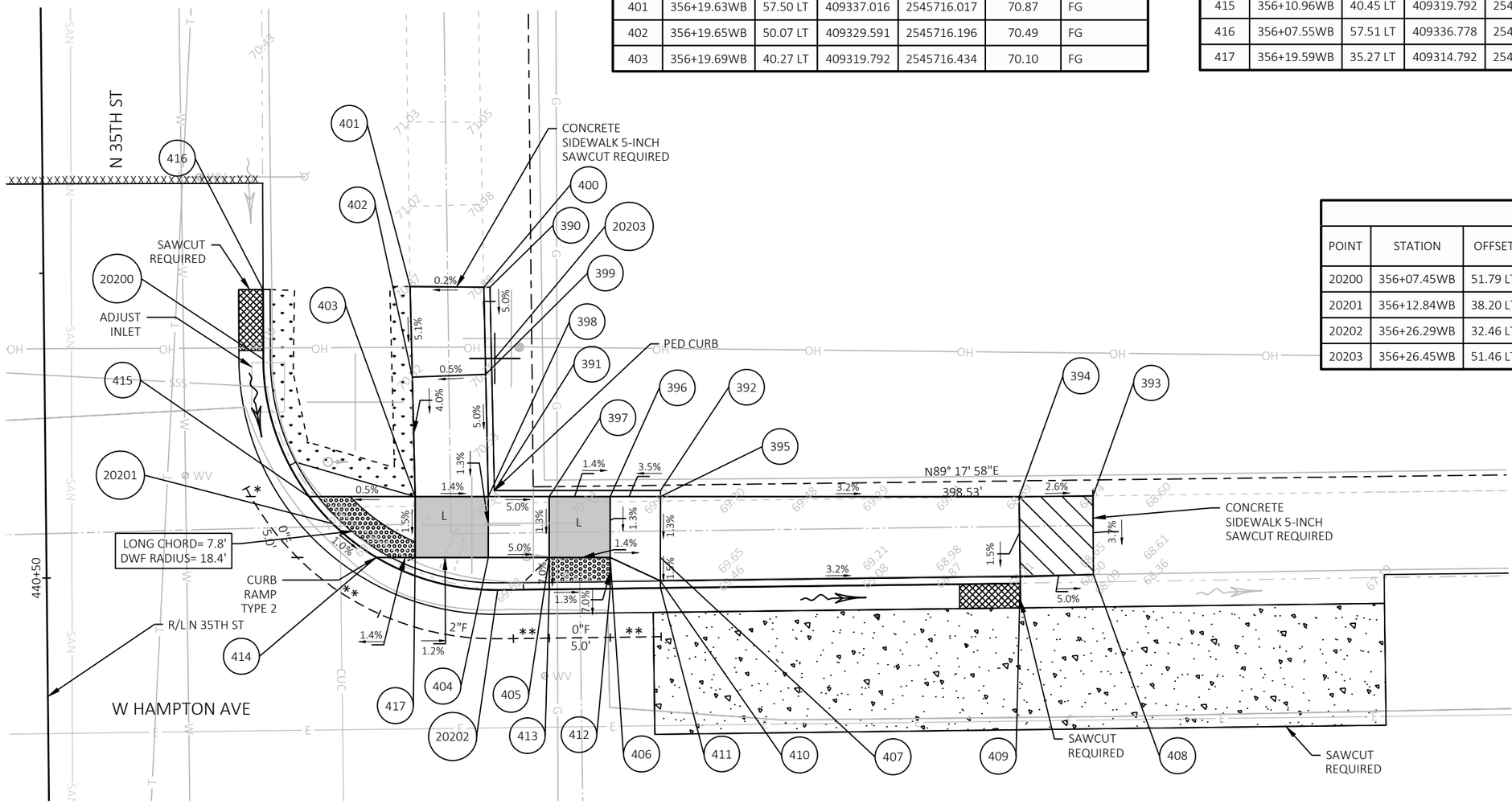
LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
390	356+26.17WB	57.33 LT	409336.975	2545722.561	70.88	TOC 0"F
391	356+26.19WB	40.64 LT	409320.292	2545722.923	70.35	TOC 4"F
392	356+39.82WB	40.36 LT	409320.290	2545736.556	69.87	TOC 0"F
393	356+75.30WB	39.18 LT	409319.846	2545772.051	68.74	FG
394	356+69.23WB	39.23 LT	409319.773	2545765.982	68.90	FG
395	356+39.81WB	39.86 LT	409319.790	2545736.556	69.84	FG
396	356+35.69WB	39.94 LT	409319.792	2545732.434	69.70	FG
397	356+30.69WB	40.05 LT	409319.792	2545727.434	69.77	FG
398	356+25.69WB	40.15 LT	409319.792	2545722.434	70.02	FG
399	356+25.68WB	50.18 LT	409329.820	2545722.216	70.52	FG
400	356+25.67WB	57.32 LT	409336.964	2545722.060	70.88	FG
401	356+19.63WB	57.50 LT	409337.016	2545716.017	70.87	FG
402	356+19.65WB	50.07 LT	409329.591	2545716.196	70.49	FG
403	356+19.69WB	40.27 LT	409319.792	2545716.434	70.10	FG

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
404	356+25.59WB	35.15 LT	409314.792	2545722.434	69.95	FG
405	356+30.58WB	35.05 LT	409314.792	2545727.434	69.70	FG
406	356+35.58WB	34.94 LT	409314.792	2545732.434	69.63	FG
407	356+39.70WB	34.86 LT	409314.790	2545736.553	69.78	FG
408	356+75.20WB	32.73 LT	409313.389	2545772.085	68.50	FG
409	356+69.19WB	32.70 LT	409313.237	2545766.080	68.80	FG
410	356+39.66WB	32.94 LT	409312.868	2545736.552	69.75	FG
411	356+39.66WB	32.35 LT	409312.285	2545736.559	69.25	FL
412	356+35.53WB	32.39 LT	409312.234	2545732.434	69.45	FL
413	356+30.53WB	32.43 LT	409312.171	2545727.434	69.52	FL
414	356+16.39WB	35.34 LT	409314.792	2545713.237	69.98	FL
415	356+10.96WB	40.45 LT	409319.792	2545707.702	70.06	FL
416	356+07.55WB	57.51 LT	409336.778	2545703.939	70.07	FL
417	356+19.59WB	35.27 LT	409314.792	2545716.434	70.02	FL

N



RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
20200	356+07.45WB	51.79 LT	409331.052	2545703.959	70.01	FL PT
20201	356+12.84WB	38.20 LT	409317.575	2545709.631	70.03	FL MID
20202	356+26.29WB	32.46 LT	409312.118	2545723.196	69.66	FL PC
20203	356+26.45WB	51.46 LT	409331.117	2545722.959	N/A	RADP 19'R

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 35TH ST NE	SHEET 160	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021204-RD.DWG
LAYOUT NAME - 35-NE
PLOT DATE : 10/18/2022 2:32 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

LEGEND

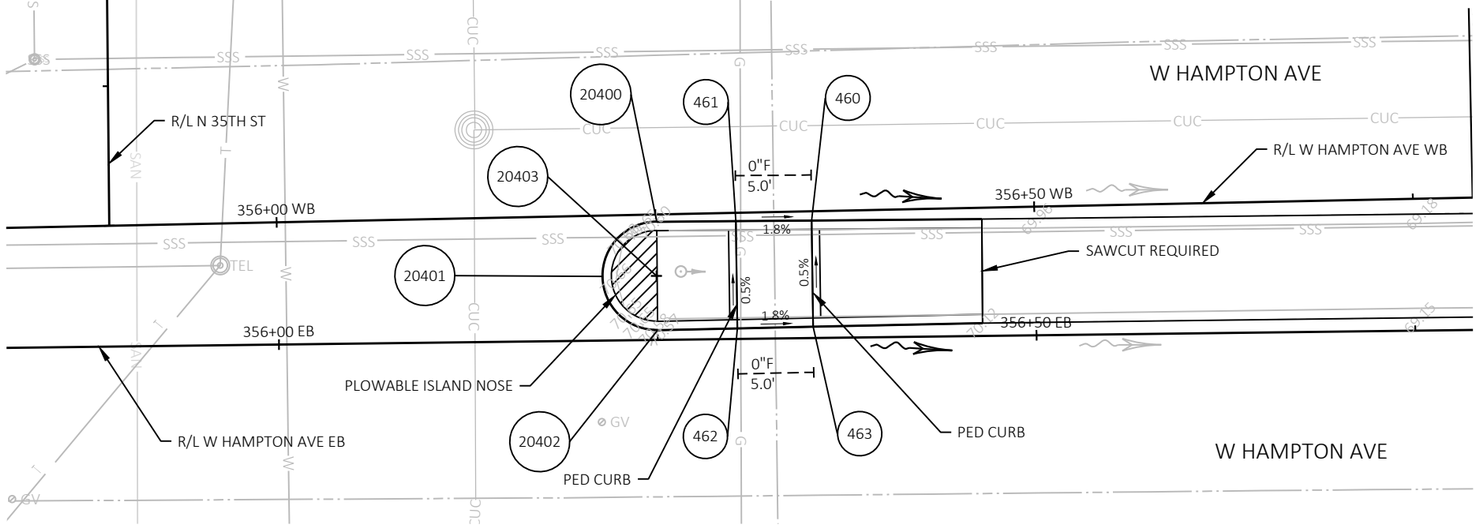
- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

N

2

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
460	356+35.31WB	0.61 RT	409279.245	2545732.890	70.36	FL
461	356+30.31WB	0.54 RT	409279.204	2545727.890	70.45	FL
462	356+30.26WB	7.62 RT	409272.124	2545727.986	70.49	FL
463	356+35.26WB	7.62 RT	409272.233	2545732.985	70.40	FL

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
20400	356+25.08WB	0.48 RT	409279.161	2545722.663	70.58	FL PT
20401	356+21.41WB	4.01 RT	409275.555	2545719.068	70.61	FL MID
20402	356+24.99WB	7.63 RT	409272.009	2545722.722	70.57	FL PC
20403	356+24.99WB	4.05 RT	409275.585	2545722.644	N/A	RADP 3.6'R



PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 35TH ST MEDIAN E	SHEET 161	E

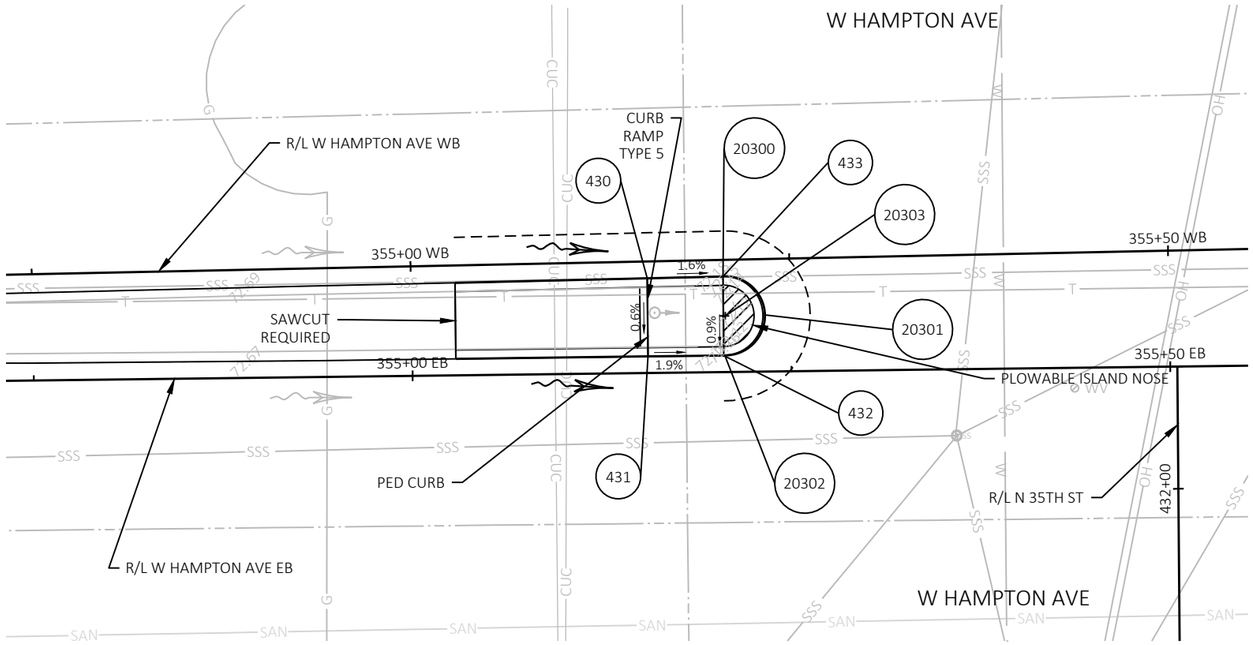
FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021204-RD.DWG
LAYOUT NAME - 35-Median E

PLOT DATE : 10/18/2022 2:33 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



N

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
430	355+15.60WB	1.11 RT	409276.276	2545613.220	72.27	FL
431	355+15.55WB	6.27 RT	409271.120	2545613.273	72.24	FL
432	355+20.55WB	6.31 RT	409271.184	2545618.272	72.14	FL
433	355+20.60WB	1.10 RT	409276.394	2545618.219	72.19	FL

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
20300	355+20.60WB	1.10 RT	409276.394	2545618.219	72.19	FL PT
20301	355+23.31WB	3.69 RT	409273.857	2545620.981	72.14	FL MID
20302	355+20.62WB	6.30 RT	409271.194	2545618.340	72.14	FL PC
20303	355+20.71WB	3.70 RT	409273.796	2545618.379	N/A	RADP 2.6'R

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 35TH ST MEDIAN W	SHEET 162	E

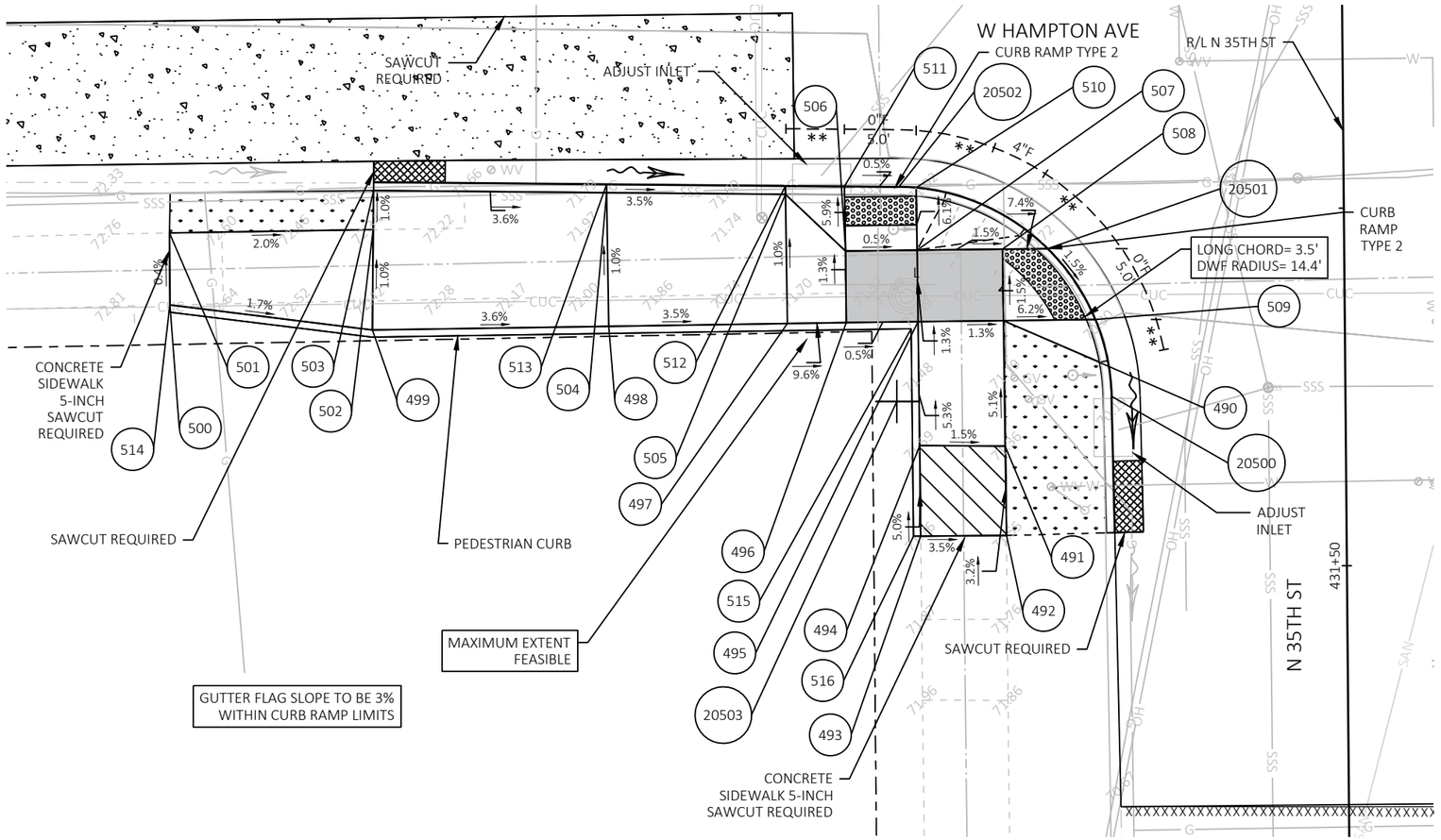
FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021204-RD.DWG
LAYOUT NAME - 35-Median W

PLOT DATE : 10/18/2022 2:33 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



N

2

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
490	355+26.12WB	48.09 RT	409229.526	2545624.702	70.91	FG
491	355+26.06WB	56.86 RT	409220.757	2545624.825	71.35	FG
492	355+26.02WB	63.12 RT	409214.496	2545624.913	71.55	FG
493	355+20.03WB	63.03 RT	409214.459	2545618.924	71.76	FG
494	355+20.09WB	56.70 RT	409220.791	2545618.847	71.44	FG
495	355+20.16WB	48.04 RT	409229.448	2545618.741	70.98	FG
496	355+15.15WB	48.01 RT	409229.384	2545613.728	71.01	FG
497	355+11.02WB	47.98 RT	409229.320	2545609.604	71.41	FG
498	354+98.53WB	47.92 RT	409229.124	2545597.115	71.85	FG
499	354+82.02WB	47.84 RT	409228.869	2545580.603	72.44	FG
500	354+67.91WB	45.80 RT	409230.616	2545566.460	72.68	FG
501	354+67.99WB	40.77 RT	409235.646	2545566.428	72.65	FG
502	354+82.22WB	40.83 RT	409235.880	2545580.665	72.37	FG
503	354+82.30WB	38.10 RT	409238.613	2545580.689	72.34	FG
504	354+98.58WB	38.58 RT	409238.469	2545596.970	71.76	FG
505	355+11.07WB	38.94 RT	409238.358	2545609.464	71.31	FG
506	355+15.18WB	43.01 RT	409234.381	2545613.664	70.94	FG
507	355+20.19WB	43.03 RT	409234.460	2545618.665	70.92	FG
508	355+26.17WB	43.09 RT	409234.527	2545624.645	70.83	FG
509	355+32.54WB	48.15 RT	409229.599	2545631.126	70.51	FL
510	355+20.21WB	38.68 RT	409238.813	2545618.596	70.65	FL
511	355+15.21WB	38.48 RT	409238.905	2545613.594	70.68	FL
512	355+11.08WB	38.36 RT	409238.942	2545609.469	70.81	FL
513	354+98.60WB	37.99 RT	409239.052	2545596.976	71.26	FL
514	354+67.84WB	46.30 RT	409230.120	2545566.399	72.68	TOC 0"F
515	355+19.65WB	48.53 RT	409228.951	2545618.247	71.56	TOC 7"F
516	355+19.53WB	63.03 RT	409214.453	2545618.424	71.76	TOC 0"F

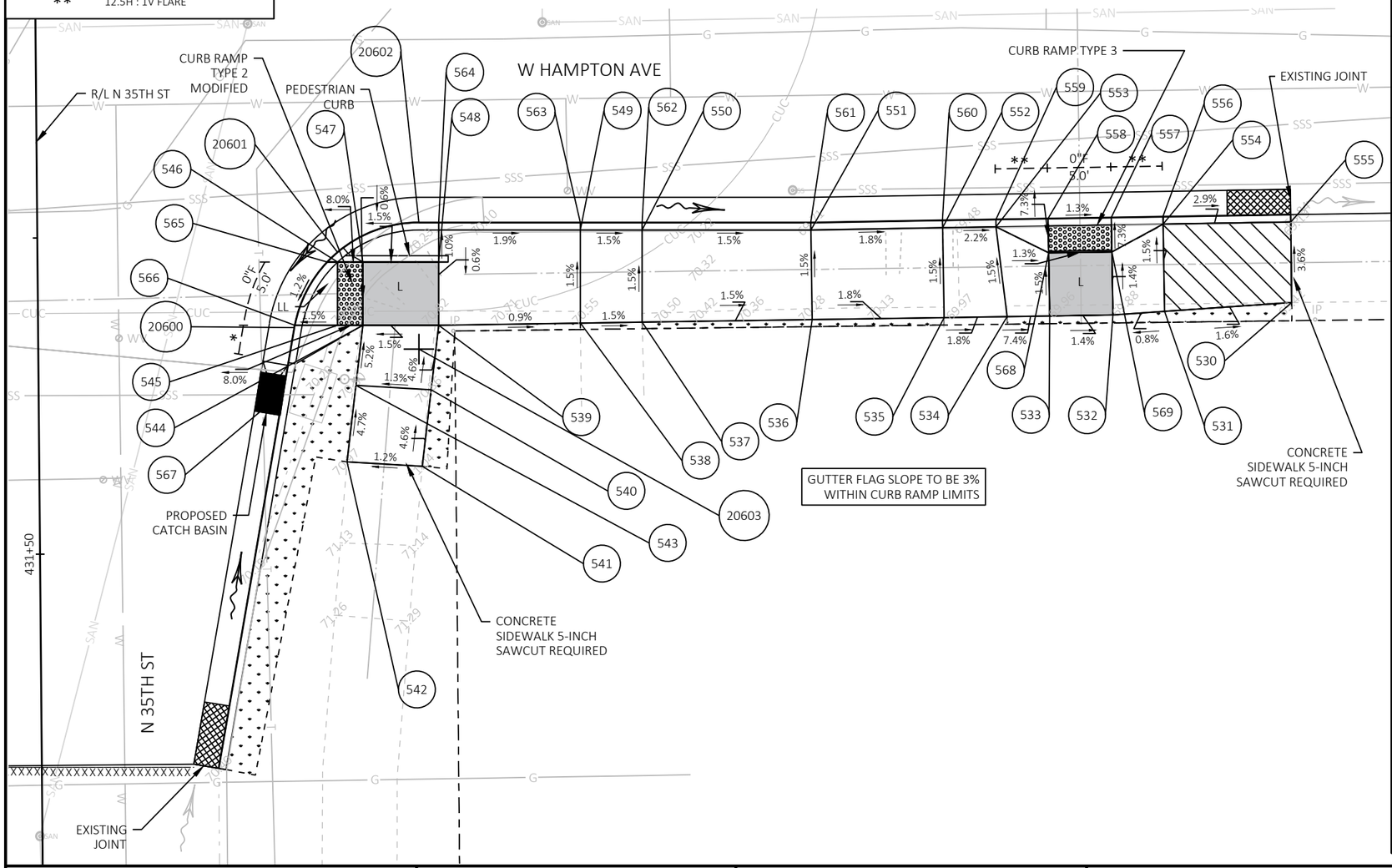
RADIUS TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
20500	355+33.57WB	53.54 RT	409224.230	2545632.258	70.46	FL PC
20501	355+29.31WB	43.12 RT	409234.561	2545627.786	70.60	FL MID
20502	355+19.01WB	38.59 RT	409238.872	2545617.395	70.66	FL PT
20503	355+18.57WB	53.59 RT	409223.872	2545617.262	N/A	RADP 15'R

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

N



RADIUS TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
20600	355+70.24WB	48.22 RT	409230.302	2545668.812	70.22	FL PC
20601	355+73.77WB	42.34 RT	409236.257	2545672.222	70.32	FL MID
20602	355+80.26WB	40.11 RT	409238.612	2545678.668	70.24	FL PT
20603	355+80.06WB	50.11 RT	409228.612	2545678.668	N/A	RADP 10'R

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
530	356+49.13WB	47.85 RT	409232.290	2545747.683	69.42	FG
531	356+39.06WB	48.35 RT	409231.585	2545737.623	69.58	FG
532	356+34.97WB	48.55 RT	409231.299	2545733.540	69.55	FG
533	356+29.97WB	48.53 RT	409231.216	2545728.541	69.62	FG
534	356+26.61WB	48.52 RT	409231.166	2545725.178	69.87	FG
535	356+21.62WB	48.49 RT	409231.091	2545720.188	69.96	FG
536	356+11.20WB	48.43 RT	409230.935	2545709.768	70.15	FG
537	355+97.74WB	48.35 RT	409230.735	2545696.315	70.36	FG
538	355+92.85WB	48.32 RT	409230.667	2545691.426	70.43	FG
539	355+81.66WB	48.26 RT	409230.494	2545680.230	70.53	FG
540	355+80.95WB	53.35 RT	409225.395	2545679.633	70.76	FG
541	355+80.12WB	59.38 RT	409219.345	2545678.923	71.04	FG
542	355+74.18WB	58.92 RT	409219.682	2545672.973	70.97	FG
543	355+75.01WB	52.89 RT	409225.734	2545673.677	70.68	FG
544	355+75.66WB	48.14 RT	409230.494	2545674.230	70.44	FG
545	355+73.66WB	48.10 RT	409230.494	2545672.230	70.28	FG
546	355+73.76WB	43.10 RT	409235.494	2545672.230	70.31	FG
547	355+75.76WB	43.14 RT	409235.494	2545674.230	70.47	FG
548	355+81.76WB	43.26 RT	409235.495	2545680.230	70.56	FG
549	355+93.01WB	40.96 RT	409238.029	2545691.426	70.32	FG
550	355+97.89WB	41.06 RT	409238.030	2545696.315	70.25	FG
551	356+11.24WB	41.33 RT	409238.031	2545709.662	70.04	FG
552	356+21.65WB	41.37 RT	409238.203	2545720.070	69.85	FG
553	356+25.88WB	41.39 RT	409238.273	2545724.298	69.76	FG
554	356+39.09WB	41.44 RT	409238.492	2545737.508	69.48	FG
555	356+49.18WB	41.49 RT	409238.659	2545747.604	69.19	FG
556	356+39.09WB	40.86 RT	409239.075	2545737.498	69.14	FL
557	356+35.00WB	40.85 RT	409239.007	2545733.412	69.28	FL
558	356+30.00WB	40.83 RT	409238.925	2545728.413	69.35	FL
559	356+25.88WB	40.81 RT	409238.856	2545724.289	69.43	FL
560	356+21.65WB	40.79 RT	409238.786	2545720.060	69.52	FL
561	356+11.24WB	40.75 RT	409238.614	2545709.653	69.71	FL
562	355+97.90WB	40.48 RT	409238.613	2545696.315	69.91	FL
563	355+93.02WB	40.38 RT	409238.613	2545691.426	69.99	FL
564	355+81.82WB	40.15 RT	409238.612	2545680.230	70.20	FL
565	355+72.95WB	43.08 RT	409235.494	2545671.414	70.29	FL
566	355+70.28WB	48.03 RT	409230.494	2545668.847	70.23	FL
567	355+69.26WB	53.29 RT	409225.210	2545667.939	70.15	FL
568	356+29.99WB	43.53 RT	409236.215	2545728.458	69.54	FG
569	356+34.99WB	43.55 RT	409236.298	2545733.457	69.48	FG

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 35TH ST SE	SHEET 164	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021204-RD.DWG
LAYOUT NAME - 35-SE
PLOT DATE : 10/18/2022 2:35 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

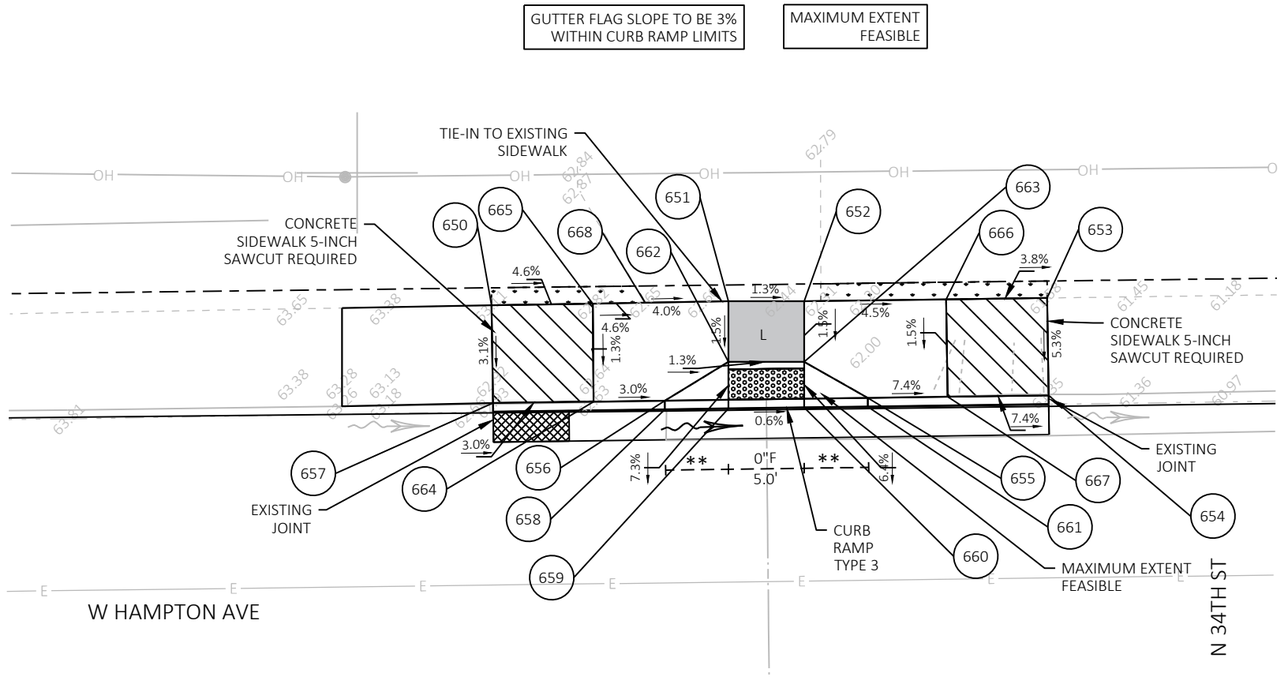
LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

N

2

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
650	358+15.09WB	39.30 LT	409321.709	2545912.161	63.12	FG
651	358+30.73WB	39.38 LT	409321.975	2545927.794	62.43	FG
652	358+35.73WB	39.32 LT	409321.975	2545932.794	62.37	FG
653	358+51.76WB	39.34 LT	409322.193	2545948.828	61.69	FG
654	358+51.77WB	32.91 LT	409315.767	2545948.916	61.35	FG
655	358+39.84WB	32.89 LT	409315.602	2545936.986	62.24	FG
656	358+26.44WB	32.87 LT	409315.417	2545923.586	62.58	FG
657	358+15.10WB	32.85 LT	409315.261	2545912.249	62.92	FG
658	358+26.44WB	32.29 LT	409314.834	2545923.594	62.25	FL
659	358+30.64WB	32.29 LT	409314.892	2545927.794	62.14	FL
660	358+35.64WB	32.30 LT	409314.961	2545932.794	62.11	FL
661	358+39.84WB	32.31 LT	409315.019	2545936.994	61.90	FL
662	358+30.68WB	35.38 LT	409317.975	2545927.794	62.37	FG
663	358+35.68WB	35.32 LT	409317.975	2545932.794	62.31	FG
664	358+21.74WB	32.86 LT	409315.353	2545918.891	62.72	FG
665	358+21.77WB	39.33 LT	409321.823	2545918.842	62.81	FG
666	358+45.09WB	39.33 LT	409322.103	2545942.159	61.94	FG
667	358+45.10WB	32.90 LT	409315.675	2545942.248	61.85	FG
668	358+25.22WB	39.35 LT	409321.881	2545922.287	62.65	FG



PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 34TH ST NW	SHEET 165	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021204-RD.DWG
LAYOUT NAME - 34-NW

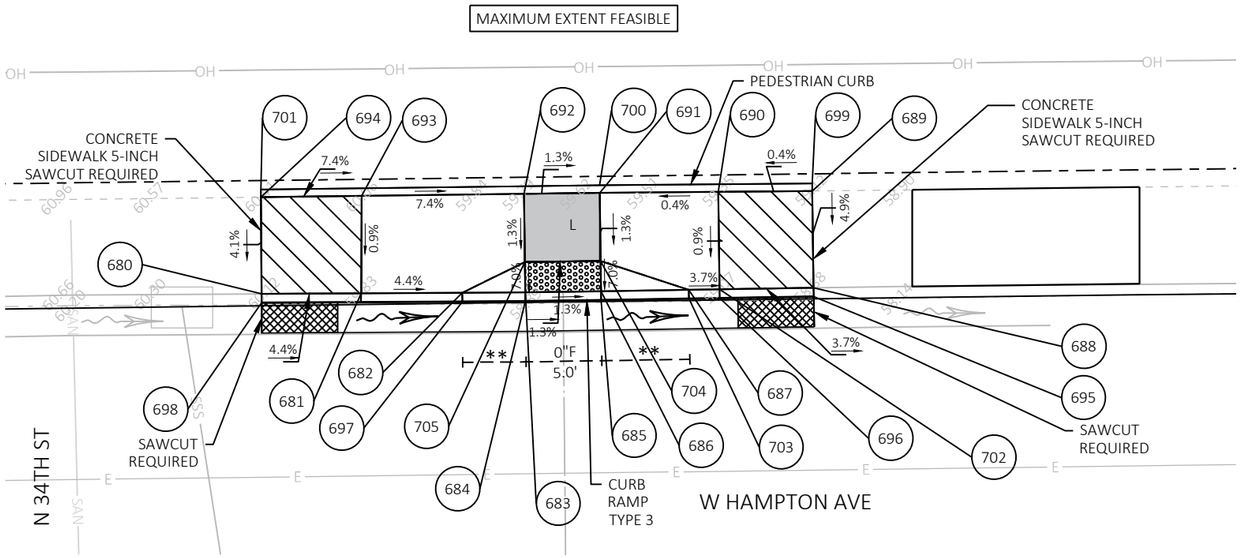
PLOT DATE : 10/18/2022 2:35 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



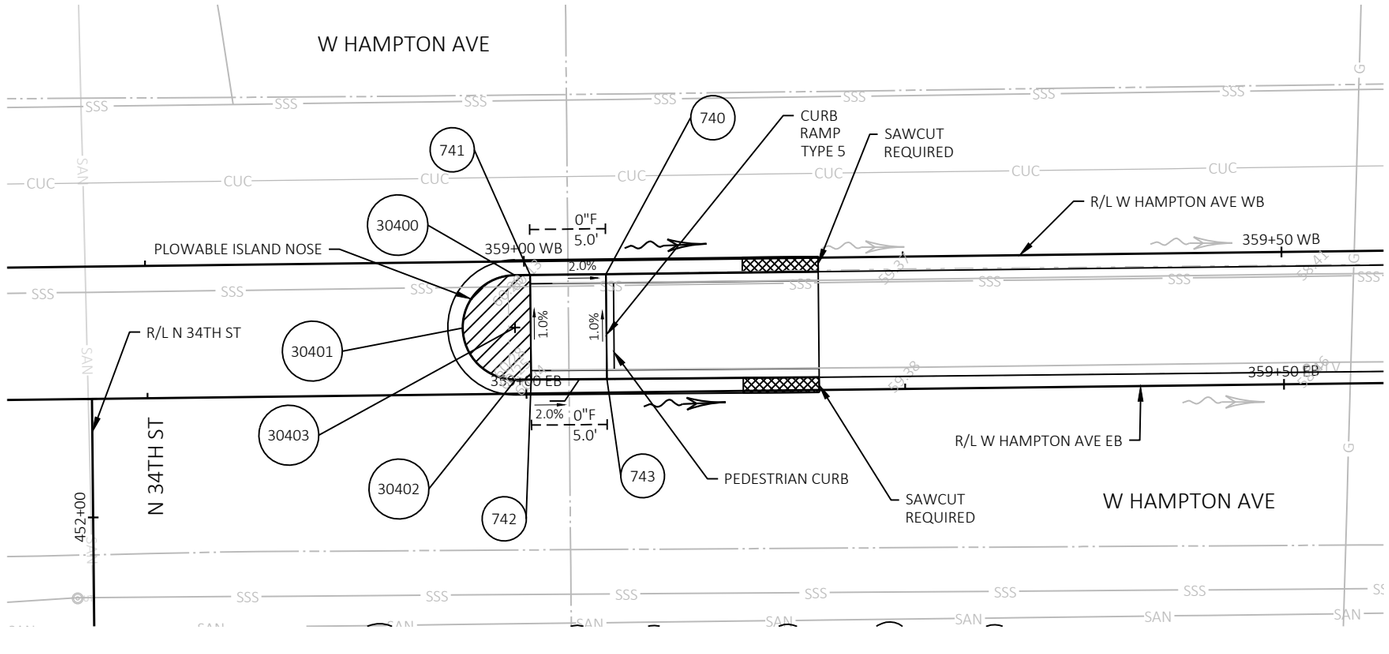
N

2

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
680	358+83.10WB	32.98 LT	409316.214	2545980.241	60.15	FG
681	358+89.67WB	32.93 LT	409316.253	2545986.809	59.86	FG
682	358+96.35WB	32.89 LT	409316.292	2545993.489	59.57	FG
683	359+00.50WB	32.86 LT	409316.316	2545997.641	58.93	FG
684	359+00.50WB	32.28 LT	409315.733	2545997.648	58.89	FL
685	359+05.50WB	32.30 LT	409315.812	2546002.647	58.82	FL
686	359+05.50WB	32.88 LT	409316.395	2546002.640	58.87	FG
687	359+11.29WB	32.90 LT	409316.487	2546008.432	59.11	FG
688	359+19.53WB	32.93 LT	409316.616	2546016.668	58.81	FG
689	359+19.51WB	39.32 LT	409323.007	2546016.577	59.12	FG
690	359+13.32WB	39.34 LT	409322.953	2546010.379	59.10	FG
691	359+05.50WB	39.37 LT	409322.884	2546002.560	59.06	FG
692	359+00.50WB	39.38 LT	409322.827	2545997.566	59.13	FG
693	358+89.78WB	39.37 LT	409322.688	2545986.841	59.92	FG
694	358+83.14WB	39.36 LT	409322.603	2545980.204	60.41	FG
695	359+19.53WB	32.35 LT	409316.033	2546016.673	58.31	FL
696	359+13.33WB	32.33 LT	409315.935	2546010.473	58.54	FL
697	358+96.34WB	32.31 LT	409315.709	2545993.492	59.07	FL
698	358+83.10WB	32.39 LT	409315.631	2545980.245	59.65	FL
699	359+19.52WB	39.82 LT	409323.507	2546016.572	59.12	TOC 0"F
700	359+05.50WB	39.87 LT	409323.384	2546002.555	59.66	TOC 6"F
701	358+83.14WB	39.86 LT	409323.103	2545980.198	60.41	TOC 0"F
702	359+13.32WB	32.91 LT	409316.519	2546010.465	59.04	FG
703	359+11.29WB	32.32 LT	409315.903	2546008.441	58.61	FL
704	359+05.50WB	34.87 LT	409318.385	2546002.617	59.01	FG
705	359+00.50WB	34.88 LT	409318.327	2545997.618	59.07	FG

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
740	359+05.40WB	0.91 RT	409282.605	2546002.951	60.05	FL
741	359+00.40WB	0.91 RT	409282.546	2545997.951	60.15	FL
742	359+00.38WB	7.81 RT	409275.645	2545998.015	60.22	FL
743	359+05.38WB	7.83 RT	409275.687	2546003.014	60.12	FL

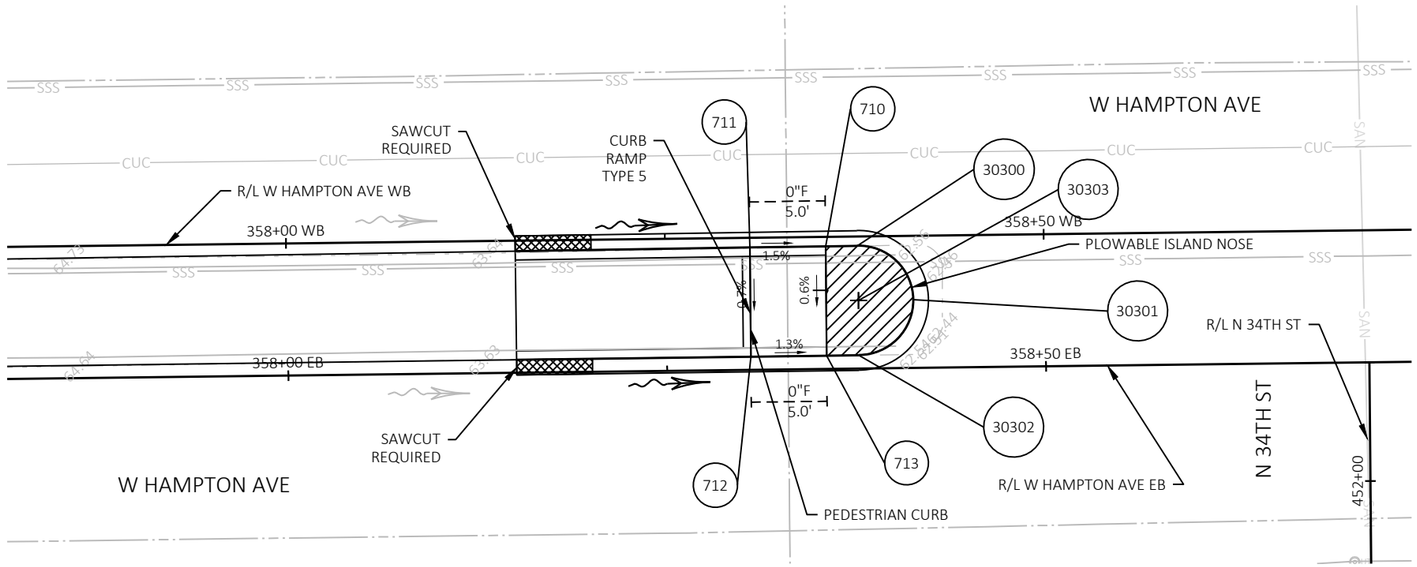
RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
30400	358+99.38WB	0.91 RT	409282.534	2545996.934	60.17	FL PC
30401	358+95.90WB	4.34 RT	409279.054	2545993.499	60.21	FL MID
30402	358+99.36WB	7.80 RT	409275.636	2545996.995	60.24	FL PT
30403	358+99.35WB	4.36 RT	409279.085	2545996.948	N/A	RADP 3.4'R

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 34TH ST MEDIAN E	SHEET 167	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021204-RD.DWG
LAYOUT NAME - 34-Median E
PLOT DATE : 10/18/2022 2:36 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
710	358+35.61WB	0.62 RT	409282.040	2545933.167	62.88	FL
711	358+30.61WB	0.64 RT	409281.963	2545928.167	62.95	FL
712	358+30.59WB	7.85 RT	409274.753	2545928.235	62.90	FL
713	358+35.59WB	7.84 RT	409274.817	2545933.234	62.84	FL

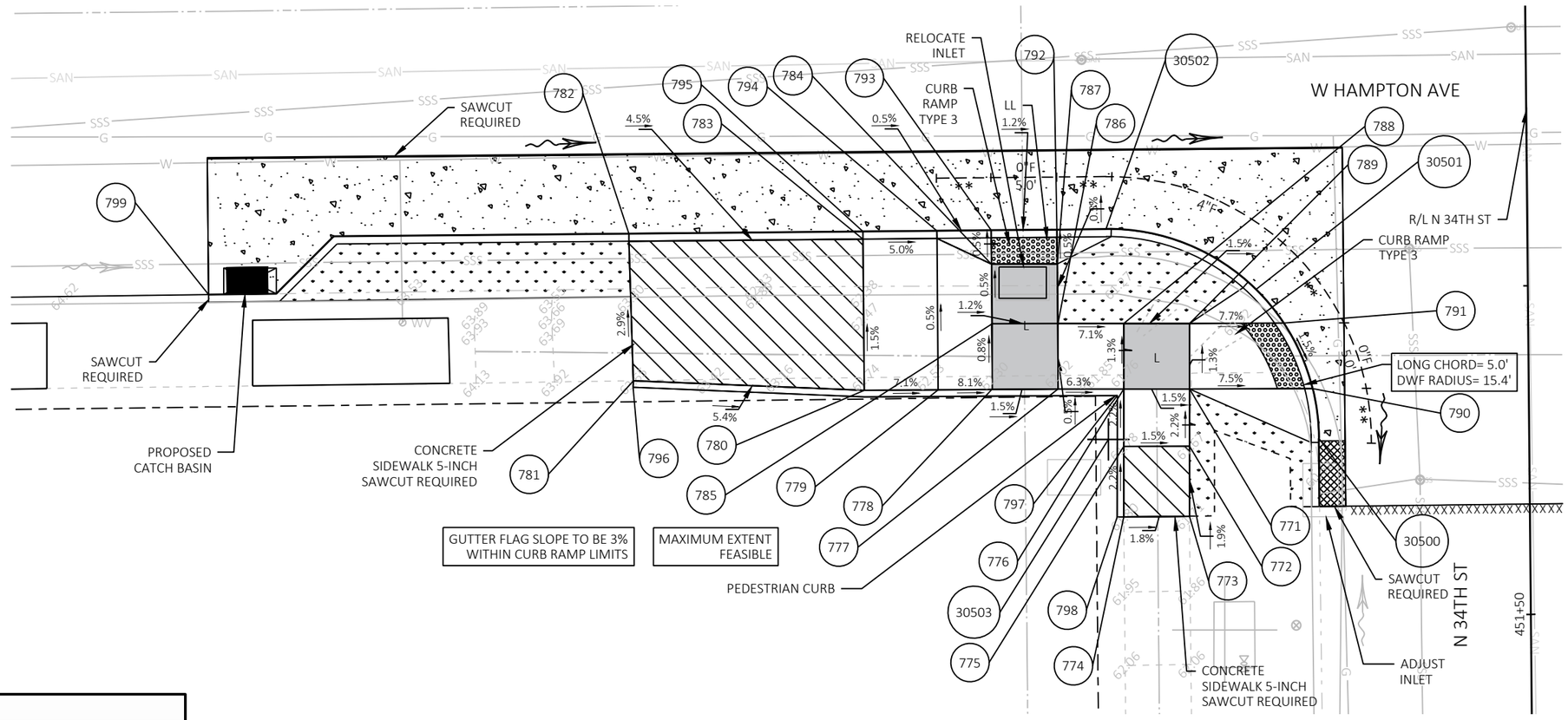
RADIUS TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
30300	358+37.69WB	0.61 RT	409282.072	2545935.244	62.77	FL PT
30301	358+41.36WB	4.22 RT	409278.515	2545938.956	62.49	FL MID
30302	358+37.71WB	7.84 RT	409274.844	2545935.356	62.74	FL PC
30303	358+37.74WB	4.23 RT	409278.459	2545935.341	N/A	RADP 3.6'R

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 34TH ST MEDIAN W	SHEET 168	E

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
771	358+45.47WB	49.07 RT	409233.719	2545943.622	61.51	FG
772	358+45.42WB	53.43 RT	409229.358	2545943.622	61.61	FG
773	358+45.36WB	58.76 RT	409224.022	2545943.623	61.71	FG
774	358+40.36WB	58.76 RT	409223.963	2545938.627	61.80	FG
775	358+40.42WB	53.38 RT	409229.342	2545938.624	61.68	FG
776	358+40.47WB	49.03 RT	409233.693	2545938.622	61.58	FG
777	358+35.48WB	48.97 RT	409233.693	2545933.622	61.90	FG
778	358+30.48WB	48.91 RT	409233.693	2545928.622	61.98	FG
779	358+26.36WB	48.91 RT	409233.643	2545924.503	62.31	FG
780	358+20.76WB	48.88 RT	409233.604	2545918.902	62.71	FG
781	358+03.21WB	47.94 RT	409234.333	2545901.345	63.65	FG
782	358+02.99WB	36.74 RT	409245.522	2545900.990	63.01	FG
783	358+20.79WB	37.38 RT	409245.105	2545918.794	62.53	FG
784	358+30.53WB	39.40 RT	409243.204	2545928.556	61.91	FG
785	358+30.54WB	43.93 RT	409238.671	2545928.622	61.94	FG
786	358+35.54WB	43.97 RT	409238.693	2545933.622	61.88	FG

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
787	358+35.54WB	39.44 RT	409243.219	2545933.572	61.85	FG
788	358+40.54WB	44.03 RT	409238.693	2545938.622	61.52	FG
789	358+45.54WB	44.09 RT	409238.693	2545943.622	61.44	FG
790	358+54.84WB	49.17 RT	409233.730	2545952.986	60.81	FL
791	358+52.70WB	44.15 RT	409238.719	2545950.785	60.89	FL
792	358+35.55WB	36.84 RT	409245.826	2545933.544	61.84	FL
793	358+30.55WB	36.82 RT	409245.779	2545928.544	61.90	FL
794	358+26.42WB	36.81 RT	409245.741	2545924.419	61.92	FL
795	358+20.79WB	36.79 RT	409245.688	2545918.789	62.20	FL
796	358+03.17WB	48.43 RT	409233.835	2545901.313	63.65	TOC 0"F
797	358+39.99WB	49.53 RT	409233.193	2545938.148	61.92	TOC 4"F
798	358+39.86WB	58.75 RT	409223.965	2545938.127	61.80	TOC 0"F
799	357+70.98WB	40.99 RT	409240.887	2545869.032	64.16	ME FL

RADIUS TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
30500	358+55.27WB	52.95 RT	409229.954	2545953.460	60.65	FL PC
30501	358+50.62WB	41.57 RT	409241.274	2545948.675	61.06	FL MID
30502	358+39.28WB	36.85 RT	409245.861	2545937.274	61.80	FL PT
30503	358+39.27WB	52.85 RT	409229.862	2545937.460	N/A	RADP 16'R

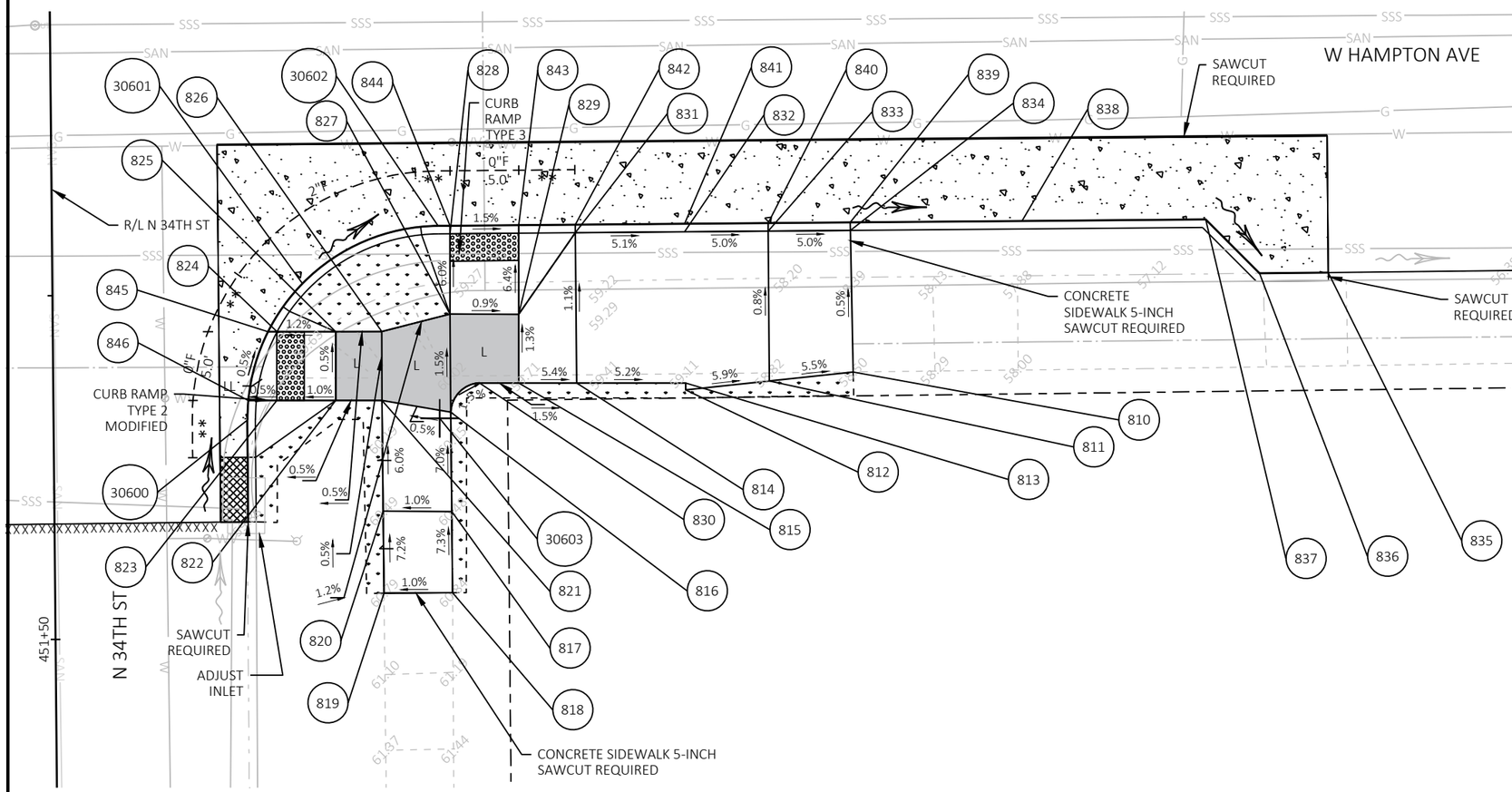
2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

N

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
30600	358+85.37WB	50.77 RT	409232.504	2545983.537	59.83	FL PC
30601	358+89.50WB	40.87 RT	409242.449	2545987.544	59.76	FL MID
30602	358+99.42WB	36.80 RT	409246.639	2545997.415	59.45	FL PT
30603	358+99.37WB	50.80 RT	409232.639	2545997.532	N/A	RADP 14'R



STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
810	359+29.50WB	47.80 RT	409236.008	2546027.625	58.50	FG
811	359+23.39WB	48.38 RT	409235.358	2546021.528	58.83	FG
812	359+17.30WB	48.95 RT	409234.710	2546015.443	59.19	FG
813	359+17.31WB	48.46 RT	409235.205	2546015.443	59.17	FG
814	359+09.37WB	48.36 RT	409235.207	2546007.499	59.58	FG
815	359+05.14WB	48.31 RT	409235.207	2546003.278	59.81	FG
816	359+00.18WB	50.36 RT	409233.089	2545998.342	59.90	FG
817	359+00.17WB	57.59 RT	409225.862	2545998.413	60.41	FG
818	359+00.15WB	63.50 RT	409219.959	2545998.470	60.84	FG
819	358+95.16WB	63.47 RT	409219.922	2545993.476	60.79	FG
820	358+95.17WB	57.50 RT	409225.895	2545993.415	60.36	FG
821	358+95.19WB	49.44 RT	409233.949	2545993.334	59.88	FG
822	358+91.82WB	49.42 RT	409233.934	2545989.965	59.86	FG
823	358+87.54WB	49.36 RT	409233.934	2545985.684	59.82	FG
824	358+87.61WB	44.37 RT	409238.934	2545985.697	59.78	FG
825	358+91.88WB	44.42 RT	409238.934	2545989.965	59.83	FG
826	358+95.22WB	44.44 RT	409238.949	2545993.311	59.85	FG
827	359+00.21WB	43.23 RT	409240.228	2545998.278	59.79	FG
828	359+00.28WB	37.39 RT	409246.063	2545998.278	59.44	FG
829	359+05.21WB	43.30 RT	409240.210	2546003.278	59.75	FG
830	359+02.31WB	48.27 RT	409235.210	2546000.442	59.85	FG
831	359+09.41WB	37.43 RT	409246.139	2546007.408	59.46	FG
832	359+17.35WB	37.46 RT	409246.206	2546015.351	59.05	FG
833	359+23.44WB	37.48 RT	409246.256	2546021.437	58.75	FG
834	359+29.41WB	37.50 RT	409246.307	2546027.414	58.45	FG
835	359+64.15WB	41.00 RT	409243.240	2546062.194	56.75	FL
836	359+59.16WB	40.99 RT	409243.187	2546057.196	56.91	FL
837	359+55.28WB	37.02 RT	409247.106	2546053.276	57.25	FL
838	359+41.91WB	36.97 RT	409246.994	2546039.906	57.67	FL
839	359+29.41WB	36.92 RT	409246.890	2546027.402	58.12	FL
840	359+23.44WB	36.90 RT	409246.840	2546021.432	58.41	FL
841	359+17.35WB	36.87 RT	409246.789	2546015.346	58.72	FL
842	359+09.41WB	36.84 RT	409246.722	2546007.403	59.13	FL
843	359+05.29WB	36.83 RT	409246.688	2546003.278	59.33	FL
844	359+00.28WB	36.81 RT	409246.646	2545998.278	59.41	FL
845	358+86.94WB	44.35 RT	409238.939	2545985.030	59.78	FL
846	358+85.44WB	49.34 RT	409233.934	2545983.592	59.81	FL

2

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 34TH ST SE	SHEET 170	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021204-RD.DWG
LAYOUT NAME - 34-SE
PLOT DATE : 10/18/2022 2:38 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

LEGEND

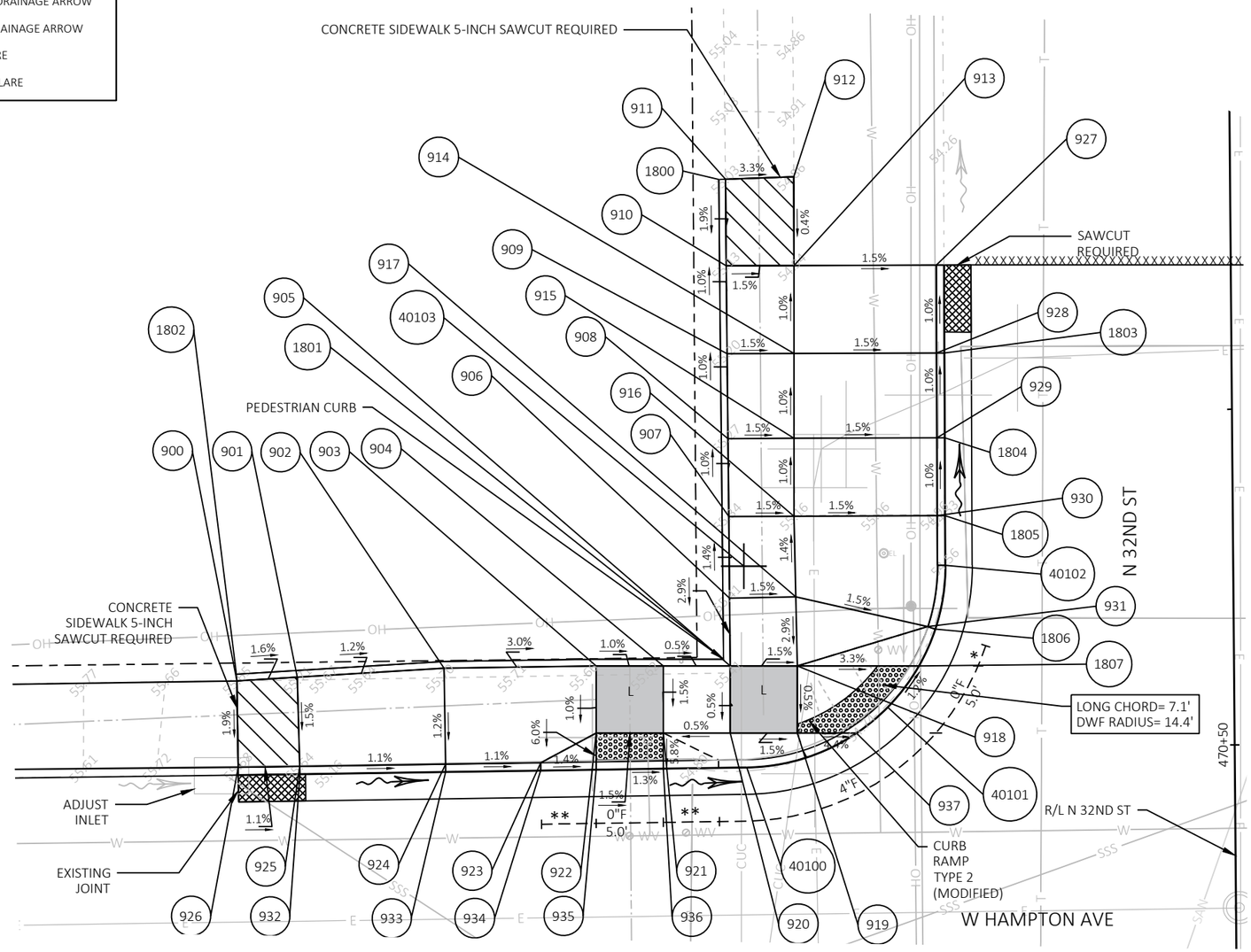
- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

RADIUS TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
40100	365+30.47WB	32.23 LT	409323.378	2546627.572	54.79	FL PC
40101	365+41.00WB	36.59 LT	409327.869	2546638.052	54.71	FL MID
40102	365+45.43WB	47.10 LT	409338.430	2546642.347	54.57	FL PT
40103	365+30.43WB	47.23 LT	409338.376	2546627.347	N/A	RADP 15'R

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1804	365+45.51WB	56.60 LT	409347.932	2546642.313	54.47	FL
1805	365+45.46WB	50.80 LT	409342.130	2546642.334	54.53	FL
1806	365+44.62WB	42.37 LT	409333.684	2546641.594	54.63	FL
1807	365+43.36WB	39.64 LT	409330.943	2546640.376	54.66	FL



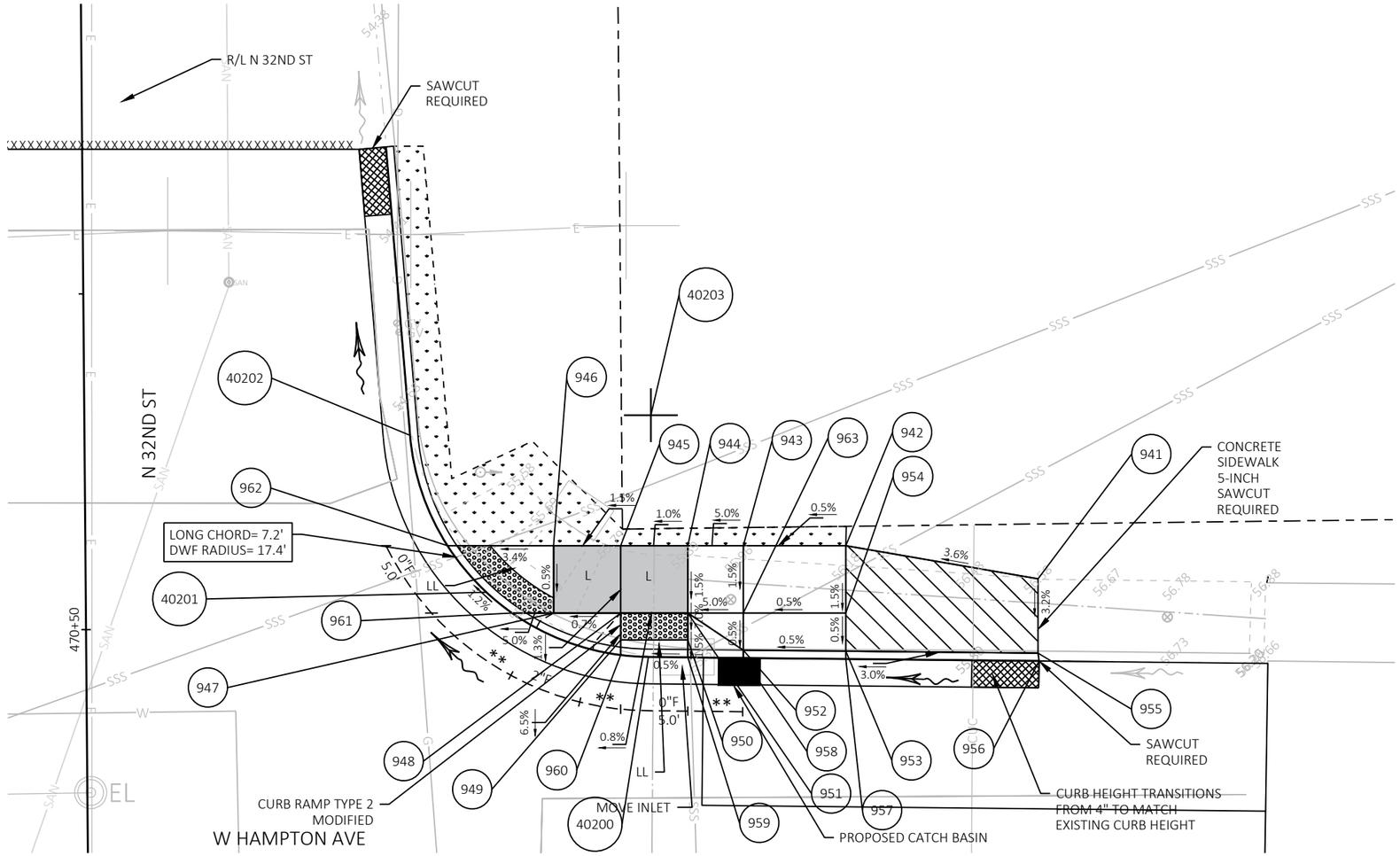
STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
900	364+92.56WB	39.15 LT	409329.829	2546589.582	55.65	FG
901	364+97.08WB	39.37 LT	409330.106	2546594.095	55.58	FG
902	365+08.01WB	39.90 LT	409330.776	2546605.024	55.45	FG
903	365+19.34WB	39.93 LT	409330.943	2546616.350	55.11	FG
904	365+24.34WB	39.87 LT	409330.943	2546621.350	55.07	FG
905	365+29.33WB	39.81 LT	409330.943	2546626.344	55.04	FG
906	365+29.34WB	44.85 LT	409335.980	2546626.293	55.18	FG
907	365+29.36WB	50.94 LT	409342.073	2546626.232	55.10	FG
908	365+29.37WB	56.74 LT	409347.874	2546626.173	55.04	FG
909	365+29.38WB	63.06 LT	409354.192	2546626.109	54.98	FG
910	365+29.40WB	69.61 LT	409360.743	2546626.043	54.91	FG
911	365+29.41WB	76.06 LT	409367.189	2546625.979	55.03	FG
912	365+34.50WB	76.18 LT	409367.375	2546631.067	54.86	FG
913	365+34.44WB	69.57 LT	409360.761	2546631.087	54.83	FG
914	365+34.36WB	63.02 LT	409354.210	2546631.088	54.90	FG
915	365+34.29WB	56.70 LT	409347.892	2546631.089	54.97	FG
916	365+34.22WB	50.90 LT	409342.090	2546631.090	55.02	FG
917	365+34.28WB	44.90 LT	409336.093	2546631.227	55.11	FG
918	365+34.33WB	39.75 LT	409330.943	2546631.344	54.96	FG
919	365+34.27WB	34.75 LT	409325.943	2546631.344	54.94	FG
920	365+29.27WB	34.81 LT	409325.943	2546626.344	55.01	FG
921	365+24.28WB	34.87 LT	409325.943	2546621.350	55.00	FG
922	365+19.28WB	34.93 LT	409325.943	2546616.350	55.06	FG
923	365+15.12WB	32.77 LT	409323.731	2546612.217	55.28	FG
924	365+08.03WB	32.75 LT	409323.625	2546605.131	55.36	FG
925	364+97.17WB	32.72 LT	409323.462	2546594.267	55.48	FG
926	364+92.58WB	32.71 LT	409323.393	2546589.682	55.53	FG
927	365+45.04WB	69.48 LT	409360.799	2546641.684	54.68	FG
928	365+44.98WB	62.93 LT	409354.248	2546641.707	54.74	FG
929	365+44.93WB	56.61 LT	409347.930	2546641.730	54.81	FG
930	365+44.88WB	50.81 LT	409342.128	2546641.750	54.86	FG
931	365+44.06WB	42.55 LT	409333.867	2546641.040	54.96	FG
932	364+97.17WB	32.14 LT	409322.881	2546594.279	55.15	FL
933	365+08.03WB	32.17 LT	409323.044	2546605.140	55.03	FL
934	365+15.12WB	32.19 LT	409323.150	2546612.226	54.95	FL
935	365+19.25WB	32.20 LT	409323.210	2546616.350	54.89	FL
936	365+24.25WB	32.21 LT	409323.285	2546621.350	54.83	FL
937	365+38.67WB	34.70 LT	409325.943	2546635.738	54.74	FL
1800	365+28.91WB	76.06 LT	409367.184	2546625.479	55.03	TOC 0"F
1801	365+28.83WB	40.32 LT	409331.443	2546625.839	55.54	TOC 6"F
1802	364+92.54WB	39.64 LT	409330.328	2546589.552	55.65	FL
1803	365+45.56WB	62.92 LT	409354.250	2546642.290	54.41	FL

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



N

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
40200	366+08.69WB	30.92 LT	409323.026	2546705.799	55.25	FL PT
40201	365+96.68WB	35.88 LT	409327.838	2546693.734	55.08	FL MID
40202	365+91.14WB	47.63 LT	409339.517	2546688.048	54.72	FL PC
40203	366+09.09WB	48.92 LT	409341.025	2546705.985	N/A	RADP 18'R

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
941	366+36.92WB	36.89 LT	409328.839	2546734.807	56.58	FG
942	366+22.58WB	39.20 LT	409331.303	2546720.497	56.06	FG
943	0+00.00WB	0.00	409331.303	2546712.863	56.02	FG
944	366+11.72WB	39.16 LT	409331.303	2546708.733	55.81	FG
945	366+06.72WB	39.22 LT	409331.303	2546703.733	55.76	FG
946	366+01.72WB	39.29 LT	409331.303	2546698.733	55.69	FG
947	366+01.66WB	34.29 LT	409326.303	2546698.733	55.66	FG
948	366+06.66WB	34.23 LT	409326.303	2546703.733	55.70	FG
949	366+06.64WB	32.23 LT	409324.303	2546703.733	55.57	FG
950	366+11.63WB	32.16 LT	409324.303	2546708.733	55.59	FG
951	366+11.66WB	34.16 LT	409326.303	2546708.733	55.73	FG
952	0+00.00WB	0.00	409323.536	2546712.863	55.93	FG
953	366+22.67WB	31.35 LT	409323.458	2546720.497	55.97	FG
954	366+22.64WB	34.20 LT	409326.303	2546720.497	55.98	FG
955	366+36.99WB	31.36 LT	409323.310	2546734.818	56.40	FG
956	366+37.06WB	30.78 LT	409322.726	2546734.885	55.90	FL
957	366+22.68WB	30.77 LT	409322.874	2546720.497	55.63	FL
958	0+00.00WB	0.00	409322.953	2546712.857	55.60	FL
959	366+11.62WB	30.86 LT	409322.996	2546708.733	55.57	FL
960	366+06.62WB	31.09 LT	409323.166	2546703.733	55.55	FL
961	365+98.56WB	34.32 LT	409326.303	2546695.629	55.51	FL
962	365+93.83WB	39.38 LT	409331.303	2546690.836	55.42	FL
963	0+00.00WB	0.00	409326.303	2546712.863	55.94	FG

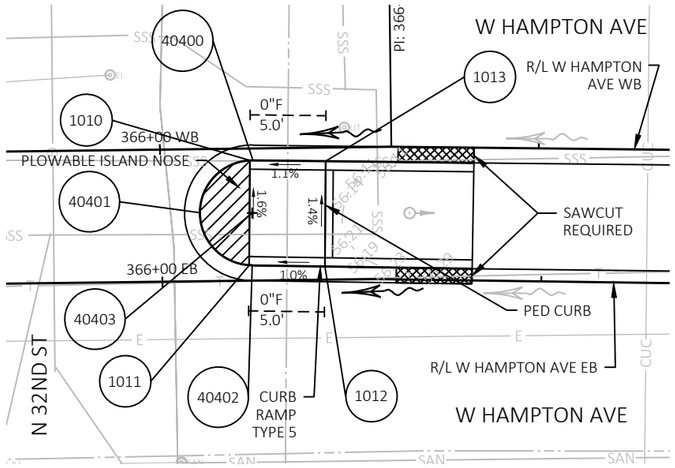
PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 32ND ST NE	SHEET 172	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021204-RD.DWG
LAYOUT NAME - 32-NE
PLOT DATE : 10/18/2022 2:40 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * — 6H : 1V FLARE
- ** — 12.5H : 1V FLARE



N

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1010	366+05.92WB	0.79 RT	409291.285	2546703.425	56.01	FL
1011	366+05.79WB	7.71 RT	409284.363	2546703.371	56.12	FL
1012	366+10.78WB	7.85 RT	409284.285	2546708.371	56.17	FL
1013	366+10.92WB	0.90 RT	409291.234	2546708.424	56.07	FL

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
40400	366+06.13WB	0.79 RT	409291.288	2546703.630	56.01	FL PC
40401	366+02.57WB	4.19 RT	409287.845	2546700.113	56.07	FL MID
40402	366+06.00WB	7.72 RT	409284.357	2546703.585	56.12	FL PT
40403	366+06.04WB	4.25 RT	409287.823	2546703.578	N/A	RADP 3.5'R

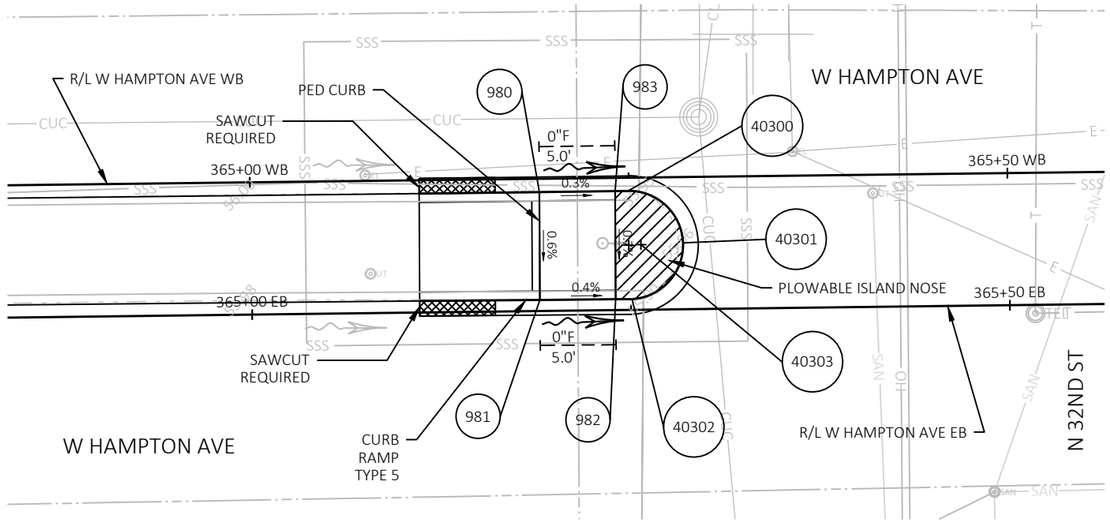
PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 32ND ST MEDIAN E	SHEET 173	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021204-RD.DWG
LAYOUT NAME - 32-Median E
PLOT DATE : 10/18/2022 2:40 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
980	365+19.10WB	0.88 RT	409290.134	2546616.604	55.97	FL
981	365+19.05WB	7.99 RT	409283.024	2546616.648	55.92	FL
982	365+24.05WB	8.01 RT	409283.065	2546621.648	55.91	FL
983	365+24.10WB	0.88 RT	409290.193	2546621.604	55.96	FL

RADIUS TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
40300	365+24.94WB	0.88 RT	409290.203	2546622.444	55.95	FL PT
40301	365+28.52WB	4.35 RT	409286.778	2546626.072	55.93	FL MID
40302	365+25.13WB	8.01 RT	409283.074	2546622.730	55.90	FL PC
40303	365+25.76WB	4.42 RT	409286.667	2546623.312	N/A	RADP 3.5'R

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 32ND ST MEDIAN W	SHEET 174	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021204-RD.DWG
LAYOUT NAME - 32-Median W

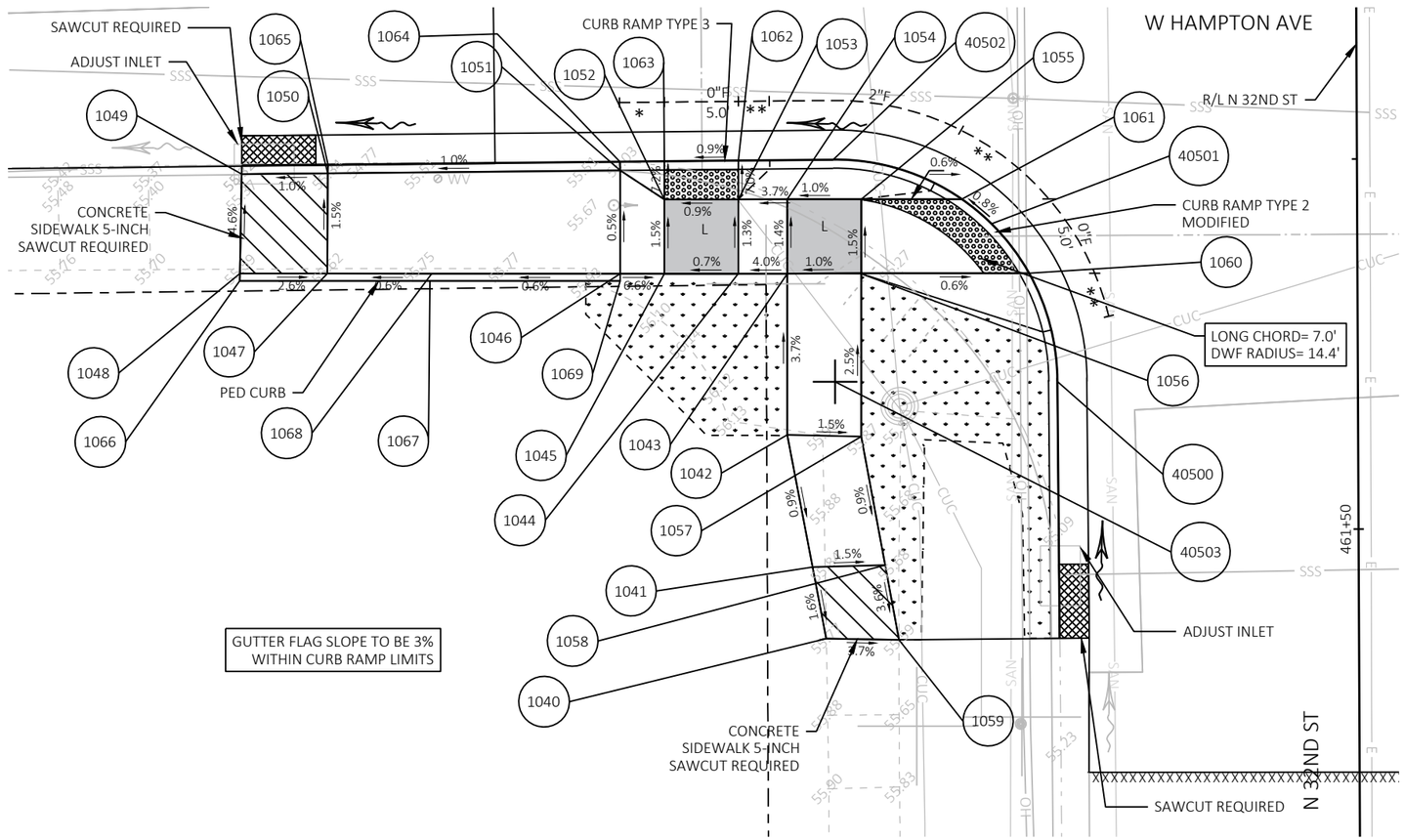
PLOT DATE : 10/18/2022 2:41 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

N

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
40500	365+45.17WB	56.32 RT	409235.016	2546643.356	55.57	FL PC
40501	365+40.85WB	45.62 RT	409245.664	2546638.904	55.48	FL MID
40502	365+30.21WB	41.15 RT	409249.998	2546628.208	55.29	FL PT
40503	365+30.17WB	56.15 RT	409234.999	2546628.356	N/A	RADP 15'R



STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1040	365+29.36WB	73.49 RT	409217.650	2546627.755	55.77	FG
1041	365+28.50WB	68.65 RT	409222.481	2546626.831	55.85	FG
1042	365+26.90WB	59.69 RT	409231.417	2546625.121	55.93	FG
1043	365+27.03WB	48.81 RT	409242.302	2546625.126	55.53	FG
1044	365+23.72WB	48.77 RT	409242.302	2546621.808	55.40	FG
1045	365+18.72WB	48.71 RT	409242.301	2546616.808	55.37	FG
1046	365+15.74WB	48.67 RT	409242.301	2546613.829	55.56	FG
1047	364+95.96WB	48.43 RT	409242.302	2546594.054	55.44	FG
1048	364+90.05WB	48.36 RT	409242.302	2546588.145	55.59	FG
1049	364+90.26WB	41.64 RT	409249.020	2546588.268	55.28	FG
1050	364+96.08WB	41.65 RT	409249.077	2546594.092	55.34	FG
1051	365+15.82WB	41.70 RT	409249.273	2546613.829	55.53	FG
1052	365+18.78WB	43.71 RT	409247.302	2546616.808	55.29	FG
1053	365+23.78WB	43.77 RT	409247.302	2546621.808	55.33	FG
1054	365+27.08WB	43.78 RT	409247.328	2546625.117	55.46	FG
1055	365+32.08WB	43.84 RT	409247.328	2546630.117	55.51	FG
1056	365+32.02WB	48.87 RT	409242.300	2546630.116	55.58	FG
1057	365+31.89WB	59.87 RT	409231.299	2546630.121	55.85	FG
1058	365+33.39WB	68.57 RT	409222.622	2546631.726	55.78	FG
1059	365+34.26WB	73.63 RT	409217.572	2546632.660	55.59	FG
1060	365+43.35WB	48.98 RT	409242.333	2546641.441	55.52	FL
1061	365+38.86WB	43.92 RT	409247.333	2546636.892	55.46	FL
1062	365+23.81WB	41.14 RT	409249.935	2546621.808	55.15	FL
1063	365+18.81WB	41.12 RT	409249.885	2546616.808	55.10	FL
1064	365+15.82WB	41.12 RT	409249.856	2546613.823	55.03	FL
1065	364+96.09WB	41.07 RT	409249.661	2546594.096	54.84	FL
1066	364+90.04WB	48.86 RT	409241.802	2546588.138	55.59	TOC 0"F
1067	365+02.89WB	49.01 RT	409241.803	2546600.983	55.81	TOC 4"F
1068	365+03.02WB	48.52 RT	409242.302	2546601.106	55.48	FG
1069	365+15.73WB	49.17 RT	409241.804	2546613.829	55.56	TOC 0"F

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 32ND ST SW	SHEET 175	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021204-RD.DWG
LAYOUT NAME - 32-SW
PLOT DATE : 10/18/2022 2:42 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

LEGEND

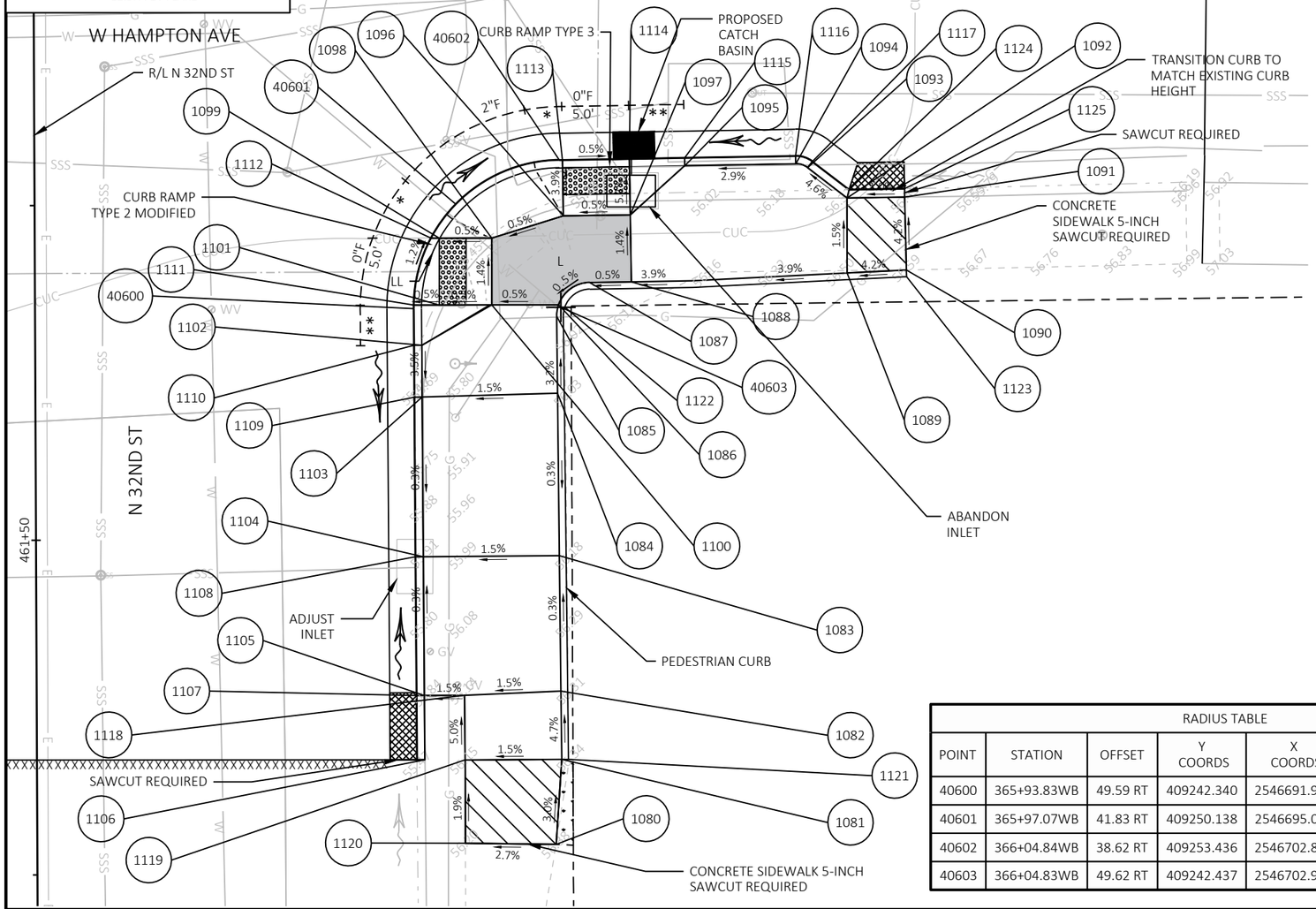
- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1080	366+03.98WB	89.73 RT	409202.321	2546702.564	56.38	FG
1081	366+04.47WB	83.39 RT	409208.672	2546702.979	56.19	FG
1082	366+04.47WB	78.29 RT	409213.771	2546702.922	55.95	FG
1083	366+04.48WB	68.17 RT	409223.890	2546702.808	55.92	FG
1084	366+04.50WB	56.03 RT	409236.026	2546702.673	55.95	FG
1085	366+04.50WB	50.29 RT	409241.771	2546702.609	55.77	FG
1086	366+04.66WB	49.43 RT	409242.632	2546702.751	55.74	FG
1087	366+06.99WB	47.79 RT	409244.299	2546705.069	55.76	FG
1088	366+10.11WB	47.78 RT	409244.347	2546708.180	55.77	FG
1089	366+27.31WB	47.05 RT	409245.005	2546724.291	56.40	FG
1090	366+31.74WB	46.78 RT	409245.230	2546728.727	56.59	FG

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1091	366+31.55WB	41.33 RT	409250.677	2546728.594	56.43	FG
1092	366+27.25WB	41.44 RT	409250.615	2546724.292	56.32	FG
1093	366+24.28WB	39.22 RT	409252.870	2546721.348	56.15	FG
1094	366+23.39WB	38.94 RT	409253.163	2546720.461	56.08	FG
1095	366+14.20WB	39.16 RT	409253.016	2546712.168	55.84	FG
1096	366+05.09WB	42.80 RT	409249.269	2546703.102	55.67	FG
1097	366+10.09WB	42.78 RT	409249.347	2546708.102	55.70	FG
1098	365+99.72WB	44.38 RT	409247.615	2546697.751	55.65	FG
1099	365+95.80WB	44.34 RT	409247.611	2546693.834	55.63	FG
1100	365+99.66WB	49.38 RT	409242.618	2546697.751	55.72	FG
1101	365+95.74WB	49.34 RT	409242.608	2546693.834	55.70	FG



RADIUS TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
40600	365+93.83WB	49.59 RT	409242.340	2546691.926	55.68	FL PT
40601	365+97.07WB	41.83 RT	409250.138	2546695.072	55.56	FL MID
40602	366+04.84WB	38.62 RT	409253.436	2546702.806	55.51	FL PC
40603	366+04.83WB	49.62 RT	409242.437	2546702.926	N/A	RADP 11'R

N

2

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1102	365+94.40WB	52.33 RT	409239.606	2546692.529	55.94	FG
1103	365+94.38WB	56.19 RT	409235.746	2546692.556	55.80	FG
1104	365+94.32WB	68.12 RT	409223.819	2546692.639	55.77	FG
1105	365+94.26WB	78.49 RT	409213.446	2546692.712	55.79	FG
1106	365+94.24WB	83.28 RT	409208.652	2546692.745	55.81	FG
1107	365+93.68WB	78.49 RT	409213.442	2546692.129	55.46	FL
1108	365+93.73WB	68.11 RT	409223.814	2546692.056	55.43	FL
1109	365+93.79WB	56.20 RT	409235.730	2546691.972	55.47	FL
1110	365+93.82WB	52.33 RT	409239.602	2546691.947	55.61	FL
1111	365+93.84WB	49.33 RT	409242.602	2546691.936	55.69	FL
1112	365+95.18WB	44.33 RT	409247.610	2546693.218	55.62	FL

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1113	366+05.07WB	38.62 RT	409253.440	2546703.038	55.51	FL
1114	366+10.07WB	38.60 RT	409253.528	2546708.037	55.49	FL
1115	366+14.20WB	38.57 RT	409253.600	2546712.161	55.51	FL
1116	366+23.37WB	38.35 RT	409253.746	2546720.451	55.75	FL
1117	366+24.63WB	38.75 RT	409253.333	2546721.703	55.82	FL
1118	365+97.27WB	78.50 RT	409213.467	2546695.722	55.84	FG
1119	365+97.25WB	83.32 RT	409208.649	2546695.762	56.08	FG
1120	365+97.20WB	89.56 RT	409202.410	2546695.782	56.20	FG
1121	366+04.97WB	83.39 RT	409208.678	2546703.479	56.19	TOC 0"F
1122	366+05.12WB	49.63 RT	409242.438	2546703.213	56.07	TOC 4"F
1123	366+31.77WB	47.28 RT	409244.731	2546728.752	56.59	TOC 0"F

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1124	366+27.39WB	40.82 RT	409251.232	2546724.442	55.96	FL
1125	366+31.54WB	40.70 RT	409251.313	2546728.592	55.69	FL

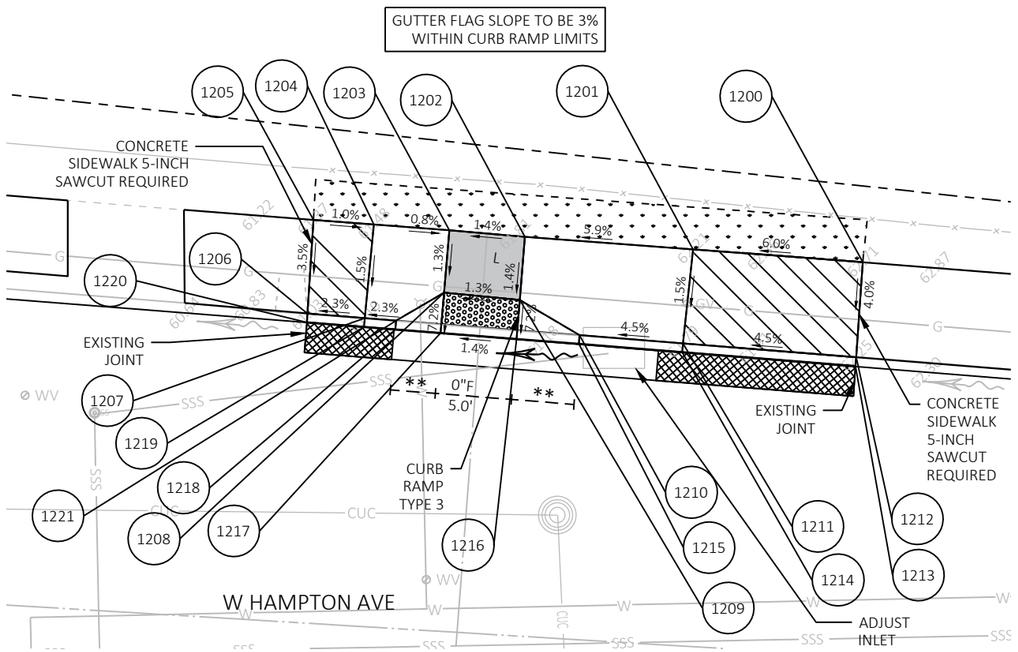
PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 32ND ST SE	SHEET 176	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021204-RD.DWG
LAYOUT NAME - 32-SE
PLOT DATE : 10/18/2022 2:43 PM
PLOT BY : HENRYKA GASIK
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



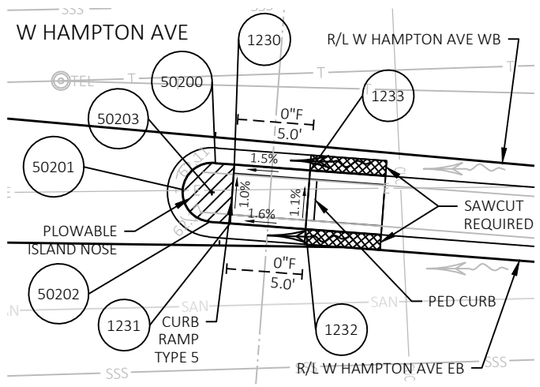
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STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1200	369+53.24WB	36.72 LT	409320.474	2547053.754	62.69	FG
1201	369+42.01WB	36.55 LT	409321.312	2547042.558	62.02	FG
1202	369+30.89WB	36.39 LT	409322.143	2547031.460	61.36	FG
1203	369+25.89WB	36.37 LT	409322.573	2547026.478	61.30	FG
1204	369+20.88WB	36.30 LT	409322.949	2547021.487	61.34	FG
1205	369+16.89WB	36.25 LT	409323.249	2547017.504	61.38	FG
1206	369+17.04WB	30.06 LT	409317.077	2547017.106	61.16	FG
1207	369+20.84WB	30.10 LT	409316.776	2547020.893	61.24	FG
1208	369+25.90WB	32.24 LT	409318.450	2547026.123	61.24	FG
1209	369+30.92WB	32.20 LT	409317.969	2547031.116	61.31	FG
1210	369+35.05WB	30.24 LT	409315.649	2547035.063	61.62	FG
1211	369+41.90WB	30.31 LT	409315.106	2547041.889	61.92	FG
1212	369+53.37WB	30.43 LT	409314.197	2547053.322	62.44	FG
1213	369+53.38WB	29.84 LT	409313.615	2547053.282	62.10	FL
1214	369+41.91WB	29.73 LT	409314.524	2547041.843	61.59	FL
1215	369+35.06WB	29.66 LT	409315.067	2547035.016	61.28	FL
1216	369+30.94WB	29.62 LT	409315.394	2547030.904	61.12	FL
1217	369+25.91WB	29.57 LT	409315.793	2547025.893	61.05	FL
1218	369+22.91WB	29.54 LT	409316.031	2547022.903	60.96	FL
1219	369+20.85WB	29.52 LT	409316.194	2547020.847	60.91	FL
1220	369+17.06WB	29.48 LT	409316.495	2547017.069	60.82	FL
1221	369+22.90WB	30.12 LT	409316.612	2547022.949	61.29	FG

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

N



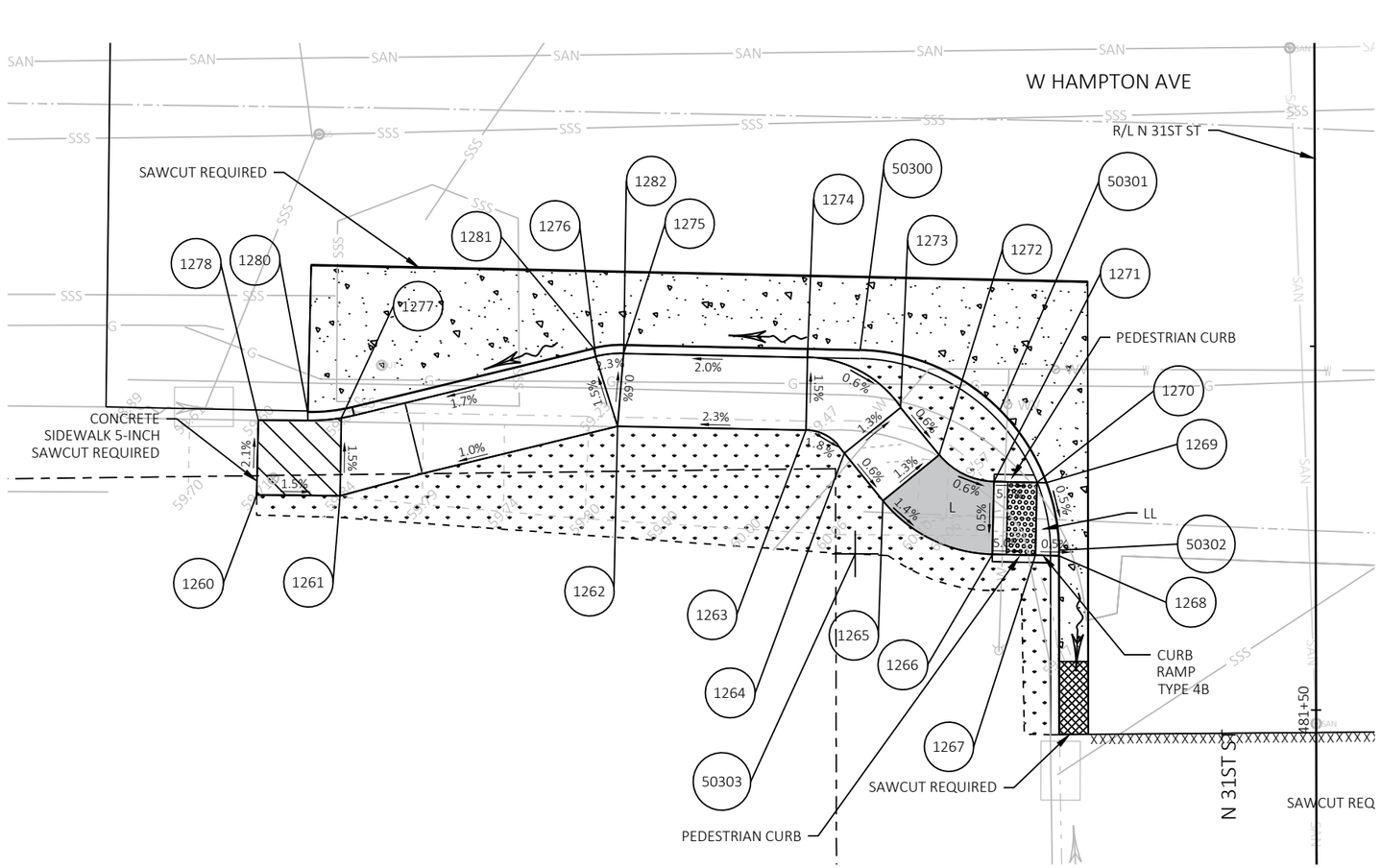
STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1230	369+26.42WB	1.68 RT	409284.620	2547023.618	62.22	FL
1231	369+26.48WB	5.57 RT	409280.742	2547023.326	62.25	FL
1232	369+31.48WB	5.50 RT	409280.364	2547028.312	62.35	FL
1233	369+31.42WB	1.61 RT	409284.244	2547028.604	62.31	FL

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
50200	369+25.17WB	1.70 RT	409284.715	2547022.364	62.16	FL PT
50201	369+23.16WB	3.63 RT	409282.976	2547020.190	62.15	FL MID
50202	369+25.13WB	5.59 RT	409280.844	2547021.980	62.26	FL PC
50203	369+25.10WB	3.64 RT	409282.784	2547022.126	N/A	RADP 1.9'R

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



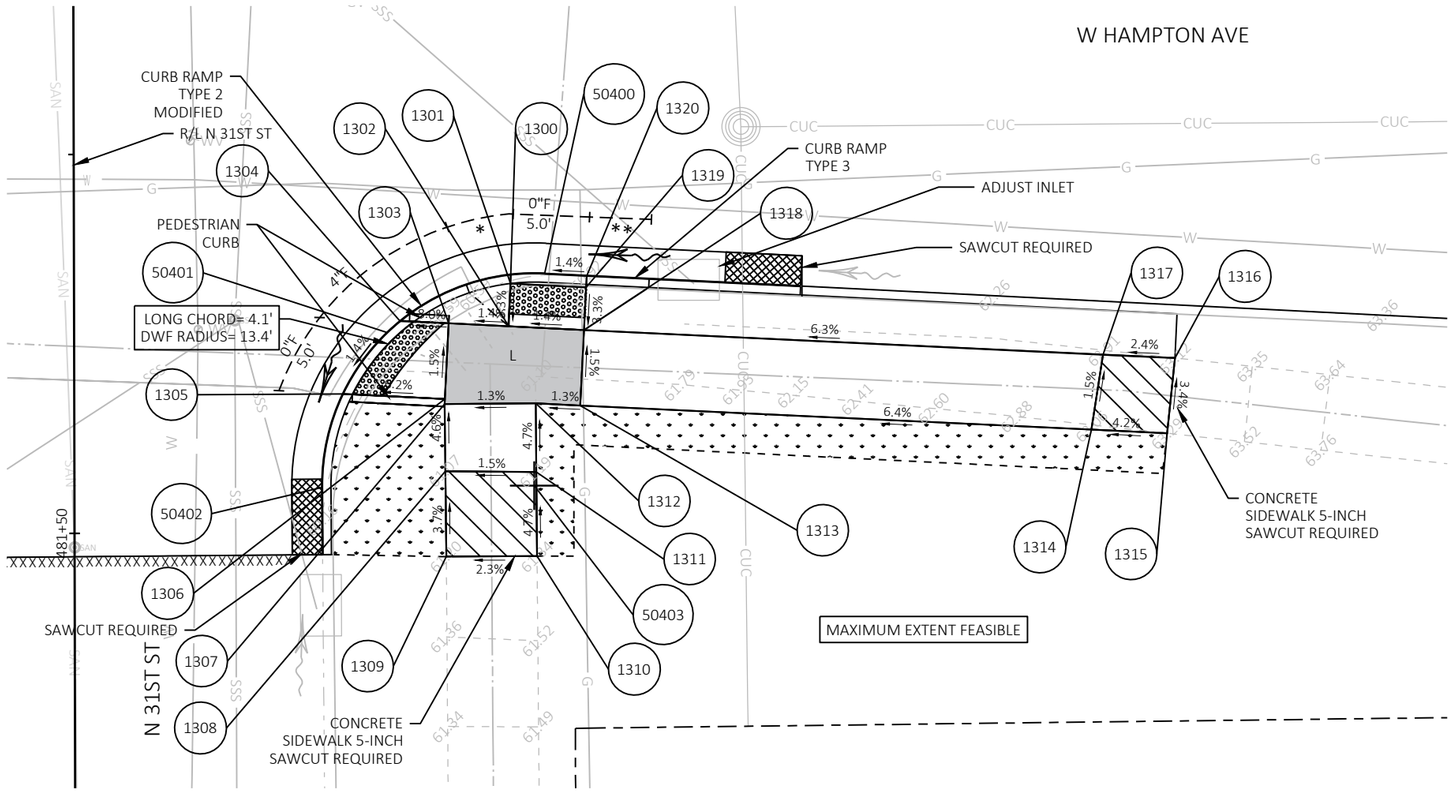
STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1260	368+22.14WB	46.10 RT	409243.860	2546919.119	59.71	FG
1261	368+27.88WB	46.11 RT	409243.787	2546924.864	59.62	FG
1262	368+46.88WB	41.11 RT	409248.577	2546943.916	59.92	FG
1263	368+59.84WB	41.25 RT	409248.297	2546956.869	60.21	FG
1264	368+62.49WB	42.80 RT	409246.719	2546959.508	60.16	FG
1265	368+65.18WB	46.04 RT	409243.448	2546962.155	60.13	FG
1266	368+72.75WB	49.63 RT	409239.775	2546969.688	60.01	FG
1267	368+75.70WB	49.67 RT	409239.712	2546972.639	59.87	FG
1268	368+77.32WB	49.68 RT	409239.677	2546974.257	59.86	FL
1269	368+76.39WB	44.69 RT	409244.684	2546973.381	59.88	FL
1270	368+75.75WB	44.68 RT	409244.700	2546972.746	59.89	FG
1271	368+72.80WB	44.63 RT	409244.775	2546969.793	60.04	FG
1272	368+69.01WB	42.84 RT	409246.610	2546966.027	60.07	FG
1273	368+66.33WB	39.63 RT	409249.853	2546963.381	60.09	FG
1274	368+59.89WB	36.25 RT	409253.296	2546956.977	60.14	FG
1275	368+47.25WB	36.12 RT	409253.569	2546944.341	59.89	FG
1276	368+45.34WB	36.34 RT	409253.360	2546942.425	59.85	FG
1277	368+27.90WB	40.76 RT	409249.135	2546924.940	59.54	FG
1278	368+22.21WB	40.98 RT	409248.978	2546919.250	59.60	FG
1280	368+25.58WB	40.37 RT	409249.549	2546922.620	59.02	FL
1281	368+45.20WB	35.78 RT	409253.927	2546942.287	59.35	FL
1282	368+47.26WB	35.53 RT	409254.152	2546944.354	59.39	FL

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
50300	368+63.50WB	35.71 RT	409253.801	2546960.594	59.74	FL PC
50301	368+73.14WB	39.73 RT	409249.672	2546970.190	59.90	FL MID
50302	368+77.31WB	49.31 RT	409240.050	2546974.257	59.86	FL PT
50303	368+63.32WB	49.71 RT	409239.805	2546960.259	N/A	RADP 14'R

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1300	369+26.96WB	40.27 RT	409246.135	2547020.709	60.85	FL
1301	369+26.98WB	40.86 RT	409245.545	2547020.680	60.85	FG
1302	369+27.13WB	43.67 RT	409242.735	2547020.573	60.76	FG
1303	369+23.16WB	43.83 RT	409242.932	2547016.606	60.71	FG
1304	369+19.96WB	43.98 RT	409243.071	2547013.407	60.45	FL
1305	369+16.62WB	49.09 RT	409238.272	2547009.629	60.36	FL
1306	369+23.36WB	48.83 RT	409237.938	2547016.358	60.78	FG
1307	369+23.37WB	49.17 RT	409237.594	2547016.341	60.79	FG
1308	369+23.81WB	53.57 RT	409233.167	2547016.391	60.99	FG
1309	369+24.38WB	59.16 RT	409227.551	2547016.453	61.20	FG
1310	369+30.33WB	58.62 RT	409227.561	2547022.432	61.34	FG
1311	369+29.79WB	53.09 RT	409233.121	2547022.387	61.08	FG
1312	369+29.35WB	48.59 RT	409237.640	2547022.351	60.87	FG
1313	369+32.29WB	48.47 RT	409237.497	2547025.292	60.91	FG
1314	369+66.02WB	47.04 RT	409235.908	2547059.010	63.08	FG
1315	369+71.02WB	46.83 RT	409235.674	2547064.013	63.29	FG
1316	369+71.10WB	41.85 RT	409240.625	2547064.530	63.12	FG
1317	369+66.35WB	42.05 RT	409240.852	2547059.787	63.01	FG
1318	369+32.09WB	43.47 RT	409242.488	2547025.534	60.83	FG
1319	369+31.98WB	40.66 RT	409245.297	2547025.674	60.93	FG
1320	369+31.95WB	39.89 RT	409246.070	2547025.712	60.92	FL

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
50400	369+29.17WB	40.01 RT	409246.204	2547022.932	60.88	FL PC
50401	369+19.18WB	44.80 RT	409242.318	2547012.555	60.43	FL MID
50402	369+15.80WB	55.36 RT	409232.106	2547008.254	60.20	FL PT
50403	369+29.74WB	53.99 RT	409232.221	2547022.254	N/A	RADP 10'R

2

LEGEND

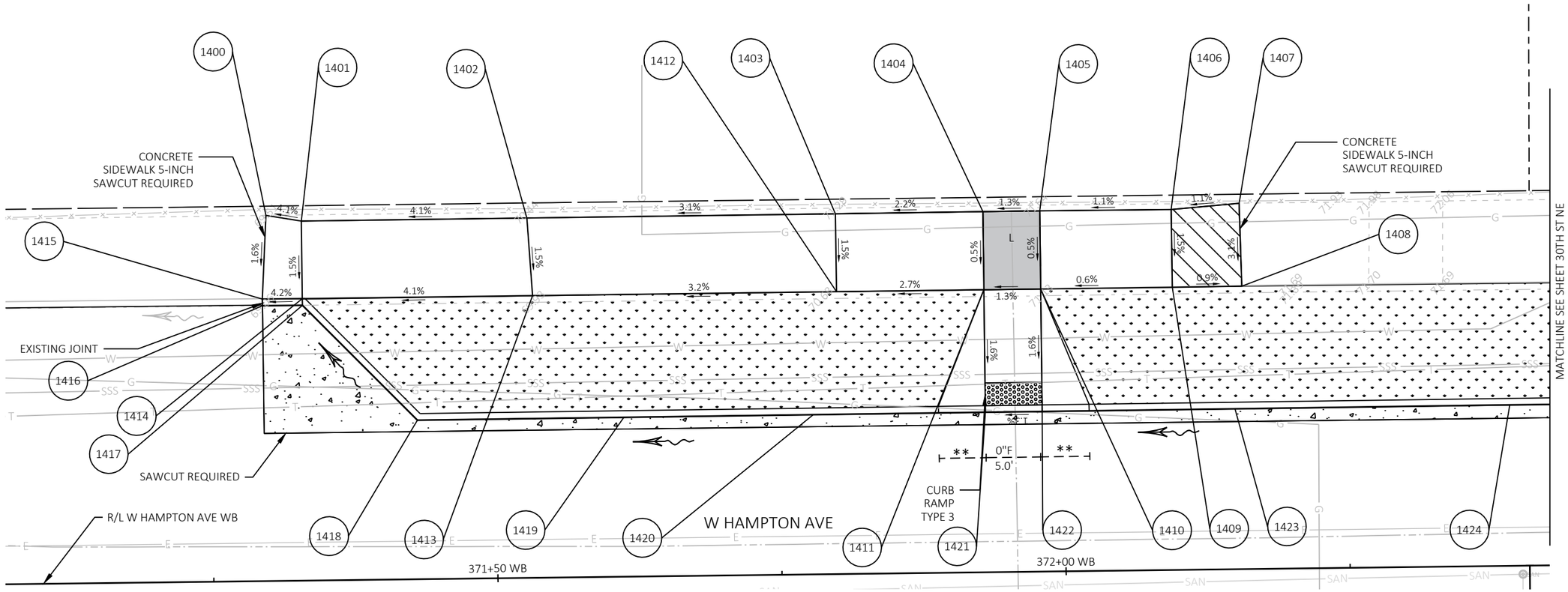
- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

N

2

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1400	371+29.97WB	32.20 LT	409314.134	2547226.646	69.51	FG
1401	371+33.08WB	31.65 LT	409313.625	2547229.756	69.63	FG
1402	371+52.92WB	31.68 LT	409313.896	2547249.600	70.44	FG
1403	371+80.08WB	31.71 LT	409314.265	2547276.753	71.29	FG
1404	371+93.07WB	31.75 LT	409314.461	2547289.743	71.58	FG
1405	371+98.07WB	31.75 LT	409314.524	2547294.742	71.64	FG
1406	372+09.63WB	31.73 LT	409314.640	2547306.304	71.77	FG
1407	372+15.62WB	32.21 LT	409315.200	2547312.286	71.84	FG
1408	372+15.76WB	24.90 LT	409307.886	2547312.513	71.61	FG
1409	372+09.64WB	24.89 LT	409307.800	2547306.399	71.67	FG
1410	371+98.06WB	24.87 LT	409307.637	2547294.815	71.61	FG
1411	371+93.07WB	24.88 LT	409307.591	2547289.829	71.54	FG
1412	371+80.09WB	24.85 LT	409307.405	2547276.848	71.19	FG

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1413	371+53.35WB	24.84 LT	409307.060	2547250.109	70.34	FG
1414	371+33.08WB	24.82 LT	409306.799	2547229.844	69.53	FG
1415	371+29.57WB	24.82 LT	409306.753	2547226.333	69.39	FG
1416	371+29.57WB	24.24 LT	409306.170	2547226.341	69.06	FL
1417	371+33.08WB	24.24 LT	409306.215	2547229.852	69.19	FL
1418	371+43.07WB	14.00 LT	409296.100	2547239.967	69.93	FL
1419	371+61.25WB	14.03 LT	409296.353	2547258.143	70.58	FL
1420	371+77.91WB	14.06 LT	409296.585	2547274.797	71.03	FL
1421	371+93.07WB	14.08 LT	409296.796	2547289.962	71.37	FL
1422	371+98.07WB	14.09 LT	409296.866	2547294.962	71.43	FL
1423	372+15.03WB	14.12 LT	409297.102	2547311.919	71.77	FL
1424	372+39.22WB	14.16 LT	409297.439	2547336.108	71.65	FL



PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 30TH ST NW	SHEET 181	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021204-RD.DWG
LAYOUT NAME - 30-NW

PLOT DATE : 10/18/2022 2:46 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

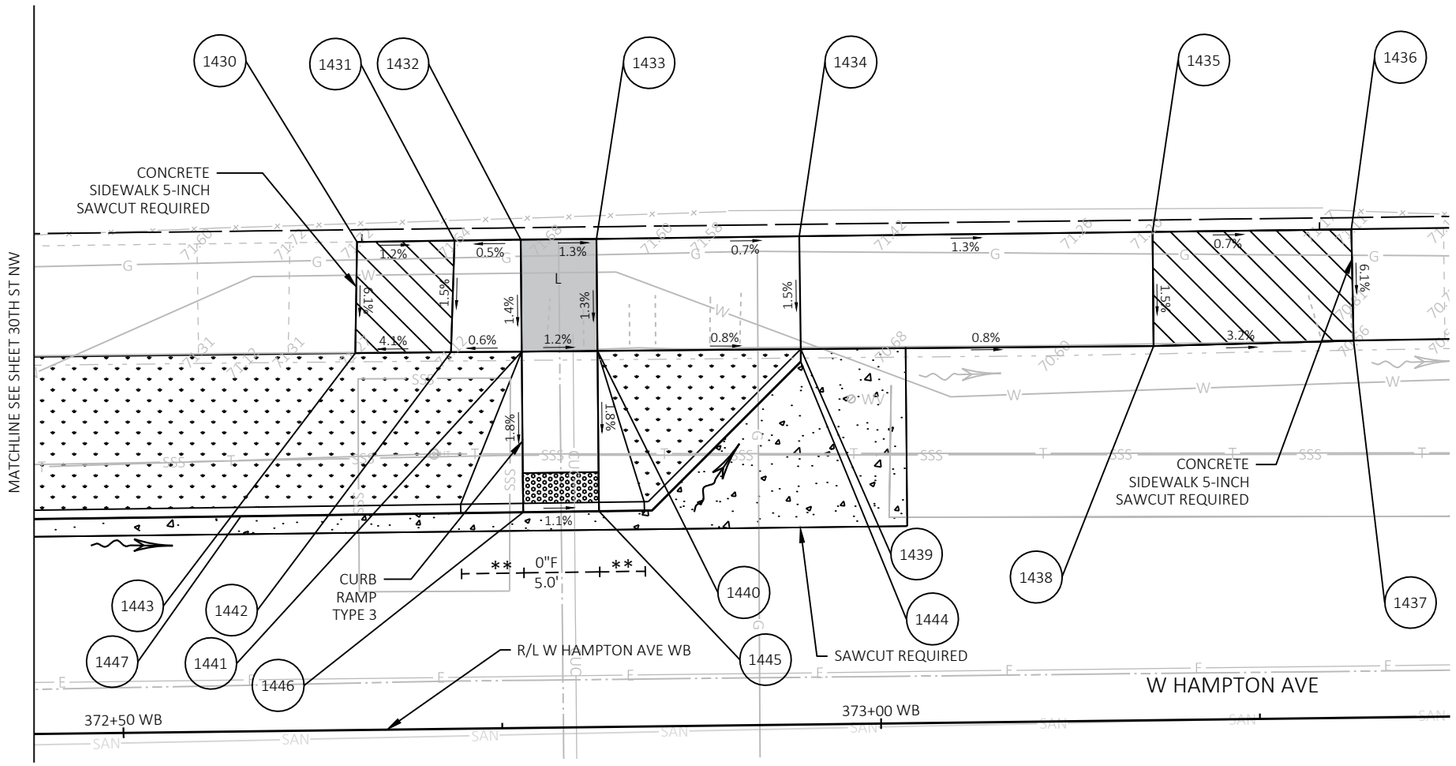
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LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

N

2

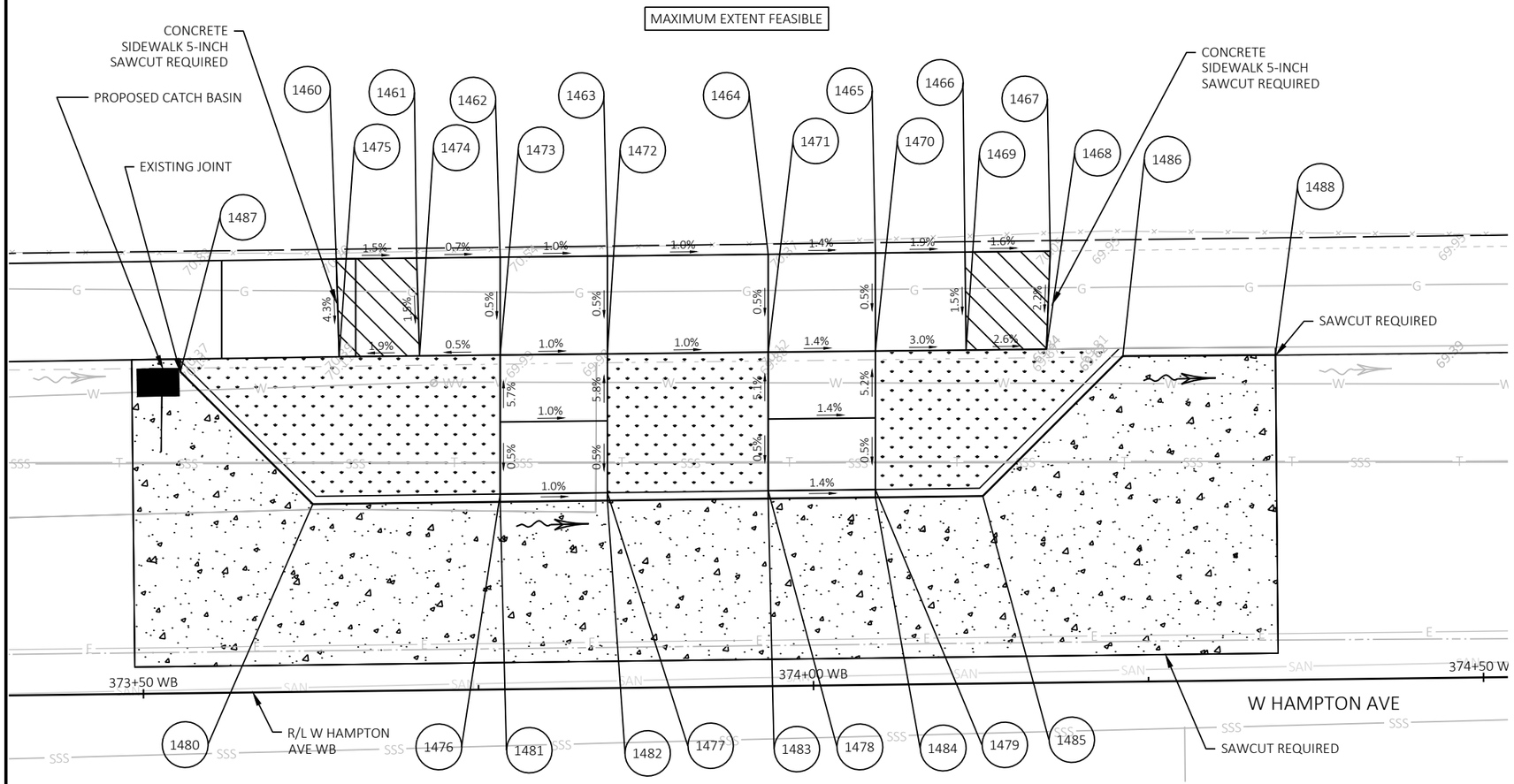


STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1430	372+65.81WB	32.20 LT	409315.799	2547362.470	71.72	FG
1431	372+72.24WB	32.21 LT	409315.891	2547368.900	71.64	FG
1432	372+76.60WB	32.22 LT	409315.954	2547373.263	71.66	FG
1433	372+81.60WB	32.21 LT	409315.998	2547378.262	71.54	FG
1434	372+94.99WB	32.21 LT	409316.167	2547391.652	71.50	FG
1435	373+18.31WB	32.22 LT	409316.460	2547414.973	71.20	FG
1436	373+31.44WB	32.22 LT	409316.623	2547428.093	71.11	FG
1437	373+31.50WB	24.88 LT	409309.283	2547428.244	70.66	FG
1438	373+18.29WB	24.69 LT	409308.930	2547415.039	71.09	FG
1439	372+95.00WB	24.77 LT	409308.724	2547391.746	71.39	FG
1440	372+81.59WB	24.81 LT	409308.605	2547378.337	71.49	FG
1441	372+76.59WB	24.83 LT	409308.561	2547373.338	71.56	FG
1442	372+71.92WB	24.84 LT	409308.519	2547368.673	71.53	FG
1443	372+65.60WB	24.86 LT	409308.462	2547362.348	71.27	FG
1444	372+94.99WB	23.94 LT	409307.898	2547391.753	70.92	FL
1445	372+81.55WB	14.23 LT	409298.028	2547378.434	71.31	FL
1446	372+76.55WB	14.23 LT	409297.958	2547373.435	71.36	FL
1447	372+57.92WB	14.19 LT	409297.699	2547354.803	71.54	FL

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



N

2

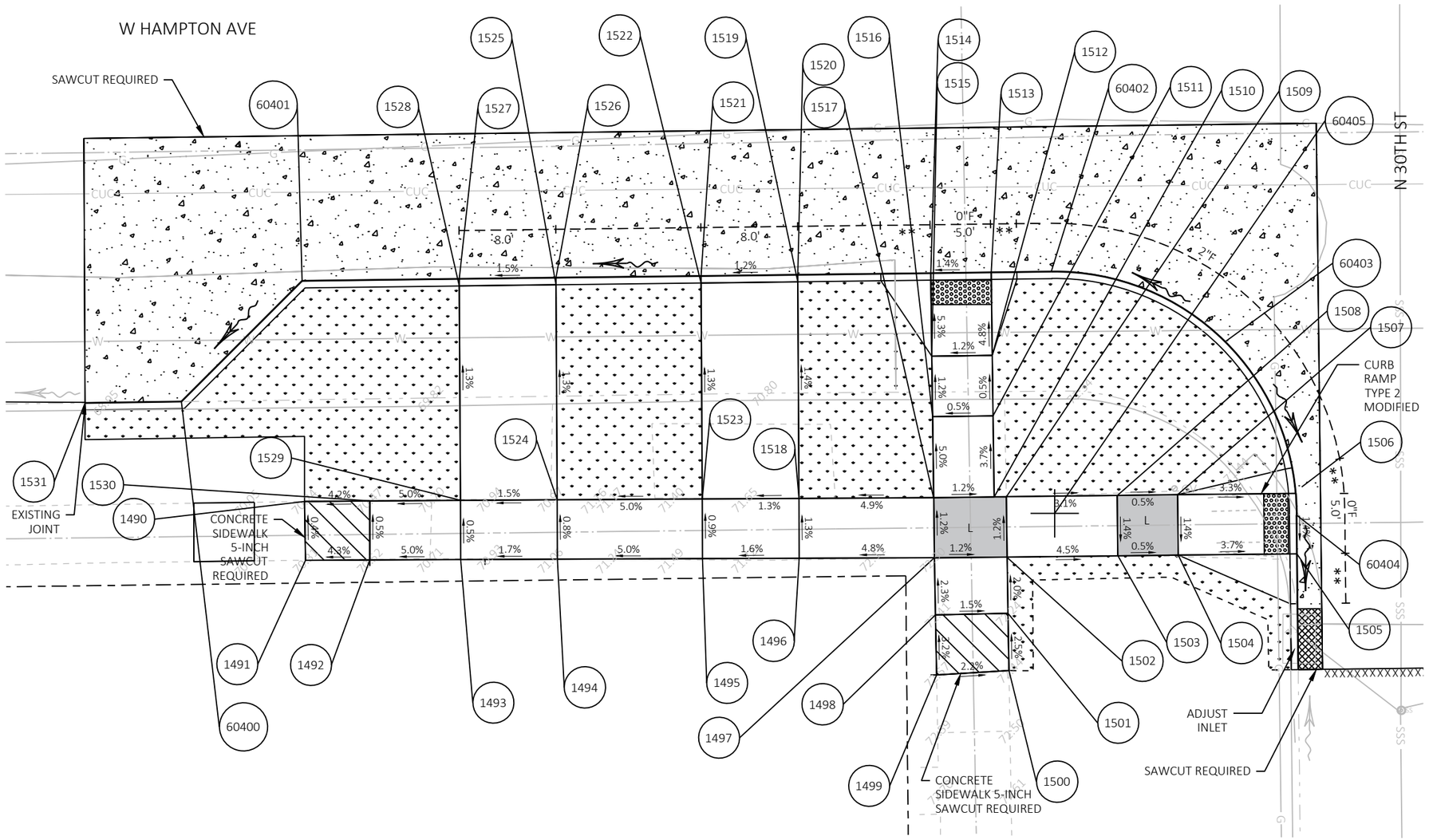
STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1460	373+64.77WB	32.28 LT	409317.088	2547461.428	70.70	FG
1461	373+70.78WB	32.27 LT	409317.154	2547467.429	70.61	FG
1462	373+77.01WB	32.26 LT	409317.223	2547473.660	70.57	FG
1463	373+85.01WB	32.25 LT	409317.312	2547481.659	70.49	FG
1464	373+97.01WB	32.24 LT	409317.445	2547493.658	70.36	FG
1465	374+05.01WB	32.23 LT	409317.533	2547501.657	70.25	FG
1466	374+11.70WB	32.22 LT	409317.607	2547508.347	70.12	FG
1467	374+18.06WB	32.22 LT	409317.678	2547514.711	70.02	FG
1468	374+17.68WB	24.90 LT	409310.358	2547514.420	69.86	FG
1469	374+11.69WB	24.91 LT	409310.294	2547508.428	70.01	FG
1470	374+04.92WB	24.92 LT	409310.221	2547501.657	70.21	FG
1471	373+96.92WB	24.93 LT	409310.135	2547493.658	70.33	FG
1472	373+84.92WB	24.95 LT	409310.005	2547481.659	70.45	FG
1473	373+76.92WB	24.96 LT	409309.919	2547473.660	70.53	FG
1474	373+70.91WB	24.97 LT	409309.855	2547467.654	70.50	FG
1475	373+64.91WB	24.98 LT	409309.790	2547461.653	70.39	FG
1476	373+76.79WB	14.58 LT	409299.541	2547473.660	70.79	FG
1477	373+84.79WB	14.58 LT	409299.639	2547481.659	70.71	FG
1478	373+96.79WB	14.58 LT	409299.786	2547493.658	70.55	FG
1479	374+04.79WB	14.58 LT	409299.884	2547501.657	70.45	FG
1480	373+62.80WB	14.00 LT	409298.787	2547459.681	70.61	FL
1481	373+76.78WB	14.00 LT	409298.958	2547473.660	70.46	FL
1482	373+84.78WB	14.00 LT	409299.056	2547481.659	70.38	FL
1483	373+96.78WB	14.00 LT	409299.203	2547493.658	70.22	FL
1484	374+04.78WB	14.00 LT	409299.300	2547501.657	70.11	FL
1485	374+12.81WB	14.00 LT	409299.398	2547509.680	70.00	FL
1486	374+23.37WB	24.31 LT	409309.840	2547520.121	69.62	FL
1487	373+53.04WB	24.00 LT	409308.667	2547449.801	70.22	ME FL
1488	374+34.77WB	24.26 LT	409309.926	2547531.517	69.52	ME FL

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 30TH ST NEE	SHEET 183	E

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 30TH ST SW	SHEET 184	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021204-RD.DWG
LAYOUT NAME - 30-SW

PLOT DATE : 10/18/2022 2:47 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

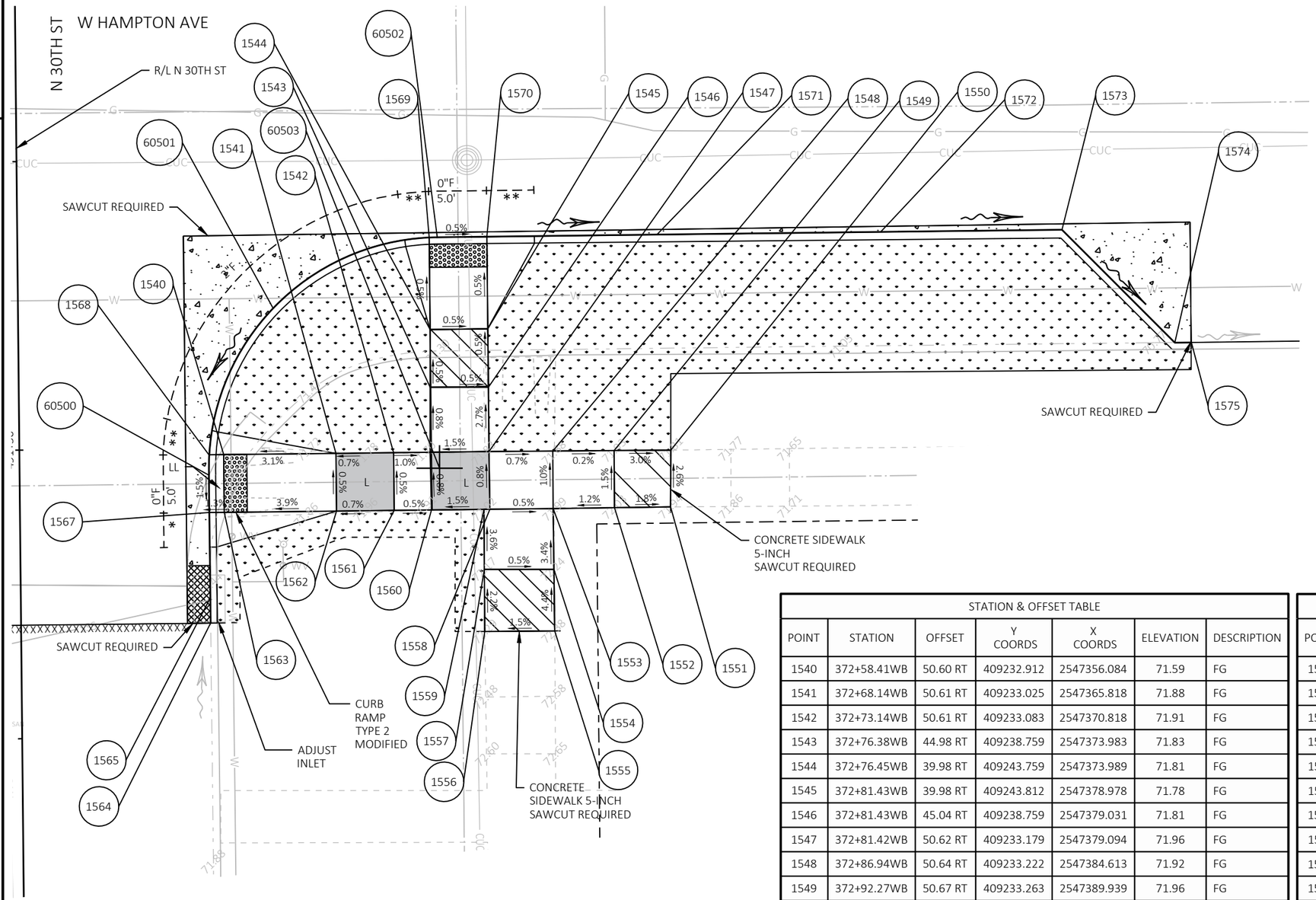
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2

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1490	371+41.04WB	50.25 RT	409231.830	2547238.718	70.27	FG
1491	371+41.06WB	55.11 RT	409226.971	2547238.803	70.29	FG
1492	371+46.37WB	55.15 RT	409226.994	2547244.110	70.52	FG
1493	371+53.89WB	55.21 RT	409227.027	2547251.629	70.90	FG
1494	371+61.89WB	55.28 RT	409227.054	2547259.626	71.02	FG
1495	371+73.89WB	55.38 RT	409227.105	2547271.628	71.62	FG
1496	371+81.89WB	55.44 RT	409227.136	2547279.628	71.71	FG
1497	371+93.07WB	55.54 RT	409227.180	2547290.815	72.13	FG
1498	371+93.10WB	60.27 RT	409222.448	2547290.901	72.34	FG
1499	371+93.13WB	65.23 RT	409217.486	2547290.991	72.57	FG
1500	371+99.12WB	64.95 RT	409217.845	2547296.980	72.44	FG
1501	371+99.10WB	60.22 RT	409222.575	2547296.902	72.25	FG
1502	371+99.09WB	55.59 RT	409227.204	2547296.826	72.05	FG
1503	372+08.24WB	55.55 RT	409227.355	2547305.983	71.82	FG
1504	372+13.24WB	55.57 RT	409227.389	2547310.983	71.79	FG
1505	372+23.06WB	55.58 RT	409227.502	2547320.797	71.43	FL
1506	372+23.53WB	50.07 RT	409233.021	2547321.198	71.55	FL
1507	372+13.25WB	50.57 RT	409232.396	2547310.925	71.86	FG
1508	372+08.25WB	50.58 RT	409232.319	2547305.925	71.89	FG
1509	371+99.09WB	50.58 RT	409232.213	2547296.765	72.03	FG
1510	371+98.08WB	50.57 RT	409232.212	2547295.757	72.04	FG

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1511	371+98.06WB	43.86 RT	409238.917	2547295.661	71.89	FG
1512	371+98.06WB	38.86 RT	409243.917	2547295.600	71.86	FG
1513	371+98.05WB	32.01 RT	409250.767	2547295.507	71.57	FL
1514	371+93.05WB	32.02 RT	409250.698	2547290.507	71.48	FL
1515	371+93.06WB	38.87 RT	409243.849	2547290.600	71.79	FG
1516	371+93.06WB	43.86 RT	409238.858	2547290.661	71.82	FG
1517	371+93.07WB	50.58 RT	409232.132	2547290.749	72.10	FG
1518	371+81.93WB	50.50 RT	409232.081	2547279.609	71.69	FG
1519	371+82.06WB	32.58 RT	409249.997	2547279.516	71.60	FG
1520	371+82.06WB	32.00 RT	409250.580	2547279.513	71.12	FL
1521	371+74.06WB	32.00 RT	409250.482	2547271.514	71.02	FL
1522	371+74.06WB	32.58 RT	409249.899	2547271.517	71.50	FG
1523	371+73.93WB	50.44 RT	409232.039	2547271.609	71.59	FG
1524	371+61.93WB	50.36 RT	409231.978	2547259.610	70.99	FG
1525	371+62.06WB	32.58 RT	409249.752	2547259.518	70.90	FG
1526	371+62.06WB	32.00 RT	409250.336	2547259.515	70.42	FL
1527	371+54.06WB	32.00 RT	409250.238	2547251.516	70.30	FL
1528	371+54.06WB	32.58 RT	409249.654	2547251.519	70.78	FG
1529	371+53.93WB	50.30 RT	409231.936	2547251.610	70.87	FG
1530	371+46.43WB	50.27 RT	409231.874	2547244.110	70.50	FG
1531	371+22.99WB	41.89 RT	409239.970	2547220.567	68.91	ME FL

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
60400	371+30.95WB	41.87 RT	409240.087	2547228.524	69.16	FL
60401	371+41.06WB	32.00 RT	409250.079	2547238.516	69.86	FL
60402	372+03.03WB	32.00 RT	409250.837	2547300.482	71.66	FL PC
60403	372+17.33WB	37.98 RT	409245.033	2547314.849	71.75	FL MID
60404	372+23.06WB	52.37 RT	409230.709	2547320.760	71.47	FL PT
60405	372+03.06WB	52.00 RT	409230.839	2547300.760	N/A	RADP 20'R



LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE

N

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
60500	372+57.11WB	52.36 RT	409231.136	2547354.807	71.55	FL PC
60501	372+62.85WB	37.97 RT	409245.599	2547360.375	71.84	FL MID
60502	372+77.16WB	32.00 RT	409251.743	2547374.603	71.76	FL PT
60503	372+77.11WB	52.00 RT	409231.744	2547374.798	N/A	RADP 20'R

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1540	372+58.41WB	50.60 RT	409232.912	2547356.084	71.59	FG
1541	372+68.14WB	50.61 RT	409233.025	2547365.818	71.88	FG
1542	372+73.14WB	50.61 RT	409233.083	2547370.818	71.91	FG
1543	372+76.38WB	44.98 RT	409238.759	2547373.983	71.83	FG
1544	372+76.45WB	39.98 RT	409243.759	2547373.989	71.81	FG
1545	372+81.43WB	39.98 RT	409243.812	2547378.978	71.78	FG
1546	372+81.43WB	45.04 RT	409238.759	2547379.031	71.81	FG
1547	372+81.42WB	50.62 RT	409233.179	2547379.094	71.96	FG
1548	372+86.94WB	50.64 RT	409233.222	2547384.613	71.92	FG
1549	372+92.27WB	50.67 RT	409233.263	2547389.939	71.96	FG
1550	372+97.17WB	50.69 RT	409233.300	2547394.845	71.81	FG
1551	372+97.10WB	55.61 RT	409228.383	2547394.831	71.94	FG
1552	372+92.23WB	55.61 RT	409228.316	2547389.960	72.03	FG
1553	372+86.92WB	55.62 RT	409228.244	2547384.651	71.97	FG
1554	372+86.92WB	60.89 RT	409222.975	2547384.721	72.14	FG
1555	372+86.93WB	66.23 RT	409217.631	2547384.792	72.38	FG
1556	372+80.86WB	66.20 RT	409217.592	2547378.724	72.29	FG
1557	372+80.89WB	60.81 RT	409222.976	2547378.687	72.17	FG

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1558	372+81.43WB	55.62 RT	409228.180	2547379.161	71.99	FG
1559	372+80.92WB	55.62 RT	409228.174	2547378.652	71.99	FG
1560	372+76.37WB	55.61 RT	409228.122	2547374.107	71.92	FG
1561	372+73.14WB	55.61 RT	409228.083	2547370.876	71.93	FG
1562	372+68.14WB	55.61 RT	409228.025	2547365.876	71.90	FG
1563	372+58.41WB	55.60 RT	409227.912	2547356.142	71.50	FG
1564	372+57.11WB	65.18 RT	409218.316	2547354.959	71.51	FL
1565	372+57.11WB	62.98 RT	409220.519	2547354.933	71.45	FL
1567	372+57.11WB	55.60 RT	409227.897	2547354.845	71.49	FL
1568	372+57.12WB	50.59 RT	409232.905	2547354.800	71.57	FL
1569	372+76.45WB	32.01 RT	409251.724	2547373.901	71.77	FL
1570	372+81.45WB	32.00 RT	409251.796	2547378.900	71.74	FL
1571	372+96.20WB	32.00 RT	409251.976	2547393.643	71.62	FL
1572	373+15.61WB	32.00 RT	409252.213	2547413.051	71.35	FL
1573	373+31.32WB	32.00 RT	409252.405	2547428.765	71.19	FL
1574	373+40.98WB	41.90 RT	409242.625	2547438.545	70.76	FL
1575	373+42.40WB	41.83 RT	409242.713	2547439.958	70.74	ME FL

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 30TH ST SE	SHEET 186	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021204-RD.DWG
LAYOUT NAME - 30-SE

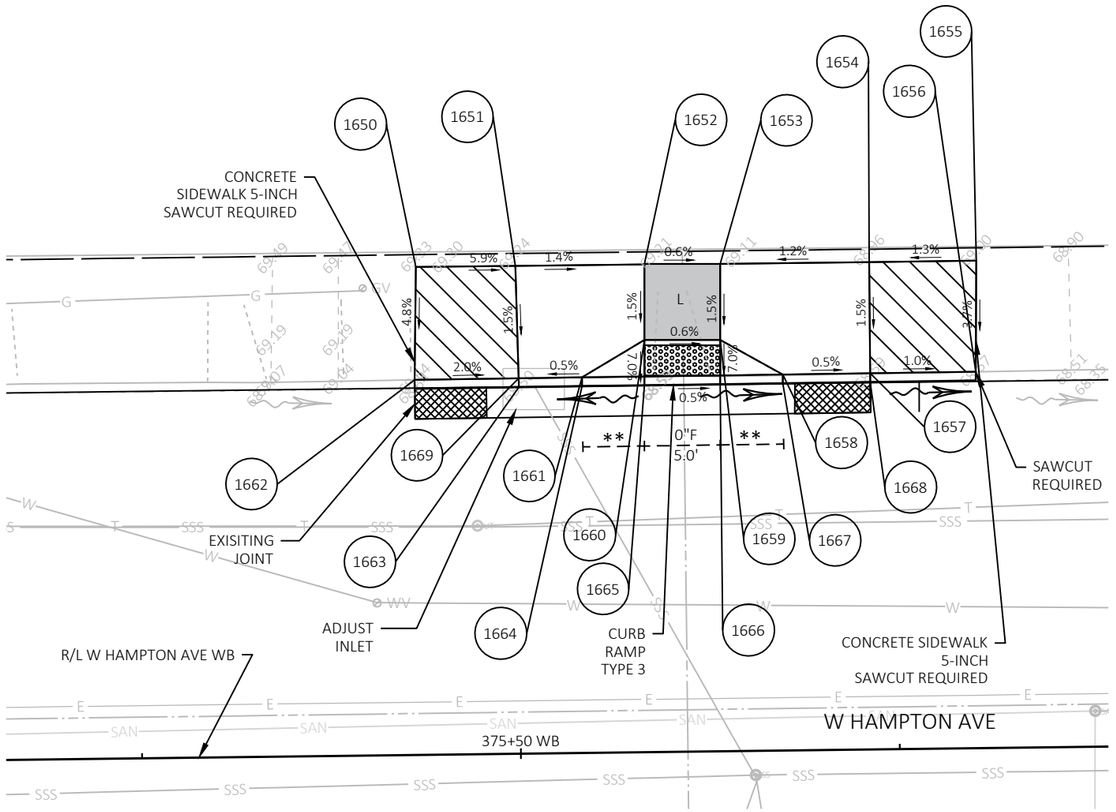
PLOT DATE : 10/18/2022 2:48 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



N

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1650	375+43.47WB	32.19 LT	409319.183	2547640.108	69.33	FG
1651	375+50.02WB	32.18 LT	409319.257	2547646.665	68.94	FG
1652	375+58.55WB	32.20 LT	409319.381	2547655.193	68.83	FG
1653	375+63.55WB	32.14 LT	409319.381	2547660.193	68.80	FG
1654	375+73.38WB	32.15 LT	409319.512	2547670.019	68.91	FG
1655	375+80.44WB	32.16 LT	409319.606	2547677.080	69.00	FG
1656	375+80.32WB	24.82 LT	409312.267	2547677.048	68.73	FG
1657	375+73.35WB	24.81 LT	409312.168	2547670.082	68.80	FG
1658	375+67.58WB	24.80 LT	409312.087	2547664.311	68.83	FG
1659	375+63.49WB	27.14 LT	409314.381	2547660.193	68.72	FG
1660	375+58.49WB	27.20 LT	409314.381	2547655.193	68.75	FG
1661	375+54.33WB	24.77 LT	409311.899	2547651.063	68.85	FG
1662	375+43.29WB	24.75 LT	409311.743	2547640.022	68.97	FG
1663	375+50.16WB	24.18 LT	409311.257	2547646.895	68.50	FL
1664	375+54.33WB	24.19 LT	409311.316	2547651.071	68.52	FL
1665	375+58.45WB	24.20 LT	409311.374	2547655.193	68.54	FL
1666	375+63.45WB	24.21 LT	409311.445	2547660.193	68.52	FL
1667	375+67.58WB	24.21 LT	409311.503	2547664.319	68.50	FL
1668	375+73.35WB	24.23 LT	409311.594	2547670.091	68.47	FL
1669	375+50.15WB	24.76 LT	409311.840	2547646.879	68.83	FG

2

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 29TH ST NW	SHEET 187	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021204-RD.DWG
LAYOUT NAME - 29-NW

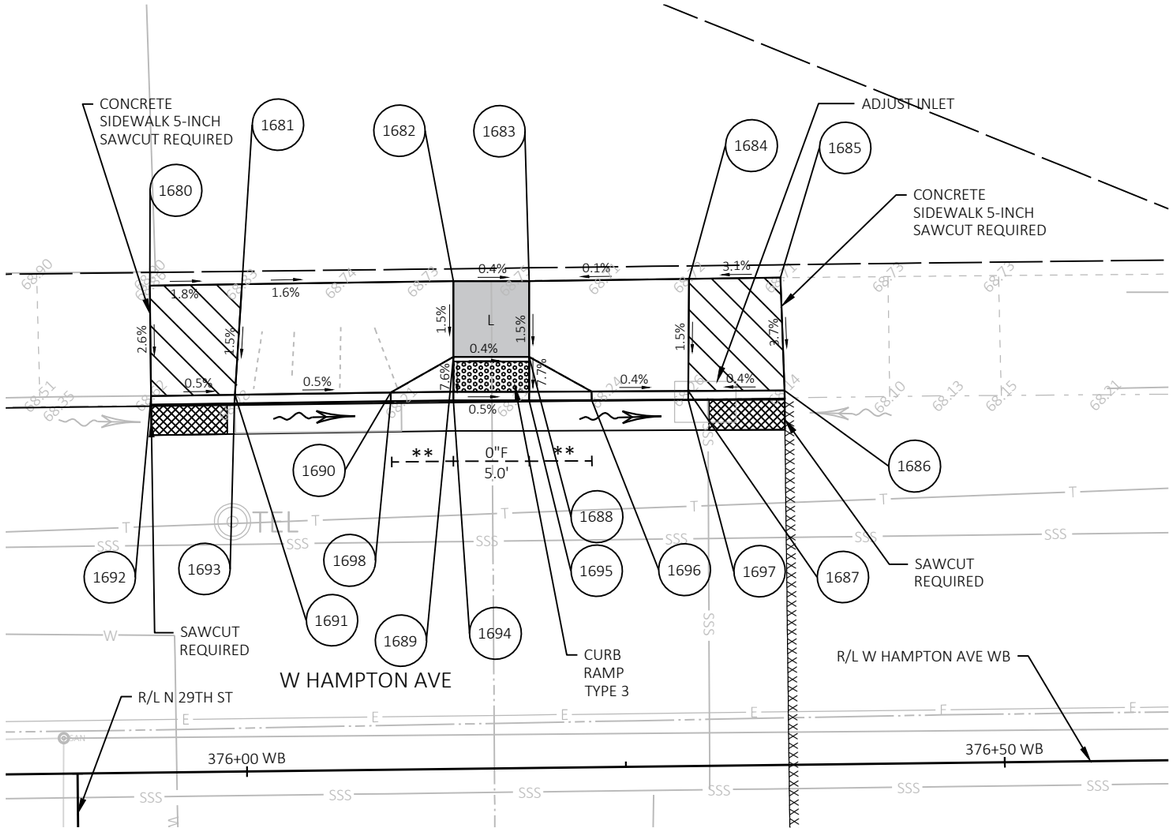
PLOT DATE : 10/18/2022 2:49 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



N

2

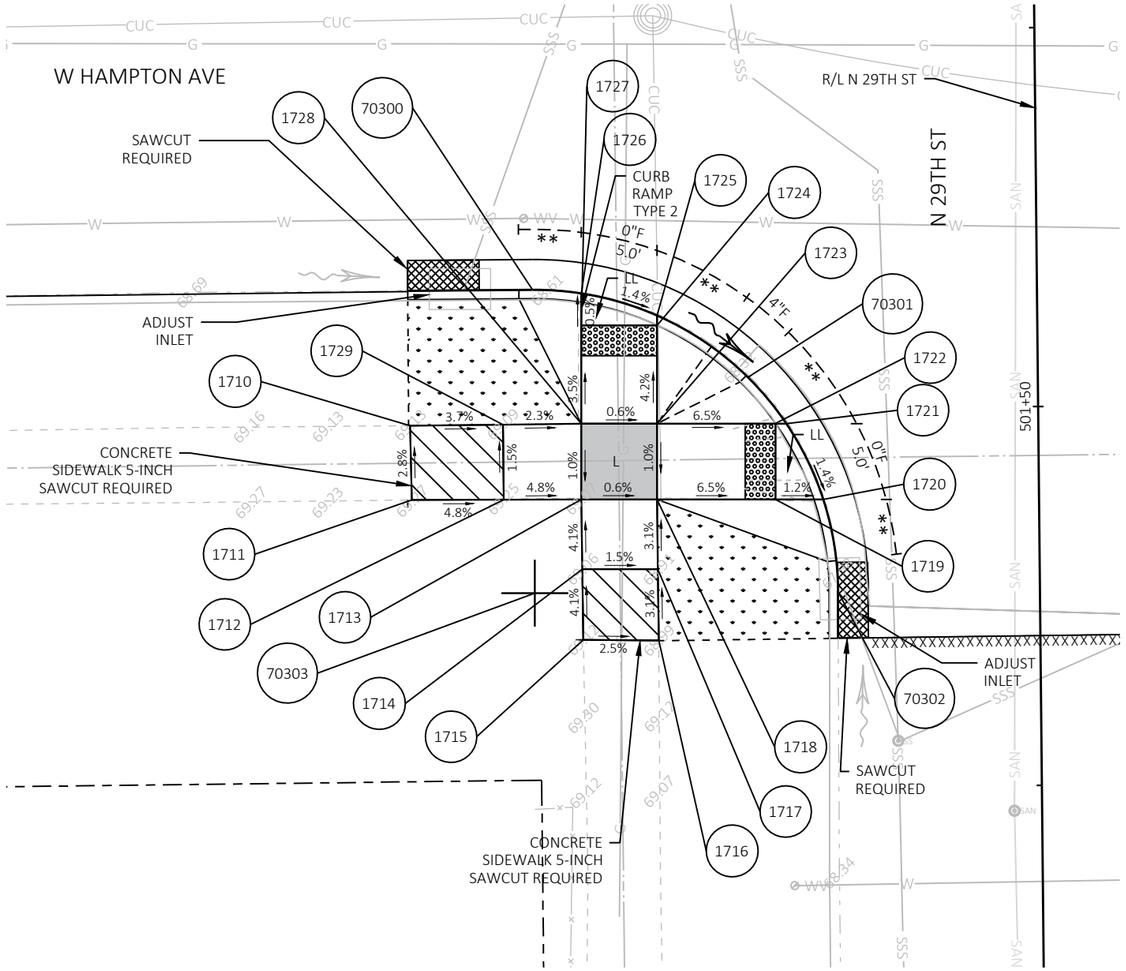
STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1680	375+93.98WB	32.14 LT	409319.750	2547690.615	68.86	FG
1681	376+00.05WB	32.15 LT	409319.839	2547696.689	68.75	FG
1682	376+14.01WB	32.18 LT	409320.042	2547710.642	68.53	FG
1683	376+19.01WB	32.12 LT	409320.042	2547715.642	68.51	FG
1684	376+29.55WB	32.14 LT	409320.187	2547726.184	68.52	FG
1685	376+35.59WB	32.15 LT	409320.271	2547732.220	68.71	FG
1686	376+35.76WB	24.70 LT	409312.821	2547732.486	68.44	FG
1687	376+29.42WB	24.75 LT	409312.795	2547726.148	68.41	FG
1688	376+18.94WB	27.12 LT	409315.042	2547715.642	68.43	FG
1689	376+13.94WB	27.18 LT	409315.042	2547710.642	68.45	FG
1690	376+09.78WB	24.89 LT	409312.692	2547706.510	68.59	FG
1691	375+99.51WB	24.86 LT	409312.542	2547696.237	68.64	FG
1692	375+93.96WB	24.85 LT	409312.461	2547690.692	68.67	FG
1693	375+99.47WB	24.28 LT	409311.958	2547696.201	68.31	FL
1694	376+13.91WB	24.31 LT	409312.169	2547710.642	68.24	FL
1695	376+18.91WB	24.25 LT	409312.169	2547715.643	68.17	FL
1696	376+23.03WB	24.22 LT	409312.186	2547719.768	68.10	FL
1697	376+29.41WB	24.17 LT	409312.212	2547726.145	68.08	FL
1698	376+09.79WB	24.30 LT	409312.109	2547706.519	68.26	FL

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



N

2

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1710	375+47.24WB	50.76 RT	409236.283	2547644.895	69.13	FG
1711	375+47.30WB	55.67 RT	409231.379	2547645.014	69.27	FG
1712	375+53.35WB	55.72 RT	409231.399	2547651.069	68.98	FG
1713	375+58.47WB	55.77 RT	409231.418	2547656.189	68.74	FG
1714	375+58.46WB	60.36 RT	409226.824	2547656.259	68.93	FG
1715	375+58.50WB	65.03 RT	409222.154	2547656.329	69.12	FG
1716	375+63.47WB	65.13 RT	409222.116	2547661.302	68.99	FG
1717	375+63.47WB	60.43 RT	409226.816	2547661.245	68.85	FG
1718	375+63.47WB	55.83 RT	409231.418	2547661.189	68.71	FG
1719	375+71.29WB	55.92 RT	409231.418	2547669.004	68.20	FG
1720	375+74.43WB	55.96 RT	409231.418	2547672.149	68.16	FL
1721	375+72.06WB	50.93 RT	409236.418	2547669.712	68.24	FL
1722	375+71.34WB	50.92 RT	409236.426	2547668.998	68.25	FG
1723	375+63.53WB	50.83 RT	409236.418	2547661.189	68.76	FG
1724	375+63.61WB	44.34 RT	409242.904	2547661.189	68.49	FG
1725	375+63.62WB	43.70 RT	409243.543	2547661.189	68.48	FL
1726	375+58.64WB	42.18 RT	409245.005	2547656.189	68.55	FL
1727	375+58.61WB	44.28 RT	409242.904	2547656.189	68.56	FG
1728	375+58.53WB	50.77 RT	409236.418	2547656.189	68.79	FG
1729	375+53.38WB	50.77 RT	409236.356	2547651.031	68.91	FG

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
70300	375+55.44WB	41.91 RT	409245.240	2547652.982	68.61	FL PC
70301	375+69.56WB	47.85 RT	409239.471	2547667.180	68.32	FL MID
70302	375+75.33WB	62.04 RT	409225.347	2547673.126	68.00	FL PT
70303	375+55.34WB	61.91 RT	409225.241	2547653.127	N/A	RADP 20'R

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - N 29TH ST SW	SHEET 189	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\021204-RD.DWG
LAYOUT NAME - 29-SW

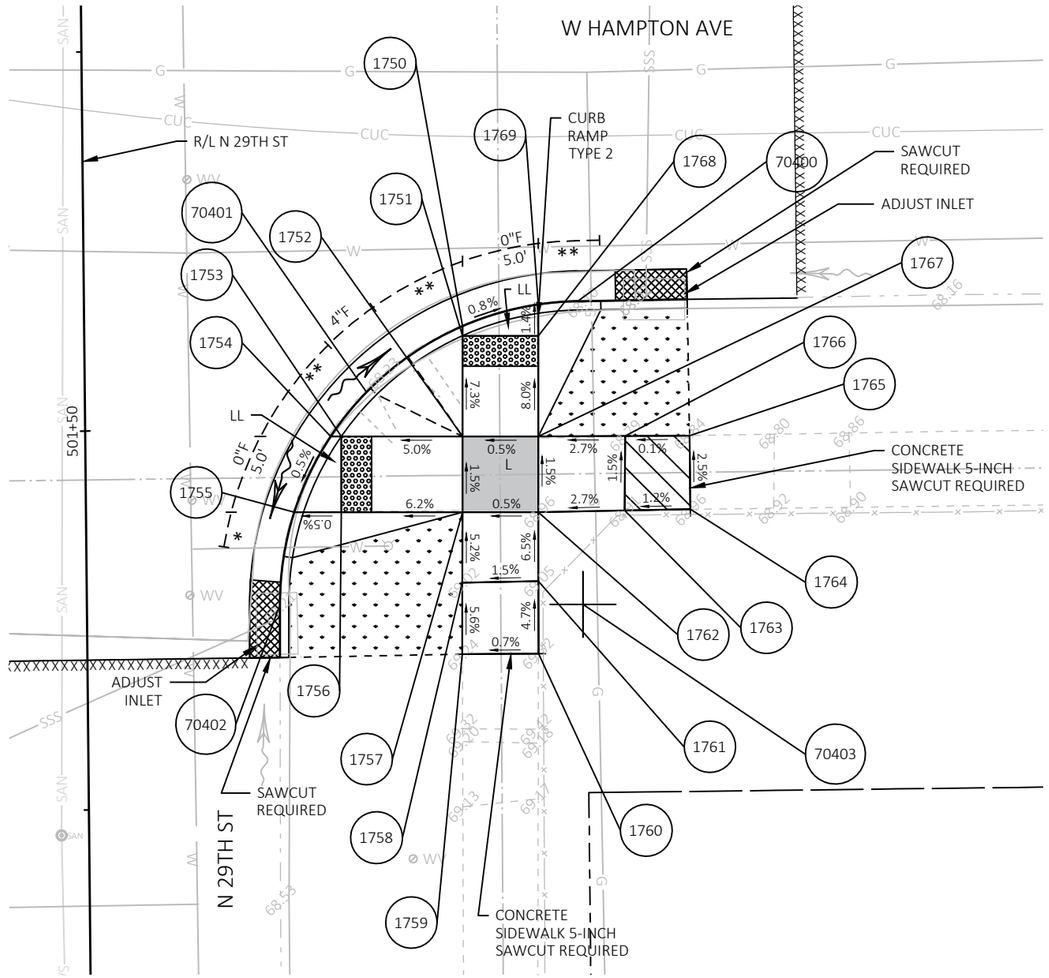
PLOT DATE : 10/18/2022 2:50 PM PLOT BY : HENRYKA GASIK PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- L — LANDING OR LL - LOWER LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- RESTORATION/SOD
- SIDEWALK TRANSITION
- PLOWABLE ISLAND NOSE
- SLOPE INTERCEPT
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW
- * 6H : 1V FLARE
- ** 12.5H : 1V FLARE



N

2

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1750	376+13.67WB	43.39 RT	409244.467	2547711.234	68.17	FL
1751	376+13.67WB	44.03 RT	409243.830	2547711.234	68.17	FG
1752	376+13.58WB	50.66 RT	409237.201	2547711.234	68.66	FG
1753	376+05.60WB	50.56 RT	409237.201	2547703.245	68.26	FG
1754	376+04.89WB	50.55 RT	409237.201	2547702.539	68.25	FL
1755	376+02.42WB	55.52 RT	409232.201	2547700.135	68.22	FL
1756	376+05.53WB	55.56 RT	409232.201	2547703.245	68.23	FG
1757	376+13.52WB	55.66 RT	409232.201	2547711.234	68.73	FG
1758	376+13.46WB	60.31 RT	409227.552	2547711.228	68.97	FG
1759	376+13.40WB	65.02 RT	409222.833	2547711.222	69.24	FG
1760	376+18.42WB	65.05 RT	409222.872	2547716.246	69.28	FG
1761	376+18.47WB	60.27 RT	409227.651	2547716.240	69.05	FG
1762	376+18.52WB	55.72 RT	409232.201	2547716.234	68.76	FG
1763	376+24.22WB	55.68 RT	409232.310	2547721.929	68.91	FG
1764	376+28.56WB	55.65 RT	409232.392	2547726.269	68.96	FG
1765	376+28.57WB	50.79 RT	409237.254	2547726.220	68.84	FG
1766	376+24.32WB	50.76 RT	409237.232	2547721.970	68.84	FG
1767	376+18.58WB	50.72 RT	409237.201	2547716.234	68.68	FG
1768	376+18.67WB	44.09 RT	409243.830	2547716.234	68.15	FG
1769	376+18.69WB	42.02 RT	409245.897	2547716.234	68.12	FL

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
70400	376+21.29WB	41.84 RT	409246.113	2547718.830	68.10	FL PC
70401	376+07.29WB	47.66 RT	409240.119	2547704.906	68.23	FL MID
70402	376+01.40WB	61.63 RT	409226.080	2547699.187	68.20	FL PT
70403	376+21.40WB	61.84 RT	409226.116	2547719.187	N/A	RADP 20'R

2

N. 60TH STREET

BP: 275+59.00

PI: 276+48.12

N 58TH ST

280+99.98

W. HAMPTON AVENUE

276WB 277WB 278WB 279WB 280WB

276EB 277EB 278EB 280EB

N 58TH ST

N 57TH ST

285+49.98

282WB 283WB 284WB 285WB

282EB 283EB 284EB 285EB

N 57TH ST

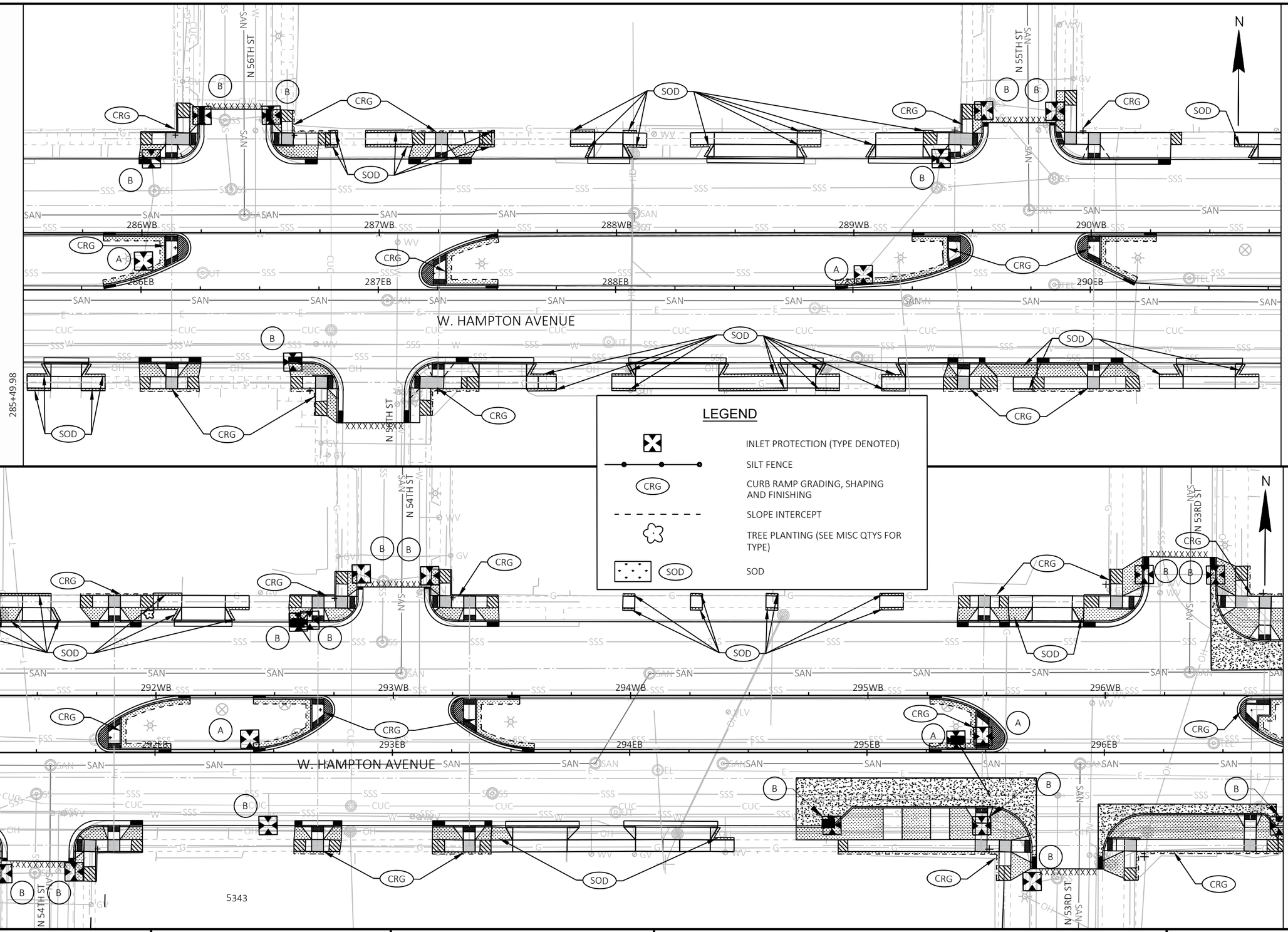
280+99.98

LEGEND

- INLET PROTECTION (TYPE DENOTED)
- SILT FENCE
- CRG — CURB RAMP GRADING, SHAPING AND FINISHING
- SLOPE INTERCEPT
- TREE PLANTING (SEE MISC QTYS FOR TYPE)
- SOD — SOD

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	EROSION CONTROL AND RESTORATION PLAN	SHEET 191	E

FILE NAME : C:\USERS\NICHOLAS.TRAUB\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 01
PLOT DATE : 10/19/2022 12:14 PM
PLOT BY : NICHOLAS TRAUB
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



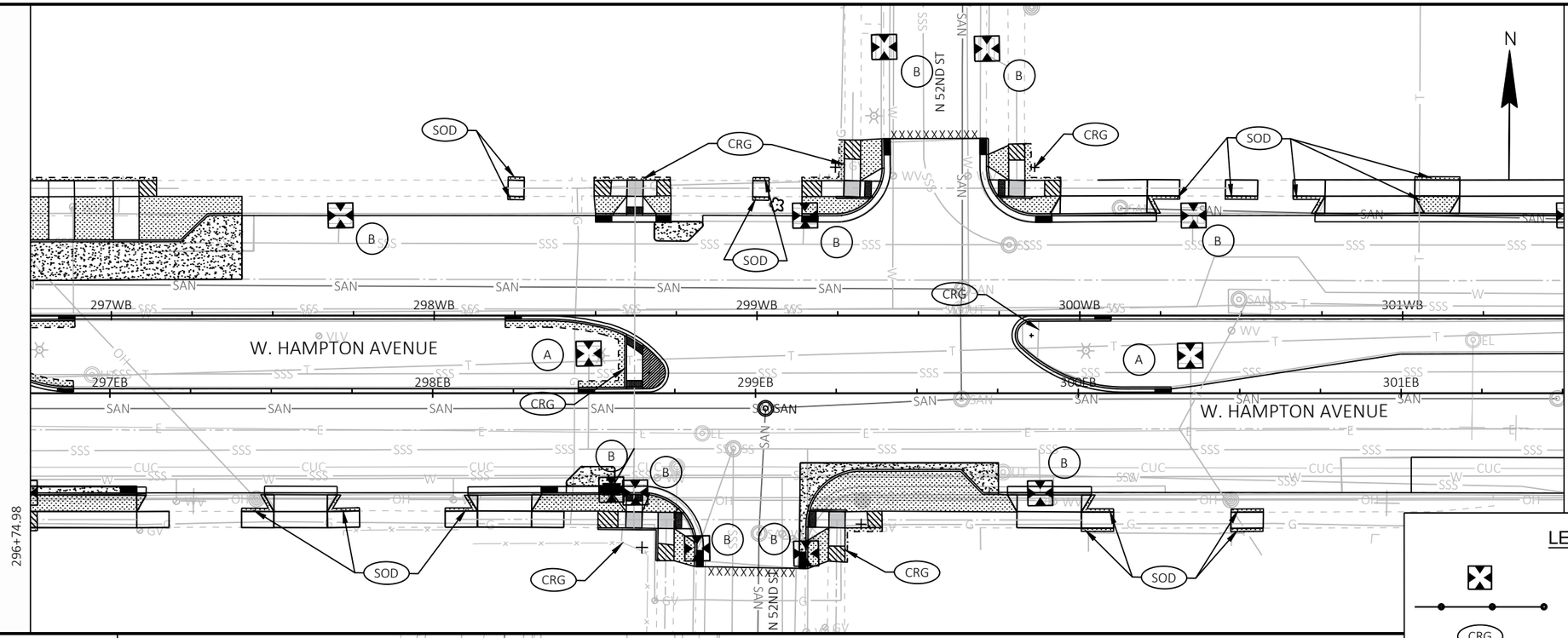
LEGEND

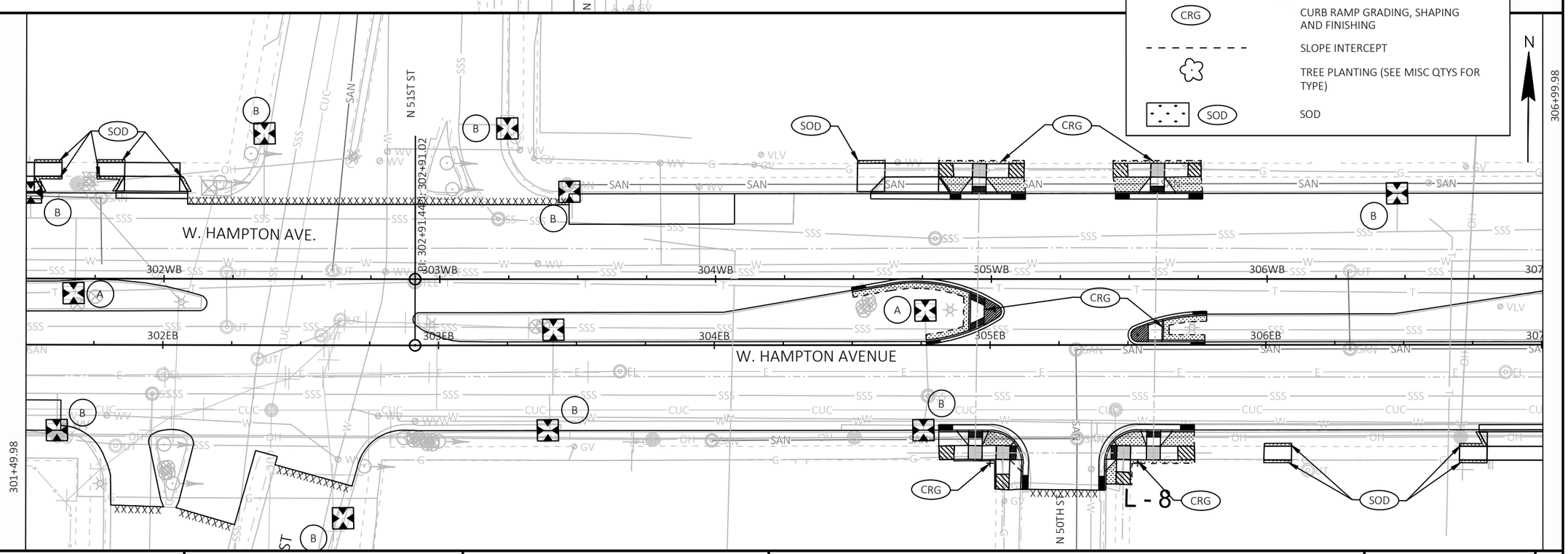
- INLET PROTECTION (TYPE DENOTED)
- SILT FENCE
- CRG — CURB RAMP GRADING, SHAPING AND FINISHING
- SLOPE INTERCEPT
- TREE PLANTING (SEE MISC QTYS FOR TYPE)
- SOD — SOD

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	EROSION CONTROL AND RESTORATION PLAN	SHEET 192 E

FILE NAME : C:\USERS\NICHOLAS.TRAUB\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 02
PLOT DATE : 10/19/2022 12:14 PM
PLOT BY : NICHOLAS TRAUB
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

2



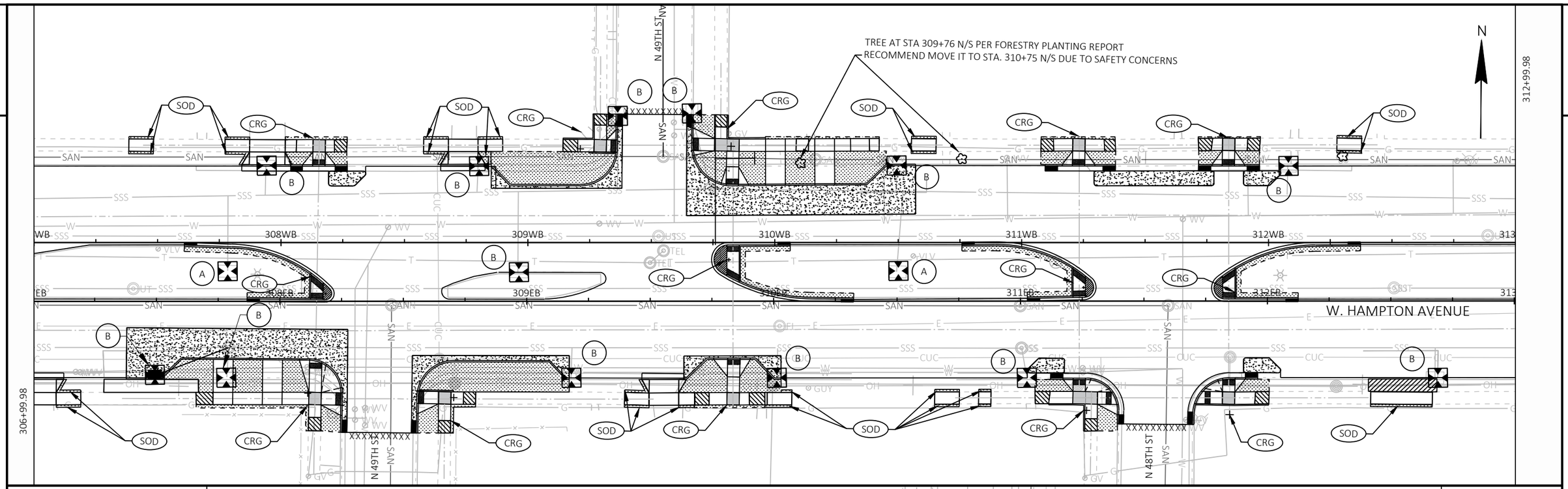


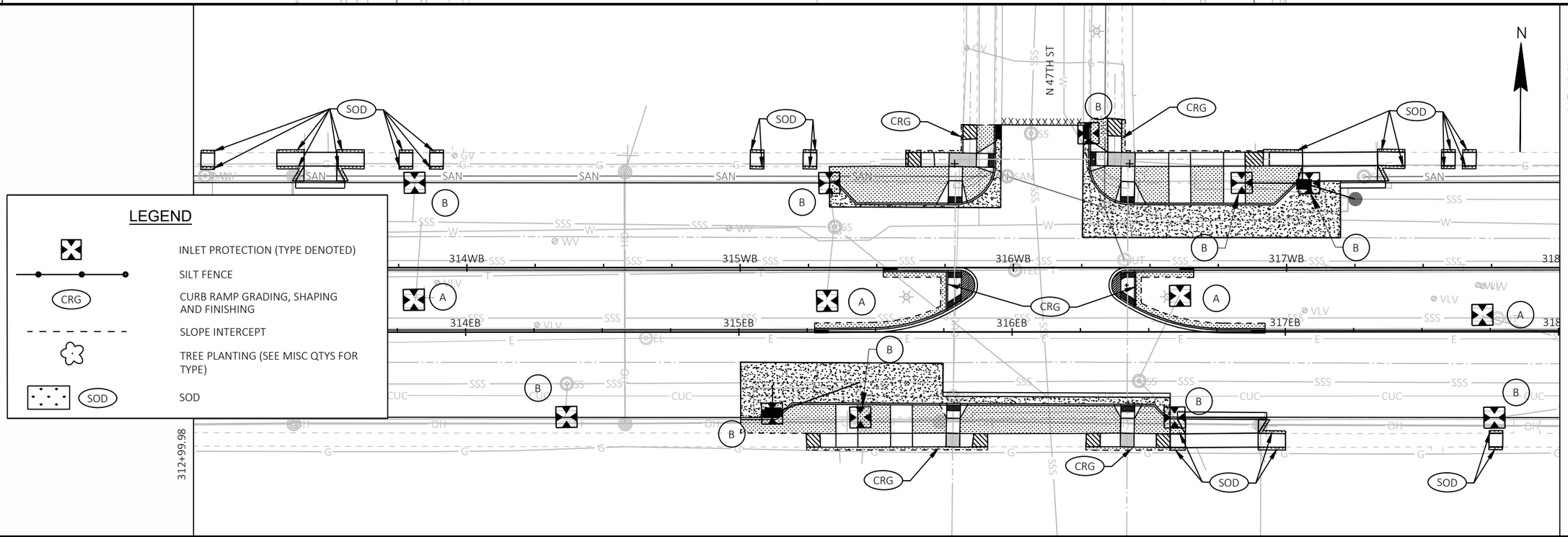
LEGEND

- INLET PROTECTION (TYPE DENOTED)
- SILT FENCE
- CRG — CURB RAMP GRADING, SHAPING AND FINISHING
- SLOPE INTERCEPT
- TREE PLANTING (SEE MISC QTYS FOR TYPE)
- SOD — SOD

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	EROSION CONTROL AND RESTORATION PLAN	SHEET 193	E

FILE NAME : C:\USERS\NICHOLAS.TRAUB\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 03
PLOT DATE : 10/19/2022 12:14 PM
PLOT BY : NICHOLAS TRAUB
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44





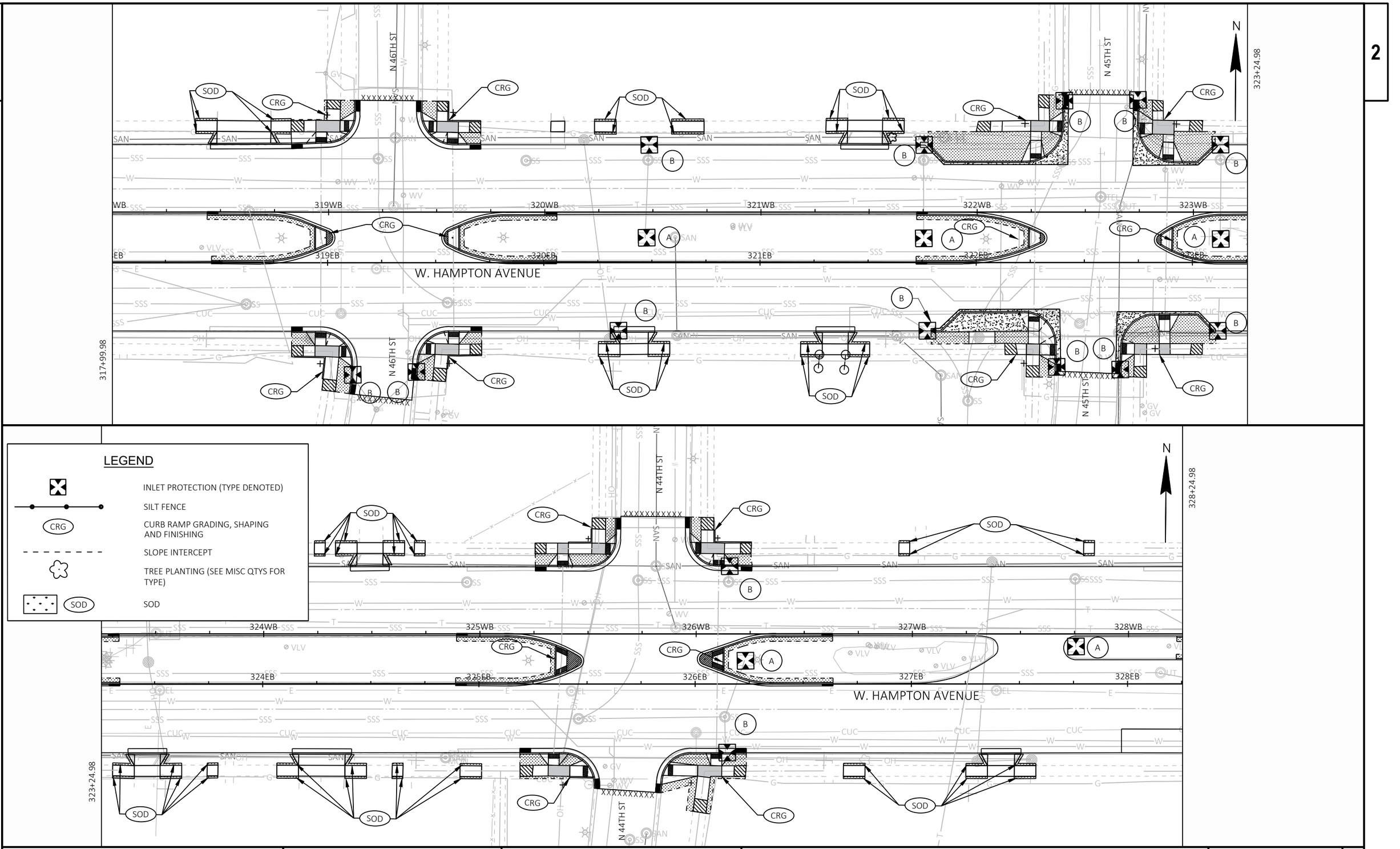
LEGEND

- INLET PROTECTION (TYPE DENOTED)
- SILT FENCE
- CRG — CURB RAMP GRADING, SHAPING AND FINISHING
- SLOPE INTERCEPT
- TREE PLANTING (SEE MISC QTYS FOR TYPE)
- SOD — SOD

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	EROSION CONTROL AND RESTORATION PLAN	SHEET 194	E

FILE NAME : C:\USERS\NICHOLAS.TRAUB\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 04
PLOT DATE : 10/19/2022 12:15 PM
PLOT BY : NICHOLAS TRAUB
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

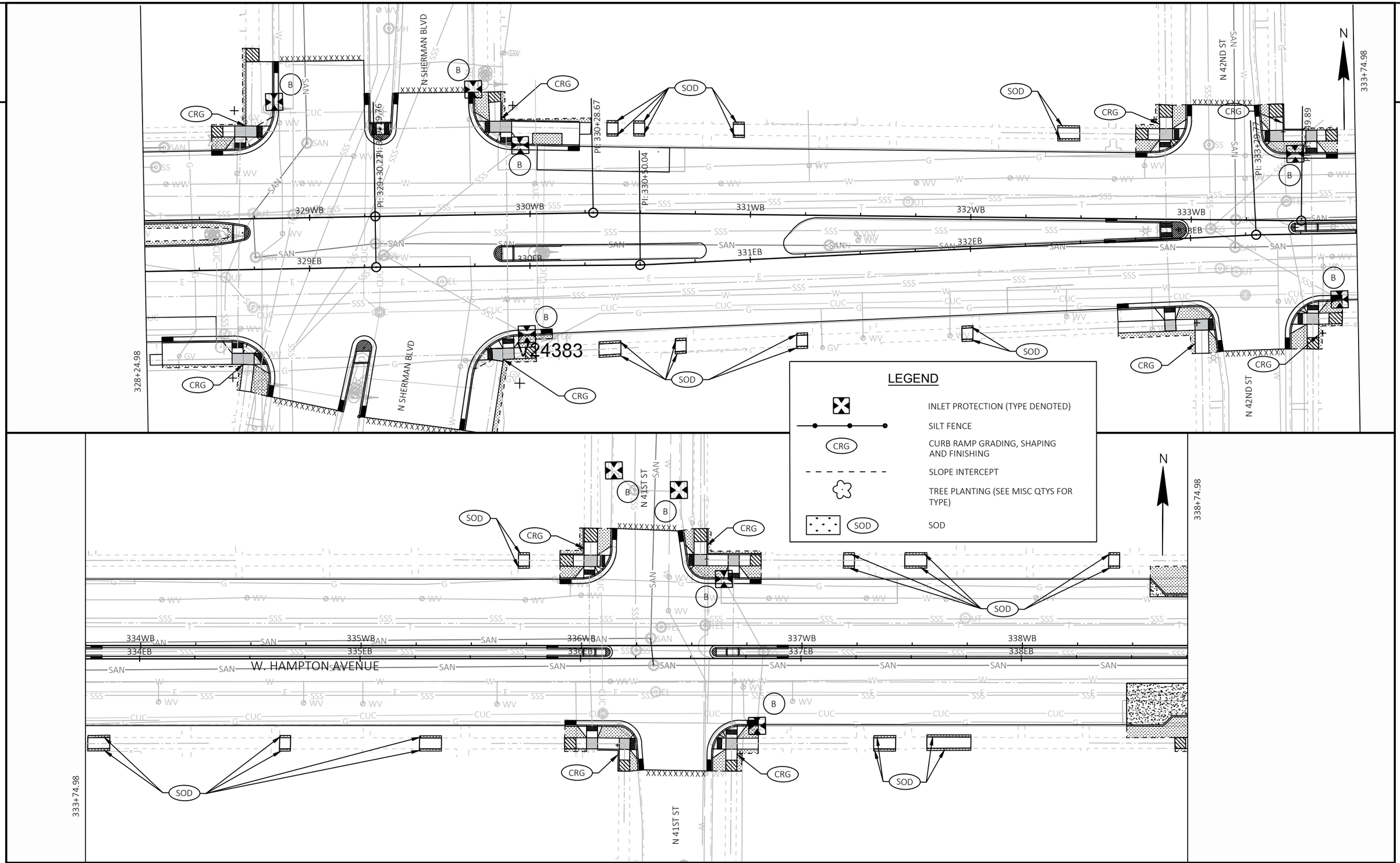
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PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	EROSION CONTROL AND RESTORATION PLAN	SHEET 195	E

FILE NAME : C:\USERS\NICHOLAS.TRAUB\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 05
PLOT DATE : 10/19/2022 12:15 PM
PLOT BY : NICHOLAS TRAUB
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

2



PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	EROSION CONTROL AND RESTORATION PLAN	SHEET 196	E

FILE NAME : C:\USERS\NICHOLAS.TRAUB\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 06
PLOT DATE : 10/19/2022 12:15 PM
PLOT BY : NICHOLAS TRAUB
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

2

2

LEGEND

- INLET PROTECTION (TYPE DENOTED)
- SILT FENCE
- CRG — CURB RAMP GRADING, SHAPING AND FINISHING
- SLOPE INTERCEPT
- TREE PLANTING (SEE MISC QTYS FOR TYPE)
- SOD — SOD

N 40TH ST

N 39TH ST

W. HAMPTON AVENUE

339WB 339EB 340WB 340EB 341WB 341EB 342WB 342EB 343WB 343EB 344WB 344EB

PI: 343+59.87

338+74.98

344+09.92

N

N HOPKINS ST

PI: 346+83.57

PI: 345+25.61

345WB 345EB 346WB 346EB 347WB 347EB 348WB 348EB 349WB 349EB

N 37TH ST

PI: 349+40.76

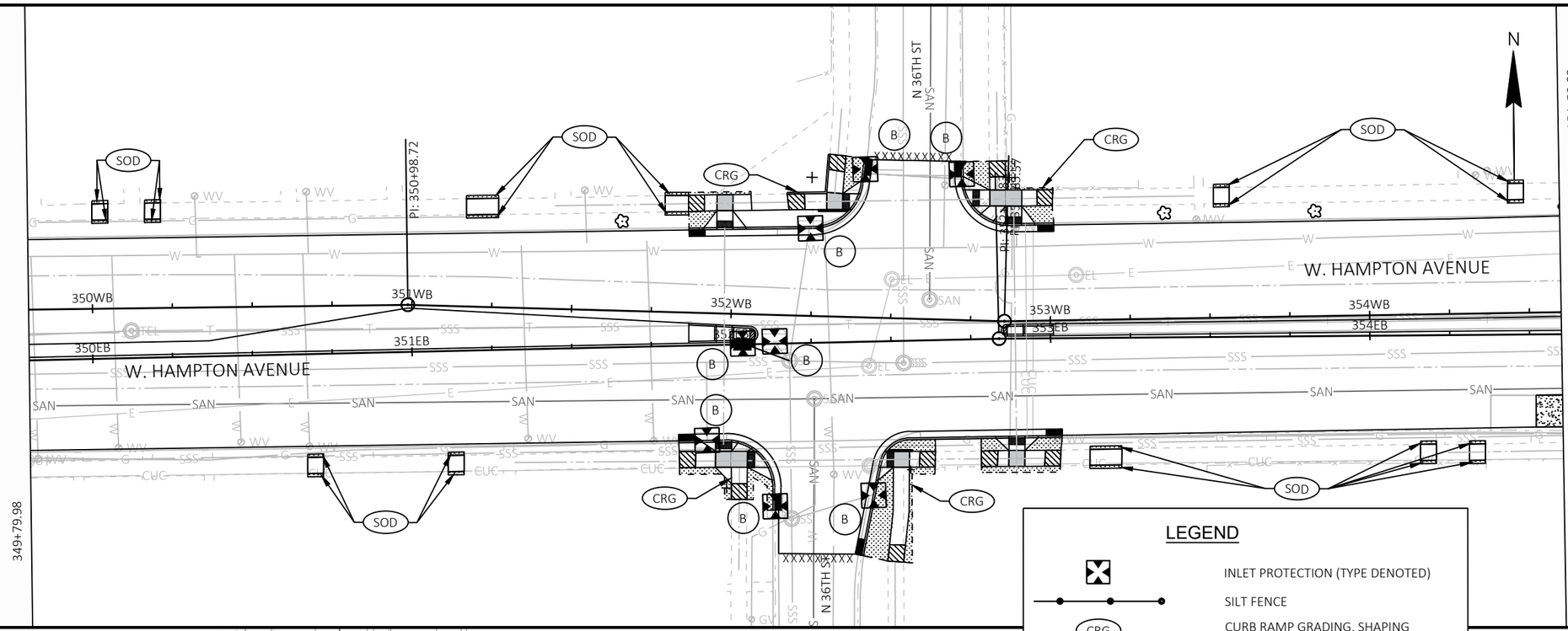
349+79.98

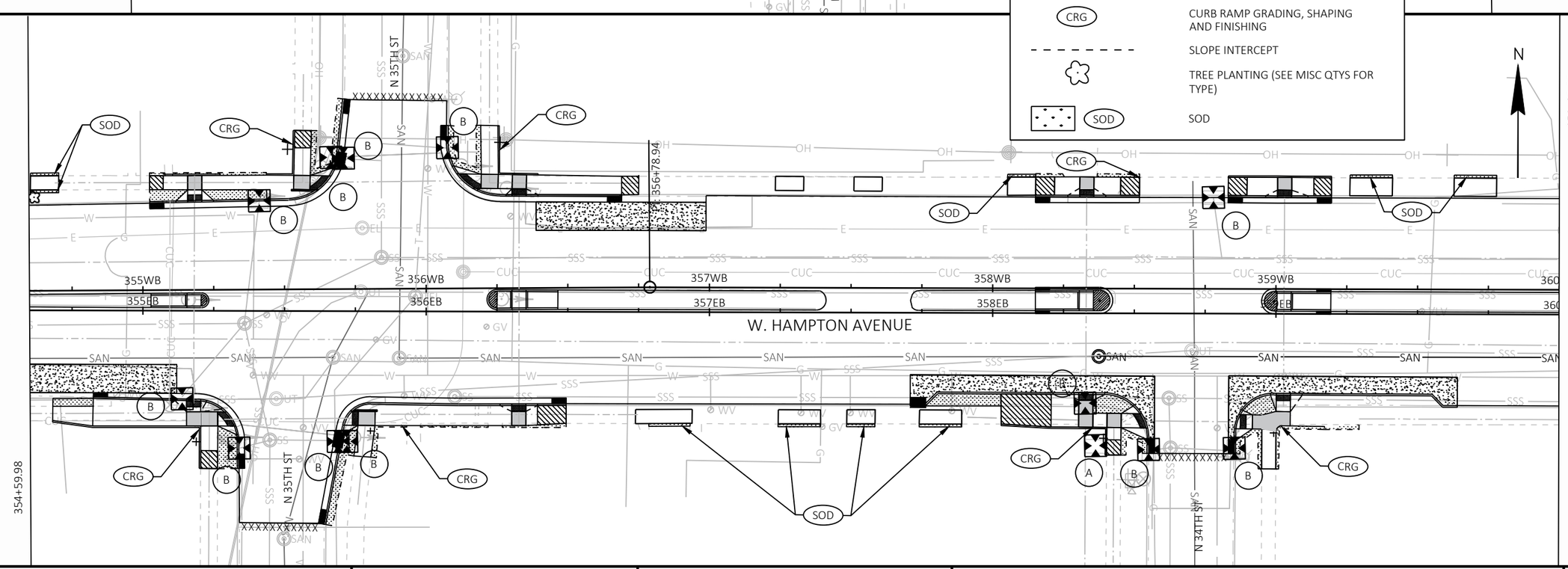
PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	EROSION CONTROL AND RESTORATION PLAN	SHEET 197	E

FILE NAME : C:\USERS\NICHOLAS.TRAUB\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 07

PLOT DATE : 10/19/2022 12:16 PM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

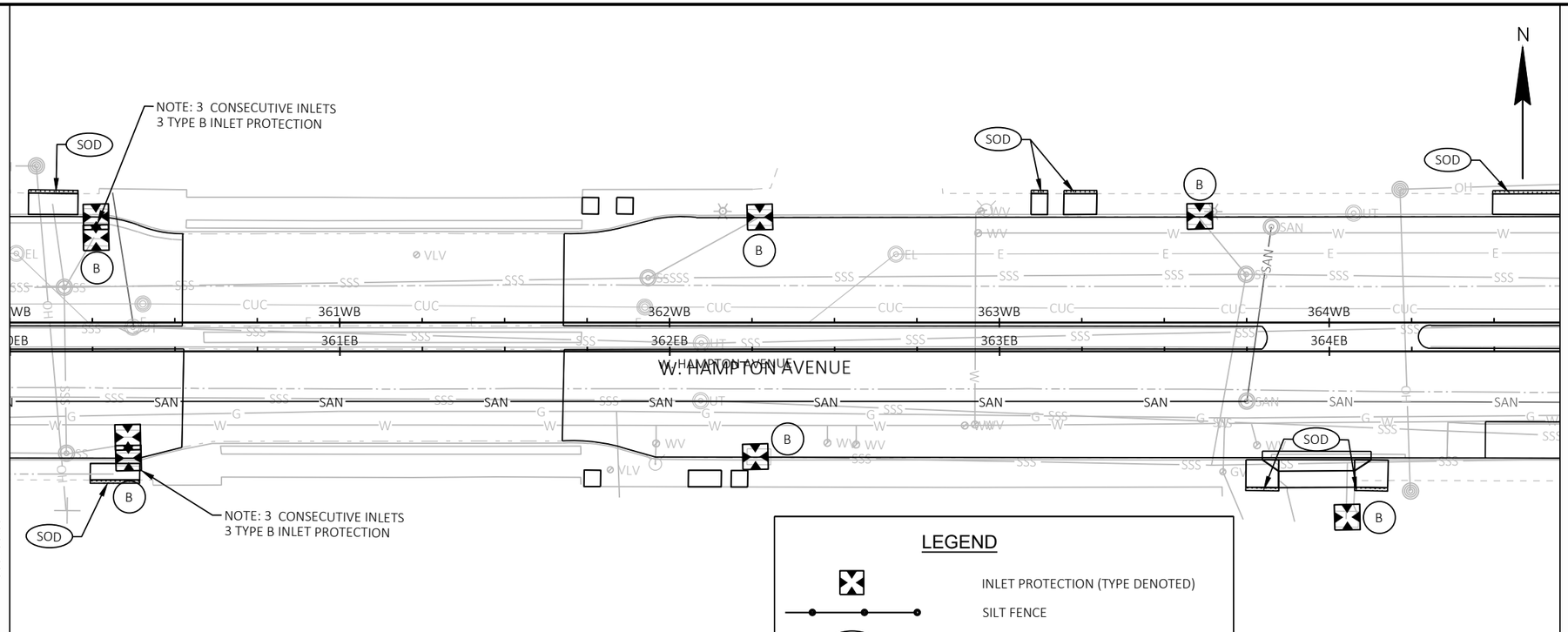


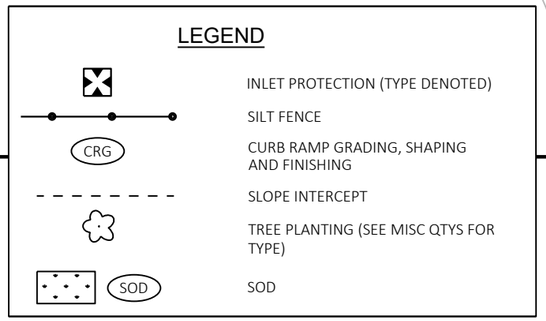


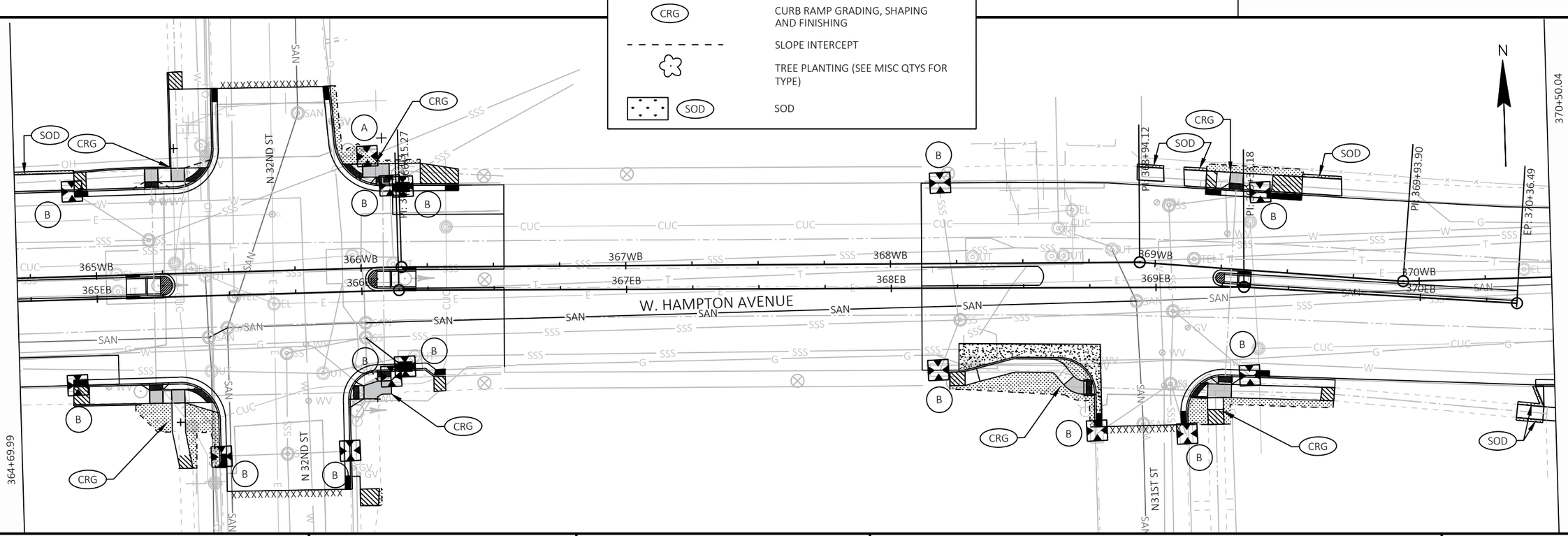
PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	EROSION CONTROL AND RESTORATION PLAN	SHEET 198	E

FILE NAME : C:\USERS\NICHOLAS.TRAUB\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 08

PLOT DATE : 10/19/2022 12:16 PM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN:40 FT

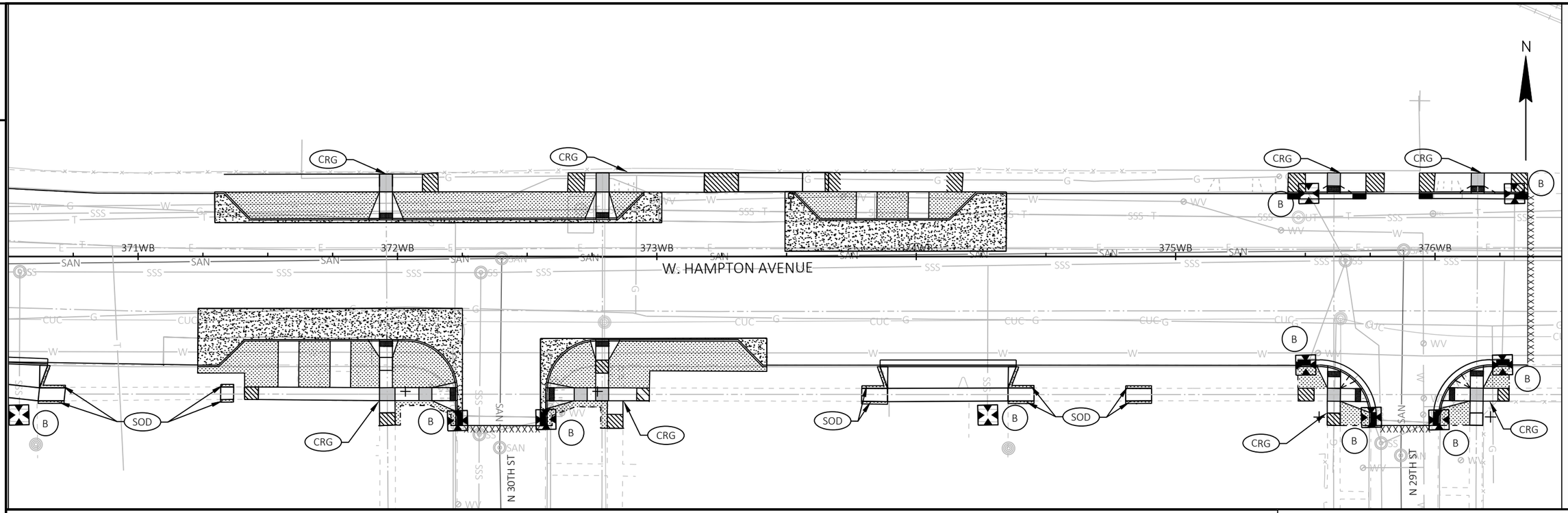






PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	EROSION CONTROL AND RESTORATION PLAN	SHEET 199	E

FILE NAME : C:\USERS\NICHOLAS.TRAUB\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 09
PLOT DATE : 10/19/2022 12:16 PM
PLOT BY : NICHOLAS TRAUB
PLOT NAME :
PLOT SCALE : 1 IN:40 FT



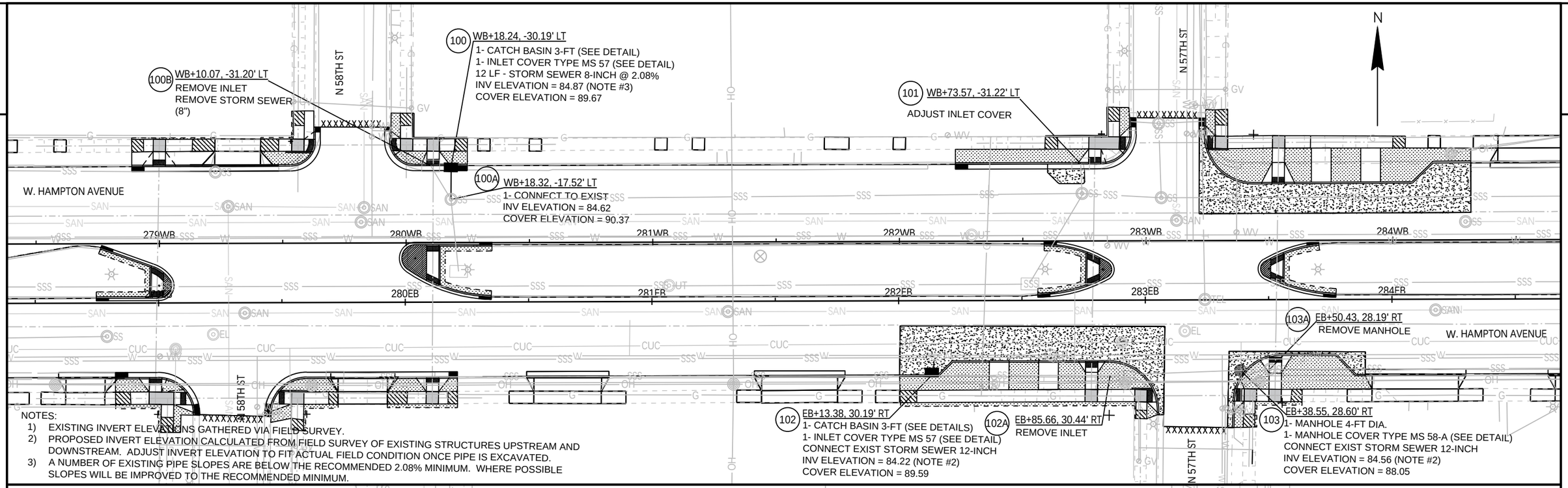
LEGEND

- INLET PROTECTION (TYPE DENOTED)
- SILT FENCE
- CRG — CURB RAMP GRADING, SHAPING AND FINISHING
- SLOPE INTERCEPT
- TREE PLANTING (SEE MISC QTYS FOR TYPE)
- SOD — SOD

Project # 2545-09-71 W. HAMPTON AVE. - N. 60TH ST. TO N. TEUTONIA AVE.

PLANTING DATA CHART

PLANT ID #						BALL/POT							PLANT HOLE					
		ITEM	COMMON NAME	SCIENTIFIC NAME	UNIT	TOTAL	QUANTITY	SIZE @ PLANTING	ROOT ZONE MODE	DIA.	DEPTH	ROOT SPREAD	DIA.	DEPTH	BRACE OR GUY	FERT. UNITS REQUIRED	RODENT PROECT.	MULCH RING DIA.
			TREES															
0001	63201	TREES	AUTUMN BLAZE PEAR	PYRUS CALLERYANA	EACH	2	2	4" cal.	B&B	39"	24"	INDEFINITE	54"	24"	GUY	4 EACH	NONE	48"
0002	63202	TREES	TULIP TREE	LIRIODENDRUM TULIPIFERA	EACH	1	1	3"cal.	B&B	24"	18"	INDEFINITE	36"	24"	BRACE	3 EACH	NONE	48"
0003	63203	TREES	IVORY SILK TREE LILAC	SYRINGA RETICULATA	EACH	2	2	3"cal.	B&B	24"	18"	INDEFINITE	36"	24"	BRACE	3 EACH	NONE	48"
0004	63204	TREES	RUBY RED HORSECHESTNUT	AESCULUS CARNEA	EACH	1	1	3"cal.	B&B	24"	18"	INDEFINITE	36"	24"	BRACE	3 EACH	NONE	48"
0005	63205	TREES	FRONTIER ELM	ULMUS PARVIFOLIA "FRONTIER"	EACH	3	3	4" cal.	B&B	39"	24"	INDEFINITE	54"	24"	GUY	4 EACH	NONE	48"
TREE LOCATIONS:																		
Sta. 291+97 N/S	0001																	
Sta. 299+06 N/S	0001																	
Sta. 321+60 N/S	0002																	
Sta. 310+75 N/S	0003																	
Sta. 312+30 N/S	0003																	
Sta. 351+65 N/S	0004																	
Sta. 353+35 N/S	0005																	
Sta. 353+85 N/S	0005																	
Sta. 354+61 N/S	0005																	



PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	STORM SEWER PLAN	SHEET 201	E

FILE NAME : C:\USERS\TONY.BACIAK\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 01
PLOT DATE : 10/24/2022 3:01 PM
PLOT BY : TONY BACIAK
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

NOTES:
1) EXISTING INVERT ELEVATIONS GATHERED VIA FIELD SURVEY.
2) PROPOSED INVERT ELEVATION CALCULATED FROM FIELD SURVEY OF EXISTING STRUCTURES UPSTREAM AND DOWNSTREAM. ADJUST INVERT ELEVATION TO FIT ACTUAL FIELD CONDITION ONCE PIPE IS EXCAVATED.
3) A NUMBER OF EXISTING PIPE SLOPES ARE BELOW THE RECOMMENDED 2.08% MINIMUM. WHERE POSSIBLE SLOPES WILL BE IMPROVED TO THE RECOMMENDED MINIMUM.

EB+38.01, -4.79' LT (108)
1- CATCH BASIN 3-FT (SEE DETAIL)
1- INLET COVER TYPE MS 55 (SEE DETAIL)
26 LF - STORM SEWER 8-INCH
INV ELEVATION = 69.75 (NOTE #1)
(ADJUST AS NEEDED)
COVER ELEVATION = 74.02

(108B) EB+49.30, -6.39' LT
REMOVE INLET
REMOVE STORM SEWER (8")

N 53RD ST

W. HAMPTON AVENUE

295WB 296WB 297WB 298WB 299WB 300WB

EB+83.71, 25.96' RT (107A)
1- CONNECT TO EXIST
SEE DROP CONNECTION DETAIL

EB+62.44, 17.41' RT (109A)
EXIST BLIND CONNECTION
EXCAVATE AND CONNECT

295EB 296EB 297EB 298EB 299EB 300EB

N 52ND ST

W. HAMPTON AVENUE

EB+83.71, 30.31' RT (107)
1- INLET 3-FT
1- INLET COVER TYPE MS 57 (SEE DETAIL)
5 LF - STORM SEWER 8-INCH
INV ELEVATION = 68.92
COVER ELEVATION = 73.17

(107B) EB+48.56, 31.03' RT
REMOVE INLET
REMOVE STORM SEWER (8")

N 53RD ST

(108A) EB+51.75, 17.99' RT
EXIST BLIND CONNECTION
EXCAVATE AND CONNECT

(109) EB+55.36, 30.48' RT
1- INLET 3-FT
1- INLET COVER TYPE MS 57 (SEE DETAIL)
13 LF - STORM SEWER 8-INCH
INV ELEVATION = 67.80 (NOTE #1)
COVER ELEVATION = 72.05

N 52ND ST

(109B) EB+62.20, 30.69' RT
REMOVE INLET
REMOVE STORM SEWER (8")

NOTES:
1) EXISTING INVERT ELEVATIONS GATHERED VIA FIELD SURVEY.
2) PROPOSED INVERT ELEVATION CALCULATED FROM FIELD SURVEY OF EXISTING STRUCTURES UPSTREAM AND DOWNSTREAM. ADJUST INVERT ELEVATION TO FIT ACTUAL FIELD CONDITION ONCE PIPE IS EXCAVATED.
3) A NUMBER OF EXISTING PIPE SLOPES ARE BELOW THE RECOMMENDED 2.08% MINIMUM. WHERE POSSIBLE SLOPES WILL BE IMPROVED TO THE RECOMMENDED MINIMUM.

WB+36.96, -51.04' LT (110C)
ADJUSTING INLET COVER

N 49TH ST

W. HAMPTON AVENUE

308WB 309WB 310WB 311WB 312WB 313WB

308EB 309EB 310EB 311EB 312EB 313EB

W. HAMPTON AVENUE

EB+50.32, 30.03' RT (110)
1- INLET 3-FT
1- INLET COVER TYPE MS 57 (SEE DETAIL)
29 LF - STORM SEWER 8-INCH @ 2.08%
INV ELEVATION = 67.78 (NOTE #3)
COVER ELEVATION = 70.21

N 49TH ST

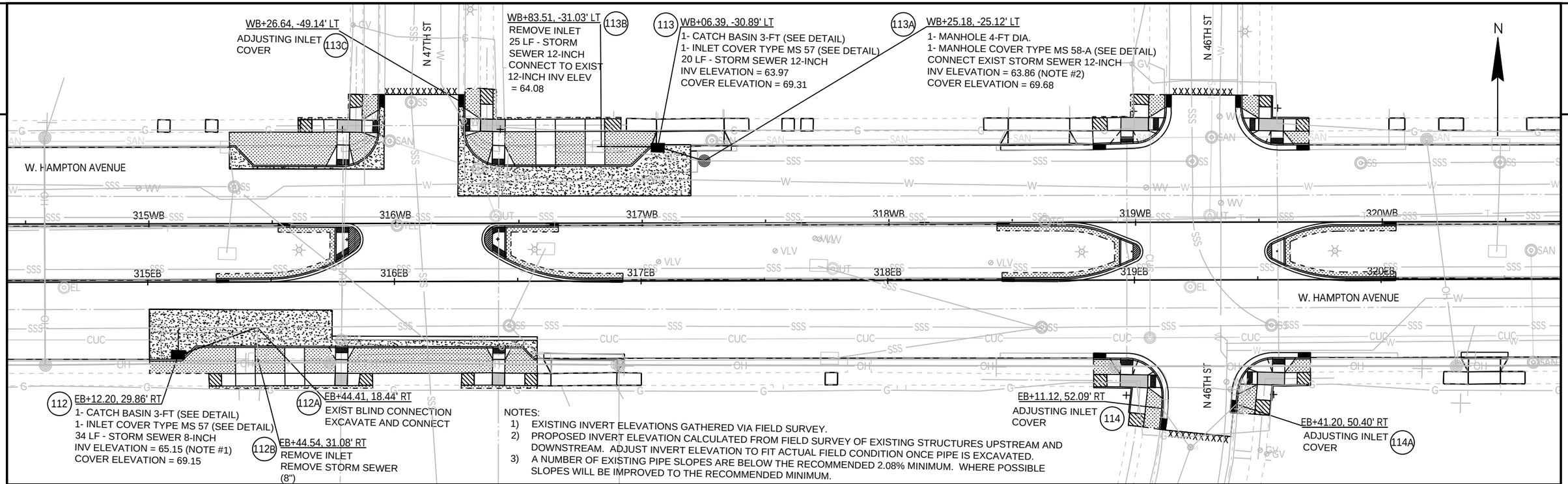
(110A) EB+78.53, 30.68' RT
1-CONNECT TO EXIST
1-MANHOLE COVER TYPE MS 58-A (SEE DETAIL)
INV ELEVATION = 67.17
COVER ELEVATION = 70.92

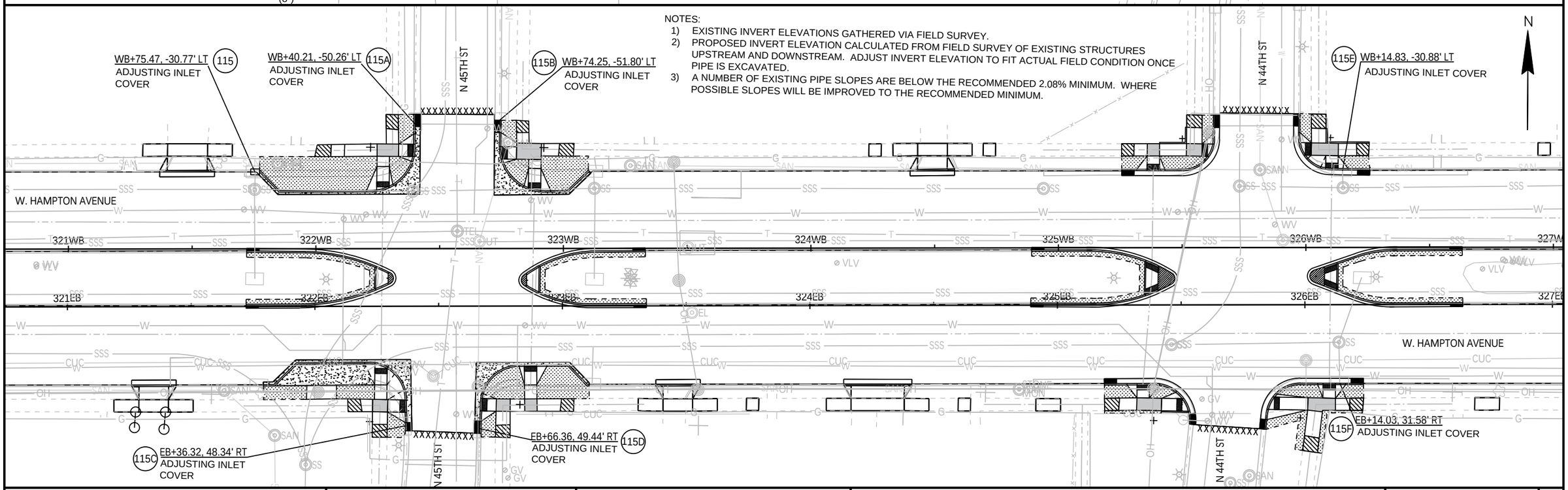
(110D) EB+01.61, 31.32' RT
ADJUSTING INLET COVER

N 48TH ST

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	STORM SEWER PLAN	SHEET 202	E

FILE NAME : C:\USERS\TONY.BACIAK\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 02
PLOT DATE : 10/24/2022 3:01 PM PLOT BY : TONY BACIAK PLOT NAME : PLOT SCALE : 1 IN:40 FT





PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	STORM SEWER PLAN	SHEET 203	E

FILE NAME : C:\USERS\TONY.BACIAK\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 03
PLOT DATE : 10/24/2022 3:02 PM
PLOT BY : TONY BACIAK
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

2

WB+84.93, -52.80' LT
116 ADJUSTING INLET COVER

N SHERMAN BLVD

116A WB+96.24, -30.87' LT
ADJUSTING INLET COVER

NOTES:
1) EXISTING INVERT ELEVATIONS GATHERED VIA FIELD SURVEY.
2) PROPOSED INVERT ELEVATION CALCULATED FROM FIELD SURVEY OF EXISTING STRUCTURES UPSTREAM AND DOWNSTREAM. ADJUST INVERT ELEVATION TO FIT ACTUAL FIELD CONDITION ONCE PIPE IS EXCAVATED.
3) A NUMBER OF EXISTING PIPE SLOPES ARE BELOW THE RECOMMENDED 2.08% MINIMUM. WHERE POSSIBLE SLOPES WILL BE IMPROVED TO THE RECOMMENDED MINIMUM.

N

N 42ND ST

116C WB+46.25, -29.68' LT
ADJUSTING INLET COVER

Pt: 329+30.22
Pt: 329+39.76
Pt: 330+28.67
Pt: 330+50.04
Pt: 333+20.77
Pt: 333+29.89

W. HAMPTON AVENUE

329WB 330WB 331WB 332WB 333WB 334WB
329EB 330EB 331EB 332EB 333EB 334EB

W. HAMPTON AVENUE

N SHERMAN BLVD

V24383

116B EB+98.64, 31.36' RT
ADJUSTING INLET COVER

116D EB+66.79, 29.77' RT
ADJUSTING INLET COVER

N 42ND ST

N 41ST ST

116E WB+64.60, -29.64' LT
ADJUSTING INLET COVER

WB+29.56, -45.52' LT
117 ADJUSTING INLET COVER

N 40TH ST

117A WB+62.24, -45.18' LT
ADJUSTING INLET COVER

117B WB+18.93, -23.09' LT
1- INLET 3-FT
1- INLET COVER TYPE MS 57 (SEE DETAIL)
CONNECT EXIST STORM SEWER 8-INCH
INV ELEVATION = 76.50 (NOTE #2)
COVER ELEVATION = 80.30

N

WB+20.75, -29.64' LT
117C REMOVE INLET

117D WB+43.31, -29.77' LT
1- CATCH BASIN 3-FT (SEE DETAIL)
1- INLET COVER TYPE MS 57 (SEE DETAIL)
25 FT STORM SEWER 8-INCH @ 2.08%
INV ELEVATION = 76.75 (NOTE #3)
COVER ELEVATION = 80.01

W. HAMPTON AVENUE

336WB 337WB 338WB 339WB 340WB 341WB
336EB 337EB 338EB 339EB 340EB 341EB

W. HAMPTON AVENUE

116F EB+80.18, 30.04' RT
ADJUSTING INLET COVER

117E EB+23.57, 23.02' RT
1- CATCH BASIN 3-FT (SEE DETAIL)
1- INLET COVER TYPE MS 57 (SEE DETAIL)
CONNECT EXIST STORM SEWER 8-INCH
INV ELEVATION = 76.05 (NOTE #2)
COVER ELEVATION = 79.85

117G EB+48.19, 29.99' RT
1- CATCH BASIN 3-FT (SEE DETAIL)
1- INLET COVER TYPE MS-57 (SEE DETA
25 FT STORM SEWER 8-INCH @ 2.08%
INV ELEVATION = 76.57 (NOTE #3)
COVER ELEVATION = 79.61

117F EB+26.92, 30.20' RT
REMOVE INLET

NOTES:
1) EXISTING INVERT ELEVATIONS GATHERED VIA FIELD SURVEY.
2) PROPOSED INVERT ELEVATION CALCULATED FROM FIELD SURVEY OF EXISTING STRUCTURES UPSTREAM AND DOWNSTREAM. ADJUST INVERT ELEVATION TO FIT ACTUAL FIELD CONDITION ONCE PIPE IS EXCAVATED.
3) A NUMBER OF EXISTING PIPE SLOPES ARE BELOW THE RECOMMENDED 2.08% MINIMUM. WHERE POSSIBLE SLOPES WILL BE IMPROVED TO THE RECOMMENDED MINIMUM.

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	STORM SEWER PLAN	SHEET 204	E

2

2

N

WB+44.58, -46.45' LT
ADJUSTING INLET COVER
118B

WB+88.66, -29.68' LT
ADJUSTING INLET COVER
118

118C WB+76.97, -45.39' LT
ADJUSTING INLET COVER

118D WB+93.11, -29.92' LT
ADJUSTING INLET COVER

N 39TH ST

PI: 343+59.87

PI: 345+25.61

N HOPKINS ST

PI: 346+83.57

W. HAMPTON AVENUE

342WB 342EB

343WB 343EB

344WB 344EB

345WB 345EB

346WB 346EB

347WB 347EB

W. HAMPTON AVENUE

W. HAMPTON AVENUE

N HOPKINS ST

118A EB+06.07, 30.78' RT
ADJUSTING INLET COVER

N 39TH ST

EB+74.91, 43.66' RT
ADJUSTING INLET COVER
118E

N 38TH ST

118F EB+04.40, 46.18' RT
ADJUSTING INLET COVER

NOTES:
1) EXISTING INVERT ELEVATIONS GATHERED VIA FIELD SURVEY.
2) PROPOSED INVERT ELEVATION CALCULATED FROM FIELD SURVEY OF EXISTING STRUCTURES UPSTREAM AND DOWNSTREAM. ADJUST INVERT ELEVATION TO FIT ACTUAL FIELD CONDITION ONCE PIPE IS EXCAVATED.
3) A NUMBER OF EXISTING PIPE SLOPES ARE BELOW THE RECOMMENDED 2.08% MINIMUM. WHERE POSSIBLE SLOPES WILL BE IMPROVED TO THE RECOMMENDED MINIMUM.

N

NOTES:
1) EXISTING INVERT ELEVATIONS GATHERED VIA FIELD SURVEY.
2) PROPOSED INVERT ELEVATION CALCULATED FROM FIELD SURVEY OF EXISTING STRUCTURES UPSTREAM AND DOWNSTREAM. ADJUST INVERT ELEVATION TO FIT ACTUAL FIELD CONDITION ONCE PIPE IS EXCAVATED.
3) A NUMBER OF EXISTING PIPE SLOPES ARE BELOW THE RECOMMENDED 2.08% MINIMUM. WHERE POSSIBLE SLOPES WILL BE IMPROVED TO THE RECOMMENDED MINIMUM.

WB+99.72, -38.15' LT
ADJUSTING INLET COVER
119D

WB+77.85, -21.45' LT
ADJUSTING INLET COVER
119C

N 37TH ST

119E WB+36.51, -44.91' LT
ADJUSTING INLET COVER

PI: 350+90.72

PI: 348+90.75

WB+41.29, -46.30' LT
119J
ADJUSTING INLET COVER

WB+23.65, -27.09' LT
119I
ADJUSTING INLET COVER

N 36TH ST

119L WB+70.38, -45.21' LT
ADJUSTING INLET COVER

PI: 351+83.57

PI: 351+83.57

W. HAMPTON AVENUE

348WB 348EB

349WB 349EB

350WB 350EB

351WB 351EB

352WB 352EB

353WB 353EB

354WB 354EB

W. HAMPTON AVENUE

119M EB+03.50, -0.37' LT
1- CATCH BASIN 3-FT (SEE DETAIL)
1- INLET COVER TYPE MS 57 (SEE DETAIL)
15 LF - STORM SEWER 8-INCH @ 2.08%
INV ELEVATION = 73.51 (NOTE #3)
COVER ELEVATION = 77.35
1-CONNECT TO EXISTING SS MH

EB+91.77, 29.57' RT
ADJUSTING INLET COVER
119F

EB+13.12, 50.95' RT
ADJUSTING INLET COVER
119G

N 37TH ST

N 36TH ST

119P EB+18.15, 5.51' RT
1- CONNECT TO EXIST
INV ELEVATION = 73.20 (NOTE #1)
COVER ELEVATION = 77.17

119N EB+13.74, -0.25' LT
REMOVE INLET
REMOVE STORM SEWER (8")

119K EB+43.30, 48.01' RT
ADJUSTING INLET COVER

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	STORM SEWER PLAN	SHEET 205	E

FILE NAME : C:\USERS\TONY.BACIAK\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 05
PLOT DATE : 10/24/2022 3:02 PM
PLOT BY : TONY BACIAK
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

NOTES:
1) EXISTING INVERT ELEVATIONS GATHERED VIA FIELD SURVEY.
2) PROPOSED INVERT ELEVATION CALCULATED FROM FIELD SURVEY OF EXISTING STRUCTURES UPSTREAM AND DOWNSTREAM. ADJUST INVERT ELEVATION TO FIT ACTUAL FIELD CONDITION ONCE PIPE IS EXCAVATED.
3) A NUMBER OF EXISTING PIPE SLOPES ARE BELOW THE RECOMMENDED 2.08% MINIMUM. WHERE POSSIBLE SLOPES WILL BE IMPROVED TO THE RECOMMENDED MINIMUM.

N

WB+70.37, -45.92' LT (121)
1- CATCH BASIN 3-FT (SEE DETAIL)
1- INLET COVER TYPE MS 57 (SEE DETAIL)
CONNECT EXIST STORM SEWER 8-INCH
INV ELEVATION = 67.19 (NOTE #1)
COVER ELEVATION = 70.37

WB+41.27, -31.16' LT
ADJUST INLET COVER (121B)

WB+67.14, -46.06' LT
REMOVE INLET (121A)

WB+07.88, -49.50' LT (121C)
ADJUST INLET COVER

N 35TH ST

356+78.94

W. HAMPTON AVENUE

355WB 355EB 356WB 356EB 357WB 357EB 358WB 358EB 359WB 359EB 360WB 360EB

EB+13.86, 30.38' RT
ADJUST INLET COVER (120)
REMOVE CURB BOX & PLACE PLUG (SEE SDD)

EB+34.72, 47.97' RT
ADJUST INLET COVER (120A)

EB+72.05, 45.68' RT
REMOVE INLET (120C)

EB+68.64, 45.83' RT (120B)
1- CATCH BASIN 3-FT (SEE DETAIL)
1- INLET COVER TYPE MS 57 (SEE DETAIL)
CONNECT EXIST STORM SEWER 8-INCH
INV ELEVATION = 67.80 (NOTE #1)
COVER ELEVATION = 72.05

EB+73.56, 32.23' RT (122)
1- MANHOLE 4-FT DIA.
1- INLET COVER TYPE MS 57 (SEE DETAIL)
CONNECT TO EXIST STORM SEWER 12-INCH
INV ELEVATION = 58.45 (NOTE #2)
COVER ELEVATION = 64.08

EB+33.11, 31.01' RT
REMOVE INLET (122A)

EB+55.26, 48.44' RT
ADJUST INLET COVER (122B)

N 34TH ST

EB+85.07, 48.63' RT (122C)
ADJUST INLET COVER

W. HAMPTON AVENUE

NOTES:
1) EXISTING INVERT ELEVATIONS GATHERED VIA FIELD SURVEY.
2) PROPOSED INVERT ELEVATION CALCULATED FROM FIELD SURVEY OF EXISTING STRUCTURES UPSTREAM AND DOWNSTREAM. ADJUST INVERT ELEVATION TO FIT ACTUAL FIELD CONDITION ONCE PIPE IS EXCAVATED.
3) A NUMBER OF EXISTING PIPE SLOPES ARE BELOW THE RECOMMENDED 2.08% MINIMUM. WHERE POSSIBLE SLOPES WILL BE IMPROVED TO THE RECOMMENDED MINIMUM.

N

WB+11.78, -30.80' LT (124A)
REMOVE INLET

WB+15.80, -29.84' LT (124)
1- CATCH BASIN 3-FT (SEE DETAIL)
1- INLET COVER MS 57 (SEE DETAIL)
5 LF - STORM SEWER 8-INCH @ 2.08%
INV ELEVATION = 51.32 (NOTE #2)
COVER ELEVATION = 55.32
1- CONNECT TO EXIST
SEE DROP CONNECTION DETAIL

N 32ND ST

366+15.27

WB+37.08, -29.05' LT (125A)
ADJUST INLET COVER

PI: 368+94.12

PI: 369+33.18

W. HAMPTON AVENUE

364WB 364EB 365WB 365EB 366WB 366EB 367WB 367EB 368WB 368EB 369WB 369EB

EB+91.74, 32.25' RT
ADJUST INLET COVER (123)

EB+45.51, 60.66' RT
ADJUST INLET COVER (123A)

PI: 366+

EB+10.00, 31.92' RT (123C)
REMOVE INLET
REMOVE STORM SEWER (12")

EB+93.67, 60.20' RT (123B)
ADJUST INLET COVER

EB+16.13, 29.34' RT (123D)
1- CATCH BASIN 3-FT (SEE DETAIL)
1- INLET COVER TYPE MS 57 (SEE DETAIL)
19 LF - STORM SEWER 12-INCH @ 2.08%
INV ELEVATION = 52.84 (NOTE #2)
COVER ELEVATION = 55.51

EB+00.95, 17.56' RT (123E)
1- CONNECT TO EXIST
INV ELEVATION = 52.44
COVER ELEVATION = 55.87

EB+37.72, 33.39' RT (125)
ADJUST INLET COVER

N31ST ST

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	STORM SEWER PLAN	SHEET 206	E

2

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- DELINEATOR - 60' SPACING
  WHITE/RIGHT YELLOW/LEFT
- XXX — DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	PERMANENT SIGNING LEGEND	SHEET 207	E

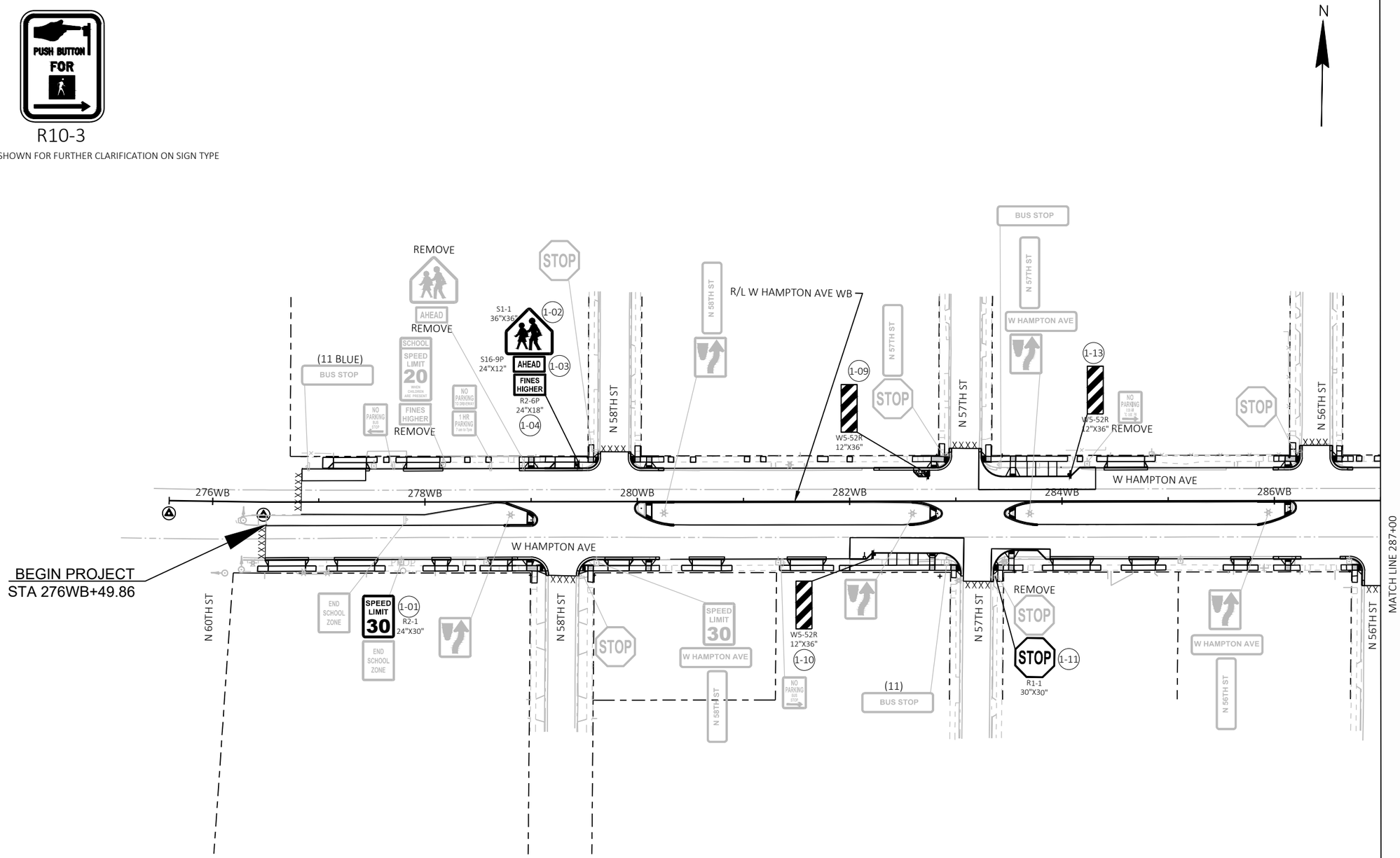
FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\023202-PS.DWG
LAYOUT NAME - 01

PLOT DATE : 10/19/2022 11:20 AM PLOT BY : HANNAH SINCLAIR PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

R10-3

SIGN DETAIL SHOWN FOR FURTHER CLARIFICATION ON SIGN TYPE



PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	PERMANENT SIGNING	SHEET 208	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 1

PLOT DATE : 10/19/2022 11:23 AM PLOT BY : HANNAH SINCLAIR PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

MATCH LINE 287+00

MATCH LINE 301+50

N 56TH ST

W HAMPTON AVE

STOP

N 55TH ST

(11)

BUS STOP

2-04

R4-7
24"X30"

2-06

R4-7
24"X30"

N 54TH ST E

NO PARKING ANY TIME

R/L W HAMPTON AVE WB

N 53RD ST

2-16

R1-1
30"X30"

REMOVE

BUS STOP

(11)

2-22

R4-7
24"X30"

W5-52R
12"X36"

2-24

2-25

W5-52R
12"X36"

N 52ND ST

121+00

2-37

R4-7
24"X30"

288WB

290WB

292WB

294WB

296WB

298WB

300WB

W HAMPTON AVE

N 56TH ST

BUS STOP

(11)

W HAMPTON AVE

STOP

N 54TH ST W

REMOVE

NO PARKING ANY TIME

2 HOUR PARKING 7AM-7PM

REMOVE

W HAMPTON AVE

N 54TH ST

STOP

N 54TH ST

W5-52R
12"X36"

2-15

(11)

BUS STOP

N 53RD ST

STOP

N 53RD ST

W5-52R
12"X36"

2-29

N 52ND ST

REMOVE

STOP

2-26

R1-1
30"X30"

W HAMPTON AVE

N 52ND ST

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	PERMANENT SIGNING	SHEET 209	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 2

PLOT DATE : 10/19/2022 11:23 AM PLOT BY : HANNAH SINCLAIR PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

MATCH LINE 301+50

MATCH LINE 316+00

N 51ST BD

N 51ST BLVD

W HAMPTON AVE

N 50TH ST

N 49TH ST

N 48TH ST

N 47TH ST

3-01 R10-3 9"X12" LEFT

3-02

3-03

3-04 R10-3 9"X12" RIGHT

3-05 R10-3 9"X12" LEFT

3-06

3-07 R10-3 9"X12" LEFT

3-08 R1-2 36"X31"

3-09

3-10 R10-3 9"X12" RIGHT

3-11

3-12 R1-2 36"X31"

3-15 R10-3 9"X12" LEFT

3-16 SPEED LIMIT 30 R2-1 24"X30"

3-19 R10-3 9"X12" RIGHT

3-20

3-21

3-24 W5-52R 12"X36"

3-25 R1-1 30"X30"

3-34 R4-7 24"X30"

3-35 W5-52R 12"X36"

3-36 W5-52R 12"X36"

3-37 R4-7 24"X30"

3-44 W5-52R 12"X36"

3-47 W11-2 30"X30"

3-48 W16-7L 24"X12"

3-51 W5-52R 12"X36"

3-52

3-53

3-54 W11-2 30"X30"

3-55 W16-7R 24"X12"

3-56 W5-52R 12"X36"

3-57 W11-2 30"X30"

3-58 W16-7L 24"X12"

R/L W HAMPTON AVE WB

302WB 304WB 306WB 308WB 310WB 312WB 314WB 316

REMOVE

BUS STOP (11)

MOVE

STOP

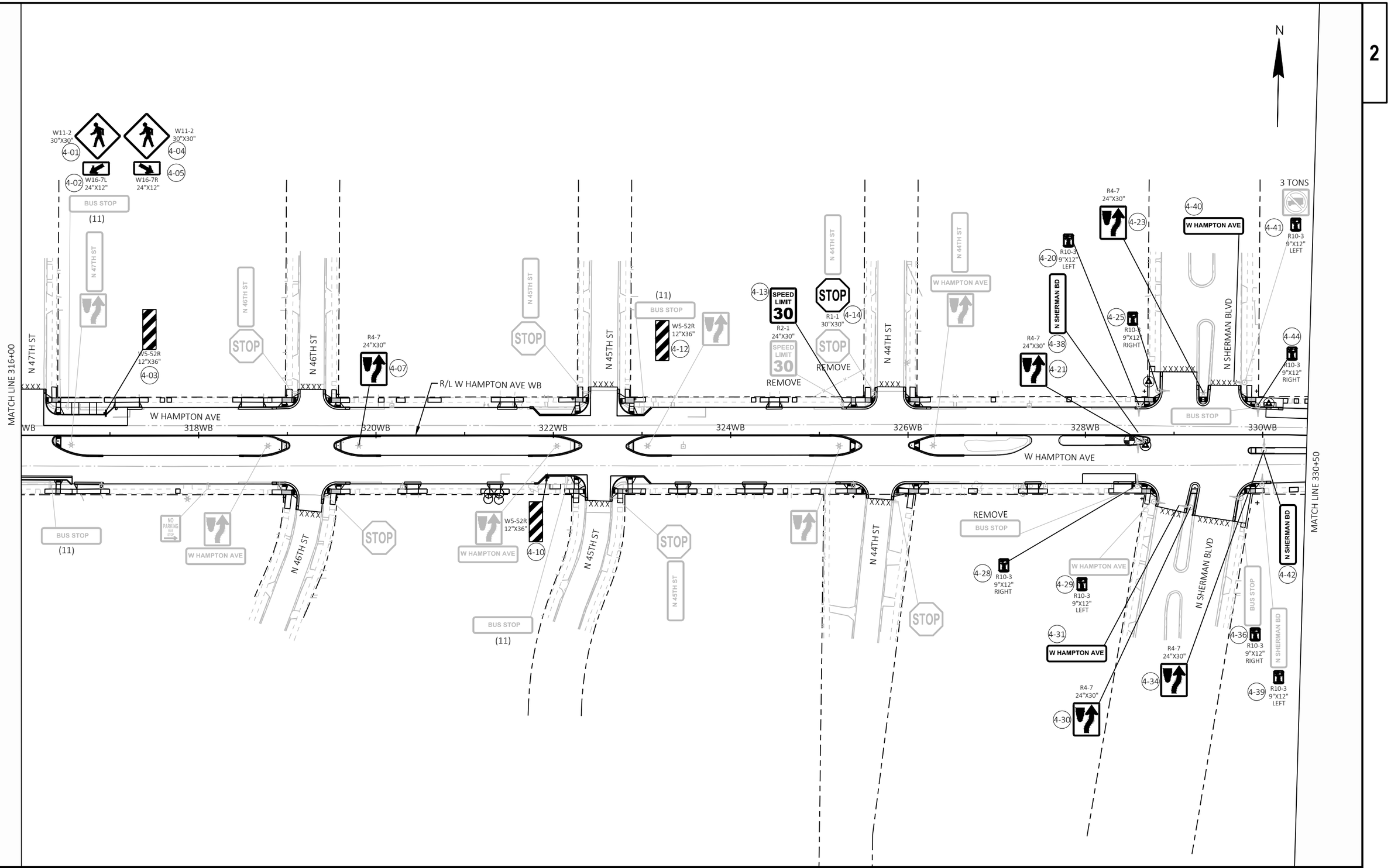
NO PARKING BUS STOP

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	PERMANENT SIGNING	SHEET 210	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 3

PLOT DATE : 10/19/2022 11:23 AM PLOT BY : HANNAH SINCLAIR PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42



PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	PERMANENT SIGNING	SHEET 211	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 4

PLOT DATE : 10/19/2022 11:24 AM PLOT BY : HANNAH SINCLAIR PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

MATCH LINE 330+50

MATCH LINE 345+00

W HAMPTON AVE

N 42ND ST

N 41ST ST

N 40TH ST

N 39TH ST

332WB

334WB

336WB

338WB

340WB

342WB

344WB

STOP

NO PARKING BUS STOP

SPEED LIMIT 30

BUS STOP

R/L W HAMPTON AVE WB

REMOVE

3 TONS

R1-1 30"X30" 5-01

R1-1 30"X30" 5-10

R1-1 30"X30" 5-13

R4-7 24"X30" 5-09

R4-7 24"X30" 5-27

W5-52R 12"X36" 5-12

W5-52R 12"X36" 5-15

W5-52R 12"X36" 5-16

W5-52R 12"X36" 5-23

W5-52R 12"X36" 5-32

W5-52R 12"X36" 5-29

N 42ND ST 5-06

N 39TH ST 5-26

W11-2 30"X30" 5-30

W11-2 30"X30" 5-24

W16-7L 24"X12" 5-31

W16-7R 24"X12" 5-25

SPEED LIMIT 30 R2-1 24"X30" 5-17

W11-2 30"X30" 5-21

W11-2 30"X30" 5-19

W16-7L 24"X12" 5-22

W16-7R 24"X12" 5-20

(11)

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	PERMANENT SIGNING	SHEET 212	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 5

PLOT DATE : 10/19/2022 11:24 AM PLOT BY : HANNAH SINCLAIR PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE 345+00

MATCH LINE 359+50

N

W HAMPTON AVE

N HOPKINS ST

N 37TH ST

N 36TH ST

N 35TH ST

N 34TH ST

N 38TH ST

346WB

348WB

350WB

352WB

354WB

356WB

358WB

6-01 W HAMPTON AVE

6-03 R10-3 9"X12" LEFT

6-04 R4-7 24"X30"

6-06 R10-3 9"X12" RIGHT

6-13 STOP R10-3 9"X12" RIGHT

6-14 R10-3 9"X12" LEFT

6-16 NO TURN ON RED R10-3 9"X12" LEFT

6-17 R4-7 24"X30"

6-21 R10-3 9"X12" RIGHT

6-22 R10-3 9"X12" RIGHT

6-25 R10-3 9"X12" LEFT

6-26 REMOVE R4-7 24"X30"

6-28 R10-3 9"X12" LEFT

6-30 3 TONS R10-3 9"X12" LEFT

6-31 R10-3 9"X12" RIGHT

6-36 R10-3 9"X12" RIGHT

6-37 R10-3 9"X12" LEFT

6-40 R10-3 9"X12" RIGHT

6-41 R4-7 24"X30"

6-43 R10-3 9"X12" RIGHT

6-44 R2-1 24"X30" SPEED LIMIT 30

6-45 END SCHOOL ZONE S5-2 24"X30"

6-46 R10-3 9"X12" RIGHT

6-47 AHEAD FINES HIGHER R2-6P 24"X18"

6-48 SCHOOL SPEED LIMIT 20 WHEN CHILDREN ARE PRESENT S4-51 24"X48"

6-50 R4-7 24"X30"

6-51 R1-1 30"X30" STOP REMOVE STOP

6-52 R6-2L 24"X30"

6-53 R6-2R 24"X30"

6-54 W HAMPTON AVE R/L W HAMPTON AVE WB

6-56 R10-3 9"X12" RIGHT

6-57 R4-7 24"X30"

6-58 MOVE S1-1 36"X36"

6-59 S16-7L 24"X12"

6-70 R10-3 9"X12" RIGHT

6-71 R10-3 9"X12" LEFT

6-72 R10-3 9"X12" RIGHT

6-73 MOTHER DANIELS D11-1 24"X18" BIKE ROUTE

6-74 M6-1 21"X21"

6-75 R10-3 9"X12" RIGHT

6-76 REMOVE HAMPTON AVE W HAMPTON AVE

6-78 R10-3 9"X12" LEFT

6-79 NO TURN ON RED R10-3 9"X12" LEFT

6-82 D11-1 24"X18" BIKE ROUTE

6-83 M6-1 21"X21"

6-84 R10-3 9"X12" LEFT

6-85 R4-7 24"X30"

6-86 S1-1 36"X36"

6-87 W16-7L 24"X12"

6-88 S1-1 36"X36"

6-89 W16-7R 24"X12"

6-91 R10-3 9"X12" RIGHT

6-95 W5-52R 12"X36"

6-96 R2-1 24"X30" SPEED LIMIT 30

6-97 END SCHOOL ZONE S5-2 24"X30"

6-98 R4-7 24"X30"

6-100 REMOVE N 34TH ST

6-101 REMOVE SCHOOL SPEED LIMIT 20 WHEN CHILDREN ARE PRESENT

6-102 N 34TH ST SCHOOL SPEED LIMIT 20 WHEN CHILDREN ARE PRESENT S4-51 24"X48" R4-7 24"X30"

(11) BUS STOP

BUS STOP

REMOVE

MOVE

ONE WAY

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	PERMANENT SIGNING	SHEET 213	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 6

PLOT DATE : 10/19/2022 11:24 AM PLOT BY : HANNAH SINCLAIR PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

N

MATCH LINE 359+50

MATCH LINE 374+00

S1-1
36"X36"
7-02

S16-9P
24"X12"
AHEAD
7-03

FINES HIGHER
R2-6P
24"X18"
7-04

13'-10"

W5-52R
12"X36"
7-01

R/L W HAMPTON AVE WB

360WB

362WB

364WB

366WB

368WB

370WB

372WB

374

W HAMPTON AVE

R4-7
24"X30"
7-10

BUS STOP

W HAMPTON AVE

R10-3
9"X12"
LEFT
7-14

R10-3
9"X12"
LEFT
7-15

R10-3
9"X12"
RIGHT
7-16

N 32ND ST

W5-52R
12"X36"
7-17

BUS STOP

R10-3
9"X12"
RIGHT
7-08

N 32ND ST

R10-3
9"X12"
LEFT
7-09

W HAMPTON AVE

R10-3
9"X12"
LEFT
7-19

BUS STOP

R10-3
9"X12"
RIGHT
7-22

R4-7
24"X30"
7-25

SPEED LIMIT
30

R4-7
24"X30"
7-27

REMOVE

D11-1
24"X18"
7-28

M6-1
21"X21"
7-29

W5-52R
12"X36"
7-30

N 31ST ST

W HAMPTON AVE

BIKE ROUTE

NO PARKING

D11-1
24"X18"
7-34

M6-1
21"X21"
7-35

REMOVE

STOP
R1-1
30"X30"
7-31

R4-7
24"X30"
7-32

N 31ST ST

W5-52R
12"X36"
7-36

N 30TH ST

W HAMPTON AVE

BUS STOP

NO PARKING

7-39

W11-2
30"X30"
7-40

W16-7R
24"X12"

7-41

W11-2
30"X30"
7-42

W16-7L
24"X12"

N 30TH ST

W11-2
30"X30"
7-37

W16-7L
24"X12"
7-38

W11-2
30"X30"
7-43

W16-7R
24"X12"
7-44

BUS STOP

N 30TH ST

REMOVE

STOP
R1-1
30"X30"
7-45

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	PERMANENT SIGNING	SHEET 214	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 7

PLOT DATE : 10/19/2022 11:24 AM PLOT BY : HANNAH SINCLAIR PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

N

MATCH LINE 374+00

END PROJECT
STA 376WB+35.76

W5-52R
12"X36"
8-01

WB

376WB

378WB

380WB

W HAMPTON AVE

382WB

N TEUTONIA AVE

W HAMPTON AVE

XXX

W HAMPTON AVE

N 30TH ST

N 29TH ST

REMOVE

STOP

STOP 8-02

R1-1
30"X30"

R/L W HAMPTON AVE WB

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	PERMANENT SIGNING	SHEET 215	E

FILE NAME : X:\BM1-3684 W HAMPTON AVENUE N 60TH STREET - N TEUTONIA AVENUE\5_DESIGN\03_ROADS\25450971\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 8

PLOT DATE : 10/19/2022 11:24 AM PLOT BY : HANNAH SINCLAIR PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

TRAFFIC & STREET LIGHTING GENERAL NOTES:

PRIOR TO CONSTRUCTION, THE LOCATION OF UNDERGROUND UTILITIES SHALL BE DETERMINED IN THE FIELD BY CONTACTING "DIGGERS HOTLINE."

STREET LIGHTING & TRAFFIC SIGNALS SHALL BE INSTALLED IN COMPLIANCE WITH WISCONSIN DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS SECTION 652 EXCEPT:

THE CONTRACTOR IS RESPONSIBLE FOR ALL COSTS INCLUDING REPAIRS, REPLACEMENT OR RELOCATION ETC. OF STREET LIGHTING OR TRAFFIC SIGNAL FACILITIES IF THE CONTRACTOR DOES ANY DEVIATION FROM THE STREET LIGHTING OR TRAFFIC SIGNAL DESIGN WITHOUT THE STREET LIGHTING ENGINEERS SIGNED PERMISSION.

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

2 LOCATIONS OF THE PVC CONDUITS WHERE THEY ARE REQUIRED ARE IDENTIFIED IN THE PRINTS. HOWEVER, INSTALLATION MAY REQUIRE INTEGRATION WITH EXISTING FIELD CONDITIONS. APPROPRIATE ADJUSTMENT ON CONDUIT LOCATIONS MAY BE MADE IF THE FIELD CONDITIONS ARE SUCH THAT THE CONDUIT CANNOT BE INSTALLED AT THE SPECIFIED LOCATIONS. ANY RELOCATIONS MUST BE APPROVED BY THE ENGINEER. FIELD MARK EACH CONDUIT LOCATION BY STAMPING AND PAINTING WITH RED PAINT ON TOP AND BACKSIDE OF CURB.

3 TYPICAL CONDUIT INSTALLED UP TO DIRECT BURIED STREET LIGHT POLES IS AS FOLLOWS 3-INCH OR 2.5-INCH (AS NOTED) SCHEDULE 40 RIGID PVC TO STREET LIGHTING METAL HOUSING (PEDESTAL), THE 1.5-INCH SCHEDULE 40 RIGID PVC TO STREET LIGHT POLE CABLE SLOT, AND THE 2-INCH SCHEDULE 40 RIGID PVC TO SIGNAL STANDARD BASE AND RISER FOR TRAFFIC SIGNAL ON STREET LIGHT POLE.

4 DEPTH OF CONDUIT INSTALLED BELOW THE STREETS, HIGHWAYS, ROADS, AND ALLEYS SHALL BE 24-INCHES MINIMUM AND 36-INCHES MAXIMUM. (MEASURED FROM FINISHED FLANGE LINE)

5 CONDUIT INSTALLED BEHIND CURB, AND UNDER DRIVEWAYS SHALL BE INSTALLED AT A DISTANCE OF 6 INCHES AWAY FROM THE BACK OF CURB TO THE CENTER LINE OF CONDUIT, AND 18 INCHES DOWN MEASURED FROM THE TOP OF CURB OR FINISHED GRADE TO THE TOP OF CONDUIT.

6 WHEN THERE IS MORE THAN ONE CONDUIT TO BE INSTALLED, PLACE ALL CONDUITS IN THE SAME TRENCH.

7 ANY EXCEPTION TO THE MINIMUM OR MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

8 THE CONTRACTOR OR HIS SUBCONTRACTOR MUST MAKE SURE THE AREA BEHIND CURB AND/OR TRENCH SHALL BE FREE OF DEBRIS AND OVERPOUR AND SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

9 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.

10 ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON ALL CONDUITS. (SEE NEC 352.28 2008 CODE)

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

12 ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

13 CONDUIT RUNS SHALL BE THE SAME SIZE PIPE FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX OR JUNCTION BOX OR BASE TO BASE, ETC.).

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

15 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 UNLESS OTHERWISE APPROVED BY THE STREET LIGHTING ENGINEER.

16 WHEN ENDS OF CONDUIT DO NOT CONNECT TO A PULL BOX / VAULT AND WILL END UP UNDER CONCRETE WALK. THE CONTRACTOR IS REQUIRED TO LEAVE A 24" X 24" BOX FORM CENTERED OVER THE END OF CONDUIT AND FILL THE BOXFORM WITH CRUSHED GRAVEL. (PER WISDOT SPEC 209.2.1(1) GRANULAR BACKFILL)

17 ALL PIPE CROSSINGS AND PULL BOXES / VAULTS SHALL BE AT LEAST SIX (6) FEET AWAY FROM FIRE HYDRANTS, UNLESS NOTED OTHERWISE, OR APPROVED BY THE STREET LIGHTING ENGINEER.

18 ALL POLES AND TRAFFIC STANDARDS IN CONCRETE ARE REQUIRED TO HAVE A 30"X30" BOX SHAPED JOINT PLACED AROUND THEM USING AN EXPANSION JOINT FILLER. UNLESS NOTED OTHERWISE (SEE DETAIL 122)

19 TYPICAL RECTANGULAR PULL BOXES / VAULTS SHOULD BE INSTALLED AS SHOWN ON PLANS, BUT WHEN IT IS NOT POSSIBLE, A 5 FT. TO 6 FT. OFFSET FROM STREET LIGHT POLES, SIGNAL STANDARDS AND FIRE HYDRANTS SHOULD BE USED, OTHERWISE APPROVED BY THE STREET LIGHTING ENGINEER.

20 LIGHT POLES AND TRAFFIC STANDARDS INSTALLED BEHIND THE CURB MUST MEET A MINIMUM DISTANCE OF 24 INCHES FROM THE FACE OF CURB TO THE CURB SIDE FACE OF THE POLE OR TRAFFIC STANDARD.

21 COORDINATE NEW CONDUIT CONNECTIONS WITH EXISTING CONDUIT, DUCT PACKAGES, AND PULL BOXES/ VAULTS/ MANHOLES WITH CITY OF MILWAUKEE STREET LIGHTING. THE CITY REQUIRES THREE WORKING DAYS ADVANCED NOTICE. CONTACT ELECTRICAL SUPERVISOR
STREET LIGHTING - MARK MACRAE (OFFICE) 414-286-5928 (CELL) 414-708-0434
TRAFFIC SIGNALS - RUDY GUTIERREZ (OFFICE) 414-286-3687 (CELL) 414-708-5148 OR DISPATCHER @ 414-286-3687

22 IMMEDIATELY AFTER THE CONTRACTOR HAS COMPLETED ALL THE ELECTRICAL PULL BOXES / VAULTS, CONDUIT AND CONDUIT CONNECTIONS, AND JUST BEFORE ELECTRICAL WORK IS COVERED UP WITH CONRETE, SOIL, OR ETC. THE CONTRACTOR IS REQUIRED TO CONTACT THE CITY OF MILWAUKEE ELECTRICAL SHOP SUPERVISORS FOR FINAL INSPECTION AND APPROVAL OF ALL WORK.
STREET LIGHTING - NEAL KARWEIK (OFFICE) 414-286-5943 (CELL) 414-708-4245
STREET LIGHTING - MARK MACRAE (OFFICE) 414-286-5928 (CELL) 414-708-0434
STREET LIGHTING - DISPATCHER @ 414-286-3015
TRAFFIC SIGNALS - RUDY GUTIERREZ (OFFICE) 414-286-5941 (CELL) 414-708-5148
TRAFFIC SIGNALS - DISPATCHER @ 414-286-3687

23 CONDUIT WILL ONLY BE INSTALLED AFTER THE CURB IS POURED, UNLESS APPROVED BY BOTH THE ENGINEER & STREET LIGHTING SHOP SUPERVISOR.

24 CONDUIT END CAPS REQUIRED ON ALL EMPTY CONDUIT.

25 CONTRACTOR IS REQUIRED TO CONTACT THE CITY OF MILWAUKEE ELECTRICAL SERVICES FOR FINAL INSPECTION AND APPROVAL OF ALL ELECTRICAL WORK BEFORE ANY MATERIALS ARE COVERED UP OR BACKFILLED.

26 ALL PURPOSE ANTISEIZE (OR EQUIV) TO BE APPLIED ON ALL BOLTS AND SCREWS ESPECIALLY THE LIGHT POLE HAND HOLE PANEL. OXIDE INHIBITOR OX-4 (OR EQUIV) TO BE APPLIED ON ALL WIRE CONNECTION AND WIRE NUTS. TAG ALL CABLE DIRECTION IN VAULT AND HAND HOLE PANEL.

27 Provide three sets as-built drawings detailing the final placement of conduit, cabling, equipment, and geometric modifications under the contract. Provide PDF copy conforming to CMM 1-65.14, or record all changes in Red ink Only on the As-Let (Design) paper drawings. The City will reject as-builts with incomplete or incorrect content or not conforming to CMM standards.

28 RETURN ALL REMOVED STREET LIGHTING FIXTURES TO STREET LIGHTING FIELD OFFICE
(ATTN: MIKE GUERRERO)
1540 W. CANAL ST. MILWAUKEE WI 53233

UTILITY LINE CODE

SAN	SANITARY SEWER
STO	STORM SEWER
W	WATER
G	GAS
G	PROPOSED GAS
E	ELECTRIC
TE&ES	TRAFFIC & STREET LIGHTING
	OLD CITY UNDERGROUND CONDUIT
CUC	PROPOSED CITY UNDERGROUND CONDUIT
T	TELEPHONE
TV	CABLE

2

TRAFFIC & STREET LIGHTING GENERAL NOTES:

As-Built Guidelines:

Provide as-built drawings detailing the final placement of conduit, cabling, equipment, and geometric modifications under the contract. Provide PDF copy conforming to CMM 1-65.14, or record all changes in Red ink Only on the As-Let (Design) paper drawings. The engineer will reject as-builts with incomplete or incorrect content or not conforming to CMM standards.

It is critical that the Contractor work on the As-Built drawings while the job is progressing, so changes are documented while they are still fresh in your mind.

If there is a structure drawing, include all structures drawing sheets. It is the responsibility of the Contractor to insert any addendum or replacement drawing sheets. To do this, renumber them similarly to the original drawing sheet.

For example, "Revised Sheet 5" would replace sheet 5. However all original sheets shall remain in the As-Built. If the sheet has been replaced cross it out with an x and indicate the number of its replacement sheet. If additional sheets were added insert them in the logical location and label them with the previous sheet number followed by an "A","B","C", etc.

Note the sheet changes on the title sheet under the ORDER OF SHEETS.

The title sheet of the As-Built drawing should include the following info:

AS-BUILT DRAWING
SUPERVISER:
PROJECT MANAGER:
CONTRACTOR LEADER:
CONTRACTOR COMPANY:
WORK STARTED:
WORK COMPLETED:

Line out or cross out all changed information and write-in the corrected information above the original or close to it where ever possible. Use blank spaces on the drawing so notes are not superimposed. Drawings with excessive detail may require an alternate approach. Numbered changes or additions may-be shown on supplemental non-drawing sheets.

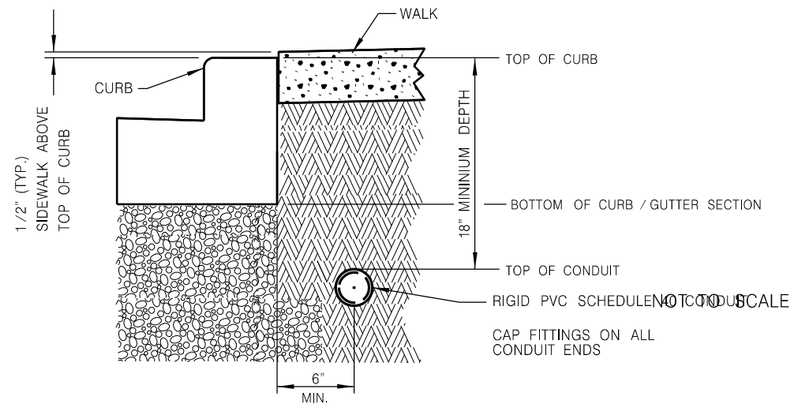
< Locate and clearly label all conduit runs, fittings, splice vaults, pull boxes, meter pedestals, concrete bases, transformers, poles and other appurtenances in two directions. Swing ties should be made from objects that are permanent in nature and visible on the finished surface.
< Street names shall be on all sheets.
< Show all sizes and material types of pipes and conduits, if changed or modified from original design.
< All horizontal distances shall be shown to the nearest tenth of a foot (i.e., 205.3'). All vertical distances shall be shown to the nearest inch (i.e., 24").
< Show location and elevations on pipes and fittings where changes or deflections in direction occur.
< Special detail drawings may be required where installations are not shown on approved construction drawings for whatever reason or where required for clarity.
< Typical service installation details with deviations from original plans or standard details shall be noted on as-built drawings.
< No arbitrary mark-ups will be permitted.

If there are no corrections or additions to the As-Let plan(s) put "NO CHANGE" on the sheet with other required As-Built information.

Send to:
City of Milwaukee
Infrastructure Services Division
Transportation Section
Street Lighting & CUC Engineering Manager
841 N. Broadway (Room 920)
Milwaukee, WI. 53202

2

NOTE: 1.) KEEP AREA BEHIND CURB FREE OF DEBRIS AND CONCRETE OVERPOUR.
2.) CONDUIT TO BE PLACED 6 INCHES ON CENTER DIRECTLY BEHIND CURB, UNLESS NOTED OR APPROVED BY ENGINEER.



100 DETAIL "A" — NOT TO SCALE

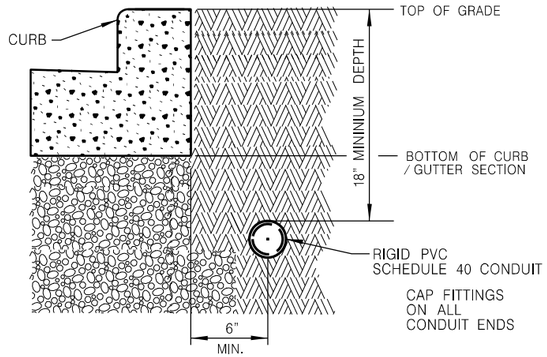
TYPICAL CONDUIT INSTALLATION BEHIND CURB

ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM STREET LIGHTING FORCES.
CONTACT DISPATCHER AT (414) 286–5944 FOR THE APPROPRIATE SHOP SUPERVISOR.

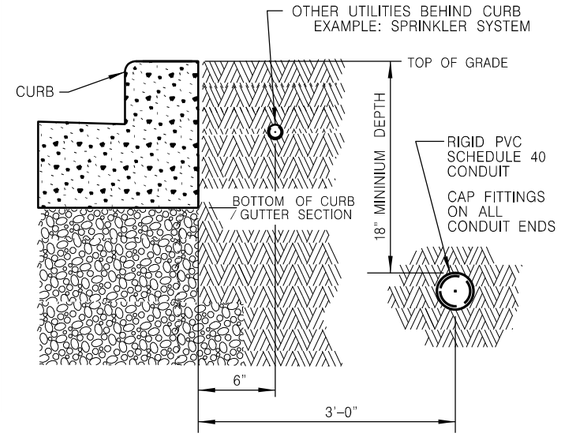
NOTE: 1.) KEEP AREA BEHIND CURB FREE OF DEBRIS AND CONCRETE OVERPOUR.

DETAIL "B"

CONDUIT TO BE PLACED 6" ON CENTER DIRECTLY BEHIND CURB, UNLESS NOTED OR APPROVED BY ENGINEER.



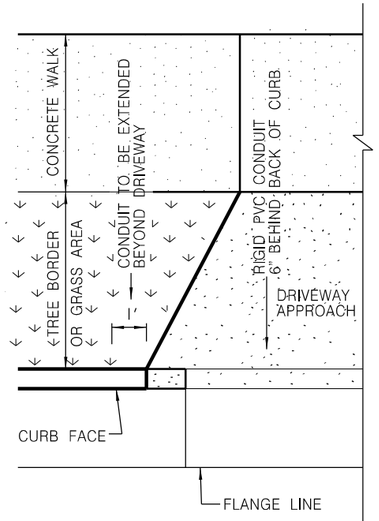
DETAIL "C"



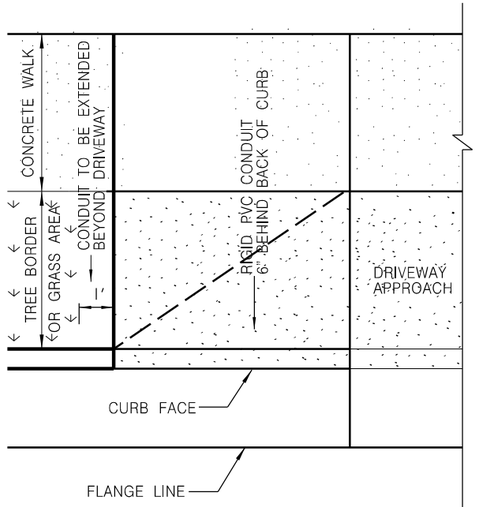
100 DETAIL "B" & "C" — NOT TO SCALE

TYPICAL CONDUIT INSTALLATION BEHIND CURB

ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM STREET LIGHTING FORCES.
CONTACT DISPATCHER AT (414) 286–5944 FOR THE APPROPRIATE SHOP SUPERVISOR.

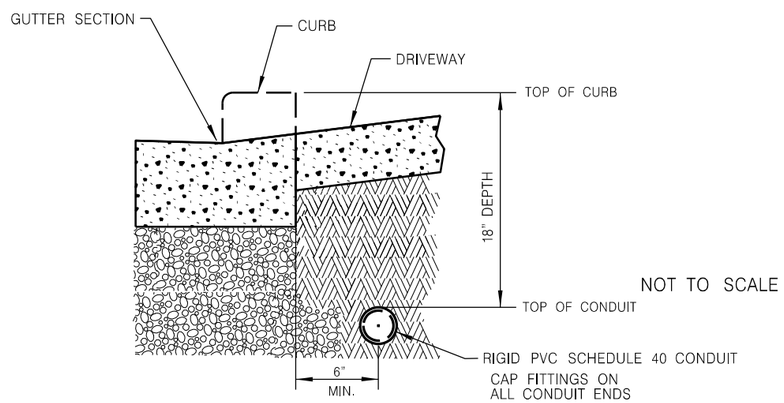


TYPICAL PLAN VIEW FOR FLARED DRIVEWAY



TYPICAL PLAN VIEW FOR DEPRESSED DRIVEWAY

NOTE: 1.) KEEP AREA BEHIND CURB FREE OF DEBRIS AND CONCRETE OVERPOUR.
2.) CONDUIT TO BE PLACED 6 INCHES ON CENTER DIRECTLY BEHIND CURB, UNLESS NOTED OR APPROVED BY ENGINEER.



NOT TO SCALE

101 DETAIL

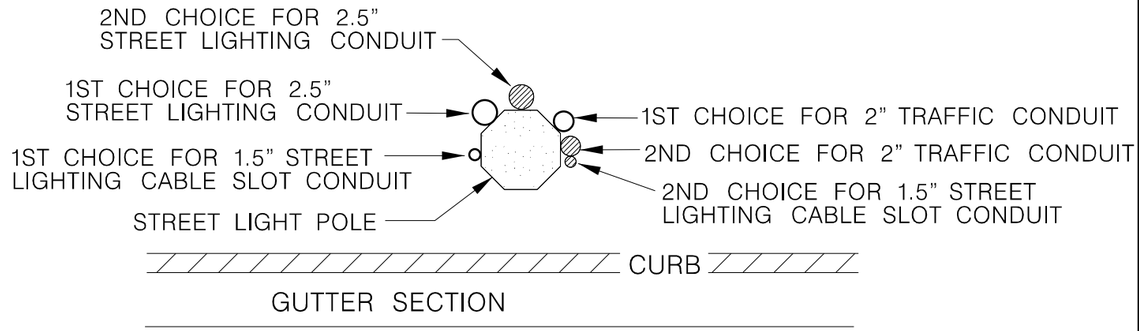
TYPICAL CONDUIT INSTALLATION UNDER DRIVEWAYS OR PEDESTRIAN RAMPS

NOT TO SCALE

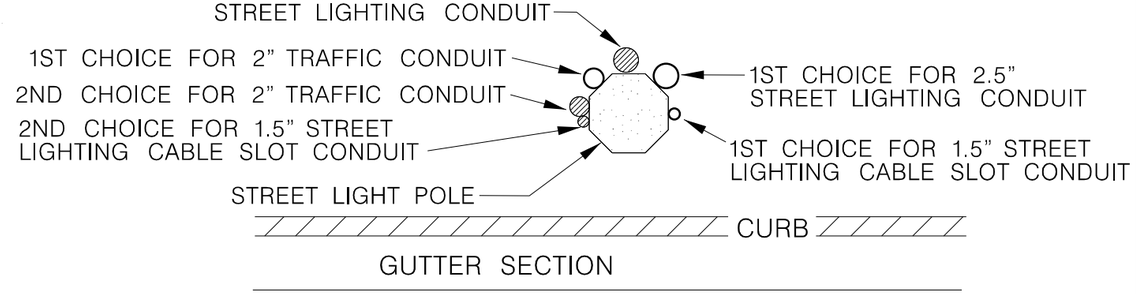
ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM STREET LIGHTING FORCES.
CONTACT DISPATCHER AT (414) 286-5944 FOR THE APPROPRIATE SHOP SUPERVISOR.

2

NOTE: CAP FITTINGS ON CONDUIT ENDS



DIRECTION OF TRAFFIC AT CURB



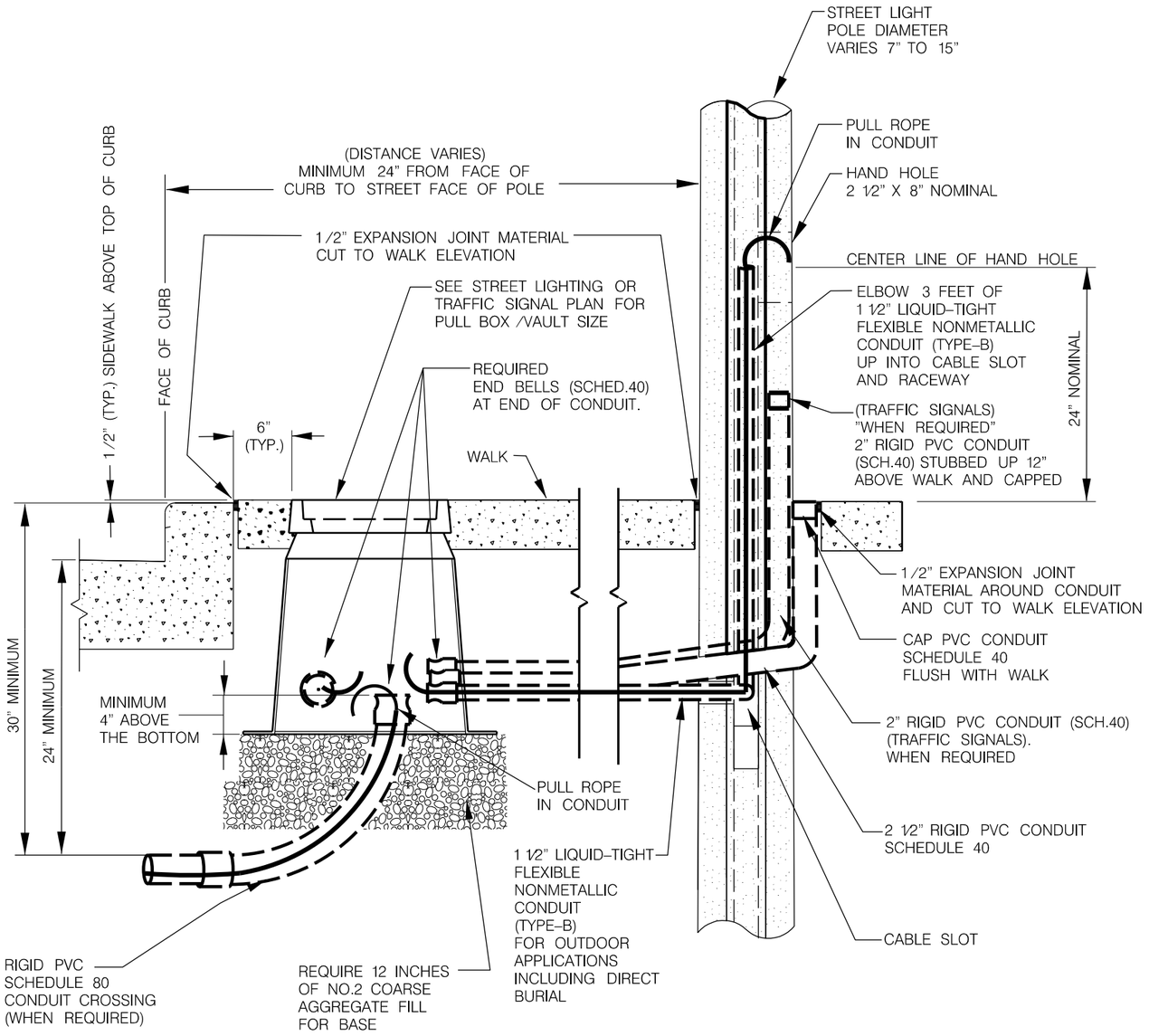
DIRECTION OF TRAFFIC AT CURB

104 DETAIL

TYPICAL TRAFFIC SIGNAL RISER AND STREET LIGHTING CONDUIT LOCATIONS ON LIGHT POLES DEPENDING ON DIRECTION OF TRAFFIC AT CURB

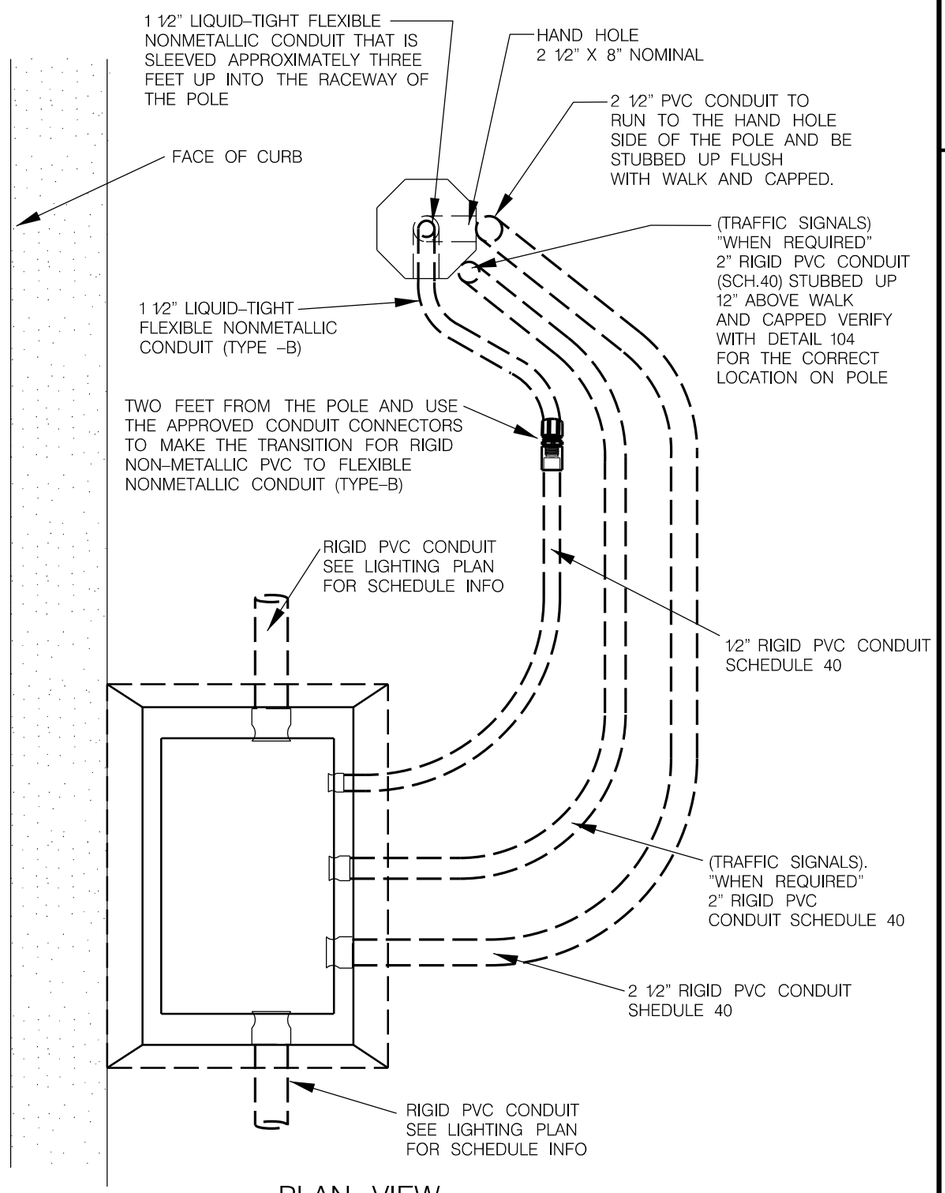
NOT TO SCALE

ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM TRAFFIC / STREET LIGHTING FORCES.
CONTACT DISPATCHER AT (414) 286-5944 FOR THE APPROPRIATE SHOP SUPERVISOR.



SECTION VIEW

NOT TO SCALE



PLAN VIEW

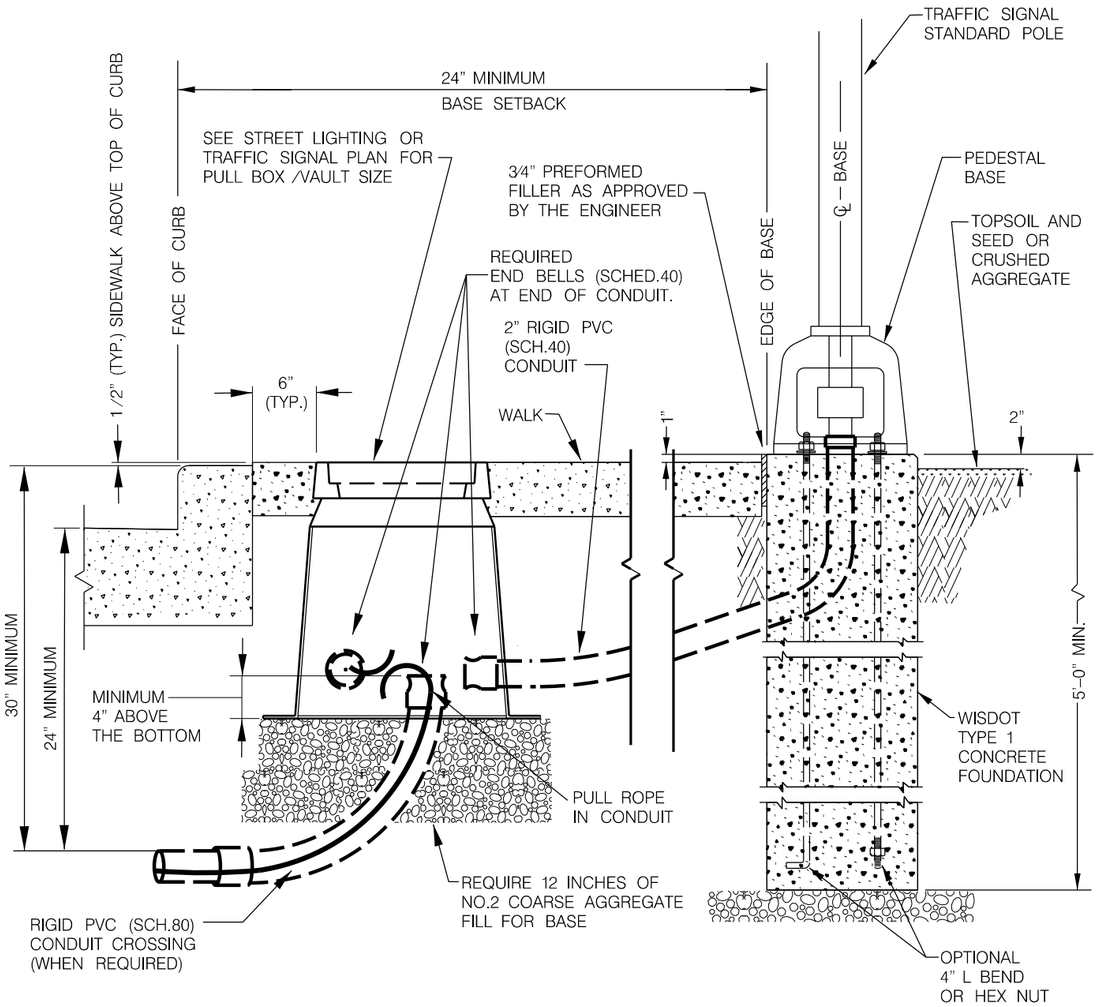
NOT TO SCALE

108A DETAIL VERSION

TYPICAL CONDUIT INSTALLATION FROM PULL BOX / VAULT TO POLE

ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM STREET LIGHTING FORCES. CONTACT DISPATCHER AT (414) 286–5944 FOR THE APPROPRIATE SHOP SUPERVISOR.

NOT TO SCALE

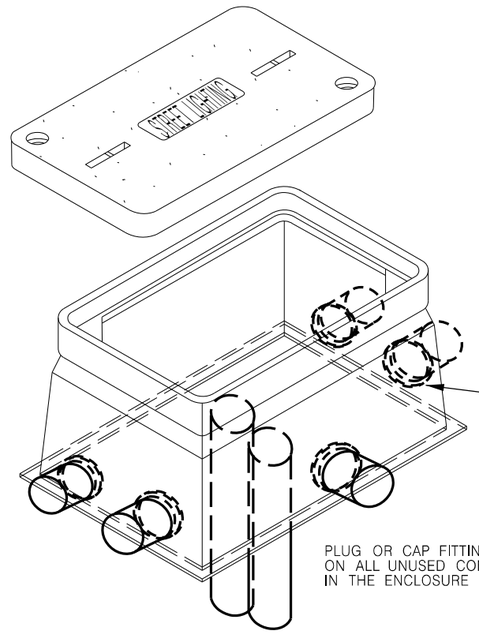


109 DETAIL

TYPICAL CONDUIT INSTALLATION FROM PULL BOX /VAULT TO SIGNAL STANDARD AND TYPICAL BASE INSTALLATION

ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM STREET LIGHTING FORCES.
CONTACT DISPATCHER AT (414) 286-5944 FOR THE APPROPRIATE SHOP SUPERVISOR.

NOT TO SCALE

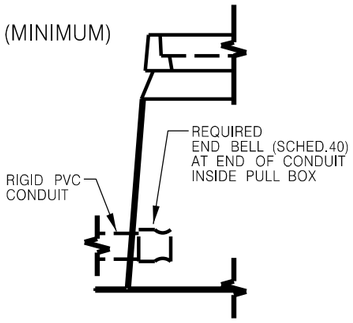


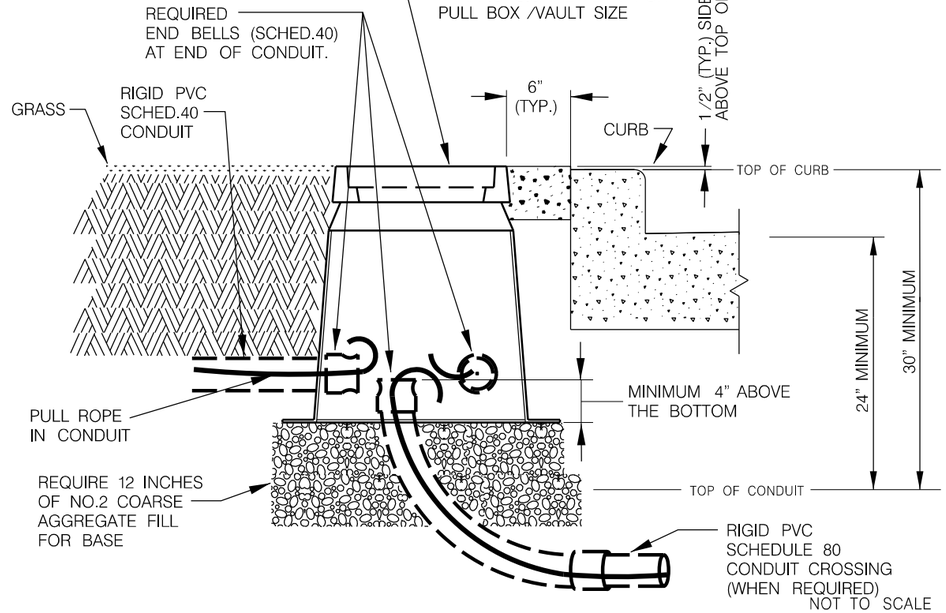
HEAVY DUTY COVER
W/ STREETLIGHTING LOGO
& W /2 BOLTS
COLOR: GRAY
TIER 15 RATING (MINIMUM)

PULL BOX /VAULT
FLARED WALL
BOX W /NO BASE
COLOR: GRAY
TIER 15 RATING (MINIMUM)
(VARIOUS SIZES)

REQUIRED END BELLS (SCHED.40) AT END OF CONDUIT.

PLUG OR CAP FITTINGS ON ALL UNUSED CONDUITS IN THE ENCLOSURE





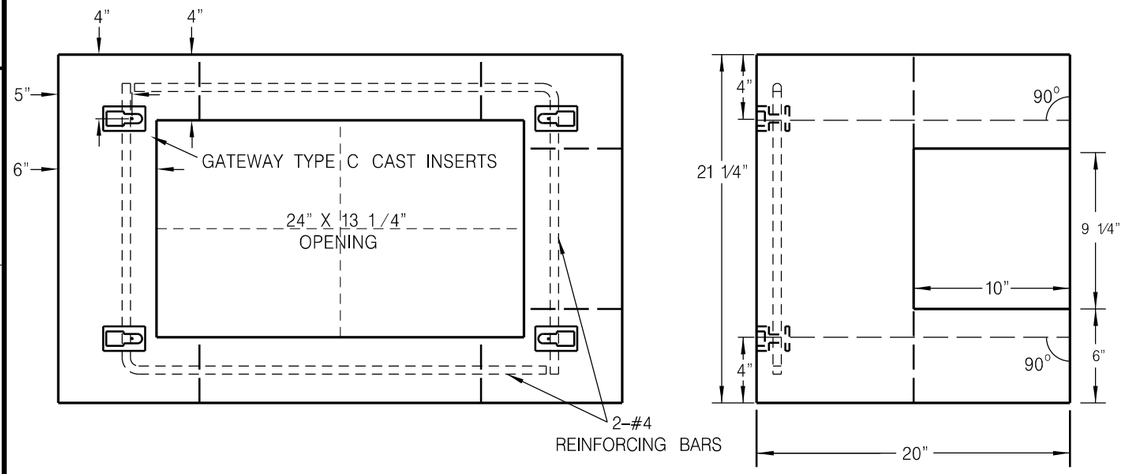
NOT TO SCALE

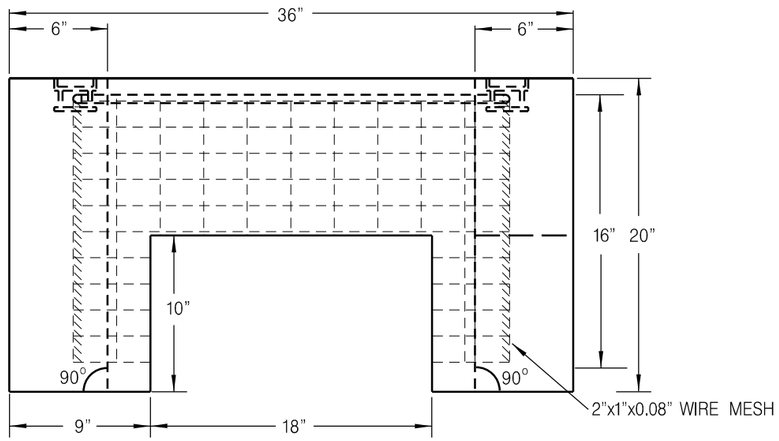
112 DETAIL

TYPICAL PULL BOX /VAULT INSTALLATION IN EITHER PAVEMENT OR GRASS AREAS

ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM STREET LIGHTING FORCES.
CONTACT DISPATCHER AT (414) 286-5944 FOR THE APPROPRIATE SHOP SUPERVISOR.

NOT TO SCALE





NOT TO SCALE

6 BAG MIX #1 STONE

COMM. CODE XXXX-XXX				
PRE-CAST CONCRETE FOUNDATION				
TRAFFIC SIGNAL CABINETS P1 AND P2				
TRAFFIC ENGINEERING AND ELECTRICAL SERVICES D.P.W. CITY OF MILWAUKEE				
TRAFFIC CONTROL MATERIAL				
DATE 8-30-16	SCALE N.T.S.	DRAWN JAR/JO	CHECKED SCB	APPROVED JCB
SUPERSEDES	REVISED DATE	DRG.		
SUPERSEDED BY	NEW DRG.	C-16-500-T		

125 DETAIL

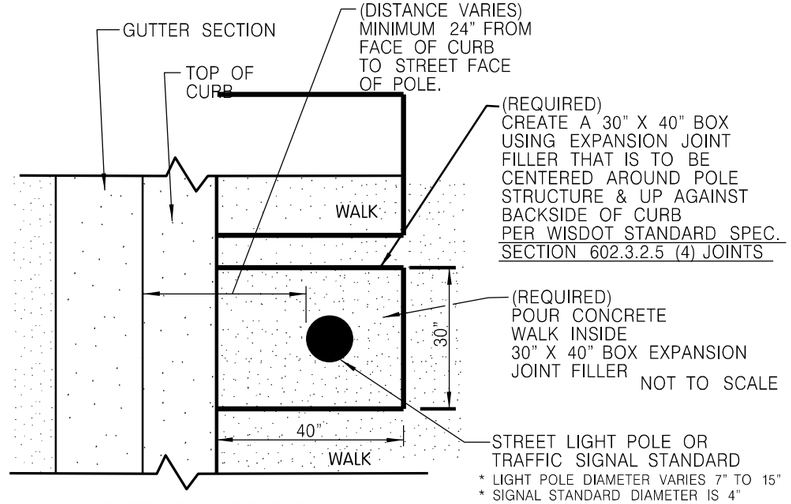
TYPICAL TRAFFIC CONTROL CABINET CONCRETE FOUNDATION

ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM TRAFFIC SIGNAL FORCES.
CONTACT DISPATCHER AT (414) 286-3687 FOR SHOP SUPERVISOR.

2

THE CONTRACTOR IS REQUIRED TO INSTALL EXPANSION JOINT FILLER INTO THE CONCRETE WALK, WHICH SHALL BE 1/2" WIDE MINIMUM TO BE USED TO CREATE A SEPARATION BETWEEN A SMALL CONCRETE AREA AROUND THE TRAFFIC & STREET LIGHTING FACILITIES AND THE REST OF THE CONCRETE WALK.

THE BOX SIZE OF THE AREA CREATED USING THE EXPANSION JOINT FILLER IS STANDARD AROUND LIGHT POLES AND TRAFFIC SIGNALS, BUT WILL VARY WHEN PLACED AROUND TRAFFIC & LIGHTING CONTROL CABINETS.



122 DETAIL VERSION #1

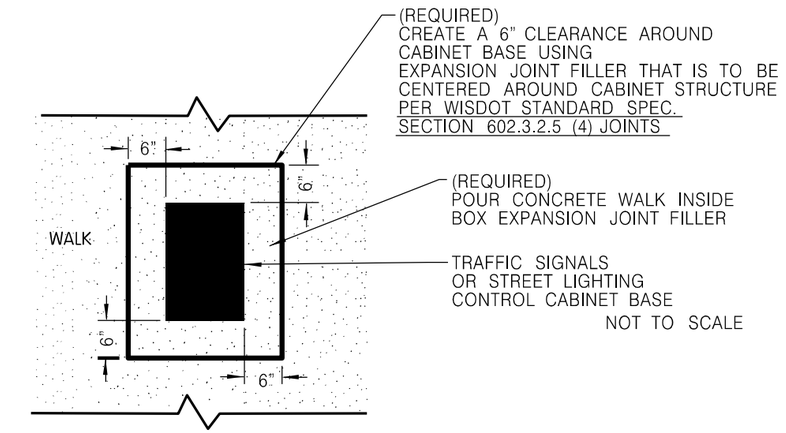
NOT TO SCALE

TYPICAL 30" X 40" BOX EXPANSION JOINT FILLER AROUND STREET LIGHTING AND TRAFFIC SIGNAL FACILITIES

ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM STREET LIGHTING FORCES.
CONTACT DISPATCHER AT (414) 286-5944 FOR THE APPROPRIATE SHOP SUPERVISOR.

THE CONTRACTOR IS REQUIRED TO INSTALL EXPANSION JOINT FILLER INTO THE CONCRETE WALK, WHICH SHALL BE 1/2" WIDE MINIMUM TO BE USED TO CREATE A SEPARATION BETWEEN A SMALL CONCRETE AREA AROUND THE TRAFFIC & STREET LIGHTING FACILITIES AND THE REST OF THE CONCRETE WALK.

THE BOX SIZE OF THE AREA CREATED USING THE EXPANSION JOINT FILLER IS STANDARD AROUND LIGHT POLES AND TRAFFIC SIGNALS, BUT WILL VARY WHEN PLACED AROUND TRAFFIC & LIGHTING CONTROL CABINETS.

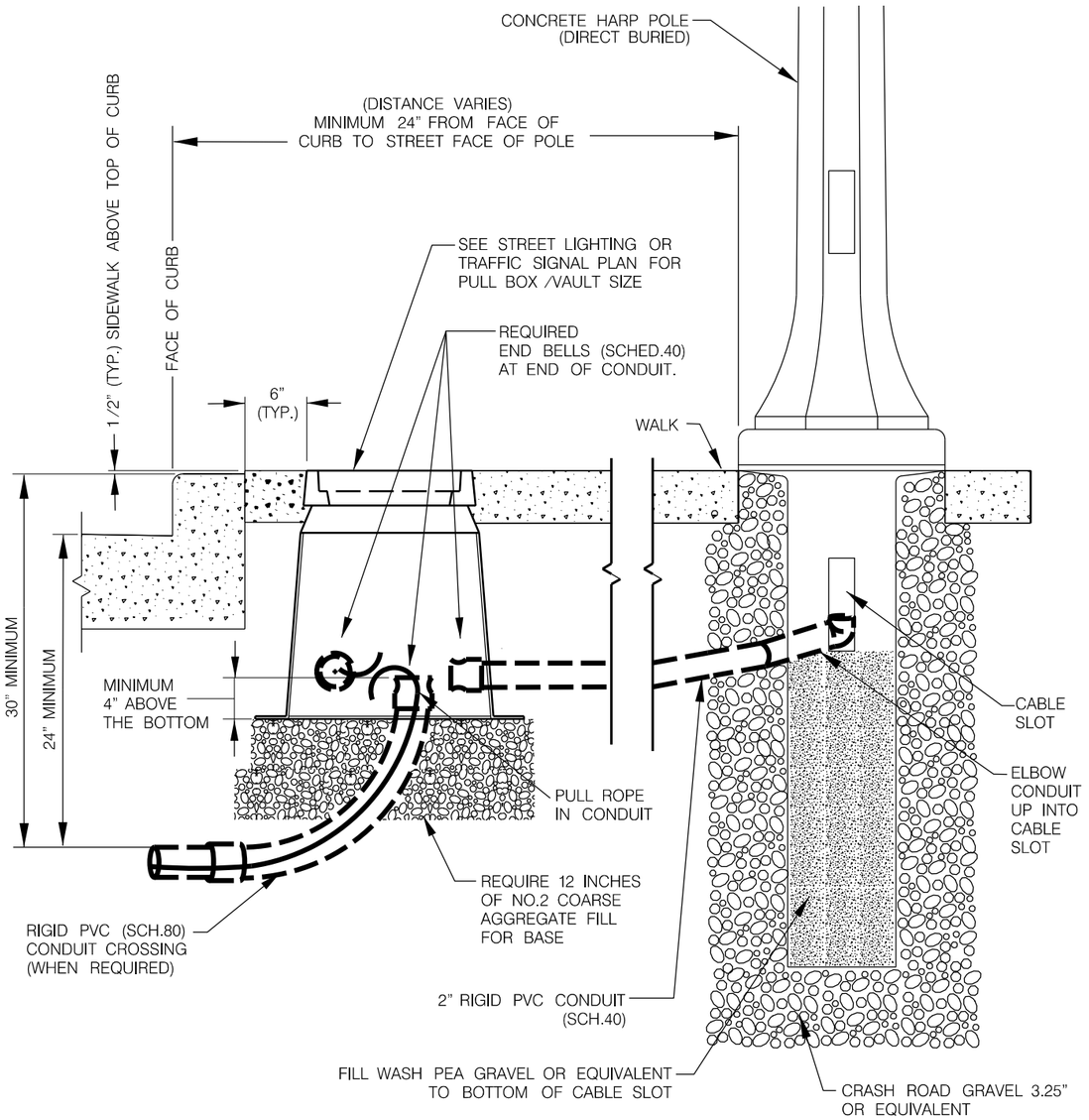


122 DETAIL VERSION #2

NOT TO SCALE

TYPICAL BOX EXPANSION JOINT FILLER AROUND TRAFFIC SIGNAL OR STREET LIGHTING CONTROL CABINET

ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM STREET LIGHTING FORCES.
CONTACT DISPATCHER AT (414) 286-5944 FOR THE APPROPRIATE SHOP SUPERVISOR.

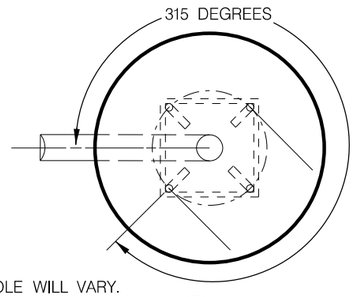


123 DETAIL

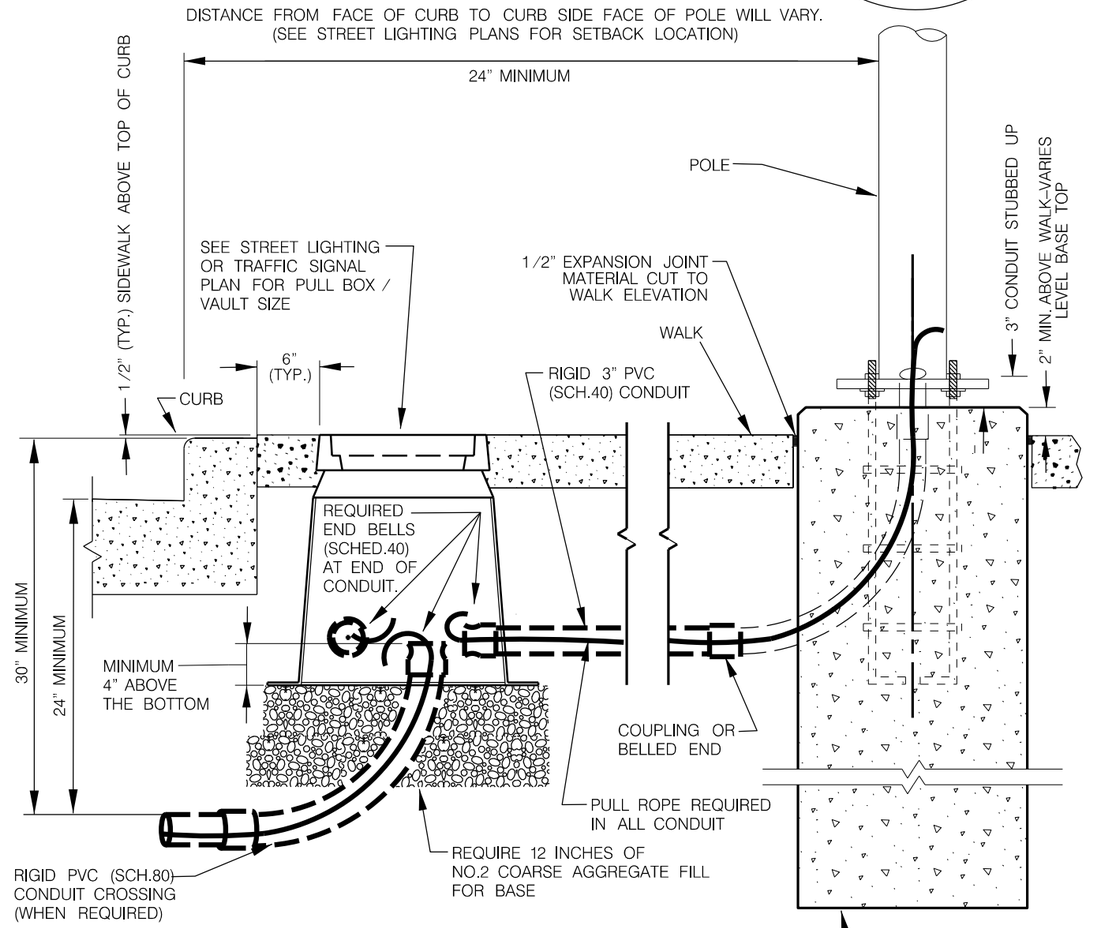
TYPICAL CONDUIT INSTALLATION
FROM PULL BOX TO CONCRETE HARP POLE

ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM STREET LIGHTING FORCES.
CONTACT DISPATCHER AT (414) 286–5944 FOR THE APPROPRIATE SHOP SUPERVISOR.

NOT TO SCALE



BOLT CIRCLE
TOP VIEW

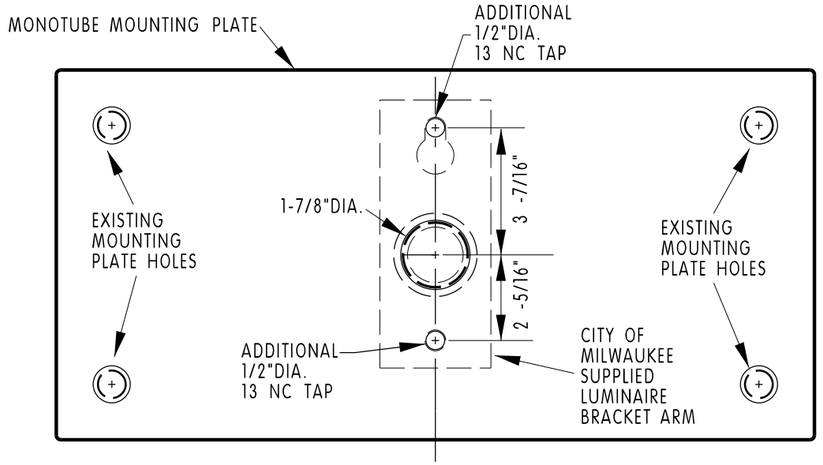


124 DETAIL

TYPICAL CONDUIT INSTALLATION
FROM PULL BOX / VAULT
TO CONCRETE BASE

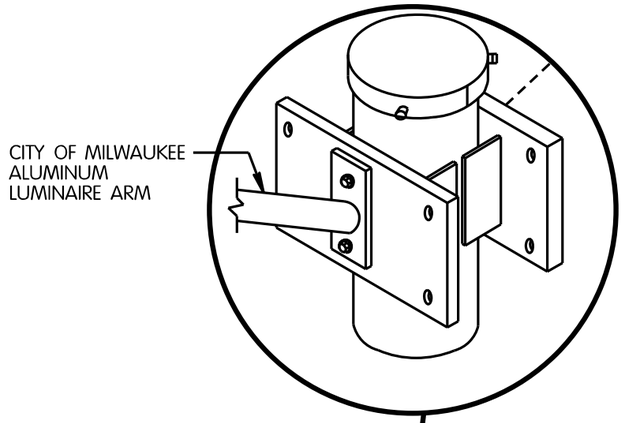
ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM STREET LIGHTING FORCES.
CONTACT DISPATCHER AT (414) 286–5944 FOR THE APPROPRIATE SHOP SUPERVISOR.

NOT TO SCALE

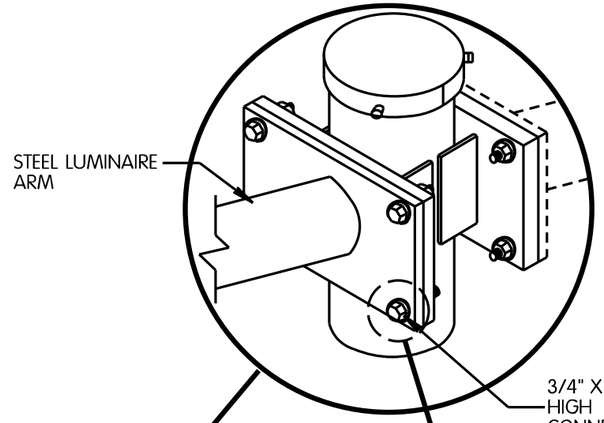


ADDITIONAL MOUNTING HOLES IN LUMINAIRE MOUNTING PLATE

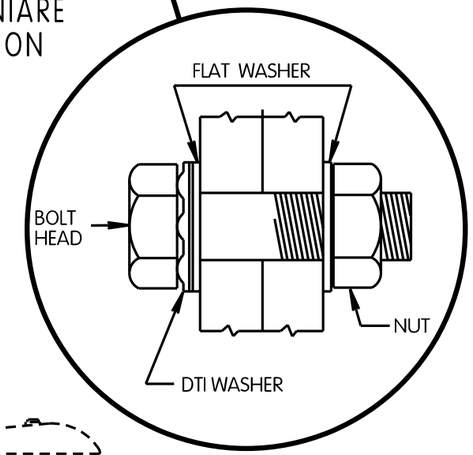
NOT TO SCALE



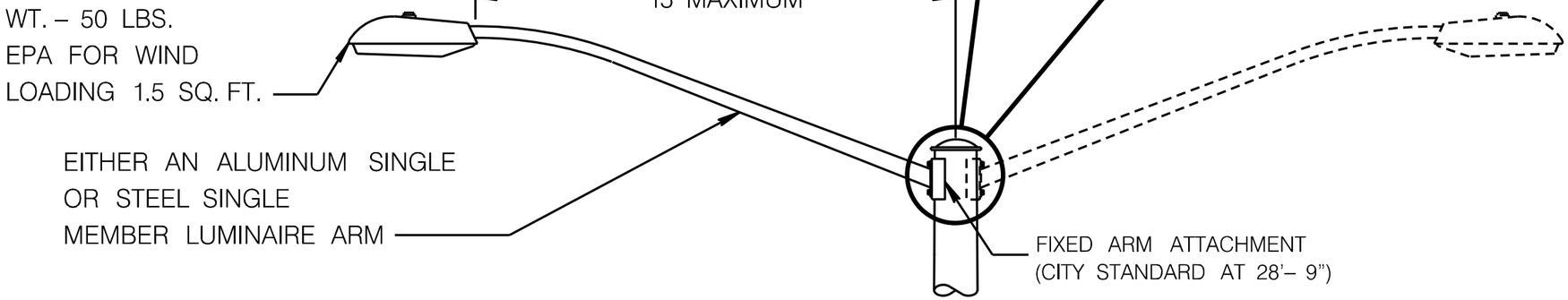
ALUMINUM LUMINIARE ARM OPTION



STEEL LUMINIARE ARM OPTION



RECOMMENDED BOLT ASSEMBLY DETAIL

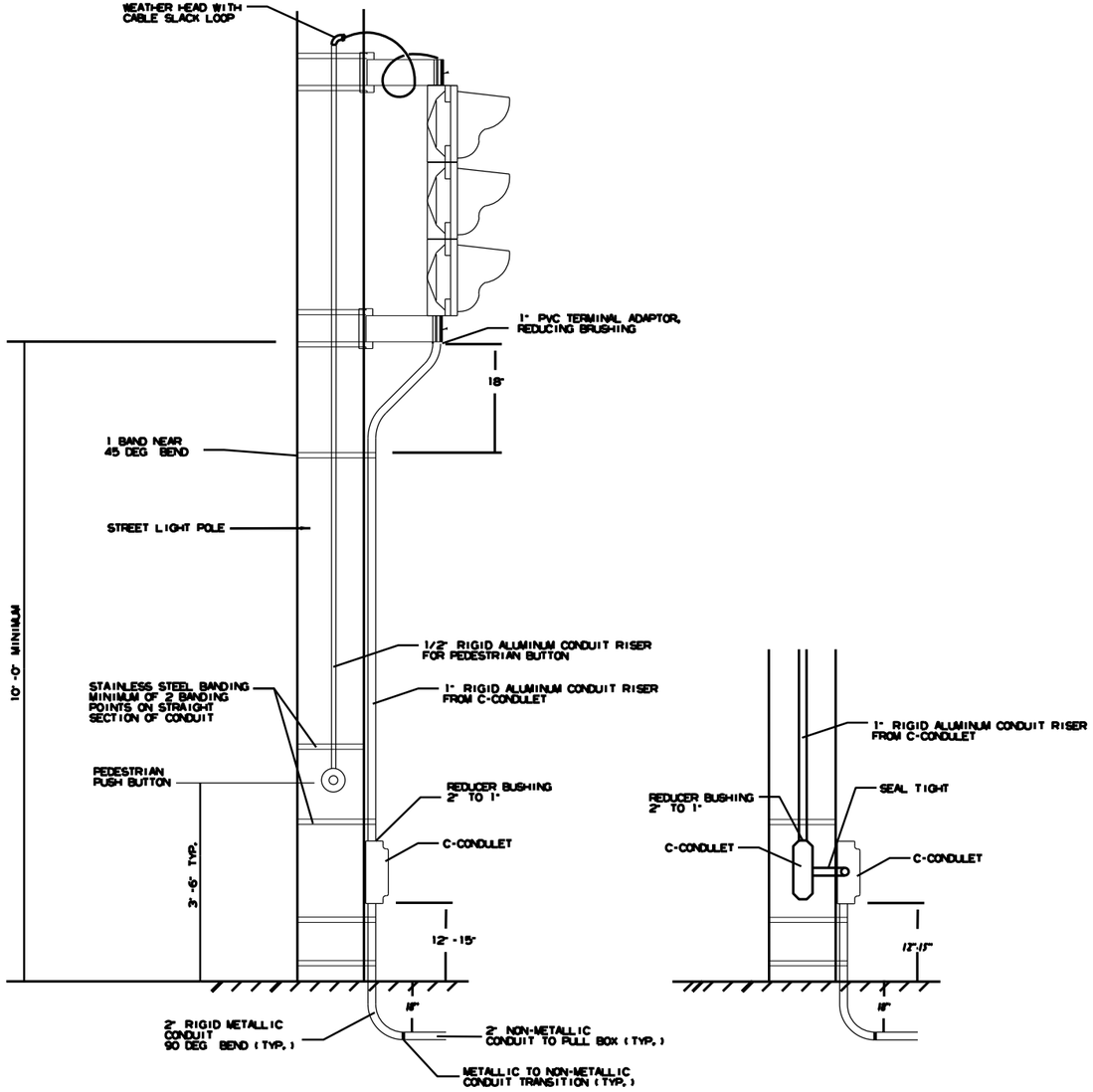


ADDITIONAL MOUNTING HOLES IN LUMINAIRE MOUNTING PLATE FOR

POLES: TYPE 10
TYPE 10 SPECIAL
TYPE 13

NOT TO SCALE

2



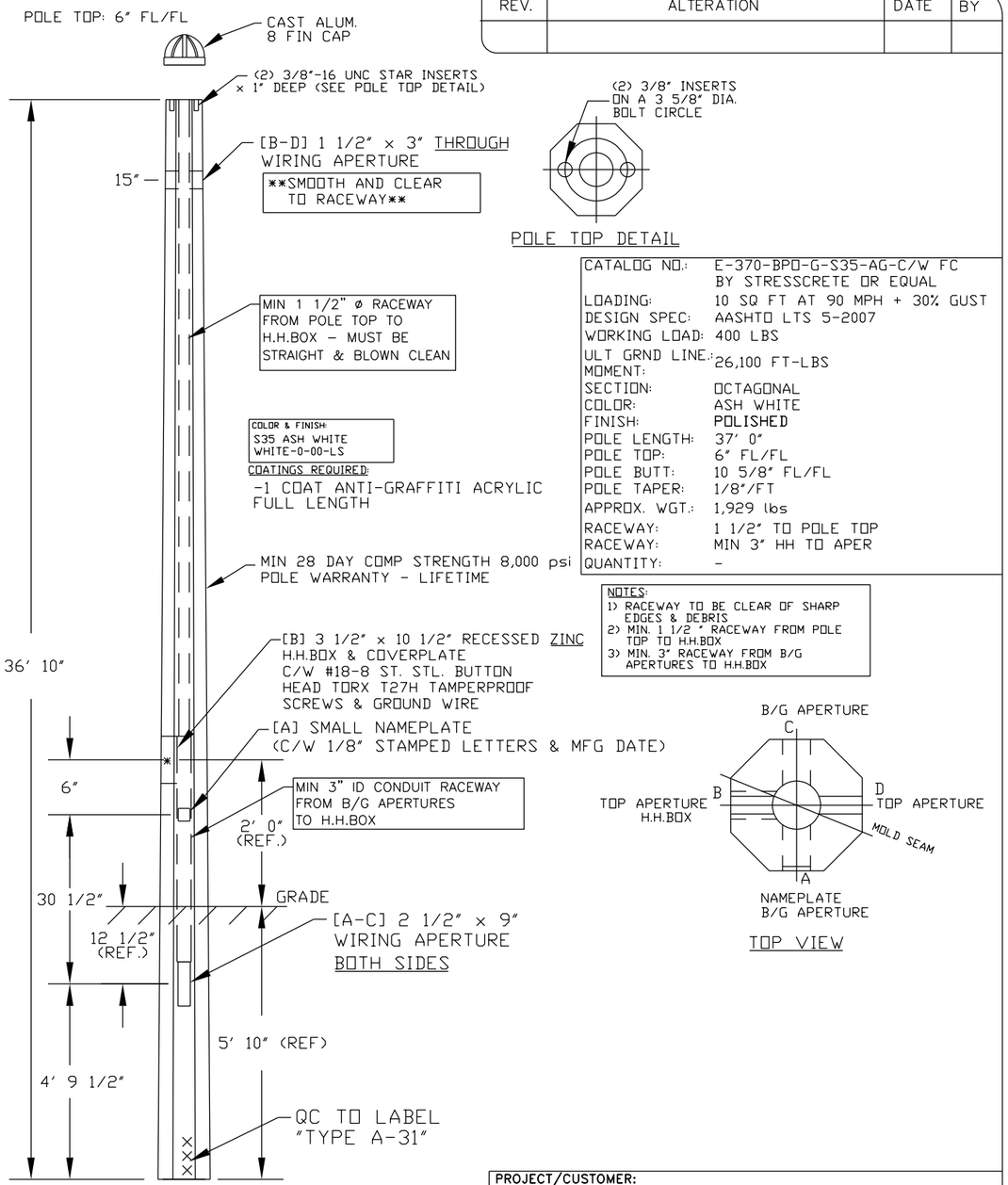
OPTION 1

OPTION 2

ELECTRICAL RISER

NTS

REV.	ALTERATION	DATE	BY



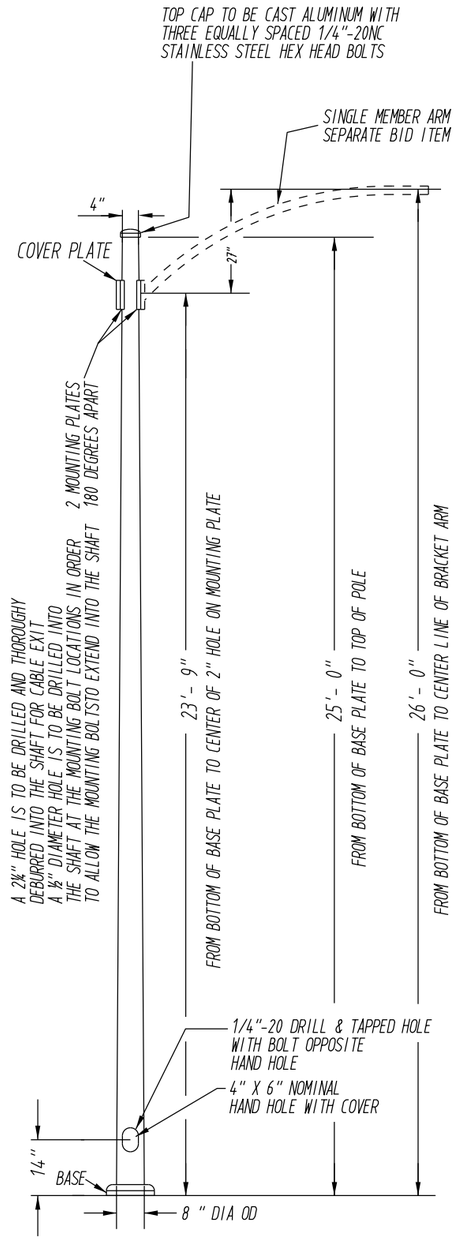
POLE TOP DETAIL

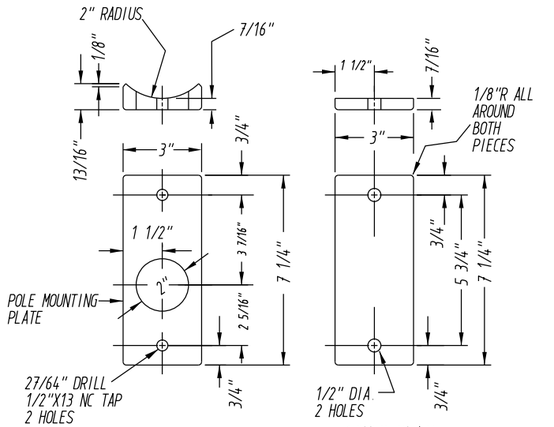
CATALOG NO.:	E-370-BPD-G-S35-AG-C/W FC BY STRESSCRETE OR EQUAL
LOADING:	10 SQ FT AT 90 MPH + 30% GUST
DESIGN SPEC:	AASHTO LTS 5-2007
WORKING LOAD:	400 LBS
ULT GRND LINE MOMENT:	26,100 FT-LBS
SECTION:	OCTAGONAL
COLOR:	ASH WHITE
FINISH:	POLISHED
POLE LENGTH:	37' 0"
POLE TOP:	6" FL/FL
POLE BUTT:	10 5/8" FL/FL
POLE TAPER:	1/8"/FT
APPROX. WGT.:	1,929 lbs
RACEWAY:	1 1/2" TO POLE TOP
RACEWAY:	MIN 3" HH TO APER
QUANTITY:	-

NOTES:
1) RACEWAY TO BE CLEAR OF SHARP EDGES & DEBRIS
2) MIN. 1 1/2 " RACEWAY FROM POLE TOP TO H.H.BOX
3) MIN. 3" RACEWAY FROM B/G APERTURES TO H.H.BOX

TOP VIEW

PROJECT/CUSTOMER: CITY OF MILWAUKEE SPEC. DWG.# E-54-56 (REV 11-25-86)				
DRAWN BY:	AT:	CHECKED BY:	DATE: 12-20-17	REVISION:
DRAWING TYPE: SPECIFICATION DRAWING			DRAWING NUMBER: TYPE A-31	

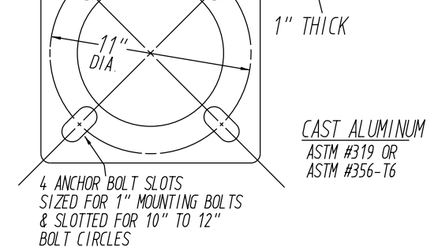




CAST ALUMINUM
ASTM #713 OR
ASTM #356-16

COVER PLATE
7/16" ALUMINUM SHEET STOCK ATTACHED WITH 1/2" x 13NC X1/2" LONG STAINLESS STEEL HEX HEAD BOLTS 1 PER POLE

BASE PLATE CASTING



CAST ALUMINUM
ASTM #319 OR
ASTM #356-T6

REVISED DATE:	REVISED BY:
SPEC. NO. 12c-C-1	

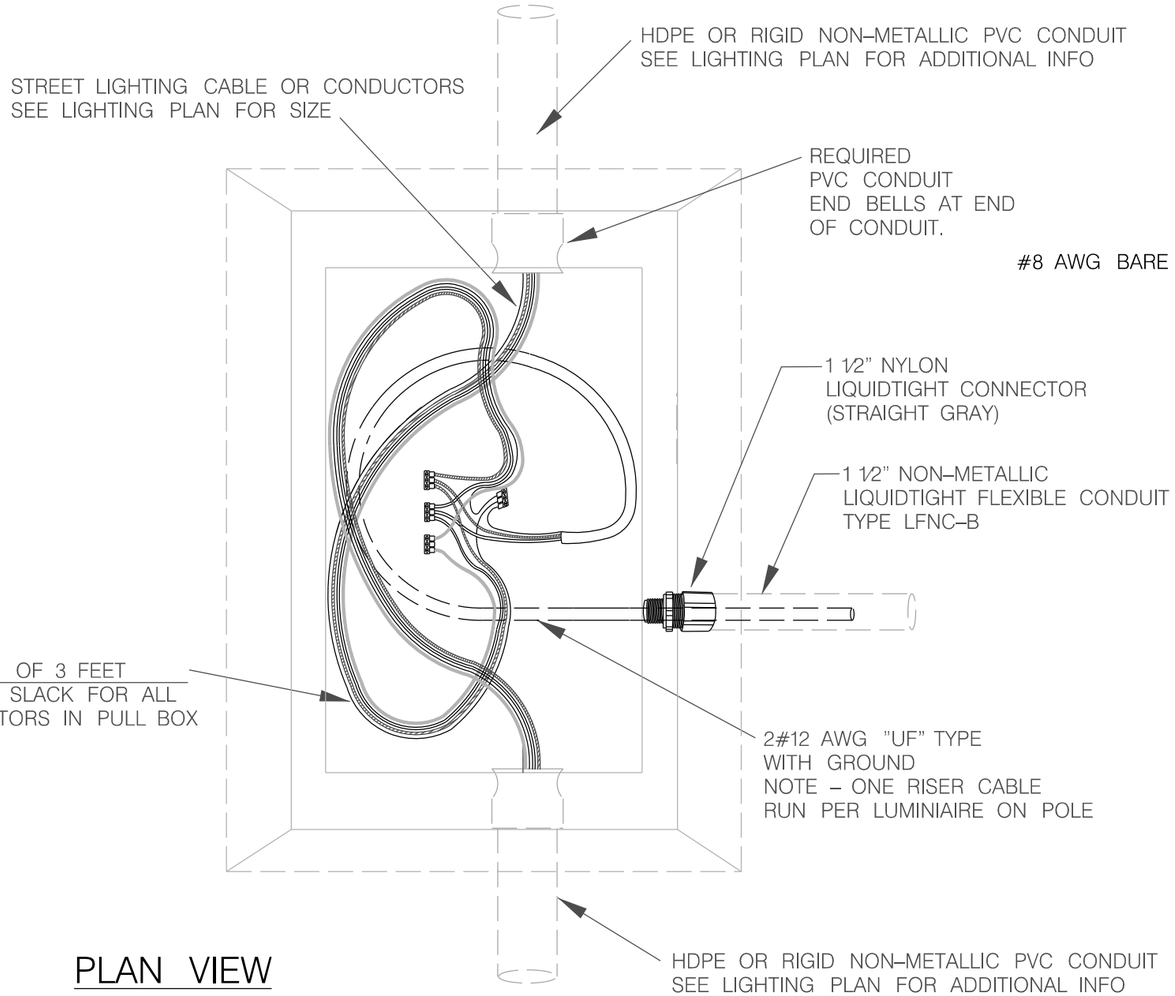
BOLT DOWN ALUMINUM POLE
25 FOOT MOUNTING HEIGHT

CITY OF MILWAUKEE D.P.W.
TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION
STREET LIGHTING DIVISION

DATE	SCALE	DRAWN	DESIGN	CHECKED	APPROVED
11-14-14	NONE	DK	BES	[illegible]	RWB

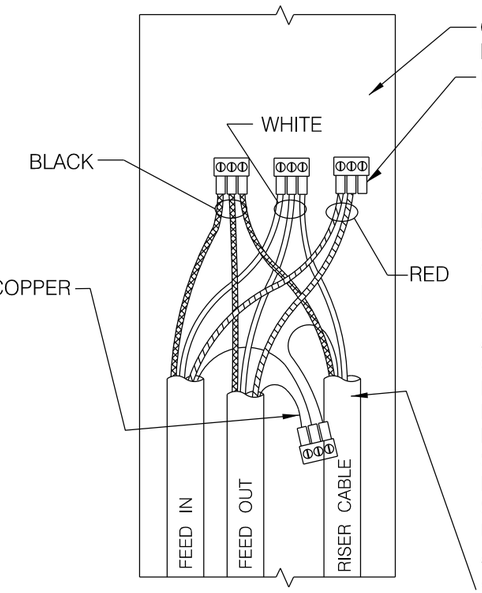
SUPERSEDES	DRG. # B-14-13
SUPERSEDED BY	

(25 FT. ALUMINUM, BOLT DOWN)



PLAN VIEW

NOT TO SCALE



DETAIL "A"

CONNECTIONS WITHIN PULL BOX

NOT TO SCALE

CIRCUIT SHOULD BE IDENTIFIED INSIDE PULL BOX

USE:
POLARIS EDGE CONNECTOR (ISPB2)
OR
MORRIS PRODUCTS SUBMERSIBLE INSULATED STREETLIGHTING CONNECTOR,
OR
EQUAL
3, 4, OR 6 PORT PRE–INSULATED CONNECTOR OR EQUAL.
DESIGNED FOR USE IN BELOW GRADE BOXES, DIRECT BURIAL AND SUBMERSIBLE
CONDUCTORS RANGE FROM #2⁄0–#14
RATED FOR 600 VOLTS
DUAL RATED FOR CU. OR AL.
INSULATED WITH HIGH DIELECTRIC STRENGTH ABRASION AND CHEMICAL RESISTANT RUBBER
SET SCREWS OR APPROVED EQUAL
UL 486D LISTED FOR DIRECT BURIAL AND SUBMERSIBLE APPLICATIONS

"RISER CABLE"
2#12 AWG TYPE "UF" WITH GROUND
CABLE WITHOUT SPLICES TO HAND HOLE ON POLE (PER LUMINAIRE)

NOTES:

PULL ROPE /TAPE SHALL BE INSTALLED IN ALL NEW CONDUITS.

CONTRACTOR SHALL SUPPLY AS–BUILT DRAWINGS (.PDF FORMAT) FOR ALL THE WORK BEING DONE.

PROVIDE MINIMUM WIRE SLACK FOR PULL BOXES: 3–FT ONE WAY IN OR OUT

PROVIDE REMOVABLE SEALANT SUCH AS DUCT SEAL IN THE CONDUITS AT THE CABINETS, PULL BOXES AND JUNCTION BOXES TO AVOID CONDENSATION CAUSED BY AIRFLOW THROUGH THE CONDUITS DUE TO TEMPERATURE DIFFERENCE. THIS WORK SHALL BE INCIDENTAL TO ASSOCIATED CONDUIT PAY ITEM.

IMMEDIATELY AFTER THE CONTRACTOR HAS COMPLETED ALL THE ELECTRICAL PULL BOXES /VAULTS, CONDUIT AND CONDUIT CONNECTIONS, AND JUST BEFORE ELECTRICAL WORK IS COVERED UP WITH CONRETE, SOIL, OR ETC. THE CONTRACTOR IS REQUIRED TO CONTACT THE CITY OF MILWAUKEE ELECTRICAL SHOP MANAGERS FOR FINAL INSPECTION AND APPROVAL OF ALL WORK. THESE NAMES AND NUMBERS CAN BE FOUND ON THE STREET LIGHTING GENERAL NOTES SHEET, ITEM#23.

124 DETAIL

TYPICAL WATERTIGHT MULTI–PORT CONNECTIONS

SPLICING CONDUCTORS WITHIN THE PULL BOX

ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM STREET LIGHTING FORCES. CONTACT DISPATCHER AT (414) 286–5944 FOR THE APPROPRIATE SHOP SUPERVISOR.

NOTES:

1. SECONDARY CABLE RISER WITH PVC COVER ON SPECIFIED CIRCUIT.
2. EXISTING CONDUIT AND/OR CABLE TO REMAIN IN SERVICE. EXCAVATE 5' CABLE LENGTH ALLOWANCE FOR CONNECTION SHOWN IN STREET LIGHTING PLAN.
3. MINIMUM CLEARANCE AT CENTER OF SPAN: 17-FT. ABOVE ROADWAY OR GRADE.
4. TEMPORARY 240V FIXTURES WIRED PHASE TO NEUTRAL USING ALUMINUM TRIPLEX OR FLATSTRAP, LOAD BALANCED AS SPECIFIED BY BLACK/RED TERMINATION.
5. ALL LUMINAIRES AND AERIAL CABLES ARE SEPARATE BID ITEMS AND ARE NOT PART OF THE BID ITEM "WOOD POLE 40-FOOT". ALL REMAINING ITEMS SUCH AS WIRE ROPE TETHERS, WIRE CLIPS, DRIVE HOOKS, SERVICE SLEEVES, HEAVY DUTY INSULATED PULLY CLEVISES ARE INCIDENTAL TO BID ITEM "WOOD POLE 40-FOOT".
6. TEMPORARY OVERHEAD FOR HIGH VOLTAGE CIRCUITRY IS THE RESPONSIBILITY OF CITY OF MILWAUKEE ELECTRICAL SERVICES. THIS OVERHEAD CABLING IS 2200V, 6.6A . PROMPTLY NOTIFY BES IF ANY ALTERATIONS ARE REQUIRED. HIGH VOLTAGE TEMPORARY OVERHEAD TO REMAIN IN PLACE AFTER PROJECT COMPLETION.

N

W. HAMPTON AVE.

N. 60th St.

N. 58th St.

N. 57th St.

N. 56th St.

N. 55th St.

PROTECT & ADJUST EXISTING 1#8HS CIR.NM-9 TO BE REUSED

CAUTION 2200V 6.6A PRIMARY CIRCUIT TO REMAIN IN SERVICE

#4804 21' CONCRETE DIRECT BURY 6' ARM, 100W HPS BURIED STEPDOWN XFMR TO REMAIN IN SERVICE

#5738 DISCONNECT & REMOVE 30' AL BOLT DOWN CONCRETE BASE 2EA.-6' MITCHELL ARM 2EA.-250W HPS (UNBALLASTED) STA.280WB+10.0;11.0'RT

1#8HS CIR.NM-9 ABANDON

ABANDON 2#4/1#8LTP CIR.NM-9

ABANDON 1#8HS CIR.NM-9

ABANDON 1#8HS CIR.NM-7

ABANDON 2#4/1#8LTP CIR.NM-8

#5804 DISCONNECT & REMOVE & REMOVE 30' AL BOLT DOWN CONCRETE BASE 2EA.-6' MITCHELL ARM 2EA.-250W HPS (UNBALLASTED) STA.280WB+10.0;11.0'RT

#4771 21' CONCRETE DIRECT BURY 6' ARM, 100W HPS BURIED STEPDOWN XFMR TO REMAIN IN SERVICE

#4803 21' CONCRETE DIRECT BURY 6' ARM, 100W HPS BURIED STEPDOWN XFMR TO REMAIN IN SERVICE

#5602 DISCONNECT & REMOVE 30' AL BOLT DOWN CONCRETE BASE 2EA.-6' MITCHELL ARM 2EA.-250W HPS (UNBALLASTED) STA.280WB+10.0;11.0'RT

#4777 21' CONCRETE DIRECT BURY 6' ARM, 100W HPS BURIED STEPDOWN XFMR TO REMAIN IN SERVICE

#5804 DISCONNECT & REMOVE 30' AL BOLT DOWN CONCRETE BASE 2EA.-6' MITCHELL ARM 2EA.-250W HPS (UNBALLASTED) STA. 41+19;28.0'RT

#5702 DISCONNECT & REMOVE 30' AL BOLT DOWN CONCRETE BASE 2EA.-6' MITCHELL ARM 2EA.-250W HPS (UNBALLASTED)

#5638 DISCONNECT & REMOVE 30' AL BOLT DOWN CONCRETE BASE 2EA.-6' MITCHELL ARM 2EA.-250W HPS (UNBALLASTED)

#4781 21' CONCRETE DIRECT BURY 6' ARM, 100W HPS BURIED STEPDOWN XFMR TO REMAIN IN SERVICE

#5804 DISCONNECT & REMOVE 30' AL BOLT DOWN CONCRETE BASE 2EA.-6' MITCHELL ARM 2EA.-250W HPS (UNBALLASTED) STA. 41+19;28.0'RT

ABANDON 1#8HS CIR.NM-8

ABANDON 2#4/1#8LTP CIR.NM-8

BLDG

276WB 277WB 278WB 279WB 280WB 281WB 282WB 283WB 284WB 285WB 286WB 287WB 288WB 289WB

276EB 277EB 278EB 279EB 280EB 281EB 282EB 283EB 284EB 285EB 286EB 287EB 288EB 289EB

CAUTION THE CONTRACTOR IS RESPONSIBLE FOR NOT BACK-FEEDING CIRCUITS PRIOR TO DISCONNECTING ANY BRANCH CIRCUITS FROM ORIGINAL SOURCE.

CONTACT CITY OF MILWAUKEE BES FOR LOCKOUT/TAGOUT OF SUBSTATION CIRCUITS. FIELD CONDITIONS MAY VARY.

CONTRACTOR IS TO PROVIDE CONTACT INFORMATION AND 24/7 AVAILABILITY IN EVENT OF DAMAGE OR KNOCK DOWN WITHIN PAVING LIMITS. TARGET RESPONSE TIME IS 2 HOURS.

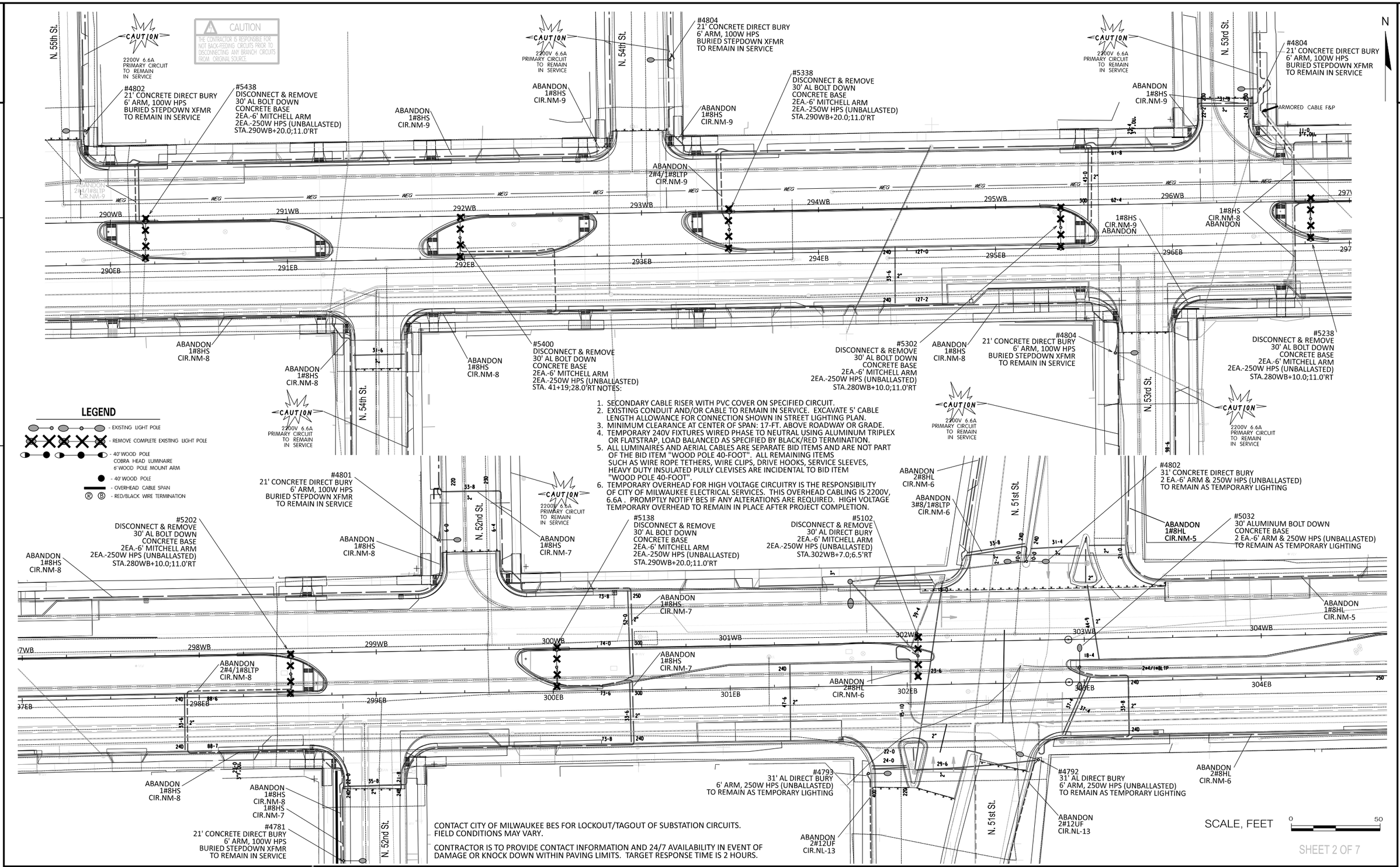
LEGEND

- EXISTING LIGHT POLE
- REMOVE COMPLETE EXISTING LIGHT POLE
- 40'WOOD POLE COBRA HEAD LUMINAIRE 6'WOOD POLE MOUNT ARM
- 40'WOOD POLE
- OVERHEAD CABLE SPAN
- Ⓡ Ⓑ - RED/BLACK WIRE TERMINATION

SCALE, FEET 0 50

SHEET 1 OF 7

STATE PROJECT NO: 2545–09–71	HWY: W. HAMPTON AVE.	COUNTY: MILWAUKEE	STREET LIGHTING TEMPORARY & REMOVALS	SHEET 227	E



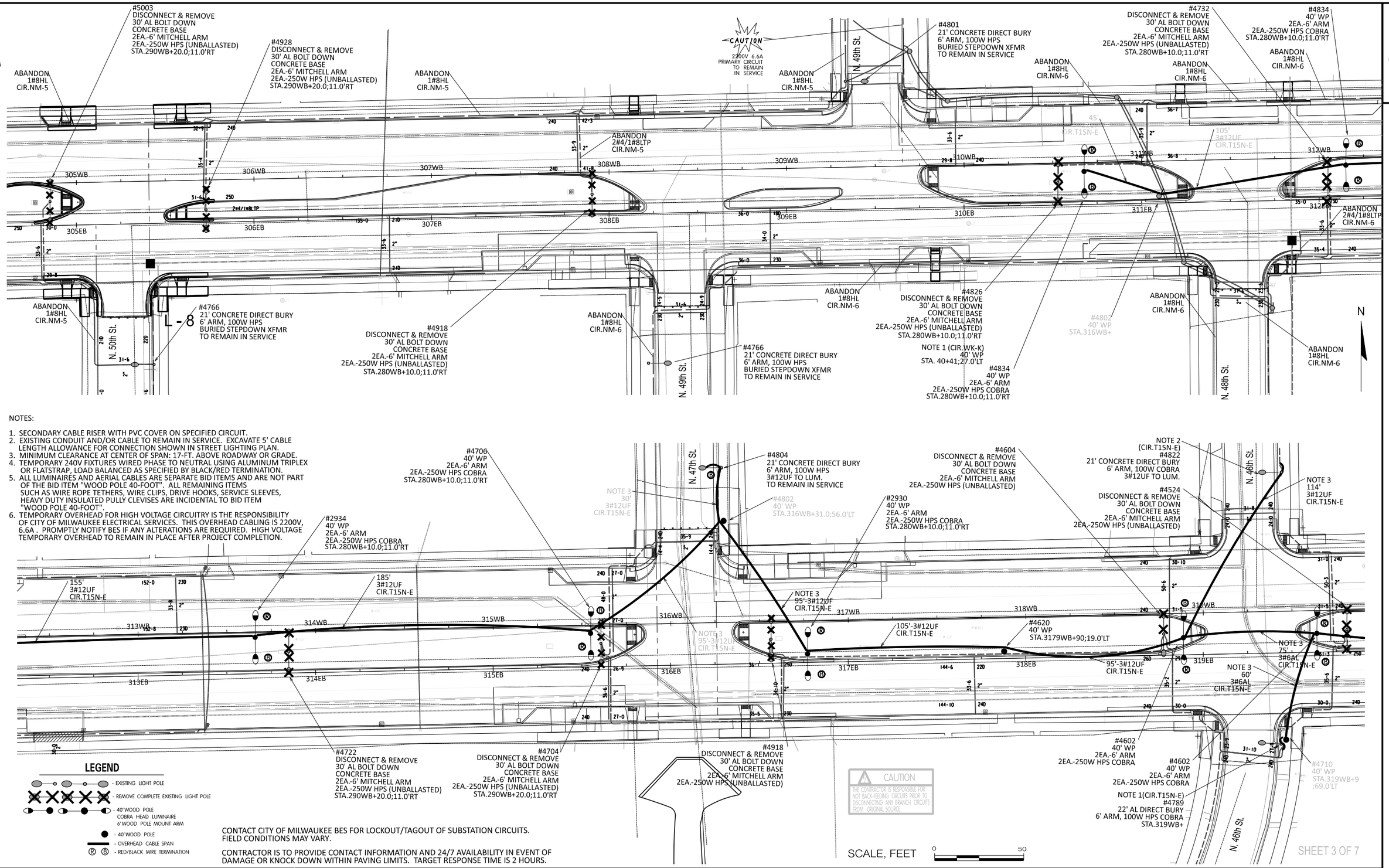
1. SECONDARY CABLE RISER WITH PVC COVER ON SPECIFIED CIRCUIT.
2. EXISTING CONDUIT AND/OR CABLE TO REMAIN IN SERVICE. EXCAVATE 5' CABLE LENGTH ALLOWANCE FOR CONNECTION SHOWN IN STREET LIGHTING PLAN.
3. MINIMUM CLEARANCE AT CENTER OF SPAN: 17-FT. ABOVE ROADWAY OR GRADE.
4. TEMPORARY 240V FIXTURES WIRED PHASE TO NEUTRAL USING ALUMINUM TRIPLEX OR FLATSTRAP, LOAD BALANCED AS SPECIFIED BY BLACK/RED TERMINATION.
5. ALL LUMINAIRES AND AERIAL CABLES ARE SEPARATE BID ITEMS AND ARE NOT PART OF THE BID ITEM "WOOD POLE 40-FOOT". ALL REMAINING ITEMS SUCH AS WIRE ROPE TETHERS, WIRE CLIPS, DRIVE HOOKS, SERVICE SLEEVES, HEAVY DUTY INSULATED PULLY CLEVISES ARE INCIDENTAL TO BID ITEM "WOOD POLE 40-FOOT".
6. TEMPORARY OVERHEAD FOR HIGH VOLTAGE CIRCUITRY IS THE RESPONSIBILITY OF CITY OF MILWAUKEE ELECTRICAL SERVICES. THIS OVERHEAD CABLING IS 2200V, 6.6A . PROMPTLY NOTIFY BES IF ANY ALTERATIONS ARE REQUIRED. HIGH VOLTAGE TEMPORARY OVERHEAD TO REMAIN IN PLACE AFTER PROJECT COMPLETION.

CONTACT CITY OF MILWAUKEE BES FOR LOCKOUT/TAGOUT OF SUBSTATION CIRCUITS. FIELD CONDITIONS MAY VARY.

CONTRACTOR IS TO PROVIDE CONTACT INFORMATION AND 24/7 AVAILABILITY IN EVENT OF DAMAGE OR KNOCK DOWN WITHIN PAVING LIMITS. TARGET RESPONSE TIME IS 2 HOURS.

STATE PROJECT NO: 2545–09–71	HWY: W. HAMPTON AVE.	COUNTY: MILWAUKEE	STREET LIGHTING TEMPORARY & REMOVALS	SHEET 228	E

FILE NAME : W:\bes_WisDot\2022\(2545–09–01)71) wHampton Ave – 60th to Teutonia\100%\hampton overhead contractor installed.dgn
PLOT DATE : 31–OCT–2022 13:47
PLOT BY : lhickm
PLOT NAME :
PLOT SCALE : 1:49.9854
WISDOT/CADDS SHEET 42



NOTES:

1. SECONDARY CABLE RISER WITH PVC COVER ON SPECIFIED CIRCUIT.
2. EXISTING CONDUIT AND/OR CABLE TO REMAIN IN SERVICE. EXCAVATE 5' CABLE LENGTH ALLOWANCE FOR CONNECTION SHOWN IN STREET LIGHTING PLAN.
3. MINIMUM CLEARANCE AT CENTER OF SPAN: 17-FT. ABOVE ROADWAY OR GRADE.
4. TEMPORARY 240V FIXTURES WIRED PHASE TO NEUTRAL USING ALUMINUM TRIPLEX OR FLATSTRAP. LOAD BALANCED AS SPECIFIED BY BLACK/RED TERMINATION.
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LEGEND

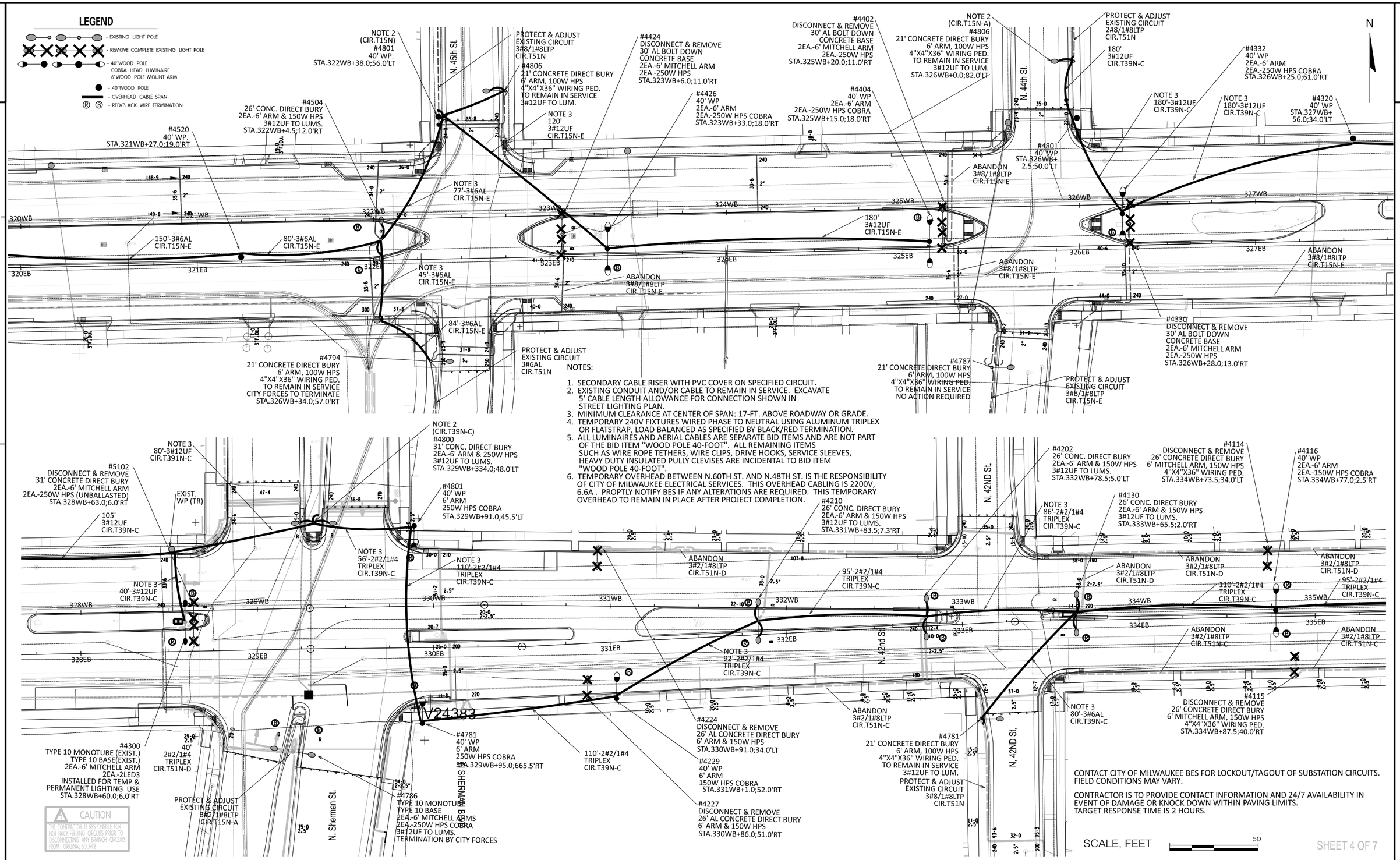
- EXISTING LIGHT POLE
- REMOVE COMPLETE EXISTING LIGHT POLE
- 40' WOOD POLE COBRA HEAD LUMINAIRE 6' WOOD POLE MOUNT ARM
- 40' WOOD POLE
- OVERHEAD CABLE SPAN
- Ⓡ Ⓑ RED/BLACK WIRE TERMINATION

CONTACT CITY OF MILWAUKEE BES FOR LOCKOUT/TAGOUT OF SUBSTATION CIRCUITS. FIELD CONDITIONS MAY VARY.

CONTRACTOR IS TO PROVIDE CONTACT INFORMATION AND 24/7 AVAILABILITY IN EVENT OF DAMAGE OR KNOCK DOWN WITHIN PAVING LIMITS. TARGET RESPONSE TIME IS 2 HOURS.

SHEET 3 OF 7

STATE PROJECT NO: 2545–09–71	HWY: W. HAMPTON AVE.	COUNTY: MILWAUKEE	STREET LIGHTING TEMPORARY & REMOVALS	SHEET 229	E



STATE PROJECT NO: 2545–09–71	HWY: W. HAMPTON AVE.	COUNTY: MILWAUKEE	STREET LIGHTING TEMPORARY & REMOVALS	SHEET 230	E

FILE NAME : W:\bes_WisDot\2022\(2545–09–01)71) wHampton Ave – 60th to Teutonia\100%\hampton overhead contractor installed.dgn
PLOT DATE : 31–OCT–2022 13:49
PLOT BY : lhickm
PLOT NAME :
PLOT SCALE : 1:49.9854
WISDOT/CADDS SHEET 42

NOTE 2 (CIR.T51N) #4801 40' WP STA.336WB+ 9.5;56.0'LT

PROTECT & ADJUST EXISTING CIRCUIT 3#2/1#8LTP CIR.T39N

N. 41st St.

NOTE 3 86'-2#2/1#4 TRIPLEX CIR.T39N-C

#4016 DISCONNECT & REMOVE 26' CONCRETE DIRECT BURY 6' MITCHELL ARM, 150W HPS 4"X4"X36" WIRING PED. STA.337WB+92.0;32.5'LT

#4010 40' WP 2EA.-6' ARM 2EA.-250W HPS COBRA STA.337WB+91.0;2.5'LT

NOTE 2 (CIR.T39N) #4801 40' WP STA.339WB+ 24.5;44.0'LT

42'-2#2/1#4 TRIPLEX CIR.T39N-C

#4804 21' CONCRETE DIRECT BURY 6' ARM, 100W HPS 4"X4"X36" WIRING PED. TO REMAIN IN SERVICE 3#12UF TO LUM. STA.339WB+62.0;48.0'LT

#3932 DISCONNECT & REMOVE 30' AL DIRECT BURY 2EA.-6' MITCHELL ARM 2EA.-150W HPS 4"X4"X36" WIRING PED STA.339WB+93.0;2.5'RT

#3916 DISCONNECT & REMOVE 26' CONCRETE DIRECT BURY 6' MITCHELL ARM, 150W HPS 4"X4"X36" WIRING PED. STA.341WB+6.0;34.5'LT

ABANDON 3#2/1#8LTP CIR.T51N-D

ABANDON 3#2/1#8LTP CIR.T51N-D

ABANDON 3#2/1#8LTP CIR.T51N-D

ABANDON 3#2/1#8LTP CIR.T51N-D

ABANDON 3#2/1#8LTP CIR.T51N-D

NOTE 3 60'-3#6AL CIR.T39N-C

NOTE 3 86'-2#2/1#4 TRIPLEX CIR.T39N-C

NOTE 3 86'-2#2/1#4 TRIPLEX CIR.T39N-C

110'-2#2/1#4 TRIPLEX CIR.T39N-C

112'-2#2/1#4 TRIPLEX CIR.T39N-C

336WB

337WB

338WB

339WB

340WB

341WB

342WB

336EB

337EB

338EB

339EB

340EB

341EB

342EB

#4030 26' CONC. DIRECT BURY 2EA.-6' ARM & 150W HPS 3#12UF TO LUMS. STA.336WB+80.0;2.0'RT

#4019 DISCONNECT & REMOVE 26' CONCRETE DIRECT BURY 6' MITCHELL ARM, 150W HPS 4"X4"X36" WIRING PED. STA.337WB+96.0;38.0'RT

#3917 DISCONNECT & REMOVE 26' CONCRETE DIRECT BURY 6' MITCHELL ARM, 150W HPS 4"X4"X36" WIRING PED. STA.341WB+11.5;38.0'RT

#3918 40' WP 2EA.-6' ARM 2EA.-150W HPS COBRA STA.341WB+6.0;2.5'RT

#4781 40' WP STA.336WB+ 63.5;55.0'RT

#4002 26' CONC. DIRECT BURY 2EA.-6' ARM & 150W HPS 3#12UF TO LUMS. STA.339WB+9.5;2.0'RT

NOTE 2 (CIR.T51N) #4801 40' WP STA.339WB+ 78.0;60.0'RT

NOTE 3 62'-3#6AL TRIPLEX CIR.T39N-C

N. 40th St.

#4775 21' CONCRETE DIRECT BURY 6' ARM, 100W HPS 4"X4"X36" WIRING PED. TO REMAIN IN SERVICE 3#12UF TO LUM. STA.336WB+32.0;150.0'RT

#4102 26' CONC. DIRECT BURY 2EA.-6' ARM & 150W HPS 3#12UF TO LUMS. STA.335WB+94.0;2.0'RT

CONTACT CITY OF MILWAUKEE BES FOR LOCKOUT/TAGOUT OF SUBSTATION CIRCUITS. FIELD CONDITIONS MAY VARY.

CONTRACTOR IS TO PROVIDE CONTACT INFORMATION AND 24/7 AVAILABILITY IN EVENT OF DAMAGE OR KNOCK DOWN WITHIN PAVING LIMITS. TARGET RESPONSE TIME IS 2 HOURS.

CAUTION 2200V 6.6A PRIMARY CIRCUIT TO REMAIN IN SERVICE

NOTES:

1. SECONDARY CABLE RISER WITH PVC COVER ON SPECIFIED CIRCUIT.
2. EXISTING CONDUIT AND/OR CABLE TO REMAIN IN SERVICE. EXCAVATE 5' CABLE LENGTH ALLOWANCE FOR CONNECTION SHOWN IN STREET LIGHTING PLAN.
3. MINIMUM CLEARANCE AT CENTER OF SPAN: 17-FT. ABOVE ROADWAY OR GRADE.
4. TEMPORARY 240V FIXTURES WIRED PHASE TO NEUTRAL USING ALUMINUM TRIPLEX OR FLATSTRAP. LOAD BALANCED AS SPECIFIED BY BLACK/RED TERMINATION.
5. ALL LUMINAIRES AND AERIAL CABLES ARE SEPARATE BID ITEMS AND ARE NOT PART OF THE BID ITEM "WOOD POLE 40-FOOT". ALL REMAINING ITEMS SUCH AS WIRE ROPE TETHERS, WIRE CLIPS, DRIVE HOOKS, SERVICE SLEEVES, HEAVY DUTY INSULATED PULLY CLEVISES ARE INCIDENTAL TO BID ITEM "WOOD POLE 40-FOOT".
6. TEMPORARY OVERHEAD FOR HIGH VOLTAGE CIRCUITRY IS THE RESPONSIBILITY OF CITY OF MILWAUKEE ELECTRICAL SERVICES. THIS OVERHEAD CABLING IS 2200V, 6.6A . PROMPTLY NOTIFY BES IF ANY ALTERATIONS ARE REQUIRED. HIGH VOLTAGE TEMPORARY OVERHEAD TO REMAIN IN PLACE AFTER PROJECT COMPLETION.

N

PROTECT & ADJUST EXISTING CIRCUIT 1#8HL CIR.NG-6

#4816 WOOD POLE BY CITY FORCES FOR PRIMARY BYPASS (CIR.NG-6) STA.346WB+33.0;89.0'LT

#4816 WOOD POLE BY CITY FORCES FOR PRIMARY BYPASS (CIR.NG-6) STA.346WB+89.5;93.0'LT

NOTE 2 PRIMARY (BY CITY FORCES) (CIR.NG4-3)

PROTECT & ADJUST EXISTING CIRCUIT 1#8HL CIR.NG4-3

CAUTION 2200V 6.6A PRIMARY CIRCUIT TO REMAIN IN SERVICE

N. 39th St.

NOTE 3 82'-3#6AL CIR.T39N-C

#3814 DISCONNECT & REMOVE 26' CONCRETE DIRECT BURY 6' MITCHELL ARM, 150W HPS 4"X4"X36" WIRING PED. STA.344WB+46.0;29.5'LT

#3740 26' CONCRETE DIRECT BURY POLE TO REMAIN FOR PRIMARY (CIRCUIT CIR.NG-6 OVERHEAD BY CITY FORCES) REMOVE 2EA.-6' ARM REMOVE 2EA.-150W HPS(UNBALLASTED) STA.346WB+44.5;3.0'RT

#3742 40' WP 6' ARM 150W HPS COBRA STA.346WB+ 34.0;25.5'LT

#4804 26' CONC. DIRECT BURY 6' ARM & 150W HPS 4"X4"X36" WIRING PED. 3#12UF TO LUMS. STA.347WB+9.0;42.0'LT

#3710 DISCONNECT & REMOVE 26' CONCRETE DIRECT BURY 6' MITCHELL ARM, 150W HPS 4"X4"X36" WIRING PED. STA.348WB+36.0;25.0'LT

#3734 26' CONC. DIRECT BURY 2EA.-6' ARM & 150W HPS 3#12UF TO LUMS. STA.347WB+35.5;7.0'RT

ABANDON 3#2/1#8LTP CIR.T51N-D AT WALK

#4802 21' CONCRETE DIRECT BURY 6' ARM, 100W HPS TO REMAIN IN SERVICE TEMP. & PERM. USE 3#12UF TO LUM.

ABANDON 3#2/1#8LTP CIR.T51N-D AT WALK

N. HOPKINS ST.

NOTE 3 55'-3#12UF CIR.T51N-D

NOTE 3 85'-3#12UF CIR.T51N-D

#3707 40' WP 6' ARM 150W HPS COBRA STA.348WB+12.0;46.5'RT

#3740 A26-06

343WB

344WB

345WB

346WB

347WB

348WB

343EB

344EB

345EB

346EB

347EB

348EB

NOTE 3 140-3#12UF CIR.T39N-C

107-3#12UF CIR.T39N-C

NOTE 3 75-3#12UF CIR.T39N-C

#3832 40' WP 6' ARM 150W HPS COBRA STA.343WB+16.0;33.0'LT

#3902 26' CONC. DIRECT BURY 2EA.-6' ARM & 150W HPS 3#12UF TO LUMS. STA.342WB+24.0;4.0'RT

#3802 26' CONC. DIRECT BURY 2EA.-6' ARM & 150W HPS 3#12UF TO LUMS. STA.345WB+64.0;3.0'RT

NOTE 3 75-3#12UF CIR.T39N-C

#3836 DISCONNECT & REMOVE 30' AL DIRECT BURY 2EA.-6' MITCHELL ARM 2EA.-150W HPS 4"X4"X36" WIRING PED STA.343WB+10.0;2.5'RT

NOTE 3 95-3#6AL CIR.T39N-C

#3805 40' WP (PRIMARY SPANS BY CITY FORCES) (CIR.NG4-3) STA.345WB+62.0;48.0'RT

#3478 40' WP 6'ARM 150W HPS COBRA STA.347WB+37.0;56.5'RT

75'-3#12UF CIR.T51N-D

ABANDON 3#2/1#8LTP CIR.T51N-C 2'6" F.O.C

NOTE 2 (CIR.T39N) #4781 40' WP 6' ARM, 150W HPS COBRA STA.342WB+90.0;62.0'RT

#3817 DISCONNECT & REMOVE 26' CONCRETE DIRECT BURY 6' MITCHELL ARM, 150W HPS 4"X4"X36" WIRING PED. STA.344WB+46.0;29.5'LT

#4779 21' CONCRETE DIRECT BURY 6' ARM, 100W HPS BURIED STEPDOWN XFMR TO REMAIN IN SERVICE

N. 38th St.

#4793 DISCONNECT & REMOVE 26' CONCRETE DIRECT BURY 6' MITCHELL ARM, 150W HPS 4"X4"X36" WIRING PED. STA.346WB+80.0;52.0'LT

#3741 40' WP 6' ARM 150W HPS COBRA STA.346WB+ 50.0;48.0'RT

#4816 WOOD POLE BY CITY FORCES FOR PRIMARY BYPASS (CIR.NG-6) STA.346WB+86.0;90.0'RT

PROTECT & ADJUST EXISTING CIRCUIT 3#4/1#8LTP AT WALK

CAUTION THE CONTRACTOR IS RESPONSIBLE FOR NOT BACK-FEEDING CIRCUITS PRIOR TO DISCONNECTING ANY BRANCH CIRCUITS FROM ORIGINAL SOURCE.

LEGEND

- EXISTING LIGHT POLE
- REMOVE COMPLETE EXISTING LIGHT POLE
- 40'WOOD POLE COBRA HEAD LUMINAIRE 6'WOOD POLE MOUNT ARM
- 40'WOOD POLE
- OVERHEAD CABLE SPAN
- Ⓡ Ⓑ - RED/BLACK WIRE TERMINATION

SCALE, FEET 0 50

SHEET 5 OF 7

STATE PROJECT NO: 2545–09–71	HWY: W. HAMPTON AVE.	COUNTY: MILWAUKEE	STREET LIGHTING TEMPORARY & REMOVALS	SHEET 231	E

FILE NAME : W:\bes_WisDot\2022\(2545–09–01)71) wHampton Ave – 60th to Teutonia\100%\hampton overhead contractor installed.dgn

PLOT DATE : 31–OCT–2022 13:48

PLOT BY : lhickm

PLOT NAME :

PLOT SCALE : 1:49.9854

WISDOT/CADDS SHEET 42

#3700
40' WP
6' ARM
150W HPS COBRA
STA.348WB+
89.0;33.5'LT

#4800
40' WP
6' ARM
150W HPS COBRA
STA.349WB+
39.0;34.0'LT

#4802
DISCONNECT & REMOVE
26' CONCRETE DIRECT BURY
6' MITCHELL ARM, 150W HPS
4"X4"X36" WIRING PED.
STA.349WB+38.0;34.0'LT

#3702
DISCONNECT & REMOVE
26' CONCRETE DIRECT BURY
6' MITCHELL ARM, 150W HPS
4"X4"X36" WIRING PED.
STA.348WB+74.0;2.5'RT

NOTE 3
85'-3#12UF
CIR.T51N-D

NOTE 3
50'-3#12UF
CIR.T51N-D

NOTE 3
58'-3#12UF
CIR.T51N-D

#3638
40' WP
2EA.-6' ARM
2EA.-150W HPS COBRA
STA.349WB+70.5;15.0'RT

#3622
DISCONNECT & REMOVE
26' CONCRETE DIRECT BURY
6' MITCHELL ARM, 150W HPS
4"X4"X36" WIRING PED.
STA.350WB+58.0;26.0'LT

ABANDON
3#2/1#8LTP
CIR.T51N-D

#3638
40' WP
2EA.-6' ARM
2EA.-150W HPS COBRA
STA.351WB+63.5;7.0'RT

#3602
DISCONNECT & REMOVE
26' CONCRETE DIRECT BURY
6' MITCHELL ARM, 150W HPS
4"X4"X36" WIRING PED.
STA.352WB+29.0;30.0'LT

#3520
40' WP
2EA.-6' ARM
2EA.-150W HPS COBRA
STA.344WB+57.5;4.0'RT

#3516
DISCONNECT & REMOVE
26' CONCRETE DIRECT BURY
6' MITCHELL ARM, 150W HPS
4"X4"X36" WIRING PED.
STA.337WB+96.0;38.0'RT

ABANDON
3#2/1#8LTP
CIR.T51N-D

REMOVE 240V OVERHEAD
SPAN AFTER TEMP. OH
IN SERVICE

NOTE 3
160-3#12UF
CIR.T39N-C

165'
3#6AL
CIR.T51N-D

190'
3#6AL
CIR.T51N-D

ABANDON
3#2/1#8LTP
CIR.T51N-C

#3515
DISCONNECT & REMOVE
26' CONCRETE DIRECT BURY
6' MITCHELL ARM, 150W HPS
4"X4"X36" WIRING PED.
STA.337WB+96.0;38.0'RT

80'
3#12UF
CIR.T15N-E

NOTE 3
44'-3#12UF
CIR.T51N-D

#3701
40' WP
6' ARM
150W HPS COBRA
STA.348WB+
90.0;54.5'LT

#4783
DISCONNECT & REMOVE
26' CONCRETE DIRECT BURY
6' MITCHELL ARM, 150W HPS
4"X4"X36" WIRING PED.
STA.348WB+11.5;38.0'RT

#4784
40' WP
6' ARM
150W HPS COBRA
STA.349WB+
27.0;66.5'RT

#3619
DISCONNECT & REMOVE
26' CONCRETE DIRECT BURY
6' MITCHELL ARM, 150W HPS
4"X4"X36" WIRING PED.
STA.33507WB+59.0;49.0'RT

#4773
21' CONCRETE DIRECT BURY
6' ARM, 100W HPS
BURIED STEPDOWN XFMR
TO REMAIN IN SERVICE

#3535
DISCONNECT & REMOVE
26' CONCRETE DIRECT BURY
6' MITCHELL ARM, 150W HPS
4"X4"X36" WIRING PED.
STA.337WB+96.0;38.0'RT

CAUTION
2200V 6.6A
PRIMARY CIRCUIT

CAUTION
2200V 6.6A
PRIMARY CIRCUIT
AT WALK

CAUTION
2200V 6.6A
PRIMARY CIRCUIT
TO REMAIN
IN SERVICE

N. 37th St.

N. 36th St.

N

NOTES:

1. SECONDARY CABLE RISER WITH PVC COVER ON SPECIFIED CIRCUIT.
2. EXISTING CONDUIT AND/OR CABLE TO REMAIN IN SERVICE. EXCAVATE 5' CABLE LENGTH ALLOWANCE FOR CONNECTION SHOWN IN STREET LIGHTING PLAN.
3. MINIMUM CLEARANCE AT CENTER OF SPAN: 17-FT. ABOVE ROADWAY OR GRADE.
4. TEMPORARY 240V FIXTURES WIRED PHASE TO NEUTRAL USING ALUMINUM TRIPLEX OR FLATSTRAP, LOAD BALANCED AS SPECIFIED BY BLACK/RED TERMINATION.
5. ALL LUMINAIRES AND AERIAL CABLES ARE SEPARATE BID ITEMS AND ARE NOT PART OF THE BID ITEM "WOOD POLE 40-FOOT". ALL REMAINING ITEMS SUCH AS WIRE ROPE TETHERS, WIRE CLIPS, DRIVE HOOKS, SERVICE SLEEVES, HEAVY DUTY INSULATED PULLY CLEVISES ARE INCIDENTAL TO BID ITEM "WOOD POLE 40-FOOT".
6. TEMPORARY OVERHEAD FOR HIGH VOLTAGE CIRCUITRY IS THE RESPONSIBILITY OF CITY OF MILWAUKEE ELECTRICAL SERVICES. THIS OVERHEAD CABLING IS 2200V, 6.6A . PROMPTLY NOTIFY BES IF ANY ALTERATIONS ARE REQUIRED. HIGH VOLTAGE TEMPORARY OVERHEAD TO REMAIN IN PLACE AFTER PROJECT COMPLETION.

CONTACT CITY OF MILWAUKEE BES FOR LOCKOUT/TAGOUT OF SUBSTATION CIRCUITS. FIELD CONDITIONS MAY VARY.

CONTRACTOR IS TO PROVIDE CONTACT INFORMATION AND 24/7 AVAILABILITY IN EVENT OF DAMAGE OR KNOCK DOWN WITHIN PAVING LIMITS. TARGET RESPONSE TIME IS 2 HOURS.

NOTE 2
(CIR.T51N)
WEPCO WP
STA.355WB+
63.5;98.0'LT

50'
3#6AL
CIR.T51N-D

#4804
26' CONCRETE DIRECT BURY
6' MITCHELL ARM, 150W HPS
4"X4"X36" WIRING PED.
TO REMAIN IN SERVICE
3#12UF TO LUM.
STA.356WB+10.0;80.0'LT

30'
3#6AL
CIR.T51N-D

#3502
26' AT DIRECT BURY
6' CAPPED ARM, 150W HPS
4"X4"X36" WIRING PED.
TO REMAIN FOR TEMP. LIGHTING
STA.355WB+39.5;33.0'LT

NOTE 3
90'-3#6AL
CIR.T51N-D

#3422
DISCONNECT & REMOVE
26' CONCRETE DIRECT BURY
6' MITCHELL ARM, 150W HPS
4"X4"X36" WIRING PED.
STA.356WB+80.0;35.0'LT

#3412
40' WP
2EA.-6' ARM
2EA.-150W HPS COBRA
STA.357WB+76.0;3.5'LT

#3402
DISCONNECT & REMOVE
26' CONCRETE DIRECT BURY
6' MITCHELL ARM, 150W HPS
4"X4"X36" WIRING PED.
STA.337WB+96.0;38.0'RT

#3329
40' WP
2EA.-6' ARM
2EA.-150W HPS COBRA
STA.344WB+57.5;4.0'RT

#3326
26' CONCRETE DIRECT BURY
6' MITCHELL ARM, 150W HPS
4"X4"X36" WIRING PED.
TO REMAIN IN SERVICE
STA.337WB+96.0;38.0'RT

#3242
26' CONCRETE DIRECT BURY
6' MITCHELL ARM, 150W HPS
4"X4"X36" WIRING PED.
3#12UF TO LUM.
STA.337WB+96.0;38.0'RT

PROTECT &
ADJUST
3#2/1#8LTP
CIR.T51N-A

NOTE 3
72'-2#2/1#4 TRIPLEX
CIR.T51N-A

NOTE 3
90'-2#2/1#4 TRIPLEX
CIR.T51N-D

NOTE 3
125'-2#2/1#4 TRIPLEX
CIR.T51N-D

135'
2#2/1#4 TRIPLEX
CIR.T51N-D

135'
2#2/1#4 TRIPLEX
CIR.T51N-D

NOTE 3
60'-3#6AL
CIR.T51N-D

#3504
40' WP
STA.354WB+90.5;2.0'RT

#3501
40' WP
6' ARM
150W HPS COBRA
STA.344WB+
57.5;4.0'RT

DISCONNECT & REMOVE
26' AT-R WITH SIGNAL ARM

70'
2#2/1#4 TRIPLEX
CIR.T51N-D

70'
2#2/1#4 TRIPLEX
CIR.T51N-A

#3431
DISCONNECT & REMOVE
26' CONCRETE DIRECT BURY
6' MITCHELL ARM, 150W HPS
4"X4"X36" WIRING PED.
STA.356WB+0.0;38.0'RT

#3428
40' WP
2EA.-6' ARM
2EA.-150W HPS COBRA
STA.3564WB+39.5;2.0'RT

#3504
40' WP
STA.355WB+75.5;60.0'RT

NOTE 3
60'-2#2/1#4 TRIPLEX
CIR.T51N-D

#4779
21' CONCRETE DIRECT BURY
6' ARM, 100W HPS
BURIED STEPDOWN XFMR
TO REMAIN IN SERVICE

2EA.-2#2/1#4 AL TRIPLEX
COILS SUFFICIENT TO
REACH DISTRIBUTION CENTER T51N
INTERNAL DISCONNECTS
COILED/TAGGED/SECURED AT
BASE OF POLE

#3411
DISCONNECT & REMOVE
26' CONCRETE DIRECT BURY
6' MITCHELL ARM, 150W HPS
4"X4"X36" WIRING PED.
STA.357WB+56.0;43.0'RT

NOTE 2
(CIR.T51N-A)
#4801
40' WP
STA.344WB+
58.7;30.0'LT

#4783
26' CONCRETE DIRECT BURY
6' MITCHELL ARM, 100W HPS
4"X4"X36" WIRING PED.
TO REMAIN IN SERVICE

2EA.-35'
2#2/1#4 TRIPLEX
CIR.T51N-A,D

#3319
DISCONNECT & REMOVE
26' CONCRETE DIRECT BURY
6' MITCHELL ARM, 150W HPS
4"X4"X36" WIRING PED.
STA.337WB+96.0;38.0'RT

ENCLOSURE
T51N

RAILROAD CO.

SOO LINE

3/4" RIGID ALUMINUM CONDUIT
ON NORTH AND SOUTH FACE
OF MAIN BEAM SUPPORT

ALL UNITS ARE QLED3
240 VOLT MALE PACE UNITS

CAUTION
2200V 6.6A
PRIMARY CIRCUIT
AT WALK

CAUTION
THE CONTRACTOR IS RESPONSIBLE FOR NOT BACK-FEEDING CIRCUITS PRIOR TO DISCONNECTING ANY BRANCH CIRCUITS FROM ORIGINAL SOURCE.

LEGEND

- EXISTING LIGHT POLE
- REMOVE COMPLETE EXISTING LIGHT POLE
- 40' WOOD POLE COBRA HEAD LUMINAIRE 6' WOOD POLE MOUNT ARM
- 40' WOOD POLE
- OVERHEAD CABLE SPAN
- RED/BLACK WIRE TERMINATION

SCALE, FEET
0 50

SHEET 6 OF 7

STATE PROJECT NO: 2545–09–71	HWY: W. HAMPTON AVE.	COUNTY: MILWAUKEE	STREET LIGHTING TEMPORARY & REMOVALS	SHEET 232	E

FILE NAME : W:\bes_WisDot\2022\(2545–09–01)71) wHampton Ave – 60th to Teutonia\100%\hampton overhead contractor installed.dgn
PLOT DATE : 31–OCT–2022 13:49
PLOT BY : lhickm
PLOT NAME :
PLOT SCALE : 1:49.9854
WISDOT/CADDS SHEET 42

2

N

NOTE 2
(CIR.T51N-A)
#3222
40' WP
6' ARM
150W HPS COBRA
STA.363WB+63.0;35.0'LT

#3700
40' WP
6' ARM
150W HPS COBRA
STA.365WB+
25.5;42.5'LT

#3204
DISCONNECT & REMOVE
26' CONCRETE DIRECT BURY
6' MITCHELL ARM, 150W HPS
4"X4"X36" WIRING PED.
STA.365WB+19.0;35.0'RT

#3129
(SEE PERMANENT LIGHTING)
25' AL BOLT DOWN
6' MITCHELL ARM, 150W HPS
4"X4"X36" WIRING PED.

#3104
(SEE PERMANENT LIGHTING)
31' CONCRETE DIRECT BURY
6' MITCHELL ARM, 150W HPS
4"X4"X36" WIRING PED.

PROTECT &
ADJUST
3#2/1#8LTP
CIR.T51N-A

160'-2#2/1#4 TRIPLEX
CIR.T51N-A

#3132
(FOR TEMP. LIGHTING USE)
31' CONCRETE DIRECT BURY
6' MITCHELL ARM, 150W HPS
4"X4"X36" WIRING PED.
STA.366WB+13.0;42.0'RT

NOTE 3
72'-2#2/1#4 TRIPLEX
CIR.T51N-A

363WB 364WB 365WB 366WB 367WB 368WB 369WB 370WB

363EB 364EB 365EB 366EB 367EB 368EB 369EB 370EB

NOTE 3
92'-2#2/1#4 TRIPLEX
CIR.T51N-A

#3237
(SEE PERMANENT LIGHTING)
26' CONCRETE DIRECT BURY
6' MITCHELL ARM, 150W HPS
4"X4"X36" WIRING PED.

PROTECT &
ADJUST
3#2/1#8LTP
CIR.T54N-A

PROTECT &
ADJUST
3#2/1#8LTP
CIR.T54N-A

NOTE 1 (CIR.T51N-A)
#3215
(SEE PERMANENT LIGHTING)
26' CONCRETE DIRECT BURY
6' MITCHELL ARM, 150W HPS
4"X4"X36" WIRING PED.

#3701
40' WP
6' ARM
150W HPS COBRA
STA.365WB+
8.0;49.5'LT

NOTE 2
(CIR.T54N-A)
#4781
WEPCO WP
97-01380
STA.365WB+
42.5;76.0'LT

N. 32nd St.

NOTE 2 (CIR.T51N-A)
3133
(FOR TEMP. LIGHTING USE)
31' AT-R
6' CAPPED ARM, 150W HPS
4"X4"X36" WIRING PED.
STA.366WB+16.0;52.0'RT

PROTECT & ADJUST
EXISTING CIRCUIT
3#2/1#8LTP
CIR.T54N-A
AT WALK

#3119
(SEE PERMANENT LIGHTING)
25' AL BOLT DOWN
6' MITCHELL ARM, 150W HPS
4"X4"X36" WIRING PED.

PROTECT &
ADJUST
3#2/1#8LTP
CIR.T51N-A
BACK OF WALK

N. 31st St.

PROTECT &
ADJUST
3#2/1#8LTP
CIR.T51N-A

#3030
(SEE PERMANENT LIGHTING)
31' CONCRETE DIRECT BURY
6' MITCHELL ARM, 150W HPS
4"X4"X36" WIRING PED.

CONTACT CITY OF MILWAUKEE BES FOR LOCKOUT/TAGOUT OF SUBSTATION CIRCUITS.
FIELD CONDITIONS MAY VARY.

CONTRACTOR IS TO PROVIDE CONTACT INFORMATION AND 24/7 AVAILABILITY IN
EVENT OF DAMAGE OR KNOCK DOWN WITHIN PAVING LIMITS.
TARGET RESPONSE TIME IS 2 HOURS.

#3004
(SEE PERMANENT LIGHTING)
31' CONCRETE DIRECT BURY
6' MITCHELL ARM, 150W HPS
4"X4"X36" WIRING PED.

#2939
(SEE PERMANENT LIGHTING)
31' CONCRETE DIRECT BURY
6' MITCHELL ARM, 150W HPS
4"X4"X36" WIRING PED.

#2900
(SEE PERMANENT LIGHTING)
31' CONCRETE DIRECT BURY
6' MITCHELL ARM, 150W HPS
4"X4"X36" WIRING PED.

#3028
(SEE PERMANENT LIGHTING)
31' CONCRETE DIRECT BURY
6' MITCHELL ARM, 150W HPS
4"X4"X36" WIRING PED.

371WB 372WB 373WB 374WB 375WB 376WB 377WB

94'-3#6AL
CIR.T51N-A

NOTE 3
135'-3#6AL
CIR.T54N-A

45'-3#12UF
CIR.T54N-A

NOTE 2
(CIR.T54N-A)
#4802
40' WP
STA.373WB+45.0;45.0'RT

#4802
40' WP
STA.372WB+0.0;57.0'RT

NOTE 1 (CIR.T54N-A)
#3031
(SEE PERMANENT LIGHTING)
31' CONCRETE DIRECT BURY
6' MITCHELL ARM, 150W HPS
4"X4"X36" WIRING PED.

NOTE 2
(CIR.T54N-A)
#4783
22' AL DIRECT BURY
6' ARM, 100W HPS
4"X4"X36" WIRING PED.
TO REMAIN IN SERVICE
3#12UF TO LUM.
(NO WORK REQUIRED)

N. 30th St.

#2949
(SEE PERMANENT LIGHTING)
31' CONCRETE DIRECT BURY
6' MITCHELL ARM, 150W HPS
4"X4"X36" WIRING PED.

#2929
(SEE PERMANENT LIGHTING)
31' CONCRETE DIRECT BURY
6' MITCHELL ARM, 150W HPS
4"X4"X36" WIRING PED.

#4785
(SEE PERMANENT LIGHTING)
21' CONCRETE DIRECT BURY
6' MITCHELL ARM, 100W HPS
4"X4"X36" WIRING PED.

N. 29th St.

#2841
(SEE PERMANENT LIGHTING)
31' CONCRETE DIRECT BURY
6' MITCHELL ARM, 150W HPS
4"X4"X36" WIRING PED.

LEGEND

- EXISTING LIGHT POLE
- REMOVE COMPLETE EXISTING LIGHT POLE
- 40'WOOD POLE
  COBRA HEAD LUMINAIRE
  6'WOOD POLE MOUNT ARM
- 40'WOOD POLE
- OVERHEAD CABLE SPAN
- Ⓡ Ⓑ - RED/BLACK WIRE TERMINATION

CAUTION
THE CONTRACTOR IS RESPONSIBLE FOR NOT BACK-FEEDING CIRCUITS PRIOR TO DISCONNECTING ANY BRANCH CIRCUITS FROM ORIGINAL SOURCE.

NOTES:

1. SECONDARY CABLE RISER WITH PVC COVER ON SPECIFIED CIRCUIT.
2. EXISTING CONDUIT AND/OR CABLE TO REMAIN IN SERVICE. EXCAVATE 5' CABLE LENGTH ALLOWANCE FOR CONNECTION SHOWN IN STREET LIGHTING PLAN.
3. MINIMUM CLEARANCE AT CENTER OF SPAN: 17-FT. ABOVE ROADWAY OR GRADE.
4. TEMPORARY 240V FIXTURES WIRED PHASE TO NEUTRAL USING ALUMINUM TRIPLEX OR FLATSTRAP, LOAD BALANCED AS SPECIFIED BY BLACK/RED TERMINATION.
5. ALL LUMINAIRES AND AERIAL CABLES ARE SEPARATE BID ITEMS AND ARE NOT PART OF THE BID ITEM "WOOD POLE 40-FOOT". ALL REMAINING ITEMS SUCH AS WIRE ROPE TETHERS, WIRE CLIPS, DRIVE HOOKS, SERVICE SLEEVES, HEAVY DUTY INSULATED PULLY CLEVISES ARE INCIDENTAL TO BID ITEM "WOOD POLE 40-FOOT".
6. TEMPORARY OVERHEAD FOR HIGH VOLTAGE CIRCUITRY IS THE RESPONSIBILITY OF CITY OF MILWAUKEE ELECTRICAL SERVICES. THIS OVERHEAD CABLING IS 2200V, 6.6A . PROMPTLY NOTIFY BES IF ANY ALTERATIONS ARE REQUIRED. HIGH VOLTAGE TEMPORARY OVERHEAD TO REMAIN IN PLACE AFTER PROJECT COMPLETION.

SCALE, FEET 0 50

STATE PROJECT NO: 2545–09–71	HWY: W. HAMPTON AVE.	COUNTY: MILWAUKEE	STREET LIGHTING TEMPORARY & REMOVALS	SHEET 233	E

FILE NAME : W:\bes_WisDot\2022\(2545–09–01)71) wHampton Ave – 60th to Teutonia\100%\hampton overhead contractor installed.dgn
PLOT DATE : 31–OCT–2022 13:50 PLOT BY : lhickm PLOT NAME : PLOT SCALE : 1:49.9854
WISDOT/CADDS SHEET 42

2

N

POLE ADDRESS

ADDRESS LOCATION

TRAFFIC

CURB

PLACE ADDRESS 6'-0" ABOVE GRADE

LEGEND

- EXISTING LIGHT POLE
- NEW LIGHT POLE 2LED LUMINAIRE 2#12UF W/GND RISER CABLE
- NEW LIGHT POLE 2 - 2#12UF W/G RISERS 2 - LUMINAIRE ARMS 2 - 2LED LUMINAIRE
- REMOVE COMPLETE EXISTING LIGHT POLE
- DOUBLE LUMINAIRE & ARMS (BY CONTRACTOR) MOUNTED ON MONOTUBE
- TRAFFIC SIGNAL BASE TO BE INSTALLED
- MONOTUBE MAST ARM BASE TO BE INSTALLED WITH 8 FT STEEL ARM
- TRAFFIC SIGNAL MOUNTED ON LIGHT POLE
- EXISTING SIGNAL STANDARD
- EXISTING PULL BOX OR INSTALLED BY (TR) TRAFFIC
- PULL BOX TO BE INSTALLED
- TRAFFIC CONTROL CABINET
- STREET LIGHTING ENCLOSURE
- PVC CONDUIT SCH 40 UNLESS SPECIFIED
- XX' ARM - MAST ARM
- S40-XXXX - STRUCTURE NUMBER
- (R) (B) - RED/BLACK WIRE TERMINATION

N. 60TH ST.

4800 LIGHT POLE TO REMAIN IN SERVICE

BUS SHELTER

#6002 LIGHT POLE TO REMAIN IN SERVICE

1#6 LINE WIRE CIR.NM-9

8" DISCONTINUED

F&P

CUC

MONUMENT

5836 LIGHT POLE TO REMAIN IN SERVICE

3" DISCONTINUED

WEG

WEE

W. HAMPTON AVE.

276WB

277WB

278WB

276EB

277EB

278EB

WEP

NOT SURVEYED

EXISTING 3#2/1#8 XLPE CIR.T41N-A INSTALLED IN CONDUIT

17"x30"x24" PULL BOX TO REMAIN IN SERVICE

DEC STONE

SIGN

WP

DETAIL B
100 3.0" HDPE 2' BACK OF CURB

#5920
124 25' BOLT DOWN AL POLE TYPE 5 BASE XFMR BASE 2EA.-2#12UF W/GRD. INT. RISERS 2EA.-6 FT. MITCHELL ARMS 2EA.-2LED3 STA. 277WB+66.0;11.0'RT

3.0" HDPE DOGHOUSE INTO EXISTING ITEM (PULLBOX)

#5836 31' CONCRETE POLE DIRECT BURY 2-3LED3 4"X4"X36" WIRING PEDESTAL TO REMAIN IN SERVICE

3#2/1#8 XLPE CIR.T41N-A INSTALLED IN CONDUIT

20'-3#2/1#8 XLPE CIR.T41N-A COILED/TAGGED IN EXIST. PULLBOX

#4787 LIGHT POLE TO REMAIN IN SERVICE

MON. WELL PLUGGED

#4788 31' DIRECT BURY CONCRETE POLE (TO REMAIN IN SERVICE

BUS PAD

RR TIE

TIMBER

SCALE, FEET 0 30

SHEET 1 OF 24

NOTE:

GENERAL NOTES MUST BE FOLLOWED WHEN INSTALLING MATERIALS FOR STREET LIGHTING AND TRAFFIC SIGNALS.

CONDUIT END CAPS REQUIRED ON ALL EMPTY CONDUIT.

PULL ROPE (3/8" NYLON) REQUIRED IN ALL CONDUIT.

SEE STREET LIGHTING & TRAFFIC SIGNAL CONDUIT DETAILS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

SEE UTILITY SPECIALS FOR ADDITIONAL INFORMATION AND ALL CONTACT NUMBERS.

CONTRACTOR IS REQUIRED TO CONTACT THE CITY OF MILWAUKEE ELECTRICAL SERVICES FOR FINAL INSPECTION AND APPROVAL OF ALL ELECTRICAL WORK BEFORE ANY MATERIALS ARE COVERED UP OR BACKFILLED.

TYPICAL RECTANGLAR VAULT SHOULD BE INSTALLED AS SHOWN ON PLAN, BUT WHEN IT IS NOT POSSIBLE A 5 FT. TO 6 FT. OFFSET FROM STREET LIGHT POLES, SIGNAL STANDARDS, AND FIRE HYDRANTS SHOULD BE USED.

ALL PURPOSE ANTISEIZE (OR EQUIV) TO BE APPLIED ON ALL BOLTS AND SCREWS ESPECIALLY THE LIGHT POLE HAND HOLE PANEL. OXIDE INHIBITOR OX-4 (OR EQUIV) TO BE APPLIED ON ALL WIRE CONNECTION AND WIRE NUTS. TAG ALL CABLE DIRECTION IN VAULT AND HAND HOLE PANEL.

TYPE 3 LIGHT DISTRIBUTION THIS INTERSECTION UNLESS OTHERWISE SPECIFIED. ALL NEW LUMINAIRES TO BE EQUIPPED WITH 5A IN-LINE FUSES, LOAD SIDE ONLY.

CAUTION

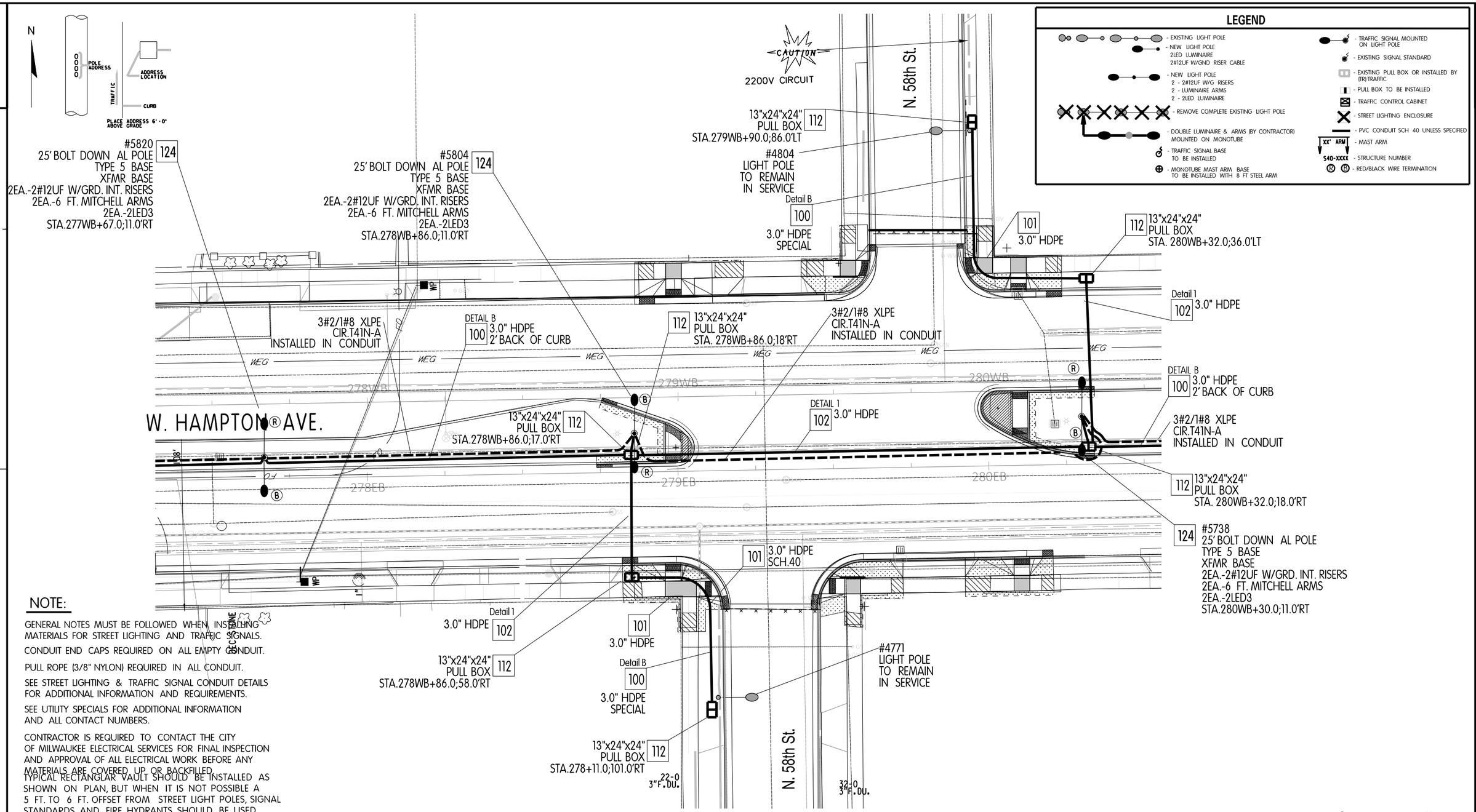
THE CONTRACTOR IS RESPONSIBLE FOR NOT BACK-FEEDING CIRCUITS PRIOR TO DISCONNECTING ANY BRANCH CIRCUITS FROM ORIGINAL SOURCE.

STATE PROJECT NO: 2545–09–71	HWY: W. HAMPTON AVE.	COUNTY: MILWAUKEE	STREET LIGHTING PLAN	SHEET 234	E

FILE NAME : W:\bes_WisDot\2022\(2545–09–01)71) wHampton Ave – 60th to Teutonia\100%\hampton conduit final submit.dgn

PLOT DATE : 31–OCT–2022 08:10 PLOT BY : lhickm PLOT NAME : PLOT SCALE : 1:29.9924

WISDOT/CADDS SHEET 42



NOTE:

GENERAL NOTES MUST BE FOLLOWED WHEN INSTALLING MATERIALS FOR STREET LIGHTING AND TRAFFIC SIGNALS.

CONDUIT END CAPS REQUIRED ON ALL EMPTY CONDUIT.

PULL ROPE (3/8" NYLON) REQUIRED IN ALL CONDUIT.

SEE STREET LIGHTING & TRAFFIC SIGNAL CONDUIT DETAILS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

SEE UTILITY SPECIALS FOR ADDITIONAL INFORMATION AND ALL CONTACT NUMBERS.

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TYPE 3 LIGHT DISTRIBUTION THIS INTERSECTION UNLESS OTHERWISE SPECIFIED.
ALL NEW LUMINAIRES TO BE EQUIPPED WITH 5A IN-LINE FUSES, LOAD SIDE ONLY.

SCALE, FEET 0 30

CAUTION
THE CONTRACTOR IS RESPONSIBLE FOR NOT BACK-FEEDING CIRCUITS PRIOR TO DISCONNECTING ANY BRANCH CIRCUITS FROM ORIGINAL SOURCE.

STATE PROJECT NO: 2545–09–71	HWY: W. HAMPTON AVE.	COUNTY: MILWAUKEE	STREET LIGHTING PLAN	SHEET 235	E

FILE NAME : W:\bes_WisDot\2022\(2545–09–01)71) wHampton Ave – 60th to Teutonia\100%\hampton conduit final submit.dgn
PLOT DATE : 31–OCT–2022 08:10
PLOT BY : lnickm
PLOT NAME :
PLOT SCALE : 1:29.9924
WISDOT/CADDS SHEET 42

N

#5720
25' BOLT DOWN AL POLE
TYPE 5 BASE
XFMR BASE
2EA.-2#12UF W/GRD. INT. RISERS
2EA.-6 FT. MITCHELL ARMS
2EA.-2LED3
STA.281+48.0;11.0'RT
124

POLE ADDRESS
ADDRESS LOCATION
TRAFFIC
CURB
PLACE ADDRESS 6'-0" ABOVE GRADE

#5702
25' BOLT DOWN AL POLE
TYPE 5 BASE
XFMR BASE
2EA.-2#12UF W/GRD. INT. RISERS
2EA.-6 FT. MITCHELL ARMS
2EA.-2LED3
STA.282+62.0;11.0'RT
124

13"x24"x24"
PULL BOX
STA.283WB+25.0;97.0'LT
112

22' ALUMINUM POLE
(DIRECT BURY)
2#12UF W/GRD.INT. RISERS
6 FT. MITCHELL ARM
1LED2
STA.283WB+25.0;91.0'LT

13"x24"x24"
PULL BOX
STA. 282WB+63.0;17.0'RT
112

Detail B
100
3.0" HDPE
SPECIAL

3#2/1#8 XLPE
CIR.T41N-A
INSTALLED IN CONDUIT

101
3.0" PVC

N. 57th St.

CAUTION
2200V

#4803
LIGHT POLE
TO REMAIN
IN SERVICE

3#2/1#8 XLPE
CIR.T41N-A
INSTALLED IN CONDUIT

Detail 1
102
3.0" HDPE
SCH.80

112
13"x24"x24"
PULL BOX
STA. 283WB+83.0;26.0LT

112
13"x24"x24"
PULL BOX
STA. 283WB+83;3.0'RT

DETAIL B
100
3.0" HDPE
2' BACK OF CURB

3#2/1#8 XLPE
CIR.T41N-A
INSTALLED IN CONDUIT

W. HAMPTON AVE.

WEG

281WB 282WB 283WB

281EB 282EB 283EB

DETAIL B
100
3.0" HDPE
2' BACK OF CURB

W. HAMPTON AVE.

124
#5638
25' BOLT DOWN AL POLE
TYPE 5 BASE
XFMR BASE
2EA.-2#12UF W/GRD. INT. RISERS
2EA.-6 FT. MITCHELL ARMS
2EA.-2LED3
STA. 283WB+65.0;11.0'RT

Detail 1
102
3.0" HDPE
SCH.80

101
3.0" HDPE

13"x24"x24"
PULL BOX
STA.282WB+64.0;16.5'RT
112

#4777
LIGHT POLE
TO REMAIN
IN SERVICE

13"x24"x24"
PULL BOX
STA.282WB+64.0;50.0'RT
112

13"x24"x24"
PULL BOX
STA.283WB+3.0;77.0'RT
112

112
13"x24"x24"
PULL BOX
STA. 283WB+37.0;77.0'RT

N. 57th St.

Detail 1
102
3.0" HDPE
SCH.80

LEGEND

- EXISTING LIGHT POLE
- NEW LIGHT POLE 2LED LUMINAIRE 2#12UF W/GND RISER CABLE
- NEW LIGHT POLE 2 - 2#12UF W/G RISERS 2 - LUMINAIRE ARMS 2 - 2LED LUMINAIRE
- REMOVE COMPLETE EXISTING LIGHT POLE
- DOUBLE LUMINAIRE & ARMS (BY CONTRACTOR) MOUNTED ON MONOTUBE
- TRAFFIC SIGNAL BASE TO BE INSTALLED
- MONOTUBE MAST ARM BASE TO BE INSTALLED WITH 8 FT STEEL ARM
- TRAFFIC SIGNAL MOUNTED ON LIGHT POLE
- EXISTING SIGNAL STANDARD
- EXISTING PULL BOX OR INSTALLED BY (TR) TRAFFIC
- PULL BOX TO BE INSTALLED
- TRAFFIC CONTROL CABINET
- STREET LIGHTING ENCLOSURE
- PVC CONDUIT SCH 40 UNLESS SPECIFIED
- XX' ARM - MAST ARM
- S40-XXXX - STRUCTURE NUMBER
- (R) (B) - RED/BLACK WIRE TERMINATION

NOTE:

GENERAL NOTES MUST BE FOLLOWED WHEN INSTALLING MATERIALS FOR STREET LIGHTING AND TRAFFIC SIGNALS.

CONDUIT END CAPS REQUIRED ON ALL EMPTY CONDUIT.

PULL ROPE (3/8" NYLON) REQUIRED IN ALL CONDUIT.

SEE STREET LIGHTING & TRAFFIC SIGNAL CONDUIT DETAILS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

SEE UTILITY SPECIALS FOR ADDITIONAL INFORMATION AND ALL CONTACT NUMBERS.

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ALL PURPOSE ANTISEIZE (OR EQUIV) TO BE APPLIED ON ALL BOLTS AND SCREWS ESPECIALLY THE LIGHT POLE HAND HOLE PANEL. OXIDE INHIBITOR OX-4 (OR EQUIV) TO BE APPLIED ON ALL WIRE CONNECTION AND WIRE NUTS. TAG ALL CABLE DIRECTION IN VAULT AND HAND HOLE PANEL.

TYPE 3 LIGHT DISTRIBUTION THIS INTERSECTION UNLESS OTHERWISE SPECIFIED.
ALL NEW LUMINAIRES TO BE EQUIPPED WITH 5A IN-LINE FUSES, LOAD SIDE ONLY.

CAUTION

THE CONTRACTOR IS RESPONSIBLE FOR NOT BACK-FEEDING CIRCUITS PRIOR TO DISCONNECTING ANY BRANCH CIRCUITS FROM ORIGINAL SOURCE.

SCALE, FEET 0 30

SHEET 3 OF 24

STATE PROJECT NO: 2545–09–71	HWY: W. HAMPTON AVE.	COUNTY: MILWAUKEE	STREET LIGHTING PLAN	SHEET 236	E

2

N

POLE ADDRESS

ADDRESS LOCATION

TRAFFIC

CURB

PLACE ADDRESS 6'-0" ABOVE GRADE

13"x24"x24" PULL BOX 112
STA. 286WB+5.0;4.0'RT

#5602
25'BOLT DOWN AL POLE 124
TYPE 5 BASE
XFMR BASE
2EA.-2#12UF W/GRD. INT. RISERS
2EA.-6 FT. MITCHELL ARMS
2EA.-2LED3
STA.285WB+90.0;11.0'RT

CAUTION
2200V CIRCUIT

N. 56th St.

Detail B
100
3.0" HDPE
SPECIAL

112 13"x24"x24"
PULL BOX
STA. 286WB+57.0;88.0'LT

#4804
LIGHT POLE
TO REMAIN
IN SERVICE

CAUTION
UG GAS

DETAIL B
100 3.0" PVC
2' BACK OF CURB

DETAIL B
100 3.0" PVC
2' BACK OF CURB

101
3.0" PVC

101
3.0" PVC

112 13"x24"x24"
PULL BOX
STA. 287WB+35.0;36.0'LT

3#2/1#8 XLPE
CIR.T41N-A
INSTALLED IN CONDUIT

Detail 1
102 3.0" HDPE

3#2/1#8 XLPE
CIR.T41N-A
INSTALLED IN CONDUIT

DETAIL B
100 3.0" HDPE
2' BACK OF CURB

WEG

84WB 285WB 286WB 287WB

W. HAMPTON AVE.

84EB 285EB 286EB 287EB

Detail 1
102
3.0" HDPE

112 13"x24"x24"
PULL BOX
STA.287WB+35.0;9.0'RT

Detail 1
102 3.0" HDPE

124 #5538
25'BOLT DOWN AL POLE
TYPE 5 BASE
XFMR BASE
2EA.-2#12UF W/GRD. INT. RISERS
2EA.-6 FT. MITCHELL ARMS
2EA.-2LED3
STA. 287WB+40.0;11.0'RT

3#2/1#8 XLPE
CIR.T41N-A
INSTALLED IN CONDUIT

124 #5620
25'BOLT DOWN AL POLE
TYPE 5 BASE
XFMR BASE
2EA.-2#12UF W/GRD. INT. RISERS
2EA.-6 FT. MITCHELL ARMS
2EA.-2LED3
STA. 284WB+78.0;11.0'RT

#4787
22' ALUMINUM POLE
(DIRECT BURY)
2#12UF W/GRD.INT. RISER
6 FT. MITCHELL ARM
1LED2
STA.286WB+80.0;70.0'RT

112 13"x24"x24"
PULL BOX
STA.286WB+80.0;72.5'RT

3#2/1#8 XLPE
CIR.T41N-A
INSTALLED IN CONDUIT

Detail 1
102
3.0" HDPE

101
3.0" HDPE

112 13"x24"x24"
PULL BOX
STA. 287WB+35.0;56.0'RT

112 13"x24"x24"
PULL BOX
STA. 287WB+16.0;72.5'RT

N. 56th St.

#4781
LIGHT POLE
TO REMAIN
IN SERVICE
(2200V)

CAUTION
2200V CIRCUIT

LEGEND

- EXISTING LIGHT POLE
- NEW LIGHT POLE 2LED LUMINAIRE 2#12UF W/GND RISER CABLE
- NEW LIGHT POLE 2 - 2#12UF W/G RISERS 2 - LUMINAIRE ARMS 2 - 2LED LUMINAIRE
- REMOVE COMPLETE EXISTING LIGHT POLE
- DOUBLE LUMINAIRE & ARMS (BY CONTRACTOR) MOUNTED ON MONOTUBE
- TRAFFIC SIGNAL BASE TO BE INSTALLED
- MONOTUBE MAST ARM BASE TO BE INSTALLED WITH 8 FT STEEL ARM
- TRAFFIC SIGNAL MOUNTED ON LIGHT POLE
- EXISTING SIGNAL STANDARD
- EXISTING PULL BOX OR INSTALLED BY (TR) TRAFFIC
- PULL BOX TO BE INSTALLED
- TRAFFIC CONTROL CABINET
- STREET LIGHTING ENCLOSURE
- PVC CONDUIT SCH 40 UNLESS SPECIFIED
- XX' ARM — MAST ARM
- S40-XXXX — STRUCTURE NUMBER
- (R) (B) — RED/BLACK WIRE TERMINATION

NOTE:

GENERAL NOTES MUST BE FOLLOWED WHEN INSTALLING MATERIALS FOR STREET LIGHTING AND TRAFFIC SIGNALS.

CONDUIT END CAPS REQUIRED ON ALL EMPTY CONDUIT.

PULL ROPE (3/8" NYLON) REQUIRED IN ALL CONDUIT.

SEE STREET LIGHTING & TRAFFIC SIGNAL CONDUIT DETAILS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

SEE UTILITY SPECIALS FOR ADDITIONAL INFORMATION AND ALL CONTACT NUMBERS.

CONTRACTOR IS REQUIRED TO CONTACT THE CITY OF MILWAUKEE ELECTRICAL SERVICES FOR FINAL INSPECTION AND APPROVAL OF ALL ELECTRICAL WORK BEFORE ANY MATERIALS ARE COVERED UP OR BACKFILLED.

TYPICAL RECTANGLAR VAULT SHOULD BE INSTALLED AS SHOWN ON PLAN, BUT WHEN IT IS NOT POSSIBLE A 5 FT. TO 6 FT. OFFSET FROM STREET LIGHT POLES, SIGNAL STANDARDS, AND FIRE HYDRANTS SHOULD BE USED.

ALL PURPOSE ANTISEIZE (OR EQUIV) TO BE APPLIED ON ALL BOLTS AND SCREWS ESPECIALLY THE LIGHT POLE HAND HOLE PANEL. OXIDE INHIBITOR OX-4 (OR EQUIV) TO BE APPLIED ON ALL WIRE CONNECTION AND WIRE NUTS. TAG ALL CABLE DIRECTION IN VAULT AND HAND HOLE PANEL.

TYPE 3 LIGHT DISTRIBUTION THIS INTERSECTION UNLESS OTHERWISE SPECIFIED.
ALL NEW LUMINAIRES TO BE EQUIPPED WITH 5A IN-LINE FUSES, LOAD SIDE ONLY.

CAUTION

THE CONTRACTOR IS RESPONSIBLE FOR NOT BACK-FEEDING CIRCUITS PRIOR TO DISCONNECTING ANY BRANCH CIRCUITS FROM ORIGINAL SOURCE.

SCALE, FEET 0 30

STATE PROJECT NO: 2545–09–71	HWY: W. HAMPTON AVE.	COUNTY: MILWAUKEE	STREET LIGHTING PLAN	SHEET 237	E

FILE NAME : W:\bes_WisDot\2022\(2545–09–01)71) wHampton Ave – 60th to Teutonia\100%\hampton conduit final submit.dgn
PLOT DATE : 31–OCT–2022 08:11
PLOT BY : lhickm
PLOT NAME :
PLOT SCALE : 1:29.9924
WISDOT/CADDS SHEET 42

N

POLE ADDRESS
ADDRESS LOCATION
TRAFFIC
CURB
PLACE ADDRESS 6'-0" ABOVE GRADE

LEGEND

- EXISTING LIGHT POLE
- NEW LIGHT POLE 2LED LUMINAIRE 2#12UF W/GND RISER CABLE
- NEW LIGHT POLE 2 - 2#12UF W/G RISERS 2 - LUMINAIRE ARMS 2 - 2LED LUMINAIRE
- REMOVE COMPLETE EXISTING LIGHT POLE
- DOUBLE LUMINAIRE & ARMS (BY CONTRACTOR) MOUNTED ON MONOTUBE
- TRAFFIC SIGNAL BASE TO BE INSTALLED
- MONOTUBE MAST ARM BASE TO BE INSTALLED WITH 8 FT STEEL ARM
- TRAFFIC SIGNAL MOUNTED ON LIGHT POLE
- EXISTING SIGNAL STANDARD
- EXISTING PULL BOX OR INSTALLED BY (TR) TRAFFIC
- PULL BOX TO BE INSTALLED
- TRAFFIC CONTROL CABINET
- STREET LIGHTING ENCLOSURE
- PVC CONDUIT SCH 40 UNLESS SPECIFIED
- XX' ARM — MAST ARM
- S40-XXXX — STRUCTURE NUMBER
- (R) (B) — RED/BLACK WIRE TERMINATION

#5504
25' BOLT DOWN AL POLE
TYPE 5 BASE
XFMR BASE
2EA.-2#12UF W/GRD. INT. RISERS
2EA.-6 FT. MITCHELL ARMS
2EA.-2LED3
STA.288WB+98.0;11.0'RT
124

13"x24"x24" PULL BOX 112
STA. 289WB+85.0;55.0'LT

N. 55th St.

CAUTION
2200V

#4802
LIGHT POLE
TO REMAIN
IN SERVICE

112 13"x24"x24" PULL BOX
STA. 290WB+8.0;40.0'LT

124 #5438
25' BOLT DOWN AL POLE
TYPE 5 BASE
XFMR BASE
2EA.-2#12UF W/GRD. INT. RISERS
2EA.-6 FT. MITCHELL ARMS
2EA.-2LED3
STA. 290WB+13.0;11.0'RT

101 3.0" HDPE

Detail 1 102 3.0" HDPE

Detail 1 102 3.0" HDPE 2' BACK OF CURB

13"x24"x24" PULL BOX 112
STA. 291WB+90.0;11.0'RT

DETAIL B 100 3.0" HDPE 2' BACK OF CURB

W. HAMPTON AVE.

3#2/1#8 XLPE CIR.T41N-A INSTALLED IN CONDUIT

Detail 1 102 3.0" HDPE

3#2/1#8 XLPE CIR.T41N-A INSTALLED IN CONDUIT

3#2/1#8 XLPE CIR.T41N-A INSTALLED IN CONDUIT

Detail 1 102 3.0" HDPE

13"x24"x24" PULL BOX 112
STA.

DETAIL B 100 3.0" PVC 2' BACK OF CURB

288WB 289WB 290WB 291WB 292WB
288EB 289EB 290EB 291EB 292EB

BLDG

13"x24"x24" PULL BOX 112
STA.290WB+8.0;3.0'RT

#5404
25' BOLT DOWN AL POLE
TYPE 5 BASE
XFMR BASE
2EA.-2#12UF W/GRD. INT. RISERS
2EA.-6 FT. MITCHELL ARMS
2EA.-2LED3
STA.291WB+9.0;11.0'RT
124

13"x24"x24" PULL BOX 112
STA.291WB+12.0;11.0'RT

13"x24"x24" PULL BOX 112
STA. 291WB+32.0;69.0'RT

#4786
22' ALUMINUM POLE
(DIRECT BURY)
2#12UF W/GRD.INT. RISERS
6 FT. MITCHELL ARM
1LED2
291WB+69.0;78.0'RT

N. 54th St.

Detail B 100 3.0" HDPE SPECIAL

13"x24"x24" PULL BOX 112
STA. 291WB+32.0;147.0'RT

101 3.0" HDPE

Detail 1 102 3.0" HDPE

Detail 1 102 3.0" HDPE

#5400
25' BOLT DOWN AL POLE
TYPE 5 BASE
XFMR BASE
2EA.-2#12UF W/GRD. INT. RISERS
2EA.-6 FT. MITCHELL ARMS
2EA.-2LED3
STA.292+26.0;11.0'RT
124

13"x24"x24" PULL BOX 112
STA. 291WB+69.0;69.0'RT

#4777
LIGHT POLE
TO REMAIN
IN SERVICE

SCALE, FEET 0 30

CAUTION
2200V

SHEET 5 OF 24

NOTE:

GENERAL NOTES MUST BE FOLLOWED WHEN INSTALLING MATERIALS FOR STREET LIGHTING AND TRAFFIC SIGNALS.

CONDUIT END CAPS REQUIRED ON ALL EMPTY CONDUIT.

PULL ROPE (3/8" NYLON) REQUIRED IN ALL CONDUIT.

SEE STREET LIGHTING & TRAFFIC SIGNAL CONDUIT DETAILS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

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CONTRACTOR IS REQUIRED TO CONTACT THE CITY OF MILWAUKEE ELECTRICAL SERVICES FOR FINAL INSPECTION AND APPROVAL OF ALL ELECTRICAL WORK BEFORE ANY MATERIALS ARE COVERED UP OR BACKFILLED.

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ALL PURPOSE ANTISEIZE (OR EQUIV) TO BE APPLIED ON ALL BOLTS AND SCREWS ESPECIALLY THE LIGHT POLE HAND HOLE PANEL. OXIDE INHIBITOR OX-4 (OR EQUIV) TO BE APPLIED ON ALL WIRE CONNECTION AND WIRE NUTS. TAG ALL CABLE DIRECTION IN VAULT AND HAND HOLE PANEL.

TYPE 3 LIGHT DISTRIBUTION THIS INTERSECTION UNLESS OTHERWISE SPECIFIED.
ALL NEW LUMINAIRES TO BE EQUIPPED WITH 5A IN-LINE FUSES, LOAD SIDE ONLY.

CAUTION
THE CONTRACTOR IS RESPONSIBLE FOR NOT BACK-FEEDING CIRCUITS PRIOR TO DISCONNECTING ANY BRANCH CIRCUITS FROM ORIGINAL SOURCE.

STATE PROJECT NO: 2545–09–71	HWY: W. HAMPTON AVE.	COUNTY: MILWAUKEE	STREET LIGHTING PLAN	SHEET 238	E

LEGEND

- EXISTING LIGHT POLE
- NEW LIGHT POLE 2LED LUMINAIRE 2#12UF W/GND RISER CABLE
- NEW LIGHT POLE 2 - 2#12UF W/G RISERS 2 - LUMINAIRE ARMS 2 - 2LED LUMINAIRE
- REMOVE COMPLETE EXISTING LIGHT POLE
- DOUBLE LUMINAIRE & ARMS (BY CONTRACTOR) MOUNTED ON MONOTUBE
- TRAFFIC SIGNAL BASE TO BE INSTALLED
- MONOTUBE MAST ARM BASE TO BE INSTALLED WITH 8 FT STEEL ARM
- TRAFFIC SIGNAL MOUNTED ON LIGHT POLE
- EXISTING SIGNAL STANDARD
- EXISTING PULL BOX OR INSTALLED BY (TR) TRAFFIC
- PULL BOX TO BE INSTALLED
- TRAFFIC CONTROL CABINET
- STREET LIGHTING ENCLOSURE
- PVC CONDUIT SCH 40 UNLESS SPECIFIED
- XX' ARM - MAST ARM
- S40-XXXX - STRUCTURE NUMBER
- (R) (B) - RED/BLACK WIRE TERMINATION

N. 54th St.

112 13"x24"x24" PULL BOX STA. 292WB+33.0;56.0'LT

#4804 LIGHT POLE TO REMAIN IN SERVICE

CAUTION 2200V

Detail 1 102 3.0" HDPE

112 13"x24"x24" PULL BOX STA. 293WB+17.0; 56.0'LT

112 13"x24"x24" PULL BOX STA. 293WB+ 43.0;35.0'LT

124 #5338 25' BOLT DOWN AL POLE TYPE 5 BASE XFMR BASE 2EA.-2#12UF W/GRD. INT. RISERS 2EA.-6 FT. MITCHELL ARMS 2EA.-2LED3 STA. 293WB+43.0;11.0'RT

101 3.0" HDPE

3#2/1#8 XLPE CIR.T41N-A INSTALLED IN CONDUIT

Detail 1 102 3.0" HDPE

112 13"x24"x24" PULL BOX STA. 293WB+38.0;3.5'RT

DETAIL B 100 3.0" HDPE 2' BACK OF CURB

293WB 294WB 295WB 296WB 297WB

W. HAMPTON AVE.

Detail 1 102 3.0" HDPE

112 13"x24"x24" PULL BOX STA. 292WB+62.0;3.5'RT

293EB 294EB 295EB 296EB 297EB

3#2/1#8 XLPE CIR.T41N-A INSTALLED IN CONDUIT

124 #5320 25' BOLT DOWN AL POLE TYPE 5 BASE XFMR BASE 2EA.-2#12UF W/GRD. INT. RISERS 2EA.-6 FT. MITCHELL ARMS 2EA.-2LED3 STA. 294WB+36.0;11.0'RT

3#2/1#8 XLPE CIR.T41N-A INSTALLED IN CONDUIT

#5302 124 25' BOLT DOWN AL POLE TYPE 5 BASE XFMR BASE 2EA.-2#12UF W/GRD. INT. RISERS 2EA.-6 FT. MITCHELL ARMS 2EA.-2LED3 STA.295WB+41.0;11.0'RT

13"x24"x24" PULL BOX 112 STA.295WB+39.0;35.0'LT

13"x24"x24" PULL BOX 112 STA.295WB+39.0;6.0'RT

Detail 1 102 3.0" HDPE

13"x24"x24" PULL BOX 112 STA.295WB+39.0;50.0'RT

101 3.0" SCH.40

3.0" HDPE SPECIAL

#4783 LIGHT POLE TO REMAIN IN SERVICE

13"x24"x24" PULL BOX 112 STA.295WB+65.0;80.0'RT

#4804 LIGHT POLE TO REMAIN IN SERVICE

3#2/1#8 XLPE CIR.T391N-C INSTALLED IN CONDUIT

13"x24"x24" PULL BOX 112 STA.296WB+12.0;54.0'LT

22' ALUMINUM POLE (DIRECT BURY) 2#12UF W/GRD.INT. RISERS 6 FT. MITCHELL ARM 1LED2 STA.296WB+12.0;46.0'LT

N. 53rd St.

CAUTION 2200V

POLE ADDRESS

TRAFFIC

ADDRESS LOCATION

CURB

PLACE ADDRESS 6'-0" ABOVE GRADE

N

Detail 1 102 3.0" HDPE

112 13"x24"x24" PULL BOX STA. 296WB+49.0;54.0'LT

101 3.0" SCH.40

3#2/1#8 XLPE CIR.T39N-C INSTALLED IN CONDUIT

112 13"x24"x24" PULL BOX STA. 296WB+ 76.0;26.0'LT

Detail 1 102 3.0" HDPE

13"x24"x24" PULL BOX 112 STA. 296WB+76.0;4.0'RT

Detail 1 102 3.0" HDPE W/PULL TAPE

Detail 1 102 3.0" HDPE

DETAIL B 100 3.0" HDPE 2' BACK OF CURB

CAUTION 2200V

124 #5238 25' BOLT DOWN AL POLE TYPE 5 BASE XFMR BASE 2EA.-2#12UF W/GRD. INT. RISERS 2EA.-6 FT. MITCHELL ARMS 2EA.-2LED3 STA. 296WB+72.0;11.0'RT

N. 53rd St.

SCALE, FEET 0 30

CAUTION

THE CONTRACTOR IS RESPONSIBLE FOR NOT BACK-FEEDING CIRCUITS PRIOR TO DISCONNECTING ANY BRANCH CIRCUITS FROM ORIGINAL SOURCE.

SHEET 6 OF 24

NOTE:

GENERAL NOTES MUST BE FOLLOWED WHEN INSTALLING MATERIALS FOR STREET LIGHTING AND TRAFFIC SIGNALS.

CONDUIT END CAPS REQUIRED ON ALL EMPTY CONDUIT.

PULL ROPE (3/8" NYLON) REQUIRED IN ALL CONDUIT.

SEE STREET LIGHTING & TRAFFIC SIGNAL CONDUIT DETAILS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

SEE UTILITY SPECIALS FOR ADDITIONAL INFORMATION AND ALL CONTACT NUMBERS.

CONTRACTOR IS REQUIRED TO CONTACT THE CITY OF MILWAUKEE ELECTRICAL SERVICES FOR FINAL INSPECTION AND APPROVAL OF ALL ELECTRICAL WORK BEFORE ANY MATERIALS ARE COVERED UP OR BACKFILLED.

TYPICAL RECTANGLAR VAULT SHOULD BE INSTALLED AS SHOWN ON PLAN, BUT WHEN IT IS NOT POSSIBLE A 5 FT. TO 6 FT. OFFSET FROM STREET LIGHT POLES, SIGNAL STANDARDS, AND FIRE HYDRANTS SHOULD BE USED.

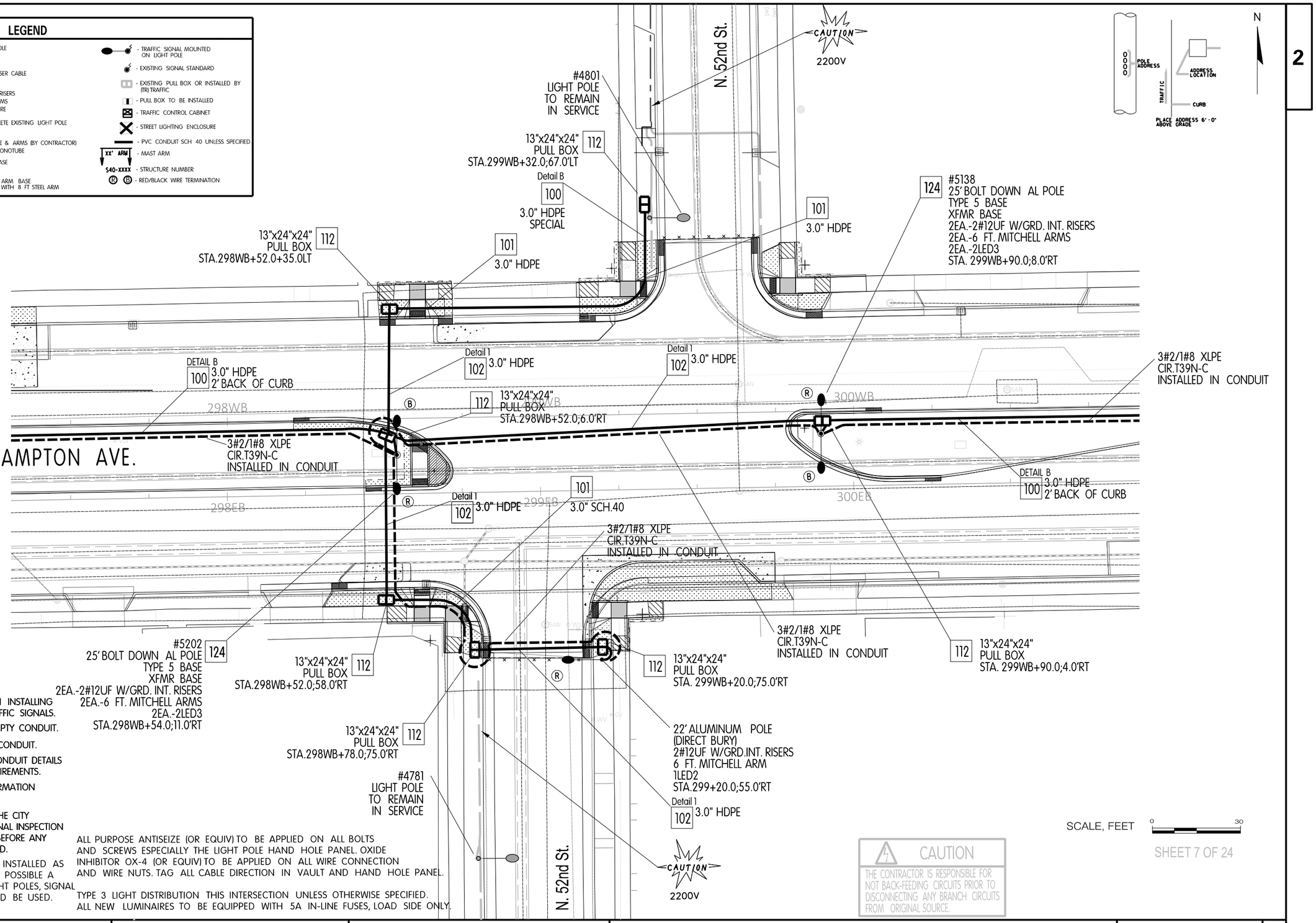
ALL PURPOSE ANTISEIZE (OR EQUIV) TO BE APPLIED ON ALL BOLTS AND SCREWS ESPECIALLY THE LIGHT POLE HAND HOLE PANEL. OXIDE INHIBITOR OX-4 (OR EQUIV) TO BE APPLIED ON ALL WIRE CONNECTION AND WIRE NUTS. TAG ALL CABLE DIRECTION IN VAULT AND HAND HOLE PANEL.

TYPE 3 LIGHT DISTRIBUTION THIS INTERSECTION UNLESS OTHERWISE SPECIFIED. ALL NEW LUMINAIRES TO BE EQUIPPED WITH 5A IN-LINE FUSES, LOAD SIDE ONLY.

STATE PROJECT NO: 2545–09–71	HWY: W. HAMPTON AVE.	COUNTY: MILWAUKEE	STREET LIGHTING PLAN	SHEET 239	E

LEGEND

- EXISTING LIGHT POLE
- NEW LIGHT POLE 2LED LUMINAIRE 2#12UF W/GND RISER CABLE
- NEW LIGHT POLE 2 - 2#12UF W/G RISERS 2 - LUMINAIRE ARMS 2 - 2LED LUMINAIRE
- REMOVE COMPLETE EXISTING LIGHT POLE
- DOUBLE LUMINAIRE & ARMS (BY CONTRACTOR) MOUNTED ON MONOTUBE
- TRAFFIC SIGNAL BASE TO BE INSTALLED
- MONOTUBE MAST ARM BASE TO BE INSTALLED WITH 8 FT STEEL ARM
- TRAFFIC SIGNAL MOUNTED ON LIGHT POLE
- EXISTING SIGNAL STANDARD
- EXISTING PULL BOX OR INSTALLED BY (TR) TRAFFIC
- PULL BOX TO BE INSTALLED
- TRAFFIC CONTROL CABINET
- STREET LIGHTING ENCLOSURE
- PVC CONDUIT SCH 40 UNLESS SPECIFIED
- XX' ARM - MAST ARM
- S40-XXXX - STRUCTURE NUMBER
- (R) (B) - RED/BLACK WIRE TERMINATION



NOTE:

GENERAL NOTES MUST BE FOLLOWED WHEN INSTALLING MATERIALS FOR STREET LIGHTING AND TRAFFIC SIGNALS.

CONDUIT END CAPS REQUIRED ON ALL EMPTY CONDUIT.

PULL ROPE (3/8" NYLON) REQUIRED IN ALL CONDUIT.

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SEE UTILITY SPECIALS FOR ADDITIONAL INFORMATION AND ALL CONTACT NUMBERS.

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TYPE 3 LIGHT DISTRIBUTION THIS INTERSECTION UNLESS OTHERWISE SPECIFIED.
ALL NEW LUMINAIRES TO BE EQUIPPED WITH 5A IN-LINE FUSES, LOAD SIDE ONLY.

CAUTION
THE CONTRACTOR IS RESPONSIBLE FOR NOT BACK-FEEDING CIRCUITS PRIOR TO DISCONNECTING ANY BRANCH CIRCUITS FROM ORIGINAL SOURCE.

#4802
#31' CONCRETE DIRECT BURY
2EA.-6' ARMS & 250W HPS (UNBALLASTED)
TO BE REMOVED
STA.302WB+66.0;44.0'LT

124 #4801
TYPE 10 MONOTUBE (EXIST.)
TYPE 10 BASE (EXIST.)
2#12UF W/GRD. INT. RISER
6 FT. MITCHELL ARM
3LED3
STA.303WB+2.0;42.5'LT

#5202
25' BOLT DOWN AL POLE 124
TYPE 5 BASE
XFMR BASE
2EA.-2#12UF W/GRD. INT. RISER
2EA.-6 FT. MITCHELL ARM
2EA.-2LED3
STA.302WB+30.0;45.0'LT

3#2/1#8 XLPE
CIR.T39N-C
INSTALLED IN CONDUIT

#5102
25' BOLT DOWN AL POLE 124
TYPE 5 BASE
XFMR BASE
2#12UF W/GRD. INT. RISER
2EA.-6 FT. MITCHELL ARM
2EA.-3LED3
STA.302WB+6.0;8.5'RT

3#2/1#8 XLPE
CIR.T39N-C
INSTALLED IN CONDUIT

3#2/1#8 XLPE
CIR.T39N-C
INSTALLED IN CONDUIT

13"x24"x24"
PULL BOX 112
STA.301WB
+10.5;3.5RT

3#2/1#8 XLPE
CIR.T39N-C
INSTALLED IN CONDUIT

N. 51st Blvd.

124
#5102
25' BOLT DOWN
AL POLE
TYPE 5 BASE
XFMR BASE
2#12UF W/GRD.
INT. RISER
2EA.-6 FT.
MITCHELL ARM
2EA.-3LED3
STA.302WB
+6.0;8.5'RT

W. HAMPTON AVE.

W. HAMPTON AVE.

DETAIL B
100 3.0" HDPE
2' BACK OF CURB

#5032
#30' AL BOLT DOWN
CONCRETE BASE
2EA.-6' ARMS & 250W HPS (UNBALLASTED)
TO BE REMOVED
STA.302WB+98.0;15.0'RT

DETAIL B
100 3.0" HDPE
2' BACK OF CURB

3#2/1#8 XLPE
CIR.T39N-C
INSTALLED IN CONDUIT

3#2/1#8 XLPE
CIR.T39N-C

101
3.0" HDPE

13"x24"x24"
PULL BOX 112
STA.301WB
+10.5;58.5RT

3#2/1#8 XLPE
CIR.T39N-C

13"x24"x24"
PULL BOX 112
STA.301WB
+76.0;75.5RT

3#2/1#8 XLPE
CIR.T39N-C
INSTALLED IN CONDUIT

#4793
#31' ALUMINUM DIRECT BURY
6' ARM & 250W HPS (UNBALLASTED)
TO BE REMOVED
STA.302WB+76.0;78.0'RT

#4792
#31' ALUMINUM DIRECT BURY
6' ARM & 250W HPS (UNBALLASTED)
TO BE REMOVED
STA.302WB+75.0;66.0'RT

#5202
30' BOLT DOWN AL POLE 124
TYPE 5 BASE
XFMR BASE
2EA.-2#12UF W/GRD. INT. RISER
2EA.-6 FT. MITCHELL ARM
2EA.-3LED3
STA.302WB+75.0;80.0'RT

124
#5202
30' BOLT DOWN AL POLE
TYPE 5 BASE
XFMR BASE
2#12UF W/GRD. INT. RISER
6 FT. MITCHELL ARM
3LED3
STA.298WB+54.0;11.0'RT

N. 51st Blvd.

N

LEGEND

- EXISTING LIGHT POLE
- NEW LIGHT POLE 2LED LUMINAIRE 2#12UF W/GND RISER CABLE
- NEW LIGHT POLE 2 - 2#12UF W/G RISERS 2 - LUMINAIRE ARMS 2 - 2LED LUMINAIRE
- REMOVE COMPLETE EXISTING LIGHT POLE
- DOUBLE LUMINAIRE & ARMS (BY CONTRACTOR) MOUNTED ON MONOTUBE
- TRAFFIC SIGNAL BASE TO BE INSTALLED
- MONOTUBE MAST ARM BASE TO BE INSTALLED WITH 8 FT STEEL ARM
- TRAFFIC SIGNAL MOUNTED ON LIGHT POLE
- EXISTING SIGNAL STANDARD
- EXISTING PULL BOX OR INSTALLED BY (TR) TRAFFIC
- PULL BOX TO BE INSTALLED
- TRAFFIC CONTROL CABINET
- STREET LIGHTING ENCLOSURE
- PVC CONDUIT SCH 40 UNLESS SPECIFIED
- XX' ARM - MAST ARM
- S40-XXXX - STRUCTURE NUMBER
- (R) (B) - RED/BLACK WIRE TERMINATION

SUMMARY OF SELECTED ITEMS FOR INFORMATION ONLY	
QUANTITY	DESCRIPTION
4 EA	REMOVE LIGHT UNIT COMPLETE
1 EA	REMOVE CONCRETE BASE

CAUTION

THE CONTRACTOR IS RESPONSIBLE FOR NOT BACK-FEEDING CIRCUITS PRIOR TO DISCONNECTING ANY BRANCH CIRCUITS FROM ORIGINAL SOURCE.

NOTE:

GENERAL NOTES MUST BE FOLLOWED WHEN INSTALLING MATERIALS FOR STREET LIGHTING AND TRAFFIC SIGNALS.

CONDUIT END CAPS REQUIRED ON ALL EMPTY CONDUIT.

PULL ROPE (3/8" NYLON) REQUIRED IN ALL CONDUIT.

SEE STREET LIGHTING & TRAFFIC SIGNAL CONDUIT DETAILS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

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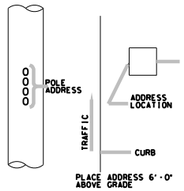
ALL PURPOSE ANTISEIZE (OR EQUIV) TO BE APPLIED ON ALL BOLTS AND SCREWS ESPECIALLY THE LIGHT POLE HAND HOLE PANEL. OXIDE INHIBITOR OX-4 (OR EQUIV) TO BE APPLIED ON ALL WIRE CONNECTION AND WIRE NUTS. TAG ALL CABLE DIRECTION IN VAULT AND HAND HOLE PANEL.

TYPE 3 LIGHT DISTRIBUTION THIS INTERSECTION UNLESS OTHERWISE SPECIFIED.
ALL NEW LUMINAIRES TO BE EQUIPPED WITH 5A IN-LINE FUSES, LOAD SIDE ONLY.

SCALE, FEET 0 30

STATE PROJECT NO: 2545–09–71	HWY: W. HAMPTON AVE.	COUNTY: MILWAUKEE	STREET LIGHTING PLAN	SHEET 241	E

FILE NAME : W:\bes_WisDot\2022\(2545–09–01)71) wHampton Ave – 60th to Teutonia\100%\hampton conduit final submit.dgn
PLOT DATE : 31–OCT–2022 08:12 PLOT BY : lnickm PLOT NAME : PLOT SCALE : 1:29.9924
WISDOT/CADDS SHEET 42



124 #5018
25' BOLT DOWN AL POLE
TYPE 5 BASE
XFMR BASE
2EA.-2#12UF W/GRD. INT. RISERS
2EA.-6 FT. MITCHELL ARMS
2EA.-2LED3
STA. 304WB+79.0;11.0'RT

112 13"x24"x24"
PULL BOX
STA.

124 #4928
25' BOLT DOWN AL POLE
TYPE 5 BASE
XFMR BASE
2EA.-2#12UF W/GRD. INT. RISERS
2EA.-6 FT. MITCHELL ARMS
2EA.-2LED3
STA. 305WB+65.5;19.0'RT

13"x24"x24" 112
PULL BOX
STA.304WB+76.0;19.0'RT

Detail 1
102 3.0" HDPE

DETAIL B
100 3.0" HDPE
2' BACK OF CURB

N

W. HAMPTON AVE

304WB 305WB 306WB 307WB

304EB 305EB 306EB 307EB

3#2/1#8 XLPE
CIR.T39N-C
INSTALLED IN CONDUIT

DETAIL B
100 3.0" HDPE
2' BACK OF CURB

3#2/1#8 XLPE
CIR.T39N-C
INSTALLED IN CONDUIT

Detail 1
102 3.0" HDPE

3#2/1#8 XLPE
CIR.T39N-C
INSTALLED IN CONDUIT

124 #4918
25' BOLT DOWN AL POLE
TYPE 5 BASE
XFMR BASE
2EA.-2#12UF W/GRD. INT. RISERS
2EA.-6 FT. MITCHELL ARMS
2EA.-2LED3
STA. 306WB+90.0;11.0'RT

L - 8 101
3.0" PVC

#4786
22' ALUMINUM POLE
(DIRECT BURY)
2#12UF W/GRD.INT. RISERS
6 FT. MITCHELL ARM
1LED2
STA305WB+45.0;76.0'RT

N. 50th St.

112 13"x24"x24"
PULL BOX
STA. 305WB+45.0;72.0'RT

112 13"x24"x24"
PULL BOX
STA. 305WB+65.6;59.0'RT

NOTE:

GENERAL NOTES MUST BE FOLLOWED WHEN INSTALLING MATERIALS FOR STREET LIGHTING AND TRAFFIC SIGNALS.

CONDUIT END CAPS REQUIRED ON ALL EMPTY CONDUIT.

PULL ROPE (3/8" NYLON) REQUIRED IN ALL CONDUIT.

SEE STREET LIGHTING & TRAFFIC SIGNAL CONDUIT DETAILS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

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TYPE 3 LIGHT DISTRIBUTION THIS INTERSECTION UNLESS OTHERWISE SPECIFIED.

ALL NEW LUMINAIRES TO BE EQUIPPED WITH 5A IN-LINE FUSES, LOAD SIDE ONLY.

CAUTION

THE CONTRACTOR IS RESPONSIBLE FOR NOT BACK-FEEDING CIRCUITS PRIOR TO DISCONNECTING ANY BRANCH CIRCUITS FROM ORIGINAL SOURCE.

LEGEND

- EXISTING LIGHT POLE
- NEW LIGHT POLE 2LED LUMINAIRE 2#12UF W/GND RISER CABLE
- NEW LIGHT POLE 2 - 2#12UF W/G RISERS 2 - LUMINAIRE ARMS 2 - 2LED LUMINAIRE
- REMOVE COMPLETE EXISTING LIGHT POLE
- DOUBLE LUMINAIRE & ARMS (BY CONTRACTOR) MOUNTED ON MONOTUBE
- TRAFFIC SIGNAL BASE TO BE INSTALLED
- MONOTUBE MAST ARM BASE TO BE INSTALLED WITH 8 FT STEEL ARM
- TRAFFIC SIGNAL MOUNTED ON LIGHT POLE
- EXISTING SIGNAL STANDARD
- EXISTING PULL BOX OR INSTALLED BY (TR) TRAFFIC
- PULL BOX TO BE INSTALLED
- TRAFFIC CONTROL CABINET
- STREET LIGHTING ENCLOSURE
- PVC CONDUIT SCH 40 UNLESS SPECIFIED
- XX' ARM - MAST ARM
- S40-XXXX - STRUCTURE NUMBER
- (R) (B) - RED/BLACK WIRE TERMINATION

SCALE, FEET 0 30

STATE PROJECT NO: 2545–09–71	HWY: W. HAMPTON AVE.	COUNTY: MILWAUKEE	STREET LIGHTING PLAN	SHEET 242	E

FILE NAME : W:\bes_WisDot\2022\(2545–09–01)71) wHampton Ave – 60th to Teutonia\100%\hampton conduit final submit.dgn PLOT DATE : 31–OCT–2022 08:13 PLOT BY : lhickm PLOT NAME : PLOT SCALE : 1:29.9924 WISDOT/CADDS SHEET 42

124 #4906
25'BOLT DOWN AL POLE
TYPE 5 BASE
XFMR BASE
2EA.-2#12UF W/GRD. INT. RISERS
2EA.-6 FT. MITCHELL ARMS
2EA.-2LED3
STA. 308WB+20.0;11.0'RT

3#2/1#8 XLPE
CIR.T39N-C
INSTALLED IN CONDUIT

112 13"x24"x24"
PULL BOX
STA.308WB+5.0;19.0'RT

112 13"x24"x24"
PULL BOX
STA. 308WB+5.0;51.0'RT

CAUTION
2200V

#4801
LIGHT POLE
TO REMAIN
IN SERVICE

N. 49th St.

13"x24"x24" 112
PULL BOX
STA.309WB+32.0;55.0'LT

CAUTION
2200V

Detail 1
102 3.0" HDPE

112 13"x24"x24"
PULL BOX
STA. 309WB+68.0;55.0'LT

101 3.0" HDPE

112 13"x24"x24"
PULL BOX
STA. 309WB+
93.0;27.0'LT

124 #4832
25'BOLT DOWN AL POLE
TYPE 5 BASE
XFMR BASE
2EA.-2#12UF W/GRD. INT. RISERS
2EA.-6 FT. MITCHELL ARMS
2EA.-2LED3
STA. 309WB+90.0;11.0'RT

3#2/1#8 XLPE
CIR.T39N-C
INSTALLED IN CONDUIT

124 #4832
25'BOLT DOWN AL POLE
TYPE 5 BASE
XFMR BASE
2EA.-2#12UF W/GRD. INT. RISERS
2EA.-6 FT. MITCHELL ARMS
2EA.-2LED3
STA. 311WB+13.0;11.0'RT

Detail 1
102 3.0" HDPE

124 #4737
25'BOLT DOWN AL POLE
TYPE 5 BASE
XFMR BASE
2EA.-2#12UF W/GRD. INT. RISERS
2EA.-6 FT. MITCHELL ARMS
2EA.-2LED3
STA. 312WB+28.0;11.0'RT

112 13"x24"x24"
PULL BOX
STA. 311WB+
92.0;15.0'LT

DETAIL B
100 3.0" HDPE
2' BACK OF CURB

3#2/1#8 XLPE
CIR.T39N-C
INSTALLED IN CONDUIT

308WB 309WB 310WB 311WB 312WB

Detail 1
102 3.0" HDPE

3#2/1#8 XLPE
CIR.T39N-C
INSTALLED IN CONDUIT

112 13"x24"x24"
PULL BOX
STA. 309WB+93.0;14.0'RT

DETAIL B
100 3.0" HDPE
2' BACK OF CURB

3#2/1#8 XLPE
CIR.T39N-C
INSTALLED IN CONDUIT

W. HAMPTON AVE.

308EB 309EB 310EB 311EB 312EB

Detail 1
102 3.0" HDPE

Detail 1
102 3.0" HDPE

Detail 1
102 3.0" HDPE

3#2/1#8 XLPE
CIR.T39N-C
INSTALLED IN CONDUIT

101
3.0" PVC

112 13"x24"x24"
PULL BOX
STA. 308WB+58.0;72.0'

#4786
22' ALUMINUM POLE
(DIRECT BURY)
2#12UF W/GRD.INT. RISERS
6 FT. MITCHELL ARM
1LED2
STA.308WB+58.0;76.0'RT

101
3.0" PVC

112 13"x24"x24"
PULL BOX
STA. 308WB+22.0;74.0'RT

3#2/1#8 XLPE
CIR.T39N-C
INSTALLED IN CONDUIT

#4775
LIGHT POLE
TO REMAIN
IN SERVICE

CAUTION
2200V

N. 49th St.

112 13"x24"x24"
PULL BOX
STA.311WB+35.0;69.0'RT

#4787
22' ALUMINUM POLE
(DIRECT BURY)
2#12UF W/GRD.INT. RISERS
6 FT. MITCHELL ARM
1LED2
STA.311WB+35.0;73.0'RT

N. 48th St.

101
3.0" PVC

112 13"x24"x24"
PULL BOX
STA. 311WB+92.0;58.0'RT

112 13"x24"x24"
PULL BOX
STA. STA.311WB+73.0;69.0'RT

Detail 1
102 3.0" HDPE

CAUTION
2200V

POLE ADDRESS
ADDRESS LOCATION
TRAFFIC
CURB
PLACE ADDRESS 6'-0" ABOVE GRADE

SCALE, FEET
0 30

LEGEND

- EXISTING LIGHT POLE
- NEW LIGHT POLE 2LED LUMINAIRE 2#12UF W/GND RISER CABLE
- NEW LIGHT POLE 2 - 2#12UF W/G RISERS 2 - LUMINAIRE ARMS 2 - 2LED LUMINAIRE
- REMOVE COMPLETE EXISTING LIGHT POLE
- DOUBLE LUMINAIRE & ARMS (BY CONTRACTOR) MOUNTED ON MONOTUBE
- TRAFFIC SIGNAL BASE TO BE INSTALLED
- MONOTUBE MAST ARM BASE TO BE INSTALLED WITH 8 FT STEEL ARM
- TRAFFIC SIGNAL MOUNTED ON LIGHT POLE
- EXISTING SIGNAL STANDARD
- EXISTING PULL BOX OR INSTALLED BY (TR) TRAFFIC
- PULL BOX TO BE INSTALLED
- TRAFFIC CONTROL CABINET
- STREET LIGHTING ENCLOSURE
- PVC CONDUIT SCH 40 UNLESS SPECIFIED
- XX' ARM - MAST ARM
- S40-XXXX - STRUCTURE NUMBER
- (R) (B) - RED/BLACK WIRE TERMINATION

CAUTION

THE CONTRACTOR IS RESPONSIBLE FOR NOT BACK-FEEDING CIRCUITS PRIOR TO DISCONNECTING ANY BRANCH CIRCUITS FROM ORIGINAL SOURCE.

NOTE:

GENERAL NOTES MUST BE FOLLOWED WHEN INSTALLING MATERIALS FOR STREET LIGHTING AND TRAFFIC SIGNALS.

CONDUIT END CAPS REQUIRED ON ALL EMPTY CONDUIT.

PULL ROPE (3/8" NYLON) REQUIRED IN ALL CONDUIT.

SEE STREET LIGHTING & TRAFFIC SIGNAL CONDUIT DETAILS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

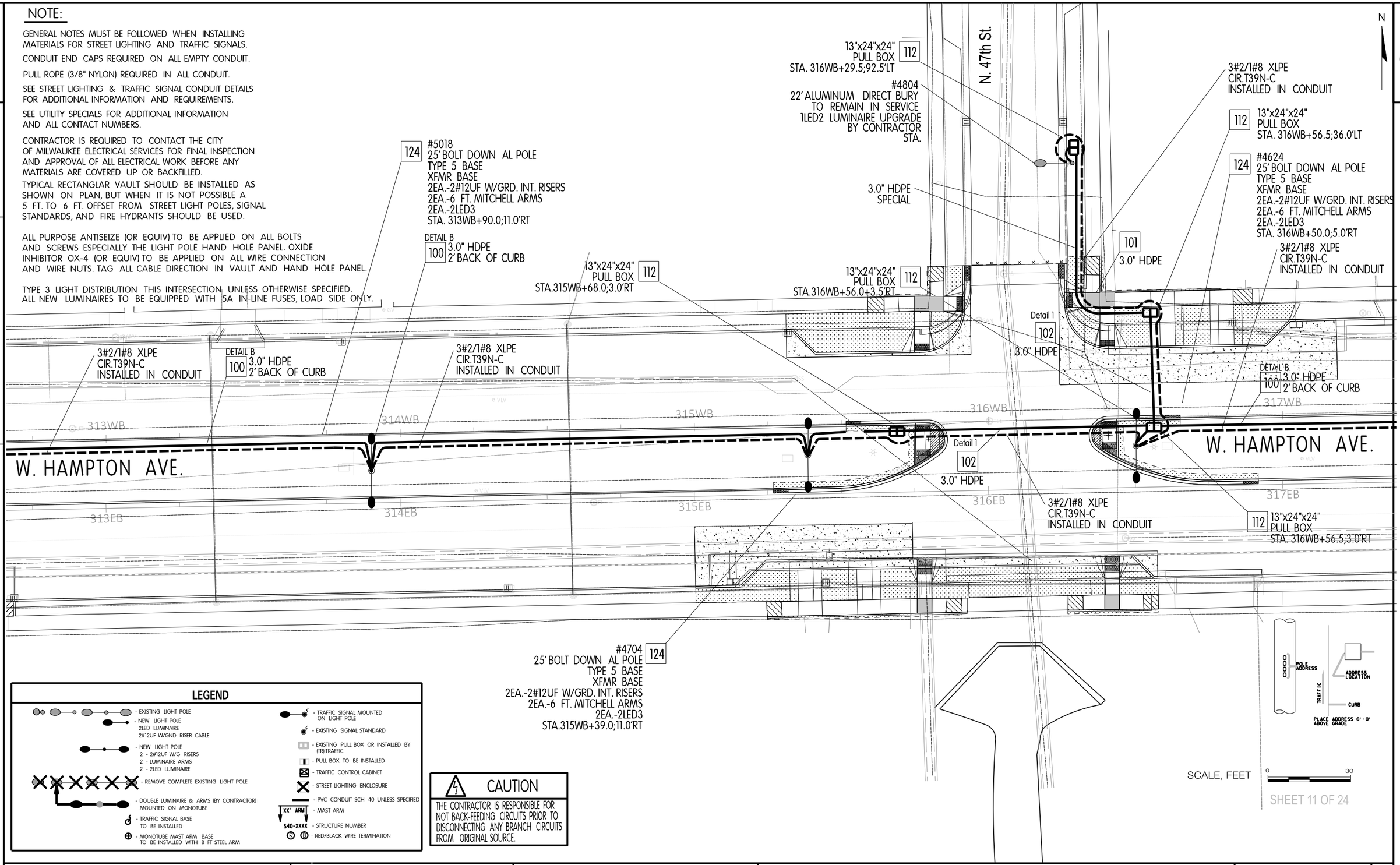
SEE UTILITY SPECIALS FOR ADDITIONAL INFORMATION AND ALL CONTACT NUMBERS.

CONTRACTOR IS REQUIRED TO CONTACT THE CITY OF MILWAUKEE ELECTRICAL SERVICES FOR FINAL INSPECTION AND APPROVAL OF ALL ELECTRICAL WORK BEFORE ANY MATERIALS ARE COVERED UP OR BACKFILLED.

TYPICAL RECTANGLAR VAULT SHOULD BE INSTALLED AS SHOWN ON PLAN, BUT WHEN IT IS NOT POSSIBLE A 5 FT. TO 6 FT. OFFSET FROM STREET LIGHT POLES, SIGNAL STANDARDS, AND FIRE HYDRANTS SHOULD BE USED.

ALL PURPOSE ANTISEIZE (OR EQUIV) TO BE APPLIED ON ALL BOLTS AND SCREWS ESPECIALLY THE LIGHT POLE HAND HOLE PANEL. OXIDE INHIBITOR OX-4 (OR EQUIV) TO BE APPLIED ON ALL WIRE CONNECTION AND WIRE NUTS. TAG ALL CABLE DIRECTION IN VAULT AND HAND HOLE PANEL.

TYPE 3 LIGHT DISTRIBUTION THIS INTERSECTION UNLESS OTHERWISE SPECIFIED.
ALL NEW LUMINAIRES TO BE EQUIPPED WITH 5A IN-LINE FUSES, LOAD SIDE ONLY.



LEGEND

- EXISTING LIGHT POLE
- NEW LIGHT POLE 2LED LUMINAIRE 2#12UF W/GND RISER CABLE
- NEW LIGHT POLE 2 - 2#12UF W/G RISERS 2 - LUMINAIRE ARMS 2 - 2LED LUMINAIRE
- REMOVE COMPLETE EXISTING LIGHT POLE
- DOUBLE LUMINAIRE & ARMS (BY CONTRACTOR) MOUNTED ON MONOTUBE
- TRAFFIC SIGNAL BASE TO BE INSTALLED
- MONOTUBE MAST ARM BASE TO BE INSTALLED WITH 8 FT STEEL ARM
- TRAFFIC SIGNAL MOUNTED ON LIGHT POLE
- EXISTING SIGNAL STANDARD
- EXISTING PULL BOX OR INSTALLED BY (TR) TRAFFIC
- PULL BOX TO BE INSTALLED
- TRAFFIC CONTROL CABINET
- STREET LIGHTING ENCLOSURE
- PVC CONDUIT SCH 40 UNLESS SPECIFIED
- XX' ARM - MAST ARM
- S40-XXXX - STRUCTURE NUMBER
- R B - RED/BLACK WIRE TERMINATION

CAUTION

THE CONTRACTOR IS RESPONSIBLE FOR NOT BACK-FEEDING CIRCUITS PRIOR TO DISCONNECTING ANY BRANCH CIRCUITS FROM ORIGINAL SOURCE.

SHEET 11 OF 24

STATE PROJECT NO: 2545–09–71	HWY: W. HAMPTON AVE.	COUNTY: MILWAUKEE	STREET LIGHTING PLAN	SHEET 244	E

NOTE:

GENERAL NOTES MUST BE FOLLOWED WHEN INSTALLING MATERIALS FOR STREET LIGHTING AND TRAFFIC SIGNALS.

CONDUIT END CAPS REQUIRED ON ALL EMPTY CONDUIT.

PULL ROPE (3/8" NYLON) REQUIRED IN ALL CONDUIT.

SEE STREET LIGHTING & TRAFFIC SIGNAL CONDUIT DETAILS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

SEE UTILITY SPECIALS FOR ADDITIONAL INFORMATION AND ALL CONTACT NUMBERS.

CONTRACTOR IS REQUIRED TO CONTACT THE CITY OF MILWAUKEE ELECTRICAL SERVICES FOR FINAL INSPECTION AND APPROVAL OF ALL ELECTRICAL WORK BEFORE ANY MATERIALS ARE COVERED UP OR BACKFILLED.

TYPICAL RECTANGLAR VAULT SHOULD BE INSTALLED AS SHOWN ON PLAN, BUT WHEN IT IS NOT POSSIBLE A 5 FT. TO 6 FT. OFFSET FROM STREET LIGHT POLES, SIGNAL STANDARDS, AND FIRE HYDRANTS SHOULD BE USED.

ALL PURPOSE ANTISEIZE (OR EQUIV) TO BE APPLIED ON ALL BOLTS AND SCREWS ESPECIALLY THE LIGHT POLE HAND HOLE PANEL. OXIDE INHIBITOR OX-4 (OR EQUIV) TO BE APPLIED ON ALL WIRE CONNECTION AND WIRE NUTS. TAG ALL CABLE DIRECTION IN VAULT AND HAND HOLE PANEL.

TYPE 3 LIGHT DISTRIBUTION THIS INTERSECTION UNLESS OTHERWISE SPECIFIED.
ALL NEW LUMINAIRES TO BE EQUIPPED WITH 5A IN-LINE FUSES, LOAD SIDE ONLY.

LEGEND

- EXISTING LIGHT POLE
- NEW LIGHT POLE 2LED LUMINAIRE 2#12UF W/GND RISER CABLE
- NEW LIGHT POLE 2 - 2#12UF W/G RISERS 2 - LUMINAIRE ARMS 2 - 2LED LUMINAIRE
- REMOVE COMPLETE EXISTING LIGHT POLE
- DOUBLE LUMINAIRE & ARMS (BY CONTRACTOR) MOUNTED ON MONOTUBE
- TRAFFIC SIGNAL BASE TO BE INSTALLED
- MONOTUBE MAST ARM BASE TO BE INSTALLED WITH 8 FT STEEL ARM
- TRAFFIC SIGNAL MOUNTED ON LIGHT POLE
- EXISTING SIGNAL STANDARD
- EXISTING PULL BOX OR INSTALLED BY (TR) TRAFFIC
- PULL BOX TO BE INSTALLED
- TRAFFIC CONTROL CABINET
- STREET LIGHTING ENCLOSURE
- PVC CONDUIT SCH 40 UNLESS SPECIFIED
- XX' ARM - MAST ARM
- S40-XXXX - STRUCTURE NUMBER
- (R) (B) - RED/BLACK WIRE TERMINATION

N. 46th St.

#4802
21' CONCRETE DIRECT BURY
TO REMAIN IN SERVICE
1LED2 LUMINAIRE UPGRADE
BY CONTRACTOR
STA.319WB+45.5;78.0'LT

3.0" HDPE SPECIAL

3#2/1#8 XLPE
CIR.T39N-C
INSTALLED IN CONDUIT

DETAIL B
100 3.0" HDPE
2' BACK OF CURB

3#2/1#8 XLPE
CIR.T39N-C
INSTALLED IN CONDUIT

112 13"x24"x24"
PULL BOX
STA. 319WB+45.5;84.0'LT

101 3.0" HDPE

112 13"x24"x24"
PULL BOX
STA. 319WB+66.0;36.0'LT

Detail 1
102 3.0" HDPE

124 #4524
25' BOLT DOWN AL POLE
TYPE 5 BASE
XFMR BASE
2EA.-2#12UF W/GRD. INT. RISERS
2EA.-6 FT. MITCHELL ARMS
2EA.-2LED3
STA. 319WB+74.0;11.0'RT

DETAIL B
100 3.0" HDPE
2' BACK OF CURB

112 13"x24"x24"
PULL BOX
STA. 319WB+66.0;74.0'RT

3#2/1#8 XLPE
CIR.T39N-C
INSTALLED IN CONDUIT

Detail 1
102 3.0" HDPE

318WB 319WB 320WB 321WB

W. HAMPTON AVE.

318EB 319EB 320EB 321EB

124 #4604
25' BOLT DOWN AL POLE
TYPE 5 BASE
XFMR BASE
2EA.-2#12UF W/GRD. INT. RISERS
2EA.-6 FT. MITCHELL ARMS
2EA.-2LED3
STA.318WB+74.0;11.0'RT

112 13"x24"x24"
PULL BOX
STA. 316WB+82.5;52.5'RT

#4786
22' ALUMINUM DIRECT BURY
TO REMAIN IN SERVICE
1LED2 LUMINAIRE UPGRADE
BY CONTRACTOR
STA.319WB+42.0;74.0'RT

101 3.0" SCH.40

3#2/1#8 XLPE
CIR.T39N-C
INSTALLED IN CONDUIT

Detail 1
102 3.0" HDPE

112 13"x24"x24"
PULL BOX
STA. 319WB+66.0;59.0'RT

112 13"x24"x24"
PULL BOX
STA. 319WB+47.0;728.0'RT

124 #4614
25' BOLT DOWN AL POLE
TYPE 5 BASE
XFMR BASE
2EA.-2#12UF W/GRD. INT. RISERS
2EA.-6 FT. MITCHELL ARMS
2EA.-2LED3
STA. 320WB+86.0;11.0'RT

N. 46th St.

POLE ADDRESS
ADDRESS LOCATION
TRAFFIC
CURB
PLACE ADDRESS 6'-0" ABOVE GRADE

N

SCALE, FEET 0 30

SHEET 12 OF 24

STATE PROJECT NO: 2545–09–71	HWY: W. HAMPTON AVE.	COUNTY: MILWAUKEE	STREET LIGHTING PLAN	SHEET 245	E

FILE NAME : W:\bes_WisDot\2022\(2545-09-01)71) wHampton Ave – 60th to Teutonia\100%\hampton conduit final submit.dgn PLOT DATE : 31-OCT-2022 08:14 PLOT BY : lnickm PLOT NAME : PLOT SCALE : 1:29.9924

WISDOT/CADDS SHEET 42

SUMMARY OF SELECTED ITEMS FOR INFORMATION ONLY	
QUANTITY	DESCRIPTION
1 EA	REMOVE LIGHT UNIT COMPLETE
1 EA	REMOVE CONCRETE BASE

13"x24"x24" PULL BOX STA.322WB+36.0;692.0'LT — 112

#4806 21' CONCRETE DIRECT BURY TO REMAIN IN SERVICE 1LED2 LUMINAIRE UPGRADE BY CONTRACTOR STA. 322WB+33.0;76.5'RT

Detail 1 — 102 — 3.0" HDPE

DETAIL B — 100 — 3.0" HDPE 2' BACK OF CURB

112 — 13"x24"x24" PULL BOX STA. 322WB+7.5;17.0'RT

101 — 3.0" SCH.40

112 — 13"x24"x24" PULL BOX STA. 322WB+32.0;81.0'RT

112 — 13"x24"x24" PULL BOX STA. 323WB+3.0;17.0'LT

3#2/1#8 XLPE CIR.T39N-C INSTALLED IN CONDUIT

112 — 13"x24"x24" PULL BOX STA. 323WB+ 3.0;35.0'LT

124 — #4832 25' BOLT DOWN AL POLE TYPE 5 BASE XFMR BASE 2EA.-2#12UF W/GRD. INT. RISERS 2EA.-6 FT. MITCHELL ARMS 2EA.-2LED3 STA. 322WB+98.0;11.0'RT

124 — #4504 25' BOLT DOWN AL POLE TYPE 5 BASE XFMR BASE 2EA.-2#12UF W/GRD. INT. RISERS 2EA.-6 FT. MITCHELL ARMS 2EA.-2LED3 STA. 321WB+95.0;11.0'RT

112 — 13"x24"x24" PULL BOX STA. 3#2/1#8 XLPE CIR.T39N-C INSTALLED IN CONDUIT

#4786 21' CONCRETE DIRECT BURY TO REMAIN IN SERVICE 1LED2 LUMINAIRE UPGRADE BY CONTRACTOR STA.322WB+33.0;76.5'RT

112 — 13"x24"x24" PULL BOX STA. 322WB+32.0;81.0'RT

124 — #4820 25' BOLT DOWN AL POLE TYPE 5 BASE XFMR BASE 2EA.-2#12UF W/GRD. INT. RISERS 2EA.-6 FT. MITCHELL ARMS 2EA.-2LED3 STA. 324WB+12.0;11.0'RT

DETAIL B — 100 — 3.0" HDPE 2' BACK OF CURB

3#2/1#8 XLPE CIR.T39N-C INSTALLED IN CONDUIT

DETAIL B — 100 — 3.0" HDPE 2' BACK OF CURB

112 — 13"x24"x24" PULL BOX STA.325WB+26.0;6.5'RT

3#2/1#8 XLPE CIR.T39N-C INSTALLED IN CONDUIT

#4404 DISCONNECT & REMVOVE WITH TEMPORARY OVERHEAD 30' AL BOLT DOWN CONCRETE BASE 2EA.-6' ARM & 250W HPS STA.325WB+22.0;11.0'RT

124 — #4404 25' BOLT DOWN AL POLE TYPE 5 BASE XFMR BASE 2EA.-2#12UF W/GRD. INT. RISERS 2EA.-6 FT. MITCHELL ARMS 2EA.-2LED3 STA. 3#2/1#8 XLPE CIR.T39N-C INSTALLED IN CONDUIT

112 — 13"x24"x24" PULL BOX STA.326WB+ 26.0;57.5'RT

#4789 22' ALUMINUM DIRECT BURY TO REMAIN IN SERVICE 1LED2 LUMINAIRE UPGRADE BY CONTRACTOR STA.325WB+48.0;91.0'RT 20'-3#2/1#8 XLPE CIR.T39N-C COILED/TAGGED IN PULLBOX

112 — 13"x24"x24" PULL BOX STA. 3#2/1#8 XLPE CIR.T39N-C INSTALLED IN CONDUIT

#4804 22' AL DIRECT BURY TO REMAIN IN SERVICE 1LED2 LUMINAIRE UPGRADE BY CONTRACTOR STA. 326WB+36.0;11.0'RT

124 — #4330 25' BOLT DOWN AL POLE TYPE 5 BASE XFMR BASE 2EA.-2#12UF W/GRD. INT. RISERS 2EA.-6 FT. MITCHELL ARMS 2EA.-2LED3 STA.326WB+36.0;11.0'RT

112 — 13"x24"x24" PULL BOX STA.

112 — 13"x24"x24" PULL BOX STA. 3#2/1#8 XLPE CIR.T39N-C INSTALLED IN CONDUIT

112 — 13"x24"x24" PULL BOX STA.325WB+ 48.0;97.0'RT

101 — 3.0" HDPE SPECIAL

101 — 3.0" HDPE

N. 45th St.

N. 44th St.

W. HAMPTON AVE.

322WB 323WB 324WB 325WB 326WB

322EB 323EB 324EB 325EB 326EB

LEGEND

- EXISTING LIGHT POLE
- NEW LIGHT POLE 2LED LUMINAIRE 2#12UF W/GND RISER CABLE
- NEW LIGHT POLE 2 - 2#12UF W/G RISERS 2 - LUMINAIRE ARMS 2 - 2LED LUMINAIRE
- REMOVE COMPLETE EXISTING LIGHT POLE
- DOUBLE LUMINAIRE & ARMS (BY CONTRACTOR) MOUNTED ON MONOTUBE
- TRAFFIC SIGNAL BASE TO BE INSTALLED
- MONOTUBE MAST ARM BASE TO BE INSTALLED WITH 8 FT STEEL ARM
- TRAFFIC SIGNAL MOUNTED ON LIGHT POLE
- EXISTING SIGNAL STANDARD
- EXISTING PULL BOX OR INSTALLED BY (TR) TRAFFIC
- PULL BOX TO BE INSTALLED
- TRAFFIC CONTROL CABINET
- STREET LIGHTING ENCLOSURE
- PVC CONDUIT SCH 40 UNLESS SPECIFIED
- XX' ARM — MAST ARM
- S40-XXXX — STRUCTURE NUMBER
- R B — RED/BLACK WIRE TERMINATION

POLE ADDRESS — ADDRESS LOCATION — TRAFFIC — CURB — PLACE ADDRESS 6'-0" ABOVE GRADE

0 SCALE, FEET 30

SHEET 13 OF 24

STATE PROJECT NO: 2545–09–71	HWY: W. HAMPTON AVE.	COUNTY: MILWAUKEE	STREET LIGHTING PLAN	SHEET 246	E

NOTE:

GENERAL NOTES MUST BE FOLLOWED WHEN INSTALLING MATERIALS FOR STREET LIGHTING AND TRAFFIC SIGNALS.

CONDUIT END CAPS REQUIRED ON ALL EMPTY CONDUIT.

PULL ROPE (3/8" NYLON) REQUIRED IN ALL CONDUIT.

SEE STREET LIGHTING & TRAFFIC SIGNAL CONDUIT DETAILS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

SEE UTILITY SPECIALS FOR ADDITIONAL INFORMATION AND ALL CONTACT NUMBERS.

CONTRACTOR IS REQUIRED TO CONTACT THE CITY OF MILWAUKEE ELECTRICAL SERVICES FOR FINAL INSPECTION AND APPROVAL OF ALL ELECTRICAL WORK BEFORE ANY MATERIALS ARE COVERED UP OR BACKFILLED.

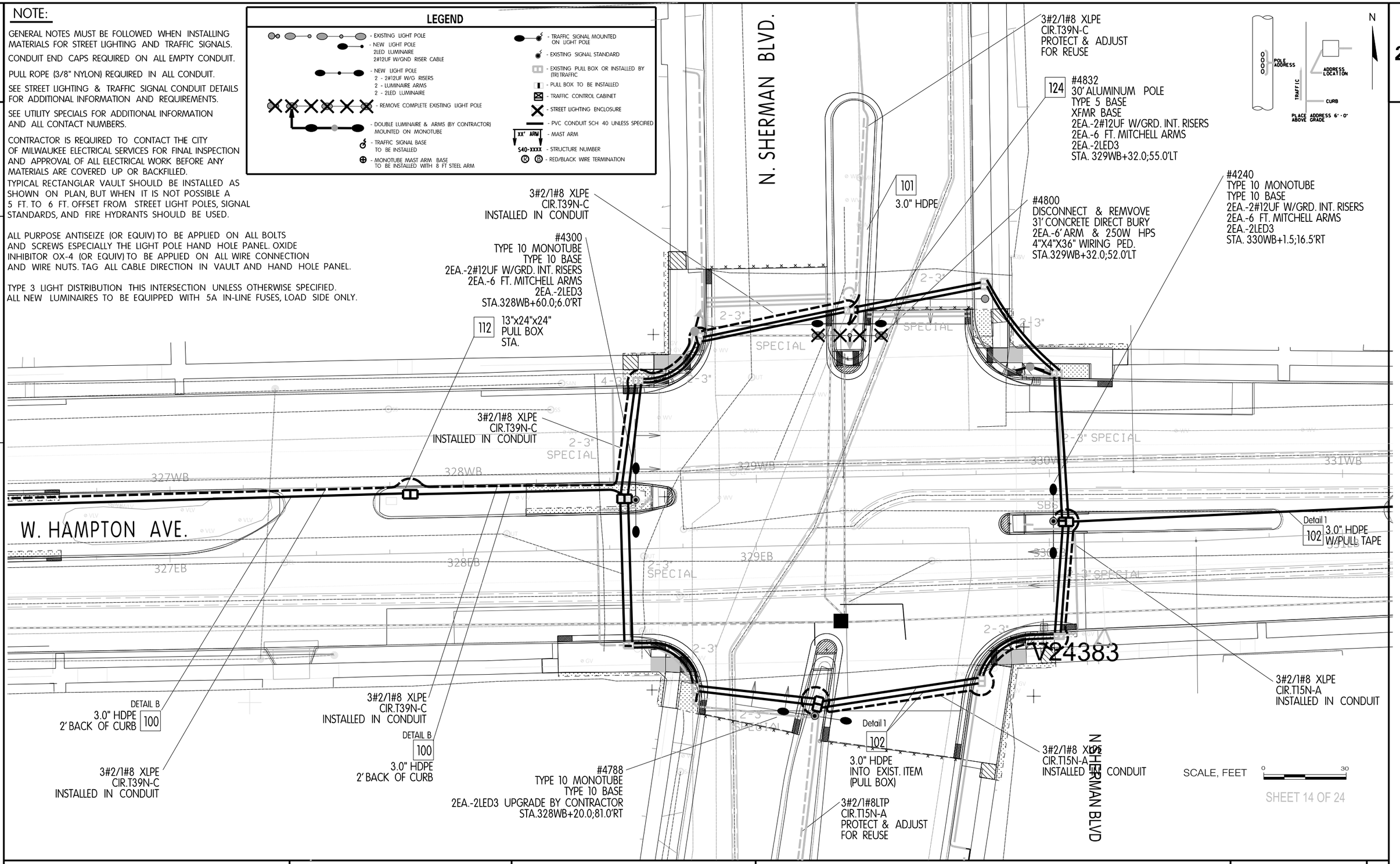
TYPICAL RECTANGLAR VAULT SHOULD BE INSTALLED AS SHOWN ON PLAN, BUT WHEN IT IS NOT POSSIBLE A 5 FT. TO 6 FT. OFFSET FROM STREET LIGHT POLES, SIGNAL STANDARDS, AND FIRE HYDRANTS SHOULD BE USED.

ALL PURPOSE ANTISEIZE (OR EQUIV) TO BE APPLIED ON ALL BOLTS AND SCREWS ESPECIALLY THE LIGHT POLE HAND HOLE PANEL. OXIDE INHIBITOR OX-4 (OR EQUIV) TO BE APPLIED ON ALL WIRE CONNECTION AND WIRE NUTS. TAG ALL CABLE DIRECTION IN VAULT AND HAND HOLE PANEL.

TYPE 3 LIGHT DISTRIBUTION THIS INTERSECTION UNLESS OTHERWISE SPECIFIED.
ALL NEW LUMINAIRES TO BE EQUIPPED WITH 5A IN-LINE FUSES, LOAD SIDE ONLY.

LEGEND

- EXISTING LIGHT POLE
- NEW LIGHT POLE 2LED LUMINAIRE 2#12UF W/GND RISER CABLE
- NEW LIGHT POLE 2 - 2#12UF W/G RISERS 2 - LUMINAIRE ARMS 2 - 2LED LUMINAIRE
- REMOVE COMPLETE EXISTING LIGHT POLE
- DOUBLE LUMINAIRE & ARMS (BY CONTRACTOR) MOUNTED ON MONOTUBE
- TRAFFIC SIGNAL BASE TO BE INSTALLED
- MONOTUBE MAST ARM BASE TO BE INSTALLED WITH 8 FT STEEL ARM
- TRAFFIC SIGNAL MOUNTED ON LIGHT POLE
- EXISTING SIGNAL STANDARD
- EXISTING PULL BOX OR INSTALLED BY (TR) TRAFFIC
- PULL BOX TO BE INSTALLED
- TRAFFIC CONTROL CABINET
- STREET LIGHTING ENCLOSURE
- PVC CONDUIT SCH 40 UNLESS SPECIFIED
- XX' ARM - MAST ARM
- S40-XXXX - STRUCTURE NUMBER
- (R) (B) - RED/BLACK WIRE TERMINATION



SHEET 14 OF 24

STATE PROJECT NO: 2545–09–71	HWY: W. HAMPTON AVE.	COUNTY: MILWAUKEE	STREET LIGHTING PLAN	SHEET 247	E

FILE NAME : W:\bes_WisDot\2022\(2545-09-01)71) wHampton Ave – 60th to Teutonia\100%\hampton conduit final submit.dgn
PLOT DATE : 31–OCT–2022 08:14
PLOT BY : lhickm
PLOT NAME :
PLOT SCALE : 1:29.9924
WISDOT/CADDS SHEET 42

2

N

112 13"x24"x24" PULL BOX STA. 331WB+25.0;10.5'RT

124 #4210 25' BOLT DOWN AL POLE TYPE 5 BASE XFMR BASE 2EA.-2#12UF W/GRD. INT. RISERS 2EA.-6 FT. MITCHELL ARMS 2EA.-2LED3 STA. 331WB+30;9.5'RT

3#2/1#8 XLPE CIR.T51N-D INSTALLED IN CONDUIT

#4202 25' BOLT DOWN AL POLE TYPE 5 BASE XFMR BASE 2EA.-2#12UF W/GRD. INT. RISERS 2EA.-6 FT. MITCHELL ARMS 2EA.-2LED3 STA.332+62.0;5.0'RT 124

Detail 1 102 3.0" HDPE

13"x24"x24" PULL BOX 112 STA.332+95.5;50.0'LT

13"x24"x24" PULL BOX 112 STA. 332WB+73.5;35.0'LT

N. 42nd St.

3#2/1#8 XLPE CIR.T51N-D INSTALLED IN CONDUIT

124 #4130 26' ALUM. BOLT DOWN TYPE 5 BASE XFMR BASE 2#12UF W/GRD. INT. RISERS 6 FT. MITCHELL ARMS 2LED3 STA. 333WB+63.0;34.0'LT

112 13"x24"x24" PULL BOX STA. 333WB+33.0;51.0'LT

101 3.0" HDPE

#4210 DISCONNECT & REMVOVE 26' CONCRETE DIRECT BURY 2EA.-6' ARM & 250W HPS 4"X4"X36" WIRING PED. STA.333WB+64.0;2.0'LT

DETAIL A 100 3.0" HDPE

124 #4114 26' ALUM. BOLT DOWN TYPE 5 BASE XFMR BASE 2#12UF W/GRD. INT. RISERS 6 FT. MITCHELL ARMS 2LED3 STA. 334WB+75.0;33.5'LT

DETAIL A 100 3.0" HDPE

3#2/1#8 XLPE CIR.T51N-D INSTALLED IN CONDUIT

W. HAMPTON AVE.

Detail 1 102 3.0" HDPE

101 3.0" HDPE

13"x24"x24" PULL BOX 112 STA. 332WB+73.5;5.5'RT

3#2/1#8 XLPE CIR.T51N-D INSTALLED IN CONDUIT

3#2/1#8 XLPE CIR.T51N-C INSTALLED IN CONDUIT

332WB 333WB 334WB 335WB 332EB 333EB 334EB 335EB

W. HAMPTON AVE.

DETAIL B 100 3.0" HDPE 2' BACK OF CURB

Detail 1 102 3.0" HDPE

101 3.0" HDPE

13"x24"x24" PULL BOX 112 STA.332WB+74.0;44.0'RT

112 13"x24"x24" PULL BOX STA.333WB+8.3;55.0'RT

3#2/1#8 XLPE CIR.T51N-C INSTALLED IN CONDUIT

#4786 22' ALUMINUM DIRECT BURY TO REMAIN IN SERVICE 1LED2 LUMINAIRE UPGRADE BY CONTRACTOR STA333WB+9.0;57.0'RT

3#2/1#8 XLPE CIR.T51N-C INSTALLED IN CONDUIT

N. 42nd St.

101 3.0" HDPE

124 #4131 26' ALUM. BOLT DOWN TYPE 5 BASE XFMR BASE 2#12UF W/GRD. INT. RISERS 6 FT. MITCHELL ARMS 2LED3 STA. 333WB+64.0;38.0'RT

112 13"x24"x24" PULL BOX STA. 333WB+ 46.0'54.0'RT

Detail 1 102 3.0" HDPE

DETAIL A 100 3.0" HDPE

124 #4115 26' ALUM. BOLT DOWN TYPE 5 BASE XFMR BASE 2#12UF W/GRD. INT. RISERS 6 FT. MITCHELL ARMS 2LED3 STA. 334WB+85.0;37.0'RT

DETAIL A 100 3.0" HDPE

3#2/1#8 XLPE CIR.T51N-C INSTALLED IN CONDUIT

3#2/1#8 XLPE CIR.T51N-C INSTALLED IN CONDUIT

NOTE:

GENERAL NOTES MUST BE FOLLOWED WHEN INSTALLING MATERIALS FOR STREET LIGHTING AND TRAFFIC SIGNALS.

CONDUIT END CAPS REQUIRED ON ALL EMPTY CONDUIT.

PULL ROPE (3/8" NYLON) REQUIRED IN ALL CONDUIT.

SEE STREET LIGHTING & TRAFFIC SIGNAL CONDUIT DETAILS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

SEE UTILITY SPECIALS FOR ADDITIONAL INFORMATION AND ALL CONTACT NUMBERS.

CONTRACTOR IS REQUIRED TO CONTACT THE CITY OF MILWAUKEE ELECTRICAL SERVICES FOR FINAL INSPECTION AND APPROVAL OF ALL ELECTRICAL WORK BEFORE ANY MATERIALS ARE COVERED UP OR BACKFILLED.

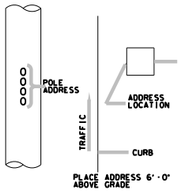
TYPICAL RECTANGLAR VAULT SHOULD BE INSTALLED AS SHOWN ON PLAN, BUT WHEN IT IS NOT POSSIBLE A 5 FT. TO 6 FT. OFFSET FROM STREET LIGHT POLES, SIGNAL STANDARDS, AND FIRE HYDRANTS SHOULD BE USED.

ALL PURPOSE ANTISEIZE (OR EQUIV) TO BE APPLIED ON ALL BOLTS AND SCREWS ESPECIALLY THE LIGHT POLE HAND HOLE PANEL. OXIDE INHIBITOR OX-4 (OR EQUIV) TO BE APPLIED ON ALL WIRE CONNECTION AND WIRE NUTS. TAG ALL CABLE DIRECTION IN VAULT AND HAND HOLE PANEL.

TYPE 3 LIGHT DISTRIBUTION THIS INTERSECTION UNLESS OTHERWISE SPECIFIED. ALL NEW LUMINAIRES TO BE EQUIPPED WITH 5A IN-LINE FUSES, LOAD SIDE ONLY.

LEGEND

- EXISTING LIGHT POLE
- NEW LIGHT POLE 2LED LUMINAIRE 2#12UF W/GND RISER CABLE
- NEW LIGHT POLE 2 - 2#12UF W/G RISERS 2 - LUMINAIRE ARMS 2 - 2LED LUMINAIRE
- REMOVE COMPLETE EXISTING LIGHT POLE
- DOUBLE LUMINAIRE & ARMS (BY CONTRACTOR) MOUNTED ON MONOTUBE
- TRAFFIC SIGNAL BASE TO BE INSTALLED
- MONOTUBE MAST ARM BASE TO BE INSTALLED WITH 8 FT STEEL ARM
- TRAFFIC SIGNAL MOUNTED ON LIGHT POLE
- EXISTING SIGNAL STANDARD
- EXISTING PULL BOX OR INSTALLED BY (TR) TRAFFIC
- PULL BOX TO BE INSTALLED
- TRAFFIC CONTROL CABINET
- STREET LIGHTING ENCLOSURE
- PVC CONDUIT SCH 40 UNLESS SPECIFIED
- XX' ARM - MAST ARM
- S40-XXXX - STRUCTURE NUMBER
- (R) (B) - RED/BLACK WIRE TERMINATION



SCALE, FEET 0 30

SHEET 15 OF 24

STATE PROJECT NO: 2545–09–71	HWY: W. HAMPTON AVE.	COUNTY: MILWAUKEE	STREET LIGHTING PLAN	SHEET 248	E

2

N

13"x24"x24" PULL BOX 112 STA. 336WB+ 10;52.0'LT

20'-3#2/1#8 XLPE CIR.T51N-D COILED/ TAGGED IN PULLBOX

13"x24"x24" PULL BOX 112 STA. 335WB+ 93.0;37.0'LT

Detail 1 102 3.0" HDPE

101 3.0" HDPE

N. 41st St.

124 #4102 26' ALUM. BOLT DOWN TYPE 5 BASE XFMR BASE 2#12UF W/GRD. INT. RISERS 6 FT. MITCHELL ARMS 2LED3 STA. 335WB+88.0;32.5'LT

112 13"x24"x24" PULL BOX STA. 336WB+ 46;52.0'LT

101 3.0" HDPE

124 #4114 26' ALUM. BOLT DOWN TYPE 5 BASE XFMR BASE 2#12UF W/GRD. INT. RISERS 6 FT. MITCHELL ARMS 2LED3 STA. 336WB+75.0;33.0'LT

3#2/1#8 XLPE CIR.T51N-D INSTALLED IN CONDUIT

DETAIL A 100 3.0" HDPE

#4002 DISCONNECT & REMVOVE WITH TEMPORARY OVERHEAD 26' CONCRETE DIRECT BURY 2EA.-6' ARM & 150W HPS 4"X4"X36" WIRING PED.

124 #4114 26' ALUM. BOLT DOWN TYPE 5 BASE XFMR BASE 2#12UF W/GRD. INT. RISERS 6 FT. MITCHELL ARMS 2LED3 STA. 337WB+93;34.0'LT

DETAIL A 100 3.0" HDPE

Detail 1 102 3.0" HDPE

Detail 1 102 3.0" HDPE

124 #4002 26' ALUM. BOLT DOWN TYPE 5 BASE XFMR BASE 2#12UF W/GRD. INT. RISERS 6 FT. MITCHELL ARMS 2LED3 STA. 339WB+ 15;33.0'LT

13"x24"x24" PULL BOX 112 STA. 339WB+25;50.0'LT

101 3.0" HDPE

N. 40th St.

3#2/1#8 XLPE CIR.T51N-D INSTALLED IN CONDUIT

112 13"x24"x24" PULL BOX STA. 339WB+63.0;55'LT

#4804 21' CONCRETE DIRECT BURY TO REMAIN IN SERVICE 1LED2 LUMINAIRE UPGRADE BY CONTRACTOR STA.339WB+60;50.0'LT

124 #3932 26' ALUM. BOLT DOWN TYPE 5 BASE XFMR BASE 2#12UF W/GRD. INT. RISERS 6 FT. MITCHELL ARMS 2LED3 STA. 339WB+93;34.0'LT

101 3.0" HDPE

#4030 DISCONNECT & REMVOVE WITH TEMPORARY OVERHEAD 26' CONCRETE DIRECT BURY 2EA.-6' ARM & 150W HPS 4"X4"X36" WIRING PED.

3#2/1#8 XLPE CIR.T51N-D INSTALLED IN CONDUIT

3#2/1#8 XLPE CIR.T51N-D INSTALLED IN CONDUIT

13"x24"x24" PULL BOX 112 STA.339+14;31.0'LT

W. HAMPTON AVE.

336WB 337WB 338WB 339WB 340WB

336EB 337EB 338EB 339EB 340EB

Detail 1 102 3.0" HDPE

101 3.0" HDPE

3#2/1#8 XLPE CIR.T51N-C INSTALLED IN CONDUIT

3#2/1#8 XLPE CIR.T51N-C INSTALLED IN CONDUIT

13"x24"x24" PULL BOX 112 STA. 339WB+14;37.0'RT

101 3.0" HDPE

Detail 1 102 3.0" HDPE

101 3.0" HDPE

13"x24"x24" PULL BOX 112 STA. 335+ 90.0;36.0'RT

13"x24"x24" PULL BOX 112 STA. 336WB+ 26.0;53.0'RT

N. 41st St.

101 3.0" HDPE

112 13"x24"x24" PULL BOX STA. 336WB+ 62;53'RT

124 #4029 26' ALUM. BOLT DOWN TYPE 5 BASE XFMR BASE 2#12UF W/GRD. INT. RISERS 6 FT. MITCHELL ARMS 2LED3 STA. 336WB+75;38.0'RT

DETAIL A 100 3.0" HDPE

3#2/1#8 XLPE CIR.T51N-C INSTALLED IN CONDUIT

124 #4019 26' ALUM. BOLT DOWN TYPE 5 BASE XFMR BASE 2#12UF W/GRD. INT. RISERS 6 FT. MITCHELL ARMS 2LED3 STA. 337WB+93;37.0'RT

DETAIL A 100 3.0" HDPE

13"x24"x24" PULL BOX 112 STA. 330WB+39;55.0'RT

124 #4001 26' ALUM. BOLT DOWN TYPE 5 BASE XFMR BASE 2#12UF W/GRD. INT. RISERS 6 FT. MITCHELL ARMS 2LED3 STA. 339WB+17.0;38;RT

Detail 1 102 3.0" HDPE

13"x24"x24" PULL BOX 112 STA. 339WB+ 77;54.0'RT

N. 40th St.

DETAIL A 100 3.0" HDPE

124 #3931 26' ALUM. BOLT DOWN TYPE 5 BASE XFMR BASE 2#12UF W/GRD. INT. RISERS 6 FT. MITCHELL ARMS 2LED3 STA. 339WB+92;37.0'RT

3#2/1#8 XLPE CIR.T51N-C INSTALLED IN CONDUIT

124 #4101 26' ALUM. BOLT DOWN TYPE 5 BASE XFMR BASE 2#12UF W/GRD. INT. RISERS 6 FT. MITCHELL ARMS 2LED3 STA. 335WB+88.0;36.0'RT

LEGEND

- EXISTING LIGHT POLE
- NEW LIGHT POLE 2LED LUMINAIRE 2#12UF W/GND RISER CABLE
- NEW LIGHT POLE 2 - 2#12UF W/G RISERS 2 - LUMINAIRE ARMS 2 - 2LED LUMINAIRE
- REMOVE COMPLETE EXISTING LIGHT POLE
- DOUBLE LUMINAIRE & ARMS (BY CONTRACTOR) MOUNTED ON MONOTUBE
- TRAFFIC SIGNAL BASE TO BE INSTALLED
- MONOTUBE MAST ARM BASE TO BE INSTALLED WITH 8 FT STEEL ARM
- TRAFFIC SIGNAL MOUNTED ON LIGHT POLE
- EXISTING SIGNAL STANDARD
- EXISTING PULL BOX OR INSTALLED BY (TR) TRAFFIC
- PULL BOX TO BE INSTALLED
- TRAFFIC CONTROL CABINET
- STREET LIGHTING ENCLOSURE
- PVC CONDUIT SCH 40 UNLESS SPECIFIED
- XX' ARM - MAST ARM
- S40-XXXX - STRUCTURE NUMBER
- K B - RED/BLACK WIRE TERMINATION

NOTE:

GENERAL NOTES MUST BE FOLLOWED WHEN INSTALLING MATERIALS FOR STREET LIGHTING AND TRAFFIC SIGNALS.

CONDUIT END CAPS REQUIRED ON ALL EMPTY CONDUIT.

PULL ROPE (3/8" NYLON) REQUIRED IN ALL CONDUIT.

SEE STREET LIGHTING & TRAFFIC SIGNAL CONDUIT DETAILS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

SEE UTILITY SPECIALS FOR ADDITIONAL INFORMATION AND ALL CONTACT NUMBERS.

CONTRACTOR IS REQUIRED TO CONTACT THE CITY OF MILWAUKEE ELECTRICAL SERVICES FOR FINAL INSPECTION AND APPROVAL OF ALL ELECTRICAL WORK BEFORE ANY MATERIALS ARE COVERED UP OR BACKFILLED.

TYPICAL RECTANGLAR VAULT SHOULD BE INSTALLED AS SHOWN ON PLAN, BUT WHEN IT IS NOT POSSIBLE A 5 FT. TO 6 FT. OFFSET FROM STREET LIGHT POLES, SIGNAL STANDARDS, AND FIRE HYDRANTS SHOULD BE USED.

ALL PURPOSE ANTISEIZE (OR EQUIV) TO BE APPLIED ON ALL BOLTS AND SCREWS ESPECIALLY THE LIGHT POLE HAND HOLE PANEL. OXIDE INHIBITOR OX-4 (OR EQUIV) TO BE APPLIED ON ALL WIRE CONNECTION AND WIRE NUTS. TAG ALL CABLE DIRECTION IN VAULT AND HAND HOLE PANEL.

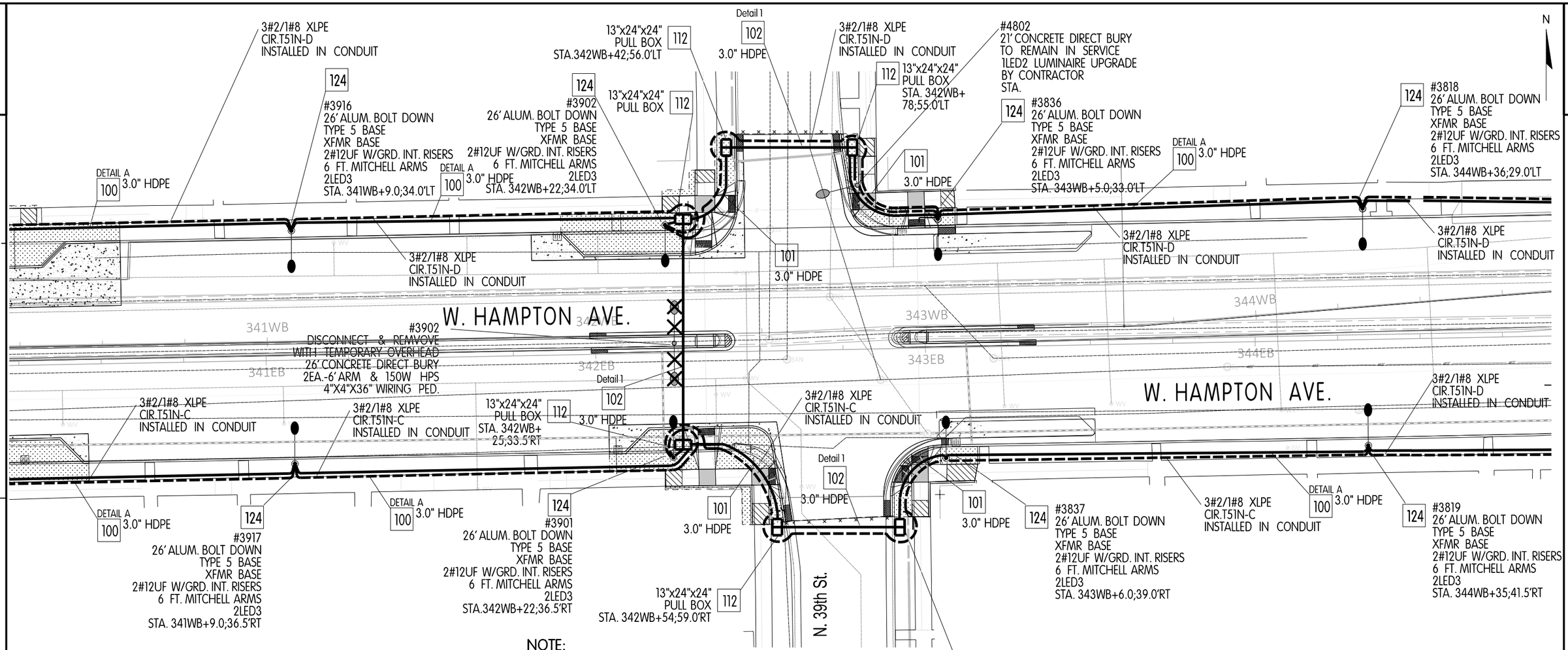
TYPE 3 LIGHT DISTRIBUTION THIS INTERSECTION UNLESS OTHERWISE SPECIFIED.
ALL NEW LUMINAIRES TO BE EQUIPPED WITH 5A IN-LINE FUSES, LOAD SIDE ONLY.

POLE ADDRESS
ADDRESS LOCATION
TRAFFIC
CURB
PLACE ADDRESS 6'-0" ABOVE GRADE

SCALE, FEET 0 30

STATE PROJECT NO: 2545–09–71	HWY: W. HAMPTON AVE.	COUNTY: MILWAUKEE	STREET LIGHTING PLAN	SHEET 249	E

FILE NAME : W:\bes_WisDot\2022\(2545–09–01)71) wHampton Ave – 60th to Teutonia\100%\hampton conduit final submit.dgn PLOT DATE : 31–OCT–2022 08:15 PLOT BY : lhickm PLOT NAME : PLOT SCALE : 1:29.9924 WISDOT/CADDS SHEET 42



LEGEND

- EXISTING LIGHT POLE
- NEW LIGHT POLE 2LED LUMINAIRE 2#12UF W/GND RISER CABLE
- NEW LIGHT POLE 2 - 2#12UF W/G RISERS 2 - LUMINAIRE ARMS 2 - 2LED LUMINAIRE
- REMOVE COMPLETE EXISTING LIGHT POLE
- DOUBLE LUMINAIRE & ARMS (BY CONTRACTOR) MOUNTED ON MONOTUBE
- TRAFFIC SIGNAL BASE TO BE INSTALLED
- MONOTUBE MAST ARM BASE TO BE INSTALLED WITH 8 FT STEEL ARM
- TRAFFIC SIGNAL MOUNTED ON LIGHT POLE
- EXISTING SIGNAL STANDARD
- EXISTING PULL BOX OR INSTALLED BY (TR) TRAFFIC
- PULL BOX TO BE INSTALLED
- TRAFFIC CONTROL CABINET
- STREET LIGHTING ENCLOSURE
- PVC CONDUIT SCH 40 UNLESS SPECIFIED
- XX' ARM - MAST ARM
- S40-XXXX - STRUCTURE NUMBER
- RED/BLACK WIRE TERMINATION

NOTE:

GENERAL NOTES MUST BE FOLLOWED WHEN INSTALLING MATERIALS FOR STREET LIGHTING AND TRAFFIC SIGNALS.

CONDUIT END CAPS REQUIRED ON ALL EMPTY CONDUIT.

PULL ROPE (3/8" NYLON) REQUIRED IN ALL CONDUIT.

SEE STREET LIGHTING & TRAFFIC SIGNAL CONDUIT DETAILS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

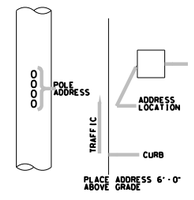
SEE UTILITY SPECIALS FOR ADDITIONAL INFORMATION AND ALL CONTACT NUMBERS.

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ALL PURPOSE ANTISEIZE (OR EQUIV) TO BE APPLIED ON ALL BOLTS AND SCREWS ESPECIALLY THE LIGHT POLE HAND HOLE PANEL. OXIDE INHIBITOR OX-4 (OR EQUIV) TO BE APPLIED ON ALL WIRE CONNECTION AND WIRE NUTS. TAG ALL CABLE DIRECTION IN VAULT AND HAND HOLE PANEL.

TYPE 3 LIGHT DISTRIBUTION THIS INTERSECTION UNLESS OTHERWISE SPECIFIED.
ALL NEW LUMINAIRES TO BE EQUIPPED WITH 5A IN-LINE FUSES, LOAD SIDE ONLY.



SCALE, FEET 0 30

SHEET 17 OF 24

STATE PROJECT NO: 2545–09–71	HWY: W. HAMPTON AVE.	COUNTY: MILWAUKEE	STREET LIGHTING PLAN	SHEET 250	E

LEGEND

- EXISTING LIGHT POLE
- NEW LIGHT POLE 2LED LUMINAIRE 2#12UF W/GND RISER CABLE
- NEW LIGHT POLE 2 - 2#12UF W/G RISERS 2 - LUMINAIRE ARMS 2 - 2LED LUMINAIRE
- REMOVE COMPLETE EXISTING LIGHT POLE
- DOUBLE LUMINAIRE & ARMS (BY CONTRACTOR) MOUNTED ON MONOTUBE
- TRAFFIC SIGNAL BASE TO BE INSTALLED
- MONOTUBE MAST ARM BASE TO BE INSTALLED WITH 8 FT STEEL ARM
- TRAFFIC SIGNAL MOUNTED ON LIGHT POLE
- EXISTING SIGNAL STANDARD
- EXISTING PULL BOX OR INSTALLED BY (TR) TRAFFIC
- PULL BOX TO BE INSTALLED
- TRAFFIC CONTROL CABINET
- STREET LIGHTING ENCLOSURE
- PVC CONDUIT SCH 40 UNLESS SPECIFIED
- XX' ARM - MAST ARM
- S40-XXXX - STRUCTURE NUMBER
- (R) (B) - RED/BLACK WIRE TERMINATION

N

CAUTION 2200V

#4804
TYPE 10 MONOTUBE
TYPE 10 BASE
2#12UF W/GRD. INT. RISER
6 FT. MITCHELL ARM
2LED3

#3802
DISCONNECT & REMVOVE WITH TEMPORARY OVERHEAD
26' CONCRETE DIRECT BURY
2EA.-6' ARM & 150W HPS
4"X4"X36" WIRING PED.

#4740
TYPE 10 MONOTUBE
TYPE 10 BASE
2#12UF W/GRD. INT. RISER
6 FT. MITCHELL ARM
2LED3

N. Hopkins St.

124 #3802
26' ALUM. BOLT DOWN
TYPE 5 BASE
XFMR BASE
2#12UF W/GRD. INT. RISERS
6 FT. MITCHELL ARMS
2LED3
STA. 345WB+45.5;22.5'LT

DETAIL A 100 3.0" HDPE

3#2/1#8 XLPE CIR.T51N-D INSTALLED IN CONDUIT

W. HAMPTON AVE.

124 #3801
26' ALUM. BOLT DOWN
TYPE 5 BASE
XFMR BASE
2#12UF W/GRD. INT. RISERS
6 FT. MITCHELL ARMS
2LED3
STA. 345WB+48;46.0'RT

3#2/1#8 XLPE CIR.T51N-C INSTALLED IN CONDUIT

Detail 1 102 3.0" HDPE

112 13"x24"x24" PULL BOX STA.

#4801
LIGHT POLE TO REMAIN IN SERVICE
STA. 345WB+757;47.0'RT

N. 38th St.

112 13"x24"x24" PULL BOX STA. 346WB+11.0;50.0'RT

112 13"x24"x24" PULL BOX STA.

NOTE:

GENERAL NOTES MUST BE FOLLOWED WHEN INSTALLING MATERIALS FOR STREET LIGHTING AND TRAFFIC SIGNALS. CONDUIT END CAPS REQUIRED ON ALL EMPTY CONDUIT. PULL ROPE (3/8" NYLON) REQUIRED IN ALL CONDUIT. SEE STREET LIGHTING & TRAFFIC SIGNAL CONDUIT DETAILS FOR ADDITIONAL INFORMATION AND REQUIREMENTS. SEE UTILITY SPECIALS FOR ADDITIONAL INFORMATION AND ALL CONTACT NUMBERS.

CONTRACTOR IS REQUIRED TO CONTACT THE CITY OF MILWAUKEE ELECTRICAL SERVICES FOR FINAL INSPECTION AND APPROVAL OF ALL ELECTRICAL WORK BEFORE ANY MATERIALS ARE COVERED UP OR BACKFILLED. TYPICAL RECTANGLAR VAULT SHOULD BE INSTALLED AS SHOWN ON PLAN, BUT WHEN IT IS NOT POSSIBLE A 5 FT. TO 6 FT. OFFSET FROM STREET LIGHT POLES, SIGNAL STANDARDS, AND FIRE HYDRANTS SHOULD BE USED.

ALL PURPOSE ANTISEIZE (OR EQUIV) TO BE APPLIED ON ALL BOLTS AND SCREWS ESPECIALLY THE LIGHT POLE HAND HOLE PANEL. OXIDE INHIBITOR OX-4 (OR EQUIV) TO BE APPLIED ON ALL WIRE CONNECTION AND WIRE NUTS. TAG ALL CABLE DIRECTION IN VAULT AND HAND HOLE PANEL. TYPE 3 LIGHT DISTRIBUTION THIS INTERSECTION UNLESS OTHERWISE SPECIFIED. ALL NEW LUMINAIRES TO BE EQUIPPED WITH 5A IN-LINE FUSES, LOAD SIDE ONLY.

3#2/1#8 XLPE CIR.T51N-D INSTALLED IN CONDUIT

#3734
TYPE 10 MONOTUBE
TYPE 10 BASE
2EA.-2#12UF W/GRD. INT. RISERS
2EA.-6 FT. MITCHELL ARMS
2EA.-2LED3

3#2/1#8 XLPE CIR.T51N-D INSTALLED IN CONDUIT

124 #4802
26' ALUMINUM POLE
TYPE 5 BASE
XFMR BASE
2#12UF W/GRD. INT. RISERS
6 FT. MITCHELL ARMS
2LED3
STA. 349WB+40;41.0'LT

DETAIL A 100 3.0" HDPE

W. HAMPTON AVE.

#3734
TYPE 10 MONOTUBE
TYPE 10 BASE
2#12UF W/GRD. INT. RISER
8 FT. MITCHELL ARM
2LED3
STA.

3#2/1#8 XLPE CIR.T51N-C INSTALLED IN CONDUIT

DETAIL A 100 3.0" HDPE

#4793
TYPE 10 MONOTUBE
TYPE 10 BASE
2#12UF W/GRD. INT. RISER
6 FT. MITCHELL ARM
2LED3

#3734
DISCONNECT & REMVOVE WITH TEMPORARY OVERHEAD
26' CONCRETE DIRECT BURY
2EA.-6' ARM & 150W HPS
4"X4"X36" WIRING PED.

124 #4792
26' ALUMINUM POLE
TYPE 5 BASE
XFMR BASE
2#12UF W/GRD. INT. RISERS
6 FT. MITCHELL ARMS
2LED3
STA. 349WB+28;63.0'RT

124 #3638
26' ALUMINUM POLE
TYPE 5 BASE
XFMR BASE
2#12UF W/GRD. INT. RISERS
6 FT. MITCHELL ARMS
2LED3
STA. 349WB+52;27.0'LT

N. 37th St.

3#2/1#8 XLPE CIR.T51N-D INSTALLED IN CONDUIT

3#2/1#8 XLPE CIR.T51N-C INSTALLED IN CONDUIT

124 #3901
26' ALUMINUM POLE
TYPE 5 BASE
XFMR BASE
2#12UF W/GRD. INT. RISERS
6 FT. MITCHELL ARMS
2LED3
STA.348WB+70;46.0'RT

#3639
TYPE 10 MONOTUBE
TYPE 10 BASE
2#12UF W/GRD. INT. RISER
8 FT. MITCHELL ARM
2LED3
STA.

SCALE, FEET 0 30

STATE PROJECT NO: 2545–09–71	HWY: W. HAMPTON AVE.	COUNTY: MILWAUKEE	STREET LIGHTING PLAN	SHEET 251	E

FILE NAME : W:\bes_WisDot\2022\(2545–09–01)71) wHampton Ave – 60th to Teutonia\100%\hampton conduit final submit.dgn
PLOT DATE : 31–OCT–2022 08:16
PLOT BY : lhickm
PLOT NAME :
PLOT SCALE : 1:29.9924
WISDOT/CADDS SHEET 42

LEGEND

- EXISTING LIGHT POLE
- NEW LIGHT POLE 2LED LUMINAIRE 2#12UF W/GND RISER CABLE
- NEW LIGHT POLE 2 - 2#12UF W/G RISERS 2 - LUMINAIRE ARMS 2 - 2LED LUMINAIRE
- REMOVE COMPLETE EXISTING LIGHT POLE
- DOUBLE LUMINAIRE & ARMS (BY CONTRACTOR) MOUNTED ON MONOTUBE
- TRAFFIC SIGNAL BASE TO BE INSTALLED
- MONOTUBE MAST ARM BASE TO BE INSTALLED WITH 8 FT STEEL ARM
- TRAFFIC SIGNAL MOUNTED ON LIGHT POLE
- EXISTING SIGNAL STANDARD
- EXISTING PULL BOX OR INSTALLED BY (TR) TRAFFIC
- PULL BOX TO BE INSTALLED
- TRAFFIC CONTROL CABINET
- STREET LIGHTING ENCLOSURE
- PVC CONDUIT SCH 40 UNLESS SPECIFIED
- XX' ARM - MAST ARM
- S40-XXXX - STRUCTURE NUMBER
- (R) (B) - RED/BLACK WIRE TERMINATION

N

#4622
25' BOLT DOWN AL POLE
TYPE 5 BASE
XFMR BASE
2#12UF W/GRD. INT. RISERS
6 FT. MITCHELL ARMS
2LED3
STA. 350WB+70;26.0'LT

DETAIL A 100 3.0" HDPE

3#2/1#8 XLPE
CIR.T51N-D
INSTALLED IN CONDUIT

#3604
25' BOLT DOWN AL POLE
TYPE 5 BASE
XFMR BASE
2#12UF W/GRD. INT. RISERS
6 FT. MITCHELL ARMS
2LED3
STA. 351WB+90;30.5'LT

Detail 1 102 3.0" HDPE

13"x24"x24" PULL BOX 112
STA. 352WB+42;51.5'LT

N. 36th St.

3#2/1#8 XLPE
CIR.T51N-D
INSTALLED IN CONDUIT

112 13"x24"x24" PULL BOX
STA. 352WB+ 74.5;49.0'LT

101 3.0" HDPE

#3536
26' ALUM. BOLT DOWN
TYPE 5 BASE
XFMR BASE
2#12UF W/GRD. INT. RISERS
6 FT. MITCHELL ARMS
2LED3
STA. 352WB+96;34.0'LT

#3516
25' BOLT DOWN AL POLE
TYPE 5 BASE
XFMR BASE
2#12UF W/GRD. INT. RISERS
6 FT. MITCHELL ARMS
2LED3
STA. 353WB+99;33.5'LT

DETAIL A 100 3.0" HDPE

W. HAMPTON AVE.

350WB 351WB 352WB 353WB 354WB
350EB 351EB 352EB 353EB 354EB

3#2/1#8 XLPE
CIR.T51N-C
INSTALLED IN CONDUIT

#3621
25' BOLT DOWN AL POLE
TYPE 5 BASE
XFMR BASE
2#12UF W/GRD. INT. RISERS
6 FT. MITCHELL ARMS
2LED3
STA.350WB+73;44.5'RT

#3601
25' BOLT DOWN AL POLE
TYPE 5 BASE
XFMR BASE
2#12UF W/GRD. INT. RISERS
6 FT. MITCHELL ARMS
2LED3
STA.351WB+90;41.0'RT

#4773
LIGHT POLE
TO REMAIN
IN SERVICE

13"x24"x24" PULL BOX
STA.352WB+10;61.5'RT

101 3.0" HDPE

Detail 1 102 3.0" HDPE

112 13"x24"x24" PULL BOX
STA. 352WB+53;57.5'RT

112 13"x24"x24" PULL BOX
STA. 353WB+ 2.0;39.0'RT

#3535
26' ALUM. BOLT DOWN
TYPE 5 BASE
XFMR BASE
2#12UF W/GRD. INT. RISERS
6 FT. MITCHELL ARMS
2LED3
STA. 352WB+94;39.0'RT

#3515
25' BOLT DOWN AL POLE
TYPE 5 BASE
XFMR BASE
2#12UF W/GRD. INT. RISERS
6 FT. MITCHELL ARMS
2LED3
STA.354WB+0.0;38.5'RT

SCALE, FEET 0 30

SHEET 19 OF 24

NOTE:

GENERAL NOTES MUST BE FOLLOWED WHEN INSTALLING MATERIALS FOR STREET LIGHTING AND TRAFFIC SIGNALS.

CONDUIT END CAPS REQUIRED ON ALL EMPTY CONDUIT.

PULL ROPE (3/8" NYLON) REQUIRED IN ALL CONDUIT.

SEE STREET LIGHTING & TRAFFIC SIGNAL CONDUIT DETAILS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

SEE UTILITY SPECIALS FOR ADDITIONAL INFORMATION AND ALL CONTACT NUMBERS.

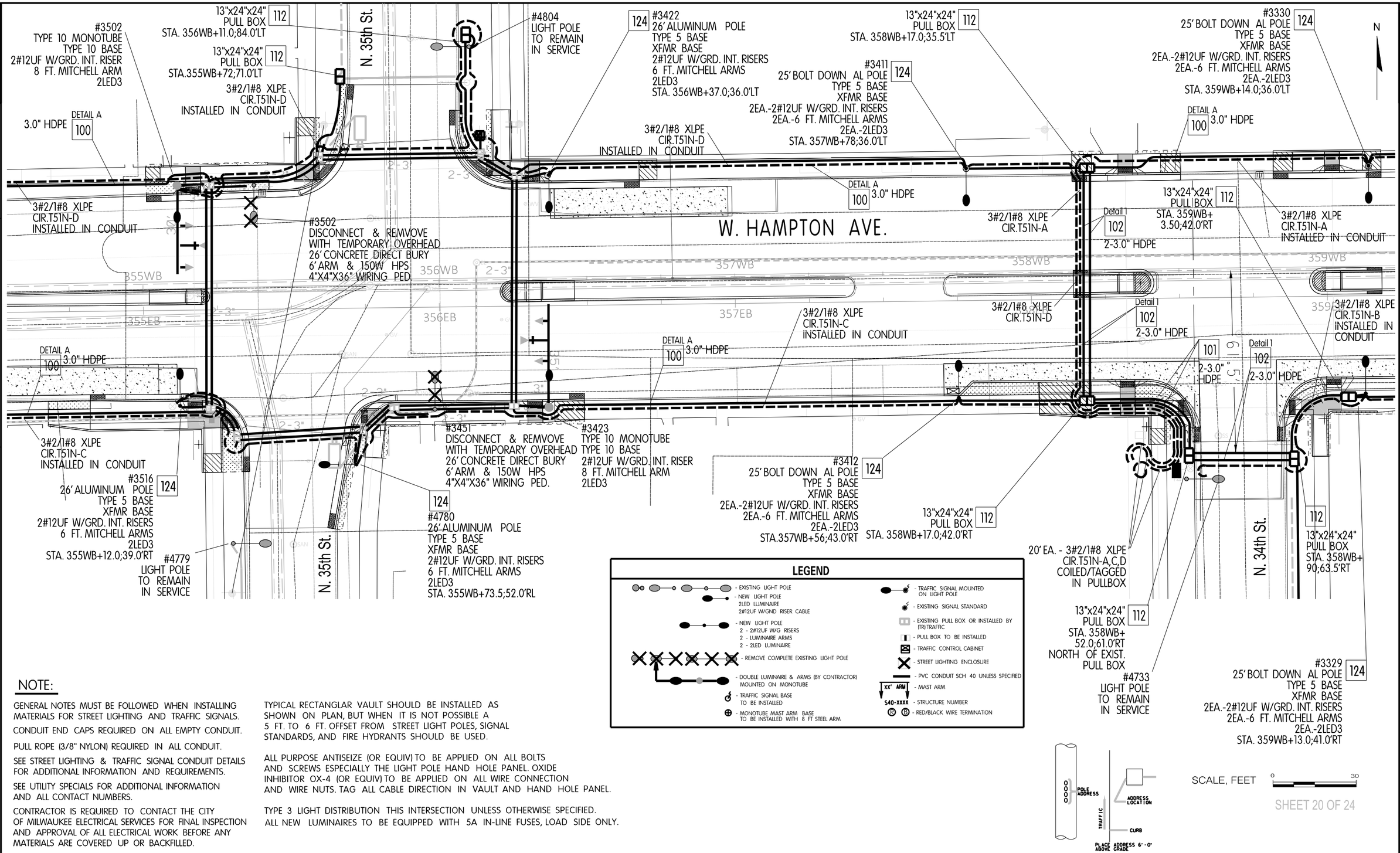
CONTRACTOR IS REQUIRED TO CONTACT THE CITY OF MILWAUKEE ELECTRICAL SERVICES FOR FINAL INSPECTION AND APPROVAL OF ALL ELECTRICAL WORK BEFORE ANY MATERIALS ARE COVERED UP OR BACKFILLED.

TYPICAL RECTANGLAR VAULT SHOULD BE INSTALLED AS SHOWN ON PLAN, BUT WHEN IT IS NOT POSSIBLE A 5 FT. TO 6 FT. OFFSET FROM STREET LIGHT POLES, SIGNAL STANDARDS, AND FIRE HYDRANTS SHOULD BE USED.

ALL PURPOSE ANTISEIZE (OR EQUIV) TO BE APPLIED ON ALL BOLTS AND SCREWS ESPECIALLY THE LIGHT POLE HAND HOLE PANEL. OXIDE INHIBITOR OX-4 (OR EQUIV) TO BE APPLIED ON ALL WIRE CONNECTION AND WIRE NUTS. TAG ALL CABLE DIRECTION IN VAULT AND HAND HOLE PANEL.

TYPE 3 LIGHT DISTRIBUTION THIS INTERSECTION UNLESS OTHERWISE SPECIFIED. ALL NEW LUMINAIRES TO BE EQUIPPED WITH 5A IN-LINE FUSES, LOAD SIDE ONLY.

STATE PROJECT NO: 2545–09–71	HWY: W. HAMPTON AVE.	COUNTY: MILWAUKEE	STREET LIGHTING PLAN	SHEET 252	E



LEGEND

- EXISTING LIGHT POLE
- NEW LIGHT POLE 2LED LUMINAIRE 2#12UF W/GND RISER CABLE
- NEW LIGHT POLE 2 - 2#12UF W/G RISERS 2 - LUMINAIRE ARMS 2 - 2LED LUMINAIRE
- REMOVE COMPLETE EXISTING LIGHT POLE
- DOUBLE LUMINAIRE & ARMS (BY CONTRACTOR) MOUNTED ON MONOTUBE
- TRAFFIC SIGNAL BASE TO BE INSTALLED
- MONOTUBE MAST ARM BASE TO BE INSTALLED WITH 8 FT STEEL ARM
- TRAFFIC SIGNAL MOUNTED ON LIGHT POLE
- EXISTING SIGNAL STANDARD
- EXISTING PULL BOX OR INSTALLED BY (TR) TRAFFIC
- PULL BOX TO BE INSTALLED
- TRAFFIC CONTROL CABINET
- STREET LIGHTING ENCLOSURE
- PVC CONDUIT SCH 40 UNLESS SPECIFIED
- XX' ARM MAST ARM
- S40-XXXX STRUCTURE NUMBER
- R B RED/BLACK WIRE TERMINATION

NOTE:

GENERAL NOTES MUST BE FOLLOWED WHEN INSTALLING MATERIALS FOR STREET LIGHTING AND TRAFFIC SIGNALS.

CONDUIT END CAPS REQUIRED ON ALL EMPTY CONDUIT.

PULL ROPE (3/8" NYLON) REQUIRED IN ALL CONDUIT.

SEE STREET LIGHTING & TRAFFIC SIGNAL CONDUIT DETAILS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

SEE UTILITY SPECIALS FOR ADDITIONAL INFORMATION AND ALL CONTACT NUMBERS.

CONTRACTOR IS REQUIRED TO CONTACT THE CITY OF MILWAUKEE ELECTRICAL SERVICES FOR FINAL INSPECTION AND APPROVAL OF ALL ELECTRICAL WORK BEFORE ANY MATERIALS ARE COVERED UP OR BACKFILLED.

TYPICAL RECTANGLAR VAULT SHOULD BE INSTALLED AS SHOWN ON PLAN, BUT WHEN IT IS NOT POSSIBLE A 5 FT. TO 6 FT. OFFSET FROM STREET LIGHT POLES, SIGNAL STANDARDS, AND FIRE HYDRANTS SHOULD BE USED.

ALL PURPOSE ANTISEIZE (OR EQUIV) TO BE APPLIED ON ALL BOLTS AND SCREWS ESPECIALLY THE LIGHT POLE HAND HOLE PANEL. OXIDE INHIBITOR OX-4 (OR EQUIV) TO BE APPLIED ON ALL WIRE CONNECTION AND WIRE NUTS. TAG ALL CABLE DIRECTION IN VAULT AND HAND HOLE PANEL.

TYPE 3 LIGHT DISTRIBUTION THIS INTERSECTION UNLESS OTHERWISE SPECIFIED.
ALL NEW LUMINAIRES TO BE EQUIPPED WITH 5A IN-LINE FUSES, LOAD SIDE ONLY.

SCALE, FEET 0 30

SHEET 20 OF 24

STATE PROJECT NO: 2545–09–71	HWY: W. HAMPTON AVE.	COUNTY: MILWAUKEE	STREET LIGHTING PLAN	SHEET 253	E

PROTECT & ADJUST EXISTING ELECTRICAL TO BRIDGE UNITS

13"x24"x24" PULL BOX DOGHOUSE OVER EXISTING 2.5" PVC STA. 112

3/4" RIGID ALUMINUM RISER & CONDULET ACCESS ON PILLAR

#3320 25' BOLT DOWN AL POLE TYPE 5 BASE XFMR BASE 2EA.-2#12UF W/GRD. INT. RISERS 2EA.-6 FT. MITCHELL ARMS 2EA.-2LED3 STA. 124

3#2/1#8 XLPE CIR.T51N-D INSTALLED IN CONDUIT

DETAIL A

3.0" HDPE 100

3/4" RIGID ALUMINUM RISER & CONDULET ACCESS ON PILLAR

3/4" RIGID ALUMINUM CONDUIT MOUNTED 10'-6" ABOVE FINISHED WALK ON MAIN BEAM SUPPORT TO REMAIN IN USE

RAILROAD CO.

GALVANIZED L-STYLE MOUNTING PLATE 1/4" THICK (REUSE) LED UPGRADE BY CONTRACTOR LED WALL PACK

GALVANIZED L-STYLE MOUNTING PLATE 1/4" THICK (REUSE) LED UPGRADE BY CONTRACTOR LED WALL PACK

#3243 DISCONNECT & REPLACE 26' CONCRETE DIRECT BURY 6' ARM & 150W HPS 4"X4"X36" WIRING PED.

112 13"x24"x24" PULL BOX STA. 362WB+15.5;36.0'LT (LOCATION OF ORIGINAL UNIT)

124 #3442 31' CONCRETE DIRECT BURY 2#12UF W/GRD. INT. RISERS 6 FT. MITCHELL ARM 2LED3 STA. 362WB+17.0;36.0'LT

#3243 DISCONNECT & REPLACE 26' CONCRETE DIRECT BURY 6' ARM & 150W HPS 4"X4"X36" WIRING PED.

112 13"x24"x24" PULL BOX STA. 363WB+64.5;34.5'LT (LOCATION OF ORIGINAL UNIT)

124 #3442 31' CONCRETE DIRECT BURY 2#12UF W/GRD. INT. RISERS 6 FT. MITCHELL ARM 2LED3 STA. 363WB+70.0;33.5'LT

N

W. HAMPTON AVE.

PIER MOUNTED JUNCTION BOX TO REMAIN

3/4" RIGID ALUMINUM RISER & CONDULET ACCESS ON PILLAR

360WB 361WB 362WB 363WB

360EB 361EB 362EB 363EB

#3326 DISCONNECT & REMVOVE WITH TEMPORARY OVERHEAD 26' CONCRETE DIRECT BURY 6' ARM & 150W HPS 4"X4"X36" WIRING PED.

124 #3442 31' CONCRETE DIRECT BURY 2#12UF W/GRD. INT. RISERS 6 FT. MITCHELL ARM 2LED3 STA. 362WB+83.0;43.0'LT

3#2/1#8 XLPE CIR.T51N-B INSTALLED IN CONDUIT

112 13"x24"x24" PULL BOX DOGHOUSE OVER EXISTING ITEM (CONDUIT) STA.

124 #3319 26' ALUM. BOLT DOWN TYPE 5 BASE XFMR BASE 2#12UF W/GRD. INT. RISERS 6 FT. MITCHELL ARMS 2LED3 STA.

PIER MOUNTED JUNCTION BOX TO REMAIN

GALVANIZED L-STYLE MOUNTING PLATE 1/4" THICK LED UPGRADE BY CONTRACTOR LED WALL PACK

GALVANIZED L-STYLE MOUNTING PLATE 1/4" THICK (REUSE) LED UPGRADE BY CONTRACTOR LED WALL PACK

3/4" RIGID ALUMINUM RISER & CONDULET ACCESS ON PILLAR

GALVANIZED L-STYLE MOUNTING PLATE 1/4" THICK (REUSE) LED UPGRADE BY CONTRACTOR LED WALL PACK

3/4" RIGID ALUMINUM CONDUIT MOUNTED 10'-6" ABOVE FINISHED WALK ON MAIN BEAM SUPPORT TO REMAIN IN USE.

#3243 DISCONNECT & REPLACE 26' CONCRETE DIRECT BURY 6' ARM & 150W HPS 4"X4"X36" WIRING PED.

112 13"x24"x24" PULL BOX STA. 362WB+75.5;43.0'LT (LOCATION OF ORIGINAL UNIT)

NOTE:

GENERAL NOTES MUST BE FOLLOWED WHEN INSTALLING MATERIALS FOR STREET LIGHTING AND TRAFFIC SIGNALS.

CONDUIT END CAPS REQUIRED ON ALL EMPTY CONDUIT.

PULL ROPE (3/8" NYLON) REQUIRED IN ALL CONDUIT.

SEE STREET LIGHTING & TRAFFIC SIGNAL CONDUIT DETAILS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

SEE UTILITY SPECIALS FOR ADDITIONAL INFORMATION AND ALL CONTACT NUMBERS.

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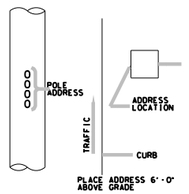
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TYPE 3 LIGHT DISTRIBUTION THIS INTERSECTION UNLESS OTHERWISE SPECIFIED.
ALL NEW LUMINAIRES TO BE EQUIPPED WITH 5A IN-LINE FUSES, LOAD SIDE ONLY.

LEGEND

- EXISTING LIGHT POLE
- NEW LIGHT POLE 2LED LUMINAIRE 2#12UF W/GND RISER CABLE
- NEW LIGHT POLE 2 - 2#12UF W/G RISERS 2 - LUMINAIRE ARMS 2 - 2LED LUMINAIRE
- REMOVE COMPLETE EXISTING LIGHT POLE
- DOUBLE LUMINAIRE & ARMS (BY CONTRACTOR) MOUNTED ON MONOTUBE
- TRAFFIC SIGNAL BASE TO BE INSTALLED
- MONOTUBE MAST ARM BASE TO BE INSTALLED WITH 8 FT STEEL ARM
- TRAFFIC SIGNAL MOUNTED ON LIGHT POLE
- EXISTING SIGNAL STANDARD
- EXISTING PULL BOX OR INSTALLED BY (TR) TRAFFIC
- PULL BOX TO BE INSTALLED
- TRAFFIC CONTROL CABINET
- STREET LIGHTING ENCLOSURE
- PVC CONDUIT SCH 40 UNLESS SPECIFIED
- XX' ARM - MAST ARM
- S40-XXXX - STRUCTURE NUMBER
- R B - RED/BLACK WIRE TERMINATION



SCALE, FEET 0 30

STATE PROJECT NO: 2545–09–71	HWY: W. HAMPTON AVE.	COUNTY: MILWAUKEE	STREET LIGHTING PLAN	SHEET 254	E

FILE NAME : W:\bes_WisDot\2022\(2545–09–01)71) wHampton Ave – 60th to Teutonia\100%\hampton conduit final submit.dgn
PLOT DATE : 31–OCT–2022 08:17
PLOT BY : lhickm
PLOT NAME :
PLOT SCALE : 1:29.9924
WISDOT/CADDS SHEET 42

LEGEND

- EXISTING LIGHT POLE
- NEW LIGHT POLE 2LED LUMINAIRE 2#12UF W/GND RISER CABLE
- NEW LIGHT POLE 2 - 2#12UF W/G RISERS 2 - LUMINAIRE ARMS 2 - 2LED LUMINAIRE
- REMOVE COMPLETE EXISTING LIGHT POLE
- DOUBLE LUMINAIRE & ARMS (BY CONTRACTOR) MOUNTED ON MONOTUBE
- TRAFFIC SIGNAL BASE TO BE INSTALLED
- MONOTUBE MAST ARM BASE TO BE INSTALLED WITH 8 FT STEEL ARM
- TRAFFIC SIGNAL MOUNTED ON LIGHT POLE
- EXISTING SIGNAL STANDARD
- EXISTING PULL BOX OR INSTALLED BY (TR) TRAFFIC
- PULL BOX TO BE INSTALLED
- TRAFFIC CONTROL CABINET
- STREET LIGHTING ENCLOSURE
- PVC CONDUIT SCH 40 UNLESS SPECIFIED
- XX' ARM - MAST ARM
- S40-XXXX - STRUCTURE NUMBER
- K B - RED/BLACK WIRE TERMINATION

NOTE:

GENERAL NOTES MUST BE FOLLOWED WHEN INSTALLING MATERIALS FOR STREET LIGHTING AND TRAFFIC SIGNALS.

CONDUIT END CAPS REQUIRED ON ALL EMPTY CONDUIT.

PULL ROPE (3/8" NYLON) REQUIRED IN ALL CONDUIT.

SEE STREET LIGHTING & TRAFFIC SIGNAL CONDUIT DETAILS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

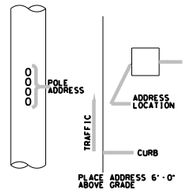
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TYPE 3 LIGHT DISTRIBUTION THIS INTERSECTION UNLESS OTHERWISE SPECIFIED. ALL NEW LUMINAIRES TO BE EQUIPPED WITH 5A IN-LINE FUSES, LOAD SIDE ONLY.



N

3#2/1#8 XLPE CIR.T51N-A INSTALLED IN CONDUIT

20'-3#2/1#8 XLPE CIR.T51N-D COILED/TAGGED IN PULLBOX

EXIST. BLACK JACKETED 3#2/1#8LTP CIR.T51N-A TO REMAIN IN SERVICE

13"x24"x24" PULL BOX 112
STA. 365WB+ 39.0;54.5'LT

#3204
TYPE 10 MONOTUBE
TYPE 10 BASE
2#12UF W/GRD. INT. RISER
6 FT. MITCHELL ARM
2LED3

N. 32nd St.

#4602
TYPE 10 MONOTUBE
TYPE 10 BASE
2#12UF W/GRD. INT. RISER
6 FT. MITCHELL ARM
2LED3

124 #3132
30' ALUMINUM POLE
TYPE 5 BASE
XFMR BASE
2#12UF W/GRD. INT. RISERS
6 FT. MITCHELL ARMS
2LED3
STA. 366WB+15.5;39.0'LT

#3128
EXIST. PARAPED BOLT DOW ALUMINUM POLE
3LED3 LUMINAIRE
UPGRADE BY CONTRACTOR

EXIST. BLACK JACKETED 3#2/1#8LTP CIR.T51N-A TO REMAIN IN SERVICE

W. HAMPTON AVE.

13"x24"x24" PULL BOX 112
DOGHOUSE OVER EXISTING ITEM (CONDUIT)
STA. 364WB+ 36.5;43.0'RT

#2215
EXIST. CONCRETE POLE
2LED3 LUMINAIRE
UPGRADE BY CONTRACTOR
STA.364WB+41.0;42.0'RT

EXIST. BLACK JACKETED 3#2/1#8LTP CIR.T51N-B TO REMAIN IN SERVICE

#3203
30' ALUMINUM POLE
TYPE 5 BASE
XFMR BASE
2#12UF W/GRD. INT. RISERS
6 FT. MITCHELL ARMS
2LED3
STA.365WB+15.0;43.6'RT

124

REMOVE LUMINAIRE ARM & RISER FROM WEPCO POLE

N. 32nd St.

#3133
TYPE 10 MONOTUBE
TYPE 10 BASE
2#12UF W/GRD. INT. RISER
6 FT. MITCHELL ARM
2LED3

124 #4784
30' ALUMINUM POLE
TYPE 5 BASE
XFMR BASE
2#12UF W/GRD. INT. RISERS
6 FT. MITCHELL ARMS
2LED3
STA.

3#2/1#8 XLPE CIR.T51N-B INSTALLED IN CONDUIT

#3119
EXIST. PARAPED BOLT DOW ALUMINUM POLE
3LED3 LUMINAIRE
UPGRADE BY CONTRACTOR
STA. 366WB+69.0;49.0'RT

EXIST. BLACK JACKETED 3#2/1#8LTP CIR.T51N-B TO REMAIN IN SERVICE

13"x24"x24" PULL BOX 112
OVER EXISTING ITEM (LTP CABLE)

W. HAMPTON AVE.

SCALE, FEET 0 30

SHEET 22 OF 24

STATE PROJECT NO: 2545–09–71	HWY: W. HAMPTON AVE.	COUNTY: MILWAUKEE	STREET LIGHTING PLAN	SHEET 255	E

#3039
DISCONNECT & REPLACE
31' CONCRETE DIRECT BURY
6' ARM & 150W HPS
4"X4"X36" WIRING PED.

112 13"x24"x24"
PULL BOX
STA. 369WB+31.0;42.0'RT
(LOCATION OF ORIGINAL UNIT)

124 #3442
31' CONCRETE DIRECT BURY
2#12UF W/GRD. INT. RISERS
6 FT. MITCHELL ARM
2LED3
STA. 369WB+33.0;42.0'RT

#3104
EXIST. CONCRETE POLE
3LED3 LUMINAIRE
UPGRADE BY
CONTRACTOR

#3028
EXIST. CONCRETE POLE
2LED3 LUMINAIRE
UPGRADE BY
CONTRACTOR
STA.370WB+24.0;31.0'LT

EXIST.
BLACK JACKETED
3#2/1#8LTP
CIR.T51N-A
TO REMAIN IN
SERVICE

13"x24"x24" 112
PULL BOX
STA.371WB+84;23.0'LT

#3004
31' CONCRETE DIRECT BURY 124
2#12UF W/GRD. INT. RISERS
6 FT. MITCHELL ARM
2LED3
STA. 363WB+70.0;33.5'LT

EXIST.
BLACK JACKETED
3#2/1#8LTP
CIR.T51N-A
TO REMAIN IN
SERVICE

#2949
2LED3 LUMINAIRE UPGRADE
BY CONTRACTOR

13"x24"x24" 112
PULL BOX
STA. 372WB+93.0;44.5'RT

13"x24"x24" 112
PULL BOX
STA.372WB+66.0;65.5'RT

13"x24"x24" 112
PULL BOX
STA.371WB+84;43.0'RT

Detail 1
102
3.0" HDPE

Detail 1
102
3.0" HDPE

DETAIL A
100
3.0" HDPE

3#2/1#8 XLPE
CIR.T51N-B
INSTALLED IN
CONDUIT

13"x24"x24"
PULL BOX
STA.372WB+
20;65.5'RT

#4783
LIGHT POLE
TO REMAIN
IN SERVICE
(NOT CONNECTED
TO CIR.T51N-B)

3#2/1#8 XLPE
CIR.T51N-B
INSTALLED IN
CONDUIT

#3030
EXIST. CONCRETE POLE
2LED3 LUMINAIRE
UPGRADE BY
CONTRACTOR
STA.374WB+45.0;44.0'LT

#4783
LIGHT POLE
TO REMAIN
IN SERVICE

EXIST.
BLACK JACKETED
3#2/1#8LTP
CIR.T51N-A
TO REMAIN IN
SERVICE

#3013
31' DIRECT BURY CONCRETE POLE
2LED3 LUMINAIRE UPGRADE
BY CONTRACTOR

13"x24"x24" 112
PULL BOX
STA. 371WB+5.0;43.5'RT

N. 31st St.

N. 30th St.

369WB
369EB
370WB
370EB
371WB
372WB
373WB

NOTE:

GENERAL NOTES MUST BE FOLLOWED WHEN INSTALLING MATERIALS FOR STREET LIGHTING AND TRAFFIC SIGNALS.

CONDUIT END CAPS REQUIRED ON ALL EMPTY CONDUIT.

PULL ROPE (3/8" NYLON) REQUIRED IN ALL CONDUIT.

SEE STREET LIGHTING & TRAFFIC SIGNAL CONDUIT DETAILS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

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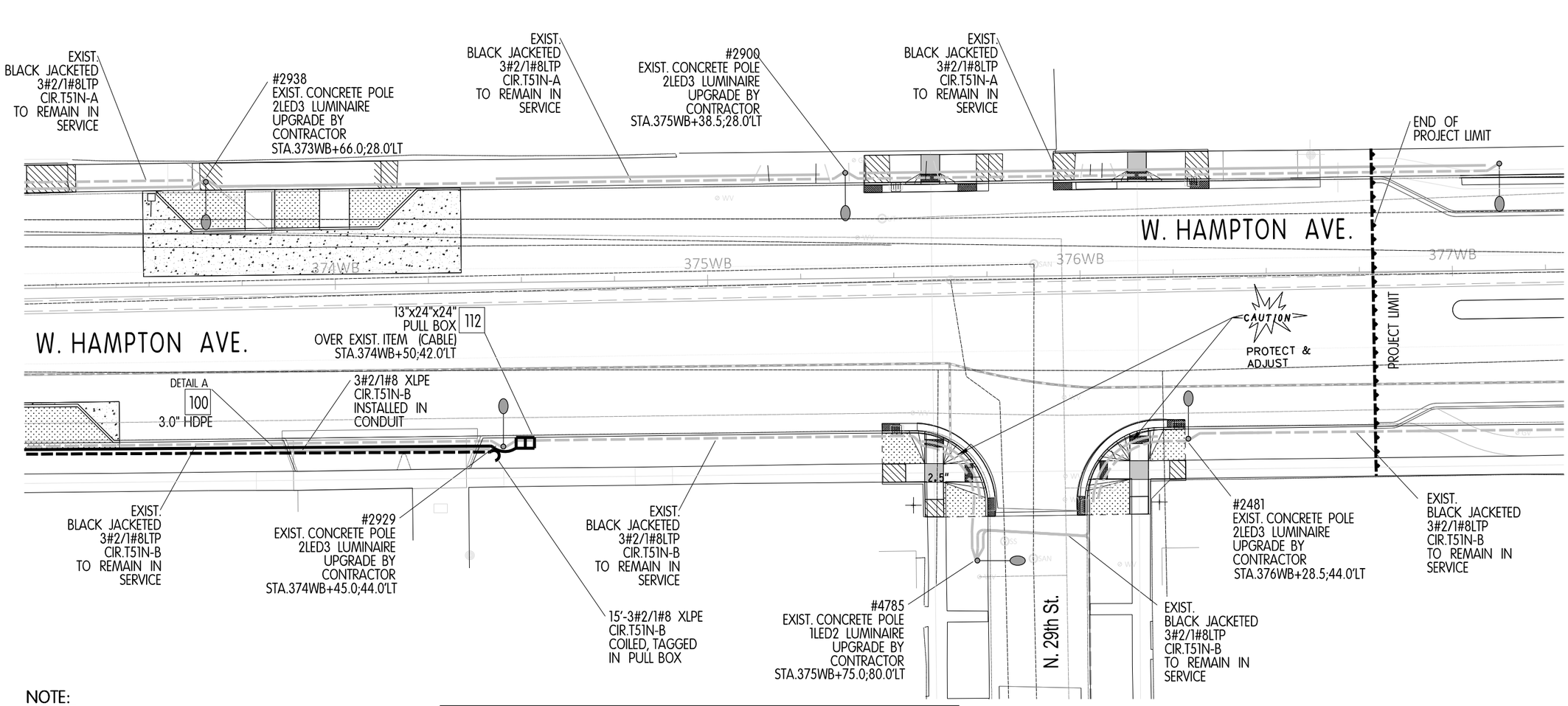
LEGEND

- EXISTING LIGHT POLE
- NEW LIGHT POLE 2LED LUMINAIRE 2#12UF W/GND RISER CABLE
- NEW LIGHT POLE 2 - 2#12UF W/G RISERS 2 - LUMINAIRE ARMS 2 - 2LED LUMINAIRE
- REMOVE COMPLETE EXISTING LIGHT POLE
- DOUBLE LUMINAIRE & ARMS (BY CONTRACTOR) MOUNTED ON MONOTUBE
- TRAFFIC SIGNAL BASE TO BE INSTALLED
- MONOTUBE MAST ARM BASE TO BE INSTALLED WITH 8 FT STEEL ARM
- TRAFFIC SIGNAL MOUNTED ON LIGHT POLE
- EXISTING SIGNAL STANDARD
- EXISTING PULL BOX OR INSTALLED BY (TR) TRAFFIC
- PULL BOX TO BE INSTALLED
- TRAFFIC CONTROL CABINET
- STREET LIGHTING ENCLOSURE
- PVC CONDUIT SCH 40 UNLESS SPECIFIED
- XX' ARM - MAST ARM
- S40-XXXX - STRUCTURE NUMBER
- R B - RED/BLACK WIRE TERMINATION

SCALE, FEET 0 30

STATE PROJECT NO: 2545–09–71	HWY: W. HAMPTON AVE.	COUNTY: MILWAUKEE	STREET LIGHTING PLAN	SHEET 256	E

FILE NAME : W:\bes_WisDot\2022\(2545–09–01)71) wHampton Ave – 60th to Teutonia\100%\hampton conduit final submit.dgn
PLOT DATE : 31–OCT–2022 08:41
PLOT BY : lhickm
PLOT NAME :
PLOT SCALE : 1:29.9924
WISDOT/CADDS SHEET 42



N

2

NOTE:

GENERAL NOTES MUST BE FOLLOWED WHEN INSTALLING MATERIALS FOR STREET LIGHTING AND TRAFFIC SIGNALS.

CONDUIT END CAPS REQUIRED ON ALL EMPTY CONDUIT.

PULL ROPE (3/8" NYLON) REQUIRED IN ALL CONDUIT.

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TYPE 3 LIGHT DISTRIBUTION THIS INTERSECTION UNLESS OTHERWISE SPECIFIED.

ALL NEW LUMINAIRES TO BE EQUIPPED WITH 5A IN-LINE FUSES, LOAD SIDE ONLY.

LEGEND

- EXISTING LIGHT POLE
- NEW LIGHT POLE 2LED LUMINAIRE 2#12UF W/GND RISER CABLE
- NEW LIGHT POLE 2 - 2#12UF W/G RISERS 2 - LUMINAIRE ARMS 2 - 2LED LUMINAIRE
- REMOVE COMPLETE EXISTING LIGHT POLE
- DOUBLE LUMINAIRE & ARMS (BY CONTRACTOR) MOUNTED ON MONOTUBE
- TRAFFIC SIGNAL BASE TO BE INSTALLED
- MONOTUBE MAST ARM BASE TO BE INSTALLED WITH 8 FT STEEL ARM
- TRAFFIC SIGNAL MOUNTED ON LIGHT POLE
- EXISTING SIGNAL STANDARD
- EXISTING PULL BOX OR INSTALLED BY (ITR) TRAFFIC
- PULL BOX TO BE INSTALLED
- TRAFFIC CONTROL CABINET
- STREET LIGHTING ENCLOSURE
- PVC CONDUIT SCH 40 UNLESS SPECIFIED
- XX' ARM - MAST ARM
- S40-XXXX - STRUCTURE NUMBER
- (R) (B) - RED/BLACK WIRE TERMINATION

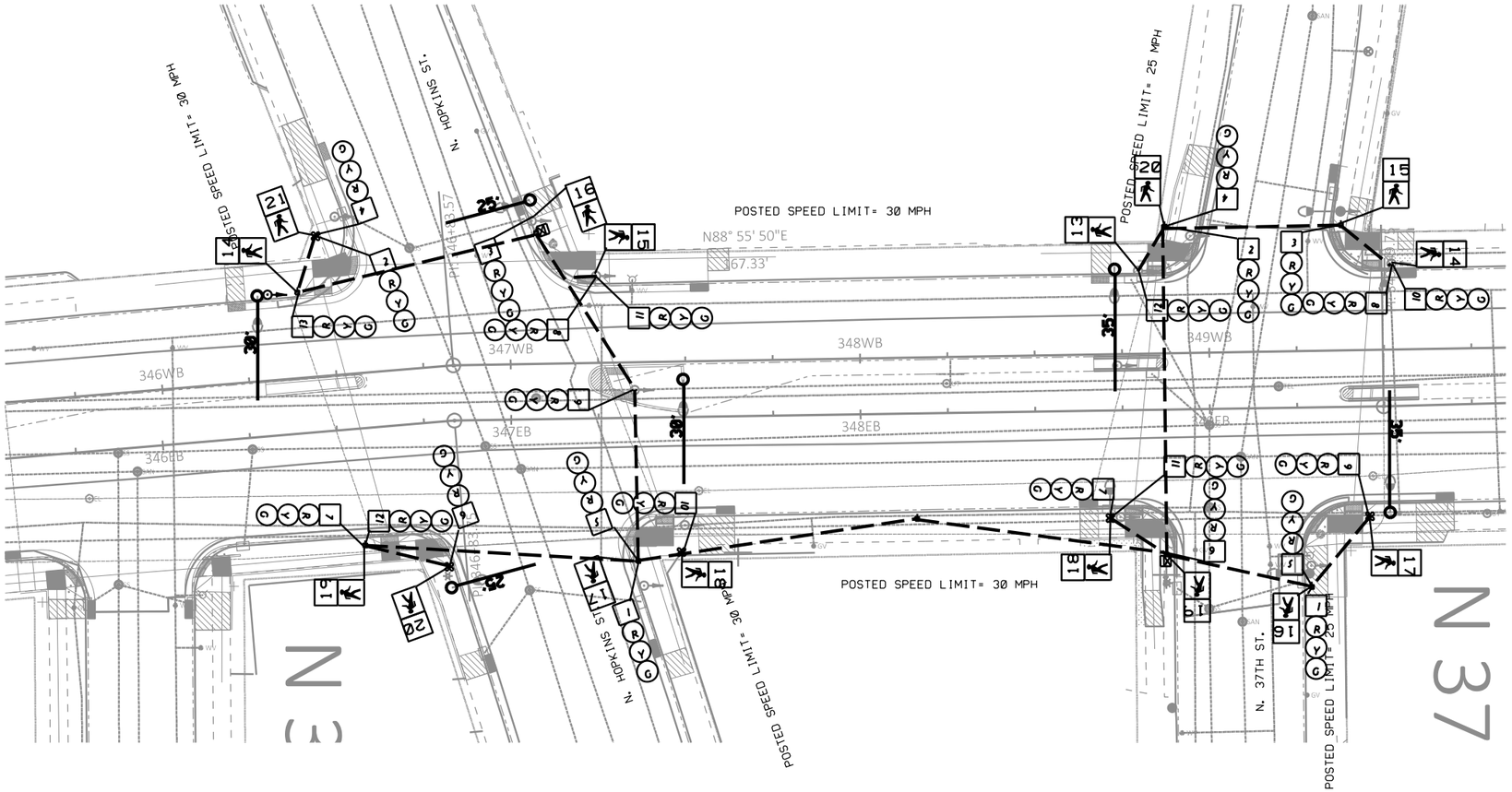
SCALE, FEET 0 30

SHEET 24 OF 24

STATE PROJECT NO: 2545–09–71	HWY: W. HAMPTON AVE.	COUNTY: MILWAUKEE	STREET LIGHTING PLAN	SHEET 257	E

FILE NAME : W:\bes_WisDot\2022\(2545–09–01)71) wHampton Ave – 60th to Teutonia\100%\hampton conduit final submit.dgn PLOT DATE : 31–OCT–2022 08:41 PLOT BY : lnickm PLOT NAME : PLOT SCALE : 1:29.9924 WISDOT/CADDS SHEET 42

2



LEGEND

- CONTROL CABINET
- EXISTING SIGNAL POLE
- 35' CLASS 4 WOOD POLE
- MOVEABLE SIGNAL STANDARD
- UNDERGROUND CABLE IN SERVICE
- OVERHEAD TRAFFIC CABLE
- PROPOSED MONOTUBE
- DON'T WALK/WALK INDICATOR & COUNTDOWN TIMER INDICATOR 16"
- EVP DESIGNATOR
- EVP DETECTOR HEAD
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- LUMINAIRE, LIGHT POLE
- CONFIRMATION LIGHT
- SIGNAL HEAD NUMBER
- TRAFFIC SIGNAL HEAD

TRAFFIC CONTROL SIGNAL
W. HAMPTON AVE. & N. HOPKINS ST.
W. HAMPTON AVE. & N. 37TH ST.
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

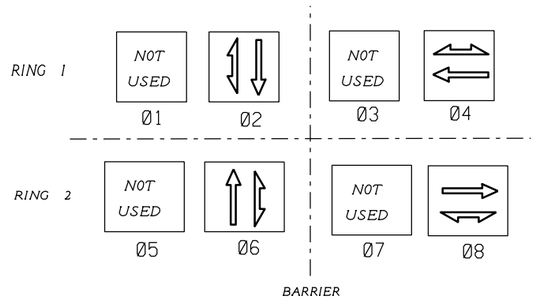
REGION CONTACT: SCOTT REINBACHER
DESIGNED BY: KAP
REVISED BY:

PAGE OF

STATE PROJECT NUMBER 2545–09–71	HWY: W. HAMPTON AVE.	COUNTY: MILWAUKEE	TEMPORARY TRAFFIC SIGNAL PLAN	SHEET 258	E

	HEAD NUMBERS	FLASH
Ø2	4.5.6	R
Ø4	11.12.13	R
Ø6	1.2.3	R
Ø8	7.8.9.10	R
Ø2P	20.21	
Ø4P	14.15	
Ø6P	16.17	
Ø8P	18.19	

SEQUENCE OF OPERATION





GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.

TYPE OF INTERCONNECT COMMUNICATION	
NONE	X
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	
FIBER OPTIC	
RADIO	
*LOCATION OF MASTER CONTROLLER NO: S.	
SIGNAL SYSTEM *: SS. .	

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

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY Y / Ø	PHASE RECALL	PHASE ACTIVE
1				
2		6	PED	X
3				
4		8	COORD	X
5				
6		2	PED	X
7				
8		4	COORD	X

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

TRAFFIC CONTROL SIGNAL
W. HAMPTON AVE. & N. HOPKINS ST.

CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

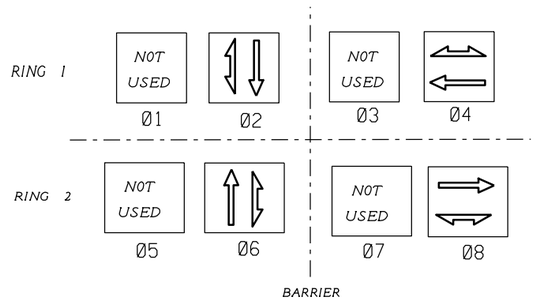
REGION CONTACT: SCOTT REINBACHER
DESIGNED BY: KAP
REVISED BY:

PAGE OF

STATE PROJECT NUMBER 2545-09-71	HWY: W. HAMPTON AVE.	COUNTY: MILWAUKEE	TEMPORARY SEQUENCE OF OPERATIONS	SHEET 259	E

	HEAD NUMBERS	FLASH
Ø2	4.5.6	R
Ø4	10.11.12	R
Ø6	1.2.3	R
Ø8	7.8.9	R
Ø2P	19.20	
Ø4P	13.14	
Ø6P	15.16	
Ø8P	17.18	

SEQUENCE OF OPERATION





GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.

TYPE OF INTERCONNECT COMMUNICATION	
NONE	X
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	
FIBER OPTIC	
RADIO	
*LOCATION OF MASTER CONTROLLER NO: S.	
SIGNAL SYSTEM *: SS.	

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

CONTROLLER LOGIC

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

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

TRAFFIC CONTROL SIGNAL
W. HAMPTON AVE. & N. 37TH ST.

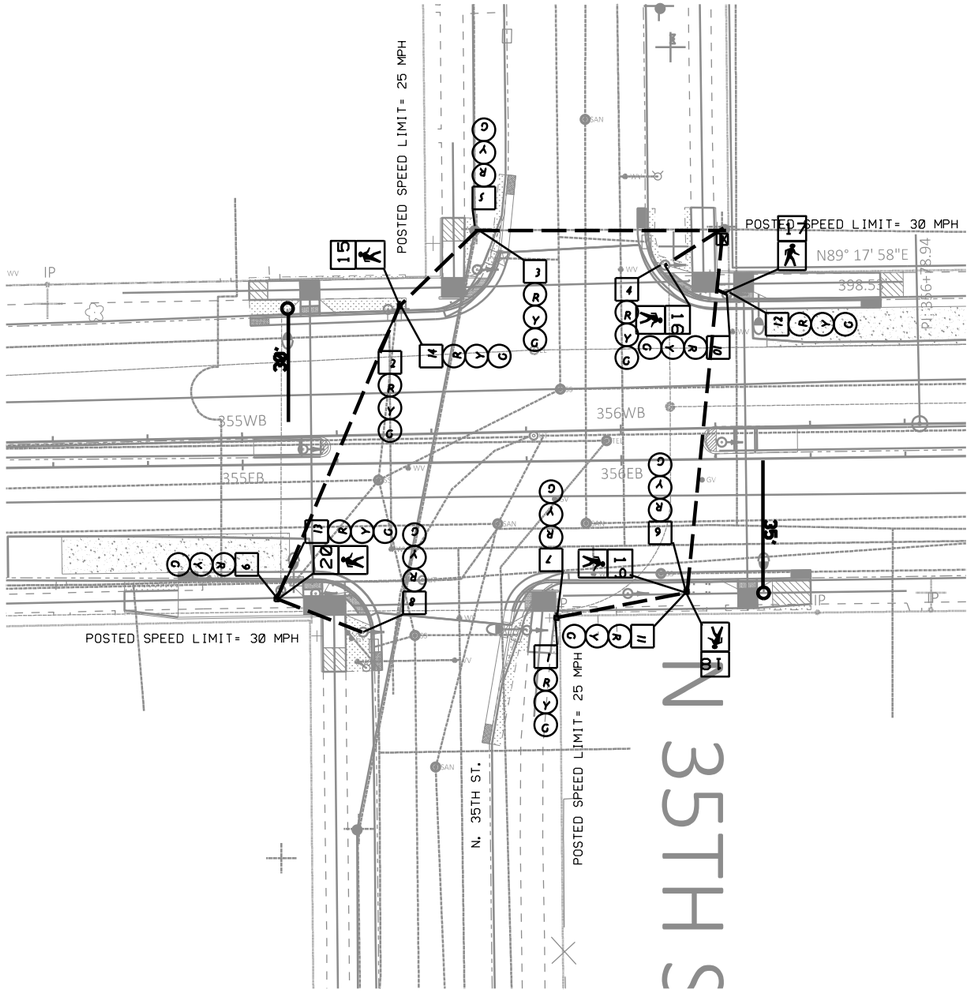
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

REGION CONTACT: SCOTT REINBACHER
DESIGNED BY: KAP
REVISED BY:

PAGE OF

STATE PROJECT NUMBER 2545-09-71	HWY: W. HAMPTON AVE.	COUNTY: MILWAUKEE	TEMPORARY SEQUENCE OF OPERATIONS	SHEET 260	E



LEGEND

- CONTROL CABINET
- EXISTING SIGNAL POLE
- 35' CLASS 4 WOOD POLE
- MOVEABLE SIGNAL STANDARD
- UNDERGROUND CABLE IN SERVICE
- OVERHEAD TRAFFIC CABLE
- PROPOSED MONOTUBE
- DON'T WALK/WALK INDICATOR & COUNTDOWN TIMER INDICATOR 16"
- EVP DESIGNATOR
- EVP DETECTOR HEAD
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- LUMINAIRE, LIGHT POLE
- CONFIRMATION LIGHT
- SIGNAL HEAD NUMBER
- TRAFFIC SIGNAL HEAD

TRAFFIC CONTROL SIGNAL
W. HAMPTON AVE. & N. 35TH ST.
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

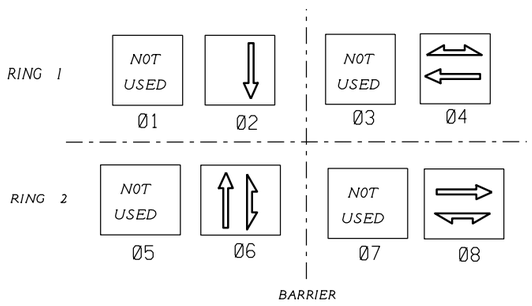
REGION CONTACT: SCOTT REINBACHER
DESIGNED BY: KAP
REVISED BY:

PAGE OF

STATE PROJECT NUMBER 2545-09-71	HWY: W. HAMPTON AVE.	COUNTY: MILWAUKEE	TEMPORARY TRAFFIC SIGNAL PLAN	SHEET 261	E

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

SEQUENCE OF OPERATION





GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.

TYPE OF INTERCONNECT COMMUNICATION	
NONE	X
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	
FIBER OPTIC	
RADIO	
*LOCATION OF MASTER CONTROLLER NO: S.	
SIGNAL SYSTEM *: SS. .	

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

CONTROLLER LOGIC

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

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

TRAFFIC CONTROL SIGNAL
W. HAMPTON AVE. & N. 35TH ST.
CITY OF MILWAUKEE
MILWAUKEE COUNTY

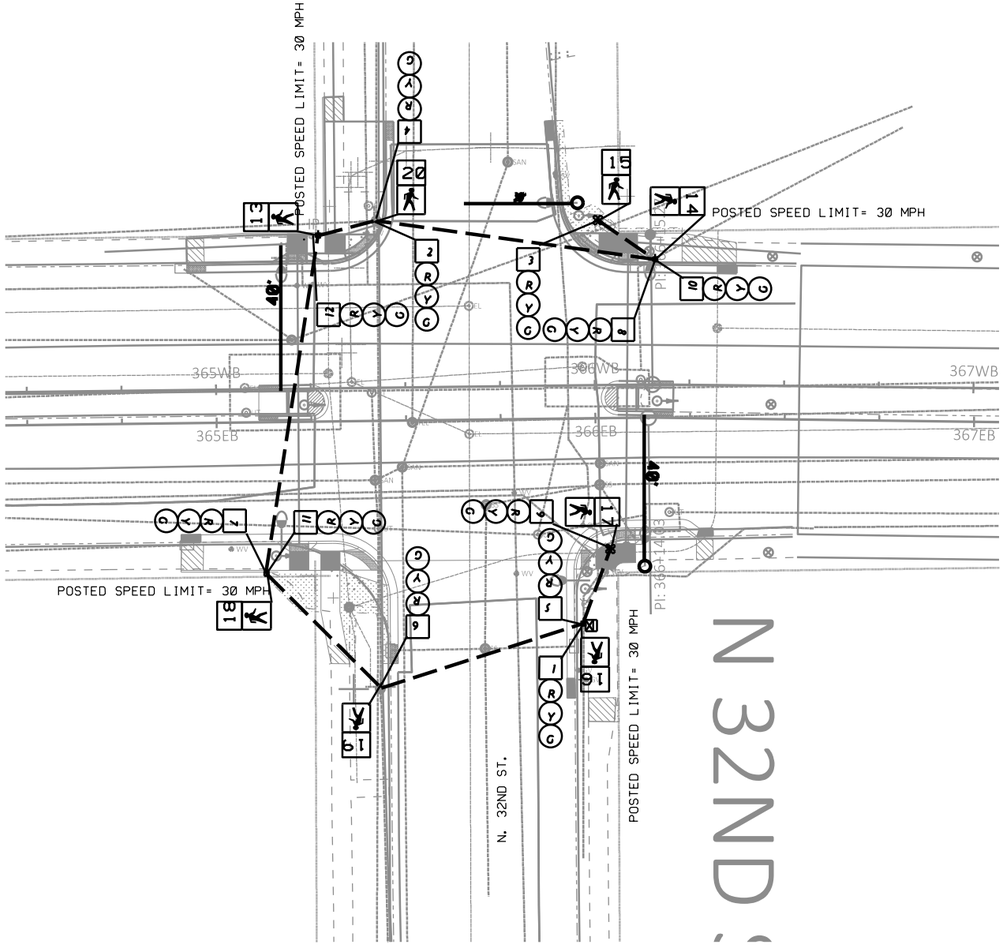
SIGNAL NO.

REGION CONTACT: SCOTT REINBACHER
DESIGNED BY: KAP
REVISED BY:

PAGE OF

STATE PROJECT NUMBER 2545-09-71	HWY: W. HAMPTON AVE.	COUNTY: MILWAUKEE	TEMPORARY SEQUENCE OF OPERATIONS	SHEET	E

FILE NAME : W:\BTE\SIGNALS\PAVING AND DESIGN\STATE PROJECTS-LFA\PRELIMINARY ENGINEERING\2545-09-01 HAMPTON 60TH TO TEUTONIA\2545091 TEMPORARYPSOGNBSEDGN 12-OCT-2022 13:09 PLOT BY : KPFEIF PLOT NAME : PLOT SCALE : 1:40.0003 WISDOT/CADDS SHEET 42



2

N

LEGEND

- CONTROL CABINET
- EXISTING SIGNAL POLE
- 35' CLASS 4 WOOD POLE
- MOVEABLE SIGNAL STANDARD
- UNDERGROUND CABLE IN SERVICE
- OVERHEAD TRAFFIC CABLE
- PROPOSED MONOTUBE
- DON'T WALK/WALK INDICATOR & COUNTDOWN TIMER INDICATOR 16"
- EVP DESIGNATOR
- EVP DETECTOR HEAD
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- LUMINAIRE, LIGHT POLE
- CONFIRMATION LIGHT
- SIGNAL HEAD NUMBER
- TRAFFIC SIGNAL HEAD

TRAFFIC CONTROL SIGNAL
W. HAMPTON AVE. & N. 32ND ST.
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

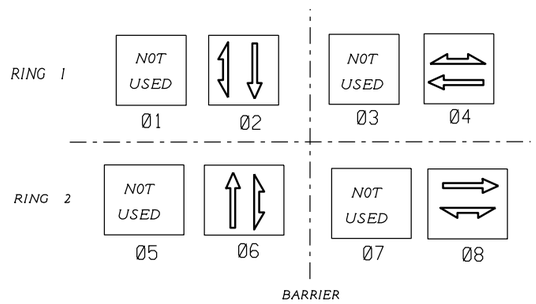
REGION CONTACT: SCOTT REINBACHER
DESIGNED BY: KAP
REVISED BY:

PAGE OF

STATE PROJECT NUMBER 2545-09-71	HWY: W. HAMPTON AVE.	COUNTY: MILWAUKEE	TEMPORARY TRAFFIC SIGNAL PLAN	SHEET 263	E

	HEAD NUMBERS	FLASH
Ø2	4.5.6	R
Ø4	10.11.12	R
Ø6	1.2.3	R
Ø8	7.8.9	R
Ø2P	19.20	
Ø4P	13.14	
Ø6P	15.16	
Ø8P	17.18	

SEQUENCE OF OPERATION



N

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.

TYPE OF INTERCONNECT COMMUNICATION	
NONE	X
TBC	
CLOSED LOOP TWISTED PAIR•	
CLOSED LOOP FIBER OPTIC•	
FIBER OPTIC	
RADIO	
•LOCATION OF MASTER CONTROLLER NO: S.	
SIGNAL SYSTEM •: SS. .	

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

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY M / Ø	PHASE RECALL	PHASE ACTIVE
1				X
2		6	PED	X
3				
4		8	COORD	X
5				
6		2	PED	X
7				
8		4	COORD	X

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

TRAFFIC CONTROL SIGNAL
W. HAMPTON AVE. & N. 32ND ST.
CITY OF MILWAUKEE
MILWAUKEE COUNTY

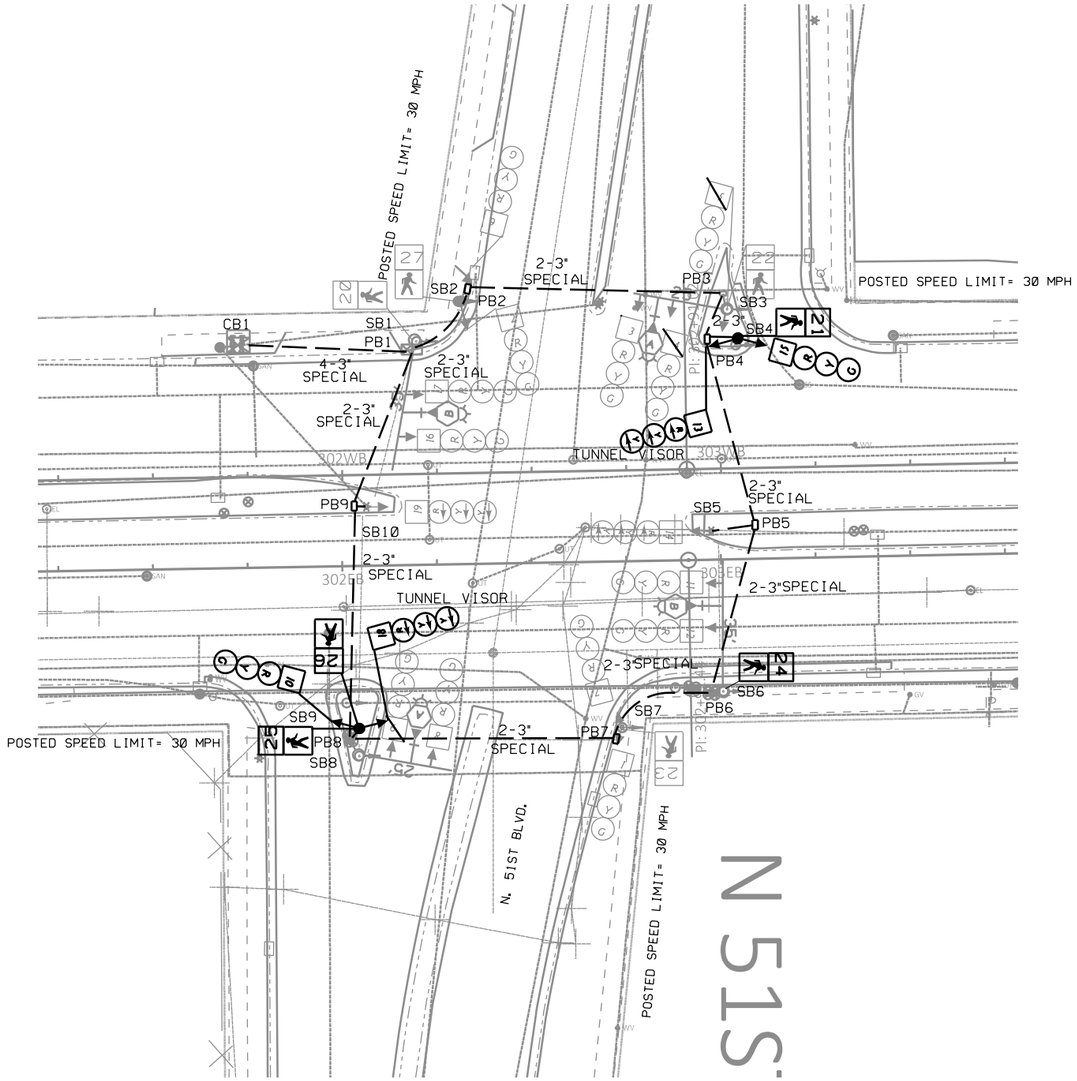
SIGNAL NO.

REGION CONTACT: SCOTT REINBACHER
DESIGNED BY: KAP
REVISED BY:

PAGE OF

STATE PROJECT NUMBER 2545-09-71	HWY: W. HAMPTON AVE.	COUNTY: MILWAUKEE	TEMPORARY SEQUENCE OF OPERATIONS	SHEET 264	E

2



LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2". UNLESS NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 15'-40' ARM
- PUSH BUTTON
- LUMINAIRE
- CONFIRMATION LIGHT
- POLYMER CONCRETE PULL BOX, 17"X30"X24"
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- WALK-DON'T WALK INDICATOR 12"
  COUNTDOWN TIMER 12"
- CAMERA
- EVP DESIGNATOR
- EVP DETECTOR HEAD
- LANE DESIGNATION FOR INFO ONLY

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

N

TRAFFIC CONTROL SIGNAL
W. HAMPTON AVE. & N. 51ST ST.
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

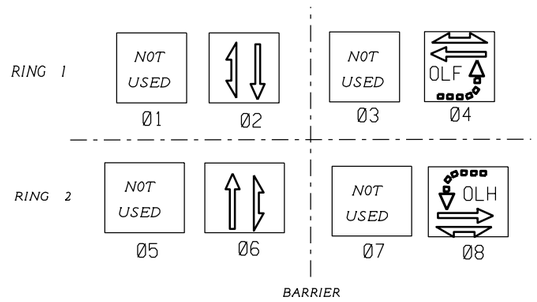
REGION CONTACT: SCOTT REINBACHER
DESIGNED BY: KAP
REVISED BY:

PAGE OF

STATE PROJECT NUMBER 2545-09-71	HWY: W. HAMPTON AVE.	COUNTY: MILWAUKEE	TRAFFIC SIGNAL PLAN	SHEET 265	E

	HEAD NUMBERS	FLASH
Ø2	6,7,8,9	R
OLF	13,14	R
Ø4	15,16,17	R
Ø6	1,2,3	R
OLH	18,19	R
Ø8	10,11,12	R
Ø2P	26,27	
Ø4P	20,21	
Ø6P	22,23	
Ø8P	24,25	

SEQUENCE OF OPERATION



N

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.

TYPE OF INTERCONNECT COMMUNICATION	
NONE	X
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	
FIBER OPTIC	
RADIO	
*LOCATION OF MASTER CONTROLLER NO: S.	
SIGNAL SYSTEM *: SS. .	

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

CONTROLLER LOGIC

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

OVERLAPS

O.L. "F" - EB FYA

O.L. "H" - WB FYA

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR								
CALLED PHASE								
CALL OPTION								
DELAY TIME								
EXTENTION OPTION								
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR								
CALLED PHASE								
CALL OPTION								
DELAY TIME								
EXTENTION OPTION								
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	CHANNEL A	CHANNEL B
MOVEMENT	↓↑	←→
PHASE	2-6	4-8

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

TRAFFIC CONTROL SIGNAL
W. HAMPTON AVE. & N. 51ST ST.
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

REGION CONTACT: SCOTT REINBACHER
DESIGNED BY: KAP PAGE OF
REVISED BY:

STATE PROJECT NUMBER 2545-09-71	HWY: W. HAMPTON AVE.	COUNTY: MILWAUKEE	SEQUENCE OF OPERATIONS	SHEET 266	E

PROJECT ID: 2545-09-71
INTERSECTION: W. HAMPTON AVE. & N. 51ST ST.

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

DATE: 6/23/2022

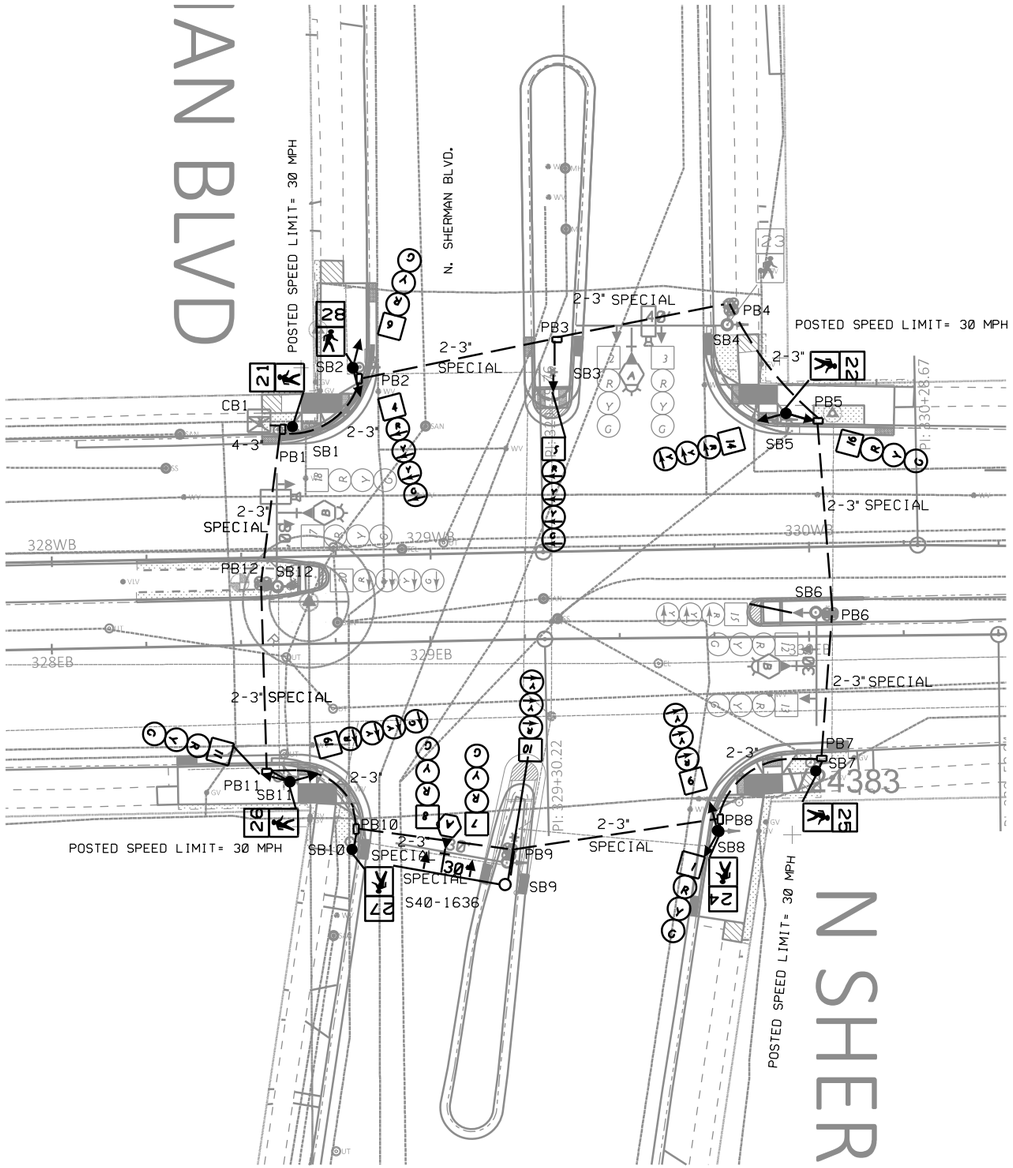
CB TO	JUMPER	# OF COND.	HEAD NO.	PHASE	SIGNAL INDICATION WIRE COLOR									PED BUTTON	OTHER
					RED	YELLOW	GREEN	<RED>	<YELLOW>	<FLASH YELLOW>	<GREEN>	D/WALK	WALK		
SB1		12	16	4	RED	ORG	GRN								
			17	4	RED/BLK	ORG/BLK	GRN/BLK								
			20	4								BLU	BLK		
SB2		12	2	6	RED	ORG	GRN								
			6	2	RED/BLK	ORG/BLK	GRN/BLK								
			27	2								BLU	BLK		
SB3		19	3	6	RED/WHT	BLU/WHT	GRN/WHT								
			22	6								BLU/BLK	BLK/WHT		
	SB4	12	13	OLF				RED/BLK	ORG/BLK	GRN/BLK					
			15	4	RED	ORG	GRN								
			21	4								BLU	BLK		
SB5		9	14	OLF				RED	ORG	GRN					
SB6		19	11	8	RED	ORG	GRN								
			12	8	RED/BLK	ORG/BLK	GRN/BLK								
			24	8								BLU	BLK		
SB7		12	1	6	RED	ORG	GRN								
			7	2	RED/BLK	ORG/BLK	GRN/BLK								
			23	6								BLU	BLK		
SB8		19	8	2	RED/WHT	BLU/WHT	GRN/WHT								
	SB9	15	10	8	RED/BLK	ORG/BLK	GRN/BLK								
			18	OLH				RED	ORG	GRN					
			25	8								BLU	BLK		
			26	2								BLU/BLK	BLK/WHT		
SB10		9	19	OLH				RED	ORG	GRN					

EQUIPMENT GROUNDING CONDUCTOR 10 AWG GRN XLP	
FROM	TO
CB1	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	CB1

EMERGENCY VEHICLE PREEMPTION AND UF 2-12 CONFIRMATION	
FROM	TO
CB1	SB1
SB1	HEAD B
CB1	SB3
SB3	HEAD A
CB1	SB6
SB6	HEAD B
CB1	SB8
SB8	HEAD A

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 12" LONGER THAN THE UNGROUNDED
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. "OTHER" COLUMN MAY INCLUDE SHADOW BOX (BLANK OUT) SIGN.
5. SPV.0090.307 IS WIRED FROM CONTROLLER CABINET TO METER PEDESTAL

2



LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2". UNLESS NOTED
- SIGNAL HEAD. TRAFFIC SIGNAL STANDARD. PEDESTAL BASE
- (XX) MONOTUBE BASE. POLE. 15'-40' ARM
- PUSH BUTTON
- LUMINAIRE
- CONFIRMATION LIGHT
- POLYMER CONCRETE PULL BOX. 17"X30"X24"
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- WALK-DON'T WALK INDICATOR 12" COUNTDOWN TIMER 12"
- CAMERA
- EVP DESIGNATOR
- EVP DETECTOR HEAD
- LANE DESIGNATION FOR INFO ONLY

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

TRAFFIC CONTROL SIGNAL
W. HAMPTON AVE. & N. SHERMAN BLVD.
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

REGION CONTACT: SCOTT REINBACHER
DESIGNED BY: KAP
REVISED BY:

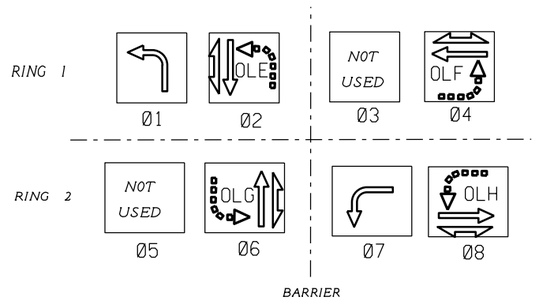
PAGE OF

STATE PROJECT NUMBER 2545-09-71	HWY: W. HAMPTON AVE.	COUNTY: MILWAUKEE	TRAFFIC SIGNAL PLAN	SHEET 268	E

FILE NAME : W:\bte\signals\PAVING AND DESIGN\State Projects-LFA\Preliminary Engineering\2545-09-01 Hampton 60th to Teutonia\25450901 Signals.dgn
PLOT DATE : 14-OCT-2022 09:22
PLOT BY : Kpfeif
PLOT NAME :
PLOT SCALE : 1:39.9999
WISDOT/CADDS SHEET 42

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

SEQUENCE OF OPERATION



N

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.

TYPE OF INTERCONNECT COMMUNICATION	
NONE	X
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	
FIBER OPTIC	
RADIO	
*LOCATION OF MASTER CONTROLLER NO: S.	
SIGNAL SYSTEM *: SS. .	

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

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY Y / Ø	PHASE RECALL	PHASE ACTIVE
1				X
2		6	PED	X
3				
4		8	COORD	X
5				
6		2	PED	X
7				X
8		4	COORD	X

OVERLAPS

O.L. "E" - NB FYA
O.L. "F" - EB FYA
O.L. "G" - SB FYA
O.L. "H" - WB FYA

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR		11	71					
CALLED PHASE		1	7					
CALL OPTION		X	X					
DELAY TIME								
EXTENTION OPTION		X	X					
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR								
CALLED PHASE								
CALL OPTION								
DELAY TIME								
EXTENTION OPTION								
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	CHANNEL A	CHANNEL B
MOVEMENT	↓↑	← →
PHASE	2-6	4-8

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

TRAFFIC CONTROL SIGNAL
W. HAMPTON AVE. & N. SHERMAN BLVD.
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

REGION CONTACT: SCOTT REINBACHER
DESIGNED BY: KAP PAGE OF
REVISED BY:

STATE PROJECT NUMBER 2545-09-71	HWY: W. HAMPTON AVE.	COUNTY: MILWAUKEE	SEQUENCE OF OPERATIONS	SHEET 269	E

PROJECT ID: 2545-09-71
INTERSECTION: W. HAMPTON AVE. & N. SHERMAN BLVD.

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

DATE: 6/23/2022

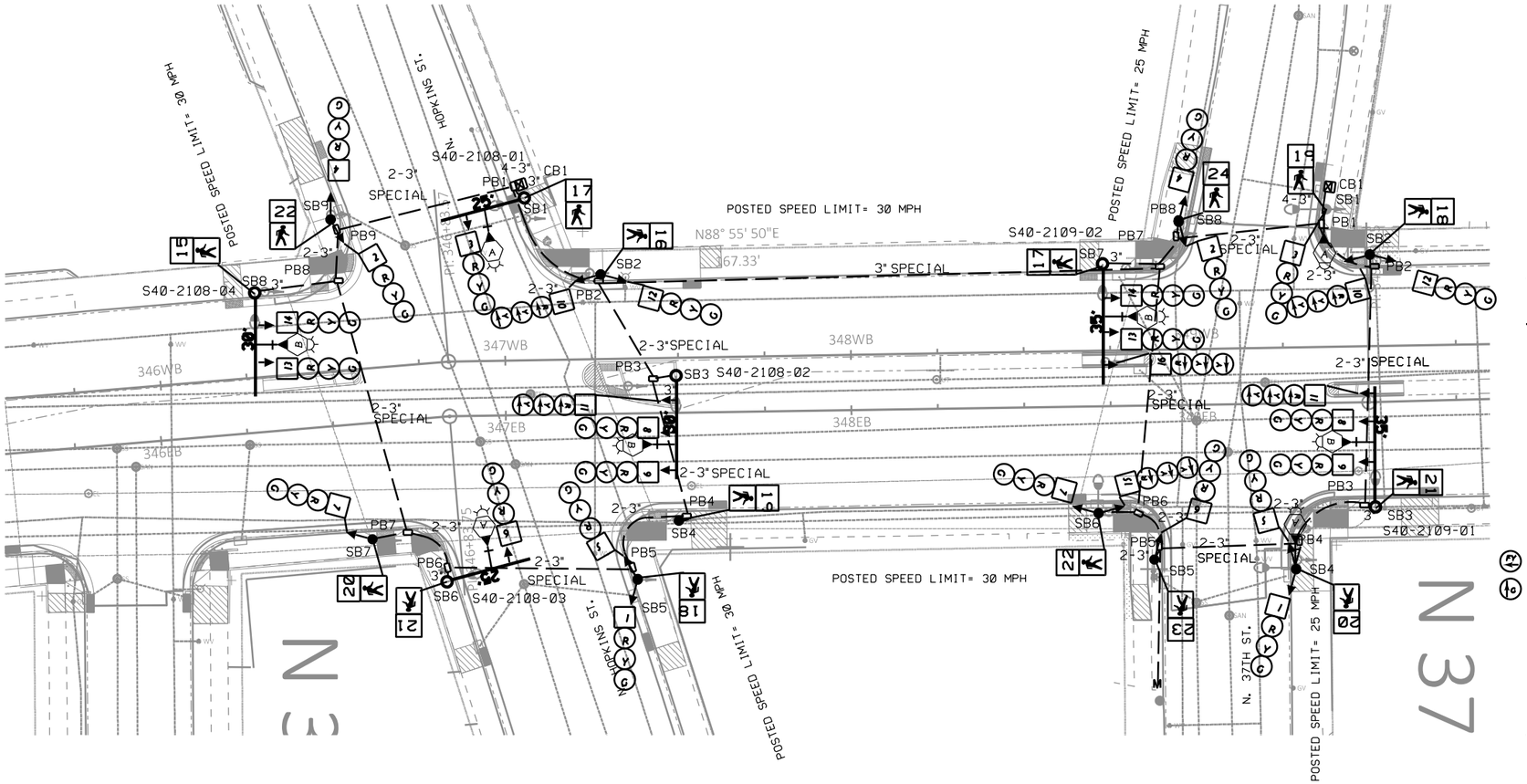
CB TO	JUMPER	# OF COND.	HEAD NO.	PHASE	SIGNAL INDICATION WIRE COLOR									PED BUTTON	OTHER
					RED	YELLOW	GREEN	<RED>	<YELLOW>	<FLASH YELLOW>	<GREEN>	D/WALK	WALK		
SB1		9	21	4								BLU	BLK		
SB2		15	4	1				RED/BLK	ORG/BLK	BLK/WHT	GRN/BLK				
			6	2	RED	ORG	GRN								
			28	2								BLU	BLK		
SB3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

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

EMERGENCY VEHICLE PREEMPTION AND UF 2-12 CONFIRMATION	
FROM	TO
CB1	SB4
SB4	HEAD A
CB1	SB6
SB6	HEAD B
CB1	SB9
SB9	HEAD A
CB1	SB12
SB12	HEAD B

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 12" LONGER THAN THE UNGROUNDED
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. "OTHER" COLUMN MAY INCLUDE SHADOW BOX (BLANK OUT) SIGN.
5. SPV.0090.307 IS WIRED FROM CONTROLLER CABINET TO METER PEDESTAL

FILE NAME : W:\BTE\SIGNALS\PAVING AND DESIGN\STATE PROJECTS-LFA\PRELIMINARY ENGINEERING\2545-09-01 HAMPTON 60TH TO TEUTONIA\2545090I SIGNALS.DGN DATE : 12-OCT-2022 11:38 PLOT BY : KPFEIF PLOT NAME : PLOT SCALE : 1:40.0084 WISDOT/CADDS SHEET 42



LEGEND

- M — METER PEDESTAL
- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) — MONOTUBE BASE, POLE, 15'-40' ARM
- PUSH BUTTON
- LUMINAIRE
- CONFIRMATION LIGHT
- POLYMER CONCRETE PULL BOX, 17"X30"X24"
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- WALK-DON'T WALK INDICATOR 12"
- COUNTDOWN TIMER 12"
- CAMERA
- EVP DESIGNATOR
- EVP DETECTOR HEAD
- LANE DESIGNATION FOR INFO ONLY

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

TRAFFIC CONTROL SIGNAL
W. HAMPTON AVE. & N. HOPKINS ST.
W. HAMPTON AVE. & N. 37TH ST.
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

REGION CONTACT: SCOTT REINBACHER
DESIGNED BY: KAP
REVISED BY:

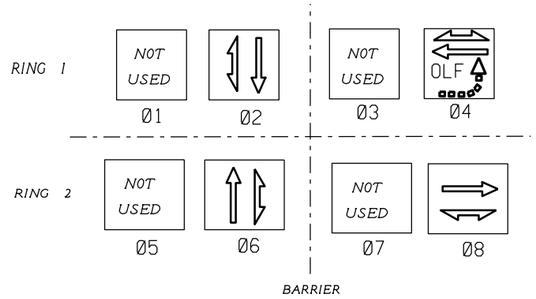
PAGE OF

STATE PROJECT NUMBER 2545-09-71	HWY: W. HAMPTON AVE.	COUNTY: MILWAUKEE	TRAFFIC SIGNAL PLAN	SHEET 271	E

FILE NAME : W:\bte\signals\PAVING AND DESIGN\State Projects-LFA\Preliminary Engineering\2545-09-01 Hampton 60th to Teutonia\25450901 Signals.dgn
PLOT DATE : 14-OCT-2022 09:22
PLOT BY : Kpfeif
PLOT NAME :
PLOT SCALE : 1:39.9999

	HEAD NUMBERS	FLASH
Ø2	4.5.6	R
OLF	10.11	R
Ø4	12.13.14	R
Ø6	1.2.3	R
Ø8	7.8.9	R
Ø2P	21.22	
Ø4P	15.16	
Ø6P	17.18	
Ø8P	19.20	

SEQUENCE OF OPERATION



N

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.

TYPE OF INTERCONNECT COMMUNICATION	
NONE	X
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	
FIBER OPTIC	
RADIO	
*LOCATION OF MASTER CONTROLLER NO: S.	
SIGNAL SYSTEM *: SS. .	

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

CONTROLLER LOGIC

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

OVERLAPS

O.L. 'F' - EB FYA

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR								
CALLED PHASE								
CALL OPTION								
DELAY TIME								
EXTENTION OPTION								
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR								
CALLED PHASE								
CALL OPTION								
DELAY TIME								
EXTENTION OPTION								
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	CHANNEL A	CHANNEL B
MOVEMENT	↓ ↑	← →
PHASE	2-6	4-8

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

TRAFFIC CONTROL SIGNAL
W. HAMPTON AVE. & N. HOPKINS ST.

CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

REGION CONTACT: SCOTT REINBACHER
DESIGNED BY: KAP PAGE OF
REVISED BY:

STATE PROJECT NUMBER 2545-09-71	HWY: W. HAMPTON AVE.	COUNTY: MILWAUKEE	SEQUENCE OF OPERATIONS	SHEET 272	E

PROJECT ID:	2545-09-71
INTERSECTION:	W. HAMPTON AVE. & N. HOPKINS ST.

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

DATE: 7/6/2022

CB TO	JUMPER	# OF COND.	HEAD NO.	PHASE	SIGNAL INDICATION WIRE COLOR									PED BUTTON	OTHER
					RED	YELLOW	GREEN	<RED	<YELLOW>	<FLASH YELLOW>	<GREEN>	D/WALK	WALK		
SB1		12	3	6	RED	ORG	GRN								
			17	6								BLU	BLK		
SB2		12	10	OLF				RED/BLK	ORG/BLK	GRN/BLK					
			12	4	RED	ORG	GRN								
			16	4								BLU	BLK		
SB3		15	8	8	RED	ORG	GRN								
			9	8	RED/BLK	ORG/BLK	GRN/BLK								
			11	OLF				RED/WHT	BLU/WHT	GRN/WHT					
SB5		15	1	6	RED	ORG	GRN								
			5	2	RED/BLK	ORG/BLK	GRN/BLK								
			18	6								BLU/BLK	BLK/WHT		
	SB4	9	19	8								BLU	BLK		
SB6		19	6	2	RED/BLK	ORG/BLK	GRN/BLK								
			21	2								BLU/BLK	BLK/WHT		
	SB7	9	7	8	RED	ORG	GRN								
			20	8								BLU	BLK		
SB8		15	13	4	RED	ORG	GRN								
			14	4	RED/BLK	ORG/BLK	GRN/BLK								
			15	4								BLU	BLK		
SB9		12	2	6	RED	ORG	GRN								
			4	2	RED/BLK	ORG/BLK	GRN/BLK								
			22	2								BLU	BLK		

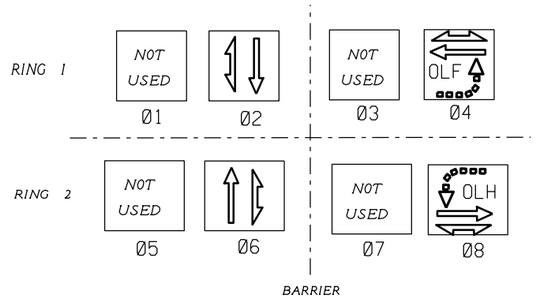
EQUIPMENT GROUNDING CONDUCTOR 10 AWG GRN XLP	
FROM	TO
CB1	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	CB1

EMERGENCY VEHICLE PREEMPTION AND UF 2-12 CONFIRMATION	
FROM	TO
CB1	SB1
SB1	HEAD A
CB1	SB3
SB3	HEAD B
CB1	SB6
SB6	HEAD A
CB1	SB8
SB8	HEAD B

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 12" LONGER THAN THE UNGROUNDED
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. "OTHER" COLUMN MAY INCLUDE SHADOW BOX (BLANK OUT) SIGN.
5. SPV.0090.307 IS WIRED FROM CONTROLLER CABINET TO CABINET AT 37TH ST

	HEAD NUMBERS	FLASH
Ø2	4.5.6	R
OLF	10.11	R
Ø4	12.13.14	R
Ø6	1.2.3	R
OLH	15.16	R
Ø8	7.8.9	R
Ø2P	23.24	
Ø4P	17.18	
Ø6P	19.20	
Ø8P	21.22	

SEQUENCE OF OPERATION



N

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.

TYPE OF INTERCONNECT COMMUNICATION	
NONE	X
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	
FIBER OPTIC	
RADIO	
*LOCATION OF MASTER CONTROLLER NO: S.	
SIGNAL SYSTEM *: SS.	

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

CONTROLLER LOGIC

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

OVERLAPS

O.L. "F" - EB FYA

O.L. "H" - WB FYA

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR								
CALLED PHASE								
CALL OPTION								
DELAY TIME								
EXTENTION OPTION								
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR								
CALLED PHASE								
CALL OPTION								
DELAY TIME								
EXTENTION OPTION								
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	CHANNEL A	CHANNEL B
MOVEMENT	↓↑	⇐⇒
PHASE	2-6	4-8

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

TRAFFIC CONTROL SIGNAL
W. HAMPTON AVE. & N. 37TH ST.

CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

REGION CONTACT: SCOTT REINBACHER
DESIGNED BY: KAP
REVISED BY:

PAGE OF

STATE PROJECT NUMBER 2545-09-71	HWY: W. HAMPTON AVE.	COUNTY: MILWAUKEE	SEQUENCE OF OPERATIONS	SHEET 274	E

PROJECT ID:	2545-09-71
INTERSECTION:	W. HAMPTON AVE. & N. 37TH ST.

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

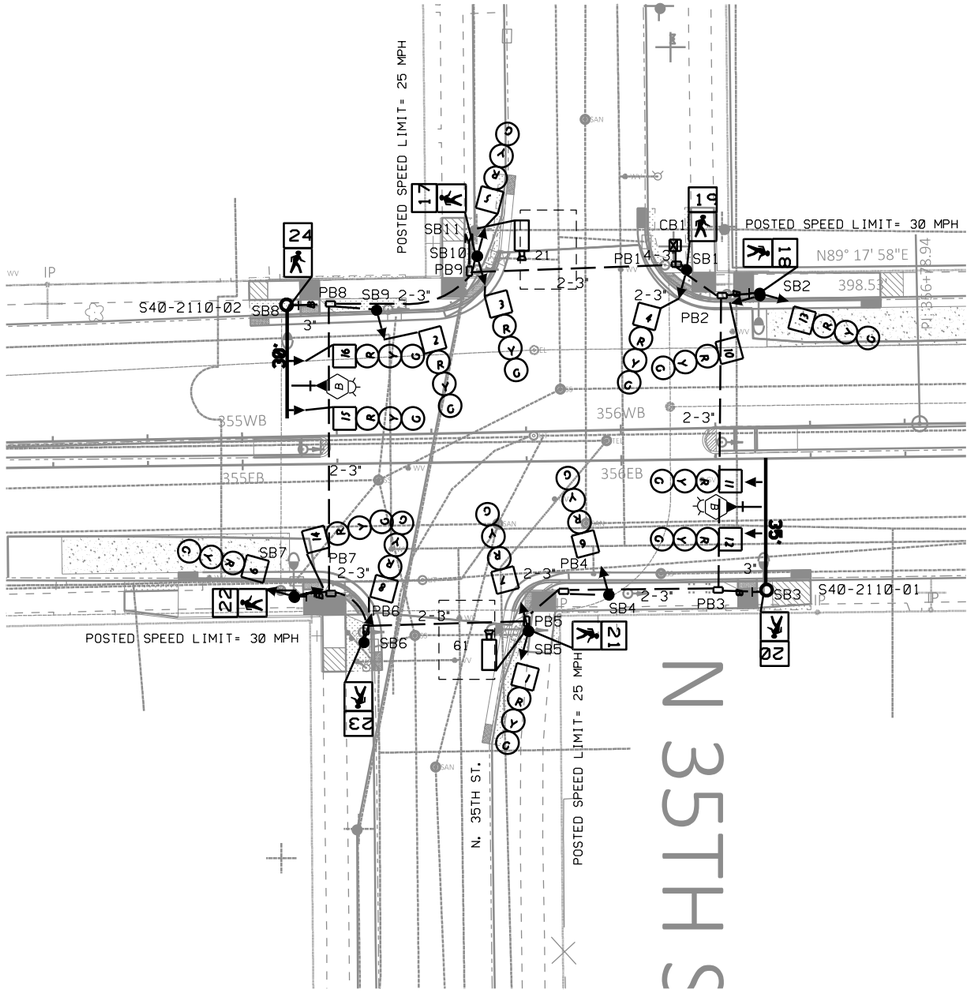
DATE: 7/6/2022

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

EMERGENCY VEHICLE PREEMPTION AND UF 2-12 CONFIRMATION	
FROM	TO
CB1	SB1
SB1	HEAD A
CB1	SB3
SB3	HEAD B
CB1	SB4
SB4	HEAD A
CB1	SB7
SB7	HEAD B

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 12" LONGER THAN THE UNGROUNDED
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. "OTHER" COLUMN MAY INCLUDE SHADOW BOX (BLANK OUT) SIGN.
5. SPV.0090.307 IS WIRED FROM CONTROLLER CABINET TO METER PEDESTAL



LEGEND

- M — METER PEDESTAL
- CONTROL CABINET
- NONMETALLIC CONDUIT 2". UNLESS NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 15'-40' ARM
- PUSH BUTTON
- LUMINAIRE
- CONFIRMATION LIGHT
- POLYMER CONCRETE PULL BOX, 17"X30"X24"
- SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- WALK-DON'T WALK INDICATOR 12"
  COUNTDOWN TIMER 12"
- CAMERA
- X — EVP DESIGNATOR
- EVP DETECTOR HEAD
- LANE DESIGNATION FOR INFO ONLY

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

N

2

TRAFFIC CONTROL SIGNAL
W. HAMPTON AVE. & N. 35TH ST.
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

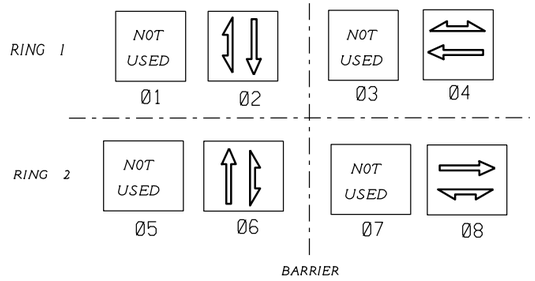
REGION CONTACT: SCOTT REINBACHER
DESIGNED BY: KAP
REVISED BY:

PAGE OF

STATE PROJECT NUMBER 2545-09-71	HWY: W. HAMPTON AVE.	COUNTY: MILWAUKEE	TRAFFIC SIGNAL PLAN	SHEET 276	E

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

SEQUENCE OF OPERATION



N

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.

TYPE OF INTERCONNECT COMMUNICATION	
NONE	X
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	
FIBER OPTIC	
RADIO	
*LOCATION OF MASTER CONTROLLER NO: S.	
SIGNAL SYSTEM *: SS. .	

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

CONTROLLER LOGIC

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

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR								
CALLED PHASE								
CALL OPTION								
DELAY TIME								
EXTENTION OPTION								
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	CHANNEL A	CHANNEL B
MOVEMENT	↓↑	←→
PHASE	2·6	4·8

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

TRAFFIC CONTROL SIGNAL
W. HAMPTON AVE. & N. 35TH ST.
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

REGION CONTACT: SCOTT REINBACHER
DESIGNED BY: KAP
REVISED BY:

PAGE OF

STATE PROJECT NUMBER 2545-09-71	HWY: W. HAMPTON AVE.	COUNTY: MILWAUKEE	SEQUENCE OF OPERATIONS	SHEET 277	E

PROJECT ID:	2545-09-71
INTERSECTION:	W. HAMPTON AVE. & N. 35TH ST.

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

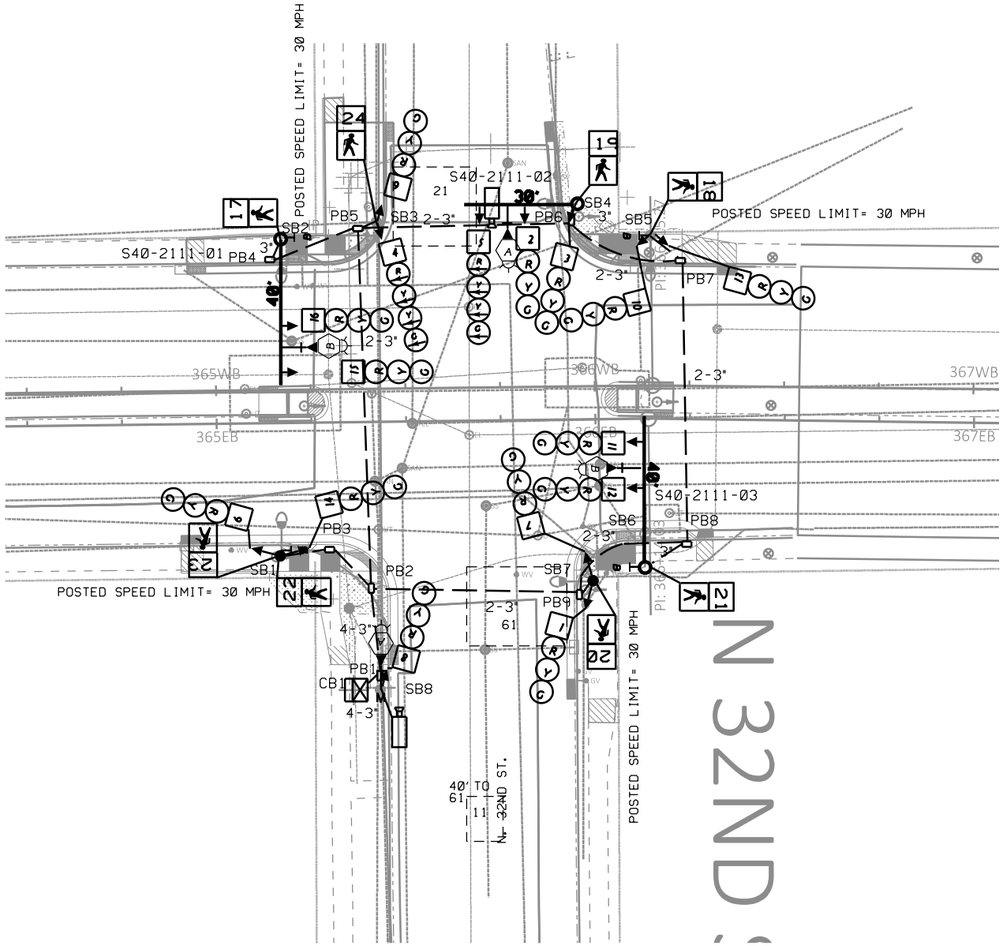
DATE: 7/6/2022

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

EQUIPMENT GROUNDING CONDUCTOR 10 AWG GRN XLP	
FROM	TO
CB1	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	CB1

EMERGENCY VEHICLE PREEMPTION AND UF 2-12 CONFIRMATION	
FROM	TO
CB1	SB3
SB3	HEAD B
CB1	SB8
SB8	HEAD B

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 12" LONGER THAN THE UNGROUNDED
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. "OTHER" COLUMN MAY INCLUDE SHADOW BOX (BLANK OUT) SIGN.
5. SPV.0090.307 IS WIRED FROM CONTROLLER CABINET TO METER PEDESTAL





LEGEND

M	METER PEDESTAL
	CONTROL CABINET
	NONMETALLIC CONDUIT 2". UNLESS NOTED
	SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
(XX)	MONOTUBE BASE, POLE, 15'-40' ARM
B	PUSH BUTTON
	LUMINAIRE
	CONFIRMATION LIGHT
	POLYMER CONCRETE PULL BOX. 17"X30"X24"
	SIGNAL HEAD NUMBER
R	RED CIRCULAR INDICATOR
Y	YELLOW CIRCULAR INDICATOR
G	GREEN CIRCULAR INDICATOR
	RED ARROW
	YELLOW ARROW
	GREEN ARROW
	WALK/DON'T WALK INDICATOR 12"
	COUNTDOWN TIMER 12"
	CAMERA
X	EVP DESIGNATOR
	EVP DETECTOR HEAD
	LANE DESIGNATION FOR INFO ONLY

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

TRAFFIC CONTROL SIGNAL
W. HAMPTON AVE. & N. 32ND ST.
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

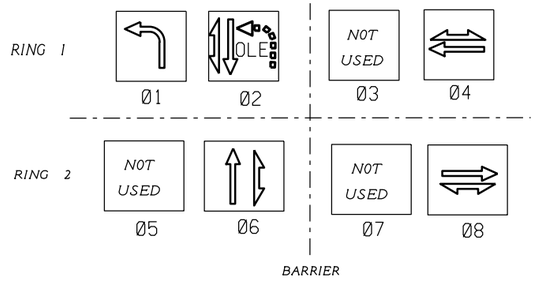
REGION CONTACT: SCOTT REINBACHER
DESIGNED BY: KAP
REVISED BY:

PAGE OF

STATE PROJECT NUMBER 2545-09-71	HWY: W. HAMPTON AVE.	COUNTY: MILWAUKEE	TRAFFIC SIGNAL PLAN	SHEET 279	E

	HEAD NUMBERS	FLASH
Ø1	4.5	R
Ø2	6.7.8	R
Ø4	13.14.15.16	R
Ø6	1.2.3	R
Ø8	9.10.11.12	R
Ø2P	23.24	
Ø4P	17.18	
Ø6P	19.20	
Ø8P	21.22	

SEQUENCE OF OPERATION



N

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.

TYPE OF INTERCONNECT COMMUNICATION	
NONE	X
TBC	
CLOSED LOOP TWISTED PAIR•	
CLOSED LOOP FIBER OPTIC•	
FIBER OPTIC	
RADIO	
•LOCATION OF MASTER CONTROLLER NO: S.	
SIGNAL SYSTEM •: SS. .	

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

CONTROLLER LOGIC

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

OVERLAPS

O.L. "E" • NB FYA

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR		11						
CALLED PHASE		1						
CALL OPTION		X						
DELAY TIME								
EXTENTION OPTION		X						
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	CHANNEL A	CHANNEL B
MOVEMENT	↓↑	⇄
PHASE	2-6	4-8

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

TRAFFIC CONTROL SIGNAL
W. HAMPTON AVE. & N. 32ND ST.
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

REGION CONTACT: SCOTT REINBACHER
DESIGNED BY: KAP
REVISED BY:

PAGE OF

STATE PROJECT NUMBER 2545-09-71	HWY: W. HAMPTON AVE.	COUNTY: MILWAUKEE	SEQUENCE OF OPERATIONS	SHEET 280	E

PROJECT ID:	2545-09-71
INTERSECTION:	W. HAMPTON AVE. & N. 32ND ST.

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

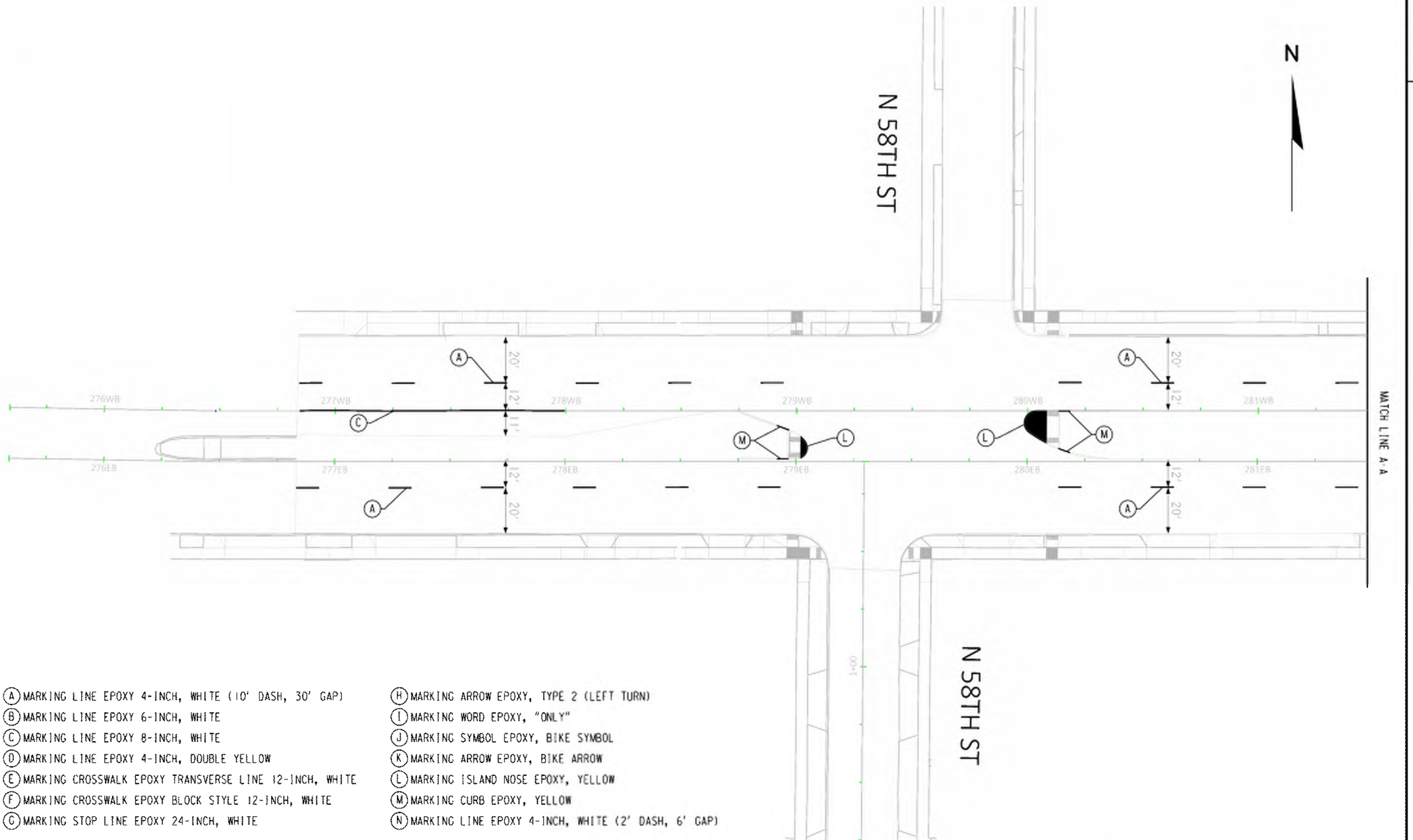
DATE: 7/6/2022

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

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	CB1

EMERGENCY VEHICLE PREEMPTION AND UF 2-12 CONFIRMATION	
FROM	TO
CB1	SB2
SB2	HEAD B
CB1	SB4
SB4	HEAD A
CB1	SB6
SB6	HEAD B
CB1	SB8
SB8	HEAD A

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 12" LONGER THAN THE UNGROUNDED
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. "OTHER" COLUMN MAY INCLUDE SHADOW BOX (BLANK OUT) SIGN.
5. SPV.0090.307 IS WIRED FROM CONTROLLER CABINET TO METER PEDESTAL



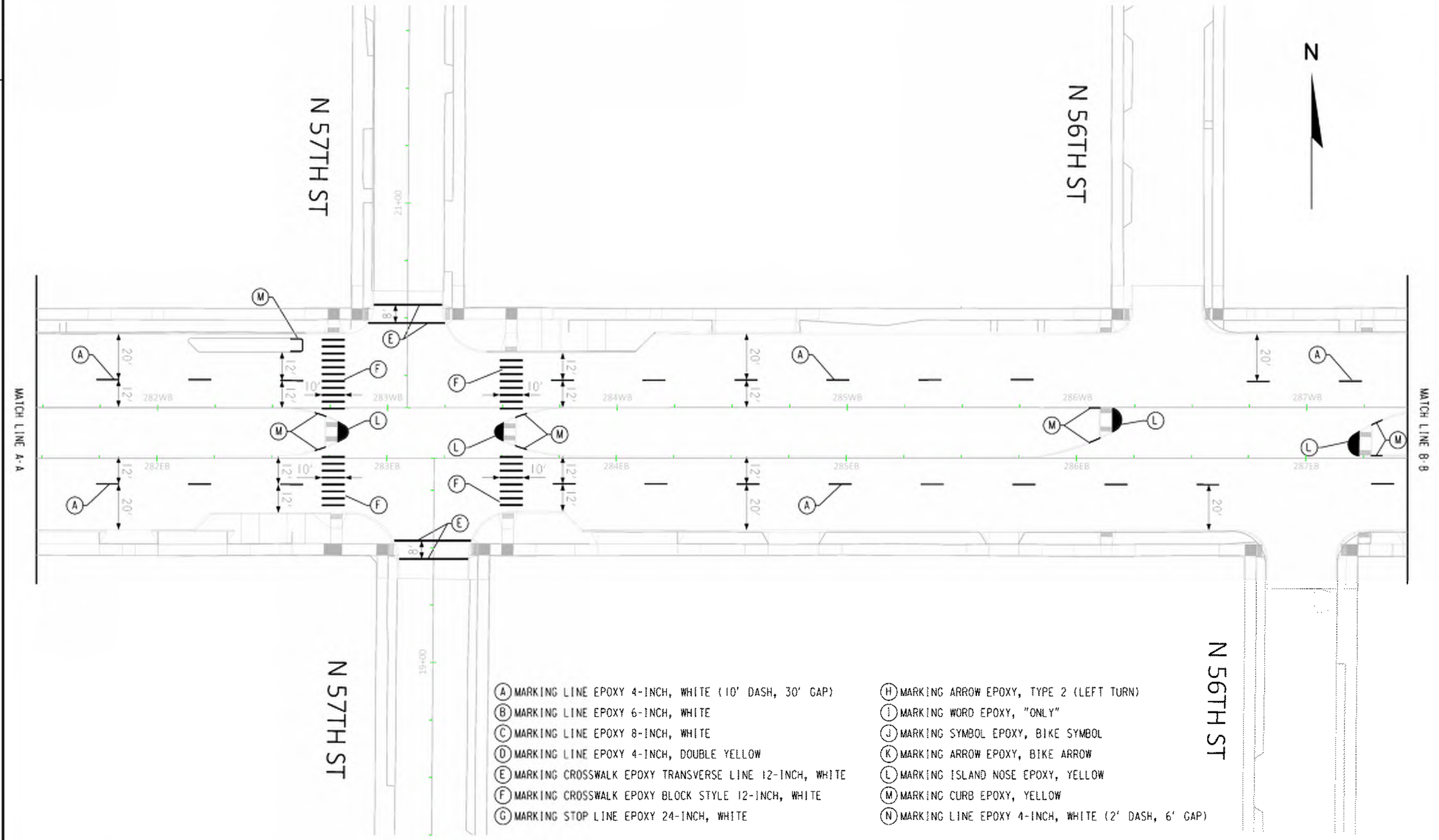
(A) MARKING LINE EPOXY 4-INCH, WHITE (10' DASH, 30' GAP)
(B) MARKING LINE EPOXY 6-INCH, WHITE
(C) MARKING LINE EPOXY 8-INCH, WHITE
(D) MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
(E) MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH, WHITE
(F) MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH, WHITE
(G) MARKING STOP LINE EPOXY 24-INCH, WHITE
(H) MARKING ARROW EPOXY, TYPE 2 (LEFT TURN)
(I) MARKING WORD EPOXY, "ONLY"
(J) MARKING SYMBOL EPOXY, BIKE SYMBOL
(K) MARKING ARROW EPOXY, BIKE ARROW
(L) MARKING ISLAND NOSE EPOXY, YELLOW
(M) MARKING CURB EPOXY, YELLOW
(N) MARKING LINE EPOXY 4-INCH, WHITE (2' DASH, 6' GAP)

STATE PROJECT NUMBER 2545-09-71	HWY: HAMPTON AVE.	COUNTY: MILWAUKEE	PAVEMENT MARKING	SCALE FEET 0 40	SHEET NO: 282	E

FILENAME: I:\T TRAFFIC OPERATIONS_2021 PAVEMENT MARKING PLANS\HAMPTON - 2545-09-01\HAMPTON AVE - 60TH TO TEUTONIA - 2545-09-01 - PAVEMARK.DGN

REVISED DATE: 10-14-2022 BY CP

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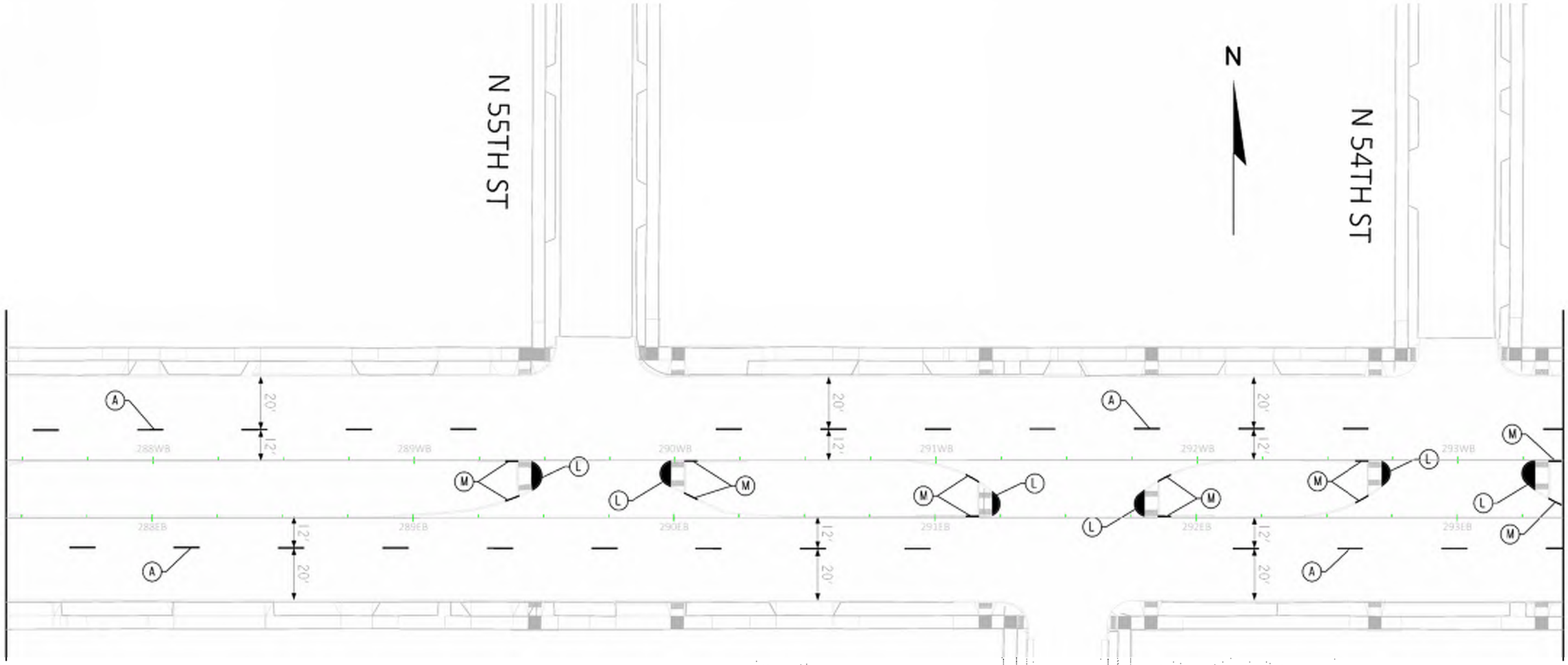
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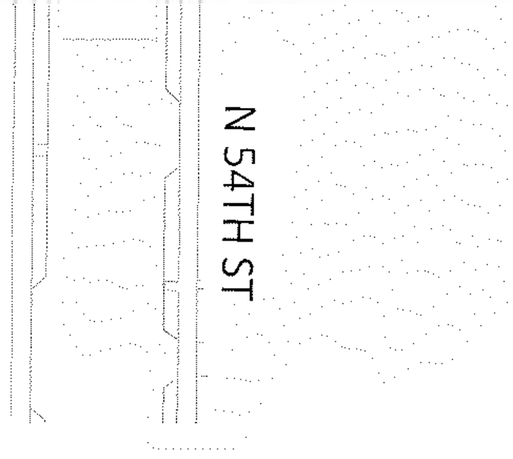
STATE PROJECT NUMBER 2545-09-71	HWY: HAMPTON AVE.	COUNTY: MILWAUKEE	PAVEMENT MARKING	SCALE FEET 0' 40'	SHEET NO: 283	E

FILENAME: I:\1 TRAFFIC OPERATIONS_2021 PAVEMENT MARKING PLANS\HAMPTON - 2545-09-01\HAMPTON AVE - 60TH TO TEUTONIA - 2545-09-01 - PAVEMARK.DGN

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2





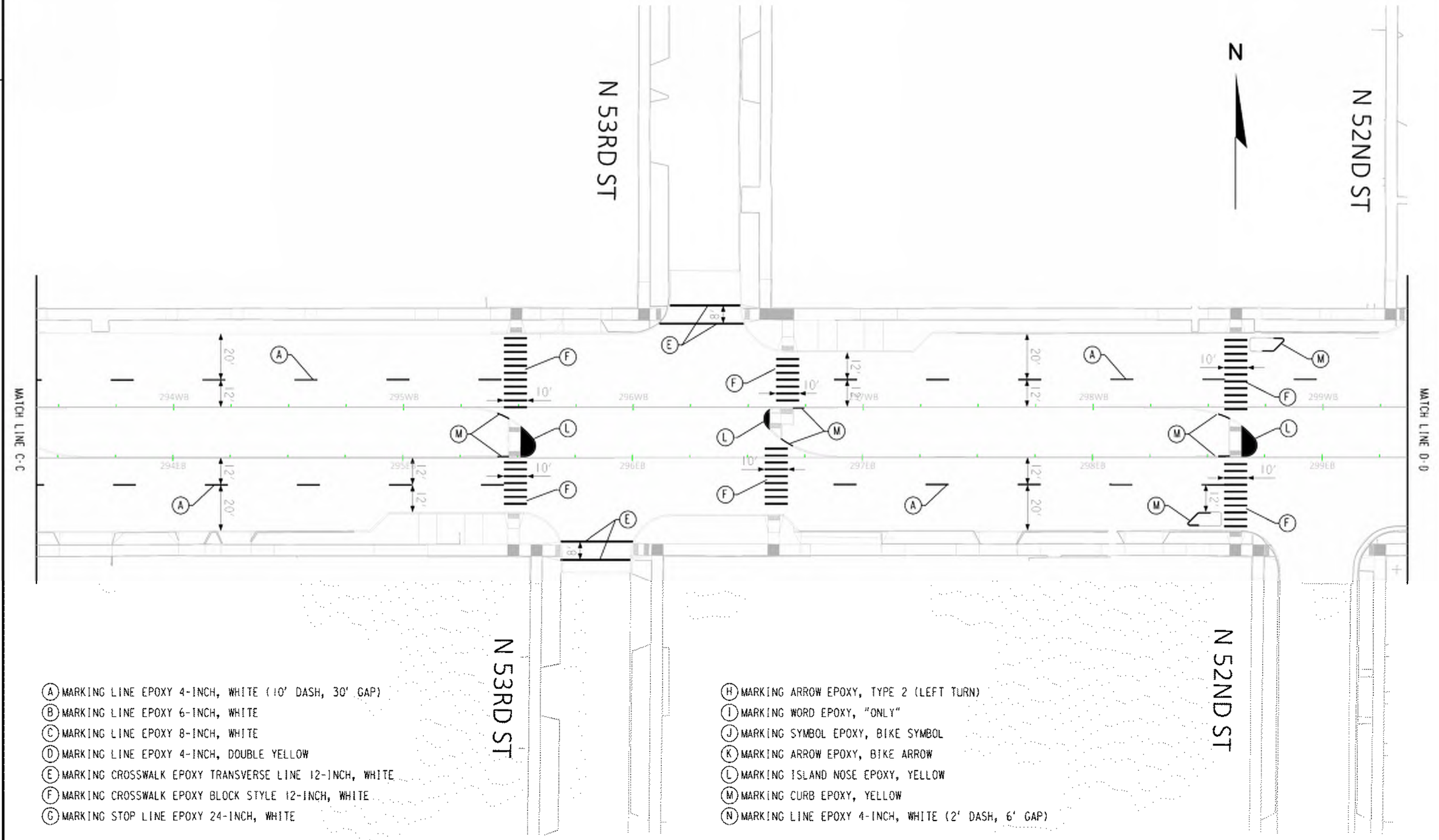
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STATE PROJECT NUMBER 2545-09-71	HWY: HAMPTON AVE.	COUNTY: MILWAUKEE	PAVEMENT MARKING	SCALE FEET 0' 40'	SHEET NO: 284	E

FILENAME: I:\1 TRAFFIC OPERATIONS_2021 PAVEMENT MARKING PLANS\HAMPTON - 2545-09-01\HAMPTON AVE - 60TH TO TEUTONIA - 2545-09-01 - PAVEMARK.DGN

REVISED DATE: 10-17-2022 BY CP

2



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STATE PROJECT NUMBER 2545-09-71	HWY: HAMPTON AVE.	COUNTY: MILWAUKEE	PAVEMENT MARKING	SCALE FEET 0' 40'	SHEET NO: 285	E

2

N 52ND ST

N 51ST ST

N

MATCH LINE D-D

MATCH LINE E-E

300WB 301WB 302WB 303WB 304WB 305WB

300EB 301EB 302EB 303EB 304EB 305EB

20'

12'

11'

10'

2'

N 51ST ST

N 50TH ST

(A) MARKING LINE EPOXY 4-INCH, WHITE (10' DASH, 30' GAP)
(B) MARKING LINE EPOXY 6-INCH, WHITE
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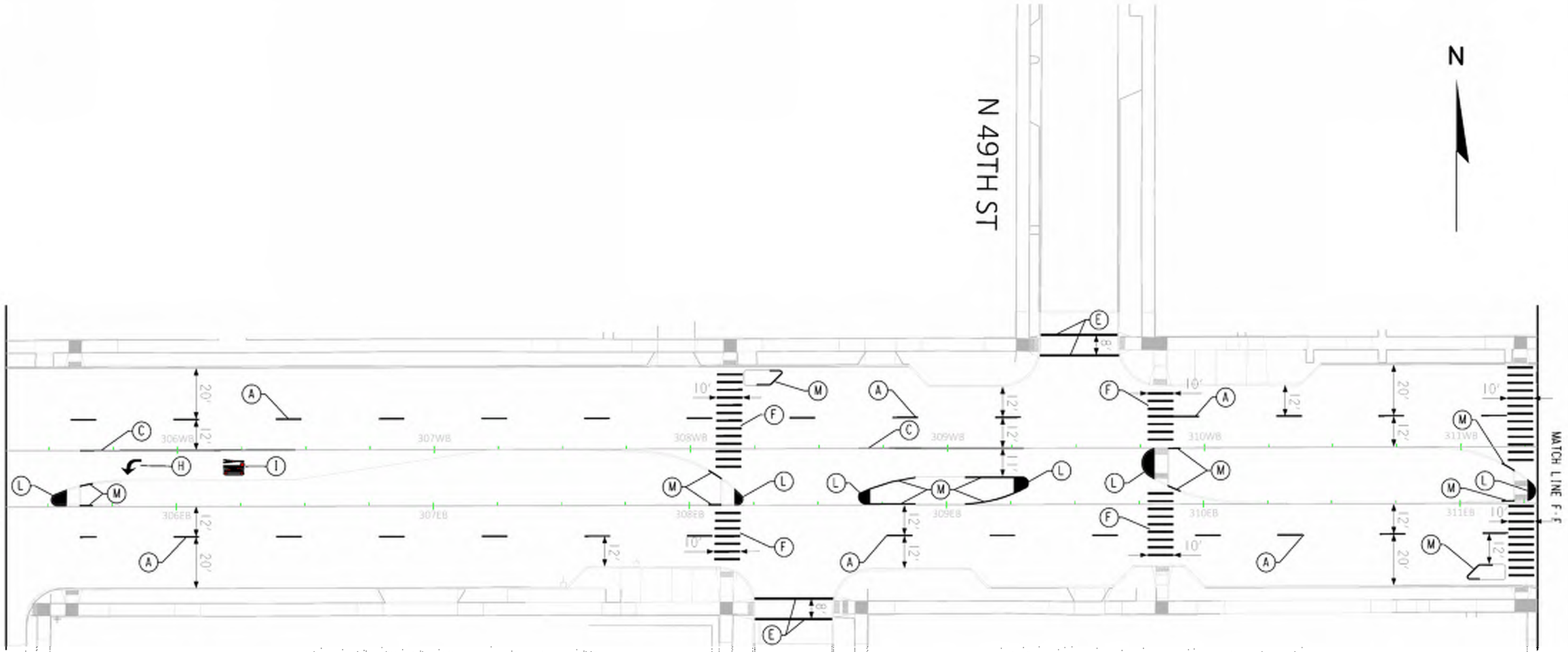
SHEET 5 OF 19

STATE PROJECT NUMBER 2545-09-71	HWY: HAMPTON AVE.	COUNTY: MILWAUKEE	PAVEMENT MARKING	SCALE FEET 0' 40'	SHEET NO: 286	E

FILENAME: I:\1 TRAFFIC OPERATIONS_2021 PAVEMENT MARKING PLANS\HAMPTON - 2545-09-01\HAMPTON AVE - 60TH TO TEUTONIA - 2545-09-01 - PAVEMARK.DGN

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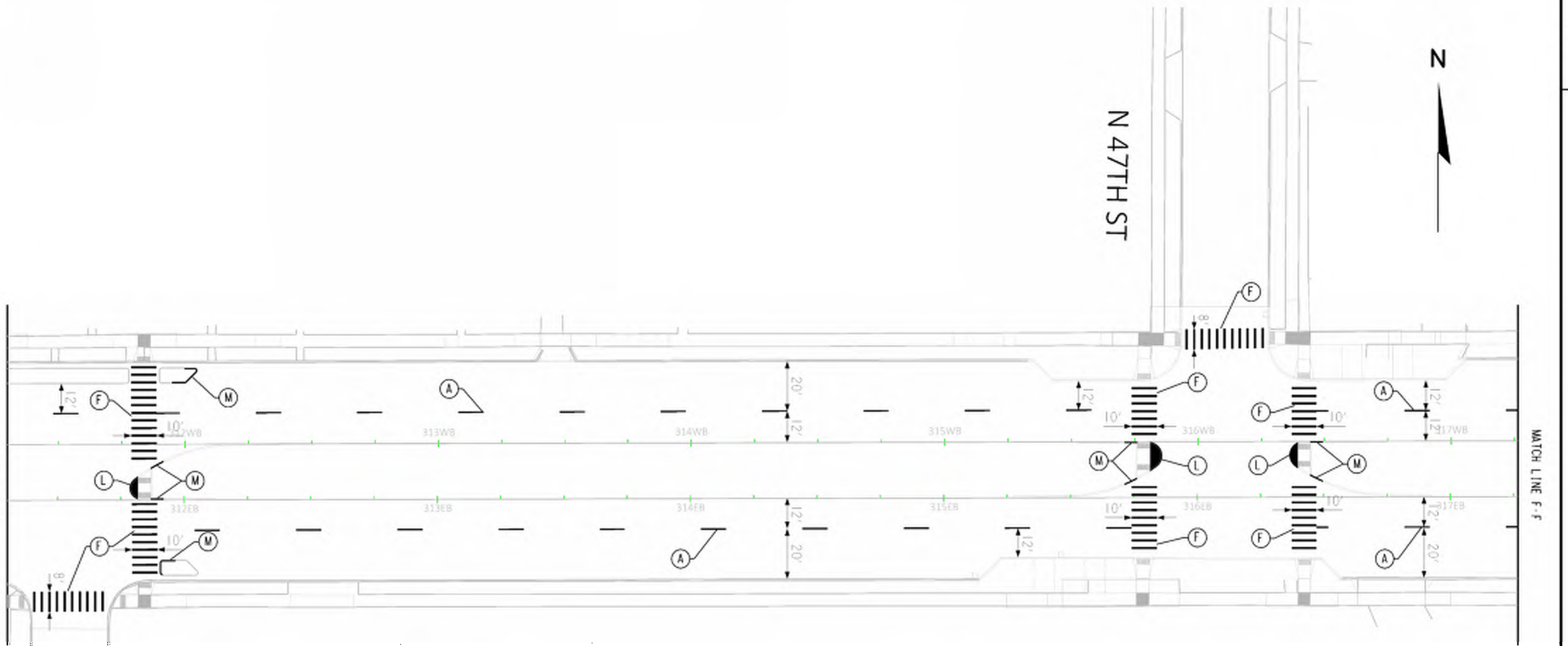
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SHEET 6 OF 19

STATE PROJECT NUMBER 2545-09-71	HWY: HAMPTON AVE.	COUNTY: MILWAUKEE	PAVEMENT MARKING	SCALE FEET 0' 40'	SHEET NO: 287	E

2



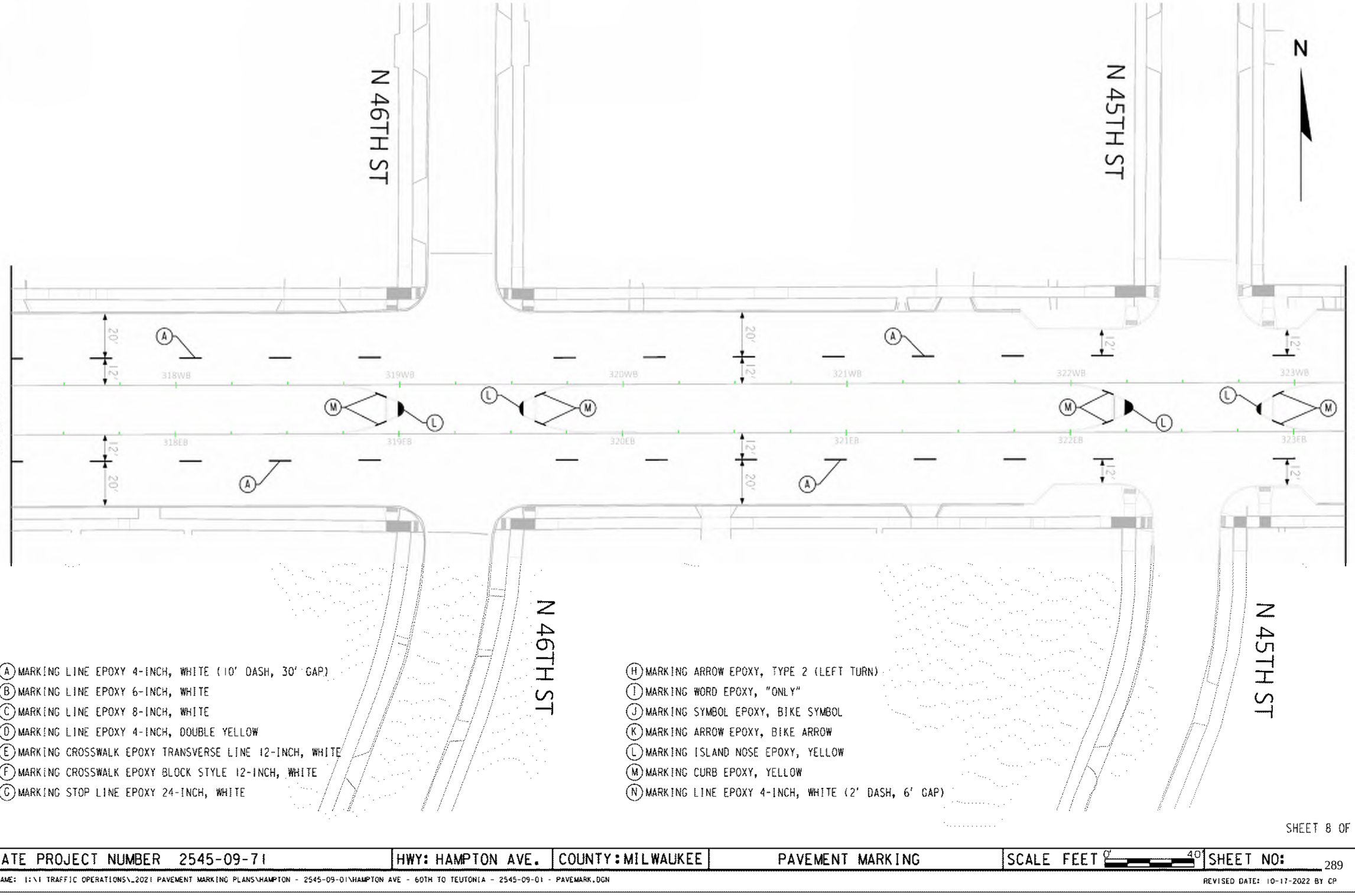
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STATE PROJECT NUMBER 2545-09-71	HWY: HAMPTON AVE.	COUNTY: MILWAUKEE	PAVEMENT MARKING	SCALE FEET 0' 40'	SHEET NO: 288	E

FILENAME: I:\1 TRAFFIC OPERATIONS_2021 PAVEMENT MARKING PLANS\HAMPTON - 2545-09-01\HAMPTON AVE - 60TH TO TEUTONIA - 2545-09-01 - PAVEMARK.DGN

REVISED DATE: 10-17-2022 BY CP

2



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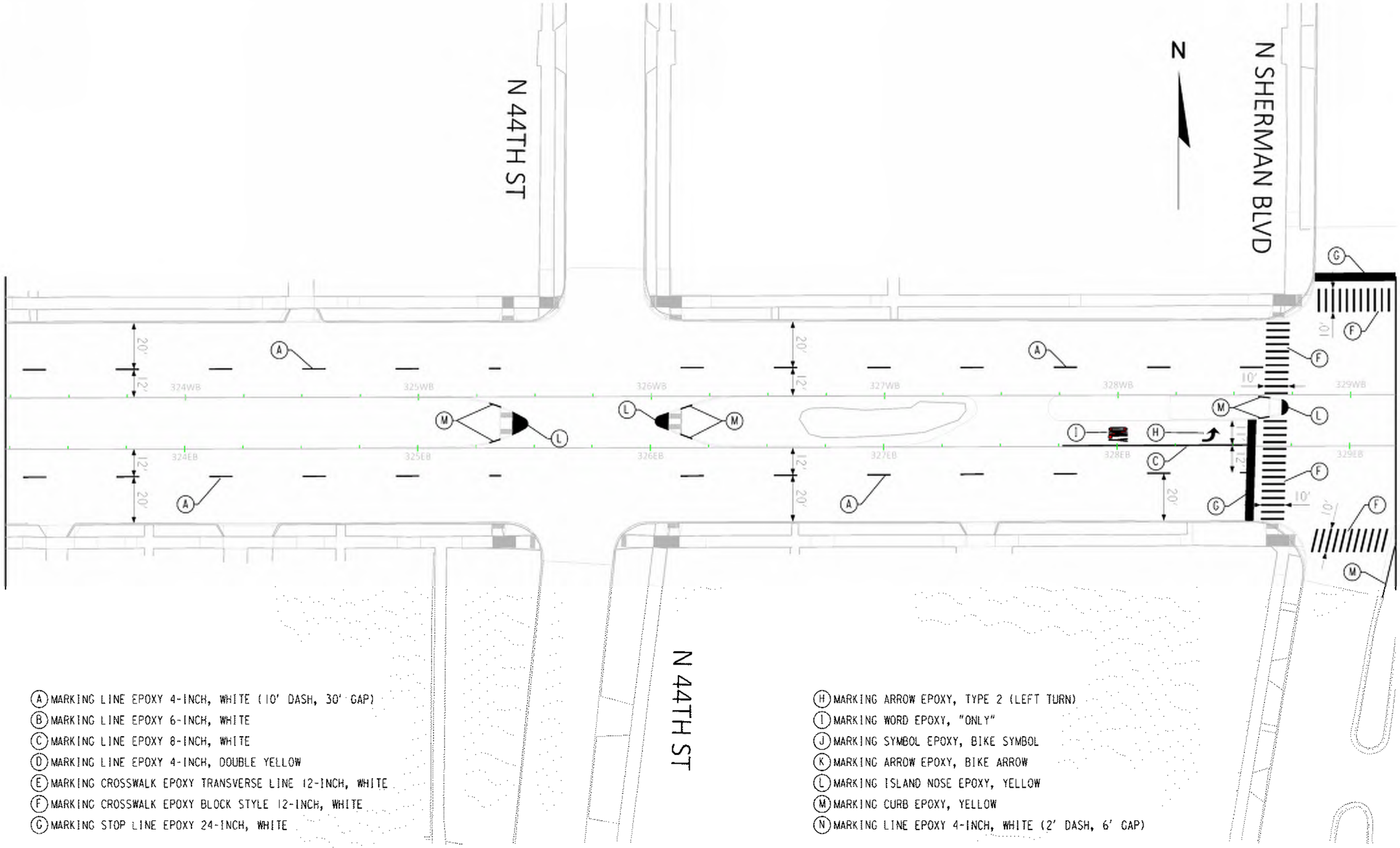
SHEET 8 OF 19

STATE PROJECT NUMBER 2545-09-71	HWY: HAMPTON AVE.	COUNTY: MILWAUKEE	PAVEMENT MARKING	SCALE FEET 0' 40'	SHEET NO: 289	E

FILENAME: I:\1 TRAFFIC OPERATIONS_2021 PAVEMENT MARKING PLANS\HAMPTON - 2545-09-01\HAMPTON AVE - 60TH TO TEUTONIA - 2545-09-01 - PAVEMARK.DGN

REVISED DATE: 10-17-2022 BY CP

2



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STATE PROJECT NUMBER 2545-09-71	HWY: HAMPTON AVE.	COUNTY: MILWAUKEE	PAVEMENT MARKING	SCALE FEET 0' 40'	SHEET NO: 290	E

FILENAME: I:\1 TRAFFIC OPERATIONS_2021 PAVEMENT MARKING PLANS\HAMPTON - 2545-09-01\HAMPTON AVE - 60TH TO TEUTONIA - 2545-09-01 - PAVEMARK.DGN

REVISED DATE: 10-17-2022 BY CP

2

N

N 42ND ST

MATCH LINE H-H

MATCH LINE I-I

N SHERMAN BLVD

N 42ND ST

(A) MARKING LINE EPOXY 4-INCH, WHITE (10' DASH, 30' GAP)
(B) MARKING LINE EPOXY 6-INCH, WHITE
(C) MARKING LINE EPOXY 8-INCH, WHITE
(D) MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
(E) MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH, WHITE
(F) MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH, WHITE
(G) MARKING STOP LINE EPOXY 24-INCH, WHITE
(H) MARKING ARROW EPOXY, TYPE 2 (LEFT TURN)
(I) MARKING WORD EPOXY, "ONLY"
(J) MARKING SYMBOL EPOXY, BIKE SYMBOL
(K) MARKING ARROW EPOXY, BIKE ARROW
(L) MARKING ISLAND NOSE EPOXY, YELLOW
(M) MARKING CURB EPOXY, YELLOW
(N) MARKING LINE EPOXY 4-INCH, WHITE (2' DASH, 6' GAP)

STATE PROJECT NUMBER 2545-09-71	HWY: HAMPTON AVE.	COUNTY: MILWAUKEE	PAVEMENT MARKING	SCALE FEET 0' 40'	SHEET NO: 291	E

FILENAME: I:\1 TRAFFIC OPERATIONS_2021 PAVEMENT MARKING PLANS\HAMPTON - 2545-09-01\HAMPTON AVE - 60TH TO TEUTONIA - 2545-09-01 - PAVEMARK.DGN

REVISED DATE: 10-17-2022 BY CP

2

N

N 41ST ST

N 40TH ST

MATCH LINE I-I

MATCH LINE J-J

N 41ST ST

N 40TH ST

(A) MARKING LINE EPOXY 4-INCH, WHITE (10' DASH, 30' GAP)
(B) MARKING LINE EPOXY 6-INCH, WHITE
(C) MARKING LINE EPOXY 8-INCH, WHITE
(D) MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
(E) MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH, WHITE
(F) MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH, WHITE
(G) MARKING STOP LINE EPOXY 24-INCH, WHITE
(H) MARKING ARROW EPOXY, TYPE 2 (LEFT TURN)
(I) MARKING WORD EPOXY, "ONLY"
(J) MARKING SYMBOL EPOXY, BIKE SYMBOL
(K) MARKING ARROW EPOXY, BIKE ARROW
(L) MARKING ISLAND NOSE EPOXY, YELLOW
(M) MARKING CURB EPOXY, YELLOW
(N) MARKING LINE EPOXY 4-INCH, WHITE (2' DASH, 6' GAP)

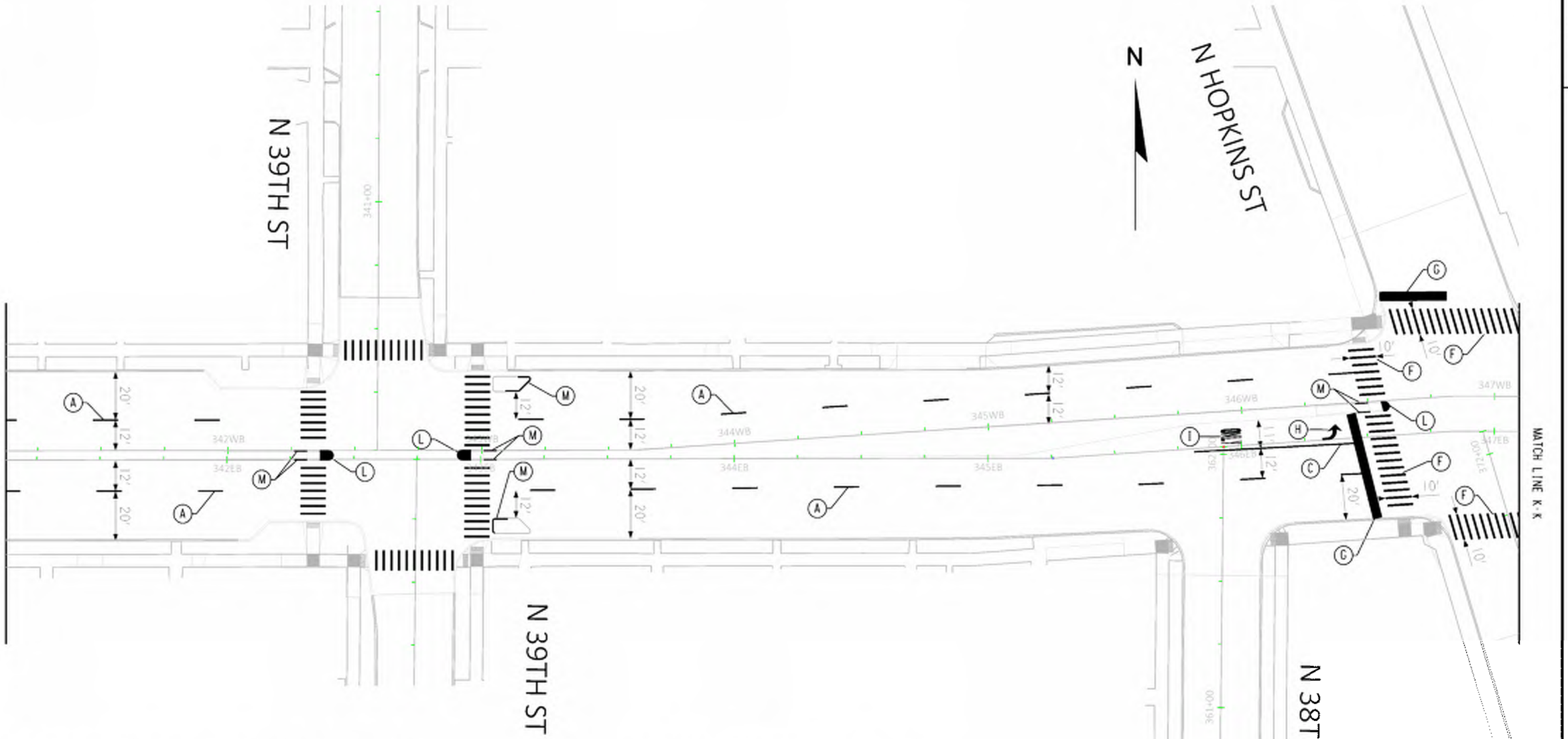
SHEET 11 OF 19

STATE PROJECT NUMBER 2545-09-71	HWY: HAMPTON AVE.	COUNTY: MILWAUKEE	PAVEMENT MARKING	SCALE FEET 0 40	SHEET NO: 292	E

FILENAME: I:\1 TRAFFIC OPERATIONS_2021 PAVEMENT MARKING PLANS\HAMPTON - 2545-09-01\HAMPTON AVE - 60TH TO TEUTONIA - 2545-09-01 - PAVEMARK.DGN

REVISED DATE: 10-17-2022 BY CP

2



(A) MARKING LINE EPOXY 4-INCH, WHITE (10' DASH, 30' GAP)
(B) MARKING LINE EPOXY 6-INCH, WHITE
(C) MARKING LINE EPOXY 8-INCH, WHITE
(D) MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
(E) MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH, WHITE
(F) MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH, WHITE
(G) MARKING STOP LINE EPOXY 24-INCH, WHITE

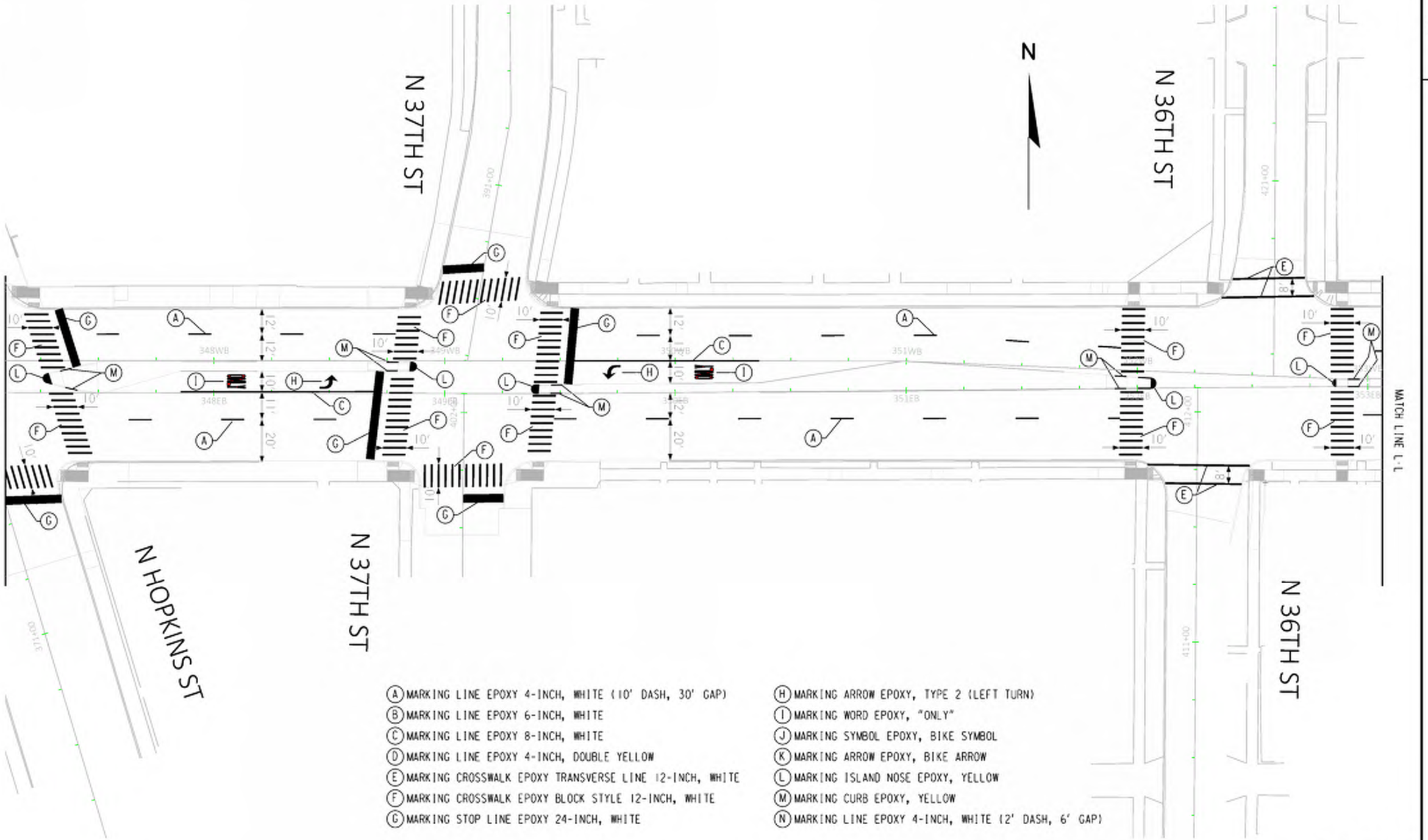
(H) MARKING ARROW EPOXY, TYPE 2 (LEFT TURN)
(I) MARKING WORD EPOXY, "ONLY"
(J) MARKING SYMBOL EPOXY, BIKE SYMBOL
(K) MARKING ARROW EPOXY, BIKE ARROW
(L) MARKING ISLAND NOSE EPOXY, YELLOW
(M) MARKING CURB EPOXY, YELLOW
(N) MARKING LINE EPOXY 4-INCH, WHITE (2' DASH, 6' GAP)

STATE PROJECT NUMBER 2545-09-71	HWY: HAMPTON AVE.	COUNTY: MILWAUKEE	PAVEMENT MARKING	SCALE FEET 0 40	SHEET NO: 293	E

FILENAME: I:\1 TRAFFIC OPERATIONS_2021 PAVEMENT MARKING PLANS\HAMPTON - 2545-09-01\HAMPTON AVE - 60TH TO TEUTONIA - 2545-09-01 - PAVEMARK.DGN

REVISED DATE: 10-17-2022 BY CP

2



(A) MARKING LINE EPOXY 4-INCH, WHITE (10' DASH, 30' GAP)
(B) MARKING LINE EPOXY 6-INCH, WHITE
(C) MARKING LINE EPOXY 8-INCH, WHITE
(D) MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
(E) MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH, WHITE
(F) MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH, WHITE
(G) MARKING STOP LINE EPOXY 24-INCH, WHITE
(H) MARKING ARROW EPOXY, TYPE 2 (LEFT TURN)
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(K) MARKING ARROW EPOXY, BIKE ARROW
(L) MARKING ISLAND NOSE EPOXY, YELLOW
(M) MARKING CURB EPOXY, YELLOW
(N) MARKING LINE EPOXY 4-INCH, WHITE (2' DASH, 6' GAP)

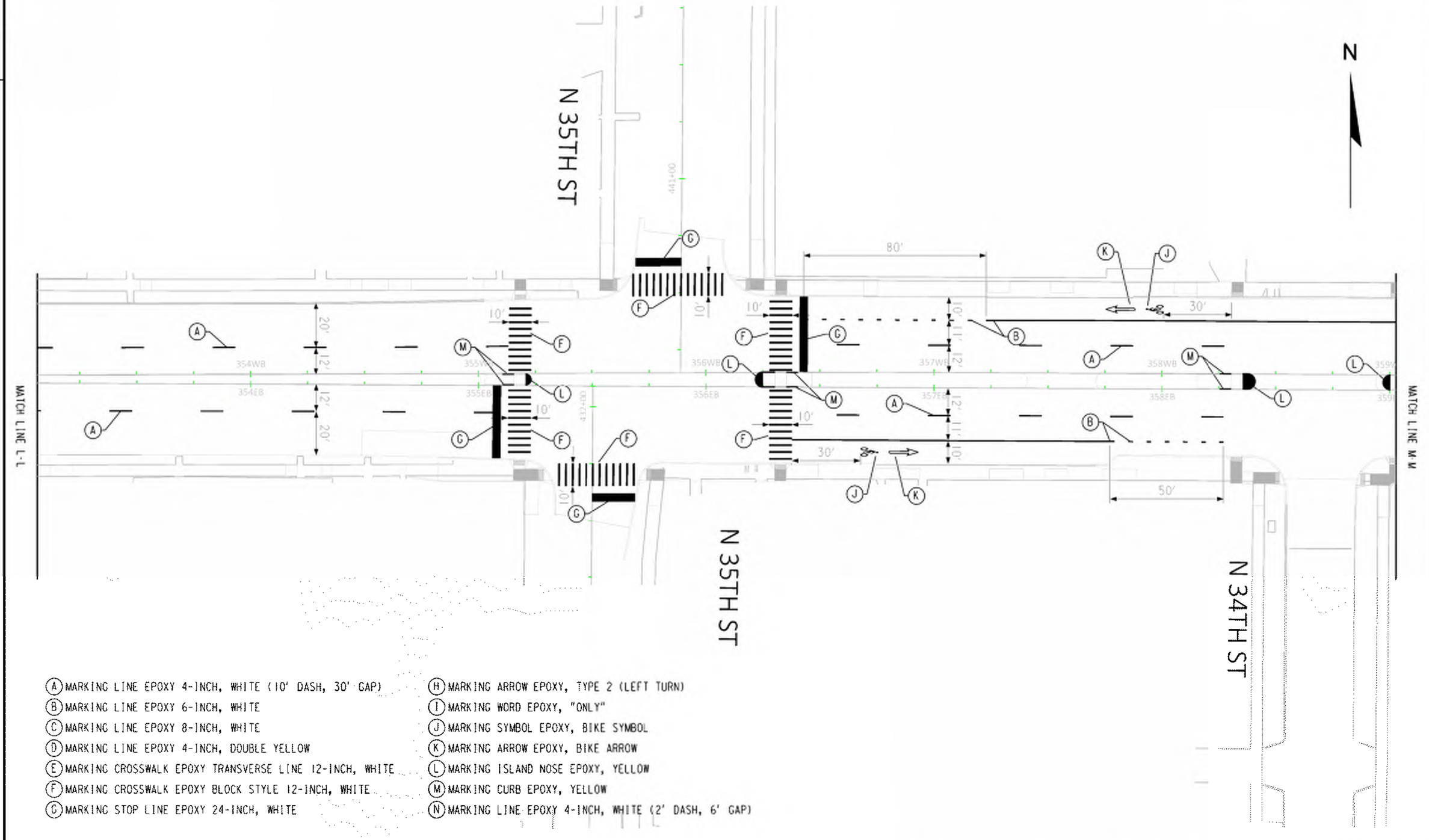
SHEET 13 OF 19

STATE PROJECT NUMBER 2545-09-71	HWY: HAMPTON AVE.	COUNTY: MILWAUKEE	PAVEMENT MARKING	SCALE FEET 0 40	SHEET NO: E

FILENAME: I:\1 TRAFFIC OPERATIONS_2021 PAVEMENT MARKING PLANS\HAMPTON - 2545-09-01\HAMPTON AVE - 60TH TO TEUTONIA - 2545-09-01 - PAVEMARK.DGN

REVISED DATE: 10-17-2022 BY CP

2



(A) MARKING LINE EPOXY 4-INCH, WHITE (10' DASH, 30' GAP)
(B) MARKING LINE EPOXY 6-INCH, WHITE
(C) MARKING LINE EPOXY 8-INCH, WHITE
(D) MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
(E) MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH, WHITE
(F) MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH, WHITE
(G) MARKING STOP LINE EPOXY 24-INCH, WHITE
(H) MARKING ARROW EPOXY, TYPE 2 (LEFT TURN)
(I) MARKING WORD EPOXY, "ONLY"
(J) MARKING SYMBOL EPOXY, BIKE SYMBOL
(K) MARKING ARROW EPOXY, BIKE ARROW
(L) MARKING ISLAND NOSE EPOXY, YELLOW
(M) MARKING CURB EPOXY, YELLOW
(N) MARKING LINE EPOXY 4-INCH, WHITE (2' DASH, 6' GAP)

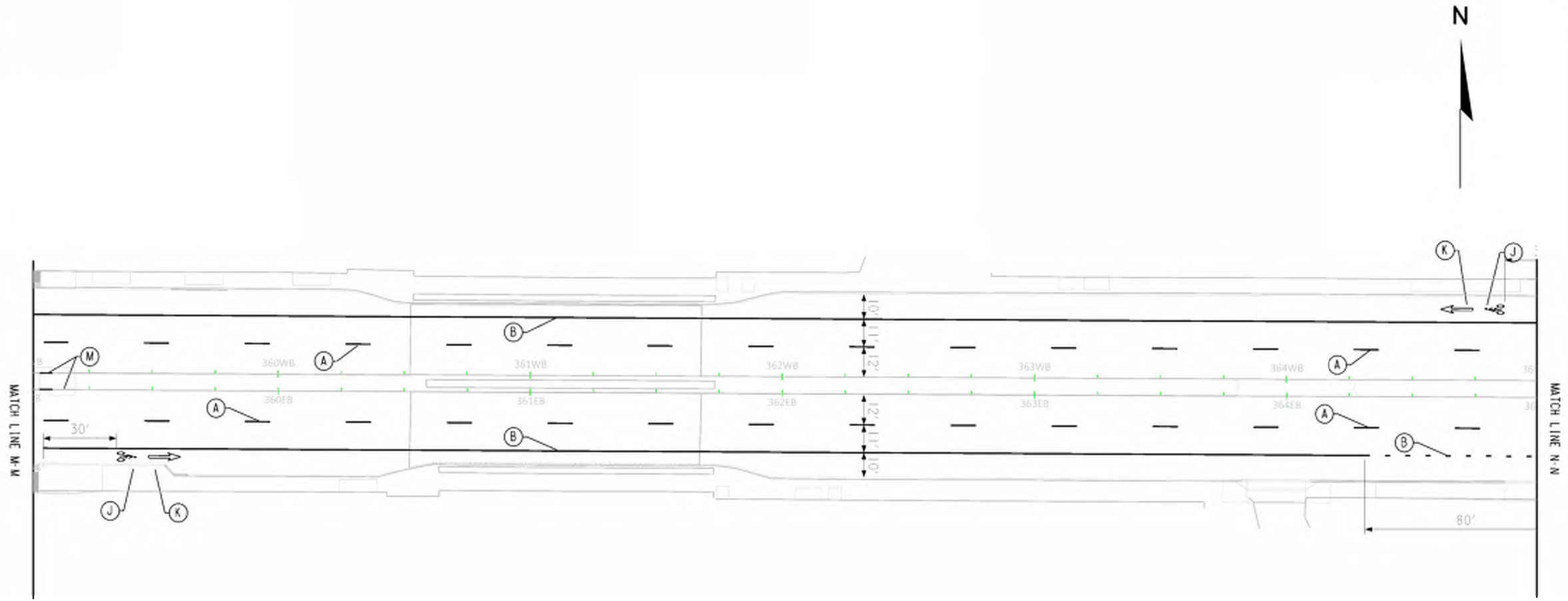
SHEET 14 OF 19

STATE PROJECT NUMBER 2545-09-71	HWY: HAMPTON AVE.	COUNTY: MILWAUKEE	PAVEMENT MARKING	SCALE FEET 0 40	SHEET NO: 295	E

FILENAME: I:\1 TRAFFIC OPERATIONS_2021 PAVEMENT MARKING PLANS\HAMPTON - 2545-09-01\HAMPTON AVE - 60TH TO TEUTONIA - 2545-09-01 - PAVEMARK.DGN

REVISED DATE: 10-17-2022 BY CP

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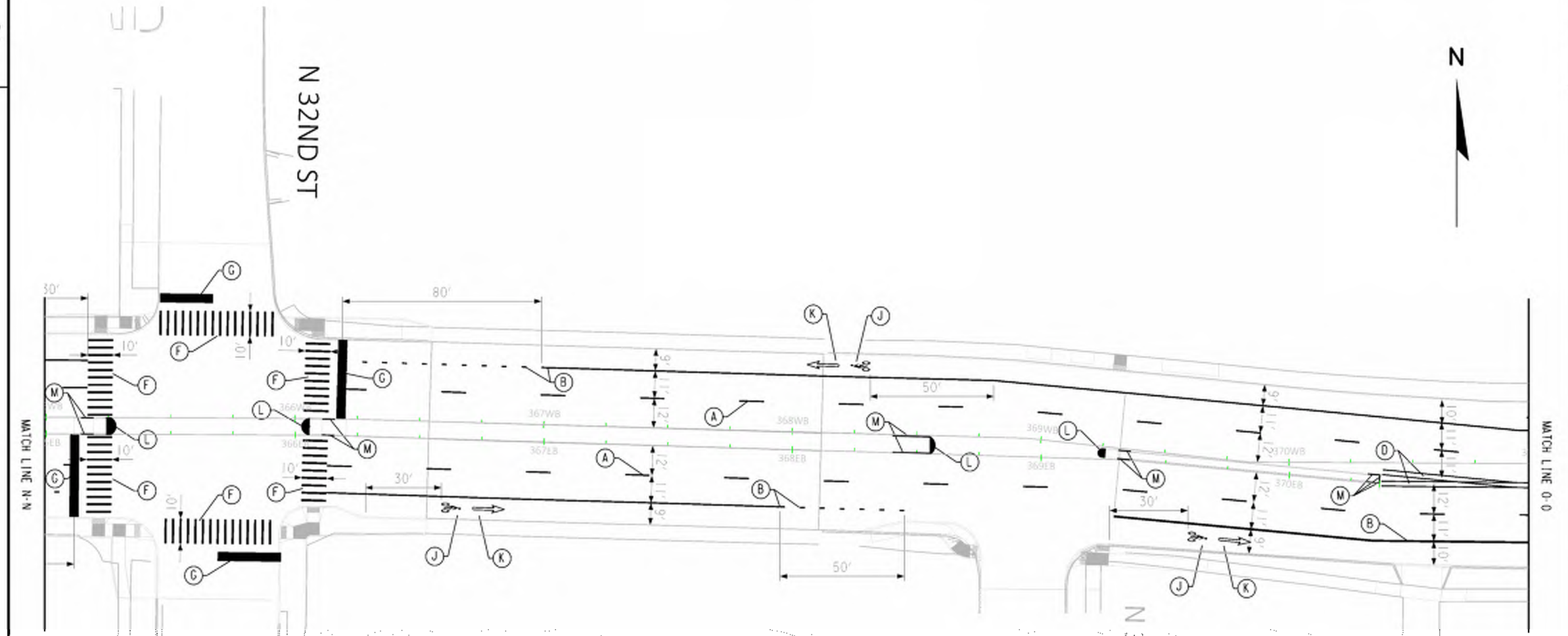
(A) MARKING LINE EPOXY 4-INCH, WHITE (10' DASH, 30' GAP)
(B) MARKING LINE EPOXY 6-INCH, WHITE
(C) MARKING LINE EPOXY 8-INCH, WHITE
(D) MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
(E) MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH, WHITE
(F) MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH, WHITE
(G) MARKING STOP LINE EPOXY 24-INCH, WHITE
(H) MARKING ARROW EPOXY, TYPE 2 (LEFT TURN)
(I) MARKING WORD EPOXY, "ONLY"
(J) MARKING SYMBOL EPOXY, BIKE SYMBOL
(K) MARKING ARROW EPOXY, BIKE ARROW
(L) MARKING ISLAND NOSE EPOXY, YELLOW
(M) MARKING CURB EPOXY, YELLOW
(N) MARKING LINE EPOXY 4-INCH, WHITE (2' DASH, 6' GAP)

STATE PROJECT NUMBER 2545-09-71	HWY: HAMPTON AVE.	COUNTY: MILWAUKEE	PAVEMENT MARKING	SCALE FEET 0 40	SHEET NO: 296	E

FILENAME: I:\1 TRAFFIC OPERATIONS_2021 PAVEMENT MARKING PLANS\HAMPTON - 2545-09-01\HAMPTON AVE - 60TH TO TEUTONIA - 2545-09-01 - PAVEMARK.DGN

REVISED DATE: 10-17-2022 BY CP

2



(A) MARKING LINE EPOXY 4-INCH, WHITE (10' DASH, 30' GAP)
(B) MARKING LINE EPOXY 6-INCH, WHITE
(C) MARKING LINE EPOXY 8-INCH, WHITE
(D) MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
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(M) MARKING CURB EPOXY, YELLOW
(N) MARKING LINE EPOXY 4-INCH, WHITE (2' DASH, 6' GAP)

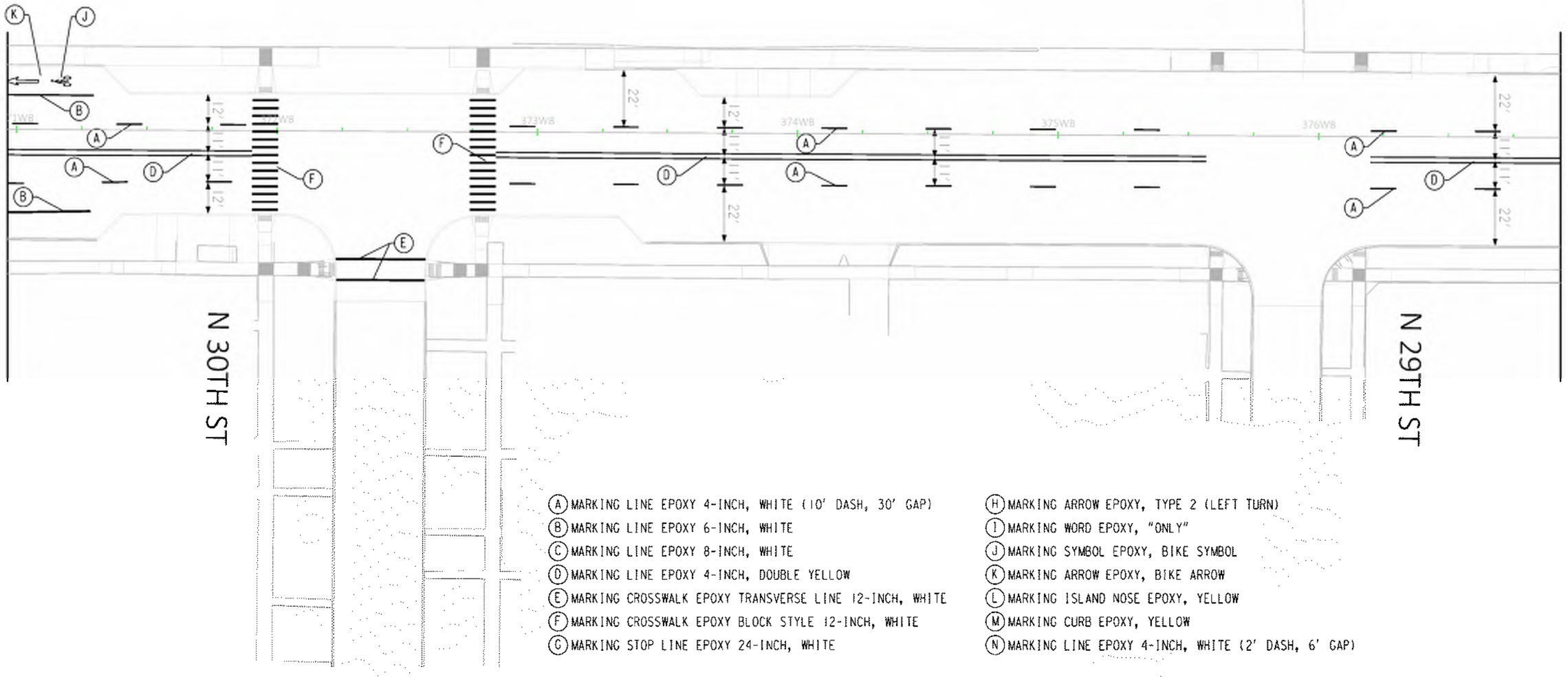
SHEET 16 OF 19

STATE PROJECT NUMBER 2545-09-71	HWY: HAMPTON AVE.	COUNTY: MILWAUKEE	PAVEMENT MARKING	SCALE FEET 0' 40'	SHEET NO: 297	E

FILENAME: I:\1 TRAFFIC OPERATIONS_2021 PAVEMENT MARKING PLANS\HAMPTON - 2545-09-01\HAMPTON AVE - 60TH TO TEUTONIA - 2545-09-01 - PAVEMARK.DGN

REVISED DATE: 10-17-2022 BY CP

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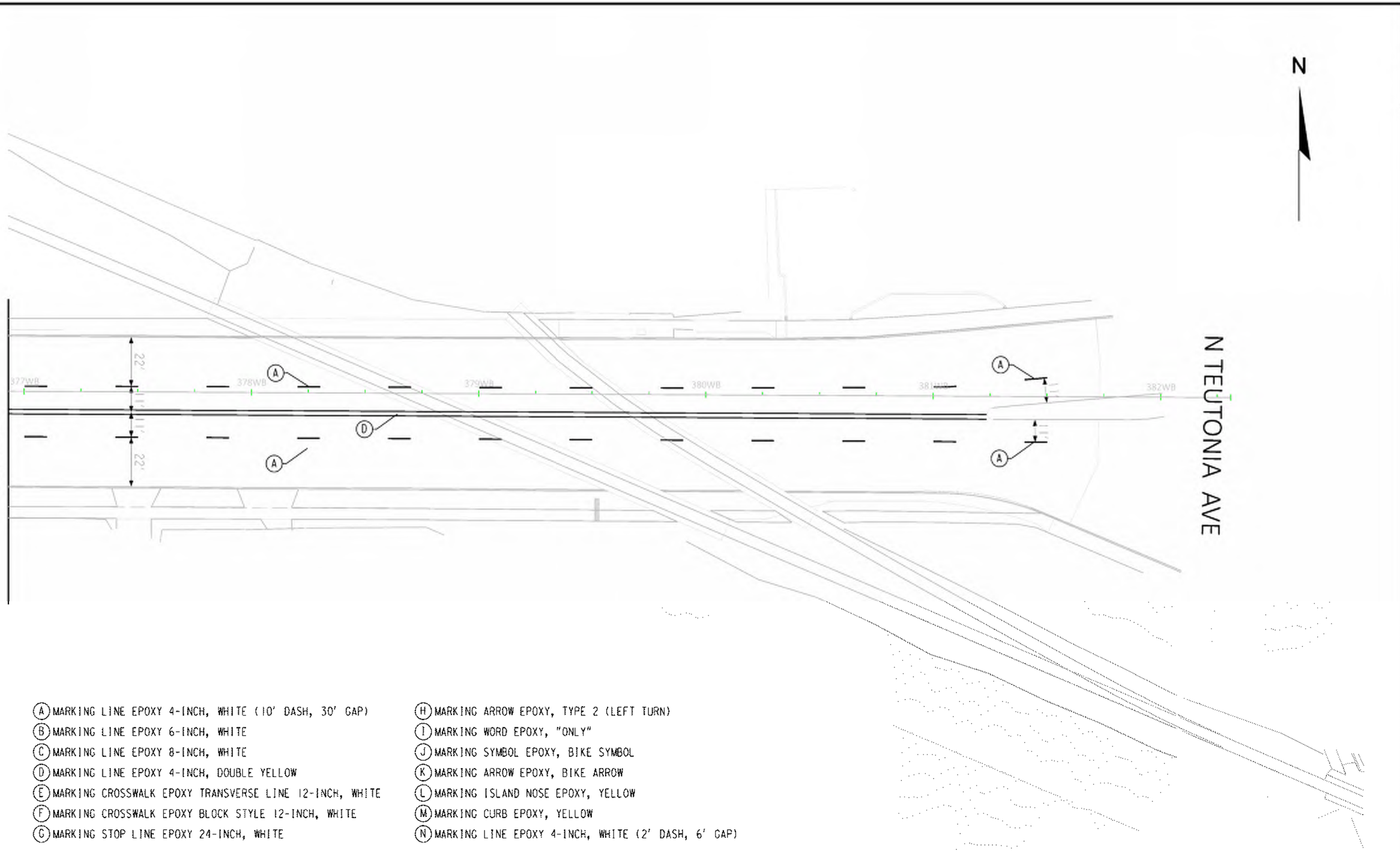
(A) MARKING LINE EPOXY 4-INCH, WHITE (10' DASH, 30' GAP)
(B) MARKING LINE EPOXY 6-INCH, WHITE
(C) MARKING LINE EPOXY 8-INCH, WHITE
(D) MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
(E) MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH, WHITE
(F) MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH, WHITE
(G) MARKING STOP LINE EPOXY 24-INCH, WHITE
(H) MARKING ARROW EPOXY, TYPE 2 (LEFT TURN)
(I) MARKING WORD EPOXY, "ONLY"
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(L) MARKING ISLAND NOSE EPOXY, YELLOW
(M) MARKING CURB EPOXY, YELLOW
(N) MARKING LINE EPOXY 4-INCH, WHITE (2' DASH, 6' GAP)

STATE PROJECT NUMBER 2545-09-71	HWY: HAMPTON AVE.	COUNTY: MILWAUKEE	PAVEMENT MARKING	SCALE FEET 0' 40'	SHEET NO: 298	E

FILENAME: I:\T TRAFFIC OPERATIONS_2021 PAVEMENT MARKING PLANS\HAMPTON - 2545-09-01\HAMPTON AVE - 60TH TO TEUTONIA - 2545-09-01 - PAVEMARK.DGN

REVISED DATE: 10-17-2022 BY CP

2



(A) MARKING LINE EPOXY 4-INCH, WHITE (10' DASH, 30' GAP)
(B) MARKING LINE EPOXY 6-INCH, WHITE
(C) MARKING LINE EPOXY 8-INCH, WHITE
(D) MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
(E) MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH, WHITE
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(M) MARKING CURB EPOXY, YELLOW
(N) MARKING LINE EPOXY 4-INCH, WHITE (2' DASH, 6' GAP)

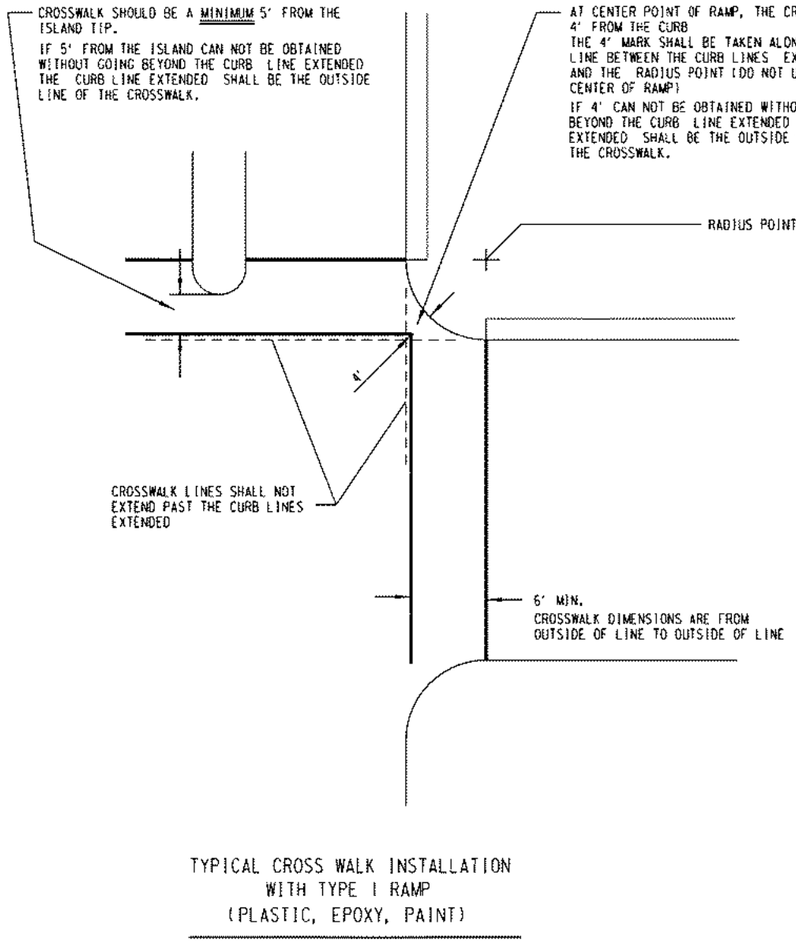
SHEET 18 OF 19

STATE PROJECT NUMBER 2545-09-71	HWY: HAMPTON AVE.	COUNTY: MILWAUKEE	PAVEMENT MARKING	SCALE FEET 0' 40'	SHEET NO: 299	E

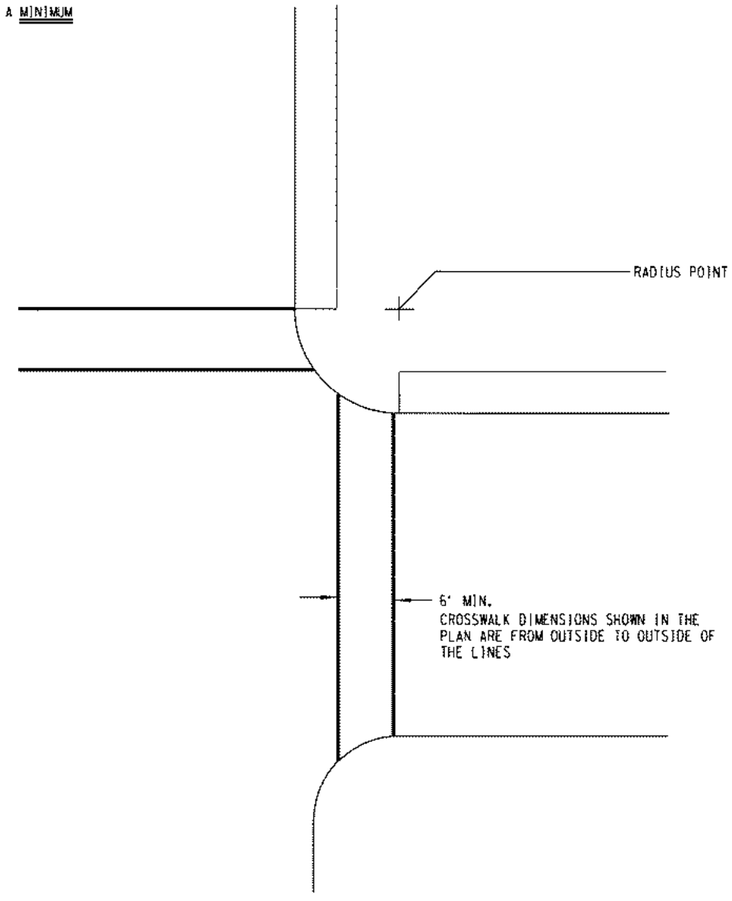
FILENAME: I:\1 TRAFFIC OPERATIONS_2021 PAVEMENT MARKING PLANS\HAMPTON - 2545-09-01\HAMPTON AVE - 60TH TO TEUTONIA - 2545-09-01 - PAVEMARK.DGN

REVISED DATE: 08-22-2022 BY CP

2



TYPICAL CROSS WALK INSTALLATION
WITH TYPE 1 RAMP
(PLASTIC, EPOXY, PAINT)



WITH TYPE 2 RAMP
(PLASTIC, EPOXY, PAINT)

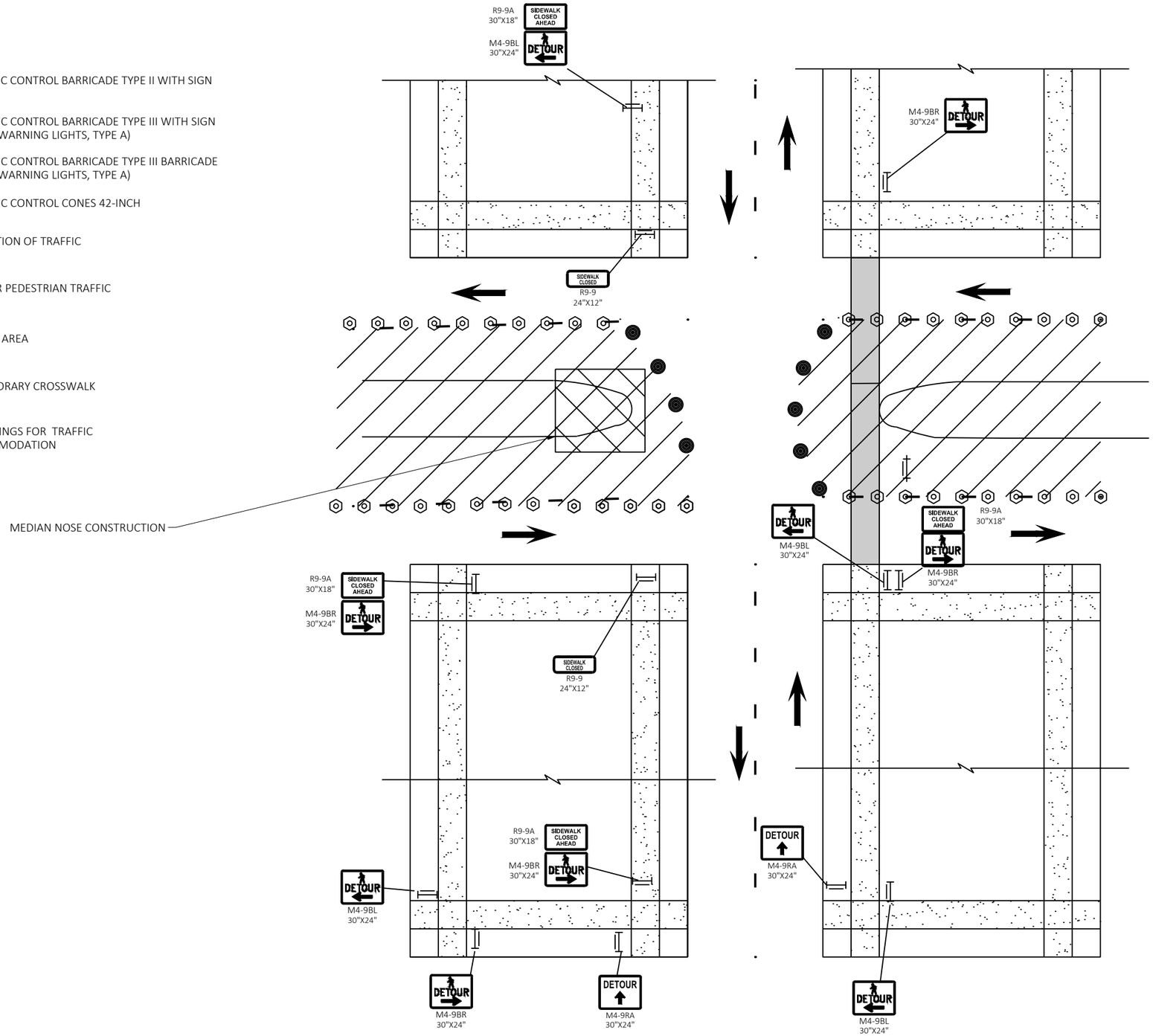
STATE PROJECT NUMBER 2545-09-71	HWY: HAMPTON AVE.	COUNTY: MILWAUKEE	PAVEMENT MARKING	SCALE FEET 0' 40'	SHEET NO: 300	E

2

LEGEND

- TRAFFIC CONTROL BARRICADE TYPE II WITH SIGN
- TRAFFIC CONTROL BARRICADE TYPE III WITH SIGN (TWO WARNING LIGHTS, TYPE A)
- TRAFFIC CONTROL BARRICADE TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- TRAFFIC CONTROL CONES 42-INCH
- DIRECTION OF TRAFFIC
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY CROSSWALK

SEE STANDARD DETAIL DRAWINGS FOR TRAFFIC CONTROL, PEDESTRIAN ACCOMODATION



PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	TRAFFIC CONTROL PEDESTRIAN DETOUR FOR CURB RAMP CONSTRUCTION - STAGE 1	SHEET 301	E

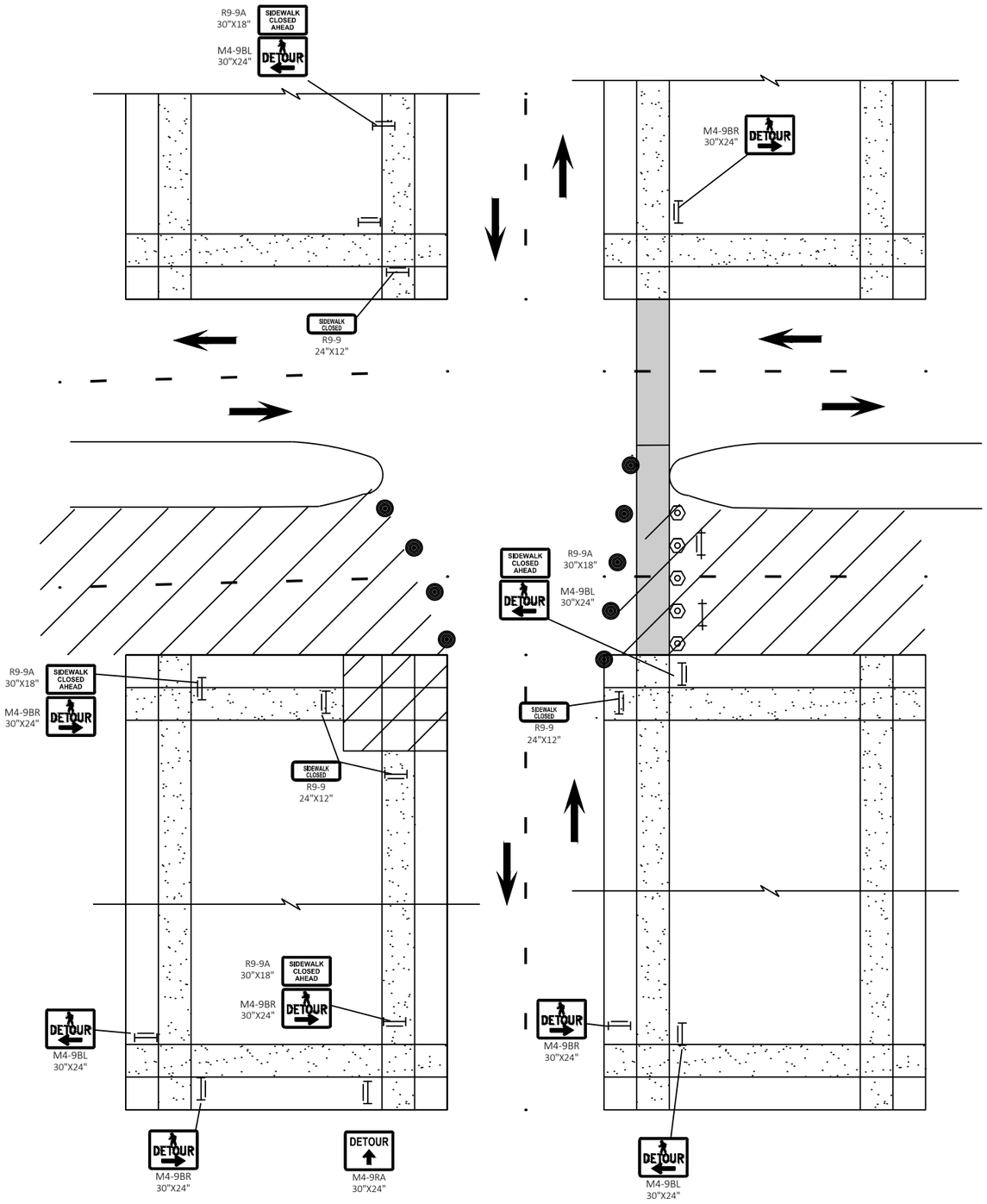
FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021002-CD.DWG
LAYOUT NAME - 01
PLOT DATE : 10/21/2022 1:22 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- TRAFFIC CONTROL BARRICADE TYPE II WITH SIGN
- TRAFFIC CONTROL BARRICADE TYPE III WITH SIGN (TWO WARNING LIGHTS, TYPE A)
- TRAFFIC CONTROL BARRICADE TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- TRAFFIC CONTROL CONES 42-INCH
- DIRECTION OF TRAFFIC
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY CROSSWALK

SEE STANDARD DETAIL DRAWINGS FOR TRAFFIC CONTROL, PEDESTRIAN ACCOMODATION



PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	TRAFFIC CONTROL PEDESTRIAN DETOUR FOR CURB RAMP CONSTRUCTION - STAGE 2	SHEET 302	E

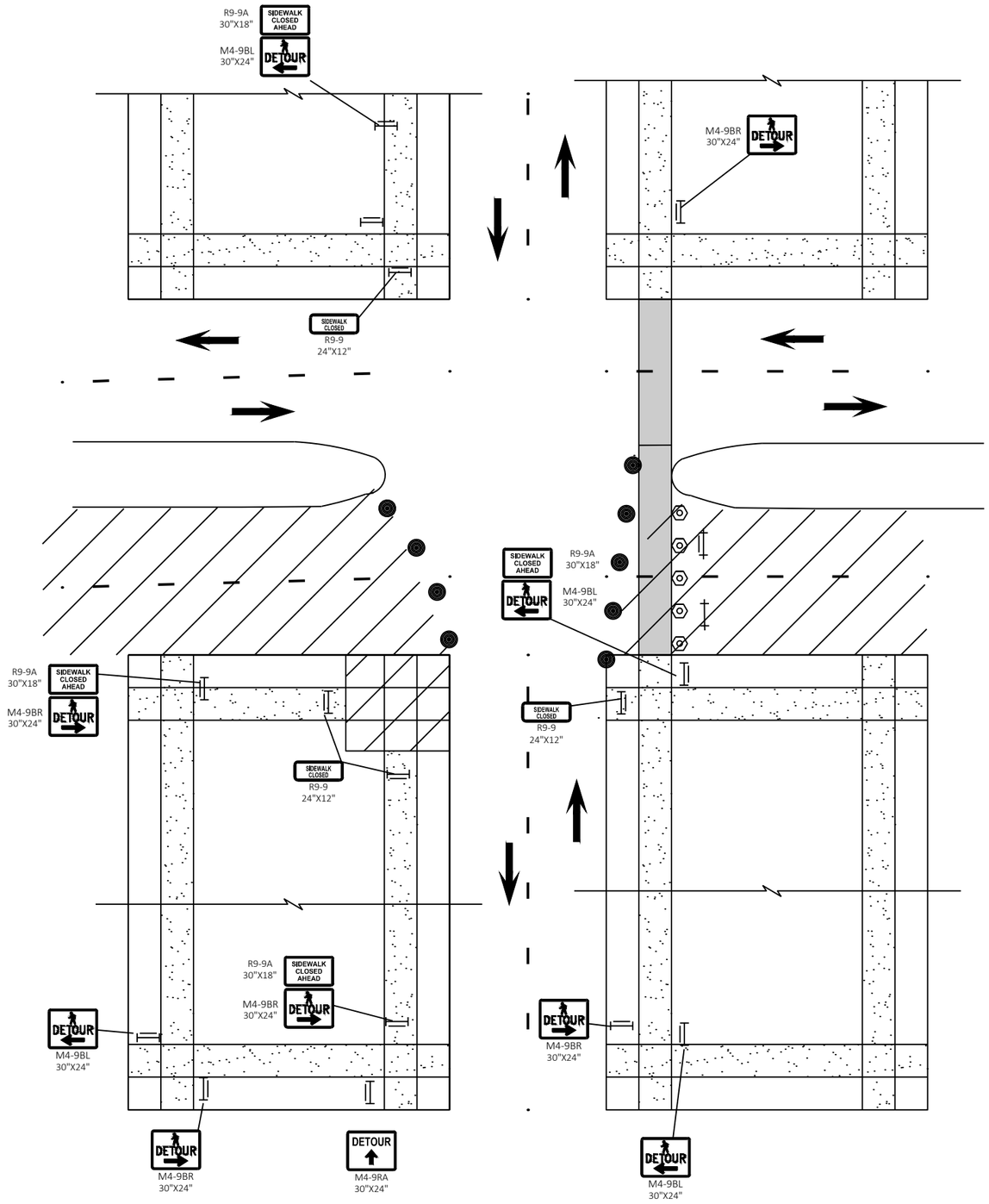
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LAYOUT NAME - 02
PLOT DATE : 10/21/2022 1:22 PM
PLOT BY : PATY DONAHUE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

LEGEND

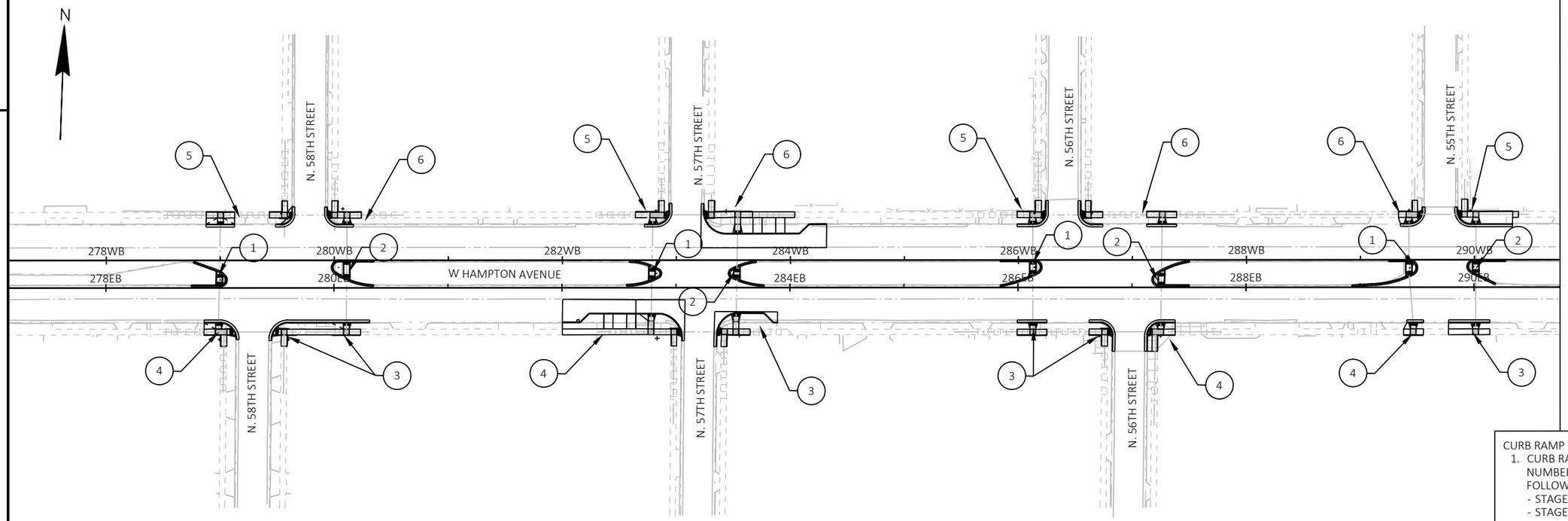
- TRAFFIC CONTROL BARRICADE TYPE II WITH SIGN
- TRAFFIC CONTROL BARRICADE TYPE III WITH SIGN (TWO WARNING LIGHTS, TYPE A)
- TRAFFIC CONTROL BARRICADE TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- TRAFFIC CONTROL CONES 42-INCH
- DIRECTION OF TRAFFIC
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY CROSSWALK

SEE STANDARD DETAIL DRAWINGS FOR TRAFFIC CONTROL, PEDESTRIAN ACCOMODATION



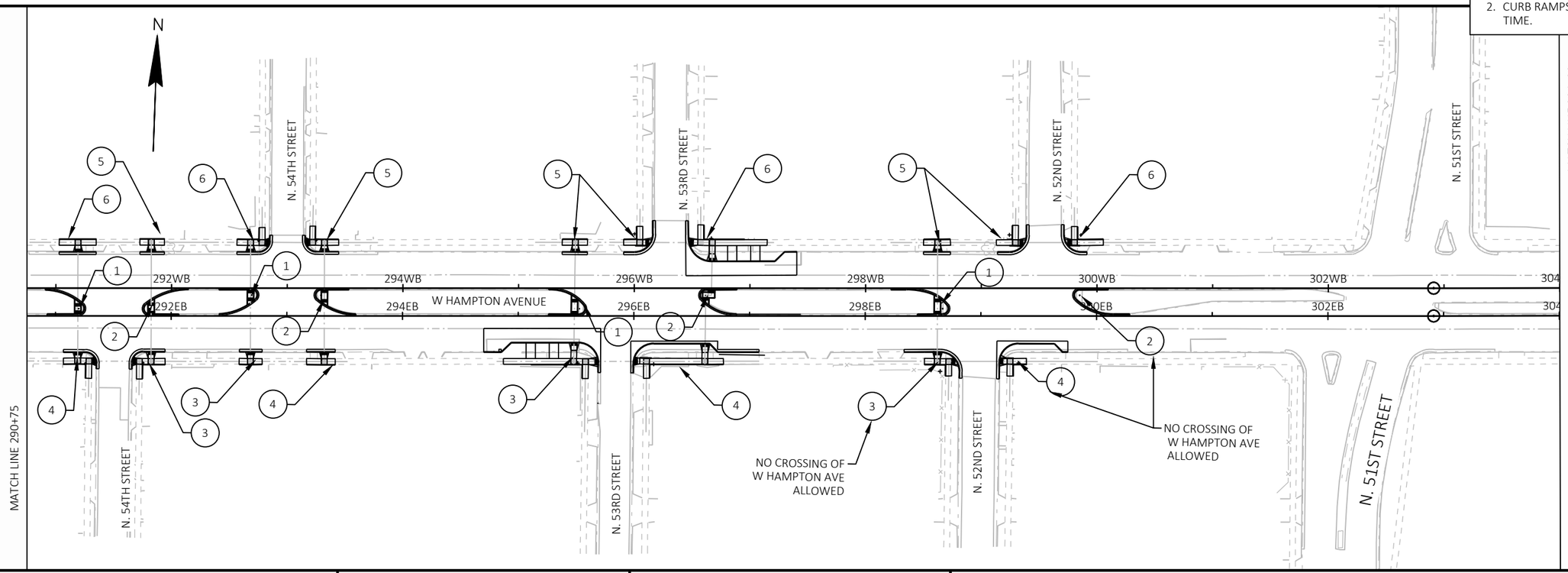
PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	TRAFFIC CONTROL PEDESTRIAN DETOUR FOR CURB RAMP CONSTRUCTION - STAGE 3	SHEET 303	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021002-CD.DWG
LAYOUT NAME - 03
PLOT DATE : 10/21/2022 1:22 PM
PLOT BY : PATY DONAHUE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42



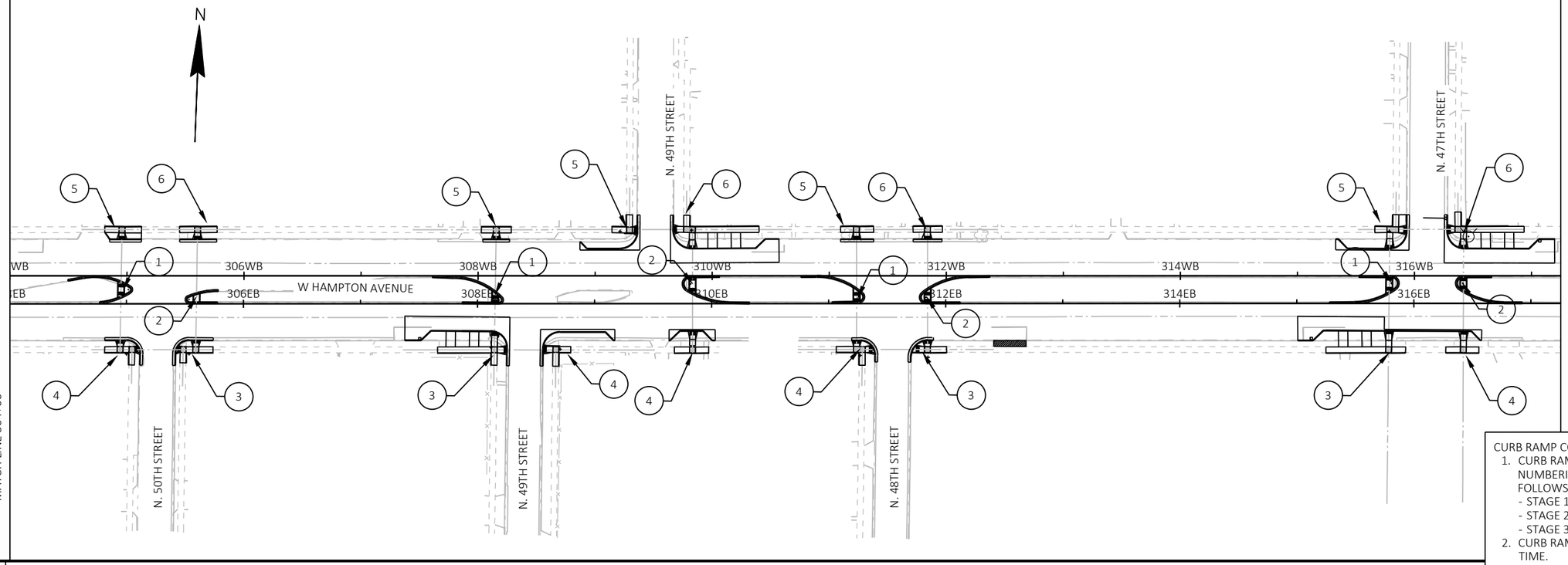
CURB RAMP CONSTRUCTION SEQUENCING:

1. CURB RAMP CONSTRUCTION SHALL FOLLOW NUMBERING SEQUENCE PER INTERSECTION AS FOLLOWS:
   - STAGE 1 MEDIAN CURB RAMPS
   - STAGE 2 SOUTH SIDE CURB RAMPS
   - STAGE 3 NORTH SIDE CURB RAMPS
2. CURB RAMPS SHALL BE BUILT ONE QUADRANT AT A TIME.



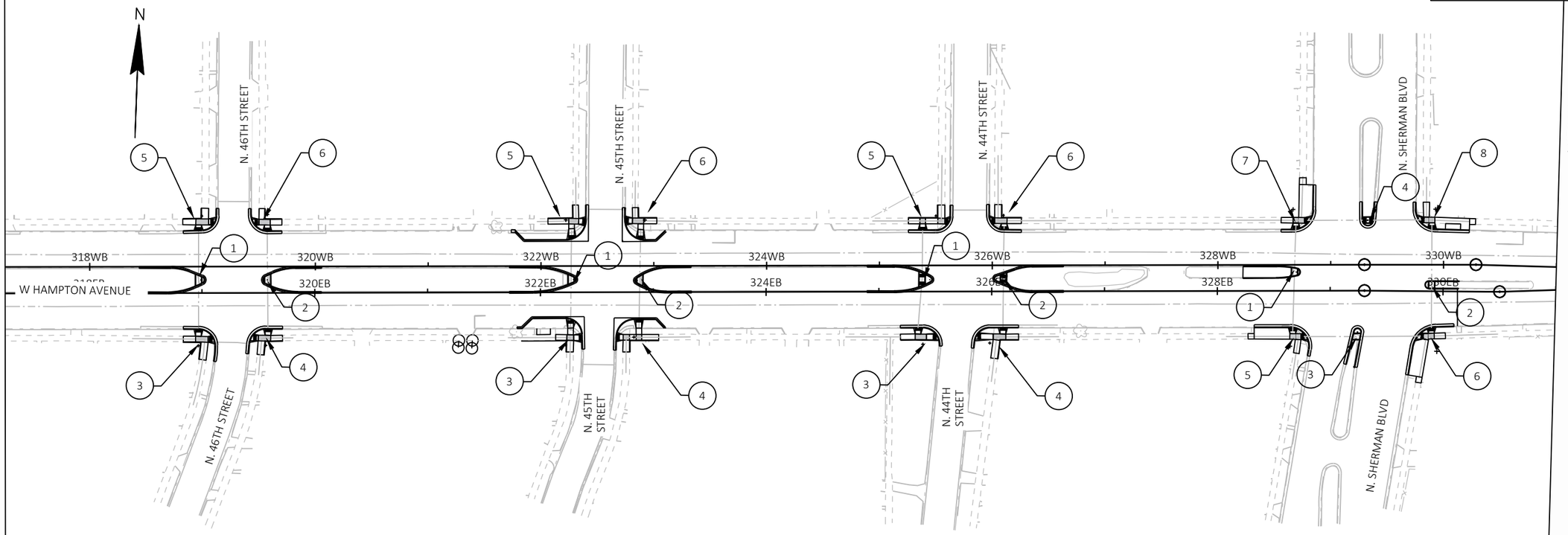
PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	TRAFFIC CONTROL CURB RAMP CONSTRUCTION SEQUENCE	SHEET 304	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\0251101A-TC.DWG
LAYOUT NAME - 01
PLOT DATE : 10/11/2022 2:18 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



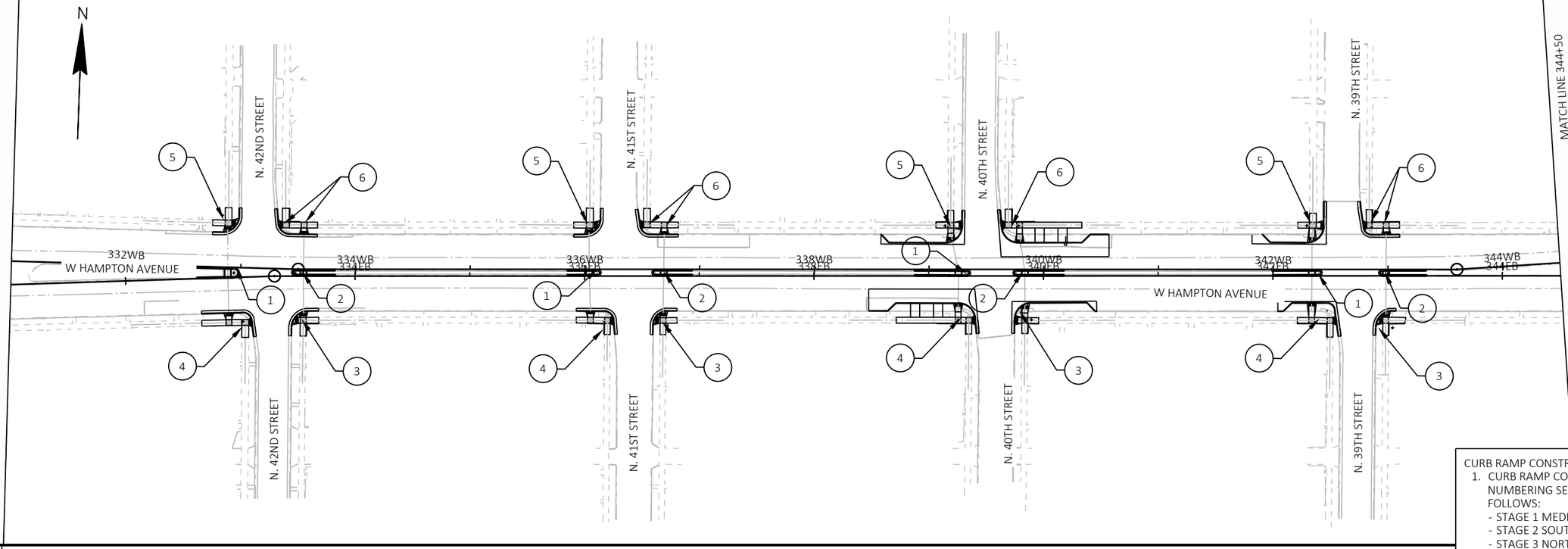
CURB RAMP CONSTRUCTION SEQUENCING:

1. CURB RAMP CONSTRUCTION SHALL FOLLOW NUMBERING SEQUENCE PER INTERSECTION AS FOLLOWS:
   - STAGE 1 MEDIAN CURB RAMPS
   - STAGE 2 SOUTH SIDE CURB RAMPS
   - STAGE 3 NORTH SIDE CURB RAMPS
2. CURB RAMPS SHALL BE BUILT ONE QUADRANT AT A TIME.



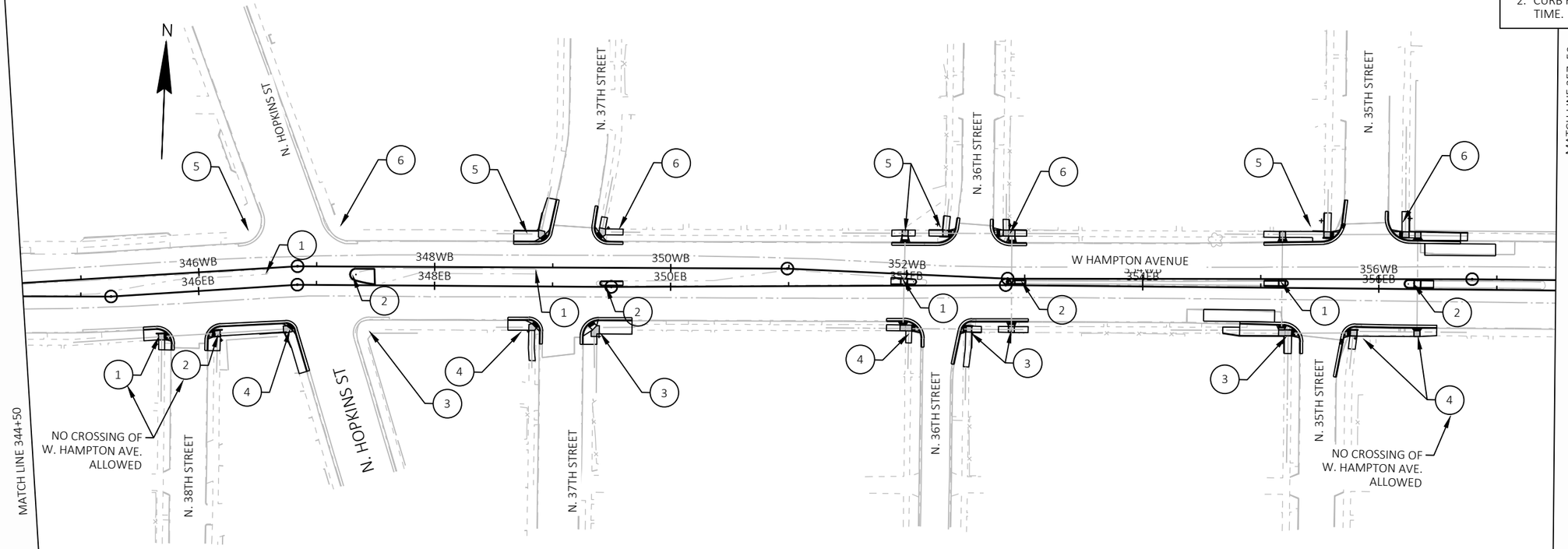
PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	TRAFFIC CONTROL CURB RAMP CONSTRUCTION SEQUENCE	SHEET 305	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\025101A-TC.DWG
LAYOUT NAME - 02
PLOT DATE : 10/11/2022 2:18 PM
PLOT BY : PATY DONAHUE
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



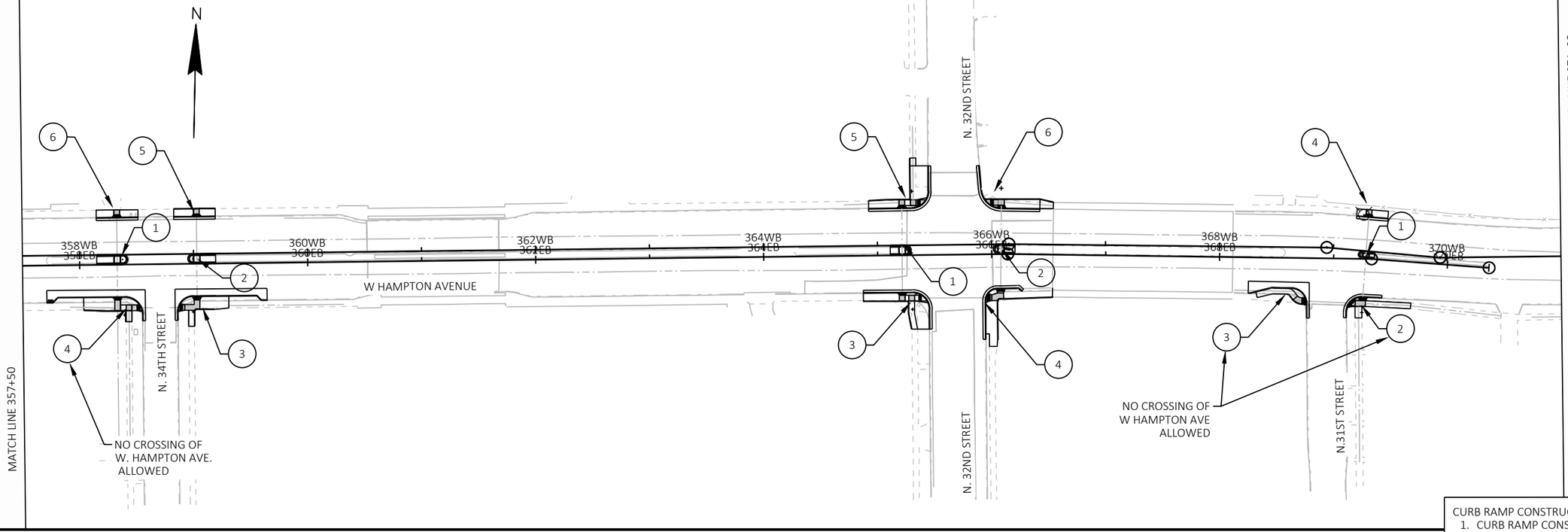
CURB RAMP CONSTRUCTION SEQUENCING:

1. CURB RAMP CONSTRUCTION SHALL FOLLOW NUMBERING SEQUENCE PER INTERSECTION AS FOLLOWS:
   - STAGE 1 MEDIAN CURB RAMPS
   - STAGE 2 SOUTH SIDE CURB RAMPS
   - STAGE 3 NORTH SIDE CURB RAMPS
2. CURB RAMPS SHALL BE BUILT ONE QUADRANT AT A TIME.



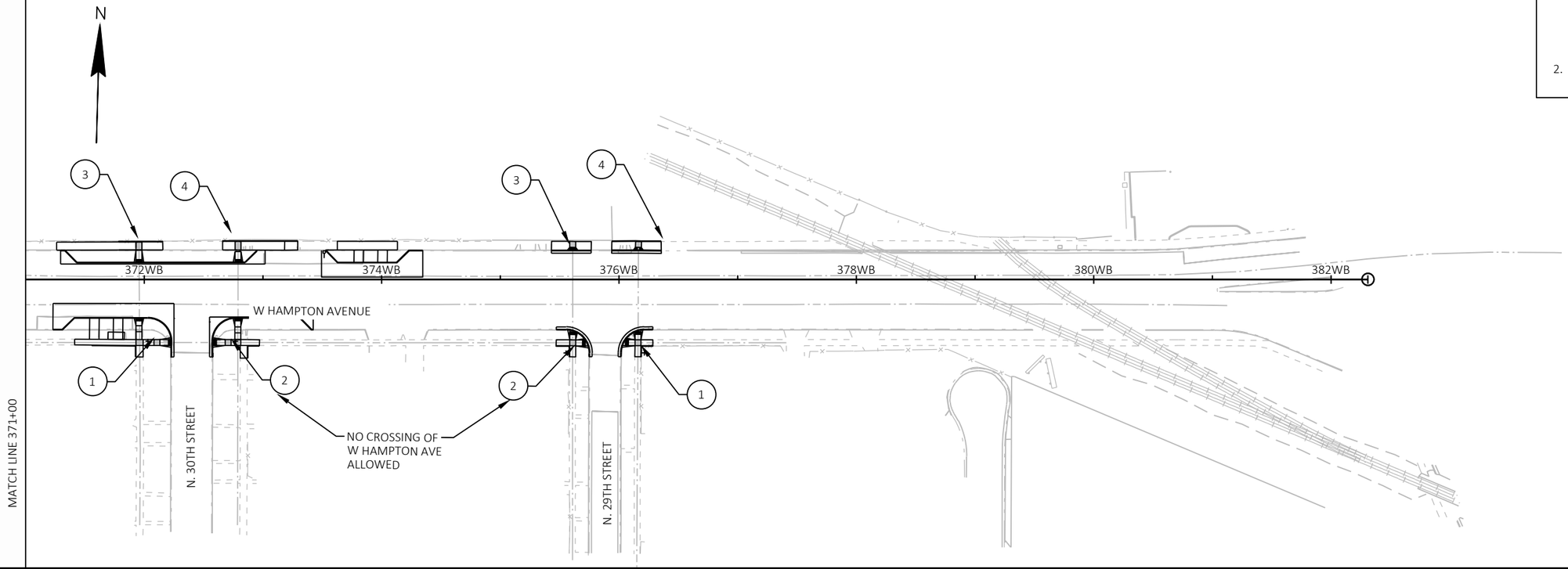
PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	TRAFFIC CONTROL CURB RAMP CONSTRUCTION SEQUENCE	SHEET 306	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\025101A-TC.DWG
LAYOUT NAME - 03
PLOT DATE : 10/11/2022 2:18 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



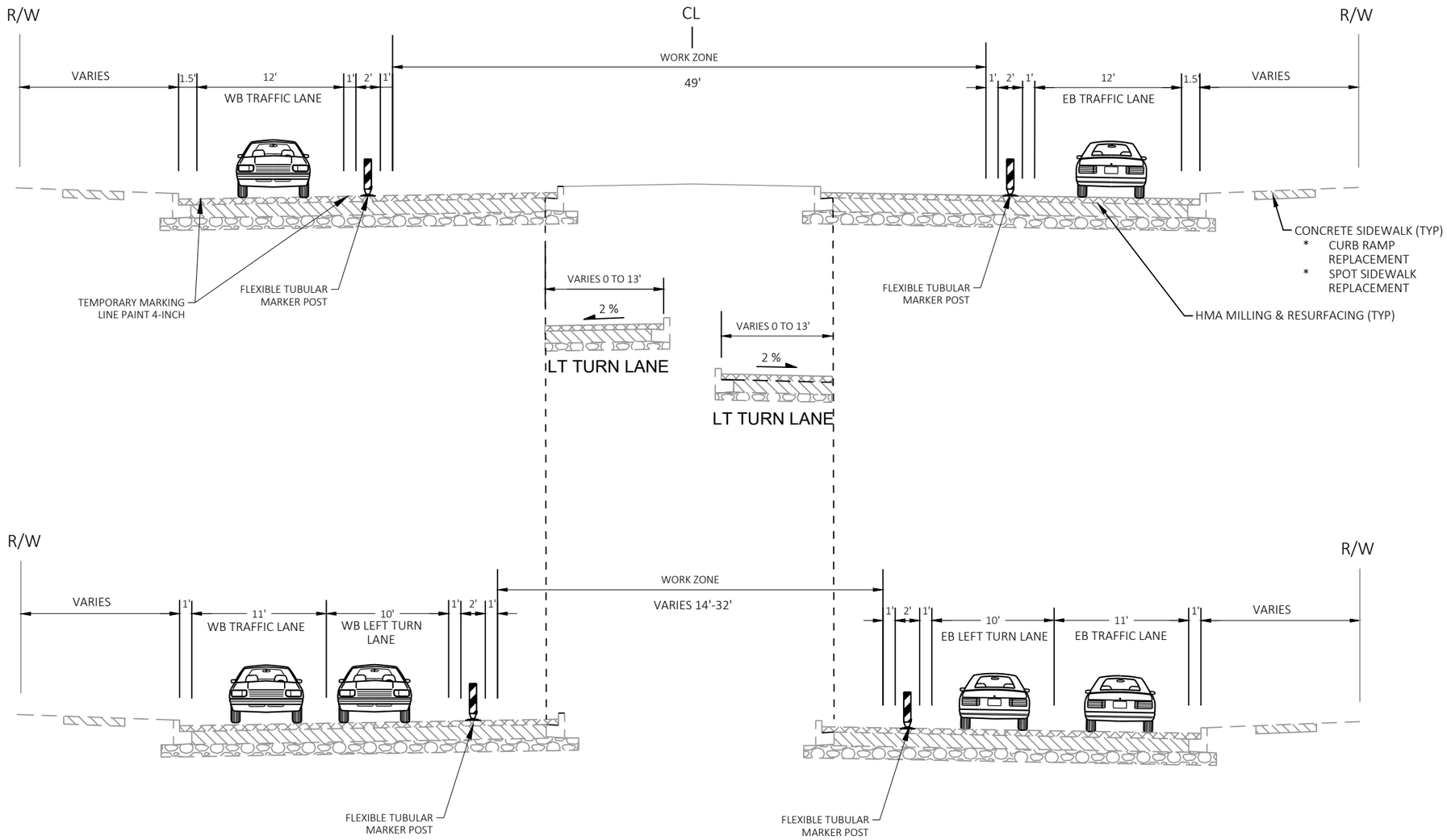
CURB RAMP CONSTRUCTION SEQUENCING:

1. CURB RAMP CONSTRUCTION SHALL FOLLOW NUMBERING SEQUENCE PER INTERSECTION AS FOLLOWS:
   - STAGE 1 MEDIAN CURB RAMPS
   - STAGE 2 SOUTH SIDE CURB RAMPS
   - STAGE 3 NORTH SIDE CURB RAMPS
2. CURB RAMPS SHALL BE BUILT ONE QUADRANT AT A TIME.



PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	TRAFFIC CONTROL CURB RAMP CONSTRUCTION SEQUENCE	SHEET 307	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\025101A-TC.DWG
LAYOUT NAME - 04
PLOT DATE : 10/11/2022 2:19 PM
PLOT BY : PATY DONAHUE
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

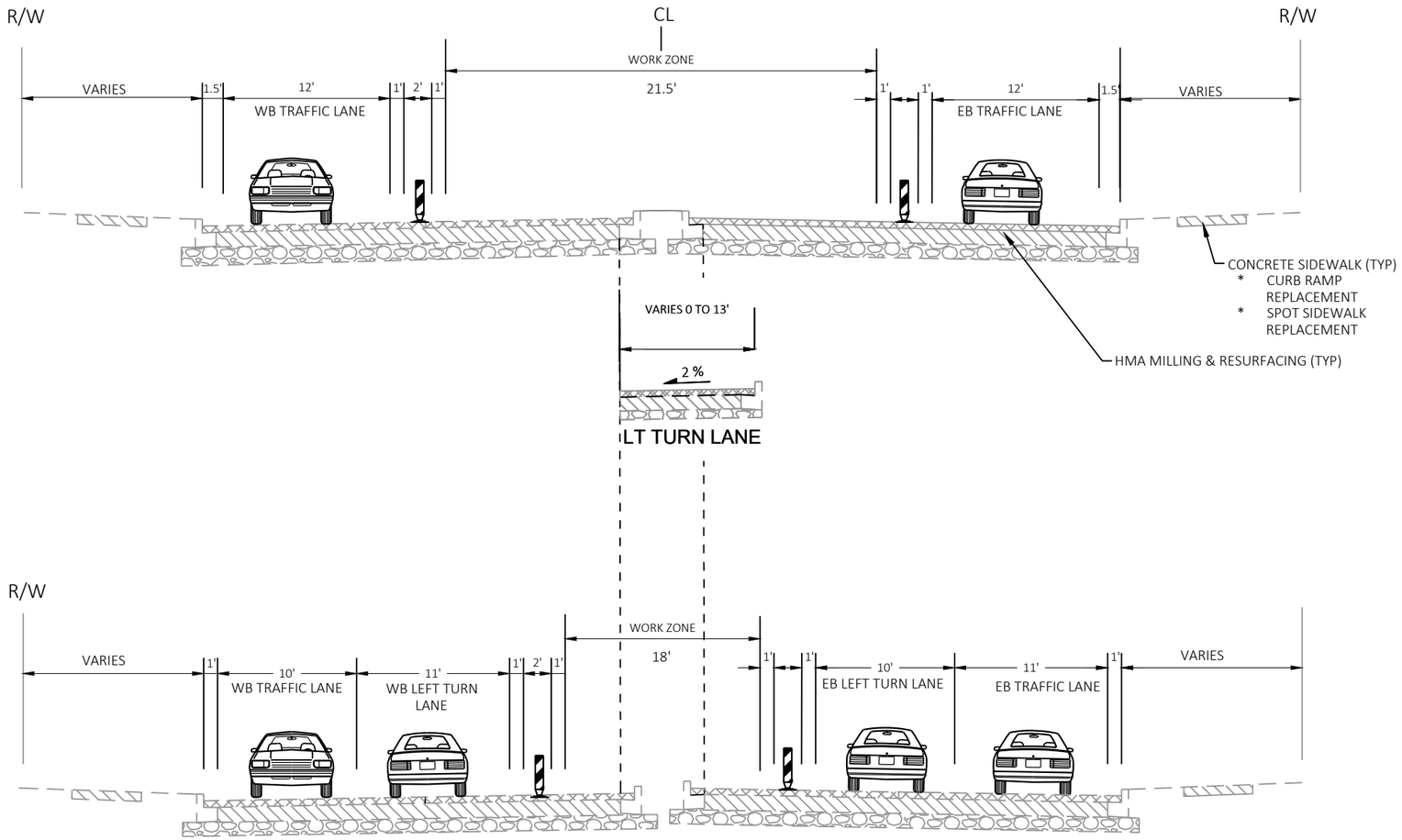


TRAFFIC CONTROL STAGE I

STA 275+59 TO STA 330+30
STA 355+00 TO STA 370+00

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	TRAFFIC CONTROL TYPICALS - STAGE I	SHEET 308	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\025100-TC.DWG
LAYOUT NAME - 01
PLOT DATE : 10/13/2022 3:16 PM
PLOT BY : PATY DONAHUE
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



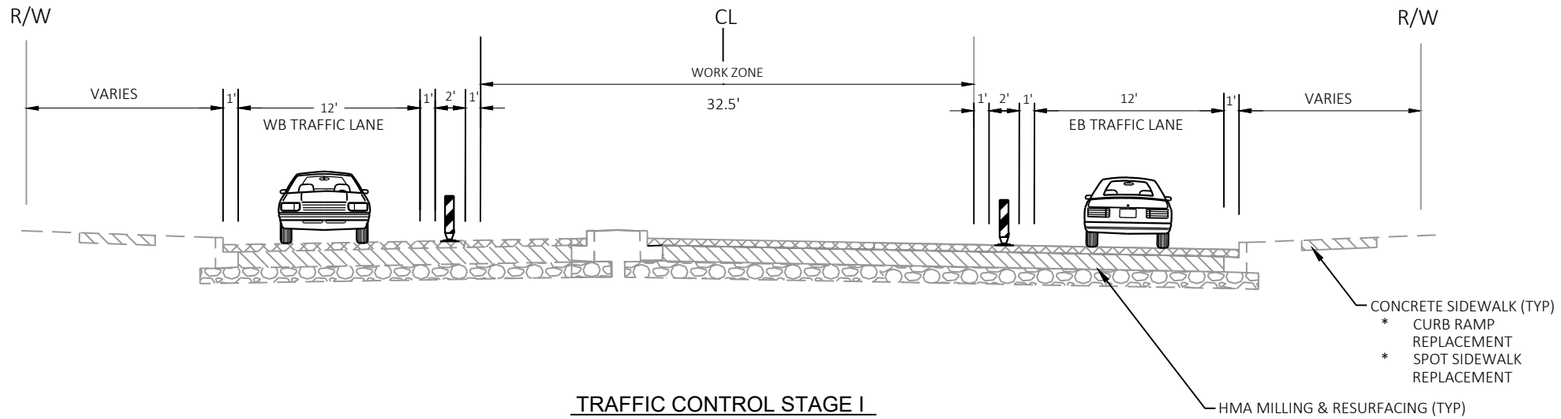
TRAFFIC CONTROL STAGE I

STA 330+30 TO STA 342+50
STA 352+50 TO STA 355+00

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	TRAFFIC CONTROL TYPICALS - STAGE I	SHEET 309	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\025100-TC.DWG
LAYOUT NAME - 02
PLOT DATE : 10/13/2022 3:16 PM
PLOT BY : PATY DONAHUE
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



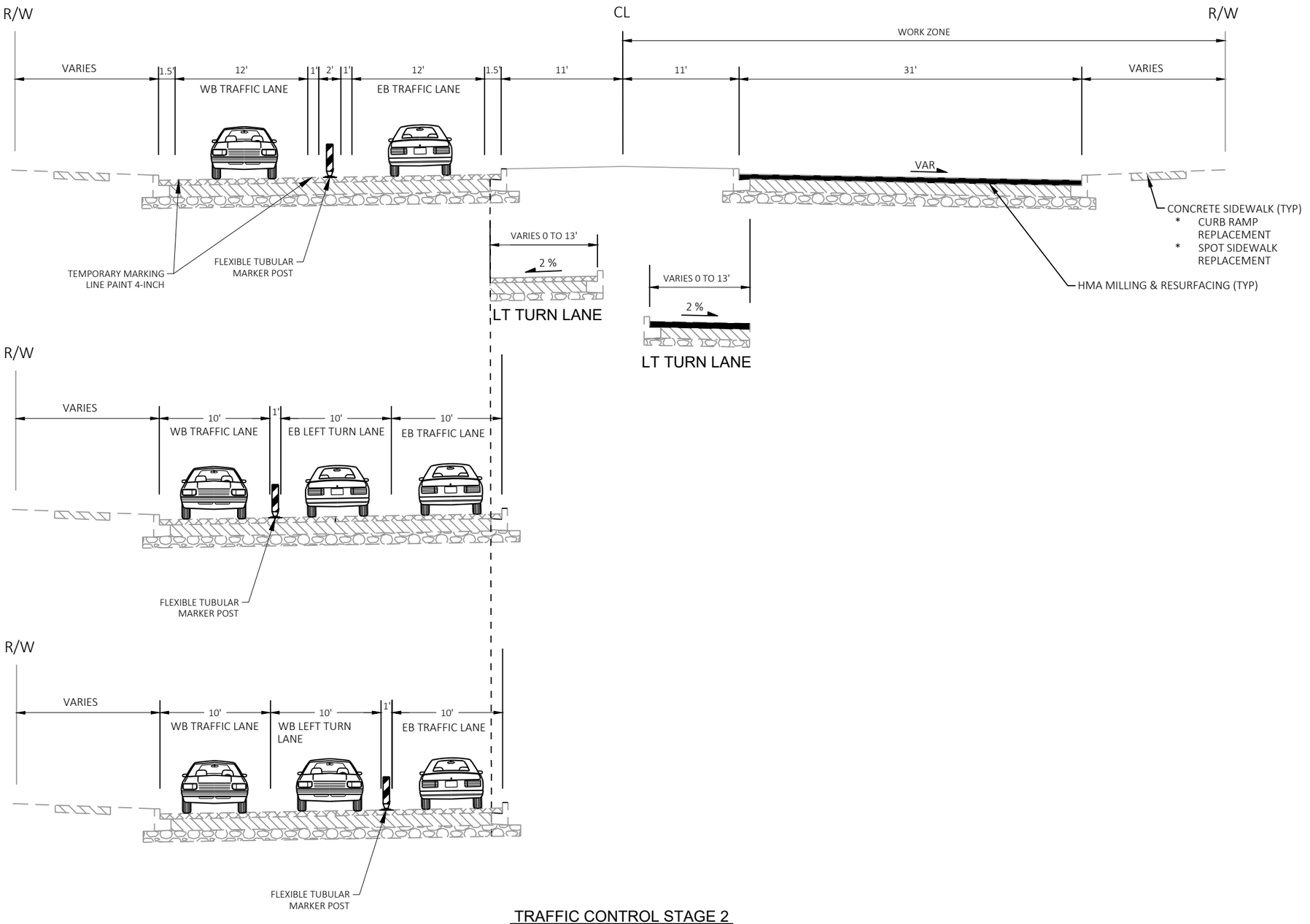
TRAFFIC CONTROL STAGE I

STA 342+50 TO STA 352+50

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	TRAFFIC CONTROL TYPICALS - STAGE I	SHEET 310	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\025100-TC.DWG
LAYOUT NAME - 03
PLOT DATE : 10/13/2022 3:16 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



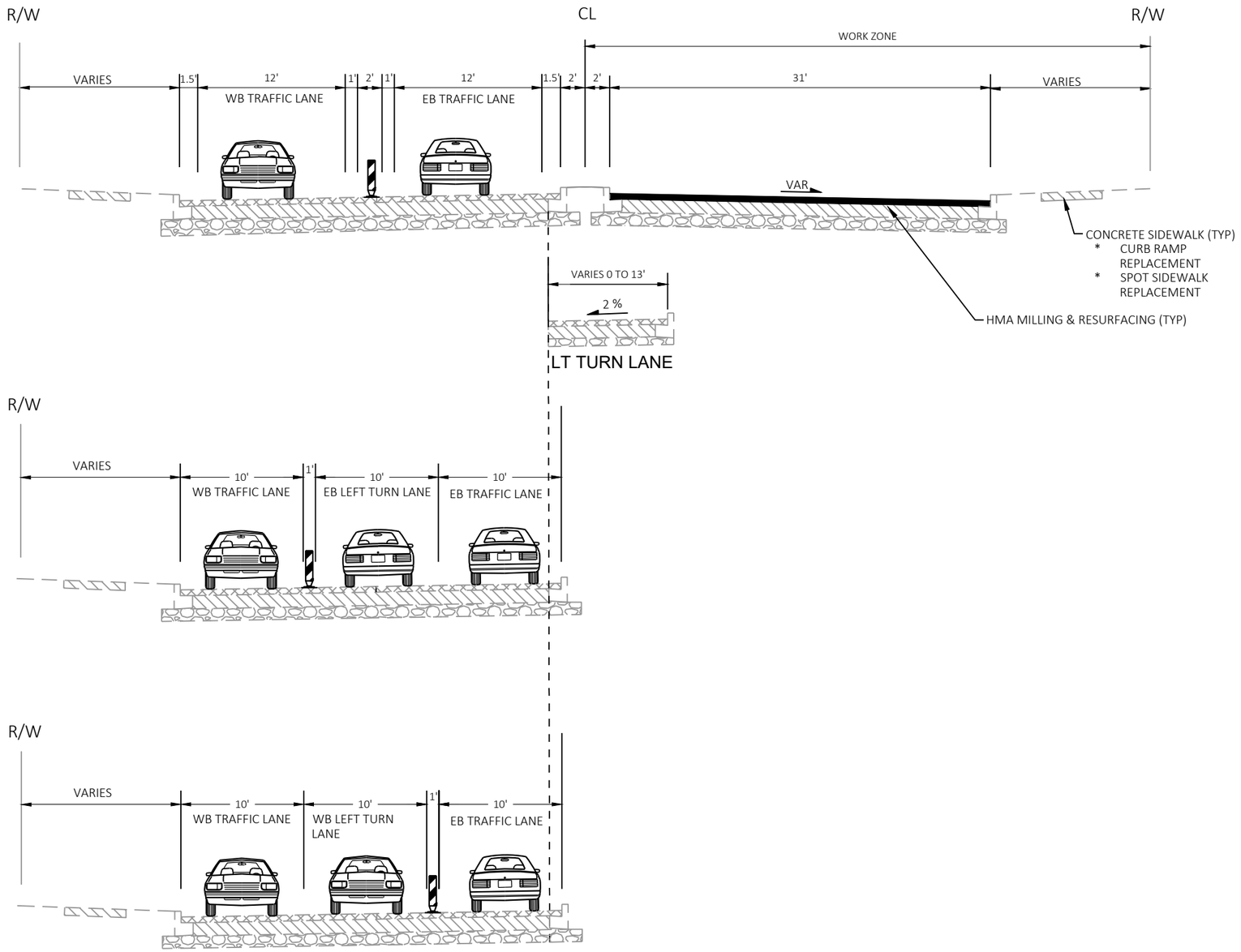
TRAFFIC CONTROL STAGE 2

STA 275+59 TO STA 300+30
STA 355+00 TO STA 370+00

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	TRAFFIC CONTROL TYPICALS - STAGE 2	SHEET 311	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\025100-TC.DWG
LAYOUT NAME - 04
PLOT DATE : 10/14/2022 4:40 AM
PLOT BY : PATY DONAHUE
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



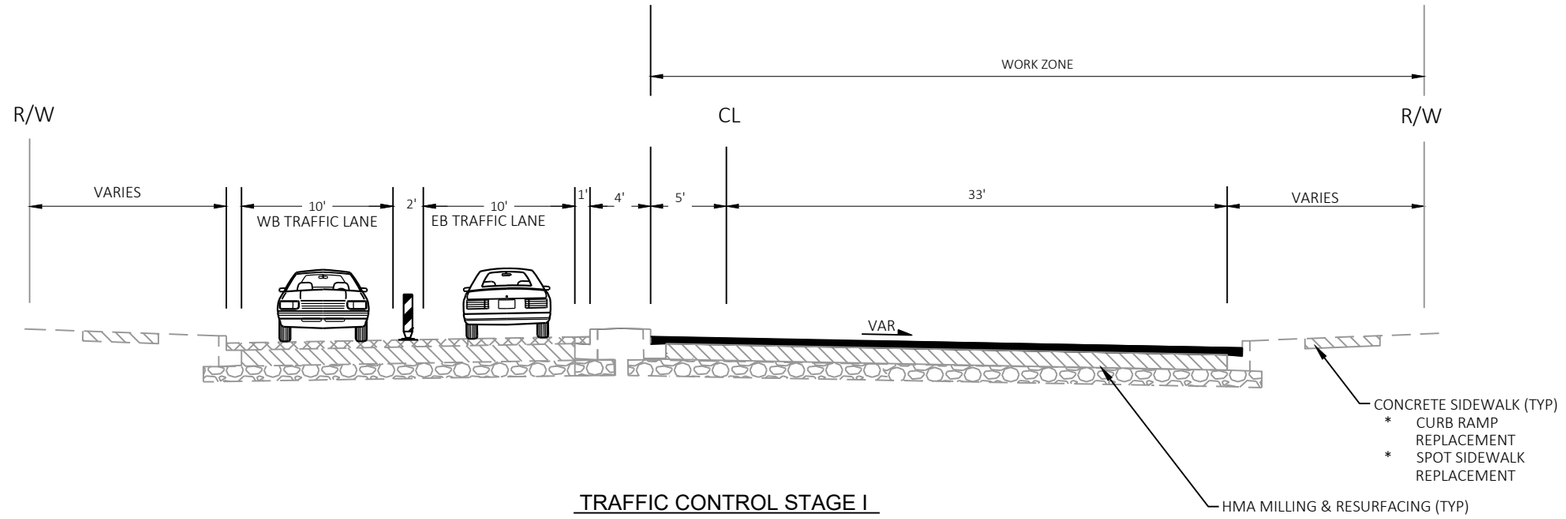
TRAFFIC CONTROL STAGE 2

STA 330+30 TO STA 342+50
STA 352+50 TO STA 355+00

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	TRAFFIC CONTROL TYPICALS - STAGE 2	SHEET 312	E

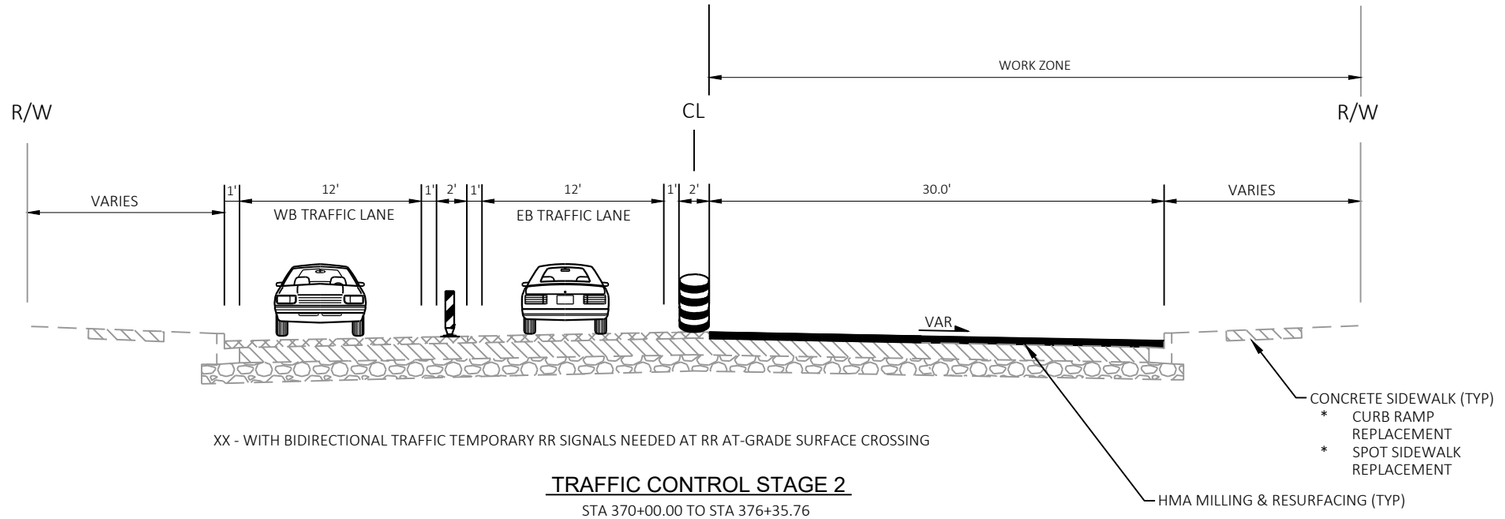
FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\025100-TC.DWG
LAYOUT NAME - 05
PLOT DATE : 10/14/2022 4:40 AM
PLOT BY : PATY DONAHUE
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



TRAFFIC CONTROL STAGE I

STA 342+50 TO STA 352+50



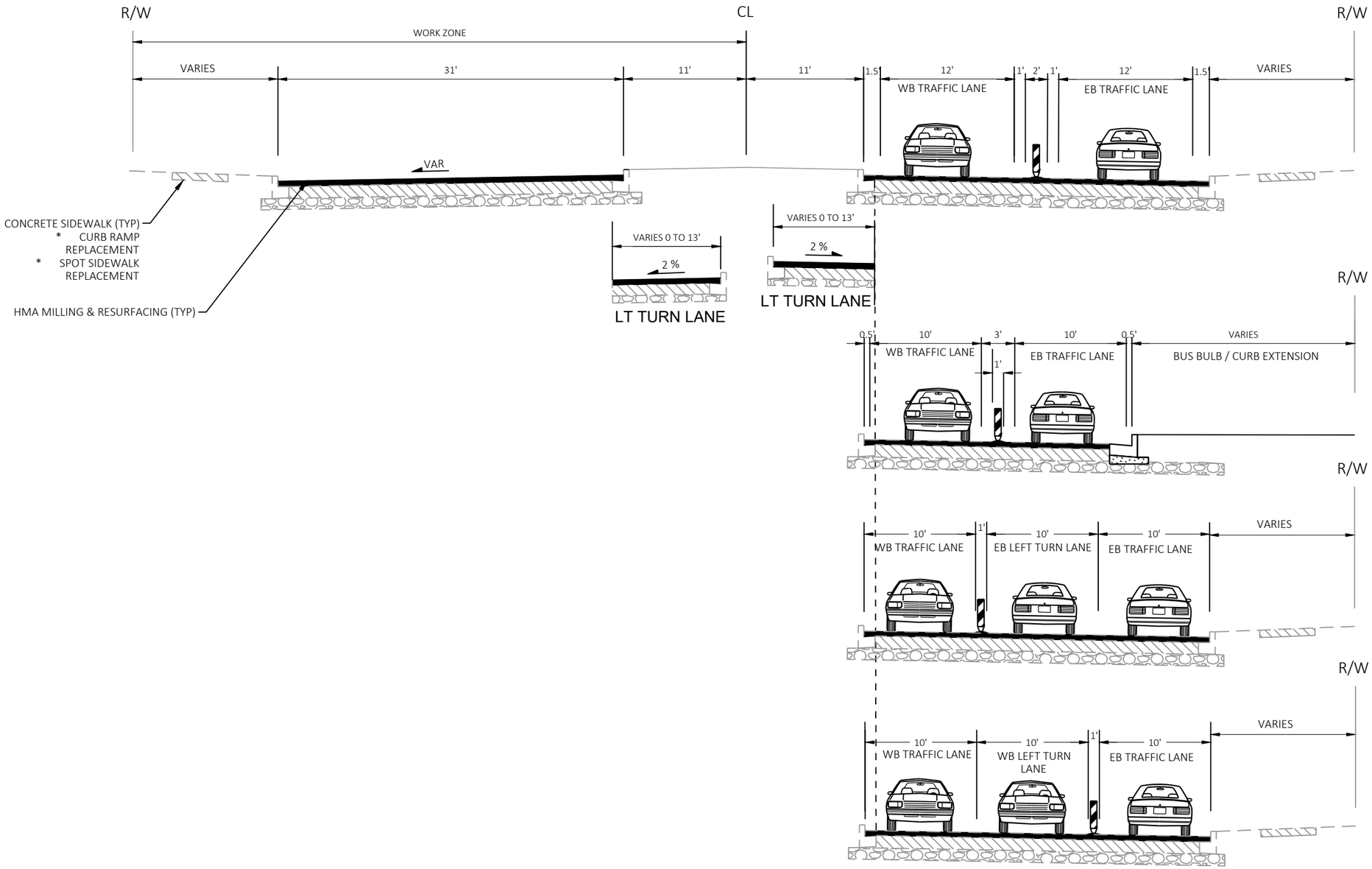
XX - WITH BIDIRECTIONAL TRAFFIC TEMPORARY RR SIGNALS NEEDED AT RR AT-GRADE SURFACE CROSSING

TRAFFIC CONTROL STAGE 2

STA 370+00.00 TO STA 376+35.76

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	TRAFFIC CONTROL TYPICALS - STAGE 2	SHEET 313	E

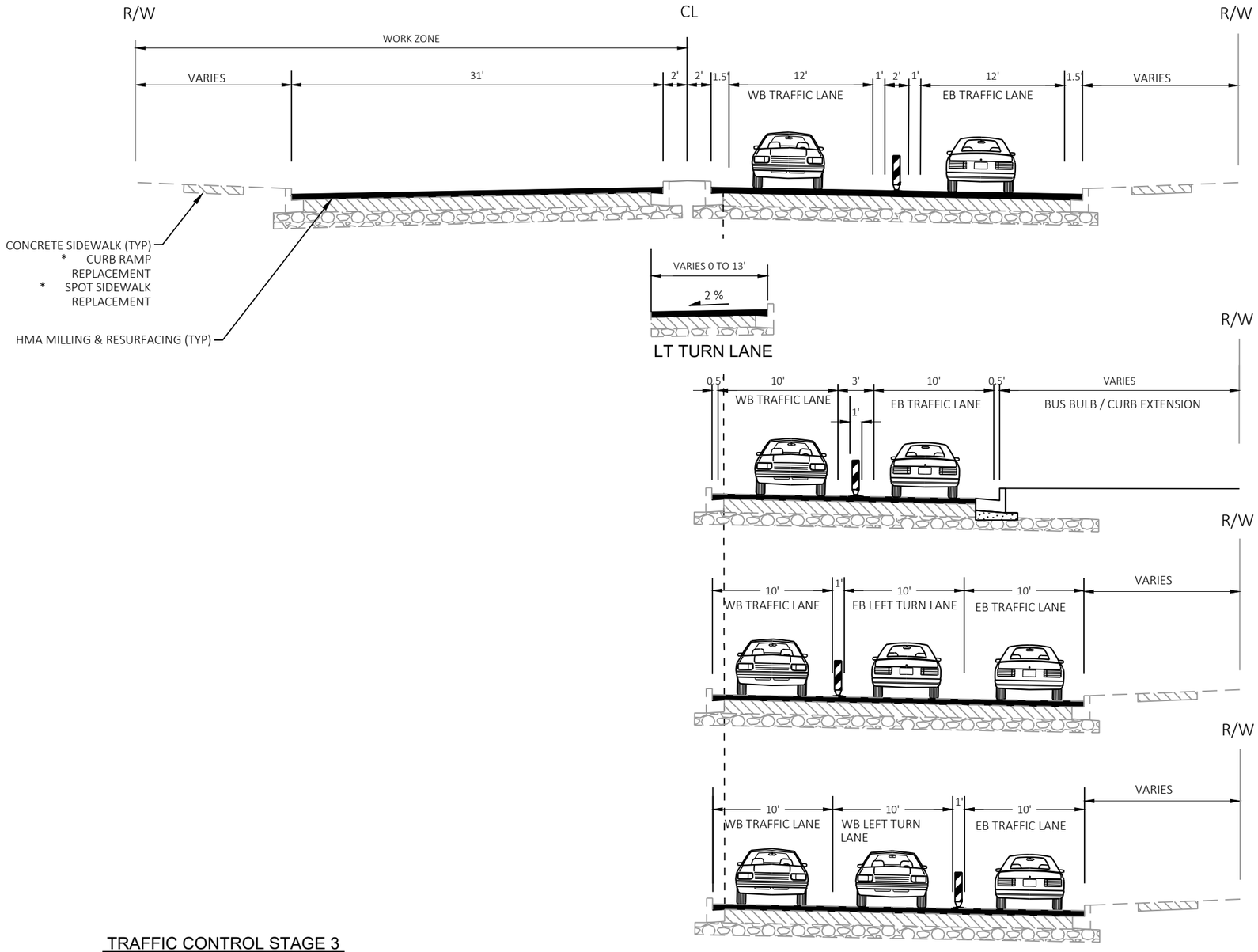
FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\025100-TC.DWG
LAYOUT NAME - 06
PLOT DATE : 10/14/2022 4:41 AM
PLOT BY : PATY DONAHUE
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



TRAFFIC CONTROL STAGE 3

STA 275+59 TO STA 330+30
STA 355+00 TO STA 370+00

2

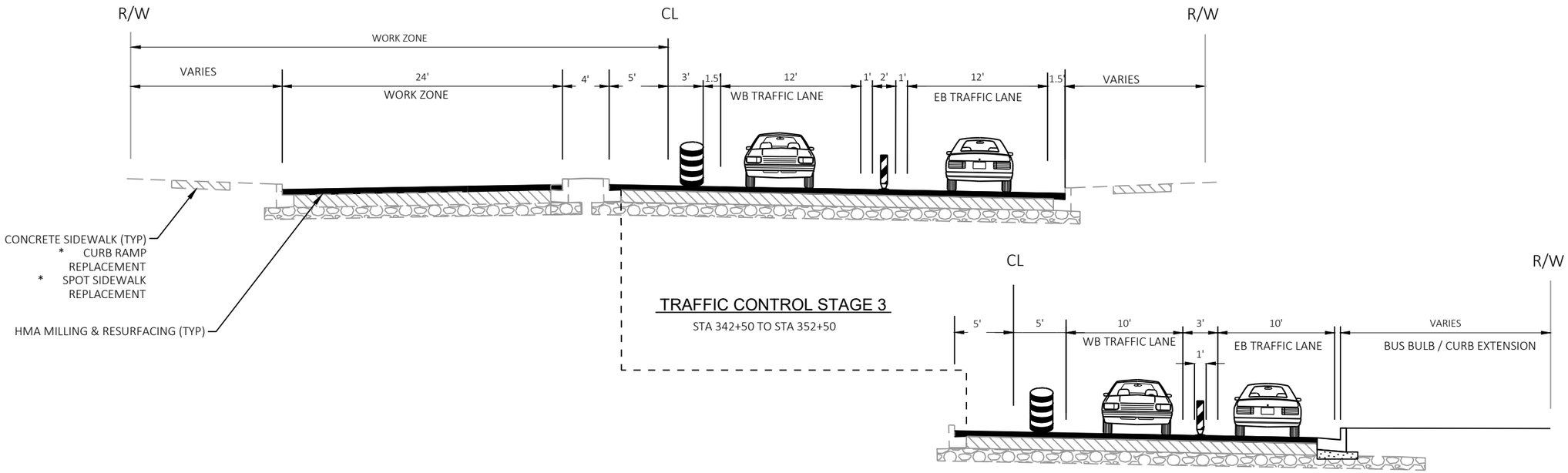


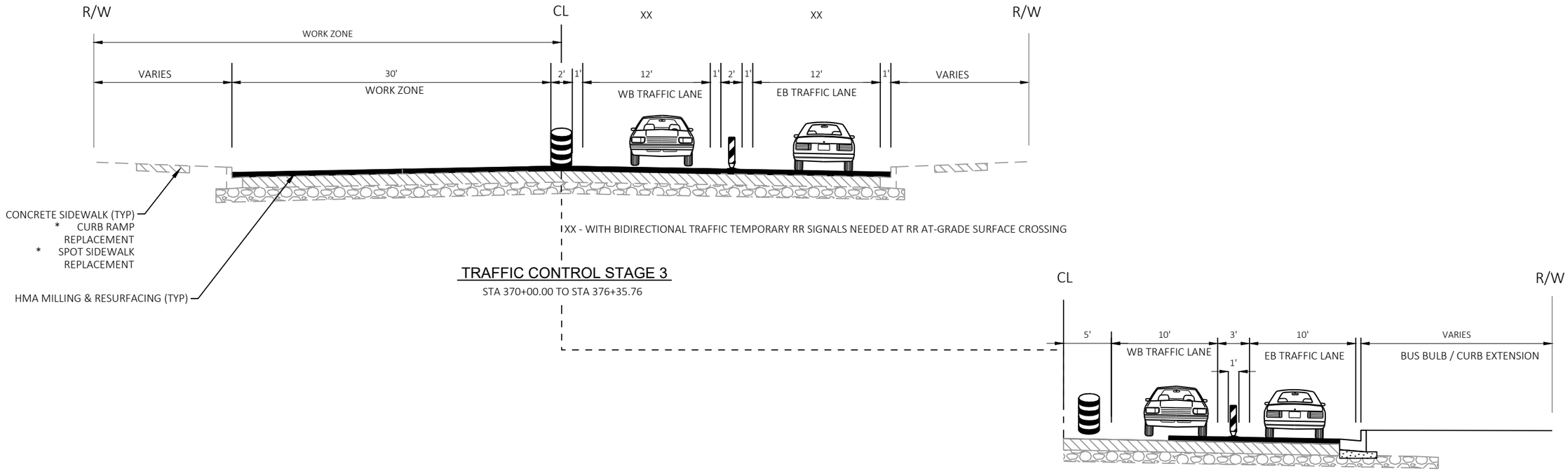
TRAFFIC CONTROL STAGE 3

STA 330+30 TO STA 342+50
STA 352+50 TO STA 355+00

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	TRAFFIC CONTROL TYPICALS - STAGE 3	SHEET 315	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\025100-TC.DWG
LAYOUT NAME - 08
PLOT DATE : 10/24/2022 11:46 AM
PLOT BY : PATY DONAHUE
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42





PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	TRAFFIC CONTROL TYPICALS - STAGE 3	SHEET 316	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\025100-TC.DWG
LAYOUT NAME - 09
PLOT DATE : 10/24/2022 11:46 AM
PLOT BY : PATY DONAHUE
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

2

W MEDFORD AVENUE

W FOND DU LAC AVE

N. 66TH STREET

W HAMPTON AVENUE

500'

350'

350'

W HA

MB

TC SIGNS PCMS

N 69TH STREET

N 68TH STREET

ROAD WORK AHEAD

W20-1A

LEFT LANE CLOSED AHEAD

W20-5A

W LEON TERRACE

W CONSTANCE AVENUE

W04-2L

N

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLEXIBLE TUBULAR MARKER POST
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- (1) ROAD WORK AHEAD SIGN (W20-1A)
- (2) ROAD CLOSED AHEAD SIGN (W20-3A)

N

W FOND DU LAC AVE

N. 66TH STREET

N. 65TH STREET

N. 64TH STREET

W04-2L

END ROAD WORK
G20-2A
48"X24"

LANE CLOSED
R11-2L
48"X30"

W HAMPTON AVENUE

350'

350'

350'

245'

N 68TH STREET

ROAD WORK AHEAD

W20-1A

W FOND DU LAC AVE

LEFT LANE CLOSED AHEAD

W20-5A

W LEON TERRACE

W SPENCER PLACE

500'

R3-2
24"X24"

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 1	SHEET 317	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 01

PLOT DATE : 10/28/2022 3:38 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

N

W HAMPTON AVENUE

350'

245'

W LEON TERRACE

W CONSTANCE AVENUE

N. 65TH STREET

N. 64TH STREET

W SPENCER PLACE

END ROAD WORK
G20-2A
48"X24"

LANE CLOSED
R11-2L
48"X30"

W4-2L

R3-2
24"X24"

500'

LINCOLN CREEK

W LINCOLN CREEK DRIVE

BEGI LEF TURI LAN

R3-2
24"X3

1

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLEXIBLE TUBULAR MARKER POST
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- (1) ROAD WORK AHEAD SIGN (W20-1A)
- (2) ROAD CLOSED AHEAD SIGN (W20-3A)

N. 58TH STREET

N. 57TH STREET

N. 56TH STREET

N. 60TH STREET

ONE WAY
R6-2R
24"X30"

W1-6
48"X24"

48"WB

285WB

W HAMPTON AVENUE

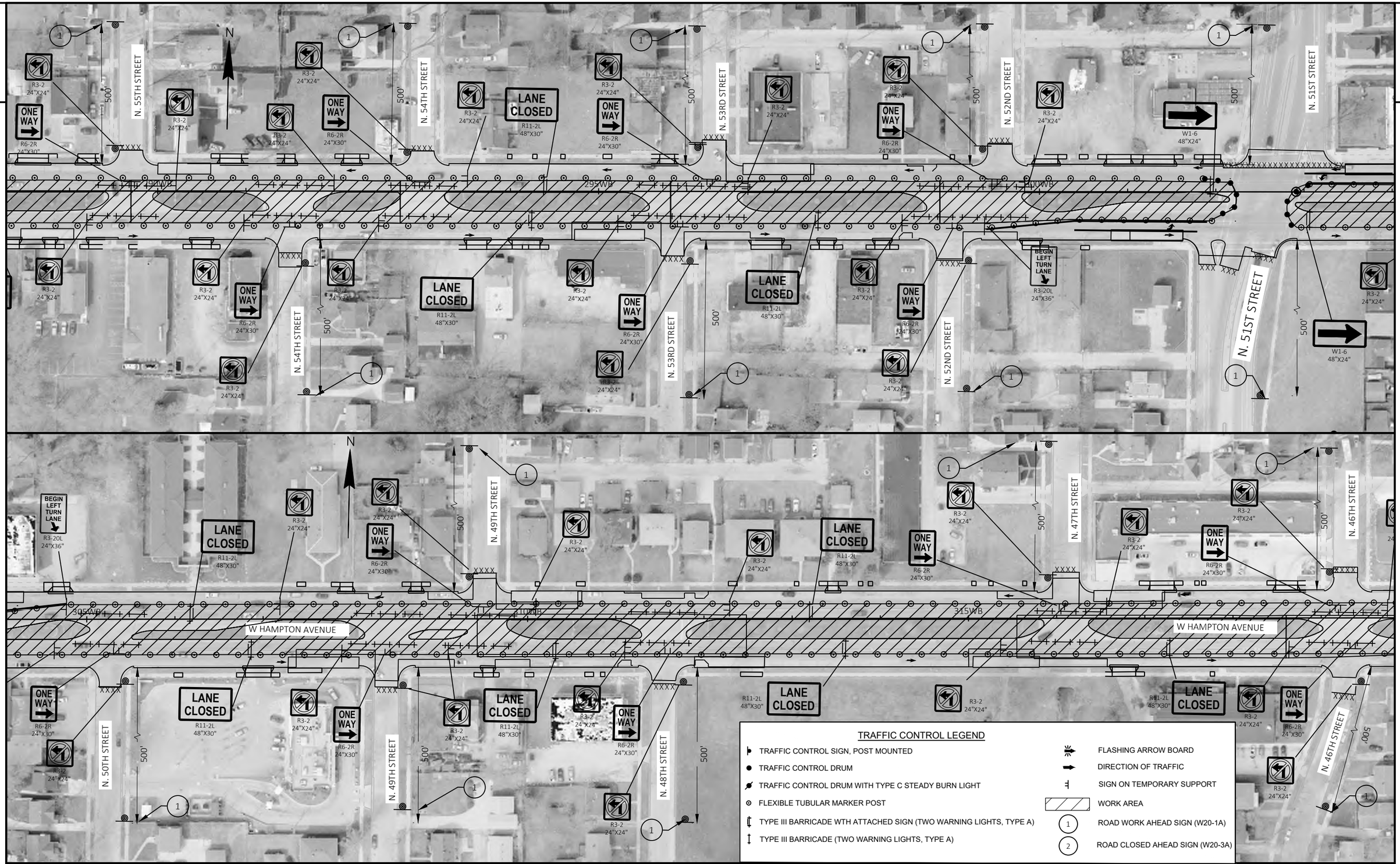
PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 1	SHEET 318	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 01 (2)

PLOT DATE : 10/28/2022 3:38 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2



TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLEXIBLE TUBULAR MARKER POST
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- (1) ROAD WORK AHEAD SIGN (W20-1A)
- (2) ROAD CLOSED AHEAD SIGN (W20-3A)

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 1	SHEET 319	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 02

PLOT DATE : 10/28/2022 3:38 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

LANE CLOSED
R11-2L
48"X30"

ONE WAY
R6-2R
24"X30"

R3-2
24"X24"

500'

N. 45TH STREET

N. 44TH STREET

N. SHERMAN BLVD

N. 42ND STREET

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

W1-6
48"X24"

320WB

325WB

330WB

335WB

W HAMPTON AVENUE

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLEXIBLE TUBULAR MARKER POST
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- 1 ROAD WORK AHEAD SIGN (W20-1A)
- 2 ROAD CLOSED AHEAD SIGN (W20-3A)

N. 41ST STREET

N. 40TH STREET

N. 39TH STREET

N. 38TH STREET

N. 37TH STREET

N. HOPKINS ST

340WB

345WB

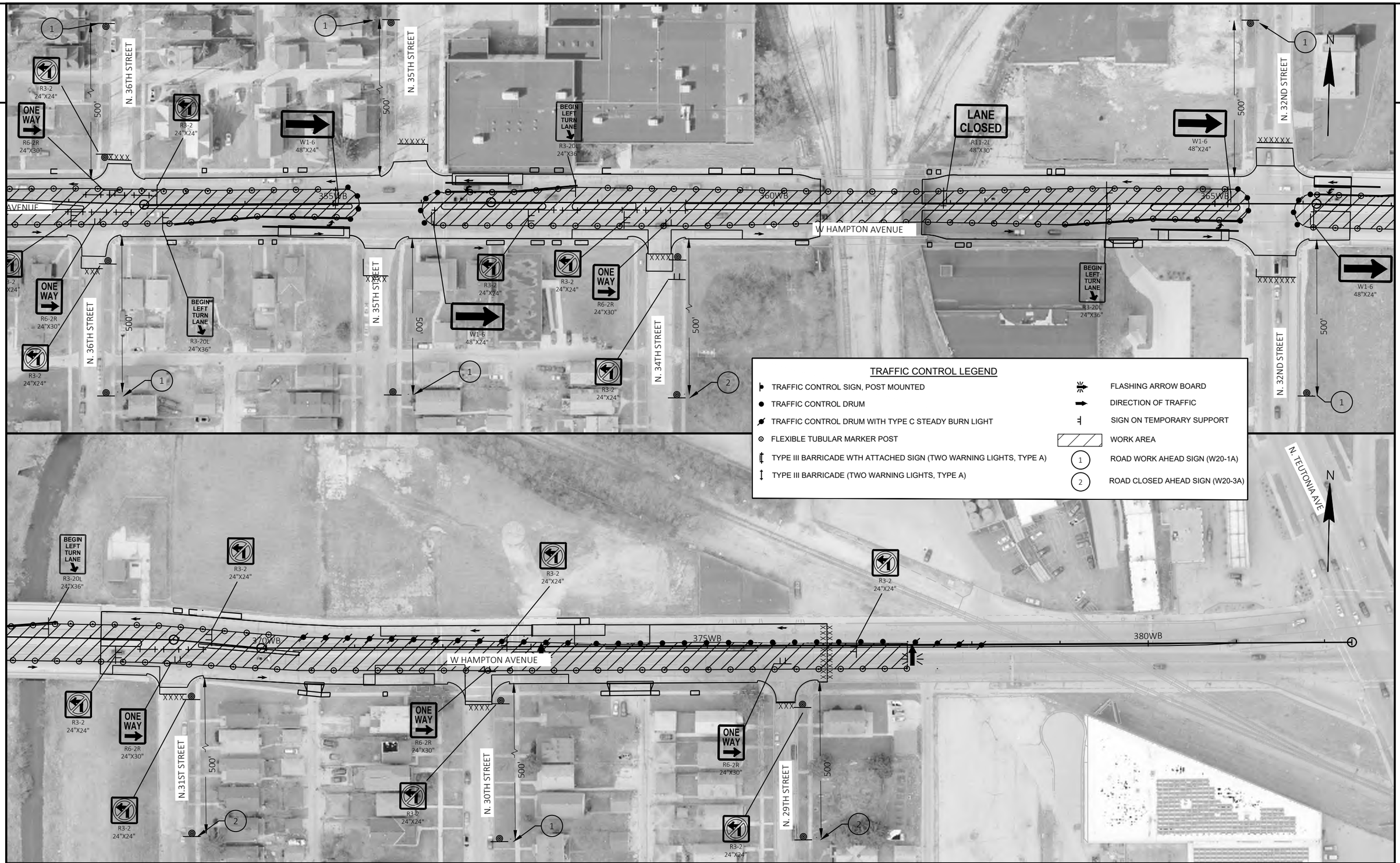
350WB

W HAMPTON

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 1	SHEET 320	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 03

PLOT DATE : 10/28/2022 3:38 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:100 FT



PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 1	SHEET 321	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 04
PLOT DATE : 10/28/2022 3:39 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

ONE WAY
R6-2R
24"X30"

500'

N. 26TH STREET

R3-2
24"X24"

N. 25TH STREET

245'

N. 24TH PLACE

W HAMPTON AVENUE

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

N. TEUTONIA AVE

LANE CLOSED
R11-2L
48"X30"

N. 24TH STREET

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLEXIBLE TUBULAR MARKER POST
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- (1) ROAD WORK AHEAD SIGN (W20-1A)
- (2) ROAD CLOSED AHEAD SIGN (W20-3A)

W0A-2L

LEFT LANE CLOSED AHEAD
W20-5SA

ROAD WORK AHEAD
W20-1A

N. 22ND STREET

N. 21ST STREET

N.20TH STREET

N. 19TH PLACE

350'

350'

350'

500'

MB

TC SIGNS PCMS

END ROAD WORK
G20-2A
48"X24"

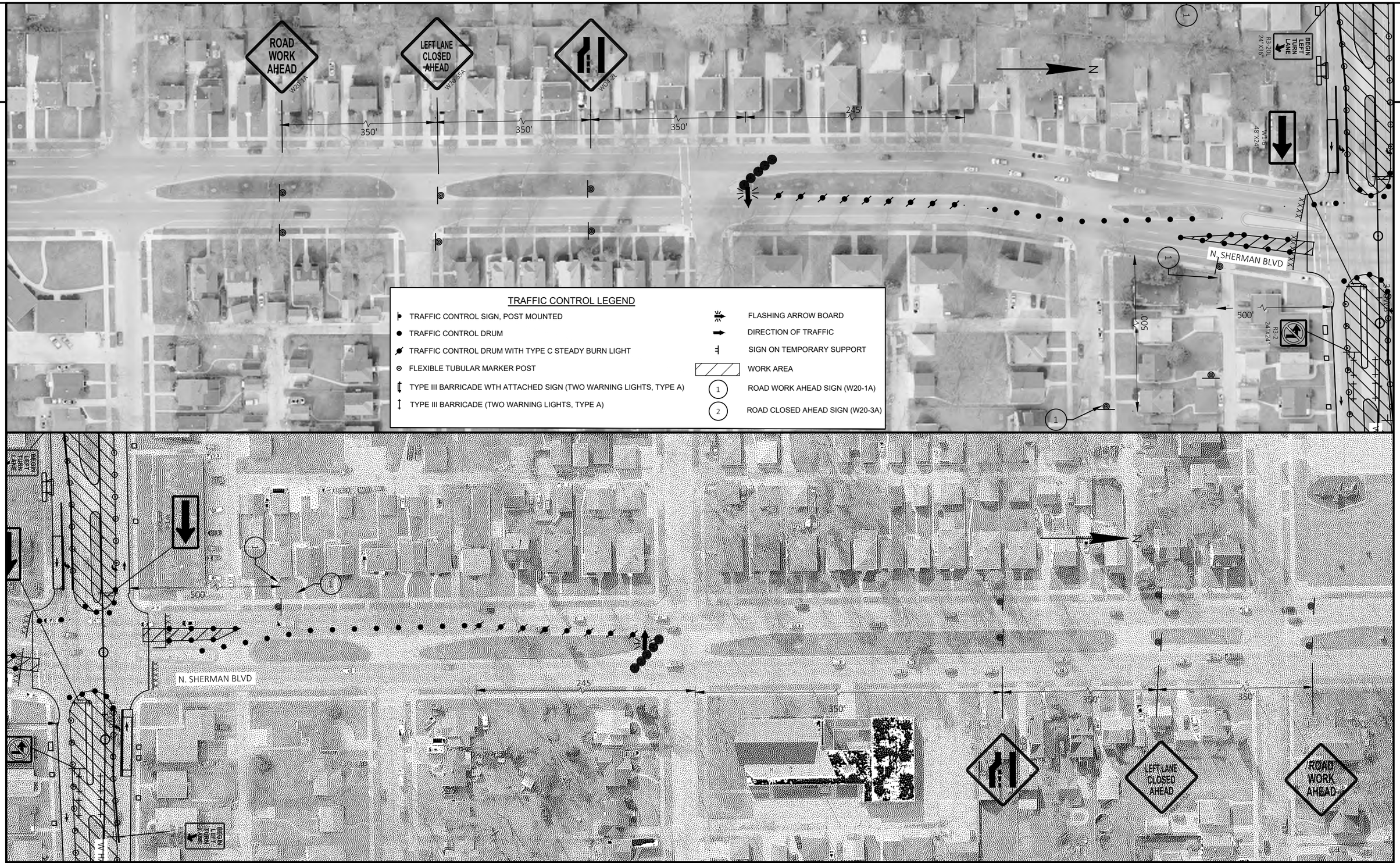
N. 23RD STREET

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 1	SHEET 322	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 05

PLOT DATE : 10/28/2022 3:39 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:100 FT

2



PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 1	SHEET 323	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 06
PLOT DATE : 10/28/2022 3:39 PM
PLOT BY : PATY DONAHUE
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

2

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLEXIBLE TUBULAR MARKER POST
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- 1 ROAD WORK AHEAD SIGN (W20-1A)
- 2 ROAD CLOSED AHEAD SIGN (W20-3A)

N

ROAD WORK AHEAD W20-1A

RIGHT LANE CLOSED AHEAD W20-5A

W FOND DU LAC AVE W4-2R

N 70TH STREET

500'

350'

W MEDFORD AVENUE

N 68TH STREET

350'

TC SIGNS PCMS

MB

W HAMPTON AVENUE

N 69TH STREET

N 68TH STREET

W FOND DU LAC AVE W4-2R

350'

350'

245'

N. 66TH STREET

N. 65TH STREET

END ROAD WORK G20-2A 48"X24"

1

R3-2 24"X24"

ONE WAY R6-2R 24"X30"

500'

N. 64TH STREET

N

W HAMPTON AVENUE

W HAMPTON AVENUE

W FOND DU LAC AVE

W LEON TERRACE

LANE CLOSED R11-2L 48"X30"

W1-4L 36"X36"

W SPENCER PLACE

LANE CLOSED R11-2L 48"X30"

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 2	SHEET 324	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\025102-TC.DWG
LAYOUT NAME - 01

PLOT DATE : 10/31/2022 11:45 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLEXIBLE TUBULAR MARKER POST
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- 1 ROAD WORK AHEAD SIGN (W20-1A)
- 2 ROAD CLOSED AHEAD SIGN (W20-3A)

N

N. 65TH STREET

END ROAD WORK
G20-2A
48"X24"

R3-2
24"X24"

ONE WAY
R6-2R
24"X30"

500'

N. 64TH STREET

LINCOLN CREEK

W HAMPTON AVENUE

W LEON TERRACE

LANE CLOSED
R11-2L
48"X30"

W1-4L
36"X36"

W SPENCER PLACE

LANE CLOSED
R11-2L
48"X30"

W LINCOLN CREEK DRIVE

W HAMPTON AVENUE

N

N. 58TH STREET

N. 57TH STREET

N. 56TH STREET

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

280WB

280EB

285WB

285EB

W HAMPTON AVENUE

ROAD CLOSED
R11-2
48"X30"

N. 60TH STREET

R3-1
24"X24"

N. 57TH STREET

N. 56TH STREET

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 2	SHEET 325	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\025102-TC.DWG
LAYOUT NAME - 01 (2)
PLOT DATE : 10/31/2022 11:45 AM
PLOT BY : PATY DONAHUE
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

N

N. 55TH STREET

N. 54TH STREET

N. 53RD STREET

N. 52ND STREET

N. 51ST STREET

R3-2 24"X24"

ONE WAY R6-2R 24"X30"

500'

290WB

290EB

295WB

295EB

300WB

300EB

ROAD CLOSED R11-2 48"X30"

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

1

2

N

N. 49TH STREET

N. 47TH STREET

N. 46TH STREET

305WB

305EB

310WB

310EB

315WB

315EB

W HAMPTON AVENUE

N. 50TH STREET

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLEXIBLE TUBULAR MARKER POST
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- (1) ROAD WORK AHEAD SIGN (W20-1A)
- (2) ROAD CLOSED AHEAD SIGN (W20-3A)

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 2	SHEET 326	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\025102-TC.DWG
LAYOUT NAME - 02

PLOT DATE : 10/31/2022 11:46 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

N

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLEXIBLE TUBULAR MARKER POST
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- 1 ROAD WORK AHEAD SIGN (W20-1A)
- 2 ROAD CLOSED AHEAD SIGN (W20-3A)

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 2	SHEET 327 E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\025102-TC.DWG
LAYOUT NAME - 03

PLOT DATE : 10/31/2022 11:46 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLEXIBLE TUBULAR MARKER POST
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- (1) ROAD WORK AHEAD SIGN (W20-1A)
- (2) ROAD CLOSED AHEAD SIGN (W20-3A)

N. 36TH STREET
N. 35TH STREET
N. 34TH STREET
N. 32ND STREET
N.31ST STREET
N. 30TH STREET
N. 29TH STREET
N. TEUTONIA AVE
W HAMPTON AVENUE
AVENUE
500'
ONE WAY
R6-2R 24"X30"
R3-2 24"X24"
BEGIN LEFT TURN LANE
R3-20L 24"X36"
ROAD CLOSED
R11-2 48"X30"
LANE CLOSED
R11-2L 48"X30"
WO1-6 48"X24"
355WB
355EB
360WB
360EB
365WB
365EB
370WB
370EB
375WB
380WB

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 2	SHEET 328	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\025102-TC.DWG
LAYOUT NAME - 04
PLOT DATE : 10/31/2022 11:46 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

ONE WAY
R6-2R
24"X30"

500'

R3-2
24"X24"

N. 26TH STREET

N. 25TH STREET

N. 24TH PLACE

N. 24TH STREET

W HAMPTON AVENUE

BEGIN LEFT TURN LANE
R3-20L

ROAD CLOSED
R11-2
48"X30"

WO1-6
48"X24"

N. TEUTONIA AVE

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLEXIBLE TUBULAR MARKER POST
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- (1) ROAD WORK AHEAD SIGN (W20-1A)
- (2) ROAD CLOSED AHEAD SIGN (W20-3A)

W01-2L

LEFT LANE CLOSED AHEAD
W20-5A

ROAD WORK AHEAD
W20-1A

N. 22ND STREET

N. 21ST STREET

N.20TH STREET

N. 19TH PLACE

TC SIGNS PC

MB

350'

350'

350'

500'

END ROAD WORK
G20-2A
48"X24"

N. 23RD STREET

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 2	SHEET 329	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\025102-TC.DWG
LAYOUT NAME - 05

PLOT DATE : 10/31/2022 11:46 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLEXIBLE TUBULAR MARKER POST
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- (1) ROAD WORK AHEAD SIGN (W20-1A)
- (2) SEE SDD BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

N

N 71ST STREET

N 70TH STREET

W MEDFORD AVENUE

W HAMPTON AVENUE

W HAMPTON AVENUE

W HAMPTON AVENUE

W HAMPTON AVENUE

W HAMPTON AVENUE

500'

MB

TC SIGNS PCMS

N 71ST STREET

N 70TH STREET

N 69TH STREET

N 68TH STREET

N

W FOND DU LAC AVE

N. 66TH STREET

W04-2L

N. 65TH STREET

END ROAD WORK
G20-2A
48"X24"

LANE CLOSED
R11-2L
48"X30"

N. 64TH STREET

W01-4R

N AVENUE

W HAMPTON AVENUE

W HAMPTON AVENUE

W HAMPTON AVENUE

350'

350'

350'

245'

ROAD WORK AHEAD
W20-1A

W FOND DU LAC AVE

LEFT LANE CLOSED AHEAD
W20-5LA

W LEON TERRACE

W CONSTANCE AVENUE

W SPENCER PLACE

500'

R3-2
24"X24"

1

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 3	SHEET 330	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 01 (2)

PLOT DATE : 10/31/2022 11:50 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLEXIBLE TUBULAR MARKER POST
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- (1) ROAD WORK AHEAD SIGN (W20-1A)
- (2) SEE SDD BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

N

W HAMPTON AVENUE

N. 65TH STREET

N. 64TH STREET

W20-2L

W20-4R

END ROAD WORK
G20-2A
48"X24"

LANE CLOSED
R11-2L
48"X30"

350'

245'

W LEON TERRACE

W CONSTANCE AVENUE

W SPENCER PLACE

500'

R3-2
24"X24"

W LINCOLN CREEK DRIVE

LINCOLN CREEK

Alignment=Alignment - (3) (1)
Station=2+24.31
Offset=-134.260

N

ROAD CLOSED
R11-2
48"X30"

N. 58TH STREET

N. 57TH STREET

N. 56TH STREET

280WB

280EB

285WB

285EB

W HAMPTON AVENUE

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

N. 60TH STREET

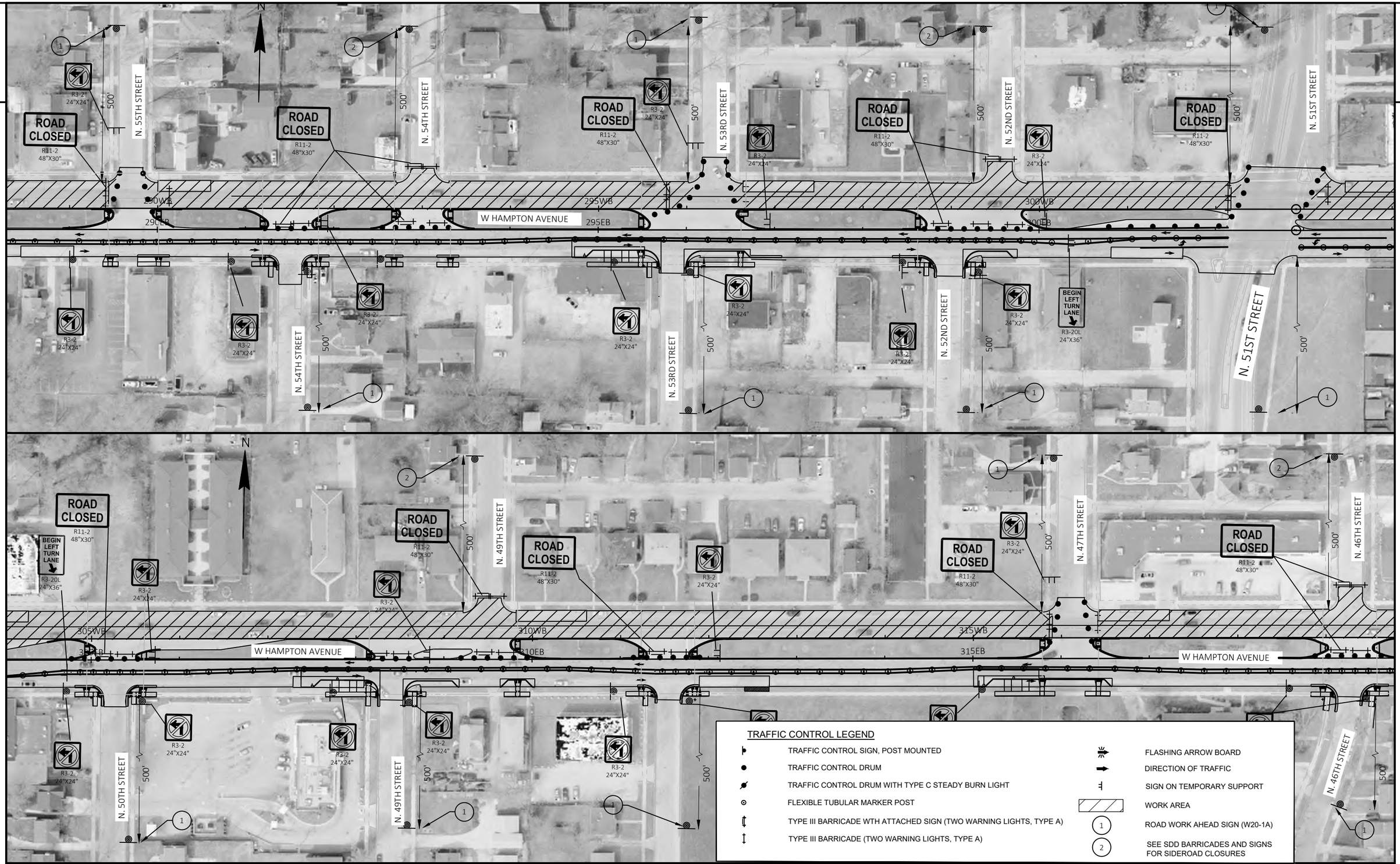
LANE CLOSED
R11-2L
48"X30"

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 3	SHEET 331	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 01

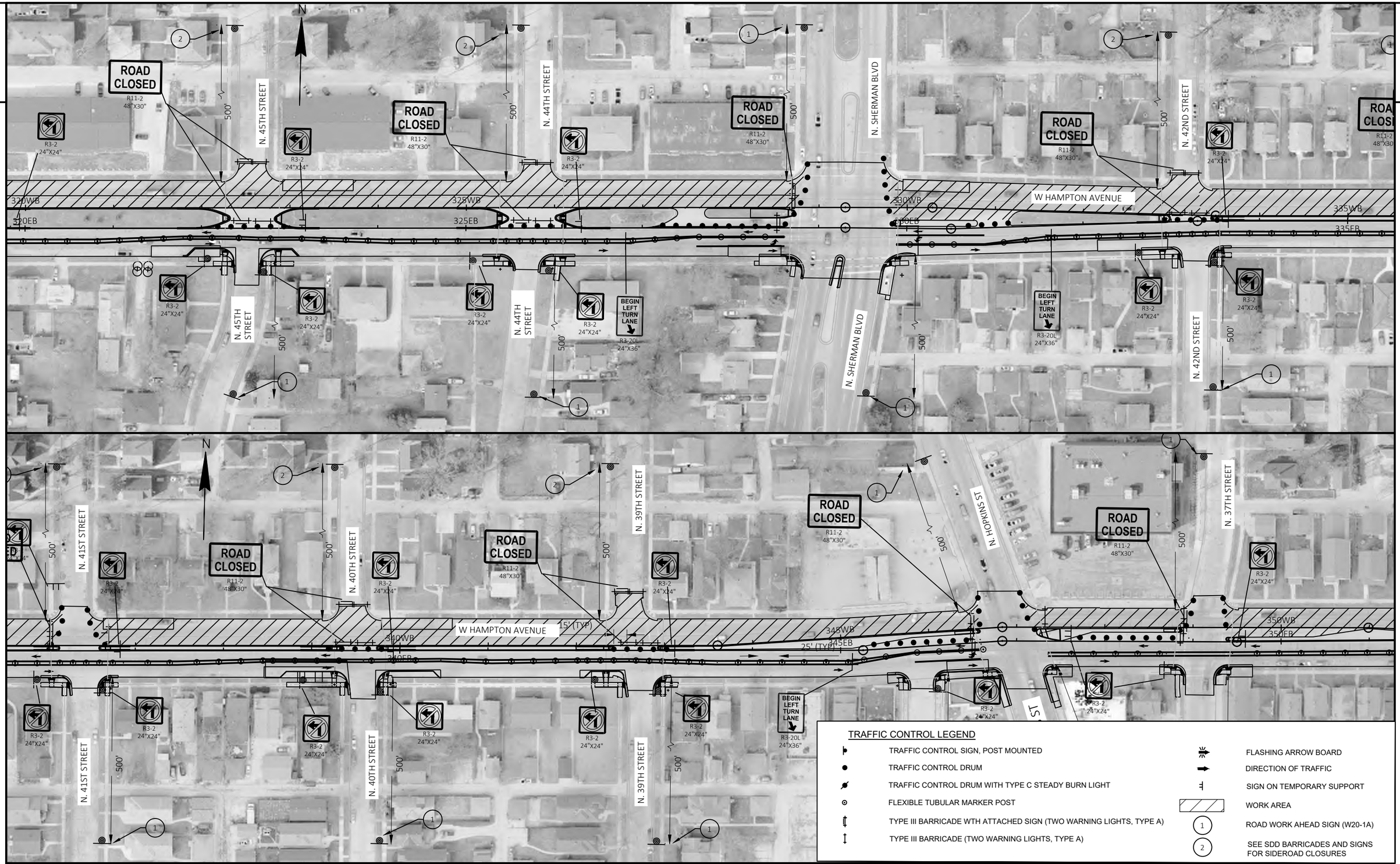
PLOT DATE : 10/31/2022 11:50 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:100 FT

2



PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 3	SHEET 332	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 02
PLOT DATE : 10/31/2022 11:50 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 3	SHEET 333	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 03
PLOT DATE : 10/31/2022 11:50 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

ROAD CLOSED
R11-2
48"X30"

R3-2
24"X24"

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

LANE CLOSED
R11-2L
48"X30"

W HAMPTON AVENUE

355WB
355EB
360WB
360EB
365WB
365EB
370WB
370EB
375WB
380WB

N. 36TH STREET
N. 35TH STREET
N. 34TH STREET
N. 32ND STREET
N. 31ST STREET
N. 30TH STREET
N. 29TH STREET
N. TEUTONIA AVE

500'

18'

N

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLEXIBLE TUBULAR MARKER POST
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- (1) ROAD WORK AHEAD SIGN (W20-1A)
- (2) SEE SDD BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

NOTE: WB LANE WIDTH AT THIS LOCATION IS WIDER DUE TO NEEDING TO PROVIDE TRUCK TURNING ACCESS TO TO BENZ OIL COMPANY

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 3	SHEET 334	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 04

PLOT DATE : 10/31/2022 11:51 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N. TEUTONIA AVE

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

N. 26TH STREET

N. 25TH STREET

N. 24TH PLACE

N. 24TH STREET

500'

W HAMPTON AVENUE

W HAMPTON AVENUE

N. 24TH STREET

TRAFFIC CONTROL LEGEND

TRAFFIC CONTROL SIGN, POST MOUNTED	FLASHING ARROW BOARD
TRAFFIC CONTROL DRUM	DIRECTION OF TRAFFIC
TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT	SIGN ON TEMPORARY SUPPORT
FLEXIBLE TUBULAR MARKER POST	WORK AREA
TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)	(1) ROAD WORK AHEAD SIGN (W20-1A)
TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)	(2) SEE SDD BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

N

N. 24TH STREET

500'

350'

N. 23RD STREET

N. 22ND STREET

WO4-2R

RIGHT LANE CLOSED AHEAD
W20-5R

ROAD WORK AHEAD
W20-1A

N. 21ST STREET

N.20TH STREET

N.20TH STREET

W HAMPTON AVENUE

W HAMPTON AVENUE

N. 24TH STREET

N. 23RD STREET

N. 22ND STREET

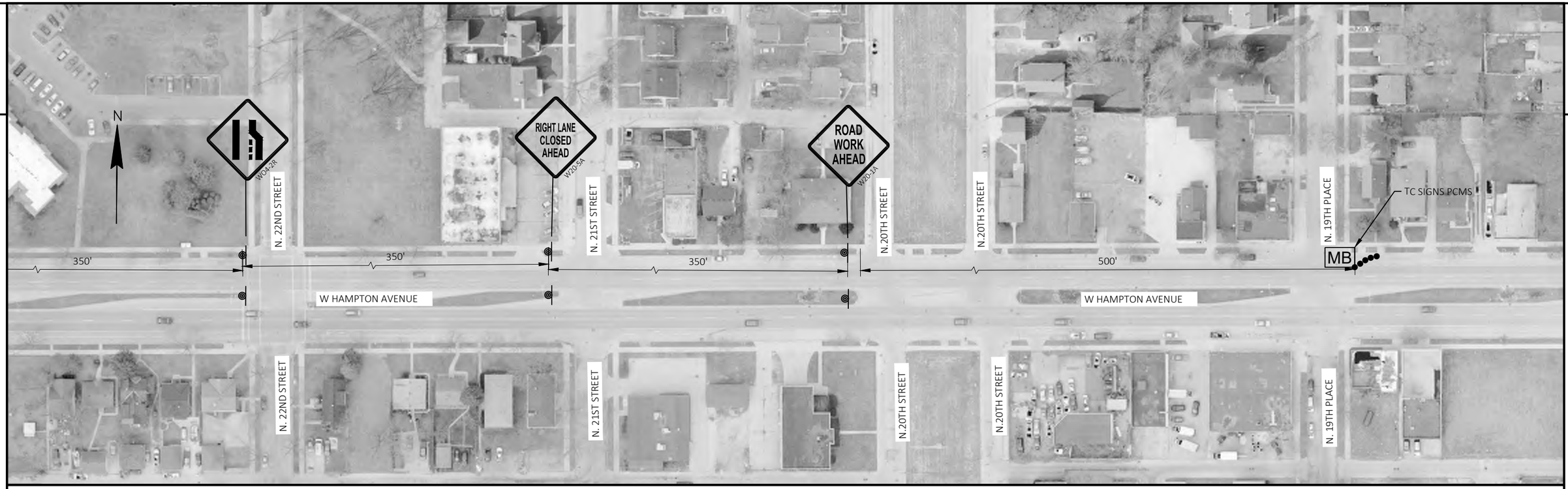
N. 21ST STREET

N.20TH STREET

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 3	SHEET 335	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 05

PLOT DATE : 10/31/2022 11:51 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:100 FT



TRAFFIC CONTROL LEGEND

TRAFFIC CONTROL SIGN, POST MOUNTED	FLASHING ARROW BOARD
TRAFFIC CONTROL DRUM	DIRECTION OF TRAFFIC
TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT	SIGN ON TEMPORARY SUPPORT
FLEXIBLE TUBULAR MARKER POST	WORK AREA
TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)	(1) ROAD WORK AHEAD SIGN (W20-1A)
TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)	(2) SEE SDD BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 3	SHEET 336	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 05 (2)
PLOT DATE : 10/31/2022 11:51 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

SECTION LINE

SECTION LINE

SECTION LINE

N

0+00.00

N89°59'33.61"E
89.124'

X: 2537659.0134
Y: 409114.1219

MON
109 110

MON
110

N88°59'18.79"E
2642.911'

280WB

280EB

290WB

290EB

R/L WB W. HAMPTON AVE.

78.20'
S88° 58' 11"W

X: 2537658.2604
Y: 409114.8404

300WB

300EB

107
MON

MON
108

BM112

N88°51'19.77"E
2638.741'

310WB

310EB

CL W. HAMPTON AVE.

320WB

320EB

WIT
105

WIT
104

X: 2537659.0134
Y: 409114.1219

111
BM

MON
106

N88°55'50.44"E
98.900'

S89°27'49.66"E
321.221'

N88°55'50.44"E
1010.025'

330WB

330EB

340WB

340EB

X: 2537659.0140
Y: 409114.1240

89.03'
S89° 59' 41"W

N89°59'41.46"E
89.124'

EB

EB

2643.19'
S88° 59' 19"W

N88°59'18.79"E
2643.297'

X: 2537659.3806
Y: 409114.1844

EB

2638.77'
S88° 51' 20"W

R/L EB W. HAMPTON AVE.

N88°51'19.77"E
2638.778'

X: 2537656.5767
Y: 409114.9867

EB

EB

EB

N87°05'35.67"E
279.735'

2658.10'
S88° 55' 50"W

N88°55'50.44"E
119.800'

N88°54'06.97"E
1195.823'

BENCHMARK

NO.	STATION	COORDINATES	DESCRIPTION	ELEVATION
104	330+06.17	Y: 409262.1 X: 2543105.2	WIT	74.60
105	328+70.30	Y: 409284.2 X: 2542969.4	WIT	74.81
106	328+67.90	Y: 409212.4 X: 2542966.9	MON	73.88
107	302+13.02	Y: 409159.4 X: 2540312.6	MON	72.98
108	302+91.21	Y: 409160.8 X: 2540390.8	MON	72.91
109	275+59.00	Y: 409114.1 X: 2537659.0	MON	85.21
110	267+48.12	Y: 409114.132 X: 2537748.1	MON	85.48
111	328+49.63	Y: 409217.4 X: 2542948.7	BM- CITY BM 89-01	74.36
112	314+61.13	Y: 409211.2 X: 254560	BM- CITY BM 58-39	71.89

PROJECT NO: 2545-09-71	HWY: W. HAMPTON AVENUE	COUNTY: MILWAUKEE	ALIGNMENT PLAN	SHEET 337 E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 01

PLOT DATE : 10/24/2022 10:24 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:500 FT

WISDOT/CADDS SHEET 42

2

N

SECTION LINE

SECTION LINE

PI: 343+59.87

N85°14'33.25"E
323.703'

PI: 345+25.61EB

PI: 345+88.57

N89°02'18.78"E
415.087'

PI: 349+49.75EB

PI: 350+98.72

PI: 352+85.57

N88°49'17.38"E
393.388'

PI: 356+78.94

N89°18'00.36"E
936.314'

PI: 360+05.27

S89°22'52.88"E
278.841'

2641.47'
S89°17' 58"W

PI: 363+94.12

PI: 364+33.18EB

S84°52'55.94"E
89.886'

PI: 369+92.90

EP: 370+36.49EB

N89°17'57.57"E
1246.960'

X: 2537658.2604
Y: 409114.8404

101
BM

EP: 382+30.99

CL W. HAMPTON AVE.

R/L WB W. HAMPTON AVE.

350WB

350EB

103
MON

MON
102

360WB

360EB

370WB

370EB

380WB

MON
100

EB

EB

EB

EB

EB

EB

EB

EB

N88°28'23.25"E
334.071'

S88°40'09.55"E
186.855'

N89°07'10.74"E
266.030'

N85°08'57.50"E
158.142'

N89°17'59.60"E
1330.221'

S89°13'51.85"E
319.200'

S85°38'54.49"E
103.360'

X: 2537659.0134
Y: 409114.1219

X: 2537659.1007
Y: 409114.2770

0+00.00

BENCHMARK

NO.	STATION	COORDINATES	DESCRIPTION	ELEVATION
100	382+29.56	Y: 409295.4 X: 2548327.9	MON	66.22
101	382+03.84	Y: 409589.9 X: 2548302.4	BM - CITY BM 66-03	64.11
102	355+49.58	Y: 409262.6 X: 2545648.2	MON	71.44
103	355+88.09	Y: 409263.1 X: 2545686.7	MON	70.97

PROJECT NO: 2545-09-71	HWY: W. HAMPTON AVENUE	COUNTY: MILWAUKEE	ALIGNMENT PLAN	SHEET 338	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 02

PLOT DATE : 10/24/2022 10:24 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:500 FT

2

2

LEGEND

- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING CURB & GUTTER
- CONCRETE BASE PATCH
- JOINT REPAIR

N

EP: 12+00.00

N. 60TH STREET

N. 58TH STREET

11+00

5904

5808

5716

BEGIN PROJECT
STA 276+83.67
Y:409125.1292
X:2537700.0130

BP: 275+59.00WB

PI: 276+48.11WB

STA. 279+78.36 WB= STA. 10+12.00

276WB

277WB

278WB

279WB

BP: 10+12.00

280WB

281WB

282WB

89.03'

S89° 59' 41"W

276EB

277EB

278EB

EP: 1+88.00

279EB

280EB

281EB

282EB

W. HAMPTON AVENUE

MATCH LINE

STA. 279+30.09 EB = STA. 1+88.00

5835

5815

5807

5803

5735

5705

1+00

N. 58TH STREET

BP: 0+00.00

NOTE: ONLY MAJOR SAW CUTS ARE SHOWN, REFER TO CONSTRUCTION DETAILS/MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION.

PROJECT NO: 2545-09-71	HWY: W. HAMPTON AVENUE	COUNTY: MILWAUKEE	REMOVAL PLAN	SHEET 339	E

2

LEGEND

REMOVING CONCRETE PAVEMENT

REMOVING CONCRETE SIDEWALK

REMOVING ASPHALTIC SURFACE

REMOVING ASPHALTIC SURFACE MILLING

REMOVING CURB & GUTTER

CONCRETE BASE PATCH

JOINT REPAIR

N

EP: 42+00.00

EP: 62+00.0

21+00

N. 57TH STREET

41+00

N. 56TH STREET

5626 5614 5600 5532 5520 5516 5504

STA. 286+38.96 WB= STA. 40+12.00

BP: 20+12.00

283WB 284WB 285WB 286WB 287WB 288WB 289WB

BP: 60+12.0

EP: 19+88.00

283EB 284EB 285EB 286EB 287EB 288EB 289EB

BP: 51+88.00

W. HAMPTON AVENUE

MATCH LINE

STA. 283+20.64 EB = STA. 29+88.00

STA. 286+38.96 EB = STA. 51+88.00

BLDG BLDG

5639 5613 5601 5507

19+00

18+00

51+00

BP: 17+89.01

BP: 50+00.00

NOTE: ONLY MAJOR SAW CUTS ARE SHOWN, REFER TO CONSTRUCTION DETAILS/MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION.

PROJECT NO: 2545-09-71	HWY: W. HAMPTON AVENUE	COUNTY: MILWAUKEE	REMOVAL PLAN	SHEET 340	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021501-RP.DWG
LAYOUT NAME - 02

PLOT DATE : 10/18/2022 1:42 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING CURB & GUTTER
- CONCRETE BASE PATCH
- JOINT REPAIR

N

EP: 82+00.00

EP: 102+0

61+00

N. 55TH STREET

81+00

N. 54TH STREET

5428 5426 5412 5400 5334 5320 5314 5308

REMOVE TREE

STA. 289+69.58 WB= STA. 60+12.00

STA. 293+00.00 WB= STA. 80+12.00

STA. 296+30.99 WB= STA. 100+12.00

290WB 291WB 292WB BP: 80+12.00 293WB 294WB 295WB 296WB

BP: 100+12.00

MATCH LINE

290EB EP: 71+88.00 291EB 292EB 293EB 294EB 295EB EP: 91+88.00 296EB

W. HAMPTON AVENUE

STA. 291+51.19 EB = STA. 71+

MATCH LINE

5431 5403 5343 5333 5323 5301

71+00

N. 54TH STREET

91+00

N. 53RD STREET

BP: 70+00.00

BP: 90+00.00

NOTE: ONLY MAJOR SAW CUTS ARE SHOWN, REFER TO CONSTRUCTION DETAILS/MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION.

PROJECT NO: 2545-09-71	HWY: W. HAMPTON AVENUE	COUNTY: MILWAUKEE	REMOVAL PLAN	SHEET 341	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021501-RP.DWG
LAYOUT NAME - 03
PLOT DATE : 10/18/2022 1:42 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

LEGEND

REMOVING CONCRETE PAVEMENT

REMOVING CONCRETE SIDEWALK

REMOVING ASPHALTIC SURFACE

REMOVING ASPHALTIC SURFACE MILLING

REMOVING CURB & GUTTER

CONCRETE BASE PATCH

JOINT REPAIR

N

EP: 122+00.00

EP: 142+00.00

101+00

N. 53RD STREET

121+00

N. 52ND STREET

141+00

N. 51ST STREET

5226

5210

5204

5130

5110

REMOVE TREE

STA. 299+55.05 WB= STA. 120+12.00

STA. 302+91.06 WB= STA. 140+12.00

297WB

298WB

299WB

BP: 120+12.00

300WB

301WB

302WB

BP: 140+12.00

303WB

297EB

298EB

EP: 111+88.00

299EB

300EB

301EB

EP: 131+88.00

302EB

303EB

W. HAMPTON AVENUE

W. HAMPTON AVENUE

MATCH LINE

MATCH LINE

STA. 298+99.00 EB = STA. 111+88.00

STA. 302+13.09 EB = STA. 131+88.00

5227

5219

5209

5203

4780

5121

5109

111+00

131+00

BP: 110+00.00

BP: 130+00.00

NOTE: ONLY MAJOR SAW CUTS ARE SHOWN, REFER TO CONSTRUCTION DETAILS/MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION.

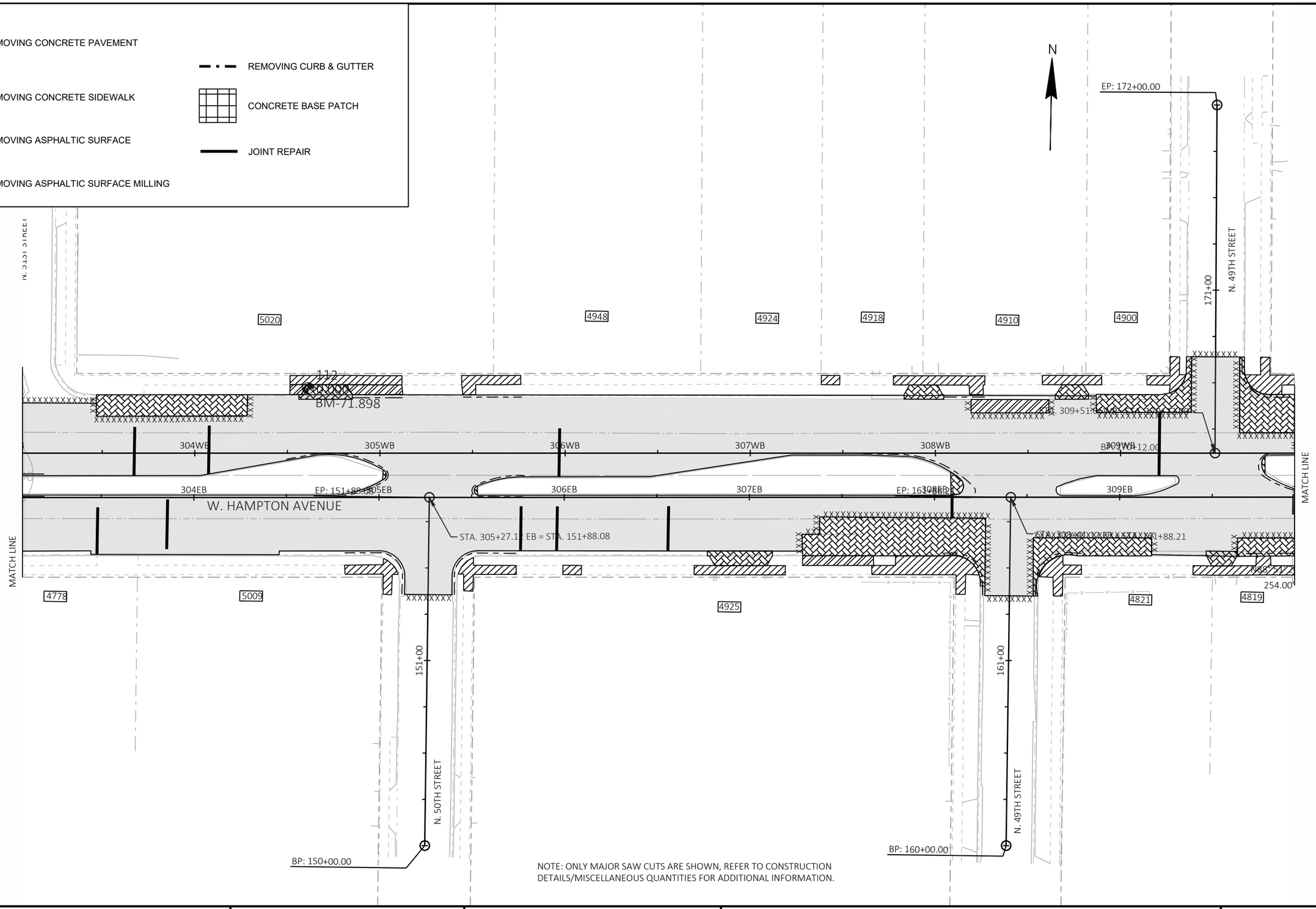
PROJECT NO: 2545-09-71	HWY: W. HAMPTON AVENUE	COUNTY: MILWAUKEE	REMOVAL PLAN	SHEET 342	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021501-RP.DWG
LAYOUT NAME - 04
PLOT DATE : 10/18/2022 1:42 PM
PLOT BY : PATY DONAHUE
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING CURB & GUTTER
- CONCRETE BASE PATCH
- JOINT REPAIR



NOTE: ONLY MAJOR SAW CUTS ARE SHOWN, REFER TO CONSTRUCTION DETAILS/MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION.

PROJECT NO: 2545-09-71	HWY: W. HAMPTON AVENUE	COUNTY: MILWAUKEE	REMOVAL PLAN	SHEET 343	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021501-RP.DWG
LAYOUT NAME - 05
PLOT DATE : 10/18/2022 1:42 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

LEGEND

REMOVING CONCRETE PAVEMENT

REMOVING CONCRETE SIDEWALK

REMOVING ASPHALTIC SURFACE

REMOVING ASPHALTIC SURFACE MILLING

REMOVING CURB & GUTTER

CONCRETE BASE PATCH

JOINT REPAIR

N

EP: 192+00.00

191+00

N. 47TH STREET

4834 4824 4818 4812 4806 4800 4740 4734 4720 4805

REMOVE TREE

REMOVE TREE

10WB 311WB 312WB 313WB 314WB 315WB 316WB

BP: 190+12.00

10EB 311EB 312EB 313EB 314EB 315EB 316EB

W. HAMPTON AVENUE

MATCH LINE

MATCH LINE

4801

4701

WAHL PARK

4629

CITY OF MILWAUKEE DRAINAGE

181+00

N. 48TH STREET

BP: 180+00.00

NOTE: ONLY MAJOR SAW CUTS ARE SHOWN, REFER TO CONSTRUCTION DETAILS/MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION.

PROJECT NO: 2545-09-71	HWY: W. HAMPTON AVENUE	COUNTY: MILWAUKEE	REMOVAL PLAN	SHEET 344	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021501-RP.DWG
LAYOUT NAME - 06
PLOT DATE : 10/18/2022 1:42 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

LEGEND

REMOVING CONCRETE PAVEMENT

REMOVING CONCRETE SIDEWALK

REMOVING ASPHALTIC SURFACE

REMOVING ASPHALTIC SURFACE MILLING

REMOVING CURB & GUTTER

CONCRETE BASE PATCH

JOINT REPAIR

N

2

0.00

N. 46TH STREET

211+00

EP: 232+00.00

N. 45TH STREET

231+00

4616

4522

4502

REMOVE TREE

STA. 319+27.52 WB= STA. 210+12.00

STA. 322+51.26 WB = STA. 221+88.74

317WB

318WB

319WB

320WB

321WB

322WB

323WB

BP: 210+12.00

BP: 230+12.00

317EB

318EB

EP: 201+88.62

319EB

320EB

321EB

EP: 221+88.74

323EB

W. HAMPTON AVENUE

STA. 319+26.33 EB = STA. 201+88.62

STA. 322+51.26 EB = STA. 221+88.74

MATCH LINE

MATCH LINE

PT: 201+47.10

4615

4784

4511

4779

REMOVE TREE

PT: 221+25.22

4429

4425

N. 46TH STREET

N. 45TH STREET

221+00

PC: 200+56.38

BP: 200+00.00

PC: 220+51.99

PT: 220+32.32

BP: 220+00.00

NOTE: ONLY MAJOR SAW CUTS ARE SHOWN, REFER TO CONSTRUCTION DETAILS/MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION.

PROJECT NO: 2545-09-71	HWY: W. HAMPTON AVENUE	COUNTY: MILWAUKEE	REMOVAL PLAN	SHEET 345	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021501-RP.DWG
LAYOUT NAME - 07

PLOT DATE : 10/18/2022 1:42 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

LEGEND

- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING CURB & GUTTER
- CONCRETE BASE PATCH
- JOINT REPAIR

N

N. 44TH STREET

251+00

271+00

N. SHERMAN BLVD

EP: 272+00.00

4422 4404 4330 4805 4234

STA. 325+79.80 WB= STA. 250+12.00

STA. 329+29.78 WB= STA. 270+12.00

324WB 325WB 326WB 327WB 328WB 329WB 330WB

BP: 250+12.00

BP: 270+12.00

105 0.000 WB

104 0.000 WB

111 0.000 BM-74.359

106 SEC 21

116 0.000 SEC 35

PI: 329+30.12WB

PI: 329+29.76WB

PI: 330+28.67WB

PI: 330+29.29EB

324EB 325EB 326EB 327EB 328EB 329EB 330EB

EP: 241+88.81

EP: 261+88.80

W. HAMPTON AVENUE

MATCH LINE

MATCH LINE

STA. 325+73.62 EB = STA. 241+88.81

STA. 329+35.66 EB = STA. 261+88.80

4415 4401 4327 4787 4235

REMOVE TREE

SEE BUS PAD DETAIL

241+00

N. 44TH STREET

261+00

N. SHERMAN BLVD

BP: 240+00.00

BP: 260+00.00

NOTE: ONLY MAJOR SAW CUTS ARE SHOWN, REFER TO CONSTRUCTION DETAILS/MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION.

PROJECT NO: 2545-09-71	HWY: W. HAMPTON AVENUE	COUNTY: MILWAUKEE	REMOVAL PLAN	SHEET 346	E

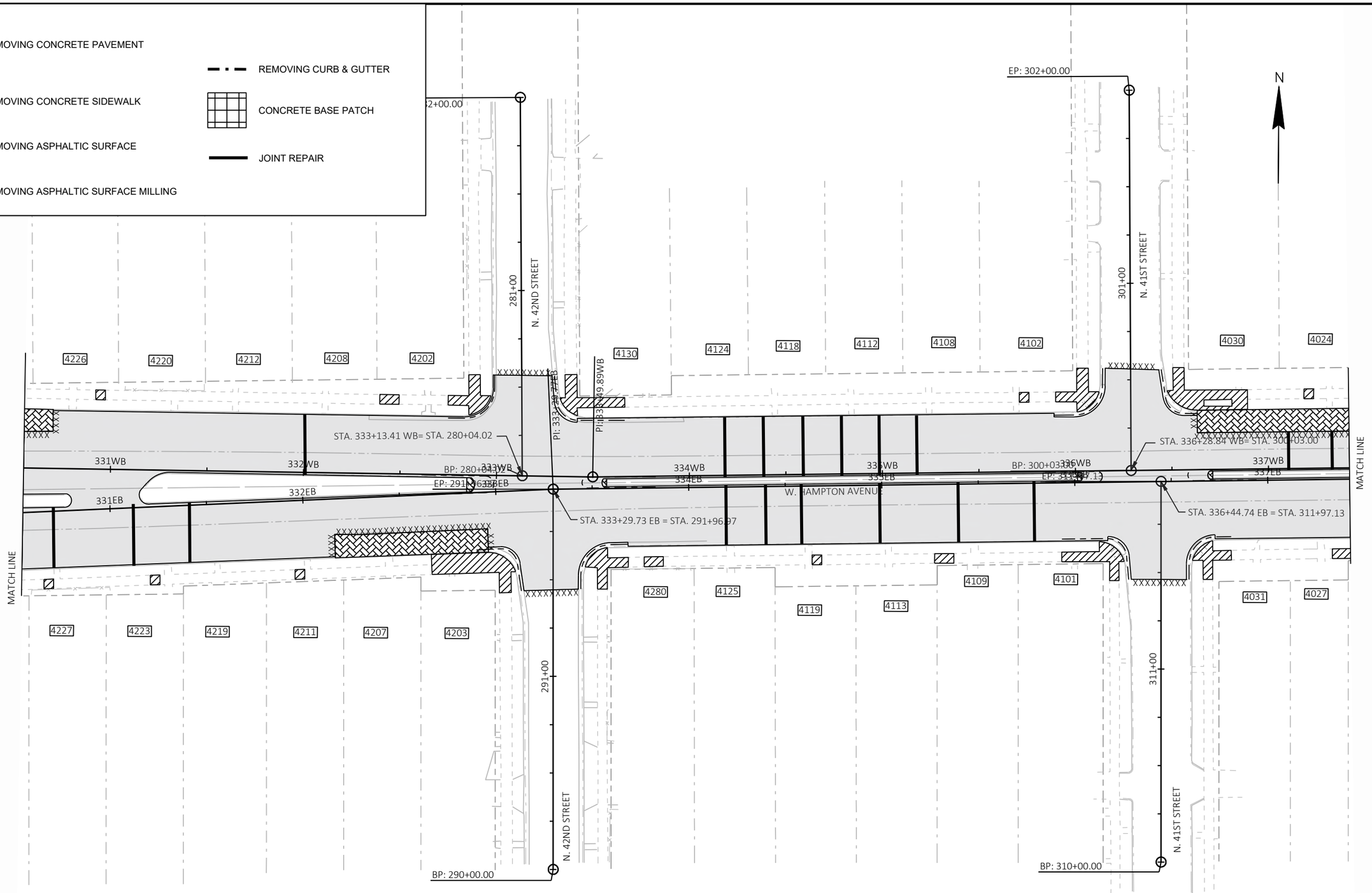
FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021501-RP.DWG
LAYOUT NAME - 08

PLOT DATE : 10/18/2022 1:43 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

LEGEND

- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING CURB & GUTTER
- CONCRETE BASE PATCH
- JOINT REPAIR



NOTE: ONLY MAJOR SAW CUTS ARE SHOWN, REFER TO CONSTRUCTION DETAILS/MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION.

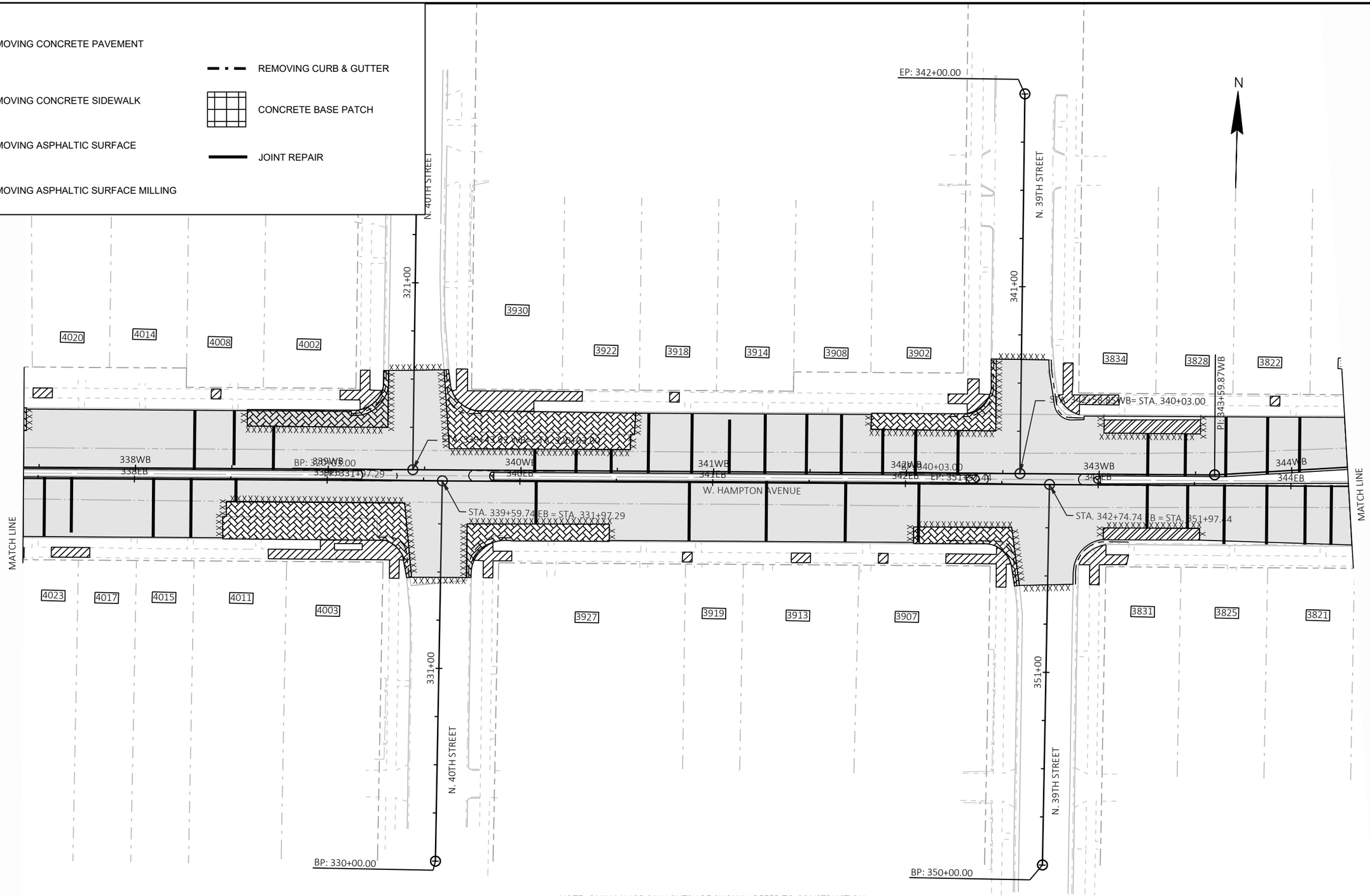
PROJECT NO: 2545-09-71	HWY: W. HAMPTON AVENUE	COUNTY: MILWAUKEE	REMOVAL PLAN	SHEET 347	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021501-RP.DWG
LAYOUT NAME - 09
PLOT DATE : 10/18/2022 1:43 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

LEGEND

- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING CURB & GUTTER
- CONCRETE BASE PATCH
- JOINT REPAIR



NOTE: ONLY MAJOR SAW CUTS ARE SHOWN, REFER TO CONSTRUCTION DETAILS/MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION.

PROJECT NO: 2545-09-71	HWY: W. HAMPTON AVENUE	COUNTY: MILWAUKEE	REMOVAL PLAN	SHEET 348	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021501-RP.DWG
LAYOUT NAME - 10

PLOT DATE : 10/18/2022 1:43 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

LEGEND

- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING CURB & GUTTER
- CONCRETE BASE PATCH
- JOINT REPAIR

N

N. HOPKINS ST

N. 37TH STREET

EP: 392+00.00

PI: 391+30.92

391+00

381+00

4808

N88° 55' 50"E

167.33'

STA. 346+09.80 WB= STA. 390+73.76

BP: 390+23.76

PI: 345+25.61EB

PI: 346+95.57WB

PI: 349+43.75EB

PI: 350+98.02WB

3818

3800

3634

3628

3620

3616

345WB

346WB

347WB

348WB

349WB

350WB

351WB

345EB

346EB

347EB

348EB

349EB

350EB

351EB

EP: 362+02.01

BP: 380+25.35

EP: 372+08.30

EP: 402+07.26

W. HAMPTON AVENUE

MATCH LINE

362+00

372+00

402+00

STA. 346+95.43 EB = STA. 372+08.30

STA. 349+03.37 EB = STA. 402+07.26

STA. 345+49.96 EB = STA. 362+02.01

4779

4782

3705

3811

3807

3803

3635

3629

3625

3621

3617

3613

361+00

371+00

401+00

N. 38TH STREET

N. HOPKINS ST

N. 37TH STREET

BP: 360+00.00

BP: 370+00.00

BP: 400+00.00

NOTE: ONLY MAJOR SAW CUTS ARE SHOWN, REFER TO CONSTRUCTION DETAILS/MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION.

PROJECT NO: 2545-09-71	HWY: W. HAMPTON AVENUE	COUNTY: MILWAUKEE	REMOVAL PLAN	SHEET 349	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021501-RP.DWG
LAYOUT NAME - 11

PLOT DATE : 10/18/2022 1:43 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

LEGEND

REMOVING CONCRETE PAVEMENT

REMOVING CONCRETE SIDEWALK

REMOVING ASPHALTIC SURFACE

REMOVING ASPHALTIC SURFACE MILLING

REMOVING CURB & GUTTER

CONCRETE BASE PATCH

JOINT REPAIR

2

N

EP: 442+00.00

N. 35TH STREET

441+00

4834

3604

3610

REMOVE TREE

3530

3526

3518

3514

REMOVE TREE

3506

3502

421+00

N. 36TH S

N89° 17' 58"E

369.53'

STA. 355+88.88 WB

STA. 352+59.35 WB= STA. 420+16.32

W. HAMPTON AVENUE

352WB

353WB

354WB

355WB

BP: 440+15.79

356WB

357WB

358W

EP: 420+16.32

EP: 412+09.33

356EB

357EB

358E

W. HAMPTON AVENUE

STA. 351+26.42 EB = STA. 412+09.33

412+00

432+00

STA. 355+50.46 EB = STA. 432+08.07

MATCH LINE

MATCH LINE

3609

3605

3533

3531

3525

3517

3513

3509

4777

3427

3423

3417

3411

3407

411+00

431+00

N. 36TH STREET

N. 35TH STREET

BP: 410+00.00

BP: 430+00.00

NOTE: ONLY MAJOR SAW CUTS ARE SHOWN, REFER TO CONSTRUCTION DETAILS/MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION.

PROJECT NO: 2545-09-71	HWY: W. HAMPTON AVENUE	COUNTY: MILWAUKEE	REMOVAL PLAN	SHEET 350	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021501-RP.DWG
LAYOUT NAME - 12

PLOT DATE : 10/18/2022 1:43 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

LEGEND

REMOVING CONCRETE PAVEMENT

REMOVING CONCRETE SIDEWALK

REMOVING ASPHALTIC SURFACE

REMOVING ASPHALTIC SURFACE MILLING

REMOVING CURB & GUTTER

CONCRETE BASE PATCH

JOINT REPAIR

N

3200

STRUCTURE P-40-802 (RR BRIDGE OVER W. HAMPTON AVE.) NO WORK REQUIRED CONCRETE PAVEMENT UNDER RR BRIDGE ON W. HAMPTON AVE - GAP OUT, NO WORK REQUIRED

BUTT JOINT AT CONCRETE/HMA PAVEMENT (MATCH POINT TYP.)

STA. 365+6

359WB 360WB 361WB 362WB 363WB 364WB

360EB 361EB 362EB 363EB 364EB

W. HAMPTON AVENUE

MATCH LINE

MATCH LINE

452+00

451+00

N. 34TH STREET

BP: 450+00.00

3401

3301

4769

NOTE: ONLY MAJOR SAW CUTS ARE SHOWN, REFER TO CONSTRUCTION DETAILS/MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION.

2

PROJECT NO: 2545-09-71	HWY: W. HAMPTON AVENUE	COUNTY: MILWAUKEE	REMOVAL PLAN	SHEET 351	E

2

LEGEND

- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING CURB & GUTTER
- CONCRETE BASE PATCH
- JOINT REPAIR

N

STRUCTURE B-XX-XXX
NO WORK REQUIRED

N. 32ND STREET

471+00

3102

PI: 368+94.05EB

PI: 368+94.05WB

6.71 WB= STA. 470+16.53

365WB

365EB

BP: 462+06.53

EP: 462+07.81

366WB

366EB

367WB

367EB

368WB

368EB

W. HAMPTON AVENUE

462+00

STA. 365+66.71 EB = STA. 462+07.81

MATCH LINE

461+00

N. 32ND STREET

BP: 460+00.00

3103

METRO SEWER DIST. OF MILWAUKEE

PI: 368+94.12WB

PI: 369+33.18EB

PI: 369+93.90WB

EP: 370+36.49EB

3000

369WB

369EB

370WB

370EB

371WB

EP: 482+00.63

482+00

STA. 368+94.16 EB = STA. 482+00.63

MATCH LINE

481+00

N.31ST STREET

BP: 480+00.00

4784

4753

NOTE: ONLY MAJOR SAW CUTS ARE SHOWN, REFER TO CONSTRUCTION DETAILS/MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION.

PROJECT NO: 2545-09-71	HWY: W. HAMPTON AVENUE	COUNTY: MILWAUKEE	REMOVAL PLAN	SHEET 352	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021501-RP.DWG
LAYOUT NAME - 14

PLOT DATE : 10/18/2022 1:43 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

LEGEND

REMOVING CONCRETE PAVEMENT

REMOVING CONCRETE SIDEWALK

REMOVING ASPHALTIC SURFACE

REMOVING ASPHALTIC SURFACE MILLING

REMOVING CURB & GUTTER

CONCRETE BASE PATCH

JOINT REPAIR

N

2952 2944 2938 2930 2900

END PROJECT
STA 376+35.76

372WB 373WB 374WB 375WB 376WB 377WB 378WB

EP: 492+00.00

W. HAMPTON AVENUE

EP: 502+00.00

W. HAMPTON AVENUE

MATCH LINE

STA. 375+88.77 WB = STA. 502+00.00

MATCH LINE

4780 4783 4782

491+00

N. 30TH STREET

501+00

N. 29TH STREET

BP: 490+00.00

BP: 500+00.00

NOTE: ONLY MAJOR SAW CUTS ARE SHOWN, REFER TO CONSTRUCTION DETAILS/MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION.

2

PROJECT NO: 2545-09-71	HWY: W. HAMPTON AVENUE	COUNTY: MILWAUKEE	REMOVAL PLAN	SHEET 353	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021501-RP.DWG
LAYOUT NAME - 15

PLOT DATE : 10/18/2022 1:44 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

LEGEND

REMOVING CONCRETE PAVEMENT

REMOVING CONCRETE SIDEWALK

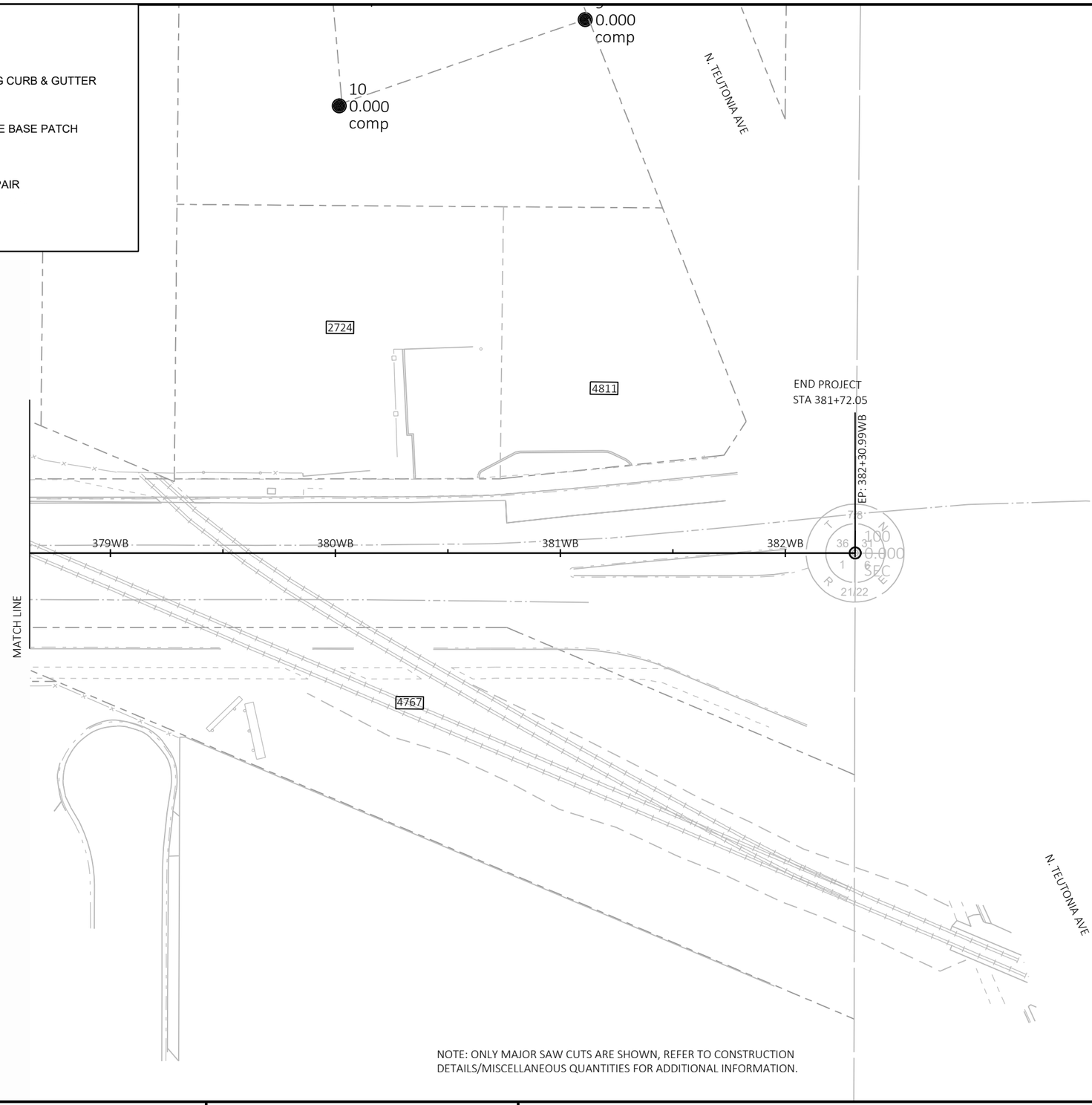
REMOVING ASPHALTIC SURFACE

REMOVING ASPHALTIC SURFACE MILLING

REMOVING CURB & GUTTER

CONCRETE BASE PATCH

JOINT REPAIR



NOTE: ONLY MAJOR SAW CUTS ARE SHOWN, REFER TO CONSTRUCTION DETAILS/MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION.

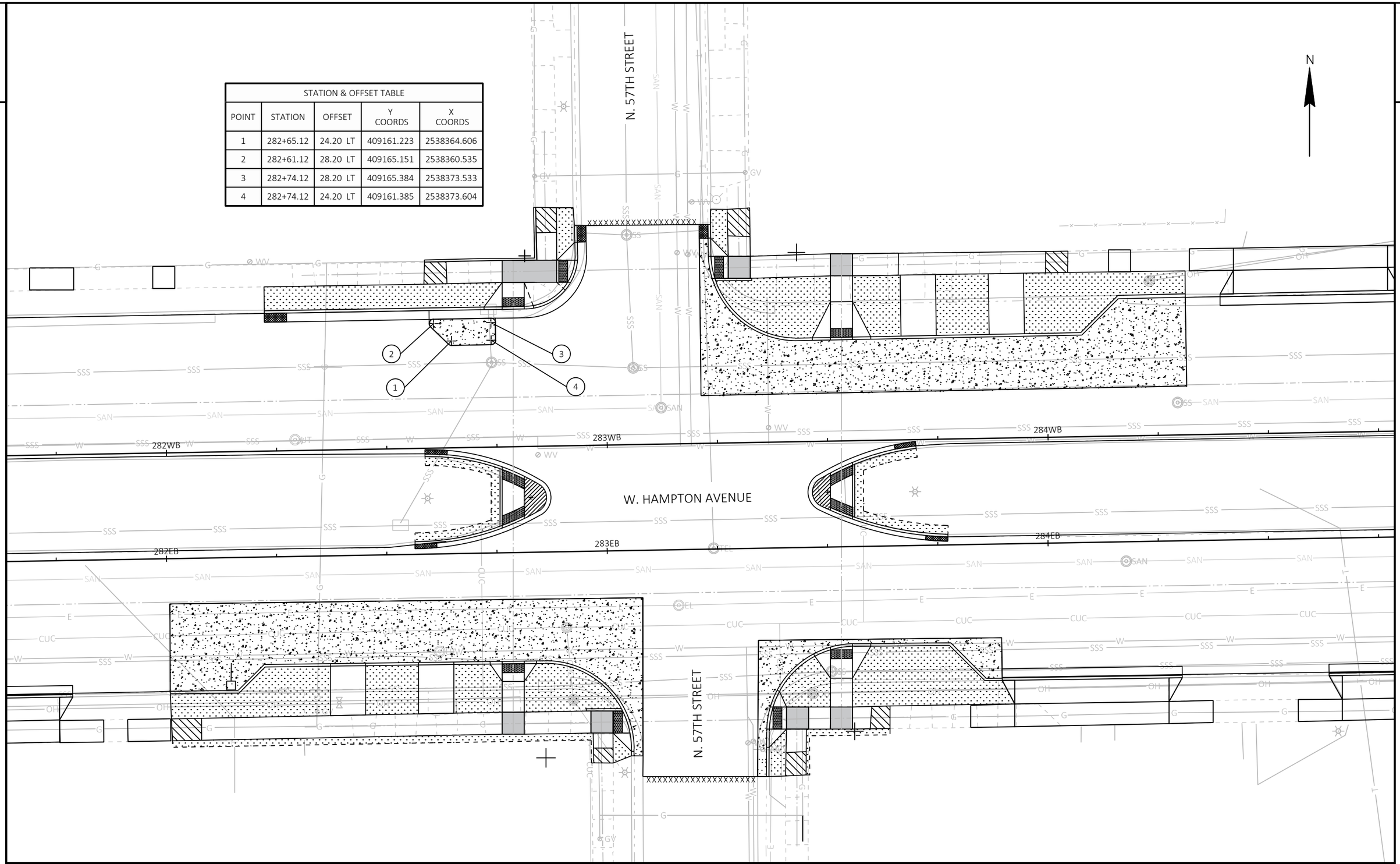
2

PROJECT NO: 2545-09-71	HWY: W. HAMPTON AVENUE	COUNTY: MILWAUKEE	REMOVAL PLAN	SHEET 354	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021501-RP.DWG
LAYOUT NAME - 16

PLOT DATE : 10/18/2022 1:44 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:50 FT

STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
1	282+65.12	24.20 LT	409161.223	2538364.606
2	282+61.12	28.20 LT	409165.151	2538360.535
3	282+74.12	28.20 LT	409165.384	2538373.533
4	282+74.12	24.20 LT	409161.385	2538373.604



PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DETACHED BUMP OUT -- N. 57TH ST	SHEET 355	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021203-PD.DWG
LAYOUT NAME - 57TH ST
PLOT DATE : 10/21/2022 12:57 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

2

STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
9	298+69.23	24.15 LT	409189.488	2539968.474
10	298+69.25	28.15 LT	409193.487	2539968.417
11	298+82.25	28.10 LT	409193.672	2539981.416
12	298+78.23	24.12 LT	409189.616	2539977.473

N

N. 52ND STREET

`W. HAMPTON AVENUE

298WB

299WB

300WB

298EB

299EB

300EB

N. 52ND STREET

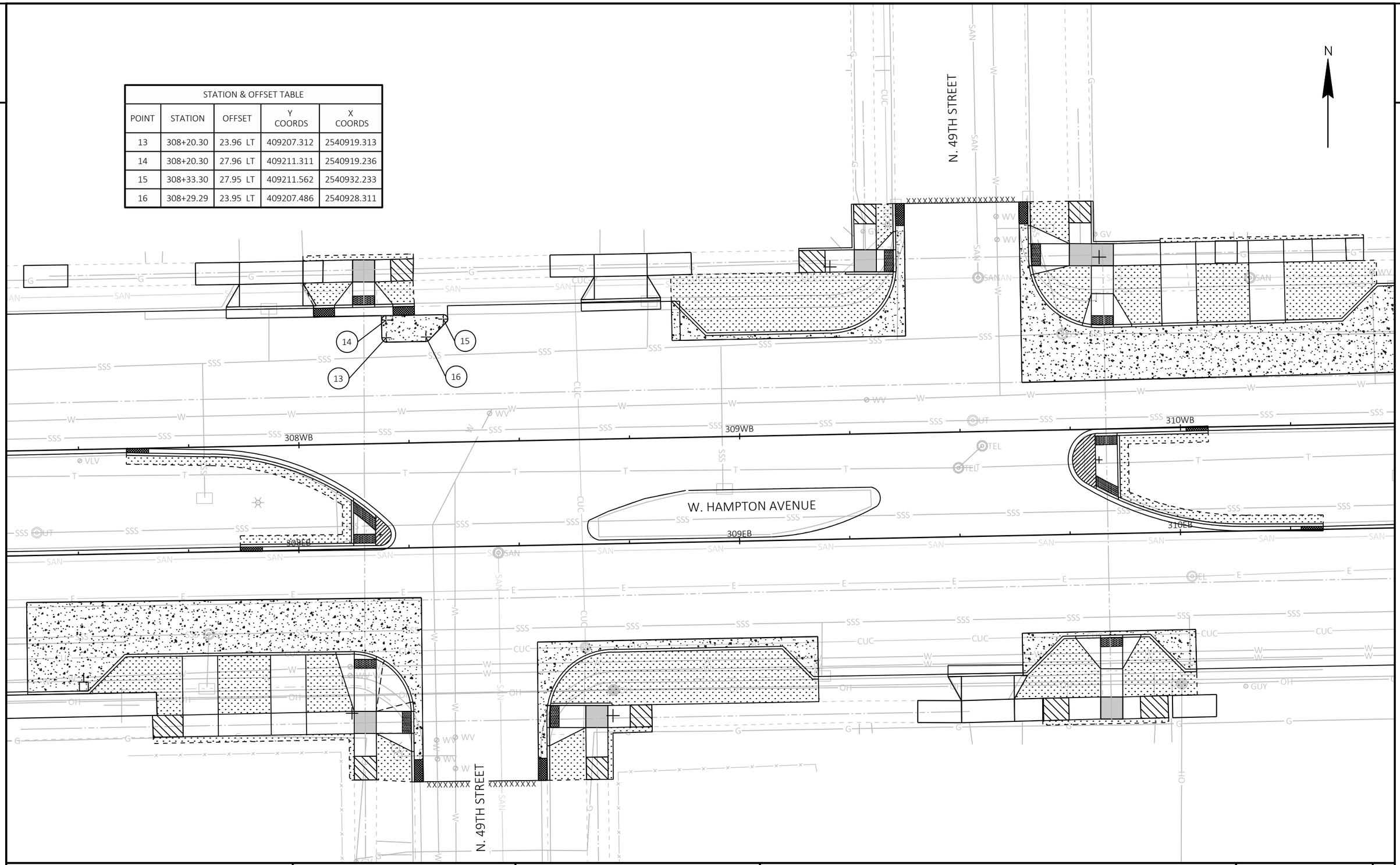
STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
5	298+42.34	27.77 RT	409113.100	2539942.508
6	298+46.34	23.77 RT	409117.172	2539946.434
7	298+55.34	23.76 RT	409117.336	2539955.433
8	298+55.34	27.76 RT	409113.337	2539955.506

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DETACHED BUMP OUT – N. 52ND ST	SHEET 356	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021203-PD.DWG
LAYOUT NAME - 52ND ST

PLOT DATE : 10/21/2022 12:57 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
13	308+20.30	23.96 LT	409207.312	2540919.313
14	308+20.30	27.96 LT	409211.311	2540919.236
15	308+33.30	27.95 LT	409211.562	2540932.233
16	308+29.29	23.95 LT	409207.486	2540928.311



2

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DETACHED BUMP OUT - N 49TH ST	SHEET 357	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021203-PD.DWG
LAYOUT NAME - 49TH ST
PLOT DATE : 10/21/2022 12:58 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

2

N

STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
21	311+30.32	24.05 LT	409213.599	2541229.275
22	311+30.32	28.05 LT	409217.598	2541229.194
23	311+76.89	28.07 LT	409218.549	2541275.756
24	311+76.89	24.07 LT	409214.549	2541275.829
25	311+90.89	24.08 LT	409214.835	2541289.833
26	311+90.89	28.08 LT	409218.835	2541289.752
27	312+03.89	28.08 LT	409219.100	2541302.749
28	311+99.90	24.08 LT	409215.019	2541298.831

STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
17	310+71.76	27.88 RT	409137.215	2541203.766
18	310+75.79	23.91 RT	409141.266	2541207.714
19	311+16.79	24.21 RT	409141.382	2541216.714
20	311+16.76	28.21 RT	409137.382	2541216.765
29	311+91.36	28.01 RT	409139.103	2541291.346
30	311+91.38	24.01 RT	409143.103	2541291.285
31	312+00.38	24.06 RT	409143.239	2541300.284
32	312+04.36	28.08 RT	409139.301	2541304.345

W. HAMPTON AVENUE

N. 48TH STREET

311WB

312WB

313WB

311EB

312EB

313EB

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DETACHED BUMP OUT ~ N 48TH ST	SHEET 358	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021203-PD.DWG
LAYOUT NAME - 48TH ST

PLOT DATE : 10/21/2022 12:58 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
37	343+05.39	23.08 LT	409265.242	2544403.836
38	343+05.38	27.08 LT	409269.241	2544403.754
40	343+18.38	27.10 LT	409269.508	2544416.751
41	343+14.39	23.10 LT	409265.427	2544412.834

N

N. 39TH STREET

W. HAMPTON AVENUE

342WB

342EB

343WB

343EB

344WB

344EB

Pi: 343+59.87 WB

37 38 40 41

33 34 35 36

N. 39TH STREET

STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
33	343+05.53	27.26 RT	409209.364	2544404.561
34	343+05.53	23.26 RT	409213.362	2544404.491
35	343+14.53	23.28 RT	409213.522	2544413.489
36	343+18.53	27.28 RT	409209.593	2544417.559

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DETACHED BUMP OUT -- N 39TH ST	SHEET 359	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021203-PD.DWG
LAYOUT NAME - 39TH ST

PLOT DATE : 10/21/2022 12:58 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

LEGEND

TRANSITIONAL SIDEWALK AREA

N

MATCH LINE 277+69.69

ADJUST CATCH BASIN

BP: 275+59.00 WB

BP: 275+59.00 EB

PI: 276+48.11 WB

PI: 276+48.12 EB

276WB

276EB

277WB

277EB

W. HAMPTON AVENUE

STA 277WB+29.39
42.09' LT
ELEV. 86.09'

STA 277WB+13.84
42.02' LT
ELEV. 85.87'

STA 277WB+29.41
38.09' LT
ELEV. 86.03'

STA 277WB+44.95
42.16' LT
ELEV. 86.36'

STA 277WB+44.97
38.16' LT
ELEV. 86.30'

STA 277WB+46.76
31.09' LT
F/L ELEV. 85.75'
TOC ELEV. 85.77'

STA 277WB+13.85
38.02' LT
ELEV. 85.81'

STA 277WB+11.63
31.09' LT
F/L ELEV. 85.14'
TOC ELEV. 85.16'

9.7%

9.3%

1.5%

9.0%

STA 276WB+84.05
31.08' LT
F/L ELEV. 84.65'
TOC ELEV. 85.15'

STA 277WB+14.05
31.08' LT
F/L ELEV. 85.18'
TOC ELEV. 85.20'

STA 277WB+44.05
31.09' LT
F/L ELEV. 85.70'
TOC ELEV. 85.72'

STA 276WB+84.05
20.08' LT
ELEV. 85.18'

STA 277WB+14.05
20.08' LT
ELEV. 85.59'

STA 277WB+44.05
20.09' LT
ELEV. 86.05'

STA 276EB+50.79
30.37' RT
F/L ELEV. 84.23'
TOC ELEV. 84.25'

STA 276EB+89.69
30.20' RT
F/L ELEV. 84.74'
TOC ELEV. 84.76'

STA 277EB+15.97
30.25' RT
F/L ELEV. 85.21'
TOC ELEV. 85.23'

STA 277EB+54.92
30.31' RT
F/L ELEV. 86.03'
TOC ELEV. 86.05'

7.5%

9.6%

1.5%

7.2%

8.0%

7.5%

1.5%

7.9%

STA 276EB+52.61
37.27' RT
ELEV. 84.75'

STA 276EB+52.61
41.27' RT
ELEV. 84.81'

STA 276EB+70.10
37.25' RT
ELEV. 85.01'

STA 276EB+70.11
41.25' RT
ELEV. 85.07'

STA 276EB+87.60
37.23' RT
ELEV. 85.20'

STA 276EB+87.60
41.23' RT
ELEV. 85.26'

STA 277EB+17.73
37.16' RT
ELEV. 85.78'

STA 277EB+17.73
41.16' RT
ELEV. 85.84'

STA 277EB+35.22
37.14' RT
ELEV. 86.11'

STA 277EB+35.23
41.14' RT
ELEV. 86.17'

STA 277EB+52.72
37.12' RT
ELEV. 86.50'

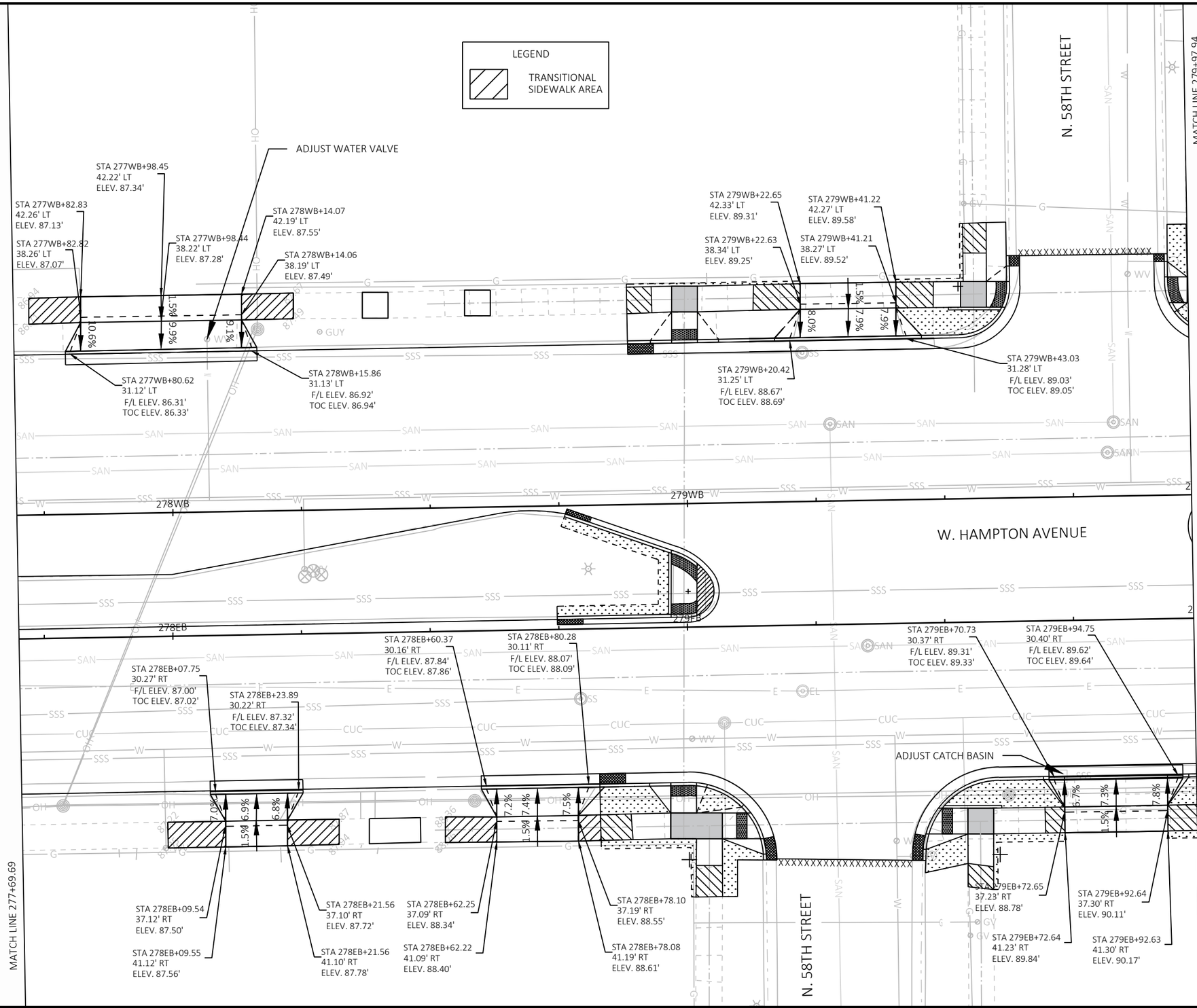
STA 277EB+52.72
41.12' RT
ELEV. 86.56'

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DRIVEWAY AND BUS PADS DETAILS	SHEET 360	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021401-DD.DWG
LAYOUT NAME - 01

PLOT DATE : 10/21/2022 1:33 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

2



PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DRIVEWAY AND BUS PADS DETAILS	SHEET 361	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021401-DD.DWG
LAYOUT NAME - 02
PLOT DATE : 10/21/2022 1:33 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

2

LEGEND

TRANSITIONAL SIDEWALK AREA

N

MATCH LINE 281+88.68

MATCH LINE 279+97.94

W. HAMPTON AVENUE

80WB

281WB

80EB

281EB

STA 280EB+50.14
30.19' RT
F/L ELEV. 90.16'
TOC ELEV. 90.18'

STA 280EB+81.53
30.24' RT
F/L ELEV. 90.56'
TOC ELEV. 90.58'

STA 281EB+42.43
30.31' RT
F/L ELEV. 90.63'
TOC ELEV. 90.65'

STA 281EB+77.24
30.35' RT
F/L ELEV. 90.10'
TOC ELEV. 90.12'

6.0%
6.6%
7.1%
1.5%

10.2%
9.9%
0.9%
1.5%

STA 280EB+52.01
37.19' RT
ELEV. 90.59'

STA 280EB+51.99
41.19' RT
ELEV. 90.65'

STA 280EB+79.40
37.30' RT
ELEV. 91.01'

STA 280EB+79.38
41.30' RT
ELEV. 91.07'

STA 281EB+44.34
37.23' RT
ELEV. 91.27'

STA 281EB+44.36
41.22' RT
ELEV. 91.33'

STA 281EB+59.74
37.17' RT
ELEV. 91.01'

STA 281EB+59.75
41.17' RT
ELEV. 91.07'

STA 281EB+75.14
37.11' RT
ELEV. 90.82'

STA 281EB+75.15
41.11' RT
ELEV. 90.88'

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DRIVEWAY AND BUS PADS DETAILS	SHEET 362	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021401-DD.DWG
LAYOUT NAME - 03

PLOT DATE : 10/21/2022 1:33 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

2

LEGEND

TRANSITIONAL SIDEWALK AREA

N. 57TH STREET

MATCH LINE 283+78.04

N

282WB

283WB

W. HAMPTON AVENUE

282EB

283EB

N. 57TH STREET

MATCH LINE 281+88.68

EXISTING DRIVEWAY TO BE CLOSED FOR BUS BULB

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DRIVEWAY AND BUS PADS DETAILS	SHEET 363	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021401-DD.DWG
LAYOUT NAME - 04

PLOT DATE : 10/21/2022 1:34 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

TRANSITIONAL SIDEWALK AREA

N

N. 56TH STREET

MATCH LINE 286+34

MATCH LINE 283+78.04

W. HAMPTON AVENUE

284WB

285WB

286WB

284EB

285EB

286EB

STA 284WB+42.80
42.10' LT
ELEV. 86.84'

STA 284WB+60.30
38.13' LT
ELEV. 86.46'

STA 284WB+60.29
42.13' LT
ELEV. 86.52'

STA 284WB+77.79
42.15' LT
ELEV. 86.17'

STA 284WB+42.80
38.10' LT
ELEV. 86.78'

STA 284WB+77.79
38.15' LT
ELEV. 86.11'

8.8%

8.5%

7.8%

STA 284WB+40.57
31.25' LT
F/L ELEV. 86.23'
TOC ELEV. 86.25'

STA 284WB+79.57
31.27' LT
F/L ELEV. 85.57'
TOC ELEV. 85.59'

STA 283EB+89.90
30.35' RT
F/L ELEV. 87.01'
TOC ELEV. 87.03'

STA 284EB+28.97
30.43' RT
F/L ELEV. 86.24'
TOC ELEV. 86.26'

7.3%

7.5%

7.8%

STA 283EB+91.71
37.44' RT
ELEV. 87.47'

STA 283EB+91.72
41.44' RT
ELEV. 87.53'

STA 284EB+09.22
37.41' RT
ELEV. 87.14'

STA 284EB+09.23
41.41' RT
ELEV. 87.20'

STA 284EB+26.72
37.37' RT
ELEV. 86.79'

STA 284EB+26.73
41.37' RT
ELEV. 86.85'

STA 284EB+64.17
30.72' RT
F/L ELEV. 85.47'
TOC ELEV. 85.49'

STA 284EB+90.29
30.58' RT
F/L ELEV. 84.99'
TOC ELEV. 85.01'

9.5%

9.5%

9.6%

STA 284EB+66
37.37' RT
ELEV. 86.04'

STA 284EB+66.16
41.37' RT
ELEV. 86.10'

STA 284EB+88.02
37.18' RT
ELEV. 85.62'

STA 284EB+88.05
41.18' RT
ELEV. 85.68'

STA 285EB+60.09
30.53' RT
F/L ELEV. 83.52'
TOC ELEV. 83.54'

STA 285EB+77.01
30.61' RT
F/L ELEV. 83.20'
TOC ELEV. 83.22'

9.1%

8.9%

8.7%

STA 285EB+61.96
37.46' RT
ELEV. 84.07'

STA 285EB+61.93
41.46' RT
ELEV. 84.13'

STA 285EB+74.83
37.55' RT
ELEV. 83.80'

STA 285EB+74.80
41.55' RT
ELEV. 83.86'

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DRIVEWAY AND BUS PADS DETAILS	SHEET 364	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021401-DD.DWG
LAYOUT NAME - 05
PLOT DATE : 10/21/2022 1:34 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

N. 56TH STREET

LEGEND

TRANSITIONAL SIDEWALK AREA

N

MATCH LINE 288+95.49

2

STA 287WB+90.71
42.35' LT
ELEV. 81.06'

STA 287WB+90.64
38.35' LT
ELEV. 81.00'

STA 288WB+02.70
42.13' LT
ELEV. 80.80'

STA 288WB+02.63
38.13' LT
ELEV. 80.74'

STA 288WB+41.16
42.28' LT
ELEV. 80.20'

STA 288WB+41.14
38.28' LT
ELEV. 80.14'

STA 288WB+58.66
42.18' LT
ELEV. 79.86'

STA 288WB+58.63
38.18' LT
ELEV. 79.80'

STA 288WB+76.15
42.09' LT
ELEV. 79.58'

STA 288WB+76.13
38.09' LT
ELEV. 79.52'

9.5%
1.5%
9.1%
8.9%
8.5%
1.5%
8.0%
8.3%

STA 287WB+88.44
31.18' LT
F/L ELEV. 80.39'
TOC ELEV. 80.41'

STA 288WB+04.58
31.12' LT
F/L ELEV. 80.14'
TOC ELEV. 80.16'

STA 288WB+39.02
31.53' LT
F/L ELEV. 79.63'
TOC ELEV. 79.65'

STA 288WB+78.05
31.15' LT
F/L ELEV. 78.95'
TOC ELEV. 78.97'

287WB

288WB

W. HAMPTON AVENUE

287EB

288EB

STA 288EB+70.37
30.72' RT
F/L ELEV. 78.35'
TOC ELEV. 78.37'

STA 287EB+40.47
30.68' RT
F/L ELEV. 80.89'
TOC ELEV. 80.91'

STA 287EB+64.49
30.67' RT
F/L ELEV. 80.46'
TOC ELEV. 80.48'

STA 288EB+06.55
30.68' RT
F/L ELEV. 79.55'
TOC ELEV. 79.57'

STA 288EB+45.70
30.54' RT
F/L ELEV. 78.88'
TOC ELEV. 78.90'

STA 288EB+86.56
30.68' RT
F/L ELEV. 78.02'
TOC ELEV. 78.04'

9.0%
9.0%
9.1%
1.5%
10.1%
9.1%
7.6%
1.5%
9.8%
9.8%
9.7%

N. 56TH STREET

STA 287EB+42.37
37.65' RT
ELEV. 81.46'

STA 287EB+42.38
41.65' RT
ELEV. 81.52'

STA 287EB+62.37
37.59' RT
ELEV. 81.10'

STA 287EB+62.38
41.59' RT
ELEV. 81.16'

STA 288EB+08.33
37.58' RT
ELEV. 80.19'

STA 288EB+08.33
41.59' RT
ELEV. 80.25'

STA 288EB+25.89
37.58' RT
ELEV. 79.82'

STA 288EB+25.90
41.59' RT
ELEV. 79.88'

STA 288EB+43.46
37.58' RT
ELEV. 79.42'

STA 288EB+43.46
41.59' RT
ELEV. 79.48'

STA 288EB+72.29
37.41' RT
ELEV. 78.93'

STA 288EB+72.29
41.40' RT
ELEV. 78.99'

STA 288EB+84.29
37.40' RT
ELEV. 78.67'

STA 288EB+84.29
41.38' RT
ELEV. 78.73'

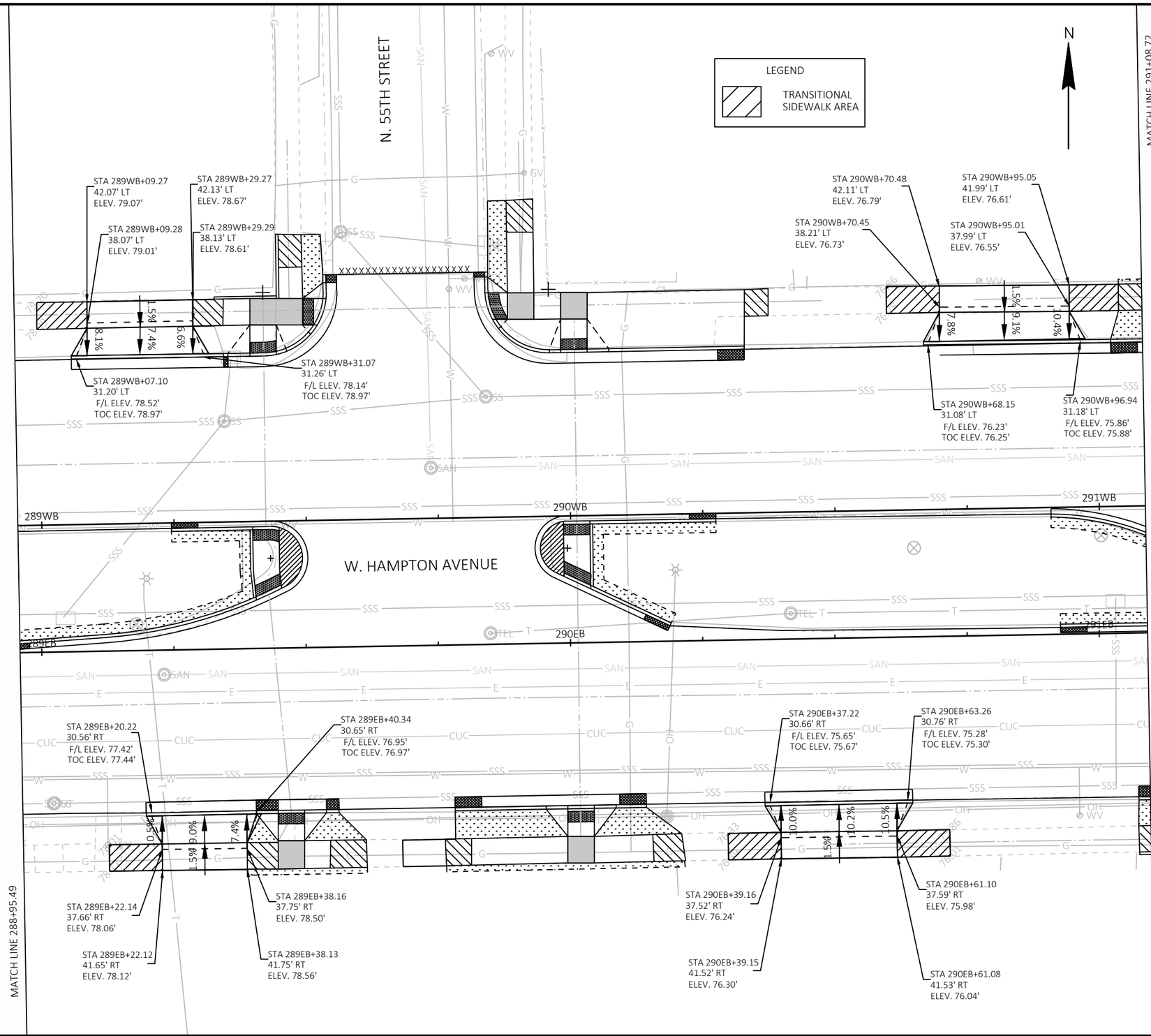
MATCH LINE 286+34

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DRIVEWAY AND BUS PADS DETAILS	SHEET 365	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021401-DD.DWG
LAYOUT NAME - 06

PLOT DATE : 10/21/2022 1:34 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

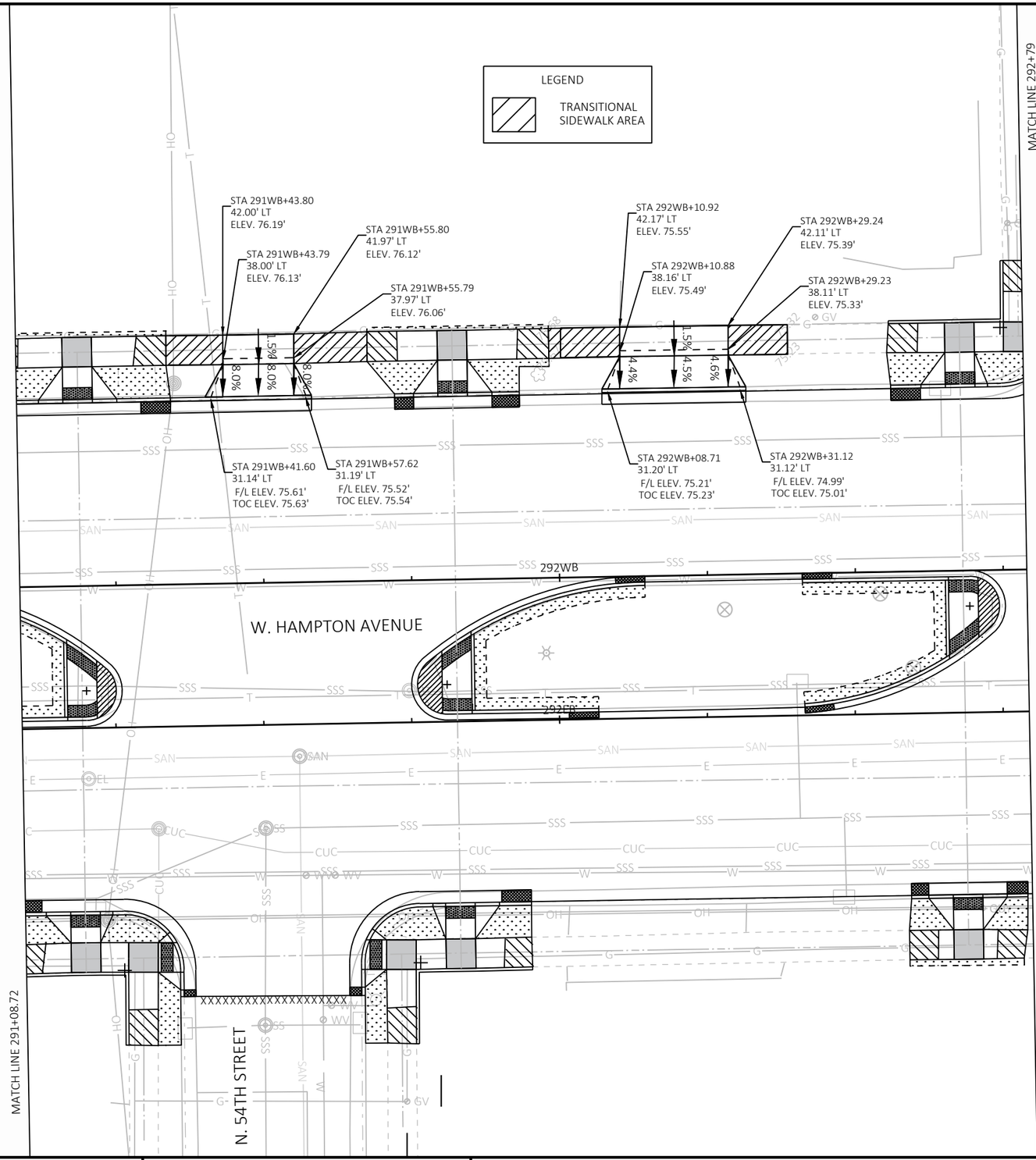
WISDOT/CADDS SHEET 42

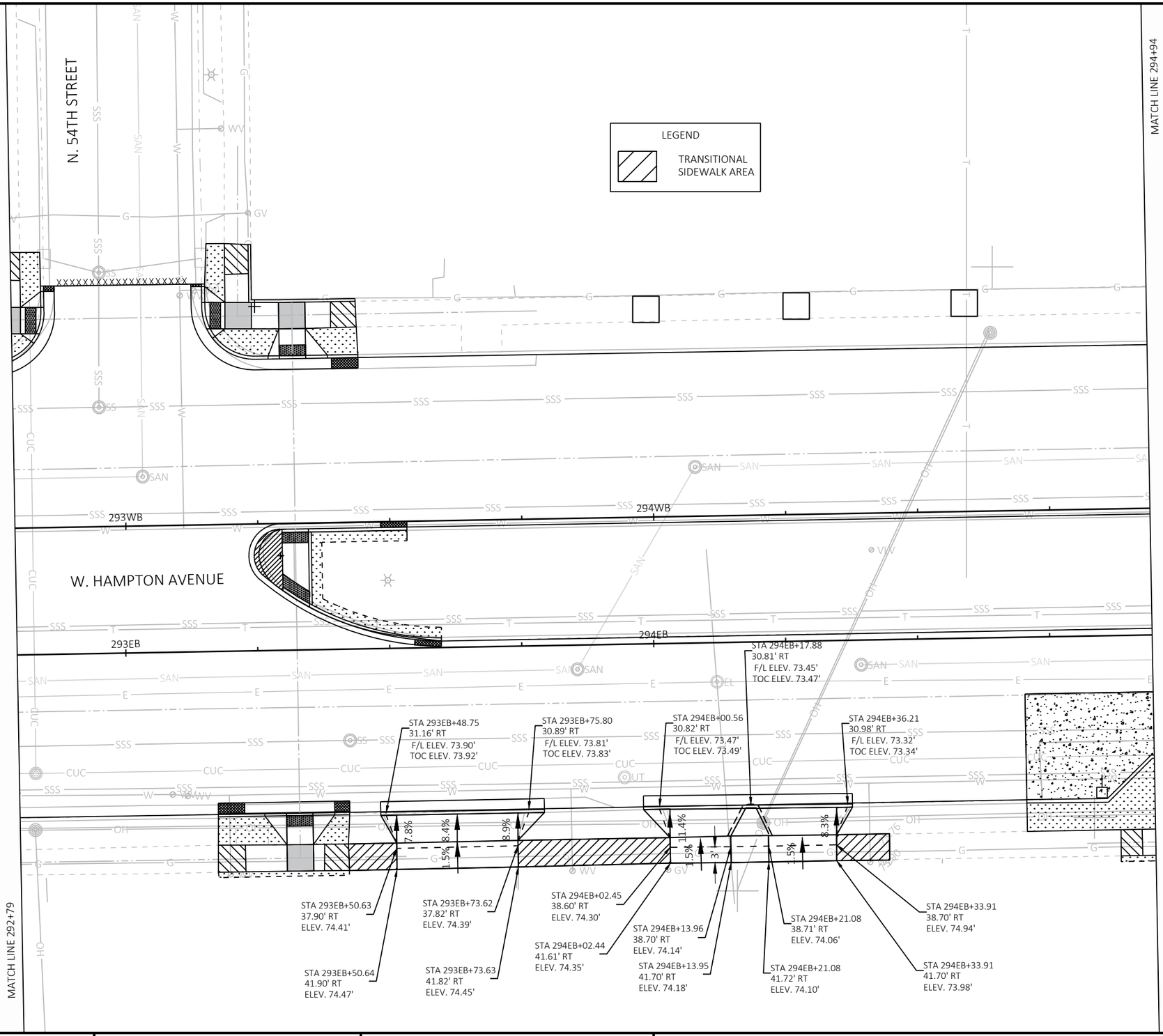


PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DRIVEWAY AND BUS PADS DETAILS	SHEET 366	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021401-DD.DWG
LAYOUT NAME - 07

PLOT DATE : 10/21/2022 1:34 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT


LEGEND
TRANSITIONAL SIDEWALK AREA
MATCH LINE 292+79
STA 291WB+43.80
42.00' LT
ELEV. 76.19'
STA 291WB+43.79
38.00' LT
ELEV. 76.13'
STA 291WB+55.80
41.97' LT
ELEV. 76.12'
STA 291WB+55.79
37.97' LT
ELEV. 76.06'
STA 292WB+10.92
42.17' LT
ELEV. 75.55'
STA 292WB+10.88
38.16' LT
ELEV. 75.49'
STA 292WB+29.24
42.11' LT
ELEV. 75.39'
STA 292WB+29.23
38.11' LT
ELEV. 75.33'
1.5%
8.0%
8.0%
1.5%
4.4%
4.5%
4.6%
STA 291WB+41.60
31.14' LT
F/L ELEV. 75.61'
TOC ELEV. 75.63'
STA 291WB+57.62
31.19' LT
F/L ELEV. 75.52'
TOC ELEV. 75.54'
STA 292WB+08.71
31.20' LT
F/L ELEV. 75.21'
TOC ELEV. 75.23'
STA 292WB+31.12
31.12' LT
F/L ELEV. 74.99'
TOC ELEV. 75.01'
292WB
W. HAMPTON AVENUE
292EB
MATCH LINE 291+08.72
N. 54TH STREET
N



PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DRIVEWAY AND BUS PADS DETAILS	SHEET 368	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021401-DD.DWG
LAYOUT NAME - 09
PLOT DATE : 10/21/2022 1:34 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

2

LEGEND

TRANSITIONAL SIDEWALK AREA

N. 53RD STREET

MATCH LINE 297+29.37

N

STA 295WB+69.34
42.10' LT
ELEV. 73.76'

STA 295WB+69.33
38.10' LT
ELEV. 73.70'

STA 295WB+86.15
42.05' LT
ELEV. 73.71'

STA 295WB+86.14
38.05' LT
ELEV. 73.65'

9.6%
9.7%
9.8%
1.5%

STA 295WB+67.14
31.23' LT
F/L ELEV. 73.05'
TOC ELEV. 73.07'

STA 295WB+87.95
31.07' LT
F/L ELEV. 72.98'
TOC ELEV. 73.00'

295WB
296WB
297WB

W. HAMPTON AVENUE

295EB
296EB
297EB

STA 296EB+71.36
30.94' RT
F/L ELEV. 72.72'
TOC ELEV. 72.74'

STA 297EB+10.33
30.92' RT
F/L ELEV. 72.93'
TOC ELEV. 72.95'

1.5%
1.2%

STA 296EB+73.29
37.61' RT
ELEV. 73.45'

STA 296EB+90.81
37.64' RT
ELEV. 73.53'

STA 297EB+08.32
37.67' RT
ELEV. 73.49'

STA 296EB+73.28
41.61' RT
ELEV. 73.51'

STA 296EB+90.80
41.64' RT
ELEV. 73.59'

STA 297EB+08.31
41.67' RT
ELEV. 73.55'

POTENTIAL DRIVEWAY CLOSURE
DUE TO BUMPOUT

MATCH LINE 294+94

N. 53RD STREET

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DRIVEWAY AND BUS PADS DETAILS	SHEET 369	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021401-DD.DWG
LAYOUT NAME - 10
PLOT DATE : 10/21/2022 1:35 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

2

LEGEND

TRANSITIONAL SIDEWALK AREA

N

MATCH LINE 299+24

MATCH LINE 297+29.37

298WB

299WB

298EB

299EB

W. HAMPTON AVENUE

N. 52ND STREET

STA 297EB+48.89
30.84' RT
F/L ELEV. 72.79'
TOC ELEV. 72.81'

STA 297EB+69.43
30.83' RT
F/L ELEV. 72.63'
TOC ELEV. 72.65'

STA 298EB+11.92
30.92' RT
F/L ELEV. 72.40'
TOC ELEV. 72.42'

STA 298EB+32.78
30.77' RT
F/L ELEV. 72.27'
TOC ELEV. 72.29'

11.2%
10.8%
0.4%
1.5%
11.7%
9.8%
7.9%
1.5%

STA 297EB+50.79
37.63' RT
ELEV. 73.49'

STA 297EB+50.77
41.65' RT
ELEV. 73.55'

STA 297EB+67.31
37.68' RT
ELEV. 73.31'

STA 297EB+67.30
41.68' RT
ELEV. 73.37'

STA 298EB+13.85
37.51' RT
ELEV. 73.10'

STA 298EB+13.83
41.52' RT
ELEV. 73.16'

STA 298EB+30.63
37.57' RT
ELEV. 72.78'

STA 298EB+30.62
41.57' RT
ELEV. 72.84'

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DRIVEWAY AND BUS PADS DETAILS	SHEET 370	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021401-DD.DWG
LAYOUT NAME - 11
PLOT DATE : 10/21/2022 1:35 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

N

LEGEND

TRANSITIONAL SIDEWALK AREA

N. 52ND STREET

W. HAMPTON AVENUE

MATCH LINE 301+71.39

MATCH LINE 299+24

300WB

301WB

300EB

301EB

STA 299WB+94.10
41.90' LT
ELEV. 72.54'

STA 299WB+94.13
37.90' LT
ELEV. 72.48'

STA 300WB+20.94
42.13' LT
ELEV. 72.60'

STA 300WB+20.97
38.13' LT
ELEV. 72.54'

STA 300WB+76.07
42.05' LT
ELEV. 72.63'

STA 300WB+76.07
38.05' LT
ELEV. 72.57'

STA 301WB+03.82
42.03' LT
ELEV. 72.56'

STA 301WB+03.82
38.03' LT
ELEV. 72.50'

STA 301WB+17.76
42.05' LT
ELEV. 72.55'

STA 301WB+17.76
39.05' LT
ELEV. 72.50'

STA 301WB+35.34
42.06' LT
ELEV. 72.53'

STA 301WB+35.35
39.06' LT
ELEV. 72.48'

STA 301WB+52.93
42.08' LT
ELEV. 72.56'

STA 301WB+52.93
39.08' LT
ELEV. 72.51'

6.1%
1.5%
8.0%
9.8%
7.1%
1.5%
7.1%
7.2%
7.7%
1.5%
9.4%
3%
11.0%

STA 299WB+91.88
30.96' LT
F/L ELEV. 72.09'
TOC ELEV. 72.11'

STA 300WB+22.76
30.97' LT
F/L ELEV. 71.88'
TOC ELEV. 71.90'

STA 300WB+73.88
31.04' LT
F/L ELEV. 72.11'
TOC ELEV. 72.13'

ADJUST CATCH BASIN

STA 301WB+05.68
31.08' LT
F/L ELEV. 72.03'
TOC ELEV. 72.05'

STA 301WB+15.53
30.99' LT
F/L ELEV. 71.93'
TOC ELEV. 71.95'

STA 301WB+54.80
30.87' LT
F/L ELEV. 71.65'
TOC ELEV. 71.67'

STA 299EB+79.03
31.09' RT
F/L ELEV. 71.94'
TOC ELEV. 71.96'

ADJUST CATCH BASIN

STA 300EB+03.12
30.86' RT
F/L ELEV. 72.00'
TOC ELEV. 72.02'

STA 301EB+03.12
19.79' RT
ELEV. 72.24'

STA 301EB+33.12
19.90' RT
ELEV. 72.19'

STA 301EB+63.12
20.01' RT
ELEV. 72.08'

9.7%
8.7%
7.7%
1.5%

STA 299EB+80.95
37.69' RT
ELEV. 72.56'

STA 299EB+80.93
41.70' RT
ELEV. 72.62'

STA 300EB+00.95
37.82' RT
ELEV. 72.49'

STA 300EB+00.92
41.82' RT
ELEV. 72.55'

ADJUST CATCH BASIN

STA 301EB+03.08
30.78' RT
F/L ELEV. 71.84'
TOC ELEV. 72.17'

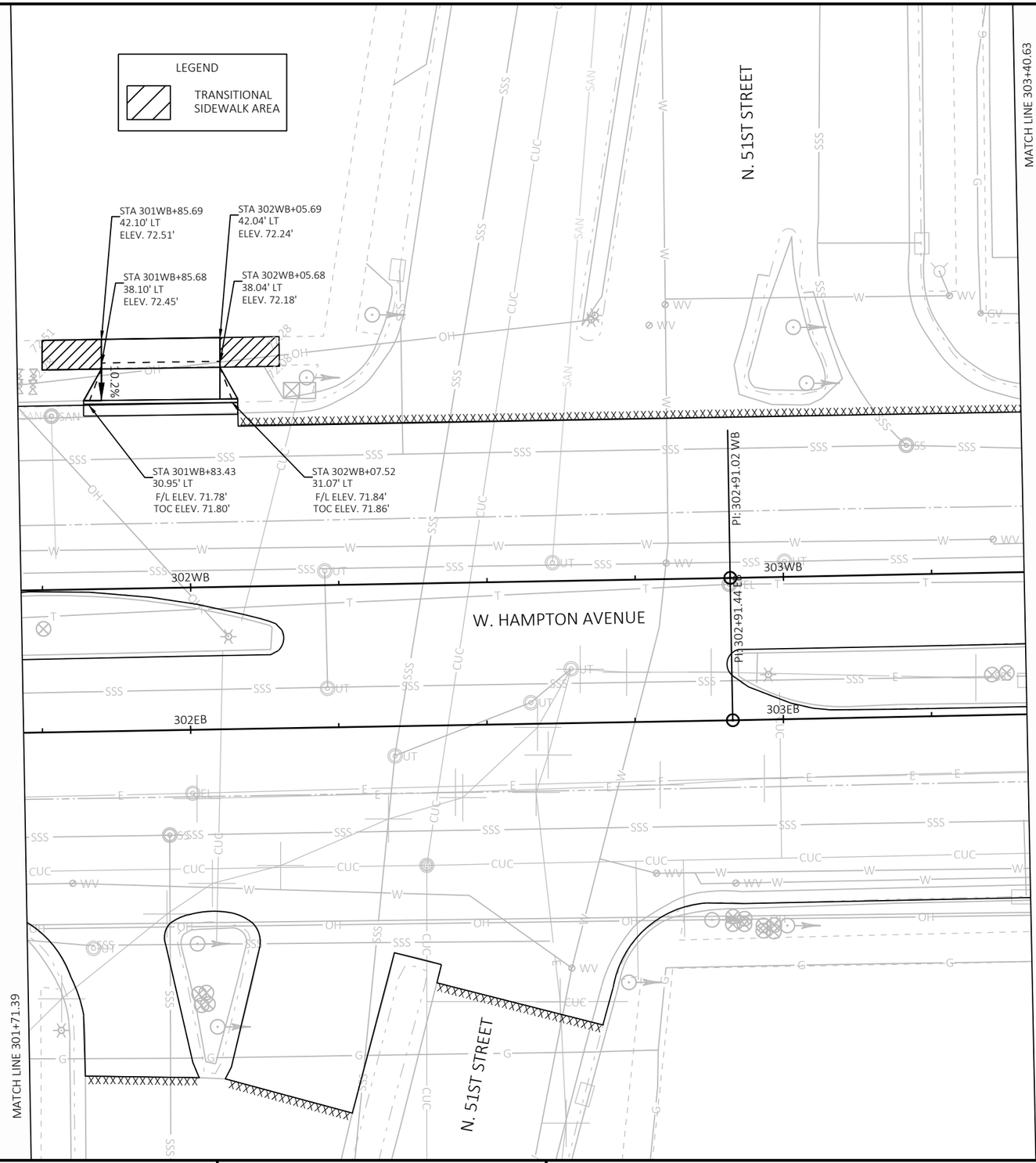
STA 301EB+33.08
30.88' RT
F/L ELEV. 71.80'
TOC ELEV. 72.13'

STA 301EB+63.08
30.99' RT
F/L ELEV. 71.46'
TOC ELEV. 71.79'

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DRIVEWAY AND BUS PADS DETAILS	SHEET 371	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021401-DD.DWG
LAYOUT NAME - 12
PLOT DATE : 10/21/2022 1:35 PM
PLOT BY : PATY DONAHUE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2



PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DRIVEWAY AND BUS PADS DETAILS	SHEET 372	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021401-DD.DWG
LAYOUT NAME - 13
PLOT DATE : 10/21/2022 1:35 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

2

LEGEND

TRANSITIONAL SIDEWALK AREA

N

MATCH LINE 305+69

STA 303WB+46.80
30.98' LT
F/L ELEV. 71.52'
TOC ELEV. 71.85'

STA 303WB+76.80
31.00' LT
F/L ELEV. 71.75'
TOC ELEV. 72.08'

STA 304WB+06.80
31.01' LT
F/L ELEV. 71.76'
TOC ELEV. 72.09'

STA 304WB+61.44
41.98' LT
ELEV. 71.98'

STA 304WB+61.45
37.98' LT
ELEV. 71.92'

STA 304WB+80.94
42.00' LT
ELEV. 71.95'

STA 304WB+80.94
38.01' LT
ELEV. 71.89'

1.5%
5.3%
6.6%
7.8%

ADJUST CATCH BASIN

STA 304WB+59.13
31.05' LT
F/L ELEV. 71.58'
TOC ELEV. 71.60'

STA 304WB+82.79
30.94' LT
F/L ELEV. 71.35'
TOC ELEV. 71.37'

STA 303WB+46.86
19.92' LT
ELEV. 72.03'

STA 303WB+76.86
19.93' LT
ELEV. 72.12'

STA 304WB+06.86
19.95' LT
ELEV. 72.10'

304WB

305WB

W. HAMPTON AVENUE

304EB

305EB

N. 50TH STREET

L - 8

MATCH LINE 303+40.63

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DRIVEWAY AND BUS PADS DETAILS	SHEET 373	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021401-DD.DWG
LAYOUT NAME - 14

PLOT DATE : 10/21/2022 1:35 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

TRANSITIONAL SIDEWALK AREA

N

MATCH LINE 307+59.14

MATCH LINE 305+69

306WB

306EB

307WB

307EB

W. HAMPTON AVENUE

STA 306EB+78.28
31.02' RT
F/L ELEV. 70.37'
TOC ELEV. 70.39'

STA 307EB+11.53
30.96' RT
F/L ELEV. 70.30'
TOC ELEV. 70.32'

9.5%

8.8%

1.5%

8.2%

STA 306EB+80.19
37.84' RT
ELEV. 70.98'

STA 306EB+80.20
41.78' RT
ELEV. 71.04'

STA 307EB+09.39
37.89' RT
ELEV. 70.84'

STA 307EB+09.39
41.83' RT
ELEV. 70.90'

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DRIVEWAY AND BUS PADS DETAILS	SHEET 374	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021401-DD.DWG
LAYOUT NAME - 15

PLOT DATE : 10/21/2022 1:36 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

TRANSITIONAL SIDEWALK AREA

N

N. 49TH STREET

MATCH LINE 309+99

STA 307WB+87.35
41.73' LT
ELEV. 70.78'

STA 307WB+87.35
37.73' LT
ELEV. 70.72'

STA 308WB+01.75
41.72' LT
ELEV. 70.78'

STA 308WB+01.74
37.72' LT
ELEV. 70.72'

STA 307WB+85.07
31.21' LT
F/L ELEV. 70.19'
TOC ELEV. 70.21'

ADJUST CATCH BASIN

STA 308WB+03.51
31.57' LT
F/L ELEV. 70.51'
TOC ELEV. 70.53'

STA 308WB+67.80
41.93' LT
ELEV. 70.75'

STA 308WB+67.78
37.93' LT
ELEV. 70.69'

STA 308WB+79.79
41.89' LT
ELEV. 70.73'

STA 308WB+79.78
37.89' LT
ELEV. 70.67'

ADJUST CATCH BASIN

STA 308WB+65.68
30.98' LT
F/L ELEV. 70.21'
TOC ELEV. 70.23'

STA 308WB+81.66
30.96' LT
F/L ELEV. 70.15'
TOC ELEV. 70.17'

308WB

309WB

309EB

W. HAMPTON AVENUE

MATCH LINE 307+59.14

N. 49TH STREET

STA 309EB+47.67
31.19' RT
F/L ELEV. 70.06'
TOC ELEV. 70.08'

STA 309EB+63.67
31.19' RT
F/L ELEV. 70.13'
TOC ELEV. 70.15'

STA 309EB+49.52
38.19' RT
ELEV. 70.72'

STA 309EB+61.52
38.14' RT
ELEV. 70.72'

STA 309EB+49.54
42.14' RT
ELEV. 70.78'

STA 309EB+61.53
42.14' RT
ELEV. 70.78'

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DRIVEWAY AND BUS PADS DETAILS	SHEET 375	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021401-DD.DWG
LAYOUT NAME - 16
PLOT DATE : 10/21/2022 1:36 PM
PLOT BY : PATY DONAHUE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

2

LEGEND

TRANSITIONAL SIDEWALK AREA

N

MATCH LINE 312+14

MATCH LINE 309+99

W. HAMPTON AVENUE

N. 48TH STREET

311WB

312WB

311EB

312EB

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DRIVEWAY AND BUS PADS DETAILS	SHEET 376 E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021401-DD.DWG
LAYOUT NAME - 17

PLOT DATE : 10/21/2022 1:36 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

TRANSITIONAL SIDEWALK AREA

MATCH LINE 314+29

MATCH LINE 312+14

N

STA 313WB+40.44
42.24' LT
ELEV. 70.27'

STA 313WB+52.43
42.22' LT
ELEV. 70.20'

STA 313WB+40.43
38.24' LT
ELEV. 70.21'

STA 313WB+52.43
38.20' LT
ELEV. 70.14'

15%

6.2%

6.9%

STA 313WB+38.25
31.19' LT
F/L ELEV. 69.61'
TOC ELEV. 69.63'

STA 313WB+54.42
31.12' LT
F/L ELEV. 69.45'
TOC ELEV. 69.47'

313WB

314WB

313EB

314EB

W. HAMPTON AVENUE

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DRIVEWAY AND BUS PADS DETAILS	SHEET 377	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021401-DD.DWG
LAYOUT NAME - 18

PLOT DATE : 10/21/2022 1:36 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

TRANSITIONAL SIDEWALK AREA

N

N. 47TH STREET

W. HAMPTON AVENUE

315WB

316WB

315EB

316EB

MATCH LINE 316+44

MATCH LINE 314+29

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DRIVEWAY AND BUS PADS DETAILS	SHEET 378	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021401-DD.DWG
LAYOUT NAME - 19

PLOT DATE : 10/21/2022 1:36 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

2

LEGEND

TRANSITIONAL SIDEWALK AREA

N

MATCH LINE 318+88.69

ADJUST SANITARY SEWER MANHOLE

STA 317WB+05.84
42.14' LT
ELEV. 69.95'

STA 317WB+05.88
38.14' LT
ELEV. 69.89'

STA 317WB+33.28
42.38' LT
ELEV. 70.00'

STA 317WB+33.32
38.38' LT
ELEV. 69.94'

STA 317WB+35.21
31.09' LT
F/L ELEV. 69.50'
TOC ELEV. 69.52'

STA 317WB+03.88
31.09' LT
F/L ELEV. 69.29'
TOC ELEV. 69.31'

STA 318WB+48.48
42.34' LT
ELEV. 70.40'

STA 318WB+48.45
38.34' LT
ELEV. 70.34'

STA 318WB+73.38
42.14' LT
ELEV. 70.46'

STA 318WB+73.35
38.14' LT
ELEV. 70.40'

STA 318WB+46.21
30.94' LT
F/L ELEV. 69.97'
TOC ELEV. 69.99'

STA 318WB+75.26
31.13' LT
F/L ELEV. 70.15'
TOC ELEV. 70.17'

317WB

318WB

W. HAMPTON AVENUE

317EB

318EB

STA 316EB+61.51
31.24' RT
F/L ELEV. 68.96'
TOC ELEV. 68.98'

STA 316EB+92.34
31.39' RT
F/L ELEV. 69.09'
TOC ELEV. 69.11'

ADJUST CATCH BASIN

STA 316EB+63.36
38.36' RT
ELEV. 69.66'

STA 316EB+63.38
42.36' RT
ELEV. 69.72'

STA 316EB+90.04
38.23' RT
ELEV. 69.79'

STA 316EB+90.07
42.18' RT
ELEV. 69.85'

MATCH LINE 316+44

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DRIVEWAY AND BUS PADS DETAILS	SHEET 379	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021401-DD.DWG
LAYOUT NAME - 20
PLOT DATE : 10/21/2022 1:36 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

2

N. 46TH STREET

W. HAMPTON AVENUE

MATCH LINE 320+74

MATCH LINE 318+88.69

LEGEND

TRANSITIONAL SIDEWALK AREA

N

319WB

320WB

319EB

320EB

STA 320EB+33.38
31.49' RT
F/L ELEV. 69.74'
TOC ELEV. 69.76'

STA 320EB+50.43
31.62' RT
F/L ELEV. 69.81'
TOC ELEV. 69.83'

ADJUST CATCH BASIN

9.4%
8.7%
1.5%
8.1%

STA 320EB+35.23
38.46' RT
ELEV. 70.36'

STA 320EB+48.22
38.36' RT
ELEV. 70.32'

STA 320EB+35.26
42.46' RT
ELEV. 70.42'

STA 320EB+48.25
42.36' RT
ELEV. 70.38'

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DRIVEWAY AND BUS PADS DETAILS	SHEET 380	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021401-DD.DWG
LAYOUT NAME - 21

PLOT DATE : 10/21/2022 1:37 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

LEGEND

TRANSITIONAL SIDEWALK AREA

N

MATCH LINE 322+89

MATCH LINE 320+74

N. 45TH STREET

W. HAMPTON AVENUE

321WB

322WB

321EB

322EB

STA 321WB+40.14
42.49' LT
ELEV. 70.16'

STA 321WB+40.14
38.49' LT
ELEV. 70.10'

STA 321WB+56.29
42.47' LT
ELEV. 70.24'

STA 321WB+56.29
38.47' LT
ELEV. 70.18'

1.5%
2.4%
4.1%
5.7%

STA 321WB+37.88
31.19' LT
F/L ELEV. 69.94'
TOC ELEV. 69.96'

STA 321WB+58.12
31.06' LT
F/L ELEV. 69.75'
TOC ELEV. 69.77'

STA 321EB+26.89
31.58' RT
F/L ELEV. 69.58'
TOC ELEV. 69.60'

STA 321EB+42.93
31.63' RT
F/L ELEV. 69.45'
TOC ELEV. 69.47'

1.5%
9.4%
10.1%
10.8%

STA 321EB+28.80
38.56' RT
ELEV. 70.18'

STA 321EB+40.77
38.59' RT
ELEV. 70.17'

STA 321EB+28.79
42.56' RT
ELEV. 70.24'

STA 321EB+40.76
42.59' RT
ELEV. 70.23'

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DRIVEWAY AND BUS PADS DETAILS	SHEET 381	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021401-DD.DWG
LAYOUT NAME - 22
PLOT DATE : 10/21/2022 1:37 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

2

LEGEND

TRANSITIONAL SIDEWALK AREA

N

MATCH LINE 325+04

STA 324WB+43.14
42.21' LT
ELEV. 70.94'

STA 324WB+55.19
42.19' LT
ELEV. 70.90'

STA 324WB+43.19
38.21' LT
ELEV. 70.88'

STA 324WB+55.19
38.22' LT
ELEV. 70.84'

STA 324WB+41.03
31.16' LT
F/L ELEV. 70.53'
TOC ELEV. 70.55'

STA 324WB+57.05
31.18' LT
F/L ELEV. 70.46'
TOC ELEV. 70.48'

1.5%
5.4%
5.2%
2.5%

323WB
324WB
325WB

W. HAMPTON AVENUE

324EB
325EB
323EB

STA 323EB+38.67
31.77' RT
F/L ELEV. 69.77'
TOC ELEV. 69.79'

STA 323EB+54.79
31.75' RT
F/L ELEV. 69.97'
TOC ELEV. 69.99'

STA 324EB+14.61
31.87' RT
F/L ELEV. 70.25'
TOC ELEV. 70.27'

STA 324EB+40.23
31.89' RT
F/L ELEV. 70.37'
TOC ELEV. 70.39'

1.2%
0.8%
0.4%
1.5%

10.5%
3.6%
5.8%
1.5%

STA 323EB+40.60
38.57' RT
ELEV. 70.50'

STA 323EB+52.56
38.56' RT
ELEV. 70.61'

STA 323EB+40.60
42.55' RT
ELEV. 70.56'

STA 323EB+52.56
42.55' RT
ELEV. 70.67'

STA 324EB+16.56
38.47' RT
ELEV. 70.91'

STA 324EB+38.04
38.55' RT
ELEV. 70.80'

STA 324EB+16.54
42.45' RT
ELEV. 70.97'

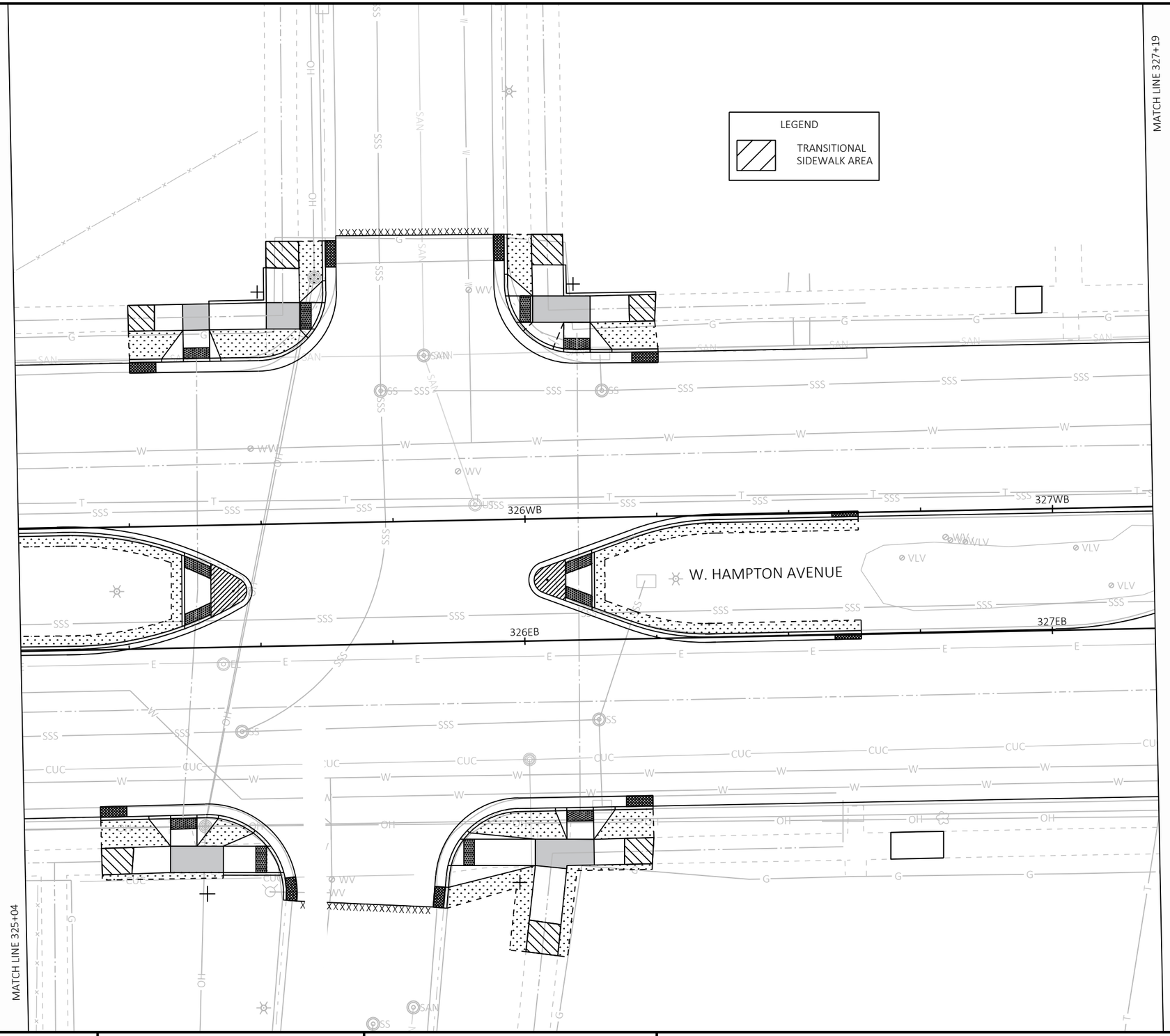
STA 324EB+38.02
42.54' RT
ELEV. 70.86'

MATCH LINE 322+89

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DRIVEWAY AND BUS PADS DETAILS	SHEET 382	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021401-DD.DWG
LAYOUT NAME - 23
PLOT DATE : 10/21/2022 1:37 PM
PLOT BY : PATY DONAHUE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2



PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DRIVEWAY AND BUS PADS DETAILS	SHEET 383	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021401-DD.DWG
LAYOUT NAME - 24

PLOT DATE : 10/21/2022 1:37 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

2

LEGEND

TRANSITIONAL SIDEWALK AREA

N

MATCH LINE 329+34

MATCH LINE 327+19

W. HAMPTON AVENUE

328WB

329WB

328EB

329EB

PI: 329+29.76 WB

PI: 329+30.22 EB

STA 327EB+33.41
31.97' RT
F/L ELEV. 72.38'
TOC ELEV. 72.40'

STA 327EB+49.85
31.93' RT
F/L ELEV. 72.52'
TOC ELEV. 72.54'

STA 327EB+97.22
20.85' RT
ELEV. 73.27'

STA 328EB+27.22
20.92' RT
ELEV. 73.49'

STA 328EB+57.22
20.99' RT
ELEV. 73.68'

5.7%
6.8%
7.9%
1.5%

STA 327EB+35.23
38.76' RT
ELEV. 72.77'

STA 327EB+47.64
38.78' RT
ELEV. 73.02'

STA 327EB+97.20
31.86' RT
F/L ELEV. 72.92'
TOC ELEV. 73.25'

STA 328EB+27.20
31.93' RT
F/L ELEV. 73.10'
TOC ELEV. 73.43'

STA 328EB+57.20
32.00' RT
F/L ELEV. 73.27'
TOC ELEV. 73.60'

STA 327EB+35.23
42.76' RT
ELEV. 72.83'

STA 327EB+47.64
42.77' RT
ELEV. 73.08'

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DRIVEWAY AND BUS PADS DETAILS	SHEET 384	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021401-DD.DWG
LAYOUT NAME - 25

PLOT DATE : 10/21/2022 1:37 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

2

N. SHERMAN BLVD

LEGEND

TRANSITIONAL SIDEWALK AREA

STA 330WB+03.85
30.91' LT
F/L ELEV. 74.02'
TOC ELEV. 74.35'

STA 330WB+32.99
30.05' LT
F/L ELEV. 74.33'
TOC ELEV. 74.66'

STA 330WB+62.99
29.90' LT
F/L ELEV. 74.50'
TOC ELEV. 74.83'

STA 330WB+03.49
19.91' LT
ELEV. 74.34'

STA 330WB+32.94
19.05' LT
ELEV. 74.66'

STA 330WB+62.94
18.90' LT
ELEV. 74.98'

PI: 330+28.67 WB

330WB

331WB

PI: 330+50.04 EB

W. HAMPTON AVENUE

330EB

331EB

MATCH LINE 331+49

N

V24383

MATCH LINE 329+34

N. SHERMAN BLVD

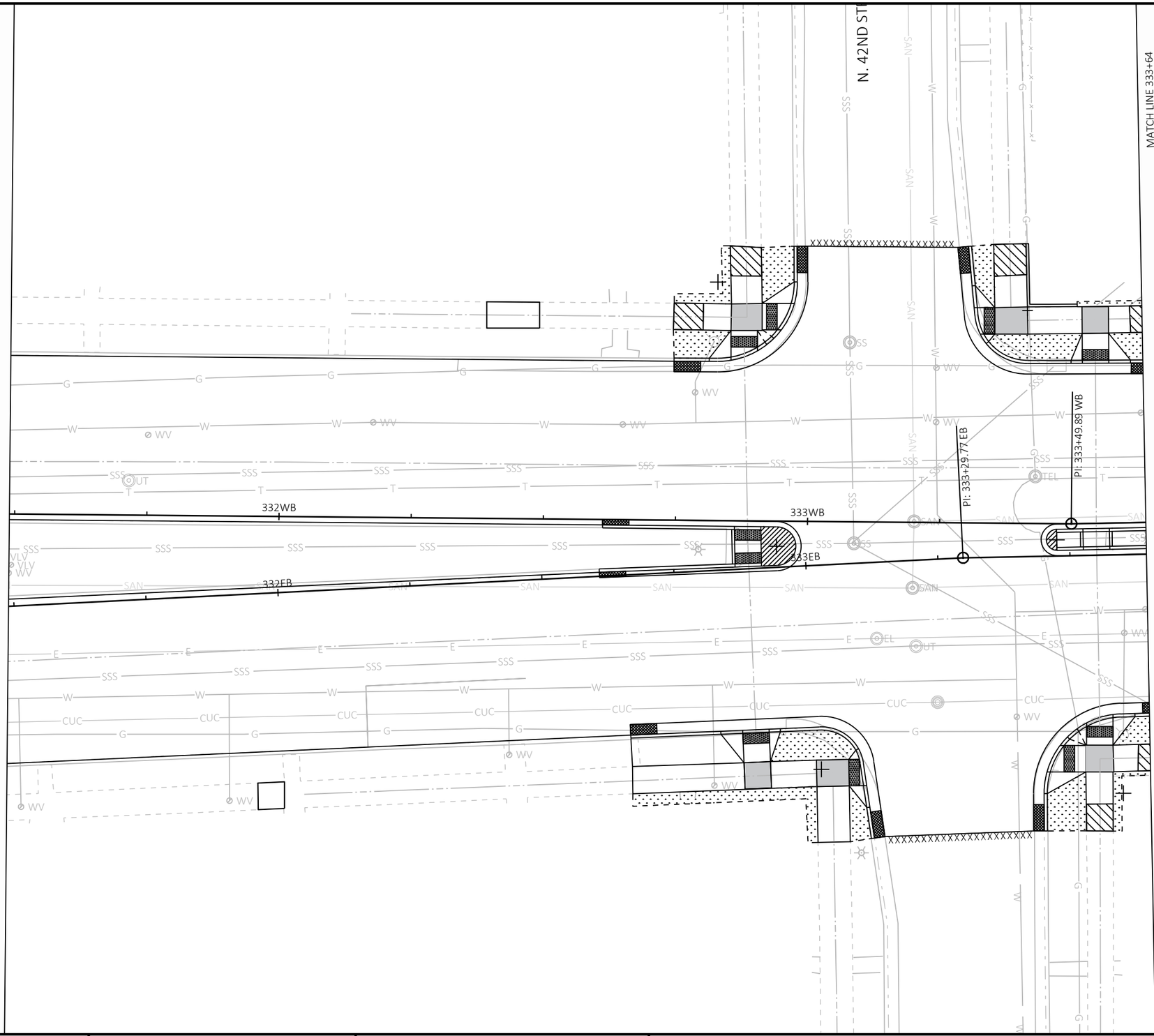
PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DRIVEWAY AND BUS PADS DETAILS	SHEET 385	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021401-DD.DWG
LAYOUT NAME - 26

PLOT DATE : 10/21/2022 1:37 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2



2

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DRIVEWAY AND BUS PADS DETAILS	SHEET 386	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021401-DD.DWG
LAYOUT NAME - 27

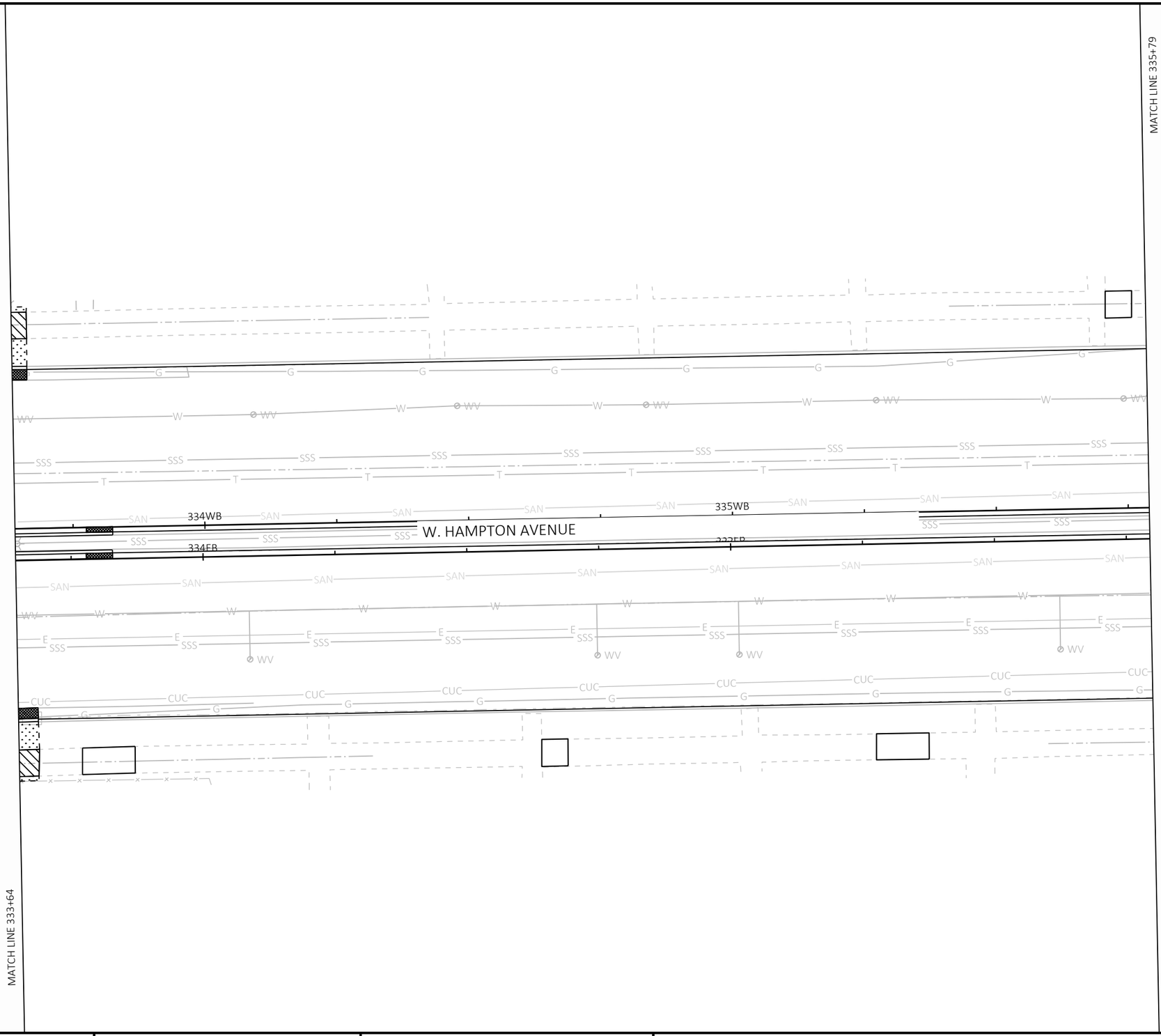
PLOT DATE : 10/21/2022 1:38 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE 335+79



MATCH LINE 333+64

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DRIVEWAY AND BUS PADS DETAILS	SHEET 387	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021401-DD.DWG
LAYOUT NAME - 28
PLOT DATE : 10/21/2022 1:38 PM
PLOT BY : PATY DONAHUE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

2

N

MATCH LINE 337+94

MATCH LINE 335+79

336WB

336EB

337WB

337EB

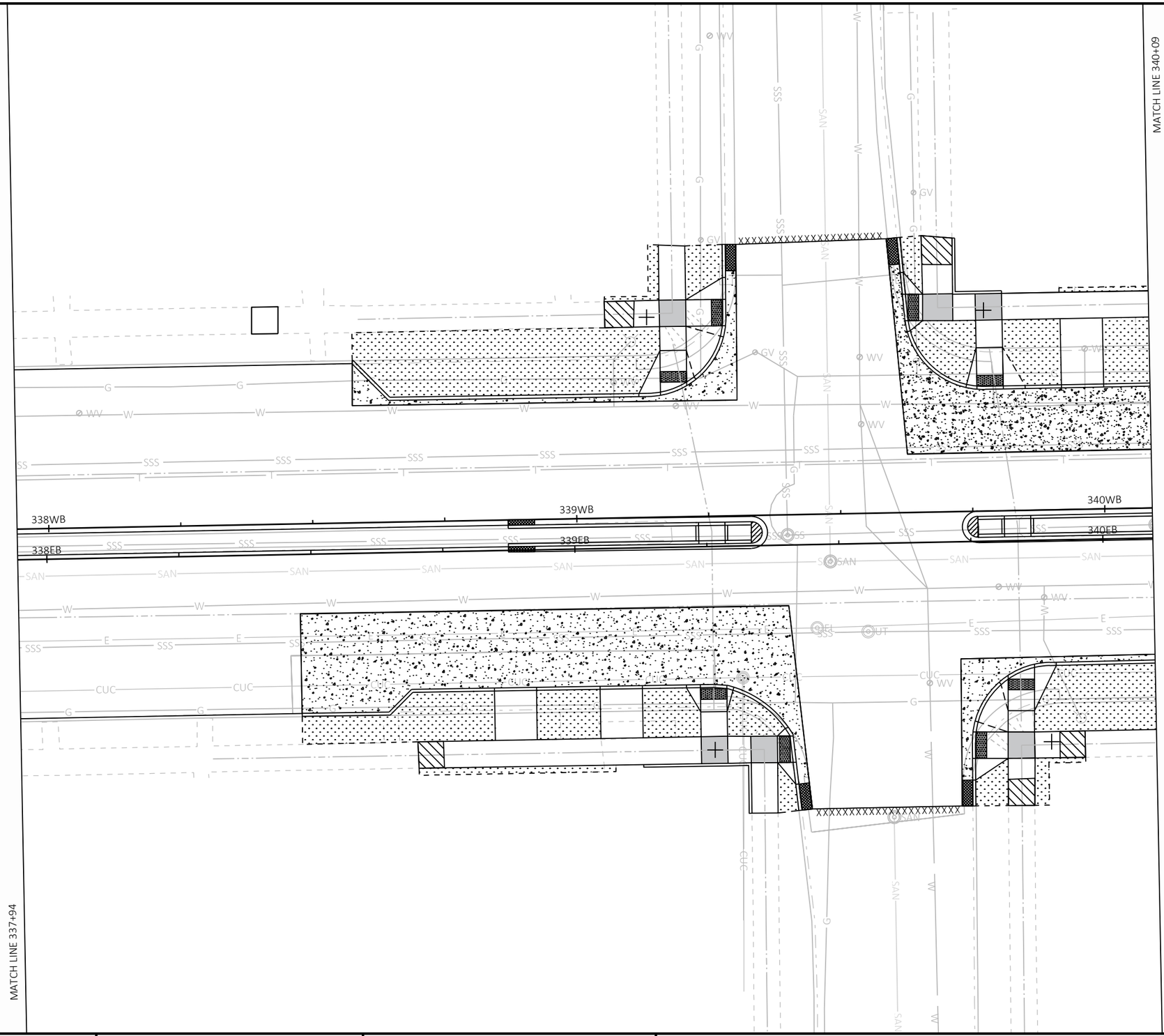
PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DRIVEWAY AND BUS PADS DETAILS	SHEET 388 E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021401-DD.DWG
LAYOUT NAME - 29

PLOT DATE : 10/21/2022 1:38 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DRIVEWAY AND BUS PADS DETAILS	SHEET 389	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021401-DD.DWG
LAYOUT NAME - 30

PLOT DATE : 10/21/2022 1:38 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

2

MATCH LINE 342+24

MATCH LINE 340+09

W. HAMPTON AVENUE

341WB

342WB

342EB

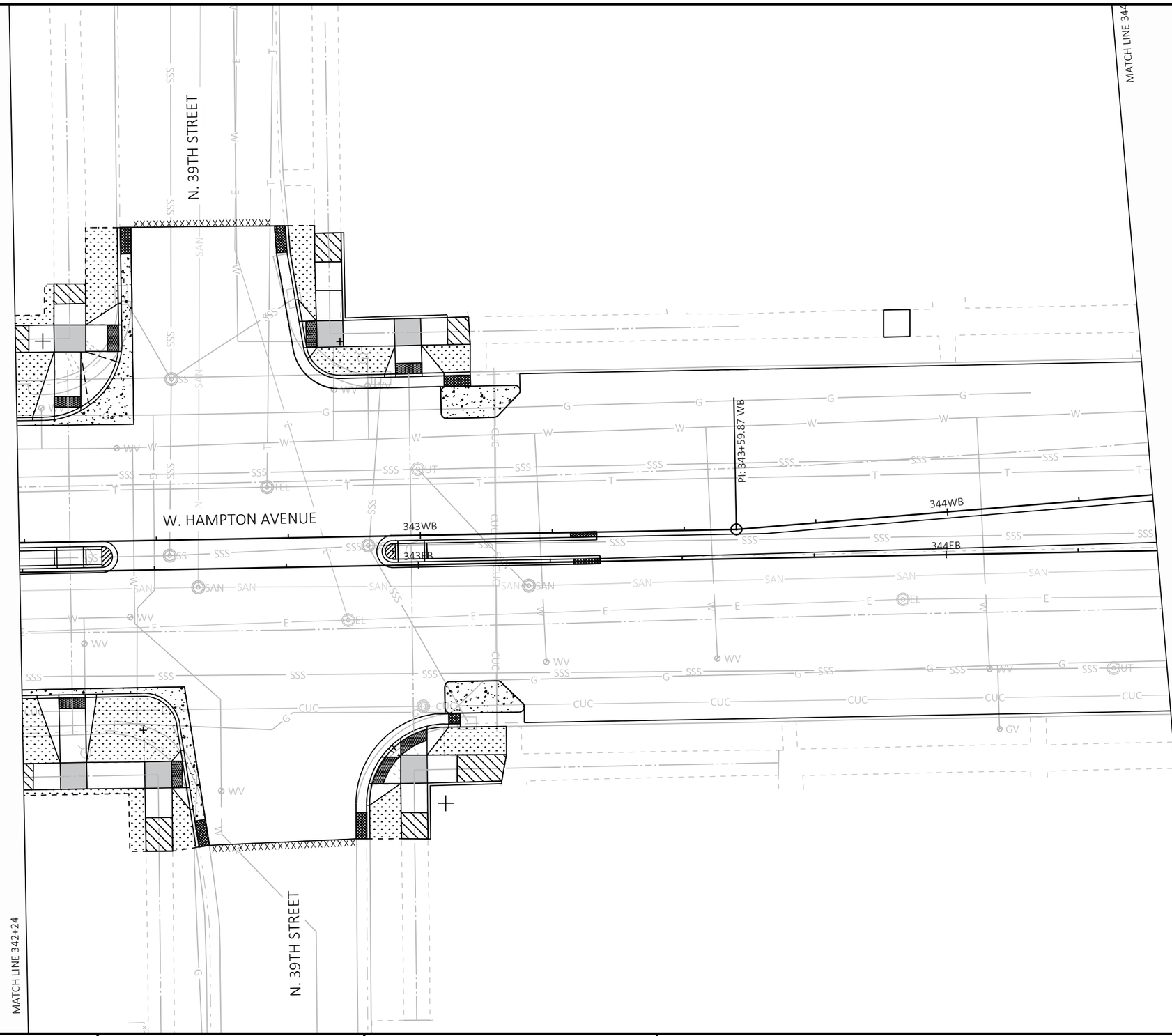
PROJECT NO: 2545-09-71 | HWY: W HAMPTON AVENUE | COUNTY: MILWAUKEE | DRIVEWAY AND BUS PADS DETAILS | SHEET 390 | E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021401-DD.DWG
LAYOUT NAME - 31

PLOT DATE : 10/21/2022 1:38 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

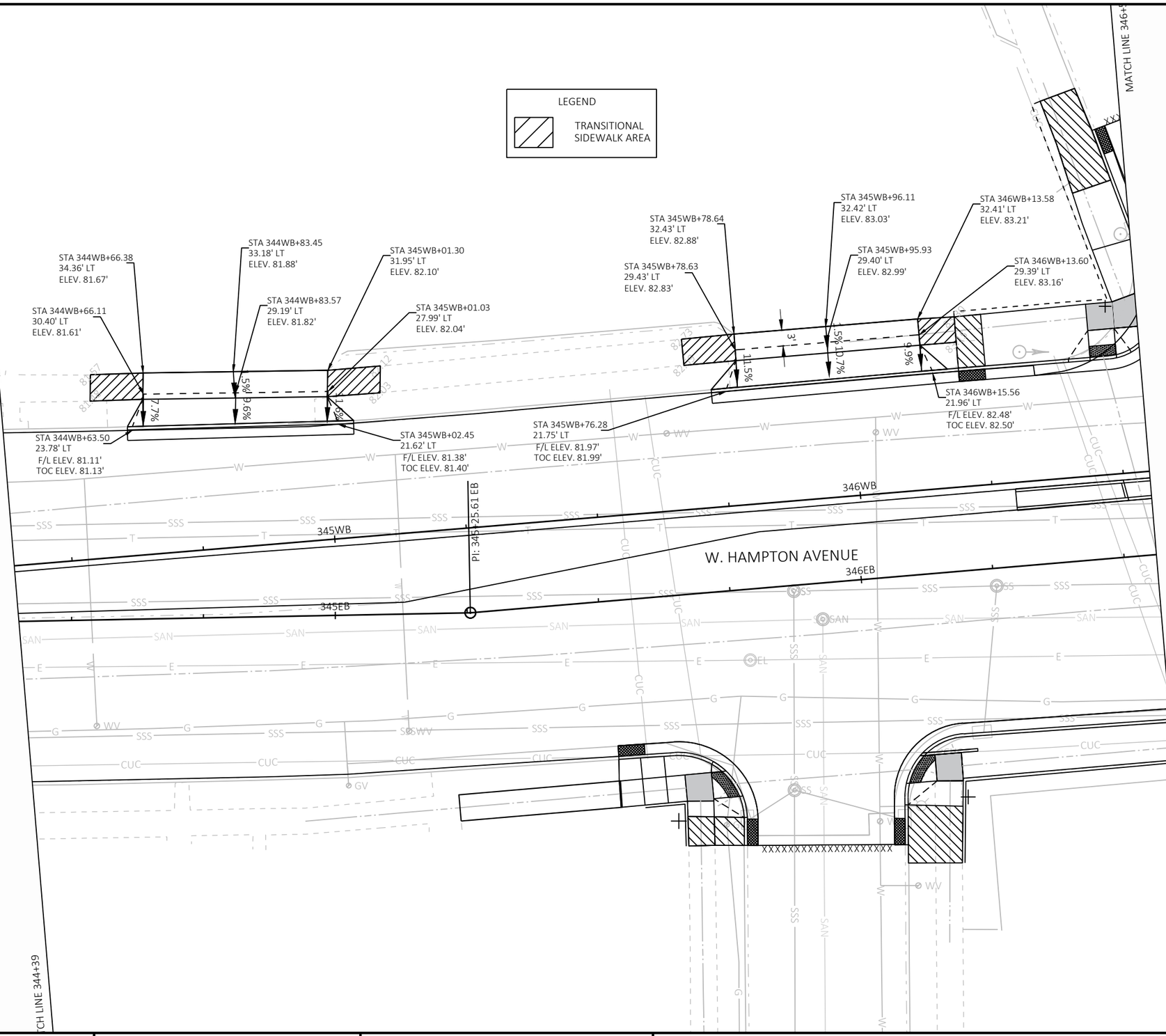


PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DRIVEWAY AND BUS PADS DETAILS	SHEET 391	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021401-DD.DWG
LAYOUT NAME - 32

PLOT DATE : 10/21/2022 1:39 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

2



PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DRIVEWAY AND BUS PADS DETAILS	SHEET 392	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021401-DD.DWG
LAYOUT NAME - 33
PLOT DATE : 10/21/2022 1:39 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

2

LEGEND

TRANSITIONAL SIDEWALK AREA

N

MATCH LINE 348+70

N. HOPKINS ST

STA 347WB+34.41
21.23' LT
F/L ELEV. 83.42'
TOC ELEV. 83.75'

STA 347WB+64.41
21.37' LT
F/L ELEV. 83.15'
TOC ELEV. 83.48'

STA 347WB+94.40
21.48' LT
F/L ELEV. 82.89'
TOC ELEV. 83.22'

ADJUST WATER VALVE

STA 347WB+34.45
10.24' LT
ELEV. 83.75'

STA 347WB+64.45
10.35' LT
ELEV. 83.57'

STA 347WB+94.45
10.46' LT
ELEV. 83.24'

347WB

348WB

PI: 346+83.57 EB

PI: 346+83.57 WB

347EB

348EB

W. HAMPTON AVENUE

N. HOPKINS ST

MATCH LINE 346+55

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DRIVEWAY AND BUS PADS DETAILS	SHEET 393	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021401-DD.DWG
LAYOUT NAME - 34

PLOT DATE : 10/21/2022 1:39 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE 350+85

MATCH LINE 348+70

W. HAMPTON AVENUE

349WB

350WB

349EB

PI: 349+49.75 EB

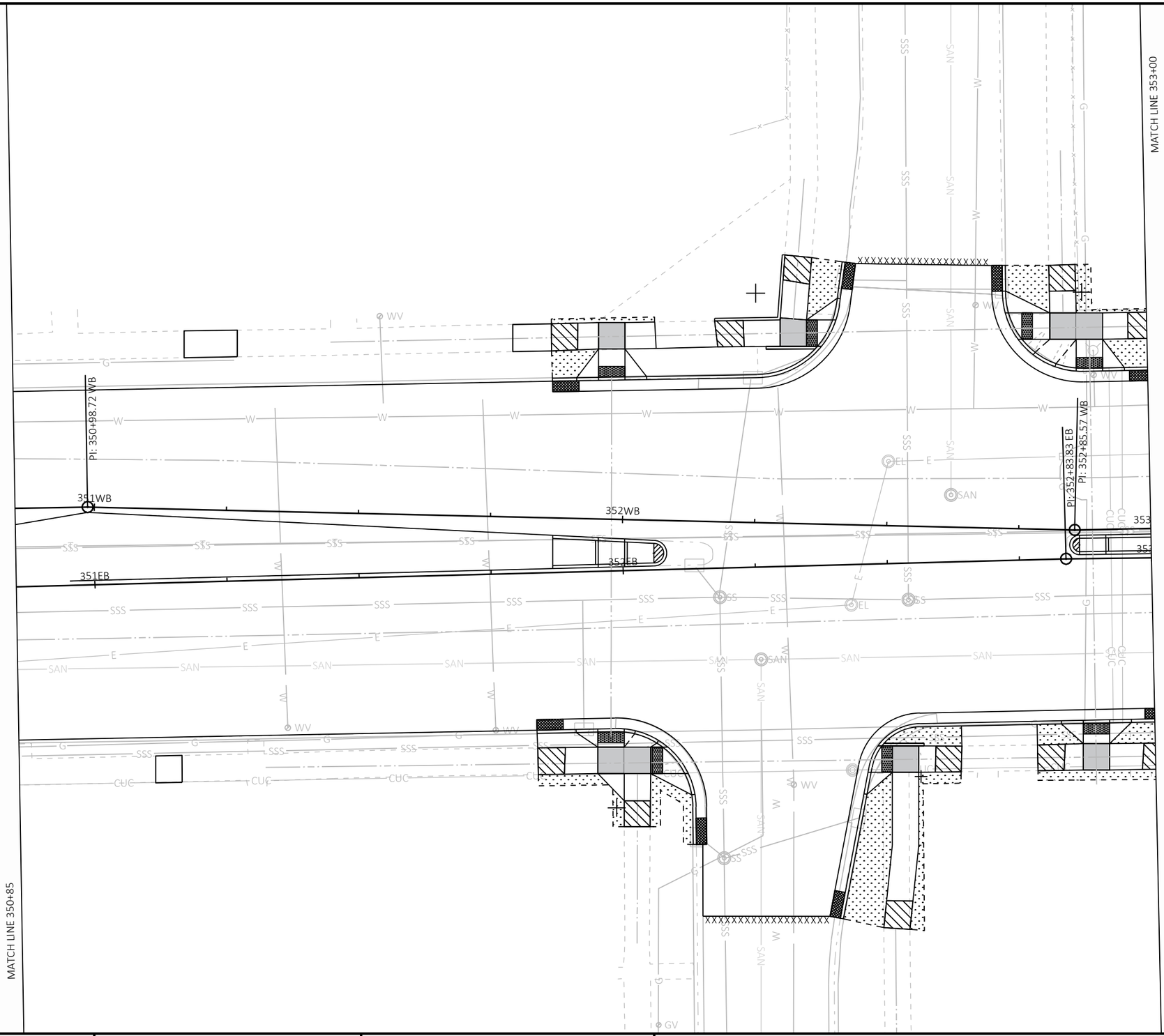
PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DRIVEWAY AND BUS PADS DETAILS	SHEET 394 E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021401-DD.DWG
LAYOUT NAME - 35

PLOT DATE : 10/21/2022 1:39 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DRIVEWAY AND BUS PADS DETAILS	SHEET 395	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021401-DD.DWG
LAYOUT NAME - 36
PLOT DATE : 10/21/2022 1:39 PM
PLOT BY : PATY DONAHUE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

2

MATCH LINE 355+15

N

LEGEND

TRANSITIONAL SIDEWALK AREA

W. HAMPTON AVENUE

354WB

354EB

355WB

355EB

STA 354EB+51.88
18.98' RT
ELEV. 72.90'

STA 354EB+81.93
18.97' RT
ELEV. 72.38'

STA 355EB+11.99
18.96' RT
ELEV. 71.83'

STA 354EB+51.88
28.99' RT
F/L ELEV. 72.61'
TOC ELEV. 72.94'

STA 354EB+81.54
28.98' RT
F/L ELEV. 71.94'
TOC ELEV. 72.27'

STA 355EB+11.99
29.15' RT
F/L ELEV. 71.23'
TOC ELEV. 71.56'

MATCH LINE 353+00

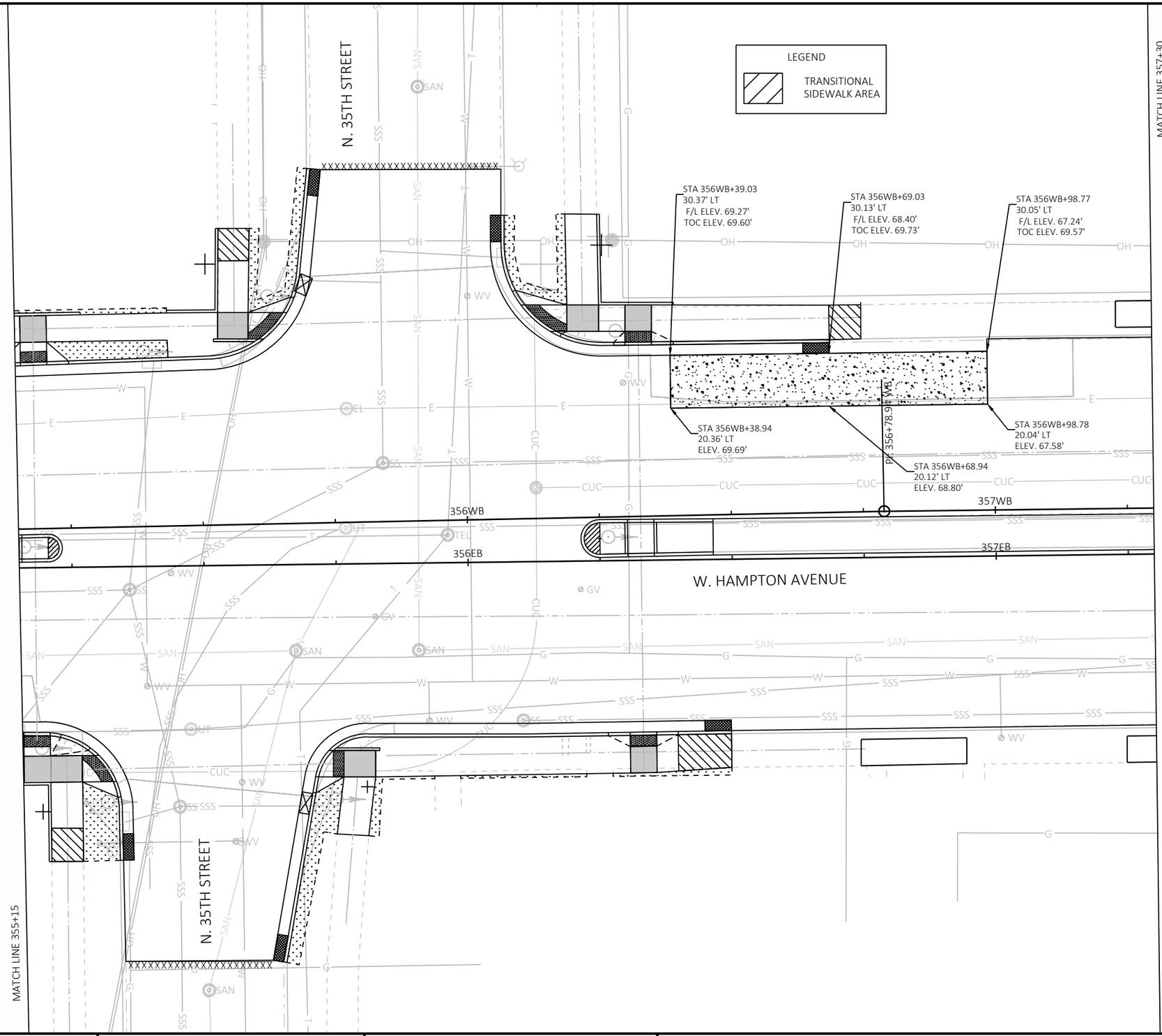
PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DRIVEWAY AND BUS PADS DETAILS	SHEET 396	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021401-DD.DWG
LAYOUT NAME - 37

PLOT DATE : 10/21/2022 1:39 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DRIVEWAY AND BUS PADS DETAILS	SHEET 397	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021401-DD.DWG
LAYOUT NAME - 38

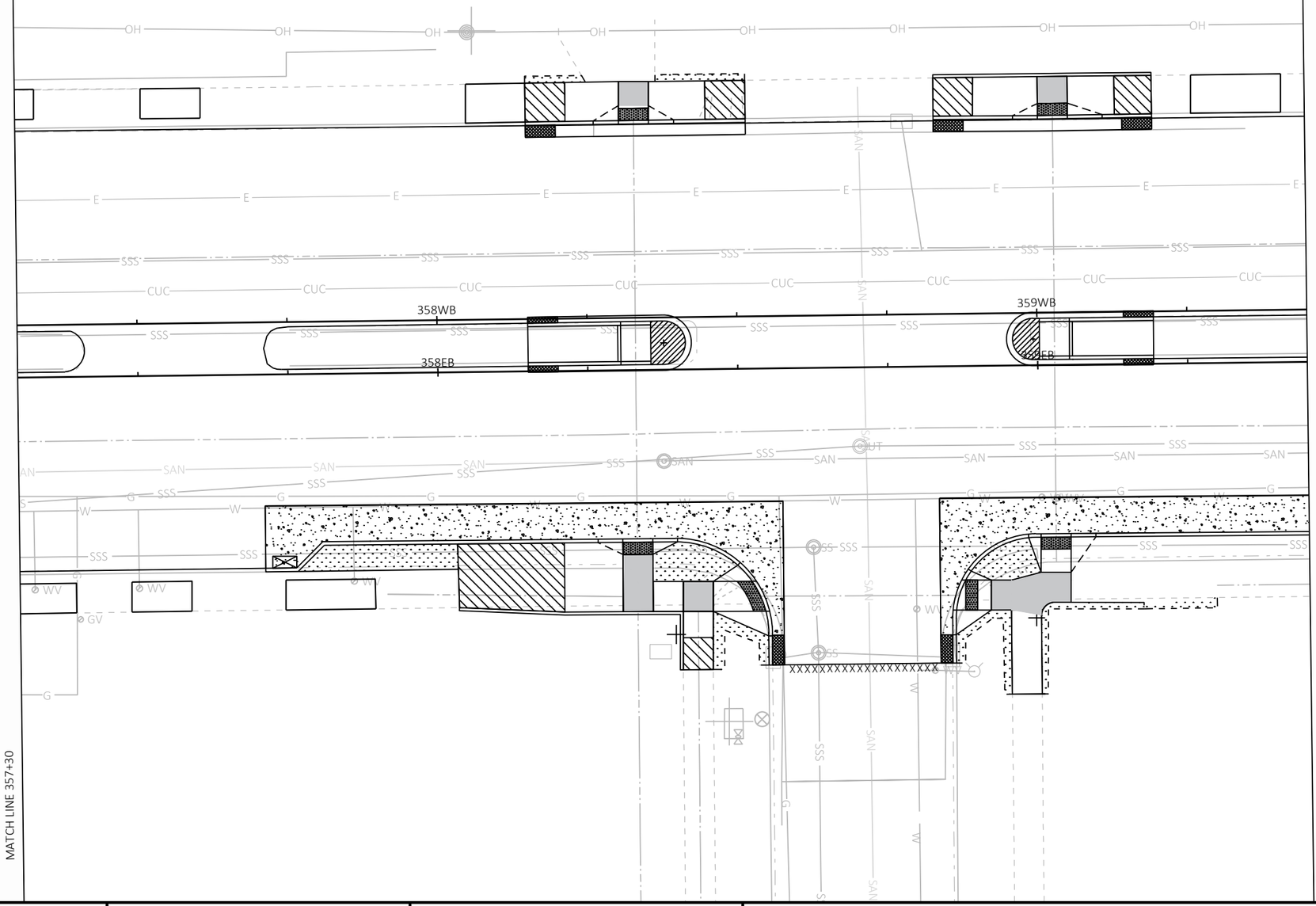
PLOT DATE : 10/21/2022 1:40 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

2

MATCH LINE 359+45

MATCH LINE 357+30



PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DRIVEWAY AND BUS PADS DETAILS	SHEET 398	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021401-DD.DWG
LAYOUT NAME - 39

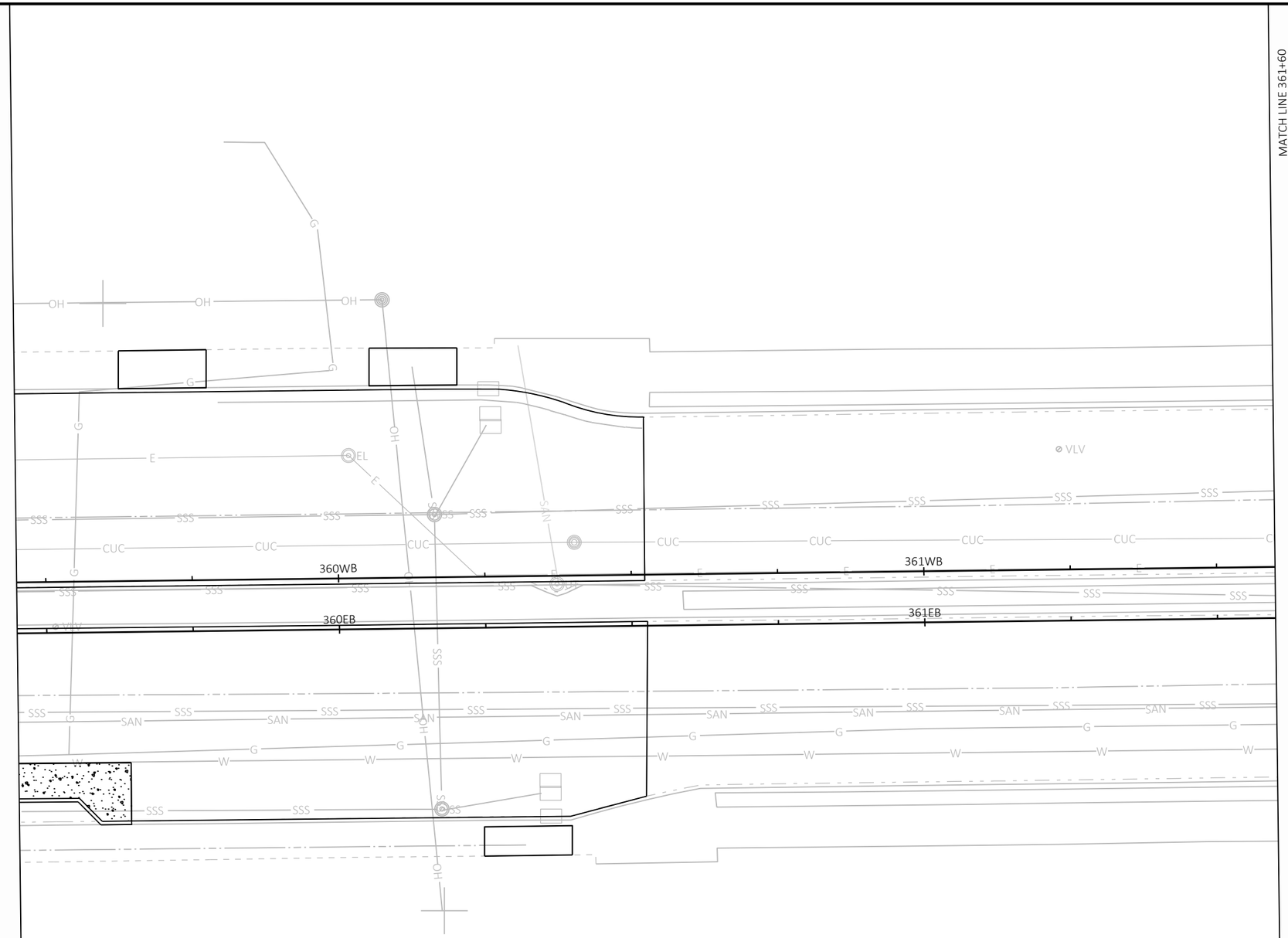
PLOT DATE : 10/21/2022 1:40 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE 361+60



MATCH LINE 359+45

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DRIVEWAY AND BUS PADS DETAILS	SHEET 399	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021401-DD.DWG
LAYOUT NAME - 40

PLOT DATE : 10/21/2022 1:40 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE 363+75

MATCH LINE 361+60

W. HAMPTON AVENUE

362WB

363WB

363EB

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DRIVEWAY AND BUS PADS DETAILS	SHEET 400 E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021401-DD.DWG
LAYOUT NAME - 41

PLOT DATE : 10/21/2022 1:40 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

2

LEGEND

TRANSITIONAL SIDEWALK AREA

N

MATCH LINE 365+90

N. 32ND STREET

W. HAMPTON AVENUE

364WB

364EB

365WB

365EB

STA 363EB+82.66
32.22' RT
F/L ELEV. 55.11'
TOC ELEV. 55.13'

STA 364EB+09.74
32.19' RT
F/L ELEV. 55.23'
TOC ELEV. 55.25'

STA 364EB+47.34
21.32' RT
ELEV. 55.67'

STA 364EB+77.34
21.37' RT
ELEV. 55.52'

STA 365EB+07.34
21.41' RT
ELEV. 55.43'

5.7%

4.6%

5.5%

STA 363EB+84.65
37.28' RT
ELEV. 55.59'

STA 363EB+84.66
41.27' RT
ELEV. 55.65'

STA 364EB+07.67
37.19' RT
ELEV. 55.46'

STA 364EB+07.69
41.18' RT
ELEV. 55.52'

STA 364EB+47.32
32.33' RT
F/L ELEV. 55.02'
TOC ELEV. 55.35'

STA 364EB+77.32
32.42' RT
F/L ELEV. 54.91'
TOC ELEV. 55.24'

STA 365EB+07.32
32.46' RT
F/L ELEV. 55.01'
TOC ELEV. 55.34'

MATCH LINE 363+75

N. 32ND STREET

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DRIVEWAY AND BUS PADS DETAILS	SHEET 401	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021401-DD.DWG
LAYOUT NAME - 42

PLOT DATE : 10/21/2022 1:40 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE 368+05

N

LEGEND

TRANSITIONAL SIDEWALK AREA

STA 366WB+12.79
30.85' LT
F/L ELEV. 55.38'
TOC ELEV. 55.71'

STA 366WB+54.11
30.80' LT
F/L ELEV. 56.21'
TOC ELEV. 56.54'

STA 366WB+54.05
19.79' LT
ELEV. 56.39'

STA 366WB+12.53
19.83' LT
ELEV. 55.75'

PI: 366+14.01 ED
15.27 WB

366WB

366EB

367WB

367EB

368WB

368EB

W. HAMPTON AVENUE

MATCH LINE 365+90

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DRIVEWAY AND BUS PADS DETAILS	SHEET 402	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021401-DD.DWG
LAYOUT NAME - 43

PLOT DATE : 10/21/2022 1:40 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

TRANSITIONAL SIDEWALK AREA

N

MATCH LINE 370+20

MATCH LINE 368+05

W. HAMPTON AVENUE

N.31ST STREET

PI: 368+94.12 WB

PI: 369+33.18 EB

PI: 369+93.90 WB

369WB

369EB

370WB

370EB

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DRIVEWAY AND BUS PADS DETAILS	SHEET 403	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021401-DD.DWG
LAYOUT NAME - 44

PLOT DATE : 10/21/2022 1:41 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE 372+35

LEGEND

TRANSITIONAL SIDEWALK AREA

N

EP: 370+36.49 EB

371WB

372WB

W. HAMPTON AVENUE

STA 370WB+43.80
40.52' RT
F/L ELEV. 65.83'
TOC ELEV. 65.85'

STA 370WB+64.18
41.36' RT
F/L ELEV. 66.62'
TOC ELEV. 66.64'

8.6%

6.5%

4.7%

1.5%

STA 370WB+45.58
49.84' RT
ELEV. 66.67'

STA 370WB+61.90
51.63' RT
ELEV. 67.02'

STA 370WB+45.14
53.82' RT
ELEV. 66.73'

STA 370WB+61.47
55.61' RT
ELEV. 67.08'

MATCH LINE 370+20

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DRIVEWAY AND BUS PADS DETAILS	SHEET 404	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021401-DD.DWG
LAYOUT NAME - 45

PLOT DATE : 10/21/2022 1:41 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

2

LEGEND

TRANSITIONAL SIDEWALK AREA

MATCH LINE 374+60.92

N

373WB

374WB

W. HAMPTON AVENUE

N. 30TH STREET

MATCH LINE 372+35

STA 373WB+87.04
41.89' RT
F/L ELEV. 70.31'
TOC ELEV. 70.33'

STA 374WB+37.53
41.88' RT
F/L ELEV. 69.99'
TOC ELEV. 70.01'

5.6%

6.2%

7.8%

1.5%

STA 373WB+88.95
51.93' RT
ELEV. 70.85'

STA 373WB+88.97
55.93' RT
ELEV. 70.91'

STA 374WB+12.18
51.82' RT
ELEV. 70.75'

STA 374WB+12.20
55.82' RT
ELEV. 70.81'

STA 374WB+35.41
51.71' RT
ELEV. 70.74'

STA 374WB+35.43
55.69' RT
ELEV. 70.80'

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DRIVEWAY AND BUS PADS DETAILS	SHEET 405	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021401-DD.DWG
LAYOUT NAME - 46

PLOT DATE : 10/21/2022 1:41 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

2

MATCH LINE 376+65

MATCH LINE 374+60.92

375WB

376WB

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DRIVEWAY AND BUS PADS DETAILS	SHEET 406 E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021401-DD.DWG
LAYOUT NAME - 47

PLOT DATE : 10/21/2022 1:41 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

2

MATCH LINE 378+80

MATCH LINE 376+65

W. HAMPTON AVENUE

377WB

378WB

TRAN

PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DRIVEWAY AND BUS PADS DETAILS	SHEET 407 E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021401-DD.DWG
LAYOUT NAME - 48

PLOT DATE : 10/21/2022 1:41 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE 380+95

MATCH LINE 378+80

379WB

380WB

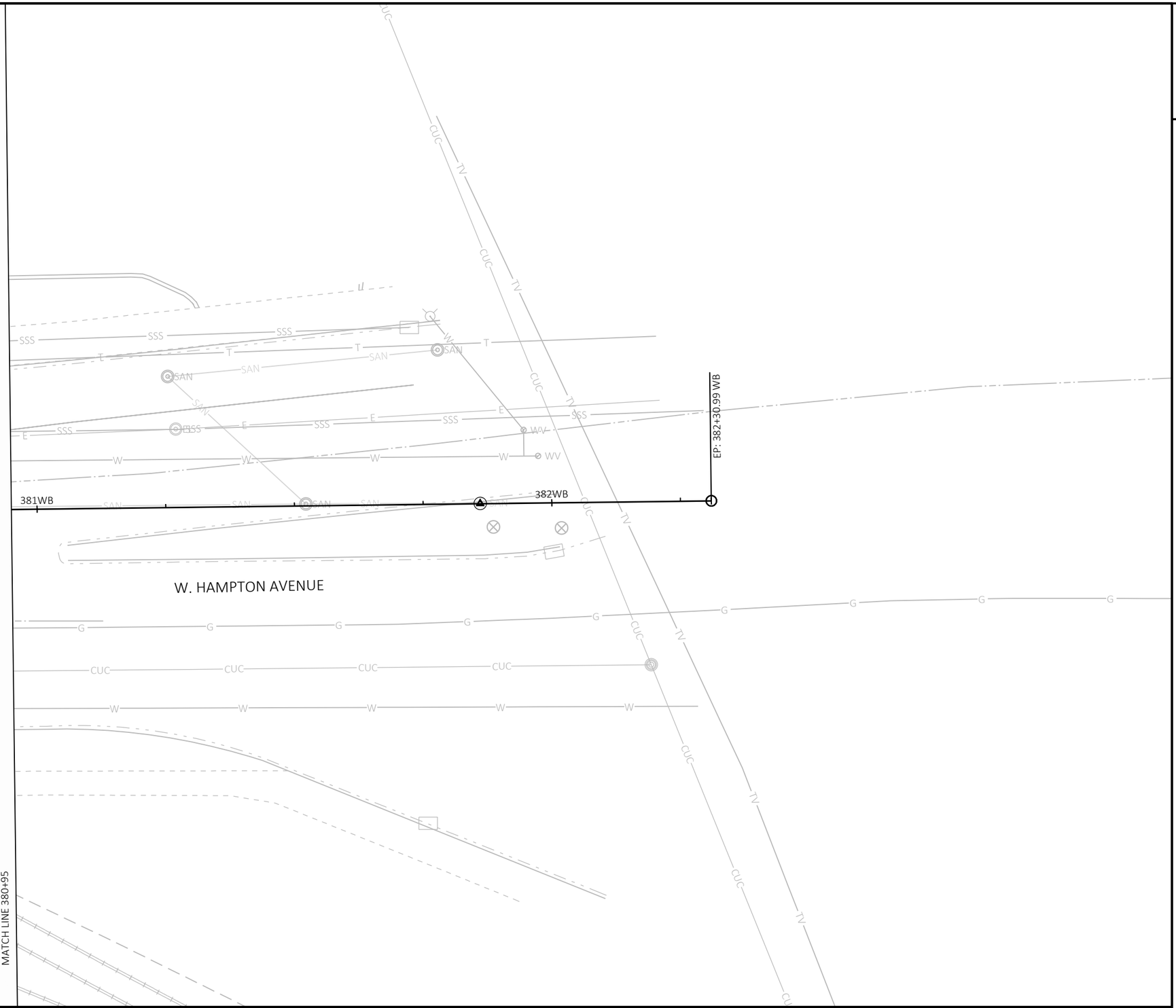
PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DRIVEWAY AND BUS PADS DETAILS	SHEET 408 E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021401-DD.DWG
LAYOUT NAME - 49

PLOT DATE : 10/21/2022 1:41 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

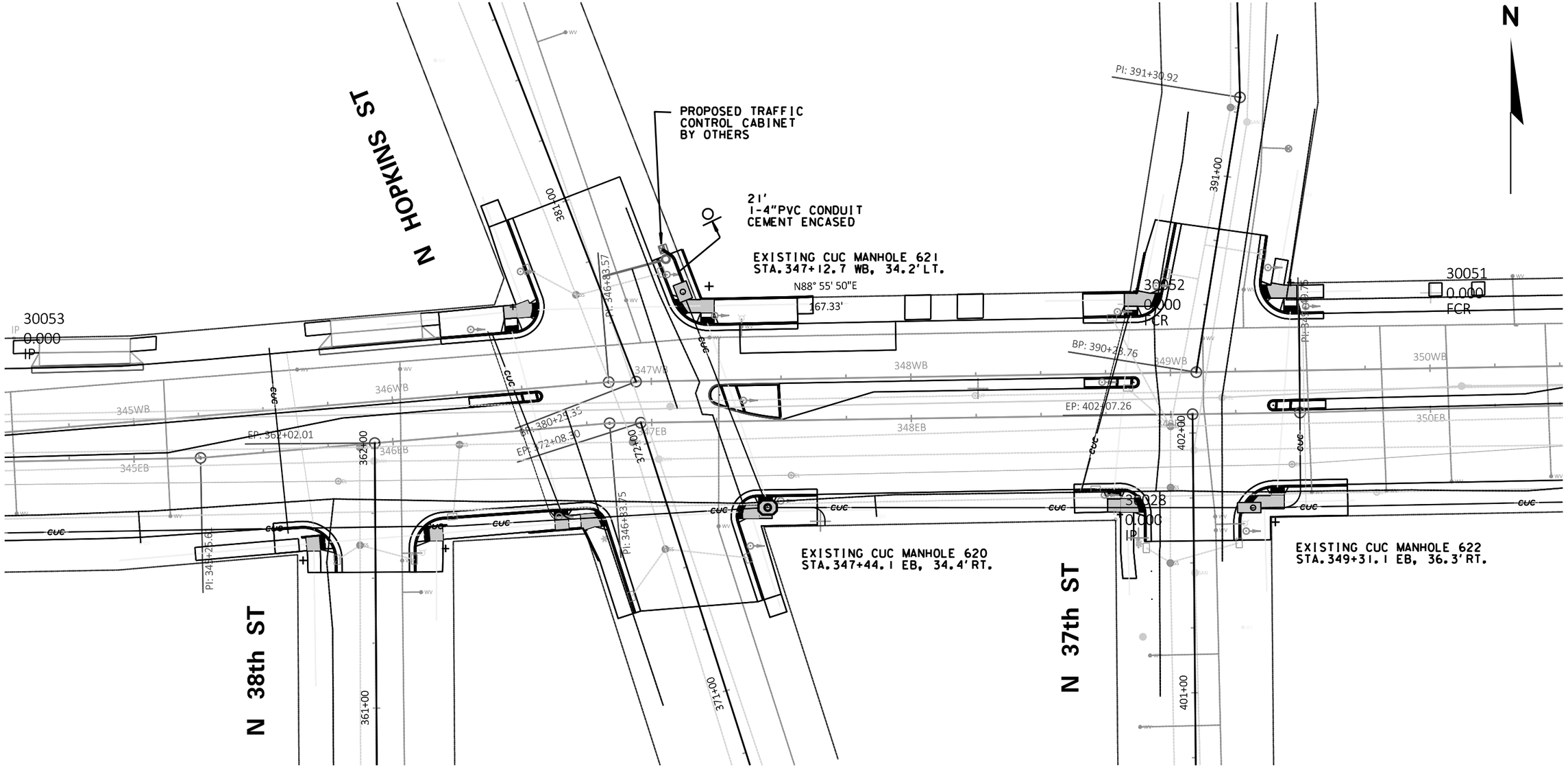


PROJECT NO: 2545-09-71	HWY: W HAMPTON AVENUE	COUNTY: MILWAUKEE	DRIVEWAY AND BUS PADS DETAILS	SHEET 409	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\021401-DD.DWG
LAYOUT NAME - 50

PLOT DATE : 10/21/2022 1:42 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

2



NOTES:

1) CONSTRUCTION STAKING FOR THE CITY UNDERGROUND CONDUIT (CUC) FACILITIES IS TO BE INCLUDED IN AND PAID FOR UNDER THE BID ITEM 650.8500 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS
2) THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS IS APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
3) THE LOCATION OF THE EXISTING AND PROPOSED UTILITY INSTALLATIONS SHALL BE FIELD VERIFIED BY THE CONTRACTOR.
4) DIMENSIONS SHOWN ARE TO CENTER OF MANHOLE, DUCT PACKAGE OR UTILITY.
5) MAINTAIN A STANDARD DEPTH OF 39-INCHES BETWEEN FINISHED GRADE AND TOP OF CONDUIT EXCEPT WHEN INSTALLED AT A DEPTH OF 27-INCHES TO CROSS ABOVE SEWER LATERALS WITH 4-INCHES OF CLEARANCE.
6) REMOVE ABANDONED CONDUIT AS NEEDED FOR PROPOSED INSTALLATION.
7) ATTACH PROPOSED 4" PVC TO EXISTING DUCTS USING APPROPRIATE ADAPTORS.

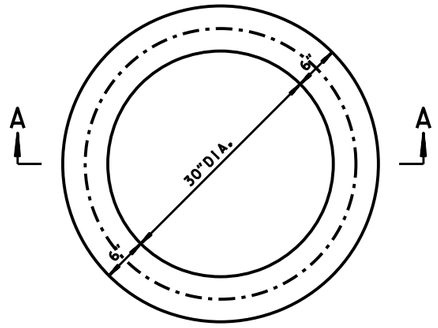
LEGEND

— CUC —	PROPOSED 4-INCH CEMENT ENCASED NONMETALLIC CONDUIT, NUMBER OF RUNS AS NOTED.
●	PROPOSED CUC MANHOLE
▣	EXISTING CUC MANHOLE
— CUC —	EXISTING CONDUIT
— — — ·	ABANDONED CONDUIT

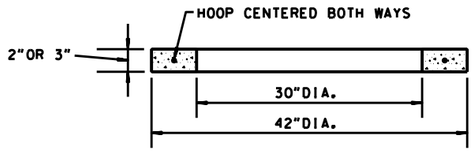
SHEET 1 OF 2

STATE PROJECT NUMBER 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CITY UNDERGROUND CONDUIT (CUC)	SCALE FEET 0' 40'	SHEET NO: 410 1E

FILE NAME : W:\ugd\Conduit Work Files\uconduit\2022\Hampton- Teutonia to 60\2022-3-22_Hampton REVISED 60% files\90%\CUC.dgn
PEN TABLE : W:\ugd\Conduit Work Files_PenTables\e_cuc-St_gshade.pen
PLOT DATE : 26-AUG-2022 15:23
COLOR TABLE : Q:\software\clrlib\ksuess2.tbl
PLOT BY : krogne
PLOT NAME :
PLOT SCALE : 1:40



PLAN



SECTION A-A

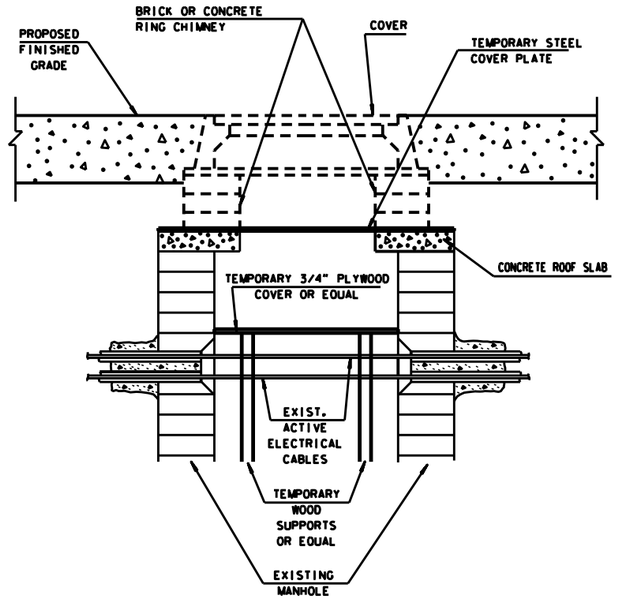
THE ADJUSTING RING SHALL BE 2" OR 3" IN HEIGHT.

THE CIRCUMFERENTIAL STEEL SHALL BE CENTERED WITHIN THE RING.

AREA OF CIRCUMFERENTIAL STEEL = 0.07 SQ. INCH PER VERTICAL FOOT WITH A MINIMUM OF .024 SQ. INCH IN ANY ONE RING.

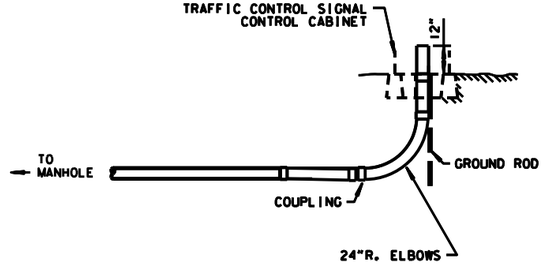
THE MINIMUM COMPRESSIVE STRENGTH OF THE CONCRETE CORE SHALL BE 4000 P.S.I.

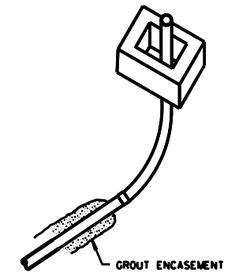
CONCRETE ADJUSTING RING



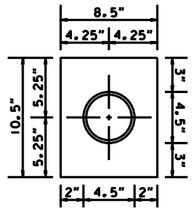
ADJUSTING CUC MANHOLES

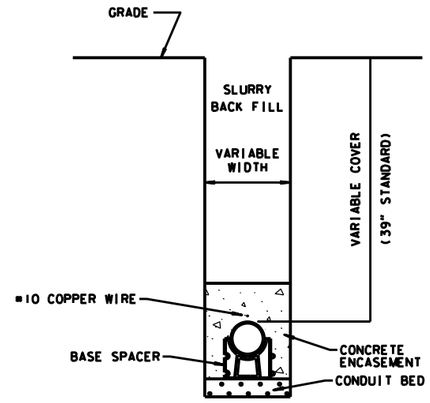






TRAFFIC CONTROL CABINET

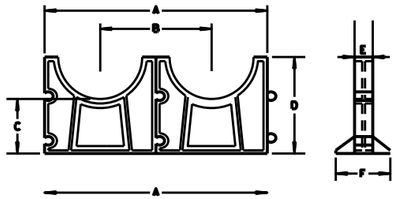




CROSS SECTION VIEW

N.T.S.

COND.	4"
A	12 ½"
B	6 ½"
C	3"
D	6 ½"
E	1"
F	3"



BASE SPACER DETAIL

N.T.S.

SHEET 2 OF 2

STATE PROJECT NUMBER 2545-09-71	HWY: W HAMPTON AVE	COUNTY: MILWAUKEE	CITY UNDERGROUND CONDUIT DETAILS	SCALE FEET 0 40	SHEET NO: 411 E

FILE NAME : $$....desIgnfile....$$
PEN TABLE : DGNPENTABLE
PLOT DATE : $$...plottingdate...$$
COLOR TABLE : DGNcolorTABLE
PLOT BY : $$...plotuser...$$
PLOT NAME :
PLOT SCALE : $$.....plotscale.....$$

2545-09-71

Line	Item	Item Description	Unit	Total	Qty
0002	204.0100	Removing Concrete Pavement	SY	8,417.000	8,417.000
0004	204.0105	Removing Concrete Pavement Butt Joints	SY	2,091.000	2,091.000
0006	204.0110	Removing Asphaltic Surface	SY	467.000	467.000
0008	204.0120	Removing Asphaltic Surface Milling	SY	71,907.000	71,907.000
0010	204.0150	Removing Curb & Gutter	LF	7,662.000	7,662.000
0012	204.0155	Removing Concrete Sidewalk	SY	6,330.000	6,330.000
0014	204.0195	Removing Concrete Bases	EACH	63.000	63.000
0016	204.0210	Removing Manholes	EACH	1.000	1.000
0018	204.0220	Removing Inlets	EACH	16.000	16.000
0020	204.0245	Removing Storm Sewer (size) 001. 8-Inch	LF	107.000	107.000
0022	204.0245	Removing Storm Sewer (size) 002. 12-Inch	LF	59.000	59.000
0026	204.9060.S	Removing (item description) 001. Trees	EACH	9.000	9.000
0028	205.0100	Excavation Common	CY	7,105.000	7,105.000
0030	211.0101	Prepare Foundation for Asphaltic Paving (project) 001. 2545-09-71	EACH	1.000	1.000
0036	213.0100	Finishing Roadway (project) 002. 2545-09-71	EACH	1.000	1.000
0040	305.0110	Base Aggregate Dense 3/4-Inch	TON	1,379.000	1,379.000
0042	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	1,741.000	1,741.000
0050	390.0303	Base Patching Concrete	SY	762.000	762.000
0054	415.0090	Concrete Pavement 9-Inch	SY	2,502.000	2,502.000
0056	416.0170	Concrete Driveway 7-Inch	SY	884.000	884.000
0058	416.0610	Drilled Tie Bars	EACH	937.000	937.000
0060	416.0620	Drilled Dowel Bars	EACH	14,858.000	14,858.000
0062	416.1710	Concrete Pavement Repair	SY	4,659.000	4,659.000
0064	455.0605	Tack Coat	GAL	10,070.000	10,070.000
0066	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	2.000	2.000
0068	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	4.000	4.000
0070	460.2005	Incentive Density PWL HMA Pavement	DOL	17,000.000	17,000.000
0072	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	10,900.000	10,900.000
0074	460.2010	Incentive Air Voids HMA Pavement	DOL	12,400.000	12,400.000
0076	460.6224	HMA Pavement 4 MT 58-28 S	TON	17,000.000	17,000.000
0084	601.0322	Concrete Curb & Gutter 22-Inch	LF	4,132.000	4,132.000
0086	601.0331	Concrete Curb & Gutter 31-Inch	LF	5,964.000	5,964.000
0088	601.0600	Concrete Curb Pedestrian	LF	1,994.000	1,994.000
0090	602.0410	Concrete Sidewalk 5-Inch	SF	44,590.000	44,590.000
0092	602.0420	Concrete Sidewalk 7-Inch	SF	6,457.000	6,457.000
0094	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	2,470.000	2,470.000
0096	602.1000	Concrete Loading Zone	SF	1,000.000	1,000.000
0102	608.0512	Storm Sewer Pipe Reinforced Concrete Class V 12-Inch	LF	64.000	64.000
0104	608.6008	Storm Sewer Pipe Composite 8-Inch	LF	198.000	198.000
0106	611.1003	Catch Basins 3-FT Diameter	EACH	14.000	14.000
0108	611.2004	Manholes 4-FT Diameter	EACH	3.000	3.000
0110	611.3003	Inlets 3-FT Diameter	EACH	5.000	5.000
0114	611.8110	Adjusting Manhole Covers	EACH	296.000	296.000
0116	611.8115	Adjusting Inlet Covers	EACH	50.000	50.000
0118	611.8120.S	Cover Plates Temporary	EACH	296.000	296.000
0120	618.0100	Maintenance And Repair of Haul Roads (project) 001. 2545-09-71	EACH	1.000	1.000
0122	619.1000	Mobilization	EACH	0.850	0.850
0132	628.7005	Inlet Protection Type A	EACH	30.000	30.000
0134	628.7010	Inlet Protection Type B	EACH	185.000	185.000

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Line	Item	Item Description	Unit	Total	Qty
0140	629.0210	Fertilizer Type B	CWT	5.300	5.300
0142	631.0300	Sod Water	MGAL	11.300	11.300
0144	631.1000	Sod Lawn	SY	415.920	415.920
0146	632.0101	Trees (species) (size) (root) 001. Frontier Elm (4" Cal.) (39" Ball/Pot)	EACH	3.000	3.000
0148	632.0101	Trees (species) (size) (root) 002. Autumn Blaze Maple(4" cal.) (39" Ball/Pot)	EACH	2.000	2.000
0150	632.0101	Trees (species) (size) (root) 003. Ivory Silk Tree Lilac (3" Cal.) (24" Ball/Pot)	EACH	2.000	2.000
0152	632.0101	Trees (species) (size) (root) 004. Tulip Tree (3" Cal.) (24" Ball/Pot)	EACH	1.000	1.000
0154	632.0101	Trees (species) (size) (root) 005. Ruby Red Horse Chestnut (3" Cal.) (24" Ball/Pot)	EACH	1.000	1.000
0156	632.9101	Landscape Planting Surveillance and Care Cycles	EACH	9.000	9.000
0158	637.2210	Signs Type II Reflective H	SF	340.000	340.000
0160	637.2220	Signs Type II Reflective SH	SF	113.000	113.000
0162	637.2230	Signs Type II Reflective F	SF	236.000	236.000
0164	638.2102	Moving Signs Type II	EACH	6.000	6.000
0166	638.2602	Removing Signs Type II	EACH	24.000	24.000
0168	638.3000	Removing Small Sign Supports	EACH	18.000	18.000
0170	638.4000	Moving Small Sign Supports	EACH	1.000	1.000
0172	643.0300	Traffic Control Drums	DAY	21,980.000	21,980.000
0174	643.0410	Traffic Control Barricades Type II	DAY	5,800.000	5,800.000
0176	643.0420	Traffic Control Barricades Type III	DAY	6,610.000	6,610.000
0178	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	1,799.000	1,799.000
0180	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	1,799.000	1,799.000
0182	643.0705	Traffic Control Warning Lights Type A	DAY	13,220.000	13,220.000
0184	643.0715	Traffic Control Warning Lights Type C	DAY	2,039.000	2,039.000
0186	643.0800	Traffic Control Arrow Boards	DAY	259.000	259.000
0188	643.0900	Traffic Control Signs	DAY	9,023.000	9,023.000
0190	643.1050	Traffic Control Signs PCMS	DAY	40.000	40.000
0192	643.1070	Traffic Control Cones 42-Inch	DAY	7,590.000	7,590.000
0194	643.3150	Temporary Marking Line Removable Tape 4-Inch	LF	52,780.000	52,780.000
0196	643.3250	Temporary Marking Line Removable Tape 8-Inch	LF	3,215.000	3,215.000
0198	643.5000	Traffic Control	EACH	0.850	0.850
0212	646.1020	Marking Line Epoxy 4-Inch	LF	6,463.000	6,463.000
0214	646.3020	Marking Line Epoxy 8-Inch	LF	755.000	755.000
0216	646.5020	Marking Arrow Epoxy	EACH	16.000	16.000
0218	646.5120	Marking Word Epoxy	EACH	8.000	8.000
0220	646.5220	Marking Symbol Epoxy	EACH	8.000	8.000
0222	646.8120	Marking Curb Epoxy	LF	2,854.000	2,854.000
0224	646.8220	Marking Island Nose Epoxy	EACH	59.000	59.000
0236	650.8501	Construction Staking Electrical Installations (project) 002. 2545-09-71	EACH	1.000	1.000
0250	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	335.000	335.000
0252	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	1,445.000	1,445.000
0256	652.0615	Conduit Special 3-Inch	LF	3,730.000	3,730.000
0258	654.0101	Concrete Bases Type 1	EACH	21.000	21.000
0260	654.0105	Concrete Bases Type 5	EACH	95.000	95.000
0262	654.0110	Concrete Bases Type 10	EACH	7.000	7.000
0266	654.0120	Concrete Bases Type 10-Special	EACH	5.000	5.000
0268	655.0230	Cable Traffic Signal 5-14 AWG	LF	3,830.000	3,830.000
0270	655.0250	Cable Traffic Signal 9-14 AWG	LF	810.000	810.000
0272	655.0260	Cable Traffic Signal 12-14 AWG	LF	1,925.000	1,925.000
0274	655.0270	Cable Traffic Signal 15-14 AWG	LF	2,065.000	2,065.000

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Line	Item	Item Description	Unit	Total	Qty
0276	655.0280	Cable Traffic Signal 19-14 AWG	LF	1,955.000	1,955.000
0280	655.0305	Cable Type UF 2-12 AWG Grounded	LF	10,580.000	10,580.000
0282	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	4,205.000	4,205.000
0284	655.0900	Traffic Signal EVP Detector Cable	LF	4,145.000	4,145.000
0286	657.0100	Pedestal Bases	EACH	21.000	21.000
0288	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	95.000	95.000
0290	657.0350	Poles Type 10	EACH	7.000	7.000
0292	657.0352	Poles Type 10-Special	EACH	5.000	5.000
0296	657.0420	Traffic Signal Standards Aluminum 13-FT	EACH	15.000	15.000
0298	657.0425	Traffic Signal Standards Aluminum 15-FT	EACH	2.000	2.000
0300	657.0430	Traffic Signal Standards Aluminum 10-FT	EACH	4.000	4.000
0302	657.0525	Monotube Arms 25-FT	EACH	2.000	2.000
0304	657.0530	Monotube Arms 30-FT	EACH	5.000	5.000
0306	657.0536	Monotube Arms 35-FT-Special	EACH	3.000	3.000
0308	657.0541	Monotube Arms 40-FT-Special	EACH	2.000	2.000
0314	658.0173	Traffic Signal Face 3S 12-Inch	EACH	73.000	73.000
0316	658.0174	Traffic Signal Face 4S 12-Inch	EACH	5.000	5.000
0318	658.0412	Pedestrian Signal Face 12-Inch	EACH	43.000	43.000
0320	658.0500	Pedestrian Push Buttons	EACH	8.000	8.000
0324	658.5070	Signal Mounting Hardware (location) 001. Hampton & 51st St	EACH	1.000	1.000
0326	658.5070	Signal Mounting Hardware (location) 002. Hampton & Sherman Blvd.	EACH	1.000	1.000
0328	658.5070	Signal Mounting Hardware (location) 003. Hampton & Hopkins	EACH	1.000	1.000
0330	658.5070	Signal Mounting Hardware (location) 004. Hampton & 37th St	EACH	1.000	1.000
0332	658.5070	Signal Mounting Hardware (location) 005. Hampton & 35th St	EACH	1.000	1.000
0334	658.5070	Signal Mounting Hardware (location) 006. Hampton & 32nd St	EACH	1.000	1.000
0340	659.5000.S	Lamp, Ballast, LED, Switch Disposal by Contractor	EACH	156.000	156.000
0342	661.0201	Temporary Traffic Signals for Intersections (location) 001. Hopkins	EACH	1.000	1.000
0344	661.0201	Temporary Traffic Signals for Intersections (location) 002. 37th	EACH	1.000	1.000
0346	661.0201	Temporary Traffic Signals for Intersections (location) 003. 35th	EACH	1.000	1.000
0348	661.0201	Temporary Traffic Signals for Intersections (location) 004. 32nd	EACH	1.000	1.000
0354	674.0300	Remove Cable	LF	500.000	500.000
0358	690.0250	Sawing Concrete	LF	27,931.000	27,931.000
0360	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	1,500.000	1,500.000
0362	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	3,200.000	3,200.000
0364	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	7,200.000	7,200.000
0366	SPV.0060	Special 001. Connect Storm Sewer to Existing Structure	EACH	13.000	13.000
0368	SPV.0060	Special 002. Expose Existing Utility	EACH	100.000	100.000
0370	SPV.0060	Special 003. Curb Ramp Grading, Shaping and Finishing	EACH	189.000	189.000
0372	SPV.0060	Special 004. Adjusting Water Valve Boxes	EACH	138.000	138.000
0374	SPV.0060	Special 005. Water Main Protection	EACH	20.000	20.000
0376	SPV.0060	Special 006. Field Facilities Office Space	EACH	0.850	0.850
0378	SPV.0060	Special 007. Section Corner Monuments	EACH	6.000	6.000
0380	SPV.0060	Special 008. Survey Project 2545-09-71	EACH	1.000	1.000
0382	SPV.0060	Special 010. Temporary No Parking Signs	EACH	200.000	200.000
0384	SPV.0060	Special 101. Inlet Cover Type MS 55	EACH	1.000	1.000
0386	SPV.0060	Special 102. Manhole Covers Type MS 57	EACH	19.000	19.000
0388	SPV.0060	Special 103. Manhole Covers Type MS-58A	EACH	3.000	3.000
0390	SPV.0060	Special 104. Internal Sanitary Manhole Seals	EACH	75.000	75.000
0394	SPV.0060	Special 201. Install Precast Control Cabinet Base	EACH	4.000	4.000

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Line	Item	Item Description	Unit	Total	Qty
0396	SPV.0060	Special 205. ATC Controller and Cabinet Installed	EACH	4.000	4.000
0398	SPV.0060	Special 212. Fiber Optic Patch Panel	EACH	6.000	6.000
0400	SPV.0060	Special 213. Ethernet Switch	EACH	6.000	6.000
0402	SPV.0060	Special 215. Electrical Service Pedestal	EACH	3.000	3.000
0404	SPV.0060	Special 218. EVP 1 Channel 1 Direction Infrared Detector	EACH	15.000	15.000
0406	SPV.0060	Special 221. EVP Phase Selector Card 4 Channel	EACH	4.000	4.000
0408	SPV.0060	Special 223. EVP Confirmation Light	EACH	15.000	15.000
0410	SPV.0060	Special 225. Vehicular Video Detection System-2 Cameras	EACH	2.000	2.000
0412	SPV.0060	Special 228. Electrical Riser	EACH	13.000	13.000
0414	SPV.0060	Special 267. Pedestrian Countdown Signal Face 12-Inch	EACH	43.000	43.000
0420	SPV.0060	Special 278. Remove Traffic Signal Face	EACH	3.000	3.000
0422	SPV.0060	Special 281. Round Aluminum Sign Post System In Soft Surface 10-Foot	EACH	37.000	37.000
0424	SPV.0060	Special 284. Round Aluminum Sign Post System In Concrete Surface 7-Foot	EACH	15.000	15.000
0426	SPV.0060	Special 285. Round Aluminum Sign Post System In Concrete Surface 10-Foot	EACH	7.000	7.000
0428	SPV.0060	Special 288. Sign Mounting Hardware on Existing Pole (Concrete, Aluminum, or Steel)	EACH	116.000	116.000
0430	SPV.0060	Special 290. Street Name Sign Mounting Hardware on Existing Pole	EACH	18.000	18.000
0432	SPV.0060	Special 302. Pull Boxes 13-Inch x 24-Inch x 24-Inch	EACH	168.000	168.000
0434	SPV.0060	Special 303. Pull Boxes 17-Inch X 30-Inch X 24-Inch	EACH	48.000	48.000
0436	SPV.0060	Special 310. Remove Poles	EACH	89.000	89.000
0440	SPV.0060	Special 313. Poles Type A-31	EACH	7.000	7.000
0442	SPV.0060	Special 315. Poles Type 22-AL Direct Bury	EACH	8.000	8.000
0444	SPV.0060	Special 320. Poles Type 25-AL-BD.	EACH	98.000	98.000
0448	SPV.0060	Special 324. 40 ft. Wood Poles	EACH	70.000	70.000
0450	SPV.0060	Special 339. Secondary Riser	EACH	23.000	23.000
0452	SPV.0060	Special 343. Watertight Splices & Connections	EACH	196.000	196.000
0454	SPV.0060	Special 345. Luminaire Arm Single Member 6-Ft.	EACH	176.000	176.000
0456	SPV.0060	Special 346. Luminaire Arm Single Member 6-Ft. WP Mount	EACH	54.000	54.000
0460	SPV.0060	Special 357. Luminaire Arms Mounting Clamps A-31 Single Bracket	EACH	7.000	7.000
0462	SPV.0060	Special 366. City Furnished Luminaire Utility High Pressure Sodium	EACH	54.000	54.000
0464	SPV.0060	Special 374. Luminairre Utility LED 1	EACH	17.000	17.000
0466	SPV.0060	Special 375. Luminaire Utility LED 2	EACH	179.000	179.000
0470	SPV.0060	Special 387. Remove Luminaire Complete	EACH	20.000	20.000
0472	SPV.0060	Special 400. Adjusting CUC Manhole Covers	EACH	35.000	35.000
0474	SPV.0060	Special 425. Installing Conduit into Existing Manhole	EACH	1.000	1.000
0476	SPV.0060	Special 876. Luminaires Underdeck LED	EACH	14.000	14.000
0480	SPV.0090	Special 002. Concrete Curb & Gutter Integral 31-Inch	LF	3,744.000	3,744.000
0484	SPV.0090	Special 302. Electrical Cable Type 3#6 AL Triplex	LF	3,600.000	3,600.000
0486	SPV.0090	Special 304. Electrical Cable Type 2#2/1#4 AL Triplex Overhead	LF	3,700.000	3,700.000
0490	SPV.0090	Special 314. Remove Aerial Cable	LF	7,300.000	7,300.000
0492	SPV.0090	Special 319. Liquidtight Flexible Nonmetallic Conduit 1 1/2-Inch	LF	650.000	650.000
0496	SPV.0090	Special 323. Electrical Cable 3#4/1#8 XLPE Type USE-2	LF	740.000	740.000
0498	SPV.0090	Special 324. Electrical Cable 3#2/1#8 XLPE Type USE-2	LF	15,755.000	15,755.000
0500	SPV.0090	Special 325. 3-Inch HDPE Conduit	LF	16,945.000	16,945.000
0502	SPV.0090	Special 401. 1-Duct Conduit, Cement Encased, 4-inch Rigid Nonmetallic Conduit DB-60	LF	21.000	21.000
0508	SPV.0090	Special 702. Marking Line Epoxy 6-Inch	LF	2,379.000	2,379.000
0510	SPV.0090	Special 704. Marking Crosswalk Epoxy Transverse Line 12-Inch	LF	859.000	859.000
0512	SPV.0090	Special 705. Marking Crosswalk Epoxy Block Style 12-Inch	LF	8,020.000	8,020.000
0514	SPV.0090	Special 706. Marking Stop Line Epoxy 24-Inch	LF	644.000	644.000

CATEGORY	STATION	TO	STATION	204.0100 REMOVING CONCRETE PAVEMENT SY
0010	276+00	-	280+00	378
0010	280+00	-	285+00	652
0010	285+00	-	290+00	315
0010	290+00	-	295+00	225
0010	295+00	-	300+00	805
0010	300+00	-	305+00	377
0010	305+00	-	310+00	574
0010	310+00	-	315+00	174
0010	315+00	-	320+00	663
0010	320+00	-	325+00	460
0010	325+00	-	330+00	112
0010	330+00	-	335+00	197
0010	335+00	-	340+00	699
0010	340+00	-	345+00	192
0010	345+00	-	350+00	189
0010	350+00	-	355+00	125
0010	355+00	-	360+00	338
0010	360+00	-	365+00	130
0010	365+00	-	370+00	209
0010	370+00	-	380+00	1,600
			TOTAL 0010	8,417

CATEGORY	STATION	TO	STATION	204.0105 REMOVING PAVEMENT BUTT JOINTS SY
0010	276+00	-	280+00	172
0010	280+00	-	285+00	57
0010	285+00	-	290+00	87
0010	290+00	-	295+00	58
0010	295+00	-	300+00	122
0010	300+00	-	305+00	226
0010	305+00	-	310+00	87
0010	310+00	-	315+00	29
0010	315+00	-	320+00	92
0010	320+00	-	325+00	61
0010	325+00	-	330+00	222
0010	330+00	-	335+00	63
0010	335+00	-	340+00	126
0010	340+00	-	345+00	61
0010	345+00	-	350+00	197
0010	350+00	-	355+00	55
0010	355+00	-	360+00	98
0010	360+00	-	365+00	0
0010	365+00	-	370+00	128
0010	370+00	-	375+00	33
0010	375+00	-	380+00	25
0010	380+00	-	385+00	93
			TOTAL 0010	2,091

CATEGORY	STRUCTURE NUMBER	STATION	OFFSET	204.0210 REMOVING MANHOLES EACH	204.0220 REMOVING INLETS EACH	204.0245.001 REMOVING STORM SEWER (SIZE) (001. 8-INCH) LF	204.0245.002 REMOVING STORM SEWER (SIZE) (002. 12 - INCH) LF
0010	100B	280'WB'+10.07	31.20' LT	--	1	16	--
0010	102A	282'EB'+85.66	30.44' RT	--	1	--	--
0010	103A	283'EB'+50.43	28.19' RT	1	--	--	--
0010	105A	291'EB'+21.07	30.84' RT	--	1	--	--
0010	106B	292'WB'+65.01	30.60' LT	--	1	8	--
0010	107B	295'EB'+48.56	31.03' RT	--	1	13	--
0010	108B	295'EB'+49.30	6.39' LT	--	1	28	--
0010	112B	315'EB'+44.54	31.08' RT	--	1	13	--
0010	113B	316'WB'+83.51	31.03' LT	--	1	--	42
0010	117C	340'WB'+20.75	29.64' LT	--	1	--	--
0010	117F	340'EB'+26.92	30.20 RT	--	1	--	--
0010	119B	348'EB'+83.42	10.39' LT	--	1	22	--
0010	119N	352'EB'+13.74	0.25' LT	--	1	7	--
0010	120C	355'EB'+72.05	45.68' RT	--	1	--	--
0010	121A	355'WB'+67.14	46.06' LT	--	1	--	--
0010	122A	358'EB'+33.11	31.01' RT	--	1	--	--
0010	123C	366'EB'+10.00	29.34' RT	--	1	--	17
			TOTAL 0010	1	16	107	59

CATEGORY	STATION	TO	STATION	204.0110 REMOVING ASPHALTIC SURFACE SY
0010	276+00	-	280+00	7.18
0010	280+00	-	285+00	43.02
0010	285+00	-	290+00	0.00
0010	290+00	-	295+00	0.00
0010	295+00	-	300+00	68.57
0010	300+00	-	305+00	21.42
0010	305+00	-	310+00	56.05
0010	310+00	-	315+00	173.94
0010	315+00	-	320+00	0.00
0010	320+00	-	325+00	0.00
0010	325+00	-	330+00	0.00
0010	330+00	-	335+00	0.00
0010	335+00	-	340+00	0.00
0010	340+00	-	345+00	74.84
0010	345+00	-	350+00	22.21
0010	350+00	-	355+00	0.00
0010	355+00	-	360+00	0.00
0010	360+00	-	365+00	0.00
0010	365+00	-	370+00	0.00
0010	370+00	-	380+00	0.00
			TOTAL 0010	467

CATEGORY	STATION	TO	STATION	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY
0010	276+00	-	282+50	4,459
0010	282+50	-	289+25	5,304
0010	289+25	-	296+25	5,382
0010	296+25	-	303+00	5,528
0010	303+00	-	310+00	5,249
0010	310+00	-	317+00	4,553
0010	317+00	-	323+75	5,203
0010	323+75	-	330+50	6,222
0010	330+50	-	337+50	5,014
00010	337+50	-	344+25	4,411
0010	344+25	-	351+00	5,286
0010	351+00	-	358+00	5,218
0010	358+00	-	365+00	4,159
0010	365+00	-	371+75	3,005
0010	371+75	-	385+00	2,916
			TOTAL 0010	71,907

CATEGORY	STATION	TO	STATION	204.0150 REMOVING CURB & GUTTER LF
0010	276+00	-	282+50	375
0010	282+50	-	289+25	602
0010	289+25	-	296+25	925
0010	296+25	-	303+07	562
0010	303+07	-	310+32	558
0010	310+32	-	317+00	542
0010	317+00	-	323+75	654
0010	323+75	-	330+50	755
0010	330+50	-	336+94	637
0010	336+94	-	344+25	461
0010	344+25	-	351+00	506
0010	351+00	-	358+00	549
0010	358+00	-	365+26	222
0010	365+26	-	371+75	153
0010	371+75	-	385+00	161
			TOTAL 0010	7,662

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CATEGORY	STATION	TO	STATION	204.0155 REMOVING CONCRETE SIDEWALK SY
0010	276+00	-	282+00	294
0010	282+00	-	289+33	498
0010	289+25	-	296+20	578
0010	296+20	-	302+06	344
0010	302+06	-	310+40	395
0010	310+40	-	317+43	359
0010	317+43	-	323+75	388
0010	323+75	-	330+52	429
0010	330+52	-	336+94	267
0010	336+94	-	344+25	301
0010	344+25	-	351+00	519
0010	351+00	-	358+00	428
0010	358+00	-	365+45	412
0010	365+45	-	371+77	288
0010	371+77	-	385+00	830
			TOTAL	6,330

CATEGORY	STATION	LOCATION	204.9060.S.001 REMOVING (ITEM DESCRIPTION) (001. TREES) EACH
0010	291+97 WB	34'LT	1
0010	299+06 WB	34'LT	1
0010	311+16 WB	34'LT	1
0010	312+30 WB	34'LT	1
0010	321+60 WB	34'LT	1
0010	321+80 EB	34'RT	1
0010	326+78 EB	35'RT	1
0010	351+66 WB	28'LT	1
0010	354+60 WB	33'LT	1
		TOTAL 0010	9

CATEGORY	LOCATION	205.0100 EXCAVATION COMMON CY	REMARKS
0010		3,510	SIDEWALKS
0010		1,496	CURB AND GUTTER
0010		500	DRIVEWAYS
0010		1,600	BUS PADS
	TOTAL 0010	7,105	

CATEGORY	LOCATION	211.0101.001 PREPARE FOUNDATION FOR ASPHALTIC PAVING (001. 2545-09-71) EACH
0010		1
	TOTAL 0010	1

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CATEGORY	LOCATION	213.0100.002 FINISHING ROADWAY (PROJECT) (002. 2545-09-71) EACH
0010		1
	TOTAL 0010	1

CATEGORY	STATION	TO	STATION	390.0303 BASE PATCHING CONCRETE SY
0010	276+85	-	286+00	213
0010	286+00	-	296+00	219
0010	296+00	-	312+00	203
			UNDISTRIBUTED	127
			TOTAL 0010	762

CATEGORY	STATION	TO	STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON
0010	276+83	-	279+75	N. 60th St. to N. 58th St	21.80
0010	279+75	-	283+25	N. 58th St to N. 57th St	11.61
0010	283+25	-	286+50	N 57th to N. 56 th St.	16.40
0010	286+50	-	289+60	N. 56th to N. 55th	8.47
0010	289+60	-	293+00	N. 55 to N 54 th	25.51
0010	293+00	-	296+40	N. 54th st. to N. 53rd	12.55
0010	296+40	-	302+00	53rd to 51st	21.10
0010	302+00	-	309+30	51st to 49th	13.04
0010	309+30	-	316+00	49th to 47th	18.25
0010	316+00	-	322+50	47th to 45th	21.60
0010	322+50	-	329+00	45 to sherman	17.59
0010	329+00	-	335+50	Sherman to 41st	9.20
0010	335+50	-	342+00	41st-39th	14.63
0010	342+00	-	348+00	39th-hopkkins	9.54
0010	348+00	-	354+75	hopkins to 35th	15.58
0010	354+75	-	361+25	35th to RR overpass	21.95
0010	361+25	-	367+75	RR overpass to 31st	20.48
0010	367+75	-	376+35.76	31st to 29th	17.50
				CURB RAMPS	1,083
				TOTAL 0010	1,379

CATEGORY	LOCATION	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON
0010		1,741
	TOTAL 0010	1,741

CATEGORY	STATION	TO	STATION	LOCATION	602.1000 CONCRETE LOADING ZONE SF
0010	276+83	-	279+75	N. 60th St. to N. 58th St	79
0010	279+75	-	283+25	N. 58th St to N. 57th St	--
0010	283+25	-	286+50	N 57th to N. 56 th St.	--
0010	286+50	-	289+60	N. 56th to N. 55th	--
0010	289+60	-	293+00	N. 55 to N 54 th	--
0010	293+00	-	296+40	N. 54th st. to N. 53rd	--
0010	296+40	-	302+00	53rd to 51st	158
0010	302+00	-	309+30	51st to 49th	79
0010	309+30	-	316+00	49th to 47th	448
0010	316+00	-	322+50	47th to 45th	79
0010	322+50	-	329+00	45 to sherman	--
0010	329+00	-	335+50	Sherman to 41st	--
0010	335+50	-	342+00	41st-39th	--
0010	342+00	-	348+00	39th-hopkkins	158
0010	348+00	-	354+75	hopkins to 35th	--
0010	354+75	-	361+25	35th to RR overpass	--
0010	361+25	-	367+75	RR overpass to 31st	--
0010	367+75	-	376+35.76	31st to 29th	--
				TOTAL 0010	1,000

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CATEGORY	LOCATION	415.0090 CONCRETE PAVEMENT 9-INCH SY	REMARKS
0010	60TH STREET WB	60	BUS PAD
0010	57TH STREET EB	180	BUS BULB AND CURB EXTENSION
0010	57TH STREET WB	152	BUS BULB
0010	53RD STREET EB	165	BUS BULB AND CURB EXTENSION
0010	53RD STREET WB	130	BUS BULB
0010	52ND STREET EB	14	CURB EXTENSION
0010	51ST STREET EB	60	BUS PAD
0010	51ST STREET WB	60	BUS PAD
0010	49TH STREET EB	138	BUS BULB AND CURB EXTENSION
0010	49TH STREET WB	131	BUS BULB AND CURB EXTENSION
0010	47TH STREET EB	120	BUS BULB AND CURB EXTENSION
0010	47TH STREET WB	138	BUS BULB AND CURB EXTENSION
0010	45TH STREET EB	11	CURB EXTENSIONS
0010	45TH STREET WB	16	CURB EXTENSIONS
0010	SHERMAN BLVD EB	60	BUS PAD
0010	SHERMAN BLVD WB	60	BUS PAD
0010	40TH STREET EB	153	BUS BULB AND CURB EXTENSION
0010	40TH STREET WB	131	BUS BULB AND CURB EXTENSION
0010	39TH STREET EB	6	CURB EXTENSION
0010	39TH STREET WB	12	CURB EXTENSION
0010	HOPKINS ST WB	60	BUS PAD
0010	35TH STREET EB	60	BUS PAD
0010	35TH STREET WB	60	BUS PAD
0010	34TH STREET EB	94	CURB EXTENSIONS
0010	32ND STREET EB	60	BUS PAD
0010	32ND STREET WB	51	BUS PAD
0010	31ST STREET EB	30	CURB EXTENSION
0010	30TH STREET EB	151	BUS BULB AND CURB EXTENSION
0010	30TH STREET WB	139	BUS BULB AND CURB EXTENSION
	TOTAL 0010	2,502	

CATEGORY	STATION	TO	STATION	LOCATION	416.0170 CONCRETE DRIVEWAY 7-INCH SY
0010	276+83	-	279+75	N. 60th St. to N. 58th St	122
0010	279+75	-	283+25	N. 58th St to N. 57th St	51
0010	283+25	-	286+50	N 57th to N. 56 th St.	69
0010	286+50	-	289+60	N. 56th to N. 55th	44
0010	289+60	-	293+00	N. 55 to N 54 th	108
0010	293+00	-	296+40	N. 54th st. to N. 53rd	49
0010	296+40	-	302+00	53rd to 51st	130
0010	302+00	-	309+30	51st to 49th	52
0010	309+30	-	316+00	49th to 47th	18
0010	316+00	-	322+50	47th to 45th	83
0010	322+50	-	329+00	45 to sherman	40
0010	329+00	-	335+50	Sherman to 41st	0
0010	335+50	-	342+00	41st-39th	0
0010	342+00	-	348+00	39th-hopkkins	43
0010	348+00	-	354+75	hopkins to 35th	0
0010	354+75	-	361+25	35th to RR overpass	10
0010	361+25	-	367+75	RR overpass to 31st	0
0010	367+75	-	376+35.76	31st to 29th	63
				TOTAL 0010	884

CATEGORY	STATION	TO	STATION	416.0610 DRILLED TIE BARS EACH	416.0620 DRILLED DOWEL BARS EACH
0010	276+00	-	282+00	125	1206
0010	282+00	-	290+00	157	1300
0010	290+00	-	296+00	161	1120
0010	296+00	-	302+00	100	2512
0010	302+00	-	310+00	20	496
0010	310+00	-	317+00	96	384
0010	317+00	-	324+00	24	738
0010	324+00	-	330+00	26	794
0010	330+00	-	335+00	30	934
0010	335+00	-	345+00	92	2520
0010	345+00	-	355+00	106	2854
			TOTAL 0010	937	14,858

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CATEGORY	STATION	TO	STATION	416.1710 CONCRETE PAVEMENT REPAIR SY
0010	276+00	-	282+00	402
0010	282+00	-	290+00	433
0010	290+00	-	296+00	373
0010	296+00	-	302+00	544
0010	302+00	-	310+00	165
0010	310+00	-	317+00	128
0010	317+00	-	324+00	246
0010	324+00	-	330+00	265
0010	330+00	-	335+00	311
0010	335+00	-	345+00	840
0010	345+00	-	355+00	951
			TOTAL 0010	4,659

CATEGORY	STATION	TO	STATION	455.0605 TACK COAT GAL
0010	276+00	-	282+50	624
0010	282+50	-	289+25	743
0010	289+25	-	296+25	753
0010	296+25	-	303+00	774
0010	303+00	-	310+00	735
0010	310+00	-	317+00	637
0010	317+00	-	323+75	728
0010	323+75	-	330+50	871
0010	330+50	-	337+50	702
0010	337+50	-	344+25	617
0010	344+25	-	351+00	740
0010	351+00	-	358+00	730
0010	358+00	-	365+00	582
0010	365+00	-	371+75	421
0010	371+75	-	385+00	408
			TOTAL 0010	10,070

CATEGORY	STATION	TO	STATION	460.6224 HMA PAVEMENT 4 MT 58-28 S TON
0010	276+00	-	282+50	1052
0010	282+50	-	289+25	1252
0010	289+25	-	296+25	1270
0010	296+25	-	303+00	1305
0010	303+00	-	310+00	1239
0010	310+00	-	317+00	1074
0010	317+00	-	323+75	1228
0010	323+75	-	330+50	1468
0010	330+50	-	337+50	1183
00010	337+50	-	344+25	1041
0010	344+25	-	351+00	1247
0010	351+00	-	358+00	1231
0010	358+00	-	365+00	982
0010	365+00	-	371+75	709
0010	371+75	-	385+00	688
			TOTAL 0010	17,000

CATEGORY	LOCATION	460.0105.S HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP VOLUMETRICS EACH	460.0110.S HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP DENSITY EACH	460.2005 INCENTIVE DENSITY PWL HMA PAVEMENT DOL	460.2007 INCENTIVE DENSITY HMA PAVEMENT LONGITUDINAL JOINTS DOL	460.2010 INCENTIVE AIR VOIDS HMA PAVEMENT DOL
0010	W HAMPTON AVE	2	4	17,000	10,900	12,400
	TOTAL 0010	2	4	17,000	10,900	12,400

PWL MIXTURE USE TABLE

The following acceptance criteria are applicable for this project:

Location	Station	Mixture Use:	Underlying Surface	Bid Item	Tons	Thickness	Quality Management Program to be used for:	
							Mixture Acceptance	Density Acceptance
11 foot driving lane	276'WB'+00 to 385'WB'+00	Upper Layer	4 MT 58-28 S	4 MT 58-28 S	2717	1.75"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
11 foot driving lane	276'WB'+00 to 385'WB'+00	Lower Layer	Existing Concrete Pavement	4 MT 58-28 S	3481	2.25"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
8-10 foot parking lane	276'WB'+00 to 385'WB'+00	Upper Layer	4 MT 58-28 S	4 MT 58-28 S	1002	1.75"	QMP as per SS 460	Incentive Density PWL HMA Pavement 460.2005
8-10 foot parking lane	276'WB'+00 to 385'WB'+00	Lower Layer	Existing Concrete Pavement	4 MT 58-28 S	1300	2.25"	QMP as per SS 460	Incentive Density PWL HMA Pavement 460.2005
11 foot driving lane	276'EB'+00 to 385'EB'+00	Upper Layer	4 MT 58-28 S	4 MT 58-28 S	2716	1.75"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
11 foot driving lane	276'EB'+00 to 385'EB'+00	Lower Layer	Existing Concrete Pavement	4 MT 58-28 S	3482	2.25"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
8-10 foot parking lane	276'EB'+00 to 385'EB'+00	Upper Layer	4 MT 58-28 S	4 MT 58-28 S	1002	1.75"	QMP as per SS 460	Incentive Density PWL HMA Pavement 460.2005
8-10 foot parking lane	276'EB'+00 to 385'EB'+00	Lower Layer	Existing Concrete Pavement	4 MT 58-28 S	1300	2.25"	QMP as per SS 460	Incentive Density PWL HMA Pavement 460.2005

CATEGORY	STATION	TO	STATION	LOCATION	601.0322 CONCRETE CURB & GUTTER 22-INCH LF	601.0331 CONCRETE CURB & GUTTER 31-INCH LF	SPV.0090.002 CONCRETE CURB & GUTTER INTEGRAL 31-INCH LF
0010	276+83	-	279+75	N. 60th St. to N. 58th St	67	327	60
0010	279+75	-	283+25	N. 58th St to N. 57th St	145	236	121
0010	283+25	-	286+50	N 57th to N. 56 th St.	141	197	207
0010	286+50	-	289+60	N. 56th to N. 55th	162	389	--
0010	289+60	-	293+00	N. 55 to N 54 th	294	538	--
0010	293+00	-	296+40	N. 54th st. to N. 53rd	146	189	121
0010	296+40	-	302+00	53rd to 51st	246	413	337
0010	302+00	-	309+30	51st to 49th	247	280	280
0010	309+30	-	316+00	49th to 47th	385	153	410
0010	316+00	-	322+50	47th to 45th	451	312	291
0010	322+50	-	329+00	45 to sherman	464	406	189
0010	329+00	-	335+50	Sherman to 41st	391	328	60
0010	335+50	-	342+00	41st-39th	319	179	520
0010	342+00	-	348+00	39th-hopkkins	287	473	139
0010	348+00	-	354+75	hopkins to 35th	77	463	60
0010	354+75	-	361+25	35th to RR overpass	202	434	256
0010	361+25	-	367+75	RR overpass to 31st	79	340	102
0010	367+75	-	376+35.76	31st to 29th	29	307	591
				TOTAL 0010	4,132	5,964	3,744

CATEGORY	STATION	TO	STATION	LOCATION	601.0600 CONCRETE CURB PEDESTRIAN LF	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0420 CONCRETE SIDEWALK 7-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF
0010	276+83	-	279+75	N. 60th St. to N. 58th St	22	1450.13	891	60
0010	279+75	-	283+25	N. 58th St to N. 57th St	88	2052.64	391	120
0010	283+25	-	286+50	N 57th to N. 56 th St.	52	2131.76	522	120
0010	286+50	-	289+60	N. 56th to N. 55th	61	1030.46	333	110
0010	289+60	-	293+00	N. 55 to N 54 th	141	1290.19	804	190
0010	293+00	-	296+40	N. 54th st. to N. 53rd	82	790.76	355	110
0010	296+40	-	302+00	53rd to 51st	67	2959.76	988	140
0010	302+00	-	309+30	51st to 49th	88	2269.25	376	140
0010	309+30	-	316+00	49th to 47th	144	778.2	120	210
0010	316+00	-	322+50	47th to 45th	112	1121.19	604	160
0010	322+50	-	329+00	45 to sherman	92	3632.4	289	200
0010	329+00	-	335+50	Sherman to 41st	146	2998.38	0	180
0010	335+50	-	342+00	41st-39th	106	3362.11	0	160
0010	342+00	-	348+00	39th-hopkkins	196	1942.95	350	70
0010	348+00	-	354+75	hopkins to 35th	281	4407.57	0	160
0010	354+75	-	361+25	35th to RR overpass	127	3537.86	115	100
0010	361+25	-	367+75	RR overpass to 31st	176	3317.12	0	90
0010	367+75	-	376+35.76	31st to 29th	12	5467.46	318	150
				TOTAL 0010	1,994	44,540	6,457	2,470

STORM SEWER ITEMS

CAT.	STRUCTURE NUMBER	STATION	OFFSET	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE	608.0512 STORM SEWER PIPE REINFORCED CONCRETE CLASS V 12-INCH LF	608.6008 STORM SEWER PIPE COMPOSITE 8-INCH LF	611.1003 CATCH BASINS 3-FT DIAMETER EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.3003 INLETS 3-FT DIAMETER EACH	SPV.0060.001 CONNECT STORM SEWER TO EXISTING STRUCTURE EACH	SPV.0060.101 SPECIAL (101. INLET COVER TYPE MS 55) EACH	SPV.0060.102 SPECIAL (102. INLET COVER TYPE MS 57) EACH	SPV.0060.103 SPECIAL (103. MANHOLE COVER TYPE MS 58-A) EACH	REMARKS
0010	100	280'WB'+18.24	30.19 LT	100	100A	84.87	84.62	2.08%	--	12	1	--	--	--	--	1	--	ADJUST INVERTS AS NEEDED
0010	100A	280'WB'+18.32	17.52 LT	--	--	--	--	--	--	--	--	--	--	1	--	--	--	EXISTING STRUCTURE
0010	102	282'EB'+13.38	30.19 RT	102	--	84.22	--	--	--	--	1	--	--	--	--	1	--	PLACED INLINE WITH 12" STORM SEWER
0010	103	283'EB'+38.55	28.60 RT	103		84.56	--	--	--	--	--	1	--	--	--	--	1	PROPOSED STRUCTURE
0010	105	291'EB'+10.49	30.67 RT	105	--	69.38	--	--	--	--	--	--	1	--	--	1	--	PLACED INLINE WITH 15" STORM SEWER
0010	106	292'WB'+60.18	29.85 LT	106	106A	70.25	70.06	2.08%	--	9	1	--	--	--	--	1	--	ADJUST INVERTS AS NEEDED
0010	106A	292'WB'+65.01	22.66 LT	--	--	--	--	--	--	--	--	--	--	1	--	--	--	PROPOSED BLIND CONNECTION
0010	107	294'EB'+83.71	30.31 RT	107	107A	68.92	68.82	2.08%	--	5	--	--	1	--	--	1	--	ADJUST INVERTS AS NEEDED
0010	107A	294'EB'+83.71	25.96 RT	--	--	--	--		--	--	--	--	--	1	--	--	--	PROPOSED BLIND CONNECTION
0010	108	295'EB'+38.01	4.79 LT	108	108A	69.75	69.21	2.08%	--	26	1	--	--	--	1	--	--	ADJUST INVERTS AS NEEDED
0010	108A	295'EB'+51.75	17.99 RT	--	--	--	--		--	--	--	--	--	1	--	--	--	EXISTING BLIND CONNECTION
0010	109	298'EB'+55.36	30.48 RT	109	109A	67.80	67.53	2.08%	--	13	--	--	1	--	--	1	--	ADJUST INVERTS AS NEEDED
0010	109A	298'EB'+55.83	20.50 RT	--	--	--	--		--	--	--	--	--	1	--	--	--	EXISTING BLIND CONNECTION
0010	110	307'EB'+50.32	30.03 RT	110	110A	67.78	67.17	2.08%	--	29	--	--	1	--	--	1	--	ADJUST INVERTS AS NEEDED
0010	110A	307'EB'+78.53	30.68' RT	--	--	--	--		--	--	--	--	--	1	--	--	1	EXISTING STRUCTURE
0010	112	315'EB'+12.20	29.86 RT	112	112A	65.15	64.44	2.08%	--	34	1	--	--	--	--	1	--	ADJUST INVERTS AS NEEDED
0010	112A	315'EB'+44.41	18.44 RT	--	--	--	--		--	--	--	--	--	1	--	--	--	EXISTING BLIND CONNECTION
0010	113	317'WB'+06.39	30.89 LT	113	113A	63.97	63.86	0.55%	20	--	1	--	--	--	--	1	--	ADJUST INVERTS AS NEEDED
0010	113A	317'WB'+25.18	25.12 LT	--	--	--	--		--	--	--	1	--	--	--	--	1	PROPOSED STRUCTURE
0010	113B	316'WB'+81.70	31.03 LT	113B	113	64.08	63.97	0.44%	25	--	--	--	--	1	--	--	--	CONNECT EXISTING SS PIPE AFTER EXISTING
0010	117D	340'WB'+43.31	29.77 LT	117D	117B	77.02	76.50	2.08%	--	25	--	--	1	--	--	1	--	ADJUST INVERTS AS NEEDED
0010	117B	340'WB'+18.93	23.09 LT	--	--	--	--		--	--	1	--	--	1	--	1	--	PLACED INLINE WITH 8" STORM SEWER
0010	117G	340'WB'+48.19	29.99 RT	117G	117E	76.57	76.05	2.08%	--	25	1	--	--	--	--	1	--	ADJUST INVERTS AS NEEDED
0010	117E	340'EB'+23.57	23.02 RT	--	--	--	--		--	--	1	--	--	1	--	1	--	PLACED INLINE WITH 8" STORM SEWER
0010	119M	352'EB'+03.50	0.37 LT	119M	119P	73.35	73.04	2.08%	--	15	1	--	--	--	--	1	--	ADJUST INVERTS AS NEEDED
0010	119P	352'EB+18.15	5.51 RT	--	--	--	--		--	--	--	--	--	1	--	--	--	EXISTING STRUCTURE
0010	120B	355'EB'+68.64	45.83 RT	120B	--	67.80	--	--	--	--	1	--	--	--	--	1	--	PLACED INLINE WITH 8" STORM SEWER
0010	121	355'WB'+70.37	45.92 LT	121	--	67.19	--	--	--	--	1	--	--	--	--	1	--	PLACED INLINE WITH 8" STORM SEWER
0010	122	357'EB'+73.56	32.23 RT	122	--	58.45	--	--	--	--	--	1	--	--	--	1	--	PLACED INLINE WITH 12" STORM SEWER
0010	123D	366'EB'+16.13	29.34 LT	123D	123E	52.84	52.44	2.08%	19	--	1	--	--	--	--	1	--	ADJUST INVERTS AS NEEDED
0010	123E	366'EB'+00.95	17.56 RT	--	--	--	--		--	--	--	--	--	1	--	--	--	EXISTING STRUCTURE
0010	124	366'WB'+15.80	29.84 LT	124	--	51.32	51.22	2.08%	--	5	1	--	--	1	--	1	--	ADJUST INVERTS AS NEEDED
								TOTAL 0010	64	198	14	3	5	13	1	19	3	

CATEGORY	LOCATION	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8120.S COVER PLATES TEMPORARY EACH	SPV.0060.104 SPECIAL (104. INTERNAL SANITARY MANHOLE SEALS) EACH	REMARKS
0010	W HAMPTON AVE	88	88		STORM SEWER
	TOTAL 0010	88	88	0	
0030	W HAMPTON AVE	208	208	75	ALL OTHER UTILITES
	TOTAL 0030	208	208	75	
	PROJECT TOTAL	296	296	75	

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0060.010 SPECIAL (010. TEMPORARY NO PARKING SIGNS) EACH
0010	POB	-	POE	WB	100
0010	POB	-	POE	EB	100
				TOTAL 0010	200

CATEGORY	STRUCTURE NUMBER	STATION	OFFSET	611.8115 ADJUSTING INLET COVERS EACH
0010	101	282'WB'+73.57	31.22' LT	1
0010	104	289'WB'+36.32	30.64' LT	1
0010	110C	309'WB'+36.96	51.04' LT	1
0010	110D	310'EB'+01.61	32.32' RT	1
0010	113C	316'WB'+26.64	49.14' LT	1
0010	114	319'EB'+11.12	52.09' RT	1
0010	114A	319'EB'+41.20	50.40' RT	1
0010	115	321'WB'+75.47	30.77' LT	1
0010	115A	322'WB'+40.21	50.26' LT	1
0010	115B	322'WB'+74.25	51.80' LT	1
0010	115C	322'EB'+36.32	48.34' RT	1
0010	115D	322'EB'+66.36	49.44' RT	1
0010	115E	326'WB'+14.83	30.88' LT	1
0010	115F	326'EB'+14.03	31.58' LT	1
0010	116	328'WB'+84.93	52.80' LT	1
0010	116A	329'WB'+96.24	30.87' LT	1
0010	116B	329'EB'+98.64	31.36' RT	1
0010	116C	333'WB'+46.25	29.68' LT	1
0010	116D	333'EB'+66.79	29.77' RT	1
0010	116E	336'WB'+64.20	29.64' LT	1
0010	116F	336'EB'+80.18	30.04' RT	1
0010	117	339'WB'+29.56	45.52' LT	1
0010	117A	339'WB'+62.24	45.18' LT	1
0010	118	341'WB'+88.66	29.68' LT	1
0010	118A	342'EB'+06.07	30.78' RT	1
0010	118B	342'WB'+44.58	46.45' LT	1
0010	118C	342'WB'+76.97	45.39' LT	1
0010	118D	342'WB'+93.11	29.92' LT	1
0010	118E	345'EB'+74.91	43.66' RT	1
0010	118F	346'EB'+04.40	46.18' RT	1
0010	119C	348'WB'+77.85	21.45' LT	1
0010	119D	348'WB'+99.72	38.15' LT	1
0010	119E	349'WB'+36.51	44.91' LT	1
0010	119F	351'EB'+91.77	29.57' RT	1
0010	119G	352'EB'+13.12	50.95' RT	1
0010	119I	352'WB'+23.65	27.09' LT	1
0010	119J	352'WB'+41.29	46.30' LT	1
0010	119K	352'EB'+43.30	48.01' RT	1
0010	119L	352'WB'+70.38	45.21' LT	1
0010	120	355'EB'+13.86	30.38' RT	1
0010	120A	355'EB'+34.72	47.97' RT	1
0010	121B	355'WB'+41.27	31.16' LT	1
0010	121C	356'WB'+07.88	49.50' LT	1
0010	122B	358'EB'+55.26	48.44' RT	1
0010	122C	358'EB'+85.07	48.63' RT	1
0010	123	364'EB'+91.74	32.25' RT	1
0010	123A	365'EB'+45.51	60.66' RT	1
0010	123B	365'EB'+93.67	60.20' RT	1
0010	125	369'WB'+37.08	29.05' LT	1
0010	125A	369'EB'+37.72	33.39' RT	1
				50

CATEGORY	LOCATION	618.0100.001 MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) (001. 2545-09-71) EACH
0020	W. HAMPTON AVE.	1
	TOTAL 0020	1

CATEGORY	619.1000 MOBILIZATION EACH
0010	0.85
	0.85

CATEGORY	LOCATION	628.7005 INLET PROTECTION TYPE A EACH	628.7010 INLET PROTECTION TYPE B EACH
0010	W HAMPTON AVE.	30	185
	TOTAL 0010	30	185

CATEGORY	LOCATION	632.0101.001 TREES (SPECIES) (SIZE) (ROOT) (001. FRONTIER ELM) (4" CAL.) (39" BALL/POT) EACH	632.0101.002 TREES (SPECIES) (SIZE) (ROOT) (002. AUTUMN BLAZE MAPLE) (4" CAL.) (39" BALL/POT) EACH	632.0101.003 TREES (SPECIES) (SIZE) (ROOT) (003. IVORY SILK TREE LILAC) (3" CAL.) (24" BALL/POT) EACH	632.0101.004 TREES (SPECIES) (SIZE) (ROOT) (004. TULIP TREE) (3" CAL.) (24" BALL/POT) EACH	632.0101.005 TREES (SPECIES) (SIZE) (ROOT) (005. RUBY RED HORSECHESTNUT) (3" CAL.) (24" BALL/POT) EACH	632.9101 LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES EACH
0010	Sta. 291 +97 N/S	-	1	-	-	-	1
0010	Sta. 299 +06 N/S	-	1	-	-	-	1
0010	Sta. 321+60 N/S	-	-	-	1	-	1
0010	Sta. 310+75 N/S	-	-	1	-	-	1
0010	Sta. 312+30 N/S	-	-	1	-	-	1
0010	Sta. 351+65 N/S	-	-	-	-	1	1
0010	Sta. 353+35 N/S	1	-	-	-	-	1
0010	Sta. 353+85 N/S	1	-	-	-	-	1
0010	Sta. 354+61 N/S	1	-	-	-	-	1
	TOTAL 0010	3	2	2	1	1	9

LOCATION	643.5000 TRAFFIC CONTROL EACH
PROJECT	0.85
TOTAL 0010	0.85

CATEGORY	LOCATION/STAGE	DURATION	643.0300 TRAFFIC CONTROL DRUMS EACH	643.0300 TRAFFIC CONTROL DRUMS DAY	643.0410 TRAFFIC CONTROL BARRICADES TYPE II EACH	643.0410 TRAFFIC CONTROL BARRICADES TYPE II DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III EACH	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0500 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS EACH	643.0600 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES EACH	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C EACH	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY	643.0800 TRAFFIC CONTROL ARROW BOARDS EACH	643.0800 TRAFFIC CONTROL ARROW BOARDS DAY	643.1050 TRAFFIC CONTROL SIGNS PCMS EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY	643.1070 TRAFFIC CONTROL CONES 42-INCH EACH	643.1070 TRAFFIC CONTROL CONES 42-INCH DAY	643.0900 TRAFFIC CONTROL SIGNS EACH	643.0900 TRAFFIC CONTROL SIGNS DAY
0010	STAGE 1	18	295	5310	100	1800	152	2736	730	730	304	5472	45	810	8	144	2	10	75	1350	206	3708
0010	STAGE 2	46	450	8100	100	1800	73	1314	409	409	146	2628	27	486	2	36	2	10	75	3450	122	2196
0010	STAGE 3	28	365	6570	100	1800	120	2160	500	500	240	4320	31	558	3	54	2	10	75	2100	128	2304
0010	UNDISTRIBUTED			2000		400		400	160	160		800		185		25		10		690		815
	TOTAL 0010			21980		5800		6610	1799	1799		13220		2039		259		40		7590		9023

RESTORATION

CATEGORY	LOCATION	629.0210 FERTILIZER TYPE B CWT	631.0300 SOD WATER MGAL	631.1000 SOD LAWN SY
0010	60th-58th WB	0.1	0.3	9.42
0010	60th-58th EB	0.2	0.6	24.3
0010	58th-57th WB	0.1	0.2	7.78
0010	58th-57th EB	0.1	0.2	7.57
0010	57th-56th WB	0.1	0.2	6.06
0010	57th-56th EB	0.2	0.4	14.73
0010	56th-55th WB	0.2	0.4	16.64
0010	56th-54th EB	0.3	0.8	34.43
0010	55th-54th WB	0.2	0.5	19.64
0010	54th-53rd WB	0.1	0.3	12.62
0010	54th-53rd EB	0.1	0.2	6.09
0010	53rd-52nd EB	0.1	0.2	4.75
0010	53rd-52nd WB	0.1	0.1	2.22
0010	52nd-51st WB	0.2	0.5	18.67
0010	52nd-51st EB	0.1	0.2	4.94
0010	51st-49th WB	0.1	0.3	12.06
0010	50th-49th EB	0.1	0.2	7.66
0010	49th-48th EB	0.1	0.2	8.47
0010	49th-47th WB	0.2	0.4	15.52
0010	47th-46th WB	0.1	0.3	11.94
0010	48th-46th EB	0.1	0.3	9.69
0010	46th-45th WB	0.1	0.3	11.15
0010	46th-45th EB	0.1	0.3	10.91
0010	45th-44th WB	0.1	0.2	7.71
0010	45th-44th EB	0.2	0.4	15.24
0010	44th-Sherman WB	0.1	0.1	2.21
0010	44th-Sherman EB	0.1	0.2	7.66
0010	Sherman-42nd WB	0.1	0.2	5.55
0010	Sherman-42nd EB	0.1	0.2	5.53
0010	42nd-39th WB	0.1	0.2	6.65
0010	42nd-39th EB	0.2	0.4	16.64
0010	39th-Hopkins WB	0.1	0.2	5.91
0010	39th-Hopkins EB	0.1	0.2	6.77
0010	Hopkins-37th WB	0.0	0	0
0010	Hopkins-37th EB	0.0	0	0
0010	37th-36th WB	0.1	0.2	6.08
0010	37th-36th EB	0.1	0.1	2.22
0010	36th-35th WB	0.1	0.1	4.43
0010	36th-35th EB	0.1	0.1	4.44
0010	35th-32nd WB	0.1	0.3	12.49
0010	35th-34th EB	0.1	0.2	6.06
0010	34th-32nd EB	0.1	0.1	3.89
0010	32nd-31st WB	0.1	0.1	3.67
0010	31st-30th EB	0.1	0.2	7.17
0010	30th-29th EB	0.1	0.2	8.34
	TOTAL 0010	5.3	11.3	415.92

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PAVEMENT MARKIING ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	646.1020 MARKING LINE EPOXY 4-INCH (WHITE) (10' DASH, 30' GAP) LF	646.1020 MARKING LINE EPOXY 4-INCH (YELLOW) (2' DASH, 6' GAP) LF	646.1020 MARKING LINE EPOXY 4-INCH (WHITE) (DOUBLE) LF	646.3020 MARKING LINE EPOXY 8-INCH (WHITE) LF	646.5020 MARKING ARROW EPOXY (LEFT TURN) EACH	646.5020 MARKING ARROW EPOXY (BIKE ARROW) EACH	646.5120 MARKING WORD EPOXY (ONLY) EACH	646.5220 MARKING SYMBOL EPOXY (BIKE SYMBOL) EACH	646.8120 MARKING CURB EPOXY (YELLOW) LF	646.8220 MARKING ISLAND NOSE EPOXY (YELLOW) EACH	SPV.0090.702 SPECIAL (702. MARKING LINE EPOXY 6-INCH WHITE) LF	SPV.0090.704 SPECIAL (704. MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH WHITE) LF	SPV.0090.705 SPECIAL (705. MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH WHITE) LF	SPV.0090.706 SPECIAL (706. MARKING STOP LINE EPOXY 24-INCH WHITE) LF	REMARKS
0010	276+75	-	281+50	WB & EB	200	--	--	115	--	--	--		88	2	--	--	--	--	SHEET 1 of 19
0010	281+50	-	287+50	WB & EB	230	--	--	--	--	--	--	--	176	4	--	130	440	--	SHEET 2 of 19
0010	287+50	-	293+50	WB & EB	260	--	--	--	--	--	--	--	220	6	--	--	--	--	SHEET 3 of 19
0010	293+50	-	299+50	WB & EB	210	--	--	--	--	--	--	--	176	3	--	140	440	--	SHEET 4 of 19
0010	299+50	-	305+50	WB & EB	230	--	--	210	2	--	2	--	176	4	--	--	1,100	89	SHEET 5 of 19
0010	305+50	-	311+25	WB & EB	270	--	--	150	1	--	1	--	264	6	--	138	450	--	SHEET 6 of 19
0010	311+25	-	317+25	WB & EB	230	--	--	--	--	--	--	--	132	3	--	78	670	--	SHEET 7 of 19
0010	317+25	-	323+25	WB & EB	260	--	--	--	--	--	--	--	400	4	--	--	--	--	SHEET 8 of 19
0010	323+25	-	329+25	WB & EB	260	--	--	80	1	--	1	--	350	3	--	--	480	79	SHEET 9 of 19
0010	329+25	-	335+25	WB & EB	230	--	--	--	1	--	1	--	197	4	--	147	940	103	SHEET 10 of 19
0010	335+25	-	341+25	WB & EB	260	--	--	--	--	--	--	--	140	4	--	146	360	--	SHEET 11 of 19
0010	341+25	-	347+25	WB & EB	240	--	--	33	1	--	1	--	84	3	--	--	470	--	SHEET 12 of 19
0010	347+25	-	353+25	WB & EB	210	--	--	167	2	--	2	--	243	5	--	--	890	159	SHEET 13 of 19
0010	353+25	-	359+00	WB & EB	210	33	--	--	--	2	--	2	94	4	355	--	660	104	SHEET 14 of 19
0010	359+00	-	365+00	WB & EB	300	20	--	--	--	2	--	2	28	--	1,144	--	--	--	SHEET 15 of 19
0010	365+00	-	371+00	WB & EB	260	33	250	--	--	3	--	3	86	4	815	--	700	110	SHEET 16 of 19
0010	371+00	-	377+00	WB & EB	256	--	872	--	--	1	--	1	--	--	65	80	420	--	SHEET 17 of 19
0010	377+00	-	381+50	WB & EB	240	--	900	--	--	--	--		--	--	--	--	--	--	SHEET 18 of 19
				TOTAL 0010	6,463			755	16		8	8	2,854	59	2,379	859	8,020	644	

CATEGORY	STAGE/ LOCATION	643.3150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH LF	643.3250 TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH LF
0010	STAGE 1	900	1,100
0010	STAGE 2	25,375	915
0010	STAGE 3	26,505	1,200
0010	UNDISTRIBUTED		
	TOTAL 0010	52,780	3,215

3

CATEGORY	STATION	TO	STATION	LOCATION	690.0250 SAWING CONCRETE LF	REMARKS
0010		-		60TH STREET	76	
0010		-		58TH STREET	52	
0010		-		57TH STREET	52	
0010		-		56TH STREET	52	
0010		-		55TH STREET	26	
0010		-		54TH STREET	52	
0010		-		53RD STREET	52	
0010		-		52ND STREET	58	
0010		-		51ST STREET	208	
0010		-		50TH STREET	26	
0010		-		49TH STREET	52	
0010		-		48TH STREET	26	
0010		-		47TH STREET	30	
0010		-		46TH STREET	53	
0010		-		45TH STREET	55	
0010		-		44TH STREET	56	
0010		-		SHERMAN BLVD	144	
0010		-		42ND STREET	57	
0010		-		41ST STREET	56	
0010		-		40TH STREET	57	
0010		-		39TH STREET	55	
0010		-		38TH STREET	26	
0010		-		HOPKINS STREET	89	
0010		-		37TH STREET	63	
0010		-		36TH STREET	50	
0010		-		35TH STREET	62	
0010		-		34TH STREET	151	
0010		-		32ND STREET	355	
0010		-		31ST STREET	98	
0010		-		30TH STREET	30	
0010		-		29TH STREET	22	
0010		-		376+35.76	66	
0010	276+83.67	-	376+35.76		13,978	CONCRETE JOINT REPAIR
0010	276+83.67	-	376+35.76		4,584	BUS PADS/BUS BULBS AND EXTENSIONS
0010	276+83.67	-	376+35.76		2,750	DRIVEWAYS
0010	276+83.67	-	376+35.76		2,748	SIDEWALKS
0010	276+83.67	-	376+35.76		1,565	BASE PATCHING
				TOTAL 0010	27,931	

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CATEGORY	LOCATION	SPV.0060.002 SPECIAL (002. EXPOSE EXISTING UTILITY) EACH
0010	UNDISTRIBUTED	100
	TOTAL 0010	100

CATEGORY	LOCATION	SPV.0060.003 SPECIAL (003. CURB RAMP GRADING, SHAPING AND FINISHING) EACH
0010	W HAMPTON AVE.	189
0010		
	TOTAL 0010	189

CATEGORY	LOCATION	SPV.0060.004 SPECIAL (004. ADJUSTING WATER VALVE BOXES) EACH
0030	W HAMPTON AVE	138
0030		
	TOTAL 0030	138

CATEGORY	LOCATION	SPV.0060.005 SPECIAL (005. WATER MAIN PROTECTION) EACH
0030	W HAMPTON AVE	20
	TOTAL 0030	20

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CATEGORY	LOCATION	SPV.0060.006 SPECIAL (006. FIELD FACILITIES OFFICE SPACE) EACH
0010	W. HAMPTON AVE.	1
	TOTAL 0010	1

CATEGORY	COORDINATES X	Y	LOCATION	SPV.0060.007 SPECIAL (007. SECTION CORNER MONUMENTS) EACH	REMARKS
0010	2537659.3806	409114.1844	W. HAMPTON AVE.	1	T8N R21E SEC 35/T7N R 21E SEC 2
0010	2537658.2604	409114.8404	W. HAMPTON AVE.	1	T8N R21E SEC 35/T7N R 21E SEC 2
0010	2537656.5767	409114.9867	W. HAMPTON AVE.	1	T8N R21E SEC 35/T7N R 21E SEC 2& 1
0010	2537659.0134	409114.1219	W. HAMPTON AVE.	1	T8N R21E SEC 35 & 36/T7N R 21E SEC 1
0010	2537659.0134	409114.1219	W. HAMPTON AVE.	1	T8N R21E SEC 36/T7N R 21E SEC 1
0010	2537659.1007	409114.2770	W. HAMPTON AVE.	1	T8N R21E SEC 36/T7N R 21E SEC 1
			TOTAL 0010	6	

CATEGORY	LOCATION	SPV.0060.400 SPECIAL (400. ADJUSTING CUC MANHOLE COVER) EACH	SPV.0060.425 SPECIAL (425. INSTALLING CONDUIT INTO EXISTING MANHOLE) EACH	SPV.0090.401 SPECIAL (401. 1-DUCT CONDUIT, CEMENT ENCASED, 4-INCH RIGID NONMETALLIC CONDUIT DB-60) LF
0030				
0030	W HAMPTON AVE.	35	1	21
0030				
	TOTAL 0030	35	1	21

CATEGORY	LOCATION	SPV.0060.008 SPECIAL (008. SURVEY PROJECT 2545-09-71) LS
0010	W. Hampton Ave.	1
	TOTAL 0010	1

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W x H [IN.] X [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	637.2220 SIGNS TYPE II REFLC SH [SF]	638.2102 MOVE SIGNS TYPE II [EA]	638.4000 MOVING SMALL SIGN SUPPORTS [EA]	638.2602 REMOVING SIGNS TYPE II [EA]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	SPV.0060.281 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 10-FOOT [EA]	SPV.0060.284 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 7-FOOT [EA]	SPV.0060.285 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 10-FOOT [EA]	SPV.0060.288 SIGN MOUNTING HARDWARE ON EXISTING POLE (CONCRETE, ALUMINUM, OR STEEL) [EA]	SPV.0060.290 STREET NAME SIGN MOUNTING HARDWARE ON EXISTING POLE (CONCRETE, ALUMINUM, STEEL OR WOOD) [EA]	MOUNT ON SAME POST AS SIGN #	MOUNTED ON A SIGNAL POST	REMARKS / NEW SIGN LOCATION
1-01	R2-1	SPEED LIMIT 30	24 X 30	5										1				57th ST SW QUADRANT
1-02	S1-1		36 X 36		9				1	1			1			1-03, 1-04		58TH ST NW QUADRANT
1-03	S16-9P		24 X 12		2				1	1				1		1-02, 1-04		58TH ST NW QUADRANT
1-04	R2-6P		24 X 18	3										1		1-02, 1-03		58TH ST NW QUADRANT
1-09	W5-52R		12 X 36		3							1						57TH ST NW QUADRANT
1-10	W5-52R		12 X 36		3						1							57TH ST SW QUADRANT
1-11	R1-1		30 X 30	6.25					1	1	1							57TH ST SE QUADRANT
1-13	W5-52R		12 X 36		3						1							57TH ST NE QUADRANT
SUBTOTALS				14	20	0	0	0	3	3	3	1	1	3	0			

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W x H [IN.] X [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	637.2220 SIGNS TYPE II REFLC SH [SF]	638.2102 MOVE SIGNS TYPE II [EA]	638.4000 MOVING SMALL SIGN SUPPORTS [EA]	638.2602 REMOVING SIGNS TYPE II [EA]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	SPV.0060.281 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 10-FOOT [EA]	SPV.0060.284 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 7-FOOT [EA]	SPV.0060.285 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 10-FOOT [EA]	SPV.0060.288 SIGN MOUNTING HARDWARE ON EXISTING POLE (CONCRETE, ALUMINUM, OR STEEL) [EA]	SPV.0060.290 STREET NAME SIGN MOUNTING HARDWARE ON EXISTING POLE (CONCRETE, ALUMINUM, STEEL OR WOOD) [EA]	MOUNT ON SAME POST AS SIGN #	MOUNTED ON A SIGNAL POST	REMARKS / NEW SIGN LOCATION
2-04	R4-7		24 X 30	5										1				55TH ST E MEDIAN
2-06	R4-7		24 X 30	5							1							54TH ST W W MEDIAN
2-15	W5-52R		12 X 36		3						1							53RD ST SW QUADRANT
2-16	R1-1		30 X 30	6.25					1	1	1							53RD ST NW QUADRANT
2-22	R4-7		24 X 30	5										1				53RD ST E MEDIAN
2-24	W5-52R		12 X 36		3						1							53RD ST NE QUADRANT
2-25	W5-52R		12 X 36		3							1						52ND ST NW QUADRANT
2-26	R1-1		30 X 30	6.25					1	1	1							52ND ST SE QUADRANT
2-29	W5-52R		12 X 36		3							1						52ND ST SW QUADRANT
2-37	R4-7		24 X 30	5										1				52ND ST E MEDIAN
SUBTOTALS				33	12	0	0	0	2	2	5	2	0	3	0			

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W x H [IN.] X [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	637.2220 SIGNS TYPE II REFLC SH [SF]	638.2102 MOVE SIGNS TYPE II [EA]	638.4000 MOVING SMALL SIGN SUPPORTS [EA]	638.2602 REMOVING SIGNS TYPE II [EA]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	SPV.0060.281 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 10-FOOT [EA]	SPV.0060.284 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 7-FOOT [EA]	SPV.0060.285 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 10-FOOT [EA]	SPV.0060.288 SIGN MOUNTING HARDWARE ON EXISTING POLE (CONCRETE, ALUMINUM, OR STEEL) [EA]	SPV.0060.290 STREET NAME SIGN MOUNTING HARDWARE ON EXISTING POLE (CONCRETE, ALUMINUM, STEEL OR WOOD) [EA]	MOUNT ON SAME POST AS SIGN #	MOUNTED ON A SIGNAL POST	REMARKS / NEW SIGN LOCATION
3-01	R10-3	(LEFT)	9 X 12	0.75										1			X	51ST ST NW QUADRANT
3-02	D3-1	W HAMPTON AV	18 x 84			10.5									1		X	51ST ST NE QUADRANT
3-03	D3-1	N 51ST BD	18 x 48			6									1		X	51ST ST NW QUADRANT
3-04	R10-3	(RIGHT)	9 X 12	0.75										1			X	51ST ST NW QUADRANT
3-05	R10-3	(LEFT)	9 X 12	0.75										1			X	51ST ST SW QUADRANT
3-06	D3-1	N 51ST BD	18 x 48			6									1		X	51ST ST SE QUADRANT
3-07	R10-3	(LEFT)	9 X 12	0.75										1			X	51ST ST SE QUADRANT
3-08	R1-2		36 X 31	7.75					1	1				1				51ST ST SW QUADRANT
3-09	D3-1	W HAMPTON AV	18 x 84			10.5									1		X	51ST ST SW QUADRANT
3-10	R10-3	(RIGHT)	9 X 12	0.75										1			X	51ST ST SW QUADRANT
3-11	R10-3	(LEFT)	9 X 12	0.75										1			X	51ST ST NE QUADRANT
3-12	R1-2		36 X 31	7.75					1	1				1				51ST ST NE QUADRANT
3-15	R10-3	(LEFT)	9 X 12	0.75										1			X	51ST ST SE QUADRANT
3-16	R2-1	SPEED LIMIT 30	24 X 30	5										1				51ST ST SE QUADRANT
3-19	R10-3	(RIGHT)	9 X 12	0.75										1			X	51ST ST NE QUADRANT
3-20	D3-1	W HAMPTON AV	10 x 42			2.92									1	3-21	X	50TH ST E MEDIAN
3-21	D3-1	N 50TH ST	10 x 30			2.08									1	3-20	X	50TH ST E MEDIAN
3-24	W5-52R		12 X 36		3						1							49TH ST SW QUADRANT
3-25	R1-1		30 X 30	6.25					1	1	1							49TH ST SE QUADRANT
3-34	R4-7		24 X 30	5					1	1	1							49TH ST E MEDIAN
3-35	W5-52R		12 X 36		3							1						48TH ST SW QUADRANT

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W x H [IN.] X [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	637.2220 SIGNS TYPE II REFLC SH [SF]	638.2102 MOVE SIGNS TYPE II [EA]	638.4000 MOVING SMALL SIGN SUPPORTS [EA]	638.2602 REMOVING SIGNS TYPE II [EA]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	SPV.0060.281 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 10-FOOT [EA]	SPV.0060.284 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 7-FOOT [EA]	SPV.0060.285 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 10-FOOT [EA]	SPV.0060.288 SIGN MOUNTING HARDWARE ON EXISTING POLE (CONCRETE, ALUMINUM, OR STEEL) [EA]	SPV.0060.290 STREET NAME SIGN MOUNTING HARDWARE ON EXISTING POLE (CONCRETE, ALUMINUM, STEEL OR WOOD) [EA]	MOUNT ON SAME POST AS SIGN #	MOUNTED ON A SIGNAL POST	REMARKS / NEW SIGN LOCATION
3-36	W5-52R		12 X 36		3						1							49TH ST NE QUADRANT
3-37	R4-7		24 X 30	5							1							48TH ST W MEDIAN
3-44	W5-52R		12 X 36		3							1						48TH ST NE QUADRANT
3-47	W11-2		30 X 30				1	1						1		3-48		48TH ST SE QUADRANT
3-48	W16-7L		24 X 12				1							1		3-47		48TH ST SE QUADRANT
3-51	W5-52R		12 X 36		3							1						48TH ST SE QUADRANT
3-52	D3-1	W HAMPTON AV	10 x 42			2.92									1	3-53, 3-54, 3-55	X	47TH ST W MEDIAN
3-53	D3-1	N 47TH ST	10 x 30			2.08									1	3-52, 3-54, 3-55	X	47TH ST W MEDIAN
3-54	W11-2		30 X 30		6.25									1		3-52, 3-53, 3-55		47TH ST W MEDIAN
3-55	W16-7R		24 X 12		2									1		3-52, 3-53, 3-54		47TH ST W MEDIAN
3-56	W5-52R		12 X 36		3						1							47TH ST SW QUADRANT
3-57	W11-2		30 X 30		6.25									1		3-58		47TH ST SW QUADRANT
3-58	W16-7L		24 X 12		2									1		3-57		47TH ST SW QUADRANT
SUBTOTALS				43	35	43	2	1	4	4	6	3	0	17	8			

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W x H [IN.] X [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	637.2220 SIGNS TYPE II REFLC SH [SF]	638.2102 MOVE SIGNS TYPE II [EA]	638.4000 MOVING SMALL SIGN SUPPORTS [EA]	638.2602 REMOVING SIGNS TYPE II [EA]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	SPV.0060.281 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 10-FOOT [EA]	SPV.0060.284 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 7-FOOT [EA]	SPV.0060.285 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 10-FOOT [EA]	SPV.0060.288 SIGN MOUNTING HARDWARE ON EXISTING POLE (CONCRETE, ALUMINUM, OR STEEL) [EA]	SPV.0060.290 STREET NAME SIGN MOUNTING HARDWARE ON EXISTING POLE (CONCRETE, ALUMINUM, STEEL OR WOOD) [EA]	MOUNT ON SAME POST AS SIGN #	MOUNTED ON A SIGNAL POST	REMARKS / NEW SIGN LOCATION
4-01	W11-2		30 X 30		6.25									1		4-02, 4-04, 4-05		47TH ST NE QUADRANT
4-02	W16-7L		24 X 12		2									1		4-01, 4-04, 4-05		47TH ST NE QUADRANT
4-03	W5-52R		12 X 36		3						1							47TH ST NE QUADRANT
4-04	W11-2		30 X 30		6.25									1		4-01, 4-02, 4-05		47TH ST NE QUADRANT
4-05	W16-7R		24 X 12		2									1		4-01, 4-02, 4-04		47TH ST NE QUADRANT
4-07	R4-7		24 X 30	5										1				46TH ST E MEDIAN
4-10	W5-52R		12 X 36		3						1							45TH ST SW QUADRANT
4-12	W5-52R		12 X 36		3									1				45TH ST NE QUADRANT
4-13	R2-1	SPEED LIMIT 30	24 X 30	5					1	1	1							44TH ST NW QUADRANT
4-14	R1-1		30 X 30	6.25					1	1	1							44TH ST NW QUADRANT
4-20	R10-3	(LEFT)	9 X 12	0.75										1			X	SHERMAN BLVD NW QUADRANT
4-21	R4-7		24 X 30	5										1			X	SHERMAN BLVD W MEDIAN
4-23	R4-7		24 X 30	5										1				SHERMAN BLVD N MEDIAN
4-25	R10-3	(RIGHT)	9 X 12	0.75										1			X	SHERMAN BLVD NW QUADRANT

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W x H [IN.] X [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	637.2220 SIGNS TYPE II REFLC SH [SF]	638.2102 MOVE SIGNS TYPE II [EA]	638.4000 MOVING SMALL SIGN SUPPORTS [EA]	638.2602 REMOVING SIGNS TYPE II [EA]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	SPV.0060.281 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 10-FOOT [EA]	SPV.0060.284 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 7-FOOT [EA]	SPV.0060.285 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 10-FOOT [EA]	SPV.0060.288 SIGN MOUNTING HARDWARE ON EXISTING POLE (CONCRETE, ALUMINUM, OR STEEL) [EA]	SPV.0060.290 STREET NAME SIGN MOUNTING HARDWARE ON EXISTING POLE (CONCRETE, ALUMINUM, STEEL OR WOOD) [EA]	MOUNT ON SAME POST AS SIGN #	MOUNTED ON A SIGNAL POST	REMARKS / NEW SIGN LOCATION
4-28	R10-3	(RIGHT)	9 X 12	0.75							1							SHERMAN BLVD SW QUADRANT
4-29	R10-3	(LEFT)	9 X 12	0.75										1			X	SHERMAN BLVD SW QUADRANT
4-30	R4-7		24 X 30	5										1			X	SHERMAN BLVD S MEDIAN
4-31	D3-1	W HAMPTON AV	18 x 84			10.5									1		X	SHERMAN BLVD S MEDIAN
4-34	R4-7		24 X 30	5										1			X	SHERMAN BLVD E MEDIAN
4-36	R10-3	(RIGHT)	9 X 12	0.75										1			X	SHERMAN BLVD SE QUADRANT
4-38	D3-1	W SHERMAN BD	18 x 84			10.5									1		X	SHERMAN BLVD W MEDIAN
4-39	R10-3	(LEFT)	9 X 12	0.75										1			X	SHERMAN BLVD SE QUADRANT
4-40	D3-1	W HAMPTON AV	18 x 84			10.5									1		X	SHERMAN BLVD NE QUADRANT
4-41	R10-3	(LEFT)	9 X 12	0.75										1			X	SHERMAN BLVD NE QUADRANT
4-42	D3-1	W SHERMAN BD	18 x 84			10.5									1		X	SHERMAN BLVD E MEDIAN
4-44	R10-3	(RIGHT)	9 X 12	0.75										1			X	SHERMAN BLVD NE QUADRANT
SUBTOTALS				42	26	42	0	0	2	2	5	0	0	17	4			

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W x H [IN.] X [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	637.2220 SIGNS TYPE II REFLC SH [SF]	638.2102 MOVE SIGNS TYPE II [EA]	638.4000 MOVING SMALL SIGN SUPPORTS [EA]	638.2602 REMOVING SIGNS TYPE II [EA]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	SPV.0060.281 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 10-FOOT [EA]	SPV.0060.284 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 7-FOOT [EA]	SPV.0060.285 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 10-FOOT [EA]	SPV.0060.288 SIGN MOUNTING HARDWARE ON EXISTING POLE (CONCRETE, ALUMINUM, OR STEEL) [EA]	SPV.0060.290 STREET NAME SIGN MOUNTING HARDWARE ON EXISTING POLE (CONCRETE, ALUMINUM, STEEL OR WOOD) [EA]	MOUNT ON SAME POST AS SIGN #	MOUNTED ON A SIGNAL POST	REMARKS / NEW SIGN LOCATION
5-01	R1-1		30 X 30	6.25					1	1	1							42ND ST SE QUADRANT
5-06	D3-1	N 42ND ST	10 x 30			2.08									1			42ND ST E MEDIAN
5-09	R4-7		24 X 30	5										1				41ST ST E MEDIAN
5-10	R1-1		30 X 30	6.25					1	1	1							41ST ST SE MEDIAN
5-12	W5-52R		12 X 36		3						1							40TH ST SW QUADRANT
5-13	R1-1		30 X 30	6.25					1	1	1							40TH ST NW QUADRANT
5-15	W5-52R		12 X 36		3						1							40TH ST NE QUADRANT
5-16	W5-52R		12 X 36		3						1							40TH ST SE QUADRANT
5-17	R2-1	SPEED LIMIT 30	24 X 30	5					1					1				40TH ST SE QUADRANT
5-19	W11-2		30 X 30		6.25						1					5-20, 5-21, 5-22, 5-23		39TH ST SW QUADRANT
5-20	W16-7R		24 X 12		2									1		5-19, 5-21, 5-22, 5-23		39TH ST SW QUADRANT
5-21	W11-2		30 X 30		6.25						1			1		5-19, 5-20, 5-22, 5-23		39TH ST SW QUADRANT

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W x H [IN.] X [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	637.2220 SIGNS TYPE II REFLC SH [SF]	638.2102 MOVE SIGNS TYPE II [EA]	638.4000 MOVING SMALL SIGN SUPPORTS [EA]	638.2602 REMOVING SIGNS TYPE II [EA]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	SPV.0060.281 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 10-FOOT [EA]	SPV.0060.284 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 7-FOOT [EA]	SPV.0060.285 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 10-FOOT [EA]	SPV.0060.288 SIGN MOUNTING HARDWARE ON EXISTING POLE (CONCRETE, ALUMINUM, OR STEEL) [EA]	SPV.0060.290 STREET NAME SIGN MOUNTING HARDWARE ON EXISTING POLE (CONCRETE, ALUMINUM, STEEL OR WOOD) [EA]	MOUNT ON SAME POST AS SIGN #	MOUNTED ON A SIGNAL POST	REMARKS / NEW SIGN LOCATION
5-22	W16-7R		24 X 12		2									1		5-19, 5-20, 5-21, 5-23		39TH ST SW QUADRANT
5-23	W5-52R		12 X 36		3									1		5-19, 5-20, 5-21, 5-22		39TH ST SW QUADRANT
5-24	W11-2		30 X 30		6.25						1					5-25, 5-30, 5-31		39TH ST NE QUADRANT
5-25	W16-7R		24 X 12		2									1		5-24, 5-30, 5-31		39TH ST NE QUADRANT
5-26	D3-1	N 39TH ST	10 x 30			2.08									1	5-27		39TH ST E MEDIAN
5-27	R4-7		24 X 30	5							1					5-26		39TH ST E MEDIAN
5-29	W5-52R		12 X 36		3							1						39TH ST NE QUADRANT
5-30	W11-2		30 X 30		6.25									1		5-24, 5-25, 5-31		39TH ST NE QUADRANT
5-31	W16-7R		24 X 12		2									1		5-24, 5-25, 5-30		39TH ST NE QUADRANT
5-32	W5-52R		12 X 36		3							1						39TH ST SE QUADRANT
SUBTOTALS				34	51	4	0	0	4	3	9	2	0	9	2			

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W x H [IN.] X [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	637.2220 SIGNS TYPE II REFLC SH [SF]	638.2102 MOVE SIGNS TYPE II [EA]	638.4000 MOVING SMALL SIGN SUPPORTS [EA]	638.2602 REMOVING SIGNS TYPE II [EA]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	SPV.0060.281 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 10-FOOT [EA]	SPV.0060.284 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 7-FOOT [EA]	SPV.0060.285 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 10-FOOT [EA]	SPV.0060.288 SIGN MOUNTING HARDWARE ON EXISTING POLE (CONCRETE, ALUMINUM, OR STEEL) [EA]	SPV.0060.290 STREET NAME SIGN MOUNTING HARDWARE ON EXISTING POLE (CONCRETE, ALUMINUM, STEEL OR WOOD) [EA]	MOUNT ON SAME POST AS SIGN #	MOUNTED ON A SIGNAL POST	REMARKS / NEW SIGN LOCATION
6-01	D3-1	W HAMPTON AV	10 x 42			2.92									1			38TH ST W MEDIAN
6-03	R10-3	(LEFT)	9 X 12	0.75										1			X	HOPKINS ST NW QUADRANT
6-04	R4-7		24 X 30	5										1			X	HOPKINS ST W MEDIAN
6-06	R10-3	(RIGHT)	9 X 12	0.75										1			X	HOPKINS ST NW QUADRANT
6-13	R10-3	(RIGHT)	9 X 12	0.75									1					HOPKINS ST SW QUADRANT
6-14	R10-3	(LEFT)	9 X 12	0.75										1			X	HOPKINS ST SW QUADRANT
6-16	R10-3	(LEFT)	9 X 12	0.75										1			X	HOPKINS ST NE QUADRANT
6-17	R4-7		24 X 30	5										1			X	HOPKINS ST E MEDIAN
6-21	R10-3	(RIGHT)	9 X 12	0.75									1					HOPKINS ST NE QUADRANT
6-22	R10-3	(RIGHT)	9 X 12	0.75										1			X	HOPKINS ST SE QUADRANT
6-25	R10-3	(LEFT)	9 X 12	0.75										1			X	HOPKINS ST SE QUADRANT
6-26	R4-7		24 X 30	5					1					1			X	37TH ST W MEDIAN
6-28	R10-3	(LEFT)	9 X 12	0.75										1			X	37TH ST NW QUADRANT
6-30	R10-3	(LEFT)	9 X 12	0.75										1			X	37TH ST NE QUADRANT
6-31	R10-3	(RIGHT)	9 X 12	0.75										1			X	37TH ST NW QUADRANT
6-36	R10-3	(RIGHT)	9 X 12	0.75										1			X	37TH ST SW QUADRANT
6-37	R10-3	(LEFT)	9 X 12	0.75										1			X	37TH ST SW QUADRANT
6-40	R10-3	(RIGHT)	9 X 12	0.75										1			X	37TH ST NE QUADRANT
6-41	R4-7		24 X 30	5								1						37TH ST E MEDIAN
6-43	R10-3	(RIGHT)	9 X 12	0.75										1			X	37TH ST SE QUADRANT
6-44	R2-1	SPEED LIMIT 30	24 X 30	5										1		6-45		37TH ST SE QUADRANT
6-45	S5-2		24 X 30	5										1		6-44		37TH ST SE QUADRANT

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W x H [IN.] X [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	637.2220 SIGNS TYPE II REFLC SH [SF]	638.2102 MOVE SIGNS TYPE II [EA]	638.4000 MOVING SMALL SIGN SUPPORTS [EA]	638.2602 REMOVING SIGNS TYPE II [EA]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	SPV.0060.281 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 10-FOOT [EA]	SPV.0060.284 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 7-FOOT [EA]	SPV.0060.285 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 10-FOOT [EA]	SPV.0060.288 SIGN MOUNTING HARDWARE ON EXISTING POLE (CONCRETE, ALUMINUM, OR STEEL) [EA]	SPV.0060.290 STREET NAME SIGN MOUNTING HARDWARE ON EXISTING POLE (CONCRETE, ALUMINUM, STEEL OR WOOD) [EA]	MOUNT ON SAME POST AS SIGN #	MOUNTED ON A SIGNAL POST	REMARKS / NEW SIGN LOCATION
6-46	R10-3	(RIGHT)	9 X 12	0.75										1			X	37TH ST SE QUADRANT
6-47	R2-6P		24 X 18	3										1				37TH ST SE QUADRANT
6-48	S4-51	SCHOOL SPEED LIMIT 20	24 X 48		1.67	6.33								1				37TH ST SE QUADRANT
6-50	R4-7		24 X 30	5								1						36TH ST W MEDIAN
6-51	R1-1		30 X 30	6.25					1	1	1							36TH ST NE QUADRANT
6-52	R6-2L		24 X 30	5			1							1		6-53		36TH ST SW QUADRANT
6-53	R6-2R		24 X 30	5			1							1		6-52		36TH ST SW QUADRANT
6-54	D3-1	W HAMPTON AV	10 x 42			2.92									1			36TH ST NE QUADRANT
6-56	R10-3	(RIGHT)	9 X 12	0.75							1							36TH ST NE QUADRANT
6-57	R4-7		24 X 30	5								1						35TH ST W MEDIAN
6-58	S1-1		36 X 36				1							1		6-59		36TH ST SE QUADRANT
6-59	S16-7L		24 X 12				1							1		6-58		36TH ST SE QUADRANT
6-70	R10-3	(RIGHT)	9 X 12	0.75									1					35TH ST SW QUADRANT
6-71	R10-3	(LEFT)	9 X 12	0.75										1			X	35TH ST SW QUADRANT
6-72	R10-3	(RIGHT)	9 X 12	0.75										1		6-76	X	35TH ST SE QUADRANT
6-73	D11-1		24 X 18	3										1		6-74, 6-75	X	35TH ST NW QUADRANT
6-74	M6-1		21 X 21	3.06										1		6-73, 6-75	X	35TH ST NW QUADRANT
6-75	R10-3	(RIGHT)	9 X 12	0.75										1		6-73, 6-74	X	35TH ST NW QUADRANT
6-76	D3-1	W HAMPTON AV	10 x 42			2.92			1						1	6-72	X	35TH ST NW QUADRANT
6-78	R10-3	(LEFT)	9 X 12	0.75							1							35TH ST NW QUADRANT
6-79	R10-3	(LEFT)	9 X 12	0.75										1			X	35TH ST NE QUADRANT

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W x H [IN.] X [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	637.2220 SIGNS TYPE II REFLC SH [SF]	638.2102 MOVE SIGNS TYPE II [EA]	638.4000 MOVING SMALL SIGN SUPPORTS [EA]	638.2602 REMOVING SIGNS TYPE II [EA]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	SPV.0060.281 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 10-FOOT [EA]	SPV.0060.284 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 7-FOOT [EA]	SPV.0060.285 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 10-FOOT [EA]	SPV.0060.288 SIGN MOUNTING HARDWARE ON EXISTING POLE (CONCRETE, ALUMINUM, OR STEEL) [EA]	SPV.0060.290 STREET NAME SIGN MOUNTING HARDWARE ON EXISTING POLE (CONCRETE, ALUMINUM, STEEL OR WOOD) [EA]	MOUNT ON SAME POST AS SIGN #	MOUNTED ON A SIGNAL POST	REMARKS / NEW SIGN LOCATION
6-82	D11-1		24 X 18	3										1		6-83, 6-84	X	35TH ST NE QUADRANT
6-83	M6-1		21 X 21	3.06										1		6-82, 6-84	X	35TH ST NE QUADRANT
6-84	R10-3	(LEFT)	9 X 12	0.75										1		6-82, 6-83	X	35TH ST NE QUADRANT
6-85	R4-7		24 X 30	5										1			X	35TH ST E MEDIAN
6-86	S1-1		36 X 36		9								1			6-87, 6-88, 6-89		36TH ST E MEDIAN
6-87	W16-7L		24 X 12		2									1		6-86, 6-88, 6-89		36TH ST E MEDIAN
6-88	S1-1		36 X 36		9									1		6-86, 6-87, 6-89		36TH ST E MEDIAN
6-89	W16-7R		24 X 12		2									1		6-86, 6-87, 6-88		36TH ST E MEDIAN
6-91	R10-3	(RIGHT)	9 X 12	0.75										1			X	35TH ST SE QUADRANT
6-95	W5-52R		12 X 36		3						1							34TH ST SW QUADRANT
6-96	R2-1	SPEED LIMIT 30	24 X 30	5					1					1		6-97	X	34TH ST SE QUADRANT
6-97	S5-2		24 X 30	5										1		6-96	X	34TH ST SE QUADRANT
6-98	R4-7		24 X 30	5								1						34TH ST W MEDIAN
6-100	D3-1	N 34TH ST	10 x 30			2.08			1						1	6-101		34TH ST NE QUADRANT
6-101	S4-51	SCHOOL SPEED LIMIT 20	24 X 48		1.375	6.625			1				1			6-100		34TH ST NE QUADRANT
6-102	R4-7		24 X 30	5								1						34TH ST E MEDIAN
SUBTOTALS				115	28	24	4	0	6	1	4	5	5	41	4			

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W x H [IN.] X [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	637.2220 SIGNS TYPE II REFLC SH [SF]	638.2102 MOVE SIGNS TYPE II [EA]	638.4000 MOVING SMALL SIGN SUPPORTS [EA]	638.2602 REMOVING SIGNS TYPE II [EA]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	SPV.0060.281 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 10-FOOT [EA]	SPV.0060.284 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 7-FOOT [EA]	SPV.0060.285 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 10-FOOT [EA]	SPV.0060.288 SIGN MOUNTING HARDWARE ON EXISTING POLE (CONCRETE, ALUMINUM, OR STEEL) [EA]	SPV.0060.290 STREET NAME SIGN MOUNTING HARDWARE ON EXISTING POLE (CONCRETE, ALUMINUM, STEEL OR WOOD) [EA]	MOUNT ON SAME POST AS SIGN #	MOUNTED ON A SIGNAL POST	REMARKS / NEW SIGN LOCATION
7-01	W5-52R		12 X 36		3									1				BRIDGE UNDERPASS
7-02	S1-1		36 X 36		9									1		7-03, 7-04		34TH ST NE QUADRANT
7-03	S16-9P		24 X 12		2									1		7-02, 7-04		34TH ST NE QUADRANT
7-04	R2-6P		24 X 18	3										1		7-02, 7-03		34TH ST NE QUADRANT
7-08	R10-3	(RIGHT)	9 X 12	0.75										1				32ND ST NW QUADRANT
7-09	R10-3	(LEFT)	9 X 12	0.75										1				32ND ST NW QUADRANT
7-10	R4-7		24 X 30	5								1						32ND ST W MEDIAN
7-14	R10-3	(RIGHT)	9 X 12	0.75										1			X	32ND ST SW QUADRANT
7-15	R10-3	(LEFT)	9 X 12	0.75										1			X	32ND ST SW QUADRANT
7-16	R10-3	(RIGHT)	9 X 12	0.75										1			X	32ND ST SE QUADRANT
7-17	W5-52R		24 X 36		6								1					32ND ST SE QUADRANT
7-19	R10-3	(LEFT)	9 X 12	0.75										1			X	32ND ST NE QUADRANT
7-22	R10-3	(RIGHT)	9 X 12	0.75										1			X	32ND ST NE QUADRANT
7-25	R4-7		24 X 30	5										1			X	32ND ST E MEDIAN
7-27	R4-7		24 X 30	5										1				31ST ST W MEDIAN
7-28	D11-1		24 X 18	3							1					7-29, 7-30		31ST ST SW QUADRANT
7-29	M6-1		21 X 21	3.06										1		7-28, 7-30		31ST ST SW QUADRANT
7-30	W5-52R		24 X 36		6									1		7-28, 7-29		31ST ST SW QUADRANT
7-31	R1-1		30 X 30	6.25					1	1				1				31ST ST SE QUADRANT
7-32	R4-7		24 X 30	5								1						31ST ST E MEDIAN
7-34	D11-1		24 X 18	3							1					7-35		31ST ST SE QUADRANT
7-35	M6-1		21 X 21	3.06										1		7-34		31ST ST SE QUADRANT

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W x H [IN.] X [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	637.2220 SIGNS TYPE II REFLC SH [SF]	638.2102 MOVE SIGNS TYPE II [EA]	638.4000 MOVING SMALL SIGN SUPPORTS [EA]	638.2602 REMOVING SIGNS TYPE II [EA]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	SPV.0060.281 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 10-FOOT [EA]	SPV.0060.284 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 7-FOOT [EA]	SPV.0060.285 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 10-FOOT [EA]	SPV.0060.288 SIGN MOUNTING HARDWARE ON EXISTING POLE (CONCRETE, ALUMINUM, OR STEEL) [EA]	SPV.0060.290 STREET NAME SIGN MOUNTING HARDWARE ON EXISTING POLE (CONCRETE, ALUMINUM, STEEL OR WOOD) [EA]	MOUNT ON SAME POST AS SIGN #	MOUNTED ON A SIGNAL POST	REMARKS / NEW SIGN LOCATION
7-36	W5-52R		12 X 36		3						1							30TH ST SW QUADRANT
7-37	W11-2		30 X 30		6.25									1		7-38, 7-43, 7-44		30TH ST SW QUADRANT
7-38	W16-7L		24 X 12		2									1		7-37, 7-43, 7-44		30TH ST SW QUADRANT
7-39	W11-2		30 X 30		6.25						1					7-40, 7-41, 7-42		30TH ST NW QUADRANT
7-40	W16-7R		24 X 12		2									1		7-39, 7-41, 7-42		30TH ST NW QUADRANT
7-41	W11-2		30 X 30		6.25									1		7-39, 7-40, 7-42		30TH ST NW QUADRANT
7-42	W16-7L		24 X 12		2									1		7-39, 7-40, 7-41		30TH ST NW QUADRANT
7-43	W11-2		30 X 30		6.25									1		7-37, 7-38, 7-44		30TH ST SW QUADRANT
7-44	W16-7R		24 X 12		2									1		7-37, 7-38, 7-43		30TH ST SW QUADRANT
7-45	R1-1		30 X 30	6.25					1	1				1				30TH ST SE QUADRANT
SUBTOTALS				53	62	0	0	0	2	2	4	2	1	25	0			
8-01	W5-52R		12 X 36		3						1							30TH/29TH ST BUS BULB
8-02	R1-1		30 X 30	6.25					1	1				1				29TH ST SE QUADRANT
SUBTOTALS				6.25	3	0	0	0	1	1	1	0	0	1	0			
OVERALL TOTALS				340	236	113	6	1	24	18	37	15	7	116	18			

TRAFFIC SIGNALS W. HAMPTON AVE. & N. 51ST ST.

SIGNAL BASE NUMBER	657.0100 PEDESTAL BASES EACH	657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH
SB4	1	1
SB9	1	1
SUBTOTAL	2	2

LOCATION	SPV.0060.212 FIBER OPTIC PATCH PANEL EACH	SPV.0060.213 ETHERNET SWITCH EACH
302+75'WB, 35' L	1	1
SUBTOTAL	1	1

SIGNAL BASE NO.	LOCATION	654.0101 CONCRETE BASES TYPE 1 EACH
SB4	303+04'WB, 34' L	1
SB9	302+04'EB, 43' R	1
	SUBTOTAL	2

SIGNAL HEAD NUMBER	SIGNAL BASE NUMBER	658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH	658.0412 PEDESTRIAN SIGNAL FACE 12-INCH EACH	SPV.0060.267 PEDESTRIAN COUNTDOWN SIGNAL FACE 12-INCH EACH	SPV.0060.278 REMOVE TRAFFIC SIGNAL FACE EACH
4	SB3				1
5	SB3				1
9	SB8				1
10	SB9	1			
13	SB4	1			
15	SB4	1			
18	SB9	1			
21	SB4		1	1	
24	SB6		1	1	
25	SB9		1	1	
26	SB9		1	1	
SUBTOTAL		4	4	4	3

PULL BOX NO.	LOCATION	SPV.0060.303 PULLBOXES 17-INCHX30-INCHX24-INCH EACH
PB2	302+33'WB, 49' L	1
PB4	302+96'WB, 34' L	1
PB5	303+09'EB, 9' L	1
PB7	302+72'EB, 47' R	1
PB9	302+03'WB, 8' L	1
	SUBTOTAL	5

	658.5070.001 SIGNAL MOUNTING HARDWARE 51ST EACH
SUBTOTAL	1

All Items on this page are Category 0010

TRAFFIC SIGNALS W. HAMPTON AVE. & N. 51ST ST.

LOC.	TO	LOC.	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	652.0615 CONDUIT SPECIAL 3-INCH LF
CB1	TO	PB1			170
PB1	TO	PB2			40
PB2	TO	SB2	5		
PB2	TO	PB3			130
PB3	TO	PB4		25	
PB4	TO	SB4	10		
PB4	TO	PB5			100
PB5	TO	SB5	10		
PB5	TO	PB6			90
PB6	TO	PB7			60
PB7	TO	SB7	5		
PB7	TO	PB8			140
PB8	TO	SB9	5		
PB8	TO	PB9			120
PB9	TO	SB10	5		
PB9	TO	PB1			85
		SUBTOTAL	40	25	935

SIGNAL BASE NO.	LOCATION	204.0195 REMOVING CONCRETE BASES EACH
SB4	303+04'WB, 32' L	1
SB7	302+88'EB, 33' R	1
SB9	302+01'EB, 36' R	1
	SUBTOTAL	3

SUMMARY OF MAJOR ITEMS FOR TRAFFIC SIGNAL CABLING

	DESCRIPITON	L.F
655.0230	CABLE TRAFFIC SIGNAL 5-14 AWG	645
655.0250	CABLE TRAFFIC SIGNAL 9-14 AWG	405
655.0260	CABLE TRAFFIC SIGNAL 12-14 AWG	435
655.0270	CABLE TRAFFIC SIGNAL 15-14 AWG	25
655.0280	CABLE TRAFFIC SIGNAL 19-14-AWG	610
655.0305	CABLE TYPE UF 2-12 AWG GROUNDED	905
655.0515	ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG	730
655.0900	TRAFFIC SIGNAL EVP DETECTOR CABLE	905

All Items on this page are Category 0010

TRAFFIC SIGNALS W. HAMPTON AVE. & N. SHERMAN BLVD.

SIGNAL BASE NUMBER	657.0100 PEDESTAL BASES EACH	657.0350 POLES TYPE 10 EACH	657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH	657.0425 TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH	657.0430 TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT EACH	657.0530 MONOTUBE ARMS 30-FT EACH	SPV.0060.218 EVP 1 DIRECTION DETECTOR EACH	SPV.0060.223 EVP CONFIRMATION LIGHT EACH	SPV.0060.228 ELECTRICAL RISER EACH
SB1	1				1				
SB2	1			1					
SB3									1
SB5	1		1						
SB7	1				1				
SB8	1		1						
SB9		1				1	1	1	
SB10	1				1				
SB11	1			1					
SUBTOTAL	7	1	2	2	3	1	1	1	1

SIGNAL BASE NO.	LOCATION	654.0101 CONCRETE BASES TYPE 1 EACH	654.0110 CONCRETE BASES TYPE 10 EACH
SB1	328+64'WB, 34' L	1	
SB2	328+79'WB, 49' L	1	
SB5	329+94'WB, 36' L	1	
SB7	330+02'EB, 36' R	1	
SB8	329+76'EB, 51' R	1	
SB9	329+20'WB, 88' R		1
SB10	328+80'EB, 54' R	1	
SB11	328+63'EB, 36' R	1	
	SUBTOTAL	7	1

LOCATION	SPV.0060.212 FIBER OPTIC PATCH PANEL EACH	SPV.0060.213 ETHERNET SWITCH EACH
328+55'WB, 36' L	1	1
SUBTOTAL	1	1

SIGNAL HEAD NUMBER	SIGNAL BASE NUMBER	658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH	658.0174 TRAFFIC SIGNAL FACE 4S 12-INCH EACH	658.0412 PEDESTRIAN SIGNAL FACE 12-INCH EACH	SPV.0060.267 PEDESTRIAN COUNTDOWN SIGNAL FACE 12-INCH EACH
1	SB8	1			
4	SB2		1		
5	SB3		1		
6	SB2	1			
7	SB9	1			
8	SB9	1			
9	SB8	1			
10	SB9	1			
11	SB11	1			
14	SB5	1			
16	SB5	1			
19	SB11		1		
21	SB1			1	1
22	SB5			1	1
24	SB8			1	1
25	SB7			1	1
26	SB11			1	1
27	SB10			1	1
28	SB2			1	1
	SUBTOTAL	9	3	7	7

	658.5070.002 SIGNAL MOUNTING HARDWARE SHERMAN EACH
SUBTOTAL	1

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LOC.	TO	LOC.	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	652.0615 CONDUIT SPECIAL 3-INCH LF
CB1	TO	PB1		10	
PB1	TO	SB1	5		
PB1	TO	PB2		50	
PB2	TO	SB2	5		
PB2	TO	PB3			100
PB3	TO	SB3	10		
PB3	TO	PB4			90
PB4	TO	PB5		80	
PB5	TO	SB5	10		
PB5	TO	PB6			100
PB6	TO	PB7			80
PB7	TO	SB7	5		
PB7	TO	PB8		70	
PB8	TO	SB8	5		
PB8	TO	PB9			110
PB9	TO	SB9		10	
PB9	TO	PB10			80
PB10	TO	SB10	5		
PB10	TO	PB11		60	
PB11	TO	SB11	5		
PB11	TO	PB12			100
PB12	TO	PB1			80
		SUBTOTAL	50	280	740

SUMMARY OF MAJOR ITEMS FOR TRAFFIC SIGNAL CABLING

	DESCRIPITON	L.F
655.0230	CABLE TRAFFIC SIGNAL 5-14 AWG	690
655.0250	CABLE TRAFFIC SIGNAL 9-14 AWG	255
655.0260	CABLE TRAFFIC SIGNAL 12-14 AWG	285
655.0270	CABLE TRAFFIC SIGNAL 15-14 AWG	1075
655.0305	CABLE TYPE UF 2-12 AWG GROUNDED	895
655.0515	ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG	870
655.0900	TRAFFIC SIGNAL EVP DETECTOR CABLE	895

PULL BOX NO.	LOCATION	SPV.0060.303 PULLBOXES 17-INCHX30-INCHX24-INCH EACH
PB1	328+61'WB, 34' L	1
PB2	328+81'WB, 47' L	1
PB3	329+32'WB, 56' L	1
PB5	330+03'WB, 33' L	1
PB7	330+03'EB, 33' R	1
PB8	329+76'EB, 48' R	1
PB10	328+81'EB, 49' R	1
PB11	328+57'EB, 34' R	1
	SUBTOTAL	8

SIGNAL BASE NO.	LOCATION	204.0195 REMOVING CONCRETE BASES EACH
SB1	328+60'WB, 34' L	1
SB2	328+81'WB, 50' L	1
SB5	329+91'WB, 34' L	1
SB7	330+00'EB, 33' R	1
SB8	329+76'EB, 51' R	1
SB9	329+20'EB, 59' R	1
SB10	328+79'EB, 53' R	1
SB11	328+60'EB, 36' R	1
	SUBTOTAL	8

All Items on this page are Category 0010

TRAFFIC SIGNALS W. HAMPTON AVE. & N. HOPKINS ST.

SIGNAL BASE NUMBER	657.0100 PEDESTAL BASES EACH	657.0350 POLES TYPE 10 EACH	657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH	657.0430 TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT EACH	657.0525 MONOTUBE ARMS 25-FT EACH	657.0530 MONOTUBE ARMS 30-FT EACH	SPV.0060.218 EVP 1 DIRECTION DETECTOR EACH	SPV.0060.223 EVP CONFIRMATION LIGHT EACH
SB1		1			1		1	1
SB2	1		1					
SB3		1				1	1	1
SB4	1			1				
SB5	1		1					
SB6		1			1		1	1
SB7	1		1					
SB8		1				1	1	1
SB9	1		1					
SUBTOTAL	5	4	4	1	2	2	4	4

	658.5070.003 SIGNAL MOUNTING HARDWARE HOPKINS EACH
SUBTOTAL	1

	661.0201.001 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS HOPKINS EACH
SUBTOTAL	1

SIGNAL BASE NO.	LOCATION	654.0101 CONCRETE BASES TYPE 1 EACH	654.0110 CONCRETE BASES TYPE 10 EACH
SB1	347+06'WB, 47' L		1
SB2	347+28'WB, 25' L	1	
SB3	347+49'WB, 5' R		1
SB4	347+50'EB, 31' R	1	
SB5	347+38'EB, 48' R	1	
SB6	346+79'EB, 48' R		1
SB7	346+59'EB, 34' R	1	
SB8	346+29'WB, 25' L		1
SB9	346+53'WB, 44' L	1	
	SUBTOTAL	5	4

LOCATION	SPV.0060.201 INSTALL CITY PRECAST CONTROLLER BASE EACH	SPV.0060.205 ATC CONTROLLER AND CABINET INSTALLED EACH	SPV.0060.212 FIBER OPTIC PATCH PANEL EACH	SPV.0060.213 ETHERNET SWITCH EACH	SPV.0060.221 EVP PHASE SELECTOR CARD 4 CHANNEL EACH
347+04'WB, 51'L	1	1	1	1	1
SUBTOTAL	1	1	1	1	1

SIGNAL HEAD NUMBER	SIGNAL BASE NUMBER	658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH	658.0412 PEDESTRIAN SIGNAL FACE 12-INCH EACH	SPV.0060.267 PEDESTRIAN COUNTDOWN SIGNAL FACE 12-INCH EACH
1	SB5	1		
2	SB9	1		
3	SB1	1		
4	SB9	1		
5	SB5	1		
6	SB6	1		
7	SB7	1		
8	SB3	1		
9	SB3	1		
10	SB2	1		
11	SB3	1		
12	SB2	1		
13	SB8	1		
14	SB8	1		
15	SB8		1	1
16	SB2		1	1
17	SB1		1	1
18	SB5		1	1
19	SB4		1	1
20	SB7		1	1
21	SB6		1	1
22	SB9		1	1
	SUBTOTAL	14	8	8

All Items on this page are Category 0010

TRAFFIC SIGNALS W. HAMPTON AVE. & N. HOPKINS ST.

LOC.	TO	LOC.	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	652.0615 CONDUIT SPECIAL 3-INCH LF
CB1	TO	PB1		10	
PB1	TO	SB1		5	
PB1	TO	PB2		80	
PB2	TO	SB2	5		
PB2	TO	PB3			65
PB3	TO	SB3		5	
PB3	TO	PB4			80
PB4	TO	SB4	5		
PB4	TO	PB5		60	
PB5	TO	SB5	5		
PB5	TO	PB6			105
PB6	TO	SB6		5	
PB6	TO	PB7		35	
PB7	TO	SB7	5		
PB7	TO	PB8			150
PB8	TO	SB8		25	
PB8	TO	PB9		25	
PB9	TO	SB9	5		
PB9	TO	PB1			105
		SUBTOTAL	25	250	505

SUMMARY OF MAJOR ITEMS FOR TRAFFIC SIGNAL CABLING

	DESCRIPITON	L.F
655.0230	CABLE TRAFFIC SIGNAL 5-14 AWG	605
655.0250	CABLE TRAFFIC SIGNAL 9-14 AWG	105
655.0260	CABLE TRAFFIC SIGNAL 12-14 AWG	160
655.0270	CABLE TRAFFIC SIGNAL 15-14 AWG	375
655.0280	CABLE TRAFFIC SIGNAL 19-14-AWG	185
655.0305	CABLE TYPE UF 2-12 AWG GROUNDED	640
655.0515	ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG	700
655.0900	TRAFFIC SIGNAL EVP DETECTOR CABLE	640
SPV.0090.323	ELECTRICAL CABLE 3#4/1#8 XLPE USE-2	415

PULL BOX NO.	LOCATION	SPV.0060.303 PULLBOXES 17-INCHX30-INCHX24-INCH EACH
PB1	347+02'WB, 50' L	1
PB2	347+27'WB, 23' L	1
PB3	347+43WB, 6' R	1
PB4	347+53'EB, 30' R	1
PB5	347+36'EB, 44' R	1
PB6	346+80'EB, 44' R	1
PB7	346+67'EB, 33' R	1
PB8	346+53'WB, 26' L	1
PB9	346+54'WB, 41' L	1
	SUBTOTAL	9

SIGNAL BASE NO.	LOCATION	204.0195 REMOVING CONCRETE BASES EACH
SB2	347+25'WB, 25' L	1
SB4	347+50'EB, 31' R	1
SB5	347+38'EB, 48' R	1
SB7	346+62'EB, 35' R	1
SB8	346+33'WB, 25' L	1
SB9	346+54'WB, 45' L	1
	SUBTOTAL	6

All Items on this page are Category 0010

TRAFFIC SIGNALS W. HAMPTON AVE. & N. 37TH ST.

SIGNAL BASE NUMBER	657.0100 PEDESTAL BASES EACH	657.0352 POLES TYPE 10-SPECIAL EACH	657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH	657.0536 MONOTUBE ARMS 35-FT SPECIAL EACH	SPV.0060.218 EVP 1 DIRECTION DETECTOR EACH	SPV.0060.223 EVP CONFIRMATION LIGHT EACH	SPV.0060.228 ELECTRICAL RISER EACH
SB1					1	1	1
SB2							1
SB3		1		1	1	1	
SB4					1	1	1
SB5	1		1				
SB6							1
SB7		1		1	1	1	
SB8	1		1				
SUBTOTAL	2	2	2	2	4	4	4

SIGNAL BASE NO.	LOCATION	654.0101 CONCRETE BASES TYPE 1 EACH	654.0120 CONCRETE BASE TYPE 10 SPECIAL EACH
SB3	349+52'EB, 30' R		1
SB5	348+88'EB, 44' R	1	
SB7	348+73'WB, 25' L		1
SB8	348+95'WB, 37' L	1	
	SUBTOTAL	2	2

LOCATION	SPV.0060.201 INSTALL CITY PRECAST CONTROLLER BASE EACH	SPV.0060.205 ATC CONTROLLER AND CABINET INSTALLED EACH	SPV.0060.212 FIBER OPTIC PATCH PANEL EACH	SPV.0060.213 ETHERNET SWITCH EACH	SPV.0060.221 EVP PHASE SELECTOR CARD 4 CHANNEL EACH
349+38'WB, 47' L	1	1	1	1	1
SUBTOTAL	1	1	1	1	1

LOCATION	SPV.0060.215 ELECTRICAL SERVICE PEDESTAL EACH
348+88'EB, 81' R	1
SUBTOTAL	1

	658.5070.004 SIGNAL MOUNTING HARDWARE 37TH EACH	661.0201.002 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS 37TH EACH
SUBTOTAL	1	1

SIGNAL HEAD NUMBER	SIGNAL BASE NUMBER	658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH	658.0412 PEDESTRIAN SIGNAL FACE 12-INCH EACH	SPV.0060.267 PEDESTRIAN COUNTDOWN SIGNAL FACE 12-INCH EACH
1	SB4	1		
2	SB8	1		
3	SB1	1		
4	SB8	1		
5	SB4	1		
6	SB5	1		
7	SB6	1		
8	SB3	1		
9	SB3	1		
10	SB2	1		
11	SB3	1		
12	SB2	1		
13	SB7	1		
14	SB7	1		
15	SB6	1		
16	SB7	1		
17	SB7		1	1
18	SB2		1	1
19	SB1		1	1
20	SB4		1	1
21	SB3		1	1
22	SB6		1	1
23	SB5		1	1
24	SB8		1	1
	SUBTOTAL	16	8	8

All Items on this page are Category 0010

TRAFFIC SIGNALS W. HAMPTON AVE. & N. 37TH ST.

LOC.	TO	LOC.	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	652.0615 CONDUIT SPECIAL 3-INCH LF
CB1	TO	PB1		35	
PB1	TO	SB1	5		
PB1	TO	PB2		40	
PB2	TO	SB2	5		
PB2	TO	PB3			140
PB3	TO	SB3		5	
PB3	TO	PB4		50	
PB4	TO	SB4	10		
PB4	TO	PB5			80
PB5	TO	SB5	10		
PB5	TO	METER	40		
PB5	TO	PB6		20	
PB6	TO	SB6	10		
PB6	TO	PB7			140
PB7	TO	SB7		15	
PB7	TO	PB2(HOPKINS)			160
PB7	TO	PB8		15	
PB8	TO	SB8	5		
PB8	TO	PB1			80
		SUBTOTAL	85	180	600

SUMMARY OF MAJOR ITEMS FOR TRAFFIC SIGNAL CABLING

	DESCRIPITON	L.F
655.0230	CABLE TRAFFIC SIGNAL 5-14 AWG	600
655.0260	CABLE TRAFFIC SIGNAL 12-14 AWG	650
655.0280	CABLE TRAFFIC SIGNAL 19-14-AWG	220
655.0305	CABLE TYPE UF 2-12 AWG GROUNDED	565
655.0515	ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG	540
655.0900	TRAFFIC SIGNAL EVP DETECTOR CABLE	565
SPV.0090.323	ELECTRICAL CABLE 3#4/1#8 XLPE USE-2	205

PULL BOX NO.	LOCATION	SPV.0060.303 PULLBOXES 17-INCHX30-INCHX24-INCH EACH
PB1	349+36'WB, 36' L	1
PB2	349+52'WB, 23' L	1
PB3	349+48'EB, 30' R	1
PB4	349+30'EB, 40' R	1
PB5	348+89'EB, 41' R	1
PB6	348+83'EB, 31' R	1
PB7	348+90'WB, 25' L	1
PB8	348+94'WB, 32' L	1
	SUBTOTAL	8

SIGNAL BASE NO.	LOCATION	204.0195 REMOVING CONCRETE BASES EACH
SB2	349+52'WB, 25' L	1
SB4	349+29'EB, 45' R	1
SB6	348+74'EB, 31' R	1
SB8	348+94'WB, 33' L	1
	SUBTOTAL	4

All Items on this page are Category 0010

TRAFFIC SIGNALS W. HAMPTON AVE. & N. 35TH ST.

SIGNAL BASE NUMBER	657.0100 PEDESTAL BASES EACH	657.035 POLES TYPE 10 EACH	657.0352 POLES TYPE 10-SPECIAL EACH	657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH	657.0530 MONOTUBE ARMS 30-FT EACH	657.0536 MONOTUBE ARMS 35-FT SPECIAL EACH	658.0500 PEDESTRIAN PUSHBUTTON EACH	SPV.0060.218 EVP 1 DIRECTION DETECTOR EACH	SPV.0060.223 EVP CONFIRMATION LIGHT EACH	SPV.0060.228 ELECTRICAL RISER EACH
SB1	1			1						
SB2							1			1
SB3			1			1	1	1	1	
SB4	1			1						
SB5										1
SB6	1			1						
SB7							1			1
SB8		1			1		1	1	1	
SB9	1			1						
SB10	1			1						
SUBTOTAL	5	1	1	5	1	1	4	2	2	3

SIGNAL BASE NO.	LOCATION	654.0101 CONCRETE BASES TYPE 1 EACH	654.0110 CONCRETE BASES TYPE 10 EACH	654.0120 CONCRETE BASE TYPE 10 SPECIAL EACH
SB1	356+17'WB, 42' L	1		
SB3	356+38'EB, 35' R			1
SB4	355+96'EB, 35' R	1		
SB6	355+31'EB, 47' R	1		
SB8	355+12'WB, 35' L		1	
SB9	355+36'WB, 34' L	1		
SB10	355+62'WB, 47' L	1		
	SUBTOTAL	5	1	1

LOCATION	SPV.0060.201 INSTALL CITY PRECAST CONTROLLER BASE EACH	SPV.0060.205 ATC CONTROLLER AND CABINET INSTALLED EACH	SPV.0060.212 FIBER OPTIC PATCH PANEL EACH	SPV.0060.213 ETHERNET SWITCH EACH	SPV.0060.221 EVP PHASE SELECTOR CARD 4 CHANNEL EACH
356+14'WB, 49' L	1	1	1	1	1
SUBTOTAL	1	1	1	1	1

SIGNAL HEAD NUMBER	SIGNAL BASE NUMBER	658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH	658.0412 PEDESTRIAN SIGNAL FACE 12-INCH EACH	SPV.0060.267 PEDESTRIAN COUNTDOWN SIGNAL FACE 12-INCH EACH
1	SB5	1		
2	SB9	1		
3	SB10	1		
4	SB1	1		
5	SB10	1		
6	SB4	1		
7	SB5	1		
8	SB6	1		
9	SB7	1		
10	SB2	1		
11	SB3	1		
12	SB3	1		
13	SB2	1		
14	SB7	1		
15	SB8	1		
16	SB8	1		
17	SB10		1	1
18	SB2		1	1
19	SB1		1	1
20	SB3		1	1
21	SB5		1	1
22	SB7		1	1
23	SB6		1	1
24	SB8		1	1
	SUBTOTAL	16	8	8

All Items on this page are Category 0010

TRAFFIC SIGNALS W. HAMPTON AVE. & N. 35TH ST.

LOC.	TO	LOC.	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	652.0615 CONDUIT SPECIAL 3-INCH LF
CB1	TO	PB1		20	
PB1	TO	SB1	5		
PB1	TO	PB2		30	
PB2	TO	SB2	10		
PB2	TO	PB3			150
PB3	TO	SB3		10	
PB3	TO	PB4			80
PB4	TO	SB4	10		
PB4	TO	PB5		20	
PB5	TO	SB5	5		
PB5	TO	PB6			85
PB6	TO	SB6	5		
PB6	TO	PB7		30	
PB7	TO	SB7	10		
PB7	TO	PB8			150
PB8	TO	SB8		10	
PB8	TO	SB9	15		
PB8	TO	PB9		80	
PB9	TO	SB10	5		
PB9	TO	METER/SB11	10		
PB9	TO	PB1			110
		SUBTOTAL	75	200	575

SUMMARY OF MAJOR ITEMS FOR TRAFFIC SIGNAL CABLING

	DESCRIPITON	L.F
655.0230	CABLE TRAFFIC SIGNAL 5-14 AWG	635
655.0250	CABLE TRAFFIC SIGNAL 9-14 AWG	45
655.0260	CABLE TRAFFIC SIGNAL 12-14 AWG	285
655.0270	CABLE TRAFFIC SIGNAL 15-14 AWG	50
655.0280	CABLE TRAFFIC SIGNAL 19-14-AWG	465
655.0305	CABLE TYPE UF 2-12 AWG GROUNDED	380
655.0515	ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG	595
655.0900	TRAFFIC SIGNAL EVP DETECTOR CABLE	380
SPV.0090.323	ELECTRICAL CABLE 3#4/1#8 XLPE USE-2	90

PULL BOX NO.	LOCATION	SPV.0060.303 PULLBOXES 17-INCHX30-INCHX24-INCH EACH
PB1	356+15'WB, 43' L	1
PB2	356+27'WB, 35' L	1
PB3	356+26'EB, 35' R	1
PB4	355+85'EB, 35' R	1
PB5	355+75'EB, 42' R	1
PB6	355+32'EB, 43' R	1
PB7	355+23'EB, 34' R	1
PB8	355+23'WB, 35' L	1
PB9	355+60'WB, 42' L	1
	SUBTOTAL	9

SIGNAL BASE NO.	LOCATION	204.0195 REMOVING CONCRETE BASES EACH
SB1	356+11'WB, 43' L	1
SB2	356+28'WB, 35' L	1
SB3	356+27'WB, 4' R	1
SB4	355+75'EB, 44' R	1
SB5	355+32'EB, 44' R	1
SB6	355+19'EB, 34' R	1
SB7	355+16'WB, 3' R	1
SB8	355+62'WB, 43' L	1
	SUBTOTAL	8

LOCATION	SPV.0060.215 ELECTRICAL SERVICE PEDESTAL EACH
355+60'WB, 51' L	1
SUBTOTAL	1

	SPV.0060.225 VEHICULAR VIDEO DETECTION SYSTEM- 2 CAMERAS EACH
SUBTOTAL	1

	658.5070.005 SIGNAL MOUNTING HARDWARE 35TH EACH	661.0201.003 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS 35TH EACH
SUBTOTAL	1	1

All Items on this page are Category 0010

TRAFFIC SIGNALS W. HAMPTON AVE. & N. 32ND ST.

SIGNAL BASE NUMBER	657.035 POLES TYPE 10 EACH	657.0352 POLES TYPE 10-SPECIAL EACH	657.0530 MONOTUBE ARMS 30-FT EACH	657.0541 MONOTUBE ARMS 40-FT SPECIAL EACH	658.0500 PEDESTRIAN PUSHBUTTONS EACH	SPV.0060.218 EVP 1 DIRECTION DETECTOR EACH	SPV.0060.223 EVP CONFIRMATION LIGHT EACH	SPV.0060.228 ELECTRICAL RISER EACH
SB1					1			1
SB2		1		1	1	1	1	
SB3								1
SB4	1		1			1	1	
SB5					1			1
SB6		1		1	1	1	1	
SB7								1
SB8						1	1	1
SUBTOTAL	1	2	1	2	4	4	4	5

SIGNAL BASE NO.	LOCATION	654.0110 CONCRETE BASES TYPE 10 EACH	654.0120 CONCRETE BASE TYPE 10 SPECIAL EACH
SB2	365+17'WB, 40' L		1
SB4	365+96'WB, 48' L	1	
SB6	366+13'EB, 40' R		1
	SUBTOTAL	1	2

LOCATION	SPV.0060.201 INSTALL CITY PRECAST CONTROLLER BASE EACH	SPV.0060.205 ATC CONTROLLER AND CABINET INSTALLED EACH	SPV.0060.212 FIBER OPTIC PATCH PANEL EACH	SPV.0060.213 ETHERNET SWITCH EACH	SPV.0060.221 EVP PHASE SELECTOR CARD 4 CHANNEL EACH
365+36'EB, 70'R	1	1	1	1	1
SUBTOTAL	1	1	1	1	1

	SPV.0060.225 VEHICULAR VIDEO DETECTION SYSTEM-2 CAMERAS EACH
SUBTOTAL	1

	658.5070.006 SIGNAL MOUNTING HARDWARE 32ND EACH	661.0201.004 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS 32ND EACH
SUBTOTAL	1	1

SIGNAL HEAD NUMBER	SIGNAL BASE NUMBER	658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH	658.0174 TRAFFIC SIGNAL FACE 4S 12-INCH EACH	658.0412 PEDESTRIAN SIGNAL FACE 12-INCH EACH	SPV.0060.267 PEDESTRIAN COUNTDOWN SIGNAL FACE 12-INCH EACH
1	SB7	1			
2	SB4	1			
3	SB4	1			
4	SB3		1		
5	SB4		1		
6	SB3	1			
7	SB7	1			
8	SB8	1			
9	SB1	1			
10	SB5	1			
11	SB6	1			
12	SB6	1			
13	SB5	1			
14	SB1	1			
15	SB2	1			
16	SB2	1			
17	SB2			1	1
18	SB5			1	1
19	SB4			1	1
20	SB7			1	1
21	SB6			1	1
22	SB1			1	1
23	SB1			1	1
24	SB3			1	1
	SUBTOTAL	14	2	8	8

All Items on this page are Category 0010

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LOC.	TO	LOC.	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	652.0615 CONDUIT SPECIAL 3-INCH LF
CB1	TO	PB1		20	
PB1	TO	SB8	5		
PB1	TO	PB2		100	
PB2	TO	PB3	15		
PB3	TO	SB1	15		
PB2	TO	PB5		200	
PB5	TO	PB4		25	
PB4	TO	SB2		5	
PB5	TO	SB3	5		
PB5	TO	PB6			115
PB6	TO	SB4		5	
PB6	TO	PB7		65	
PB7	TO	SB5	15		
PB7	TO	PB8			150
PB8	TO	SB6		15	
PB8	TO	PB9		75	
PB9	TO	SB7	5		
PB9	TO	PB2			110
		SUBTOTAL	60	510	375

SUMMARY OF MAJOR ITEMS FOR TRAFFIC SIGNAL CABLING

	DESCRIPITON	L.F
655.0230	CABLE TRAFFIC SIGNAL 5-14 AWG	655
655.0260	CABLE TRAFFIC SIGNAL 12-14 AWG	110
655.0270	CABLE TRAFFIC SIGNAL 15-14 AWG	540
655.0280	CABLE TRAFFIC SIGNAL 19-14-AWG	475
655.0305	CABLE TYPE UF 2-12 AWG GROUNDED	760
655.0515	ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG	770
655.0900	TRAFFIC SIGNAL EVP DETECTOR CABLE	760
SPV.0090.323	ELECTRICAL CABLE 3#4/1#8 XLPE USE-2	30

PULL BOX NO.	LOCATION	SPV.0060.303 PULLBOXES 17-INCHX30-INCHX24-INCH EACH
PB1	365+43'EB, 67' R	1
PB2	365+42'EB, 44' R	1
PB3	365+30'EB, 34' R	1
PB4	365+16'WB, 34' L	1
PB5	365+38'WB, 43' L	1
PB6	365+94' WB, 44' L	1
PB7	366+23'WB, 33' L	1
PB8	366+24'EB, 33' R	1
PB9	365+96'EB, 46' R	1
	SUBTOTAL	9

SIGNAL BASE NO.	LOCATION	204.0195 REMOVING CONCRETE BASES EACH
SB1	365+17'EB, 35'R	1
SB2	365+23'WB, 4'R	1
SB4	365+96'WB, 45'L	1
SB6	366+17'WB, 4' R	1
SB7	365+98'EB, 45' R	1
	SUBTOTAL	5

LOCATION	SPV.0060.215 ELECTRICAL SERVICE PEDESTAL EACH
365+43'EB, 73' R	1
SUBTOTAL	1

All Items on this page are Category 0010

TRAFFIC SIGNALS TOTALS

204.0195 REMOVING CONCRETE BASES	654.0101 CONCRETE BASES TYPE 1	654.0110 CONCRETE BASES TYPE 10	654.0120 CONCRETE BASES TYPE 10 SPECIAL	657.0100 PEDESTAL BASES	657.0350 POLES TYPE 10	657.0352 POLES TYPE 10 SPECIAL	657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT	657.0425 TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT	657.0430 TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT
EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
34	21	7	5	21	7	5	15	2	4

657.0525 MONOTUBE ARMS 25-FT	657.0530 MONOTUBE ARMS 30-FT	657.0536 MONOTUBE ARMS 35-FT SPECIAL	657.0541 MONOTUBE ARMS 40-FT SPECIAL	658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH	658.0174 TRAFFIC SIGNAL FACE 4S 12-INCH	658.0412 PEDESTRIAN SIGNAL FACE 12-INCH	658.0500 PEDESTRIAN PUSH BUTTONS
EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
2	5	3	2	73	5	43	8

658.5070.001 SIGNAL MOUNTING HARDWARE 51ST	658.5070.002 SIGNAL MOUNTING HARDWARE SHERMAN	658.5070.003 SIGNAL MOUNTING HARDWARE HOPKINS	658.5070.004 SIGNAL MOUNTING HARDWARE 37TH	658.5070.05 SIGNAL MOUNTING HARDWARE 35TH	658.5070.006 SIGNAL MOUNTING HARDWARE 32ND
EACH	EACH	EACH	EACH	EACH	EACH
1	1	1	1	1	1

661.0201.001 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS HOPKINS	661.0201.002 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS 37TH	661.0201.003 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS 35TH	661.0201.004 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS 32ND
EACH	EACH	EACH	EACH
1	1	1	1

SPV.0060.201 INSTALL CITY PRECAST CONTROLLER BASE	SPV.0060.205 ATC CONTROLLER AND CABINET INSTALLED	SPV.0060.212 FIBER OPTIC PATCH PANEL	SPV.0060.213 ETHERNET SWITCH	SPV.0060.215 ELECTRICAL 658.5070.005 PEDESTAL	SPV.0060.218 EVP 1 DIRECTION DETECTOR	SPV.0060.221 EVP PHASE SELECTOR CARD 4 CHANNEL	SPV.0060.223 EVP CONFIRMATION LIGHT	SPV.0060.225 VEHICULAR VIDEO DETECTION SYSTEM- 2 CAMERAS	SPV.0060.228 ELECTRICAL RISER	SPV.0060.267 PEDESTRIAN COUNTDOWN SIGNAL FACE 12-INCH	SPV.0060.278 REMOVE TRAFFIC SIGNAL FACE	SPV.0060.303 PULLBOXES 17"X30"X24"
EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
4	4	6	6	3	15	4	15	2	13	43	3	48

652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	652.0235* CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH	652.0615* CONDUIT SPECIAL 3-INCH	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG	655.0250 CABLE TRAFFIC SIGNAL 9-14 AWG	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG	655.0270 CABLE TRAFFIC SIGNAL 15-14 AWG	655.0280 CABLE TRAFFIC SIGNAL 19-14 AWG	655.0305 CABLE TYPE UF 2-12 AWG GROUNDED	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG	655.0900 TRAFFIC SIGNAL EVP DETECTOR CABLE	SPV.0090.323 ELECTRICAL CABLE 3 #4/1#8 XLPE USE-2
LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF
335	1445	3730	3830	810	1925	2065	1955	4145	4205	4145	740

*NOTE: ADDITIONAL QUANTITIES SHOWN ELSEWHERE

All Items on this page are Category 0010

STREET LIGHTING ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	204.0195 REMOVING CONCRETE BASES EACH	650.8501.002 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS (PROJECT) (002. 2545-09-71) EACH	654.0105 TYPE 5 CONCRETE BASES EACH	655.0305 CABLE TYPE UF 2#12AWG GROUNDED LF	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	659.5000.S LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONCTRACTOR EACH	674.0300 REMOVE CABLE LF	SPV.0060.302 PULL BOXES 13-INCH X 24-INCH X 24-INCH EACH	SPV.0060.310 REMOVE POLES EACH	SPV.0060.313 POLE TYPE A-31 EACH	SPV.0060.315 POLE TYPE 22-AL DIRECT BURY EACH	SPV.0060.320 POLE TYPE 25-AL-BD EACH	SPV.0060.324 40 ft. WOOD POLES EACH	SPV.0060.339 SECONDARY RISER EACH	SPV.0060.343 WATER TIGHT SPLICES & CONNECTIONS EACH
0010	POB	-	POE	WB & EB	29	1	95	6,435	95	156	500	168	89	7	8	98	70	23	196
				TOTAL 0010	**29**	**1**	**95**	**6,435**	**95**	**156**	**500**	**168**	**89**	**7**	**8**	**98**	**70**	**23**	**196**

STREET LIGHTING ITEMS (CONTINUED)

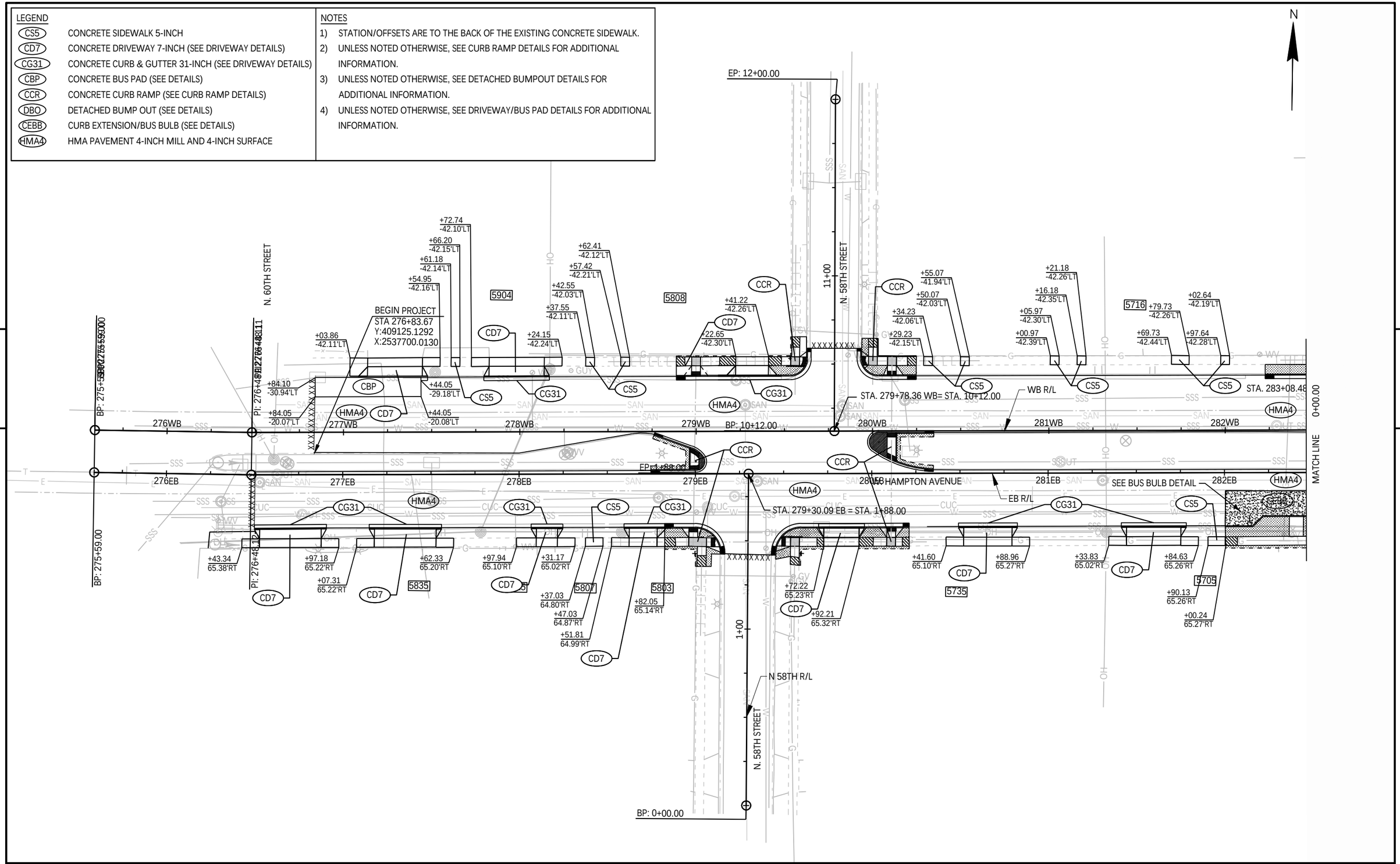
CATEGORY	STATION	TO	STATION	LOCATION	SPV.0060.345 LUMINAIRE ARM SINGLE MEMBER 6-FT EACH	SPV.0060.346 LUMINAIRE ARM SINGLE MEMBER 6-FT WOOD POLE MOUNT EACH	SPV.0060.357 LUMINAIRE ARMS MOUNTING CLAMPS A31 SINGLE BRACKET EACH	SPV.0060.366 CITY FURNISHED LUMINAIRE UTILITY HIGH PRESSURE SODIUM EACH	SPV.0060.374 LUMINAIRE UTILITY LED 1 EACH	SPV.0060.375 LUMINAIRE UTILITY LED 2 EACH	SPV.0060.387 REMOVE LUMINAIRE COMPLETE EACH	SPV.0060.876 LUMINAIRES UNDERDECK LED EACH	SPV.0090.302 ELECTRCAL CABLE 2#6 AL TRIPLEX LF	SPV.0090.304 ELECTRCAL CABLE 2#2/1#4 AL TRIPLEX LF	SPV.0090.314 REMOVE AERIAL CABLE LF	SPV.0090.319 LIQUIDTIGHT FLEXIBLE NONMETALLIC CONDUIT 1 1/2-INCH LF	SPV.0090.324 ELECTRICAL CABLE 3#2/1#8 XLPE TYPE USE-2 LF	SPV.0090.325 3-INCH HDPE CONDUIT LF
0010	POB	-	POE	WB & EB	176	54	7	54	17	179	20	14	3,600	3,700	7,300	650	15,755	16,945
				TOTAL 0010	**176**	**54**	**7**	**54**	**17**	**179**	**20**	**14**	**3,600**	**3,700**	**7,300**	**650**	**15,755**	**16,945**

CUC MISCELLANEOUS QUANTITIES

LOCATION					SPV.0060.400 ADJUSTING CUC MANHOLE COVERS EACH		SPV.0060.425 INSTALLING CONDUIT INTO EXISTING MANHOLE EACH	SPV0090.401 1-DUCT CONDUIT CEMENT ENCASED DB-60 LF
MANHOLE								
600	STA 279+06.5	EB	19.7	RT	1	NEW COVER		
601	STA 282+90.5	EB	19.7	RT	1	NEW COVER		
602	STA 286+80.1	EB	19.7	RT	1	NEW COVER		
603	STA 291+31.9	EB	18.2	RT	1	NEW COVER		
604	STA 292+82.6	EB	23.5	RT	1	NEW COVER		
605	STA 296+65.1	EB	23.9	RT	1	NEW COVER		
606	STA 298+75.6	EB	23.8	RT	1	NEW COVER		
607	STA 302+39.4	EB	24.5	RT	1	NEW COVER		
608	STA 305+45.5	EB	23.8	RT	1	NEW COVER		
609	STA 308+64.5	EB	24.1	RT	1	NEW COVER		
610	STA 311+84.9	EB	23.4	RT	1	NEW COVER		
611	STA 315+78.4	EB	24.1	RT	1	NEW COVER		
612	STA 319+06.2	EB	23.8	RT	1	NEW COVER		
613	STA 322+47.8	EB	28.5	RT	1	NEW COVER		
614	STA 326+00.4	EB	22.6	RT	1	NEW COVER		
615	STA 329+31.5	EB	20.4	RT	1	NEW COVER		
616	STA 333+23.5	EB	28.2	RT	1	NEW COVER		
617	STA 336+10.1	EB	25.9	RT	1	NEW COVER		
618	STA 339+31.3	EB	25.9	RT	1	NEW COVER		
619	STA 343+00.4	EB	27.8	RT	1	NEW COVER		
620	STA 347+44.1	EB	33.4	RT	1	NEW COVER		
621	STA 347+12.7	WB	34.2	LT	1	NEW COVER		
622	STA 349+31.1	EB	37.3	RT	1	NEW COVER		
623	STA 352+42.3	EB	37.2	RT	1	NEW COVER		
624	STA 355+17.7	EB	39.9	RT	1	NEW COVER		
625	STA 356+13.2	WB	6.8	LT	1	NEW COVER		
626	STA 360+40.4	WB	6.7	LT	1	NEW COVER		
627	STA 362+92.5	WB	5.8	LT	1	NEW COVER		
628	STA 365+29.7	WB	4.9	LT	1	NEW COVER		
629	STA 365+34.4	EB	50.1	RT	1	NEW COVER		
630	STA 366+32.5	WB	16.6	LT	1	NEW COVER		
631	STA 369+34.6	WB	19.3	LT	1	NEW COVER		
632	STA 369+38.6	WB	23.8	RT	1	NEW COVER		
633	STA 372+79.8	WB	25.3	RT	1	NEW COVER		
634	STA 377+61.0	WB	30.6	RT	1	NEW COVER		
621	TO PROPOSED TRAFFIC CABINET						1	21
Total					35		1	21

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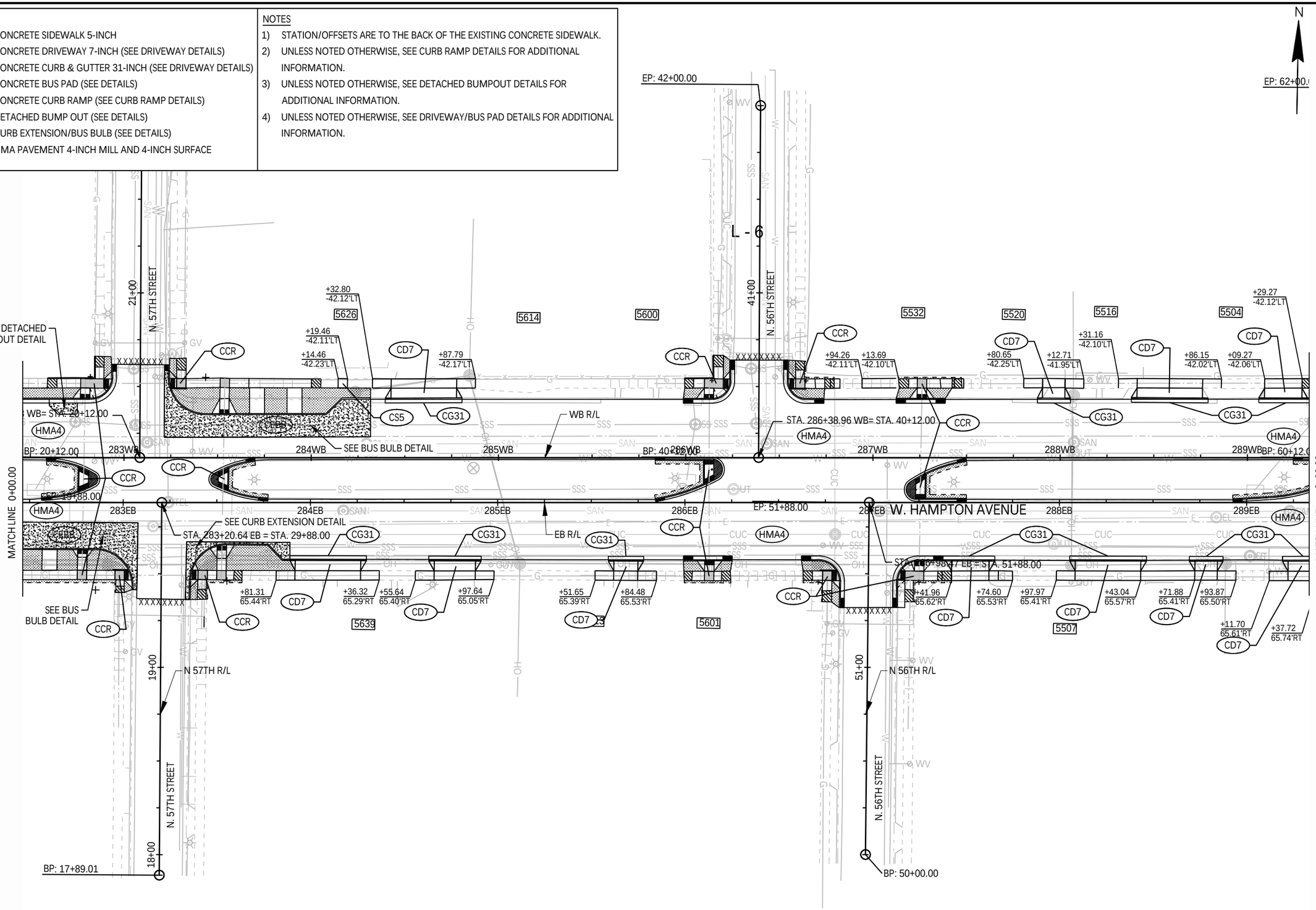
LEGEND		NOTES
CS5	CONCRETE SIDEWALK 5-INCH	1) STATION/OFFSETS ARE TO THE BACK OF THE EXISTING CONCRETE SIDEWALK.
CD7	CONCRETE DRIVEWAY 7-INCH (SEE DRIVEWAY DETAILS)	2) UNLESS NOTED OTHERWISE, SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION.
CG31	CONCRETE CURB & GUTTER 31-INCH (SEE DRIVEWAY DETAILS)	3) UNLESS NOTED OTHERWISE, SEE DETACHED BUMPOUT DETAILS FOR ADDITIONAL INFORMATION.
CBP	CONCRETE BUS PAD (SEE DETAILS)	4) UNLESS NOTED OTHERWISE, SEE DRIVEWAY/BUS PAD DETAILS FOR ADDITIONAL INFORMATION.
CCR	CONCRETE CURB RAMP (SEE CURB RAMP DETAILS)	
DBO	DETACHED BUMP OUT (SEE DETAILS)	
CEBB	CURB EXTENSION/BUS BULB (SEE DETAILS)	
HMA4	HMA PAVEMENT 4-INCH MILL AND 4-INCH SURFACE	



PROJECT NO: 2545-09-71	HWY: W. HAMPTON AVENUE	COUNTY: MILWAUKEE	PLAN	SHEET 454	E

FILE NAME : C:\USERS\TONY.BACIAK\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\050101-PN.DWG
LAYOUT NAME - 01
PLOT DATE : 11/1/2022 10:35 AM PLOT BY : TONY BACIAK PLOT NAME : PLOT SCALE : 1 IN:50 FT

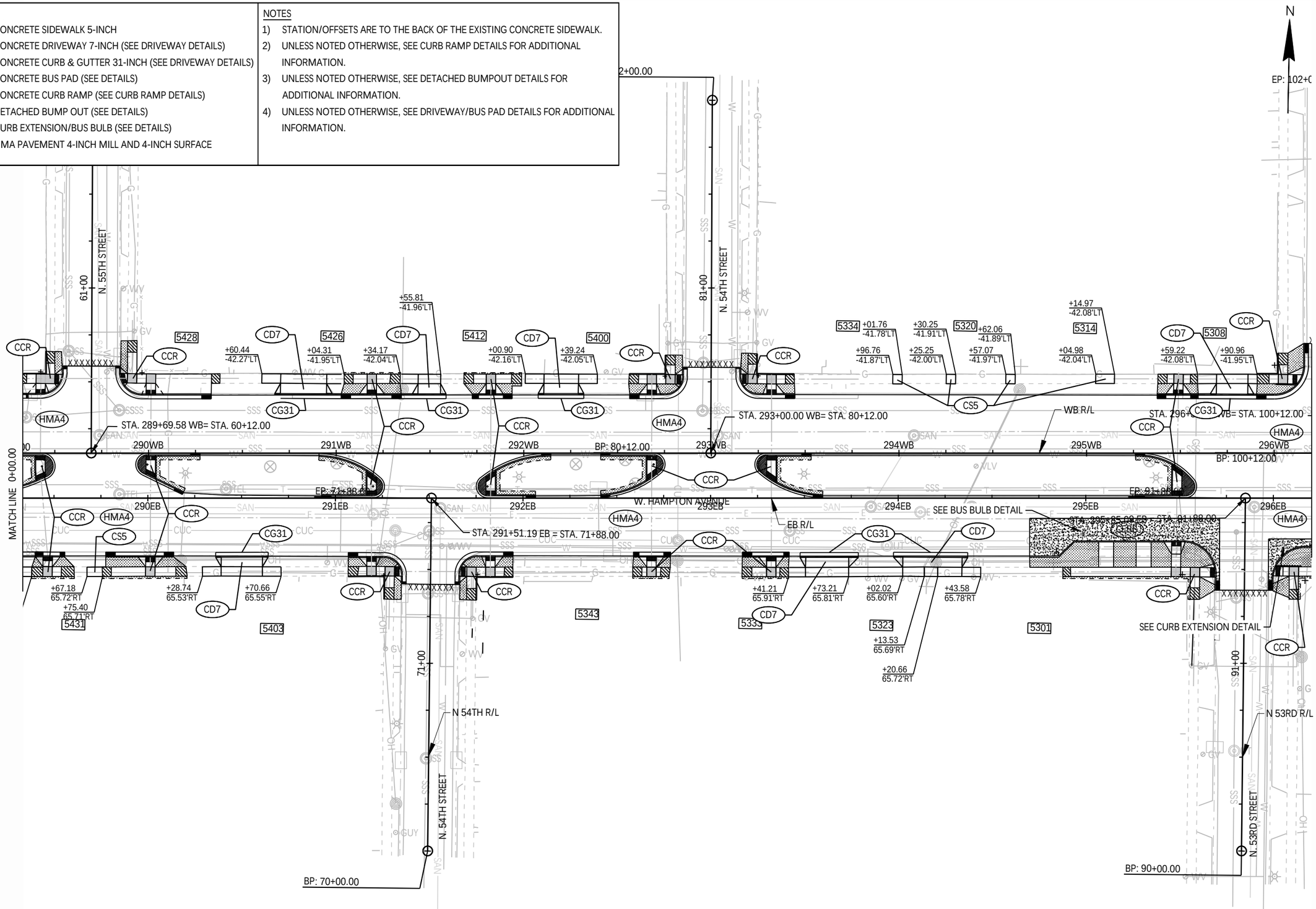
LEGEND		NOTES
CS5	CONCRETE SIDEWALK 5-INCH	1) STATION/OFFSETS ARE TO THE BACK OF THE EXISTING CONCRETE SIDEWALK.
CD7	CONCRETE DRIVEWAY 7-INCH (SEE DRIVEWAY DETAILS)	2) UNLESS NOTED OTHERWISE, SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION.
CG31	CONCRETE CURB & GUTTER 31-INCH (SEE DRIVEWAY DETAILS)	3) UNLESS NOTED OTHERWISE, SEE DETACHED BUMPOUT DETAILS FOR ADDITIONAL INFORMATION.
CBP	CONCRETE BUS PAD (SEE DETAILS)	4) UNLESS NOTED OTHERWISE, SEE DRIVEWAY/BUS PAD DETAILS FOR ADDITIONAL INFORMATION.
CCR	CONCRETE CURB RAMP (SEE CURB RAMP DETAILS)	
CBO	DETACHED BUMP OUT (SEE DETAILS)	
CEBB	CURB EXTENSION/BUS BULB (SEE DETAILS)	
HMA4	HMA PAVEMENT 4-INCH MILL AND 4-INCH SURFACE	



PROJECT NO: 2545-09-71	HWY: W. HAMPTON AVENUE	COUNTY: MILWAUKEE	PLAN	SHEET 455	E

FILE NAME : C:\USERS\TONY.BACIAK\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\050101-PN.DWG
LAYOUT NAME - 02
PLOT DATE : 11/1/2022 10:35 AM PLOT BY : TONY BACIAK PLOT NAME : PLOT SCALE : 1 IN:50 FT

LEGEND		NOTES
CS5	CONCRETE SIDEWALK 5-INCH	1) STATION/OFFSETS ARE TO THE BACK OF THE EXISTING CONCRETE SIDEWALK.
CD7	CONCRETE DRIVEWAY 7-INCH (SEE DRIVEWAY DETAILS)	2) UNLESS NOTED OTHERWISE, SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION.
CG31	CONCRETE CURB & GUTTER 31-INCH (SEE DRIVEWAY DETAILS)	3) UNLESS NOTED OTHERWISE, SEE DETACHED BUMPOUT DETAILS FOR ADDITIONAL INFORMATION.
CBP	CONCRETE BUS PAD (SEE DETAILS)	4) UNLESS NOTED OTHERWISE, SEE DRIVEWAY/BUS PAD DETAILS FOR ADDITIONAL INFORMATION.
CCR	CONCRETE CURB RAMP (SEE CURB RAMP DETAILS)	
DBO	DETACHED BUMP OUT (SEE DETAILS)	
CEBB	CURB EXTENSION/BUS BULB (SEE DETAILS)	
HMA4	HMA PAVEMENT 4-INCH MILL AND 4-INCH SURFACE	

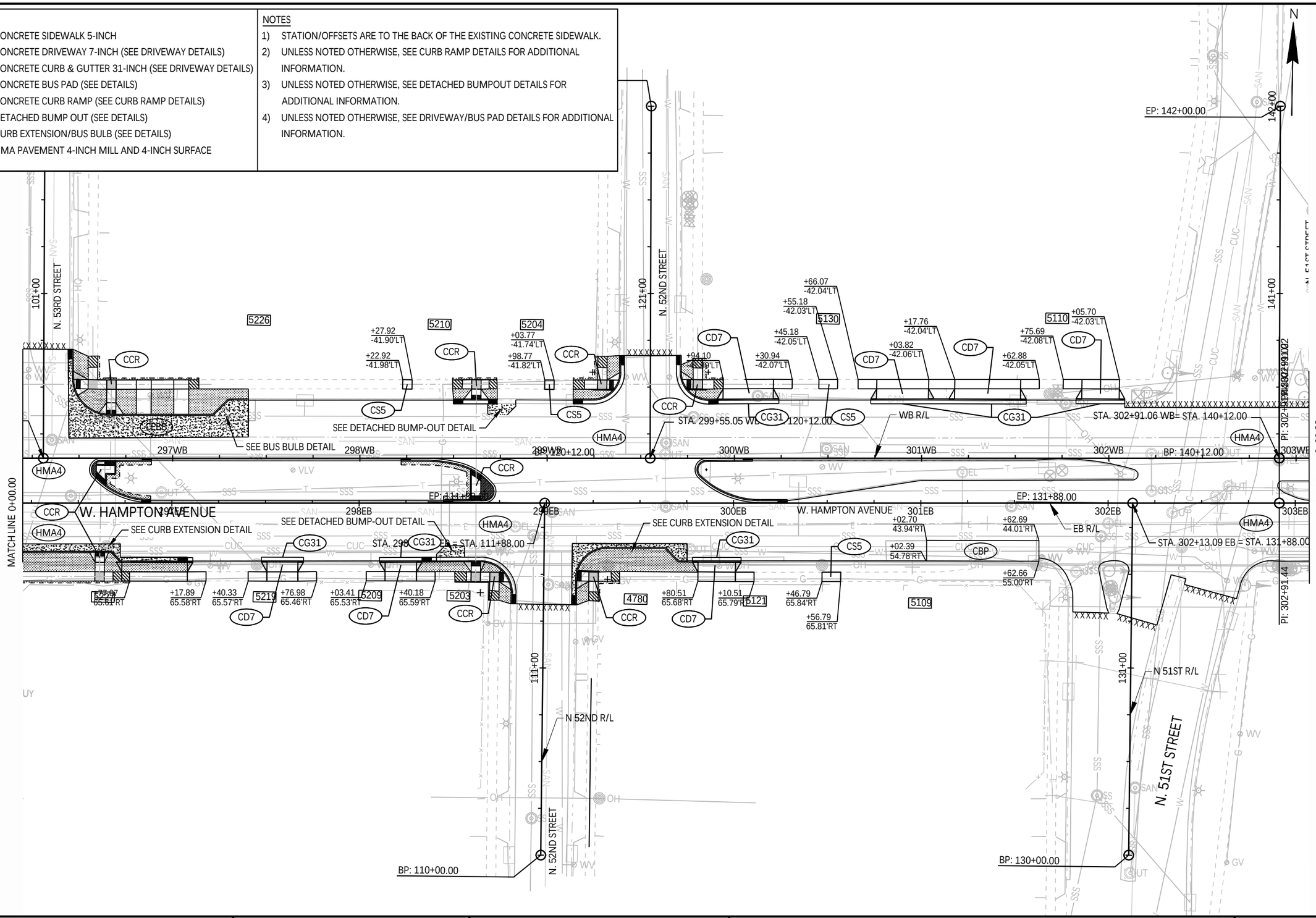


PROJECT NO: 2545-09-71	HWY: W. HAMPTON AVENUE	COUNTY: MILWAUKEE	PLAN	SHEET 456	E

FILE NAME : C:\USERS\TONY.BACIAK\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\050101-PN.DWG
LAYOUT NAME - 03

PLOT DATE : 11/1/2022 10:35 AM PLOT BY : TONY BACIAK PLOT NAME : PLOT SCALE : 1 IN:50 FT

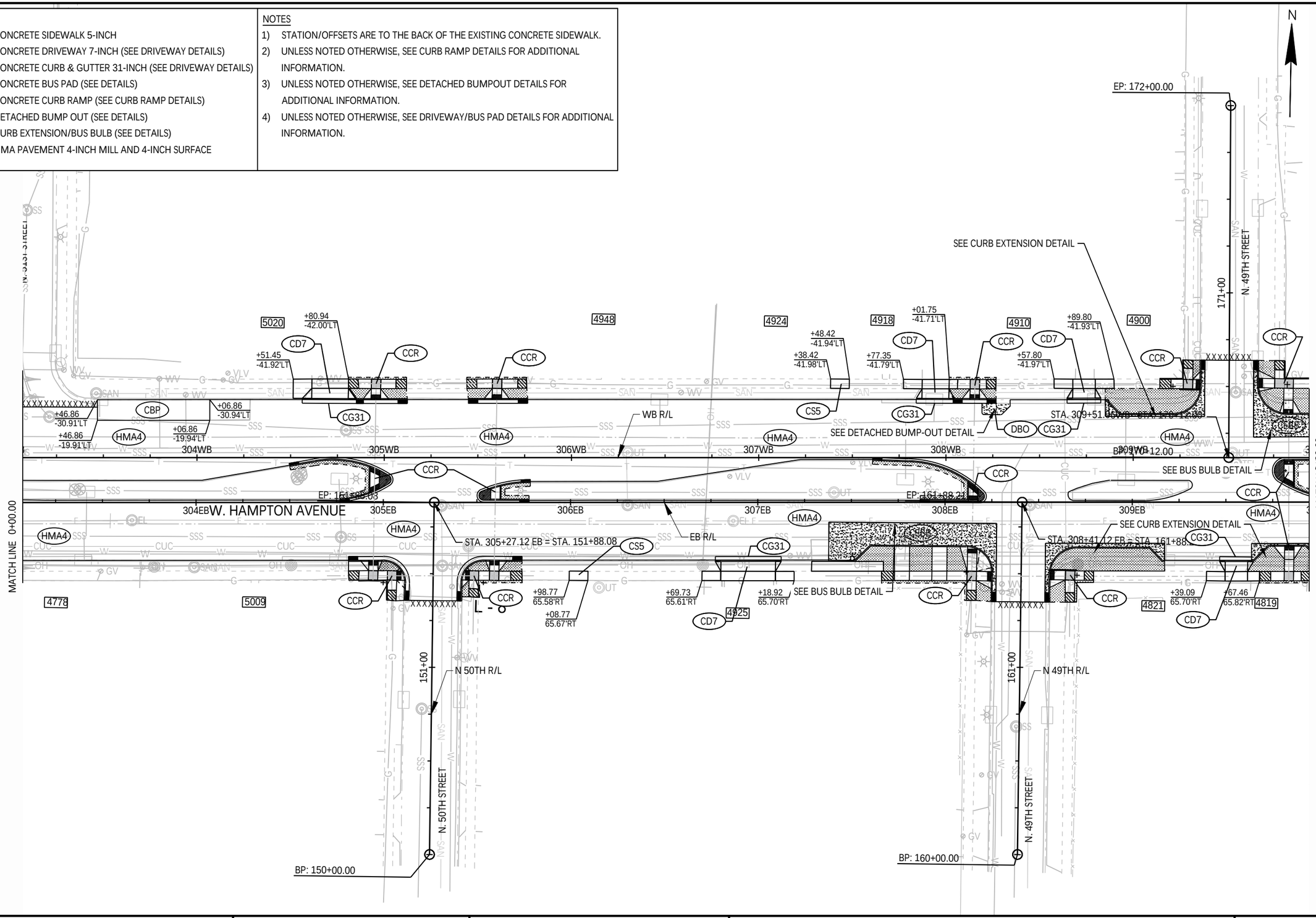
LEGEND		NOTES
CS5	CONCRETE SIDEWALK 5-INCH	1) STATION/OFFSETS ARE TO THE BACK OF THE EXISTING CONCRETE SIDEWALK.
CD7	CONCRETE DRIVEWAY 7-INCH (SEE DRIVEWAY DETAILS)	2) UNLESS NOTED OTHERWISE, SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION.
CG31	CONCRETE CURB & GUTTER 31-INCH (SEE DRIVEWAY DETAILS)	3) UNLESS NOTED OTHERWISE, SEE DETACHED BUMPOUT DETAILS FOR ADDITIONAL INFORMATION.
CBP	CONCRETE BUS PAD (SEE DETAILS)	4) UNLESS NOTED OTHERWISE, SEE DRIVEWAY/BUS PAD DETAILS FOR ADDITIONAL INFORMATION.
CCR	CONCRETE CURB RAMP (SEE CURB RAMP DETAILS)	
DBO	DETACHED BUMP OUT (SEE DETAILS)	
CEBB	CURB EXTENSION/BUS BULB (SEE DETAILS)	
HMA4	HMA PAVEMENT 4-INCH MILL AND 4-INCH SURFACE	



PROJECT NO: 2545-09-71	HWY: W. HAMPTON AVENUE	COUNTY: MILWAUKEE	PLAN	SHEET 457	E

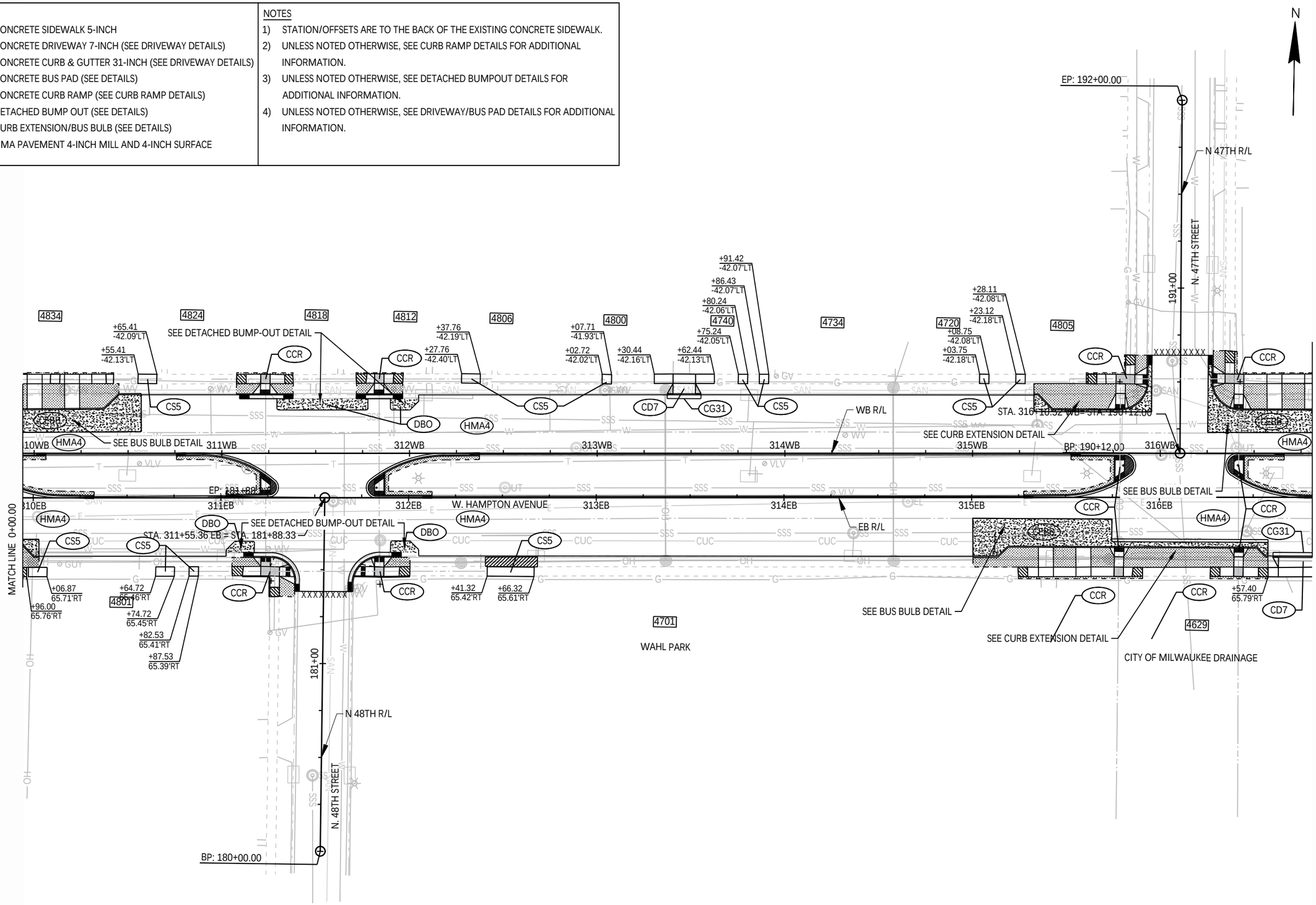
FILE NAME : C:\USERS\TONY.BACIAK\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\050101-PN.DWG
LAYOUT NAME - 04
PLOT DATE : 11/1/2022 10:35 AM PLOT BY : TONY BACIAK PLOT NAME : PLOT SCALE : 1 IN:50 FT

LEGEND		NOTES
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CD7	CONCRETE DRIVEWAY 7-INCH (SEE DRIVEWAY DETAILS)	2) UNLESS NOTED OTHERWISE, SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION.
CG31	CONCRETE CURB & GUTTER 31-INCH (SEE DRIVEWAY DETAILS)	3) UNLESS NOTED OTHERWISE, SEE DETACHED BUMPOUT DETAILS FOR ADDITIONAL INFORMATION.
CBP	CONCRETE BUS PAD (SEE DETAILS)	4) UNLESS NOTED OTHERWISE, SEE DRIVEWAY/BUS PAD DETAILS FOR ADDITIONAL INFORMATION.
CCR	CONCRETE CURB RAMP (SEE CURB RAMP DETAILS)	
DBO	DETACHED BUMP OUT (SEE DETAILS)	
CEBB	CURB EXTENSION/BUS BULB (SEE DETAILS)	
HMA4	HMA PAVEMENT 4-INCH MILL AND 4-INCH SURFACE	



PROJECT NO: 2545-09-71	HWY: W. HAMPTON AVENUE	COUNTY: MILWAUKEE	PLAN	SHEET 458	E

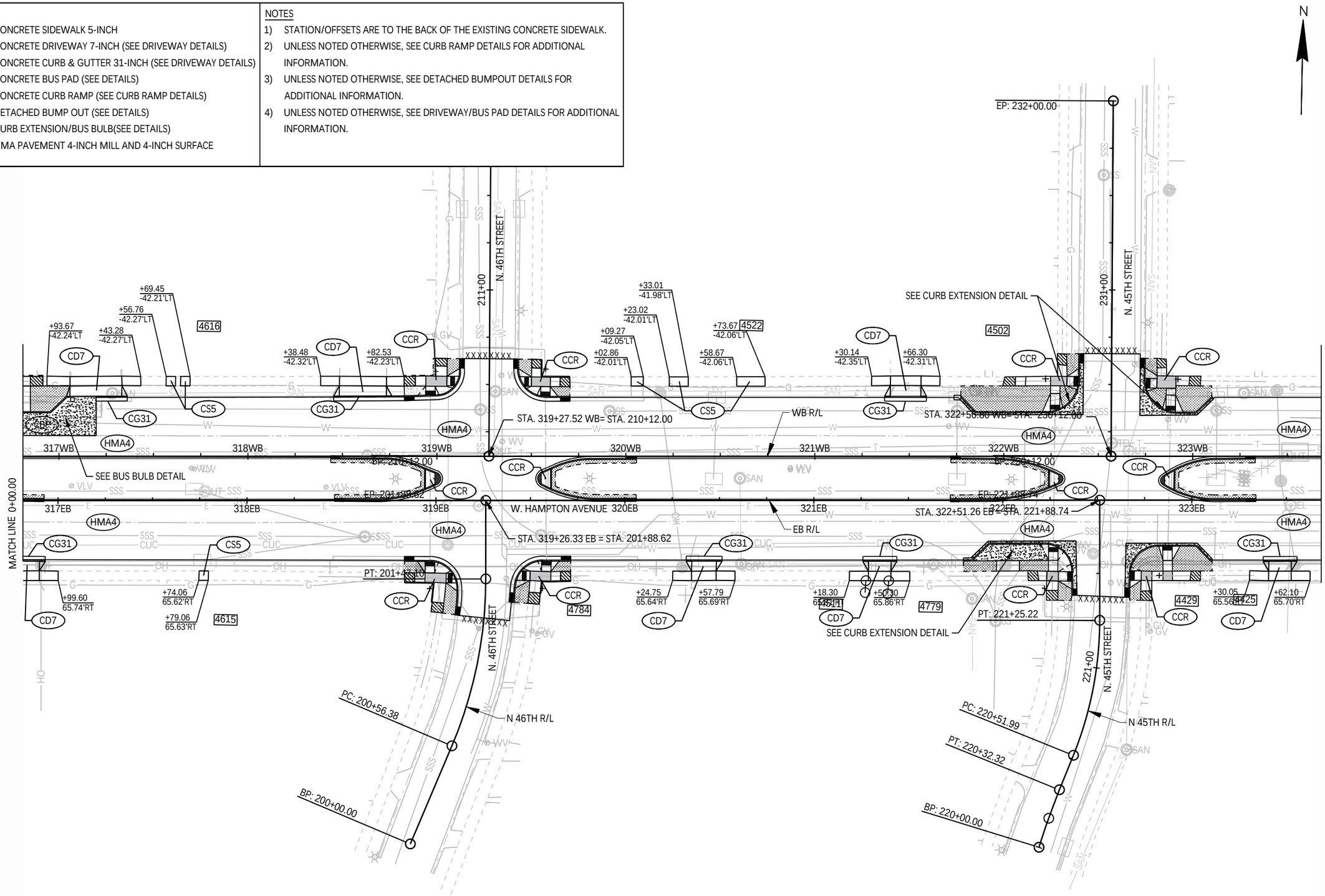
LEGEND		NOTES
CS5	CONCRETE SIDEWALK 5-INCH	1) STATION/OFFSETS ARE TO THE BACK OF THE EXISTING CONCRETE SIDEWALK.
CD7	CONCRETE DRIVEWAY 7-INCH (SEE DRIVEWAY DETAILS)	2) UNLESS NOTED OTHERWISE, SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION.
CG31	CONCRETE CURB & GUTTER 31-INCH (SEE DRIVEWAY DETAILS)	3) UNLESS NOTED OTHERWISE, SEE DETACHED BUMPOUT DETAILS FOR ADDITIONAL INFORMATION.
CBP	CONCRETE BUS PAD (SEE DETAILS)	4) UNLESS NOTED OTHERWISE, SEE DRIVEWAY/BUS PAD DETAILS FOR ADDITIONAL INFORMATION.
CCR	CONCRETE CURB RAMP (SEE CURB RAMP DETAILS)	
DBO	DETACHED BUMP OUT (SEE DETAILS)	
CEBB	CURB EXTENSION/BUS BULB (SEE DETAILS)	
HMA4	HMA PAVEMENT 4-INCH MILL AND 4-INCH SURFACE	



PROJECT NO: 2545-09-71	HWY: W. HAMPTON AVENUE	COUNTY: MILWAUKEE	PLAN	SHEET 459	E

FILE NAME : C:\USERS\TONY.BACIAK\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\050101-PN.DWG
LAYOUT NAME - 06
PLOT DATE : 11/1/2022 10:35 AM PLOT BY : TONY BACIAK PLOT NAME : PLOT SCALE : 1 IN:50 FT

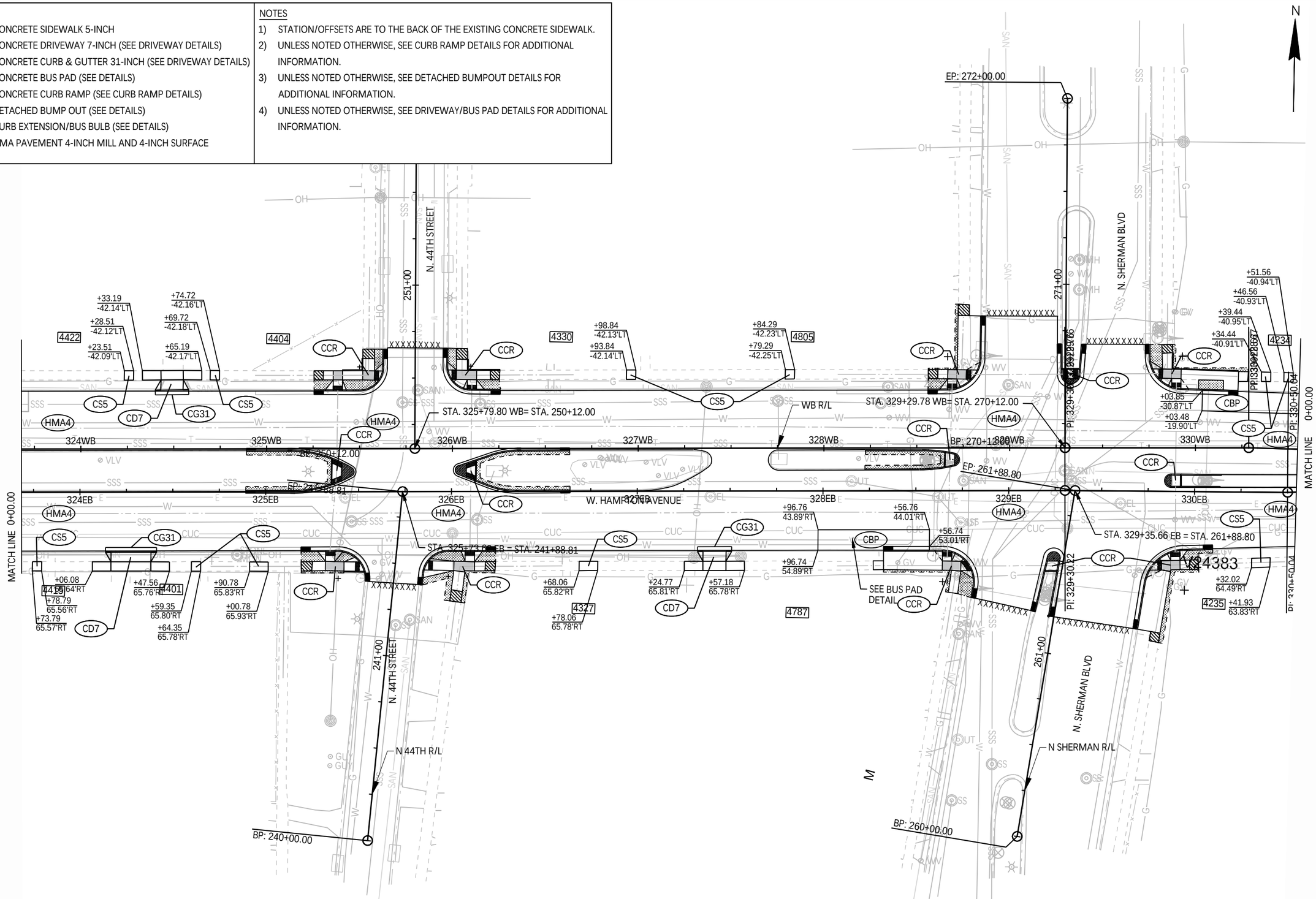
LEGEND		NOTES
CS5	CONCRETE SIDEWALK 5-INCH	1) STATION/OFFSETS ARE TO THE BACK OF THE EXISTING CONCRETE SIDEWALK.
CD7	CONCRETE DRIVEWAY 7-INCH (SEE DRIVEWAY DETAILS)	2) UNLESS NOTED OTHERWISE, SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION.
CG31	CONCRETE CURB & GUTTER 31-INCH (SEE DRIVEWAY DETAILS)	3) UNLESS NOTED OTHERWISE, SEE DETACHED BUMPOUT DETAILS FOR ADDITIONAL INFORMATION.
CBP	CONCRETE BUS PAD (SEE DETAILS)	4) UNLESS NOTED OTHERWISE, SEE DRIVEWAY/BUS PAD DETAILS FOR ADDITIONAL INFORMATION.
CCR	CONCRETE CURB RAMP (SEE CURB RAMP DETAILS)	
DBO	DETACHED BUMP OUT (SEE DETAILS)	
CEBB	CURB EXTENSION/BUS BULB(SEE DETAILS)	
HMA4	HMA PAVEMENT 4-INCH MILL AND 4-INCH SURFACE	



PROJECT NO: 2545-09-71	HWY: W. HAMPTON AVENUE	COUNTY: MILWAUKEE	PLAN	SHEET 460	E

FILE NAME : C:\USERS\TONY.BACIAK\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\050101-PN.DWG
LAYOUT NAME - 07
PLOT DATE : 11/1/2022 10:35 AM PLOT BY : TONY BACIAK PLOT NAME : PLOT SCALE : 1 IN:50 FT

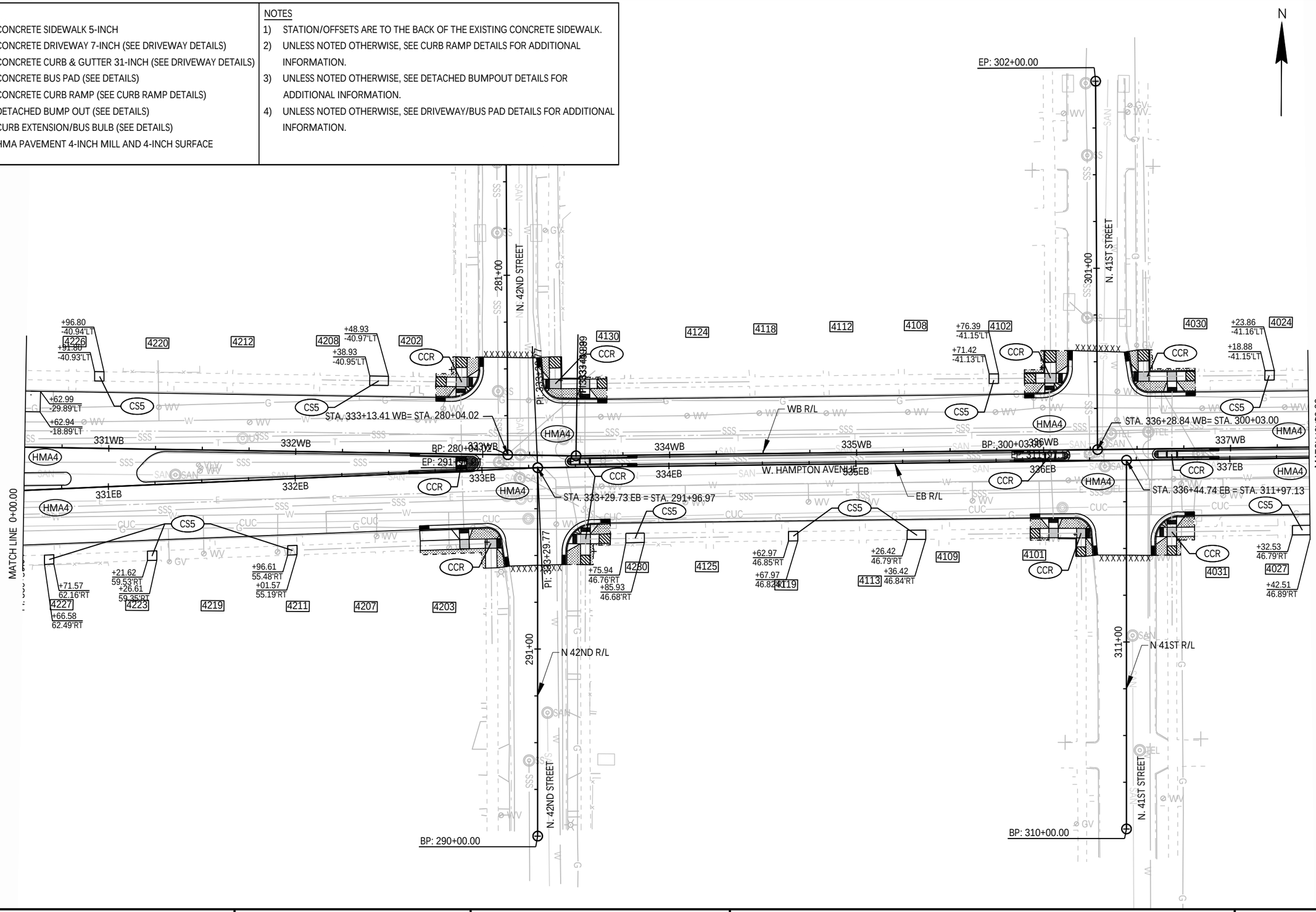
LEGEND		NOTES
CS5	CONCRETE SIDEWALK 5-INCH	1) STATION/OFFSETS ARE TO THE BACK OF THE EXISTING CONCRETE SIDEWALK.
CD7	CONCRETE DRIVEWAY 7-INCH (SEE DRIVEWAY DETAILS)	2) UNLESS NOTED OTHERWISE, SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION.
CG31	CONCRETE CURB & GUTTER 31-INCH (SEE DRIVEWAY DETAILS)	3) UNLESS NOTED OTHERWISE, SEE DETACHED BUMPOUT DETAILS FOR ADDITIONAL INFORMATION.
CBP	CONCRETE BUS PAD (SEE DETAILS)	4) UNLESS NOTED OTHERWISE, SEE DRIVEWAY/BUS PAD DETAILS FOR ADDITIONAL INFORMATION.
CCR	CONCRETE CURB RAMP (SEE CURB RAMP DETAILS)	
DBO	DETACHED BUMP OUT (SEE DETAILS)	
CEBB	CURB EXTENSION/BUS BULB (SEE DETAILS)	
HMA4	HMA PAVEMENT 4-INCH MILL AND 4-INCH SURFACE	



PROJECT NO: 2545-09-71	HWY: W. HAMPTON AVENUE	COUNTY: MILWAUKEE	PLAN	SHEET 461	E

FILE NAME : C:\USERS\TONY.BACIAK\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\050101-PN.DWG
LAYOUT NAME - 08
PLOT DATE : 11/1/2022 10:36 AM PLOT BY : TONY BACIAK PLOT NAME : PLOT SCALE : 1 IN:50 FT

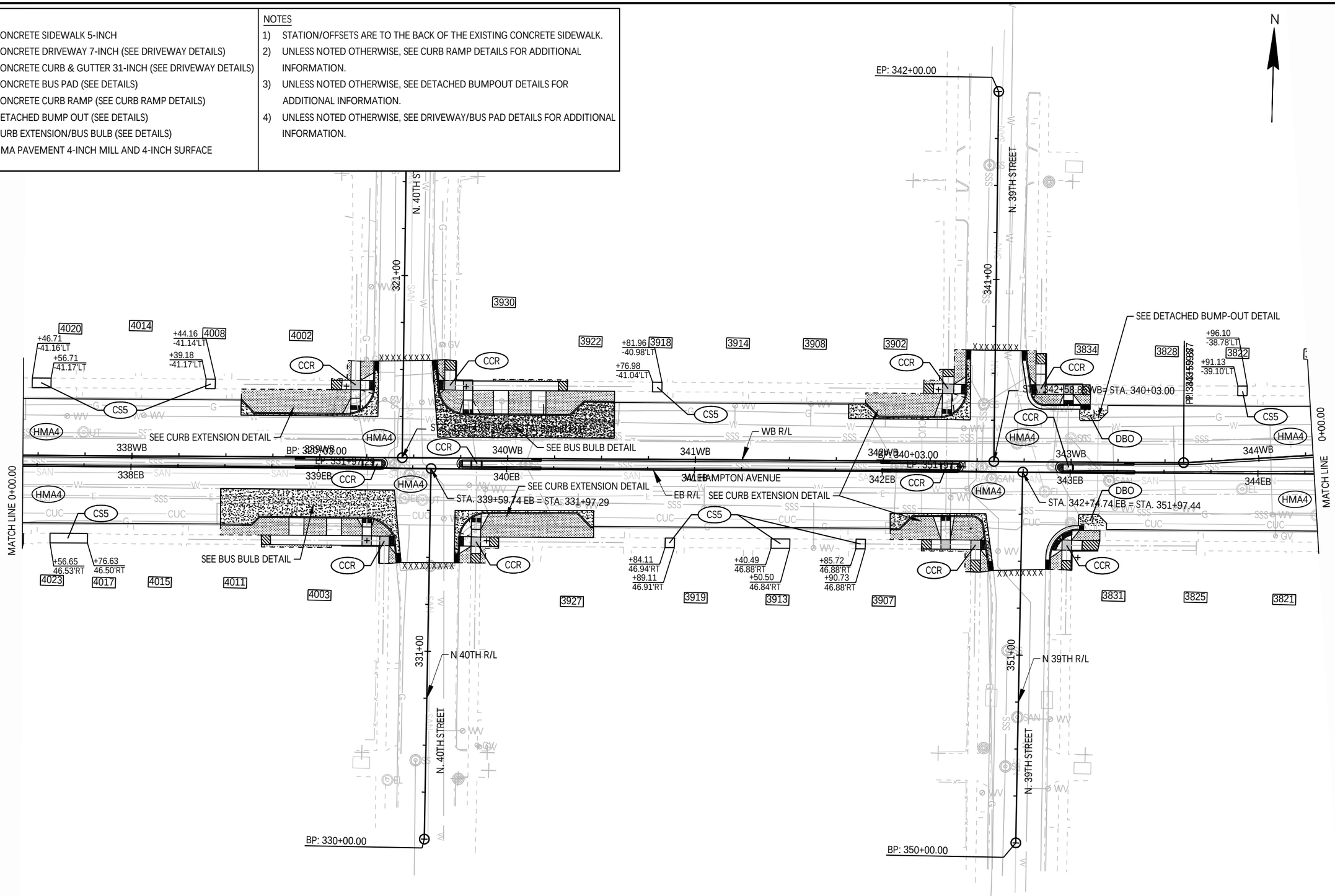
LEGEND		NOTES
CS5	CONCRETE SIDEWALK 5-INCH	1) STATION/OFFSETS ARE TO THE BACK OF THE EXISTING CONCRETE SIDEWALK.
CD7	CONCRETE DRIVEWAY 7-INCH (SEE DRIVEWAY DETAILS)	2) UNLESS NOTED OTHERWISE, SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION.
CG31	CONCRETE CURB & GUTTER 31-INCH (SEE DRIVEWAY DETAILS)	3) UNLESS NOTED OTHERWISE, SEE DETACHED BUMPOUT DETAILS FOR ADDITIONAL INFORMATION.
CBP	CONCRETE BUS PAD (SEE DETAILS)	4) UNLESS NOTED OTHERWISE, SEE DRIVEWAY/BUS PAD DETAILS FOR ADDITIONAL INFORMATION.
CCR	CONCRETE CURB RAMP (SEE CURB RAMP DETAILS)	
DBO	DETACHED BUMP OUT (SEE DETAILS)	
CEBB	CURB EXTENSION/BUS BULB (SEE DETAILS)	
HMA4	HMA PAVEMENT 4-INCH MILL AND 4-INCH SURFACE	



PROJECT NO: 2545-09-71	HWY: W. HAMPTON AVENUE	COUNTY: MILWAUKEE	PLAN	SHEET 462	E

FILE NAME : C:\USERS\TONY.BACIAK\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\050101-PN.DWG
LAYOUT NAME - 09
PLOT DATE : 11/1/2022 10:36 AM PLOT BY : TONY BACIAK PLOT NAME : PLOT SCALE : 1 IN:50 FT

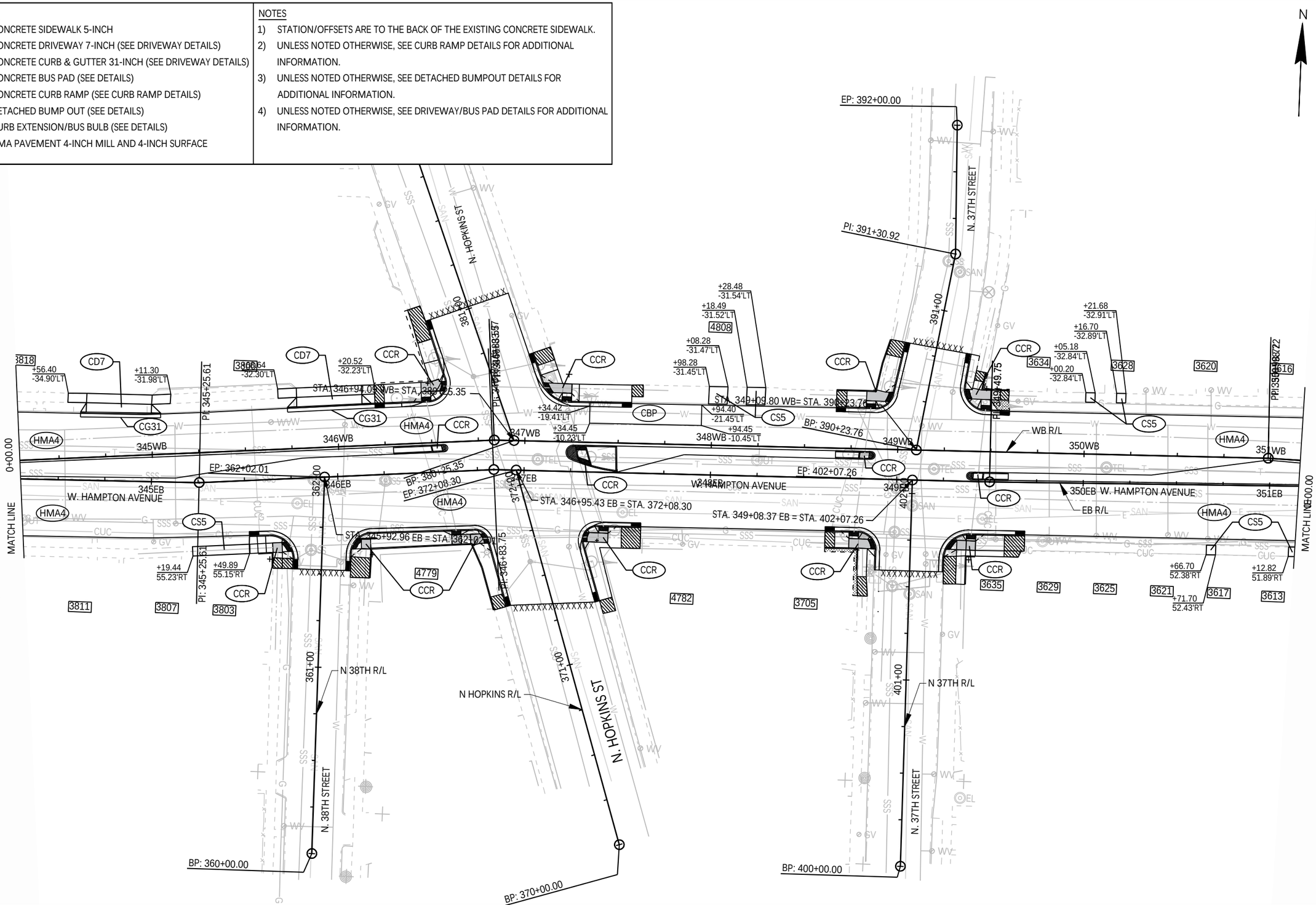
LEGEND		NOTES
CS5	CONCRETE SIDEWALK 5-INCH	1) STATION/OFFSETS ARE TO THE BACK OF THE EXISTING CONCRETE SIDEWALK.
CD7	CONCRETE DRIVEWAY 7-INCH (SEE DRIVEWAY DETAILS)	2) UNLESS NOTED OTHERWISE, SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION.
CG31	CONCRETE CURB & GUTTER 31-INCH (SEE DRIVEWAY DETAILS)	3) UNLESS NOTED OTHERWISE, SEE DETACHED BUMPOUT DETAILS FOR ADDITIONAL INFORMATION.
CBP	CONCRETE BUS PAD (SEE DETAILS)	4) UNLESS NOTED OTHERWISE, SEE DRIVEWAY/BUS PAD DETAILS FOR ADDITIONAL INFORMATION.
CCR	CONCRETE CURB RAMP (SEE CURB RAMP DETAILS)	
DBO	DETACHED BUMP OUT (SEE DETAILS)	
CEBB	CURB EXTENSION/BUS BULB (SEE DETAILS)	
HMA4	HMA PAVEMENT 4-INCH MILL AND 4-INCH SURFACE	



PROJECT NO: 2545-09-71	HWY: W. HAMPTON AVENUE	COUNTY: MILWAUKEE	PLAN	SHEET 463	E

FILE NAME : C:\USERS\TONY.BACIAK\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\050101-PN.DWG
LAYOUT NAME - 10
PLOT DATE : 11/1/2022 10:36 AM PLOT BY : TONY BACIAK PLOT NAME : PLOT SCALE : 1 IN:50 FT

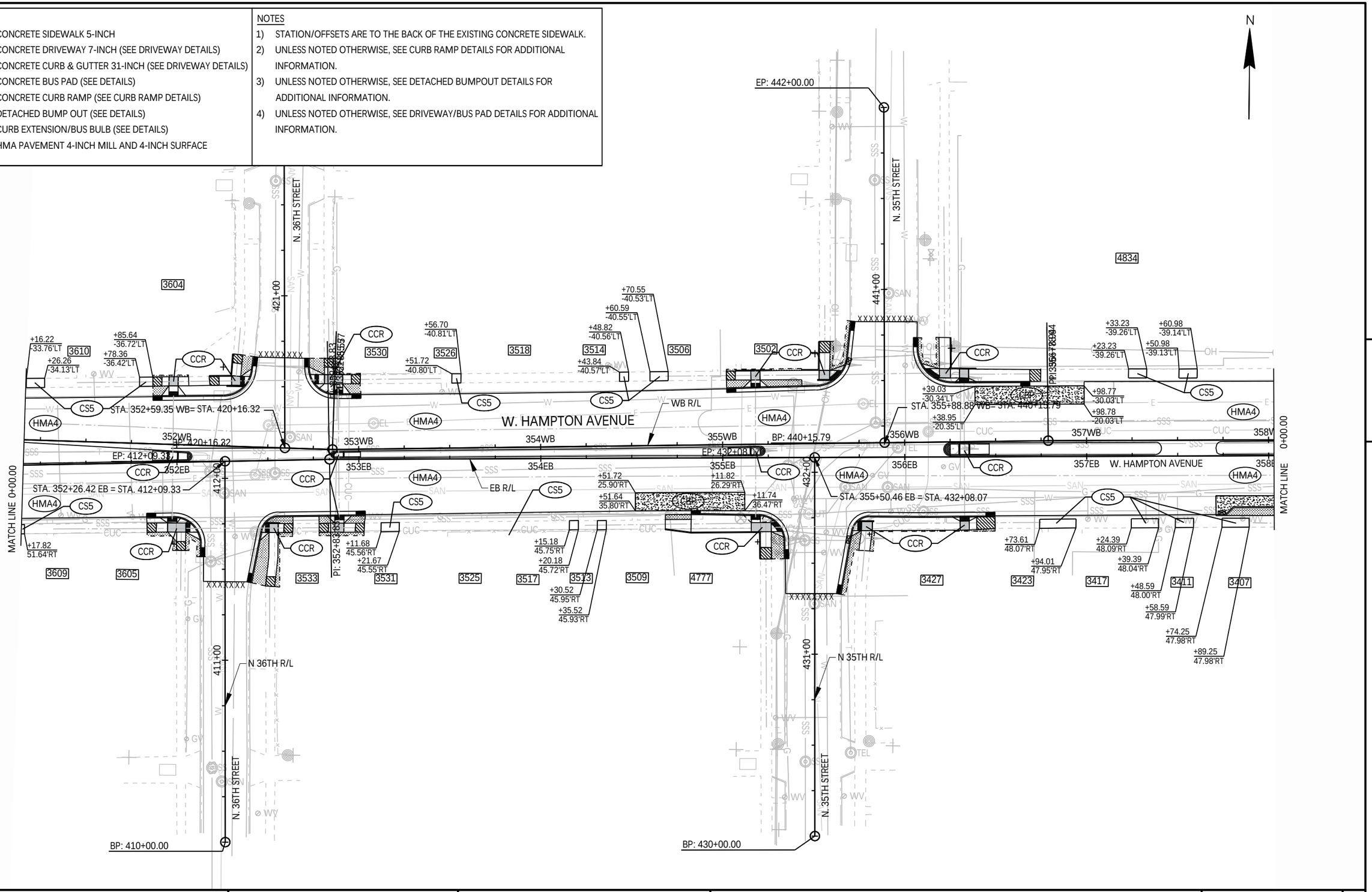
LEGEND		NOTES
CS5	CONCRETE SIDEWALK 5-INCH	1) STATION/OFFSETS ARE TO THE BACK OF THE EXISTING CONCRETE SIDEWALK.
CD7	CONCRETE DRIVEWAY 7-INCH (SEE DRIVEWAY DETAILS)	2) UNLESS NOTED OTHERWISE, SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION.
CG31	CONCRETE CURB & GUTTER 31-INCH (SEE DRIVEWAY DETAILS)	3) UNLESS NOTED OTHERWISE, SEE DETACHED BUMPOUT DETAILS FOR ADDITIONAL INFORMATION.
CBP	CONCRETE BUS PAD (SEE DETAILS)	4) UNLESS NOTED OTHERWISE, SEE DRIVEWAY/BUS PAD DETAILS FOR ADDITIONAL INFORMATION.
CCR	CONCRETE CURB RAMP (SEE CURB RAMP DETAILS)	
DBO	DETACHED BUMP OUT (SEE DETAILS)	
CEBB	CURB EXTENSION/BUS BULB (SEE DETAILS)	
HMA4	HMA PAVEMENT 4-INCH MILL AND 4-INCH SURFACE	



PROJECT NO: 2545-09-71	HWY: W. HAMPTON AVENUE	COUNTY: MILWAUKEE	PLAN	SHEET 464	E

FILE NAME : C:\USERS\TONY.BACIAK\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\050101-PN.DWG
LAYOUT NAME - 11
PLOT DATE : 11/1/2022 10:36 AM PLOT BY : TONY BACIAK PLOT NAME : PLOT SCALE : 1 IN:50 FT

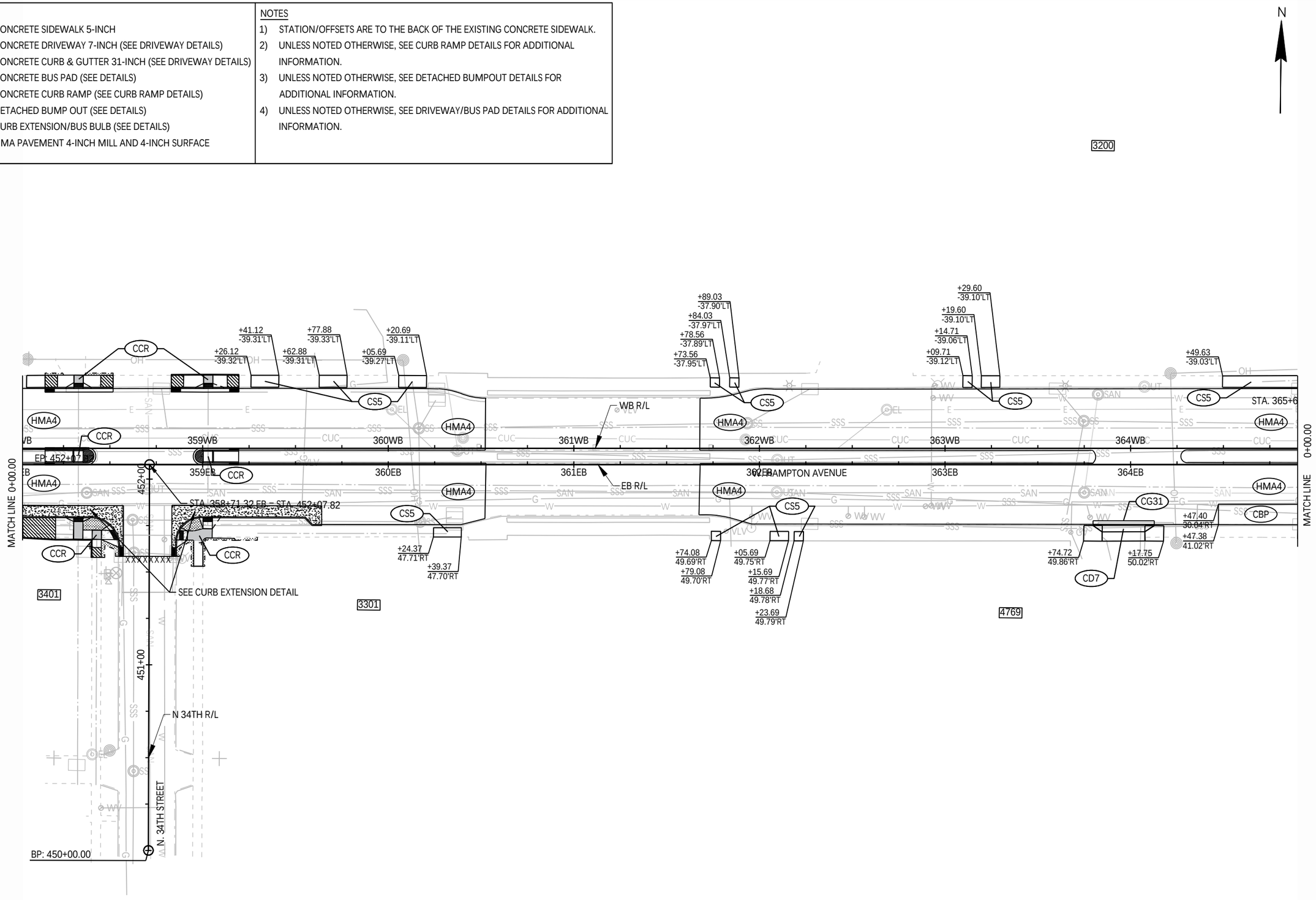
LEGEND		NOTES
CS5	CONCRETE SIDEWALK 5-INCH	1) STATION/OFFSETS ARE TO THE BACK OF THE EXISTING CONCRETE SIDEWALK.
CD7	CONCRETE DRIVEWAY 7-INCH (SEE DRIVEWAY DETAILS)	2) UNLESS NOTED OTHERWISE, SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION.
CG31	CONCRETE CURB & GUTTER 31-INCH (SEE DRIVEWAY DETAILS)	3) UNLESS NOTED OTHERWISE, SEE DETACHED BUMPOUT DETAILS FOR ADDITIONAL INFORMATION.
CBP	CONCRETE BUS PAD (SEE DETAILS)	4) UNLESS NOTED OTHERWISE, SEE DRIVEWAY/BUS PAD DETAILS FOR ADDITIONAL INFORMATION.
CCR	CONCRETE CURB RAMP (SEE CURB RAMP DETAILS)	
DBO	DETACHED BUMP OUT (SEE DETAILS)	
CEBB	CURB EXTENSION/BUS BULB (SEE DETAILS)	
HMA4	HMA PAVEMENT 4-INCH MILL AND 4-INCH SURFACE	



PROJECT NO: 2545-09-71	HWY: W. HAMPTON AVENUE	COUNTY: MILWAUKEE	PLAN	SHEET 465	E

FILE NAME : C:\USERS\TONY.BACIAK\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\050101-PN.DWG
LAYOUT NAME - 12
PLOT DATE : 11/1/2022 10:36 AM PLOT BY : TONY BACIAK PLOT NAME : PLOT SCALE : 1 IN:50 FT

LEGEND		NOTES
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CD7	CONCRETE DRIVEWAY 7-INCH (SEE DRIVEWAY DETAILS)	2) UNLESS NOTED OTHERWISE, SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION.
CG31	CONCRETE CURB & GUTTER 31-INCH (SEE DRIVEWAY DETAILS)	3) UNLESS NOTED OTHERWISE, SEE DETACHED BUMPOUT DETAILS FOR ADDITIONAL INFORMATION.
CBP	CONCRETE BUS PAD (SEE DETAILS)	4) UNLESS NOTED OTHERWISE, SEE DRIVEWAY/BUS PAD DETAILS FOR ADDITIONAL INFORMATION.
CCR	CONCRETE CURB RAMP (SEE CURB RAMP DETAILS)	
DBO	DETACHED BUMP OUT (SEE DETAILS)	
CEBB	CURB EXTENSION/BUS BULB (SEE DETAILS)	
HMA4	HMA PAVEMENT 4-INCH MILL AND 4-INCH SURFACE	

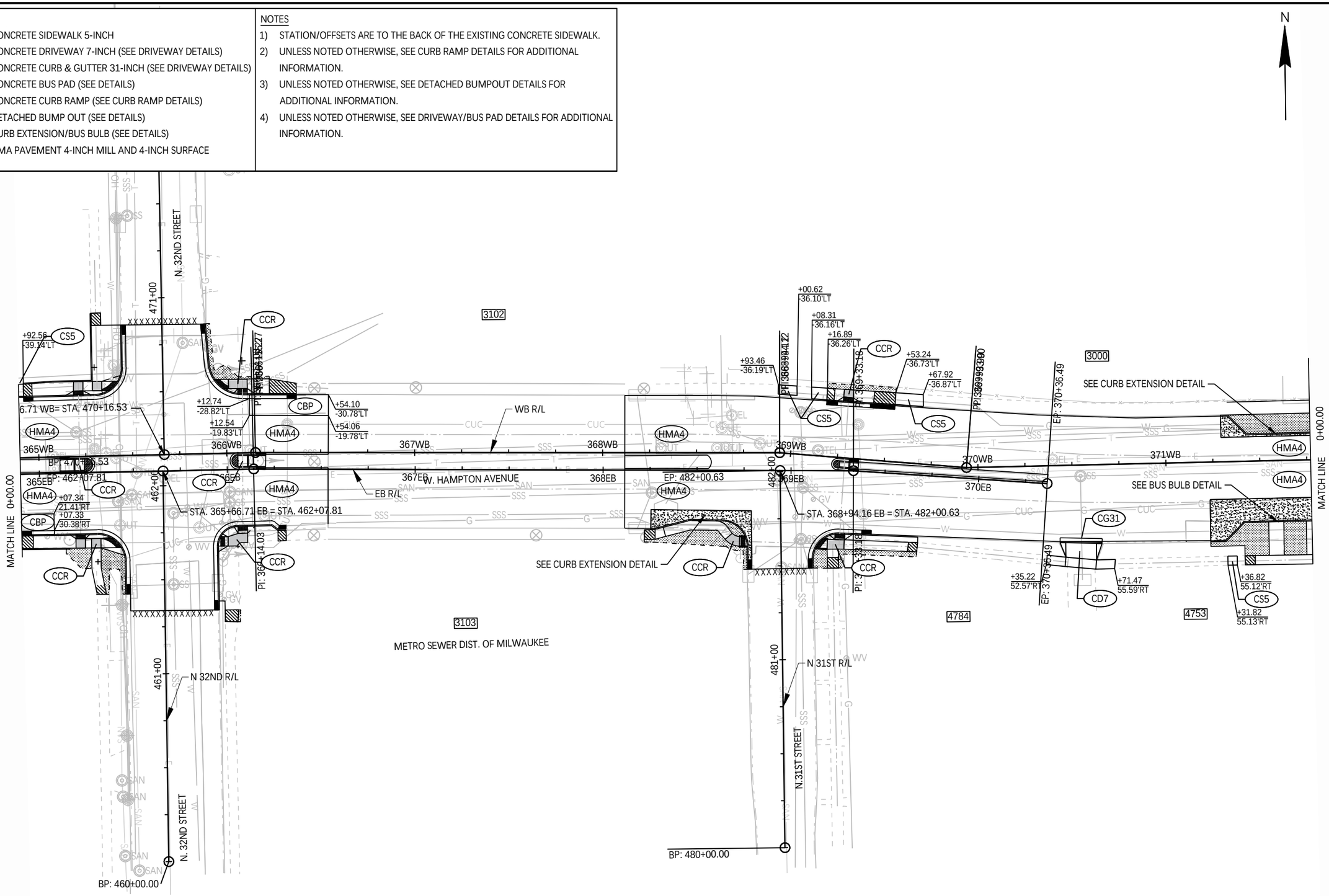


PROJECT NO: 2545-09-71	HWY: W. HAMPTON AVENUE	COUNTY: MILWAUKEE	PLAN	SHEET 466	E

FILE NAME : C:\USERS\TONY.BACIAK\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\050101-PN.DWG
LAYOUT NAME - 13
PLOT DATE : 11/1/2022 10:36 AM PLOT BY : TONY BACIAK PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

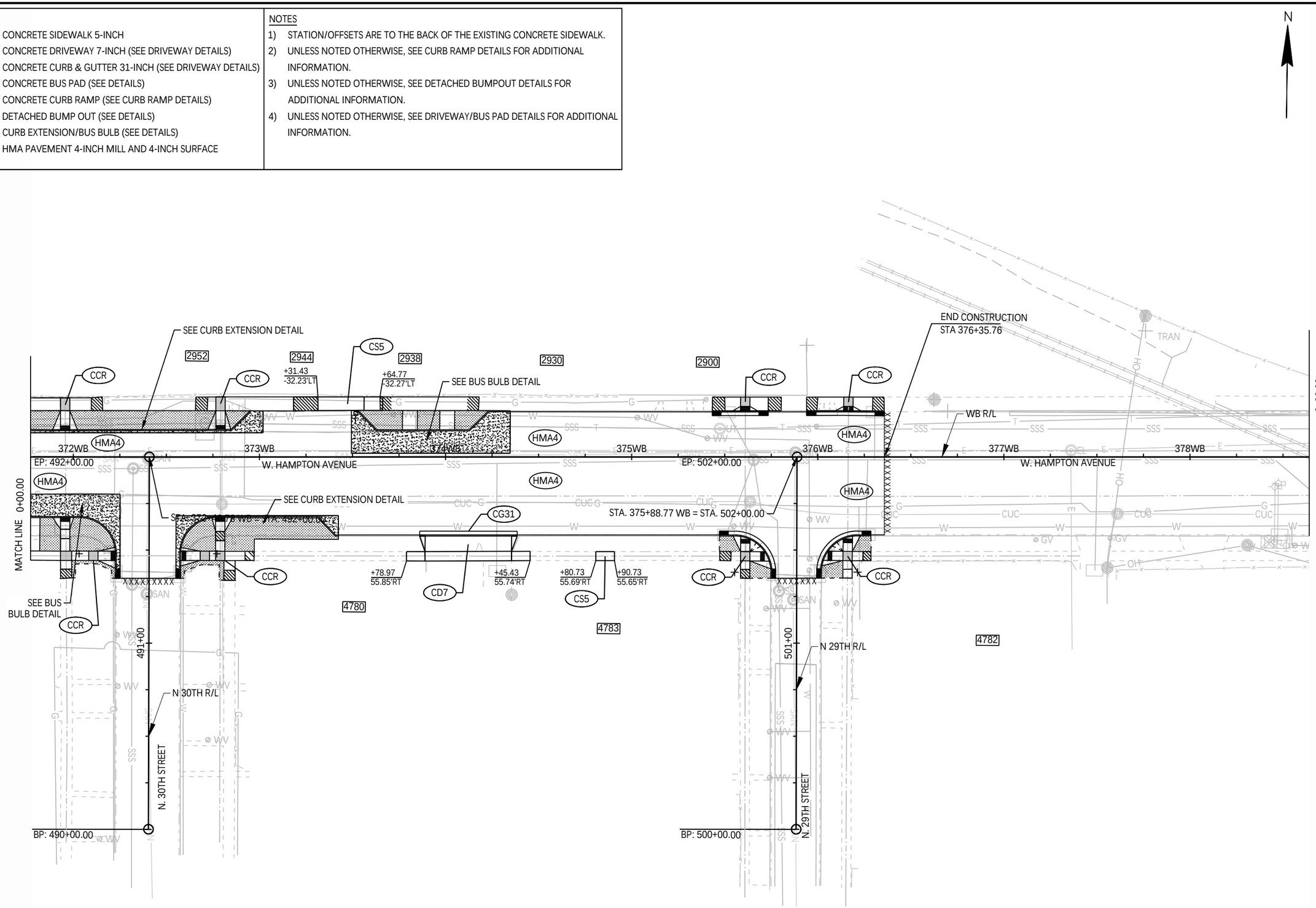
LEGEND		NOTES
CS5	CONCRETE SIDEWALK 5-INCH	1) STATION/OFFSETS ARE TO THE BACK OF THE EXISTING CONCRETE SIDEWALK.
CD7	CONCRETE DRIVEWAY 7-INCH (SEE DRIVEWAY DETAILS)	2) UNLESS NOTED OTHERWISE, SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION.
CG31	CONCRETE CURB & GUTTER 31-INCH (SEE DRIVEWAY DETAILS)	3) UNLESS NOTED OTHERWISE, SEE DETACHED BUMPOUT DETAILS FOR ADDITIONAL INFORMATION.
CBP	CONCRETE BUS PAD (SEE DETAILS)	4) UNLESS NOTED OTHERWISE, SEE DRIVEWAY/BUS PAD DETAILS FOR ADDITIONAL INFORMATION.
CCR	CONCRETE CURB RAMP (SEE CURB RAMP DETAILS)	
DBO	DETACHED BUMP OUT (SEE DETAILS)	
CEBB	CURB EXTENSION/BUS BULB (SEE DETAILS)	
HMA4	HMA PAVEMENT 4-INCH MILL AND 4-INCH SURFACE	



PROJECT NO: 2545-09-71	HWY: W. HAMPTON AVENUE	COUNTY: MILWAUKEE	PLAN	SHEET 467	E

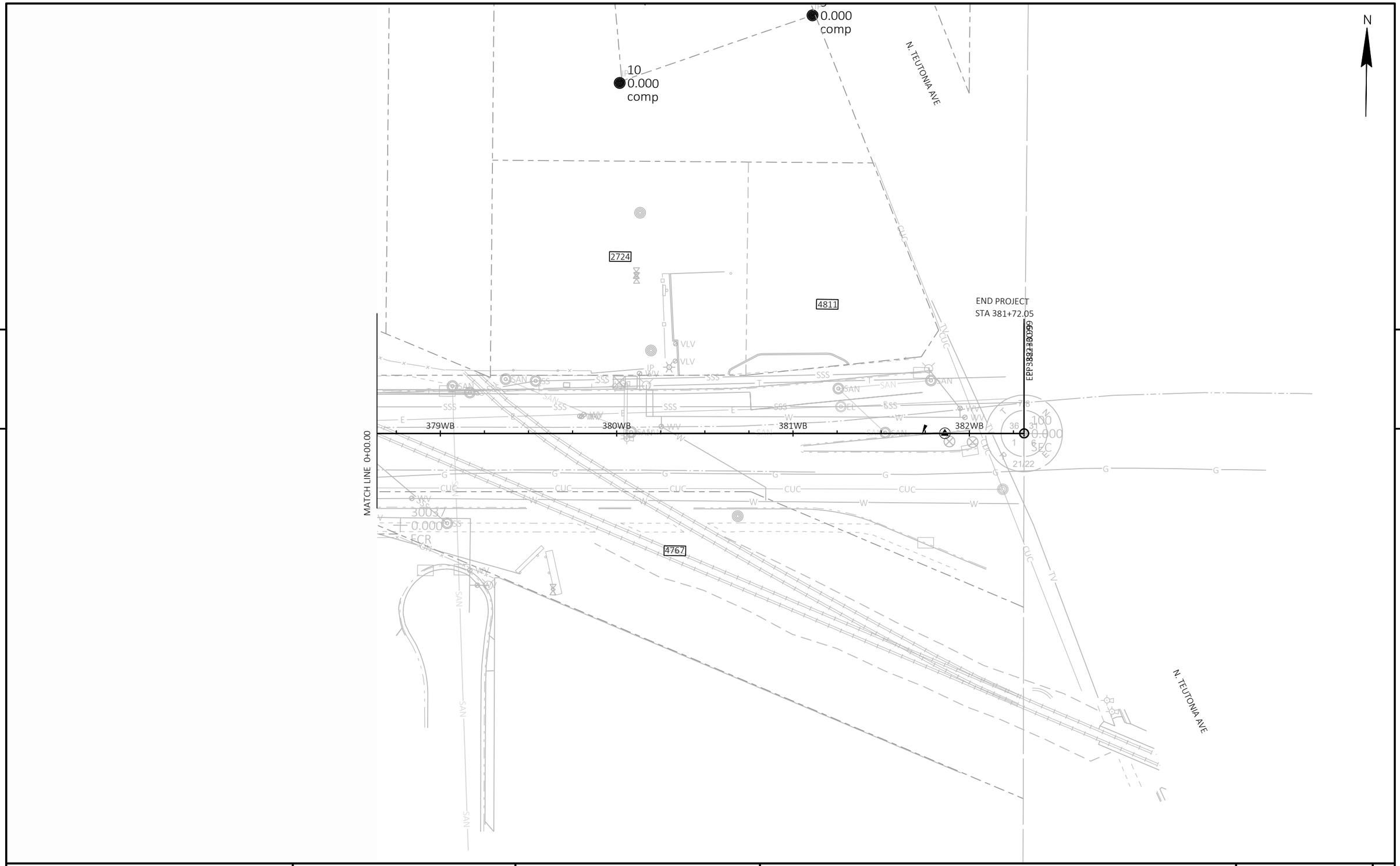
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LAYOUT NAME - 14
PLOT DATE : 11/1/2022 10:37 AM PLOT BY : TONY BACIAK PLOT NAME : PLOT SCALE : 1 IN:50 FT

LEGEND		NOTES
CS5	CONCRETE SIDEWALK 5-INCH	1) STATION/OFFSETS ARE TO THE BACK OF THE EXISTING CONCRETE SIDEWALK.
CD7	CONCRETE DRIVEWAY 7-INCH (SEE DRIVEWAY DETAILS)	2) UNLESS NOTED OTHERWISE, SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION.
CG31	CONCRETE CURB & GUTTER 31-INCH (SEE DRIVEWAY DETAILS)	3) UNLESS NOTED OTHERWISE, SEE DETACHED BUMPOUT DETAILS FOR ADDITIONAL INFORMATION.
CBP	CONCRETE BUS PAD (SEE DETAILS)	4) UNLESS NOTED OTHERWISE, SEE DRIVEWAY/BUS PAD DETAILS FOR ADDITIONAL INFORMATION.
CCR	CONCRETE CURB RAMP (SEE CURB RAMP DETAILS)	
DBO	DETACHED BUMP OUT (SEE DETAILS)	
CEBB	CURB EXTENSION/BUS BULB (SEE DETAILS)	
HMA4	HMA PAVEMENT 4-INCH MILL AND 4-INCH SURFACE	



PROJECT NO: 2545-09-71	HWY: W. HAMPTON AVENUE	COUNTY: MILWAUKEE	PLAN	SHEET 468	E

FILE NAME : C:\USERS\TONY.BACIAK\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2545-09-01 W HAMPTON AVE SELP\CADDS\25450901\SHEETSPLAN\050101-PN.DWG
LAYOUT NAME - 15
PLOT DATE : 11/1/2022 10:37 AM PLOT BY : TONY BACIAK PLOT NAME : PLOT SCALE : 1 IN:50 FT



5

5

PROJECT NO: 2545-09-71	HWY: W. HAMPTON AVENUE	COUNTY: MILWAUKEE	PLAN	SHEET 469	E

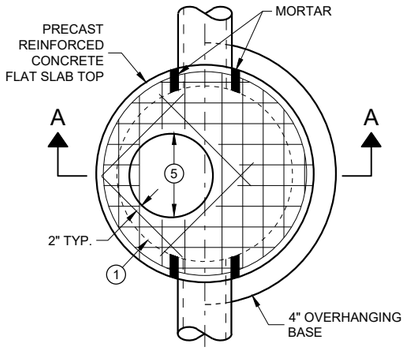
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LAYOUT NAME - 16

PLOT DATE : 10/21/2022 1:55 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:50 FT

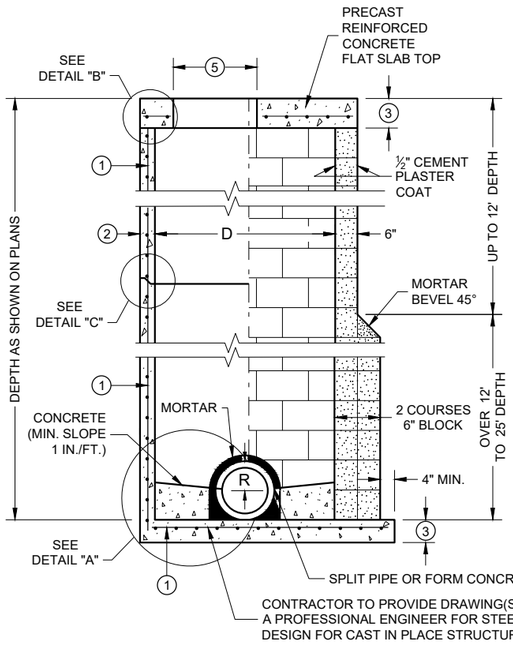
Standard Detail Drawing List

08B09-03	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT, 10-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
08E10-02	INLET PROTECTION TYPE A, B, C AND D
09B02-10	CONDUIT
09B04-12	PULL BOX
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C11-10	CONCRETE BASE TYPE 10
09C12-09A	CONCRETE BASE TYPE 13
09C12-09B	CONCRETE BASE TYPE 13
09C13-02	CONCRETE BASE TYPE 10 & TYPE 13 EXTENSION
09C15-01	CONCRETE BASE TYPE 10 SPECIAL
09D03-03	POST MOUNTED CONTROLLER SERVICE INSTALLATION
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
09E08-09E	TYPE 10 POLE 15'-30' MONOTUBE ARM
09E08-09J	TYPE 13 POLE 35'-55' MONOTBE ARM
09E08-09K	GENERAL NOTES,HARDWARE DETAILS FOR TYPE 9/10,9/10 SPECIAL,12 & 13 POLES W/MONOTUBE ARMS
09G01-04A	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
11B02-02	CONCRETE MEDIAN NOSE
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C09-15A	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-15B	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-15C	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C13-09	URBAN DOWELED CONCRETE PAVEMENT
13C15-06A	CONCRETE BASE
13C15-06B	CONCRETE BASE
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
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C08-21A	LONGITUDINAL MARKING (MAINLINE)
15C08-21C	PAVEMENT MARKING (TURN LANES)
15C11-09B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C18-05B	MEDIAN ISLAND MARKING MEDIAN ISLAND NOSE
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D20-06A	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D20-06B	TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D20-06C	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
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-06B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-06C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

6



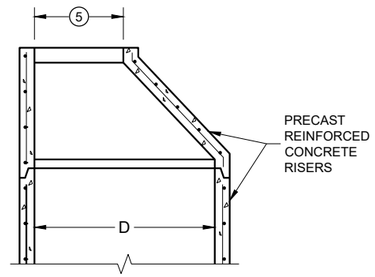
PLAN VIEW
CIRCULAR OPENING



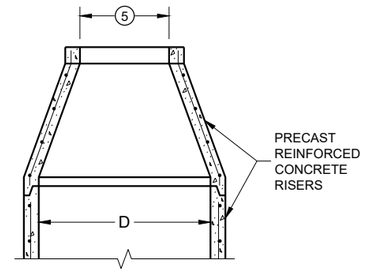
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)



OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

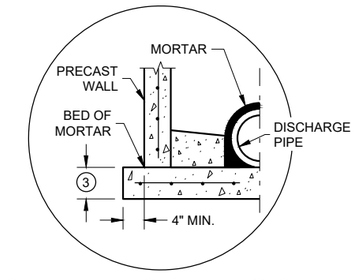
MANHOLE COVER OPENING MATRIX

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

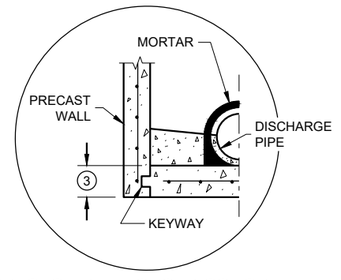
PIPE MATRIX

MANHOLE SIZE (DIA.)	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES		MINIMUM WALL THICKNESS (IN)	MINIMUM PRECAST FLAT SLAB TOP AND BASE THICKNESS
	180° SEPARATION (IN)	90° SEPARATION (IN)		
3-FT	15	12	4	6
4-FT	24	18	4	6
5-FT	36	24	5	8
6-FT	42	36	6	8
7-FT	48	36/42*	7	8
8-FT	60	42	8	8
9-FT	66	54	9	10
10-FT	72	60	10	10

*A 36" PIPE AND A 42" PIPE CAN BE PLACED WITHIN 90 DEGREES.
SEE MINIMUM HORIZONTAL PIPE SEPARATION DETAIL.

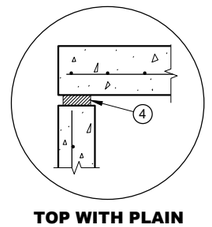


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

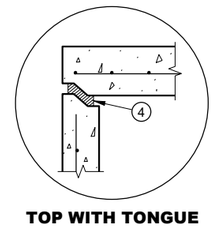


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

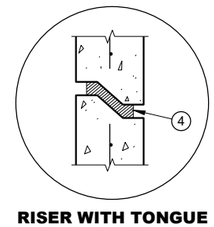
DETAIL "A"



TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

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

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES. 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 INCH 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.

ALL PRECAST MANHOLE 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.

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

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 "D".

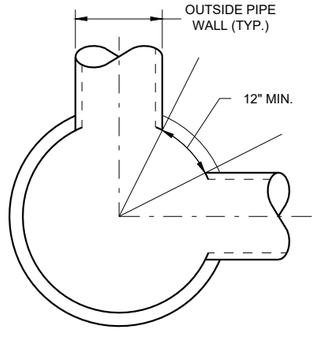
(1) FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(2) SEE PIPE MATRIX TABLE FOR MINIMUM WALL THICKNESS FOR PRECAST MANHOLES

(3) SEE PIPE MATRIX TABLE FOR MINIMUM THICKNESS OF PRECAST FLAT SLAB TOPS AND BASES.

(4) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP.).

(5) SEE MANHOLE COVER OPENING MATRIX.



MINIMUM HORIZONTAL PIPE SEPARATION

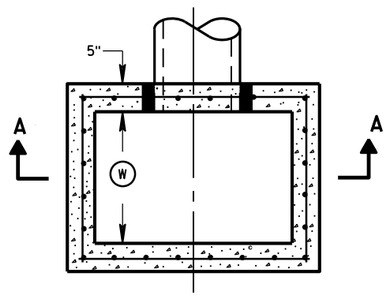
MANHOLES, 3-FT, 4-FT 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

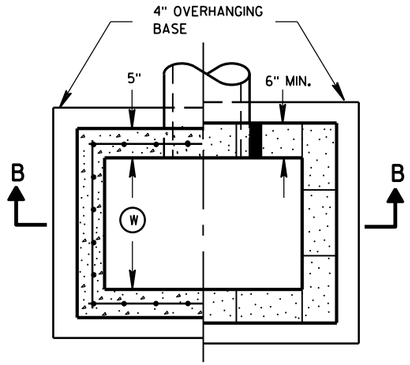
APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
471
FHWA

MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

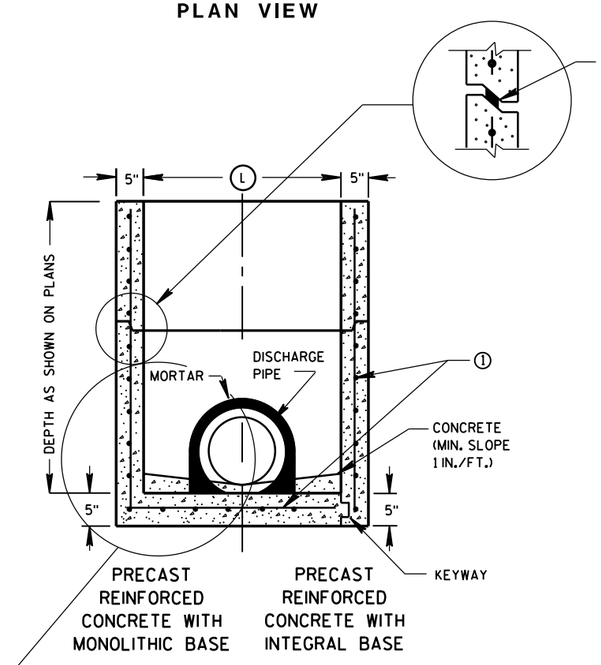
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SDD 08B09 - 03



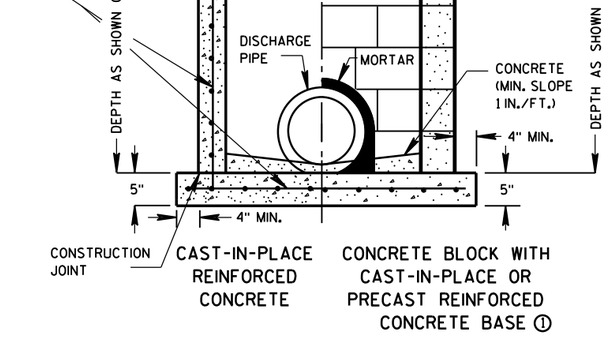
PLAN VIEW



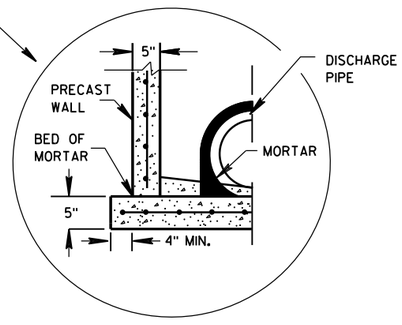
PLAN VIEW



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.

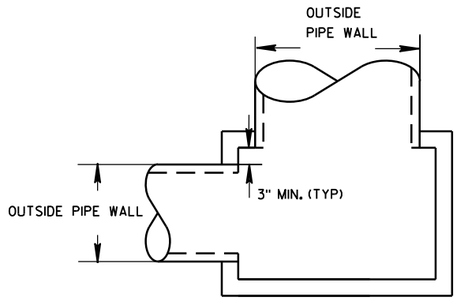
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

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



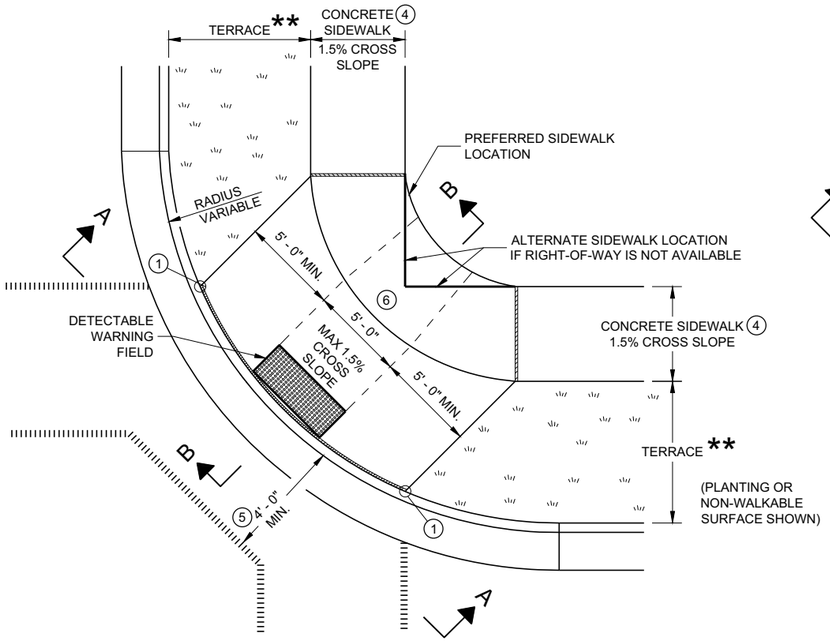
DETAIL "A"

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

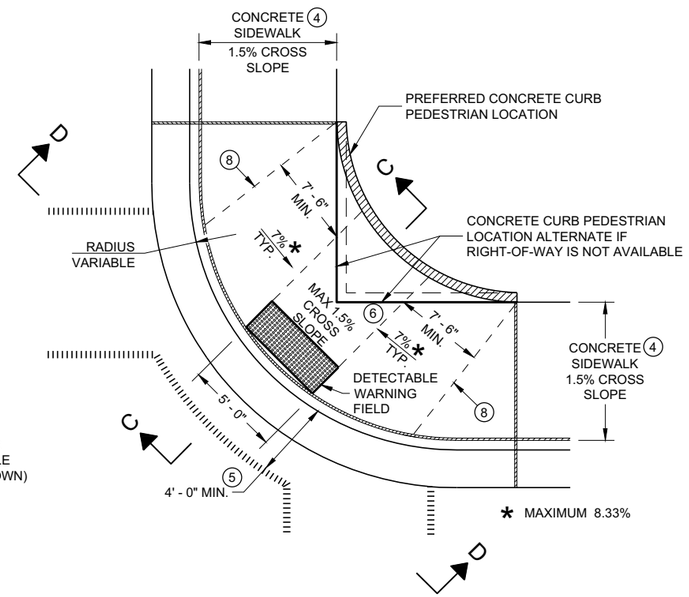
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT



PLAN VIEW

CURB RAMP TYPE 1

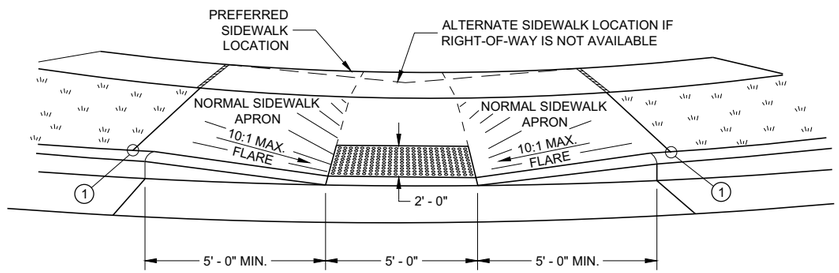
(CENTER OF CORNER RADIUS)



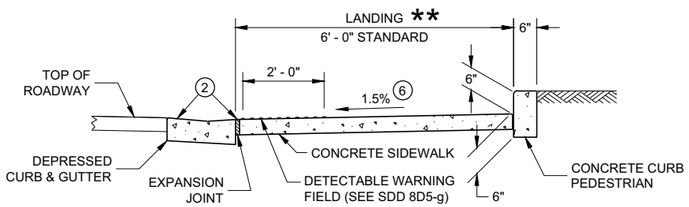
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

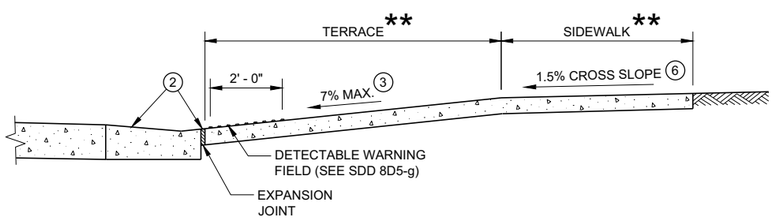


VIEW A - A FOR TYPE 1

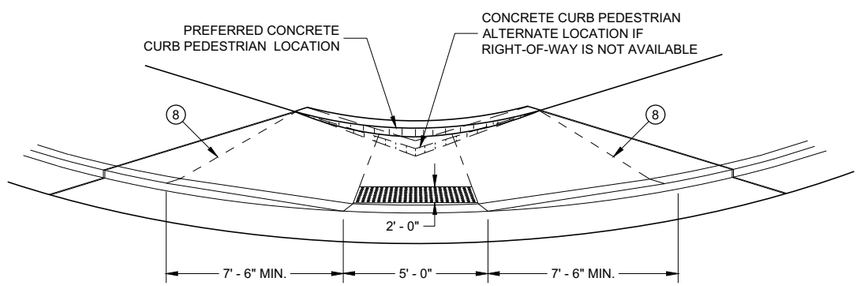


SECTION C - C FOR TYPE 1 - A

** 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

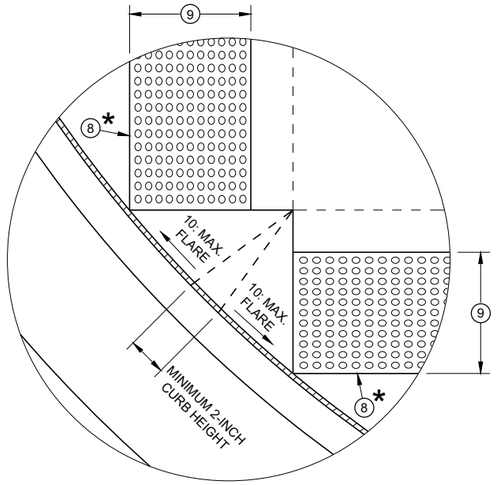
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 1 AND 1-A

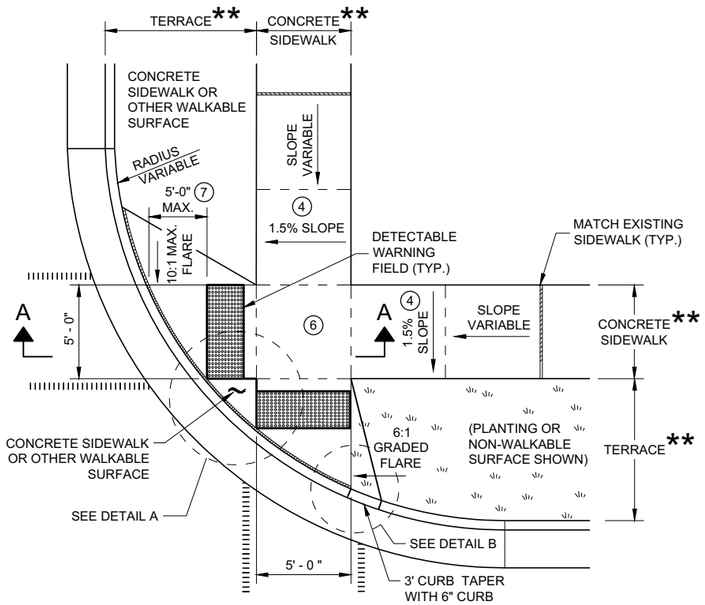
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

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.

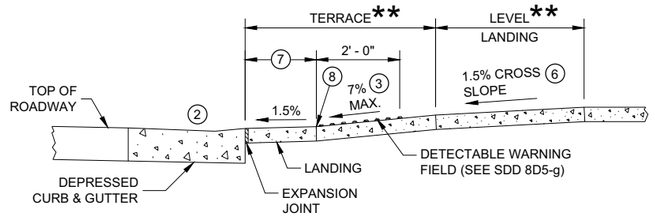
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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.

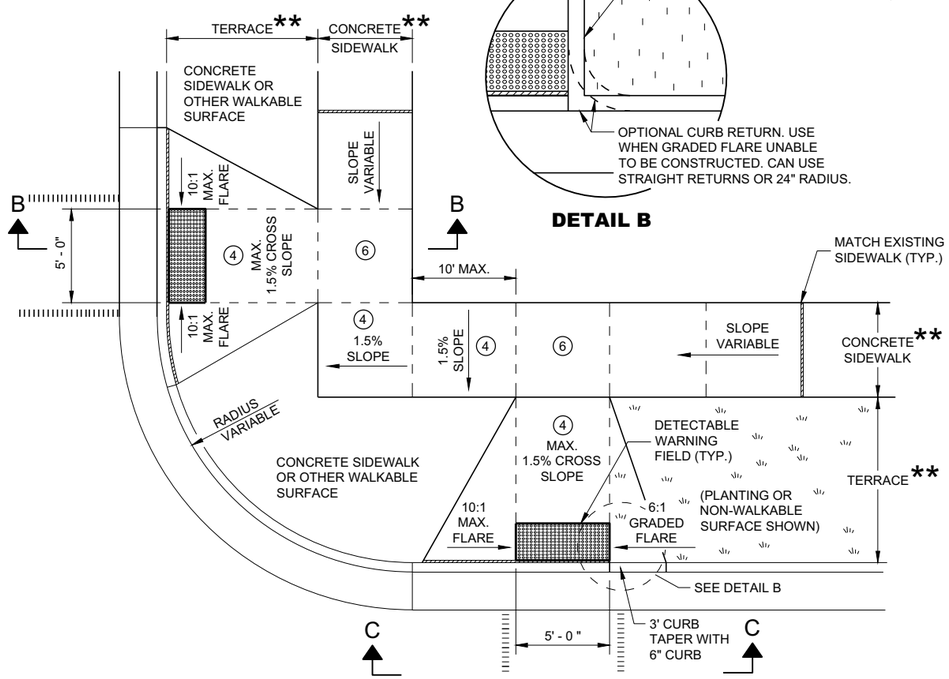
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



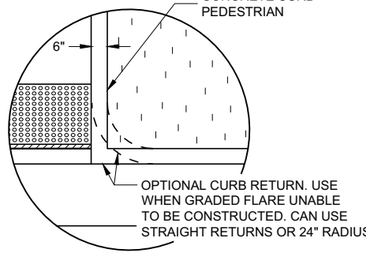
SECTION A - A FOR TYPE 2

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

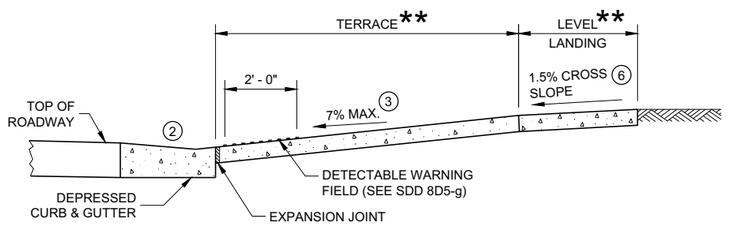
** WIDTH SHOWN ELSEWHERE IN THE PLANS



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



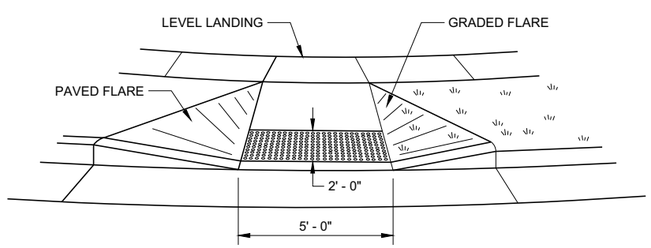
DETAIL B



SECTION B - B FOR TYPE 3

LEGEND

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



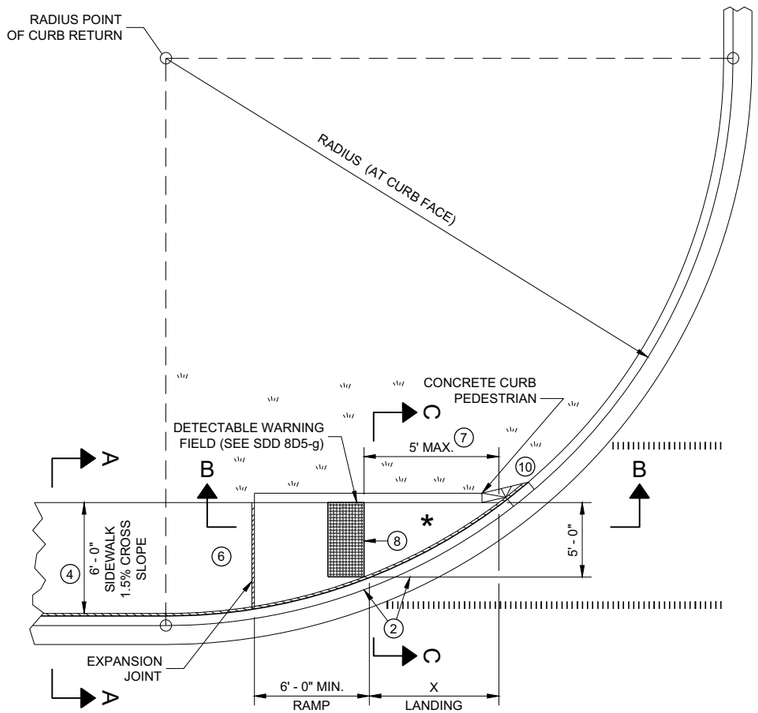
VIEW C - C FOR TYPE 3

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20b

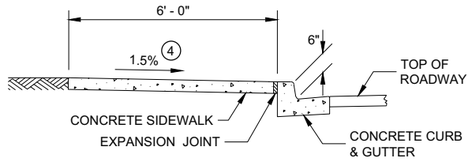


PLAN VIEW

CURB RAMP TYPE 4A

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

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A

GENERAL NOTES

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

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

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

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

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

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

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

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

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

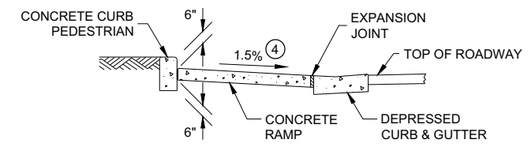
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

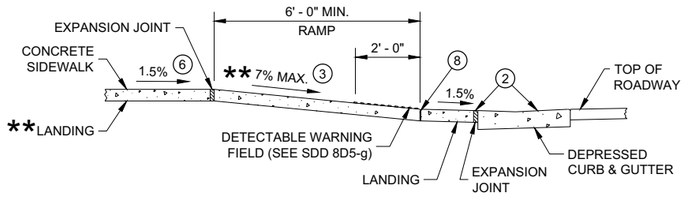
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



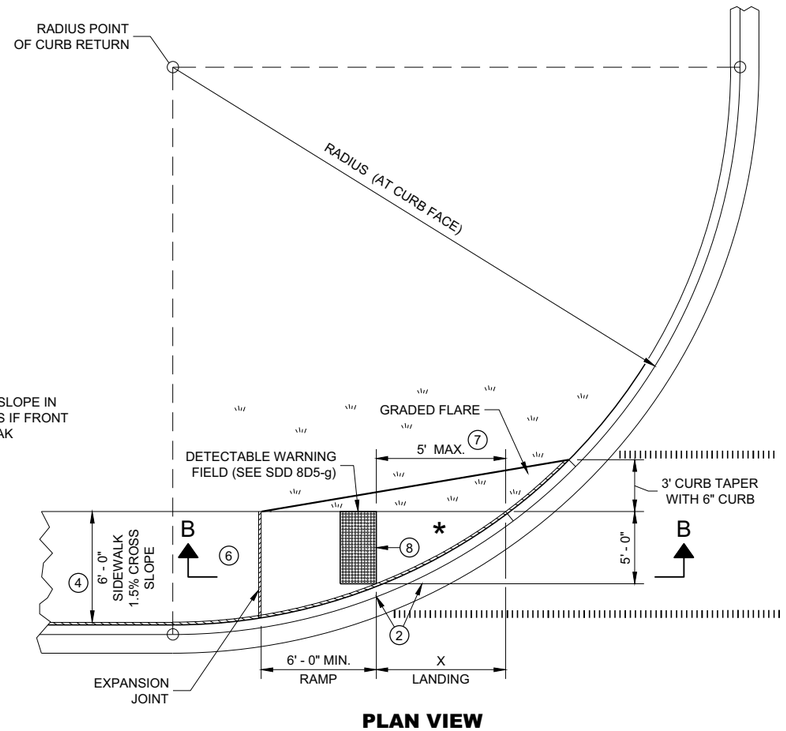
SECTION C - C FOR TYPE 4A



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

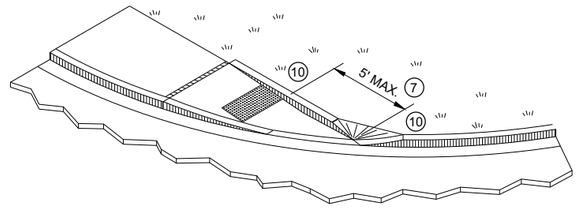
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

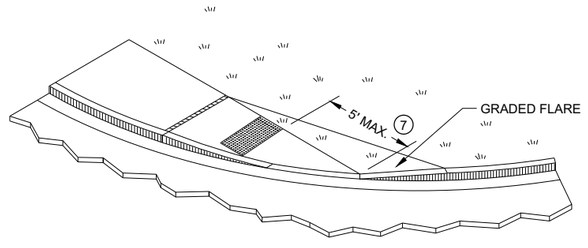


PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A



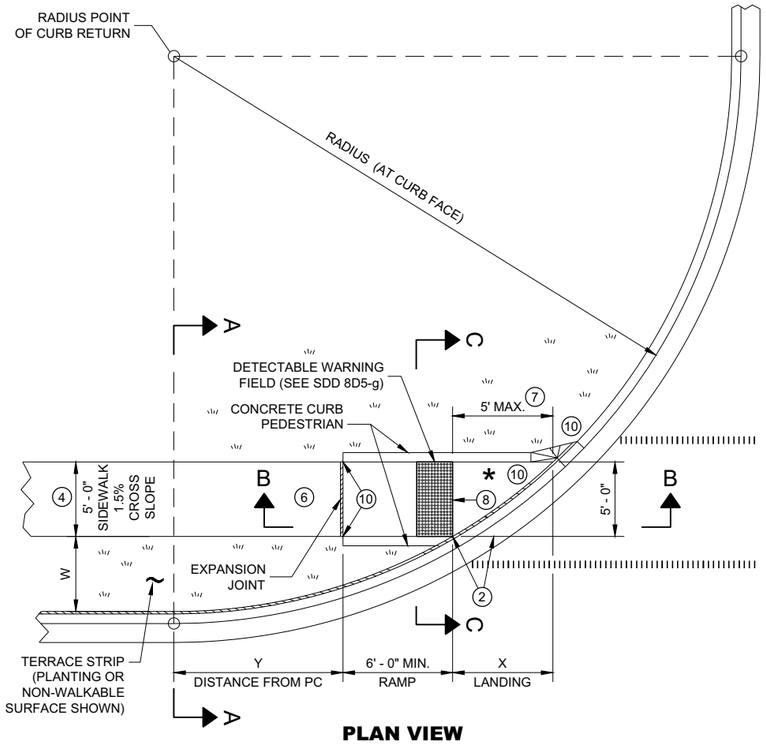
ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20c

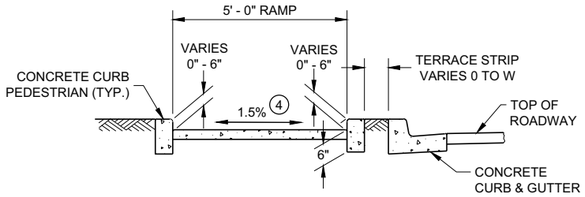


PLAN VIEW

CURB RAMP TYPE 4B

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

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



SECTION C - C FOR TYPE 4B

LEGEND

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

GENERAL NOTES

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

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

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

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

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

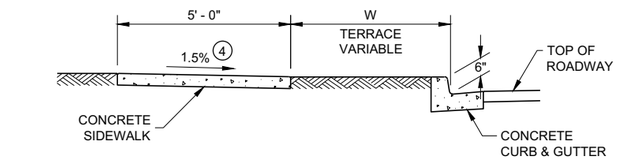
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

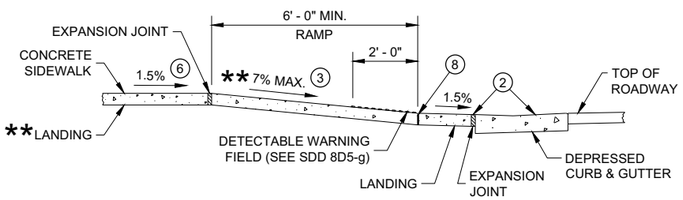
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

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



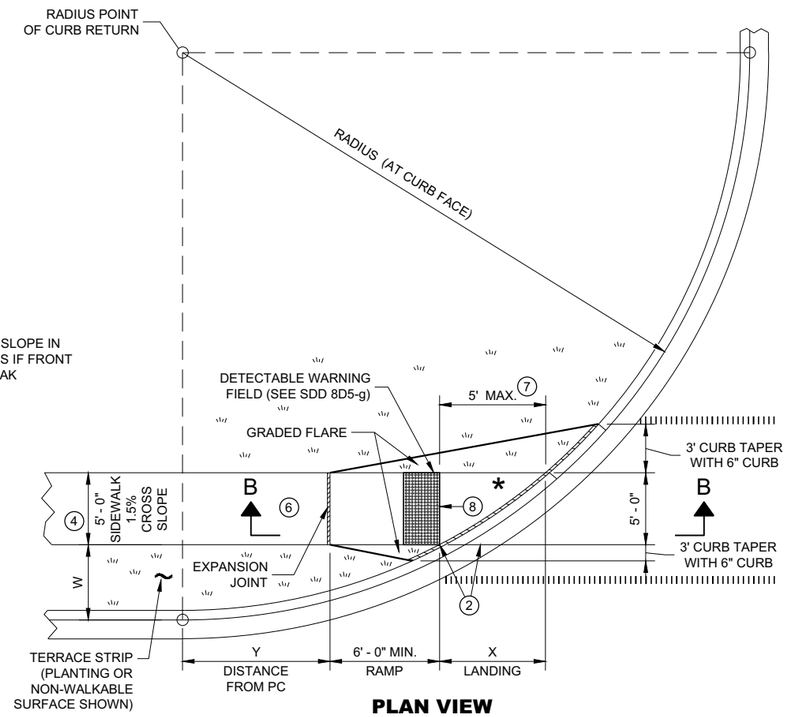
SECTION A - A FOR TYPE 4B



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

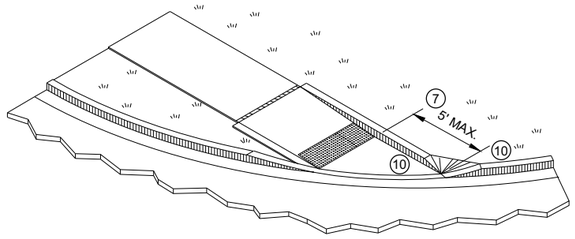
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

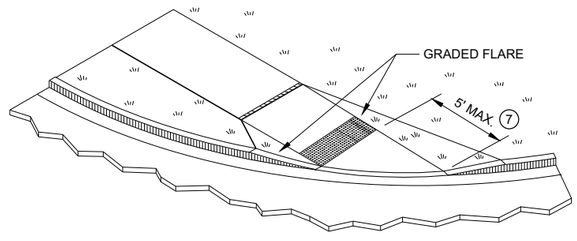


PLAN VIEW

CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



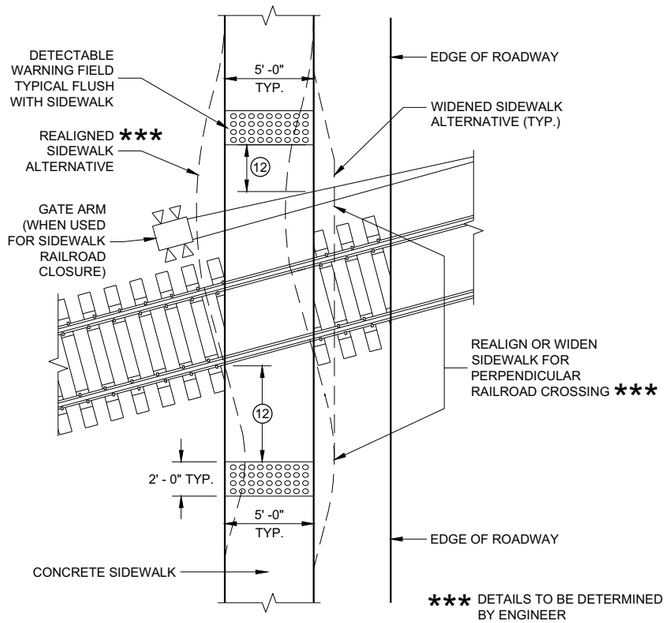
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

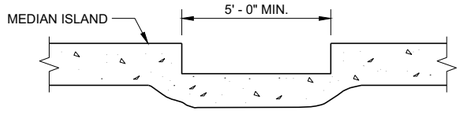
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SDD 08D05 - 20d

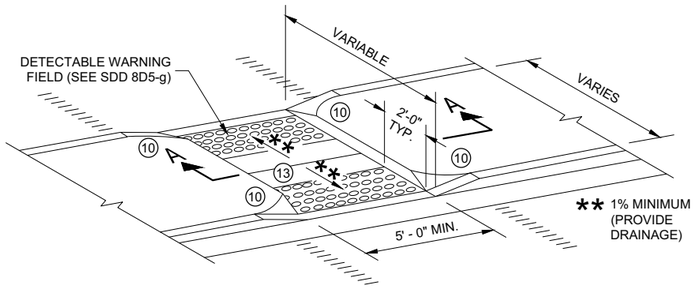


CURB RAMP TYPE 8

DETECTABLE WARNINGS AT RAILROAD CROSSING



SECTION A - A FOR TYPE 5



CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

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

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ½ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

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

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

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

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

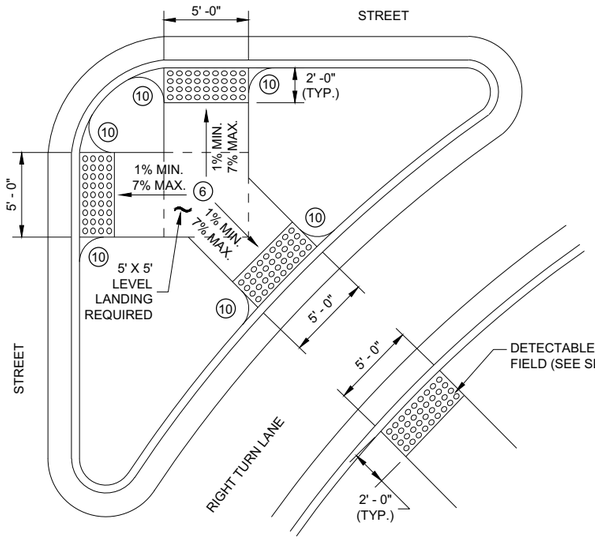
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

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

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

LEGEND

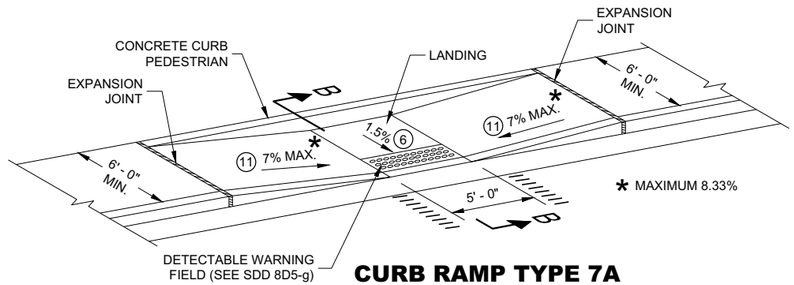
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

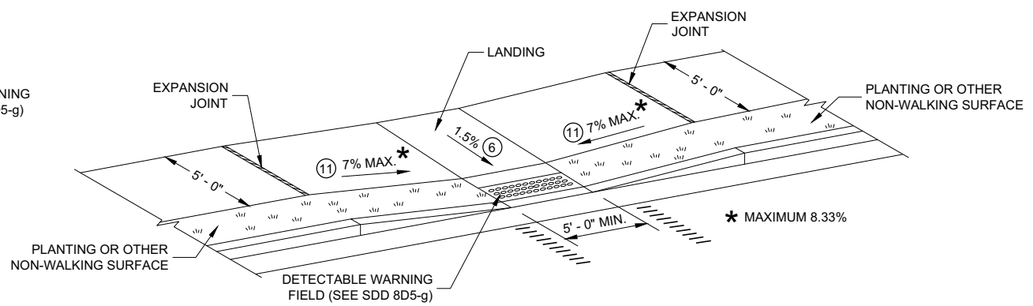
DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7A

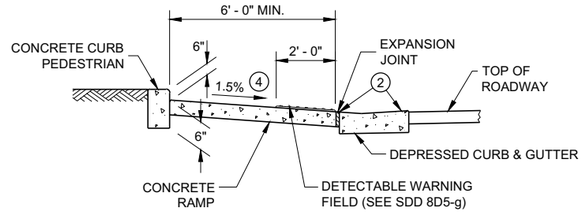
MID BLOCK CROSSING



CURB RAMP TYPE 7B

MID BLOCK CROSSING

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



SECTION B - B FOR TYPE 7A

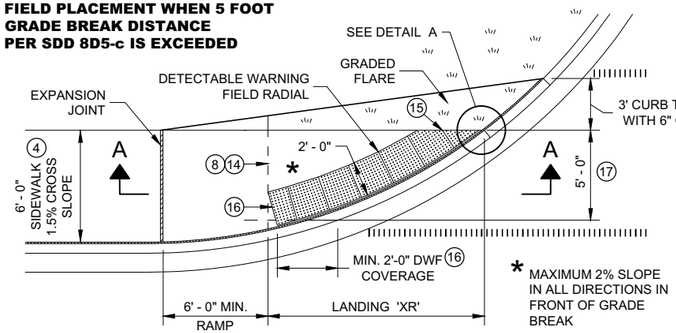
CURB RAMPS TYPE 5, 6, 7A, 7B & 8

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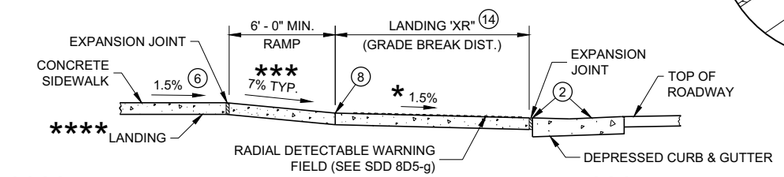
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



PLAN VIEW

CURB RAMP TYPE 4A1

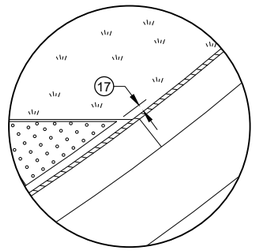
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



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

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1



DETAIL A

LEGEND

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

GENERAL NOTES

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

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

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

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AD ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

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

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

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

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

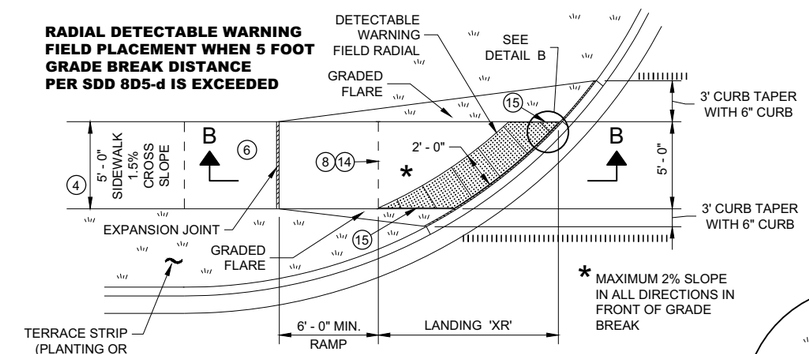
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

(17) A MAXIMUM 3 INCH CONCRETE BORDER WITH IS ALLOWABLE IN FROM OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

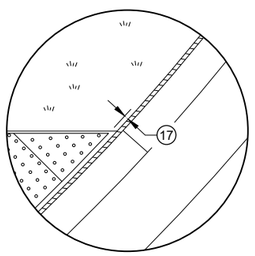
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



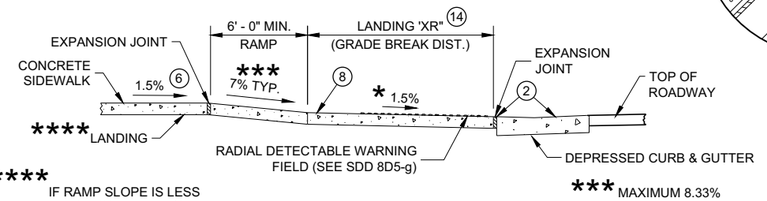
PLAN VIEW

CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL B

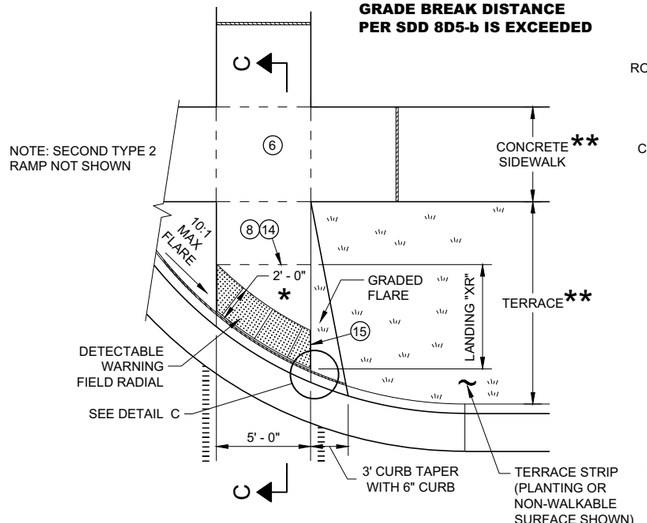


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION B - B FOR TYPE 4B1

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

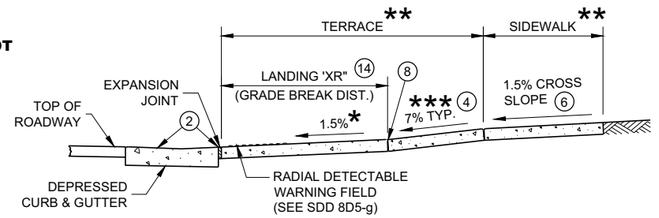


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

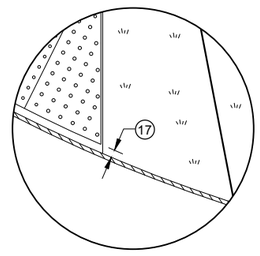


SECTION C - C FOR TYPE 2

* MAXIMUM 2% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%



DETAIL C

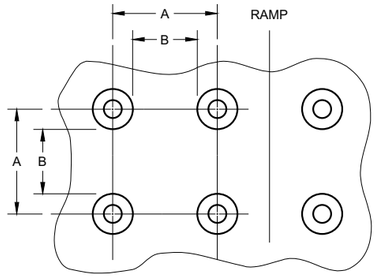
CURB RAMPS
RADIAL DETECTABLE WARNING FIELD APPLICATIONS

STATE OF WISCONSIN
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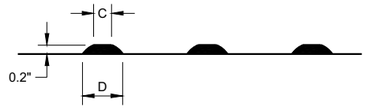
SDD 08D05 - 20f

	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.

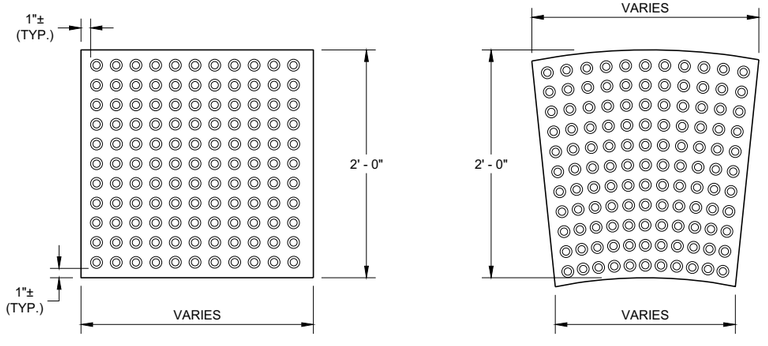


PLAN VIEW



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.

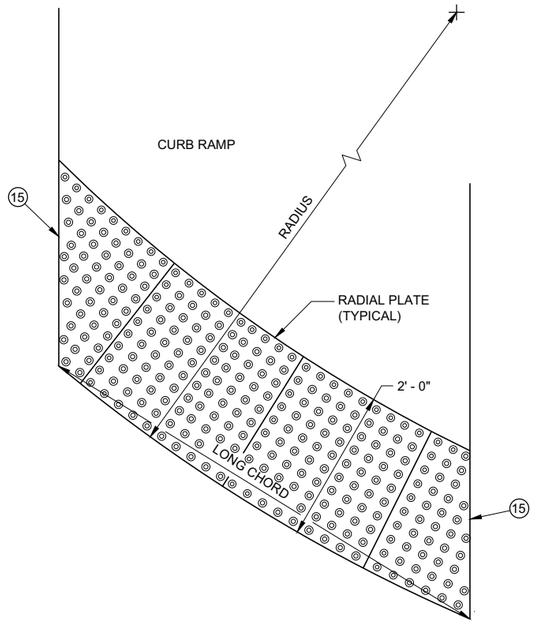
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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.

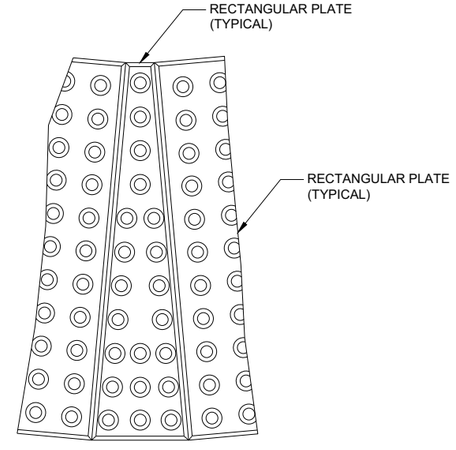
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

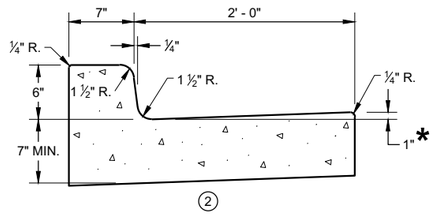
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE UNIT SUPERVISOR

FHWA

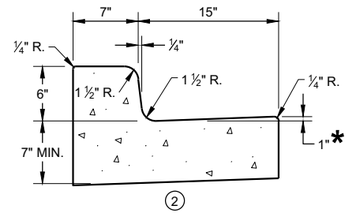
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SDD 08D05 - 20g

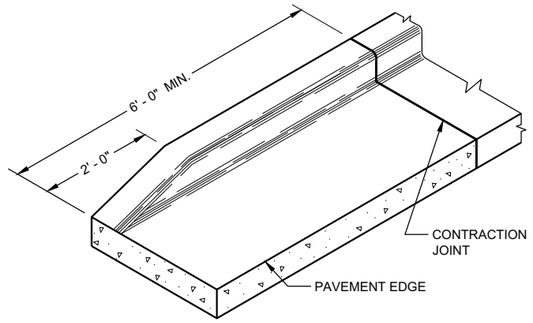


CONCRETE CURB AND GUTTER 31" ①

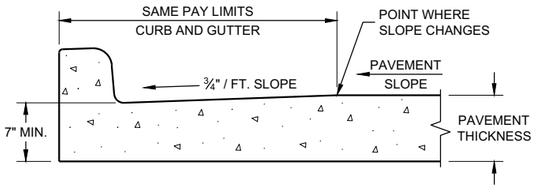
*TO BE MEASURED TO A MAXIMUM OF 3" WHERE DRAINAGE PROBLEMS EXIST.



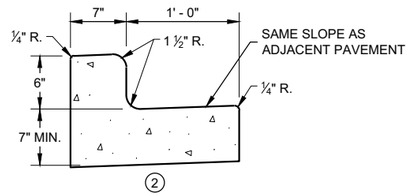
CONCRETE CURB AND GUTTER 22" ①



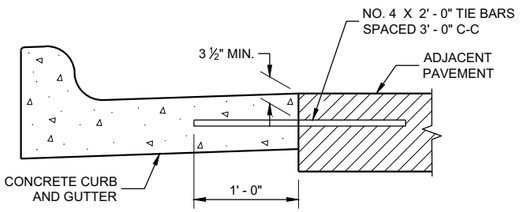
END SECTIONCURB AND GUTTER



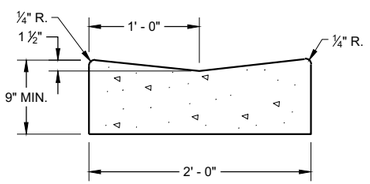
PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB AND GUTTER



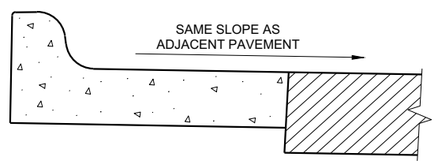
CONCRETE CURB AND GUTTER 19" ①



TYPICAL TIE BAR LOCATION ①



CONCRETE GUTTER 24" 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.

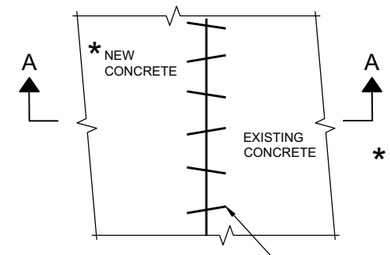
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

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".

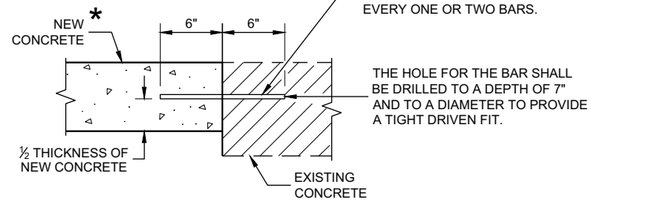
② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE COURSE PROVIDED A 7" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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)

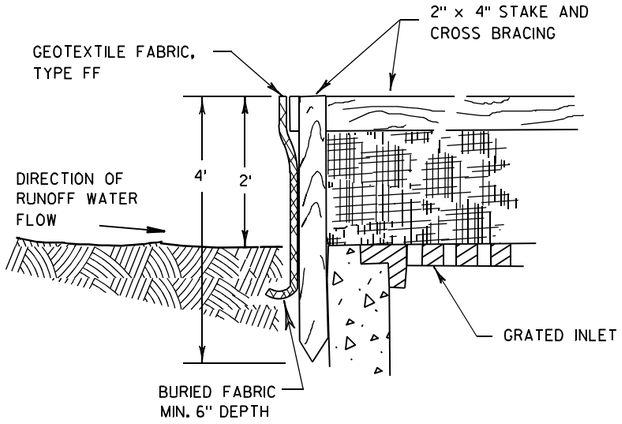
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

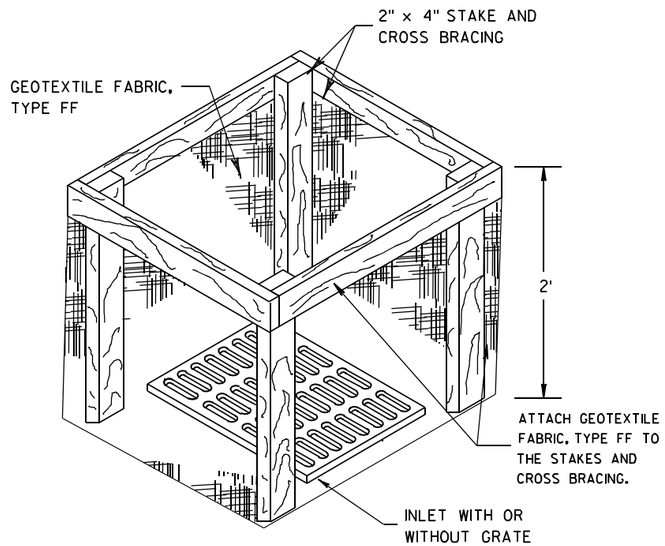
APPROVED
February 2020 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

480

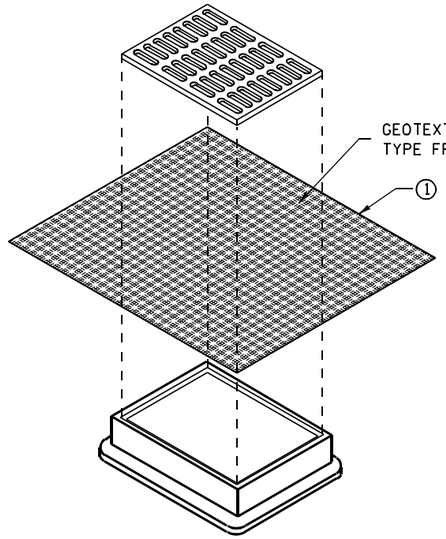
6

SDD 08D16 - 11



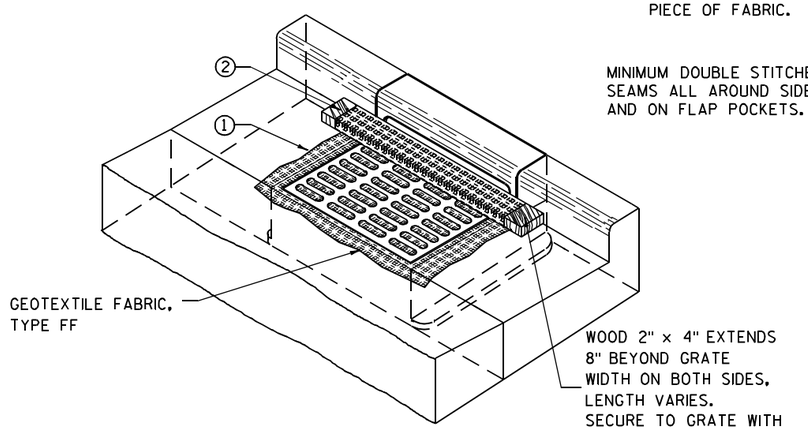


INLET PROTECTION, TYPE A

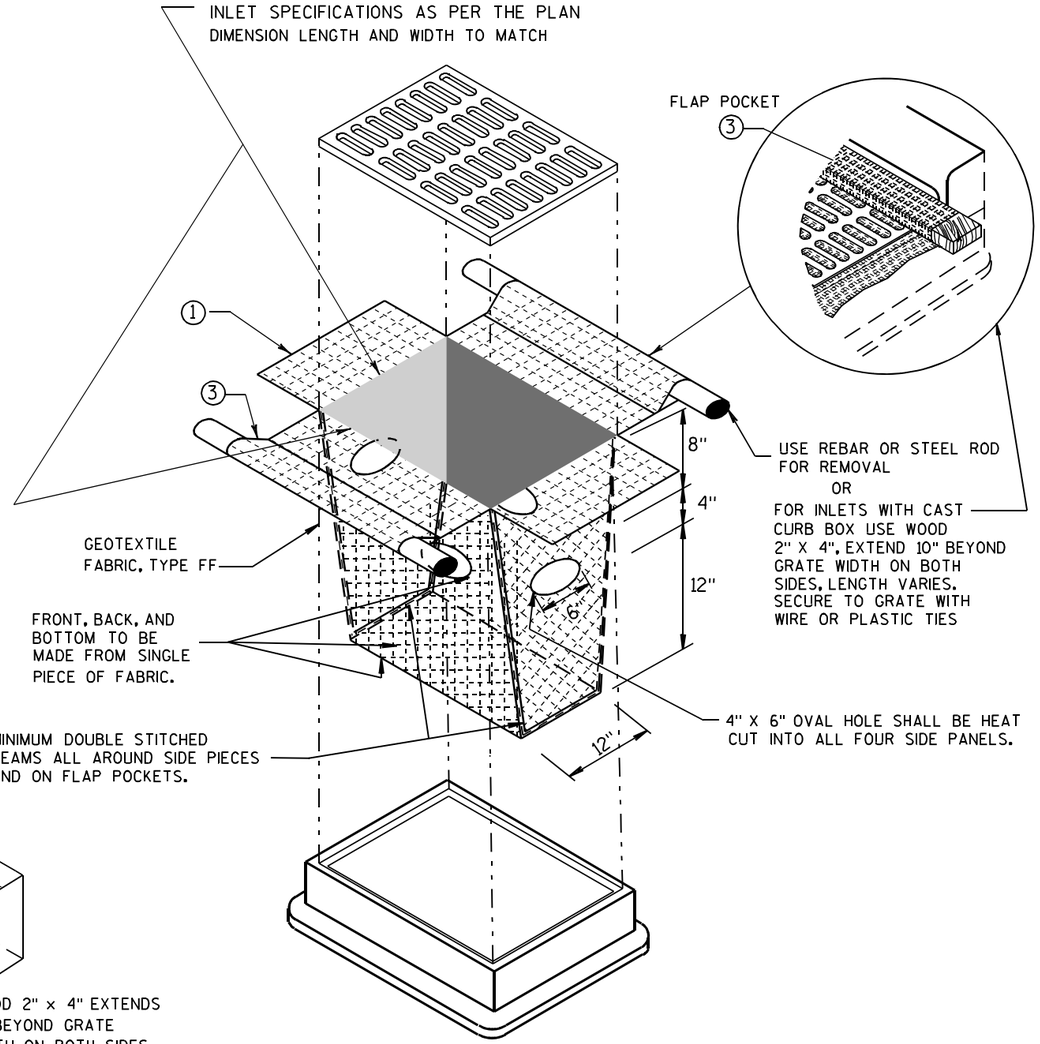


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(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

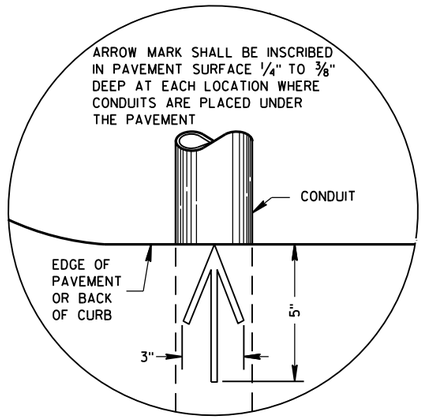
APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 10-2

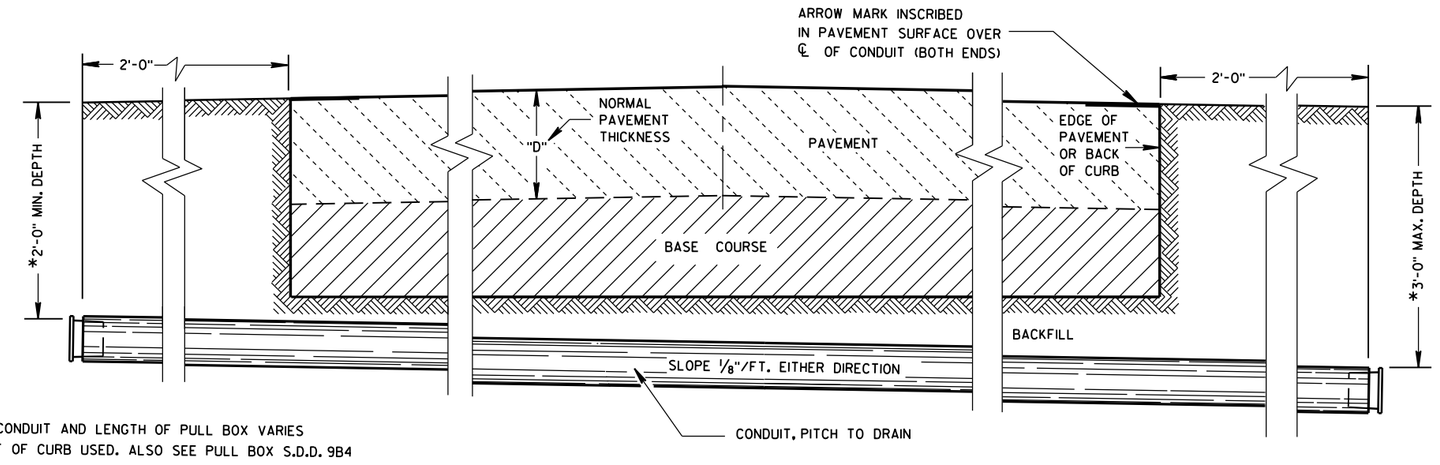
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S.D.D. 8 E 10-2



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.

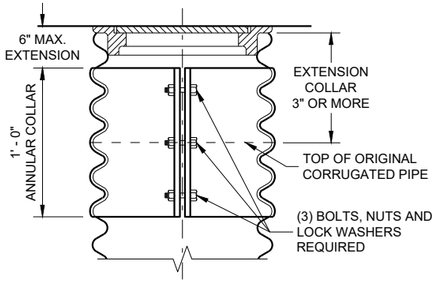
CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

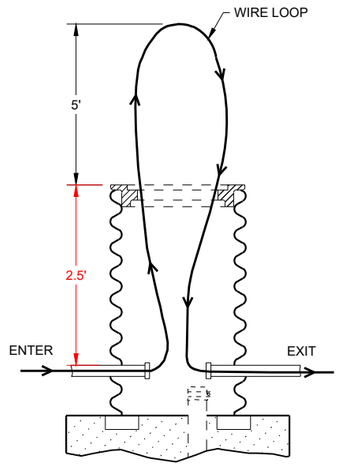
APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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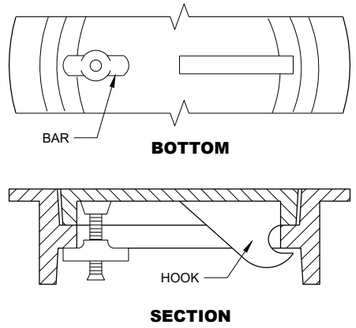
S.D.D. 9 B 2-10



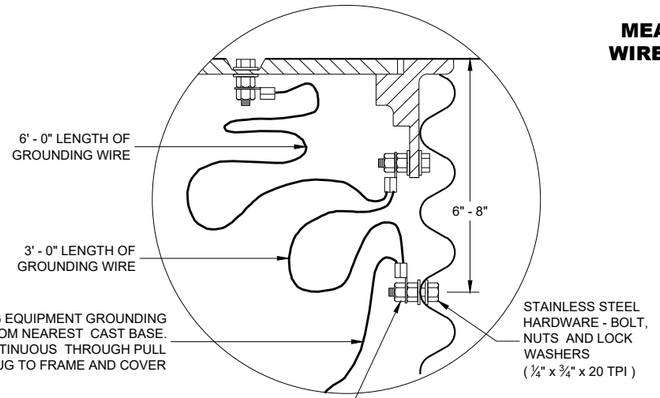
CORRUGATED PIPE EXTENDER



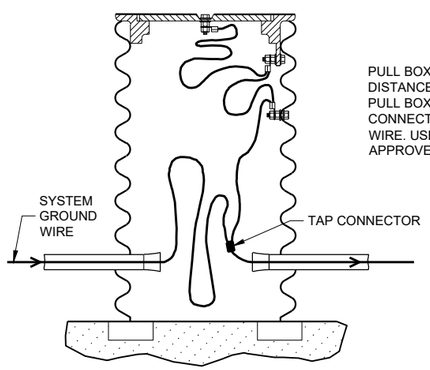
MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



ALTERNATE COVER (LOCKING)
TIGHTENING BAR TYPE

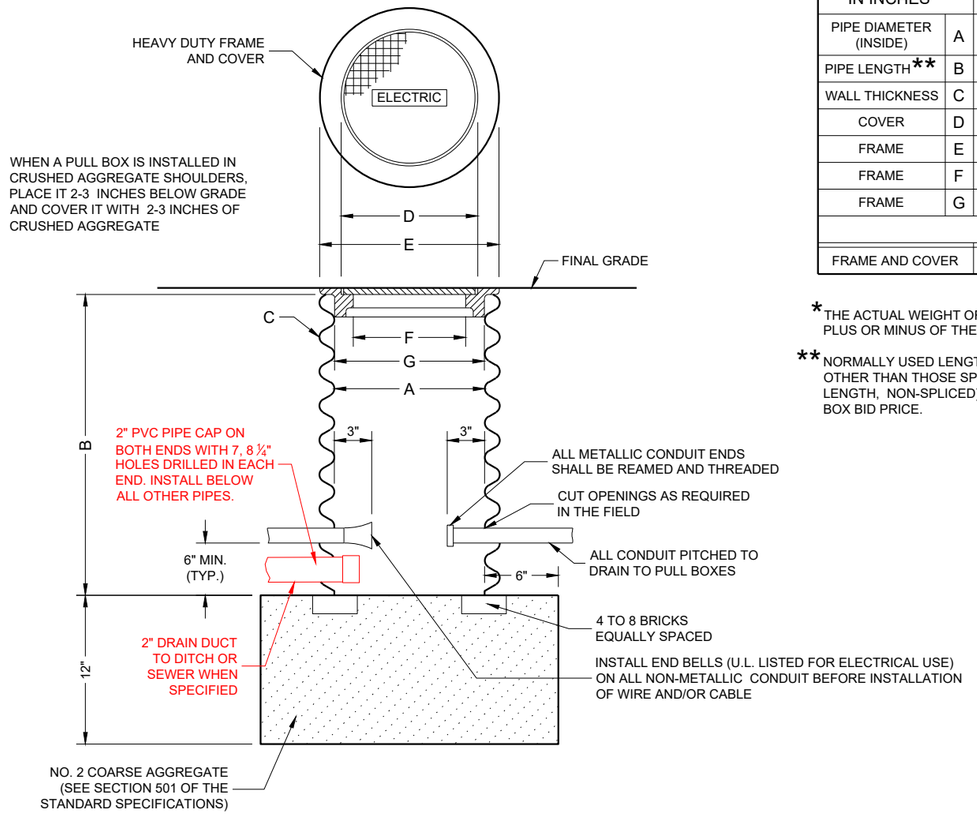


EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX

GENERAL NOTES

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

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN ¼".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH**	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 ¼	10 ¼	10 ¼	16 ¼	16 ¼	16 ¼	22 ¼	22 ¼	22 ¼
FRAME	E	14 ½	14 ½	14 ½	20 ½	20 ½	20 ½	26 ½	26 ½	26 ½
FRAME	F	8 ½	8 ½	8 ½	14 ½	14 ½	14 ½	20 ½	20 ½	20 ½
FRAME	G	11 ½	11 ½	11 ½	17 ½	17 ½	17 ½	23 ½	23 ½	23 ½
WEIGHT IN POUNDS*										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

*THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

**NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

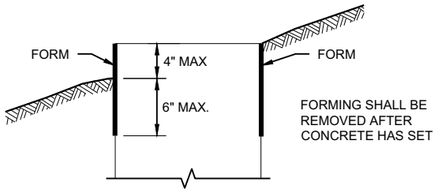
APPROVED
May 2022
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 483

FHWA

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SDD 09B04-12

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.

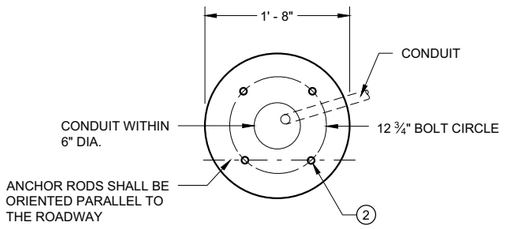
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

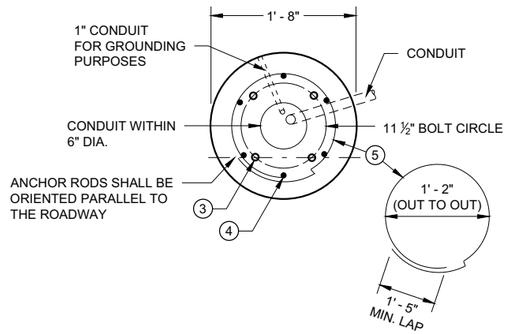
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

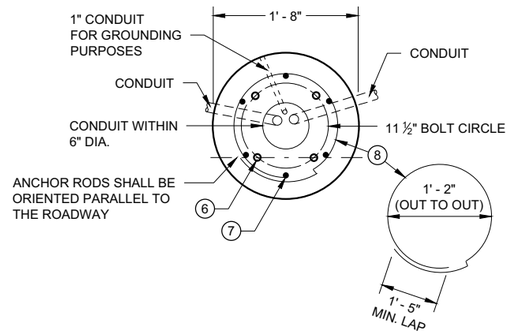
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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

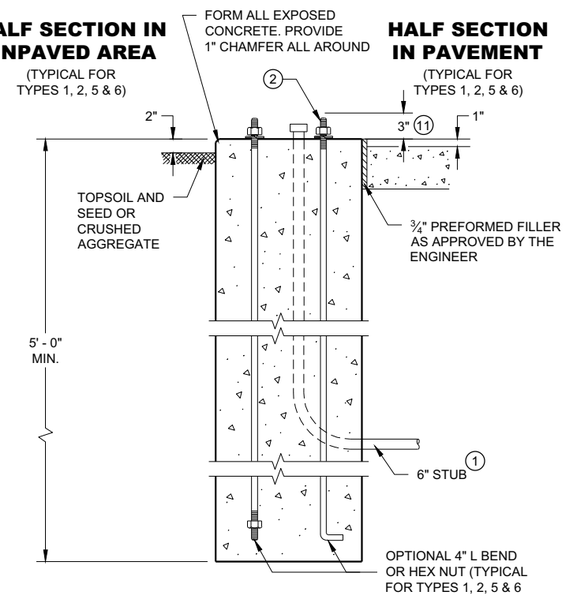
10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

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.

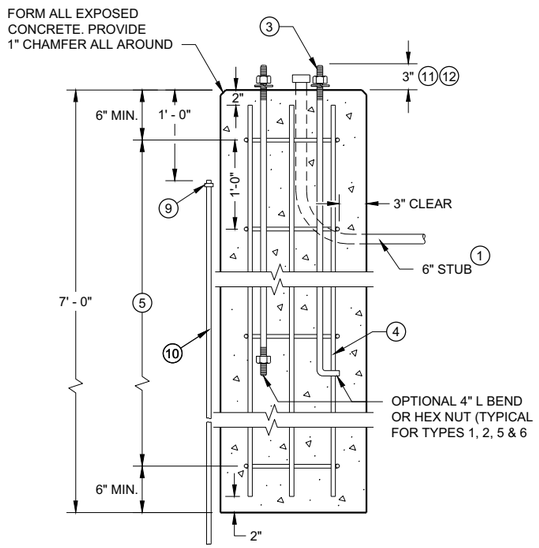
12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5 & 6)

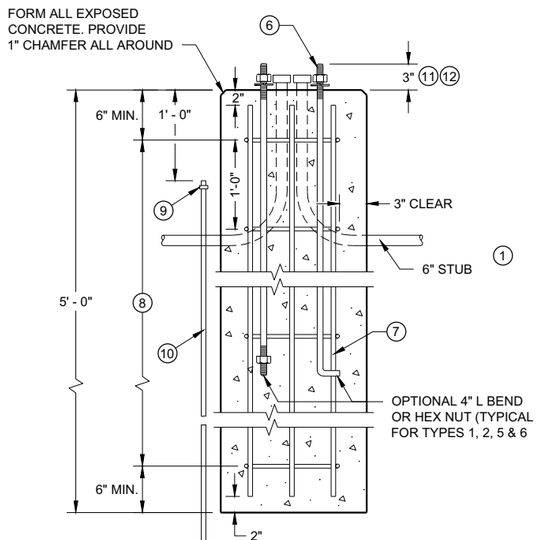
HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5 & 6)



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 484
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.

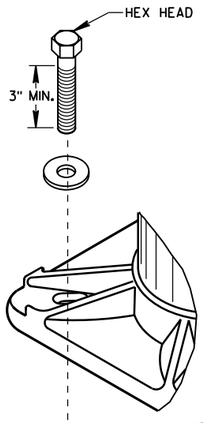
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

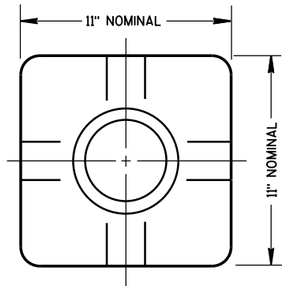
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

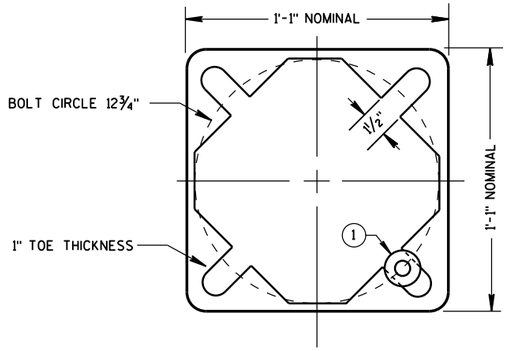
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

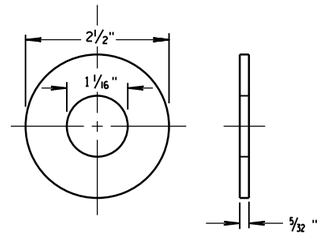




TOP VIEW
(PEDESTAL BASE)

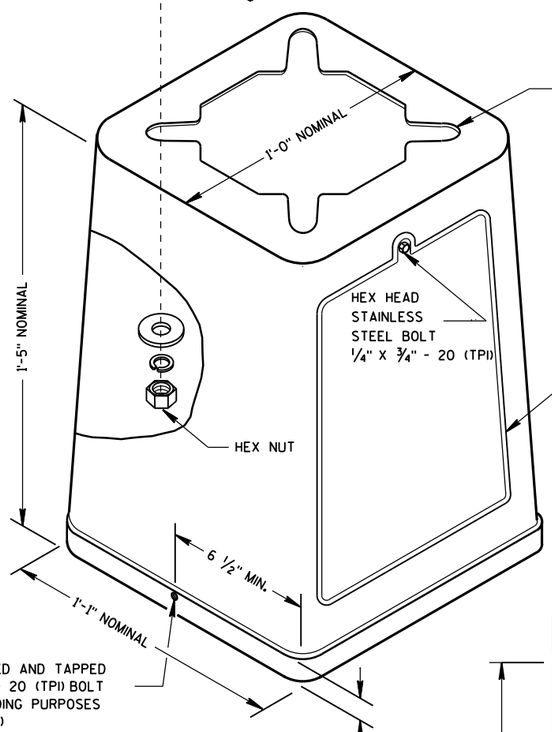


BOTTOM VIEW
(PEDESTAL BASE)

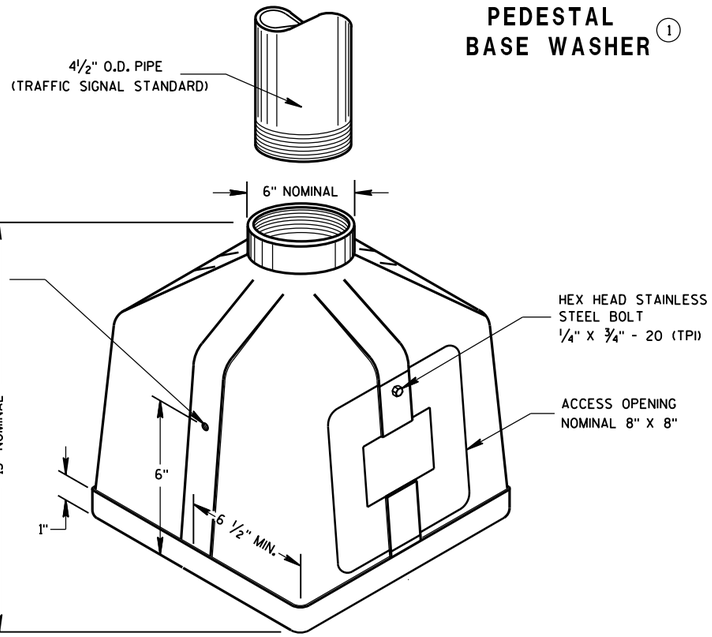


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

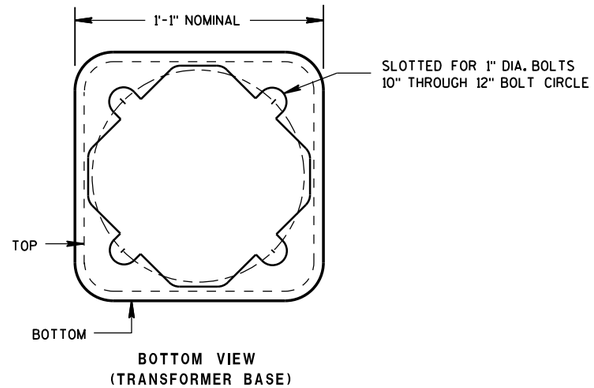
PEDESTAL BASE WASHER (1)



ISOMETRIC VIEW



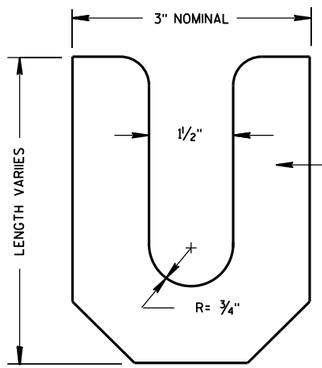
ISOMETRIC VIEW
PEDESTAL BASE



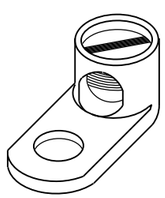
BOTTOM VIEW
(TRANSFORMER BASE)

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM



TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

S.D.D. 9 C 3-4

GENERAL NOTES

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

BASES (SHAFT) SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING. A STEEL CASING OR CORRUGATED METAL PIPE IS ALLOWED TO REMAIN. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BASE IN LAYERS OF ONE FOOT OR LESS.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

WELDING OF ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 TIMES THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 4" INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NON-METALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

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 OF CABLE OR WIRE.

WHEN REQUIRED TO CONNECT NON-METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

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.

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES (GREATER THAN 36 INCHES IF INSTALLED IN BREAKER RUN) EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

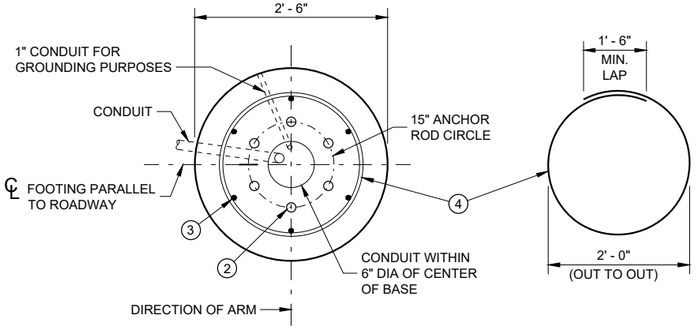
(2) (6) 1 ½ DIA. X 4' - 4" ANCHOR RODS

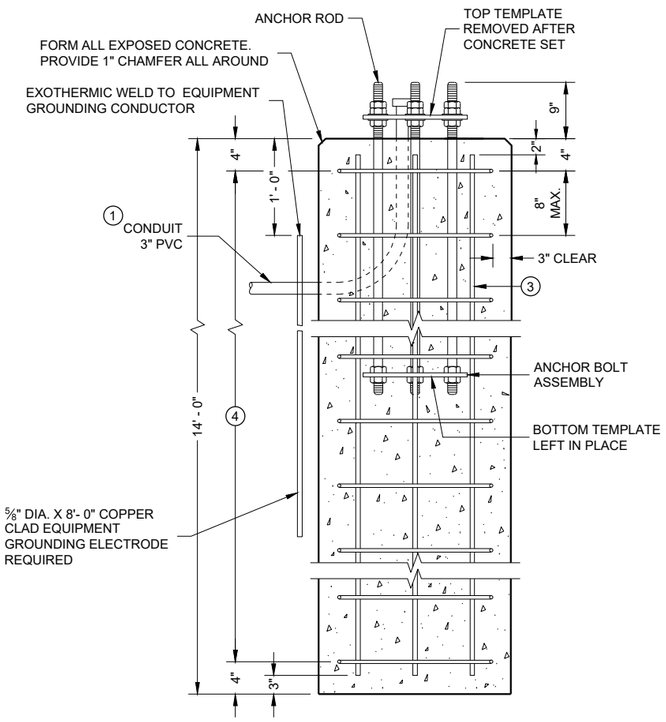
(3) (6) NO. 6 X 13' - 7" BAR STEEL REINFORCEMENT.

(4) (21) NO. 5 X 7'-10" BAR STEEL REINFORCEMENT @ 8" MAX. C-C.

CONCRETE MASONRY.....fc = 3,500 p.s.i
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60.....fy = 60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55 (IN ACCORDANCE .....fy = 55,000 p.s.i.
WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATION)
TEMPLATES, ASTM A709, GRADE 36.....fy = 36,000 p.s.i.

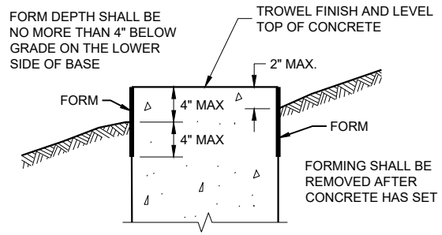
QUANTITY REQUIREMENTS	
APPROX. CUBIC YARDS OF CONCRETE	2.5
LBS. OF HOOP BAR STEEL	172
LBS. OF VERTICAL BAR STEEL	122



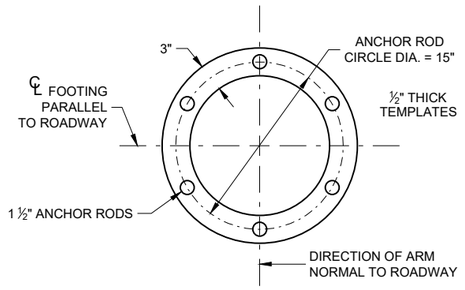


CONCRETE BASE, TYPE 10
(FOR TYPE 9, TYPE 10 AND OVER HEIGHT (OH) POLES)

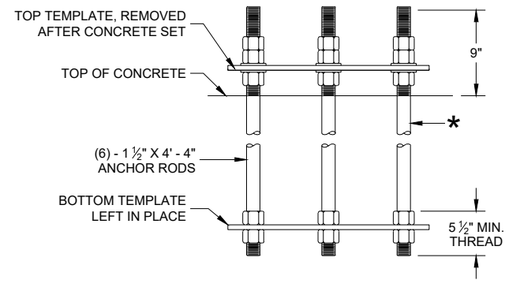
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE SDD 9C13 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.



FORMING DETAIL



TOP AND BOTTOM TEMPLATE



ANCHOR ROD ASSEMBLY DETAILS

* THREAD TOP 10" OF ANCHOR ROD FOR 3 NUTS AND 2 WASHERS AND BOTTOM 5 ½" FOR 2 NUTS PER ANCHOR ROD. HOT DIP GALVANIZE THE ENTIRE LENGTH OF THE ANCHOR ROD (ASTM A123) AND HOT DIP NUTS AND WASHERS (ASTM A153. USE ZINC COATED NUTS MANUFACTURED WITH SUFFICIENT ALLOWANCE TO ALLOW NUTS TO RUN FREELY ON THE THREADS.

CONCRETE BASE TYPE 10

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2017 — DATE
/S/ Ahmet Demerbilek — WIND LOADED STRUCTU PROGRAM LEADER
FHWA

6
SDD 09C11 - 10

GENERAL NOTES

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

BASES (SHAFT), BELOW THE WING, SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

WELDING OF ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR ROD PROJECTION ABOVE TOP OF CONCRETE FOOTING BASE PER THIS SHEET.

CONDUIT SIZE AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASE SHALL BE 4 ½ INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NONMETALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTOR FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE THROUGH A 1-INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4-FOOT COIL OF WIRE ABOVE THE CONCRETE BASE, THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO THE TYPE AND LOCATION OF THE UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVEL WAY SHALL BE 24-INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18-INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36-INCHES, (GREATER THAN 36-INCHES IF INSTALLED IN BREAKER-RUN), EXCEPT WITH THE WRITTEN APPROVAL OF THE ENGINEER.

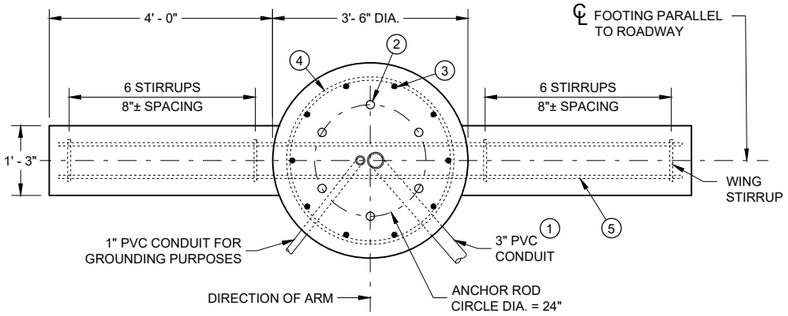
(2) (6) 1 ¾" DIA. X 7' - 2" ANCHOR RODS

(3) (10) NO. 6 X 14' - 1" BAR STEEL VERTICAL REINFORCEMENT.

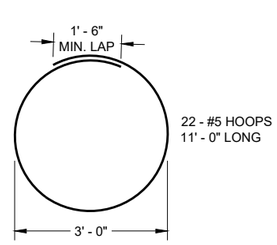
(4) (22) NO. 5 X 11'- 0" BAR STEEL REINFORCEMENT @ 8" MAX. C-C.

(5) (10) NO. 5 X 11' - 0" BAR STEEL HORIZONTAL REINFORCEMENT

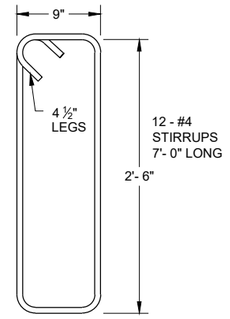
CONCRETE MASONRY.....fc = 3,500 p.s.i
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60.....fy = 60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55 (IN ACCORDANCE .....fy = 55,000 p.s.i.
WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATION)
TEMPLATES, ASTM A709, GRADE 36.....fy = 36,000 p.s.i.



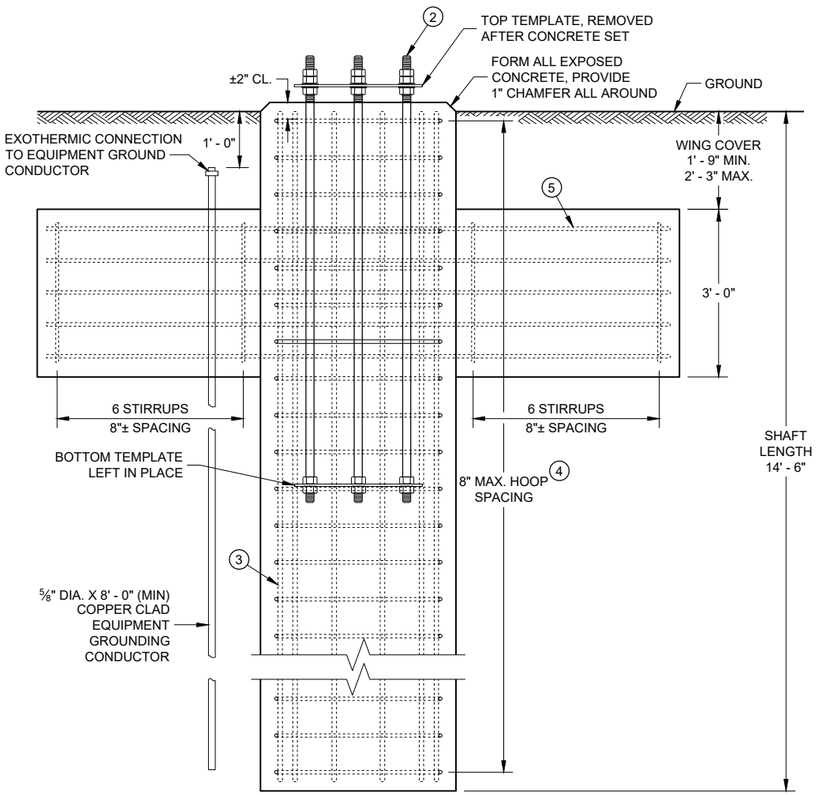
PLAN VIEW



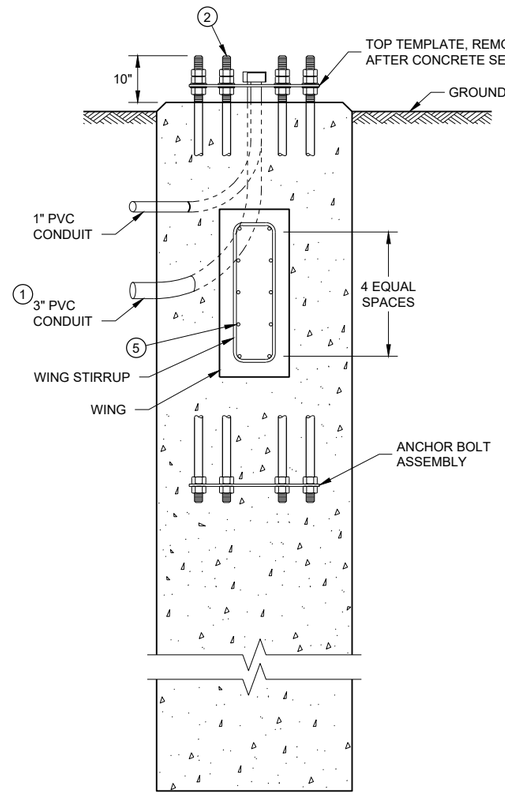
HOOP DETAIL



WING STIRRUP DETAIL



ELEVATION VIEW
(CONDUITS NOT SHOWN ON THIS VIEW FOR CLARITY)



(HOOPS AND VERTICAL SHAFT REINFORCEMENT NOT SHOWN ON THIS VIEW FOR CLARITY)

CONCRETE BASE, TYPE 13
(FOR TYPE 12, TYPE 13 AND OVER HEIGHT (OH) POLES)

CONCRETE = 6.3 CUBIC YARD
H.S. REINFORCEMENT = 635 LBS.

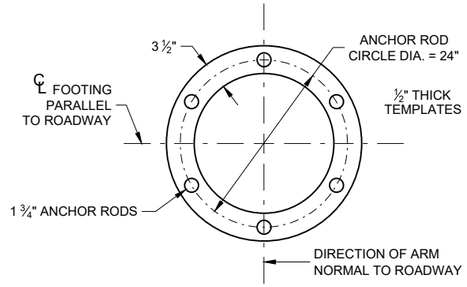
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE 9C13 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION

CONCRETE BASE TYPE 13

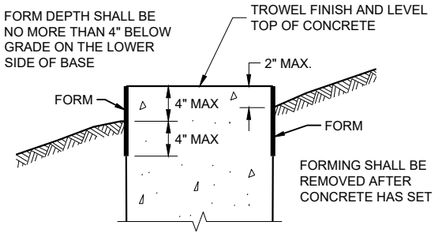
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

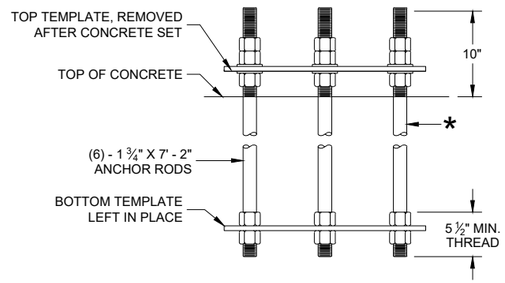
SDD 09C12 - 09a



TOP AND BOTTOM TEMPLATE



FORMING DETAIL



ANCHOR ROD ASSEMBLY DETAILS

* THREAD TOP 11" OF ANCHOR ROD FOR 3 NUTS AND 2 WASHERS AND BOTTOM 5 ½" FOR 2 NUTS PER ANCHOR ROD. HOT DIP GALVANIZE THE ENTIRE LENGTH OF THE ANCHOR ROD (ASTM A123) AND HOT DIP NUTS AND WASHERS (ASTM A153. USE ZINC COATED NUTS MANUFACTURED WITH SUFFICIENT ALLOWANCE TO ALLOW NUTS TO RUN FREELY ON THE THREADS.

CONCRETE BASE TYPE 13

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

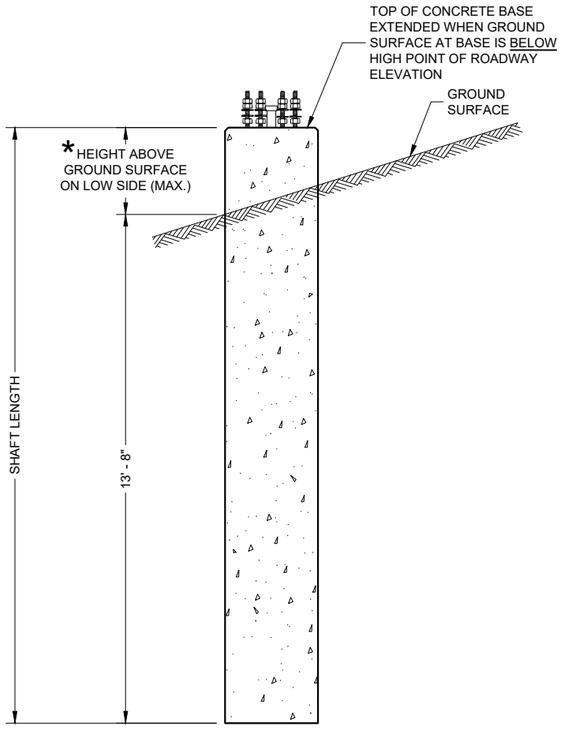
APPROVED
May 2017
DATE
/S/ Ahmet Demirbilek
WIND LOADED STRUCTU
PROGRAM LEADER
FHWA

6

SDD 09C12 - 09b

REINFORCEMENT AND CONCRETE QUANTITIES ADJUSTED FOR EXTENDED TYPE 10 CONCRETE BASE

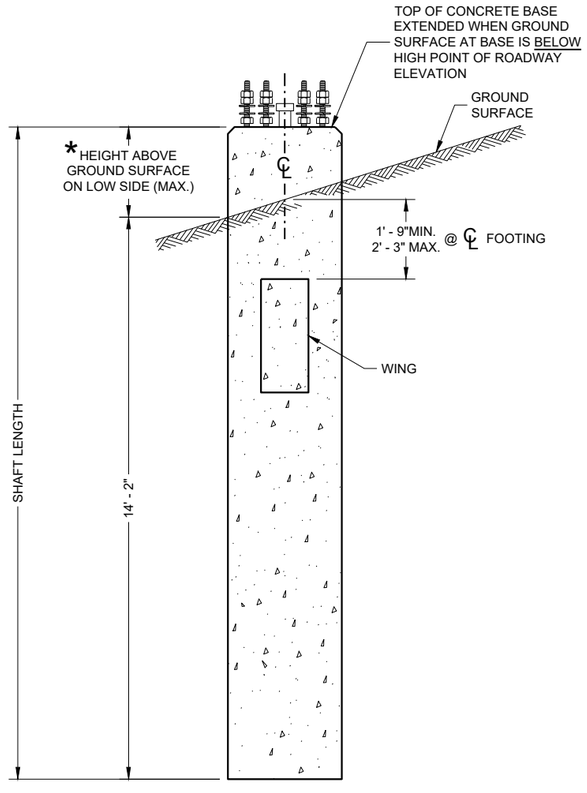
HEIGHT INCREASE REQUIRED	*HEIGHT ABOVE GROUND SURFACE ON LOW SIDE (MAX.)	SHAFT LENGTH	LENGTH OF #6 VERTICAL REINF.	NO. OF #4 HOOPS	CU. YD. OF CONCRETE	LBS. OF HOOP BAR STEEL	LBS. OF VERTICAL STEEL
>0" TO 6"	10"	14' - 6"	14' - 1"	16	2.6	78	127
>6" TO 1' - 0"	1' - 4"	15' - 0"	14' - 7"	16	2.7	78	131
>1' - 0" TO 1' - 6"	1' - 10"	15' - 6"	15' - 1"	17	2.8	83	136
>1' - 6" TO 2 - 0"	2' - 4"	16' - 0"	15' - 7"	17	2.9	83	141



CONCRETE BASE TYPE 10 (EXTENDED)

REINFORCEMENT AND CONCRETE QUANTITIES ADJUSTED FOR EXTENDED TYPE 13 CONCRETE BASE

HEIGHT INCREASE REQUIRED	*HEIGHT ABOVE GROUND SURFACE ON LOW SIDE (MAX.)	SHAFT LENGTH	LENGTH OF #6 VERTICAL REINF.	NO. OF #4 HOOPS	CU. YD. OF CONCRETE	LBS. OF H.S. BAR STEEL
>0" TO 6"	10"	15' - 0"	14' - 7"	16	6.5	447
>6" TO 1' - 0"	1' - 4"	15' - 6"	15' - 1"	16	6.6	454
>1' - 0" TO 1' - 6"	1' - 10"	16' - 0"	15' - 7"	17	6.8	469
>1' - 6" TO 2 - 0"	2' - 4"	16' - 6"	16' - 1"	17	7.0	476



CONCRETE BASE TYPE 13 (EXTENDED)

CONCRETE BASE TYPE 10 AND TYPE13 EXTENSION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/26/2013
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 489

FHWA

6

SDD 09C13 - 02

GENERAL NOTES

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

THE CONTRACTOR IS RESPONSIBLE FOR MAKING THEIR OWN DETERMINATION AS TO THE TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

BASES (SHAFT) SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING. A STEEL CASING OR CORRUGATED METAL PIPE IS ALLOWED TO REMAIN. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BASE IN LAYERS OF ONE FOOT OR LESS.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

ANY DAMAGE TO THE CONCRETE BASE AND ANCHOR RODS DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE ENGINEER'S DIRECTION, AT THE EXPENSE OF THE CONTRACTOR.

THE REINFORCEMENT AND ANCHOR RODS SHALL BE ADEQUATELY SUPPORTED IN THE PROPER POSITIONS SO NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT.

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR RODS STICK OUT ABOVE TOP OF CONCRETE FOOTING BASE PER THIS SHEET.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

WELDING OF ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

FORM ALL EXPOSED CONCRETE CORNERS WITH 1" CHAMFER ALL AROUND. TOP OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 TIMES THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 4 ½" INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NON-METALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

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 OF CABLE OR WIRE.

WHEN REQUIRED TO CONNECT NON-METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

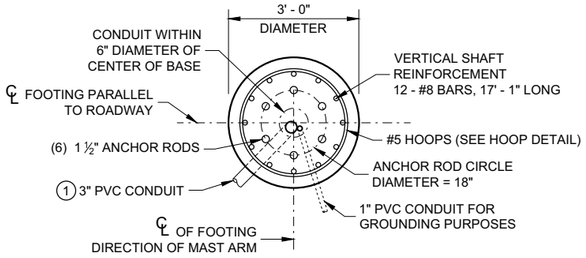
A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

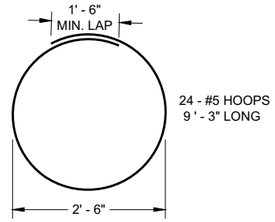
THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES (GREATER THAN 36 INCHES IF INSTALLED IN BREAKER RUN) EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

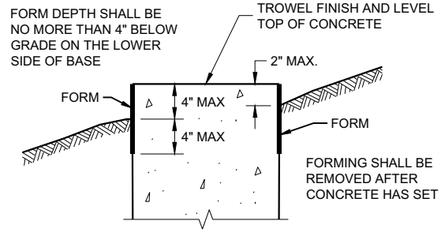
CONCRETE MASONRY.....fc = 3,500 p.s.i
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60.....fy = 60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55 (IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATION).....fy = 55,000 p.s.i.
TEMPLATES, ASTM A709, GRADE 36.....fy = 36,000 p.s.i.



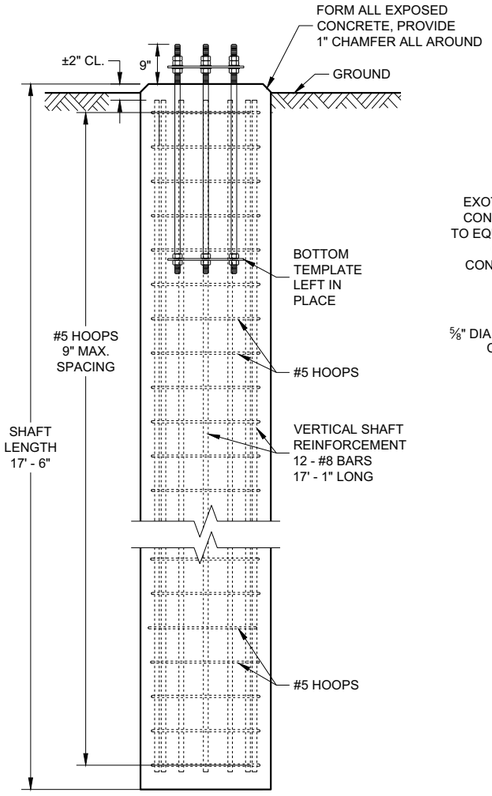
PLAN VIEW



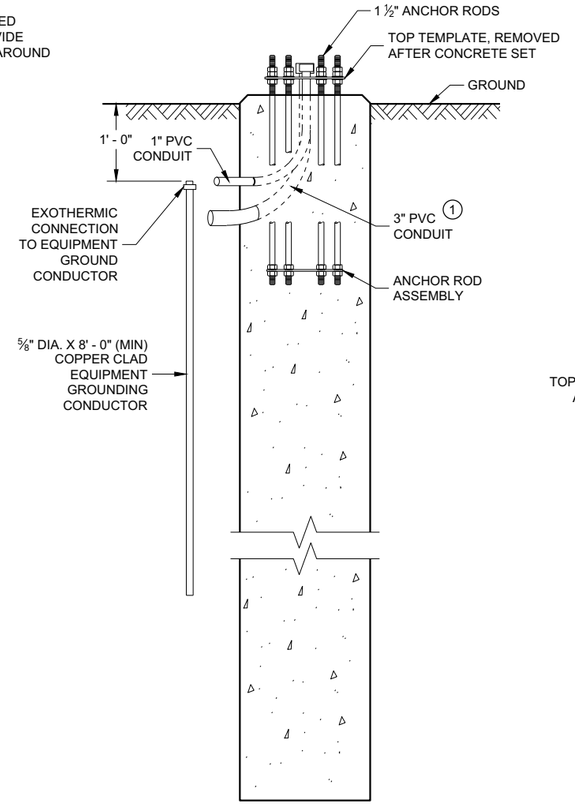
HOOP DETAIL



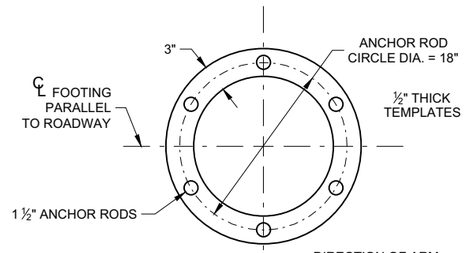
FORMING DETAIL



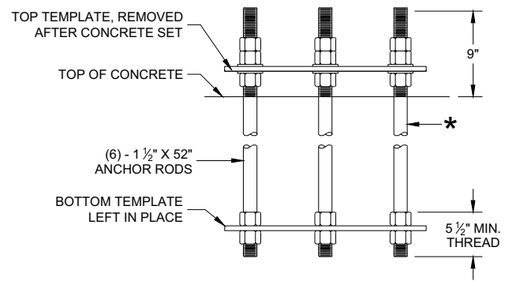
ELEVATION VIEW
(CONDUITS NOT SHOWN ON THIS VIEW FOR CLARITY)



SIDE VIEW
(HOOPS AND VERTICAL SHAFT REINFORCEMENT NOT SHOWN ON THIS VIEW FOR CLARITY)



TOP AND BOTTOM TEMPLATE



ANCHOR ROD ASSEMBLY DETAILS

* THREAD TOP 10" OF ANCHOR ROD FOR 3 NUTS AND 2 WASHERS AND BOTTOM 5 ½" FOR 2 NUTS PER ANCHOR ROD. HOT DIP GALVANIZE THE ENTIRE LENGTH OF THE ANCHOR ROD (ASTM A123) AND HOT DIP NUTS AND WASHERS (ASTM A153. USE ZINC COATED NUTS MANUFACTURED WITH SUFFICIENT ALLOWANCE TO ALLOW NUTS TO RUN FREELY ON THE THREADS.

CONCRETE BASE, TYPE 10 SPECIAL
(FOR TYPE 9 SPECIAL AND TYPE 10 SPECIAL POLES)

CONCRETE = 4.6 CUBIC YARD
H.S. REINFORCEMENT = 779 LBS.

FOR USE WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION.

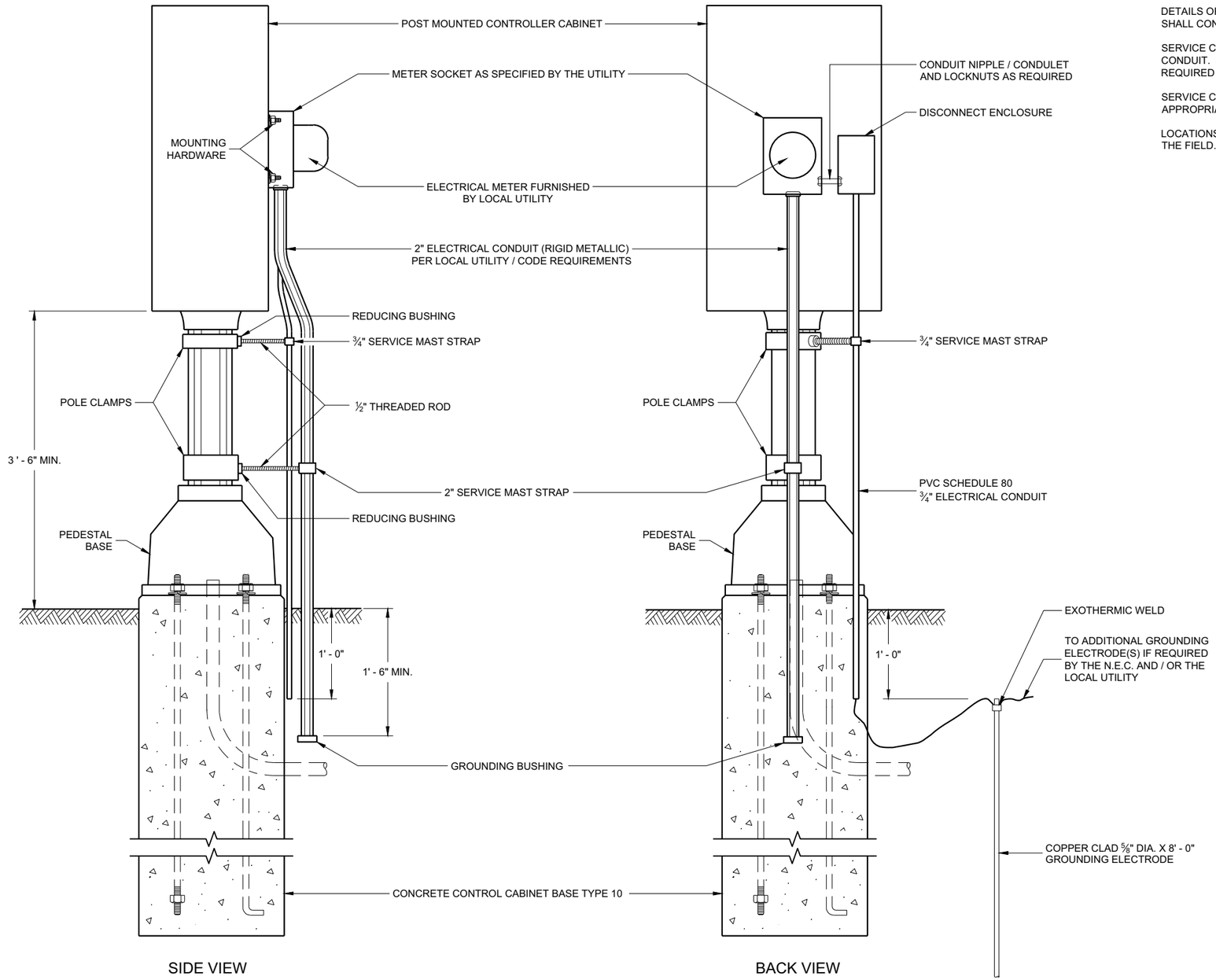
CONCRETE BASE TYPE 10 SPECIAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020 — DATE
/S/ Alex Crabtree — WIND LOADED STRUCTU PROGRAM LEADER
FHWA

6

SDD 09C15 - 01



POST MOUNTED CONTROLLER SERVICE INSTALLATION

GENERAL NOTES

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

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID STEEL OR SCHEDULE 80 PVC ELECTRICAL CONDUIT. NIPPLES AND/OR CONDULETS, WITH LOCK NUTS AND GROUNDING BUSHINGS AS REQUIRED BY THE N.E.C. OR THE LOCAL UTILITY.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AS REQUIRED AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED ELECTRICAL CODE.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS UNLESS DETERMINED BY THE ENGINEER IN THE FIELD.

POST MOUNTED CONTROLLER SERVICE INSTALLATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

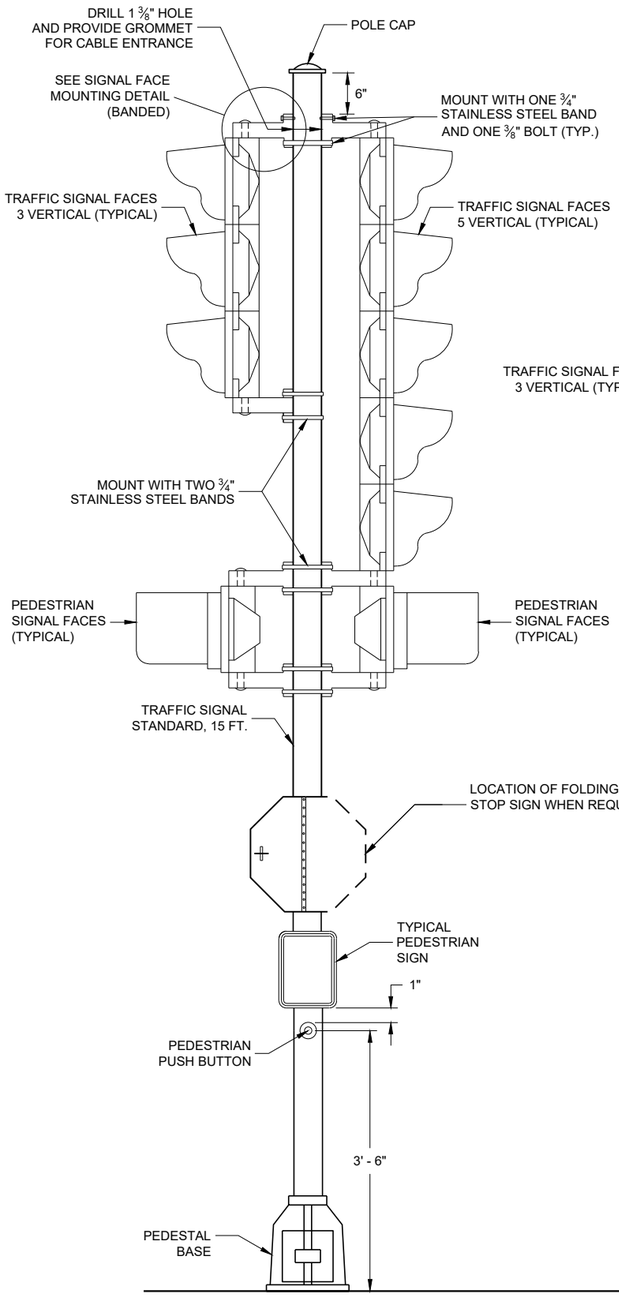
APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

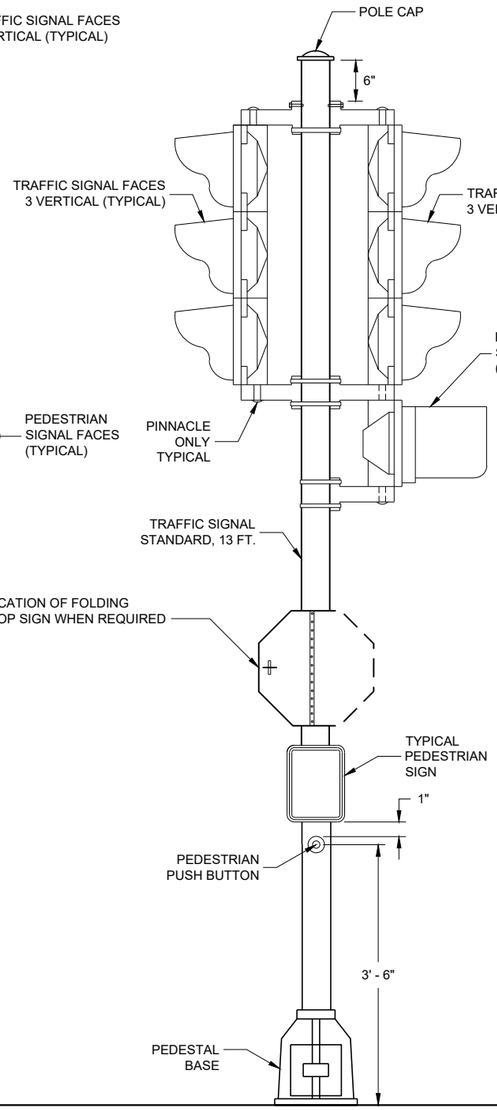
FHWA

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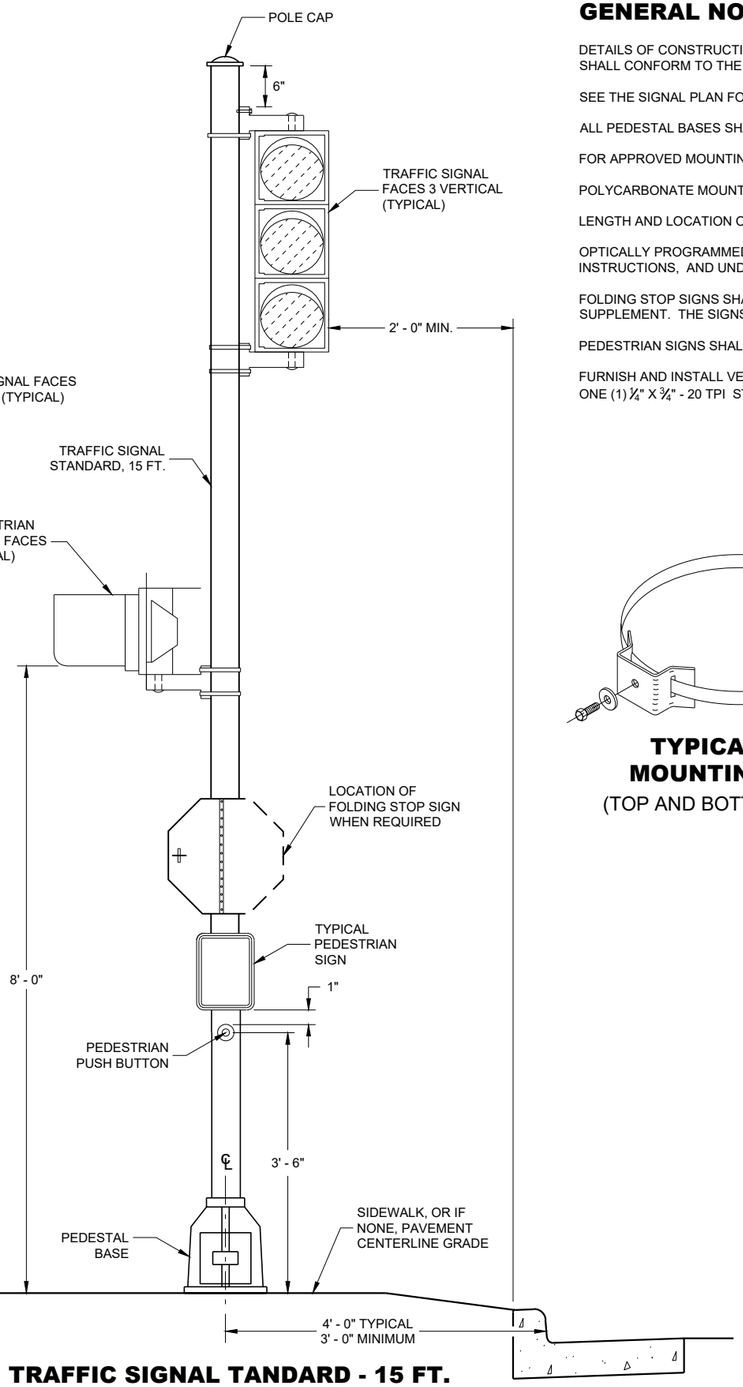
SDD 09D03 - 03



TRAFFIC SIGNAL STANDARD - 15 FT.



TRAFFIC SIGNAL STANDARD - 13 FT.



TRAFFIC SIGNAL TANDARD - 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.

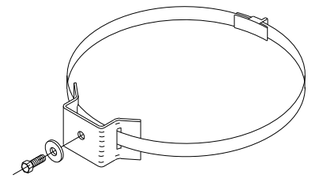
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE REGION TRAFFIC ENGINEER.

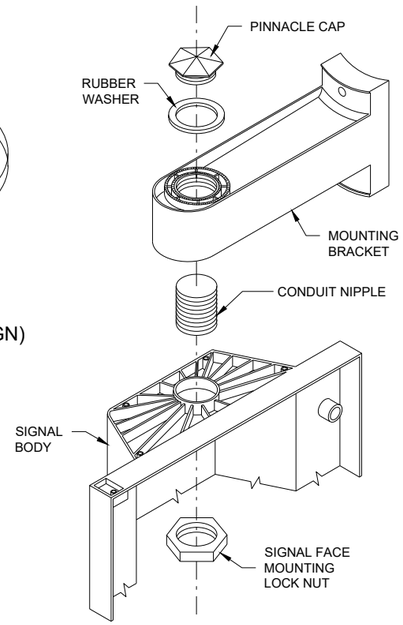
FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) 1/4" X 3/4" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



SIGNAL FACE MOUNTING DETAIL (BANDED)

TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.

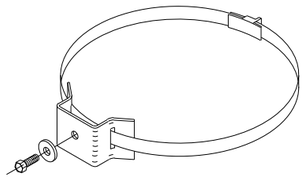
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/28/2013
DATE

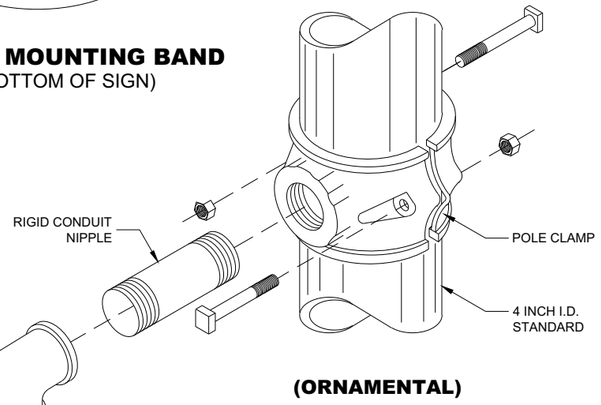
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 492

FHWA

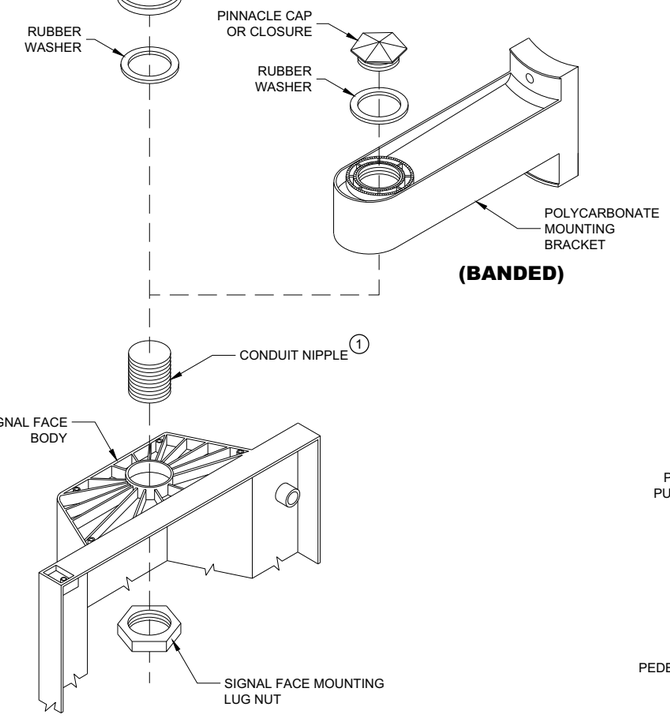
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SDD 09E06 - 05



TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)

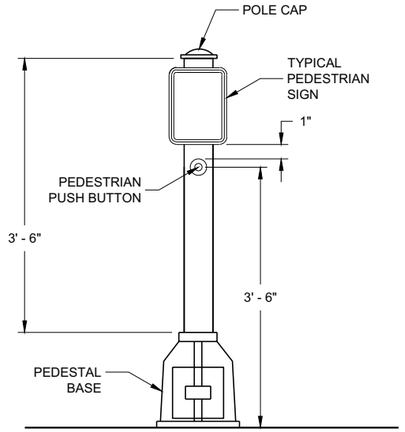


(ORNAMENTAL)



(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.

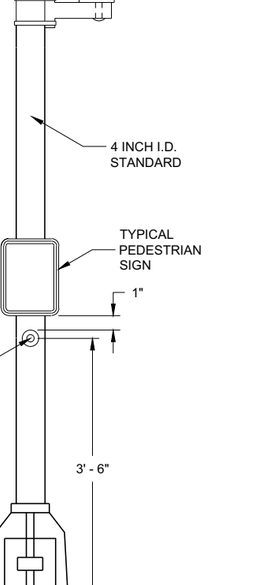
LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE REGION TRAFFIC ENGINEER).

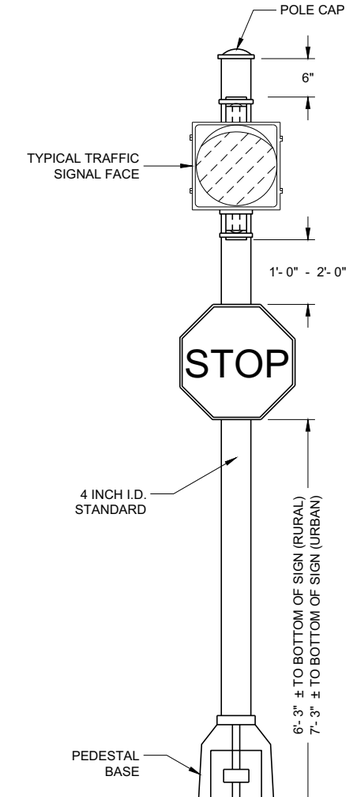
PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

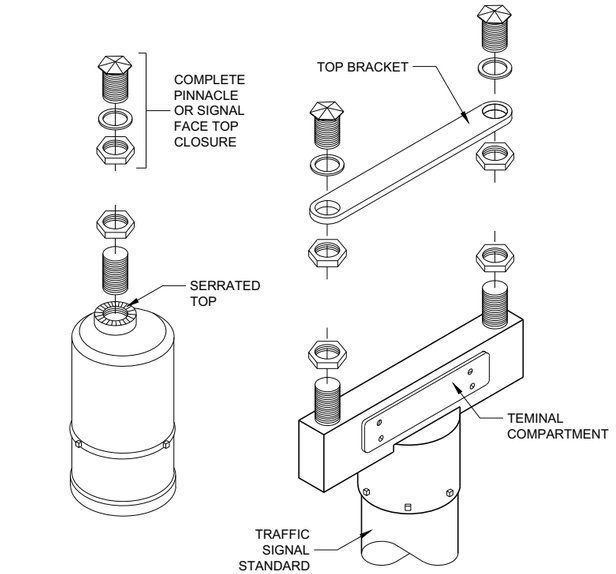
(1) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE 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

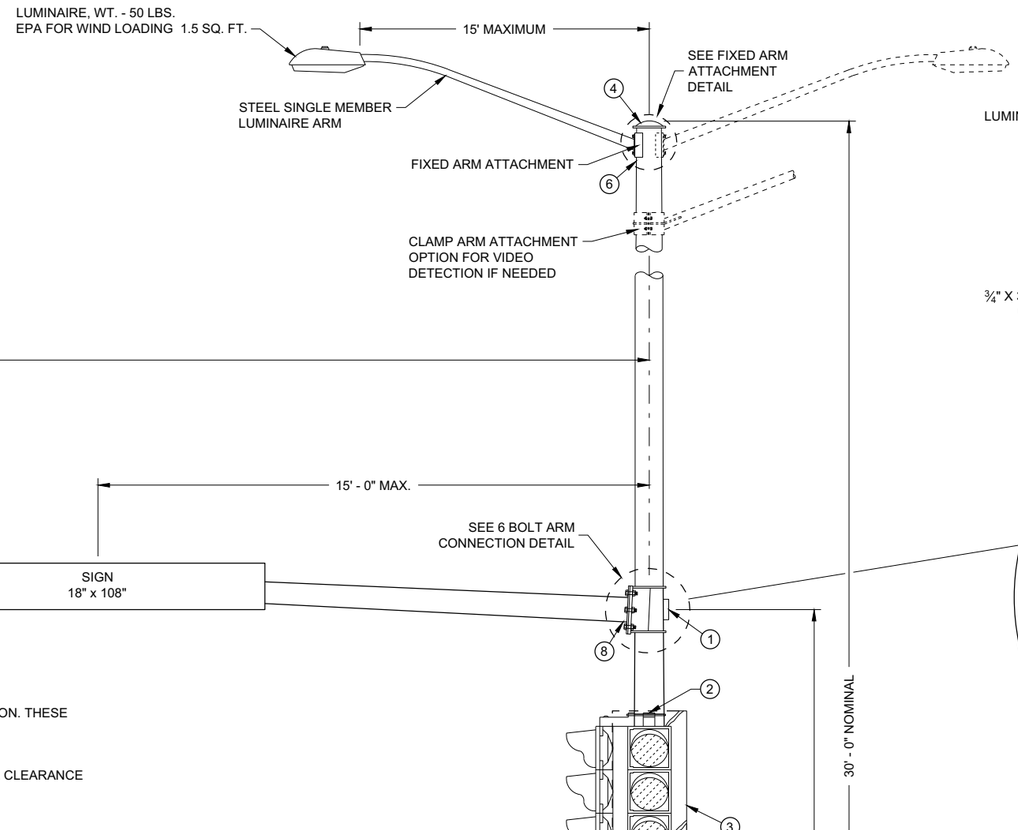
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 493

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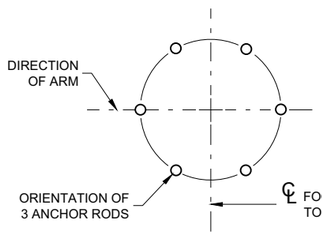
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SDD 09E07 - 06

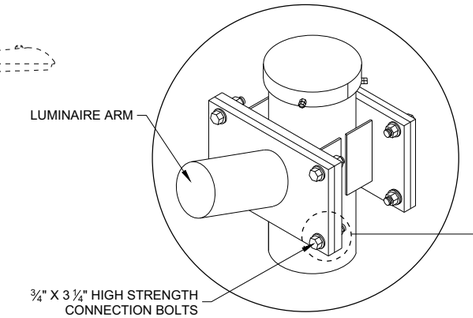


* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

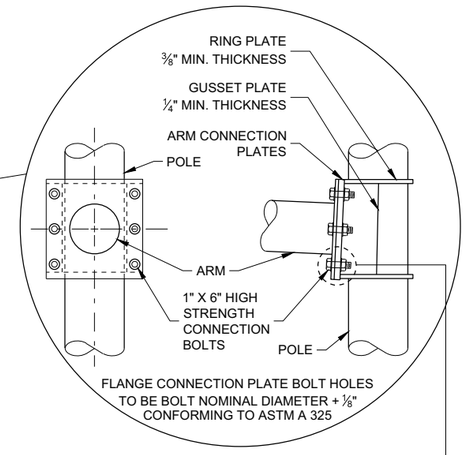
** SIGNALS MAY BE ADJUSTED ±1' - 0" MAXIMUM TO ACCOMMODATE FOR VERTICAL CLEARANCE



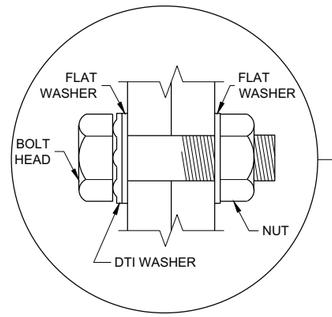
ANCHOR ROD LOCATION



FIXED ARM ATTACHMENT DETAIL



6 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL

TYPE 10 POLE
15' - 30' MONOTUBE ARM
(MAXIMUM LOAD)

TYPE 10 POLE
15' - 30' MONOTUBE ARM

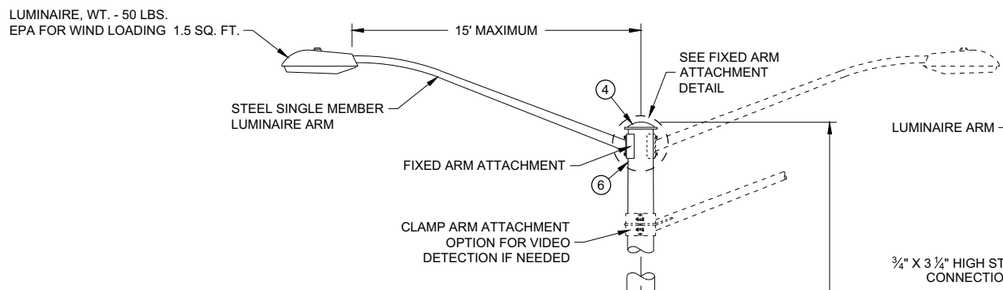
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

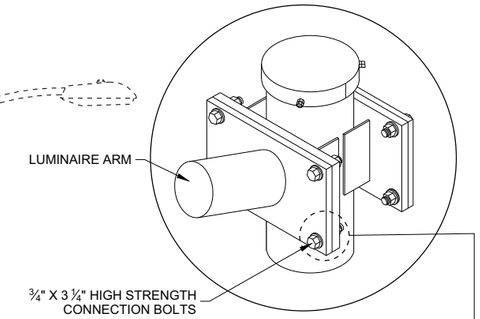
APPROVED
August 2020
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 494

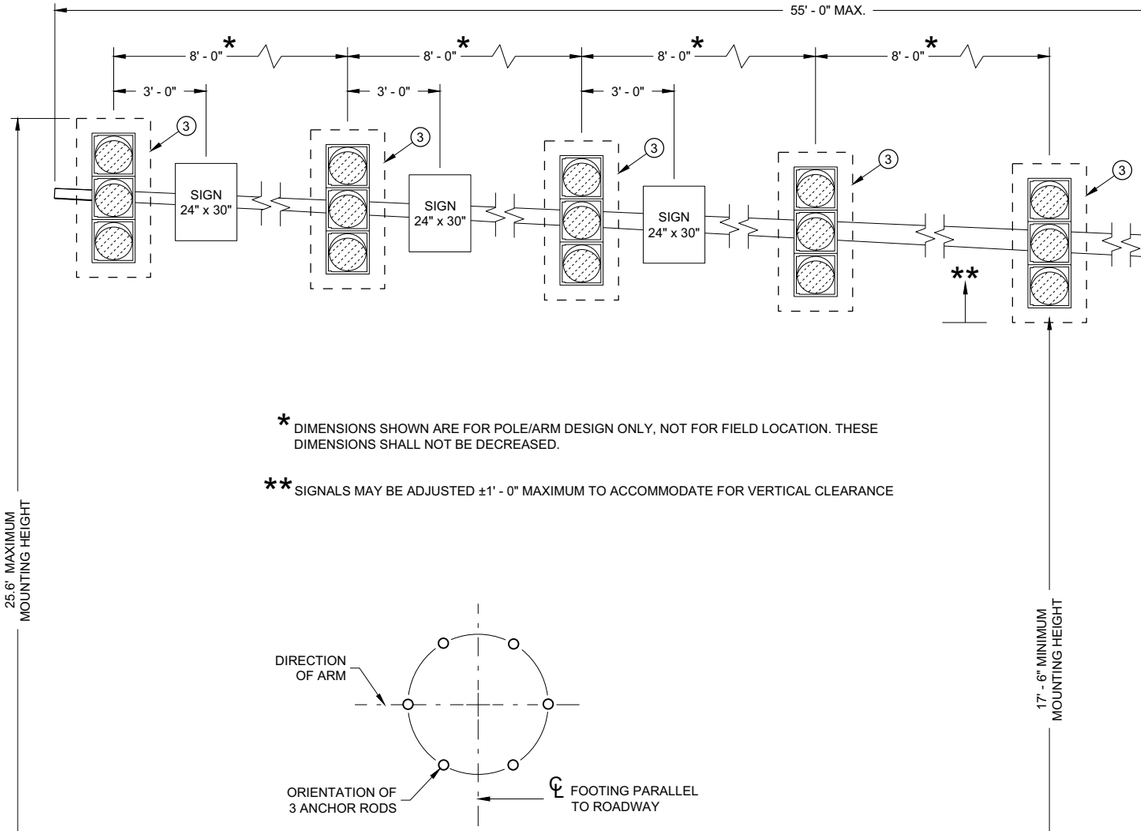
FHWA

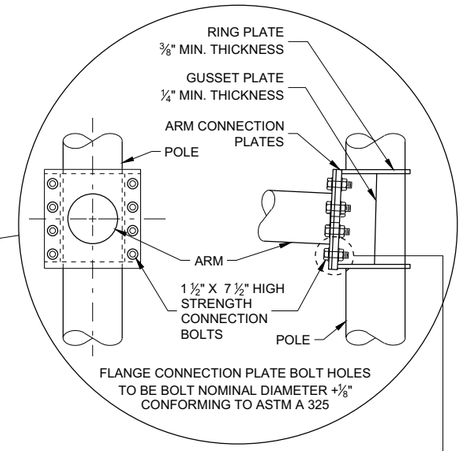
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SDD 09E08 - 09e



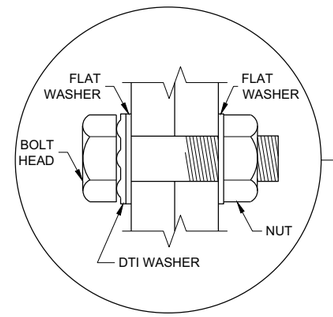


FIXED ARM ATTACHMENT DETAIL





8 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL

* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

** SIGNALS MAY BE ADJUSTED ±1' - 0" MAXIMUM TO ACCOMMODATE FOR VERTICAL CLEARANCE

ANCHOR ROD LOCATION

TYPE 13 POLE
35' - 55' MONOTUBE ARM
(MAXIMUM LOAD)

TYPE 13 POLE
35' - 55' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 495

FHWA

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SDD 09E08 - 09j

GENERAL NOTES

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

POLE TYPES 9 AND 10 ARE FOR ARM LENGTHS 15 FOOT TO 30 FOOT.

POLE TYPES 9 SPECIAL AND 10 SPECIAL ARE FOR ARM LENGTHS 35 FOOT, 40 FOOT, AND 45 FOOT.

POLE TYPES 12 AND 13 ARE FOR ARM LENGTHS 35 FOOT TO 55 FOOT.

MONOTUBE POLES AND ARMS SHALL BE GALVANIZED STEEL.

RING STIFFENED BUILT UP BOX TYPE OF ATTACHMENT FOR TRAFFIC SIGNAL ARM.

ONE PIECE POLE CONSTRUCTION (NO WELDED POLE SECTIONS).

STANDARD STRAIGHT ARM DESIGN (3% ± RISE).

SECTION 657, POLES OF THE STANDARD SPECIFICATION SHALL APPLY TO THIS DRAWING.

PROVIDE WIREWAY THRU POLE WALL AND ARM CONNECTION PLATES. PROVIDE ROUND, SMOOTH INSIDE SURFACE.

MANUFACTURER'S SUBMITTED POLE DESIGNS AND DRAWINGS SHALL BE SIGNED AND STAMPED BY A REGISTERED PROFESSIONAL ENGINEER AND CERTIFIED AS BEING IN COMPLIANCE WITH THE AASHTO "LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNAL 2015 1ST EDITION (INCLUDING INTERIM REVISIONS)" AND ALL PERTINENT WISDOT SPECIFICATIONS AND DRAWINGS FOR THE LIGHTING STRUCTURES AS FOLLOWS:

CATEGORY III FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 AND TYPE 10 STRUCTURES.

CATEGORY II FATIGUE LOADS OF TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 SPECIAL AND TYPE 10 SPECIAL STRUCTURES. IN LIEU OF DESIGNING FOR GALLOPING, A VIBRATION DAMPER MITIGATION DEVICE IS REQUIRED TO BE SUPPLIED AND INSTALLED AT THE END OF THE MAST ARM.

CATEGORY II FATIGUE FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE12 AND TYPE 13 STRUCTURES.

115 MPH (700 YEAR MRI BASIC WIND SPEED).

SECURE THE OPENING BELOW THE BASE PLATE WITH STAINLESS STEEL OR GALVANIZED STEEL MESH AND SECURE THE MESH WITH ¾" STAINLESS STEEL BANDING AROUND THE LEVELING NUTS.

INDENT PRINT (NOMINAL ½" HIGH) THE POLE LENGTH AND FIRST TWO LETTERS OF THE MANUFACTURERS NAME ON TWO SIDES OF THE BASE PLATE 180 DEGREES APART, BEFORE GALVANIZING. THE ARM SHALL BE IDENTIFIED WITH THE SAME INFORMATION BY INDENT PRINT.

SIGNAL FACE SHALL BE MOUNTED 6 INCHES (NOMINAL) FROM THE END OF THE MONOTUBE ARM OR AS SHOWN ON THE PLAN CONSTRUCTION DETAIL OR A S DIRECTED BY THE PROJECT ENGINEER/ELECTRICAL OPERATIONS PERSONNEL. MOUNT ALL LIKE HEAD AT SAME ELEVATION.

SIGN MOUNTING BRACKETS SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 637 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.

(1) DESIGN FOR MAXIMUM ALLOWABLE HAND HOLE WITH COVER ASSEMBLY WITH TWO ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLTS.

(2) SIGNAL MOUNTING BRACKETS FOR POLE MOUNTING, MOUNT WITH CAP SCREW AND BANDING (SEE SPECIFICATION SECTION 658).

(3) SECURELY MOUNT BACK PLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURERS RECOMMENDATIONS.

(4) THE TOP OF THE POLE SHAFT AND THE MONOTUBE ARM SHALL BE EQUIPPED WITH A REMOVABLE, VENTILATED CAP HELD SECURELY IN PLACE WITH SET SCREWS.

(5) FACTORY WELDED BRACKET FOR GROUNDING LUG, OPPOSITE HAND HOLD, (LUG AND HARDWARE PAID UNDER SEPARATE ITEM). PROVIDE HOLE IN BRACKET FOR ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLT.

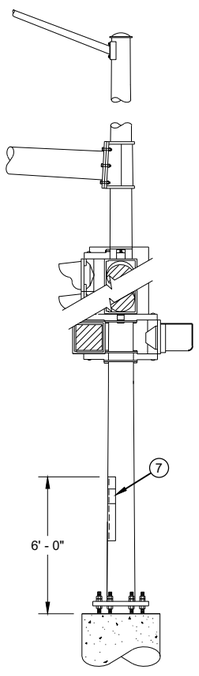
(6) FACTORY WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL STRUCTURAL IDENTIFICATION PLAQUES.

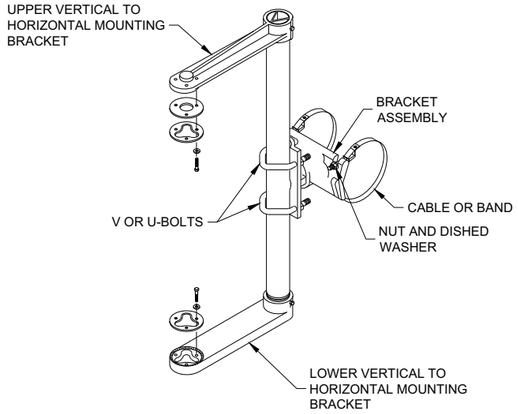
STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

MOUNTING HEIGHT SHALL BE 6' - 0" ABOVE THE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL BE OBSTRUCTED.

(8) FACTORY DRILLED ½" DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.



STRUCTURAL IDENTIFICATION PLAQUE PLACEMENT

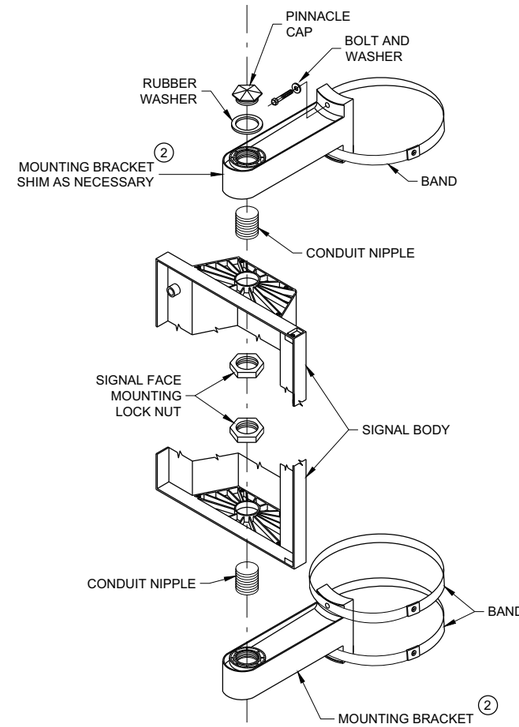


SIGNAL FACE MOUNTING BRACKET DETAIL FOR MONOTUBE ARM

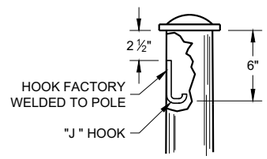
(MOUNT PER MANFACTURER'S RECOMMENDATION)

TYPICAL GROUNDING (5) CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



SIGNAL FACE VERTICAL MOUNTING DETAIL



TYPICAL "J" HOOK (6) WIRE SUPPORT

GENERAL NOTES AND HARDWARE FOR TYPES 9,10, 9/10 SPECIAL, 12 AND 13 POLES WITH MONOTUBE ARMS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGINEER

496

FHWA

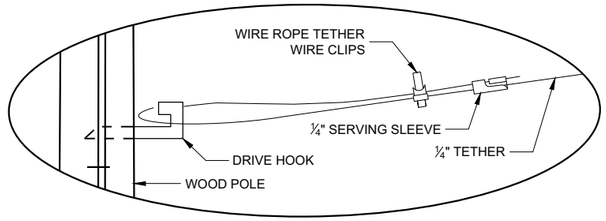
6

SDD 09E08 - 09k

6

SDD 09E08 - 09k

MINIMUM POLE LENGTHS	POLE BURIAL DEPTHS
25'	5'
30'	6'
35'	7'
40'	8'
45'	9'

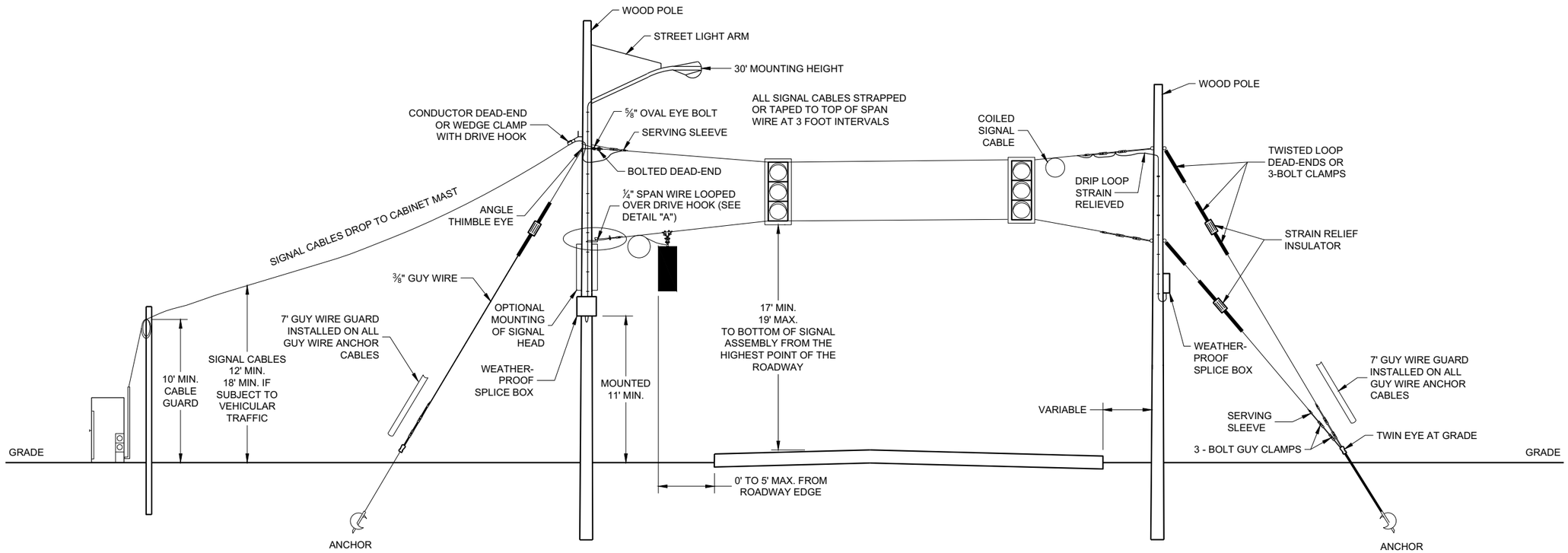


DETAIL "A"

GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.
2. SIGNAL FACES:
   - A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   - B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   - C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   - D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
3. SPAN WIRE:
   - A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED
   - B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   - C. THE SIGNAL ASSEMBLY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



SPAN WIRE
TEMPORARY SIGNALS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015 — DATE
/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI 497

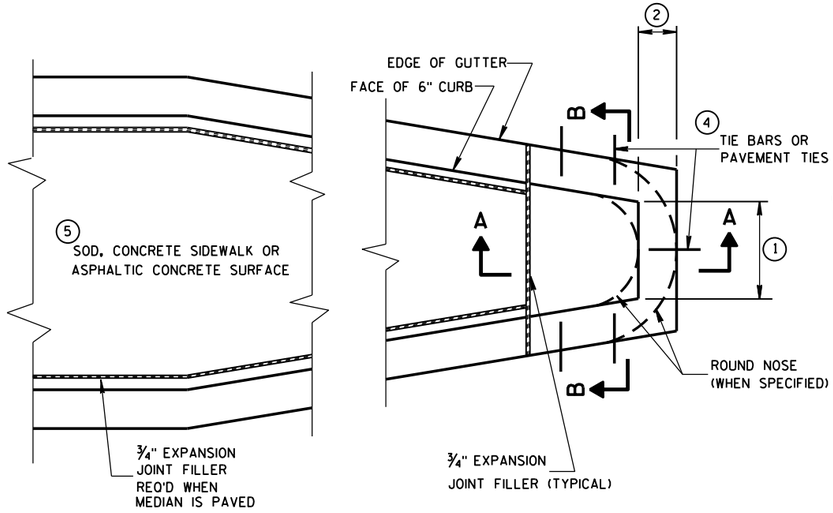
FHWA

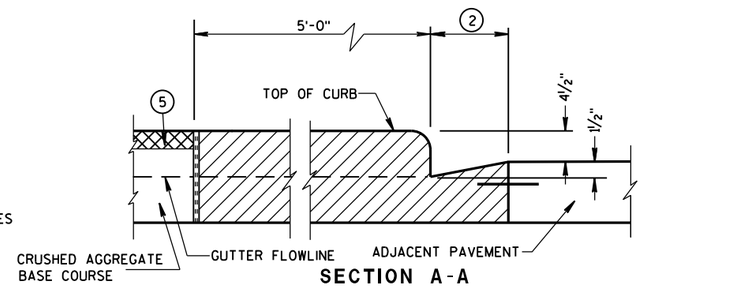
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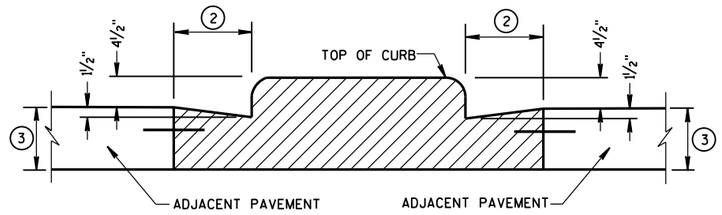
SDD09G01 - 04a

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SECTION A-A



SECTION B-B

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.

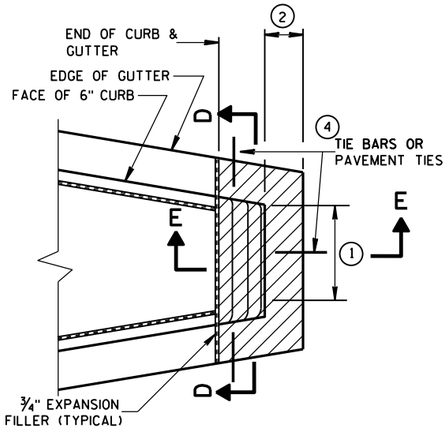
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

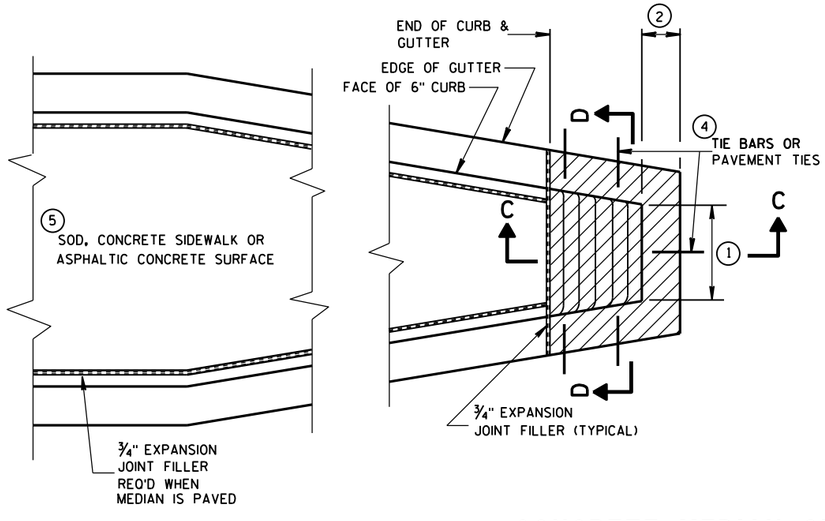
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(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.

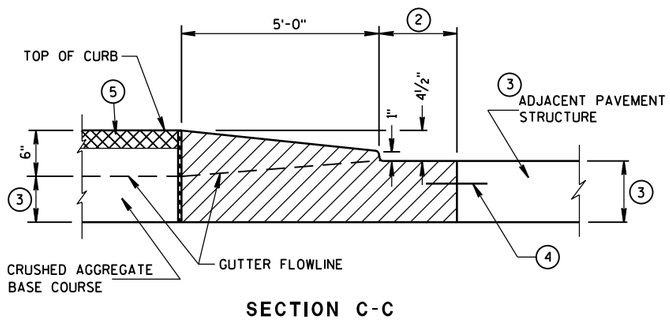
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

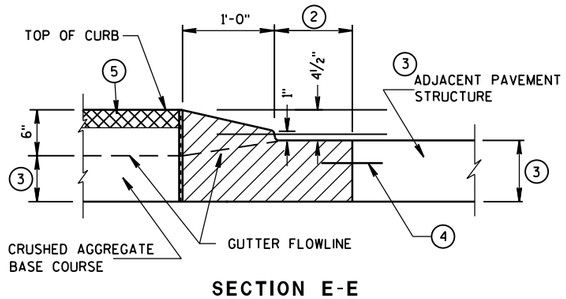




CONCRETE MEDIAN SLOPED NOSE TYPE 1

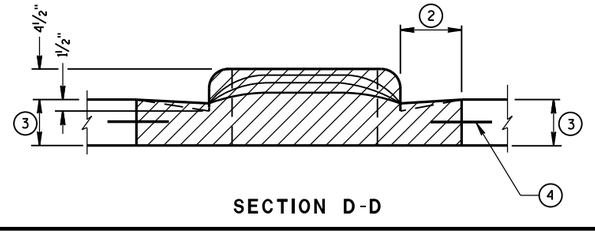


SECTION C-C



SECTION E-E

CONCRETE MEDIAN SLOPED NOSE TYPE 2



SECTION D-D

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

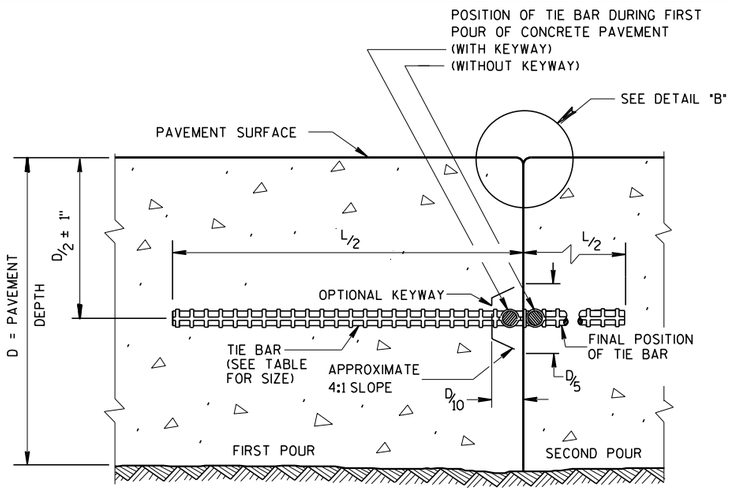
APPROVED
6/8/2006
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS D ENGINEER
FHWA

6

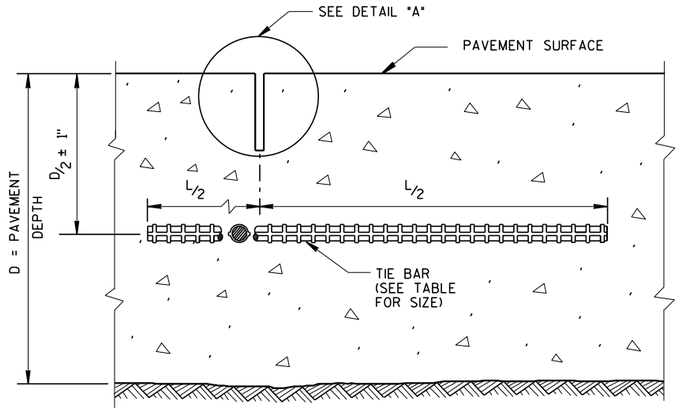
S.D.D. 11 B 2-2

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S.D.D. 11 B 2-2



CONSTRUCTION JOINT



SAWED JOINT

GENERAL NOTES

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

PLAN VIEW

SECTION A-A

LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

DETAIL "A"

DETAIL "B"

DETAIL "C"

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Peter Kemp PE — PAVEMENT SUPE
FHWA

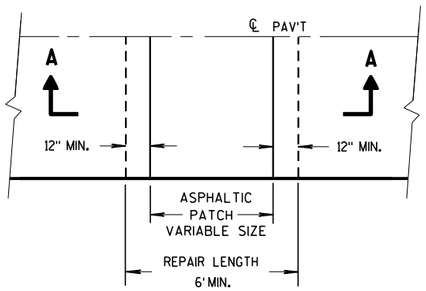
GENERAL NOTES

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.

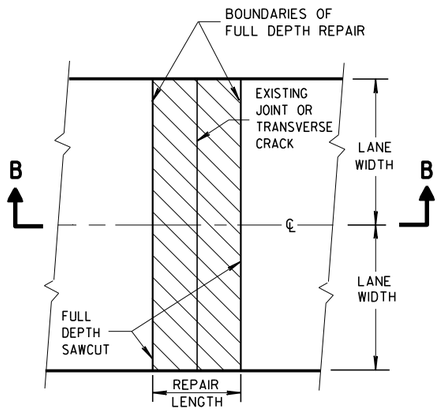
PROVIDE A 6-FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREAS TO ADJACENT TRANSVERSE JOINT OR CRACK IN THE SAME LANE.

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.

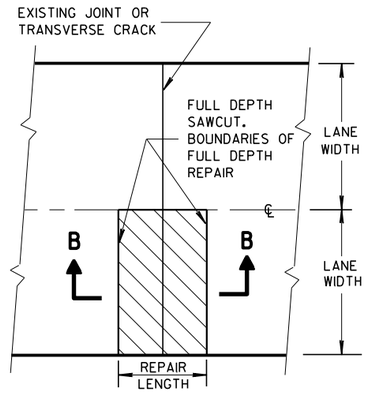
(1) DOWEL BARS MIGHT NOT EXIST.



PLAN VIEW

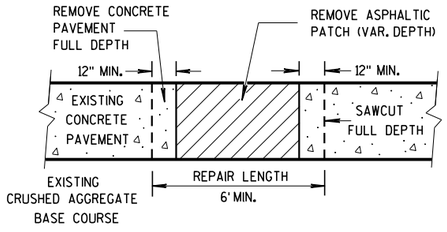


PLAN VIEW
(DOUBLE LANE REPAIR)



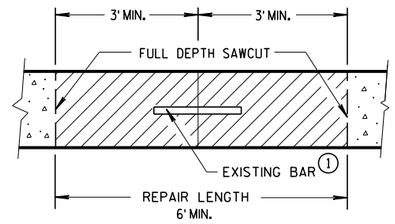
PLAN VIEW
(SINGLE LANE REPAIR)

FULL DEPTH CONCRETE PAVEMENT REMOVAL



SECTION A-A

HMA PATCH REMOVAL



SECTION B-B

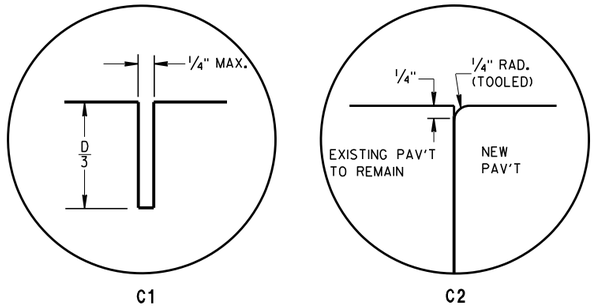
CONCRETE REMOVAL

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 13 C 9-15a



C1 C2

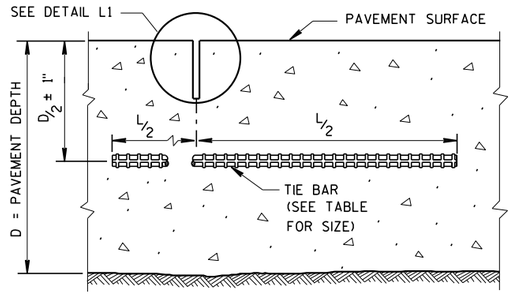
TRANSVERSE JOINTS

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24"**

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.



SECTION C-C

SAWED LONGITUDINAL JOINT

GENERAL NOTES

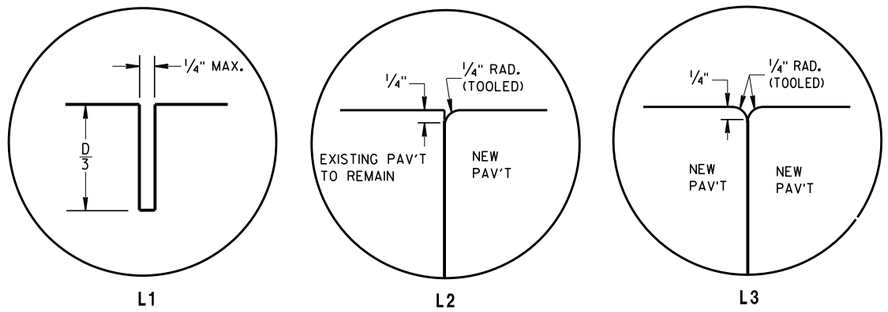
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

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.

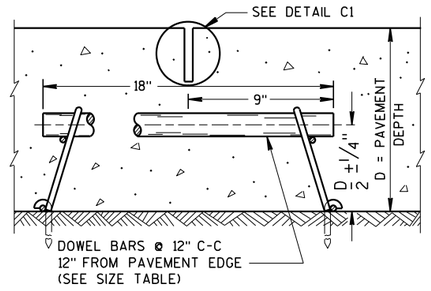
FOR MULTI-LANE CONCRETE PAVEMENT REPLACEMENTS, PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM ALL TRANSVERSE JOINTS OR EDGES OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

(1) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.



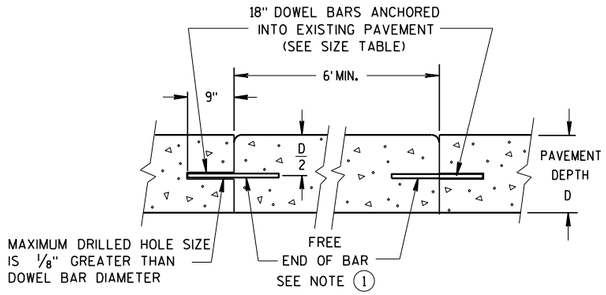
L1 L2 L3

LONGITUDINAL JOINTS

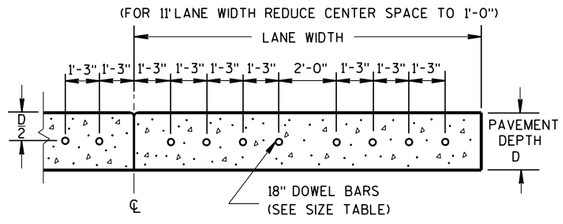


SECTION F-F

CONTRACTION JOINT



SECTION D-D

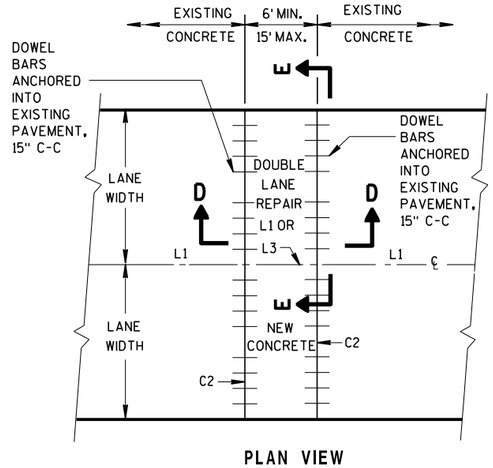


SECTION E-E

DRILLED DOWEL BAR CONSTRUCTION JOINT

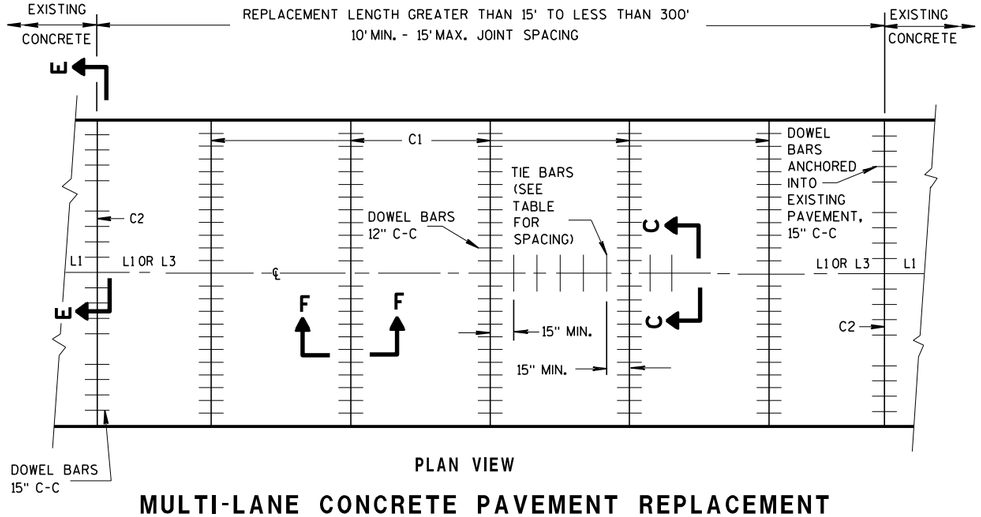
PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

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



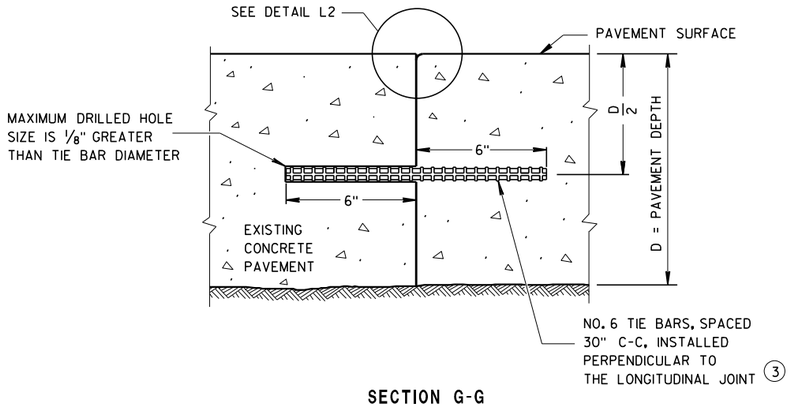
PLAN VIEW

MULTI-LANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

6

S.D.D. 13 C 9-15b



SECTION G-G

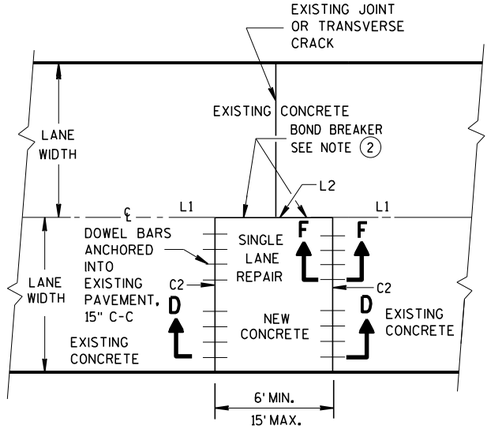
TIE BARS ANCHORED INTO EXISTING PAVEMENT

GENERAL NOTES

(1) WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, THE CONTRACTOR MAY INSTALL DRILLED TIE BARS ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES IN A HOLE OF SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.

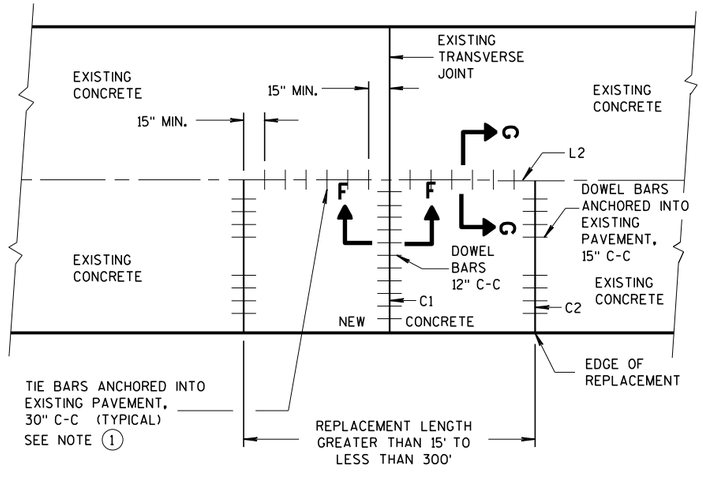
(2) USE AN ENGINEER-APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE REPAIRS UP TO 15 FEET IN LENGTH.

(3) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

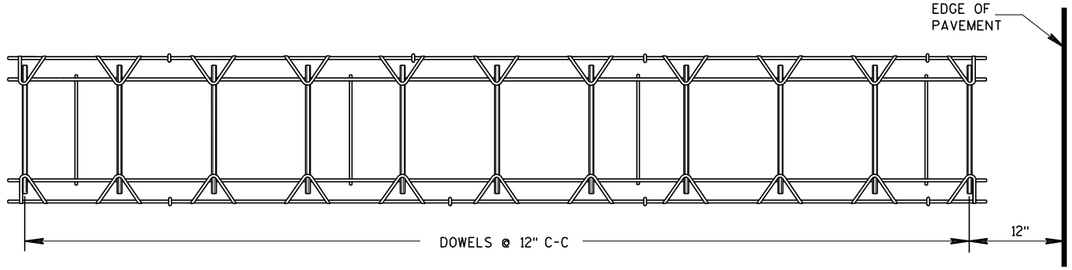
SINGLE LANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Peter Ken... — PAVEMENT SUPE...
FHWA

6
S.D.D. 13 C 9-15c

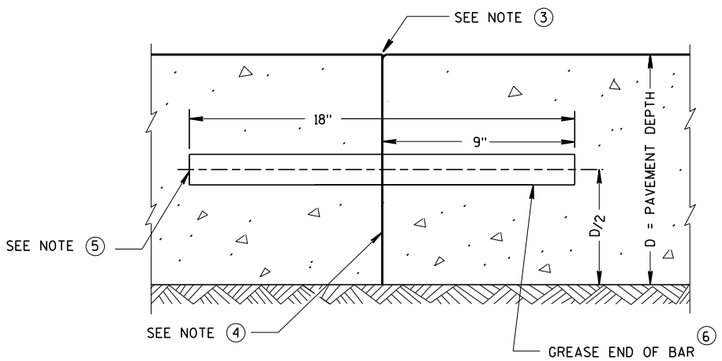


PLAN VIEW

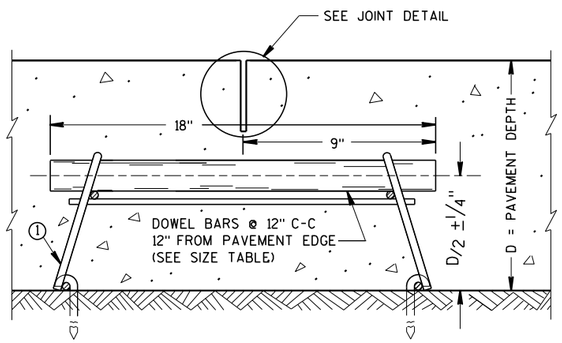


SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY ①



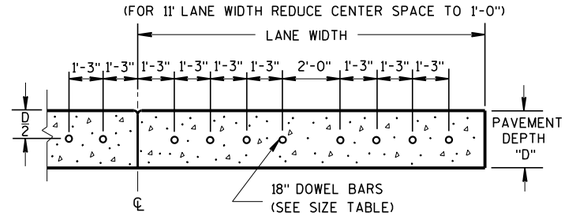
TRANSVERSE CONSTRUCTION JOINT



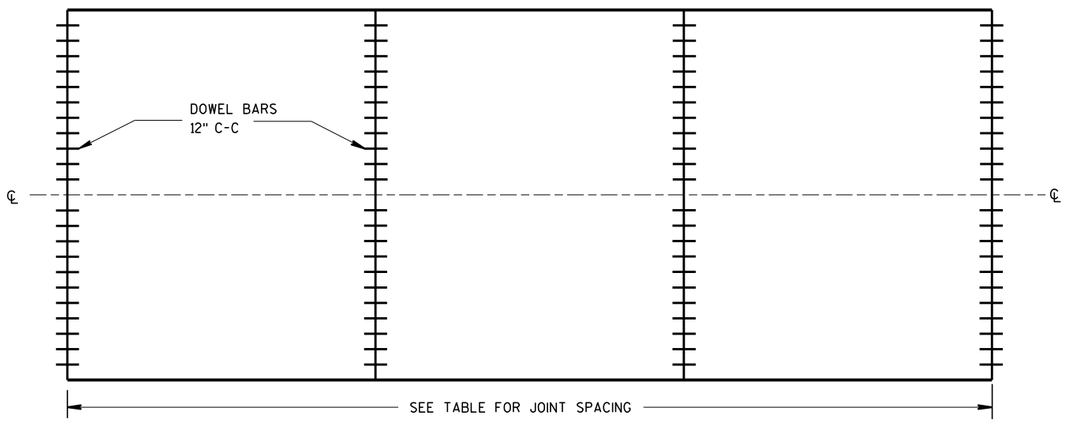
DOWELED CONTRACTION JOINT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9", 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'



DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦



CONTRACTION JOINT LOCATIONS

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES AND A MAXIMUM OF 18 INCHES FROM THE LONGITUDINAL JOINT AND THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

① OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTING CONTRACTION JOINTS.

② SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

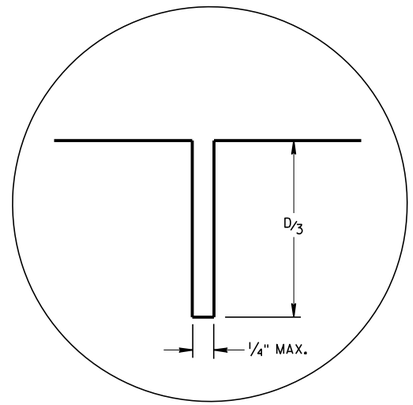
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼-INCH RADIUS AT FORMED JOINTS.

④ PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

⑤ INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO *DRILLED DOWEL BAR CONSTRUCTION JOINT* DETAIL.

⑥ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

⑦ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



JOINT DETAIL

URBAN DOWELED CONCRETE PAVEMENT

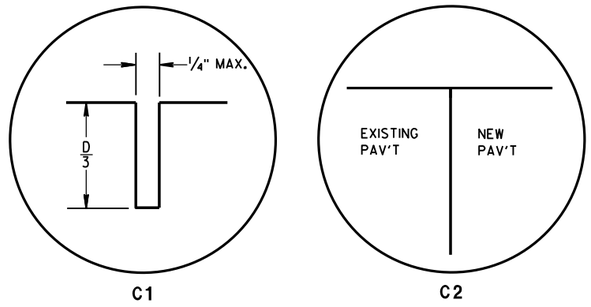
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

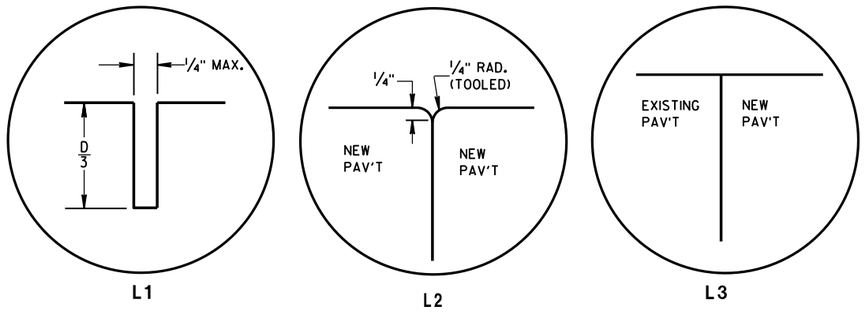
/S/ Peter Kemp P.E.
PAVEMENT SUP

503

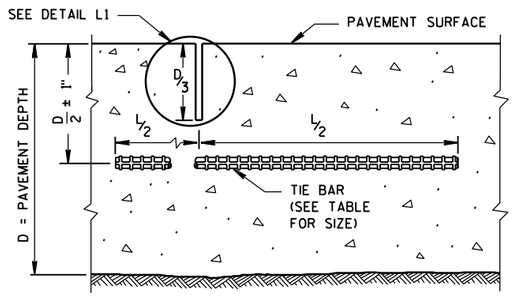
FHWA



TRANSVERSE JOINTS

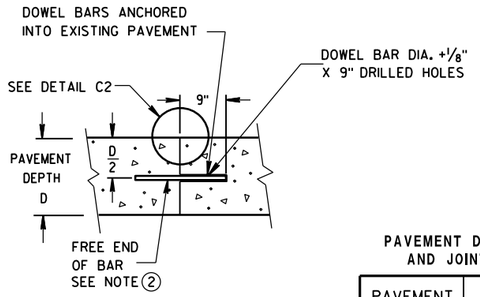


LONGITUDINAL JOINTS



SECTION C-C

SAWED JOINT



SECTION D-D

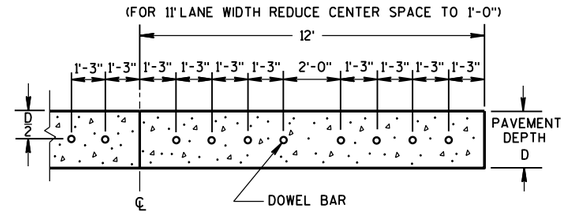
GENERAL NOTES

ANCHOR TIE BARS AND DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY.

PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM AN EXISTING TRANSVERSE JOINT OR THE EDGE OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

(1) INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

(2) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.



SECTION E-E

SPACING OF DOWEL BARS ANCHORED INTO EXISTING PAVEMENT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

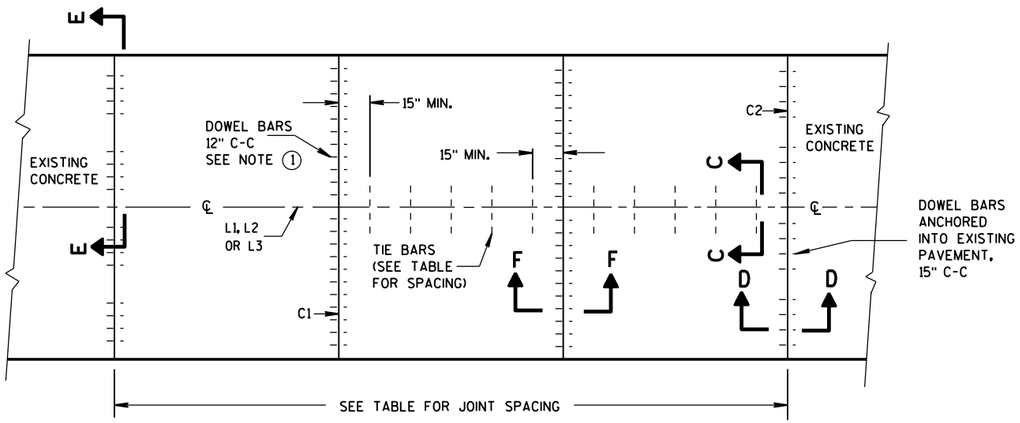
PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5½", 6, 6 ½"	NONE	12'
7, 7 ½"	1"	14'
8, 8 ½"	1 ¼"	15'
9, 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

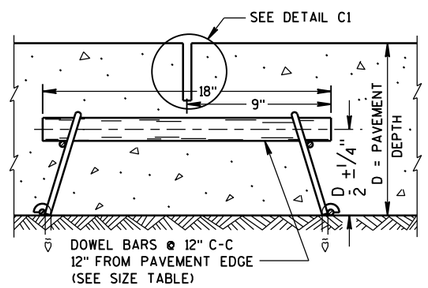
* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.



PLAN VIEW

CONCRETE BASE CONTRACTION JOINT LOCATIONS



SECTION F-F

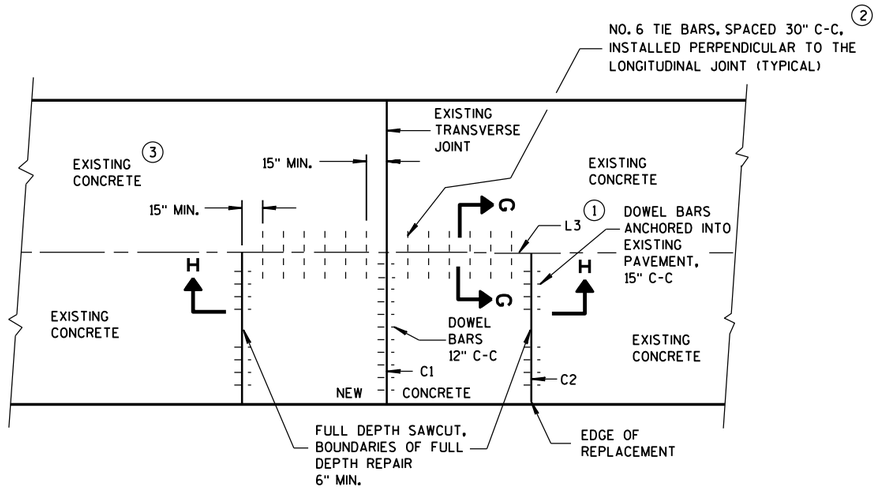
CONTRACTION JOINT

CONCRETE BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 13 C 15-6a



PLAN VIEW

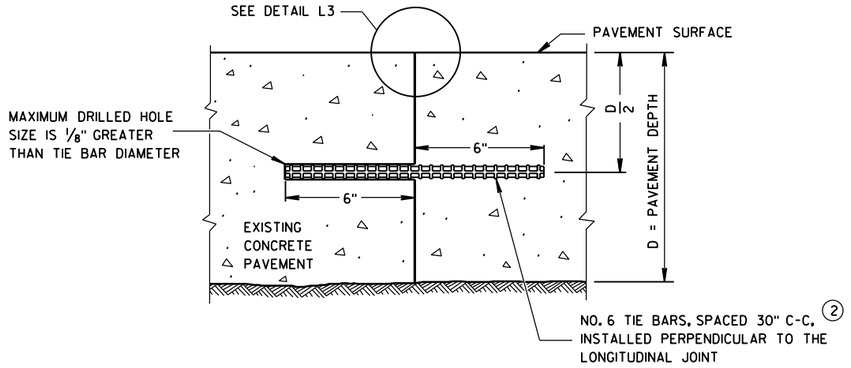
SINGLE LANE CONCRETE BASE REPAIR

GENERAL NOTES

1. USE AN ENGINEER-APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) AT THE LONGITUDINAL JOINT IN LIEU OF TIE BARS FOR SINGLE LANE CONCRETE BASE REPAIRS UP TO 15 FEET IN LENGTH.

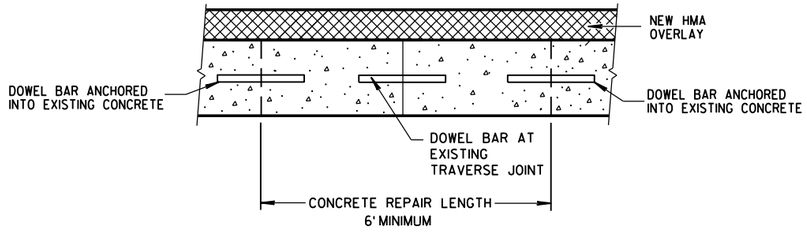
2. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

3. PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.



SECTION G-G

TIE BARS ANCHORED INTO EXISTING PAVEMENT



SECTION H-H

CONCRETE BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

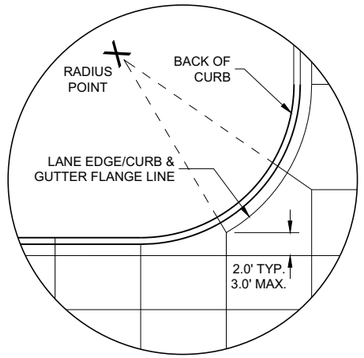
APPROVED
June, 2015 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPEI
FHWA

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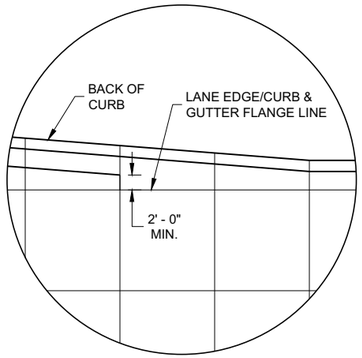
S.D.D. 13 C 15-6b

6

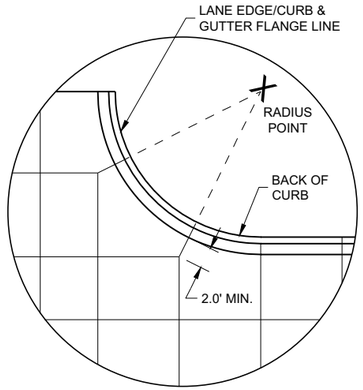
S.D.D. 13 C 15-6b



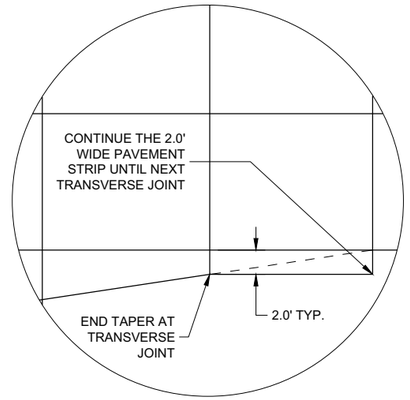
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

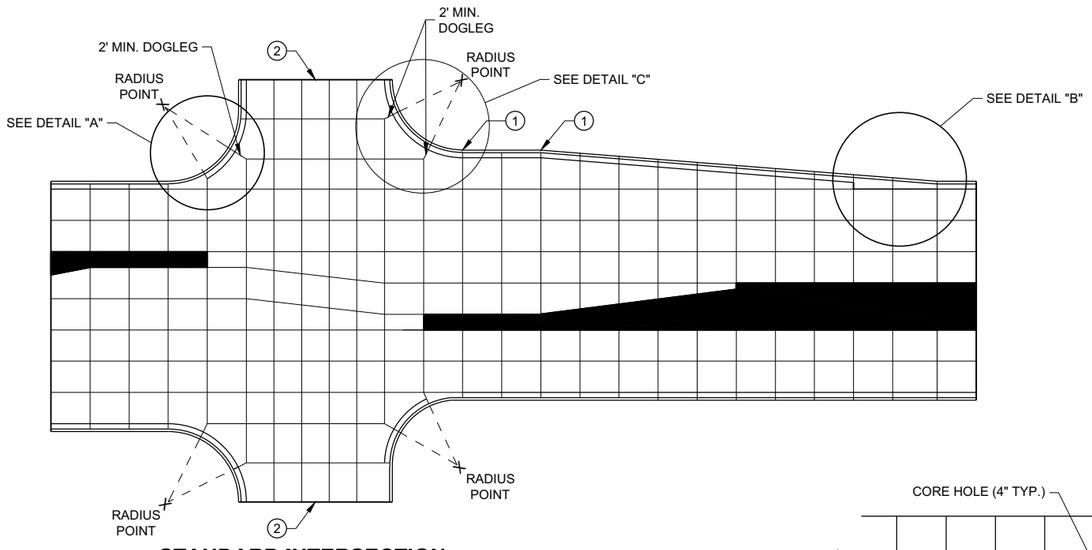
AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.

(2) CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITHEDGE OF RADIUS.

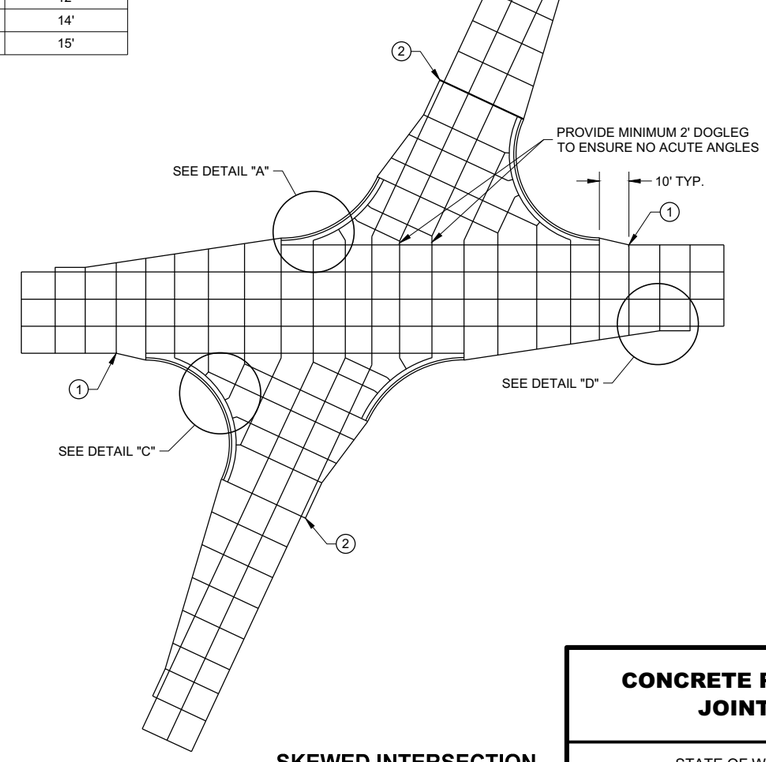
(3) THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



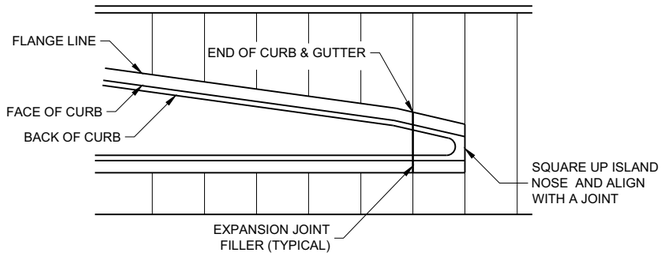
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

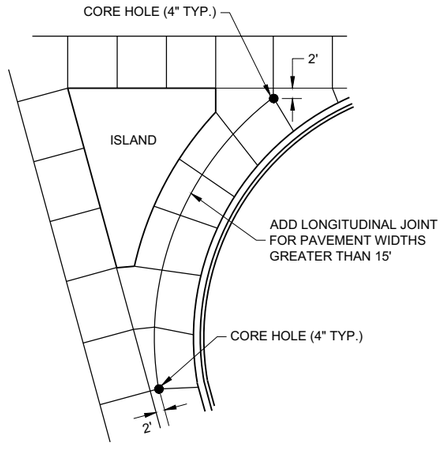
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTAT 506

SDD 13C18 - 07a

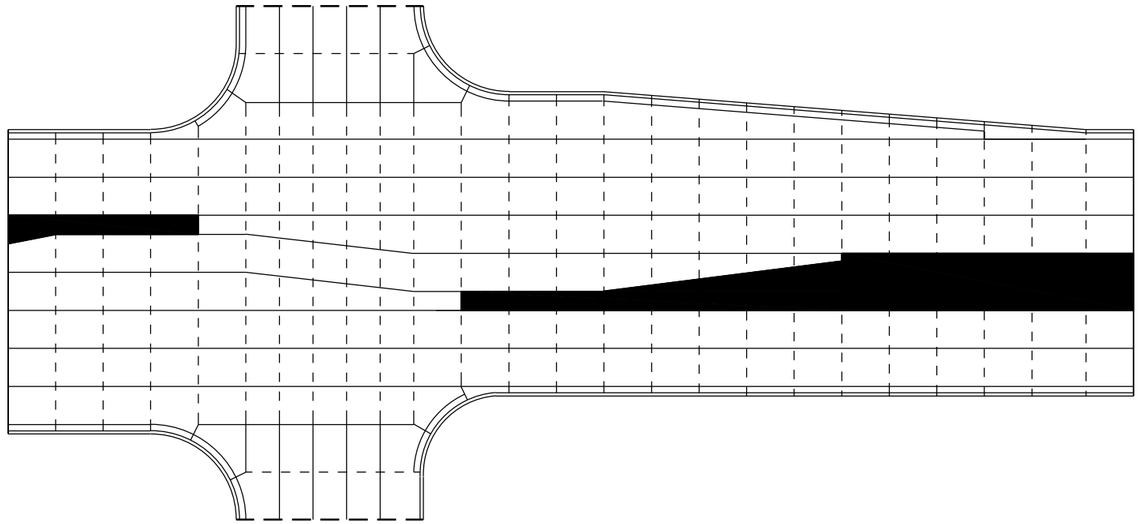
SDD 13C18 - 07a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

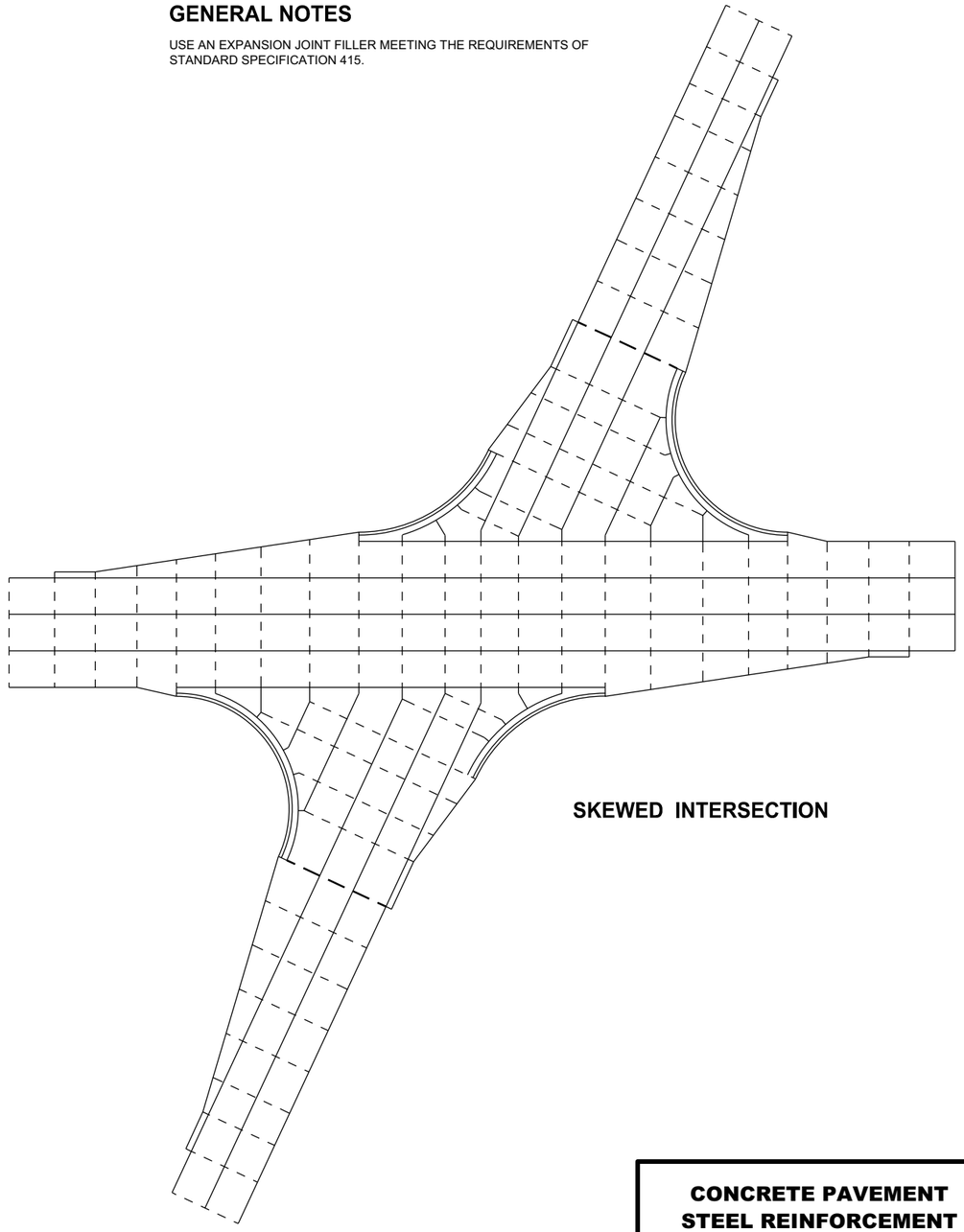
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

6

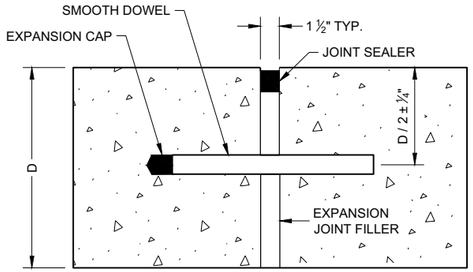
SDD 13C18 - 07b

CONCRETE PAVEMENT STEEL REINFORCEMENT

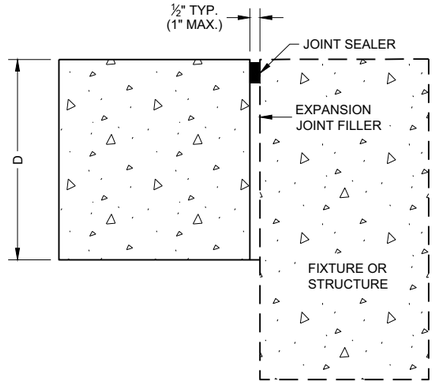
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 13C18 - 07b



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

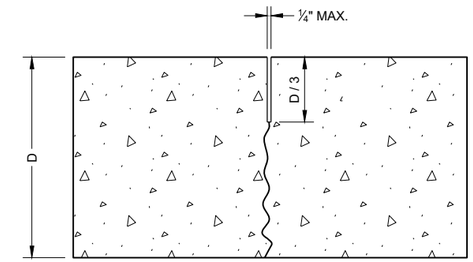
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4*	30"	24"**

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

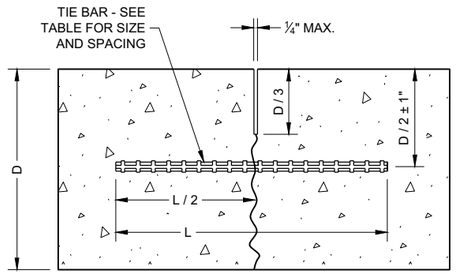
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

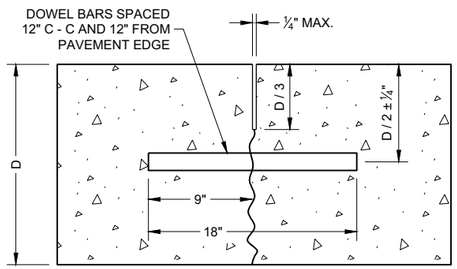
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM 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

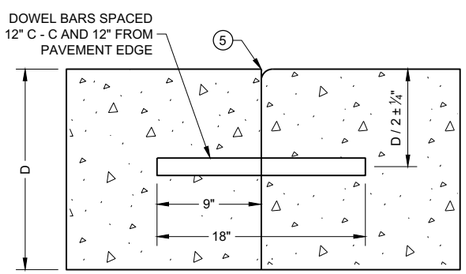


TIED LONGITUDINAL

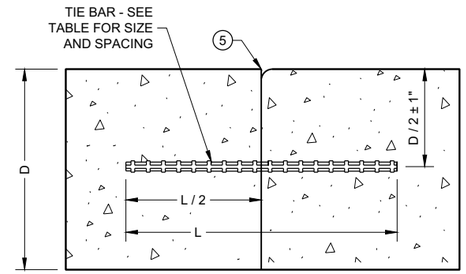


DOWELED TRANSVERSE

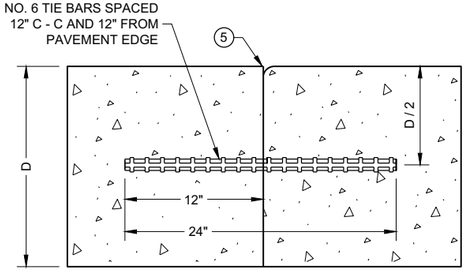
CONTRACTION JOINTS (2)



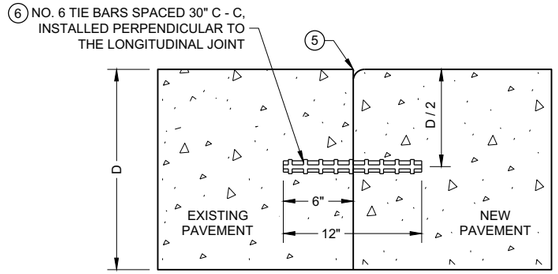
DOWELED TRANSVERSE (3)



TIED LONGITUDINAL



TIED TRANSVERSE (3)
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



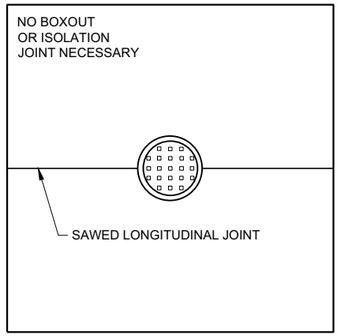
TIED LONGITUDINAL TO EXISTING

CONSTRUCTION JOINTS (4)

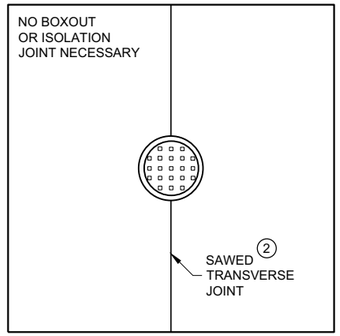
CONCRETE PAVEMENT JOINT TYPES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

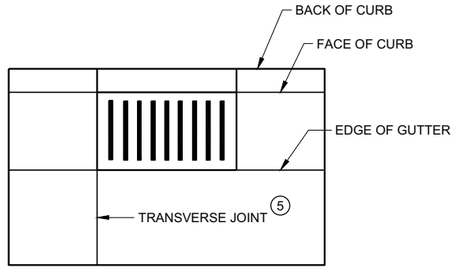
6
SDD 13C18 - 07c



MANHOLE WITH LONGITUDINAL JOINT



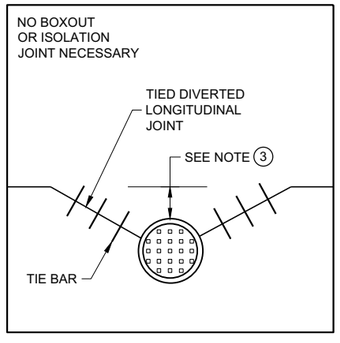
MANHOLE WITH TRANSVERSE JOINT



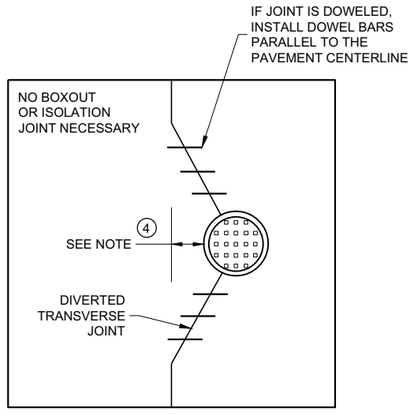
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

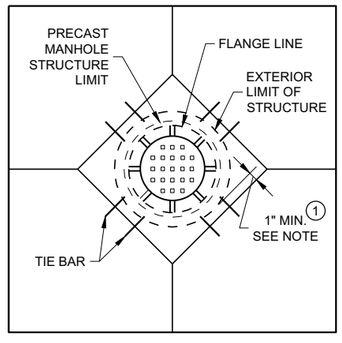
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF 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

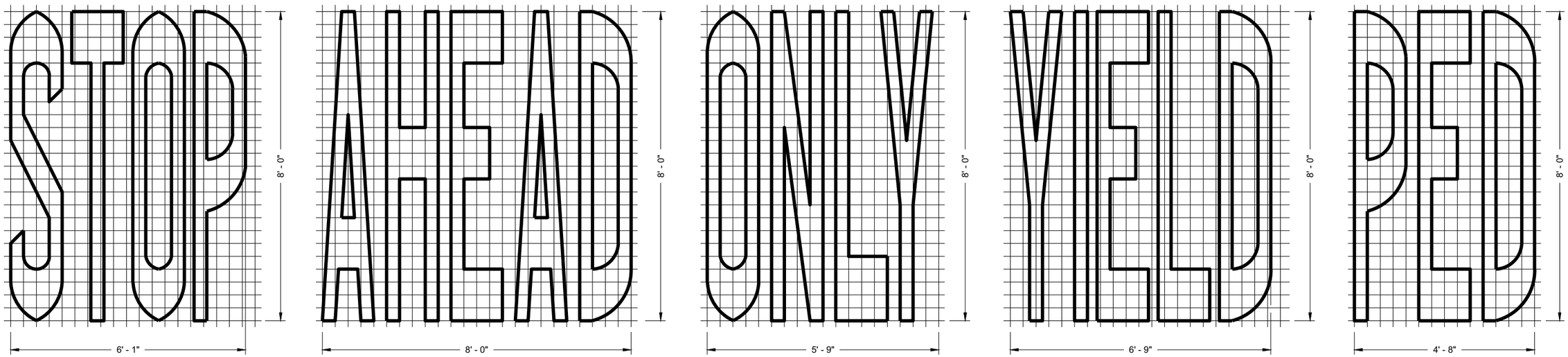
APPROVED
November 2018
DATE

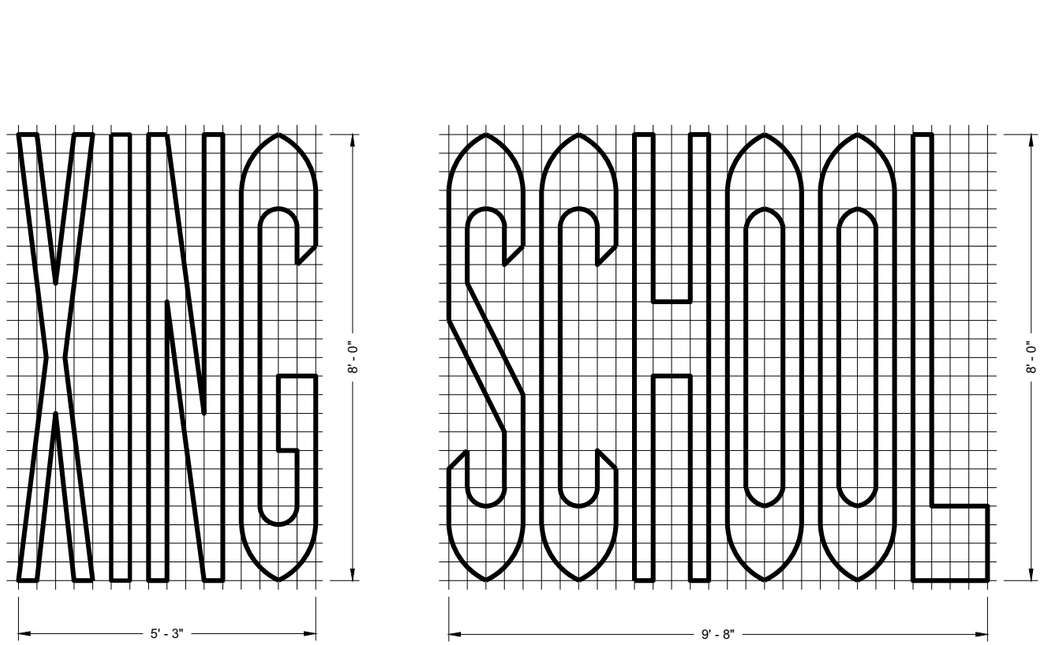
/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

FHWA

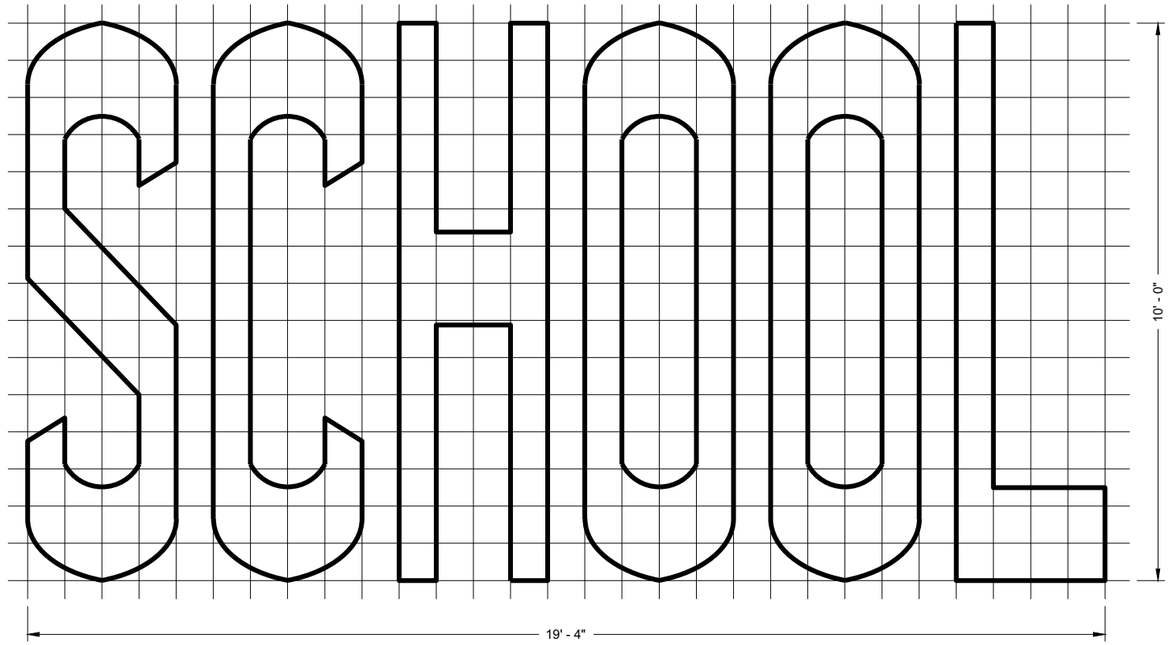
6

SDD 13C18 - 07d





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

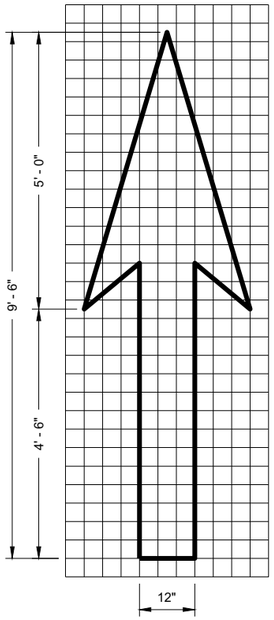
FHWA

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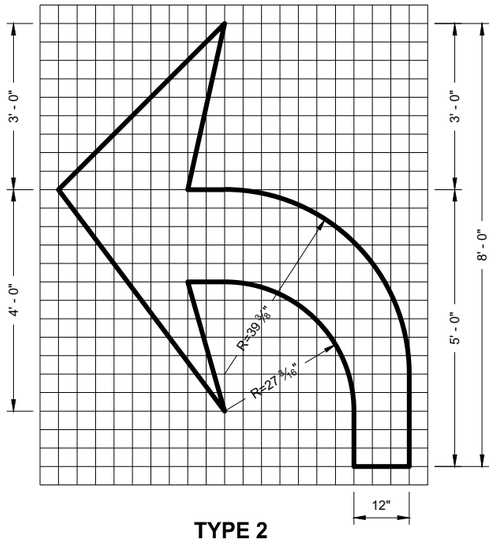
SDD 15C07 - 15b

GENERAL NOTES

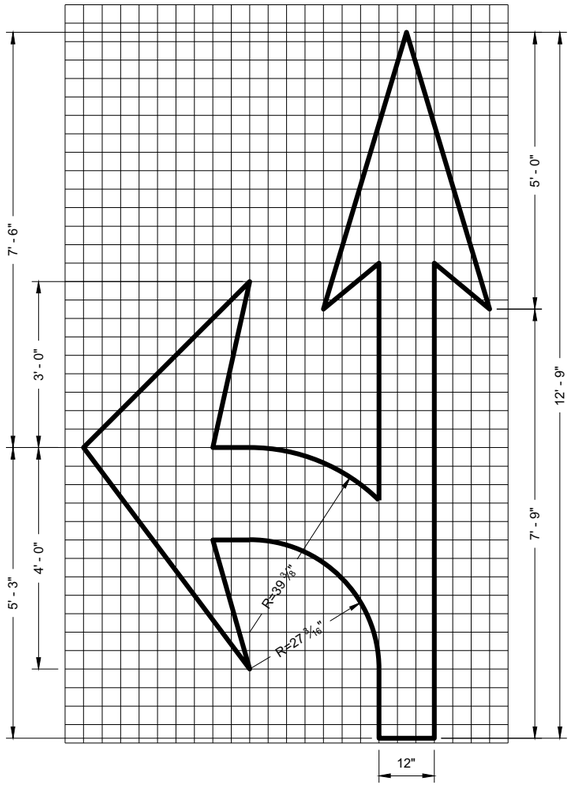
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



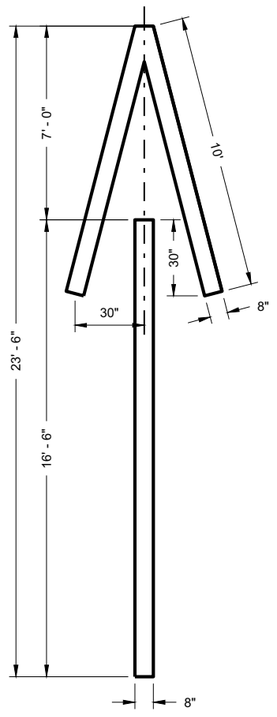
TYPE 1



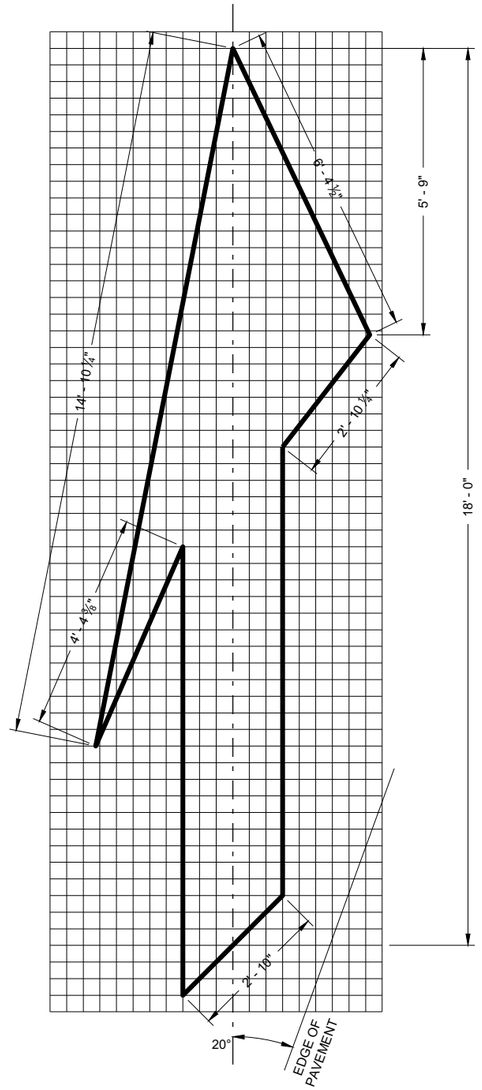
TYPE 2



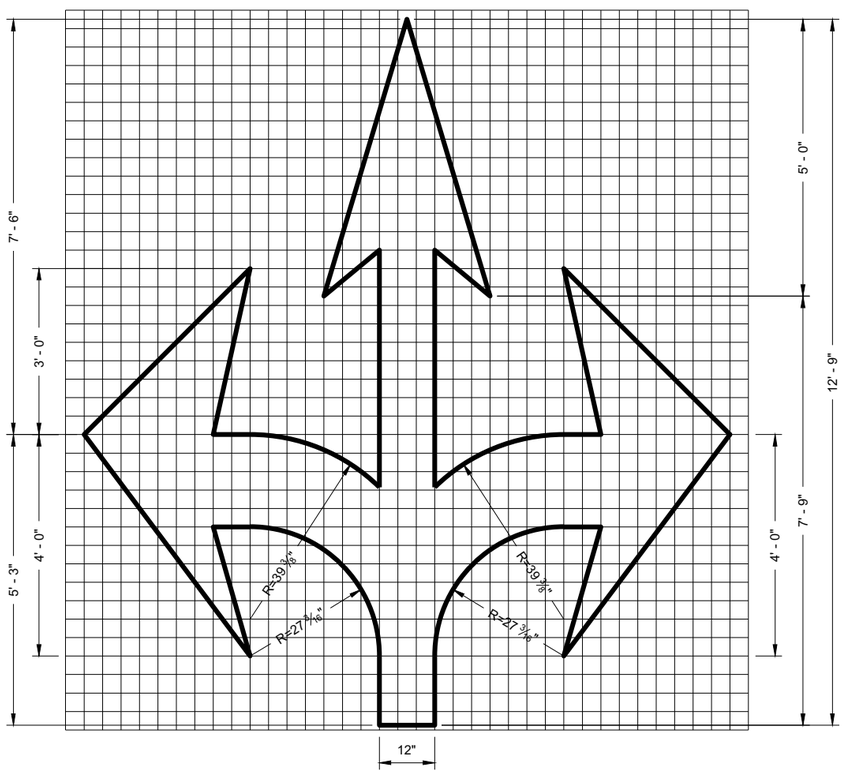
TYPE 3



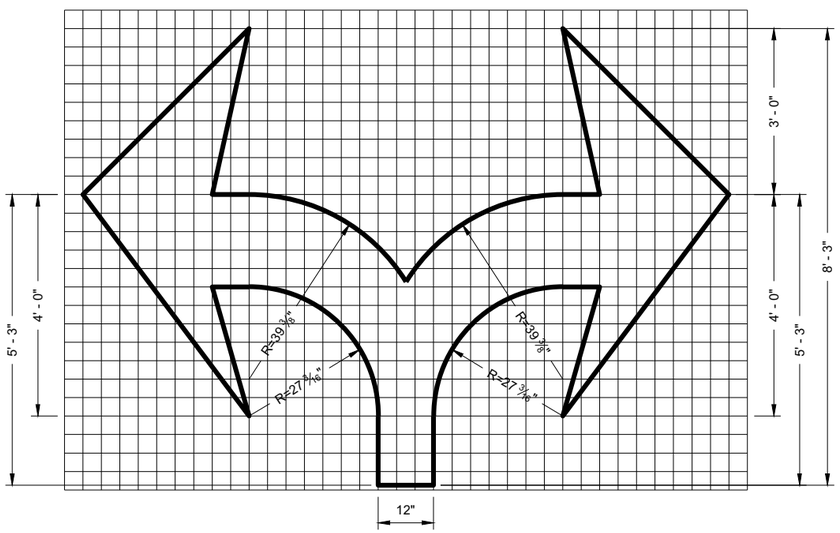
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA

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SDD 15C07 - 15c

6

SDD 15C07 - 15c

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

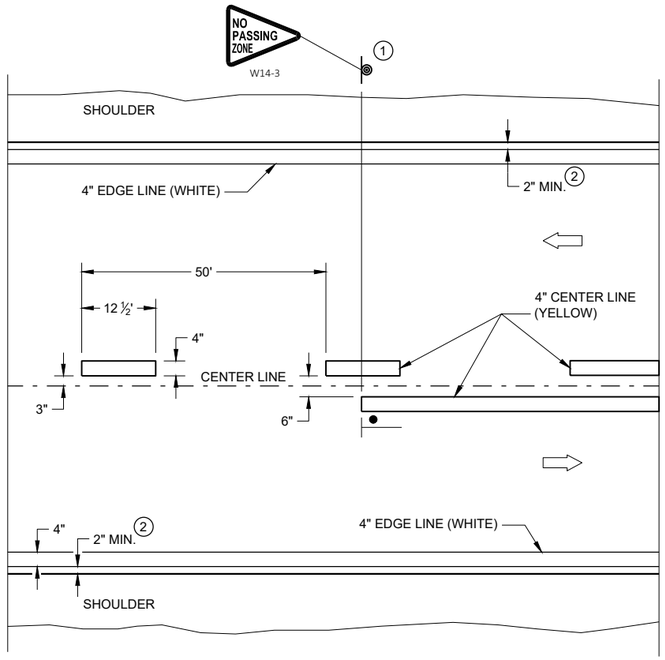
(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

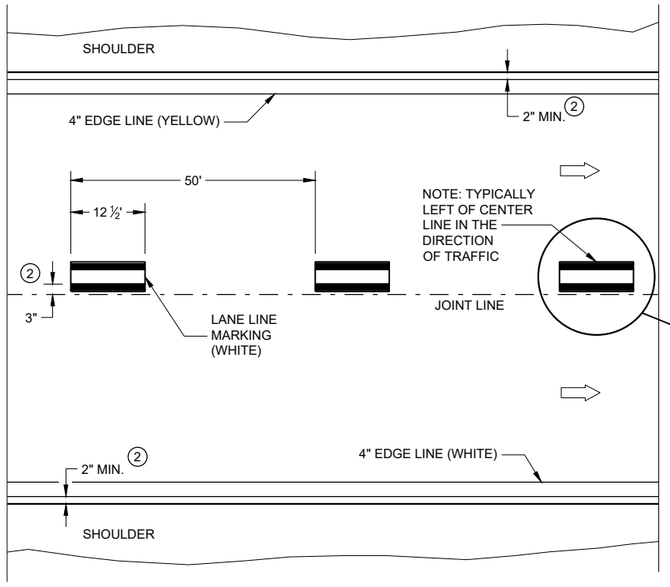
"T" MARKING

SIGN ON PERMANENT SUPPORT

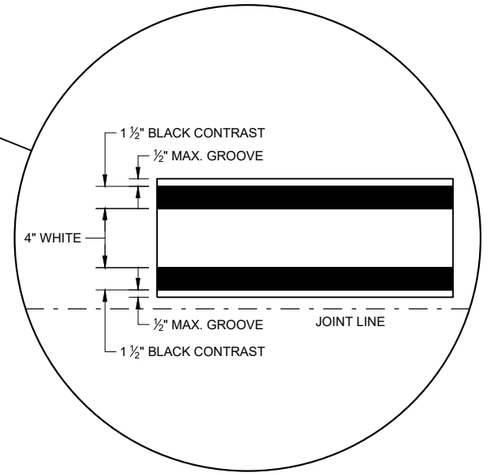
DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC



PERMANENT PAVEMENT MARKING

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 — DATE
/S/ Jeannie Silver — STATEWIDE SIGNING AND M ENGINEER

FHWA

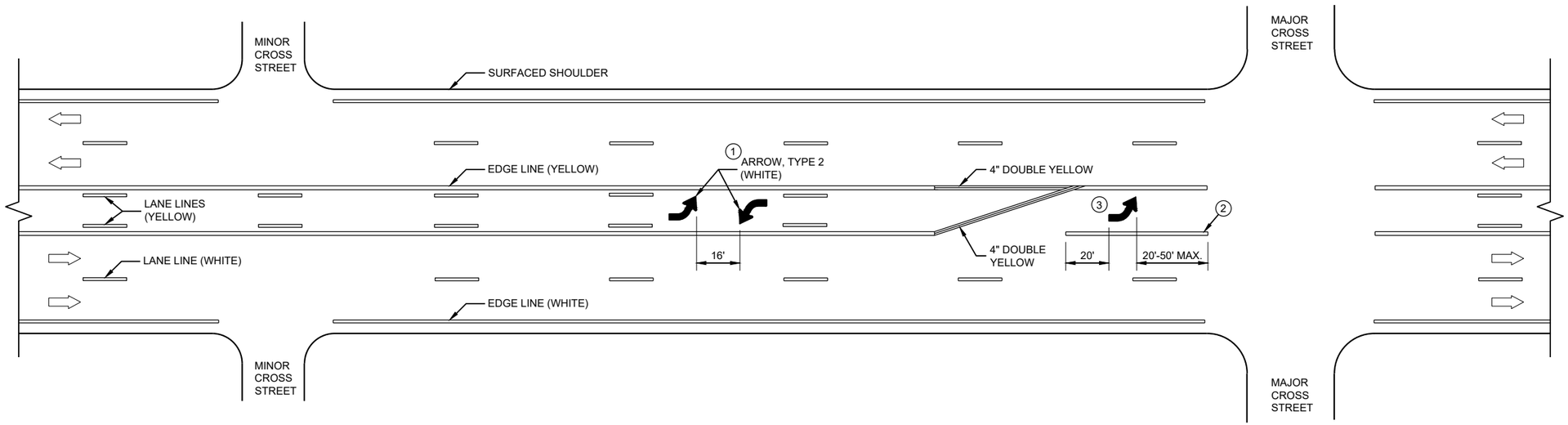
SDD 15C08 - 21a

SDD 15C08 - 21a

GENERAL NOTES

1. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
2. 8" WHITE
3. TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

DIRECTION OF TRAFFIC



TWO WAY LEFT TURN LANE

6

6

SDD 15C08 - 21c

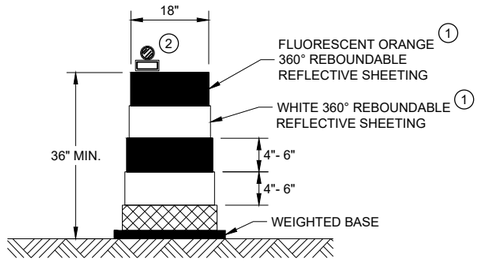
SDD 15C08 - 21c

PAVEMENT MARKING (TURN LANES)

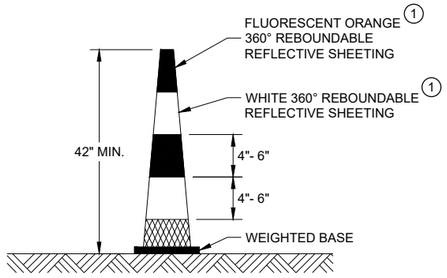
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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.

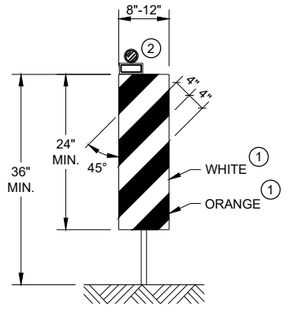


DRUM



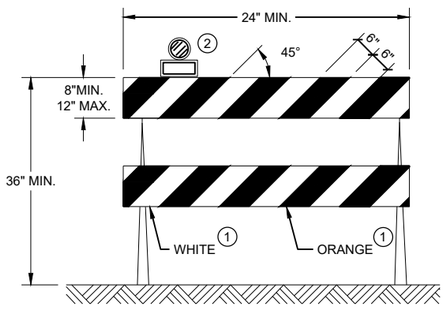
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



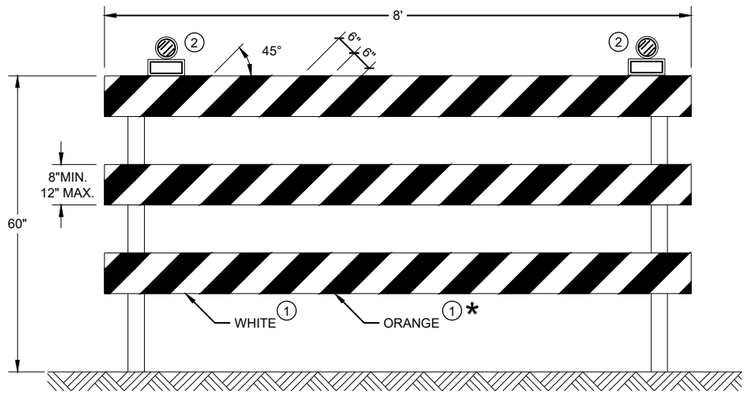
VERTICAL PANEL

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

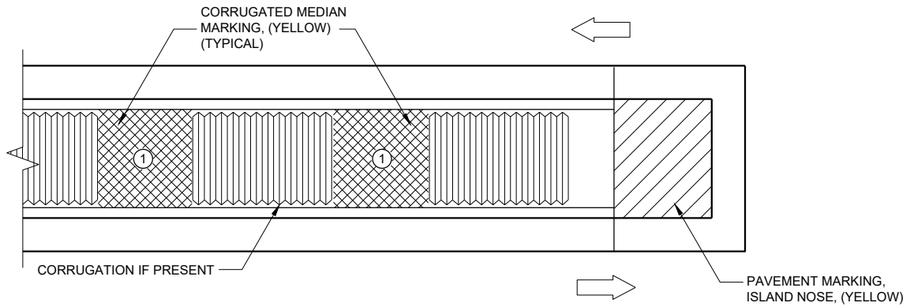
FHWA

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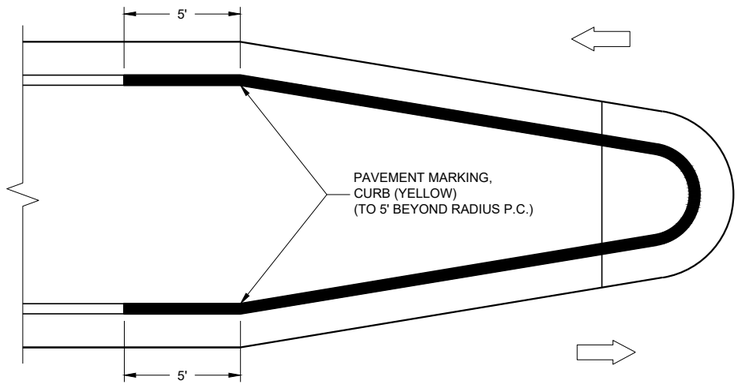
SDD15C11 - 09b

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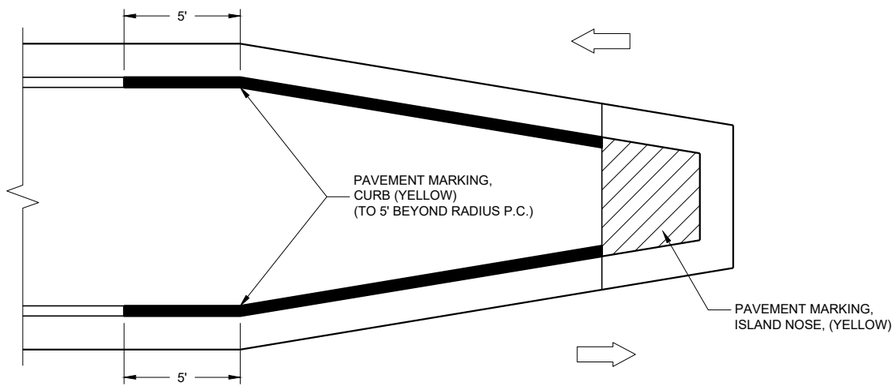
SDD15C11 - 09b



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.

(1) APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL

PAVEMENT MARKINGS, MEDIAN ISLAND NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

February 2021
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

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SDD 15C18 - 05b

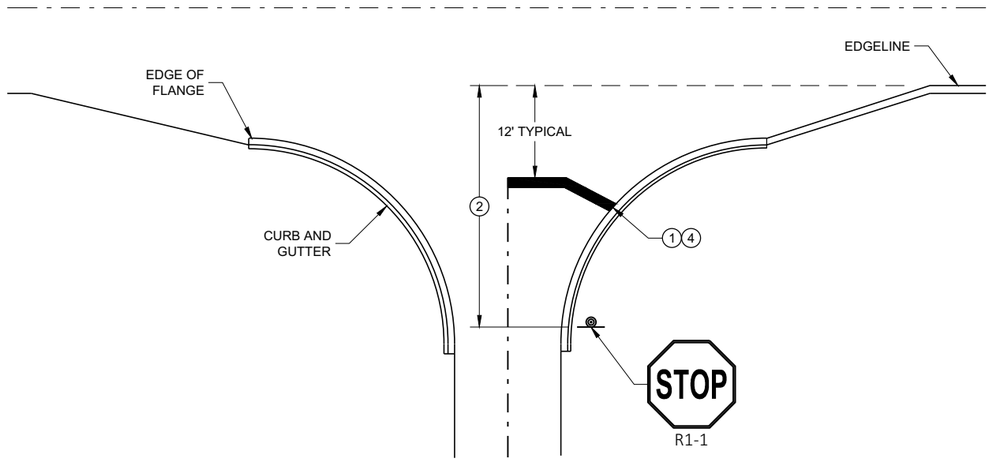
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SDD15C18 - 05b

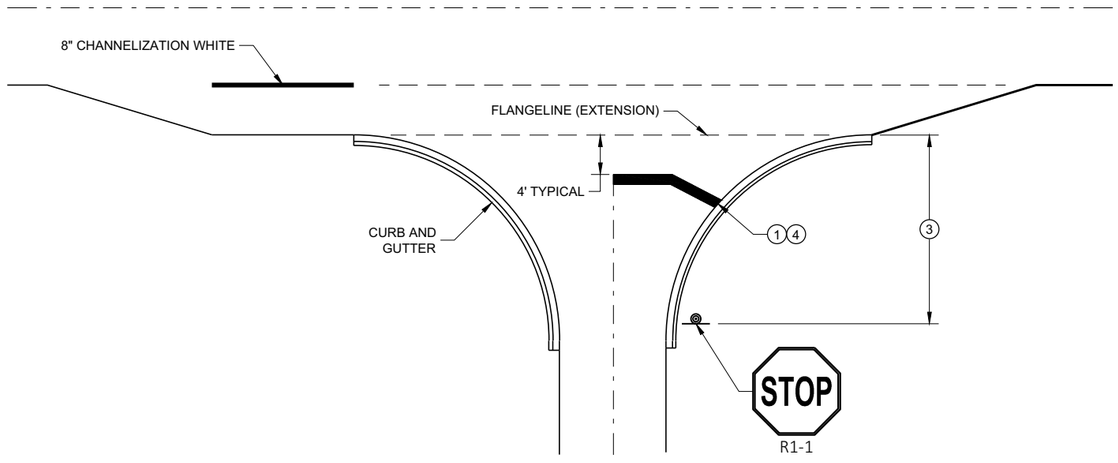
GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

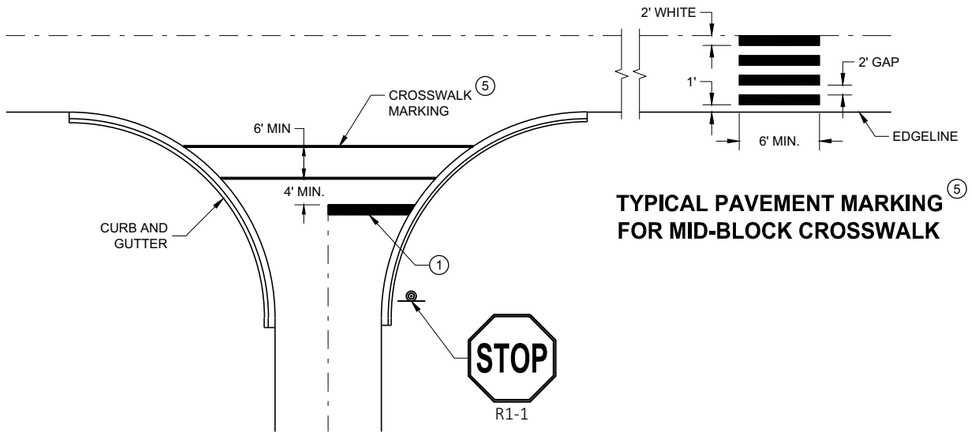
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE 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

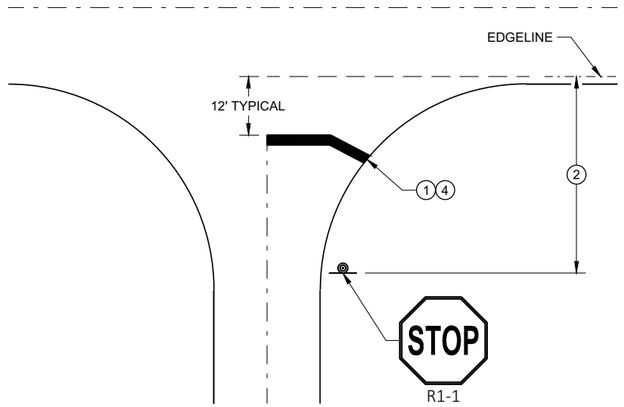


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



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 MARKING ENGINEER

FHWA

6

SDD 15C33 - 04

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SDD 15C33 - 04

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 LINE 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.

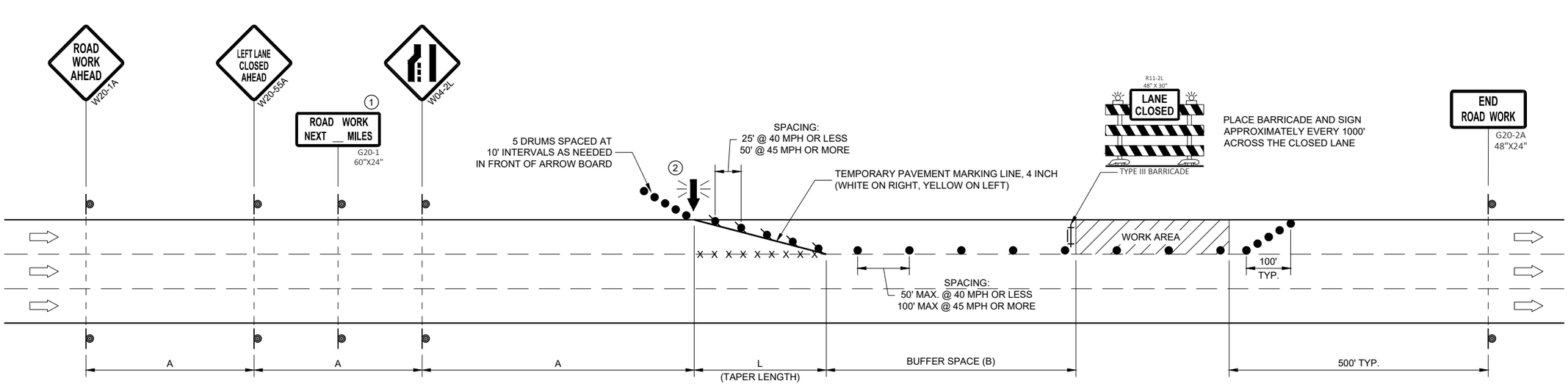
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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
February 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

517

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SDD 15D20 - 06a

6

SDD15D20 - 06a

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 LINE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

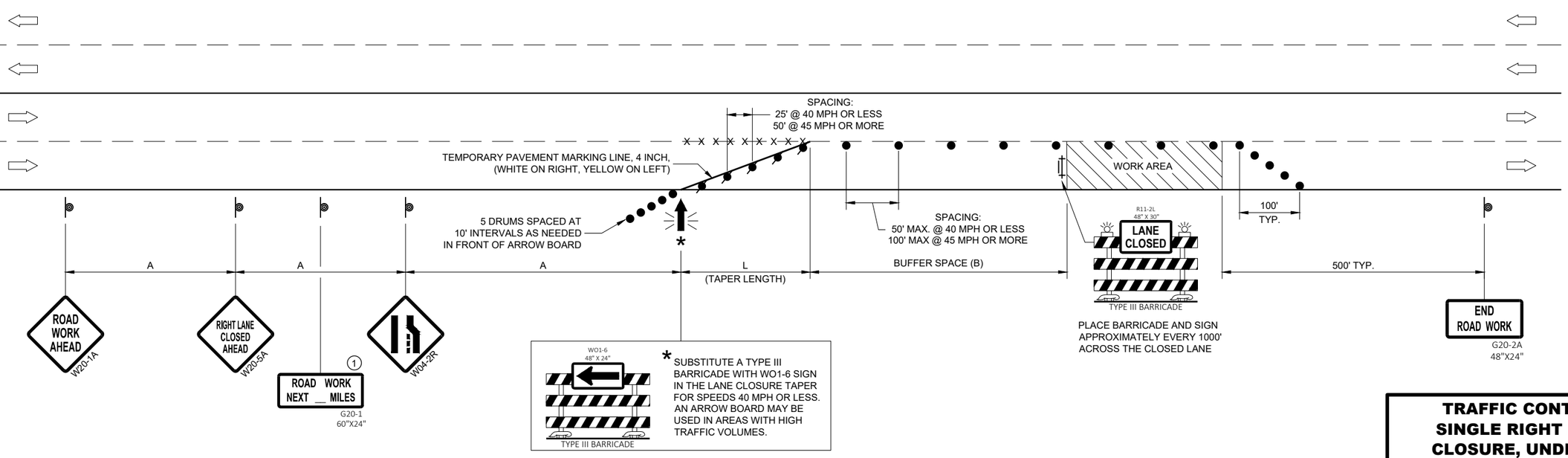
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'
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
February 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15D20 - 06b

SDD 15D20 - 06b

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"X 36" SIGNS MAY BE USED IF APPROVED BY REGIONAL TRAFFIC UNIT.

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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.

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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.

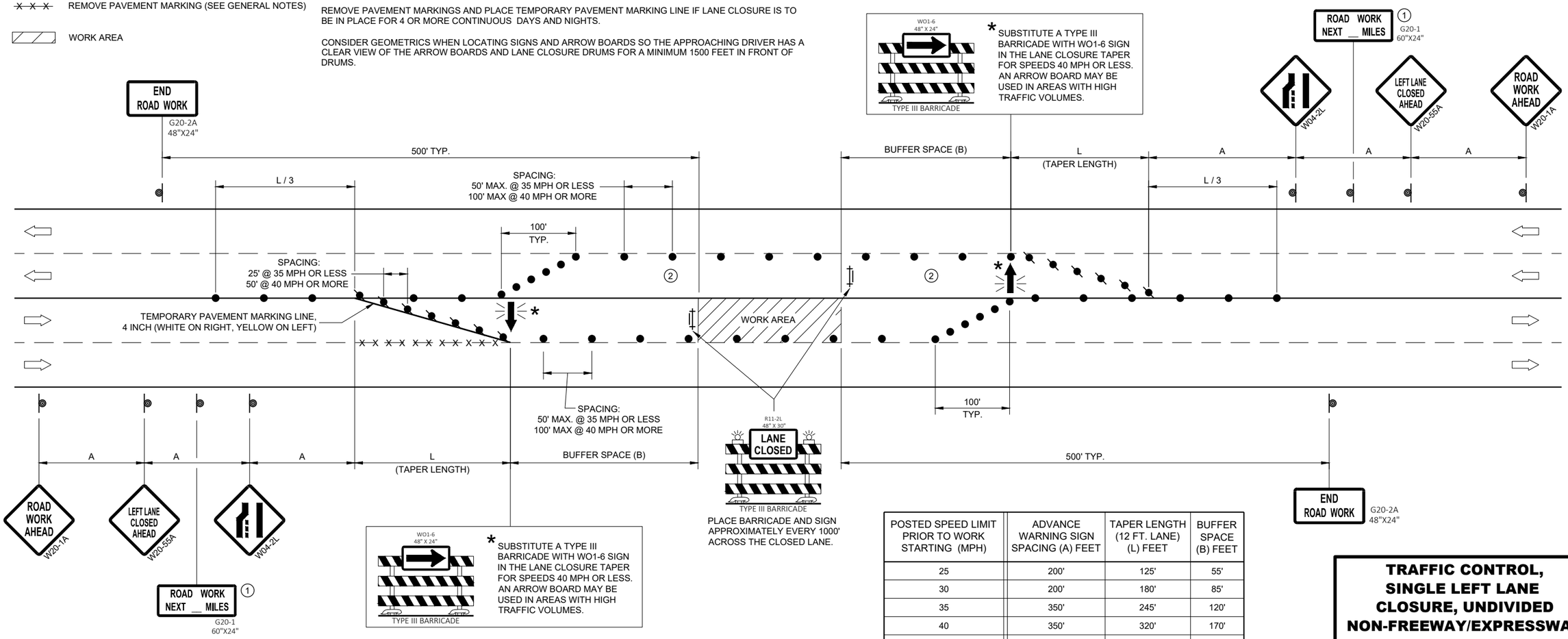
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CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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.



* SUBSTITUTE A TYPE III BARRICADE WITH WO1-6 SIGN IN THE LANE CLOSURE TAPER FOR SPEEDS 40 MPH OR LESS. AN ARROW BOARD MAY BE USED IN AREAS WITH HIGH TRAFFIC VOLUMES.

* SUBSTITUTE A TYPE III BARRICADE WITH WO1-6 SIGN IN THE LANE CLOSURE TAPER FOR SPEEDS 40 MPH OR LESS. AN ARROW BOARD MAY BE USED IN AREAS WITH HIGH TRAFFIC VOLUMES.

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25	200'	125'	55'
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TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

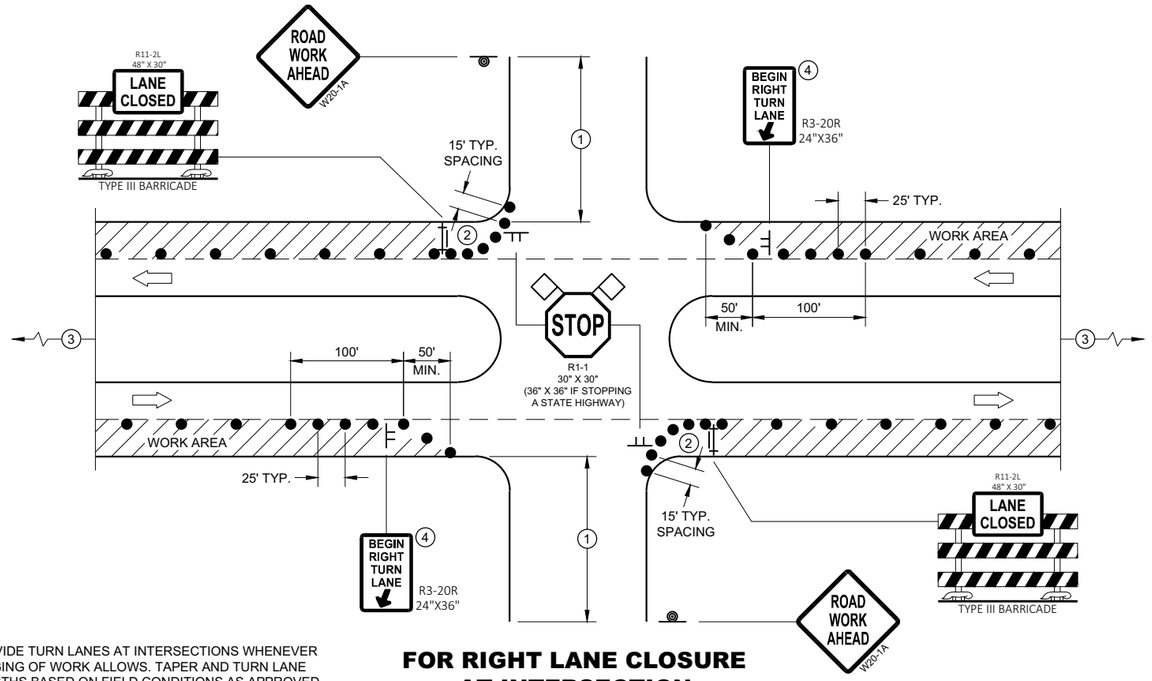
FHWA

6

SDD 15D20 - 06c

6

SDD 15D20 - 06c



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

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.

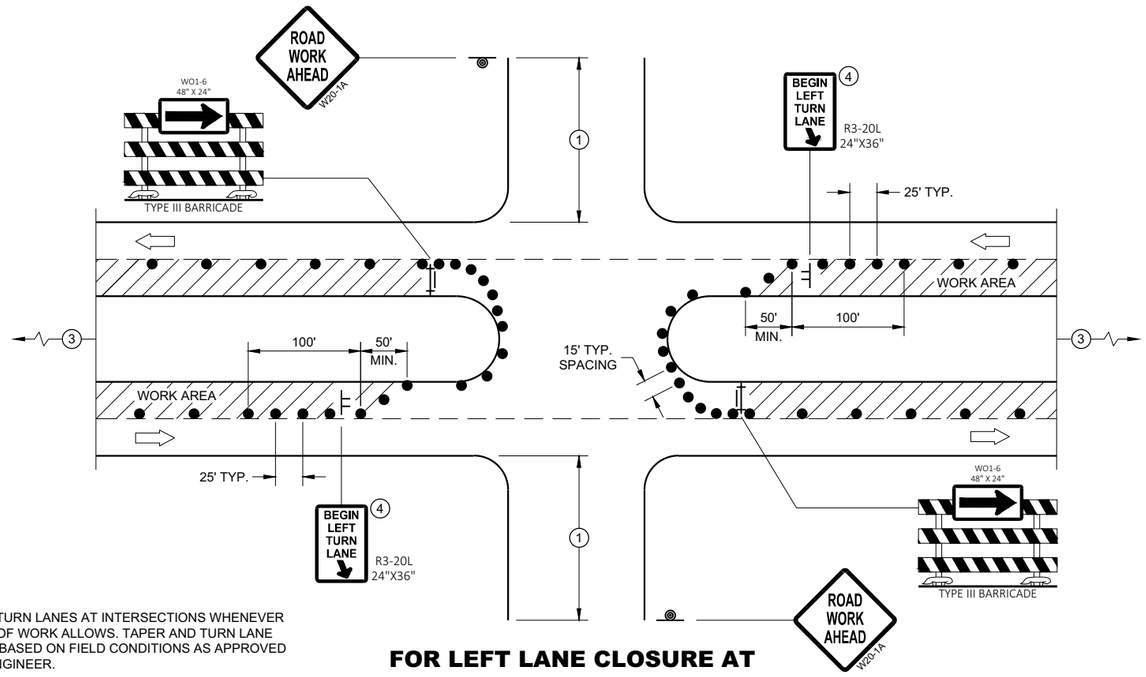
LEGEND

- 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

6

SDD15D21 - 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

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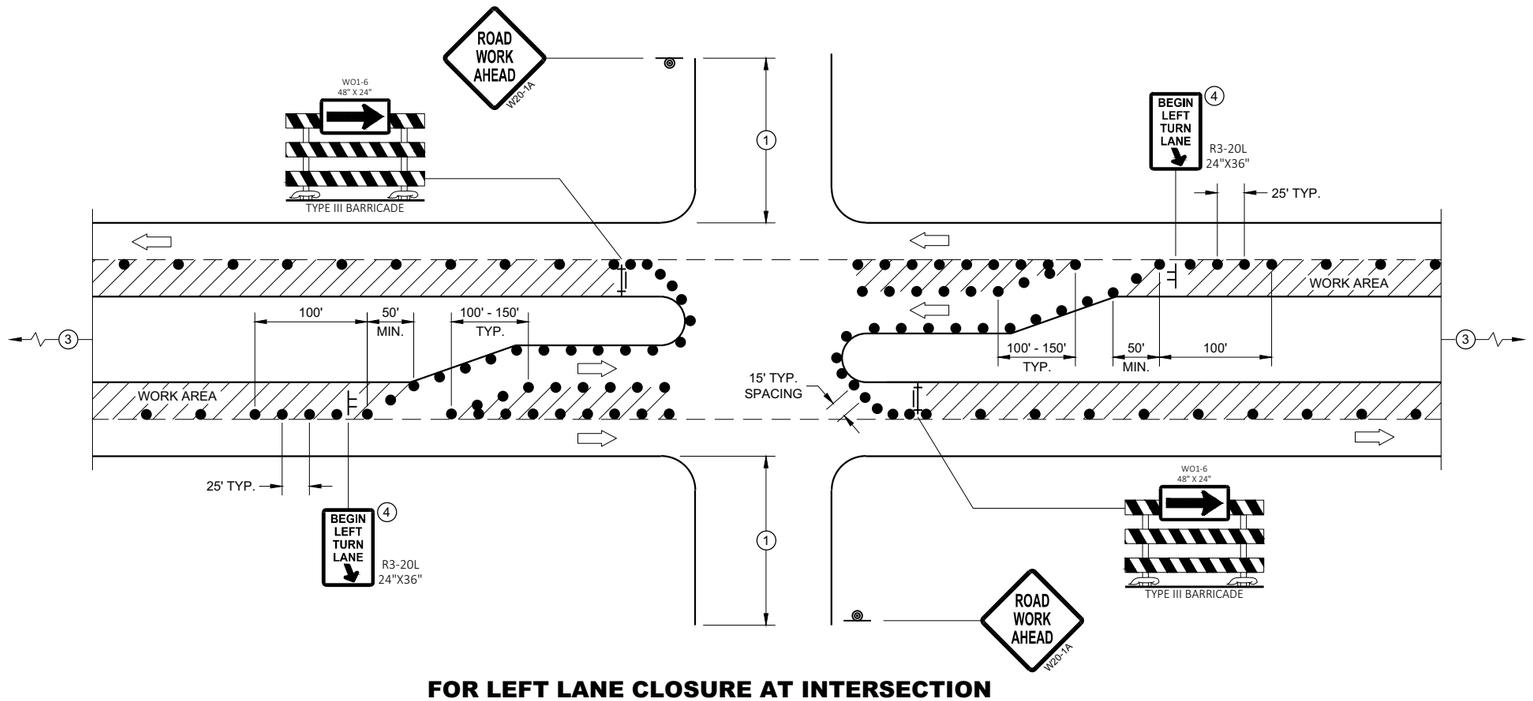
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350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(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

6

SDD 15D21 - 07b

6

SDD 15D21 - 07b

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- DIRECTION OF TRAFFIC
- WORK ZONE

GENERAL NOTES

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 THE REGIONAL TRAFFIC UNIT.

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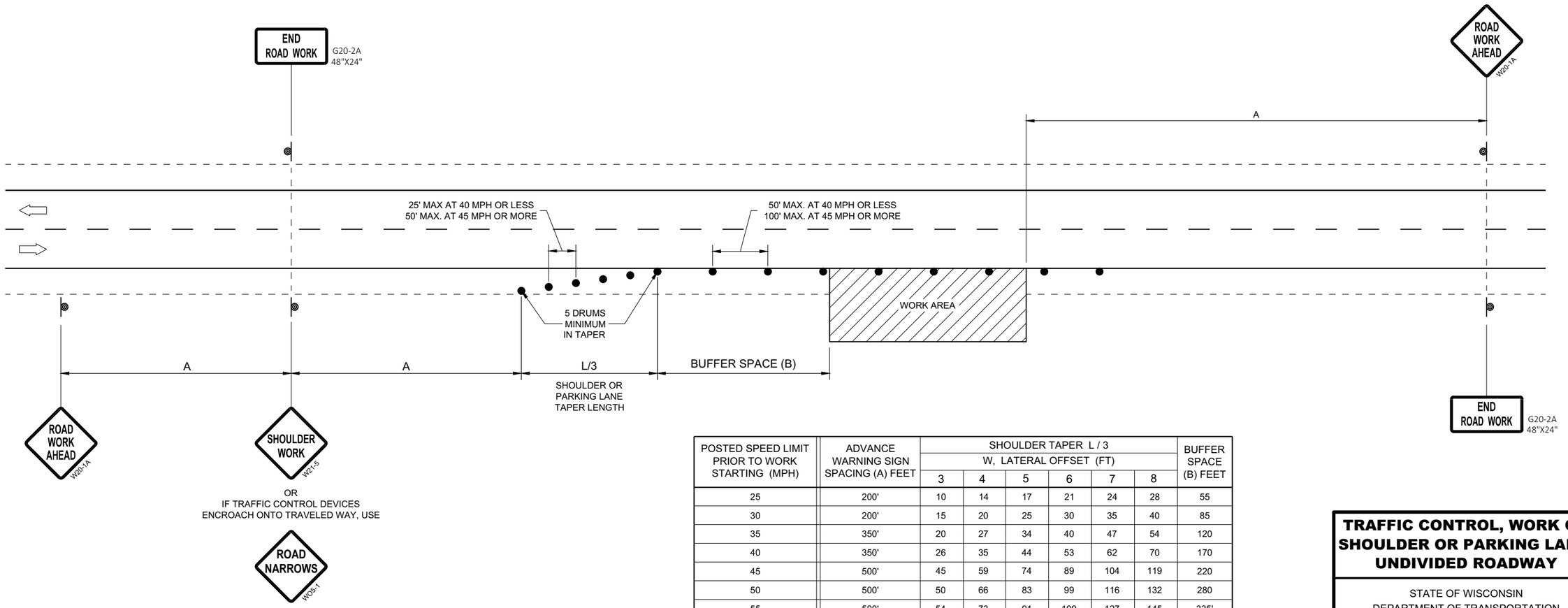
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W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT)						BUFFER SPACE (B) FEET
		3	4	5	6	7	8	
25	200'	10	14	17	21	24	28	55
30	200'	15	20	25	30	35	40	85
35	350'	20	27	34	40	47	54	120
40	350'	26	35	44	53	62	70	170
45	500'	45	59	74	89	104	119	220
50	500'	50	66	83	99	116	132	280
55	500'	54	73	91	109	127	145	335'

TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

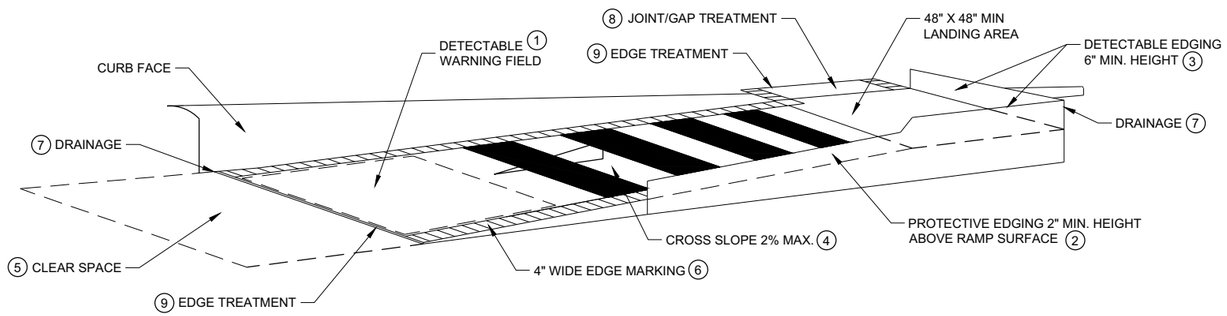
APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

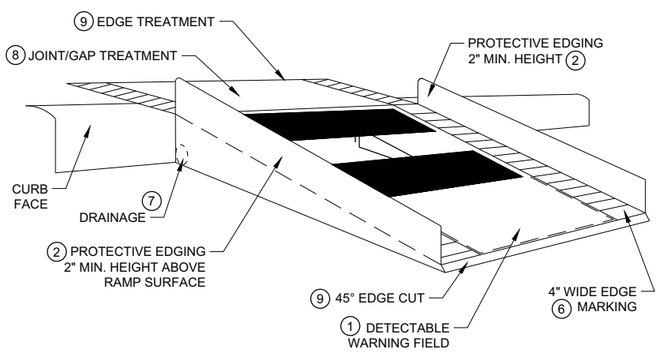
FHWA

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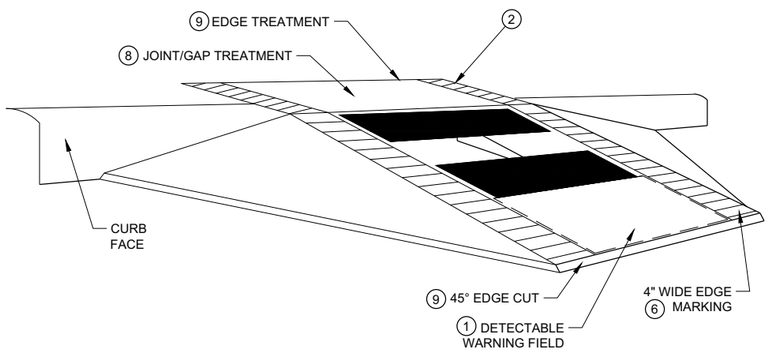
SDD 15D28 - 04



TEMPORARY CURB RAMP PARALLEL TO CURB



WITH PROTECTIVE EDGE



WITH SIDE APRON

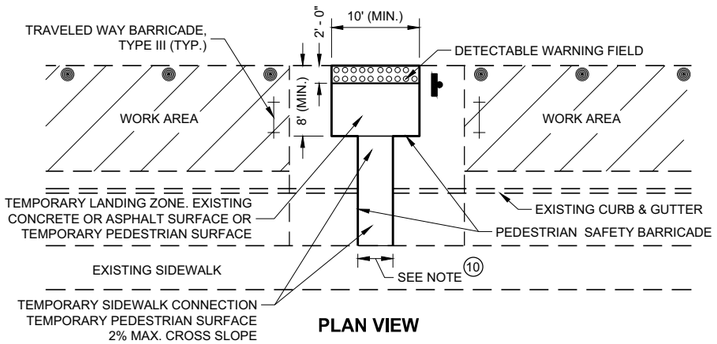
TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

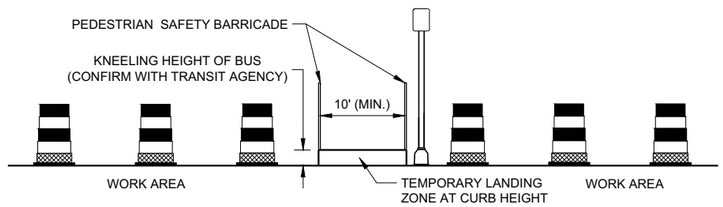
NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

1. CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A A FIRM, STABLE AND SLIP RESISTANT SURFACE. INSTALL CONTRASTING DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS. REFER TO SDD 08D05, SHEET "e".
2. PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
3. DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
4. CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.
5. CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
6. THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A YELLOW COLOR, 4" WIDE MARKING, UNLESS A CONTRASTING DETECTABLE WARNING FIELD IS PROVIDED.
7. DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
8. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.
9. CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES SHALL BE VERTICAL UP TO ¼" HIGH AND BEVELED AT 1:2 BETWEEN ¼" AND ½".
10. 5" WIDE MIN. WITH PEDESTRIAN SAFETY BARRICADE, 10' WIDE MIN. WITHOUT PEDESTRIAN SAFETY BARRICADE.



PLAN VIEW



PROFILE VIEW

TEMPORARY BUS STOP PAD

LEGEND

- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- WORK AREA

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

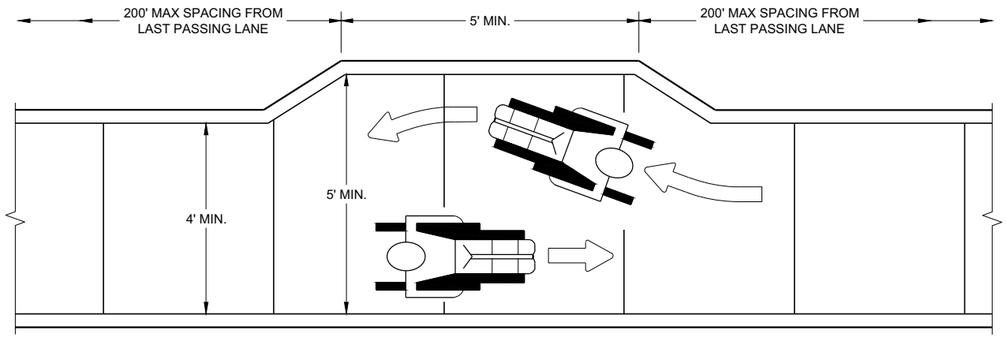
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

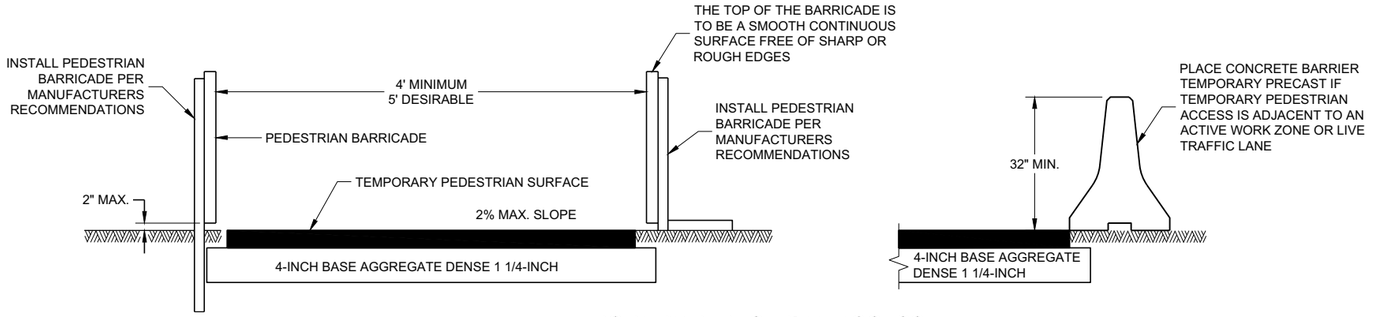
SDD 15D30 - 06b

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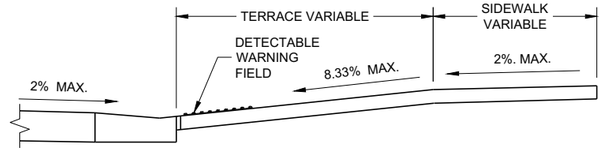
SDD 15D30 - 06b



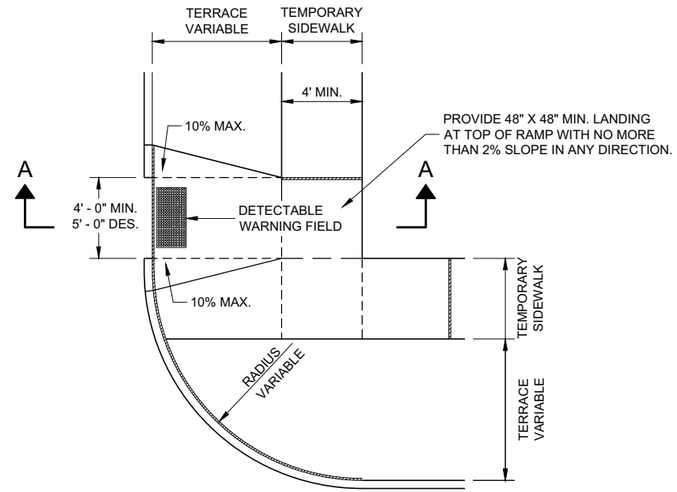
NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN ACCESS



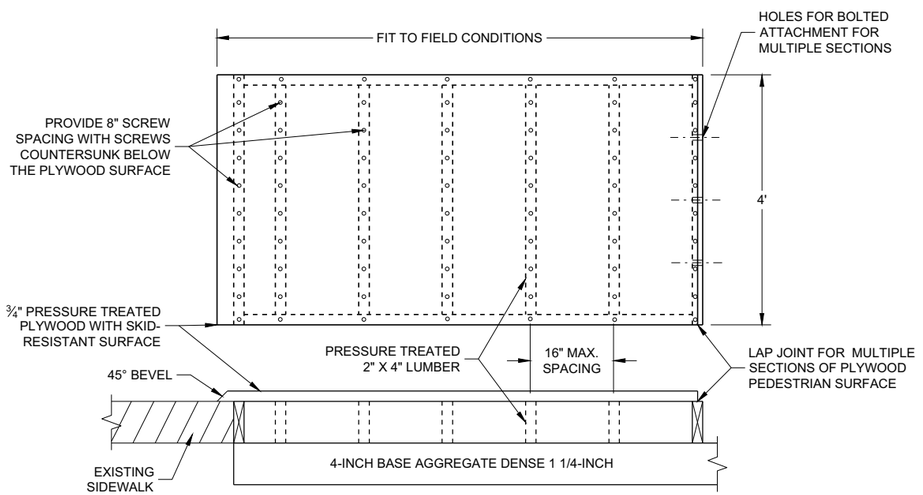
SECTION A - A



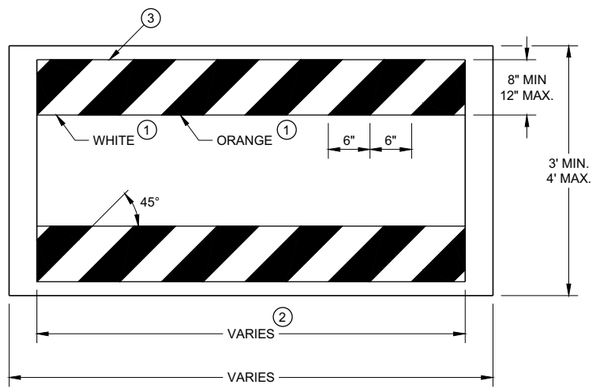
PLAN VIEW

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

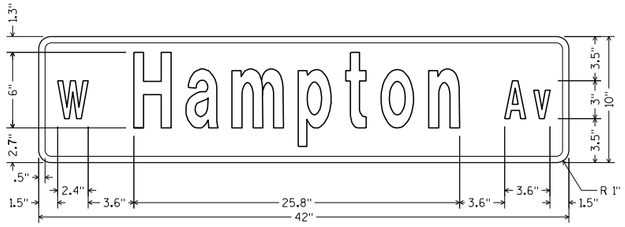
/S/ Andrew Heidtke
WORK ZONE ENGINEE

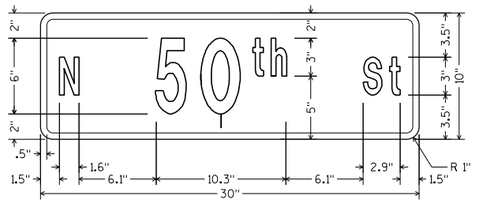
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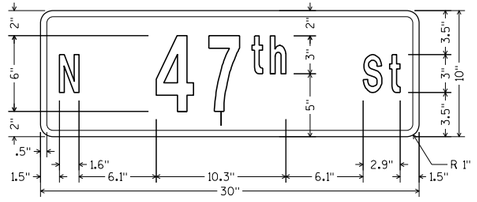
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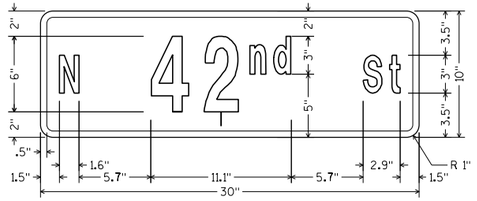
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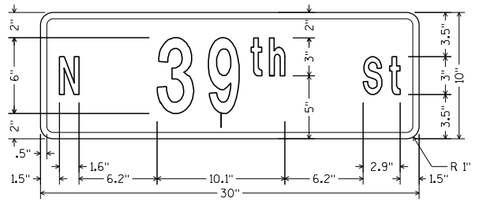
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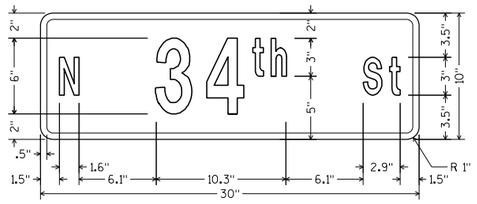








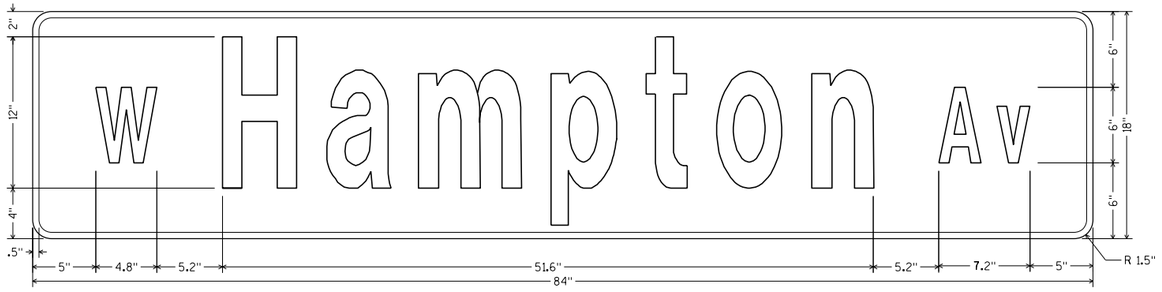


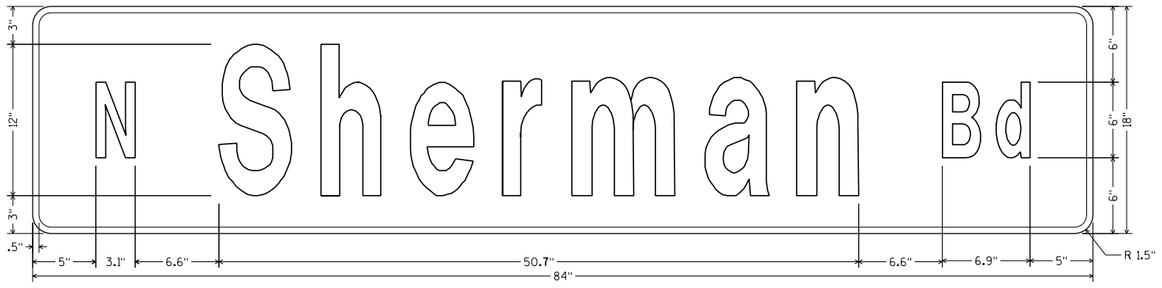


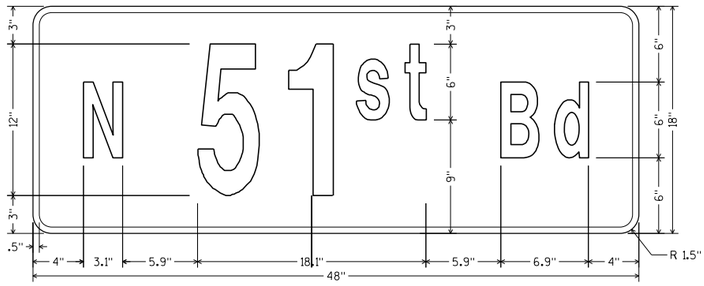
NOTES

1. All Signs Type II
   - Type SH Reflective
2. Color:
   Background - Green
   Message - White
3. All Signs 1/2 Inch White Border
4. All Signs 1 Inch Radius

Message Series - B







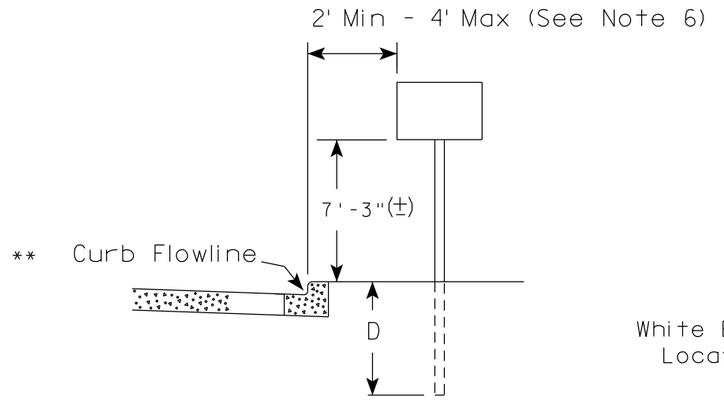
Message Series - C

PROJECT NO: 2545-09-71	HWY: W. HAMPTON AVENUE	COUNTY: MILWAUKEE	SIGN DETAILS	SHEET 525	E

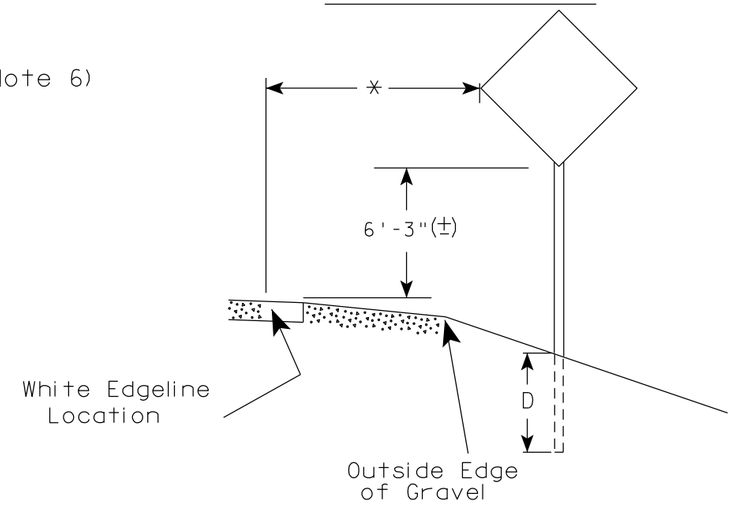
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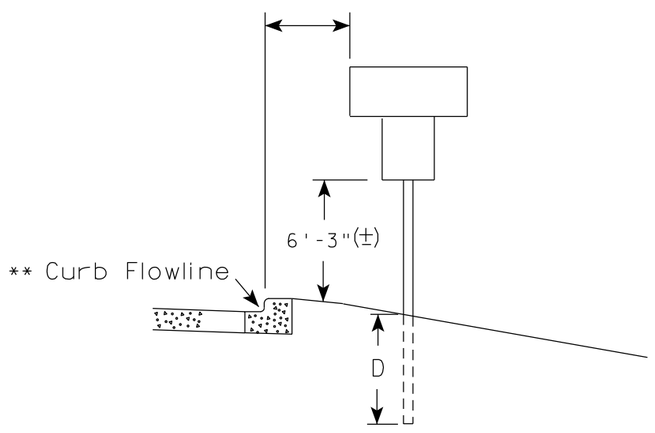
WISDOT/CADDS SHEET 42

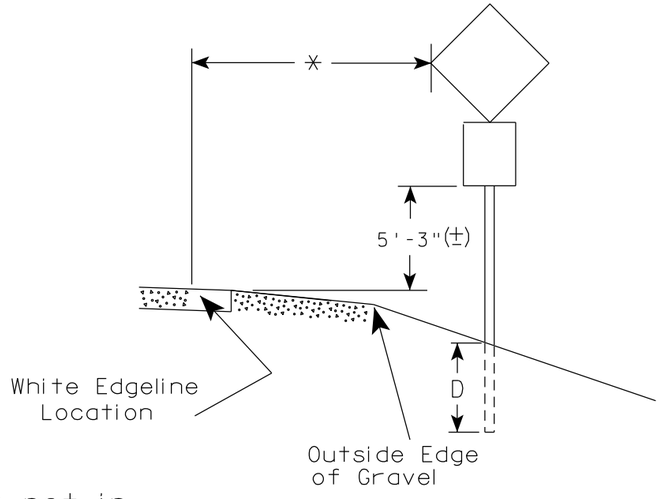
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq.Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on 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.

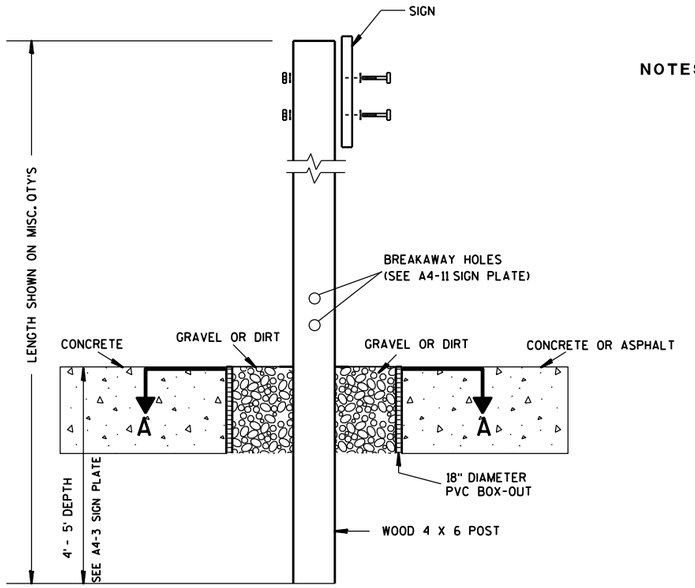
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/13/2020 PLATE NO. A4-3.22

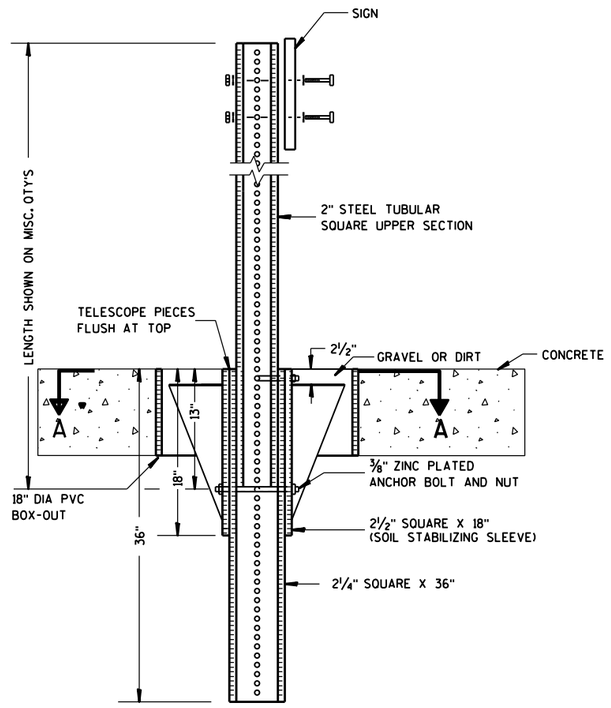
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 526	E



ELEVATION VIEW

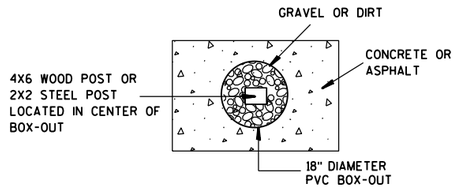
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

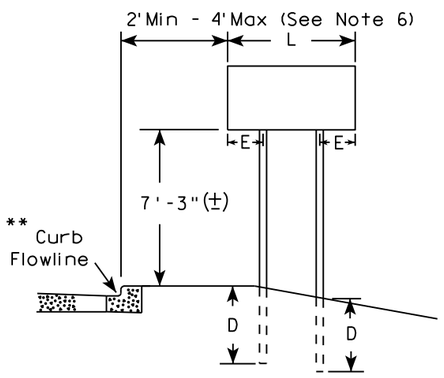
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

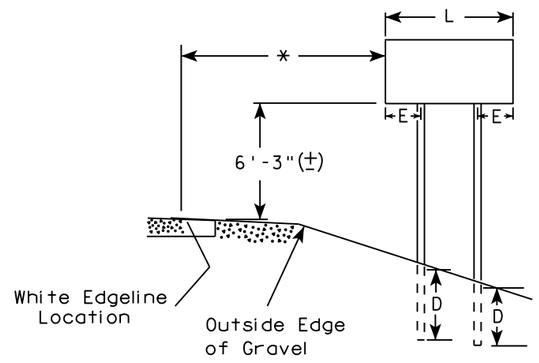
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

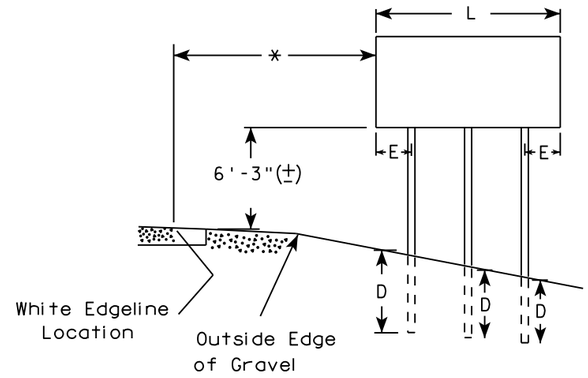
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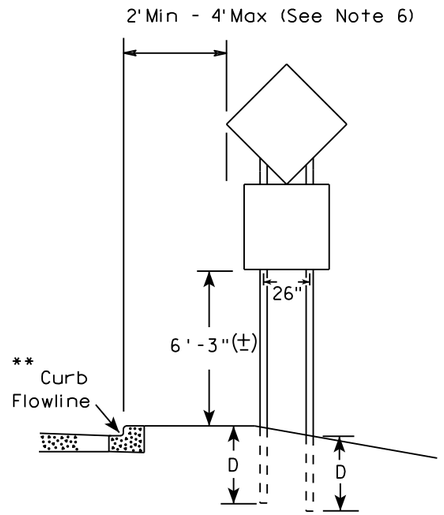
URBAN AREA



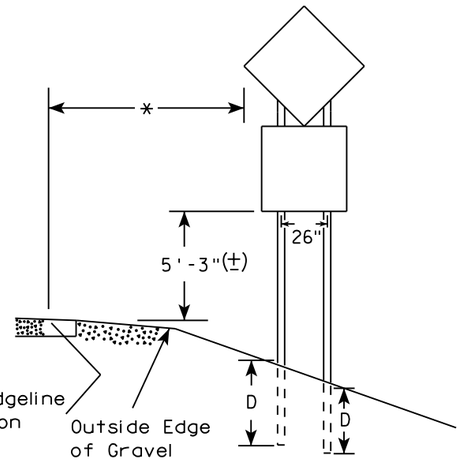
RURAL AREA (See Note 3)







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'

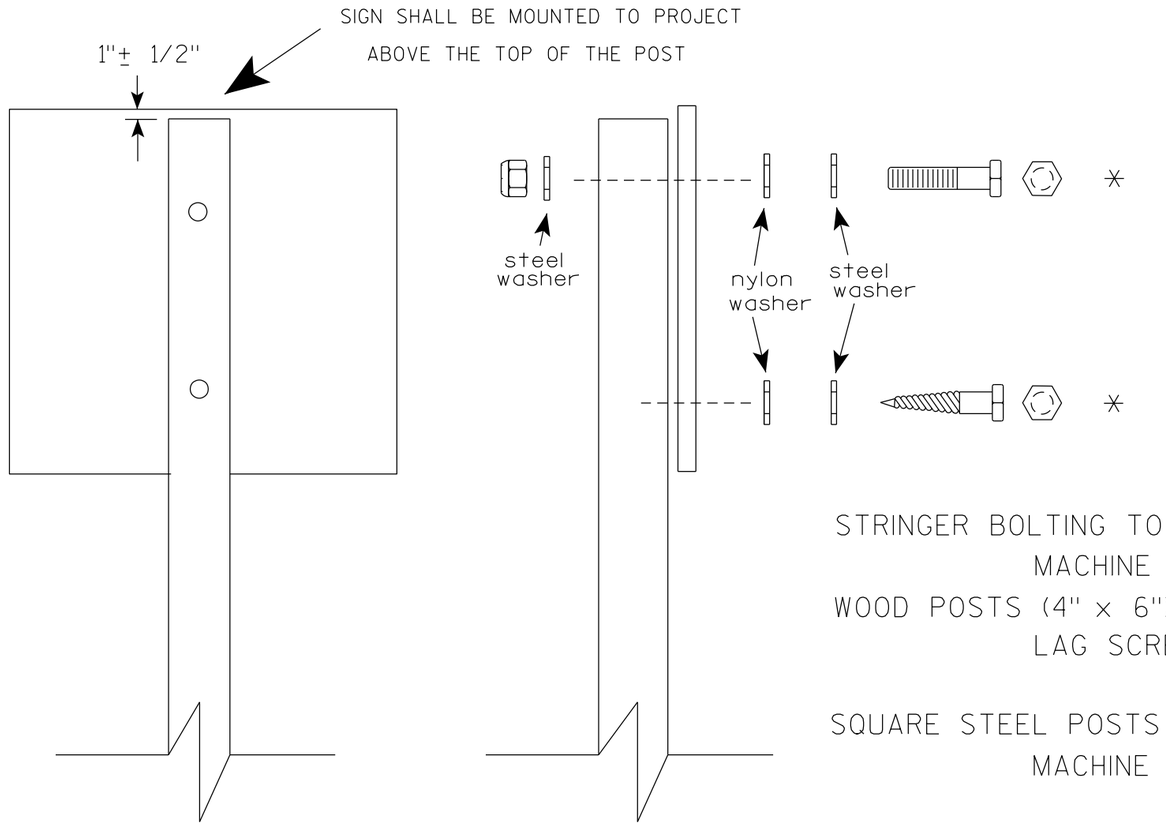
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

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: 528	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

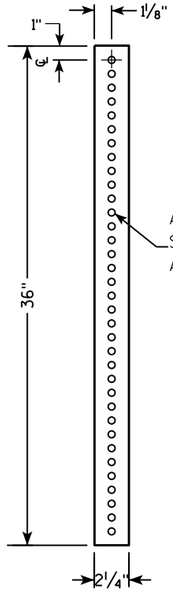
DATE 4/1/2020 PLATE NO. A4-8.9

PROJECT NO:

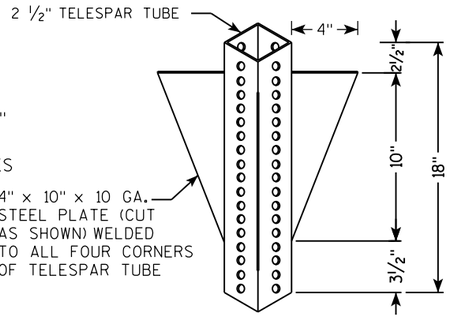
SHEET NO: 529 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

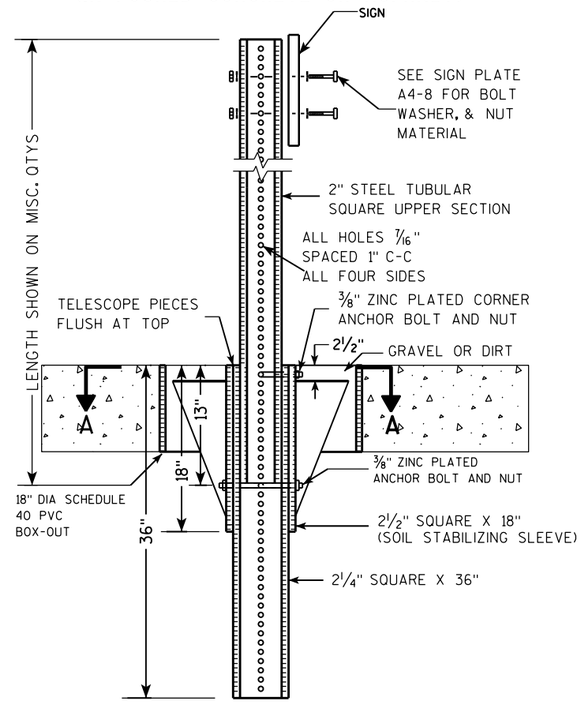
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



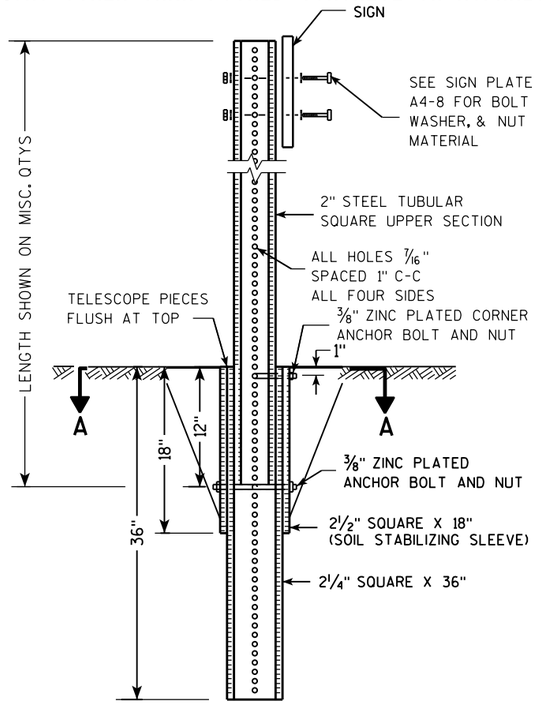
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

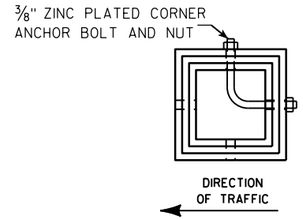


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

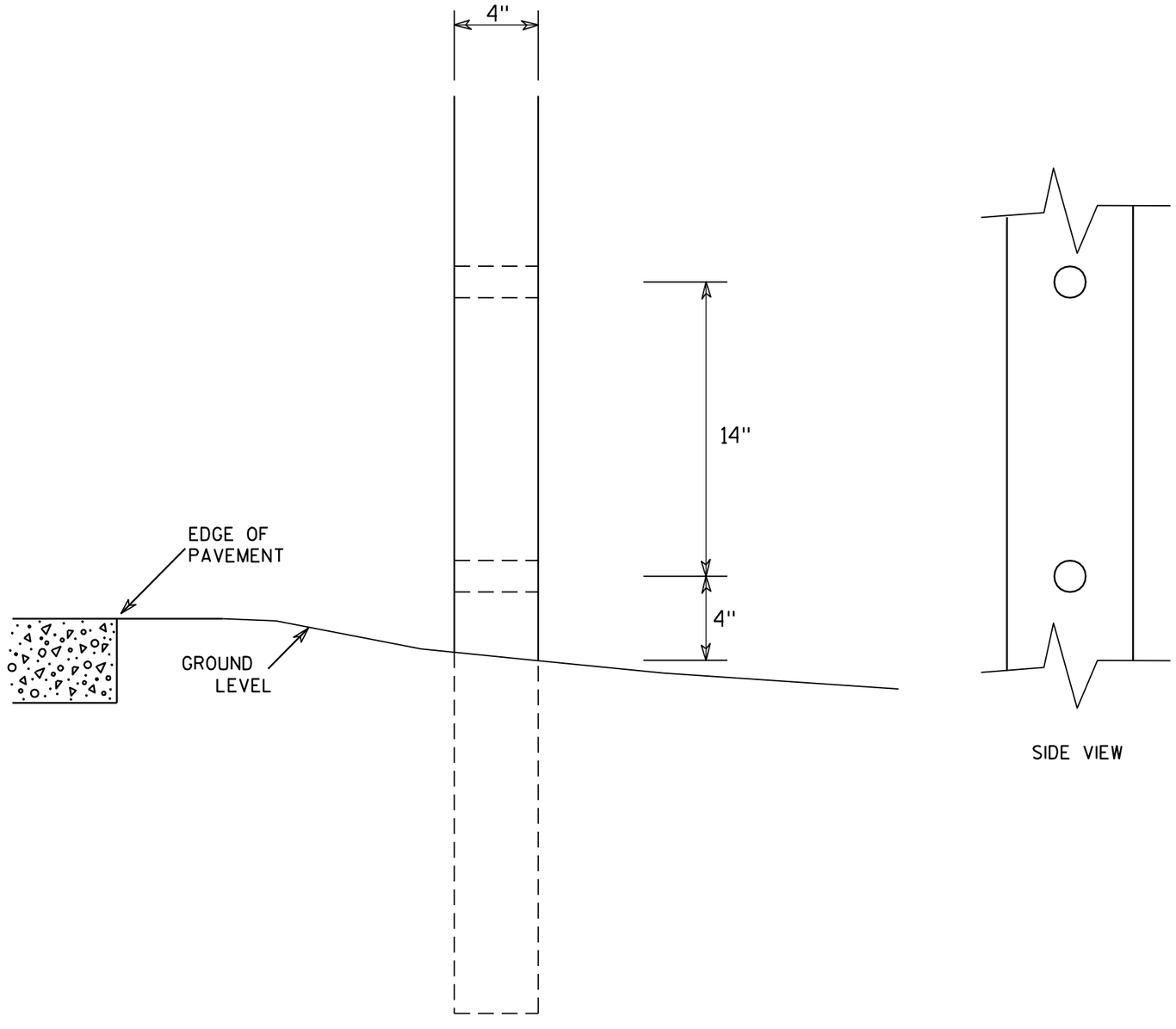
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 530 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

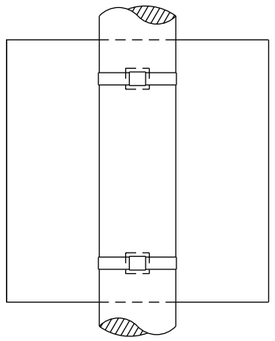
APPROVED Chester J Spang for State Traffic Engineer

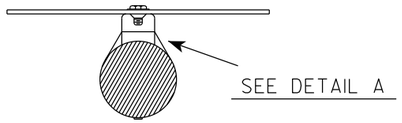
DATE 3/27/97 PLATE NO. A4-11.2

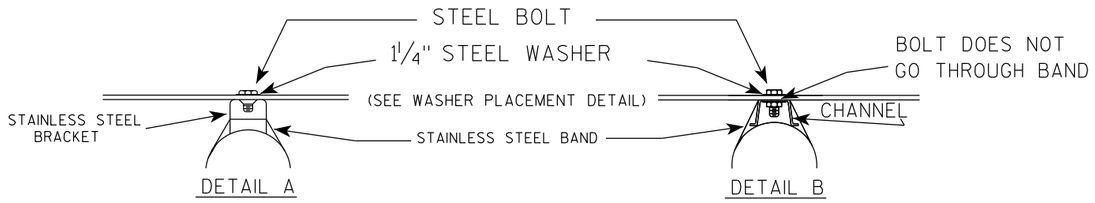
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 531	E

BANDING

SINGLE SIGN



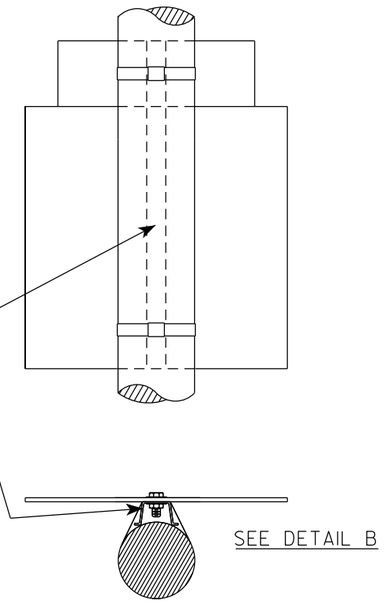




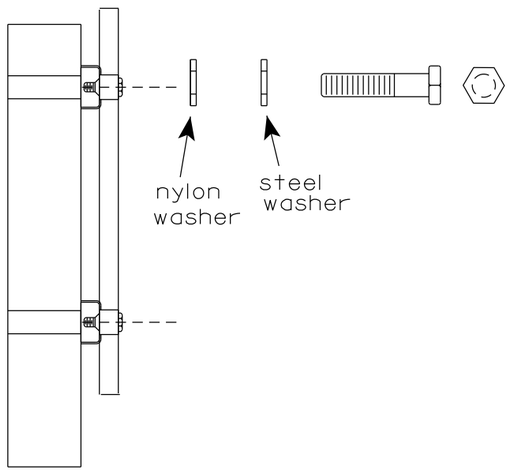
GENERAL NOTES

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

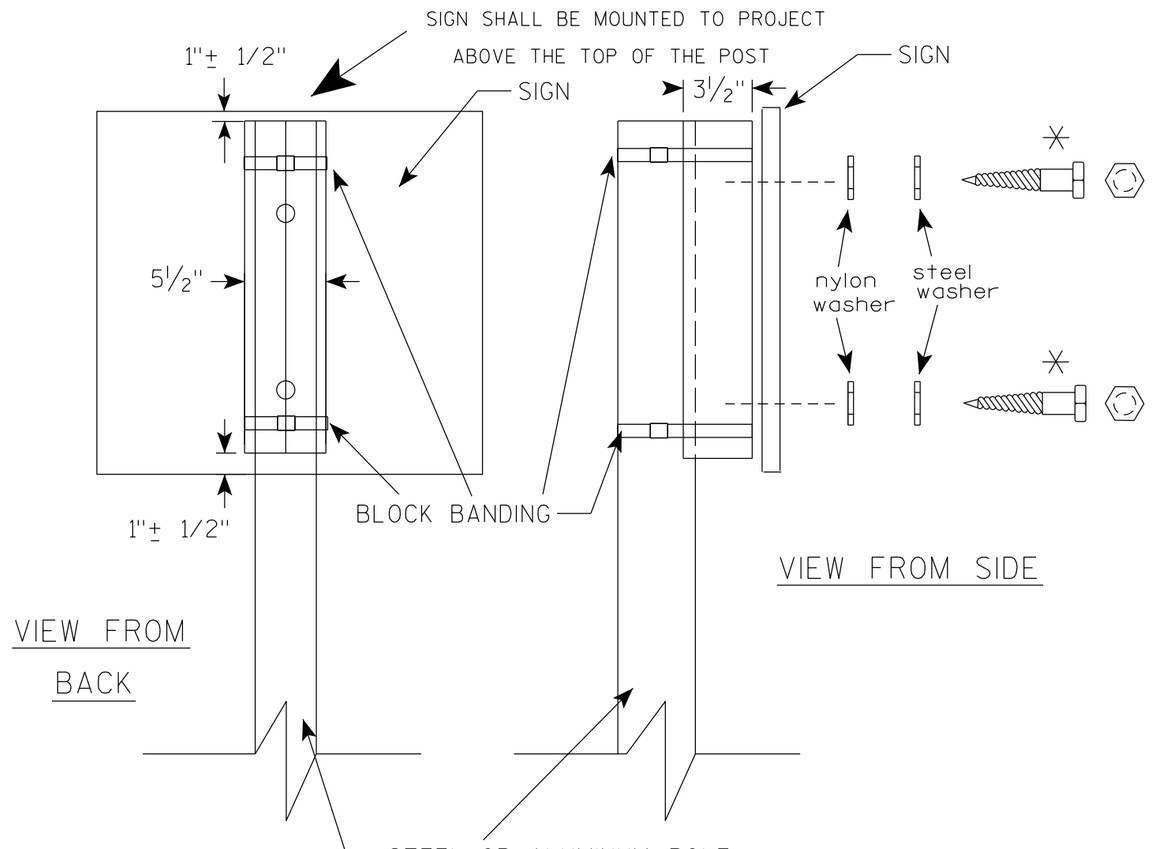
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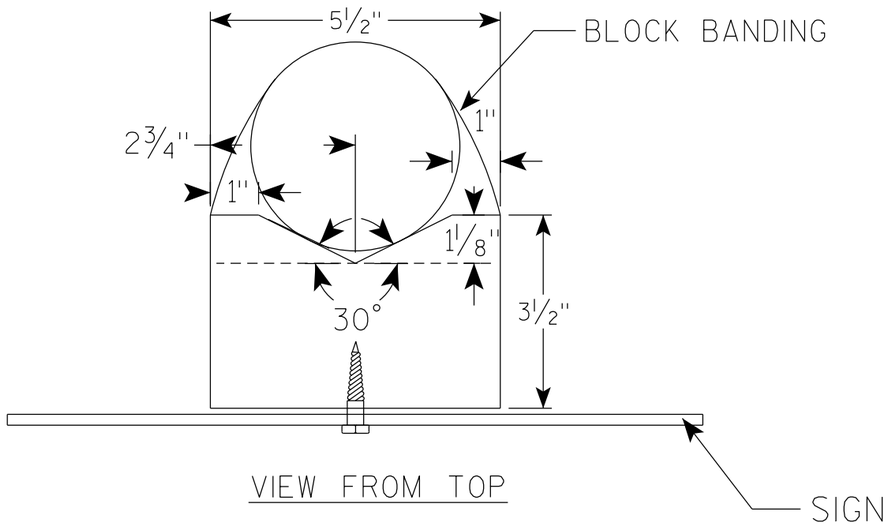
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/10/19 PLATE NO. A5-9.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 532	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$





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)

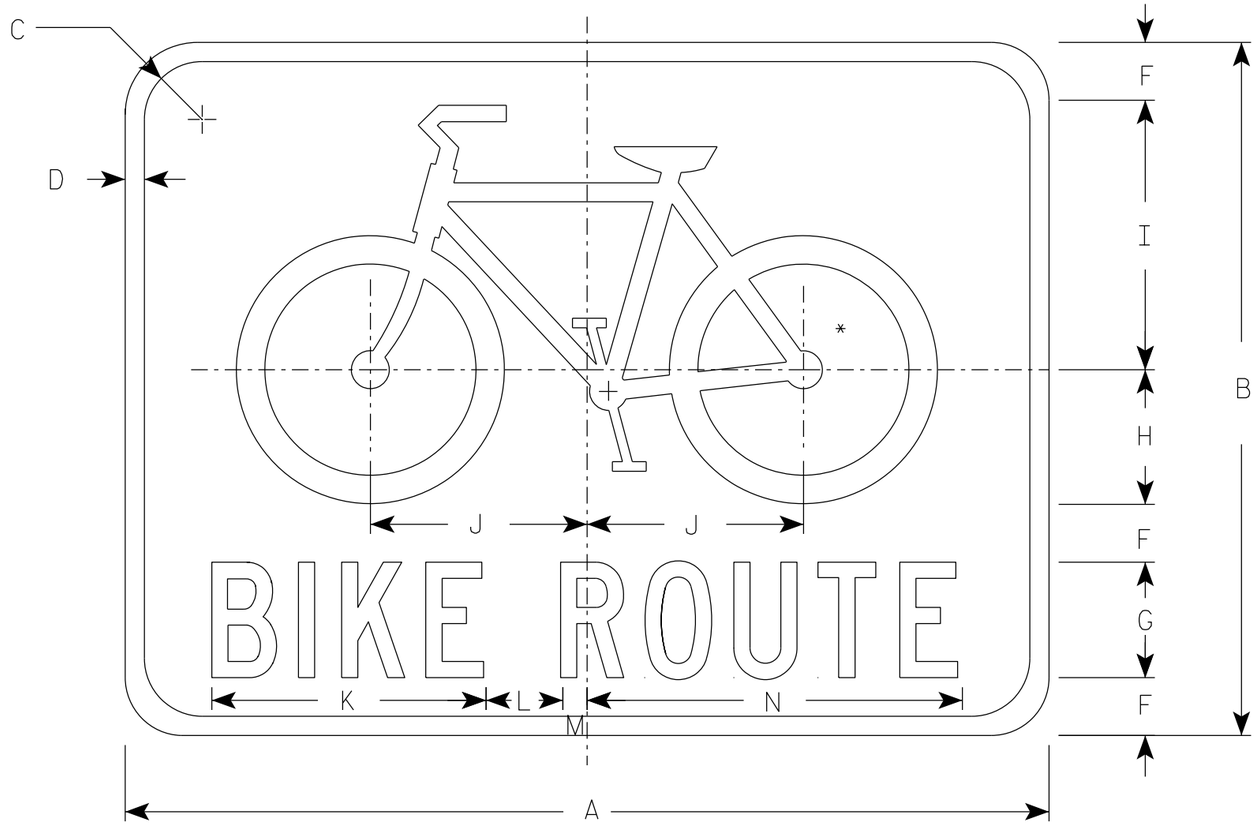
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 533 E



D11-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - GREEN
   Message - WHITE
3. Message Series - C

* See W11-1 for symbol design

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	18	1 1/2	1/2		1 1/2	3	3 1/2	7	5 5/8	7 1/8	2	5/8	9 3/4													3.0
2M	24	18	1 1/2	1/2		1 1/2	3	3 1/2	7	5 5/8	7 1/8	2	5/8	9 3/4													3.0
3	30	24	1 1/4	5/8		2	4	4 3/4	9 1/4	7 1/2	9 1/2	2 5/8	7/8	13													5.0
4																											
5																											

STANDARD SIGN
D11-1

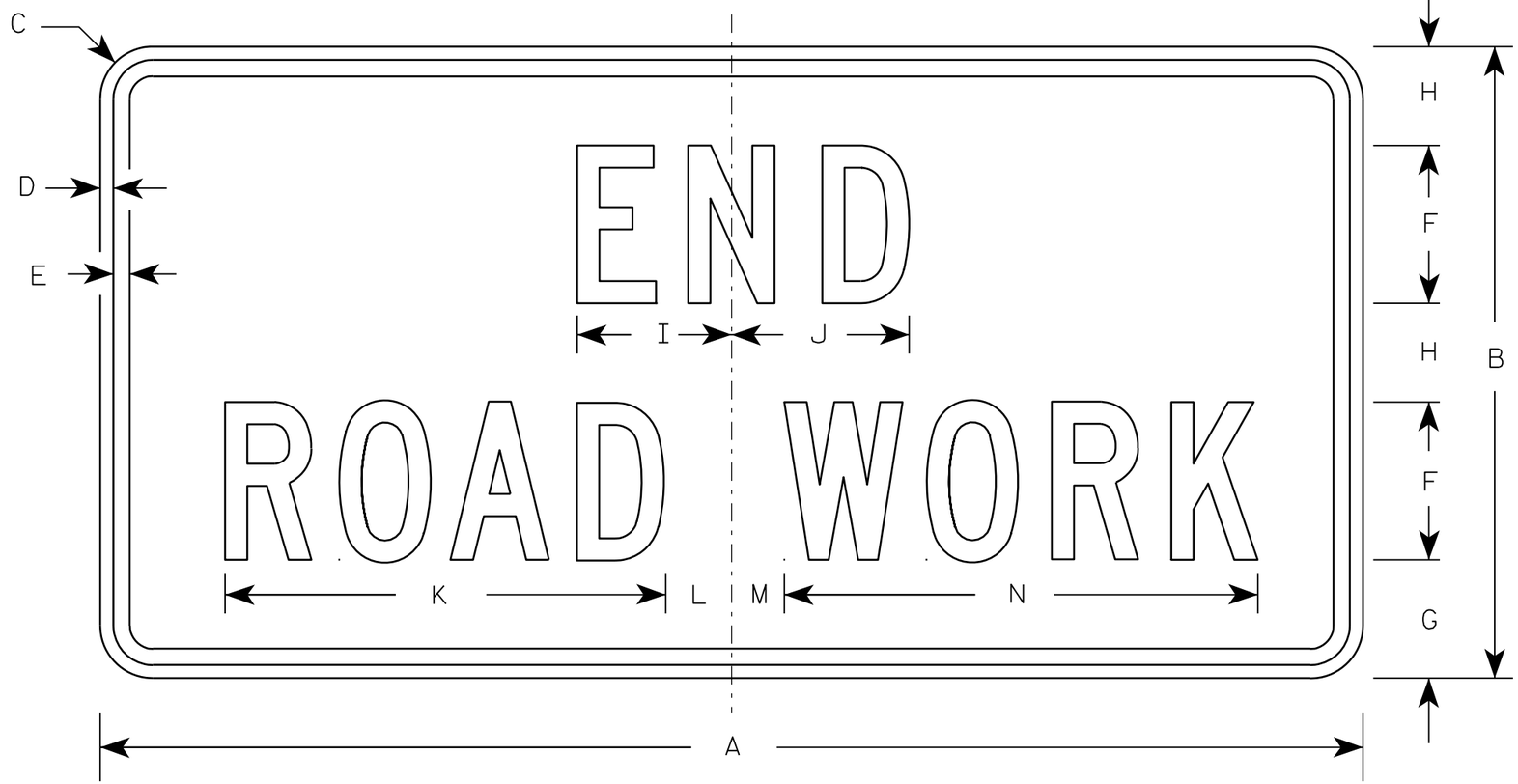
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/2021 PLATE NO. D11-1.2

PROJECT NO:

SHEET NO: 534 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

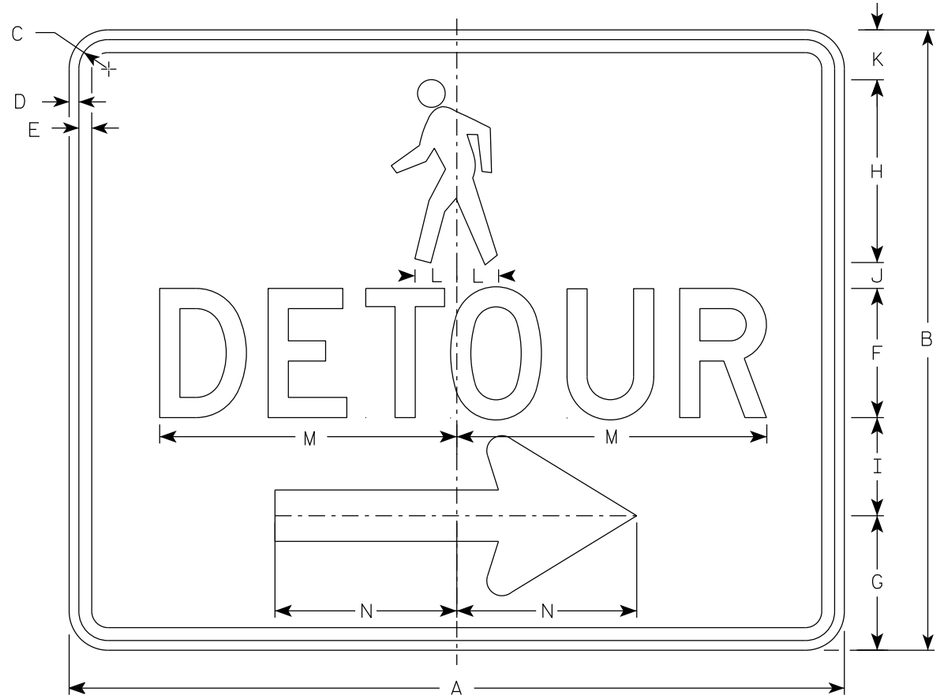
STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

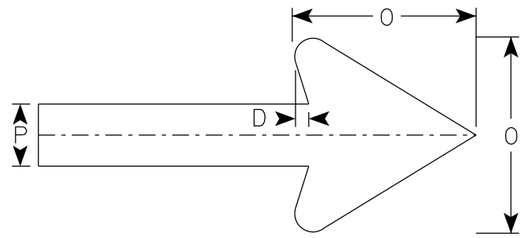
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 535	E



M4-9BR

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, the corners and borders shall be rounded.
5. M4-9BL is the same as M4-9BR 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	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.00
3																											
4																											
5																											

STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

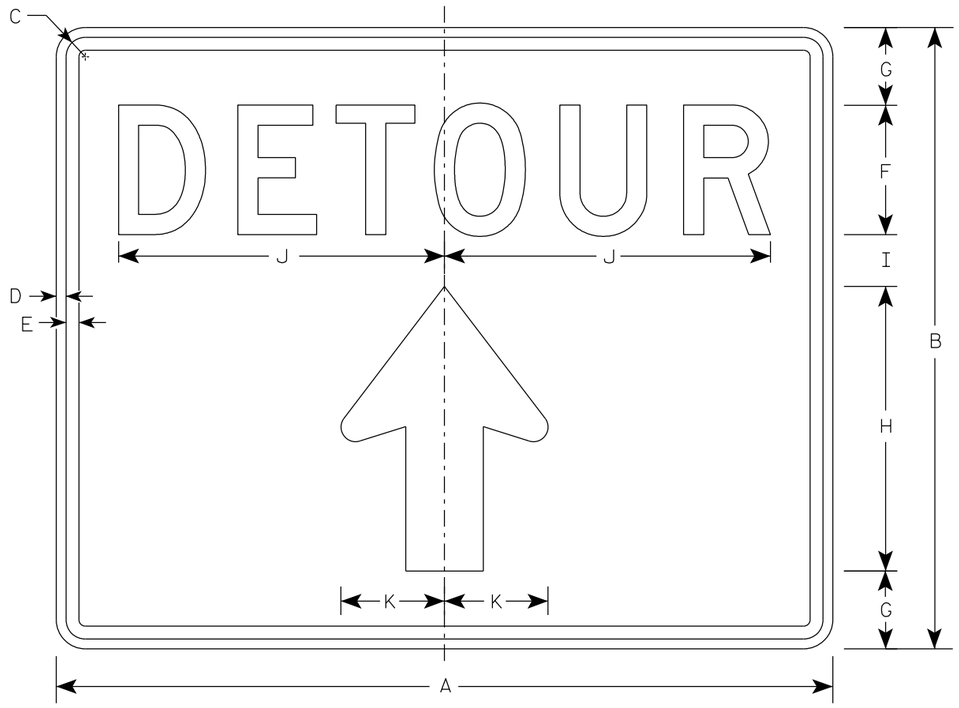
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 7/1/19 PLATE NO. M4-9B.2

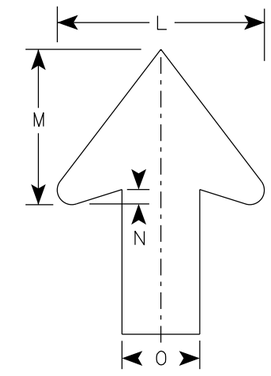
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 536 | E

NOTES

1. Sign is Type II-Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D



M4-9RA



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	3	11	2	12 5/8	4	8	6	1/2	3												5.00
3																											
4																											
5																											

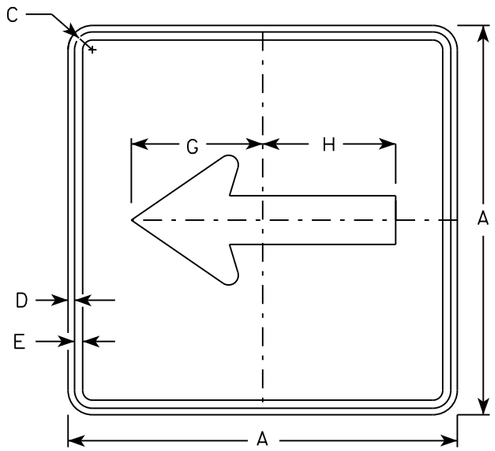
STANDARD SIGN
M4-9RA

WISCONSIN DEPT OF TRANSPORTATION

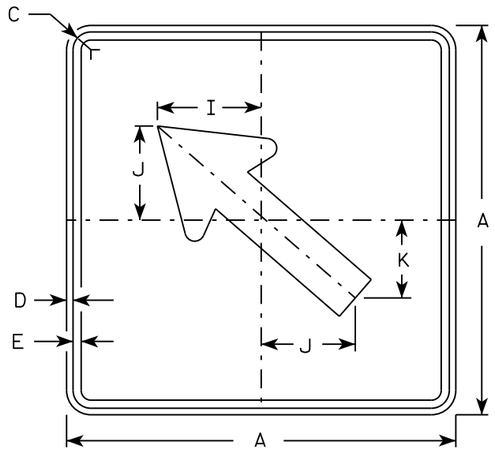
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/10/2020 PLATE NO. M4-9RA.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 537 | E



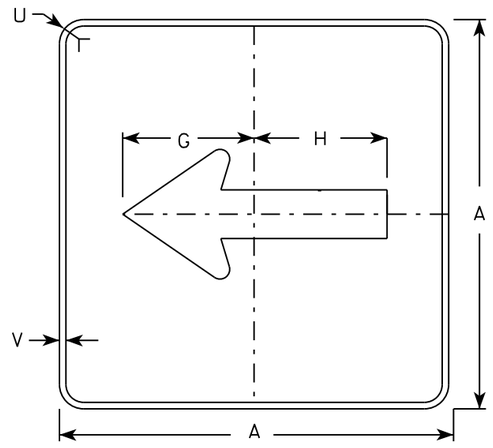
M6-1
MM6-1
MO6-1
MP6-1



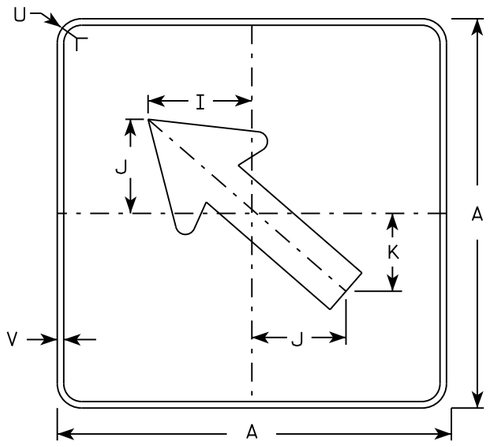
M6-2
MM6-2
MO6-2
MP6-2

NOTES

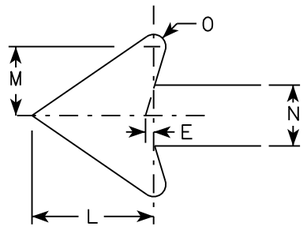
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - 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

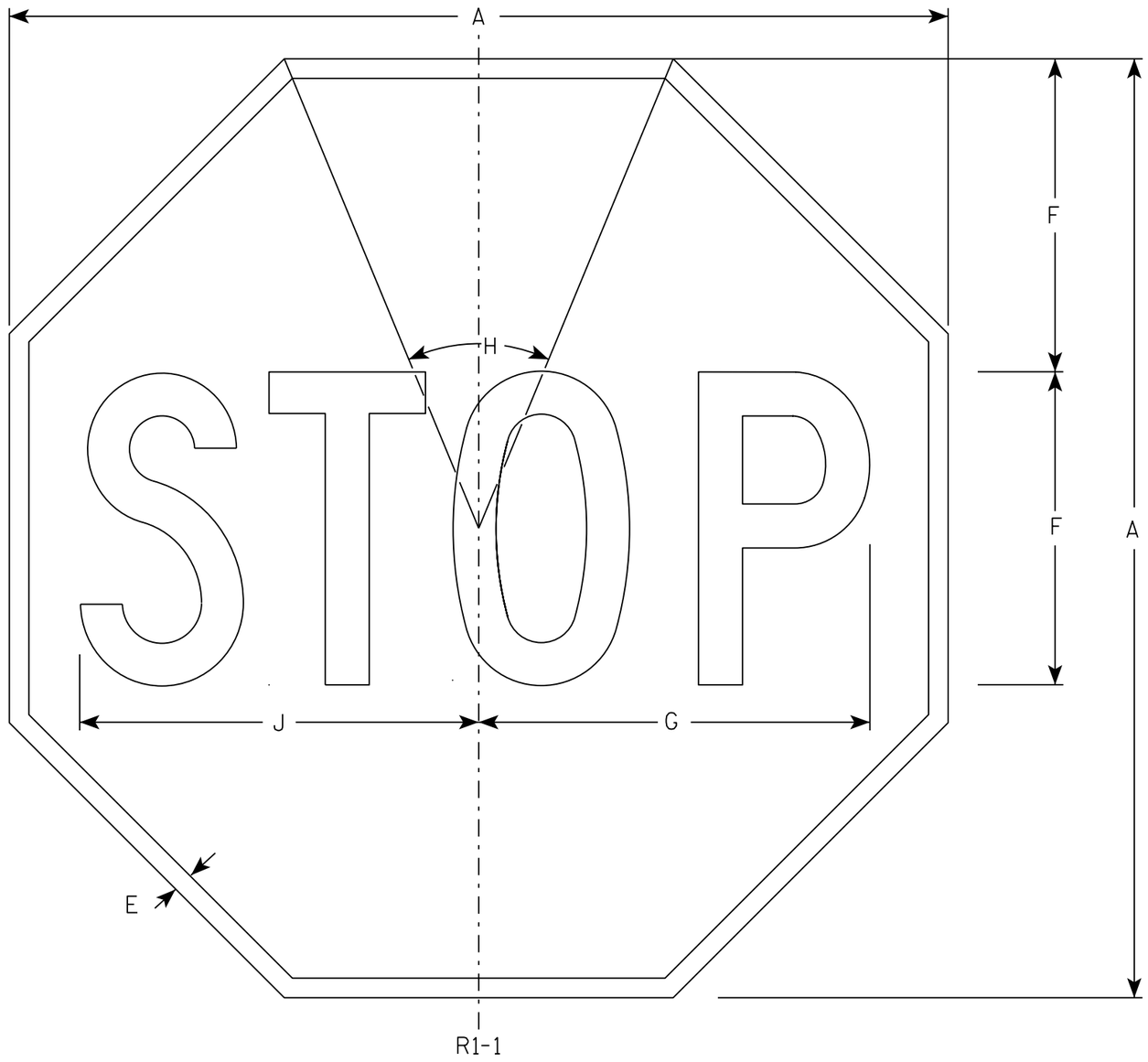
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 538 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

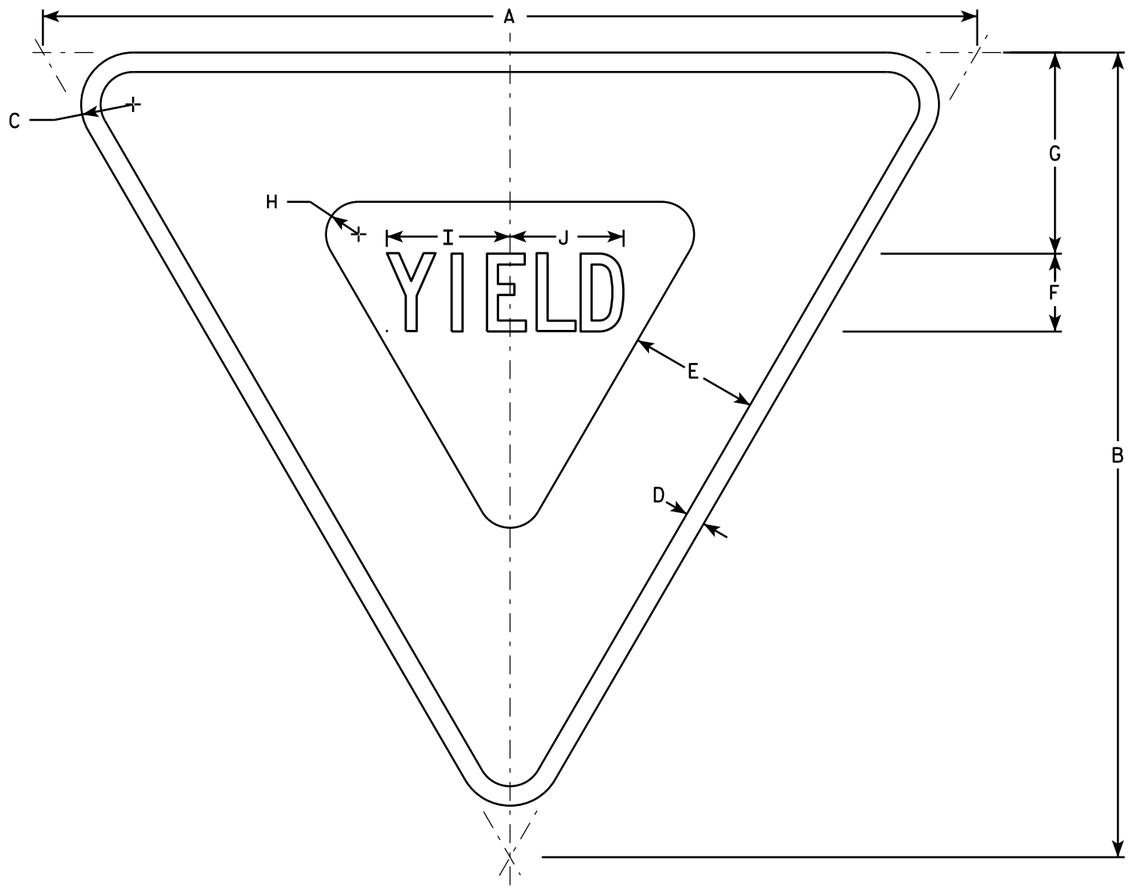
R1-1

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: 539	E



R1-2

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 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The border strip and word message are reflectorized red.

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	26	1 1/2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71
2S	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88
2M	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
3	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83
6																											
7	18	15 1/2	1	3/8	2 1/2	1 1/2	3 7/8	5/8	2 3/8	2 1/4																	0.97

STANDARD SIGN
R1-2

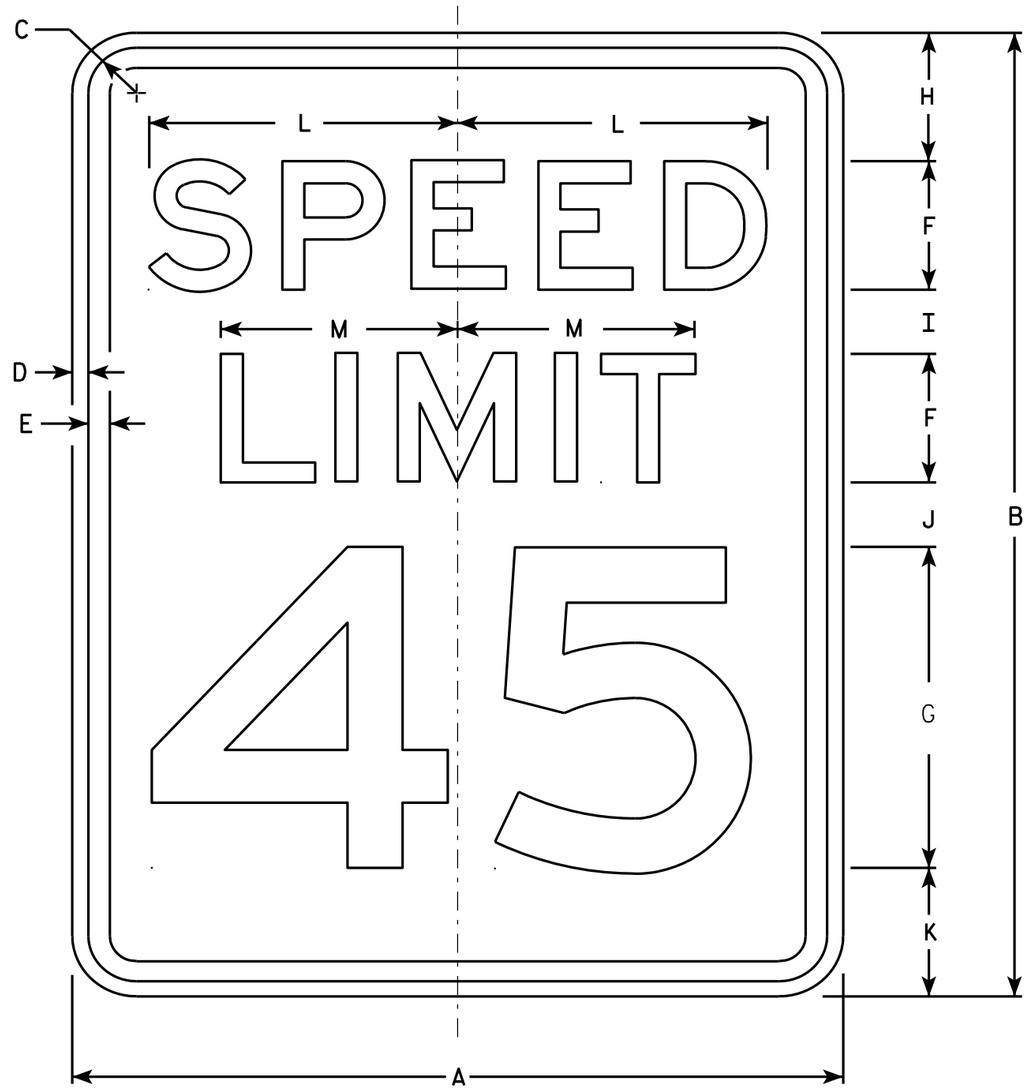
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/13/14 PLATE R1-2.12

PROJECT NO: | HWY: | COUNTY: | | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R12.DGN PLOT DATE : 13-OCT-2014 15:12 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.837526:1.000000
WISDOT/CADDS SHEET 42



R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

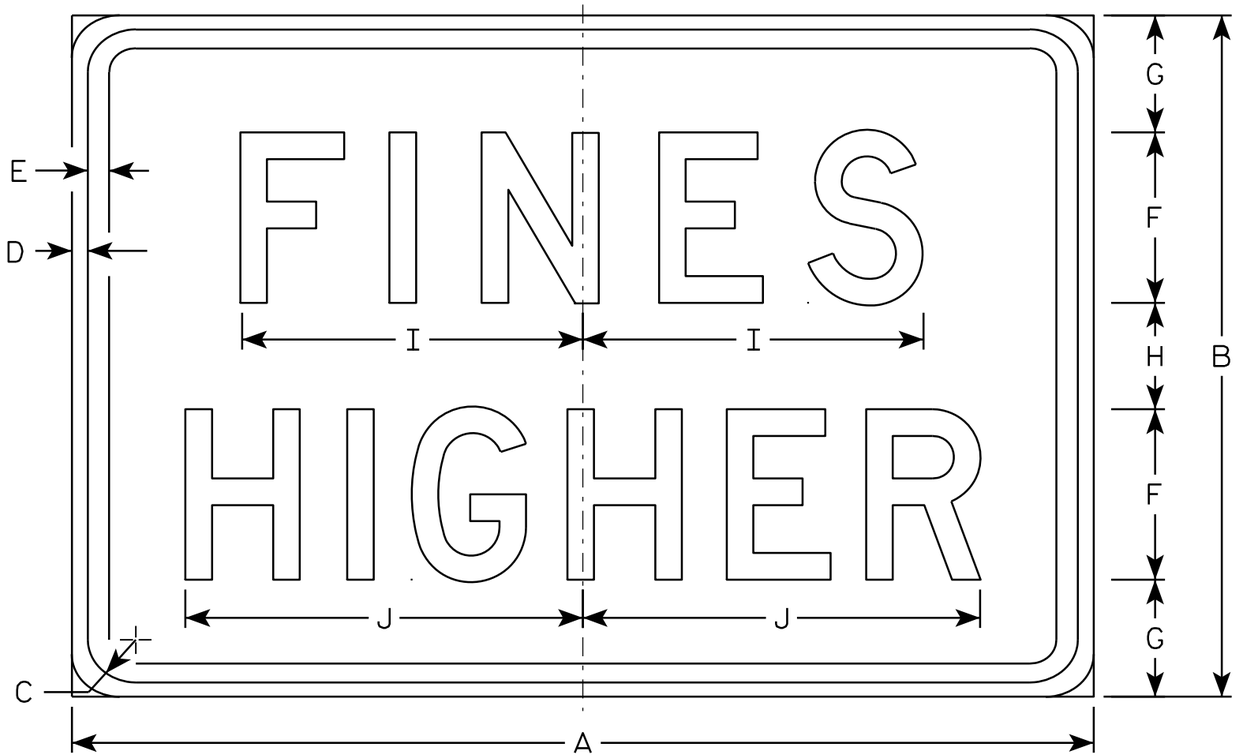
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 541	E



R2-6P

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	18	1 1/8	3/8	3/8	4	3 1/2	3	7 5/8	9 1/4																	3.0
2M	24	18	1 1/8	3/8	3/8	4	3 1/2	3	7 5/8	9 1/4																	3.0
3	36	24	1 1/8	3/8	1/2	6	4 1/8	3 3/4	12	14																	6.0
4	36	24	1 1/8	3/8	1/2	6	4 1/8	3 3/4	12	14																	6.0
5	48	36	1 3/8	1/2	5/8	8	7	6	15 1/8	19																	12.0

STANDARD SIGN
R2-6P

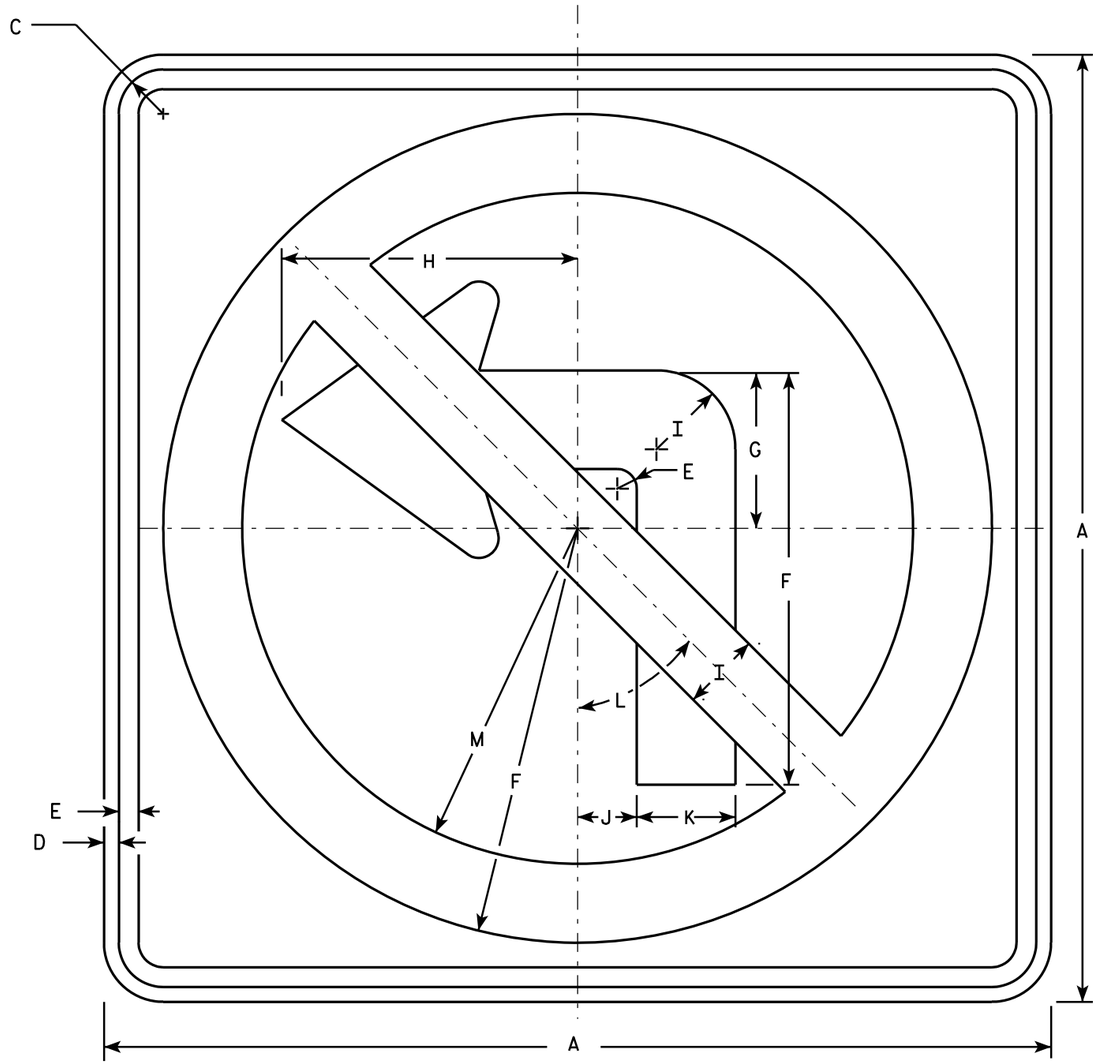
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/20/10 PLATE NO. R2-6P.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 542 | E

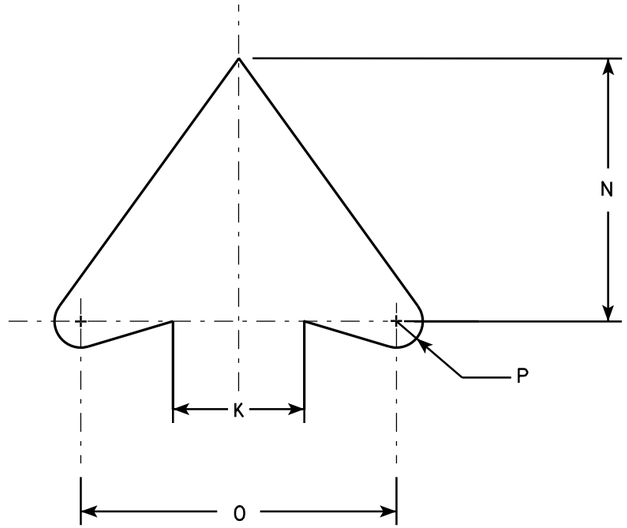
7



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

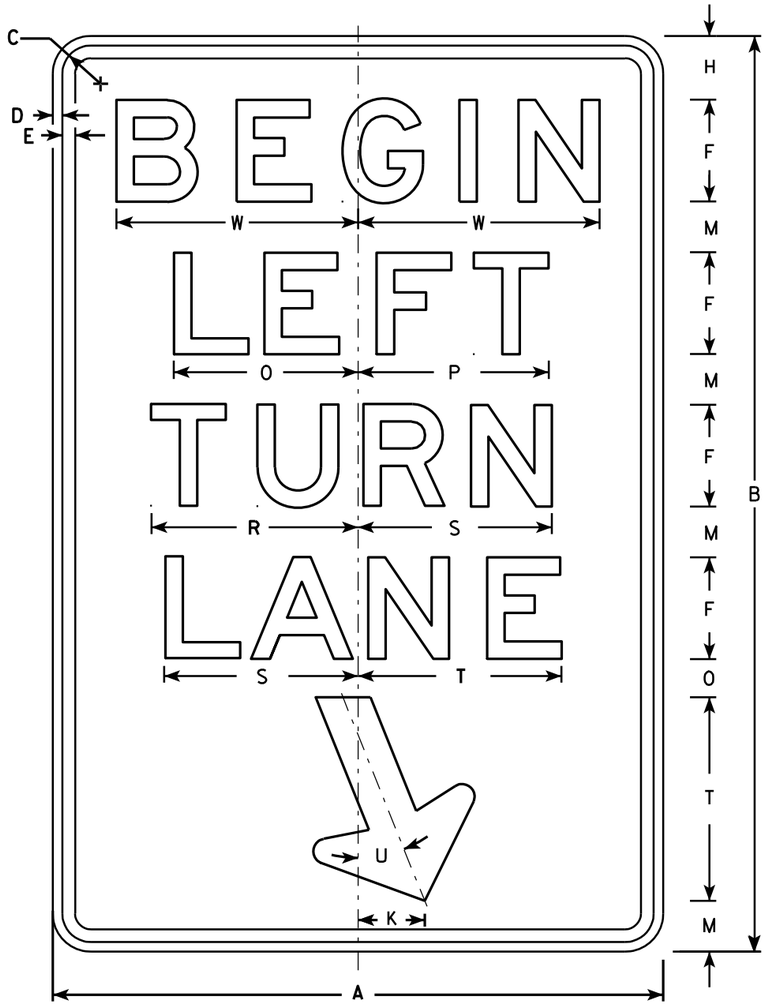
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

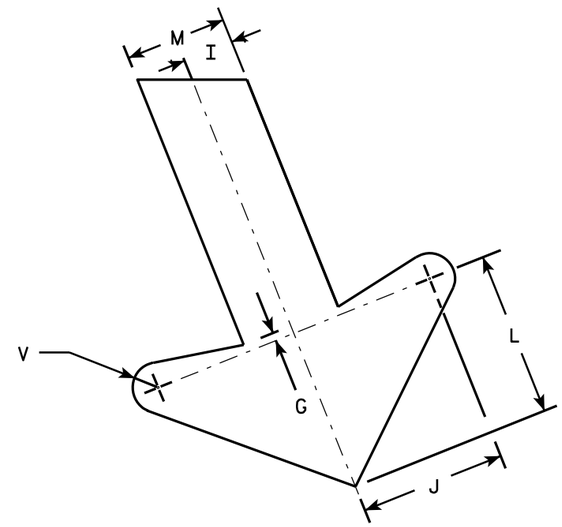
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 543	E



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																											

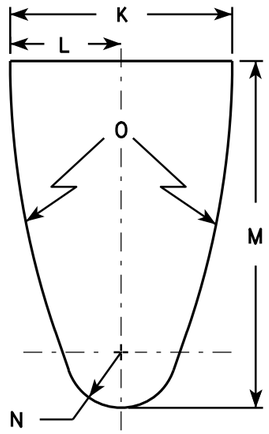
STANDARD SIGN
R3-20L

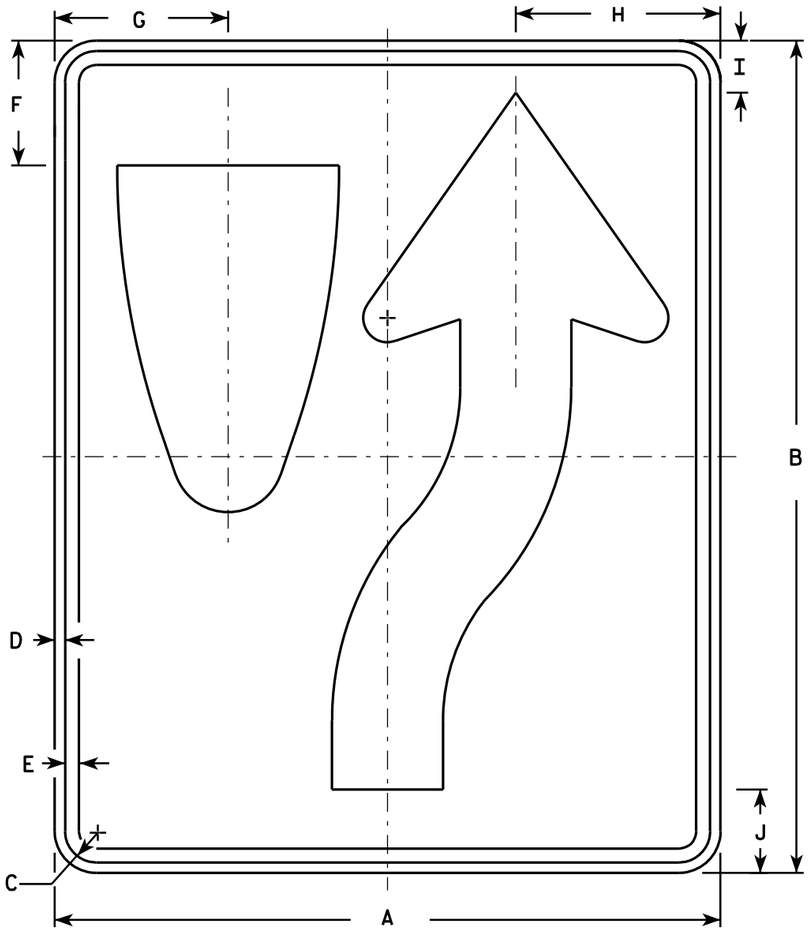
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20L.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 544 | E

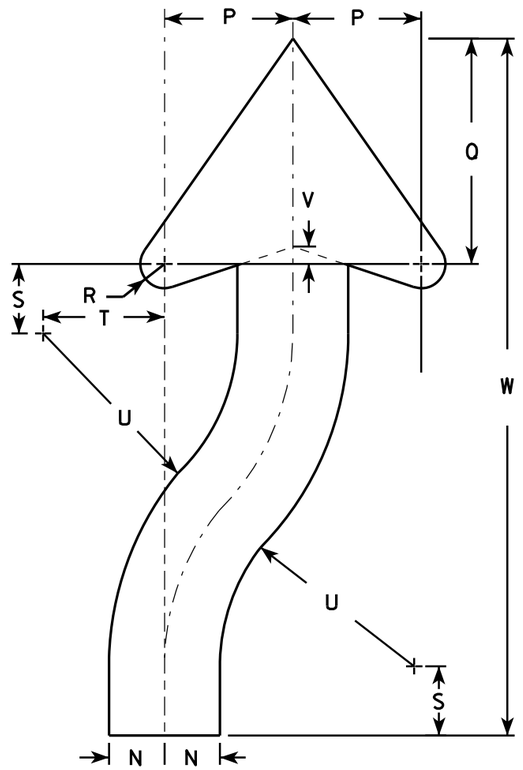




R4-7

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
4. R4-8 is the same as R4-7 except Legend is reversed.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	2 1/4	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

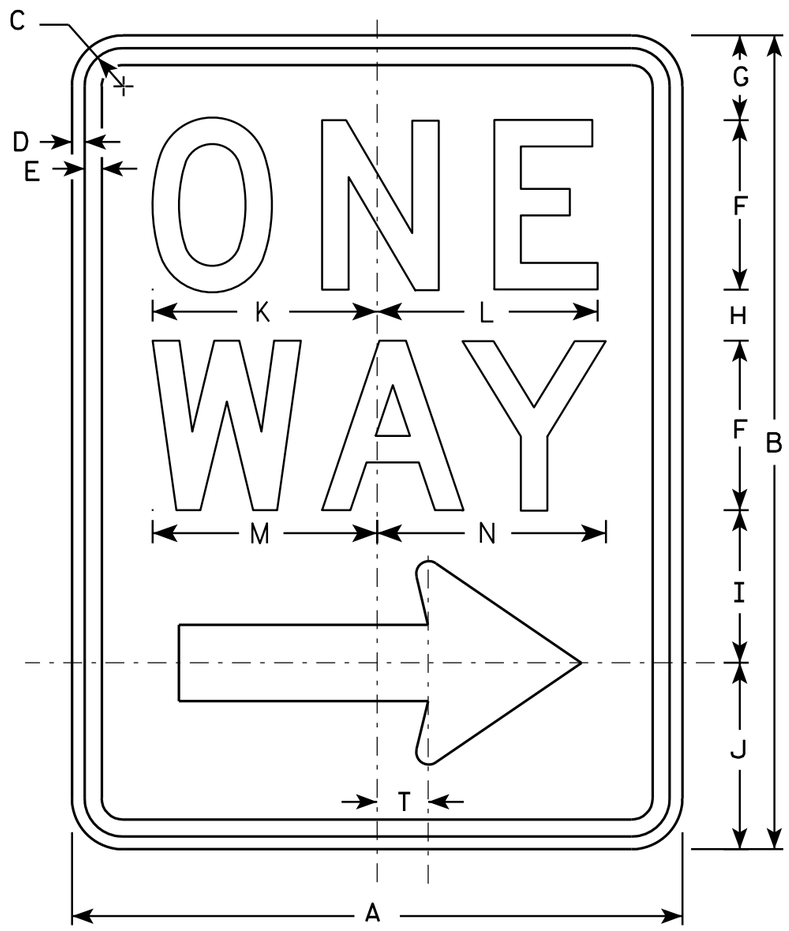
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-7.8

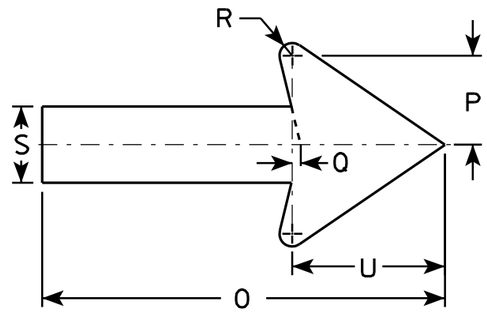
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 545	E



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																										

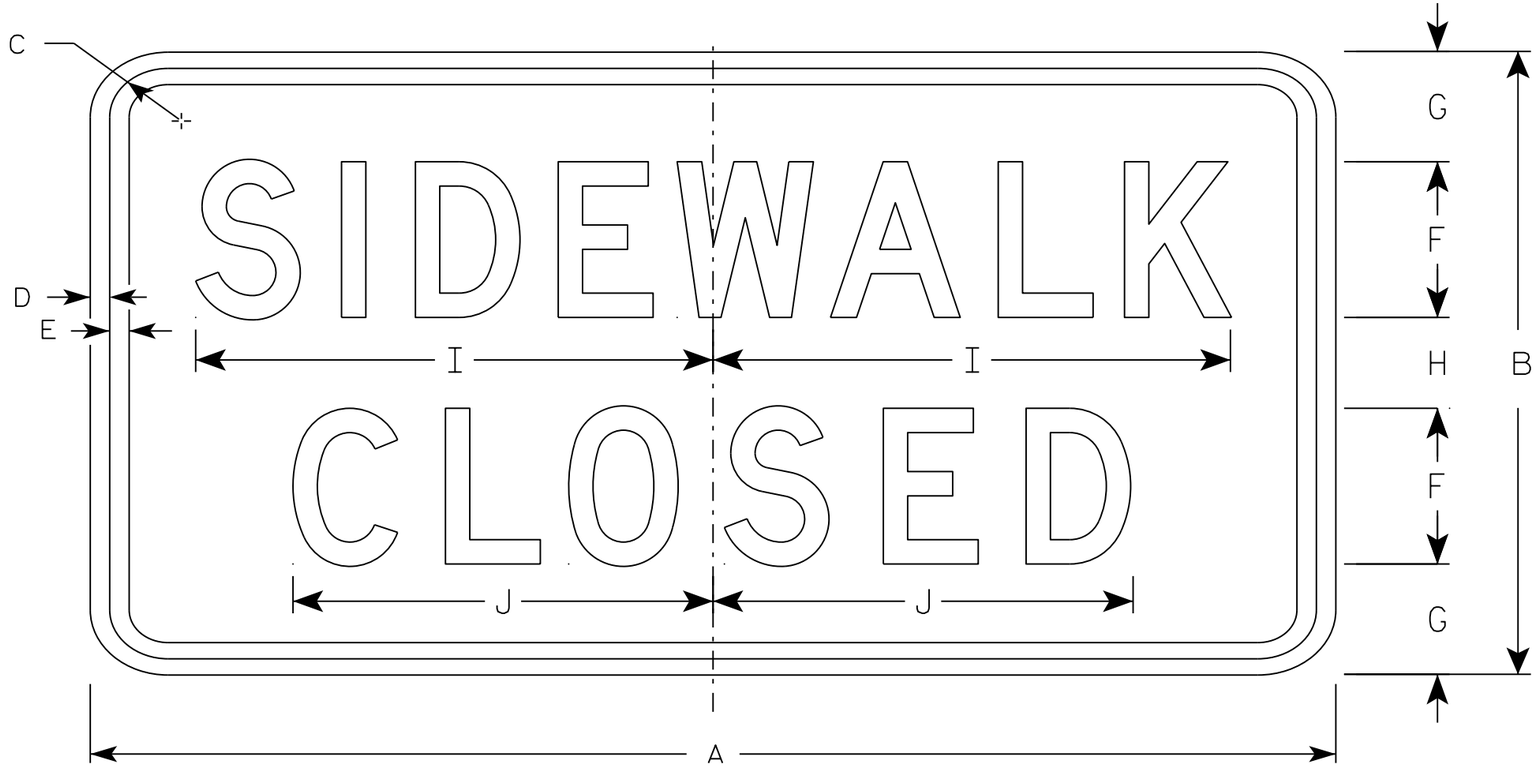
STANDARD SIGN
R6-2 R&L

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: 546 | 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

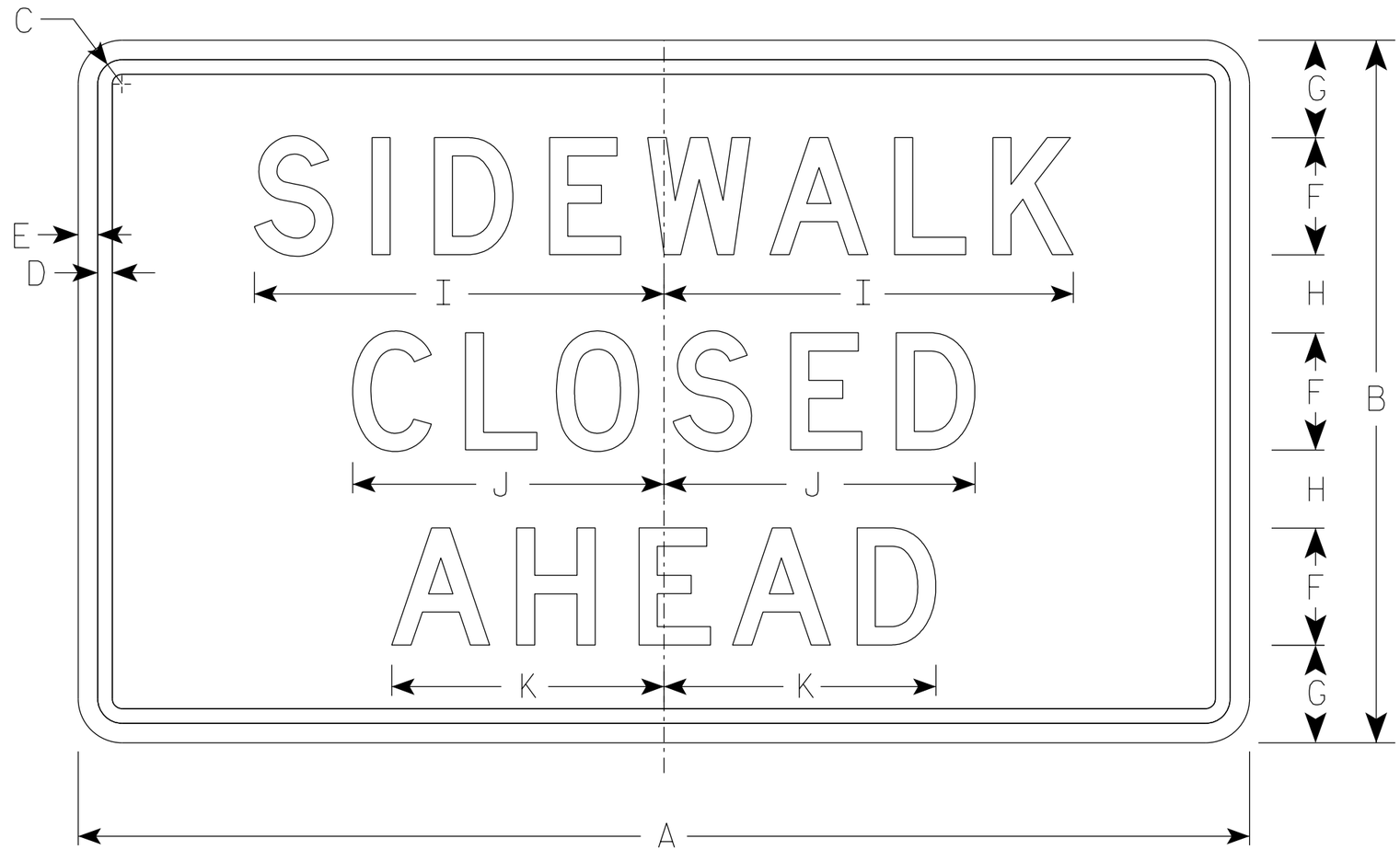
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/11/16 PLATE 547 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



R9-9A

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.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/8	3/8	1/2	3	2 1/2	2	10 1/2	8	7																3.75
2M	30	18	1 1/8	3/8	1/2	3	2 1/2	2	10 1/2	8	7																3.75
3																											
4																											
5																											

STANDARD SIGN
R9-9A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

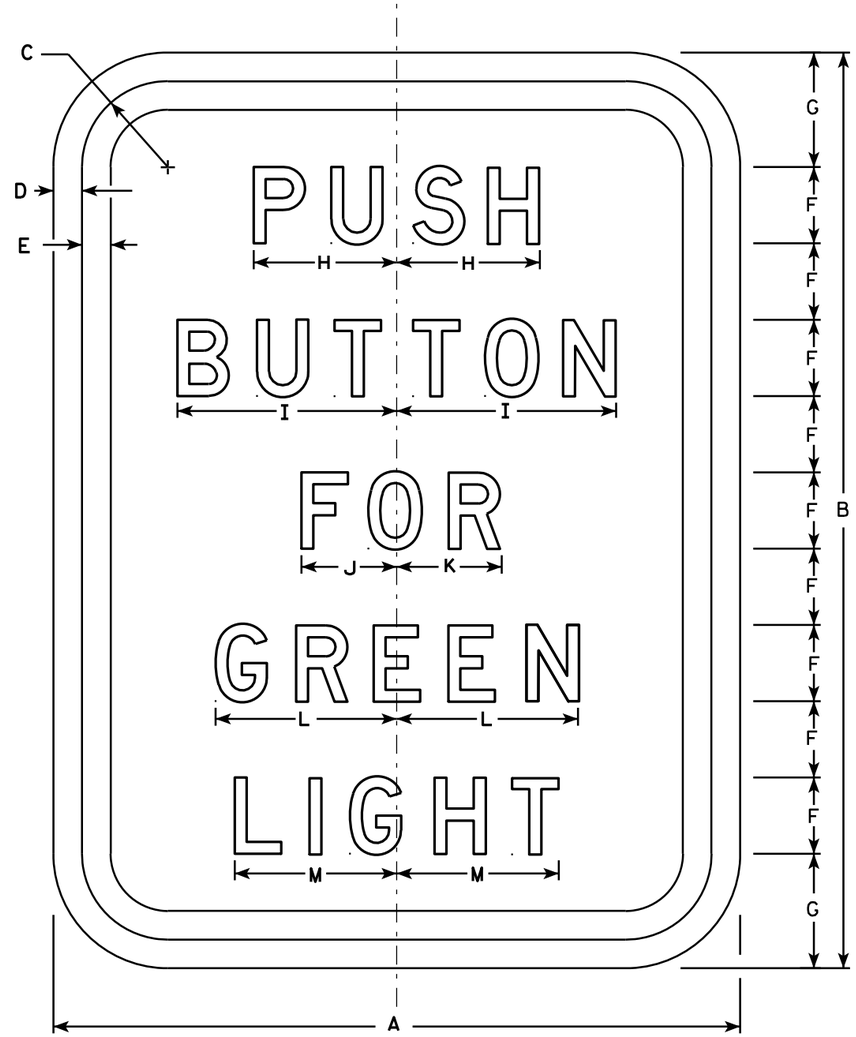
DATE 8/31/2020 PLATE NO. R9-9A.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 548 | E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R99A.DGN PLOT DATE : 31-AUG-2020 3:26 PLOT BY : dotc4c PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

7



R10-3

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

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	6	9	7/8	1/4	1/4	3/4	1 1/8	1 1/4	2	7/8	1	1 5/8	1 1/2														0.38
2S	9	12	1 1/8	3/8	3/8	1	1 1/2	1 7/8	2 7/8	1 1/4	1 3/8	2 3/8	2 1/8														0.75
2M	9	12	1 1/8	3/8	3/8	1	1 1/2	1 7/8	2 7/8	1 1/4	1 3/8	2 3/8	2 1/8														0.75
3																											
4																											
5																											

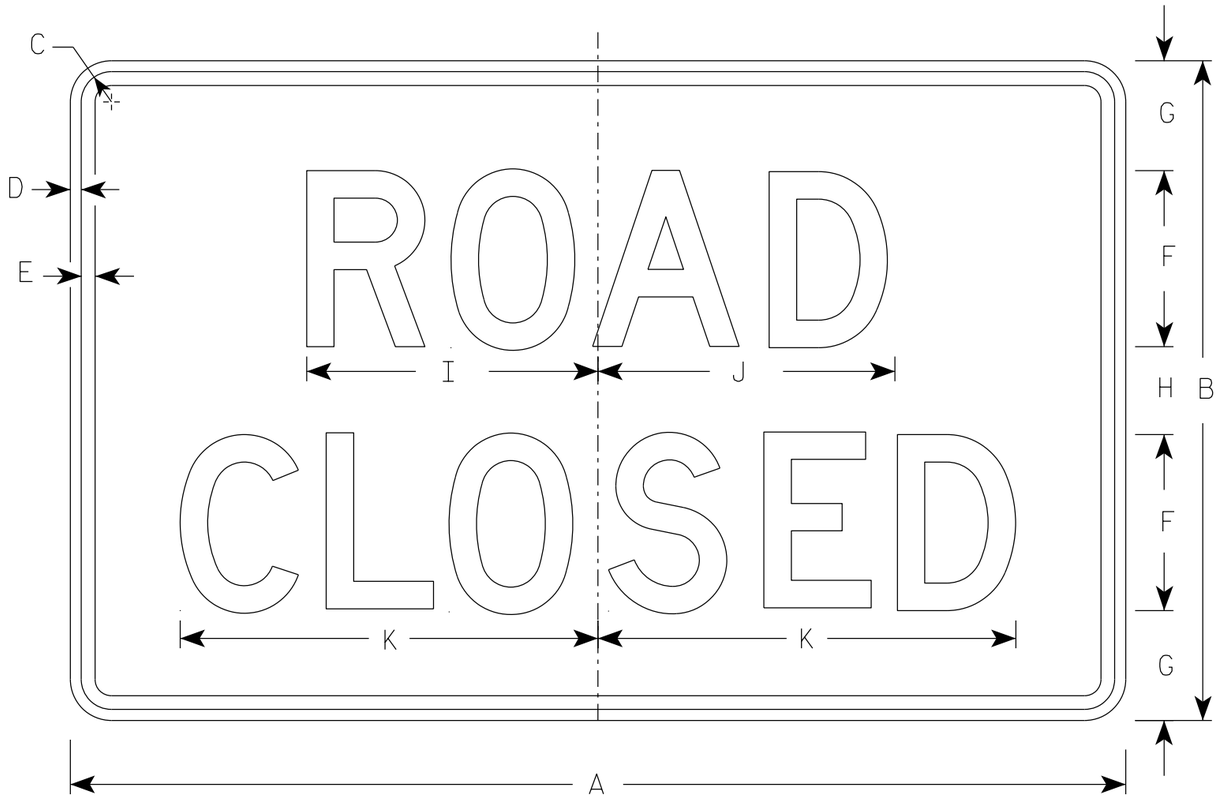
STANDARD SIGN
R10-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/29/2011 PLATE NO. R10-3.7

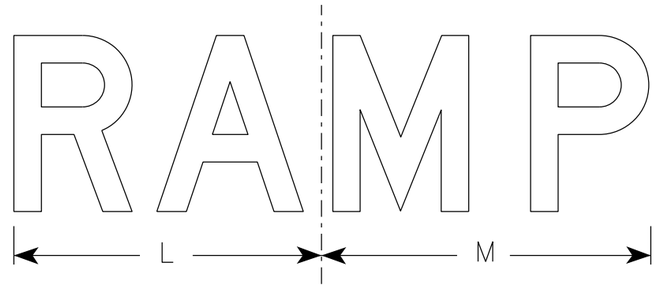
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 549 | E



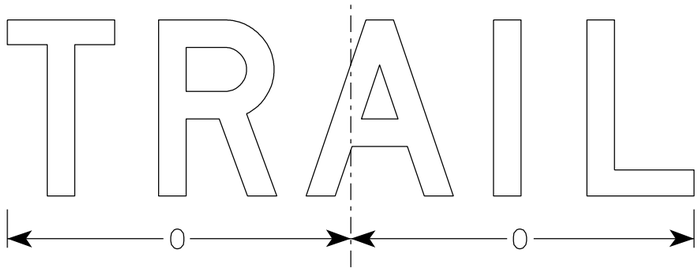
R11-2

NOTES

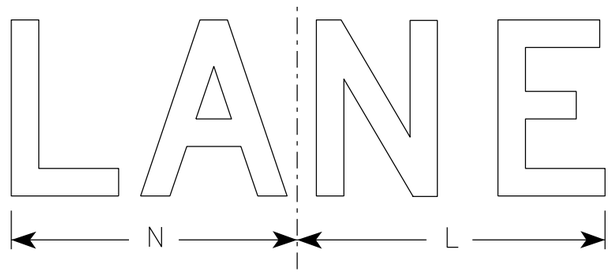
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the 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

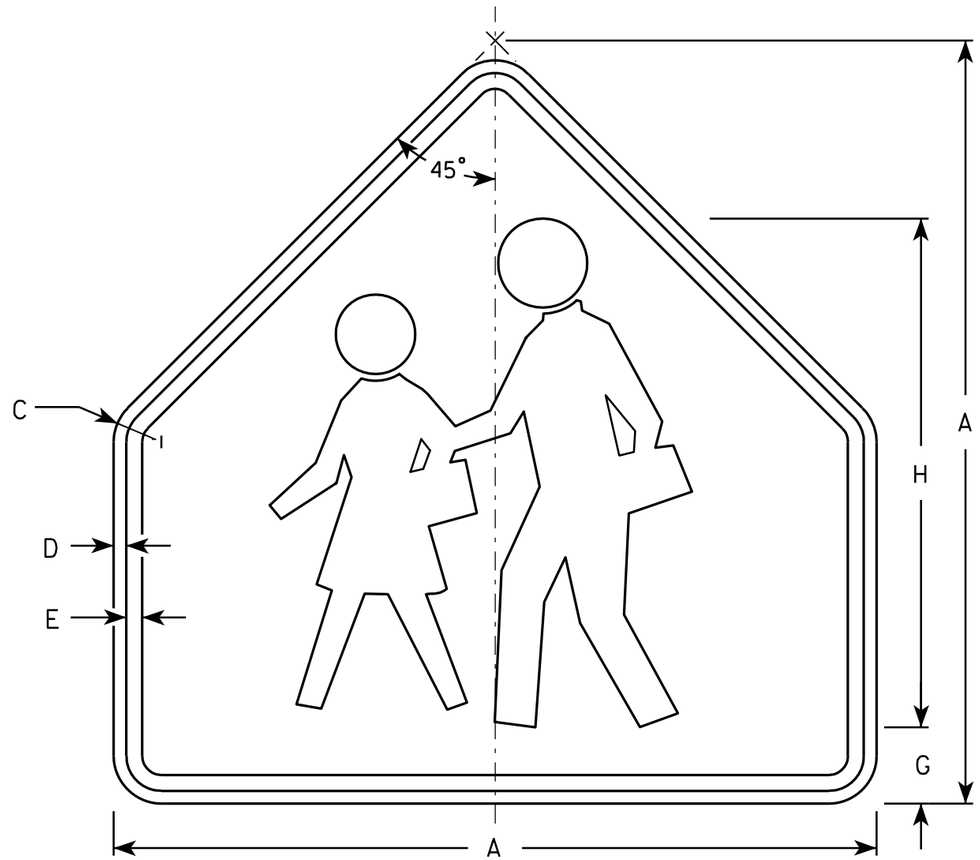
STANDARD SIGN
R11-2

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: 550	E



S1-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow-Green
   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	30		1 3/8	1/2	5/8		3	20																			4.69
2	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
3	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
4	48		2 1/4	3/4	1		4 3/4	32																			12
5																											

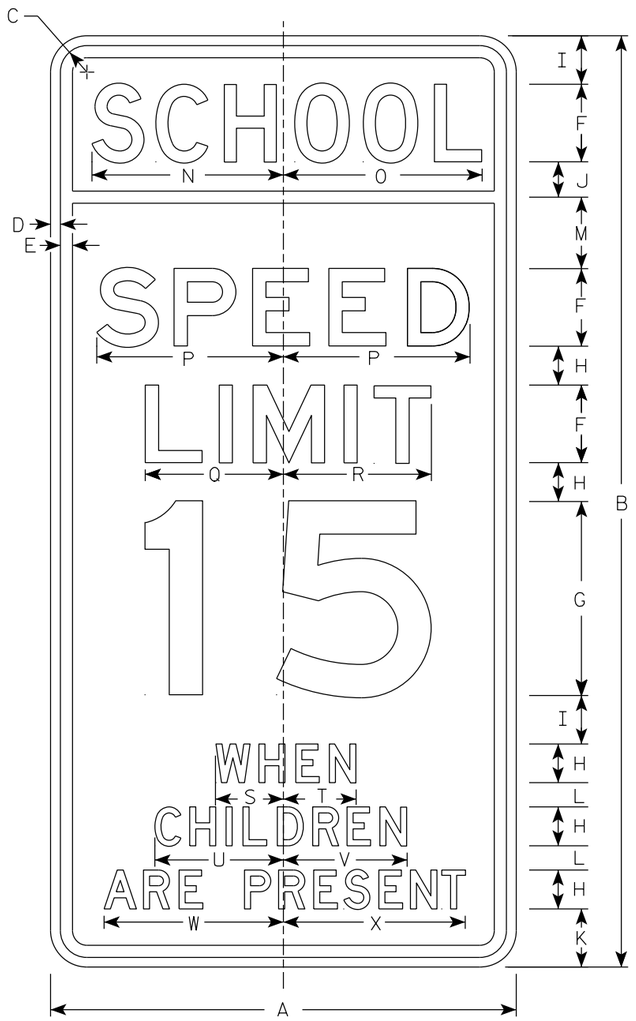
STANDARD SIGN
S1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/30/05 PLATE NO. S1-1.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 551	E



S4-51

NOTES

1. Sign is Type II - See Note 2 for Sheeting Type
2. Color:
   Background - See Note 4
   Message - Black
3. Message Series - See Note 5
4. Top panel (SCHOOL) background - Yellow Green - Type F Reflective
   Lower panel background - White - Type SH Reflective
5. From top to bottom:
   Lines 1, 5, 6 & 7 are series D
   Lines 2, 3 & 4 are series E
6. Line 4 substitute appropriate numerals and adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	48	1 3/8	1/2	5/8	4	10	2	2 1/2	1 3/4	3	1 1/4	3 3/4	9 7/8	10 1/4	9 5/8	7 1/8	7 5/8	3 1/2	3 3/8	6 5/8	6 3/8	9 1/4	9 3/8			8.00
3	36	72	2 1/4	3/4	1	6	15	3	3 3/4	2 3/4	4 1/2	1 7/8	5 1/2	15	15 1/4	14 1/2	11 1/4	11 1/2	5 1/2	5 3/4	10	9 3/4	14	14 1/8			18.00
4																											
5																											

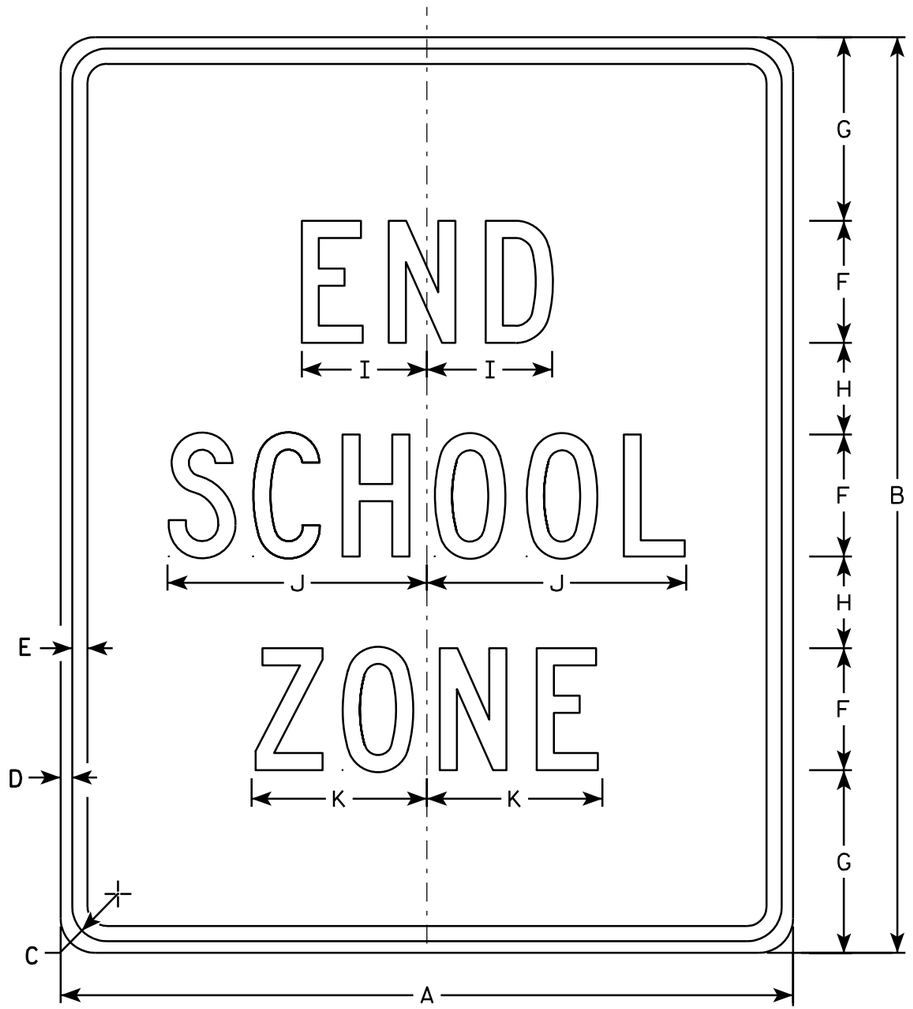
STANDARD SIGN
S4-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/27/2020 PLATE NO. S4-51.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 552 E



S5-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	30	1 1/8	3/8	1/2	4	6	3	4 1/8	8 1/2	5 3/4																5.0
3	36	42	1 5/8	5/8	3/4	6	7	5	6 1/8	12 5/8	8 5/8																10.5
4																											
5																											

STANDARD SIGN
S5-2

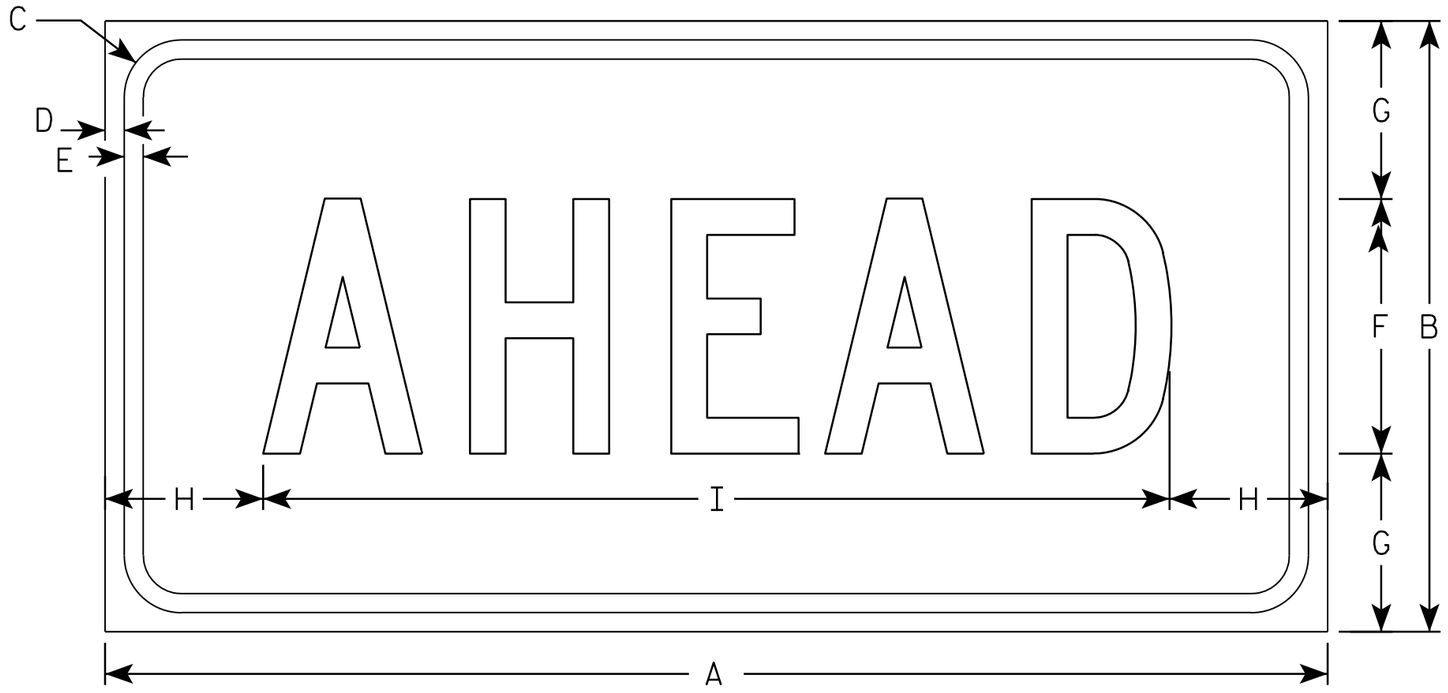
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/8/11 PLATE NO. S5-2.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 553 | E

7



S16-9P

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow-Green
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	12	1 1/8	3/8	3/8	5	3 1/2	3 1/8	17 3/4																		2.0
2S	30	18	1 1/8	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
2M	30	18	1 1/8	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
3	30	18	1 1/8	3/8	1/2	7	3 1/2	2 3/4	24 1/2																		3.75
4	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5																											

STANDARD SIGN
S16-9P

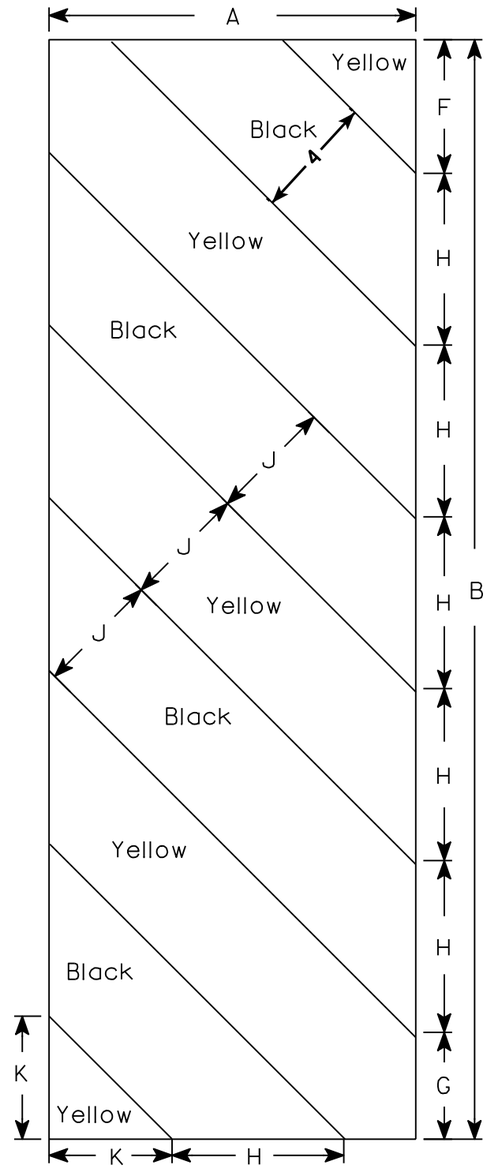
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

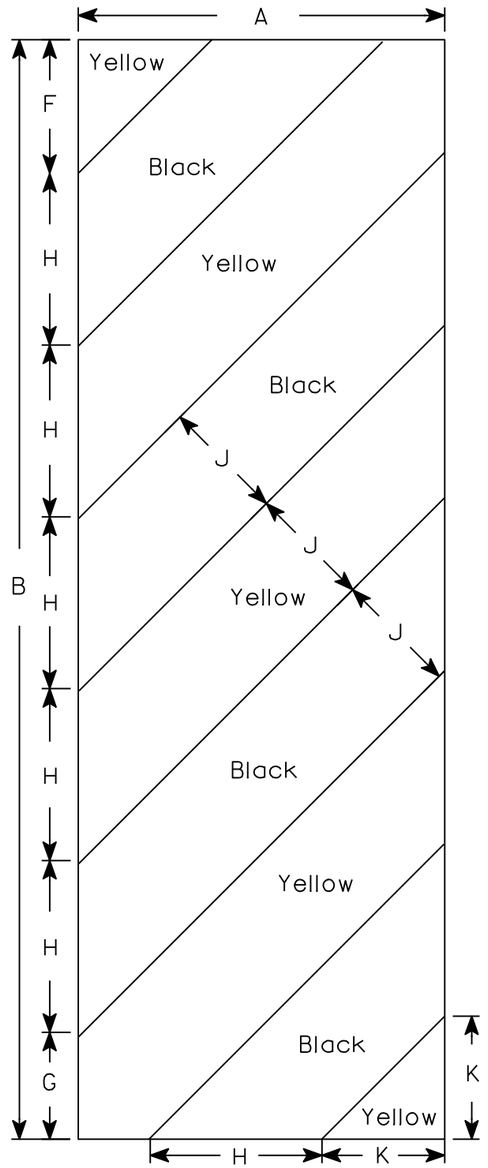
DATE 7/22/13 PLATE NO. S16-9P.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 554 | E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\S169P.dgn PLOT DATE : 22-JUL-2013 10:32 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 2.977140:1.000000
WISDOT/CADDS SHEET 42



W5-52L



W5-52R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Alternate colors of stripes as shown.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
2M	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
3	18	54				6	5 1/2	8 1/2	45°	6	6 9/16																6.75
4																											
5																											

STANDARD SIGN

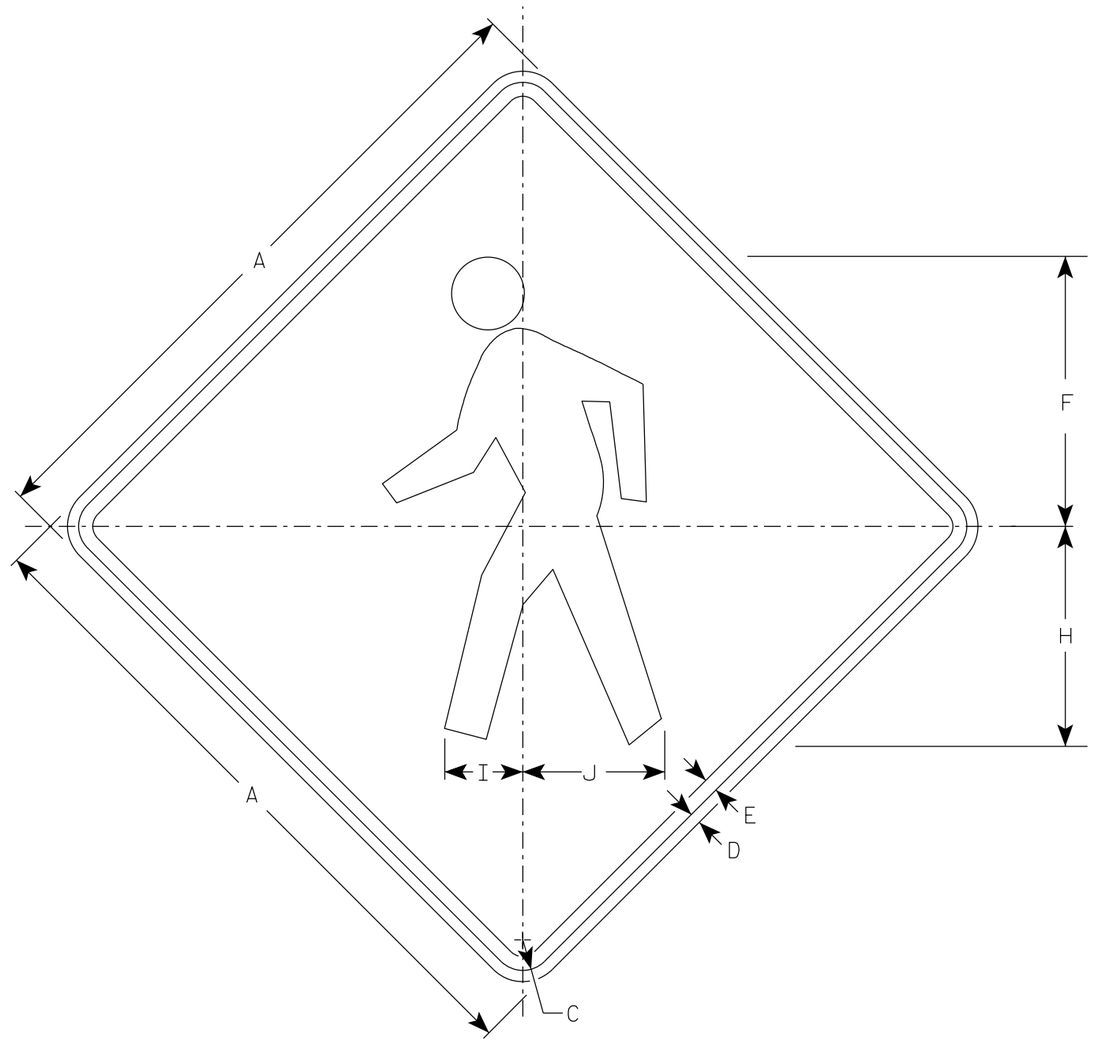
W5-52L & W5-52R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W5-52.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 555 | E



W11-2

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	9 3/4		7 7/8	2 7/8	5 1/8																	4.0
2S	30		1 3/8	1/2	5/8	12 1/8		9 7/8	3 1/2	6 3/8																	6.25
2M	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
3	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
4	48		2 1/4	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
5																											

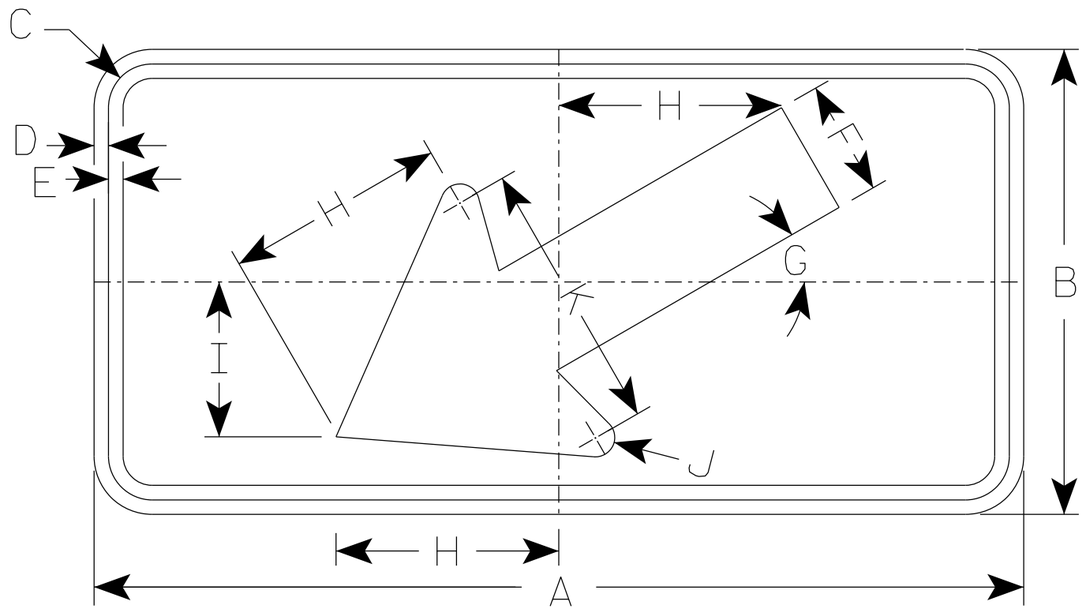
STANDARD SIGN
W11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/8/2020 PLATE NO. W11-2.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 556	E



W16-7L

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. W16-7R is the same as W16-7L except the arrow is reversed along the vertical centerline.

* For 36" x 36" Warning Signs, use 30" x 18" W16-7L signs.
* For 48" x 48" Warning Signs, use 48" x 24" W16-7L signs.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	3	30°	5 3/4	4	1/2	7																2.0
* 2M	30	18	1 1/8	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
* 3	30	18	1 1/8	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
* 4	48	24	1 3/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
5																											

STANDARD SIGN
W16-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

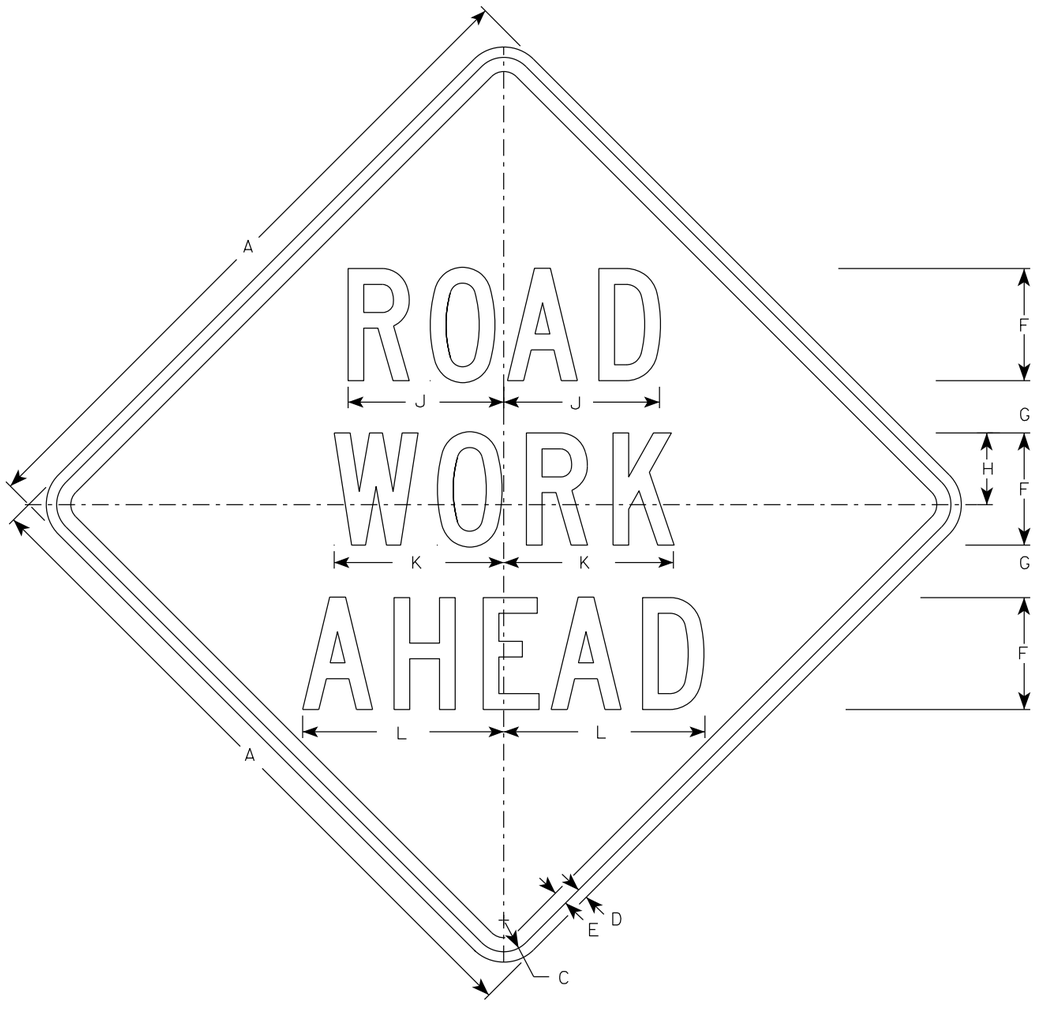
DATE 3/16/2021 PLATE NO. W16-7.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 557	E

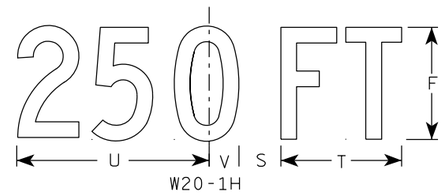
7

NOTES

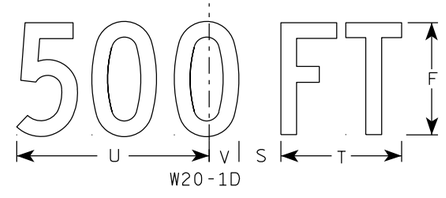
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



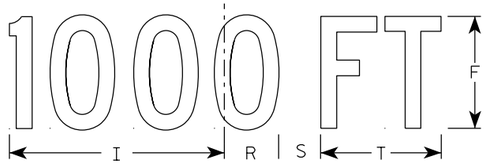
W20-1A



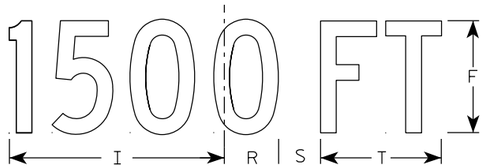
W20-1H



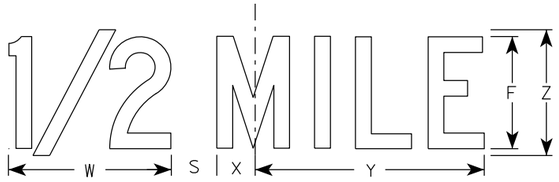
W20-1D



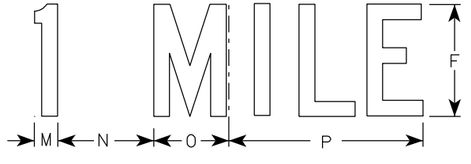
W20-1C



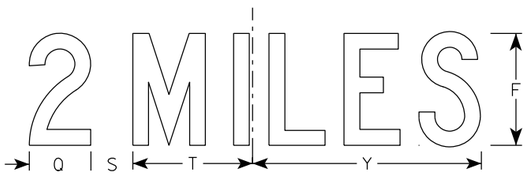
W20-1B



W20-1G



W20-1F



W20-1E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, E, F, G & H

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2020 PLATE NO. W20-1.11

PROJECT NO:

SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 25-MARCH-2020 PLOT BY : dotc4c

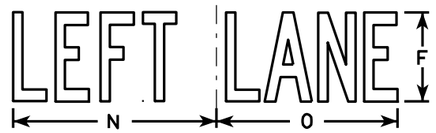
WISDOT/CADDS SHEET 42

7

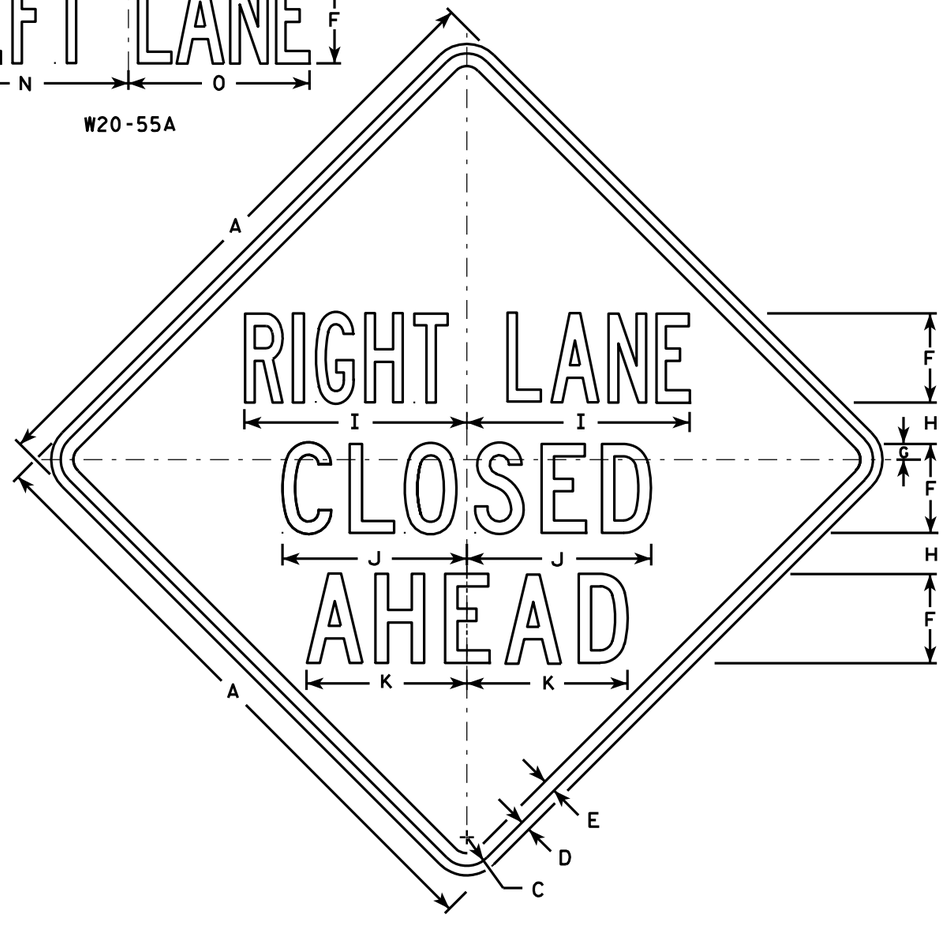
7



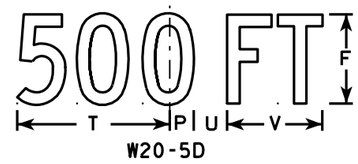
W20-56A



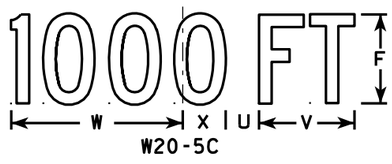
W20-55A



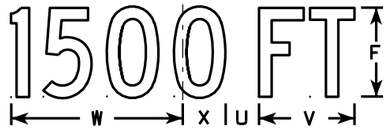
W20-5A



W20-5D



W20-5C



W20-5B



W20-5G



W20-5F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. " _____ LANE" is Series B.
   All other copy is Series C.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	6	1 5/8	5/8	3/4	5	1/8	2 1/2	13 1/8	10 3/4	9 1/2	14 1/4	13 5/8	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 1/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
2M	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
3	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
4	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
5	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0

STANDARD SIGN
W20-5A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

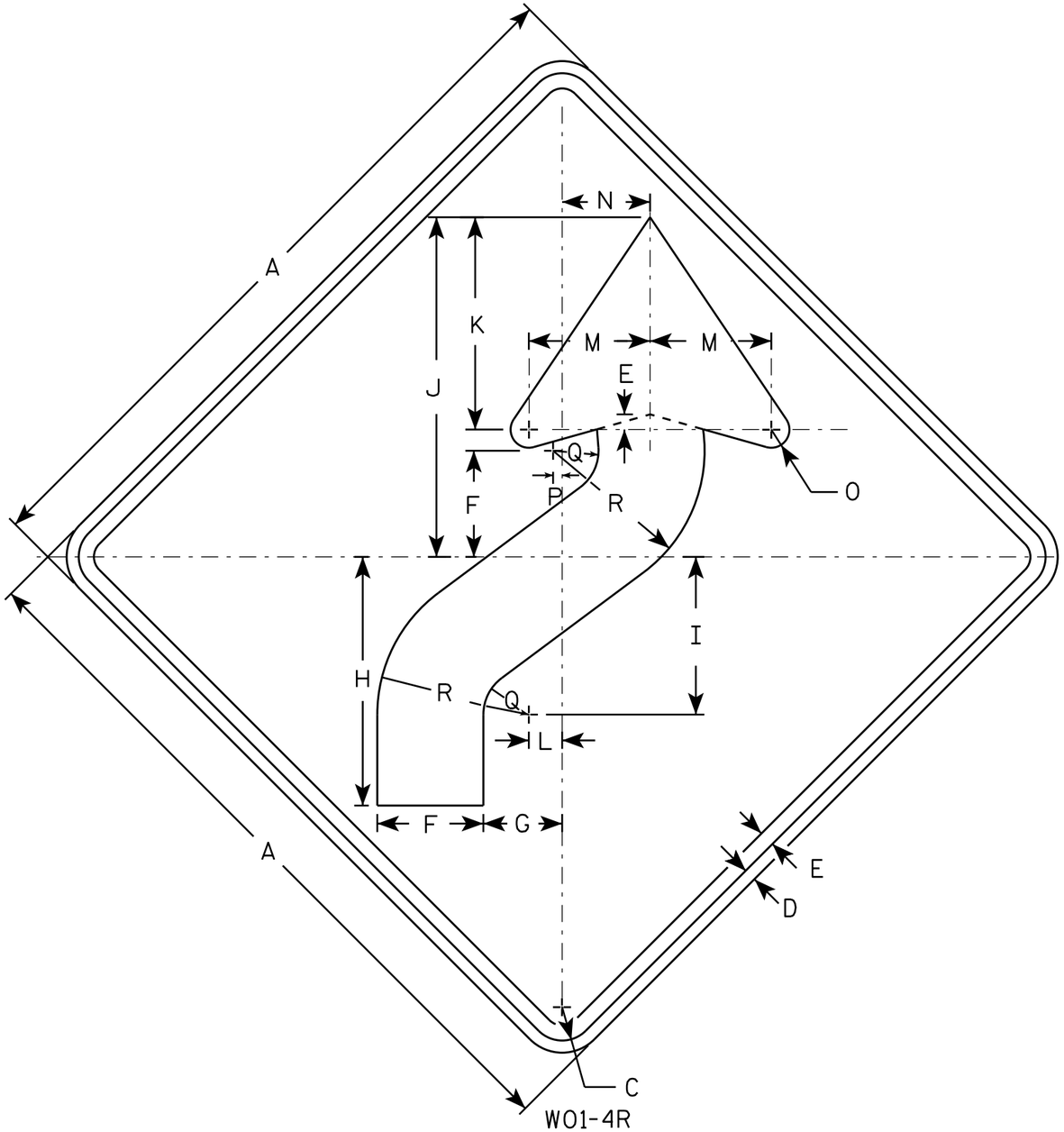
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-5.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 559	E

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W205.DGN PLOT DATE : 18-MAR-2011 12:15 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 11.918087:1.000000
WISDOT/CADDS SHEET 42



W01-4R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W01-4L is the same as W01-4R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
2S	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
2M	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
3	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
4	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
5	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

STANDARD SIGN
W01-4

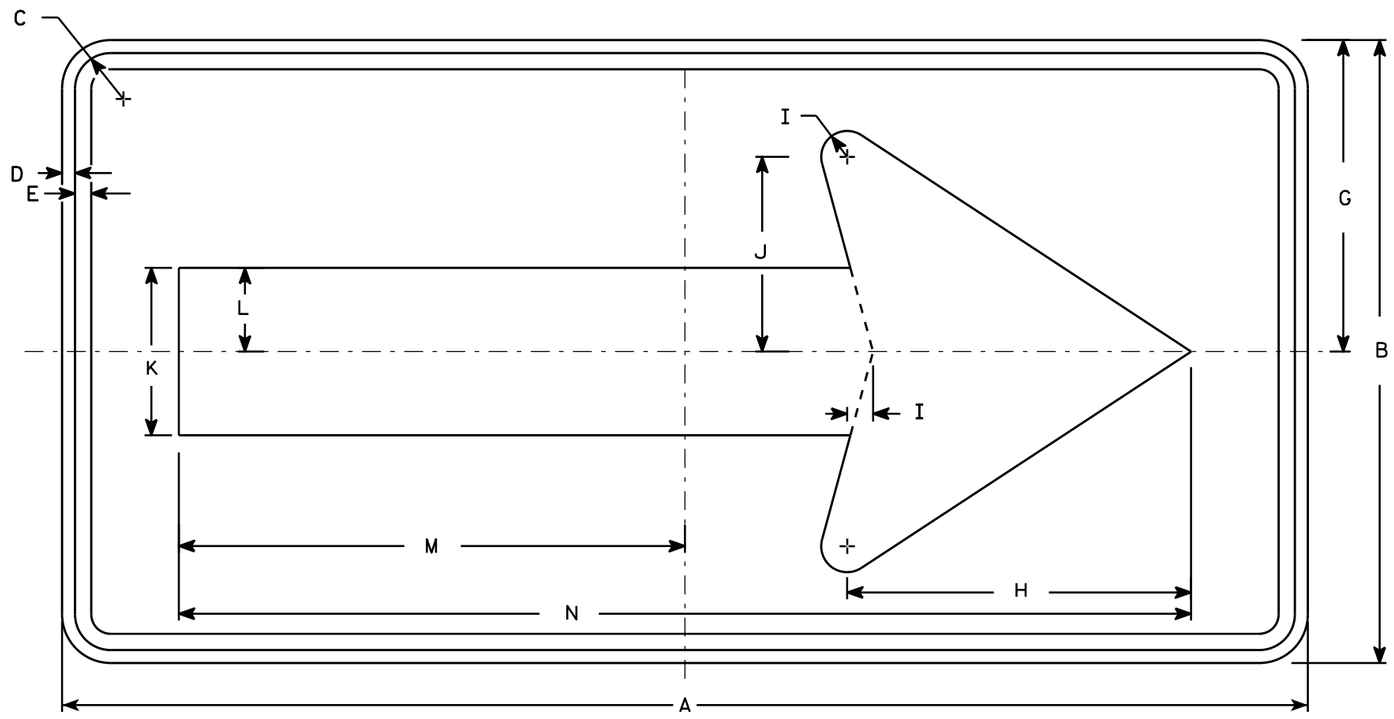
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO W01-4.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W014.DGN PLOT DATE : 28-FEB-2014 11:35 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.755110:1.000000 WISDOT/CADDS SHEET 42



W01-6

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

STANDARD SIGN
W01-6

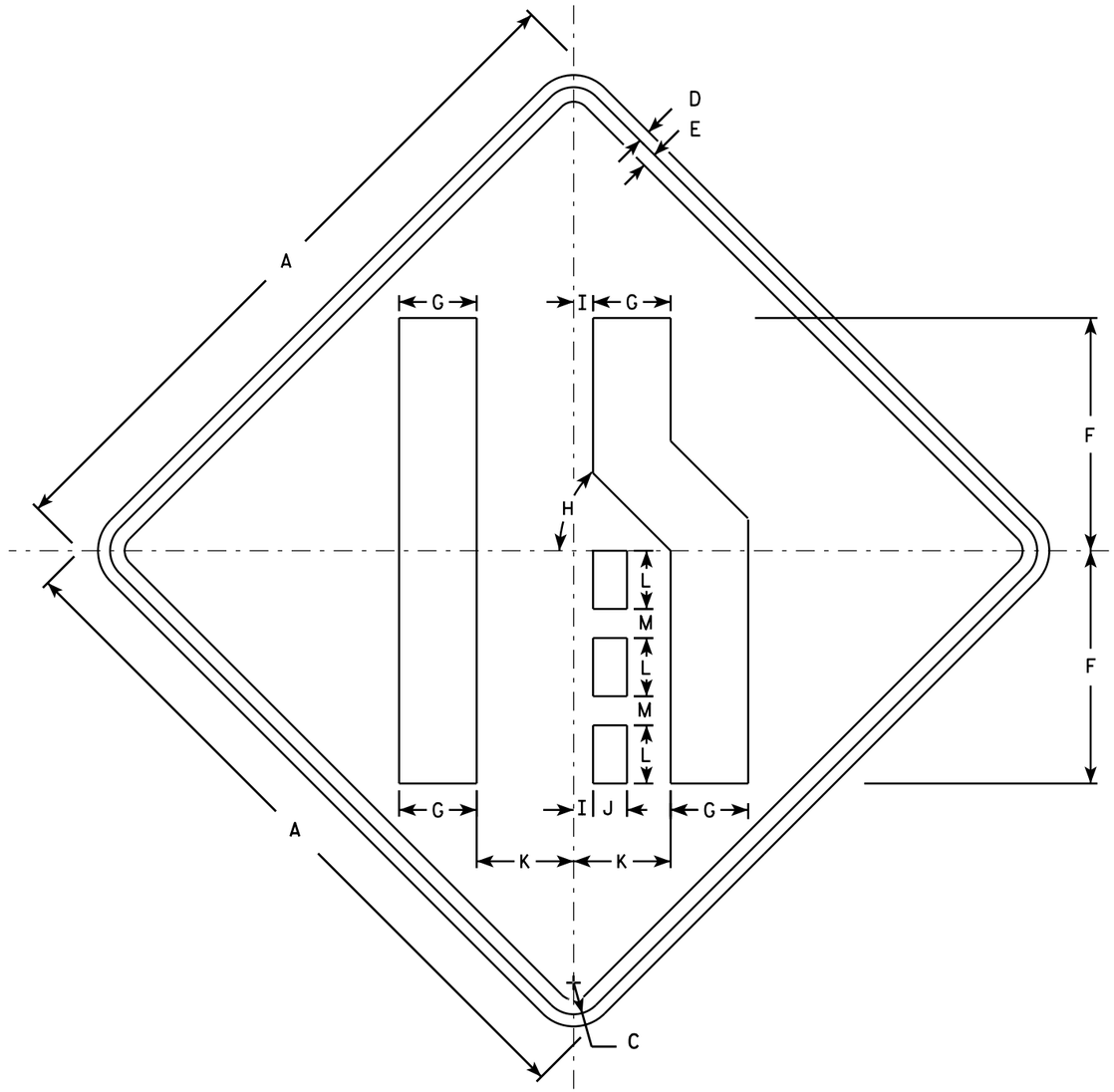
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO. 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



W04-2R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-2L is the same as W04-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
2M	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
3	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

STANDARD SIGN
W04-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 562 W04-2.1

PROJECT NO: | SHEET NO: E

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov

WKE Mar 14, 2023

PROJECT ID 2984-13-74
WITH: 2545-03-72, 2545-09-71

COUNTY MILWAUKEE

ORDER OF SHEETS

SECTION NO.	1	TITLE
SECTION NO.	2	TYPICAL 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: 50



14

STATE OF WISCONSIN

DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

C MILWAUKEE W CENTER STREET

INTS W/ W LISBON AVE & N 60TH ST

LOCAL STREET
MILWAUKEE COUNTY

STATE PROJECT NUMBER
2984-13-74

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
2984-13-74	WISC 2023286	1

Accepted For
City of Milwaukee

10-11-2022 James Washington
(Date) For Commissioner of Public Works

Original Plans Prepared By

WISCONSIN
JERREL KRUSCHKE
43536-6
MILWAUKEE, WIS.
PROFESSIONAL ENGINEER

10/11/2022 [signature]
(Date) City Engineer

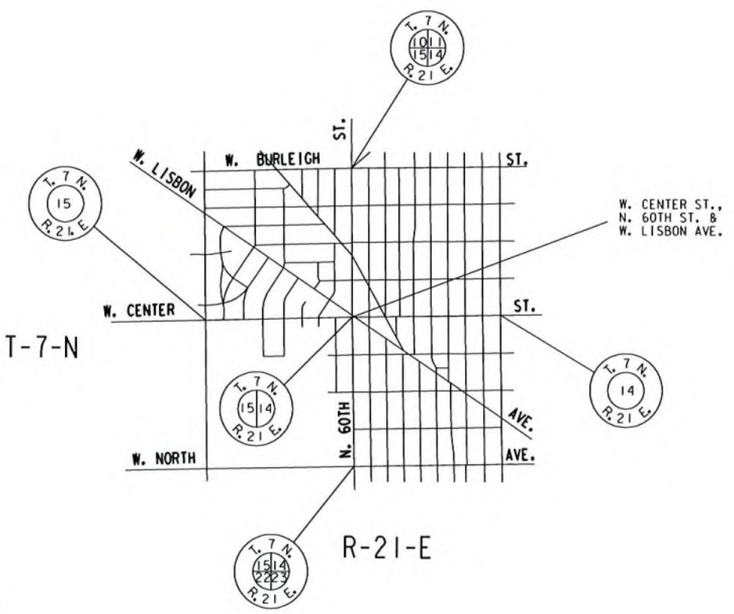
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY
Surveyor CITY OF MILWAUKEE
Designer CITY OF MILWAUKEE
Project Manager GREG HAFEMAN
Region Examiner
Region Supervisor BRIAN BOOTHBY

APPROVED FOR THE DEPARTMENT
DATE:
(Signature)

E

N



DESIGN DESIGNATION

A.D.T. (YEAR 2020)	=	22,300
A.D.T.	=	N/A
D.H.V.	=	N/A
D.	=	N/A
T.	=	N/A
DESIGN SPEED	=	30 MPH
ESALS	=	N/A

CONVENTIONAL SYMBOLS

PLAN

- COUNTY LINE
- TOWNSHIP OR RANGE LINE
- SECTION LINE
- CORPORATE OR CITY LIMITS
- PROPERTY LINE — P.L.
- STANDARD BENCH MARK
- EXISTING RIGHT OF WAY LINE — R/W
- PROPOSED SEWER LATERAL — (SIZE)
- BASE OF SURVEY LINE
- CONCRETE WALK/DWY. REMOVAL
- LIMITS OF CONCRETE PAVEMENT REMOVAL — X X X X X X
- CATCH BASIN OR INLET — EXISTING ▣ PROPOSED ⊕
- COMBUSTIBLE FLUIDS UNDER PRESSURE — CAUTION
- RAILROADS
- FENCE — (TYPE)
- FIRE & POLICE CALL BOX
- LIGHT POLE
- POWER POLE
- TELEPHONE OR TELEGRAPH POLE
- TRAFFIC SIGNAL
- TRAFFIC SIGNAL CONTROL BOX
- HYDRANT
- GAS OR WATER GATE VALVE
- MANHOLES - SEWER ○ UTILITY (TYPE) □
- TREES - EXISTING ◑ TO BE REMOVED

LAYOUT

SCALE: 1 INCH = 1/2 MILE

TOTAL NET LENGTH OF CENTERLINE = 0.000 MI (URBAN)

THE COORDINATES ON THIS PLAN ARE BASED ON THE WISCONSIN STATE PLANE COORDINATE SYSTEM, MILWAUKEE COUNTY, NAD 27 SOUTH ZONE.

ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE CITY OF MILWAUKEE DATUM.

TO CONVERT ELEVATIONS SHOWN ON THIS PLAN TO NATIONAL GEODEDIC VERTICAL DATUM OF 1929, ADD 580.603 TO ELEVATIONS SHOWN ON THIS PLAN.

FILENAME: W:\SPR\MONOTUBE PROJECTS\2984-13-04\MISC\TITLE.DGN

PLOT DATE:

REVISED DATE: 02-18-2022 BY SB

GENERAL NOTES

1. ALL OPENINGS BELOW SUBGRADE, RESULTING FROM REMOVALS OR ABANDONMENTS, SHALL BE BACKFILLED WITH BASE AGGREGATE DENSE, UNLESS OTHERWISE NOTED ON THE PLAN.

2. ALL DISTURBED AREAS, NOT SURFACED, ARE TO BE COVERED WITH 4" OF TOPSOIL, SODDED AND FERTILIZED UNLESS OTHERWISE DIRECTED BY THE ENGINEER. TOPSOILED AREAS SHALL BE SODDED AND FERTILIZED WITHIN 5 CALENDAR DAYS.

3. NO TREES OR SHRUBS SHALL BE REMOVED UNLESS DESIGNATED FOR REMOVAL BY THE ENGINEER.

4. CONSTRUCTION PERMITS FOR CONCRETE WALK AND/OR CONCRETE DRIVEWAY WORK HAVE BEEN OBTAINED, WHICH RIGHTS SHALL BE EXTENDED TO THE CONTRACTORS.

5. TRANSVERSE JOINTS IN THE CONCRETE WALK SHALL BE CONSTRUCTED AT INTERVALS EQUAL TO THE WIDTH OF THE CONCRETE WALK UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

6. THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLAN IS APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.

7. THESE PLANS SHOW UTILITY FACILITIES EXISTING AT THE TIME OF THE ORIGINAL SURVEY IN FEBRUARY OF 2022. CONTRACTOR IS ENCOURAGED TO CONTACT CITY OF MILWAUKEE PLANNING AND PERMITS SECTION AT (414)286-2487 TO IDENTIFY ANY UTILITY FACILITIES INSTALLED AFTER THIS DATE.

8. FOR ANY EXCAVATION OF SIX FEET OR MORE IN THE CITY OF MILWAUKEE, THE CONTRACTOR, WHEN REQUESTING A UTILITY LOCATE TICKET FROM DIGGER'S HOTLINE, SHALL SPECIFICALLY ASK FOR THE LOCATION TICKET TO INCLUDE THE MARKING OF ALL THE EXISTING SEWER FACILITIES WITHIN THE LIMITS REQUESTED.

9. CONTRACTOR MUST CONTACT THE PROJECT ENGINEER AND SEWRPC AT LEAST TWO WEEKS PRIOR TO WORK NEAR ANY SECTION CORNER MONUMENT.

10. DASHED YELLOW CENTER LINES AND WHITE LANE LINES ARE 10 FEET LONG WITH A 30 FOOT GAP.

11. ALL DIMENSIONS ARE FROM THE FACE OF CURB TO THE CENTER OF THE MARKING UNLESS OTHERWISE NOTED.

12. ALL RADII IN THE PLANS ARE REFERENCED TO THE FACE OF CURB.

STANDARD ABBREVIATIONS

ASPH.	- ASPHALT
B.M.	- BENCH MARK
CTR.	- CENTER
COMB.	- COMBINED
CONC.	- CONCRETE
C.W.	- CONCRETE WALK
COR.	- CORNER
C	- CURB
DOT	- DEPARTMENT OF TRANSPORTATION
ELEV.	- ELEVATION
ENT.	- ENTRANCE
EXIST.	- EXISTING
F	- FLANGE
G	- GUTTER, OR GAS
HYD.	- HYDRANT
LT.	- LEFT
MMSD	- MILWAUKEE METROPOLITAN SEWERAGE DISTRICT
NB	- NORTHBOUND
PG/L.	- PROFILE GRADE LINE
P/L.	- PROPERTY LINE
R/L.	- REFERENCE LINE
R OR RAD.	- RADIUS
RET.	- RETAINING
RT.	- RIGHT
R/W	- RIGHT OF WAY
SB	- SOUTHBOUND
STA	- STATION
TEL	- AMERITECH
TES	- TRAFFIC ENGINEERING, AND ELECTRICAL SERVICES
T/L	- TRANSIT LINE
WEP	- WISCONSIN ELECTRIC POWER

ORDER OF SECTION 2 SHEETS

GENERAL NOTES
PROJECT OVERVIEW
UTILITY CONTACTS
PLAN DETAIL
CURB RAMP DETAILS
REMOVAL PLAN
UTILITIES & DRAINAGE
TRAFFIC SIGNALS
PAVEMENT MARKING
TRAFFIC CONTROL
ALIGNMENT PLAN

2

UTILITY CONTACTS

MILWAUKEE METROPOLITAN SEWERAGE DISTRICT
MICHAEL LEE
260 W. SEEBOTH AVE.
MILWAUKEE, WI 53204-1446
PHONE: 414-225-2241
CELL: 414-617-1429

SPECTRUM COMMUNICATION LINE
CHARLES BRASILE
1320 N Dr Martin Luther King Jr Dr.
MILWAUKLEE, WI 53212
PHONE: 414-908-1343
EMAIL: WIS.ENGINEERING@charter.com

WE ENERGIES – ALL CORRESPONDENCE
500 S. 116TH ST.
WEST ALLIS, WI 53214
PHONE: 414-221-5617
EMAIL: Utility-relocations@we-energies.com

WE ENERGIES – GAS
ALEX DANTINE
500 S. 116TH ST.
WEST ALLIS, WI 53214
PHONE: (920)621-6903
EMAIL: Utility-relocations@we-energies.com

WE ENERGIES – ELECTRIC
KRISTEN RONGHOLT
500 S. 116TH ST.
WEST ALLIS, WI 53214
EMAIL: Utility-relocations@we-energies.com

CITY OF MILWAUKEE CONTACTS

CITY OF MILWAUKEE, UTILITY COORDINATOR
MUHAMAD ABULUGHOD
841 N. BROADWAY, ROOM 710
MILWAUKEE, WI 53202
PHONE: 414-286-2767
EMAIL: mabulu@milwaukee.gov

CITY OF MILWAUKEE, COMMCUNICATIONS
841 N. BROADWAY
MILWAUKEE, WI 53202
PHONE: 414-286-3686

CITY OF MILWAUKEE, UNDERGROUND CONDUIT
KAREN ROGNEY
841 N. BROADWAY
MILWAUKEE, WI 53202
EMAIL: Krogney@Milwaukee.gov

CITY OF MILWAUKEE, SEWERS
ZAFAR YOUSUF
841 N. BROADWAY
MILWAUKEE, WI 53202
PHONE: 414-286-2467

CITY OF MILWAUKEE, STREET LIGHTING
MARK MACRAE
PHONE: 414-708-0434

CITY OF MILWAUKEE, TEMP. STREET LIGHTING
NEAL KARWEIK
1540 W. CANAL ST.
MILWAUKEE, WI 53233
PHONE: 414-286-5943
CELL: 414-708-4251

CITY OF MILWAUKEE, WATER WORKS
JOSH IWEN
841 N. BROADWAY, ROOM 409
MILWAUKEE, WI 53202
PHONE: 414-286-3640

OTHER CONTACTS

MILWAUKEE COUNTY TRANSIT SYSTEM
ARMOND SENSABUGH
1942 N. 17TH ST.
MILWAUKEE, WI 53205
EMAIL: ASensabaugh@mcts.org

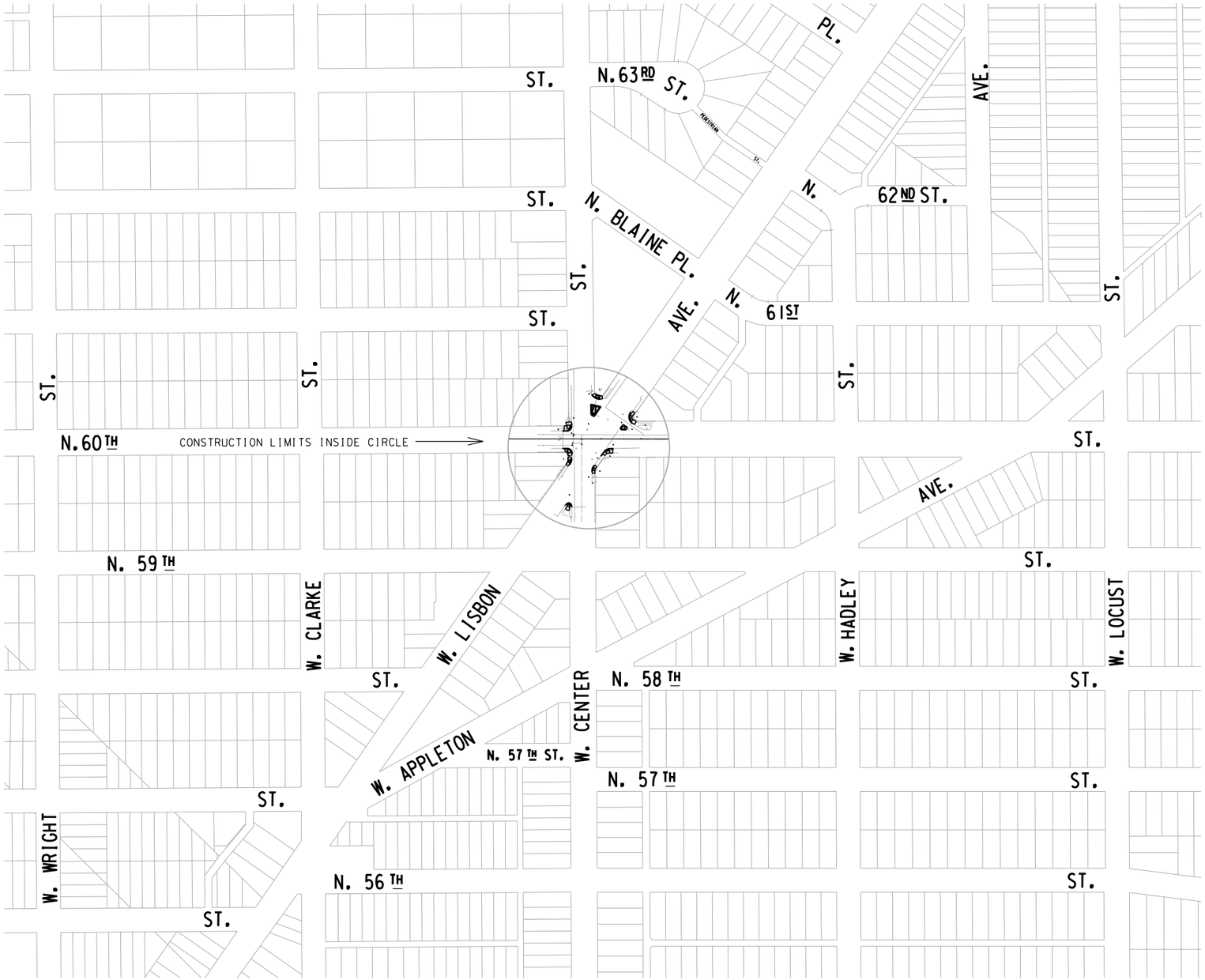
MILWAUKEE COUNTY TRANSIT SYSTEM, STREET SUPERVISION
MELANIE FLYNN
1942 N. 17TH ST.
MILWAUKEE, WI 53205
PHONE: 414-343-1728
EMAIL: mflynn@mcts.org

WISCONSIN DEPT. OF NATURAL RESOURCES
KRISTINA BETZOLD
2300 N. DR. MARTIN LUTHER KING, JR. DR.
MILWAUKEE, WI 53212
PHONE: 414-263-8517
EMAIL: kristina.betzold@wisconsin.gov

SOUTHEAST REGIONAL PLANNING COMMISSION (SEWRPC)
ROB MERRY
W239 N1812 ROCKWOOD DR.
WAUKESHA, WI 53187
PHONE: 262-547-6721
EMAIL: sewrpc@sewrpc.org

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

2



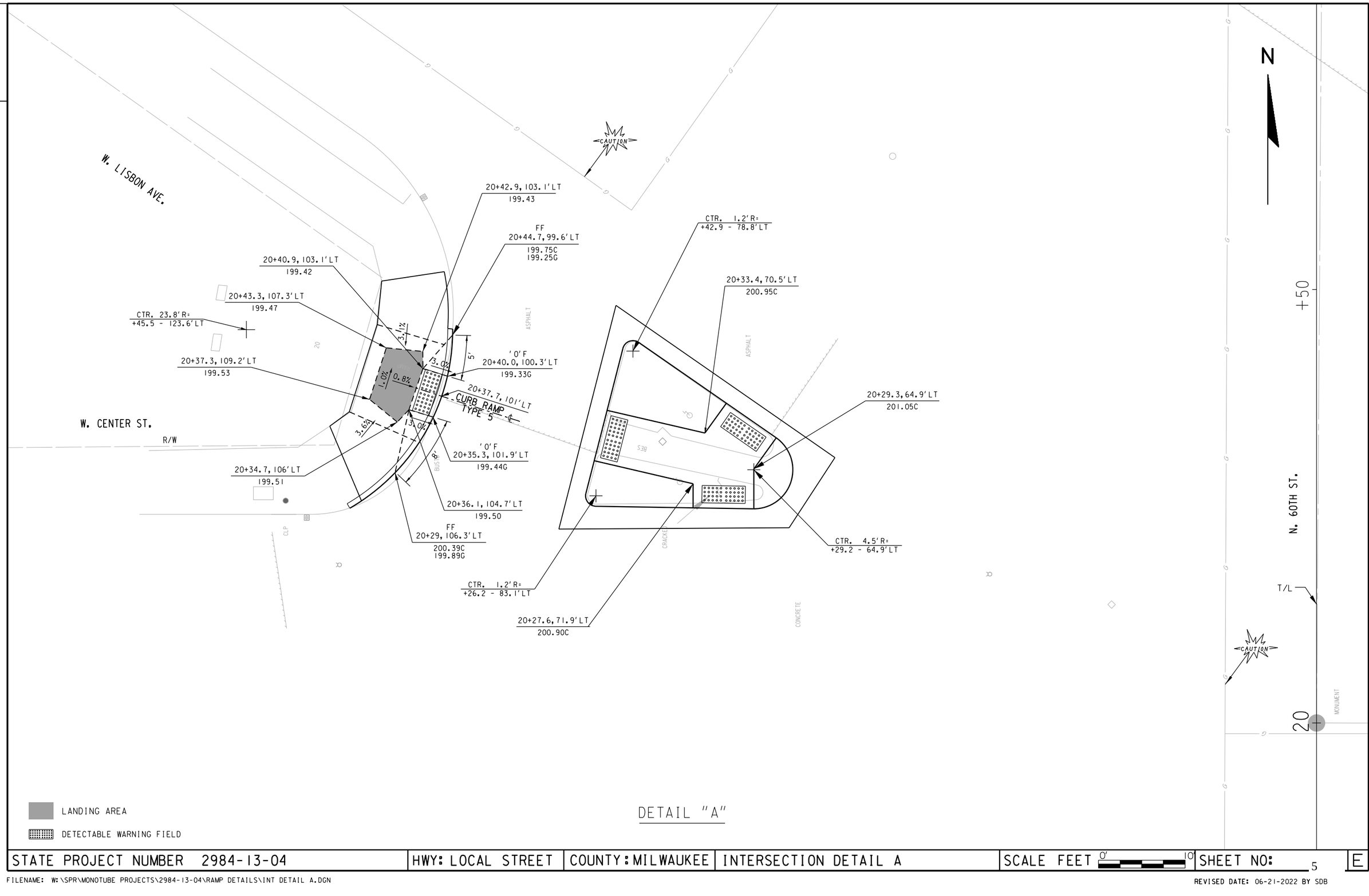
C. MILWAUKEE - W. CENTER ST. INTS W/ W. LISBON AVE. & N. 60™ ST.

INTERSECTION OF N. 60TH ST, W. CENTER ST., W. LISBON AVE.

STATE PROJECT NUMBER 2984-13-74	HWY: W. CENTER ST.	COUNTY: MILWAUKEE	PROJECT OVERVIEW	SCALE FEET 0' 300'	SHEET NO: 4	E

FILENAME: W:\SPR\MONOTUBE PROJECTS\2984-13-04\MISC\OVERVIEW.DGN

REVISED DATE: 02-21-2022 BY ES



LANDING AREA

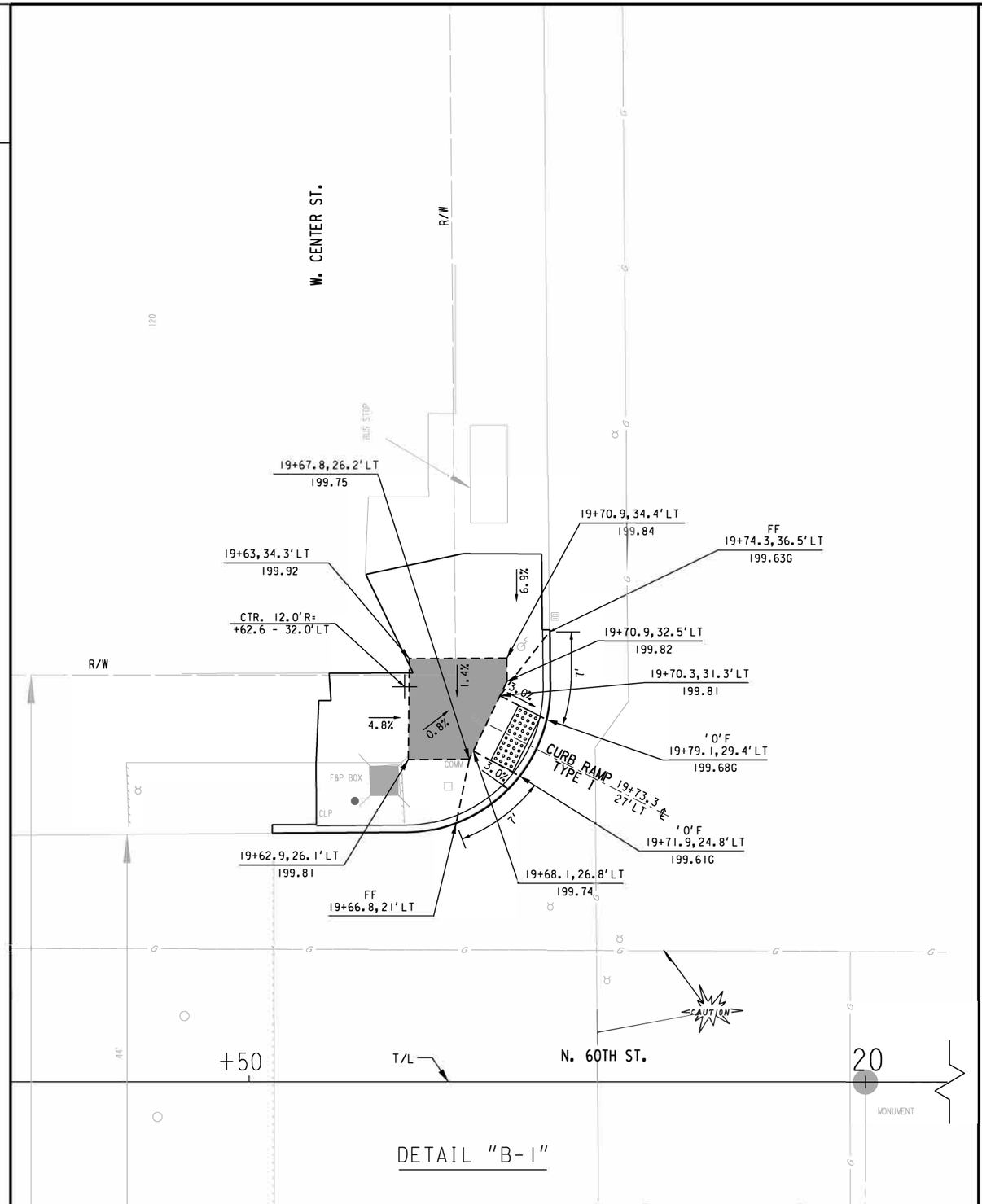
DETECTABLE WARNING FIELD

DETAIL "A"

STATE PROJECT NUMBER 2984-13-04	HWY: LOCAL STREET	COUNTY: MILWAUKEE	INTERSECTION DETAIL A	SCALE FEET 0' 10'	SHEET NO: 5	E

FILENAME: W:\SPR\MONOTUBE PROJECTS\2984-13-04\RAMP DETAILS\INT DETAIL A.DGN

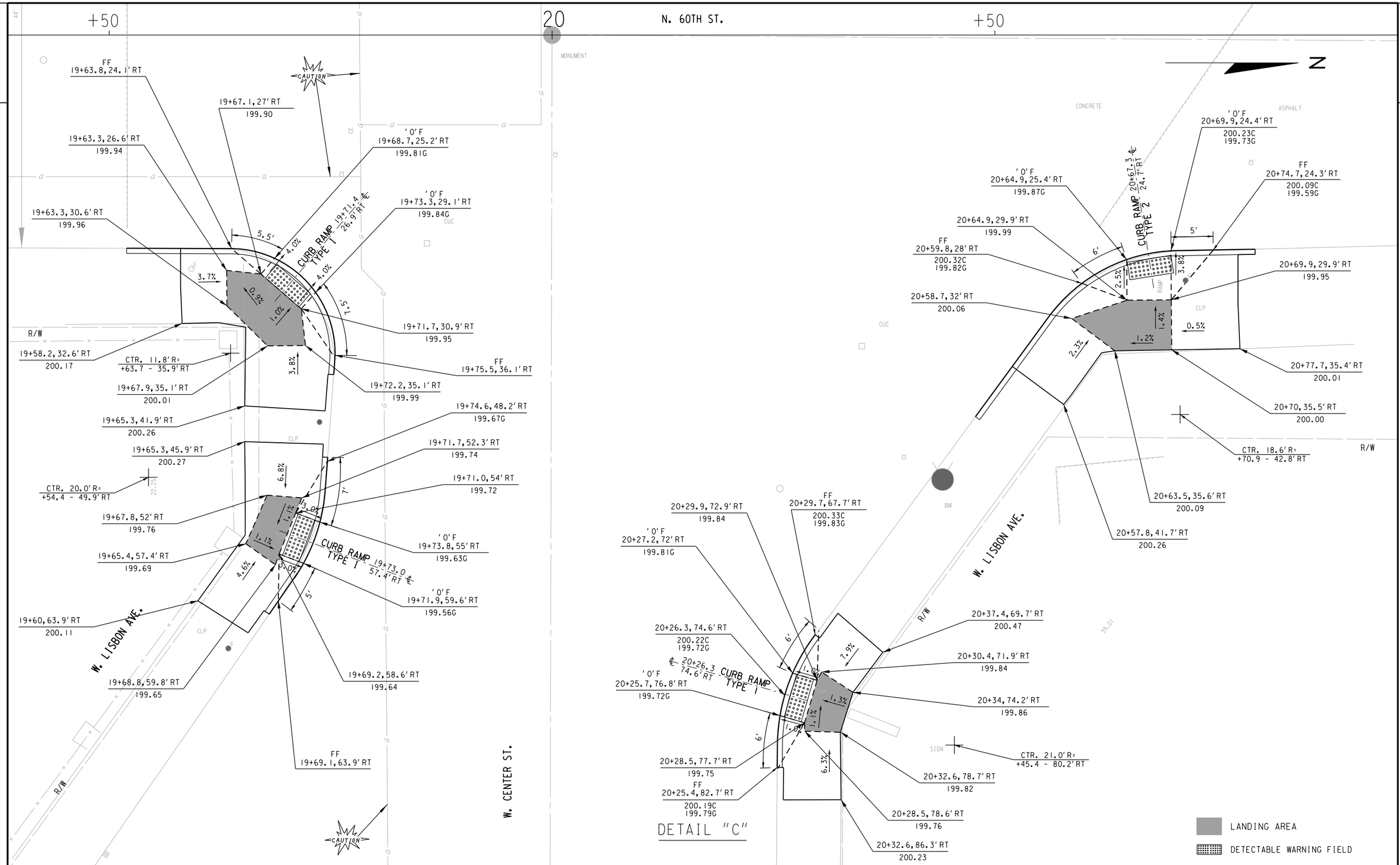
REVISED DATE: 06-21-2022 BY SDB



STATE PROJECT NUMBER 2984-13-04	HWY: LOCAL STREET	COUNTY: MILWAUKEE	INTERSECTION DETAIL B	SCALE FEET 0' 10'	SHEET NO: 6	E

FILENAME: W:\SPR\MONOTUBE PROJECTS\2984-13-04\RAMP DETAILS\INT DETAIL B.DGN

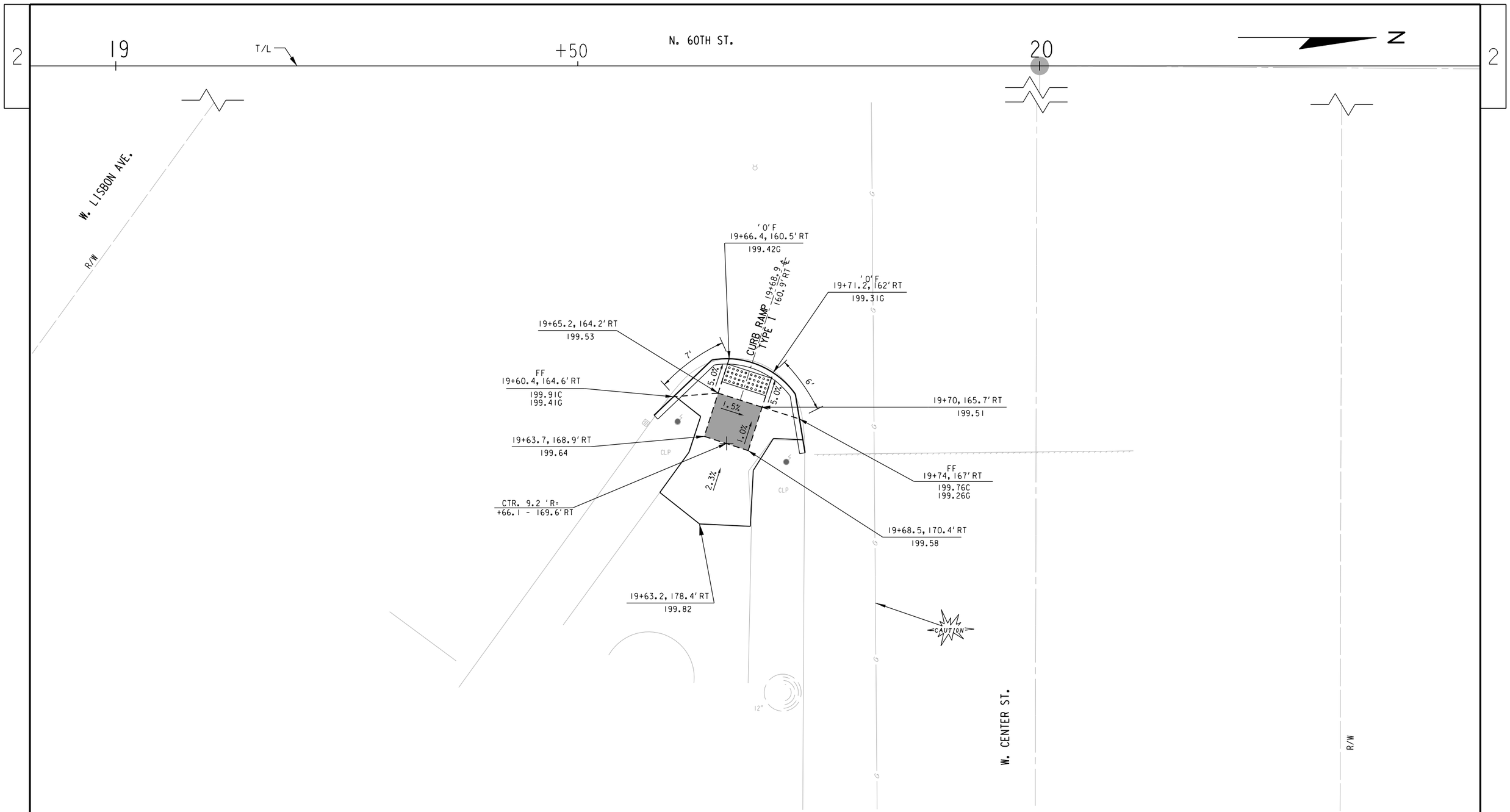
REVISED DATE: 12-20-2021 BY SDB



STATE PROJECT NUMBER 2984-13-04	HWY: LOCAL STREET	COUNTY: MILWAUKEE	INTERSECTION DETAIL C	SCALE FEET 0' 10'	SHEET NO: 7	E

FILENAME: W:\SPR\MONOTUBE PROJECTS\2984-13-04\RAMP DETAILS\INT DETAIL C.DGN

REVISED DATE: 12-20-2021 BY SDB



DETAIL "D"

LANDING AREA

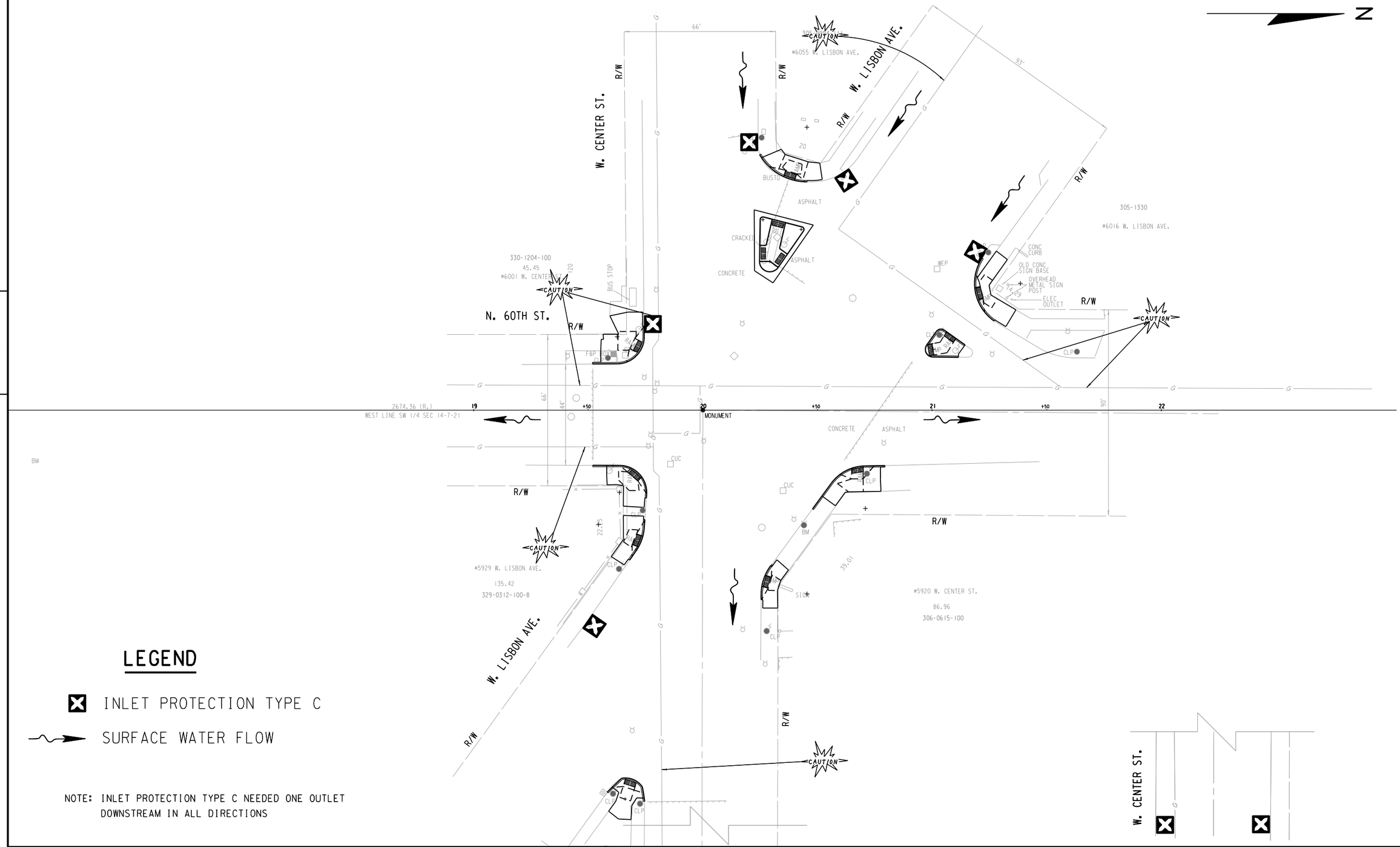
DETECTABLE WARNING FIELD

STATE PROJECT NUMBER 2984-13-04	HWY: LOCAL STREET	COUNTY: MILWAUKEE	INTERSECTION DETAIL D	SCALE FEET 0' 10'	SHEET NO: 8	E

FILENAME: W:\SPR\MONOTUBE PROJECTS\2984-13-04\RAMP DETAILS\INT DETAIL D.DGN

REVISED DATE: 12-20-2021 BY SDB

5



LEGEND

INLET PROTECTION TYPE C

SURFACE WATER FLOW

NOTE: INLET PROTECTION TYPE C NEEDED ONE OUTLET DOWNSTREAM IN ALL DIRECTIONS

STATE PROJECT NUMBER 2984-13-74	HWY: W. CENTER ST	COUNTY: MILWAUKEE	EROSION CONTROL	SCALE FEET 0' 40'	SHEET NO: 9	E

FILENAME: W:\SPR\MONOTUBE PROJECTS\2984-13-04\DESIGN\EROSION.DGN

REVISED DATE: 08-16-2022 BY DB

2

TRAFFIC & STREET LIGHTING GENERAL NOTES:

PRIOR TO CONSTRUCTION, THE LOCATION OF UNDERGROUND UTILITIES SHALL BE DETERMINED IN THE FIELD BY CONTACTING "DIGGERS HOTLINE."

STREET LIGHTING & TRAFFIC SIGNALS SHALL BE INSTALLED IN COMPLIANCE WITH WISCONSIN DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS SECTION 652 EXCEPT:

THE CONTRACTOR IS RESPONSIBLE FOR ALL COSTS INCLUDING REPAIRS, REPLACEMENT OR RELOCATION ETC. OF STREET LIGHTING OR TRAFFIC SIGNAL FACILITIES IF THE CONTRACTOR DOES ANY DEVIATION FROM THE STREET LIGHTING OR TRAFFIC SIGNAL DESIGN WITHOUT THE STREET LIGHTING ENGINEERS SIGNED PERMISSION.

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

2 LOCATIONS OF THE PVC CONDUITS WHERE THEY ARE REQUIRED ARE IDENTIFIED IN THE PRINTS. HOWEVER, INSTALLATION MAY REQUIRE INTEGRATION WITH EXISTING FIELD CONDITIONS. APPROPRIATE ADJUSTMENT ON CONDUIT LOCATIONS MAY BE MADE IF THE FIELD CONDITIONS ARE SUCH THAT THE CONDUIT CANNOT BE INSTALLED AT THE SPECIFIED LOCATIONS. ANY RELOCATIONS MUST BE APPROVED BY THE ENGINEER. FIELD MARK EACH CONDUIT LOCATION BY STAMPING AND PAINTING WITH RED PAINT ON TOP AND BACKSIDE OF CURB.

3 TYPICAL CONDUIT INSTALLED UP TO DIRECT BURIED STREET LIGHT POLES IS AS FOLLOWS 3-INCH OR 2.5-INCH (AS NOTED) SCHEDULE 40 RIGID PVC TO STREET LIGHTING METAL HOUSING (PEDESTAL), THE 1.5-INCH LIQUID TIGHT FLEXIBLE CONDUIT TO STREET LIGHT POLE CABLE SLOT, AND THE 2-INCH SCHEDULE 40 RIGID PVC TO SIGNAL STANDARD BASE AND RISER FOR TRAFFIC SIGNAL ON STREET LIGHT POLE.

4 DEPTH OF CONDUIT INSTALLED BELOW THE STREETS, HIGHWAYS, ROADS, AND ALLEYS SHALL BE 24-INCHES MINIMUM AND 36-INCHES MAXIMUM. (MEASURED FROM FINISHED FLANGE LINE)

5 CONDUIT INSTALLED BEHIND CURB, AND UNDER DRIVEWAYS SHALL BE INSTALLED AT A DISTANCE OF 6 INCHES AWAY FROM THE BACK OF CURB TO THE CENTER LINE OF CONDUIT, AND 18 INCHES DOWN MEASURED FROM THE TOP OF CURB OR FINISHED GRADE TO THE TOP OF CONDUIT.

6 WHEN THERE IS MORE THAN ONE CONDUIT TO BE INSTALLED, PLACE ALL CONDUITS IN THE SAME TRENCH.

7 ANY EXCEPTION TO THE MINIMUM OR MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

8 THE CONTRACTOR OR HIS SUBCONTRACTOR MUST MAKE SURE THE AREA BEHIND CURB AND/OR TRENCH SHALL BE FREE OF DEBRIS AND OVERPOUR AND SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

9 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.

10 ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON ALL CONDUITS. (SEE NEC 352.28 2008 CODE)

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

12 ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

13 CONDUIT RUNS SHALL BE THE SAME SIZE PIPE FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX OR JUNCTION BOX OR BASE TO BASE, ETC.).

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

15 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 UNLESS OTHERWISE APPROVED BY THE STREET LIGHTING ENGINEER.

16 WHEN ENDS OF CONDUIT DO NOT CONNECT TO A PULL BOX / VAULT AND WILL END UP UNDER CONCRETE WALK. THE CONTRACTOR IS REQUIRED TO LEAVE A 24" X 24" BOX FORM CENTERED OVER THE END OF CONDUIT AND FILL THE BOXFORM WITH CRUSHED GRAVEL. (PER WISDOT SPEC 209.2.1(1) GRANULAR BACKFILL)

17 ALL PIPE CROSSINGS AND PULL BOXES / VAULTS SHALL BE AT LEAST SIX (6) FEET AWAY FROM FIRE HYDRANTS, UNLESS NOTED OTHERWISE, OR APPROVED BY THE STREET LIGHTING ENGINEER.

18 ALL POLES AND TRAFFIC STANDARDS IN CONCRETE ARE REQUIRED TO HAVE A 30"X30" BOX SHAPED JOINT PLACED AROUND THEM USING AN EXPANSION JOINT FILLER. UNLESS NOTED OTHERWISE (SEE DETAIL 122)

19 TYPICAL RECTANGULAR PULL BOXES / VAULTS SHOULD BE INSTALLED AS SHOWN ON PLANS, BUT WHEN IT IS NOT POSSIBLE, A 5 FT. TO 6 FT. OFFSET FROM STREET LIGHT POLES, SIGNAL STANDARDS AND FIRE HYDRANTS SHOULD BE USED, OTHERWISE APPROVED BY THE STREET LIGHTING ENGINEER.

20 LIGHT POLES AND TRAFFIC STANDARDS INSTALLED BEHIND THE CURB MUST MEET A MINIMUM DISTANCE OF 24 INCHES FROM THE FACE OF CURB TO THE CURB SIDE FACE OF THE POLE OR TRAFFIC STANDARD.

21 COORDINATE NEW CONDUIT CONNECTIONS WITH EXISTING CONDUIT, DUCT PACKAGES, AND PULL BOXES/ VAULTS/ MANHOLES WITH CITY OF MILWAUKEE STREET LIGHTING. THE CITY REQUIRES THREE WORKING DAYS ADVANCED NOTICE. CONTACT ELECTRICAL SUPERVISOR
STREET LIGHTING - MARK MACRAE (OFFICE) 414-286-5928 (CELL) 414-708-0434
TRAFFIC SIGNALS - RUDY GUTIERREZ (OFFICE) 414-286-3687 (CELL) 414-708-5148 OR DISPATCHER @ 414-286-3687

22 IMMEDIATELY AFTER THE CONTRACTOR HAS COMPLETED ALL THE ELECTRICAL PULL BOXES / VAULTS, CONDUIT AND CONDUIT CONNECTIONS, AND JUST BEFORE ELECTRICAL WORK IS COVERED UP WITH CONRETE, SOIL, OR ETC. THE CONTRACTOR IS REQUIRED TO CONTACT THE CITY OF MILWAUKEE ELECTRICAL SHOP SUPERVISORS FOR FINAL INSPECTION AND APPROVAL OF ALL WORK.
STREET LIGHTING - NEAL KARWEIK (OFFICE) 414-286-5943 (CELL) 414-708-4245
STREET LIGHTING - MARK MACRAE (OFFICE) 414-286-5928 (CELL) 414-708-0434
STREET LIGHTING - DISPATCHER @ 414-286-3015
TRAFFIC SIGNALS - RUDY GUTIERREZ (OFFICE) 414-286-5941 (CELL) 414-708-5148
TRAFFIC SIGNALS - DISPATCHER @ 414-286-3687

23 CONDUIT WILL ONLY BE INSTALLED AFTER THE CURB IS POURED, UNLESS APPROVED BY BOTH THE ENGINEER & STREET LIGHTING SHOP SUPERVISOR.

24 CONDUIT END CAPS REQUIRED ON ALL EMPTY CONDUIT.

25 CONTRACTOR IS REQUIRED TO CONTACT THE CITY OF MILWAUKEE ELECTRICAL SERVICES FOR FINAL INSPECTION AND APPROVAL OF ALL ELECTRICAL WORK BEFORE ANY MATERIALS ARE COVERED UP OR BACKFILLED.

26 ALL PURPOSE ANTISEIZE (OR EQUIV) TO BE APPLIED ON ALL BOLTS AND SCREWS ESPECIALLY THE LIGHT POLE HAND HOLE PANEL. OXIDE INHIBITOR OX-4 (OR EQUIV) TO BE APPLIED ON ALL WIRE CONNECTION AND WIRE NUTS. TAG ALL CABLE DIRECTION IN VAULT AND HAND HOLE PANEL.

27 Provide three sets as-built drawings detailing the final placement of conduit, cabling, equipment, and geometric modifications under the contract. Provide PDF copy conforming to CMM 1-65.14, or record all changes in Red ink Only on the As-Let (Design) paper drawings. The City will reject as-builts with incomplete or incorrect content or not conforming to CMM standards.

28 RETURN ALL REMOVED STREET LIGHTING FIXTURES TO STREET LIGHTING FIELD OFFICE
(ATTN: MIKE GUERRERO)
1540 W. CANAL ST. MILWAUKEE WI 53233

UTILITY LINE CODE

SAN	SANITARY SEWER
STO	STORM SEWER
W	WATER
G	GAS
G	PROPOSED GAS
E	ELECTRIC
TE&ES	TRAFFIC & STREET LIGHTING
	OLD CITY UNDERGROUND CONDUIT
CUC	PROPOSED CITY UNDERGROUND CONDUIT
T	TELEPHONE
TV	CABLE

2

TRAFFIC & STREET LIGHTING GENERAL NOTES:

As-Built Guidelines:

Provide as-built drawings detailing the final placement of conduit, cabling, equipment, and geometric modifications under the contract. Provide PDF copy conforming to CMM 1-65.14, or record all changes in Red ink Only on the As-Let (Design) paper drawings. The engineer will reject as-builts with incomplete or incorrect content or not conforming to CMM standards.

It is critical that the Contractor work on the As-Built drawings while the job is progressing, so changes are documented while they are still fresh in your mind.

If there is a structure drawing, include all structures drawing sheets. It is the responsibility of the Contractor to insert any addendum or replacement drawing sheets. To do this, renumber them similarly to the original drawing sheet.

For example, "Revised Sheet 5" would replace sheet 5. However all original sheets shall remain in the As-Built. If the sheet has been replaced cross it out with an x and indicate the number of its replacement sheet. If additional sheets were added insert them in the logical location and label them with the previous sheet number followed by an "A","B","C", etc.

Note the sheet changes on the title sheet under the ORDER OF SHEETS.

The title sheet of the As-Built drawing should include the following info:

AS-BUILT DRAWING
SUPERVISER:
PROJECT MANAGER:
CONTRACTOR LEADER:
CONTRACTOR COMPANY:
WORK STARTED:
WORK COMPLETED:

Line out or cross out all changed information and write-in the corrected information above the original or close to it where ever possible. Use blank spaces on the drawing so notes are not superimposed. Drawings with excessive detail may require an alternate approach. Numbered changes or additions may-be shown on supplemental non-drawing sheets.

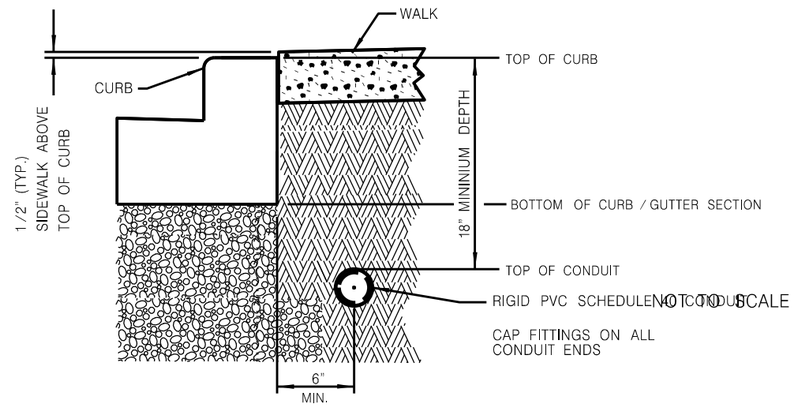
< Locate and clearly label all conduit runs, fittings, splice vaults, pull boxes, meter pedestals, concrete bases, transformers, poles and other appurtenances in two directions. Swing ties should be made from objects that are permanent in nature and visible on the finished surface.
< Street names shall be on all sheets.
< Show all sizes and material types of pipes and conduits, if changed or modified from original design.
< All horizontal distances shall be shown to the nearest tenth of a foot (i.e., 205.3'). All vertical distances shall be shown to the nearest inch (i.e., 24").
< Show location and elevations on pipes and fittings where changes or deflections in direction occur.
< Special detail drawings may be required where installations are not shown on approved construction drawings for whatever reason or where required for clarity.
< Typical service installation details with deviations from original plans or standard details shall be noted on as-built drawings.
< No arbitrary mark-ups will be permitted.

If there are no corrections or additions to the As-Let plan(s) put "NO CHANGE" on the sheet with other required As-Built information.

Send to:
City of Milwaukee
Infrastructure Services Division
Transportation Section
Street Lighting & CUC Engineering Manager
841 N. Broadway (Room 920)
Milwaukee, WI. 53202

2

NOTE: 1.) KEEP AREA BEHIND CURB FREE OF DEBRIS AND CONCRETE OVERPOUR.
2.) CONDUIT TO BE PLACED 6 INCHES ON CENTER DIRECTLY BEHIND CURB, UNLESS NOTED OR APPROVED BY ENGINEER.



100 DETAIL "A" — NOT TO SCALE

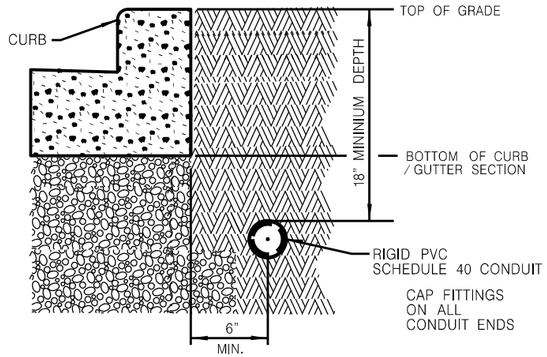
TYPICAL CONDUIT INSTALLATION BEHIND CURB

ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM STREET LIGHTING FORCES.
CONTACT DISPATCHER AT (414) 286-5944 FOR THE APPROPRIATE SHOP SUPERVISOR.

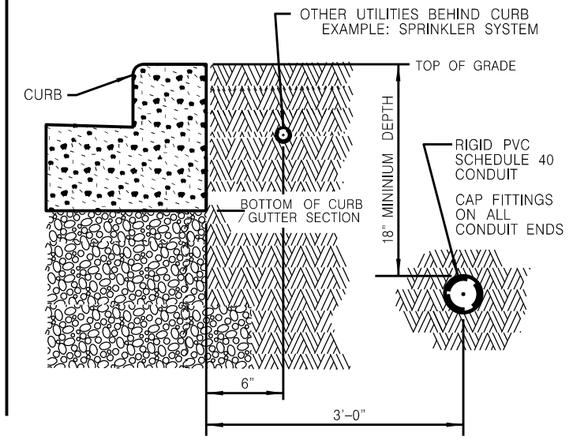
NOTE: 1.) KEEP AREA BEHIND CURB FREE OF DEBRIS AND CONCRETE OVERPOUR.

DETAIL "B"

CONDUIT TO BE PLACED 6" ON CENTER DIRECTLY BEHIND CURB, UNLESS NOTED OR APPROVED BY ENGINEER.



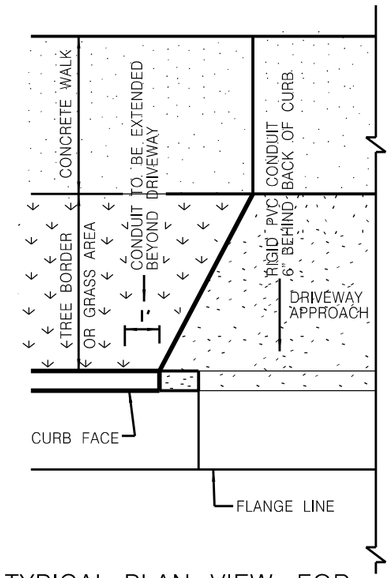
DETAIL "C"



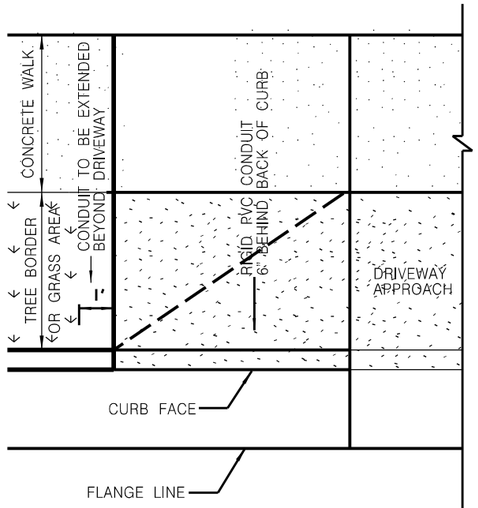
100 DETAIL "B" & "C" — NOT TO SCALE

TYPICAL CONDUIT INSTALLATION BEHIND CURB

ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM STREET LIGHTING FORCES.
CONTACT DISPATCHER AT (414) 286-5944 FOR THE APPROPRIATE SHOP SUPERVISOR.

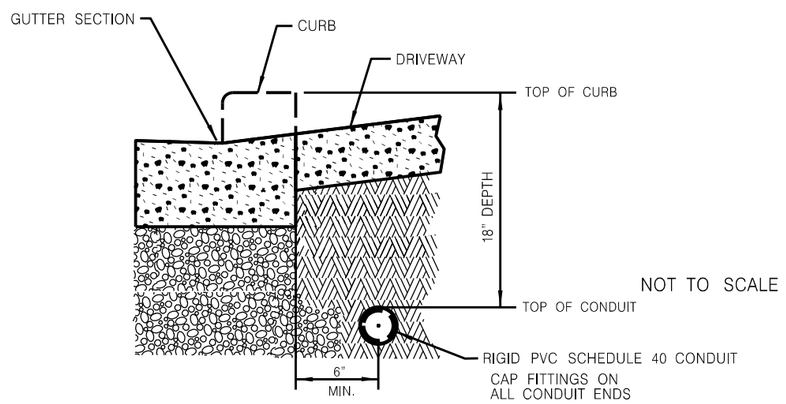


TYPICAL PLAN VIEW FOR FLARED DRIVEWAY



TYPICAL PLAN VIEW FOR DEPRESSED DRIVEWAY

NOTE: 1.) KEEP AREA BEHIND CURB FREE OF DEBRIS AND CONCRETE OVERPOUR.
2.) CONDUIT TO BE PLACED 6 INCHES ON CENTER DIRECTLY BEHIND CURB, UNLESS NOTED OR APPROVED BY ENGINEER.



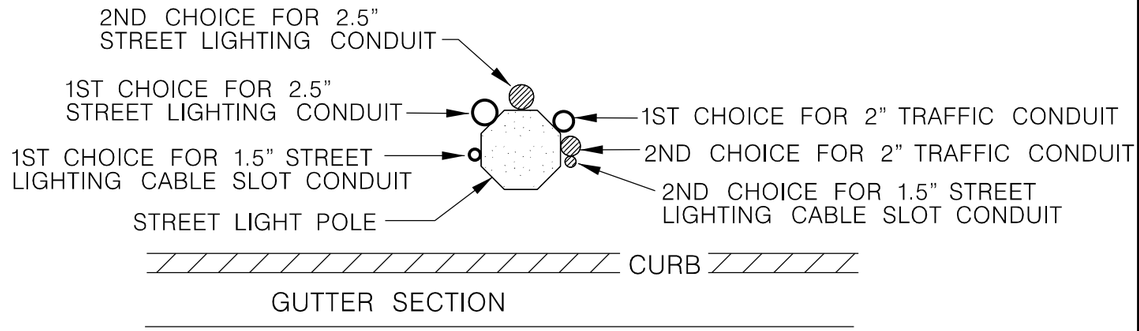
NOT TO SCALE

101 DETAIL

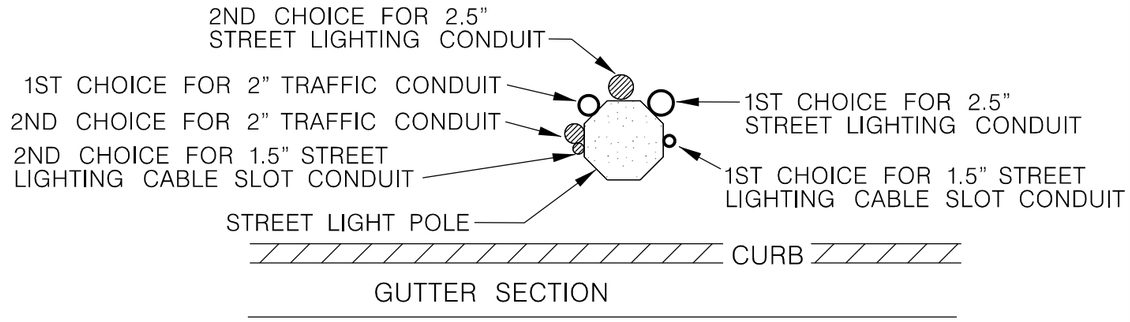
TYPICAL CONDUIT INSTALLATION UNDER DRIVEWAYS OR PEDESTRIAN RAMPS

ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM STREET LIGHTING FORCES.
CONTACT DISPATCHER AT (414) 286-5944 FOR THE APPROPRIATE SHOP SUPERVISOR.

NOTE: CAP FITTINGS ON CONDUIT ENDS



DIRECTION OF TRAFFIC AT CURB



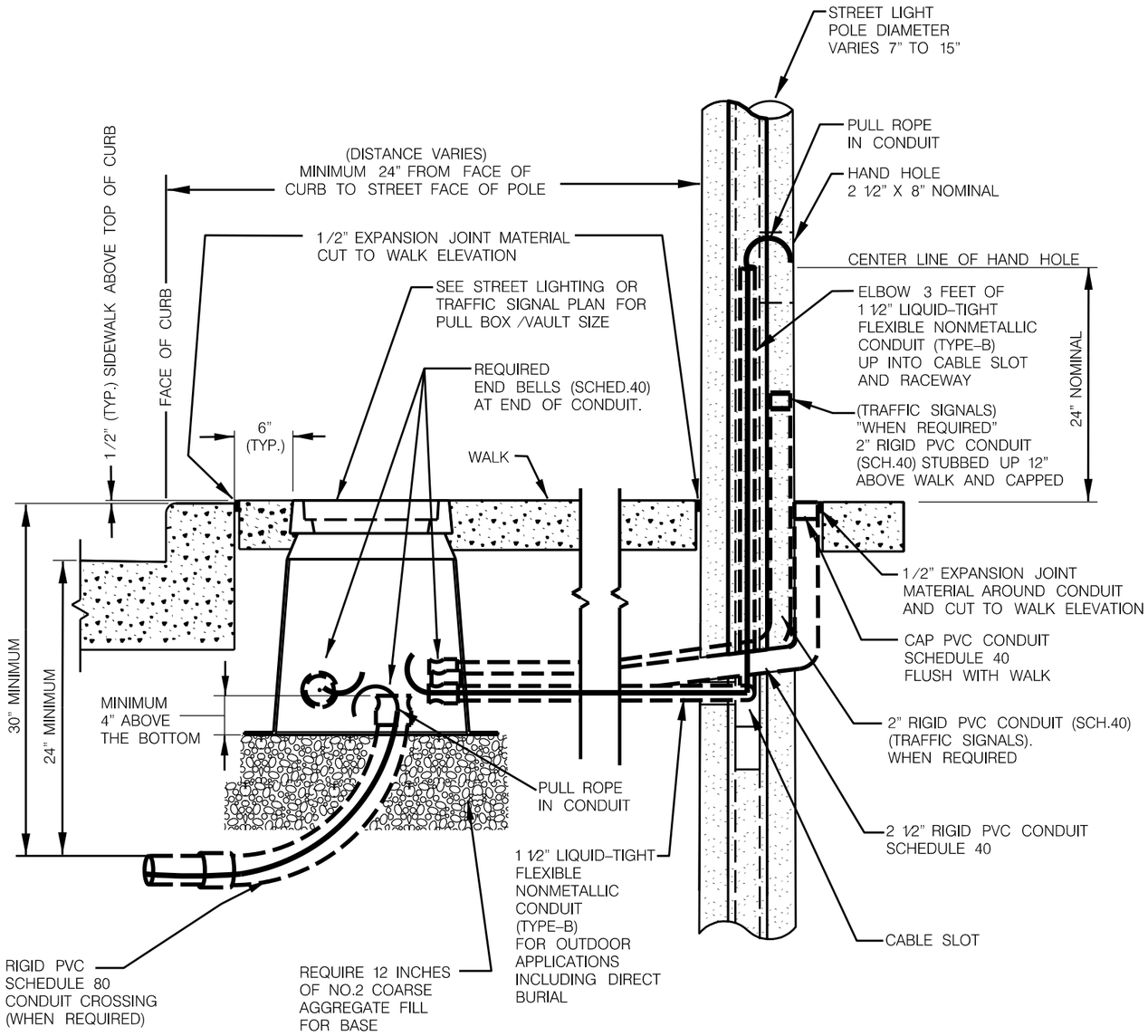
DIRECTION OF TRAFFIC AT CURB

104 DETAIL

TYPICAL TRAFFIC SIGNAL RISER AND STREET LIGHTING CONDUIT LOCATIONS ON LIGHT POLES DEPENDING ON DIRECTION OF TRAFFIC AT CURB

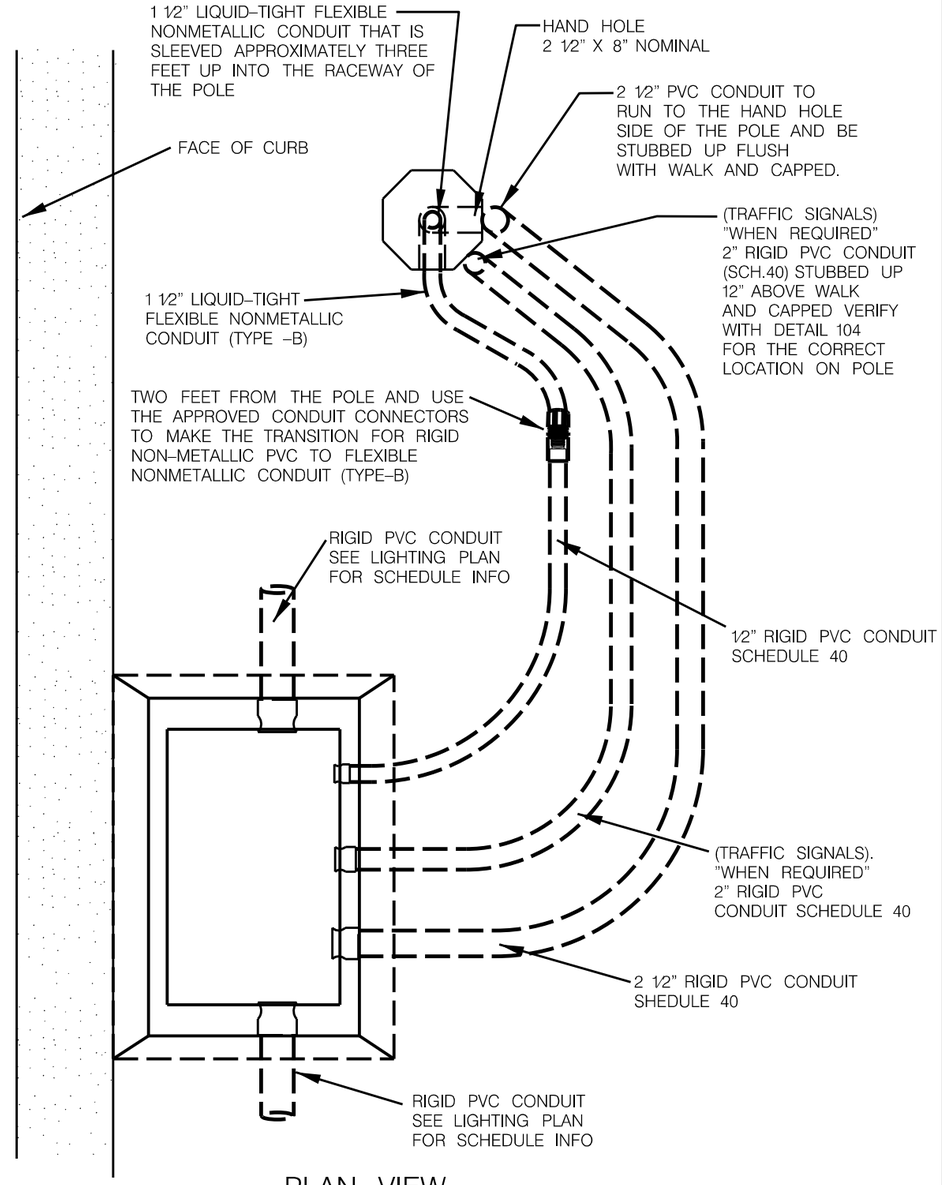
NOT TO SCALE

ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM TRAFFIC / STREET LIGHTING FORCES.
CONTACT DISPATCHER AT (414) 286-5944 FOR THE APPROPRIATE SHOP SUPERVISOR.



SECTION VIEW

NOT TO SCALE



PLAN VIEW

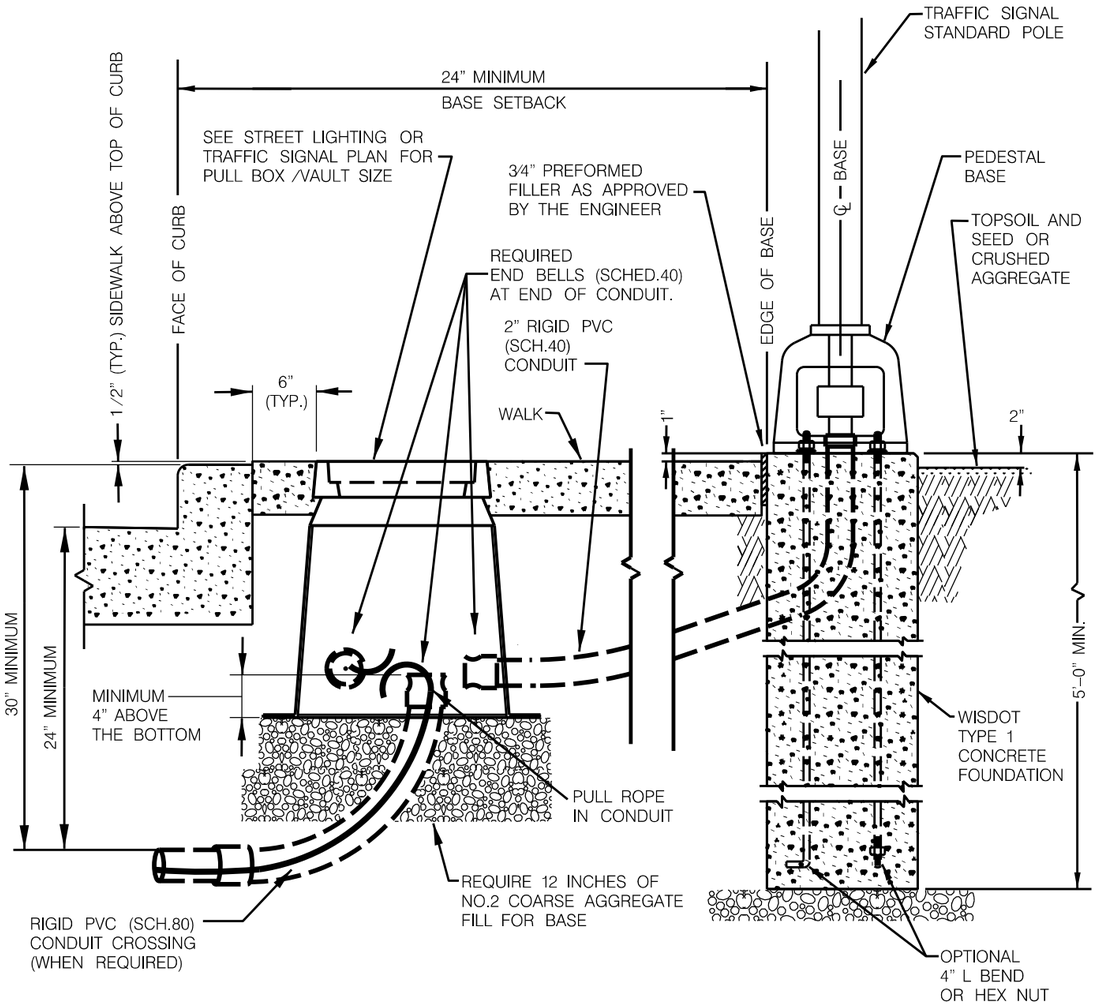
NOT TO SCALE

108A DETAIL VERSION

TYPICAL CONDUIT INSTALLATION FROM PULL BOX / VAULT TO POLE

ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM STREET LIGHTING FORCES. CONTACT DISPATCHER AT (414) 286-5944 FOR THE APPROPRIATE SHOP SUPERVISOR.

NOT TO SCALE

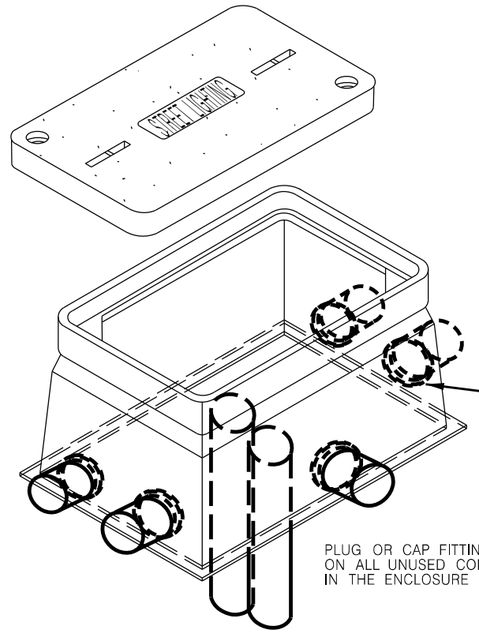


109 DETAIL

TYPICAL CONDUIT INSTALLATION FROM PULL BOX /VAULT TO SIGNAL STANDARD AND TYPICAL BASE INSTALLATION

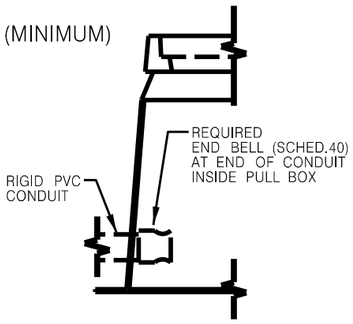
ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM STREET LIGHTING FORCES. CONTACT DISPATCHER AT (414) 286-5944 FOR THE APPROPRIATE SHOP SUPERVISOR.

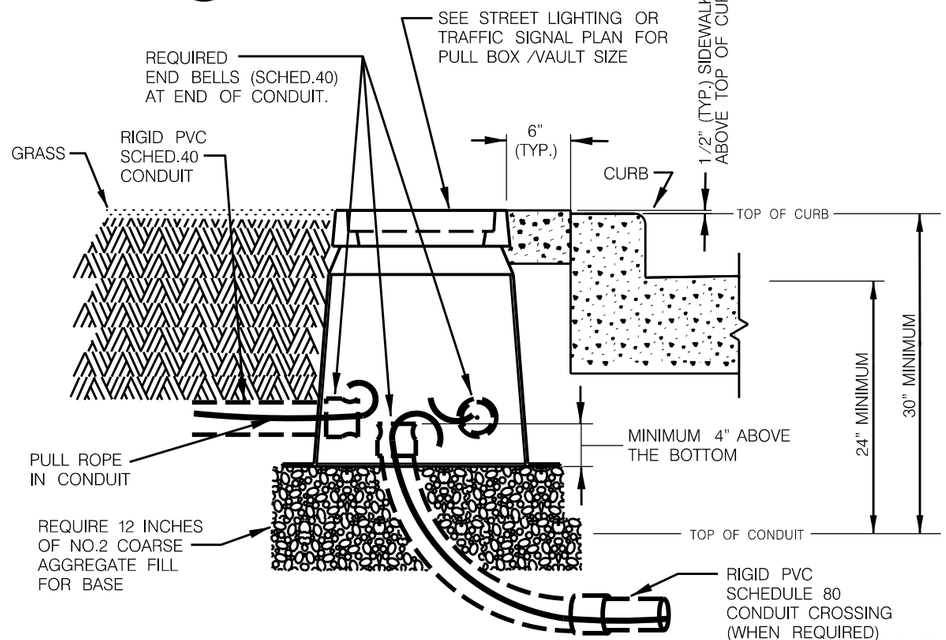
NOT TO SCALE



HEAVY DUTY COVER
W/ STREETLIGHTING LOGO
& W / 2 BOLTS
COLOR: GRAY
TIER 15 RATING (MINIMUM)

PULL BOX /VAULT
FLARED WALL
BOX W / NO BASE
COLOR: GRAY
TIER 15 RATING (MINIMUM)
(VARIOUS SIZES)





NOT TO SCALE

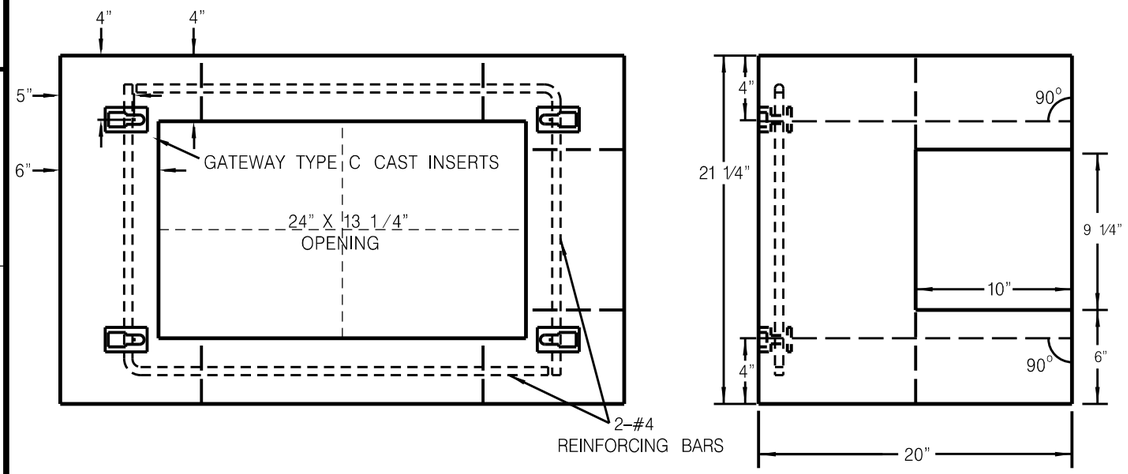
112 DETAIL

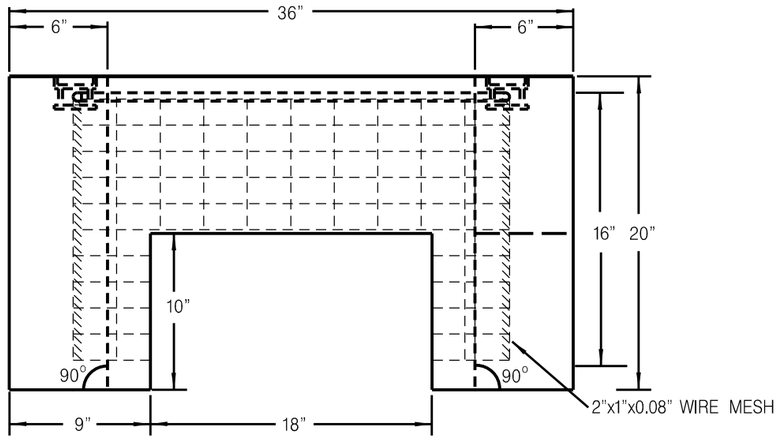
TYPICAL PULL BOX /VAULT INSTALLATION IN EITHER PAVEMENT OR GRASS AREAS

ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM STREET LIGHTING FORCES. CONTACT DISPATCHER AT (414) 286-5944 FOR THE APPROPRIATE SHOP SUPERVISOR.

NOT TO SCALE

2





NOT TO SCALE

6 BAG MIX #1 STONE

COMM. CODE XXXX-XXX				
PRE-CAST CONCRETE FOUNDATION				
TRAFFIC SIGNAL CABINETS P1 AND P2				
TRAFFIC ENGINEERING AND ELECTRICAL SERVICES D.P.W. CITY OF MILWAUKEE				
TRAFFIC CONTROL MATERIAL				
DATE 8-30-16	SCALE N.T.S.	DRAWN JAR/JO	CHECKED SCB	APPROVED JCB
SUPERSEDES	REVISED DATE	DRG.		
SUPERSEDED BY	NEW DRG.	C-16-500-T		

125 DETAIL

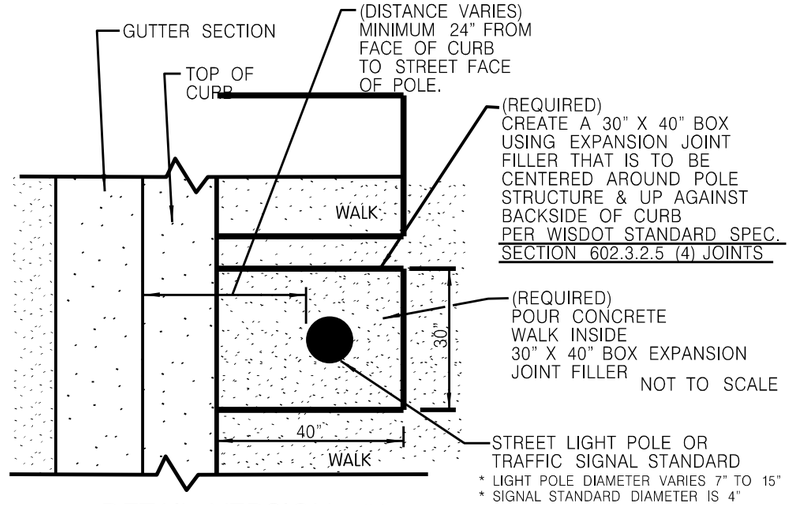
TYPICAL TRAFFIC CONTROL CABINET CONCRETE FOUNDATION

ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM TRAFFIC SIGNAL FORCES.
CONTACT DISPATCHER AT (414) 286-3687 FOR SHOP SUPERVISOR.

2

THE CONTRACTOR IS REQUIRED TO INSTALL EXPANSION JOINT FILLER INTO THE CONCRETE WALK, WHICH SHALL BE 1/2" WIDE MINIMUM TO BE USED TO CREATE A SEPARATION BETWEEN A SMALL CONCRETE AREA AROUND THE TRAFFIC & STREET LIGHTING FACILITIES AND THE REST OF THE CONCRETE WALK.

THE BOX SIZE OF THE AREA CREATED USING THE EXPANSION JOINT FILLER IS STANDARD AROUND LIGHT POLES AND TRAFFIC SIGNALS, BUT WILL VARY WHEN PLACED AROUND TRAFFIC & LIGHTING CONTROL CABINETS.



NOT TO SCALE

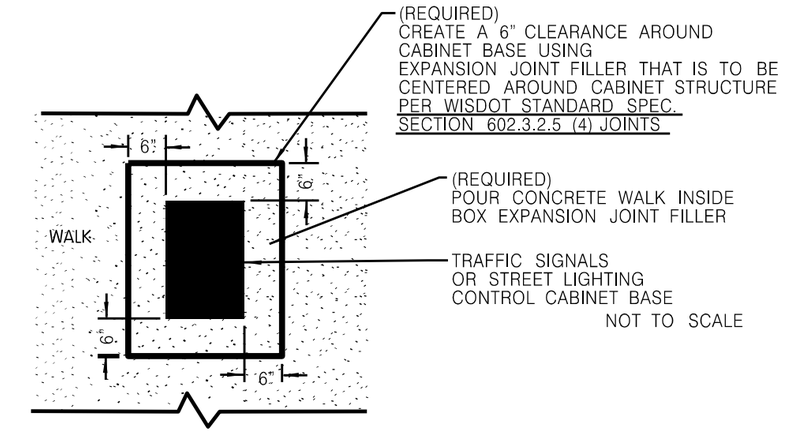
122 DETAIL VERSION #1

TYPICAL 30" X 40" BOX EXPANSION JOINT FILLER AROUND STREET LIGHTING AND TRAFFIC SIGNAL FACILITIES

ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM STREET LIGHTING FORCES.
CONTACT DISPATCHER AT (414) 286-5944 FOR THE APPROPRIATE SHOP SUPERVISOR.

THE CONTRACTOR IS REQUIRED TO INSTALL EXPANSION JOINT FILLER INTO THE CONCRETE WALK, WHICH SHALL BE 1/2" WIDE MINIMUM TO BE USED TO CREATE A SEPARATION BETWEEN A SMALL CONCRETE AREA AROUND THE TRAFFIC & STREET LIGHTING FACILITIES AND THE REST OF THE CONCRETE WALK.

THE BOX SIZE OF THE AREA CREATED USING THE EXPANSION JOINT FILLER IS STANDARD AROUND LIGHT POLES AND TRAFFIC SIGNALS, BUT WILL VARY WHEN PLACED AROUND TRAFFIC & LIGHTING CONTROL CABINETS.



NOT TO SCALE

122 DETAIL VERSION #2

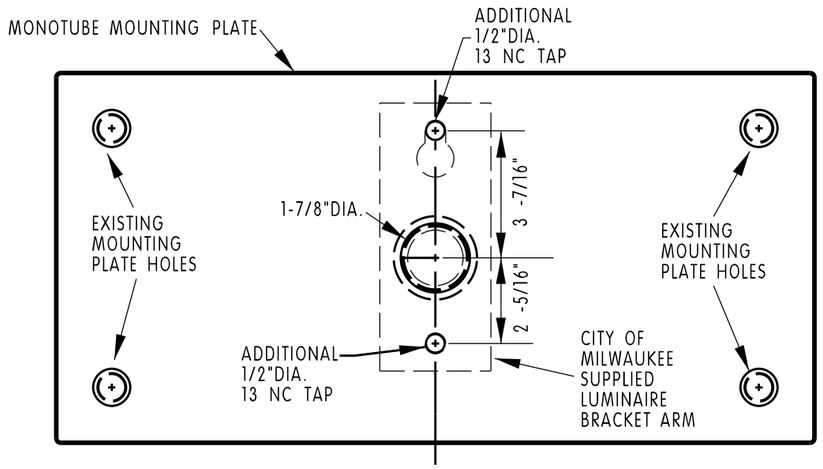
TYPICAL BOX EXPANSION JOINT FILLER AROUND TRAFFIC SIGNAL OR STREET LIGHTING CONTROL CABINET

ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM STREET LIGHTING FORCES.
CONTACT DISPATCHER AT (414) 286-5944 FOR THE APPROPRIATE SHOP SUPERVISOR.

PROJECT NO:2984-13-74	HWY:W. CENTER ST.	COUNTY: MILWAUKEE	STREET LIGHTING & TRAFFIC SIGNAL DETAILS	SHEET 15	E

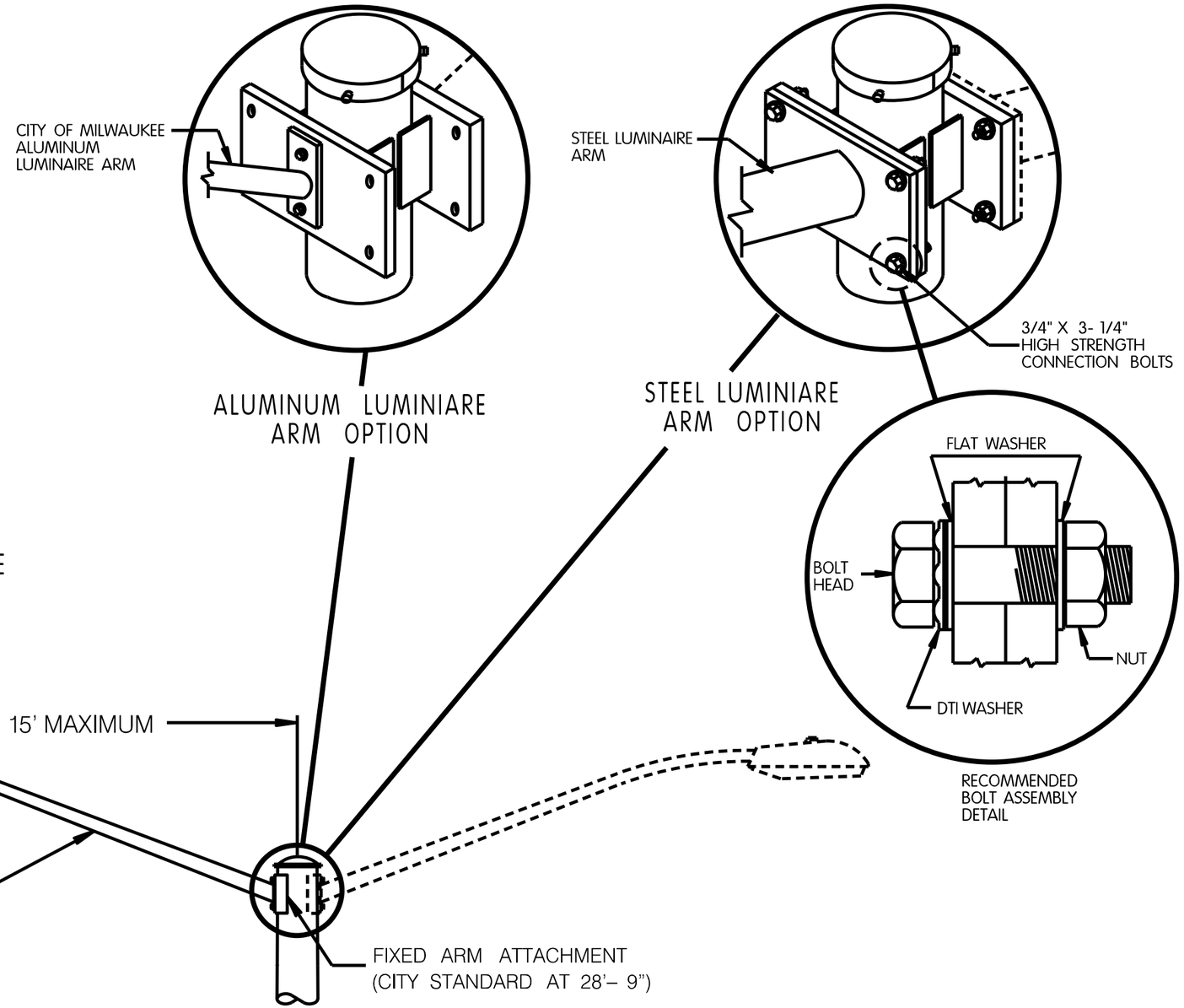
FILE NAME : W:\bte\signals\PAVING AND DESIGN\State Projects-LFA\Preliminary Engineering\HSIP Center, Lisbon & 60th\29841374 Signals.dgn PLOT DATE : 20-JUL-2022 15:26 PLOT BY : Kpfeif PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 42



ADDITIONAL MOUNTING HOLES IN LUMINAIRE MOUNTING PLATE

NOT TO SCALE

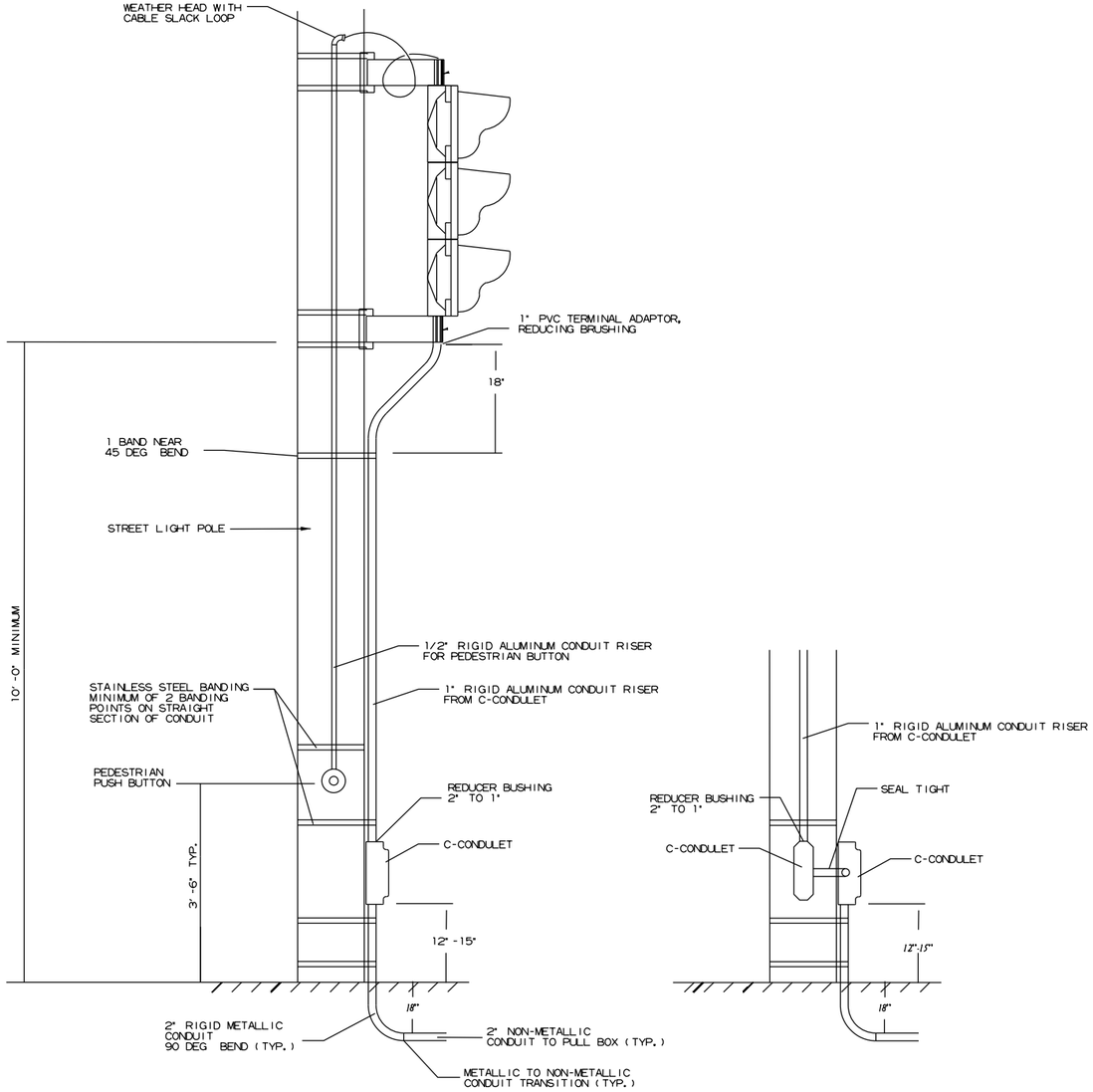


ADDITIONAL MOUNTING HOLES IN LUMINAIRE MOUNTING PLATE FOR

POLES: TYPE 10
TYPE 10 SPECIAL
TYPE 13

NOT TO SCALE

2



OPTION 1

OPTION 2

ELECTRICAL RISER

NTS

2

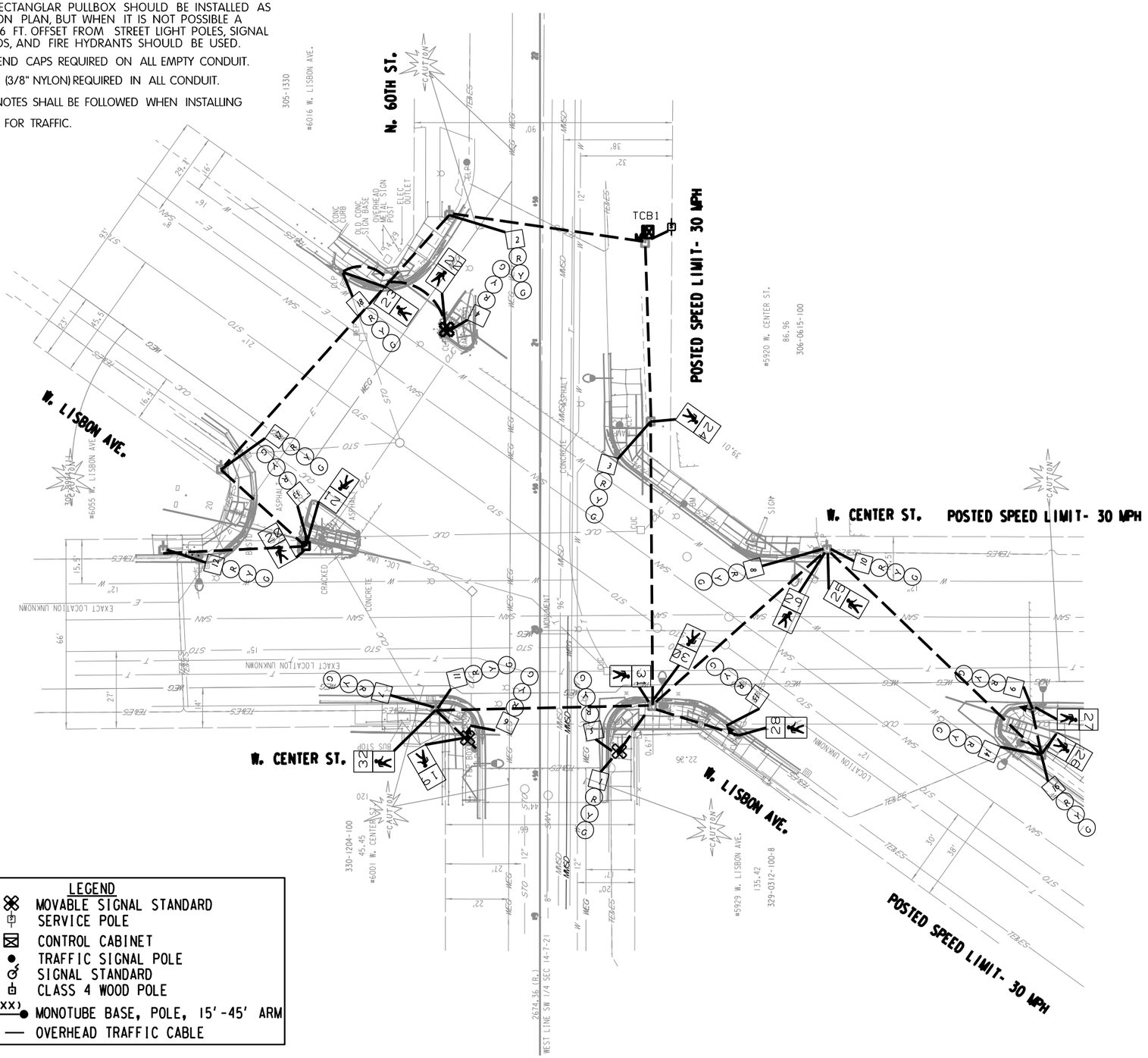
NOTE:

TYPICAL RECTANGLAR PULLBOX SHOULD BE INSTALLED AS SHOWN ON PLAN, BUT WHEN IT IS NOT POSSIBLE A 5 FT. TO 6 FT. OFFSET FROM STREET LIGHT POLES, SIGNAL STANDARDS, AND FIRE HYDRANTS SHOULD BE USED.

CONDUIT END CAPS REQUIRED ON ALL EMPTY CONDUIT.

PULL ROPE (3/8" NYLON) REQUIRED IN ALL CONDUIT.

GENERAL NOTES SHALL BE FOLLOWED WHEN INSTALLING MATERIALS FOR TRAFFIC.



LEGEND

- MOVABLE SIGNAL STANDARD
- SERVICE POLE
- CONTROL CABINET
- TRAFFIC SIGNAL POLE
- SIGNAL STANDARD
- CLASS 4 WOOD POLE
- (XX) MONOTUBE BASE, POLE, 15'-45' ARM
- OVERHEAD TRAFFIC CABLE

TRAFFIC CONTROL SIGNAL
W. CENTER ST., W. LISBON AVE., & N. 60TH ST.
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

REGION CONTACT: SCOTT REINBACHER
DESIGNED BY: KAP
REVISED BY:
PAGE OF

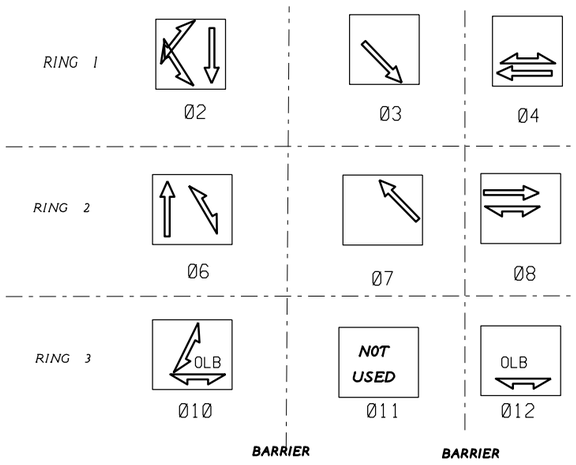
STATE PROJECT NUMBER 2984-13-74	HWY: W. CENTER ST.	COUNTY: MILWAUKEE	TEMPORARY TRAFFIC SIGNAL PLAN	SCALE FEET 0 40	SHEET 18	E

FILE NAME : W:\bte\signals\PAVING AND DESIGN\State Projects-LFA\Preliminary Engineering\HSIP Center, Lisbon & 60th\29841374 Temp Signals.dgn
PLOT DATE : 12-OCT-2022 08:27
PLOT BY : Kpfeif
PLOT NAME :
PLOT SCALE : 1:39.9999

WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø2	4.5.6	R
Ø3	13.14.15	R
Ø4	10.11.12	R
Ø6	1.2.3	R
Ø7	16.17.18	R
Ø8	7.8.9	R
Ø2P	19.20.21.22	
Ø4P	23.24	
Ø6P	25.26	
Ø8P	31.32	
Ø10P	29.30	
OLB	27.28	

SEQUENCE OF OPERATION





CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY Y / N	PHASE RECALL	PHASE ACTIVE
1				
2		6	PED	X
3		7	PED	X
4		8	COORD	X
5				
6		2	PED	X
7		3	PED	X
8		4	COORD	X

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR								
CALLED PHASE								
CALL OPTION								
DELAY TIME								
EXTENTION OPTION								
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR								
CALLED PHASE								
CALL OPTION								
DELAY TIME								
EXTENTION OPTION								
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

TYPE OF INTERCONNECT COMMUNICATION	
NONE	X
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	
FIBER OPTIC	
RADIO	
*LOCATION OF MASTER CONTROLLER NO: S.	
SIGNAL SYSTEM *: SS.	

OVERLAPS

O.L. "B" - SE CROSSWALK

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

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

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.

2

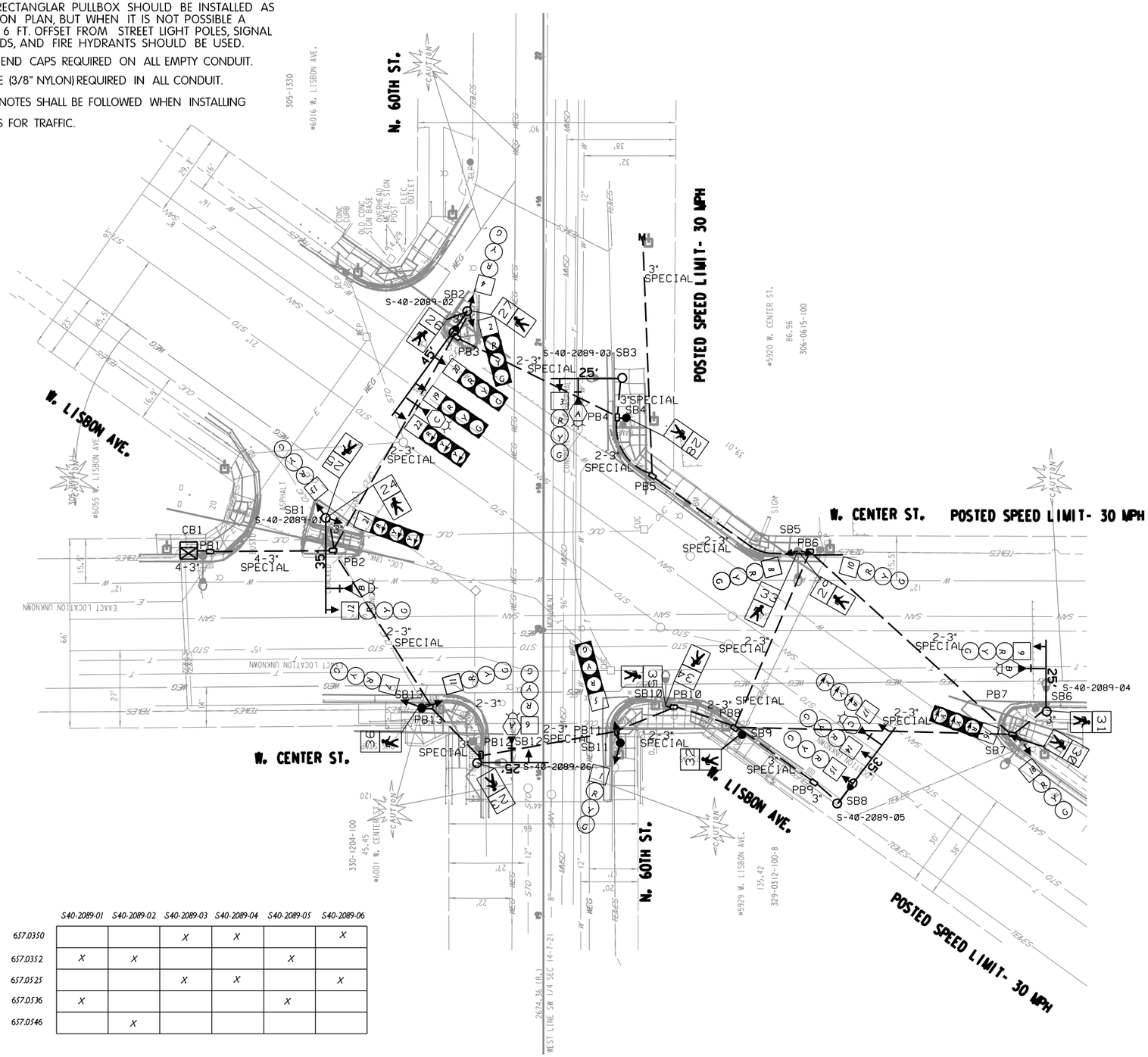
NOTE:

TYPICAL RECTANGLAR PULLBOX SHOULD BE INSTALLED AS SHOWN ON PLAN, BUT WHEN IT IS NOT POSSIBLE A 5 FT. TO 6 FT. OFFSET FROM STREET LIGHT POLES, SIGNAL STANDARDS, AND FIRE HYDRANTS SHOULD BE USED.

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GENERAL NOTES SHALL BE FOLLOWED WHEN INSTALLING MATERIALS FOR TRAFFIC.



	S40-2089-01	S40-2089-02	S40-2089-03	S40-2089-04	S40-2089-05	S40-2089-06
657.0350			X	X		X
657.0352	X	X			X	
657.0525			X	X		X
657.0536	X				X	
657.0546		X				

N

2

LEGEND

- M — METER PEDESTAL
- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 15'-45' ARM
- LUMINAIRE
- CONFIRMATION LIGHT
- POLYMER CONCRETE PULL BOX, 17"X30"X24"
- SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- R R — RED ARROW
- R Y Y — YELLOW ARROW
- G G G — GREEN ARROW
- R Y G — OPTICALLY PROGRAMMED HEAD
- WALK-DON'T WALK INDICATOR 12" COUNTDOWN TIMER 12"
- X — EVP DESIGNATOR
- EVP DETECTOR HEAD
- LANE DESIGNATION FOR INFO ONLY

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

TRAFFIC CONTROL SIGNAL
W. CENTER ST., W. LISBON AVE.,
& N. 60TH ST.
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

REGION CONTACT: SCOTT REINBACHER
DESIGNED BY: KAP
REVISED BY:

PAGE OF

STATE PROJECT NUMBER 2984-13-74	HWY: W. CENTER ST.	COUNTY: MILWAUKEE	TRAFFIC SIGNAL PLAN	SCALE FEET 0 40	SHEET 20	E

PROJECT ID:	2984-13-74
INTERSECTION:	CENTER ST., W. LISBON AVE., & N. 60TH S

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

DATE: 5/6/2022

CB TO	JUMPER	# OF COND.	HEAD NO.	PHASE	SIGNAL INDICATION WIRE COLOR								PED BUTTON	OTHER
					RED	YELLOW	GREEN	<RED	<YELLOW>	<FLASH YELLOW>	D/WALK	WALK		
SB1		19	12	4	RED	ORG	GRN							
			13	3	RED/BLK	ORG/BLK	GRN/BLK							
			21	OLA				RED/WHT	BLU/WHT	GRN/WHT				
			24	2							BLU	BLK		
			25	2							BLU/BLK	BLK/WHT		
SB2		21	2	6	RED	ORG	GRN							
			4	2	RED/BLK	ORG/BLK	GRN/BLK							
			19	7	RED/WHT	BLU/WHT	GRN/WHT							
			20	7	BLK/RED	ORG/RED	WHT/RED							
			22	OLA				RED/GRN	ORG/GRN	BLU/RED				
			26	2							BLU	BLK		
			27	4							BLU/BLK	BLK/WHT		
SB3		12	3	6	RED	ORG	GRN							
	SB4	12	28	4							BLU	BLK		
SB5		19	8	8	RED	ORG	GRN							
			10	4	RED/BLK	ORG/BLK	GRN/BLK							
			29	6							BLU	BLK		
			33	10							BLU/BLK	BLK/WHT		
SB6		12	9	8	RED	ORG	GRN							
			31	OLB							BLU	BLK		
SB7		19	16	OLC				RED/BLK	ORG/BLK	GRN/BLK				
			18	7	RED	ORG	GRN							
			30	6							BLU	BLK		
SB8		19	14	3	RED	ORG	GRN							
			15	3	RED/BLK	ORG/BLK	GRN/BLK							
			17	OLC				RED/WHT	BLU/WHT	GRN/WHT				
	SB9	12	32	OLB							BLU	BLK		
SB11		19	1	6	RED	ORG	GRN							
			5	2	RED/BLK	ORG/BLK	GRN/BLK							
	SB10	12	34	10							BLU	BLK		
			35	8							BLU/BLK	BLK/WHT		
SB12		12	6	2	RED	ORG	GRN							
			23	2							BLU	BLK		
SB13		12	7	8	RED	ORG	GRN							
			11	4	RED/BLK	ORG/BLK	GRN/BLK							
			36	8							BLU	BLK		

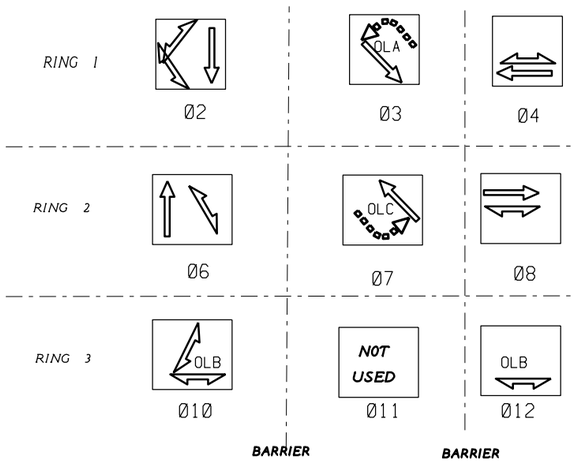
EQUIPMENT GROUNDING CONDUCTOR 10 AWG GRN XLP	
FROM	TO
CB1	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	SB11
SB11	SB12
SB12	SB13
SB13	CB1

EMERGENCY VEHICLE PREEMPTION AND UF 2-12 CONFIRMATION	
FROM	TO
CB1	SB1
SB1	HEAD B
CB1	SB2
SB2	HEAD C
CB1	SB3
SB3	HEAD A
CB1	SB6
SB6	HEAD B
CB1	SB8
SB8	HEAD C
CB1	SB12
SB12	HEAD A

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 12" LONGER THAN THE UNGROUNDED
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. "OTHER" COLUMN MAY INCLUDE SHADOW BOX (BLANK OUT) SIGN.

	HEAD NUMBERS	FLASH
Ø2	4.5.6	R
OLA	21.22	R
Ø3	13.14.15	R
Ø4	10.11.12	R
Ø6	1.2.3	R
OLC	16.17	R
Ø7	18.19.20	R
Ø8	7.8.9	R
Ø2P	23.24.25.26	
Ø4P	27.28	
Ø6P	29.30	
Ø8P	35.36	
Ø10P	33.34	
OLB	31.32	

SEQUENCE OF OPERATION





CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY Y / N	PHASE RECALL	PHASE ACTIVE
1				
2		6	PED	X
3		7	PED	X
4		8	COORD	X
5				
6		2	PED	X
7		3	PED	X
8		4	COORD	X

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR								
CALLED PHASE								
CALL OPTION								
DELAY TIME								
EXTENTION OPTION								
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR								
CALLED PHASE								
CALL OPTION								
DELAY TIME								
EXTENTION OPTION								
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

TYPE OF INTERCONNECT COMMUNICATION	
NONE	X
TBC	
CLOSED LOOP TWISTED PAIR•	
CLOSED LOOP FIBER OPTIC•	
FIBER OPTIC	
RADIO	
•LOCATION OF MASTER CONTROLLER NO: S.	
SIGNAL SYSTEM •: SS.	

OVERLAPS

O.L. "A" • NWB FYA
O.L. "B" • SE CROSSWALK
O.L. "C" • SEB FYA

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE DETECTOR	A	B	C
MOVEMENT	↓↑	←→	↖↘
PHASE	2·6	4·8	3·7

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

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.

CAUTION

THE CONTRACTOR IS RESPONSIBLE FOR NOT BACK-FEEDING CIRCUITS PRIOR TO DISCONNECTING ANY BRANCH CIRCUITS FROM ORIGINAL SOURCE.

NOTES:

1. SECONDARY CABLE RISER WITH PVC COVER ON SPECIFIED CIRCUIT.
2. EXISTING CONDUIT AND/OR CABLE TO REMAIN IN SERVICE. EXCAVATE SUFFICIENT CABLE LENGTH ALLOWANCE FOR CONNECTION SHOWN IN STREET LIGHTING PLAN.
3. MINIMUM CLEARANCE AT CENTER OF SPAN: 17-FT. ABOVE ROADWAY OR GRADE.
4. TEMPORARY 240V FIXTURES WIRED PHASE TO NEUTRAL USING ALUMINUM TRIPLEX OR FLATSTRAP, LOAD BALANCED AS SPECIFIED BY BLACK/RED TERMINATION.
5. ALL LUMINAIRES AND AERIAL CABLES ARE SEPARATE BID ITEMS AND ARE NOT PART OF THE BID ITEM "WOOD POLE 40-FOOT". ALL REMAINING ITEMS SUCH AS WIRE ROPE TETHERS, WIRE CLIPS, DRIVE HOOKS, SERVICE SLEEVES, HEAVY DUTY INSULATED PULLY CLEVISES ARE INCIDENTAL TO BID ITEM "WOOD POLE 40-FOOT".

LEGEND

- EXISTING LIGHT POLE
- REMOVE COMPLETE EXISTING LIGHT POLE
- 40' WOOD POLE COBRA HEAD LUMINAIRE 6' WOOD POLE MOUNT ARM
- 40' WOOD POLE
- OVERHEAD CABLE SPAN
- Ⓡ Ⓑ - RED/BLACK WIRE TERMINATION

#6008 26' CONCRETE POLE 6'ARM, 150W HPS LUM. 150W/55V BURIED STEPDOWN XFMR 3'-6" EAST TO REMAIN AS TEMPORARY LIGHTING STA. 21+26;68.0'LT

#2727 26' CONCRETE POLE 6' ARM, 150W HPS LUM. TO REMAIN

NOTE 3 1#8FS CIR.WP4-3 2200V/6.6A "METALLIC" CIRCUIT

1#8FS CIR.WP4-3 2200V/6.6A "METALLIC" CIRCUIT

2#12UF CIR.WP4-3 TO REMAIN

40' WP (TR) STA. 21+45;31.0'LT

CAUTION 2200V IN VICINITY

#2711 26' CONCRETE POLE 6' ARM, 150W HPS LUM. 100W/55V BURIED STEPDOWN XFMR 2'-6" SOUTH 150W/55V BURIED STEPDOWN XFMR 7'-0" SOUTH ALL TO REMAIN IN SERVICE

1#8FS CIR.WP4-3 2200V/6.6A "METALLIC" CIRCUIT

CONC CURB, OLD CONC SIGN BASE, OVERHEAD MET. POST, ELEC OUTLET

#6019 26' CONCRETE POLE (RED CUTOFF) 6' CAPPED ARM,3LED3 LUM. 4"X4"X36" WIRING PED. TO REMAIN STA. 21+16;184.0'LT

40' WP (TR) STA. 21+35;37.0'RT

N. 60TH ST.

W. LISBON AVE.

PROPOSED MONOTUBE

#2700 WP 6' UPSWEEP ARM 250W HPS LUM. STA. 20+73;39.0'RT

90' 3#12UF CIR.T26C-C

SUMMARY OF SELECTED ITEMS FOR INFORMATION ONLY

QUANTITY	DESCRIPTION
10 EA	40' WOOD POLES, CLASS 4
500 LF	2-2-4 TRIPLEX
500 LF	3#12UF
8 EA	6' ARM, HPS COBRA
4 EA	RISER

NOTE 2 EXISTING 3#6/1#8LTP CIR.T26C-C TO REMAIN IN SERVICE

#6008 WP 6' UPSWEEP ARM 250W HPS LUIM. STA. 20+55;111'LT

NOTE 1 (CIR.T29C-C) #6010 WP 6' UPSWEEP ARM 250W HPS LUIM. STA. 20+27;132.0'LT

NOTE 3 55' 3#12UF CIR.T26C-C

40' WP STA. 20+27;81.0'LT

NOTE 1 (CIR.T29C-C) #5926 WP 6' UPSWEEP ARM 250W HPS STA. 20+26;100.0'RT

NOTE 2 3#6/1#8LTP CIR.T26C-C TO REMAIN IN SERVICE

#5900 EXISTING CONCRETE 26' DIRECT BURY 6' MITCHELL ARM 3LED3 LUM. TO REMAIN

3#6/1#8LTP CIR.T26C-C TO REMAIN IN SERVICE

NOTE 3 70' 2#2/1#4AL CIR.T26C-C

NOTE 3 55' 3#12UF CIR.T26C-C

140' 2#2/1#4AL CIR.T26C-C

EXACT LOCATION UNKNOWN

NOTE 3 100' 3#12UF CIR.T26C-C

NOTE 3 75' 2#2/1#4AL CIR.T26C-C

NOTE 3 75' 2#2/1#4AL CIR.T26C-C

NOTE 3 85' 2#2/1#4AL CIR.T26C-C

30' 3#12UF CIR.T26C-C

PROPOSED MONOTUBE

W. CENTER ST.

55' 3#12UF CIR.T26C-C

15' AL DOUBLE CAN 2-FLOOD TO REMAIN HEADSPLICE TO EXISTING 240V LUMINAIRES/FLOODS STA. 19+50;224.0'RT

3#6/1#8LTP CIR.T26C-C TO REMAIN IN SERVICE

#5920 EXISTING ALUMINUM 26' DIRECT BURY 6' MITCHELL ARM 3LED3 LUM. TO REMAIN

3#6/1#8LTP CIR.T26C-C TO REMAIN IN SERVICE

NOTE 2 EXISTING 3#6/1#8LTP CIR.T26C-C TO REMAIN IN SERVICE

NOTE 1 (CIR.T29C-C) #6025 26' CONCRETE POLE 6' ARM, 3LED3 LUIM. 4"X4"X36" WIRING PED. STA. 19+720;166.0'LT

#6001 WP 6' UPSWEEP ARM 250W HPS LUIM. STA. 19+72;36.0'LT

BUS STOP

#5947 WP 6' UPSWEEP ARM 250W HPS LUM. STA. 19+56;39.0'RT

NOTE 3 100' 3#12UF CIR.T26C-C

#2680 26' CONCRETE POLE 6' ARM,3LED3 LUM. 4"X4"X36" WIRING PED. TO REMAIN STA. 17+73;25.5'RT

#5943 26' CONCRETE POLE 6' ARM,3LED3 LUM 4"X4"X36" WIRING PED. (REMOVE) STA. 19+61;70.0'RT

NOTE 1 (CIR.T29C-C) #5928 WP 2EA.-6' ARM 2EA.-,250W HPS LUM. ORIENTATE LUMI. OVER W. LISBON AVE. & W. CENTER AVE. AS SHOWN STA. 19+56;175.0'RT

SUBSTATION T26C IS LOCATED AT 2572 N. 57TH ST. APPRX. 75' SOUTH CURB LINE EXTENDED W. CLARKE, WEST TERRACE OF N57TH ST.

SUBSTATION WP IS LOCATED AT 6221 W. LISBON AVE. ACCESSIBLE VIA DRIVEWAY AND IS HOUSED IN ALUMINUM SIDED BUILDING.

CONTACT CITY OF MILWAUKEE BES FOR LOCKOUT/TAGOUT OF SUBSTATION CIRCUITS. FIELD CONDITIONS MAY VARY.

CONTRACTOR IS TO PROVIDE CONTACT INFORMATION AND 24/7 AVAILABILITY IN EVENT OF DAMAGE OR KNOCK DOWN WITHIN PAVING LIMITS. TARGET RESPONSE TIME IS 2 HOURS.

SCALE, FEET 0 40

STATE PROJECT NO: 2984–13–74	HWY: W. CENTER ST.	COUNTY: MILWAUKEE	STREET LIGHTING TEMPORARY	SHEET 23	E

2

#6008
26' RED CONCRETE POLE
6'ARM (CAPPED), 150W HPS LUM.
150W/55V BURIED STEPDOWN XFMR 3'-6" EAST
TO BE REMOVED BY CITY FORCES
DURING TEST AND ACCEPTANCE
STA. 21+25;65.0'LT

1#8FS
CIR.WP4-3
2200V/6.6A "METALLIC" CIRCUIT
TO REMAIN IN SERVICE

#2727
26' CONCRETE POLE
6' ARM, 150W HPS LUM.
TO REMAIN

2#12UF
CIR.WP4-3
TO REMAIN IN SERVICE

1#8FS
CIR.WP4-3
TO REMAIN UIN SERVICE

N. 60TH ST.

W. LISBON AVE.

CAUTION
2200V IN
VICINITY

NOTE 1
#2700
26' DIRECT BURY CONCRETE
6' ARM, 3LED3 LUM
2#12UF W/GND INTERNAL RISER
4"X4"X36" WIRING PEDESTAL

REMOVE AERIAL CABLE
200'
3#12UF
CIR.T29C-C

NOTE 3
EXISTING
3#6/1#8LTP
CIR.T26C-C
IN 2.5" CONDUIT
TO BE REUSED

#6020
25' AL BOLT DOWN POLE
TYPE 5 BASE
XFMR BASE
6' MITCHELL ARM
2#12UF W/GND INTERNAL RISER
3LED3 LUMINAIRE

ABANDON

NOTE 1
#5926
26' DIRECT BURY CONCRETE
6' ARM, 3LED3 LUM
2#12UF W/GND INTERNAL RISER
4"X4"X36" WIRING PEDESTAL
STA. 20+29;100.0'RT

#5900
EXISTING CONCRETE
26' DIRECT BURY
6' MITCHELL ARM
3LED3 LUM.
TO REMAIN

ABANDON

NOTE 1
#5919
26' CONCRETE POLE
6' ARM,3LED3 LUM.
4"X4"X36" WIRING PED.
REMOVE COMPLETELY
STA. 19+70;172.0'RT

ABANDON
3#8/1#8XLPE
DIRECT BURY CABLE

W. CENTER ST.

ABANDON

15' AL DOUBLE CAN
2-FLOOD
TO REMAIN

#5920
EXISTING ALUMINUM
26' DIRECT BURY
6' MITCHELL ARM
3LED3 LUM.
TO REMAIN

#2675
21' CONCRETE POLE
6' ARM, 1LED2 LUM.
4"X4"X36" WIRING PED.
TO REMAIN

NOTE 1
#5928
26' CONCRETE POLE
6' ARM, 3LED3 LUM.
2#12UF W/GND RISER
STA. 19+60;168.0'RT

EXACT LOCATION UNKNOWN

ABANDON

ABANDON
3#4/1#8LTP
CIR.T26C-C
IN 2.5" CONDUIT

NOTE 3
EXISTING
3#6/1#8LTP
CIR.T26C-C
TO REMAIN IN SERVICE

#6025
26' CONCRETE POLE
6' ARM, 3LED3 LUM..
4"X4"X36" WIRING PED.
TO REMAIN IN SERVICE
STA. 19+720;166.0'LT

#5693
TYPE 10 MONOTUBE
TYPE 10 BASE
6' MITCHELL ARM
2#12UF W/GND INTERNAL RISER
3LED3 LUMINAIRE

NOTE 1
#5947
26' RED CONCRETE
6' ARM (CAPPED)
3LED3 LUM
2#12UF W/GND INTERNAL RISER
4"X4"X36" WIRING PEDESTAL
STA. 19+70;44.0'RT

#5943
26' CONCRETE POLE
6' ARM,3LED3 LUM.
TO REMAIN FOR TEMP. LIGHTING
4"X4"X36" WIRING PED. (REMOVE)
STA. 19+61;70.0'RT

ABANDON

#2680
26' CONCRETE POLE
6' ARM,3LED3 LUM.
4"X4"X36" WIRING PED.
TO REMAIN
STA. 17+73;25.5'RT

NOTES:

1. REMOVE EXISTING WIRE AND CONDUIT INCIDENTAL TO LIGHTING UNIT REMOVAL.
2. REMOVE EXISTING OVERHEAD CABLES INCIDENTAL TO LIGHTING UNIT REMOVAL
3. EXISTING CONDUIT AND/OR CABLE TO REMAIN IN SERVICE FOR REUSED AS NOTED. SEE TEMPORARY LIGHTING PLANS FOR CABLE INERCEPT LOCATIONS.

N

LEGEND

- EXISTING LIGHT POLE
- REMOVE COMPLETE EXISTING LIGHT POLE
- 40' WOOD POLE
  COBRA HEAD LUMINAIRE
  6' WOOD POLE MOUNT ARM
- 40' WOOD POLE
- OVERHEAD CABLE SPAN

SUMMARY OF SELECTED ITEMS
FOR INFORMATION ONLY

QUANTITY	DESCRIPTION
7 EA	REMOVE LIGHT UNIT COMPLETE
200 FT	REMOVE EXIST. AERIAL CABLE

SUBSTATION T26C IS LOCATED AT 2572 N. 57TH ST. APPRX. 75' SOUTH CURB LINE EXTENDED W. CLARKE, WEST TERRACE OF N57TH ST.

SUBSTATION WP IS LOCATED AT 6221 W. LISBON AVE. ACCESSIBLE VIA DRIVEWAY AND IS HOUSED IN ALUMINUM SIDED BUILDING.

CONTACT CITY OF MILWAUKEE BES FOR LOCKOUT/TAGOUT OF SUBSTATION CIRCUITS. FIELD CONDITIONS MAY VARY.

SCALE, FEET 0 40

STATE PROJECT NO: 2984–13–74	HWY: W. CENTER ST.	COUNTY: MILWAUKEE	STREET LIGHTING REMOVALS	SHEET 24	E

2

NOTE:

GENERAL NOTES MUST BE FOLLOWED WHEN INSTALLING MATERIALS FOR STREET LIGHTING AND TRAFFIC SIGNALS.

CONDUIT END CAPS REQUIRED ON ALL EMPTY CONDUIT.

PULL ROPE (3/8" NYLON) REQUIRED IN ALL CONDUIT.

SEE STREET LIGHTING & TRAFFIC SIGNAL CONDUIT DETAILS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

SEE UTILITY SPECIALS FOR ADDITIONAL INFORMATION AND ALL CONTACT NUMBERS.

CONTRACTOR IS REQUIRED TO CONTACT THE CITY OF MILWAUKEE ELECTRICAL SERVICES FOR FINAL INSPECTION AND APPROVAL OF ALL ELECTRICAL WORK BEFORE ANY MATERIALS ARE COVERED UP OR BACKFILLED.

TYPICAL RECTANGLAR VAULT SHOULD BE INSTALLED AS SHOWN ON PLAN, BUT WHEN IT IS NOT POSSIBLE A 5 FT. TO 6 FT. OFFSET FROM STREET LIGHT POLES, SIGNAL STANDARDS, AND FIRE HYDRANTS SHOULD BE USED.

ALL PURPOSE ANTISEIZE (OR EQUIV) TO BE APPLIED ON ALL BOLTS AND SCREWS ESPECIALLY THE LIGHT POLE HAND HOLE PANEL. OXIDE INHIBITOR OX-4 (OR EQUIV) TO BE APPLIED ON ALL WIRE CONNECTION AND WIRE NUTS. TAG ALL CABLE DIRECTION IN VAULT AND HAND HOLE PANEL.

TYPE 3 LIGHT DISTRIBUTION UNLESS OTHERWISE SPECIFIED.
ALL NEW LIGHT UNITS TO BE EQUIPPED WITH 5AMP INLINE FUSE LOAD SIDE ONLY..

N

W. CENTER ST.

W. LISBON AVE.

N. 60TH ST.

N. 59TH ST.

#6019
26' CONCRETE POLE (RED CUTOFF)
6' CAPPED ARM,3LED3 LUM.
STA. 21+17;184.0'LT

#6039
26' DIRECT BURY CONCRETE
6' ARM, 3LED3 LUM
2#12UF W/GND INTERNAL RISER
STA. 20+24;196.0'LT

#6008
26' RED CONCRETE POLE
6'ARM (CAPPED), 150W HPS LUM.
150W/55V BURIED STEPDOWN XFMR 3'-6" EAST
TO BE REMOVED BY CITY FORCES
DURING TEST AND ACCEPTANCE
STA. 21+25;65.0'LT

#2727
26' CONCRETE POLE
6' ARM, 150W HPS LUM.
TO REMAIN

#2711
26' CONCRETE POLE
6' ARM, 150W HPS LUM.
100W/55V BURIED STEPDOWN XFMR 2'-6" SOUTH
150W/55V BURIED STEPDOWN XFMR 7'-0" SOUTH
ALL TO REMAIN IN SERVICE

#2700
S40-2089-02
TYPE 10 SPEC. POLE
TYPE 1P SPEC. BASE
6' ARM, 3LED3 LUM.
2#12UF INTERNAL RISER

#6002
S40-2089-02
TYPE 10 SPEC. POLE
TYPE 1P SPEC. BASE
6' ARM, 3LED3 LUM.
2#12UF INTERNAL RISER

#6004
S40-2089-02
TYPE 10 SPEC. POLE
TYPE 1P SPEC. BASE
2EA.-6' ARM
2EA.-3LED3 LUM.
2EA.-2#12UF INTERNAL RISER

#6001
TYPE 10 MONOTUBE
TYPE 10 BASE
6' MITCHELL ARM
2#12UF W/GND INTERNAL RISER
3LED2 LUMINAIRE

#6025
26' CONCRETE POLE
6' ARM, 3LED3 LUM.
ABOVE TO REMAIN
4"X4"X36" WIRING PED. (BES TO REMOVE)
TERMINATION BY CITY FORCES
STA. 19+70;176.0'LT

#5693
TYPE 10 MONOTUBE
TYPE 10 BASE
6' ARM, 3LED3 LUM.
2#12UF W/GND INTERNAL RISER

#5947
26' DIRECT BURY CONCRETE
6' ARM, 3LED3 LUM
2#12UF W/GND INTERNAL RISER
STA. 19+72;40.0'RT

#5926
26' DIRECT BURY CONCRETE
6' ARM, 3LED3 LUM
2#12UF W/GND INTERNAL RISER
STA. 20+26;100.0'RT

#5943
26' CONCRETE POLE
6' ARM,250W HPS LUM.
REMOVE COMPLETELY
(WITH TEMP. LIGHTING)
STA. 19+61;70.0'RT

#5928
26' CONCRETE POLE
6' ARM, 3LED3 LUM.
2#12UF W/GND RISER
STA. 19+60;168.0'RT.

#5929
S40-2089-04
TYPE 10 SPEC. POLE
TYPE 1P SPEC. BASE
6' ARM, 3LED3 LUM.
2#12UF INTERNAL RISER

#5919
S40-2089-04
TYPE 10 SPEC. POLE
TYPE 1P SPEC. BASE
6' ARM, 3LED3 LUM.
2#12UF INTERNAL RISER

#5900
EXISTING CONCRETE
26' DIRECT BURY
6' ARM, 3LED3 LUM.
TO REMAIN

#5920
EXISTING ALUMINUM
26' DIRECT BURY
6' MITCHELL ARM
3LED3 LUM
4"X4"X36" WIRING PED.
TO REMAIN

#2675
21' CONCRETE POLE
6' ARM, 1LED2 LUM.
4"X4"X36" WIRING PED.
TO REMAIN

#2680
26' CONCRETE POLE
6' ARM,2LED2 LUM
TO REMAIN

13"x24"x24" PULLBOX 112 STA. 21+26;68.0'LT

13"x24"x24" PULLBOX 112 STA. 21+67;26.0'LT

13"x24"x24" PULLBOX 142A 108A STA. 21+18;185.0'LT

13"x24"x24" PULLBOX 142A 108A DOGHOUSE OVER EXISTING 2.5" PVC CONDUIT STA. 20+24;198.0'LT

13"x24"x24" PULLBOX 108A DOGHOUSE OVER EXISTING 2.5" PVC CONDUIT STA. 19+70;180.0'LT

13"x24"x24" PULLBOX 142A 108A STA. 18+84;26.0'RT

142A 108A

13"x24"x24" PULLBOX 112 STA. 19+22;220.0'RT

102 3.0" HDPE SPECIAL

101 CAP END ON 10 HDPE STUB FROM PULLBOX

100 3.0" HPDE SPECIAL

3#2/1#8XLPE CIR.T26C-C INSTALLED IN CONDUIT

3#6/1#8LTP CIR.T26C-C IN 2.5" PVC TO REMAIN IN SERVICE TERMINATION BY CITY FORCES

3#6/1#8LTP CIR.T26C-C TO REMAIN IN SERVICE

20'-3#2/1#8XLPE CIR.T26C-C COILED, TAGGED IN PULLXOB

20'-3#2/1#8XLPE CIR.T26C-C COILED,TAGGED

10'-3#8/1#8XLPE CIR.T26C-C COILED/TAGGED IN PULL BOX

3#4/1#8LTP CIR.T26C-C TO REMAIN IN SERVICE

15' AL DOUBLE CAN 2-FLOOD TO REMAIN

2.0" SCH. 40 SPECIAL TO POLE BASE

EXACT LOCATION UNKNOWN

35' ARM

CAUTION 2200V IN VICINITY

CAUTION WEG

BUS STOP

POLE ADDRESS

ADDRESS LOCATION

TRAFFIC

CURB

LEGEND

- EXISTING LIGHT POLE
- NEW LIGHT POLE 2LED LUMINAIRE 2#12UF W/GND RISER CABLE
- NEW LIGHT POLE 2 - 2#12UF W/G RISERS 2 - LUMINAIRE ARMS 2 - 2LED LUMINAIRE
- REMOVE COMPLETE EXISTING LIGHT POLE
- DOUBLE LUMINAIRE & ARMS (BY CONTRACTOR) MOUNTED ON MONOTUBE
- TRAFFIC SIGNAL MOUNTED ON LIGHT POLE
- EXISTING SIGNAL STANDARD
- EXISTING PULL BOX OR INSTALLED BY (TR) TRAFFIC
- PULL BOX TO BE INSTALLED
- TRAFFIC CONTROL CABINET
- STREET LIGHTING ENCLOSURE
- PVC CONDUIT SCH 40 UNLESS SPECIFIED
- TRAFFIC SIGNAL BASE TO BE INSTALLED
- MONOTUBE MAST ARM BASE TO BE INSTALLED WITH 8 FT STEEL ARM
- XX' ARM - MAST ARM
- S40-XXXX - STRUCTURE NUMBER
- Ⓡ Ⓑ - RED/BLACK WIRE TERMINATION

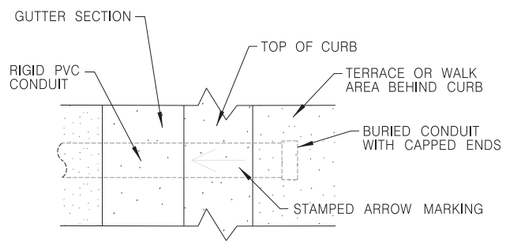
SCALE, FEET 0 40

STATE PROJECT NO: 2984–13–74	HWY: W. CENTER ST.	COUNTY: MILWAUKEE	STREET LIGHTING PLAN	SHEET 25	E

FILE NAME : wisdot 2021 PLOT DATE : PLOT BY : lmh PLOT SCALE : wisdotproject11x17

WISDOT/CADDS SHEET 42

19-OCT-2022 09:01

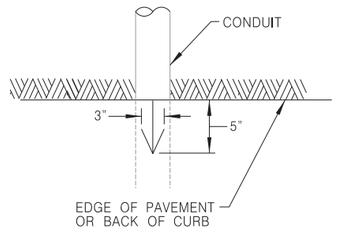


TOP VIEW OF CURB STAMPING

NOT TO SCALE

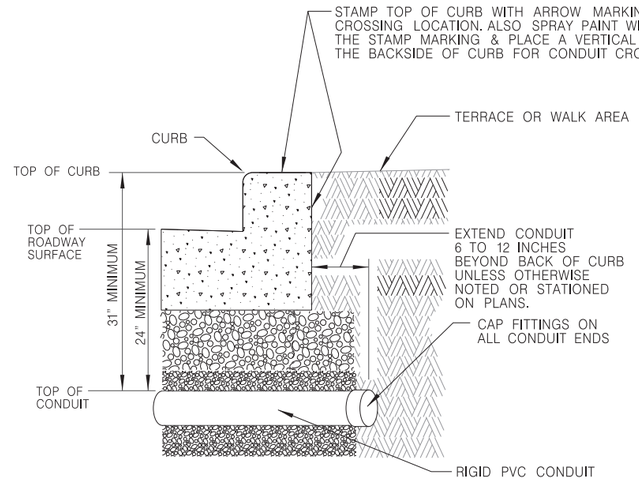
NOTE:

ARROW MARK SHALL BE INSCRIBED IN PAVEMENT SURFACE 1/4–INCH TO 3/8–INCH DEEP AT EACH LOCATION WHERE CONDUITS ARE PLACED UNDER THE PAVEMENT.



ARROW MARK

NOT TO SCALE



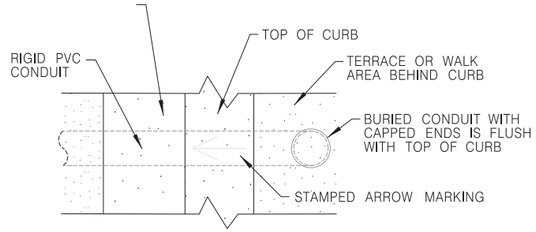
102 DETAIL VERSION #1

TYPICAL CONDUIT INSTALLATION FOR CROSSING ROADWAYS

NOT TO SCALE

ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM STREET LIGHTING FORCES. CONTACT DISPATCHER AT (414) 286–5944 FOR THE APPROPRIATE SHOP SUPERVISOR.

2

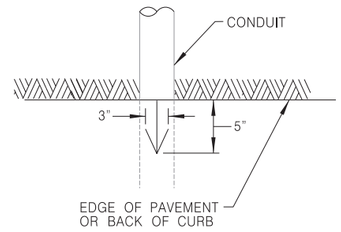


TOP VIEW OF CURB STAMPING

NOT TO SCALE

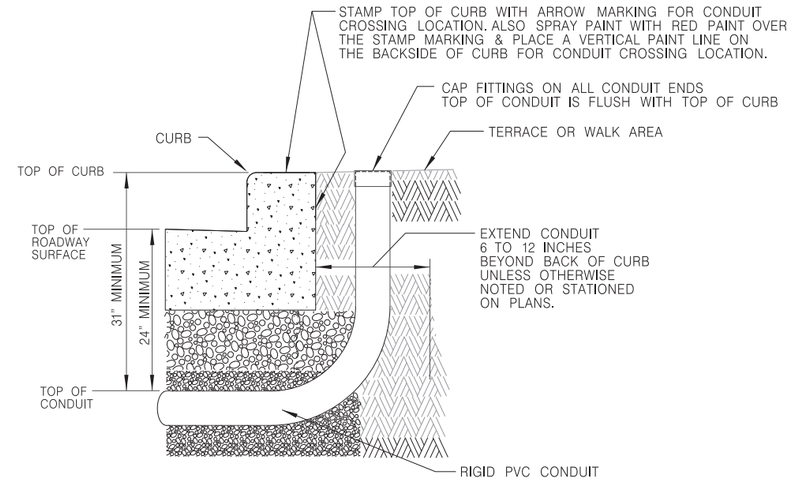
NOTE:

ARROW MARK SHALL BE INSCRIBED IN PAVEMENT SURFACE 1/4–INCH TO 3/8–INCH DEEP AT EACH LOCATION WHERE CONDUITS ARE PLACED UNDER THE PAVEMENT.



ARROW MARK

NOT TO SCALE

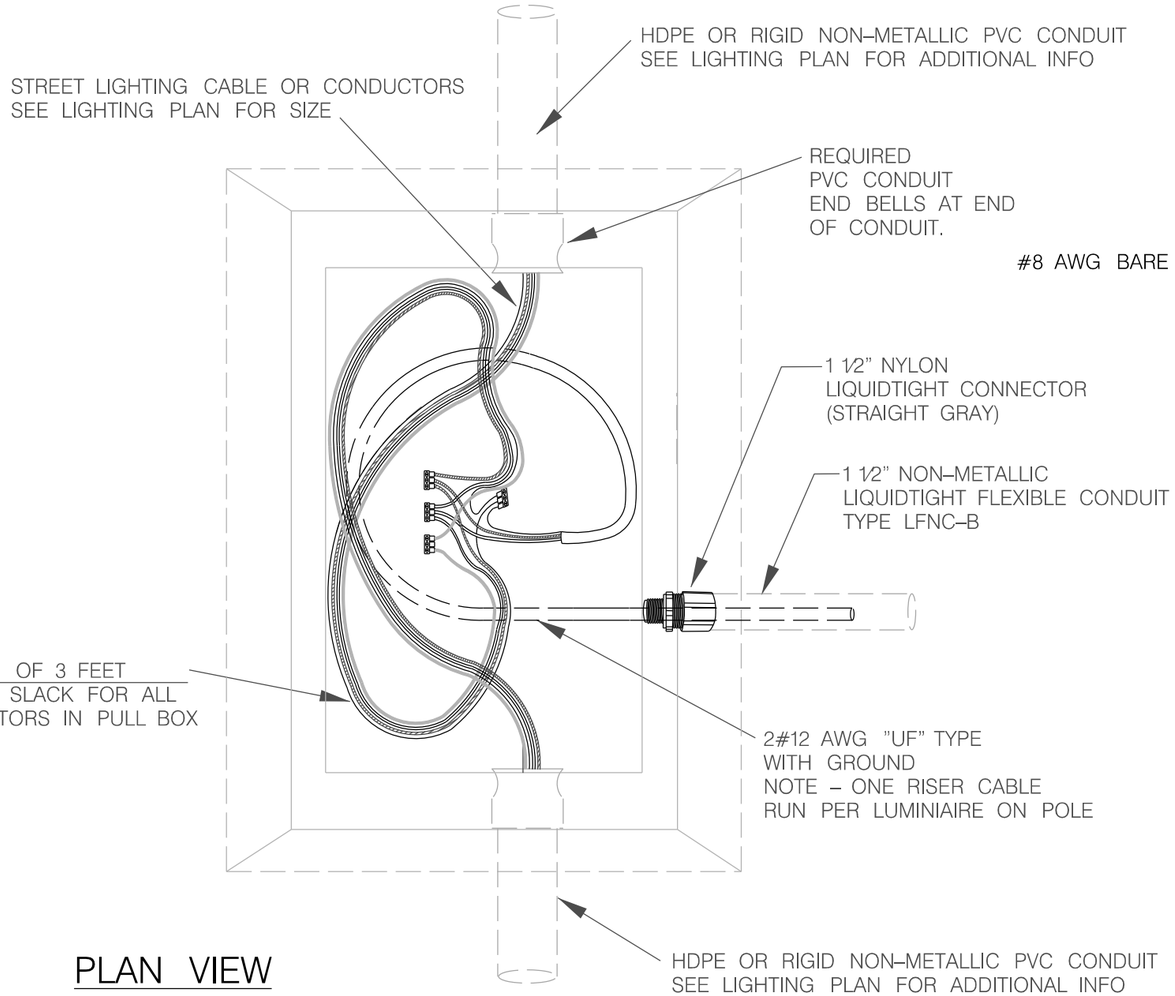


102 DETAIL VERSION #2

TYPICAL CONDUIT INSTALLATION FOR CROSSING ROADWAYS

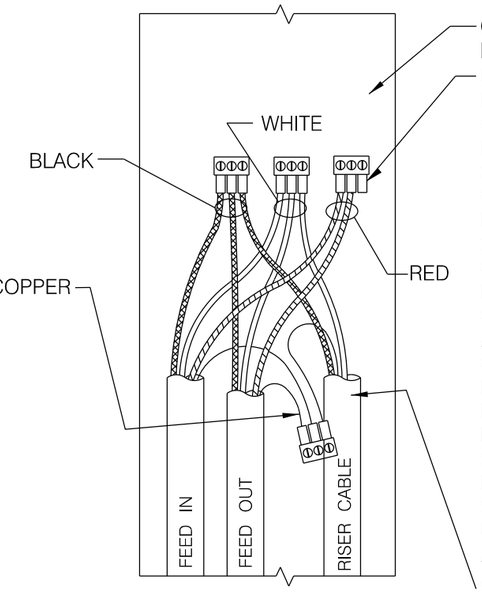
NOT TO SCALE

ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM STREET LIGHTING FORCES. CONTACT DISPATCHER AT (414) 286–5944 FOR THE APPROPRIATE SHOP SUPERVISOR.



PLAN VIEW

NOT TO SCALE



CIRCUIT SHOULD BE IDENTIFIED INSIDE PULL BOX

USE:
POLARIS EDGE CONNECTOR (ISPB2)
OR
MORRIS PRODUCTS SUBMERSIBLE INSULATED STREETLIGHTING CONNECTOR,
OR
EQUAL
3, 4, OR 6 PORT PRE–INSULATED CONNECTOR OR EQUAL.
DESIGNED FOR USE IN BELOW GRADE BOXES, DIRECT BURIAL AND SUBMERSIBLE
CONDUCTORS RANGE FROM #2⁄0–#14
RATED FOR 600 VOLTS
DUAL RATED FOR CU. OR AL.
INSULATED WITH HIGH DIELECTRIC STRENGTH ABRASION AND CHEMICAL RESISTANT RUBBER
SET SCREWS OR APPROVED EQUAL
UL 486D LISTED FOR DIRECT BURIAL AND SUBMERSIBLE APPLICATIONS

"RISER CABLE"
2#12 AWG TYPE "UF" WITH GROUND
CABLE WITHOUT SPLICES TO HAND HOLE ON POLE (PER LUMINAIRE)

DETAIL "A"

CONNECTIONS WITHIN PULL BOX
NOT TO SCALE

NOTES:

PULL ROPE /TAPE SHALL BE INSTALLED IN ALL NEW CONDUITS.

CONTRACTOR SHALL SUPPLY AS–BUILT DRAWINGS (.PDF FORMAT) FOR ALL THE WORK BEING DONE.

PROVIDE MINIMUM WIRE SLACK FOR PULL BOXES: 3–FT ONE WAY IN OR OUT

PROVIDE REMOVABLE SEALANT SUCH AS DUCT SEAL IN THE CONDUITS AT THE CABINETS, PULL BOXES AND JUNCTION BOXES TO AVOID CONDENSATION CAUSED BY AIRFLOW THROUGH THE CONDUITS DUE TO TEMPERATURE DIFFERENCE. THIS WORK SHALL BE INCIDENTAL TO ASSOCIATED CONDUIT PAY ITEM.

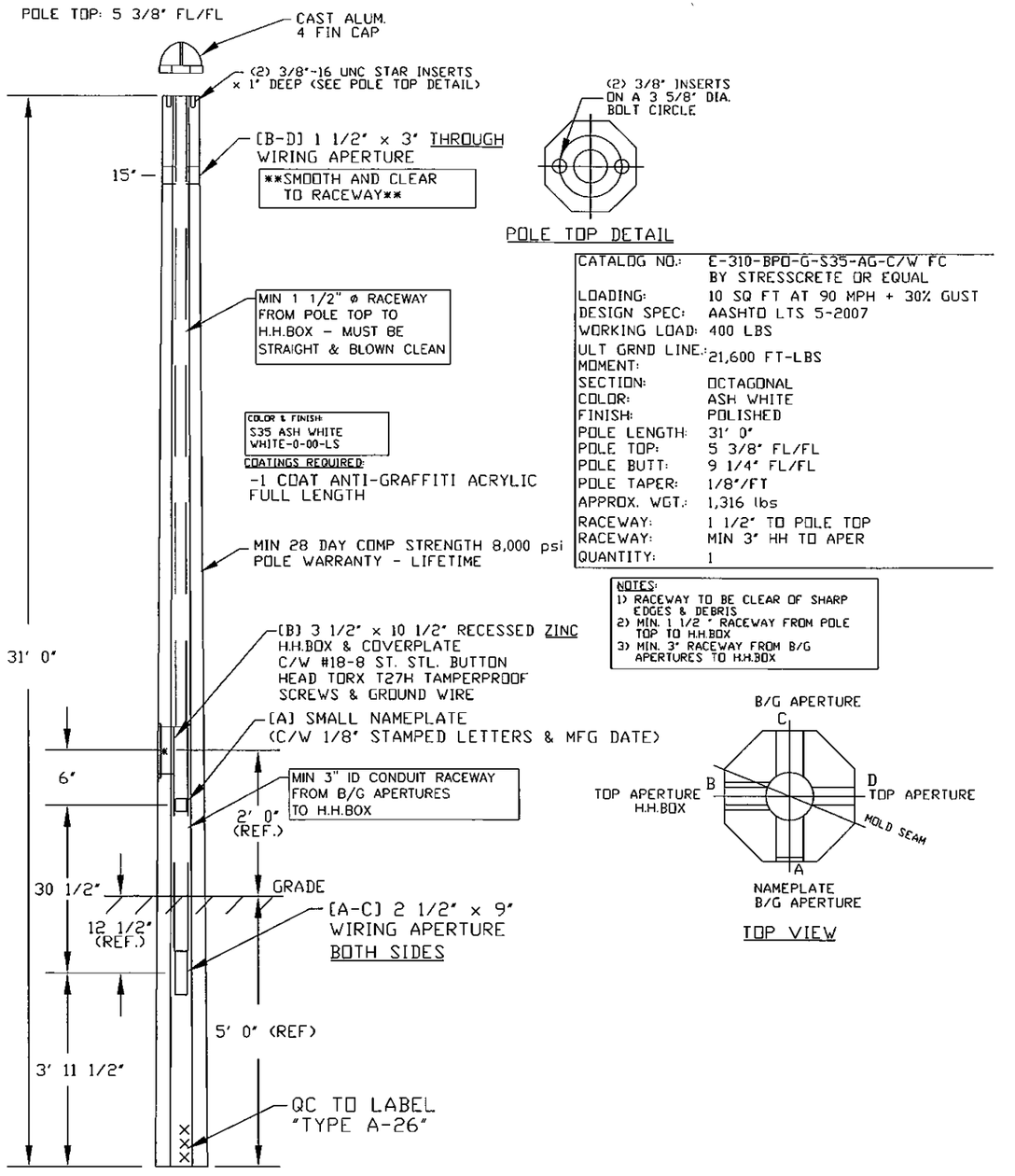
IMMEDIATELY AFTER THE CONTRACTOR HAS COMPLETED ALL THE ELECTRICAL PULL BOXES /VAULTS, CONDUIT AND CONDUIT CONNECTIONS, AND JUST BEFORE ELECTRICAL WORK IS COVERED UP WITH CONRETE, SOIL, OR ETC. THE CONTRACTOR IS REQUIRED TO CONTACT THE CITY OF MILWAUKEE ELECTRICAL SHOP MANAGERS FOR FINAL INSPECTION AND APPROVAL OF ALL WORK. THESE NAMES AND NUMBERS CAN BE FOUND ON THE STREET LIGHTING GENERAL NOTES SHEET, ITEM#23.

142A

DETAIL

TYPICAL WATERTIGHT MULTI–PORT CONNECTIONS
SPLICING CONDUCTORS WITHIN THE PULL BOX

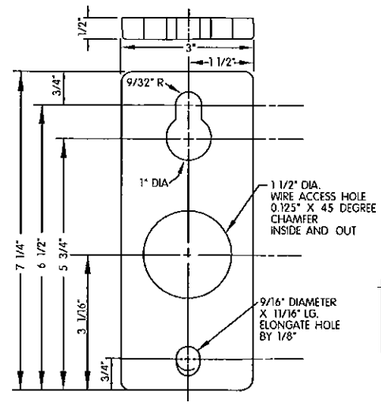
ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM STREET LIGHTING FORCES. CONTACT DISPATCHER AT (414) 286–5944 FOR THE APPROPRIATE SHOP SUPERVISOR.



CATALOG NO.:	E-310-BPO-G-S35-AG-C/W FC BY STRESSCRETE OR EQUAL
LOADING:	10 SQ FT AT 90 MPH + 30% GUST
DESIGN SPEC:	AASHTO LTS 5-2007
WORKING LOAD:	400 LBS
ULT GRND LINE MOMENT:	21,600 FT-LBS
SECTION:	OCTAGONAL
COLOR:	ASH WHITE
FINISH:	POLISHED
POLE LENGTH:	31' 0"
POLE TOP:	5 3/8" FL/FL
POLE BUTT:	9 1/4" FL/FL
POLE TAPER:	1/8"/FT
APPROX. WGT.:	1,316 lbs
RACEWAY:	1 1/2" TO POLE TOP
RACEWAY:	MIN 3" HH TO APER
QUANTITY:	1

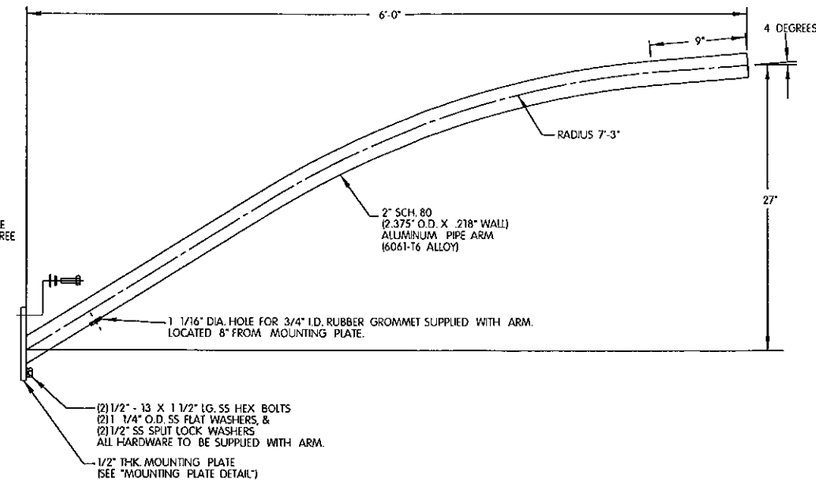
NOTES:
1) RACEWAY TO BE CLEAR OF SHARP EDGES & DEBRIS
2) MIN. 1 1/2 " RACEWAY FROM POLE TOP TO H.H.BOX
3) MIN. 3" RACEWAY FROM B/G APERTURES TO H.H.BOX

A26 DIRECT BURY POLE

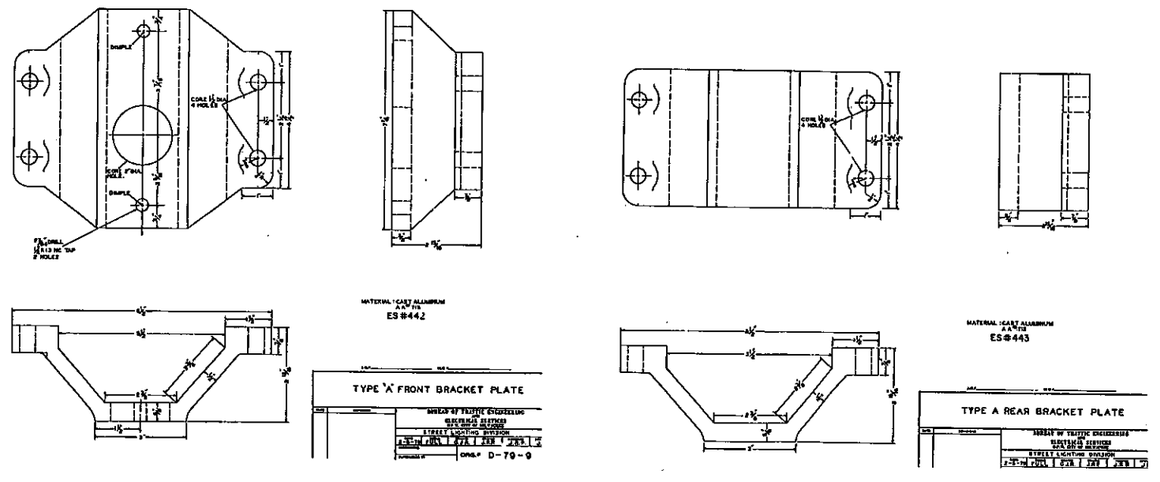


MOUNTING PLATE DETAIL "ES #436"
1/2" THK. ALUMINUM
(6061-T6 ALLOY)

NOTE:
1" I.D. RUBBER GROMMET PROVIDED FOR USE IN POLE SHAFT



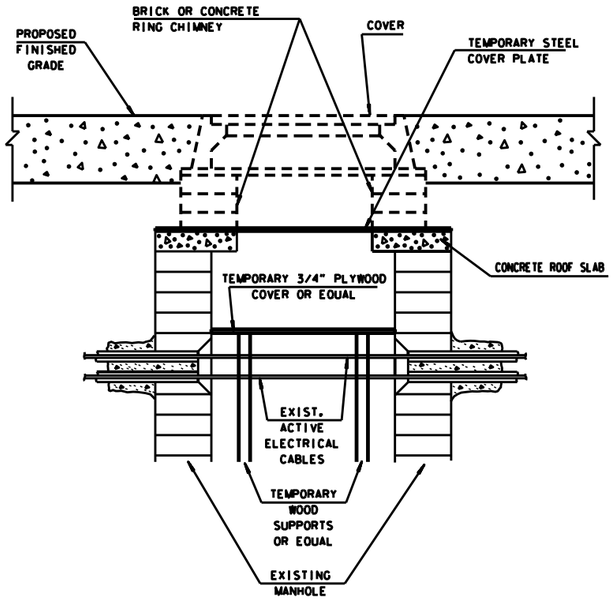
6' UPSWING ARM



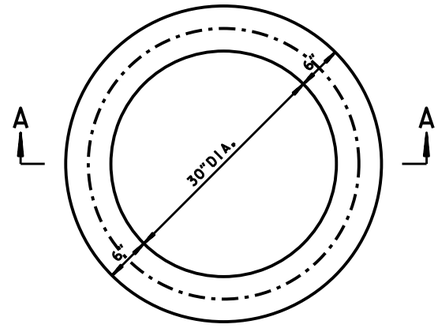
A26 MOUNTING BRACKET

PERMIT NO: 2984-13-74	HWY: N. CENTER ST.	COUNTY: MILWAUKEE	STREET LIGHTING & TRAFFIC SIGNAL DETAILS	E

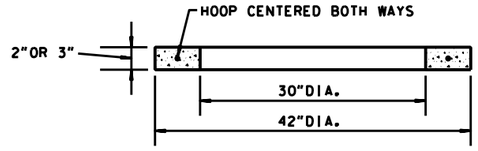
2



ADJUSTING CUC MANHOLES



PLAN



SECTION A-A

THE ADJUSTING RING SHALL BE 2" OR 3" IN HEIGHT.

THE CIRCUMFERENTIAL STEEL SHALL BE CENTERED WITHIN THE RING.

AREA OF CIRCUMFERENTIAL STEEL = 0.07 SQ. INCH PER VERTICAL FOOT WITH A MINIMUM OF .024 SQ. INCH IN ANY ONE RING.

THE MINIMUM COMPRESSIVE STRENGTH OF THE CONCRETE CORE SHALL BE 4000 P.S.I.

CONCRETE ADJUSTING RING

19 +50 N. 60TH 20 +50 21 ST. +50

MONUMENT

N

19+52
24.1'RT

19+65.4
33'RT

19+58.2
32.6'RT

19+62.3
32.5'RT

19+74.4
42.4'RT

CTR. 11.8'R=
+63.7 - 35.9'RT

19+65.3
41.9'RT

19+74.2
46.2'RT

19+65.3
45.9'RT

CTR. 20.0'R=
+54.4 - 49.9'RT

19+74.7
47.7'RT

19+65.4
56.4'RT

19+60
63.9'RT

19+68.1
65.4'RT

19+65.7
67.5'RT

R/W

CAUTION

CUC

CLP

BM

#5929 W. LISBON AVE.

135.42

329-0312-100-8

W. LISBON AVE.

R/W

20+61.1
22.4'RT

20+79.4
24.2'RT

20+77.5
24.8'RT

20+47.8
43.1'RT

20+77.7
35.4'RT

CTR. 18.5'R=
+70.9 - 42.8'RT

20+32.3
65.3'RT

20+62.1
35.9'RT

20+52.4
37.8'RT

20+29.7
67.7'RT

20+57.8
41.7'RT

20+37.4
69.7'RT

20+24.2
74'RT

SIGN

CTR. 20.0'R=
+45.4 - 80.2'RT

20+34
74.2'RT

20+25.4
82.7'RT

20+32.6
78.7'RT

20+26.1
86.4'RT

20+32.6
86.3'RT

CONCRETE

ASPHALT

#5920 W. CENTER ST.

86.96

306-0615-100

R/W

W. CENTER ST.

CTR. 9.2'R=
+66.1 - 169.6'RT

19+71
169.2'RT

19+60.5
164.5'RT

19+63.3
166.7'RT

19+74.4
169.2'RT

19+58.3
166.6'RT

19+74.6
170.6'RT

19+62.2
170.4'RT

19+58.9
174.9'RT

19+68.5
172.6'RT

19+63.2
178.4'RT

19+68.7
178.6'RT

LEGEND

REMOVAL

STATE PROJECT NUMBER 2984-13-74	HWY: W. CENTER ST	COUNTY: MILWAUKEE	REMOVAL PLAN - EAST SIDE	SCALE FEET 0' 20'	SHEET NO: 30	E

FILENAME: W:\SPR\MONOTUBE PROJECTS\2984-13-04\DESIGN\REMOVAL 19-22 - 60TH ST EAST SIDE.DGN

REVISED DATE: 02-21-2022 BY ES

2

N

W. LISBON AVE.

R/W

W. CENTER ST.

N. 60TH ST.

20+26.2
116.4'LT

CTR. 23.8'R=
+45.5 - 123.6'LT

20+34.2
113.8'LT

20+45.9
108.3'LT

20+24.8
111.5'LT

20+35.9
111.5'LT

20+51
107.8'LT

20+52.1
100.6'LT

20+45.4
99.6'LT

20+22.4
87.4'LT

20+48.2
80.8'LT

20+22.5
60.8'LT

20+30.6
55.5'LT

19+67.3
42.8'LT

19+73.7
42.8'LT

19+59.5
41.1'LT

CTR. 11.8'R=
+62.6 - 32.0'LT

19+56.5
33.1'LT

19+74.4
36.6'LT

19+56.6
30.9'LT

19+55.7
30.9'LT

19+51.8
20.2'LT

19+55.5
20.9'LT

21+21.8
66.4'LT

21+28
69.5'LT

21+32.8
65.7'LT

21+25
54.5'LT

CTR. 20.0'R=
+38.5 - 55.3'LT

21+25.6
50.3'LT

21+36.5
43.8'LT

CTR. 2.5'R=
+3.9 - 32.8'LT

21+14.4
28.5'LT

21+32.2
36.5'LT

21+27.1
38.9'LT

CTR. 3.3'R=
+0.4 - 26.5'LT

21+11.5
24.5'LT

21+11.5
23.1'LT

19 +50 20 +50 21 +50

LEGEND

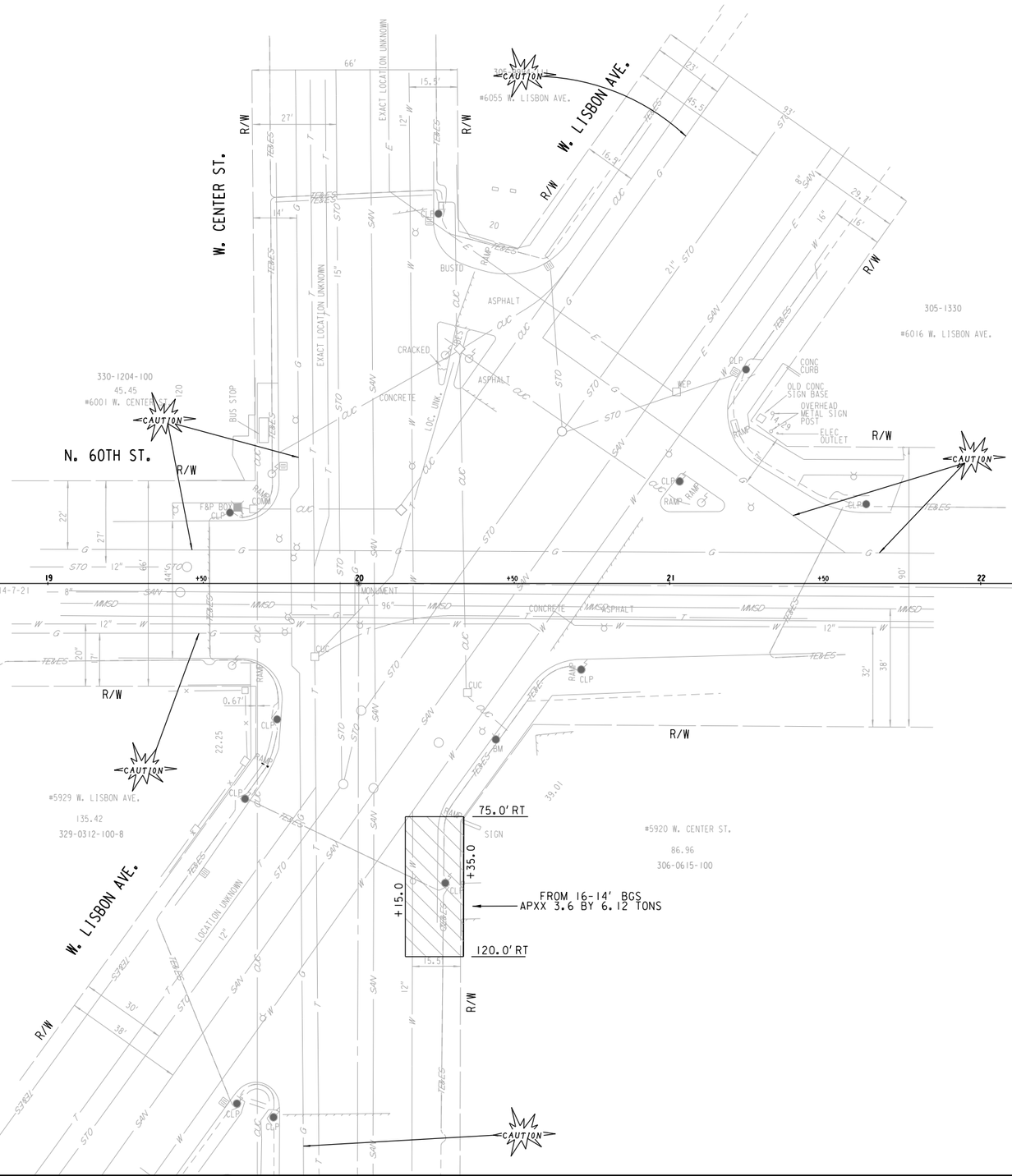
REMOVAL

STATE PROJECT NUMBER 2984-13-74	HWY: W. CENTER ST	COUNTY: MILWAUKEE	REMOVAL PLAN - WEST SIDE	SCALE FEET 0' 20	SHEET NO: 31	E

FILENAME: W:\SPR\MONOTUBE PROJECTS\2984-13-04\DESIGN\REMOVAL 19-22 - 60TH ST WEST SIDE.DGN

REVISED DATE: 06-21-2022 BY SDB

2



STATE PROJECT NUMBER 2984-13-74	HWY: W.CENTER ST.	COUNTY: MILWAUKEE	CONTAMINATED SOIL LIMITS	SCALE FEET 0' 40'	SHEET NO: 32	E

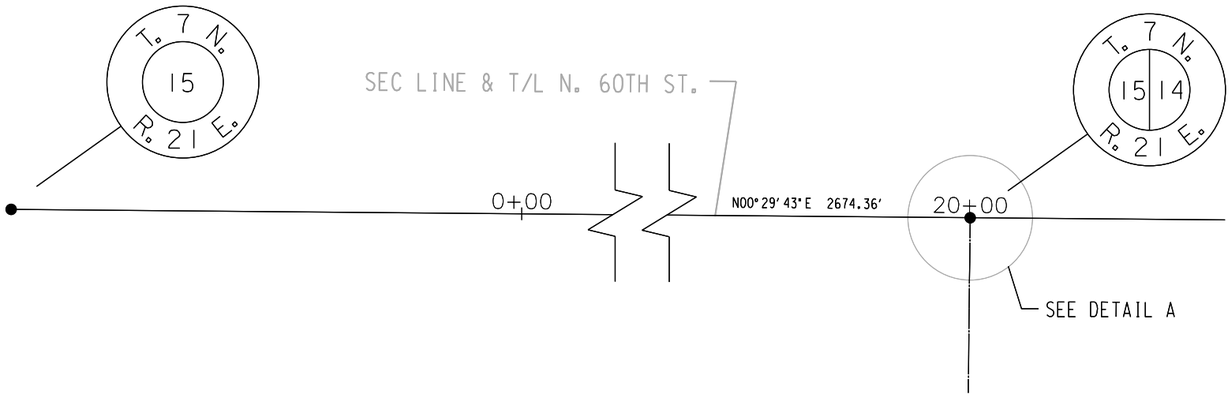
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REVISED DATE: 02-17-2022 BY DB

2

TOWNSHIP 7 NORTH, RANGE 21 EAST
MILWAUKEE COUNTY, WISCONSIN
CONCRETE MONUMENT W/ SEWRPC BRASS CAP
SECTION CORNER COORDINATE REFERENCED TO
WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS),
MILWAUKEE COUNTY

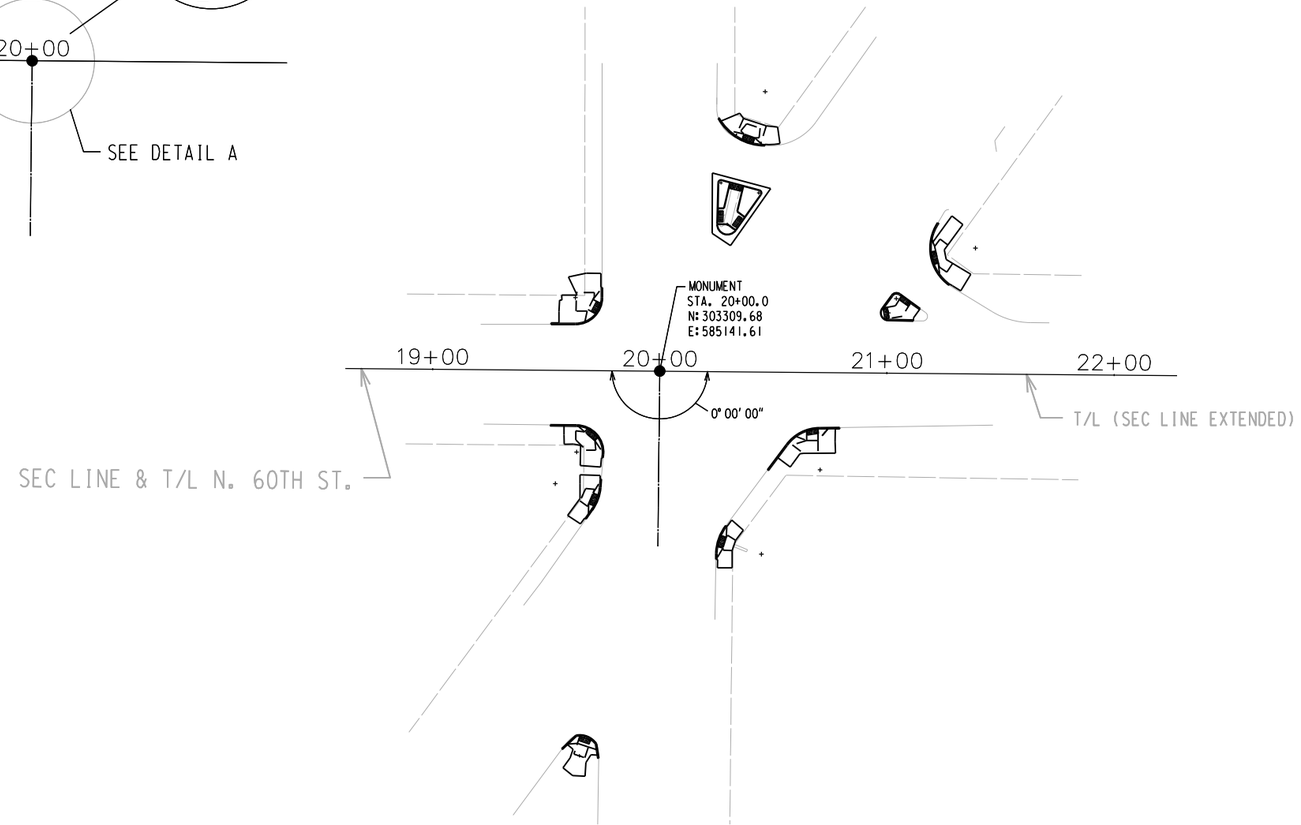
(Y) NORTH: 307,635.42
(X) EAST: 585,118.49



TOWNSHIP 7 NORTH, RANGE 21 EAST
MILWAUKEE COUNTY, WISCONSIN
CONCRETE MONUMENT W/ SEWRPC BRASS CAP
SECTION CORNER COORDINATE REFERENCED TO
WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS),
MILWAUKEE COUNTY

(Y) NORTH: 303,309.68
(X) EAST: 585,141.61

N



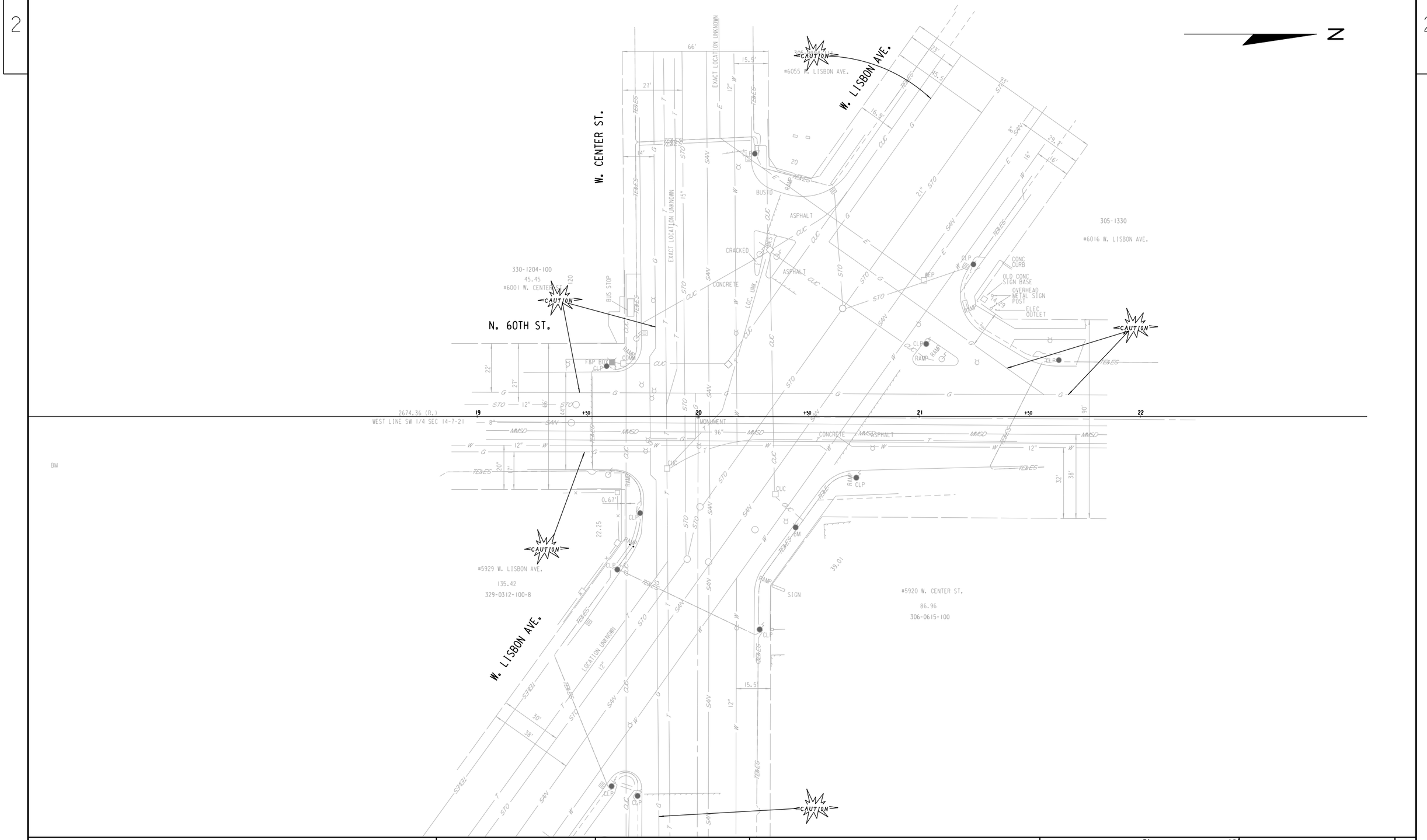
DETAIL A

STATE PROJECT NUMBER 2984-13-74	HWY: W. CENTER ST.	COUNTY: MILWAUKEE	ALIGNMENT PLAN	SCALE FEET 0' 200'	SHEET NO: 33	E

FILENAME: W:\SPR\MONOTUBE PROJECTS\2984-13-04\MISC\ALIGNMENT.DGN

REVISED DATE: 02-21-2022 BY ES

2



STATE PROJECT NUMBER 2984-13-74	HWY: W. CENTER ST	COUNTY: MILWAUKEE	UTILITIES AND DRAINAGE	SCALE FEET 0' 40'	SHEET NO: 34	E

FILENAME: W:\SPR\MONOTUBE PROJECTS\2984-13-04\DESIGN\UTIL 19-22.DGN

REVISED DATE: 12-08-2021 BY SDB

2

5

N

N. 60TH ST.

W. LISBON AVE.

W. CENTER ST.

W. CENTER ST.

N. 60TH ST.

W. LISBON AVE.

A MARKING REMOVAL 4-INCH

B MARKING REMOVAL WIDE

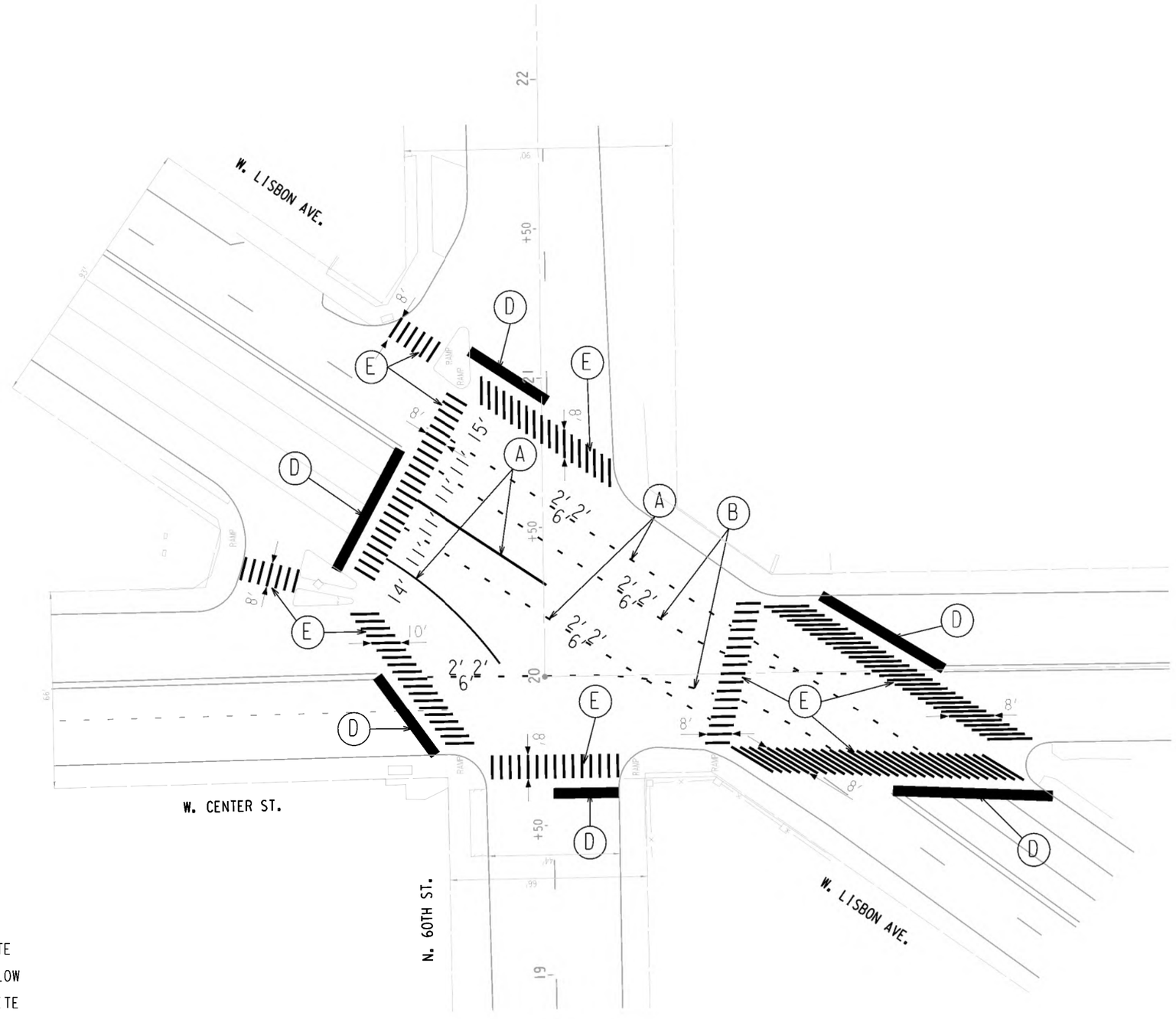
STATE PROJECT NUMBER 2984-13-04	HWY:	COUNTY: MILWAUKEE	MARKING REMOVAL	SCALE FEET 0' 40'	SHEET NO: 35	E

FILENAME: W:\SPR\MONOTUBE PROJECTS\2984-13-04\PAVEMARK\2984-13-04 - CENTER-60TH-LISBON - REMOVAL.DGN

REVISED DATE: - - BY

2

N

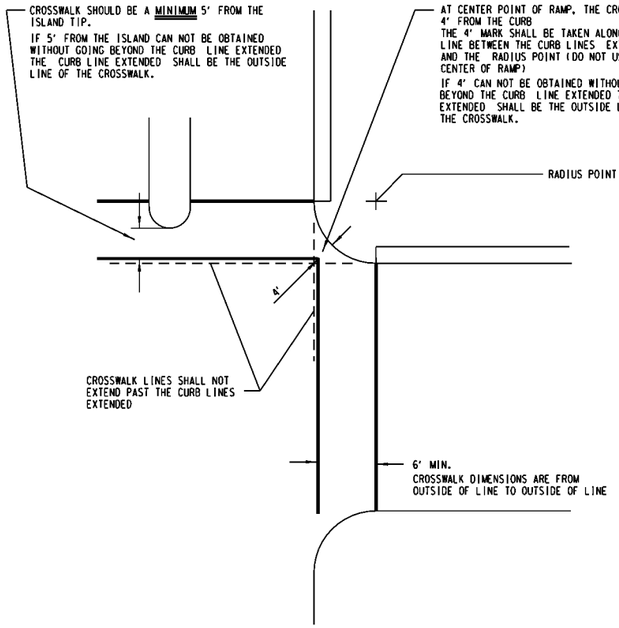


(A) MARKING LINE EPOXY, 4-INCH WHITE
(B) MARKING LINE EPOXY, 4-INCH YELLOW
(C) MARKING LINE EPOXY, 12-INCH WHITE
(D) MARKING STOP LINE EPOXY, 24-INCH WHITE
(E) SEE CONTINENTAL DETAIL

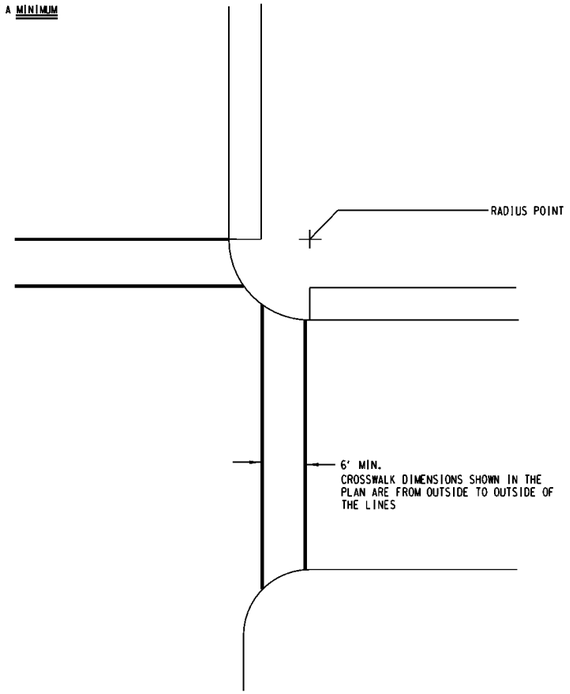
STATE PROJECT NUMBER 2984-13-04	HWY:	COUNTY: MILWAUKEE	PAVEMENT MARKING	SCALE FEET 0' 40'	SHEET NO: 36	E

FILENAME: W:\SPR\MONOTUBE PROJECTS\2984-13-04\PAVEMARK\2984-13-04 - CENTER-60TH-LISBON - PAVEMENT MARKING.DGN

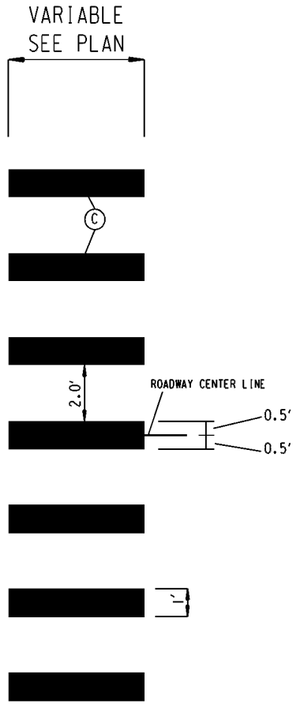
REVISED DATE: 02-21-2022 BY CRP



TYPICAL CROSS WALK INSTALLATION
WITH TYPE 1 RAMP
(PLASTIC, EPOXY, PAINT)

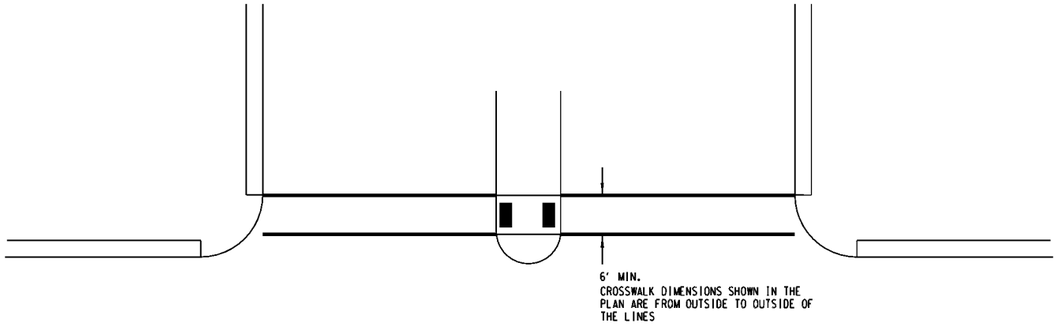


WITH TYPE 2 RAMP
(PLASTIC, EPOXY, PAINT)



CONTINENTAL CROSSWALK
DETAIL

NOTE: PAVEMENT MARKINGS SHOULD BE PARALLEL TO DIRECTION OF TRAVEL EVEN WHEN CROSSWALK IS SKEWED



WITH TYPE 5 RAMP
(PLASTIC, EPOXY, PAINT)

2

PEDESTRIAN TRAFFIC CONTROL NOTES

GENERAL

ALL PEDESTRIAN TRAFFIC CONTROL MUST BE PLACED PRIOR TO THE START OF ANY SIDEWALK WORK. TEMPORARY BUS LOADING PLATFORMS MUST BE PLACED WHERE NOTED IN TRAFFIC CONTROL PLANS.

ANY SIDEWALK REMOVALS, TEMPORARY OR PERMANENT, MUST HAVE TEMPORARY ACCOMMODATIONS PLACED IMMEDIATELY UPON REMOVAL, AND MUST BE PLACE AT ANY AREA OF SIDEWALK REMOVALS BEFORE ANOTHER AREA OF REMOVALS MAY BEGIN.

PEDESTRIAN ACCOMMODATIONS MUST BE PROVIDED TO ALL RESIDENCES AND BUSINESSES USING EXISTING, NEWLY CONSTRUCTED OR TEMPORARY ACCOMMODATIONS DURING ALL STAGES OF CONSTRUCTION,

THIS PROJECT WILL INCLUDE THE REMOVAL OF EXISTING CURB RAMPS AND THE CONSTRUCTION OF PROPOSED CURB RAMPS. PLACE TEMPORARY RAMPS IMMEDIATELY ON ALL RAMPS REMOVED, AND ONLY 1 PERMANENT RAMP CAN BE BUILT AT A TIME. SEE THE NORTH 60TH STREET/WEST LISBON AVENUE/WEST CENTER STREET INTERSECTION DETAIL ON THIS SHEET. PLACE TEMPORARY PEDESTRIAN SURFACE ON ALL SIDEWALK REMOVED UNTIL THE PERMANENT SIDEWALK IS IN PLACE.

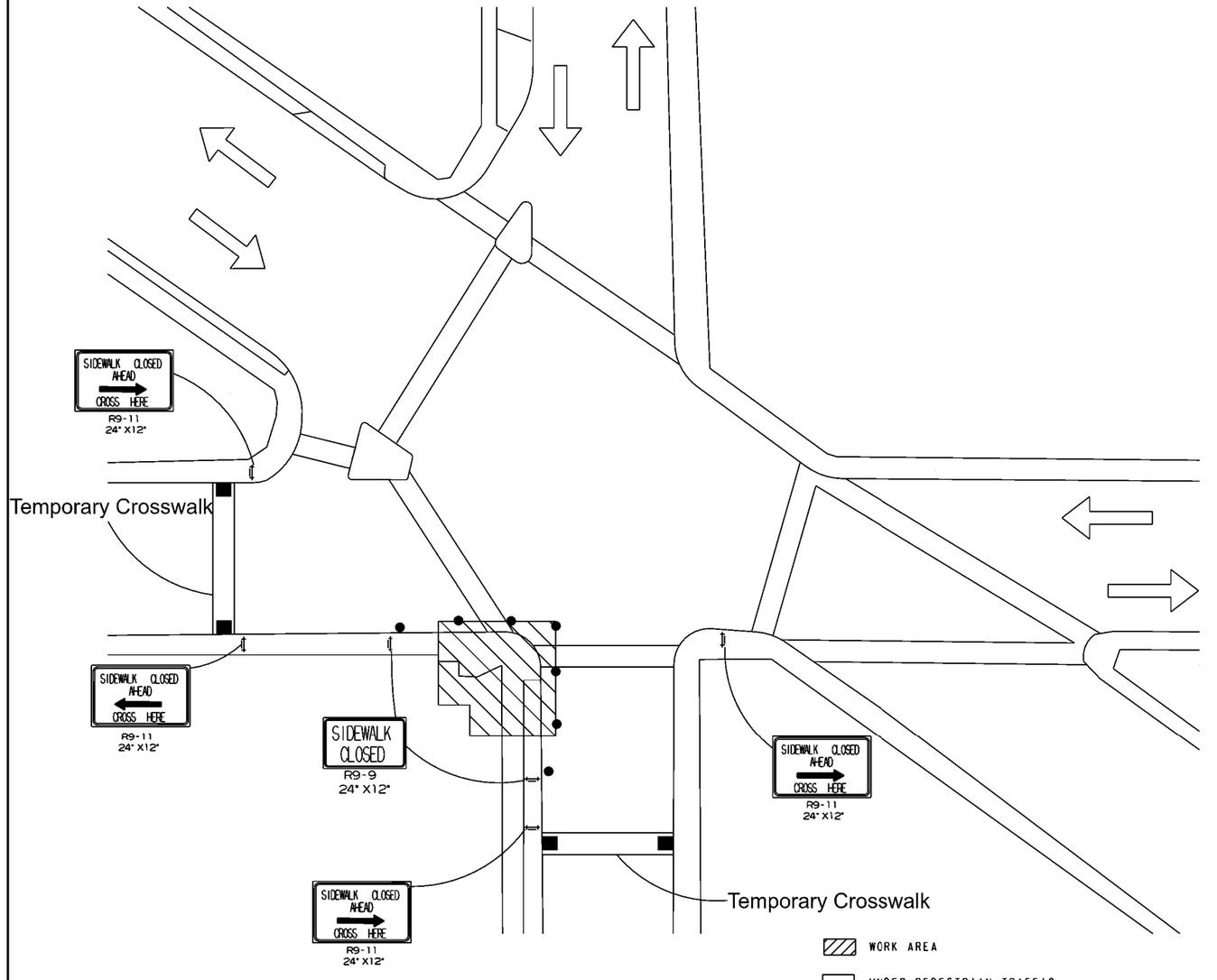
NORTHEAST CORNER OF W. CENTER ST. & W. LISBON AVE.
NORTHWEST CORNER OF W. CENTER ST. & W. LISBON AVE.
SOUTHEAST CORNER OF W. CENTER ST. & W. LISBON AVE.
SOUTHWEST CORNER OF W. CENTER ST. & W. LISBON AVE.

NORTHEAST CORNER OF N. 60TH ST. & W. LISBON AVE.
NORTHWEST CORNER OF N. 60TH ST. & W. LISBON AVE.

SOUTHEAST CORNER OF N. 60TH ST. & W. CENTER ST.
SOUTHWEST CORNER OF N. 60TH ST. & W. CENTER ST.

SOUTHEAST CORNER OF N. 60TH ST. & W. CENTER ST.
SOUTHWEST CORNER OF N. 60TH ST. & W. CENTER ST.

N 60TH ST/W LISBON AVE/W CENTER ST INTERSECTION DETAIL



NOTE: INSTALL TEMPORARY NO PARKING SIGNAGE WITHIN THE WORK ZONE LIMITS IN 100' INCREMENTS

2

STATE PROJECT NUMBER 2984-13-04	HWY:	COUNTY: MILWAUKEE	TRAFFIC CONTROL	SCALE FEET	SHEET NO: 38	E

REVISED DATE: 10-26-2022 BY CRP

2984-13-74

Line	Item	Item Description	Unit	Total	Qty
0002	204.0100	Removing Concrete Pavement	SY	450.000	450.000
0010	204.0150	Removing Curb & Gutter	LF	222.000	222.000
0012	204.0155	Removing Concrete Sidewalk	SY	353.000	353.000
0014	204.0195	Removing Concrete Bases	EACH	5.000	5.000
0028	205.0100	Excavation Common	CY	1,380.000	1,380.000
0032	211.0201	Prepare Foundation for Concrete Pavement (project) 001. 2984-13-74	EACH	1.000	1.000
0038	213.0100	Finishing Roadway (project) 003. 2984-13-74	EACH	1.000	1.000
0042	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	62.000	62.000
0052	415.0080	Concrete Pavement 8-Inch	SY	23.000	23.000
0060	416.0620	Drilled Dowel Bars	EACH	25.000	25.000
0082	601.0319	Concrete Curb & Gutter 19-Inch	LF	222.000	222.000
0090	602.0410	Concrete Sidewalk 5-Inch	SF	1,675.000	1,675.000
0094	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	130.000	130.000
0096	602.1000	Concrete Loading Zone	SF	362.000	362.000
0122	619.1000	Mobilization	EACH	0.050	0.050
0126	625.0100	Topsoil	SY	20.000	20.000
0128	628.1905	Mobilizations Erosion Control	EACH	1.000	1.000
0130	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000
0136	628.7015	Inlet Protection Type C	EACH	8.000	8.000
0138	629.0205	Fertilizer Type A	CWT	1.300	1.300
0142	631.0300	Sod Water	MGAL	0.200	0.200
0144	631.1000	Sod Lawn	SY	20.000	20.000
0172	643.0300	Traffic Control Drums	DAY	2,125.000	2,125.000
0176	643.0420	Traffic Control Barricades Type III	DAY	1,700.000	1,700.000
0182	643.0705	Traffic Control Warning Lights Type A	DAY	3,400.000	3,400.000
0184	643.0715	Traffic Control Warning Lights Type C	DAY	2,125.000	2,125.000
0188	643.0900	Traffic Control Signs	DAY	2,125.000	2,125.000
0198	643.5000	Traffic Control	EACH	0.050	0.050
0204	644.1440	Temporary Pedestrian Surface Matting	SF	250.000	250.000
0206	644.1601	Temporary Pedestrian Curb Ramp	DAY	300.000	300.000
0208	644.1605	Temporary Pedestrian Detectable Warning Field	SF	100.000	100.000
0212	646.1020	Marking Line Epoxy 4-Inch	LF	270.000	270.000
0226	646.9000	Marking Removal Line 4-Inch	LF	257.000	257.000
0228	646.9200	Marking Removal Line Wide	LF	1,090.000	1,090.000
0232	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	222.000	222.000
0238	650.8501	Construction Staking Electrical Installations (project) 003. 2984-13-74	EACH	1.000	1.000
0240	650.9000	Construction Staking Curb Ramps	EACH	22.000	22.000
0244	650.9500	Construction Staking Sidewalk (project) 003. 2984-13-74	EACH	1.000	1.000
0248	650.9911	Construction Staking Supplemental Control (project) 003. 2984-13-74	EACH	1.000	1.000
0250	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	25.000	25.000
0252	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	70.000	70.000
0254	652.0605	Conduit Special 2-Inch	LF	95.000	95.000
0256	652.0615	Conduit Special 3-Inch	LF	1,410.000	1,410.000
0258	654.0101	Concrete Bases Type 1	EACH	2.000	2.000
0260	654.0105	Concrete Bases Type 5	EACH	7.000	7.000
0262	654.0110	Concrete Bases Type 10	EACH	3.000	3.000
0266	654.0120	Concrete Bases Type 10-Special	EACH	3.000	3.000
0268	655.0230	Cable Traffic Signal 5-14 AWG	LF	1,220.000	1,220.000
0272	655.0260	Cable Traffic Signal 12-14 AWG	LF	1,325.000	1,325.000

2984-13-74

Line	Item	Item Description	Unit	Total	Qty
0276	655.0280	Cable Traffic Signal 19-14 AWG	LF	1,050.000	1,050.000
0278	655.0290	Cable Traffic Signal 21-14 AWG	LF	165.000	165.000
0280	655.0305	Cable Type UF 2-12 AWG Grounded	LF	1,600.000	1,600.000
0282	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	1,085.000	1,085.000
0284	655.0900	Traffic Signal EVP Detector Cable	LF	1,585.000	1,585.000
0286	657.0100	Pedestal Bases	EACH	2.000	2.000
0288	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	7.000	7.000
0290	657.0350	Poles Type 10	EACH	3.000	3.000
0292	657.0352	Poles Type 10-Special	EACH	3.000	3.000
0296	657.0420	Traffic Signal Standards Aluminum 13-FT	EACH	2.000	2.000
0302	657.0525	Monotube Arms 25-FT	EACH	2.000	2.000
0304	657.0530	Monotube Arms 30-FT	EACH	1.000	1.000
0306	657.0536	Monotube Arms 35-FT-Special	EACH	2.000	2.000
0310	657.0546	Monotube Arms 45-FT-Special	EACH	1.000	1.000
0314	658.0173	Traffic Signal Face 3S 12-Inch	EACH	15.000	15.000
0318	658.0412	Pedestrian Signal Face 12-Inch	EACH	14.000	14.000
0322	658.1133	Programmable Traffic Signal Face 3S 12-Inch	EACH	7.000	7.000
0338	658.5070	Signal Mounting Hardware (location) 008. W Center St	EACH	1.000	1.000
0340	659.5000.S	Lamp, Ballast, LED, Switch Disposal by Contractor	EACH	8.000	8.000
0352	661.0201	Temporary Traffic Signals for Intersections (location) 008. Center, Lisbon, & 60th	EACH	1.000	1.000
0358	690.0250	Sawing Concrete	LF	150.000	150.000
0360	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	1.000	1.000
0362	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	350.000	350.000
0364	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	900.000	900.000
0376	SPV.0060	Special 006. Field Facilities Office Space	EACH	0.050	0.050
0382	SPV.0060	Special 010. Temporary No Parking Signs	EACH	10.000	10.000
0394	SPV.0060	Special 201. Install Precast Control Cabinet Base	EACH	1.000	1.000
0396	SPV.0060	Special 205. ATC Controller and Cabinet Installed	EACH	1.000	1.000
0402	SPV.0060	Special 215. Electrical Service Pedestal	EACH	1.000	1.000
0404	SPV.0060	Special 218. EVP 1 Channel 1 Direction Infrared Detector	EACH	6.000	6.000
0406	SPV.0060	Special 221. EVP Phase Selector Card 4 Channel	EACH	1.000	1.000
0408	SPV.0060	Special 223. EVP Confirmation Light	EACH	6.000	6.000
0414	SPV.0060	Special 267. Pedestrian Countdown Signal Face 12-Inch	EACH	14.000	14.000
0432	SPV.0060	Special 302. Pull Boxes 13-Inch x 24-Inch x 24-Inch	EACH	7.000	7.000
0434	SPV.0060	Special 303. Pull Boxes 17-Inch X 30-Inch X 24-Inch	EACH	13.000	13.000
0436	SPV.0060	Special 310. Remove Poles	EACH	14.000	14.000
0438	SPV.0060	Special 312. Poles Type A26 Grey Direct Bury	EACH	4.000	4.000
0448	SPV.0060	Special 324. 40 ft. Wood Poles	EACH	12.000	12.000
0450	SPV.0060	Special 339. Secondary Riser	EACH	4.000	4.000
0452	SPV.0060	Special 343. Watertight Splices & Connections	EACH	11.000	11.000
0454	SPV.0060	Special 345. Luminaire Arm Single Member 6-Ft.	EACH	11.000	11.000
0456	SPV.0060	Special 346. Luminaire Arm Single Member 6-Ft. WP Mount	EACH	8.000	8.000
0458	SPV.0060	Special 355. Install A21-A26 Mounting Clamp Single Bracket	EACH	4.000	4.000
0462	SPV.0060	Special 366. City Furnished Luminaire Utility High Pressure Sodium	EACH	8.000	8.000
0468	SPV.0060	Special 376. Luminaire Utility 3LED	EACH	11.000	11.000
0472	SPV.0060	Special 400. Adjusting CUC Manhole Covers	EACH	5.000	5.000
0478	SPV.0090	Special 001. Marking Line Epoxy, 12-Inch	LF	1,490.000	1,490.000
0486	SPV.0090	Special 304. Electrical Cable Type 2#2/1#4 AL Triplex Overhead	LF	500.000	500.000
0488	SPV.0090	Special 307. Electrical Cable Type 3#4/1#8 LTP	LF	325.000	325.000

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Line	Item	Item Description	Unit	Total	Qty
0490	SPV.0090	Special 314. Remove Aerial Cable	LF	1,200.000	1,200.000
0492	SPV.0090	Special 319. Liquidtight Flexible Nonmetallic Conduit 1 1/2-Inch	LF	200.000	200.000
0494	SPV.0090	Special 321. Electrical Cable 3#8/1#8 XLP	LF	60.000	60.000
0498	SPV.0090	Special 324. Electrical Cable 3#2/1#8 XLPE Type USE-2	LF	1,700.000	1,700.000
0500	SPV.0090	Special 325. 3-Inch HDPE Conduit	LF	800.000	800.000
0514	SPV.0090	Special 706. Marking Stop Line Epoxy 24-Inch	LF	224.000	224.000
0516	SPV.0195	Special 001. Management of Solid Waste	TON	7.000	7.000

TRAFFIC SIGNALS W. CENTER ST., W. LISBON AVE., & N. 60TH ST.

SIGNAL BASE NUMBER	657.0100 PEDESTAL BASES EACH	657.0350 POLES TYPE 10 EACH	657.0352 POLES TYPE 10-SPECIAL EACH	657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH	657.0525 MONOTUBE ARMS 25-FT EACH	657.0530 MONOTUBE ARMS 30-FT EACH	657.0536 MONOTUBE ARMS 35-FT SPECIAL EACH	657.0546 MONOTUBE ARMS 45-FT SPECIAL EACH	SPV.0060.218 EVP 1 DIRECTION DETECTOR EACH	SPV.0060.223 EVP CONFIRMATION LIGHT EACH
SB1			1				1		1	1
SB2			1					1	1	1
SB3		1				1			1	1
SB5		1			1				1	1
SB7			1				1		1	1
SB10	1			1						
SB11		1			1				1	1
SB12	1			1						
TOTAL	2	3	3	2	2	1	2	1	6	6

SIGNAL BASE NO.	LOCATION	654.0101 CONCRETE BASES TYPE 1 EACH	654.0110 CONCRETE BASES TYPE 10 EACH	654.0120 CONCRETE BASE TYPE 10 SPECIAL EACH
SB1	20+39', 76' L			1
SB2	21+11',27' L			1
SB3	20+88', 26' R		1	
SB5	19+72', 175' R		1	
SB7	19+40', 103' R			1
SB10	19+61', 27' R	1		
SB11	19+57', 23' L		1	
SB12	19+73', 42' L	1		
	TOTAL	2	3	3

LOCATION	SPV.0060.201 INSTALL CITY PRECAST CONTROLLER BASE EACH	SPV.0060.205 ATC CONTROLLER AND CABINET INSTALLED EACH	SPV.0060.221 EVP PHASE SELECTOR CARD 4 CHANNEL EACH
20+26', 124' L	1	1	1
TOTAL	1	1	1

LOCATION	SPV.0060.215 ELECTRICAL SERVICE PEDESTAL EACH
21+37', 34' R	1
TOTAL	1

	658.5069 SIGNAL MOUNTING HARDWARE .008 W CETNER ST EACH
	1
TOTAL	1

SIGNAL HEAD NUMBER	SIGNAL BASE NUMBER	658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH	658.1133 PROGRAMMABLE TRAFFIC SIGNAL FACE 3S 12-INCH EACH	658.0412 PEDESTRIAN SIGNAL FACE 12-INCH EACH	SPV.0060.267 PEDESTRIAN COUNTDOWN SIGNAL FACE 12-INCH EACH
1	SB10	1			
2	SB2		1		
3	SB3	1			
4	SB2	1			
5	SB10		1		
6	SB11	1			
7	SB12	1			
8	SB4	1			
9	SB5	1			
10	SB4	1			
11	SB12	1			
12	SB1	1			
13	SB1	1			
14	SB7	1			
15	SB7	1			
16	SB6		1		
17	SB7	1			
18	SB6	1			
19	SB2		1		
20	SB2		1		
21	SB1		1		
22	SB2		1		
23	SB11			1	1
24	SB1			1	1
25	SB1			1	1
26	SB2			1	1
27	SB2			1	1
28	SB3			1	1
29	SB4			1	1
30	SB6			1	1
31	SB5			1	1
32	SB8			1	1
33	SB4			1	1
34	SB9			1	1
35	SB9			1	1
36	SB12			1	1
	TOTAL	15	7	14	14

All Items on this page are Category 0020

LOC.	TO	LOC.	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	252.0605 CONDUIT SPECIAL 2-INCH LF	652.0615 CONDUIT SPECIAL 3-INCH LF
CB1	TO	PB1		15		
PB1	TO	PB2				160
PB2	TO	SB1		10		
PB2	TO	PB3				170
PB3	TO	SB2		10		
PB3	TO	PB4				125
PB4	TO	SB3		15		
PB4	TO	PB5				50
PB5	TO	METER			85	
PB5	TO	PB6				125
PB6	TO	SB4	5			
PB6	TO	PB7				190
PB7	TO	SB5		5		
PB7	TO	SB6			10	
PB7	TO	PB8				210
PB8	TO	SB8	5			
PB8	TO	PB9				30
PB9	TO	SB7		10		
PB8	TO	PB10				40
PB10	TO	SB9	5			
PB10	TO	PB11				40
PB11	TO	SB10	5			
PB11	TO	PB12				95
PB12	TO	SB11		5		
PB12	TO	PB13				50
PB13	TO	SB12	5			
PB13	TO	PB2				125
		TOTAL	25	70	95	1410

PULL BOX NO.	LOCATION	SPV.0060.303 PULLBOXES 17-INCHX30-INCHX24-INCH EACH
PB1	20+28', 117' L	1
PB2	20+28', 73' L	1
PB3	21+02', 31' L	1
PB4	20+74', 25' R	1
PB5	20+53', 38' R	1
PB6	20+27', 93' R	1
PB7	19+70', 172' R	1
PB8	19+66', 67' R	1
PB9	19+47', 94' R	1
PB10	19+73', 45' R	1
PB11	19+64', 25' R	1
PB12	19+63', 22' L	1
PB13	19+73', 40' L	1
	TOTAL	13

SIGNAL BASE NO.	LOCATION	204.0195 REMOVING CONCRETE BASES EACH
SB1A	20+28', 73' L	1
SB1B	20+35', 73' L	1
SB2	21+10', 26' L	1
SB10	19+59', 25' R	1
SB12	19+72', 35' L	1
	TOTAL	5

SUMMARY OF MAJOR ITEMS FOR TRAFFIC SIGNAL CABLING

	DESCRIPITON	L.F
655.0230	CABLE TRAFFIC SIGNAL 5-14 AWG	1220
655.0260	CABLE TRAFFIC SIGNAL 12-14 AWG	1325
655.0280	CABLE TRAFFIC SIGNAL 19-14-AWG	1050
655.0290	CABLE TRAFFIC SIGNAL 21-14-AWG	165
655.0305	CABLE TYPE UF 2-12 AWG GROUNDED	1585
655.0515	ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG	1085
655.0900	TRAFFIC SIGNAL EVP DETECTOR CABLE	1585
SPV.0090.307	ELECTRICAL CABLE TYPE 3#4/1#8 LTP	325

	661.0200 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS .008 (CENTER, LISBON, & 60TH) LS
TOTAL	1

All Items on this page are Category 0020

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

STATION TO STATION	*204.0100 REMOVING PAVEMENT* **SY**	*204.0150 REMOVING CURB & GUTTER* **LF**	*204.01550 REMOVING CONCRETE WALK* **SY**	*205.0100 EACAVATION COMMON* **CY**	*213.0100 FINISHING ROADWAY (project) 003. 2984-13-74* **EACH**	*305.01200 BASE AGGREGATE 1 1/4 INCH* **TON**	*415.0080 CONCRETE PAVEMENT 8.0-INCH* **SY**	*416.0620 DRILLED DOWEL BARS* **EACH**	*601.0331 CONCRETE CURB 31-INCH* **LF**	*602.0410 CONCRETE WALK 5-INCH* **SF**	*602.0505 RAMPS WARNING FIELDS* **SF**	*602.1000 CONCRETE LOADING ZONE* **SF**	*619.1000 MOBILIZATION* **EACH**
9+00 to 12+00	450	222	353	1380	1	62	23	25	222	1675	130	362	0.05

STATION TO STATION	*625.0100 TOPSOIL* **SY**	*628.1905 MOBILIZATIONS ERROSION CONTROL* **EACH**	*628.1910 MOBILIZATIONS EMERGENCY ERROSION CONTROL* **EACH**	*628.7015 INLET PROTECTION TYPE C* **EACH**	*631.0300 SOD WATER* **MGAL**	*631.1000 SOD LAWN* **SY**	*646.1020 MARKING LINE EPOXY 4-INCH* **LF**	*646.9000 MARKING REMOVAL LINE 4-INCH* **LF**	*646.9200 MARKING REMOVAL LINE WIDE* **LF**	*650.5500 CONST. STAKING CURB* **LF**	*650.8501 CONST. STAKING ELECTRICAL INSTALLATIONS (project) 003.2984-73-04* **EA**	*650.9000 CONST. STAKING CURB RAMPS* **EA**	*650.9500 CONST. STAKING SIDEWALK (project) 003.2984-73-04* **EA**	*690.0250 SAWING CONCRETE* **LF**
9+00 to 12+00	20	1	2	8	0.2	20	270	257	1090	222	1	22	1	150

STATION TO STATION	*SPV.0090 SPECIAL 001 MARKING LINE EPOXY 12-INCH* **LF**	*SPV.0090 SPECIAL 706 MARKING STOP LINE EPOXY 24-INCH* **LF**	*SPV.0195 SPECIAL 001 MANAGEMENT OF SOLID WASTE* **TON**
9+00 to 12+00	1490	224	7

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TRAFFIC CONTROL

CATEGORY 0010

ITEM NO.	643.0300	643.0420	643.0705	643.0715	643.0900
	TRAFFIC CONTROL DRUMS	TRAFFIC CONTROL BARRICADES TYPE III	TRAFFIC CONTROL WARNING LIGHTS TYPE A	TRAFFIC CONTROL WARNING LIGHTS TYPE C	TRAFFIC CONTROL SIGNS
UNIT PAY	DAY	DAY	DAY	DAY	DAY
LOCATION DAYS					
9+00 to 12+00 50	2125	1700	3400	2125	2125
PROJECT TOTAL	**2,125**	**1,700**	**3,400**	**2,125**	**2,125**

TRAFFIC CONTROL

ITEM NO.	643.5000 TRAFFIC CONTROL
UNIT PAY	EACH
LOCATION	
9+00 to 12+00	0.05
TOTAL	0.05

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PEDESTRIAN ACCOMODATIONS

CATEGORY 0010

ITEM NO.	644.1440 TEMPORARY PEDESTRIAN SURFACE MATTING	644.1601 TEMPORARY PEDESTRIAN CURB RAMP	644.1605 TEMPORARY DETECTABLE WARNING FIELD
UNIT PAY	SF	DAY	SF
LOCATION			
9+00 to 12+00	250	300	100
PROJECT TOTAL	**250**	**300**	**100**

FIELD FACILITIES OFFICE SPACE

CATEGORY 0010

ITEM NO.	SPV.0060.006 FIELD FACILITIES OFFICE SPACE
LOCATION	EACH
9+00 to 12+00	0.05
PROJECT TOTAL	0.05

TEMPORARY NO PARKING SIGNS

CATEGORY 0010

ITEM NO.	SPV.0060.010 TEMPORARY NO PARKING SIGNS
LOCATION	EACH
9+00 to 12+00	10
PROJECT TOTAL	10

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

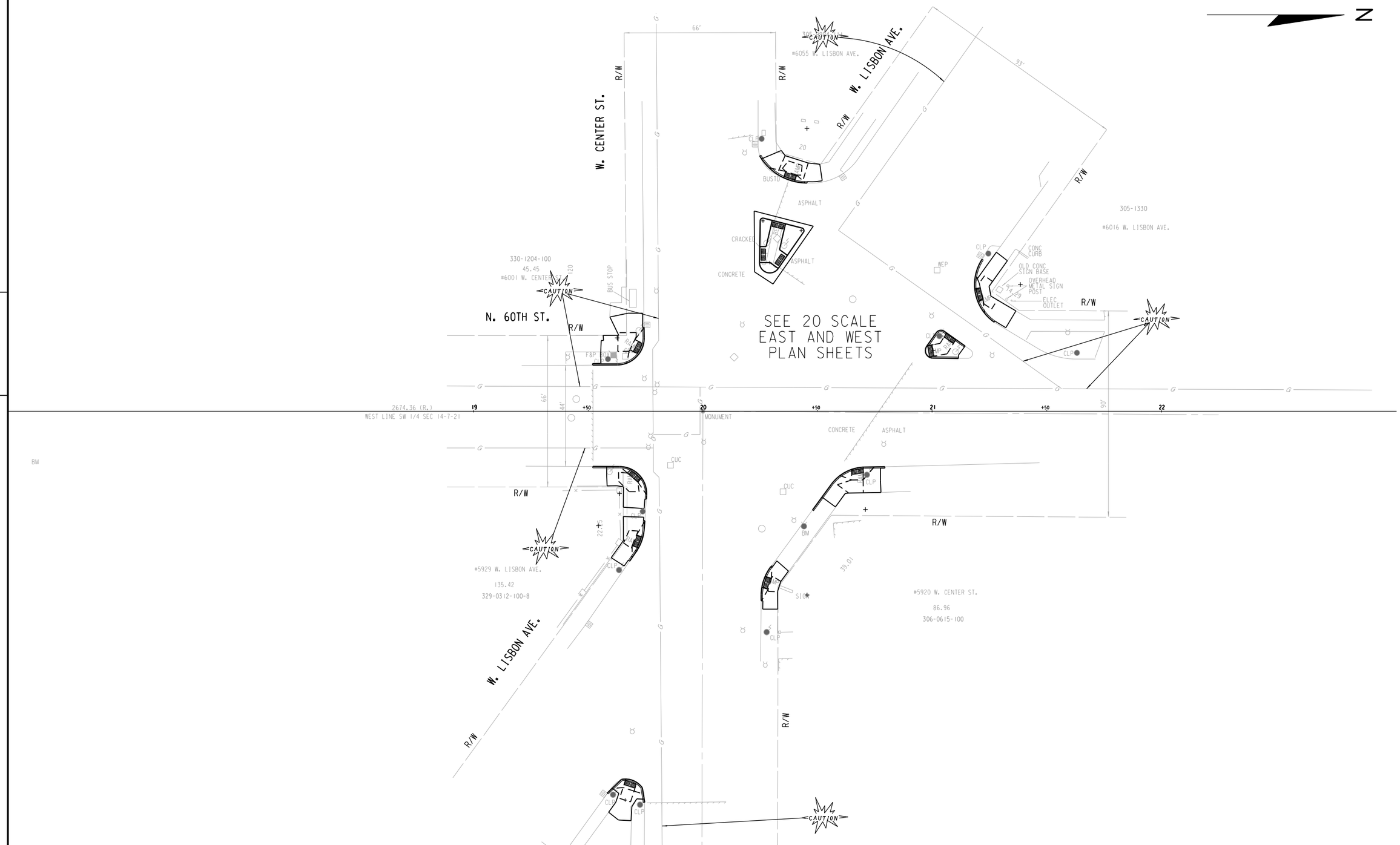
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3

CUC MISCELLANEOUS QUANTITIES

	LOCATION			SPV.0060.400 ADJUSTING CUC MANHOLE COVERS EACH	
MANHOLE					
600	STA 19+66.1	24	LT	1	NEW COVER
601	STA 20+13.6	23.8	LT	1	NEW COVER
602	STA 19+86.0	19.7	RT	1	NEW COVER
603	STA 20+35.1	35.3	RT	1	USE EXISTING
604	STA 20+32.5	75.3	LT	1	NEW COVER
Total				5	

	Street Lighting, N.60th & Center (2984-13-74)		
SPV.0060.	ITEM	UNIT	QNTY
302	Pull Boxes 13-Inch x 24-Inch x 24-Inch	Each	7
310	Remove Poles	Each	8
312	Poles Type A26 Grey Direct Bury	Each	4
324	40 ft. Wood Pole	Each	10
339	Secondary Riser	Each	4
343	Water tight Splices & Connections	Each	11
345	Luminaire Arms Single Member 6-Ft.	Each	11
346	Luminaire Arms Single Member 6-Ft. WP Mount	Each	8
355	Install A21-A26 Mounting Clamp (Single Bracket)	Each	4
366	City Furnished Luminaire Utility High Pressure Sodium 3	Each	8
376	Luminaire Utility 3LED	Each	11
SPV.0090.			
304	Electrical Cable Type 2#2-1#4 AL Triplex Overhead	LF	500
314	Remove Aerial Cable	LF	1200
319	Conduit Liquidtight Flexible Non-metallic	LF	200
325	3" HDPE Conduit	LF	800
321	Electrical Cable Type 3#8/1#8 XLP	LF	60
324	Electrical Cable Type 3#2/1#8 XLP	LF	1700
659.5000.S	Lamp, Ballast, LED, Switch Disposal by Contractor	EA	8
654.0105	Type 5 Concrete Base	EA	7
655.0305	Cable Type UF 2-12 AWG Grounded	LF	15
657.0255	Transformer bases Breakaway 11-Inch Bolt Circle	EA	7



STATE PROJECT NUMBER 2984-13-74	HWY: W. CENTER ST	COUNTY: MILWAUKEE	PLAN	SCALE FEET 0' 40'	SHEET NO: 47	E

FILENAME: W:\SPR\MONOTUBE PROJECTS\2984-13-04\DESIGN\19-22.DGN

REVISED DATE: 12-22-2021 BY SDB

19 +50 N. 60TH 20 +50 21 ST. +50

N

E/R
19+63.7, 24.1' RT
200.23C
199.73G

19+52, 24.1' RT
199.50G

19+72.4, 27.9' RT
200.36G
199.86G

E/R
19+75.5, 36.8' RT
200.30C
199.80G

19+58.2, 32.6' RT
200.17

SEE INTERSECTION DETAIL C

CTR. 11.8' R=
+63.7 - 35.9' RT

19+75.3, 38.3' RT
199.79G

19+65.3, 41.9' RT
200.26

19+74.7, 47.7' RT
199.67G

CTR. 20.0' R=
+54.4 - 49.9' RT

E/R
19+74.3, 52.9' RT
200.15C
199.65G

19+65.3, 45.9' RT
200.27

19+60, 63.9' RT
200.11

19+73.3, 56.6' RT
200.10C
199.60G

E/R
19+70.9, 61.3' RT
200.05C
199.55G

19+68.1
65.4' RT

E/R
20+70.5, 24.4' RT
200.23C
199.73G

20+62.4, 26.4' RT
200.34C
199.84G

20+75, 24.3' RT
200.09C
199.59G

20+79.4, 24.2' RT
199.45G

E/R
20+56, 31.9' RT
200.29C
199.79G

20+52, 37.4' RT
199.75G

20+47.8
43.1' RT

20+77.7, 35.4' RT
200.01

20+63.5, 35.6' RT
200.09

20+62.1
35.9' RT

CTR. 18.5' R=
+70.9 - 42.8' RT

SEE INTERSECTION DETAIL C

20+29.7, 67.7' RT
200.33C
199.83G

20+37.4, 69.7' RT
200.47

20+57.8, 41.7' RT
200.26

20+26.3, 74.6' RT
200.22C
199.72G

E/R
20+25.4, 79.9' RT

20+25.4, 82.7' RT
200.19C
199.69G

CTR. 21.0' R=
+45.4 - 80.2' RT

20+32.6, 86.3' RT
200.23

CAUTION

E/R
19+64.5, 160.6' RT
199.92C
199.42G

19+66.4, 160.5' RT
199.42G

19+69.6, 161.1' RT
199.84C
199.34G

CTR. 9.2' R=
+66.1 - 169.6' RT

19+60.5, 164.5' RT
199.91C
199.41G

19+71.2, 162' RT
199.31

19+58.3, 166.6' RT
199.40G

E/R
19+73.5, 164.3' RT
199.76C
199.26G

19+62
170.6' RT

19+71
169.2' RT

19+74.6
170.6' RT

19+58.9, 174.9' RT
200.04

19+69
172.6' RT

19+63.2, 178.4' RT
199.82

19+68.7, 178.6' RT
199.58

SEE INTERSECTION DETAIL D

W. LISBON AVE.

W. CENTER ST.

R/W

5929 W. LISBON AVE.
135.42
329-0312-100-8

5920 W. CENTER ST.
86.96
306-0615-100

(A) CONST. CONC. CURB & GUTTER
CONST. CONC. CURB & GUTTER, INTEGRAL 19-INCH
(K) SAW CONCRETE
(W) CONST. 5 INCH CONC. WALK

STATE PROJECT NUMBER 2984-13-74	HWY: W. CENTER ST.	COUNTY: MILWAUKEE	PLAN - EAST SIDE OF N. 60TH ST.	SCALE FEET 0' 20'	SHEET NO: 48	E

FILENAME: W:\SPR\MONOTUBE PROJECTS\2984-13-04\DESIGN\19-22 - 60TH ST EAST SIDE.DGN

REVISED DATE: 02-21-2022 BY ES

(A) CONST. CONC. CURB & GUTTER
CONST. CONC. CURB & GUTTER, INTEGRAL 19-INCH
(K) SAW CONCRETE
(PM) CONST. 6-INCH PINNED ON MEDIAN
(W) CONST. 5-INCH CONC. WALK
(V) REMOVE & CONST. 8-INCH CONC. PAVEMENT
DETECTABLE WARNING FIELD

N

W. CENTER ST.
N. 60TH ST.
W. LISBON AVE.
R/W
CAUTION
66'
99'
93'
305-9994-111
#6055 W. LISBON AVE.
#6001 W. CENTER ST.
#6016 W. LISBON AVE.
305-1330
330-1204-100
45.45
20+34.3, 113.7'LT
200.12
20+35.9, 111.5'LT
200.00
CTR. 23.8'R=
+45.4 - 123.4'LT
20+45.9, 108.3'LT
199.93
20+51, 107.8'LT
199.77
20+24.8, 111.5'LT
200.09C
199.69G
20+33.5, 102.8'LT
199.98C
199.48G
SEE INTERSECTION DETAIL A
20+52.1, 100.6'LT
199.63BOC
20+45.4, 99.6'LT
199.75C
199.25G
20+22.4
87.4'LT
20+26.5, 84.3'LT
200.55C
200.05G
20+43.2, 80'LT
200.49C
199.99G
20+48.2
80.8'LT
20+25, 83.1'LT
200.61C
200.11G
CTR. 1.2'R=
+26.2 - 83.1'LT
20+43.9, 78.2'LT
200.52C
200.02G
CTR. 1.2'R=
+42.9 - 78.8'LT
20+24.7, 65'LT
200.90C
200.40G
20+22.5
60.8'LT
CTR. 4.5'R=
+29.2 - 64.9'LT
20+32.9, 62.3'LT
200.85C
200.35G
20+30.6
55.5'LT
19+67.5, 42.8'LT
200.57
19+59.5, 41.1'LT
200.45
19+73.7, 42.8'LT
200.24BOC
CTR. 12.0'R=
+62.6 - 32.0'LT
19+56.5, 33.1'LT
200.20
19+56.6, 30.9'LT
200.17
19+74.4, 36.6'LT
199.63G
E/R
19+74.4, 32.1'LT
200.15C
199.65G
19+55.7, 30.9'LT
200.10
19+55.4, 26'LT
200.09
SEE INTERSECTION DETAIL B-1
19+51.9, 20.2'LT
199.38G
19+71, 23.8'LT
200.08C
199.58G
E/R
19+62.7, 20.2'LT
199.98C
199.48G
21+28, 69.5'LT
200.16
21+21.8, 66.4'LT
200.06C
199.56G
21+32.8, 65.7'LT
200.31
21+24.8, 54.5'LT
199.51
CTR. 20.0'R=
+38.5 - 55.3'LT
21+18.9, 51.6'LT
199.91C
199.41G
21+25.6, 50.3'LT
199.58
21+22.9, 42.8'LT
199.88C
199.38G
CTR. 2.5'R=
+3.9 - 32.8'LT
21+1.8, 34.2'LT
200.34C
199.84G
21+5.4, 34.8'LT
SEE INTERSECTION DETAIL B-2
21+36.5, 43.8'LT
199.94
21+3.5, 29.6'LT
199.98
20+97.8, 28.6'LT
200.45C
199.95G
21+14.4, 28.5'LT
200.20C
199.70G
21+32.2, 36.5'LT
199.69BOC
20+97.3, 25.2'LT
200.48C
199.98G
21+11.5, 24.5'LT
200.21
CTR. 3.3'R=
+0.4 - 26.5'LT
21+11.5, 23.1'LT
200.41C
199.81G
21+27.1, 38.9'LT
199.88C
199.38G
21+6.6, 25.1'LT
199.98
21+0.1, 23.2'LT
200.45C
199.95G
19
+50
20
+50
21
+50
MONUMENT
CONCRETE
ASPHALT
CRACKED
BES
CLP
CONC CURB
SIGN BASE
OVERHEAD METAL SIGN POST
ELEC OUTLET
HMP
FIRE BOX
BUS STOP
RAMP
WEP

STATE PROJECT NUMBER 2984-13-74	HWY: W. CENTER ST.	COUNTY: MILWAUKEE	PLAN - WEST SIDE OF N. 60TH ST.	SCALE FEET 0' 20	SHEET NO: 49	E

FILENAME: W:\SPR\MONOTUBE PROJECTS\2984-13-04\DESIGN\19-22 - 60TH ST WEST SIDE.DGN

REVISED DATE: 06-21-2022 BY SDB

Wisconsin Department of Transportation

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