

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 = 390



15

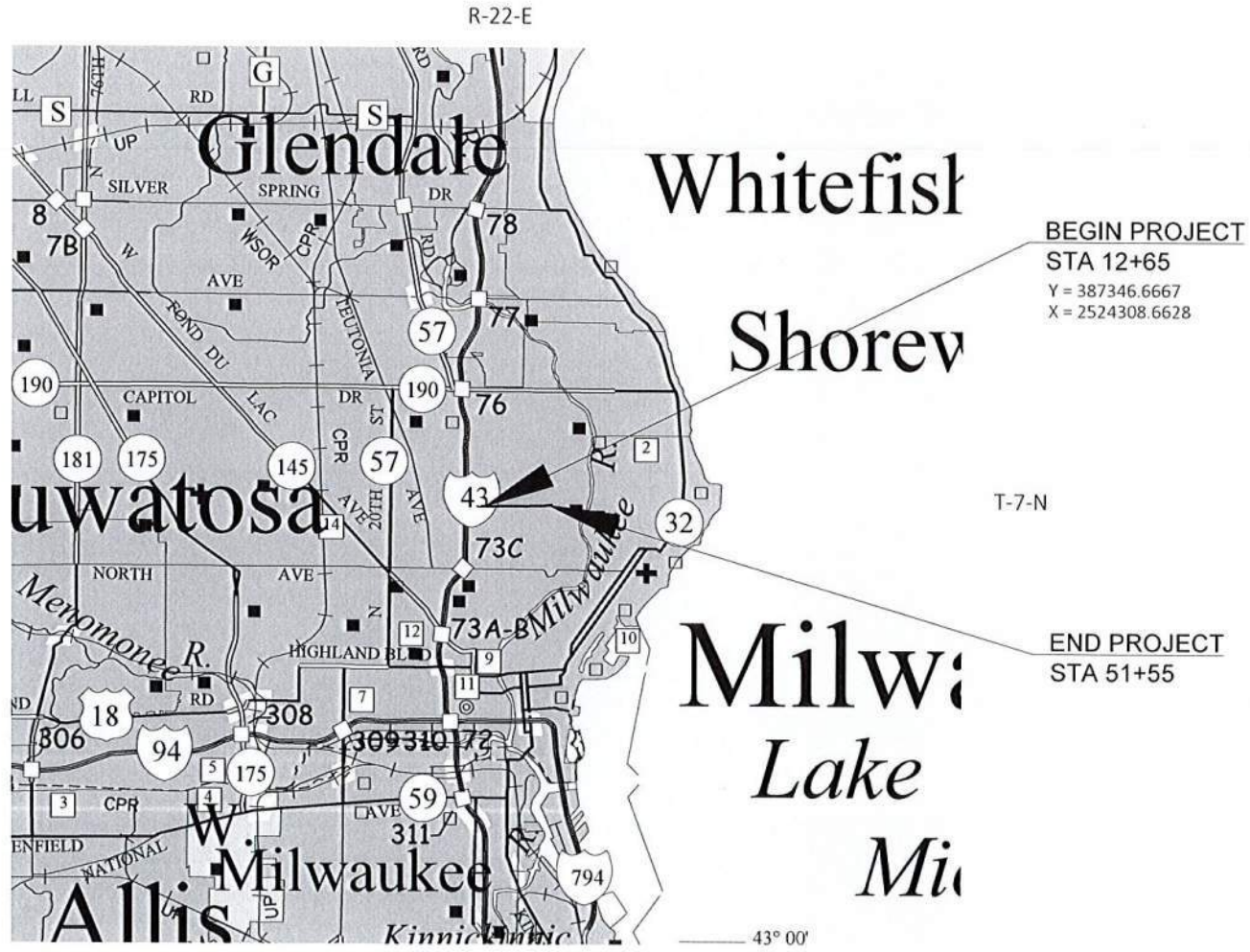
DESIGN DESIGNATION	7TH ST - DOCTOR MLK DR	DOCTOR MLK DR - HOLTON ST
A.A.D.T. 2024	= 31,400	23,100
A.A.D.T. 2044	= 35,100	25,800
D.H.V.	= 3,000	2,000
D.D.	= 55%	60%
T.	= 5%	4%
DESIGN SPEED	= 30 MPH	30 MPH
ESALS	= LOCAL STREET	LOCAL STREET

CONVENTIONAL SYMBOLS

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

STATE OF WISCONSIN  
 DEPARTMENT OF TRANSPORTATION  
 PLAN OF PROPOSED IMPROVEMENT  
**C MILWAUKEE E/W LOCUST STREET**  
 N 7TH STREET TO N HOLTON STREET  
 LOCAL STREET  
 MILWAUKEE COUNTY

STATE PROJECT NUMBER  
**2455-07-70**



BEGIN PROJECT  
 STA 12+65  
 Y = 387346.6667  
 X = 2524308.6628

END PROJECT  
 STA 51+55

LAYOUT  
 SCALE 0 2 MI  
 TOTAL NET LENGTH OF CENTERLINE = 0.737 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN STATE PLANE COORDINATE SYSTEM, MILWAUKEE COUNTY, NAD 83 (2011) SOUTH ZONE, IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES.

ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 18.

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
2455-07-70	WISC 2024121	1

ACCEPTED FOR  
 CITY OF MILWAUKEE  
 Date: 7/21/23  
 COMMISSIONER OF PUBLIC WORKS

ORIGINAL PLANS PREPARED BY  
**Michael Baker INTERNATIONAL**



DATE: 07/21/2023  
 (Professional Engineer Signature)

STATE OF WISCONSIN  
 DEPARTMENT OF TRANSPORTATION

PREPARED BY  
 Surveyor: MICHAEL BAKER INTERNATIONAL  
 Designer: MICHAEL BAKER INTERNATIONAL  
 Project Manager: LINDSAY KAUFMANN, P.E.  
 WisDOT Project Manager: GREG HAFEMAN, P.E.  
 WisDOT Supervisor: BRIAN BOOTHBY, P.E.

APPROVED FOR THE DEPARTMENT  
 DATE: 07/24/2023  
 (Signature)

E

**GENERAL NOTES**

NO TREES AND/OR SHRUBS ARE TO BE REMOVED WITHOUT THE APPROVAL OF THE ENGINEER.

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. COORDINATE CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.

THE EXACT LOCATION OF EROSION CONTROL DEVICES SHALL BE DETERMINED IN THE FIELD, AND AS DIRECTED BY THE ENGINEER.

ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED IN PLACE UNTIL SUCH TIME AS THE ENGINEER DETERMINES THAT THEY ARE NO LONGER NEEDED.

INLET PROTECTION TYPE D SHALL BE USED ON ALL INLETS/CATCH BASINS.

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

DISTURBED AREAS WITHIN THE RIGHT OF WAY SHALL BE PERMANENTLY RESTORED WITHIN 14 DAYS OR TEMPORARY SEEDED, FERTILIZED, AND MULCHED WITHIN 4 DAYS OF ANY DISTURBANCE AS DIRECTED BY THE ENGINEER.

VERIFY EXISTING PAVEMENT ELEVATIONS AT ALL TIE-INS TO EXISTING PAVEMENT PRIOR TO CONSTRUCTION. NOTIFY ENGINEER IF A DISCREPANCY IS FOUND BETWEEN PROPOSED PLAN ELEVATIONS AND EXISTING PAVEMENT ELEVATIONS.

TACK COAT HAS BEEN ESTIMATED AT AN APPLICATION OF 0.07 GAL/S.Y. AND SHALL BE PLACED BETWEEN THE LAYERS OF ASPHALTIC PAVEMENT.

HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 112 LB/SY/IN.

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

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

CURB AND GUTTER RADII ARE MEASURED TO THE BACK OF CURB.

PRIOR TO PROCEEDING WITH CONSTRUCTION, THE LOCATION OF EACH WATER MAIN SHALL BE DETERMINED IN THE FIELD BY CONTACTING DIGGERS HOTLINE.

HMA TABLE

PAVEMENT TYPE	TOTAL LAYER PAVEMENT THICKNESS	LAYER(S)
4 MT 58-28 S	2.75" (AVERAGE)	ONE LAYER

**ORDER OF SECTION 2 SHEETS**

- GENERAL NOTES
- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- REMOVAL PLAN
- PLAN DETAILS
- CURB RAMP DETAILS
- DRIVEWAY DETAILS
- EROSION CONTROL PLAN
- STORM SEWER PLAN
- PLANTING DETAIL
- PERMANENT SIGNING PLAN
- LIGHTING PLAN
- TRAFFIC SIGNAL PLAN
- PAVEMENT MARKING PLAN
- TRAFFIC CONTROL
- ALIGNMENT DETAIL
- CONTROL POINT DATA
- BORING PLAN DETAIL

UTILITY CONTACTS

AT&T DISTRIBUTION

JAY C. BULANEK  
435 S 95TH ST  
MILWAUKEE, WI 53214  
PHONE: (414) 491-2855  
EMAIL: JB5175@ATT.COM

CITY OF MILWAUKEE - COMMUNICATIONS

JOE MACIEJEWSKI  
PHONE: (414) 708-7992  
EMAIL: JOE.MACIEJEWSKI@MILWAUKEE.GOV

WILLIE COTTON (FIELD CONTACT)  
1440 W CANAL ST  
MILWAUKEE, WI 53233  
PHONE: (414) 286-3686

CITY OF MILWAUKEE - CUC

KAREN ROGNEY  
PHONE: (414) 286-3243  
EMAIL: KROGNE@MILWAUKEE.GOV

CITY OF MILWAUKEE - WATER WORKS

JOSHUA IWEN  
PHONE: (414) 286-3640  
EMAIL: JIWEN@MILWAUKEE.GOV

MWW CONTROL CENTER (FIELD CONTACT)  
841 N BROADWAY, ROOM 409  
MILWAUKEE, WI 53202  
PHONE: (414) 286-3710

EVERSTREAM

BRANDON LASTOVICH  
324 E WISCONSIN AVE, SUITE 730  
MILWAUKEE, WI 53202  
PHONE: (414) 522-6733  
EMAIL: BLASTOVICH@EVERSTREAM.NET

OTHER CONTACTS

CITY OF MILWAUKEE - FORESTRY

JAMES KRINGER  
PHONE: (414) 708-2428  
EMAIL: JKRING@MILWAUKEE.GOV

CITY OF MILWAUKEE - SEWERS

ZAFAR YOUSUF  
PHONE: (414) 286-2467  
EMAIL: ZYOUSU@MILWAUKEE.GOV

MIDWEST FIBER NETWORKS

CORY SCHMUKI  
6070 N FLINT RD  
GLENDALE, WI 53209  
PHONE: (414) 459-3561 OR (414) 349-2764  
EMAIL: RELOCATIONREQUESTS@MIDWESTFIBERNETWORKS.COM

SPECTRUM/SPECTRUM

CHARLES BRASILE  
1320 N DOCTOR MARTIN LUTHER KING JR DR  
MILWAUKEE, WI 53212  
PHONE: (414) 908-4822  
EMAIL: CHARLES.BRASILE@CHARTER.COM

WE ENERGIES - GAS AND ELECTRIC

MITCHELL COMER  
500 S 116TH ST  
WEST ALLIS, WI 53214  
PHONE: (920) 205-0937  
DISPATCH: 1-800-662-4797 (ELECTRIC), 1-800-261-5325 (GAS)  
EMAIL: MITCHELL.COMER@DAARCORP.COM, MITCHELL.COMER@WE-ENERGIES.COM, WE-UTILITY-RELOCATIONS@WE-ENERGIES.COM

CITY OF MILWAUKEE - STREET LIGHTING

DENIS KOZELEK  
PHONE: (414) 286-3252  
EMAIL: DENIS.KOZELEK@MILWAUKEE.GOV

NEAL KARWEIK (FIELD CONTACT)  
1540 W CANAL ST  
MILWAUKEE, WI 53223  
PHONE: (414) 286-5943

CITY OF MILWAUKEE - TRAFFIC SIGNALS

SCOTT REINBACHER  
PHONE: (414) 286-3232  
EMAIL: SREINB@MILWAUKEE.GOV

RUDY GUTIERREZ (FIELD CONTACT)  
1540 W CANAL ST  
MILWAUKEE, WI 53223  
PHONE: (414) 286-5941 OR (414) 708-5148

AGENCIES

CITY OF MILWAUKEE

THERESA KUBISTA, PE  
PROJECT MANAGER  
CITY OF MILWAUKEE - INFRASTRUCTURE SERVICES DIVISION  
841 N BROADWAY, ROOM 902  
MILWAUKEE, WI 53202  
PHONE: (414) 286-2463  
EMAIL: TKUBIS@MILWAUKEE.GOV

WISDOT

GREG HAFEMAN, PE  
WISDOT SOUTHEAST LOCAL PROGRAM PROJECT MANAGER  
141 NW BARSTOW ST  
WAUKESHA, WI 53187  
PHONE: (262) 548-8677  
EMAIL: GREG.HAFEMAN@DOT.WI.GOV

DESIGN CONTACT

LINDSAY KAUFMANN, PE  
MICHAEL BAKER INTERNATIONAL  
250 E. WISCONSIN AVE, SUITE 1725  
MILWAUKEE, WI 53202  
PHONE: (414) 751-9984  
EMAIL: LKAUFMANN@MBAKERINTL.COM

DNR CONTACT

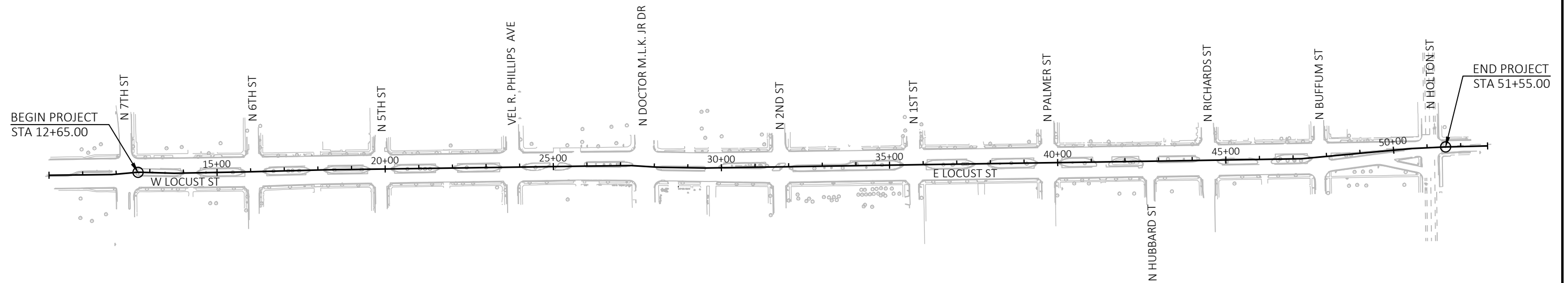
RYAN PAPPAS  
WISCONSIN DEPARTMENT OF NATURAL RESOURCES  
1027 W. ST. PAUL AVE  
MILWAUKEE, WI 53223  
PHONE: (414) 750-7495  
EMAIL: RYAN.PAPPAS@WISCONSIN.GOV



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

PROJECT NO: 2455-07-70	HWY: E/W LOCUST STREET	COUNTY: MILWAUKEE	GENERAL NOTES	SHEET	E
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PROJECT NO: 2455-07-70

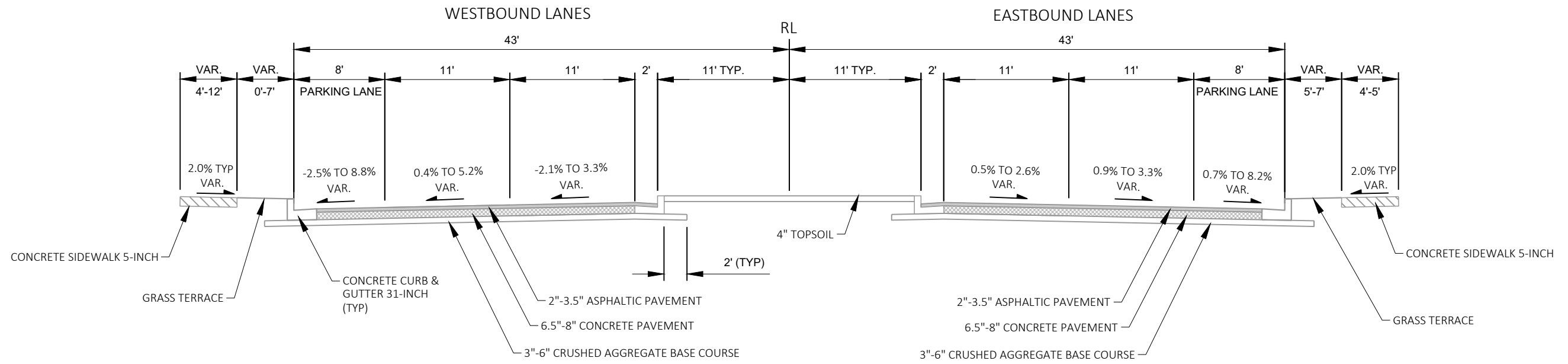
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COUNTY: MILWAUKEE

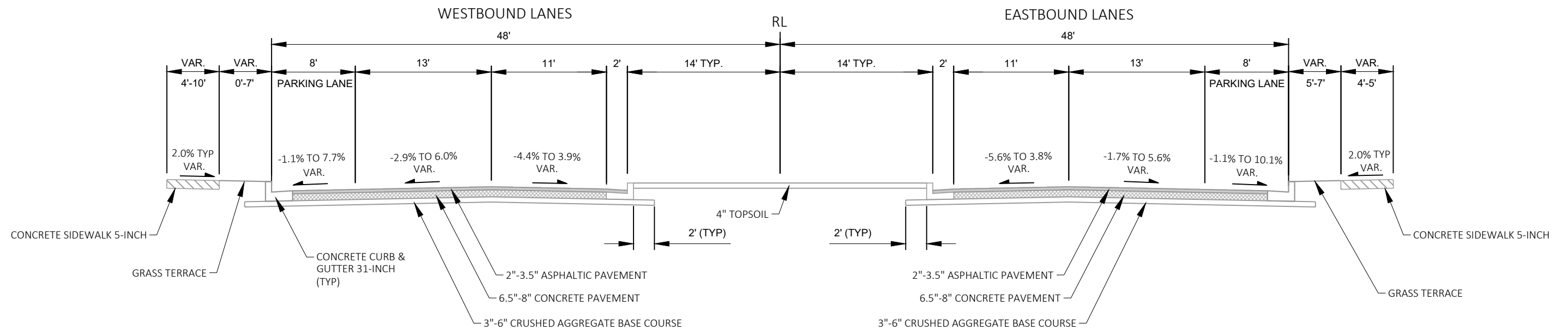
PROJECT OVERVIEW

SHEET

E

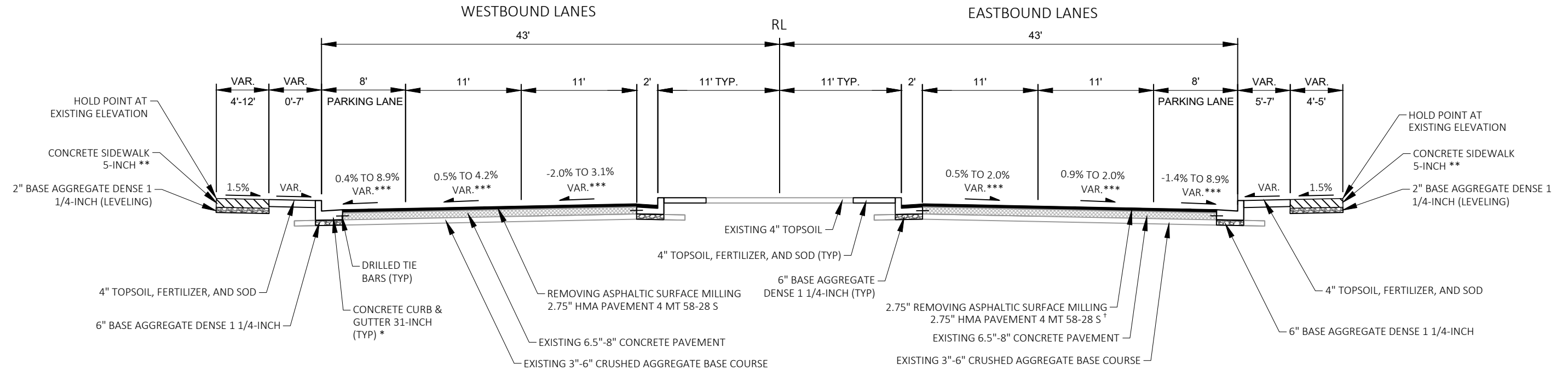


**EXISTING TYPICAL SECTION**  
STA 12+65 - 28+00

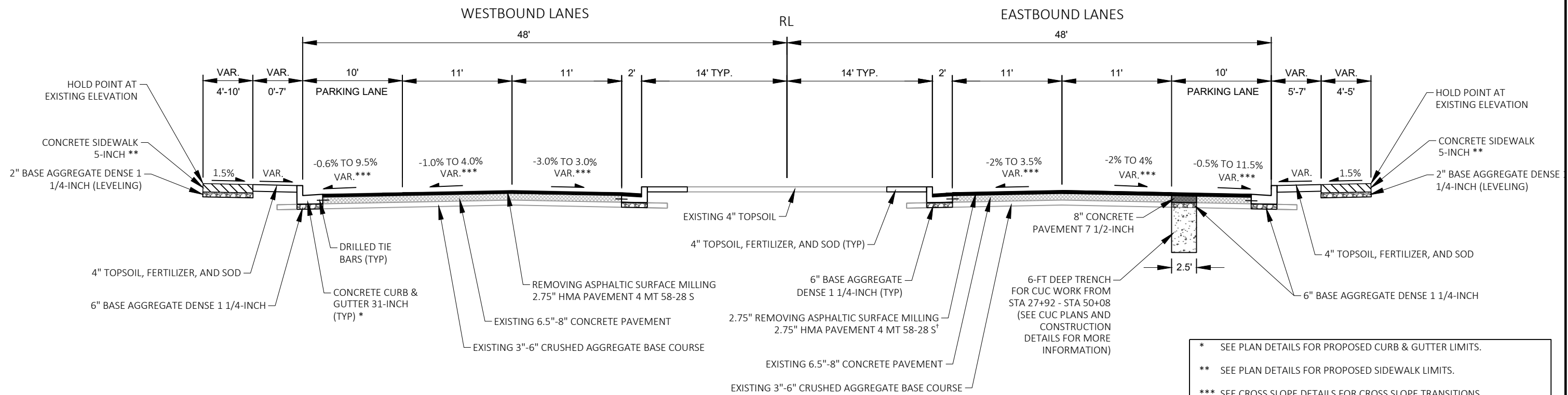


**EXISTING TYPICAL SECTION**  
STA 28+00 - 51+55





**PROPOSED TYPICAL SECTION**  
STA 12+65 - 28+00



**PROPOSED TYPICAL SECTION**  
STA 28+00 - 51+55

\* SEE PLAN DETAILS FOR PROPOSED CURB & GUTTER LIMITS.  
 \*\* SEE PLAN DETAILS FOR PROPOSED SIDEWALK LIMITS.  
 \*\*\* SEE CROSS SLOPE DETAILS FOR CROSS SLOPE TRANSITIONS.  
 + EXISTING ASPHALT IS VARIABLE DEPTH, AND 2.75" IS THE APPROXIMATE AVERAGE DEPTH. FOR THIS PROJECT, ALL EXISTING ASPHALT TO BE REMOVED AND REPLACED.

LEGEND:  
(X.XX%) MATCH EXISTING CROSS SLOPE

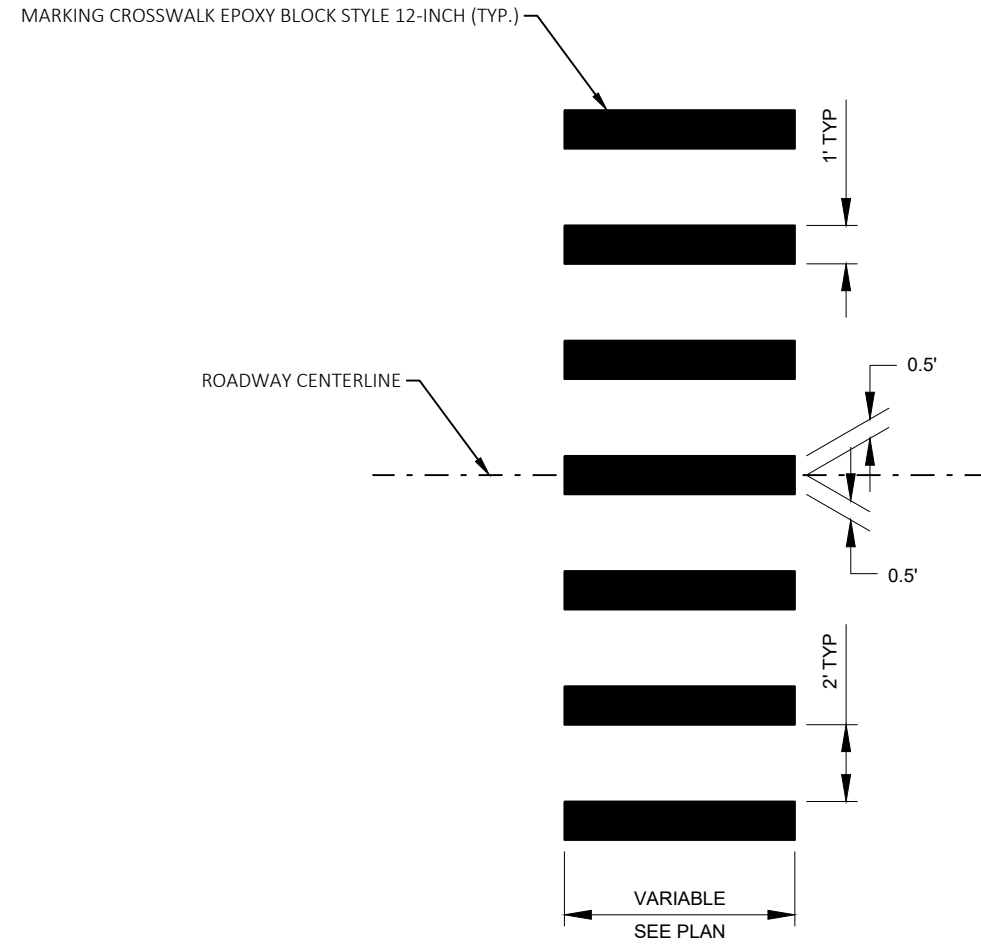
Eastbound - Inside Lane	
Station	Proposed Cross Slope
12+65	(-0.49%)
12+90	-2.00%
28+50	-2.00%
28+75	-3.50%
29+17	-3.50%
29+25	-3.00%
32+33	-3.00%
32+42	-2.50%
32+50	-2.00%
34+58	-2.00%
35+25	2.00%
48+08	2.00%
48+75	-2.00%
50+25	-2.00%
50+50	(-1.12%)

Eastbound - Outside Lane	
Station	Proposed Cross Slope
12+65	(-0.95%)
12+83	-2.00%
28+42	-2.00%
28+75	-4.00%
30+42	-4.00%
30+75	-2.00%
33+33	-2.00%
34+00	2.00%
46+42	2.00%
47+00	-1.50%
47+25	-2.00%
49+08	-2.00%
49+25	-3.00%
50+25	-3.00%
50+50	(-3.11%)

Westbound - Inside Lane	
Station	Proposed Cross Slope
12+65	(3.10%)
12+67	3.00%
14+33	3.00%
14+50	2.00%
20+67	2.00%
20+75	2.50%
22+92	2.50%
23+00	3.00%
25+58	3.00%
25+75	2.00%
27+25	2.00%
27+92	-2.00%
29+33	-2.00%
29+50	-3.00%
30+33	-3.00%
30+50	-2.00%
33+25	-2.00%
33+92	2.00%
35+33	2.00%
35+50	3.00%
36+83	3.00%
37+00	2.00%
41+58	2.00%
41+75	3.00%
43+08	3.00%
43+25	2.00%
49+42	2.00%
49+50	2.50%
50+25	2.50%
50+50	(3.03%)

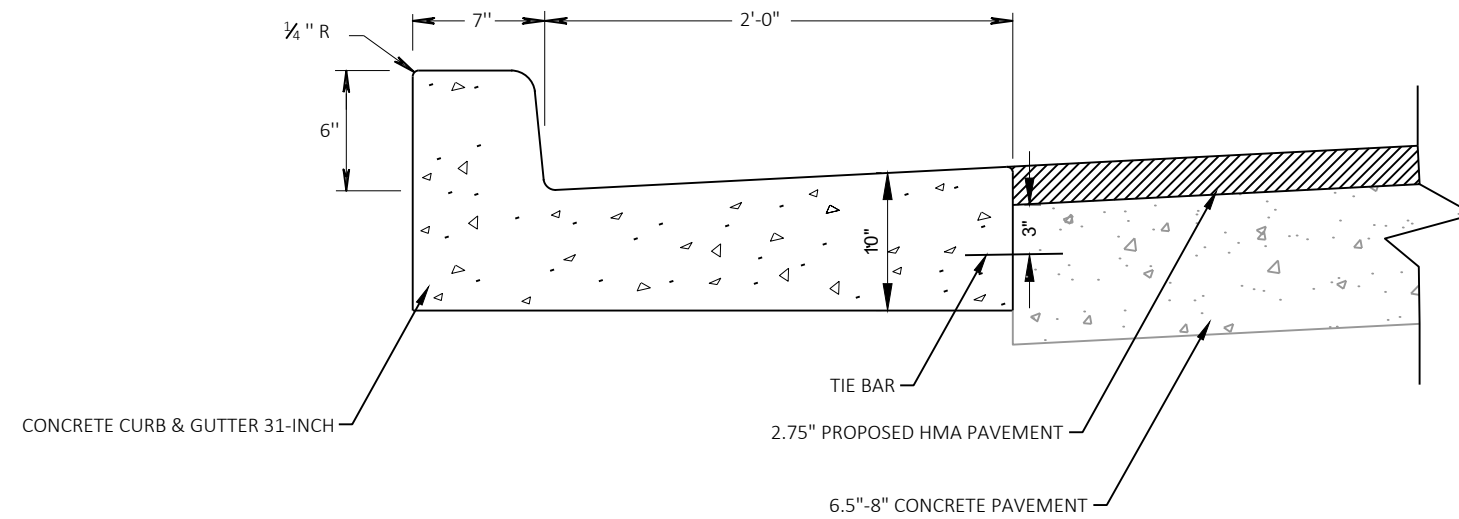
Westbound - Outside Lane	
Station	Proposed Cross Slope
12+65	(4.22%)
12+69	4.00%
13+67	4.00%
14+00	2.00%
16+25	2.00%
16+50	3.50%
18+92	3.50%
19+00	4.00%
19+67	4.00%
19+75	3.50%
26+08	3.50%
26+25	2.50%
27+17	2.50%
27+50	0.50%
28+25	0.50%
28+50	-1.00%
33+42	-1.00%
34+25	4.00%
38+83	4.00%
39+00	3.00%
44+17	3.00%
44+25	3.50%
45+92	3.50%
46+00	3.00%
48+92	3.00%
49+00	3.50%
50+25	3.50%
50+50	(3.00%)





### CONTINENTAL CROSSWALK DETAIL

NOTE: PAVEMENT MARKINGS SHOULD BE PARALLEL TO DIRECTION OF TRAVEL EVEN WHEN CROSSWALK IS SKEWED



THICKENED CURB & GUTTER DETAIL



REMOVING CURB AND GUTTER AND PAVEMENT TO THE LIMITS SHOWN, EXCAVATING, PREPARING THE FOUNDATION AND SHIMMING ARE INCIDENTAL TO THE ADJUSTING OR RECONSTRUCTING BID ITEMS.

THE DEPARTMENT WILL PAY SEPARATELY FOR SAWING CONCRETE, CONCRETE CURB & GUTTER AND DRILLED TIE BARS.

MONOLITHIC SHIM CONCRETE, CONCRETE PLACEMENT AND FINISHING IS INCIDENTAL TO THE CONCRETE CURB & GUTTER BID ITEM.

PREVENT CONCRETE AND OTHER DEBRIS FROM FALLING INTO STRUCTURE.

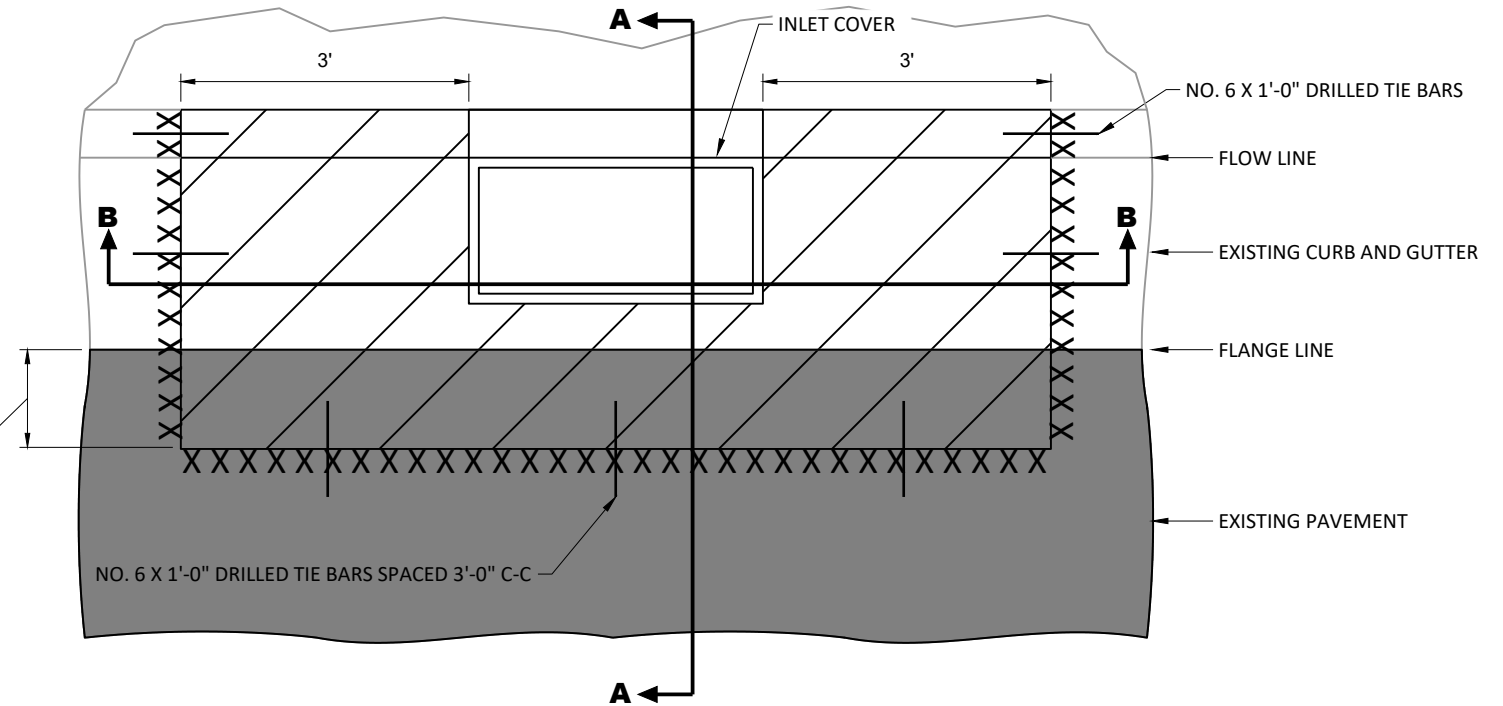
REFER TO PLAN DETAILS AND MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION.

XXX SAWING CONCRETE

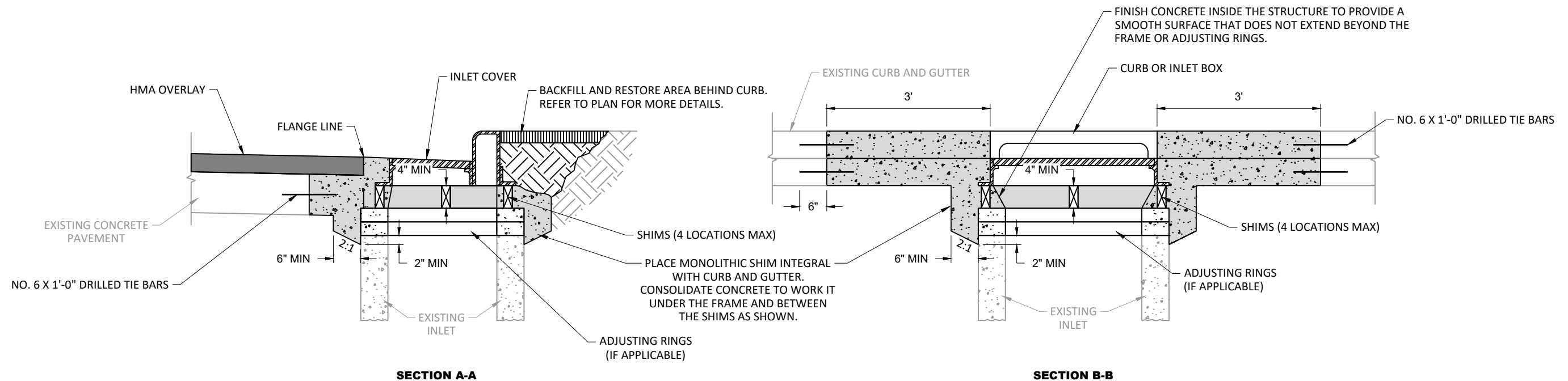
REMOVING CURB & GUTTER AND PAVEMENT

MONOLITHIC CONCRETE

1-FT OR AS DIRECTED BY THE ENGINEER



PLAN VIEW



SECTION A-A

SECTION B-B

### ADJUSTING / RECONSTRUCTING CATCH BASINS & INLETS - MONOLITHIC SHIM

PRIOR TO MILLING AND PAVING.

- A. SAWCUT EXISTING PAVEMENT FULL DEPTH.
- B. REMOVE AND STORE MANHOLE COVER.
- C. FURNISH AND INSTALL TEMPORARY COVER PLATE.
- D. BACKFILL USING ASPHALT SURFACE PATCHING.

AFTER PAVING HMA LOWER LAYER(S)

- A. REMOVE ASPHALTIC SURFACE PATCHING.
- B. EXCAVATE AROUND MANHOLE.
- C. ADJUST OR RECONSTRUCT MANHOLE AND RE-INSTALL MANHOLE FRAME AND COVER.
- D. POUR MONOLITHIC CONCRETE SHIM SO CONCRETE FILLS IN VOIDS BELOW THE CASTING BETWEEN THE SHIMS.
- E. PAVE UPPER LAYER HMA.

PAVEMENT REMOVAL, ASPHALT PATCH REMOVAL, EXCAVATING, PREPARING THE FOUNDATION AND SHIMMING ARE INCIDENTAL TO THE ADJUSTING OR RECONSTRUCTING BID ITEMS.

THE DEPARTMENT WILL PAY SEPARATELY FOR SAWING CONCRETE, COVER PLATES TEMPORARY, ASPHALTIC SURFACE PATCHING, BASE PATCHING CONCRETE SHES AND DRILLED TIE BARS.

MONOLITHIC SHIM CONCRETE, CONCRETE PLACEMENT AND FINISHING IS INCIDENTAL TO THE BASE PATCHING CONCRETE SHES BID ITEM.

PREVENT CONCRETE AND OTHER DEBRIS FROM FALLING INTO STRUCTURE.

REFER TO PLAN DETAILS AND MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION.

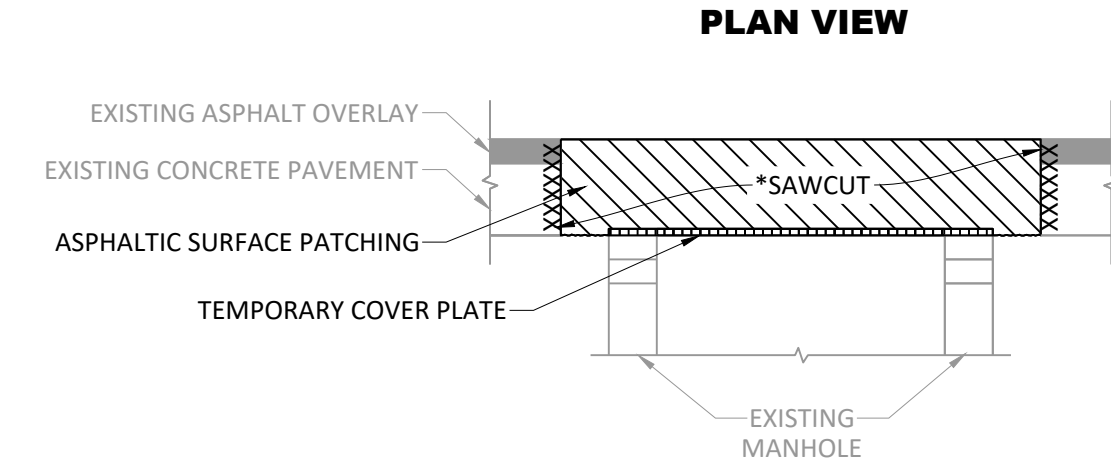
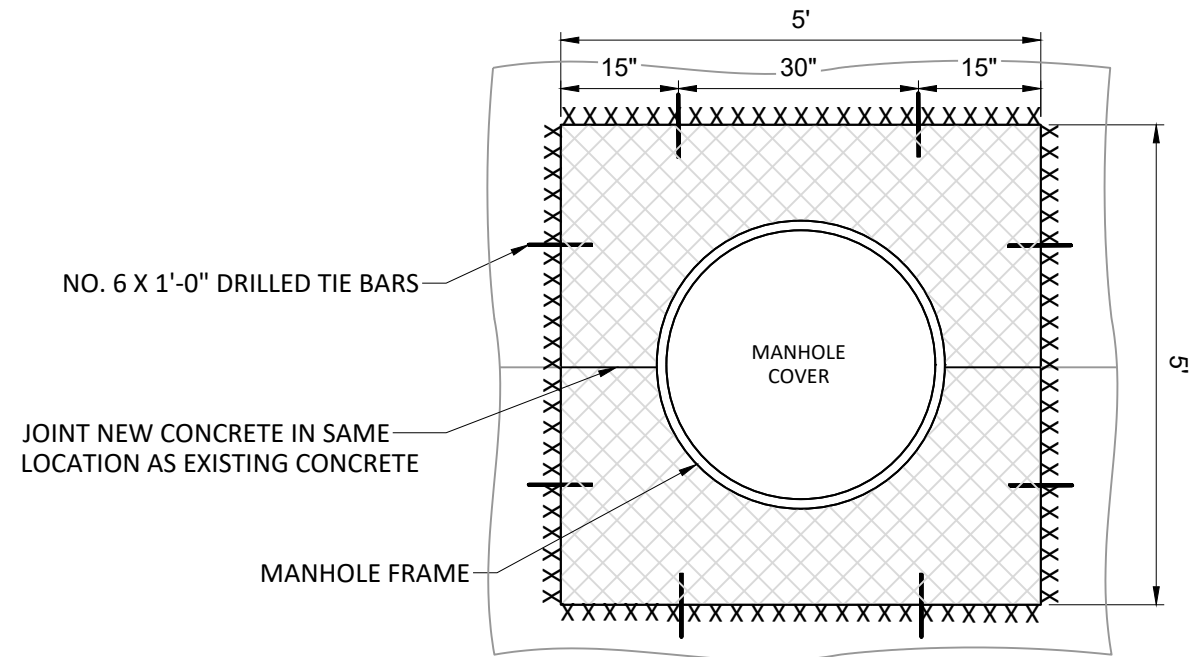
\*SAWCUT WILL ONLY BE PAID ONCE. REMOVE ASPHALT SURFACE PATCHING MATERIAL TO THE ORIGINAL SAWCUT LIMITS.

XXX SAWING CONCRETE

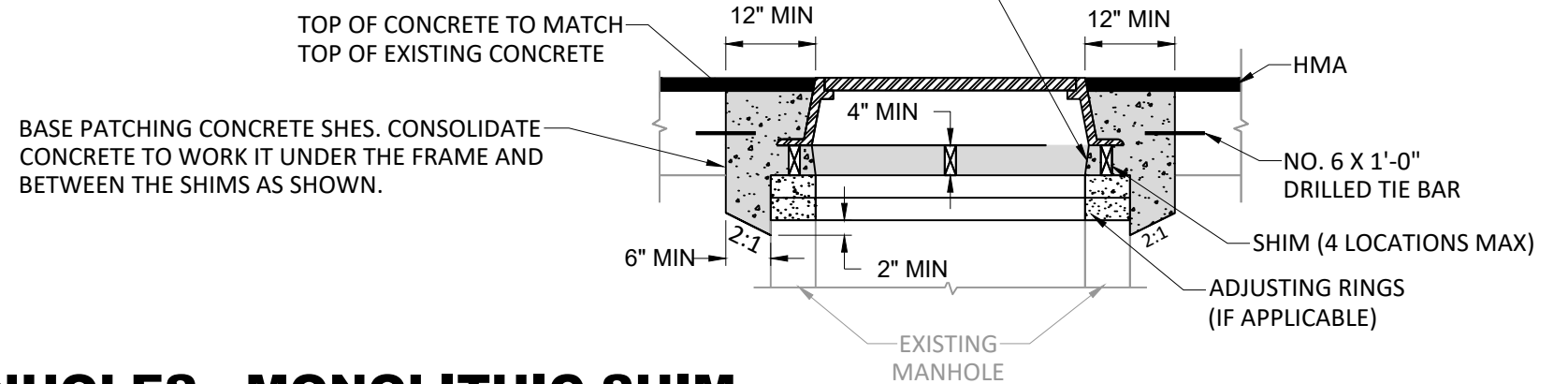
 REMOVING PAVEMENT (INCIDENTAL TO ADJUSTING / RECONSTRUCTING BID ITEMS)

 ASPHALTIC SURFACE PATCHING

 MONOLITHIC CONCRETE

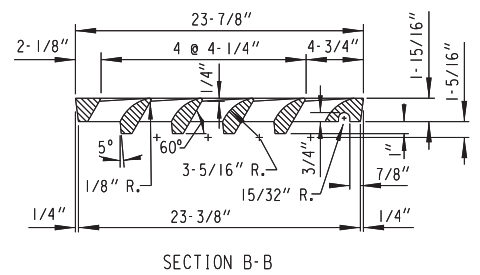
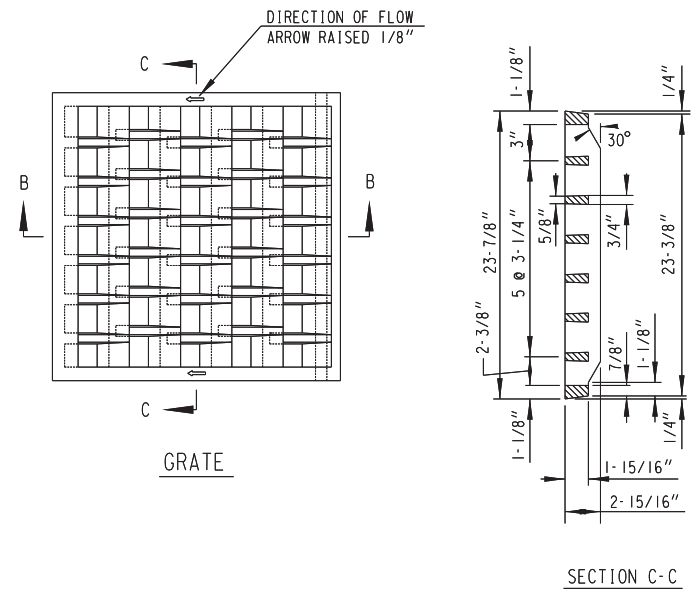
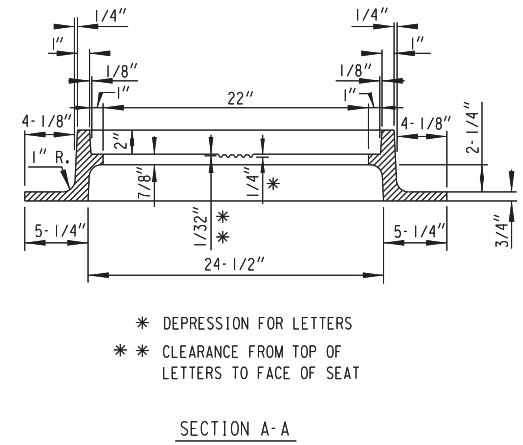
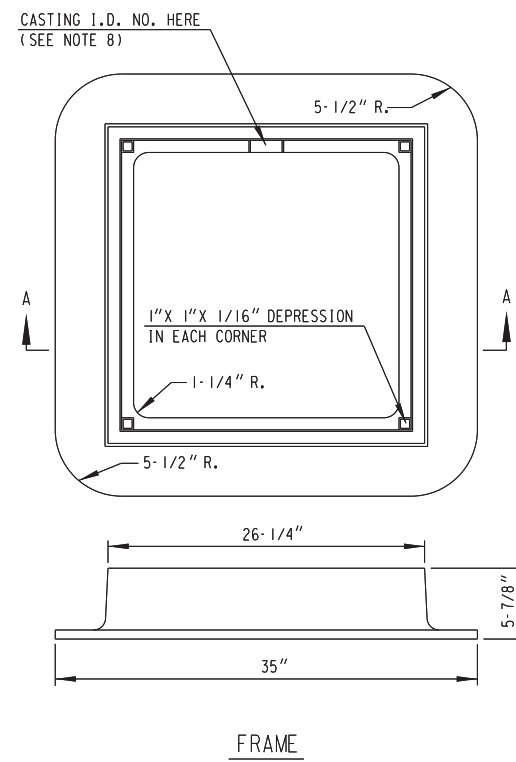


FINISH CONCRETE INSIDE THE STRUCTURE TO PROVIDE A SMOOTH SURFACE THAT DOES NOT EXTEND BEYOND THE FRAME OR ADJUSTING RINGS.



# ADJUSTING / RECONSTRUCTING MANHOLES - MONOLITHIC SHIM

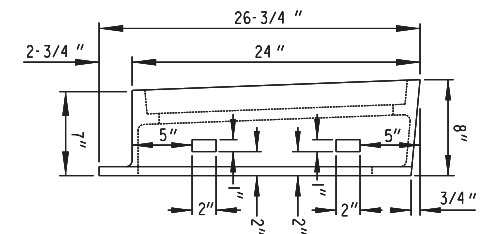
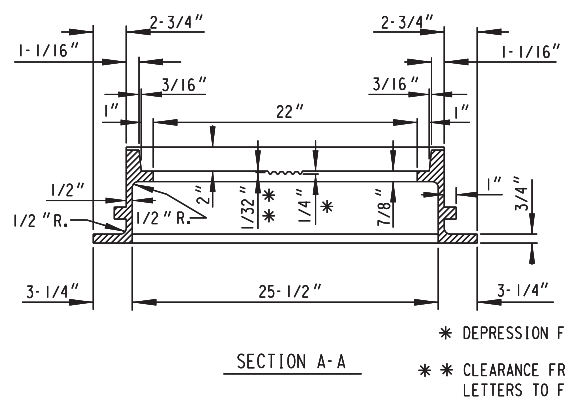
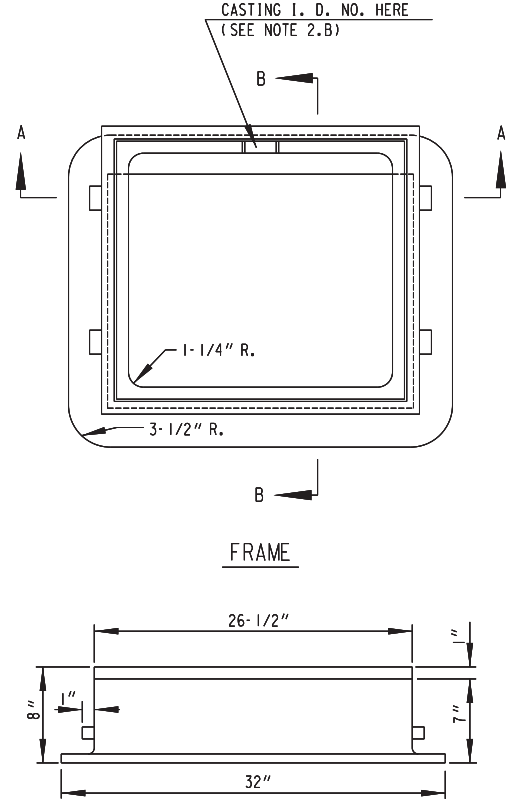




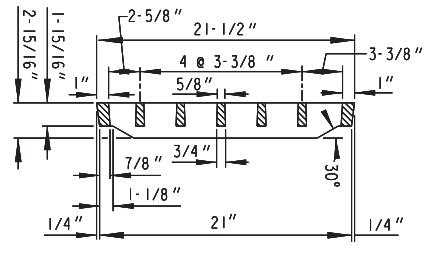
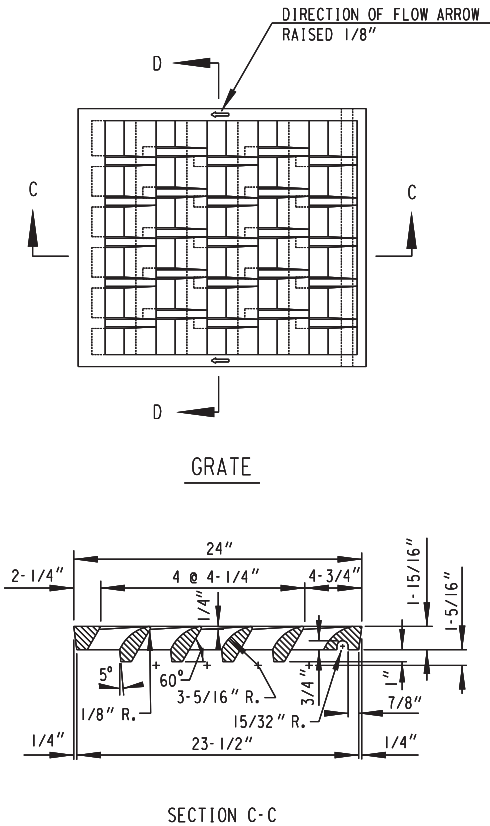
GENERAL NOTES

- 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
- 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.
  - ON THE SEAT OF THE FRAME IN 3/4-INCH HIGH LETTERS, THE CASTING IDENTIFICATION NUMBER (8).
- ON THE GRATE
- 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.

INLET COVER - TYPE MS 55  
LID-180 LBS., FRAME-315 LBS.

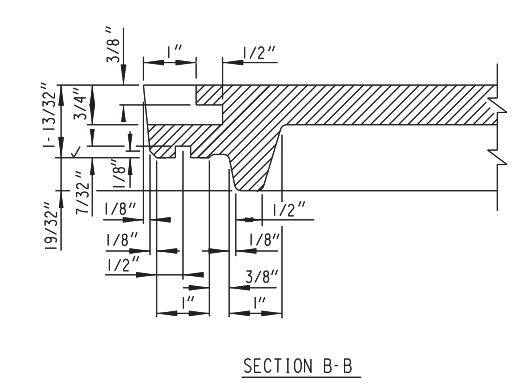
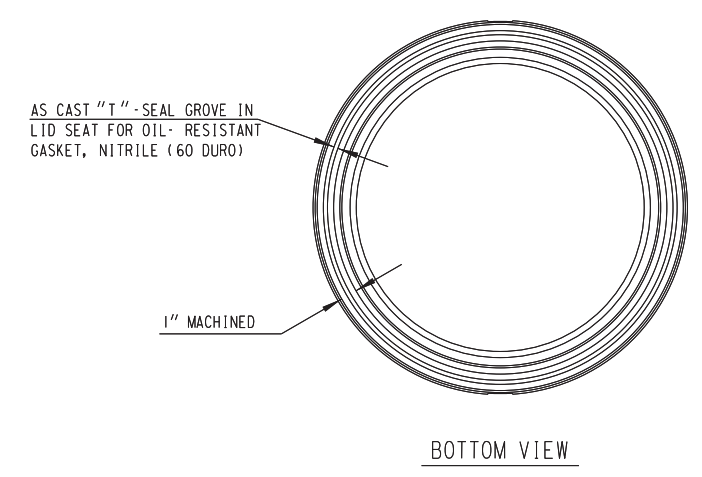
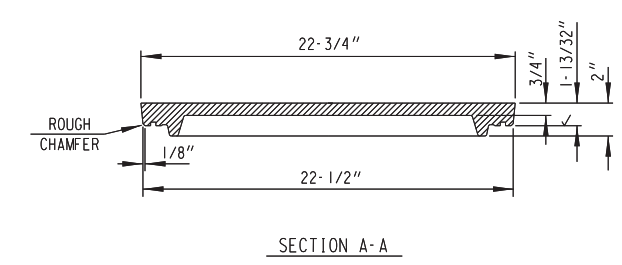
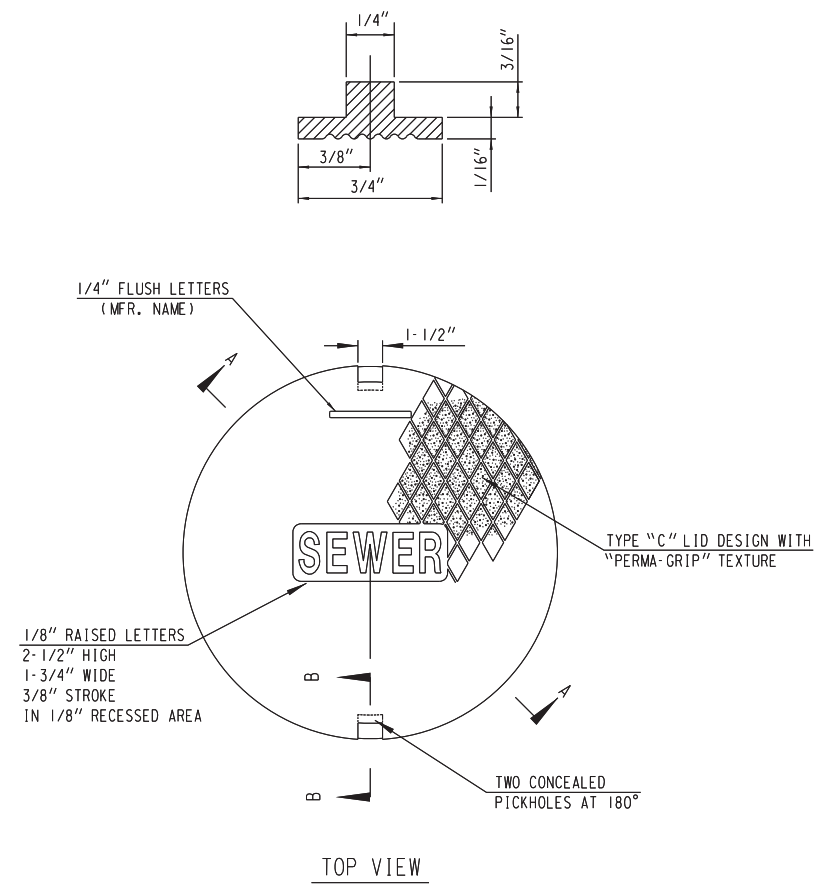


INLET COVER - TYPE MS 57  
LID-145 LBS., FRAME-204 LBS.



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
- 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.
  - ON THE SEAT OF THE FRAME IN 1-INCH HIGH LETTERS, THE CASTING IDENTIFICATION NUMBER (57).
- ON THE GRATE
- 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 (57) AND THE SERIAL NUMBER OF THE INDIVIDUAL CASTING.



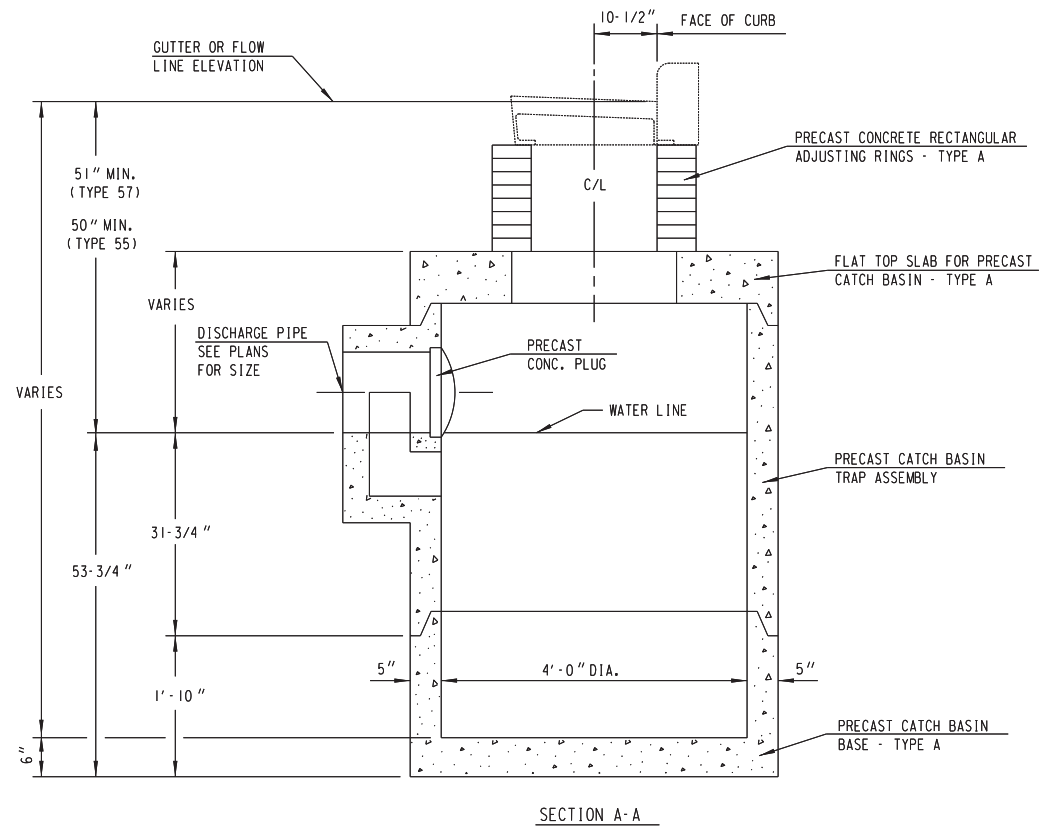
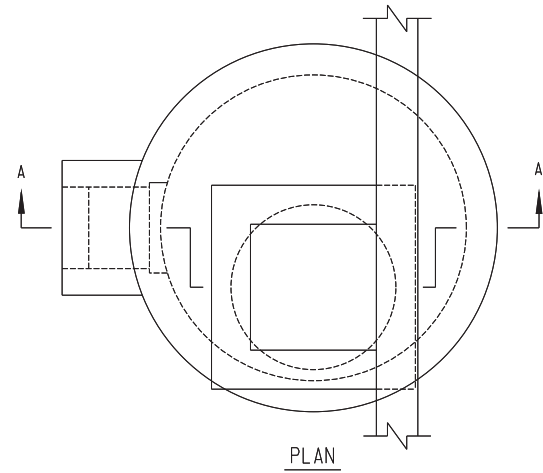
MANHOLE COVER - TYPE MS 58-A  
LID - 107 LBS.

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.

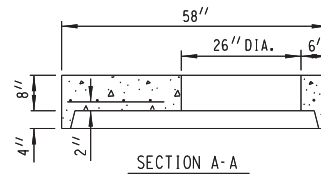
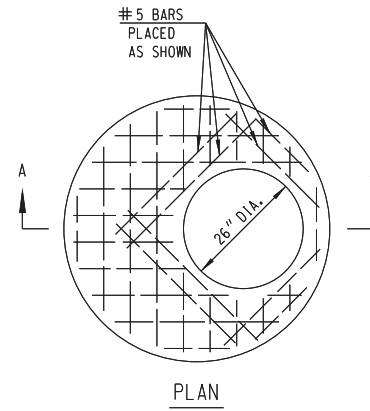
NOTE: ALL EXTERIOR EDGES SHALL BE GROUND.



CATCH BASIN - TYPE 44-A

GENERAL NOTES

1. REINFORCEMENT FOR 5" PRECAST REINFORCED CONCRETE SHALL BE 6" X 6" W16 X W16 WELDED STEEL WIRE FABRIC AND SHALL BE EMBEDDED 2" CLEAR.
2. PRECAST INLET UNITS AND BASES SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.
3. PRECAST REINFORCED BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 4" IN DEPTH WHICH MEETS REQUIREMENTS FOR GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.
4. SET FRAME ELEVATION 0.03 FT. LOWER THAN ELEVATION INDICATED ON PLAN.
5. A PRECAST CONCRETE PLUG SHALL BE CEMENTED INTO THE OPENING AT THE INNER FACE OF THE CATCH BASIN TRAP ASSEMBLY.

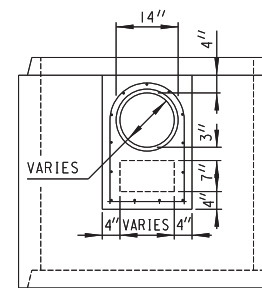
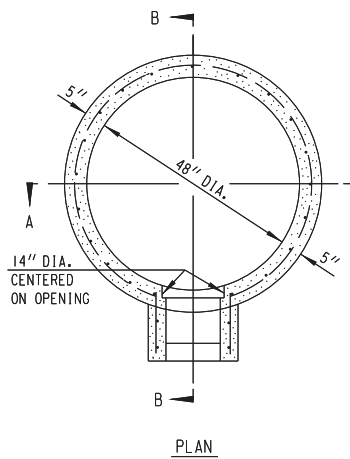


TOP SLAB - TYPE A

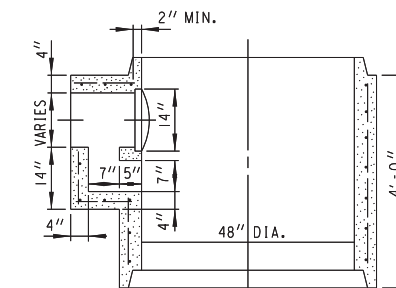
FLAT TOP SLAB SHALL BE 8" THICK REINFORCED WITH ONE LAYER OF STEEL WITH A MINIMUM AREA OF 0.12 SQ. IN. PER LINEAL FOOT IN BOTH DIRECTIONS, PLACED IN THE CENTER THIRD OF THE SECTION AS SHOWN.

REINFORCEMENT SHALL BE TIED OR WELDED TOGETHER.

THE MINIMUM COMPRESSIVE STRENGTH OF THE CONCRETE SHALL BE 3300 P.S.I.



SECTION A-A



SECTION B-B

TRAP ASSEMBLY

CIRCUMFERENTIAL REINFORCEMENT 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.

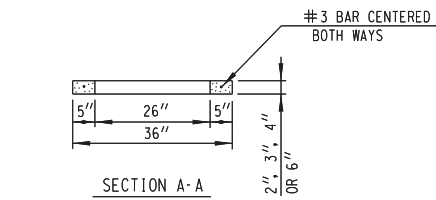
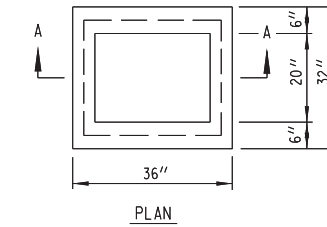
TRAP ASSEMBLY SHALL BE REINFORCED WITH ONE LAYER OF STEEL WITH A MINIMUM AREA OF 0.12 SQ. IN. PER LINEAL FOOT IN BOTH DIRECTIONS, PLACED IN THE CENTER THIRD OF THE SECTION AS SHOWN.

CIRCUMFERENTIAL AND TRAP ASSEMBLY REINFORCEMENT SHALL BE TIED OR WELDED TOGETHER.

THE TRAP ASSEMBLY REINFORCED CONCRETE SHALL BE INTEGRAL WITH THE CIRCUMFERENTIAL REINFORCED CONCRETE WALL.

THE MINIMUM COMPRESSIVE STRENGTH OF THE CONCRETE SHALL BE 3300 P.S.I.

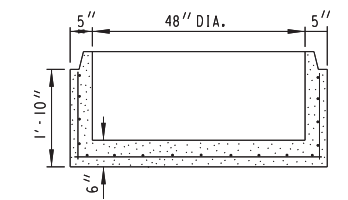
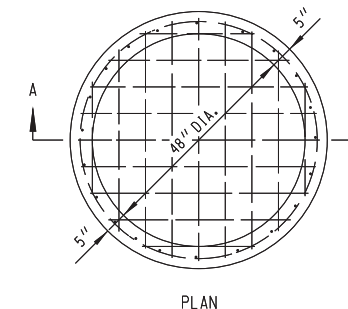
TWO HANDLING HOLES 2 1/4 INCHES IN DIAMETER SHALL BE CAST OR DRILLED IN THE WALL.



RECTANGULAR ADJUSTING RING - TYPE A

THE ADJUSTING RINGS SHALL BE 2", 3", 4" OR 6" IN HEIGHT.

THE MINIMUM COMPRESSIVE STRENGTH OF THE CONCRETE SHALL BE 3300 P.S.I.



SECTION A-A

BASE ASSEMBLY

CIRCUMFERENTIAL REINFORCEMENT 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.

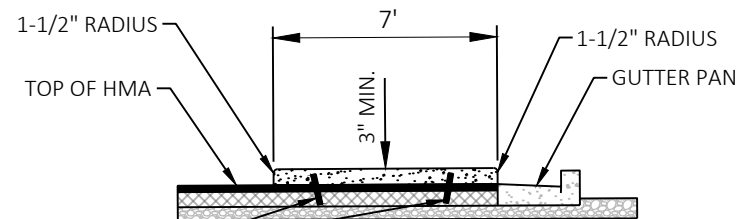
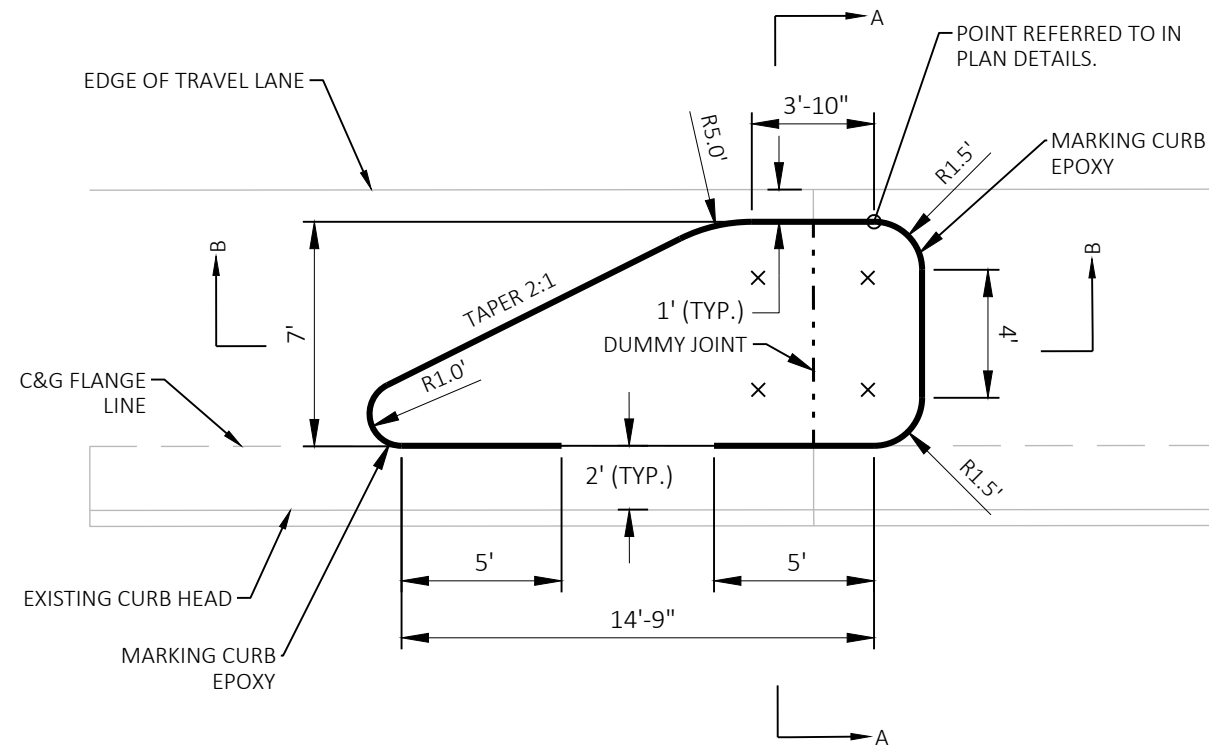
BOTTOM SLAB SHALL BE REINFORCED WITH ONE LAYER OF STEEL WITH A MINIMUM AREA OF 0.12 SQ. IN. PER LINEAL FOOT IN BOTH DIRECTIONS, PLACED IN THE CENTER THIRD OF THE SLAB.

CIRCUMFERENTIAL AND BOTTOM SLAB REINFORCEMENT SHALL BE TIED OR WELDED TOGETHER.

THE MINIMUM COMPRESSIVE STRENGTH OF THE CONCRETE SHALL BE 3300 P.S.I.

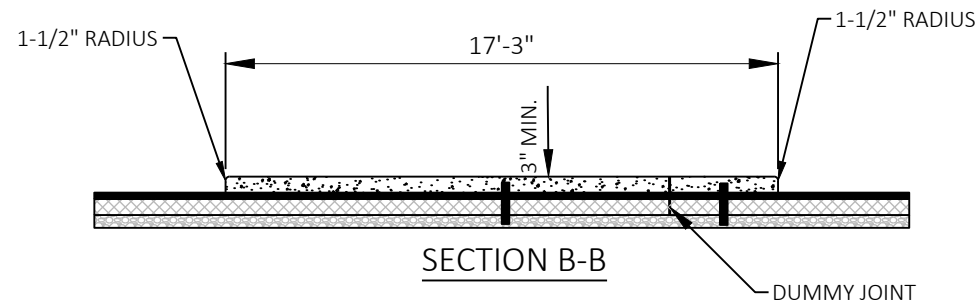
TWO HANDLING HOLES 2 1/4 INCHES IN DIAMETER SHALL BE CAST OR DRILLED IN THE WALL.

### CONCRETE SAFETY ISLAND TYPE 1



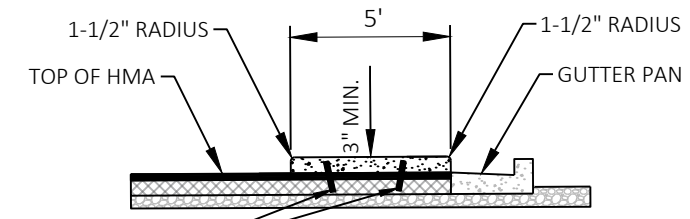
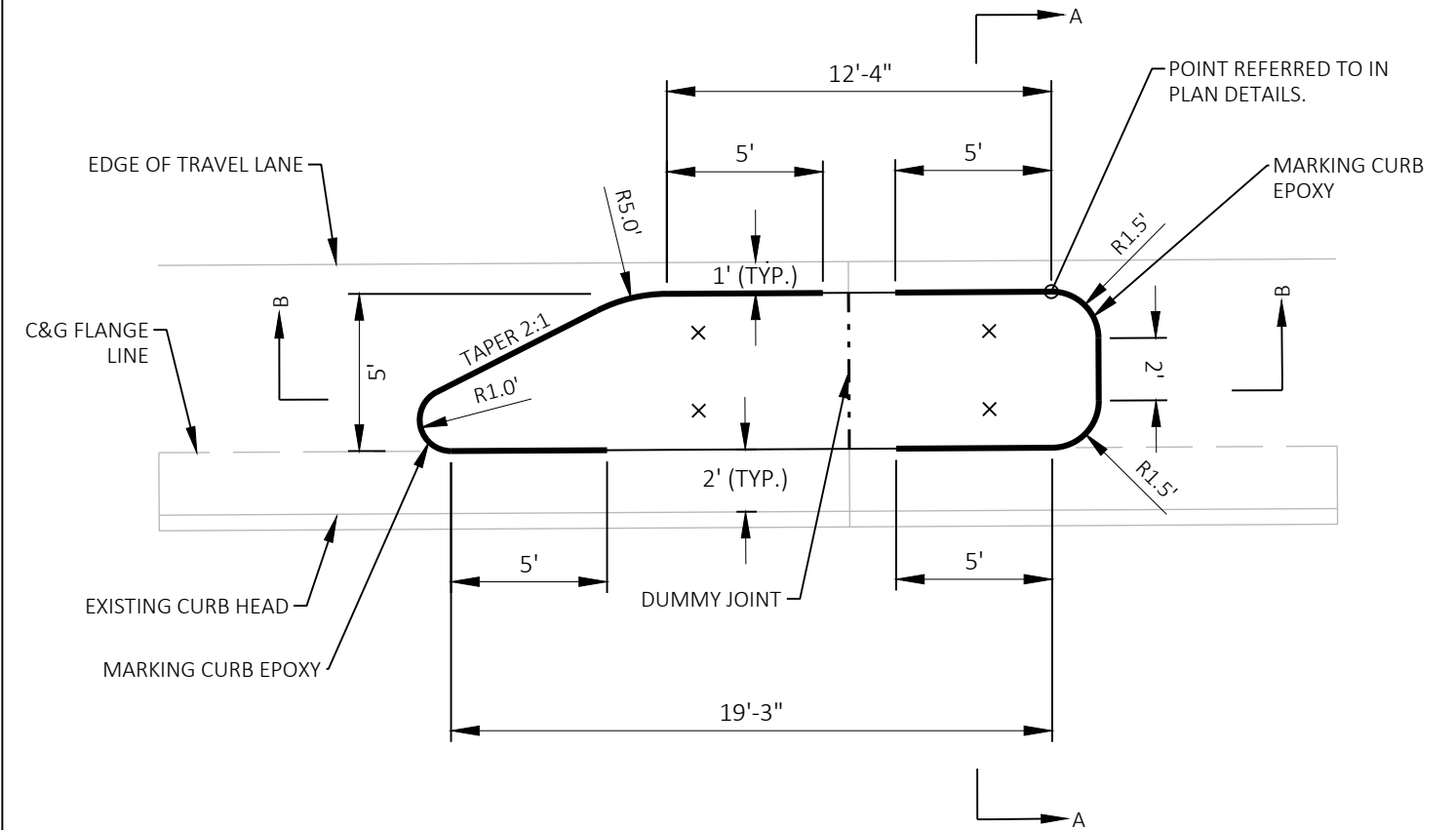
EACH SECTION OF ISLAND SHALL BE TIED TO THE PAVEMENT BY PLACING 2 TIE BARS, 3/4" DIA., 18" LONG

SECTION A-A



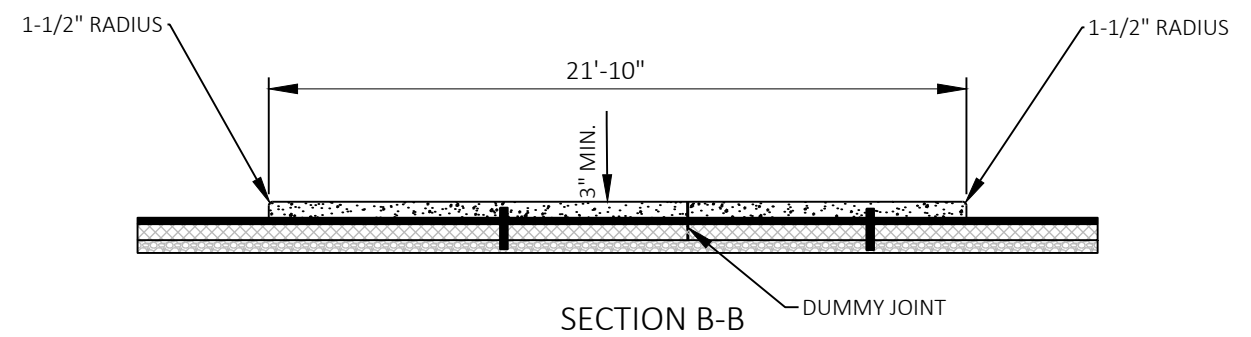
SECTION B-B

### CONCRETE SAFETY ISLAND TYPE 2



EACH SECTION OF ISLAND SHALL BE TIED TO THE PAVEMENT BY PLACING 2 TIE BARS, 3/4" DIA., 18" LONG

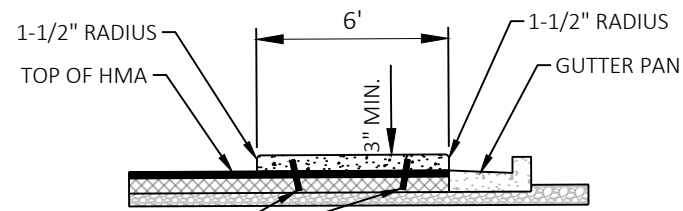
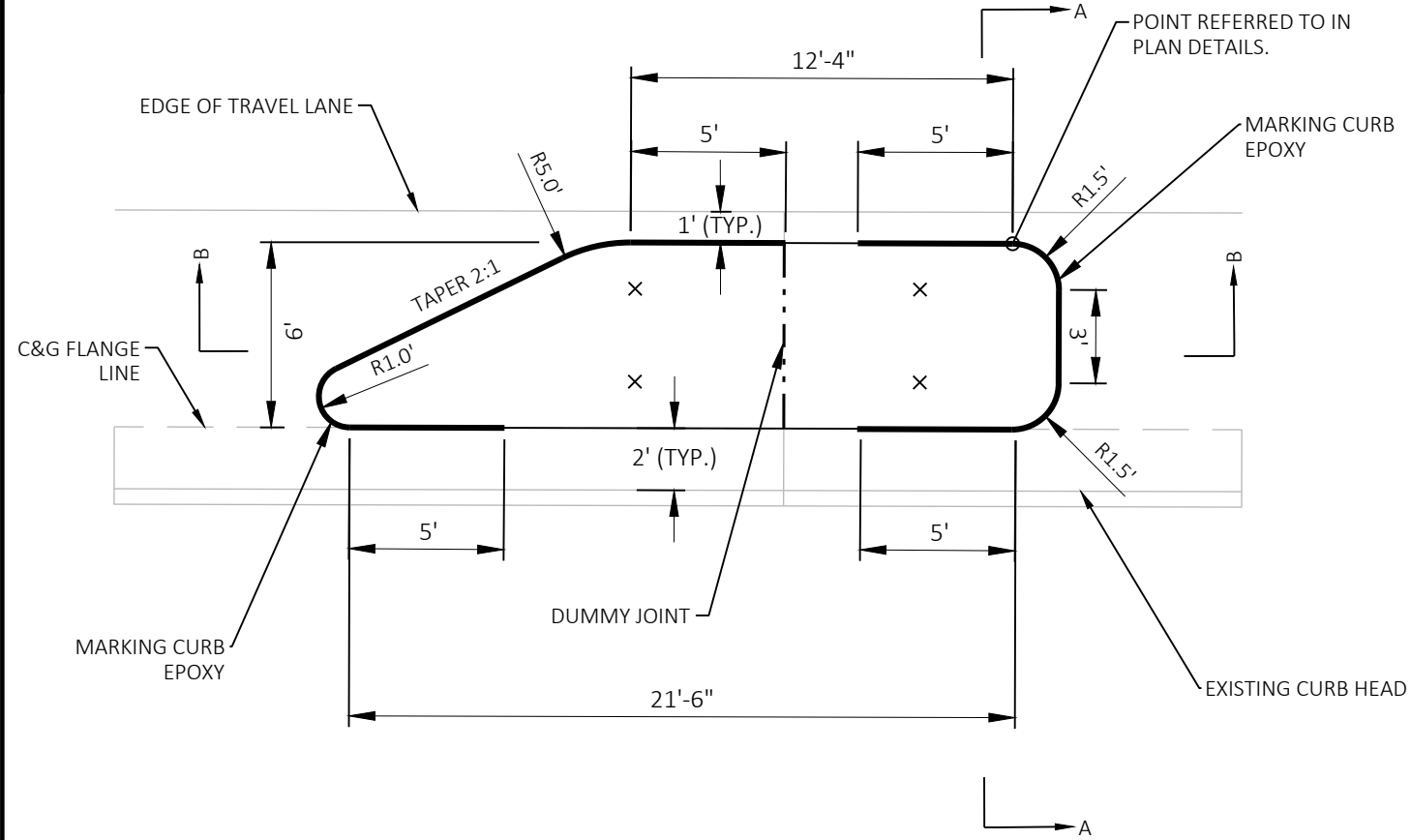
SECTION A-A



SECTION B-B

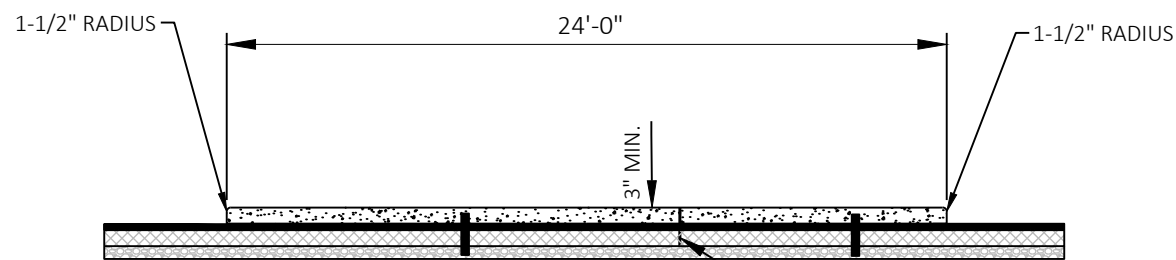


### CONCRETE SAFETY ISLAND TYPE 3



EACH SECTION OF ISLAND SHALL BE TIED TO THE PAVEMENT BY PLACING 2 TIE BARS, 3/4" DIA., 18" LONG

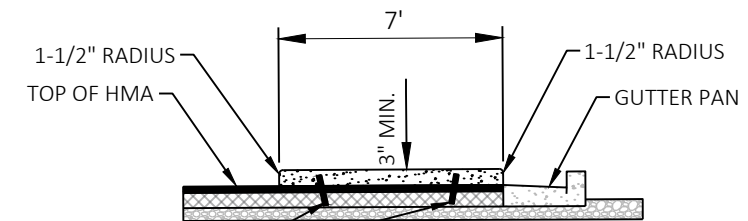
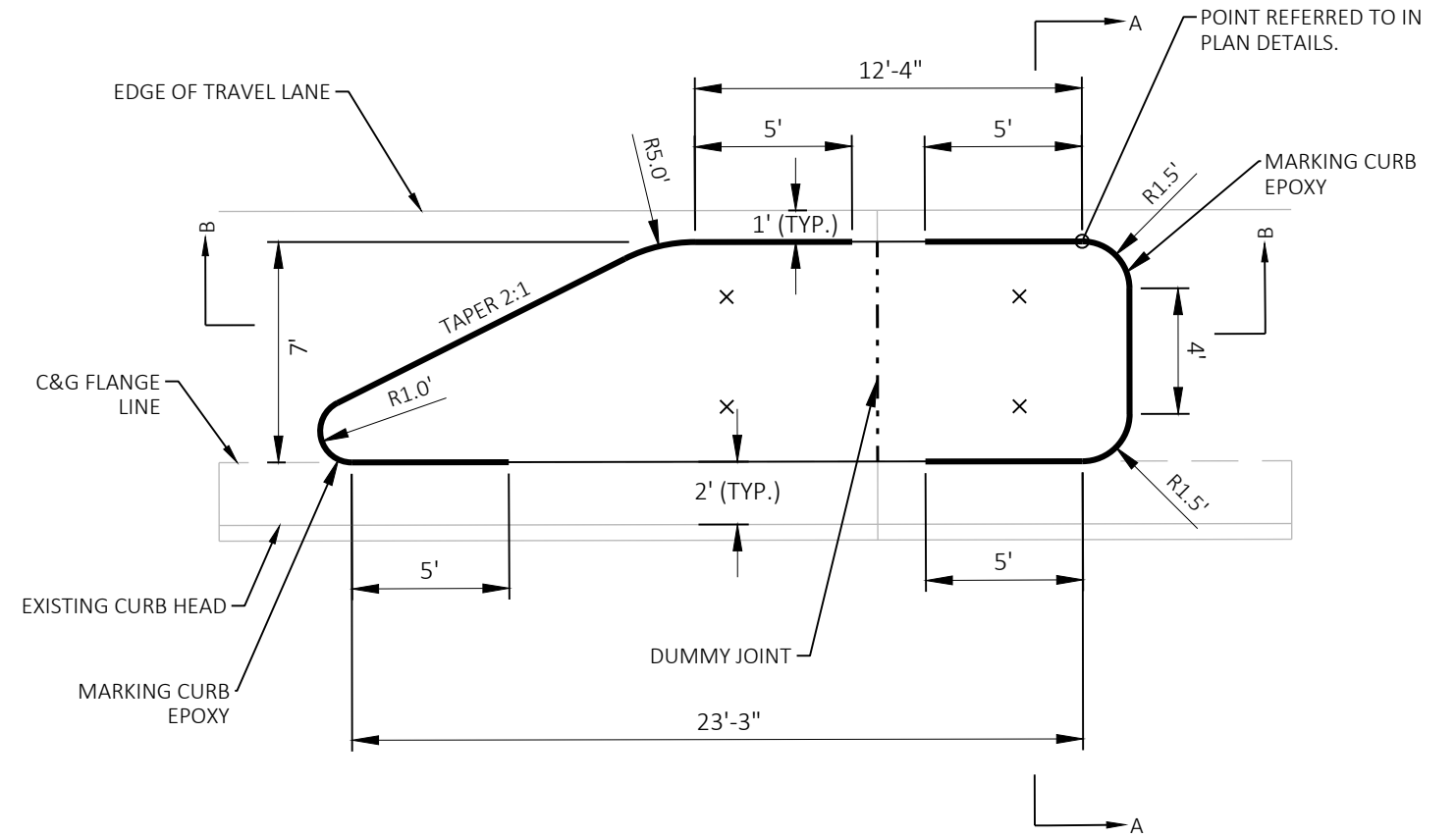
SECTION A-A



SECTION B-B

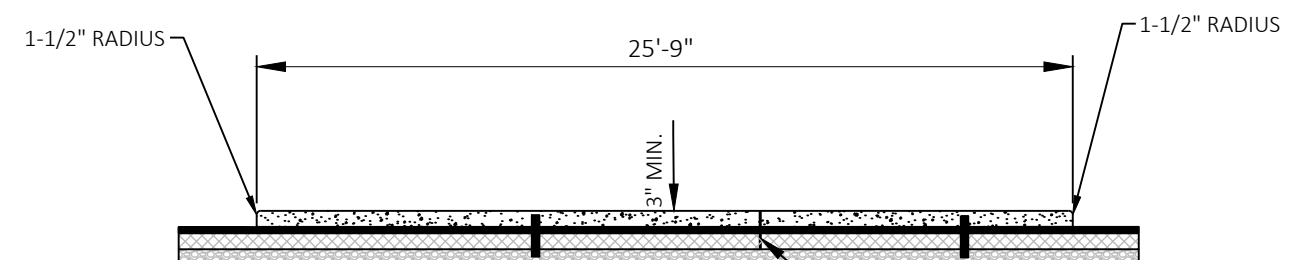
DUMMY JOINT

### CONCRETE SAFETY ISLAND TYPE 4



EACH SECTION OF ISLAND SHALL BE TIED TO THE PAVEMENT BY PLACING 2 TIE BARS, 3/4" DIA., 18" LONG

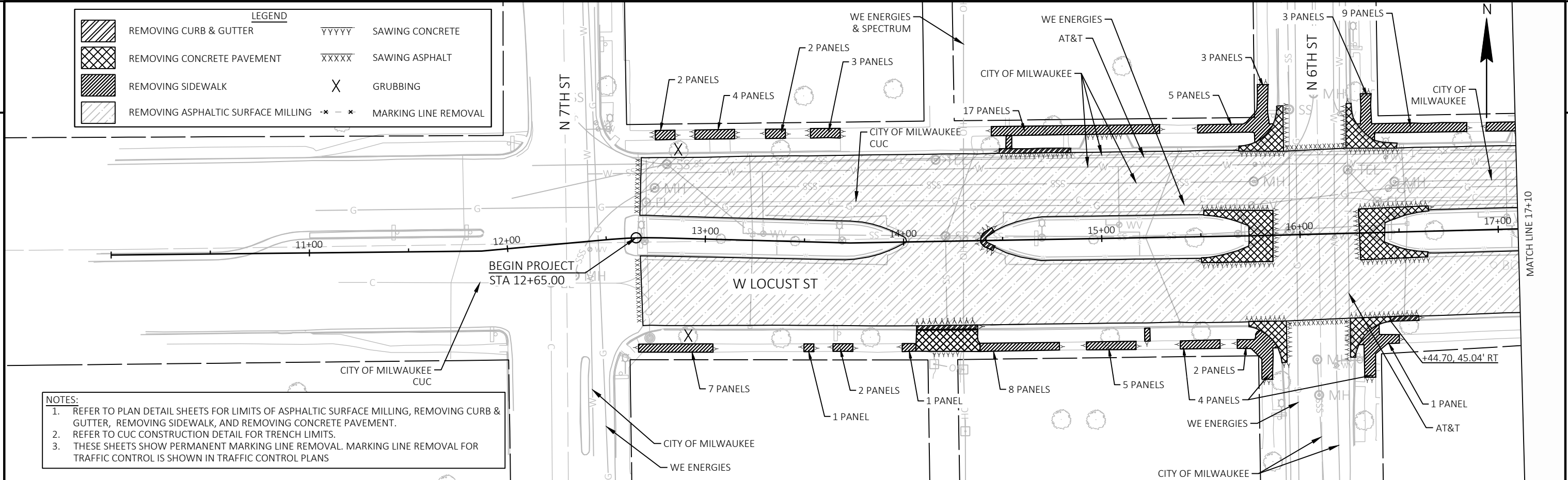
SECTION A-A



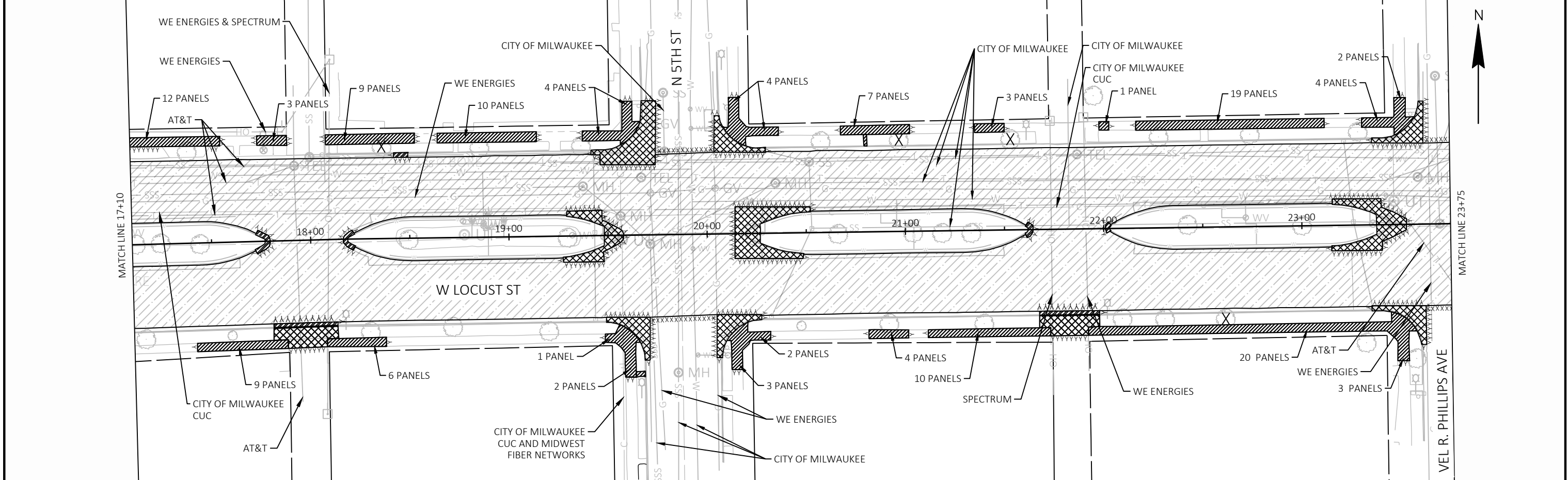
SECTION B-B

DUMMY JOINT

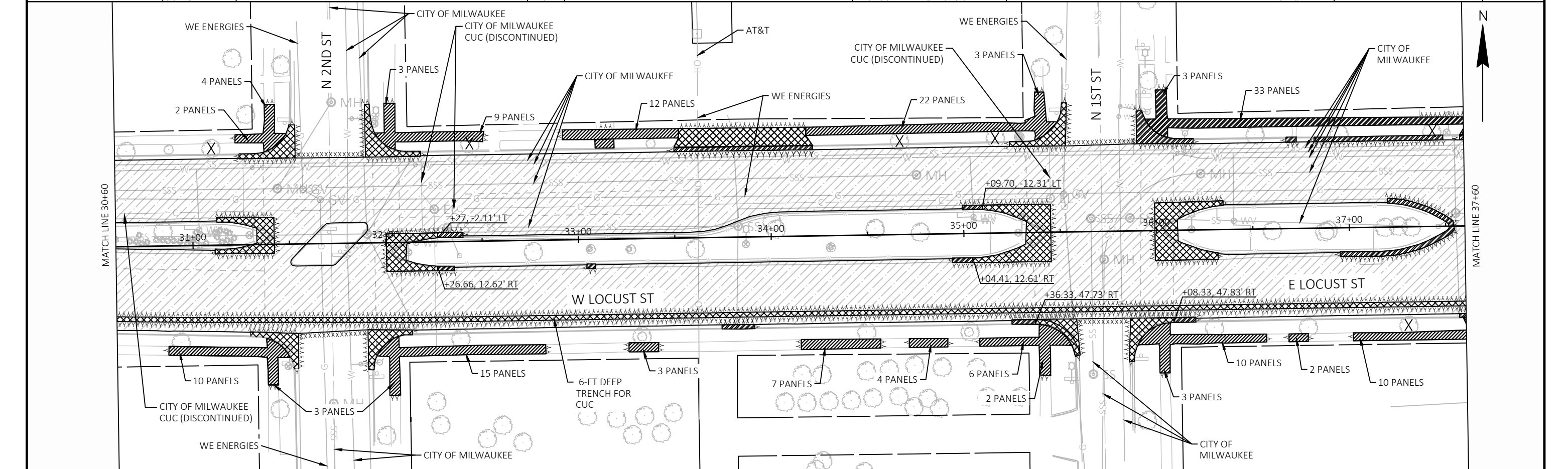
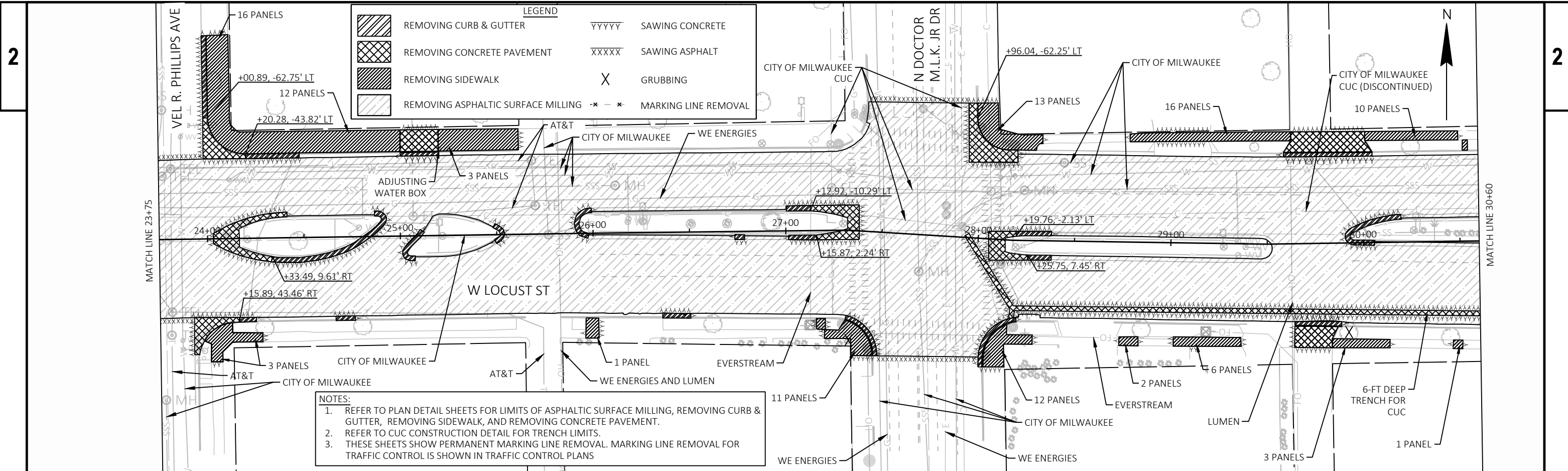
LEGEND			
	REMOVING CURB & GUTTER		SAWING CONCRETE
	REMOVING CONCRETE PAVEMENT		SAWING ASPHALT
	REMOVING SIDEWALK		GRUBBING
	REMOVING ASPHALTIC SURFACE MILLING		MARKING LINE REMOVAL



NOTES:  
 1. REFER TO PLAN DETAIL SHEETS FOR LIMITS OF ASPHALTIC SURFACE MILLING, REMOVING CURB & GUTTER, REMOVING SIDEWALK, AND REMOVING CONCRETE PAVEMENT.  
 2. REFER TO CUC CONSTRUCTION DETAIL FOR TRENCH LIMITS.  
 3. THESE SHEETS SHOW PERMANENT MARKING LINE REMOVAL. MARKING LINE REMOVAL FOR TRAFFIC CONTROL IS SHOWN IN TRAFFIC CONTROL PLANS



PROJECT NO: 2455-07-70	HWY: E/W LOCUST STREET	COUNTY: MILWAUKEE	REMOVAL PLAN	SHEET	E
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PROJECT NO: 2455-07-70

HWY: E/W LOCUST STREET

COUNTY: MILWAUKEE

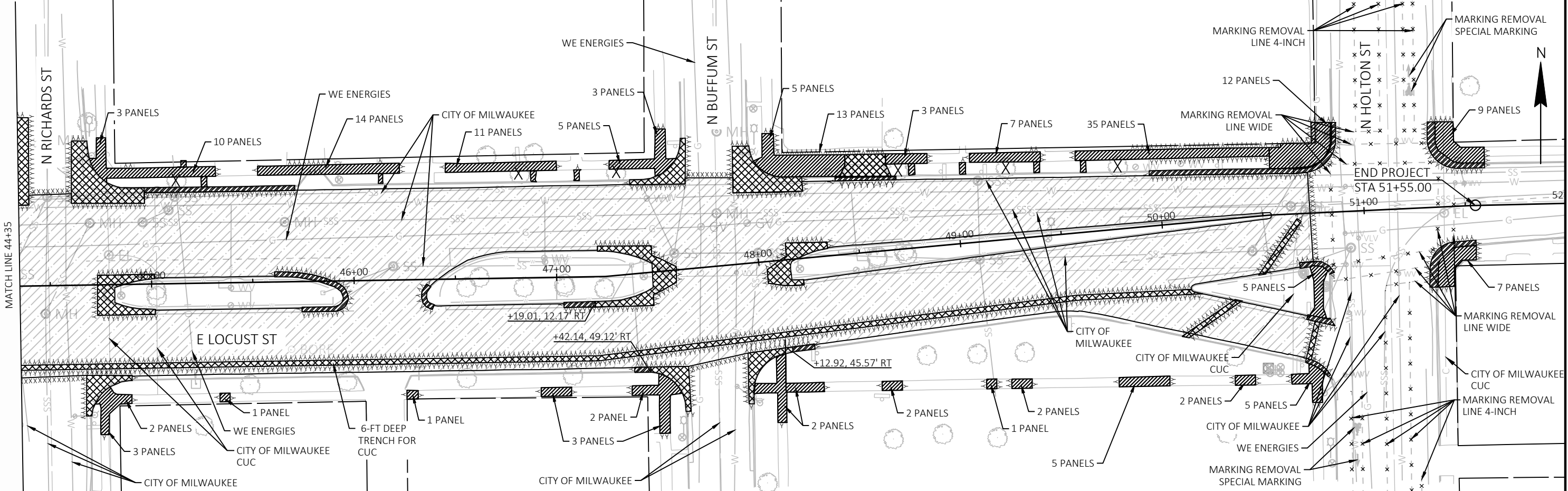
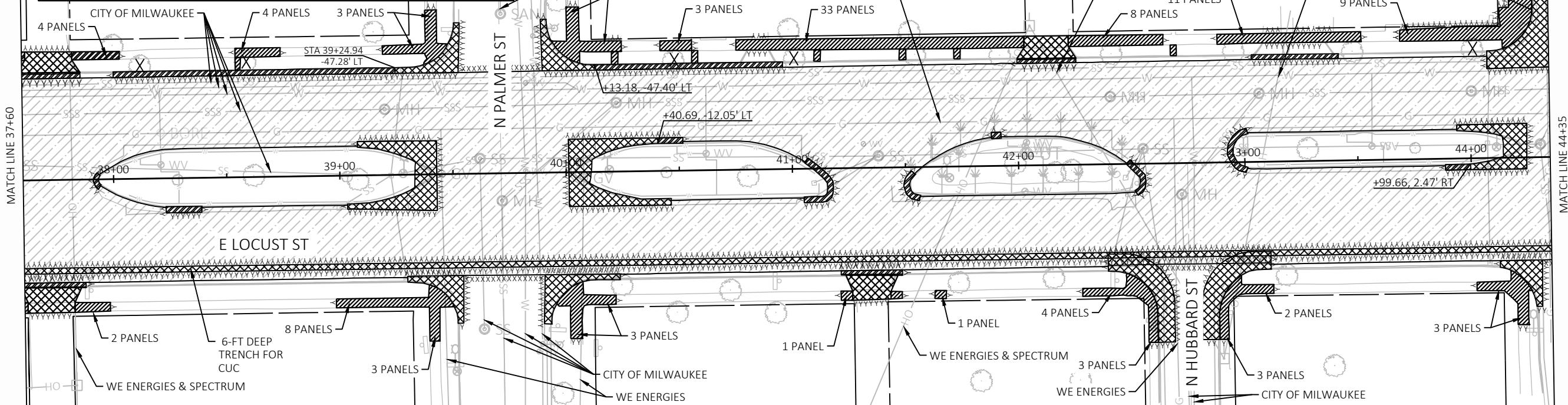
REMOVAL PLAN

SHEET

E

LEGEND			
	REMOVING CURB & GUTTER		SAWING CONCRETE
	REMOVING CONCRETE PAVEMENT		SAWING ASPHALT
	REMOVING SIDEWALK		GRUBBING
	REMOVING ASPHALTIC SURFACE MILLING		MARKING LINE REMOVAL

NOTES:  
 1. REFER TO PLAN DETAIL SHEETS FOR LIMITS OF ASPHALTIC SURFACE MILLING, REMOVING CURB & GUTTER, REMOVING SIDEWALK, AND REMOVING CONCRETE PAVEMENT.  
 2. REFER TO CUC CONSTRUCTION DETAIL FOR TRENCH LIMITS.  
 3. THESE SHEETS SHOW PERMANENT MARKING LINE REMOVAL. MARKING LINE REMOVAL FOR TRAFFIC CONTROL IS SHOWN IN TRAFFIC CONTROL PLANS



PROJECT NO: 2455-07-70	HWY: E/W LOCUST STREET	COUNTY: MILWAUKEE	REMOVAL PLAN	SHEET	E
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**LEGEND**

	CONCRETE CURB & GUTTER 31-INCH		CURB AND GUTTER CENTER OF RADIUS
	CONCRETE SIDEWALK 5-INCH		CONCRETE SAFETY ISLAND REFERENCE POINT
	CONCRETE DRIVEWAY 7-INCH		2.75" HMA PAVEMENT 4 MT 58-28 S
	CURB RAMP DETECTABLE WARNING FIELD YELLOW		CONCRETE MEDIAN SLOPED NOSE TYPE 1
	CONCRETE SAFETY ISLAND		CONCRETE MEDIAN SLOPED NOSE TYPE 2
	2.75" HMA PAVEMENT 4 MT 58-28 S OVER CONCRETE PAVEMENT 7 1/2-INCH		CURB RAMP, TYPE X

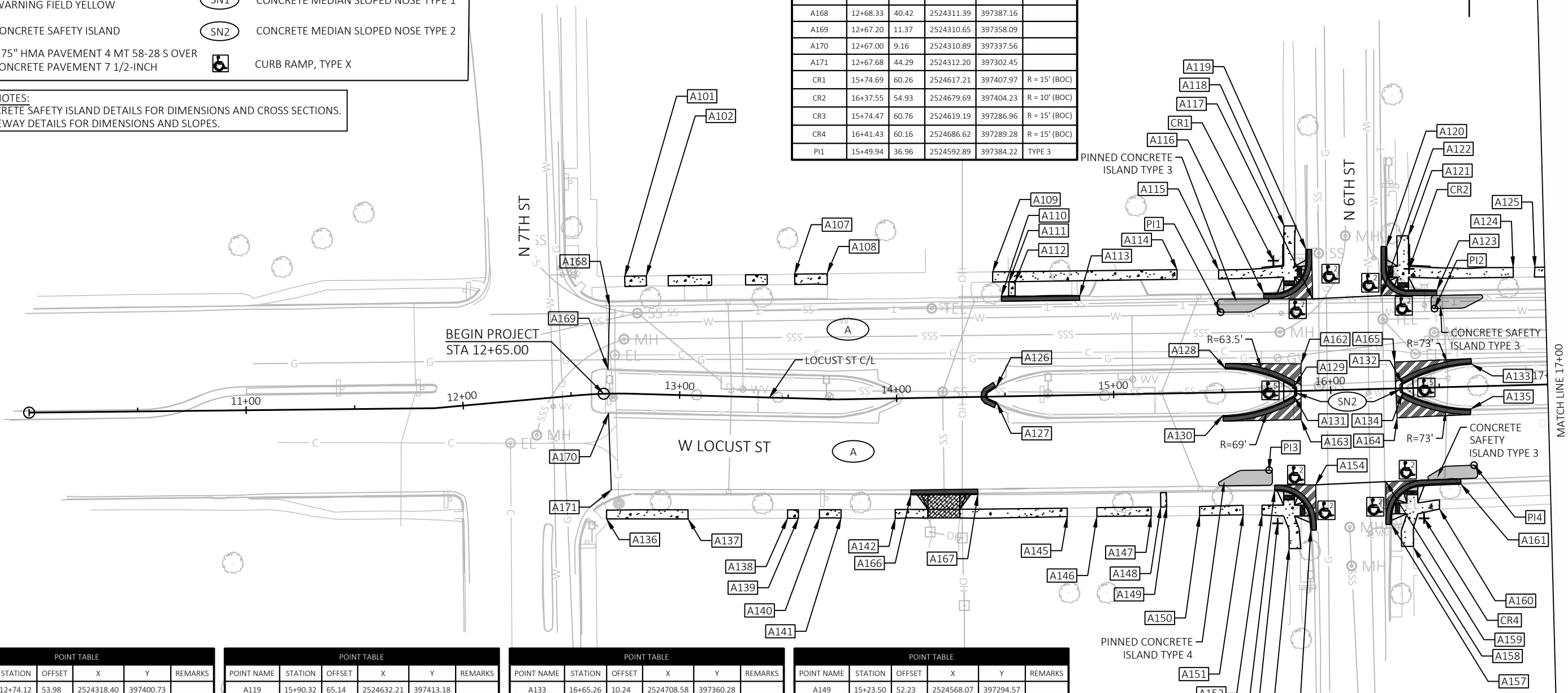
**PLAN DETAIL NOTES:**  
 1. SEE CONCRETE SAFETY ISLAND DETAILS FOR DIMENSIONS AND CROSS SECTIONS.  
 2. SEE DRIVEWAY DETAILS FOR DIMENSIONS AND SLOPES.

**POINT TABLE**

POINT NAME	STATION	OFFSET	X	Y	REMARKS
A163	15+86.01	13.21	2524629.98	397334.75	
A164	16+30.23	13.56	2524674.19	397335.56	
A165	16+29.76	12.16	2524673.04	397361.26	
A166	14+05.75	44.56	2524450.20	397300.10	
A167	14+36.61	44.99	2524481.07	397300.23	
A168	12+68.33	40.42	2524311.39	397387.16	
A169	12+67.20	11.37	2524310.65	397358.09	
A170	12+67.00	9.16	2524310.89	397337.56	
A171	12+67.68	44.29	2524312.20	397302.45	
CR1	15+74.69	60.26	2524617.21	397407.97	R = 15' (BOC)
CR2	16+37.55	54.93	2524679.69	397404.23	R = 10' (BOC)
CR3	15+74.47	60.76	2524619.19	397286.96	R = 15' (BOC)
CR4	16+41.43	60.16	2524686.62	397289.28	R = 15' (BOC)
PI1	15+49.94	36.96	2524592.89	397384.22	TYPE 3

**POINT TABLE**

POINT NAME	STATION	OFFSET	X	Y	REMARKS
PI2	16+48.79	36.29	2524691.42	397385.89	TYPE 3
PI3	15+70.92	36.14	2524615.19	397311.51	Type 4
PI4	16+65.07	36.29	2524709.62	397313.76	TYPE 3



**POINT TABLE**

POINT NAME	STATION	OFFSET	X	Y	REMARKS
A101	12+74.12	53.98	2524318.40	397400.73	
A102	12+83.13	54.44	2524328.32	397400.96	
A107	13+51.40	57.18	2524396.63	397401.81	
A108	13+66.38	57.89	2524411.63	397402.11	
A109	14+45.28	57.48	2524487.88	397402.84	
A110	14+49.10	46.22	2524491.90	397391.65	
A111	14+52.69	52.73	2524495.37	397398.22	
A112	14+55.57	52.67	2524498.25	397398.22	
A113	14+85.23	45.65	2524528.03	397391.74	
A114	15+30.26	56.91	2524572.85	397403.81	
A115	15+49.40	56.42	2524592.00	397403.67	
A116	15+69.90	45.35	2524612.69	397392.97	
A117	15+92.84	42.27	2524635.33	397390.39	
A118	15+79.85	76.19	2524622.09	397423.99	

**POINT TABLE**

POINT NAME	STATION	OFFSET	X	Y	REMARKS
A119	15+90.32	65.14	2524632.21	397413.18	
A120	16+27.55	65.50	2524669.42	397414.53	
A121	16+37.75	70.11	2524679.49	397419.41	
A122	16+24.37	42.91	2524666.84	397391.86	
A123	16+50.11	44.81	2524692.52	397394.44	
A124	16+85.54	54.25	2524727.69	397404.82	
A125	16+95.53	54.08	2524737.68	397404.91	
A126	14+45.94	4.31	2524489.49	397349.69	
A127	14+46.05	2.78	2524489.74	397342.60	
A128	15+51.75	10.93	2524595.17	397358.23	
A129	15+83.42	2.31	2524626.98	397350.20	
A130	15+50.09	10.64	2524593.91	397336.63	
A131	15+83.29	2.66	2524626.98	397345.22	
A132	16+32.94	2.39	2524676.47	397351.58	

**POINT TABLE**

POINT NAME	STATION	OFFSET	X	Y	REMARKS
A133	16+65.26	10.24	2524708.58	397360.28	
A134	16+33.03	2.39	2524676.69	397346.81	
A135	16+64.27	10.37	2524708.13	397339.66	
A136	12+64.36	57.66	2524310.01	397289.02	
A137	13+05.49	56.95	2524347.59	397288.99	
A138	13+51.29	55.33	2524393.42	397289.35	
A139	13+56.26	55.25	2524398.39	397289.29	
A140	13+65.95	54.86	2524408.08	397289.42	
A141	13+73.40	54.66	2524418.04	397289.42	
A142	13+98.37	55.23	2524443.01	397289.30	
A145	14+77.64	55.90	2524522.29	397290.06	
A146	14+91.25	56.03	2524535.89	397290.18	
A147	15+16.27	56.33	2524560.91	397290.34	
A148	15+20.75	52.27	2524565.32	397294.48	

**POINT TABLE**

POINT NAME	STATION	OFFSET	X	Y	REMARKS
A149	15+23.50	52.23	2524568.07	397294.57	
A150	15+38.57	56.50	2524583.22	397290.58	
A151	15+58.67	56.54	2524603.31	397290.90	
A152	15+67.31	56.81	2524611.96	397290.79	
A153	15+73.33	45.74	2524617.78	397301.96	
A154	15+91.96	43.39	2524636.72	397304.74	
A155	15+79.51	72.46	2524624.44	397275.36	
A156	15+89.15	64.33	2524634.46	397283.73	
A157	16+26.36	62.63	2524671.62	397286.42	
A158	16+36.24	73.44	2524681.78	397275.87	
A159	16+24.31	42.79	2524669.04	397306.19	
A160	16+48.66	56.06	2524693.73	397293.57	
A161	16+58.87	44.87	2524703.64	397305.03	
A162	15+86.69	12.50	2524629.98	397360.47	

**LEGEND**

	CONCRETE CURB & GUTTER 31-INCH		CURB AND GUTTER CENTER OF RADIUS
	CONCRETE SIDEWALK 5-INCH		CONCRETE SAFETY ISLAND REFERENCE POINT
	CONCRETE DRIVEWAY 7-INCH		2.75" HMA PAVEMENT 4 MT 58-28 S
	CURB RAMP DETECTABLE WARNING FIELD YELLOW		CONCRETE MEDIAN SLOPED NOSE TYPE 1
	CONCRETE SAFETY ISLAND		CONCRETE MEDIAN SLOPED NOSE TYPE 2
	2.75" HMA PAVEMENT 4 MT 58-28 S OVER CONCRETE PAVEMENT 7 1/2-INCH		CURB RAMP, TYPE X

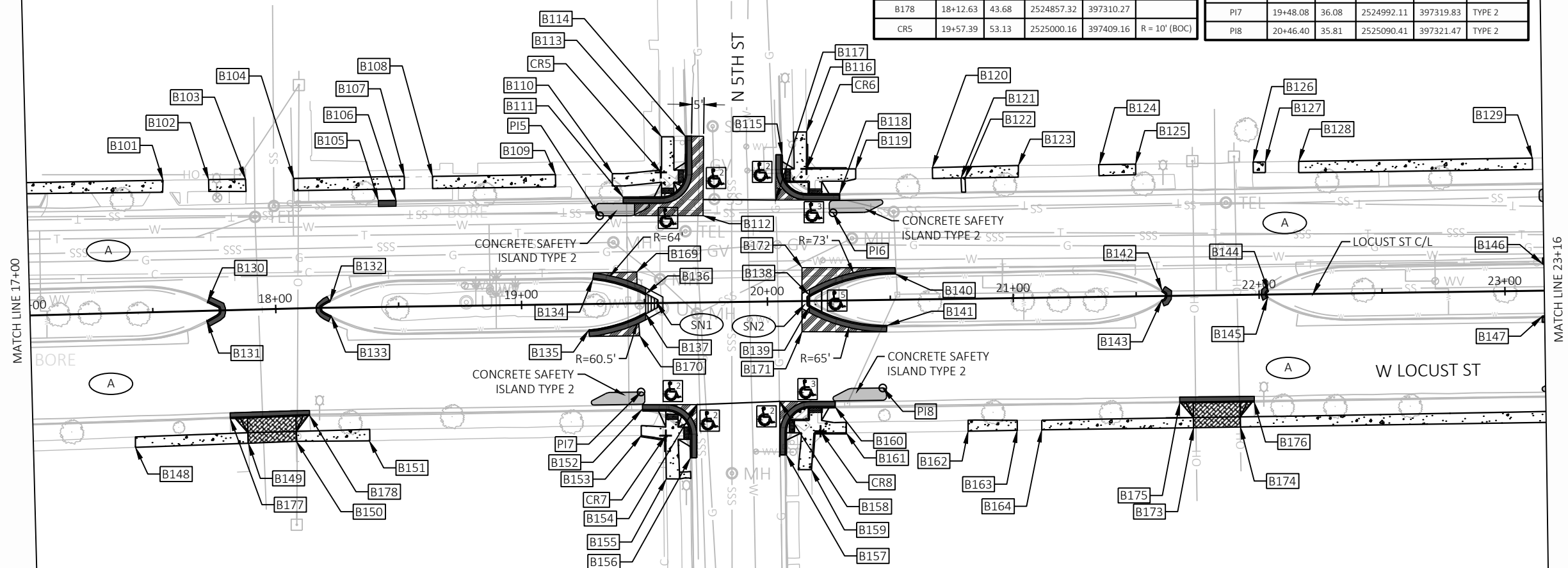
**PLAN DETAIL NOTES:**  
 1. SEE CONCRETE SAFETY ISLAND DETAILS FOR DIMENSIONS AND CROSS SECTIONS.  
 2. SEE DRIVEWAY DETAILS FOR DIMENSIONS AND SLOPES.

**POINT TABLE**

POINT NAME	STATION	OFFSET	X	Y	REMARKS
B161	20+31.31	53.87	2525075.57	397303.21	
B162	20+80.88	53.86	2525125.14	397303.91	
B163	21+00.88	53.79	2525145.14	397304.27	
B164	21+10.84	53.72	2525155.09	397304.47	
B169	19+47.03	12.76	2524990.37	397368.65	
B170	19+47.91	13.19	2524991.62	397342.71	
B171	20+13.88	12.49	2525057.57	397344.34	
B172	20+14.25	13.58	2525057.57	397370.41	
B173	21+72.58	53.80	2525216.83	397305.25	
B174	21+91.62	53.69	2525235.87	397305.64	
B175	21+67.11	43.59	2525211.22	397315.39	
B176	21+97.40	43.67	2525241.51	397315.74	
B177	17+80.34	44.05	2524825.04	397309.05	
B178	18+12.63	43.68	2524857.32	397310.27	
CR5	19+57.39	53.13	2525000.16	397409.16	R = 10' (BOC)

**POINT TABLE**

POINT NAME	STATION	OFFSET	X	Y	REMARKS
CR6	20+16.66	53.72	2525059.42	397410.58	R = 10' (BOC)
CR7	19+57.91	53.94	2525002.18	397302.11	R = 10' (BOC)
CR8	20+20.87	53.04	2525065.12	397303.89	R = 10' (BOC)
PI5	19+32.26	35.81	2524975.28	397391.49	TYPE 2
PI6	20+27.19	35.69	2525070.20	397392.70	TYPE 2
PI7	19+48.08	36.08	2524992.11	397319.83	TYPE 2
PI8	20+46.40	35.81	2525090.41	397321.47	TYPE 2



**POINT TABLE**

POINT NAME	STATION	OFFSET	X	Y	REMARKS
B101	17+55.52	53.54	2524797.66	397405.95	
B102	17+74.10	53.29	2524816.24	397406.20	
B103	17+89.10	53.16	2524831.24	397406.46	
B104	18+08.68	52.86	2524850.82	397406.68	
B105	18+42.35	43.30	2524885.27	397397.72	
B106	18+49.54	43.30	2524892.47	397397.82	
B107	18+53.03	53.00	2524895.81	397407.57	
B108	18+64.50	52.80	2524907.29	397407.53	
B109	19+14.50	52.83	2524957.28	397408.26	
B110	19+37.67	52.90	2524980.45	397408.65	
B111	19+41.96	43.24	2524984.88	397399.05	
B112	19+74.31	35.31	2525017.33	397391.58	
B113	19+57.88	67.62	2525000.45	397423.65	
B114	19+67.54	67.73	2525010.11	397423.90	
B115	20+06.84	59.61	2525049.51	397416.33	

**POINT TABLE**

POINT NAME	STATION	OFFSET	X	Y	REMARKS
B116	20+16.87	68.72	2525059.42	397425.58	
B117	20+04.00	41.21	2525046.93	397397.89	
B118	20+29.98	43.42	2525072.88	397400.47	
B119	20+36.66	53.44	2525079.42	397410.58	
B120	20+67.85	53.51	2525110.61	397411.09	
B121	20+79.43	49.12	2525122.25	397406.86	
B122	20+81.09	49.15	2525123.90	397406.91	
B123	21+02.85	53.89	2525145.60	397411.96	
B124	21+35.80	53.78	2525178.54	397412.31	
B125	21+50.52	53.77	2525193.26	397412.50	
B126	21+98.32	53.97	2525241.05	397413.37	
B127	22+03.32	53.96	2525246.05	397413.44	
B128	22+16.89	53.95	2525259.62	397413.62	
B129	23+11.89	53.98	2525354.61	397414.97	
B130	17+72.29	3.40	2524815.75	397356.28	

**POINT TABLE**

POINT NAME	STATION	OFFSET	X	Y	REMARKS
B131	17+71.81	4.07	2524815.47	397348.80	
B132	18+22.16	2.49	2524865.65	397356.63	
B133	18+22.55	3.43	2524866.13	397350.72	
B134	19+29.10	9.96	2524972.48	397365.60	
B135	19+27.19	10.58	2524970.86	397345.03	
B136	19+50.72	3.90	2524994.18	397359.84	
B137	19+50.43	4.35	2524994.01	397351.59	
B138	20+17.09	2.40	2525060.57	397359.27	
B139	20+17.02	2.48	2525060.57	397354.39	
B140	20+52.24	10.47	2525095.60	397367.83	
B141	20+48.56	10.41	2525092.22	397346.91	
B142	21+60.52	2.30	2525203.99	397361.19	
B143	21+60.36	1.69	2525203.89	397357.19	
B144	22+03.79	1.42	2525247.27	397360.91	
B145	22+03.39	1.43	2525246.90	397358.06	

**POINT TABLE**

POINT NAME	STATION	OFFSET	X	Y	REMARKS
B146	23+15.30	11.00	2525358.63	397372.05	
B147	23+15.04	10.46	2525358.67	397350.59	
B148	17+41.46	54.75	2524786.46	397297.33	
B149	17+87.43	54.29	2524832.41	397299.01	
B150	18+06.95	54.01	2524851.91	397299.80	
B151	18+37.28	54.38	2524881.58	397299.97	
B152	19+48.37	43.20	2524992.49	397312.71	
B153	19+47.91	53.80	2524992.18	397302.11	
B154	19+70.69	41.52	2525014.79	397314.70	
B155	19+57.85	71.52	2525002.37	397284.53	
B156	19+67.81	63.13	2525012.21	397293.06	
B157	20+06.85	62.45	2525051.24	397294.28	
B158	20+04.46	40.68	2525048.54	397316.02	
B159	20+16.97	68.60	2525061.45	397288.27	
B160	20+26.91	43.17	2525071.03	397313.84	





**LEGEND**

	CONCRETE CURB & GUTTER 31-INCH		CURB AND GUTTER CENTER OF RADIUS
	CONCRETE SIDEWALK 5-INCH		CONCRETE SAFETY ISLAND REFERENCE POINT
	CONCRETE DRIVEWAY 7-INCH		2.75" HMA PAVEMENT 4 MT 58-28 S
	CURB RAMP DETECTABLE WARNING FIELD YELLOW		CONCRETE MEDIAN SLOPED NOSE TYPE 1
	CONCRETE SAFETY ISLAND		CONCRETE MEDIAN SLOPED NOSE TYPE 2
	2.75" HMA PAVEMENT 4 MT 58-28 S OVER CONCRETE PAVEMENT 7 1/2-INCH		CURB RAMP, TYPE X

**PLAN DETAIL NOTES:**  
 1. SEE CONCRETE SAFETY ISLAND DETAILS FOR DIMENSIONS AND CROSS SECTIONS.  
 2. SEE DRIVEWAY DETAILS FOR DIMENSIONS AND SLOPES.

**POINT TABLE**

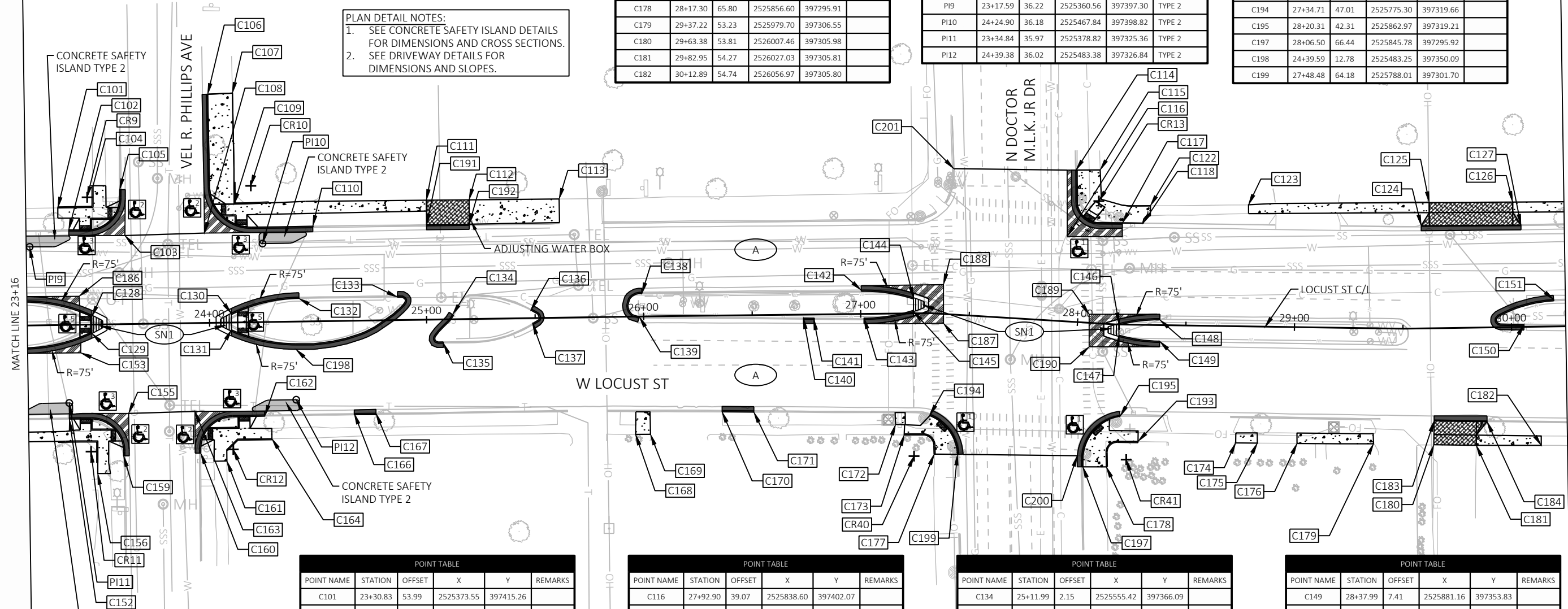
POINT NAME	STATION	OFFSET	X	Y	REMARKS
C168	25+95.47	54.32	2525639.72	397310.85	
C169	26+02.35	54.38	2525646.60	397310.90	
C170	26+35.64	44.43	2525679.60	397321.23	
C171	26+50.26	44.70	2525694.22	397321.13	
C172	27+15.49	51.08	2525759.52	397315.49	
C173	27+19.39	55.99	2525763.47	397310.62	
C174	28+73.70	53.78	2525916.18	397306.94	
C175	28+83.70	53.74	2525926.18	397306.84	
C176	29+01.96	53.62	2525944.44	397306.68	
C177	27+37.77	64.75	2525777.28	397301.78	
C178	28+17.30	65.80	2525856.60	397295.91	
C179	29+37.22	53.23	2525979.70	397306.55	
C180	29+63.38	53.81	2526007.46	397305.98	
C181	29+82.95	54.27	2526027.03	397305.81	
C182	30+12.89	54.74	2526056.97	397305.80	

**POINT TABLE**

POINT NAME	STATION	OFFSET	X	Y	REMARKS
C200	28+03.62	61.47	2525843.21	397301.06	
C201	27+38.83	67.14	2525786.33	397433.36	
CR9	23+44.41	58.70	2525387.07	397420.15	R = 15' (BOC)
CR10	24+19.91	62.87	2525462.45	397425.44	R = 20' (BOC)
CR11	23+44.57	58.53	2525388.87	397302.94	R = 15' (BOC)
CR12	24+10.07	58.49	2525454.41	397303.95	R = 15' (BOC)
CR13	28+06.44	56.27	2525853.15	397418.41	R = 10' (BOC)
CR40	27+23.83	65.80	2525768.02	397300.86	R=20' (BOC)
CR41	28+23.40	62.23	2525865.76	397299.24	R=20' (BOC)
PI9	23+17.59	36.22	2525360.56	397397.30	TYPE 2
PI10	24+24.90	36.18	2525467.84	397398.82	TYPE 2
PI11	23+34.84	35.97	2525378.82	397325.36	TYPE 2
PI12	24+39.38	36.02	2525483.38	397326.84	TYPE 2

**POINT TABLE**

POINT NAME	STATION	OFFSET	X	Y	REMARKS
C183	29+63.70	42.70	2526007.61	397317.09	
C184	29+88.08	43.41	2526032.00	397316.75	
C186	23+40.05	13.11	2525383.34	397374.51	
C187	27+38.41	4.29	2525781.58	397362.08	
C188	27+37.33	13.51	2525781.58	397379.91	
C189	28+05.13	3.93	2525848.68	397366.24	
C190	28+06.04	11.04	2525848.68	397351.25	
C191	25+00.62	43.80	2525543.44	397407.56	
C192	25+20.26	43.70	2525563.07	397407.75	
C193	28+28.72	53.76	2525871.20	397307.64	
C194	27+34.71	47.01	2525775.30	397319.66	
C195	28+20.31	42.31	2525862.97	397319.21	
C197	28+06.50	66.44	2525845.78	397295.92	
C198	24+39.59	12.78	2525483.25	397350.09	
C199	27+48.48	64.18	2525788.01	397301.70	



**POINT TABLE**

POINT NAME	STATION	OFFSET	X	Y	REMARKS
C101	23+30.83	53.99	2525373.55	397415.26	
C102	23+35.73	43.83	2525378.60	397405.17	
C103	23+61.58	40.82	2525404.46	397402.53	
C104	23+47.23	63.87	2525389.77	397425.36	
C105	23+59.50	62.05	2525402.07	397423.72	
C106	24+00.67	105.38	2525442.59	397467.66	
C107	24+12.07	105.72	2525453.98	397468.17	
C108	23+98.27	41.42	2525441.13	397403.67	
C109	24+12.14	54.61	2525454.80	397417.06	
C110	24+48.18	43.86	2525491.00	397406.85	
C111	25+00.69	55.05	2525543.34	397418.81	
C112	25+20.36	54.93	2525563.01	397418.99	
C113	25+61.85	54.71	2525604.50	397419.38	
C114	27+95.05	69.85	2525842.61	397432.66	
C115	28+06.17	70.62	2525853.76	397432.75	

**POINT TABLE**

POINT NAME	STATION	OFFSET	X	Y	REMARKS
C116	27+92.90	39.07	2525838.60	397402.07	
C117	28+20.06	46.83	2525864.04	397408.33	
C118	28+29.57	46.87	2525873.55	397408.24	
C122	28+32.79	54.92	2525876.89	397416.24	
C123	28+78.00	56.07	2525922.11	397416.72	
C124	29+59.11	47.35	2526001.67	397407.07	
C125	29+62.96	57.96	2526005.36	397417.74	
C126	30+01.41	57.62	2526043.81	397417.97	
C127	30+05.06	46.92	2526047.62	397407.32	
C128	23+45.79	3.67	2525389.22	397365.15	
C129	23+45.71	4.08	2525389.25	397357.40	
C130	24+10.04	4.23	2525453.45	397366.66	
C131	24+10.04	3.35	2525453.56	397359.08	
C132	24+41.34	10.64	2525484.66	397373.53	
C133	24+86.70	10.57	2525530.01	397374.13	

**POINT TABLE**

POINT NAME	STATION	OFFSET	X	Y	REMARKS
C134	25+11.99	2.15	2525555.42	397366.09	
C135	25+07.56	10.95	2525551.18	397352.92	
C136	25+48.09	3.66	2525591.50	397368.12	
C137	25+48.77	2.49	2525592.27	397361.98	
C138	25+99.32	10.58	2525642.62	397375.80	
C139	25+98.02	0.18	2525641.48	397365.02	
C140	26+73.60	1.55	2525717.06	397364.54	
C141	26+78.32	2.05	2525721.79	397364.09	
C142	27+00.37	10.97	2525743.70	397377.36	
C143	27+01.50	1.90	2525744.97	397364.51	
C144	27+24.38	7.18	2525767.74	397373.85	
C145	27+24.31	0.82	2525767.74	397367.48	
C146	28+19.12	0.41	2525862.41	397361.93	
C147	28+19.20	4.95	2525862.41	397356.58	
C148	28+37.94	2.41	2525881.26	397363.66	

**POINT TABLE**

POINT NAME	STATION	OFFSET	X	Y	REMARKS
C149	28+37.99	7.41	2525881.16	397353.83	
C150	30+05.80	1.09	2526049.05	397361.52	
C151	30+19.62	12.37	2526062.70	397373.00	
C152	23+34.78	43.42	2525378.87	397317.91	
C153	23+40.43	12.92	2525384.09	397348.49	
C155	23+62.10	41.20	2525406.18	397320.52	
C156	23+47.48	68.68	2525391.97	397292.83	
C159	23+59.50	60.69	2525403.87	397300.99	
C160	23+95.06	59.99	2525439.42	397302.22	
C161	24+07.03	63.80	2525451.45	397298.59	
C162	24+24.78	43.31	2525468.89	397319.34	
C163	23+92.65	40.72	2525436.73	397321.46	
C164	24+27.94	53.81	2525472.20	397308.88	
C166	24+66.02	42.76	2525510.12	397320.50	
C167	24+76.03	42.80	2525520.13	397320.61	

**LEGEND**

	CONCRETE CURB & GUTTER 31-INCH	+	CURB AND GUTTER CENTER OF RADIUS
	CONCRETE SIDEWALK 5-INCH	o	CONCRETE SAFETY ISLAND REFERENCE POINT
	CONCRETE DRIVEWAY 7-INCH	(A)	2.75" HMA PAVEMENT 4 MT 58-28 S
	CURB RAMP DETECTABLE WARNING FIELD YELLOW	(SN1)	CONCRETE MEDIAN SLOPED NOSE TYPE 1
	CONCRETE SAFETY ISLAND	(SN2)	CONCRETE MEDIAN SLOPED NOSE TYPE 2
	2.75" HMA PAVEMENT 4 MT 58-28 S OVER CONCRETE PAVEMENT 7 1/2-INCH		CURB RAMP, TYPE X

**PLAN DETAIL NOTES:**  
 1. SEE CONCRETE SAFETY ISLAND DETAILS FOR DIMENSIONS AND CROSS SECTIONS.  
 2. SEE DRIVEWAY DETAILS FOR DIMENSIONS AND SLOPES.

**POINT TABLE**

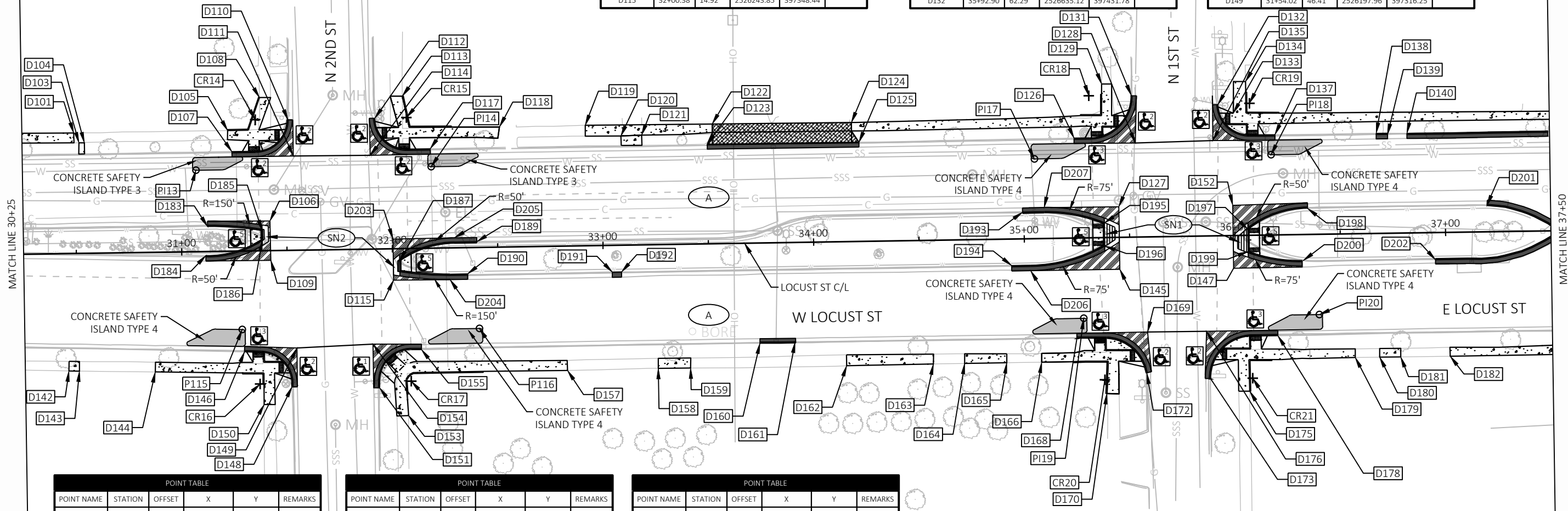
POINT NAME	STATION	OFFSET	X	Y	REMARKS
D101	30+49.58	57.18	2526091.98	397418.26	
D103	30+52.00	52.48	2526094.47	397413.59	
D104	30+54.59	52.47	2526097.06	397413.62	
D105	31+22.66	57.22	2526165.05	397419.39	
D106	31+42.13	14.07	2526185.17	397376.54	
D107	31+24.56	47.22	2526167.11	397409.42	
D108	31+38.02	72.69	2526180.18	397435.09	
D109	31+42.24	4.63	2526185.56	397357.84	
D110	31+51.42	61.85	2526193.74	397424.45	
D111	31+53.67	44.65	2526196.25	397407.29	
D112	31+92.66	62.03	2526234.94	397425.26	
D113	32+05.89	72.26	2526248.01	397435.70	
D114	31+90.18	44.49	2526232.73	397407.68	
D115	32+00.38	14.92	2526243.85	397348.44	

**POINT TABLE**

POINT NAME	STATION	OFFSET	X	Y	REMARKS
D117	32+18.74	47.13	2526261.25	397410.77	
D118	32+51.74	56.96	2526294.09	397421.12	
D119	32+92.47	57.10	2526334.81	397421.89	
D120	33+09.28	51.79	2526351.70	397416.84	
D121	33+19.14	52.02	2526361.55	397417.23	
D122	33+52.75	56.80	2526395.09	397422.53	
D123	33+50.23	47.20	2526392.71	397412.89	
D124	34+18.78	56.47	2526461.11	397423.24	
D125	34+22.25	46.99	2526464.73	397413.81	
D126	35+24.36	47.42	2526566.82	397415.84	
D127	35+45.12	14.54	2526588.09	397383.29	
D128	35+53.41	44.64	2526595.91	397413.51	
D129	35+37.80	72.91	2526579.86	397441.53	
D131	35+51.80	67.30	2526593.94	397436.14	
D132	35+92.90	62.29	2526635.12	397431.78	

**POINT TABLE**

POINT NAME	STATION	OFFSET	X	Y	REMARKS
D133	36+00.11	58.02	2526642.39	397427.62	
D134	36+06.12	72.93	2526648.22	397442.62	
D135	35+90.25	45.22	2526632.74	397414.67	
D137	36+19.68	47.55	2526662.16	397417.44	
D138	36+67.78	47.46	2526710.26	397418.08	
D139	36+73.13	46.87	2526715.62	397417.56	
D140	36+82.32	47.28	2526724.80	397418.11	
D142	30+45.66	55.66	2526089.76	397305.37	
D143	30+50.66	55.81	2526094.76	397305.30	
D144	30+86.63	56.74	2526130.74	397304.90	
D145	35+45.12	15.19	2526588.55	397353.56	
D146	31+29.14	47.84	2526173.11	397314.44	
D147	35+99.17	15.54	2526642.61	397354.05	
D148	31+51.38	64.86	2526195.60	397297.76	
D149	31+54.02	46.41	2526197.96	397316.25	



**POINT TABLE**

POINT NAME	STATION	OFFSET	X	Y	REMARKS
D150	31+38.03	72.95	2526182.38	397289.47	
D151	31+92.94	65.94	2526237.22	397297.31	
D152	35+99.19	14.34	2526642.16	397383.93	
D153	32+06.47	79.25	2526250.95	397284.22	
D154	31+90.08	45.10	2526234.03	397318.11	
D155	32+13.08	48.07	2526257.07	397315.49	
D157	32+82.21	59.04	2526326.36	397305.61	
D158	33+25.30	58.71	2526369.45	397306.61	
D159	33+40.68	58.80	2526384.82	397306.76	
D160	33+73.77	47.54	2526417.73	397318.54	
D161	33+90.43	47.32	2526434.39	397319.02	
D162	34+14.76	58.89	2526458.90	397307.83	
D163	34+55.94	58.71	2526500.07	397308.65	
D164	34+70.79	58.70	2526514.92	397308.89	
D165	34+90.80	58.64	2526534.92	397309.26	

**POINT TABLE**

POINT NAME	STATION	OFFSET	X	Y	REMARKS
D166	35+07.40	58.63	2526551.52	397309.54	
D168	35+24.23	47.48	2526568.18	397320.95	
D169	35+57.83	45.15	2526601.73	397323.80	
D170	35+38.08	74.00	2526582.44	397294.64	
D172	35+57.16	64.71	2526601.37	397304.23	
D173	35+87.38	67.66	2526631.64	397301.75	
D175	36+05.94	73.97	2526650.24	397295.74	
D176	35+85.85	45.25	2526629.76	397324.14	
D178	36+19.69	47.83	2526663.60	397322.08	
D179	36+56.24	58.68	2526700.30	397311.77	
D180	36+67.88	58.71	2526711.94	397311.92	
D181	36+77.81	58.73	2526721.88	397312.04	
D182	37+01.38	58.78	2526745.44	397312.35	
D183	31+12.48	11.82	2526555.55	397373.84	
D184	31+11.49	1.96	2526154.77	397360.05	

**POINT TABLE**

POINT NAME	STATION	OFFSET	X	Y	REMARKS
D185	31+38.28	9.55	2526181.39	397371.97	
D186	31+38.31	4.75	2526181.49	397367.16	
D187	32+03.43	5.73	2526246.76	397357.68	
D189	32+40.10	2.72	2526283.29	397366.70	
D190	32+35.56	12.53	2526278.99	397351.38	
D191	33+04.18	12.70	2526347.61	397352.28	
D192	33+08.62	12.74	2526352.05	397352.31	
D193	34+99.35	12.67	2526542.36	397380.70	
D194	34+93.79	12.60	2526537.20	397355.34	
D195	35+38.11	6.98	2526581.21	397375.61	
D196	35+38.12	4.08	2526581.38	397364.56	
D197	36+06.18	2.86	2526649.33	397372.56	
D198	36+34.68	12.40	2526677.69	397352.53	
D199	36+06.18	7.70	2526649.49	397362.00	
D200	36+32.26	12.35	2526675.63	397357.74	

**POINT TABLE**

POINT NAME	STATION	OFFSET	X	Y	REMARKS
CR14	31+35.85	62.24	2526178.16	397424.61	R = 15' (BOC)
CR15	32+07.66	62.11	2526249.93	397425.58	R = 15' (BOC)
CR16	31+36.32	63.19	2526180.52	397299.20	R = 15' (BOC)
CR17	32+08.04	62.99	2526252.27	397300.50	R = 15' (BOC)
CR18	35+31.71	67.37	2526573.86	397435.90	R = 20' (BOC)
CR19	36+07.85	62.65	2526650.11	397432.36	R = 15' (BOC)
CR20	35+37.19	67.45	2526581.44	397301.18	R = 20' (BOC)
CR21	36+07.43	67.83	2526651.64	397301.89	R = 20' (BOC)
D201	37+19.79	12.46	2526762.79	397383.86	
D202	36+95.02	12.92	2526738.39	397358.11	
D203	32+00.38	4.54	2526243.55	397367.90	
D204	32+27.16	15.06	2526270.64	397348.71	

**POINT TABLE**

POINT NAME	STATION	OFFSET	X	Y	REMARKS
D205	32+29.48	4.71	2526272.65	397368.53	
D206	35+02.80	15.19	2526546.25	397352.90	
D207	35+09.71	14.69	2526552.68	397382.88	
P115	31+28.14	37.29	2526171.96	397324.98	TYPE 4
P116	32+40.69	38.46	2526284.53	397325.53	TYPE 4
P113	31+07.27	38.64	2526149.94	397400.59	TYPE 3
P114	32+18.98	38.57	2526261.62	397402.21	TYPE 3
P117	35+05.35	37.81	2526547.96	397405.93	TYPE 4
P118	36+17.68	38.05	2526660.30	397407.92	TYPE 4
P119	35+27.57	38.16	2526571.37	397330.32	TYPE 4
P120	36+39.44	38.12	2526683.20	397332.08	TYPE 4

**LEGEND**

	CONCRETE CURB & GUTTER 31-INCH		CURB AND GUTTER CENTER OF RADIUS
	CONCRETE SIDEWALK 5-INCH		CONCRETE SAFETY ISLAND REFERENCE POINT
	CONCRETE DRIVEWAY 7-INCH		2.75" HMA PAVEMENT 4 MT 58-28 S
	CURB RAMP DETECTABLE WARNING FIELD YELLOW		CONCRETE MEDIAN SLOPED NOSE TYPE 1
	CONCRETE SAFETY ISLAND		CONCRETE MEDIAN SLOPED NOSE TYPE 2
	2.75" HMA PAVEMENT 4 MT 58-28 S OVER CONCRETE PAVEMENT 7 1/2-INCH		CURB RAMP, TYPE X

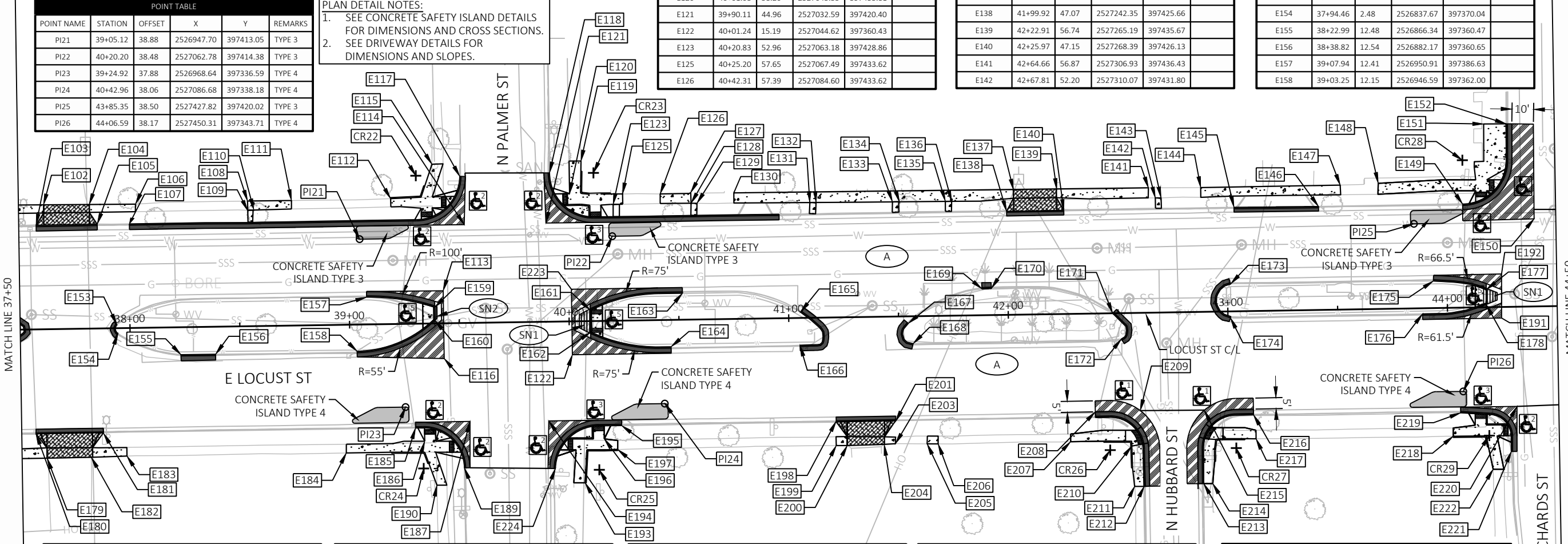
**PLAN DETAIL NOTES:**  
 1. SEE CONCRETE SAFETY ISLAND DETAILS FOR DIMENSIONS AND CROSS SECTIONS.  
 2. SEE DRIVEWAY DETAILS FOR DIMENSIONS AND SLOPES.

POINT NAME	STATION	OFFSET	X	Y	REMARKS
PI21	39+05.12	38.88	2526947.70	397413.05	TYPE 3
PI22	40+20.20	38.48	2527062.78	397414.38	TYPE 3
PI23	39+24.92	37.88	2526968.64	397336.59	TYPE 4
PI24	40+42.96	38.06	2527086.68	397338.18	TYPE 4
PI25	43+85.35	38.50	2527427.82	397420.02	TYPE 3
PI26	44+06.59	38.17	2527450.31	397343.71	TYPE 4

POINT NAME	STATION	OFFSET	X	Y	REMARKS
E110	38+57.15	53.01	2526899.52	397426.46	
E111	38+74.39	56.90	2526916.70	397430.61	
E112	39+19.52	57.09	2526961.83	397431.48	
E113	39+42.85	14.81	2526985.78	397389.54	
E114	39+52.88	44.76	2526995.36	397419.65	
E115	39+38.59	72.48	2526980.66	397447.15	
E116	39+42.85	16.05	2526986.24	397358.69	
E117	39+51.16	66.77	2526993.32	397441.63	
E118	39+92.08	67.73	2527034.21	397443.20	
E119	40+06.48	72.92	2527048.54	397448.61	
E120	40+01.08	58.20	2527043.35	397433.81	
E121	39+90.11	44.96	2527032.59	397420.40	
E122	40+01.24	15.19	2527044.62	397360.43	
E123	40+20.83	52.96	2527063.18	397428.86	
E125	40+25.20	57.65	2527067.49	397433.62	
E126	40+42.31	57.39	2527084.60	397433.62	

POINT NAME	STATION	OFFSET	X	Y	REMARKS
E127	40+56.25	57.77	2527098.53	397434.20	
E128	40+56.32	52.95	2527098.67	397429.39	
E129	40+58.99	52.87	2527101.34	397429.35	
E130	40+75.86	57.37	2527118.14	397434.10	
E131	41+10.39	52.47	2527152.74	397429.71	
E132	41+13.23	52.43	2527155.58	397429.72	
E133	41+48.02	52.20	2527190.37	397430.01	
E134	41+51.22	52.05	2527193.58	397429.90	
E135	41+72.09	52.15	2527214.44	397430.32	
E136	41+74.98	52.04	2527217.33	397430.25	
E137	42+03.25	56.76	2527245.52	397435.40	
E138	41+99.92	47.07	2527242.35	397425.66	
E139	42+22.91	56.74	2527265.19	397435.67	
E140	42+25.97	47.15	2527268.39	397426.13	
E141	42+64.66	56.87	2527306.93	397436.43	
E142	42+67.81	52.20	2527310.07	397431.80	

POINT NAME	STATION	OFFSET	X	Y	REMARKS
E143	42+70.43	52.19	2527312.70	397431.83	
E144	42+88.54	56.58	2527330.73	397436.52	
E145	43+03.56	47.30	2527345.91	397427.49	
E146	43+42.05	47.10	2527384.39	397427.91	
E147	43+52.08	56.67	2527394.26	397437.65	
E148	43+69.41	57.21	2527411.58	397438.47	
E149	44+07.69	47.08	2527450.02	397428.97	
E150	44+40.12	39.88	2527482.56	397422.30	
E151	44+17.86	83.43	2527459.60	397465.48	
E152	44+28.09	83.32	2527469.83	397465.54	
E153	37+94.04	1.62	2526837.19	397374.13	
E154	37+94.46	2.48	2526837.67	397370.04	
E155	38+22.99	12.48	2526866.34	397360.47	
E156	38+38.82	12.54	2526882.17	397360.65	
E157	39+07.94	12.41	2526950.91	397386.63	
E158	39+03.25	12.15	2526946.59	397362.00	



POINT NAME	STATION	OFFSET	X	Y	REMARKS
E159	39+38.91	7.36	2526981.96	397382.04	
E160	39+38.91	1.40	2526982.05	397376.08	
E161	40+09.70	4.94	2527052.78	397380.69	
E162	40+09.70	5.03	2527052.93	397370.72	
E163	40+51.77	12.04	2527094.73	397388.41	
E164	40+46.26	12.22	2527089.59	397364.07	
E165	41+05.40	2.64	2527148.49	397379.81	
E166	41+04.96	12.42	2527148.29	397364.75	
E167	41+54.41	3.22	2527197.59	397374.69	
E168	41+56.48	12.46	2527199.80	397365.48	
E169	41+88.21	11.98	2527231.16	397390.40	
E170	41+92.50	12.17	2527235.44	397390.65	
E171	42+47.54	0.04	2527290.66	397379.27	
E172	42+51.30	11.80	2527294.60	397367.56	
E173	43+01.47	12.50	2527344.38	397392.66	
E174	43+01.15	2.92	2527344.31	397377.24	

POINT NAME	STATION	OFFSET	X	Y	REMARKS
E175	43+93.77	12.31	2527436.67	397393.98	
E176	43+88.63	2.56	2527431.77	397379.02	
E177	44+17.79	7.98	2527460.76	397390.04	
E178	44+17.68	1.24	2527460.76	397383.29	
E179	37+61.35	58.69	2526805.40	397313.34	
E180	37+56.46	47.44	2526800.34	397324.52	
E181	37+87.22	47.74	2526831.10	397324.68	
E182	37+81.50	58.60	2526825.56	397313.73	
E183	37+97.75	58.27	2526841.79	397314.31	
E184	38+97.63	58.36	2526941.66	397315.71	
E185	39+29.33	47.46	2526973.19	397327.08	
E186	39+33.41	53.55	2526977.37	397321.05	
E187	39+54.18	44.84	2526998.01	397330.08	
E189	39+51.27	65.94	2526995.42	397308.93	
E190	39+38.69	73.63	2526982.95	397301.05	
E191	44+24.58	5.03	2527467.76	397377.14	

POINT NAME	STATION	OFFSET	X	Y	REMARKS
E192	44+24.91	15.02	2527467.76	397397.19	
E193	40+06.21	73.57	2527050.46	397302.13	
E194	39+90.04	45.15	2527033.86	397330.30	
E195	40+23.20	47.77	2527067.07	397328.18	
E196	40+15.20	53.70	2527059.16	397322.13	
E197	40+21.22	58.63	2527065.25	397317.29	
E198	41+20.93	47.23	2527164.77	397330.19	
E199	41+20.78	58.35	2527164.79	397319.07	
E200	41+25.78	58.41	2527169.79	397319.08	
E201	41+47.95	47.77	2527191.80	397330.05	
E203	41+47.78	57.88	2527191.77	397319.94	
E204	41+42.61	58.14	2527186.61	397319.60	
E205	41+62.19	58.17	2527206.19	397319.87	
E206	41+67.19	58.26	2527211.19	397319.85	
E207	42+27.51	58.17	2527271.51	397320.84	
E208	42+38.97	44.74	2527282.76	397334.44	

POINT NAME	STATION	OFFSET	X	Y	REMARKS
E209	42+59.43	44.50	2527303.22	397334.99	
E210	42+55.35	60.58	2527299.37	397318.85	
E211	42+56.37	78.95	2527300.67	397300.49	
E212	42+60.68	79.02	2527304.99	397300.49	
E213	42+87.75	78.16	2527332.14	397301.79	
E214	42+91.86	78.23	2527336.25	397301.79	
E215	42+88.51	44.75	2527332.35	397335.21	
E216	43+10.91	47.23	2527354.80	397333.09	
E217	43+11.91	58.19	2527355.97	397322.15	
E218	44+01.70	58.48	2527445.76	397323.33	
E219	44+05.25	47.89	2527449.13	397333.97	
E220	44+30.94	45.39	2527474.78	397336.89	
E221	44+28.02	65.85	2527472.20	397316.39	
E222	44+19.62	73.81	2527463.93	397308.29	
E223	40+01.24	14.62	2527044.17	397390.23	
E224	39+92.75	66.89	2527036.90	397308.61	

POINT NAME	STATION	OFFSET	X	Y	REMARKS
CR22	39+31.17	67.36	2526973.32	397441.92	R = 20' (BOC)
CR23	40+12.07	67.44	2527054.21	397443.21	R = 20' (BOC)
CR24	39+32.77	65.95	2526976.92	397308.64	R = 20' (BOC)
CR25	40+12.73	67.76	2527056.90	397308.04	R = 20' (BOC)
CR26	42+45.49	62.27	2527289.55	397317.01	R = 15' (BOC)
CR27	43+02.85	62.25	2527346.98	397317.94	R = 15' (BOC)
CR28	44+07.89	67.08	2527449.90	397448.97	R = 20' (BOC)
CR29	44+18.14	58.47	2527462.20	397323.60	R = 10' (BOC)
E102	37+61.46	56.64	2526803.78	397428.66	
E103	37+57.93	47.52	2526800.40	397419.49	
E104	37+82.28	56.48	2526824.61	397428.81	
E105	37+85.80	47.51	2526828.26	397419.90	
E106	38+03.34	56.32	2526845.67	397428.97	
E107	38+00.42	47.37	2526842.88	397419.97	
E108	38+54.39	56.98	2526896.70	397430.39	
E109	38+54.43	52.54	2526896.80	397425.95	



**LEGEND**

	CONCRETE CURB & GUTTER 31-INCH	+	CURB AND GUTTER CENTER OF RADIUS
	CONCRETE SIDEWALK 5-INCH	o	CONCRETE SAFETY ISLAND REFERENCE POINT
	CONCRETE DRIVEWAY 7-INCH	(A)	2.75" HMA PAVEMENT 4 MT 58-28 S
	CURB RAMP DETECTABLE WARNING FIELD YELLOW	(SN1)	CONCRETE MEDIAN SLOPED NOSE TYPE 1
	CONCRETE SAFETY ISLAND	(SN2)	CONCRETE MEDIAN SLOPED NOSE TYPE 2
	2.75" HMA PAVEMENT 4 MT 58-28 S OVER CONCRETE PAVEMENT 7 1/2-INCH		CURB RAMP, TYPE X

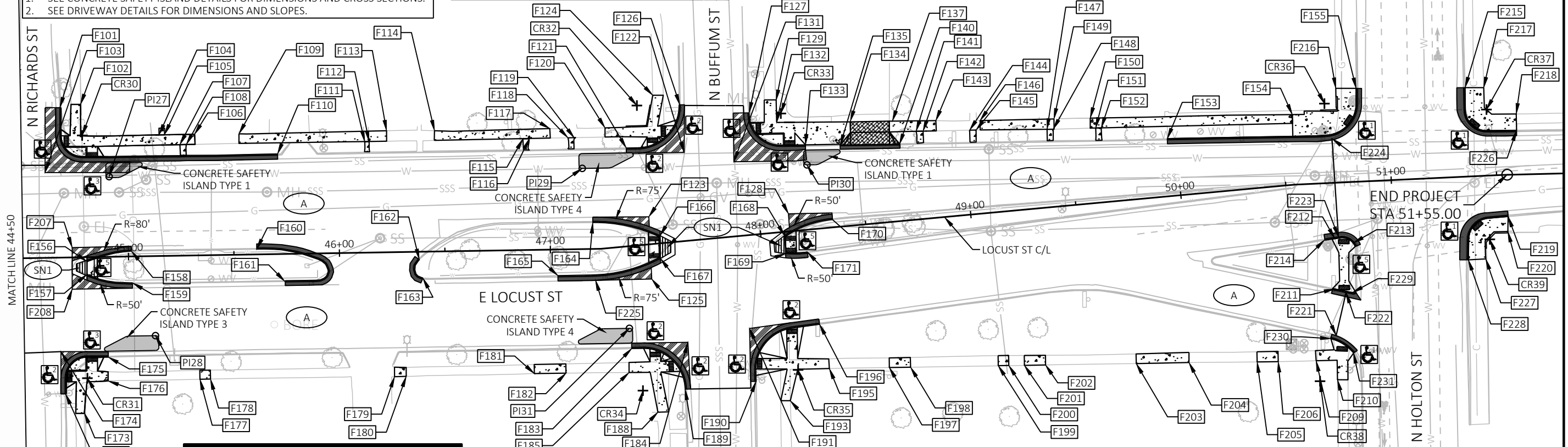
**PLAN DETAIL NOTES:**  
 1. SEE CONCRETE SAFETY ISLAND DETAILS FOR DIMENSIONS AND CROSS SECTIONS.  
 2. SEE DRIVEWAY DETAILS FOR DIMENSIONS AND SLOPES.

POINT TABLE					
POINT NAME	STATION	OFFSET	X	Y	REMARKS
CR30	44+78.98	57.68	2527521.13	397440.73	R = 10' (BOC)
CR31	44+79.58	57.32	2527523.61	397325.76	R = 10' (BOC)
CR32	47+47.17	65.99	2527784.05	397454.89	R = 20' (BOC)
CR34	47+37.61	68.72	2527786.93	397319.87	R = 20' (BOC)
F101	44+68.61	70.99	2527510.55	397453.87	
F102	44+78.46	72.38	2527520.37	397455.42	
F103	44+61.11	40.39	2527503.55	397423.15	
F104	45+15.43	57.42	2527557.58	397441.07	
F105	45+18.03	57.46	2527560.17	397441.14	
F106	45+32.27	57.35	2527574.42	397441.27	
F107	45+25.22	52.57	2527567.44	397436.37	
F108	45+28.28	52.58	2527570.51	397436.43	
F109	45+53.31	57.25	2527595.46	397441.51	
F110	45+71.44	47.43	2527613.75	397431.99	
F111	46+12.87	52.45	2527655.09	397437.68	
F112	46+14.94	52.50	2527657.15	397437.77	

POINT TABLE					
POINT NAME	STATION	OFFSET	X	Y	REMARKS
F113	46+23.25	57.56	2527665.39	397442.96	
F114	46+45.99	57.19	2527688.13	397442.96	
F115	46+87.81	52.63	2527730.01	397439.08	
F116	46+90.80	52.60	2527733.01	397439.11	
F117	47+00.63	57.32	2527742.76	397443.98	
F118	47+09.20	52.81	2527751.40	397439.62	
F119	47+12.22	52.64	2527754.42	397439.49	
F120	47+31.15	56.84	2527768.95	397444.31	
F121	47+40.31	46.44	2527779.03	397434.79	
F122	47+67.42	41.86	2527806.44	397432.73	
F123	47+47.96	13.00	2527789.72	397402.20	
F124	47+55.09	70.15	2527791.56	397459.76	
F125	47+46.63	16.48	2527791.11	397372.73	
F126	47+67.46	64.47	2527804.40	397455.25	
F156	44+80.27	2.04	2527523.39	397381.04	
F157	44+80.17	8.19	2527523.39	397374.89	

POINT TABLE					
POINT NAME	STATION	OFFSET	X	Y	REMARKS
F158	45+01.47	2.54	2527544.51	397385.96	
F159	45+01.74	12.54	2527545.03	397370.88	
F160	45+60.83	2.49	2527603.87	397386.88	
F161	45+73.88	12.97	2527617.17	397371.63	
F162	46+37.78	3.67	2527680.91	397381.97	
F163	46+39.37	12.53	2527682.65	397373.15	
F164	47+20.29	12.47	2527763.15	397399.46	
F165	47+03.35	12.36	2527746.62	397374.35	
F166	47+52.45	3.62	2527795.05	397393.27	
F167	47+51.59	7.17	2527795.19	397382.45	
F172	44+69.13	64.60	2527513.28	397318.30	
F173	44+77.86	73.69	2527522.15	397309.36	
F174	44+67.27	44.53	2527511.09	397338.34	
F175	44+89.63	47.48	2527533.50	397335.76	
F176	44+89.37	58.76	2527533.42	397324.47	
F177	45+32.92	58.70	2527576.96	397325.25	

POINT TABLE					
POINT NAME	STATION	OFFSET	X	Y	REMARKS
F178	45+37.91	58.67	2527581.95	397325.35	
F179	46+25.14	58.98	2527669.18	397326.46	
F180	46+30.71	58.91	2527674.74	397326.63	
F181	46+91.44	58.58	2527735.45	397327.94	
F182	47+06.44	58.61	2527750.46	397328.16	
F183	47+34.13	48.40	2527781.60	397339.79	
F184	47+60.91	47.90	2527808.22	397342.75	
F185	47+31.85	59.58	2527780.35	397328.45	
F188	47+43.72	79.56	2527794.01	397309.65	
F189	47+57.57	69.90	2527806.92	397320.54	
F207	44+73.38	64.64	2527516.39	397387.61	
F208	44+73.05	15.04	2527516.39	397367.92	
PI27	44+91.42	37.96	2527533.89	397421.21	TYPE 1
PI28	45+12.18	37.70	2527555.88	397345.91	TYPE 3
PI29	47+15.71	38.22	2527758.14	397425.13	TYPE 4
PI31	47+33.92	38.76	2527780.50	397349.37	TYPE 4



POINT TABLE					
POINT NAME	STATION	OFFSET	X	Y	REMARKS
CR33	48+14.76	55.97	2527852.28	397451.13	R = 15' (BOC)
CR35	48+11.74	65.72	2527860.48	397329.69	R = 20' (BOC)
CR36	50+70.06	37.68	2528109.94	397455.81	R = 15' (BOC)
CR37	51+46.65	31.28	2528186.75	397453.00	R = 10' (BOC)
CR38	50+61.84	93.54	2528107.87	397324.35	R = 20' (BOC)
CR39	51+45.37	30.19	2528188.34	397391.53	R = 10' (BOC)
F127	47+99.84	57.65	2527837.27	397451.44	
F128	48+13.99	8.31	2527855.91	397403.61	
F129	48+13.11	62.34	2527850.06	397457.33	
F131	47+90.49	35.24	2527830.03	397428.27	
F132	48+12.41	51.93	2527850.31	397446.90	
F133	48+25.03	40.10	2527863.97	397436.28	
F134	48+47.22	49.25	2527885.22	397447.43	
F135	48+41.41	38.43	2527880.43	397436.13	
F137	48+67.11	47.52	2527905.19	397447.54	

POINT TABLE					
POINT NAME	STATION	OFFSET	X	Y	REMARKS
F140	48+69.43	36.26	2527908.53	397436.54	
F141	48+77.84	41.67	2527916.41	397442.70	
F142	48+81.12	41.41	2527919.70	397442.74	
F143	48+87.61	45.83	2527925.76	397447.75	
F144	49+03.16	39.85	2527941.79	397443.22	
F145	49+06.18	39.64	2527944.82	397443.29	
F146	49+08.50	43.92	2527946.73	397447.77	
F147	49+39.73	36.92	2527978.47	397443.66	
F148	49+42.63	36.65	2527981.39	397443.66	
F149	49+43.44	41.47	2527981.75	397448.54	
F150	49+60.60	40.29	2527998.94	397448.95	
F151	49+62.75	35.39	2528001.54	397444.26	
F152	49+65.39	35.25	2528004.18	397444.36	
F153	49+96.08	27.28	2528035.48	397439.25	
F154	50+54.62	33.20	2528094.72	397450.61	

POINT TABLE					
POINT NAME	STATION	OFFSET	X	Y	REMARKS
F155	50+85.41	44.17	2528124.97	397463.01	
F168	48+11.16	1.77	2527854.01	397393.31	
F169	48+10.85	10.34	2527854.49	397384.75	
F170	48+34.55	3.64	2527876.80	397400.85	
F171	48+21.28	10.52	2527864.89	397385.53	
F190	47+91.44	69.36	2527840.59	397324.19	
F191	47+90.65	44.05	2527837.48	397349.32	
F193	48+06.72	79.91	2527856.78	397315.10	
F195	48+26.55	66.44	2527875.28	397330.34	
F196	48+23.84	45.16	2527870.63	397351.27	
F197	48+54.92	68.57	2527903.73	397330.82	
F198	48+64.94	69.35	2527913.78	397330.97	
F199	49+06.39	72.45	2527955.34	397331.69	
F200	49+11.38	72.84	2527960.34	397331.77	
F201	49+18.77	73.47	2527967.76	397331.82	

POINT TABLE					
POINT NAME	STATION	OFFSET	X	Y	REMARKS
F202	49+28.75	74.18	2527977.76	397332.03	
F203	49+71.62	77.50	2528020.76	397332.66	
F204	49+96.55	79.28	2528045.75	397333.19	
F205	50+28.75	81.99	2528078.06	397333.46	
F206	50+38.72	82.77	2528088.06	397333.59	
F209	50+60.43	83.79	2528106.01	397334.02	
F210	50+70.14	93.25	2528116.14	397325.02	
F211	50+70.79	50.23	2528114.78	397368.03	
F212	50+71.99	26.44	2528114.87	397391.85	
F213	50+80.61	28.89	2528123.59	397389.80	
F214	50+67.13	26.77	2528110.03	397391.29	
F215	51+37.02	42.13	2528176.61	397463.38	
F216	50+75.78	44.66	2528115.32	397463.05	
F217	51+45.83	41.70	2528185.44	397463.37	
F218	51+59.99	28.69	2528200.85	397450.90	

POINT TABLE					
POINT NAME	STATION	OFFSET	X	Y	REMARKS
F219	51+54.98	19.79	2528197.00	397402.31	
F220	51+54.69	26.86	2528196.89	397395.23	
F221	50+70.48	72.29	2528115.51	397345.98	
F222	50+76.11	52.19	2528120.19	397366.32	
F223	50+73.76	25.74	2528116.60	397392.63	
F224	50+72.88	20.99	2528113.53	397439.27	
F225	47+21.14	14.76	2527764.44	397372.25	
F226	51+59.97	20.96	2528201.02	397443.17	
F227	51+43.02	39.37	2528186.42	397382.26	
F228	51+34.74	39.42	2528178.15	397381.82	
F229	50+79.11	52.36	2528123.20	397366.29	
F230	50+67.93	73.65	2528113.02	397344.50	
F231	50+78.32	80.83	2528123.73	397337.82	
PI30	48+24.86	30.60	2527864.67	397426.80	TYPE 1

PROJECT NO: 2455-07-70

HWY: E/W LOCUST STREET

COUNTY: MILWAUKEE

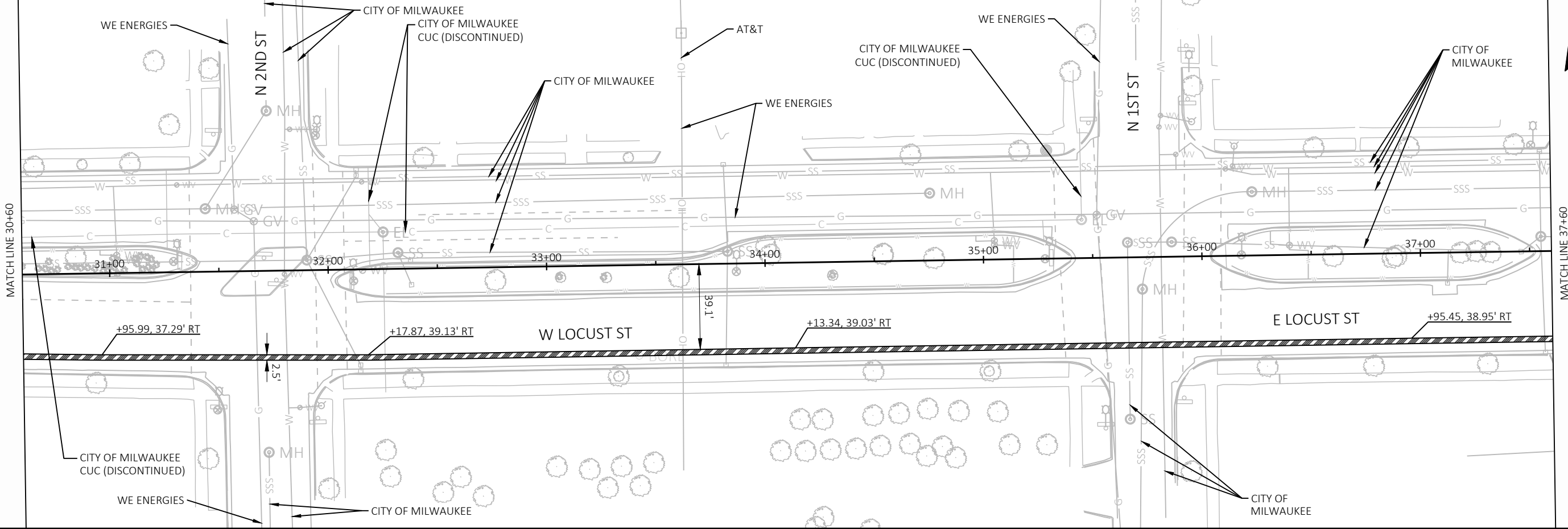
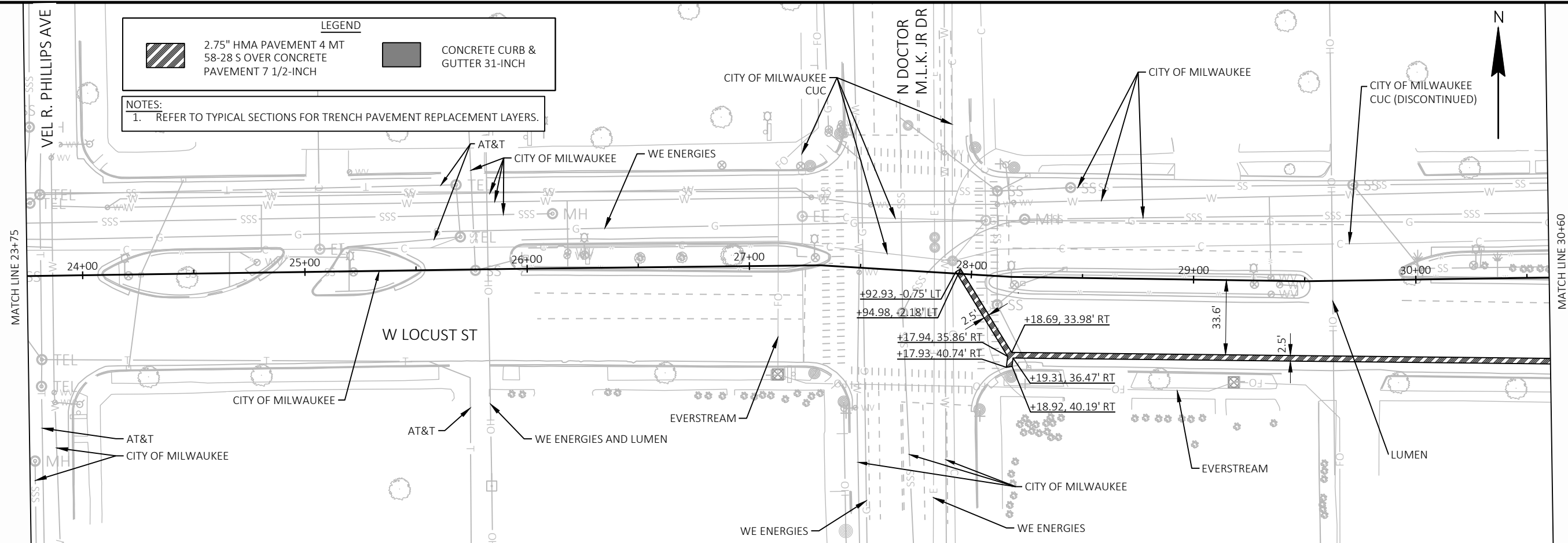
PLAN DETAILS

SHEET

**LEGEND**

- 2.75" HMA PAVEMENT 4 MT  
58-28 S OVER CONCRETE  
PAVEMENT 7 1/2-INCH
- CONCRETE CURB &  
GUTTER 31-INCH

**NOTES:**  
1. REFER TO TYPICAL SECTIONS FOR TRENCH PAVEMENT REPLACEMENT LAYERS.

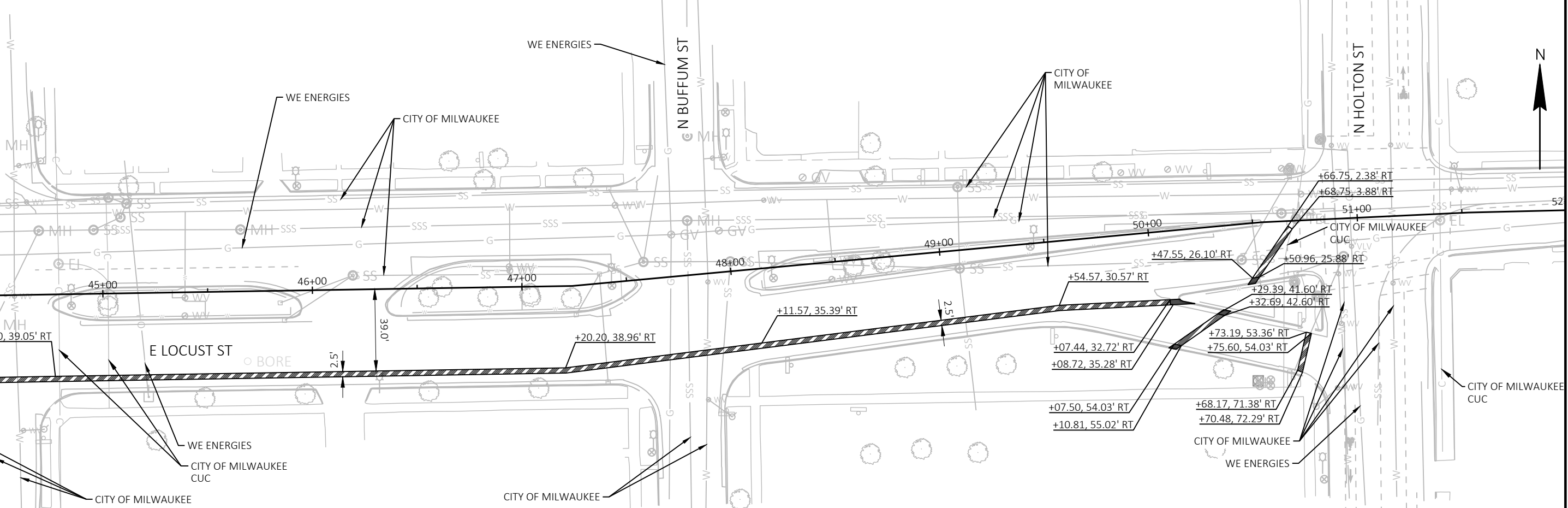
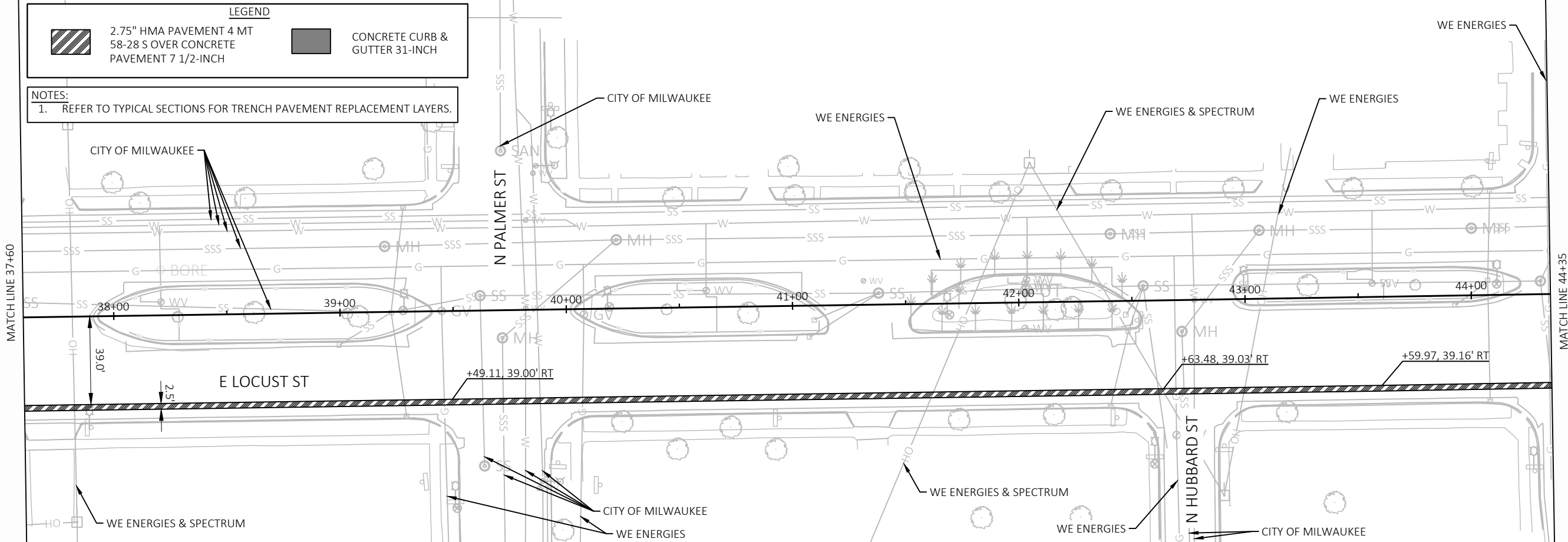


PROJECT NO: 2455-07-70	HWY: E/W LOCUST STREET	COUNTY: MILWAUKEE	PLAN DETAILS - CUC PAVEMENT REPLACEMENT	SHEET	<b>E</b>
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**LEGEND**

- 2.75" HMA PAVEMENT 4 MT  
58-28 S OVER CONCRETE  
PAVEMENT 7 1/2-INCH
- CONCRETE CURB &  
GUTTER 31-INCH

**NOTES:**  
1. REFER TO TYPICAL SECTIONS FOR TRENCH PAVEMENT REPLACEMENT LAYERS.



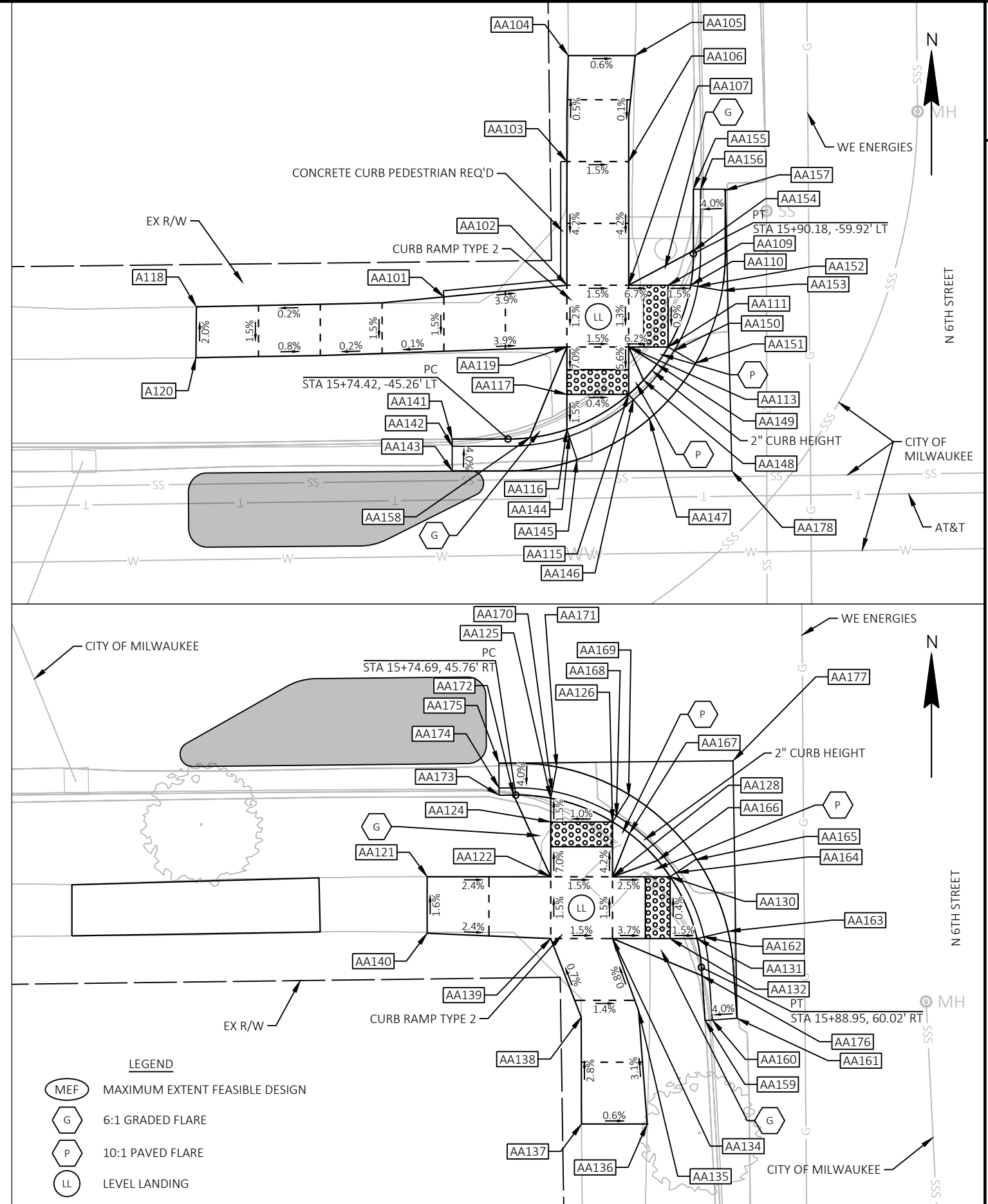
PROJECT NO: 2455-07-70	HWY: E/W LOCUST STREET	COUNTY: MILWAUKEE	PLAN DETAILS - CUC PAVEMENT REPLACEMENT	SHEET	<b>E</b>
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STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
AA101	15+69.44	56.86 LT	397404.468	2524612.024	678.73
AA102	15+79.41	57.62 LT	397405.415	2524621.976	678.34
AA103	15+79.59	67.62 LT	397415.414	2524621.976	678.75
AA104	15+79.85	76.19 LT	397423.988	2524622.087	678.72
AA105	15+85.90	76.06 LT	397423.988	2524627.501	678.65
AA106	15+85.15	67.50 LT	397415.414	2524626.976	678.68
AA107	15+84.88	57.51 LT	397405.415	2524626.976	678.26
AA109	15+88.07	57.42 LT	397405.415	2524630.169	678.05
AA110	15+89.89	57.38 LT	397405.415	2524631.991	678.02
AA111	15+87.94	52.43 LT	397400.415	2524630.169	678.00
AA113	15+84.75	52.51 LT	397400.415	2524626.976	678.20
AA115	15+84.65	48.68 LT	397396.584	2524626.976	677.98
AA116	15+79.19	45.96 LT	397393.747	2524621.976	677.96
AA117	15+79.25	48.79 LT	397396.584	2524621.976	678.01
AA119	15+79.32	52.62 LT	397400.415	2524621.976	678.27
AA121	15+67.40	52.24 RT	397295.356	2524611.961	678.52
AA122	15+77.39	52.42 RT	397295.355	2524621.960	678.28
AA124	15+77.49	47.99 RT	397299.784	2524621.976	677.97
AA125	15+77.51	46.07 RT	397301.706	2524621.961	677.94
AA126	15+82.08	48.09 RT	397299.784	2524626.961	678.02
AA128	0+00.00	0.00	397295.357	2524626.960	678.21
AA130	15+86.62	52.63 RT	397295.357	2524631.620	678.09
AA131	15+88.66	57.69 RT	397290.357	2524633.799	678.08
AA132	15+86.49	57.63 RT	397290.357	2524631.620	678.11
AA134	0+00.00	0.00	397290.357	2524626.960	678.28
AA135	15+83.79	63.42 RT	397284.501	2524629.074	678.33
AA136	15+84.24	72.58 RT	397275.357	2524629.767	678.61
AA137	15+79.52	72.46 RT	397275.357	2524624.448	678.65
AA138	15+79.65	63.83 RT	397283.993	2524624.426	678.40
AA139	15+77.30	57.42 RT	397290.357	2524621.960	678.36
AA140	15+67.31	56.81 RT	397290.785	2524611.961	678.60
AA141	15+69.90	45.35 LT	397392.969	2524612.694	678.43
AA142	15+69.89	44.77 LT	397392.389	2524612.694	677.93
AA143	15+69.85	42.77 LT	397390.389	2524612.694	678.02
AA144	15+79.37	45.40 LT	397393.197	2524622.161	677.96

NOTES:  
 1. ALL RECTANGULAR DETECTABLE WARNING FIELDS ARE 5 FEET BY 2 FEET.  
 2. CONCRETE CURB PEDESTRIAN HEIGHT IS 6 INCHES UNLESS STATED OTHERWISE.

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
AA145	15+79.97	43.49 LT	397391.300	2524622.796	678.05
AA146	15+85.01	48.23 LT	397396.144	2524627.354	677.98
AA147	15+86.28	46.68 LT	397394.626	2524628.656	678.07
AA148	15+85.88	49.80 LT	397397.732	2524628.174	678.16
AA149	15+86.99	51.07 LT	397399.030	2524629.255	678.16
AA150	15+88.43	52.12 LT	397400.123	2524630.670	678.00
AA151	15+90.13	51.07 LT	397399.115	2524632.398	678.08
AA152	15+90.46	57.26 LT	397405.316	2524632.562	678.02
AA153	15+92.42	56.87 LT	397404.975	2524634.533	678.10
AA154	15+90.19	60.15 LT	397408.200	2524632.210	678.53
AA155	15+90.32	65.14 LT	397413.182	2524632.210	678.63
AA156	15+90.90	65.12 LT	397413.182	2524632.790	678.04
AA157	15+92.85	64.96 LT	397413.076	2524634.748	678.13
AA158	15+76.18	45.34 LT	397393.074	2524618.976	678.45
AA159	15+89.15	64.33 RT	397283.729	2524634.457	678.52
AA160	15+89.73	64.31 RT	397283.770	2524635.035	678.02
AA161	15+91.72	64.22 RT	397283.913	2524637.030	678.10
AA162	15+89.23	57.57 RT	397290.488	2524634.364	678.08
AA163	15+91.19	57.17 RT	397290.940	2524636.312	678.16
AA164	15+87.11	52.32 RT	397295.681	2524632.101	678.09
AA165	15+88.68	51.32 RT	397296.725	2524633.651	678.17
AA166	15+85.65	51.29 RT	397296.678	2524630.618	678.25
AA167	15+83.42	49.05 RT	397298.856	2524628.330	678.21
AA168	15+82.40	47.60 RT	397300.282	2524627.274	678.02
AA169	15+83.43	46.02 RT	397301.888	2524628.263	678.10
AA170	15+77.63	45.50 RT	397302.276	2524622.069	677.94
AA171	15+78.03	43.54 RT	397304.241	2524622.438	678.03
AA172	15+74.52	45.76 RT	397301.964	2524618.961	678.38
AA173	15+73.33	45.74 RT	397301.960	2524617.778	678.47
AA174	15+73.34	45.16 RT	397302.540	2524617.776	677.88
AA175	15+73.37	43.16 RT	397304.540	2524617.769	677.97
AA176	15+88.98	60.70 RT	397287.357	2524634.198	678.55
AA177	15+91.96	43.39 RT	397304.736	2524636.717	678.11
AA178	15+92.84	42.27 LT	397390.389	2524635.332	678.10

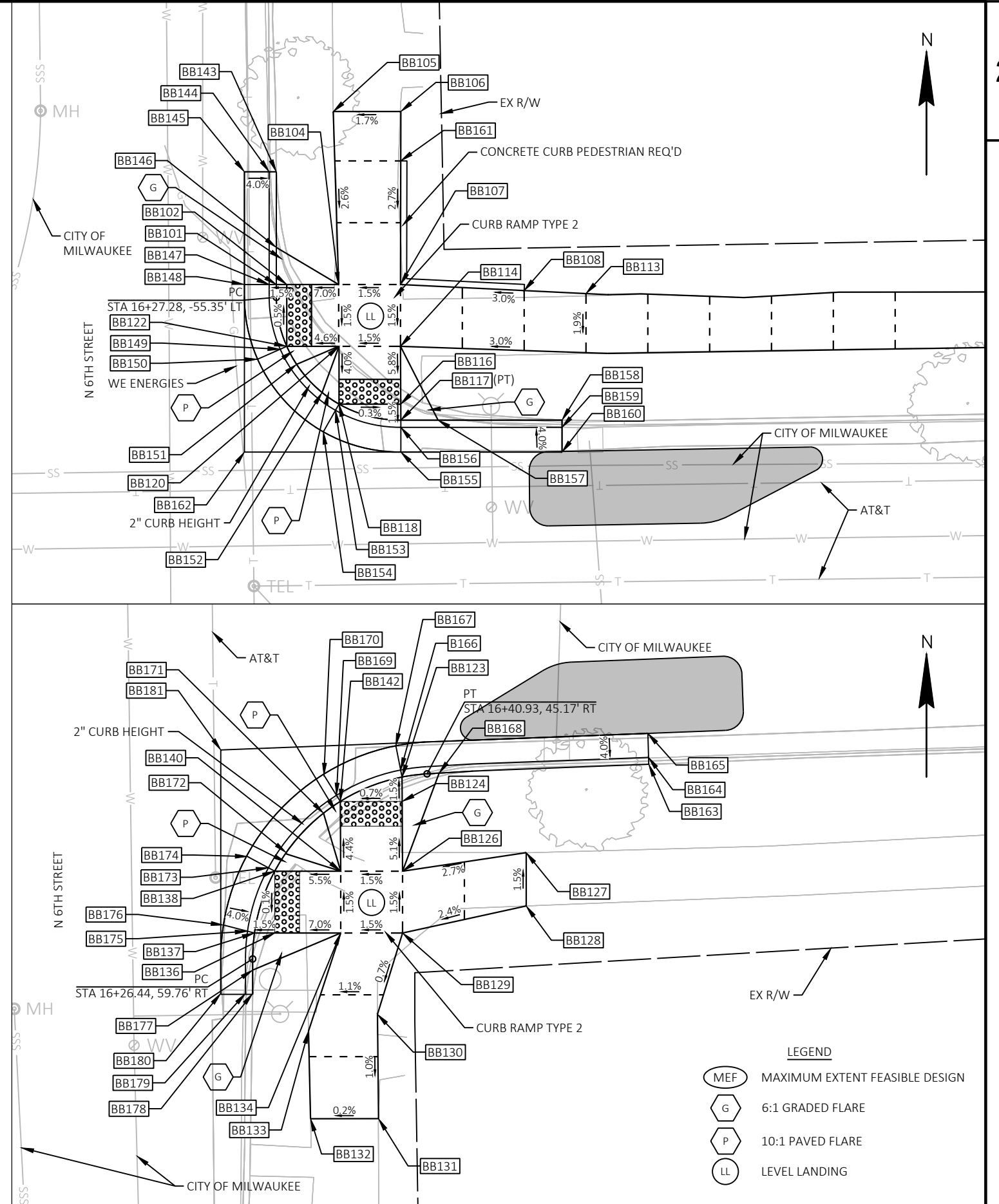




STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
B166	16+38.80	44.80 RT	397304.561	2524683.582	678.11
BB101	16+27.31	56.39 LT	397405.415	2524669.416	677.78
BB102	16+28.15	56.37 LT	397405.415	2524670.263	677.79
BB104	16+32.35	56.25 LT	397405.415	2524674.457	678.08
BB105	16+32.28	70.24 LT	397419.396	2524674.019	678.44
BB106	16+37.75	70.11 LT	397419.411	2524679.489	678.53
BB107	16+37.34	56.12 LT	397405.415	2524679.457	678.16
BB108	16+47.33	55.37 LT	397404.926	2524689.457	678.67
BB113	16+52.32	54.99 LT	397404.682	2524694.457	678.66
BB114	16+37.21	51.12 LT	397400.415	2524679.457	678.08
BB116	16+37.12	46.45 LT	397395.742	2524679.489	677.81
BB117	16+37.09	45.16 LT	397394.444	2524679.489	677.79
BB118	16+32.12	46.58 LT	397395.742	2524674.489	677.82
BB120	16+32.25	51.26 LT	397400.415	2524674.489	678.01
BB122	16+28.02	51.37 LT	397400.415	2524670.263	677.81
BB123	16+38.90	45.38 RT	397303.992	2524683.695	678.11
BB124	16+38.86	47.35 RT	397302.021	2524683.701	678.14
BB126	16+38.74	52.99 RT	397296.378	2524683.734	678.43
BB127	16+48.78	51.75 RT	397297.877	2524693.734	678.70
BB128	16+48.66	56.06 RT	397293.565	2524693.734	678.76
BB129	16+38.61	57.99 RT	397291.378	2524683.734	678.50
BB130	16+36.41	64.50 RT	397284.805	2524681.706	678.46
BB131	16+36.27	72.95 RT	397276.361	2524681.794	678.37
BB132	16+30.77	72.80 RT	397276.360	2524676.293	678.36
BB133	16+30.80	65.72 RT	397283.446	2524676.131	678.39
BB134	16+33.61	57.85 RT	397291.378	2524678.734	678.43
BB136	16+28.28	57.71 RT	397291.378	2524673.403	678.06
BB137	16+26.64	57.67 RT	397291.378	2524671.764	678.03
BB138	16+28.41	52.72 RT	397296.378	2524673.403	678.06
BB140	16+33.74	52.86 RT	397296.378	2524678.734	678.35
BB142	16+33.86	47.22 RT	397302.021	2524678.701	678.11
BB143	16+27.55	65.50 LT	397414.535	2524669.416	678.30
BB144	16+26.97	65.52 LT	397414.535	2524668.836	677.72
BB145	16+24.97	65.57 LT	397414.535	2524666.836	677.80
BB146	16+27.39	59.39 LT	397408.415	2524669.416	678.25

NOTES:  
 1. ALL RECTANGULAR DETECTABLE WARNING FIELDS ARE 5 FEET BY 2 FEET.  
 2. CONCRETE CURB PEDESTRIAN HEIGHT IS 6 INCHES UNLESS STATED OTHERWISE.

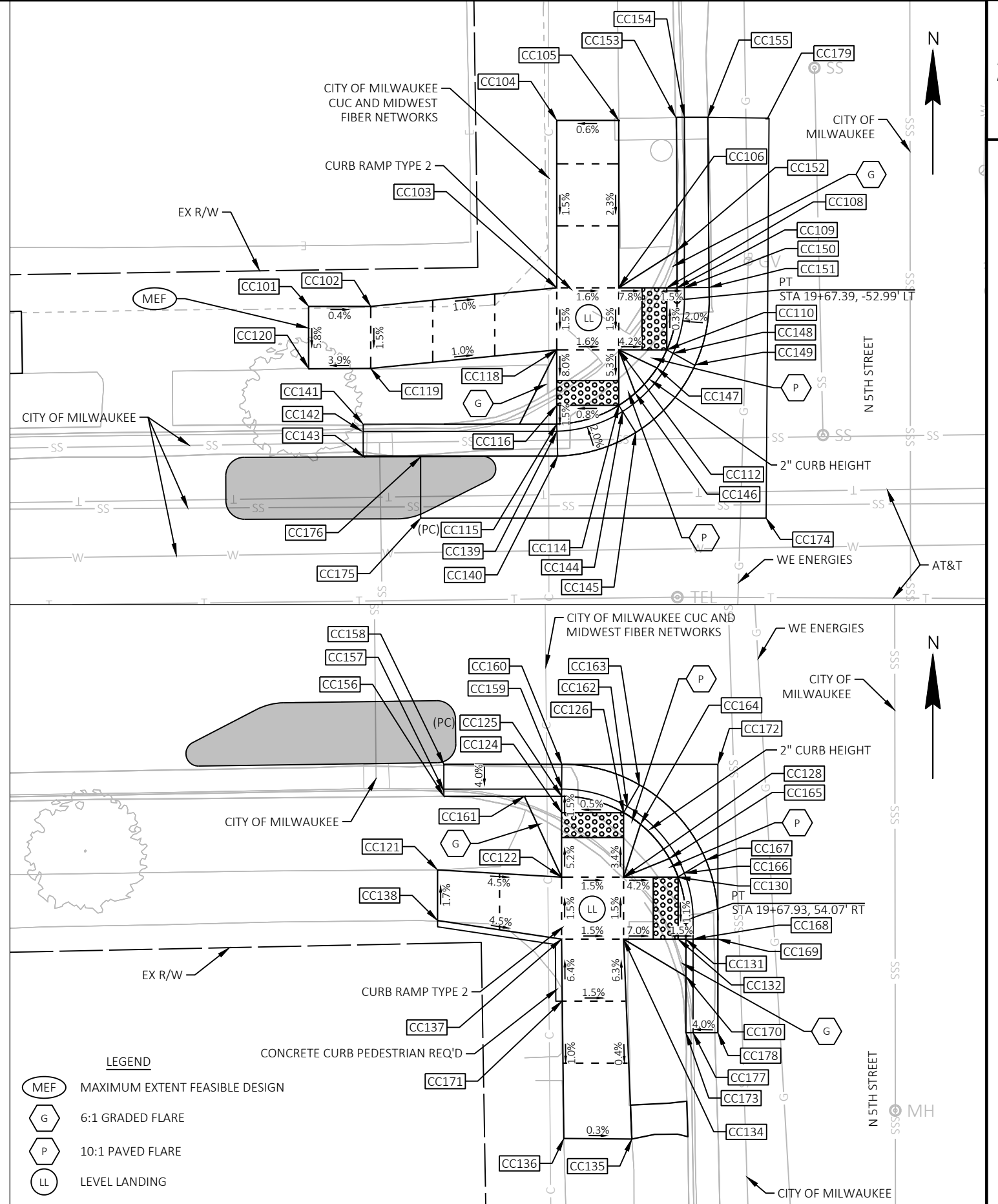
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
BB147	16+26.73	56.40 LT	397405.415	2524668.836	677.77
BB148	16+24.73	56.46 LT	397405.415	2524666.836	677.86
BB149	16+27.48	51.15 LT	397400.181	2524669.733	677.81
BB150	16+25.63	50.39 LT	397399.375	2524667.902	677.90
BB151	16+28.77	49.89 LT	397398.958	2524671.055	677.99
BB152	16+30.78	47.55 LT	397396.676	2524673.118	677.99
BB153	16+31.82	46.09 LT	397395.237	2524674.203	677.82
BB154	16+30.79	44.37 LT	397393.497	2524673.217	677.91
BB155	16+37.02	42.58 LT	397391.864	2524679.489	677.87
BB156	16+37.07	44.57 LT	397393.864	2524679.489	677.79
BB157	16+40.09	45.08 LT	397394.444	2524682.497	678.27
BB158	16+50.11	44.81 LT	397394.444	2524692.519	678.20
BB159	16+50.10	44.23 LT	397393.864	2524692.519	677.70
BB160	16+50.04	42.23 LT	397391.864	2524692.519	677.79
BB161	16+37.63	66.12 LT	397415.415	2524679.480	678.56
BB162	16+24.37	42.91 LT	397391.864	2524666.836	677.94
BB163	16+58.87	44.87 RT	397305.026	2524703.642	678.56
BB164	16+58.87	44.31 RT	397305.582	2524703.627	678.06
BB165	16+58.87	42.37 RT	397307.526	2524703.574	678.14
BB167	16+38.47	42.83 RT	397306.523	2524683.192	678.20
BB168	16+41.91	45.14 RT	397304.311	2524686.694	678.60
BB169	16+33.57	46.71 RT	397302.514	2524678.395	678.11
BB170	16+32.59	45.08 RT	397304.119	2524677.379	678.19
BB171	16+32.47	48.13 RT	397301.069	2524677.342	678.27
BB172	16+29.38	51.24 RT	397297.878	2524674.326	678.24
BB173	16+27.91	52.43 RT	397296.653	2524672.892	678.06
BB174	16+26.25	51.47 RT	397297.568	2524671.208	678.14
BB175	16+26.08	57.51 RT	397291.524	2524671.199	678.03
BB176	16+24.15	56.96 RT	397292.024	2524669.252	677.96
BB177	16+26.42	60.67 RT	397288.378	2524671.617	678.51
BB178	16+26.37	62.55 RT	397286.493	2524671.617	678.50
BB179	16+25.79	62.54 RT	397286.493	2524671.037	678.01
BB180	16+23.79	62.48 RT	397286.493	2524669.037	678.09
BB181	16+24.31	42.79 RT	397306.188	2524669.037	678.15



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
CC101	19+37.67	52.90 LT	397408.654	2524980.452	677.96
CC102	19+42.67	52.83 LT	397408.654	2524985.452	677.94
CC103	19+57.69	54.12 LT	397410.154	2525000.452	677.79
CC104	19+57.88	67.62 LT	397423.654	2525000.452	677.99
CC105	19+62.88	67.55 LT	397423.654	2525005.452	678.02
CC106	19+62.69	54.05 LT	397410.154	2525005.452	677.71
CC108	19+66.56	53.99 LT	397410.154	2525009.322	677.41
CC109	19+67.39	53.98 LT	397410.154	2525010.148	677.40
CC110	19+66.49	49.00 LT	397405.154	2525009.322	677.42
CC112	19+62.62	49.05 LT	397405.154	2525005.452	677.63
CC114	19+62.56	44.57 LT	397400.678	2525005.452	677.40
CC115	19+57.54	43.13 LT	397399.168	2525000.452	677.34
CC116	19+57.56	44.64 LT	397400.678	2525000.452	677.36
CC118	19+57.62	49.12 LT	397405.154	2525000.452	677.72
CC119	19+42.60	47.83 LT	397403.654	2524985.452	677.87
CC120	19+37.60	47.89 LT	397403.646	2524980.445	677.67
CC121	19+47.97	49.72 RT	397306.185	2524992.184	678.15
CC122	19+57.96	50.44 RT	397305.606	2525002.184	677.70
CC124	19+58.03	45.25 RT	397310.797	2525002.184	677.42
CC125	19+58.05	43.93 RT	397312.117	2525002.184	677.40
CC126	19+63.03	45.35 RT	397310.771	2525007.184	677.45
CC128	19+62.96	50.51 RT	397305.606	2525007.184	677.62
CC130	19+67.32	50.57 RT	397305.606	2525011.551	677.44
CC131	19+67.91	55.58 RT	397300.606	2525012.204	677.38
CC132	19+67.29	55.57 RT	397300.606	2525011.582	677.39
CC134	19+62.89	55.51 RT	397300.606	2525007.184	677.70
CC135	19+63.33	71.64 RT	397284.488	2525007.852	677.96
CC136	19+57.85	71.52 RT	397284.533	2525002.369	677.98
CC137	19+57.89	55.44 RT	397300.606	2525002.184	677.77
CC138	19+47.91	53.80 RT	397302.106	2524992.184	678.22
CC139	19+57.55	42.55 LT	397398.588	2525000.469	677.34
CC140	19+57.58	40.55 LT	397396.589	2525000.527	677.38
CC141	19+41.93	43.35 LT	397399.164	2524984.844	677.55
CC142	19+41.83	42.77 LT	397398.584	2524984.746	677.07
CC143	19+41.97	40.68 LT	397396.499	2524984.923	677.10
CC144	19+62.86	44.08 LT	397400.186	2525005.759	677.40

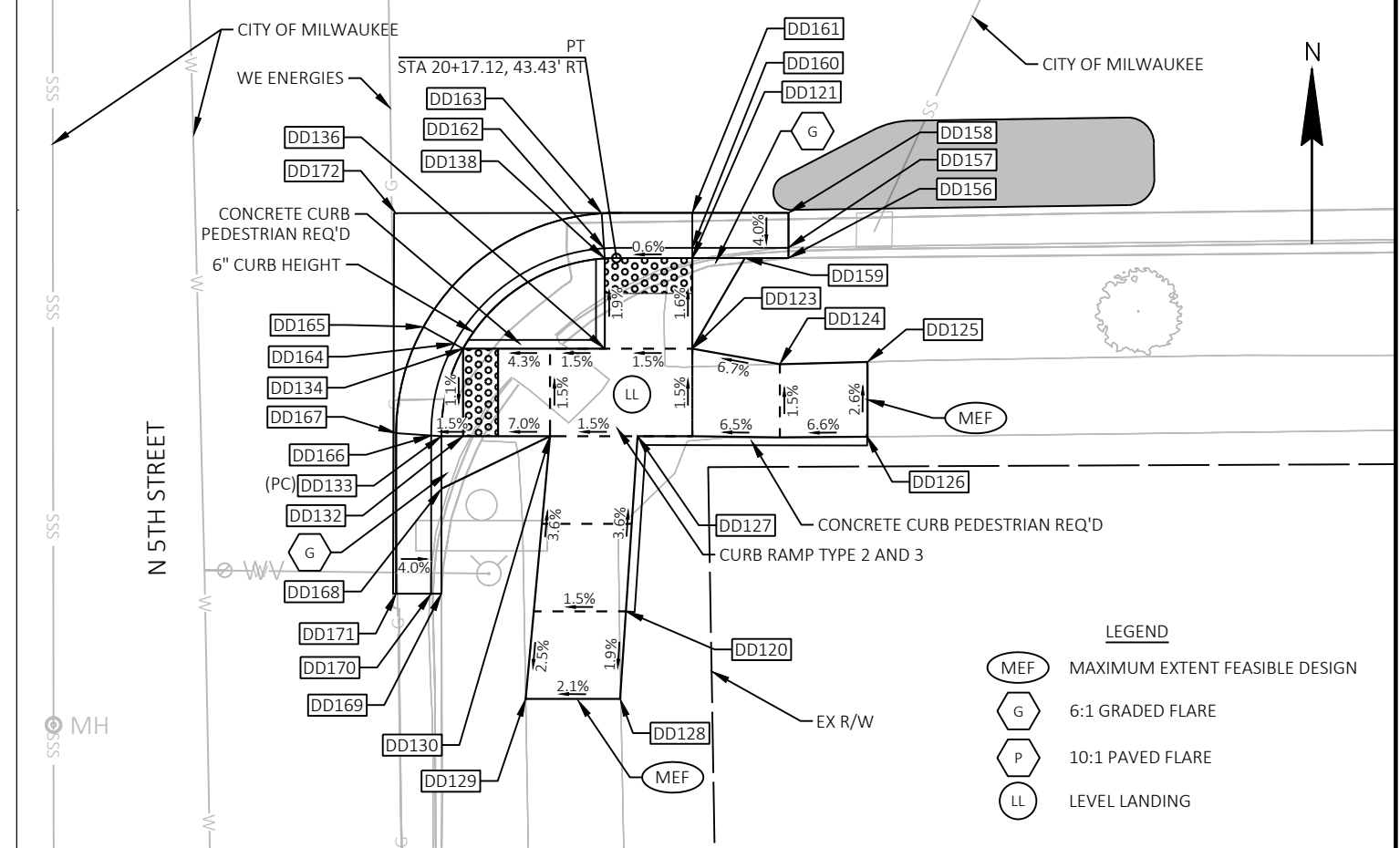
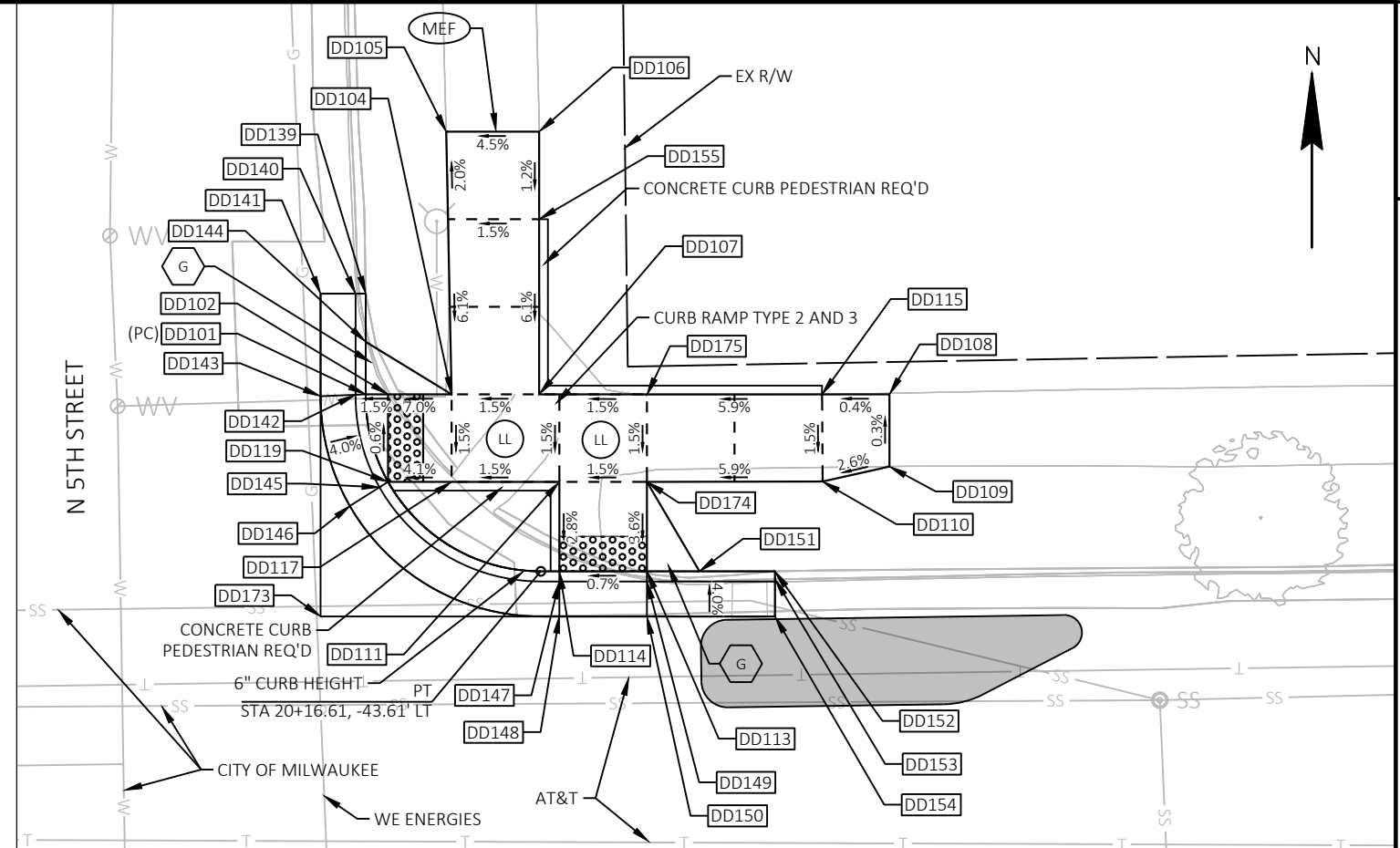
NOTES:  
 1. ALL RECTANGULAR DETECTABLE WARNING FIELDS ARE 5 FEET BY 2 FEET.  
 2. CONCRETE CURB PEDESTRIAN HEIGHT IS 6 INCHES UNLESS STATED OTHERWISE.

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
CC145	19+63.89	42.37 LT	397398.489	2525006.817	677.44
CC146	19+63.90	45.55 LT	397401.669	2525006.782	677.57
CC147	19+65.68	47.55 LT	397403.695	2525008.534	677.58
CC148	19+67.00	48.71 LT	397404.872	2525009.832	677.42
CC149	19+68.76	47.76 LT	397403.947	2525011.609	677.46
CC150	19+67.98	53.99 LT	397410.165	2525010.741	677.39
CC151	19+69.97	53.97 LT	397410.180	2525012.734	677.43
CC152	19+67.44	56.99 LT	397413.162	2525010.161	677.75
CC153	19+67.48	67.73 LT	397423.898	2525010.046	677.48
CC154	19+68.17	67.74 LT	397423.918	2525010.743	676.88
CC155	19+70.07	67.67 LT	397423.876	2525012.634	676.98
CC156	19+48.56	43.79 RT	397312.122	2524992.695	677.86
CC157	19+48.57	43.37 RT	397312.546	2524992.695	677.86
CC158	19+48.60	41.21 RT	397314.702	2524992.695	677.44
CC159	19+58.08	43.35 RT	397312.702	2525002.209	677.40
CC160	19+58.11	41.35 RT	397314.702	2525002.209	677.48
CC162	19+63.33	44.82 RT	397311.300	2525007.472	677.43
CC163	19+64.34	43.11 RT	397313.025	2525008.462	677.51
CC164	19+64.38	46.28 RT	397309.855	2525008.549	677.59
CC165	19+66.67	49.06 RT	397307.106	2525010.878	677.59
CC166	19+67.86	50.26 RT	397305.928	2525012.081	677.41
CC167	19+69.61	49.23 RT	397306.978	2525013.814	677.27
CC168	19+68.49	55.59 RT	397300.606	2525012.789	677.38
CC169	19+70.49	55.62 RT	397300.606	2525014.789	677.46
CC170	19+67.87	58.58 RT	397297.606	2525012.209	677.86
CC171	19+57.86	60.44 RT	397295.606	2525002.225	678.09
CC172	19+70.69	41.52 RT	397314.702	2525014.789	677.52
CC173	19+67.81	63.13 RT	397293.057	2525012.209	677.84
CC174	19+74.31	35.31 LT	397391.584	2525017.332	677.79
CC175	19+46.46	35.70 LT	397391.584	2524989.483	677.47
CC176	19+46.53	40.64 LT	397396.520	2524989.477	677.12
CC177	19+68.39	63.14 RT	397293.057	2525012.789	677.34
CC178	19+70.39	63.17 RT	397293.057	2525014.789	677.43
CC179	19+74.85	67.50 LT	397423.772	2525017.425	677.15



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
DD101	20+06.76	53.86 LT	397410.583	2525049.515	677.15
DD102	20+08.03	53.84 LT	397410.583	2525050.791	677.17
DD104	20+11.66	53.79 LT	397410.583	2525054.419	677.42
DD105	20+11.56	68.80 LT	397425.583	2525054.108	677.93
DD106	20+16.87	68.72 LT	397425.583	2525059.419	678.16
DD107	20+16.66	53.72 LT	397410.583	2525059.419	677.49
DD108	20+36.66	53.44 LT	397410.583	2525079.419	678.19
DD109	20+36.60	49.32 LT	397406.459	2525079.419	678.20
DD110	20+32.77	48.51 LT	397405.602	2525075.606	678.10
DD111	20+17.74	48.71 LT	397405.583	2525060.572	677.44
DD113	20+22.67	43.53 LT	397400.472	2525065.572	677.33
DD114	20+17.67	43.60 LT	397400.472	2525060.572	677.29
DD115	20+32.81	53.49 LT	397410.581	2525075.572	678.17
DD117	20+11.59	48.79 LT	397405.583	2525054.419	677.34
DD119	20+07.96	48.84 LT	397405.583	2525050.791	677.20
DD120	20+17.38	63.61 RT	397293.274	2525061.782	678.20
DD121	20+21.45	43.51 RT	397313.429	2525065.572	677.72
DD123	20+21.38	48.66 RT	397308.274	2525065.572	677.81
DD124	20+26.36	49.62 RT	397307.389	2525070.572	678.14
DD125	20+31.37	49.56 RT	397307.519	2525075.573	678.42
DD126	20+31.26	53.77 RT	397303.307	2525075.527	678.53
DD127	20+18.18	53.62 RT	397303.274	2525062.449	677.83
DD128	20+16.97	68.60 RT	397288.274	2525061.449	678.11
DD129	20+11.58	68.53 RT	397288.274	2525056.056	677.67
DD130	20+13.19	53.55 RT	397303.274	2525057.449	677.76
DD132	20+08.22	53.48 RT	397303.274	2525052.482	677.41
DD133	20+06.98	53.46 RT	397303.274	2525051.244	677.39
DD134	20+08.29	48.48 RT	397308.274	2525052.482	677.47
DD136	20+16.38	48.59 RT	397308.274	2525060.572	677.73
DD138	20+16.45	43.44 RT	397313.429	2525060.572	677.63
DD139	20+06.84	59.61 LT	397416.332	2525049.514	677.69
DD140	20+06.26	59.62 LT	397416.332	2525048.934	677.11

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
DD141	20+04.26	59.65 LT	397416.332	2525046.934	677.19
DD142	20+06.18	53.84 LT	397410.558	2525048.934	677.15
DD143	20+04.17	53.79 LT	397410.472	2525046.934	677.23
DD144	20+06.80	56.86 LT	397413.583	2525049.515	677.59
DD145	20+07.47	48.54 LT	397405.274	2525050.299	677.19
DD146	20+05.80	47.52 LT	397404.231	2525048.647	677.27
DD147	20+17.66	43.02 LT	397399.892	2525060.572	677.29
DD148	20+17.64	41.06 LT	397397.935	2525060.572	677.37
DD149	20+22.66	42.95 LT	397399.892	2525065.572	677.33
DD150	20+22.63	40.95 LT	397397.892	2525065.572	677.41
DD151	20+25.67	43.48 LT	397400.472	2525068.572	677.85
DD152	20+29.98	43.42 LT	397400.472	2525072.884	677.88
DD153	20+29.98	42.97 LT	397400.019	2525072.891	677.88
DD154	20+29.94	40.84 LT	397397.892	2525072.884	677.46
DD155	20+16.80	63.72 LT	397420.583	2525059.419	678.10
DD156	20+26.94	43.56 RT	397313.452	2525071.065	678.37
DD157	20+26.95	42.97 RT	397314.047	2525071.065	677.78
DD158	20+26.98	40.98 RT	397316.032	2525071.065	677.87
DD159	20+24.45	43.53 RT	397313.452	2525068.572	678.21
DD160	20+21.46	42.91 RT	397314.032	2525065.572	677.70
DD161	20+21.49	40.91 RT	397316.032	2525065.572	677.79
DD162	20+16.42	42.86 RT	397314.008	2525060.533	677.63
DD163	20+16.31	40.86 RT	397316.004	2525060.399	677.72
DD164	20+07.79	48.19 RT	397308.554	2525051.974	677.47
DD165	20+06.05	47.20 RT	397309.518	2525050.222	677.55
DD166	20+06.40	53.41 RT	397303.314	2525050.663	677.39
DD167	20+04.40	53.25 RT	397303.452	2525048.663	677.48
DD168	20+06.94	56.46 RT	397300.274	2525051.244	677.86
DD169	20+06.85	62.45 RT	397294.281	2525051.243	677.80
DD170	20+06.27	62.45 RT	397294.281	2525050.663	677.30
DD171	20+04.27	62.42 RT	397294.281	2525048.663	677.39
DD172	20+04.56	40.68 RT	397316.018	2525048.644	677.57



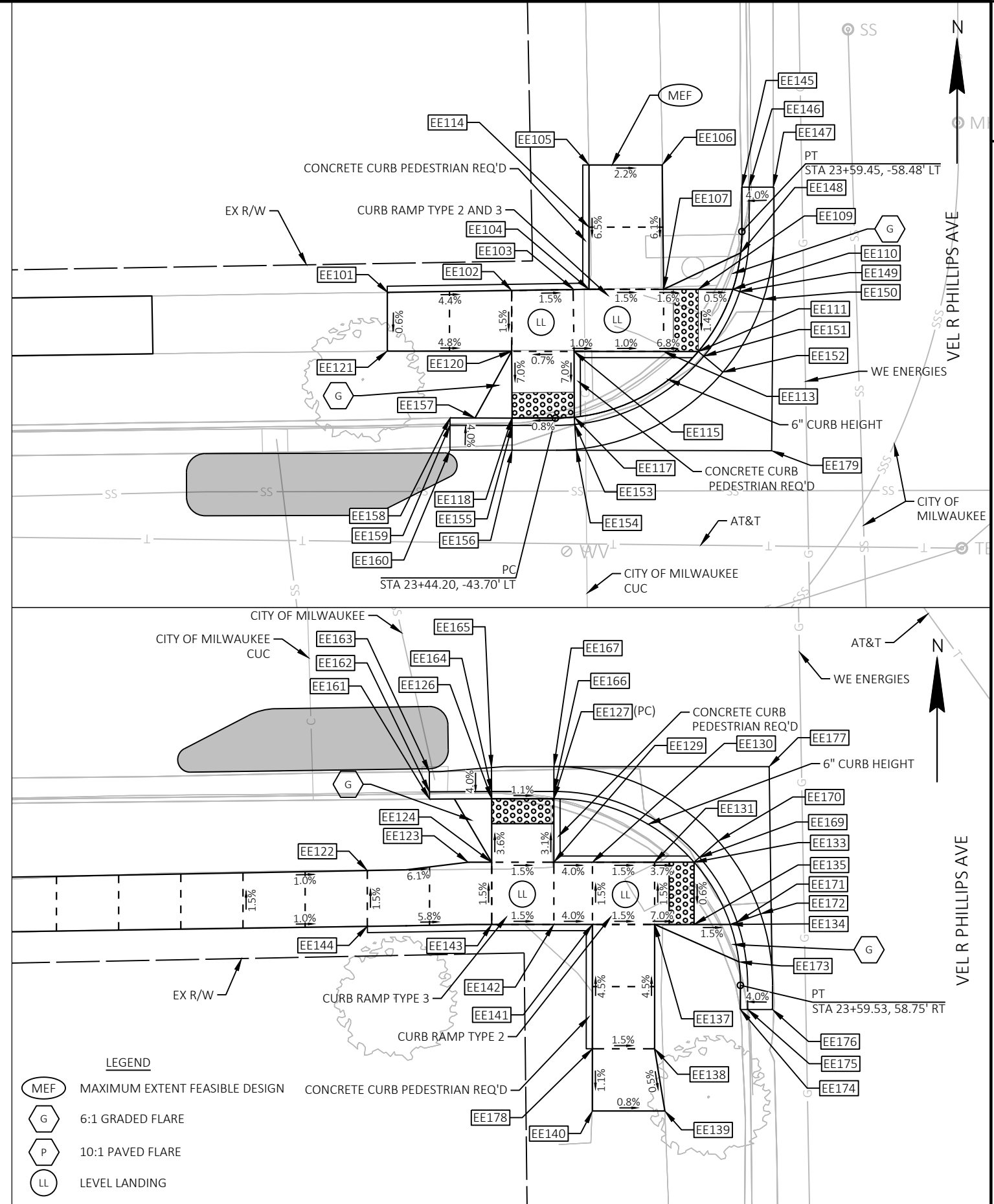
- LEGEND**
- (MEF) MAXIMUM EXTENT FEASIBLE DESIGN
  - (G) 6:1 GRADED FLARE
  - (P) 10:1 PAVED FLARE
  - (LL) LEVEL LANDING

NOTES:  
 1. ALL RECTANGULAR DETECTABLE WARNING FIELDS ARE 5 FEET BY 2 FEET.  
 2. CONCRETE CURB PEDESTRIAN HEIGHT IS 6 INCHES UNLESS STATED OTHERWISE.

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
EE101	23+30.89	53.97 LT	397415.232	2525373.611	678.54
EE102	23+40.83	54.01 LT	397415.412	2525383.550	678.10
EE103	23+45.83	54.01 LT	397415.490	2525388.550	678.03
EE104	23+47.09	54.02 LT	397415.509	2525389.769	678.01
EE105	23+47.23	64.01 LT	397425.509	2525389.769	678.66
EE106	23+53.13	63.93 LT	397425.509	2525395.662	678.53
EE107	23+53.09	53.93 LT	397415.509	2525395.769	677.92
EE109	23+55.87	53.89 LT	397415.509	2525398.556	677.88
EE110	23+58.65	53.85 LT	397415.509	2525401.329	677.86
EE111	23+55.80	48.89 LT	397410.509	2525398.556	677.81
EE113	23+53.01	48.93 LT	397410.509	2525395.769	677.99
EE114	23+47.16	59.02 LT	397420.509	2525389.769	678.34
EE115	23+45.77	49.04 LT	397410.512	2525388.567	678.07
EE117	23+45.72	43.75 LT	397405.227	2525388.585	677.70
EE118	23+40.72	43.79 LT	397405.192	2525383.586	677.66
EE120	23+40.76	49.12 LT	397410.525	2525383.550	678.03
EE121	23+30.76	49.28 LT	397410.548	2525373.550	676.74
EE122	23+29.70	49.09 RT	397312.166	2525373.869	678.86
EE123	23+37.81	48.54 RT	397312.835	2525381.974	678.36
EE124	23+39.71	48.56 RT	397312.835	2525383.869	678.27
EE126	23+39.78	43.46 RT	397317.940	2525383.869	678.09
EE127	23+44.78	43.53 RT	397317.940	2525388.869	678.03
EE129	23+44.71	48.63 RT	397312.835	2525388.869	678.19
EE130	23+47.78	48.68 RT	397312.835	2525391.974	678.07
EE131	23+52.77	48.75 RT	397312.835	2525396.974	677.99
EE133	23+55.95	48.80 RT	397312.835	2525400.145	677.87
EE134	23+58.78	53.84 RT	397307.835	2525403.051	677.80
EE135	23+55.87	53.80 RT	397307.835	2525400.145	677.84
EE137	23+52.70	53.75 RT	397307.835	2525396.974	678.07
EE138	23+52.55	63.75 RT	397297.835	2525396.974	678.52
EE139	23+53.30	68.76 RT	397292.835	2525397.797	678.49
EE140	23+47.48	68.68 RT	397292.835	2525391.974	678.54
EE141	23+47.70	53.68 RT	397307.835	2525391.974	678.14
EE142	23+44.64	53.63 RT	397307.835	2525388.869	678.27
EE143	23+39.64	53.56 RT	397307.835	2525383.869	678.34

NOTES:  
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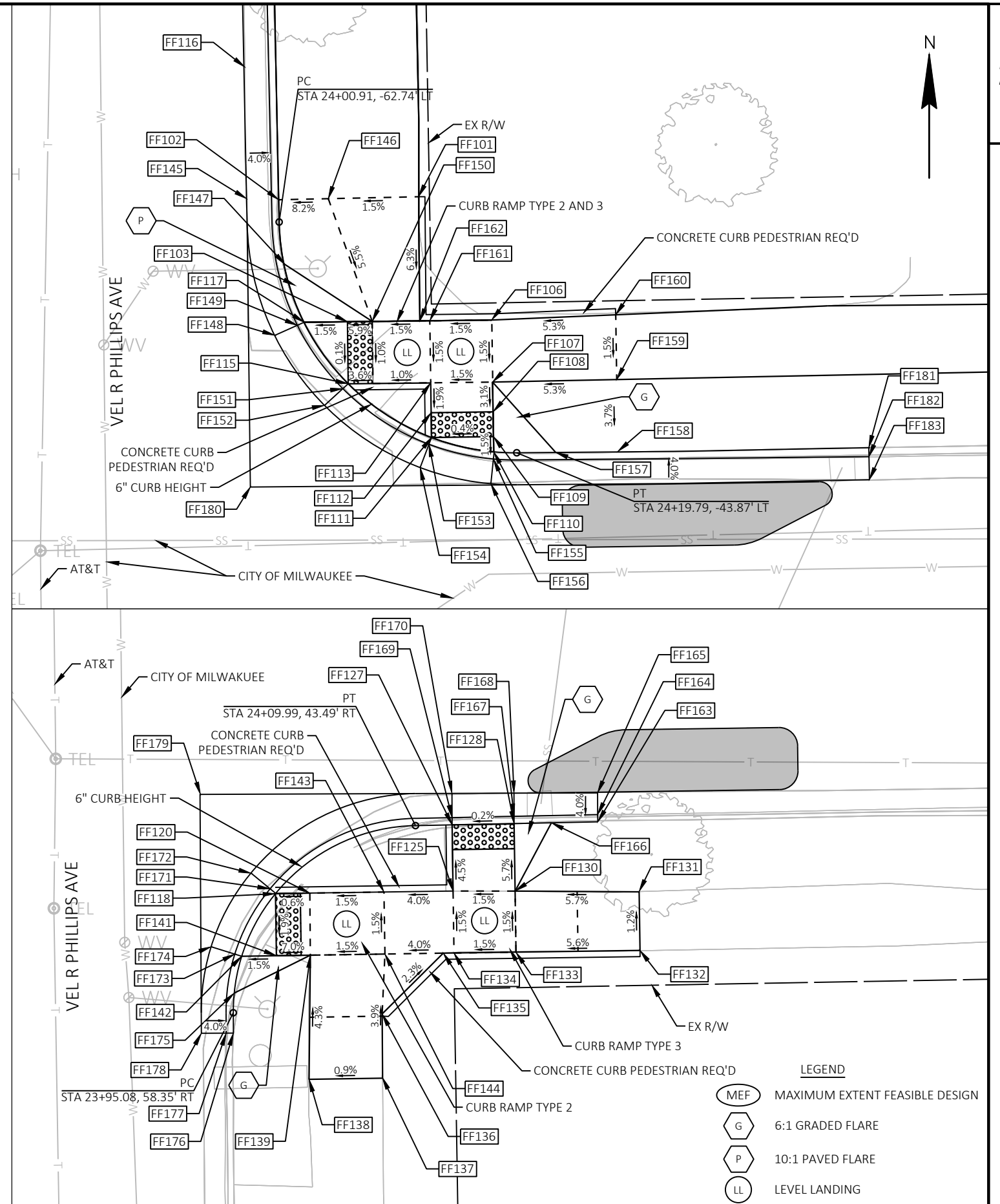
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
EE144	23+29.64	53.57 RT	397307.687	2525373.871	678.92
EE145	23+59.50	62.05 LT	397423.725	2525402.065	678.44
EE146	23+60.09	62.04 LT	397423.727	2525402.649	677.94
EE147	23+62.03	62.01 LT	397423.725	2525404.589	678.02
EE148	23+59.33	56.76 LT	397418.435	2525401.967	678.39
EE149	23+59.20	53.66 LT	397415.328	2525401.884	677.86
EE150	23+61.09	53.01 LT	397414.709	2525403.785	677.94
EE151	23+56.24	48.51 LT	397410.134	2525399.003	677.81
EE152	23+57.75	47.20 LT	397408.848	2525400.535	677.89
EE153	23+45.75	43.17 LT	397404.645	2525388.623	677.70
EE154	23+45.85	41.17 LT	397402.648	2525388.754	677.67
EE155	23+40.72	43.16 LT	397404.567	2525383.596	677.65
EE156	23+40.68	41.16 LT	397402.567	2525383.589	677.74
EE157	23+37.74	43.80 LT	397405.161	2525380.602	678.13
EE158	23+35.73	43.83 LT	397405.168	2525378.597	678.20
EE159	23+35.72	43.25 LT	397404.585	2525378.595	677.61
EE160	23+35.68	41.25 LT	397402.585	2525378.588	677.70
EE161	23+34.78	43.42 RT	397317.911	2525378.869	678.72
EE162	23+34.78	42.84 RT	397318.494	2525378.864	678.15
EE163	23+34.81	41.23 RT	397320.095	2525378.868	678.22
EE164	23+39.79	42.88 RT	397318.523	2525383.869	678.09
EE165	23+39.79	40.96 RT	397320.444	2525383.849	678.17
EE166	23+44.79	42.95 RT	397318.523	2525388.870	678.03
EE167	23+44.82	40.95 RT	397320.523	2525388.872	678.11
EE169	23+56.39	48.42 RT	397313.219	2525400.584	677.87
EE170	23+57.91	47.12 RT	397314.539	2525402.087	677.96
EE171	23+59.33	53.66 RT	397308.025	2525403.602	677.80
EE172	23+61.23	53.04 RT	397308.678	2525405.492	677.88
EE173	23+59.47	56.87 RT	397304.820	2525403.785	678.26
EE174	23+59.50	60.69 RT	397300.994	2525403.872	678.22
EE175	23+60.08	60.70 RT	397300.999	2525404.455	677.72
EE176	23+62.08	60.73 RT	397300.994	2525406.455	677.80
EE177	23+62.10	41.20 RT	397320.523	2525406.184	677.93
EE178	23+47.55	63.68 RT	397297.835	2525391.974	678.60
EE179	23+61.58	40.82 LT	397402.531	2525404.458	678.02



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
FF101	24+12.17	64.62 LT	397427.068	2525454.692	679.04
FF102	24+00.90	64.54 LT	397426.825	2525443.419	678.60
FF103	24+06.30	54.63 LT	397416.994	2525448.966	678.23
FF106	24+17.92	54.59 LT	397417.130	2525460.589	678.49
FF107	24+17.92	49.59 LT	397412.131	2525460.661	678.42
FF108	24+17.94	47.20 LT	397409.735	2525460.712	678.34
FF109	24+17.94	45.20 LT	397407.735	2525460.741	678.28
FF110	24+17.94	43.97 LT	397406.512	2525460.759	678.26
FF111	24+12.94	45.20 LT	397407.661	2525455.742	678.26
FF112	24+12.94	47.20 LT	397409.661	2525455.712	678.30
FF113	24+12.94	49.61 LT	397412.072	2525455.679	678.34
FF115	24+06.28	49.63 LT	397411.994	2525449.025	678.23
FF116	23+98.33	75.27 LT	397437.518	2525440.692	678.04
FF117	24+02.80	54.64 LT	397416.953	2525445.471	678.18
FF118	23+98.62	48.81 RT	397313.455	2525442.811	678.01
FF120	24+01.39	48.81 RT	397313.498	2525445.582	678.03
FF125	24+12.94	48.80 RT	397313.672	2525457.130	678.34
FF127	24+12.94	43.47 RT	397319.004	2525457.052	678.11
FF128	24+17.94	43.44 RT	397319.107	2525462.050	678.12
FF130	24+17.94	48.88 RT	397313.666	2525462.131	678.42
FF131	24+27.94	49.07 RT	397313.628	2525472.132	678.99
FF132	24+27.94	53.81 RT	397308.883	2525472.202	679.05
FF133	24+17.94	53.81 RT	397308.736	2525462.203	678.49
FF134	24+12.94	53.80 RT	397308.676	2525457.204	678.42
FF135	24+12.08	53.80 RT	397308.665	2525456.346	678.38
FF136	24+07.07	58.62 RT	397303.769	2525451.410	678.53
FF137	24+07.01	63.73 RT	397298.656	2525451.424	678.59
FF138	24+01.11	63.81 RT	397298.495	2525445.522	678.53
FF139	24+01.35	53.81 RT	397308.498	2525445.623	678.11
FF141	23+98.62	53.81 RT	397308.456	2525442.889	677.91
FF142	23+95.82	53.81 RT	397308.412	2525440.092	677.87
FF143	24+07.36	48.80 RT	397313.591	2525451.559	678.12
FF144	24+07.37	53.80 RT	397308.592	2525451.637	678.20
FF145	23+98.31	64.66 LT	397426.911	2525440.834	678.18
FF146	24+04.90	64.57 LT	397426.910	2525447.418	678.93

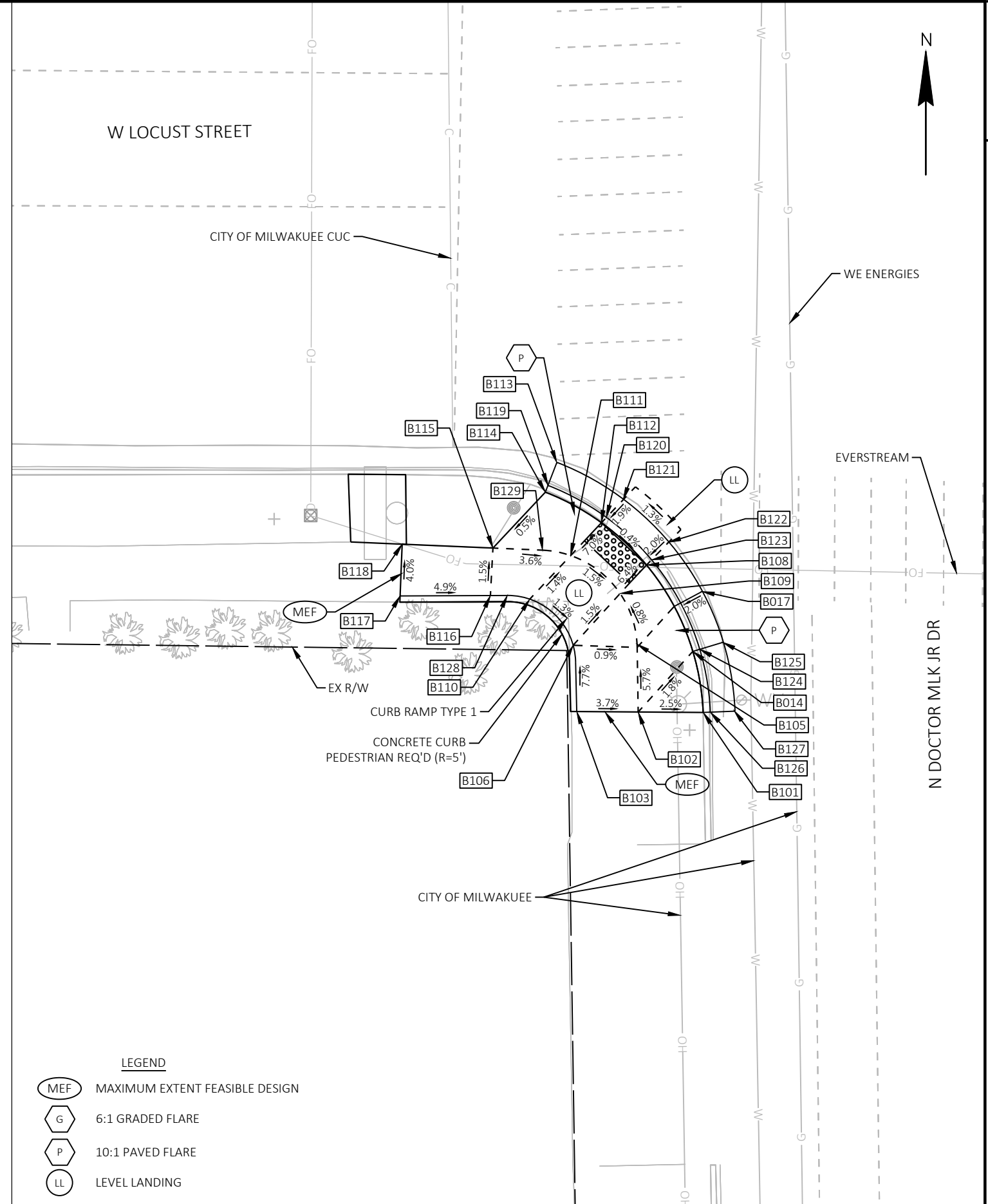
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
FF147	24+01.35	59.30 LT	397421.589	2525443.951	678.63
FF148	24+00.44	53.62 LT	397415.902	2525443.121	678.26
FF149	24+02.25	54.40 LT	397416.708	2525444.923	678.18
FF150	24+08.30	54.62 LT	397417.017	2525450.966	678.35
FF151	24+05.85	49.24 LT	397411.601	2525448.594	678.23
FF152	24+04.35	47.92 LT	397410.258	2525447.120	678.31
FF153	24+12.72	44.65 LT	397407.116	2525455.536	678.26
FF154	24+11.99	42.79 LT	397405.244	2525454.829	678.35
FF155	24+17.90	43.39 LT	397405.929	2525460.732	678.26
FF156	24+17.66	41.40 LT	397403.939	2525460.526	678.08
FF157	24+22.93	43.85 LT	397406.463	2525465.757	678.75
FF158	24+27.94	43.85 LT	397406.540	2525470.762	678.73
FF159	24+27.94	49.65 LT	397412.334	2525470.674	678.95
FF160	24+27.93	54.87 LT	397417.552	2525470.594	679.02
FF161	24+12.94	54.61 LT	397417.072	2525455.607	678.42
FF162	24+12.14	54.61 LT	397417.062	2525454.803	678.41
FF163	24+24.69	43.40 RT	397319.246	2525468.800	678.61
FF164	24+24.68	42.82 RT	397319.829	2525468.788	678.12
FF165	24+24.71	41.07 RT	397321.575	2525468.784	678.20
FF166	24+20.95	43.42 RT	397319.169	2525465.060	678.62
FF167	24+17.94	42.86 RT	397319.690	2525462.048	678.12
FF168	24+17.96	40.99 RT	397321.556	2525462.041	678.20
FF169	24+12.94	42.89 RT	397319.587	2525457.049	678.11
FF170	24+12.96	40.94 RT	397321.537	2525457.042	678.19
FF171	23+98.19	48.41 RT	397313.849	2525442.379	677.96
FF172	23+96.69	47.13 RT	397315.101	2525440.856	678.05
FF173	23+95.27	53.63 RT	397308.586	2525439.535	677.87
FF174	23+93.37	53.01 RT	397309.181	2525437.626	677.96
FF175	23+95.17	56.77 RT	397305.445	2525439.486	678.32
FF176	23+95.06	59.99 RT	397302.222	2525439.421	678.28
FF177	23+94.48	59.99 RT	397302.219	2525438.838	677.78
FF178	23+92.48	59.97 RT	397302.208	2525436.838	677.86
FF179	23+92.69	40.72 RT	397321.459	2525436.765	678.14
FF180	23+98.27	41.42 LT	397403.674	2525441.135	678.27

NOTES:  
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 2. CONCRETE CURB PEDESTRIAN HEIGHT IS 6 INCHES UNLESS STATED OTHERWISE.



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
B014	27+47.35	59.30 RT	397306.637	2525787.173	680.31
B017	27+47.80	54.41 RT	397311.483	2525787.921	679.89
B101	27+48.49	64.18 RT	397301.696	2525788.018	680.30
B102	27+43.24	64.46 RT	397301.735	2525782.755	680.43
B103	27+38.27	64.72 RT	397301.772	2525777.782	680.61
B105	27+42.81	58.98 RT	397307.228	2525782.663	680.13
B106	27+37.66	59.39 RT	397307.133	2525777.491	680.18
B108	27+43.19	52.55 RT	397313.622	2525783.426	679.90
B109	27+41.20	54.97 RT	397311.323	2525781.294	680.10
B110	27+29.90	55.87 RT	397310.862	2525773.979	680.24
B111	27+37.02	52.15 RT	397314.392	2525777.292	680.17
B112	27+39.34	49.36 RT	397317.044	2525779.780	679.92
B113	27+35.44	44.72 RT	397321.904	2525776.170	679.97
B114	27+34.66	47.16 RT	397319.515	2525775.243	680.43
B115	27+26.97	51.70 RT	397314.997	2525771.003	680.40
B116	27+26.72	55.55 RT	397311.154	2525770.799	680.46
B117	27+19.41	55.49 RT	397311.121	2525763.491	680.82
B118	27+19.63	51.31 RT	397315.310	2525763.660	680.65
B119	27+34.84	46.61 RT	397320.059	2525775.453	679.93
B120	27+39.72	48.91 RT	397317.471	2525780.185	679.90
B121	27+40.99	47.39 RT	397318.907	2525781.546	679.94
B122	27+44.84	50.61 RT	397315.459	2525785.196	679.91
B123	27+43.57	52.11 RT	397314.043	2525783.835	679.87
B124	27+47.90	59.09 RT	397306.805	2525787.732	679.83
B125	27+49.74	58.42 RT	397307.371	2525789.608	679.87
B126	27+49.06	64.12 RT	397301.721	2525788.590	679.80
B127	27+50.97	63.87 RT	397301.855	2525790.510	679.84
B128	27+28.09	55.55 RT	397311.160	2525772.167	680.36
B129	27+34.72	51.86 RT	397314.826	2525775.014	680.28

NOTES:  
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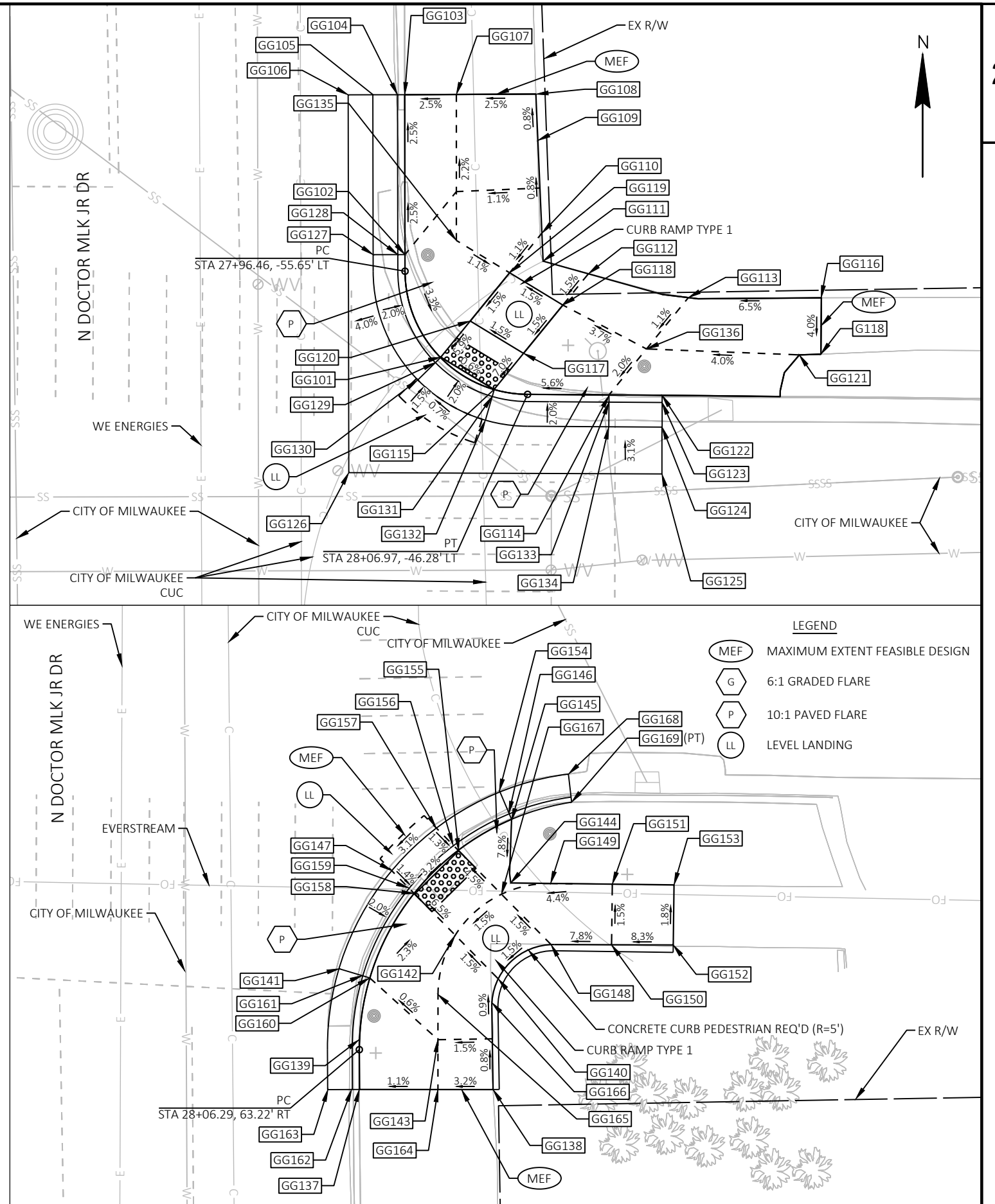
- LEGEND**
- (MEF) MAXIMUM EXTENT FEASIBLE DESIGN
  - (G) 6:1 GRADED FLARE
  - (P) 10:1 PAVED FLARE
  - (LL) LEVEL LANDING



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
GG118	28+32.82	50.35 LT	397411.668	2525876.851	682.92
GG101	27+99.77	48.87 LT	397411.426	2525846.052	681.68
GG102	27+96.37	56.99 LT	397419.738	2525843.150	681.99
GG103	27+95.56	69.93 LT	397432.699	2525843.128	681.66
GG104	27+94.98	69.89 LT	397432.698	2525842.545	681.16
GG105	27+93.01	69.77 LT	397432.695	2525840.570	681.20
GG106	27+90.99	69.64 LT	397432.692	2525838.545	681.20
GG107	27+99.74	70.20 LT	397432.716	2525847.312	681.77
GG108	28+06.17	70.61 LT	397432.742	2525853.756	681.93
GG109	28+06.56	66.88 LT	397428.993	2525853.918	681.96
GG110	28+07.34	59.40 LT	397421.477	2525854.243	682.02
GG111	28+07.57	57.14 LT	397419.208	2525854.340	682.02
GG112	28+11.30	56.34 LT	397418.182	2525858.007	682.10
GG113	28+22.01	54.77 LT	397416.253	2525866.111	682.39
GG114	28+13.57	46.59 LT	397408.319	2525859.683	682.24
GG115	28+04.24	46.51 LT	397408.807	2525850.367	681.71
GG116	28+32.77	54.92 LT	397416.236	2525876.870	683.10
GG117	28+06.44	49.58 LT	397411.736	2525852.754	681.97
GG118	28+09.39	53.68 LT	397415.649	2525855.943	682.05
GG119	28+04.92	56.04 LT	397418.268	2525851.628	681.97
GG120	28+01.98	51.94 LT	397414.355	2525848.439	681.90
GG121	28+31.07	50.27 LT	397411.612	2525875.104	682.83
GG122	28+20.01	46.83 LT	397408.336	2525863.987	682.36
GG123	28+20.01	46.24 LT	397407.753	2525863.983	681.78
GG124	28+20.04	44.25 LT	397405.756	2525863.987	681.82
GG125	28+20.08	40.45 LT	397401.959	2525863.970	681.95
GG126	27+92.90	39.07 LT	397402.066	2525838.598	681.56
GG127	27+93.79	56.83 LT	397419.733	2525840.567	681.53
GG128	27+95.79	56.95 LT	397419.737	2525842.567	681.49
GG129	27+99.36	48.40 LT	397410.983	2525845.614	681.67
GG130	27+98.03	46.91 LT	397409.579	2525844.190	681.71
GG131	28+04.13	45.94 LT	397408.242	2525850.222	681.71
GG132	28+03.69	43.99 LT	397406.320	2525849.669	681.75
GG133	28+13.60	46.06 LT	397407.783	2525859.679	681.76
GG134	28+13.70	44.06 LT	397405.785	2525859.666	681.80

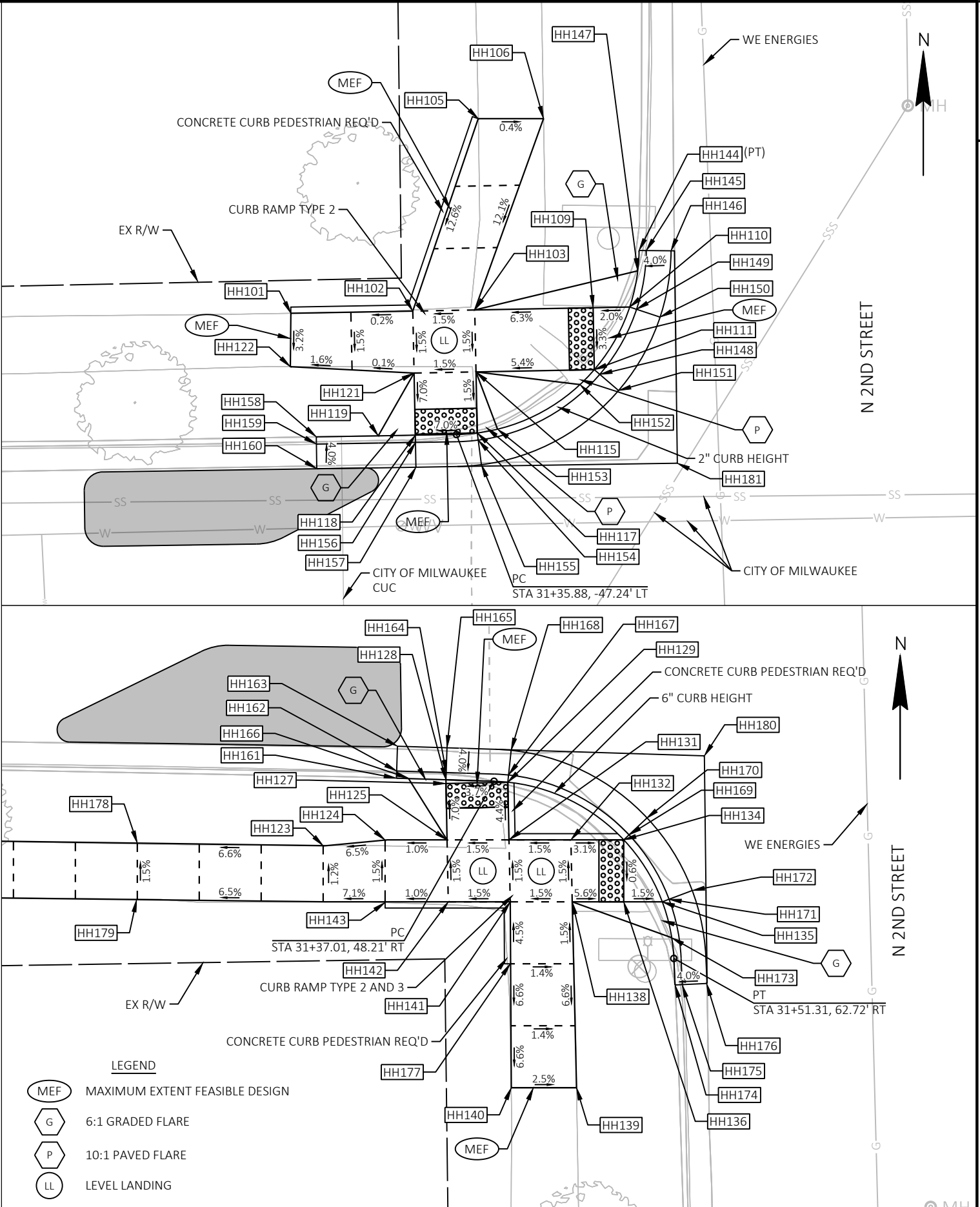
NOTES:  
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 2. CONCRETE CURB PEDESTRIAN HEIGHT IS 6 INCHES UNLESS STATED OTHERWISE.

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
GG135	28+00.46	58.39 LT	397420.888	2525847.312	682.03
GG136	28+16.37	50.54 LT	397412.093	2525862.720	682.34
GG137	28+06.49	66.43 RT	397295.933	2525845.769	680.41
GG138	28+17.30	65.80 RT	397295.911	2525856.602	680.62
GG139	28+06.22	62.42 RT	397299.950	2525845.741	680.42
GG140	28+17.17	56.81 RT	397304.887	2525857.017	680.55
GG141	28+04.27	56.77 RT	397305.707	2525844.139	680.02
GG142	28+13.48	53.49 RT	397308.427	2525853.534	680.48
GG143	28+12.60	62.03 RT	397299.955	2525852.136	680.52
GG144	28+17.72	48.99 RT	397312.658	2525858.036	680.64
GG145	28+17.47	43.95 RT	397317.705	2525858.097	681.03
GG146	28+17.22	43.38 RT	397318.288	2525857.878	680.53
GG147	28+08.03	48.58 RT	397313.656	2525848.393	680.20
GG148	28+18.82	53.88 RT	397307.661	2525861.302	680.64
GG149	28+18.71	48.93 RT	397312.613	2525861.265	680.68
GG150	28+23.72	53.82 RT	397307.650	2525866.203	681.02
GG151	28+23.71	48.90 RT	397312.562	2525866.264	680.95
GG152	28+28.72	53.76 RT	397307.635	2525871.203	681.44
GG153	28+28.71	48.89 RT	397312.503	2525871.264	681.35
GG154	28+16.34	41.63 RT	397320.092	2525857.107	680.57
GG155	28+13.35	46.64 RT	397315.271	2525853.814	680.33
GG156	28+12.87	46.22 RT	397315.715	2525853.363	680.32
GG157	28+11.41	44.90 RT	397317.128	2525851.987	680.35
GG158	28+09.96	50.32 RT	397311.806	2525850.209	680.17
GG159	28+09.48	49.89 RT	397312.260	2525849.763	680.16
GG160	28+06.77	57.36 RT	397304.965	2525846.603	680.48
GG161	28+06.17	57.21 RT	397305.153	2525846.008	679.98
GG162	28+05.86	66.47 RT	397295.932	2525845.146	679.92
GG163	28+03.95	66.58 RT	397295.936	2525843.228	679.95
GG164	28+12.84	66.06 RT	397295.914	2525852.134	680.48
GG165	28+12.38	58.37 RT	397303.619	2525852.139	680.56
GG166	28+16.78	58.77 RT	397302.959	2525856.505	680.56
GG167	28+17.02	49.95 RT	397311.746	2525857.283	680.56
GG168	28+20.02	40.04 RT	397321.477	2525862.708	680.70
GG169	28+20.31	42.31 RT	397319.208	2525862.970	681.17



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
HH101	31+22.66	57.22 LT	397419.392	2526165.053	706.25
HH102	31+32.51	57.24 LT	397419.565	2526174.896	706.30
HH103	31+37.51	57.26 LT	397419.659	2526179.895	706.37
HH105	31+38.02	72.69 LT	397435.095	2526180.179	708.34
HH106	31+43.29	72.61 LT	397435.095	2526185.450	708.32
HH109	31+47.06	57.30 LT	397419.840	2526189.453	706.96
HH110	31+50.01	57.31 LT	397419.895	2526192.403	707.01
HH111	31+47.08	52.30 LT	397414.841	2526189.547	706.77
HH115	31+37.53	52.26 LT	397414.660	2526179.999	706.30
HH117	31+37.56	47.34 LT	397409.733	2526180.102	706.17
HH118	31+32.56	47.23 LT	397409.552	2526175.105	705.87
HH119	31+29.56	47.22 LT	397409.502	2526172.106	706.14
HH121	31+32.53	52.24 LT	397414.566	2526175.000	706.20
HH122	31+22.56	52.91 LT	397415.078	2526165.013	706.11
HH123	31+23.14	53.20 RT	397308.993	2526167.188	703.66
HH124	31+28.14	52.82 RT	397309.450	2526172.188	703.99
HH125	31+33.14	52.87 RT	397309.468	2526177.188	704.05
HH127	31+33.12	48.33 RT	397314.014	2526177.094	703.73
HH128	31+33.13	48.03 RT	397314.316	2526177.103	703.71
HH129	31+38.12	48.30 RT	397314.118	2526182.093	703.92
HH131	31+38.14	52.95 RT	397309.468	2526182.190	704.12
HH132	31+43.14	53.02 RT	397309.468	2526187.190	704.20
HH134	31+47.40	53.09 RT	397309.468	2526191.451	704.07
HH135	31+50.44	58.13 RT	397304.468	2526194.560	703.99
HH136	31+47.33	58.09 RT	397304.468	2526191.451	704.04
HH138	31+43.17	58.03 RT	397304.468	2526187.294	704.27
HH139	31+43.30	73.03 RT	397289.468	2526187.642	703.63
HH140	31+38.03	72.95 RT	397289.468	2526182.377	703.76
HH141	31+38.17	57.95 RT	397304.468	2526182.294	704.20
HH142	31+33.17	57.88 RT	397304.468	2526177.293	704.12
HH143	31+28.07	57.85 RT	397304.416	2526172.188	704.07
HH144	31+50.84	61.86 LT	397424.457	2526193.161	707.69
HH145	31+51.42	61.85 LT	397424.451	2526193.744	707.19
HH146	31+53.42	61.80 LT	397424.431	2526195.744	707.27
HH147	31+50.71	60.22 LT	397422.818	2526193.055	707.62

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
HH148	31+47.52	51.91 LT	397414.461	2526189.989	706.77
HH149	31+50.57	57.12 LT	397419.712	2526192.956	707.00
HH150	31+52.45	56.46 LT	397419.084	2526194.855	707.09
HH151	31+49.02	50.59 LT	397413.159	2526191.507	706.85
HH152	31+45.91	51.12 LT	397413.639	2526188.394	706.86
HH153	31+39.20	47.62 LT	397410.040	2526181.739	706.44
HH154	31+37.63	46.76 LT	397409.155	2526180.177	706.17
HH155	31+37.86	44.77 LT	397407.172	2526180.436	706.25
HH156	31+32.56	46.65 LT	397408.969	2526175.115	705.87
HH157	31+32.57	44.65 LT	397406.969	2526175.150	705.96
HH158	31+24.56	47.22 LT	397409.421	2526167.106	705.88
HH159	31+24.56	46.64 LT	397408.838	2526167.115	705.29
HH160	31+24.56	44.65 LT	397406.857	2526167.146	705.38
HH161	31+29.14	47.84 RT	397314.441	2526173.105	704.00
HH162	31+29.16	47.26 RT	397315.024	2526173.123	703.50
HH163	31+29.25	45.26 RT	397317.023	2526173.186	703.58
HH164	31+33.16	47.44 RT	397314.898	2526177.121	703.71
HH165	31+33.25	45.45 RT	397316.897	2526177.184	703.79
HH166	31+30.12	47.86 RT	397314.441	2526174.085	704.05
HH167	31+38.19	47.72 RT	397314.698	2526182.154	703.92
HH168	31+38.43	45.73 RT	397316.687	2526182.364	704.00
HH169	31+47.84	52.70 RT	397309.867	2526191.876	704.09
HH170	31+49.26	51.39 RT	397311.196	2526193.284	704.17
HH171	31+50.99	57.94 RT	397304.673	2526195.106	703.99
HH172	31+52.87	57.26 RT	397305.375	2526196.979	704.07
HH173	31+51.16	61.04 RT	397301.573	2526195.326	704.41
HH174	31+51.38	64.86 RT	397297.760	2526195.598	704.35
HH175	31+51.95	64.86 RT	397297.766	2526196.170	703.85
HH176	31+53.91	64.76 RT	397297.894	2526198.134	703.93
HH177	31+38.10	62.95 RT	397299.468	2526182.294	704.42
HH178	31+08.14	52.76 RT	397309.205	2526152.188	702.67
HH179	31+08.02	57.32 RT	397304.648	2526152.135	702.53
HH180	31+54.02	46.41 RT	397316.247	2526197.964	704.37
HH181	31+53.67	44.65 LT	397407.294	2526196.252	707.07

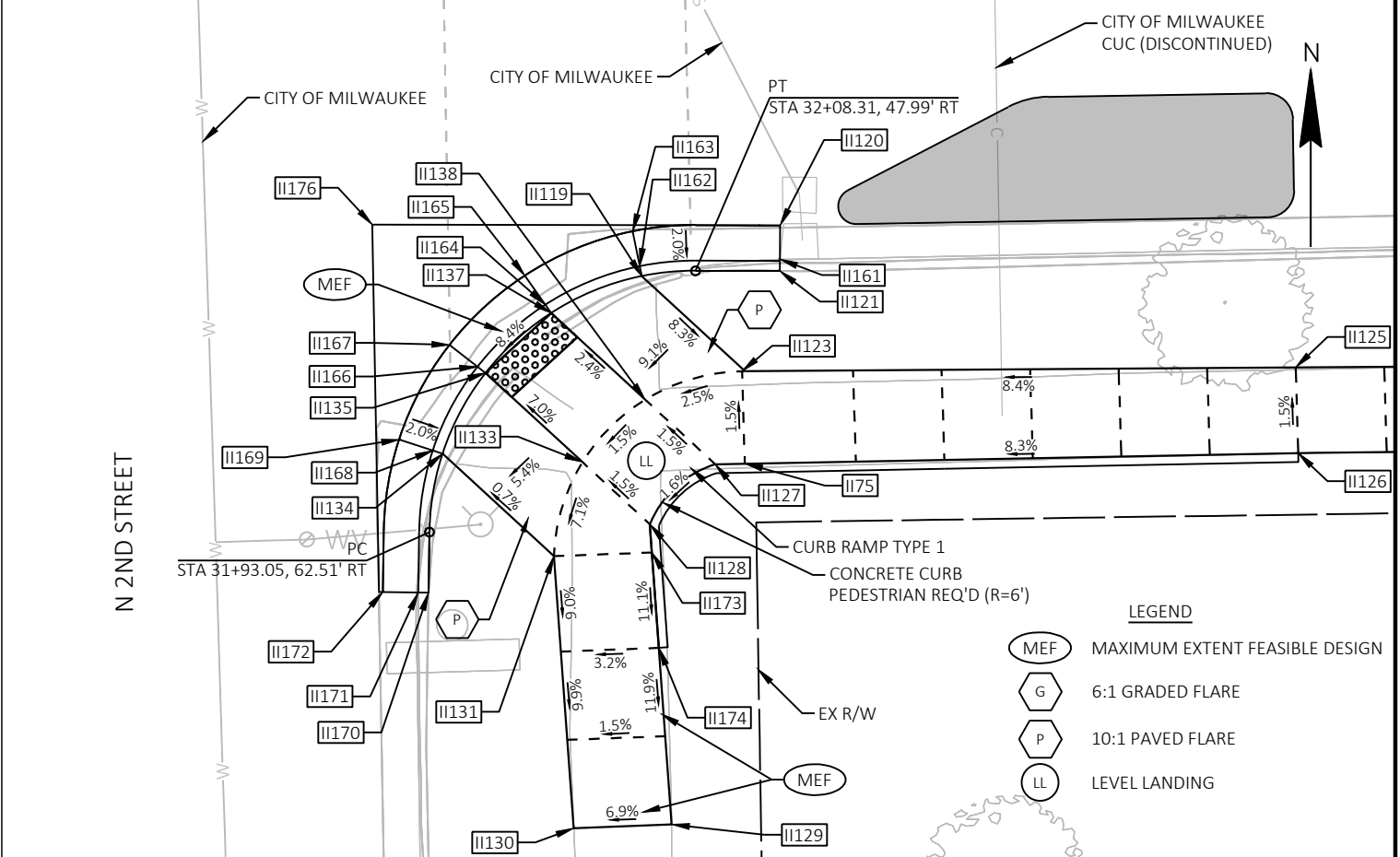
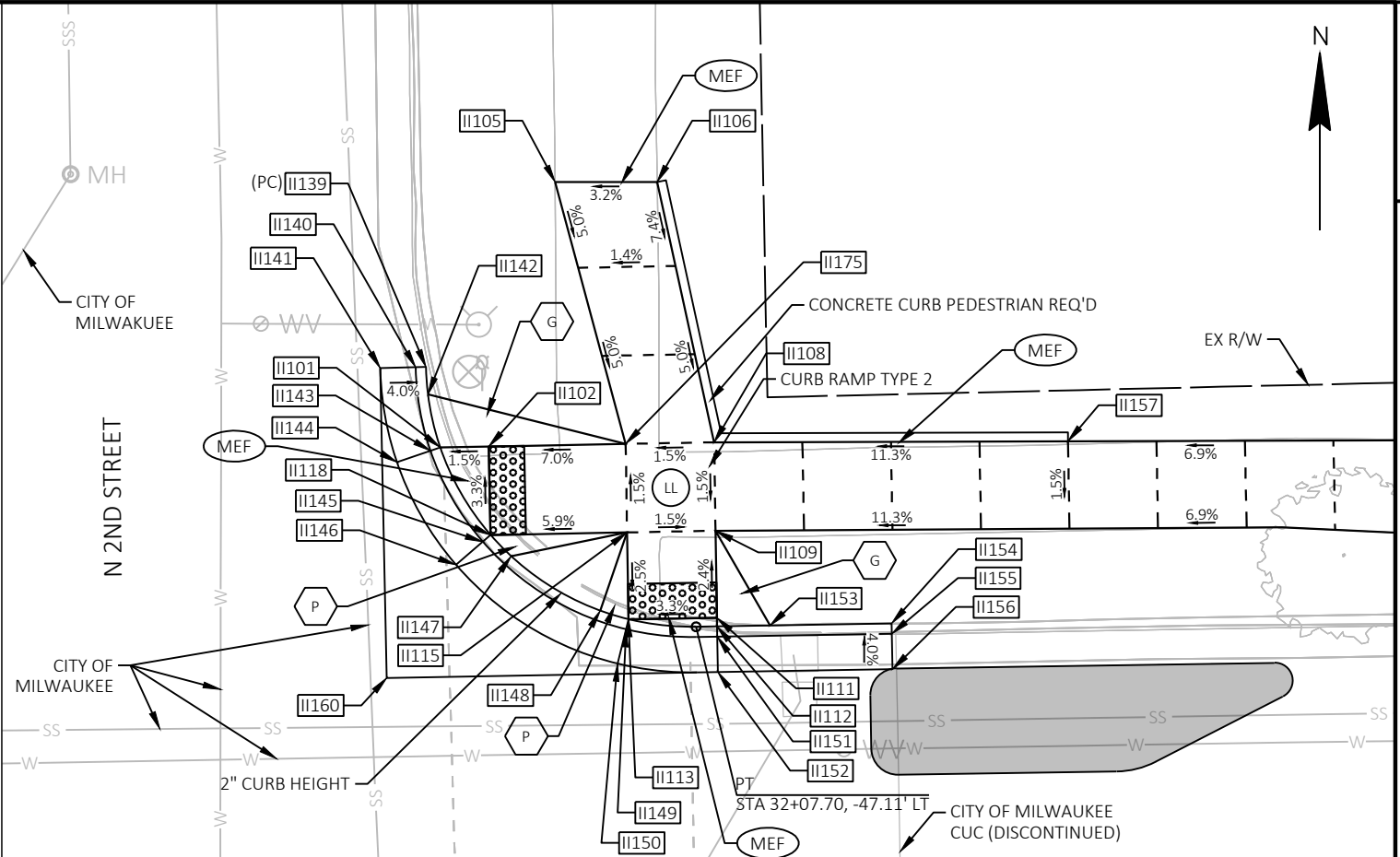


- LEGEND**
- (MEF) MAXIMUM EXTENT FEASIBLE DESIGN
  - (G) 6:1 GRADED FLARE
  - (P) 10:1 PAVED FLARE
  - (LL) LEVEL LANDING

NOTES:  
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STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
II75	32+10.93	58.91 RT	397304.622	2526255.089	706.74
II101	31+93.40	57.47 LT	397420.713	2526235.744	708.58
II102	31+96.15	57.48 LT	397420.764	2526238.492	708.62
II105	32+00.12	72.35 LT	397435.701	2526242.236	709.93
II106	32+05.89	72.26 LT	397435.701	2526248.005	710.11
II108	32+08.88	57.52 LT	397421.005	2526251.221	709.24
II109	32+08.88	52.52 LT	397416.005	2526251.299	709.16
II111	32+08.88	47.60 LT	397411.081	2526251.376	709.28
II112	32+08.88	47.11 LT	397410.599	2526251.384	709.29
II113	32+03.88	47.60 LT	397411.003	2526246.377	709.12
II115	32+03.88	52.50 LT	397415.911	2526246.300	709.24
II118	31+96.16	52.48 LT	397415.765	2526238.587	708.79
II119	32+05.27	48.24 RT	397315.197	2526249.267	707.32
II120	32+13.12	45.49 RT	397318.071	2526257.075	707.45
II121	32+13.08	48.07 RT	397315.491	2526257.070	707.91
II123	32+10.85	53.70 RT	397309.828	2526254.931	706.65
II125	32+42.13	53.98 RT	397310.042	2526286.210	713.48
II126	32+42.20	58.82 RT	397305.196	2526286.358	709.35
II127	32+09.26	58.93 RT	397304.575	2526253.425	706.61
II128	32+05.51	62.26 RT	397301.187	2526249.723	706.53
II129	32+06.47	79.25 RT	397284.218	2526250.951	704.95
II130	32+00.94	79.37 RT	397284.011	2526245.421	704.68
II131	32+00.06	63.98 RT	397299.380	2526244.302	706.06
II133	32+01.75	58.69 RT	397304.695	2526245.911	706.45
II134	31+93.87	58.10 RT	397305.166	2526238.021	705.99
II135	31+96.36	53.58 RT	397309.727	2526240.444	705.93
II137	32+00.12	50.25 RT	397313.112	2526244.149	706.35
II138	32+05.35	55.22 RT	397308.226	2526249.458	706.53
II139	31+92.66	62.03 LT	397425.257	2526234.938	709.00
II140	31+92.08	62.02 LT	397425.245	2526234.355	708.41
II141	31+90.08	62.01 LT	397425.202	2526232.355	708.50
II142	31+92.75	60.48 LT	397423.712	2526235.051	709.05
II143	31+92.84	57.29 LT	397420.524	2526235.193	708.58

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
II144	31+90.94	56.67 LT	397419.875	2526233.301	708.66
II145	31+95.72	52.10 LT	397415.384	2526238.146	708.79
II146	31+94.18	50.82 LT	397414.076	2526236.633	708.87
II147	31+97.30	51.26 LT	397414.568	2526239.744	709.01
II148	32+02.29	48.10 LT	397411.487	2526244.784	709.22
II149	32+03.73	47.03 LT	397410.437	2526246.239	709.12
II150	32+03.23	45.10 LT	397408.494	2526245.764	709.20
II151	32+08.88	46.53 LT	397410.016	2526251.394	709.29
II152	32+08.88	44.53 LT	397408.016	2526251.430	709.38
II153	32+11.88	47.12 LT	397410.652	2526254.383	709.92
II154	32+18.74	47.13 LT	397410.774	2526261.248	710.33
II155	32+18.75	46.55 LT	397410.191	2526261.258	709.83
II156	32+18.75	44.55 LT	397408.192	2526261.294	709.91
II157	32+28.86	57.26 LT	397421.057	2526271.208	711.50
II158	32+51.74	56.96 LT	397421.118	2526294.090	713.07
II159	32+50.89	51.60 LT	397415.739	2526293.316	712.93
II160	31+90.18	44.49 LT	397407.683	2526232.727	708.74
II161	32+13.09	47.40 RT	397316.167	2526257.071	707.42
II162	32+05.16	47.67 RT	397315.766	2526249.151	706.82
II163	32+04.79	45.71 RT	397317.725	2526248.751	706.86
II164	31+99.79	49.77 RT	397313.587	2526243.815	706.35
II165	31+98.67	48.12 RT	397315.223	2526242.662	706.38
II166	31+95.91	53.21 RT	397310.084	2526239.986	705.93
II167	31+94.35	51.96 RT	397311.315	2526238.409	705.97
II168	31+93.31	57.91 RT	397305.348	2526237.463	705.50
II169	31+91.42	57.26 RT	397305.970	2526235.563	705.54
II170	31+92.94	65.94 RT	397297.313	2526237.218	705.37
II171	31+92.36	65.92 RT	397297.322	2526236.638	704.87
II172	31+90.36	65.86 RT	397297.354	2526234.638	704.91
II173	32+05.60	63.86 RT	397299.588	2526249.839	706.35
II174	32+05.90	69.26 RT	397294.198	2526250.229	705.75
II176	31+90.08	45.10 RT	397318.107	2526234.033	706.05

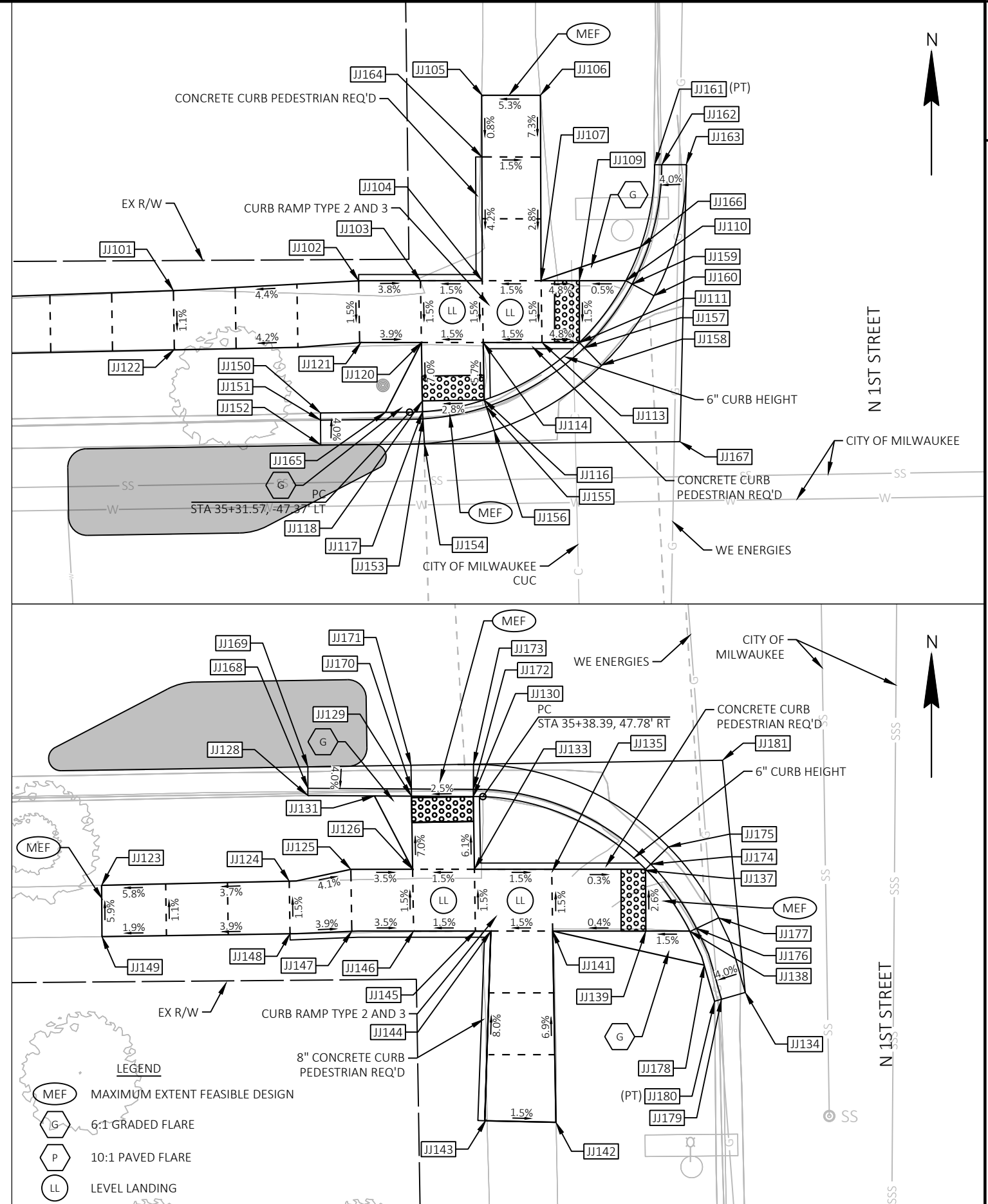


- NOTES:  
 1. ALL RECTANGULAR DETECTABLE WARNING FIELDS ARE 5 FEET BY 2 FEET.  
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STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
JJ101	35+12.62	57.50 LT	397425.736	2526554.922	728.16
JJ102	35+27.61	58.06 LT	397426.523	2526569.910	728.82
JJ103	35+32.62	57.99 LT	397426.532	2526574.912	728.63
JJ104	35+37.62	57.91 LT	397426.532	2526579.912	728.70
JJ105	35+37.87	72.87 LT	397441.491	2526579.937	729.17
JJ106	35+42.56	72.83 LT	397441.532	2526584.620	729.42
JJ107	35+42.37	57.84 LT	397426.532	2526584.669	728.77
JJ109	35+45.47	57.79 LT	397426.532	2526587.766	728.63
JJ110	35+49.23	57.73 LT	397426.532	2526591.525	728.65
JJ111	35+45.39	52.79 LT	397421.532	2526587.766	728.55
JJ113	35+42.37	52.84 LT	397421.533	2526584.748	728.70
JJ114	35+37.62	52.91 LT	397421.532	2526579.991	728.63
JJ116	35+37.62	48.27 LT	397416.890	2526580.064	728.36
JJ117	35+32.62	47.39 LT	397415.940	2526575.079	728.21
JJ118	35+32.62	48.27 LT	397416.812	2526575.063	728.22
JJ120	35+32.62	52.99 LT	397421.534	2526574.991	728.55
JJ121	35+27.72	53.06 LT	397421.532	2526570.094	728.74
JJ122	35+12.62	52.74 LT	397420.973	2526554.996	728.10
JJ123	35+07.43	54.48 RT	397313.687	2526551.488	730.63
JJ124	35+22.62	54.38 RT	397314.026	2526566.669	731.34
JJ125	35+27.62	53.50 RT	397314.977	2526571.655	731.14
JJ126	35+32.62	53.57 RT	397314.986	2526576.655	730.96
JJ128	35+24.23	47.48 RT	397320.948	2526568.177	730.85
JJ129	35+32.62	47.66 RT	397320.900	2526576.563	730.55
JJ130	35+37.62	47.76 RT	397320.871	2526581.564	730.68
JJ131	35+29.62	47.59 RT	397320.917	2526573.562	730.98
JJ133	35+37.62	53.65 RT	397314.986	2526581.656	731.04
JJ134	35+59.37	63.96 RT	397305.022	2526603.570	731.52
JJ135	35+43.91	53.94 RT	397314.798	2526587.950	731.13
JJ137	35+51.37	53.94 RT	397314.912	2526595.412	731.11
JJ138	35+54.95	58.92 RT	397309.986	2526599.073	731.29
JJ139	35+51.41	58.87 RT	397309.986	2526595.526	731.24
JJ141	35+43.87	58.75 RT	397309.986	2526587.986	731.20
JJ142	35+43.89	74.22 RT	397294.516	2526588.251	732.27
JJ143	35+38.24	73.95 RT	397294.696	2526582.594	732.35
JJ144	35+38.87	58.67 RT	397309.986	2526582.986	731.13
JJ145	35+37.62	58.65 RT	397309.986	2526581.734	731.11

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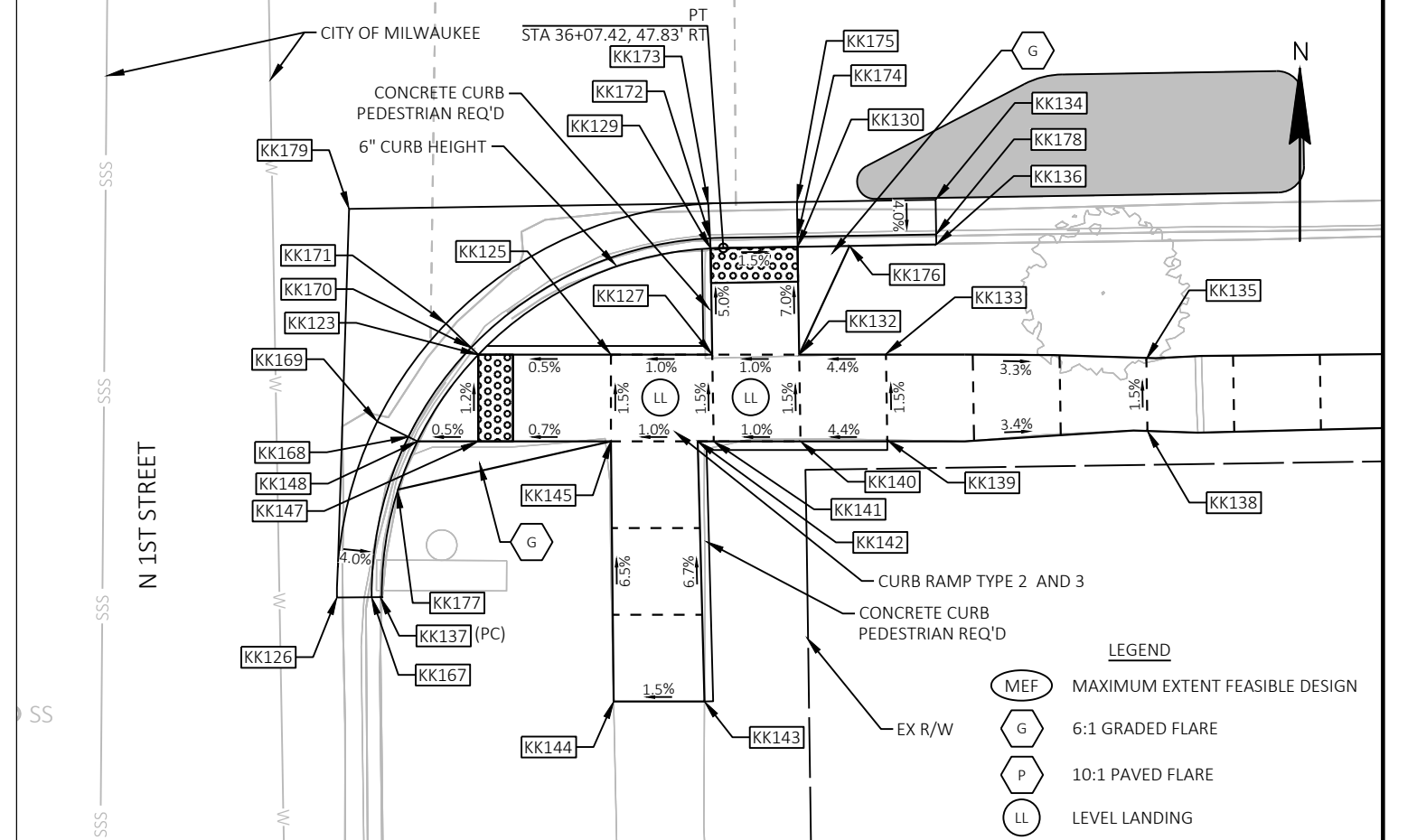
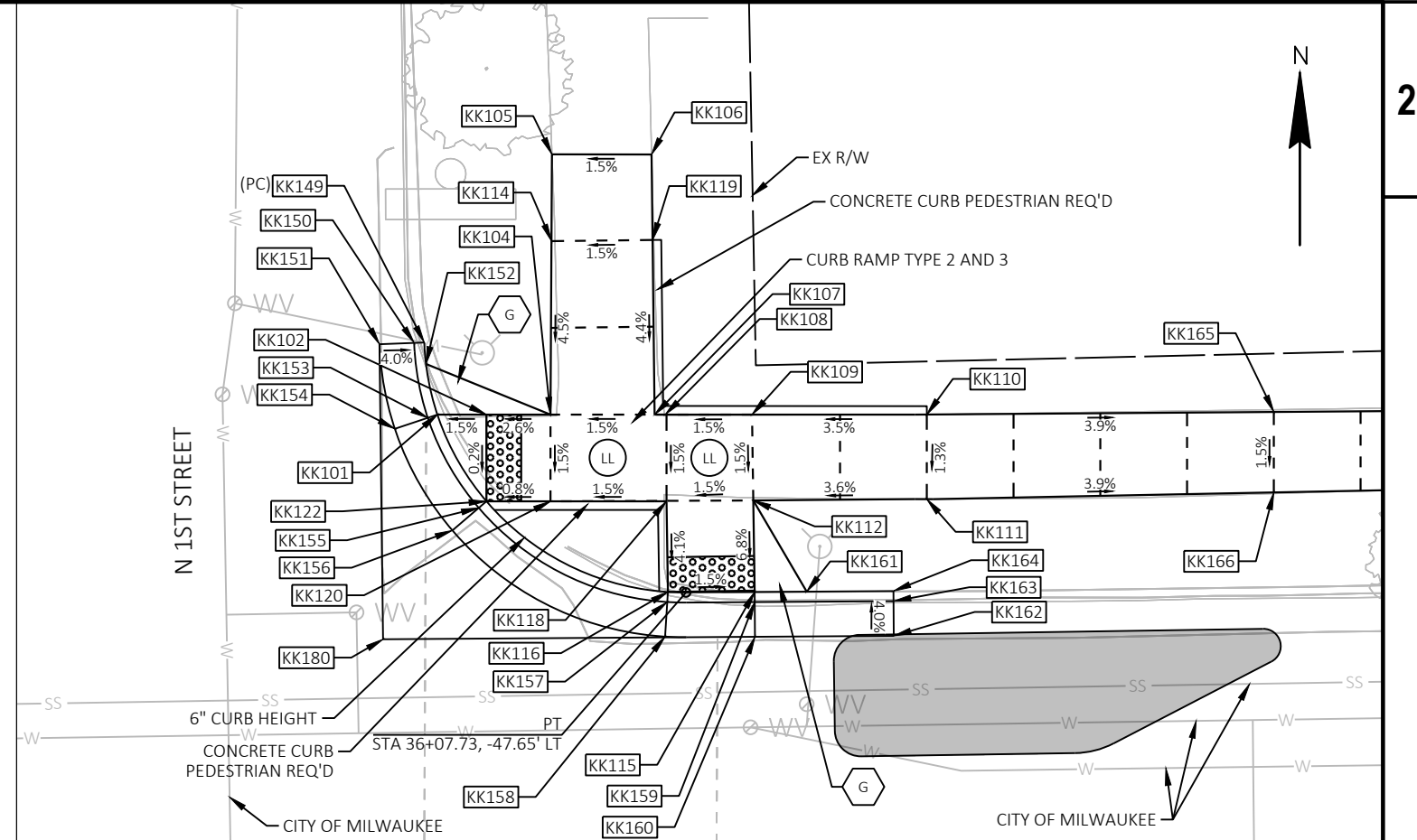
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
JJ146	35+32.62	58.57 RT	397309.986	2526576.733	731.04
JJ147	35+27.62	58.50 RT	397309.978	2526571.733	731.21
JJ148	35+22.62	58.63 RT	397309.775	2526566.736	731.41
JJ149	35+07.40	58.63 RT	397309.537	2526551.520	730.88
JJ150	35+24.36	47.42 LT	397415.840	2526566.818	728.47
JJ151	35+24.35	46.84 LT	397415.257	2526566.823	727.97
JJ152	35+24.34	44.84 LT	397413.257	2526566.841	728.06
JJ153	35+32.64	46.81 LT	397415.358	2526575.114	728.21
JJ154	35+32.73	44.81 LT	397413.361	2526575.237	728.29
JJ155	35+37.79	47.71 LT	397416.336	2526580.245	728.36
JJ156	35+38.38	45.80 LT	397414.435	2526580.866	728.44
JJ157	35+45.79	52.36 LT	397421.114	2526588.172	728.55
JJ158	35+47.14	50.92 LT	397419.691	2526589.548	728.63
JJ159	35+49.74	57.45 LT	397426.259	2526592.040	728.65
JJ160	35+51.49	56.48 LT	397425.322	2526593.807	728.73
JJ161	35+51.70	67.08 LT	397435.918	2526593.855	729.29
JJ162	35+52.29	67.07 LT	397435.918	2526594.438	728.79
JJ163	35+54.26	67.04 LT	397435.920	2526596.415	728.88
JJ164	35+37.74	67.93 LT	397436.549	2526579.879	729.12
JJ165	35+29.62	47.39 LT	397415.886	2526572.078	728.62
JJ166	35+50.46	60.44 LT	397429.260	2526592.720	729.19
JJ167	35+53.41	44.64 LT	397413.512	2526595.909	728.85
JJ168	35+24.24	46.89 RT	397321.531	2526568.181	730.36
JJ169	35+24.27	45.16 RT	397323.268	2526568.181	730.43
JJ170	35+32.62	47.07 RT	397321.483	2526576.553	730.56
JJ171	35+32.61	45.16 RT	397323.400	2526576.523	730.64
JJ172	35+37.63	47.18 RT	397321.454	2526581.567	730.68
JJ173	35+37.67	45.18 RT	397323.454	2526581.579	730.76
JJ174	35+51.89	53.46 RT	397315.394	2526595.921	731.10
JJ175	35+53.33	52.09 RT	397316.795	2526597.348	731.19
JJ176	35+55.50	58.72 RT	397310.197	2526599.618	731.28
JJ177	35+57.32	57.89 RT	397311.052	2526601.426	731.36
JJ178	35+56.08	61.69 RT	397307.233	2526600.246	731.86
JJ179	35+57.44	64.48 RT	397304.469	2526601.648	731.43
JJ180	35+56.88	64.63 RT	397304.308	2526601.088	731.93
JJ181	35+57.83	45.15 RT	397323.804	2526601.731	731.28



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
KK101	35+93.59	58.12 LT	397427.620	2526635.876	728.71
KK102	35+96.42	58.08 LT	397427.620	2526638.702	728.75
KK104	36+00.11	58.02 LT	397427.620	2526642.393	728.85
KK105	36+00.43	73.02 LT	397442.625	2526642.478	729.23
KK106	36+06.12	72.93 LT	397442.620	2526648.219	729.31
KK107	36+06.07	57.93 LT	397427.620	2526648.393	728.94
KK108	36+06.68	57.92 LT	397427.620	2526649.006	728.95
KK109	36+11.68	57.84 LT	397427.620	2526654.006	729.02
KK110	36+21.76	57.70 LT	397427.625	2526664.084	729.38
KK111	36+21.68	52.82 LT	397422.747	2526664.080	729.31
KK112	36+11.68	52.89 LT	397422.668	2526654.081	728.95
KK114	36+00.32	68.02 LT	397437.621	2526642.450	729.30
KK115	36+11.68	47.61 LT	397417.391	2526654.160	728.58
KK116	36+06.68	47.69 LT	397417.395	2526649.159	728.66
KK118	36+06.68	52.92 LT	397422.626	2526649.081	728.87
KK119	36+06.10	68.00 LT	397437.689	2526648.276	729.38
KK120	36+00.03	53.02 LT	397422.620	2526642.393	728.77
KK122	35+96.34	53.08 LT	397422.620	2526638.702	728.74
KK123	35+93.17	53.77 RT	397315.736	2526637.201	731.44
KK125	36+00.81	53.89 RT	397315.736	2526644.847	731.49
KK126	35+84.80	67.64 RT	397301.733	2526629.053	731.64
KK127	36+06.68	53.98 RT	397315.736	2526650.681	731.54
KK129	36+06.68	47.85 RT	397321.865	2526650.590	731.24
KK130	36+11.69	47.85 RT	397321.942	2526655.600	731.16
KK132	36+11.69	54.05 RT	397315.736	2526655.696	731.59
KK133	36+16.69	54.09 RT	397315.770	2526660.696	731.82
KK134	36+19.69	45.24 RT	397324.663	2526663.559	731.12
KK135	36+31.69	54.62 RT	397315.471	2526675.702	731.33
KK136	36+19.69	47.83 RT	397322.081	2526663.599	731.54
KK137	35+87.31	67.66 RT	397301.751	2526631.558	732.05
KK138	36+31.70	58.75 RT	397311.334	2526675.766	731.39
KK139	36+16.70	59.05 RT	397310.814	2526660.772	731.89
KK140	36+11.70	59.05 RT	397310.736	2526655.773	731.67
KK141	36+06.68	58.98 RT	397310.736	2526650.756	731.62
KK142	36+05.77	58.96 RT	397310.736	2526649.847	731.61
KK143	36+05.94	73.97 RT	397295.736	2526650.239	732.87

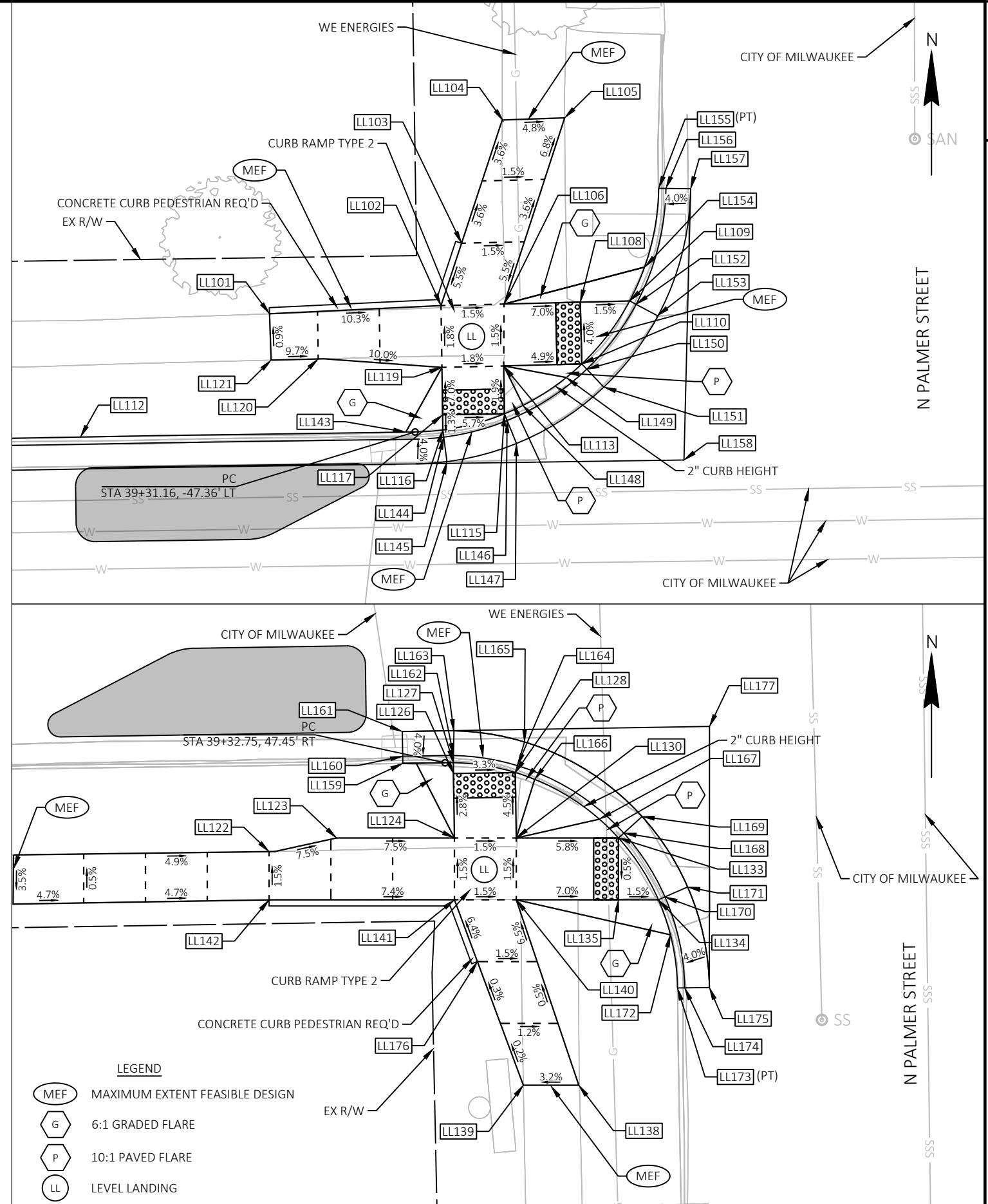
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STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
KK144	36+00.66	73.89 RT	397295.736	2526645.005	732.53
KK145	36+00.73	58.89 RT	397310.736	2526644.847	731.56
KK147	35+93.09	58.77 RT	397310.736	2526637.201	731.51
KK148	35+89.58	58.71 RT	397310.736	2526633.697	731.49
KK149	35+92.90	62.29 LT	397431.779	2526635.117	729.25
KK150	35+92.31	62.28 LT	397431.756	2526634.534	728.67
KK151	35+90.31	62.23 LT	397431.678	2526632.536	728.75
KK152	35+92.98	61.05 LT	397430.541	2526635.216	729.16
KK153	35+93.03	57.95 LT	397427.435	2526635.322	728.71
KK154	35+91.13	57.34 LT	397426.803	2526633.425	728.79
KK155	35+95.89	52.71 LT	397422.241	2526638.259	728.74
KK156	35+94.35	51.43 LT	397420.942	2526636.738	728.82
KK157	36+06.63	47.11 LT	397416.813	2526649.122	728.66
KK158	36+06.48	45.12 LT	397414.817	2526648.996	728.74
KK159	36+11.67	47.03 LT	397416.808	2526654.163	728.58
KK160	36+11.66	45.03 LT	397414.808	2526654.176	728.66
KK161	36+14.68	47.59 LT	397417.411	2526657.160	729.02
KK162	36+19.66	44.97 LT	397414.862	2526662.177	728.51
KK163	36+19.67	46.97 LT	397416.862	2526662.163	728.42
KK164	36+19.68	47.55 LT	397417.445	2526662.160	729.01
KK165	36+41.75	57.55 LT	397427.773	2526684.080	728.59
KK166	36+41.68	52.91 LT	397423.132	2526684.080	728.52
KK167	35+86.80	67.66 RT	397301.747	2526631.053	731.55
KK168	35+89.07	58.45 RT	397310.994	2526633.174	731.49
KK169	35+87.29	57.53 RT	397311.878	2526631.380	731.57
KK170	35+92.75	53.36 RT	397316.139	2526636.780	731.44
KK171	35+91.33	51.95 RT	397317.524	2526635.336	731.53
KK172	36+06.66	47.26 RT	397322.447	2526650.559	731.24
KK173	36+06.59	45.32 RT	397324.391	2526650.460	731.32
KK174	36+11.70	47.25 RT	397322.540	2526655.596	731.16
KK175	36+11.69	45.25 RT	397324.539	2526655.565	731.24
KK176	36+14.69	47.83 RT	397322.003	2526658.600	731.61
KK177	35+88.40	61.54 RT	397307.889	2526632.556	732.01
KK178	36+19.69	47.24 RT	397322.664	2526663.590	731.04
KK179	35+85.85	45.25 RT	397324.139	2526629.756	731.57
KK180	35+90.25	45.22 LT	397414.666	2526632.742	728.94



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
LL101	39+19.52	57.09 LT	397431.475	2526961.826	713.10
LL102	39+33.41	57.55 LT	397432.139	2526975.703	711.67
LL103	39+35.15	62.56 LT	397437.181	2526977.368	711.97
LL104	39+38.66	72.42 LT	397447.091	2526980.730	711.59
LL105	39+43.64	72.58 LT	397447.326	2526985.709	711.34
LL106	39+38.51	57.60 LT	397432.264	2526980.805	711.60
LL108	39+44.68	57.65 LT	397432.417	2526986.973	711.17
LL109	39+48.68	57.69 LT	397432.515	2526990.972	711.11
LL110	39+44.73	52.65 LT	397427.418	2526987.096	711.36
LL112	39+04.08	47.35 LT	397421.507	2526946.528	713.94
LL113	39+38.41	52.59 LT	397427.262	2526980.777	711.67
LL115	39+38.41	48.71 LT	397423.382	2526980.835	711.75
LL116	39+33.41	47.48 LT	397422.077	2526975.854	712.01
LL117	39+33.41	48.71 LT	397423.307	2526975.836	712.03
LL119	39+33.41	52.55 LT	397427.139	2526975.778	711.76
LL120	39+23.41	53.38 LT	397427.823	2526965.767	712.77
LL121	39+19.60	53.34 LT	397427.728	2526961.958	713.14
LL122	39+18.40	54.43 RT	397319.949	2526962.372	714.26
LL123	39+23.87	53.41 RT	397321.055	2526967.827	713.85
LL124	39+33.41	53.55 RT	397321.055	2526977.372	713.13
LL126	39+33.41	48.33 RT	397326.271	2526977.294	712.98
LL127	39+33.41	47.46 RT	397327.140	2526977.281	712.96
LL128	39+38.41	48.33 RT	397326.346	2526982.293	712.82
LL130	39+38.41	53.63 RT	397321.055	2526982.373	713.06
LL133	39+46.68	53.75 RT	397321.055	2526990.638	712.58
LL134	39+49.83	58.80 RT	397316.055	2526993.870	712.50
LL135	39+46.60	58.75 RT	397316.055	2526990.638	712.55
LL138	39+43.17	73.70 RT	397301.055	2526987.432	713.71
LL139	39+38.69	73.63 RT	397301.055	2526982.946	713.57
LL140	39+38.34	58.63 RT	397316.055	2526982.373	713.13
LL141	39+33.34	58.55 RT	397316.055	2526977.372	713.21
LL142	39+18.34	58.33 RT	397316.055	2526962.372	714.32
LL143	39+30.41	47.36 LT	397421.907	2526972.855	712.66
LL144	39+33.47	46.90 LT	397421.499	2526975.928	712.01

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
LL145	39+33.70	44.92 LT	397419.515	2526976.182	712.10
LL146	39+38.62	48.17 LT	397422.842	2526981.054	711.75
LL147	39+39.34	46.31 LT	397420.989	2526981.806	711.83
LL148	39+39.90	49.37 LT	397424.056	2526982.321	711.83
LL149	39+43.46	51.58 LT	397426.322	2526985.841	711.62
LL150	39+45.12	52.23 LT	397426.995	2526987.498	711.36
LL151	39+46.48	50.76 LT	397425.546	2526988.875	711.45
LL152	39+49.19	57.41 LT	397432.241	2526991.486	711.03
LL153	39+50.88	56.45 LT	397431.309	2526993.193	711.12
LL154	39+49.96	60.42 LT	397435.265	2526992.209	711.38
LL155	39+51.16	66.77 LT	397441.625	2526993.317	711.13
LL156	39+51.74	66.75 LT	397441.617	2526993.900	710.55
LL157	39+53.74	66.69 LT	397441.587	2526995.899	710.63
LL158	39+52.88	44.76 LT	397419.647	2526995.363	711.15
LL159	39+29.33	47.46 RT	397327.085	2526973.194	713.64
LL160	39+29.33	46.88 RT	397327.665	2526973.184	713.06
LL161	39+29.32	44.88 RT	397329.665	2526973.151	713.14
LL162	39+33.43	46.88 RT	397327.720	2526977.292	712.96
LL163	39+33.50	44.97 RT	397329.640	2526977.330	713.04
LL164	39+38.59	47.78 RT	397326.901	2526982.462	712.82
LL165	39+39.20	45.88 RT	397328.815	2526983.043	712.90
LL166	39+39.98	48.91 RT	397325.791	2526983.864	712.94
LL167	39+45.16	52.21 RT	397322.572	2526989.095	712.77
LL168	39+47.11	53.37 RT	397321.444	2526991.068	712.57
LL169	39+48.61	52.04 RT	397322.788	2526992.549	712.66
LL170	39+50.37	58.57 RT	397316.287	2526994.401	712.50
LL171	39+52.21	57.80 RT	397317.088	2526996.234	712.59
LL172	39+50.77	61.65 RT	397313.221	2526994.844	712.98
LL173	39+51.27	65.95 RT	397308.921	2526995.417	712.95
LL174	39+51.85	65.95 RT	397308.930	2526995.997	712.45
LL175	39+53.85	65.95 RT	397308.960	2526997.996	712.53
LL176	39+35.12	63.58 RT	397311.055	2526979.230	713.54
LL177	39+54.18	44.84 RT	397330.075	2526998.009	712.58



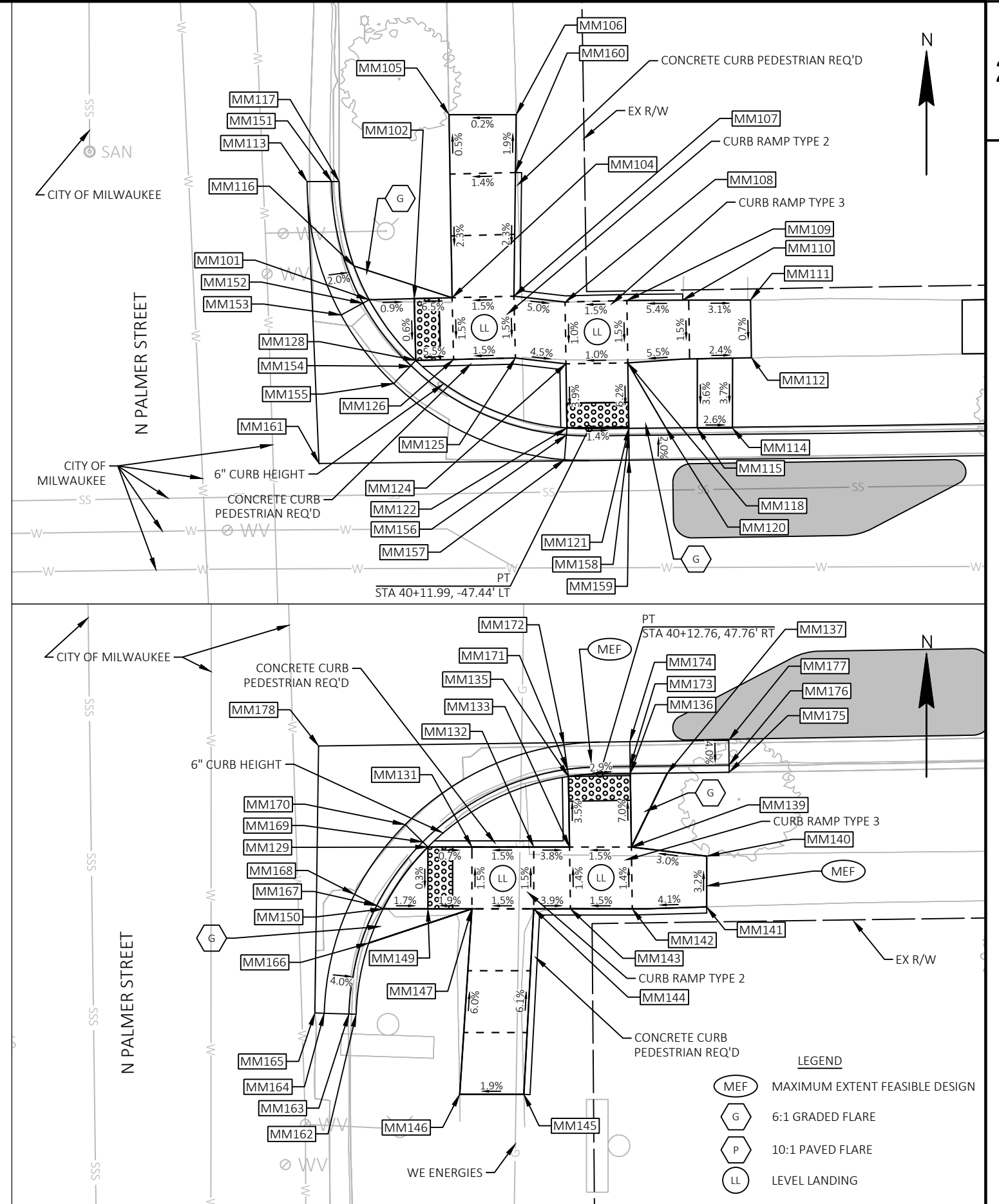
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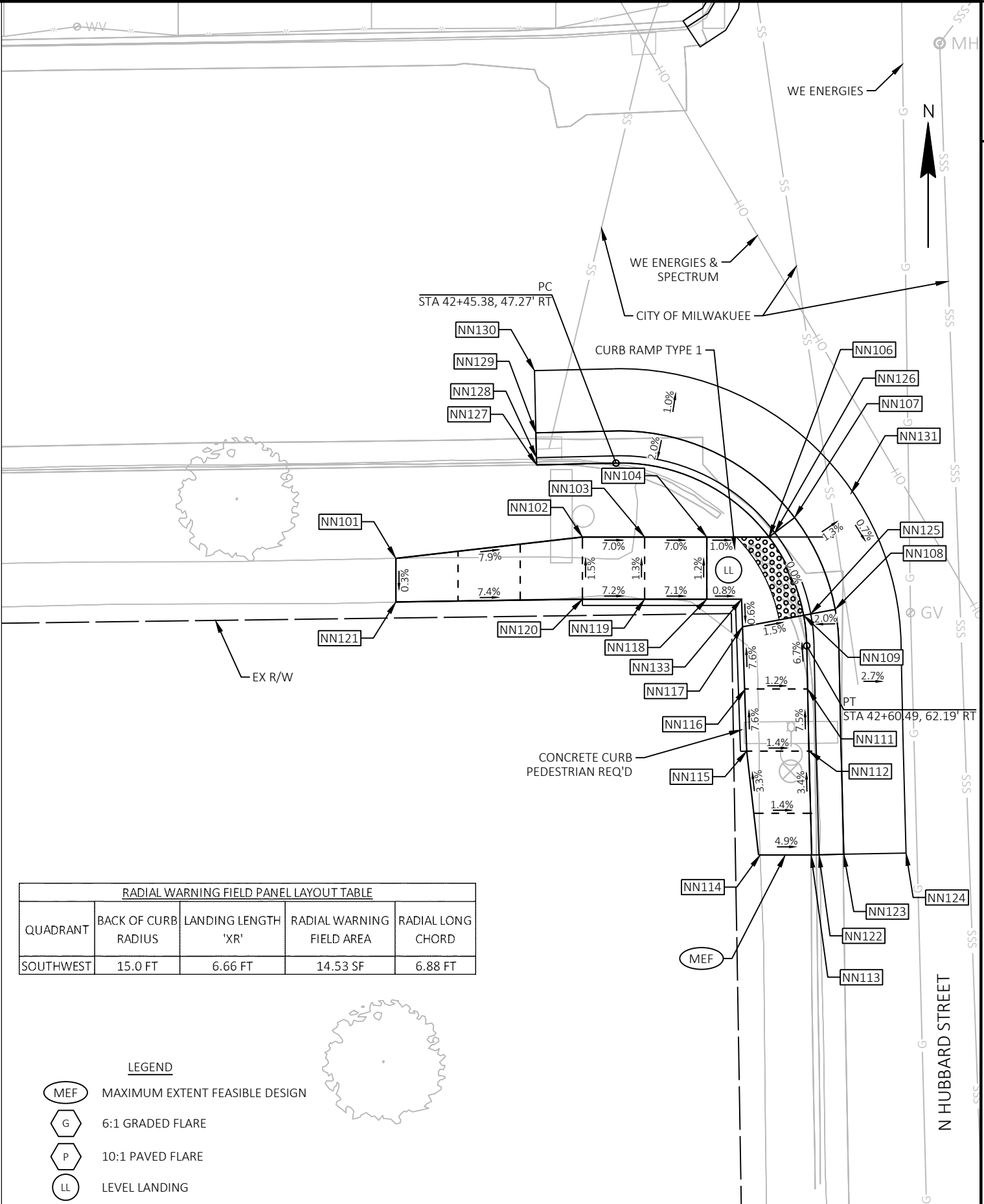
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
MM101	39+94.37	58.14 LT	397433.641	2527036.650	709.30
MM102	39+98.01	58.17 LT	397433.731	2527040.291	709.31
MM104	40+01.08	58.20 LT	397433.807	2527043.353	709.52
MM105	40+01.05	73.01 LT	397448.609	2527043.104	709.73
MM106	40+06.48	72.92 LT	397448.609	2527048.536	709.74
MM107	40+06.08	58.25 LT	397433.930	2527048.352	709.60
MM108	40+10.23	57.71 LT	397433.457	2527052.510	709.39
MM109	40+15.20	57.76 LT	397433.580	2527057.486	709.47
MM110	40+19.72	57.72 LT	397433.609	2527062.000	709.75
MM111	40+25.20	57.65 LT	397433.620	2527067.487	709.58
MM112	40+25.20	53.01 LT	397428.976	2527067.556	709.55
MM113	39+89.49	67.77 LT	397443.203	2527031.628	709.49
MM114	40+23.58	47.32 LT	397423.266	2527066.022	709.33
MM115	40+20.74	47.35 LT	397423.252	2527063.178	709.40
MM116	39+93.18	60.89 LT	397436.373	2527035.417	709.83
MM117	39+92.08	67.73 LT	397443.204	2527034.211	709.91
MM118	40+15.19	52.71 LT	397428.532	2527057.552	709.39
MM120	40+18.20	47.41 LT	397423.279	2527060.641	709.46
MM121	40+15.20	47.43 LT	397423.247	2527057.641	709.02
MM122	40+10.20	47.53 LT	397423.274	2527052.640	709.09
MM124	40+10.20	52.71 LT	397428.457	2527052.562	709.34
MM125	40+06.12	53.25 LT	397428.931	2527048.475	709.52
MM126	40+01.12	53.20 LT	397428.808	2527043.476	709.45
MM128	39+98.06	53.17 LT	397428.733	2527040.414	709.24
MM129	39+98.75	53.46 RT	397322.128	2527042.703	711.63
MM131	40+02.31	53.51 RT	397322.128	2527046.260	711.60
MM132	40+07.31	53.58 RT	397322.128	2527051.260	711.68
MM133	40+10.20	53.63 RT	397322.128	2527054.155	711.57
MM135	40+10.20	47.92 RT	397327.836	2527054.070	711.37
MM136	40+15.20	47.76 RT	397328.069	2527059.067	711.23
MM137	40+18.20	47.76 RT	397328.110	2527062.066	711.64
MM139	40+15.20	53.70 RT	397322.128	2527059.156	711.64
MM140	40+21.28	54.53 RT	397321.390	2527065.245	711.83
MM141	40+21.22	58.63 RT	397317.287	2527065.240	711.96
MM142	40+15.20	58.70 RT	397317.128	2527059.230	711.71

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STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
MM143	40+10.20	58.63 RT	397317.128	2527054.230	711.64
MM144	40+07.23	58.58 RT	397317.128	2527051.260	711.75
MM145	40+06.21	73.57 RT	397302.128	2527050.463	712.67
MM146	40+01.03	73.49 RT	397302.128	2527045.276	712.57
MM147	40+02.24	58.51 RT	397317.128	2527046.260	711.68
MM149	39+98.68	58.46 RT	397317.128	2527042.703	711.61
MM150	39+95.06	58.40 RT	397317.128	2527039.082	711.68
MM151	39+91.49	67.74 LT	397443.203	2527033.628	709.41
MM152	39+93.85	57.86 LT	397433.362	2527036.138	709.30
MM153	39+92.08	56.93 LT	397432.405	2527034.382	709.38
MM154	39+97.71	52.70 LT	397428.257	2527040.069	709.23
MM155	39+96.25	51.33 LT	397426.863	2527038.633	709.32
MM156	40+10.15	46.95 LT	397422.693	2527052.594	709.09
MM157	40+09.96	44.96 LT	397420.699	2527052.437	709.17
MM158	40+15.20	46.85 LT	397422.664	2527057.647	709.02
MM159	40+15.19	44.85 LT	397420.664	2527057.668	709.10
MM160	40+06.35	68.25 LT	397443.929	2527048.477	709.83
MM161	39+90.11	44.96 LT	397420.399	2527032.591	709.49
MM162	39+92.75	66.89 RT	397308.606	2527036.904	712.28
MM163	39+92.17	66.86 RT	397308.623	2527036.322	711.78
MM164	39+90.17	66.78 RT	397308.680	2527034.322	711.86
MM165	39+89.42	66.73 RT	397308.715	2527033.568	711.89
MM166	39+93.86	61.15 RT	397314.364	2527037.923	712.21
MM167	39+94.54	58.13 RT	397317.393	2527038.562	711.67
MM168	39+92.77	57.19 RT	397318.302	2527036.781	711.76
MM169	39+98.35	53.04 RT	397322.539	2527042.289	711.60
MM170	39+96.95	51.61 RT	397323.948	2527040.870	711.69
MM171	40+10.13	47.34 RT	397328.414	2527053.988	711.37
MM172	40+09.88	45.36 RT	397330.393	2527053.705	711.45
MM173	40+15.20	47.18 RT	397328.652	2527059.059	711.23
MM174	40+15.21	45.18 RT	397330.652	2527059.031	711.31
MM175	40+23.20	47.77 RT	397328.179	2527067.066	711.50
MM176	40+23.20	47.19 RT	397328.762	2527067.058	711.00
MM177	40+23.21	45.19 RT	397330.762	2527067.030	711.08



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
NN101	42+27.56	54.66 RT	397324.346	2527271.506	703.28
NN102	42+42.59	53.17 RT	397326.061	2527286.506	702.12
NN103	42+47.59	53.25 RT	397326.061	2527291.506	701.77
NN104	42+52.59	53.32 RT	397326.061	2527296.506	701.42
NN106	42+57.59	53.40 RT	397326.061	2527301.506	701.34
NN107	42+59.67	51.87 RT	397327.618	2527303.563	701.38
NN108	42+62.82	59.30 RT	397320.239	2527306.826	701.38
NN109	42+60.28	59.74 RT	397319.765	2527304.290	701.34
NN111	42+60.51	65.66 RT	397313.847	2527304.613	701.73
NN112	42+60.54	70.66 RT	397308.847	2527304.720	702.11
NN113	42+60.59	79.02 RT	397300.490	2527304.892	702.39
NN114	42+56.49	78.96 RT	397300.490	2527300.791	702.70
NN115	42+55.54	70.58 RT	397308.847	2527299.714	702.18
NN116	42+55.51	65.58 RT	397313.847	2527299.612	701.80
NN117	42+55.35	60.58 RT	397318.847	2527299.375	701.42
NN118	42+52.51	58.32 RT	397321.061	2527296.506	701.50
NN119	42+47.51	58.25 RT	397321.061	2527291.506	701.85
NN120	42+42.51	58.17 RT	397321.061	2527286.506	702.20
NN121	42+27.51	58.17 RT	397320.839	2527271.506	703.27
NN122	42+61.22	79.01 RT	397300.505	2527305.525	701.89
NN123	42+63.22	78.99 RT	397300.558	2527307.521	701.93
NN124	42+68.12	78.98 RT	397300.646	2527312.524	701.93
NN125	42+60.85	59.64 RT	397319.872	2527304.863	701.34
NN126	42+58.06	53.05 RT	397326.413	2527301.971	701.34
NN127	42+38.99	47.32 RT	397331.861	2527282.823	702.58
NN128	42+38.99	46.74 RT	397332.444	2527282.812	701.99
NN129	42+38.97	44.74 RT	397334.443	2527282.765	702.03
NN130	42+38.93	39.74 RT	397339.442	2527282.652	702.11
NN131	42+64.23	49.99 RT	397329.566	2527308.095	701.30
NN133	42+55.31	58.37 RT	397321.061	2527299.300	701.42



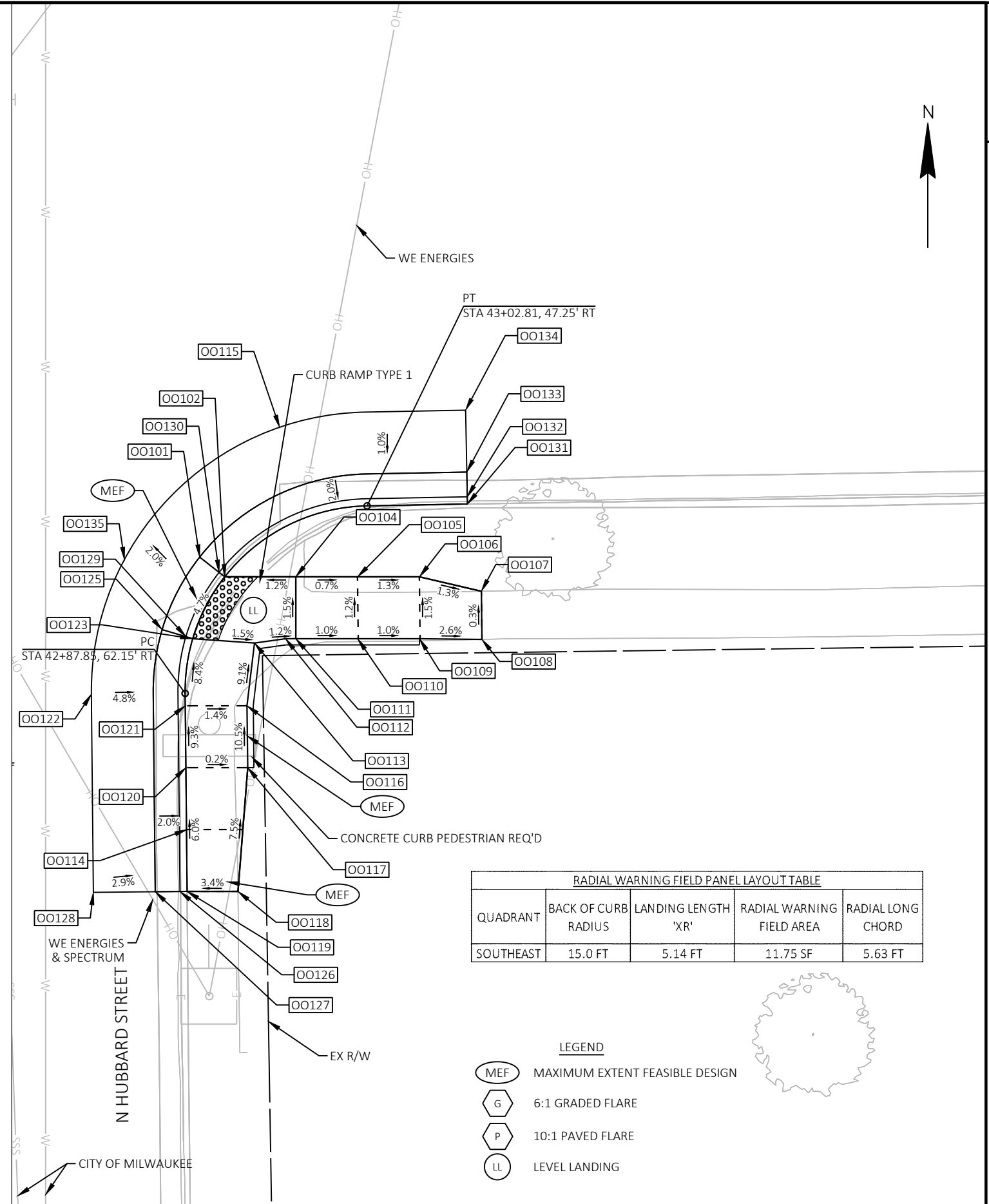
RADIAL WARNING FIELD PANEL LAYOUT TABLE				
QUADRANT	BACK OF CURB RADIUS	LANDING LENGTH 'XR'	RADIAL WARNING FIELD AREA	RADIAL LONG CHORD
SOUTHWEST	15.0 FT	6.66 FT	14.53 SF	6.88 FT

- LEGEND**
- (MEF) MAXIMUM EXTENT FEASIBLE DESIGN
  - (G) 6:1 GRADED FLARE
  - (P) 10:1 PAVED FLARE
  - (LL) LEVEL LANDING

NOTES:  
 1. ALL RECTANGULAR DETECTABLE WARNING FIELDS ARE 5 FEET BY 2 FEET.  
 2. CONCRETE CURB PEDESTRIAN HEIGHT IS 6 INCHES UNLESS STATED OTHERWISE.

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
OO101	42+89.20	51.17 RT	397328.800	2527333.153	700.23
OO102	42+91.20	52.79 RT	397327.207	2527335.182	700.19
OO104	42+96.95	52.89 RT	397327.207	2527340.925	700.26
OO105	43+01.95	52.97 RT	397327.207	2527345.925	700.22
OO106	43+06.95	53.05 RT	397327.207	2527350.925	700.16
OO107	43+11.93	54.30 RT	397326.040	2527355.925	700.09
OO108	43+11.91	58.19 RT	397322.149	2527355.973	700.10
OO109	43+06.86	58.05 RT	397322.207	2527350.925	700.23
OO110	43+01.87	57.97 RT	397322.207	2527345.925	700.28
OO111	42+96.87	57.89 RT	397322.207	2527340.925	700.33
OO112	42+96.03	57.87 RT	397322.207	2527340.094	700.34
OO113	42+93.52	58.18 RT	397321.855	2527337.585	700.38
OO114	42+87.83	73.16 RT	397306.786	2527332.140	701.69
OO115	42+95.84	40.79 RT	397339.288	2527339.617	699.81
OO116	42+92.83	63.24 RT	397316.786	2527336.979	700.84
OO117	42+92.81	68.24 RT	397311.786	2527337.040	701.37
OO118	42+91.86	78.23 RT	397301.786	2527336.253	702.12
OO119	42+87.75	78.16 RT	397301.786	2527332.140	701.98
OO120	42+87.81	68.16 RT	397311.786	2527332.039	701.38
OO121	42+87.84	63.16 RT	397316.786	2527331.989	700.91
OO122	42+80.27	62.11 RT	397317.715	2527324.400	700.90
OO123	42+88.54	57.75 RT	397322.207	2527332.598	700.46
OO125	42+86.08	56.98 RT	397322.940	2527330.124	700.50
OO126	42+87.17	78.16 RT	397301.780	2527331.560	701.48
OO127	42+85.17	78.14 RT	397301.760	2527329.560	701.52
OO128	42+80.17	78.11 RT	397301.710	2527324.560	701.63
OO129	42+87.99	57.58 RT	397322.372	2527332.042	700.46
OO130	42+90.75	52.43 RT	397327.565	2527334.726	700.19
OO131	43+10.91	47.23 RT	397333.094	2527354.798	699.62
OO132	43+10.91	46.65 RT	397333.674	2527354.787	699.12
OO133	43+10.91	44.65 RT	397335.674	2527354.749	699.16
OO134	43+10.89	39.65 RT	397340.673	2527354.653	699.23
OO135	42+83.12	51.27 RT	397328.599	2527327.072	700.38

- NOTES:  
 1. ALL RECTANGULAR DETECTABLE WARNING FIELDS ARE 5 FEET BY 2 FEET.  
 2. CONCRETE CURB PEDESTRIAN HEIGHT IS 6 INCHES UNLESS STATED OTHERWISE.



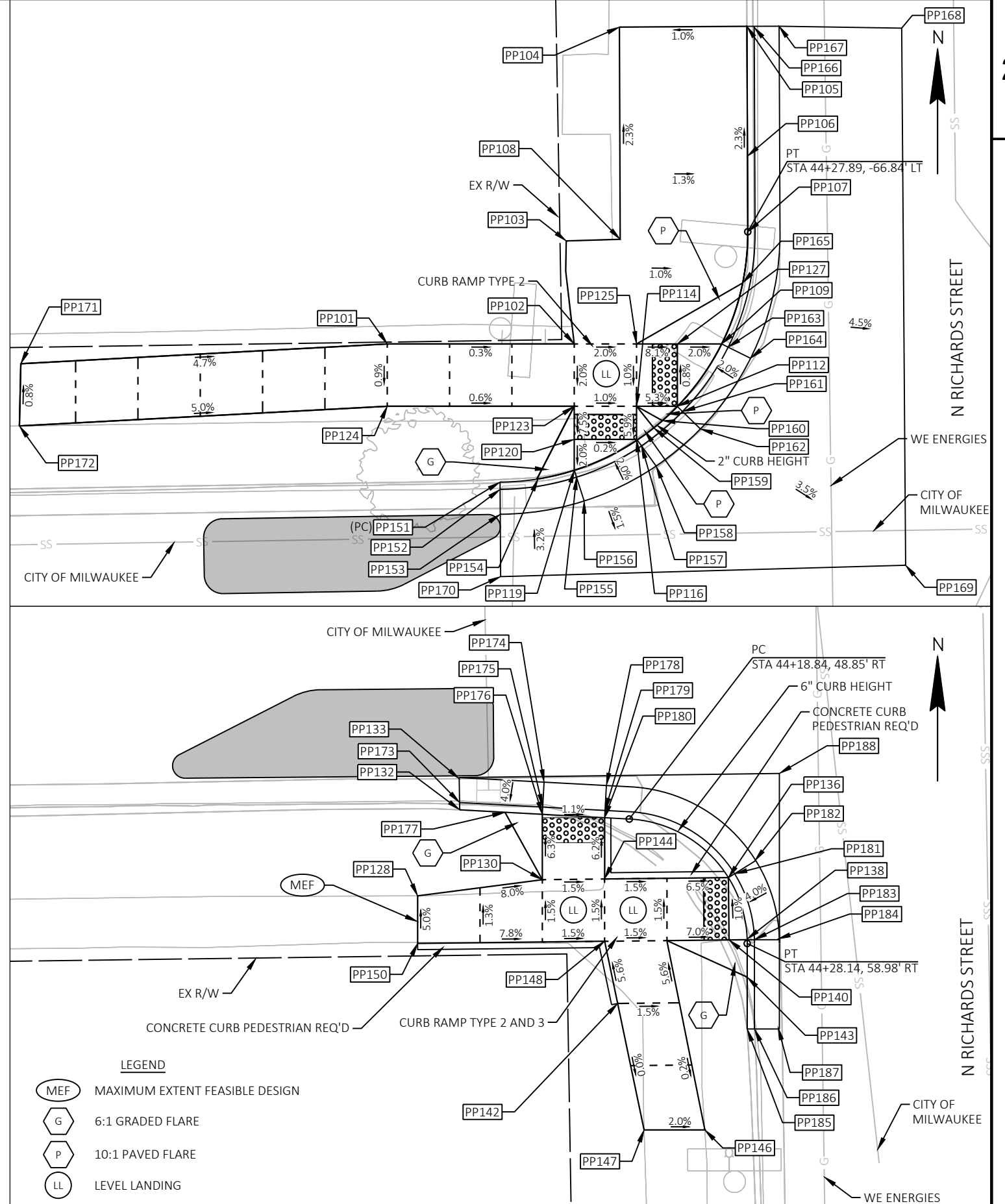
RADIAL WARNING FIELD PANEL LAYOUT TABLE				
QUADRANT	BACK OF CURB RADIUS	LANDING LENGTH 'XR'	RADIAL WARNING FIELD AREA	RADIAL LONG CHORD
SOUTHEAST	15.0 FT	5.14 FT	11.75 SF	5.63 FT

- LEGEND
- MAXIMUM EXTENT FEASIBLE DESIGN
  - 6:1 GRADED FLARE
  - 10:1 PAVED FLARE
  - LEVEL LANDING

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
PP101	43+98.83	58.32 LT	397440.056	2527440.977	693.74
PP102	44+13.82	58.07 LT	397440.056	2527455.977	693.70
PP103	44+13.32	66.34 LT	397448.320	2527455.334	693.23
PP104	44+17.86	83.43 LT	397465.477	2527459.601	692.86
PP105	44+28.09	83.32 LT	397465.539	2527469.828	692.76
PP106	44+27.96	72.91 LT	397455.126	2527469.873	693.13
PP107	44+27.89	66.84 LT	397449.056	2527469.900	693.36
PP108	44+17.65	66.41 LT	397448.451	2527459.664	693.04
PP109	44+25.65	57.88 LT	397440.056	2527467.804	693.26
PP112	44+22.02	52.94 LT	397435.056	2527464.250	693.38
PP114	44+18.74	52.99 LT	397435.056	2527460.977	693.55
PP116	44+18.70	50.33 LT	397432.398	2527460.977	693.39
PP119	44+13.66	47.93 LT	397429.915	2527455.977	693.35
PP120	44+13.70	50.41 LT	397432.398	2527455.977	693.40
PP123	44+13.74	53.07 LT	397435.056	2527455.977	693.60
PP124	43+98.75	53.32 LT	397435.056	2527440.977	693.69
PP125	44+18.82	57.99 LT	397440.056	2527460.977	693.60
PP127	44+22.10	57.94 LT	397440.056	2527464.250	693.34
PP128	44+01.76	54.73 RT	397327.069	2527445.756	696.26
PP130	44+11.79	53.60 RT	397328.368	2527455.760	695.59
PP132	44+05.25	47.89 RT	397333.972	2527449.134	695.89
PP133	44+05.25	45.39 RT	397336.471	2527449.094	695.45
PP136	44+26.71	53.68 RT	397328.534	2527470.685	695.13
PP138	44+28.14	58.63 RT	397323.603	2527472.196	695.15
PP140	44+26.69	58.68 RT	397323.534	2527470.741	695.17
PP142	44+17.67	63.63 RT	397318.434	2527461.804	695.88
PP143	44+28.09	61.68 RT	397320.550	2527472.198	695.60
PP144	44+16.77	53.62 RT	397328.423	2527460.743	695.52
PP146	44+24.49	73.89 RT	397308.290	2527468.797	695.78
PP147	44+19.62	73.81 RT	397308.290	2527463.926	695.88
PP148	44+16.70	58.62 RT	397323.429	2527460.759	695.59
PP150	44+01.70	58.55 RT	397323.256	2527445.756	696.45
PP151	44+07.69	47.08 LT	397428.970	2527450.025	693.80
PP152	44+07.69	46.50 LT	397428.387	2527450.029	693.30
PP153	44+07.67	44.50 LT	397426.387	2527450.041	693.34

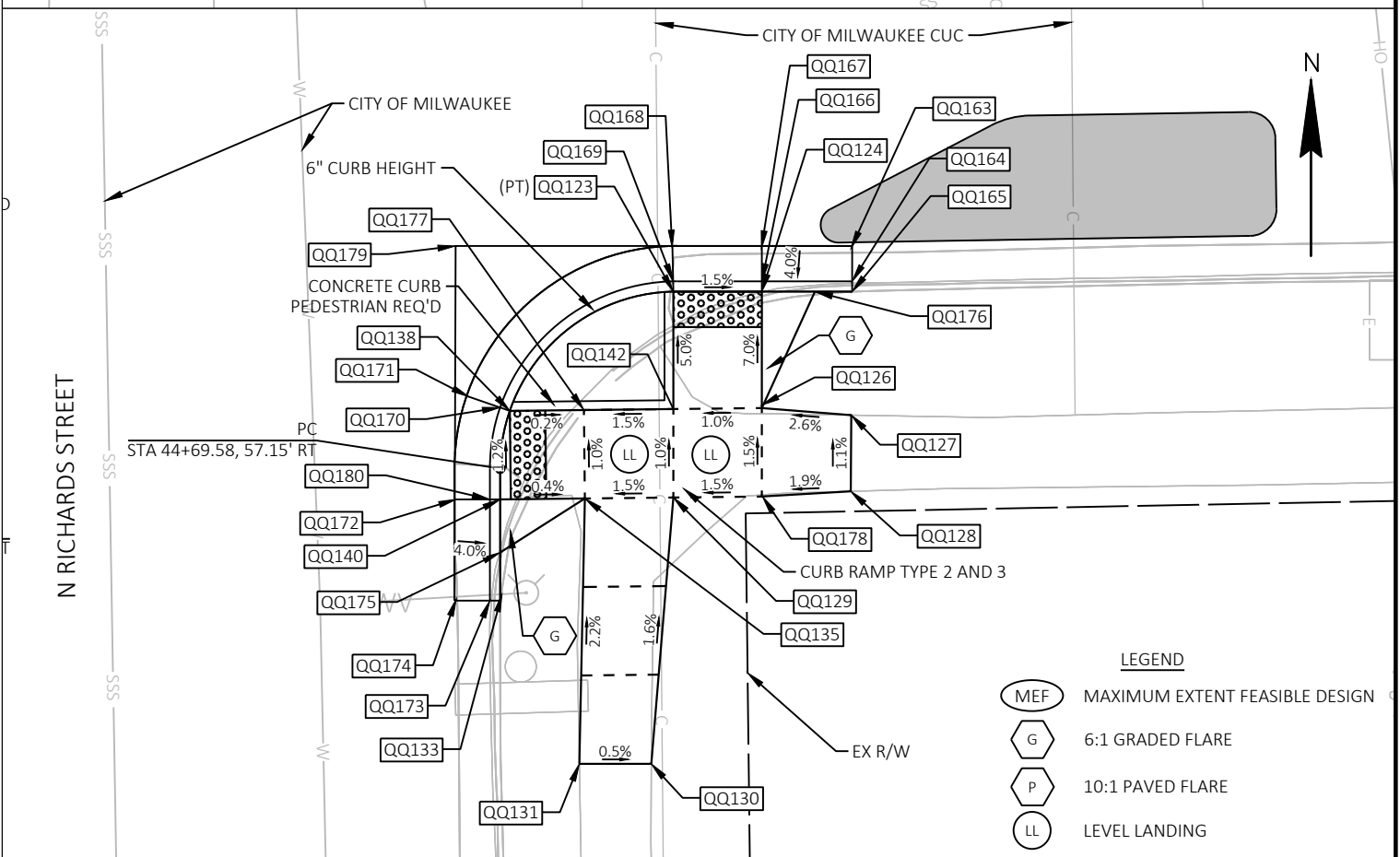
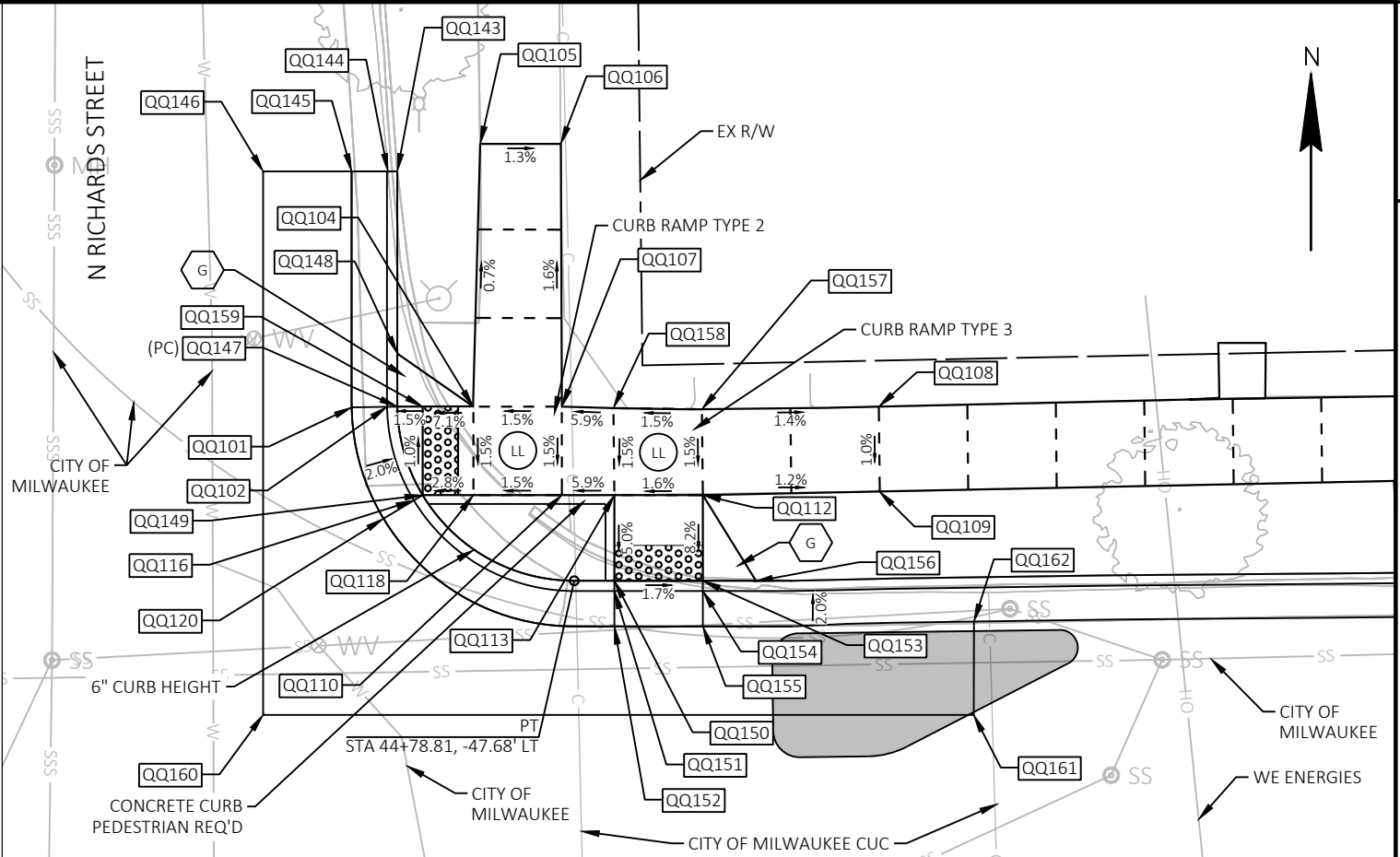
NOTES:  
 1. ALL RECTANGULAR DETECTABLE WARNING FIELDS ARE 5 FEET BY 2 FEET.  
 2. CONCRETE CURB PEDESTRIAN HEIGHT IS 6 INCHES UNLESS STATED OTHERWISE.

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
PP154	44+10.74	47.29 LT	397429.222	2527453.070	693.81
PP155	44+13.83	47.38 LT	397429.362	2527456.162	693.35
PP156	44+14.41	45.46 LT	397427.457	2527456.770	693.39
PP157	44+19.08	49.81 LT	397431.879	2527461.371	693.39
PP158	44+20.23	48.17 LT	397430.258	2527462.544	693.43
PP159	44+20.10	51.23 LT	397433.314	2527462.366	693.56
PP160	44+20.80	51.80 LT	397433.898	2527463.052	693.55
PP161	44+22.42	52.50 LT	397434.630	2527464.666	693.37
PP162	44+23.84	51.09 LT	397433.237	2527466.101	693.41
PP163	44+26.17	57.61 LT	397439.796	2527468.326	693.26
PP164	44+27.94	56.69 LT	397438.905	2527470.116	693.30
PP165	44+27.42	62.74 LT	397444.946	2527469.491	693.59
PP166	44+28.67	83.24 LT	397465.463	2527470.411	692.46
PP167	44+30.67	83.29 LT	397465.550	2527472.411	692.51
PP168	44+40.50	82.98 LT	397465.393	2527482.246	692.46
PP169	44+40.12	39.88 LT	397422.298	2527482.561	692.96
PP170	44+07.62	39.50 LT	397421.387	2527450.072	693.58
PP171	43+69.41	57.21 LT	397438.466	2527411.584	695.13
PP172	43+69.22	52.22 LT	397433.476	2527411.470	695.17
PP173	44+05.25	47.30 RT	397334.557	2527449.124	695.37
PP174	44+12.05	45.78 RT	397336.192	2527455.899	695.35
PP175	44+11.91	47.75 RT	397334.216	2527455.792	695.26
PP176	44+11.87	48.35 RT	397333.613	2527455.759	695.26
PP177	44+08.88	48.14 RT	397333.774	2527452.765	695.80
PP178	44+17.05	46.13 RT	397335.921	2527460.900	695.27
PP179	44+16.91	48.13 RT	397333.924	2527460.792	695.19
PP180	44+16.87	48.71 RT	397333.342	2527460.760	695.21
PP181	44+27.21	53.38 RT	397328.842	2527471.181	695.13
PP182	44+28.86	52.37 RT	397329.877	2527472.813	695.21
PP183	44+28.72	58.69 RT	397323.550	2527472.775	695.15
PP184	44+30.60	58.67 RT	397323.607	2527474.654	695.23
PP185	44+28.02	65.85 RT	397316.388	2527472.196	695.28
PP186	44+28.61	65.85 RT	397316.388	2527472.779	695.24
PP187	44+30.50	65.76 RT	397316.516	2527474.674	695.25
PP188	44+30.94	45.39 RT	397336.890	2527474.776	695.06



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
QQ101	44+66.40	57.69 LT	397440.532	2527508.547	692.50
QQ102	44+68.39	57.69 LT	397440.560	2527510.545	692.46
QQ104	44+73.25	57.62 LT	397440.572	2527515.406	692.71
QQ105	44+73.90	72.46 LT	397455.419	2527515.812	692.61
QQ106	44+78.46	72.38 LT	397455.419	2527520.368	692.56
QQ107	44+78.27	57.54 LT	397440.572	2527520.427	692.79
QQ108	44+96.18	57.24 LT	397440.571	2527538.338	692.89
QQ109	44+96.13	52.45 LT	397435.777	2527538.367	692.84
QQ110	44+78.19	52.54 LT	397435.572	2527520.427	692.71
QQ112	44+86.16	52.41 LT	397435.572	2527528.392	692.96
QQ113	44+81.16	52.49 LT	397435.572	2527523.392	692.89
QQ116	44+69.82	52.37 LT	397435.273	2527512.061	692.56
QQ118	44+73.19	52.62 LT	397435.572	2527515.427	692.64
QQ120	44+68.09	51.37 LT	397434.242	2527510.348	692.60
QQ123	44+79.53	47.32 RT	397335.754	2527523.392	694.45
QQ124	44+84.53	47.40 RT	397335.756	2527528.392	694.37
QQ126	44+84.42	53.81 RT	397329.345	2527528.392	694.82
QQ127	44+89.47	54.46 RT	397328.776	2527533.448	694.96
QQ128	44+89.37	58.76 RT	397324.470	2527533.419	695.00
QQ129	44+79.34	58.95 RT	397324.120	2527523.392	694.83
QQ130	44+77.85	73.98 RT	397309.067	2527522.145	695.07
QQ131	44+73.78	73.91 RT	397309.067	2527518.082	695.09
QQ133	44+69.57	64.26 RT	397318.655	2527513.710	695.34
QQ135	44+74.34	58.92 RT	397324.064	2527518.392	694.76
QQ138	44+70.18	53.90 RT	397329.018	2527514.153	694.72
QQ140	44+69.55	58.90 RT	397324.011	2527513.606	694.77
QQ142	44+79.42	53.95 RT	397329.120	2527523.392	694.78
QQ143	44+69.19	70.98 LT	397453.868	2527511.125	692.77
QQ144	44+68.66	70.99 LT	397453.868	2527510.594	692.77
QQ145	44+66.61	71.02 LT	397453.868	2527508.545	692.31
QQ146	44+61.61	71.11 LT	397453.868	2527503.545	692.34
QQ147	44+68.98	57.69 LT	397440.572	2527511.126	692.49
QQ148	44+69.02	60.69 LT	397443.573	2527511.125	692.88

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
QQ149	44+70.33	52.67 LT	397435.572	2527512.558	692.56
QQ150	44+81.08	47.65 LT	397430.731	2527523.392	692.65
QQ151	44+81.07	47.07 LT	397430.151	2527523.392	692.64
QQ152	44+81.04	45.07 LT	397428.151	2527523.392	692.68
QQ153	44+86.08	47.57 LT	397430.731	2527528.392	692.56
QQ154	44+86.07	46.99 LT	397430.151	2527528.392	692.56
QQ155	44+86.04	44.99 LT	397428.151	2527528.392	692.60
QQ156	44+89.01	47.48 LT	397430.690	2527531.326	692.98
QQ157	44+86.18	57.26 LT	397440.427	2527528.339	693.04
QQ158	44+81.18	57.41 LT	397440.490	2527523.339	692.96
QQ159	44+70.41	57.66 LT	397440.572	2527512.558	692.51
QQ160	44+61.11	40.39 LT	397423.151	2527503.545	692.78
QQ161	45+01.26	39.74 LT	397423.151	2527543.699	692.33
QQ162	45+01.36	45.01 LT	397428.425	2527543.712	692.08
QQ163	44+89.61	45.04 RT	397338.199	2527533.430	694.37
QQ164	44+89.64	46.90 RT	397336.336	2527533.496	694.30
QQ165	44+89.63	47.48 RT	397335.756	2527533.496	694.80
QQ166	44+84.54	46.82 RT	397336.336	2527528.392	694.37
QQ167	44+84.55	44.96 RT	397338.194	2527528.369	694.45
QQ168	44+79.50	44.84 RT	397338.232	2527523.327	694.53
QQ169	44+79.53	46.74 RT	397336.334	2527523.380	694.45
QQ170	44+69.64	53.70 RT	397329.207	2527513.604	694.68
QQ171	44+67.89	53.08 RT	397329.806	2527511.846	694.76
QQ172	44+67.08	58.85 RT	397324.021	2527511.132	694.85
QQ173	44+68.88	64.61 RT	397318.292	2527513.026	694.86
QQ174	44+66.98	64.47 RT	397318.400	2527511.129	694.94
QQ175	44+69.50	61.90 RT	397321.011	2527513.606	695.31
QQ176	44+87.53	47.44 RT	397335.756	2527531.392	694.83
QQ177	44+74.37	53.92 RT	397329.064	2527518.337	694.71
QQ178	44+84.38	58.97 RT	397324.178	2527528.427	694.91
QQ179	44+67.27	44.53 RT	397338.336	2527511.089	694.58
QQ180	44+68.97	58.89 RT	397324.011	2527513.026	694.77



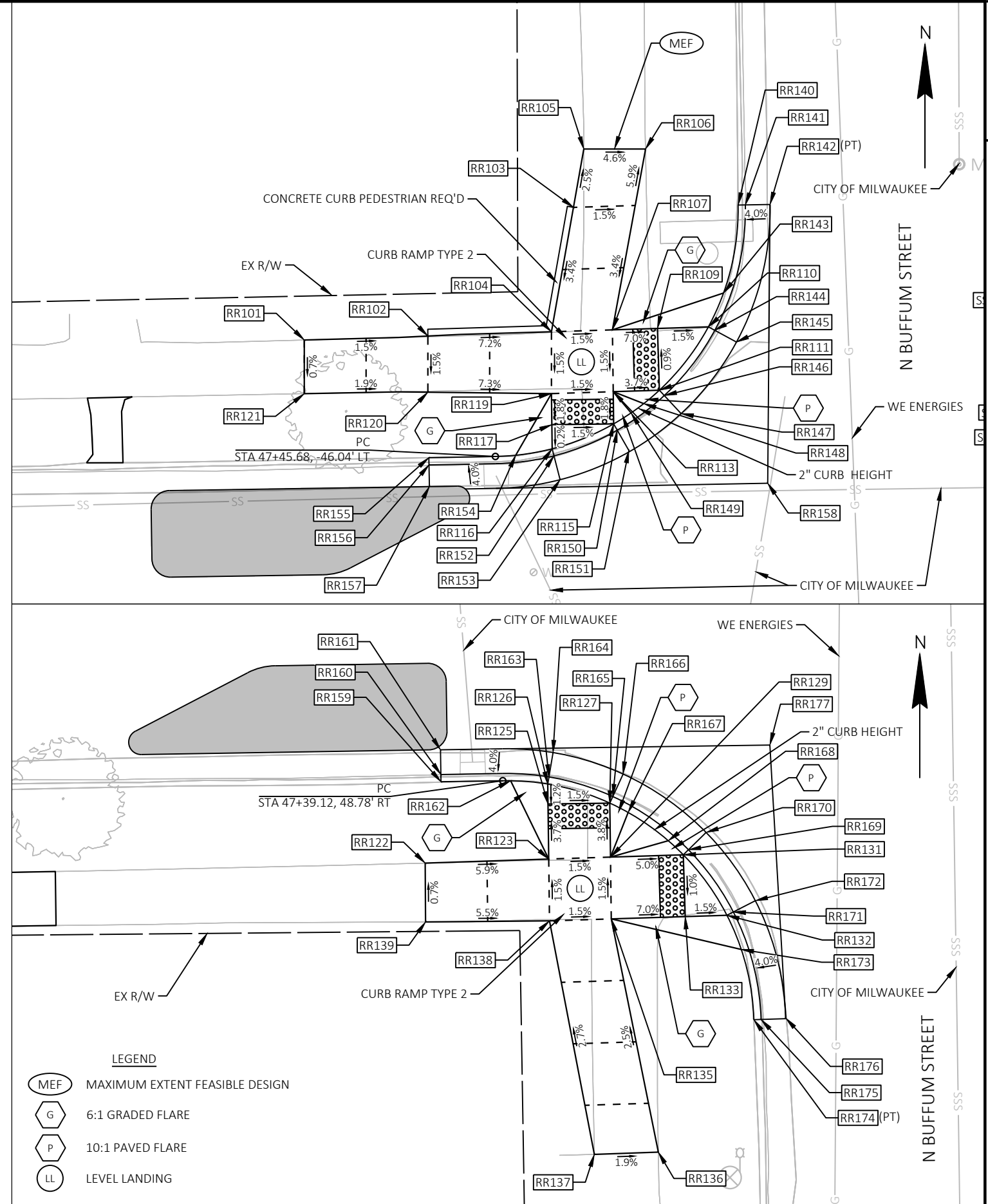
- LEGEND**
- MEF MAXIMUM EXTENT FEASIBLE DESIGN
  - G 6:1 GRADED FLARE
  - P 10:1 PAVED FLARE
  - LL LEVEL LANDING

- NOTES:**
1. ALL RECTANGULAR DETECTABLE WARNING FIELDS ARE 5 FEET BY 2 FEET.
  2. CONCRETE CURB PEDESTRIAN HEIGHT IS 6 INCHES UNLESS STATED OTHERWISE.

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
RR101	47+31.15	56.84 LT	397444.314	2527768.947	688.97
RR102	47+41.14	56.24 LT	397444.637	2527778.947	688.82
RR103	47+53.83	65.52 LT	397455.042	2527790.728	688.45
RR104	47+51.13	55.67 LT	397444.982	2527788.947	688.10
RR105	47+55.09	70.15 LT	397459.764	2527791.564	688.33
RR106	47+60.07	69.69 LT	397459.764	2527796.564	688.10
RR107	47+56.05	55.37 LT	397445.136	2527793.881	688.03
RR109	47+59.69	55.14 LT	397445.249	2527797.524	687.77
RR110	47+63.81	54.89 LT	397445.378	2527801.646	687.71
RR111	47+59.39	50.15 LT	397440.252	2527797.680	687.82
RR113	47+55.66	50.38 LT	397440.135	2527793.946	687.95
RR115	47+55.45	47.78 LT	397437.529	2527793.979	687.90
RR116	47+50.31	46.24 LT	397435.515	2527789.005	687.98
RR117	47+50.47	48.18 LT	397437.465	2527788.980	687.98
RR119	47+50.67	50.69 LT	397439.979	2527788.947	688.03
RR120	47+40.72	51.72 LT	397440.093	2527778.947	688.75
RR121	47+30.75	52.52 LT	397439.975	2527768.947	688.94
RR122	47+32.26	54.84 RT	397333.205	2527780.325	690.06
RR123	47+42.24	55.43 RT	397333.535	2527790.320	689.46
RR125	47+42.59	50.99 RT	397337.990	2527790.262	689.29
RR126	47+42.72	49.39 RT	397339.597	2527790.242	689.31
RR127	47+47.58	51.39 RT	397338.054	2527795.262	689.22
RR129	47+47.23	55.74 RT	397333.692	2527795.318	689.39
RR131	47+53.11	56.09 RT	397333.876	2527801.209	689.09
RR132	47+56.17	61.29 RT	397328.985	2527804.733	688.99
RR133	47+52.81	61.09 RT	397328.879	2527801.365	689.04
RR135	47+46.83	60.72 RT	397328.692	2527795.383	689.46
RR136	47+48.89	79.86 RT	397309.828	2527799.189	689.95
RR137	47+43.72	79.56 RT	397309.647	2527794.013	690.05
RR138	47+41.84	60.42 RT	397328.535	2527790.384	689.54
RR139	47+31.85	59.58 RT	397328.449	2527780.352	690.09
RR140	47+67.11	64.49 LT	397455.233	2527804.052	688.05
RR141	47+67.69	64.43 LT	397455.233	2527804.635	687.55
RR142	47+69.69	64.29 LT	397455.277	2527806.634	687.63
RR143	47+65.28	57.51 LT	397448.114	2527802.871	688.16

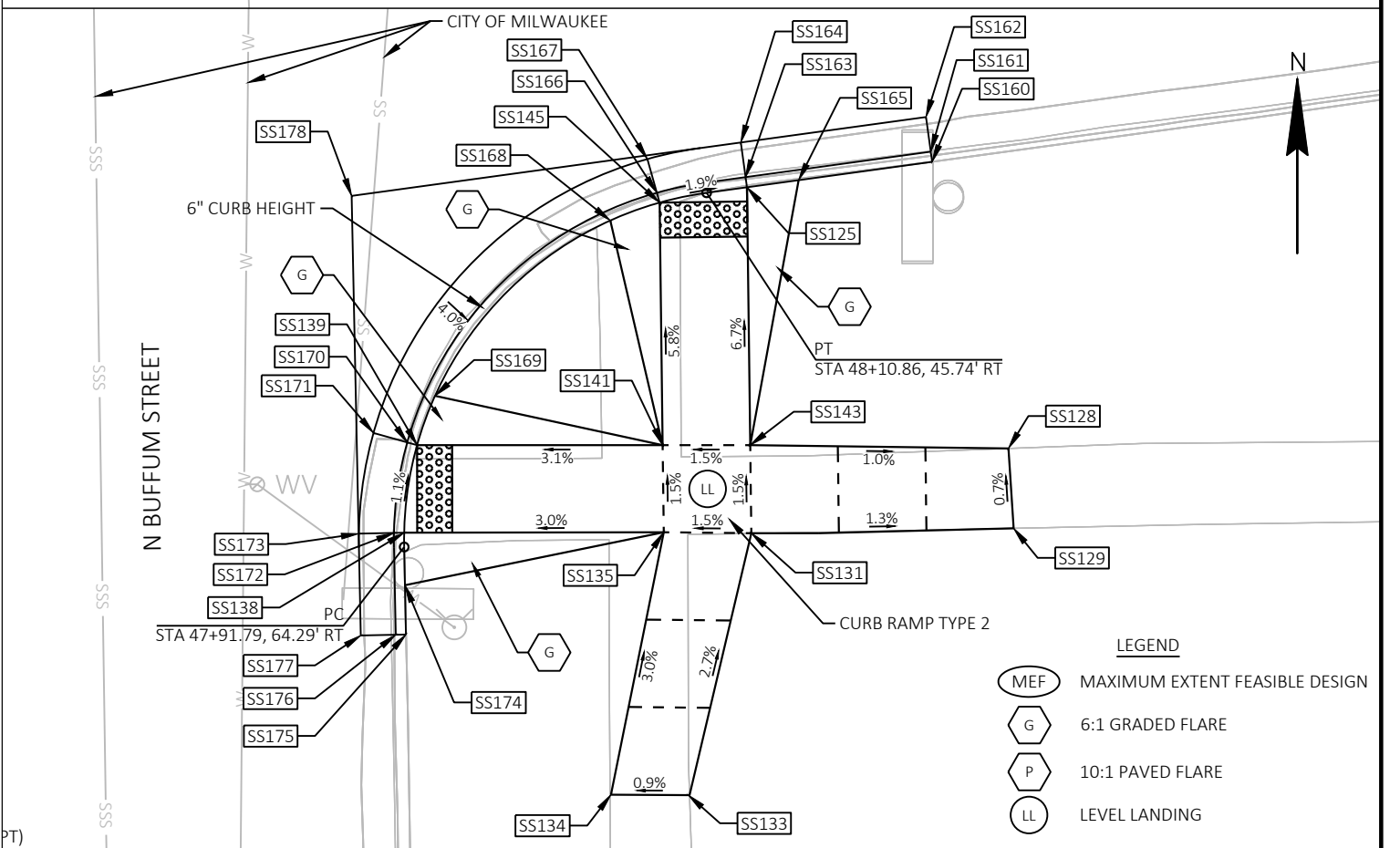
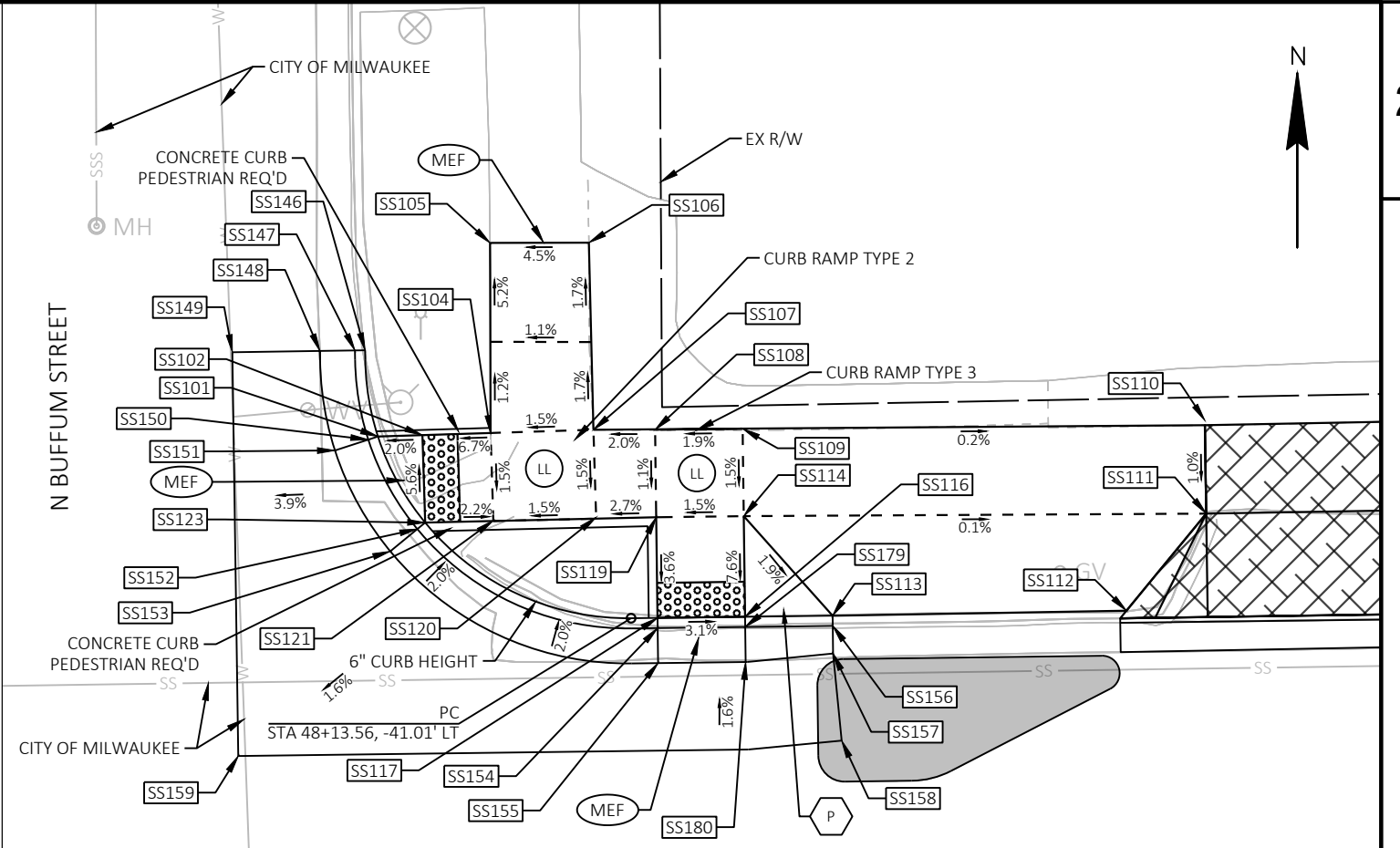
- NOTES:  
 1. ALL RECTANGULAR DETECTABLE WARNING FIELDS ARE 5 FEET BY 2 FEET.  
 2. CONCRETE CURB PEDESTRIAN HEIGHT IS 6 INCHES UNLESS STATED OTHERWISE.

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
RR144	47+64.29	54.57 LT	397445.101	2527802.159	687.71
RR145	47+65.96	53.46 LT	397444.149	2527803.918	687.79
RR146	47+59.74	49.69 LT	397439.825	2527798.077	687.82
RR147	47+60.96	48.11 LT	397438.361	2527799.439	687.90
RR148	47+58.03	49.19 LT	397439.168	2527796.413	688.01
RR149	47+56.94	48.54 LT	397438.416	2527795.391	688.03
RR150	47+55.69	47.25 LT	397437.023	2527794.269	687.89
RR151	47+56.48	45.52 LT	397435.373	2527795.208	687.97
RR152	47+50.40	45.66 LT	397434.950	2527789.149	687.98
RR153	47+50.72	43.68 LT	397433.012	2527789.644	688.06
RR154	47+47.33	45.99 LT	397434.993	2527786.054	688.52
RR155	47+40.31	46.44 LT	397434.794	2527779.026	688.31
RR156	47+40.27	45.85 LT	397434.211	2527779.037	688.33
RR157	47+40.14	44.11 LT	397432.461	2527779.070	688.20
RR158	47+67.42	41.86 LT	397432.728	2527806.445	687.95
RR159	47+34.13	48.40 RT	397339.788	2527781.603	690.04
RR160	47+34.18	47.82 RT	397340.371	2527781.594	689.46
RR161	47+34.33	45.83 RT	397342.371	2527781.561	689.54
RR162	47+39.75	48.84 RT	397339.870	2527787.238	689.87
RR163	47+42.87	48.83 RT	397340.172	2527790.338	689.31
RR164	47+43.38	46.89 RT	397342.144	2527790.669	689.40
RR165	47+47.87	50.88 RT	397338.584	2527795.505	689.22
RR166	47+48.86	49.15 RT	397340.403	2527796.338	689.30
RR167	47+48.98	52.28 RT	397337.298	2527796.747	689.36
RR168	47+52.01	54.85 RT	397335.017	2527799.993	689.29
RR169	47+53.56	55.73 RT	397334.285	2527801.625	689.09
RR170	47+55.12	54.46 RT	397335.685	2527803.053	689.17
RR171	47+56.71	61.07 RT	397329.250	2527805.252	688.98
RR172	47+58.57	60.33 RT	397330.162	2527807.032	689.06
RR173	47+57.07	64.15 RT	397326.222	2527805.895	689.43
RR174	47+57.57	69.90 RT	397320.538	2527806.918	689.32
RR175	47+58.15	69.94 RT	397320.558	2527807.501	688.82
RR176	47+60.15	70.00 RT	397320.674	2527809.497	688.91
RR177	47+60.91	47.90 RT	397342.754	2527808.216	689.30



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
SS101	48+00.12	52.68 LT	397446.513	2527838.010	687.47
SS102	48+02.66	52.52 LT	397446.592	2527840.548	687.52
SS104	48+06.54	52.29 LT	397446.714	2527844.439	687.78
SS105	48+07.51	63.10 LT	397457.572	2527844.407	687.43
SS106	48+13.13	62.59 LT	397457.581	2527850.052	687.69
SS107	48+12.41	51.93 LT	397446.897	2527850.310	687.87
SS108	48+15.91	51.61 LT	397446.899	2527853.831	687.94
SS109	48+20.90	51.21 LT	397446.963	2527858.831	688.04
SS110	48+47.22	49.25 LT	397447.429	2527885.222	688.00
SS111	48+46.81	43.94 LT	397442.107	2527885.301	688.22
SS112	48+41.76	38.84 LT	397436.562	2527880.747	687.72
SS113	48+25.03	40.10 LT	397436.277	2527863.969	687.83
SS114	48+20.50	46.23 LT	397441.964	2527858.895	687.96
SS116	48+20.04	40.50 LT	397436.216	2527858.969	687.52
SS117	48+15.06	40.89 LT	397436.152	2527853.970	687.68
SS119	48+15.52	46.62 LT	397441.899	2527853.896	687.89
SS120	48+12.10	46.94 LT	397441.899	2527850.466	687.80
SS121	48+06.24	47.30 LT	397441.716	2527844.595	687.71
SS123	48+02.35	47.53 LT	397441.595	2527840.704	687.80
SS125	48+13.18	45.64 RT	397349.816	2527860.058	688.29
SS128	48+26.67	61.86 RT	397334.900	2527874.989	689.02
SS129	48+26.55	66.44 RT	397330.336	2527875.284	689.06
SS131	48+11.61	65.33 RT	397330.059	2527860.306	689.25
SS133	48+06.66	79.90 RT	397315.096	2527856.715	689.66
SS134	48+02.25	79.47 RT	397315.121	2527852.289	689.62
SS135	48+06.63	64.82 RT	397330.112	2527855.305	689.17
SS138	47+91.87	63.48 RT	397330.086	2527840.481	688.76
SS139	47+93.07	58.57 RT	397335.087	2527841.220	688.70
SS141	48+07.03	59.86 RT	397335.086	2527855.243	689.10
SS143	48+12.01	60.32 RT	397335.087	2527860.243	689.17
SS145	48+08.13	46.05 RT	397348.940	2527855.068	688.39
SS146	47+99.84	57.65 LT	397451.437	2527837.275	687.73
SS147	47+99.26	57.69 LT	397451.428	2527836.692	687.73

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
SS148	47+97.27	57.85 LT	397451.399	2527834.692	687.18
SS149	47+92.28	58.24 LT	397451.326	2527829.693	687.27
SS150	47+99.55	52.55 LT	397446.333	2527837.455	687.47
SS151	47+97.60	52.11 LT	397445.718	2527835.553	687.50
SS152	48+01.87	47.20 LT	397441.224	2527840.254	687.81
SS153	48+00.22	46.08 LT	397439.952	2527838.711	687.74
SS154	48+15.01	40.31 LT	397435.570	2527853.977	687.68
SS155	48+14.86	38.32 LT	397433.570	2527854.002	687.72
SS156	48+24.98	39.52 LT	397435.697	2527863.976	687.83
SS157	48+24.86	37.94 LT	397434.118	2527863.996	687.39
SS158	48+24.89	32.94 LT	397429.142	2527864.487	687.60
SS159	47+90.49	35.24 LT	397428.266	2527830.028	687.87
SS160	48+23.84	45.16 RT	397351.269	2527870.634	688.63
SS161	48+23.82	44.58 RT	397351.846	2527870.554	688.13
SS162	48+23.73	42.58 RT	397353.828	2527870.282	688.22
SS163	48+13.15	45.06 RT	397350.393	2527859.978	688.29
SS164	48+13.06	43.06 RT	397352.375	2527859.706	688.38
SS165	48+16.15	45.51 RT	397350.221	2527863.007	688.75
SS166	48+08.02	45.48 RT	397349.501	2527854.911	688.37
SS167	48+07.66	43.51 RT	397351.427	2527854.370	688.49
SS168	48+05.23	46.81 RT	397347.915	2527852.252	688.92
SS169	47+94.34	55.86 RT	397337.904	2527842.244	689.17
SS170	47+92.52	58.36 RT	397335.244	2527840.659	688.70
SS171	47+90.65	57.65 RT	397335.784	2527838.733	688.78
SS172	47+91.29	63.44 RT	397330.074	2527839.898	688.76
SS173	47+89.29	63.30 RT	397330.032	2527837.897	689.14
SS174	47+91.64	66.47 RT	397327.086	2527840.529	689.29
SS175	47+91.44	69.28 RT	397324.272	2527840.585	689.32
SS176	47+90.86	69.24 RT	397324.260	2527840.002	688.82
SS177	47+88.86	69.10 RT	397324.218	2527838.003	688.90
SS178	47+90.65	44.05 RT	397349.325	2527837.482	688.82
SS179	48+20.00	39.92 LT	397435.633	2527858.977	687.52
SS180	48+19.84	37.92 LT	397433.634	2527859.002	687.56



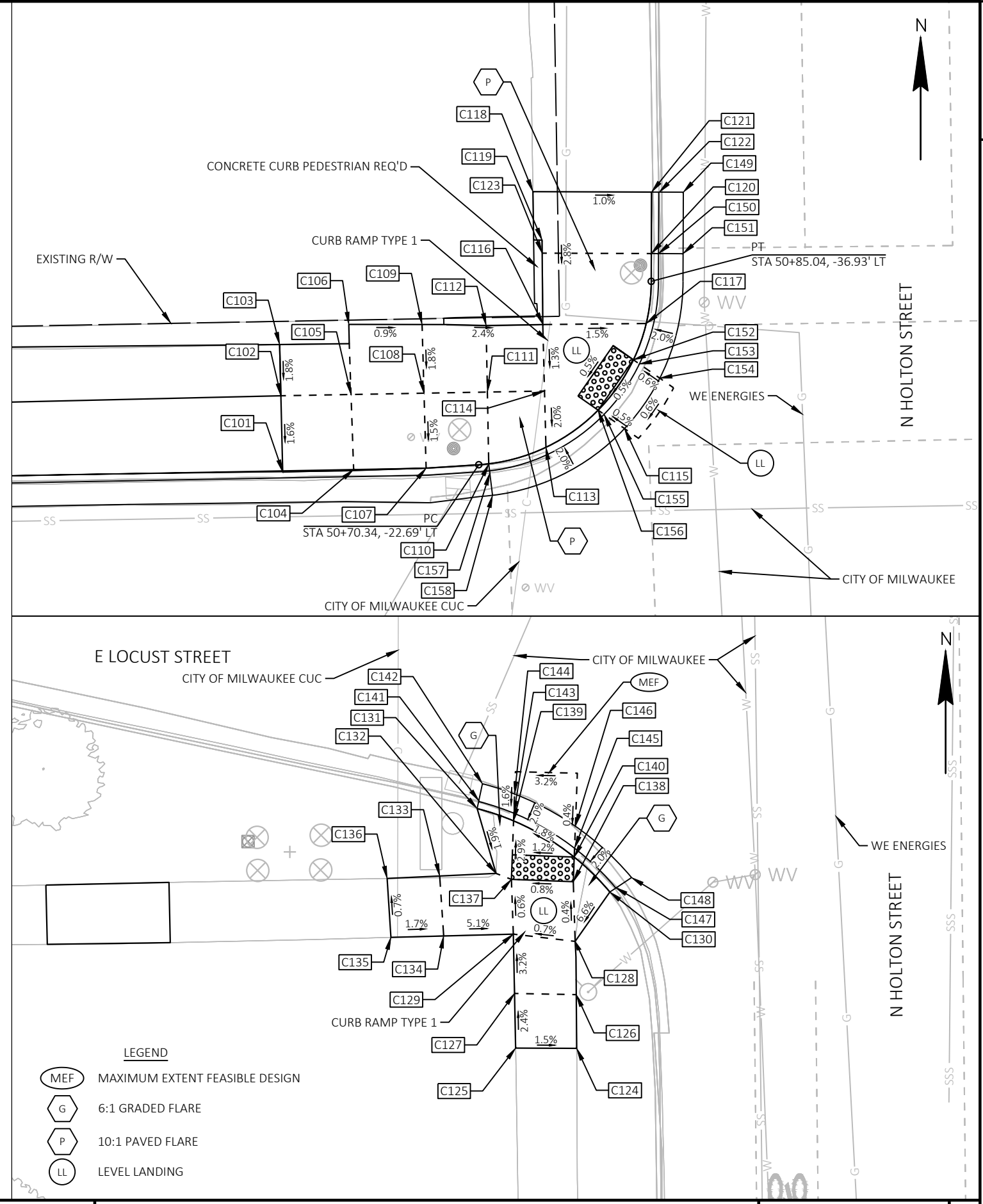
- LEGEND**
- MEF MAXIMUM EXTENT FEASIBLE DESIGN
  - G 6:1 GRADED FLARE
  - P 10:1 PAVED FLARE
  - LL LEVEL LANDING

NOTES:  
 1. ALL RECTANGULAR DETECTABLE WARNING FIELDS ARE 5 FEET BY 2 FEET.  
 2. CONCRETE CURB PEDESTRIAN HEIGHT IS 6 INCHES UNLESS STATED OTHERWISE.



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
C101	50+54.38	22.84 LT	397440.251	2528094.970	685.87
C102	50+54.52	29.04 LT	397446.450	2528094.820	685.95
C103	50+54.62	33.20 LT	397450.614	2528094.719	686.03
C104	50+60.15	22.78 LT	397440.455	2528100.737	685.79
C105	50+60.23	28.88 LT	397446.553	2528100.525	685.88
C106	50+60.31	34.58 LT	397452.251	2528100.347	685.99
C107	50+66.05	22.61 LT	397440.564	2528106.633	685.74
C108	50+66.16	28.70 LT	397446.659	2528106.461	685.84
C109	50+66.26	34.29 LT	397452.242	2528106.304	685.94
C110	50+71.15	22.70 LT	397440.896	2528111.725	685.88
C111	50+71.31	28.56 LT	397446.752	2528111.614	685.77
C112	50+71.47	33.96 LT	397452.160	2528111.517	685.86
C113	50+75.86	23.85 LT	397442.268	2528116.378	685.77
C114	50+75.96	28.42 LT	397446.835	2528116.260	685.64
C115	50+82.31	25.07 LT	397443.784	2528122.768	685.55
C116	50+76.09	33.83 LT	397452.241	2528116.145	685.71
C117	50+84.47	33.52 LT	397452.326	2528124.530	685.74
C118	50+75.78	44.66 LT	397463.050	2528115.320	685.94
C119	50+76.33	40.69 LT	397459.112	2528116.061	685.97
C120	50+85.16	39.18 LT	397458.014	2528124.949	685.98
C121	50+85.41	44.17 LT	397463.014	2528124.968	685.97
C122	50+86.03	44.13 LT	397462.998	2528125.590	685.47
C123	50+76.29	39.63 LT	397458.047	2528116.074	686.20
C124	50+75.10	93.51 RT	397324.998	2528121.113	685.43
C125	50+70.14	93.25 RT	397325.021	2528116.144	685.50
C126	50+75.27	89.14 RT	397329.366	2528121.079	685.35
C127	50+70.26	88.81 RT	397329.462	2528116.056	685.39
C128	50+75.38	84.81 RT	397333.697	2528120.986	685.27
C129	50+70.39	83.99 RT	397334.287	2528115.960	685.24

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
C130	50+78.39	80.94 RT	397337.711	2528123.807	685.77
C131	50+67.93	73.65 RT	397344.498	2528113.016	685.47
C132	50+69.21	78.99 RT	397339.224	2528114.554	685.25
C133	50+64.63	78.99 RT	397339.011	2528109.971	685.39
C134	50+64.72	83.86 RT	397334.148	2528110.294	685.35
C135	50+60.43	83.78 RT	397334.029	2528106.005	685.60
C136	50+60.35	78.99 RT	397338.813	2528105.695	685.57
C137	50+70.44	79.53 RT	397338.739	2528115.803	685.22
C138	50+75.46	79.96 RT	397338.551	2528120.836	685.26
C139	50+70.84	74.79 RT	397343.498	2528115.981	685.12
C140	50+75.63	77.97 RT	397340.549	2528120.911	685.20
C141	50+68.11	73.05 RT	397345.112	2528113.168	684.99
C142	50+68.45	71.66 RT	397346.514	2528113.444	685.02
C143	50+70.89	74.17 RT	397344.121	2528116.004	685.07
C144	50+71.02	72.62 RT	397345.678	2528116.063	685.09
C145	50+75.69	77.25 RT	397341.271	2528120.938	685.20
C146	50+75.84	75.46 RT	397343.058	2528121.005	685.21
C147	50+78.85	80.58 RT	397338.086	2528124.254	685.26
C148	50+80.21	79.85 RT	397338.884	2528125.574	685.29
C149	50+87.99	44.04 LT	397463.004	2528127.551	685.51
C150	50+85.74	39.15 LT	397458.012	2528125.532	685.50
C151	50+87.74	39.06 LT	397458.012	2528127.532	685.54
C152	50+83.30	30.62 LT	397449.375	2528123.490	685.55
C153	50+83.77	30.26 LT	397449.037	2528123.975	685.54
C154	50+85.37	29.03 LT	397447.881	2528125.634	685.58
C155	50+80.71	26.30 LT	397444.941	2528121.107	685.51
C156	50+80.24	26.66 LT	397445.279	2528120.622	685.51
C157	50+71.20	21.97 LT	397440.165	2528111.814	685.39
C158	50+71.34	20.15 LT	397438.353	2528112.032	685.43

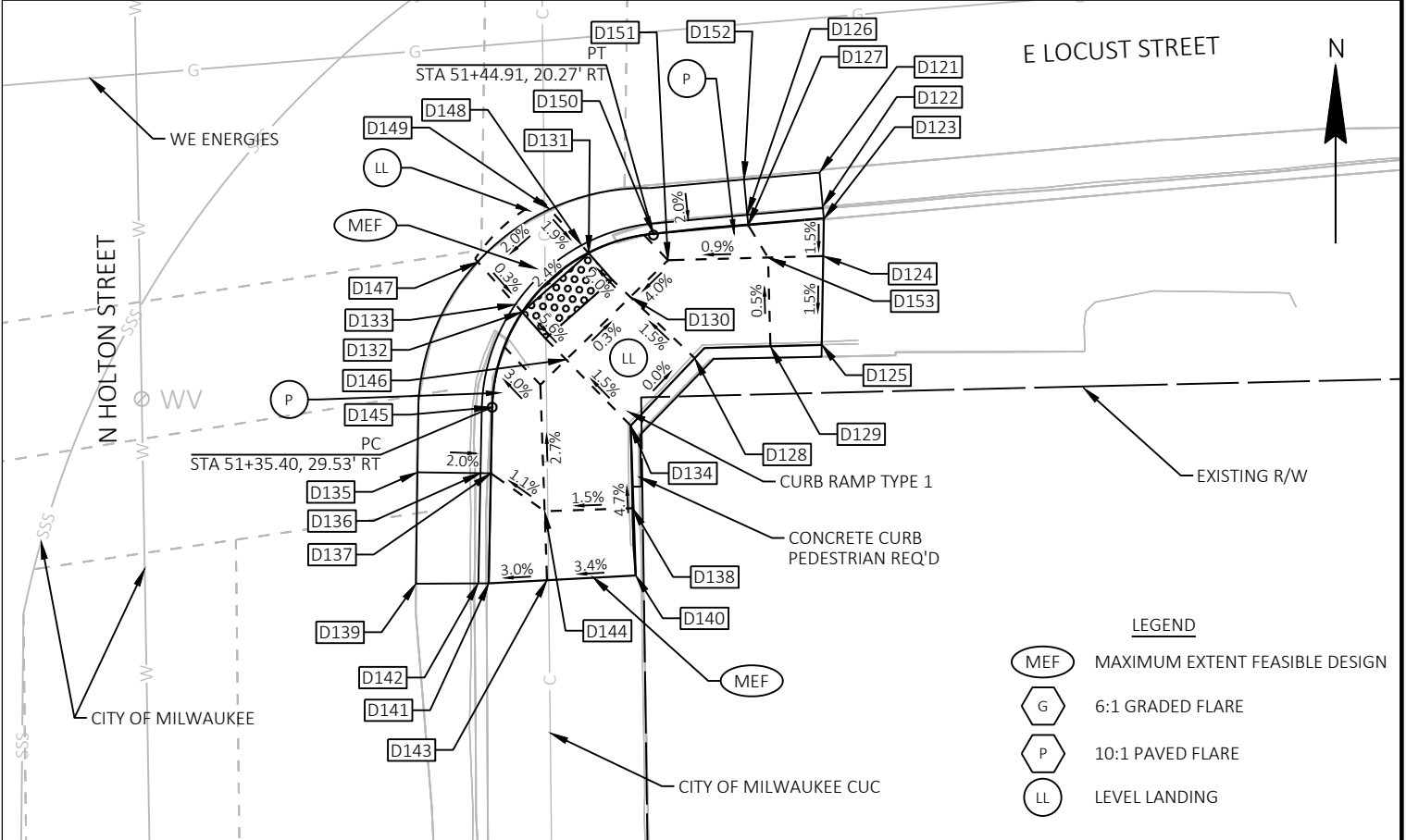
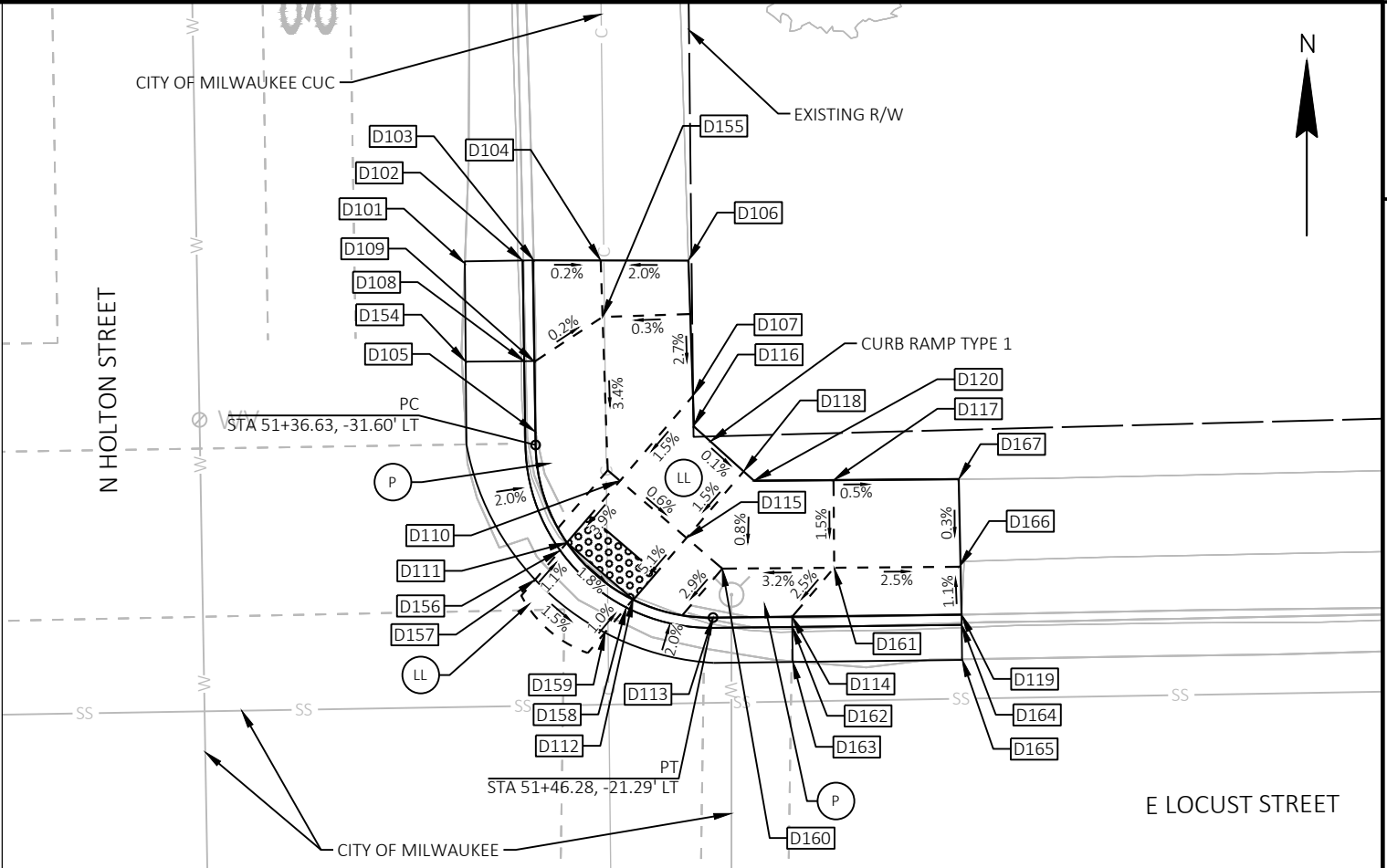


- LEGEND**
- (MEF) MAXIMUM EXTENT FEASIBLE DESIGN
  - (G) 6:1 GRADED FLARE
  - (P) 10:1 PAVED FLARE
  - (LL) LEVEL LANDING

NOTES:  
 1. ALL RECTANGULAR DETECTABLE WARNING FIELDS ARE 5 FEET BY 2 FEET.  
 2. CONCRETE CURB PEDESTRIAN HEIGHT IS 6 INCHES UNLESS STATED OTHERWISE.

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
D101	51+33.08	42.13 LT	397463.203	2528172.685	685.31
D102	51+36.39	42.15 LT	397463.375	2528175.981	685.22
D103	51+37.02	42.13 LT	397463.384	2528176.612	685.72
D104	51+40.83	41.94 LT	397463.377	2528180.432	685.71
D105	51+36.65	32.35 LT	397453.600	2528176.709	685.68
D106	51+45.83	41.70 LT	397463.368	2528185.435	685.81
D107	51+45.73	33.98 LT	397455.657	2528185.701	685.57
D108	51+36.20	36.41 LT	397457.633	2528176.066	685.30
D109	51+36.78	36.35 LT	397457.600	2528176.650	685.80
D110	51+41.34	29.33 LT	397450.804	2528181.534	685.47
D111	51+38.15	25.94 LT	397447.267	2528178.497	685.29
D112	51+41.77	22.54 LT	397444.038	2528182.275	685.20
D113	51+46.28	21.28 LT	397442.997	2528186.838	685.42
D114	51+50.79	21.13 LT	397443.051	2528191.354	685.56
D115	51+44.98	25.90 LT	397447.546	2528185.328	685.44
D116	51+45.67	32.26 LT	397453.930	2528185.720	685.55
D117	51+57.22	28.73 LT	397450.843	2528193.711	685.73
D118	51+48.41	29.54 LT	397451.340	2528188.585	685.51
D119	51+59.97	20.96 LT	397443.167	2528201.015	685.51
D120	51+48.98	28.98 LT	397450.807	2528189.175	685.55
D121	51+54.81	17.16 RT	397404.938	2528196.770	685.31
D122	51+54.94	19.09 RT	397403.017	2528196.945	685.28
D123	51+54.98	19.79 RT	397402.313	2528197.004	685.86
D124	51+54.90	21.86 RT	397400.239	2528196.970	685.83
D125	51+54.70	26.84 RT	397395.257	2528196.890	685.75
D126	51+50.24	19.38 RT	397402.558	2528192.698	685.32
D127	51+50.26	19.97 RT	397401.977	2528192.751	685.81
D128	51+46.91	27.31 RT	397394.487	2528189.746	685.50
D129	51+51.20	26.84 RT	397395.157	2528194.003	685.62
D130	51+43.45	23.70 RT	397397.933	2528186.118	685.42
D131	51+41.23	21.12 RT	397400.398	2528183.778	685.36
D132	51+37.33	24.26 RT	397397.088	2528180.030	685.24
D133	51+36.97	23.81 RT	397397.513	2528179.654	685.23
D134	51+43.13	30.93 RT	397390.691	2528186.139	685.52

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
D135	51+31.02	32.99 RT	397388.066	2528174.143	685.22
D136	51+34.57	33.21 RT	397388.016	2528177.691	685.13
D137	51+35.15	33.24 RT	397388.008	2528178.274	685.63
D138	51+43.02	35.58 RT	397386.041	2528186.248	685.74
D139	51+30.64	39.26 RT	397381.792	2528174.056	685.24
D140	51+43.02	39.37 RT	397382.257	2528186.424	685.92
D141	51+34.74	39.42 RT	397381.816	2528178.153	685.65
D142	51+34.16	39.38 RT	397381.827	2528177.570	685.15
D143	51+38.02	39.40 RT	397381.991	2528181.431	685.75
D144	51+38.07	35.52 RT	397385.874	2528181.299	685.67
D145	51+35.40	29.53 RT	397391.728	2528178.347	685.51
D146	51+39.68	27.05 RT	397394.407	2528182.508	685.44
D147	51+34.98	21.33 RT	397399.903	2528177.543	685.30
D148	51+40.85	20.66 RT	397400.848	2528183.380	685.35
D149	51+39.15	18.54 RT	397402.880	2528181.585	685.40
D150	51+44.93	20.20 RT	397401.491	2528187.435	685.64
D151	51+45.66	21.73 RT	397400.004	2528188.238	685.54
D152	51+50.15	17.39 RT	397404.550	2528192.516	685.36
D153	51+51.30	21.84 RT	397400.155	2528193.869	685.59
D154	51+32.87	36.53 LT	397457.603	2528172.734	685.38
D155	51+40.79	38.72 LT	397460.154	2528180.540	685.79
D156	51+37.75	25.52 LT	397446.827	2528178.120	685.29
D157	51+36.24	23.92 LT	397445.162	2528176.690	685.33
D158	51+41.36	22.10 LT	397443.580	2528181.889	685.20
D159	51+40.08	20.72 LT	397442.140	2528180.674	685.24
D160	51+46.94	24.05 LT	397445.792	2528187.371	685.45
D161	51+53.00	23.80 LT	397445.843	2528193.751	685.65
D162	51+50.77	20.54 LT	397442.468	2528191.361	685.08
D163	51+50.70	18.58 LT	397440.505	2528191.384	685.12
D164	51+59.96	20.37 LT	397442.584	2528201.022	685.01
D165	51+59.94	18.41 LT	397440.624	2528201.046	685.05
D166	51+59.91	23.69 LT	397445.900	2528200.892	685.48
D167	51+59.99	28.69 LT	397450.900	2528200.852	685.49

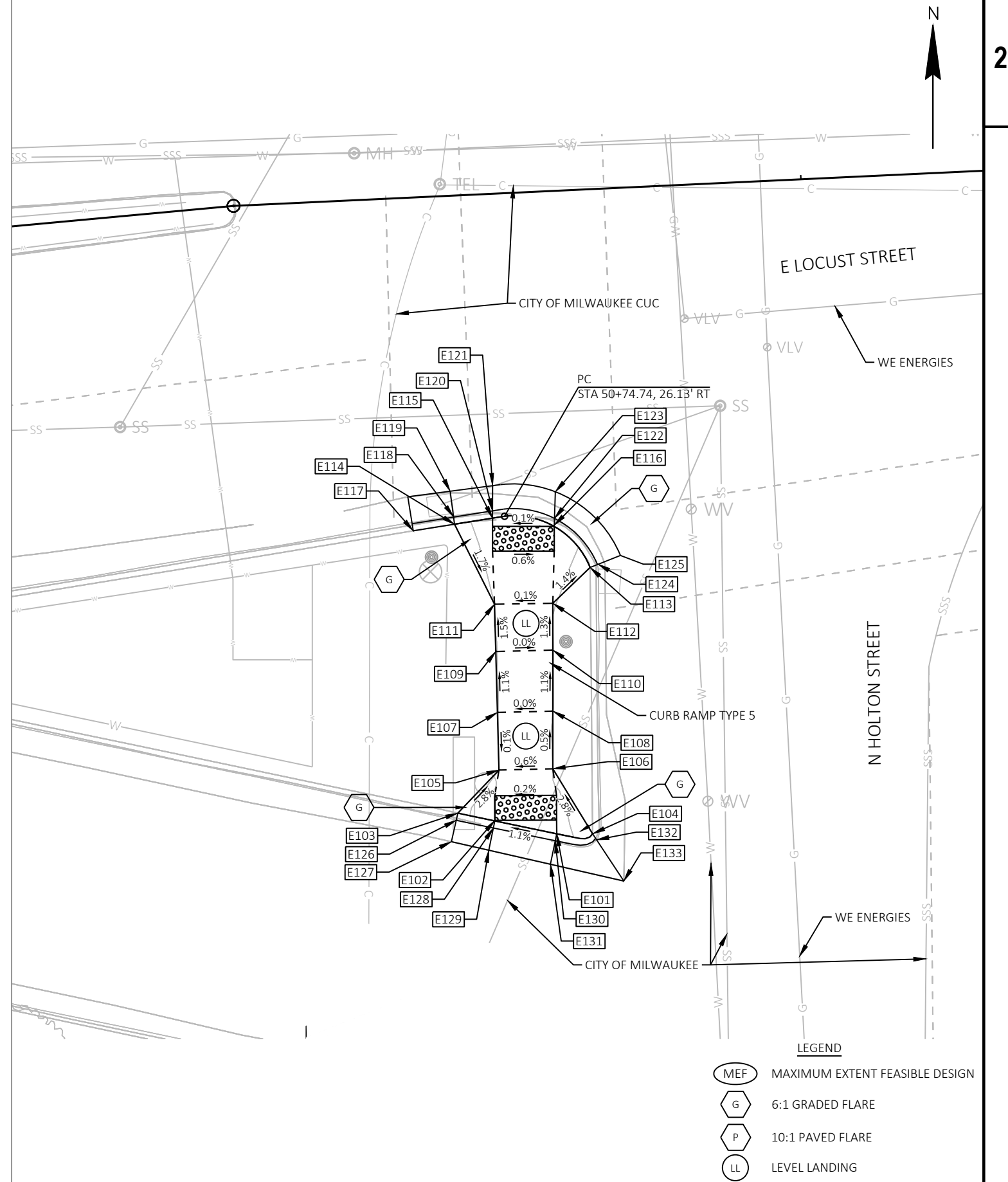


- LEGEND**
- (MEF) MAXIMUM EXTENT FEASIBLE DESIGN
  - (G) 6:1 GRADED FLARE
  - (P) 10:1 PAVED FLARE
  - (LL) LEVEL LANDING

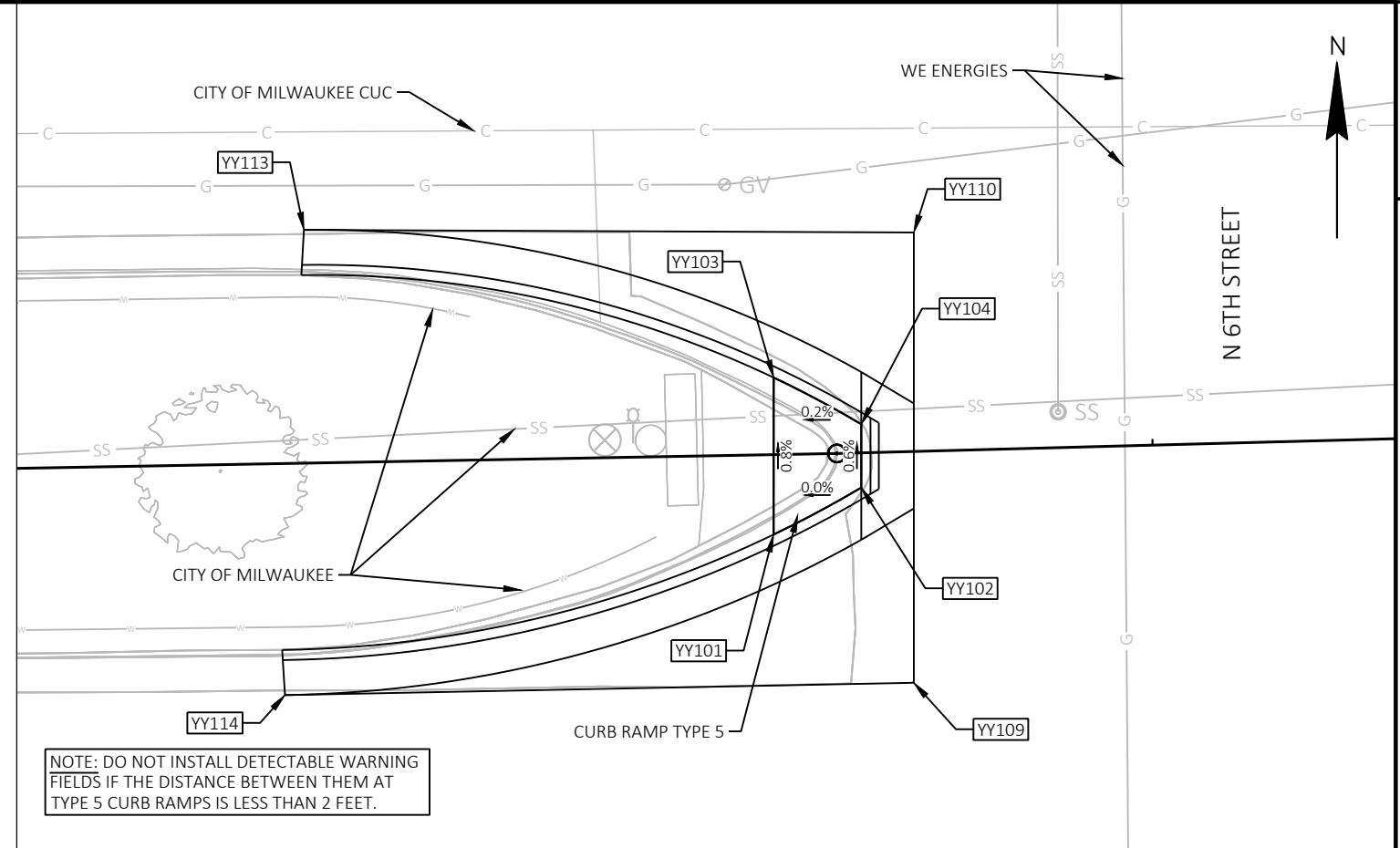
NOTES:  
 1. ALL RECTANGULAR DETECTABLE WARNING FIELDS ARE 5 FEET BY 2 FEET.  
 2. CONCRETE CURB PEDESTRIAN HEIGHT IS 6 INCHES UNLESS STATED OTHERWISE.

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
E101	50+77.76	52.01 RT	397366.574	2528121.823	685.53
E102	50+72.81	50.70 RT	397367.653	2528116.817	685.50
E103	50+69.83	49.97 RT	397368.241	2528113.814	685.90
E104	50+80.66	52.16 RT	397366.566	2528124.732	685.96
E105	50+73.32	46.64 RT	397371.730	2528117.145	685.77
E106	50+77.69	46.74 RT	397371.833	2528121.507	685.79
E107	50+73.42	41.98 RT	397376.395	2528117.019	685.77
E108	50+77.92	42.08 RT	397376.502	2528121.520	685.77
E109	50+73.51	37.04 RT	397381.327	2528116.885	685.72
E110	50+78.14	37.14 RT	397381.447	2528121.512	685.71
E111	50+73.59	33.21 RT	397385.162	2528116.782	685.66
E112	50+78.31	33.36 RT	397385.233	2528121.507	685.66
E113	50+81.46	30.60 RT	397388.134	2528124.525	685.60
E114	50+70.66	26.59 RT	397391.637	2528113.543	685.75
E115	50+73.76	26.24 RT	397392.128	2528116.623	685.34
E116	50+78.73	27.05 RT	397391.555	2528121.622	685.36
E117	50+67.29	26.96 RT	397391.105	2528110.199	685.95
E118	50+70.60	25.98 RT	397392.240	2528113.461	685.25
E119	50+70.43	23.90 RT	397394.311	2528113.192	685.31
E120	50+73.79	25.65 RT	397392.719	2528116.624	685.27
E121	50+73.89	23.61 RT	397394.762	2528116.628	685.33
E122	50+78.77	26.50 RT	397392.108	2528121.643	685.29
E123	50+78.94	24.35 RT	397394.265	2528121.711	685.35
E124	50+82.11	30.36 RT	397388.409	2528125.163	685.12
E125	50+83.96	29.74 RT	397389.109	2528126.982	685.18
E126	50+69.69	50.54 RT	397367.669	2528113.697	685.54
E127	50+69.20	52.26 RT	397365.926	2528113.291	685.56
E128	50+72.65	51.31 RT	397367.036	2528116.690	685.53
E129	50+72.20	53.09 RT	397365.236	2528116.319	685.56
E130	50+77.61	52.58 RT	397366.002	2528121.705	685.52
E131	50+77.13	54.45 RT	397364.112	2528121.315	685.56
E132	50+80.96	52.66 RT	397366.078	2528125.055	685.48
E133	50+83.01	56.09 RT	397362.744	2528127.261	685.53

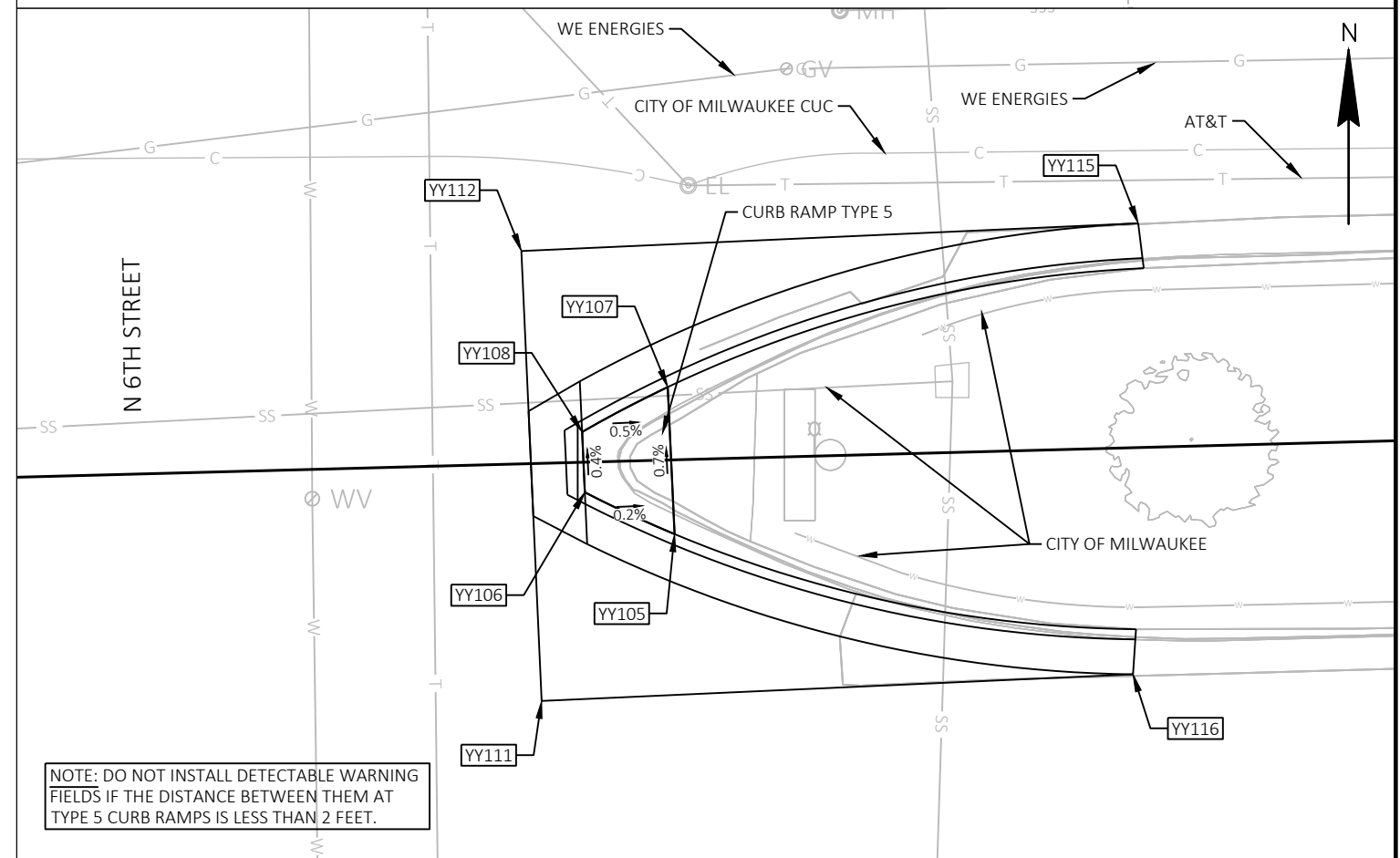
- NOTES:  
 1. ALL RECTANGULAR DETECTABLE WARNING FIELDS ARE 5 FEET BY 2 FEET.  
 2. CONCRETE CURB PEDESTRIAN HEIGHT IS 6 INCHES UNLESS STATED OTHERWISE.



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
YY101	15+78.27	4.56 RT	397343.221	2524621.968	678.98
YY102	15+83.31	1.98 RT	397345.901	2524626.976	678.96
YY103	15+78.43	4.40 LT	397352.187	2524621.970	678.91
YY104	15+83.41	1.63 LT	397349.520	2524626.976	678.93
YY105	16+38.08	4.24 RT	397345.092	2524681.784	679.06
YY106	16+33.02	1.72 RT	397347.479	2524676.658	679.06
YY107	16+37.91	4.17 LT	397353.491	2524681.393	679.00
YY108	16+32.95	1.73 LT	397350.926	2524676.503	679.04
YY109	15+86.01	13.21 RT	397334.752	2524629.976	678.87
YY110	15+86.69	12.50 LT	397360.472	2524629.976	678.82
YY111	16+30.23	13.56 RT	397335.564	2524674.190	678.94
YY112	16+29.76	12.16 LT	397361.262	2524673.035	678.88
YY113	15+51.77	13.32 LT	397360.620	2524595.150	678.77
YY114	15+50.21	13.22 RT	397334.051	2524594.065	678.85
YY115	16+65.01	12.81 LT	397362.845	2524708.258	678.92
YY116	16+64.04	12.94 RT	397337.082	2524707.963	679.05



NOTE: DO NOT INSTALL DETECTABLE WARNING FIELDS IF THE DISTANCE BETWEEN THEM AT TYPE 5 CURB RAMPS IS LESS THAN 2 FEET.

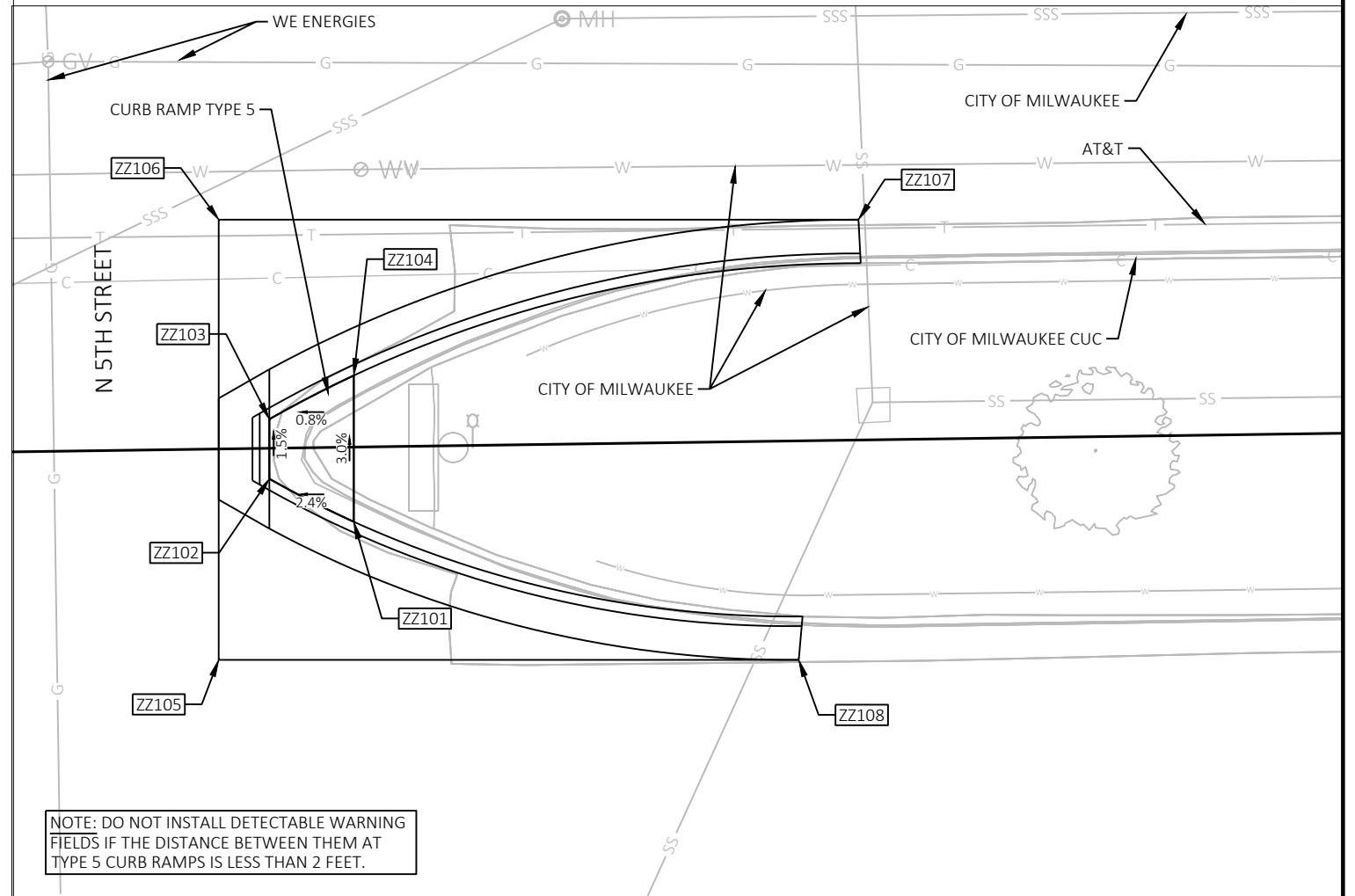


NOTE: DO NOT INSTALL DETECTABLE WARNING FIELDS IF THE DISTANCE BETWEEN THEM AT TYPE 5 CURB RAMPS IS LESS THAN 2 FEET.

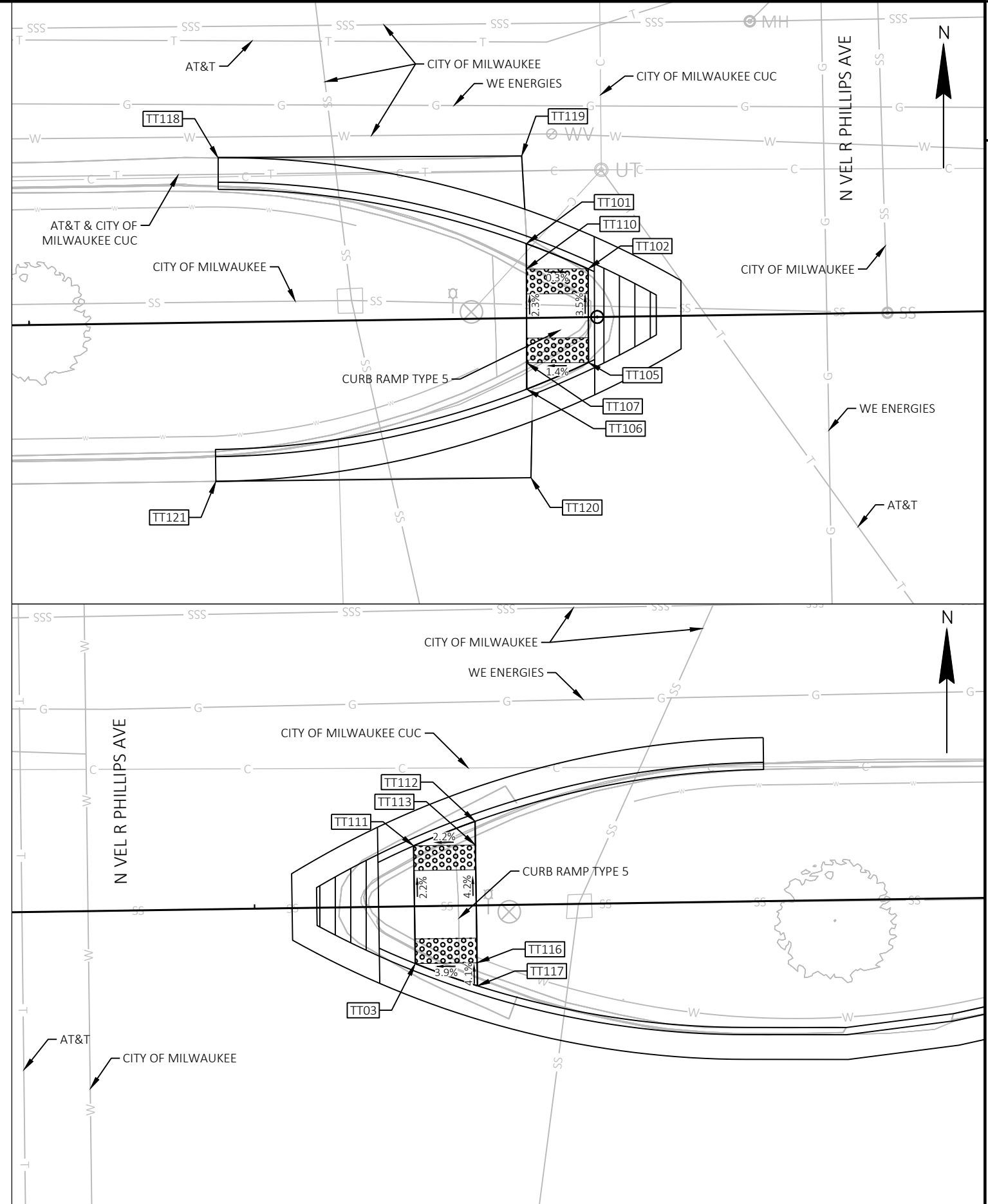
YY114	15+50.21	13.22 RT	397334.051	2524594.065	678.85
YY115	16+65.01	12.81 LT	397362.845	2524708.258	678.92
YY116	16+64.04	12.94 RT	397337.082	2524707.963	679.05



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
ZZ101	20+22.00	4.42 RT	397352.520	2525065.572	678.88
ZZ102	20+17.03	1.81 RT	397355.064	2525060.572	678.70
ZZ103	20+17.08	1.72 LT	397358.597	2525060.572	678.64
ZZ104	20+22.12	4.24 LT	397361.186	2525065.572	678.62
ZZ105	20+13.88	12.49 RT	397344.340	2525057.572	678.65
ZZ106	20+14.25	13.58 LT	397370.414	2525057.572	678.42
ZZ107	20+52.14	13.05 LT	397370.414	2525095.466	678.54
ZZ108	20+48.24	12.97 RT	397344.340	2525091.928	678.77

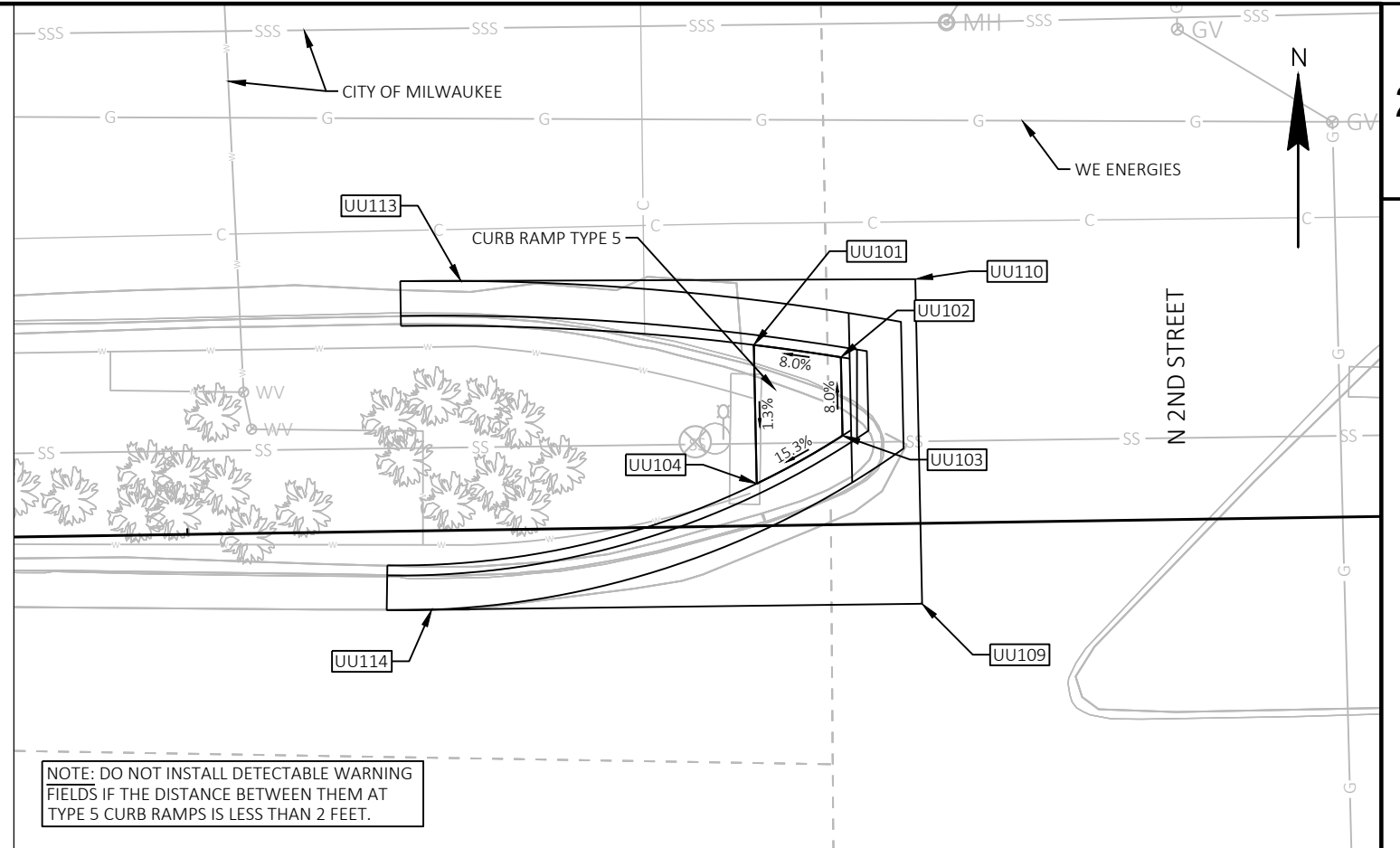


STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
TT03	24+12.94	4.64 RT	397357.835	2525456.477	679.29
TT101	23+40.33	6.01 LT	397367.417	2525383.723	678.81
TT102	23+45.29	3.91 LT	397365.379	2525388.720	678.84
TT105	23+45.22	3.67 RT	397357.804	2525388.747	679.11
TT106	23+40.19	5.75 RT	397355.651	2525383.754	679.09
TT107	23+40.22	3.62 RT	397357.781	2525383.747	679.04
TT110	23+40.29	3.95 LT	397365.357	2525383.720	678.86
TT111	24+12.94	4.89 LT	397367.363	2525456.337	678.99
TT112	24+17.94	6.80 LT	397369.343	2525461.308	679.02
TT113	24+17.94	4.88 LT	397367.426	2525461.336	679.10
TT116	24+17.94	4.65 RT	397357.898	2525461.477	679.49
TT117	24+17.94	6.51 RT	397356.040	2525461.505	679.56
TT118	23+15.49	13.29 LT	397374.348	2525358.784	678.95
TT119	23+40.05	13.11 LT	397374.512	2525383.344	678.91
TT120	23+40.43	12.92 RT	397348.485	2525384.094	679.04
TT121	23+14.94	12.86 RT	397348.188	2525358.600	679.04

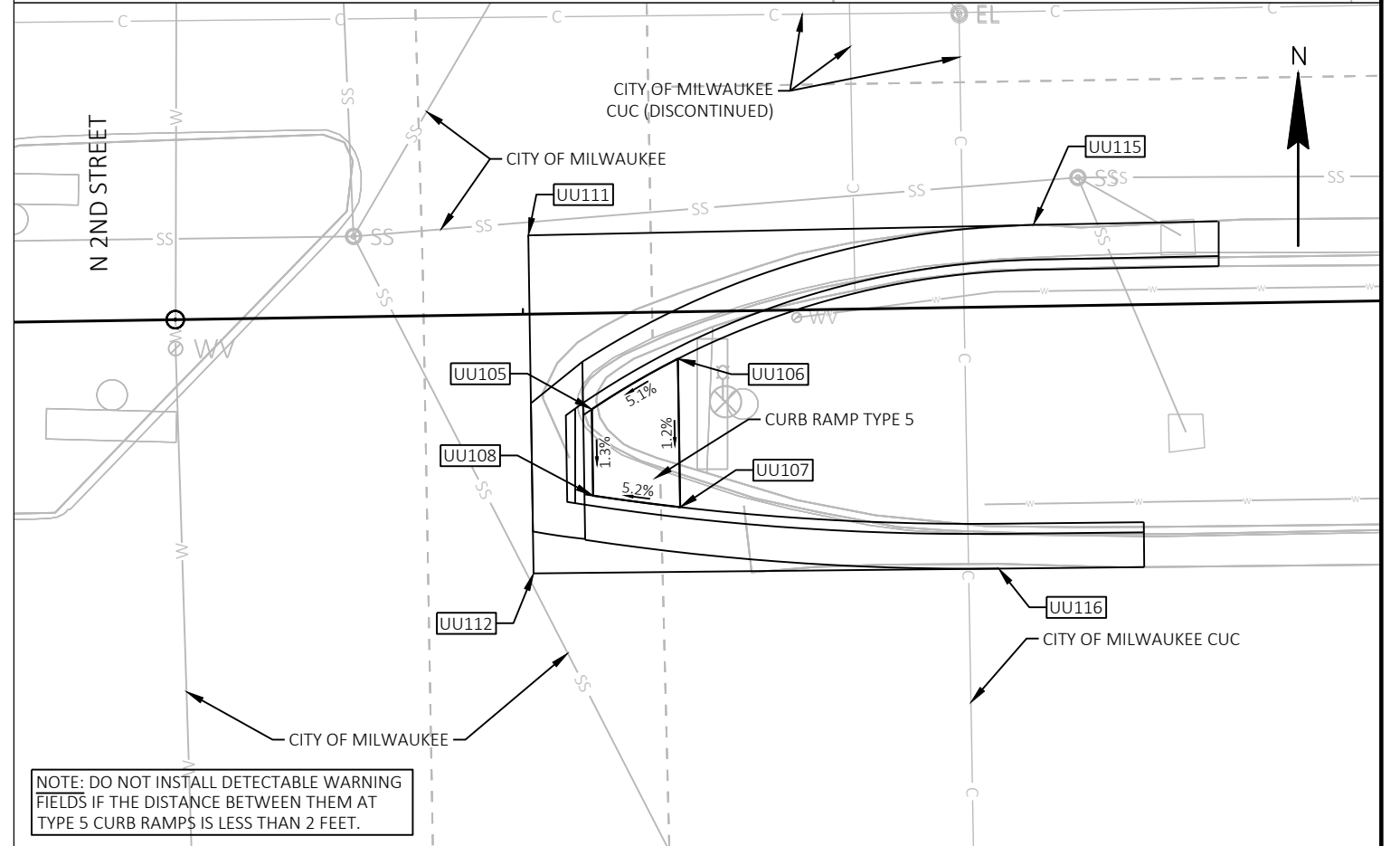




STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
UU101	31+32.78	10.42 LT	397372.754	2526175.871	705.66
UU102	31+37.78	9.64 LT	397372.048	2526180.887	706.06
UU103	31+37.81	5.12 LT	397367.527	2526180.981	706.42
UU104	31+32.82	2.43 LT	397364.765	2526176.037	705.55
UU105	32+03.88	5.53 RT	397357.887	2526247.207	708.26
UU106	32+08.88	2.70 RT	397360.790	2526252.162	708.55
UU107	32+08.88	11.24 RT	397352.249	2526252.296	708.45
UU108	32+03.88	10.51 RT	397352.910	2526247.285	708.19
UU109	31+42.24	4.63 RT	397357.844	2526185.562	705.85
UU110	31+42.13	14.07 LT	397376.541	2526185.172	706.26
UU111	32+00.38	4.54 LT	397367.896	2526243.550	708.49
UU112	32+00.38	14.92 RT	397348.437	2526243.854	707.95
UU113	31+15.97	14.36 LT	397376.441	2526159.003	704.48
UU114	31+14.00	4.55 RT	397357.503	2526157.324	703.83
UU115	32+29.48	4.71 LT	397368.527	2526272.645	710.09
UU116	32+27.16	15.06 RT	397348.715	2526270.639	709.48

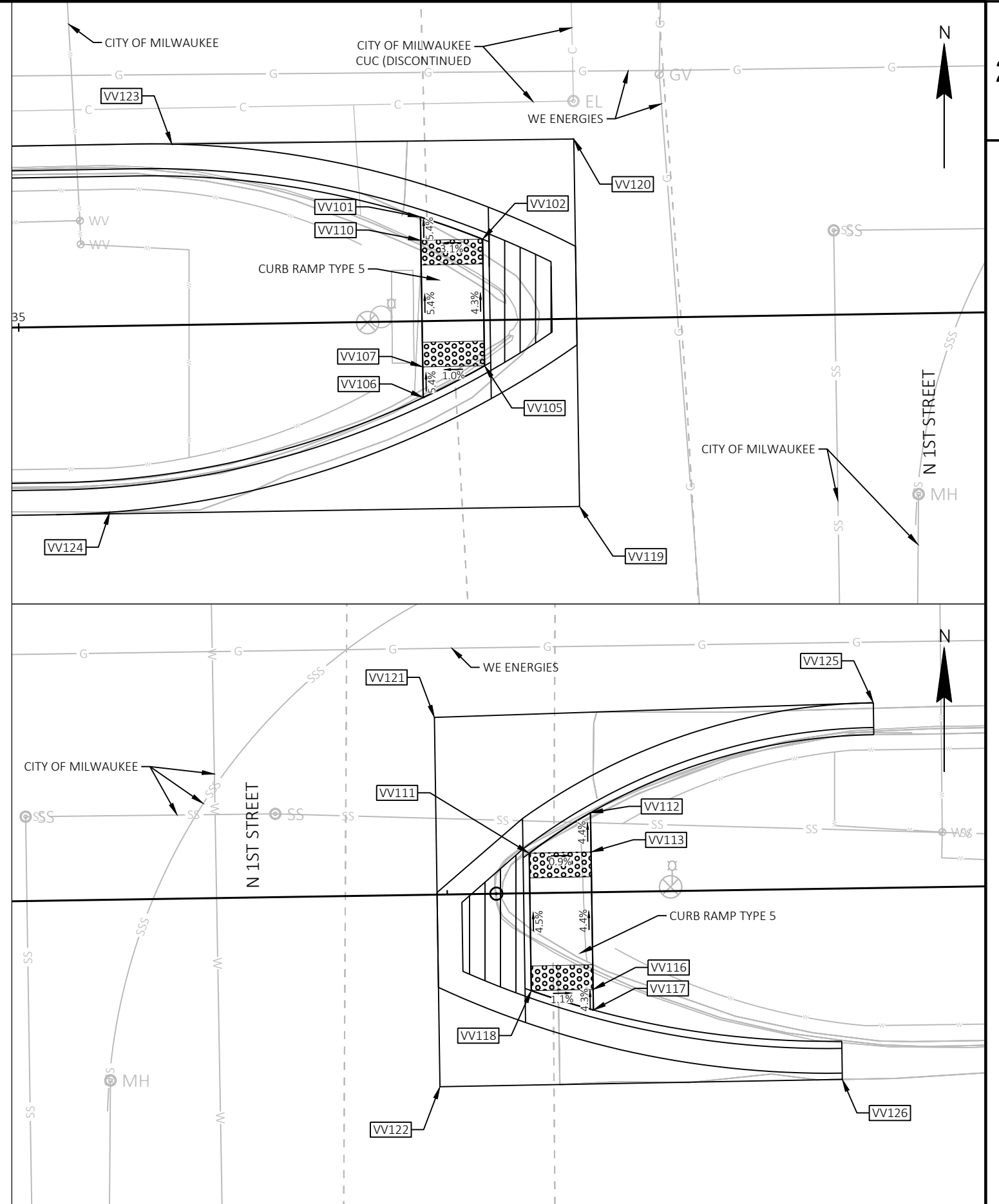


NOTE: DO NOT INSTALL DETECTABLE WARNING FIELDS IF THE DISTANCE BETWEEN THEM AT TYPE 5 CURB RAMPS IS LESS THAN 2 FEET.

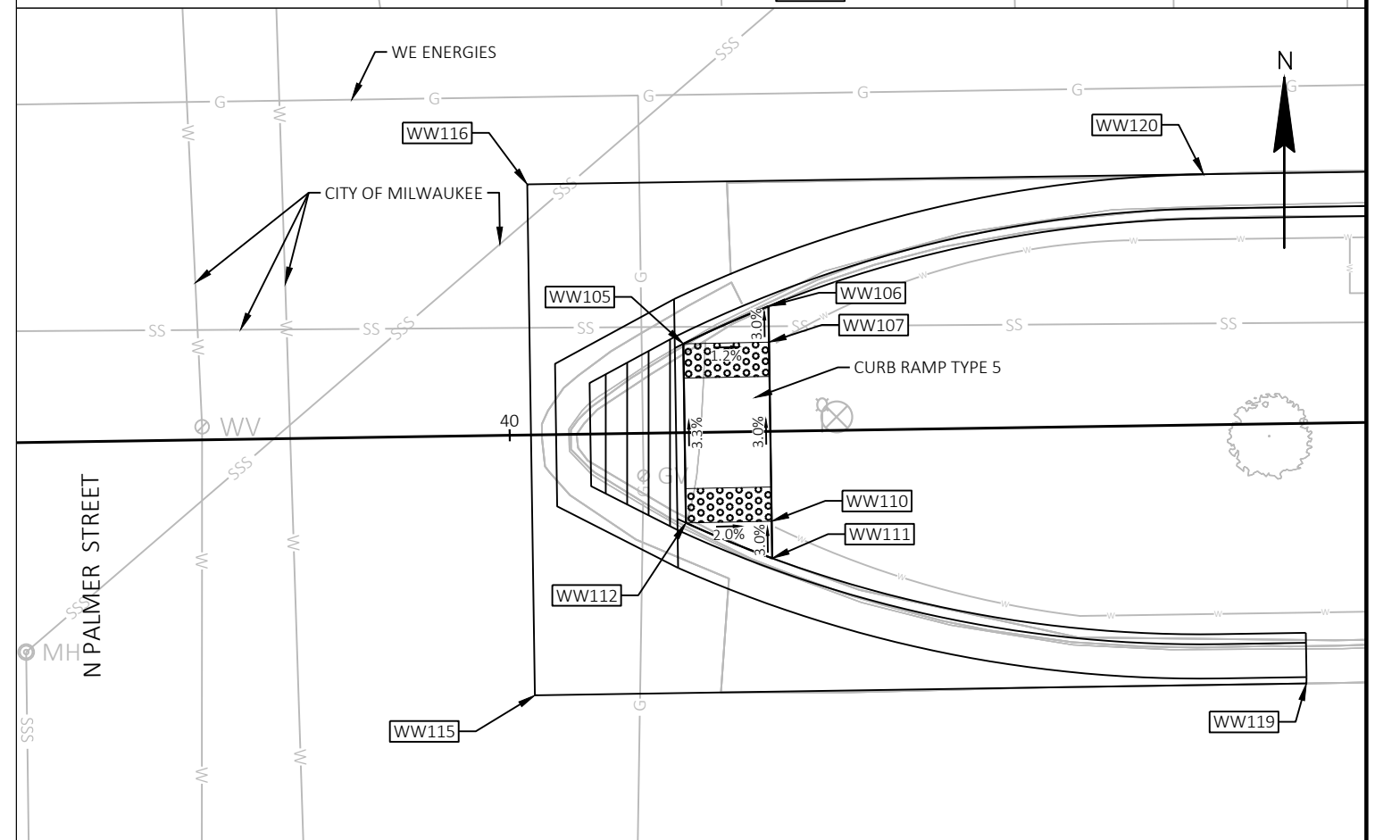
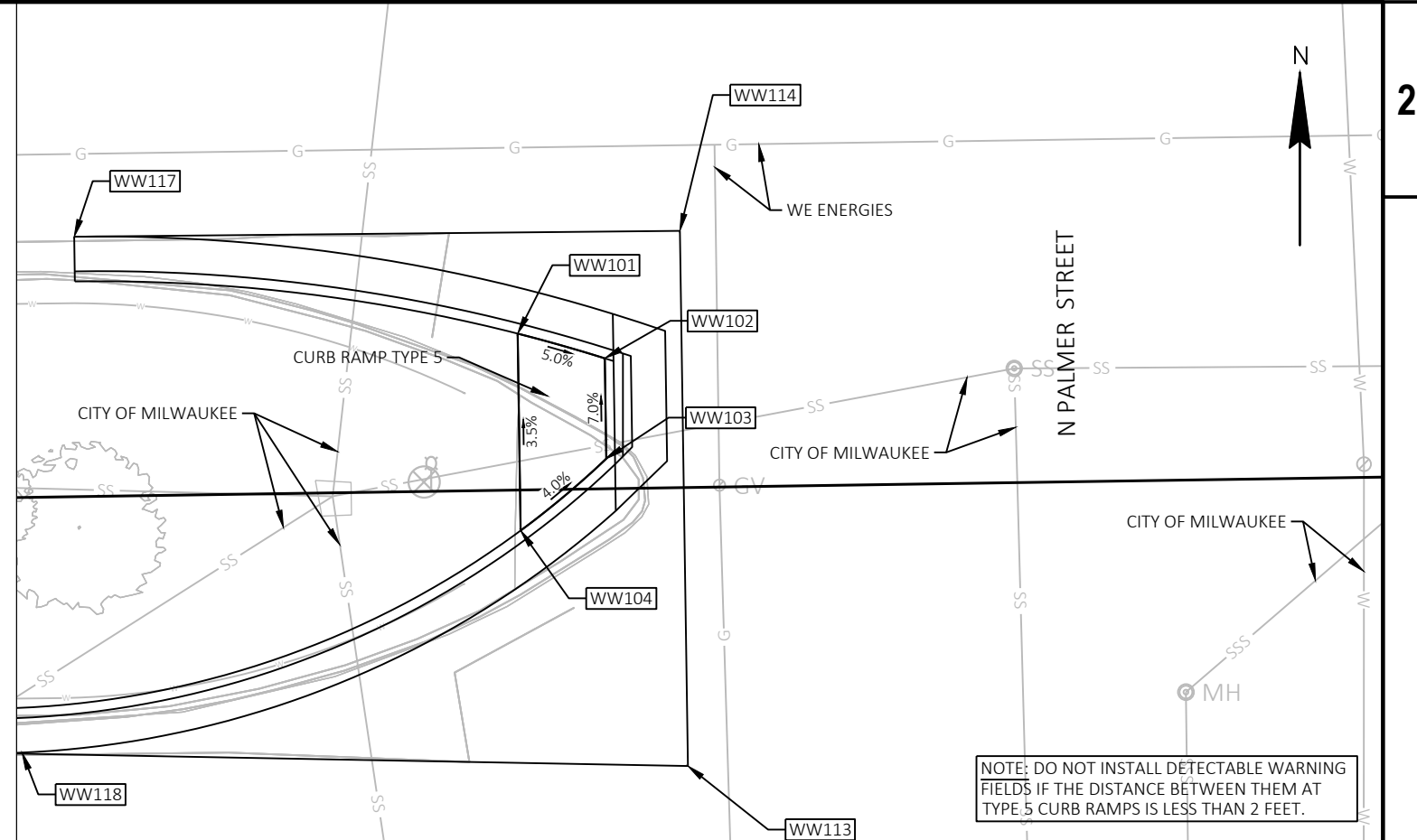


NOTE: DO NOT INSTALL DETECTABLE WARNING FIELDS IF THE DISTANCE BETWEEN THEM AT TYPE 5 CURB RAMPS IS LESS THAN 2 FEET.

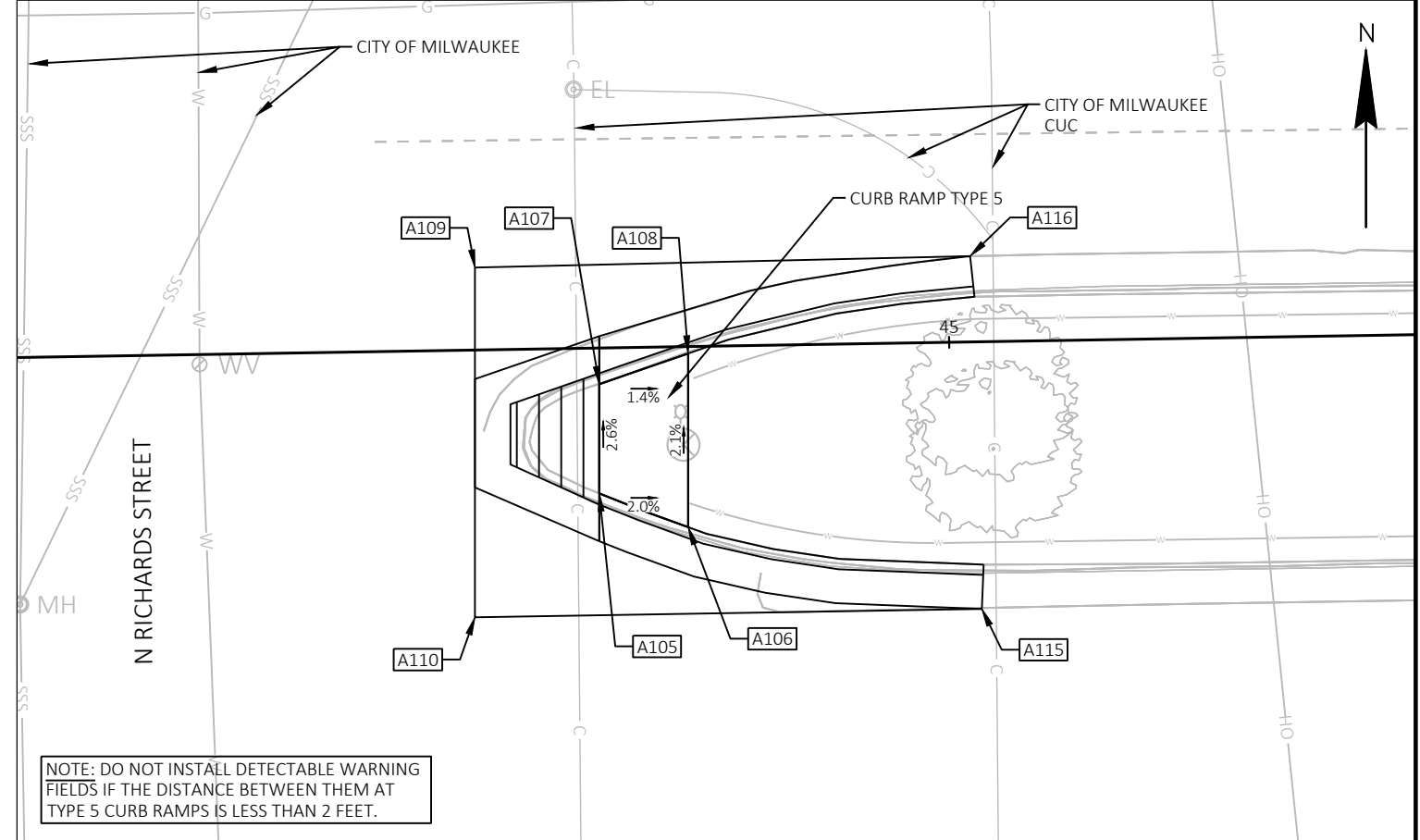
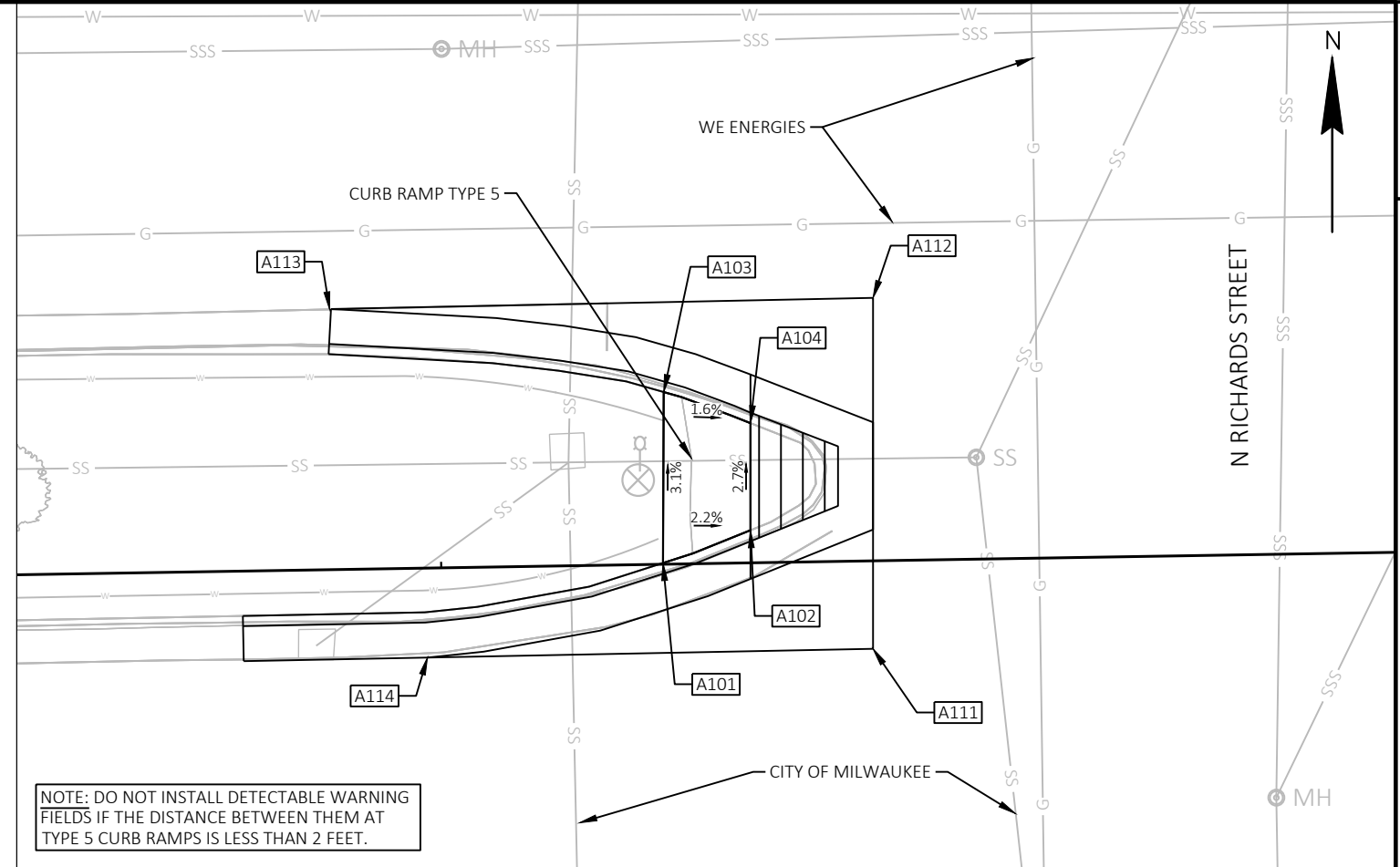
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
VV101	35+32.62	8.42 LT	397376.970	2526575.686	729.74
VV102	35+37.62	6.55 LT	397375.182	2526580.715	730.00
VV105	35+37.62	3.69 RT	397364.943	2526580.875	730.44
VV106	35+32.62	6.18 RT	397362.370	2526575.915	730.52
VV107	35+32.62	3.70 RT	397364.847	2526575.876	730.39
VV110	35+32.62	6.54 LT	397375.087	2526575.716	729.84
VV111	36+06.67	3.23 LT	397372.939	2526649.816	730.47
VV112	36+11.68	6.44 LT	397376.217	2526654.775	730.28
VV113	36+11.67	3.25 LT	397373.034	2526654.815	730.43
VV116	36+11.68	7.87 RT	397361.917	2526654.989	730.92
VV117	36+11.68	9.52 RT	397360.258	2526655.014	730.99
VV118	36+06.68	7.89 RT	397361.821	2526649.990	730.98
VV119	35+45.12	15.19 RT	397353.561	2526588.554	730.80
VV120	35+45.12	14.54 LT	397383.285	2526588.089	729.90
VV121	35+99.19	14.34 LT	397383.927	2526642.159	730.14
VV122	35+99.17	15.54 RT	397354.055	2526642.605	731.18
VV123	35+12.61	14.64 LT	397382.872	2526555.589	728.82
VV124	35+07.13	15.06 RT	397353.095	2526550.566	729.79
VV125	36+34.68	14.99 LT	397385.111	2526677.645	729.25
VV126	36+31.72	15.44 RT	397354.646	2526675.140	730.73



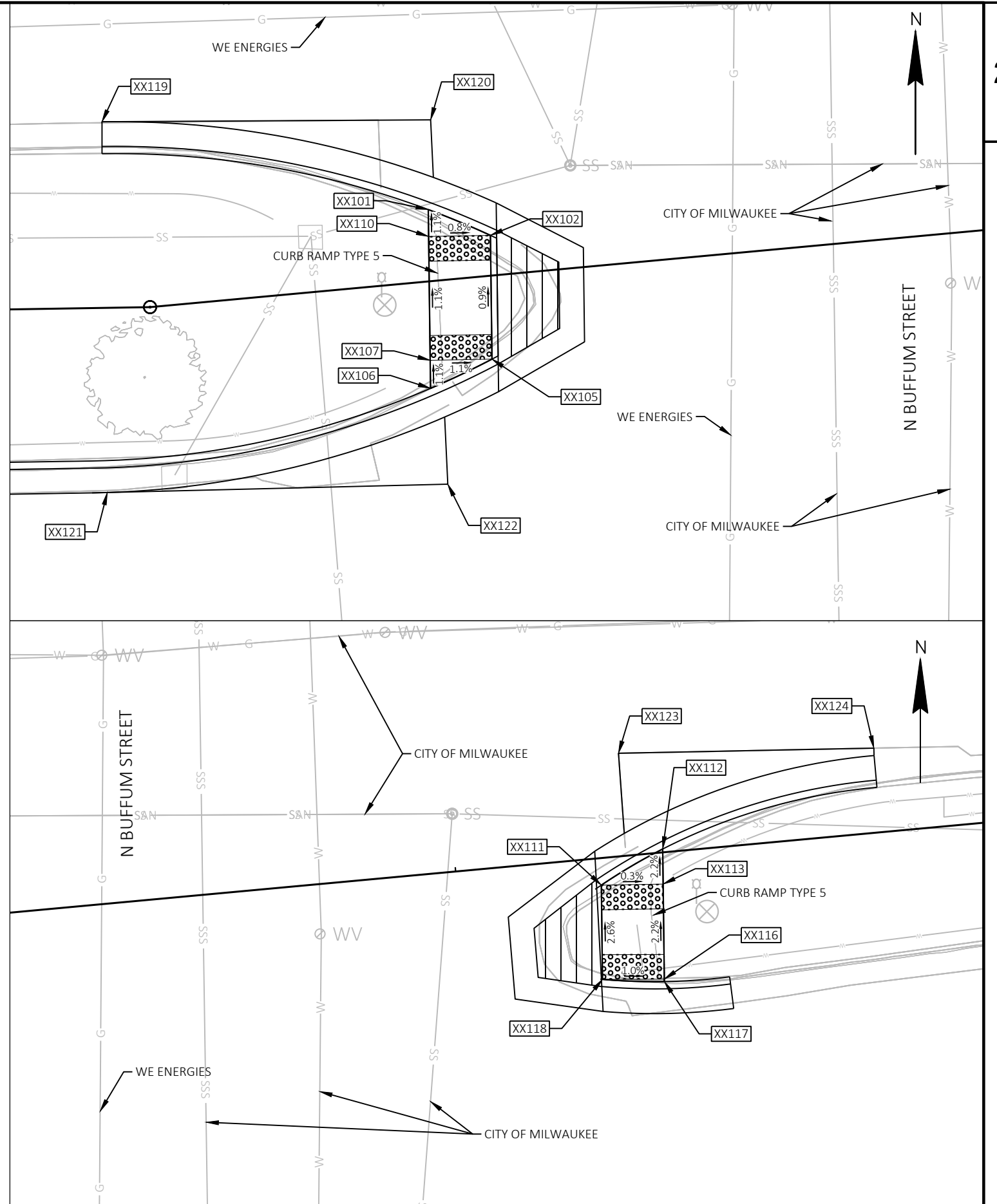
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
WW101	39+33.41	9.02 LT	397383.619	2526976.432	712.69
WW102	39+38.41	7.52 LT	397382.195	2526981.454	712.43
WW103	39+38.41	1.73 LT	397376.408	2526981.541	712.83
WW104	39+33.41	2.34 RT	397372.263	2526976.603	713.09
WW105	40+10.20	5.18 LT	397380.931	2527053.274	710.45
WW106	40+15.20	7.30 LT	397383.126	2527058.242	710.33
WW107	40+15.20	5.20 LT	397381.026	2527058.273	710.39
WW110	40+15.20	5.24 RT	397370.580	2527058.430	710.70
WW111	40+15.20	7.40 RT	397368.420	2527058.462	710.77
WW112	40+10.20	5.27 RT	397370.485	2527053.431	710.80
WW113	39+42.85	16.05 RT	397358.689	2526986.244	712.51
WW114	39+42.85	14.81 LT	397389.545	2526985.781	712.14
WW115	40+01.24	15.19 RT	397360.426	2527044.619	711.24
WW116	40+01.24	14.62 LT	397390.234	2527044.172	710.54
WW117	39+07.94	14.99 LT	397389.208	2526950.874	713.84
WW118	39+04.49	14.71 RT	397359.460	2526947.871	714.06
WW119	40+46.25	15.18 RT	397361.116	2527089.620	709.97
WW120	40+40.69	14.62 LT	397390.827	2527083.620	709.28



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
A101	44+12.67	0.07 LT	397382.045	2527455.764	694.73
A102	44+17.69	1.86 LT	397383.919	2527460.760	694.57
A103	44+12.87	9.84 LT	397391.812	2527455.805	694.43
A104	44+17.79	7.98 LT	397390.037	2527460.760	694.40
A105	44+80.17	8.19 RT	397374.890	2527523.392	694.11
A106	44+85.14	10.17 RT	397372.991	2527528.392	694.05
A107	44+80.27	2.04 RT	397381.037	2527523.392	693.95
A108	44+85.30	0.39 RT	397382.766	2527528.392	693.85
A109	44+73.38	4.64 LT	397387.607	2527516.392	693.85
A110	44+73.05	15.04 RT	397367.916	2527516.392	694.39
A111	44+24.58	5.03 RT	397377.143	2527467.760	694.68
A112	44+24.91	15.02 LT	397397.195	2527467.760	694.12
A113	43+93.87	14.87 LT	397396.535	2527436.728	694.73
A114	43+99.13	5.11 RT	397376.645	2527442.314	695.22
A115	45+01.60	15.04 RT	397368.386	2527544.932	693.93
A116	45+01.26	4.83 LT	397388.248	2527544.267	693.49

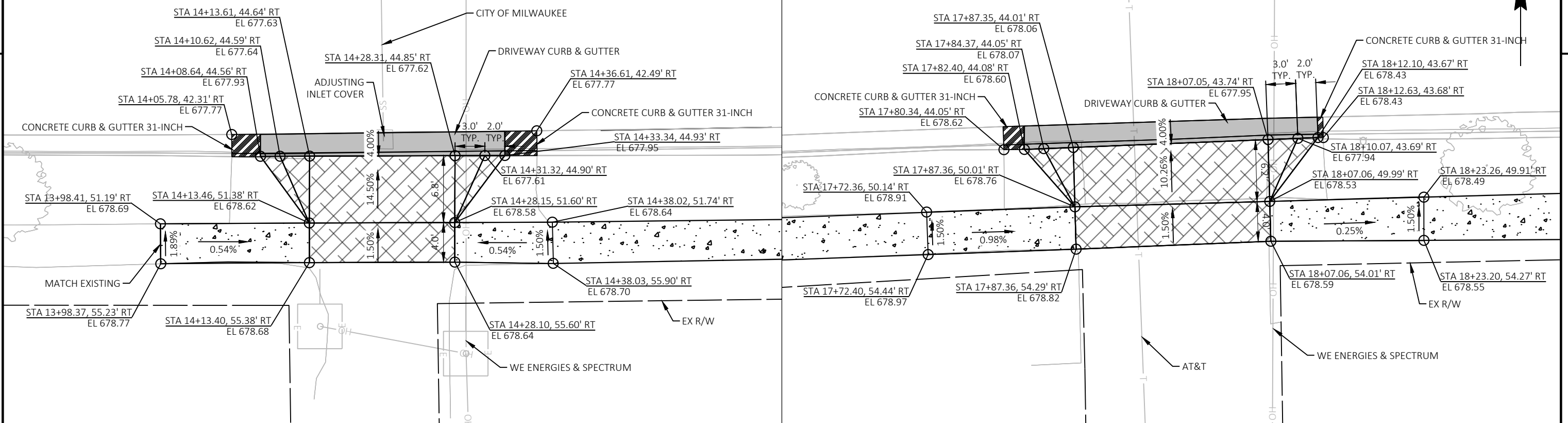


STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
XX101	47+47.10	5.79 LT	397394.945	2527789.528	689.13
XX102	47+51.91	3.25 LT	397392.861	2527794.555	689.12
XX105	47+51.12	6.73 RT	397382.846	2527794.684	689.21
XX106	47+45.96	8.63 RT	397380.482	2527789.714	689.29
XX107	47+46.14	6.37 RT	397382.750	2527789.685	689.27
XX110	47+46.93	3.62 LT	397392.766	2527789.556	689.15
XX111	48+11.63	2.18 RT	397392.946	2527854.516	688.77
XX112	48+16.84	0.27 LT	397395.869	2527859.480	688.77
XX113	48+16.61	2.56 RT	397393.030	2527859.513	689.16
XX116	48+16.00	10.22 RT	397385.341	2527859.610	689.21
XX117	48+15.99	10.42 RT	397385.146	2527859.613	689.17
XX118	48+11.02	9.78 RT	397385.322	2527854.610	688.99
XX119	47+20.33	15.05 LT	397402.045	2527763.147	689.32
XX120	47+47.96	13.00 LT	397402.200	2527789.723	688.99
XX121	47+20.27	14.94 RT	397372.056	2527763.577	689.90
XX122	47+46.63	16.48 RT	397372.732	2527791.110	689.49
XX123	48+13.99	8.31 LT	397403.611	2527855.906	688.36
XX124	48+34.59	6.83 LT	397404.027	2527876.552	688.26



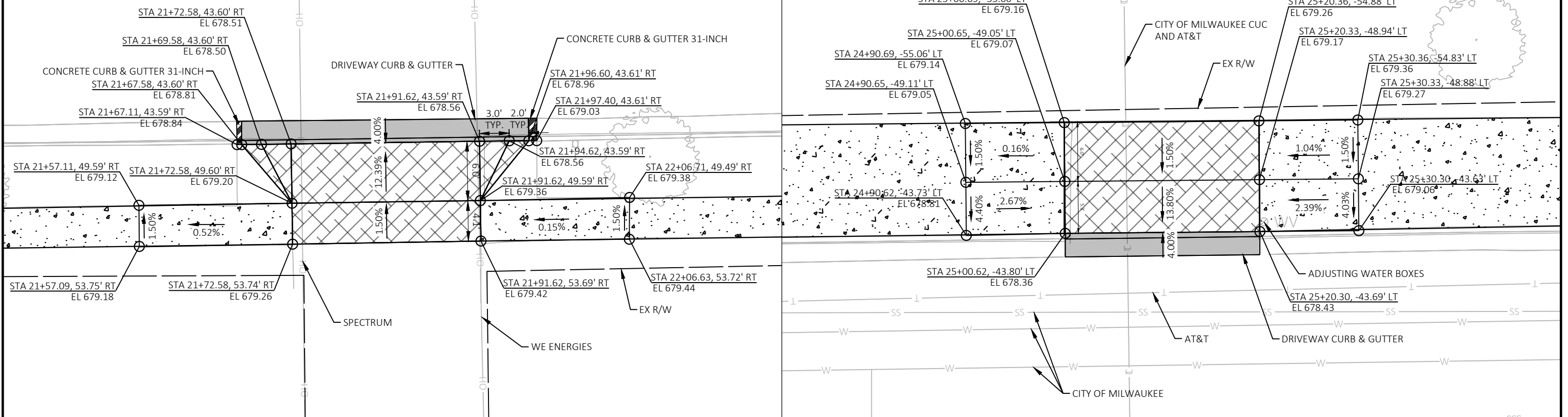
DRIVEWAY 1 - STA. 14+21 RT

DRIVEWAY 2 - STA. 17+97 RT



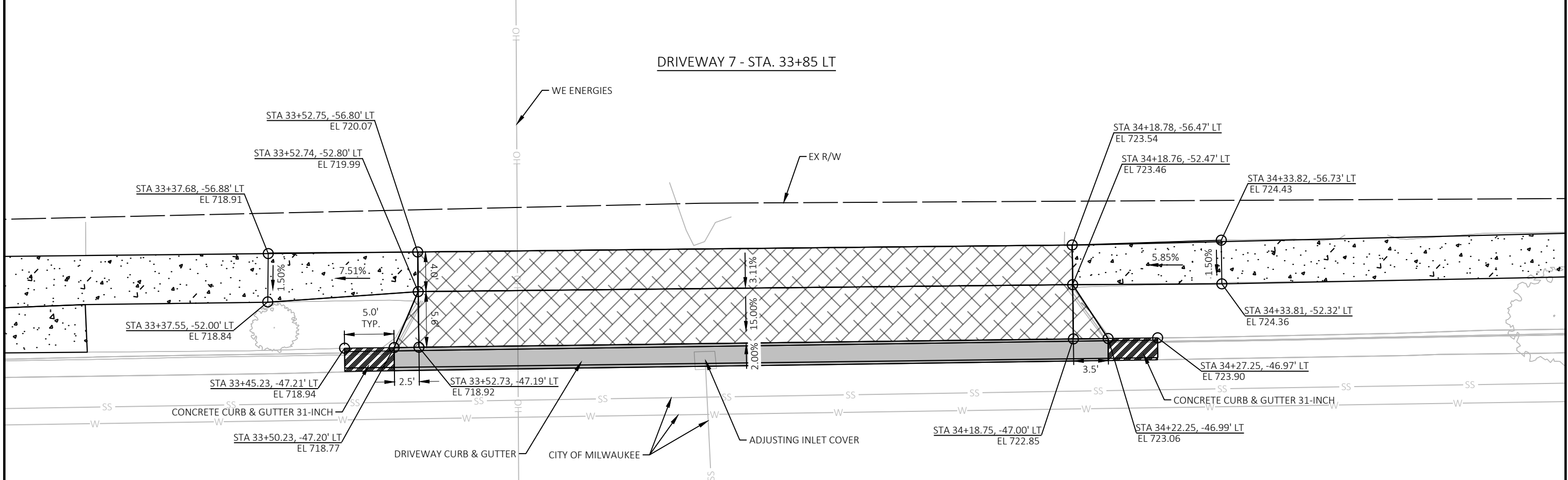
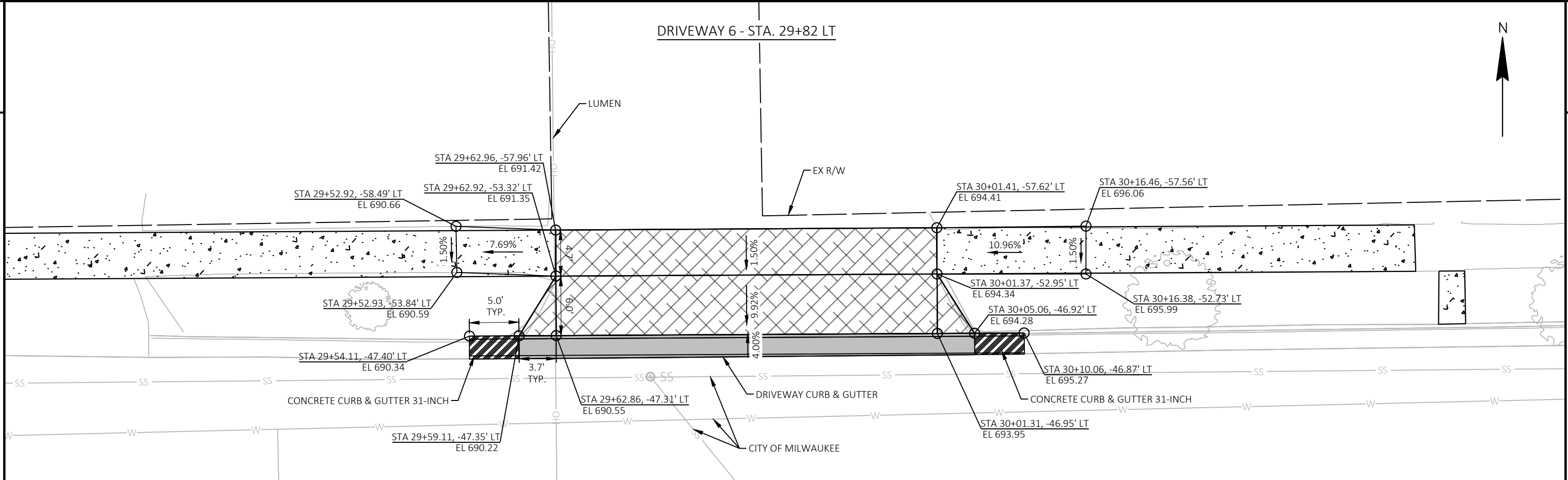
DRIVEWAY 3 - STA. 21+82 RT

DRIVEWAY 4 - STA. 25+10 LT



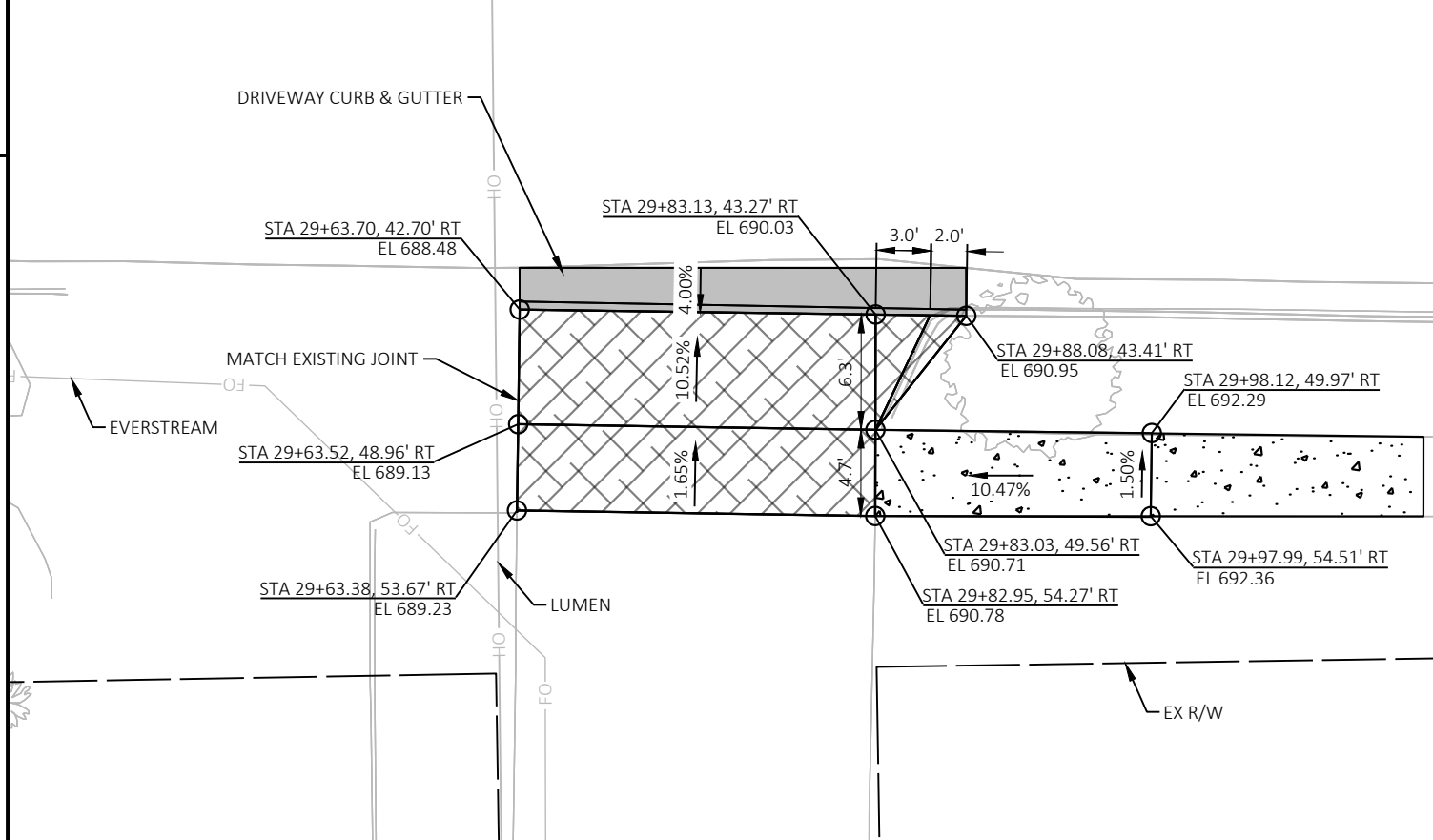
PROJECT NO: 2455-07-70	HWY: E/W LOCUST STREET	COUNTY: MILWAUKEE	DRIVEWAY DETAILS	SHEET	E
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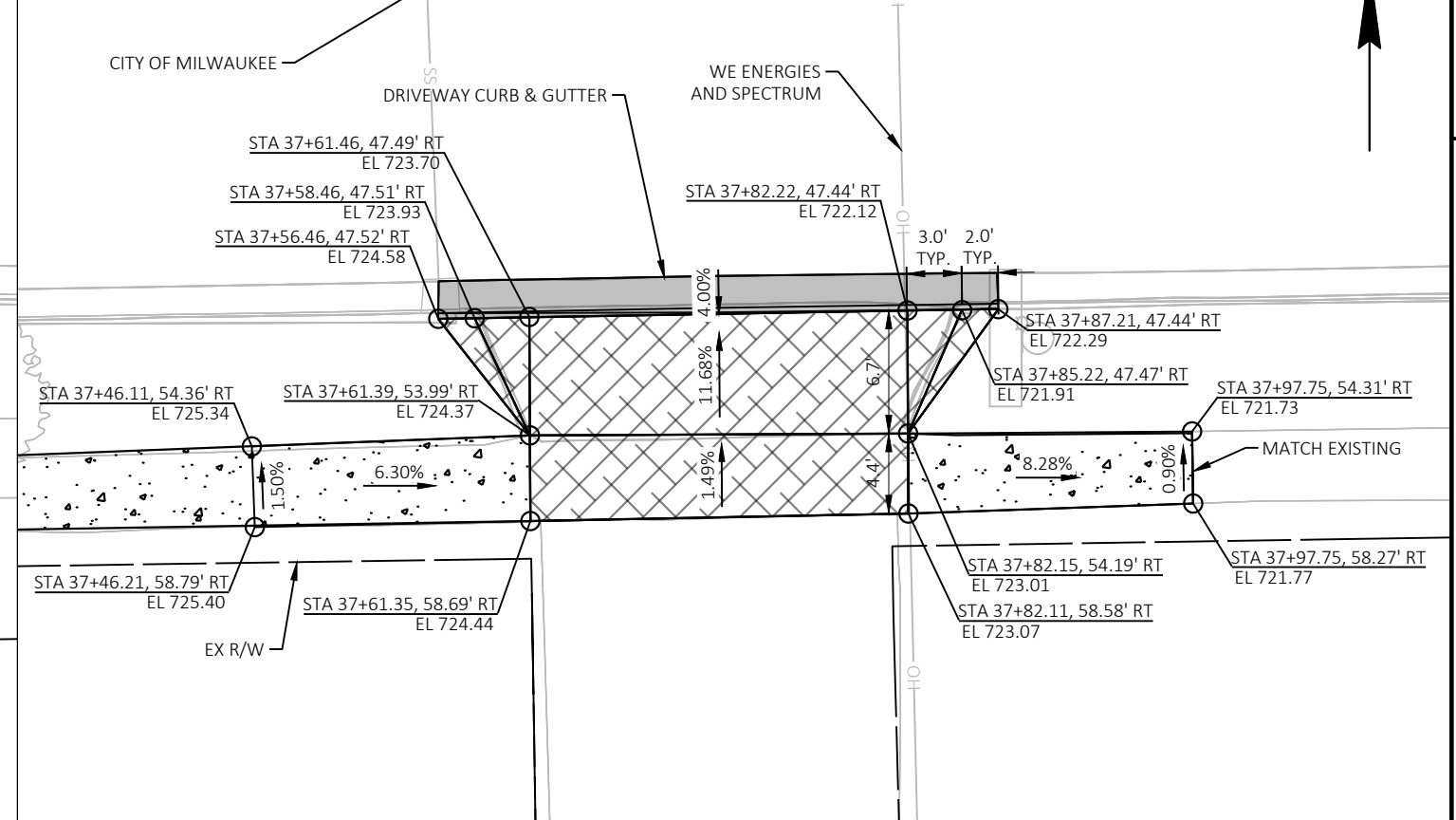


PROJECT NO: 2455-07-70	HWY: E/W LOCUST STREET	COUNTY: MILWAUKEE	DRIVEWAY DETAILS	SHEET E
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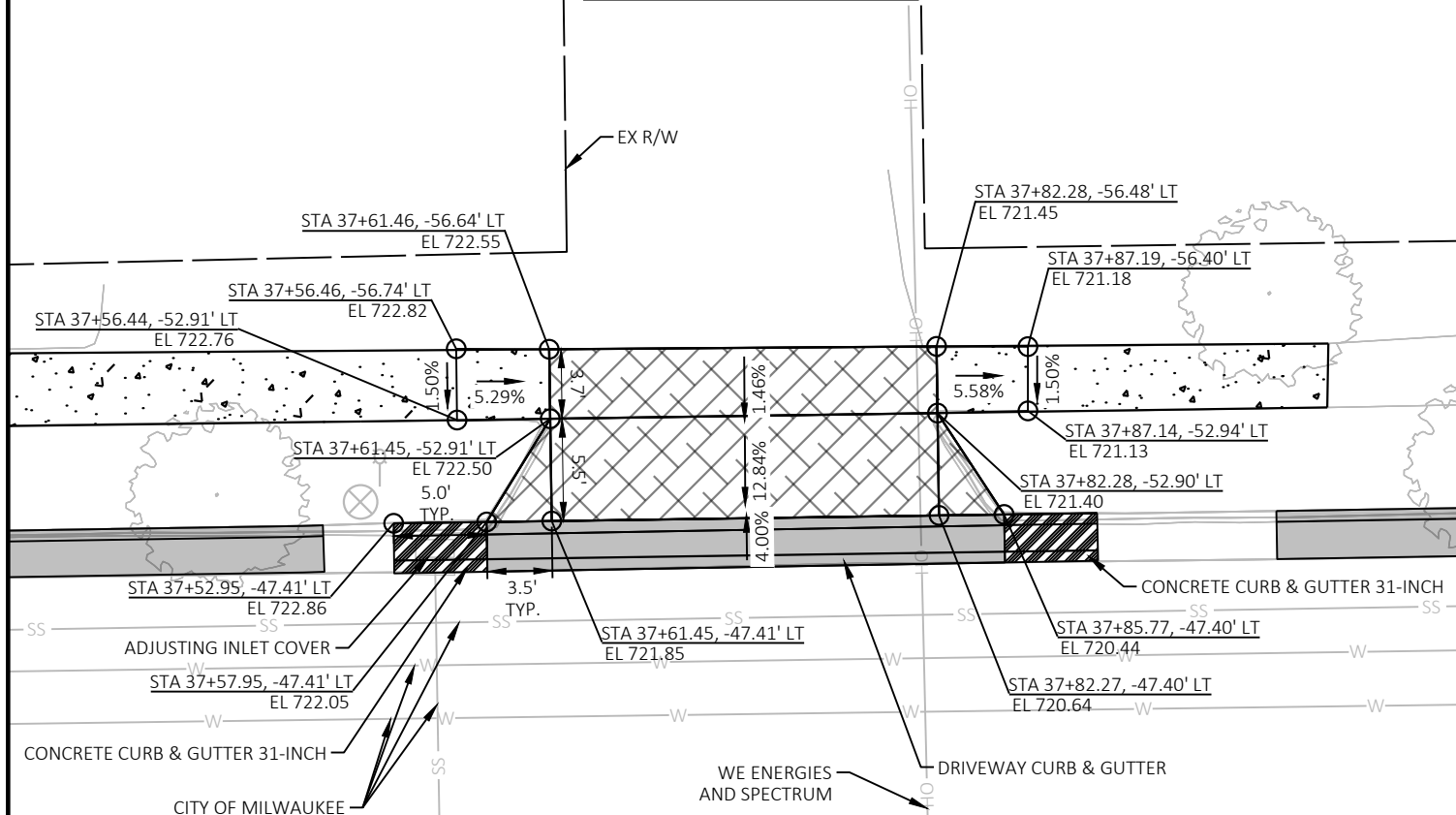
DRIVEWAY 5 - STA. 29+73 RT



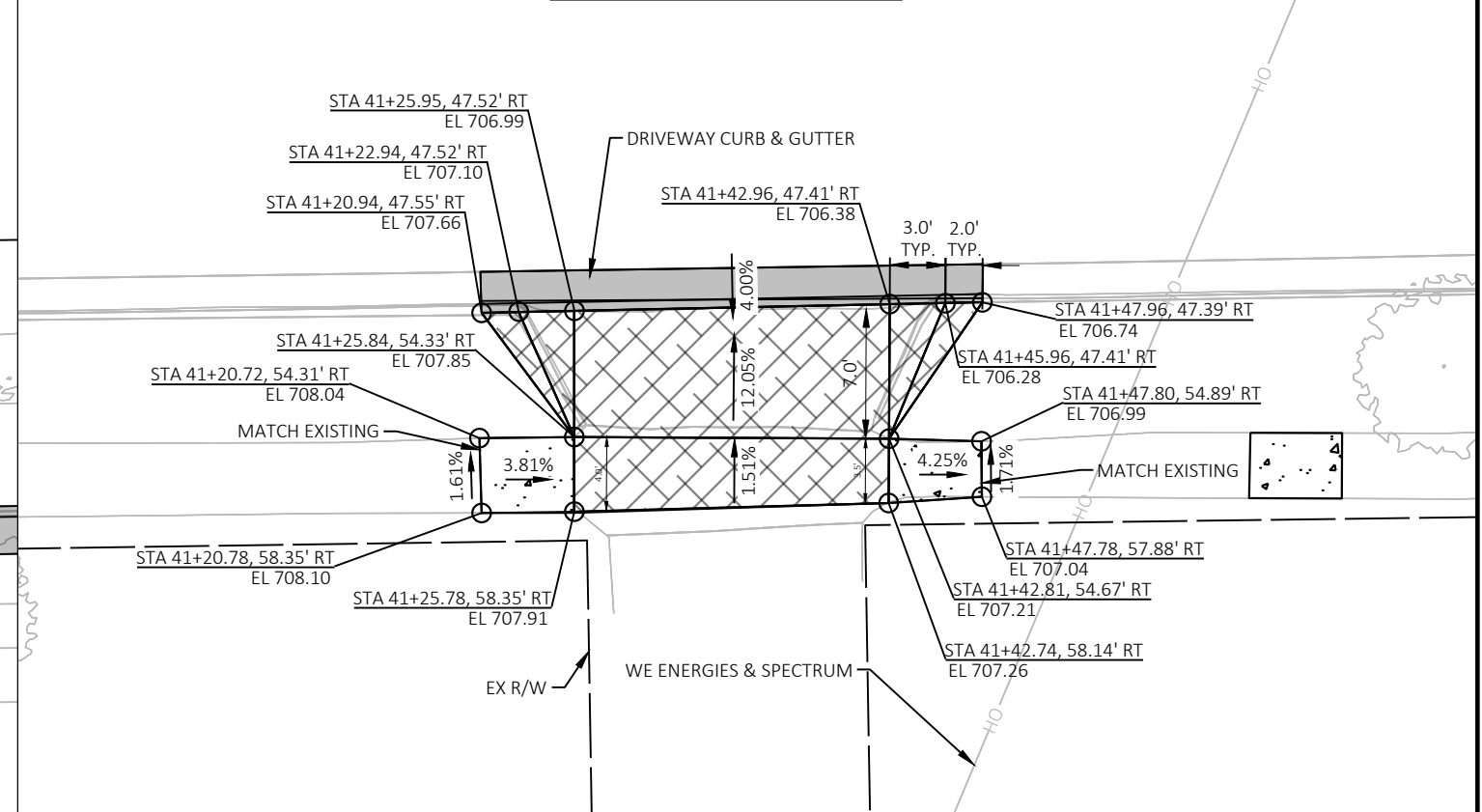
DRIVEWAY 8 - STA. 37+72 RT



DRIVEWAY 9 - STA. 37+73 LT



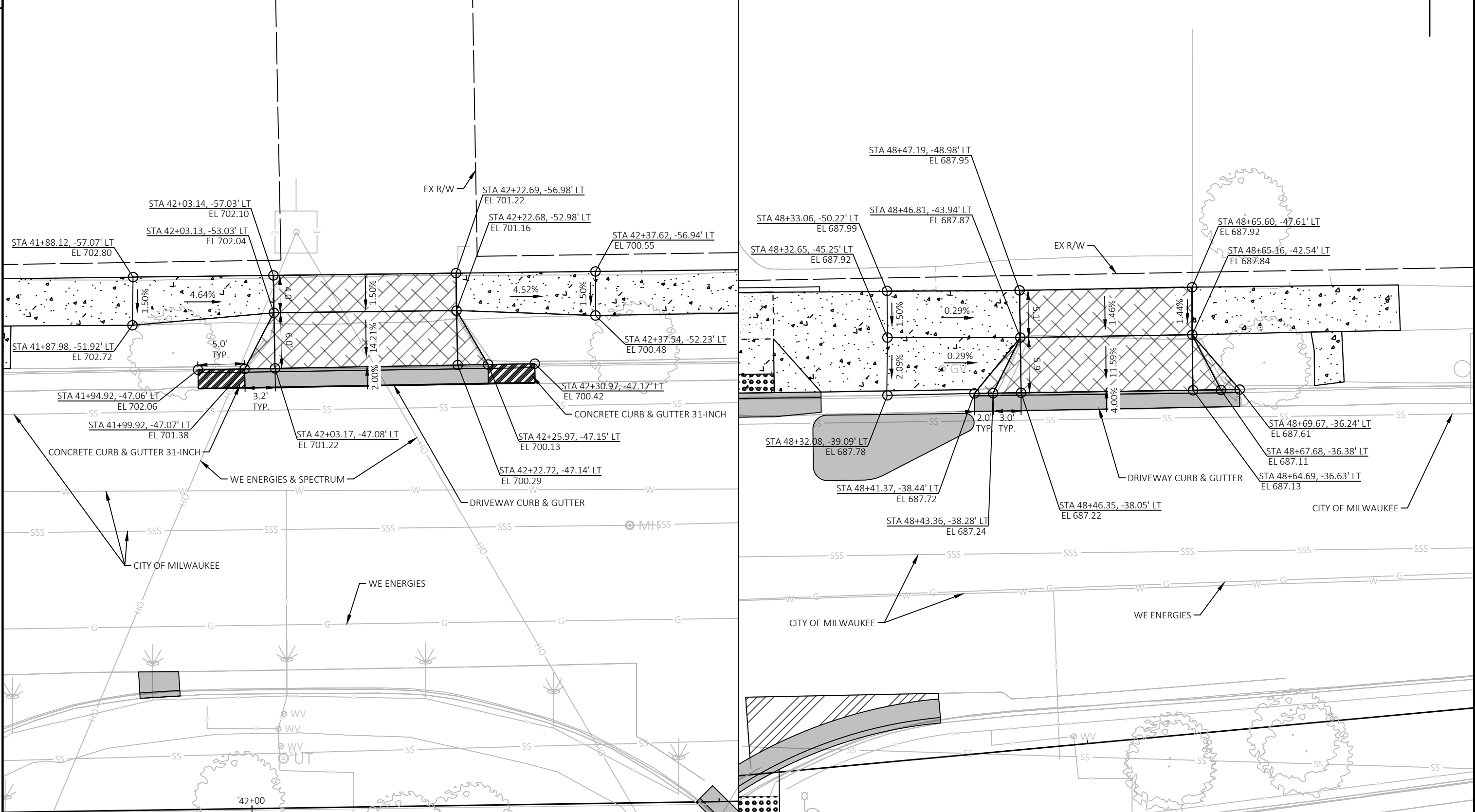
DRIVEWAY 10 - STA. 41+34 RT



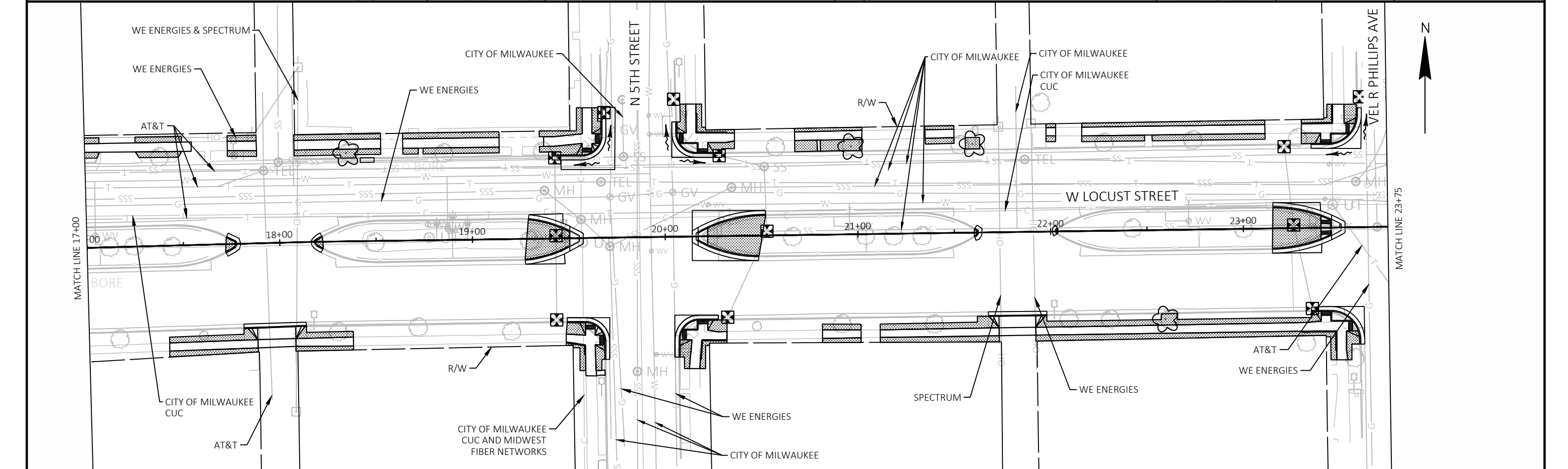
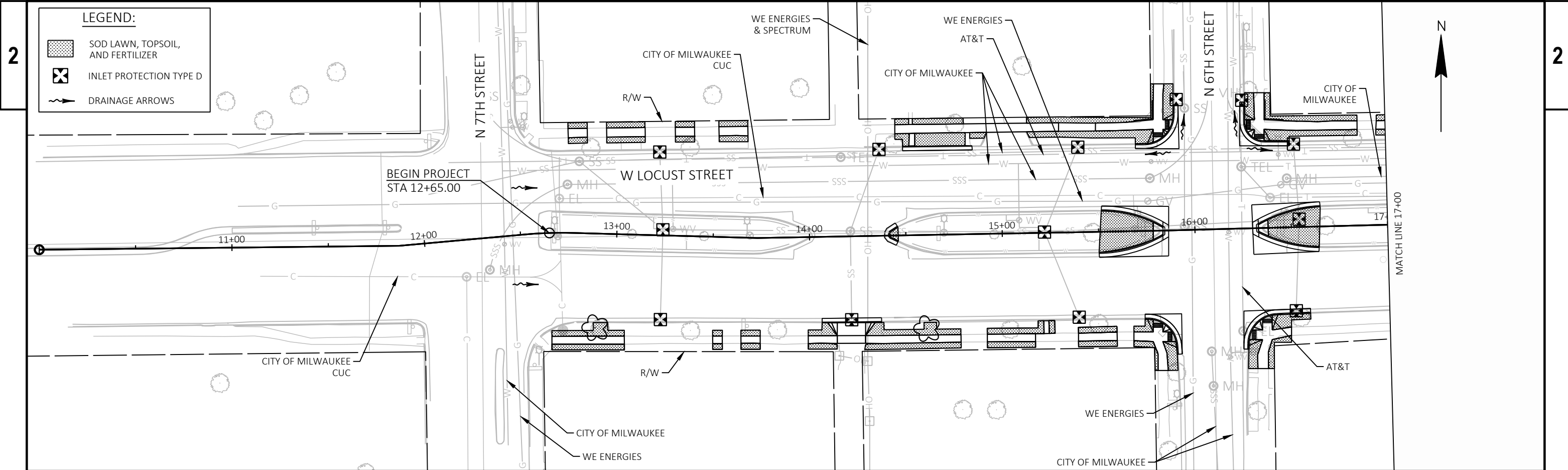


DRIVEWAY 11 - STA. 42+13 LT

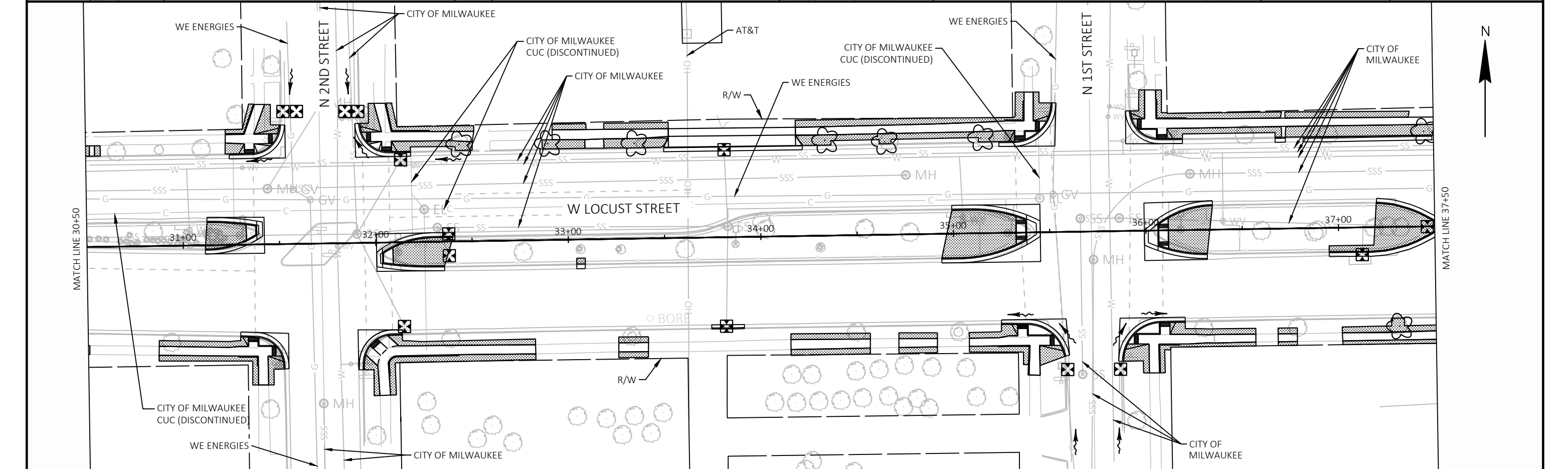
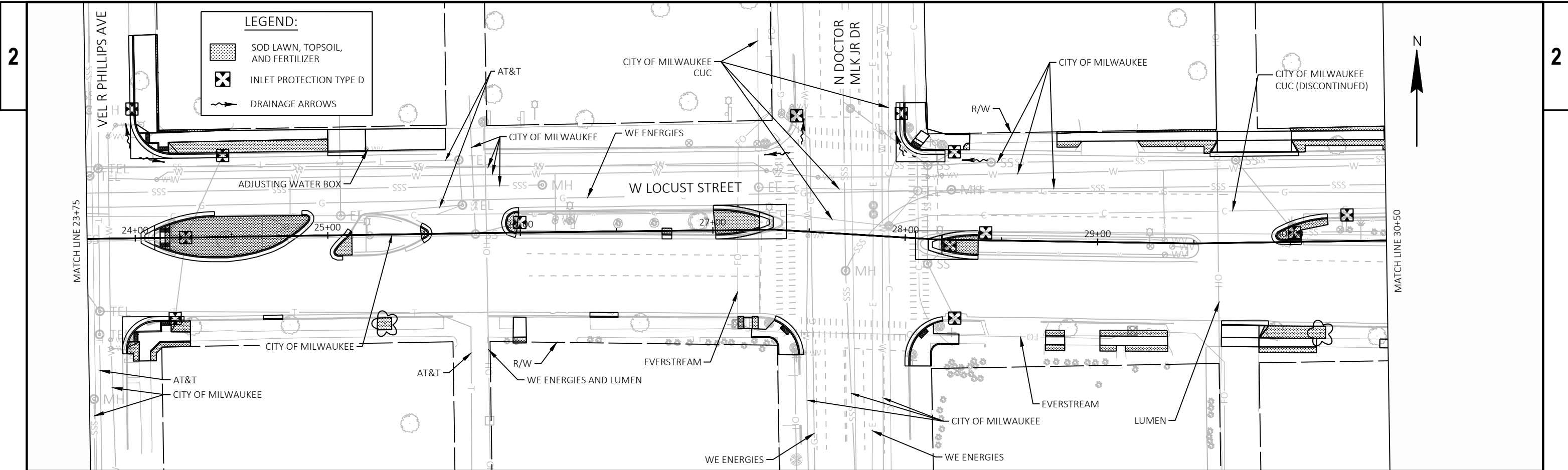
DRIVEWAY 12 - STA. 48+56 LT



PROJECT NO: 2455-07-70	HWY: E/W LOCUST STREET	COUNTY: MILWAUKEE	DRIVEWAY DETAILS	SHEET	E
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PROJECT NO: 2455-07-70      HWY: E/W LOCUST STREET      COUNTY: MILWAUKEE      EROSION CONTROL PLAN      SHEET      E



PROJECT NO: 2455-07-70

HWY: E/W LOCUST STREET




COUNTY: MILWAUKEE

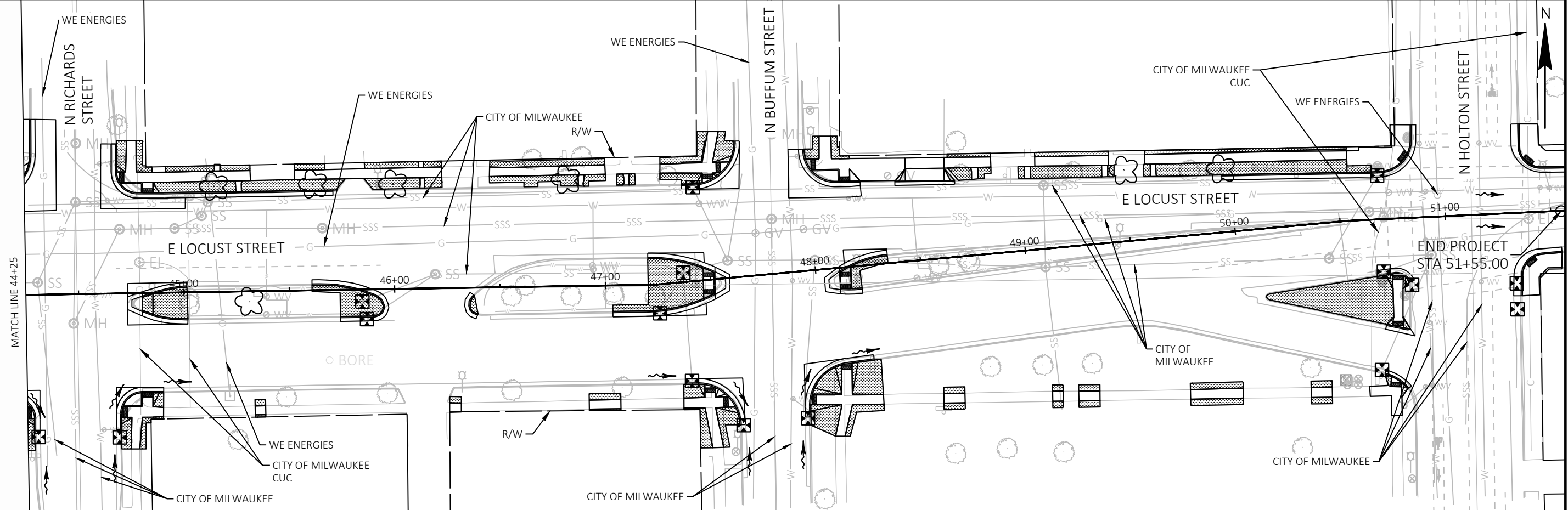
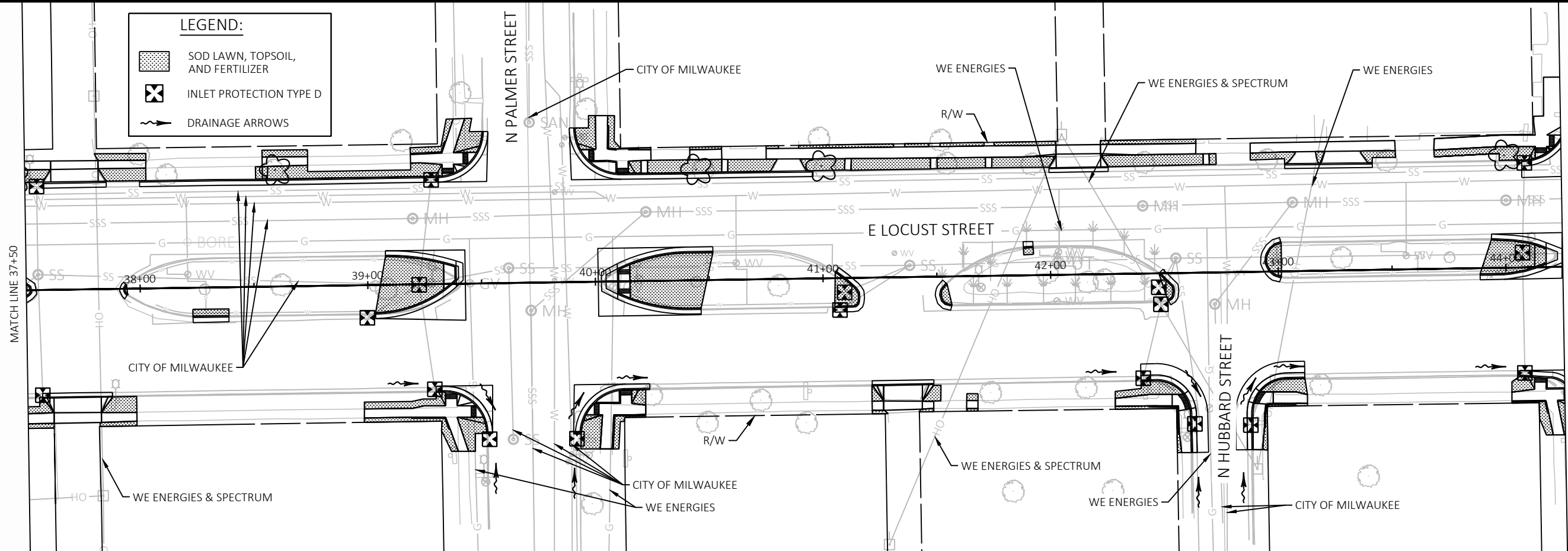
EROSION CONTROL PLAN

SHEET

E

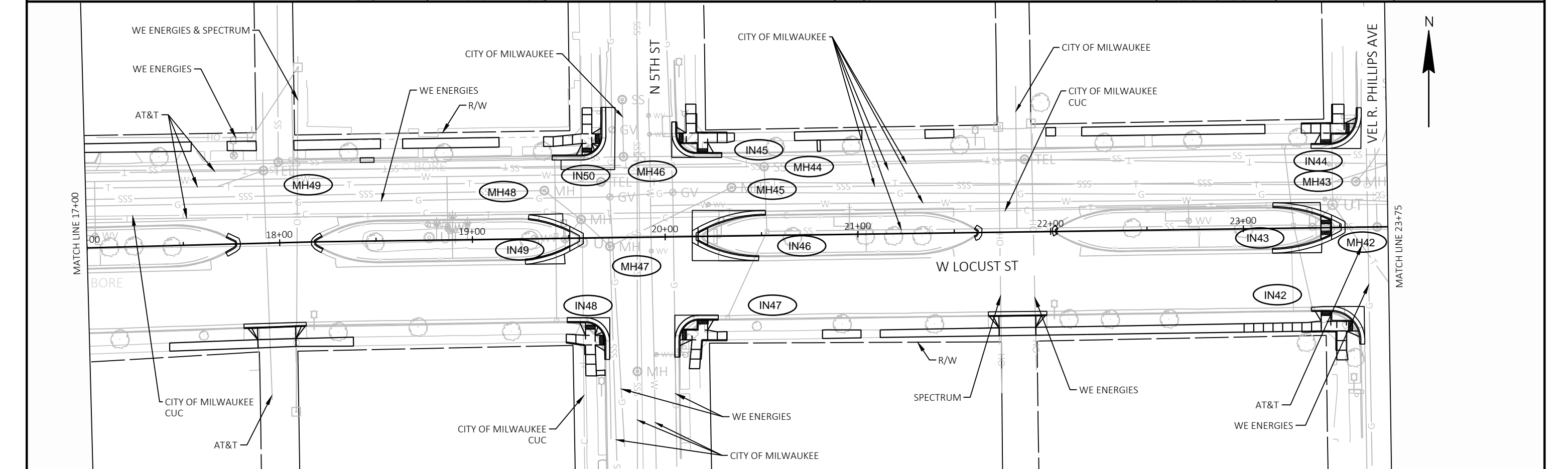
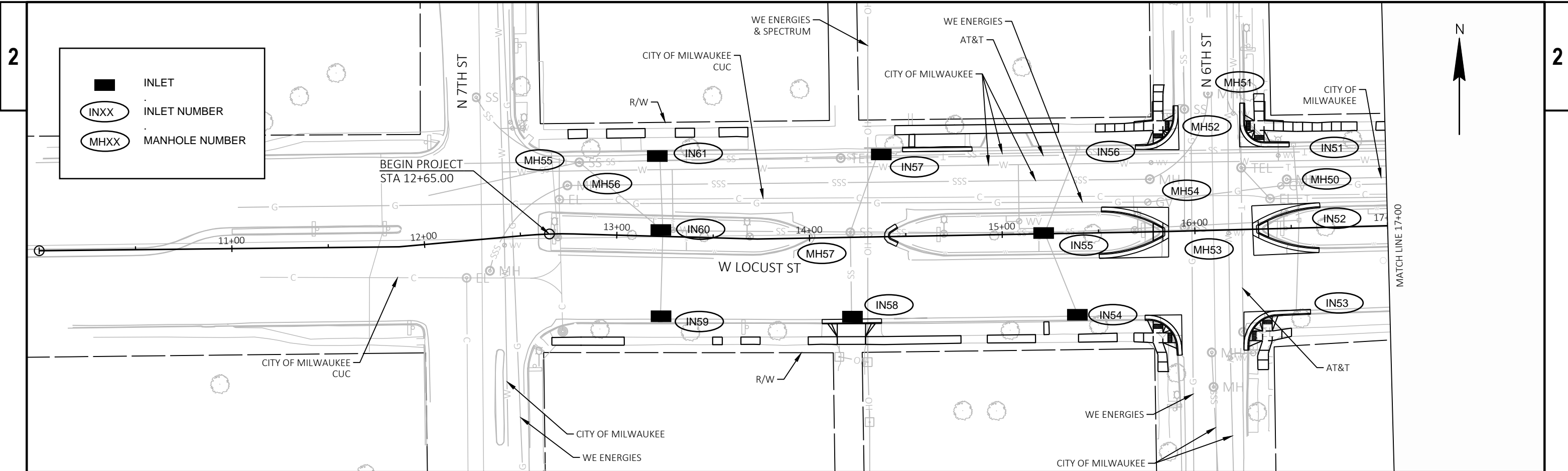
**LEGEND:**

-  SOD LAWN, TOPSOIL, AND FERTILIZER
-  INLET PROTECTION TYPE D
-  DRAINAGE ARROWS

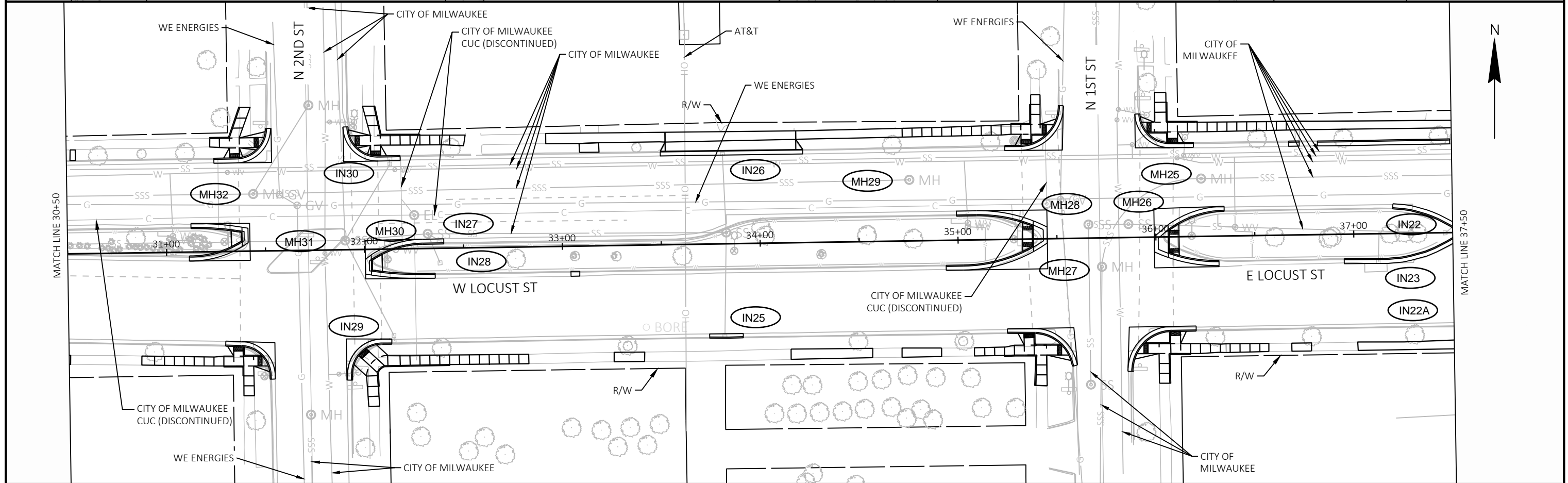
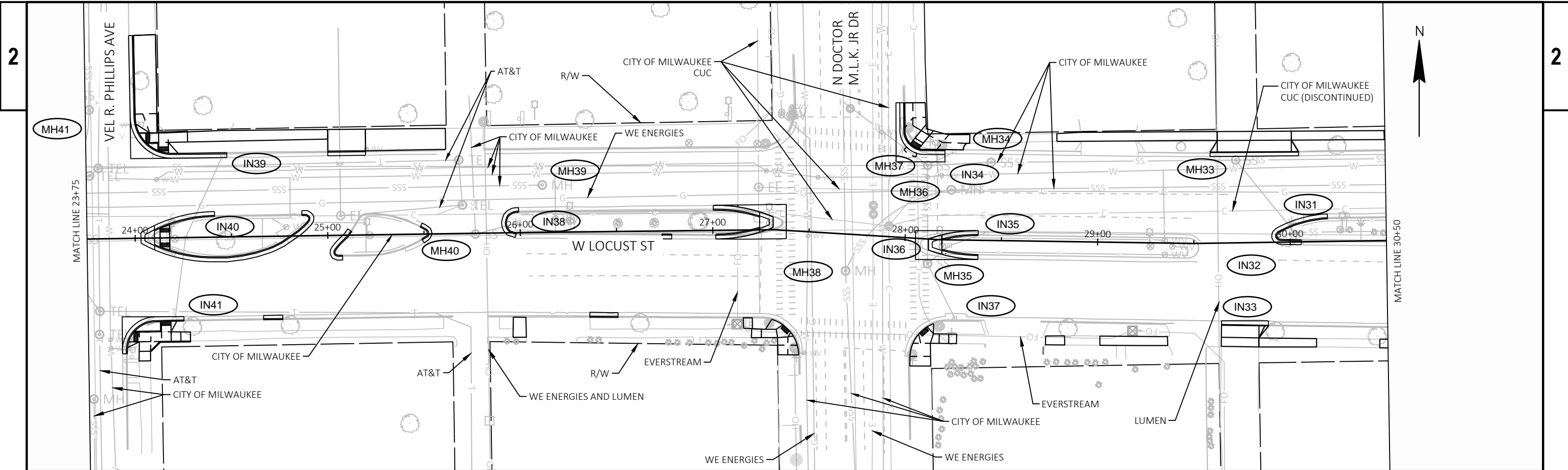


PROJECT NO: 2455-07-70	HWY: E/W LOCUST STREET	COUNTY: MILWAUKEE	EROSION CONTROL PLAN	SHEET	<b>E</b>
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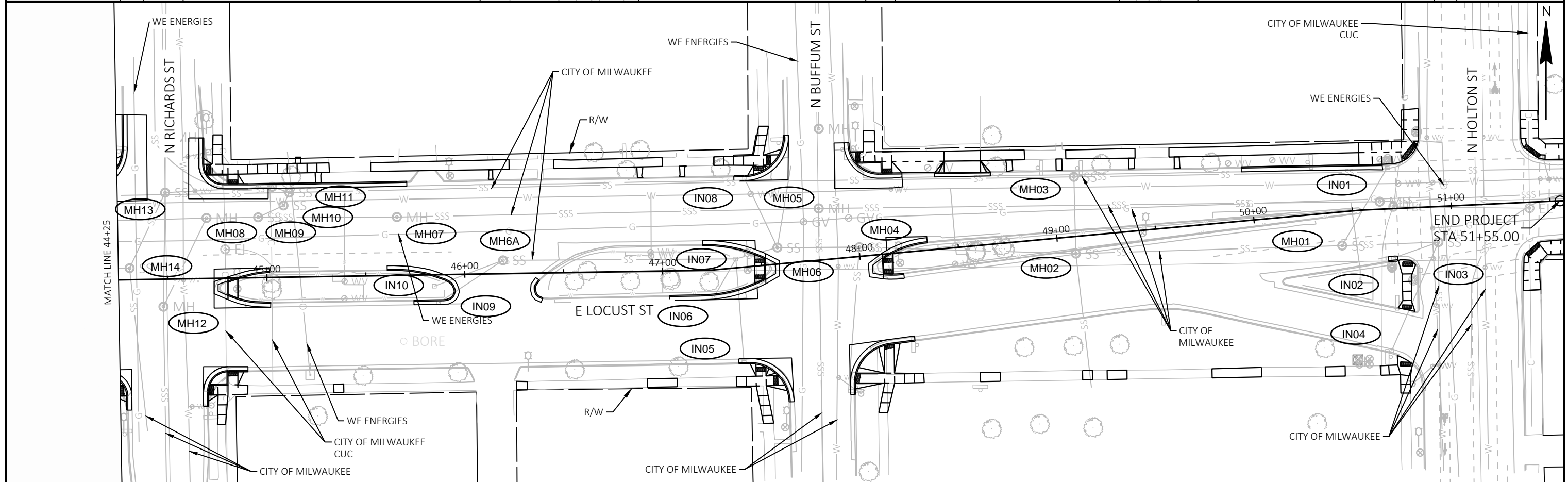
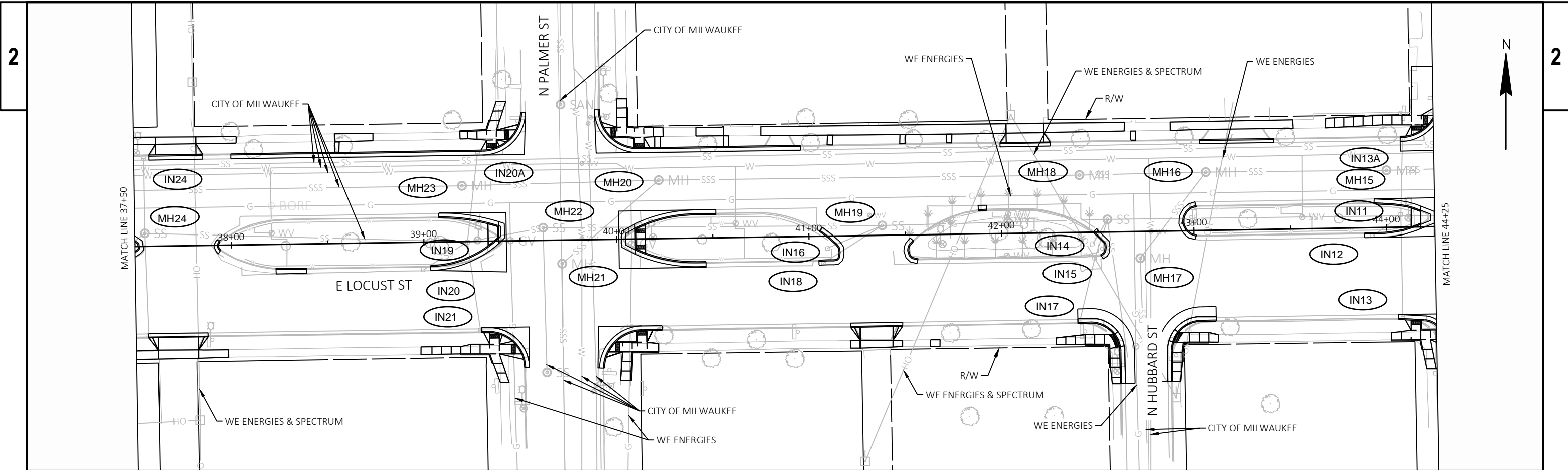




PROJECT NO: 2455-07-70      HWY: E/W LOCUST STREET      COUNTY: MILWAUKEE      STORM SEWER PLAN      SHEET      E



PROJECT NO: 2455-07-70      HWY: E/W LOCUST STREET      COUNTY: MILWAUKEE      STORM SEWER PLAN      SHEET      E

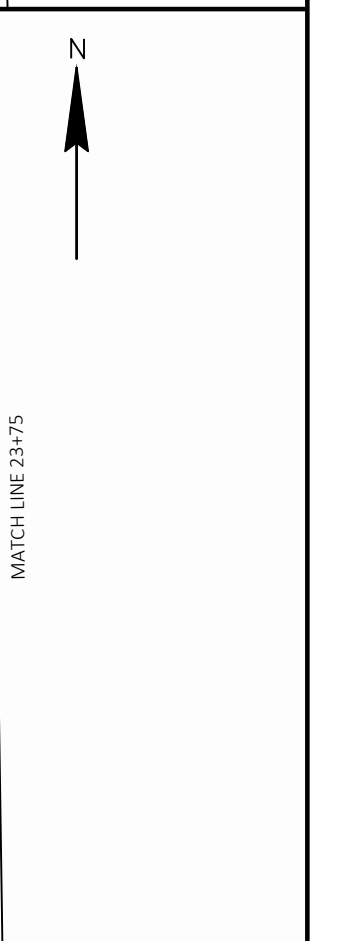
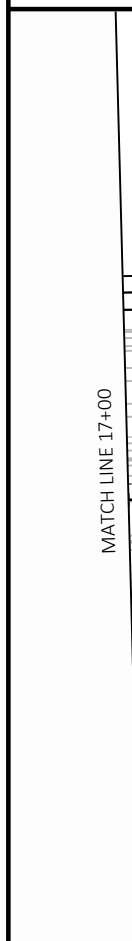
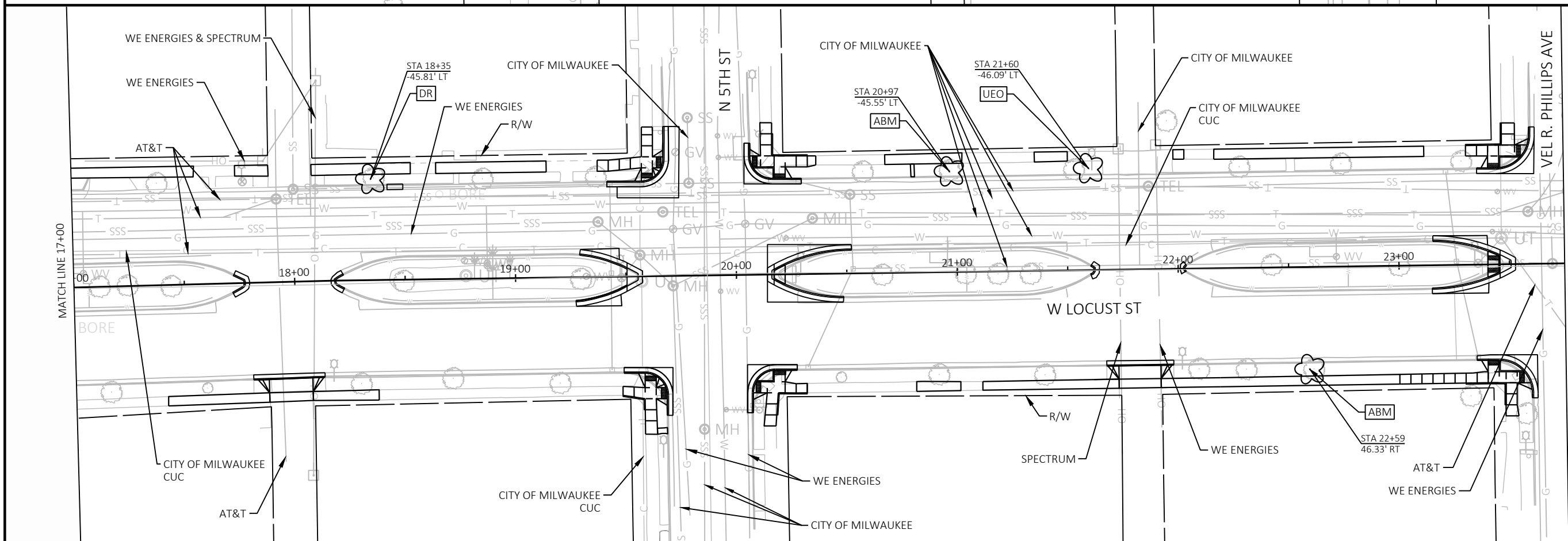
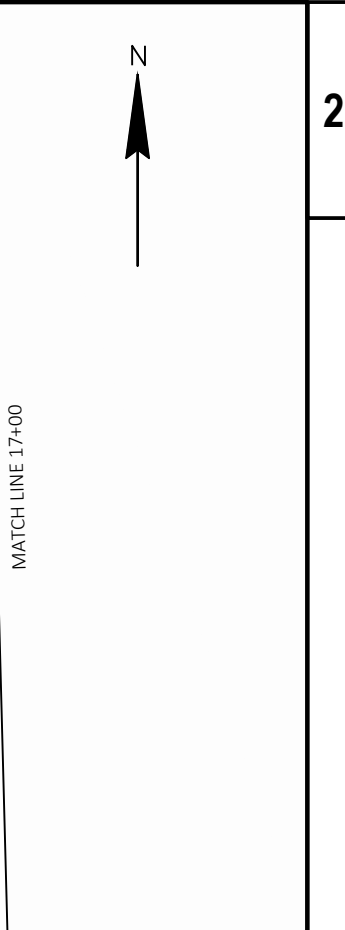
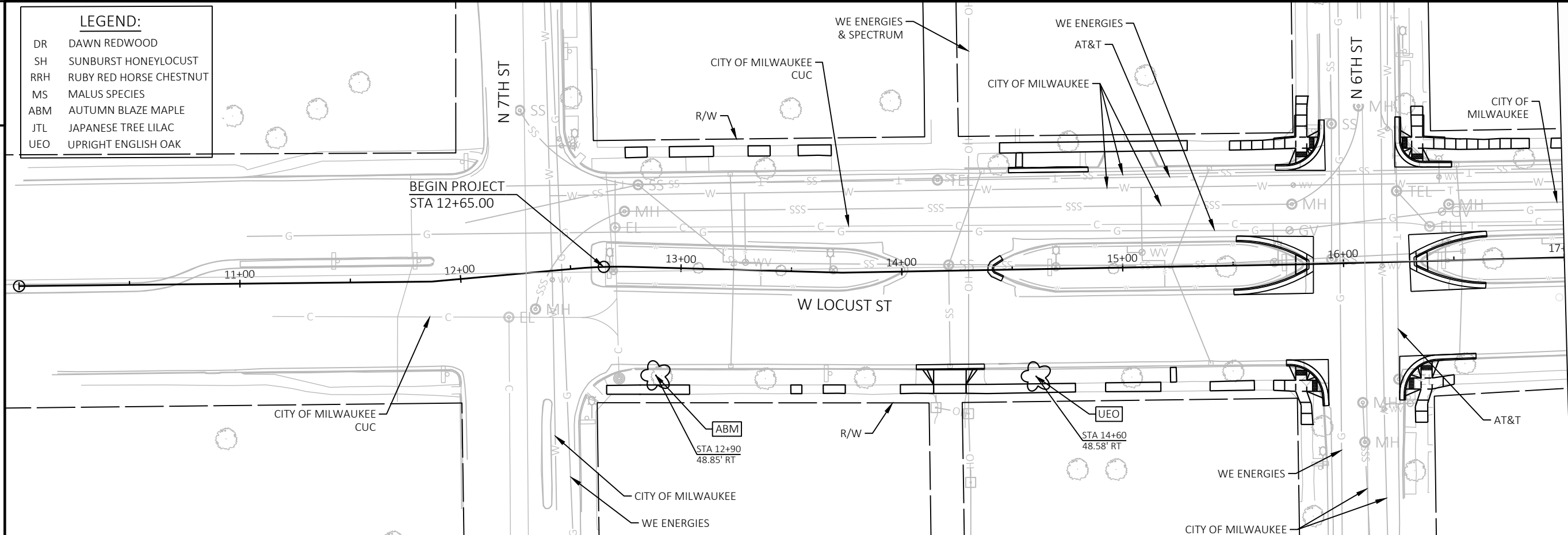


PROJECT NO: 2455-07-70      HWY: E/W LOCUST STREET      COUNTY: MILWAUKEE      STORM SEWER PLAN      SHEET      E

FILE NAME : K:\184728\_LOCUST STREET\3.0 DELIVERABLES\3.02 ROADWAY\AUTOCAD\SHEETS\OTHER\022501-SS.DWG      PLOT DATE : 6/14/2023 2:57 PM      PLOT BY : WAGNER, NOLAN      PLOT NAME :      PLOT SCALE : 1 IN=50 FT      WISDOT/CADD SHEET 44

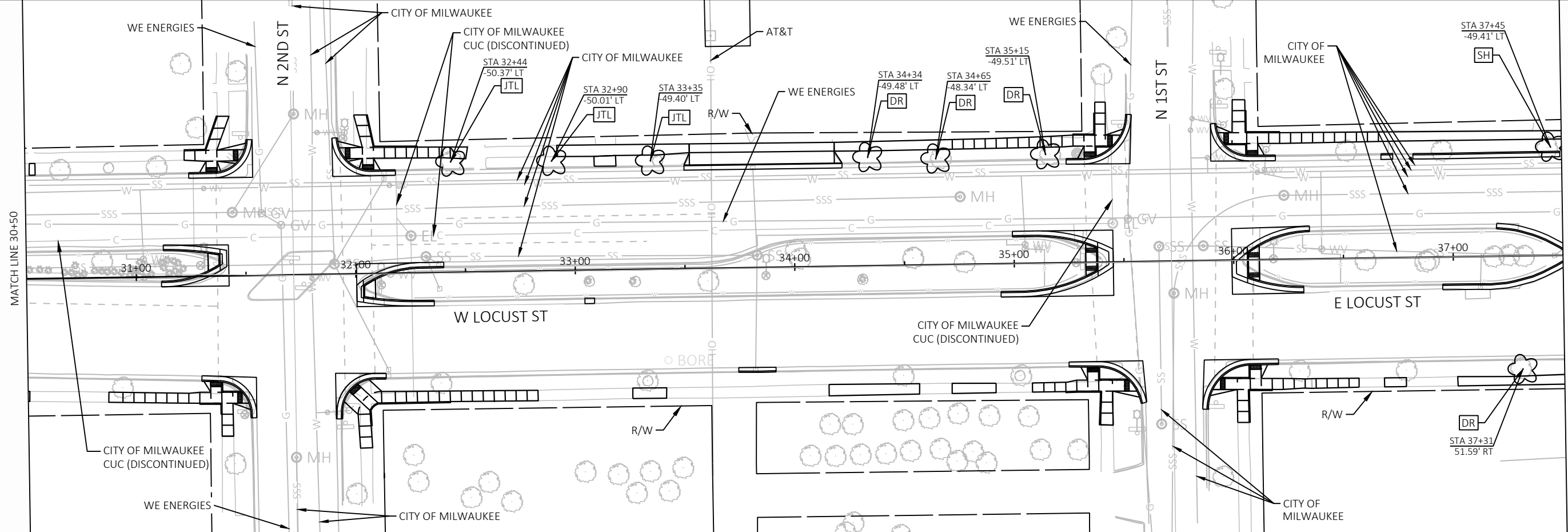
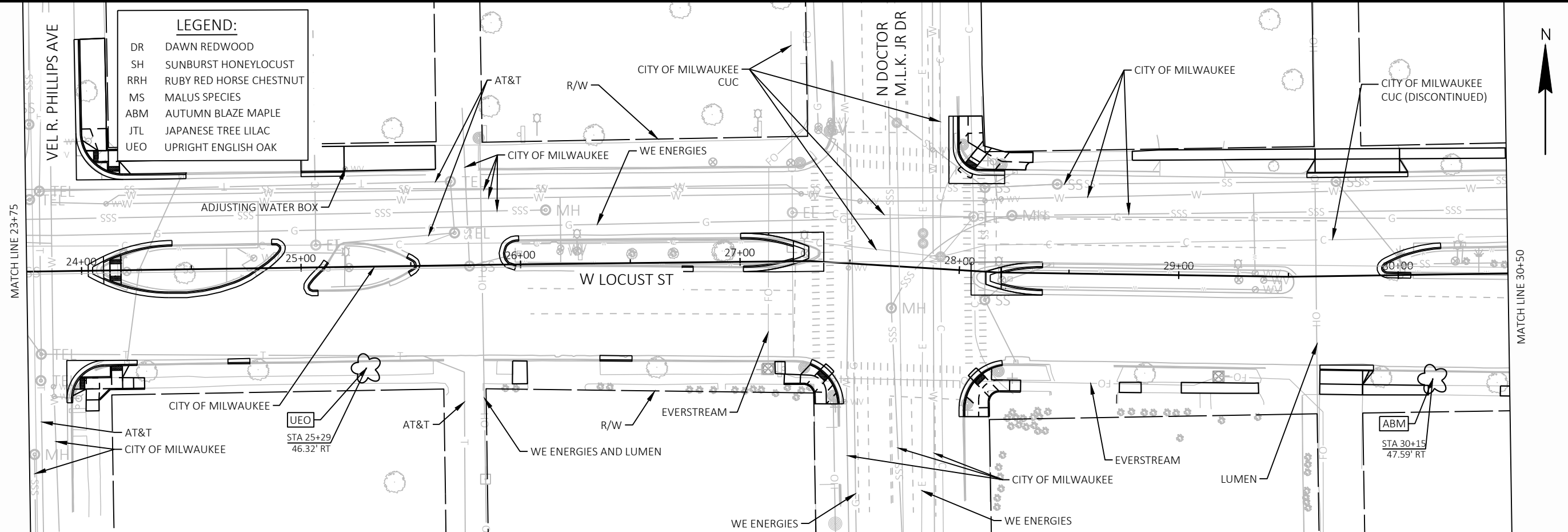
**LEGEND:**

DR	DAWN REDWOOD
SH	SUNBURST HONEYLOCUST
RRH	RUBY RED HORSE CHESTNUT
MS	MALUS SPECIES
ABM	AUTUMN BLAZE MAPLE
JTL	JAPANESE TREE LILAC
UEO	UPRIGHT ENGLISH OAK

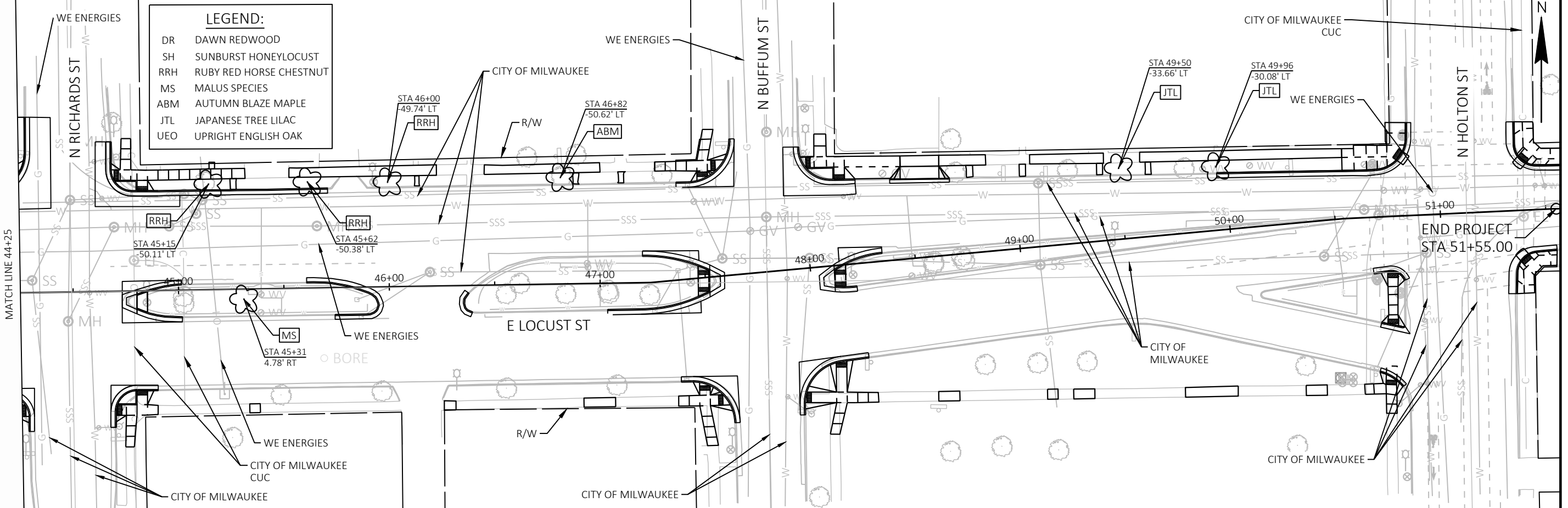
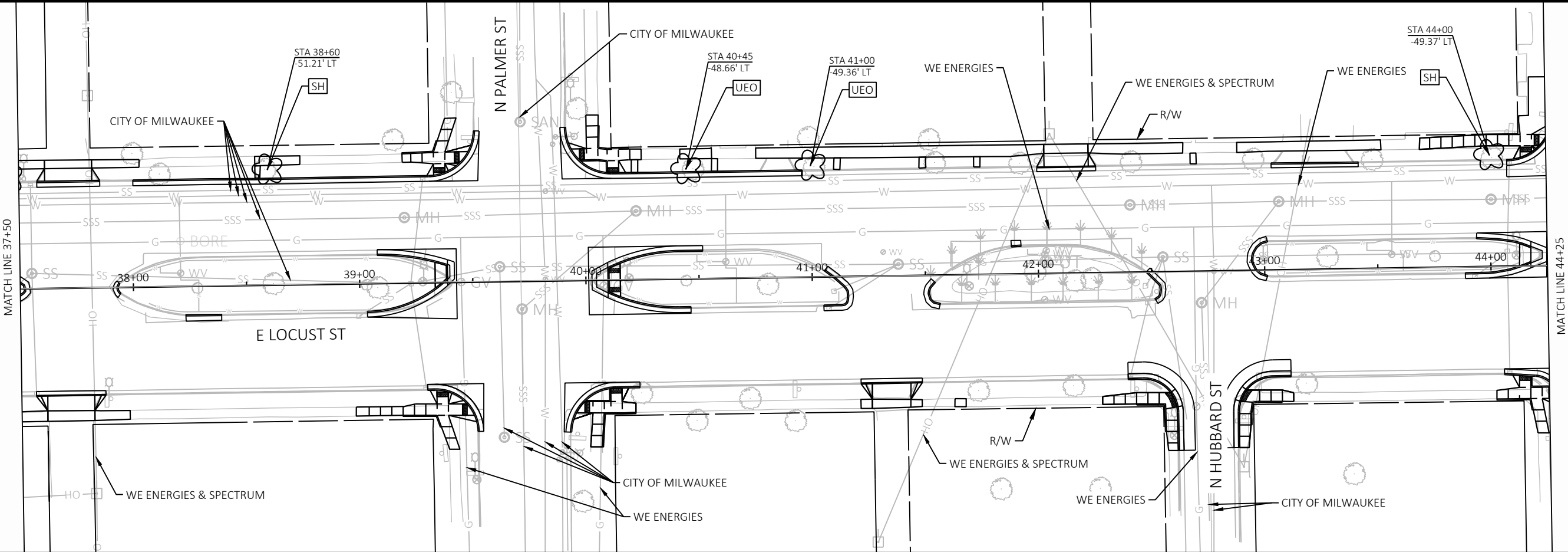


PROJECT NO: 2455-07-70	HWY: E/W LOCUST STREET	COUNTY: MILWAUKEE	PLANTING DETAIL	SHEET	<b>E</b>
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- LEGEND:**
- DR DAWN REDWOOD
  - SH SUNBURST HONEYLOCUST
  - RRH RUBY RED HORSE CHESTNUT
  - MS MALUS SPECIES
  - ABM AUTUMN BLAZE MAPLE
  - JTL JAPANESE TREE LILAC
  - UEO UPRIGHT ENGLISH OAK



PROJECT NO: 2455-07-70	HWY: E/W LOCUST STREET	COUNTY: MILWAUKEE	PLANTING DETAIL	SHEET	<b>E</b>
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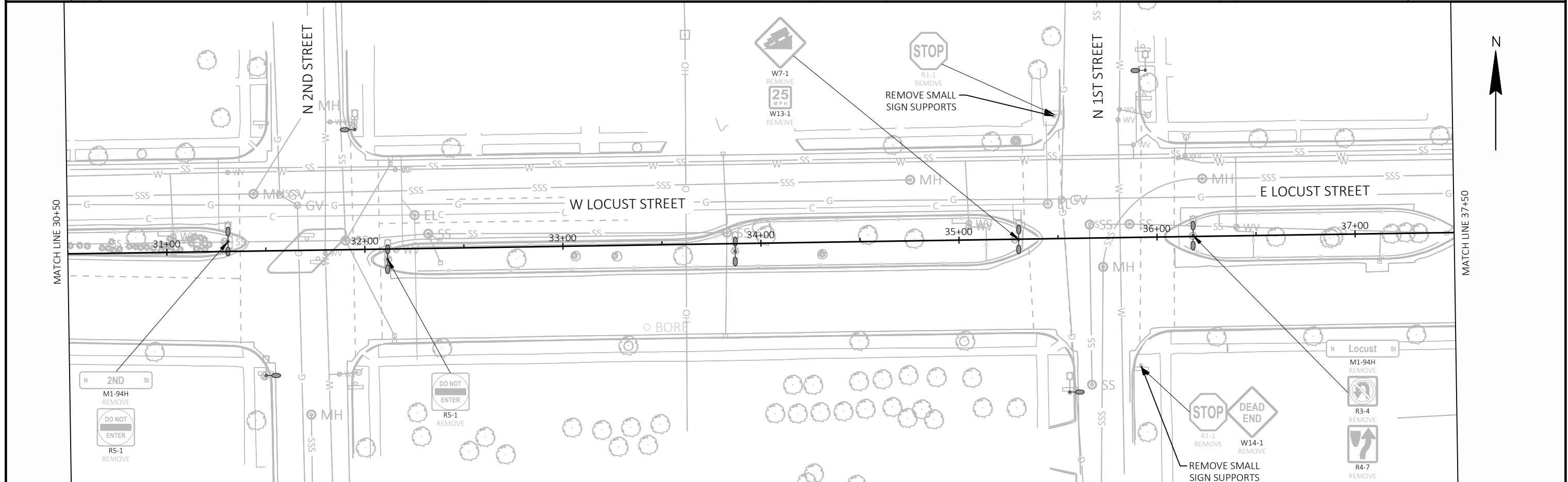
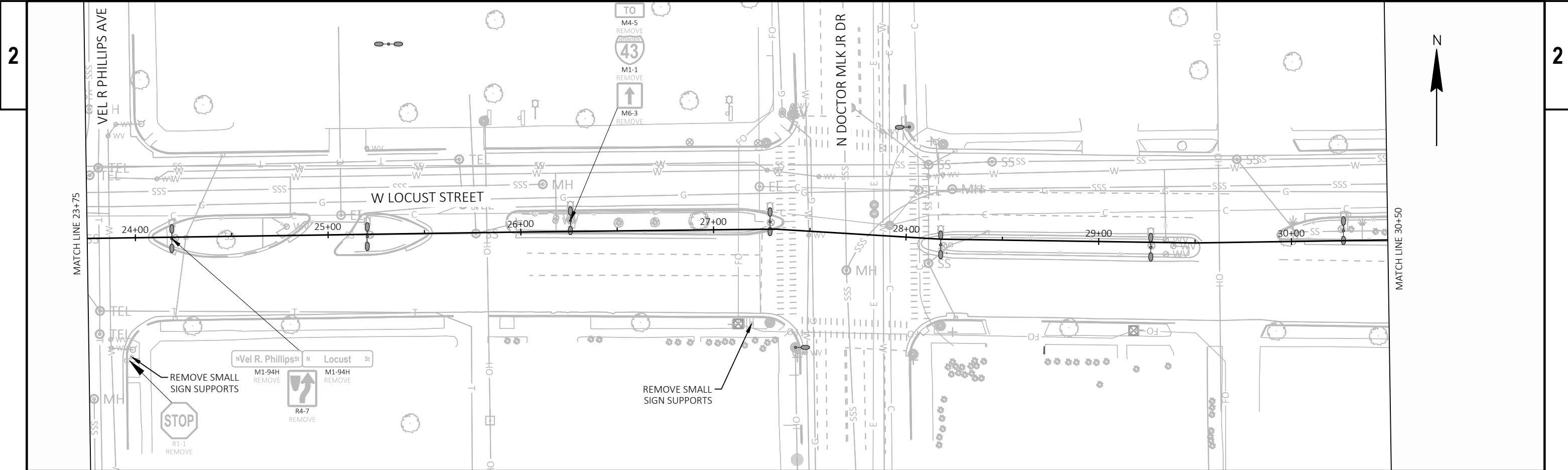
**LEGEND:**

DR	DAWN REDWOOD
SH	SUNBURST HONEYLOCUST
RRH	RUBY RED HORSE CHESTNUT
MS	MALUS SPECIES
ABM	AUTUMN BLAZE MAPLE
JTL	JAPANESE TREE LILAC
UEO	UPRIGHT ENGLISH OAK

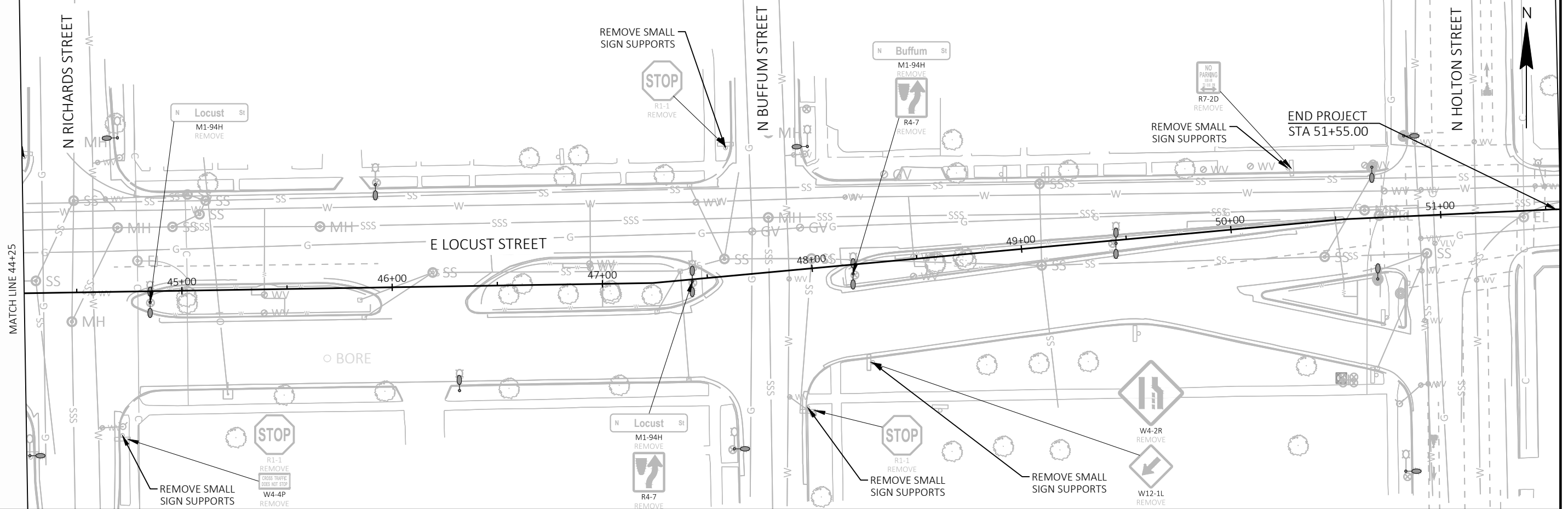
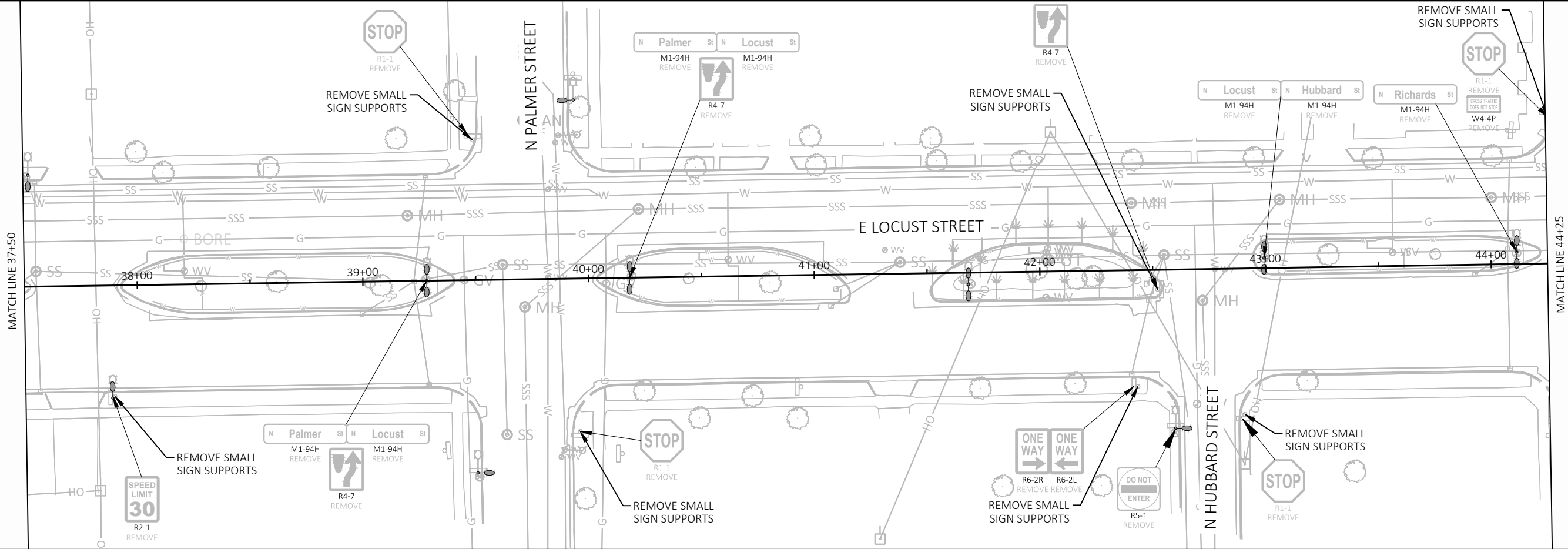








PROJECT NO: 2455-07-70	HWY: E/W LOCUST STREET	COUNTY: MILWAUKEE	SIGN REMOVAL	SHEET	E
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PROJECT NO: 2455-07-70

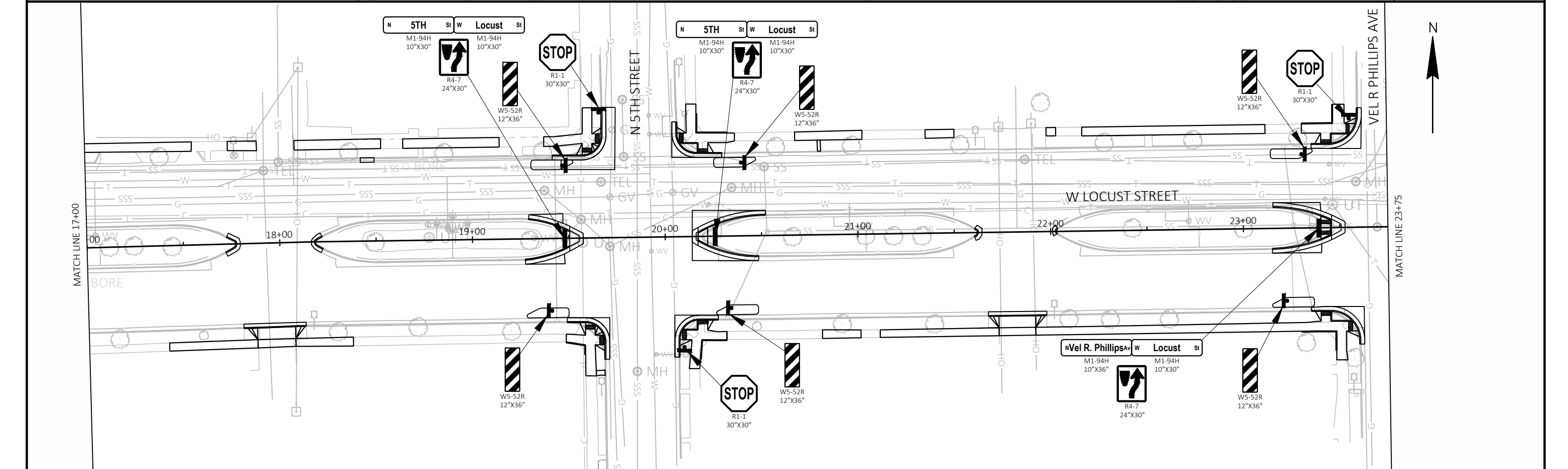
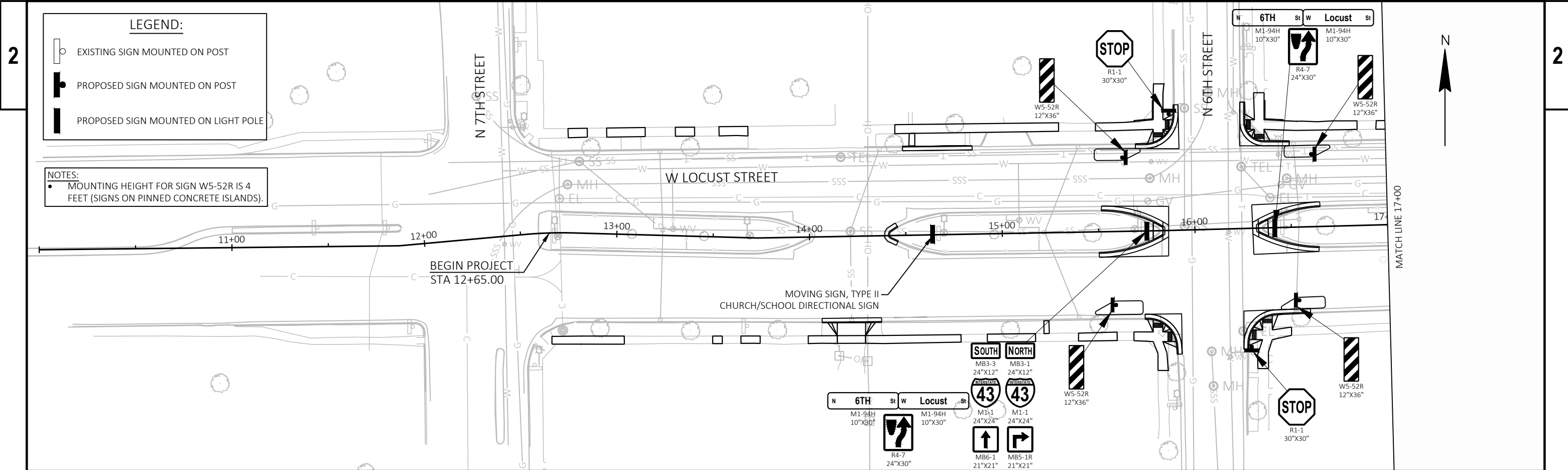
HWY: E/W LOCUST STREET

COUNTY: MILWAUKEE

SIGN REMOVAL

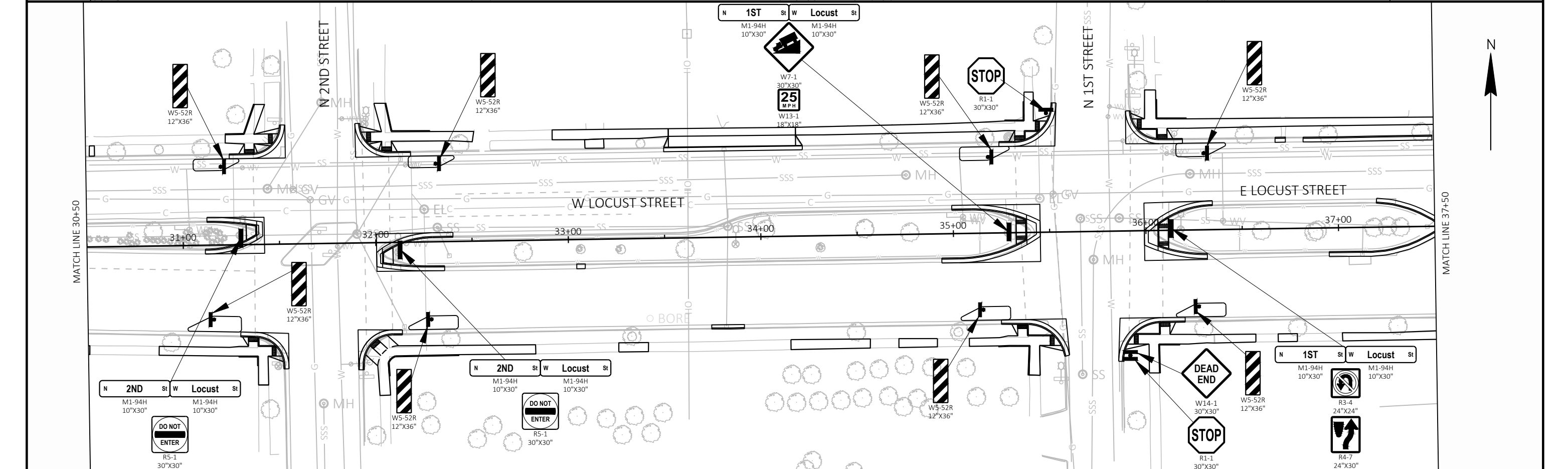
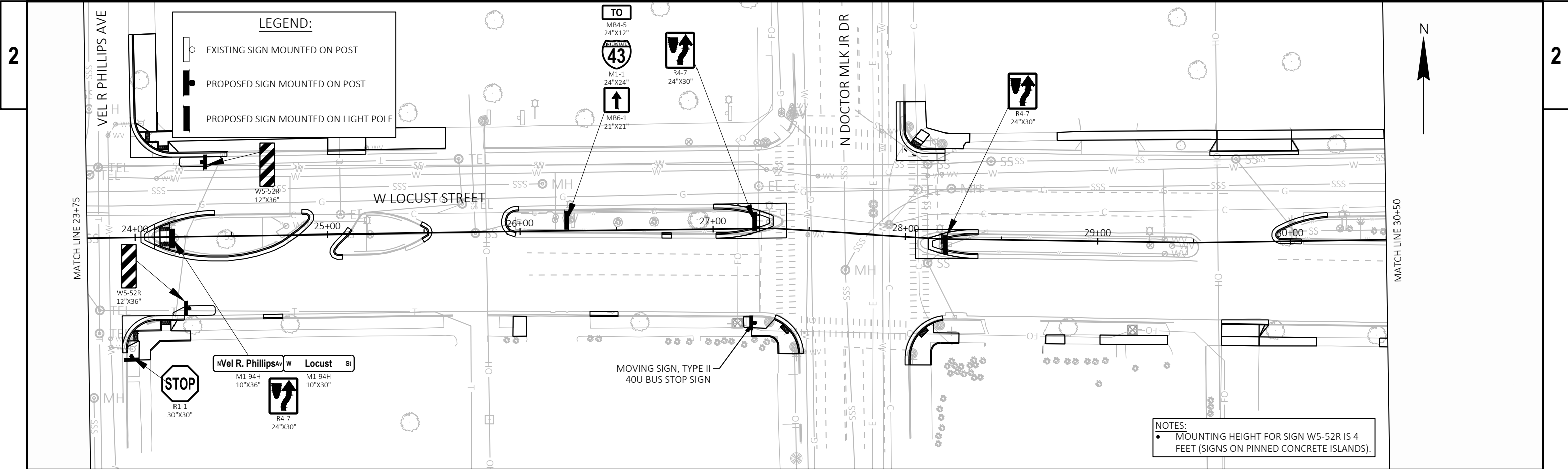
SHEET

E



PROJECT NO: 2455-07-70      HWY: E/W LOCUST STREET      COUNTY: MILWAUKEE      SIGNING PLAN      SHEET      E

FILE NAME: K:\184728\_LOCUST STREET\3.0 DELIVERABLES\3.02 ROADWAY\AUTOCAD\SHEETS\PLAN\023201-PS.DWG      PLOT DATE: 7/24/2023 10:37 AM      PLOT BY: BRUCKNER, KAITLYN      PLOT NAME:      PLOT SCALE: 1 IN=50 FT      WISDOT/CADD SHEET 44



PROJECT NO: 2455-07-70

HWY: E/W LOCUST STREET

COUNTY: MILWAUKEE

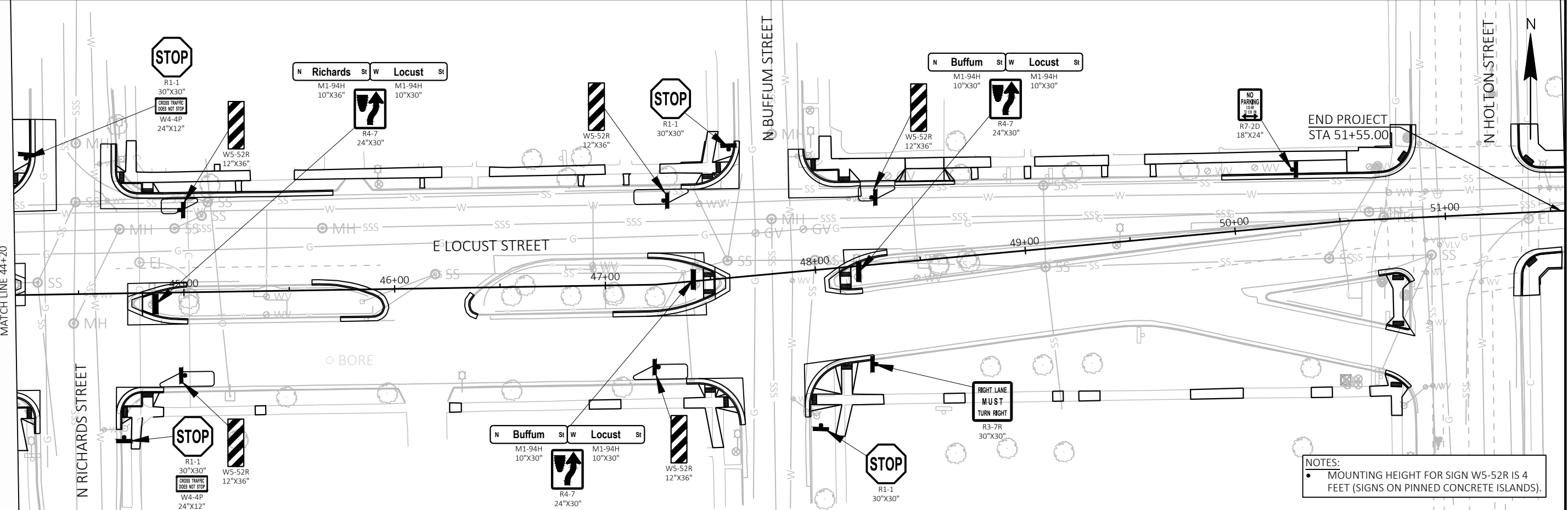
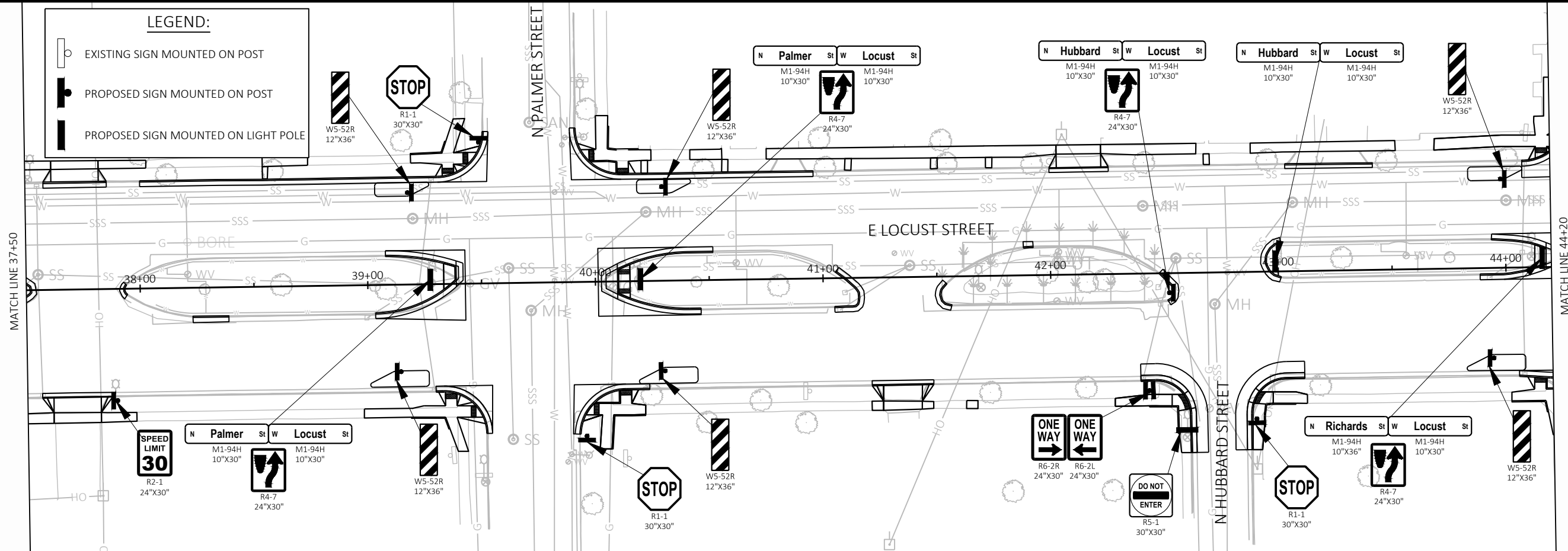
SIGNING PLAN

SHEET

E

**LEGEND:**



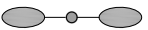

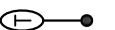
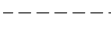
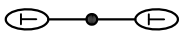
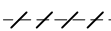

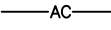

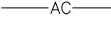

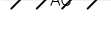

- EXISTING SIGN MOUNTED ON POST
- PROPOSED SIGN MOUNTED ON POST
- PROPOSED SIGN MOUNTED ON LIGHT POLE



**NOTES:**

- MOUNTING HEIGHT FOR SIGN W5-52R IS 4 FEET (SIGNS ON PINNED CONCRETE ISLANDS).

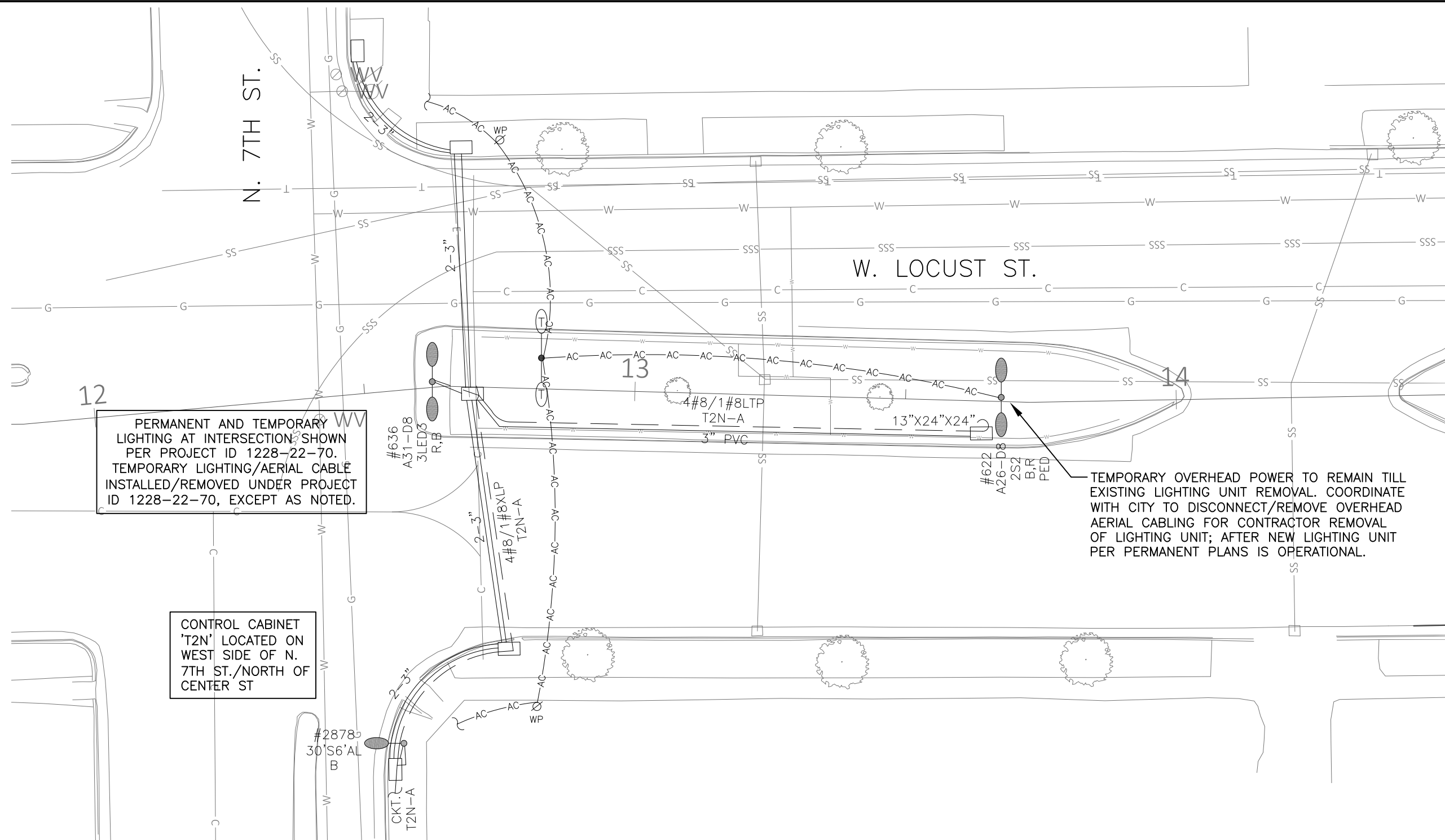
**LEGEND:**

	EXISTING SINGLE LIGHTING UNIT		EXISTING PULL BOX
	EXISTING TWIN LIGHTING UNIT		EXISTING CONDUIT
	TEMPORARY LIGHTING UNIT SINGLE: 35-FT WOOD POLE, 6-FT ARM, HPS LUMINAIRE AS NOTED		EXISTING STREET LIGHTING CABLE (IN CONDUIT WHERE INDICATED)
	TEMPORARY LIGHTING UNIT TWIN: 35-FT WOOD POLE, (2) 6-FT ARMS, (2) HPS LUMINAIRES AS NOTED		EXISTING STREET LIGHTING CABLE TO BE REMOVED/ABANDONED
	TEMPORARY 6-FT ARM, HPS LUMINAIRE AS NOTED		TEMPORARY AERIAL CABLE ALUMINUM QUADPLEX 4 AWG
	EXISTING HARP POST TOP LIGHTING UNIT		EXISTING TEMPORARY AERIAL CABLE
	EXISTING WOOD POLE		EXISTING TEMPORARY AERIAL CABLE TO BE REMOVED
	TEMPORARY 35-FT WOOD POLE	REM	REMOVE

STA.113+00.0, 20.00'RT	←	LOCATION (TO CENTER OF BASE OR PULL BOX)
#3030 OR 13"X24"X24"	←	POLE NUMBER OR PULL BOX SIZE
TL-XX OR WP-XX OR LPB-XX	←	TEMP LTG UNIT, WOOD POLE OR PULL BOX NUMBER
30'S6'AL.BD.	←	POLE HEIGHT/ARM LENGTH/POLE TYPE
3LED3	←	LUMINAIRE TYPE
R,B	←	CIRCUIT(S) USED (R - RED B - BLACK)
PED	←	WIRING PEDESTAL

**GENERAL NOTES:**

1. STREET LIGHTING TO BE OPERATIONAL ON ALL TRAVELED ROADWAYS. COORDINATE INSTALLATION AND TRANSITION BETWEEN EXISTING, TEMPORARY AND PERMANENT STREET LIGHTING AS NEEDED. COORDINATE WITH TRAFFIC SIGNAL WORK.
2. EXISTING STREET LIGHTING TO REMAIN DURING CONSTRUCTION, UNLESS SHOWN OTHERWISE.
3. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING TEMPORARY STREET LIGHTING FACILITIES AND PERMANENT STREET LIGHTING FACILITIES DURING PROJECT CONSTRUCTION. TEMPORARY AND EXISTING FACILITIES SHALL ONLY BE REMOVED WHEN NEW FACILITIES ARE OPERATIONAL/ENERGIZED.
4. EXPOSE (HYDRO-EXCAVATE) EXISTING UNDERGROUND CABLING AS NEEDED.
5. TEMPORARY LIGHTING LAYOUT AND AERIAL CABLE ROUTES ARE BASED ON COORDINATION WITH PERMANENT STREET LIGHTING LAYOUT.
6. LUMINAIRES FOR TEMPORARY LIGHTING UNITS ARE REUSE OF EXISTING REMOVED LUMINAIRES OR FURNISHED BY CITY - COORDINATE NEEDED LUMINAIRES WITH CITY.
7. EXISTING STREET LIGHT CABLING BEING DISCONNECTED SHALL HAVE RUN DE-ENERGIZED (AND PROTECTED), UNTIL WHERE NEEDED FOR RECONNECTION PER PERMANENT STREET LIGHTING PLANS.
8. EXISTING STREET LIGHTING CABLES SHALL BE REMOVED FROM CUC CONDUITS WHERE INDICATED (INCIDENTAL TO PROJECT).

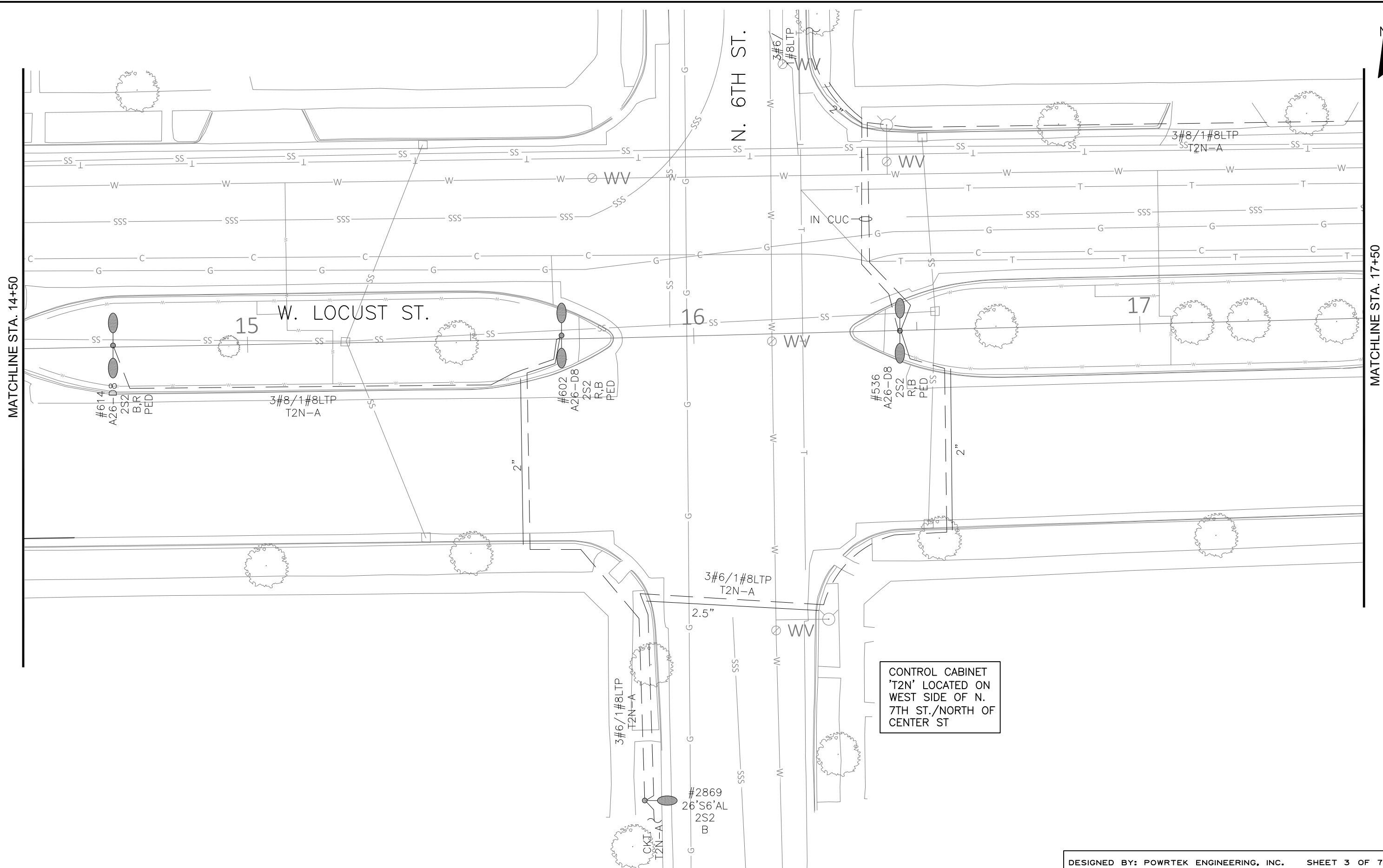


PERMANENT AND TEMPORARY LIGHTING AT INTERSECTION SHOWN PER PROJECT ID 1228-22-70. TEMPORARY LIGHTING/AERIAL CABLE INSTALLED/REMOVED UNDER PROJECT ID 1228-22-70, EXCEPT AS NOTED.

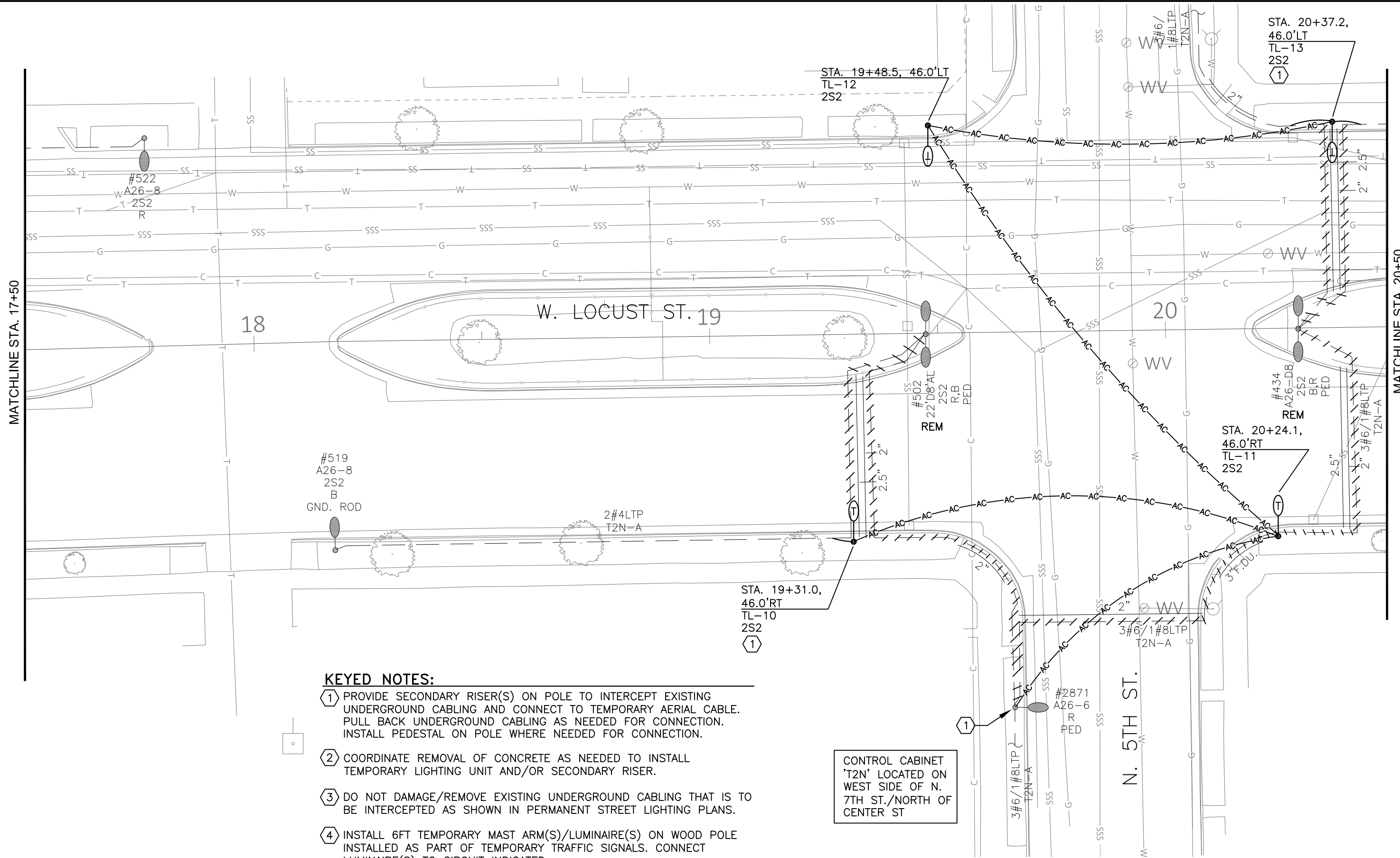
CONTROL CABINET 'T2N' LOCATED ON WEST SIDE OF N. 7TH ST./NORTH OF CENTER ST

TEMPORARY OVERHEAD POWER TO REMAIN TILL EXISTING LIGHTING UNIT REMOVAL. COORDINATE WITH CITY TO DISCONNECT/REMOVE OVERHEAD AERIAL CABLING FOR CONTRACTOR REMOVAL OF LIGHTING UNIT; AFTER NEW LIGHTING UNIT PER PERMANENT PLANS IS OPERATIONAL.





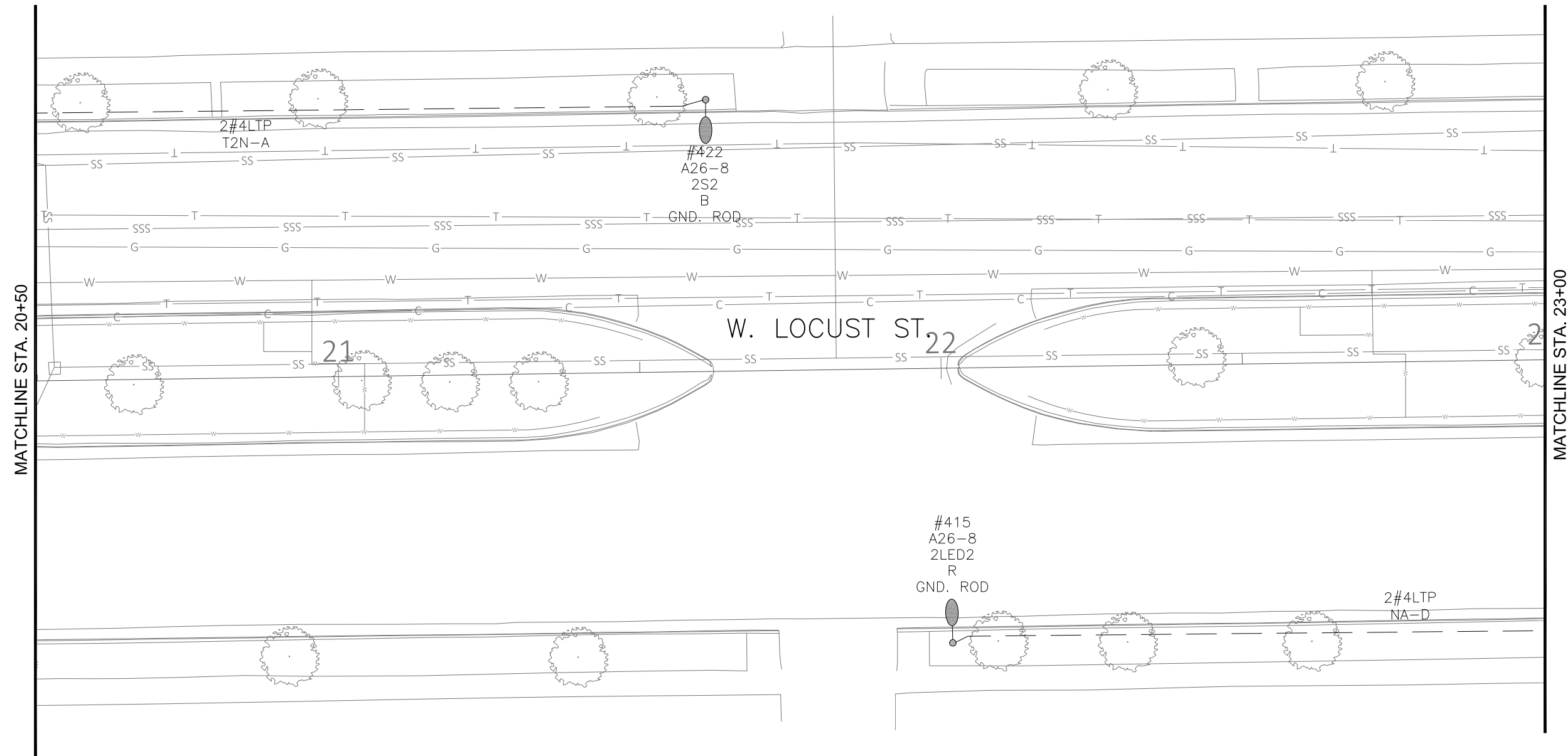
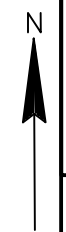
CONTROL CABINET  
 'T2N' LOCATED ON  
 WEST SIDE OF N.  
 7TH ST./NORTH OF  
 CENTER ST

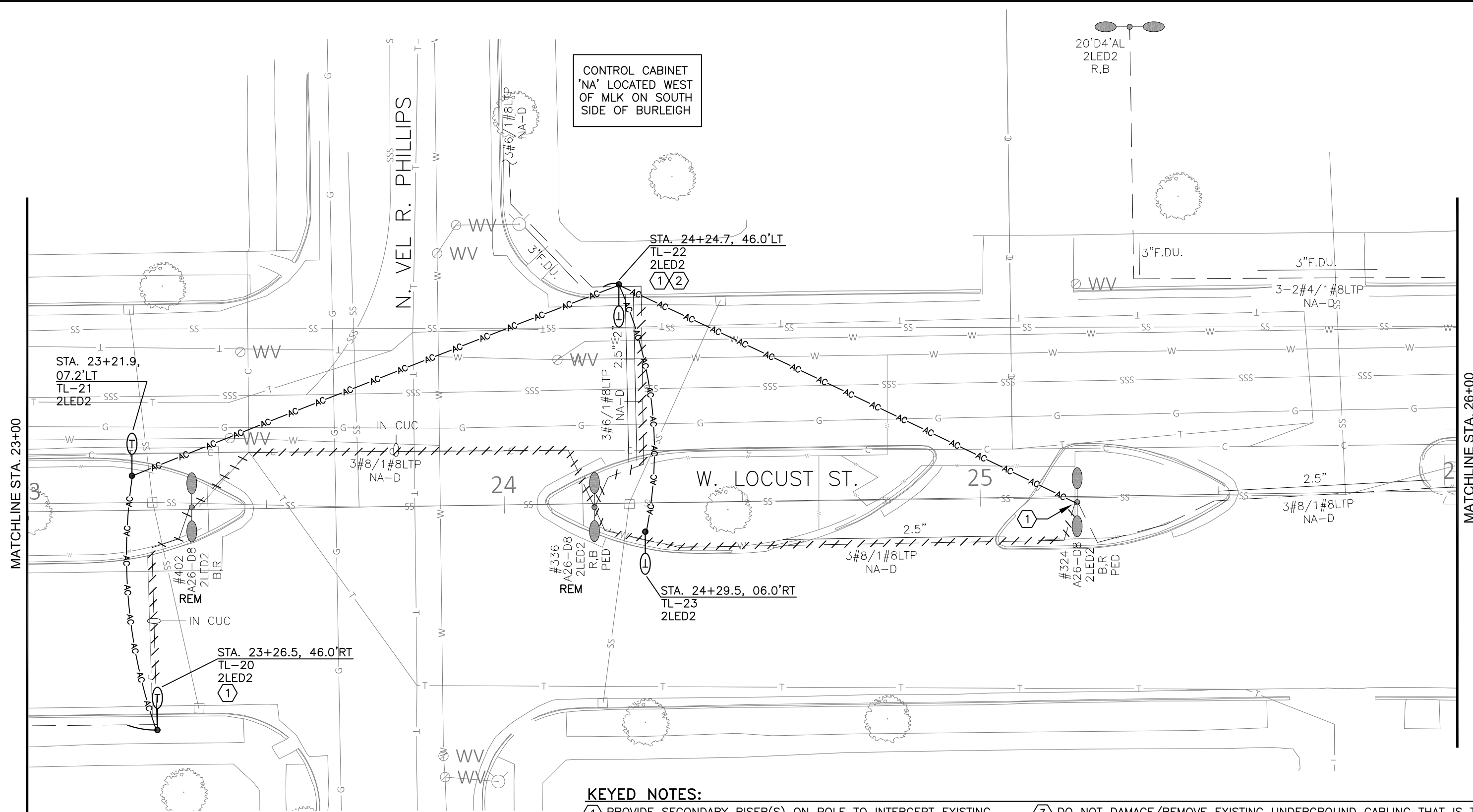


**KEYED NOTES:**

- ① PROVIDE SECONDARY RISER(S) ON POLE TO INTERCEPT EXISTING UNDERGROUND CABLING AND CONNECT TO TEMPORARY AERIAL CABLE. PULL BACK UNDERGROUND CABLING AS NEEDED FOR CONNECTION. INSTALL PEDESTAL ON POLE WHERE NEEDED FOR CONNECTION.
- ② COORDINATE REMOVAL OF CONCRETE AS NEEDED TO INSTALL TEMPORARY LIGHTING UNIT AND/OR SECONDARY RISER.
- ③ DO NOT DAMAGE/REMOVE EXISTING UNDERGROUND CABLING THAT IS TO BE INTERCEPTED AS SHOWN IN PERMANENT STREET LIGHTING PLANS.
- ④ INSTALL 6FT TEMPORARY MAST ARM(S)/LUMINAIRE(S) ON WOOD POLE INSTALLED AS PART OF TEMPORARY TRAFFIC SIGNALS. CONNECT LUMINAIRE(S) TO CIRCUIT INDICATED.

CONTROL CABINET  
 'T2N' LOCATED ON  
 WEST SIDE OF N.  
 7TH ST./NORTH OF  
 CENTER ST





**KEYED NOTES:**

- ① PROVIDE SECONDARY RISER(S) ON POLE TO INTERCEPT EXISTING UNDERGROUND CABLING AND CONNECT TO TEMPORARY AERIAL CABLE. PULL BACK UNDERGROUND CABLING AS NEEDED FOR CONNECTION. INSTALL PEDESTAL ON POLE WHERE NEEDED FOR CONNECTION.
- ② COORDINATE REMOVAL OF CONCRETE AS NEEDED TO INSTALL TEMPORARY LIGHTING UNIT AND/OR SECONDARY RISER.
- ③ DO NOT DAMAGE/REMOVE EXISTING UNDERGROUND CABLING THAT IS TO BE INTERCEPTED AS SHOWN IN PERMANENT STREET LIGHTING PLANS.
- ④ INSTALL 6FT TEMPORARY MAST ARM(S)/LUMINAIRE(S) ON WOOD POLE INSTALLED AS PART OF TEMPORARY TRAFFIC SIGNALS. CONNECT LUMINAIRE(S) TO CIRCUIT INDICATED.

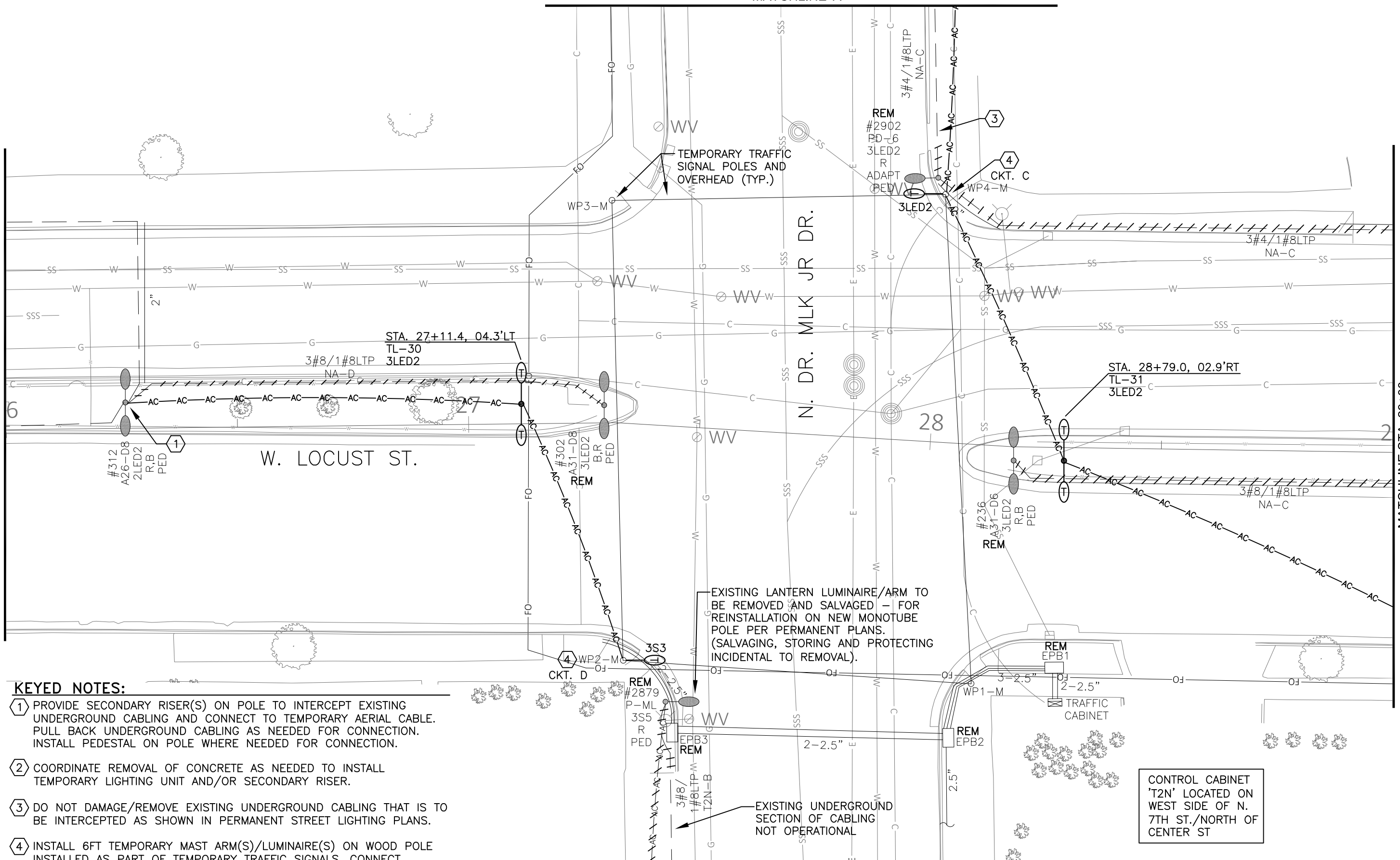
DESIGNED BY: POWRTEK ENGINEERING, INC. SHEET 6 OF 72

MATCHLINE STA. 26+00

MATCHLINE STA. 29+00

MATCHLINE 'A'

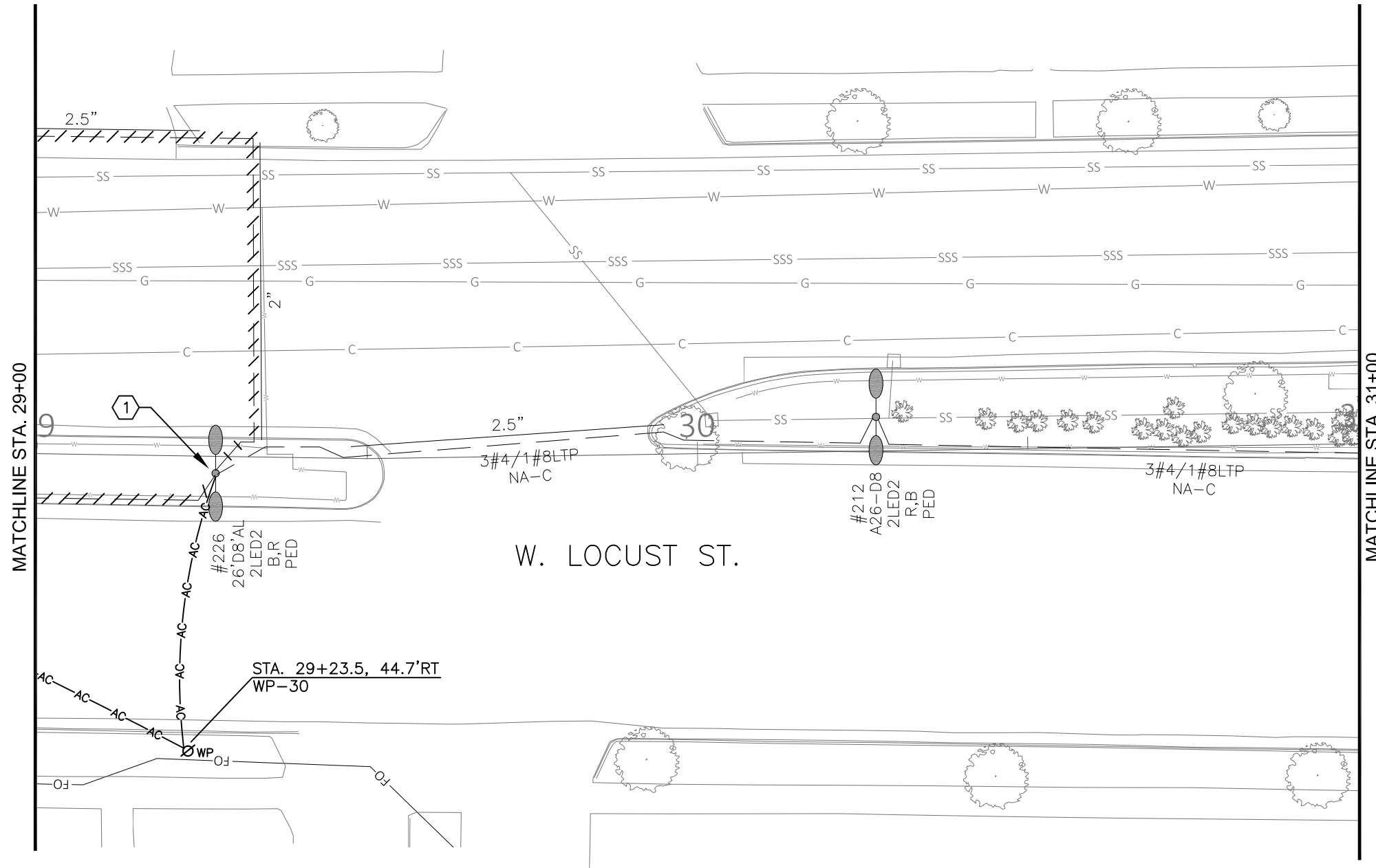
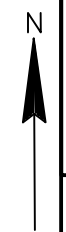
MATCHLINE 'B'



**KEYED NOTES:**

- ① PROVIDE SECONDARY RISER(S) ON POLE TO INTERCEPT EXISTING UNDERGROUND CABLING AND CONNECT TO TEMPORARY AERIAL CABLE. PULL BACK UNDERGROUND CABLING AS NEEDED FOR CONNECTION. INSTALL PEDESTAL ON POLE WHERE NEEDED FOR CONNECTION.
- ② COORDINATE REMOVAL OF CONCRETE AS NEEDED TO INSTALL TEMPORARY LIGHTING UNIT AND/OR SECONDARY RISER.
- ③ DO NOT DAMAGE/REMOVE EXISTING UNDERGROUND CABLING THAT IS TO BE INTERCEPTED AS SHOWN IN PERMANENT STREET LIGHTING PLANS.
- ④ INSTALL 6FT TEMPORARY MAST ARM(S)/LUMINAIRE(S) ON WOOD POLE INSTALLED AS PART OF TEMPORARY TRAFFIC SIGNALS. CONNECT LUMINAIRE(S) TO CIRCUIT INDICATED.

DESIGNED BY: POWRTEK ENGINEERING, INC. SHEET 7 OF 72



**KEYED NOTES:**

- ① PROVIDE SECONDARY RISER(S) ON POLE TO INTERCEPT EXISTING UNDERGROUND CABLING AND CONNECT TO TEMPORARY AERIAL CABLE. PULL BACK UNDERGROUND CABLING AS NEEDED FOR CONNECTION. INSTALL PEDESTAL ON POLE WHERE NEEDED FOR CONNECTION.
- ② COORDINATE REMOVAL OF CONCRETE AS NEEDED TO INSTALL TEMPORARY LIGHTING UNIT AND/OR SECONDARY RISER.
- ③ DO NOT DAMAGE/REMOVE EXISTING UNDERGROUND CABLING THAT IS TO BE INTERCEPTED AS SHOWN IN PERMANENT STREET LIGHTING PLANS.
- ④ INSTALL 6FT TEMPORARY MAST ARM(S)/LUMINAIRE(S) ON WOOD POLE INSTALLED AS PART OF TEMPORARY TRAFFIC SIGNALS. CONNECT LUMINAIRE(S) TO CIRCUIT INDICATED.

DESIGNED BY: POWRTEK ENGINEERING, INC. SHEET 8 OF 72

MATCHLINE STA. 31+00

MATCHLINE STA. 34+00

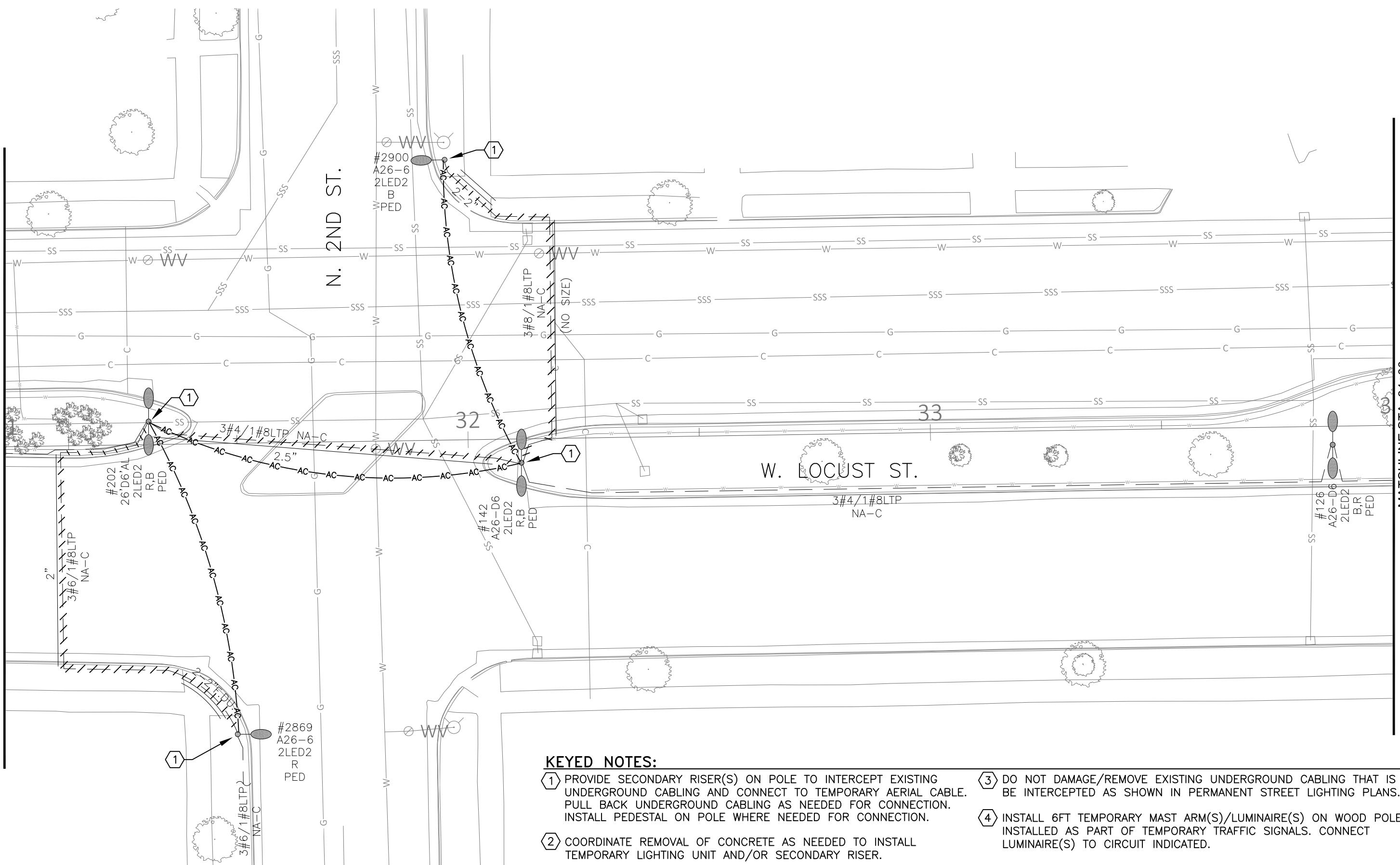
N. 2ND ST.

W. LOCUST ST.

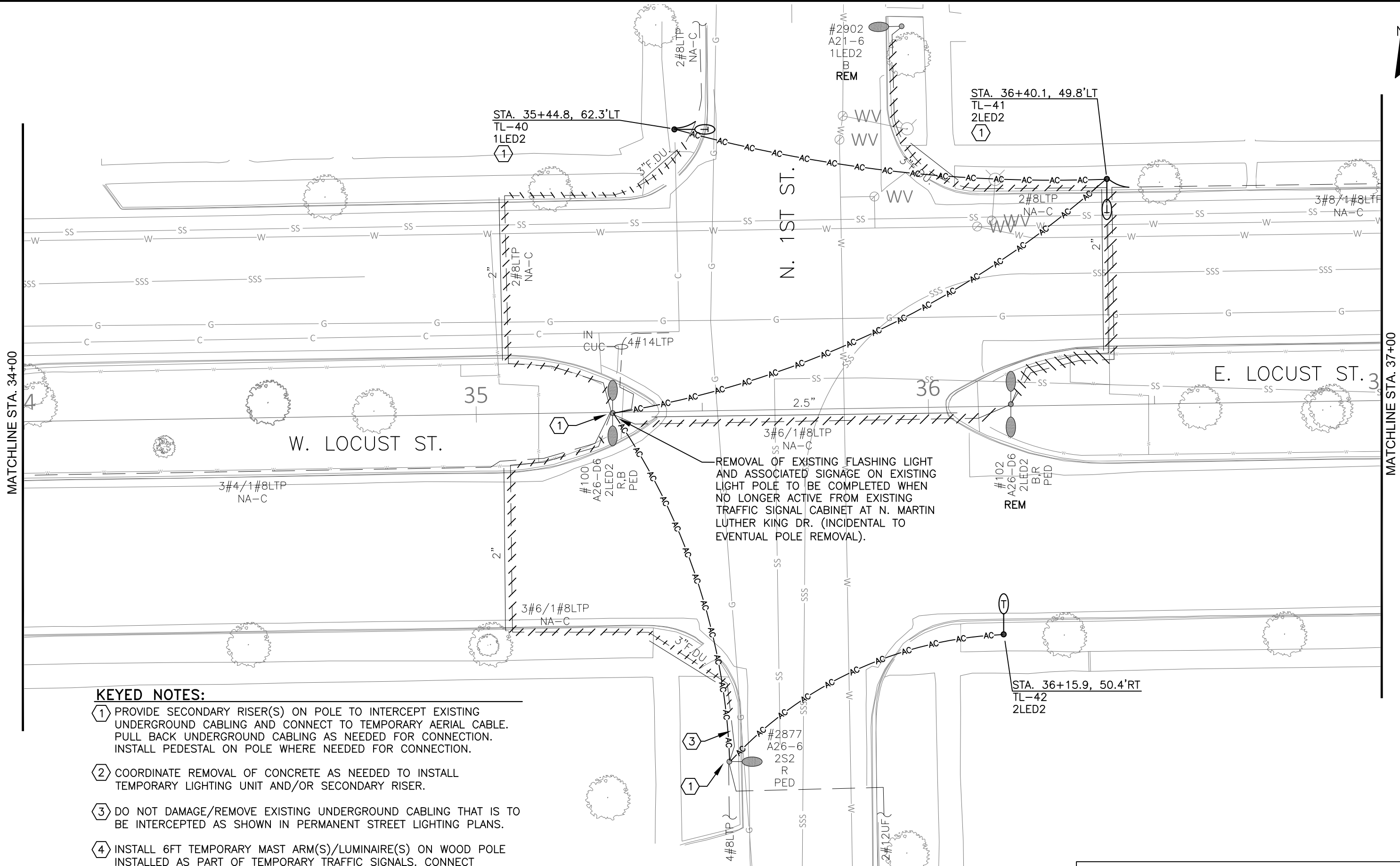
**KEYED NOTES:**

- ① PROVIDE SECONDARY RISER(S) ON POLE TO INTERCEPT EXISTING UNDERGROUND CABLING AND CONNECT TO TEMPORARY AERIAL CABLE. PULL BACK UNDERGROUND CABLING AS NEEDED FOR CONNECTION. INSTALL PEDESTAL ON POLE WHERE NEEDED FOR CONNECTION.
- ② COORDINATE REMOVAL OF CONCRETE AS NEEDED TO INSTALL TEMPORARY LIGHTING UNIT AND/OR SECONDARY RISER.
- ③ DO NOT DAMAGE/REMOVE EXISTING UNDERGROUND CABLING THAT IS TO BE INTERCEPTED AS SHOWN IN PERMANENT STREET LIGHTING PLANS.
- ④ INSTALL 6FT TEMPORARY MAST ARM(S)/LUMINAIRE(S) ON WOOD POLE INSTALLED AS PART OF TEMPORARY TRAFFIC SIGNALS. CONNECT LUMINAIRE(S) TO CIRCUIT INDICATED.

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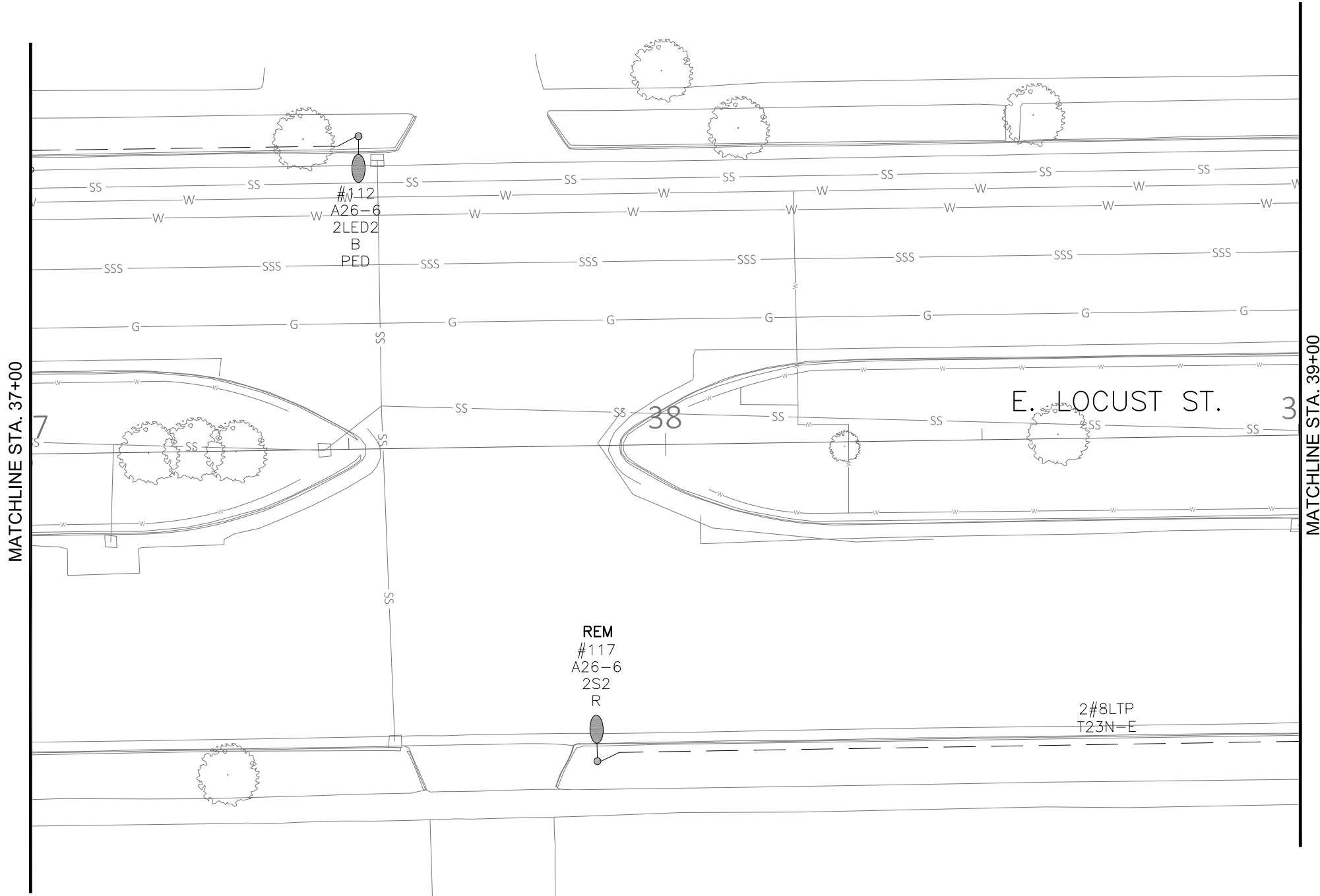


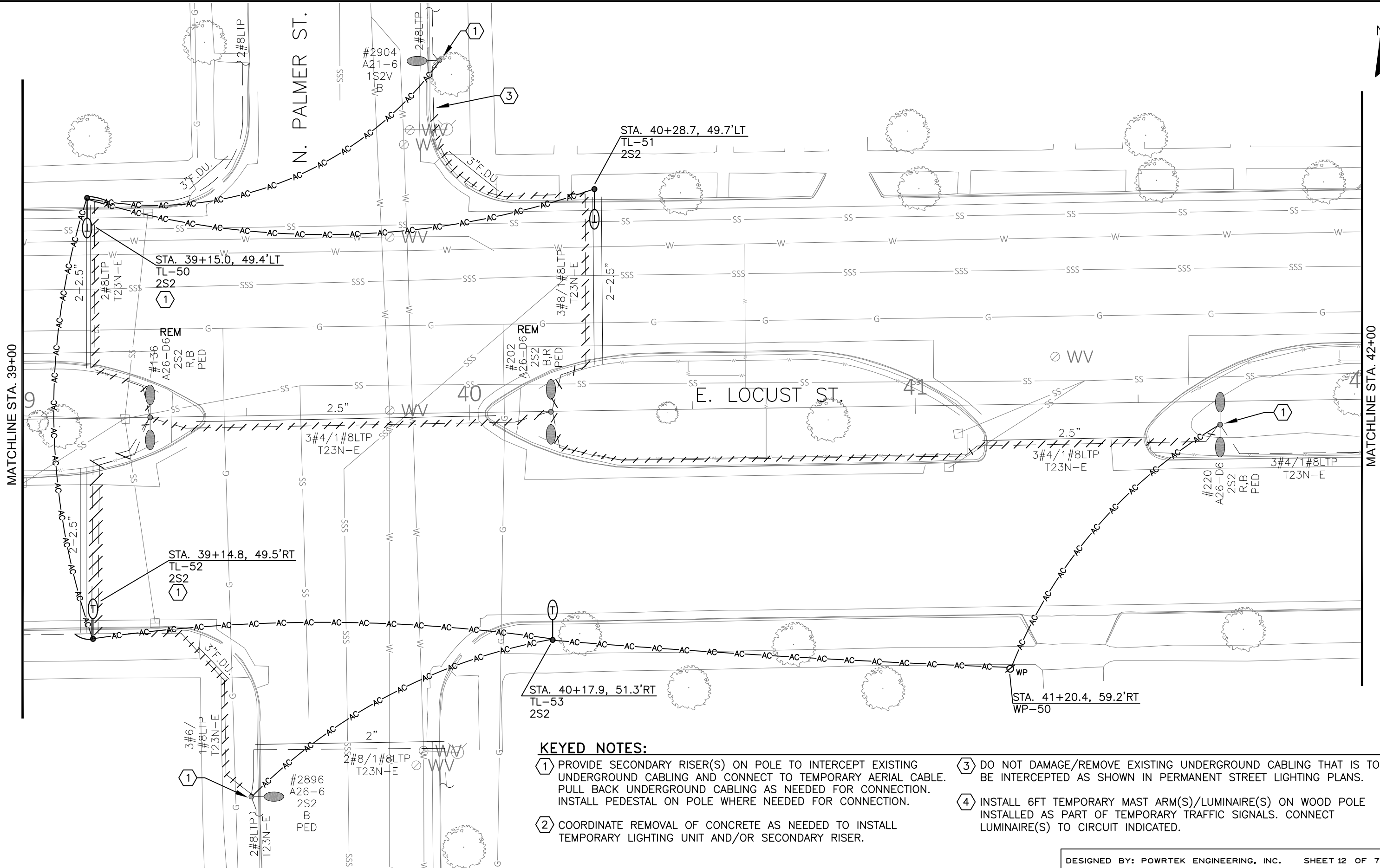


REMOVAL OF EXISTING FLASHING LIGHT AND ASSOCIATED SIGNAGE ON EXISTING LIGHT POLE TO BE COMPLETED WHEN NO LONGER ACTIVE FROM EXISTING TRAFFIC SIGNAL CABINET AT N. MARTIN LUTHER KING DR. (INCIDENTAL TO EVENTUAL POLE REMOVAL).

**KEYED NOTES:**

- ① PROVIDE SECONDARY RISER(S) ON POLE TO INTERCEPT EXISTING UNDERGROUND CABLING AND CONNECT TO TEMPORARY AERIAL CABLE. PULL BACK UNDERGROUND CABLING AS NEEDED FOR CONNECTION. INSTALL PEDESTAL ON POLE WHERE NEEDED FOR CONNECTION.
- ② COORDINATE REMOVAL OF CONCRETE AS NEEDED TO INSTALL TEMPORARY LIGHTING UNIT AND/OR SECONDARY RISER.
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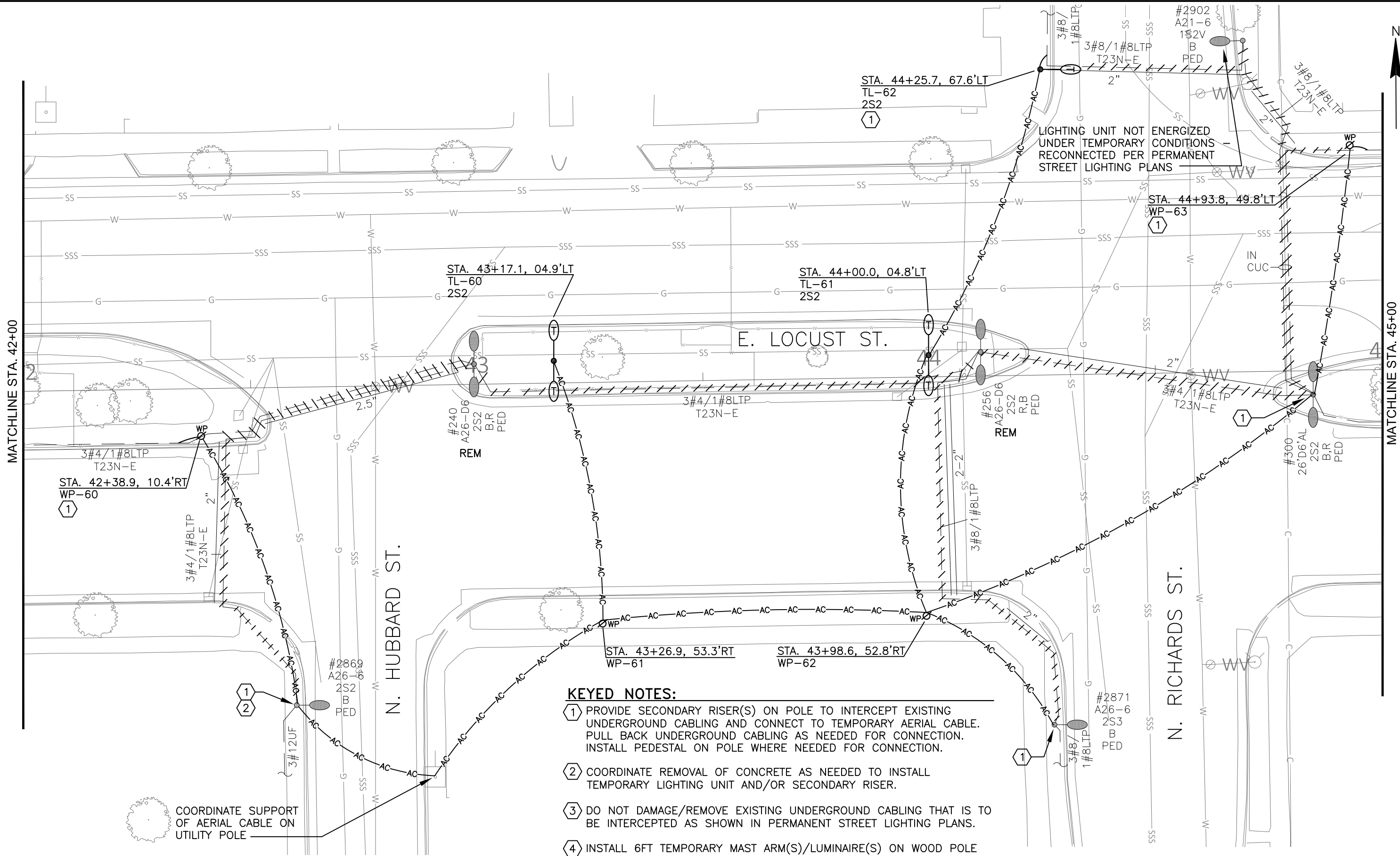




**KEYED NOTES:**

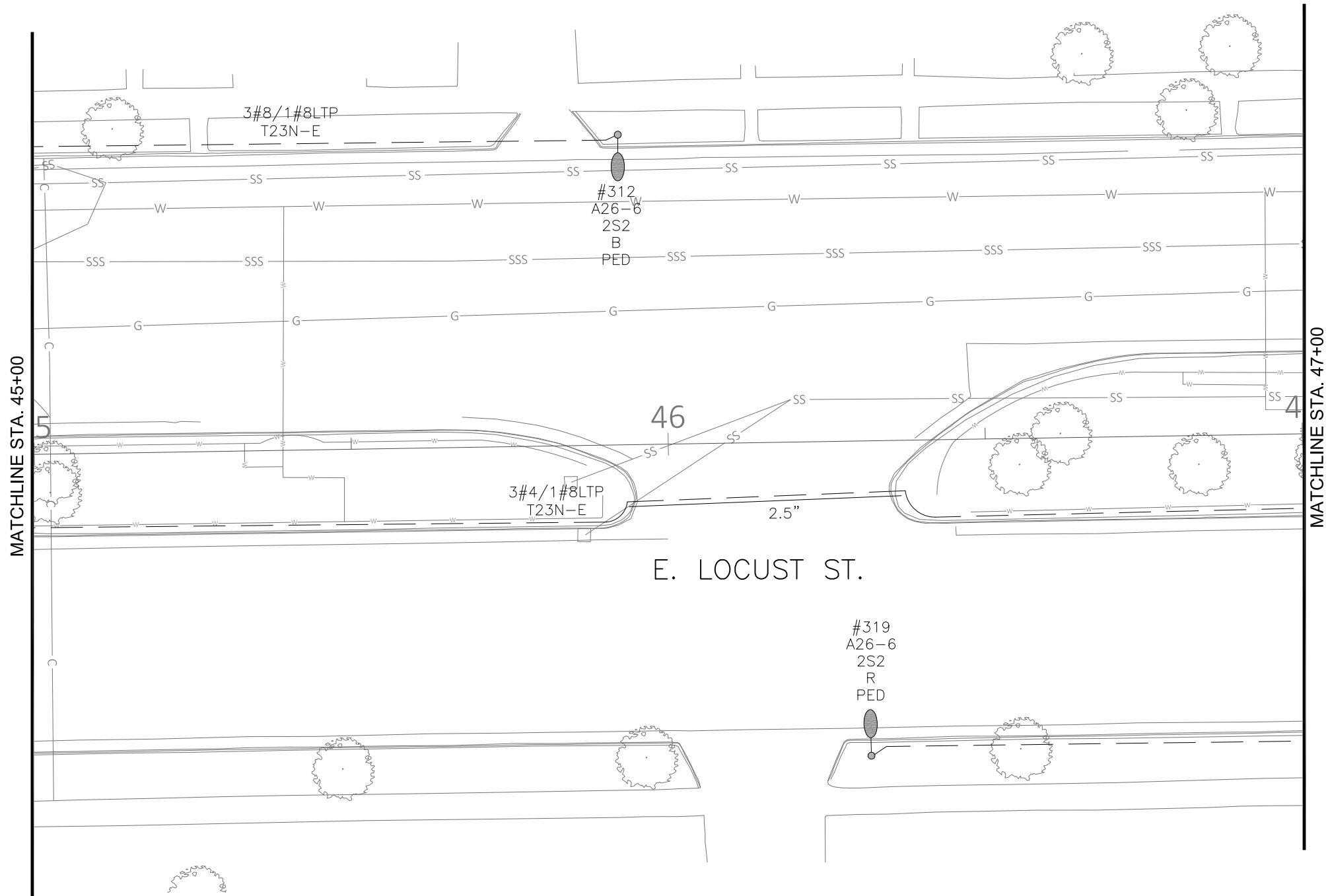
- ① PROVIDE SECONDARY RISER(S) ON POLE TO INTERCEPT EXISTING UNDERGROUND CABLING AND CONNECT TO TEMPORARY AERIAL CABLE. PULL BACK UNDERGROUND CABLING AS NEEDED FOR CONNECTION. INSTALL PEDESTAL ON POLE WHERE NEEDED FOR CONNECTION.
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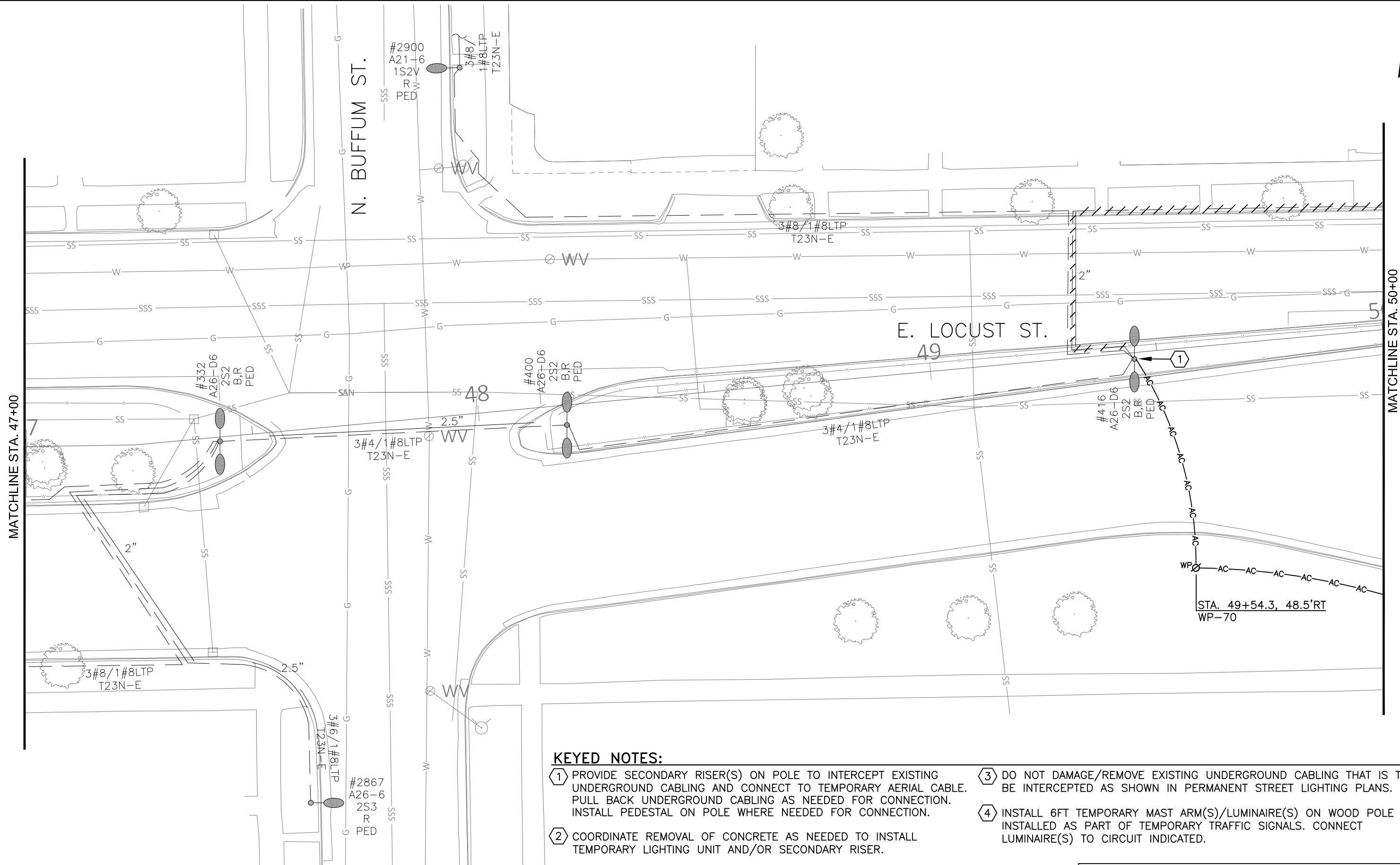
DESIGNED BY: POWRTEK ENGINEERING, INC. SHEET 12 OF 72



- KEYED NOTES:**
- ① PROVIDE SECONDARY RISER(S) ON POLE TO INTERCEPT EXISTING UNDERGROUND CABLING AND CONNECT TO TEMPORARY AERIAL CABLE. PULL BACK UNDERGROUND CABLING AS NEEDED FOR CONNECTION. INSTALL PEDESTAL ON POLE WHERE NEEDED FOR CONNECTION.
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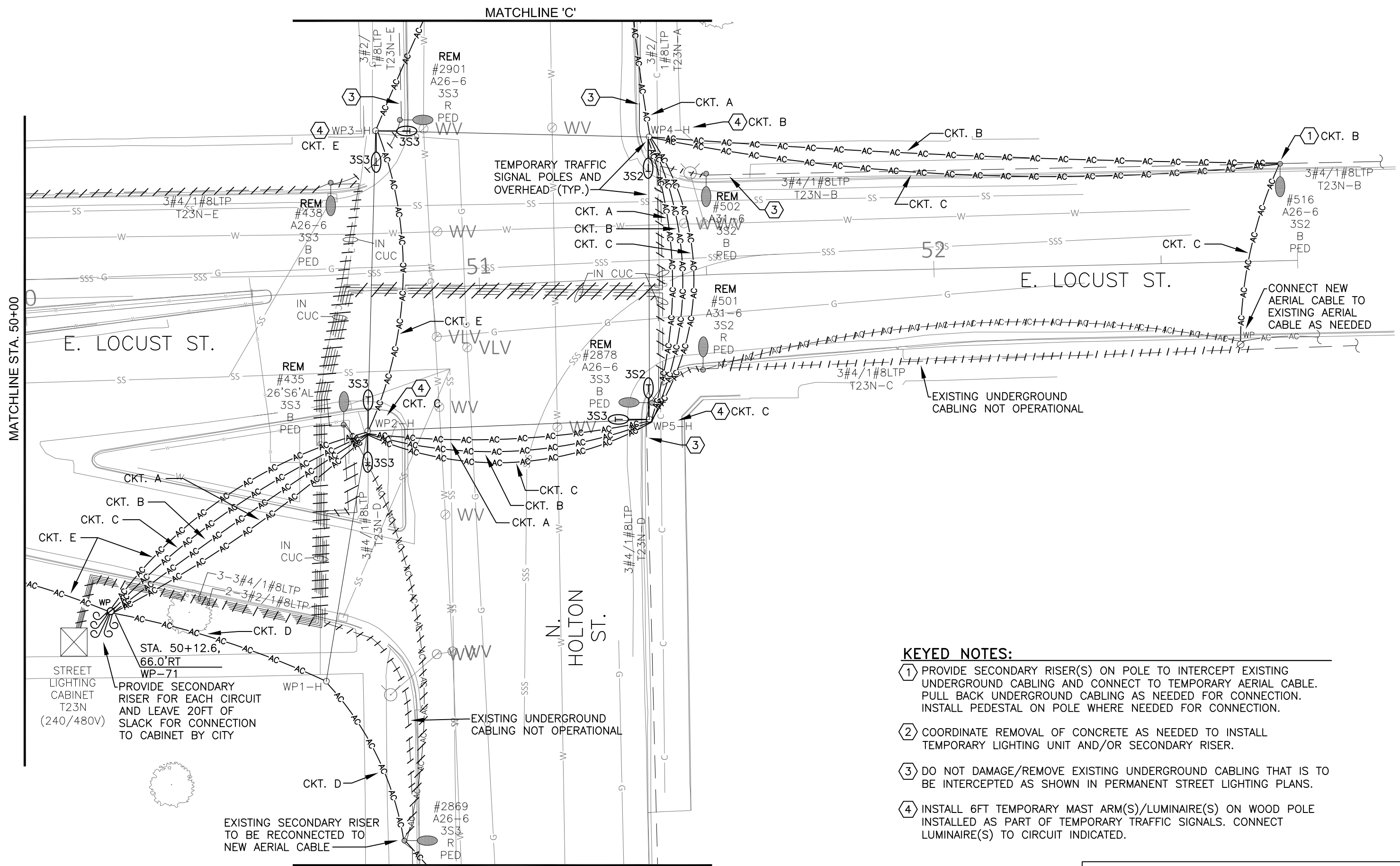




**KEYED NOTES:**

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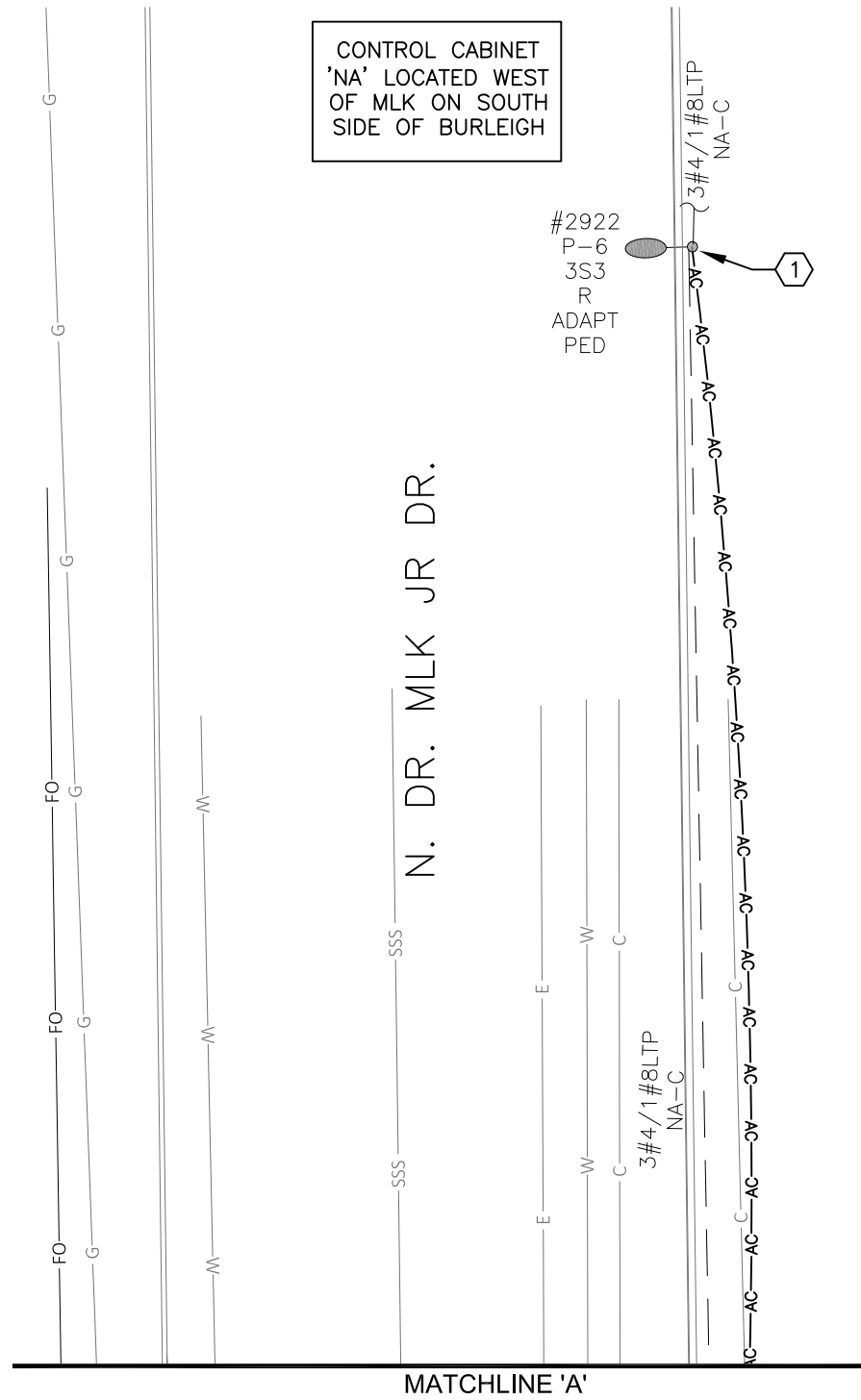


**KEYED NOTES:**

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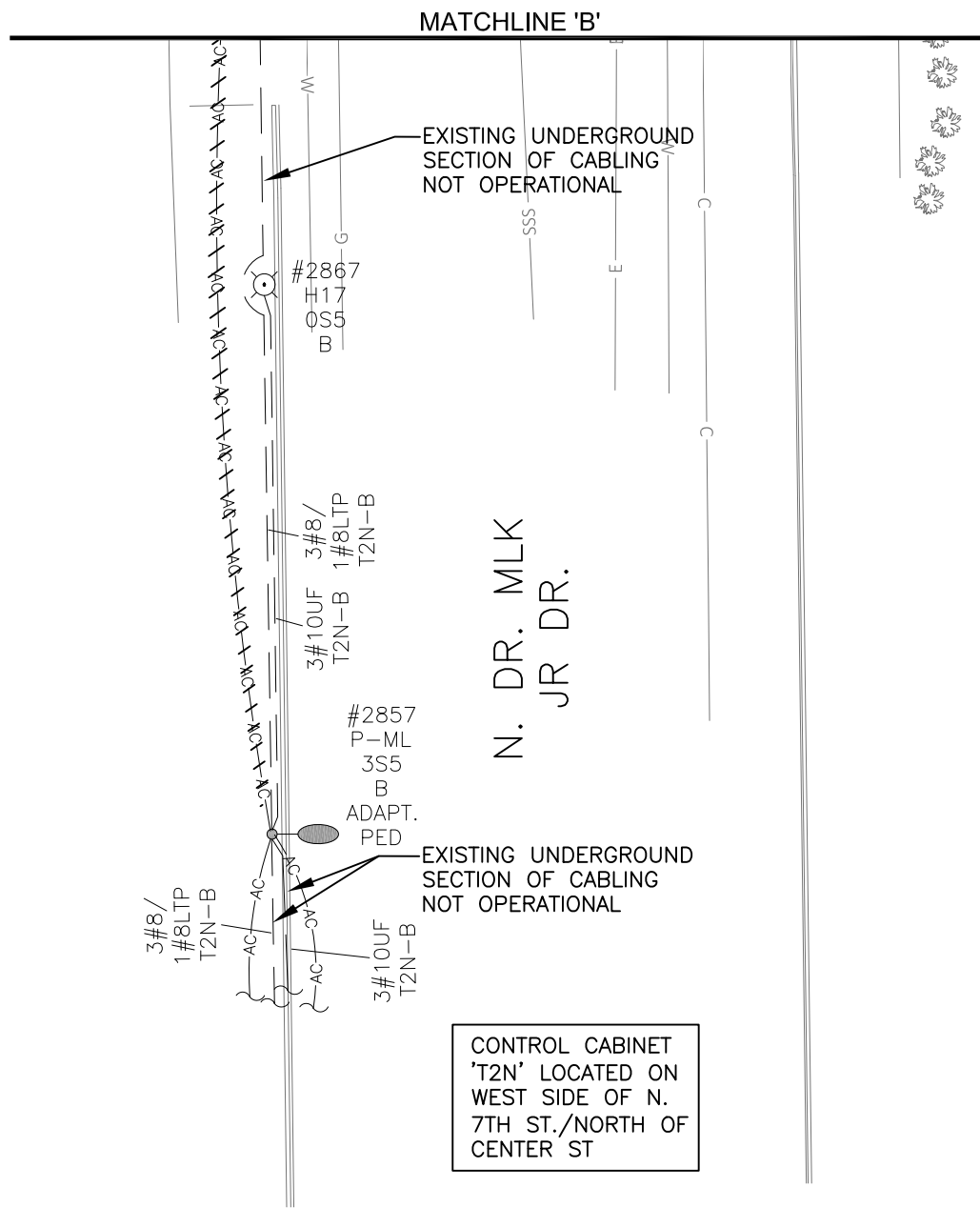




CONTROL CABINET  
'NA' LOCATED WEST  
OF MLK ON SOUTH  
SIDE OF BURLEIGH

N. DR. MLK JR DR.

MATCHLINE 'A'



MATCHLINE 'B'

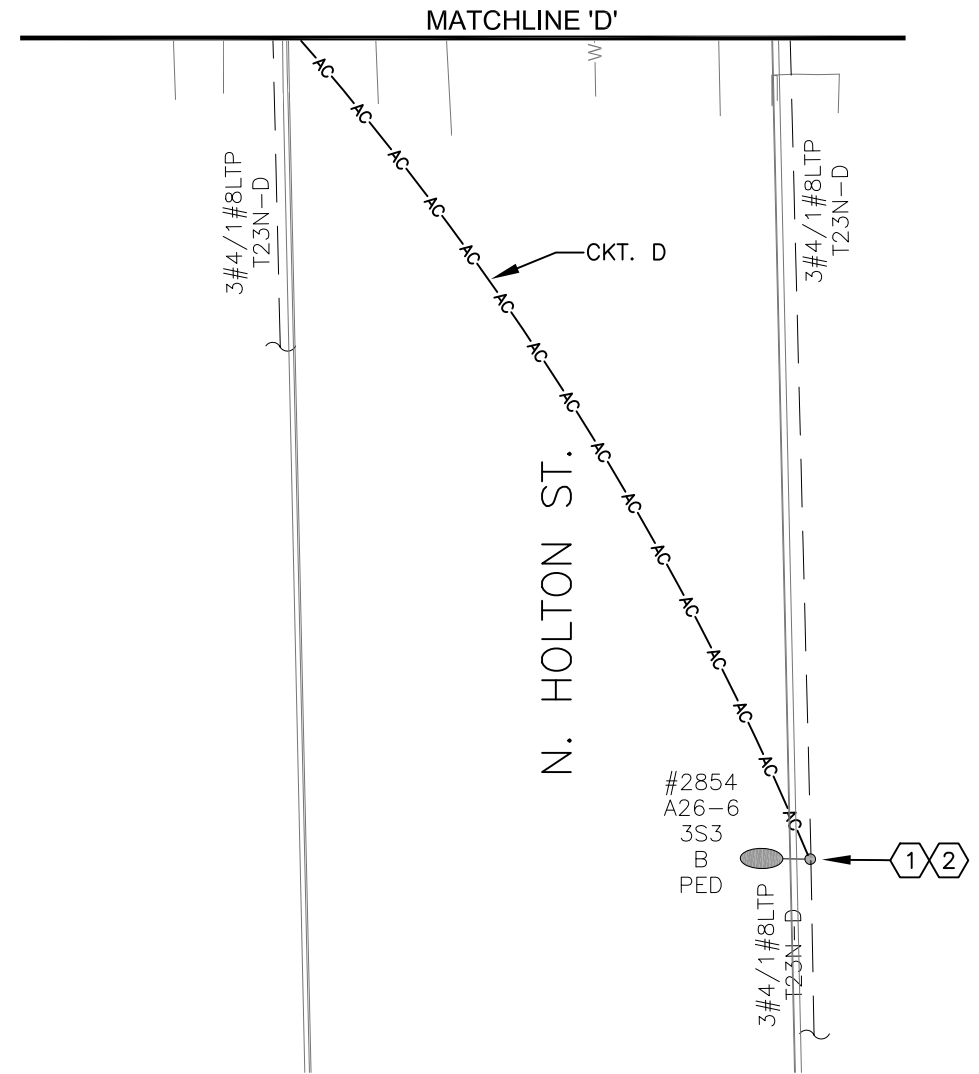
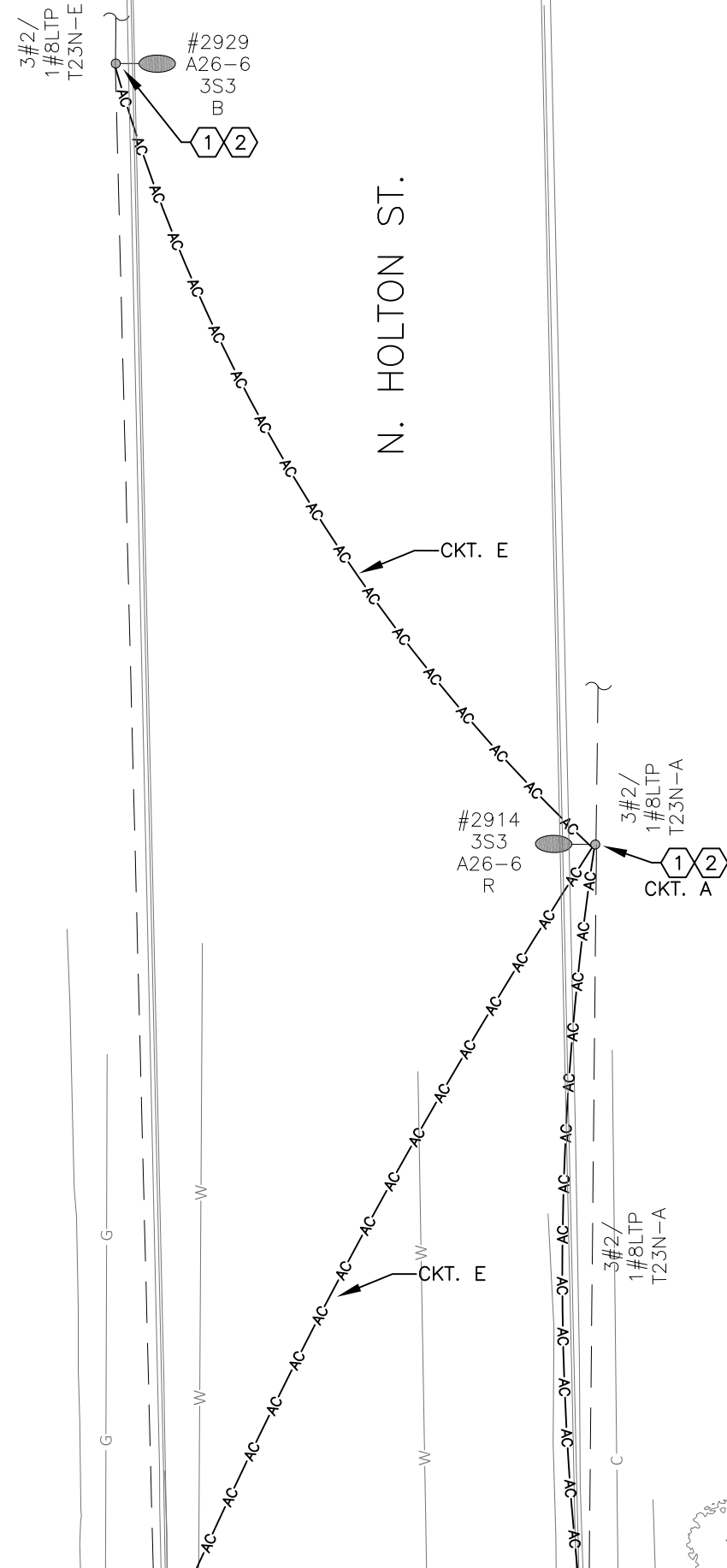
N. DR. MLK  
JR DR.

CONTROL CABINET  
'T2N' LOCATED ON  
WEST SIDE OF N.  
7TH ST./NORTH OF  
CENTER ST

**KEYED NOTES:**

- ① PROVIDE SECONDARY RISER(S) ON POLE TO INTERCEPT EXISTING UNDERGROUND CABLING AND CONNECT TO TEMPORARY AERIAL CABLE. PULL BACK UNDERGROUND CABLING AS NEEDED FOR CONNECTION. INSTALL PEDESTAL ON POLE WHERE NEEDED FOR CONNECTION.
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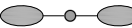


















**NOTE:**  
 COORDINATE CONCRETE REMOVAL AROUND LIGHTING UNITS (PAID UNDER 204.0155 - REMOVING CONCRETE SIDEWALK) TO ACCOMMODATE INSTALLATION OF TEMPORARY WIRING/RISER; SINCE LOCATIONS ON THIS SHEET ARE NOT SHOWN ON PAVING PLANS.

- KEYED NOTES:**
- ① PROVIDE SECONDARY RISER(S) ON POLE TO INTERCEPT EXISTING UNDERGROUND CABLING AND CONNECT TO TEMPORARY AERIAL CABLE. PULL BACK UNDERGROUND CABLING AS NEEDED FOR CONNECTION. INSTALL PEDESTAL ON POLE WHERE NEEDED FOR CONNECTION.
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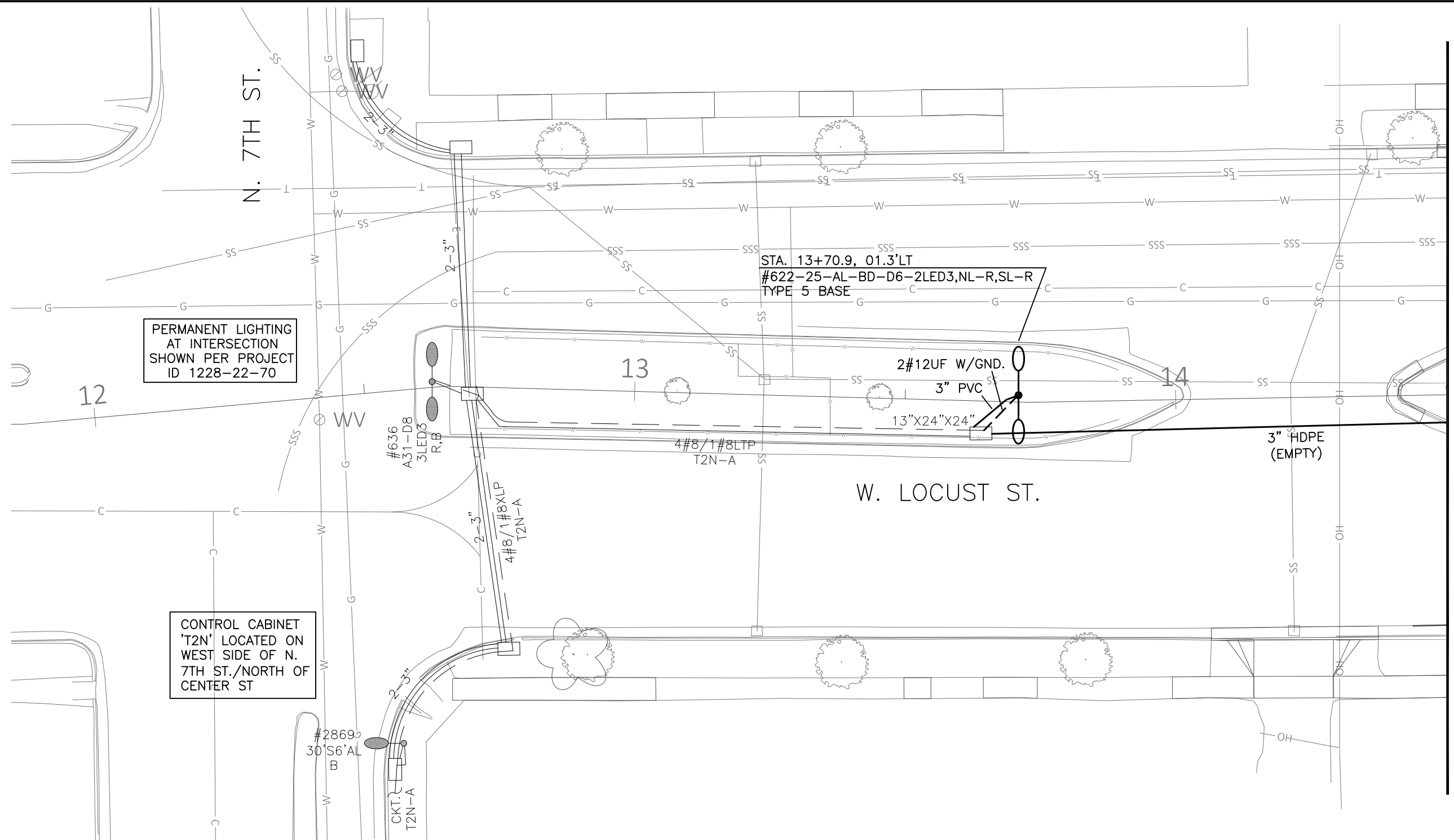
**LEGEND:**

- |   |  |   |  |
|---|--|---|--|
|  | EXISTING SINGLE LIGHTING UNIT  |  | EXISTING CONDUIT   |
|  | EXISTING TWIN LIGHTING UNIT  |  | EXISTING STREET LIGHTING CABLE (IN CONDUIT WHERE INDICATED)                                      |
|  | NEW SINGLE LIGHTING UNIT: 26FT DIRECT BURY ALUM. POLE, 6-FT BRACKET ARM, 2LED3 LUMINAIRE   |  | NEW NONMETALLIC CONDUIT/DUCT SCH. 40 UNLESS NOTED 3" PVC (TYPE/SIZE; QTY IF MORE THAN ONE, ETC.) |
|  | NEW SINGLE LIGHTING UNIT: TYPE 5 CONCRETE BASE, 2LED3 LUMINAIRE, 25FT ANCHOR BASE ALUM. POLE, TRANSFORMER BASE, 6-FT BRACKET ARM |  | NEW STREET LIGHTING CABLE (IN CONDUIT) AS NOTED  |
|  | NEW TWIN LIGHTING UNIT: TYPE 5 CONCRETE BASE, 2LED3 LUMINAIRES, 25FT ANCHOR BASE ALUM. POLE, TRANSFORMER BASE, 6-FT BRACKET ARMS |  | 4#4/1#8XLP CABLE   |
|  | NEW SINGLE 3LED3 LUMINAIRE ON TRAFFIC SIGNAL POLE, 31FT MH, UNLESS NOTED   |  | T-2NW-A SOURCE/CIRCUIT   |
|  | NEW TWIN 3LED3 LUMINAIRES ON TRAFFIC SIGNAL POLE, 31FT MH  |  | 108 DETAIL REFERENCE   |
|   |  |  | EXISTING PULL BOX  |
|   |  |  | NEW PULL BOX   |
|   |  |  | TS TRAFFIC SIGNAL  |

STA.113+00.0, 20.00'RT ← LOCATION (TO CENTER OF BASE OR PULL BOX)  
 / LU ID OR 13"X24"X24" ← PERMANENT LIGHTING UNIT IDENTIFICATION (LU ID) OR PULL BOX SIZE  
 LPB-2 ← PULL BOX NO.  
 (REFER TO LIGHTING UNIT IDENTIFICATION NOMENCLATURE DETAIL FOR ADDITIONAL INFORMATION)

**GENERAL NOTES:**

- LIGHTING TO BE OPERATIONAL ON ALL TRAVELED ROADWAYS. COORDINATE INSTALLATION AND TRANSITION BETWEEN EXISTING, TEMPORARY AND NEW LIGHTING AS NEEDED. COORDINATE WITH TRAFFIC SIGNAL WORK.
- THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING TEMPORARY STREET LIGHTING FACILITIES AND NEW STREET LIGHTING FACILITIES DURING PROJECT CONSTRUCTION. TEMPORARY FACILITIES SHALL BE REMOVED WHEN NEW FACILITIES ARE OPERATIONAL/ENERGIZED.
- COORDINATE NEW CONDUIT AND PULL BOX LOCATIONS WITH EXISTING SPRINKLER SYSTEM IN MEDIANS, AND ADJUST AS NEEDED.
- SEE STATIONS AND OFFSET FOR ALL OF THE PROPOSED POLES AND PULL BOXES LOCATIONS. EXACT LOCATIONS OF LIGHTING UNITS AND PULL BOXES SHALL BE VERIFIED WITH CITY PRIOR TO INSTALLATION FOR ANY ADJUSTMENTS. TRAFFIC SIGNAL POLE LOCATIONS SHALL BE PER TRAFFIC SIGNAL PLANS.
- ALL PURPOSE ANTI-SEIZE (OR EQUIVALENT) TO BE APPLIED ON ALL BOLTS AND SCREWS, ESPECIALLY THE LIGHT POLE HAND HOLE PANEL HARDWARE.
- PROVIDE OXIDE INHIBITOR OX-4 (OR EQUIVALENT) TO BE APPLIED ON ALL WIRE CONNECTIONS AND WIRE NUTS.
- TAG ALL CABLE DIRECTION IN PULL BOX AND LIGHT POLE HAND HOLE PANEL.
- DIRECTIONAL BORE CONDUITS. RESTORE AREAS AS REQUIRED.
- EXPOSE (HYDRO-EXCAVATE) EXISTING UNDERGROUND CABLING TO ROUTE AROUND NEW LIGHTING UNIT LOCATIONS AND COORDINATE WITH NEW PULL BOXES AND CONDUITS AS NEEDED.
- THE EXTRA NEUTRAL CONDUCTOR IN THE STREET LIGHTING CABLES (TYPICAL ON SIDE STREET CIRCUITS) SHALL BE SEALED, CAPPED AND PROTECTED.
- ALL HDPE CONDUIT SHALL BE DIRECTIONAL BORED. CONTRACTOR IS ALLOWED TO USE HDPE IN LIEU OF PVC WHERE INDICATED.
- INSTALL #6AWG GROUND CONDUCTOR FROM DIRECT BURIED LIGHTING UNIT TO PULL BOX GROUND ROD WHERE SHOWN ON PLANS.
- NO SPLICES SHALL ONLY OCCUR IN PULL BOXES, EXCEPT FOR CONNECTIONS TO EXISTING CABLES OR TO UF CABLE TO LIGHTING UNITS.
- MAINTAIN 2-FT OUT-TO-OUT CLEARANCE FROM HYDRANTS AND VALVES TO CONDUIT AND 3-FT OUT-TO-OUT FROM POLES.



PERMANENT LIGHTING  
AT INTERSECTION  
SHOWN PER PROJECT  
ID 1228-22-70

CONTROL CABINET  
'T2N' LOCATED ON  
WEST SIDE OF N.  
7TH ST./NORTH OF  
CENTER ST

STA. 13+70.9, 01.3'LT  
#622-25-AL-BD-D6-2LED3,NL-R,SL-R  
TYPE 5-BASE

2#12UF W/GND.

3" PVC

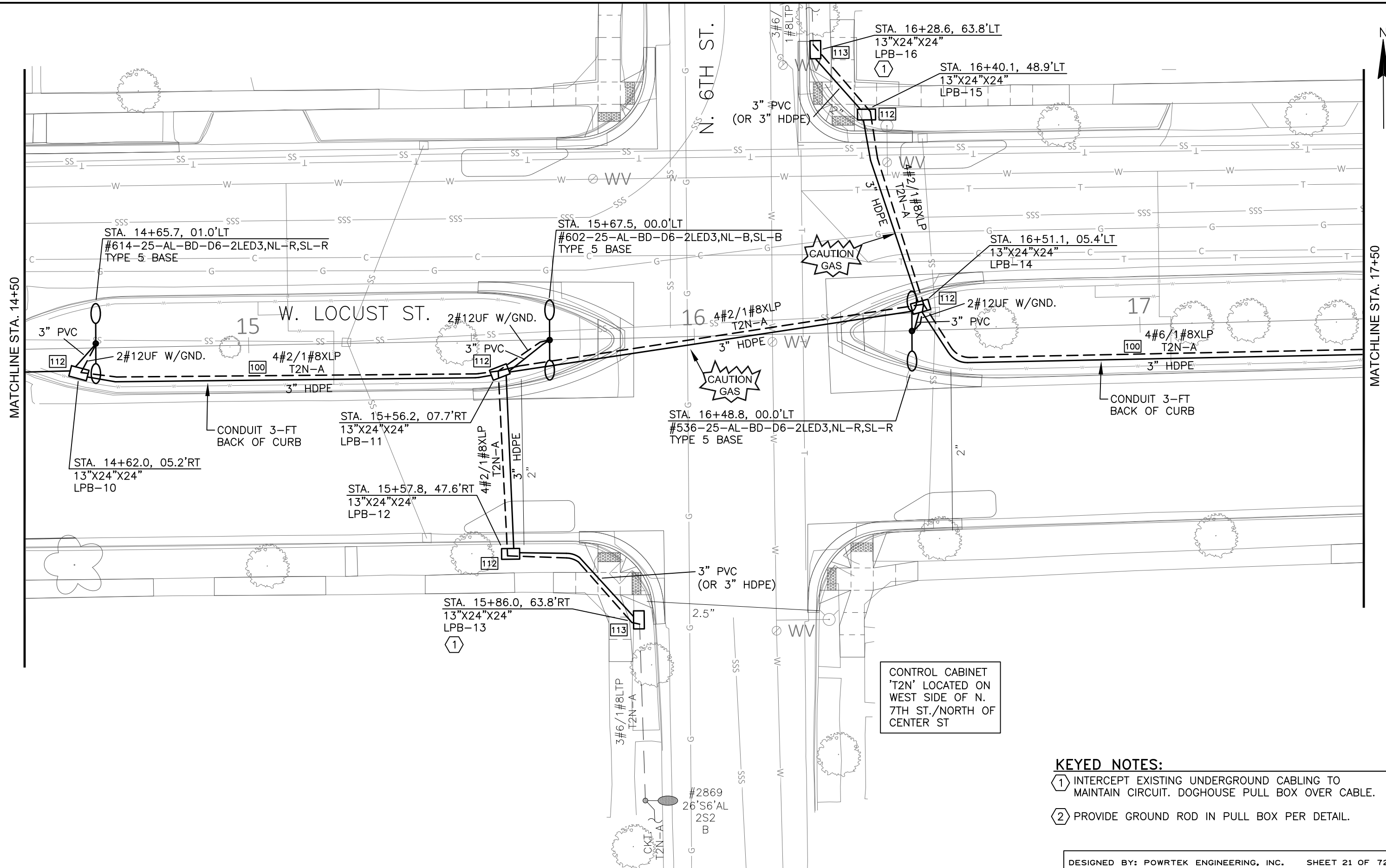
13"x24"x24"

3" HDPE  
(EMPTY)

W. LOCUST ST.

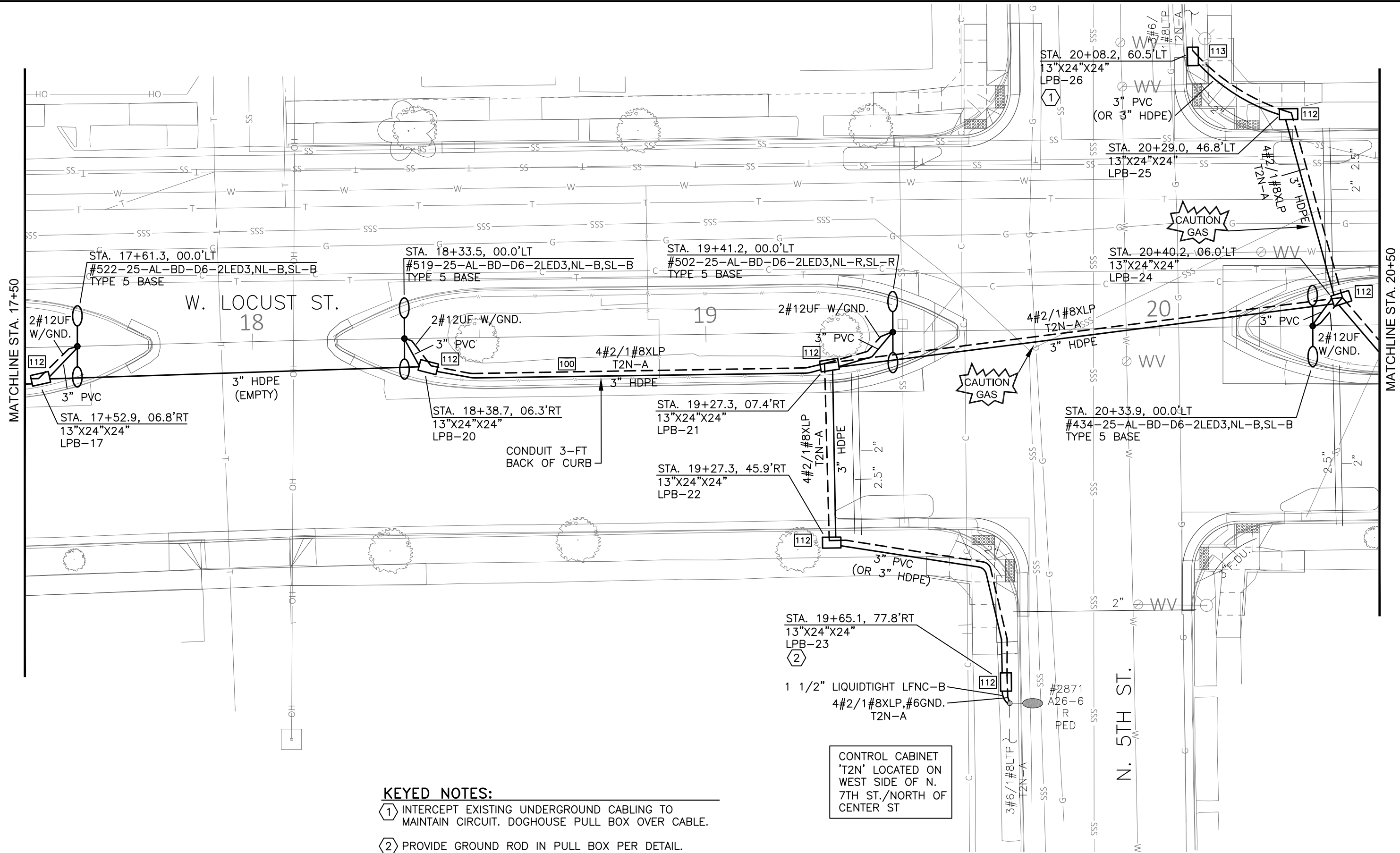
MATCHLINE STA. 14+50





- KEYED NOTES:**
- ① INTERCEPT EXISTING UNDERGROUND CABLING TO MAINTAIN CIRCUIT. DOGHOUSE PULL BOX OVER CABLE.
  - ② PROVIDE GROUND ROD IN PULL BOX PER DETAIL.

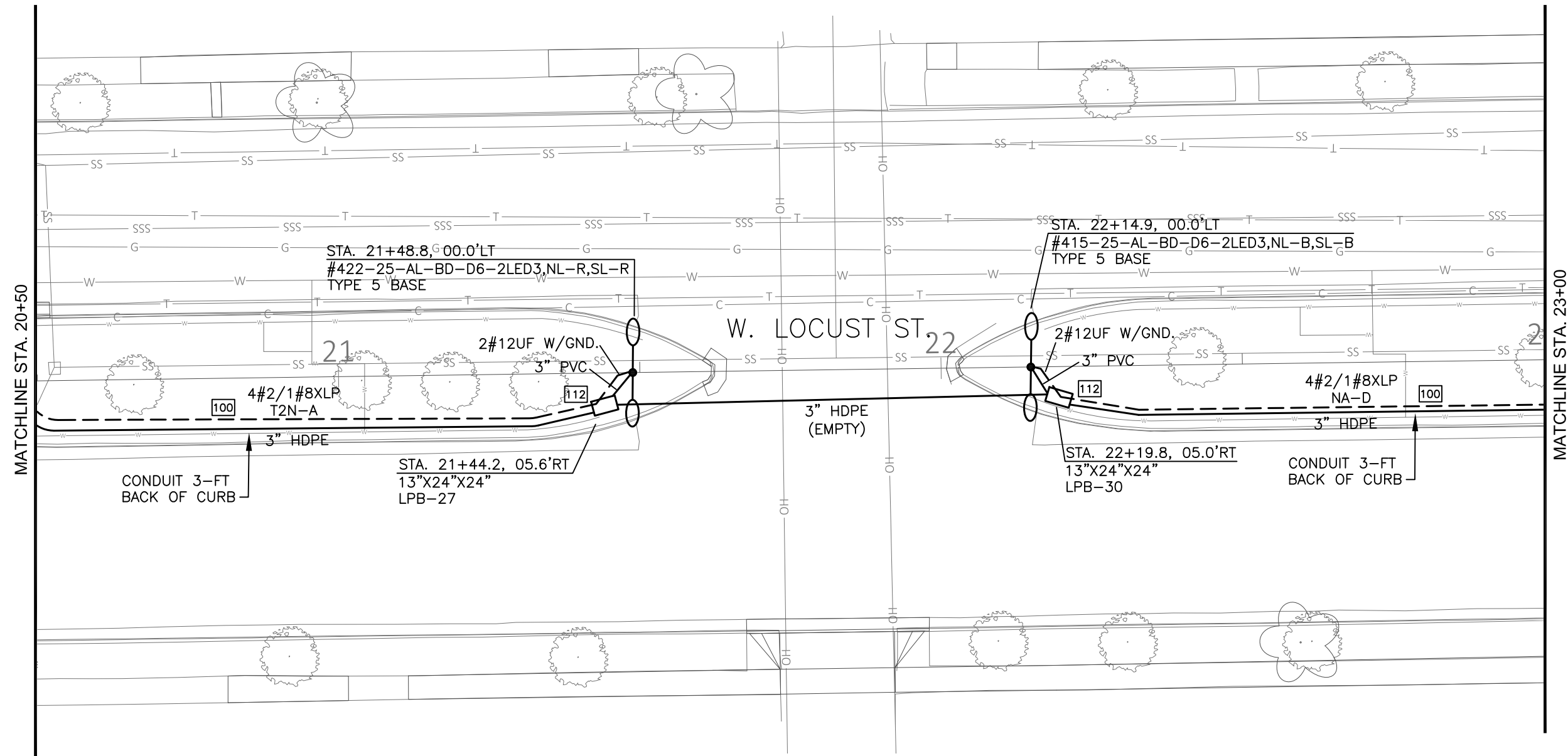
DESIGNED BY: POWRTEK ENGINEERING, INC. SHEET 21 OF 72



**KEYED NOTES:**

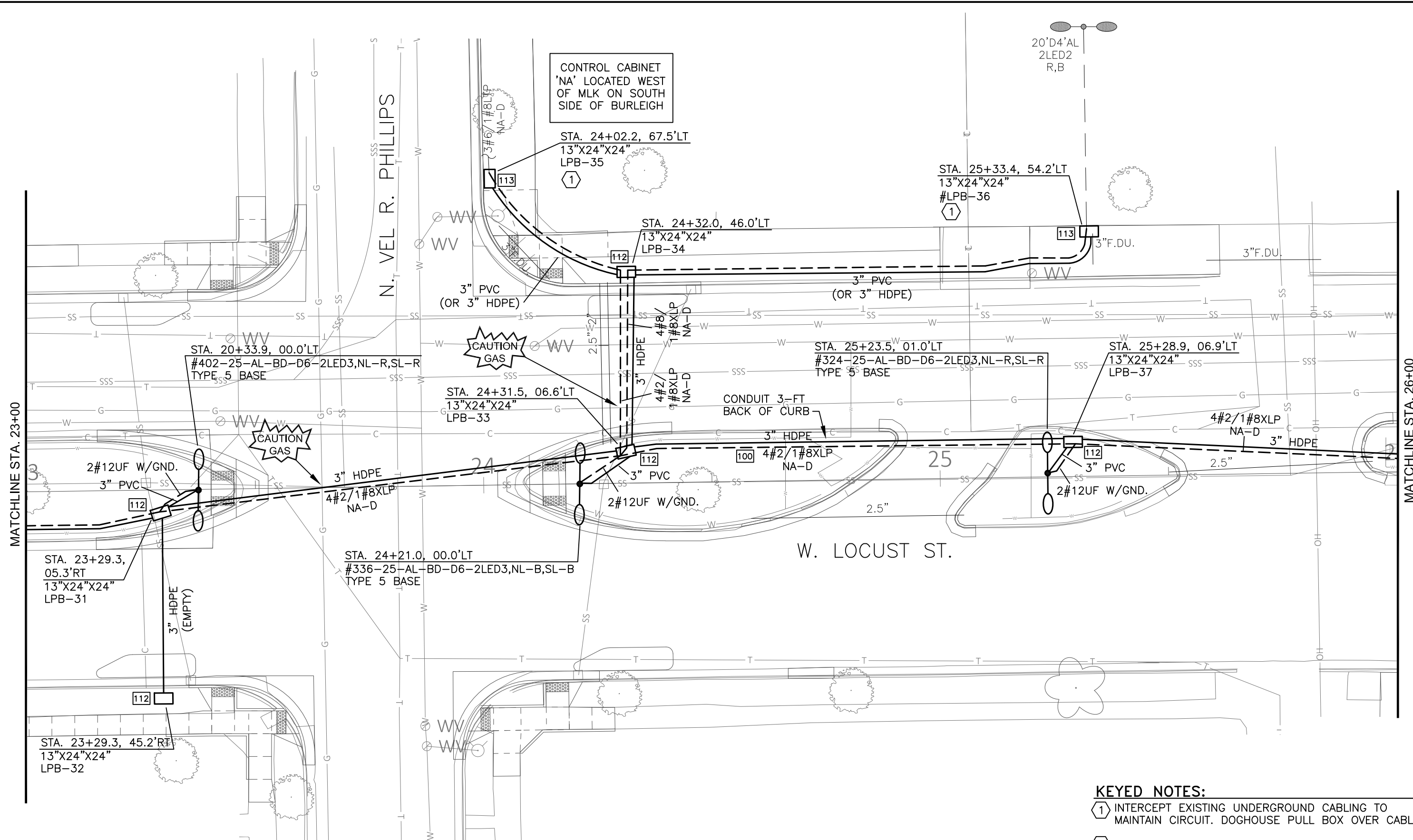
- ① INTERCEPT EXISTING UNDERGROUND CABLING TO MAINTAIN CIRCUIT. DOGHOUSE PULL BOX OVER CABLE.
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CONTROL CABINET  
'T2N' LOCATED ON  
WEST SIDE OF N.  
7TH ST./NORTH OF  
CENTER ST



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**KEYED NOTES:**

- ① INTERCEPT EXISTING UNDERGROUND CABLING TO MAINTAIN CIRCUIT. DOGHOUSE PULL BOX OVER CABLE.
- ② PROVIDE GROUND ROD IN PULL BOX PER DETAIL.

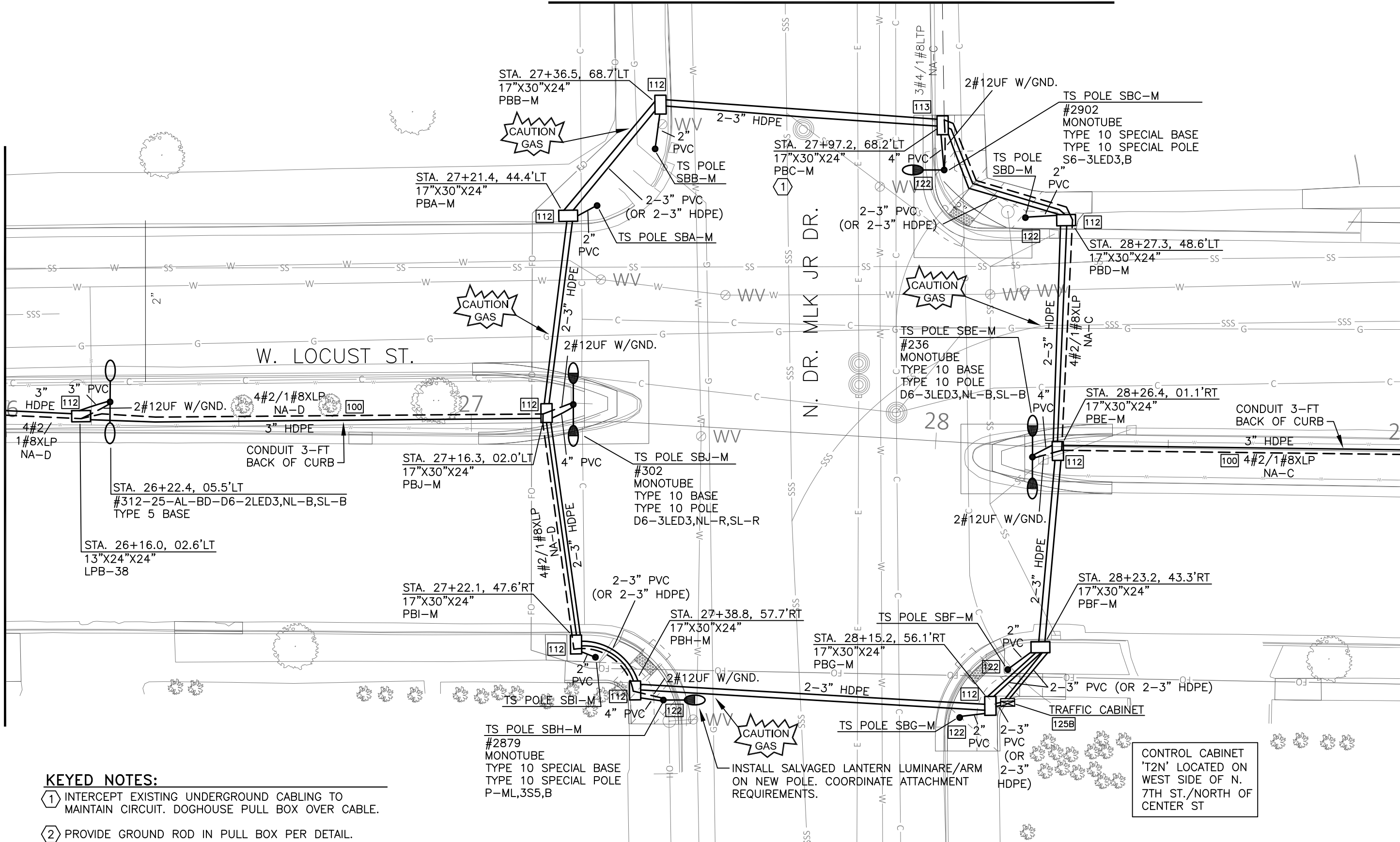
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MATCHLINE 'A'



MATCHLINE STA. 26+00

MATCHLINE STA. 29+00

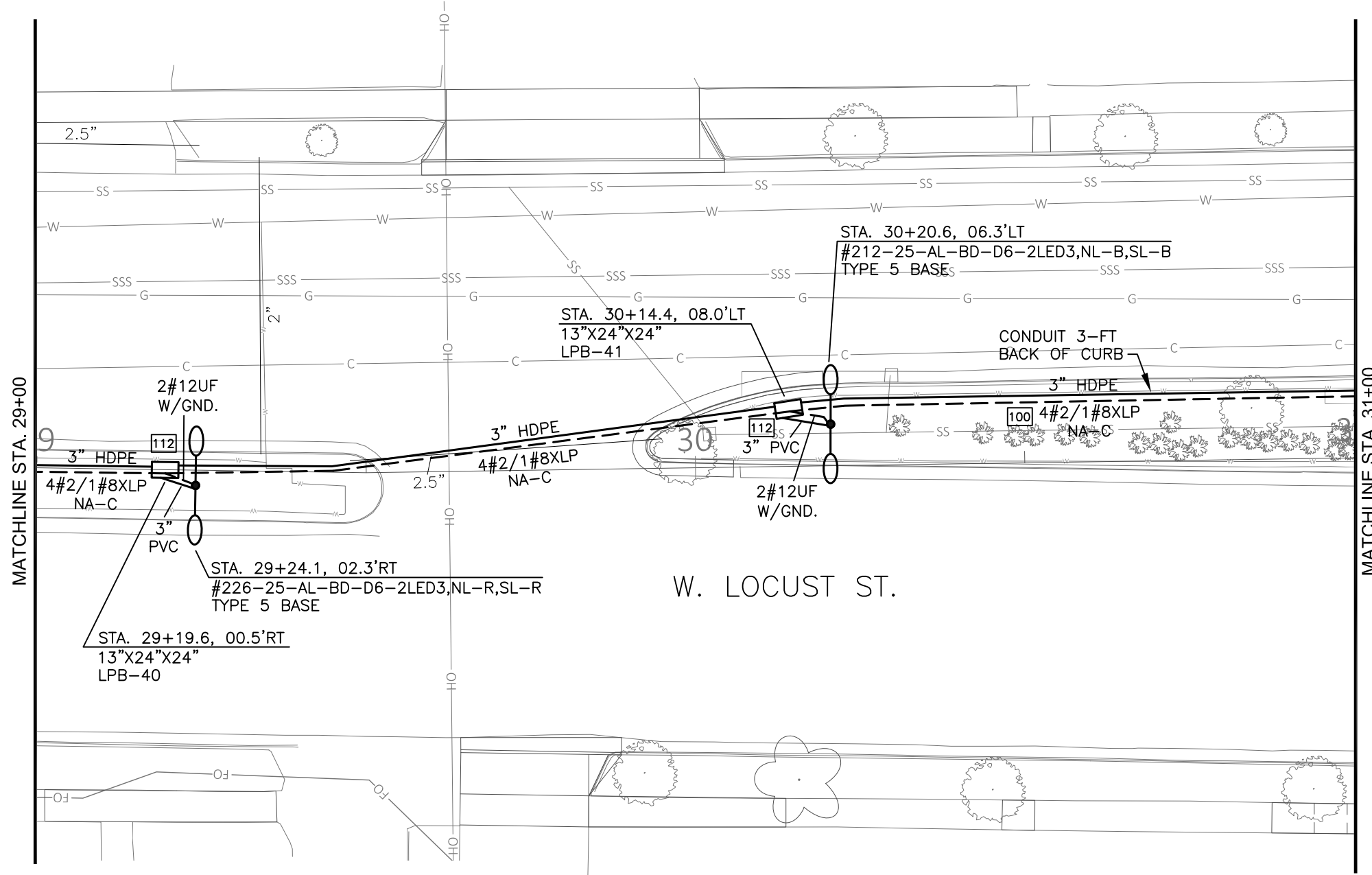


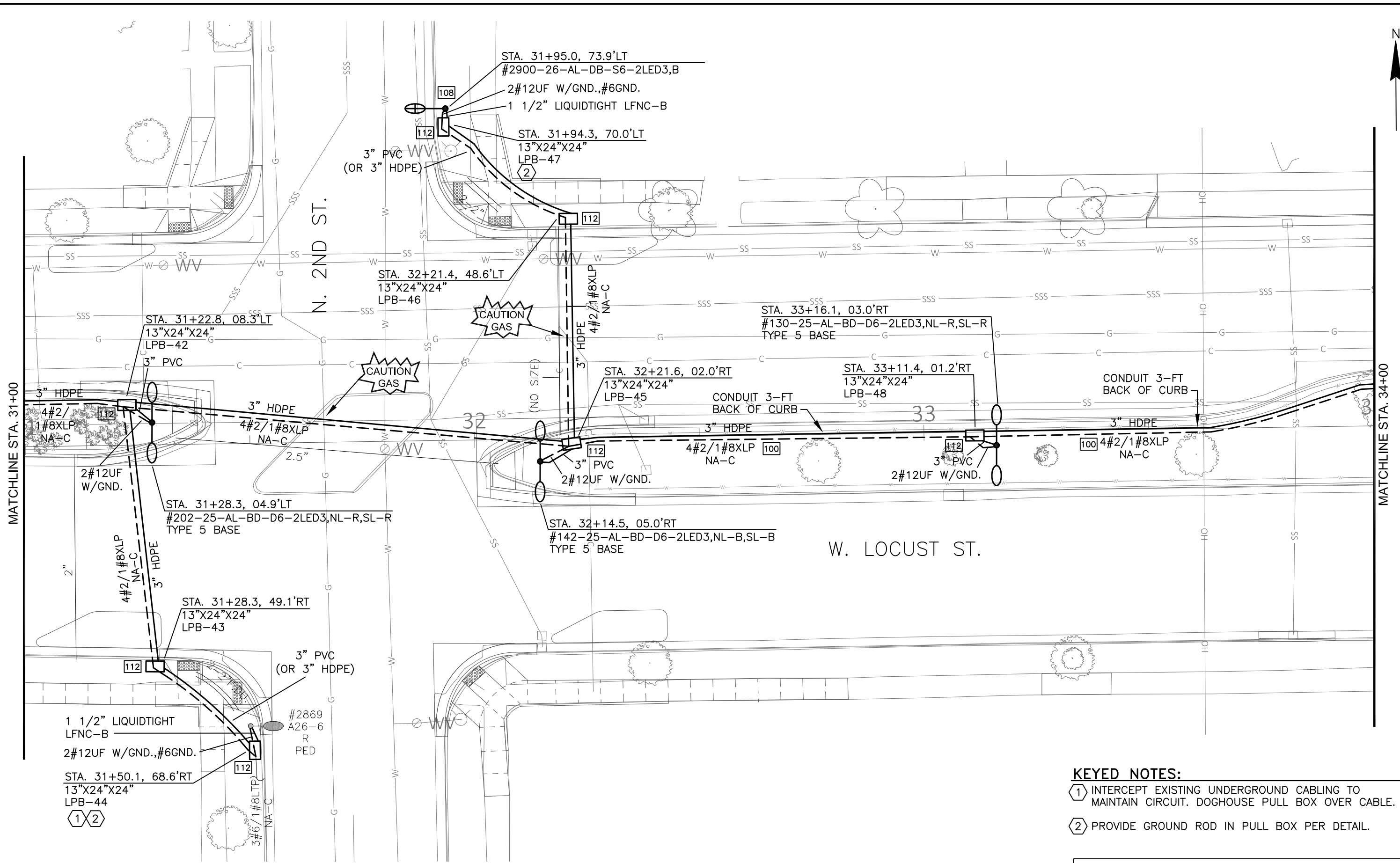
**KEYED NOTES:**

- ① INTERCEPT EXISTING UNDERGROUND CABLING TO MAINTAIN CIRCUIT. DOGHOUSE PULL BOX OVER CABLE.
- ② PROVIDE GROUND ROD IN PULL BOX PER DETAIL.

CONTROL CABINET 'T2N' LOCATED ON WEST SIDE OF N. 7TH ST./NORTH OF CENTER ST

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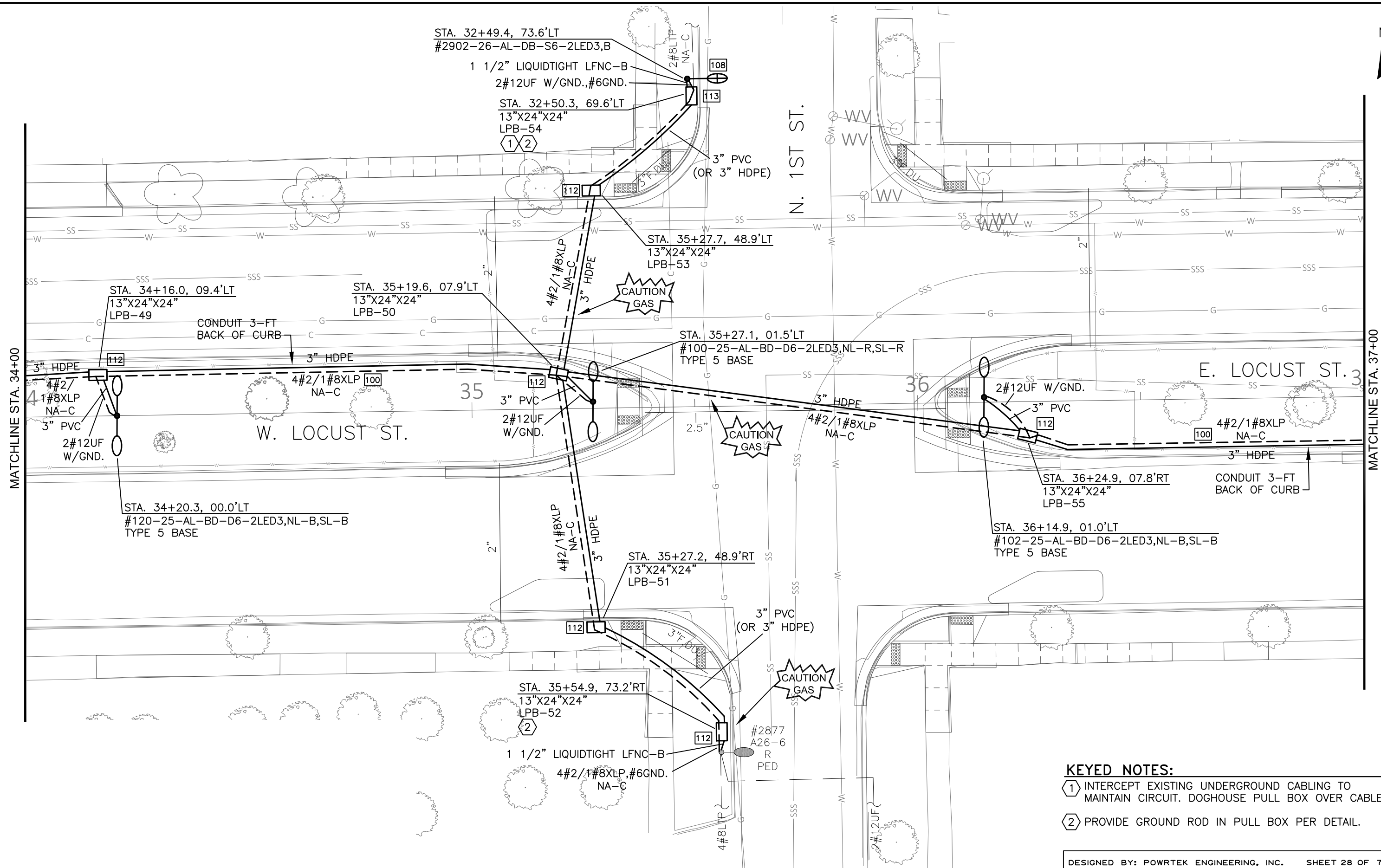


**KEYED NOTES:**

① INTERCEPT EXISTING UNDERGROUND CABLING TO MAINTAIN CIRCUIT. DOGHOUSE PULL BOX OVER CABLE.

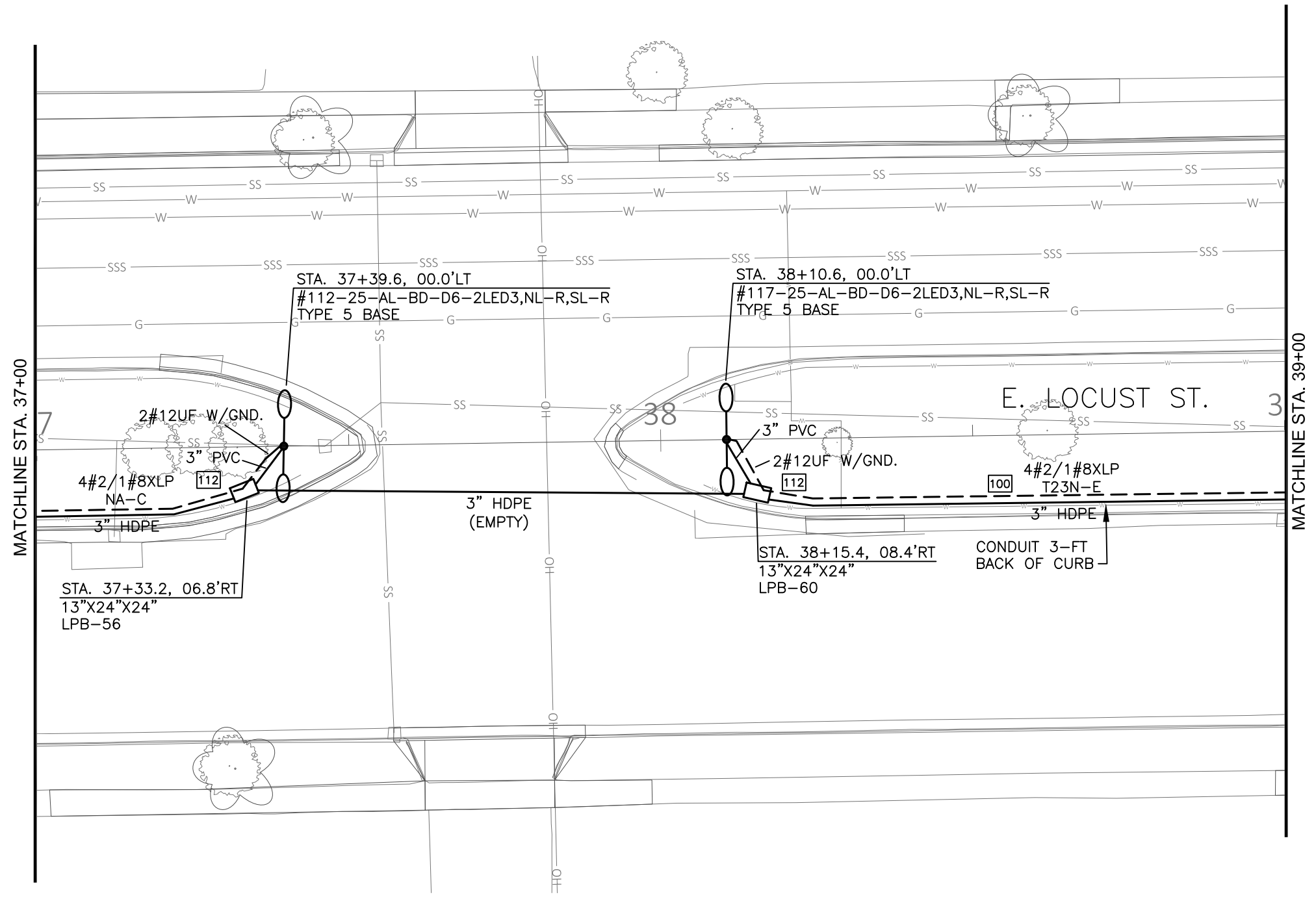
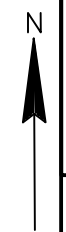
② PROVIDE GROUND ROD IN PULL BOX PER DETAIL.

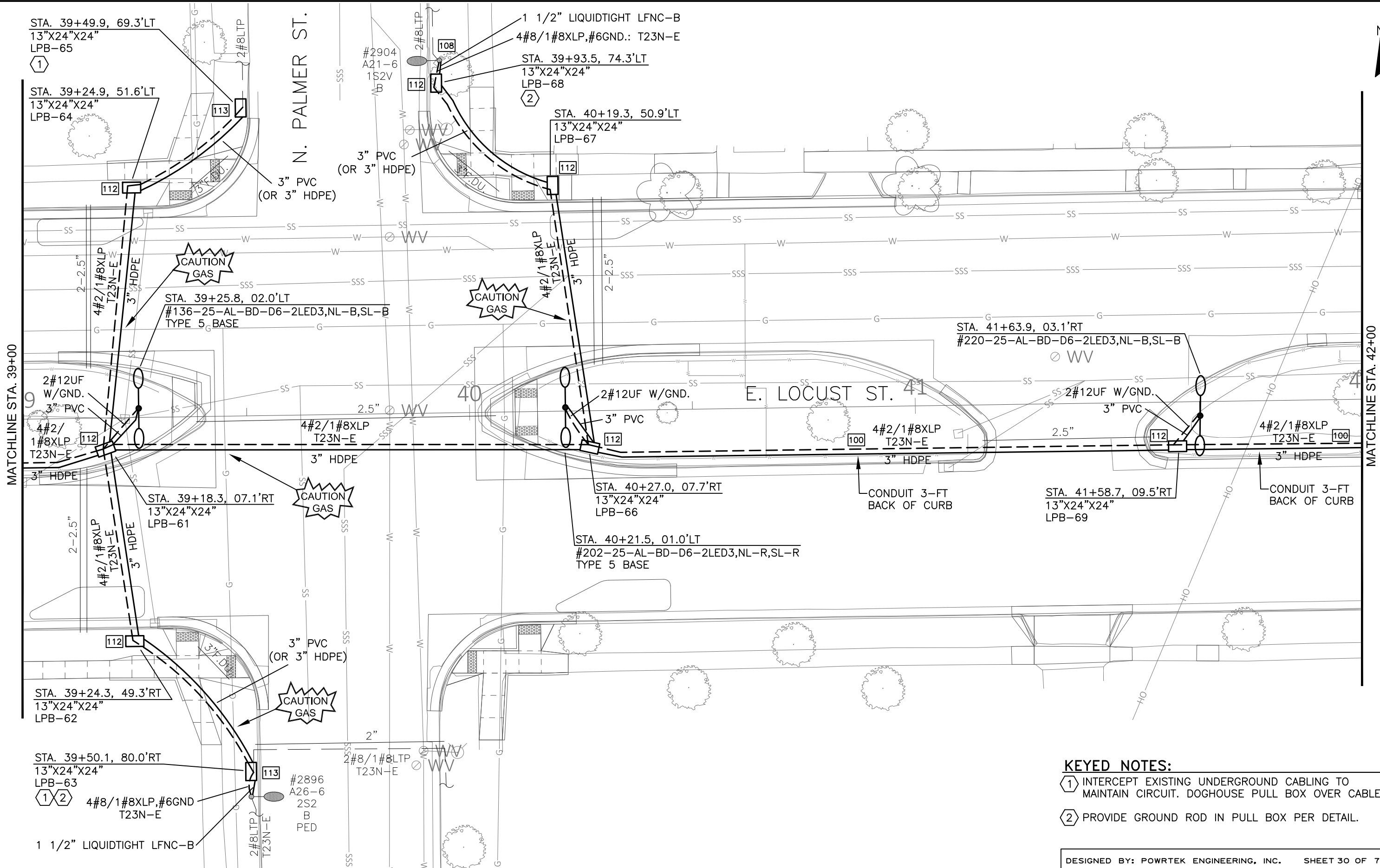
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- KEYED NOTES:**
- ① INTERCEPT EXISTING UNDERGROUND CABLING TO MAINTAIN CIRCUIT. DOGHOUSE PULL BOX OVER CABLE.
  - ② PROVIDE GROUND ROD IN PULL BOX PER DETAIL.

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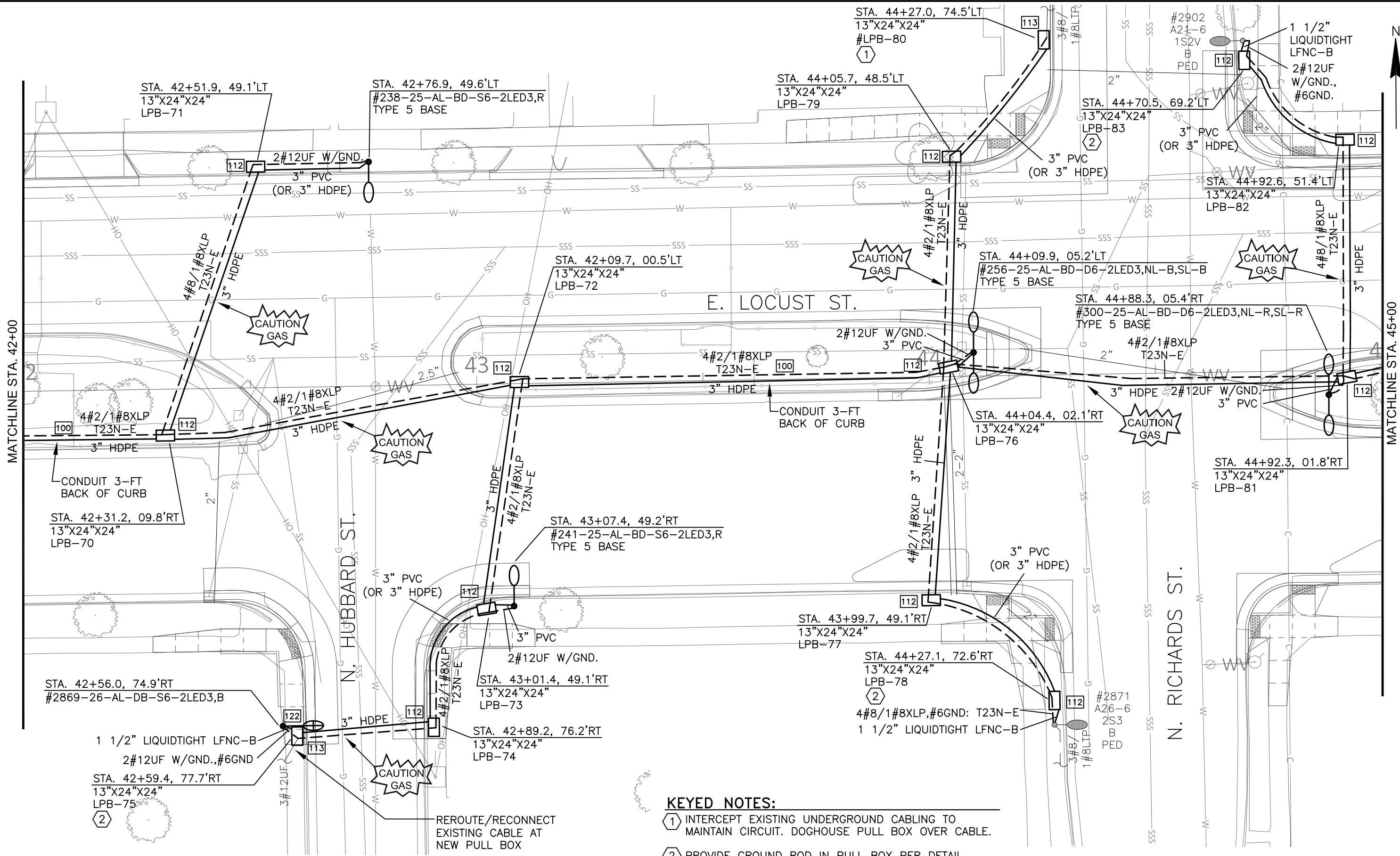




- KEYED NOTES:**
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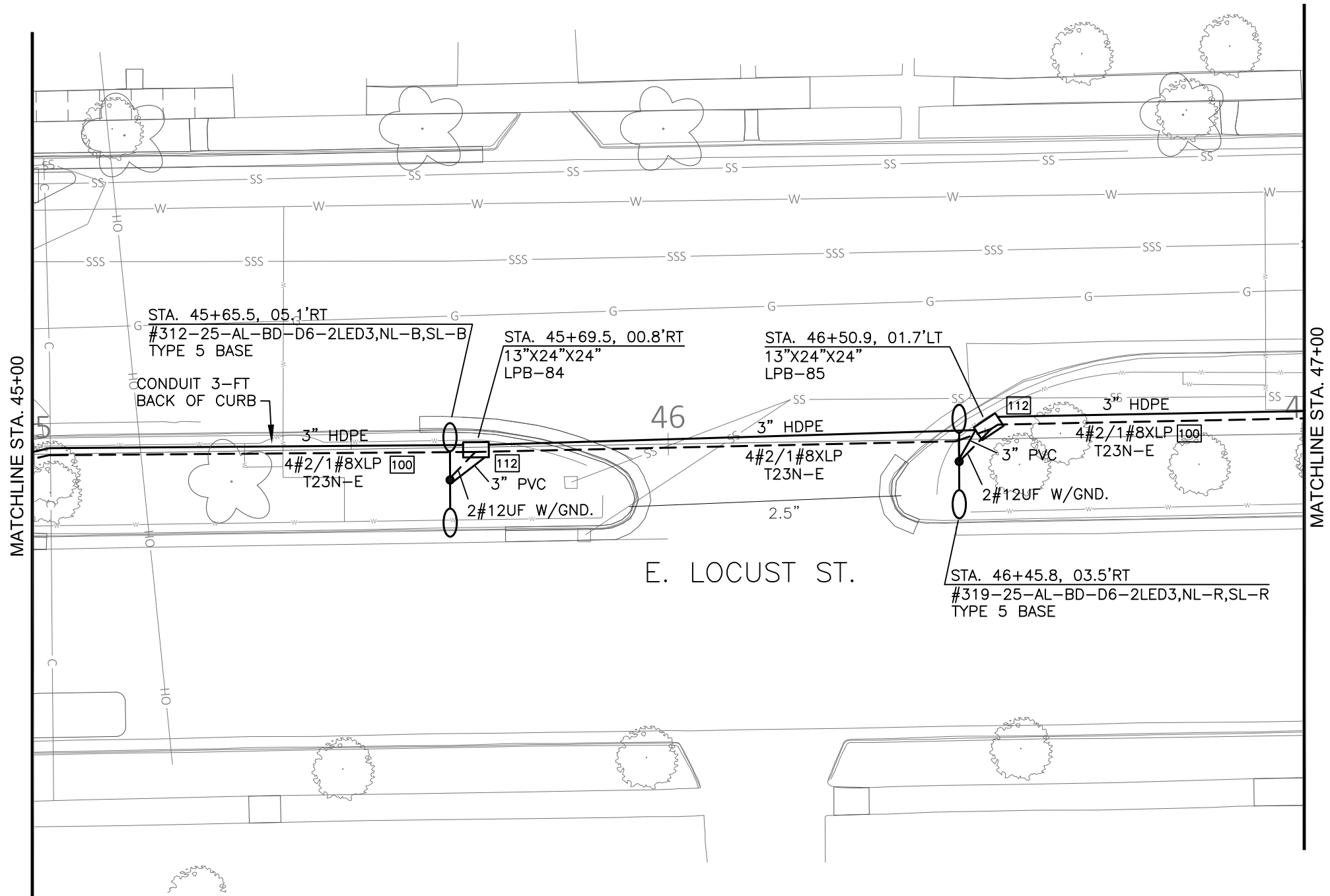
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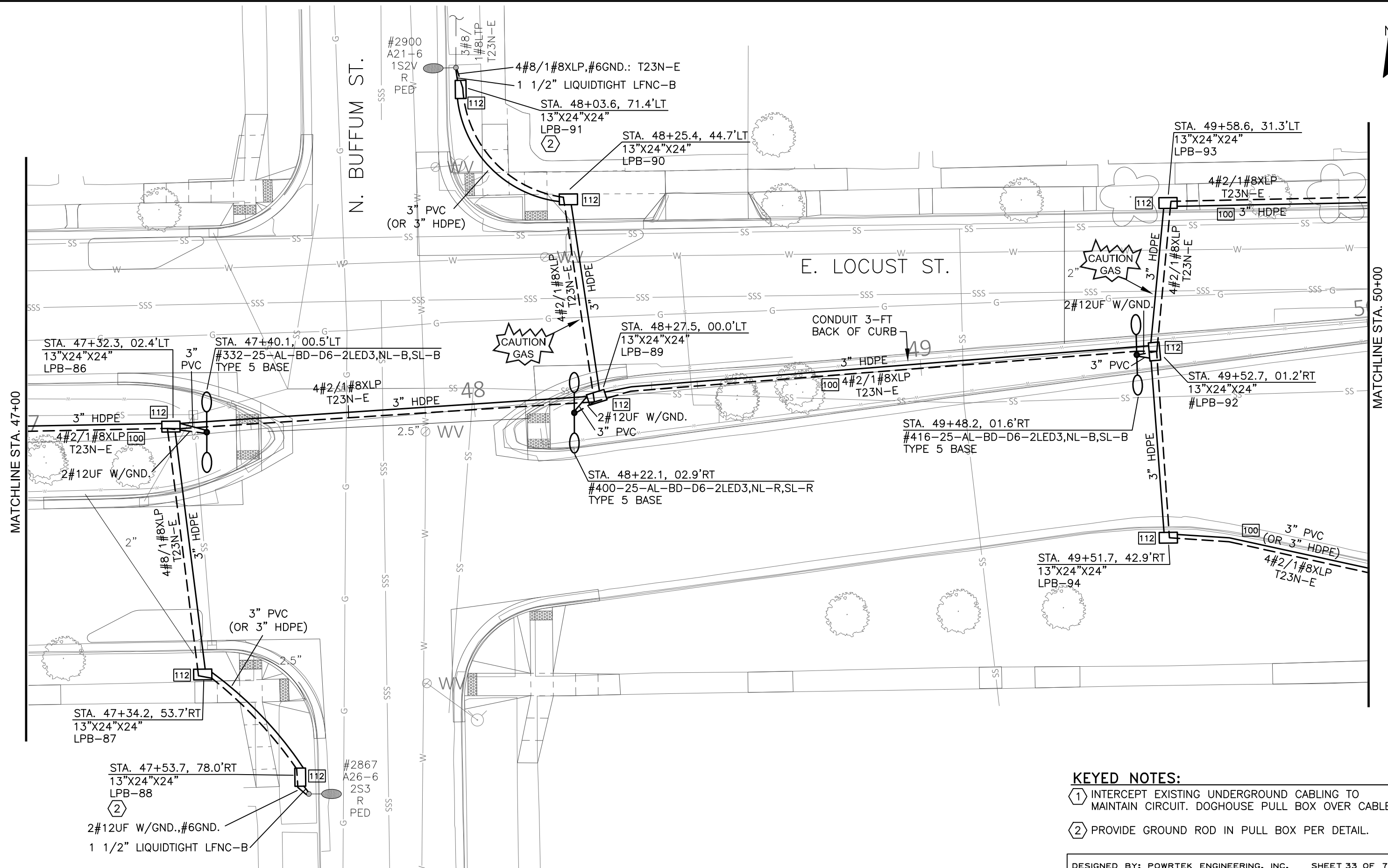


- KEYED NOTES:**
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  - ② PROVIDE GROUND ROD IN PULL BOX PER DETAIL.

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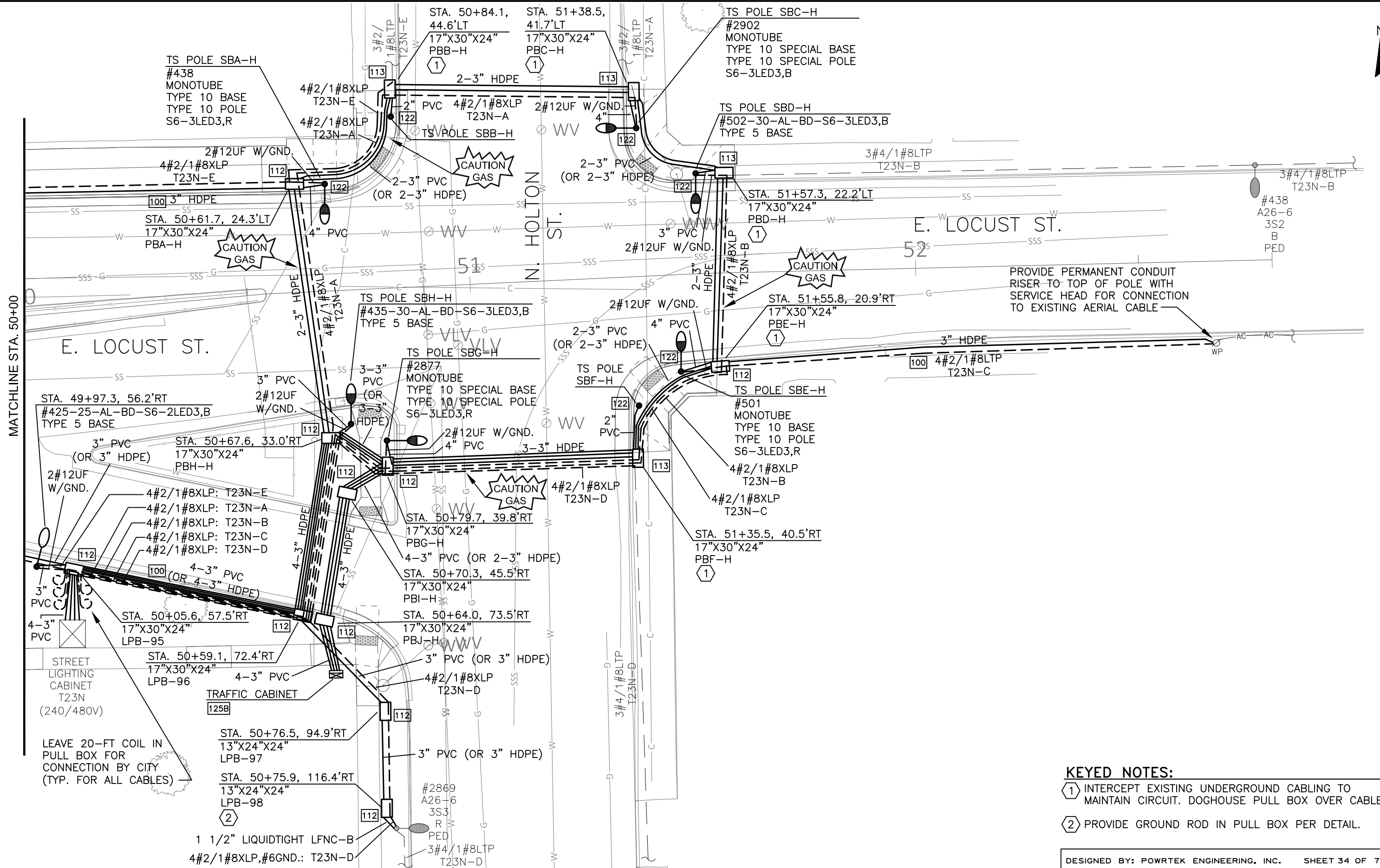


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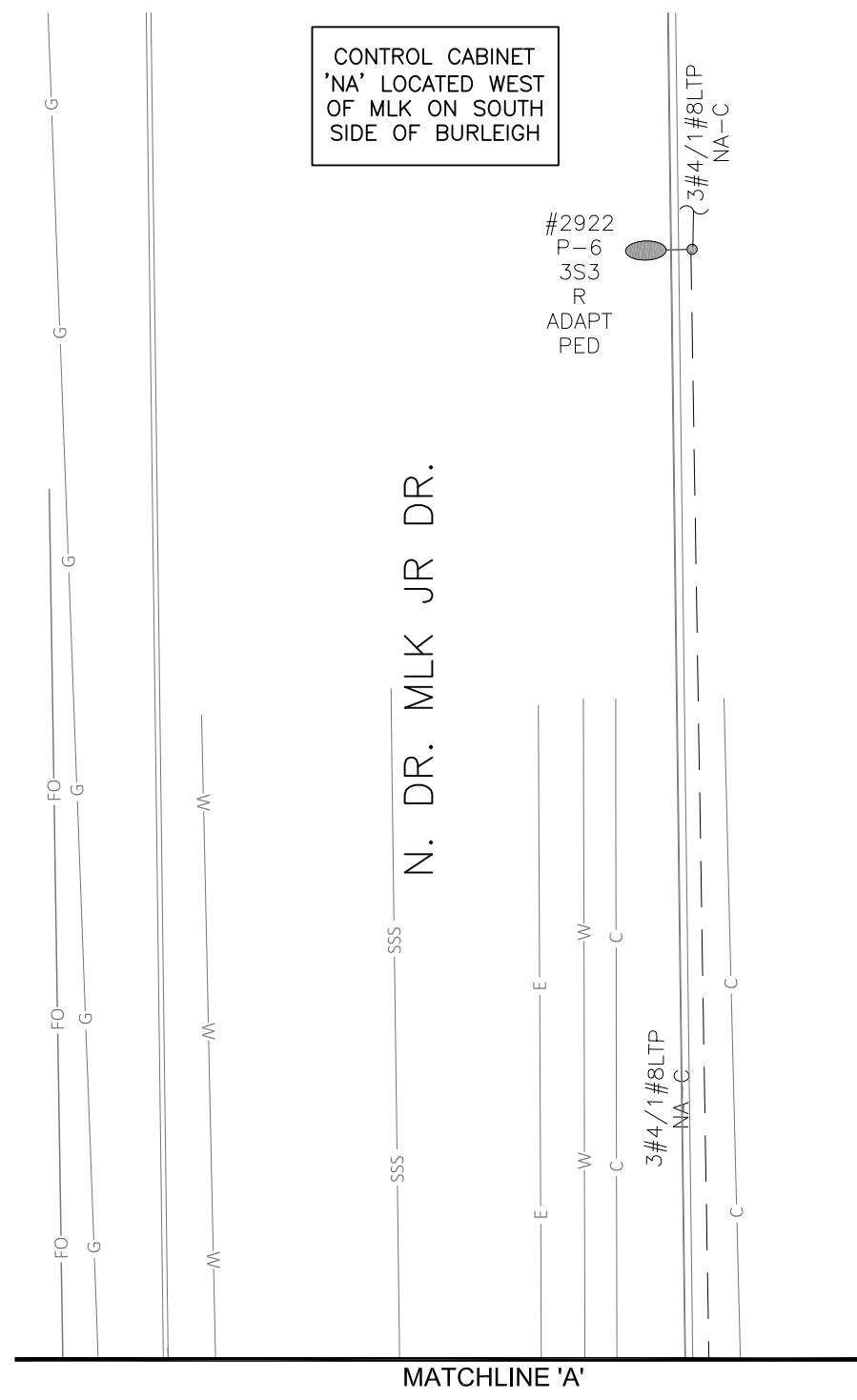
- KEYED NOTES:**
- ① INTERCEPT EXISTING UNDERGROUND CABLING TO MAINTAIN CIRCUIT. DOGHOUSE PULL BOX OVER CABLE.
  - ② PROVIDE GROUND ROD IN PULL BOX PER DETAIL.

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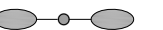

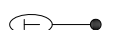







- KEYED NOTES:**
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  - ② PROVIDE GROUND ROD IN PULL BOX PER DETAIL.

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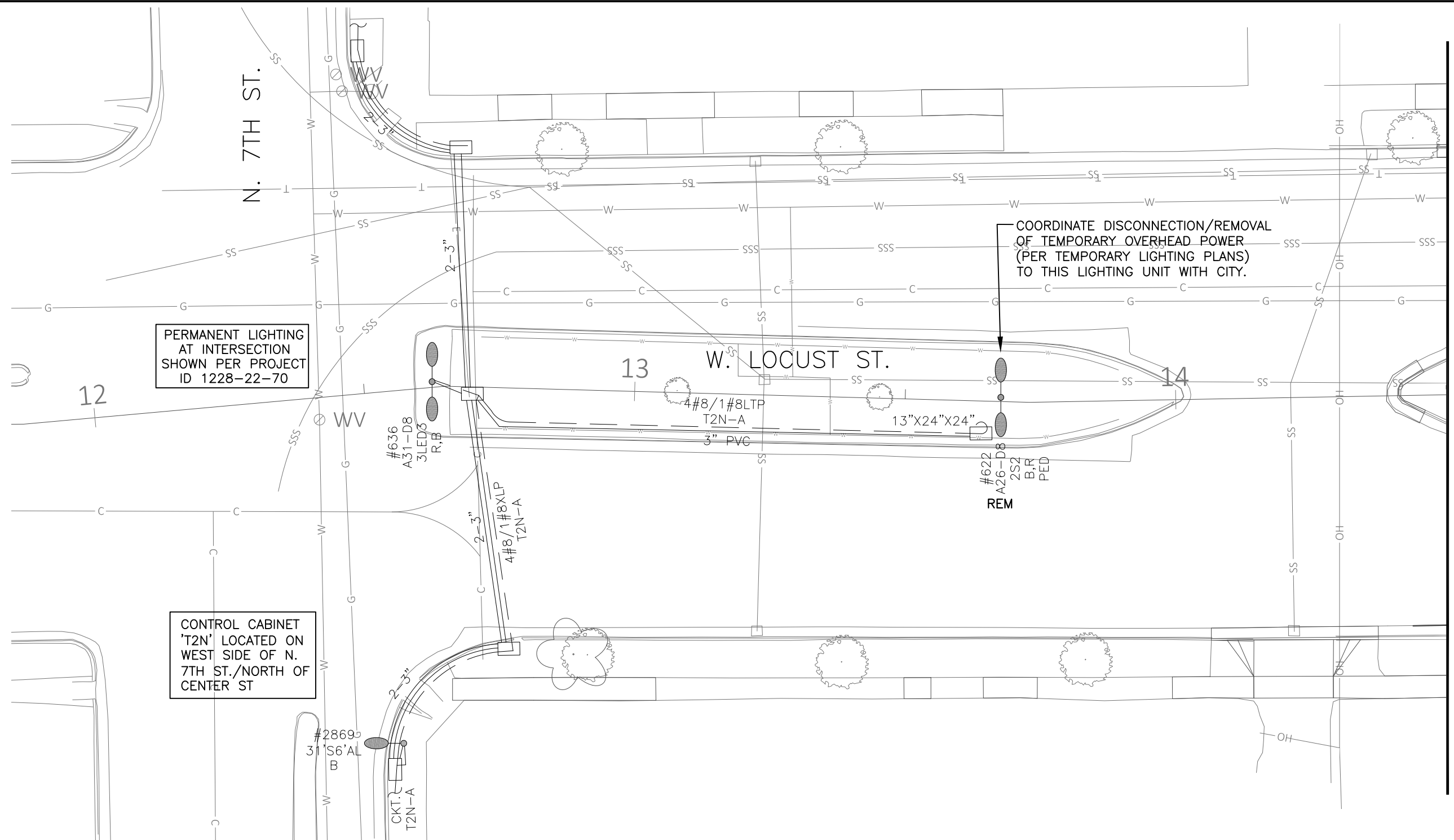
**LEGEND:**

	EXISTING SINGLE LIGHTING UNIT		EXISTING CONDUIT
	EXISTING TWIN LIGHTING UNIT		EXISTING STREET LIGHTING CABLE (IN CONDUIT WHERE INDICATED)
	TEMPORARY LIGHTING UNIT SINGLE: 35-FT WOOD POLE, 6-FT ARM, 250W HPS LUMINAIRE		EXISTING STREET LIGHTING CABLE TO BE REMOVED/ABANDONED
	TEMPORARY LIGHTING UNIT TWIN: 35-FT WOOD POLE, (2) 6-FT ARMS, (2) 250W HPS LUMINAIRES		EXISTING 35-FT WOOD POLE
			TEMPORARY AERIAL CABLE TO BE REMOVED
			EXISTING PULL BOX
		REM	REMOVE

**GENERAL NOTES:**

1. LIGHTING TO BE OPERATIONAL ON ALL TRAVELED ROADWAYS. COORDINATE INSTALLATION AND TRANSITION BETWEEN EXISTING, TEMPORARY AND NEW LIGHTING AS NEEDED. COORDINATE WITH TRAFFIC SIGNAL WORK.
2. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING TEMPORARY STREET LIGHTING FACILITIES AND NEW STREET LIGHTING FACILITIES DURING PROJECT CONSTRUCTION. TEMPORARY FACILITIES SHALL BE REMOVED WHEN NEW FACILITIES ARE OPERATIONAL/ENERGIZED.
3. PLANS INDICATE EXISTING AND TEMPORARY STREET LIGHTING FACILITIES STILL TO BE REMOVED REMAINING AFTER REMOVALS INDICATED ON TEMPORARY LIGHTING PLANS.
4. EXISTING STREET LIGHTING CABLES SHALL BE REMOVED FROM CUC CONDUITS WHERE INDICATED (INCIDENTAL TO PROJECT).

STA.113+00.0, 20.00'RT	←	LOCATION (TO CENTER OF BASE OR PULL BOX)
#3030 OR 13"X24"X24"	←	POLE NUMBER OR PULL BOX SIZE
TL-XX OR WP-XX OR LPB-XX	←	TEMP LTG UNIT, WOOD POLE OR PULL BOX NUMBER
30'S6'AL.BD.	←	POLE HEIGHT/ARM LENGTH/POLE TYPE
3LED3	←	LUMINAIRE TYPE
R,B	←	CIRCUIT(S) USED (R - RED B - BLACK)

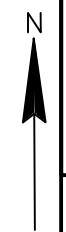


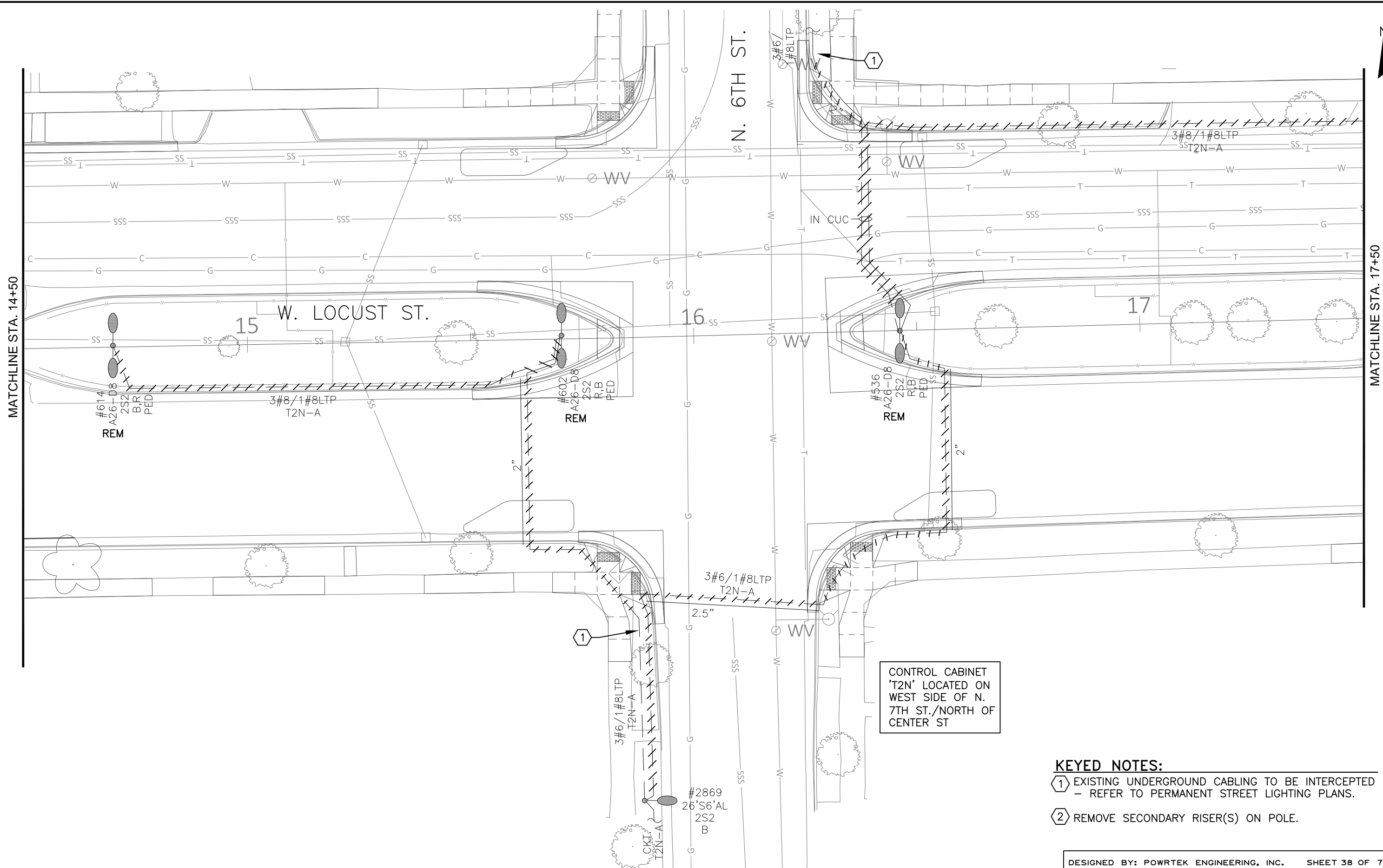
PERMANENT LIGHTING  
AT INTERSECTION  
SHOWN PER PROJECT  
ID 1228-22-70

CONTROL CABINET  
'T2N' LOCATED ON  
WEST SIDE OF N.  
7TH ST./NORTH OF  
CENTER ST

COORDINATE DISCONNECTION/REMOVAL  
OF TEMPORARY OVERHEAD POWER  
(PER TEMPORARY LIGHTING PLANS)  
TO THIS LIGHTING UNIT WITH CITY.

MATCHLINE STA. 14+50

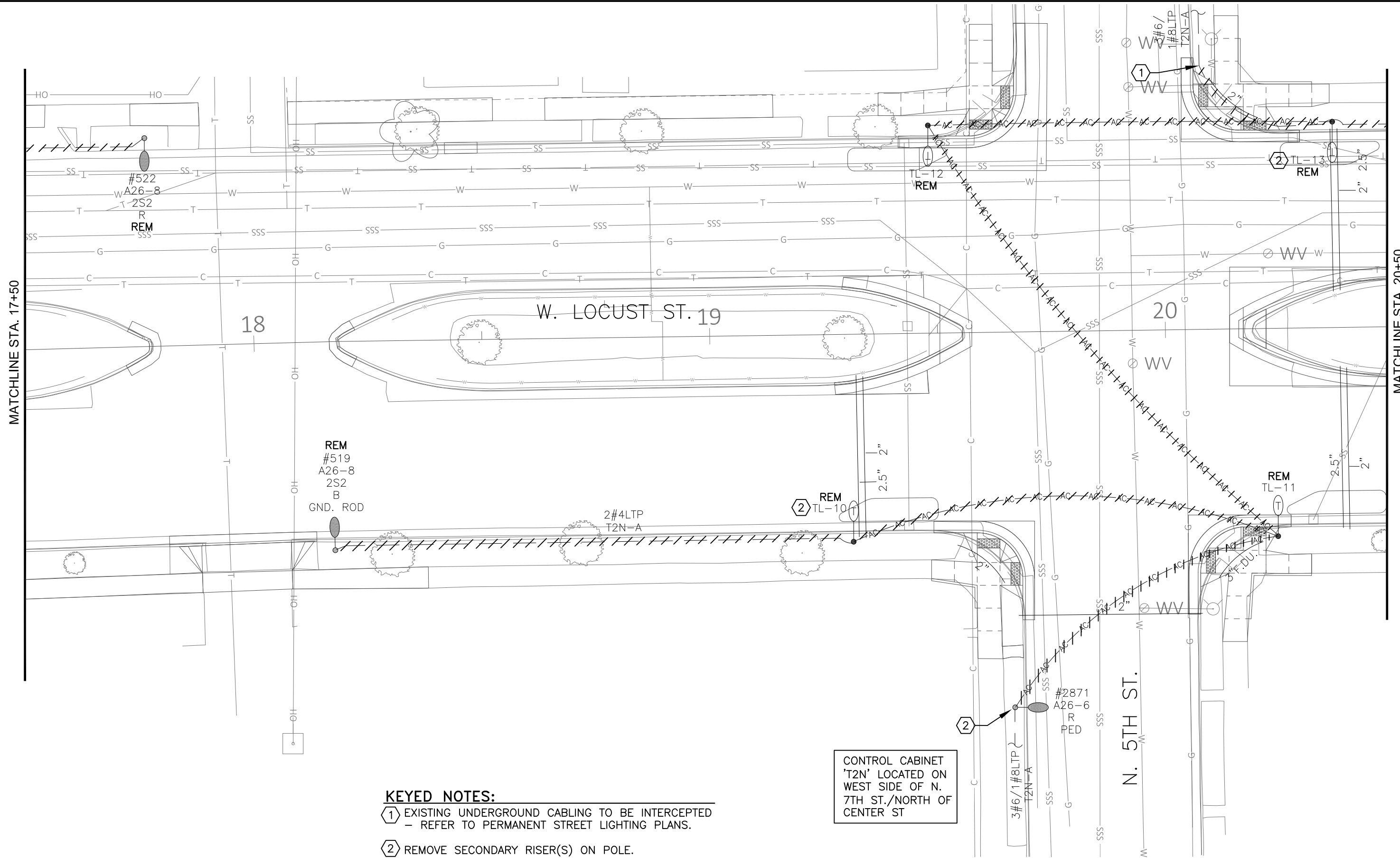




- KEYED NOTES:**
- ① EXISTING UNDERGROUND CABLING TO BE INTERCEPTED - REFER TO PERMANENT STREET LIGHTING PLANS.
  - ② REMOVE SECONDARY RISER(S) ON POLE.

DESIGNED BY: POWRTEK ENGINEERING, INC. SHEET 38 OF 72

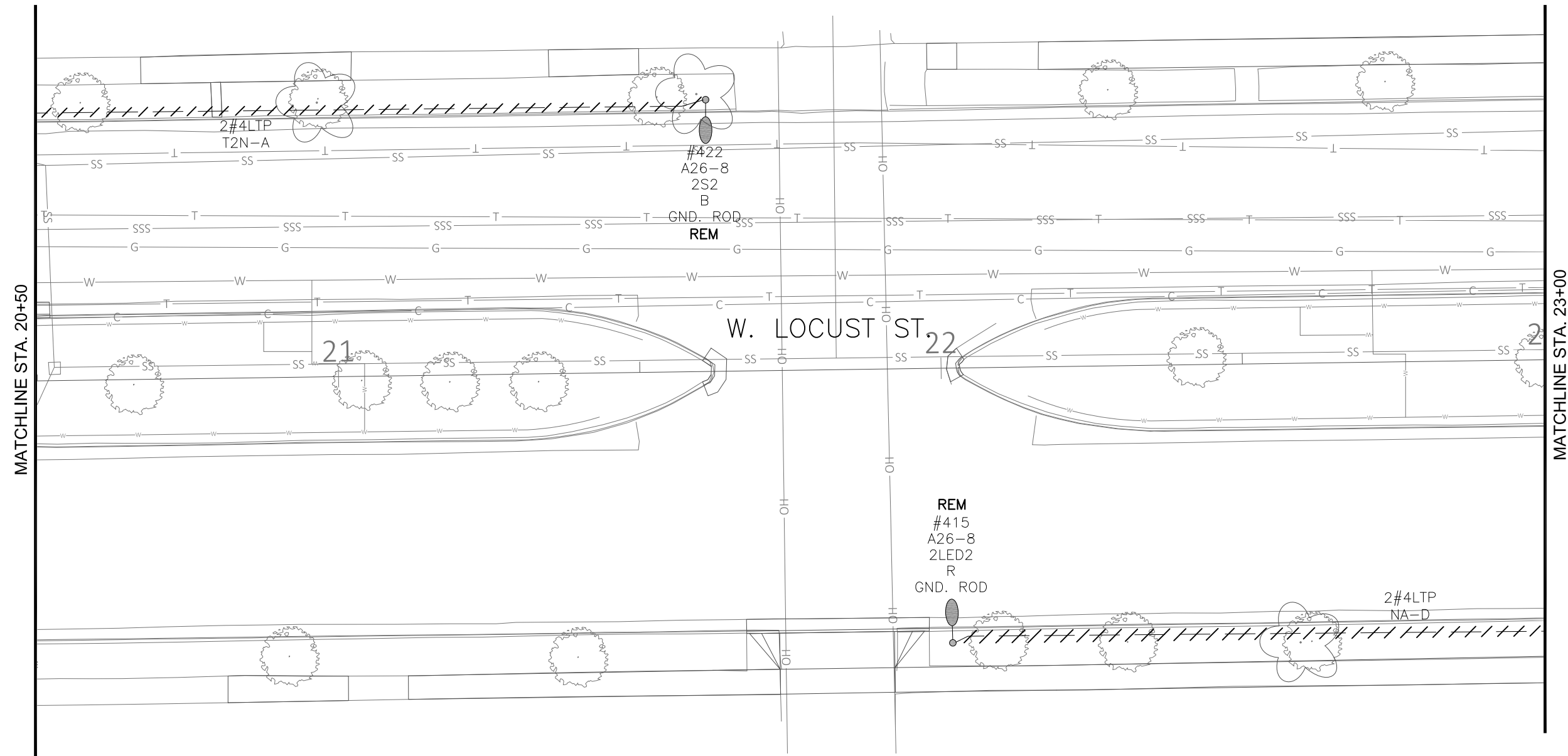
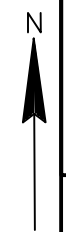




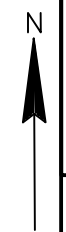
**KEYED NOTES:**

- ① EXISTING UNDERGROUND CABLING TO BE INTERCEPTED  
- REFER TO PERMANENT STREET LIGHTING PLANS.
- ② REMOVE SECONDARY RISER(S) ON POLE.

CONTROL CABINET  
'T2N' LOCATED ON  
WEST SIDE OF N.  
7TH ST./NORTH OF  
CENTER ST

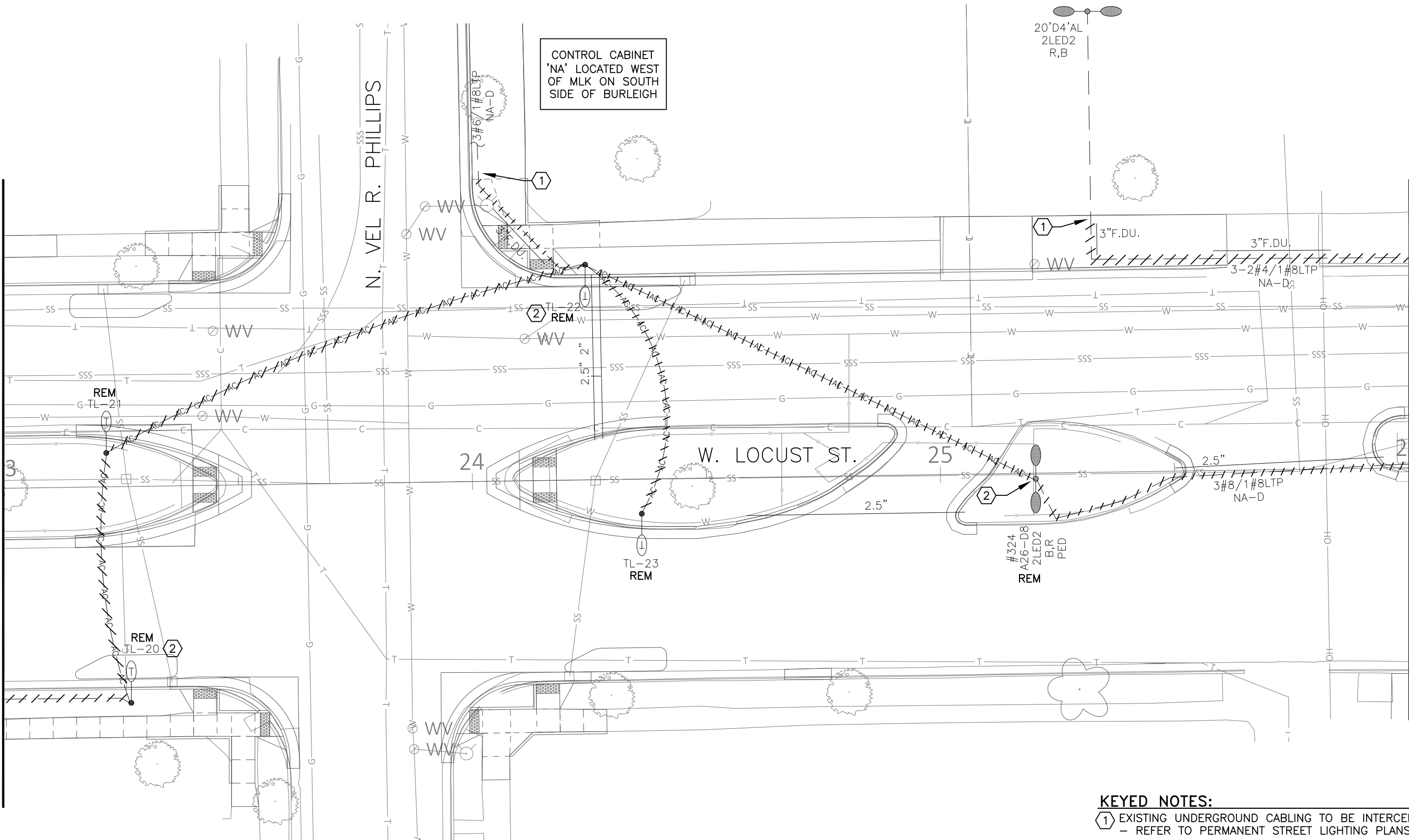


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MATCHLINE STA. 23+00

MATCHLINE STA. 26+00



- KEYED NOTES:**
- ① EXISTING UNDERGROUND CABLING TO BE INTERCEPTED - REFER TO PERMANENT STREET LIGHTING PLANS.
  - ② REMOVE SECONDARY RISER(S) ON POLE.

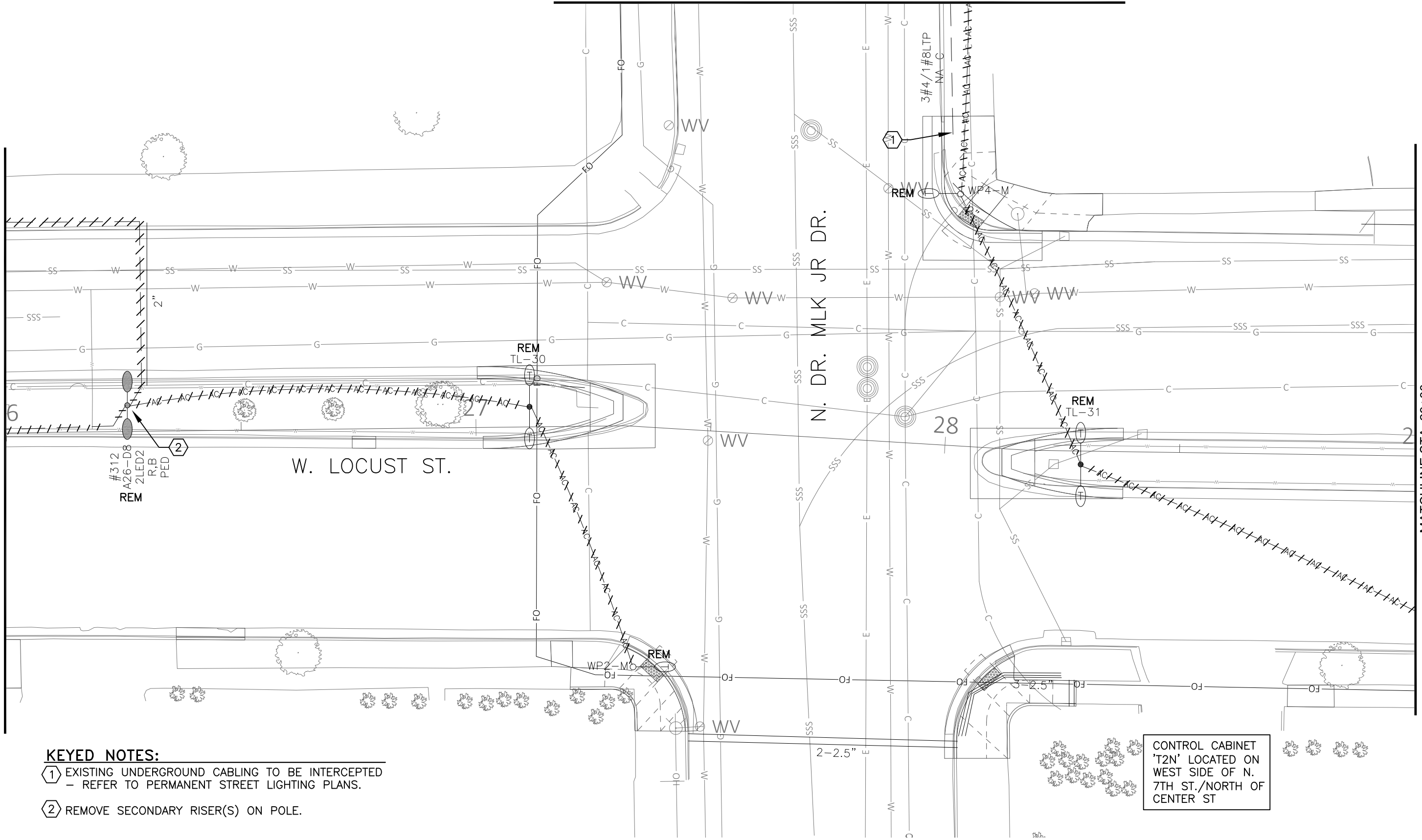
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MATCHLINE 'A'



MATCHLINE STA. 26+00

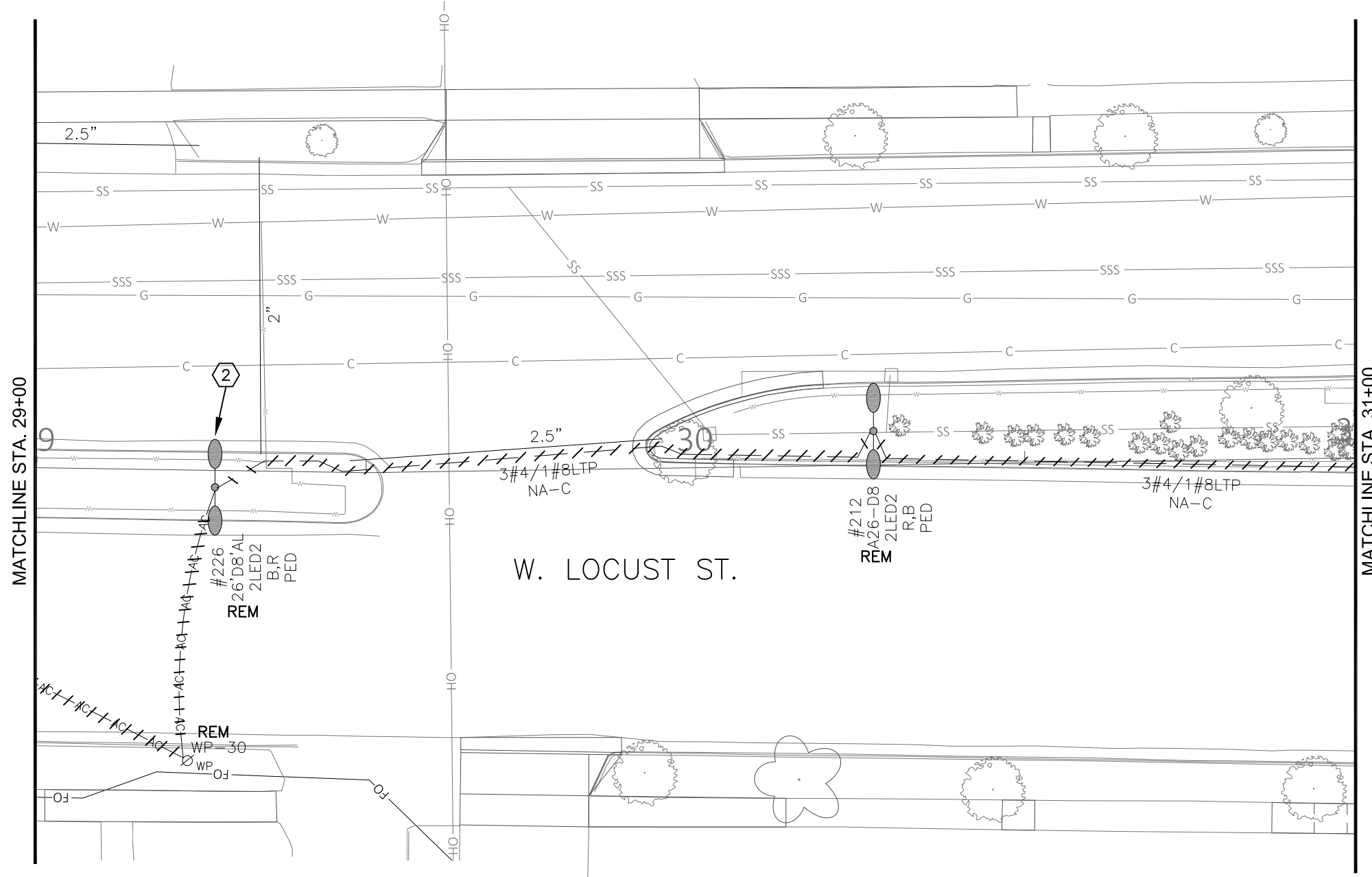
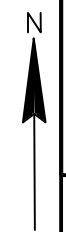
MATCHLINE STA. 29+00



**KEYED NOTES:**

- ① EXISTING UNDERGROUND CABLING TO BE INTERCEPTED  
- REFER TO PERMANENT STREET LIGHTING PLANS.
- ② REMOVE SECONDARY RISER(S) ON POLE.

CONTROL CABINET  
'T2N' LOCATED ON  
WEST SIDE OF N.  
7TH ST./NORTH OF  
CENTER ST



**KEYED NOTES:**

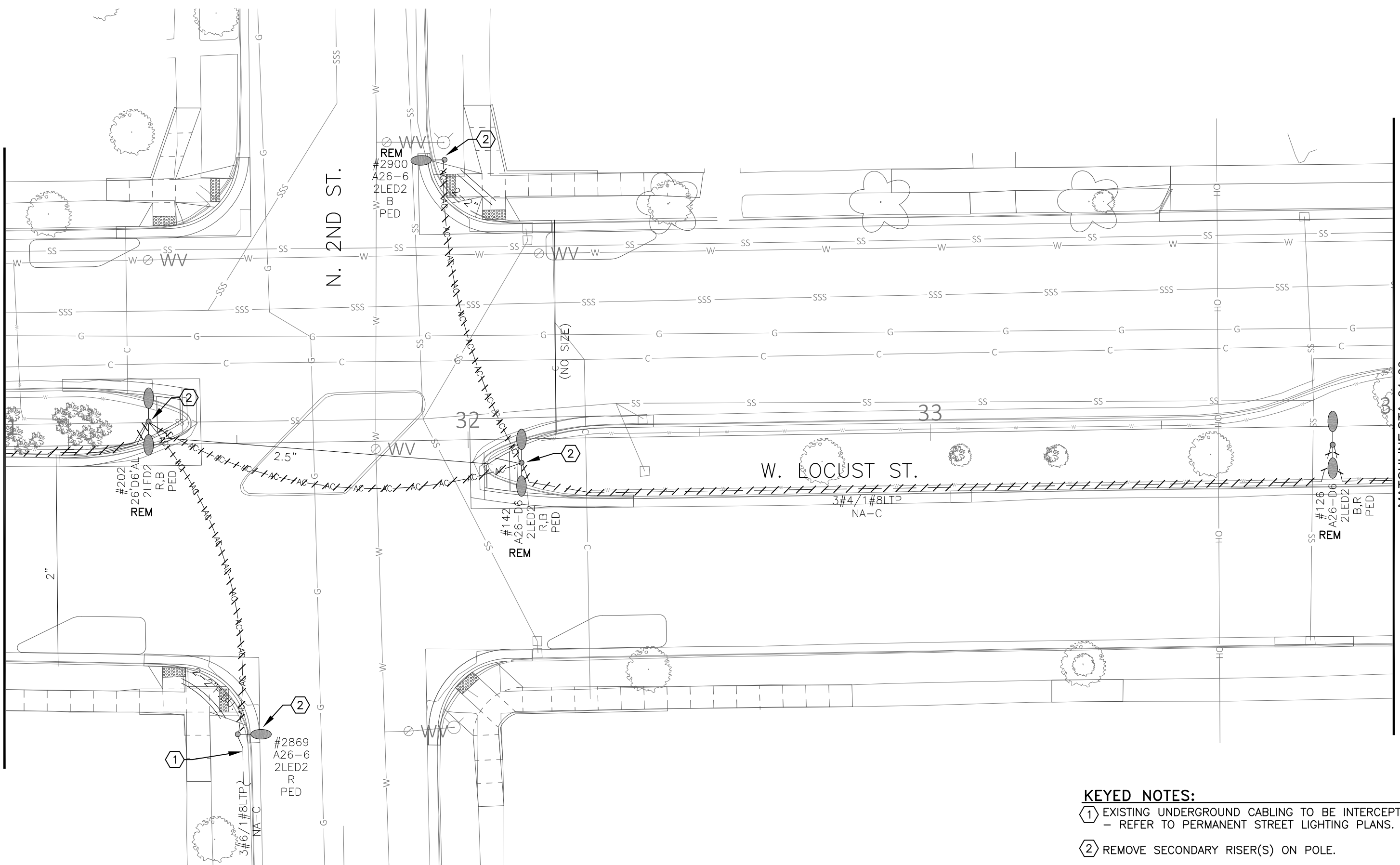
- ① EXISTING UNDERGROUND CABLING TO BE INTERCEPTED - REFER TO PERMANENT STREET LIGHTING PLANS.
- ② REMOVE SECONDARY RISER(S) ON POLE.

DESIGNED BY: POWRTEK ENGINEERING, INC. SHEET 43 OF 72



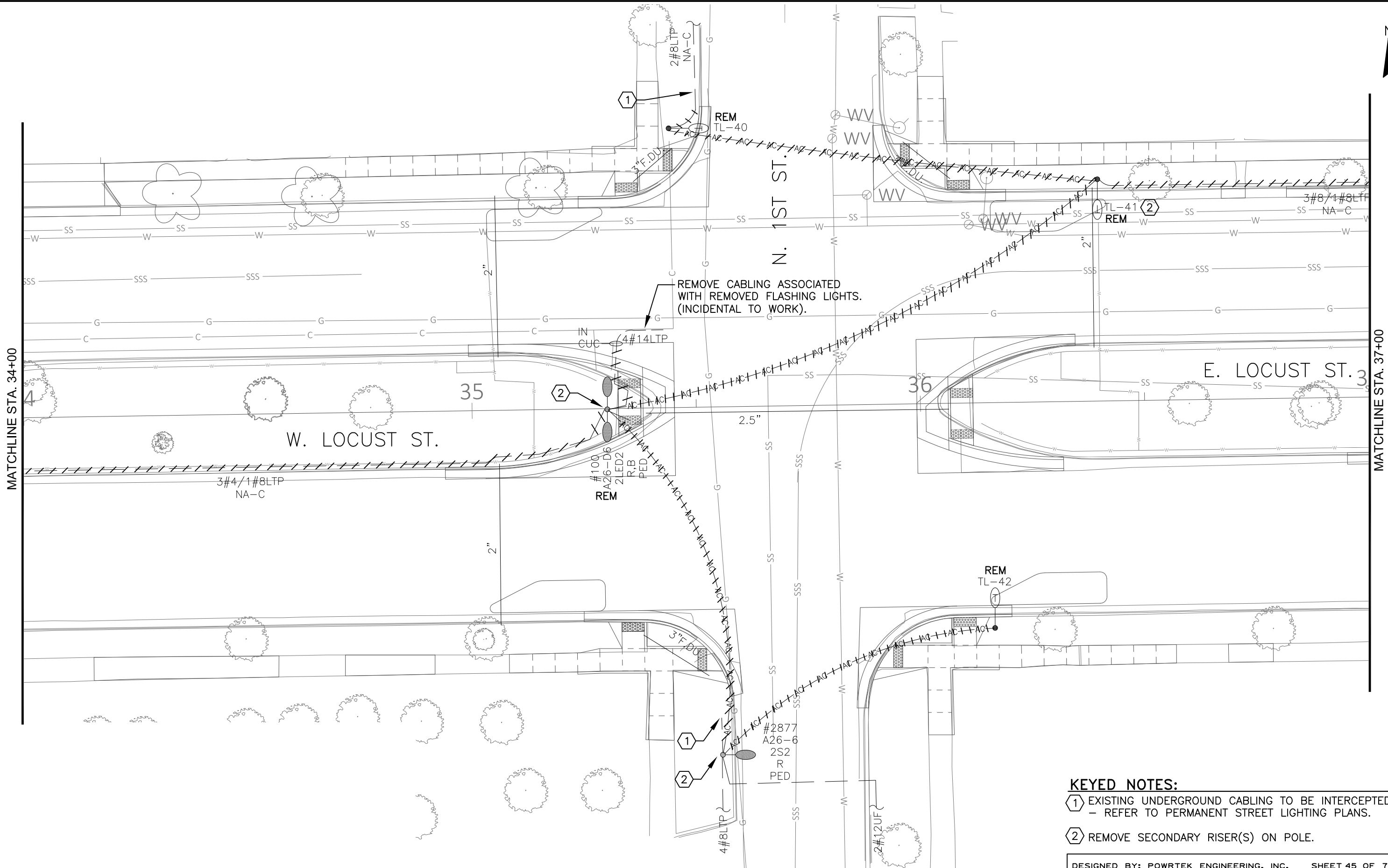
MATCHLINE STA. 31+00

MATCHLINE STA. 34+00



- KEYED NOTES:**
- ① EXISTING UNDERGROUND CABLING TO BE INTERCEPTED  
- REFER TO PERMANENT STREET LIGHTING PLANS.
  - ② REMOVE SECONDARY RISER(S) ON POLE.

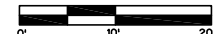
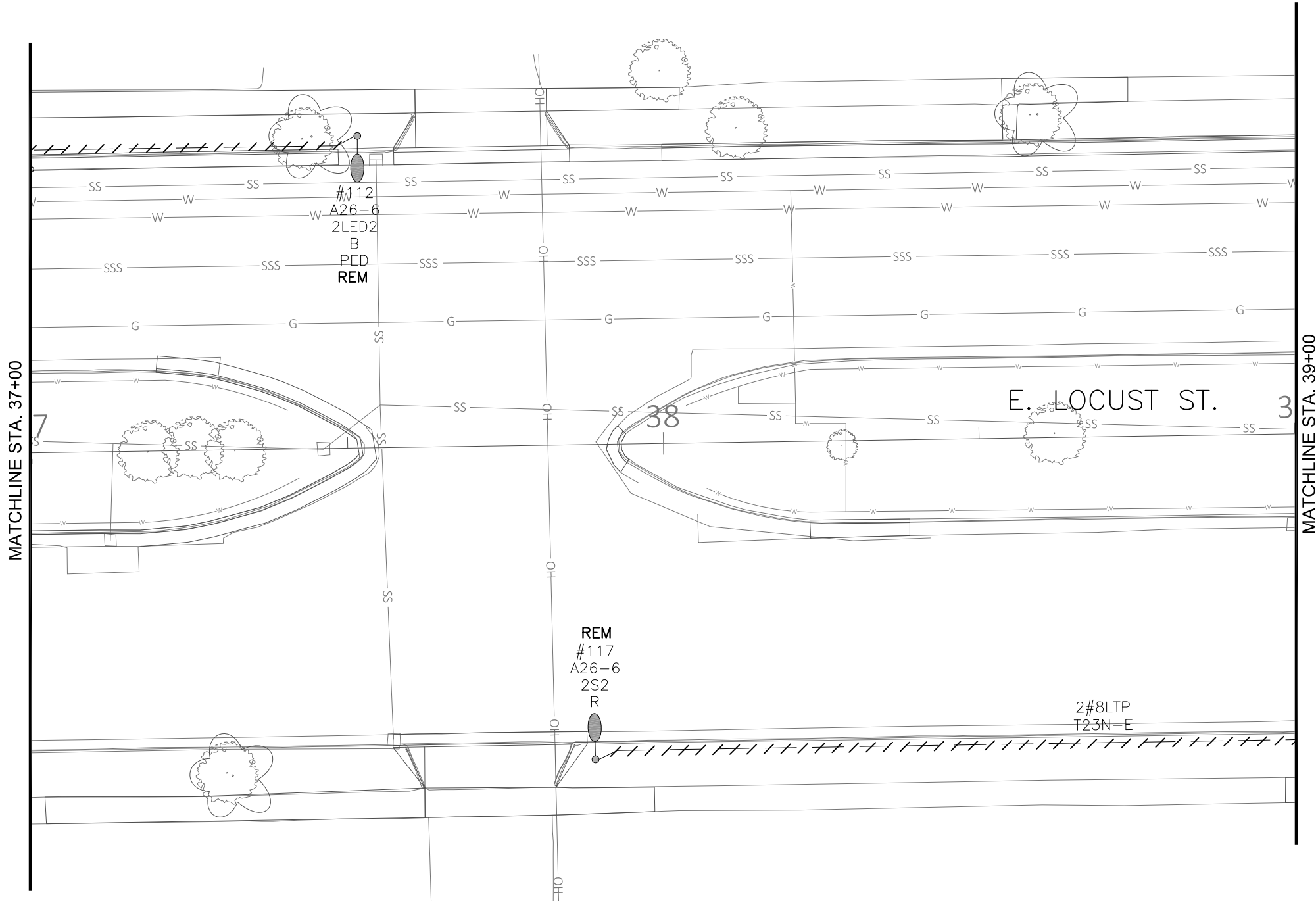
DESIGNED BY: POWRTEK ENGINEERING, INC. SHEET 44 OF 72



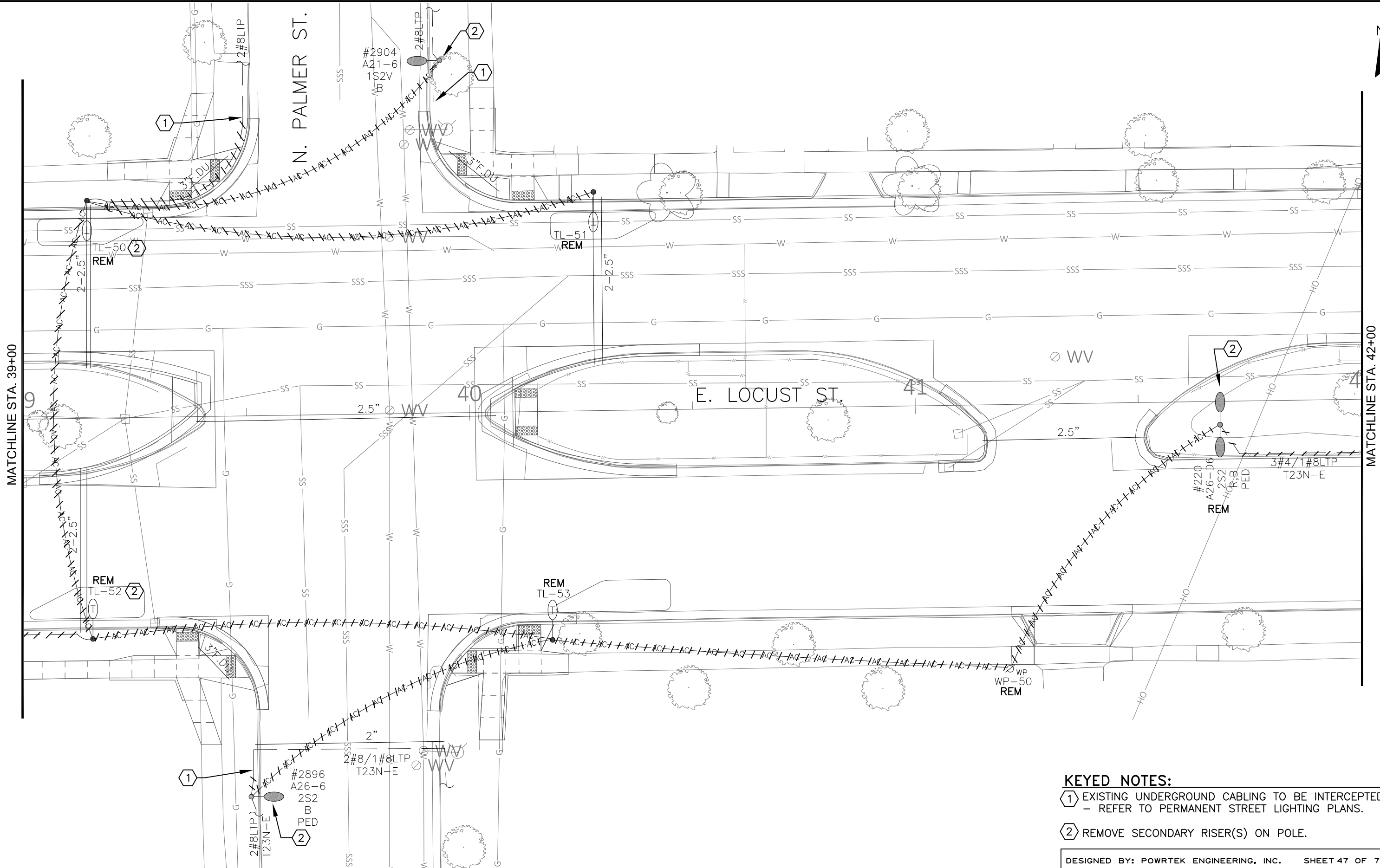
REMOVE CABLING ASSOCIATED WITH REMOVED FLASHING LIGHTS. (INCIDENTAL TO WORK).

- KEYED NOTES:**
- ① EXISTING UNDERGROUND CABLING TO BE INTERCEPTED - REFER TO PERMANENT STREET LIGHTING PLANS.
  - ② REMOVE SECONDARY RISER(S) ON POLE.

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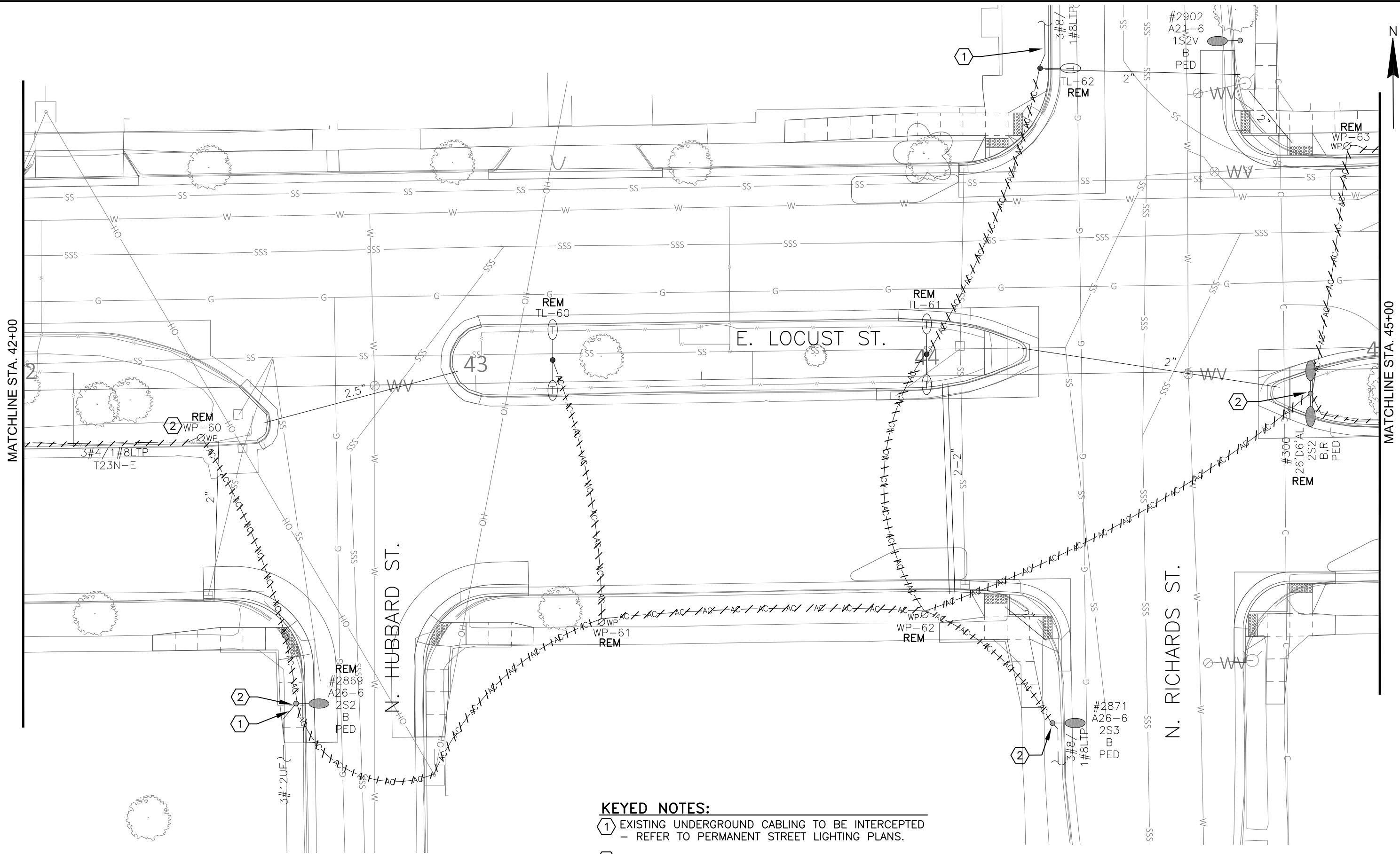






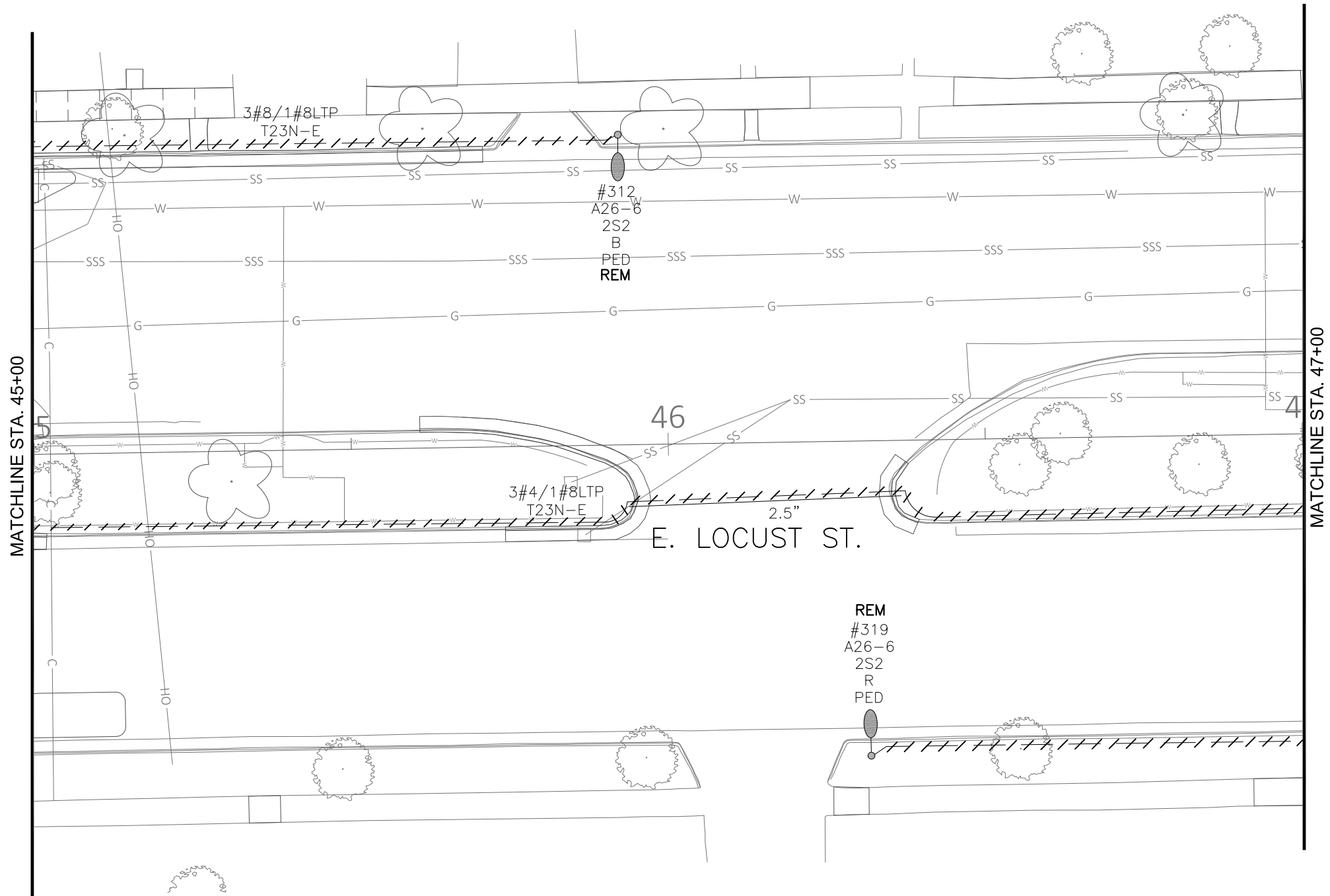
- KEYED NOTES:**
- ① EXISTING UNDERGROUND CABLING TO BE INTERCEPTED - REFER TO PERMANENT STREET LIGHTING PLANS.
  - ② REMOVE SECONDARY RISER(S) ON POLE.

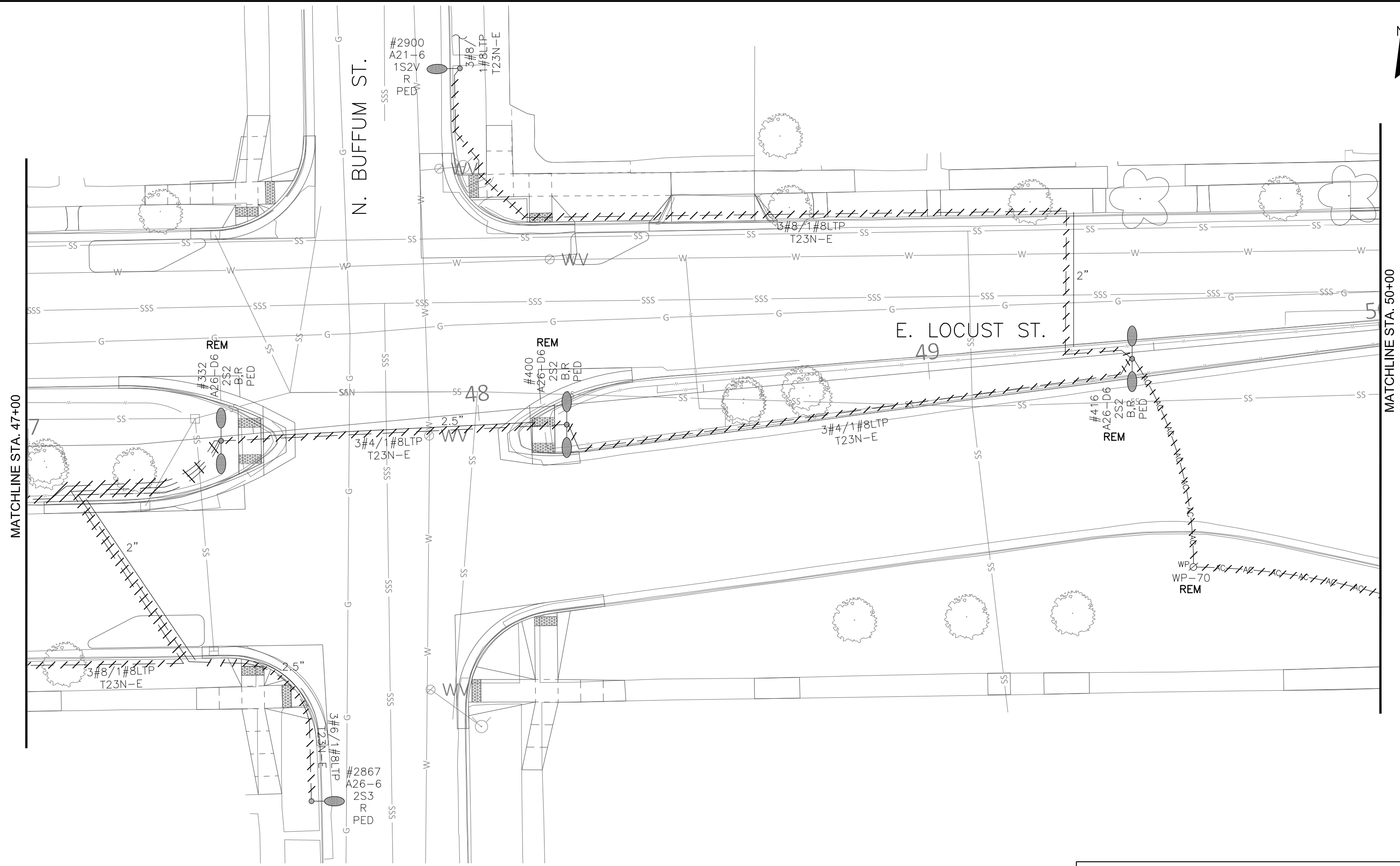
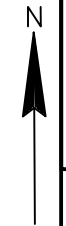
DESIGNED BY: POWRTEK ENGINEERING, INC. SHEET 47 OF 72



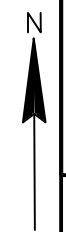
- KEYED NOTES:**
- ① EXISTING UNDERGROUND CABLING TO BE INTERCEPTED  
- REFER TO PERMANENT STREET LIGHTING PLANS.
  - ② REMOVE SECONDARY RISER(S) ON POLE.

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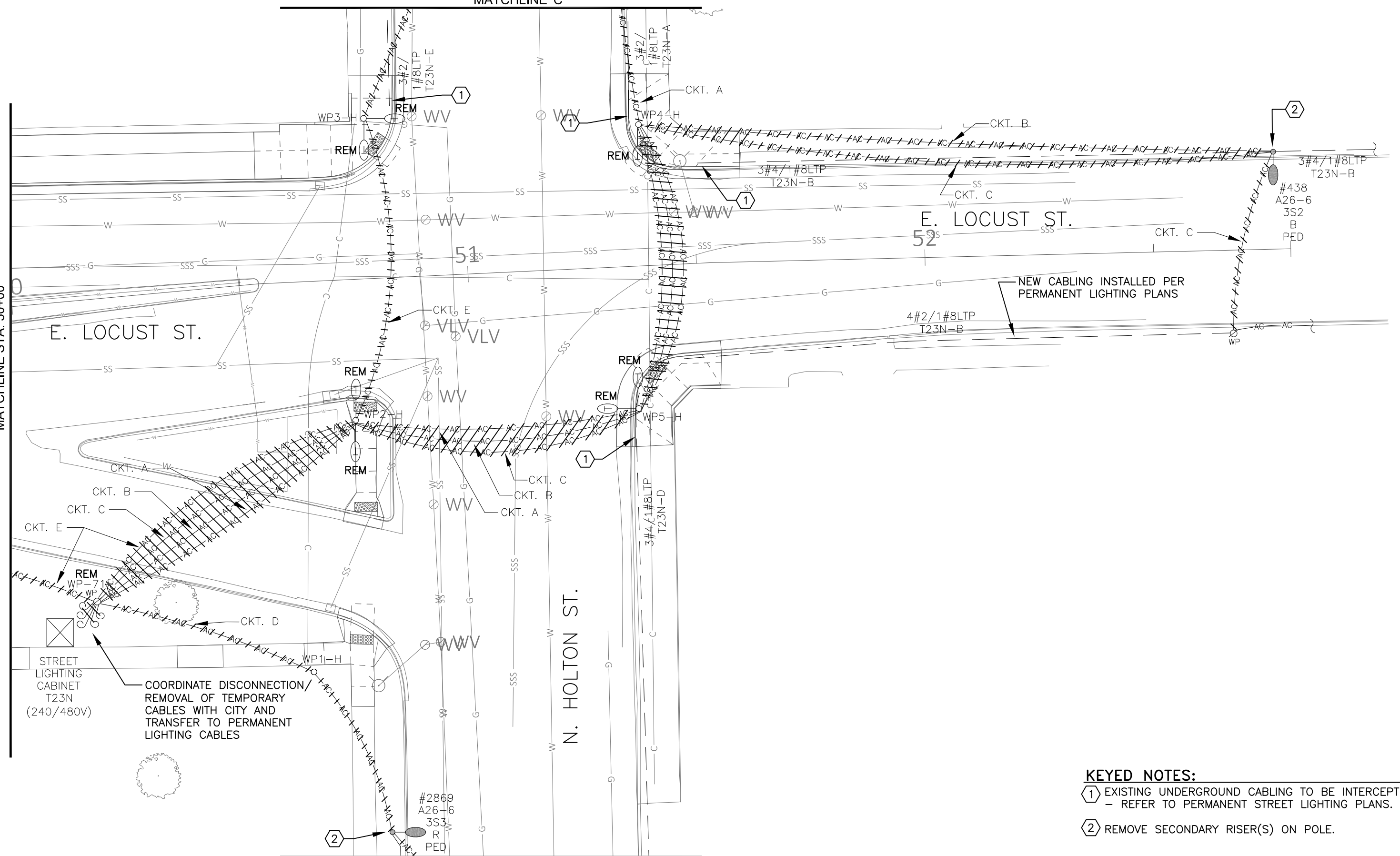
DESIGNED BY: POWRTEK ENGINEERING, INC. SHEET 50 OF 72



MATCHLINE 'C'

MATCHLINE 'D'

MATCHLINE STA. 50+00



E. LOCUST ST.

N. HOLTON ST.

E. LOCUST ST.

STREET LIGHTING CABINET T23N (240/480V)

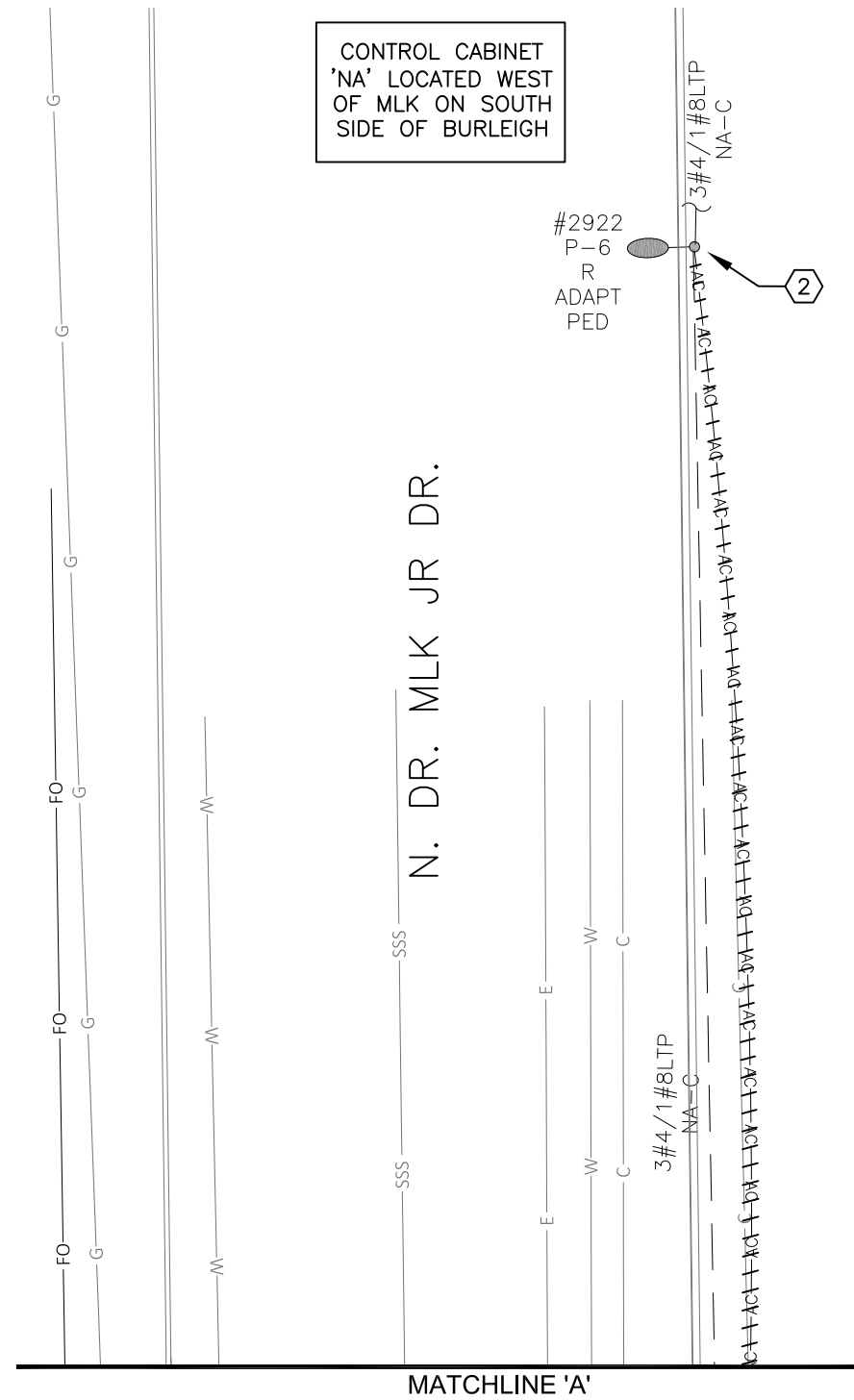
COORDINATE DISCONNECTION/ REMOVAL OF TEMPORARY CABLES WITH CITY AND TRANSFER TO PERMANENT LIGHTING CABLES

NEW CABLING INSTALLED PER PERMANENT LIGHTING PLANS

**KEYED NOTES:**

- ① EXISTING UNDERGROUND CABLING TO BE INTERCEPTED - REFER TO PERMANENT STREET LIGHTING PLANS.
- ② REMOVE SECONDARY RISER(S) ON POLE.

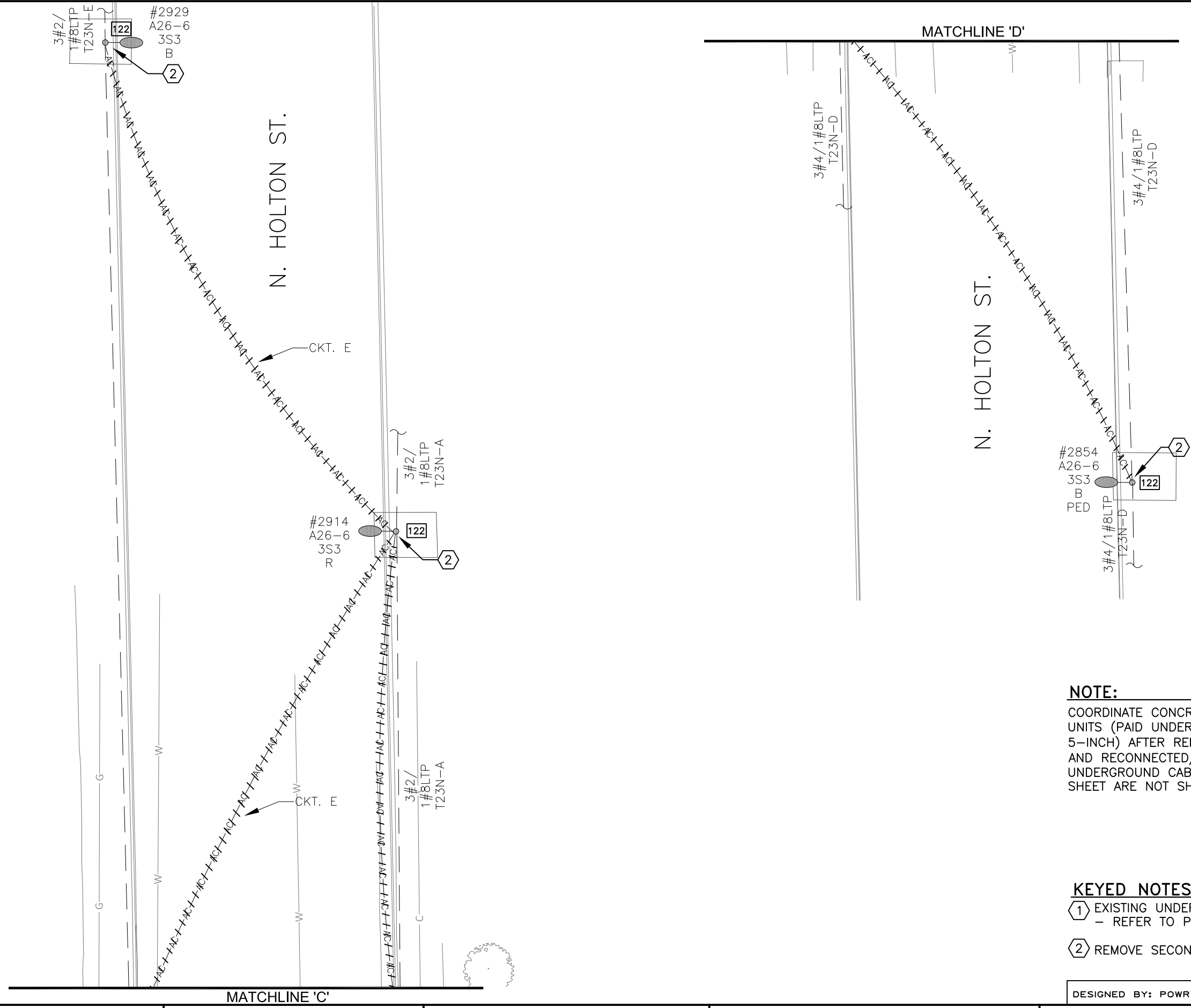
DESIGNED BY: POWRTEK ENGINEERING, INC. SHEET 51 OF 72



**KEYED NOTES:**

- ① EXISTING UNDERGROUND CABLING TO BE INTERCEPTED  
- REFER TO PERMANENT STREET LIGHTING PLANS.
- ② REMOVE SECONDARY RISER(S) ON POLE.

DESIGNED BY: POWRTEK ENGINEERING, INC. SHEET 52 OF 72



**NOTE:**  
 COORDINATE CONCRETE REPLACEMENT AROUND LIGHTING UNITS (PAID UNDER 602.0410 - CONCRETE SIDEWALK 5-INCH) AFTER REMOVAL OF TEMPORARY WIRING/RISER AND RECONNECTED/ENERGIZED THROUGH PERMANENT UNDERGROUND CABLING; SINCE LOCATIONS ON THIS SHEET ARE NOT SHOWN ON PAVING PLANS.

- KEYED NOTES:**
- ① EXISTING UNDERGROUND CABLING TO BE INTERCEPTED - REFER TO PERMANENT STREET LIGHTING PLANS.
  - ② REMOVE SECONDARY RISER(S) ON POLE.

DESIGNED BY: POWRTEK ENGINEERING, INC. SHEET 53 OF 72

STREET LIGHTING GENERAL NOTES:

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

THE LOCATION OF EXISTING AND PROPOSED UTILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE, IN ADDITION, THERE MAY BE OTHER UTILITIES WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION.

STREET LIGHTING SHALL BE INSTALLED IN COMPLIANCE WITH WISCONSIN DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS SECTIONS 652 TO 657 AND 659 EXCEPT:

ALL CHANGES OR ANY DEVIATIONS FROM PLANS MUST BE APPROVED BY STREET LIGHTING ENGINEERING.

- 1 DETAILS OF CONSTRUCTION MATERIALS AND WORKMANSHIP NOT SHOWN ON THESE DRAWINGS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.
- 2 THE CONTRACTOR IS RESPONSIBLE FOR ALL COSTS INCLUDING REPAIRS, REPLACEMENT OR RELOCATION ETC. OF STREET LIGHTING FACILITIES IF THE CONTRACTOR DOES ANY DEVIATION FROM THE STREET LIGHTING DESIGN WITHOUT THE STREET LIGHTING ENGINEERS SIGNED APPROVAL.
- 3 LOCATIONS OF THE HDPE AND NONMETALLIC PVC CONDUITS ARE IDENTIFIED IN THE PLANS WHERE THEY ARE REQUIRED. HOWEVER, INSTALLATION MAY REQUIRE INTEGRATION WITH EXISTING FIELD CONDITIONS. UNDER THE APPROVAL OF THE CITY OF MILWAUKEE DPW STREET LIGHTING, APPROPRIATE ADJUSTMENT ON CONDUIT LOCATIONS MAY BE MADE IF THE FIELD CONDITIONS ARE SUCH THAT THE CONDUIT CANNOT BE INSTALLED AT THE SPECIFIED LOCATIONS. FIELD MARK EACH CONDUIT LOCATION IN RED TO ILLUSTRATE AS BUILT CONDITIONS.
- 4 CONDUIT INSTALLED BEHIND CURB AND UNDER DRIVEWAYS SHALL BE INSTALLED AT A DISTANCE OF MINIMUM OF 6 INCHES AWAY FROM THE BACK OF CURB TO THE CENTER LINE OF CONDUIT, AND MINIMUM 24 INCHES DOWN MEASURED FROM THE TOP OF CURB OR FINISHED GRADE TO THE TOP OF CONDUIT.
- 5 DEPTH OF CONDUIT INSTALLED BELOW STREETS, HIGHWAYS, AND ALLEYS SHALL BE 24-INCHES MINIMUM AND 36-INCHES MAXIMUM. (MEASURED FROM FINISHED FLANGE LINE) IF THE CONTRACTOR DOES ANY DEVIATION FROM THE STREET LIGHTING DESIGN WITHOUT THE STREET LIGHTING ENGINEERS SIGNED APPROVAL.
- 6 CONDUIT LATERALS SHALL BE TRENCHED UNDER PAVEMENT BEFORE PAVEMENT CONSTRUCTION.
- 7 WHEN THERE IS MORE THAN ONE CONDUIT TO BE INSTALLED, PLACE ALL CONDUITS IN THE SAME TRENCH, OR BORE MULTIPLE CONDUITS TOGETHER AT THE SAME TIME.
- 8 CONDUIT INSTALLATION THAT REQUIRE TRENCHING SHALL NOT BE BACKFILLED PRIOR TO INSPECTION ON THE CONDUIT.
- 9 ANY EXCEPTION TO THE MINIMUM OR MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE STREET LIGHTING ENGINEER.
- 10 BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR IMMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.
- 11 ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON ALL CONDUITS.
- 12 PRIOR TO CONDUIT ACCEPTANCE, ALL OPEN CONDUIT ENDS, AND UN-TERMINATED CONDUITS 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. DUCT TAPE OR ANY OTHER CAPPING METHOD IS NOT ACCEPTABLE.
- 13 ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. APPROVED LABEL FIRMLY ATTACHED.
- 14 PULL ROPE (3/8-INCH NYLON) SHALL BE INSTALLED IN ALL NEW CONDUIT.
- 15 CONDUIT RUNS SHALL BE THE SAME SIZE CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX-TO-PULL BOX OR JUNCTION BOX OR PULL BOX TO CONCRETE BASE, OR BASE-TO-BASE ETC.).
- 16 UNLESS THE CONDUIT IS DESIGNED AND SHOWN WITH BENDS ON THE PLANS, ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO CONCRETE BASE, AND PULL BOX TO ENCLOSURE. OTHERWISE IT MUST BE APPROVED BY THE STREET LIGHTING ENGINEER.

STREET LIGHTING GENERAL NOTES:

- 17 MINIMUM CONDUIT CLEARANCES FOR CONDUIT CROSSINGS AND PULL BOXES FROM THE FOLLOWING:  
FIRE HYDRANTS: 6-FT TREE TRUNKS: 10-FT END OF DRIVEWAY FLARES: 6-FT  
UNLESS NOTED OTHERWISE, OR APPROVED BY THE STREET LIGHTING ENGINEER.
- 18 HAND DIGGING MAY BE REQUIRED FOR LOCATIONS ADJACENT TO EXISTING GAS AND POWER LINES. HAND EXCAVATION SHOULD BE ANTICIPATED AND WILL BE CONSIDERED INCIDENTAL TO THE BID ITEM BEING INSTALLED. COORDINATE ALL WORK NEAR GAS LINES WITH WE ENERGIES.
- 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 TYPICAL CONDUIT INSTALLATION FROM THE PULL BOX TO A DIRECT BURIED STREET LIGHT POLE IS AS FOLLOWS:  
USE A NYLON LIQUIDTIGHT CONNECTOR (UL APPROVED) TO CONNECT THE 1 1/2-INCH LIQUIDTIGHT FLEXIBLE NONMETALLIC CONDUIT (LFNC-B (UL APPROVED)) TO THE PULL BOX AND CONNECT TO STREET LIGHT POLE BY STUBBING UP A MINIMUM OF 6 INCHES OF THE LIQUIDTIGHT FLEXIBLE NONMETALLIC CONDUIT (LFNC-B) INTO THE CABLE SLOT.
- 21 ALL CONDUITS AND JUNCTION BOXES EMBEDDED IN STRUCTURE SHALL BE PAID UNDER STRUCTURE PAY ITEMS. CONTRACTOR SHALL COORDINATE THE EXACT LOCATION OF EMBEDDED CONDUITS.
- 22 AT EVERY BRIDGE JOINT, EXPANSION/DEFLECTION FITTINGS MUST BE USED TO PREVENT DAMAGE TO CONDUIT AND LIGHTING CIRCUITS. THIS ITEM IS INCIDENTAL TO THE CONDUIT BID ITEM, AND SHALL BE PAID UNDER STRUCTURE PAY ITEMS.
- 23 THE SUPPORT CHANNELS FOR INSTALLATION OF CONDUITS, LUMINAIRES, JUNCTION BOXES AND ENCLOSURES SHALL BE STAINLESS STEEL UNISTRUT P1000 SERIES OR APPROVED EQUAL, CHANNELS SHALL BE SLOTTED OR PERFORATED.
- 24 ALL HDPE OR NONMETALLIC PVC CONDUITS THAT CONNECT TO PULL BOXES REQUIRE A PVC END BELL CONNECTOR INSIDE THE PULL BOX
- 25 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.
- 26 PROVIDE 3 INCH PVC SCHEDULE 40 CONDUIT ELBOWS IN ALL GROUND MOUNTED CONCRETE LIGHT BASES FOR CABLE IN DUCT TYPE INSTALLATION. THIS WORK IS INCIDENTAL TO CONCRETE BASES PAY ITEMS.
- 27 AT EACH SIGNAL STANDARD BASE PROVIDE 2 INCH PVC SCHEDULE 40 CONDUIT FROM PULL BOX TO SIGNAL STANDARD BASE. INSTALLATION OF PULL BOX AND CONDUIT ARE INCIDENTAL TO SIGNAL STANDARD BASE INSTALLATION WORK.
- 28 CONDUCTOR COLORS: 240/480, 1 PHASE - BLACK (HOT)/WHITE (NEUTRAL) // RED (HOT)/GRAY (NEUTRAL) / GREEN (GROUND)
- 29 INSTALL COMMON GROUND CONDUCTOR IN CONDUIT WHERE MULTIPLE BRANCH CIRCUITS CONDUCTORS ARE INSTALLED IN SAME CONDUIT AND SPLICE THE GROUND CONDUCTOR WITH TAP CONNECTOR IN PULLBOX.
- 30 PROVIDE MINIMUM WIRES / CONDUCTOR(S) SLACK AS NOTED BELOW:  
PULL BOXES: SEE DETAIL 142  
- CONNECTED WIRES TO LIGHT POLE IN PULL BOX MUST BE EXTENDED MINIMUM 3 FT. BEYOND TOP OF PULL BOX  
- UNCONNECTED WIRES THAT BY PASS THROUGH PULL BOX MUST HAVE A MINIMUM OF 6 FT. SLACK COIL LEFT INSIDE PULL BOX  
EMBEDDED JUNCTION BOXES IN PARAPIT WALL :  
- CONNECTED WIRES IN JUNCTION BOX EXTEND MINIMUM 2 FT. BEYOND TOP OF JUNCTION BOX  
- UNCONNECTED WIRES IN JUNCTION BOX LEAVE MINIMUM OF 4 FT. SLACK COIL IN JUNCTION BOX  
DISTRIBUTION CENTER/LOAD CENTER: EXTEND 10-FT.  
BREAK AWAY TRANSFORMER BASE: EXTEND 2-FT.
- 31 UNDERGROUND WIRE & CONDUIT SHOWN ON PLANS TO BE ABANDONED IN PLACE UNLESS DIRECTED BY THE ENGINEER. CONTRACTOR MAY CHOOSE TO REMOVE CONDUCTOR AT THEIR OWN EXPENSE.
- 32 LIGHT POLES INSTALLED BEHIND THE CURB NEED TO BE SET 30 INCHES BACK FROM FACE OF CURB TO CENTER OF POLE, SO TO MEET THE MINIMUM DISTANCE OF 24 INCHES FROM THE CURB FACE TO THE CURB SIDE FACE OF THE POLE.
- 33 ON ALL NEW STREET LIGHT POLES A PLAQUE WITH THE POLE NUMBER AS SHOWN ON THE PLANS SHALL BE AFFIXED ONTO THE POLE SHAFT AS PART OF POLE INSTALLATION.

**CITY OF MILWAUKEE**  
**DEPARTMENT OF PUBLIC WORKS**  
**STREET LIGHTING SECTION**  
REVISION BY: drzozel      REVISION DATE: 12-DEC-2022 09:08  
APPROVED REVISION BY: R.BERTRAM      APPROVED REVISION DATE: DEC.12-2022



STREET LIGHTING GENERAL NOTES:

- 34 ALL WIRE CONNECTIONS REQUIRE ANTI-OXIDANT TO BE APPLIED TO THE CONNECTIONS
- 35 ALL HARDWARE NUT AND BOLT CONNECTIONS REQUIRE ANTI SEIZE TO BE APPLIED TO THEM
- 36 COORDINATE NEW CONDUIT CONNECTIONS WITH EXISTING CONDUIT, DUCT PACKAGES, AND PULL BOXES/ VAULTS/ MANHOLES WITH CITY OF MILWAUKEE STREET LIGHTING. THE CONTRACTOR REQUIRES THREE WORKING DAYS ADVANCED NOTICE. CONTACT ELECTRICAL SUPERVISOR STREET LIGHTING - NEAL KARWEIK (OFFICE 414-286-5943 (CELL) 414-708-4245 STREET LIGHTING - WILLIE COTTON (OFFICE) 414-286-5997 (CELL) 414-708-1629 STREET LIGHTING - DISPATCHER @ 414-286-5944 TRAFFIC SIGNALS - RUDY GUTIERREZ (OFFICE) 414-286-5941 (CELL) 414-708-5148 TRAFFIC SIGNALS - DISPATCHER @ 414-286-3687
- 37 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 CONCRETE, 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 - WILLIE COTTON (OFFICE) 414-286-5997 (CELL) 414-708-1629 STREET LIGHTING - STEVEN RHODA (OFFICE) 414-286-5942 (CELL) 414-708-4251 STREET LIGHTING - DISPATCHER @ 414-286-5944 TRAFFIC SIGNALS - RUDY GUTIERREZ (OFFICE) 414-286-5941 (CELL) 414-708-5148 TRAFFIC SIGNALS - DISPATCHER @ 414-286-3687
- 38 CONTRACTOR SHALL SUPPLY AS-BUILT DRAWINGS FOR ALL WORK BEING DONE DETAILING THE FINAL PLACEMENT OF CONDUIT, CABLING, EQUIPMENT, AND GEOMETRIC MODIFICATIONS UNDER THE CONTRACT. PROVIDE (.PDF FORMAT) COPY CONFORMING TO CMM 1-65.14, OR RECORD ALL CHANGES IN RED INK ONLY ON THE AS-LET (DESIGN) PAPER DRAWINGS. THE CITY OF MILWAUKEE DPW ENGINEER WILL REJECT AS-BUILTS WITH INCOMPLETE OR INCORRECT CONTENT OR NOT CONFORMING TO CMM STANDARDS.
- 39 CONTRACTOR TO DELIVER THE FOLLOWING REMOVED STREET LIGHTING MATERIALS:  
 -ALUMINUM AND WOOD POLES  
 -LUMINAIRE BRACKET ARMS  
 -LUMINAIRES  
 -BREAKAWAY TRANSFORMER PEDESTALS  
 -WIRING PEDESTALS (GREEN IN COLOR )  
 TO CITY OF MILWAUKEE STREET LIGHTING YARD AT 1540 W. CANAL ST.  
 CALL RICO LOPEZ AT 414-286-5983 (CANAL OFFICE )OR 414-286-6123 (DPW FIELD OFFICE )OR DISPATCHER AT 414-286-5944  
 THREE (3) WORKING DAYS BEFORE TO COORDINATE DELIVERY OF MATERIALS
- 40 CONTRACTOR WILL BE RESPONSIBLE FOR THE DISPOSAL OF CONCRETE POLES, CONCRETE BASES, AND WIRING.
- 41 CONTRACTOR SHALL DISPOSE OF REMOVED EXISTING LAMPS IN ACCORDANCE WITH THE SPECIAL PROVISIONS.
- 42 ONLY WHEN THE CITY OF MILWAUKEE IS FURNISHING MATERIALS FOR A PROJECT THE CONTRACTOR IS RESPONSIBLE TO CONTACT THE STREET LIGHTING SHOP YARD CONTACT PERSON FOUR (4) WORKING DAYS BEFORE, AND WILL NEED TO PROVIDE THE EXACT QUANTITY OF MATERIALS NEEDED. THE ADVANCE NOTICE WILL ALLOW THE SHOP TO GATHER THE REQUEST ITEMS FOR THE CONTRACTOR TO PICK UP AND SIGN FOR TAKING POSSESSION OF THE MATERIALS.

THE CONTRACTOR WILL BE RESPONSIBLE FOR THE MATERIALS THAT THEY TAKE POSSESSION OF AND FOR THE ANY RETURNING OF ANY UNUSED MATERIALS BACK TO THE SHOP IN GOOD CONDITION. IF ANY MATERIALS COME BACK DAMAGED OR BROKEN THE CONTRACTOR WILL BE RESPONSIBLE FOR REPLACING THE BROKEN OR DAMAGED ITEMS.

STREET LIGHTING SHOP YARD CONTACT PERSON:  
NEAL KARWEIK 414-286-5943 (OFFICE) 414-708-4245 (CELL)  
ALL THE MATERIALS MUST BE EITHER PICKED OR DROPPED OFF ALL AT ONE TIME.  
THE STREET LIGHTING SHOP YARD HOURS FOR PICKING UP MATERIALS IS FROM 8AM TO 2PM:  
MONDAY THROUGH FRIDAY.

CONTRACTOR MUST BE OUT OF THE SHOP YARD BY 2PM NO LATER.

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.

UPON PROJECT COMPLETION, FOLLOW THE WISDOT REQUIREMENTS PER CMM 165.12 AS-BUILT PLANS, THE PROJECT ENGINEER AND/OR ELECTRICAL CONTRACTOR SHALL SUBMIT AN ELECTRONIC AS-BUILT PLAN. ANY CHANGES FROM THE AS-LET PLAN THAT WERE BUILT INTO THE PROJECT SHOULD BE RECORDED IN RED USING ADOBE ACROBAT PROFESSIONAL OR EQUIVALENT SOFTWARE. DO NOT SCAN FIELD NOTES TO CREATE THE DIGITAL AS-BUILT PLAN.

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 THE 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 ORIGINAL 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 INFORMATION:

- AS-BUILT DRAWING
- SUPERVISOR:
- 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 WHEREVER 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 THE 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 TO THE NEAREST INCH (I.E., 24")
- SHOW LOCATION AND ELEVATIONS ON CONDUIT 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 ALL OTHER REQUIRED AS-BUILT INFORMATION.

BY MAIL SEND TO:  
CITY OF MILWAUKEE  
INFRASTRUCTURE SERVICES DIVISION  
TRANSPORTATION SECTION - CONSTRUCTION  
CHIEF CONSTRUCTION ENGINEER  
TONY KOTECKI  
841 NORTH BROADWAY, ROOM 701  
MILWAUKEE, WISCONSIN 53202

BY EMAIL SEND TO:  
CITY OF MILWAUKEE  
INFRASTRUCTURE SERVICES DIVISION  
TRANSPORTATION SECTION - CONSTRUCTION  
CHIEF CONSTRUCTION ENGINEER  
TONY KOTECKI  
AKOTEC@MILWAUKEE.GOV

**CITY OF MILWAUKEE**  
**DEPARTMENT OF PUBLIC WORKS**  
**STREET LIGHTING SECTION**

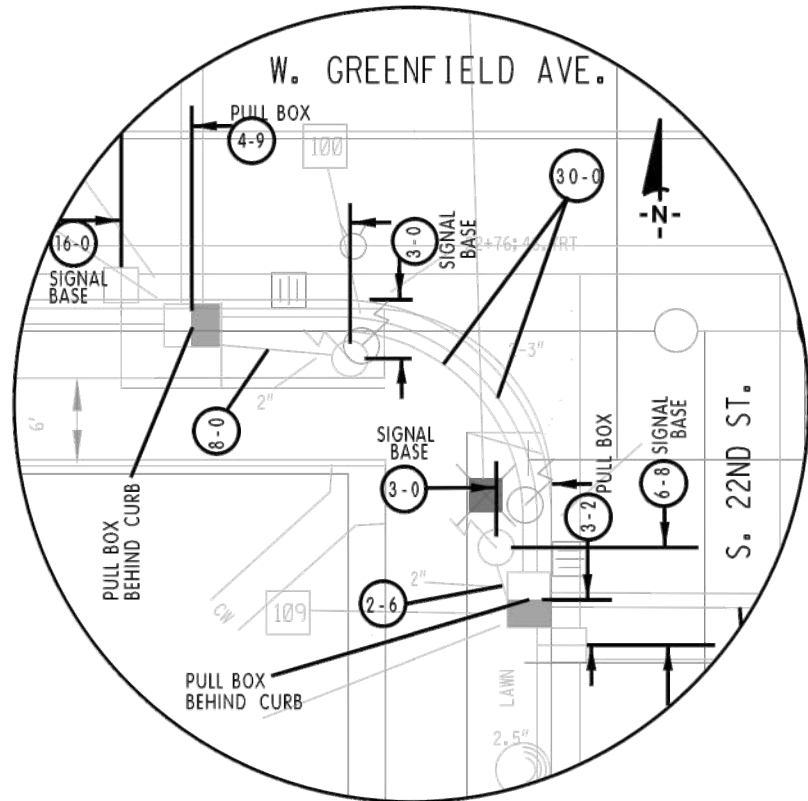
REVISION BY: dkozal      REVISION DATE: 12-DEC-2022 09:30  
 APPROVED REVISION BY: R.BERTMAN      APPROVED REVISION DATE: DEC.12-2022

# USE RED INK TO DO AS-BUILTS

## RECORD RETENTION GUIDELINES:

- \* CONTRACTOR TO LOCATE AND CLEARLY DIMENSION ALL OF THESE NEWLY INSTALLED CONDUIT RUNS, FITTINGS, SPLICE VAULTS, PULL BOXES, METER PEDESTALS, CONCRETE BASES, TRANSFORMERS, POLES AND OTHER APPURTENANCES IN TWO (2) 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 OF PIPES AND FITTINGS WHERE CHANGES OR DEFLECTIONS IN DIRECTION OCCUR.
- \* SPECIAL DETAIL DRAWINGS WILL BE SUPPLIED WHERE REQUIRED FOR CLARITY.
- \* DEVIATIONS FROM ORIGINAL PLANS OR STANDARD DETAILS SHALL BE NOTED ON AS-BUILT DRAWINGS.
- \* IF THERE ARE NO CORRECTIONS OR ADDITIONS TO THE AS-LET PLAN(S) PUT "NO CHANGE" ON THE SHEET.

SUPERVISOR: \_\_\_\_\_  
 PROJECT MANAGER: \_\_\_\_\_  
 CONTRACTOR LEADER: \_\_\_\_\_  
 CONTRACTOR COMPANY: \_\_\_\_\_  
 WORK STARTED: \_\_\_\_\_  
 WORK COMPLETED: \_\_\_\_\_



FIELD RECORD EXAMPLE DETAIL NOT TO SCALE  
 TYPICAL DIMENSIONING OF CONDUIT, PULL BOXES, AND CONCRETE BASES

## MEASURING GUIDE LINES

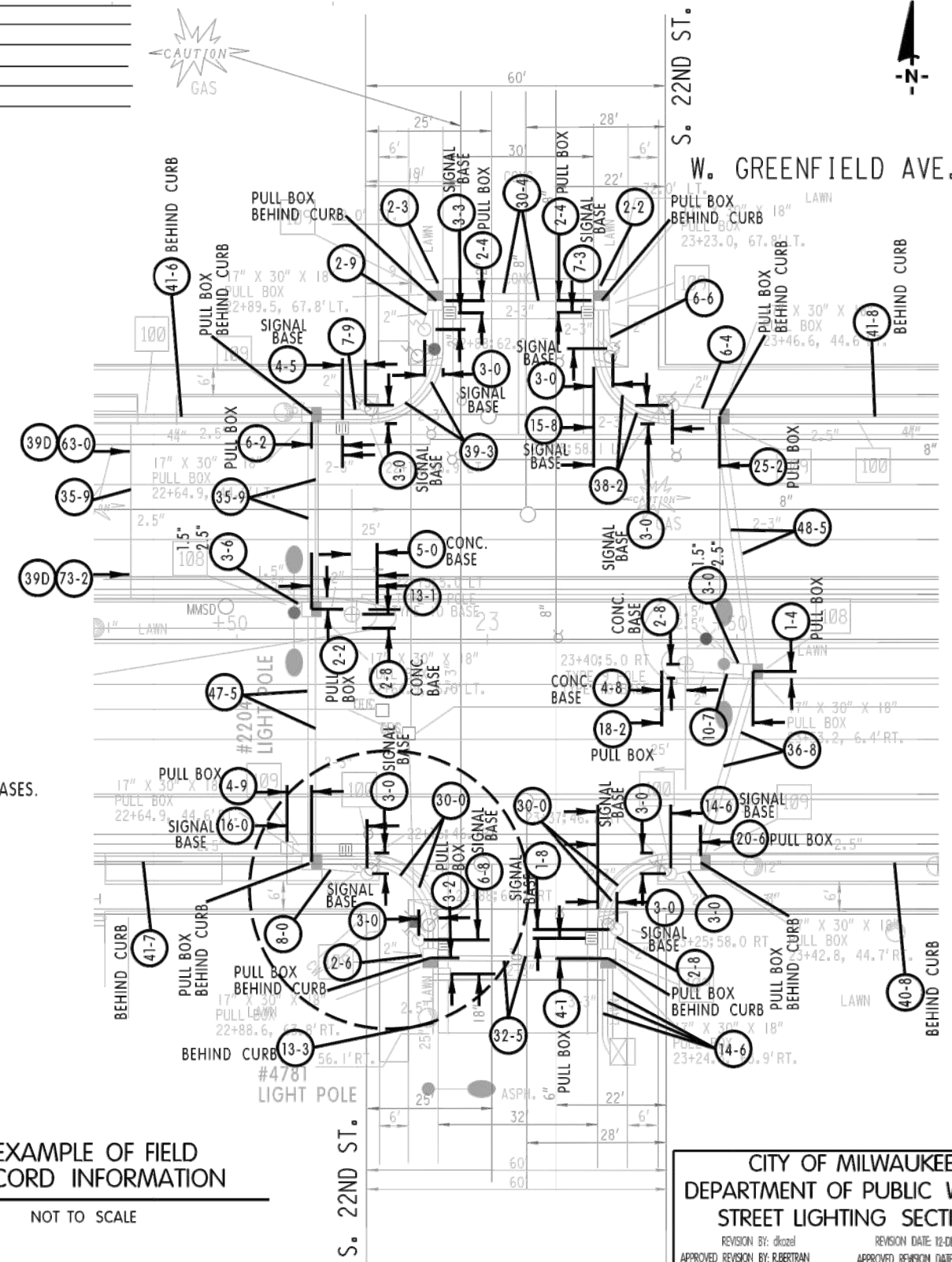
IF CONDUIT IS NOT PLACED DIRECTLY BEHIND THE CURB IN THE ISLANDS & SIDE TERRACE AREAS, A MEASURED DISTANCE FROM THE FACE OF CURB TO THE CONDUIT WILL NEED TO BE PROVIDED.

PROVIDE A MEASURED DISTANCE OF UNINTERRUPTED CONDUIT RUNS

USE PERMANENT OBJECTS LIKE HYDRANTS, CATCH BASINS, OR EVEN CURB FACE LINES EXTENDED TO MEASURE OFF WHEN LOCATING CONDUIT, PULL BOXES AND CONCRETE BASES.

MEASURE TO OR FROM THE CENTERS OF OBJECTS FOR DISTANCE TAKING.

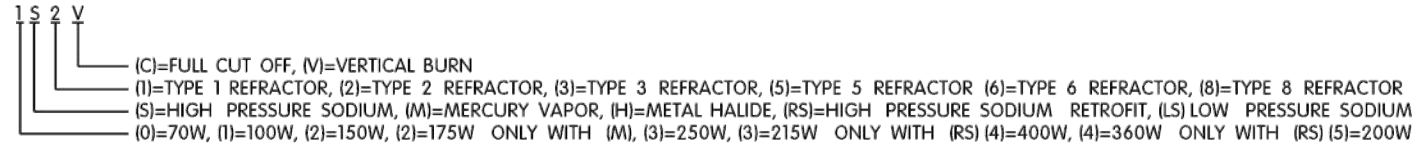
- 39D MEANS = CONDUIT IS 39" DEEP
- 48-5 MEANS = LENGTH OF CONDUIT IS 48.5 FT. LONG (MEASURED TO NEAREST TENTH OF A FOOT)
- OR
- 25-6 MEANS = DISTANCE OF 25.6 FT. BETWEEN PERMANENT OBJECT OR CURB FACE TO CONDUIT, PULL BOX, AND CONCRETE BASE (MEASURED TO NEAREST TENTH OF A FOOT)



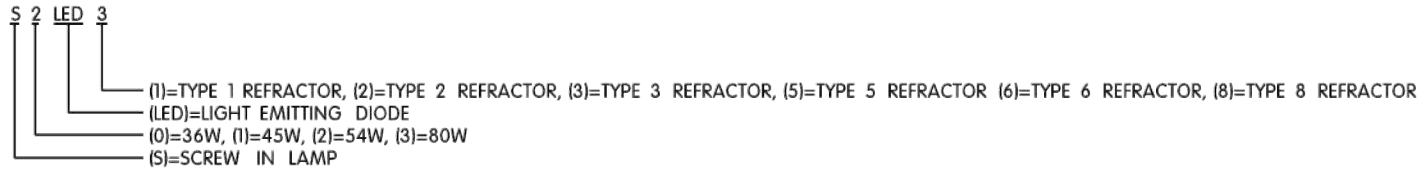
EXAMPLE OF FIELD RECORD INFORMATION NOT TO SCALE

CITY OF MILWAUKEE  
 DEPARTMENT OF PUBLIC WORKS  
 STREET LIGHTING SECTION  
 REVISION BY: dkozal REVISION DATE: 12-DEC-2022 09:26  
 APPROVED REVISION BY: RBERTRAN APPROVED REVISION DATE: DEC-12-2022

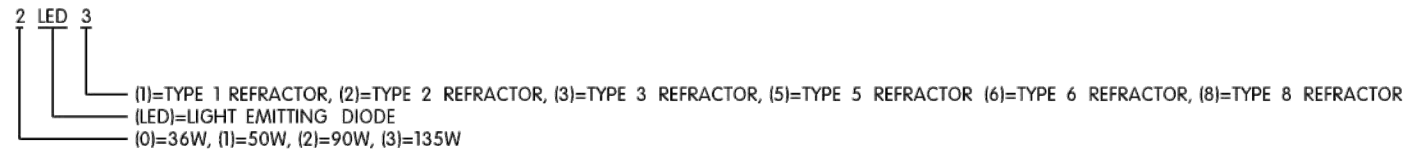
### NON-LED LUMINAIRE DESCRIPTION BREAKDOWN



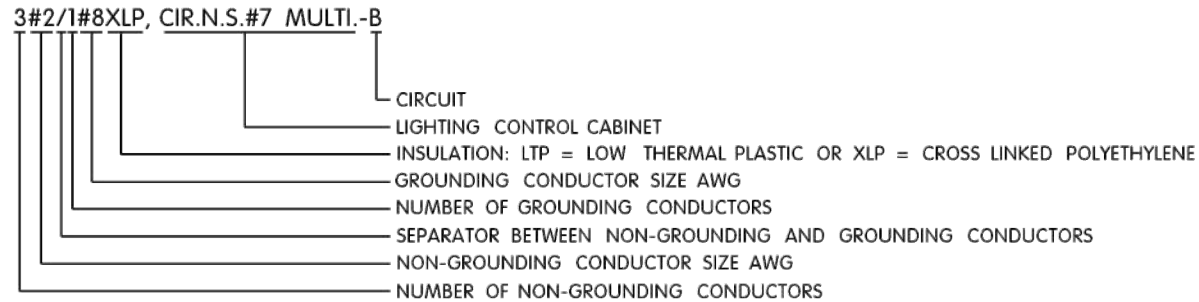
### SCREW-IN LAMP LED LUMINAIRE DESCRIPTION BREAKDOWN (FOR DECORATIVE FIXTURES)



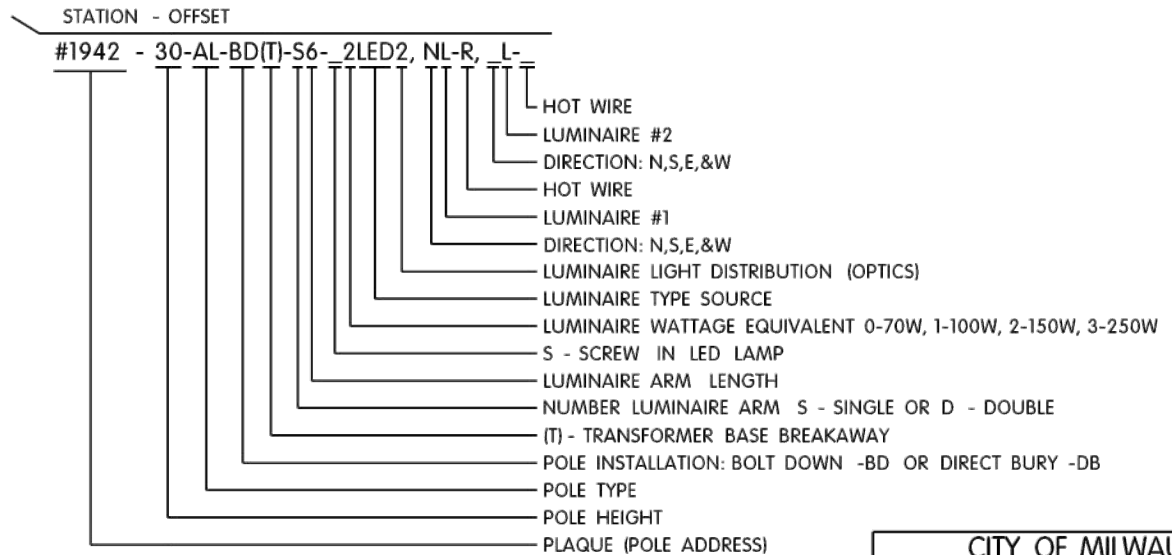
### LED LUMINAIRE DESCRIPTION BREAKDOWN (COBRA STYLE FIXTURE)



### LIGHTING CABLE & CIRCUIT IDENTIFICATION

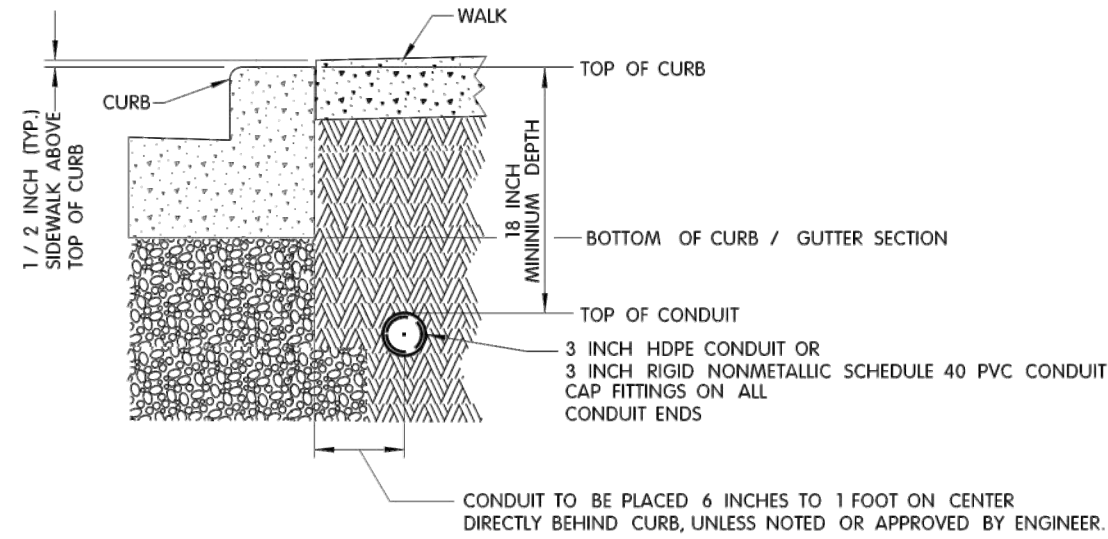


### LIGHTING UNIT IDENTIFICATION



CITY OF MILWAUKEE  
 DEPARTMENT OF PUBLIC WORKS  
 STREET LIGHTING SECTION  
 REVISION BY: dkrzsl REVISION DATE: 12-DEC-2022 09:34  
 APPROVED REVISION BY: R.BERTRAM APPROVED REVISION DATE: DEC-12-2022

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



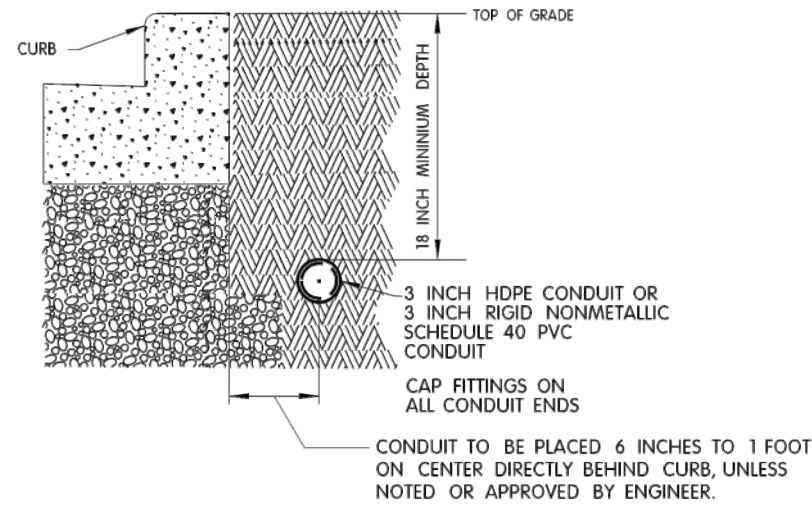
100

DETAIL "A"

TYPICAL CONDUIT INSTALLATION BEHIND CURB UNDER WALK

NOT TO SCALE

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



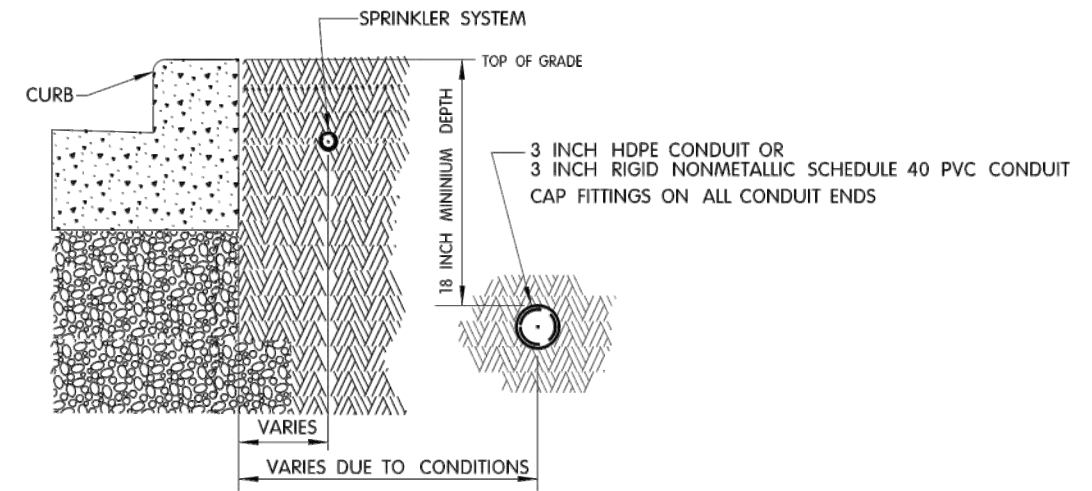
100

DETAIL "B"

TYPICAL CONDUIT INSTALLATION BEHIND CURB IN GRASS AREA

NOT TO SCALE

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



100

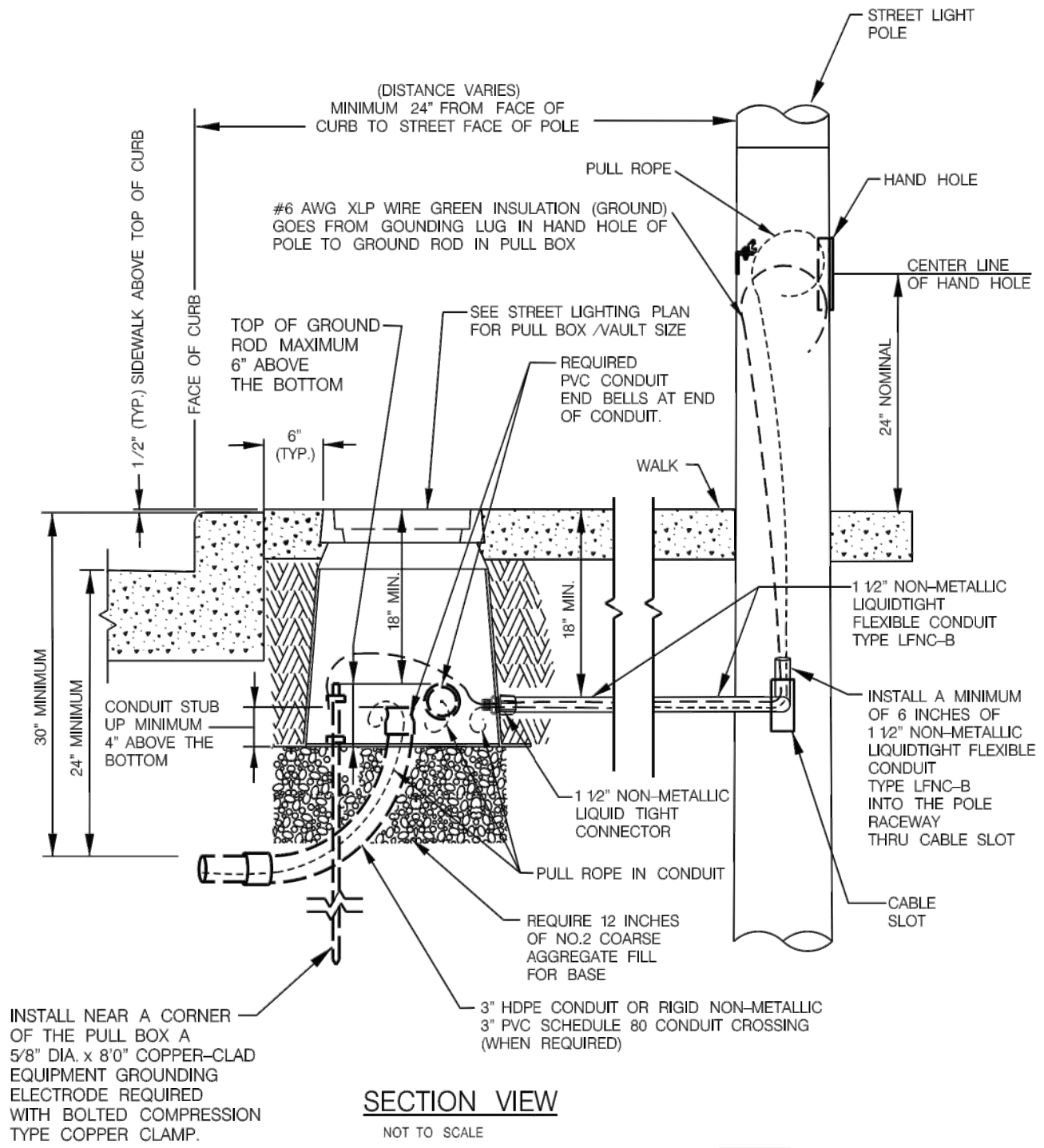
DETAIL "C"

TYPICAL CONDUIT INSTALLATION WITH OTHER UTILITIES BEHIND CURB

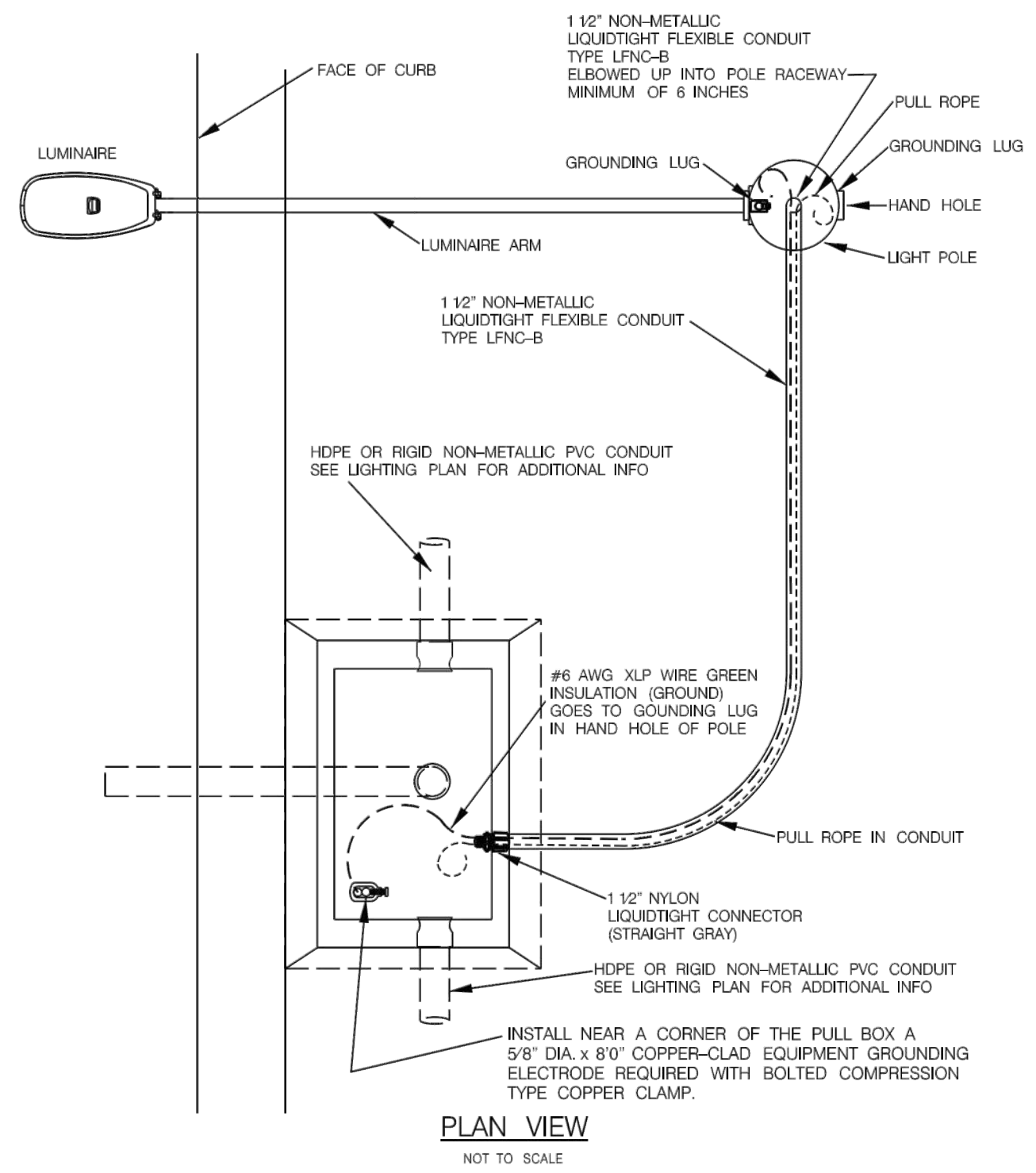
NOT TO SCALE

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

CITY OF MILWAUKEE  
 DEPARTMENT OF PUBLIC WORKS  
 STREET LIGHTING SECTION  
 REVISION BY: dkozel REVISION DATE: 12-DEC-2022 09:38  
 APPROVED REVISION BY: R.BERTRAN APPROVED REVISION DATE: DEC12-2022



**SECTION VIEW**  
NOT TO SCALE



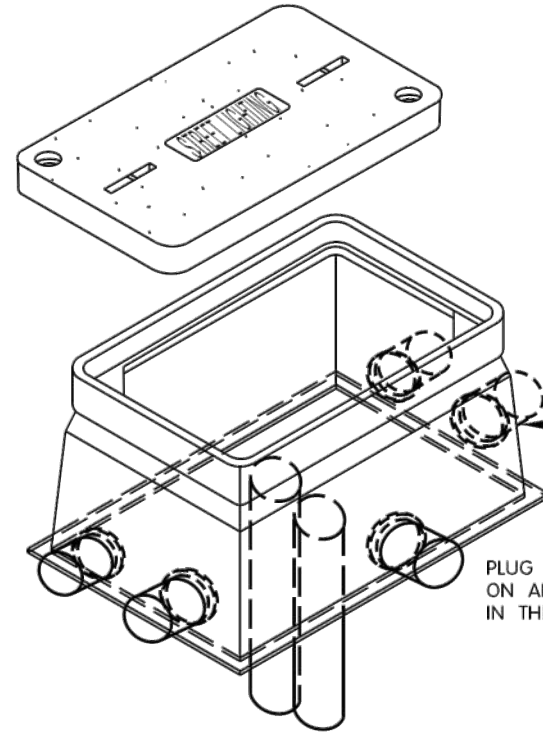
**PLAN VIEW**  
NOT TO SCALE

**108** **DETAIL VERSION**  
**TYPICAL CONDUIT INSTALLATION FROM PULL BOX /VAULT TO DIRECT BURIED POLE**

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

**CITY OF MILWAUKEE**  
**DEPARTMENT OF PUBLIC WORKS**  
**STREET LIGHTING SECTION**  
REVISION BY: dkozal REVISION DATE: 17-MAR-2023 06:25  
APPROVED REVISION BY: R.BERTMAN APPROVED REVISION DATE: MAR17-2023

DESIGNED BY: POWRTEK ENGINEERING, INC. SHEET 59 OF 72

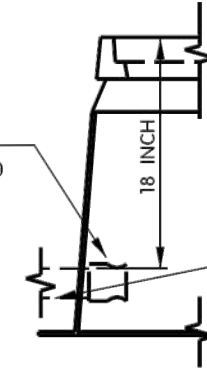


HEAVY DUTY COVER  
W/ STREETLIGHTING LOGO  
& W / 2 PENTA BOLTS  
COLOR: GRAY  
TIER 15 RATING (MINIMUM)

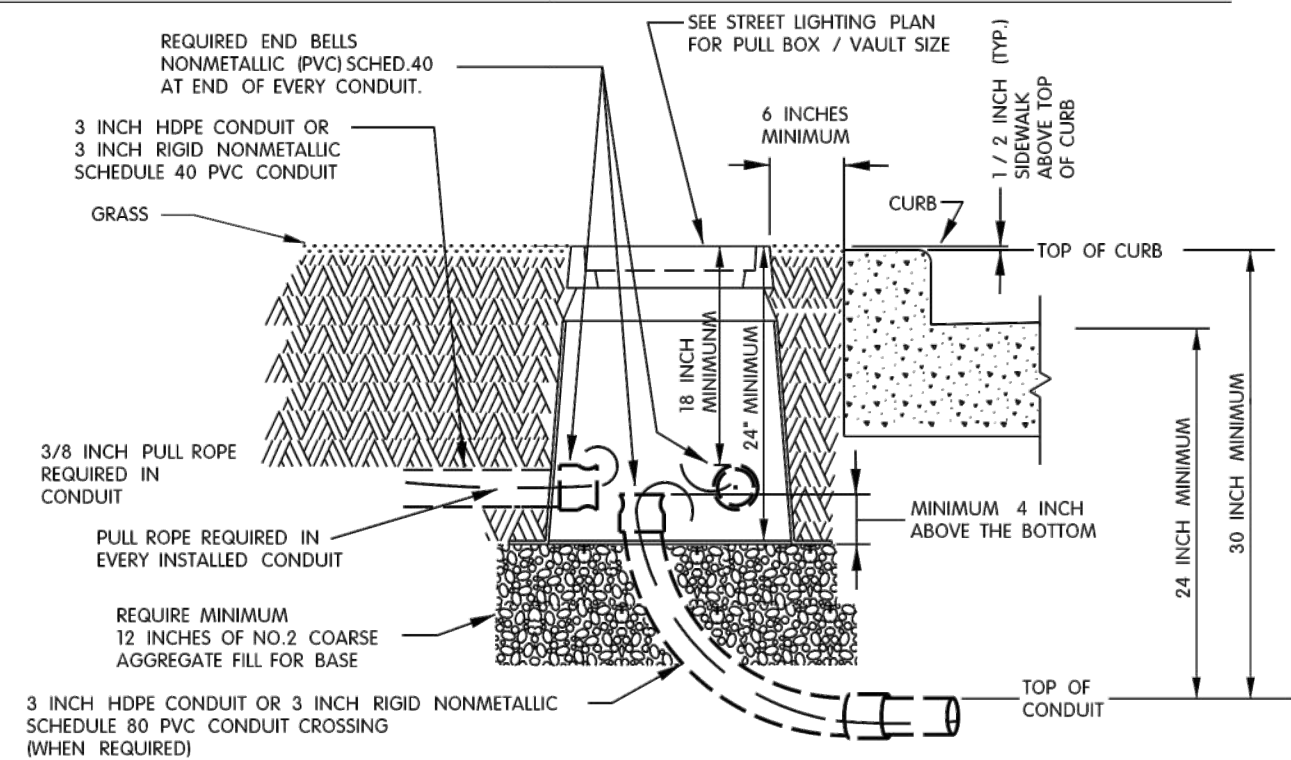
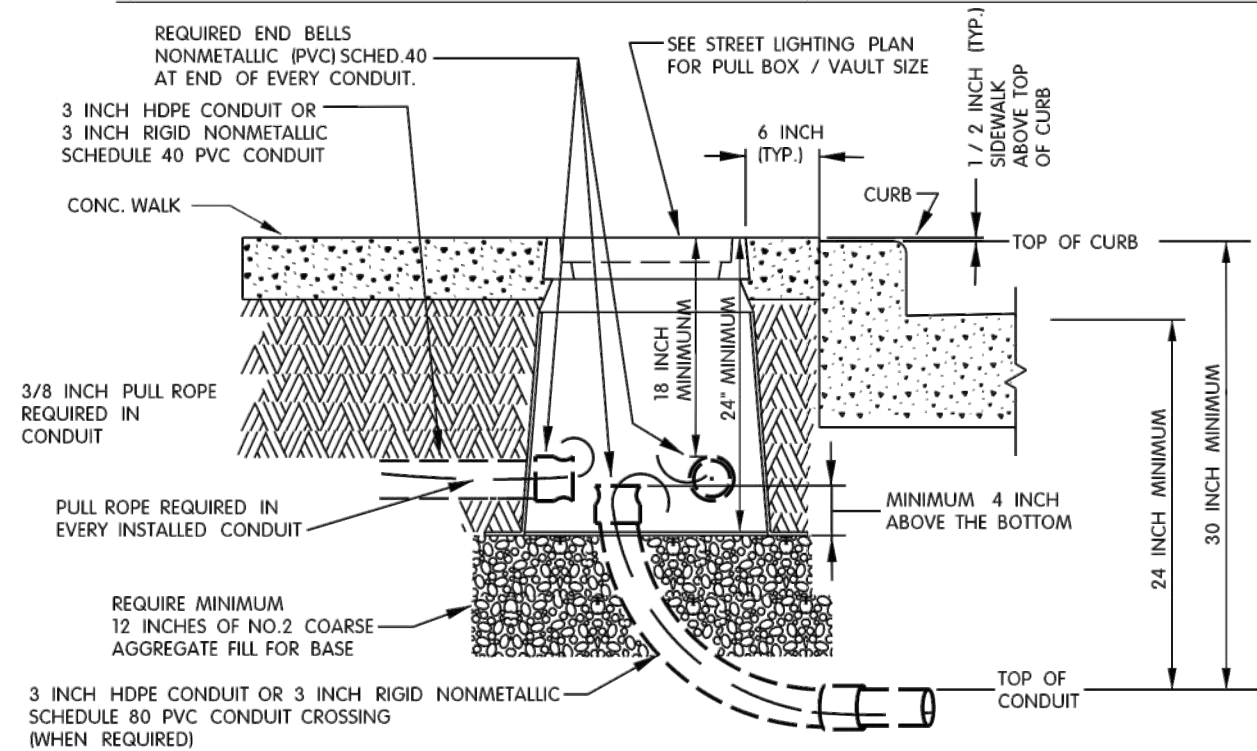
PULL BOX / VAULT  
FLARED WALL  
BOX W / NO BASE  
COLOR: GRAY  
TIER 15 RATING (MINIMUM)  
(VARIOUS SIZES)

REQUIRED END BELLS  
NONMETALLIC (PVC) SCHED.40  
AT END OF EVERY CONDUIT.

PLUG OR CAP FITTINGS  
ON ALL UNUSED CONDUITS  
IN THE ENCLOSURE



3 INCH HDPE OR  
3 INCH RIGID NONMETALLIC  
SCHEDULE 40 PVC CONDUIT



112

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

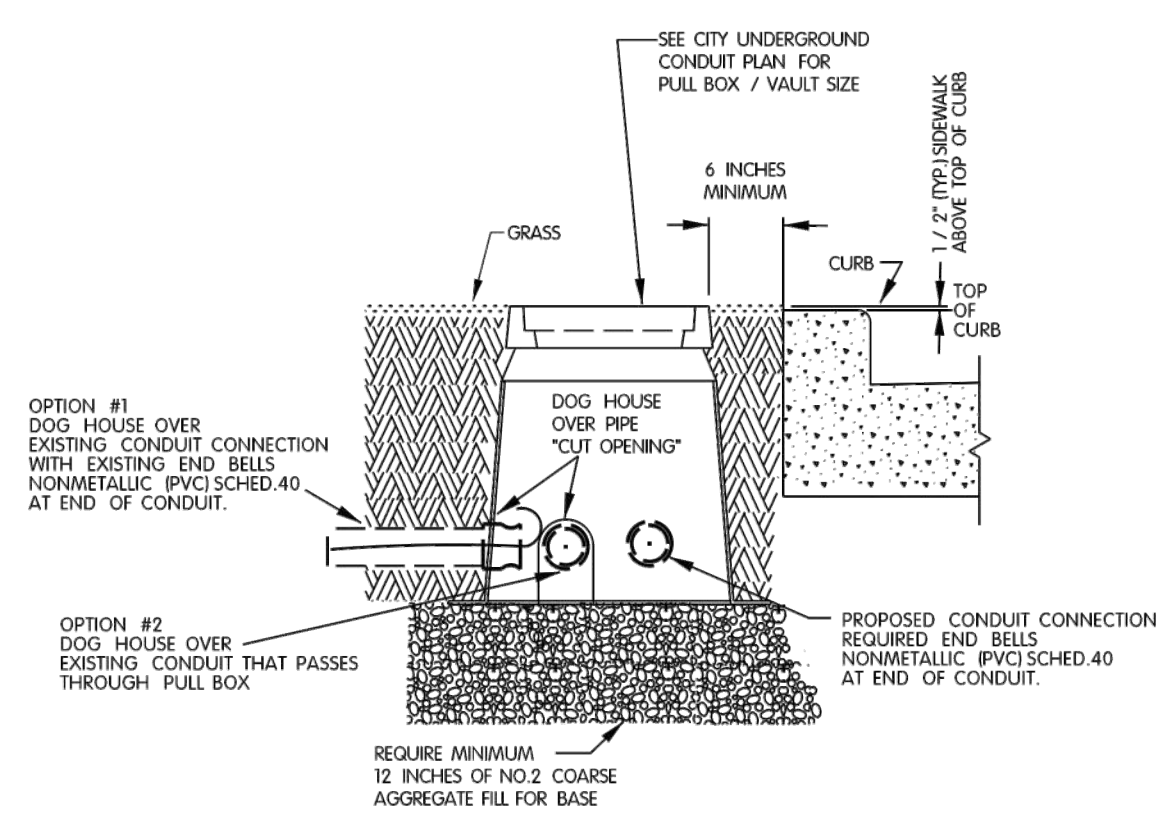
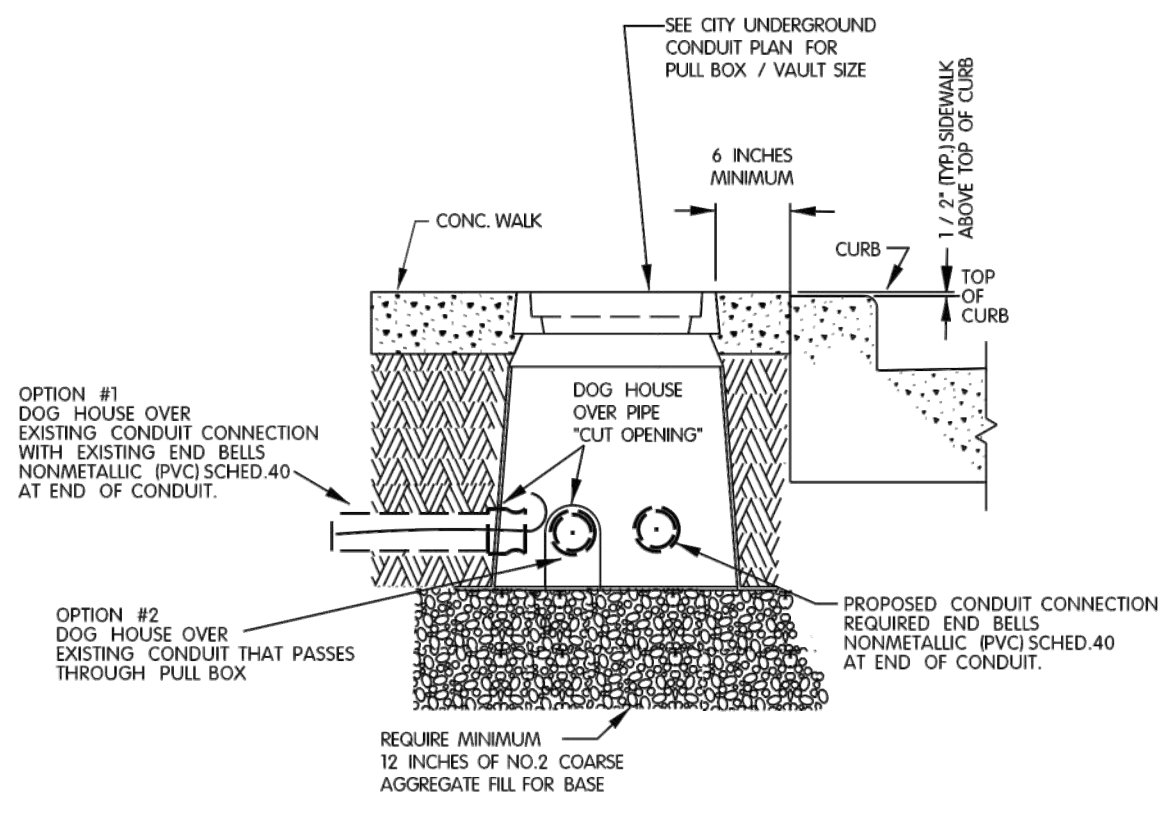
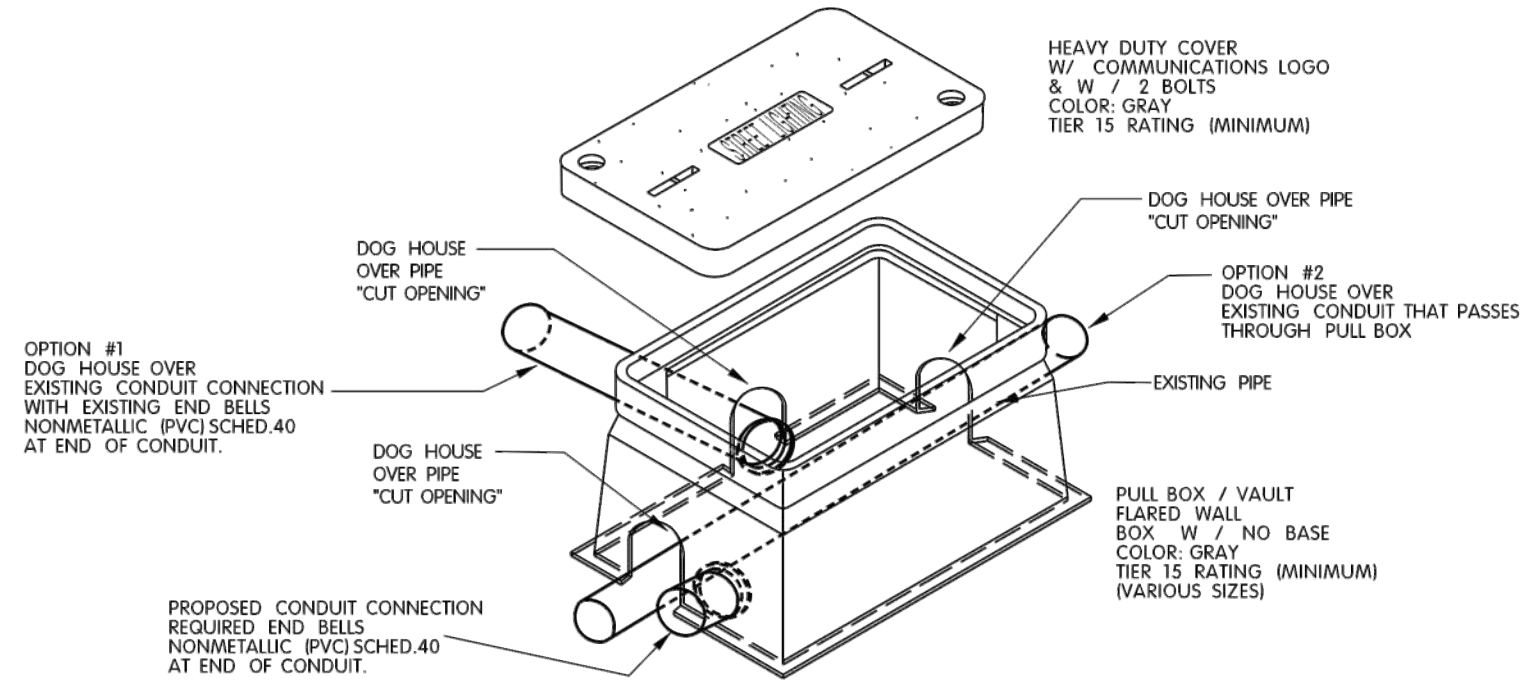
NOT TO SCALE

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

CITY OF MILWAUKEE  
DEPARTMENT OF PUBLIC WORKS  
STREET LIGHTING SECTION

REVISION BY: drczsl REVISION DATE: 12-DEC-2022 09:42  
APPROVED REVISION BY: RBERTRAN APPROVED REVISION DATE: DEC-12-2022





113 **DETAIL FOR TYPES OF DOG HOUSING OVER EXISTING CONDUIT** NOT TO SCALE  
TYPICAL PULL BOX / VAULT INSTALLATION IN EITHER PAVEMENT OR GRASS AREAS

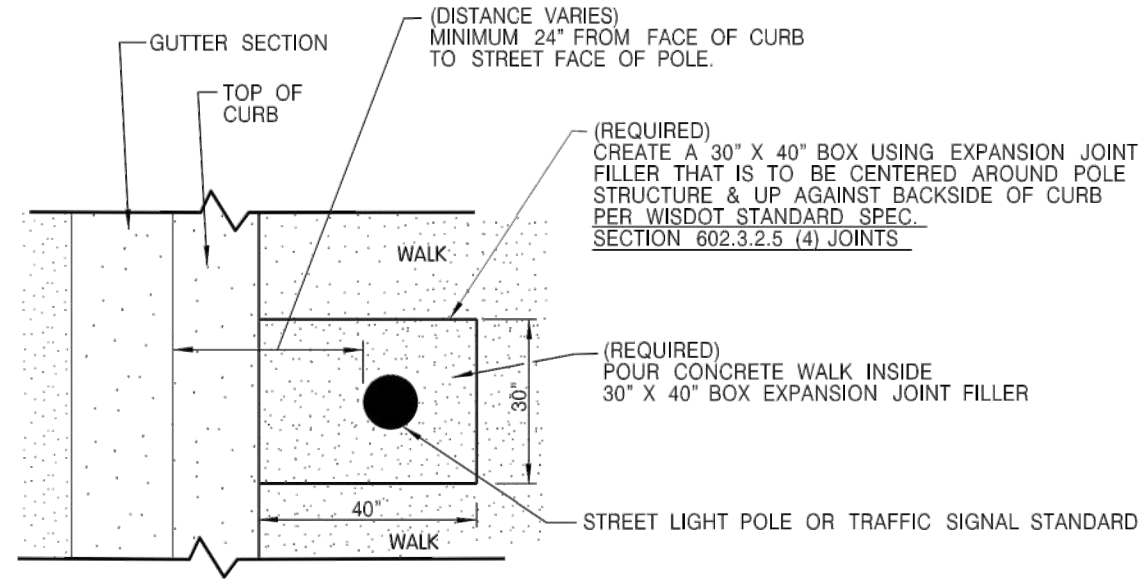
ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM STREET LIGHTING FORCES. CONTACT DISPATCHER AT (414) 286-5944 FOR THE APPROPRIATE SHOP SUPERVISOR.

CITY OF MILWAUKEE  
DEPARTMENT OF PUBLIC WORKS  
STREET LIGHTING SECTION  
REVISION BY: dlorenz REVISION DATE: 3-MAR-2023 11:43  
APPROVED REVISION BY: R.BERTRAN APPROVED REVISION DATE: MAR-01-2023

DESIGNED BY: POWRTEK ENGINEERING, INC. SHEET 61 OF 72

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.

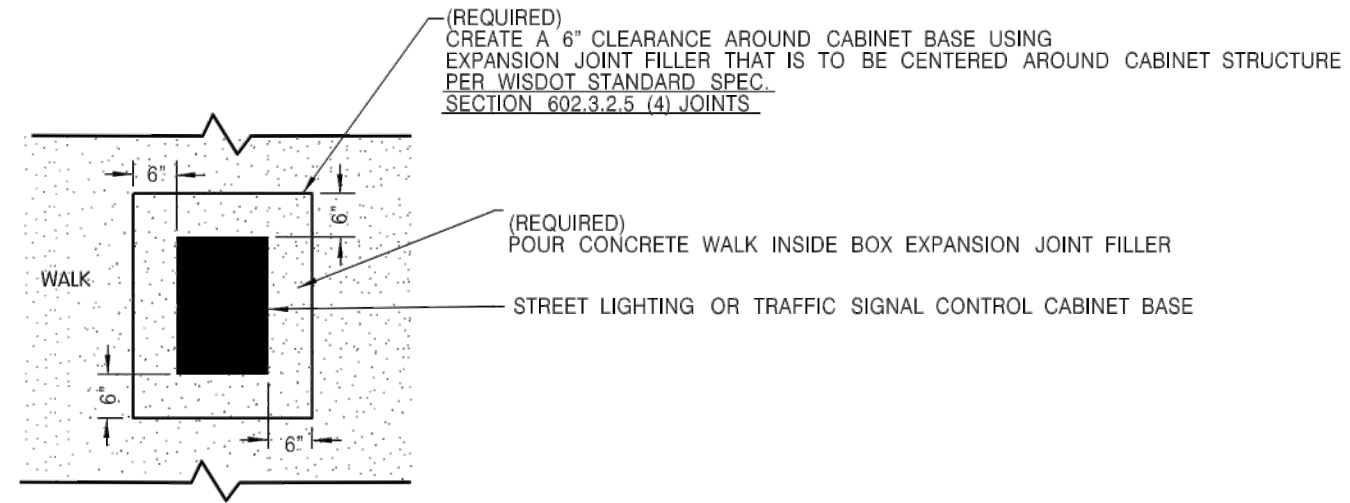
THE BOX SIZE OF THE AREA CREATED USING THE EXPANSION JOINT FILLER IS STANDARD AROUND LIGHT POLES AND TRAFFIC SIGNALS, BUT WILL VARY WHEN PLACED AROUND TRAFFIC & LIGHTING CONTROL CABINETS.



122 DETAIL VERSION #1 NOT TO SCALE  
 TYPICAL 30" X 40" BOX EXPANSION JOINT FILLER  
 AROUND STREET LIGHTING AND TRAFFIC SIGNAL FACILITIES

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.

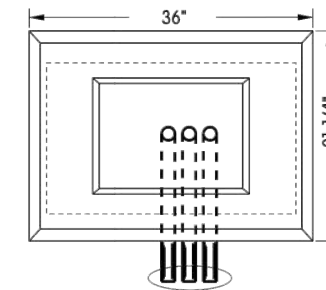


122 DETAIL VERSION #2 NOT TO SCALE  
 TYPICAL BOX EXPANSION JOINT FILLER  
 AROUND TRAFFIC SIGNAL OR STREET LIGHTING CONTROL CABINET

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

CITY OF MILWAUKEE  
 DEPARTMENT OF PUBLIC WORKS  
 STREET LIGHTING SECTION  
 REVISION BY: dkrozel REVISION DATE: 30-MAR-2023 07:23  
 APPROVED REVISION BY: EK.LEE APPROVED REVISION DATE: MAR-23-2023

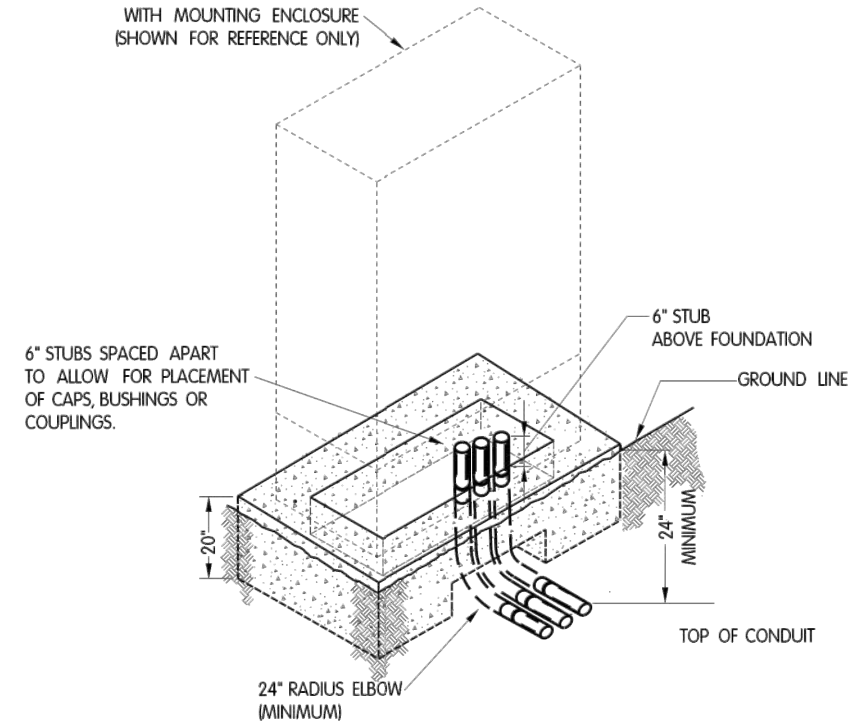




PLAN VIEW

NOTE:  
 CONDUIT SHOWN ON PLAN INCIDENTAL.  
 REFER TO STREET LIGHTING AND TRAFFIC  
 SIGNAL CONDUIT PLAN FOR THE  
 QUANTITY & SIZE OF CONDUIT REQUIRED  
 IN THE CONCRETE CONTROL CABINET BASE

STYLE P1 AND P2 TRAFFIC SIGNAL CONTROL CABINET  
 WITH MOUNTING ENCLOSURE  
 (SHOWN FOR REFERENCE ONLY)

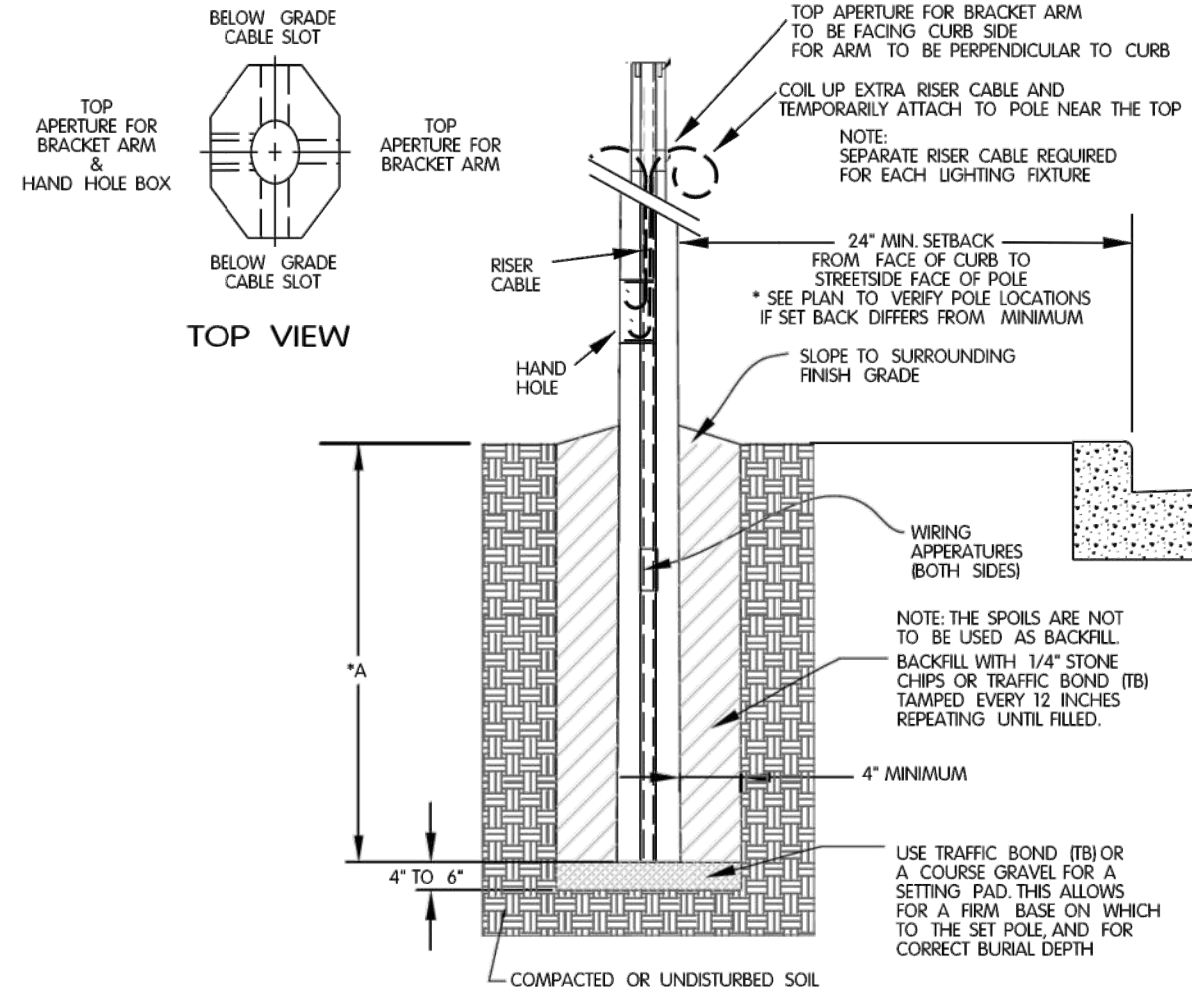
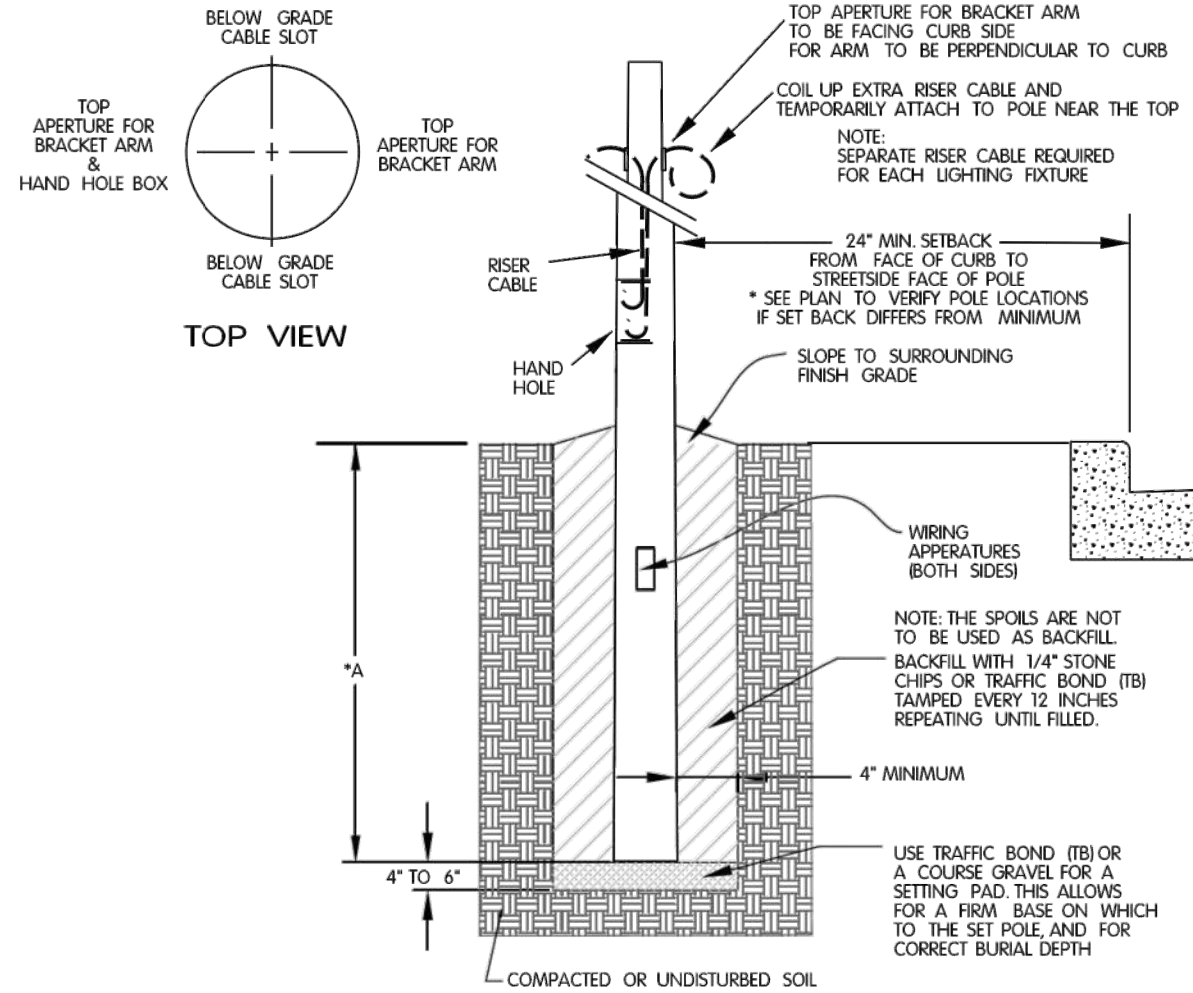


ISOMETRIC VIEW

**125B** TYPICAL DETAIL CONDUIT INSTALLATION TO TRAFFIC CONTROL CABINET CONCRETE FOUNDATION 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.

16-FEB-2019 14:49



Aluminum Pole Burial Depth Chart	
FOR DIMENSION *A USE THE FOLLOWING BURIAL DEPTHS DEPENDING ON THE LENGTH OF THE POLE.	
21 FT. AL.	26 FT. POLE LENGTH BURIED DEPTH = 5 FT.
26 FT. AL.	31 FT. POLE LENGTH BURIED DEPTH = 5 FT. - 6 INCHES
31 FT. AL.	36 FT. 10 INCHES POLE LENGTH BURIED DEPTH = 6 FT. - 4 INCHES

RISER CABLE LENGTH CHART	
INTERNAL RISER CABLE IS COPPER 2#12UF WITH GROUND	
21 FT.	30 FT. OF CABLE
26 FT.	35 FT. OF CABLE
31 FT.	40 FT. OF CABLE

Concrete Pole Burial Depth Chart	
FOR DIMENSION *A USE THE FOLLOWING BURIAL DEPTHS DEPENDING ON THE LENGTH OF THE POLE.	
A21	26 FT. POLE LENGTH BURIED DEPTH = 5 FT.
A26	31 FT. POLE LENGTH BURIED DEPTH = 5 FT. - 6 INCHES
A31	36 FT. 10 INCHES POLE LENGTH BURIED DEPTH = 6 FT. - 4 INCHES

RISER CABLE LENGTH CHART	
INTERNAL RISER CABLE IS COPPER 2#12UF WITH GROUND	
A21	30 FT. OF CABLE
A26	35 FT. OF CABLE
A31	40 FT. OF CABLE

**130B** DETAIL NOT TO SCALE  
TYPICAL ALUMINUM POLE INSTALLATION

**130C** DETAIL NOT TO SCALE  
TYPICAL CONCRETE POLE INSTALLATION

CITY OF MILWAUKEE  
DEPARTMENT OF PUBLIC WORKS  
STREET LIGHTING SECTION

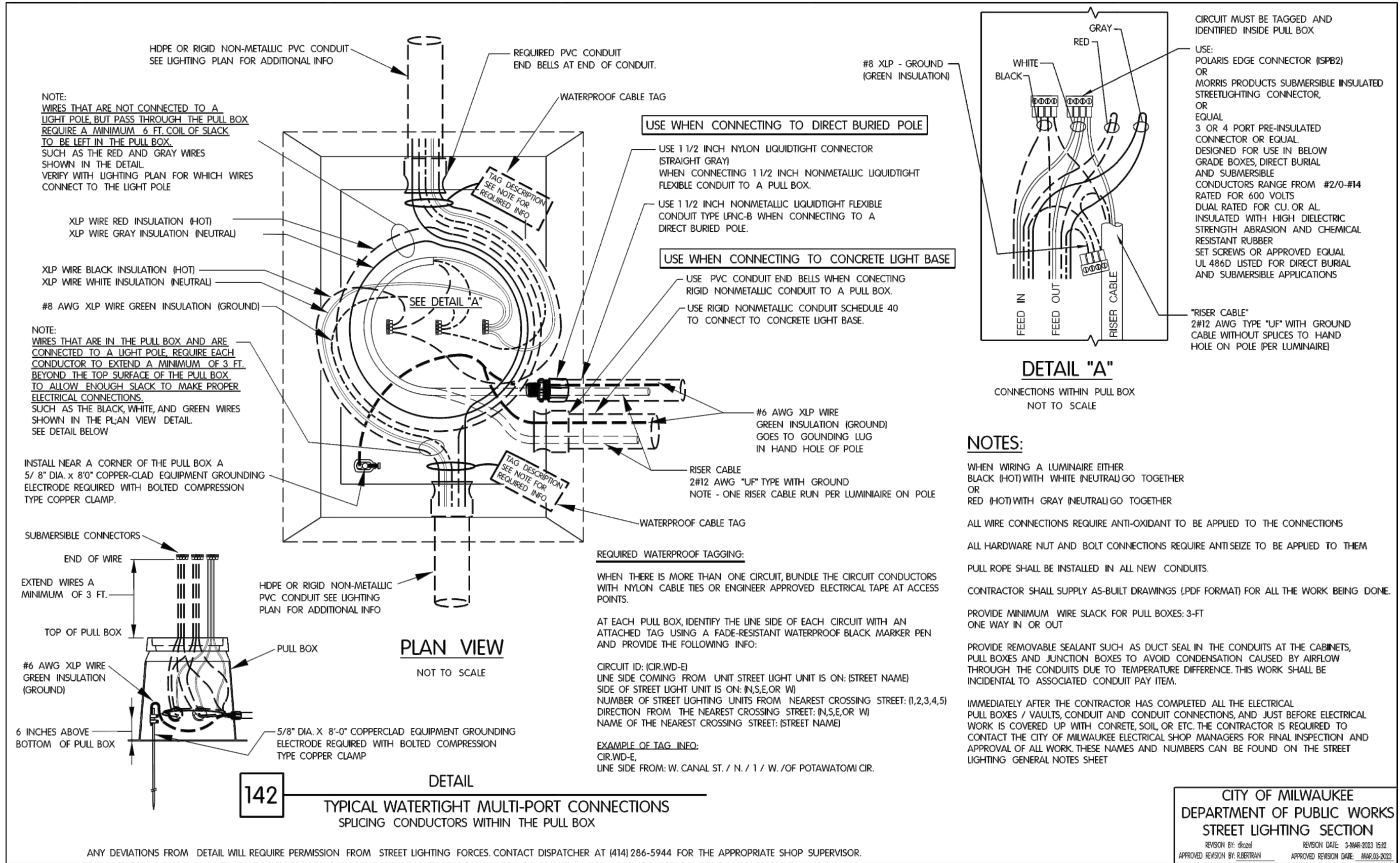
REVISION BY: dkozal REVISION DATE: 12-DEC-2022 10:34  
APPROVED REVISION BY: R.BERTRAN APPROVED REVISION DATE: DEC 12-2022

CITY OF MILWAUKEE  
DEPARTMENT OF PUBLIC WORKS  
STREET LIGHTING SECTION

REVISION BY: dkozal REVISION DATE: 12-DEC-2022 10:34  
APPROVED REVISION BY: R.BERTRAN APPROVED REVISION DATE: DEC 12-2022

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

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



CITY OF MILWAUKEE  
DEPARTMENT OF PUBLIC WORKS  
STREET LIGHTING SECTION

REVISION BY: drczel REVISION DATE: 3-MAR-2023 15:32  
APPROVED REVISION BY: R.BERTMAN APPROVED REVISION DATE: MAR-03-2023

### GENERAL NOTES

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

USE THIS DETAIL 142 IN CONJUNCTION WITH THIS DETAIL FOR ELECTRICAL WIRING.

USE EITHER THE POLARIS EDGE (ISP82) OR MORRIS PRODUCT SUBMERSIBLE INSULATED CONNECTOR OR ELSE AN EQUAL CONNECTOR THAT IS 3 or 4 PORT PRE-INSULATED, THAT IS DESIGNED FOR USE IN BELOW GRADE BOXES, DIRECT BURIAL, AND SUBMERSIBLE. THE CONDUCTORS RANGE FROM #2/0 - #14 RATED FOR 600 VOLTS DUAL RATED FOR CU. or AL.

USE A WATERPROOF IN-LINE FUSE HOLDER ASSEMBLY THAT NEEDS TO BE 600 VOLT RATED, AND UP TO 30 AMPS, 1-POLE BREAKAWAY, WITH COPPER SET SCREW TERMINALS FOR LOAD, AND WIRE SIZE RANGE #12 TO #8 AWG. PROVIDE A FAST ACTING 3 AMP 250 VOLT FUSES, FROM THE RECOMMENDED FUSE LIST FROM THE IN-LINE FUSE HOLDER MANUFACTURER.

USE WATERPROOF AND TEAR RESISTANT CABLE TAGS/LABELS AT EACH PULL BOX, TO IDENTIFY THE LINE SIDE OF EACH CIRCUIT USING A FADE-RESISTANT WATERPROOF BLACK MARKER PEN AND PROVIDE THE FOLLOWING INFO:

CIRCUIT ID: (CIR.WD-E)  
LINE SIDE COMING FROM UNTIL STREET LIGHT UNIT IS ON: ( STREET NAME )  
SIDE OF STREET LIGHT UNIT IS ON: ( N,S,E, or W )  
NUMBER OF STREET LIGHTING UNITS FROM NEAREST CROSSING STREET: ( 1,2,3,4,5 )  
DIRECTION FROM THE NEAREST CROSSING STREET: ( N,S,E, or W )  
NAME OF THE NEAREST CROSSING STREET: ( STREET NAME )

EXAMPLE OF TAG INFO:

CIR.WD-E,  
LINE SIDE FROM: W. CANAL ST. / N. / I / W. / OF POTAWATOMI CIR.

WIRING FOR SINGLE LUMINAIRE POLES IS SHOWN WITH SOLID LINES. WIRING FOR THE SECOND LUMINAIRE OF TWIN LUMINAIRE POLES IS SHOWN WITH DOTTED LINES.

THE PLANS WILL SHOW WHICH CIRCUIT LEG(S) ARE CONNECTED TO EACH INSTALLATION.

USE 2#12UF WITH GROUND FROM THE PULL BOX / JUNCTION BOX TO THE POLE HANDHOLE

THE INTENT OF THE PULL BOX / JUNCTION BOX SPLICES AS SHOWN IN THIS DETAIL IS FOR LIGHTING SYSTEMS WITH HEAVY LINE WIRE TOO LARGE TO PULL THROUGH THE CONDUIT INTO THE POLE HANDHOLE, DUE TO CONDUIT FILL REQUIREMENTS OF N.E.C. AND / OR THE STIFFNESS OF THE WIRE COMPARED TO THE NUMBER OF BENDS IN THE CONDUIT.

### LEGEND

BLACK & RED UNGROUNDED SYSTEM CIRCUIT CONDUCTORS (L1 & L2)

WHITE & GRAY (N) GROUNDED SYSTEM CIRCUIT CONDUCTORS (N1 & N2)

GREEN (GND) EQUIPMENT GROUNDING CONDUCTOR

HANDHOLE GROUNDED LUG

SINGLE-POLE (1P) FUSE ASSEMBLY

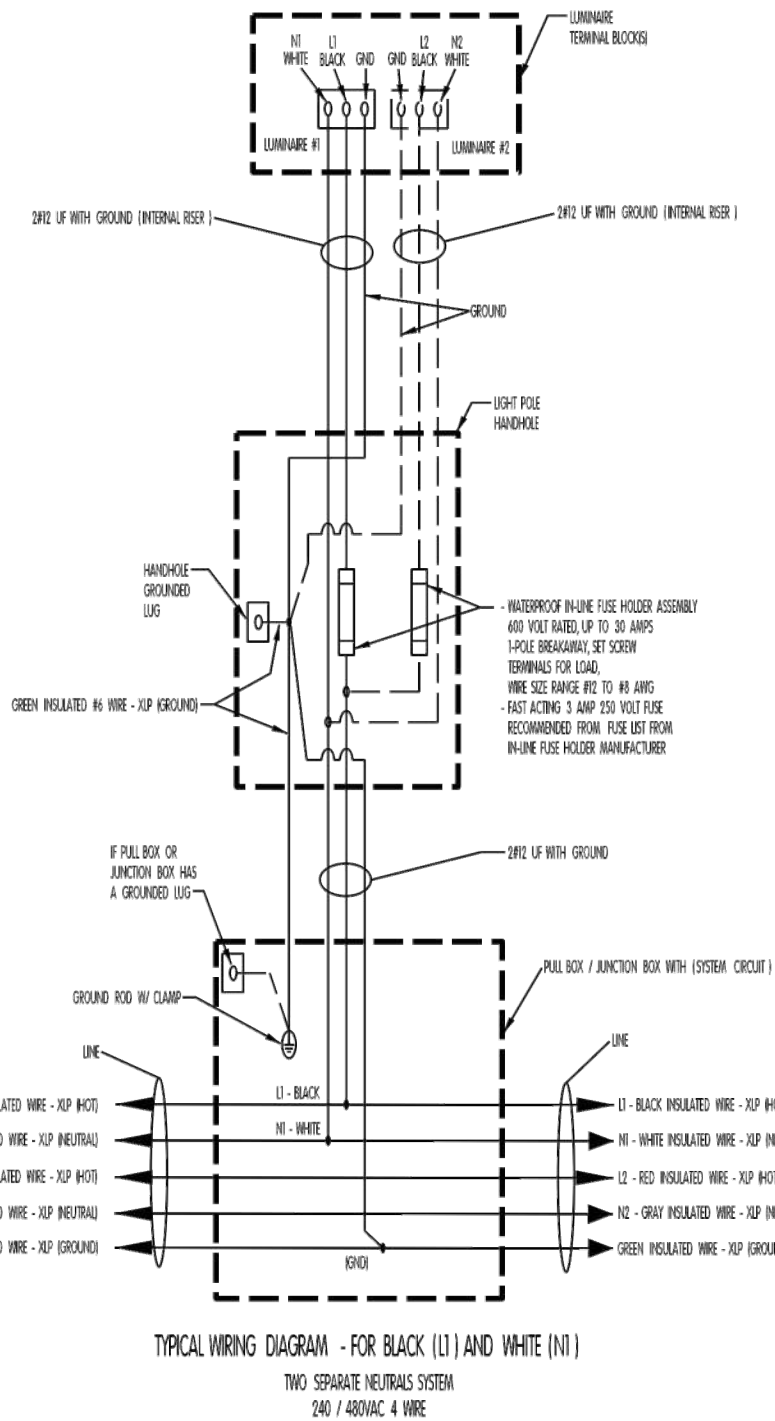
UNFUSED LUMINAIRE

○ TERMINAL

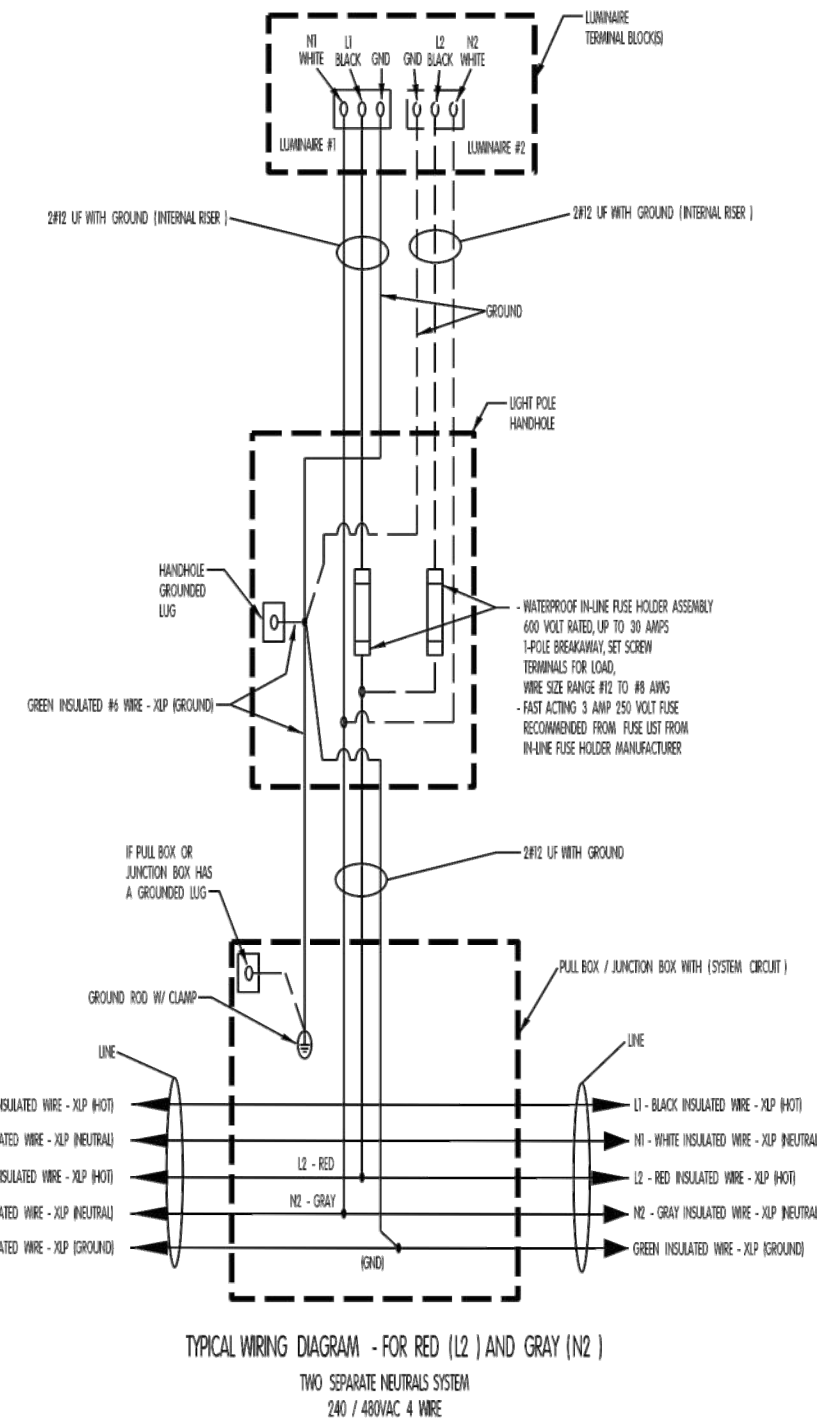
● SPLICE

— CONDUCTOR

⊕ GROUND ROD



TYPICAL WIRING DIAGRAM - FOR BLACK (L1) AND WHITE (N1)  
TWO SEPARATE NEUTRALS SYSTEM  
240 / 480VAC 4 WIRE



TYPICAL WIRING DIAGRAM - FOR RED (L2) AND GRAY (N2)  
TWO SEPARATE NEUTRALS SYSTEM  
240 / 480VAC 4 WIRE

145

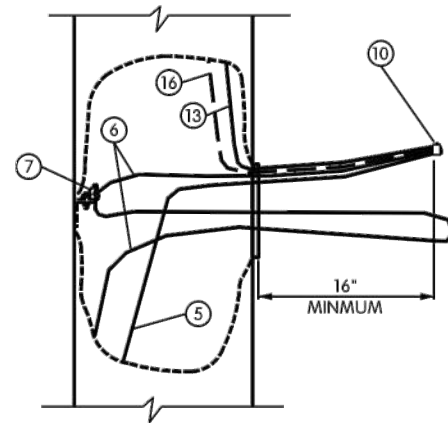
## ELECTRICAL DETAILS STRUCTURE MOUNT LIGHT POLES SEPARATED NEUTRALS SYSTEM

NOT TO SCALE

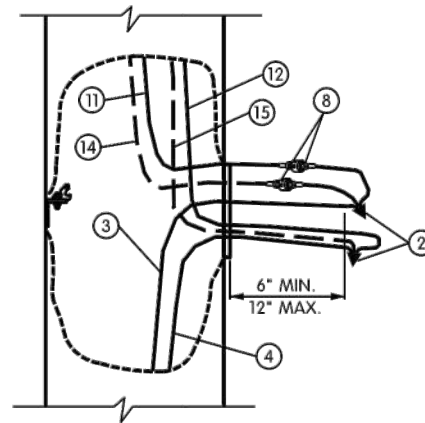
CITY OF MILWAUKEE  
DEPARTMENT OF PUBLIC WORKS  
STREET LIGHTING SECTION

REVISION BY: dhozel  
APPROVED REVISION BY: EK.LEE

REVISION DATE: 14-MAR-2023 21:05  
APPROVED REVISION DATE: MAR-14-2023

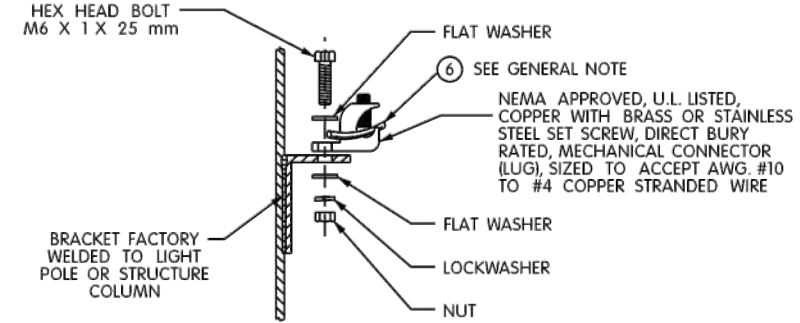


EQUIPMENT GROUNDING CONDUCTOR SLACK



UNGROUND CONDUCTOR SLACK (AND GROUNDED NEUTRAL SLACK IN GROUNDED NEUTRAL SYSTEM)

TYPICAL CONDUCTOR SLACK AT HANDHOLES

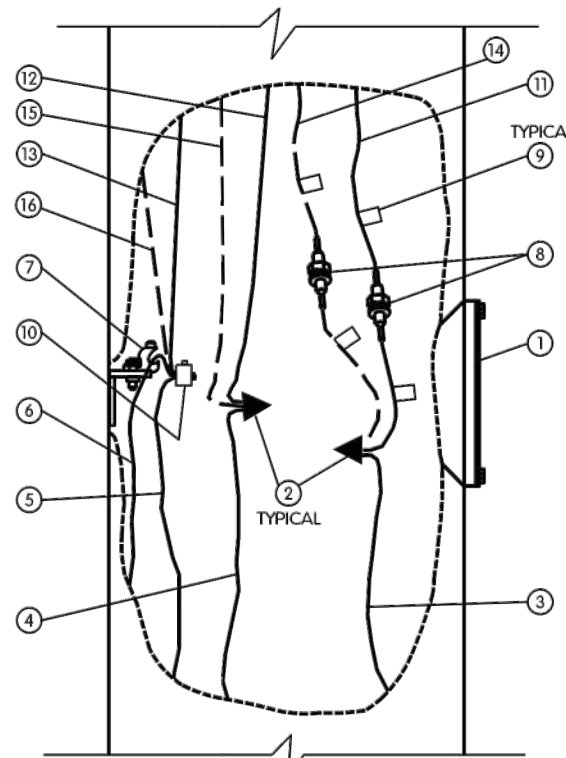


HANDHOLE GROUNDING LUG (NUT, BOLT, WASHERS, AND LOCK WASHERS SHALL BE STAINLESS STEEL)

CONDUCTOR COLOR CODES

KEY	CONDUCTOR	COLOR
3	UNGROUND LINE WIRE	BLACK OR RED
4	GROUNDED LINE WIRE	WHITE OR GRAY
5	SYSTEM GROUNDING LINE WIRE	GREEN
6	GROUNDING ELECTRODE CONDUCTOR	GREEN
11	UNGROUND POLE WIRE	*
12	GROUNDED POLE WIRE	WHITE
13	EQUIPMENT GROUNDING POLE WIRE	GREEN

\* FOLLOW COLOR CODING SHOWN IN THE PLANS. WHERE THE PLANS DO NOT SHOW COLOR CODING,



CUTAWAY HANDHOLE DETAIL SEPARATED NEUTRAL SYSTEMS SINGLE PHASE

NOTE: REQUIRED CONDUCTOR SLACK NOT SHOWN ON "CUTAWAY HAND HOLE" DETAILS FOR DRAWING CLARITY, SEE TYPICAL CONDUCTOR SLACK AT HANDHOLES ON THIS SHEET.

- ① HANDHOLE AND COVER
- ② INSULATED SPLICE
- ③ SYSTEM UNGROUND LINE WIRE
- ④ SYSTEM GROUNDED LINE WIRE
- ⑤ SYSTEM GROUNDING LINE WIRE
- ⑥ GROUNDING ELECTRODE CONDUCTOR
- ⑦ HANDHOLE GROUNDING LUG
- ⑧ FUSE ASSEMBLY, 1P OR 2P AS REQUIRED
- ⑨ CIRCUIT TAG (SEE GENERAL NOTE)
- ⑩ REVERSIBLE PRESSURE OR COMPRESSION GROUNDING CONNECTOR (NOT INSULATED)
- ⑪ RISER UNGROUND POLE WIRE - LUMINAIRE #1
- ⑫ RISER GROUNDED POLE WIRE - LUMINAIRE #1
- ⑬ RISER EQUIPMENT GROUNDING POLE WIRE - LUMINAIRE #1
- ⑭ RISER UNGROUND POLE WIRE - LUMINAIRE #2
- ⑮ RISER GROUNDED POLE WIRE - LUMINAIRE #2
- ⑯ RISER EQUIPMENT GROUNDING POLE WIRE - LUMINAIRE #2



- 600 VOLT RATED, UP TO 30 AMPS  
 1-POLE BREAKAWAY, SET SCREW  
 TERMINALS FOR LOAD,  
 WIRE SIZE RANGE #12 TO #8 AWG  
 - FAST ACTING 3 AMP 250 VOLT FUSE  
 RECOMMENDED FROM FUSE LIST FROM  
 IN-LINE FUSE HOLDER MANUFACTURER

WATERPROOF IN-LINE FUSE HOLDER ASSEMBLY

GENERAL NOTES

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

USE THIS DETAIL IN CONJUNCTION WITH THE ELECTRICAL DETAILS FOR THE APPLICATION, WHICH MAY BE A LIGHT POLE, SIGN BRIDGE, ETC.

THE GROUNDING ELECTRODE CONDUCTOR SHALL BE CONTINUOUS WITHOUT SPLICES FROM THE GROUNDING ELECTRODE THROUGH THE HANDHOLE GROUNDING LUG TO THE CONNECTOR.

THREE POLE WIRES ARE SHOWN FOR A SINGLE LUMINAIRE LIGHT POLE. THREE ADDITIONAL POLE WIRES REQUIRED FOR TWIN LUMINAIRE LIGHT POLES ARE OMITTED FROM THE DRAWING FOR CLARITY. IN THE TWIN POLE CASE, BUNDLE EACH SET OF THREE WIRES WITH A NYLON CABLE TIE.

CIRCUIT TAGS SHALL BE INSTALLED IN ALL THE PULL BOXES AND WHERE INDICATED ON THE PLANS AND SPECIAL PROVISIONS.

146

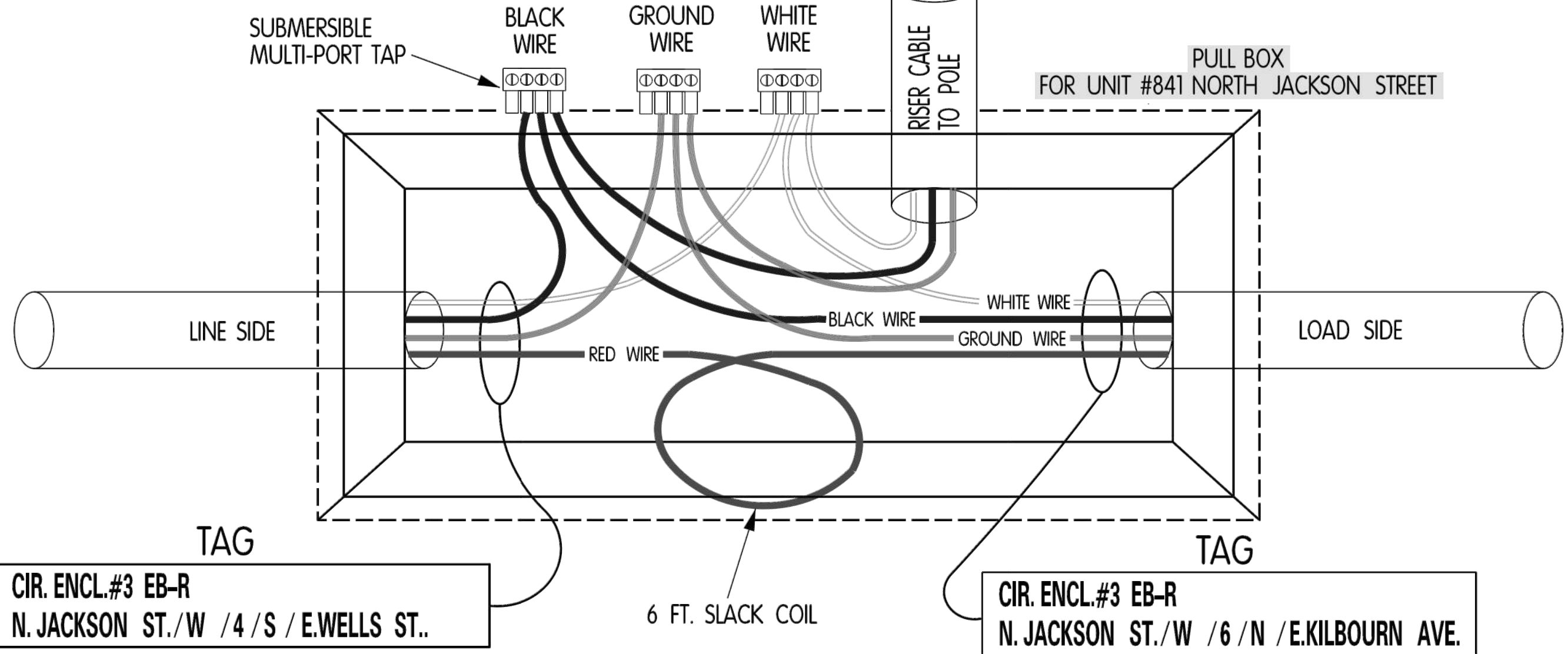
ELECTRICAL HANDHOLE WIRING DETAIL

NOT TO SCALE

CITY OF MILWAUKEE  
 DEPARTMENT OF PUBLIC WORKS  
 STREET LIGHTING SECTION

REVISION BY: dkozel REVISION DATE: 17-MAR-2023 06:12  
 APPROVED REVISION BY: E.K. LEE APPROVED REVISION DATE: MAR17-2023

### REQUIRED CABLE /CIRCUIT TAGGING



**CIR. ENCL.#3 EB-R**  
**N. JACKSON ST./W /4 /S / E.WELLS ST..**

**CIR. ENCL.#3 EB-R**  
**N. JACKSON ST./W /6 /N / E.KILBOURN AVE.**

#### TAG DESCRIPTION BREAKDOWN - LINE SIDE

CIRCUIT ID: (CIR. ENCL.#3 EB-R)  
 LINE SIDE COMING FROM UNIT STREET LIGHT UNIT IS ON: (N. JACKSON ST.)  
 SIDE OF STREET LIGHT UNIT IS ON: (WEST SIDE)  
 NUMBER OF STREET LIGHTING UNITS FROM NEAREST CROSSING STREET: (COMING FROM UNIT 4)  
 DIRECTION FROM THE NEAREST CROSSING STREET: (TO THE SOUTH)  
 NAME OF THE NEAREST CROSSING STREET: (E. WELLS ST.)

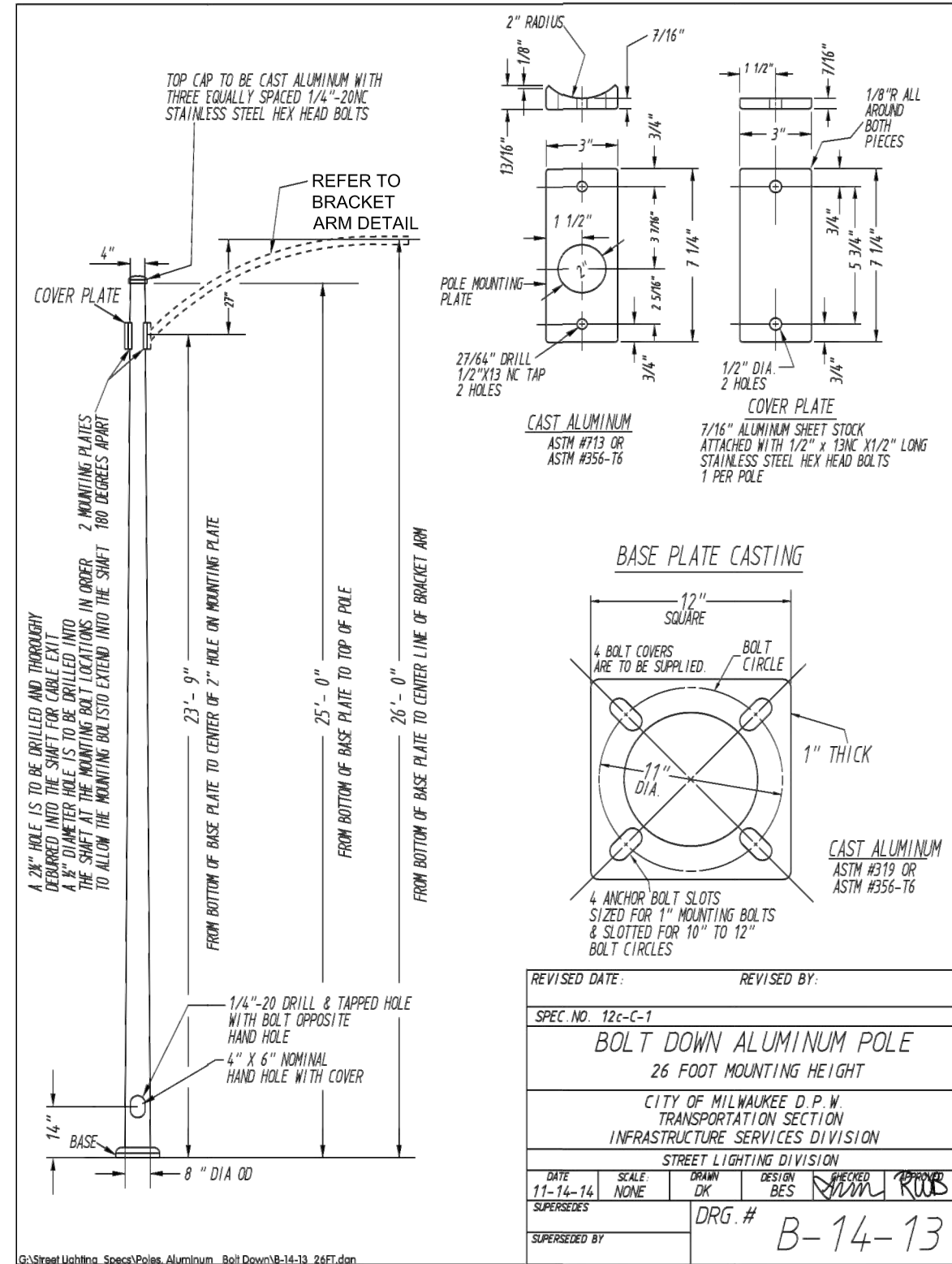
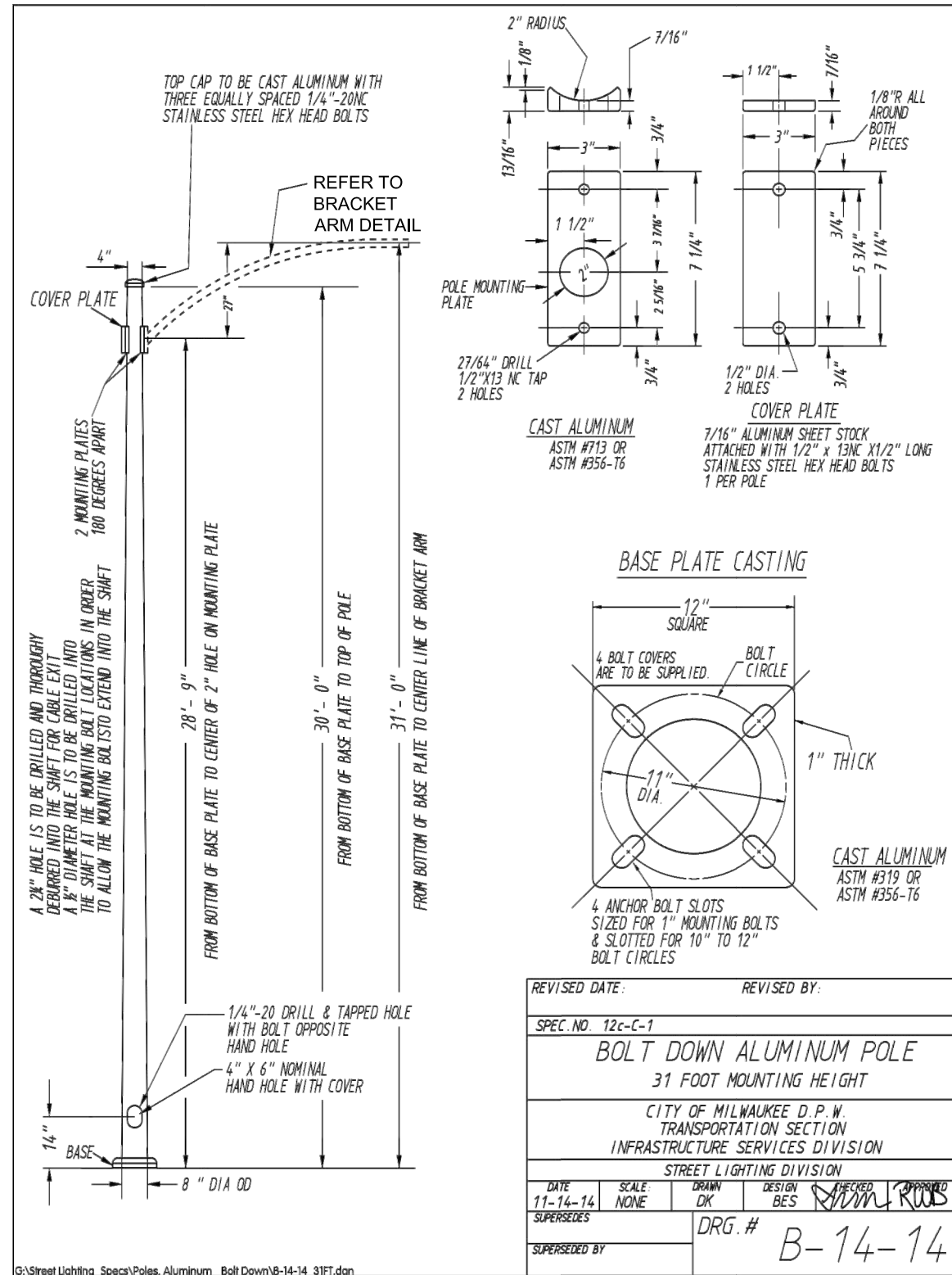
#### TAG DESCRIPTION BREAKDOWN - LOAD SIDE

CIRCUIT ID: (CIR. ENCL.#3 EB-R)  
 LINE SIDE COMING FROM UNIT STREET LIGHT UNIT IS ON: (N. JACKSON ST.)  
 SIDE OF STREET LIGHT UNIT IS ON: (WEST SIDE)  
 NUMBER OF STREET LIGHTING UNITS FROM NEAREST CROSSING STREET: (GOING TO UNIT 6)  
 DIRECTION FROM THE NEAREST CROSSING STREET: (TO THE NORTH)  
 NAME OF THE NEAREST CROSSING STREET: (E. KILBOURN AVE.)

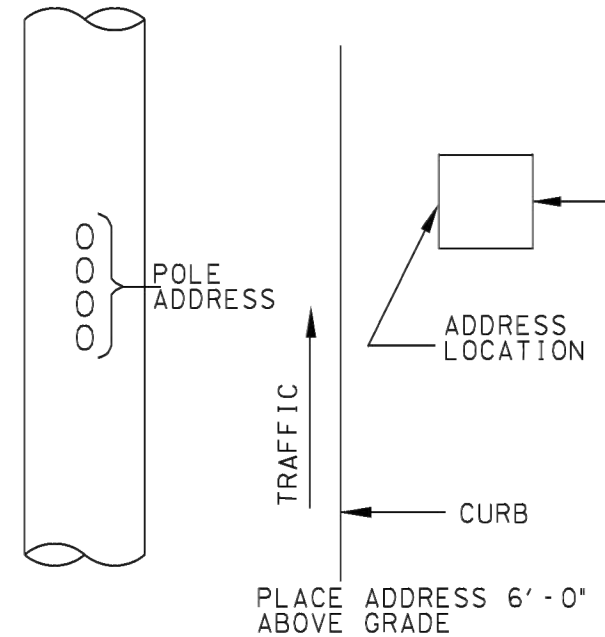
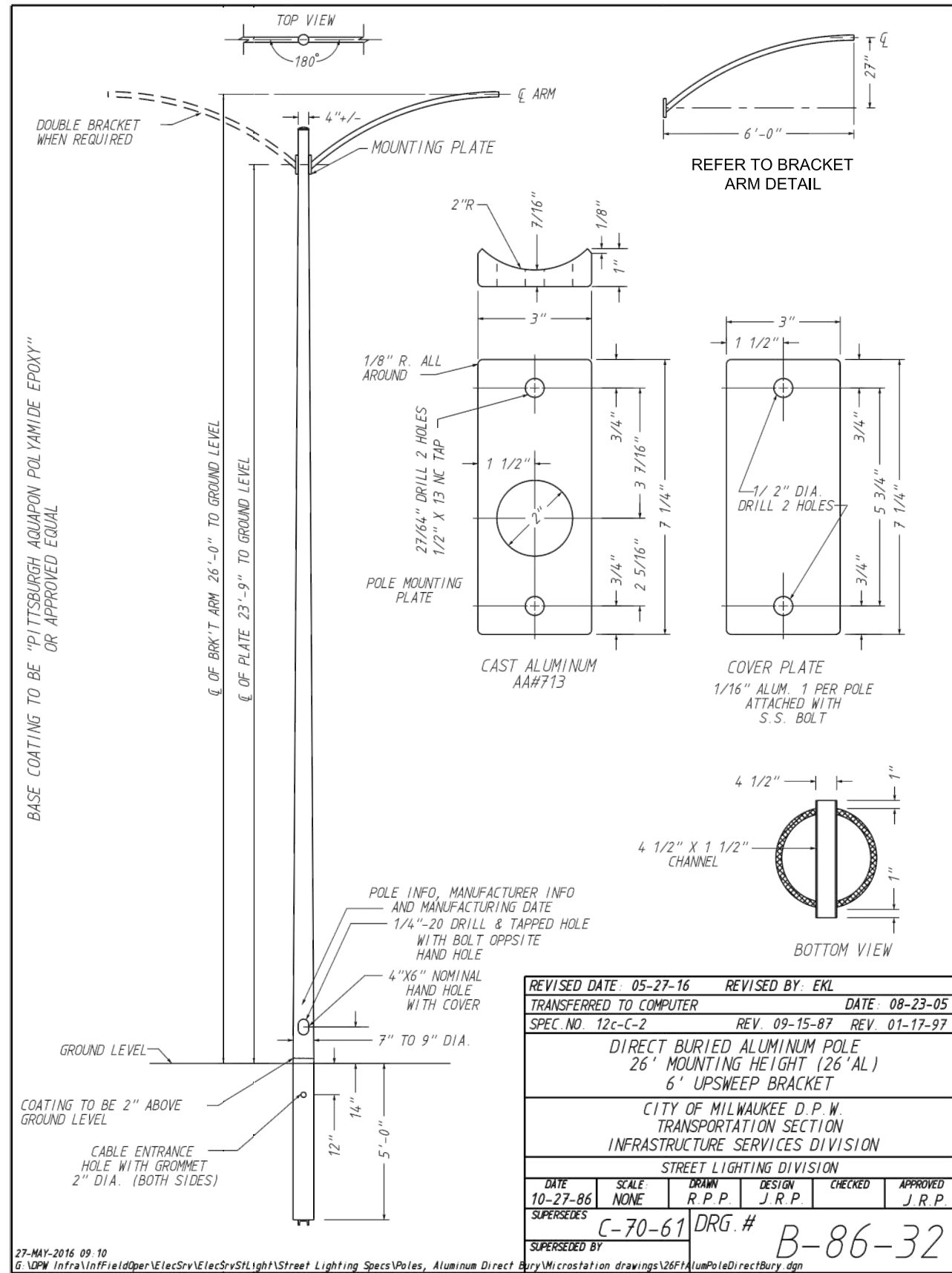
147

DETAIL  
TYPICAL SCHEMATIC AND TAGGING

CITY OF MILWAUKEE  
 DEPARTMENT OF PUBLIC WORKS  
 STREET LIGHTING SECTION  
REVISION BY: dkozal REVISION DATE: 23-MAR-2023 08:46  
 APPROVED REVISION BY: R.BERTRAN APPROVED REVISION DATE: MAR-23-2023



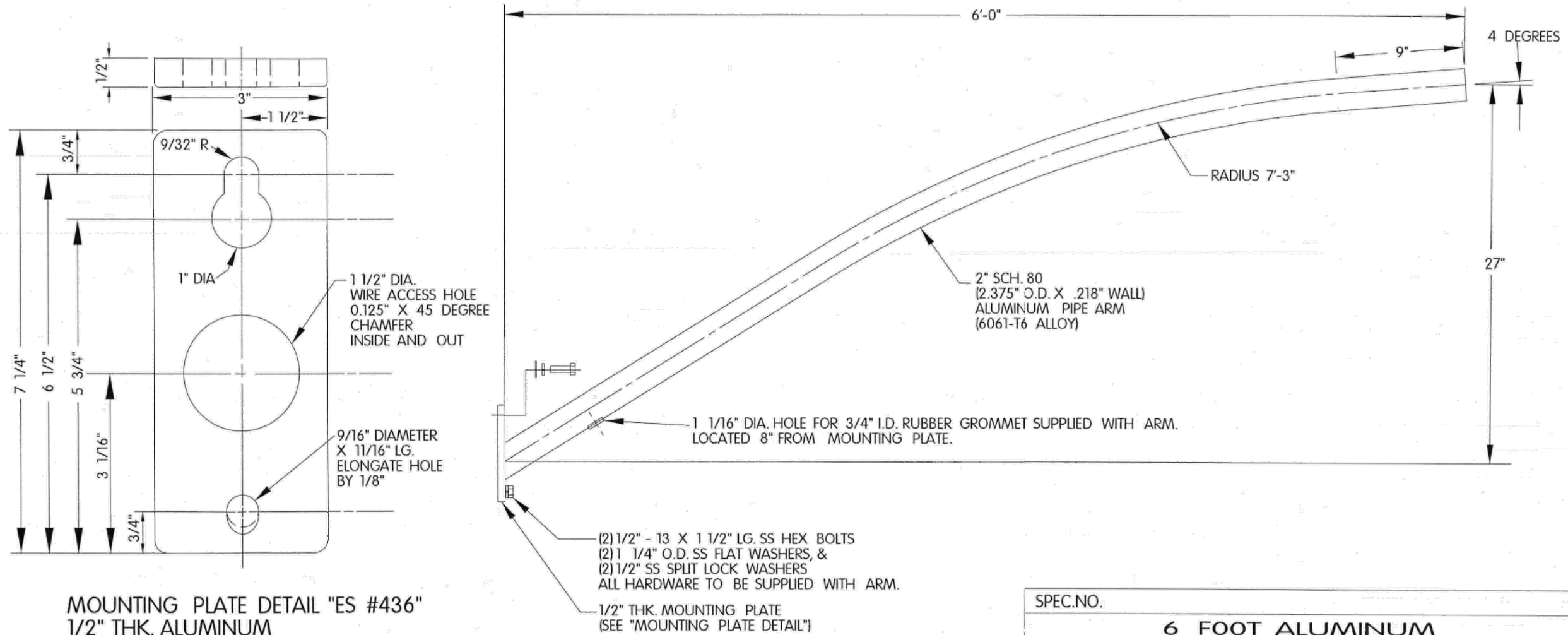




CONTRACTOR FURNISHED AND INSTALLED

### POLE ADDRESS DETAIL





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

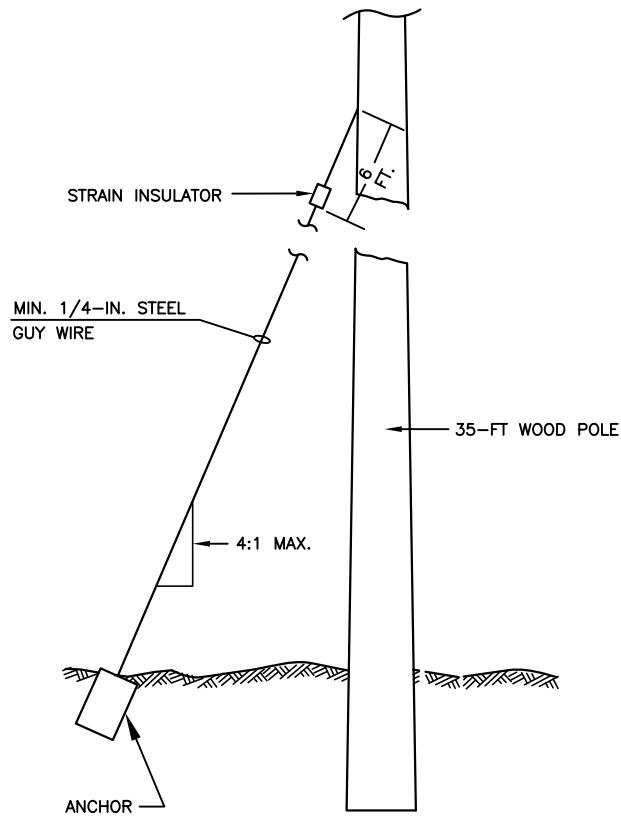
NOTE:  
 1" I.D. RUBBER GROMMET PROVIDED  
 FOR USE IN POLE SHAFT

SPEC.NO.					
<b>6 FOOT ALUMINUM UPSWEEP BRACKET</b>					
6'-0" X 27" X 2.4 SGL PIPE 3" X 7.25" PLMT MATERIAL: ALUMINUM ALLOY, FINISH: SATIN					
CITY OF MILWAUKEE D.P.W. TRANSPORTATION SECTION INFRASTRUCTURE SERVICES DIVISION					
STREET LIGHTING DIVISION					
DATE 8/1/2022	SCALE: NONE	DRAWN DK	DESIGN	CHECKED <i>[Signature]</i>	APPROVED <i>[Signature]</i>
SUPERSEDES C-80-2		DRG.# <b>C-87-76</b>			
SUPERSEDED BY					

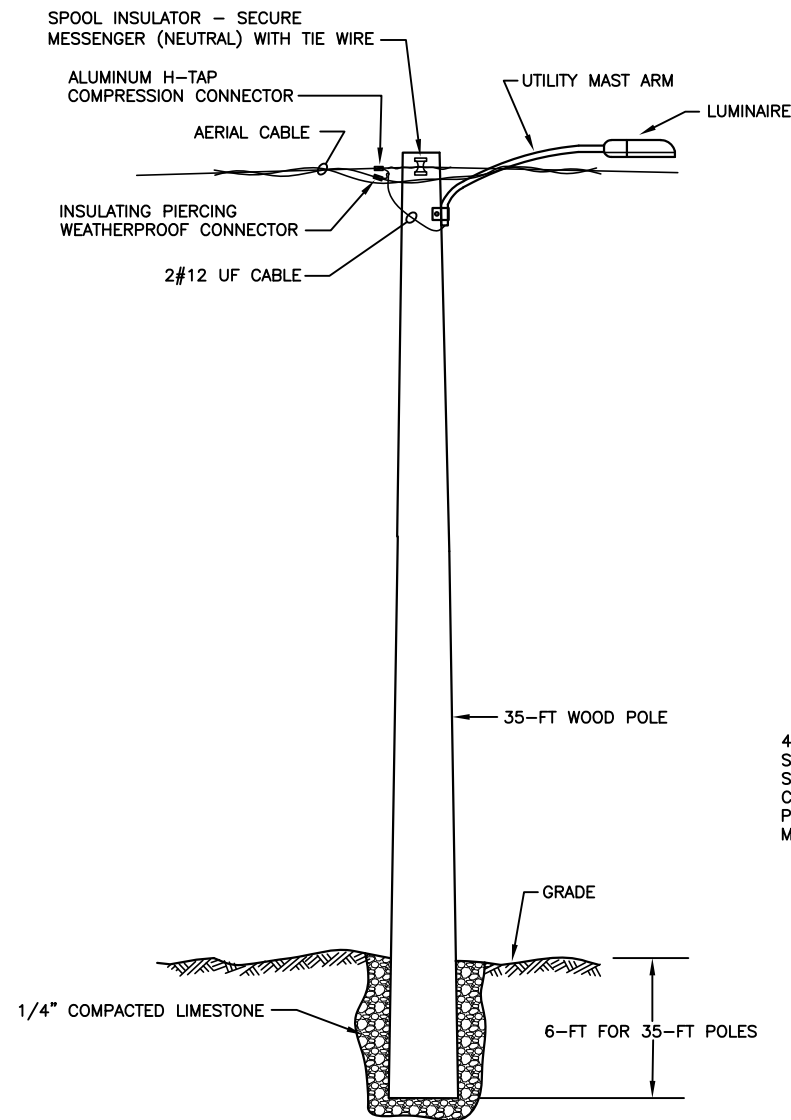
2-AUG-2022 11:36

NOTES:

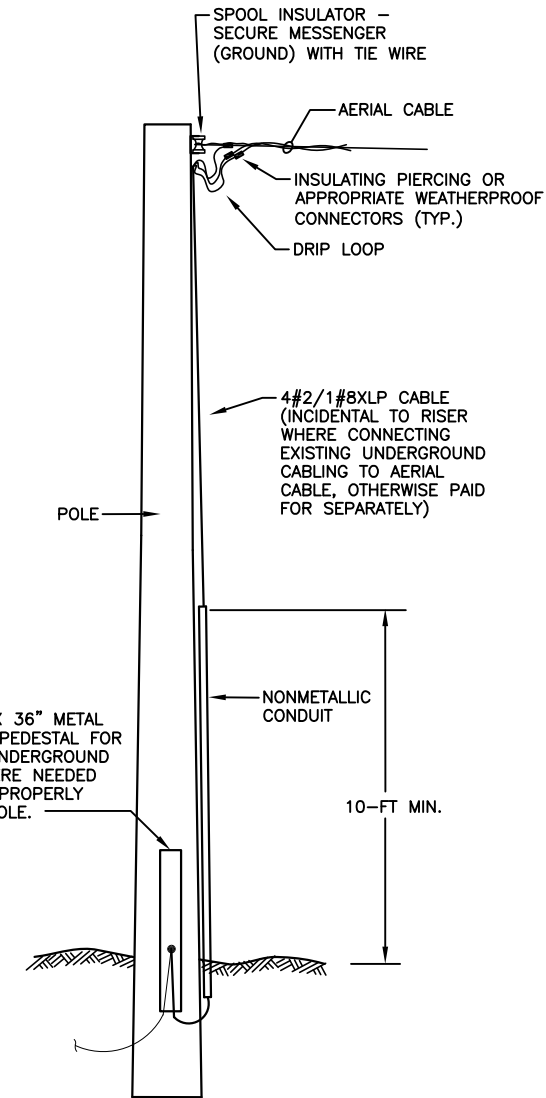
- (1) MINIMUM CLEARANCE CENTER OF SPAN: 20-FT ABOVE ROADWAY OR GRADE
- (2) CONSTRUCT DEAD ENDS WITH SECONDARY RACK, CLEVISES, OR OTHER APPROVED METHODS.
- (3) SECURELY BAND OR STRAP CONDUIT AND CABLE TO POLE AS APPROPRIATE. USE CONDUIT AS INDICATED FOR RISER(S). GROUND WIRE SHALL BE IN RISER.
- (4) PROVIDE GUY WIRES, AS REQUIRED.
- (5) COORDINATE WITH EXISTING CONDITIONS AS APPROPRIATE.



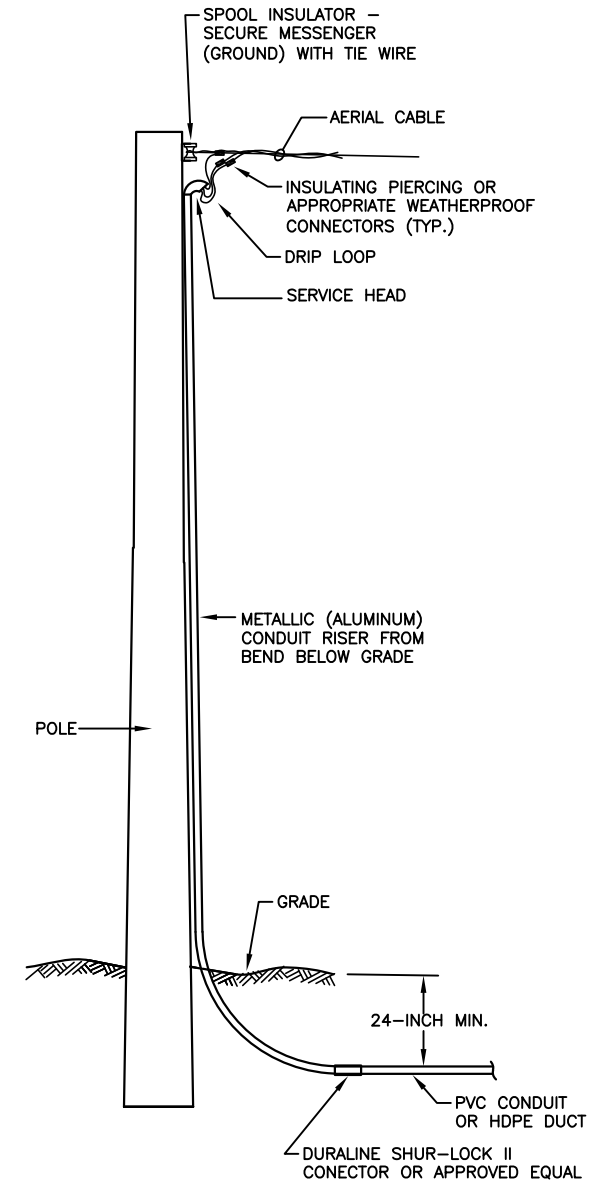
TYPICAL WOOD LINE POLE  
TYPICAL DOWN GUY



TYPICAL TEMPORARY LIGHTING UNIT  
TYPICAL WOOD POLE INSTALLATION















TYPICAL SECONDARY RISER - TEMPORARY

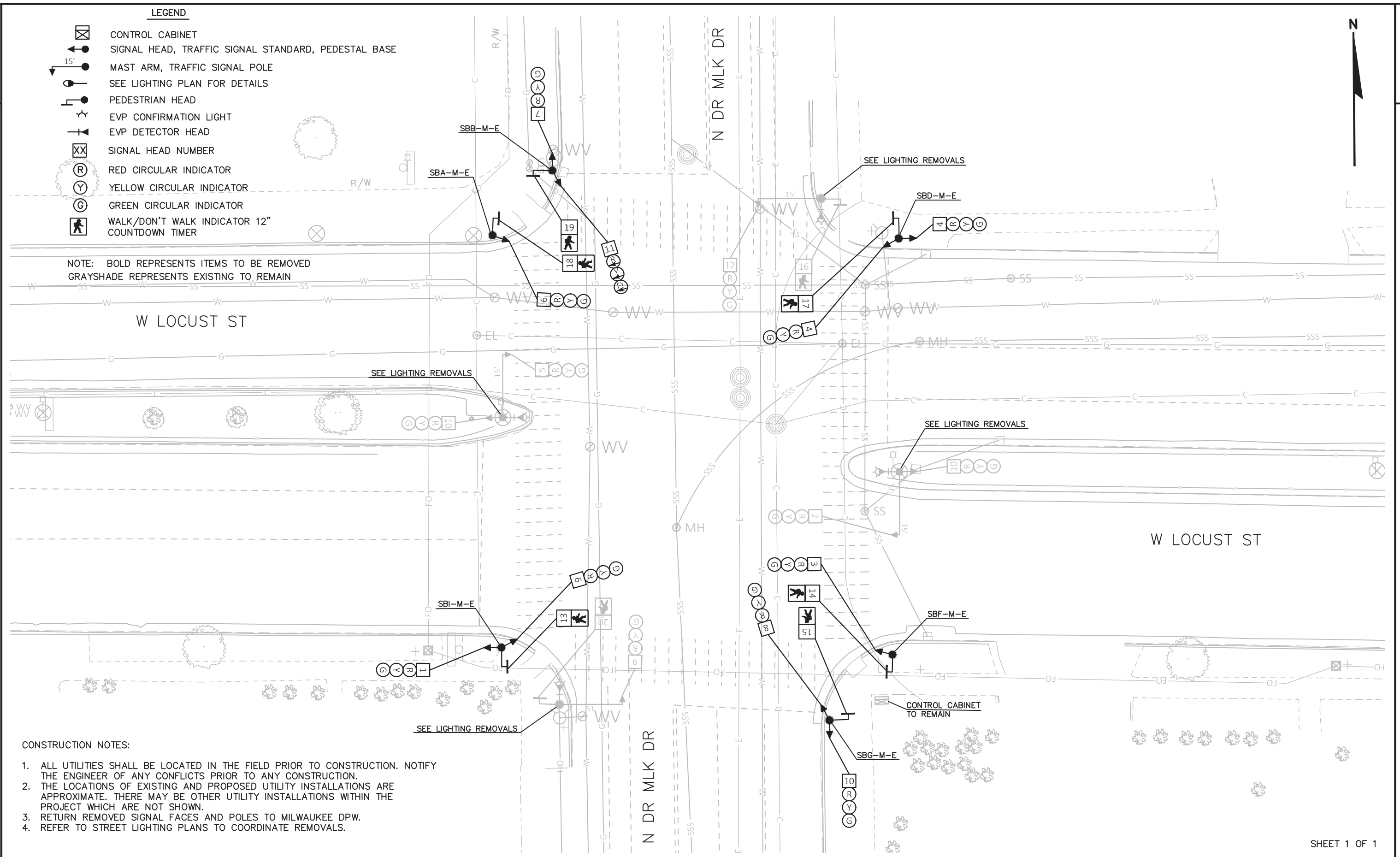


TYPICAL SECONDARY RISER - PERMANENT

LEGEND

-  CONTROL CABINET
-  SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
-  MAST ARM, TRAFFIC SIGNAL POLE
-  SEE LIGHTING PLAN FOR DETAILS
-  PEDESTRIAN HEAD
-  EVP CONFIRMATION LIGHT
-  EVP DETECTOR HEAD
-  SIGNAL HEAD NUMBER
-  RED CIRCULAR INDICATOR
-  YELLOW CIRCULAR INDICATOR
-  GREEN CIRCULAR INDICATOR
-  WALK/DON'T WALK INDICATOR 12" COUNTDOWN TIMER





NOTE: BOLD REPRESENTS ITEMS TO BE REMOVED  
 GRAYSHADE REPRESENTS EXISTING TO REMAIN










CONSTRUCTION NOTES:

1. ALL UTILITIES SHALL BE LOCATED IN THE FIELD PRIOR TO CONSTRUCTION. NOTIFY THE ENGINEER OF ANY CONFLICTS PRIOR TO ANY CONSTRUCTION.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. RETURN REMOVED SIGNAL FACES AND POLES TO MILWAUKEE DPW.
4. REFER TO STREET LIGHTING PLANS TO COORDINATE REMOVALS.

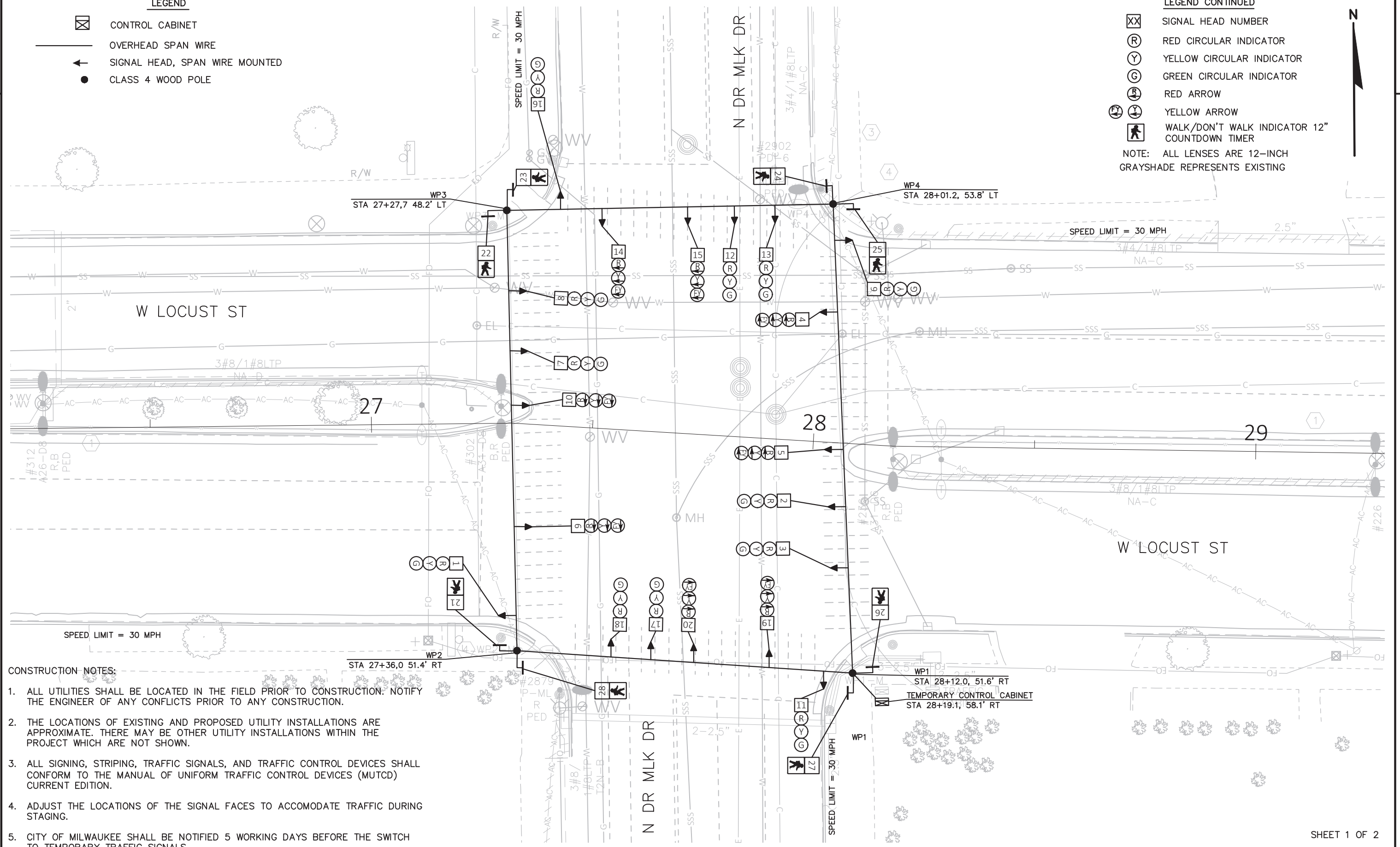
LEGEND

-  CONTROL CABINET
-  OVERHEAD SPAN WIRE
-  SIGNAL HEAD, SPAN WIRE MOUNTED
-  CLASS 4 WOOD POLE

LEGEND CONTINUED

-  SIGNAL HEAD NUMBER
-  RED CIRCULAR INDICATOR
-  YELLOW CIRCULAR INDICATOR
-  GREEN CIRCULAR INDICATOR
-  RED ARROW
-  YELLOW ARROW
-  WALK/DON'T WALK INDICATOR 12" COUNTDOWN TIMER

NOTE: ALL LENSES ARE 12-INCH GRAYSHADE REPRESENTS EXISTING

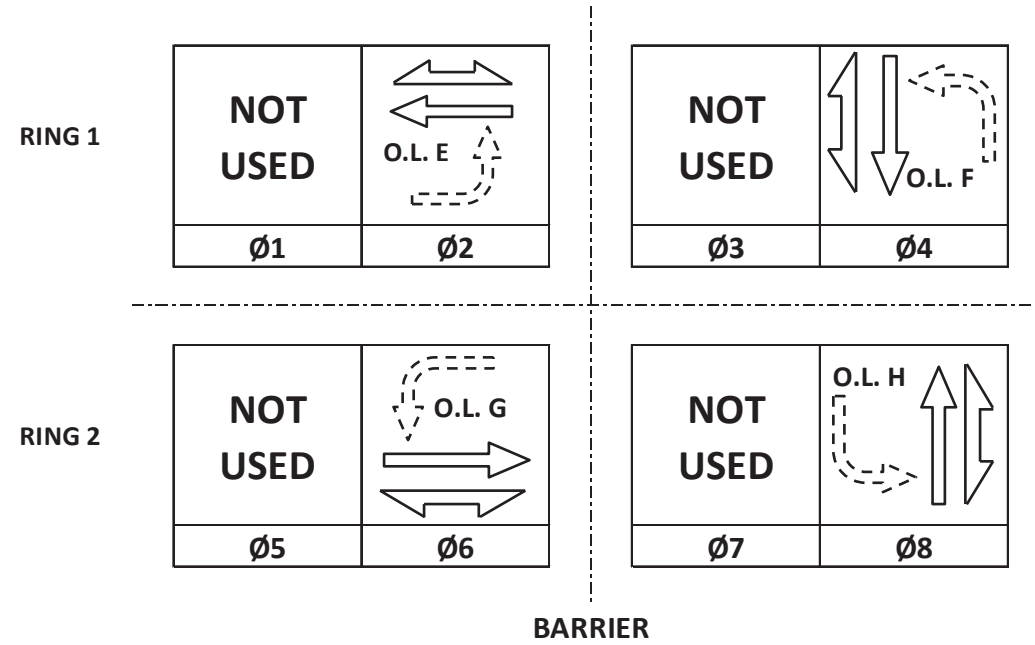


CONSTRUCTION NOTES:

1. ALL UTILITIES SHALL BE LOCATED IN THE FIELD PRIOR TO CONSTRUCTION. NOTIFY THE ENGINEER OF ANY CONFLICTS PRIOR TO ANY CONSTRUCTION.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. ALL SIGNING, STRIPING, TRAFFIC SIGNALS, AND TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) CURRENT EDITION.
4. ADJUST THE LOCATIONS OF THE SIGNAL FACES TO ACCOMODATE TRAFFIC DURING STAGING.
5. CITY OF MILWAUKEE SHALL BE NOTIFIED 5 WORKING DAYS BEFORE THE SWITCH TO TEMPORARY TRAFFIC SIGNALS.



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



N



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

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

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

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

CONTROLLER LOGIC

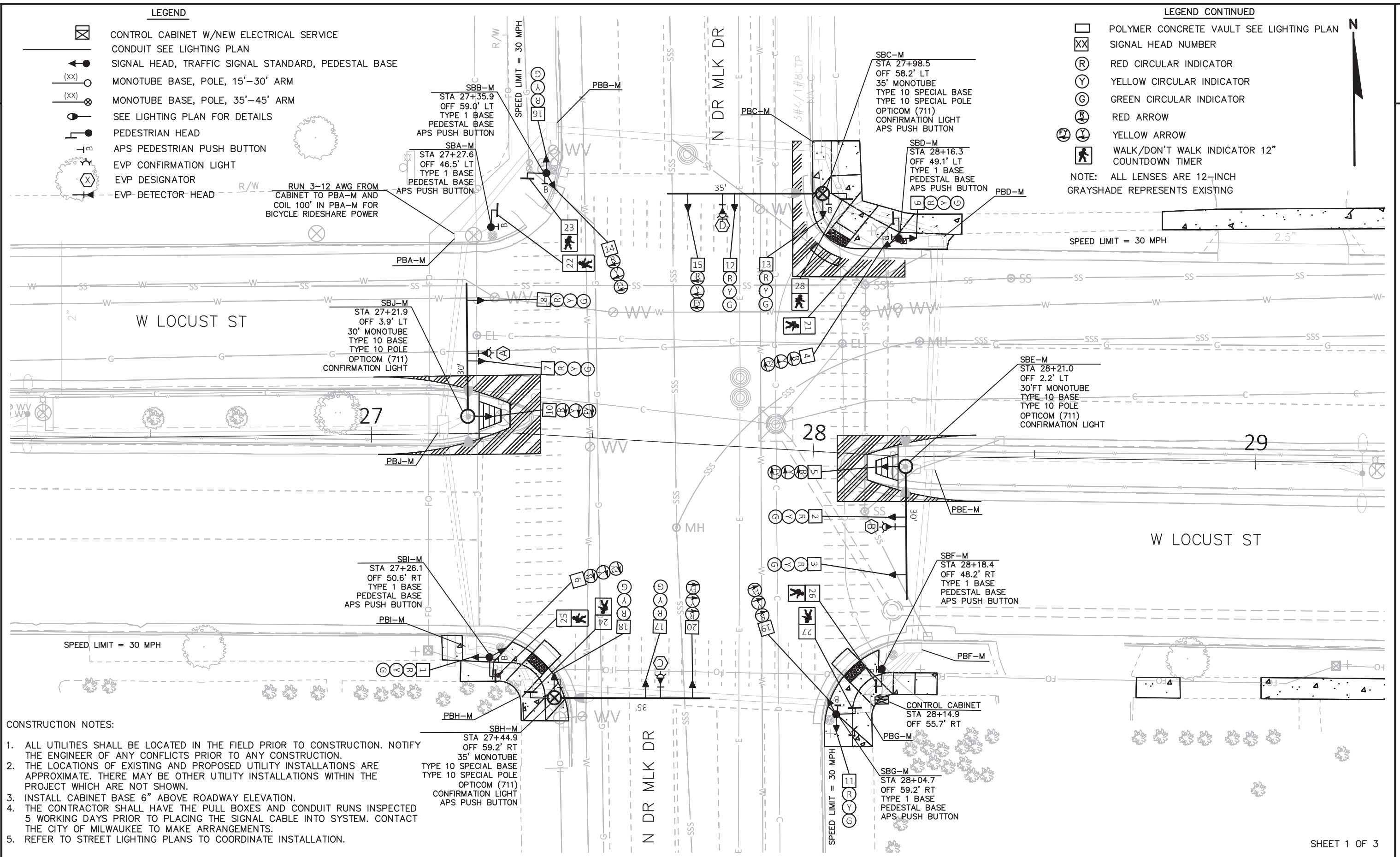
PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1				
2	X	6	MAX	X
3				
4		8		X
5				
6	X	2	MAX	X
7				
8		4		X

**LEGEND**

- CONTROL CABINET W/NEW ELECTRICAL SERVICE
- CONDUIT SEE LIGHTING PLAN
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- MONOTUBE BASE, POLE, 15'-30' ARM
- MONOTUBE BASE, POLE, 35'-45' ARM
- SEE LIGHTING PLAN FOR DETAILS
- PEDESTRIAN HEAD
- APS PEDESTRIAN PUSH BUTTON
- EVP CONFIRMATION LIGHT
- EVP DESIGNATOR
- EVP DETECTOR HEAD

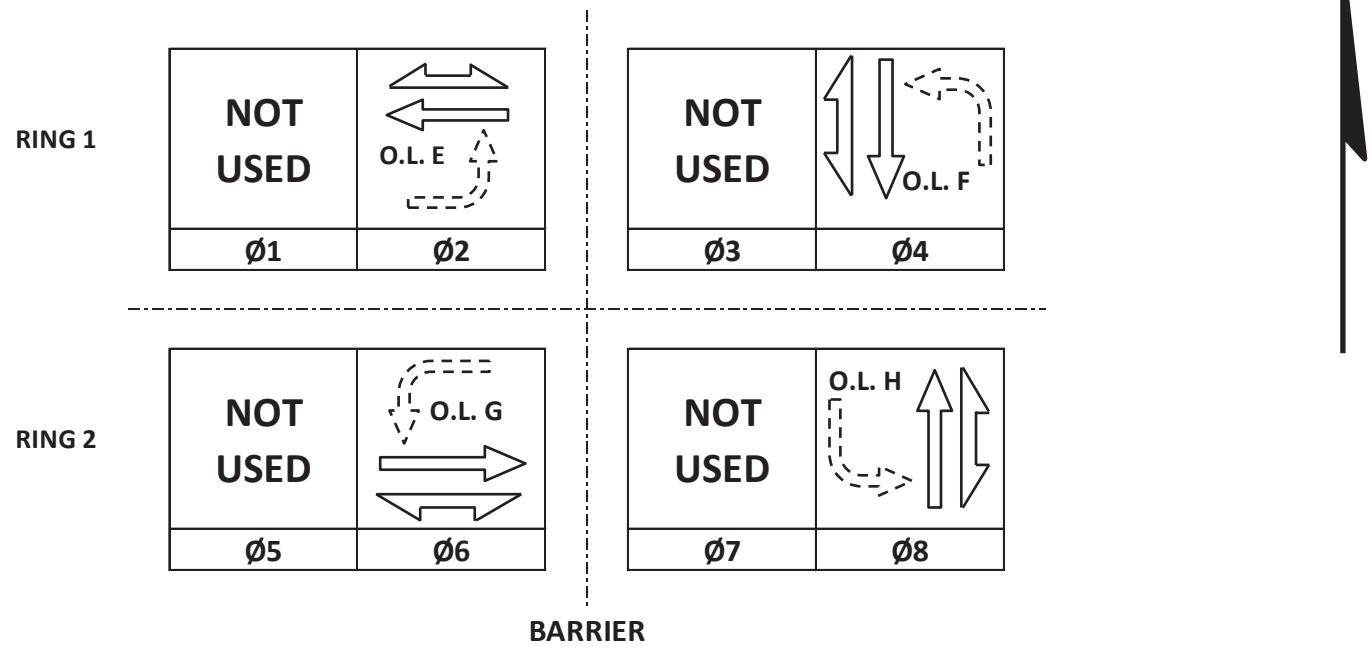
**LEGEND CONTINUED**

- POLYMER CONCRETE VAULT SEE LIGHTING PLAN
  - SIGNAL HEAD NUMBER
  - RED CIRCULAR INDICATOR
  - YELLOW CIRCULAR INDICATOR
  - GREEN CIRCULAR INDICATOR
  - RED ARROW
  - YELLOW ARROW
  - WALK/DON'T WALK INDICATOR 12" COUNTDOWN TIMER
- NOTE: ALL LENSES ARE 12-INCH  
GRAYSHADE REPRESENTS EXISTING



- CONSTRUCTION NOTES:**
1. ALL UTILITIES SHALL BE LOCATED IN THE FIELD PRIOR TO CONSTRUCTION. NOTIFY THE ENGINEER OF ANY CONFLICTS PRIOR TO ANY CONSTRUCTION.
  2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
  3. INSTALL CABINET BASE 6" ABOVE ROADWAY ELEVATION.
  4. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING THE SIGNAL CABLE INTO SYSTEM. CONTACT THE CITY OF MILWAUKEE TO MAKE ARRANGEMENTS.
  5. REFER TO STREET LIGHTING PLANS TO COORDINATE INSTALLATION.

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



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

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

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

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B	C	D
MOVEMENT				
PHASE	2+6	6+2	4+8	8+4

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

CONTROLLER LOGIC

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

PROJECT ID: 2455-07-00  
 INTERSECTION: W LOCUST ST & N DR MLK DR

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

CONTROL CABINET TO	JUMPER	# OF COND. AWG 14	HEAD NO.	SIGNAL INDICATION WIRE COLOR							D/WALK	WALK	PED BUTTON	PED BUTTON 2
				RED	YELLOW	GREEN	<RED	<YELLOW>	<FL YELLOW>	<GREEN>				
SBA-M		7	22								BLK	BLK/WHT		
			B										BLU	GRN
SBB-M		15	14				RED	ORG	GRN					
			16	RED/BLK	ORG/BLK	GRN/BLK					BLK	BLK/WHT		
			23										BLU	BLU/BLK
			B											
SBC-M		15	12	RED	ORG	GRN								
			13	RED	ORG	GRN								
			15				RED/BLK	ORG/BLK	GRN/BLK					
			28								BLK	BLK/WHT		
			B										BLU	BLU/BLK
SBD-M		15	4				RED	ORG	GRN					
			6	RED/BLK	ORG/BLK	GRN/BLK								
			21								BLK	BLK/WHT		
			B										BLU	BLU/BLK
SBE-M		12	2	RED	ORG	GRN								
			3	RED	ORG	GRN								
			5				RED/BLK	ORG/BLK	GRN/BLK					
SBF-M		7	26								BLK	BLK/WHT		
			B										BLU	GRN
SBG-M		15	11	RED	ORG	GRN								
			19				RED/BLK	ORG/BLK	GRN/BLK					
			27								BLK	BLK/WHT		
			B										BLU	BLU/BLK
SBH-M		15	17	RED	ORG	GRN								
			18	RED	ORG	GRN								
			20				RED/BLK	ORG/BLK	GRN/BLK					
			24								BLK	BLK/WHT		
			B										BLU	BLU/BLK
SBI-M		15	1	RED	ORG	GRN								
			9				RED/BLK	ORG/BLK	GRN/BLK					
			25								BLK	BLK/WHT		
			B										BLU	BLU/BLK
SBJ-M		12	7	RED	ORG	GRN								
			8	RED	ORG	GRN								
			10				RED/BLK	ORG/BLK	GRN/BLK					

EQUIPMENT GROUNDING CONDUCTOR 10 AWG GRN XLP	
FROM	TO
CONTROL CABINET	SBG-M
SBG-M	SBH-M
SBH-M	SBI-M
SBI-M	SBJ-M
SBJ-M	SBA-M
SBA-M	SBB-M
SBB-M	SBC-M
SBC-M	SBD-M
SBD-M	SBE-M
SBE-M	SBF-M
SBF-M	CONTROL CABINET

EMERGENCY VEHICLE PREEMPTION	
FROM	TO
CONTROL CABINET	SBJ-M (HEAD A)
CONTROL CABINET	SBE-M (HEAD B)
CONTROL CABINET	SBH-M (HEAD C)
CONTROL CABINET	SBC-M (HEAD D)

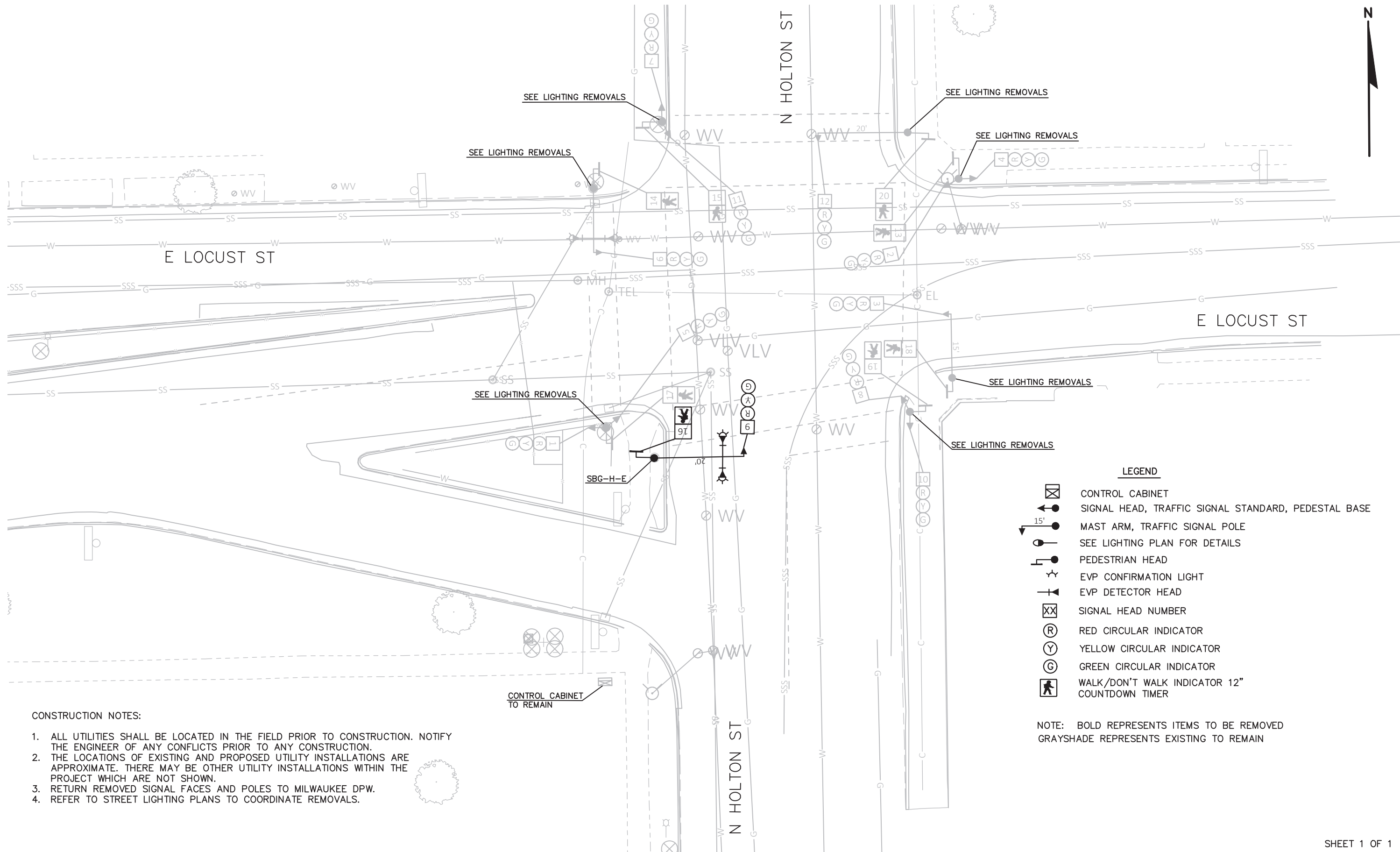
3 - 12 AWG	
FROM	TO
CABINET	PBA-M

CONFIRMATION BEACON CABLE TRAFFIC SIGNAL 3-14 AWG	
FROM	TO
CONTROL CABINET	SBJ-M (HEAD A)
CONTROL CABINET	SBE-M (HEAD B)
CONTROL CABINET	SBH-M (HEAD C)
CONTROL CABINET	SBC-M (HEAD D)

NOTES:

1. USE WHITE CONDUCTOR IN THE SIGNAL CABLE AS THE GROUNDED CONDUCTOR FOR ALL TRAFFIC SIGNAL INDICATIONS.
2. ENSURE THE GROUNDED CONDUCTOR IN THE FEEDER CABLE AND THE POLE CABLES ARE BOTH 18" LONGER THAN THE UNGROUNDED CONDUCTORS.





CONSTRUCTION NOTES:





1. ALL UTILITIES SHALL BE LOCATED IN THE FIELD PRIOR TO CONSTRUCTION. NOTIFY THE ENGINEER OF ANY CONFLICTS PRIOR TO ANY CONSTRUCTION.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. RETURN REMOVED SIGNAL FACES AND POLES TO MILWAUKEE DPW.
4. REFER TO STREET LIGHTING PLANS TO COORDINATE REMOVALS.

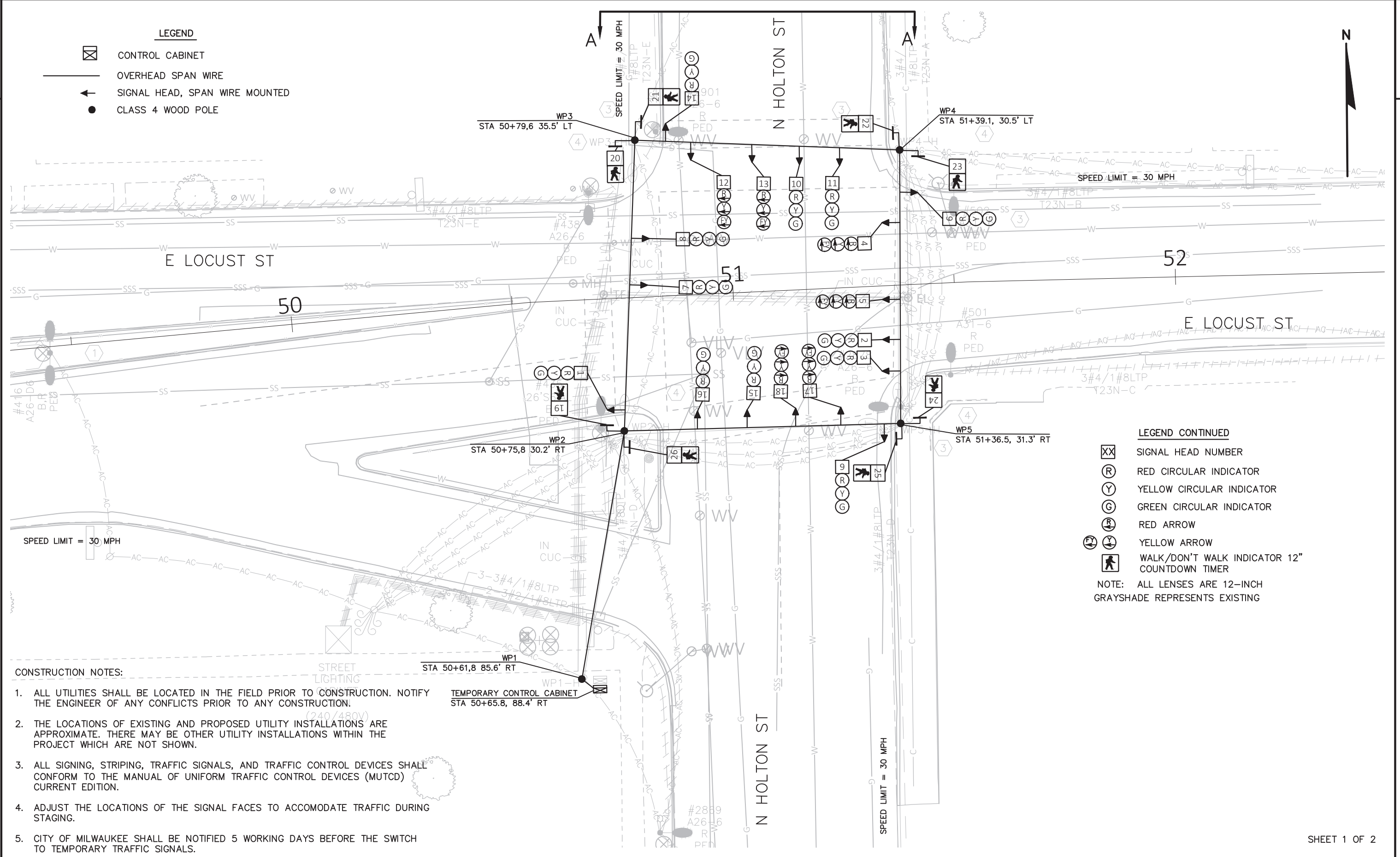
LEGEND

- CONTROL CABINET
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- MAST ARM, TRAFFIC SIGNAL POLE
- SEE LIGHTING PLAN FOR DETAILS
- PEDESTRIAN HEAD
- EVP CONFIRMATION LIGHT
- EVP DETECTOR HEAD
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- WALK/DON'T WALK INDICATOR 12" COUNTDOWN TIMER








NOTE: BOLD REPRESENTS ITEMS TO BE REMOVED  
 GRAYSHADE REPRESENTS EXISTING TO REMAIN

LEGEND

-  CONTROL CABINET
-  OVERHEAD SPAN WIRE
-  SIGNAL HEAD, SPAN WIRE MOUNTED
-  CLASS 4 WOOD POLE



LEGEND CONTINUED

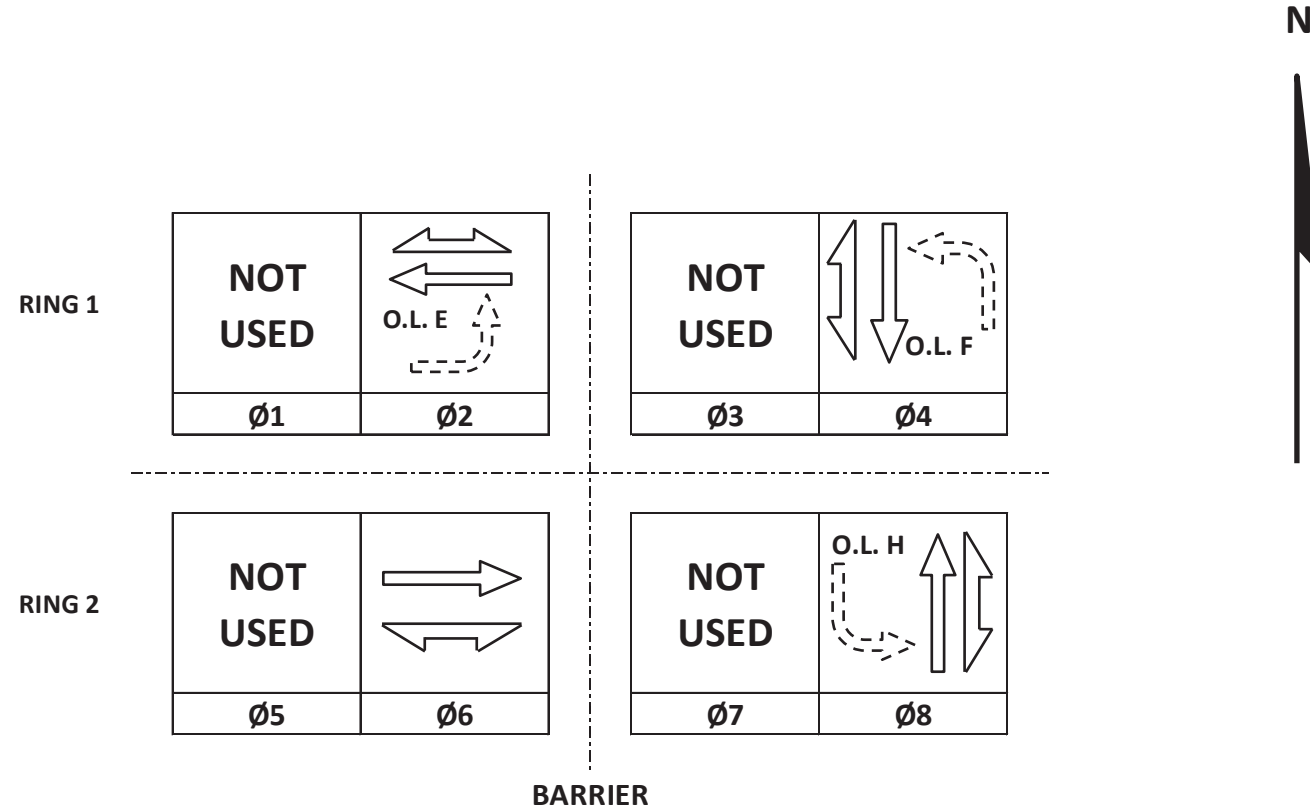
-  SIGNAL HEAD NUMBER
-  RED CIRCULAR INDICATOR
-  YELLOW CIRCULAR INDICATOR
-  GREEN CIRCULAR INDICATOR
-  RED ARROW
-  YELLOW ARROW
-  WALK/DON'T WALK INDICATOR 12" COUNTDOWN TIMER

NOTE: ALL LENSES ARE 12-INCH  
GRAYSHADE REPRESENTS EXISTING

CONSTRUCTION NOTES:

1. ALL UTILITIES SHALL BE LOCATED IN THE FIELD PRIOR TO CONSTRUCTION. NOTIFY THE ENGINEER OF ANY CONFLICTS PRIOR TO ANY CONSTRUCTION.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. ALL SIGNING, STRIPING, TRAFFIC SIGNALS, AND TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) CURRENT EDITION.
4. ADJUST THE LOCATIONS OF THE SIGNAL FACES TO ACCOMODATE TRAFFIC DURING STAGING.
5. CITY OF MILWAUKEE SHALL BE NOTIFIED 5 WORKING DAYS BEFORE THE SWITCH TO TEMPORARY TRAFFIC SIGNALS.

	HEAD NUMBERS	FLASH
Ø1		
Ø2	6,7,8	R
Ø3		
Ø4	14,15,16	R
Ø5		
Ø6	1,2,3	R
Ø7		
Ø8	9,10,11	R
Ø2P	21,22	
Ø4P	19,20	
Ø6P	25,26	
Ø8P	24,25	
OLE	4,5	-
OLF	12,13	-
OLG		
OLH	17,18	-



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

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

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

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

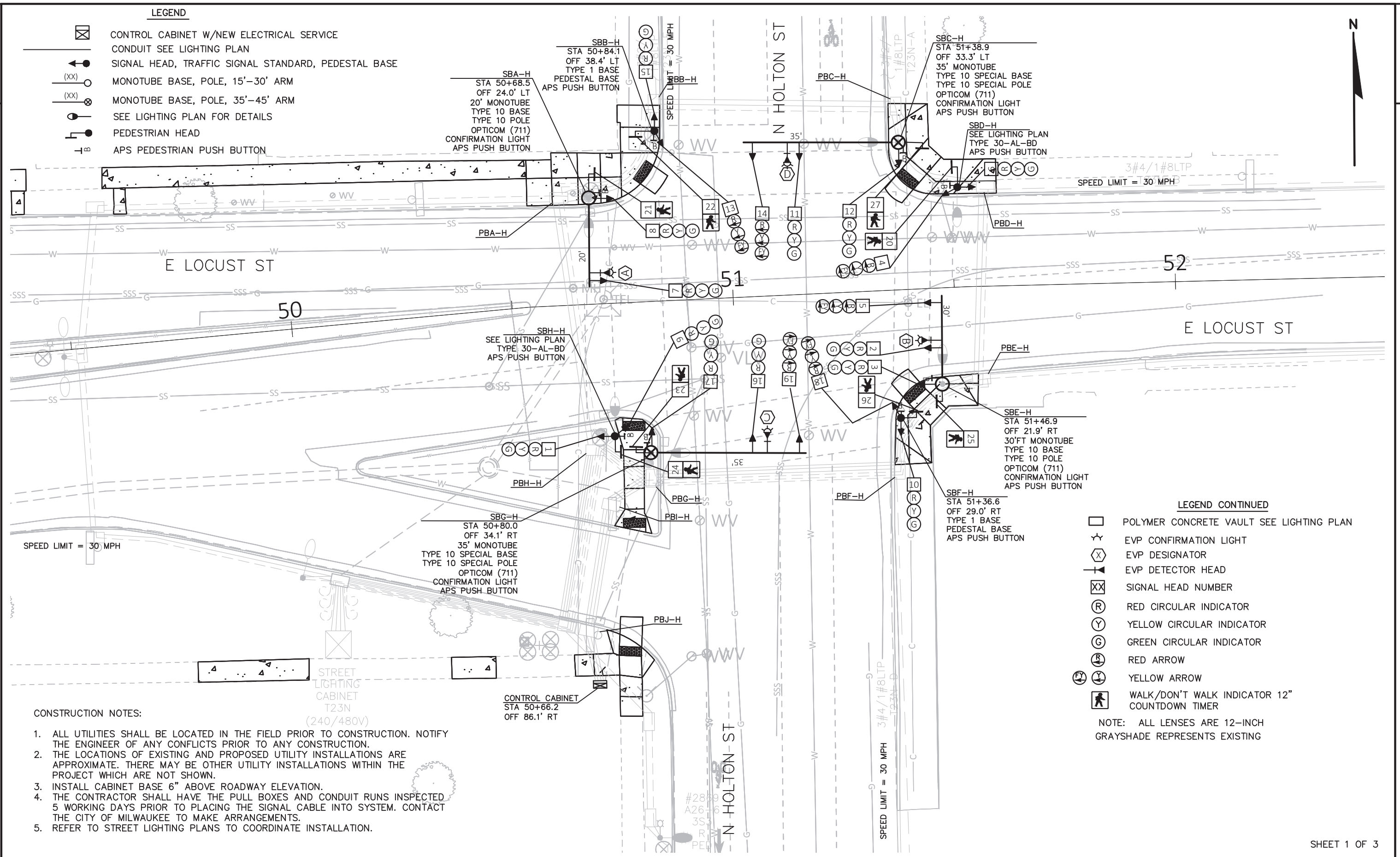
CONTROLLER LOGIC

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



**LEGEND**

- CONTROL CABINET W/NEW ELECTRICAL SERVICE
- CONDUIT SEE LIGHTING PLAN
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- MONOTUBE BASE, POLE, 15'-30' ARM
- MONOTUBE BASE, POLE, 35'-45' ARM
- SEE LIGHTING PLAN FOR DETAILS
- PEDESTRIAN HEAD
- APS PEDESTRIAN PUSH BUTTON



**LEGEND CONTINUED**

- POLYMER CONCRETE VAULT SEE LIGHTING PLAN
- EVP CONFIRMATION LIGHT
- EVP DESIGNATOR
- EVP DETECTOR HEAD
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- WALK/DON'T WALK INDICATOR 12" COUNTDOWN TIMER

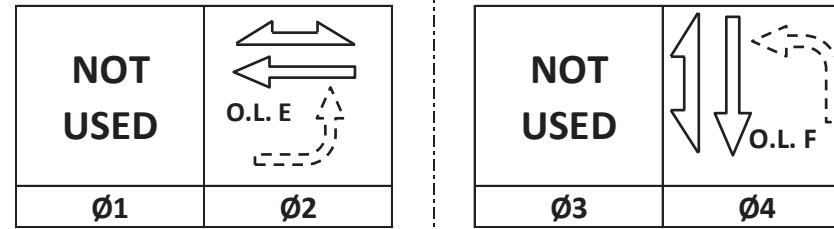
NOTE: ALL LENSES ARE 12-INCH  
GRAYSHADE REPRESENTS EXISTING

**CONSTRUCTION NOTES:**

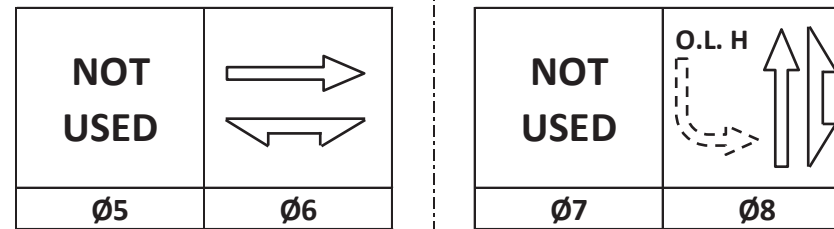
1. ALL UTILITIES SHALL BE LOCATED IN THE FIELD PRIOR TO CONSTRUCTION. NOTIFY THE ENGINEER OF ANY CONFLICTS PRIOR TO ANY CONSTRUCTION.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. INSTALL CABINET BASE 6" ABOVE ROADWAY ELEVATION.
4. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING THE SIGNAL CABLE INTO SYSTEM. CONTACT THE CITY OF MILWAUKEE TO MAKE ARRANGEMENTS.
5. REFER TO STREET LIGHTING PLANS TO COORDINATE INSTALLATION.

	HEAD NUMBERS	FLASH
Ø1		
Ø2	6,7,8	R
Ø3		
Ø4	15,16,17	R
Ø5		
Ø6	1,2,3	R
Ø7		
Ø8	10,11,12	R
Ø2P	20,21	
Ø4P	22,23	
Ø6P	24,25	
Ø8P	26,27	
OLE	4,5	-
OLF	13,14	-
OLG		
OLH	18,19	-

RING 1



RING 2



BARRIER

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

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

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

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B	C	D
MOVEMENT				
PHASE	2+6	6+2	4+8	8+4

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

CONTROLLER LOGIC

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

PROJECT ID: 2455-07-00  
 INTERSECTION: E LOCUST ST & N HOLTON ST

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

CONTROL CABINET TO	JUMPER	# OF COND. AWG 14	HEAD NO.	SIGNAL INDICATION WIRE COLOR							D/WALK	WALK	PED BUTTON	PED BUTTON 2
				RED	YELLOW	GREEN	<RED	<YELLOW>	<FL YELLOW>	<GREEN>				
SBA-H		15	7	RED	ORG	GRN								
			8	RED	ORG	GRN								
			21							BLK	BLK/WHT			
SBB-H		15	B									BLU	BLU/BLK	
			13				RED	ORG	GRN					
			15	RED/BLK	ORG/BLK	GRN/BLK								
SBC-H		15	22								BLK	BLK/WHT		
			B									BLU	BLU/BLK	
			11	RED	ORG	GRN								
SBD-H		15	12	RED	ORG	GRN								
			14				RED/BLK	ORG/BLK	GRN/BLK					
			27							BLK	BLK/WHT			
SBE-H		15	B									BLU	BLU/BLK	
			4				RED	ORG	GRN					
			6	RED/BLK	ORG/BLK	GRN/BLK								
SBF-H		15	20								BLK	BLK/WHT		
			B									BLU	BLU/BLK	
			2	RED	ORG	GRN								
SBG-H		15	3	RED	ORG	GRN								
			5				RED/BLK	ORG/BLK	GRN/BLK					
			25							BLK	BLK/WHT			
SBH-H		15	B									BLU	BLU/BLK	
			10	RED	ORG	GRN								
			18				RED/BLK	ORG/BLK	GRN/BLK					
SBA-H		15	26								BLK	BLK/WHT		
			B									BLU	BLU/BLK	
			16	RED	ORG	GRN								
SBB-H		15	17	RED	ORG	GRN								
			19				RED/BLK	ORG/BLK	GRN/BLK					
			23							BLK	BLK/WHT			
SBC-H		15	B									BLU	BLU/BLK	
			1	RED	ORG	GRN								
			9	RED	ORG	GRN								
SBD-H		15	24								BLK	BLK/WHT		
			B									BLU	BLU/BLK	

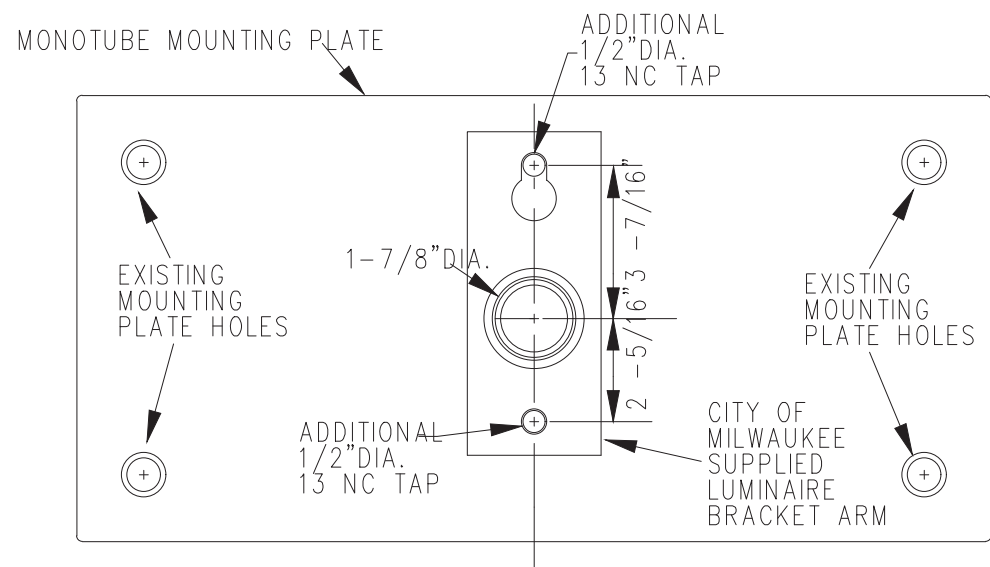
EQUIPMENT GROUNDING CONDUCTOR 10 AWG GRN XLP	
FROM	TO
CONTROL CABINET	SBH-H
SBH-H	SBA-H
SBA-H	SBB-H
SBB-H	SBC-H
SBC-H	SBD-H
SBD-H	SBE-H
SBE-H	SBF-H
SBF-H	SBG-H
SBG-H	CONTROL CABINET

EMERGENCY VEHICLE PREEMPTION	
FROM	TO
CONTROL CABINET	SBA-H (HEAD A)
CONTROL CABINET	SBE-H (HEAD B)
CONTROL CABINET	SBG-H (HEAD C)
CONTROL CABINET	SBC-H (HEAD D)

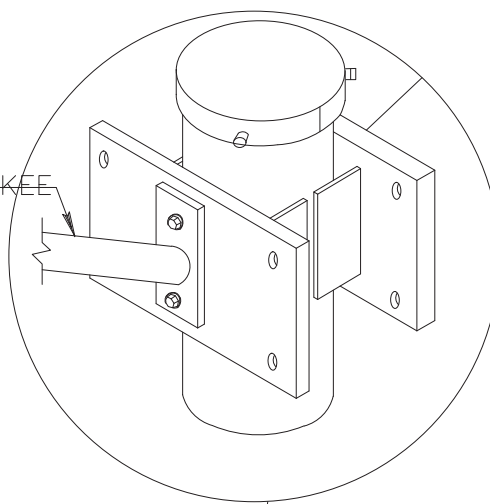
CONFIRMATION BEACON CABLE TRAFFIC SIGNAL 3-14 AWG	
FROM	TO
CONTROL CABINET	SBA-H (HEAD A)
CONTROL CABINET	SBE-H (HEAD B)
CONTROL CABINET	SBG-H (HEAD C)
CONTROL CABINET	SBC-H (HEAD D)

NOTES:

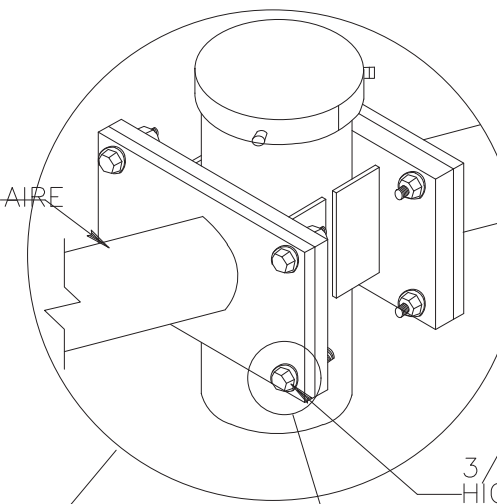
1. USE WHITE CONDUCTOR IN THE SIGNAL CABLE AS THE GROUNDED CONDUCTOR FOR ALL TRAFFIC SIGNAL INDICATIONS.
2. ENSURE THE GROUNDED CONDUCTOR IN THE FEEDER CABLE AND THE POLE CABLES ARE BOTH 18" LONGER THAN THE UNGROUNDED CONDUCTORS.



CITY OF MILWAUKEE  
ALUMINUM  
LUMINAIRE ARM



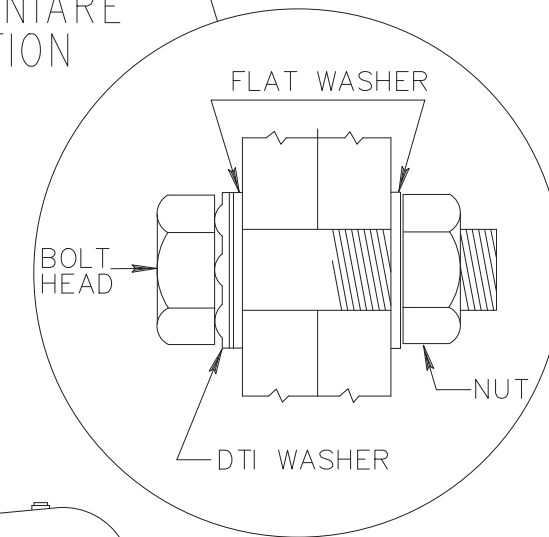
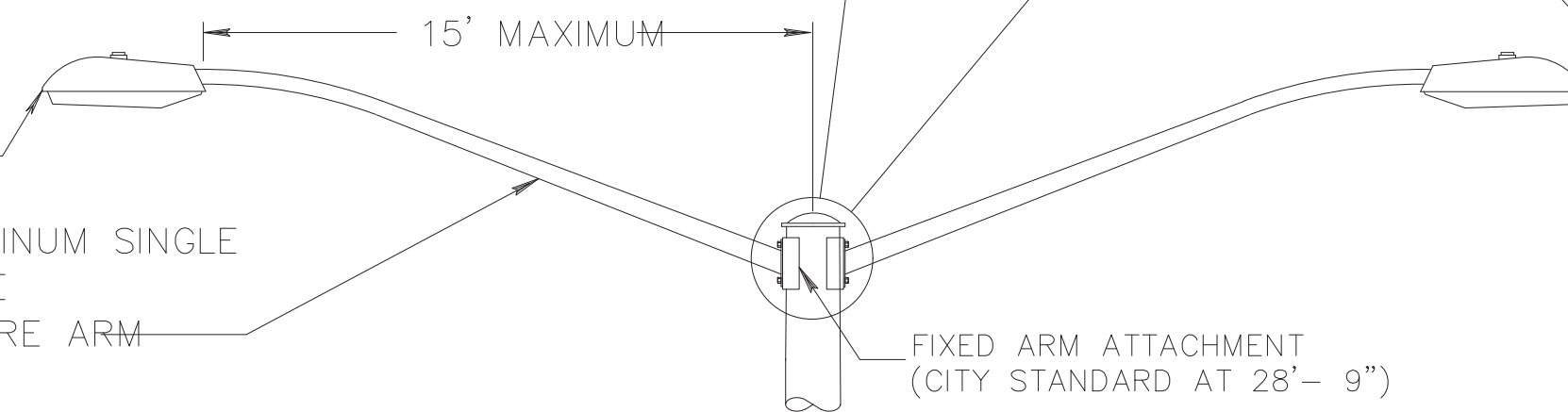
STEEL LUMINAIRE ARM



ADDITIONAL MOUNTING HOLES IN LUMINAIRE MOUNTING PLATE  
NOT TO SCALE

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

EITHER AN ALUMINUM SINGLE  
OR STEEL SINGLE  
MEMBER LUMINAIRE ARM



140

DETAIL NOT TO SCALE

ADDITIONAL MOUNTING HOLES IN LUMINAIRE MOUNTING PLATE FOR

POLES: TYPE 10  
TYPE 10 SPECIAL  
TYPE 13

LEGEND

←● SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE

NOTE: BOLD REPRESENTS ITEMS TO BE REMOVED  
GRAYSHADE REPRESENTS EXISTING TO REMAIN



SBA-1ST-E

N 1ST ST

E LOCUST ST

SEE LIGHTING REMOVAL PLAN

FY

MH

E LOCUST ST

N 1ST ST

CONSTRUCTION NOTES:

1. ALL UTILITIES SHALL BE LOCATED IN THE FIELD PRIOR TO CONSTRUCTION. NOTIFY THE ENGINEER OF ANY CONFLICTS PRIOR TO ANY CONSTRUCTION.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. RETURN REMOVED SIGNAL FACES AND POLES TO MILWAUKEE DPW.
4. REFER TO STREET LIGHTING PLANS TO COORDINATE REMOVALS.



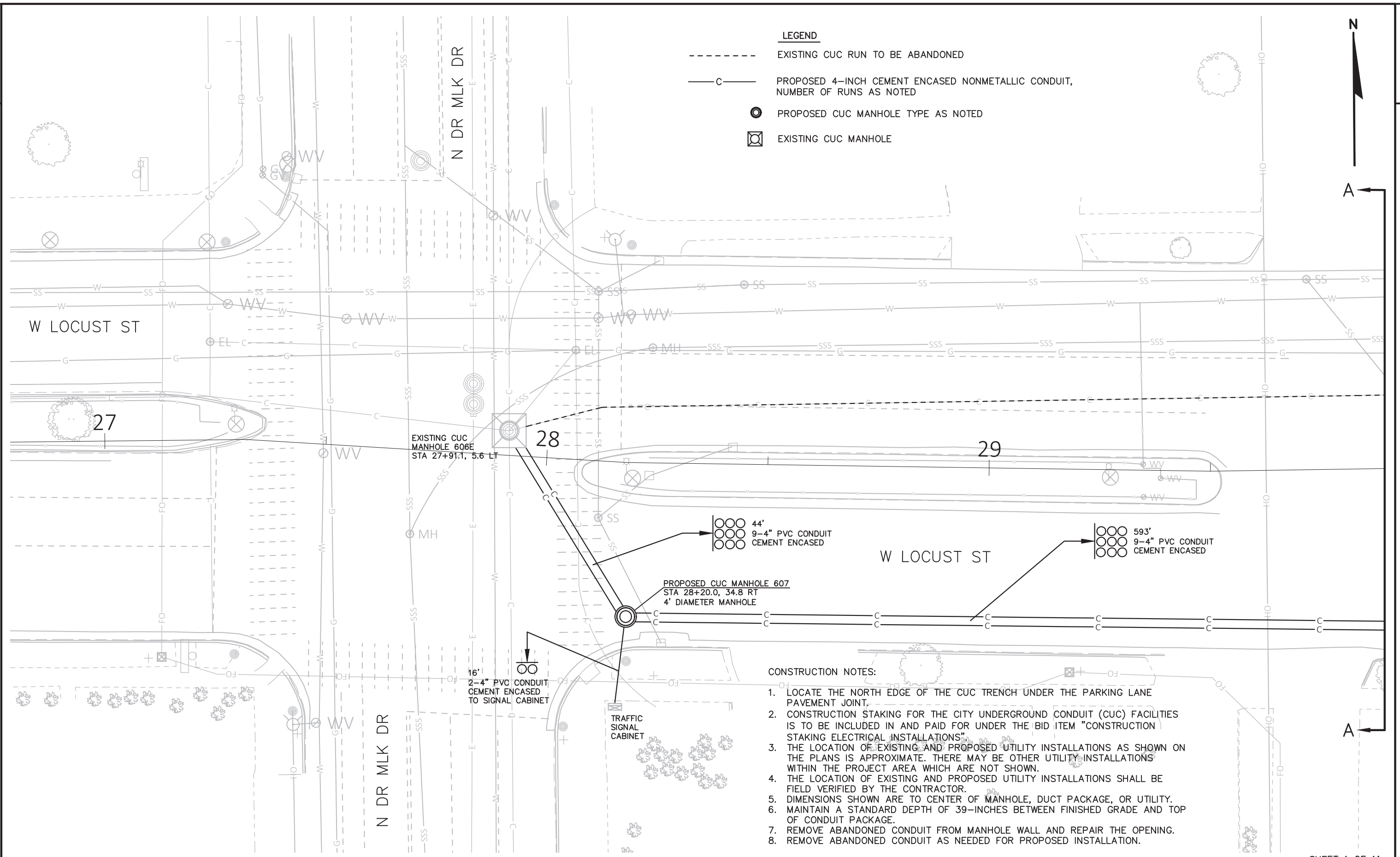


A

A

**LEGEND**

- EXISTING CUC RUN TO BE ABANDONED
- C— PROPOSED 4-INCH CEMENT ENCASED NONMETALLIC CONDUIT, NUMBER OF RUNS AS NOTED
- ⊙ PROPOSED CUC MANHOLE TYPE AS NOTED
- ⊠ EXISTING CUC MANHOLE



EXISTING CUC MANHOLE 606E  
STA 27+91.1, 5.6 LT

28

29

44'  
9-4" PVC CONDUIT  
CEMENT ENCASED

593'  
9-4" PVC CONDUIT  
CEMENT ENCASED

PROPOSED CUC MANHOLE 607  
STA 28+20.0, 34.8 RT  
4' DIAMETER MANHOLE

16'  
2-4" PVC CONDUIT  
CEMENT ENCASED  
TO SIGNAL CABINET

TRAFFIC SIGNAL CABINET

**CONSTRUCTION NOTES:**

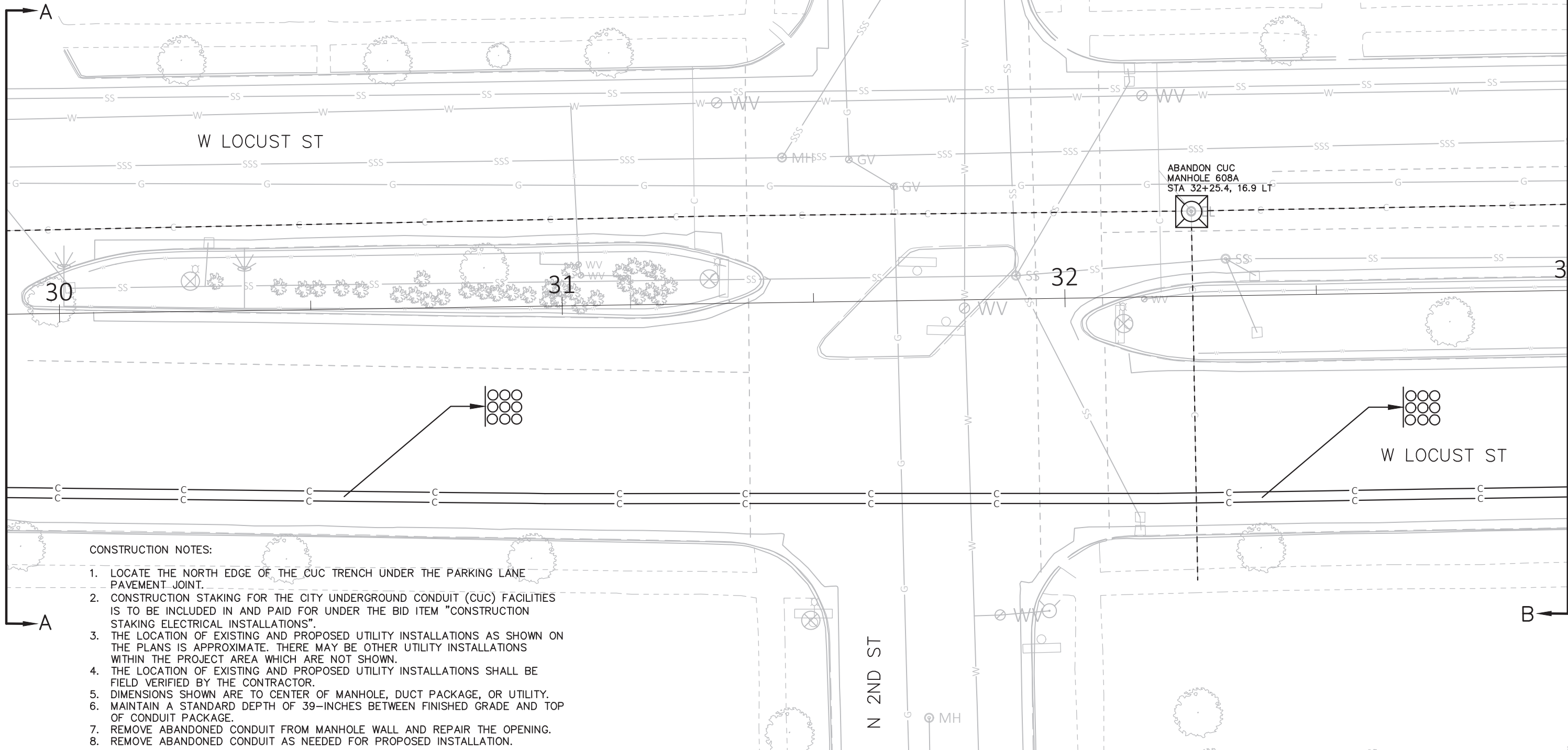
1. LOCATE THE NORTH EDGE OF THE CUC TRENCH UNDER THE PARKING LANE PAVEMENT JOINT.
2. CONSTRUCTION STAKING FOR THE CITY UNDERGROUND CONDUIT (CUC) FACILITIES IS TO BE INCLUDED IN AND PAID FOR UNDER THE BID ITEM "CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS".
3. THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS IS APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
4. THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS SHALL BE FIELD VERIFIED BY THE CONTRACTOR.
5. DIMENSIONS SHOWN ARE TO CENTER OF MANHOLE, DUCT PACKAGE, OR UTILITY.
6. MAINTAIN A STANDARD DEPTH OF 39-INCHES BETWEEN FINISHED GRADE AND TOP OF CONDUIT PACKAGE.
7. REMOVE ABANDONED CONDUIT FROM MANHOLE WALL AND REPAIR THE OPENING.
8. REMOVE ABANDONED CONDUIT AS NEEDED FOR PROPOSED INSTALLATION.

2

2

LEGEND

- EXISTING CUC RUN TO BE ABANDONED
- C— PROPOSED 4-INCH CEMENT ENCASED NONMETALLIC CONDUIT, NUMBER OF RUNS AS NOTED
- ⊙ PROPOSED CUC MANHOLE TYPE AS NOTED
- ⊠ EXISTING CUC MANHOLE



CONSTRUCTION NOTES:

1. LOCATE THE NORTH EDGE OF THE CUC TRENCH UNDER THE PARKING LANE PAVEMENT JOINT.
2. CONSTRUCTION STAKING FOR THE CITY UNDERGROUND CONDUIT (CUC) FACILITIES IS TO BE INCLUDED IN AND PAID FOR UNDER THE BID ITEM "CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS".
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7. REMOVE ABANDONED CONDUIT FROM MANHOLE WALL AND REPAIR THE OPENING.
8. REMOVE ABANDONED CONDUIT AS NEEDED FOR PROPOSED INSTALLATION.

PROJECT NO: 2455-07-70

HWY:LOCUST STREET

COUNTY:MILWAUKEE

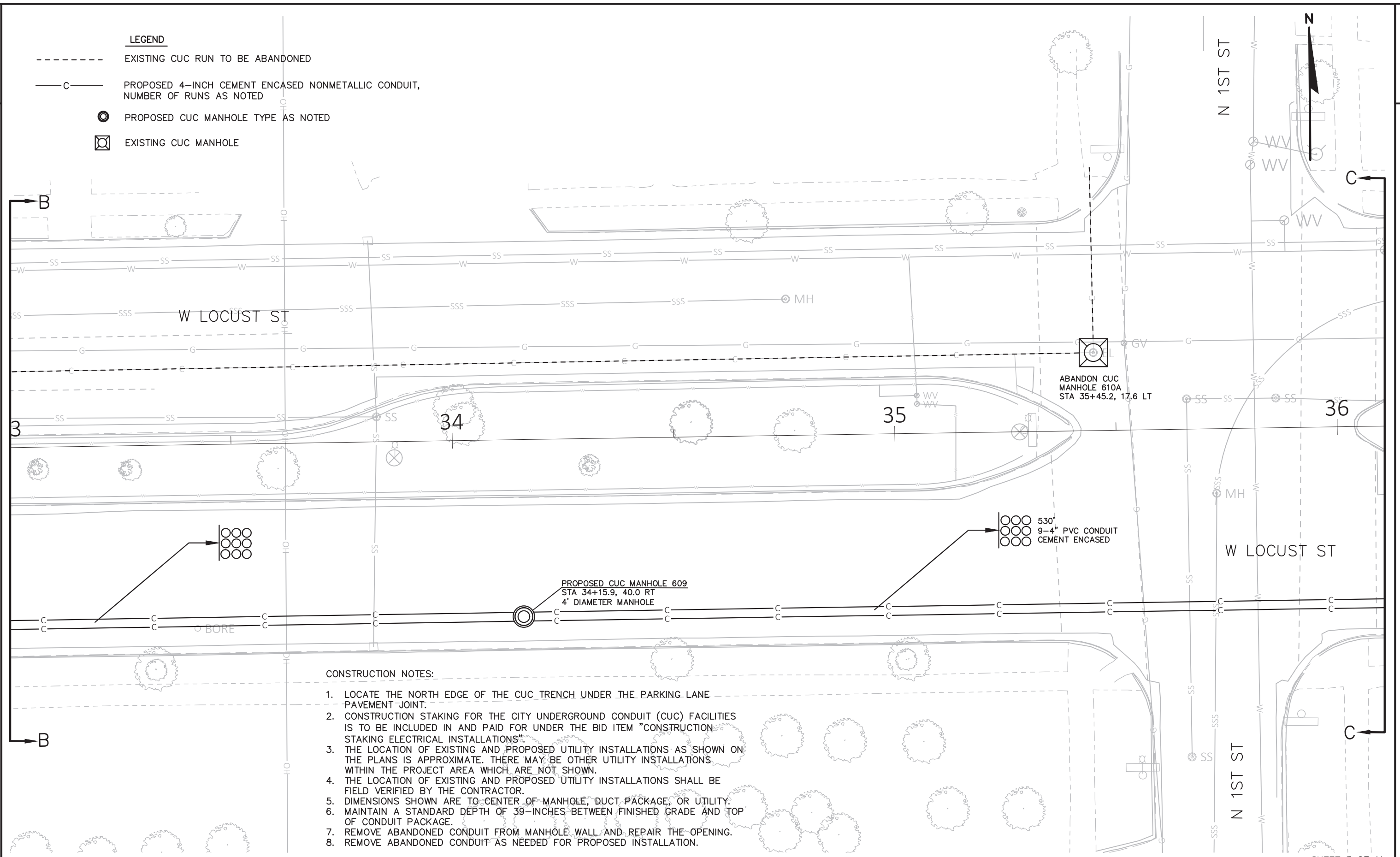
CUC PLAN

SHEET

E

**LEGEND**

- EXISTING CUC RUN TO BE ABANDONED
- C— PROPOSED 4-INCH CEMENT ENCASED NONMETALLIC CONDUIT, NUMBER OF RUNS AS NOTED
- ⊙ PROPOSED CUC MANHOLE TYPE AS NOTED
- ⊠ EXISTING CUC MANHOLE

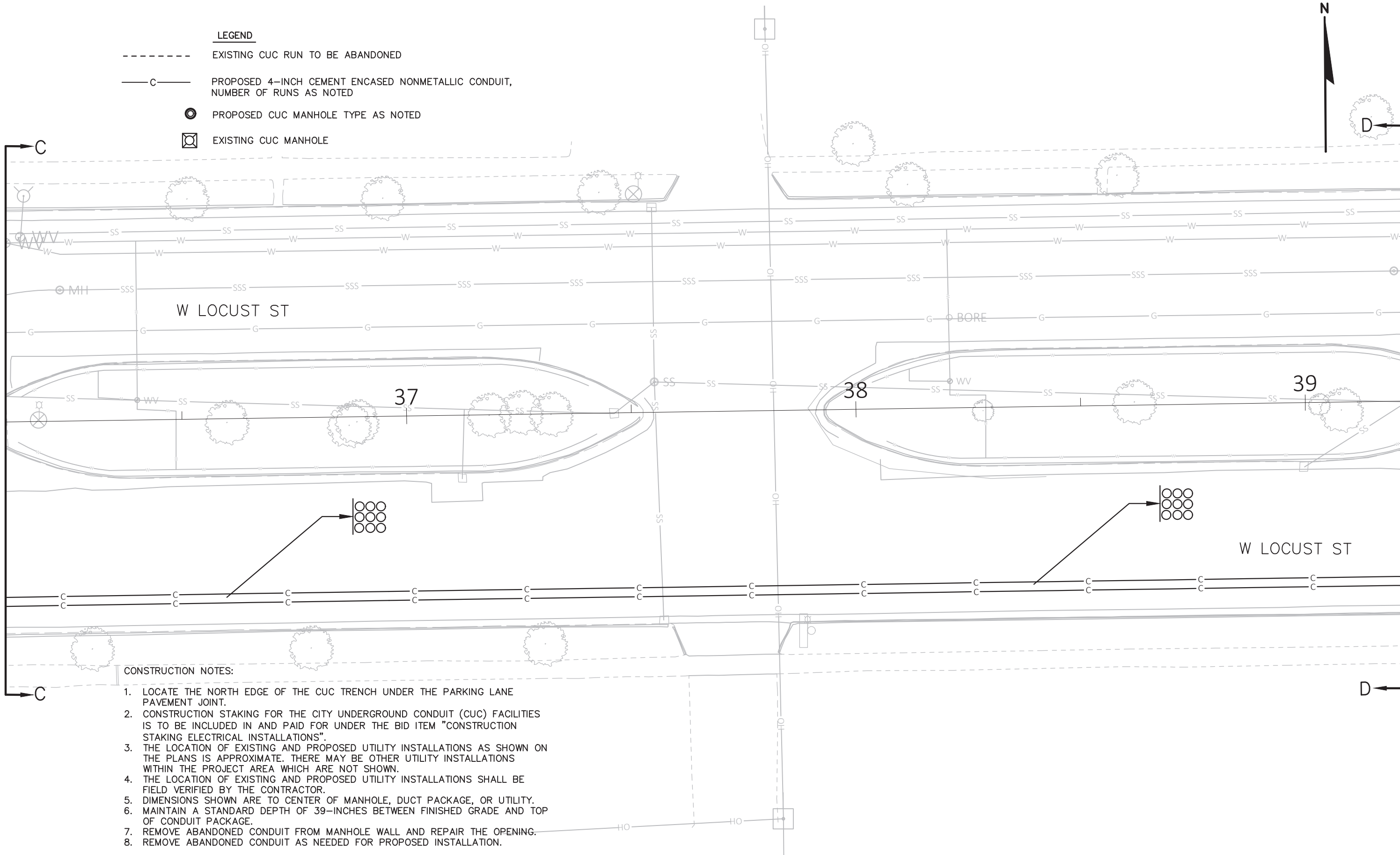


**CONSTRUCTION NOTES:**

1. LOCATE THE NORTH EDGE OF THE CUC TRENCH UNDER THE PARKING LANE PAVEMENT JOINT.
2. CONSTRUCTION STAKING FOR THE CITY UNDERGROUND CONDUIT (CUC) FACILITIES IS TO BE INCLUDED IN AND PAID FOR UNDER THE BID ITEM "CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS".
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6. MAINTAIN A STANDARD DEPTH OF 39-INCHES BETWEEN FINISHED GRADE AND TOP OF CONDUIT PACKAGE.
7. REMOVE ABANDONED CONDUIT FROM MANHOLE WALL AND REPAIR THE OPENING.
8. REMOVE ABANDONED CONDUIT AS NEEDED FOR PROPOSED INSTALLATION.

LEGEND

- EXISTING CUC RUN TO BE ABANDONED
- C— PROPOSED 4-INCH CEMENT ENCASED NONMETALLIC CONDUIT, NUMBER OF RUNS AS NOTED
- ⊙ PROPOSED CUC MANHOLE TYPE AS NOTED
- ⊠ EXISTING CUC MANHOLE



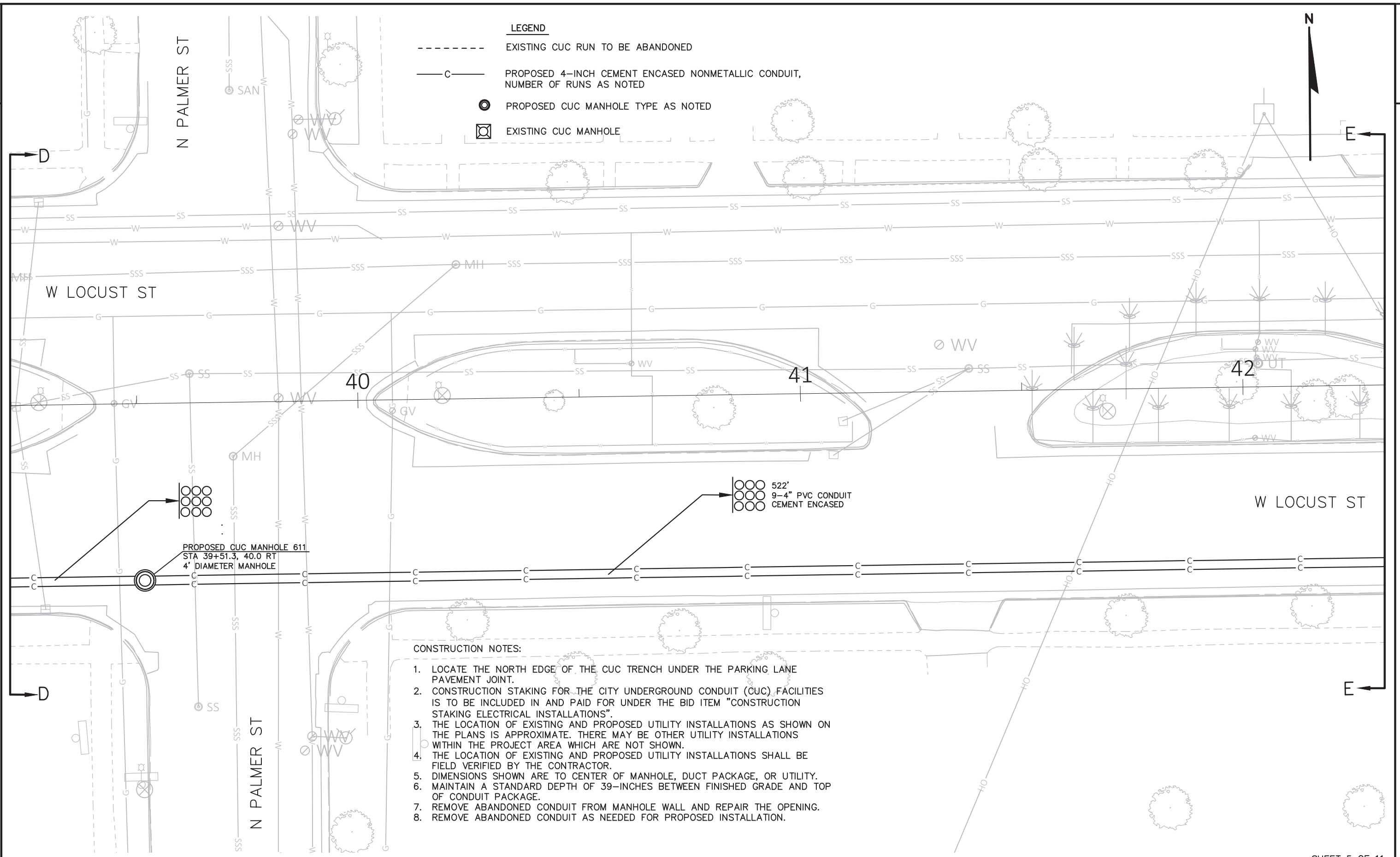
CONSTRUCTION NOTES:

1. LOCATE THE NORTH EDGE OF THE CUC TRENCH UNDER THE PARKING LANE PAVEMENT JOINT.
2. CONSTRUCTION STAKING FOR THE CITY UNDERGROUND CONDUIT (CUC) FACILITIES IS TO BE INCLUDED IN AND PAID FOR UNDER THE BID ITEM "CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS".
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7. REMOVE ABANDONED CONDUIT FROM MANHOLE WALL AND REPAIR THE OPENING.
8. REMOVE ABANDONED CONDUIT AS NEEDED FOR PROPOSED INSTALLATION.



LEGEND

- EXISTING CUC RUN TO BE ABANDONED
- C— PROPOSED 4-INCH CEMENT ENCASED NONMETALLIC CONDUIT, NUMBER OF RUNS AS NOTED
- ⊙ PROPOSED CUC MANHOLE TYPE AS NOTED
- ⊠ EXISTING CUC MANHOLE



PROPOSED CUC MANHOLE 611  
 STA 39+51.3, 40.0 RT  
 4' DIAMETER MANHOLE

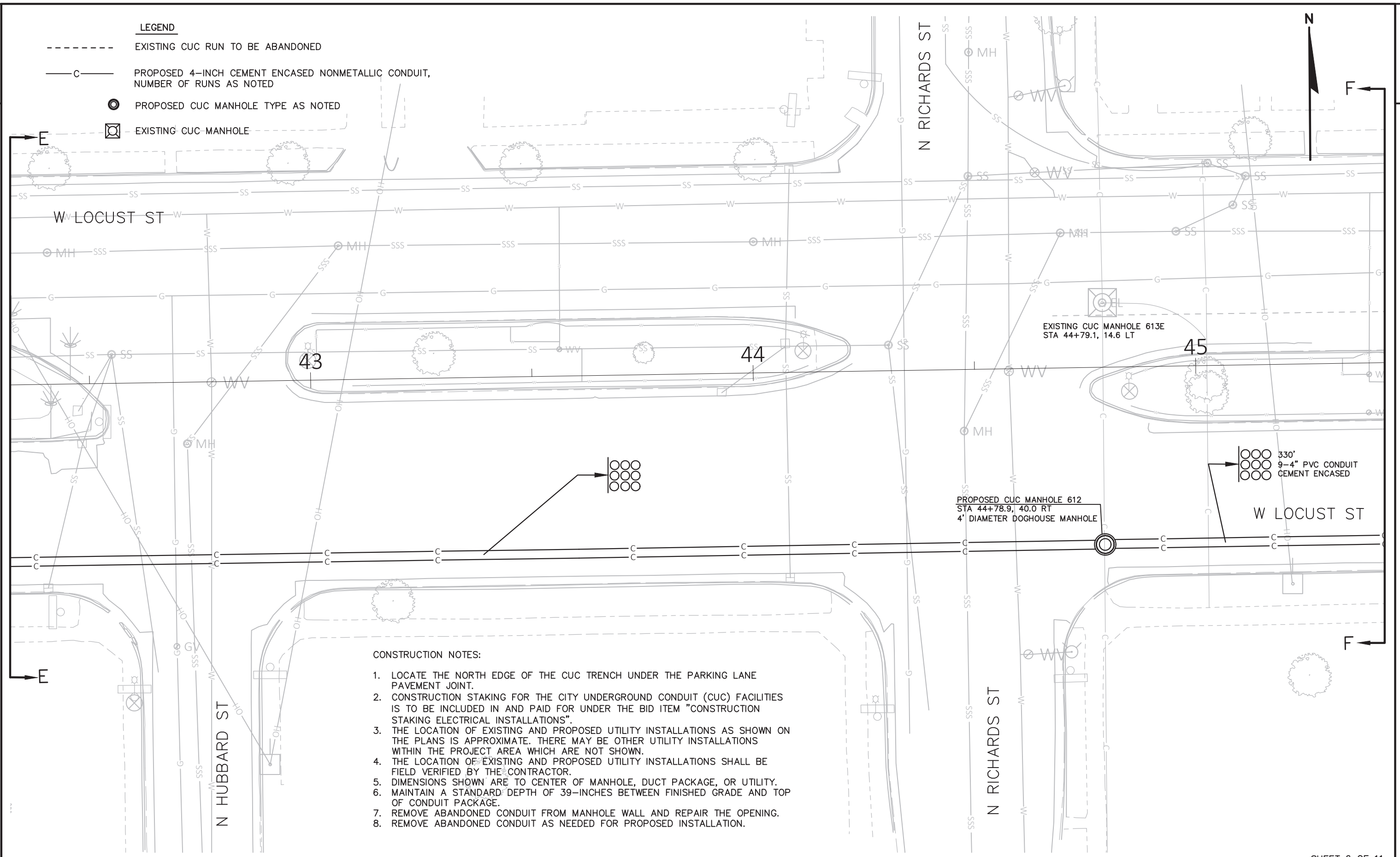
522'  
 9-4" PVC CONDUIT  
 CEMENT ENCASED

CONSTRUCTION NOTES:

1. LOCATE THE NORTH EDGE OF THE CUC TRENCH UNDER THE PARKING LANE PAVEMENT JOINT.
2. CONSTRUCTION STAKING FOR THE CITY UNDERGROUND CONDUIT (CUC) FACILITIES IS TO BE INCLUDED IN AND PAID FOR UNDER THE BID ITEM "CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS".
3. 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.
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6. MAINTAIN A STANDARD DEPTH OF 39-INCHES BETWEEN FINISHED GRADE AND TOP OF CONDUIT PACKAGE.
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8. REMOVE ABANDONED CONDUIT AS NEEDED FOR PROPOSED INSTALLATION.

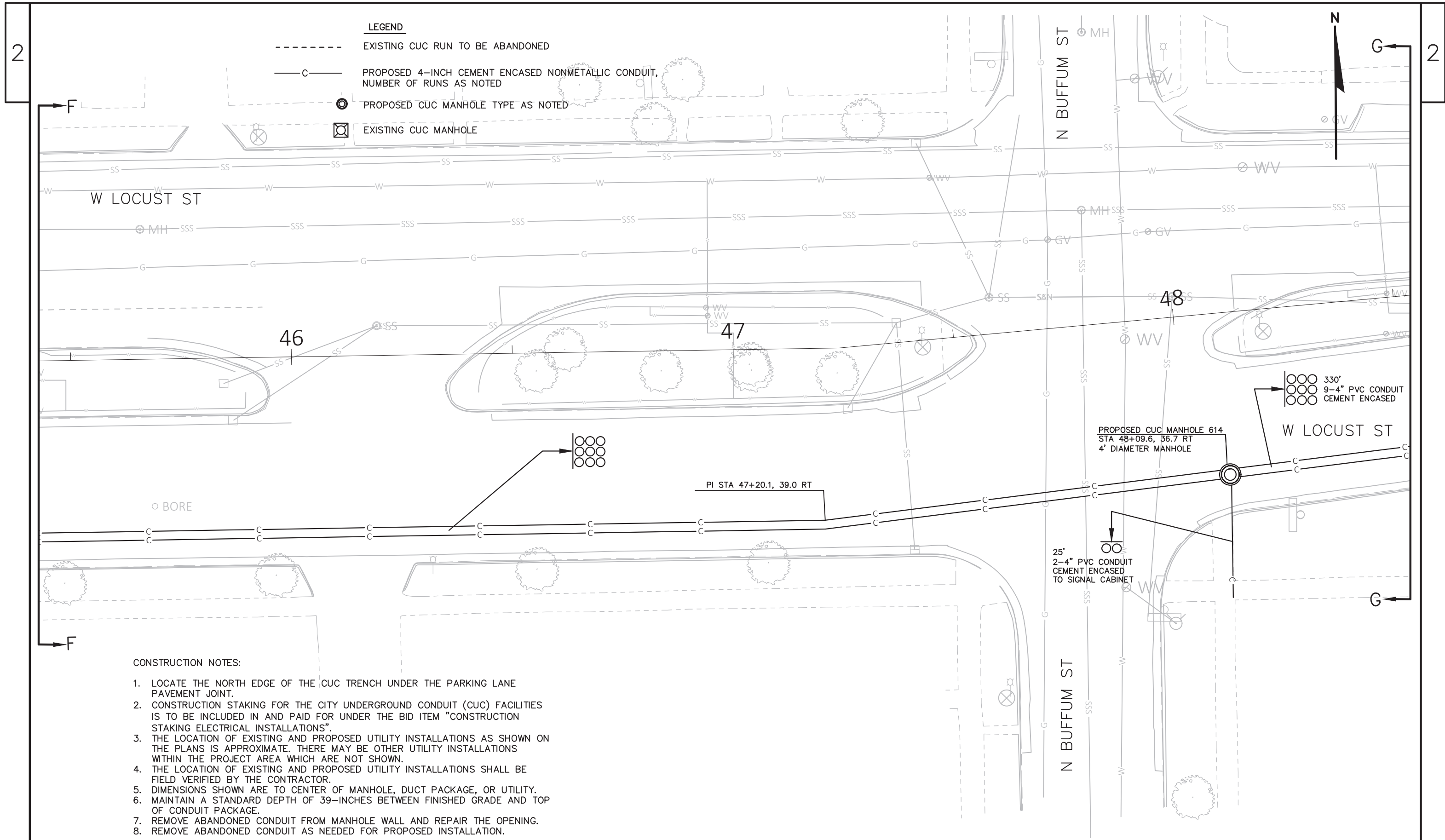
**LEGEND**

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



**CONSTRUCTION NOTES:**

1. LOCATE THE NORTH EDGE OF THE CUC TRENCH UNDER THE PARKING LANE PAVEMENT JOINT.
2. CONSTRUCTION STAKING FOR THE CITY UNDERGROUND CONDUIT (CUC) FACILITIES IS TO BE INCLUDED IN AND PAID FOR UNDER THE BID ITEM "CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS".
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**LEGEND**

- EXISTING CUC RUN TO BE ABANDONED
- C— PROPOSED 4-INCH CEMENT ENCASED NONMETALLIC CONDUIT, NUMBER OF RUNS AS NOTED
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**LEGEND**

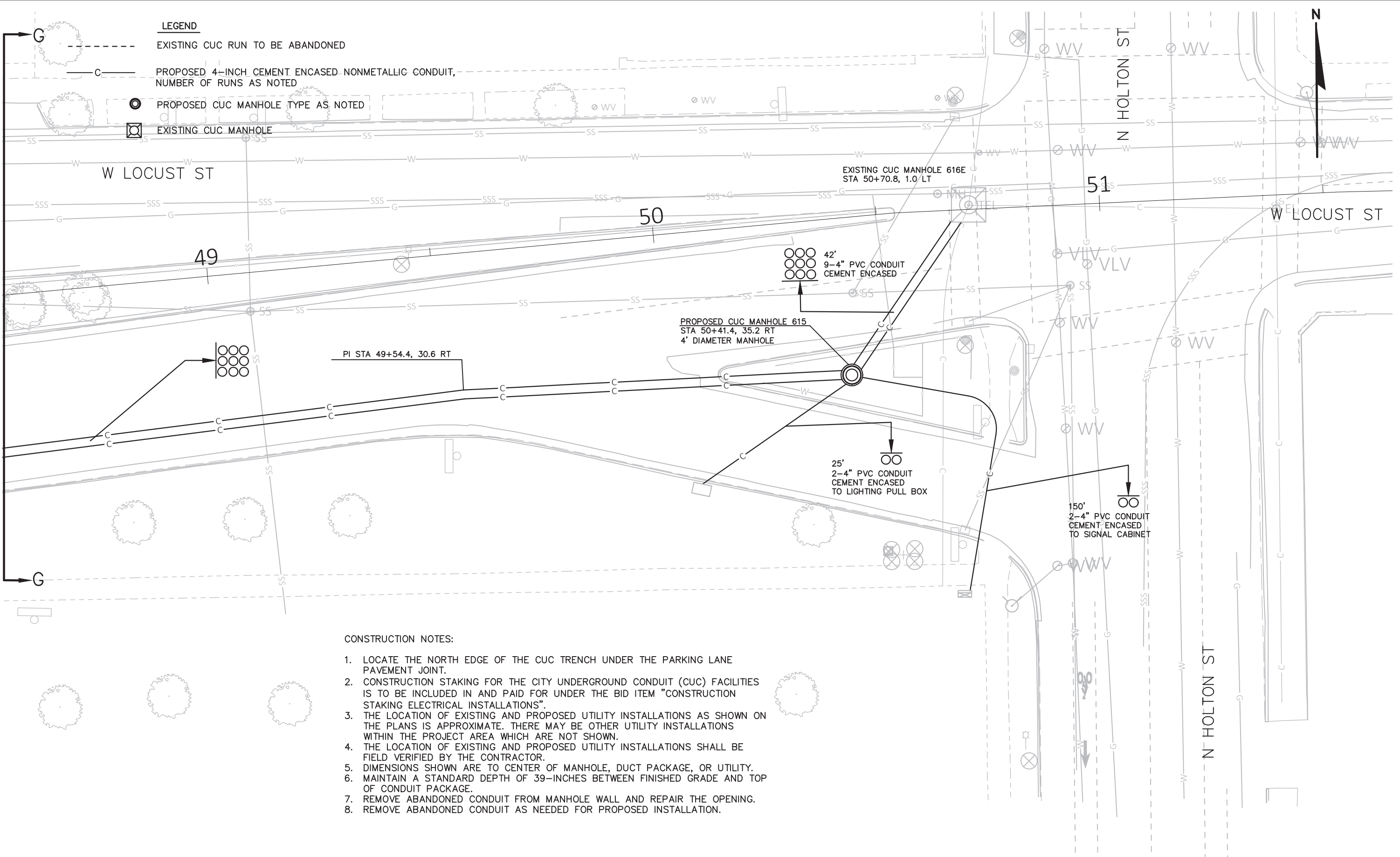
- G --- EXISTING CUC RUN TO BE ABANDONED
- C --- PROPOSED 4-INCH CEMENT ENCASED NONMETALLIC CONDUIT, NUMBER OF RUNS AS NOTED
- ⊙ PROPOSED CUC MANHOLE TYPE AS NOTED
- ⊠ EXISTING CUC MANHOLE

W LOCUST ST

N HOLTON ST

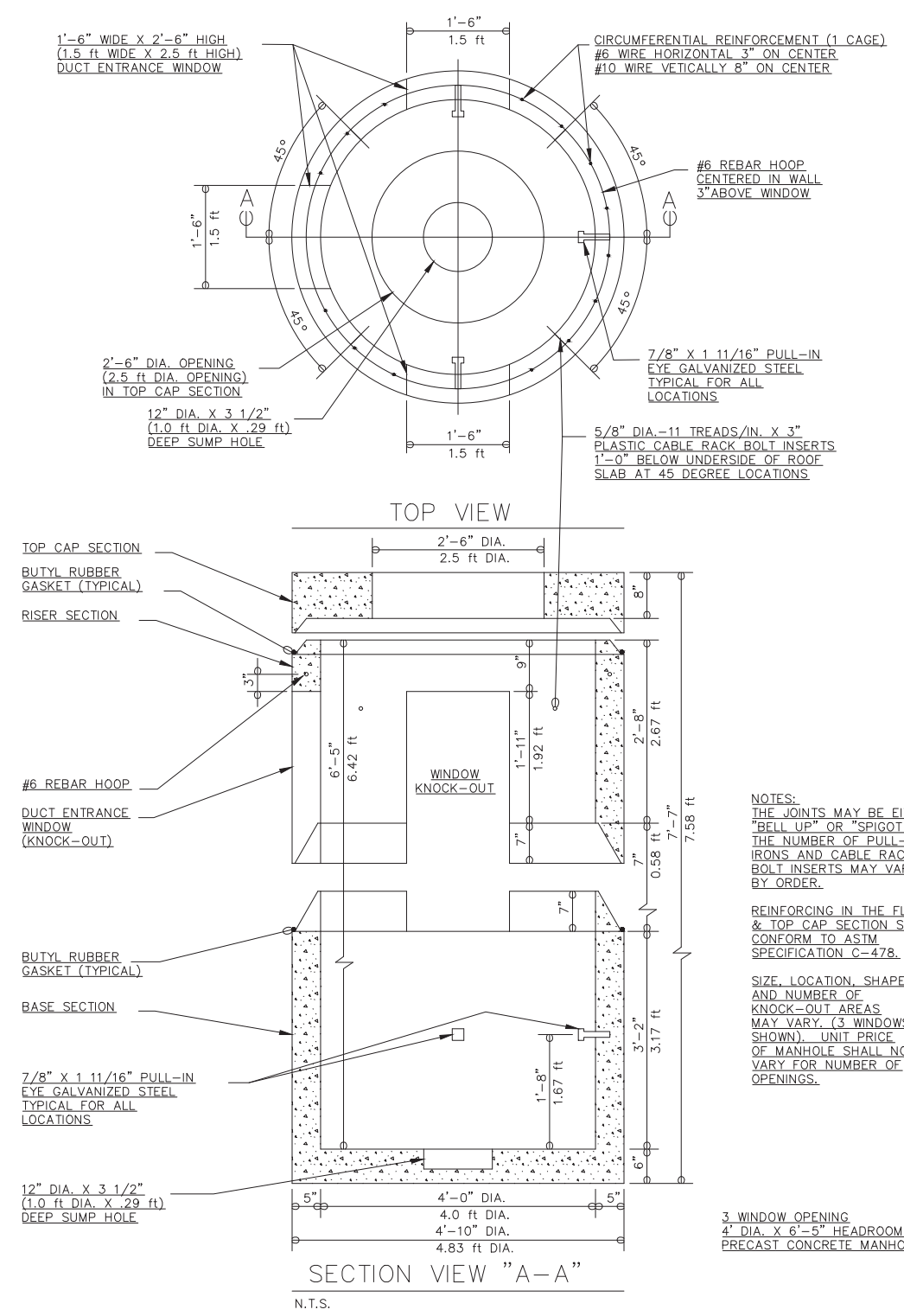
N HOLTON ST

W LOCUST ST

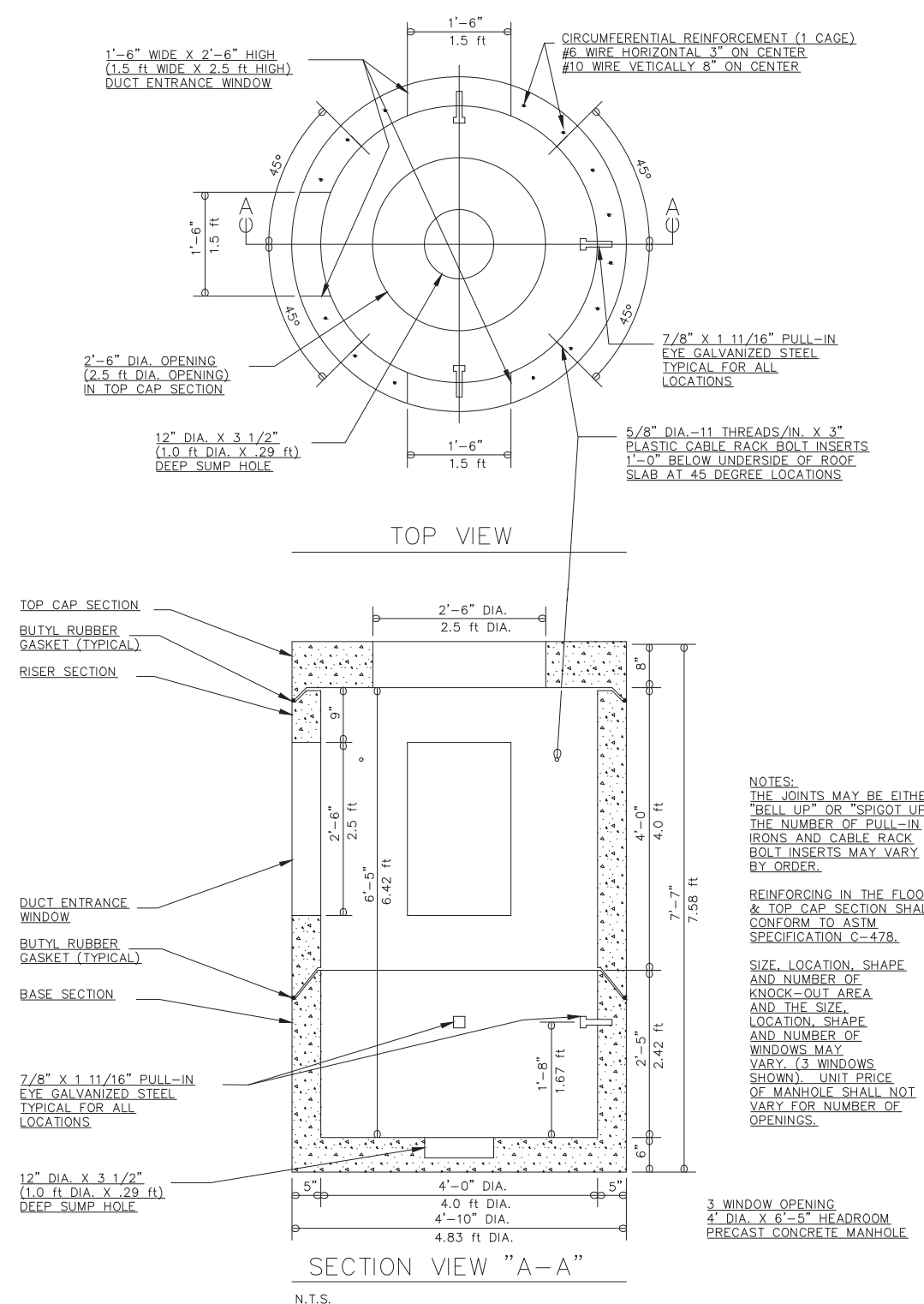


**CONSTRUCTION NOTES:**

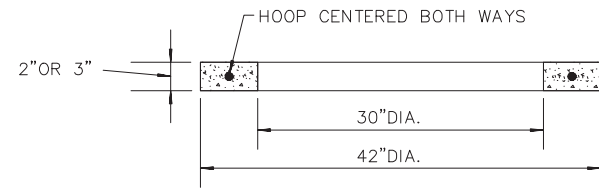
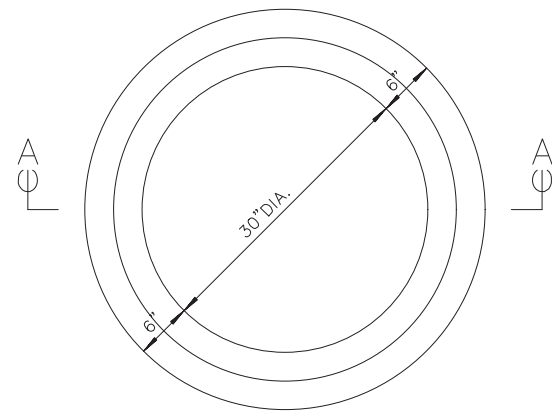
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4' DIAMETER "DOGHOUSE" TYPE CUC MANHOLE



4' DIAMETER STANDARD TYPE CUC MANHOLE



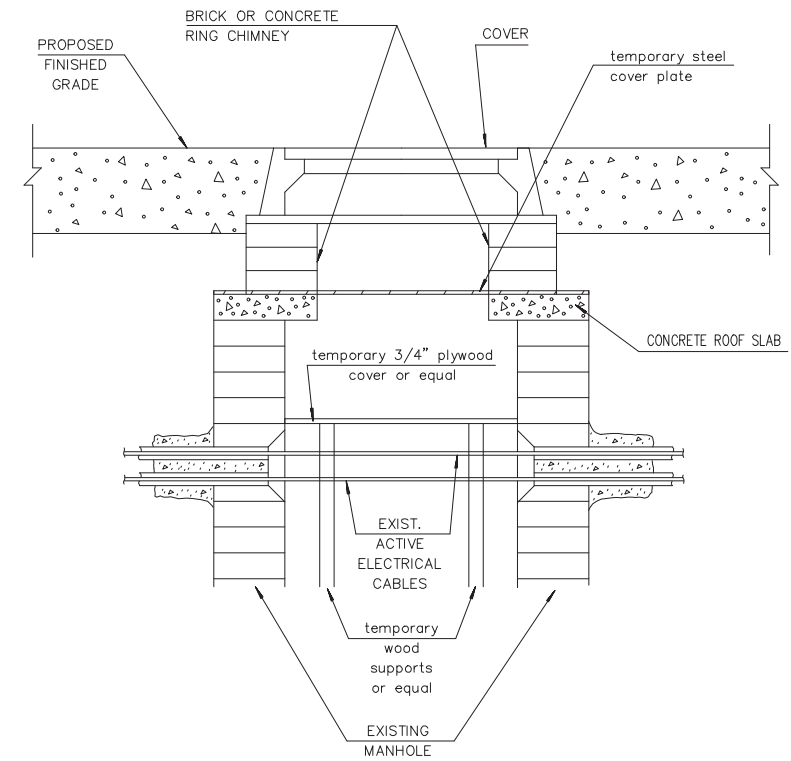
THE ADJUSTING RING SHALL BE 2" OR 3" IN HEIGHT.

THE CIRCUMFERENTIAL STEEL SHALL BE CENTERED WITHIN THE RING.

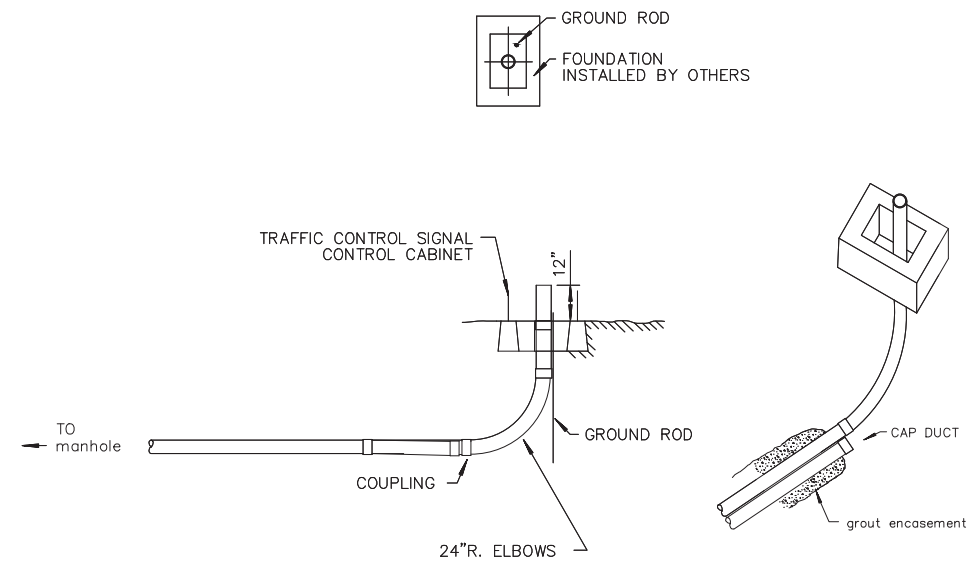
AREA OF CIRCUMFERENTIAL STEEL = 0.07 SQ. INCH PER VERTICAL FOOT WITH A MINIMUM OF .024 SQ. INCH IN ANY ONE RING.

THE MINIMUM COMPRESSIVE STRENGTH OF THE CONCRETE CORE SHALL BE 4000 P.S.I.

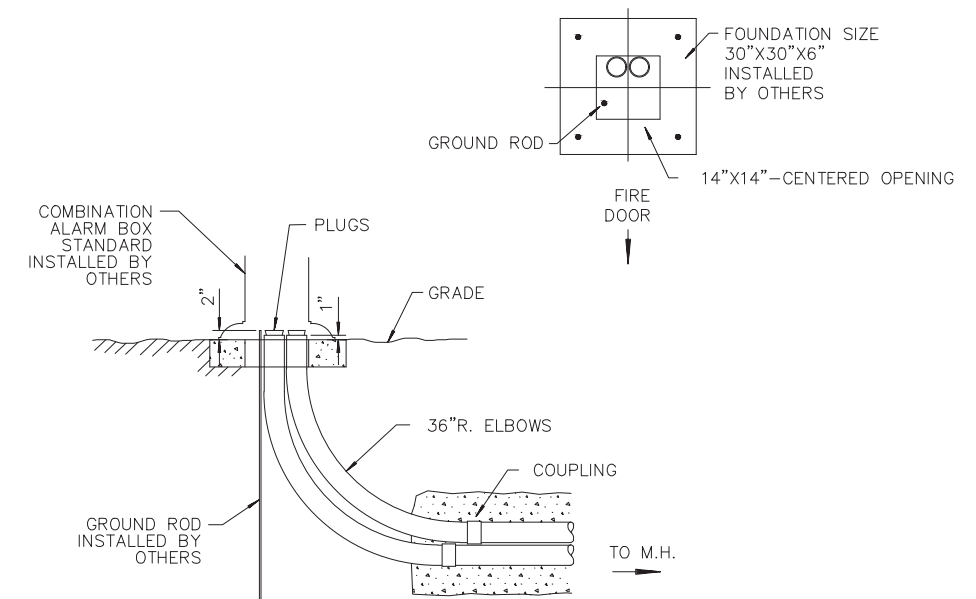
CONCRETE ADJUSTING RING



ADJUSTING cuc MANHOLES

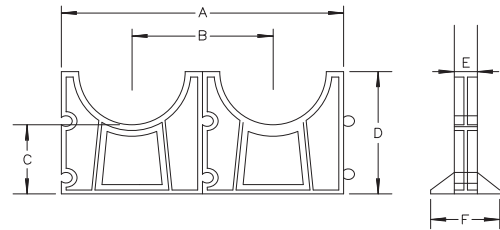


TRAFFIC CONTROL CABINET FOR REFERENCE ONLY

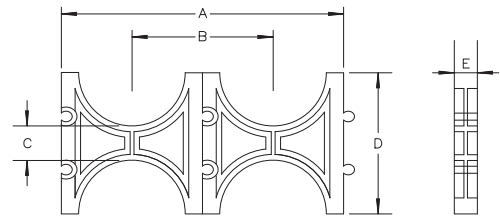


POLICE CALL BOX DETAIL FOR REFERENCE ONLY

COND.	3"	4"
A	10 1/4"	12 1/4"
B	5 1/8"	6 1/8"
C	3"	3"
D	4 3/4"	6 1/8"
E	1"	1"
F	3"	3"

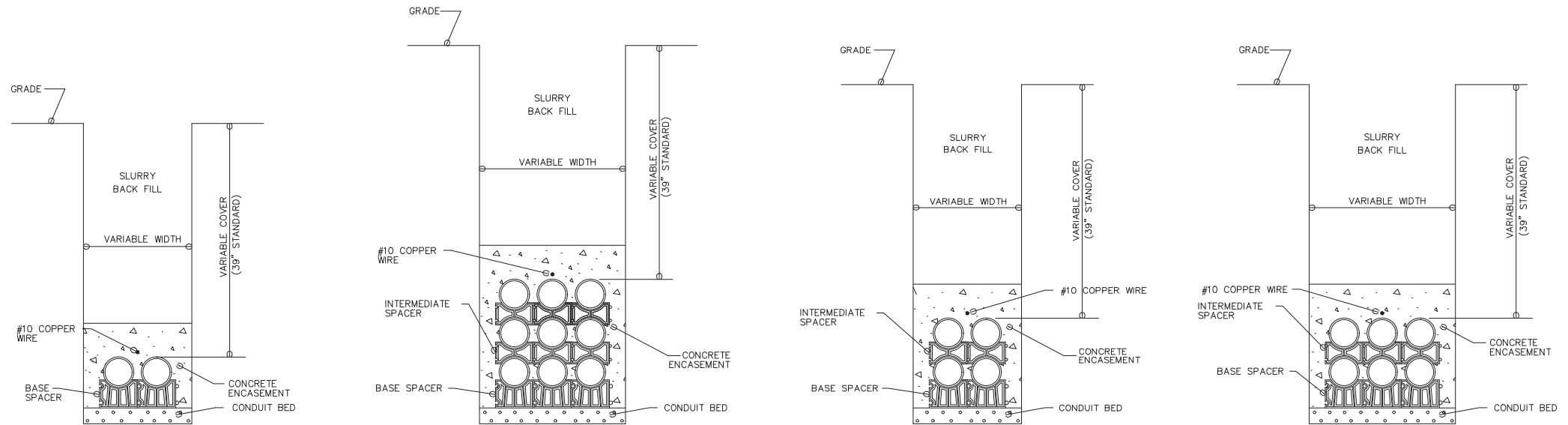


COND.	3"	4"
A	10 1/4"	12 1/4"
B	5 1/8"	6 1/8"
C	1 1/2"	1 1/2"
D	5 1/8"	6 1/8"
E	1"	1"



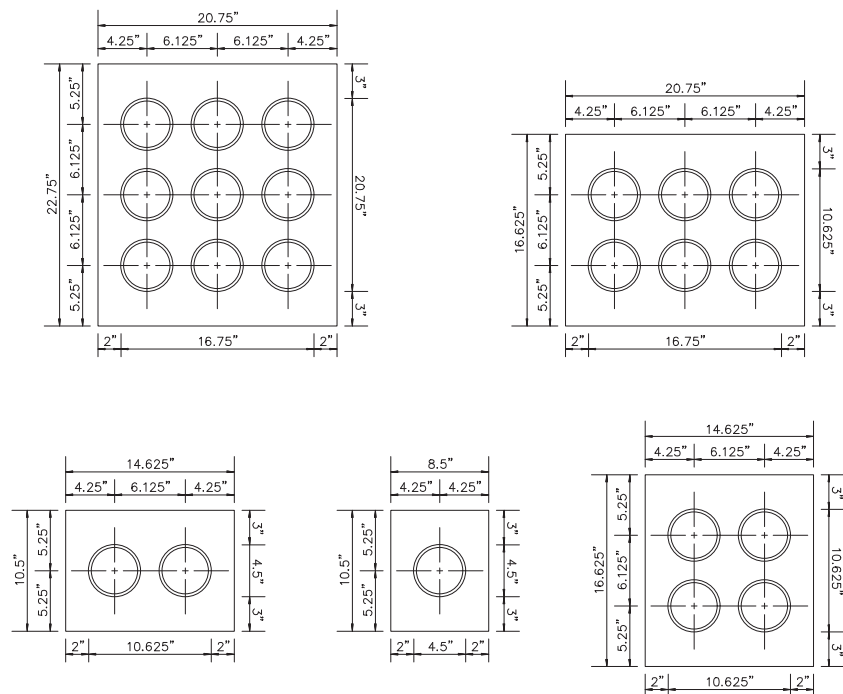
BASE AND INTERMEDIATE SPACE DETAIL

N.T.S.



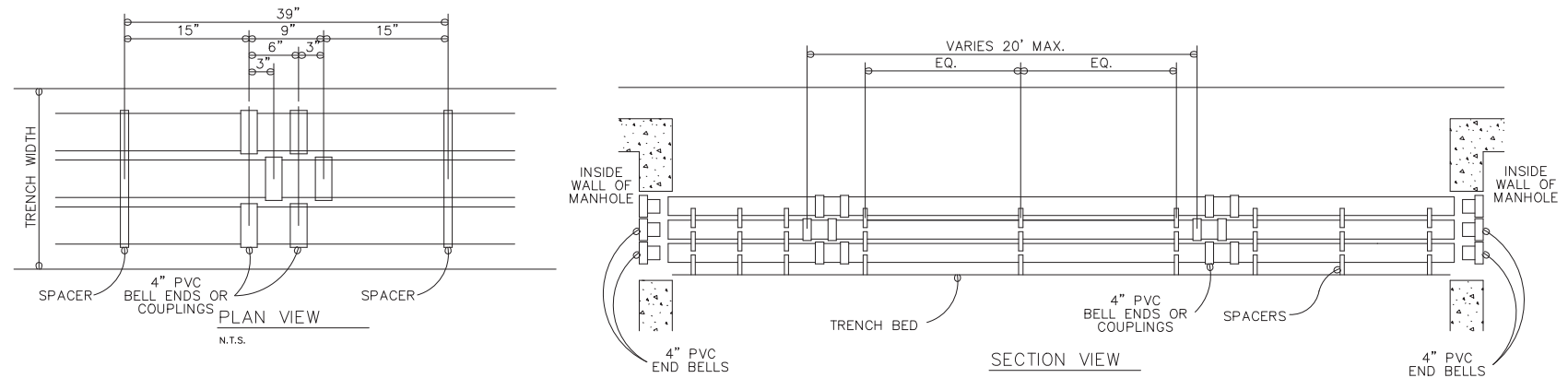
CROSS SECTION VIEW TYP.

N.T.S.



CROSS SECTION VIEW

N.T.S.



DUCT INSTALLATION DETAIL

N.T.S.

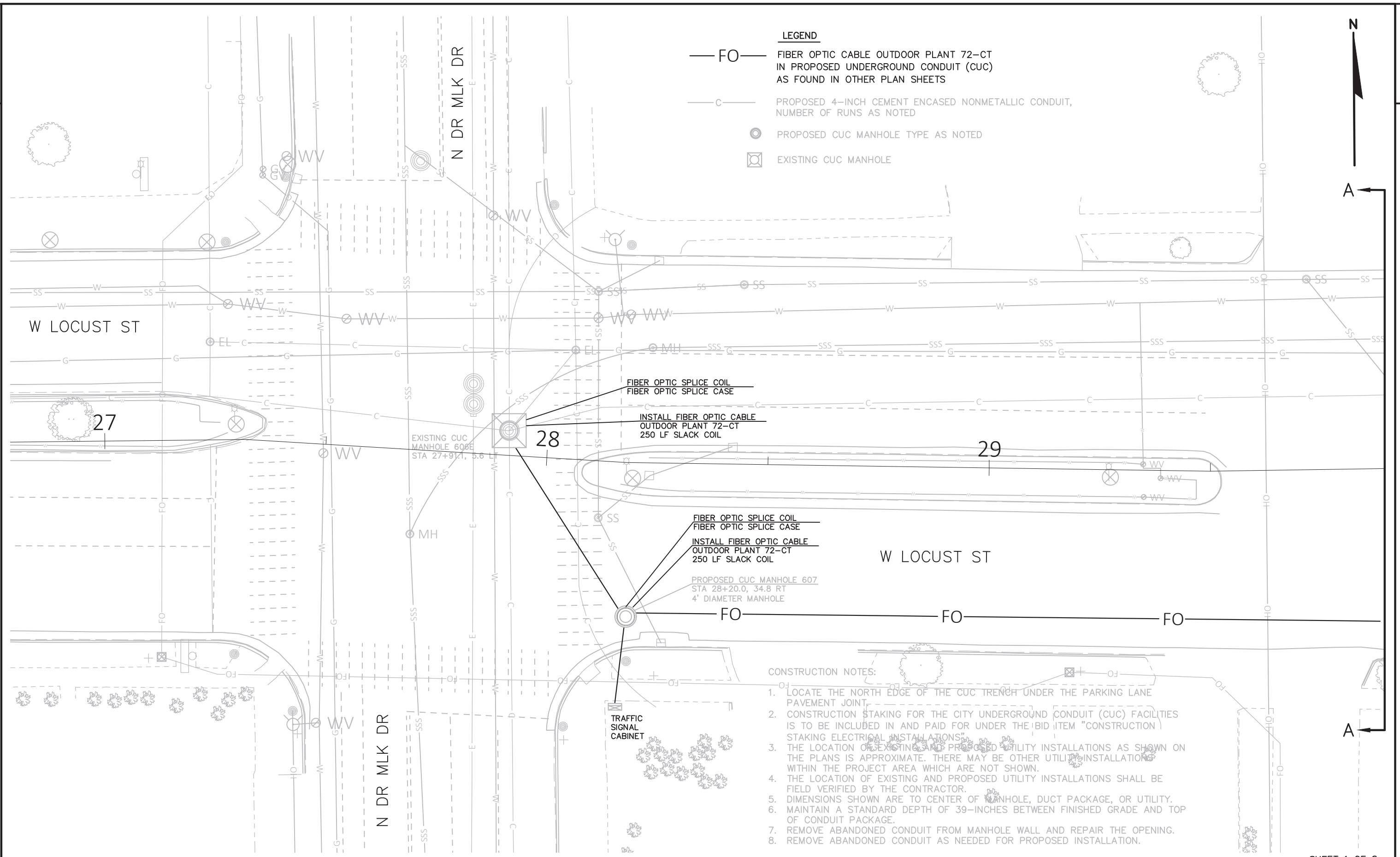


A

A

**LEGEND**

- FO — FIBER OPTIC CABLE OUTDOOR PLANT 72-CT  
IN PROPOSED UNDERGROUND CONDUIT (CUC)  
AS FOUND IN OTHER PLAN SHEETS
- C — PROPOSED 4-INCH CEMENT ENCASED NONMETALLIC CONDUIT,  
NUMBER OF RUNS AS NOTED
- ⊙ PROPOSED CUC MANHOLE TYPE AS NOTED
- ⊠ EXISTING CUC MANHOLE



FIBER OPTIC SPLICE COIL  
FIBER OPTIC SPLICE CASE

INSTALL FIBER OPTIC CABLE  
OUTDOOR PLANT 72-CT  
250 LF SLACK COIL

EXISTING CUC  
MANHOLE 606E  
STA 27+91.1, 5.6 LF

FIBER OPTIC SPLICE COIL  
FIBER OPTIC SPLICE CASE  
INSTALL FIBER OPTIC CABLE  
OUTDOOR PLANT 72-CT  
250 LF SLACK COIL

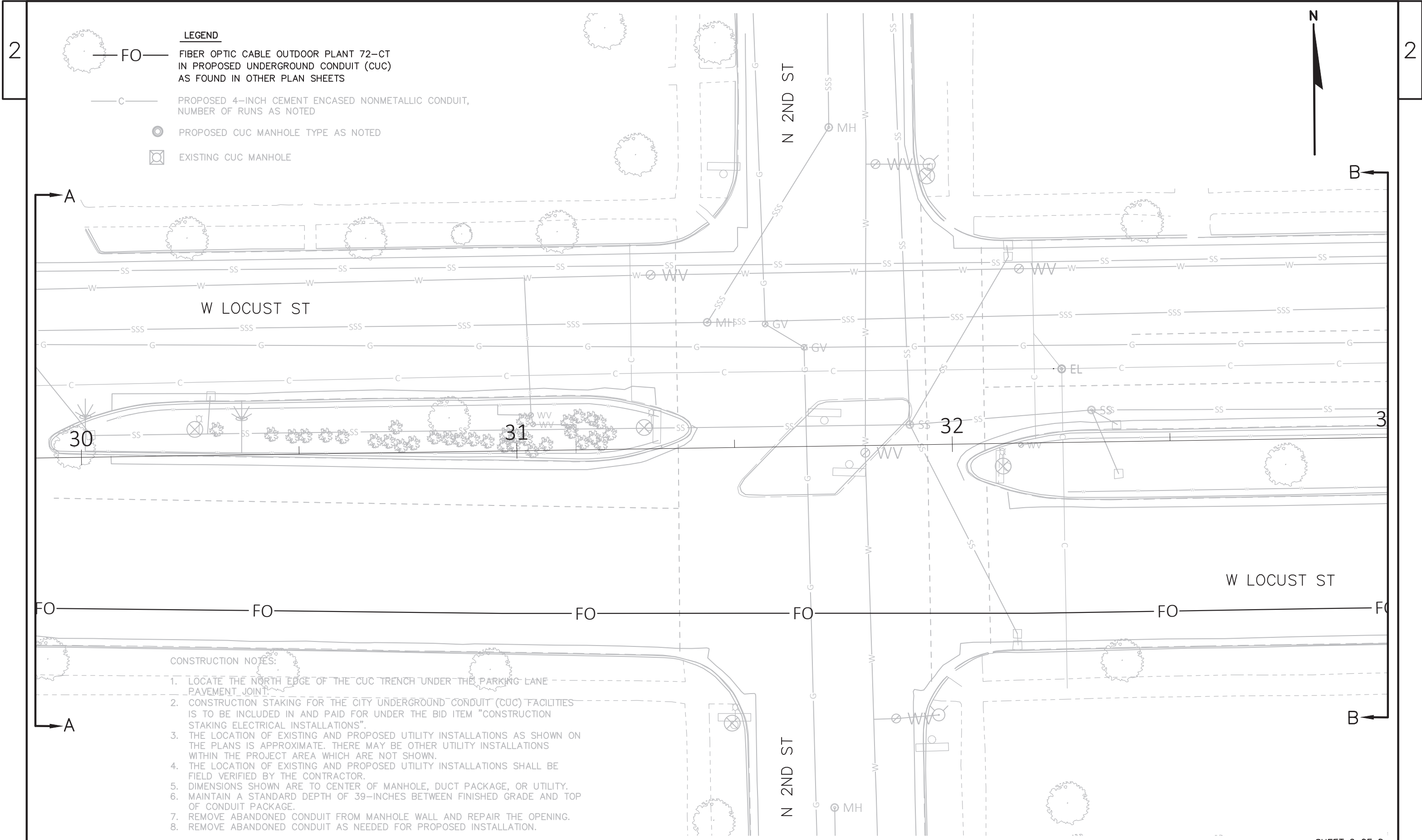
PROPOSED CUC MANHOLE 607  
STA 28+20.0, 34.8 RT  
4' DIAMETER MANHOLE

TRAFFIC  
SIGNAL  
CABINET

**CONSTRUCTION NOTES:**

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**LEGEND**  
 FO — FIBER OPTIC CABLE OUTDOOR PLANT 72-CT  
 IN PROPOSED UNDERGROUND CONDUIT (CUC)  
 AS FOUND IN OTHER PLAN SHEETS

C — PROPOSED 4-INCH CEMENT ENCASED NONMETALLIC CONDUIT,  
 NUMBER OF RUNS AS NOTED

⊙ — PROPOSED CUC MANHOLE TYPE AS NOTED

◻ — EXISTING CUC MANHOLE

**CONSTRUCTION NOTES:**

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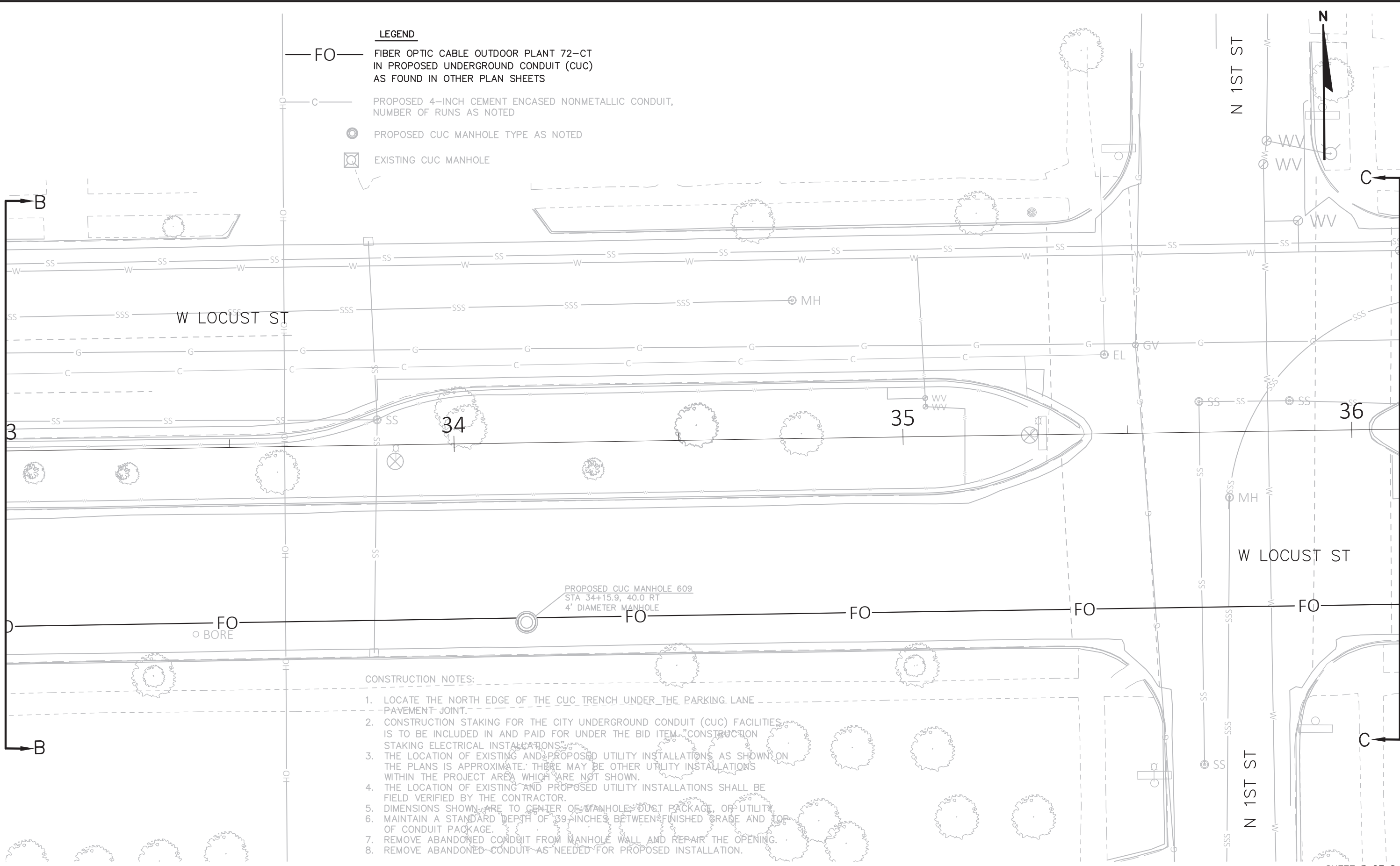


2

2

**LEGEND**

- FO — FIBER OPTIC CABLE OUTDOOR PLANT 72-CT IN PROPOSED UNDERGROUND CONDUIT (CUC) AS FOUND IN OTHER PLAN SHEETS
- C — PROPOSED 4-INCH CEMENT ENCASED NONMETALLIC CONDUIT, NUMBER OF RUNS AS NOTED
- ⊙ — PROPOSED CUC MANHOLE TYPE AS NOTED
- ⊠ — EXISTING CUC MANHOLE



PROPOSED CUC MANHOLE 609  
 STA 34+15.9, 40.0 RT  
 4' DIAMETER MANHOLE

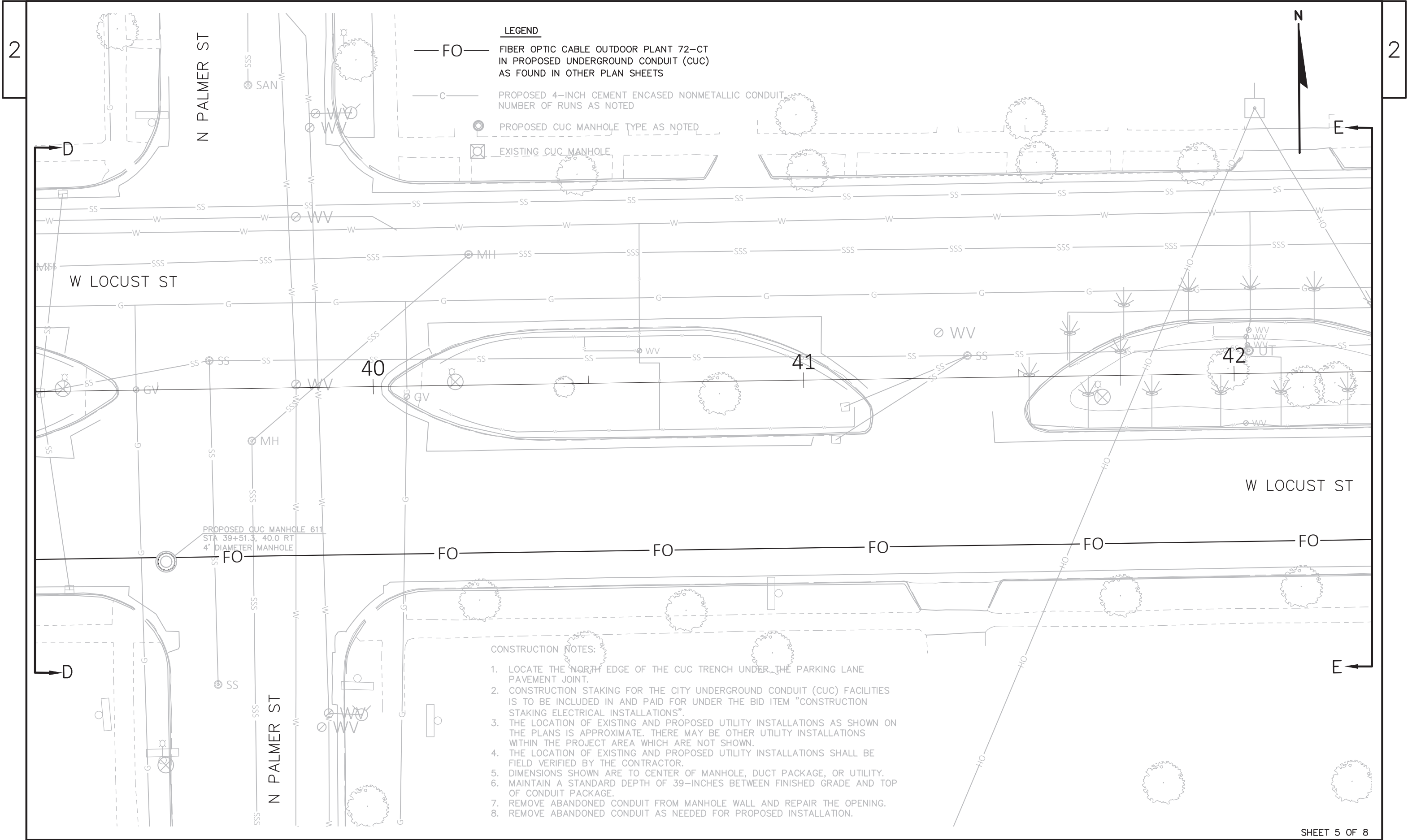
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SHEET 3 OF 8







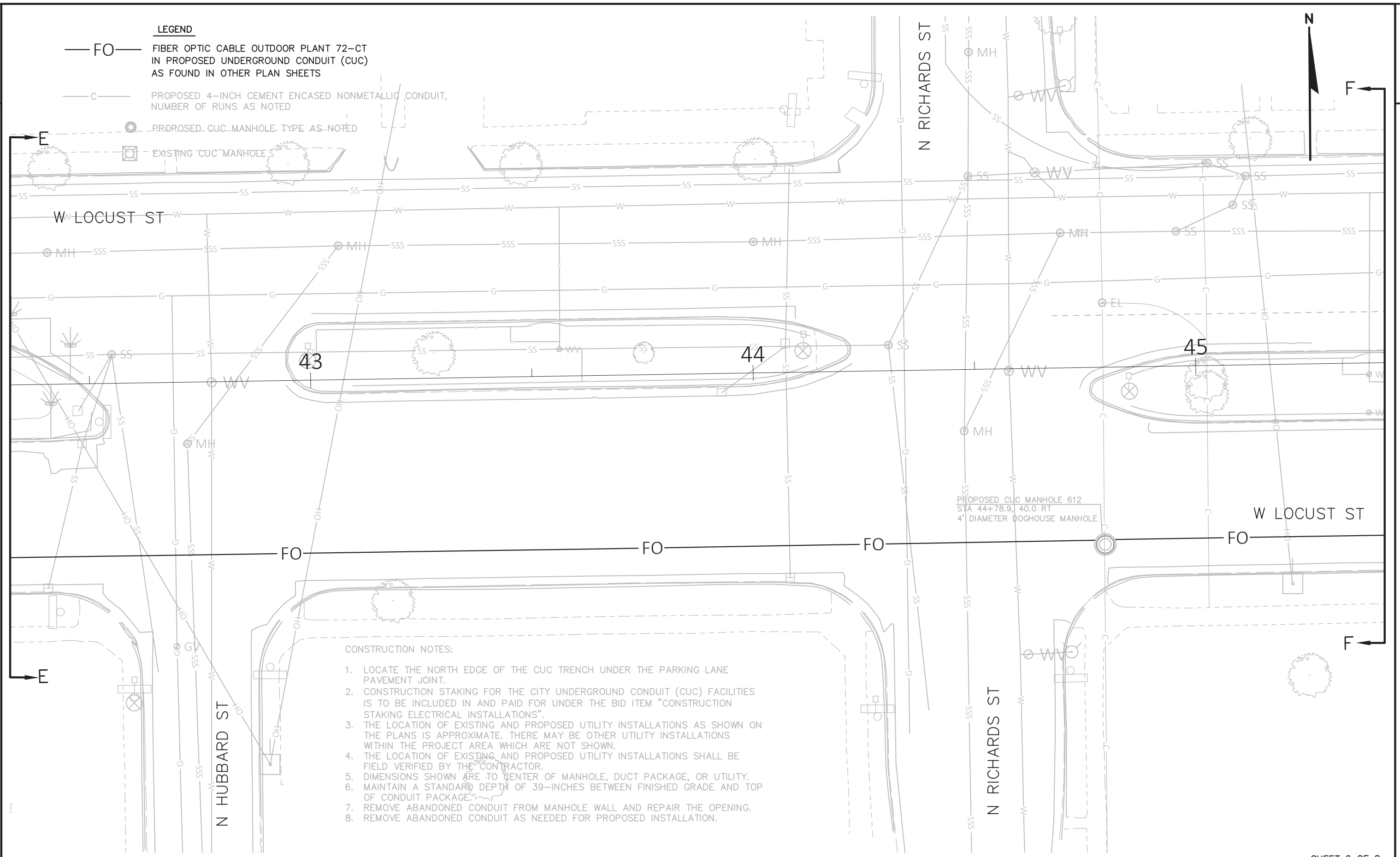
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- FO — FIBER OPTIC CABLE OUTDOOR PLANT 72-CT IN PROPOSED UNDERGROUND CONDUIT (CUC) AS FOUND IN OTHER PLAN SHEETS
  - C — PROPOSED 4-INCH CEMENT ENCASED NONMETALLIC CONDUIT NUMBER OF RUNS AS NOTED
  - — PROPOSED CUC MANHOLE TYPE AS NOTED
  - ◻ — EXISTING CUC MANHOLE

- CONSTRUCTION NOTES:**
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PROPOSED CUC MANHOLE 611  
 STA 39+51.3, 40.0 RT  
 4' DIAMETER MANHOLE

**LEGEND**

- FO — FIBER OPTIC CABLE OUTDOOR PLANT 72-CT IN PROPOSED UNDERGROUND CONDUIT (CUC) AS FOUND IN OTHER PLAN SHEETS
- C — PROPOSED 4-INCH CEMENT ENCASED NONMETALLIC CONDUIT, NUMBER OF RUNS AS NOTED
- PROPOSED CUC MANHOLE TYPE AS NOTED
- ⊗ EXISTING CUC MANHOLE

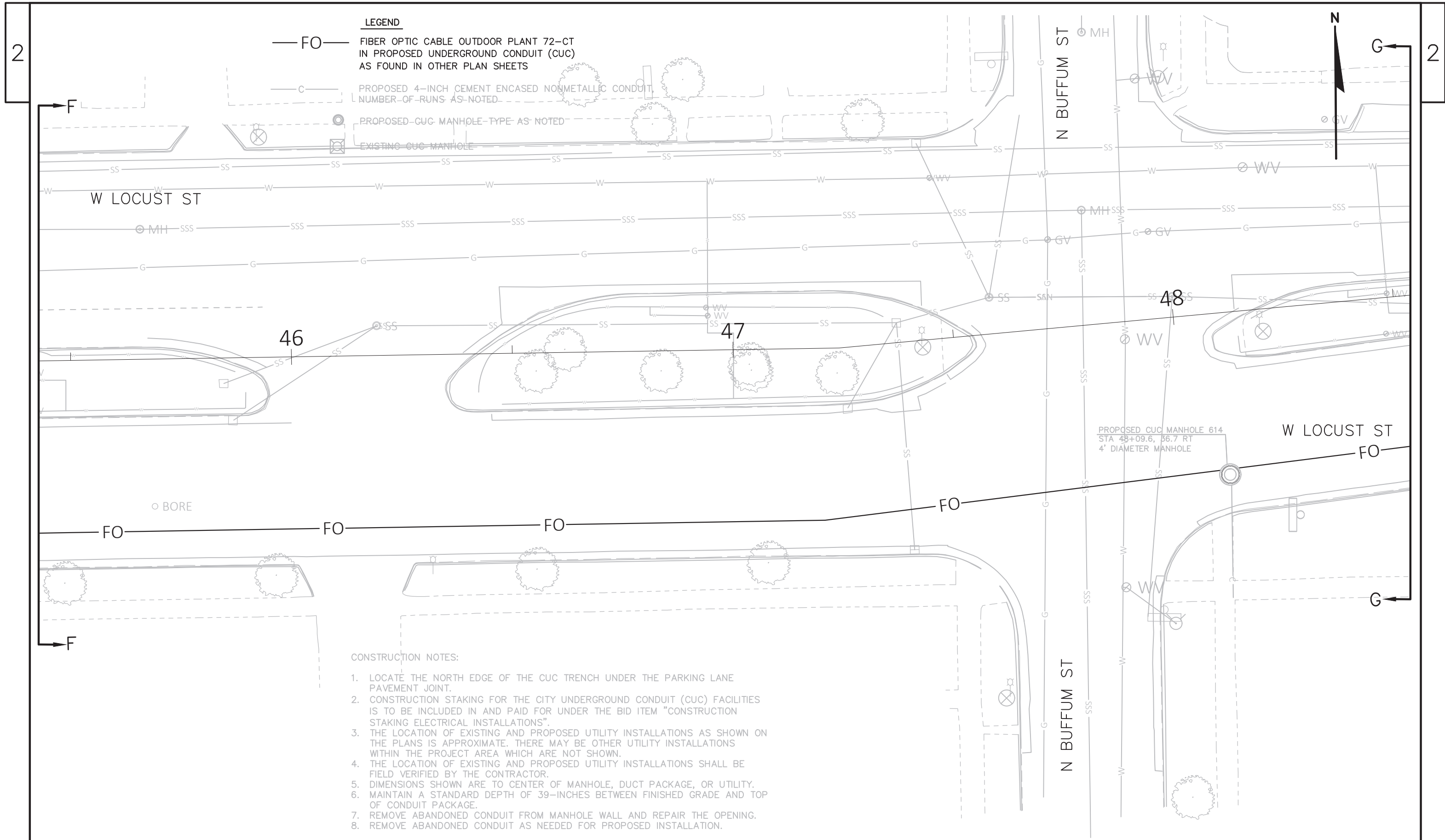


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PROPOSED CUC MANHOLE 612  
 STA 44+78.9, 40.0 RT  
 4' DIAMETER DOGHOUSE MANHOLE





**LEGEND**

FO FIBER OPTIC CABLE OUTDOOR PLANT 72-CT IN PROPOSED UNDERGROUND CONDUIT (CUC) AS FOUND IN OTHER PLAN SHEETS

C PROPOSED 4-INCH CEMENT ENCASED NONMETALLIC CONDUIT, NUMBER-OF-RUNS AS-NOTED

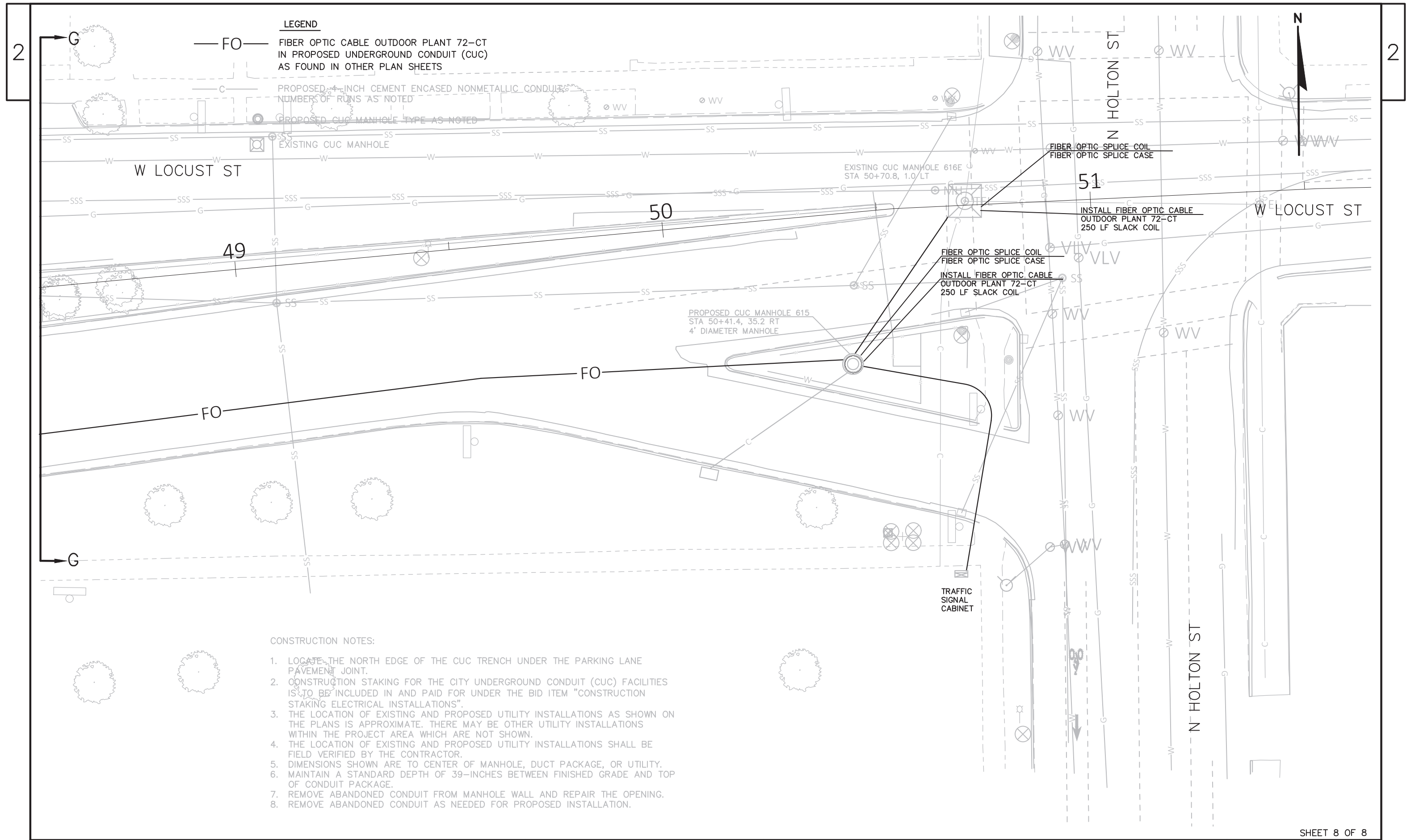
MH PROPOSED-CUC MANHOLE-TYPE AS-NOTED

GV EXISTING CUC MANHOLE

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PROPOSED CUC MANHOLE 614  
 STA 48+09.6, 56.7 RT  
 4' DIAMETER MANHOLE





**LEGEND**  
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 IN PROPOSED UNDERGROUND CONDUIT (CUC)  
 AS FOUND IN OTHER PLAN SHEETS

PROPOSED 4-INCH CEMENT ENCASED NONMETALLIC CONDUIT  
 NUMBERS OF RUNS AS NOTED

PROPOSED CUC MANHOLE TYPE AS NOTED

EXISTING CUC MANHOLE

PROPOSED CUC MANHOLE 615  
 STA 50+41.4, 35.2 RT  
 4' DIAMETER MANHOLE

EXISTING CUC MANHOLE 616E  
 STA 50+70.8, 1.0/LT

FIBER OPTIC SPLICE COIL  
 FIBER OPTIC SPLICE CASE

INSTALL FIBER OPTIC CABLE  
 OUTDOOR PLANT 72-CT  
 250 LF SLACK COIL

FIBER OPTIC SPLICE COIL  
 FIBER OPTIC SPLICE CASE

INSTALL FIBER OPTIC CABLE  
 OUTDOOR PLANT 72-CT  
 250 LF SLACK COIL

TRAFFIC  
 SIGNAL  
 CABINET

**CONSTRUCTION NOTES:**

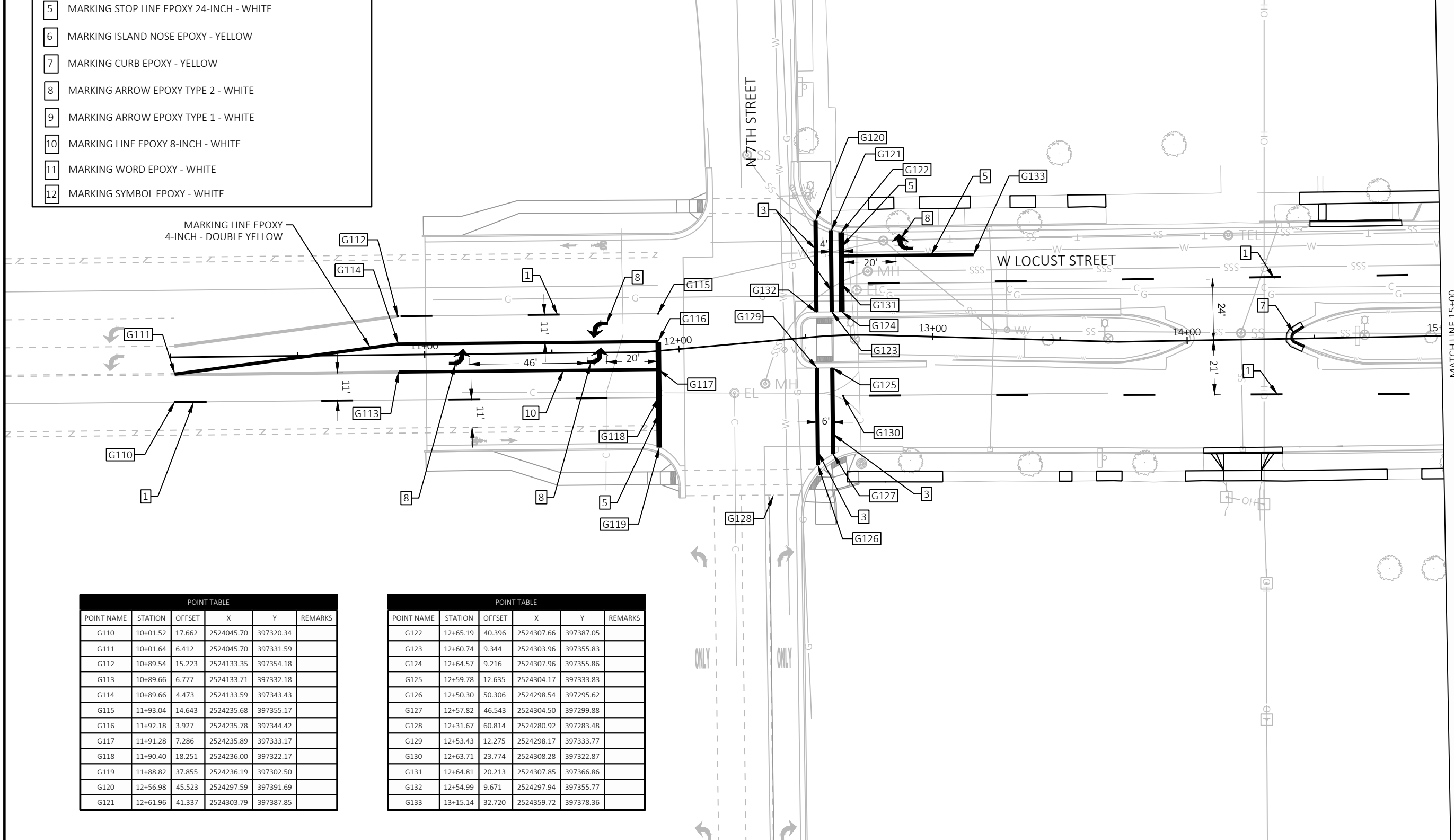
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LEGEND:

- 1 MARKING LINE EPOXY 4-INCH - WHITE DASHED
- 2 MARKING LINE EPOXY 4-INCH - DOUBLE WHITE 8" C-C
- 3 MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH - WHITE
- 4 MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH - WHITE
- 5 MARKING STOP LINE EPOXY 24-INCH - WHITE
- 6 MARKING ISLAND NOSE EPOXY - YELLOW
- 7 MARKING CURB EPOXY - YELLOW
- 8 MARKING ARROW EPOXY TYPE 2 - WHITE
- 9 MARKING ARROW EPOXY TYPE 1 - WHITE
- 10 MARKING LINE EPOXY 8-INCH - WHITE
- 11 MARKING WORD EPOXY - WHITE
- 12 MARKING SYMBOL EPOXY - WHITE

NOTES:

- 1. SEE CONCRETE SAFETY ISLAND CONSTRUCTION DETAILS FOR MARKING CURB EPOXY LOCATIONS.
- 2. MARKING LINE EPOXY 4-INCH WHITE DASHED HAS 12.5' LINES WITH 37.5' GAPS UNLESS OTHERWISE NOTED ON THE PLANS.



MARKING LINE EPOXY  
4-INCH - DOUBLE YELLOW

POINT TABLE					
POINT NAME	STATION	OFFSET	X	Y	REMARKS
G110	10+01.52	17.662	2524045.70	397320.34	
G111	10+01.64	6.412	2524045.70	397331.59	
G112	10+89.54	15.223	2524133.35	397354.18	
G113	10+89.66	6.777	2524133.71	397332.18	
G114	10+89.66	4.473	2524133.59	397343.43	
G115	11+93.04	14.643	2524235.68	397355.17	
G116	11+92.18	3.927	2524235.78	397344.42	
G117	11+91.28	7.286	2524235.89	397333.17	
G118	11+90.40	18.251	2524236.00	397322.17	
G119	11+88.82	37.855	2524236.19	397302.50	
G120	12+56.98	45.523	2524297.59	397391.69	
G121	12+61.96	41.337	2524303.79	397387.85	

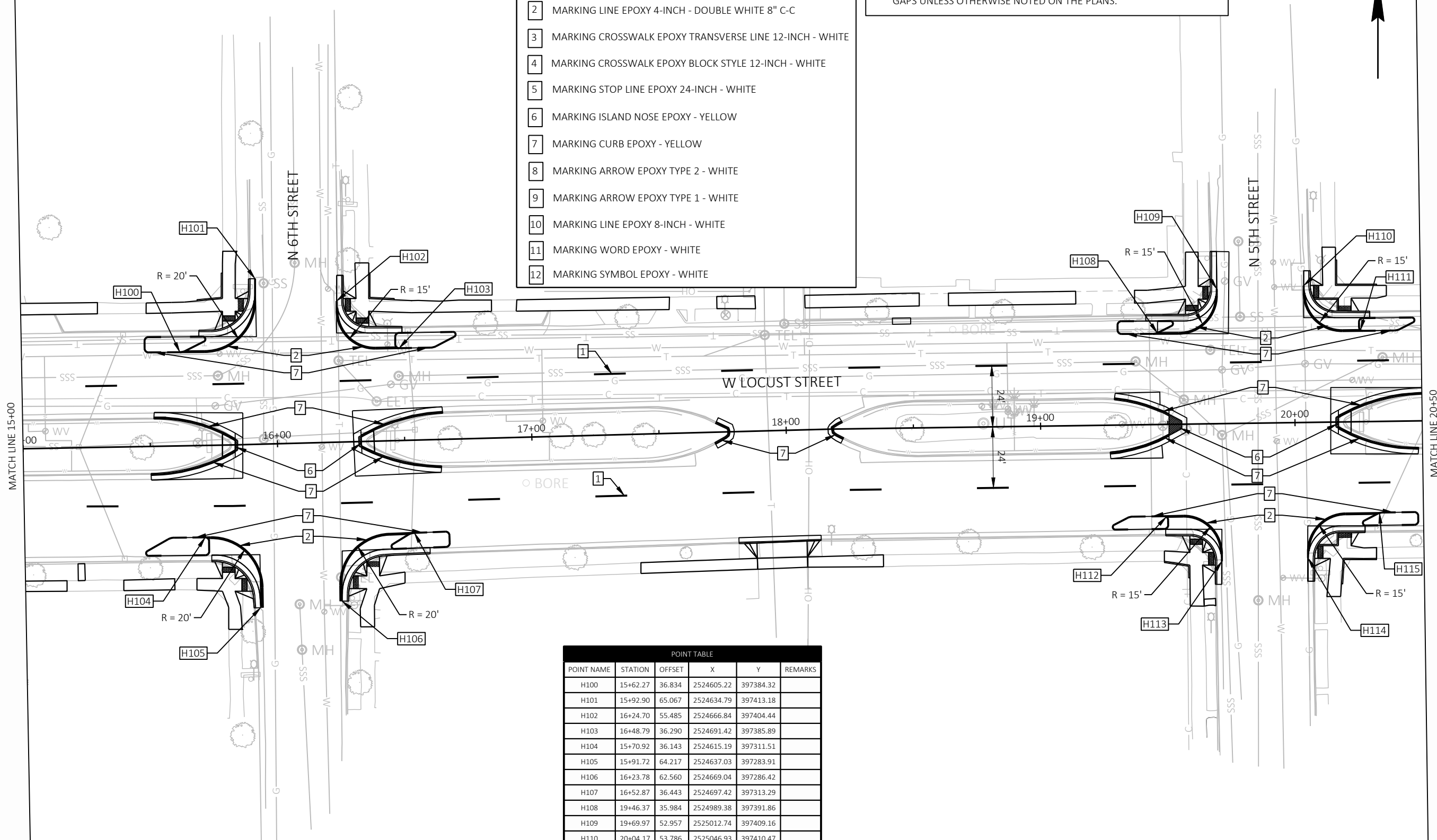
POINT TABLE					
POINT NAME	STATION	OFFSET	X	Y	REMARKS
G122	12+65.19	40.396	2524307.66	397387.05	
G123	12+60.74	9.344	2524303.96	397355.83	
G124	12+64.57	9.216	2524307.96	397355.86	
G125	12+59.78	12.635	2524304.17	397333.83	
G126	12+50.30	50.306	2524298.54	397295.62	
G127	12+57.82	46.543	2524304.50	397299.88	
G128	12+31.67	60.814	2524280.92	397283.48	
G129	12+53.43	12.275	2524298.17	397333.77	
G130	12+63.71	23.774	2524308.28	397322.87	
G131	12+64.81	20.213	2524307.85	397366.86	
G132	12+54.99	9.671	2524297.94	397355.77	
G133	13+15.14	32.720	2524359.72	397378.36	

LEGEND:

- 1 MARKING LINE EPOXY 4-INCH - WHITE DASHED
- 2 MARKING LINE EPOXY 4-INCH - DOUBLE WHITE 8" C-C
- 3 MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH - WHITE
- 4 MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH - WHITE
- 5 MARKING STOP LINE EPOXY 24-INCH - WHITE
- 6 MARKING ISLAND NOSE EPOXY - YELLOW
- 7 MARKING CURB EPOXY - YELLOW
- 8 MARKING ARROW EPOXY TYPE 2 - WHITE
- 9 MARKING ARROW EPOXY TYPE 1 - WHITE
- 10 MARKING LINE EPOXY 8-INCH - WHITE
- 11 MARKING WORD EPOXY - WHITE
- 12 MARKING SYMBOL EPOXY - WHITE

NOTES:

- 1. SEE CONCRETE SAFETY ISLAND CONSTRUCTION DETAILS FOR MARKING CURB EPOXY LOCATIONS.
- 2. MARKING LINE EPOXY 4-INCH WHITE DASHED HAS 12.5' LINES WITH 37.5' GAPS UNLESS OTHERWISE NOTED ON THE PLANS.



POINT TABLE					
POINT NAME	STATION	OFFSET	X	Y	REMARKS
H100	15+62.27	36.834	2524605.22	397384.32	
H101	15+92.90	65.067	2524634.79	397413.18	
H102	16+24.70	55.485	2524666.84	397404.44	
H103	16+48.79	36.290	2524691.42	397385.89	
H104	15+70.92	36.143	2524615.19	397311.51	
H105	15+91.72	64.217	2524637.03	397283.91	
H106	16+23.78	62.560	2524669.04	397286.42	
H107	16+52.87	36.443	2524697.42	397313.29	
H108	19+46.37	35.984	2524989.38	397391.86	
H109	19+69.97	52.957	2525012.74	397409.16	
H110	20+04.17	53.786	2525046.93	397410.47	
H111	20+26.25	36.030	2525069.26	397393.03	
H112	19+48.92	36.333	2524992.95	397319.59	
H113	19+70.51	54.103	2525014.79	397302.12	
H114	20+04.37	53.248	2525048.63	397303.45	
H115	20+32.72	36.000	2525076.74	397321.09	

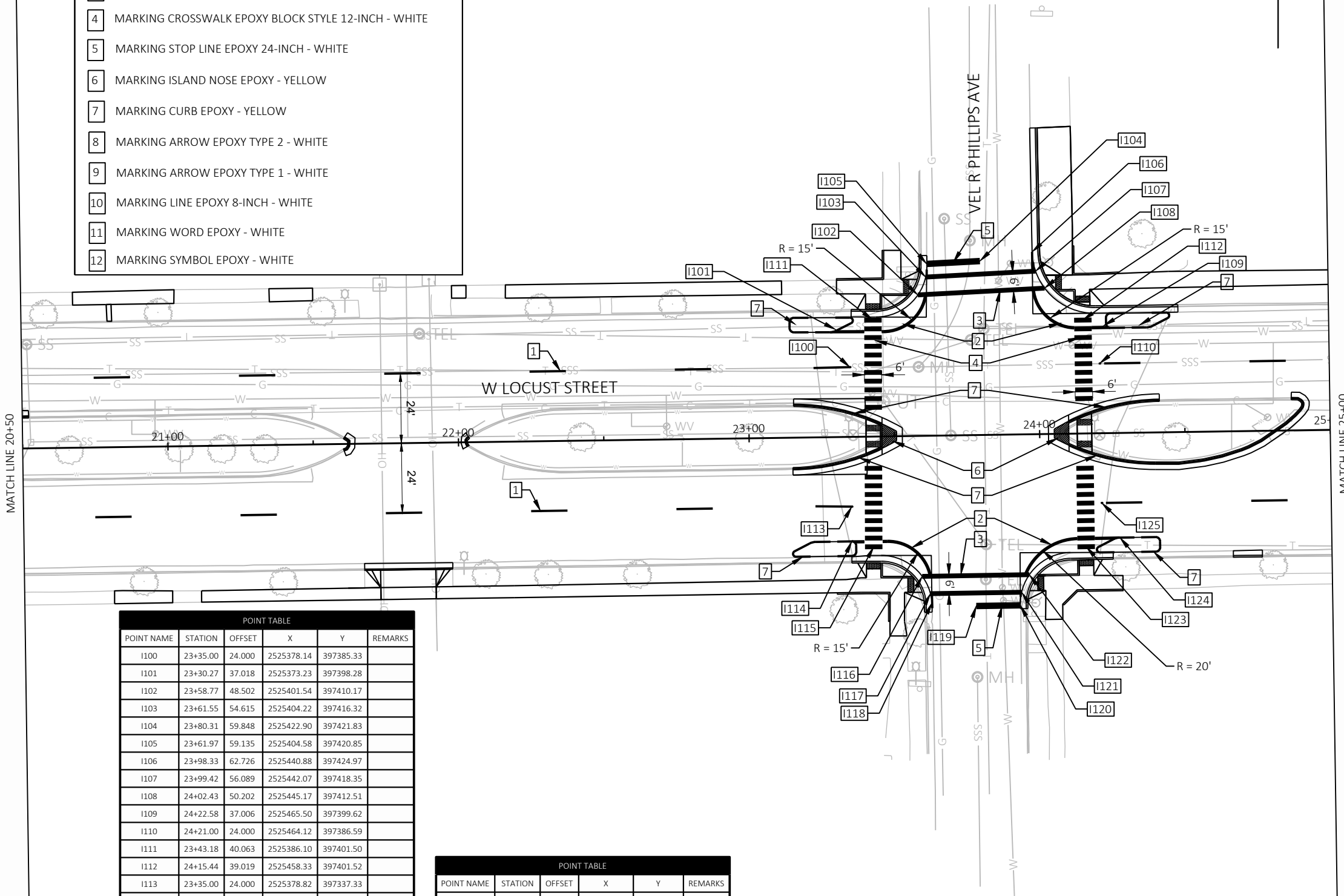


**LEGEND:**

- 1 MARKING LINE EPOXY 4-INCH - WHITE DASHED
- 2 MARKING LINE EPOXY 4-INCH - DOUBLE WHITE 8" C-C
- 3 MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH - WHITE
- 4 MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH - WHITE
- 5 MARKING STOP LINE EPOXY 24-INCH - WHITE
- 6 MARKING ISLAND NOSE EPOXY - YELLOW
- 7 MARKING CURB EPOXY - YELLOW
- 8 MARKING ARROW EPOXY TYPE 2 - WHITE
- 9 MARKING ARROW EPOXY TYPE 1 - WHITE
- 10 MARKING LINE EPOXY 8-INCH - WHITE
- 11 MARKING WORD EPOXY - WHITE
- 12 MARKING SYMBOL EPOXY - WHITE

**NOTES:**

- 1. SEE CONCRETE SAFETY ISLAND CONSTRUCTION DETAILS FOR MARKING CURB EPOXY LOCATIONS.
- 2. MARKING LINE EPOXY 4-INCH WHITE DASHED HAS 12.5' LINES WITH 37.5' GAPS UNLESS OTHERWISE NOTED ON THE PLANS.



POINT TABLE					
POINT NAME	STATION	OFFSET	X	Y	REMARKS
I100	23+35.00	24.000	2525378.14	397385.33	
I101	23+30.27	37.018	2525373.23	397398.28	
I102	23+58.77	48.502	2525401.54	397410.17	
I103	23+61.55	54.615	2525404.22	397416.32	
I104	23+80.31	59.848	2525422.90	397421.83	
I105	23+61.97	59.135	2525404.58	397420.85	
I106	23+98.33	62.726	2525440.88	397424.97	
I107	23+99.42	56.089	2525442.07	397418.35	
I108	24+02.43	50.202	2525445.17	397412.51	
I109	24+22.58	37.006	2525465.50	397399.62	
I110	24+21.00	24.000	2525464.12	397386.59	
I111	23+43.18	40.063	2525386.10	397401.50	
I112	24+15.44	39.019	2525458.33	397401.52	
I113	23+35.00	24.000	2525378.82	397337.33	
I114	23+34.84	35.974	2525378.82	397325.36	
I115	23+42.35	37.933	2525386.37	397323.50	
I116	23+58.86	48.342	2525403.05	397313.34	
I117	23+61.60	54.340	2525405.89	397307.38	
I118	23+62.08	57.540	2525406.41	397304.19	
I119	23+77.30	58.827	2525421.65	397303.12	

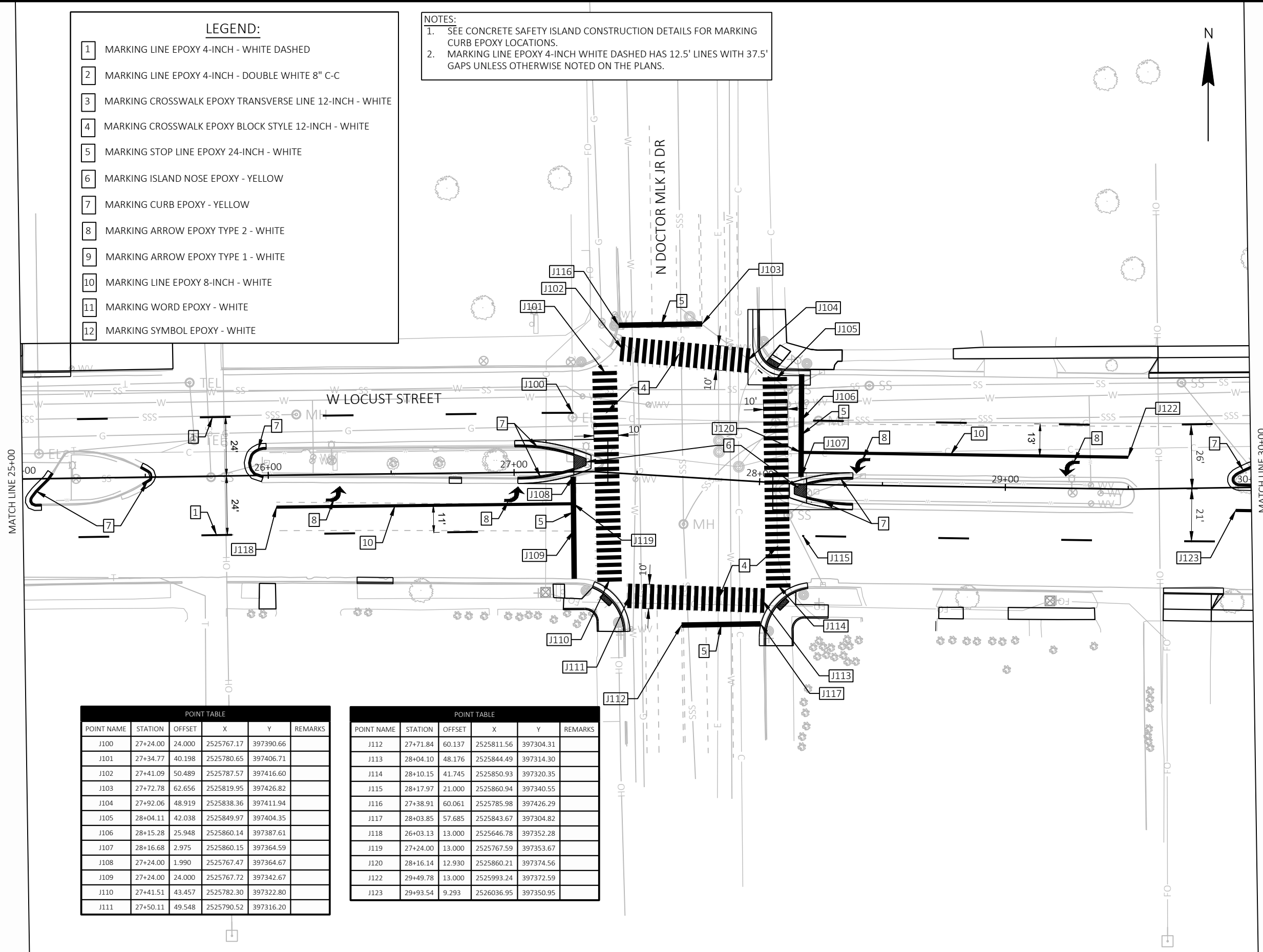
POINT TABLE					
POINT NAME	STATION	OFFSET	X	Y	REMARKS
I120	23+92.49	58.815	2525436.83	397303.36	
I121	23+92.99	54.314	2525437.27	397307.87	
I122	23+95.74	48.312	2525439.92	397313.91	
I123	24+15.44	38.981	2525459.48	397323.53	
I124	24+27.06	35.989	2525471.06	397326.69	
I125	24+21.00	24.000	2525464.83	397338.59	

LEGEND:

- 1 MARKING LINE EPOXY 4-INCH - WHITE DASHED
- 2 MARKING LINE EPOXY 4-INCH - DOUBLE WHITE 8" C-C
- 3 MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH - WHITE
- 4 MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH - WHITE
- 5 MARKING STOP LINE EPOXY 24-INCH - WHITE
- 6 MARKING ISLAND NOSE EPOXY - YELLOW
- 7 MARKING CURB EPOXY - YELLOW
- 8 MARKING ARROW EPOXY TYPE 2 - WHITE
- 9 MARKING ARROW EPOXY TYPE 1 - WHITE
- 10 MARKING LINE EPOXY 8-INCH - WHITE
- 11 MARKING WORD EPOXY - WHITE
- 12 MARKING SYMBOL EPOXY - WHITE

NOTES:

- 1. SEE CONCRETE SAFETY ISLAND CONSTRUCTION DETAILS FOR MARKING CURB EPOXY LOCATIONS.
- 2. MARKING LINE EPOXY 4-INCH WHITE DASHED HAS 12.5' LINES WITH 37.5' GAPS UNLESS OTHERWISE NOTED ON THE PLANS.



POINT TABLE					
POINT NAME	STATION	OFFSET	X	Y	REMARKS
J100	27+24.00	24.000	2525767.17	397390.66	
J101	27+34.77	40.198	2525780.65	397406.71	
J102	27+41.09	50.489	2525787.57	397416.60	
J103	27+72.78	62.656	2525819.95	397426.82	
J104	27+92.06	48.919	2525838.36	397411.94	
J105	28+04.11	42.038	2525849.97	397404.35	
J106	28+15.28	25.948	2525860.14	397387.61	
J107	28+16.68	2.975	2525860.15	397364.59	
J108	27+24.00	1.990	2525767.47	397364.67	
J109	27+24.00	24.000	2525767.72	397342.67	
J110	27+41.51	43.457	2525782.30	397322.80	
J111	27+50.11	49.548	2525790.52	397316.20	

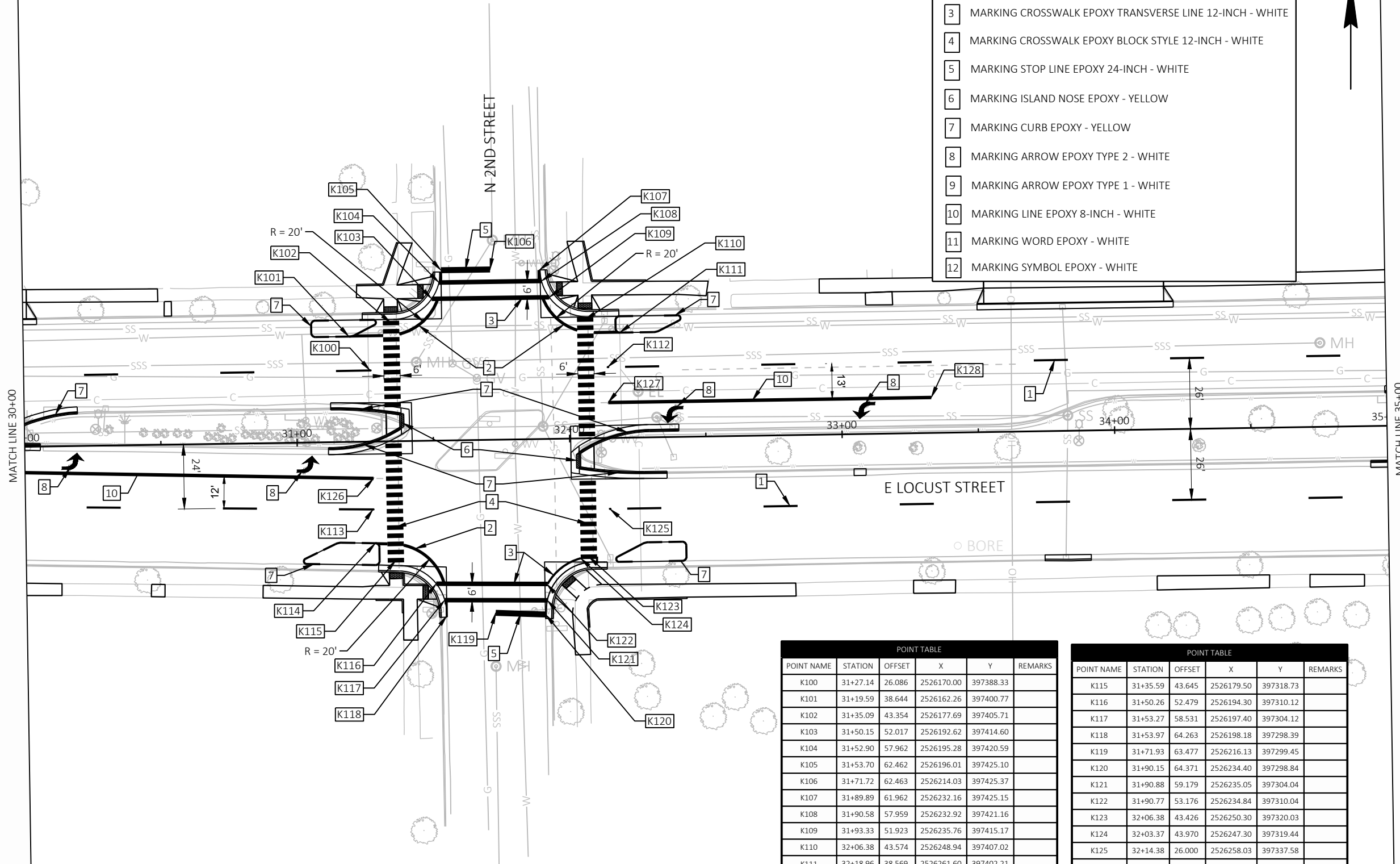
POINT TABLE					
POINT NAME	STATION	OFFSET	X	Y	REMARKS
J112	27+71.84	60.137	2525811.56	397304.31	
J113	28+04.10	48.176	2525844.49	397314.30	
J114	28+10.15	41.745	2525850.93	397320.35	
J115	28+17.97	21.000	2525860.94	397340.55	
J116	27+38.91	60.061	2525785.98	397426.29	
J117	28+03.85	57.685	2525843.67	397304.82	
J118	26+03.13	13.000	2525646.78	397352.28	
J119	27+24.00	13.000	2525767.59	397353.67	
J120	28+16.14	12.930	2525860.21	397374.56	
J122	29+49.78	13.000	2525993.24	397372.59	
J123	29+93.54	9.293	2526036.95	397350.95	

**NOTES:**

1. SEE CONCRETE SAFETY ISLAND CONSTRUCTION DETAILS FOR MARKING CURB EPOXY LOCATIONS.
2. MARKING LINE EPOXY 4-INCH WHITE DASHED HAS 12.5' LINES WITH 37.5' GAPS UNLESS OTHERWISE NOTED ON THE PLANS.

**LEGEND:**

1	MARKING LINE EPOXY 4-INCH - WHITE DASHED
2	MARKING LINE EPOXY 4-INCH - DOUBLE WHITE 8" C-C
3	MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH - WHITE
4	MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH - WHITE
5	MARKING STOP LINE EPOXY 24-INCH - WHITE
6	MARKING ISLAND NOSE EPOXY - YELLOW
7	MARKING CURB EPOXY - YELLOW
8	MARKING ARROW EPOXY TYPE 2 - WHITE
9	MARKING ARROW EPOXY TYPE 1 - WHITE
10	MARKING LINE EPOXY 8-INCH - WHITE
11	MARKING WORD EPOXY - WHITE
12	MARKING SYMBOL EPOXY - WHITE



POINT TABLE					
POINT NAME	STATION	OFFSET	X	Y	REMARKS
K100	31+27.14	26.086	2526170.00	397388.33	
K101	31+19.59	38.644	2526162.26	397400.77	
K102	31+35.09	43.354	2526177.69	397405.71	
K103	31+50.15	52.017	2526192.62	397414.60	
K104	31+52.90	57.962	2526195.28	397420.59	
K105	31+53.70	62.462	2526196.01	397425.10	
K106	31+71.72	62.463	2526214.03	397425.37	
K107	31+89.89	61.962	2526232.16	397425.15	
K108	31+90.58	57.959	2526232.92	397421.16	
K109	31+93.33	51.923	2526235.76	397415.17	
K110	32+06.38	43.574	2526248.94	397407.02	
K111	32+18.96	38.569	2526261.60	397402.21	
K112	32+14.38	26.000	2526257.21	397389.57	
K113	31+27.46	24.886	2526171.08	397337.37	
K114	31+28.14	37.291	2526171.96	397324.98	

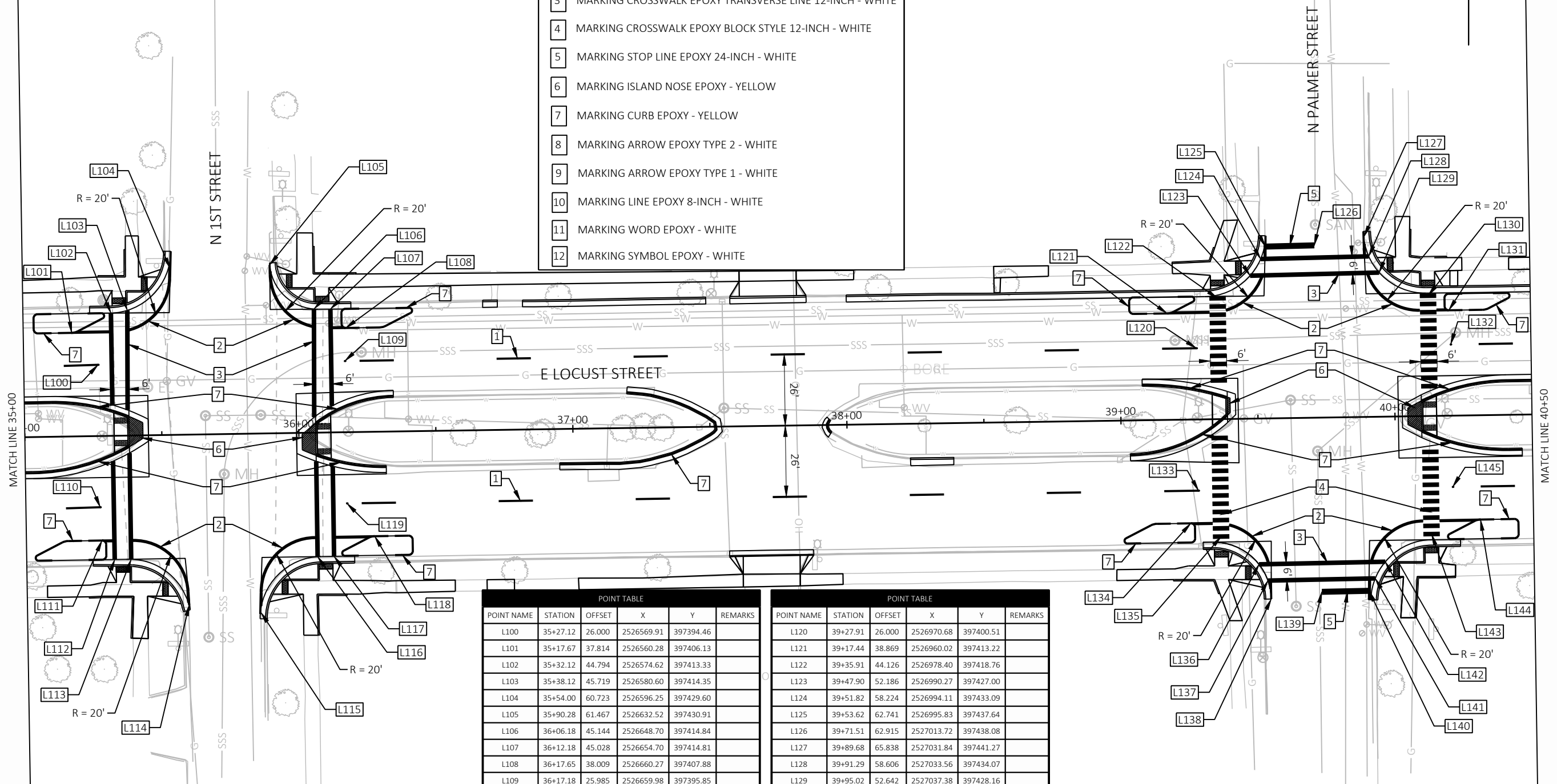
POINT TABLE					
POINT NAME	STATION	OFFSET	X	Y	REMARKS
K115	31+35.59	43.645	2526179.50	397318.73	
K116	31+50.26	52.479	2526194.30	397310.12	
K117	31+53.27	58.531	2526197.40	397304.12	
K118	31+53.97	64.263	2526198.18	397298.39	
K119	31+71.93	63.477	2526216.13	397299.45	
K120	31+90.15	64.371	2526234.40	397298.84	
K121	31+90.88	59.179	2526235.05	397304.04	
K122	31+90.77	53.176	2526234.84	397310.04	
K123	32+06.38	43.426	2526250.30	397320.03	
K124	32+03.37	43.970	2526247.30	397319.44	
K125	32+14.38	26.000	2526258.03	397337.58	
K126	31+27.81	13.512	2526171.27	397348.75	
K127	32+14.38	13.000	2526257.42	397376.58	
K128	33+32.92	13.000	2526375.95	397378.43	

**LEGEND:**

1	MARKING LINE EPOXY 4-INCH - WHITE DASHED
2	MARKING LINE EPOXY 4-INCH - DOUBLE WHITE 8" C-C
3	MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH - WHITE
4	MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH - WHITE
5	MARKING STOP LINE EPOXY 24-INCH - WHITE
6	MARKING ISLAND NOSE EPOXY - YELLOW
7	MARKING CURB EPOXY - YELLOW
8	MARKING ARROW EPOXY TYPE 2 - WHITE
9	MARKING ARROW EPOXY TYPE 1 - WHITE
10	MARKING LINE EPOXY 8-INCH - WHITE
11	MARKING WORD EPOXY - WHITE
12	MARKING SYMBOL EPOXY - WHITE

**NOTES:**

- SEE CONCRETE SAFETY ISLAND CONSTRUCTION DETAILS FOR MARKING CURB EPOXY LOCATIONS.
- MARKING LINE EPOXY 4-INCH WHITE DASHED HAS 12.5' LINES WITH 37.5' GAPS UNLESS OTHERWISE NOTED ON THE PLANS.



**POINT TABLE**

POINT NAME	STATION	OFFSET	X	Y	REMARKS
L100	35+27.12	26.000	2526569.91	397394.46	
L101	35+17.67	37.814	2526560.28	397406.13	
L102	35+32.12	44.794	2526574.62	397413.33	
L103	35+38.12	45.719	2526580.60	397414.35	
L104	35+54.00	60.723	2526596.25	397429.60	
L105	35+90.28	61.467	2526632.52	397430.91	
L106	36+06.18	45.144	2526648.70	397414.84	
L107	36+12.18	45.028	2526654.70	397414.81	
L108	36+17.65	38.009	2526660.27	397407.88	
L109	36+17.18	25.985	2526659.98	397395.85	
L110	35+27.12	26.001	2526570.73	397342.47	
L111	35+27.57	38.159	2526571.37	397330.32	
L112	35+32.12	45.157	2526576.02	397323.39	
L113	35+38.12	45.192	2526582.02	397323.45	
L114	35+59.03	62.150	2526603.20	397306.82	
L115	35+85.15	65.344	2526629.36	397304.04	
L116	36+06.18	45.285	2526650.05	397324.42	
L117	36+12.18	45.248	2526656.05	397324.55	
L118	36+27.12	38.128	2526670.88	397331.89	
L119	36+17.18	26.000	2526660.76	397343.87	

**POINT TABLE**

POINT NAME	STATION	OFFSET	X	Y	REMARKS
L120	39+27.91	26.000	2526970.68	397400.51	
L121	39+17.44	38.869	2526960.02	397413.22	
L122	39+35.91	44.126	2526978.40	397418.76	
L123	39+47.90	52.186	2526990.27	397427.00	
L124	39+51.82	58.224	2526994.11	397433.09	
L125	39+53.62	62.741	2526995.83	397437.64	
L126	39+71.51	62.915	2527013.72	397438.08	
L127	39+89.68	65.838	2527031.84	397441.27	
L128	39+91.29	58.606	2527033.56	397434.07	
L129	39+95.02	52.642	2527037.38	397428.16	
L130	40+12.70	43.889	2527055.19	397419.67	
L131	40+20.20	38.484	2527062.78	397414.38	
L132	40+20.70	25.999	2527063.46	397401.90	
L133	39+27.91	26.000	2526971.46	397348.52	
L134	39+24.92	37.882	2526968.64	397336.59	
L135	39+35.91	42.874	2526979.71	397331.77	
L136	39+49.58	53.232	2526993.54	397321.62	
L137	39+52.75	59.214	2526996.79	397315.68	
L138	39+53.85	65.953	2526998.00	397308.96	
L139	39+72.36	63.600	2527016.47	397311.59	

**POINT TABLE**

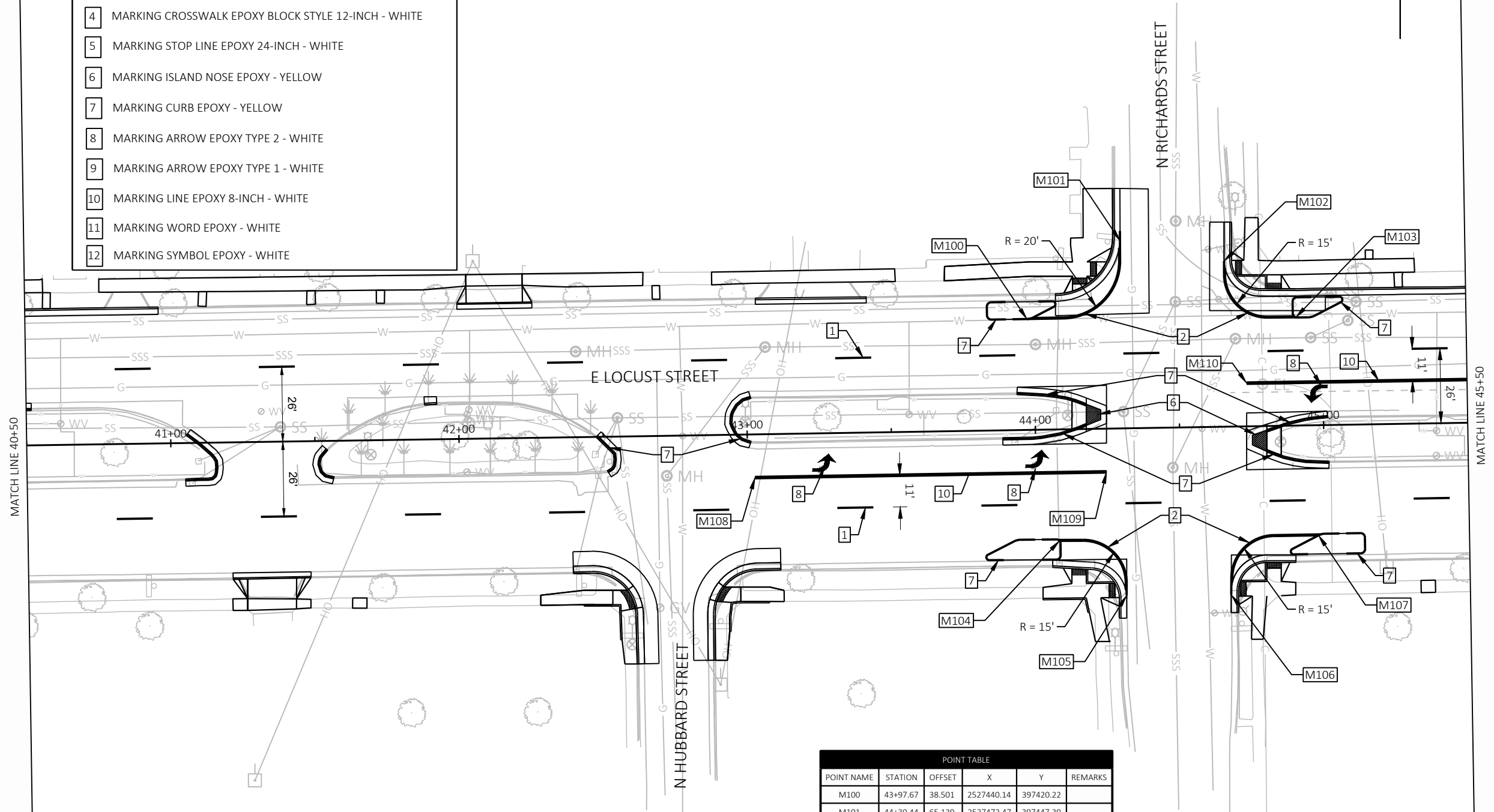
POINT NAME	STATION	OFFSET	X	Y	REMARKS
L140	39+89.56	63.501	2527033.67	397311.95	
L141	39+91.92	58.987	2527035.96	397316.50	
L142	39+95.67	52.965	2527039.61	397322.57	
L143	40+12.70	43.111	2527056.50	397332.68	
L144	40+30.64	38.086	2527074.36	397337.97	
L145	40+20.70	26.000	2527064.24	397349.91	

**LEGEND:**

- 1 MARKING LINE EPOXY 4-INCH - WHITE DASHED
- 2 MARKING LINE EPOXY 4-INCH - DOUBLE WHITE 8" C-C
- 3 MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH - WHITE
- 4 MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH - WHITE
- 5 MARKING STOP LINE EPOXY 24-INCH - WHITE
- 6 MARKING ISLAND NOSE EPOXY - YELLOW
- 7 MARKING CURB EPOXY - YELLOW
- 8 MARKING ARROW EPOXY TYPE 2 - WHITE
- 9 MARKING ARROW EPOXY TYPE 1 - WHITE
- 10 MARKING LINE EPOXY 8-INCH - WHITE
- 11 MARKING WORD EPOXY - WHITE
- 12 MARKING SYMBOL EPOXY - WHITE

**NOTES:**

- 1. SEE CONCRETE SAFETY ISLAND CONSTRUCTION DETAILS FOR MARKING CURB EPOXY LOCATIONS.
- 2. MARKING LINE EPOXY 4-INCH WHITE DASHED HAS 12.5' LINES WITH 37.5' GAPS UNLESS OTHERWISE NOTED ON THE PLANS.



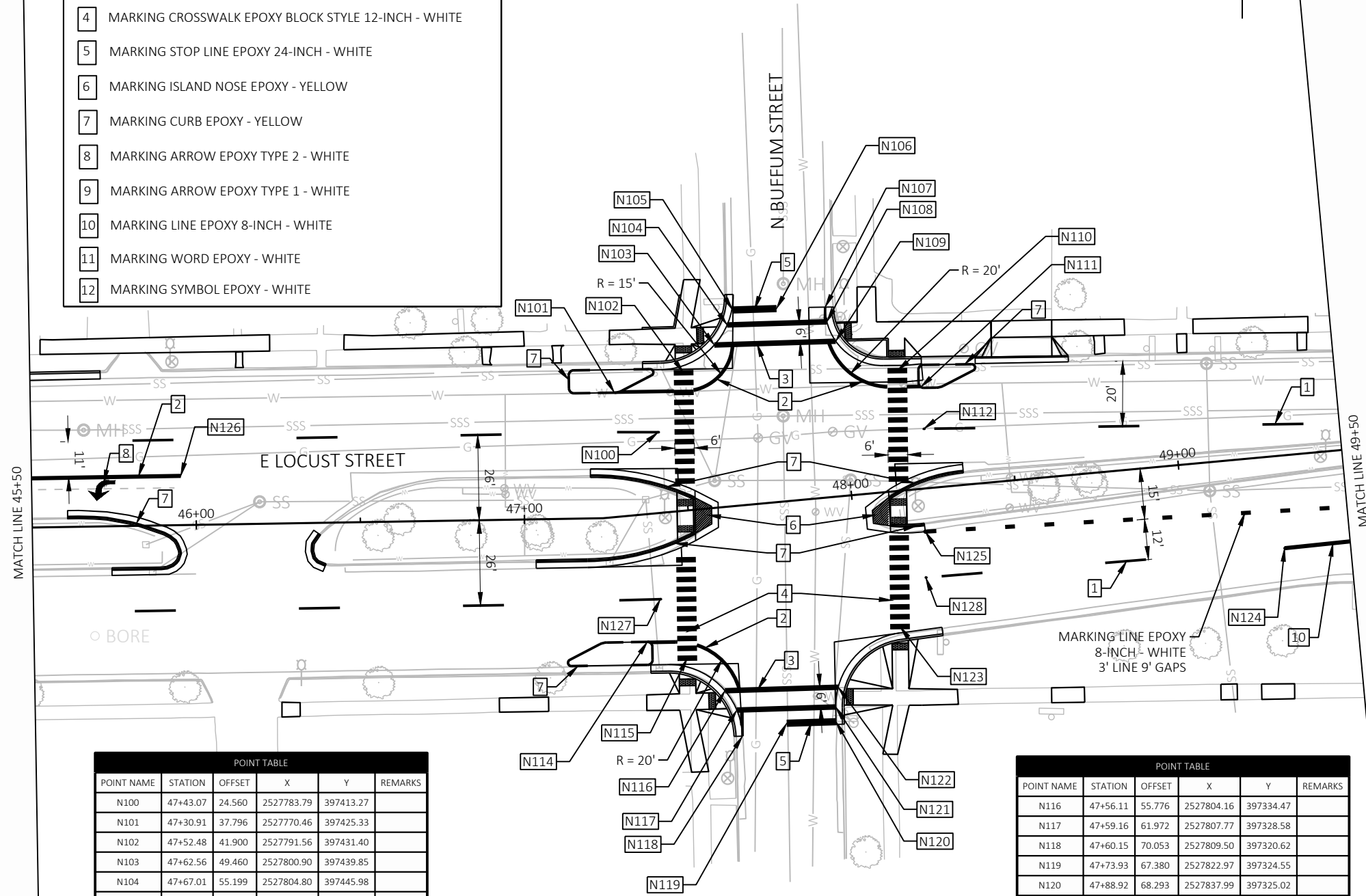
POINT TABLE					
POINT NAME	STATION	OFFSET	X	Y	REMARKS
M100	43+97.67	38.501	2527440.14	397420.22	
M101	44+30.44	65.139	2527472.47	397447.39	
M102	44+66.39	57.525	2527508.55	397440.37	
M103	44+90.98	37.571	2527533.45	397420.82	
M104	44+07.70	38.678	2527451.44	397343.22	
M105	44+30.70	58.027	2527474.75	397324.25	
M106	44+67.01	58.378	2527511.05	397324.49	
M107	44+97.62	38.224	2527541.34	397345.14	
M108	43+02.45	15.000	2527345.81	397365.18	
M109	44+24.45	15.000	2527467.79	397367.17	
M110	44+73.51	15.000	2527516.36	397397.96	

LEGEND:

- 1 MARKING LINE EPOXY 4-INCH - WHITE DASHED
- 2 MARKING LINE EPOXY 4-INCH - DOUBLE WHITE 8" C-C
- 3 MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH - WHITE
- 4 MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH - WHITE
- 5 MARKING STOP LINE EPOXY 24-INCH - WHITE
- 6 MARKING ISLAND NOSE EPOXY - YELLOW
- 7 MARKING CURB EPOXY - YELLOW
- 8 MARKING ARROW EPOXY TYPE 2 - WHITE
- 9 MARKING ARROW EPOXY TYPE 1 - WHITE
- 10 MARKING LINE EPOXY 8-INCH - WHITE
- 11 MARKING WORD EPOXY - WHITE
- 12 MARKING SYMBOL EPOXY - WHITE

NOTES:

- 1. SEE CONCRETE SAFETY ISLAND CONSTRUCTION DETAILS FOR MARKING CURB EPOXY LOCATIONS.
- 2. MARKING LINE EPOXY 4-INCH WHITE DASHED HAS 12.5' LINES WITH 37.5' GAPS UNLESS OTHERWISE NOTED ON THE PLANS.



POINT TABLE					
POINT NAME	STATION	OFFSET	X	Y	REMARKS
N100	47+43.07	24.560	2527783.79	397413.27	
N101	47+30.91	37.796	2527770.46	397425.33	
N102	47+52.48	41.900	2527791.56	397431.40	
N103	47+62.56	49.460	2527800.90	397439.85	
N104	47+67.01	55.199	2527804.80	397445.98	
N105	47+69.13	59.578	2527806.52	397450.53	
N106	47+82.46	58.765	2527819.87	397450.95	
N107	47+97.28	57.848	2527834.70	397451.40	
N108	47+97.37	53.347	2527835.21	397446.93	
N109	47+99.51	47.205	2527837.91	397441.01	
N110	48+17.39	36.531	2527856.69	397432.02	
N111	48+24.04	30.916	2527863.83	397427.04	
N112	48+23.79	18.151	2527864.75	397414.31	
N114	47+33.92	38.764	2527780.50	397349.37	
N115	47+45.59	44.826	2527792.68	397344.40	

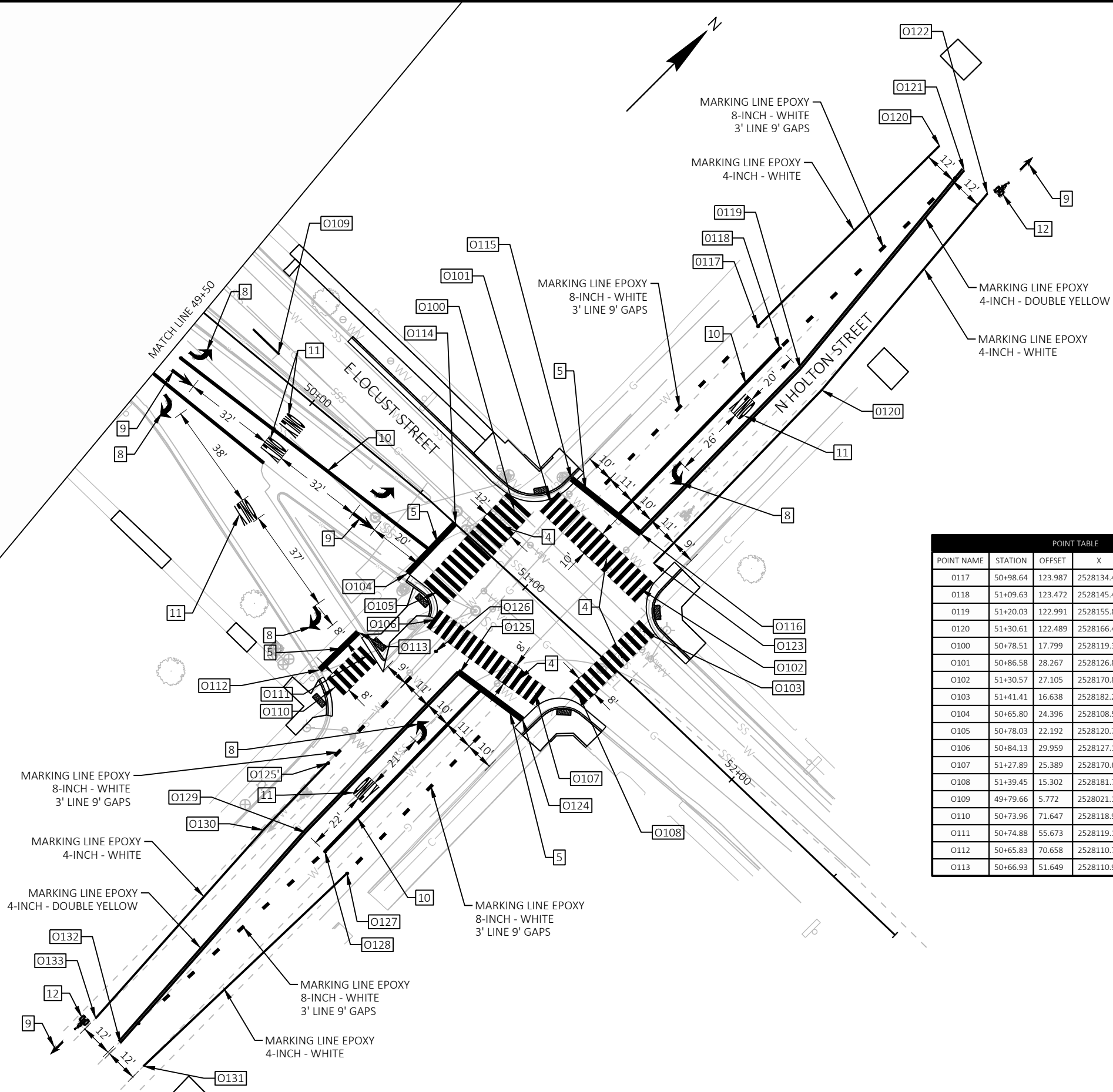
POINT TABLE					
POINT NAME	STATION	OFFSET	X	Y	REMARKS
N116	47+56.11	55.776	2527804.16	397334.47	
N117	47+59.16	61.972	2527807.77	397328.58	
N118	47+60.15	70.053	2527809.50	397320.62	
N119	47+73.93	67.380	2527822.97	397324.55	
N120	47+88.92	68.293	2527837.99	397325.02	
N121	47+89.24	63.804	2527837.89	397329.52	
N122	47+90.57	57.874	2527838.67	397335.55	
N123	48+11.03	41.209	2527857.51	397354.03	
N124	49+29.89	28.214	2527974.67	397377.90	
N125	48+21.37	13.103	2527865.22	397382.97	
N126	45+95.51	15.000	2527638.34	397399.95	
N127	47+39.04	26.172	2527784.45	397362.38	
N128	48+20.21	27.041	2527865.35	397368.98	

**LEGEND:**

- 1 MARKING LINE EPOXY 4-INCH - WHITE DASHED
- 2 MARKING LINE EPOXY 4-INCH - DOUBLE WHITE 8" C-C
- 3 MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH - WHITE
- 4 MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH - WHITE
- 5 MARKING STOP LINE EPOXY 24-INCH - WHITE
- 6 MARKING ISLAND NOSE EPOXY - YELLOW
- 7 MARKING CURB EPOXY - YELLOW
- 8 MARKING ARROW EPOXY TYPE 2 - WHITE
- 9 MARKING ARROW EPOXY TYPE 1 - WHITE
- 10 MARKING LINE EPOXY 8-INCH - WHITE
- 11 MARKING WORD EPOXY - WHITE
- 12 MARKING SYMBOL EPOXY - WHITE

**NOTES:**

1. SEE CONCRETE SAFETY ISLAND CONSTRUCTION DETAILS FOR MARKING CURB EPOXY LOCATIONS.
2. MARKING LINE EPOXY 4-INCH WHITE DASHED HAS 12.5' LINES WITH 37.5' GAPS UNLESS OTHERWISE NOTED ON THE PLANS.



**POINT TABLE**

POINT NAME	STATION	OFFSET	X	Y	REMARKS
O117	50+98.64	123.987	2528134.44	397543.36	
O118	51+09.63	123.472	2528145.44	397543.36	
O119	51+20.03	122.991	2528155.86	397543.36	
O120	51+30.61	122.489	2528166.45	397543.36	
O100	50+78.51	17.799	2528119.31	397436.34	
O101	50+86.58	28.267	2528126.88	397447.18	
O102	51+30.57	27.105	2528170.87	397448.08	
O103	51+41.41	16.638	2528182.20	397438.13	
O104	50+65.80	24.396	2528108.59	397393.60	
O105	50+78.03	22.192	2528120.70	397396.37	
O106	50+84.13	29.959	2528127.16	397388.90	
O107	51+27.89	25.389	2528170.66	397395.51	
O108	51+39.45	15.302	2528181.73	397406.13	
O109	49+79.66	5.772	2528021.10	397416.33	
O110	50+73.96	71.647	2528118.95	397346.78	
O111	50+74.88	55.673	2528119.12	397362.78	
O112	50+65.83	70.658	2528110.78	397347.39	
O113	50+66.93	51.649	2528110.99	397366.43	

**POINT TABLE**

POINT NAME	STATION	OFFSET	X	Y	REMARKS
O114	50+66.34	0.245	2528107.97	397418.24	
O115	50+86.07	39.559	2528125.84	397458.43	
O116	51+17.57	41.653	2528157.21	397462.00	
O120	51+03.16	214.682	2528134.71	397634.16	
O121	51+15.51	214.134	2528147.08	397634.20	
O122	51+27.14	213.617	2528158.72	397634.22	
O123	51+28.01	36.939	2528167.86	397457.78	
O124	51+30.86	35.300	2528174.08	397385.75	
O125	51+03.25	38.018	2528146.63	397381.75	
O125'	50+90.24	93.171	2528136.22	397326.04	
O126	50+91.82	38.139	2528135.23	397381.09	
O127	51+21.55	117.553	2528168.63	397303.15	
O128	51+10.56	117.038	2528157.63	397303.15	
O129	51+00.98	116.639	2528148.05	397303.11	
O130	50+89.28	126.157	2528136.81	397293.05	
O131	51+14.26	216.639	2528165.99	397203.84	
O132	51+02.66	216.095	2528154.37	397203.84	
O133	50+90.28	215.523	2528141.99	397203.83	



### TRAFFIC CONTROL NOTES

TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FT (500 FT DESIRABLE) DISTANCE TO EXISTING SIGNS.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED IN THE PLANS.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.




















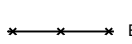


ALL SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

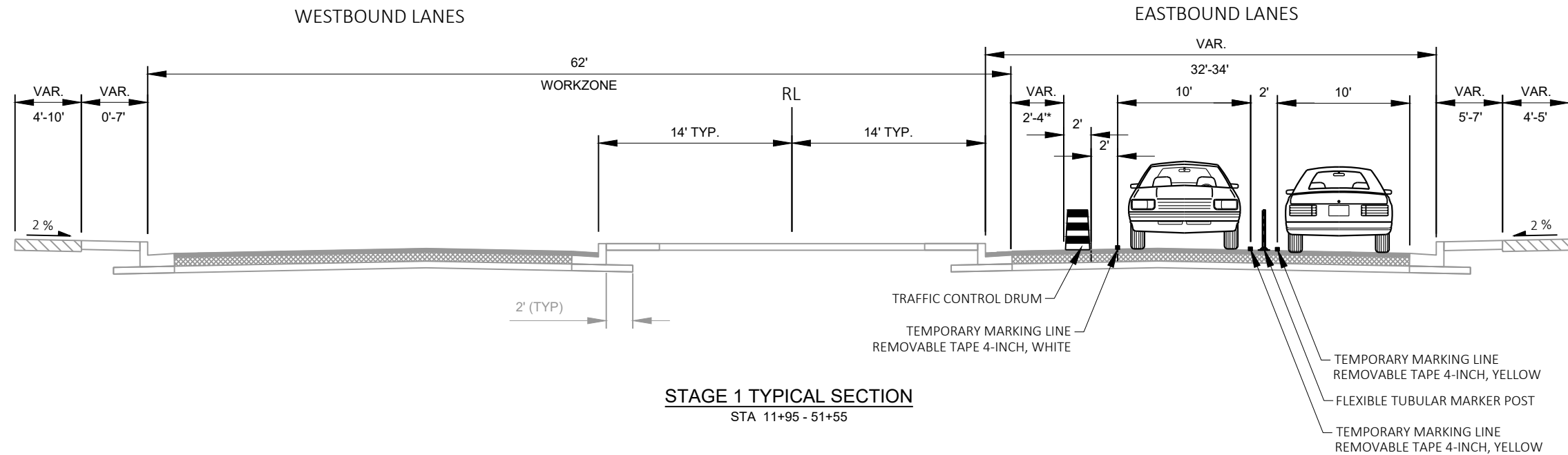
ALL EXISTING CONFLICTING PAVEMENT MARKING SHOULD BE REMOVED.

FOR NIGHTTIME OPERATION ALL DRUMS IN TAPERS AND CROSSOVERS SHALL HAVE A TYPE C STEADY BURN WARNING LIGHT.

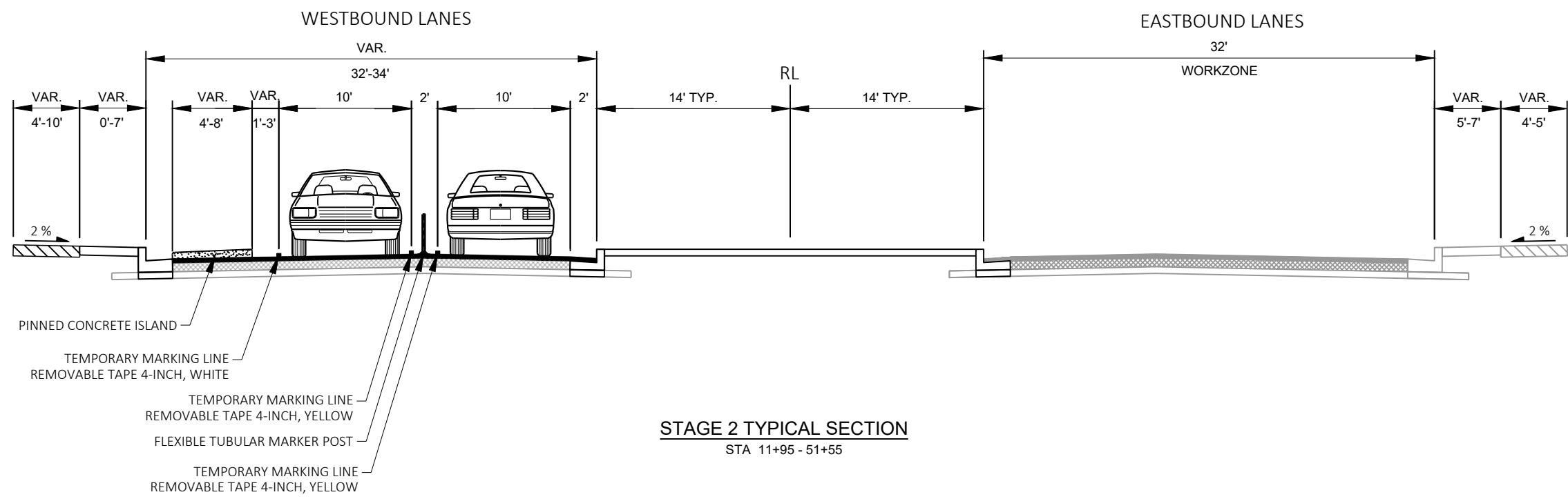
ALL TYPE III BARRICADES SHALL BE 8' WIDE, UNLESS OTHERWISE NOTED, AND EQUIPPED WITH TWO TYPE "A" (LOW INTENSITY FLASHING) LIGHTS.

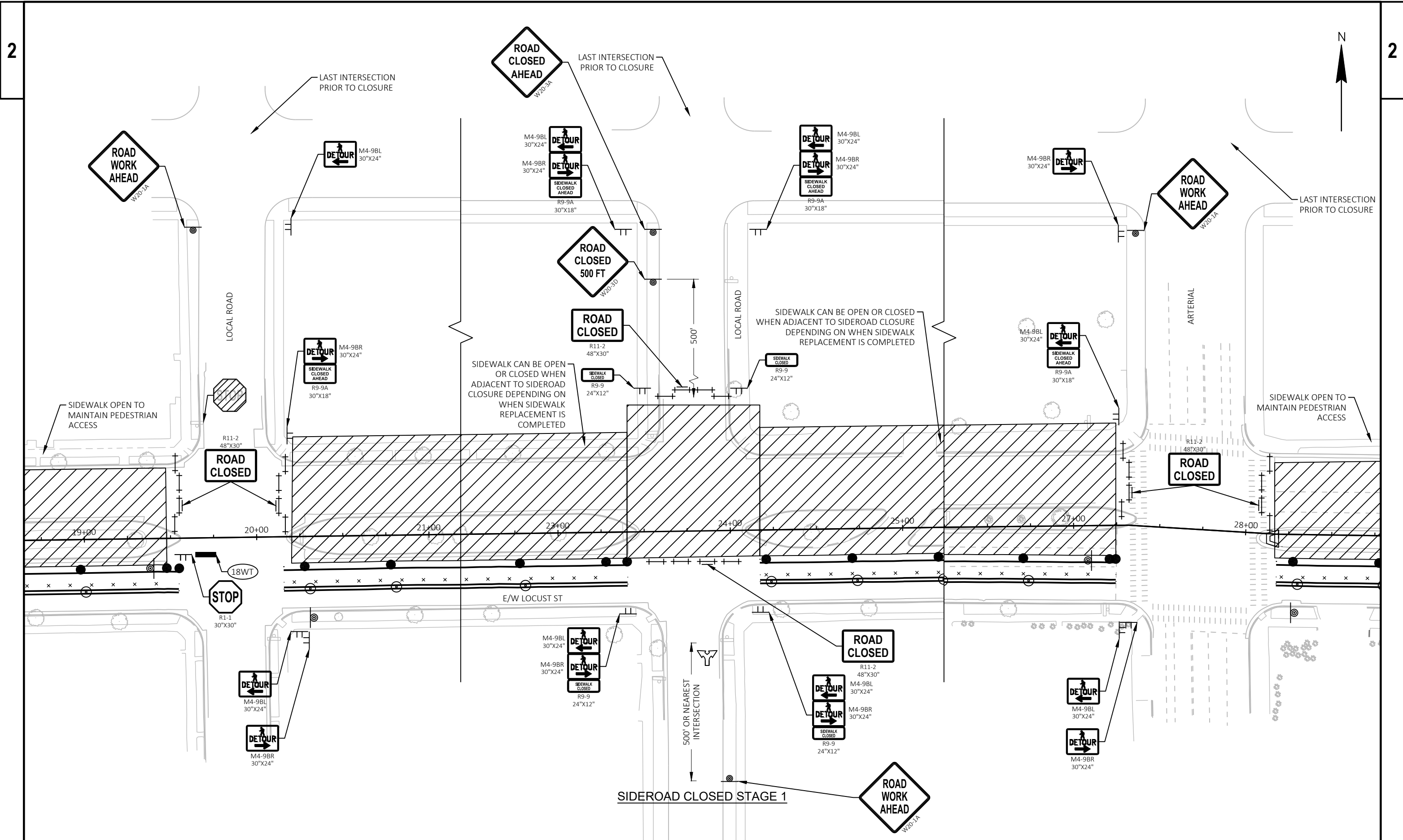
### TRAFFIC CONTROL LEGEND

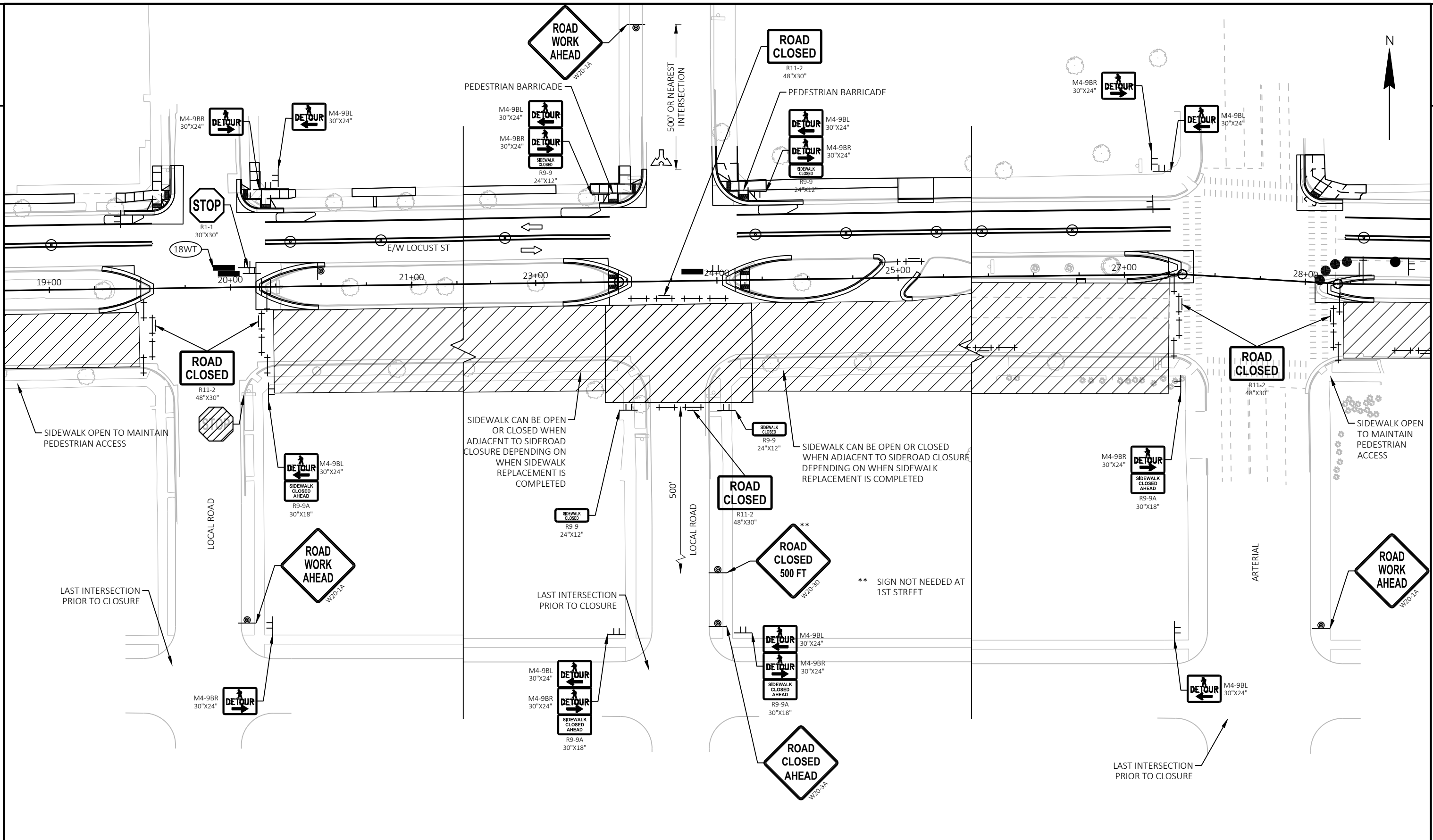
	TYPE III BARRICADE		TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
	TYPE III BARRICADE WTH ATTACHED SIGN		TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
	TRAFFIC CONTROL DRUM		TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT		TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
	SIGN ON PERMANENT SUPPORT		TEMPORARY MARKING LINE REMOVABLE TAPE 18-INCH (WHITE)
	SIGN ON TEMPORARY SUPPORT		TEMPORARY MARKING ARROW TAPE (WHITE)
	FLEXIBLE TUBULAR MARKER POSTS & BASES		TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE SKIP 2' SEG 6' GAP)
	WORK AREA		TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW SKIP 2' SEG 6' GAP)
	DIRECTION OF TRAFFIC		TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE SKIP 2' SEG 6' GAP)
	FLASHING ARROW BOARD		EXISTING PAVEMENT MARKING REMOVAL
	TEMPORARY PAVEMENT MARKING		COVERING EXISTING SIGNS



\* 2' FROM STA 11+95 TO STA 28+00  
4' FROM STA 28+00 TO 51+55










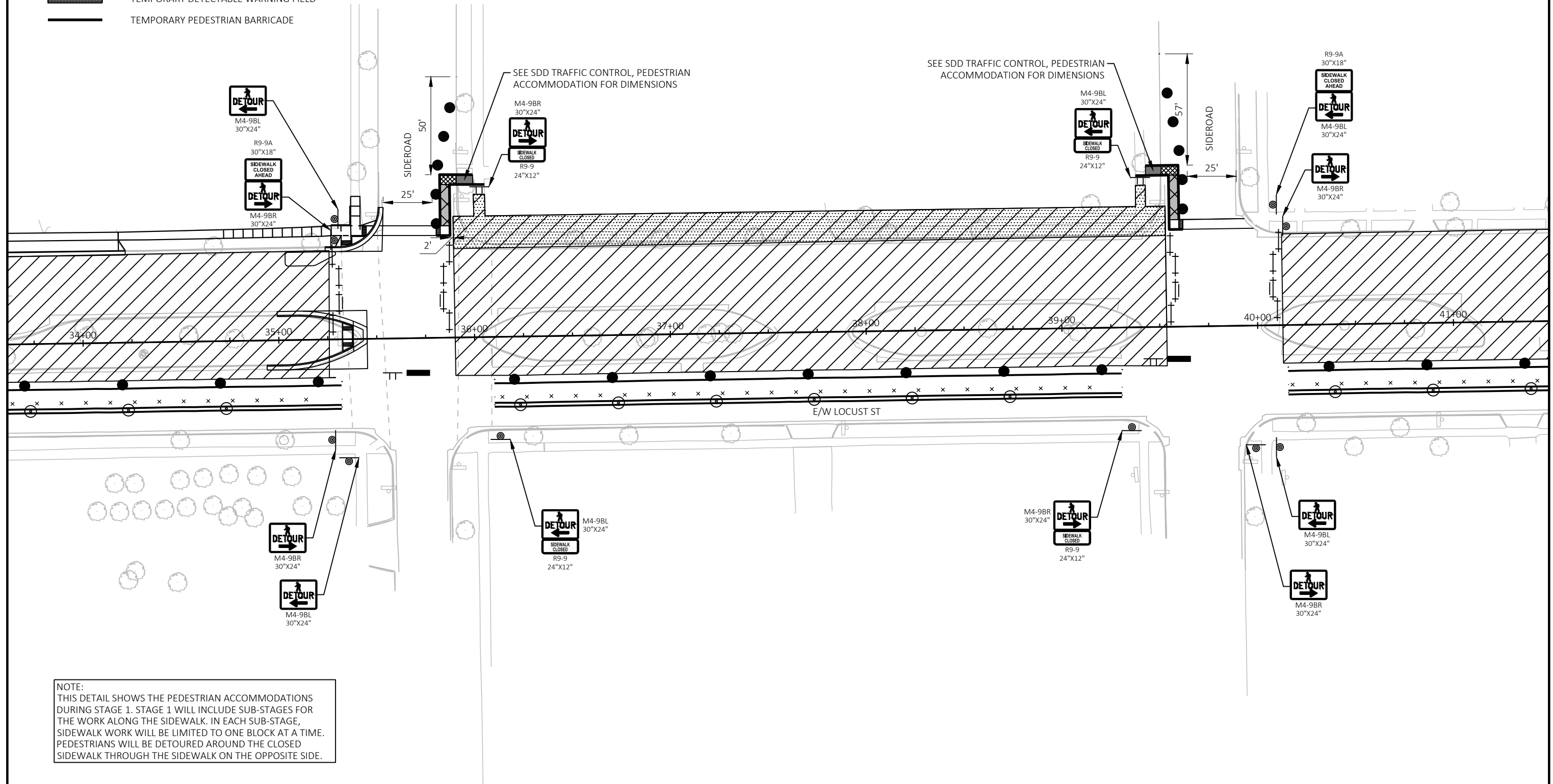




SIDEROAD CLOSED STAGE 2








LEGEND

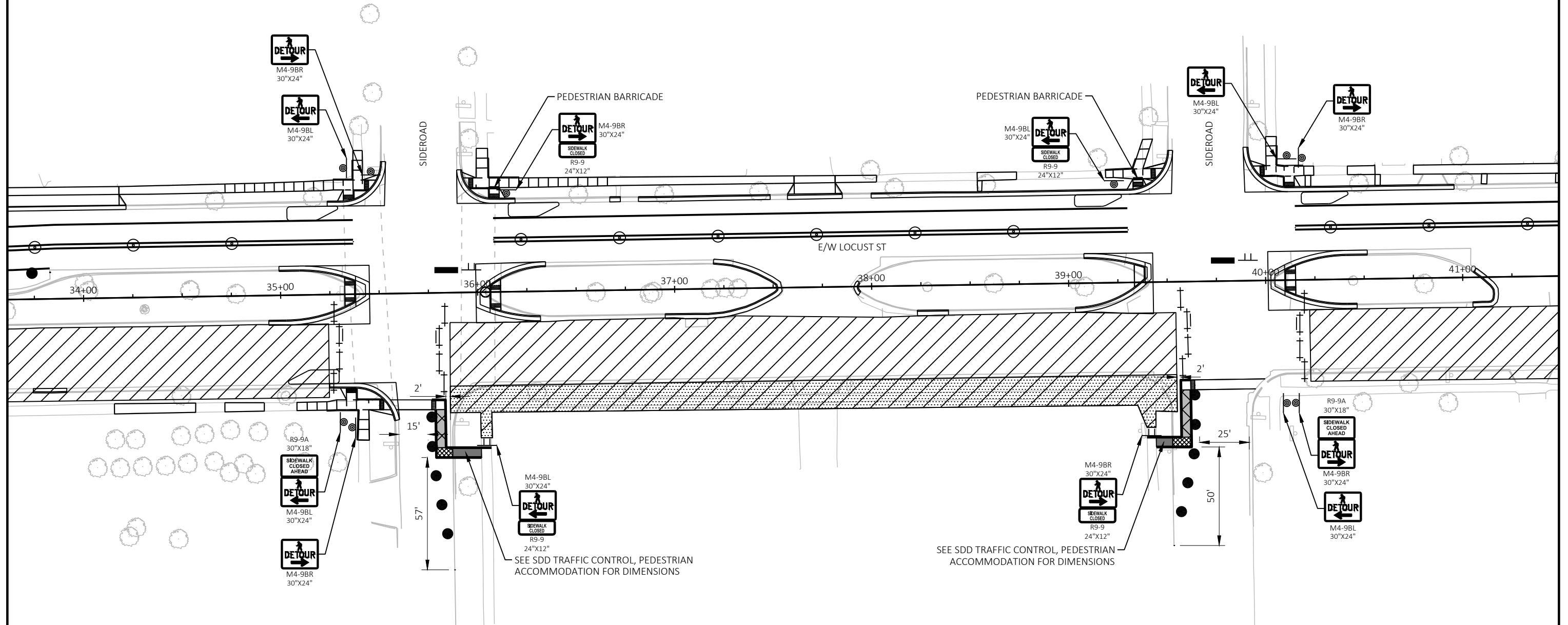
-  WORK AREA
-  SUB-STAGE FOR SIDEWALK WORK
-  TEMPORARY CURB RAMP
-  TEMPORARY PEDESTRIAN SURFACE "A"
-  TEMPORARY PEDESTRIAN SURFACE "B"
-  TEMPORARY DETECTABLE WARNING FIELD
-  TEMPORARY PEDESTRIAN BARRICADE



NOTE:  
 THIS DETAIL SHOWS THE PEDESTRIAN ACCOMMODATIONS DURING STAGE 1. STAGE 1 WILL INCLUDE SUB-STAGES FOR THE WORK ALONG THE SIDEWALK. IN EACH SUB-STAGE, SIDEWALK WORK WILL BE LIMITED TO ONE BLOCK AT A TIME. PEDESTRIANS WILL BE DETOURED AROUND THE CLOSED SIDEWALK THROUGH THE SIDEWALK ON THE OPPOSITE SIDE.

LEGEND

-  WORK AREA
-  SUB-STAGE FOR SIDEWALK WORK
-  TEMPORARY CURB RAMP
-  TEMPORARY PEDESTRIAN SURFACE "A"
-  TEMPORARY PEDESTRIAN SURFACE "B"
-  TEMPORARY DETECTABLE WARNING FIELD
-  TEMPORARY PEDESTRIAN BARRICADE



NOTE:  
 THIS DETAIL SHOWS THE PEDESTRIAN ACCOMMODATIONS DURING STAGE 2. STAGE 2 WILL INCLUDE SUB-STAGES FOR THE WORK ALONG THE SIDEWALK. IN EACH SUB-STAGE, SIDEWALK WORK WILL BE LIMITED TO ONE BLOCK AT A TIME. PEDESTRIANS WILL BE DETOURED AROUND THE CLOSED SIDEWALK THROUGH THE SIDEWALK ON THE OPPOSITE SIDE.



VEL R. PHILLIPS AVE

N DOCTOR M.L.K. JR DR

W LOCUST ST

24+00

25+00

26+00

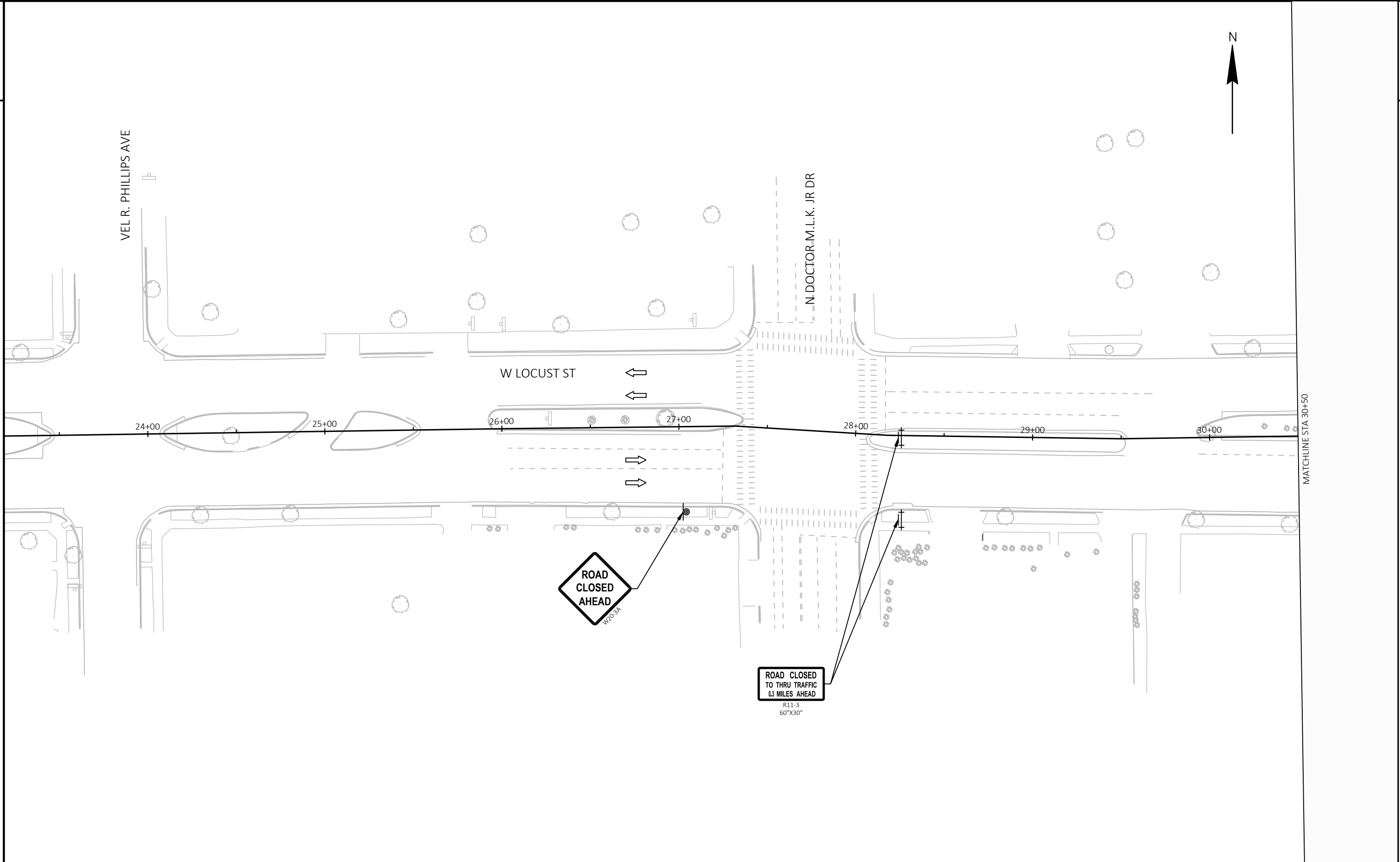
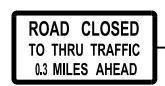
27+00

28+00

29+00

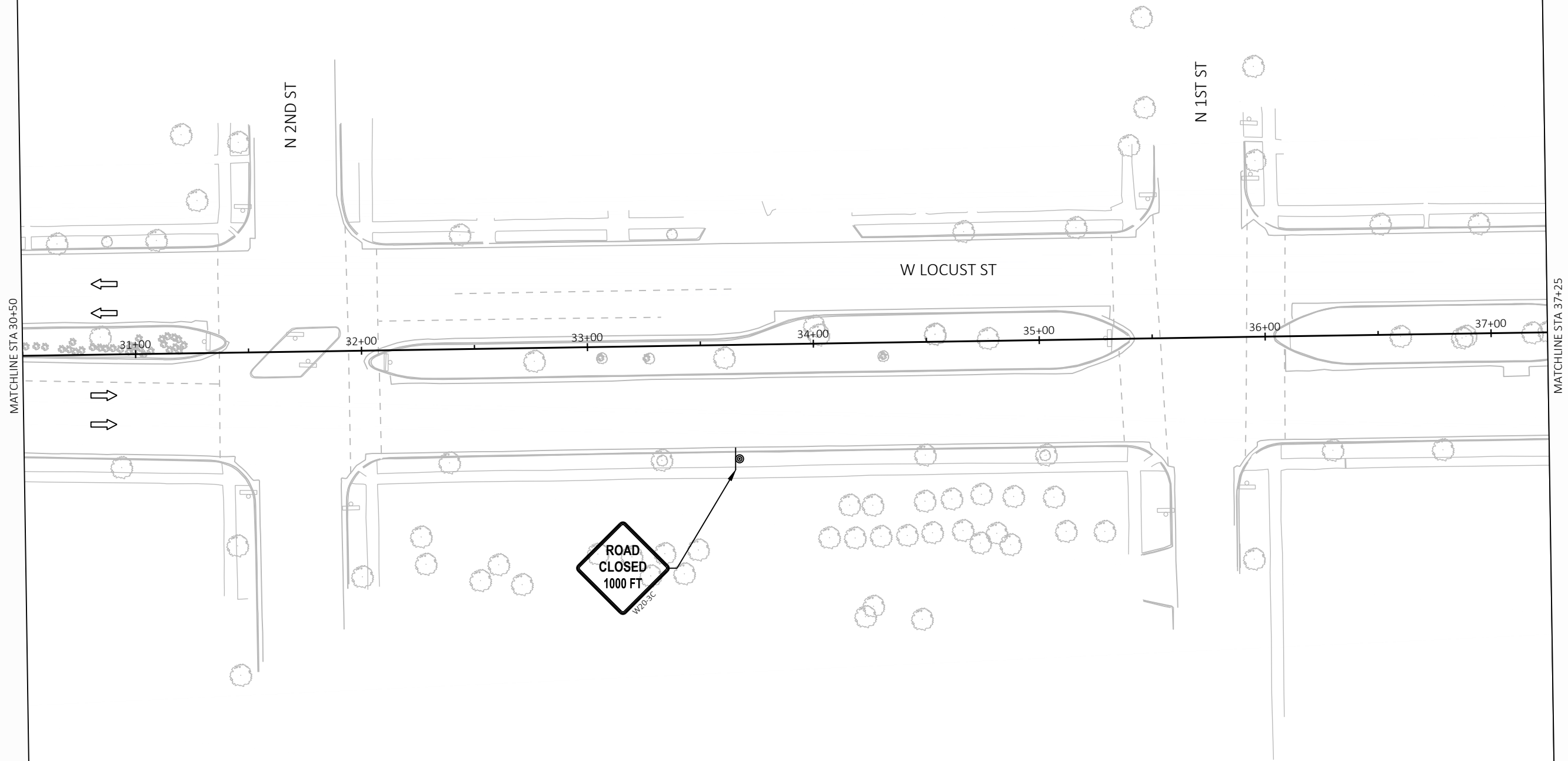
30+00

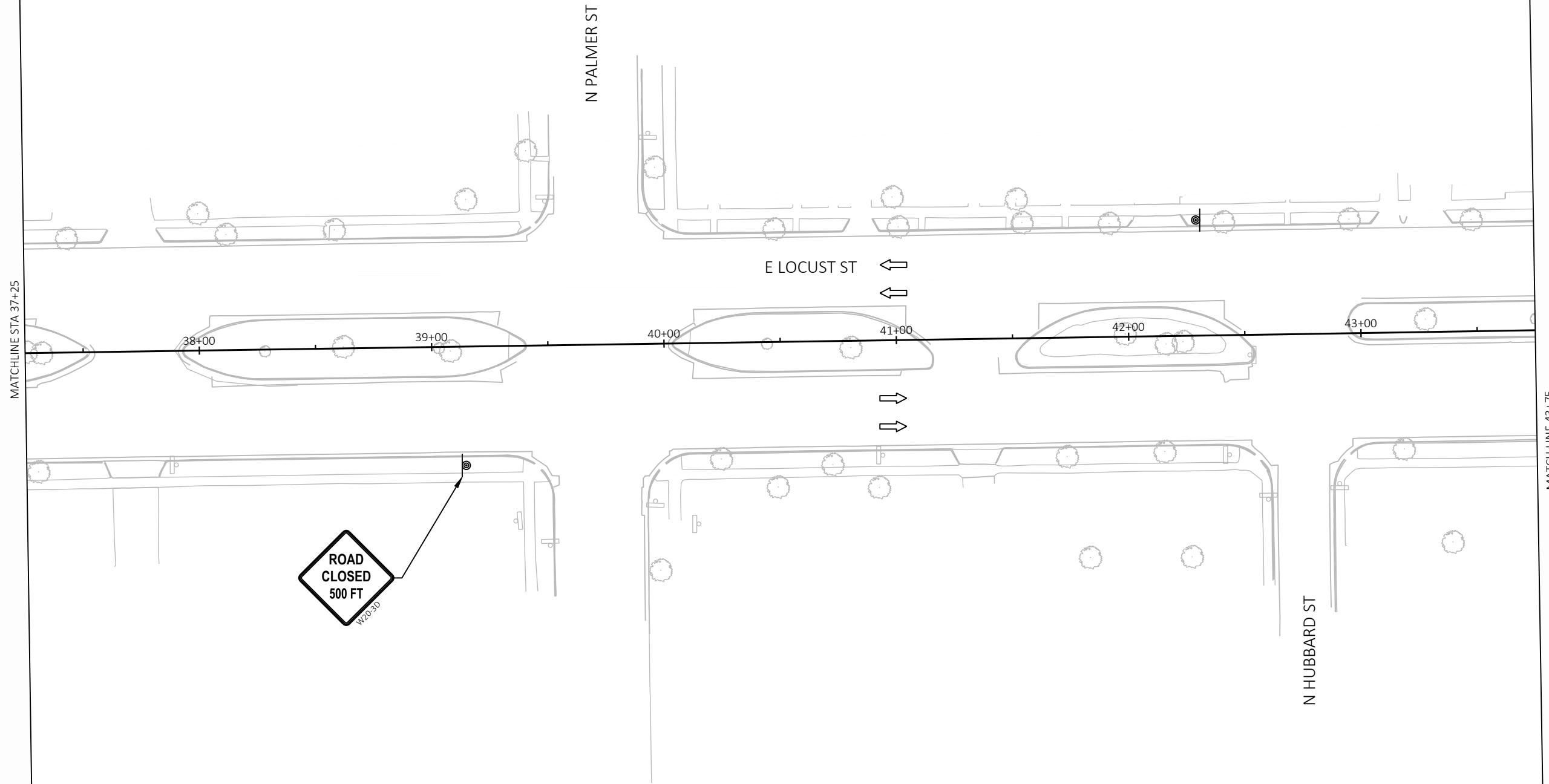
MATCHLINE STA 30+50

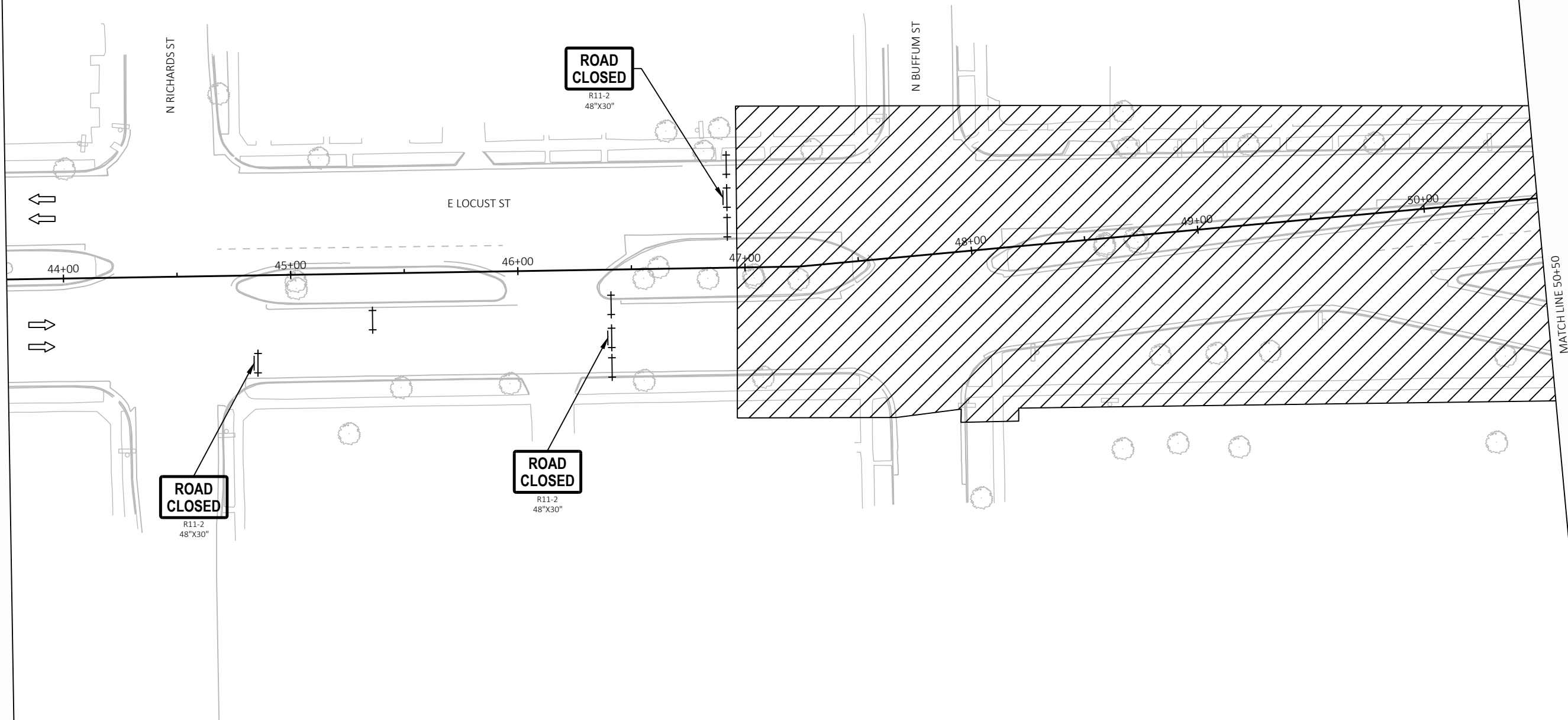


PROJECT NO: 2455-07-70	HWY: E/W LOCUST STREET	COUNTY: MILWAUKEE	TRAFFIC CONTROL - PRE-STAGE AND STAGE 3	SHEET	<b>E</b>
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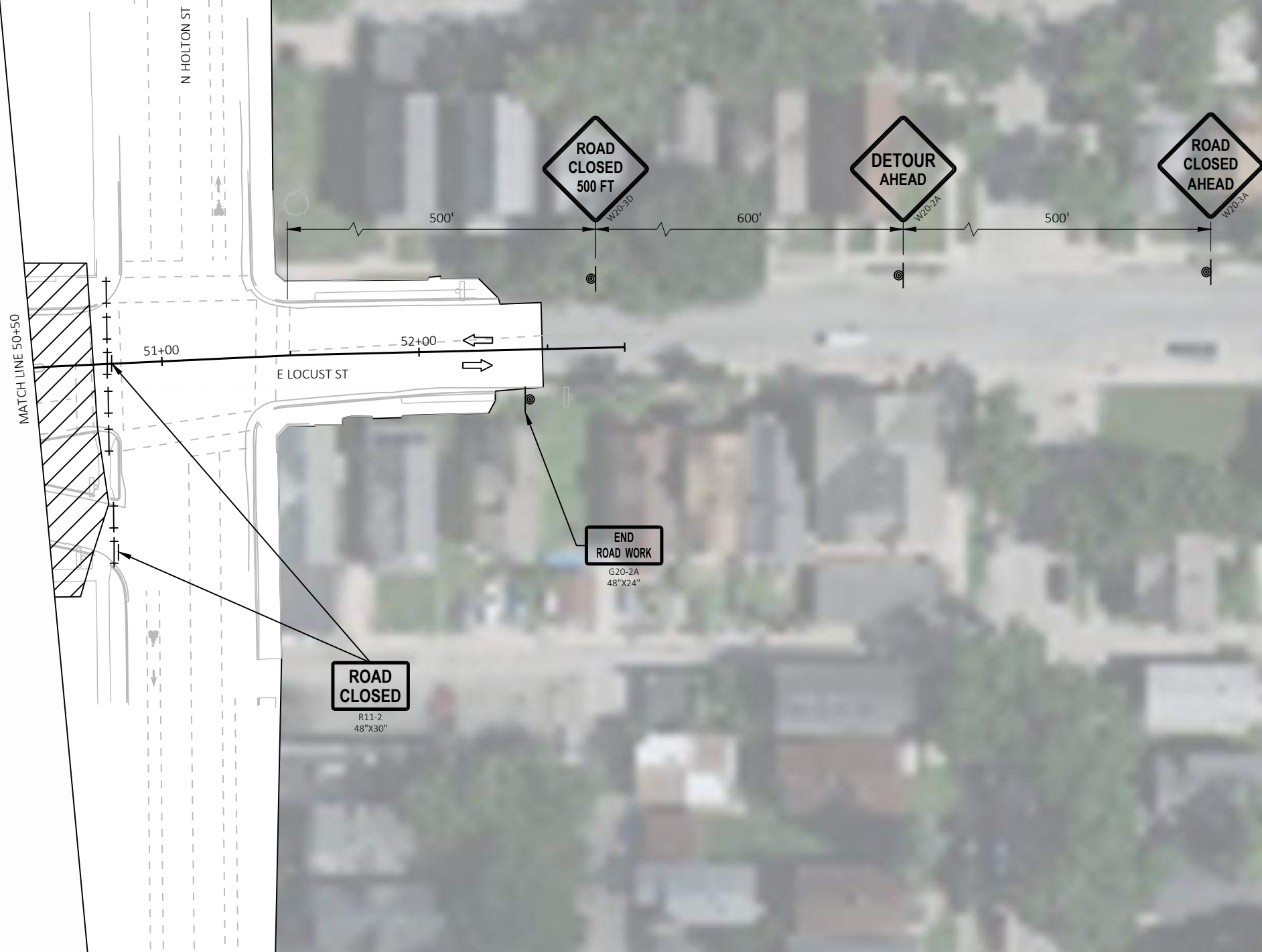






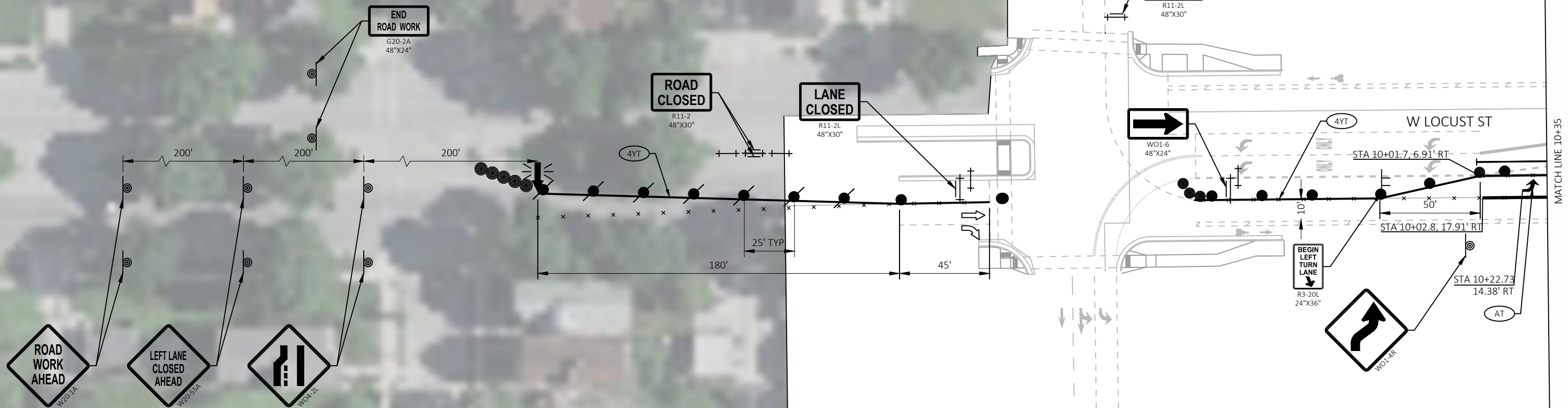


**NOTE:**  
 - SIDEWALKS AND CROSSWALKS AT HOLTON STREET WILL REMAIN OPEN AT ALL TIMES DURING THIS STAGE. FLAGGERS SHALL BE USED TO ASSIST PEDESTRIANS PER FDM 11-50-31.4.15 DURING PAVING OPERATIONS

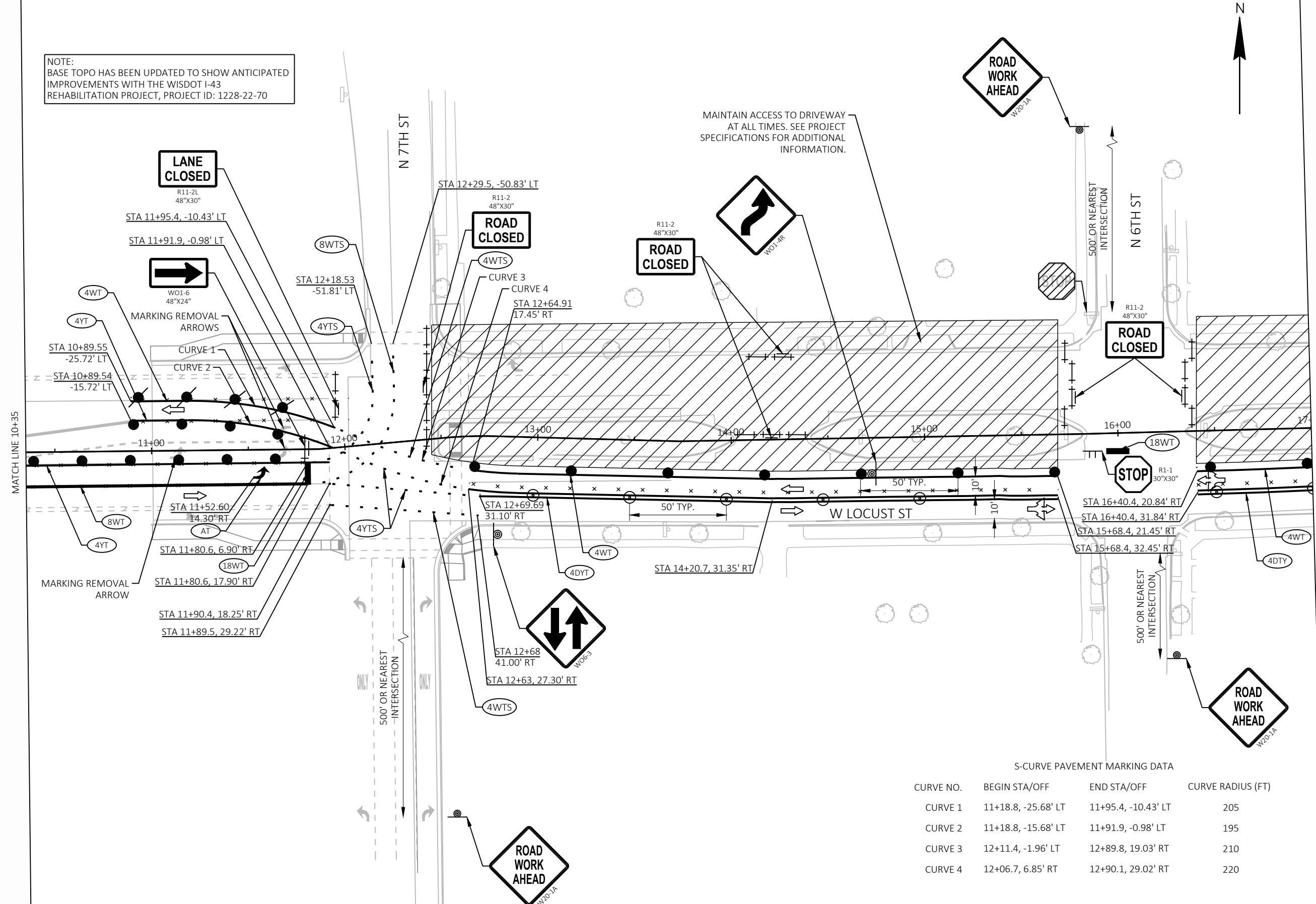




NOTE:  
BASE TOPO HAS BEEN UPDATED TO SHOW ANTICIPATED  
IMPROVEMENTS WITH THE WISDOT I-43  
REHABILITATION PROJECT, PROJECT ID: 1228-22-70



NOTE:  
 BASE TOPO HAS BEEN UPDATED TO SHOW ANTICIPATED  
 IMPROVEMENTS WITH THE WISDOT I-43  
 REHABILITATION PROJECT, PROJECT ID: 1228-22-70



MAINTAIN ACCESS TO DRIVEWAY  
 AT ALL TIMES. SEE PROJECT  
 SPECIFICATIONS FOR ADDITIONAL  
 INFORMATION.

MARKING REMOVAL  
 ARROWS

MARKING REMOVAL  
 ARROW

STA 10+89.55  
 -25.72' LT

STA 10+89.54  
 -15.72' LT

STA 11+95.4, -10.43' LT

STA 11+91.9, -0.98' LT

STA 11+80.6, 6.90' RT

STA 11+80.6, 17.90' RT

STA 11+90.4, 18.25' RT

STA 11+89.5, 29.22' RT

STA 11+52.60  
 14.30' RT

STA 12+29.5, -50.83' LT

STA 12+18.53  
 -51.81' LT

STA 12+64.91  
 17.45' RT

STA 12+69.69  
 31.10' RT

STA 12+63, 27.30' RT

STA 14+20.7, 31.35' RT

STA 16+40.4, 20.84' RT

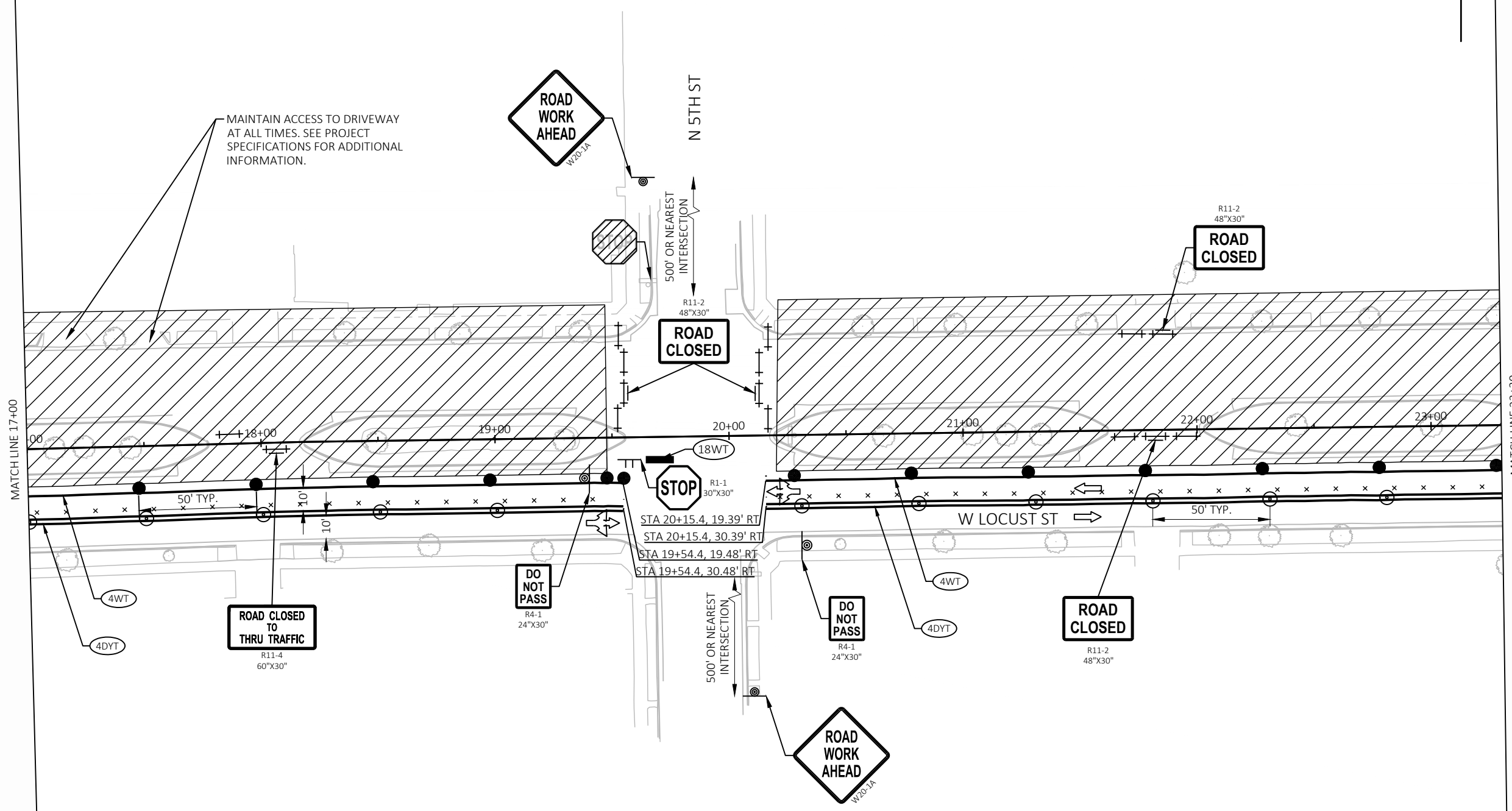
STA 16+40.4, 31.84' RT

STA 15+68.4, 21.45' RT

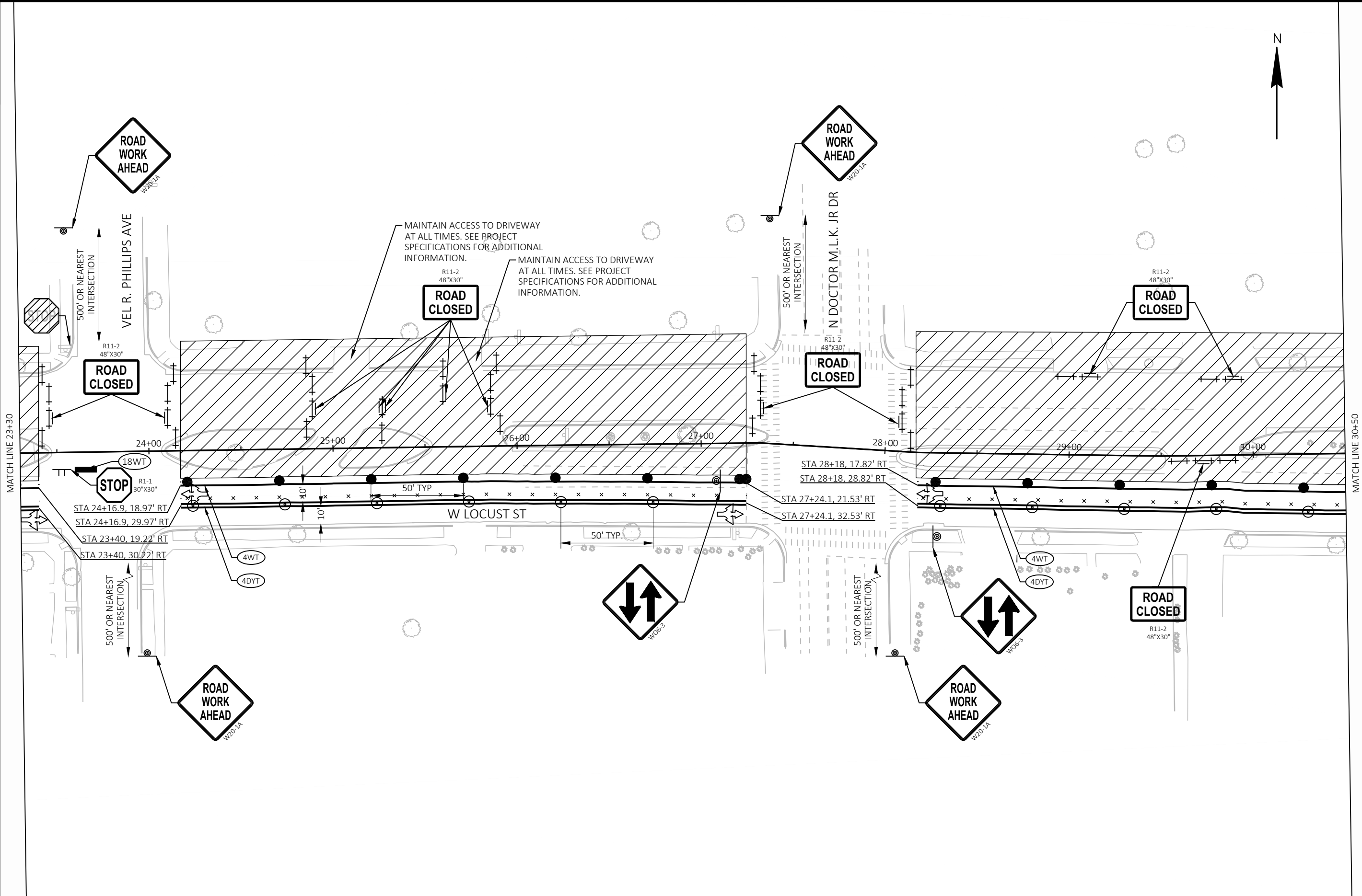
STA 15+68.4, 32.45' RT

S-CURVE PAVEMENT MARKING DATA

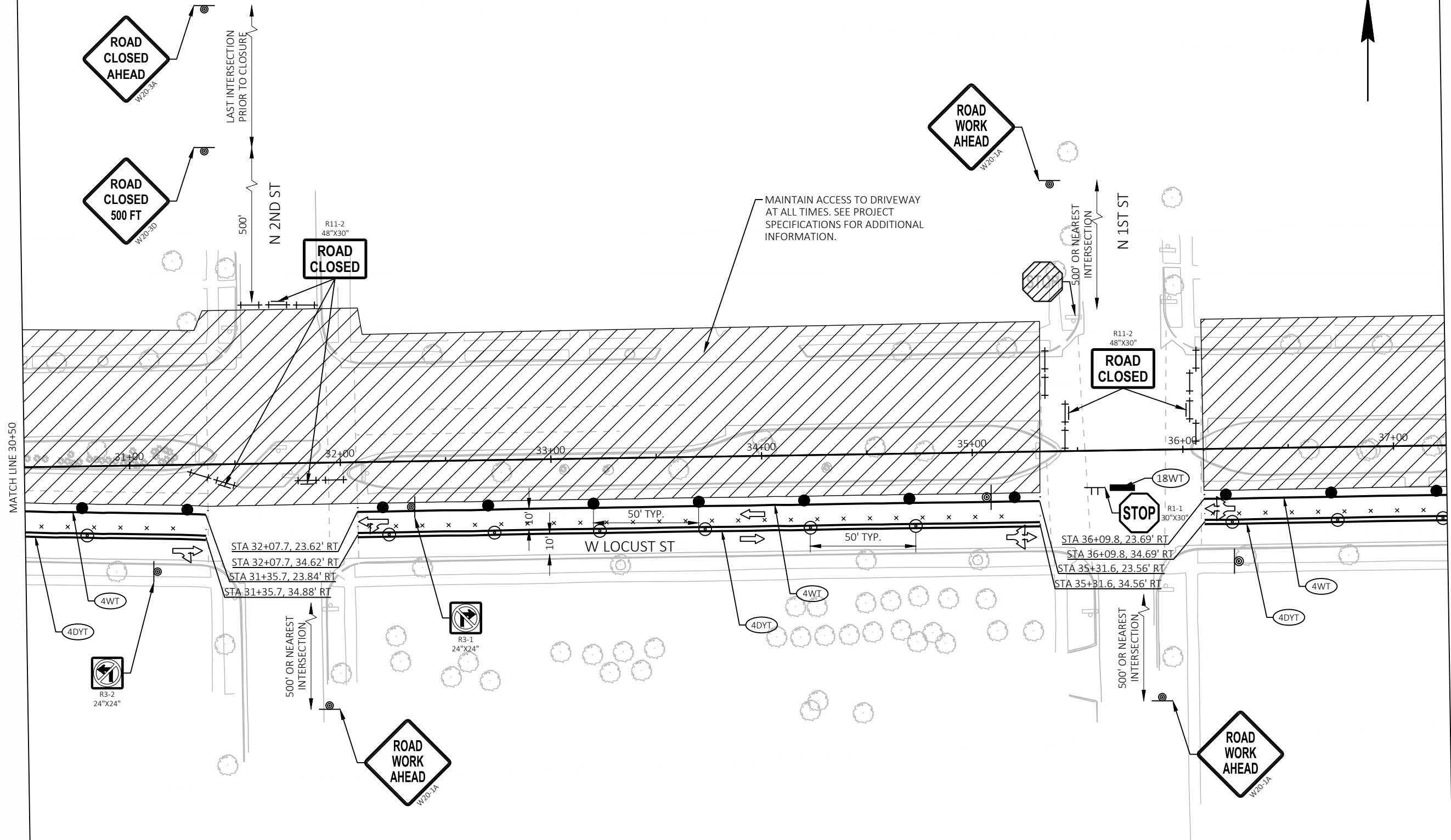
CURVE NO.	BEGIN STA/OFF	END STA/OFF	CURVE RADIUS (FT)
CURVE 1	11+18.8, -25.68' LT	11+95.4, -10.43' LT	205
CURVE 2	11+18.8, -15.68' LT	11+91.9, -0.98' LT	195
CURVE 3	12+11.4, -1.96' LT	12+89.8, 19.03' RT	210
CURVE 4	12+06.7, 6.85' RT	12+90.1, 29.02' RT	220

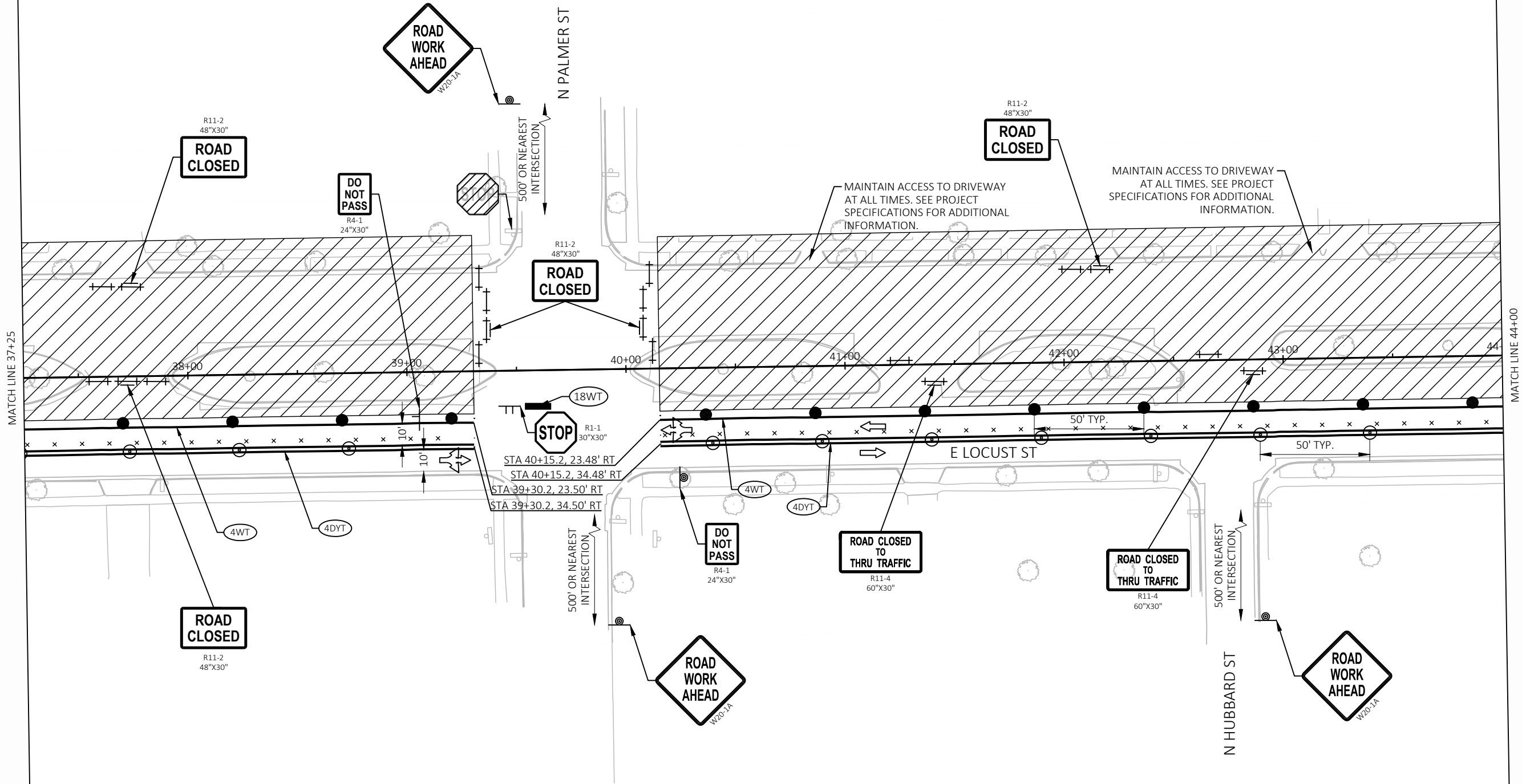


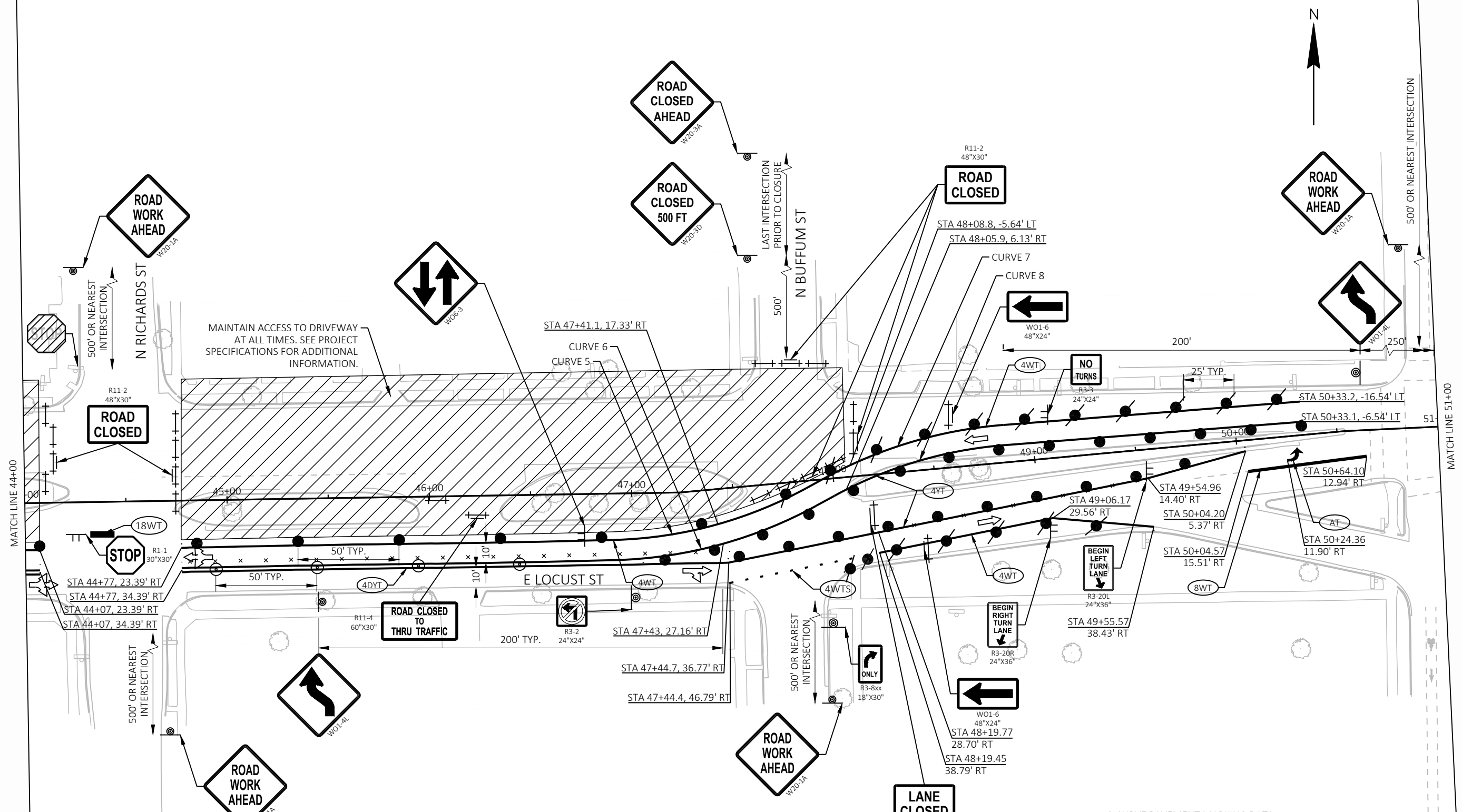




PROJECT NO: 2455-07-70	HWY: E/W LOCUST STREET	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 1	SHEET	E
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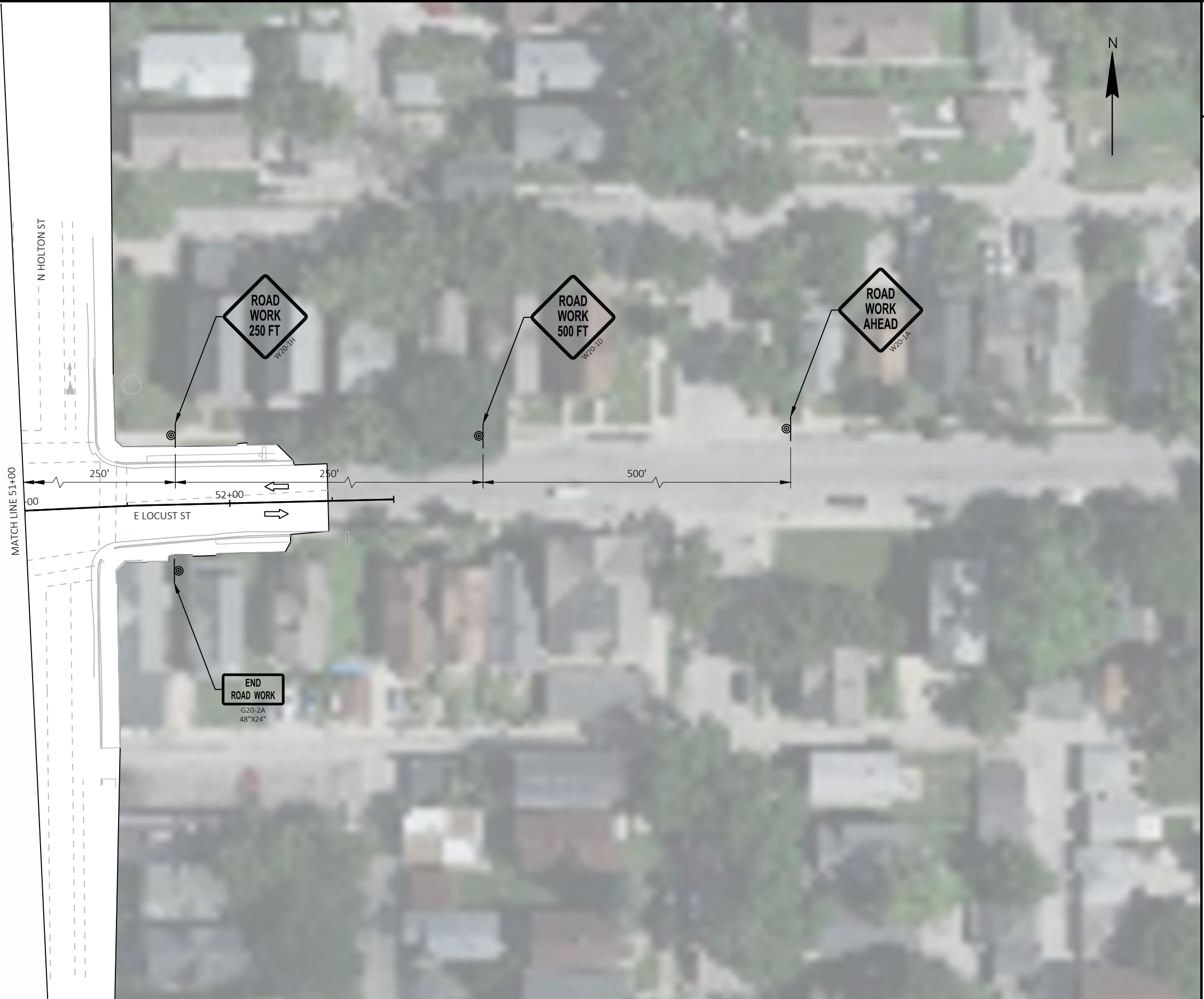




S-CURVE PAVEMENT MARKING DATA

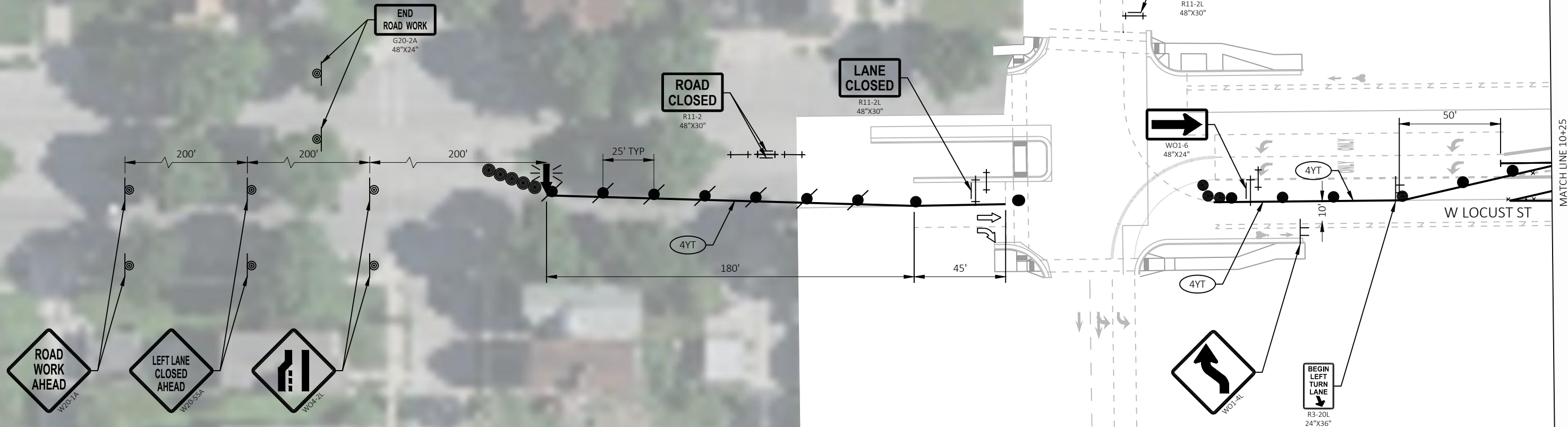
CURVE NO.	BEGIN STA/OFF	END STA/OFF	CURVE RADIUS (FT)
CURVE 5	46+90.6, 22.94' RT	47+86.3, 3.62' RT	210
CURVE 6	46+90.7, 32.94' RT	47+90.2, 12.80' RT	220
CURVE 7	48+08.8, -5.64' LT	48+86.1, -18.54' LT	220
CURVE 8	48+05.9, 6.13' RT	48+85.9, -8.54' LT	210



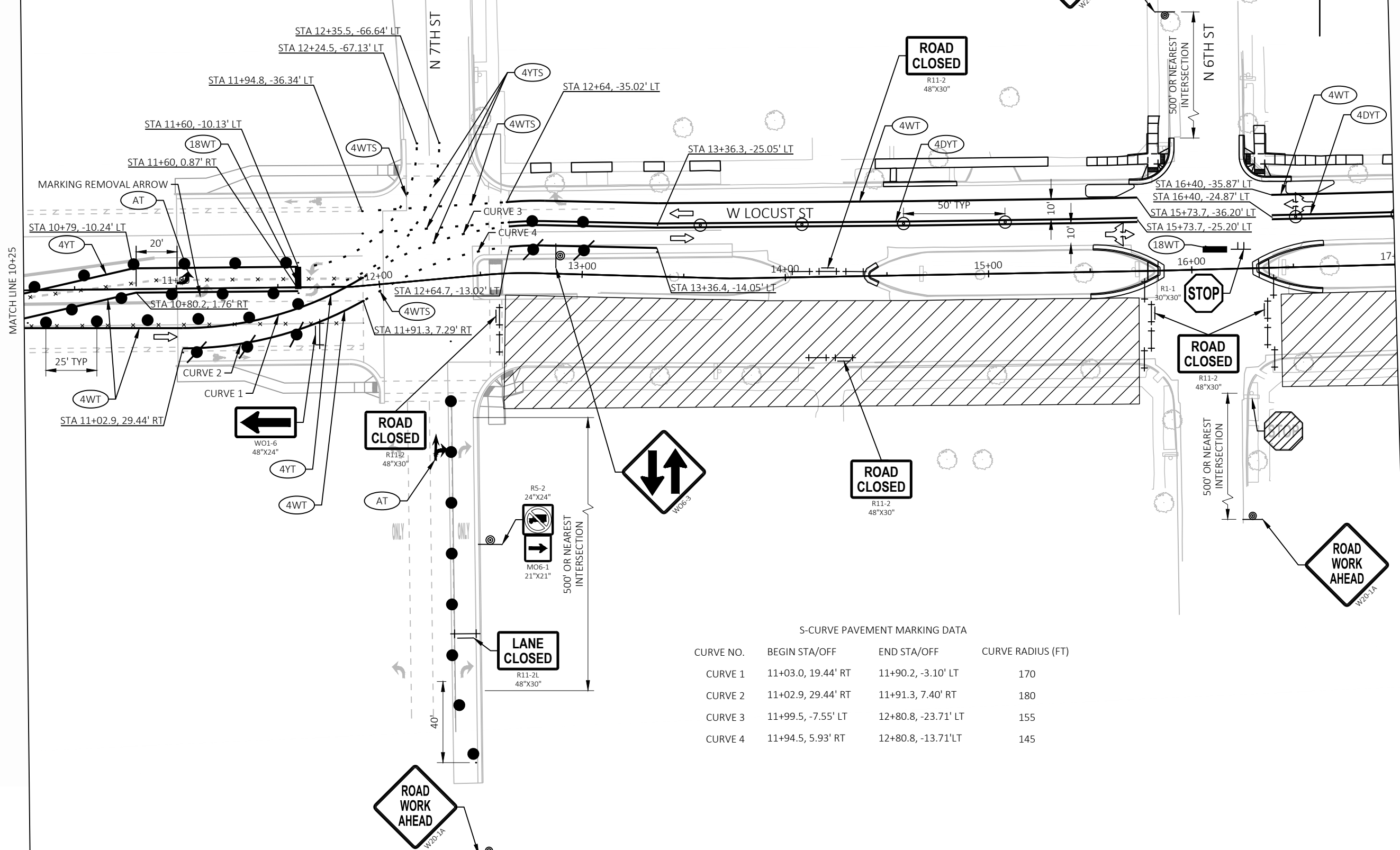


PROJECT NO: 2455-07-70	HWY: E/W LOCUST STREET	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 1	SHEET	<b>E</b>
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NOTE:  
 BASE TOPO HAS BEEN UPDATED TO SHOW ANTICIPATED  
 IMPROVEMENTS WITH THE WISDOT I-43  
 REHABILITATION PROJECT, PROJECT ID: 1228-22-70



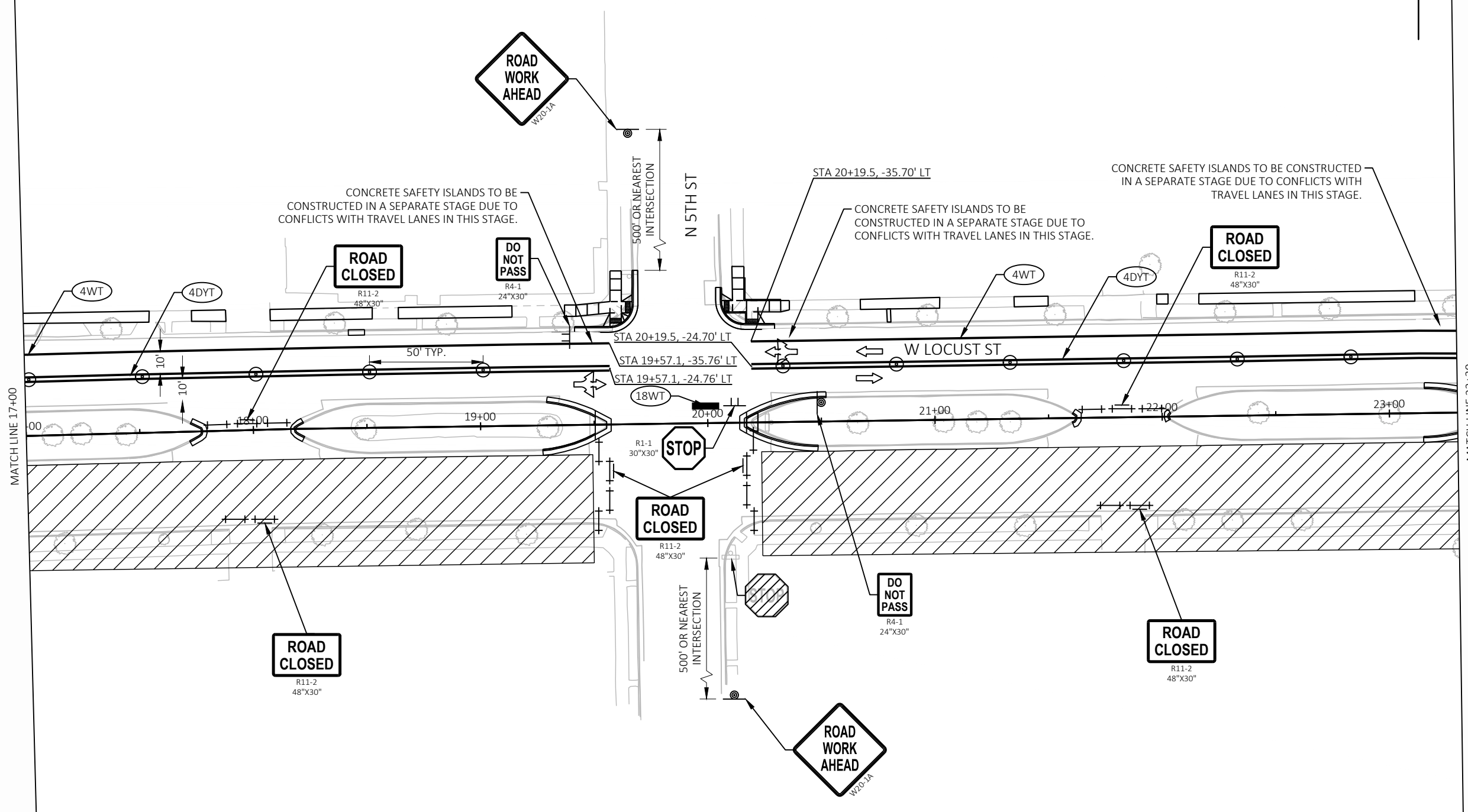
NOTE:  
 BASE TOPO HAS BEEN UPDATED TO SHOW ANTICIPATED  
 IMPROVEMENTS WITH THE WISDOT I-43  
 REHABILITATION PROJECT, PROJECT ID: 1228-22-70



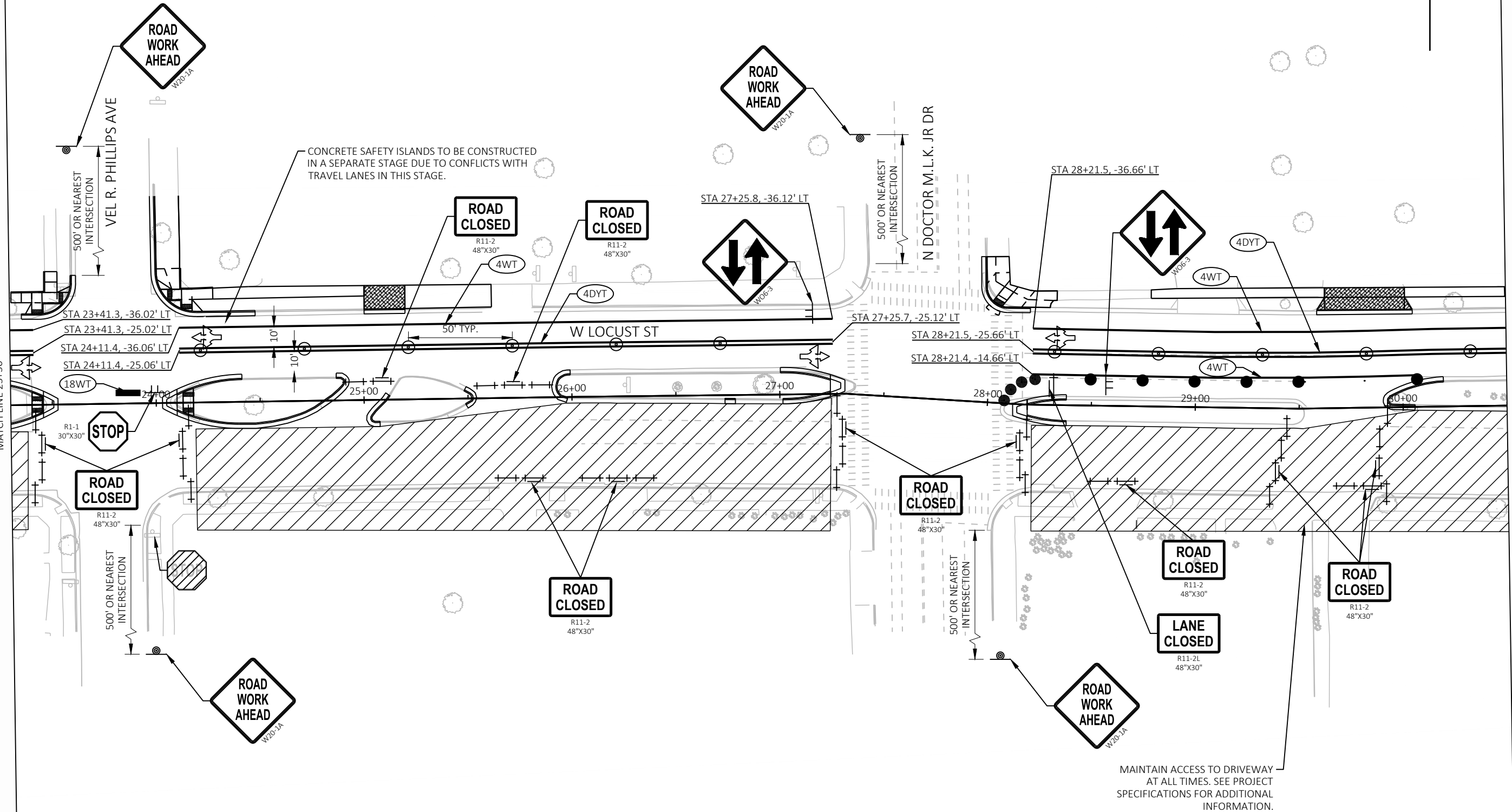
S-CURVE PAVEMENT MARKING DATA

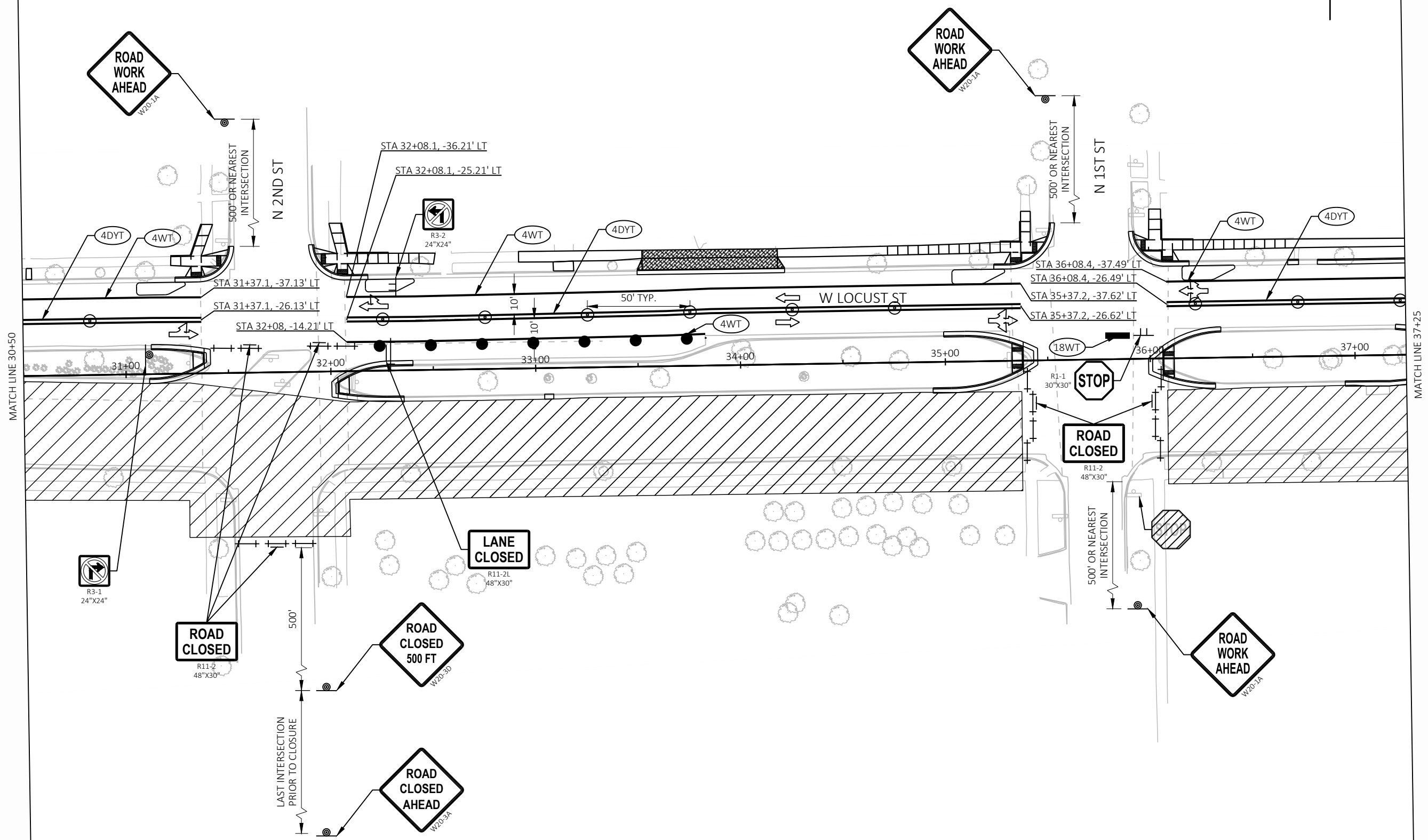
CURVE NO.	BEGIN STA/OFF	END STA/OFF	CURVE RADIUS (FT)
CURVE 1	11+03.0, 19.44' RT	11+90.2, -3.10' LT	170
CURVE 2	11+02.9, 29.44' RT	11+91.3, 7.40' RT	180
CURVE 3	11+99.5, -7.55' LT	12+80.8, -23.71' LT	155
CURVE 4	11+94.5, 5.93' RT	12+80.8, -13.71' LT	145



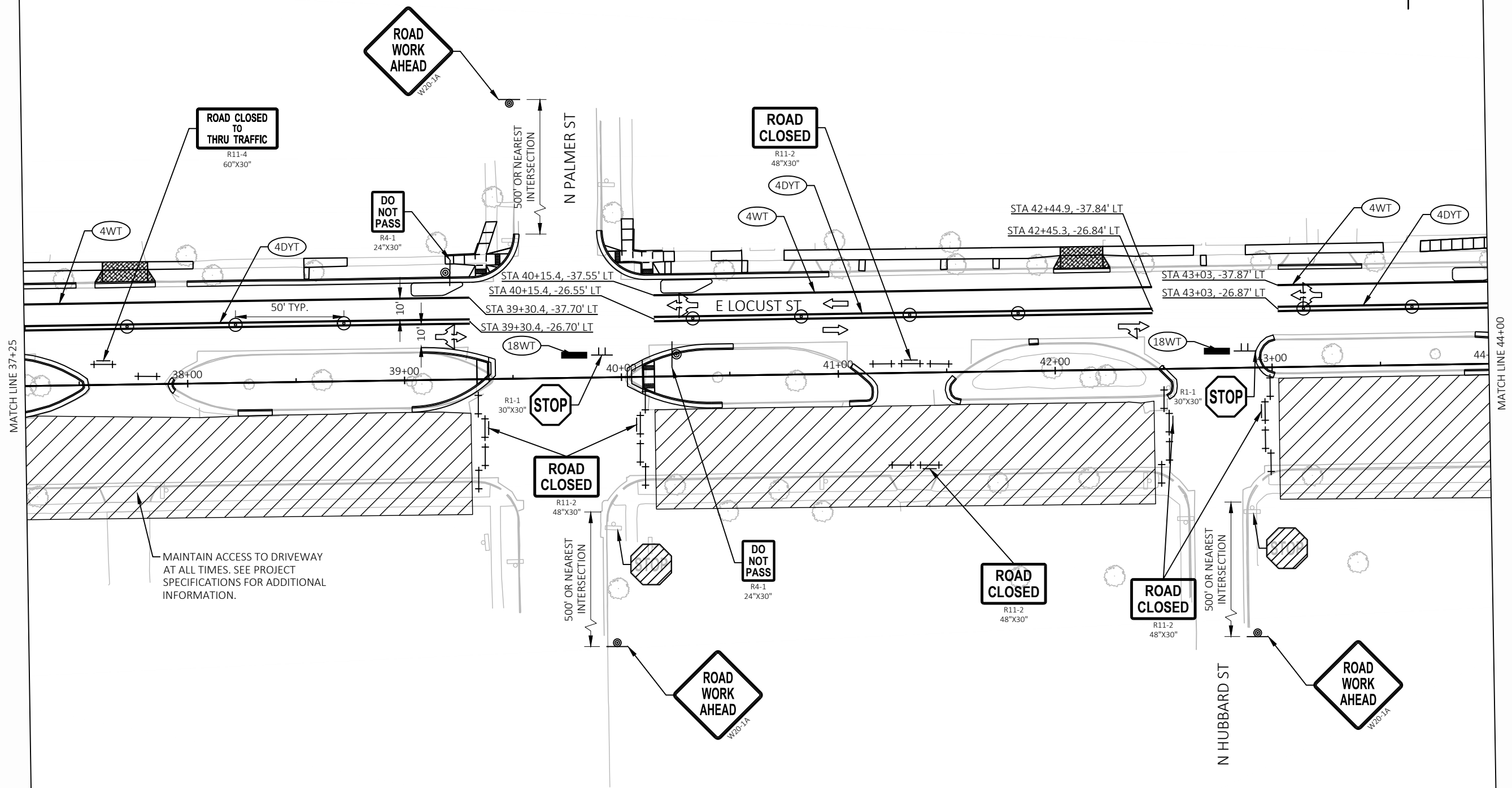


PROJECT NO: 2455-07-70	HWY: E/W LOCUST STREET	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 2	SHEET	<b>E</b>
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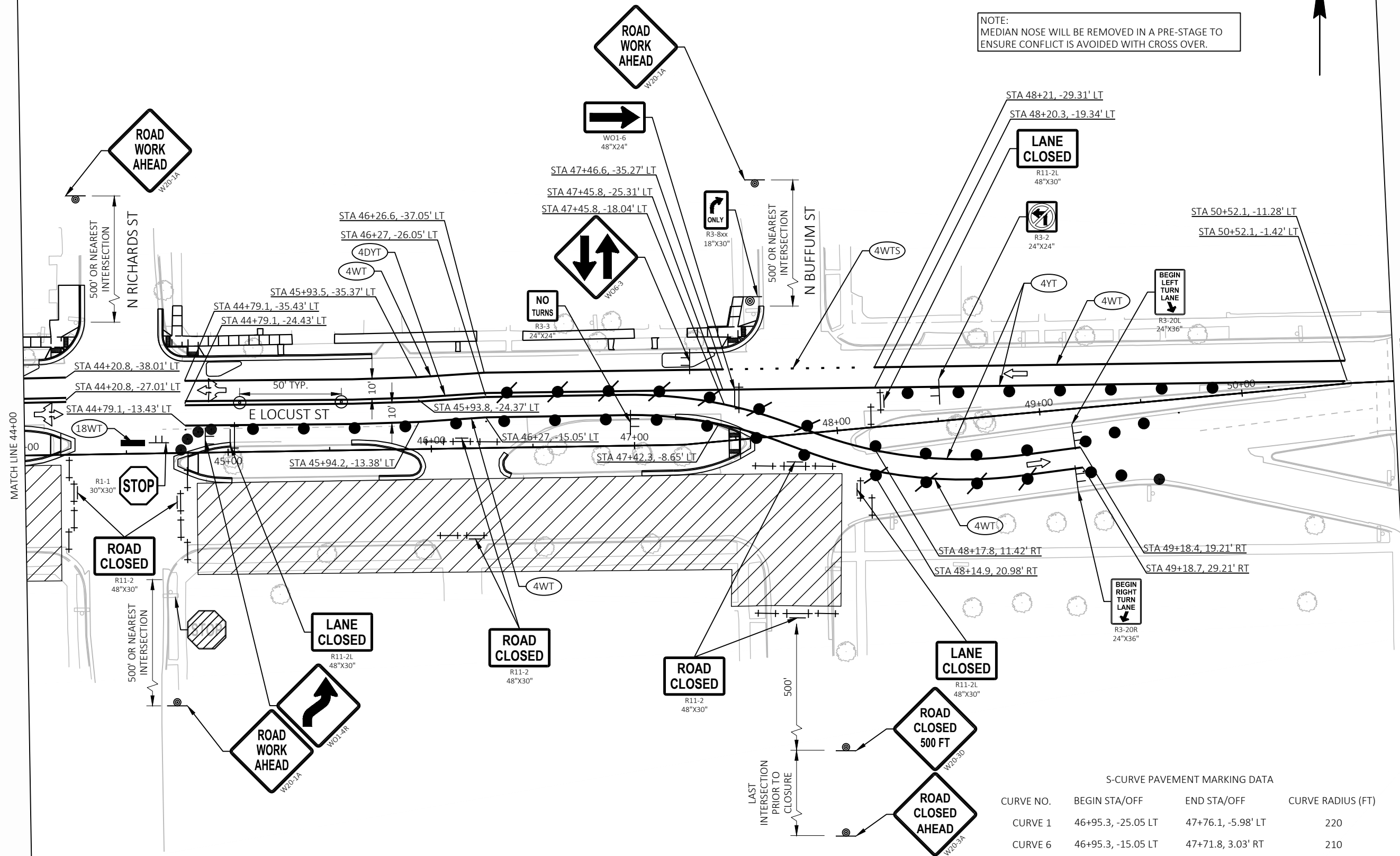


PROJECT NO: 2455-07-70	HWY: E/W LOCUST STREET	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 2	SHEET	<b>E</b>
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NOTE:  
MEDIAN NOSE WILL BE REMOVED IN A PRE-STAGE TO  
ENSURE CONFLICT IS AVOIDED WITH CROSS OVER.



S-CURVE PAVEMENT MARKING DATA

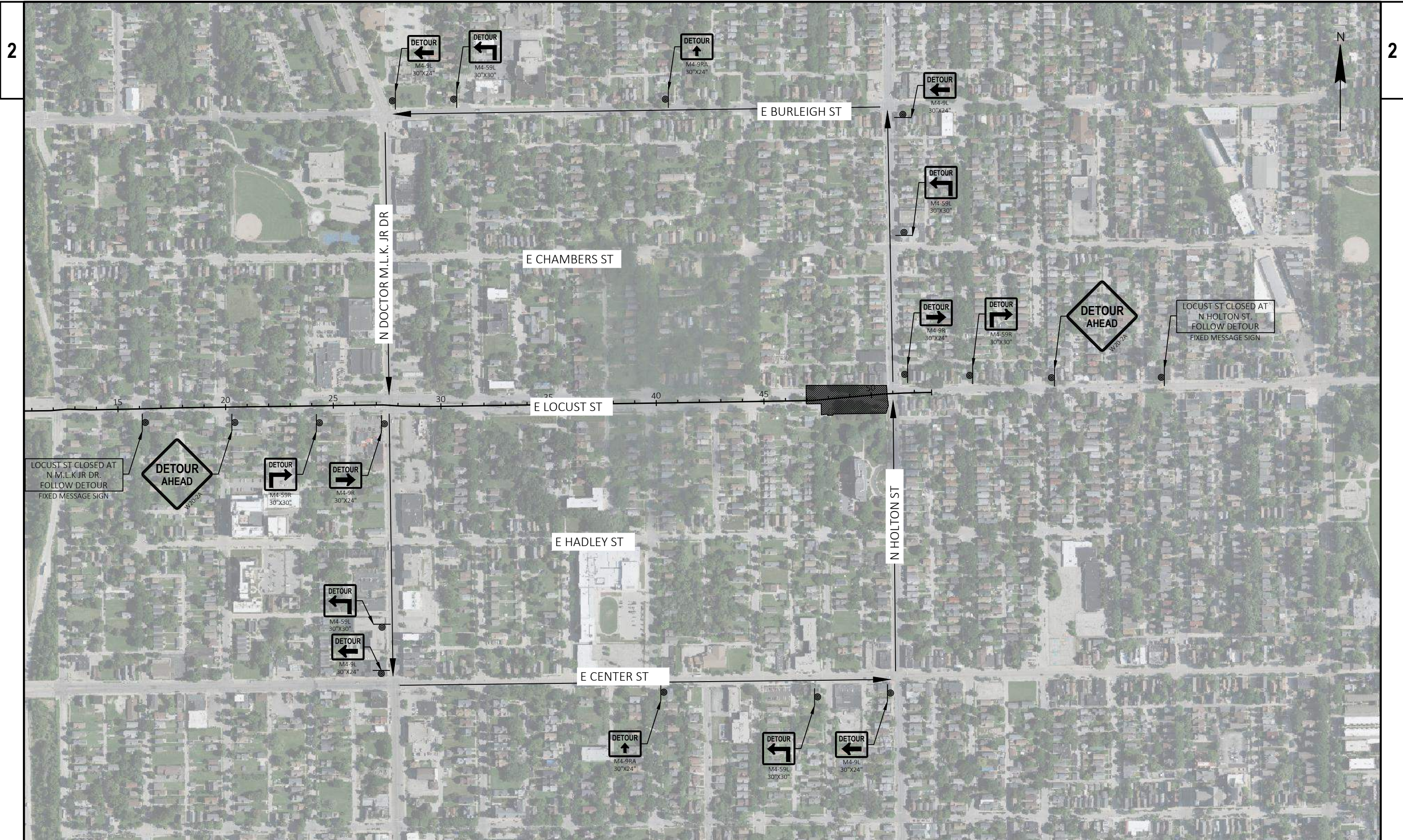
CURVE NO.	BEGIN STA/OFF	END STA/OFF	CURVE RADIUS (FT)
CURVE 1	46+95.3, -25.05 LT	47+76.1, -5.98' LT	220
CURVE 6	46+95.3, -15.05 LT	47+71.8, 3.03' RT	210
CURVE 7	47+88.2, -0.20' LT	48+87.7, 20.44' RT	210
CURVE 8	47+83.8, 8.81' RT	48+88.1, 30.44' RT	220





PROJECT NO: 2455-07-70	HWY: E/W LOCUST STREET	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 2	SHEET	<b>E</b>
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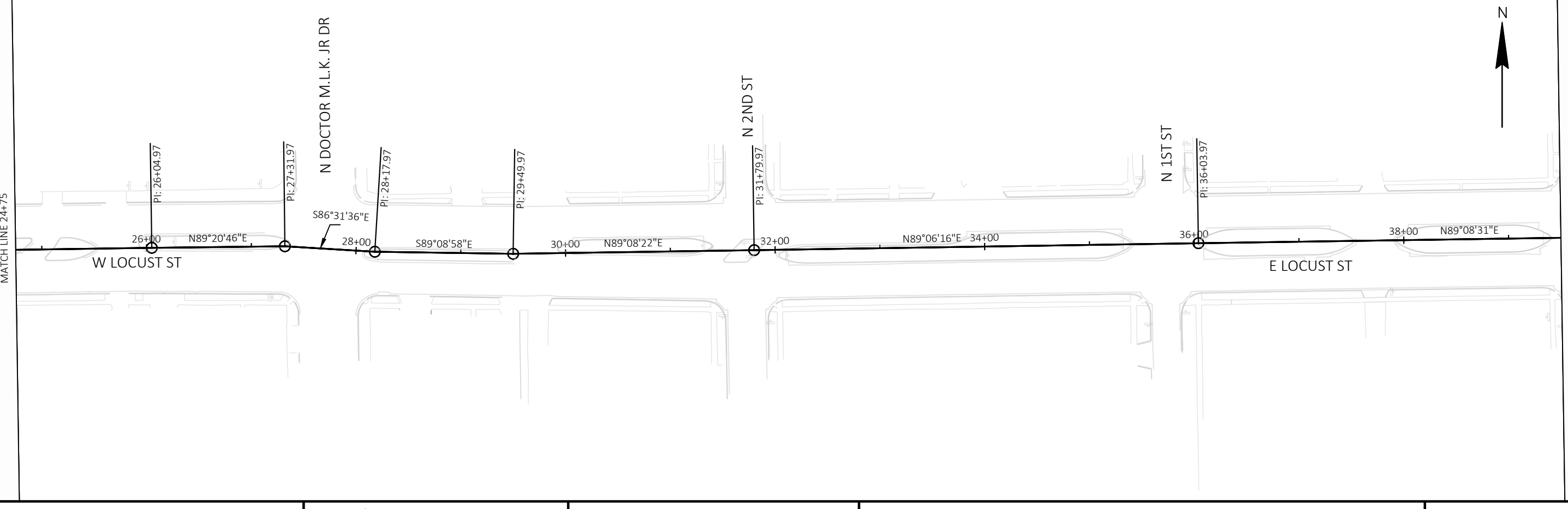
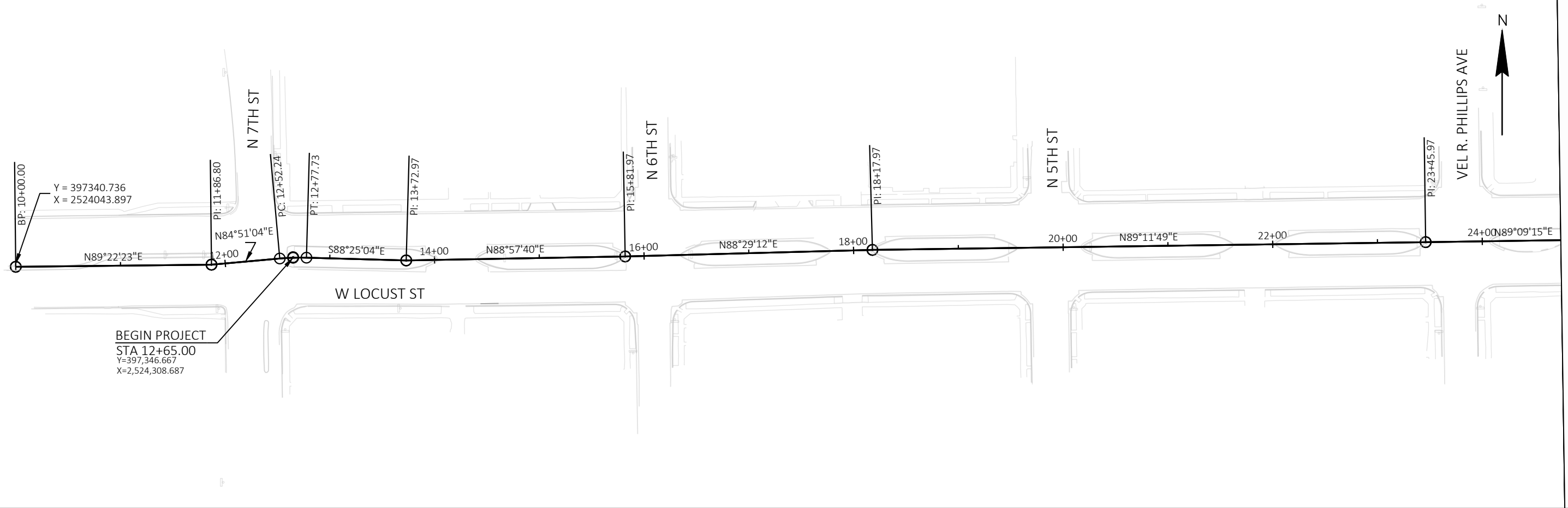


2

2

PROJECT NO: 2455-07-70	HWY: E/W LOCUST STREET	COUNTY: MILWAUKEE	DETOUR ROUTE	SHEET	E
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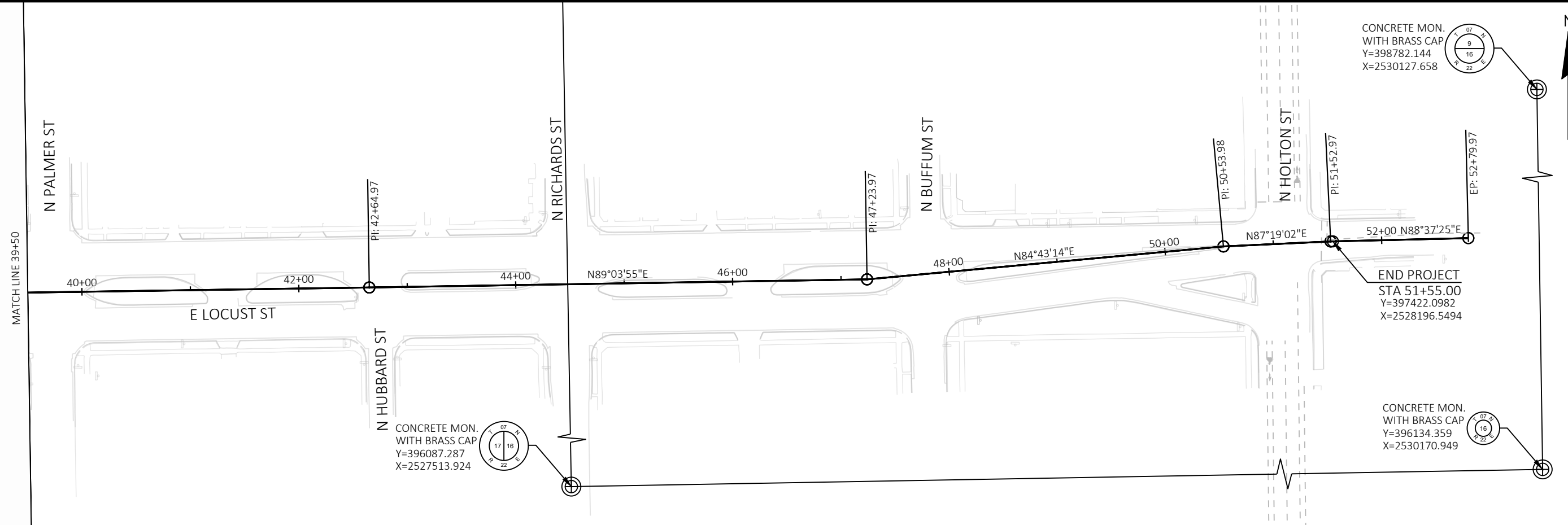




PROJECT NO: 2455-07-70	HWY: E/W LOCUST STREET	COUNTY: MILWAUKEE	ALIGNMENT PLAN	SHEET	<b>E</b>
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2

2



PROJECT NO: 2455-07-70

HWY: E/W LOCUST STREET

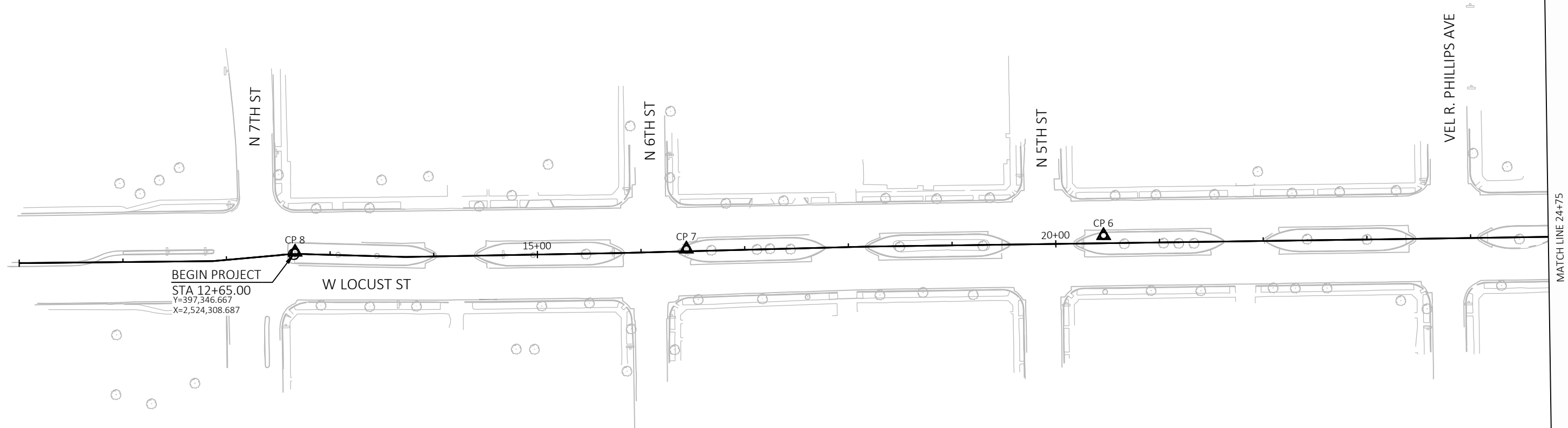
COUNTY: MILWAUKEE

ALIGNMENT PLAN

SHEET

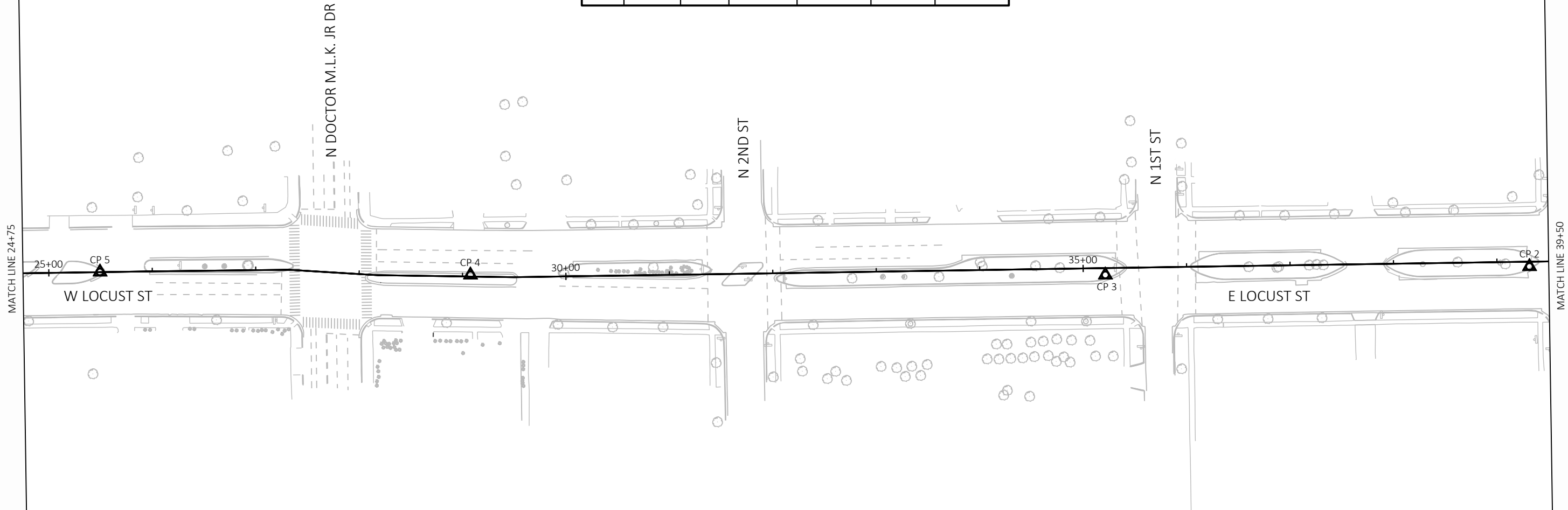
E

CONTROL POINTS						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
CP 6	20+46.09	7.48 LT	397364.759	2525089.498	678.928	REBAR
CP 7	16+43.75	2.27 LT	397351.753	2524687.279	679.394	REBAR
CP 8	12+66.30	1.94 LT	397348.646	2524309.935	679.192	REBAR



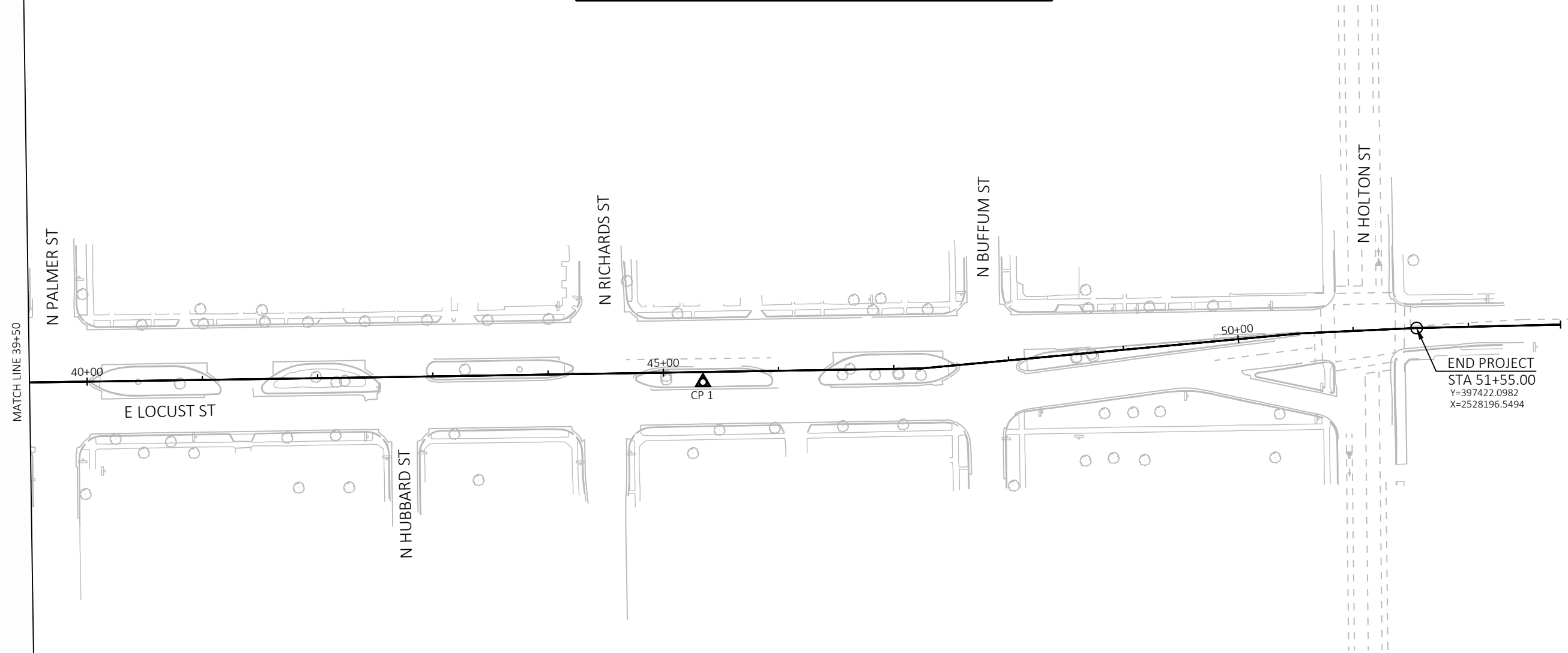


CONTROL POINTS						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
CP 2	39+31.36	4.67 RT	397369.898	2526974.583	713.227	REBAR
CP 3	35+21.35	6.62 RT	397361.753	2526564.655	730.443	REBAR
CP 4	29+07.64	1.55 LT	397361.759	2525950.937	686.341	REBAR
CP 5	25+49.46	0.15 LT	397364.633	2525592.916	680.245	REBAR



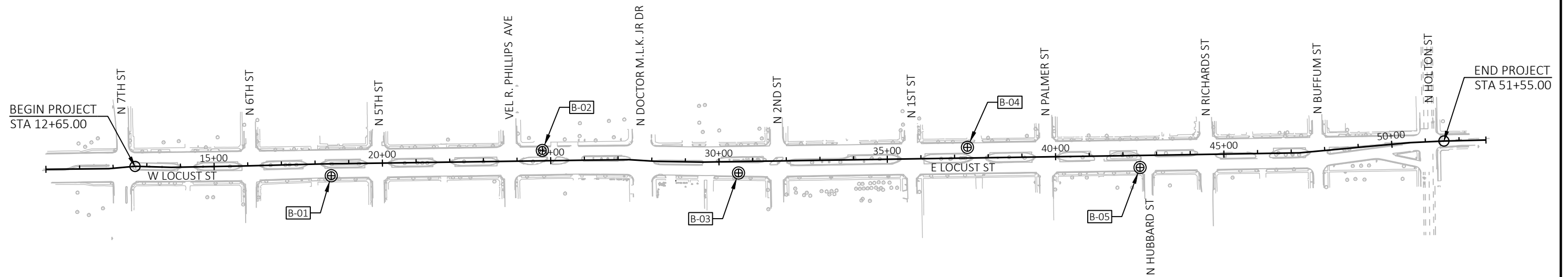


CONTROL POINTS						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
CP 1	45+34.24	8.78 RT	397375.182	2527577.462	693.724	REBAR



BORING ID	APPROX STATION	APPROX OFFSET (FEET) <sup>1</sup>	APPROX GROUND ELEVATION (FEET)	THICKNESS (INCHES)				BORING DEPTH (FEET)
				ASPHALT	CONCRETE	AGGREGATE BASE	TOTAL	
B-01	18+49	37 RT	679.08	3	8	4	15	5
B-02	24+80	40 LT	676.21	2	8	6	16	5
B-03	30+53	33 RT	711.12	2.5	7	3	12	5
B-04	37+36	31 LT	721.77	3.5	7.5	6	17	5
B-05	42+53	35 RT	708.79	2.5	6.5	6	15	5

<sup>1</sup>NOTES: LT = LEFT OF CENTERLINE, RT = RIGHT OF CENTERLINE.





Estimate Of Quantities

2455-07-70

Line	Item	Item Description	Unit	Total	Qty
0002	108.4400	CPM Progress Schedule	EACH	1.000	1.000
0004	201.0220	Grubbing	ID	500.000	500.000
0006	204.0100	Removing Concrete Pavement	SY	3,176.000	3,176.000
0008	204.0120	Removing Asphaltic Surface Milling	SY	30,189.000	30,189.000
0010	204.0150	Removing Curb & Gutter	LF	2,259.000	2,259.000
0012	204.0155	Removing Concrete Sidewalk	SY	3,207.000	3,207.000
0014	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 2455-07-70	EACH	1.000	1.000
0016	213.0100	Finishing Roadway (project) 01. 2455-07-70	EACH	1.000	1.000
0018	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	1,637.000	1,637.000
0020	390.0100	Removing Pavement for Base Patching	CY	1,007.000	1,007.000
0022	390.0305	Base Patching Concrete HES	CY	1,007.000	1,007.000
0024	390.0405	Base Patching Concrete SHES	CY	33.000	33.000
0026	415.0075	Concrete Pavement 7 1/2-Inch	SY	970.000	970.000
0028	416.0610	Drilled Tie Bars	EACH	5,933.000	5,933.000
0030	416.0620	Drilled Dowel Bars	EACH	11,162.000	11,162.000
0032	455.0605	Tack Coat	GAL	2,326.000	2,326.000
0034	460.2000	Incentive Density HMA Pavement	DOL	3,370.000	3,370.000
0036	460.6224	HMA Pavement 4 MT 58-28 S	TON	5,255.000	5,255.000
0038	465.0110	Asphaltic Surface Patching	TON	42.000	42.000
0040	465.0125	Asphaltic Surface Temporary	TON	9.000	9.000
0042	601.0331	Concrete Curb & Gutter 31-Inch	LF	5,165.000	5,165.000
0044	601.0600	Concrete Curb Pedestrian	LF	951.000	951.000
0046	602.0410	Concrete Sidewalk 5-Inch	SF	27,328.000	27,328.000
0048	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	843.000	843.000
0050	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	48.000	48.000
0052	602.0815	Concrete Driveway 7-Inch	SY	374.000	374.000
0054	602.2400	Concrete Safety Islands	SF	4,209.000	4,209.000
0056	611.0410	Reconstructing Catch Basins	EACH	6.000	6.000
0058	611.8110	Adjusting Manhole Covers	EACH	13.000	13.000
0060	611.8115	Adjusting Inlet Covers	EACH	6.000	6.000
0062	611.8120.S	Cover Plates Temporary	EACH	13.000	13.000
0064	611.9705	Salvaged Manhole Covers	EACH	6.000	6.000
0066	618.0100	Maintenance and Repair of Haul Roads (project) 01. 2455-07-70	EACH	1.000	1.000
0068	619.1000	Mobilization	EACH	1.000	1.000
0070	620.0300	Concrete Median Sloped Nose	SF	992.000	992.000
0072	624.0100	Water	MGAL	13.700	13.700
0074	625.0100	Topsoil	SY	4,492.000	4,492.000
0076	627.0200	Mulching	SY	4,492.000	4,492.000
0078	628.1905	Mobilizations Erosion Control	EACH	4.000	4.000
0080	628.1910	Mobilizations Emergency Erosion Control	EACH	6.000	6.000
0082	628.7020	Inlet Protection Type D	EACH	117.000	117.000
0084	629.0210	Fertilizer Type B	CWT	2.600	2.600
0086	630.0200	Seeding Temporary	LB	121.000	121.000
0088	630.0500	Seed Water	MGAL	89.000	89.000
0090	631.0300	Sod Water	MGAL	89.000	89.000
0092	631.1000	Sod Lawn	SY	4,492.000	4,492.000
0094	632.0101	Trees (species, root, size) 01. Dawn Redwood 4" B&B	EACH	6.000	6.000
0096	632.0101	Trees (species, root, size) 02. Sunburn Honeylocust 3" B&B	EACH	3.000	3.000
0098	632.0101	Trees (species, root, size) 03. Ruby Red Horsechestnut	EACH	3.000	3.000
0100	632.0101	Trees (species, root, size) 04. Malus Species 3" B&B	EACH	1.000	1.000

Estimate Of Quantities

2455-07-70

Line	Item	Item Description	Unit	Total	Qty
0102	632.0101	Trees (species, root, size) 05. Autumn Blaze Maple 4" B&B	EACH	5.000	5.000
0104	632.0101	Trees (species, root, size) 06. Japanese Tree Lilac 3" B&B	EACH	5.000	5.000
0106	632.0101	Trees (species, root, size) 07. Upright English Oak 4" B&B	EACH	5.000	5.000
0108	632.9101	Landscape Planting Surveillance and Care Cycles	EACH	10.000	10.000
0110	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	19.000	19.000
0112	634.0810	Posts Tubular Steel 2x2-Inch X 10-FT	EACH	31.000	31.000
0114	637.2210	Signs Type II Reflective H	SF	213.000	213.000
0116	637.2230	Signs Type II Reflective F	SF	118.000	118.000
0118	638.2102	Moving Signs Type II	EACH	2.000	2.000
0120	638.2602	Removing Signs Type II	EACH	75.000	75.000
0122	638.3000	Removing Small Sign Supports	EACH	21.000	21.000
0124	642.5201	Field Office Type C	EACH	1.000	1.000
0126	643.0300	Traffic Control Drums	DAY	17,446.000	17,446.000
0128	643.0420	Traffic Control Barricades Type III	DAY	19,149.000	19,149.000
0130	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	167.000	167.000
0132	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	167.000	167.000
0134	643.0705	Traffic Control Warning Lights Type A	DAY	38,298.000	38,298.000
0136	643.0715	Traffic Control Warning Lights Type C	DAY	3,911.000	3,911.000
0138	643.0800	Traffic Control Arrow Boards	DAY	87.000	87.000
0140	643.0900	Traffic Control Signs	DAY	22,240.000	22,240.000
0142	643.0920	Traffic Control Covering Signs Type II	EACH	13.000	13.000
0144	643.1000	Traffic Control Signs Fixed Message	SF	72.000	72.000
0146	643.1050	Traffic Control Signs PCMS	DAY	84.000	84.000
0148	643.3150	Temporary Marking Line Removable Tape 4-Inch	LF	23,474.000	23,474.000
0150	643.3250	Temporary Marking Line Removable Tape 8-Inch	LF	92.000	92.000
0152	643.3550	Temporary Marking Arrow Removable Tape	EACH	6.000	6.000
0154	643.3850	Temporary Marking Stop Line Removable Tape 18-Inch	LF	184.000	184.000
0156	643.5000	Traffic Control	EACH	1.000	1.000
0158	644.1430	Temporary Pedestrian Surface Plate	SF	196.000	196.000
0160	644.1440	Temporary Pedestrian Surface Matting	SF	217.000	217.000
0162	644.1601	Temporary Pedestrian Curb Ramp	DAY	238.000	238.000
0164	644.1605	Temporary Pedestrian Detectable Warning Field	SF	45.000	45.000
0166	644.1810	Temporary Pedestrian Barricade	LF	447.000	447.000
0168	646.1020	Marking Line Epoxy 4-Inch	LF	6,344.000	6,344.000
0170	646.3020	Marking Line Epoxy 8-Inch	LF	1,255.000	1,255.000
0172	646.5020	Marking Arrow Epoxy	EACH	26.000	26.000
0174	646.5120	Marking Word Epoxy	EACH	5.000	5.000
0176	646.5220	Marking Symbol Epoxy	EACH	2.000	2.000
0178	646.6464	Cold Weather Marking Epoxy 4-Inch	LF	6,344.000	6,344.000
0180	646.6468	Cold Weather Marking Epoxy 8-Inch	LF	1,255.000	1,255.000
0182	646.8120	Marking Curb Epoxy	LF	2,901.000	2,901.000
0184	646.8220	Marking Island Nose Epoxy	EACH	18.000	18.000
0186	646.9000	Marking Removal Line 4-Inch	LF	2,727.000	2,727.000
0188	646.9200	Marking Removal Line Wide	LF	381.000	381.000
0190	646.9300	Marking Removal Special Marking	EACH	7.000	7.000
0192	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	4,264.000	4,264.000
0194	650.8000	Construction Staking Resurfacing Reference	LF	7,615.000	7,615.000
0196	650.9000	Construction Staking Curb Ramps	EACH	100.000	100.000
0198	650.9500	Construction Staking Sidewalk (project) 01. 2455-07-70	EACH	1.000	1.000
0200	650.9911	Construction Staking Supplemental Control (project) 01. 2455-07-70	EACH	1.000	1.000

Estimate Of Quantities

2455-07-70

Line	Item	Item Description	Unit	Total	Qty
0202	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	62.000	62.000
0204	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	2,082.000	2,082.000
0206	652.0240	Conduit Rigid Nonmetallic Schedule 40 4-Inch	LF	56.000	56.000
0208	653.0905	Removing Pull Boxes	EACH	3.000	3.000
0210	654.0101	Concrete Bases Type 1	EACH	8.000	8.000
0212	654.0105	Concrete Bases Type 5	EACH	39.000	39.000
0214	654.0110	Concrete Bases Type 10	EACH	4.000	4.000
0216	654.0120	Concrete Bases Type 10-Special	EACH	4.000	4.000
0218	655.0210	Cable Traffic Signal 3-14 AWG	LF	1,445.000	1,445.000
0220	655.0230	Cable Traffic Signal 5-14 AWG	LF	1,790.000	1,790.000
0222	655.0240	Cable Traffic Signal 7-14 AWG	LF	315.000	315.000
0224	655.0260	Cable Traffic Signal 12-14 AWG	LF	310.000	310.000
0226	655.0270	Cable Traffic Signal 15-14 AWG	LF	2,585.000	2,585.000
0228	655.0305	Cable Type UF 2-12 AWG Grounded	LF	1,034.000	1,034.000
0230	655.0510	Electrical Wire Traffic Signals 12 AWG	LF	350.000	350.000
0232	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	1,645.000	1,645.000
0234	655.0625	Electrical Wire Lighting 6 AWG	LF	189.000	189.000
0236	655.0900	Traffic Signal EVP Detector Cable	LF	1,445.000	1,445.000
0238	657.0100	Pedestal Bases	EACH	8.000	8.000
0240	657.0350	Poles Type 10	EACH	4.000	4.000
0242	657.0352	Poles Type 10-Special	EACH	4.000	4.000
0244	657.0420	Traffic Signal Standards Aluminum 13-FT	EACH	6.000	6.000
0246	657.0430	Traffic Signal Standards Aluminum 10-FT	EACH	2.000	2.000
0248	657.0530	Monotube Arms 30-FT	EACH	4.000	4.000
0250	657.0536	Monotube Arms 35-FT-Special	EACH	4.000	4.000
0252	658.0173	Traffic Signal Face 3S 12-Inch	EACH	39.000	39.000
0254	658.0412	Pedestrian Signal Face 12-Inch	EACH	16.000	16.000
0256	658.5070	Signal Mounting Hardware (location) 01. Locust at MLK	EACH	1.000	1.000
0258	658.5070	Signal Mounting Hardware (location) 02. Locust at Holton	EACH	1.000	1.000
0260	661.0201	Temporary Traffic Signals for Intersections (location) 01. Locust at MLK	EACH	1.000	1.000
0262	661.0201	Temporary Traffic Signals for Intersections (location) 02. Locust at Holton	EACH	1.000	1.000
0264	678.0200	Fiber Optic Splice Enclosure	EACH	4.000	4.000
0266	678.0300	Fiber Optic Splice	EACH	16.000	16.000
0268	690.0150	Sawing Asphalt	LF	898.000	898.000
0270	690.0250	Sawing Concrete	LF	14,292.000	14,292.000
0272	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	500.000	500.000
0274	740.0440	Incentive IRI Ride	DOL	6,000.000	6,000.000
0276	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	2,400.000	2,400.000
0278	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	4,300.000	4,300.000
0280	SPV.0060	Special 01. Utility Line Opening	EACH	10.000	10.000
0282	SPV.0060	Special 02. Temporary No Parking Signs	EACH	75.000	75.000
0284	SPV.0060	Special 03. Adjusting Water Boxes	EACH	30.000	30.000
0286	SPV.0060	Special 04. Inlet Cover Type MS 55	EACH	13.000	13.000
0288	SPV.0060	Special 05. Inlet Cover Type MS 57	EACH	47.000	47.000
0290	SPV.0060	Special 06. Catch Basin Type 44A	EACH	18.000	18.000
0292	SPV.0060	Special 10. Ground Rods	EACH	13.000	13.000
0294	SPV.0060	Special 11. Temporary Street Lighting Secondary Riser	EACH	38.000	38.000
0296	SPV.0060	Special 12. Permanent Street Lighting Secondary Riser	EACH	1.000	1.000
0298	SPV.0060	Special 13. Temporary Arm and Luminaire	EACH	9.000	9.000
0300	SPV.0060	Special 14. Removing Temporary Arm and Luminaire	EACH	9.000	9.000

Estimate Of Quantities

2455-07-70

Line	Item	Item Description	Unit	Total	Qty
0302	SPV.0060	Special 15. Installed Salvaged Luminaire and Arm	EACH	1.000	1.000
0304	SPV.0060	Special 16. Pull Boxes 13-Inch x 24-Inch x 24-Inch	EACH	77.000	77.000
0306	SPV.0060	Special 17. Pull Boxes 17-Inch x 30-Inch x 24-Inch	EACH	22.000	22.000
0308	SPV.0060	Special 18. Removing Pole Complete	EACH	74.000	74.000
0310	SPV.0060	Special 19. Poles Type 26-AL	EACH	3.000	3.000
0312	SPV.0060	Special 20. Poles Type 25-AL-BD	EACH	37.000	37.000
0314	SPV.0060	Special 21. Poles Type 30-AL-BD	EACH	2.000	2.000
0316	SPV.0060	Special 22. 35' Wood Pole	EACH	8.000	8.000
0318	SPV.0060	Special 23. Luminaire Arms Single Member 6-FT	EACH	85.000	85.000
0320	SPV.0060	Special 24. Temporary Lighting Unit Single	EACH	16.000	16.000
0322	SPV.0060	Special 25. Temporary Lighting Unit Twin	EACH	4.000	4.000
0324	SPV.0060	Special 26. Luminaire Architectural LED2	EACH	74.000	74.000
0326	SPV.0060	Special 27. Luminaire Architectural LED3	EACH	11.000	11.000
0328	SPV.0060	Special 28. Fiber Optic Patch Cords	EACH	8.000	8.000
0330	SPV.0060	Special 29. Ethernet Switch	EACH	2.000	2.000
0332	SPV.0060	Special 30. Fiber Optic Patch Panels	EACH	2.000	2.000
0334	SPV.0060	Special 31. Electrical Service Pedestal, Locust at MLK	EACH	1.000	1.000
0336	SPV.0060	Special 32. Electrical Service Pedestal, Locust at Holton	EACH	1.000	1.000
0338	SPV.0060	Special 33. EVP 1 Direction Detector	EACH	8.000	8.000
0340	SPV.0060	Special 34. EVP Phase Selector Card 4 Channel	EACH	2.000	2.000
0342	SPV.0060	Special 35. EVP Confirmation Light	EACH	8.000	8.000
0344	SPV.0060	Special 36. Remove Pole and Wire	EACH	8.000	8.000
0346	SPV.0060	Special 37. Remove Traffic Signal Face	EACH	19.000	19.000
0348	SPV.0060	Special 38. Adjusting CUC Manhole Cover	EACH	9.000	9.000
0350	SPV.0060	Special 39. 4' Diameter Manhole Type CUC	EACH	4.000	4.000
0352	SPV.0060	Special 40. 4' Diameter Doghouse Manhole Type CUC, Installed over Conduit	EACH	1.000	1.000
0354	SPV.0060	Special 41. Installing Conduit into Existing Manhole	EACH	2.000	2.000
0356	SPV.0060	Special 42. Voice Instruction Audible Control Unit	EACH	2.000	2.000
0358	SPV.0060	Special 43. Voice Instruction Audible Pushbutton	EACH	16.000	16.000
0360	SPV.0060	Special 44. Install City of Milwaukee Furnished Street Name Sign on Existing Pole	EACH	36.000	36.000
0362	SPV.0060	Special 45. Manhole Cover Type MS 58-A	EACH	39.000	39.000
0364	SPV.0060	Special 46. Temporary Bus Stop	EACH	6.000	6.000
0366	SPV.0075	Special 01. Pavement Cleanup Project (2455-07-70)	HRS	20.000	20.000
0368	SPV.0090	Special 02. Marking Crosswalk Epoxy Transverse Line 12-Inch	LF	2,672.000	2,672.000
0370	SPV.0090	Special 03. Marking Crosswalk Epoxy Block Style 12-Inch	LF	912.000	912.000
0372	SPV.0090	Special 04. Marking Stop Line Epoxy 24-Inch	LF	255.000	255.000
0374	SPV.0090	Special 05. Aerial Cable Aluminum Quadplex 4 AWG	LF	5,090.000	5,090.000
0376	SPV.0090	Special 06. Removing Aerial Cable	LF	5,445.000	5,445.000
0378	SPV.0090	Special 07. Conduit Liquidtight Flexible Non-metallic 1 1/2-Inch	LF	72.000	72.000
0380	SPV.0090	Special 08. Cable 4#8/1#8 XLPE Type USE-2/RHH/RHW	LF	518.000	518.000
0382	SPV.0090	Special 09. Cable 4#2/1#8 XLPE Type USE-2/RHH/RHW	LF	7,815.000	7,815.000
0384	SPV.0090	Special 10. Conduit 3-Inch HDPE Schedule 40	LF	6,409.000	6,409.000
0386	SPV.0090	Special 11. Install Fiber Optic Cable Outdoor Plant 72-CT Contractor Supplied	LF	3,720.000	3,720.000
0388	SPV.0090	Special 12. 2-Duct Conduit, Cement Encased, 4-Inch Rigid Nonmetallic Conduit DB-60	LF	166.000	166.000
0390	SPV.0090	Special 13. 9-Duct Conduit, Cement Encased, 4-Inch Rigid Nonmetallic Conduit DB-60	LF	2,391.000	2,391.000
0392	SPV.0090	Special 14. Storm Pipe Corrugated PVC, 8-Inch	LF	90.000	90.000

3

3

108.4400  
CPM Progress Schedule

Category	PROJECT ID	STATION	TO	STATION	EACH
10	2455-07-70	12+65	-	51+55	1
<b>Contract Total</b>					<b>1</b>

201.0220  
Grubbing

Category	PROJECT ID	STATION	LOCATION	ID
10	2455-07-70	12+85	LT	20
		12+93	RT	20
		18+33	LT	20
		20+97	LT	20
		21+54	LT	20
		22+61	RT	20
		27+29	RT	20
		29+92	RT	20
		31+10	LT	20
		32+44	LT	20
		34+67	LT	20
		35+17	LT	20
		37+30	RT	20
		37+44	LT	20
		38+12	LT	20
		38+59	LT	20
		40+48	LT	20
		41+01	LT	20
		44+01	LT	20
		45+13	LT	20
		46+82	LT	20
		47+34	LT	20
		48+73	LT	20
		49+26	LT	20
		49+81	LT	20
<b>Contract Total</b>				<b>500</b>

3

3

Category	PROJECT ID	Stage	STATION	TO	STATION	LOCATION	204.0100	204.0150	204.0155	REMARKS
							Removing Concrete Pavement SY	Removing Curb & Gutter LF	Removing Concrete Sidewalk SY	
10	2455-07-70	PRE-STAGE	23+75	-	37+60	LT	-	-	50	FOR PLACING TEMPORARY SIGNALS
			23+75	-	37+60	RT	-	-	59	FOR PLACING TEMPORARY SIGNALS
			37+60	-	51+55	LT	-	-	95	FOR PLACING TEMPORARY SIGNALS
			37+60	-	51+55	RT	-	-	83	FOR PLACING TEMPORARY SIGNALS
STAGE 1			12+65	-	23+75	LT	144	45	397	
			12+65	-	23+75	MEDIAN	259	52	-	
			23+75	-	37+60	LT	295	384	581	
			23+75	-	37+60	RT	-	58	-	
			23+75	-	37+60	MEDIAN	291	220	-	
			37+60	-	51+55	LT	262	404	427	
			37+60	-	51+55	RT	-	95	-	
			37+60	-	51+55	MEDIAN	168	161	-	
STAGE 2			12+65	-	23+75	RT	204	110	334	
			23+75	-	37+60	RT	127	101	337	
			23+75	-	37+60	MEDIAN	543	-	-	
			37+60	-	51+55	RT	258	67	200	
			37+60	-	51+55	MEDIAN	76	-	-	
STAGE 3			47+60	-	51+55	LT	76	139	198	
			47+60	-	51+55	RT	128	60	94	
			47+60	-	51+55	MEDIAN	30	-	-	
STAGE 4			23+75	-	37+60	LT	-	-	44	
			23+75	-	37+60	RT	-	60	54	
			37+60	-	51+55	LT	-	41	30	
			37+60	-	51+55	RT	-	35	24	
UNDISTRIBUTED			12+65	-	51+55		315	227	200	
<b>Contract Total</b>							<b>3,176</b>	<b>2,259</b>	<b>3,207</b>	

204.0120 Removing Asphaltic Surface Milling							
Category	PROJECT ID	Stage	STATION	TO	STATION	LOCATION	SY
10	2455-07-70	STAGE 1	12+65	-	47+60	LT & MEDIAN	15,141
		STAGE 2	12+65	-	47+60	RT	12,769
		STAGE 3	47+60	-	51+55	LT, RT, & MEDIAN	2,279
<b>Contract Total</b>							<b>30,189</b>

211.0101 Prepare Foundation for Asphaltic Paving (2455-07-70)					213.0100 Finishing Roadway (2455-07-70)	
Category	PROJECT ID	STATION	TO	STATION	EACH	EACH
10	2455-07-70	12+65	-	51+55	1	1
<b>Contract Total</b>					<b>1</b>	<b>1</b>



3

3

							305.0120			
							Base Aggregate Dense 1 1/4-Inch			
Category	PROJECT ID	Stage	STATION	TO	STATION	LOCATION	TON			
10	2455-07-70	STAGE 1	12+65	-	17+00	LT	45			
			12+65	-	17+00	RT	8			
			12+65	-	17+00	MEDIAN	22			
			17+00	-	23+16	LT	62			
			17+00	-	23+16	RT	7			
			17+00	-	23+16	MEDIAN	19			
			23+16	-	30+25	LT	109			
			23+16	-	30+25	RT	7			
			23+16	-	30+25	MEDIAN	40			
		30+25	-	37+50	LT	118				
		30+25	-	37+50	RT	14				
		30+25	-	37+50	MEDIAN	50				
		37+50	-	44+50	LT	149				
		37+50	-	44+50	RT	8				
		37+50	-	44+50	MEDIAN	48				
		44+50	-	47+60	LT	57				
		44+50	-	47+60	RT	6				
		44+50	-	47+60	MEDIAN	15				
		STAGE 2	12+65	-	17+00	RT	44			
			17+00	-	23+16	RT	66			
			23+16	-	30+25	RT	41			
			30+25	-	37+50	RT	71			
			37+50	-	44+50	RT	105			
			44+50	-	47+60	RT	24			
		STAGE 3	47+60	-	51+55	LT	74			
			47+60	-	51+55	RT	37			
			47+60	-	51+55	MEDIAN	9			
		STAGE 4	17+00	-	23+16	RT	1			
			23+16	-	30+25	LT	10			
			23+16	-	30+25	RT	14			
			44+50	-	47+60	LT	12			
			44+50	-	47+60	RT	9			
		UNDISTRIBUTED	12+65	-	51+55		336			
		<b>Contract Total</b>							<b>1,637</b>	

							390.0100	390.0305	390.0405	
							Removing Pavement for	Base Patching	Base Patching	
							Base Patching	Concrete HES	Concrete SHES	REMARKS
Category	PROJECT ID	Stage	STATION	TO	STATION	LOCATION	CY	CY	CY	
10	2455-07-70	STAGE 1	12+65	-	47+60	LT & MEDIAN	505	505	28	SHES FOR MONOLITHIC SHIMMING
		STAGE 2	12+65	-	47+60	RT	426	426	1	SHES FOR MONOLITHIC SHIMMING
		STAGE 3	47+60	-	51+55	LT, RT, & MEDIAN	76	76	4	SHES FOR MONOLITHIC SHIMMING
<b>Contract Total</b>							<b>1,007</b>	<b>1,007</b>	<b>33</b>	

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**415.0075**  
**Concrete Pavement 7 1/2-Inch**

Category	PROJECT ID	Stage	STATION	TO	STATION	LOCATION	SY
10	2455-07-70	STAGE 1	12+65	-	17+00	LT	13
			12+65	-	17+00	MEDIAN	51
			17+00	-	23+16	LT	38
			17+00	-	23+16	MEDIAN	35
			23+16	-	30+25	LT	41
			23+16	-	30+25	MEDIAN	57
		STAGE 2	30+25	-	37+50	LT	36
			30+25	-	37+50	MEDIAN	86
			37+50	-	44+50	LT	96
			37+50	-	44+50	MEDIAN	87
			44+50	-	47+60	LT	53
			44+50	-	47+60	MEDIAN	16
		STAGE 3	12+65	-	17+00	RT	15
			17+00	-	23+16	RT	9
			23+16	-	30+25	RT	16
30+25	-		37+50	RT	37		
37+50	-		44+50	RT	94		
UNDISTRIBUTED	44+50	-	47+60	RT	15		
	47+60	-	51+55	LT	44		
	47+60	-	51+55	RT	10		
			47+60	-	51+55	MEDIAN	10
<b>Contract Total</b>							<b>970</b>

Category	PROJECT ID	Stage	STATION	TO	STATION	LOCATION	416.0610	416.0620	REMARKS
							Drilled Tie Bars	Drilled Dowel Bars	
							EACH	EACH	
10	2455-07-70	STAGE 1	12+65	-	47+60	LT & MEDIAN	3,002	5,206	DOWEL BARS AND TIE BARS FOR NEW PAVEMENT ADJACENT TO EXISTING CONCRETE PAVEMENT, INCLUDING BASE PATCH, C&G REPLACEMENT, MEDIAN NOSE REPLACEMENT, CURB RAMP REPLACEMENT, MANHOLE AND INLET ADJUSTMENTS.
		STAGE 2	12+65	-	47+60	RT	2,016	4,191	
		STAGE 3	47+60	-	51+55	LT, RT, & MEDIAN	376	751	
		UNDISTRIBUTED	12+65	-	51+55		539	1,015	
<b>Contract Total</b>							<b>5,933</b>	<b>11,162</b>	

Category	PROJECT ID	Stage	STATION	TO	STATION	LOCATION	455.0605	460.6224	465.0110	465.0125
							Tack Coat	HMA Pavement 4	Asphaltic Surface	Asphaltic Surface
							GAL	MT 58-28 S	Patching	Temporary
							TON	TON	TON	TON
10	2455-07-70	PRE-STAGE	12+65	-	51+55		-	-	-	9
		STAGE 1	12+65	-	47+60	LT & MEDIAN	1,060	2,395	13	-
		STAGE 2	12+65	-	47+60	RT	894	2,020	-	-
		STAGE 3	47+60	-	51+55	LT, RT, & MEDIAN	160	361	8	-
		UNDISTRIBUTED	12+65	-	51+55		212	479	21	-
<b>Contract Total</b>							<b>2,326</b>	<b>5,255</b>	<b>42</b>	<b>9</b>

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Category	PROJECT ID	Stage	STATION	TO	STATION	LOCATION	601.0331 Concrete Curb & Gutter 31-Inch LF	601.0600 Concrete Curb Pedestrian LF	602.0410 Concrete Sidewalk 5-Inch SF	602.0505 Curb Ramp Detectable Warning Field Yellow SF	602.0605 Curb Ramp Detectable Warning Field Radial Yellow SF	602.0815 Concrete Driveway 7-Inch SY	602.2400 Concrete Safety Islands SF	REMARKS		
10	2455-07-70	STAGE 1	12+65	-	17+00	LT	180	42	1,360	40	-	-	245			
			12+65	-	17+00	RT	68	-	-	-	-	-	-	-		
			12+65	-	17+00	MEDIAN	14	-	63	-	-	-	-	-	-	
			17+00	-	23+16	LT	151	41	2,067	40	-	-	-	245		
			17+00	-	23+16	RT	58	-	-	-	-	-	-	-	-	
			17+00	-	23+16	MEDIAN	38	-	31	-	-	-	-	-	-	
			23+16	-	30+25	LT	361	77	2,220	71	-	-	74	245		
			23+16	-	30+25	RT	56	-	-	20	-	-	-	-	-	
			23+16	-	30+25	MEDIAN	171	-	107	-	-	-	-	-	-	
			30+25	-	37+50	LT	390	135	2,878	100	-	-	72	545		
			30+25	-	37+50	RT	111	-	35	20	-	-	-	-		
			30+25	-	37+50	MEDIAN	166	-	132	-	-	-	-	-		
			37+50	-	44+50	LT	560	60	2,628	70	-	-	48	367		
			37+50	-	44+50	RT	69	-	-	10	-	-	-	-	-	
			37+50	-	44+50	MEDIAN	147	-	108	-	-	-	-	-	-	
			44+50	-	47+60	LT	161	36	1,322	40	-	-	-	258		
		44+50	-	47+60	RT	36	-	40	-	-	-	-	-	-		
		44+50	-	47+60	MEDIAN	84	-	-	-	-	-	-	-	-		
				STAGE 2	12+65	-	17+00	RT	106	-	1,136	40	-	22	265	
					17+00	-	23+16	RT	136	36	1,985	40	-	51	192	
					23+16	-	30+25	RT	128	87	754	40	-	26	192	
					30+25	-	37+50	RT	171	171	2,574	71	-	-	631	
					37+50	-	44+50	RT	268	151	1,459	60	27	55	451	
					44+50	-	47+60	RT	71	15	606	40	-	-	300	
				STAGE 3	47+60	-	51+55	LT	205	39	1,703	40	-	26	91	
					47+60	-	51+55	RT	157	-	905	61	21	-	182	
					47+60	-	51+55	MEDIAN	25	-	109	-	-	-	-	
				STAGE 4	17+00	-	23+16	RT	-	-	12	-	-	-	-	
					23+16	-	30+25	LT	42	-	432	-	-	-	-	
					23+16	-	30+25	RT	57	46	470	20	-	-	-	
					44+50	-	47+60	LT	42	-	497	10	-	-	-	
					44+50	-	47+60	RT	35	15	328	10	-	-	-	
				UNDISTRIBUTED	12+65	-	51+55		901	-	1,367	-	-	-	-	C&G QUANTITY FOR INLET ADJUSTMENT
		<b>Contract Total</b>							5,165	951	27,328	843	48	374	4,209	

**INLET ITEMS**

CATEGORY 0010				611.0410	611.8115	SPV.0060.04	SPV.0060.05	SPV.0060.06	SPV.0090.14
STRUCTURE				RECONSTRUCTING	ADJUSTING	INLET COVER	INLET COVER	CATCH BASIN	STORM SEWER PIPE
NUMBER	STATION	OFFSET	ELEVATION	CATCH BASINS	INLET COVERS	TYPE MS 55	TYPE MS 57	TYPE 44 A	CORRUGATED PVC, 8-INCH
				EACH	EACH	EACH	EACH	EACH	LF
IN01	50+71	47' LT	686.34	--	--	--	1	1	5
IN02	50+65	25' RT	685.14	--	--	--	1	1	5
IN03	50+78	37' RT	685.03	--	--	--	1	1	5
IN04	50+60	70' RT	685.87	--	--	--	1	1	5
IN05	47+40	47' RT	689.40	--	--	--	1	--	--
IN06	47+25	12' RT	689.51	--	--	--	1	1	5
IN07	47+38	4' LT	689.45	--	--	1	--	--	--
IN08	47+46	47' LT	687.90	--	--	--	1	--	--
IN9	45+84	15' RT	692.40	--	--	--	1	1	5
IN10	45+82	7' RT	692.35	--	--	1	--	--	--
IN11	44+09	5' LT	694.46	--	--	1	--	--	--
IN12	44+01	5' RT	694.97	--	--	--	1	1	5
IN13A	44+11	47' LT	693.01	--	--	--	1	--	--
IN13	44+09	47' RT	694.97	--	--	--	1	1	5
IN14	42+46	5' RT	700.93	--	1	--	--	--	--
IN15	42+47	15' RT	701.06	--	--	--	1	--	--
IN16	41+12	6' RT	707.00	--	1	--	--	--	--
IN17	42+40	47' RT	701.71	--	--	--	1	--	--
IN18	41+10	15' RT	707.26	--	--	--	1	--	--
IN19	39+22	0' LT	712.93	--	--	1	--	--	--
IN20A	39+29	47' LT	712.06	--	--	--	1	--	--
IN20	38+99	15' RT	714.00	--	--	--	1	1	5
IN21	39+30	47' RT	722.43	--	--	--	1	1	5
IN22A	37+42	47' RT	724.06	1	--	--	1	--	--
IN22	37+46	0' LT	724.07	1	--	1	--	--	--
IN23	37+12	15' RT	726.78	--	--	--	1	1	5
IN24	37+54	47' LT	722.43	--	--	--	1	--	--
IN25	33+79	47' RT	720.66	1	--	--	1	--	--
IN26	33+80	47' LT	720.62	--	1	--	--	--	--
IN27	32+38	2' LT	710.46	--	--	--	1	1	5
IN28	32+38	7' RT	710.33	--	1	--	--	--	--
IN29	32+14	47' RT	707.67	--	--	--	2	--	--
			707.54						
IN30	32+14	47' LT	709.49	--	--	--	2	--	--
			709.47						
IN31	30+26	9' LT	696.48	--	--	--	1	1	5
IN32	30+00	3' LT	693.62	1	--	1	--	--	--
<b>Subtotal</b>				4	4	6	27	13	65

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INLET ITEMS

CATEGORY 0010				611.0410	611.8115	SPV.0060.04	SPV.0060.05	SPV.0060.06	SPV.0090.14
				RECONSTRUCTING	ADJUSTING	INLET COVER	INLET COVER	CATCH BASIN	STORM SEWER PIPE
STRUCTURE				CATCH BASINS	INLET COVERS	TYPE MS 55	TYPE MS 57	TYPE 44 A	CORRUGATED PVC, 8-INCH
NUMBER	STATION	OFFSET	ELEVATION	EACH	EACH	EACH	EACH	EACH	LF
IN33	29+86	42' RT	690.31	--	--	--	1	1	5
IN34	28+27	42' LT	681.99	--	--	--	1	--	--
IN35	28+41	2' LT	682.27	--	--	--	1	1	5
IN36	28+24	2' RT	682.03	--	--	1	--	--	--
IN37	28+26	42' RT	680.89	--	--	--	1	1	5
IN38	26+00	5' LT	680.60	--	1	--	--	--	--
IN39	24+48	42' LT	678.22	--	--	--	1	--	--
IN40	24+26	0' LT	679.40	--	--	1	--	--	--
IN41	24+19	42' RT	678.09	--	--	--	1	--	--
IN42	23+34	42' RT	678.57	--	--	--	1	--	--
IN43	23+27	1' LT	678.97	--	--	1	--	--	--
IN44	23+25	42' LT	677.55	--	--	--	1	1	5
IN45	20+30	42' LT	678.33	--	--	--	1	--	--
IN46	20+52	2' LT	678.96	--	--	1	--	--	--
IN47	20+32	42' RT	677.71	--	--	--	1	--	--
IN48	19+45	42' RT	676.95	--	--	--	1	--	--
IN49	19+45	2' LT	678.39	--	--	1	--	--	--
IN50	19+45	42' LT	677.66	--	--	--	1	--	--
IN51	16+53	42' LT	677.78	--	--	--	1	--	--
IN52	16+54	3' LT	678.98	--	--	1	--	--	--
IN53	16+48	42' RT	677.98	--	--	--	1	--	--
IN54	15+39	42' RT	677.73	--	--	--	1	--	--
IN55	15+22	0' LT	677.84	--	1	--	--	--	--
IN56	15+42	42' RT	677.66	--	--	--	1	--	--
IN57	14+34	42' LT	677.66	--	--	--	1	--	--
IN58	14+21	42' RT	677.81	1	--	--	1	--	--
IN59	13+24	42' RT	677.77	--	--	--	1	1	5
IN60	13+25	3' LT	677.09	--	--	1	--	--	--
IN61	13+24	42' LT	677.06	1	--	--	1	--	--
<b>Subtotal</b>				2	2	7	20	5	25
<b>Contract total</b>				6	6	13	47	18	90

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**MANHOLE ITEMS**

**CATEGORY 0010**

				<b>611.8110</b>	<b>611.8120.S</b>	<b>611.9705</b>	<b>SPV.0060.45</b>		
				<b>MANHOLE</b>	<b>COVER PLATES</b>	<b>SALVAGED</b>	<b>TYPE MS 58-</b>		
				<b>COVERS</b>	<b>TEMPORARY</b>	<b>MANHOLE COVERS</b>	<b>A</b>		
<b>STRUCTURE</b>	<b>NUMBER</b>	<b>STATION</b>	<b>OFFSET</b>	<b>ELEVATION</b>	<b>EACH</b>	<b>EACH</b>	<b>EACH</b>	<b>UNIT</b>	<b>REMARKS</b>
MH01	50+43	18' RT	685.84	--	--	--	1		
MH02	49+08	9' RT	688.49	--	--	--	1		
MH03	49+14	29' LT	687.05	--	--	--	1		
MH04	48+00	4' LT	688.58	--	--	--	1		
MH05	47+82	26' LT	688.28	--	--	--	1		
MH06	47+57	9' LT	688.94	--	--	--	1		
MH 6A	46+19	7' LT	691.25	--	--	--	1		
MH07	45+86	29' LT	691.76	1	1	--	--		
MH08	44+64	30' LT	693.27	--	--	--	1		
MH09	44+95	29' LT	692.61	--	--	1	--	EXISTING SHAFT COVER	
MH10	45+10	37' LT	692.31	--	--	--	1		
MH11	45+13	42' LT	691.96	--	--	1	--	EXISTING SHAFT COVER	
MH12	44+46	15' RT	694.59	--	--	--	1		
MH13	44+49	43' LT	692.80	--	--	--	1		
MH14	44+31	6' LT	694.21	--	--	--	1		
MH15	43+99	25' LT	694.20	--	--	--	1		
MH16	43+06	31' LT	697.76	--	--	--	1		
MH17	42+69	16' RT	699.92	1	1	--	--		
MH18	42+38	29' LT	700.44	--	--	--	1		
MH19	41+40	5' LT	705.82	--	--	--	1		
MH20	40+22	30' LT	709.43	--	--	--	1		
MH21	39+70	12' RT	711.74	--	--	--	1		
MH22	39+61	6' LT	711.71	--	--	--	1		
MH23	39+20	28' LT	712.88	--	--	--	1		
MH24	37+53	8' LT	723.64	--	--	--	1		
MH25	36+24	29' LT	729.26	--	--	--	1		
MH26	35+84	7' LT	730.44	--	--	--	1		
MH27	35+70	15' RT	731.21	1	1	--	--		
MH28	35+65	8' LT	730.36	--	--	--	1		
MH29	34+74	32' LT	726.46	1	1	--	--		
MH30	32+32	8' LT	710.55	--	--	--	1		
MH31	31+88	5' LT	708.07	--	--	--	1		
MH32	31+45	29' LT	706.53	1	1	--	--		
MH33	29+72	43' LT	691.35	--	--	--	1		
MH34	28+44	40' LT	683.08	--	--	1	--	EXISTING SHAFT COVER	
<b>Subtotal</b>				5	5	3	27		

(Continued on Next Page)

**MANHOLE ITEMS**

CATEGORY 0010

611.8110  
ADJUSTING  
MANHOLE  
COVERS

611.8120.S  
COVER PLATES  
TEMPORARY

611.9705  
SALVAGED  
MANHOLE COVERS

SPV.0060.45  
COVER  
TYPE MS 58-  
A

STRUCTURE

NUMBER	STATION	OFFSET	ELEVATION	EACH	EACH	EACH	UNIT	REMARKS
MH35	28+10	13' RT	681.18	--	--	--	1	
MH36	28+26	25' LT	682.13	--	--	--	1	
MH37	28+13	37' LT	681.75	--	--	1	--	EXISTING SHAFT COVER
MH38	27+67	19' RT	682.13	1	1	--	--	
MH39	26+14	24' LT	680.23	1	1	--	--	
MH40	25+75	0' LT	680.27	--	--	--	1	
MH41	23+78	66' LT	678.69	1	1	--	--	
MH42	23+68	0' LT	679.23	--	--	--	1	
MH43	23+58	25' LT	678.82	1	1	--	--	
MH44	20+53	38' LT	677.80	--	--	1	--	EXISTING SHAFT COVER
MH45	20+36	25' LT	678.33	1	1	--	--	
MH46	19+78	42' LT	677.46	--	--	--	1	
MH47	19+68	4' RT	678.40	--	--	--	1	
MH48	19+38	24' LT	677.47	--	--	--	1	
MH49	17+99	43' LT	677.94	--	--	--	1	
MH50	16+47	25' LT	678.56	1	1	--	--	
MH51	16+05	69' LT	678.46	1	1	--	--	
MH52	15+92	63' LT	678.15	--	--	--	1	
MH53	15+93	2' LT	678.90	--	--	--	1	
MH54	15+75	26' LT	678.59	--	--	--	1	
MH55	12+78	35' LT	677.46	--	--	1	--	EXISTING SHAFT COVER
MH56	12+72	25' LT	678.35	1	1	--	--	
MH57	14+22	3' LT	679.11	--	--	--	1	
<b>Subtotal</b>				8	8	3	12	
<b>Contract Total</b>				13	13	6	39	

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618.0100 Maintenance and Repair of Haul Roads (2455-07-70)					
Category	PROJECT ID	STATION	TO	STATION	EACH
20	2455-07-70	12+65	-	51+55	1
<b>Contract Total</b>					<b>1</b>

619.1000 Mobilization					
Category	PROJECT ID	STATION	TO	STATION	EACH
10	2455-07-70	12+65	-	51+55	1
<b>Contract Total</b>					<b>1</b>

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620.0300 Concrete Median Sloped Nose							
Category	PROJECT ID	Stage	STATION	TO	STATION	LOCATION	SF
10	2455-07-70	STAGE 1	12+65	-	17+00	MEDIAN	47
			17+00	-	23+16	MEDIAN	89
			23+16	-	30+25	MEDIAN	245
			30+25	-	37+50	LT	26
			30+25	-	37+50	RT	27
		30+25	-	37+50	MEDIAN	170	
		37+50	-	44+50	MEDIAN	176	
		44+50	-	47+60	MEDIAN	62	
		STAGE 3	47+60	-	51+55	MEDIAN	150
<b>Contract Total</b>							<b>992</b>

624.0100 Water							
Category	PROJECT ID	Stage	STATION	TO	STATION	LOCATION	MGAL
10	2455-07-70	STAGE 1	12+65	-	47+60	LT & MEDIAN	9.3
		STAGE 2	12+65	-	47+60	RT	2.9
		STAGE 3	47+60	-	51+55	LT, RT, & MEDIAN	1.1
		STAGE 4	12+65	-	51+55		0.5
<b>Contract Total</b>							<b>13.7</b>

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Category	PROJECT ID	Stage	STATION	TO	STATION	LOCATION	625.0100	627.0200	629.0210	630.0200	630.0500	631.0300
							Topsoil SY	Mulching SY	Fertilizer Type B CWT	Seeding Temporary LB	Seed Water MGAL	Sod Water MGAL
10	2455-07-70	STAGE 1	12+65	-	23+75	LT	463	463	0.3	12	10	10
			12+65	-	23+75	MEDIAN	254	254	0.2	7	6	6
			23+75	-	37+60	LT	498	498	0.3	13	11	11
			23+75	-	37+60	RT	2	2	0.0	0	0	0
			23+75	-	37+60	MEDIAN	482	482	0.3	13	11	11
			37+60	-	51+55	LT	490	490	0.3	13	10	10
			37+60	-	51+55	RT	16	16	0.0	0	0	0
		STAGE 2	37+60	-	51+55	MEDIAN	266	266	0.2	7	6	6
			12+65	-	23+75	RT	434	434	0.3	11	9	9
			23+75	-	37+60	RT	394	394	0.2	10	8	8
		STAGE 3	37+60	-	51+55	RT	213	213	0.1	5	4	4
			47+60	-	51+55	LT	143	143	0.1	4	2	2
			47+60	-	51+55	RT	207	207	0.1	5	2	2
		UNDISTRIBUTED	47+60	-	51+55	MEDIAN	80	80	0.1	2	1	1
12+65	-		51+55		550	550	0.2	19	8	8		
<b>Contract Total</b>							<b>4,492</b>	<b>4,492</b>	<b>2.6</b>	<b>121</b>	<b>89</b>	<b>89</b>

Category	PROJECT ID	Stage	STATION	TO	STATION	LOCATION	628.1905	628.1910
							Mobilizations Erosion Control EACH	Mobilizations Emergency Erosion Control EACH
10	2455-07-70	STAGE 1	12+65	-	47+60	LT & MEDIAN	1	2
		STAGE 2	12+65	-	47+60	RT	1	2
		STAGE 3	47+60	-	51+55	LT, RT, & MEDIAN	1	1
		STAGE 4	12+65	-	51+55	LT & RT	1	1
<b>Contract Total</b>							<b>4</b>	<b>6</b>

Category	PROJECT ID	Stage	STATION	TO	STATION	LOCATION	628.7020
							Inlet Protection Type D EACH
10	2455-07-70	STAGE 1	12+65	-	47+60	LT	27
			12+65	-	47+60	MEDIAN	27
		STAGE 2	12+65	-	47+60	RT	26
		STAGE 3	47+60	-	51+55	LT	1
			47+60	-	51+55	RT	5
		STAGE 4	12+65	-	51+55	LT	3
			12+65	-	51+55	RT	6
		UNDISTRIBUTED	12+65	-	51+55		22
		<b>Contract Total</b>					

Category	PROJECT ID	Stage	STATION	LOCATION	632.0101.01	632.0101.02	632.0101.03	632.0101.04	632.0101.05	632.0101.06	632.0101.07
					Dawn Redwood 4" B&B	Sunburn Honeylocust 3" B&B	Ruby Red Horsechestnut	Malus Species 3" B&B	Autumn Blaze Maple 4" B&B	Japanese Tree Lilac 3" B&B	Upright English Oak 4" B&B
					EACH	EACH	EACH	EACH	EACH	EACH	EACH
10	2455-07-70	STAGE 1	18+35	LT	1	-	-	-	-	-	-
			20+97	LT	-	-	-	1	-	-	-
			21+60	LT	-	-	-	-	-	-	1
			32+44	LT	-	-	-	-	-	1	-
			32+90	LT	-	-	-	-	-	1	-
			33+35	LT	-	-	-	-	-	1	-
			34+34	LT	1	-	-	-	-	-	-
			34+65	LT	1	-	-	-	-	-	-
			35+15	LT	1	-	-	-	-	-	-
			37+31	RT	1	-	-	-	-	-	-
			37+45	LT	-	1	-	-	-	-	-
			38+60	LT	-	1	-	-	-	-	-
			40+45	LT	-	-	-	-	-	-	1
			41+00	LT	-	-	-	-	-	-	1
			44+00	LT	-	1	-	-	-	-	-
			45+15	LT	-	-	1	-	-	-	-
			45+31	MEDIAN	-	-	-	1	-	-	-
			45+62	LT	-	-	1	-	-	-	-
			46+00	LT	-	-	1	-	-	-	-
			46+82	LT	-	-	-	-	1	-	-
		STAGE 2	12+90	RT	-	-	-	-	1	-	-
			14+60	RT	-	-	-	-	-	-	1
			22+59	RT	-	-	-	-	1	-	-
			25+29	RT	-	-	-	-	-	-	1
			30+15	RT	-	-	-	-	1	-	-
			37+30	RT	1	-	-	-	-	-	-
		STAGE 3	49+50	LT	-	-	-	-	-	1	-
			49+96	LT	-	-	-	-	-	1	-
<b>Contract Total</b>					<b>6</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>5</b>	<b>5</b>	<b>5</b>

**632.9101  
Landscape Planting  
Surveillance and  
Care Cycles**

Category	PROJECT ID	EACH
10	2455-07-70	10
<b>Contract Total</b>		<b>10</b>

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CATEGORY	PROJECT ID	STAGE	STATION	LOCATION	SIGN CODE	MESSAGE	SIZE		634.0618	634.0810	637.2210	637.2230	REMARKS	
							INCHES	X	INCHES	Posts Wood	Posts Tubular Steel	Signs Type II		Signs Type II
										4x6-Inch x 18-FT	2x2-Inch x 10-FT	Reflective H		Reflective F
10	2455-07-70	STAGE 1	15+62	LT	W5-52R		12	X	36	-	1	-	3.00	
			15+69	MEDIAN	R4-7		24	X	30	-	-	5.00	-	ATTACH TO LIGHT POLE
					MB3-3		24	X	12	-	-	2.00	-	ATTACH TO LIGHT POLE
					M1-1	I-43	24	X	24	-	-	3.13	-	ATTACH TO LIGHT POLE
					MB6-3		21	X	21	-	-	3.06	-	ATTACH TO LIGHT POLE
					MB3-1		24	X	12	-	-	2.00	-	ATTACH TO LIGHT POLE
					M1-1	I-43	24	X	24	-	-	3.13	-	ATTACH TO LIGHT POLE
					MB5-1R		21	X	21	-	-	3.06	-	ATTACH TO LIGHT POLE
			15+87	LT	R1-1		30	X	30	1	-	5.18	-	
			16+47	MEDIAN	R4-7		24	X	30	-	-	5.00	-	ATTACH TO LIGHT POLE
			16+61	LT	W5-52R		12	X	36	-	1	-	3.00	
			19+42	MEDIAN	R4-7		24	X	30	-	-	5.00	-	ATTACH TO LIGHT POLE
			19+44	LT	W5-52R		12	X	36	-	1	-	3.00	
			19+65	LT	R1-1		30	X	30	1	-	5.18	-	
			20+25	MEDIAN	R4-7		24	X	30	-	-	5.00	-	ATTACH TO LIGHT POLE
			20+40	LT	W5-52R		12	X	36	-	1	-	3.00	
			23+26	LT	W5-52R		12	X	36	-	1	-	3.00	
			23+35	MEDIAN	R4-7		24	X	30	-	-	-	-	ATTACH TO LIGHT POLE
			23+53	LT	R1-1		30	X	30	1	-	5.18	-	
			24+20	MEDIAN	R4-7		24	X	30	-	-	5.00	-	ATTACH TO LIGHT POLE
			24+37	LT	W5-52R		12	X	36	-	1	-	3.00	
			26+25	MEDIAN	MB4-5		24	X	12	-	-	2.00	-	ATTACH TO LIGHT POLE
					M1-1	I-43	24	X	24	-	-	3.13	-	ATTACH TO LIGHT POLE
					MB6-3		21	X	21	-	-	3.06	-	ATTACH TO LIGHT POLE
			31+20	LT	W5-52R		12	X	36	-	1	-	3.00	
			31+28	MEDIAN	R5-1		30	X	30	-	-	6.25	-	ATTACH TO LIGHT POLE
			32+10	MEDIAN	R5-1		30	X	30	-	-	6.25	-	ATTACH TO LIGHT POLE
			32+31	LT	W5-52R		12	X	36	-	1	-	3.00	
			35+17	LT	W5-52R		12	X	36	-	1	-	3.00	
			35+29	MEDIAN	W7-1		30	X	30	-	-	-	6.25	ATTACH TO LIGHT POLE
					W13-1	25 MPH	18	X	18	-	-	-	2.25	ATTACH TO LIGHT POLE
			35+48	LT	R1-1		30	X	30	1	-	5.18	-	
			36+15	MEDIAN	R3-4		24	X	24	-	-	4.00	-	ATTACH TO LIGHT POLE
					R4-7		24	X	30	-	-	5.00	-	ATTACH TO LIGHT POLE
			36+30	LT	W5-52R		12	X	36	-	1	-	3.00	
<b>Subtotal</b>									4	10	91.79	38.50		

(Continued on Next Sheet)

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CATEGORY	PROJECT ID	STAGE	STATION	LOCATION	SIGN CODE	MESSAGE	SIZE			634.0618	634.0810	637.2210	637.2230	REMARKS
							INCHES	X	INCHES	Posts Wood 4x6-Inch x 18-FT	Posts Tubular Steel 2x2-Inch x 10-FT	Signs Type II Reflective H	Signs Type II Reflective F	
10	2455-07-70	STAGE 1	39+17	LT	W5-52R		12	X	36	-	1	-	3.00	
			39+25	MEDIAN	R4-7		24	X	30	-	-	5.00	-	ATTACH TO LIGHT POLE
			39+48	LT	R1-1		30	X	30	1	-	5.18	-	
			40+18	MEDIAN	R4-7		24	X	30	-	-	5.00	-	ATTACH TO LIGHT POLE
			40+33	LT	W5-52R		12	X	36	-	1	-	3.00	
			42+50	MEDIAN	R4-7		24	X	30	-	-	5.00	-	ATTACH TO LIGHT POLE
			43+97	LT	W5-52R		12	X	36	-	1	-	3.00	
			44+10	MEDIAN	R4-7		24	X	30	-	-	5.00	-	ATTACH TO LIGHT POLE
			44+19	LT	R1-1		30	X	30	1	-	5.18	-	
					W4-4P		24	X	12	-	-	-	2.00	
			44+81	MEDIAN	R4-7		24	X	30	-	-	5.00	-	ATTACH TO LIGHT POLE
			44+99	LT	W5-52R		12	X	36	-	1	-	3.00	
		STAGE 2	15+58	RT	W5-52R		12	X	36	-	1	-	3.00	
			16+27	RT	R1-1		30	X	30	1	-	5.18	-	
			16+52	RT	W5-52R		12	X	36	-	1	-	3.00	
			19+35	RT	W5-52R		12	X	36	-	1	-	3.00	
			20+08	RT	R1-1		30	X	30	1	-	5.18	-	
			20+33	RT	W5-52R		12	X	36	-	1	-	3.00	
			23+21	RT	W5-52R		12	X	36	-	1	-	3.00	
			23+96	RT	R1-1		30	X	30	1	-	5.18	-	
			24+26	RT	W5-52R		12	X	36	-	1	-	3.00	
			27+25	MEDIAN	R4-7		24	X	30	-	-	5.00	-	ATTACH TO LIGHT POLE
			28+20	MEDIAN	R4-7		24	X	30	-	-	5.00	-	ATTACH TO LIGHT POLE
			31+15	RT	W5-52R		12	X	36	-	1	-	3.00	
			32+27	RT	W5-52R		12	X	36	-	1	-	3.00	
			35+14	RT	W5-52R		12	X	36	-	1	-	3.00	
			35+90	RT	R1-1		30	X	30	1	-	5.18	-	
					W14-1		30	X	30	-	-	-	6.25	ON REVERSE OF STOP SIGN
			36+26	RT	W5-52R		12	X	36	-	1	-	3.00	
			37+91	RT	R2-1	SPEED LIMIT 30	24	X	30	1	-	-	-	
			39+11	RT	W5-52R		12	X	36	-	1	-	3.00	
			39+94	RT	R1-1		30	X	30	1	-	5.18	-	
			40+30	RT	W5-52R		12	X	36	-	1	-	3.00	
<b>Subtotal</b>										8	16	71.25	56.25	

(Continued on Next Sheet)

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CATEGORY	PROJECT ID	STAGE	STATION	LOCATION	SIGN CODE	MESSAGE	SIZE			634.0618	634.0810	637.2210	637.2230	REMARKS
							INCHES	X	INCHES	Posts Wood 4x6-Inch x 18-FT	Posts Tubular Steel 2x2-Inch x 10-FT	Signs Type II Reflective H	Signs Type II Reflective F	
10	2455-07-70	STAGE 2	42+35	RT	R6-2R		24	X	30	1	-	5.00	-	
					R6-2L		24	X	30	-	-	5.00	-	ON REVERSE OF R2-6R
			42+58	RT	R5-1		30	X	30	-	-	6.25	-	ATTACH TO LIGHT POLE
			42+89	RT	R1-1		30	X	30	1	-	5.18	-	
			43+94	RT	W5-52R		12	X	36	-	1	-	3.00	
			44+69	RT	R1-1		30	X	30	1	-	5.18	-	
					W4-4P		24	X	12	-	-	-	2.00	
			44+97	RT	W5-52R		12	X	36	-	1	-	3.00	
		STAGE 3	47+23	RT	W5-52R		12	X	36	-	1	-	3.00	
			47+31	LT	W5-52R		12	X	36	-	1	-	3.00	
			47+40	MEDIAN	R4-7		24	X	30	-	-	5.00	-	ATTACH TO LIGHT POLE
			47+63	LT	R1-1		30	X	30	1	-	5.18	-	
			47+95	RT	R1-1		30	X	30	1	-	5.18	-	
			48+16	MEDIAN	R4-7		24	X	30	-	-	5.00	-	ATTACH TO LIGHT POLE
			48+26	RT	R3-7R		30	X	30	1	-	-	6.25	
			48+29	LT	W5-52R		12	X	36	-	1	-	3.00	
			50+25	LT	R7-2D	NO PARKING 3:30 AM TO 5:30 AM	18	X	24	1	-	3.00	-	
<b>Subtotal</b>										7	5	49.96	23.25	
<b>Contract Total</b>										19	31	213.00	118.00	

638.2102							
Moving Signs Type II							
CATEGORY	PROJECT ID	STAGE	STATION	LOCATION	MESSAGE	EACH	REMARKS
10	2455-07-70	STAGE 1	14+70	MEDIAN	CHURCH/SCHOOL DIRECTION SIGN	1	ATTACH TO LIGHT POLE
		STAGE 2	27+20	RT	40U BUS STOP SIGN	1	SALVAGE TUBULAR STEEL POST
<b>Contract Total</b>						2	

638.2602							638.3000	
Removing Signs Type II							Removing Small Sign Supports	
Category	PROJECT ID	Stage	STATION	TO	STATION	LOCATION	EACH	EACH
10	2455-07-70	STAGE 1	12+65	-	23+75	LT & MEDIAN	25	3
			23+75	-	37+60	LT & MEDIAN	13	1
			37+60	-	47+60	LT & MEDIAN	14	3
		STAGE 2	12+65	-	23+75	RT	2	2
			23+75	-	37+60	RT	4	3
			37+60	-	47+60	RT	8	5
		STAGE 3	47+60	-	51+55	LT, RT, & MEDIAN	9	4
<b>Contract Total</b>							75	21

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Category	PROJECT ID	STATION	TO	STATION	642.5201 Field Office Type C EACH	643.5000 Traffic Control EACH
10	2455-07-70	12+65	-	47+60	1	1
<b>Contract Total</b>					<b>1</b>	<b>1</b>

Category	PROJECT ID	Stage	DAYS	643.0300	643.0715	643.0800	643.0900	643.1000
				Traffic Control Drums DAY	Traffic Control Warning Lights Type C DAY	Traffic Control Arrow Boards DAY	Traffic Control Signs DAY	Traffic Control Signs Fixed Message SF
10	2455-07-70	PRE-STAGE	27	-	-	-	810	36
		STAGE 1	61	8,756	1,955	61	9,211	-
		STAGE 2	49	5,781	1,365	49	7,840	-
		STAGE 3	30	-	-	-	900	36
		STAGE 4	47	1,323	235	-	1,457	-
		UNDISTRIBUTED		1,586	356	-	2,022	-
<b>Contract Total</b>				<b>17,446</b>	<b>3,911</b>	<b>87</b>	<b>22,240</b>	<b>72</b>

Category	PROJECT ID	Stage	DAYS	643.0420	643.0705
				Traffic Control Barricades Type III DAY	Traffic Control Warning Lights Type A DAY
10	2455-07-70	PRE-STAGE	27	459	918
		STAGE 1	61	8,601	17,202
		STAGE 2	49	7,791	15,582
		STAGE 3	30	510	1,020
		STAGE 4	47	47	94
		UNDISTRIBUTED		1,741	3,482
<b>Contract Total</b>				<b>19,149</b>	<b>38,298</b>



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		643.0500		643.0600		643.0920	
		Traffic Control Flexible Tubular Marker Posts		Traffic Control Flexible Tubular Marker Bases		Traffic Control Covering Signs Type II Cycles	
Category	PROJECT ID	Stage	DAYS	EACH	EACH	EACH	
10	2455-07-70	STAGE 1	61	57	57	6	1
		STAGE 2	49	54	54	7	1
		UNDISTRIBUTED	1	56	56		
<b>Contract Total</b>				<b>167</b>	<b>167</b>	<b>13</b>	

				643.1050	
				Traffic Control Signs PCMS	
Category	PROJECT ID	Stage	DAYS	DAY	
10	2455-07-70	PRE-STAGE	7	14	
		STAGE 1	7	14	
		STAGE 2	7	14	
		STAGE 3	7	14	
		STAGE 4	7	14	
		UNDISTRIBUTED	7	14	
<b>Contract Total</b>				<b>84</b>	

					643.3150		643.3250		643.3550		643.3850	
					Temporary Marking Line Removable Tape 4-Inch		Temporary Marking Line Removable Tape 8-Inch		Temporary Marking Arrow Removable Tape		Temporary Marking Stop Line Removable Tape 18-Inch	
Category	PROJECT ID	Stage	DAYS	COLOR	LF	LF	LF	EACH	LF			
10	2455-07-70	STAGE 1	61	WHITE	3,496	84		3		83		
		STAGE 1	61	YELLOW	6,920	-		-		-		
		STAGE 2	49	WHITE	4,391	-		2		84		
		STAGE 2	49	YELLOW	6,533	-		-		-		
		UNDISTRIBUTED			2,134	8		1		17		
<b>Contract Total</b>					<b>23,474</b>	<b>92</b>		<b>6</b>		<b>184</b>		

				644.1430		644.1440		644.1601		644.1605		644.1810	
				Temporary Pedestrian Surface Plate		Temporary Pedestrian Surface Matting		Temporary Pedestrian Curb Ramp		Temporary Pedestrian Detectable Warning Field		Temporary Pedestrian Barricade	
Category	PROJECT ID	Stage	DAYS	SF	SF	SF	DAY	SF	SF	LF			
10	2455-07-70	STAGE 1	61	87	82	120	20	192					
		STAGE 2	49	91	115	96	21	214					
		UNDISTRIBUTED		18	20	22	4	41					
<b>Contract Total</b>				<b>196</b>	<b>217</b>	<b>238</b>	<b>45</b>	<b>447</b>					

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Category	PROJECT ID	Stage	STATION	TO	STATION	COLOR	LINE STYLE	646.1020	646.3020	646.6464	646.6468
								Marking Line Epoxy	Marking Line Epoxy	Cold Weather	Cold Weather
								4-Inch	8-Inch	Marking Epoxy	Marking Epoxy
								LF	LF	4-Inch	8-Inch
10	2455-07-70	STAGE 4	12+65	-	15+00	WHITE	SOLID	-	155	-	155
			12+65	-	15+00	WHITE	DASHED	192	-	192	-
			12+65	-	15+00	YELLOW	SOLID	382	-	382	-
			15+00	-	20+50	WHITE	SOLID	584	-	584	-
			15+00	-	20+50	WHITE	DASHED	276	-	276	-
			20+50	-	25+00	WHITE	SOLID	942	-	942	-
			20+50	-	25+00	WHITE	DASHED	184	-	184	-
			25+00	-	30+00	WHITE	SOLID	-	261	-	261
			25+00	-	30+00	WHITE	DASHED	205	-	205	-
			30+00	-	35+00	WHITE	SOLID	215	248	215	248
			30+00	-	35+00	WHITE	DASHED	208	-	208	-
			35+00	-	40+50	WHITE	SOLID	679	-	679	-
			35+00	-	40+50	WHITE	DASHED	186	-	186	-
			40+50	-	45+50	WHITE	SOLID	333	199	333	199
			40+50	-	45+50	WHITE	DASHED	250	-	250	-
			45+50	-	49+50	WHITE	SOLID	211	117	211	117
			45+50	-	49+50	WHITE	DASHED	191	-	191	-
			49+50	-	51+55	WHITE	SOLID	491	275	491	275
			49+50	-	51+55	WHITE	DASHED	109	-	109	-
			49+50	-	51+55	YELLOW	SOLID	706	-	706	-
<b>Contract Total</b>								<b>6,344</b>	<b>1,255</b>	<b>6,344</b>	<b>1,255</b>

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Category	PROJECT ID	Stage	STATION	TO	STATION	646.5020	646.5120	646.5220	646.8120	646.8220
						Marking Arrow Epoxy	Marking Word Epoxy	Marking Symbol Epoxy	Marking Curb Epoxy	Marking Island Nose Epoxy
						EACH	EACH	EACH	LF	EACH
10	2455-07-70	STAGE 4	12+65	-	15+00	4	-	-	14	-
			15+00	-	20+50	-	-	-	613	4
			20+50	-	25+00	-	-	-	358	2
			25+00	-	30+00	4	-	-	185	2
			30+00	-	35+00	4	-	-	387	2
			35+00	-	40+50	-	-	-	666	4
			40+50	-	45+50	3	-	-	356	2
			45+50	-	49+50	1	-	-	322	2
			49+50	-	51+55	10	5	2	-	-
<b>Contract Total</b>						<b>26</b>	<b>5</b>	<b>2</b>	<b>2,901</b>	<b>18</b>

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Category	PROJECT ID	Stage	STATION	TO	STATION	646.9000	646.9200	646.9300
						Marking Removal Line 4-Inch LF	Marking Removal Line Wide LF	Marking Removal Special Marking EACH
10	2455-07-70	STAGE 1	12+65	-	15+00	273	-	3
			15+00	-	20+50	161	-	-
			20+50	-	25+00	77	-	-
			25+00	-	30+00	80	-	-
			30+00	-	35+00	81	-	-
			35+00	-	40+50	179	-	-
			40+50	-	45+50	68	-	-
		45+50	-	49+50	34	-	-	
		49+50	-	51+55	-	-	-	-
				STAGE 2	12+65	-	15+00	96
		STAGE 4	49+50	-	51+55	1,678	381	4
<b>Contract Total</b>						<b>2,727</b>	<b>381</b>	<b>7</b>

Category	PROJECT ID	Stage	STATION	TO	STATION	LOCATION	650.5500	650.8000	650.9000	650.9500	650.9911
							Construction Staking Curb Gutter and Curb & Gutter LF	Construction Staking Resurfacing Reference LF	Construction Staking Curb Ramps EACH	Construction Staking Sidewalk (2455-07-70) EACH	Construction Staking Supplemental Control (2455-07-70) EACH
10	2455-07-70	STAGE 1	12+65	-	47+60	LT & MEDIAN	2,821	3,497	53	1	-
		STAGE 2	12+65	-	47+60	RT	880	3,498	31	-	-
		STAGE 3	47+60	-	51+55	LT, RT, & MEDIAN	387	620	12	-	-
		STAGE 4	12+65	-	51+55	LT & RT	176	-	5	-	-
		UNDISTRIBUTED	12+65	-	51+55	-	-	-	-	-	1
<b>Contract Total</b>							<b>4,264</b>	<b>7,615</b>	<b>100</b>	<b>1</b>	<b>1</b>

Category	PROJECT ID	Stage	STATION	TO	STATION	LOCATION	690.0150	690.0250
							Sawing Asphalt LF	Sawing Concrete LF
10	2455-07-70	PRE-STAGE	12+65	-	51+55			156
		STAGE 1	12+65	-	47+60	LT & MEDIAN	302	5,028
		STAGE 2	12+65	-	47+60	RT	384	5,635
		STAGE 3	47+60	-	51+55	LT, RT, & MEDIAN	122	1,679
		STAGE 4	12+65	-	51+55			409
		UNDISTRIBUTED	12+65	-	51+55			90
<b>Contract Total</b>							<b>898</b>	<b>14,292</b>

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**SPV.0060.01  
Utility Line Opening**

Category	PROJECT ID	Stage	STATION	TO	STATION	EACH
10	2455-07-70	UNDISTRIBUTED	12+65	-	51+55	10
<b>Contract Total</b>						<b>10</b>

**SPV.0060.02  
Temporary No Parking  
Signs**

Category	PROJECT ID	Stage	DAYS	EACH
10	2455-07-70	STAGE 1	60	37
		STAGE 2	48	38
<b>Contract Total</b>				<b>75</b>

**SPV.0060.03  
Adjusting Water Boxes**

Category	PROJECT ID	EACH
20	2455-07-70	30
<b>Contract Total</b>		<b>30</b>

**SPV.0060.44**  
**INSTALL CITY OF MILWAUKEE FURNISHED**  
**STREET NAME SIGN ON EXISTING POLE**  
**(CONCRETE, ALUMINUM, STEEL, OR WOOD)**

CATEGORY	PROJECT ID	STAGE	STATION	LOCATION	SIGN CODE	MESSAGE	SIZE			EACH	REMARKS
							INCHES	X	INCHES		
10	2455-07-70	STAGE 1	15+69	MEDIAN	M1-94H	N 6TH ST	10	X	30	1	ATTACH TO LIGHT POLE
					M1-94H	W LOCUST ST	10	X	30	1	ATTACH TO LIGHT POLE
			16+47	MEDIAN	M1-94H	N 6TH ST	10	X	30	1	ATTACH TO LIGHT POLE
					M1-94H	W LOCUST ST	10	X	30	1	ATTACH TO LIGHT POLE
			19+42	MEDIAN	M1-94H	N 5TH ST	10	X	30	1	ATTACH TO LIGHT POLE
					M1-94H	W LOCUST ST	10	X	30	1	ATTACH TO LIGHT POLE
			20+25	MEDIAN	M1-94H	N 5TH ST	10	X	30	1	ATTACH TO LIGHT POLE
					M1-94H	W LOCUST ST	10	X	30	1	ATTACH TO LIGHT POLE
			23+35	MEDIAN	M1-94H	N VEL R. PHILLIPS AV	10	X	36	1	ATTACH TO LIGHT POLE
					M1-94H	W LOCUST ST	10	X	30	1	ATTACH TO LIGHT POLE
			24+20	MEDIAN	M1-94H	N VEL R. PHILLIPS AV	10	X	36	1	ATTACH TO LIGHT POLE
					M1-94H	W LOCUST ST	10	X	30	1	ATTACH TO LIGHT POLE
			31+28	MEDIAN	M1-94H	N 2ND ST	10	X	30	1	ATTACH TO LIGHT POLE
					M1-94H	W LOCUST ST	10	X	30	1	ATTACH TO LIGHT POLE
			32+10	MEDIAN	M1-94H	N 2ND ST	10	X	30	1	ATTACH TO LIGHT POLE
					M1-94H	W LOCUST ST	10	X	30	1	ATTACH TO LIGHT POLE
			35+29	MEDIAN	M1-94H	N 1ST ST	10	X	30	1	ATTACH TO LIGHT POLE
					M1-94H	W LOCUST ST	10	X	30	1	ATTACH TO LIGHT POLE
		36+15	MEDIAN	M1-94H	N 1ST ST	10	X	30	1	ATTACH TO LIGHT POLE	
				M1-94H	W LOCUST ST	10	X	30	1	ATTACH TO LIGHT POLE	
		39+25	MEDIAN	M1-94H	N PALMER ST	10	X	30	1	ATTACH TO LIGHT POLE	
				M1-94H	W LOCUST ST	10	X	30	1	ATTACH TO LIGHT POLE	
		40+18	MEDIAN	M1-94H	N PALMER ST	10	X	30	1	ATTACH TO LIGHT POLE	
				M1-94H	W LOCUST ST	10	X	30	1	ATTACH TO LIGHT POLE	
		42+50	MEDIAN	M1-94H	N HUBBARD ST	10	X	30	1	ATTACH TO LIGHT POLE	
				M1-94H	W LOCUST ST	10	X	30	1	ATTACH TO LIGHT POLE	
		43+00	MEDIAN	M1-94H	N HUBBARD ST	10	X	30	1	ATTACH TO LIGHT POLE	
				M1-94H	W LOCUST ST	10	X	30	1	ATTACH TO LIGHT POLE	
		44+10	MEDIAN	M1-94H	N RICHARDS ST	10	X	36	1	ATTACH TO LIGHT POLE	
				M1-94H	W LOCUST ST	10	X	30	1	ATTACH TO LIGHT POLE	
		44+81	MEDIAN	M1-94H	N RICHARDS ST	10	X	36	1	ATTACH TO LIGHT POLE	
				M1-94H	W LOCUST ST	10	X	30	1	ATTACH TO LIGHT POLE	
		STAGE 2	47+40	MEDIAN	M1-94H	N BUFFUM ST	10	X	30	1	ATTACH TO LIGHT POLE
					M1-94H	W LOCUST ST	10	X	30	1	ATTACH TO LIGHT POLE
		STAGE 3	48+16	MEDIAN	M1-94H	N BUFFUM ST	10	X	30	1	ATTACH TO LIGHT POLE
					M1-94H	W LOCUST ST	10	X	30	1	ATTACH TO LIGHT POLE
<b>Contract Total</b>									<b>36</b>		

SPV.0060.46 TEMPORARY BUS STOP			
Category	PROJECT ID	INTERSECTION	EACH
10	2455-07-70	N 7TH ST	1
		N DR MLK JR DR	3
		N HOLTON ST	2
<b>Contract Total</b>			<b>6</b>

SPV.0075.01 Pavement Cleanup Project (2455-07-70)		
Category	PROJECT ID	HR
10	2455-07-70	20
<b>Contract Total</b>		<b>20</b>

SPV.0090.02 Marking Crosswalk Epoxy Transverse Line 12-Inch						SPV.0090.03 Marking Crosswalk Epoxy Block Style 12-Inch		SPV.0090.04 Marking Stop Line Epoxy 24-Inch	
Category	PROJECT ID	Stage	STATION	TO	STATION	LF	LF	LF	LF
10	2455-07-70	STAGE 4	20+50	-	25+00	246	151	-	-
			25+00	-	30+00	950	-	151	-
			30+00	-	35+00	306	161	38	-
			35+00	-	40+50	282	465	36	-
			45+50	-	49+50	270	135	30	-
			49+50	-	51+55	618	-	-	-
<b>Contract Total</b>						<b>2,672</b>	<b>912</b>	<b>255</b>	

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TEMPORARY LIGHTING UNIT AND WOOD POLE QUANTITIES (1 OF 2)

NO.	SPV.0060.11 TEMPORARY STREET LIGHTING SECONDARY RISER EACH	SPV.0060.13 TEMPORARY ARM AND LUMINAIRE EACH	SPV.0060.22 35' WOOD POLE EACH	SPV.0060.24 TEMPORARY LIGHTING UNIT SINGLE EACH	SPV.0060.25 TEMPORARY LIGHTING UNIT TWIN EACH
TL-10	1			1	
TL-11				1	
TL-12				1	
TL-13	1			1	
#2871	1				
TL-20	1			1	
TL-21				1	
TL-22	1			1	
TL-23				1	
#324	1				
#312	1				
TL-30					1
WP2-M		1			
WP4-M		1			
TL-31					1
#2922	1				
WP-30			1		
#226	1				
#2869	1				
#202	1				
#142	1				
#2900	1				
TL-40	1			1	
TL-41	1			1	
#100	1				
#2877	1				
TL-42				1	
TL-50	1			1	
#2904	1				
TL-51				1	
TL-52	1			1	
#2896	1				
TL-53				1	
WP-50			1		
#220	1				
WP-60	1		1		
#2869	1				
WP-61			1		
TL-60					1
WP-62			1		
SUB-TOTALS	24	2	5	15	3



TEMPORARY LIGHTING UNIT AND WOOD POLE QUANTITIES (2 OF 2)

NO.	SPV.0060.11 TEMPORARY STREET LIGHTING SECONDARY RISER EACH	SPV.0060.13 TEMPORARY ARM AND LUMINAIRE EACH	SPV.0060.22 35' WOOD POLE EACH	SPV.0060.24 TEMPORARY LIGHTING UNIT SINGLE EACH	SPV.0060.25 TEMPORARY LIGHTING UNIT TWIN EACH
#2871	1				
TL-61					1
TL-62	1				
#300	1				
WP-63	1		1		
#416	1				
WP-70			1		
WP-71	5		1		
WP2-H		2			
WP5-H		2			
WP4-H		1			
WP3-H		2			
#516	1				
#2914	1				
#2929	1				
#2954	1				
SUB-TOTALS	14	7	3	1	1
TOTALS	38	9	8	16	4

REMOVING PULL BOX QUANTITIES

NO.	653.0905 REMOVING PULL BOXES EACH
EPB1	1
EPB2	1
EPB3	1
TOTAL	3

AERIAL CABLE QUANTITIES

FROM	TO	SPV.0090.05 AERIAL CABLE ALUMINUM QUADPLEX 4 AWG LF
TL-10	TL-11	100
TL-11	#2871	75
TL-11	TL-12	125
TL-12	TL-13	95
TL-20	TL-21	60
TL-21	TL-22	115
TL-22	TL-23	55
TL-22	#324	110
#312	TL-30	90
TL-30	WP2-M	65
#2922	WP4-M	170
WP4-M	TL-31	70
TL-31	WP-30	110
WP-30	#226	50
#2869	#202	75
#202	#142	85
#142	#2900	75
TL-40	TL-41	100
TL-41	#100	125
#100	#2877	85
#2877	TL-42	75
#2904	TL-50	90
TL-50	TL-51	120
TL-50	TL-52	105
TL-52	TL-53	110
#2896	TL-53	80
TL-53	WP-50	110
WP-50	#220	80
WP-60	#2869	70
#2869	WP-61	95
WP-61	TL-60	65
WP-61	WP-62	75
WP-62	#2871	40
WP-62	TL-61	65
TL-61	TL-62	75
WP-62	#300	105
#300	WP-63	60
#416	WP-70	55
WP-70	WP-71	65
WP-70	WP1-H	55
WP1-H	#2869	45
#2869	#2854	115
WP-71	WP2-H	300
WP2-H	WP3-H	70
WP3-H	#2914	135
#2914	#2929	120
WP2-H	WP5-H	210
WP5-H	WP4-H	210
WP4-H	#2914	120
WP4-H	#516	290
#516	EX WOOD POLE	45
TOTAL		5090

REMOVING AERIAL CABLE QUANTITIES (1 OF 2)

		SPV.0090.06 REMOVING AERIAL CABLE
FROM	TO	LF
#2879	#2857	130
#435	#2869	100
#501	EX WOOD POLE	125
TL-10	TL-11	100
TL-11	#2871	75
TL-11	TL-12	125
TL-12	TL-13	95
TL-20	TL-21	60
TL-21	TL-22	115
TL-22	TL-23	55
TL-22	#324	110
#312	TL-30	90
TL-30	WP2-M	65
#2922	WP4-M	170
WP4-M	TL-31	70
TL-31	WP-30	110
WP-30	#226	50
#2869	#202	75
#202	#142	85
#142	#2900	75
TL-40	TL-41	100
TL-41	#100	125
#100	#2877	85
#2877	TL-42	75
#2904	TL-50	90
TL-50	TL-51	120
TL-50	TL-52	105
TL-52	TL-53	110
#2896	TL-53	80
TL-53	WP-50	110
WP-50	#220	80
WP-60	#2869	70
#2869	WP-61	95
WP-61	TL-60	65
WP-61	WP-62	75
WP-62	#2871	40
WP-62	TL-61	65
TL-61	TL-62	75
WP-62	#300	105
#300	WP-63	60
	SUB-TOTAL	3610

REMOVING AERIAL CABLE QUANTITIES (2 OF 2)

		SPV.0090.06 REMOVING AERIAL CABLE
FROM	TO	LF
#416	WP-70	55
WP-70	WP-71	65
WP-70	WP1-H	55
WP1-H	#2869	45
#2869	#2854	115
WP-71	WP2-H	300
WP2-H	WP3-H	70
WP3-H	#2914	135
#2914	#2929	120
WP2-H	WP5-H	210
WP5-H	WP4-H	210
WP4-H	#2914	120
WP4-H	#516	290
#516	EX WOOD POLE	45
	SUB-TOTAL	1835
	TOTAL	5445

LIGHTING REMOVAL QUANTITIES (1 OF 2)

NO.	SPV.0060.14 REMOVING TEMPORARY ARM AND LUMINAIRE EACH	SPV.0060.18 REMOVING POLE COMPLETE EACH
#502		1
#434		1
#402		1
#336		1
#302		1
#236		1
#2902		1
#2879		1
#2902		1
#102		1
#136		1
#202		1
#240		1
#256		1
#435		1
#438		1
#2901		1
#502		1
#501		1
#2878		1
#614		1
#602		1
#536		1
#522		1
#519		1
TL-10		1
TL-11		1
TL-12		1
TL-13		1
#422		1
#415		1
TL-20		1
TL-21		1
TL-22		1
TL-23		1
#324		1
#312		1
TL-30		1
WP2-M	1	
WP4-M	1	
SUB-TOTALS	2	38

LIGHTING REMOVAL QUANTITIES (2 OF 2)

NO.	SPV.0060.14 REMOVING TEMPORARY ARM AND LUMINAIRE EACH	SPV.0060.18 REMOVING POLE COMPLETE EACH
TL-31		1
#226		1
WP-30		1
#212		1
#202		1
#142		1
#2900		1
#126		1
#100		1
TL-40		1
TL-41		1
TL-42		1
#112		1
#117		1
TL-50		1
TL-51		1
TL-52		1
TL-53		1
WP-50		1
#220		1
WP-60		1
#2869		1
WP-61		1
TL-60		1
TL-61		1
TL-62		1
WP-62		1
#300		1
WP-63		1
#312		1
#319		1
#332		1
#400		1
#416		1
WP-70		1
WP-71		1
WP2-H	2	
WP3-H	2	
WP4-H	1	
WP5-H	2	
SUB-TOTALS	7	36
TOTALS	9	74

PERMANENT LIGHTING UNIT QUANTITIES

NO.	654.0105 CONCRETE BASES TYPE 5 EACH	SPV.0060.12 PERMANENT STREET LIGHTING SECONDARY RISER EACH	SPV.0060.15 INSTALLING SALVAGED LUMINAIRE AND ARM EACH	SPV.0060.19 POLES TYPE 26-AL EACH	SPV.0060.20 POLES TYPE 25-AL-BD EACH	SPV.0060.21 POLES TYPE 30-AL-BD EACH	SPV.0060.23 LUMINAIRE ARMS SINGLE MEMBER 6-FT - SPECIAL EACH	SPV.0060.26 LUMINAIRE ARCHITECTURAL LED2 EACH	SPV.0060.27 LUMINAIRE ARCHITECTURAL LED3 EACH
#622	1				1		2	2	
#614	1				1		2	2	
#602	1				1		2	2	
#536	1				1		2	2	
#522	1				1		2	2	
#519	1				1		2	2	
#502	1				1		2	2	
#434	1				1		2	2	
#422	1				1		2	2	
#415	1				1		2	2	
#402	1				1		2	2	
#336	1				1		2	2	
#324	1				1		2	2	
#312	1				1		2	2	
#302 (SBJ-M)							2		2
#2879 (SBH-M)			1						
#236 (SBE-M)							2		2
#2902 (SBC-M)							1		1
#226	1				1		2	2	
#212	1				1		2	2	
#202	1				1		2	2	
#142	1				1		2	2	
#2900				1			1	1	
#130	1				1		2	2	
#120	1				1		2	2	
#100	1				1		2	2	
#2902				1			1	1	
#102	1				1		2	2	
#112	1				1		2	2	
#117	1				1		2	2	
#136	1				1		2	2	
#202	1				1		2	2	
#220	1				1		2	2	
#238	1				1		1	1	
#2869				1			1	1	
#241	1				1		1	1	
#256	1				1		2	2	
#300	1				1		2	2	
#312	1				1		2	2	
#319	1				1		2	2	
#332	1				1		2	2	
#400	1				1		2	2	
#416	1				1		2	2	
#425	1				1		1	1	
#438 (SBA-H)							1		1
#2902 (SBC-H)							1		1
#502 (SBD-H)	1					1	1		1
#501 (SBE-H)							1		1
#2877 (SBG-H)							1		1
#435 (SBH-H)	1					1	1		1
EX WOOD POLE		1							
TOTALS	39	1	1	3	37	2	85	74	11

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PERMANENT PULL BOX QUANTITIES (1 OF 2)

NO.	SPV.0060.10	SPV.0060.16	SPV.0060.17
	GROUND RODS	PULL BOXES	PULL BOXES
	EACH	13-INCH X 24-INCH X 24-INCH	17-INCH X 30-INCH X 24-INCH
		EACH	EACH
LPB-10		1	
LPB-11		1	
LPB-12		1	
LPB-13		1	
LPB-14		1	
LPB-15		1	
LPB-16		1	
LPB-17		1	
LPB-20		1	
LPB-21		1	
LPB-22		1	
LPB-23	1	1	
LPB-24		1	
LPB-25		1	
LPB-26		1	
LPB-31		1	
LPB-32		1	
LPB-33		1	
LPB-34		1	
LPB-35		1	
LPB-36		1	
LPB-37		1	
LPB-38		1	
PBJ-M			1
PBI-M			1
PBH-M			1
PBG-M			1
PBF-M			1
PBE-M			1
PBD-M			1
PBC-M			1
PBB-M			1
PBA-M			1
LPB-40		1	
LPB-41		1	
LPB-42		1	
LPB-43		1	
LPB-44	1	1	
LPB-45		1	
LPB-46		1	
LPB-47	1	1	
LPB-48		1	
LPB-49		1	
LPB-50		1	
LPB-51		1	
LPB-52	1	1	
LPB-53		1	
LPB-54	1	1	
LPB-55		1	
LPB-56		1	
SUB-TOTALS	5	40	10

PERMANENT PULL BOX QUANTITIES (2 OF 2)

NO.	SPV.0060.10	SPV.0060.16	SPV.0060.17
	GROUND RODS	PULL BOXES	PULL BOXES
	EACH	13-INCH X 24-INCH X 24-INCH	17-INCH X 30-INCH X 24-INCH
		EACH	EACH
LPB-60		1	
LPB-61		1	
LPB-62		1	
LPB-63	1	1	
LPB-64		1	
LPB-65		1	
LPB-66		1	
LPB-67		1	
LPB-68	1	1	
LPB-69		1	
LPB-70		1	
LPB-71		1	
LPB-72		1	
LPB-73		1	
LPB-74		1	
LPB-75	1	1	
LPB-76		1	
LPB-77		1	
LPB-78	1	1	
LPB-79		1	
LPB-80		1	
LPB-81		1	
LPB-82		1	
LPB-83	1	1	
LPB-84		1	
LPB-85		1	
LPB-86		1	
LPB-87		1	
LPB-88	1	1	
LPB-89		1	
LPB-90		1	
LPB-91	1	1	
LPB-92		1	
LPB-93		1	
LPB-94		1	
LPB-95			1
LPB-96			1
LPB-97		1	
LPB-98	1	1	
PBJ-H			1
PBI-H			1
PBG-H			1
PBF-H			1
PBE-H			1
PBD-H			1
PBC-H			1
PBB-H			1
PBA-H			1
PBH-H			1
SUB-TOTALS	8	37	12

3

TOTALS	13	77	22
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LIGHTING BRANCH CIRCUIT WIRE AND CONDUIT QUANTITIES (1 OF 4)

3

3

FROM	TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	652.0240 CONDUIT RIGID NONMETALLIC SCHEDULE 40 4-INCH LF	655.0305 CABLE TYPE UF 2-12 AWG GROUNDED LF	655.0625 ELECTRICAL WIRE WIRE LIGHTING 6AWG LF	SPV.0090.07 CONDUIT LIQUIDTIGHT FLEXIBLE NON-METALLIC 1 1/2-INCH LF	SPV.0090.08 CABLE 4#8/1#8XLPE TYPE USE-2/RHH/RHW LF	SPV.0090.09 CABLE 4#2/1#8XLPE TYPE USE-2/RHH/RHW LF	SPV.0090.10 CONDUIT 3-INCH HDPE SCHEDULE 40 LF
WP-70	CAB. 'T23N'								275	
EX PULL BOX	#622		12		23					
EX PULL BOX	LPB-10									102
LPB-10	#614		8		19					
LPB-10	LPB-11								105	95
LPB-11	LPB-12								50	42
LPB-12	LPB-13		35						45	
LPB-11	#602		15		26					
LPB-11	LPB-14								107	97
LPB-14	#536		6		17					
LPB-14	LPB-15								57	47
LPB-15	LPB-16		20						30	
LPB-14	LPB-17								120	110
LPB-17	#522		12		23					
LPB-17	LPB-20									87
LPB-20	#519		8		19					
LPB-20	LPB-21								100	90
LPB-21	LPB-22								52	42
LPB-22	LPB-23		60						70	
LPB-23	#2871					15	6		17	
LPB-21	#502		15		26					
LPB-21	LPB-24								125	115
LPB-24	#434		8		19					
LPB-24	LPB-25								55	45
LPB-25	LPB-26		25						35	
LPB-24	LPB-27								123	113
LPB-27	#422		8		19					
LPB-27	LPB-30									77
LPB-30	#415		8		19					
LPB-30	LPB-31								123	113
LPB-31	#402		10		21					
LPB-31	LPB-32									42
LPB-31	LPB-33								115	105
LPB-33	#336		13		24					
LPB-33	LPB-34							50	50	42
LPB-34	LPB-35		40						50	
LPB-34	LPB-36		115					125		
LPB-33	LPB-37								110	100
LPB-37	#324		10		21					
LPB-37	LPB-38								111	91
LPB-38	#312		8		19					
LPB-38	PBJ-M								110	100
PBJ-M	#302 (SBJ-M)			6	17					
PBJ-M	PBI-M								62	104
PBI-M	SBI-M	5								
SUB-TOTALS		5	436	6	312	15	6	175	2097	1759

LIGHTING BRANCH CIRCUIT WIRE AND CONDUIT QUANTITIES (2 OF 4)

FROM	TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	652.0240 CONDUIT RIGID NONMETALLIC SCHEDULE 40 4-INCH LF	655.0305 CABLE TYPE UF 2-12 AWG GROUNDED LF	655.0625 ELECTRICAL WIRE WIRE LIGHTING 6AWG LF	SPV.0090.07 CONDUIT LIQUIDTIGHT FLEXIBLE NON-METALLIC 1 1/2-INCH LF	SPV.0090.08 CABLE 4#8/1#8XLPE TYPE USE-2/RHH/RHW LF	SPV.0090.09 CABLE 4#2/1#8XLPE TYPE USE-2/RHH/RHW LF	SPV.0090.10 CONDUIT 3-INCH HDPE SCHEDULE 40 LF
PBI-M	PBH-M		40						30	
PBH-M	SBH-M			6	17					
PBH-M	PBG-M									158
PBG-M	SBG-M	7								
PBG-M	TS CAB.		10							
PBG-M	PBF-M		32							
TS CAB.	PBF-M		28							
PBF-M	SBF-M	8								
PBF-M	PBE-M									88
PBE-M	#236 (SBE-M)			6	17					
PBE-M	PBD-M							62		104
PBD-M	SBD-M	8								
PBD-M	PBC-M		94					57		
PBC-M	#2902 (SBC-M)			9	20					
PBC-M	PBB-M									126
PBB-M	SBB-M	9								
PBB-M	PBA-M		66							
PBA-M	SBA-M	7								90
PBA-M	PBJ-M									94
PBE-M	LPB-40							104		
LPB-40	#226		7		18					
LPB-40	LPB-41							108		98
LPB-41	#212		8		19					
LPB-41	LPB-42							121		111
LPB-42	#202		6		17					
LPB-42	LPB-43							71		61
LPB-43	LPB-44		30					40		
LPB-44	#2869				18	16	7			
LPB-42	LPB-45							112		102
LPB-45	#142		8		19					
LPB-45	LPB-46							62		52
LPB-46	LPB-47		38					48		
LPB-47	#2900				16	14	5			
LPB-45	LPB-48							102		92
LPB-45	#130		8		19					
LPB-48	LPB-49							120		110
LPB-49	#120		12		23					
LPB-49	LPB-50							113		103
LPB-50	#100		10		21					
LPB-50	LPB-51							70		60
LPB-51	LPB-52		38					48		
LPB-52	#2877					14	5	14		
LPB-50	LPB-53							54		44
LPB-53	LPB-54		34					44		
LPB-54	#2902				16	14	5			
SUB-TOTALS		39	469	21	240	58	22	0	1380	1493



LIGHTING BRANCH CIRCUIT WIRE AND CONDUIT QUANTITIES (3 OF 4)

3

3

FROM	TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	652.0240 CONDUIT RIGID NONMETALLIC SCHEDULE 40 4-INCH LF	655.0305 CABLE TYPE UF 2-12 AWG GROUNDED LF	655.0625 ELECTRICAL WIRE WIRE LIGHTING 6AWG LF	SPV.0090.07 CONDUIT LIQUIDTIGHT FLEXIBLE NON-METALLIC 1 1/2-INCH LF	SPV.0090.08 CABLE 4#8/1#8XLPE TYPE USE-2/RHH/RHW LF	SPV.0090.09 CABLE 4#2/1#8XLPE TYPE USE-2/RHH/RHW LF	SPV.0090.10 CONDUIT 3-INCH HDPE SCHEDULE 40 LF
LPB-50	LPB-55								119	109
LPB-55	#102		15		26					
LPB-55	LPB-56								125	115
LPB-56	#112		10		21					
LPB-56	LPB-60								105	95
LPB-60	#117		10		21					
LPB-60	LPB-61								116	106
LPB-61	#136		12		23					
LPB-61	LPB-62								56	46
LPB-62	LPB-63		40						50	
LPB-63	#2896					15	6	17		
LPB-61	LPB-64								72	62
LPB-64	LPB-65		35						45	
LPB-61	LPB-66								121	111
LPB-66	#202		10		21					
LPB-66	LPB-67								72	62
LPB-67	LPB-68		38						48	
LPB-68	#2904					15	6	17		
LPB-66	LPB-69								145	135
LPB-69	LPB-70								86	76
LPB-70	LPB-71							75		65
LPB-71	#238		25		36					
LPB-70	LPB-72								91	81
LPB-72	LPB-73								63	53
LPB-73	#241		6		17					
LPB-73	LPB-74		36		47					
LPB-74	LPB-75								42	32
LPB-75	#2869				16	14	5			
LPB-72	LPB-76								105	95
LPB-76	LPB-77								64	54
LPB-77	LPB-78		41						51	
LPB-78	#2871				17	15	6			
LPB-76	#256		5		16					
LPB-76	LPB-79								59	49
LPB-79	LPB-80		32						42	
LPB-76	LPB-81								101	91
LPB-81	#300		5		16					
LPB-81	LPB-82							65		55
LPB-82	LPB-83		35					45		
LPB-83	#2902				16	14	5			
LPB-81	LPB-84								88	78
LPB-84	#312		6		17					
LPB-84	LPB-85								94	84
LPB-85	#319		6		17					
LPB-85	LPB-86								93	83
SUB-TOTALS		0	367	0	327	73	28	219	2053	1737

LIGHTING BRANCH CIRCUIT WIRE AND CONDUIT QUANTITIES (4 OF 4)

3

3

FROM	TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	652.0240 CONDUIT RIGID NONMETALLIC SCHEDULE 40 4-INCH LF	655.0305 CABLE TYPE UF 2-12 AWG GROUNDED LF	655.0625 ELECTRICAL WIRE WIRE LIGHTING 6AWG LF	SPV.0090.07 CONDUIT LIQUIDTIGHT FLEXIBLE NON-METALLIC 1 1/2-INCH LF	SPV.0090.08 CABLE 4#8/1#8XLPE TYPE USE-2/RHH/RHW LF	SPV.0090.09 CABLE 4#2/1#8XLPE TYPE USE-2/RHH/RHW LF	SPV.0090.10 CONDUIT 3-INCH HDPE SCHEDULE 40 LF
LPB-86	#332		7		18					
LPB-86	LPB-87							68		58
LPB-87	LPB-88		30					40		
LPB-88	#2867				16	14	5			
LPB-86	LPB-89								108	98
LPB-89	LPB-90								57	47
LPB-90	LPB-91		40						50	
LPB-91	#2900					14	5	16		
LPB-89	LPB-92								135	125
LPB-92	#416		4		15					
LPB-91	LPB-93								45	35
LPB-93	PBA-E								116	106
LPB-92	LPB-94								54	44
LPB-94	LPB-95		59						69	
LPB-95	CAB. 'T23N'		52						125	
LPB-95	LPB-96		212						248	
LPB-96	LPB-97		30						40	
LPB-97	LPB-98		22						32	
LPB-97	#2869					15	6		17	
LPB-96	PBH-H								208	168
TS CAB.	PBJ-H		56							
PBJ-H	PBI-H									128
PBI-H	PBG-H		48							
PBG-H	#2877 (SBG-H)			5	16					
PBG-H	PBF-H								204	174
PBF-H	SBF-H	12								
PBF-H	PBE-H		70						160	
PBE-H	#501 (SBE-H)			9	20					
PBE-H	EX WOOD POLE								151	111
PBE-H	PBD-H								56	92
PBD-H	SBD-H		6		17					
PBD-H	PBC-H		60							
PBC-H	#2902 (SBC-H)			8	19					
PBC-H	PBB-H								67	114
PBB-H	SBB-H	6								
PBB-H	PBA-H		64						108	
PBA-H	#438 (SBA-H)			7	18					
PBA-H	PBH-H								70	120
PBH-H	#435 (SBH-H)		5		16					
PBH-H	PBG-H		45						165	
	SUB-TOTALS	18	810	29	155	43	16	124	2285	1420
	TOTALS	62	2082	56	1034	189	72	518	7815	6409

W LOCUST ST AT N DR MLK DR  
TRAFFIC SIGNALS

REMOVING TRAFFIC SIGNALS

LOCATION	SPV.0060.36*	SPV.0060.37*
	REMOVE POLE AND WIRE EACH	REMOVE TRAFFIC SIGNAL FACE EACH
LOCUST AT MLK	6	16
LOCUST AT 1ST ST	1	1
<b>TOTAL</b>	<b>7</b>	<b>17</b>

\* QUANTITY SHOWN ELSEWHERE ON PLAN

CONCRETE BASES

SIGNAL BASE NO.	654.0101*	654.0110*	654.0120*
	CONCRETE BASES TYPE 1 EACH	CONCRETE BASES TYPE 10 EACH	CONCRETE BASES TYPE 10 SPECIAL EACH
SBA-M	1	--	--
SBB-M	1	--	--
SBC-M	--	--	1
SBD-M	1	--	--
SBE-M	--	1	--
SBF-M	1	--	--
SBG-M	1	--	--
SBH-M	--	--	1
SBI-M	1	--	--
SBJ-M	--	1	--
<b>TOTAL</b>	<b>6</b>	<b>2</b>	<b>2</b>

\* QUANTITY SHOWN ELSEWHERE ON PLAN

POLES

SIGNAL BASE NO.	657.0100*	657.0420*	657.0430	657.0350*	657.0352*	657.0530*	657.0536*	SPV.0060.43*
	PEDESTAL BASES EACH	TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH	TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT EACH	POLES TYPE 10 EACH	POLES SPECIAL EACH	MONOTUBE ARMS 30-FT EACH	MONOTUBE ARMS 35-FT SPECIAL EACH	VOICE INSTRUCTION PUSHBUTTON EACH
SBA-M	1	--	1	--	--	--	--	1
SBB-M	1	1	--	--	--	--	--	1
SBC-M	--	--	--	--	1	--	1	1
SBD-M	1	1	--	--	--	--	--	1
SBE-M	--	--	--	1	--	1	--	--
SBF-M	1	--	1	--	--	--	--	1
SBG-M	1	1	--	--	--	--	--	1
SBH-M	--	--	--	--	1	--	1	1
SBI-M	1	1	--	--	--	--	--	1
SBJ-M	--	--	--	1	--	1	--	--
<b>TOTAL</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>8</b>

\* QUANTITY SHOWN ELSEWHERE ON PLAN

TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS

LOCATION	661.0201.01 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS EACH
LOCUST AT MLK	1

TRAFFIC SIGNAL CABLE AND WIRE

FROM	TO	655.0240	655.0260*	655.0270*
		CABLE TRAFFIC SIGNAL 7-14 AWG L.F.	CABLE TRAFFIC SIGNAL 12-14 AWG L.F.	CABLE TRAFFIC SIGNAL 15-14 AWG L.F.
CABINET	SBA-M	260	--	--
CABINET	SBB-M	--	--	305
CABINET	SBC-M	--	--	205
CABINET	SBD-M	--	--	160
CABINET	SBE-M	--	100	--
CABINET	SBF-M	55	--	--
CABINET	SBG-M	--	--	45
CABINET	SBH-M	--	--	120
CABINET	SBI-M	--	--	150
CABINET	SBJ-M	--	210	--
<b>TOTAL</b>		<b>315</b>	<b>310</b>	<b>985</b>

\* QUANTITY SHOWN ELSEWHERE ON PLAN

PEDESTRIAN CONTROL UNIT

LOCATION	SPV.0060.42* VOICE INSTRUCTION AUDIBLE CONTROL UNIT EACH
CB1	1
<b>TOTAL</b>	<b>1</b>

TRAFFIC SIGNAL CABLE AND WIRE

FROM	TO	655.0515* ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F.
CONTROL CABINET	SBG-M	40
SBG-M	SBH-M	115
SBH-M	SBI-M	60
SBI-M	SBJ-M	90
SBJ-M	SBA-M	80
SBA-M	SBB-M	75
SBB-M	SBC-M	110
SBC-M	SBD-M	75
SBD-M	SBE-M	90
SBE-M	SBF-M	85
SBF-M	CONTROL CABINET	55
<b>TOTAL</b>		<b>875</b>

\* QUANTITY SHOWN ELSEWHERE ON PLAN

TRAFFIC SIGNAL CABLE AND WIRE

FROM	TO	655.0510 ELECTRICAL WIRE TRAFFIC SIGNALS 12 AWG L.F.
CABINET	PBA-M	350
<b>TOTAL</b>		<b>350</b>

W LOCUST ST AT N DR MLK DR  
TRAFFIC SIGNALS

3

3

TRAFFIC SIGNAL CABLE AND WIRE		
	TO	655.0230*
	SIGNAL	CABLE
	HEAD	TRAFFIC SIGNAL
	NUMBER	5-14 AWG
FROM		L.F.
SBA-M	22	25
SBB-M	14	25
SBB-M	16	25
SBB-M	23	25
SBC-M	12	50
SBC-M	13	25
SBC-M	15	65
SBC-M	28	25
SBD-M	4	25
SBD-M	6	25
SBD-M	21	25
SBE-M	2	35
SBE-M	3	50
SBE-M	5	25
SBF-M	26	25
SBG-M	11	25
SBG-M	19	25
SBG-M	27	25
SBH-M	17	50
SBH-M	18	25
SBH-M	20	60
SBH-M	24	25
SBI-M	1	25
SBI-M	9	25
SBI-M	25	25
SBJ-M	7	35
SBJ-M	8	50
SBJ-M	10	25
<b>TOTAL</b>		<b>895</b>

\* QUANTITY SHOWN ELSEWHERE ON PLAN

FACES			
		658.0173*	658.0412*
		TRAFFIC	PEDESTRIAN
		SIGNAL FACE	SIGNAL FACE
		3S 12-INCH	12-INCH
SIGNAL	SIGNAL	EACH	EACH
BASE NO.	HEAD NO.		
SBA-M	22	--	1
SBB-M	14	1	--
SBB-M	16	1	--
SBB-M	23	--	1
SBC-M	12	1	--
SBC-M	13	1	--
SBC-M	15	1	--
SBC-M	28	--	1
SBD-M	4	1	--
SBD-M	6	1	--
SBD-M	21	--	1
SBE-M	2	1	--
SBE-M	3	1	--
SBE-M	5	1	--
SBF-M	26	--	1
SBG-M	11	1	--
SBG-M	19	1	--
SBG-M	27	--	1
SBH-M	17	1	--
SBH-M	18	1	--
SBH-M	20	1	--
SBH-M	24	--	1
SBI-M	1	1	--
SBI-M	9	1	--
SBI-M	25	--	1
SBJ-M	7	1	--
SBJ-M	8	1	--
SBJ-M	10	1	--
<b>TOTAL</b>		<b>20</b>	<b>8</b>

\* QUANTITY SHOWN ELSEWHERE ON PLAN

ELECTRICAL SERVICE PEDESTAL	
	SPV.0060.31
	ELECTRICAL SERVICE
	PEDESTAL
LOCATION	EACH
LOCUST AT MLK	1
<b>TOTAL</b>	<b>1</b>

TRAFFIC SIGNAL MOUNTING HARDWARE	
	658.5070.01
	SIGNAL
	MOUNTING
	HARDWARE
LOCATION	EACH
LOCUST AT MLK	1
<b>TOTAL</b>	<b>1</b>

EMERGENCY VEHICLE PREEMPTION			
	SPV.0060.33*	SPV.0060.34*	SPV.0060.35*
	EVP 1 DIRECTION	EVP PHASE	EVP
	DETECTOR	SELECTOR CARD	CONFIRMATION
		4 CHANNEL	LIGHT
LOCATION	EACH	EACH	EACH
LOCUST AT MLK	4	1	4
<b>TOTAL</b>	<b>4</b>	<b>1</b>	<b>4</b>

\* QUANTITY SHOWN ELSEWHERE ON PLAN

TRAFFIC SIGNAL EVP DETECTOR CABLE			
		655.0900*	655.0210*
		TRAFFIC SIGNAL	CABLE
		EVP DETECTOR	TRAFFIC SIGNAL
		CABLE	3-14 AWG
FROM	TO	L.F.	L.F.
CONTROL CABINET	SBJ-M (HEAD A)	210	210
CONTROL CABINET	SBE-M (HEAD B)	100	100
CONTROL CABINET	SBH-M (HEAD C)	120	120
CONTROL CABINET	SBC-M (HEAD D)	205	205
<b>TOTAL</b>		<b>635</b>	<b>635</b>

\* QUANTITY SHOWN ELSEWHERE ON PLAN

E LOCUST ST AT N HOLTON ST  
TRAFFIC SIGNALS

REMOVING TRAFFIC SIGNALS

LOCATION	SPV.0060.36*	SPV.0060.37*
	REMOVE POLE AND WIRE EACH	REMOVE TRAFFIC SIGNAL FACE EACH
LOCUST AT HOLTON	1	2
TOTAL	1	2

\* QUANTITY SHOWN ELSEWHERE ON PLAN

TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS

LOCATION	661.0201.02
	TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS EACH
LOCUST AT HOLTON	1

TRAFFIC SIGNAL CABLE AND WIRE

FROM	TO	655.0270
		CABLE TRAFFIC SIGNAL 15-14 AWG L.F.
CABINET	SBA-H	190
CABINET	SBB-H	235
CABINET	SBC-H	305
CABINET	SBD-H	260
CABINET	SBE-H	210
CABINET	SBF-H	170
CABINET	SBG-H	105
CABINET	SBH-H	125
TOTAL		1600

\* QUANTITY SHOWN ELSEWHERE ON PLAN

TRAFFIC SIGNAL CABLE AND WIRE

FROM	TO	655.0515*
		ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F.
CONTROL CABINET	SBH-H	95
SBH-H	SBA-H	95
SBA-H	SBB-H	75
SBB-H	SBC-H	100
SBC-H	SBD-H	75
SBD-H	SBE-H	80
SBE-H	SBF-H	70
SBF-H	SBG-H	95
SBG-H	CONTROL CABINET	85
TOTAL		770

\* QUANTITY SHOWN ELSEWHERE ON PLAN

CONCRETE BASES

SIGNAL BASE NO.	654.0101*	654.0110*	654.0120*
	CONCRETE BASES TYPE 1 EACH	CONCRETE BASES TYPE 10 EACH	CONCRETE BASES TYPE 10 SPECIAL EACH
SBA-H	--	1	--
SBB-H	1	--	--
SBC-H	--	--	1
SBD-H	SEE LIGHTING PLAN		
SBE-H	--	1	--
SBF-H	1	--	--
SBG-H	--	--	1
SBH-H	SEE LIGHTING PLAN		
TOTAL	2	2	2

\* QUANTITY SHOWN ELSEWHERE ON PLAN

POLES

SIGNAL BASE NO.	657.0100*	657.0420*	657.0350*	657.0352*	657.0530*	657.0536*	SPV.0060.43*
	PEDESTAL BASES EACH	TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH	POLES TYPE 10 EACH	POLES TYPE 10 SPECIAL EACH	MONOTUBE ARMS 30-FT EACH	MONOTUBE ARMS 35-FT SPECIAL EACH	VOICE INSTRUCTION AUDIBLE PUSHBUTTON EACH
SBA-H	--	--	1	--	1	--	1
SBB-H	1	1	--	--	--	--	1
SBC-H	--	--	--	1	--	1	1
SBD-H	SEE LIGHTING PLAN						1
SBE-H	--	--	1	--	1	--	1
SBF-H	1	1	--	--	--	--	1
SBG-H	--	--	--	1	--	1	1
SBH-H	SEE LIGHTING PLAN						1
TOTAL	2	2	2	2	2	2	8

\* QUANTITY SHOWN ELSEWHERE ON PLAN

PEDESTRIAN CONTROL UNIT

LOCATION	SPV.0060.42*
	VOICE INSTRUCTION AUDIBLE CONTROL UNIT EACH
CB1	1
TOTAL	1

E LOCUST ST AT N HOLTON ST  
TRAFFIC SIGNALS

3

3

TRAFFIC SIGNAL CABLE AND WIRE		
		655.0230*
TO	CABLE	
SIGNAL	TRAFFIC SIGNAL	
HEAD	5-14 AWG	
FROM	NUMBER	L.F.
SBA-H	7	50
SBA-H	8	25
SBA-H	21	25
SBB-H	13	25
SBB-H	15	25
SBB-H	22	25
SBC-H	11	50
SBC-H	12	25
SBC-H	14	65
SBC-H	27	25
SBD-H	4	25
SBD-H	6	25
SBD-H	20	25
SBE-H	2	50
SBE-H	3	25
SBE-H	5	65
SBE-H	25	25
SBF-H	10	25
SBF-H	18	25
SBF-H	26	25
SBG-H	16	50
SBG-H	17	25
SBG-H	19	65
SBG-H	23	25
SBH-H	1	25
SBH-H	9	25
SBH-H	24	25
<b>TOTAL</b>		<b>895</b>

\* QUANTITY SHOWN ELSEWHERE ON PLAN

FACES			
		658.0173*	658.0412*
		TRAFFIC	PEDESTRIAN
		SIGNAL FACE	SIGNAL FACE
SIGNAL	SIGNAL	3S 12-INCH	12-INCH
BASE NO.	HEAD NO.	EACH	EACH
SBA-H	7	1	--
SBA-H	8	1	--
SBA-H	21	--	1
SBB-H	13	1	--
SBB-H	15	1	--
SBB-H	22	--	1
SBC-H	11	1	--
SBC-H	12	1	--
SBC-H	14	1	--
SBC-H	27	--	1
SBD-H	4	1	--
SBD-H	6	1	--
SBD-H	20	--	1
SBE-H	2	1	--
SBE-H	3	1	--
SBE-H	5	1	--
SBE-H	25	--	1
SBF-H	10	1	--
SBF-H	18	1	--
SBF-H	26	--	1
SBG-H	16	1	--
SBG-H	17	1	--
SBG-H	19	1	--
SBG-H	23	--	1
SBH-H	1	1	--
SBH-H	9	1	--
SBH-H	24	--	1
<b>TOTAL</b>		<b>19</b>	<b>8</b>

\* QUANTITY SHOWN ELSEWHERE ON PLAN

ELECTRICAL SERVICE PEDESTAL	
	SPV.0060.32
	ELECTRICAL SERVICE
	PEDESTAL
LOCATION	EACH
LOCUST AT HOLTON	1
<b>TOTAL</b>	<b>1</b>

TRAFFIC SIGNAL MOUNTING HARDWARE	
	658.5070.02
	SIGNAL
	MOUNTING
	HARDWARE
LOCATION	EACH
LOCUST AT HOLTON	1
<b>TOTAL</b>	<b>1</b>

EMERGENCY VEHICLE PREEMPTION			
	SPV.0060.33*	SPV.0060.34*	SPV.0060.35*
	EVP 1 DIRECTION	EVP PHASE	EVP
	DETECTOR	SELECTOR CARD	CONFIRMATION
		4 CHANNEL	LIGHT
LOCATION	EACH	EACH	EACH
LOCUST AT HOLTON	4	1	4
<b>TOTAL</b>	<b>4</b>	<b>1</b>	<b>4</b>

\* QUANTITY SHOWN ELSEWHERE ON PLAN

TRAFFIC SIGNAL EVP DETECTOR CABLE			
		655.0900*	655.0210*
		TRAFFIC SIGNAL	CABLE
		EVP DETECTOR	TRAFFIC SIGNAL
		CABLE	3-14 AWG
FROM	TO	L.F.	L.F.
CONTROL CABINET	SBA-H (HEAD A)	190	190
CONTROL CABINET	SBE-H (HEAD B)	210	210
CONTROL CABINET	SBG-H (HEAD C)	105	105
CONTROL CABINET	SBC-H (HEAD D)	305	305
<b>TOTAL</b>		<b>810</b>	<b>810</b>

\* QUANTITY SHOWN ELSEWHERE ON PLAN

W LOCUST ST / E LOCUST ST  
CITY UNDERGROUND CONDUIT (CUC)

MANHOLES				
		SPV.0060.38 ADJUSTING CUC MANHOLE COVER	SPV.0060.39 4' DIAMETER MANHOLE TYPE CUC	SPV.0060.40 4' DIAMETER DOGHOUSE MANHOLE TYPE CUC INSTALLED OVER CONDUIT
LOCATION	STATION + OFFSET	EACH	EACH	EACH
CUC MH 600E	12+69.7, 17.5 LT	1	--	--
CUC MH 601E	16+39.5, 15.8 LT	1	--	--
CUC MH 602E	19+26.5, 9.7 LT	1	--	--
CUC MH 603E	19+57.1, 2.3 RT	1	--	--
CUC MH 604E	23+46.5, 12.1 LT	1	--	--
CUC MH 605E	25+07.0, 10.2 LT	1	--	--
CUC MH 606E	27+91.1, 5.6 LT	1	--	--
CUC MH 607	28+20.0, 34.8 RT	--	1	--
CUC MH 609	34+15.9, 40.0 RT	--	1	--
CUC MH 611	39+51.3, 40.0 RT	--	1	--
CUC MH 612	44+78.9, 40.0 RT	--	--	1
CUC MH 613E	44+79.1, 14.6 LT	1	--	--
CUC MH 614	48+09.6, 36.7 RT	--	--	--
CUC MH 615	50+41.4, 35.2 RT	--	1	--
CUC MH 616E	50+70.8, 1.0 LT	1	--	--
<b>TOTAL</b>		<b>9</b>	<b>4</b>	<b>1</b>

CUC DUCT				
		SPV.0090.12 2-DUCT CONDUIT CEMENT ENCASED 4-INCH RIGID NONMETALLIC CONDUIT DB-60	SPV.0090.13 9-DUCT CONDUIT CEMENT ENCASED 4-INCH RIGID NONMETALLIC CONDUIT DB-60	SPV.0060.41 INSTALLING CONDUIT INTO EXISTING MANHOLE
LOCATION	LOCATION	LF	LF	EACH
CUC MH 606E		--	--	1
CUC MH 606E	CUC MH 607	--	44	--
CUC MH 607	MLK CONTROL CABINET	16	--	--
CUC MH 607	CUC MH 609	--	593	--
CUC MH 609	CUC MH 611	--	530	--
CUC MH 611	CUC MH 612	--	522	--
CUC MH 612	CUC MH 614	--	330	--
CUC MH 614	CUC MH 615	--	330	--
CUC MH 615	CUC MH 616E	--	42	--
CUC MH 616E		--	--	1
CUC MH 615	HOLTON CONTROL CABINET	150	--	--
<b>TOTAL</b>		<b>166</b>	<b>2,391</b>	<b>2</b>



3

3

FIBER OPTIC SPLICE		
	678.0200	678.0300
	FIBER OPTIC SPLICE ENCLOSURE	FIBER OPTIC SPLICE
LOCATION	EACH	EACH
CUC MH 606E	1	4
CUC MH 607	1	4
CUC MH 615	1	4
CUC MH 616E	1	4
<b>TOTAL</b>	<b>4</b>	<b>16</b>

FIBER OPTIC COMMUNICATIONS EQUIPMENT			
	SPV.0060.30	SPV.0060.29	SPV.0060.28
	FIBER OPTIC PATCH PANEL	ETHERNET SWITCH	FIBER OPTIC PATCH CORDS
LOCATION	EACH	EACH	EACH
LOCUST AT MLK CONTROL CABINET	1	1	4
LOCUST AT HOLTON CONTROL CABINET	1	1	4
<b>TOTAL</b>	<b>2</b>	<b>2</b>	<b>8</b>

FIBER OPTIC CABLE	
	SPV.0090.11
	INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 72-CT CONTRACTOR SUPPLIED
LOCATION	L.F.
CUC MH 606E	250
CUC MH 606E - CUC MH 607	65
CUC MH 607	250
CUC MH 607 - MLK SIGNAL CABINET	30
CUC MH 607 - CUC MH 609	605
CUC MH 609 - CUC MH 611	550
CUC MH 611 - CUC MH 612	540
CUC MH 612 - CUC MH 614	350
CUC MH 614 - CUC MH 615	350
CUC MH 615	250
CUC MH 615 - CUC MH 616E	60
CUC MH 616E	250
CUC MH 615 - HOLTON SIGNAL CABINET	170
<b>TOTAL</b>	<b>3720</b>

LEGEND

2.75" HMA PAVEMENT 4 MT 58-28 S

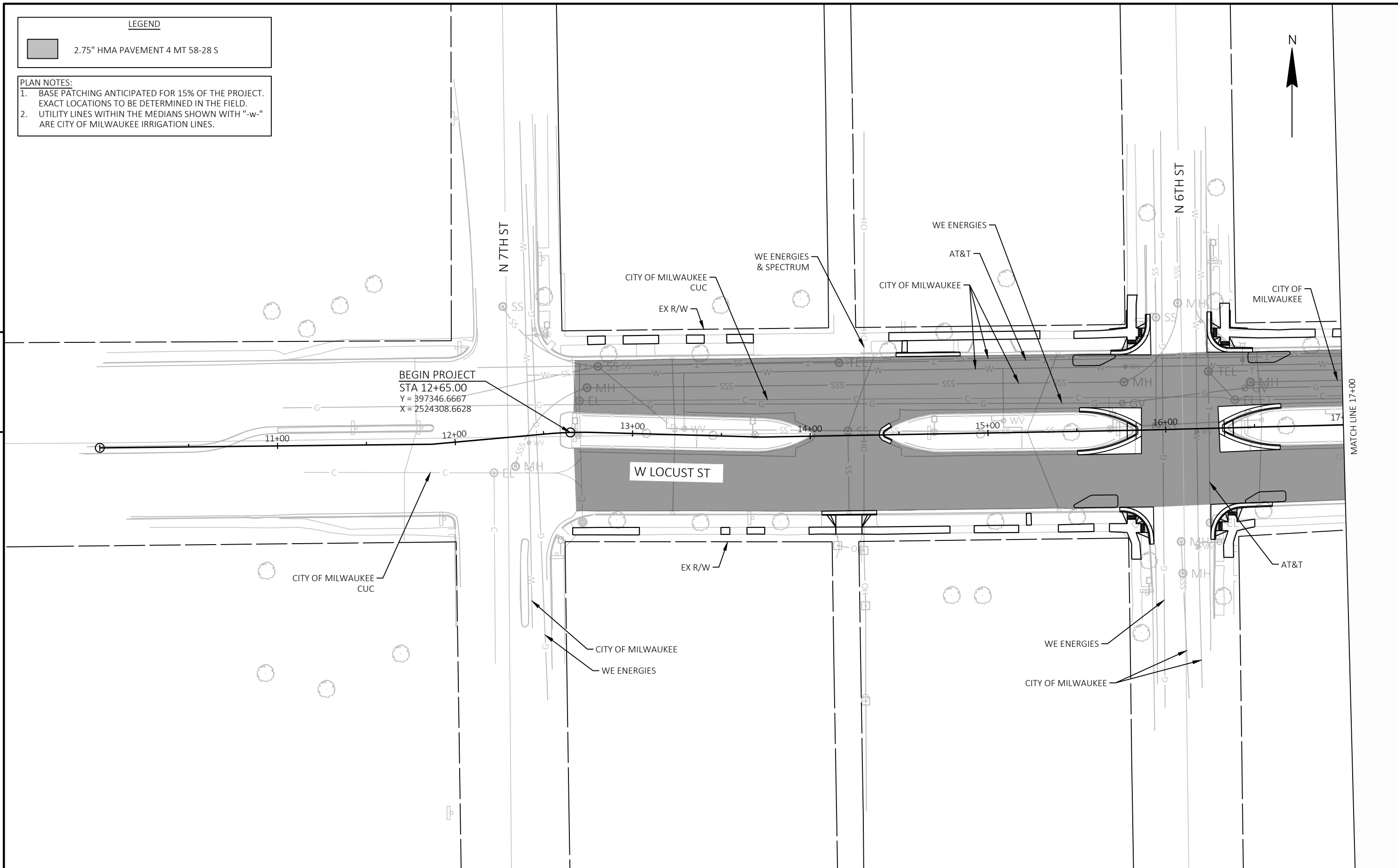
PLAN NOTES:

- 1. BASE PATCHING ANTICIPATED FOR 15% OF THE PROJECT. EXACT LOCATIONS TO BE DETERMINED IN THE FIELD.
- 2. UTILITY LINES WITHIN THE MEDIANS SHOWN WITH "-w-" ARE CITY OF MILWAUKEE IRRIGATION LINES.



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PROJECT NO: 2455-07-70

HWY: E/W LOCUST STREET

COUNTY: MILWAUKEE

PLANS

SHEET

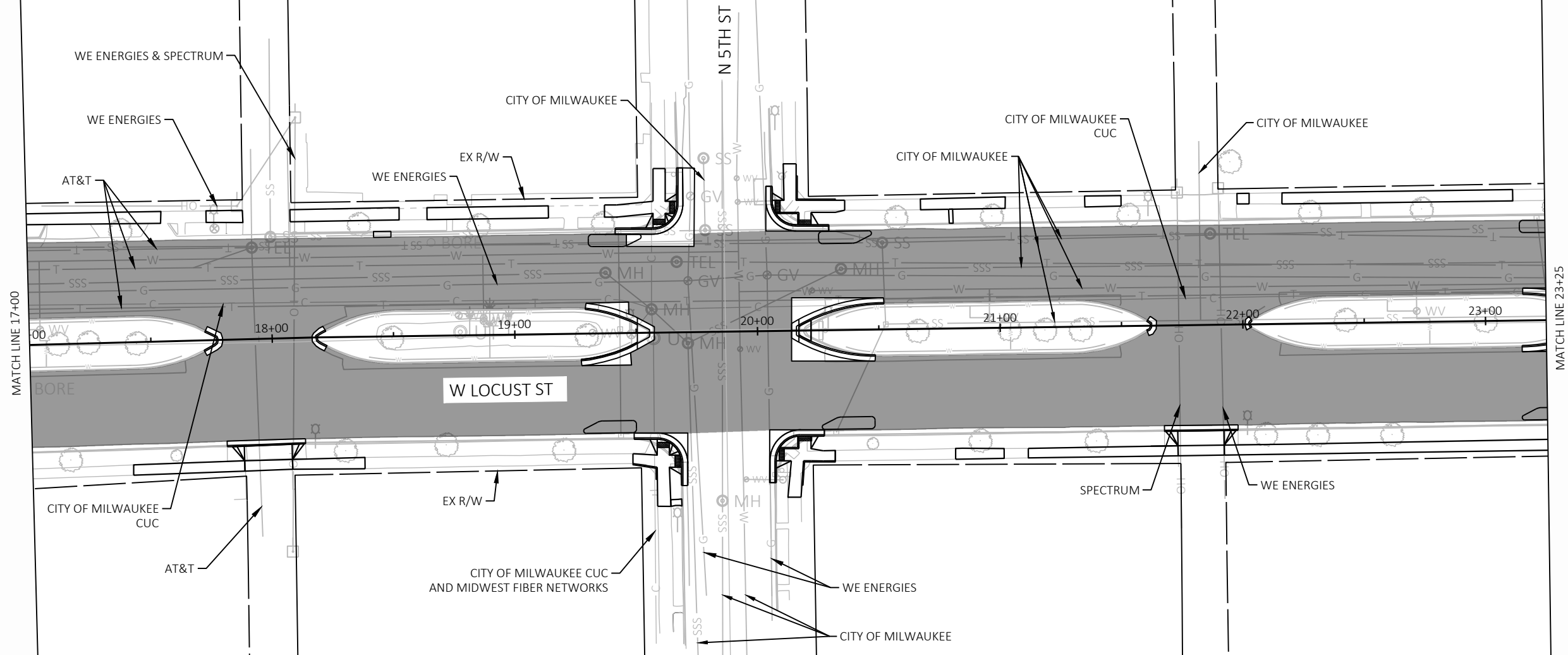
E

**LEGEND**

2.75" HMA PAVEMENT 4 MT 58-28 S

**PLAN NOTES:**

1. BASE PATCHING ANTICIPATED FOR 15% OF THE PROJECT. EXACT LOCATIONS TO BE DETERMINED IN THE FIELD.
2. UTILITY LINES WITHIN THE MEDIANS SHOWN WITH "-w-" ARE CITY OF MILWAUKEE IRRIGATION LINES.



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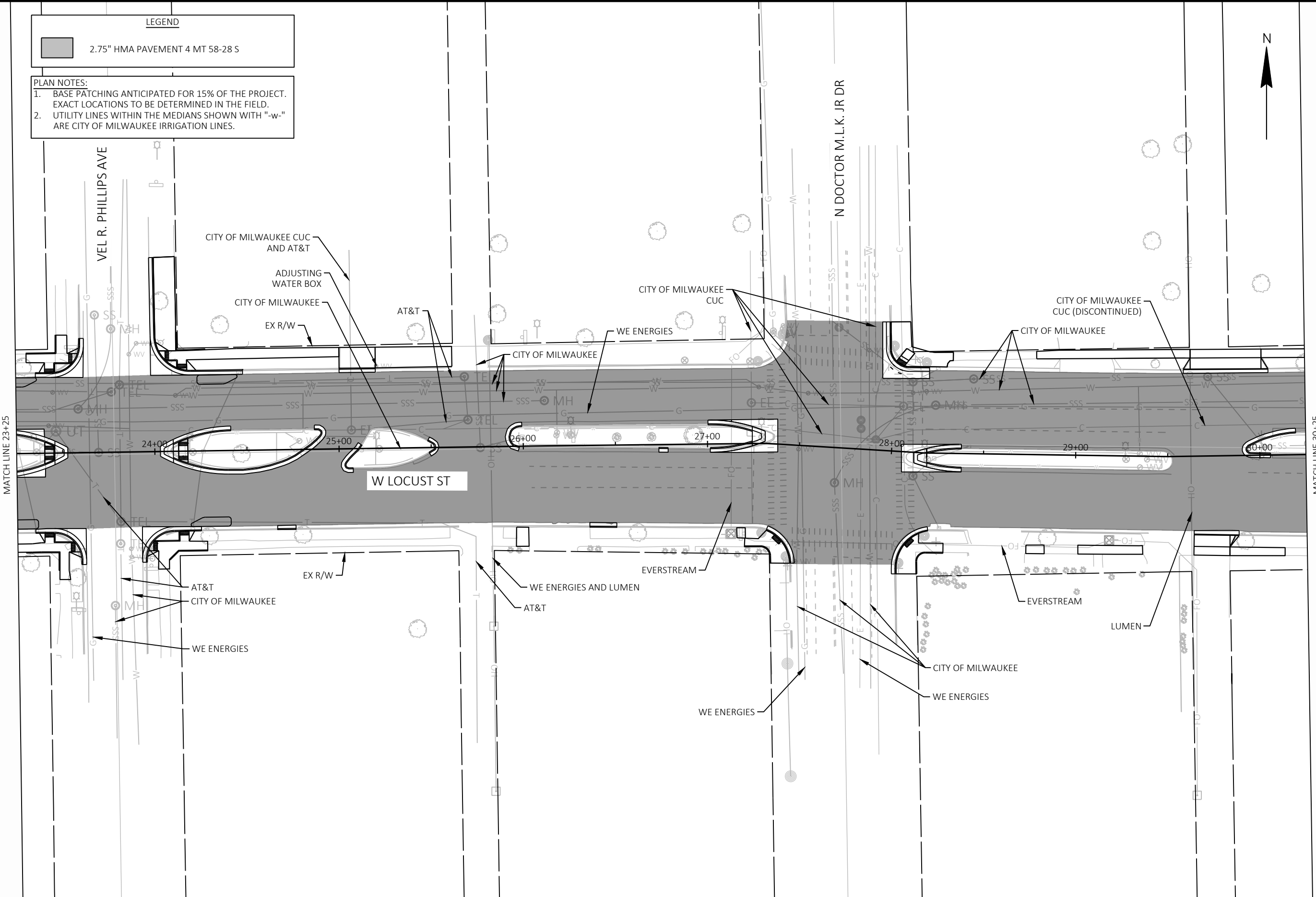
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**LEGEND**

2.75" HMA PAVEMENT 4 MT 58-28 S

**PLAN NOTES:**

1. BASE PATCHING ANTICIPATED FOR 15% OF THE PROJECT. EXACT LOCATIONS TO BE DETERMINED IN THE FIELD.
2. UTILITY LINES WITHIN THE MEDIANS SHOWN WITH "-w-" ARE CITY OF MILWAUKEE IRRIGATION LINES.



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PROJECT NO: 2455-07-70	HWY: E/W LOCUST STREET	COUNTY: MILWAUKEE	PLANS	SHEET	E
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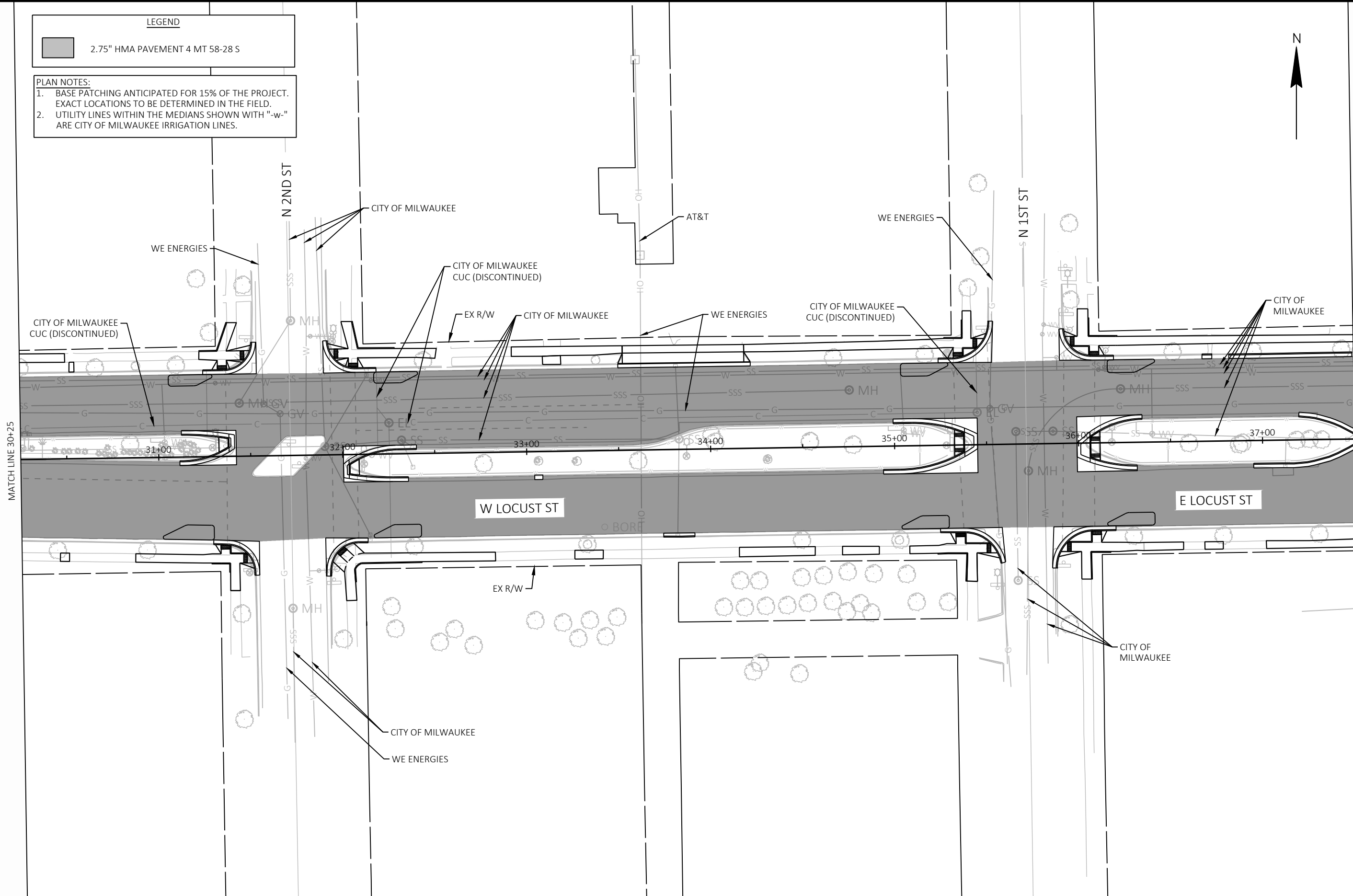
**LEGEND**  
 2.75" HMA PAVEMENT 4 MT 58-28 S

**PLAN NOTES:**  
 1. BASE PATCHING ANTICIPATED FOR 15% OF THE PROJECT. EXACT LOCATIONS TO BE DETERMINED IN THE FIELD.  
 2. UTILITY LINES WITHIN THE MEDIANS SHOWN WITH "-w-" ARE CITY OF MILWAUKEE IRRIGATION LINES.



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PROJECT NO: 2455-07-70	HWY: E/W LOCUST STREET	COUNTY: MILWAUKEE	PLANS	SHEET	<b>E</b>
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FILE NAME : K:\184728\_LOCUST STREET\3.0 DELIVERABLES\3.02 ROADWAY\AUTOCAD\SHEETS\PLAN\050101-PP.DWG  
 LAYOUT NAME - 38  
 PLOT DATE : 7/21/2023 9:41 AM  
 PLOT BY : WAGNER, NOLAN  
 PLOT NAME :  
 PLOT SCALE : 1 IN:50 FT  
 WISDOT/CADD SHEET 44

LEGEND

2.75" HMA PAVEMENT 4 MT 58-28 S

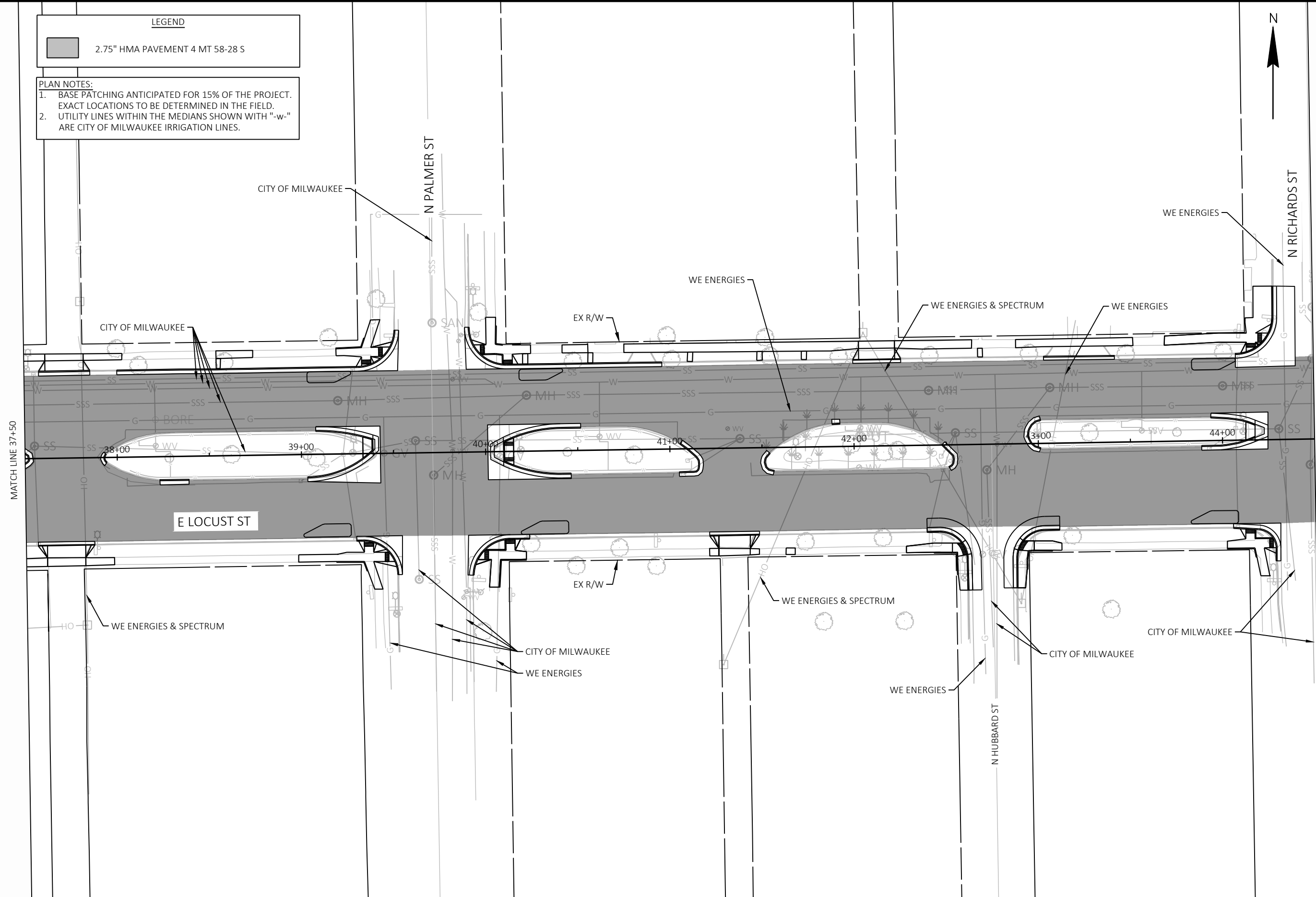
PLAN NOTES:

- 1. BASE PATCHING ANTICIPATED FOR 15% OF THE PROJECT. EXACT LOCATIONS TO BE DETERMINED IN THE FIELD.
- 2. UTILITY LINES WITHIN THE MEDIANS SHOWN WITH "-w-" ARE CITY OF MILWAUKEE IRRIGATION LINES.



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PROJECT NO: 2455-07-70	HWY: E/W LOCUST STREET	COUNTY: MILWAUKEE	PLANS	SHEET	<b>E</b>
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**LEGEND**

2.75" HMA PAVEMENT 4 MT 58-28 S

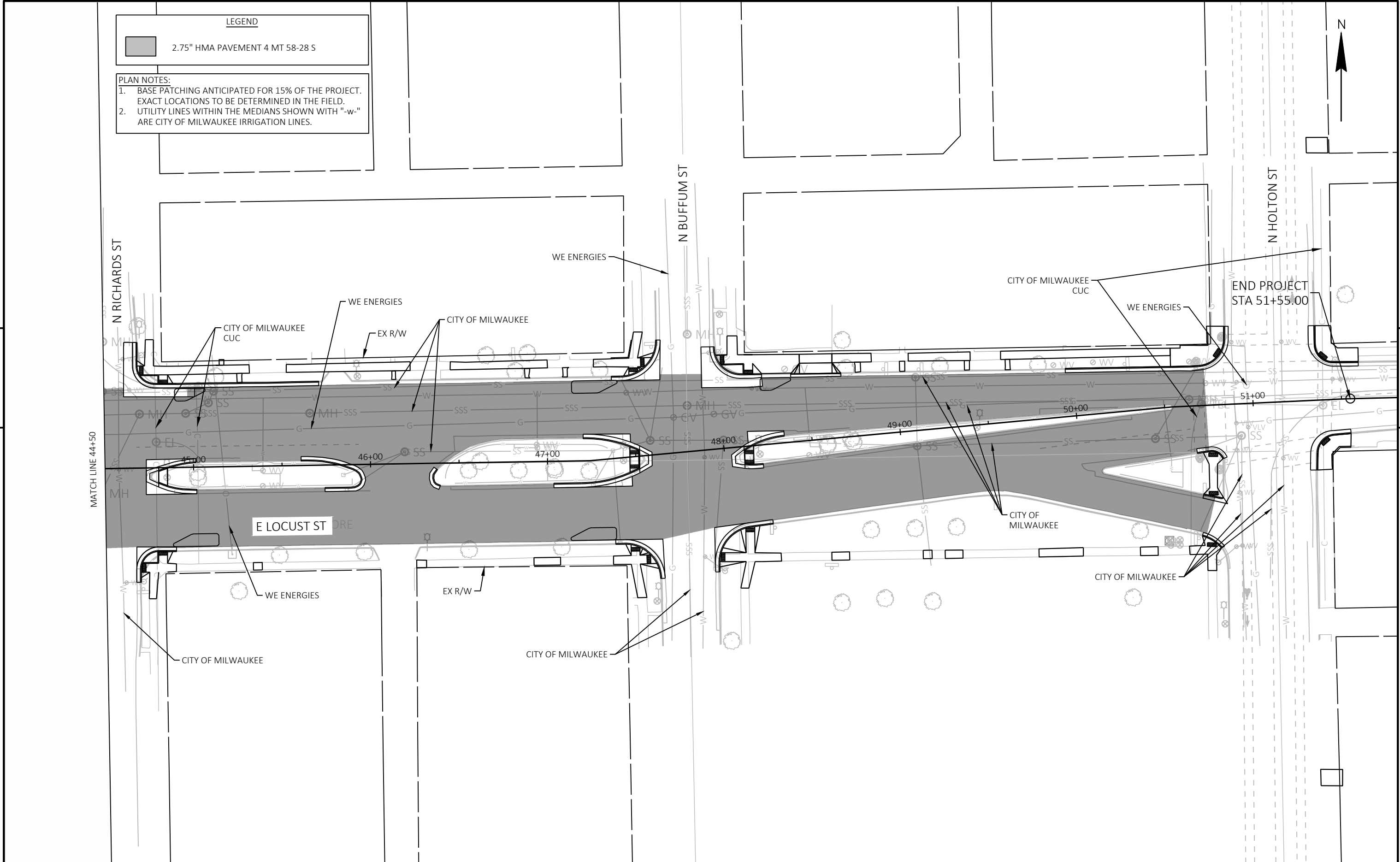
**PLAN NOTES:**

1. BASE PATCHING ANTICIPATED FOR 15% OF THE PROJECT. EXACT LOCATIONS TO BE DETERMINED IN THE FIELD.
2. UTILITY LINES WITHIN THE MEDIANS SHOWN WITH "-w-" ARE CITY OF MILWAUKEE IRRIGATION LINES.



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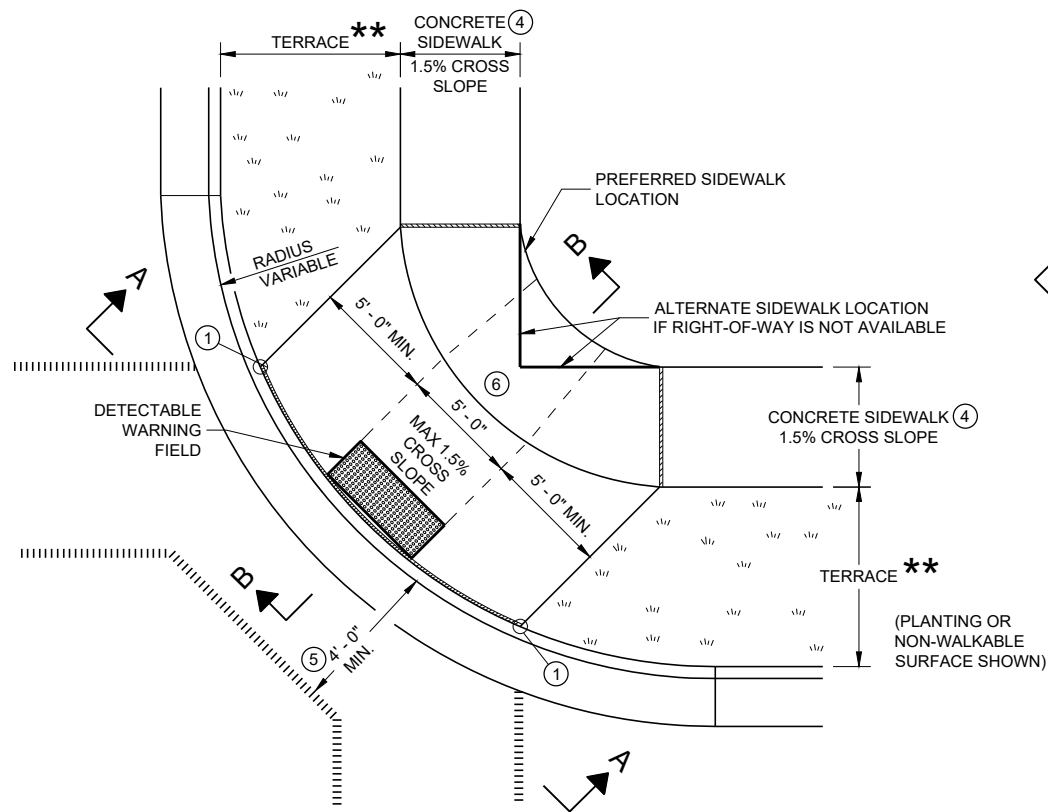


PROJECT NO: 2455-07-70	HWY: E/W LOCUST STREET	COUNTY: MILWAUKEE	PLANS	SHEET	<b>E</b>
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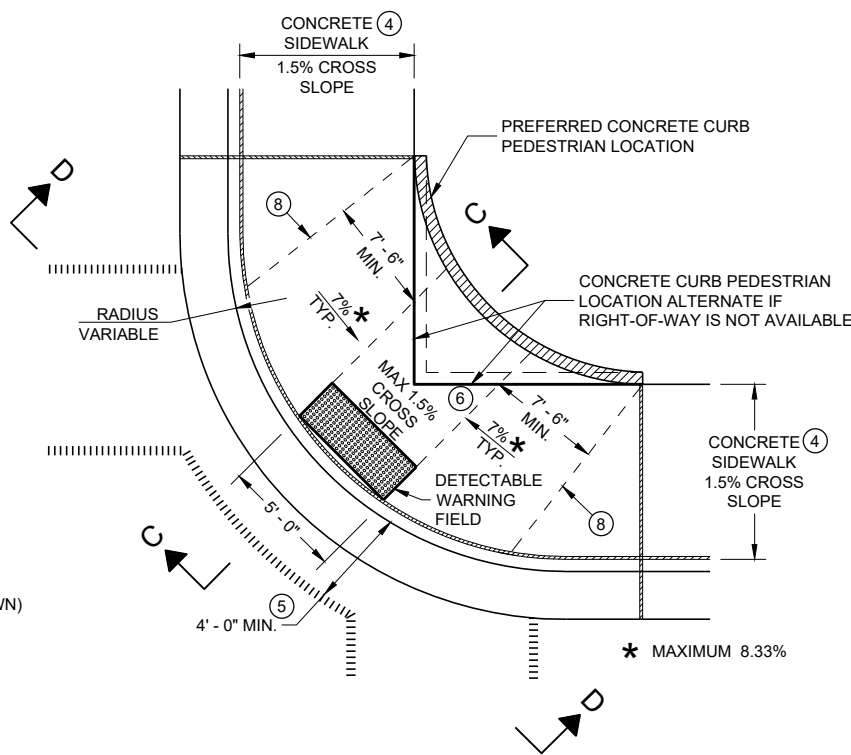


## Standard Detail Drawing List

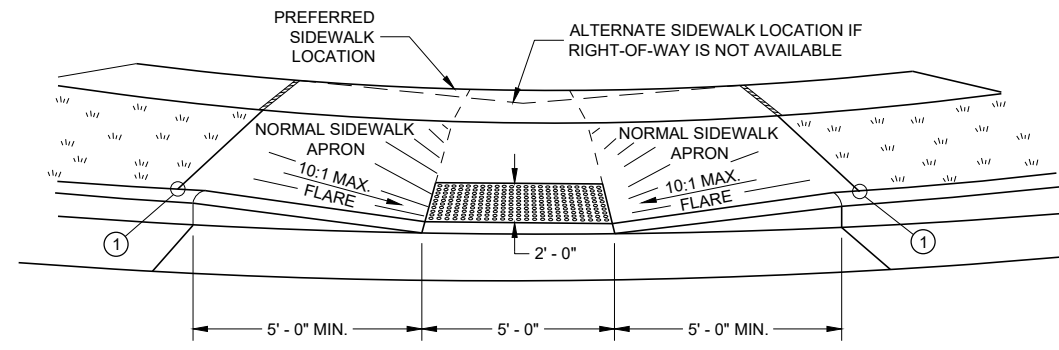
08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	CURB RAMPS TYPES 2 AND 3
08D05-20C	CURB RAMPS TYPES 4A AND 4A1
08D05-20D	CURB RAMPS TYPE 4B AND 4B1
08D05-20E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-20F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-20G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D16-11	CONCRETE GUTTER, CURB AND GUTTER AND PAVEMENT TIES
08D18-03	DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y
08D19-03	DRIVEWAY AND SIDEWALK RAMPS TYPE Z
08E10-02	INLET PROTECTION TYPE A, B, C AND D
09B02-10	CONDUIT
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C11-10	CONCRETE BASE TYPE 10
09C15-01	CONCRETE BASE TYPE 10 SPECIAL
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
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
09E08-09F	TYPE 10 SPECIAL POLE 35' MONOTUBE 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
09G01-04B	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04C	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04D	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04E	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04F	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04G	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
11B02-02	CONCRETE MEDIUM NOSE
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C14-07A	BASE PATCHING CONCRETE
13C14-07B	BASE PATCHING CONCRETE
13C14-07C	BASE PATCHING CONCRETE
13C18-08A	CONCRETE PAVEMENT JOINTING
13C18-08B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-08C	CONCRETE PAVEMENT JOINT TYPES
14A02-01	TREE PLANTING DETAIL
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-09C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M. P. H. OR LESS
15C07-15A	PAVEMENT MARKING SYMBOLS
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C07-15E	PAVEMENT MARKING FOR BIKE LANES
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-23B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-23D	PAVEMENT MARKING (TURN LANES)
15C11-10A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-08B	MEDIAN ISLAND MARKING MEDIAN ISLAND NOSE
15C19-08A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C19-08C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C29-08A	BICYCLE LANE MARKING
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D20-07A	TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY
15D20-07B	TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D20-07C	TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-09A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION



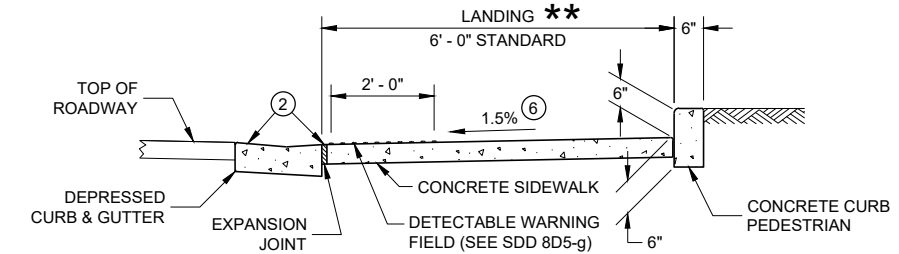
**PLAN VIEW  
CURB RAMP TYPE 1  
(CENTER OF CORNER RADIUS)**



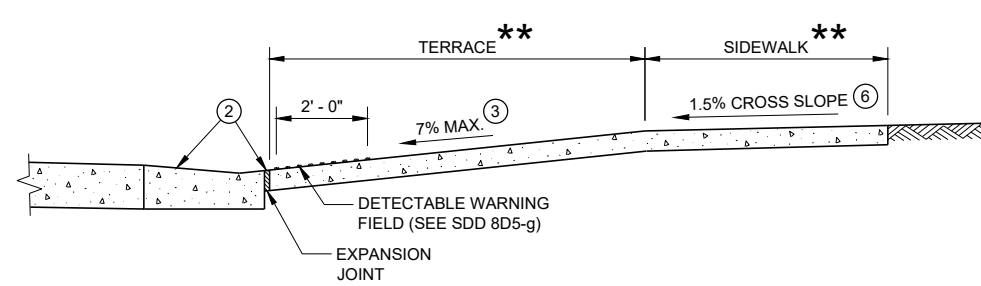
**PLAN VIEW  
CURB RAMP TYPE 1 - A  
(NO TERRACE)**



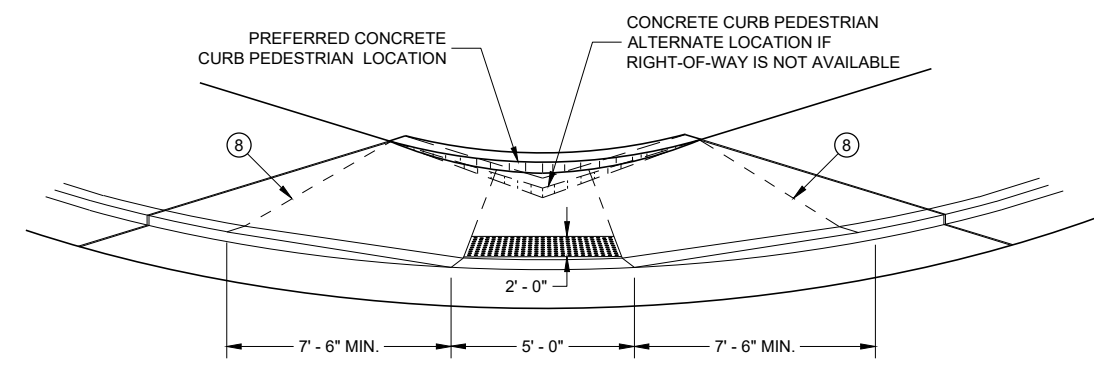
**VIEW A - A FOR TYPE 1**



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



**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 FIELD 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 1/4" 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**

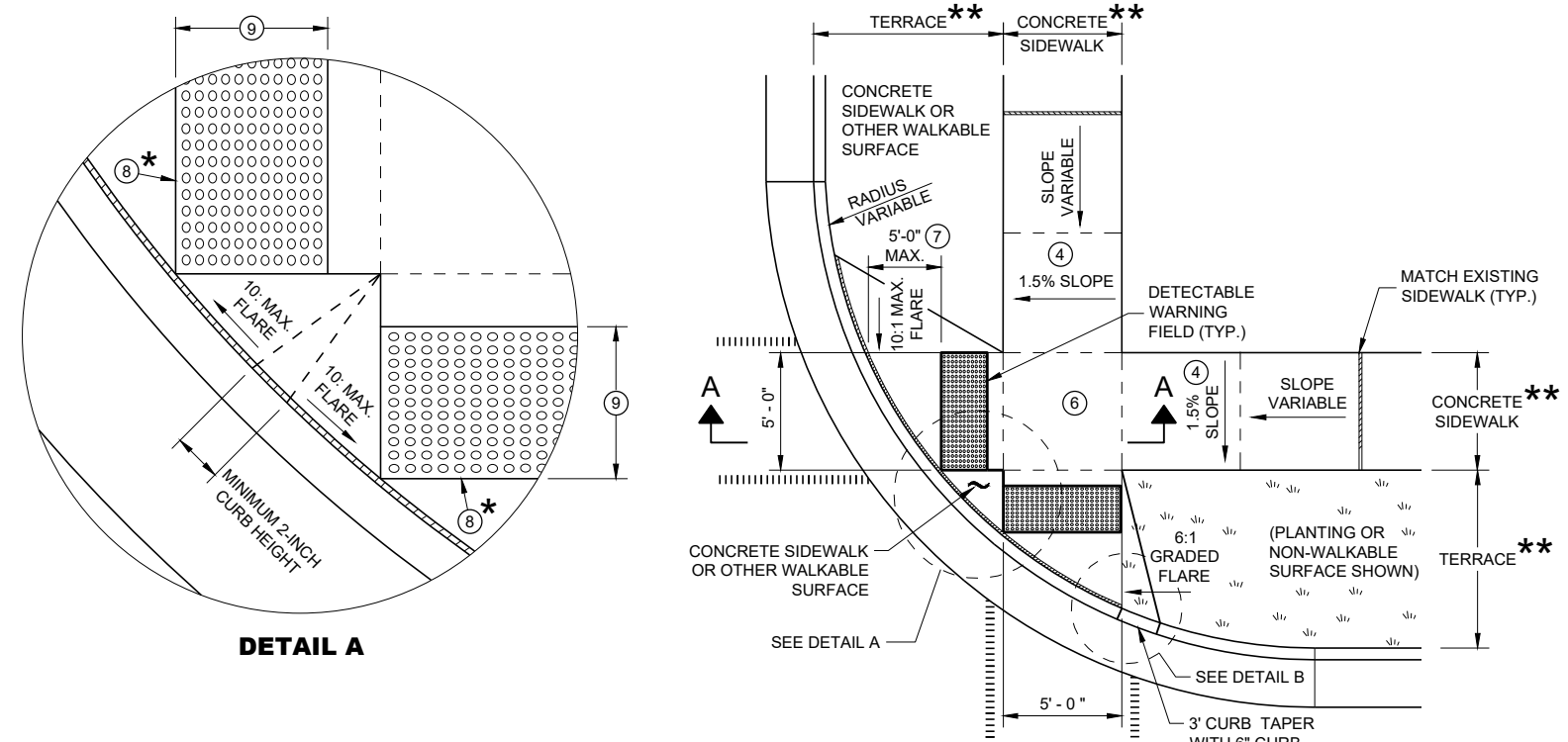
- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

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

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

SDD 08D05 - 20a

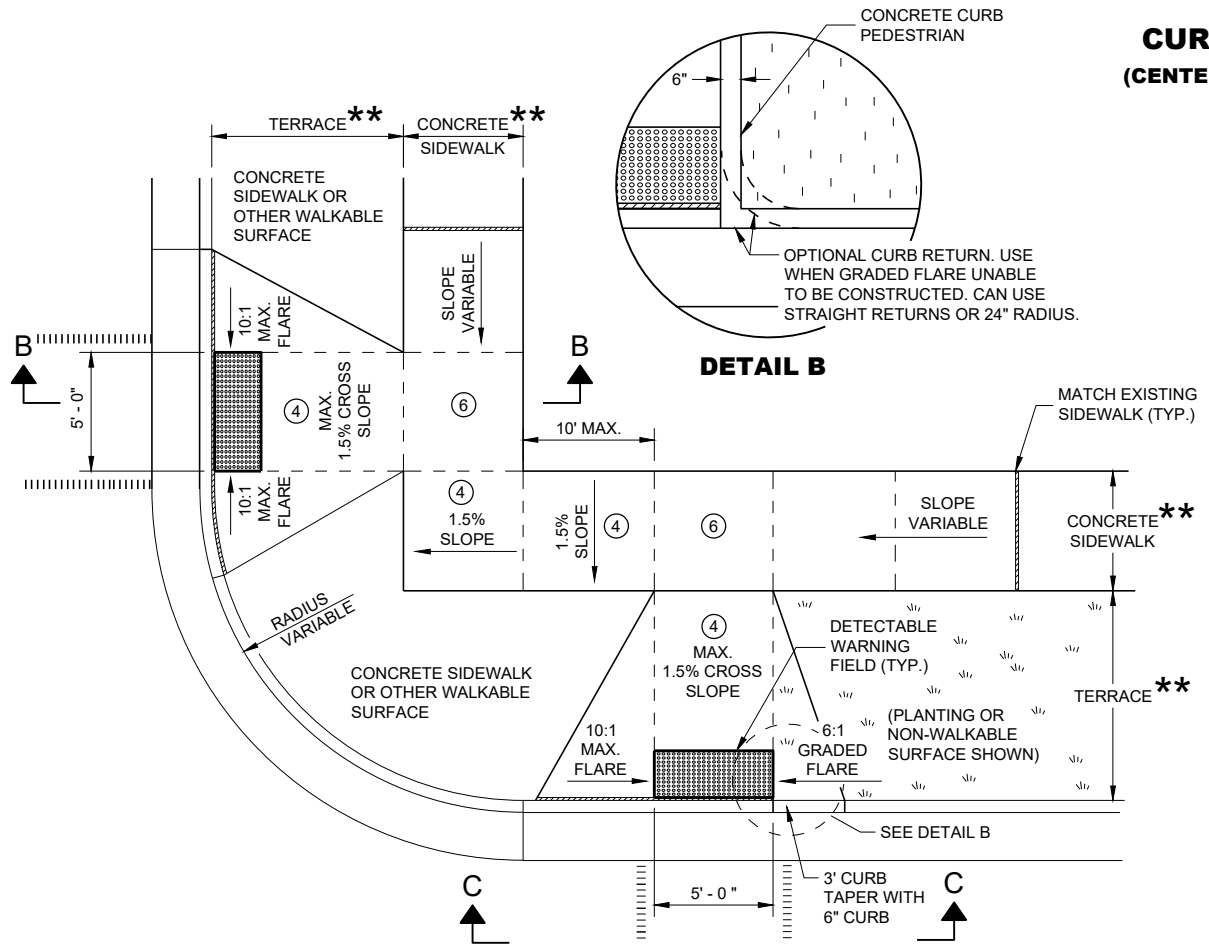
SDD 08D05 - 20a



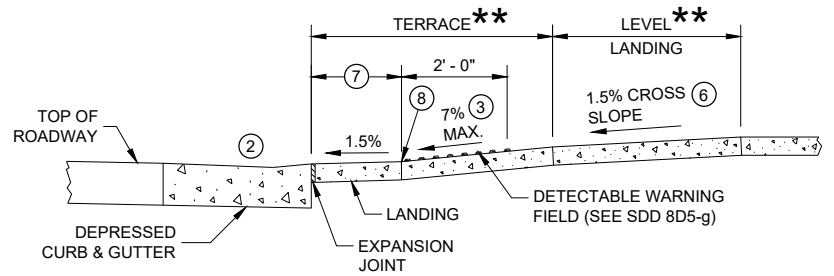
**PLAN VIEW CURB RAMP TYPE 2 (CENTER OF CORNER RADIUS)**

**GENERAL NOTES**

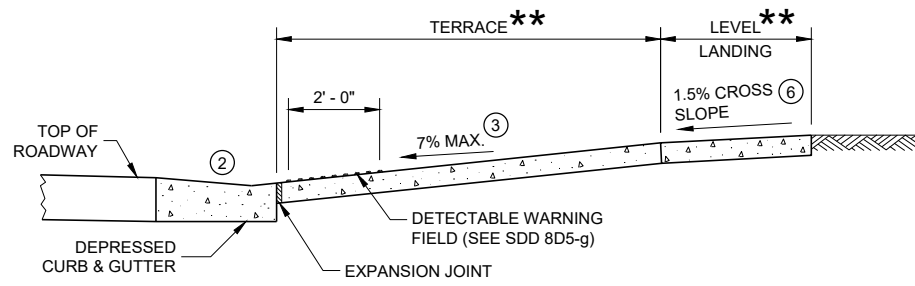
- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE 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 1/4 - 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.



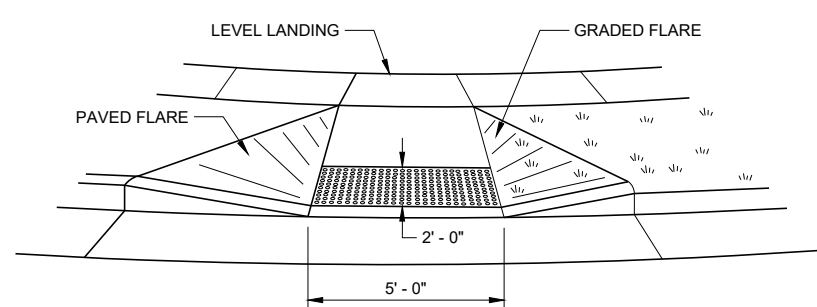
**PLAN VIEW CURB RAMP TYPE 3 (OUTSIDE OF CROSSWALK AREA)**



**SECTION A - A FOR TYPE 2**



**SECTION B - B FOR TYPE 3**



**VIEW C - C FOR TYPE 3**

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

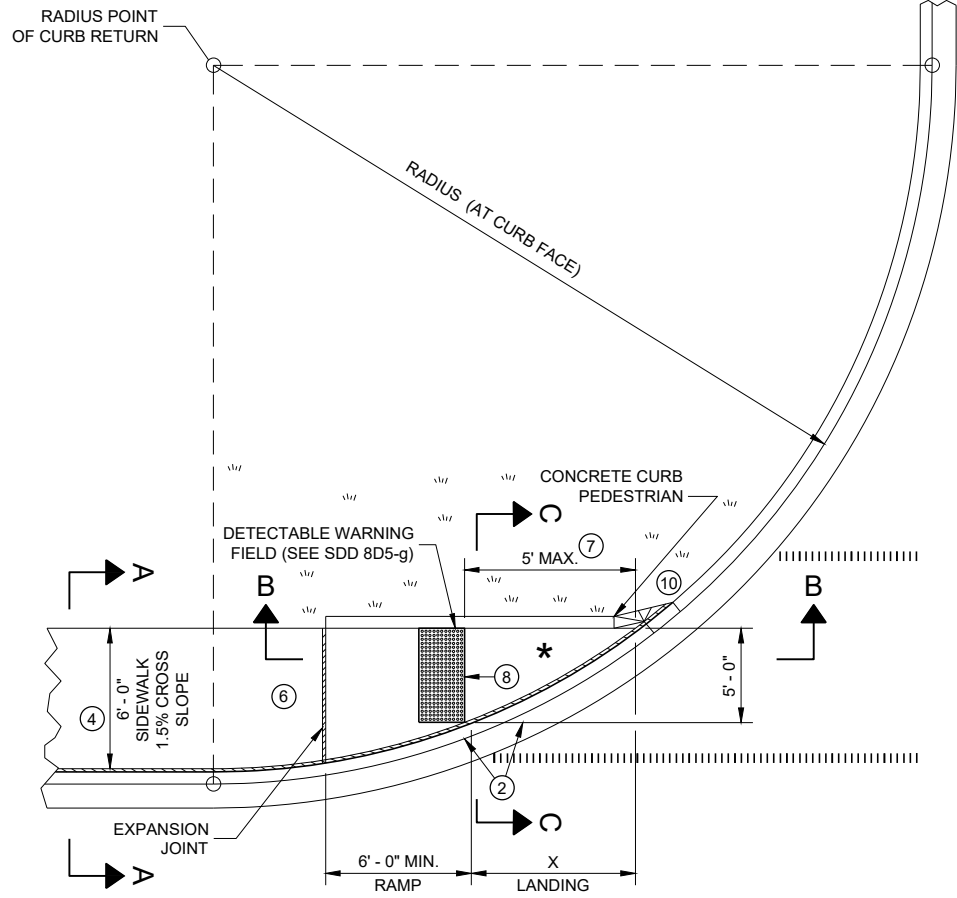
\*\* WIDTH SHOWN ELSEWHERE IN THE PLANS

**LEGEND**

- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

**CURB RAMPS TYPE 2 AND 3**

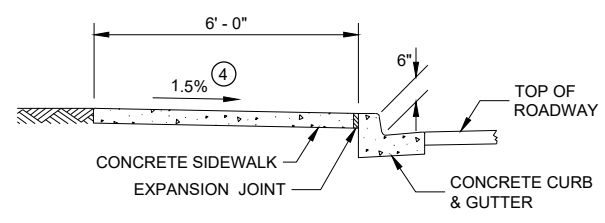
STATE OF WISCONSIN  
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**PLAN VIEW CURB RAMP TYPE 4A**

RADIUS (AT CURB FACE)	X
10 FEET	4' - 7"
15 FEET	6' - 5 1/2"

INTERMEDIATE RADII CAN BE INTERPOLATED



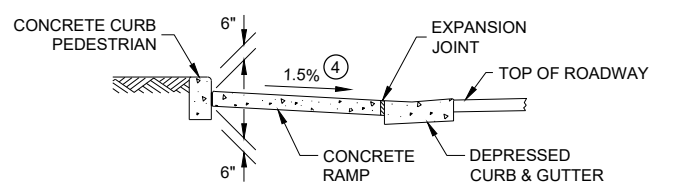
**SECTION A - A FOR TYPE 4A**

**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 1/4" 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.

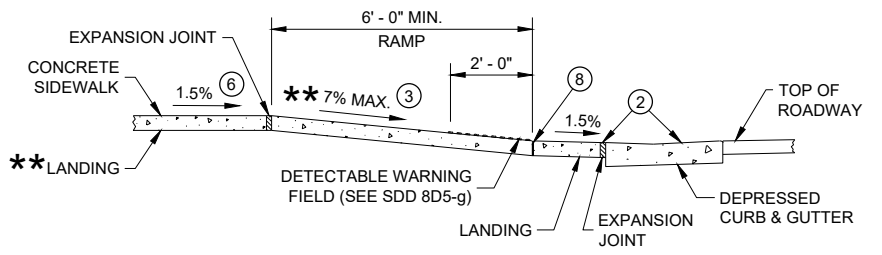
**LEGEND**

- 1/2" EXPANSION JOINT SIDEWALK
- - - CONTRACTION JOINT SIDEWALK
- ||||| PAVEMENT MARKING CROSSWALK (WHITE)



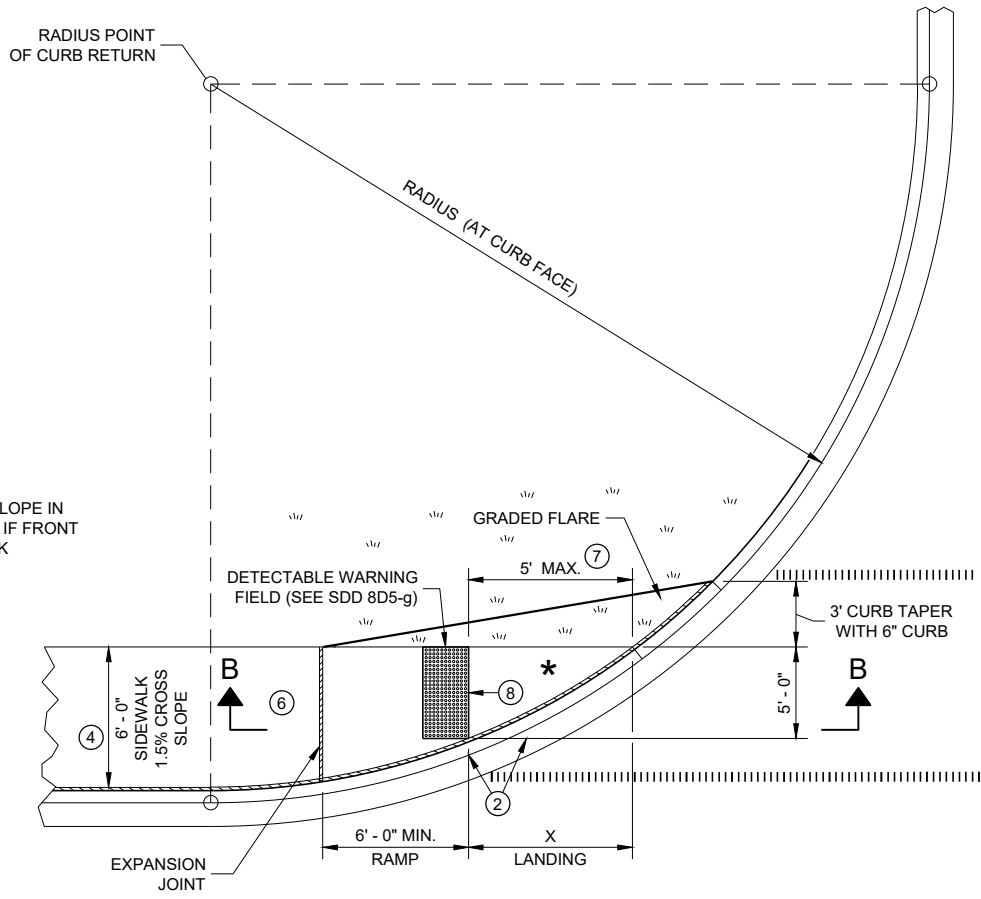
**SECTION C - C FOR TYPE 4A**

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

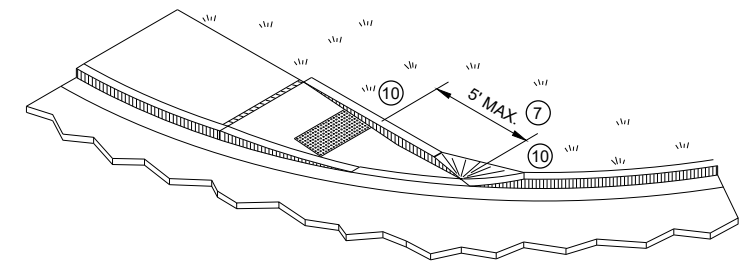


**SECTION B - B FOR TYPE 4A AND TYPE 4A1**

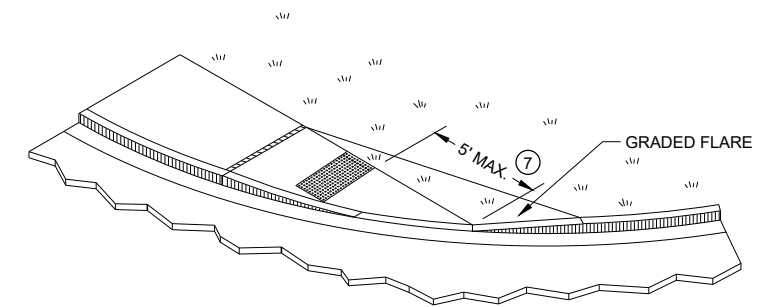
\*\* IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED



**PLAN VIEW CURB RAMP TYPE 4A1**



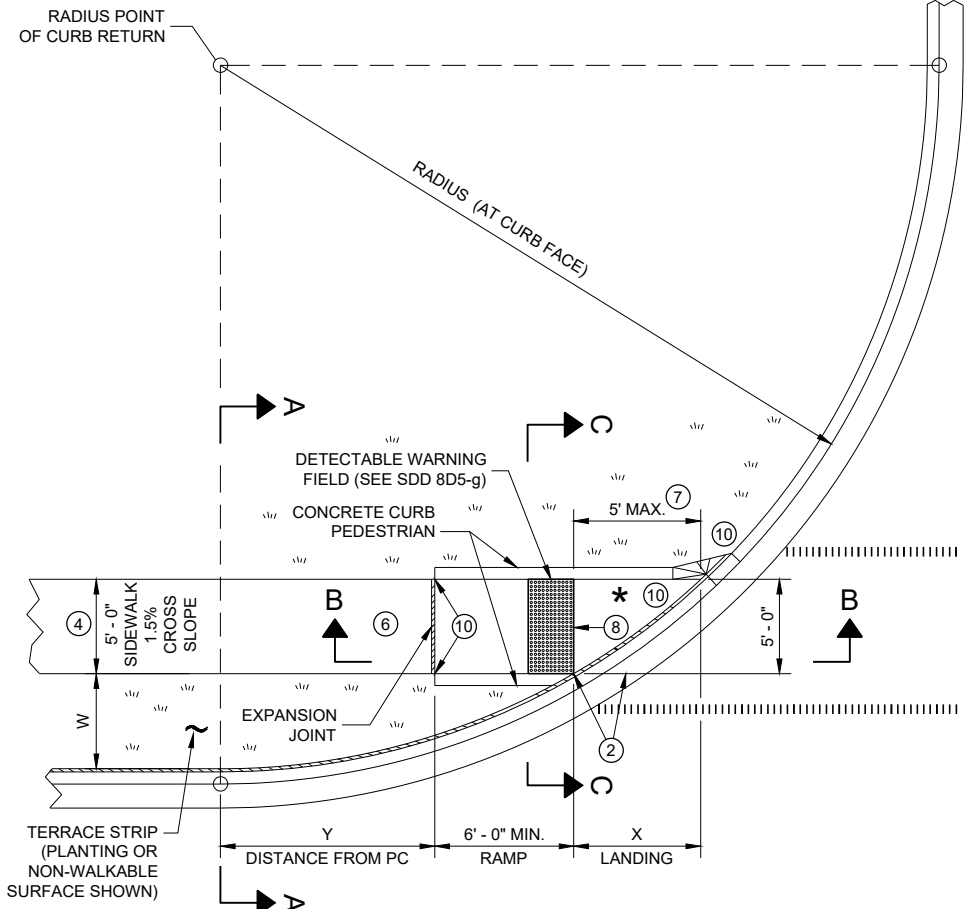
**ISOMETRIC VIEW FOR TYPE 4A**



**ISOMETRIC VIEW FOR TYPE 4A1**

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

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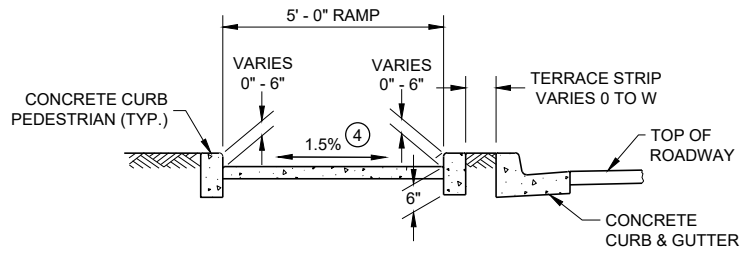
RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"		W = 8' - 0"		W = 9' - 0"		W = 10' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2' - 10 1/4"	0' - 5"	2' - 1"	1' - 4 1/2"	1' - 5"	2' - 1"	0' - 10"	2' - 7 1/2"	0' - 3 1/4"	3' - 0 1/4"						
15 FEET	4' - 6 3/4"	2' -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

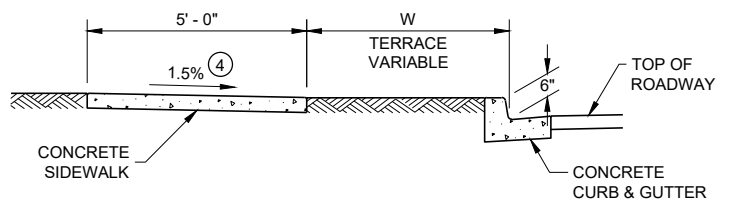
- LEGEND**
- ===== 1/2" EXPANSION JOINT SIDEWALK
  - - - - - CONTRACTION JOINT SIDEWALK
  - ||||||| PAVEMENT MARKING CROSSWALK (WHITE)

**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 1/4" 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.

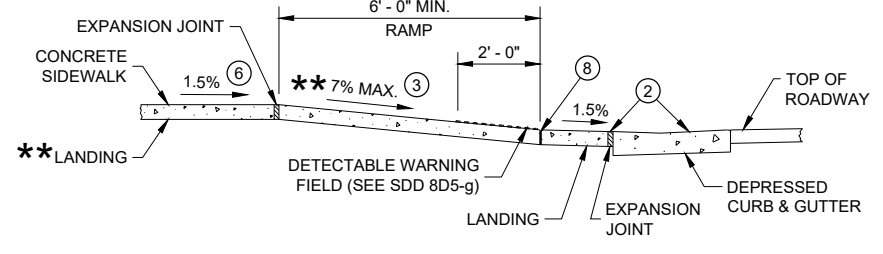


**SECTION C - C FOR TYPE 4B**



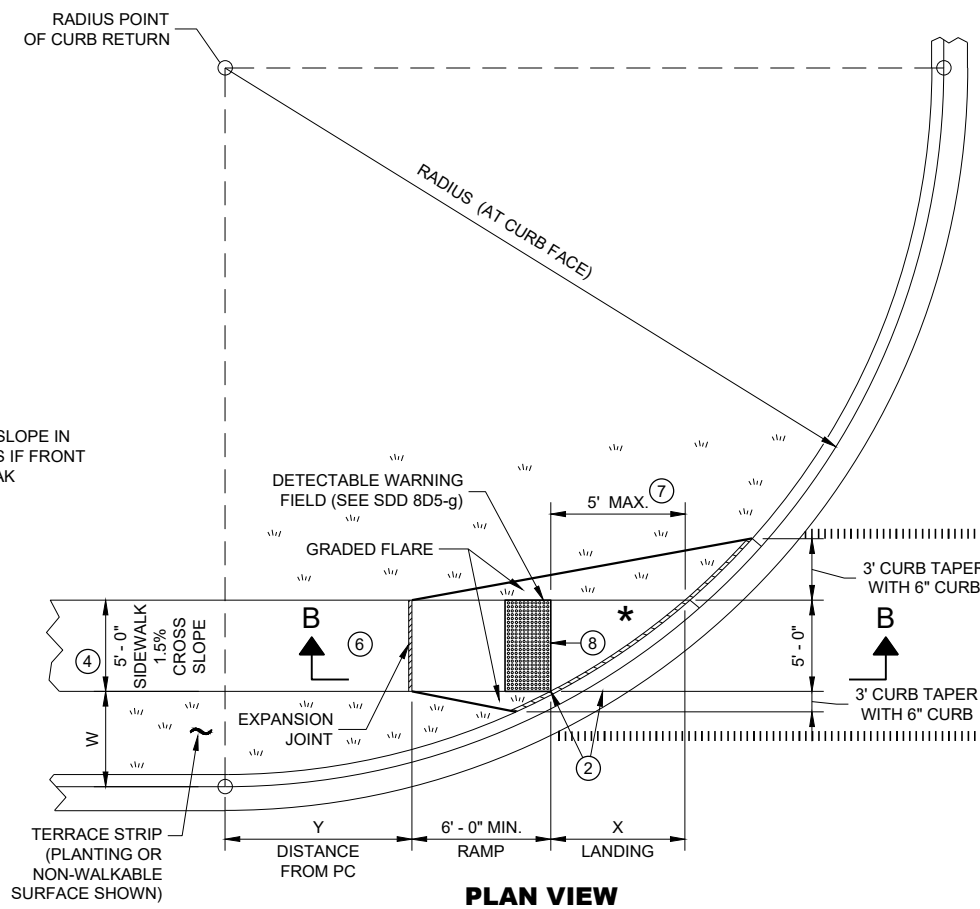
**SECTION A - A FOR TYPE 4B**

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

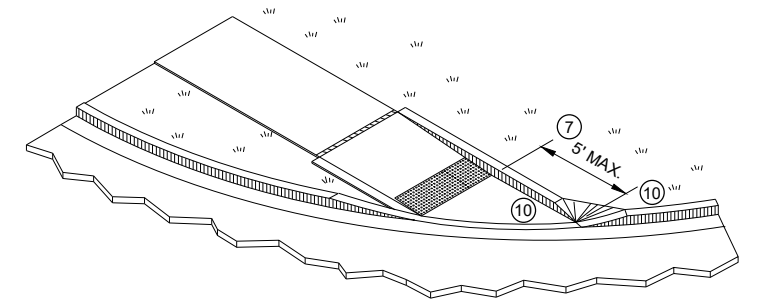


**SECTION B - B FOR TYPE 4B AND TYPE 4B1**

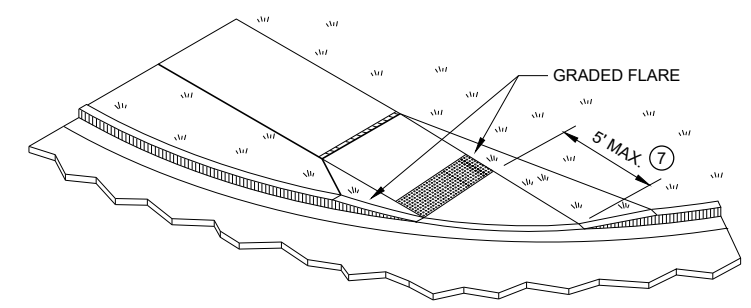
\*\* IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED



**PLAN VIEW CURB RAMP TYPE 4B1**



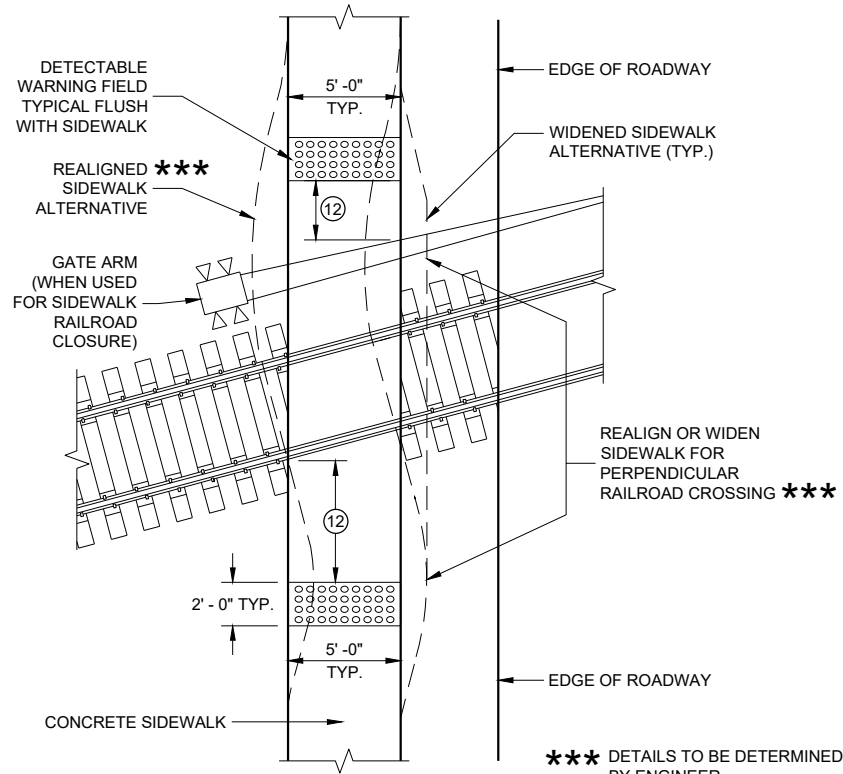
**ISOMETRIC VIEW FOR TYPE 4B**



**ISOMETRIC VIEW FOR TYPE 4B1**

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

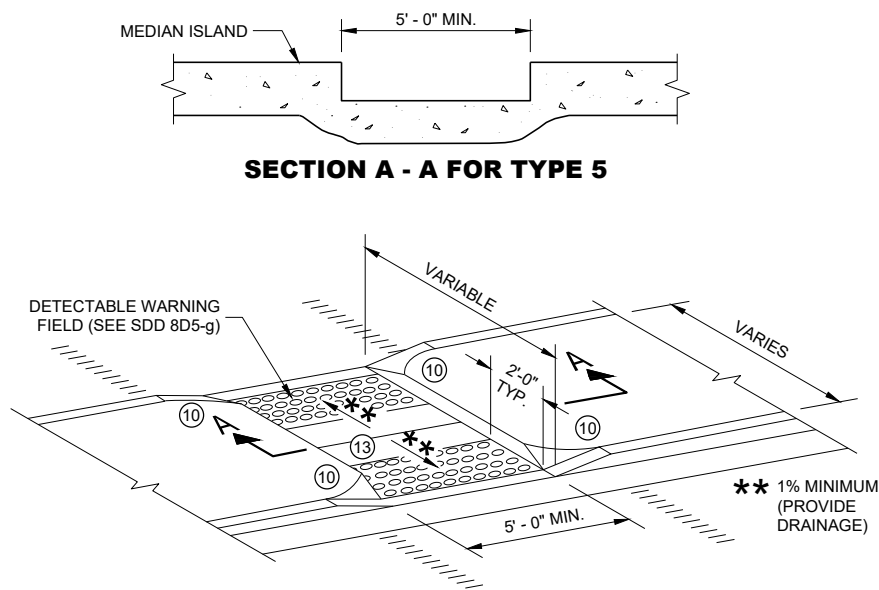
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 DEPARTMENT OF TRANSPORTATION



**CURB RAMP TYPE 8**

**DETECTABLE WARNINGS AT RAILROAD CROSSING**

\*\*\* DETAILS TO BE DETERMINED BY ENGINEER



**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.

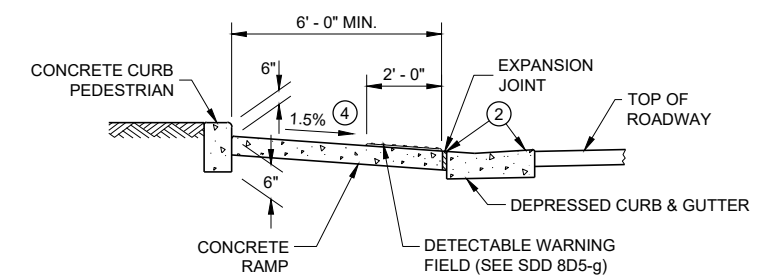
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

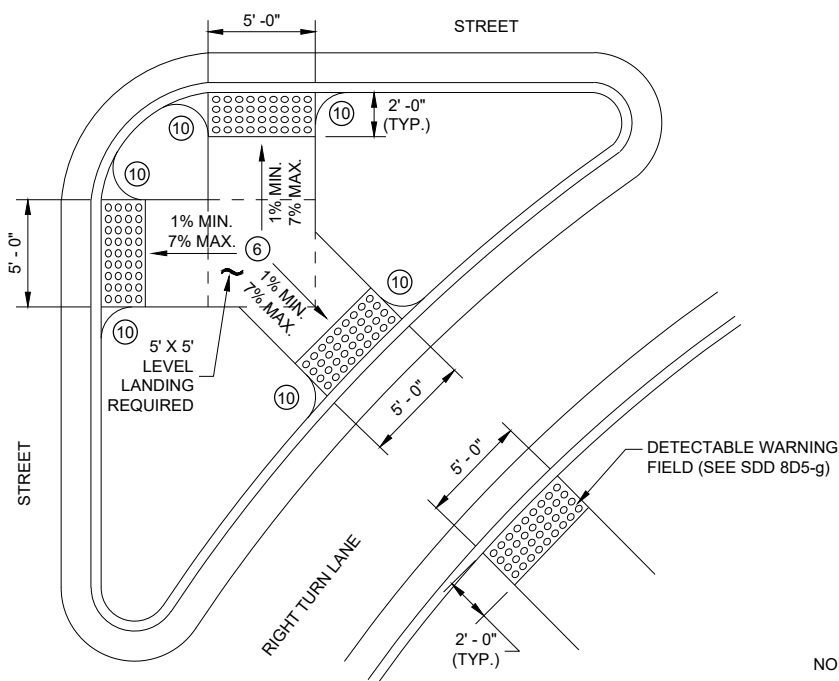
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH 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 STREET-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**

- ===== 1/2" EXPANSION JOINT SIDEWALK
- - - - - CONTRACTION JOINT FIELD LOCATED
- ||||||| PAVEMENT MARKING CROSSWALK (WHITE)

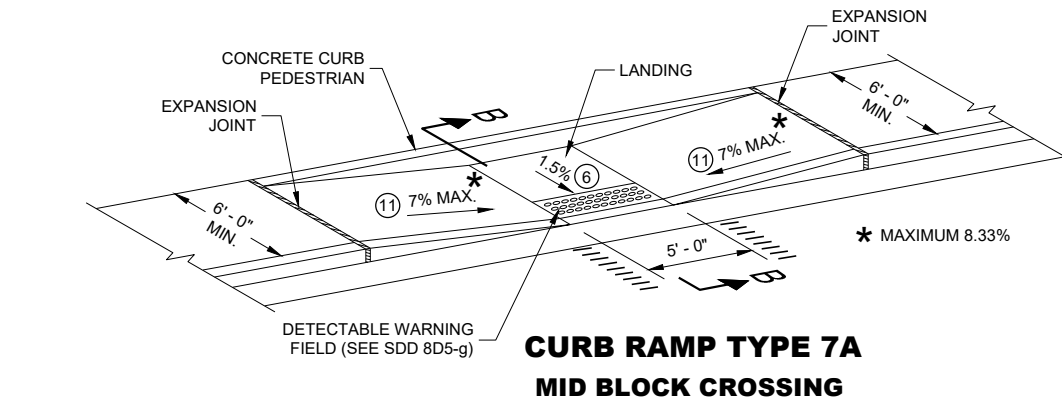


**SECTION B - B FOR TYPE 7A**

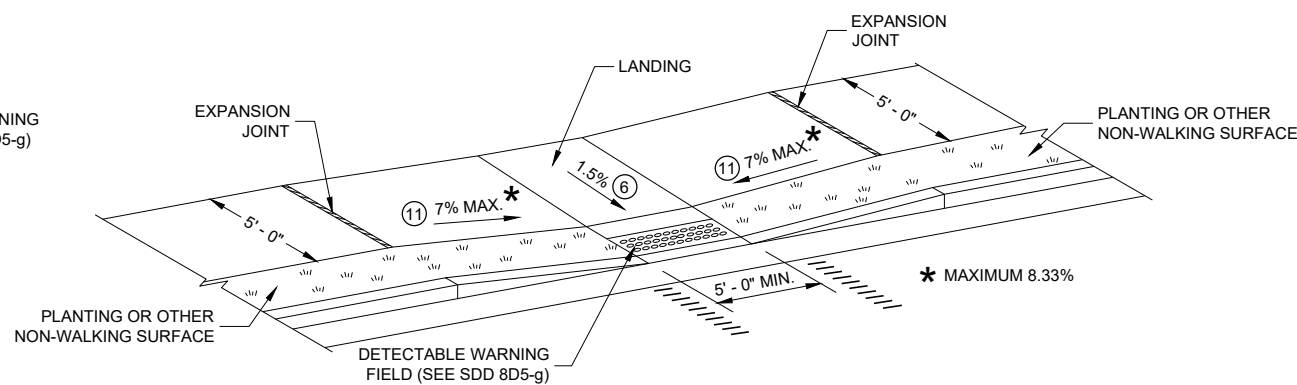


**CURB RAMP TYPE 6**  
**DETECTABLE WARNING AT ISLANDS**

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



**CURB RAMP TYPE 7A**  
**MID BLOCK CROSSING**



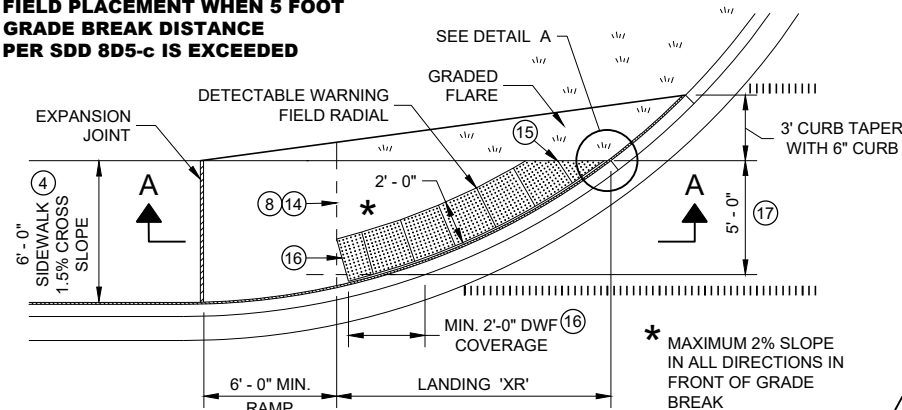
**CURB RAMP TYPE 7B**  
**MID BLOCK CROSSING**

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

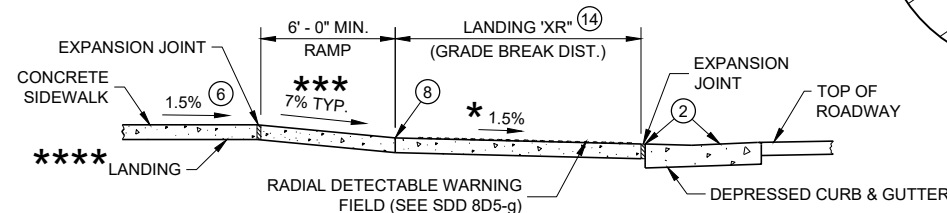
**CURB RAMPS**  
**TYPE 5, 6, 7A, 7B & 8**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

**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)**

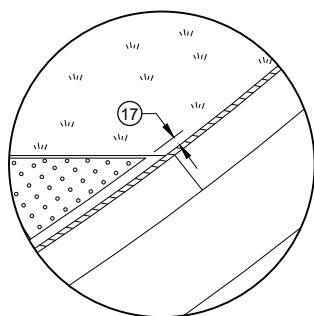


**SECTION A - A FOR TYPE 4A1**

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

\*\*\* MAXIMUM 8.33%

- LEGEND**
- 1/2" EXPANSION JOINT SIDEWALK
  - - - - - CONTRACTION JOINT SIDEWALK
  - ||||| PAVEMENT MARKING CROSSWALK (WHITE)

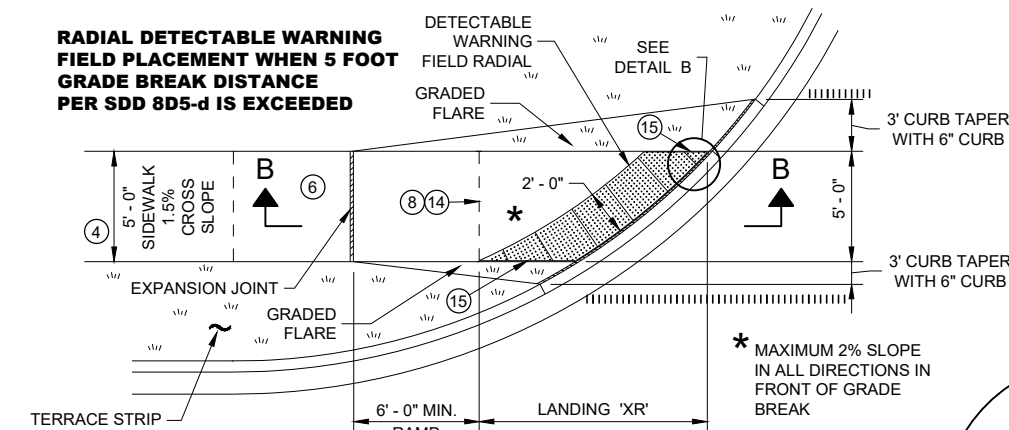


**DETAIL A**

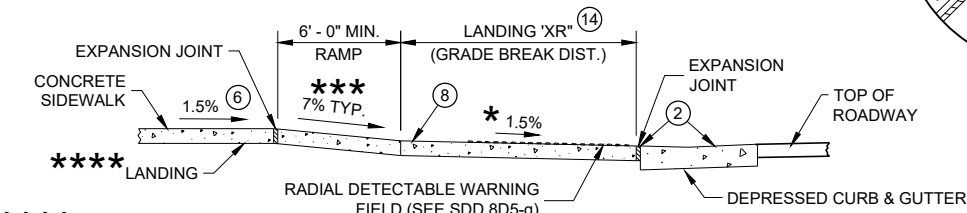
**GENERAL NOTES**

- 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.
- 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 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 AND 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 1/4 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 1/8" 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**



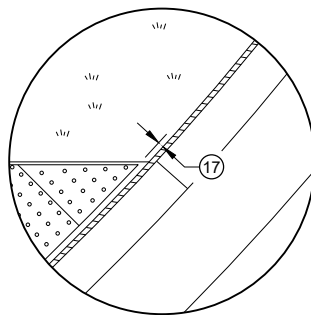
**PLAN VIEW CURB RAMP TYPE 4B1 (GRADE BREAK DISTANCE GREATER THAN 5 FEET)**



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

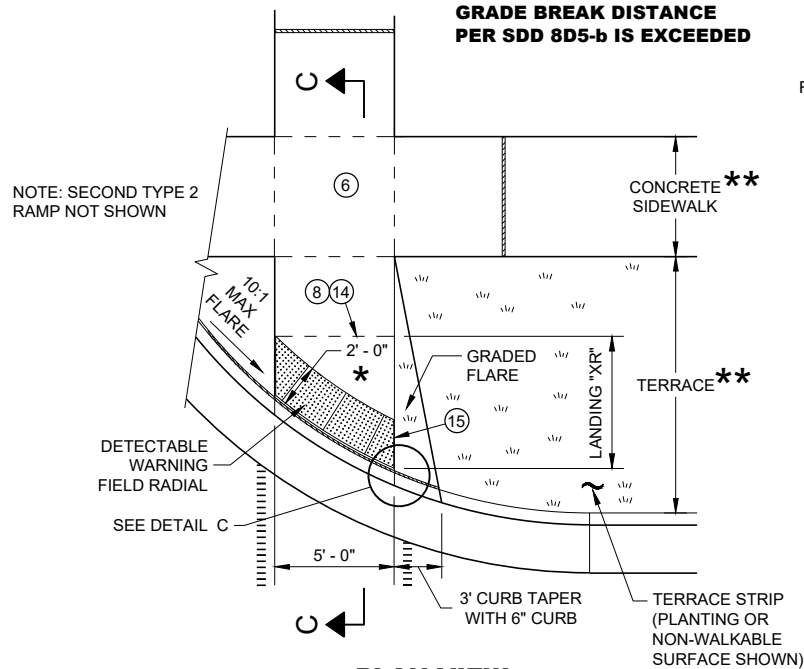
\*\*\*\* IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

\*\*\* MAXIMUM 8.33%



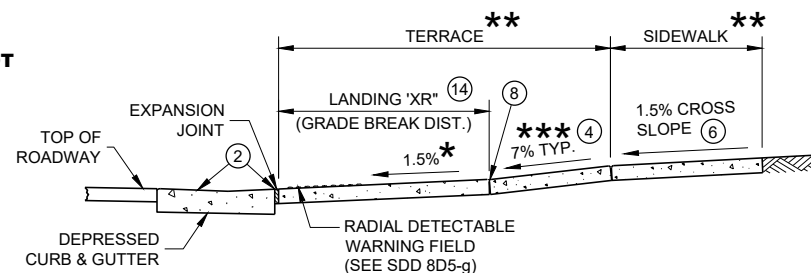
**DETAIL B**

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



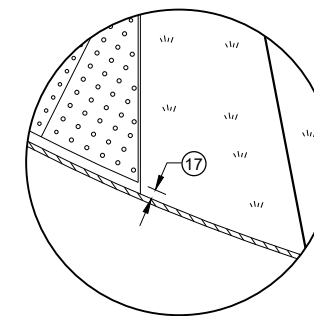
**PLAN VIEW CURB RAMP TYPE 2 (GRADE BREAK DISTANCE GREATER THAN 5 FEET) (ON LINE WITH SIDEWALK)**

NOTE: SECOND TYPE 2 RAMP NOT SHOWN



**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**

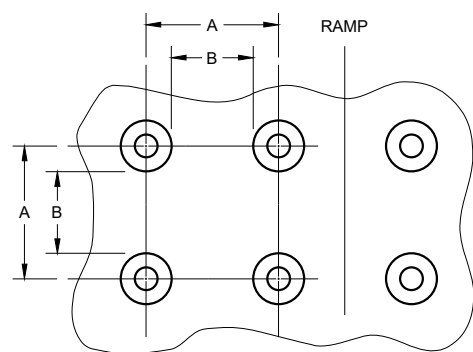
**CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS**

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

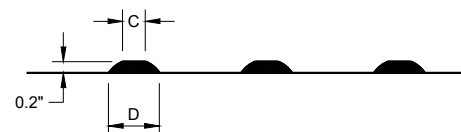


	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

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

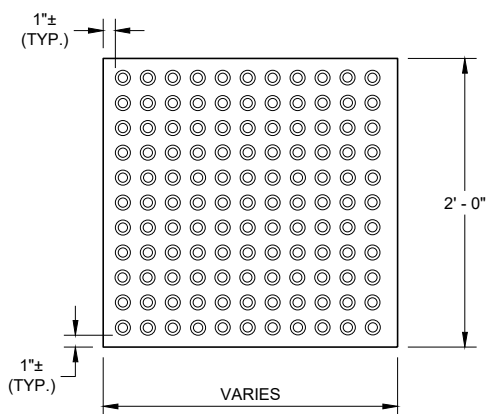


**PLAN VIEW**

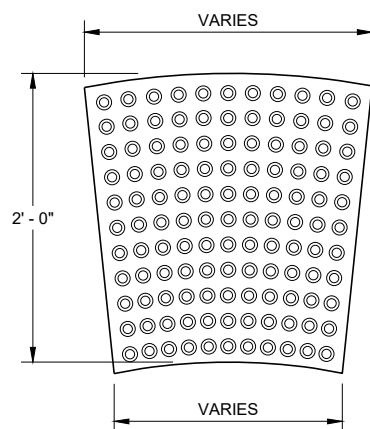


**ELEVATION VIEW**

**TRUNCATED DOMES  
DETECTABLE WARNING PATTERN DETAIL**

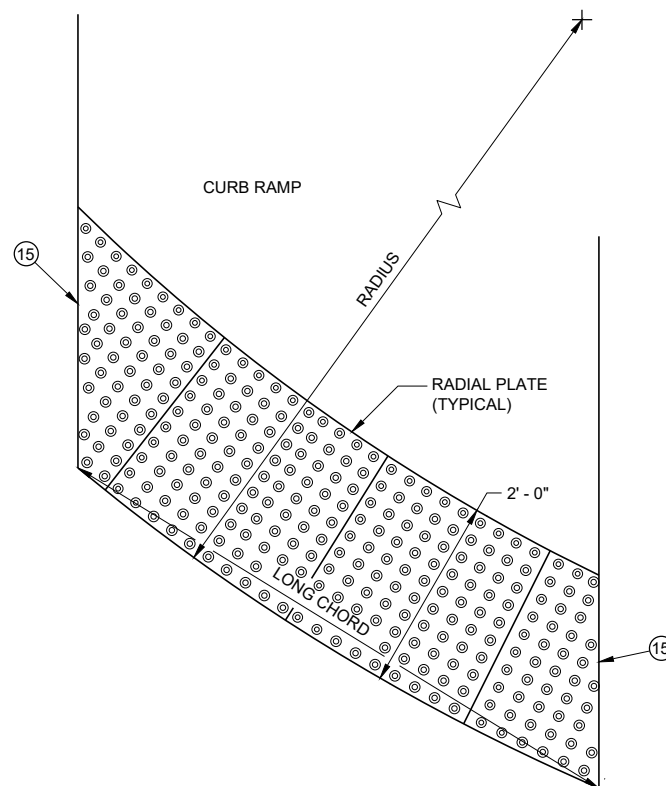


**RECTANGULAR  
PLATES**

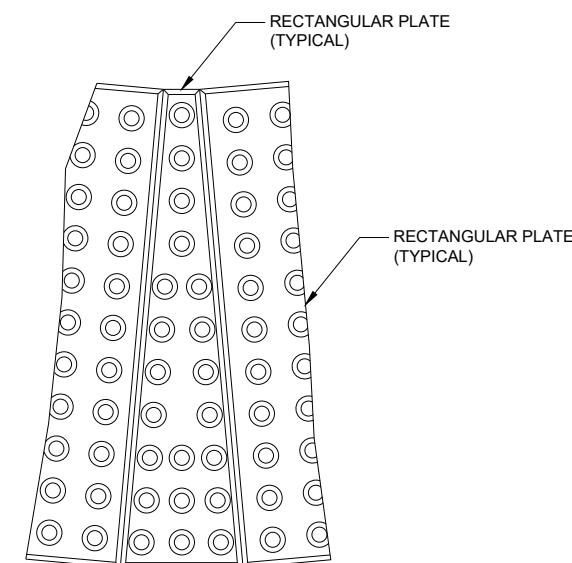


**RADIAL  
PLATES**

**PLAN VIEW  
DETECTABLE WARNING FIELDS (TYPICAL)**



**PLAN VIEW  
RADIAL DETECTABLE  
WARNING FIELD ATTRIBUTES**



**PLAN VIEW  
RADIAL WEDGE PLATE  
CONNECTION DETAIL**

**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 FIELD 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.

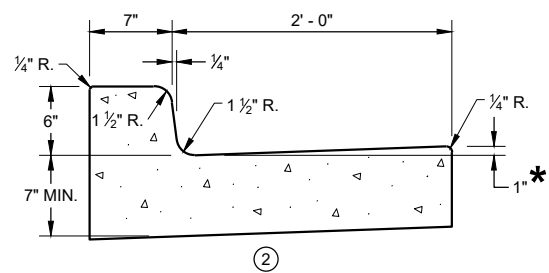
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE.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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

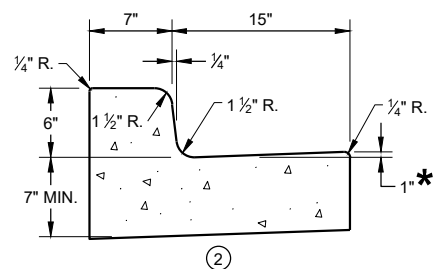
DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

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 1/8" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

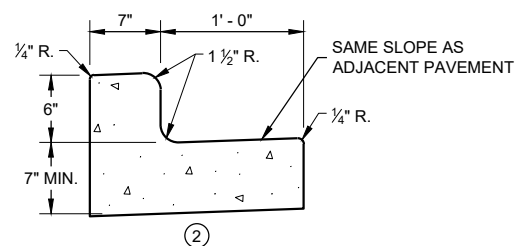
<b>CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2019 DATE	/S/ Rodney Taylor ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
<small>FHWA</small>	



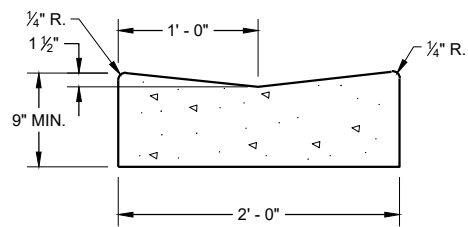
**CONCRETE CURB AND GUTTER 31"** ①



**CONCRETE CURB AND GUTTER 22"** ①

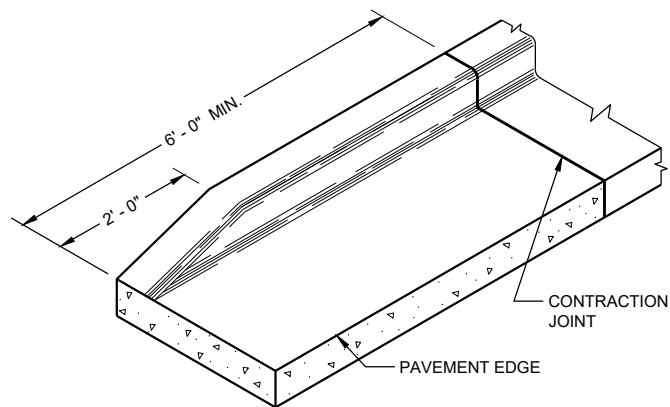


**CONCRETE CURB AND GUTTER 19"** ①

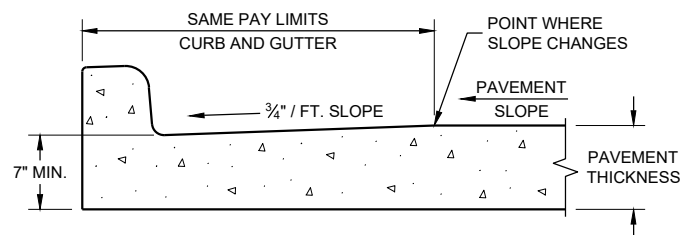


**CONCRETE GUTTER 24"** ①

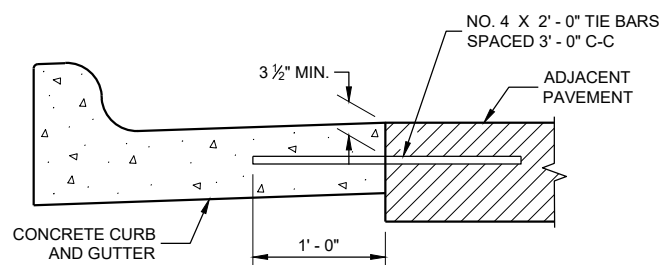
\* TO BE MEASURED TO A MAXIMUM OF 3" WHERE DRAINAGE PROBLEMS EXIST.



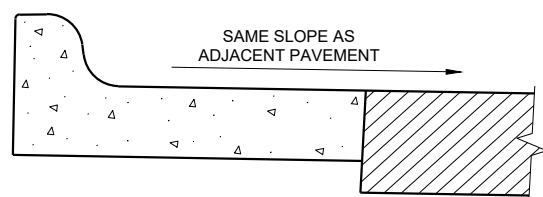
**END SECTION CURB AND GUTTER**



**PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB AND GUTTER**



**TYPICAL TIE BAR LOCATION** ①



**HIGH SIDE SECTION** ③  
(TYPICAL FOR ALL CURB & GUTTER TYPES)

**GENERAL NOTES**

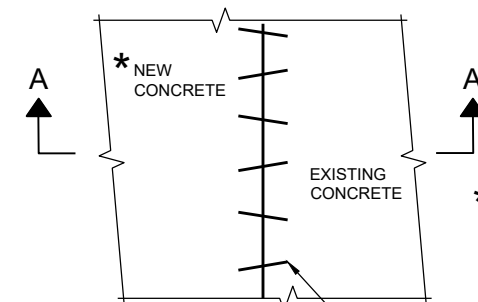
DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

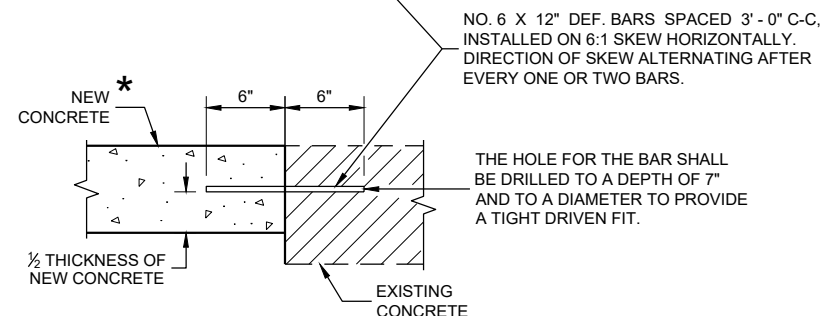
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

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

- ① WHEN PLACED ADJACENT TO NEW CONCRETE, TIE BARS ARE REQUIRED 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**



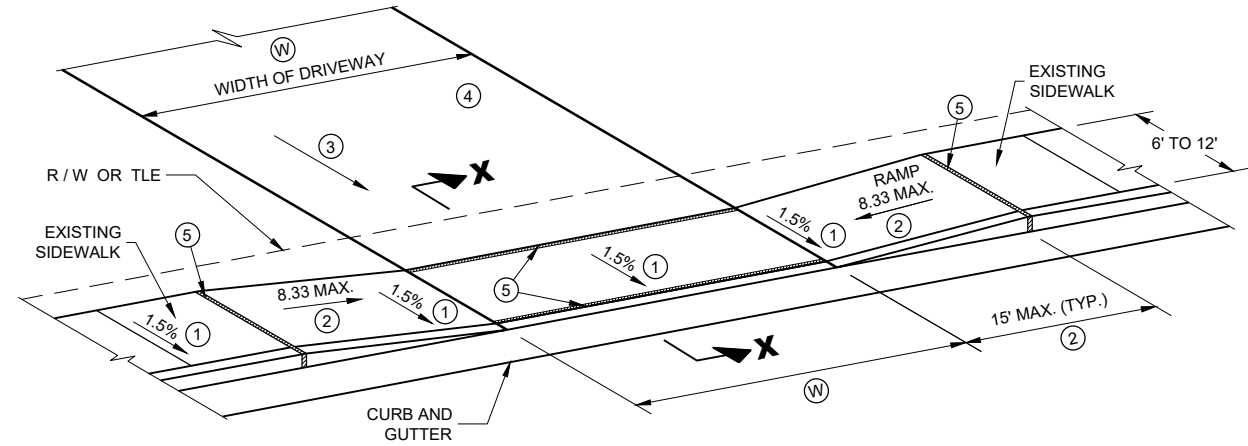
**SECTION A - A  
PAVEMENT TIES**

**CONCRETE GUTTER,  
CURB AND GUTTER AND  
PAVEMENT TIES**  
(For Optional use in Milwaukee Co. Only)

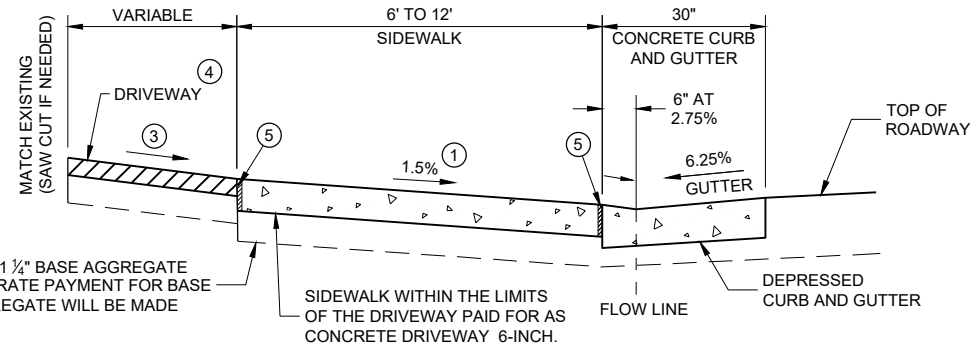
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
February 2020 /S/ Rodney Taylor  
DATE ROADWAY STANDARDS DEVELOPMENT  
ENGINEER

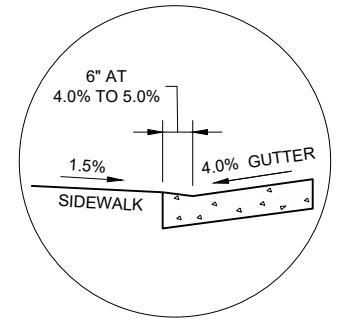
FHWA



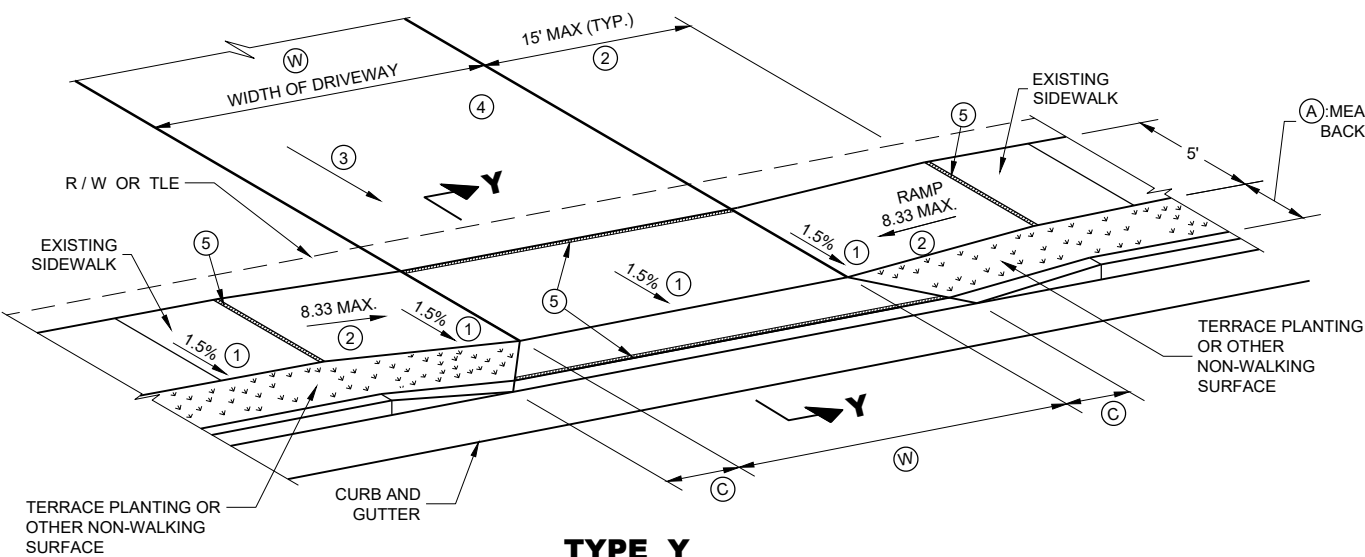
**TYPE X**  
**SIDEWALK ABUTS CURB AND GUTTER**  
**TERRACE VARIES 0 TO 3 FEET**



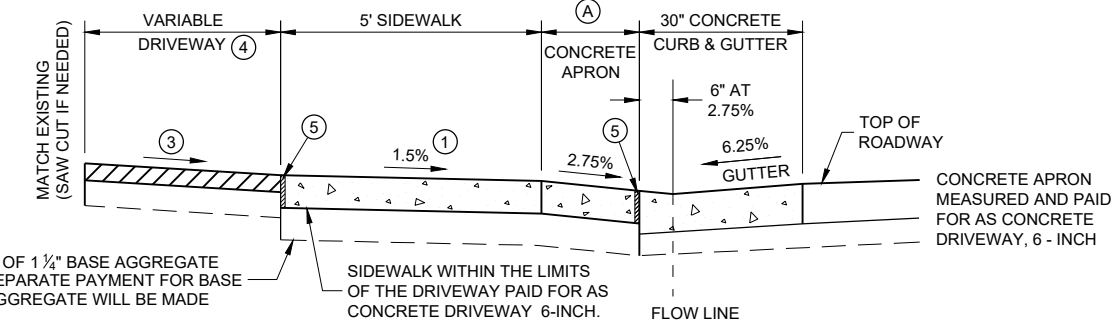
**SECTION X - X**



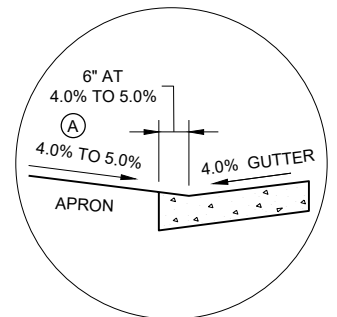
**SECTION X - X**  
**4% GUTTER SLOPE**



**TYPE Y**  
**SIDEWALK WITH NARROWER TERRACE**  
**TERRACE VARIES 4 TO 6 FEET**



**SECTION Y - Y**  
**DRIVEWAY DETAIL WITH CONCRETE**  
**CURB AND GUTTER**  
**(URBAN AND SUBURBAN)**



**SECTION Y - Y**  
**4% GUTTER SLOPE**

(W): 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)  
 16' MIN. - 35' MAX. COMMERCIAL (CE)

**TABLE Y**

(A) FEET	(C) FEET
3.5'	2.0'
4.5'	3.0'
5.5'	3.5'

(A): MEASURE FROM BACK OF CURB

NOTE: SIDEWALK MAY BE DEPRESSED IN DRIVEWAY AREAS

**GENERAL NOTES**

PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.

(W) IS SHOWN ON PLAN AND PROFILE SHEETS.

OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

- ① CONSTRUCTION TOLERANCE OF 0.5%± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.
- ② THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY. SLOPE SIDEWALK RAMP TOWARD APRON AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

- ③ **DRIVEWAY SLOPES: DESIRABLE MAXIMUM**  
 10.5% UP AWAY FROM SIDEWALK (SAG)  
 8.5% DOWN AWAY FROM SIDEWALK (CREST)  
 ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG

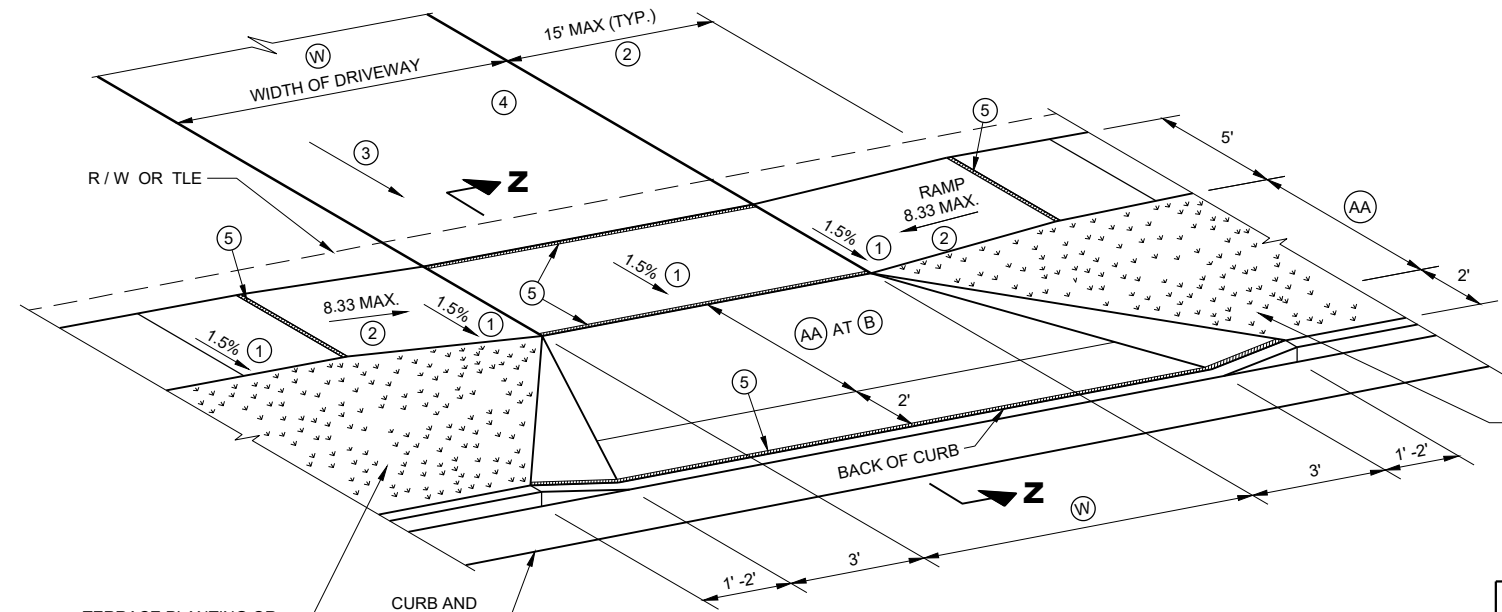
- ④ **DRIVEWAY TYPES**  
 • 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE  
 • 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE  
 • 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES.)

- ⑤ ½" EXPANSION JOINT FILLER

**DRIVEWAY AND**  
**SIDEWALK RAMPS**  
**TYPES X AND Y**

STATE OF WISCONSIN  
 DEPARTMENT OF TRANSPORTATION

APPROVED  
 February 2022 /S/ Rodney Taylor  
 DATE ROADWAY STANDARDS DEVELOPMENT  
 ENGINEER



**TYPE Z**  
**SIDEWALK WITH WIDER TERRACE**  
**TERRACE VARIES 7 TO 12 FEET**

**GENERAL NOTES**

PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.

(W) IS SHOWN ON PLAN AND PROFILE SHEETS.

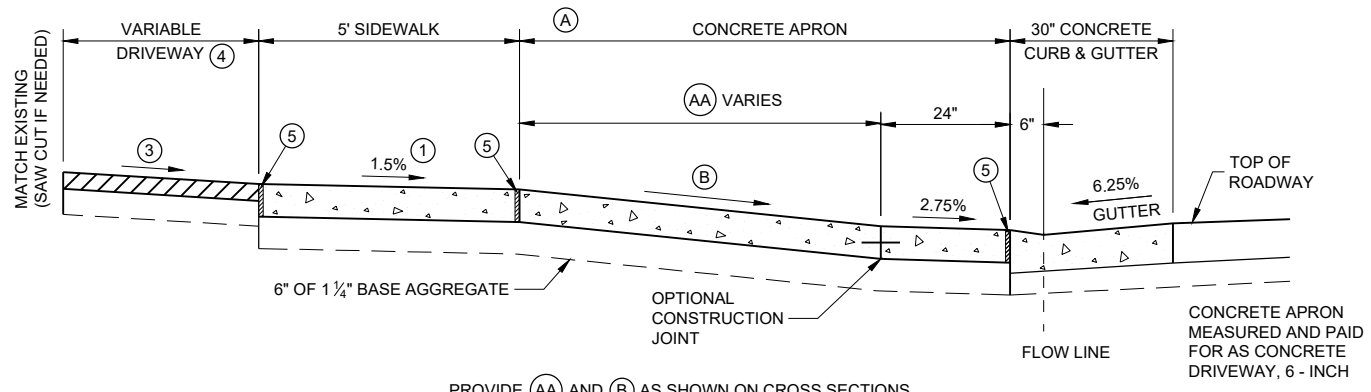
OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

- ① CONSTRUCTION TOLERANCE OF 0.5%± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.
- ② THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY.
- ③ DRIVEWAY SLOPES: DESIRABLE MAXIMUM  
 10.5% UP AWAY FROM SIDEWALK (SAG)  
 8.5% DOWN AWAY FROM SIDEWALK (CREST)  
 ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG
- ④ DRIVEWAY TYPES  
 · 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE  
 · 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE  
 · 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES.)
- ⑤ ½" EXPANSION JOINT FILLER.

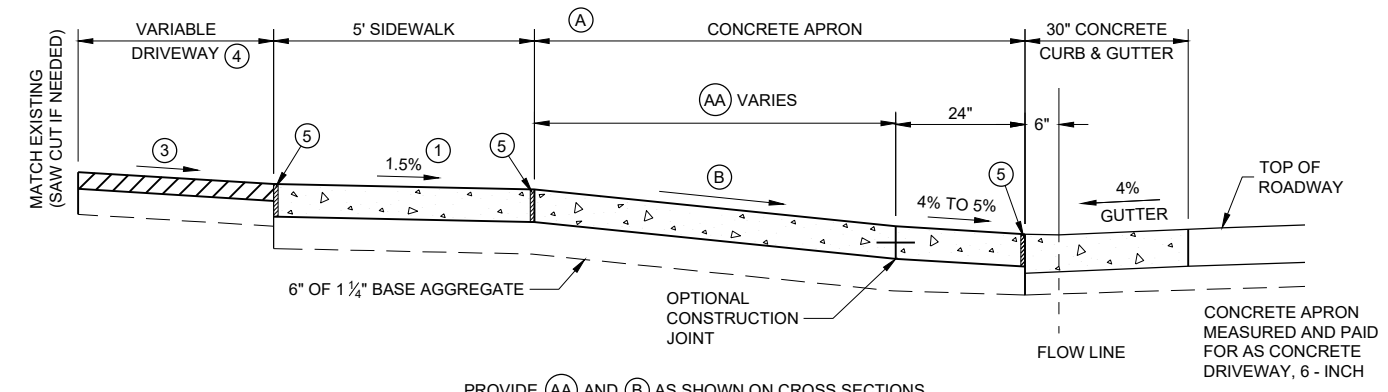
**TABLE Z**

(AA) FEET	(B) % 6.25% GUTTER	(B) % 4% GUTTER
4.5'	11.5%	9% TO 11.5%
5.5'	9% TO 11.5%	8% TO 11.5%
6.5'	8% TO 11.5%	6% TO 11.5%
7.5'	7% TO 11.5%	6% TO 11.5%
8.5'	6% TO 11.5%	5% TO 11.5%
9.5'	5% TO 11.5%	4% TO 11.5%

(W): 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)  
 16' MIN. - 35' MAX. COMMERCIAL (CE)



**6.25% GUTTER SLOPE**



**4% GUTTER SLOPE**

NOTE: SIDEWALK MAY BE DEPRESSED IN DRIVEWAY AREAS FOR (B) VALUES NOT SHOWN IN TABLE Z.  
 SIDEWALK WITHIN THE LIMITS OF THE DRIVEWAY PAID FOR AS CONCRETE DRIVEWAY 6-INCH.  
 SEPARATE PAYMENT FOR BASE AGGREGATE WILL BE MADE.

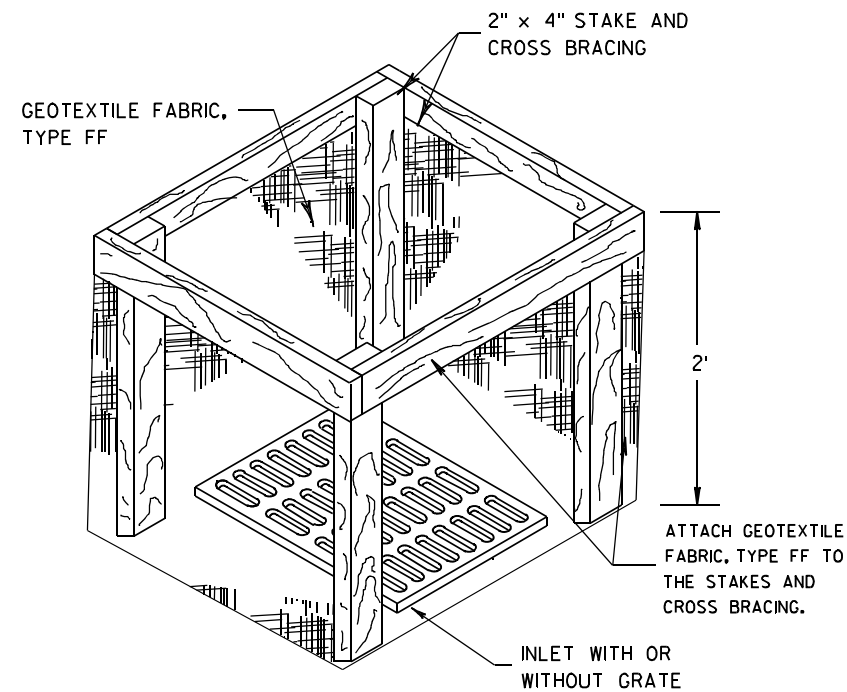
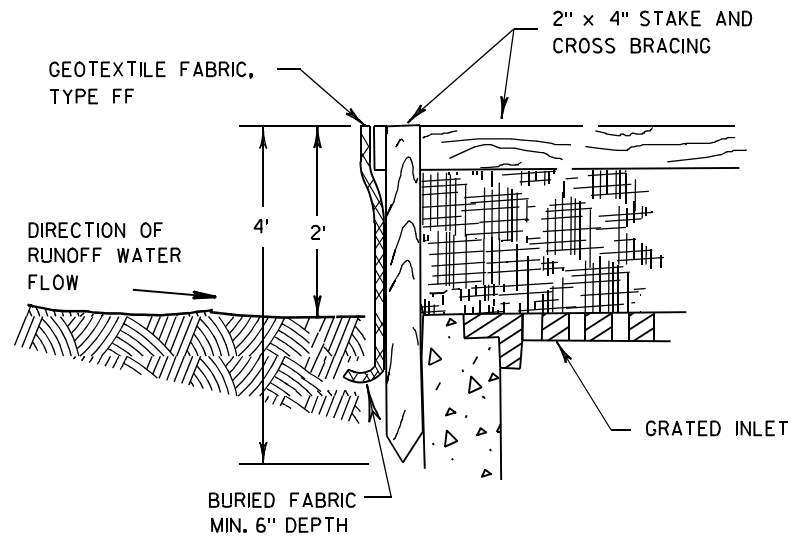
**SECTION Z - Z**  
**DRIVEWAY DETAIL WITH CONCRETE CURB AND GUTTER**  
**(URBAN AND SUBURBAN)**

**DRIVEWAY AND SIDEWALK RAMPS TYPE Z**

STATE OF WISCONSIN  
 DEPARTMENT OF TRANSPORTATION

APPROVED  
 February 2022 DATE /S/ Rodney Taylor  
 ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA



**INLET PROTECTION, TYPE A**

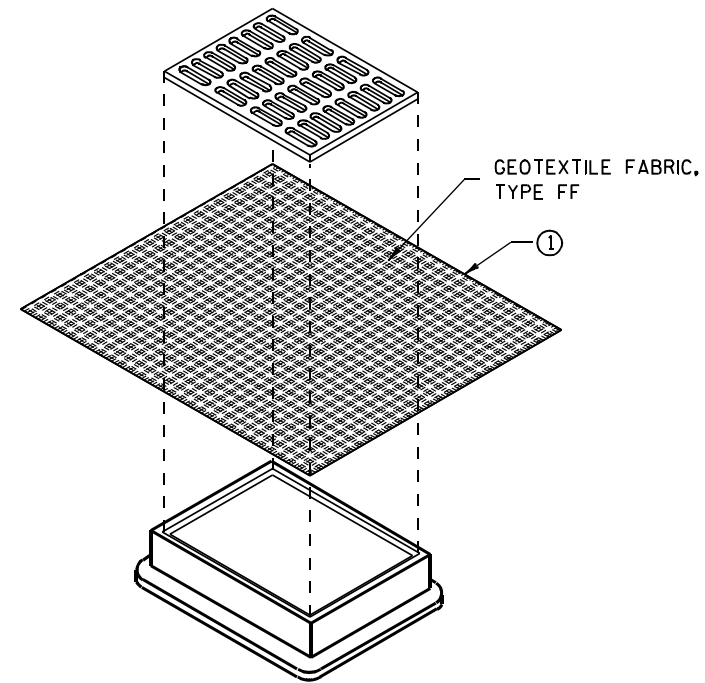
**GENERAL NOTES**

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.

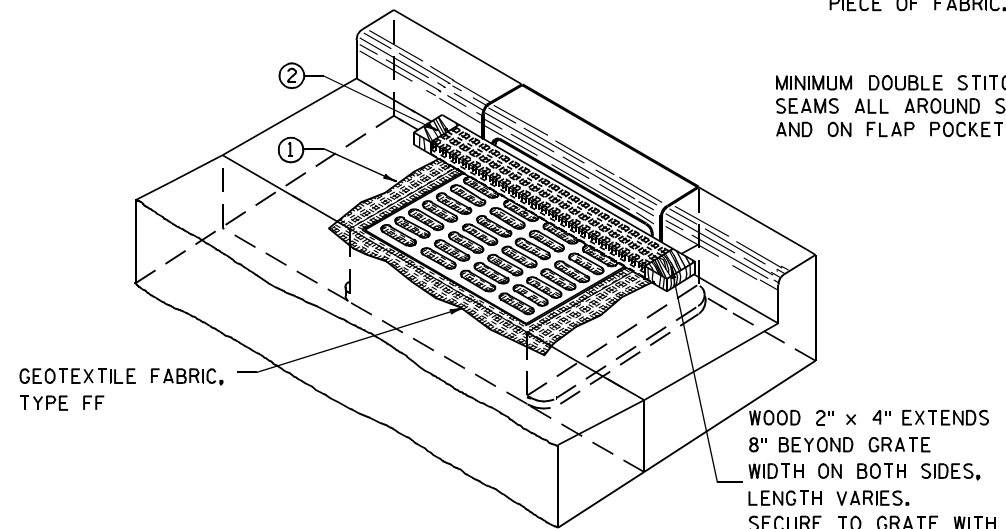
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

- 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.



**INLET PROTECTION, TYPE B  
(WITHOUT CURB BOX)**

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



**INLET PROTECTION, TYPE C (WITH CURB BOX)**

**INSTALLATION NOTES**

**TYPE B & C**

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

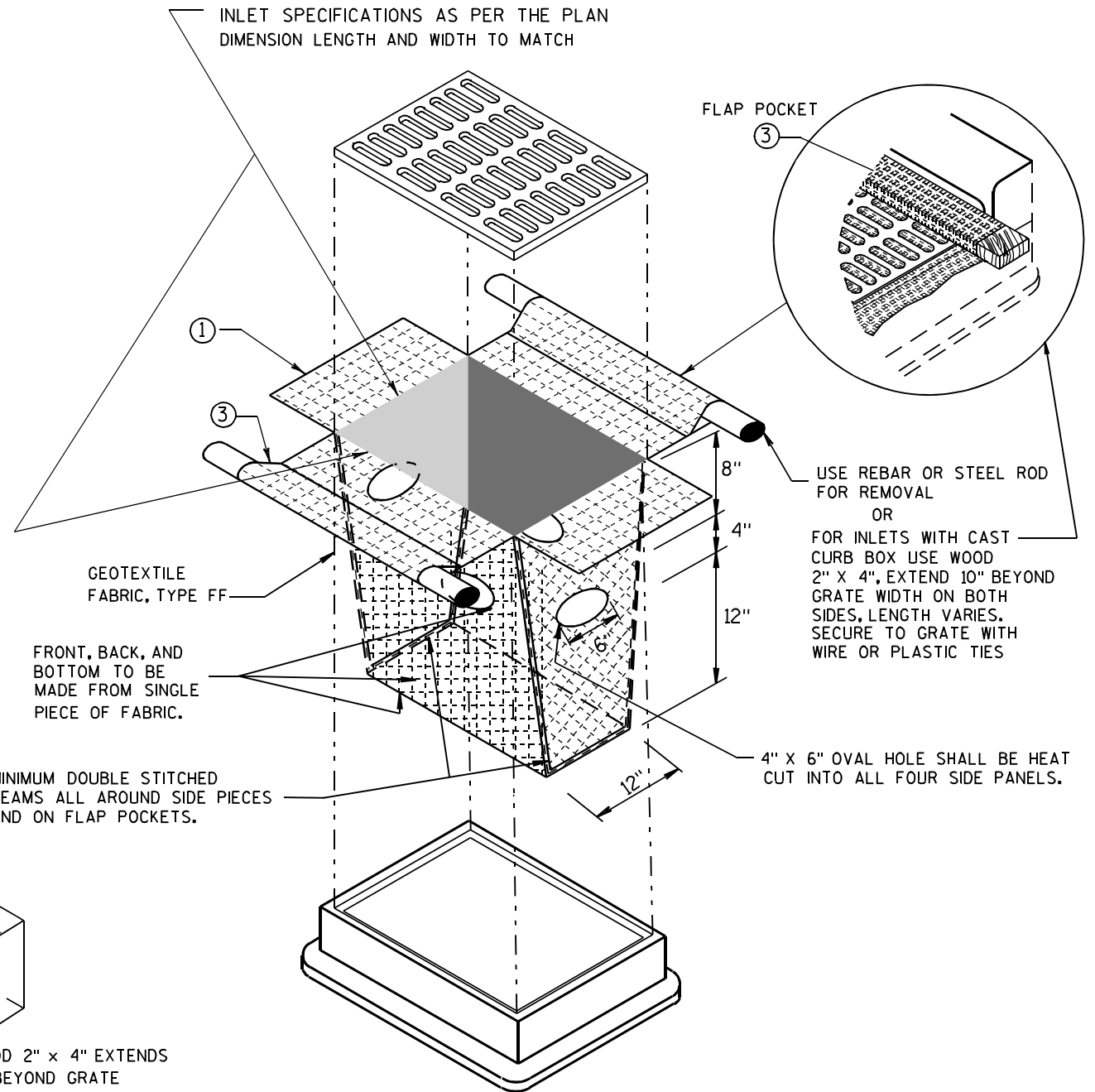
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

**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.

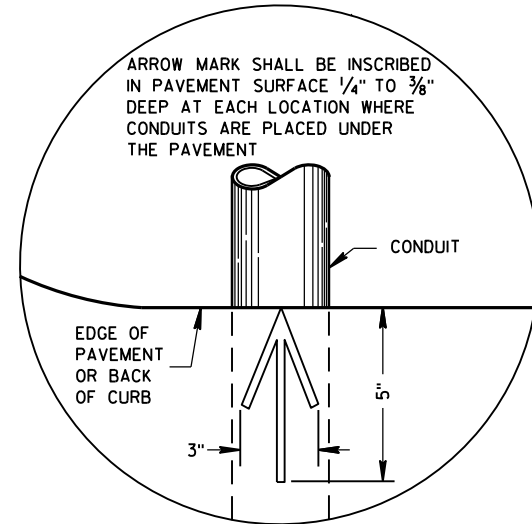
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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



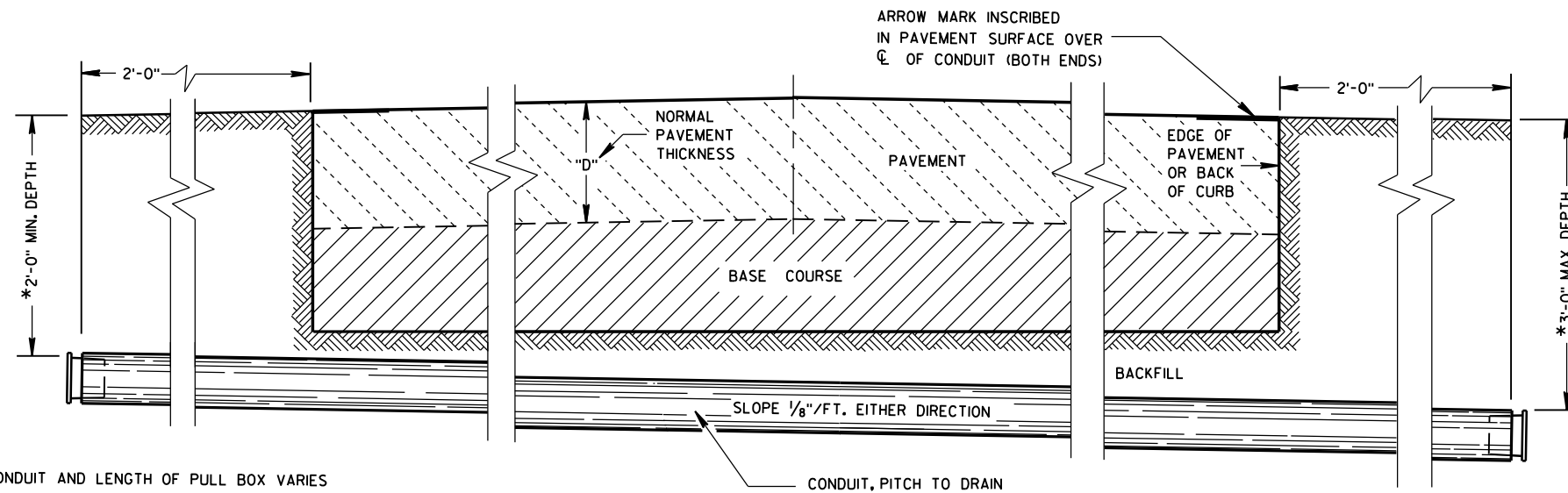
**INLET PROTECTION, TYPE D**

(CAN BE INSTALLED IN ANY INLET TYPE WITH OR WITHOUT A CURB BOX AS PER NOTE ②)

<b>INLET PROTECTION TYPE A, B, C, AND D</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 10/16/02 DATE	/s/ Beth Conestra CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA	



**PLAN VIEW  
ARROW MARK**



**SIDE ELEVATION  
DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS**

\*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

**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 EMERSON 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.

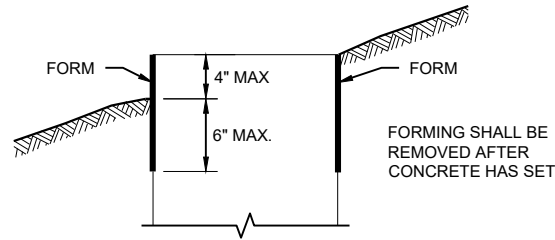
CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

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.

<b>CONDUIT</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED March, 2017 DATE	/S/ Ahmet Demirbilek STATE ELECTRICAL ENGINEER
FHWA	

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 DRAWING SHALL 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 AT THE ENTRANCE OF THE BASE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR 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.

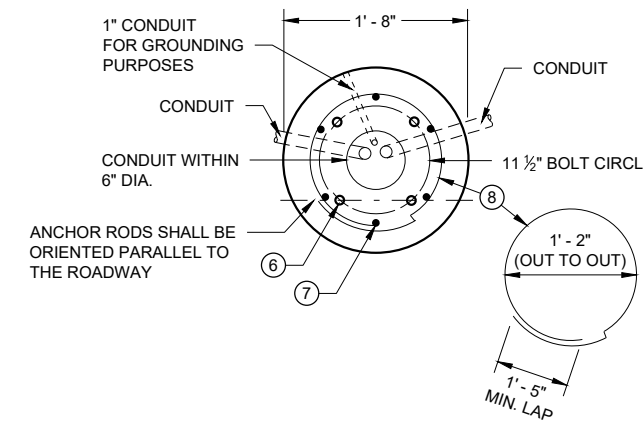
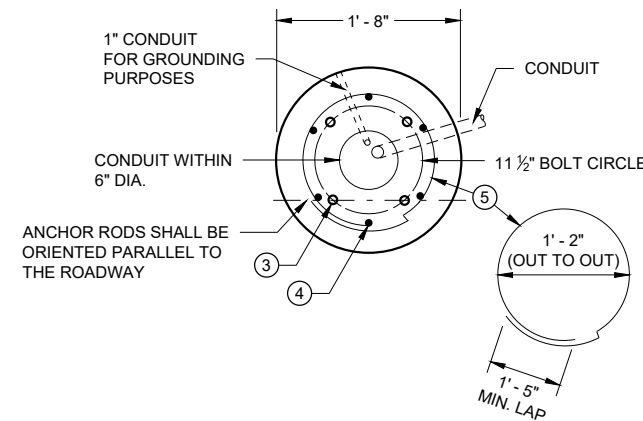
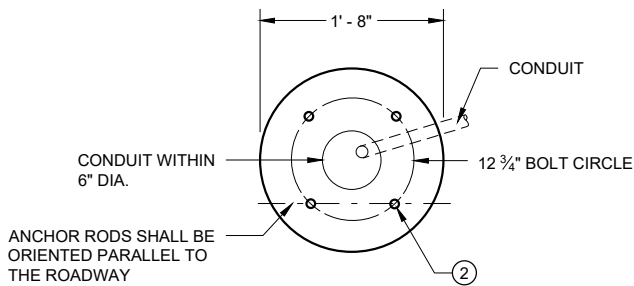
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

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

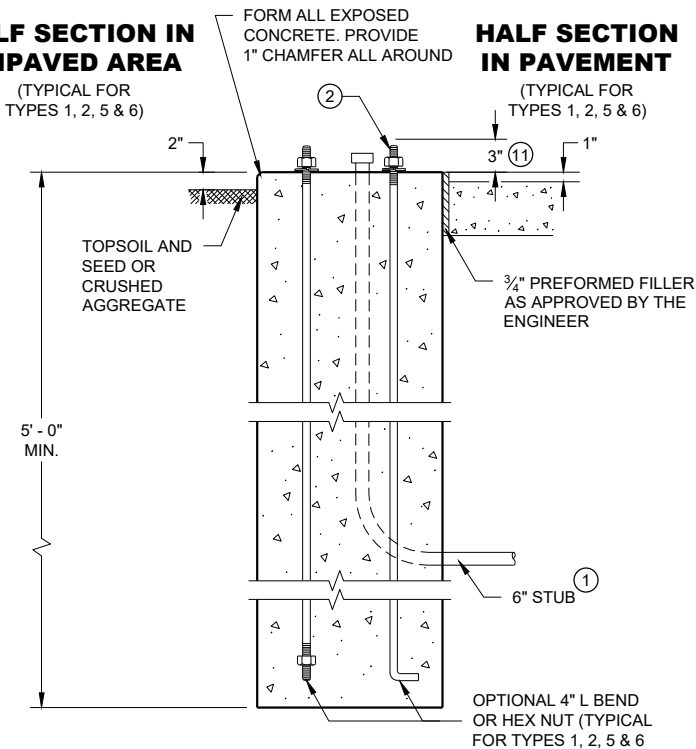
WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

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 STEEL REINFORCEMENT @ 1' - 0" C - C.
- ⑨ EXOTHERMIC CONNECTION TO EQUIPMENT GROUNDING CONDUCTOR
- ⑩ 5/8" DIA. X 8' - 0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED
- ⑪ ANY ANCHOR ROD PROJECTION SHORTER THAN 2 3/4" OR LONGER THAN 3 1/4" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.
- ⑫ FOR NON - BREAKAWAY INSTALLATIONS, 4 1/2" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

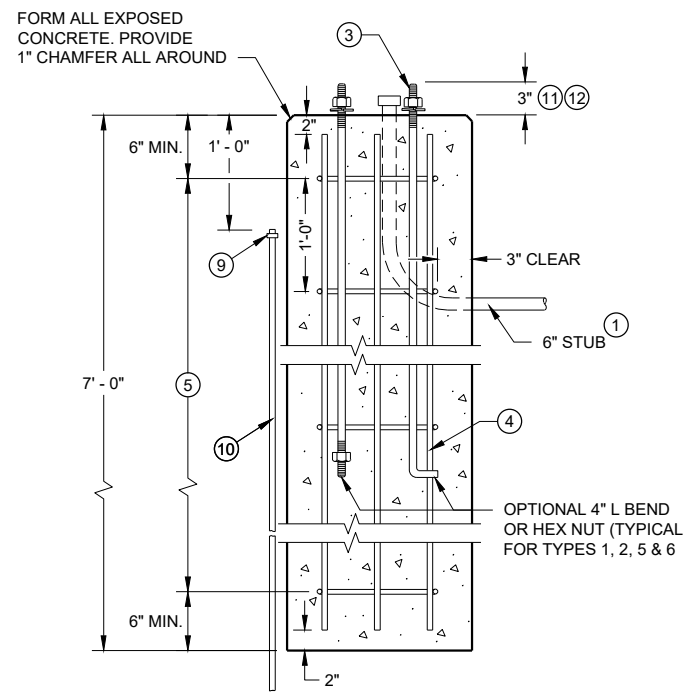


**HALF SECTION IN UNPAVED AREA**

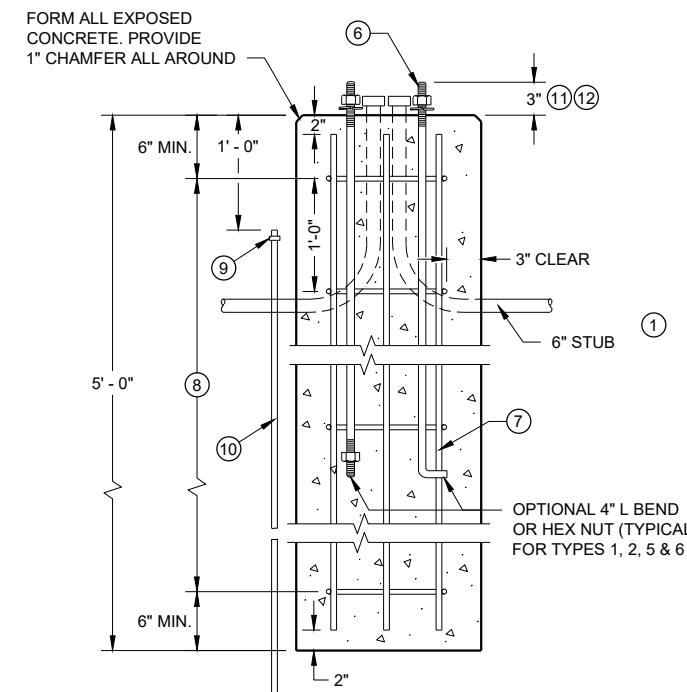


**TYPE 1**

**HALF SECTION IN PAVEMENT**



**TYPE 2**



**TYPE 5 & 6**

**CONCRETE BASES**

**CONCRETE BASES  
TYPES 1, 2, 5, & 6**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
May 2019 /S/ Ahmet Demirelek  
DATE STATE ELECTRICAL ENGINEER

FHWA



## 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 AT 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.

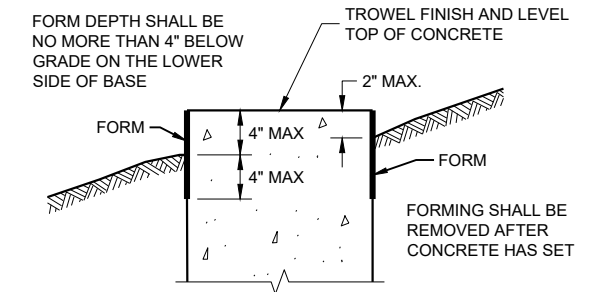
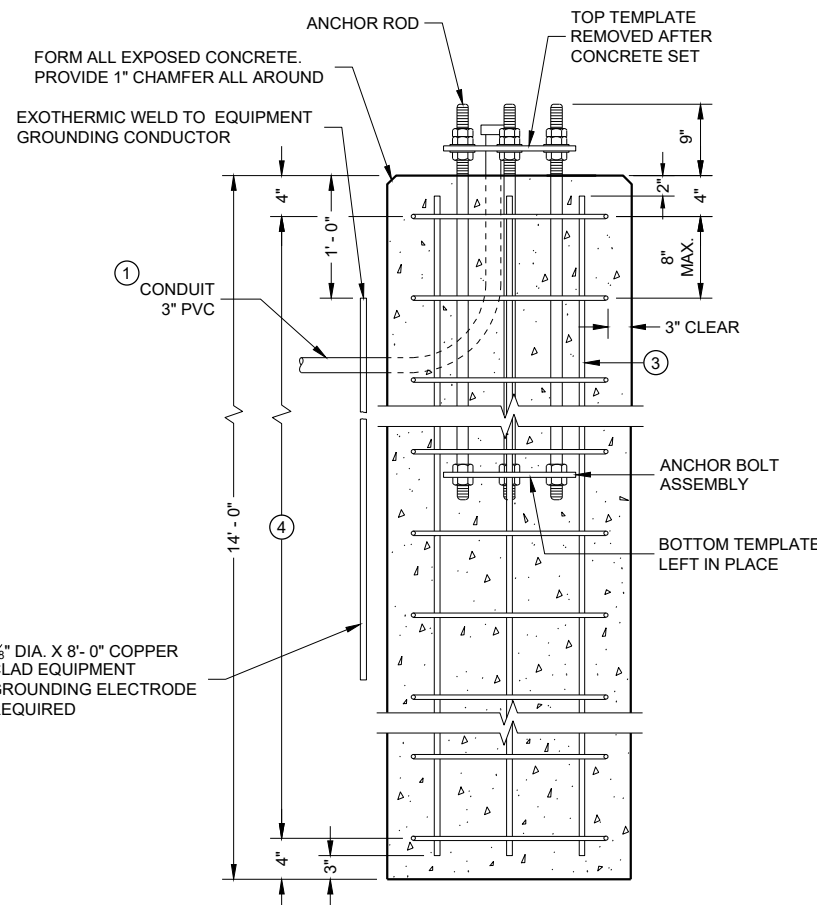
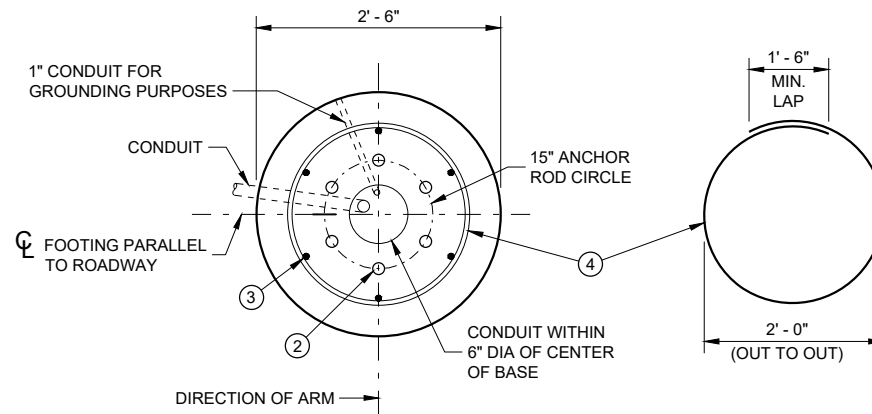
② (6) 1 1/2" DIA. X 4' - 4" ANCHOR RODS

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

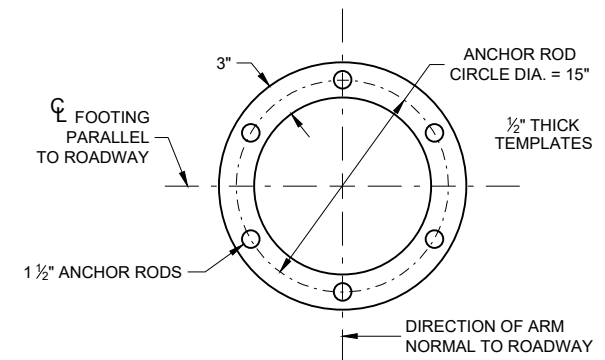
④ (21) NO. 5 X 7'-10" BAR STEEL REINFORCEMENT @ 8" MAX. C-C.

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 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.

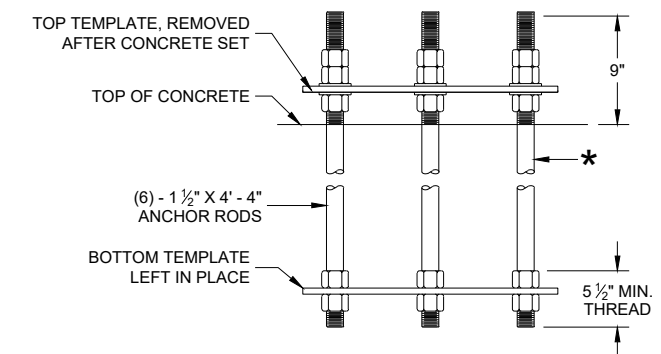
QUANTITY REQUIREMENTS	
APPROX. CUBIC YARDS OF CONCRETE	2.5
LBS. OF HOOP BAR STEEL	172
LBS. OF VERTICAL BAR STEEL	122



## 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 1/2" 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 (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.

## CONCRETE BASE TYPE 10

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
May 2017 /S/ Ahmet Demerbilek  
DATE WIND LOADED STRUCTURES PROGRAM LEADER

FHWA

**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 1/2" 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.

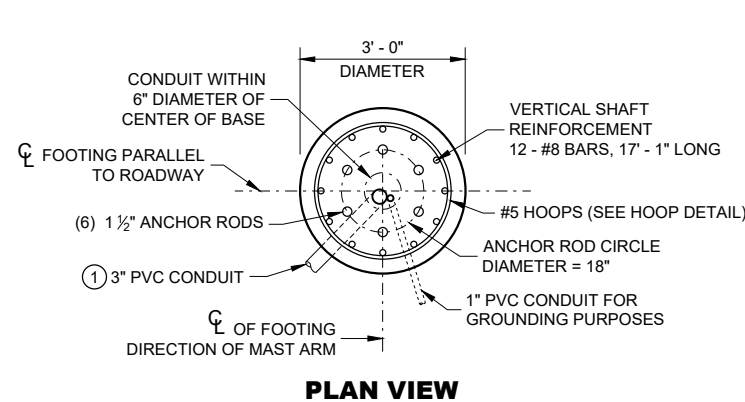
A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

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.

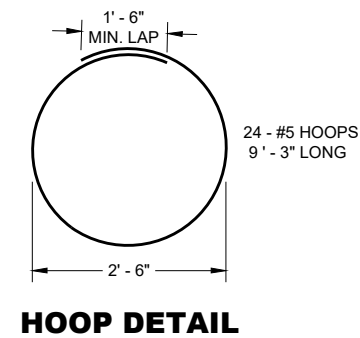
THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

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.

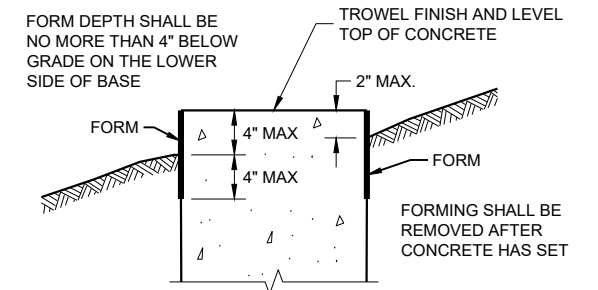
CONCRETE MASONRY.....fc = 3,500 p.s.i.  
 HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60.....fy = 60,000 p.s.i.  
 ANCHOR RODS, ASTM F1554 GRADE 55 ( IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATION).....fy = 55,000 p.s.i.  
 TEMPLATES, ASTM A709, GRADE 36.....fy = 36,000 p.s.i.



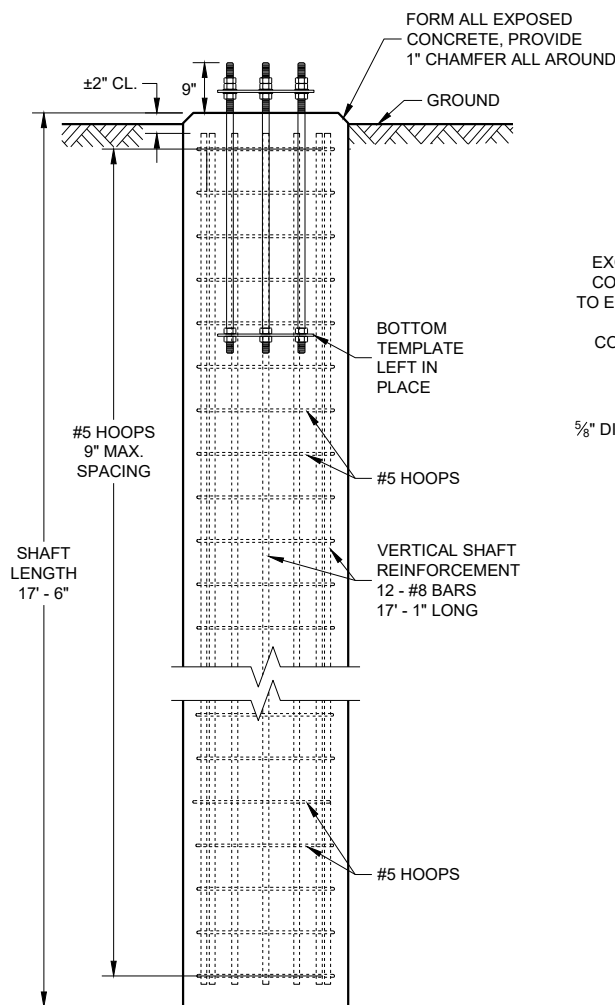
**PLAN VIEW**



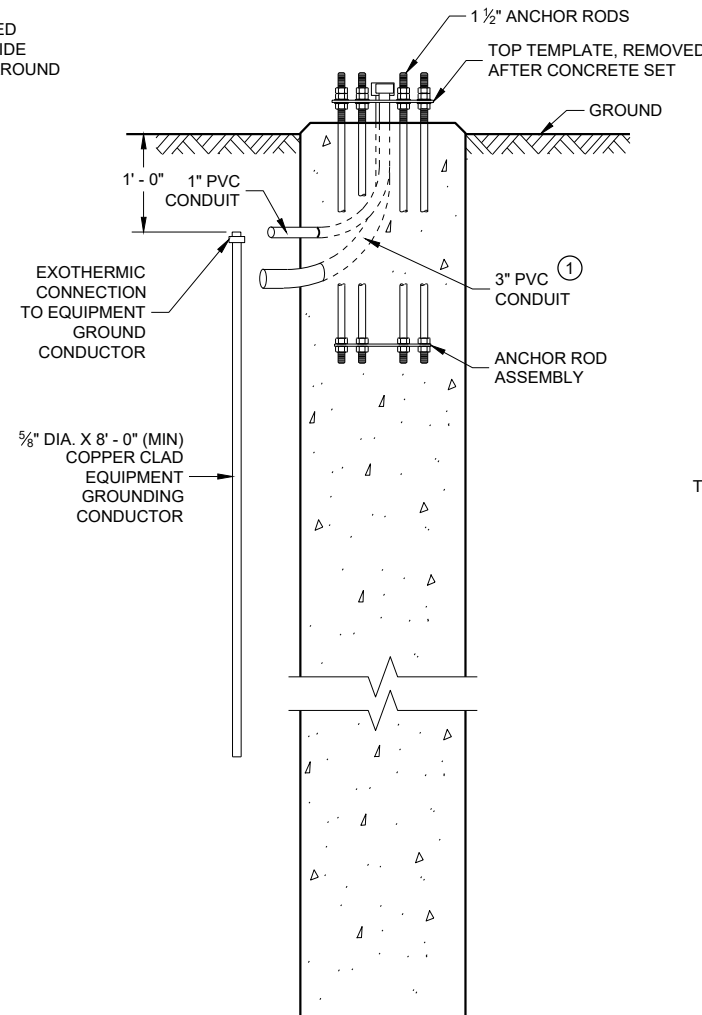
**HOOP DETAIL**



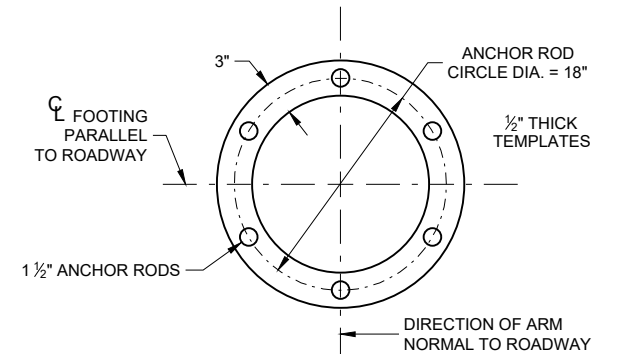
**FORMING DETAIL**



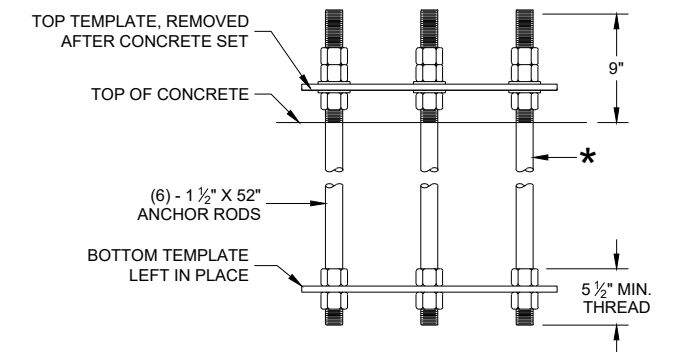
**ELEVATION VIEW**  
(CONDUITS NOT SHOWN ON THIS VIEW FOR CLARITY)



**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 1/2" 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)**

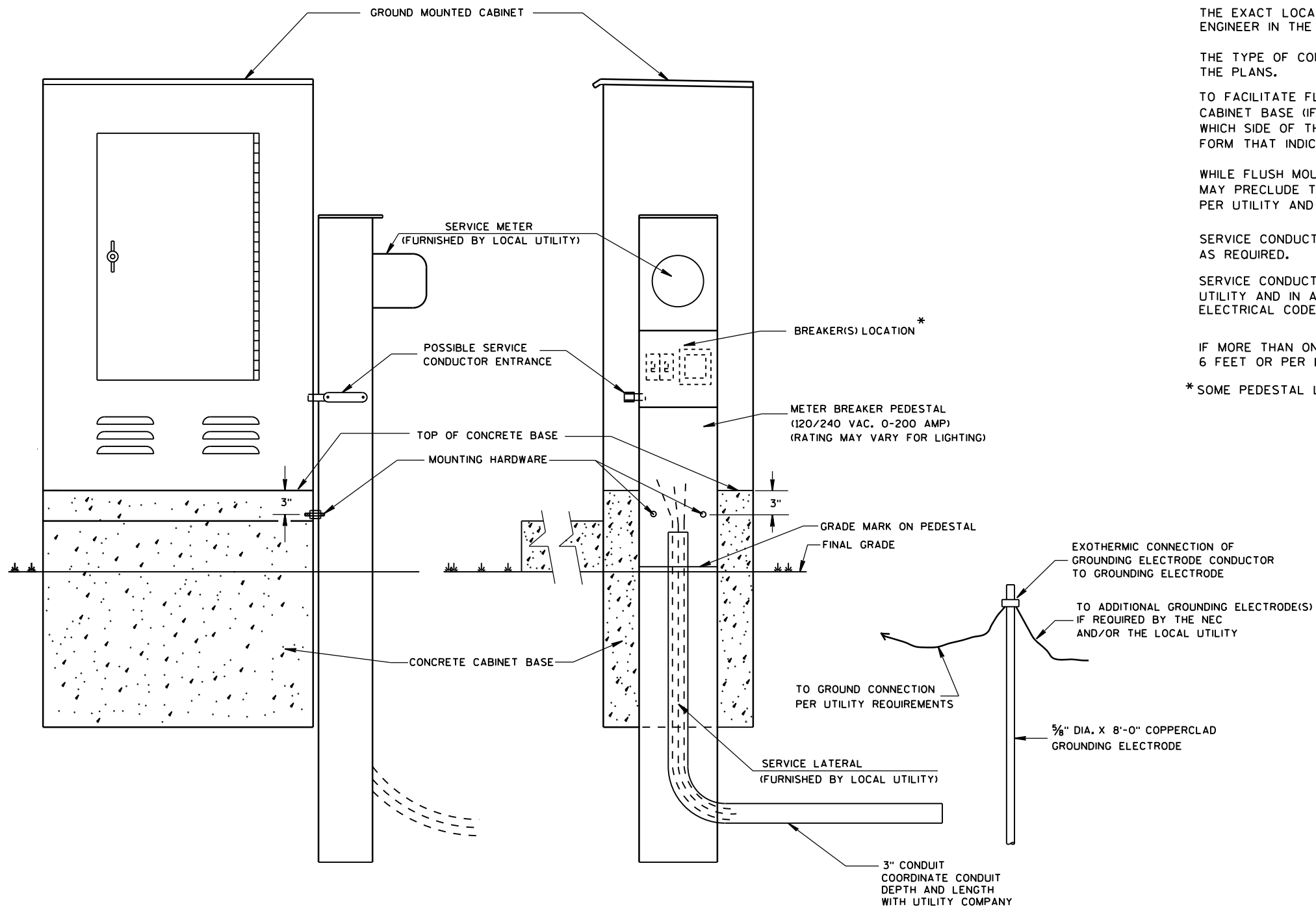
CONCRETE = 4.6 CUBIC YARD  
 H.S. REINFORCEMENT = 779 LBS.

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 /S/ Alex Crabtree  
 DATE WIND LOADED STRUCTURES PROGRAM LEADER  
 FHWA



TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE, CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH, THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

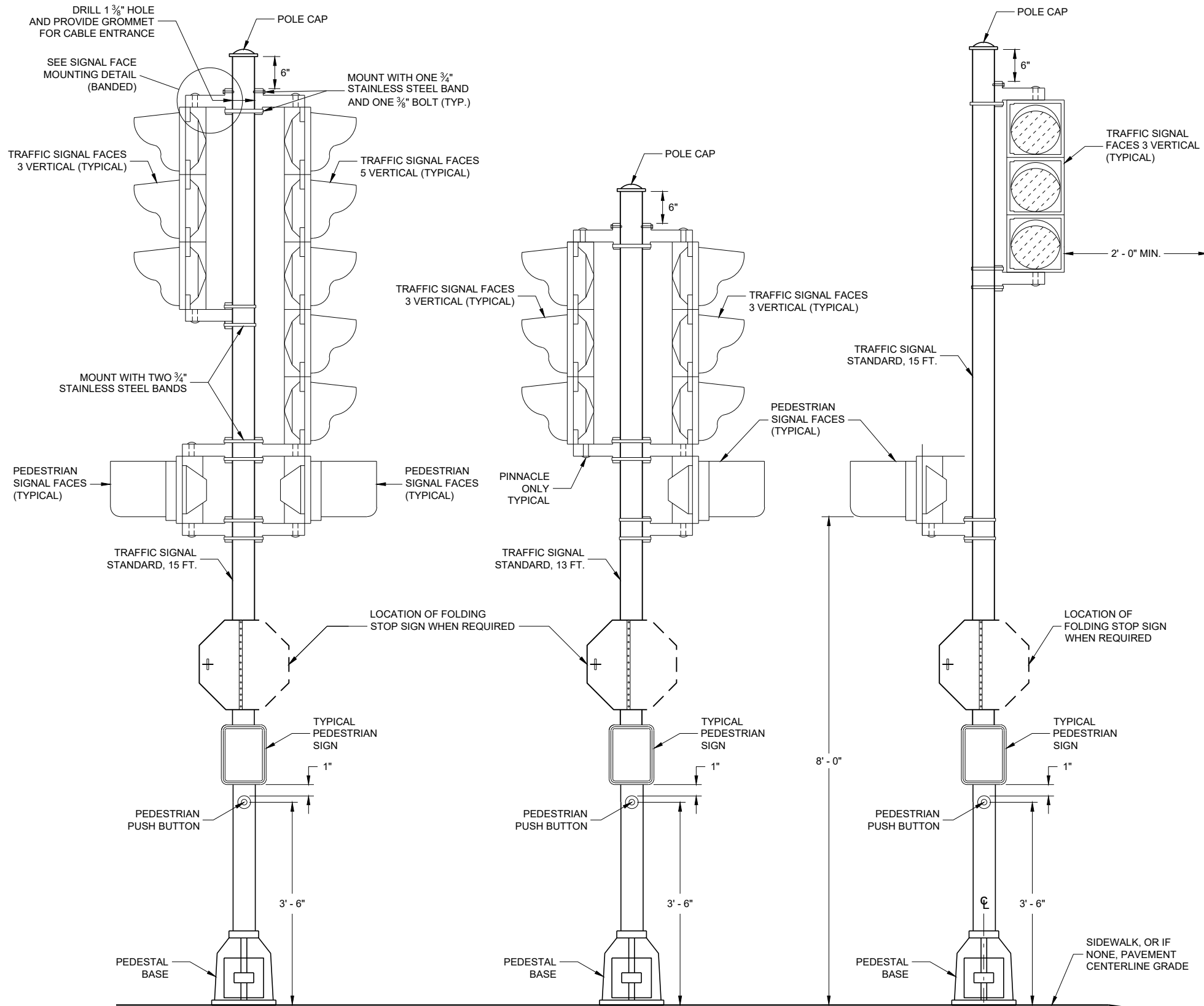
SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

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

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

\* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

<b>CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED DATE	/S/ Ahmet Demirbilek STATE ELECTRICAL ENGINEER
FHWA	



**TRAFFIC SIGNAL STANDARD - 15 FT.**

**TRAFFIC SIGNAL STANDARD - 13 FT.**

**TRAFFIC SIGNAL STANDARD - 15 FT. 3M MOUNTING (TYPICAL)**

**GENERAL NOTES**

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

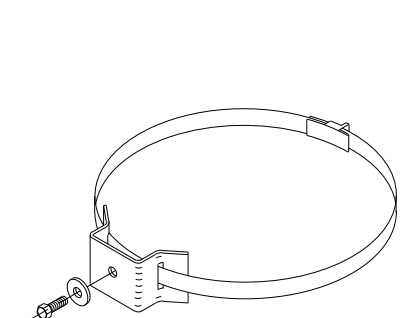
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

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

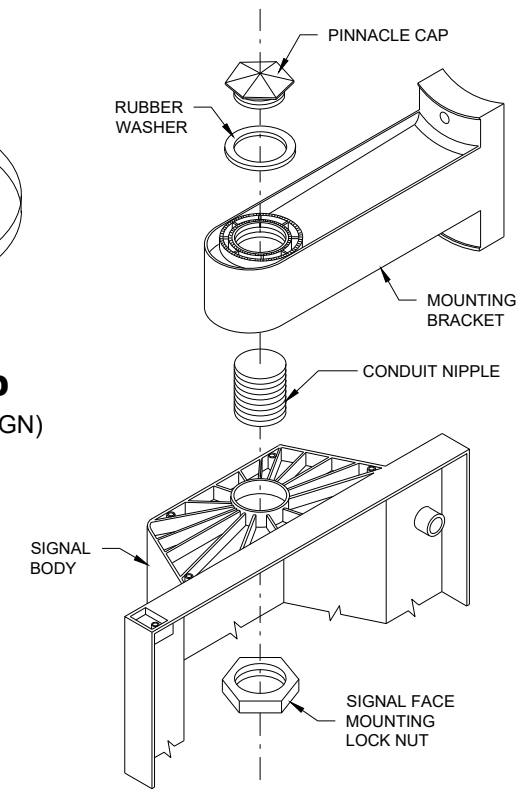
FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN THE PLANS.

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 Demirelek  
STATE ELECTRICAL ENGINEER

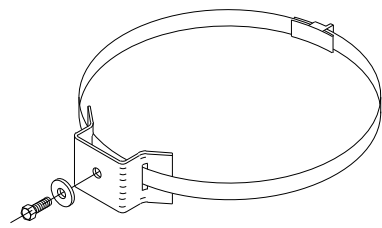
FHWA

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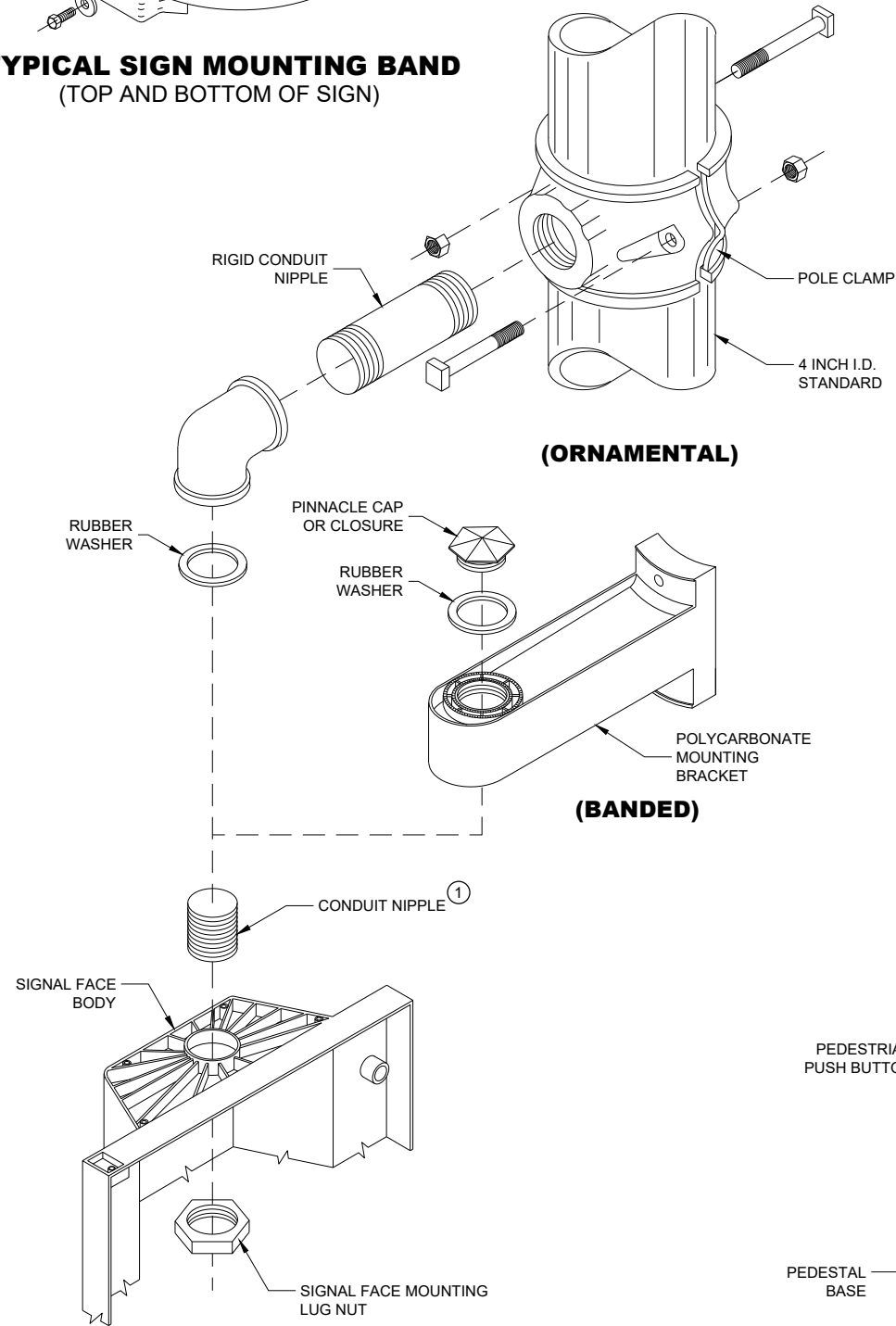
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SDD 09E06 - 05

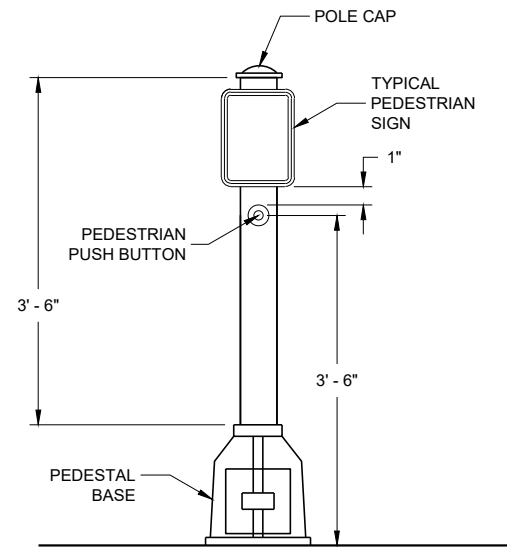
SDD 09E06 - 05



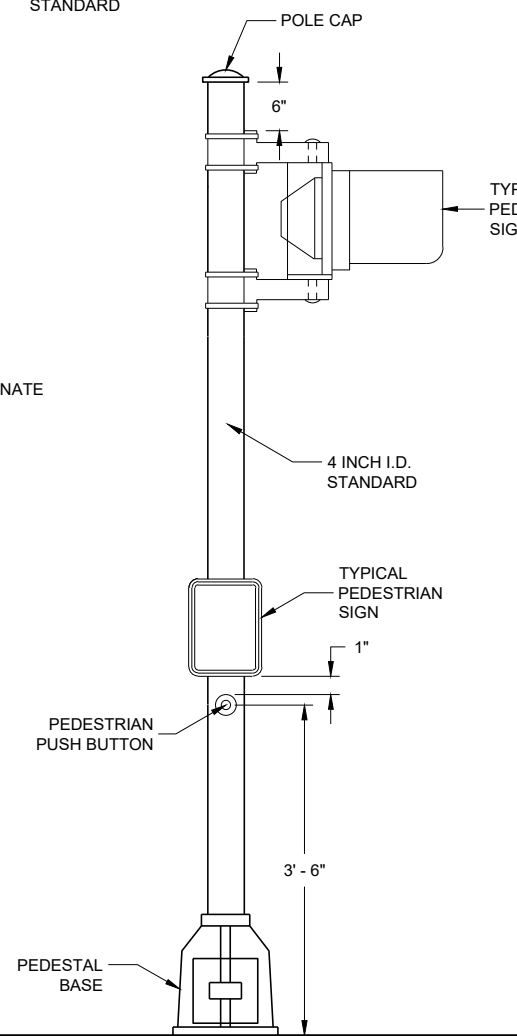
**TYPICAL SIGN MOUNTING BAND**  
(TOP AND BOTTOM OF SIGN)



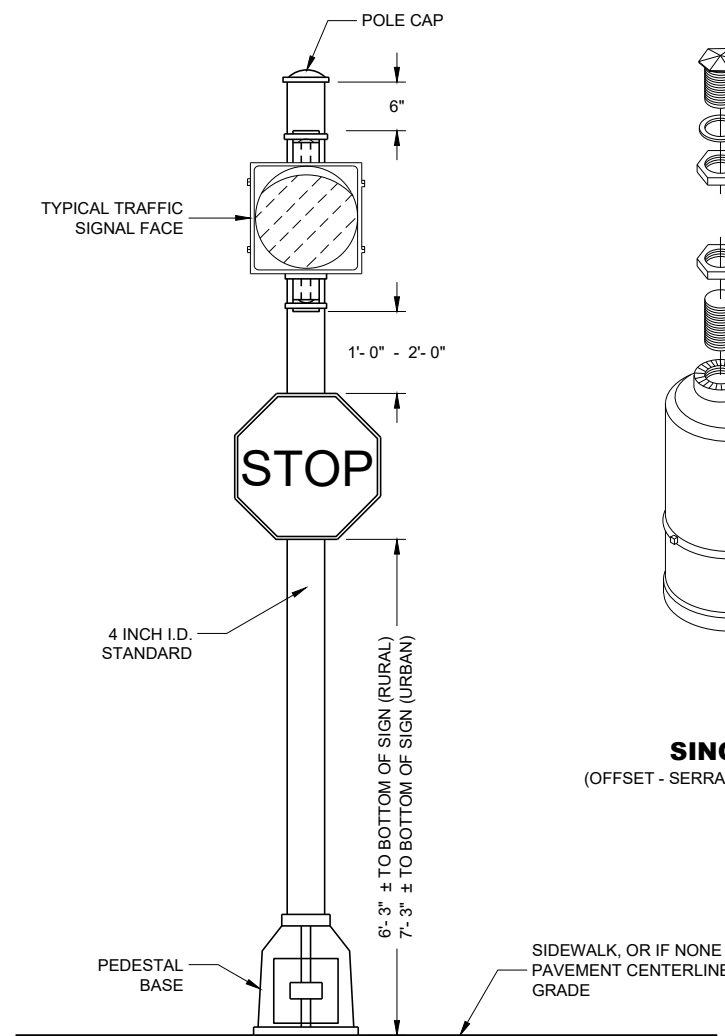
**SIGNAL FACE MOUNTING DETAILS**



**PEDESTRIAN PUSH BUTTON**  
**TYPICAL MOUNTING**



**PEDESTRIAN FACE STANDARD - 10 FT.**  
(WALK - DON'T WALK)



**STANDARD FLASHER**  
10 FOOT, 13 FOOT OR 15 FOOT AS REQUIRED

**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.

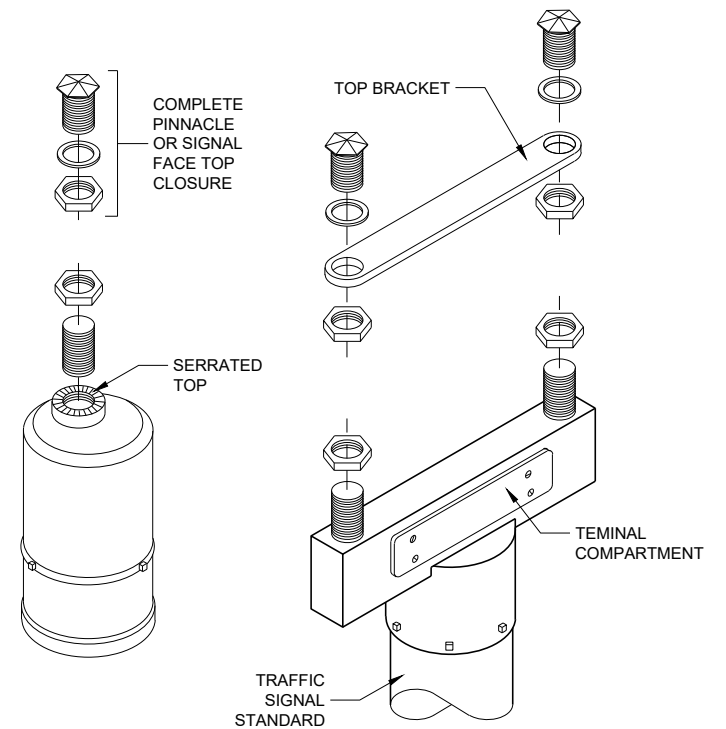
LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

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) 1/2" X 3/4" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

① USE 1 1/2" 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 1/2" OPENING IN SIGNAL FACES AND BRACKET ENDS.



**SINGLE**  
(OFFSET - SERRATED MOUNTING)

**DOUBLE**  
(SERRATED MOUNTING)

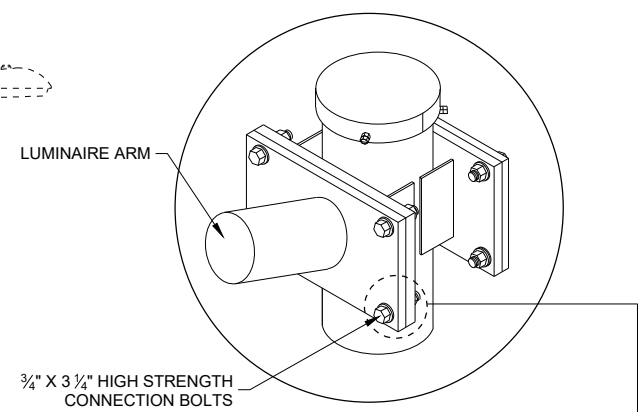
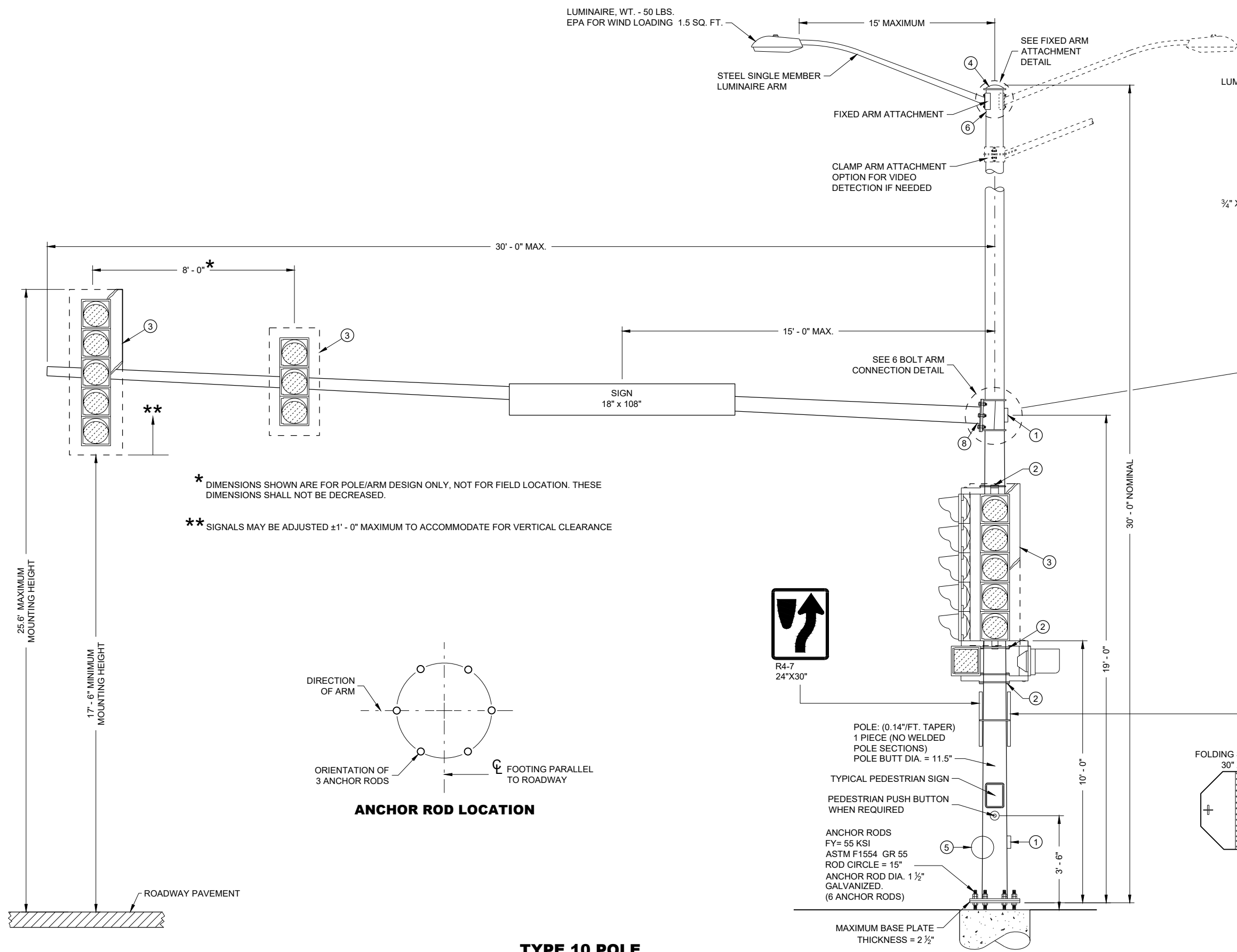
**SLIPFITTERS**

**TRAFFIC SIGNAL STANDARD**  
**PEDESTRIAN AND FLASHER**  
**TYPICAL MOUNTING DETAILS**

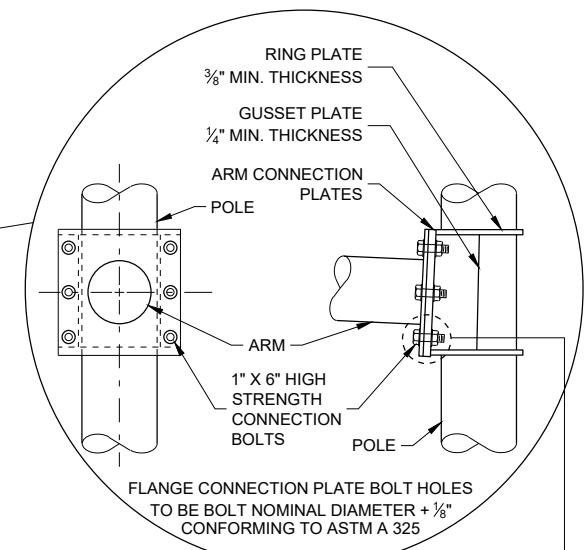
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
November 2018 /S/ Ahmet Demirelek  
DATE STATE ELECTRICAL ENGINEER

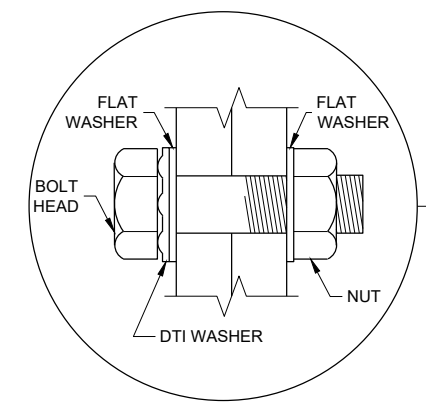
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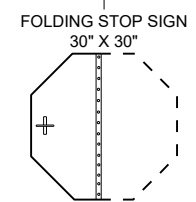
**FIXED ARM ATTACHMENT DETAIL**



**6 BOLT ARM CONNECTION DETAIL**

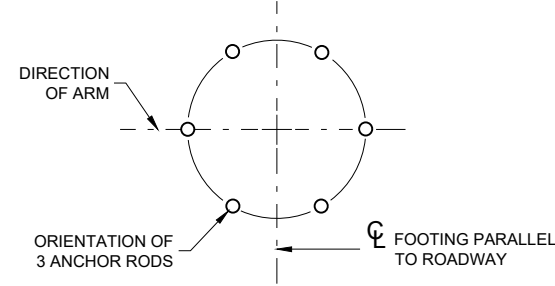


**RECOMMENDED BOLT ASSEMBLY DETAIL**



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

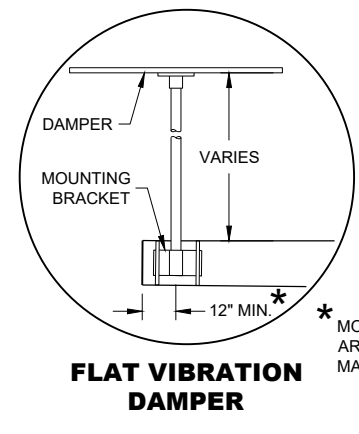
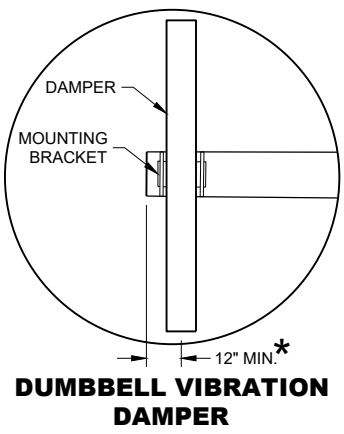
\*\* SIGNALS MAY BE ADJUSTED ±1' - 0" MAXIMUM TO ACCOMMODATE FOR VERTICAL CLEARANCE



**ANCHOR ROD LOCATION**

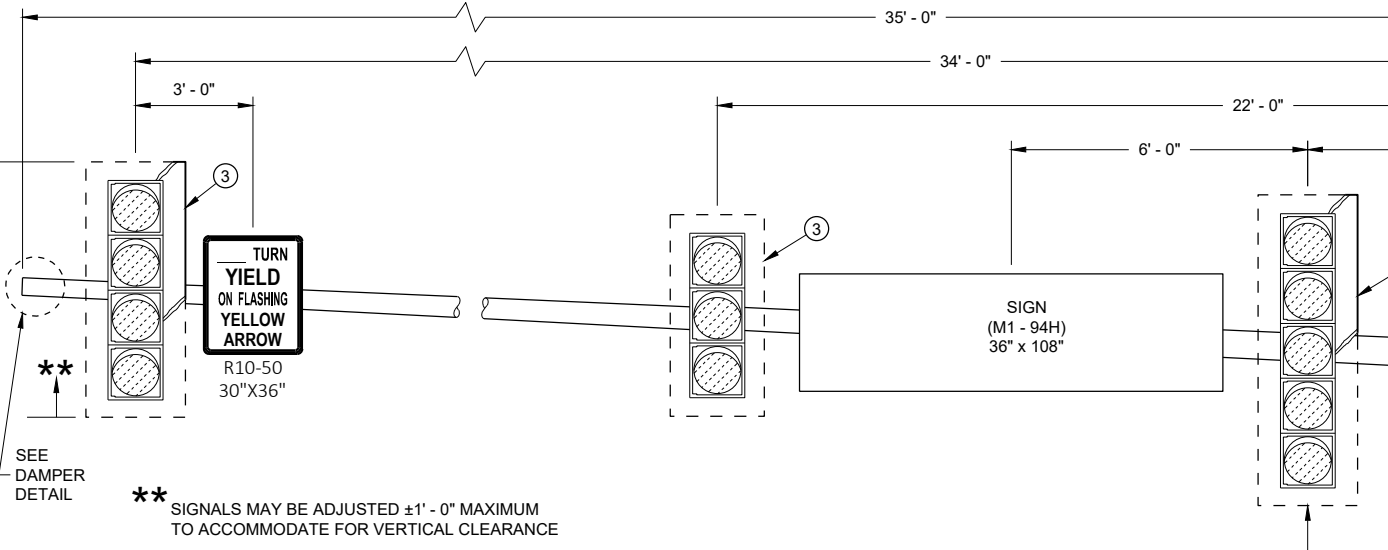
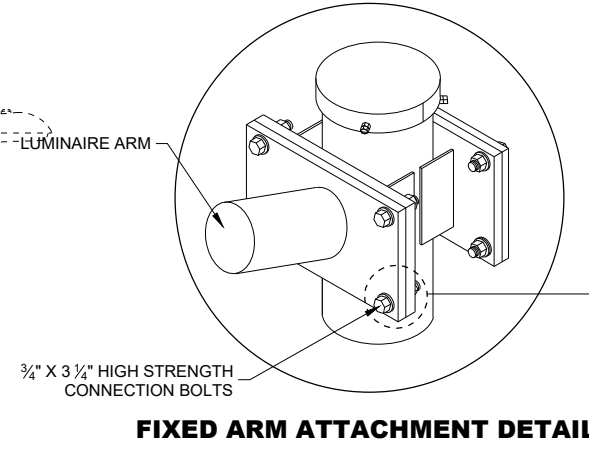
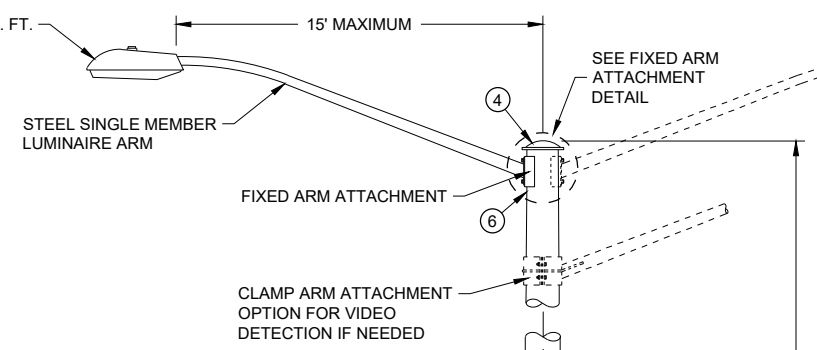
**TYPE 10 POLE  
15' - 30' MONOTUBE ARM  
(MAXIMUM LOAD)**

<b>TYPE 10 POLE 15' - 30' MONOTUBE ARM</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED August 2020 DATE	/S/ Ahmet Demirelek STATE ELECTRICAL ENGINEER
FHWA	



\* MOUNT AS CLOSE TO END OF MAST ARM FOR MAXIMUM DAMPING PER MANUFACTURER'S RECOMMENDATIONS.

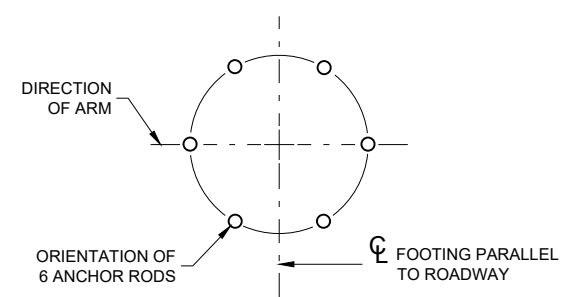
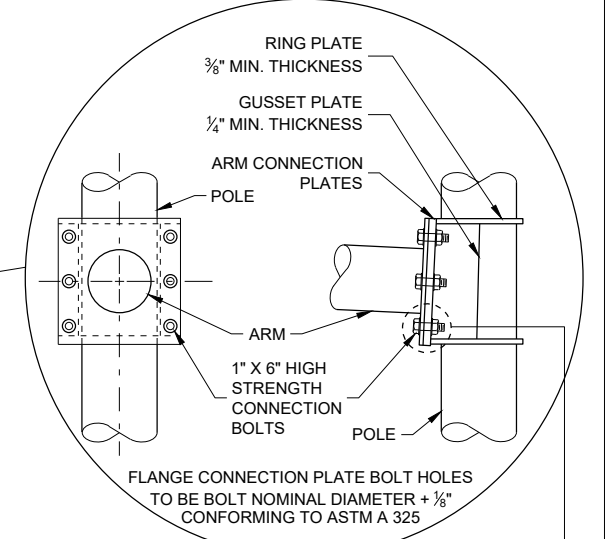
LUMINAIRE, WT. - 50 LBS.  
EPA FOR WIND LOADING 1.5 SQ. FT.



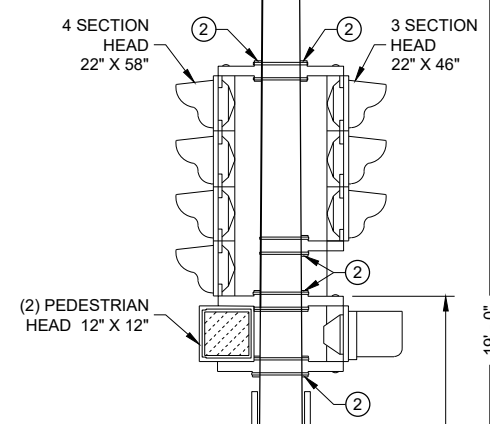
\*\* SIGNALS MAY BE ADJUSTED ±1' - 0" MAXIMUM TO ACCOMMODATE FOR VERTICAL CLEARANCE

SEE DAMPER DETAIL

SEE 6 BOLT ARM CONNECTION DETAIL



**TYPE 10 SPECIAL POLE  
35' MONOTUBE ARM  
(MAXIMUM LOAD)**

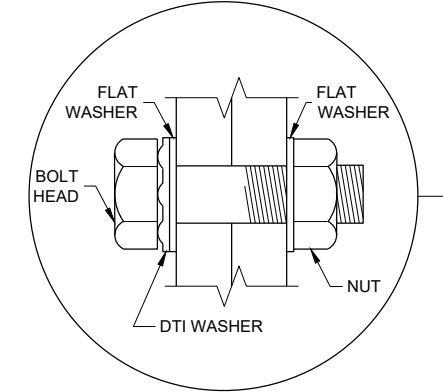
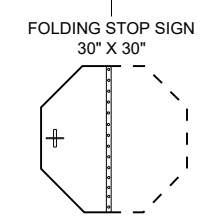


POLE: (0.14"/FT. TAPER), 1 PIECE (NO WELDED POLE SECTIONS)  
POLE BUTT DIA. = 13"

TYPICAL PEDESTRIAN SIGN

PEDESTRIAN PUSH BUTTON WHEN REQUIRED

ANCHOR RODS  
FY= 55 KSI  
ASTM F1554 GR 55  
ROD CIRCLE = 18"  
ANCHOR ROD DIA. 1 1/2"  
GALVANIZED.  
(MIN. 6 ANCHOR RODS)



**TYPE 10 SPECIAL POLE  
35' MONOTUBE ARM**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
August 2020 /S/ Ahmet Demirelek  
DATE STATE ELECTRICAL ENGINEER

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SDD 09E08 - 09f

SDD 09E08 - 09f



## 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 LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 12 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 3/4" STAINLESS STEEL BANDING AROUND THE LEVELING NUTS.

INDENT PRINT (NOMINAL 1/2" 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 AS DIRECTED BY THE PROJECT ENGINEER/ELECTRICAL OPERATIONS PERSONNEL. MOUNT ALL LIKE HEAD AT SAME ELEVATION.

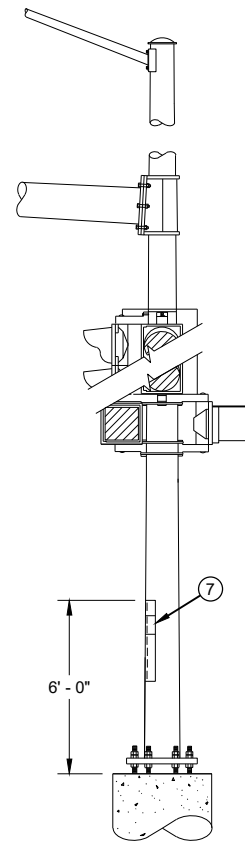
SIGN MOUNTING BRACKETS SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 637 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.

- ① DESIGN FOR MAXIMUM ALLOWABLE HAND HOLE WITH COVER ASSEMBLY WITH TWO 1/4" X 3/4" - 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 1/4" X 3/4" - 20 TPI STAINLESS STEEL HEX HEAD BOLT.
- ⑥ FACTORY WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.
- ⑦ INSTALL STRUCTURAL IDENTIFICATION PLAQUES.

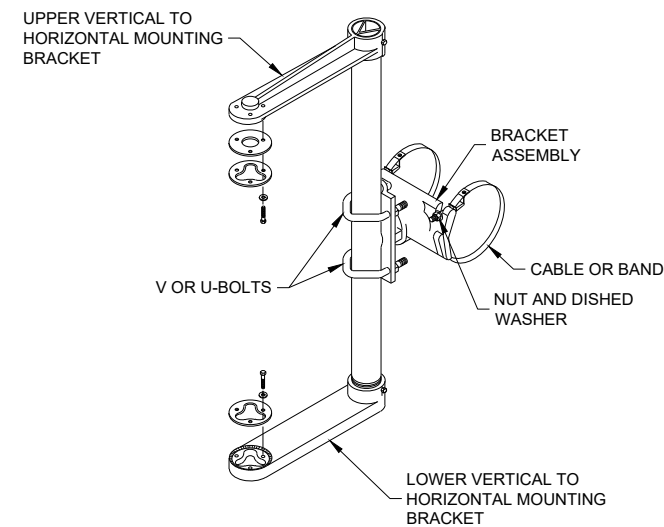
STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

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

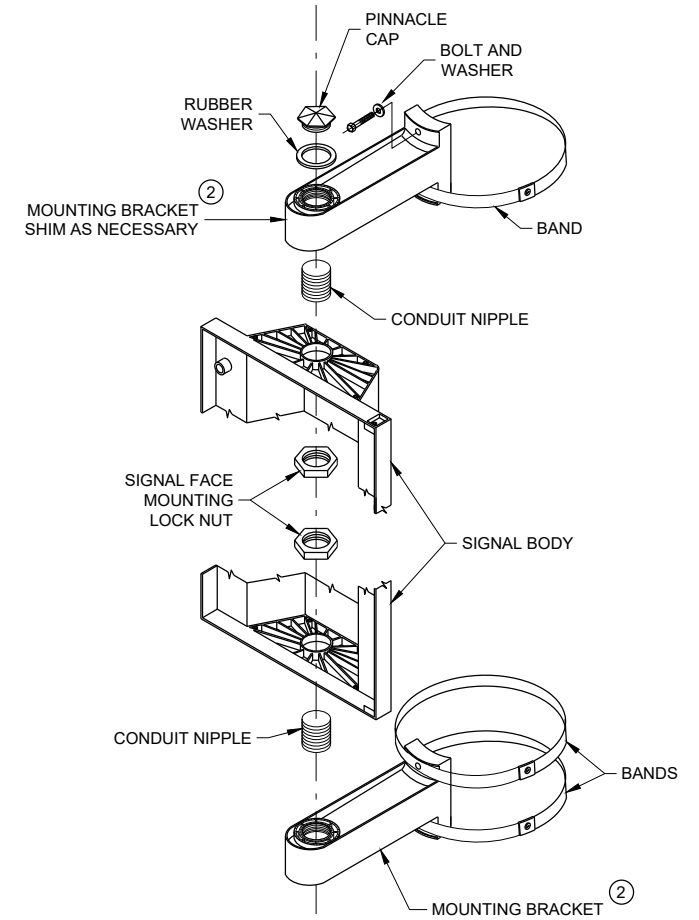
- ⑧ FACTORY DRILLED 1/2" DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.



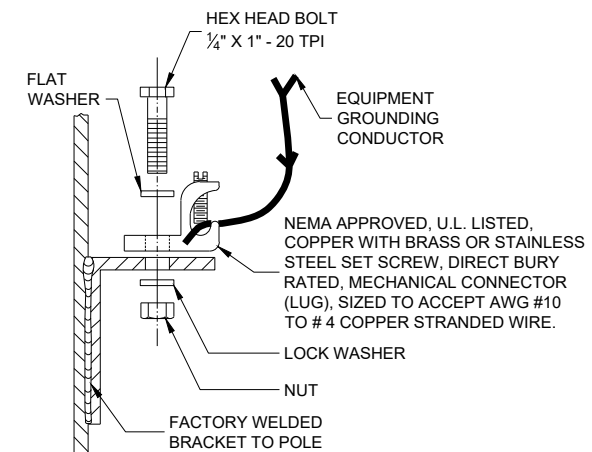
**STRUCTURAL IDENTIFICATION  
PLAQUE PLACEMENT**



**SIGNAL FACE MOUNTING BRACKET  
DETAIL FOR MONOTUBE ARM**  
(MOUNT PER MANUFACTURER'S RECOMMENDATION)

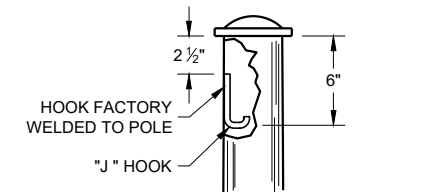


**SIGNAL FACE VERTICAL  
MOUNTING DETAIL**



**TYPICAL GROUNDING  
CONNECTIONS**

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



**TYPICAL "J" HOOK  
WIRE SUPPORT**

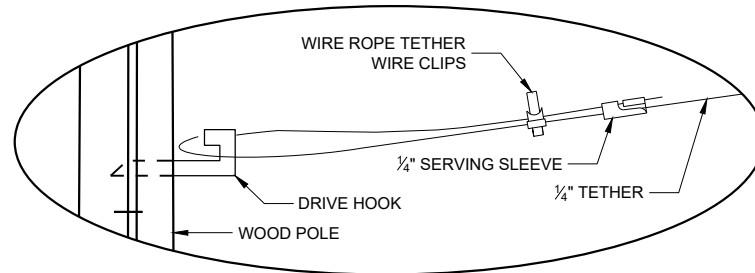
**GENERAL NOTES AND  
HARDWARE FOR TYPES 9,10,  
9/10 SPECIAL, 12 AND 13  
POLES WITH MONOTUBE ARMS**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
August 2020 /S/ Ahmet Demirbilek  
DATE STATE ELECTRICAL  
ENGINEER

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

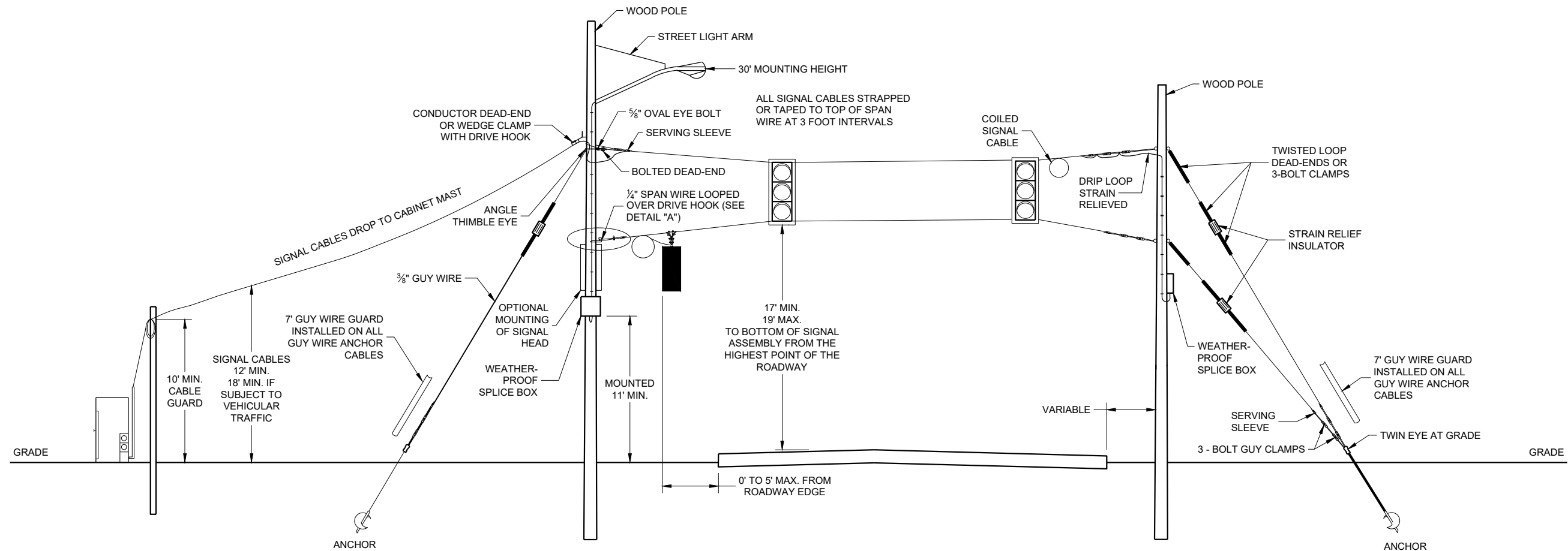


**DETAIL "A"**

**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**

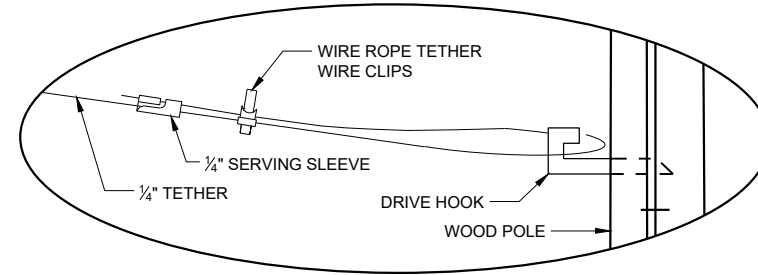
**SPAN WIRE TEMPORARY TRAFFIC SIGNAL**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
June 2015 /S/ Ahmet Demerbilek  
DATE STATE ELECTRICAL ENGINEER

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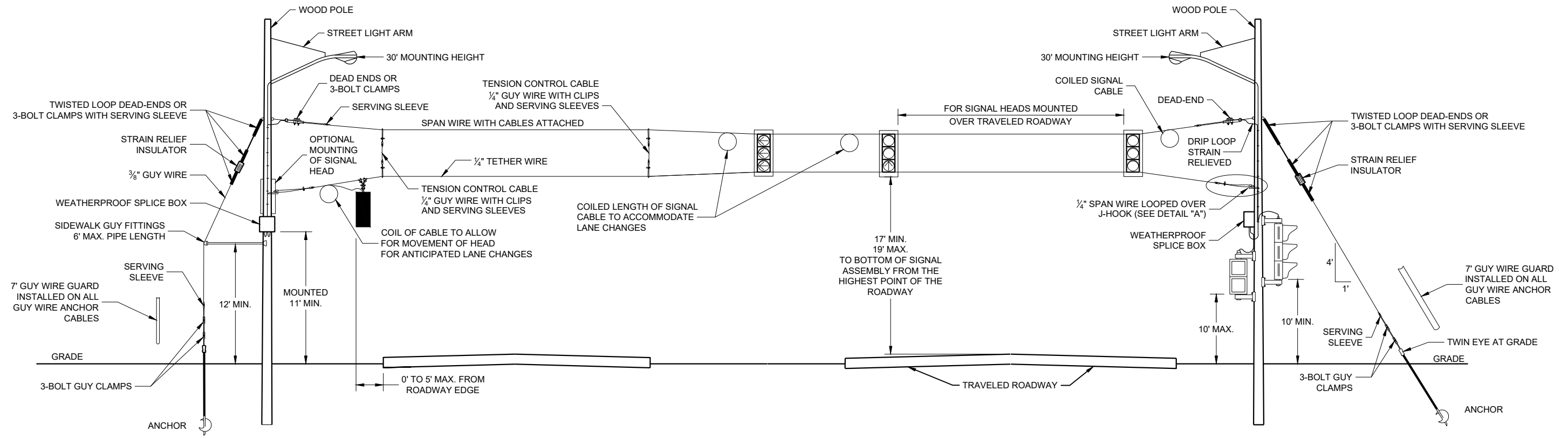
MINIMUM POLE LENGTHS	CLASS	POLE BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'



**DETAIL "A"**

**GENERAL NOTES**

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    - 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.
    - FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
  - SPAN WIRE:
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    - SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
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**SPAN WIRE  
TEMPORARY SIGNALS  
4 LANE ROADWAYS**

**SPAN WIRE TEMPORARY  
TRAFFIC SIGNAL**

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STATE OF WISCONSIN  
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June 2015 /S/ Ahmet Demerbilek  
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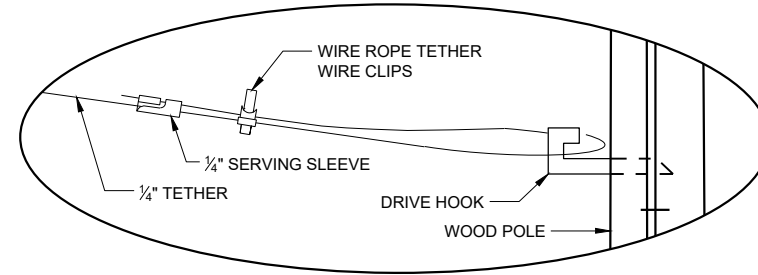
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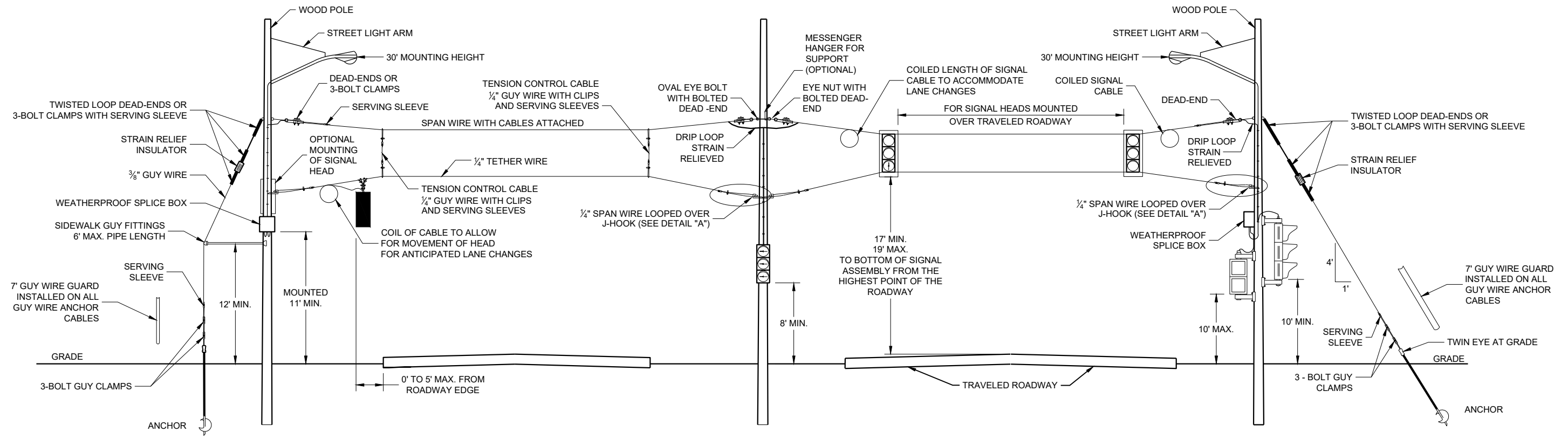
MINIMUM POLE LENGTHS	CLASS	POLE BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'



**DETAIL "A"**

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**SPAN WIRE  
TEMPORARY SIGNALS  
4 LANE ROADWAYS**

**SPAN WIRE TEMPORARY  
TRAFFIC SIGNAL**

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STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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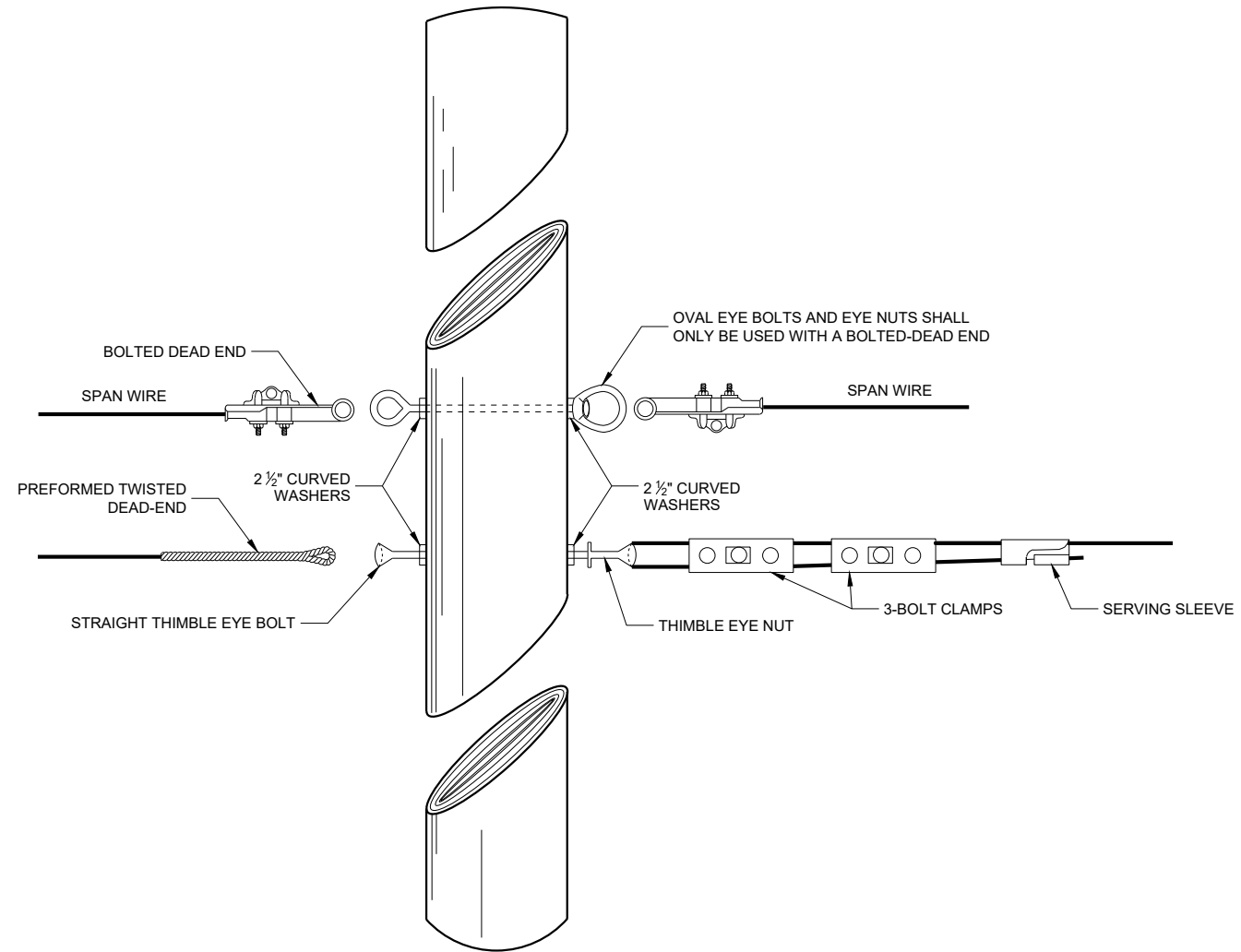
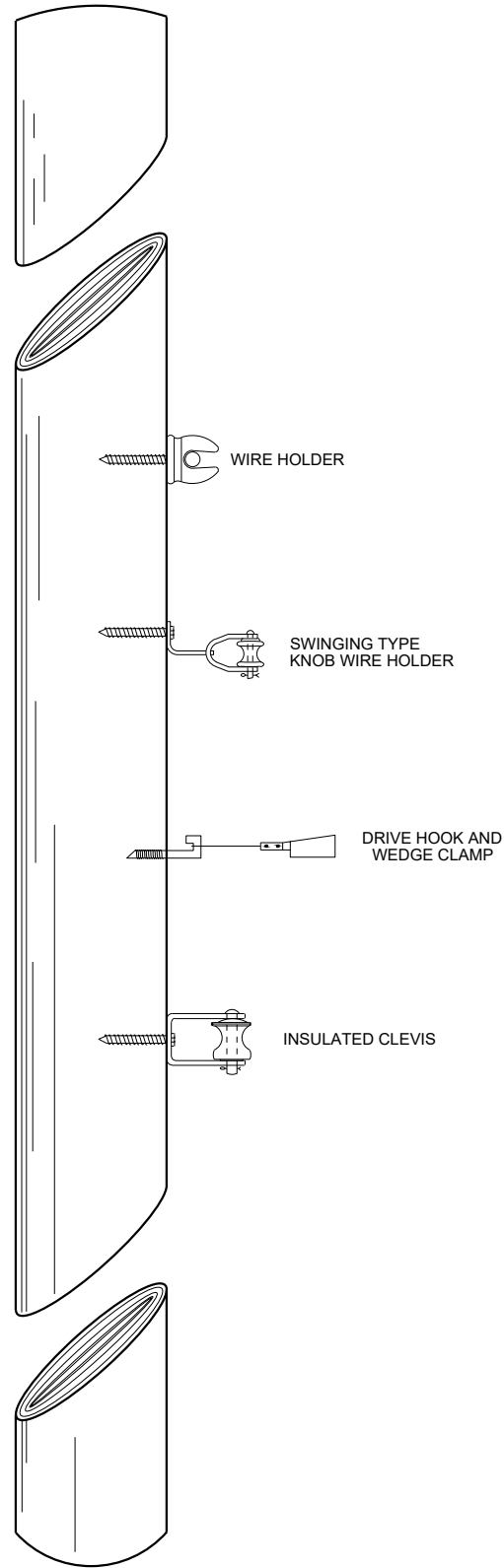
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DATE STATE ELECTRICAL ENGINEER

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SDD09G01 - 04c

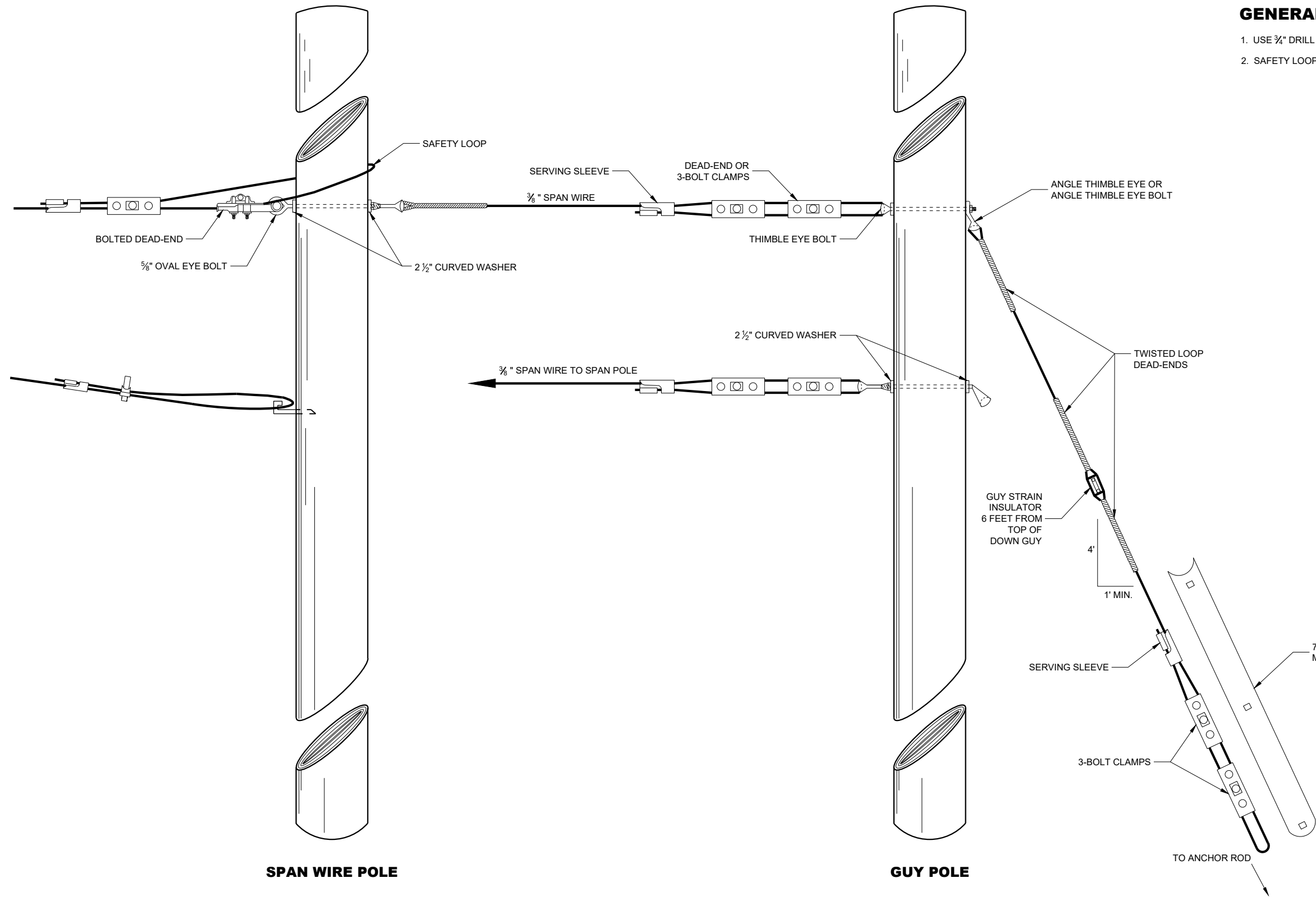
SDD09G01 - 04c



**SPAN WIRE TEMPORARY TRAFFIC SIGNAL**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
June 2015 /S/ Ahmet Demerbilek  
DATE ROADWAY STANDARDS DEVELOPMENT ENGINEER



**GENERAL NOTES**

1. USE 3/4" DRILL IN WOOD POLE TO PROVIDE FOR 5/8" BOLTS.
2. SAFETY LOOP REQUIRED ON EACH END OF ALL SPAN WIRES.

SPAN WIRE POLE

GUY POLE

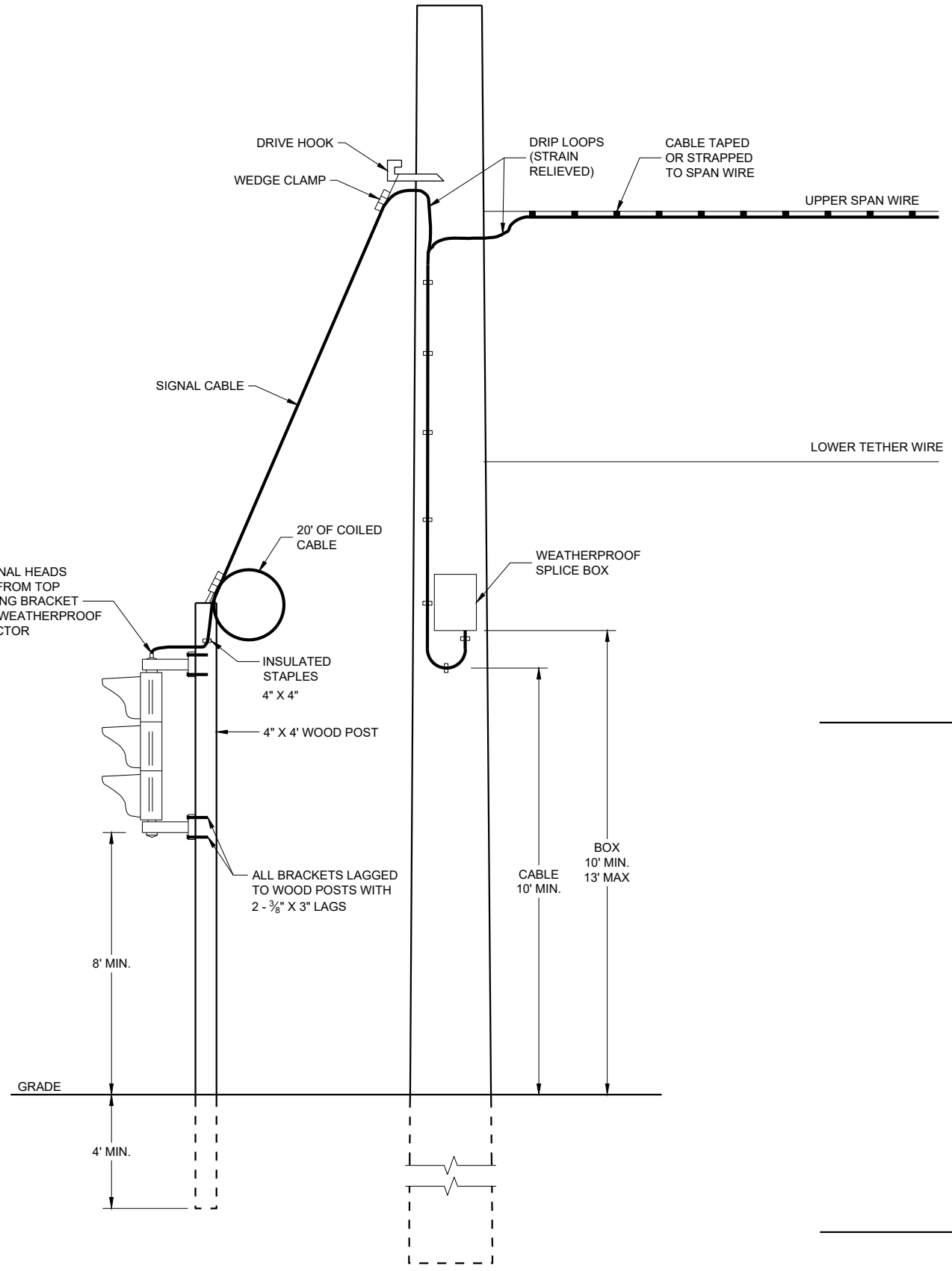
**TYPICAL DEAD-ENDINGS OR GUYING**

**SPAN WIRE TEMPORARY TRAFFIC SIGNAL**

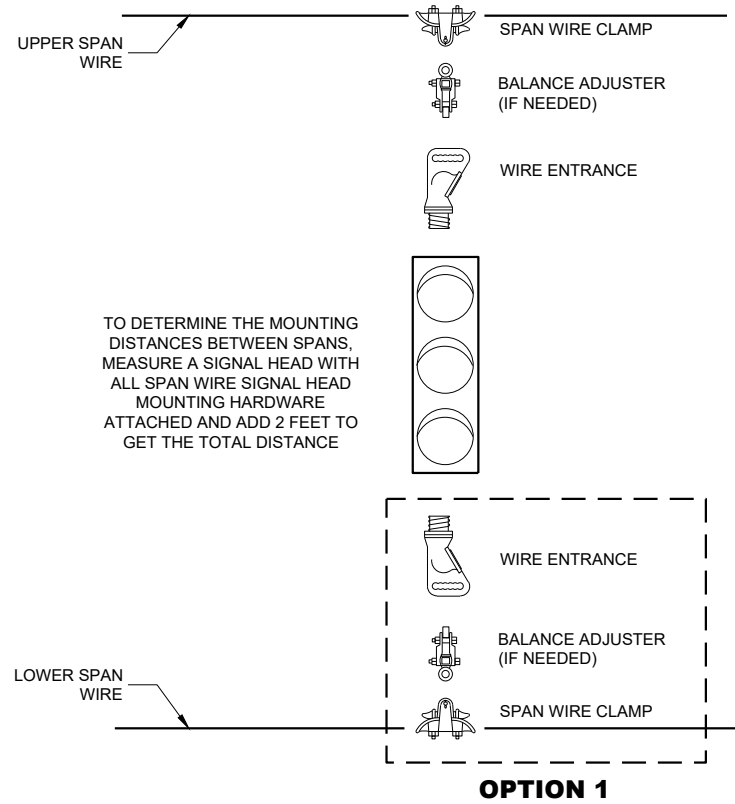
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
June 2015 /S/ Ahmet Demerbilek  
DATE ROADWAY STANDARDS DEVELOPMENT ENGINEER

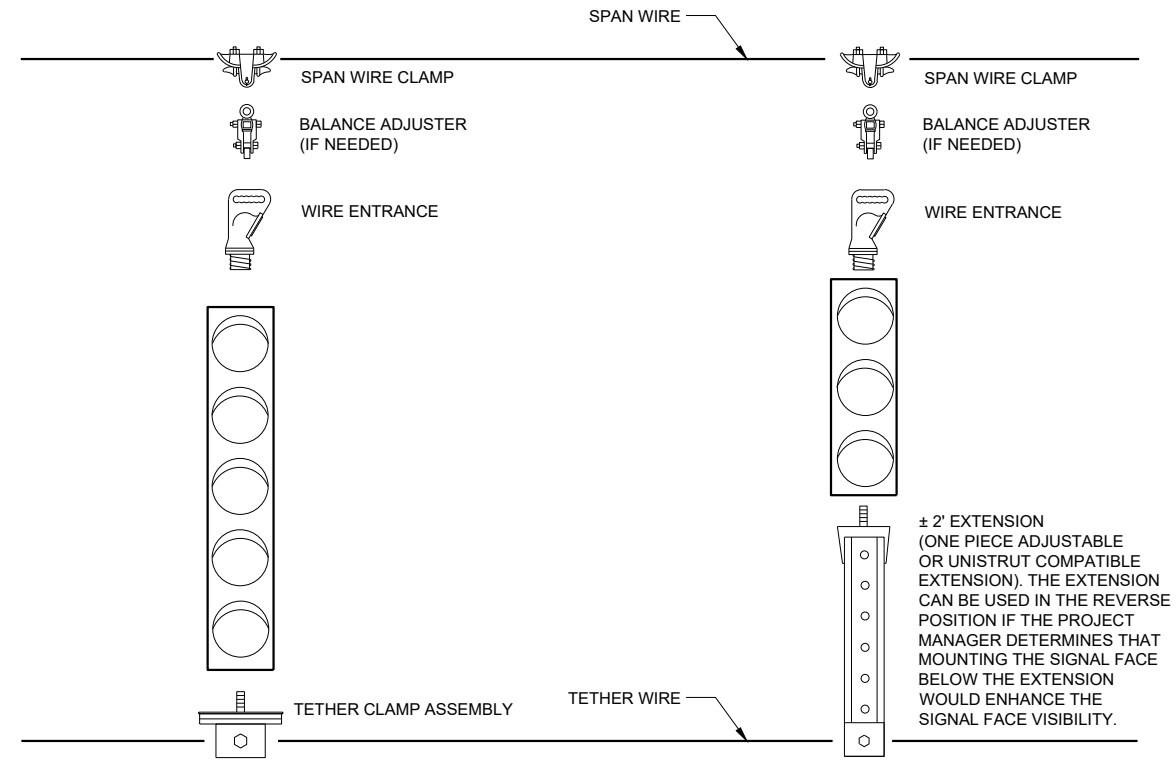
FHWA



TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL



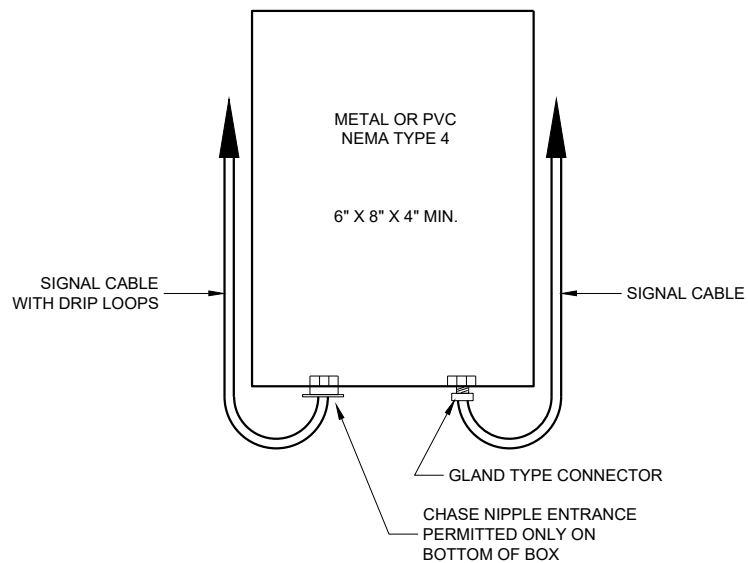
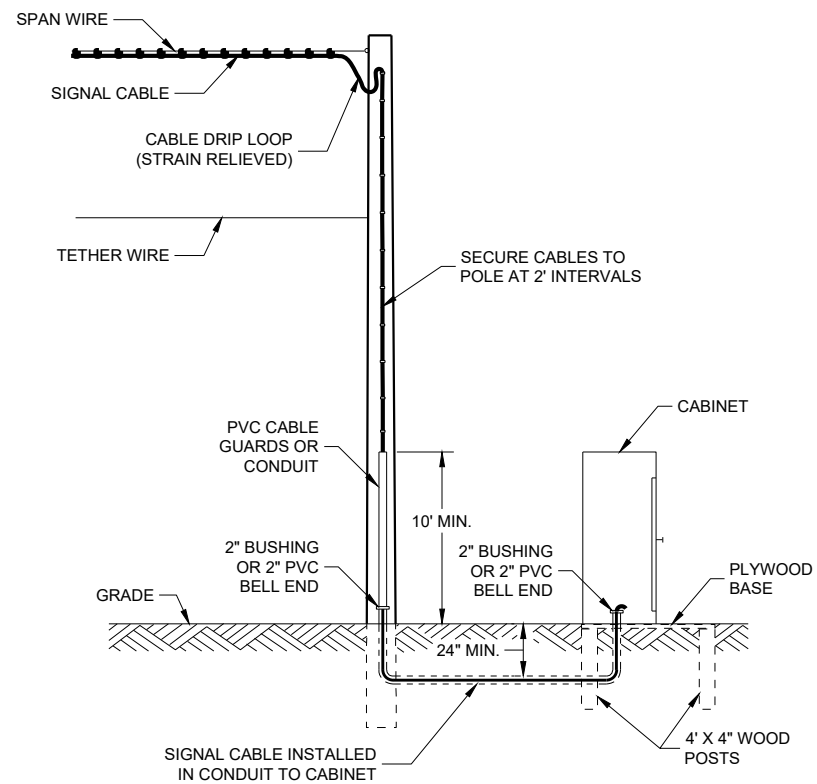
TYPICAL SPAN WIRE MOUNTING HARDWARE



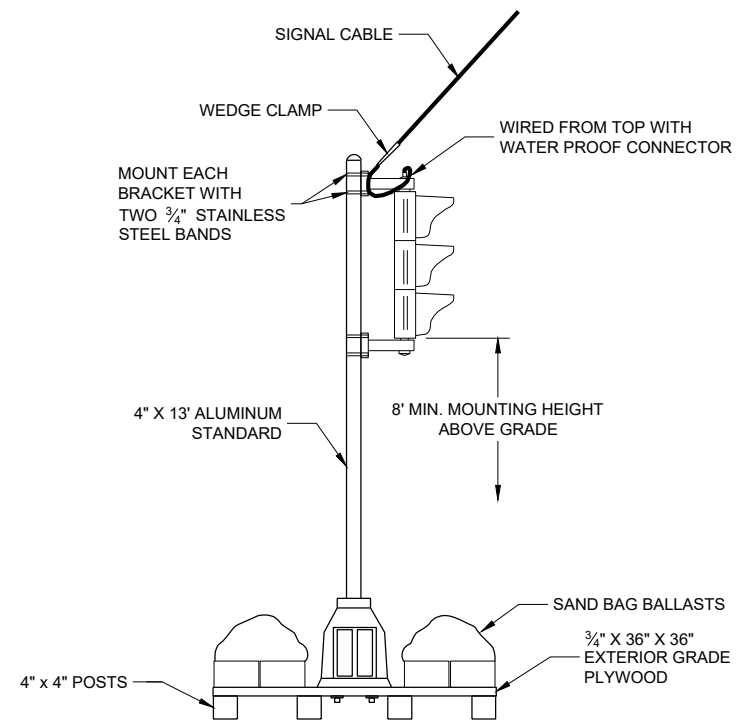
5 SECTION VERTICAL WITH 3 SECTION VERTICAL ON ONE SPAN WIRE

<b>SPAN WIRE TEMPORARY TRAFFIC SIGNAL</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June 2015 DATE	/S/ Ahmet Demerbilek ROADWAY STANDARDS DEVELOPMENT ENGINEER
<small>FHWA</small>	

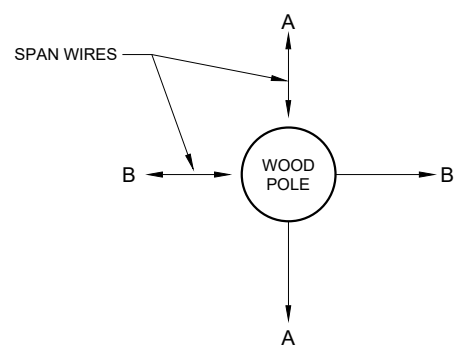




**SPLICE BOX**

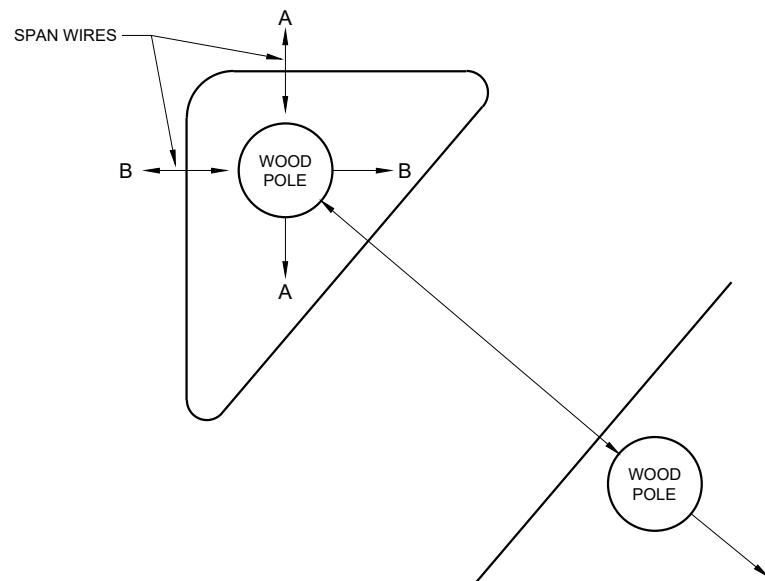


**TYPICAL SKID TYPE TEMPORARY**

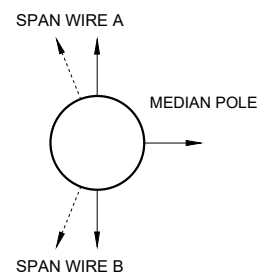


**CORNER POLES**

ALL DOWN OR SIDEWALK GUYS SHALL BE INSTALLED IN THE OPPOSITE DIRECTION OF THE STRAIN OF THE SPAN WIRE



**ISLAND POLES**



**MEDIAN POLES**

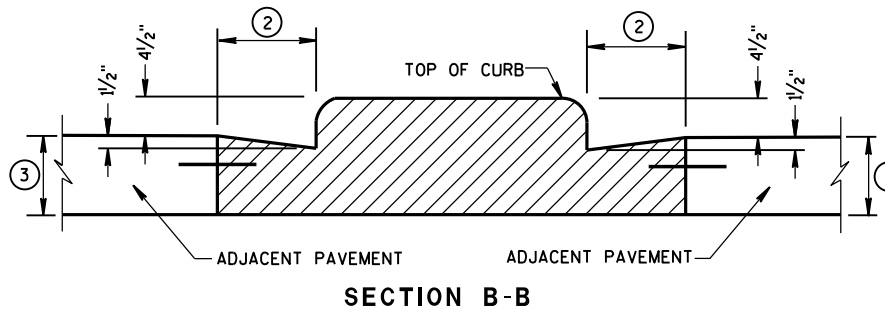
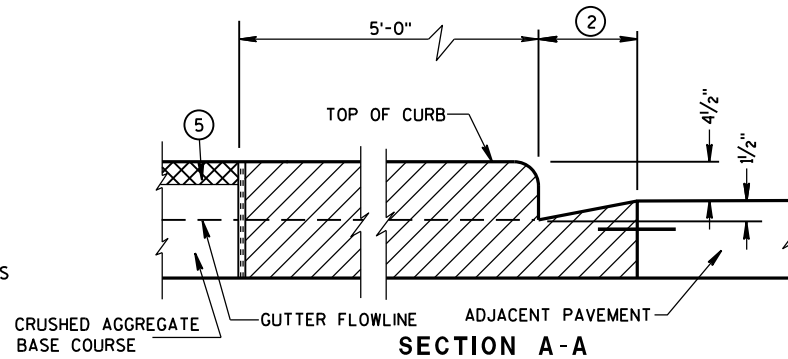
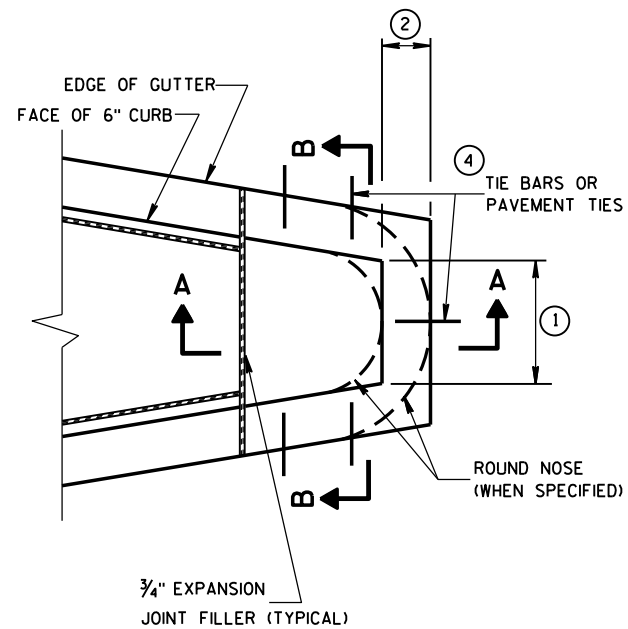
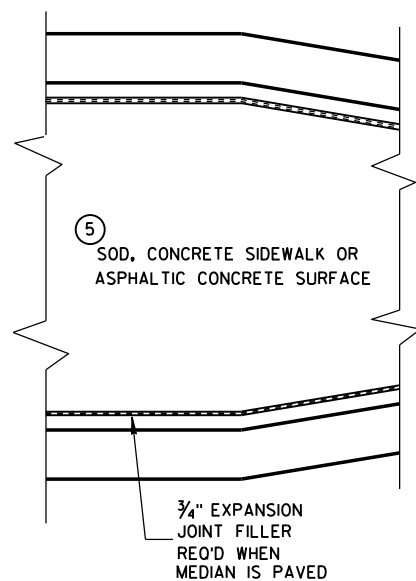
GUY AWAY FROM INTERSECTION OR IN OPPOSITE DIRECTION OF THE SPAN LOADING

**SPAN WIRE TEMPORARY TRAFFIC SIGNAL**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
June 2015 /S/ Ahmet Demerbilek  
DATE ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

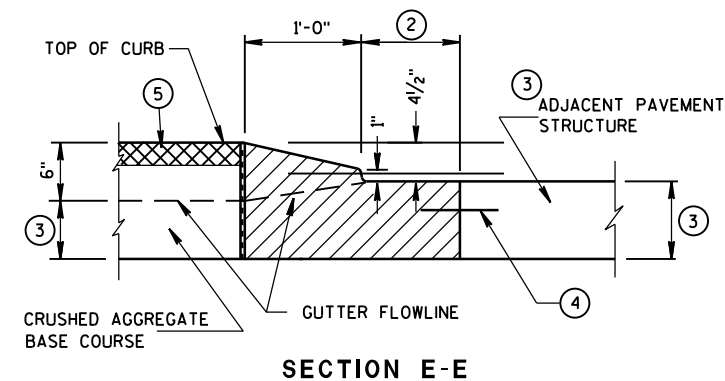
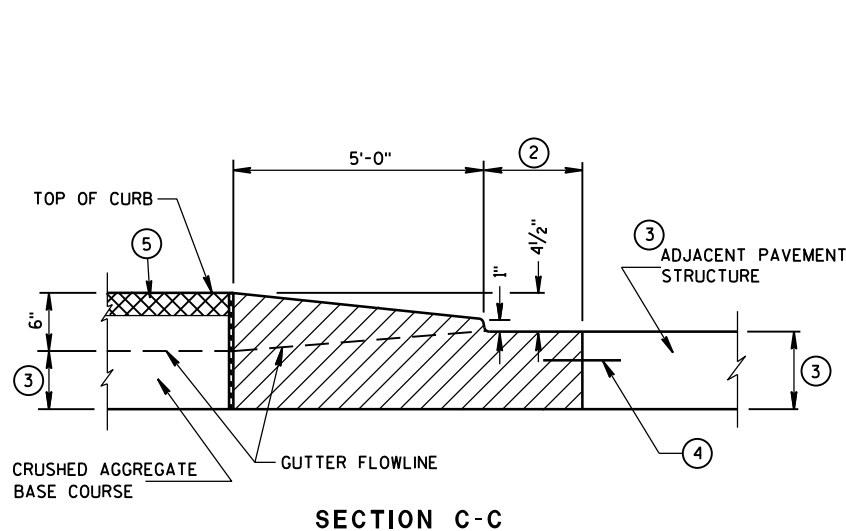
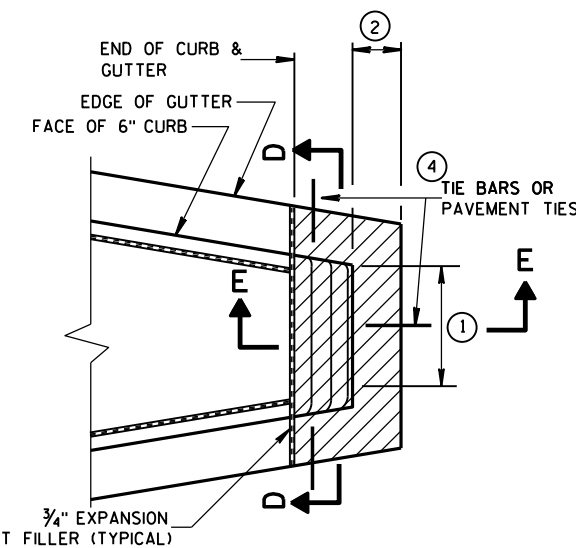


CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

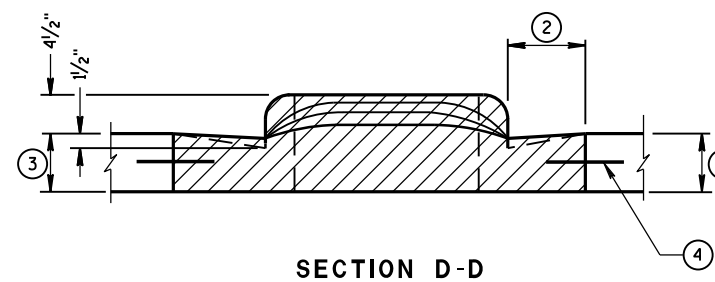
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

- ① SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).
- ② WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.
- ③ DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:
  - (1) NEW OR EXISTING CONCRETE PAVEMENT.
  - (2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.
  - (3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.
- ④ TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.
- PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.
- ⑤ SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



CONCRETE MEDIAN SLOPED NOSE TYPE 2

CONCRETE MEDIAN SLOPED NOSE TYPE 1



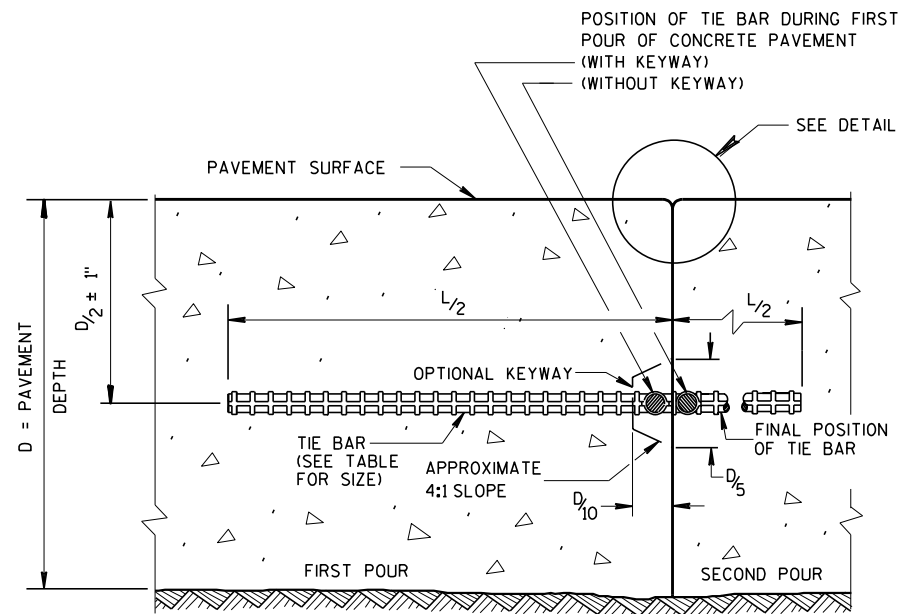
CONCRETE MEDIAN NOSE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 6/8/2006 DATE	/s/ Jerry H. Zogg ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA	

6

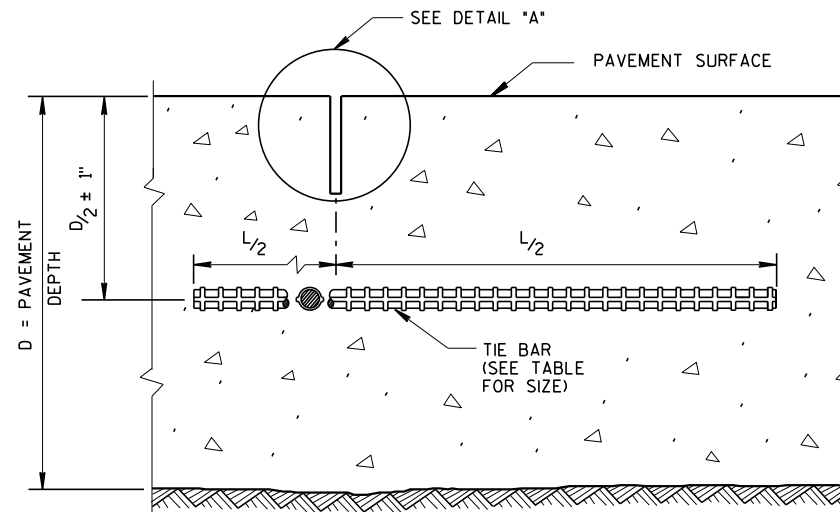
6

S.D.D. 11 B 2-2

S.D.D. 11 B 2-2



**CONSTRUCTION JOINT**



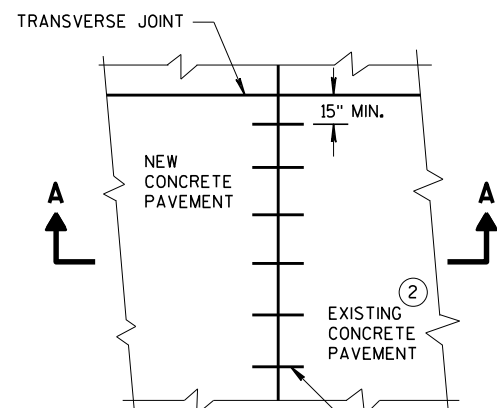
**SAWED JOINT**

**GENERAL NOTES**

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

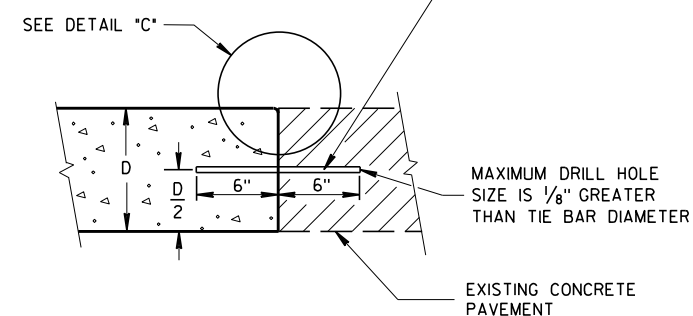
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

- ① ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.
- ② PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

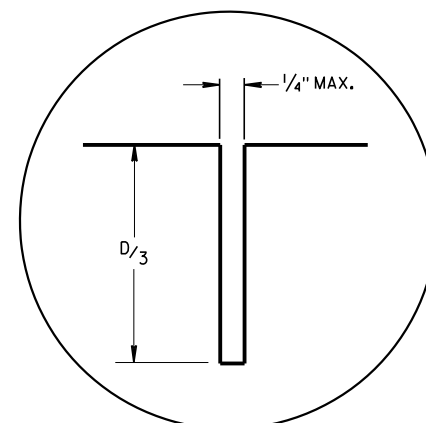


**PLAN VIEW**

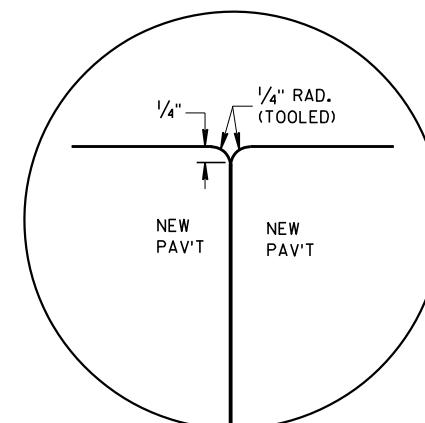
NO. 6 TIE BARS SPACED 30\"/>



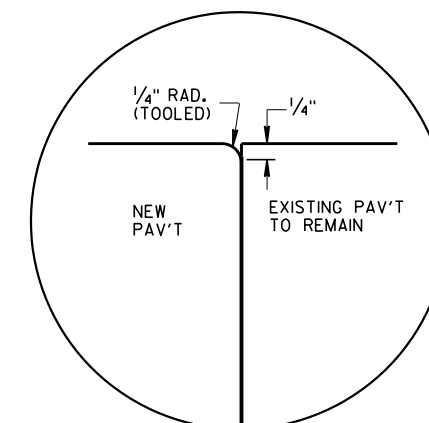
**SECTION A-A  
LONGITUDINAL CONSTRUCTION JOINT  
TIE BARS ANCHORED  
INTO EXISTING PAVEMENT**



**DETAIL "A"**



**DETAIL "B"**



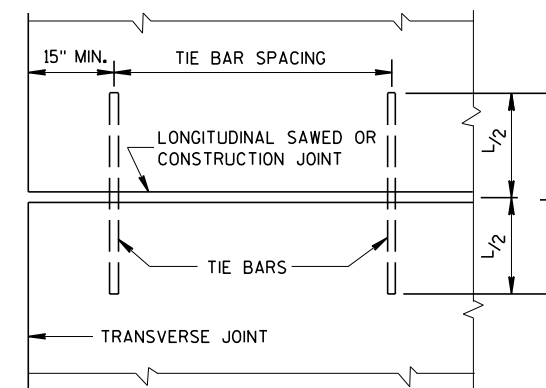
**DETAIL "C"**

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

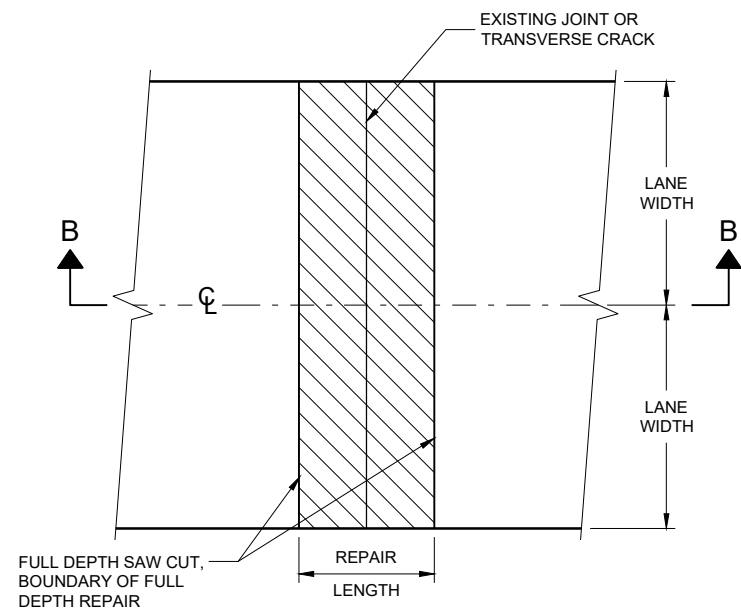


**PLAN VIEW  
SHOWING LOCATION OF TIE BARS**

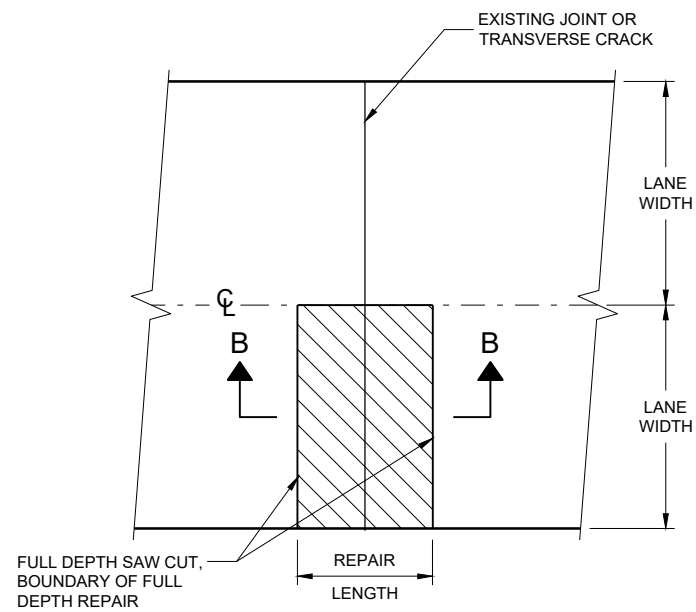
**CONCRETE PAVEMENT  
LONGITUDINAL JOINTS AND TIES**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
March 2018 /S/ Peter Kemp, P.E.  
DATE PAVEMENT SUPERVISOR  
FHWA

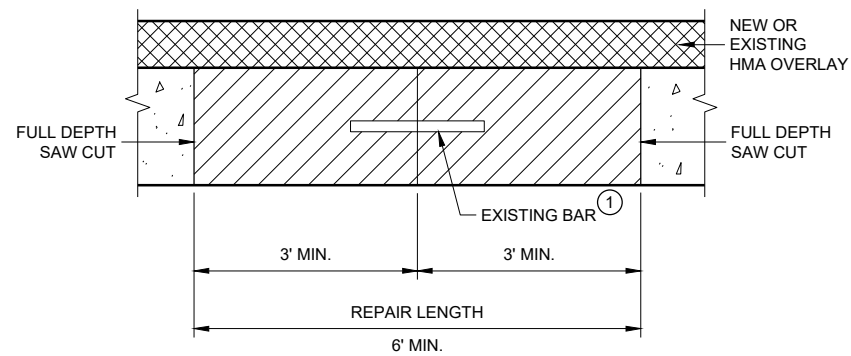


**PLAN VIEW  
DOUBLE LANE REPAIR**



**PLAN VIEW  
SINGLE LANE REPAIR**

**FULL DEPTH CONCRETE PAVEMENT REMOVAL**



**SECTION B - B  
CONCRETE REMOVAL**

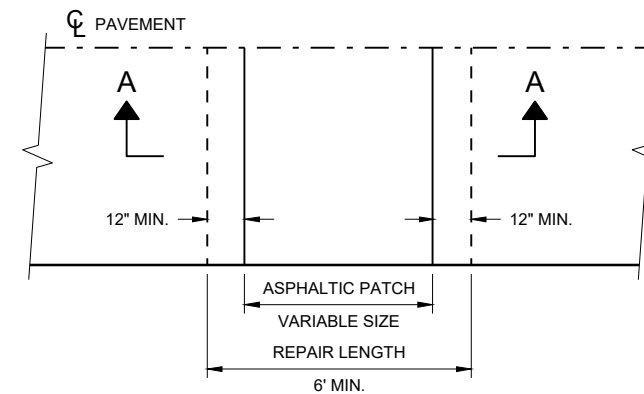
**GENERAL NOTES**

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.

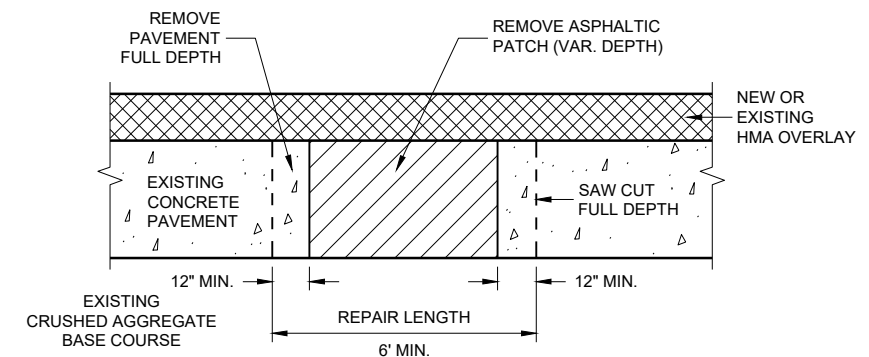
PROVIDE A 6 FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREA TO ADJACENT TRANSVERSE JOINT OR CRACK.

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

① DOWEL BARS MAY NOT BE PRESENT.



**PLAN VIEW**

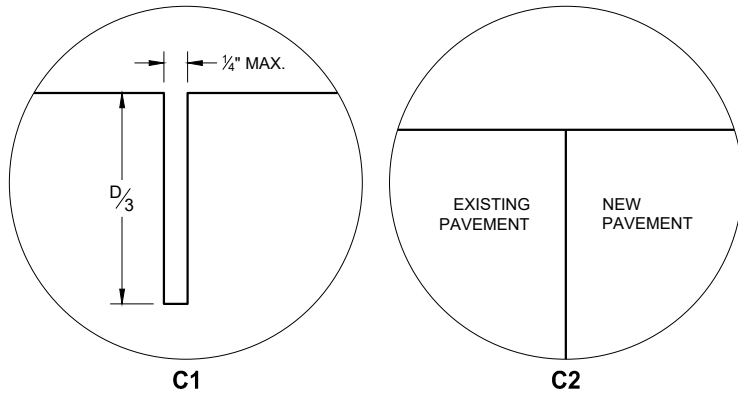


**SECTION A - A**

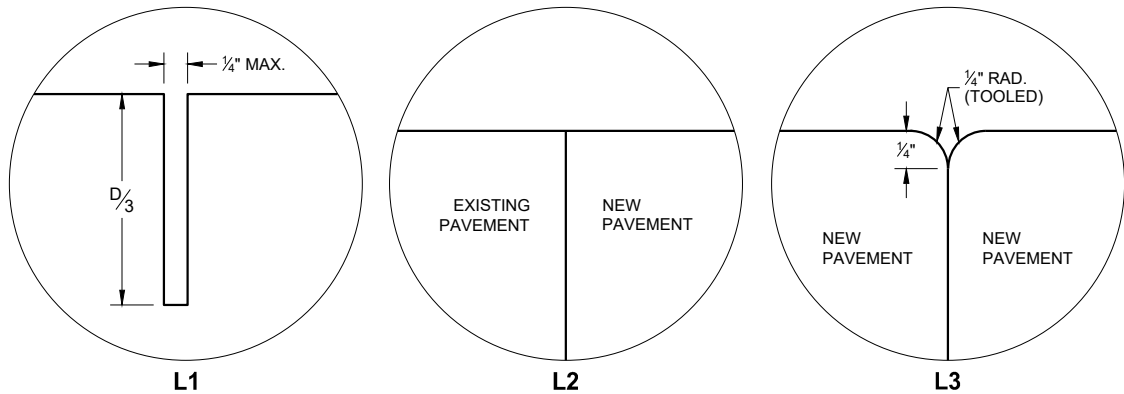
**HMA PATCH REMOVAL**

**BASE PATCHING CONCRETE**

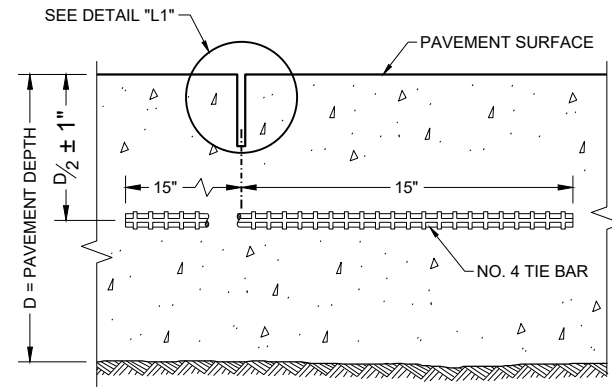
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



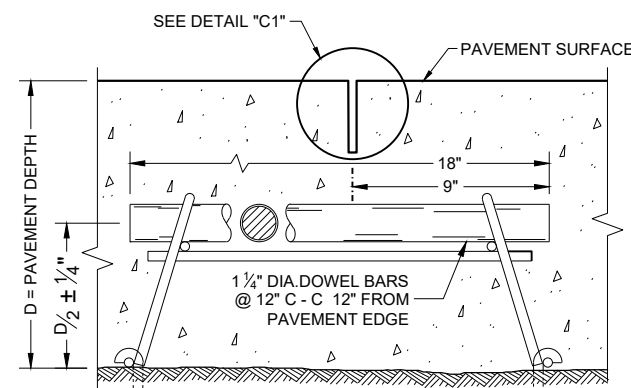
**TRANSVERSE JOINTS**



**LONGITUDINAL JOINTS**



**SECTION C - C  
SAWED LONGITUDINAL JOINT**



**SECTION F - F  
CONTRACTION JOINT**

**GENERAL NOTES**

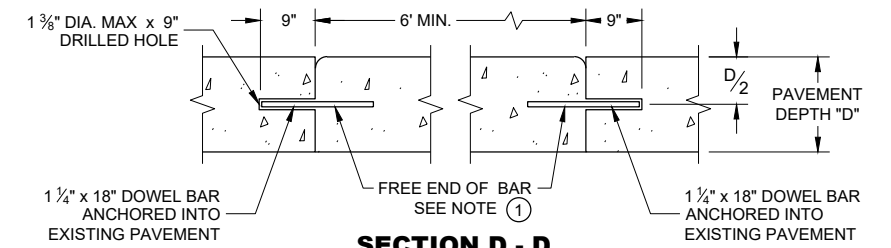
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

CONCRETE BASE PATCHES OF EXISTING NON-DOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

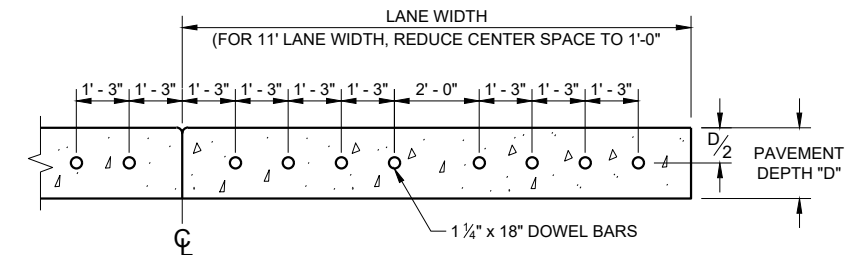
ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

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

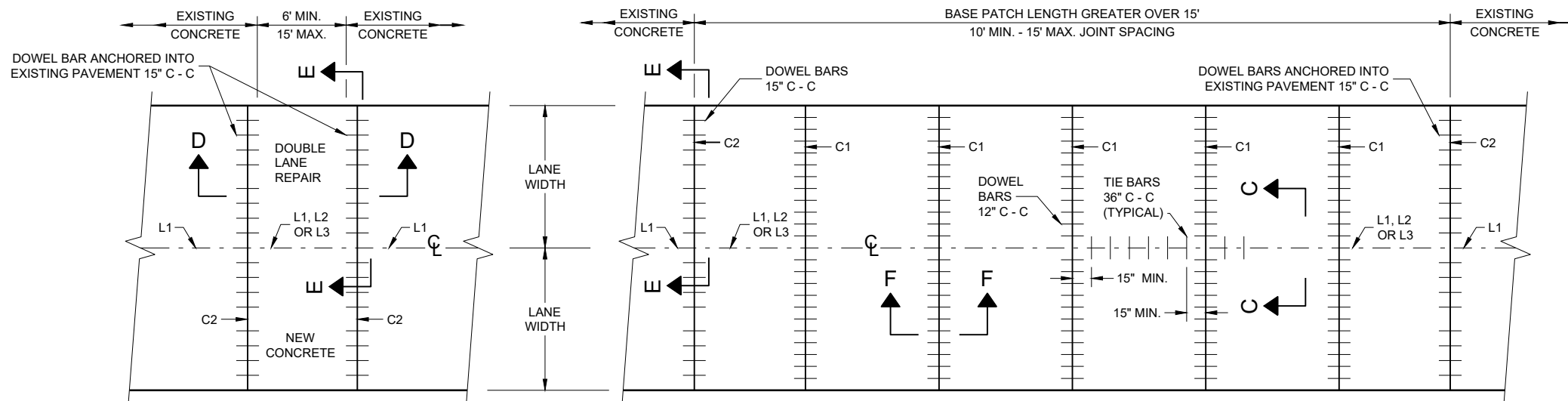
- ① APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.



**SECTION D - D**



**SECTION E - E  
SPACING OF DOWEL BARS  
ANCHORED INTO EXISTING PAVEMENT**

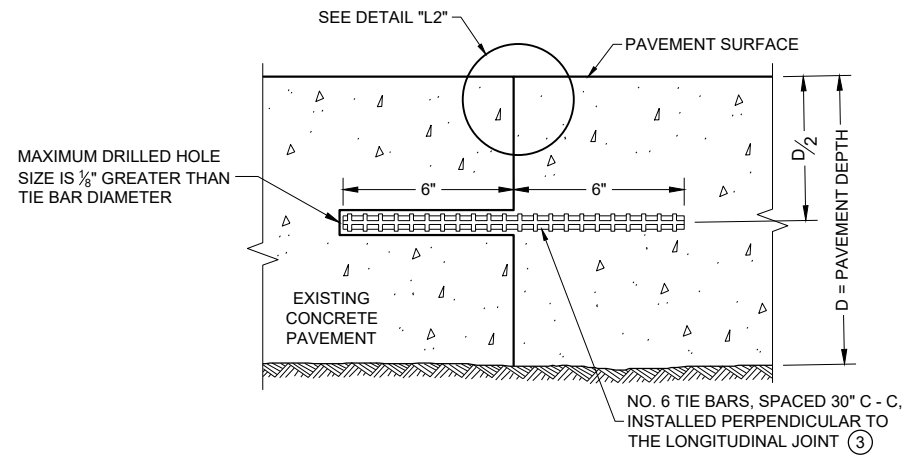


**PLAN VIEW  
MULTILANE CONCRETE BASE PATCH  
15' MAXIMUM LENGTH**

**PLAN VIEW  
MULTILANE CONCRETE BASE PATCH  
GREATER THAN 15' IN LENGTH**

**BASE PATCHING CONCRETE**

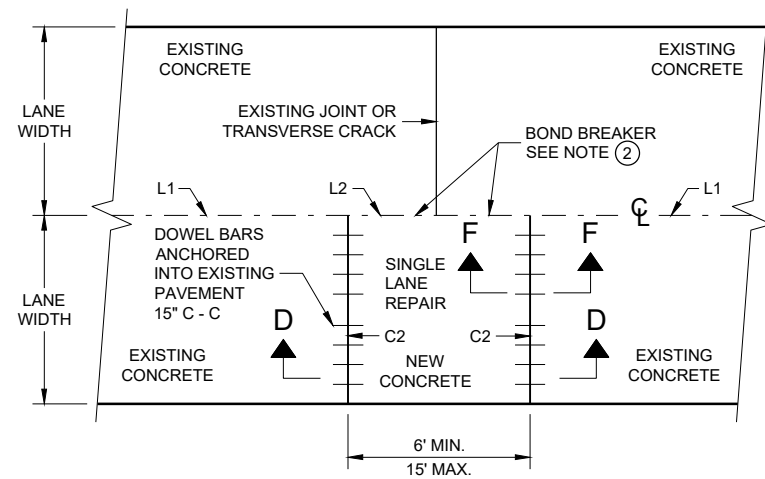
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



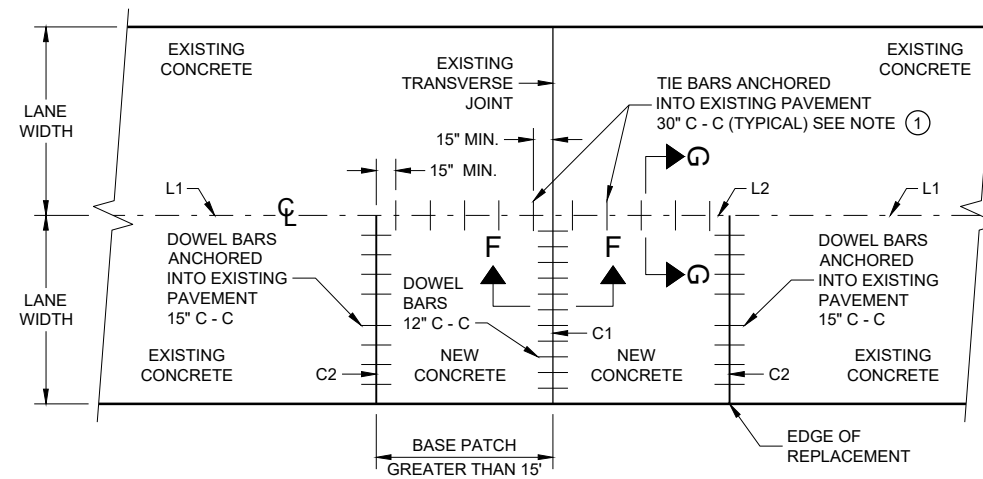
**SECTION G - G**  
**TIE BARS ANCHORED INTO EXISTING PAVEMENT**

**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 HOES WITH AN EPOXY.



**PLAN VIEW**  
**SINGLE LANE CONCRETE BASE PATCH**  
**15' MAXIMUM LENGTH**



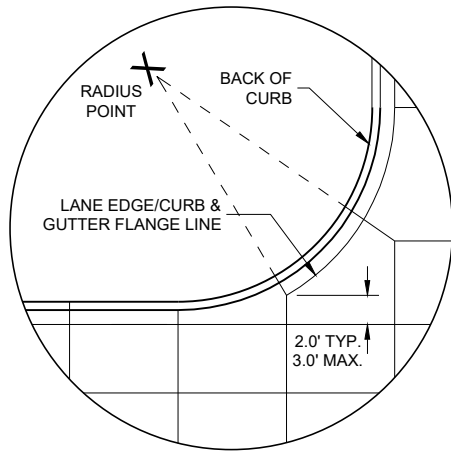
**PLAN VIEW**  
**SINGLE LANE CONCRETE BASE PATCH**  
**GREATER THAN 15' LENGTH**

**BASE PATCHING CONCRETE**

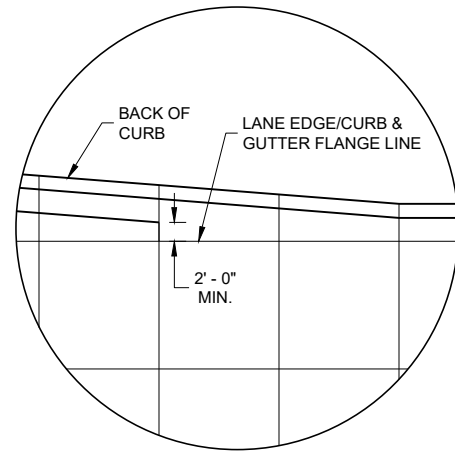
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
March 2018 /S/ Peter Kemp, P.E.  
DATE PAVEMENT SUPERVISOR

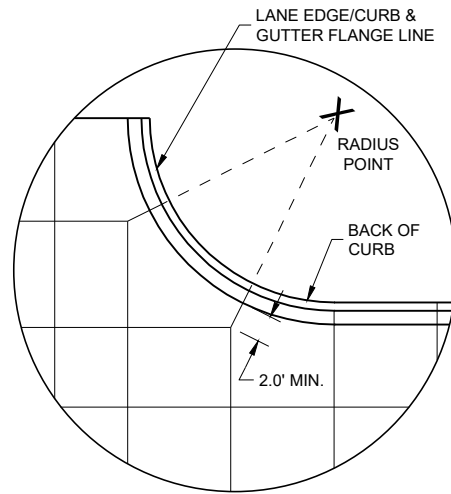
FHWA



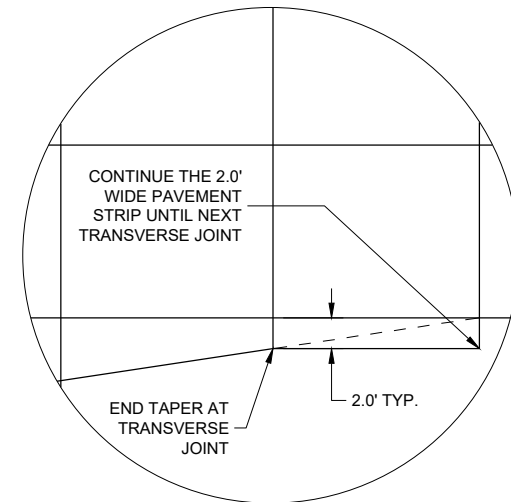
DETAIL "A"



DETAIL "B"



DETAIL "C"

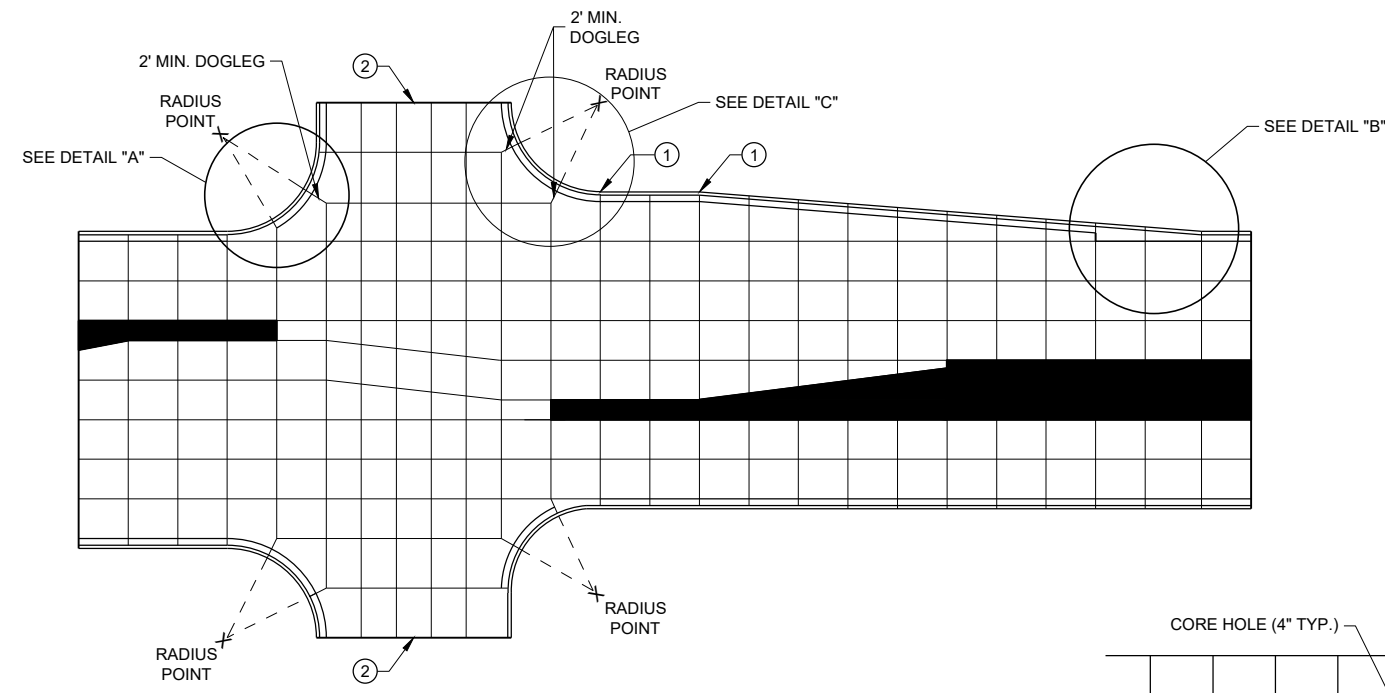


DETAIL "D"

**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.

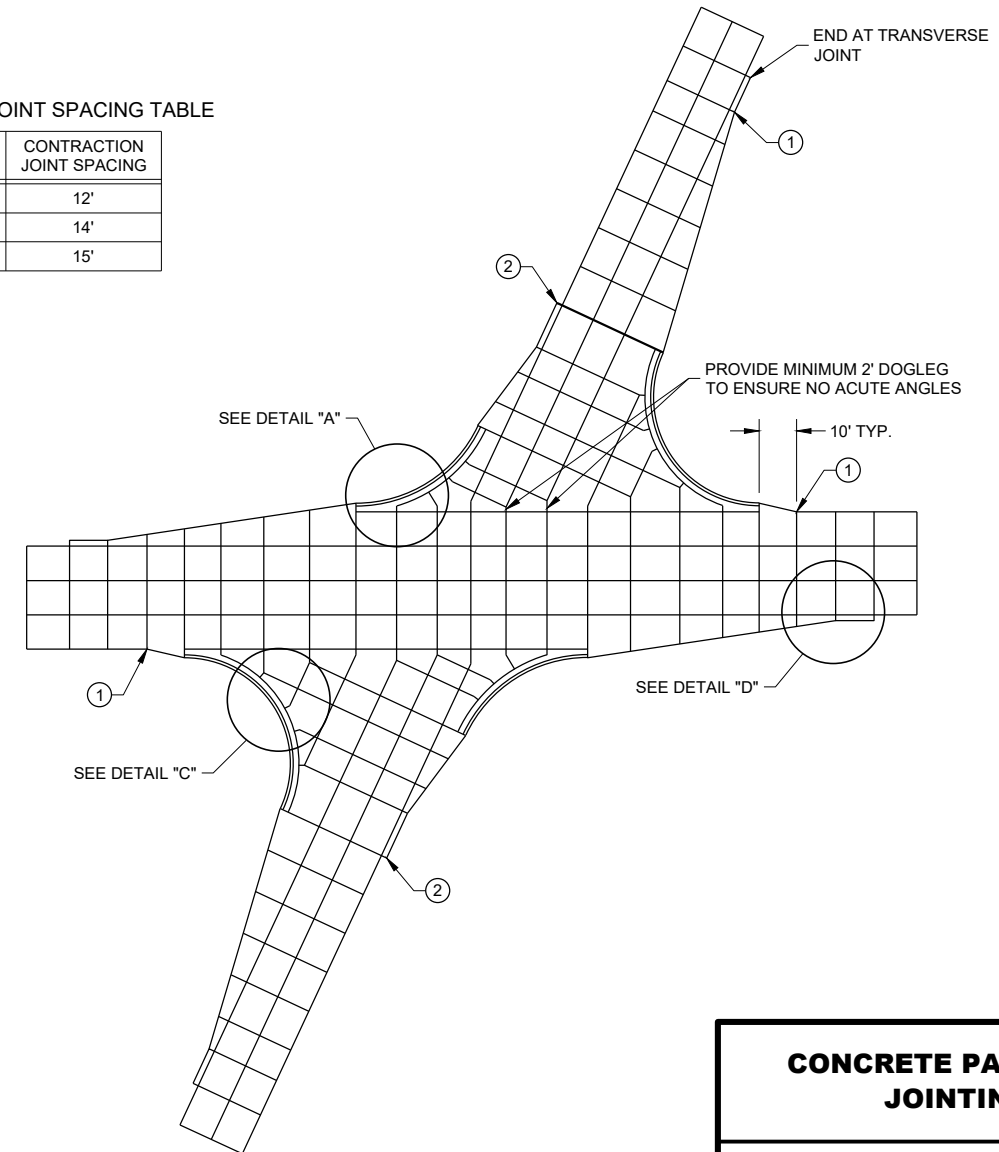
- ① PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
- ② CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
- ③ THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM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



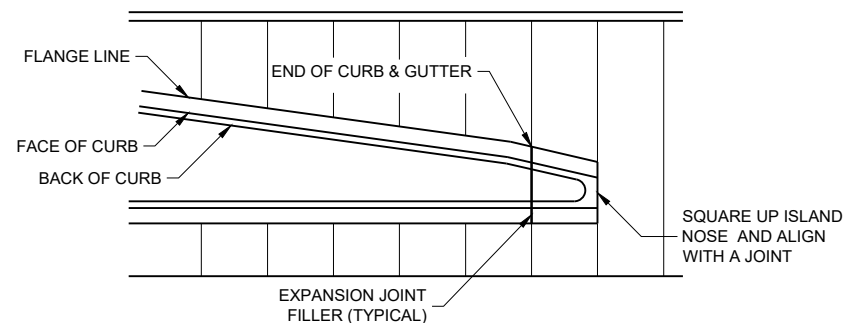
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

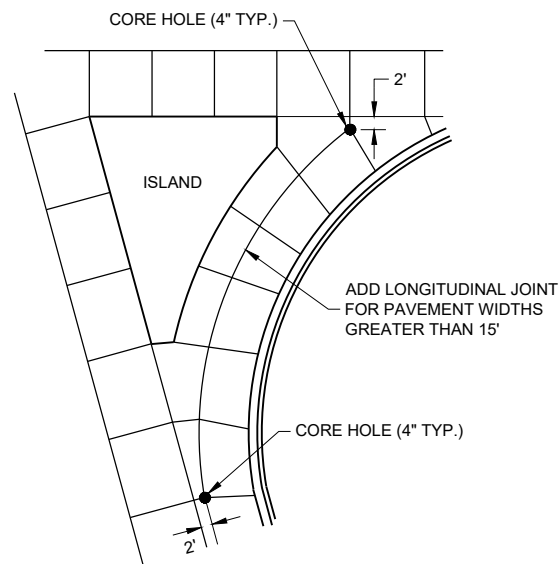
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 1/2"	12'
7", 7 1/2"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

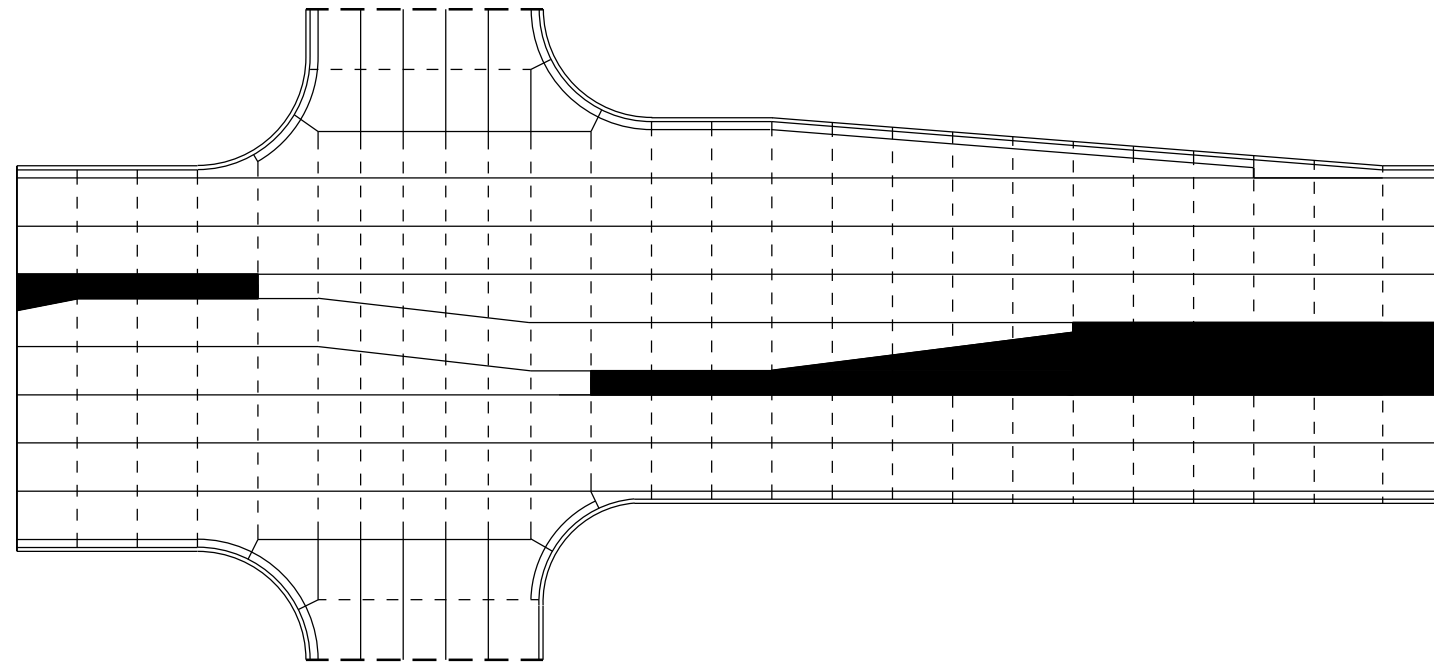
**LEGEND**

- - - - - POTENTIAL DOWELED EXPANSION JOINT
- - - - - DOWELED JOINT
- TIED JOINT

**GENERAL NOTES**

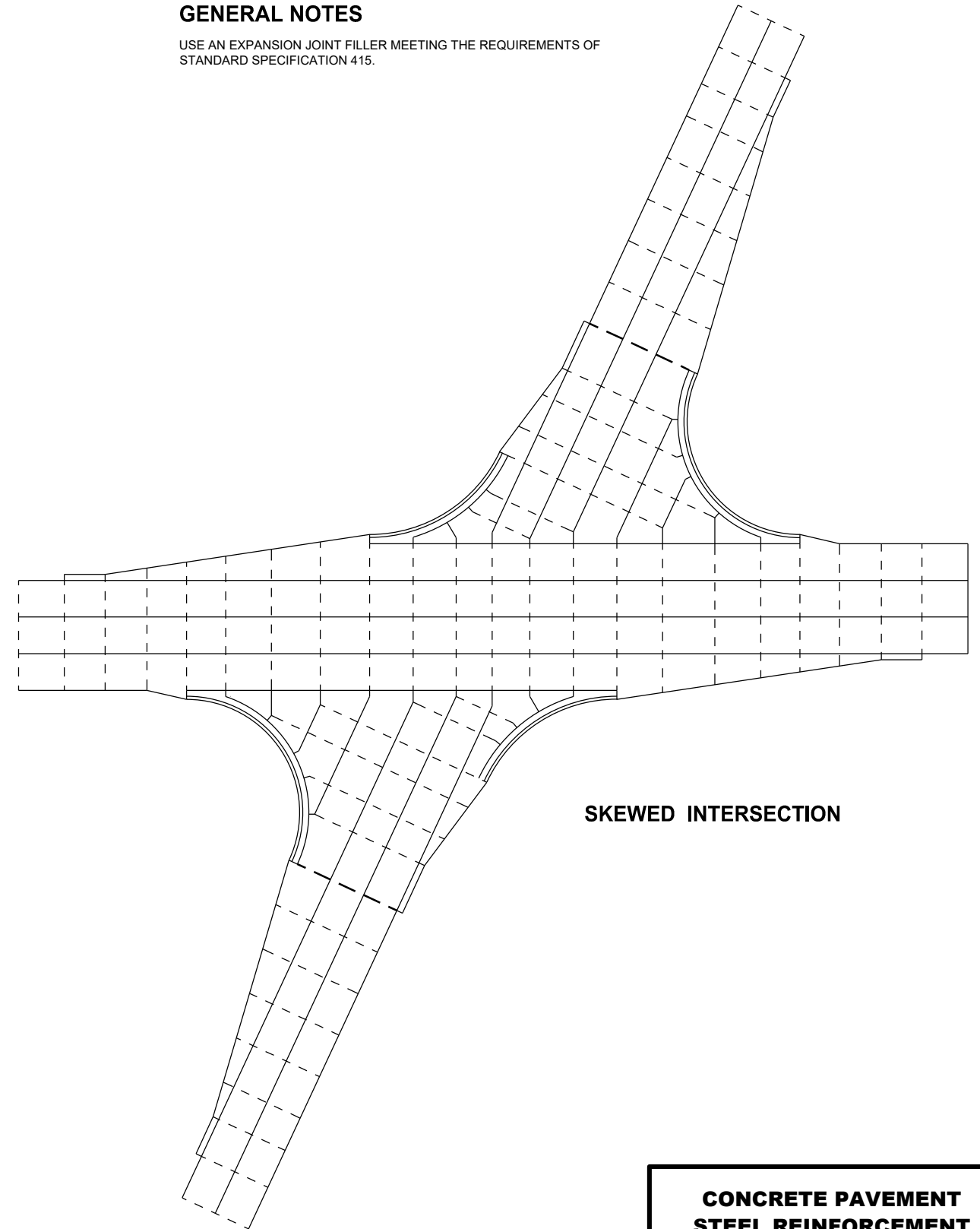
USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.

6



**STANDARD INTERSECTION**

6

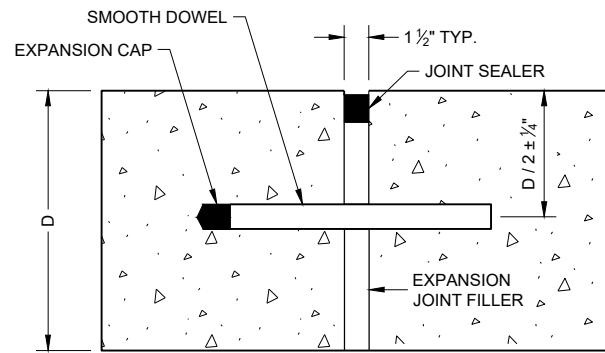


**SKewed INTERSECTION**

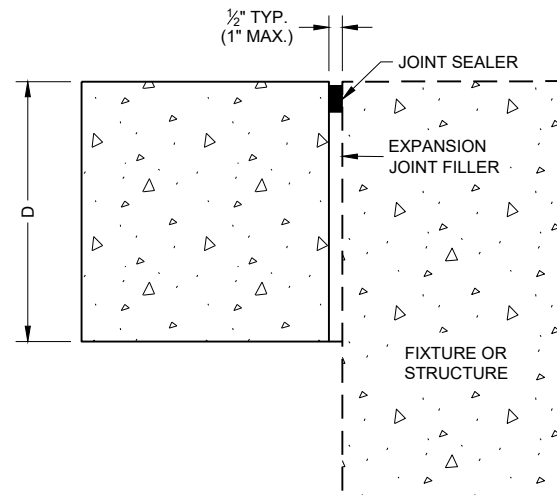
**CONCRETE PAVEMENT  
STEEL REINFORCEMENT**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION





**DOWELED TRANSVERSE** ①



**UNTIED - LONGITUDINAL**

**EXPANSION JOINTS**

**TIE BAR TABLE**

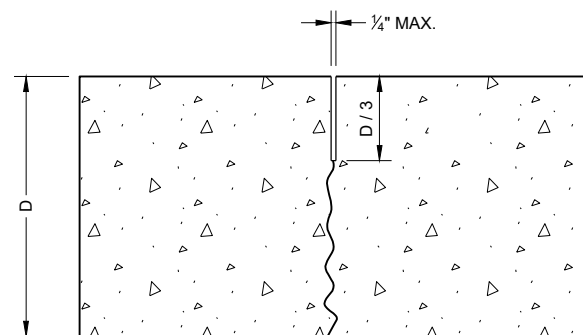
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4*	30"	24" **

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

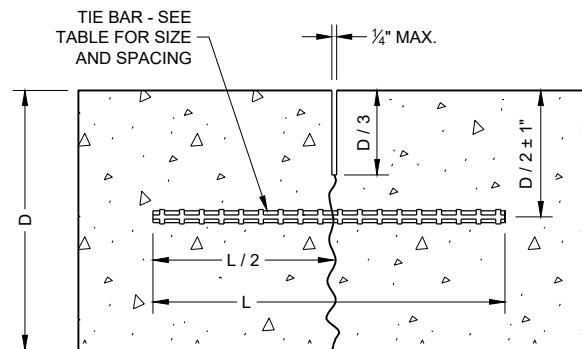
\*\* CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

**GENERAL NOTES**

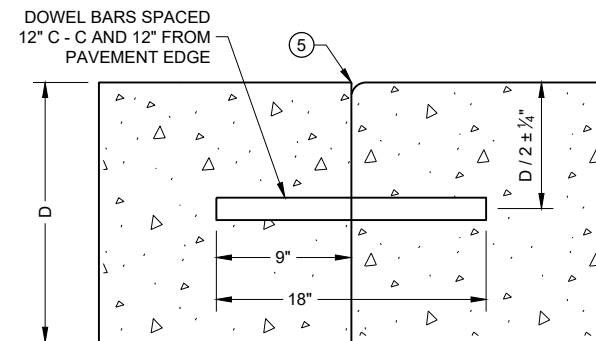
- ① USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
- ② SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
- ③ LOCATE CONSTRUCTION JOINTS A MINIMUM 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 1/4" RADIUS.
- ⑥ ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



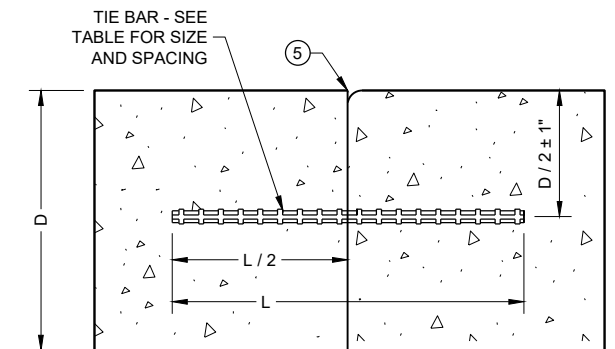
**UNDOWELED TRANSVERSE**



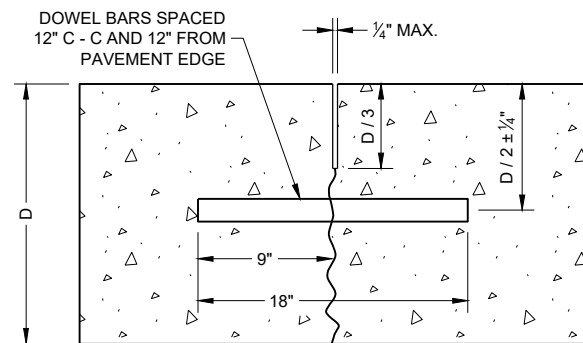
**TIED LONGITUDINAL**



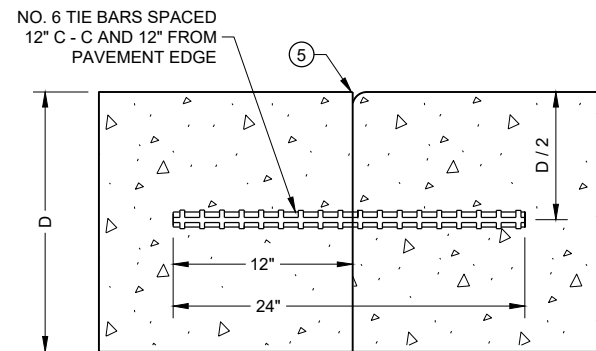
**DOWELED TRANSVERSE** ③



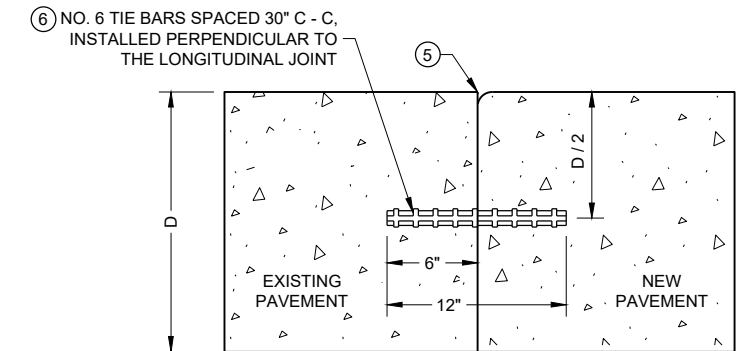
**TIED LONGITUDINAL**



**DOWELED TRANSVERSE**



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



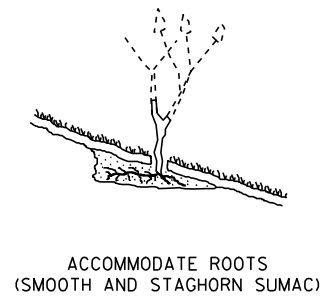
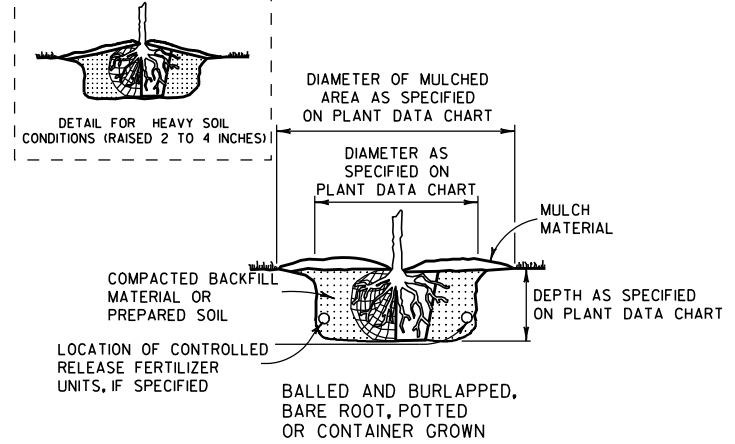
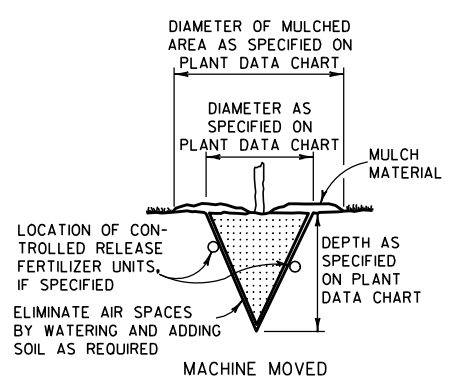
**TIED LONGITUDINAL TO EXISTING**

**CONTRACTION JOINTS** ②

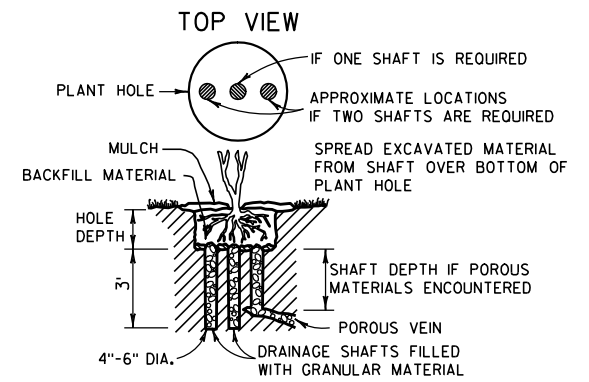
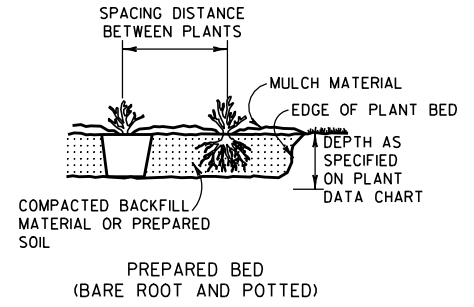
**CONSTRUCTION JOINTS** ④

**CONCRETE PAVEMENT  
JOINT TYPES**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



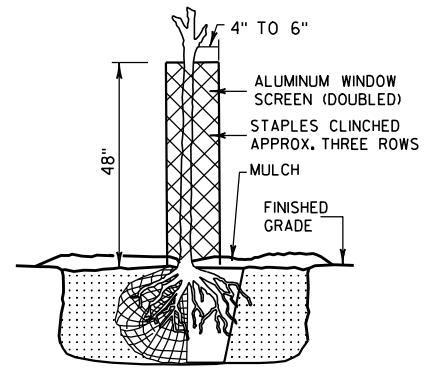
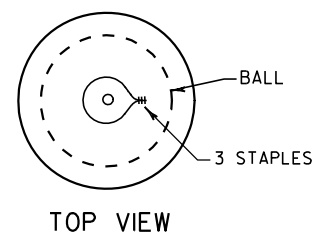
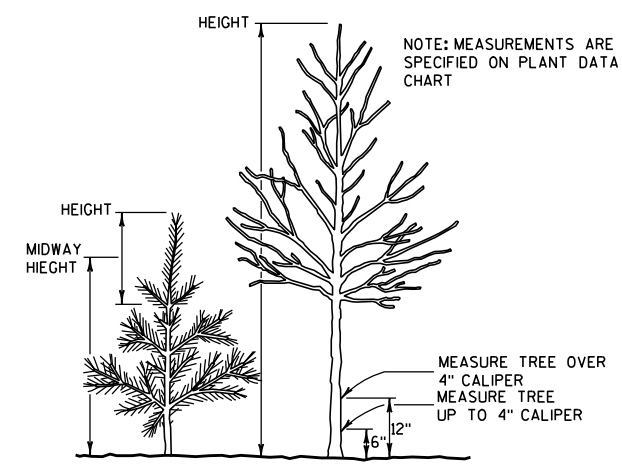
NOTE:  
 1) ENGINEER SHALL REQUIRE 3 SLITS IN POT TO SPEED DETERIORATION  
 2) METAL, PLASTIC OR OTHER NONDEGRADABLE POTS SHALL BE REMOVED PRIOR TO PLANTING



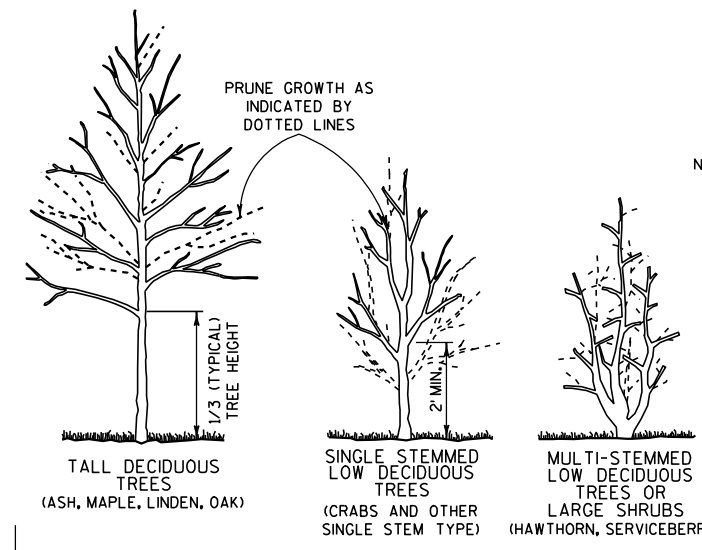
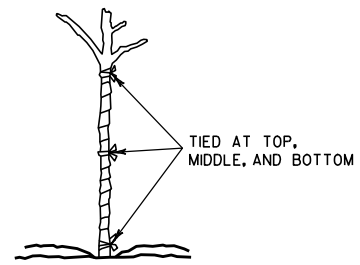
NOTE:  
 DRAINAGE SHAFT AS SPECIFIED ON PLANT DATA CHART

PLANTING

DRAINING



WRAPPING

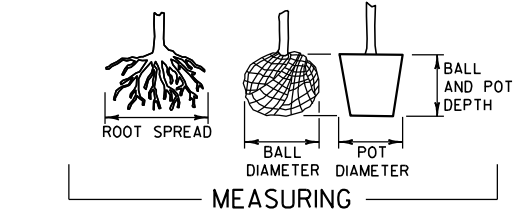


NOTE: WHEN PRUNING, PRESERVE CHARACTER AND SHAPE OF TREE. AVOID LEAVING STUBS - REMOVE BRANCH OR TWIG BACK TO THE NEAREST CROTCH  
 1) PRUNE TO REMOVE DEAD AND BROKEN BRANCHES  
 2) PRUNE TO REMOVE BRANCHES THAT TOUCH OR ARE TOO CLOSE TO OTHER BRANCHES

PRUNING

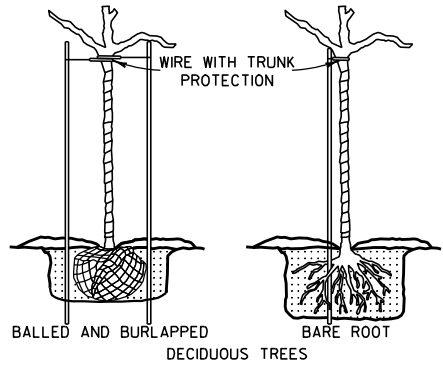
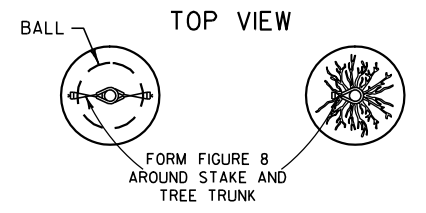
6

6

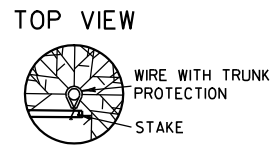


MEASURING

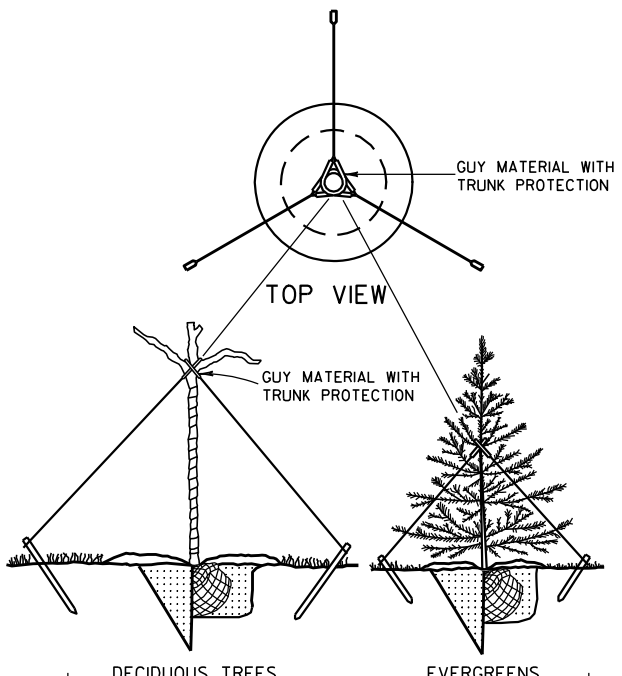
RODENT PROTECTION



BRACING

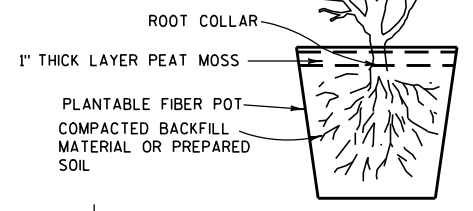


NOTE: BRACING STAKE  
 1) SHALL BE DRIVEN INTO THE GROUND AS CLOSE TO THE TREE AS POSSIBLE WITHOUT DAMAGING THE BRANCHES.  
 2) MAY BE DRIVEN AT SUCH AN ANGLE THAT IT DOES NOT PENETRATE THE BALL OR POT.  
 3) SHALL NOT PROTRUDE ABOVE THE TOP OF THE TREE; AND  
 4) SHALL HAVE A HOLE NEAR THE TOP TO HOLD THE WIRE IN PLACE.



GUYING

PRUNE LARGER SHRUBS BY REMOVING FROM ONE-THIRD TO ONE-HALF TOP GROWTH AS INDICATED BY DOTTED LINE



POTTING

NOTES

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

BRACING, WRAPPING, GUYING, RODENT PROTECTION, FERTILIZER AND MULCH SHALL BE USED ONLY WHEN SPECIFIED ON THE PLANT DATA CHART (PART OF PLAN) OR SPECIAL PROVISIONS.

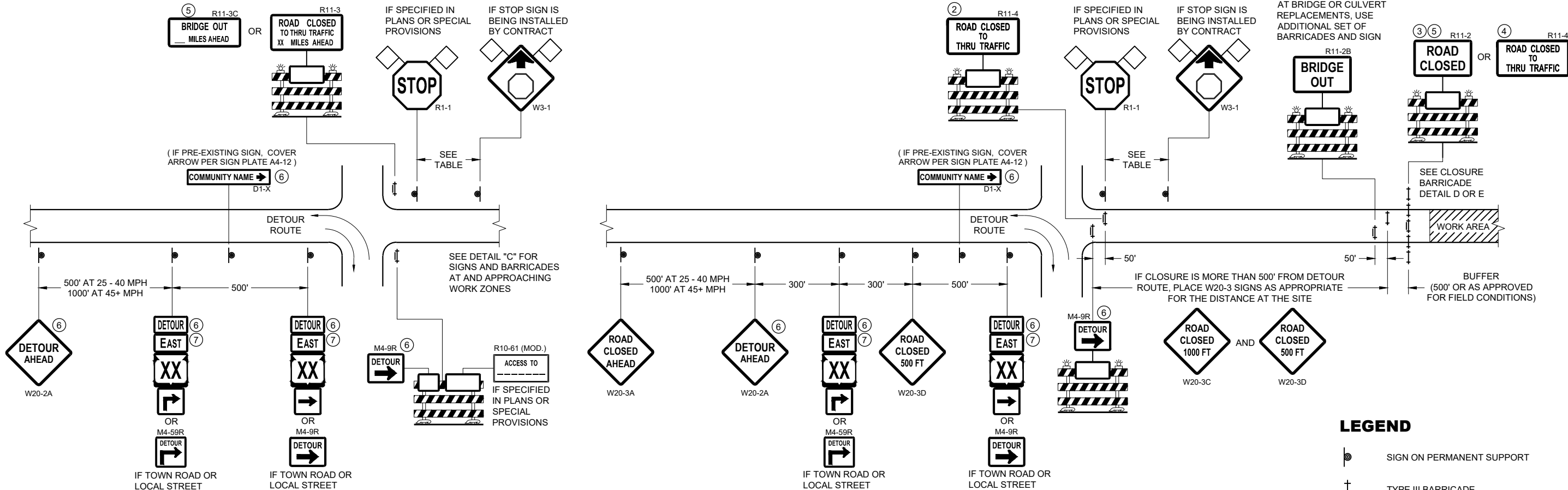
TREE PLANTING DETAIL

STATE OF WISCONSIN  
 DEPARTMENT OF TRANSPORTATION

APPROVED  
 4/11/94 /s/ Rory L. Rhinesmith  
 DATE CHIEF METHODS DEVELOPMENT ENGINEER  
 FHWA

S.D.D. 14 A 2-1

S.D.D. 14 A 2-1



**DETAIL A  
MAINLINE CLOSURE WITH POSTED DETOUR**

WORK ZONE GREATER THAN OR EQUAL TO 1/2 MILE FROM  
DETOUR ROUTE ( 1000 FEET IF URBAN )

**DETAIL B  
MAINLINE CLOSURE WITH POSTED DETOUR**

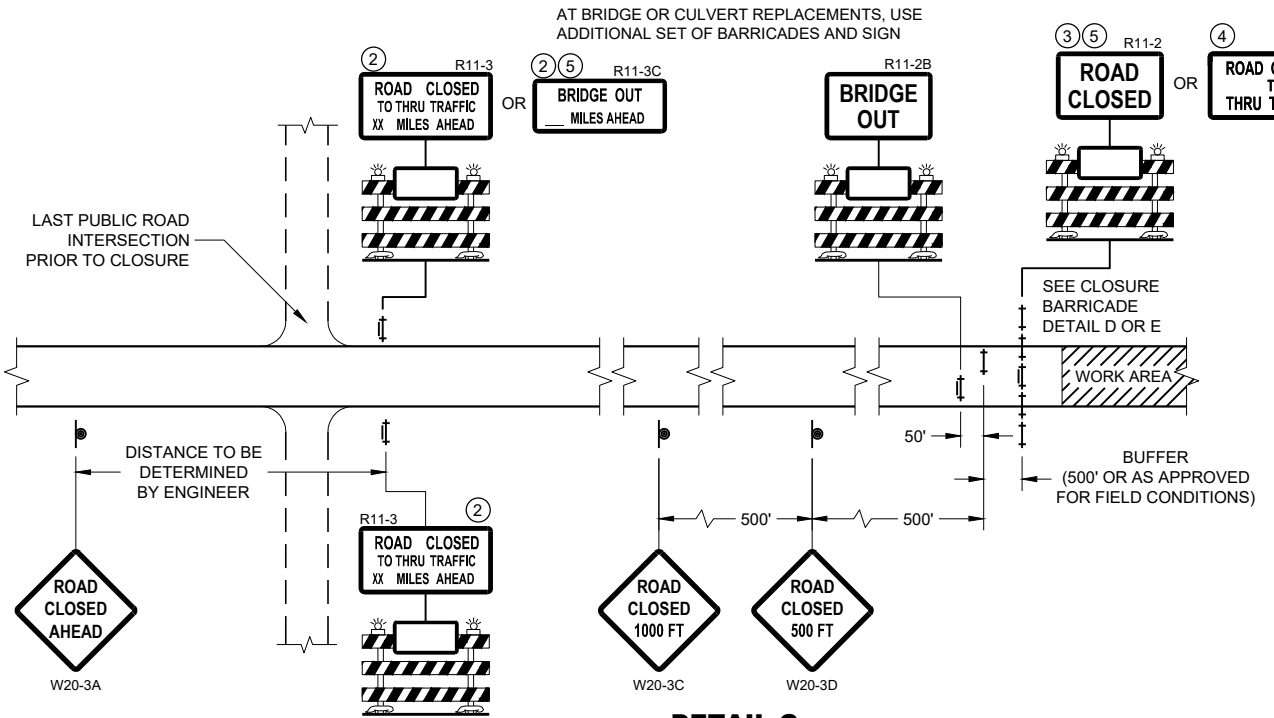
WORK ZONE LESS THAN 1/2 MILE FROM  
DETOUR ROUTE ( 1000 FEET IF URBAN )

**LEGEND**

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

- M4 - 8
- M3 - X
- M1 - 4
- M1 - 6
- M1 - 5A
- M05 - 1
- M06 - 1



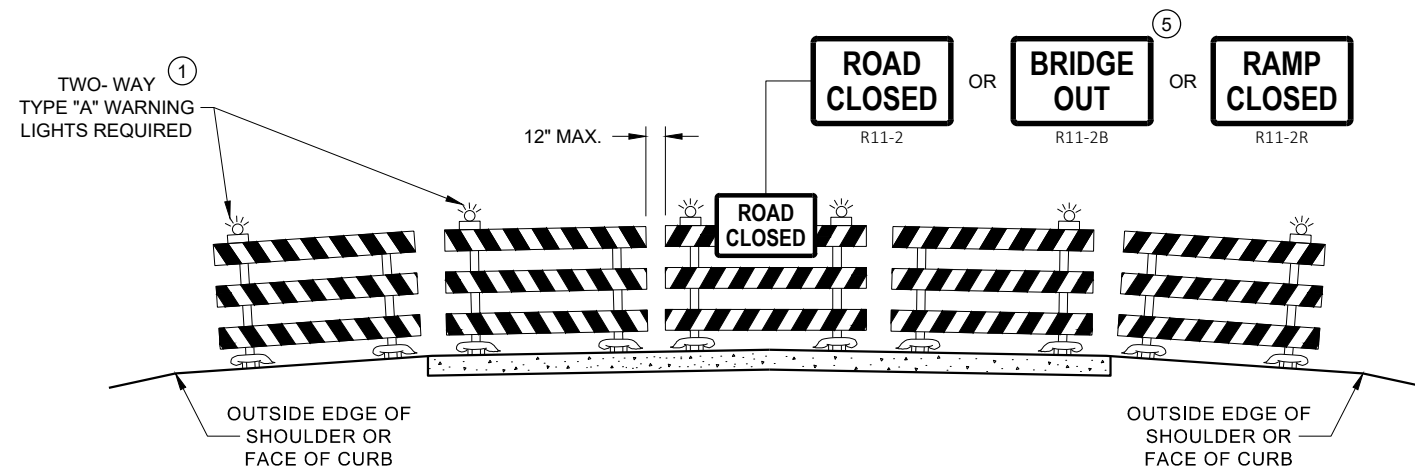
**DETAIL C  
MAINLINE CLOSURE, NO POSTED DETOUR**

SEE SDD 15C2-SHEET "b"  
FOR GENERAL NOTES  
AND FOOTNOTES ① THROUGH ⑦

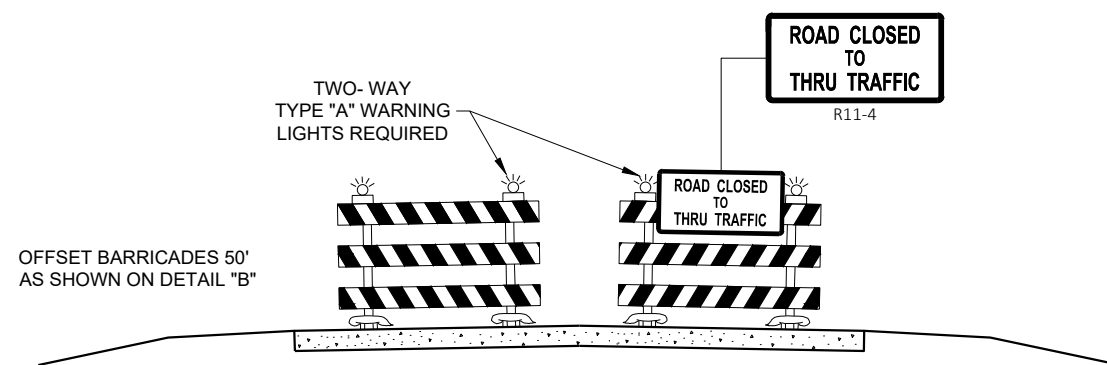
**BARRICADES AND SIGNS  
FOR MAINLINE CLOSURES**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
May 2023 /S/ Andrew Heidtke  
DATE DATE WORK ZONE ENGINEER  
FHWA



**DETAIL D  
ROAD CLOSURE BARRICADE DETAIL  
APPROACH VIEW**



**DETAIL E  
LANE CLOSURE BARRICADE DETAIL  
APPROACH VIEW**

SEE SDD 15C2 - SHEET "a" FOR LEGEND

**GENERAL NOTES**

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE", SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

TYPE "A" LOW - INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11 - 2, R11 - 3, M4 - 9, R11 - 4, AND R10 - 61 SIGNS PLACED ON THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL OR BOTTOM RAILS.

"WO" AND "MO" SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:

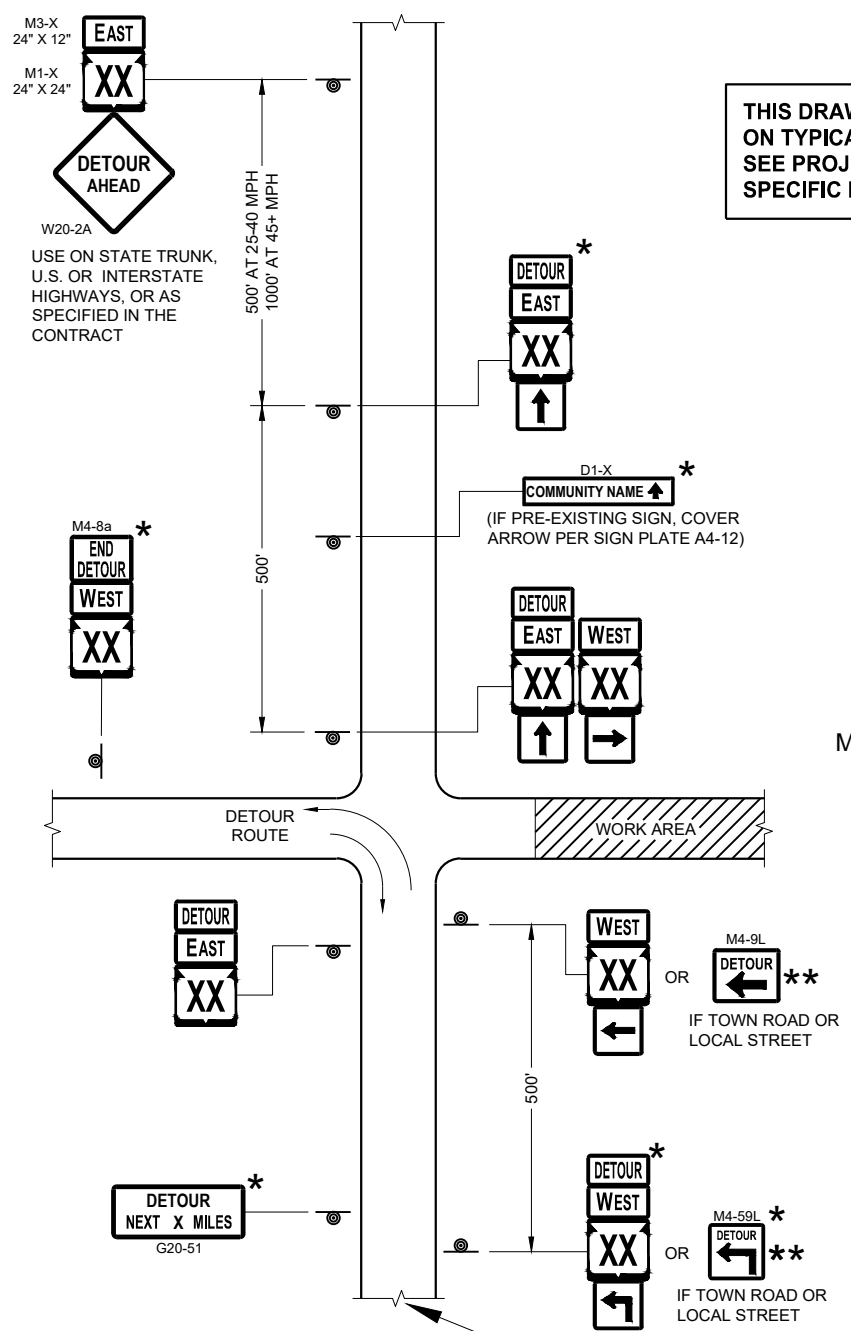
- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60" X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1 - 1 SHALL BE 36" X 36"

- ① TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING).
- ② THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.
- ③ FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".
- ④ FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".
- ⑤ FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.
- ⑥ INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.
- ⑦ "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

**BARRICADES AND SIGNS  
FOR  
VARIOUS CLOSURES**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
May 2023 /S/ Andrew Heidtke  
DATE WORK ZONE ENGINEER



**THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.**

**LEGEND**

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- M4 - 8
- M3 - X
- M1 - 4
- M1 - 6
- M1 - 5A
- M05 - 1
- M06 - 1
- M06 - 1

**GENERAL NOTES**

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

THE SPACING BETWEEN TRAFFIC CONTROL AND DETOUR SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

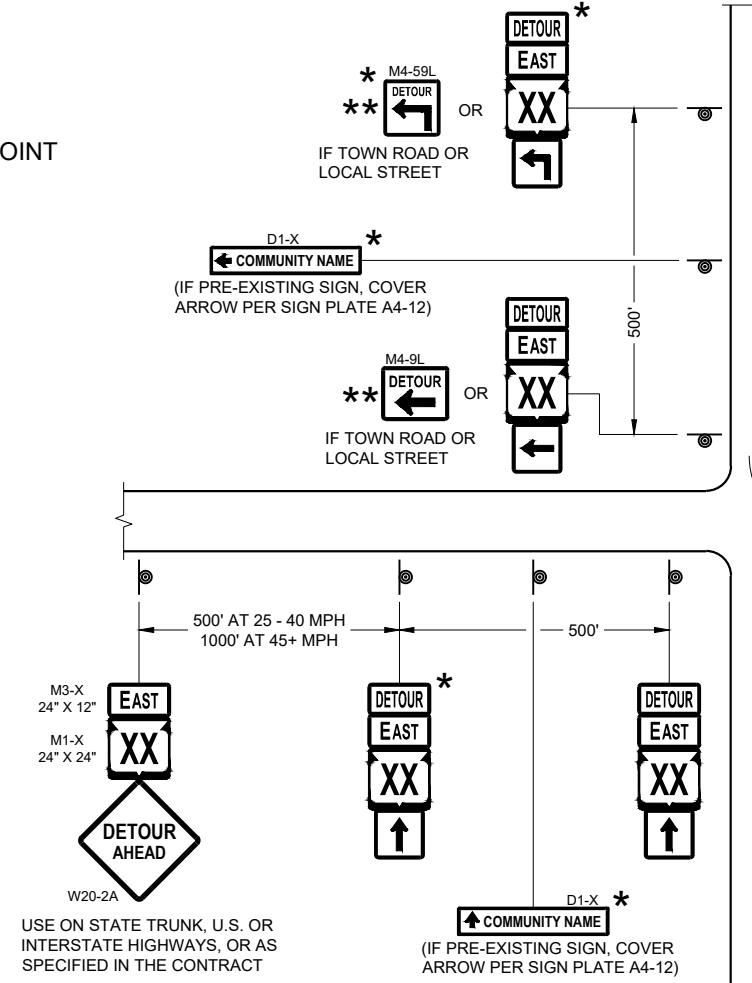
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

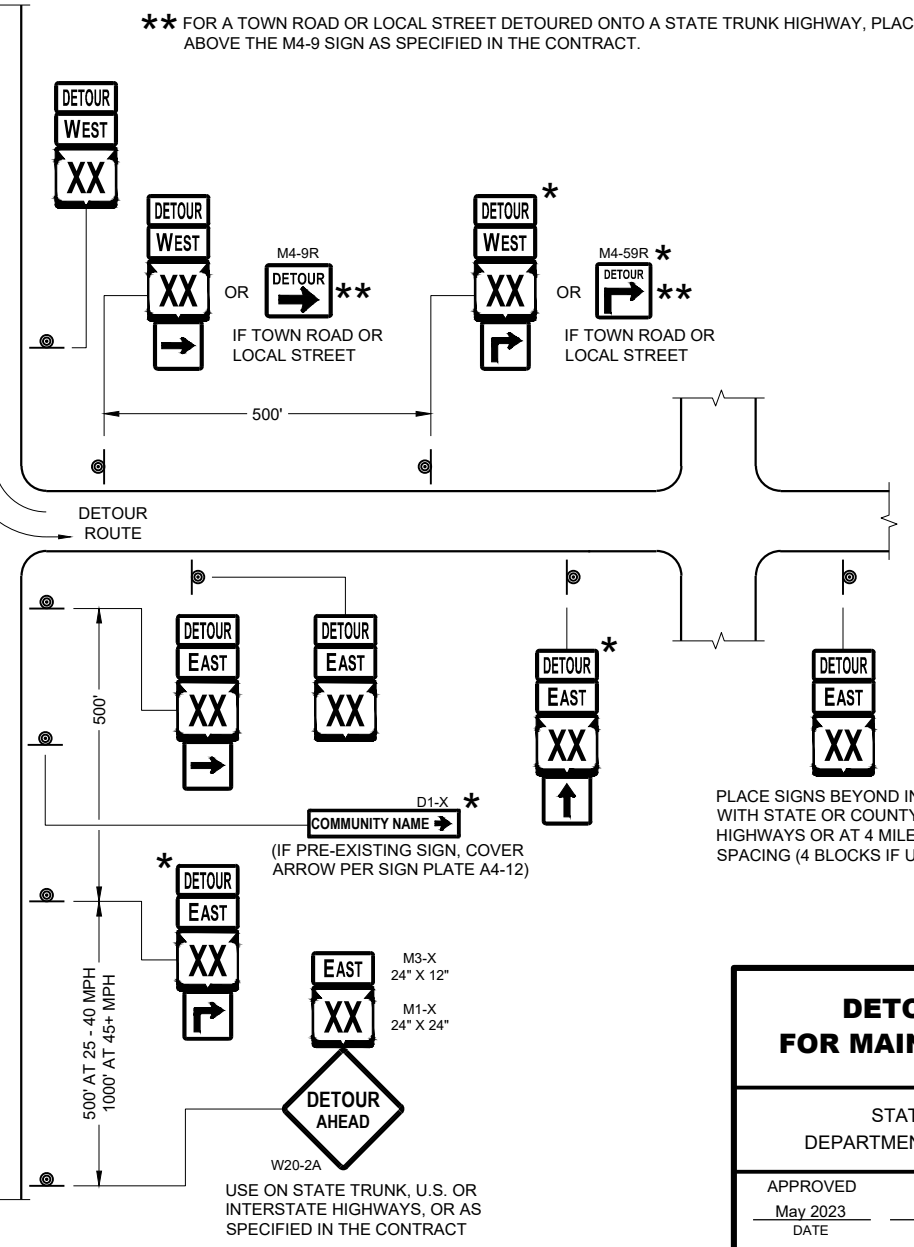
- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-9 AND M4-59 SHALL BE 30" X 24"
- M4-8a SHALL BE 24" X 18"
- G20-51 SHALL BE 60" X 24"
- W20-2A SHALL BE 48" X 48"
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

- \* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.
- \*\* FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.

MATCH POINT



**DETAIL F  
DETOUR SIGNING**



PLACE SIGNS BEYOND INTERSECTIONS WITH STATE OR COUNTY TRUNK HIGHWAYS OR AT 4 MILE MAXIMUM SPACING (4 BLOCKS IF URBAN AREA)

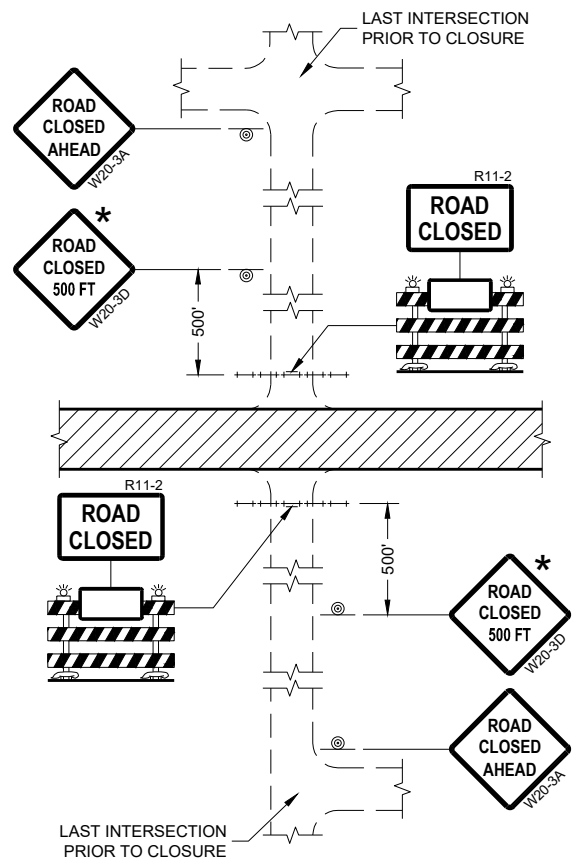
SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

**DETOUR SIGNING FOR MAINLINE CLOSURES**

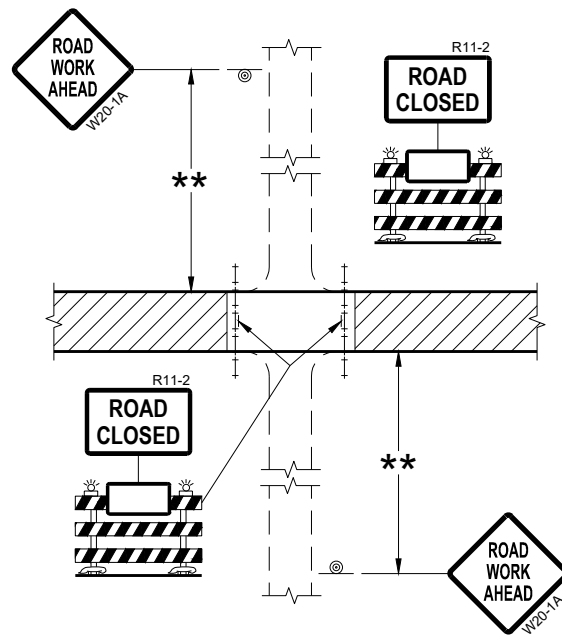
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
DATE May 2023 /S/ Andrew Heidtke  
WORK ZONE ENGINEER

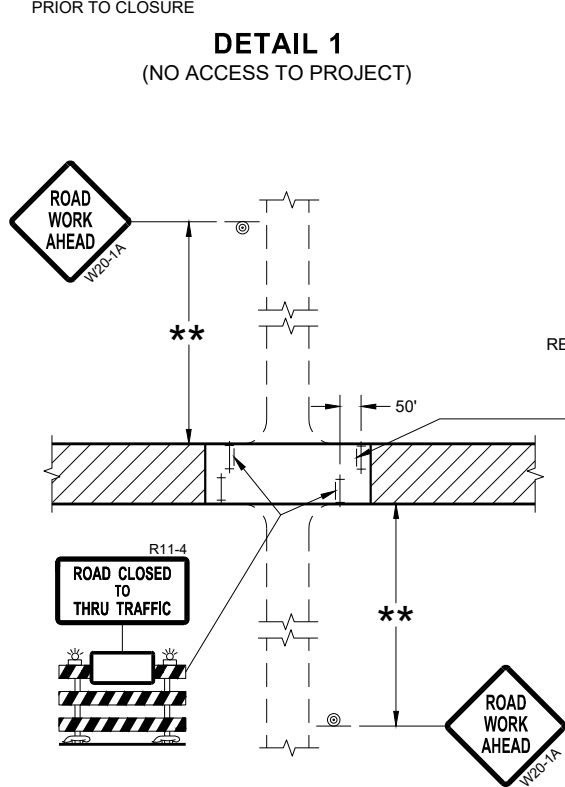
FHWA



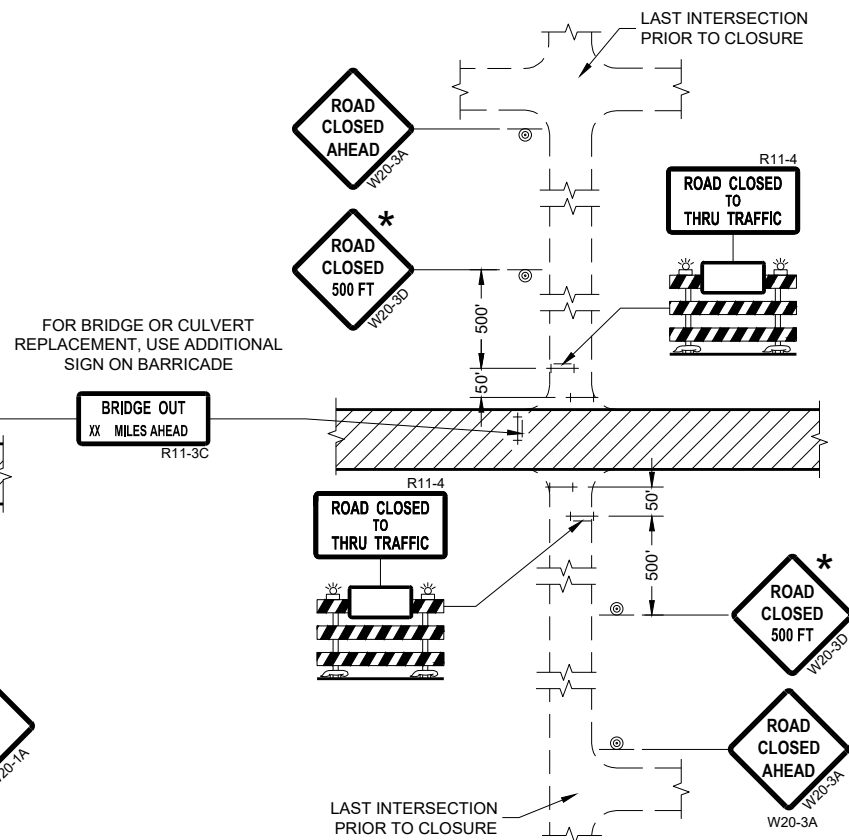
**DETAIL 1**  
(NO ACCESS TO PROJECT)



**DETAIL 2**  
(PUBLIC CROSS-TRAFFIC MAINTAINED.  
NO ACCESS TO PROJECT)



**DETAIL 3**  
(PUBLIC CROSS-TRAFFIC MAINTAINED.  
CONTRACTOR, LOCAL BUSINESS AND  
RESIDENT ACCESS TO PROJECT)



**DETAIL 4**  
(CONTRACTOR, LOCAL BUSINESS AND  
RESIDENT ACCESS TO PROJECT)

**GENERAL NOTES**

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE (500 FEET DESIRABLE) TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

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

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:  
R11-2 SHALL BE 48" X 30".  
R11-4 AND R11-3 SHALL BE 60" X 30".

- \* OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.
- \*\* 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.

**LEGEND**

- ⊙ SIGN ON PERMANENT SUPPORT
- ⊥ TYPE III BARRICADE
- ⊥ TYPE III BARRICADE WITH ATTACHED SIGN
- ⚡ TYPE "A" WARNING LIGHT (FLASHING)
- ▨ WORK AREA

**BARRICADES AND SIGNS  
FOR  
SIDEROAD CLOSURES**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
July 2018 /S/ Andrew Heidtke  
DATE WORK ZONE ENGINEER

**GENERAL NOTES**

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.




ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48" X 48" SIGNS.

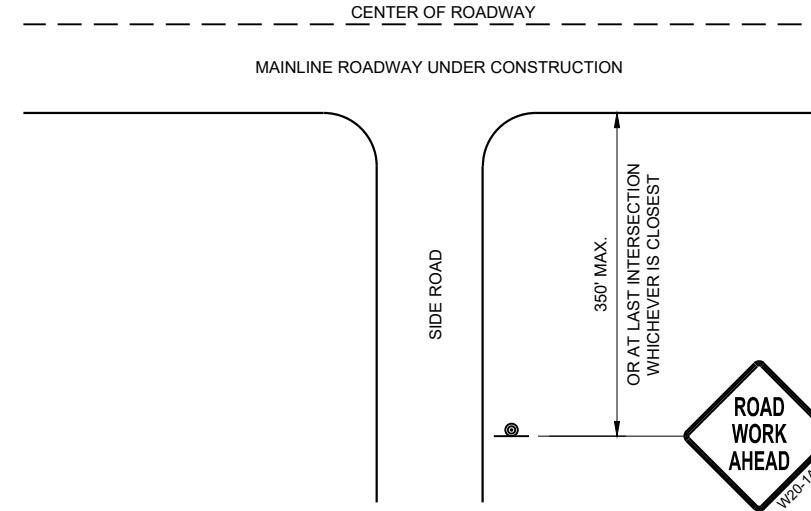
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

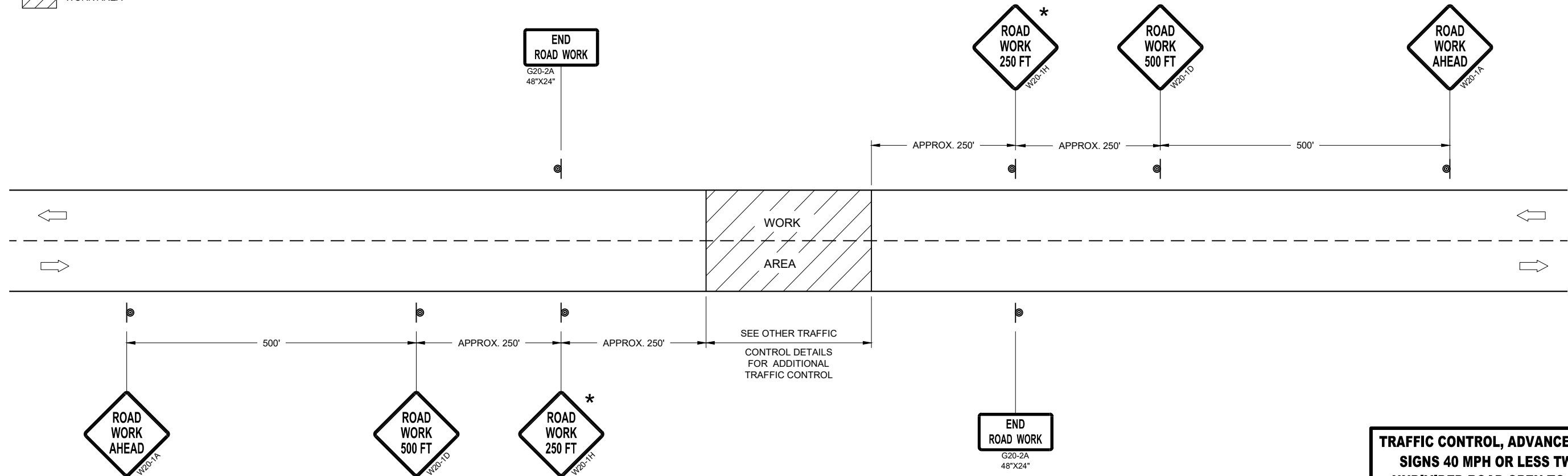
\* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

**LEGEND**

-  SIGN ON PERMANENT SUPPORT
-  DIRECTION OF TRAFFIC
-  WORK AREA



**TYPICAL SIDE ROAD APPROACH  
WARNING SIGN DETAIL**



**TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS**

**TRAFFIC CONTROL, ADVANCE WARNING  
SIGNS 40 MPH OR LESS TWO-WAY  
UNDIVIDED ROAD OPEN TO TRAFFIC**

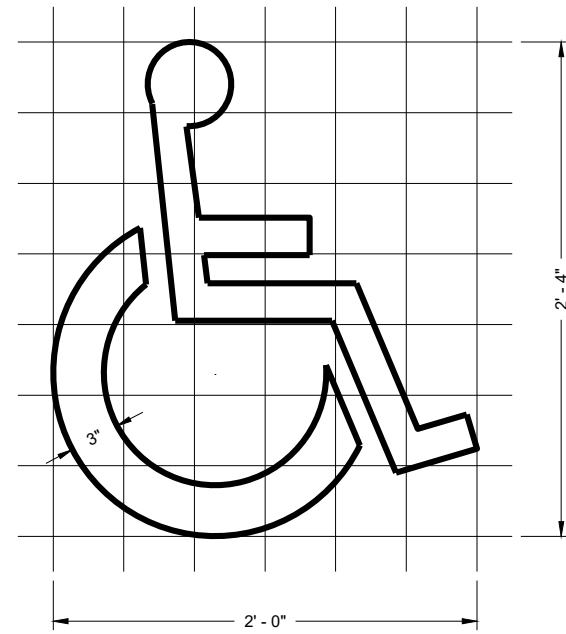
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
July 2018 /S/ Andrew Heidtke  
DATE WORK ZONE ENGINEER

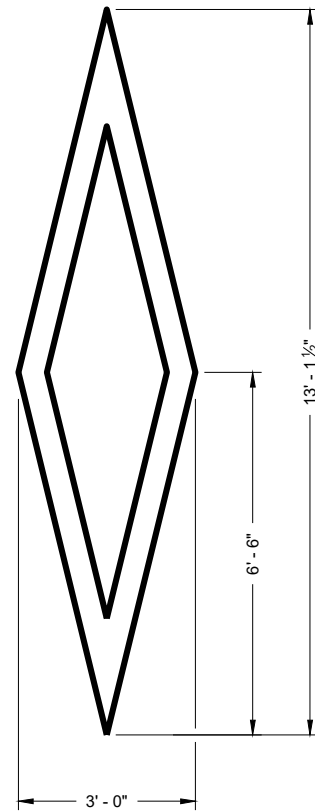
FHWA

**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.



**HANDICAP SYMBOL**



**PREFERENTIAL LANE SYMBOL**

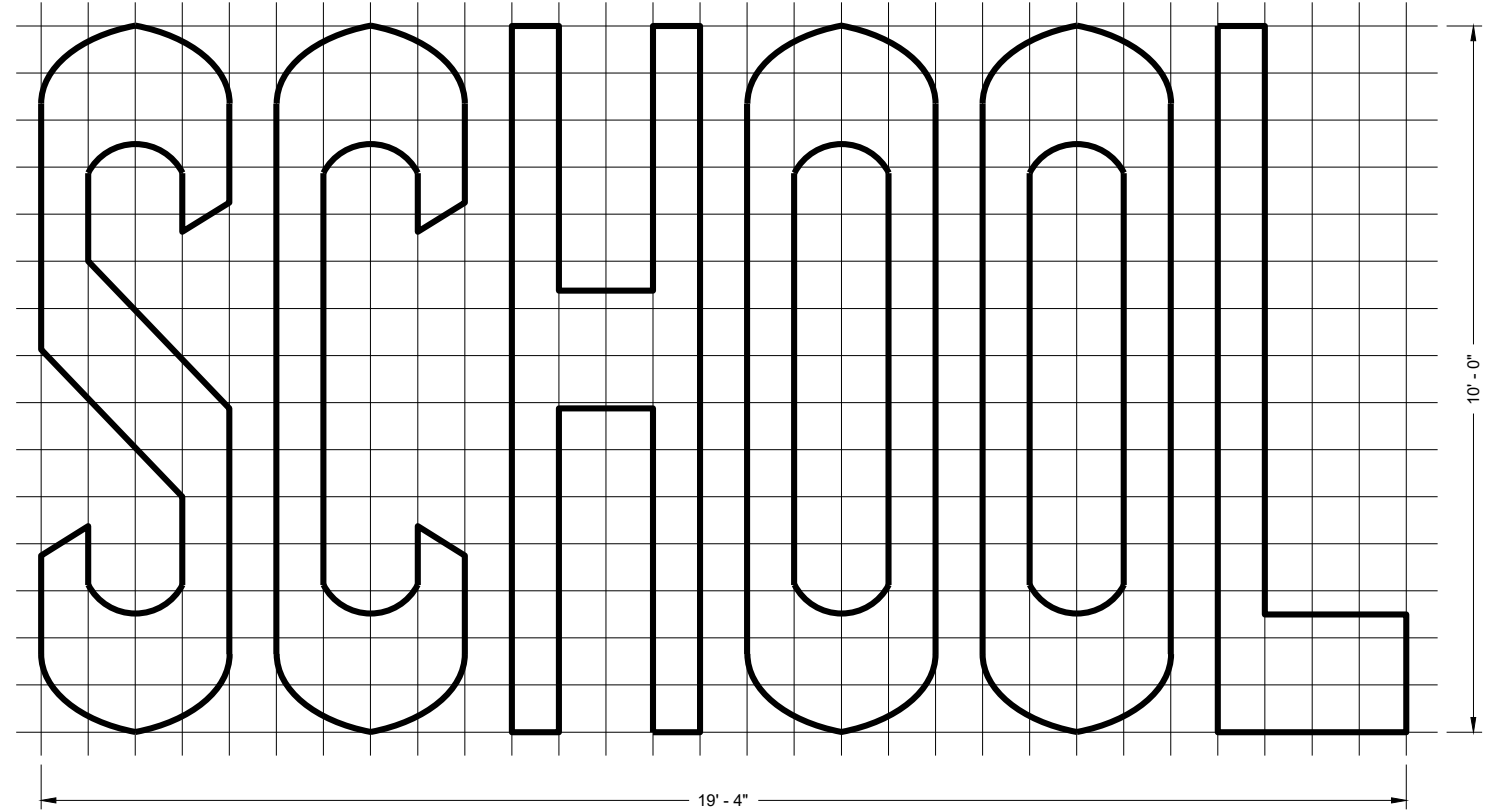
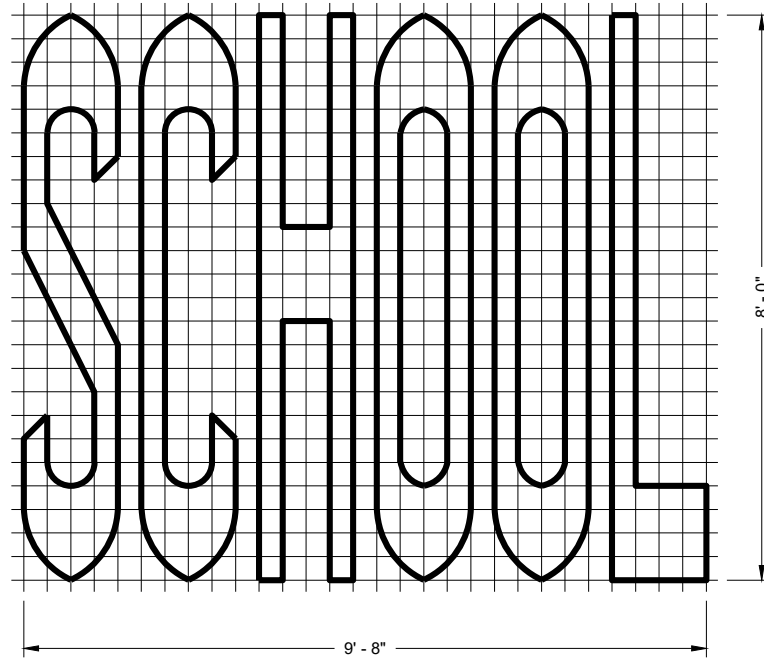
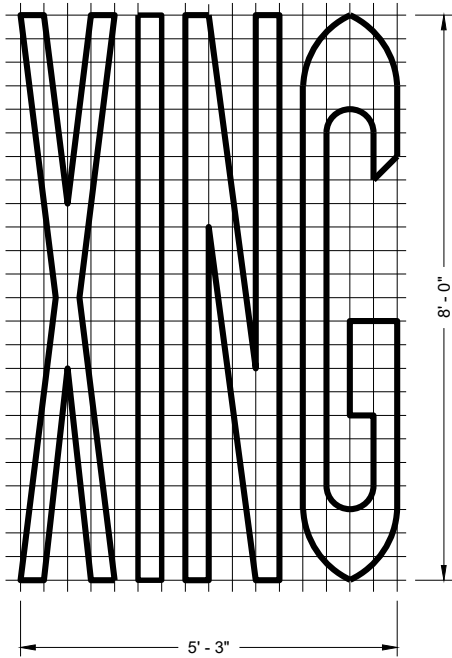
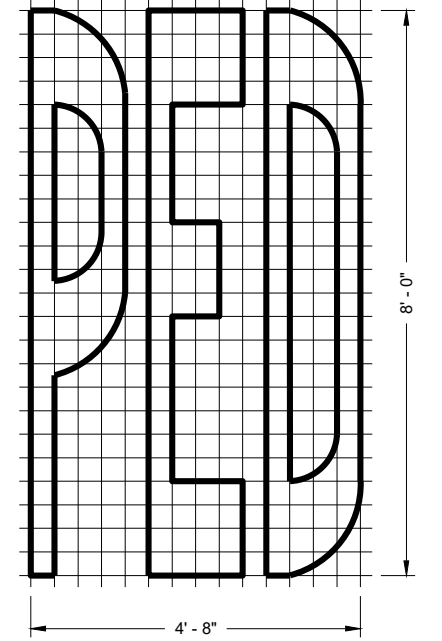
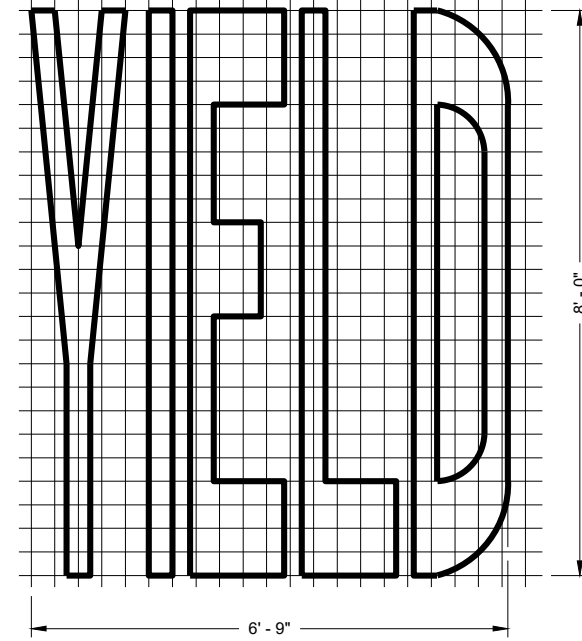
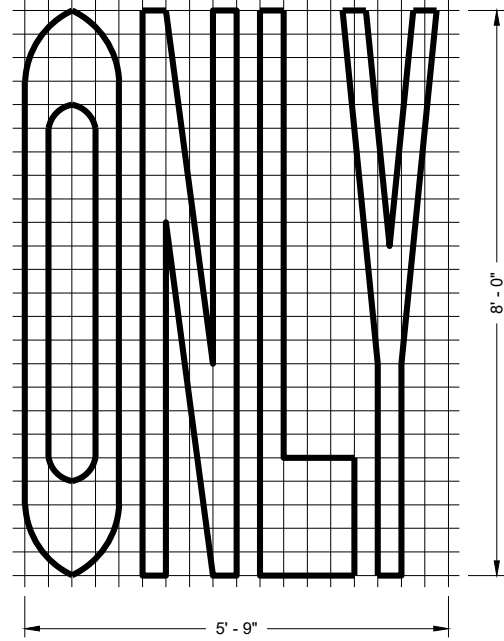
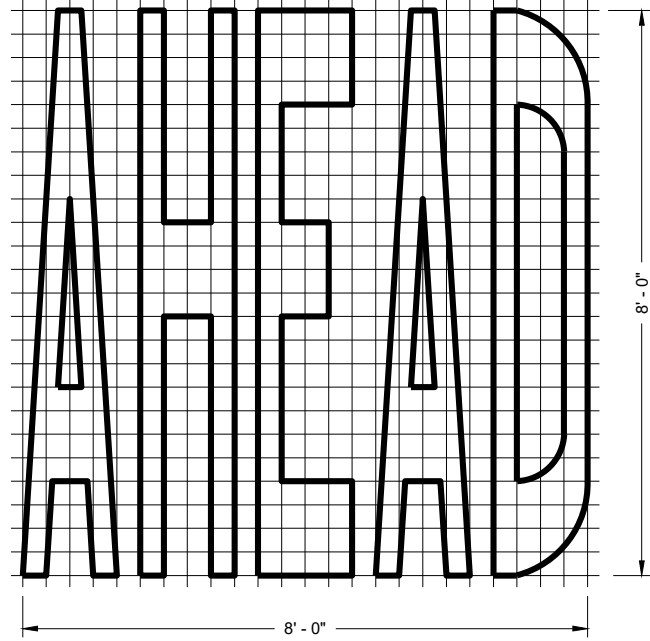
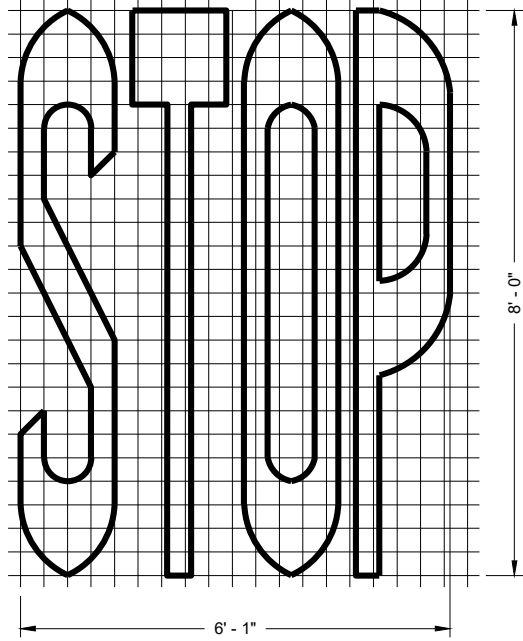
**PAVEMENT MARKING SYMBOLS**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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November 2019 /S/ Matthew Rauch  
DATE STATE SIGNING AND MARKING  
ENGINEER

FHWA





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

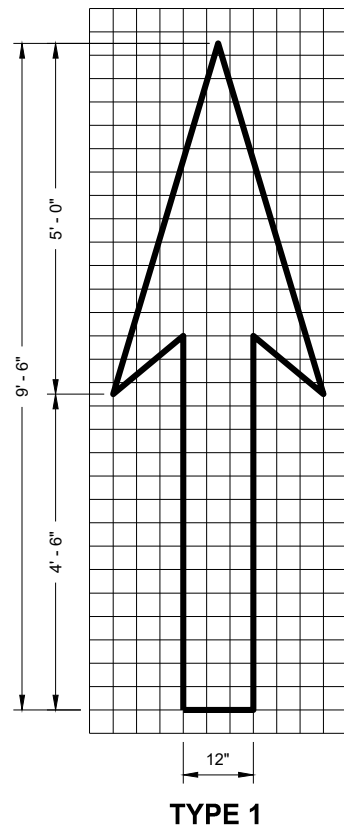
APPROVED

November 2019

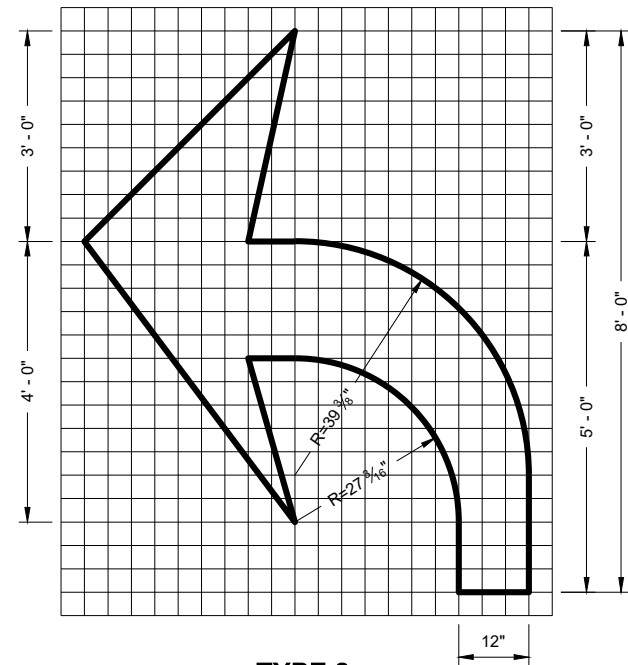
DATE

FHWA

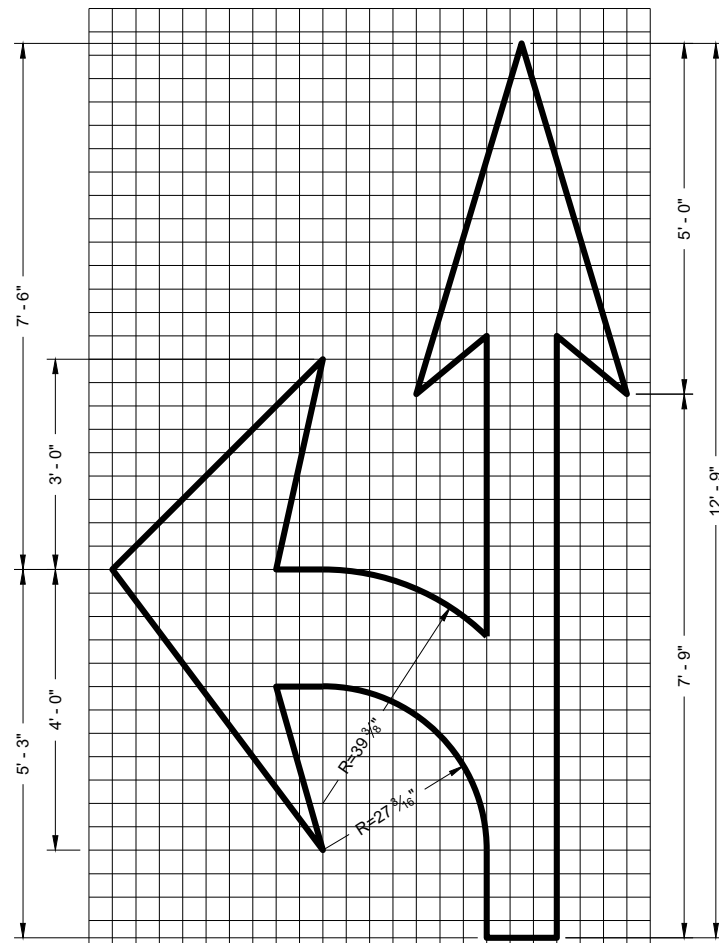
/S/ Matthew Rauch  
STATE SIGNING AND MARKING  
ENGINEER



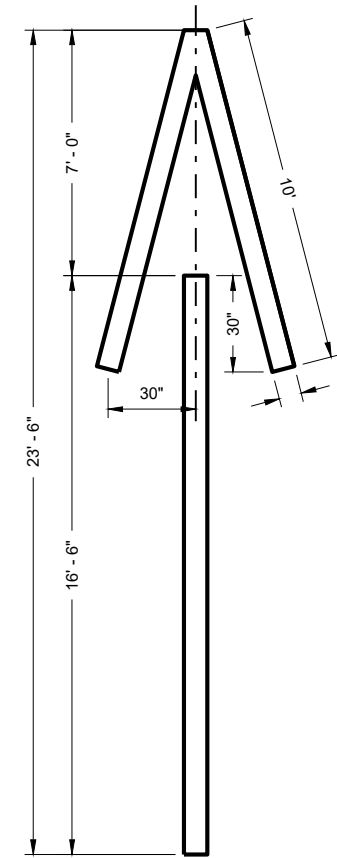
TYPE 1



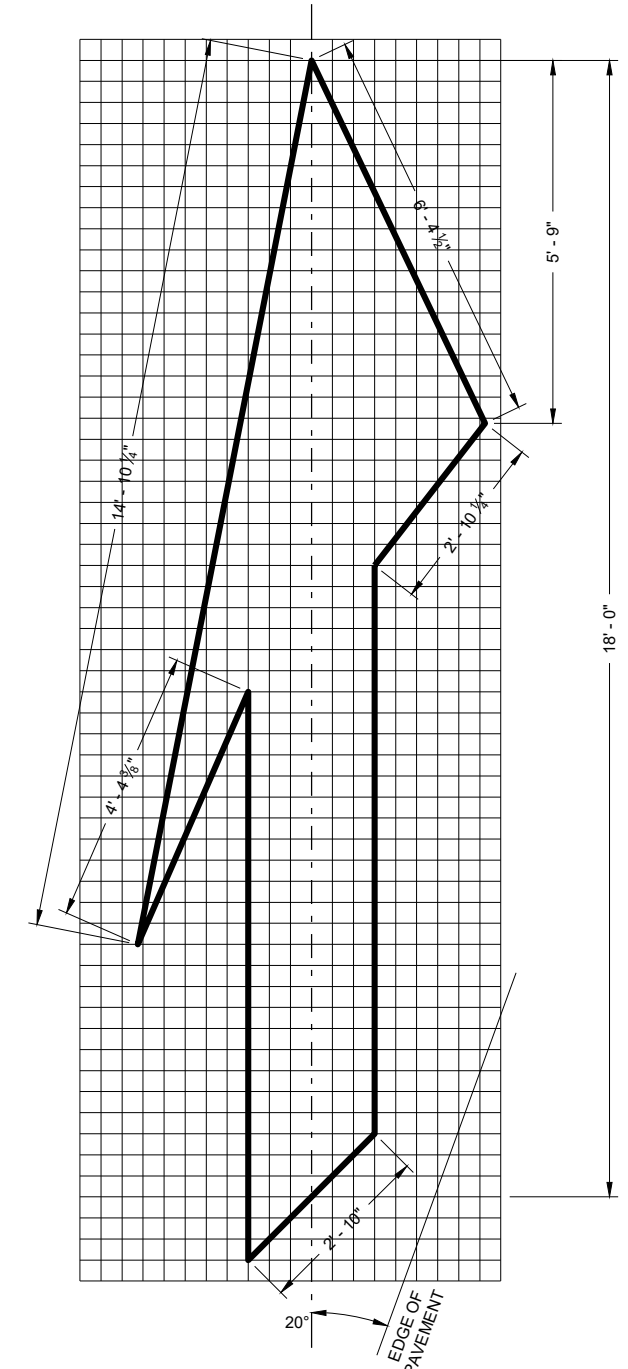
TYPE 2



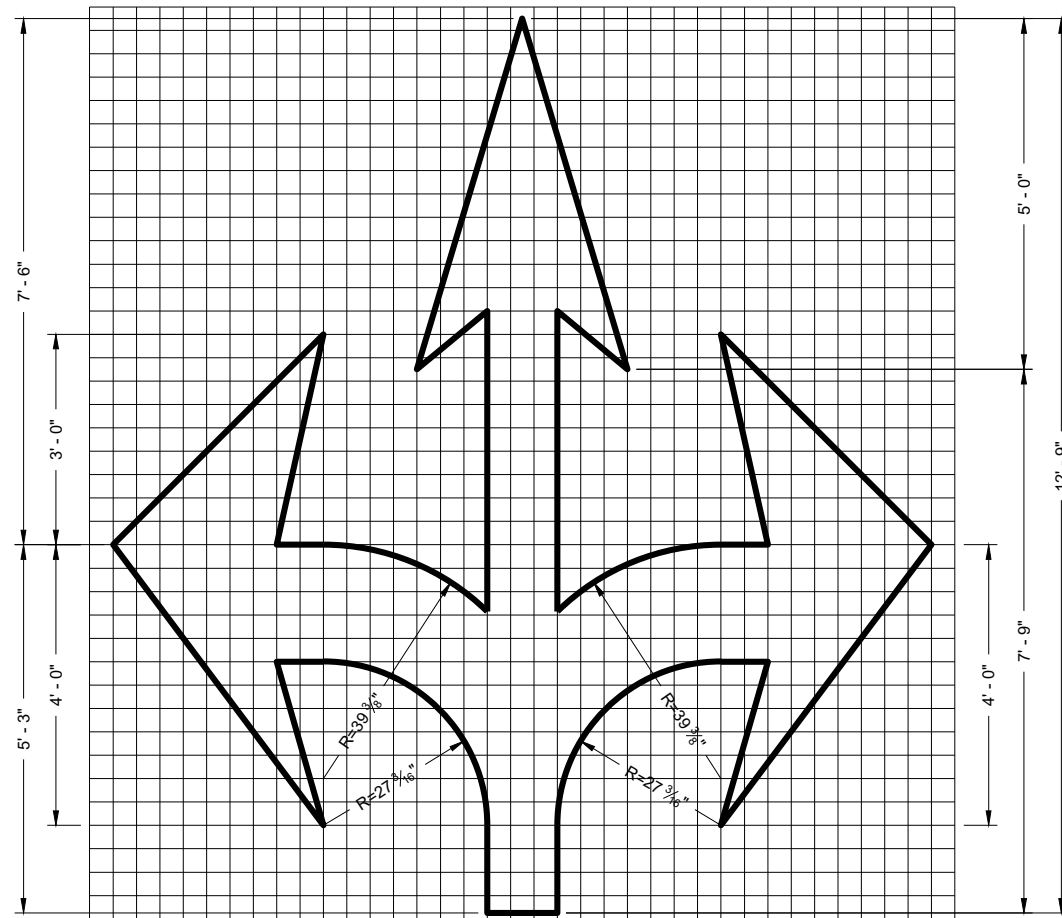
TYPE 3



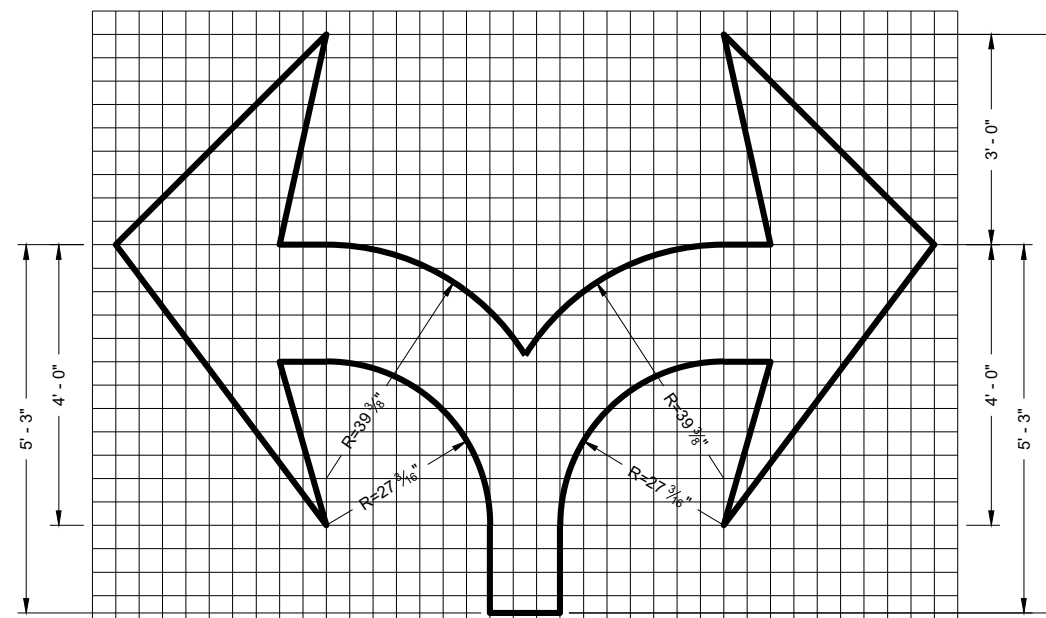
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

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 ARROWS

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED

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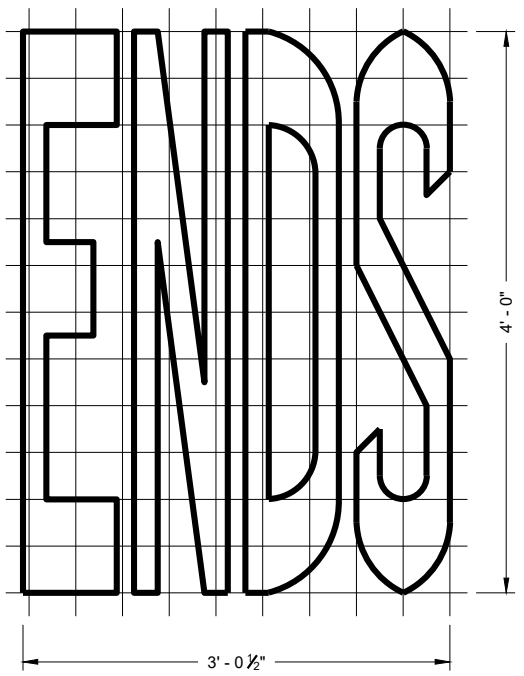
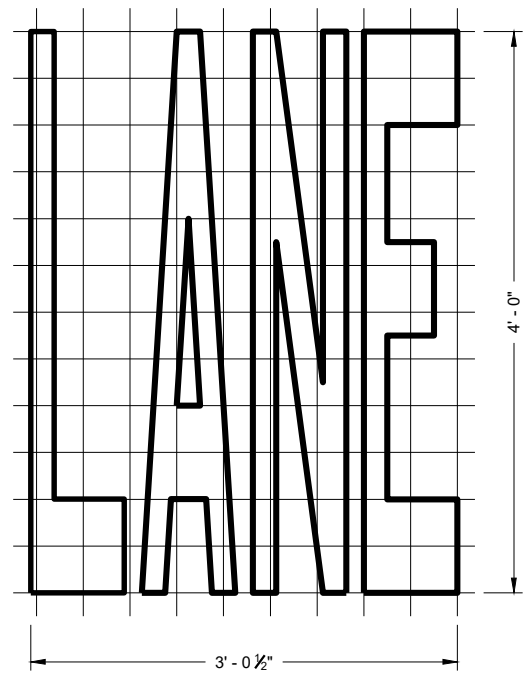
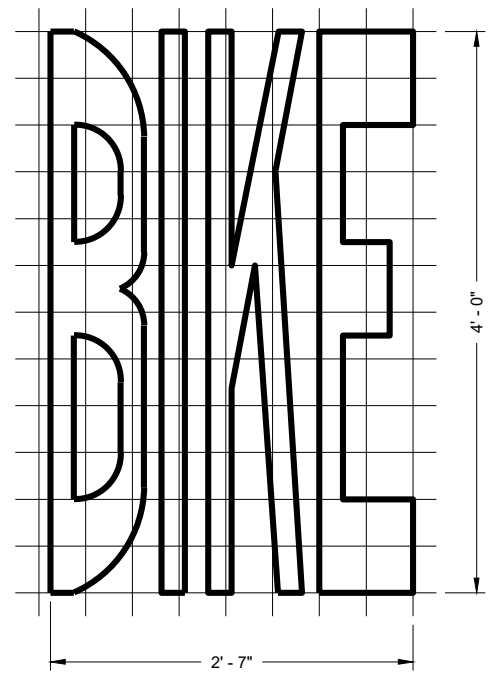
DATE

FHWA

/s/ Matthew Rauch  
STATE SIGNING AND MARKING  
ENGINEER



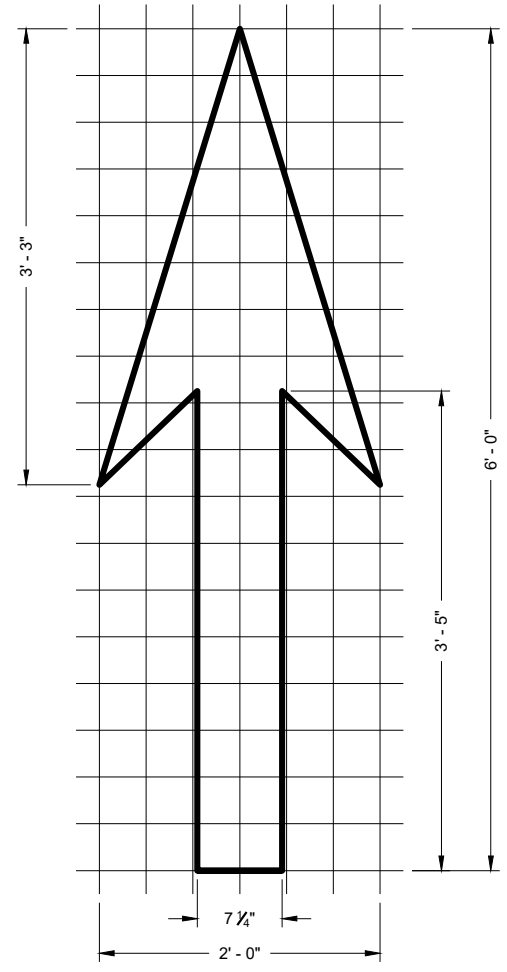
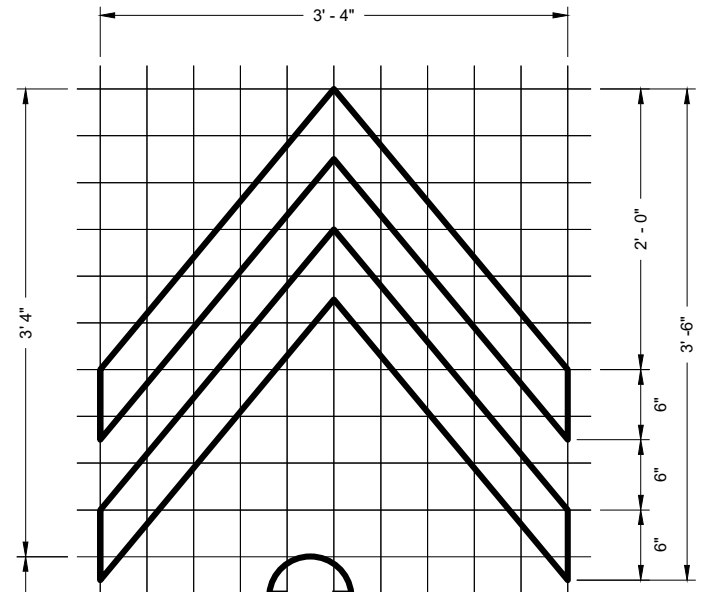
# SDD 15C7-e Pavement Marking For Bike Lanes



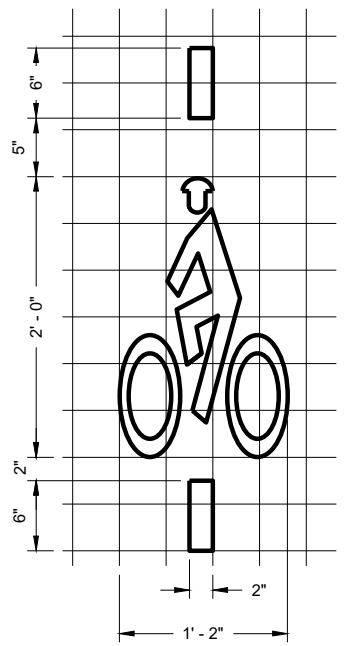
BIKE LANE WORDS

### GENERAL NOTES

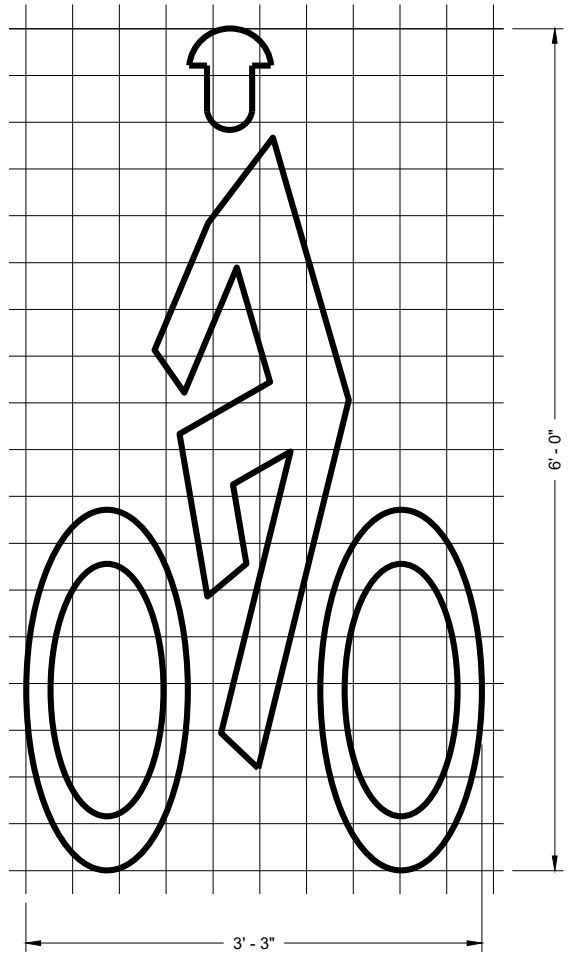
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



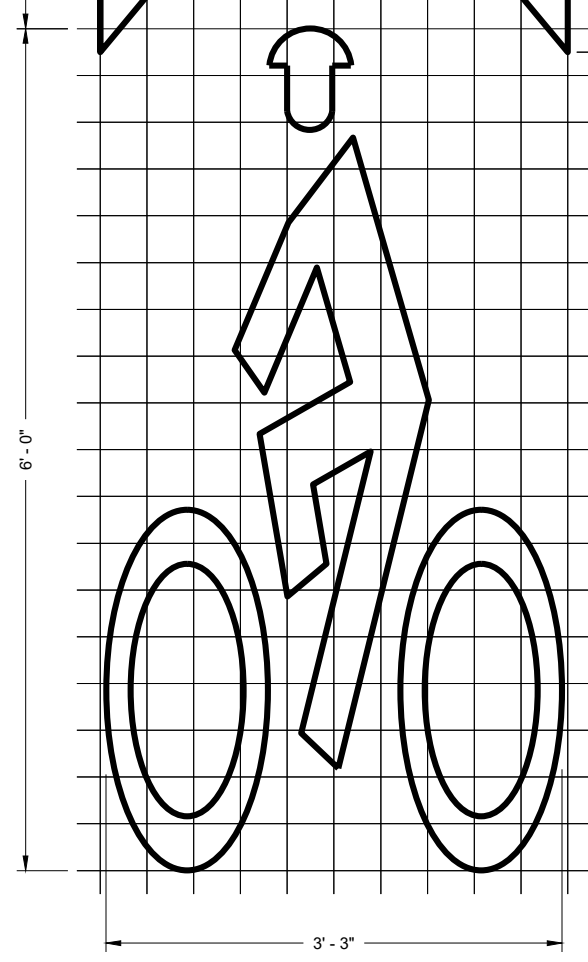
BIKE LANE ARROW



BICYCLE DETECTOR PAVEMENT MARKING



BIKE LANE SYMBOL



BIKE LANE SYMBOL FOR SHARED LANE

6

6

SDD 15C07 - 15e

SDD 15C07 - 15e




<b>PAVEMENT MARKING FOR BIKE LANES</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2019 DATE	/s/ Matthew Rauch STATE SIGNING AND MARKING ENGINEER
FHWA	

**GENERAL NOTES**

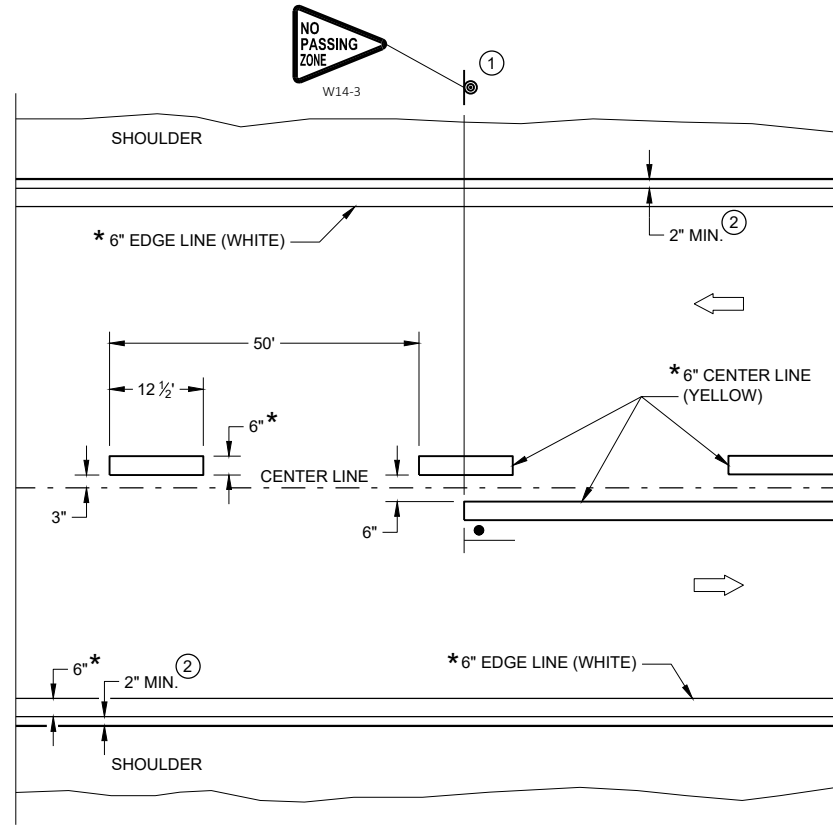
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

- 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.

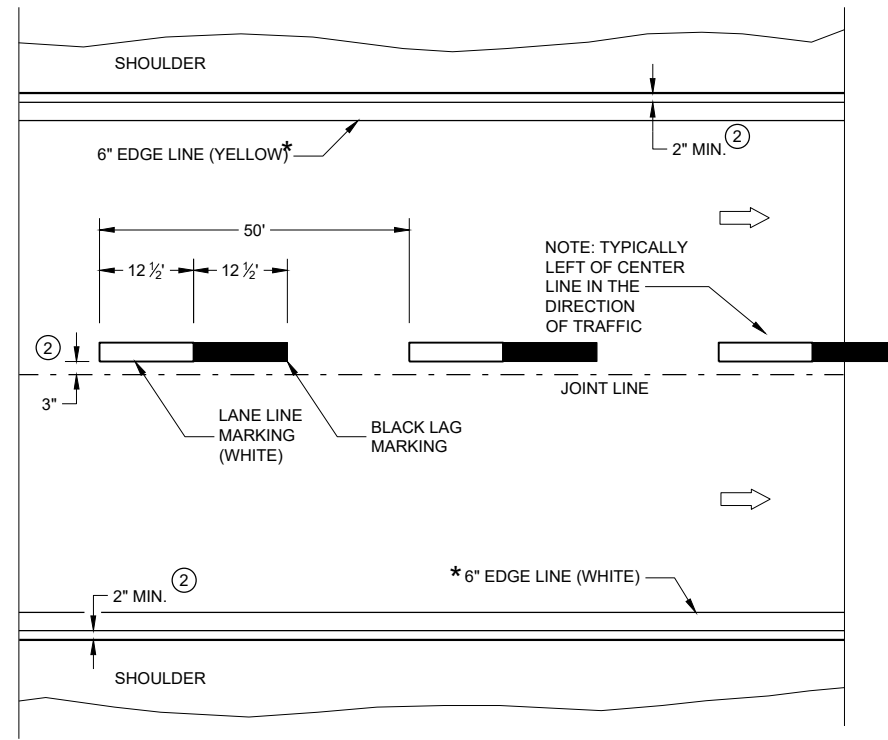
**LEGEND**

-  "T" MARKING
-  SIGN ON PERMANENT SUPPORT
-  DIRECTION OF TRAFFIC

\* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



**TWO WAY TRAFFIC**



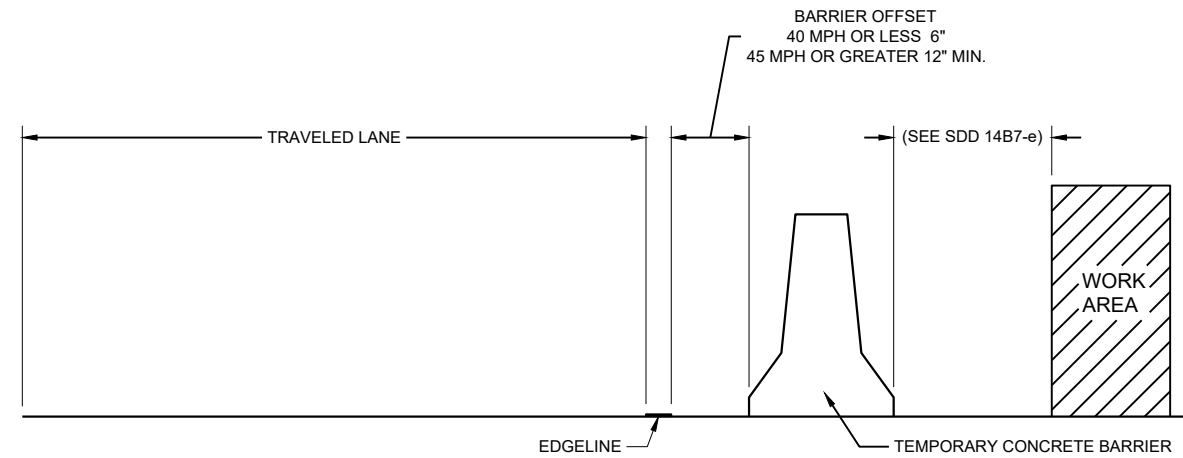
**ONE WAY TRAFFIC**

**PERMANENT PAVEMENT MARKING**

**PERMANENT LONGITUDINAL PAVEMENT MARKINGS**

STATE OF WISCONSIN  
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May 2023 /S/ Jeannie Silver  
DATE STATEWIDE SIGNING AND MARKING ENGINEER



**TEMPORARY BARRIER OFFSET FROM EDGELINE**

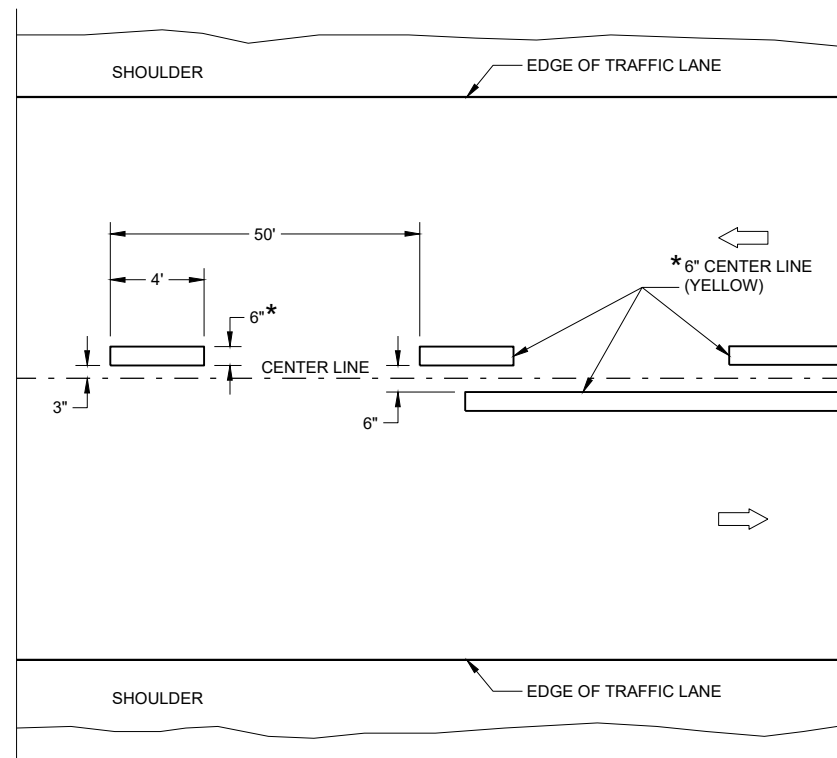
**GENERAL NOTES**

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

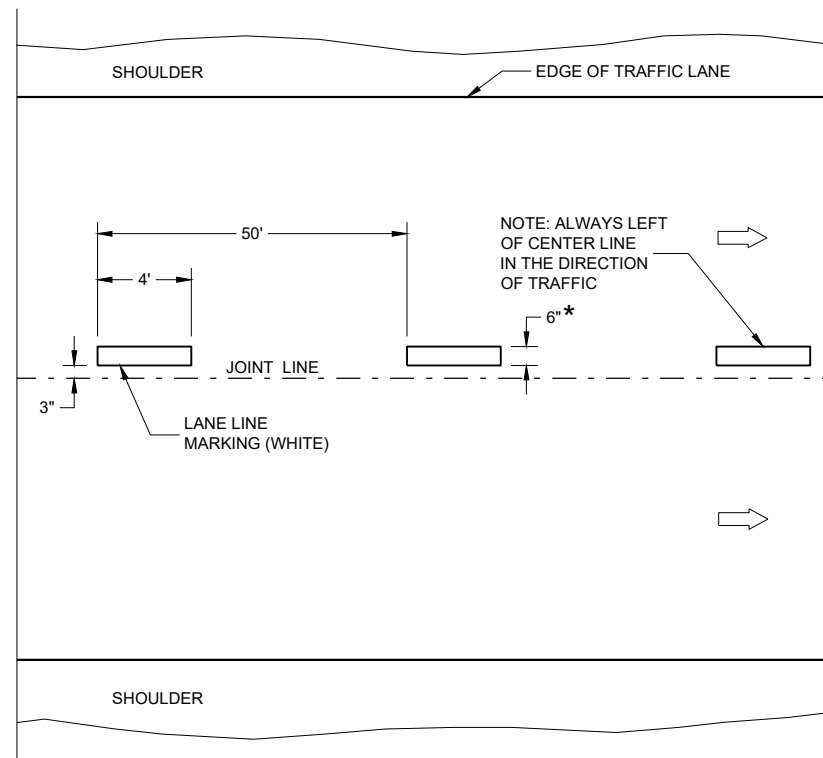
**LEGEND**

➡ DIRECTION OF TRAFFIC

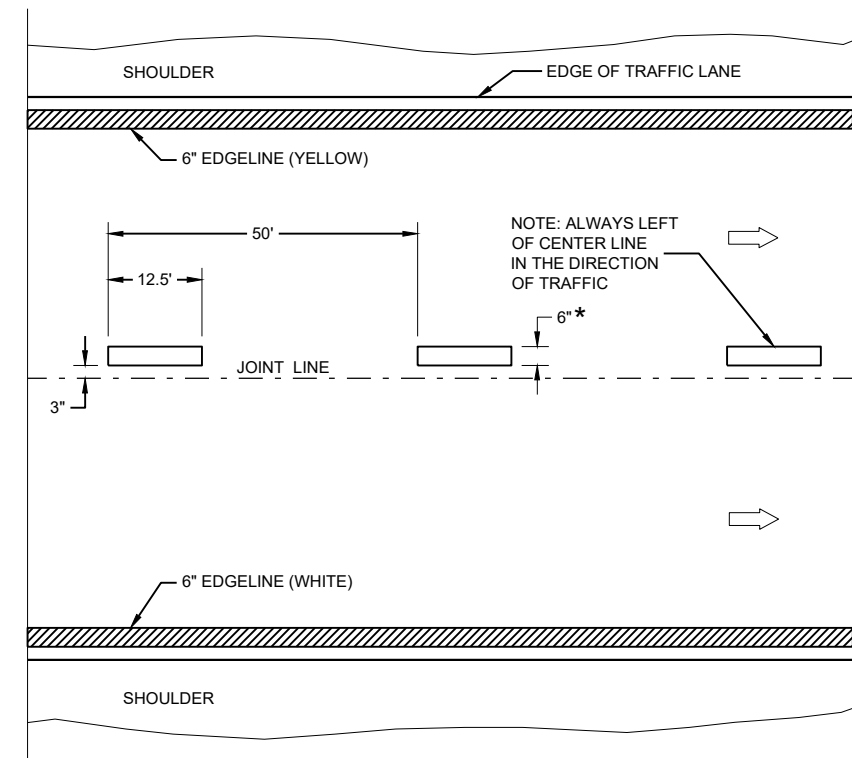
\* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



**TWO WAY TRAFFIC**



**ONE WAY TRAFFIC**



**FREEWAYS AND EXPRESSWAYS**

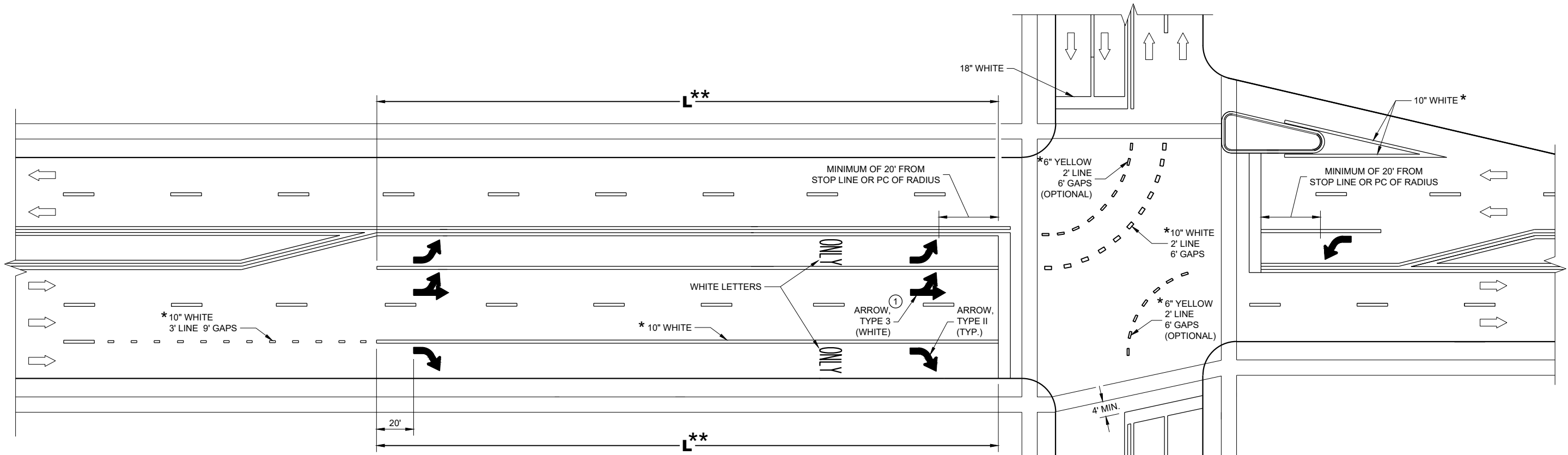
**TEMPORARY PAVEMENT MARKING**

**TEMPORARY LONGITUDINAL PAVEMENT MARKING**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

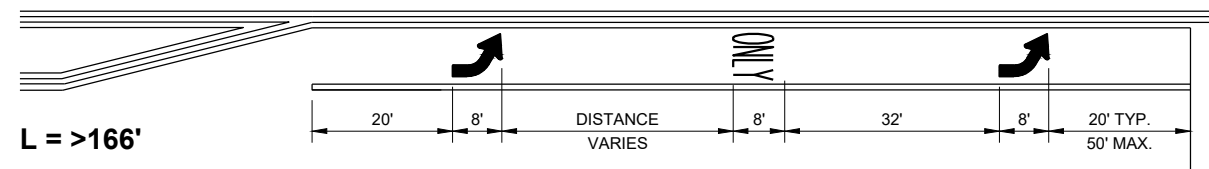
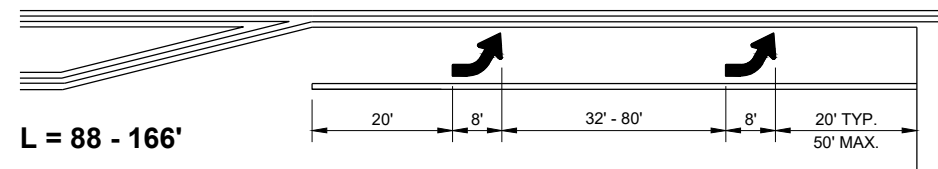
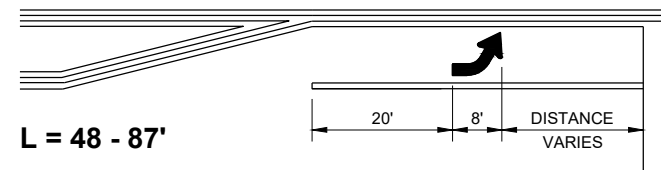
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May 2023 /S/ Jeannie Silver  
DATE STATEWIDE SIGNING AND MARKING  
ENGINEER

FHWA



**TURN LANE OPTIONS**

LENGTH OF TURN BAY ( **L** ) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



\*\* (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

**GENERAL NOTES**

① QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

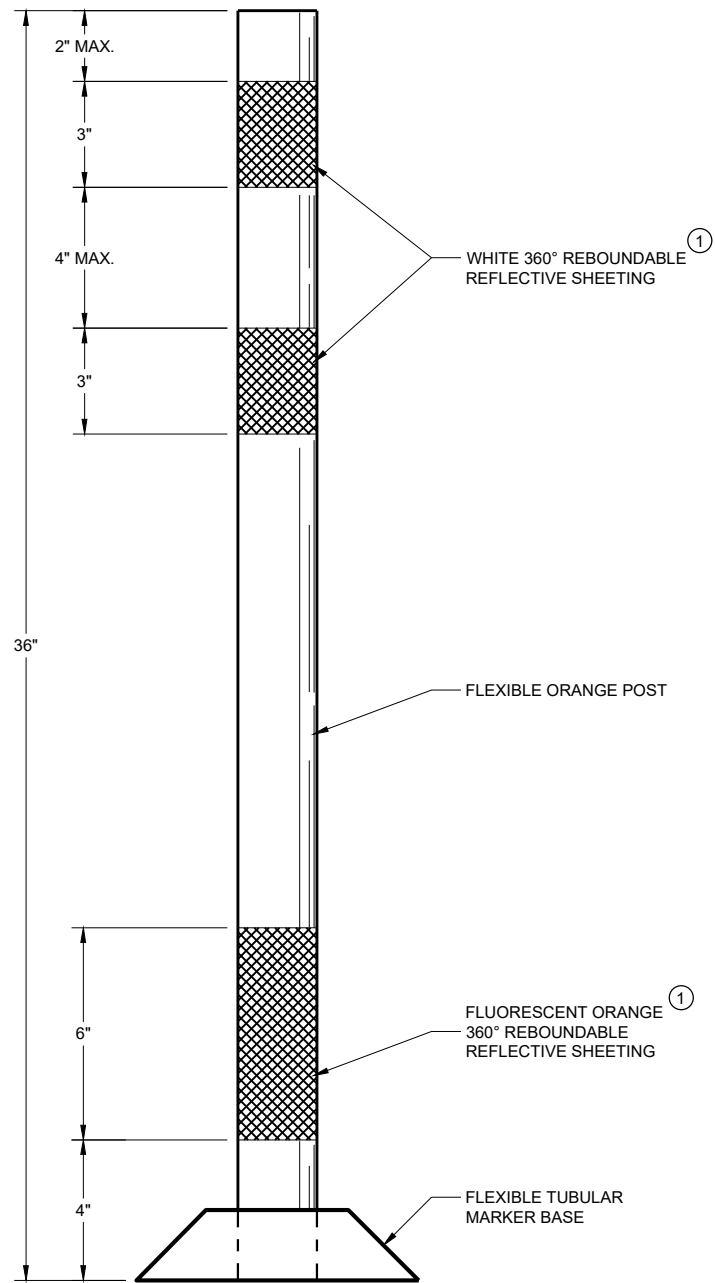
➡ DIRECTION OF TRAFFIC

**L** = LENGTH OF TURN BAY

\* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

**PAVEMENT MARKING (TURN LANES)**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



FLEXIBLE TUBULAR MARKER POST WORK ZONE

**GENERAL NOTES**

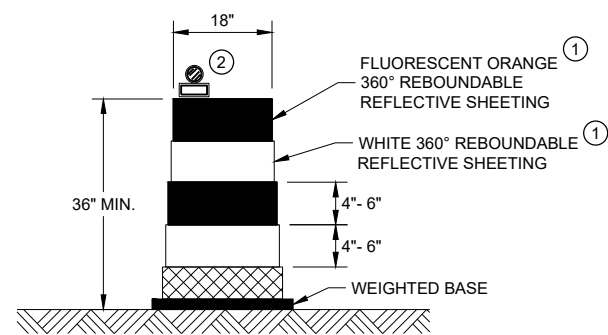
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS, UNLESS DIRECTED BY THE ENGINEER TO USE BOLTS.

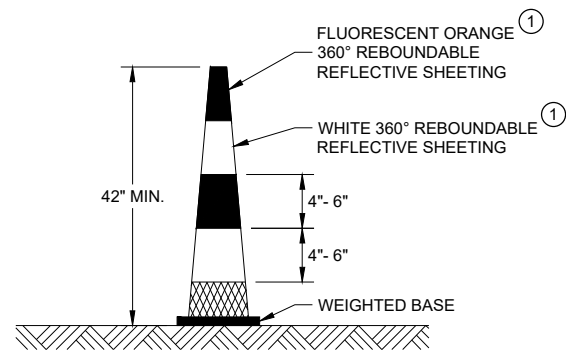
① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

<b>CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2022 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
<small>FHWA</small>	



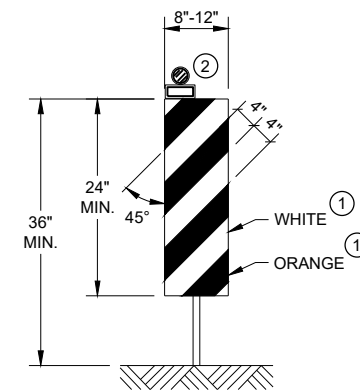
**DRUM**

BALLAST WIDTHS  
RANGE FROM 24"-36"



**42" CONE**

DO NOT USE IN TAPERS  
½ SPACING OF DRUMS  
BALLAST WIDTHS  
RANGE FROM 14"-20"

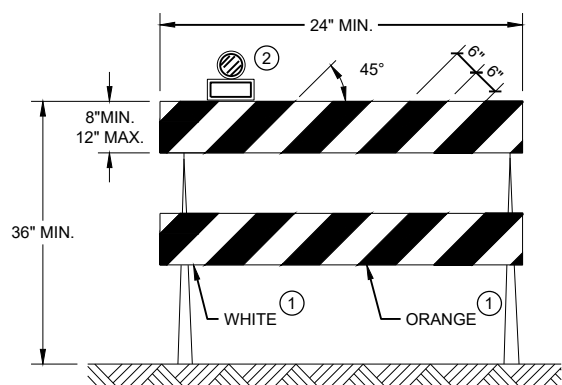


**VERTICAL PANEL**

THE STRIPES SHALL SLOPE DOWNWARD TO  
THE TRAFFIC SIDE FOR CHANNELIZATION.

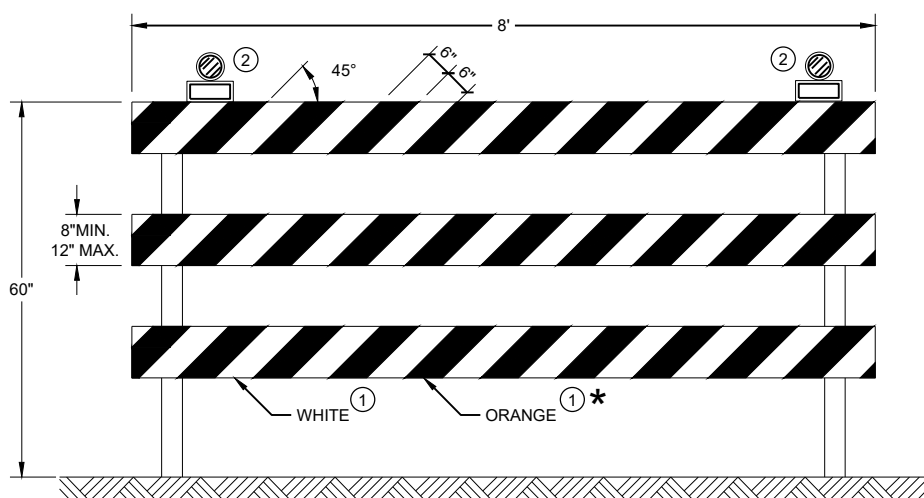
**GENERAL NOTES**

- 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.



**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  
 November 2022 /S/ Andrew Heidtke  
 DATE WORK ZONE ENGINEER  
 FHWA



**LEGEND**

-  SIGN ON PORTABLE OR PERMANENT SUPPORT
-  TEMPORARY PORTABLE RUMBLE STRIP ARRAY
-  DIRECTION OF TRAFFIC
-  WORK AREA
-  FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

**GENERAL NOTES**

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

**FLAGGING**

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

- ① FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.
- ② SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

**TEMPORARY PORTABLE RUMBLE STRIPS**

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

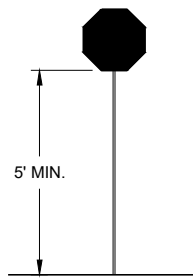
- ③ EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.



**STOP/SLOW PADDLE ON SUPPORT STAFF**

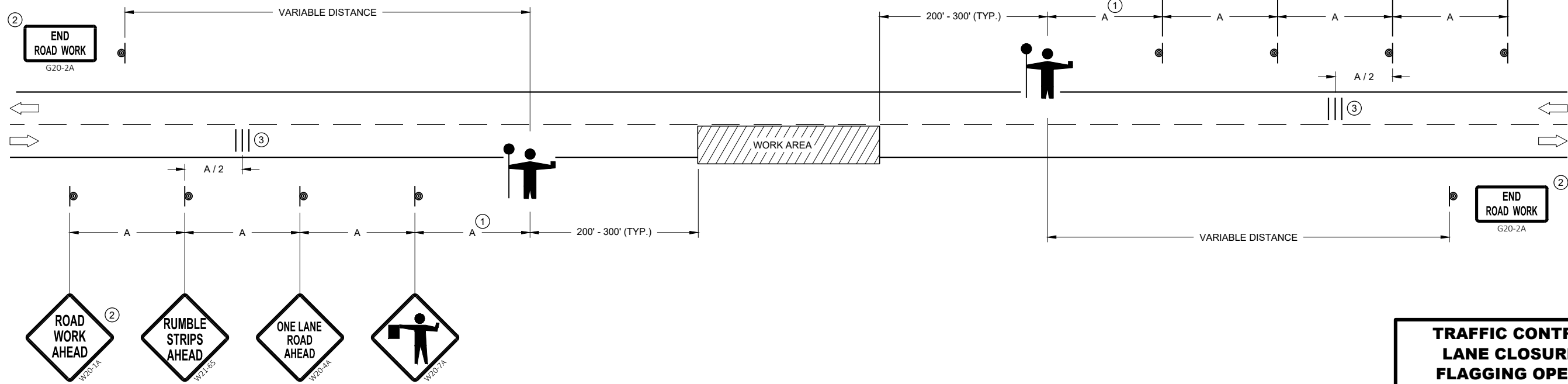
**SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE**

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



W03-4

USE OF W03-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".

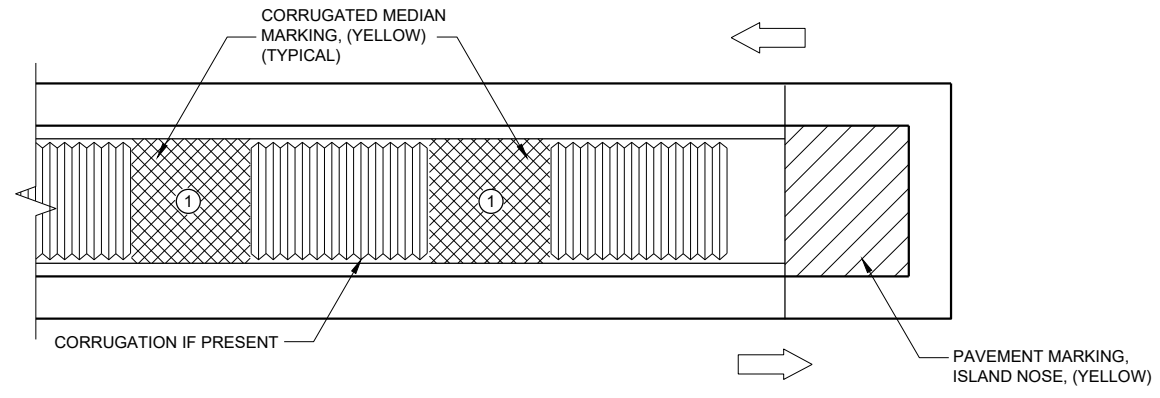


**TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION**

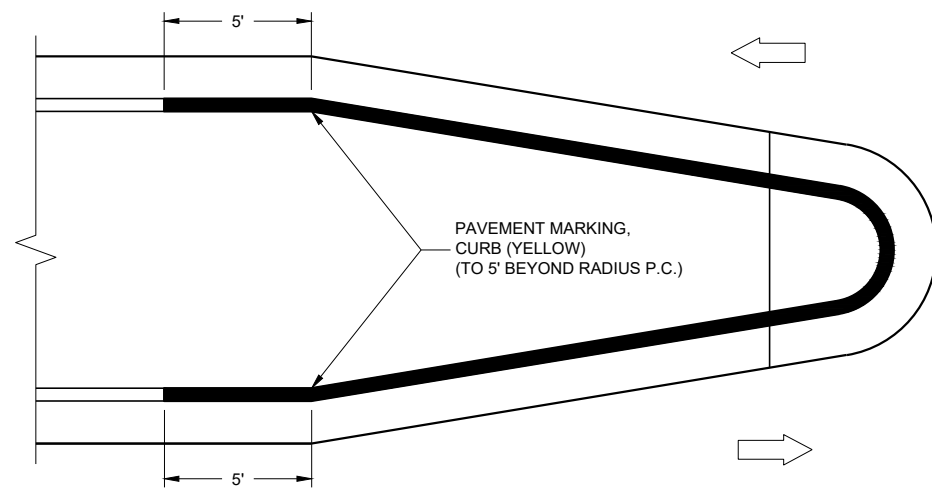
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
DATE: May 2022 /S/ Andrew Heidtke  
WORK ZONE ENGINEER

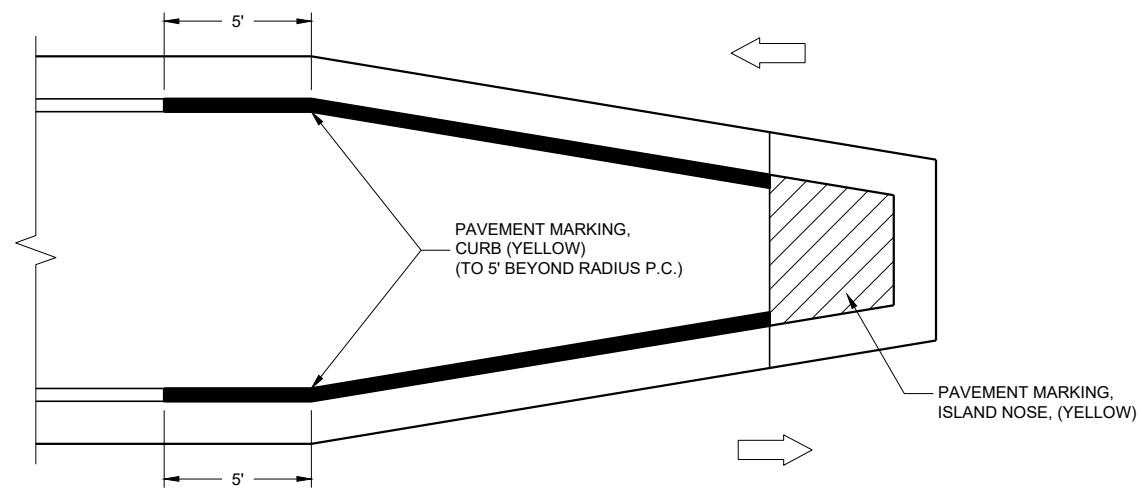
FHWA



**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  
May 2023 /S/ Jeannie Silver  
DATE STATE SIGNING AND MARKING  
ENGINEER

**LEGEND**

- V1 LEAD VEHICLE
- V2 MARKING VEHICLE
- V3 SHADOW VEHICLE
-  TRUCK MOUNTED ATTENUATOR (TMA)
-  SIGN ON TEMPORARY SUPPORT
-  DIRECTION OF TRAFFIC
-  FLASHING ARROW PANEL (CAUTION)

**GENERAL NOTES**

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

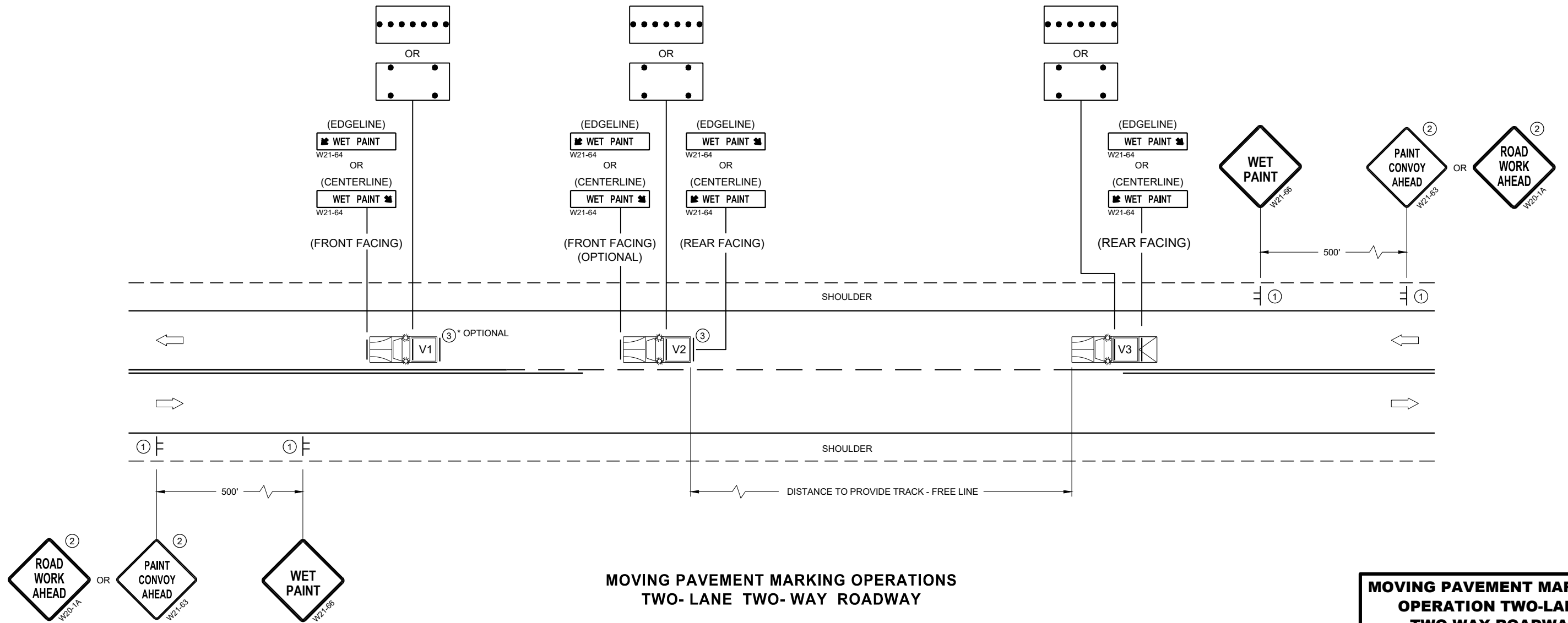
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM OF 28" FOR WET PAVEMENT MARKING.

- ① SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.
- ② IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.
- ③ V1 AND V2 CAN BE SWITCHED SO THAT THE MARKER IS THE LEAD VEHICLE.

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



**MOVING PAVEMENT MARKING OPERATIONS  
TWO-LANE TWO-WAY ROADWAY**

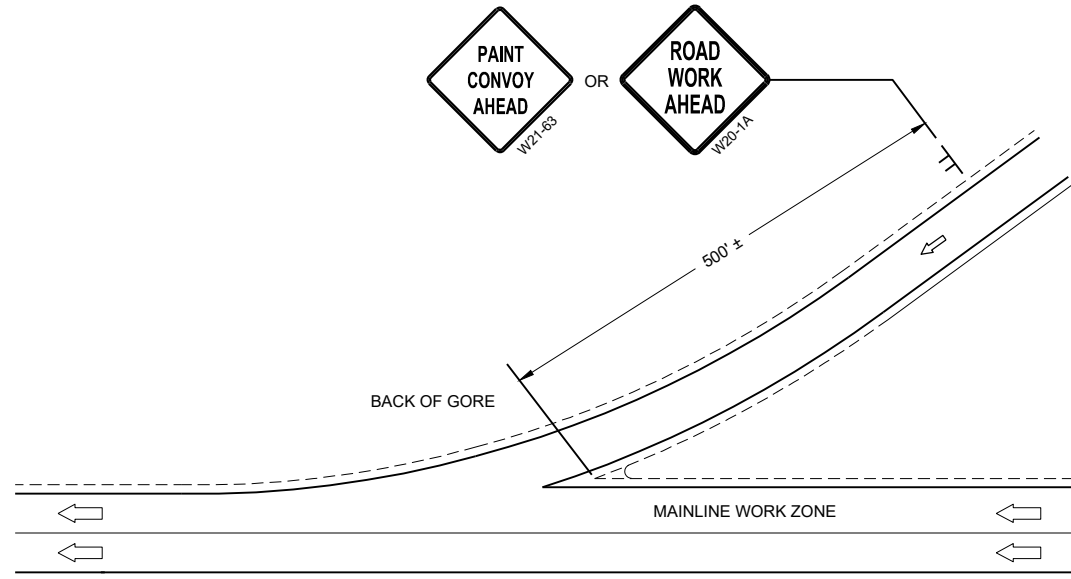
SDD 15C19-08a

SDD 15C19-08a

<b>MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED February 2023 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

**LEGEND**

- V1 MARKING VEHICLE
- V2 SHADOW VEHICLE
- V3 TRAIL VEHICLE
-  TRUCK MOUNTED ATTENUATOR (TMA)
-  SIGN ON TEMPORARY SUPPORT
-  DIRECTION OF TRAFFIC
-  FLASHING ARROW PANEL (MERGE)
-  FLASHING ARROW PANEL (CAUTION)



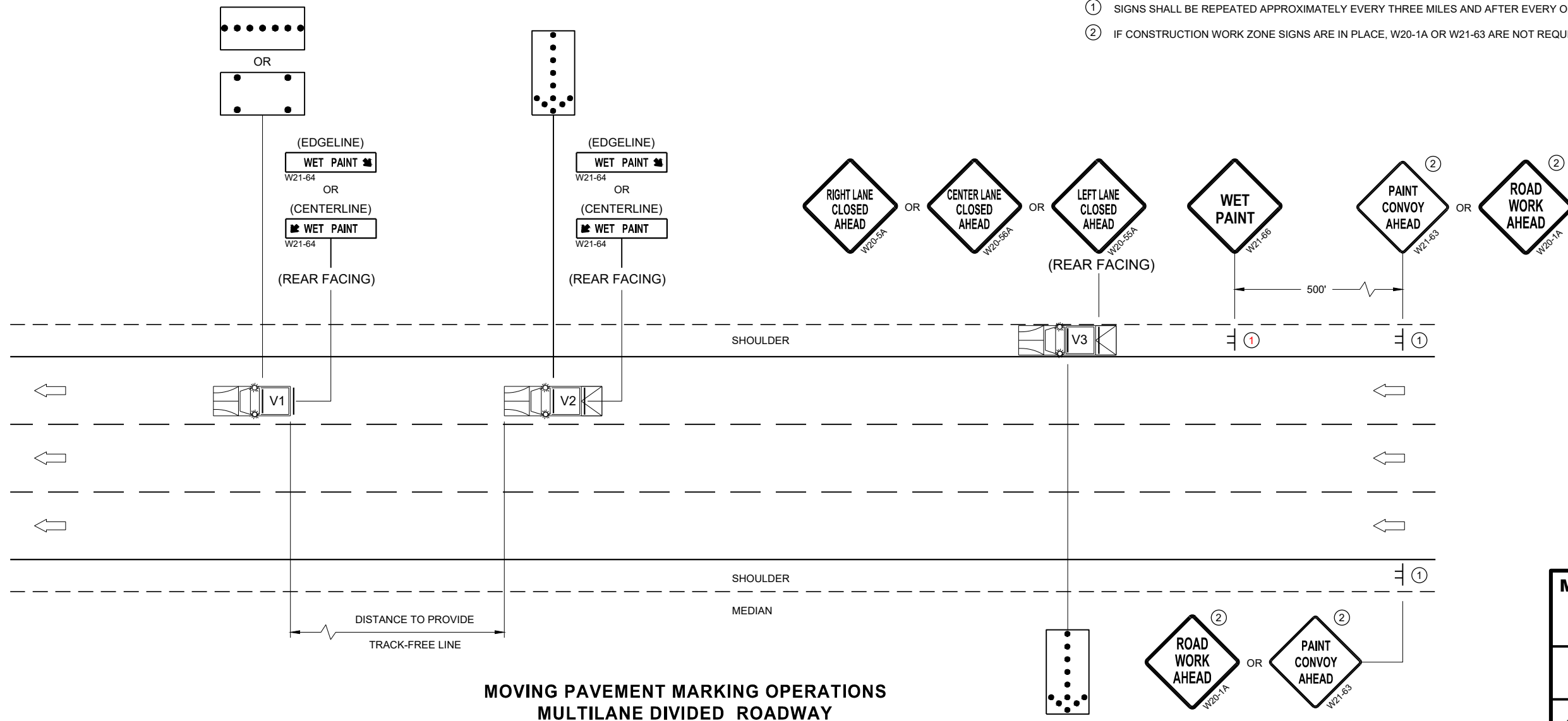
**GENERAL NOTES**

- ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.
- ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.
- ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.
- DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.
- WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.
- WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.
- USE AN ATTENUATOR ON THE REAR MOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.
- IF THE SHOULDER IS TOO NARROW TO ACCOMMODATE THE LAST TRAILING VEHICLE, THE VEHICLE SHOULD STRADDLE THE EDGE LINE.
- WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC
- CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.
- CONES SHALL BE A MINIMUM HEIGHT OF 28" FOR WET PAVEMENT MARKINGS

- ① SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY ON RAMP.
- ② IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.

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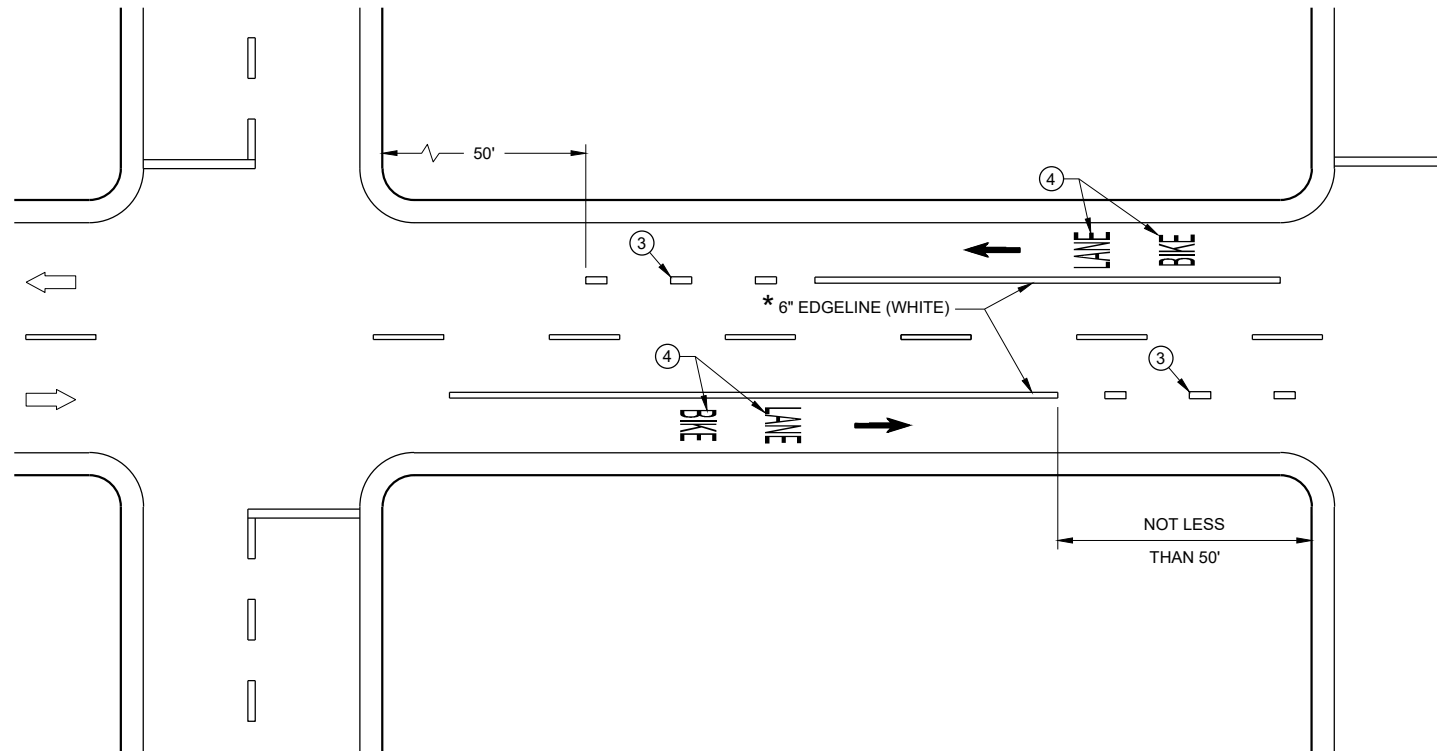


**MOVING PAVEMENT MARKING OPERATIONS  
MULTILANE DIVIDED ROADWAY**

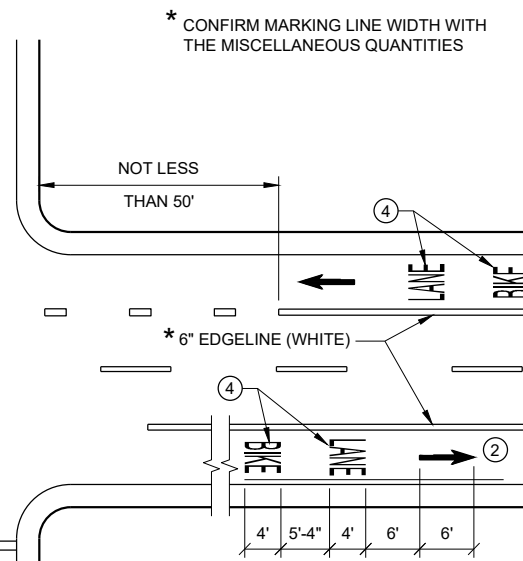
<b>MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED February 2023 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

SDD 15C19-08c

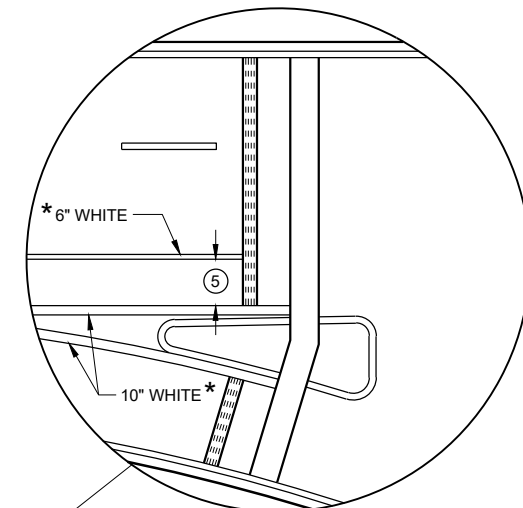
SDD 15C19-08c



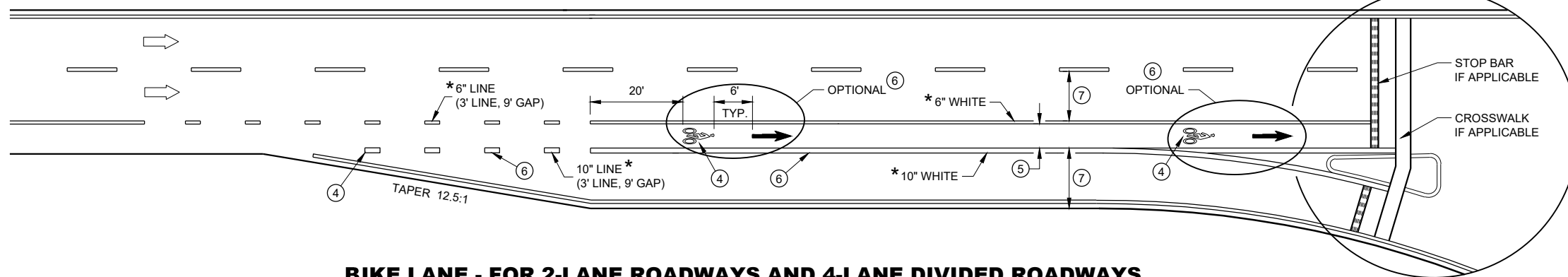
**DESIGNATED BIKE LANE - NO PARKING**



**4 LANE DIVIDED WITHOUT ISLAND**



**4 LANE DIVIDED WITH ISLAND**



**BIKE LANE - FOR 2-LANE ROADWAYS AND 4-LANE DIVIDED ROADWAYS  
(4-LANE DIVIDED WITH RIGHT TURN LANE SHOWN)**

\* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

**GENERAL NOTES**

- ① DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
- ② MINIMUM OF ONE PER BLOCK. MAXIMUM OF 250 FEET.
- ③ DOTTED LINES (3' LINE, 9' GAP) SHOULD BE USED 50 FEET TO 200 FEET IN ADVANCE OF AN INTERSECTION WHERE THERE IS NO RIGHT TURN ONLY LANE AND THERE IS HEAVY RIGHT TURN TRAFFIC OR THERE IS A NEAR-SIDE BUS STOP. AT OTHER INTERSECTIONS WHERE RIGHT TURN TRAFFIC IS LIGHT TO MODERATE, A SOLID LINE CAN BE USED UP TO THE INTERSECTION.
- ④ BIKE SYMBOLS OR WORDS MAY BE USED.
- ⑤ BIKE ACCOMMODATION IS TYPICAL 5 FEET WIDE AND MINIMUM OF 4 FEET FROM A LONGITUDINAL JOINT. USE 5 FEET AT  $\geq 45$  MPH.
- ⑥ OMIT THESE MARKINGS FOR WIDER TURN LANE APPLICATIONS (MINIMUM OF 15 FOOT WIDE TURN LANE).
- ⑦ REFER TO CONTRACT PLANS FOR LANE WIDTH.

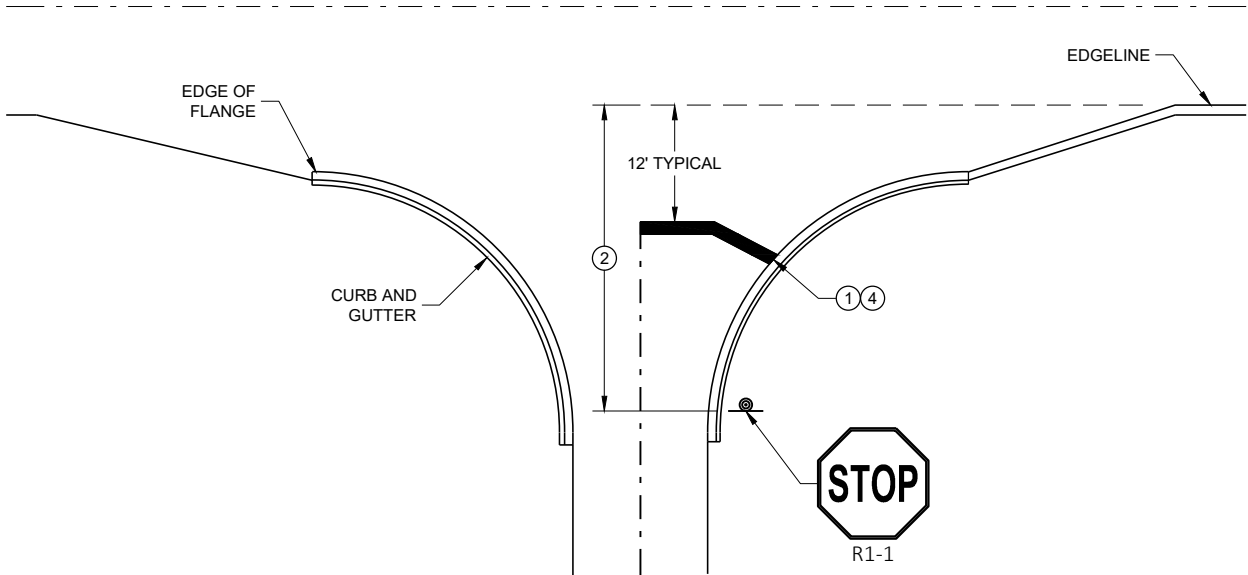
DIRECTION OF TRAVEL

<b>BIKE LANE MARKING</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 DATE	/S/ Matthew Rauch STATE SIGNING AND MARKING ENGINEER
<small>FHWA</small>	

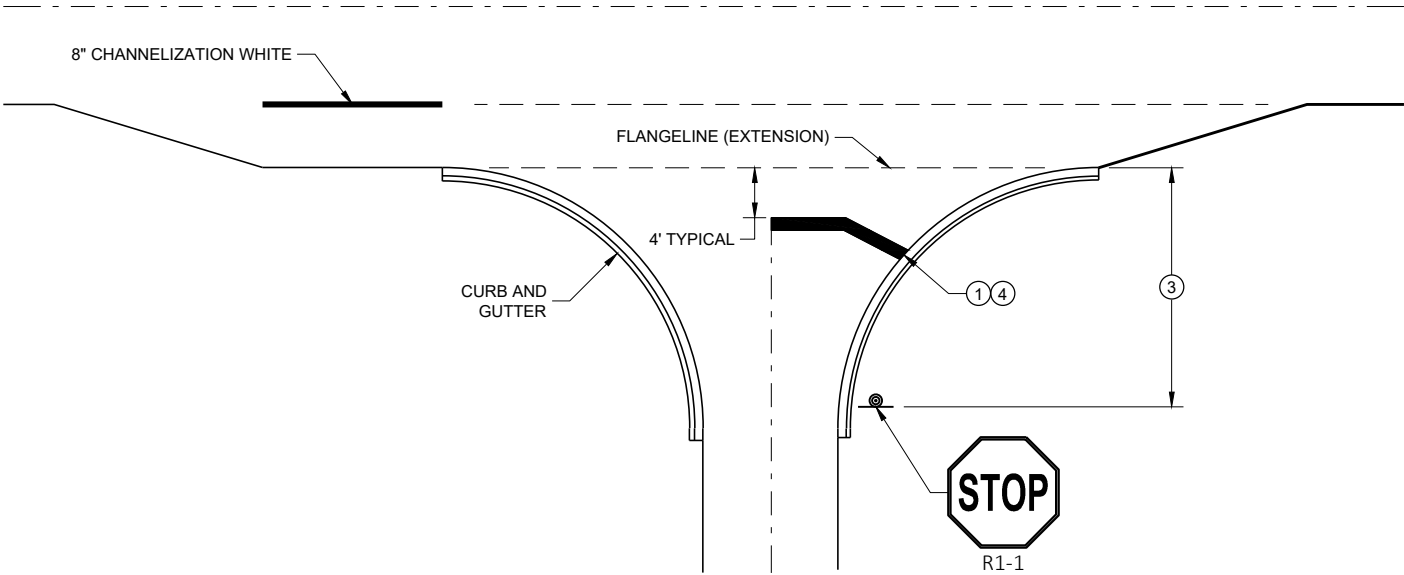
**GENERAL NOTES**

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

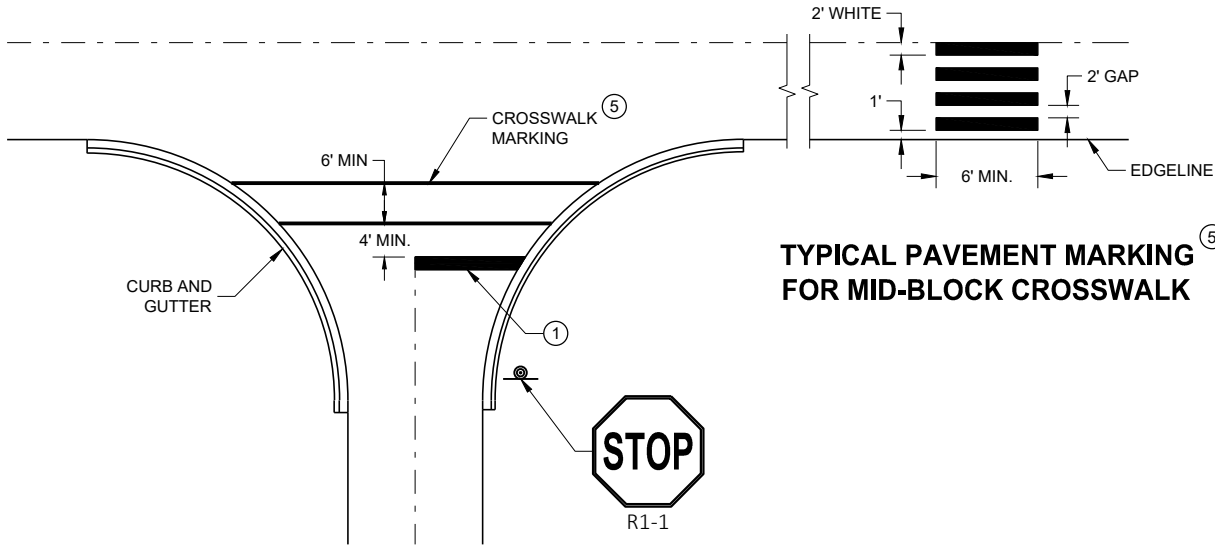
- ① 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
- ② NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
- ③ NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION.
- ④ MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
- ⑤ LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES INSTEAD.



**TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER**

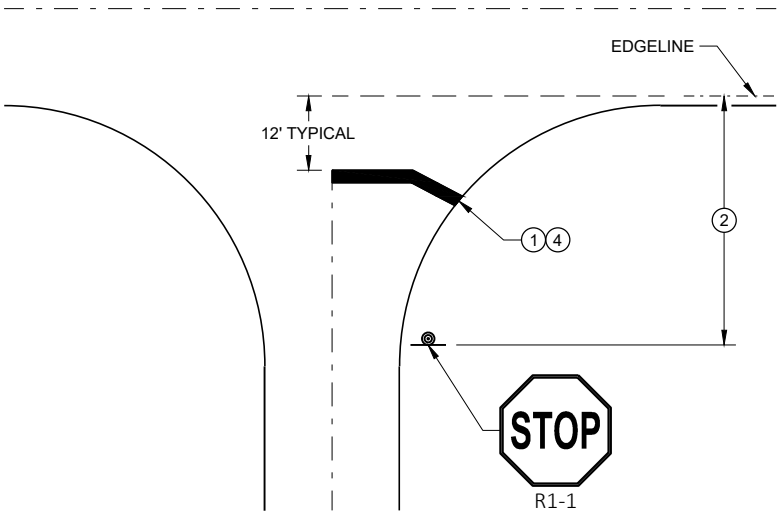


**TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE**



**TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING**

**TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK**



**TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER**










**STOP LINE AND CROSSWALK PAVEMENT MARKING**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
November 2019 /S/ Matthew Rauch  
DATE STATE SIGNING AND MARKING ENGINEER

FHWA

**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.

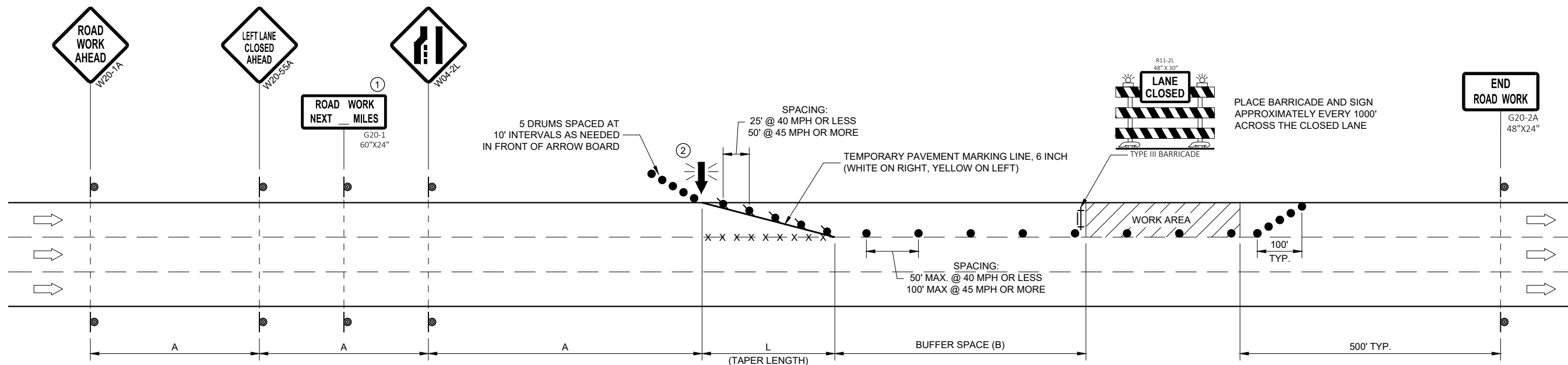
CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

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  
May 2023 /S/ Andrew Heidtke  
DATE WORK ZONE ENGINEER

FHWA

**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.

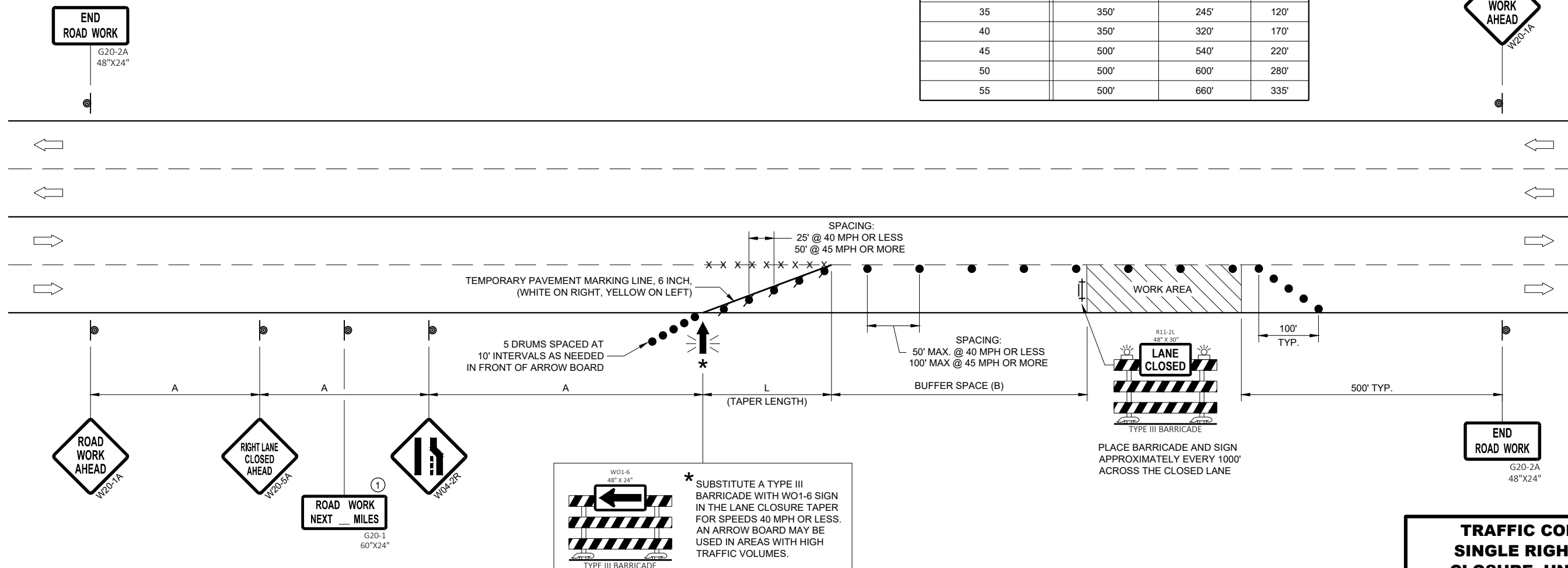
① OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

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'



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\* SUBSTITUTE A TYPE III BARRICADE WITH W01-6 SIGN IN THE LANE CLOSURE TAPER FOR SPEEDS 40 MPH OR LESS. AN ARROW BOARD MAY BE USED IN AREAS WITH HIGH TRAFFIC VOLUMES.

**TRAFFIC CONTROL,  
SINGLE RIGHT LANE  
CLOSURE, UNDIVIDED  
NON-FREWAY/EXPRESSWAY**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
May 2023 /S/ Andrew Heidtke  
DATE WORK ZONE ENGINEER










FHWA

SDD 15D20-07b

SDD 15D20-07b



**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.

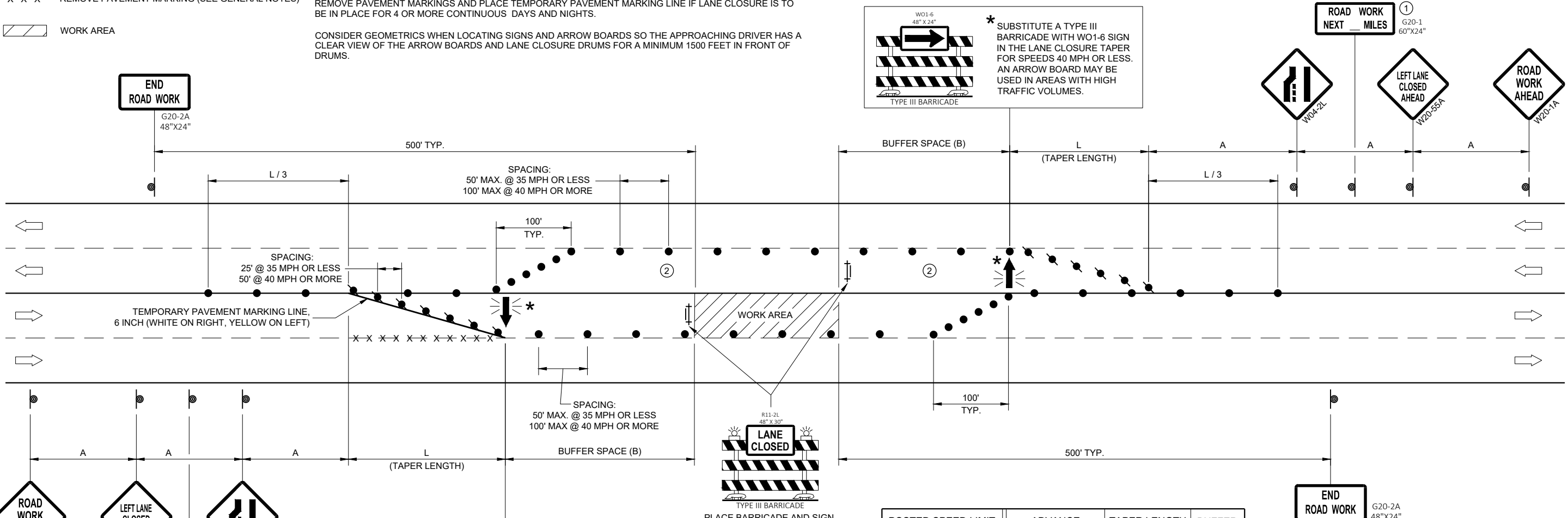
DUE TO LACK OF SHOULDER/MEDIAN, ARROW BOARD IS PLACED AT THE THE END OF THE TAPER.

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 LANE MAY BE OPENED WHEN WORKERS ARE NOT PRESENT IN THE WORK AREA.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'
50	500'	600'	280'
55	500'	660'	335'

**TRAFFIC CONTROL,  
SINGLE LEFT LANE  
CLOSURE, UNDIVIDED  
NON-FREEWAY/EXPRESSWAY**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
May 2023 /S/ Andrew Heidtke  
DATE WORK ZONE ENGINEER

FHWA





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SDD 15D20-07C

SDD 15D20-07C

**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.

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.

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

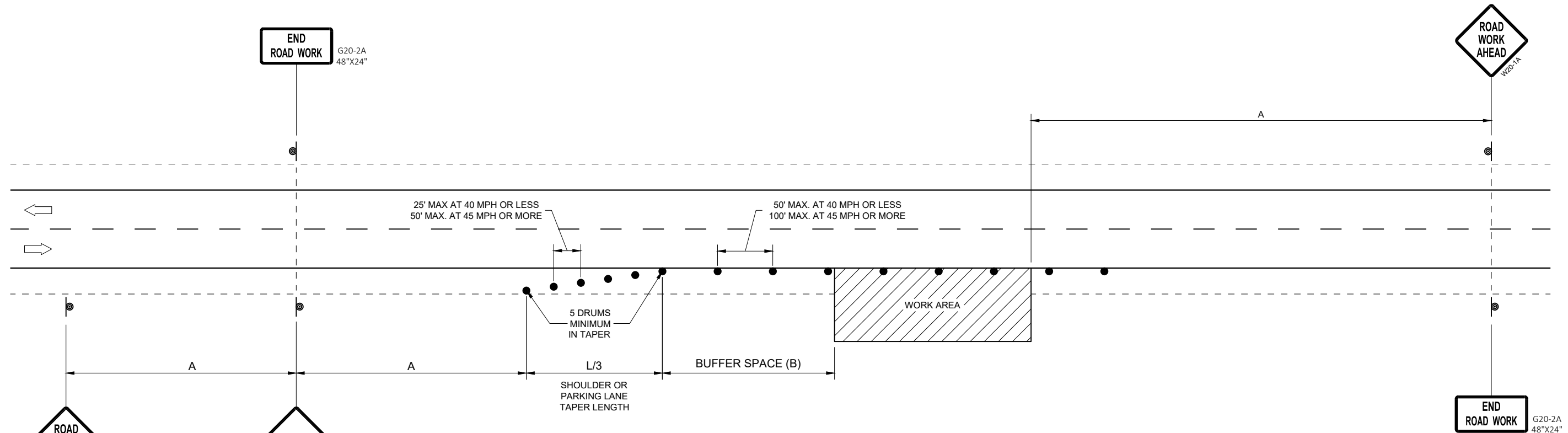
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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.

6

6



OR  
IF TRAFFIC CONTROL DEVICES  
ENCROACH ONTO TRAVELED WAY, USE

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**

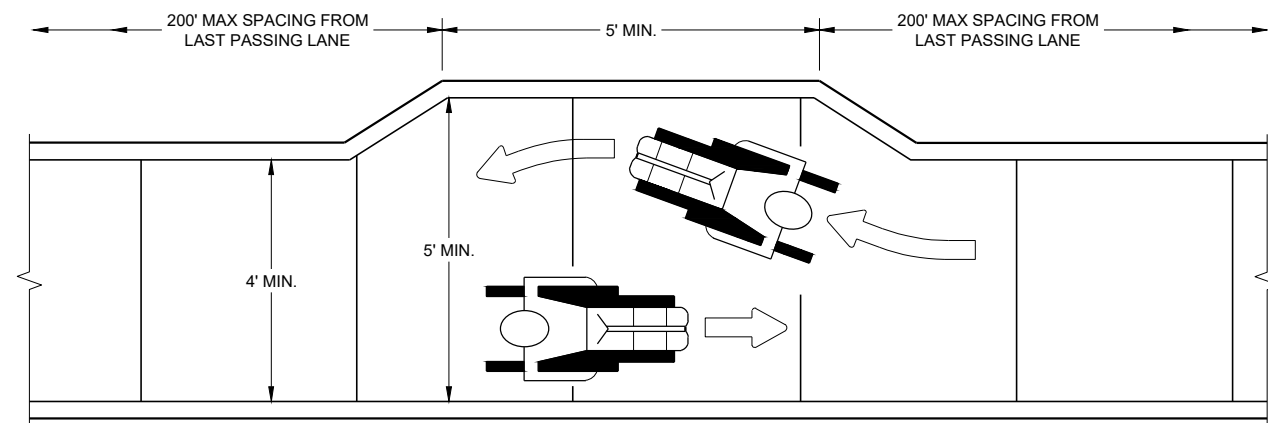
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
May 2020 /S/ Andrew Heidtke  
DATE STATEWIDE WORK ZONE TRAFFIC  
SAFETY ENGINEER

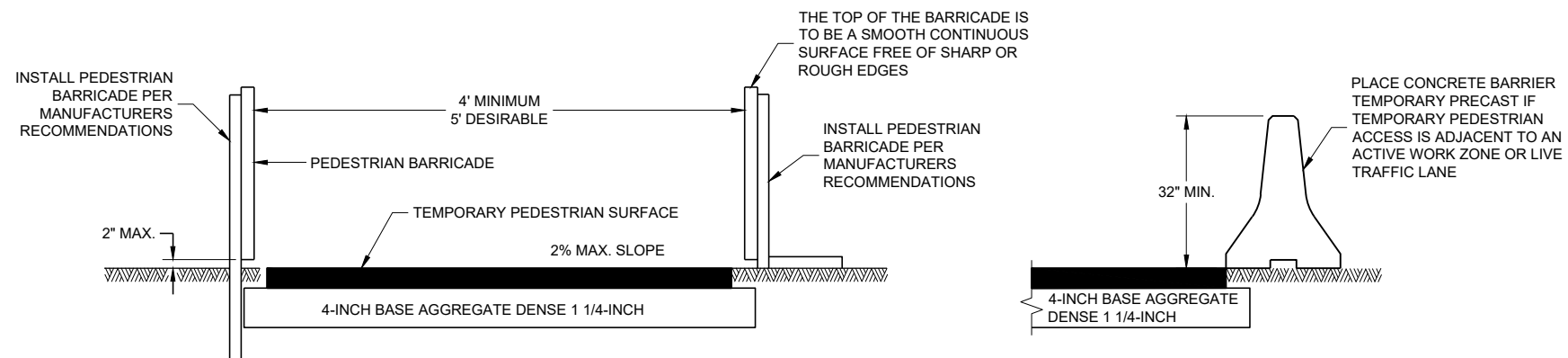
FHWA

SDD 15D28 - 04

SDD 15D28 - 04



**NARROW SIDEWALK PASSING DETAIL**



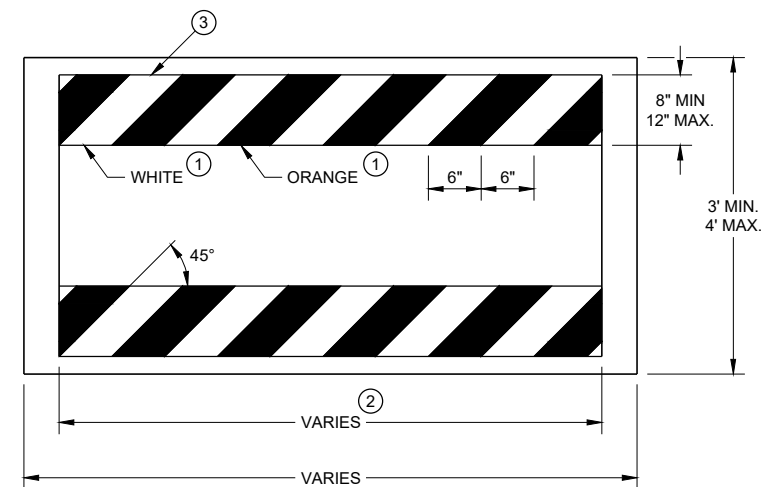
**TEMPORARY PEDESTRIAN ACCESS**

**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.

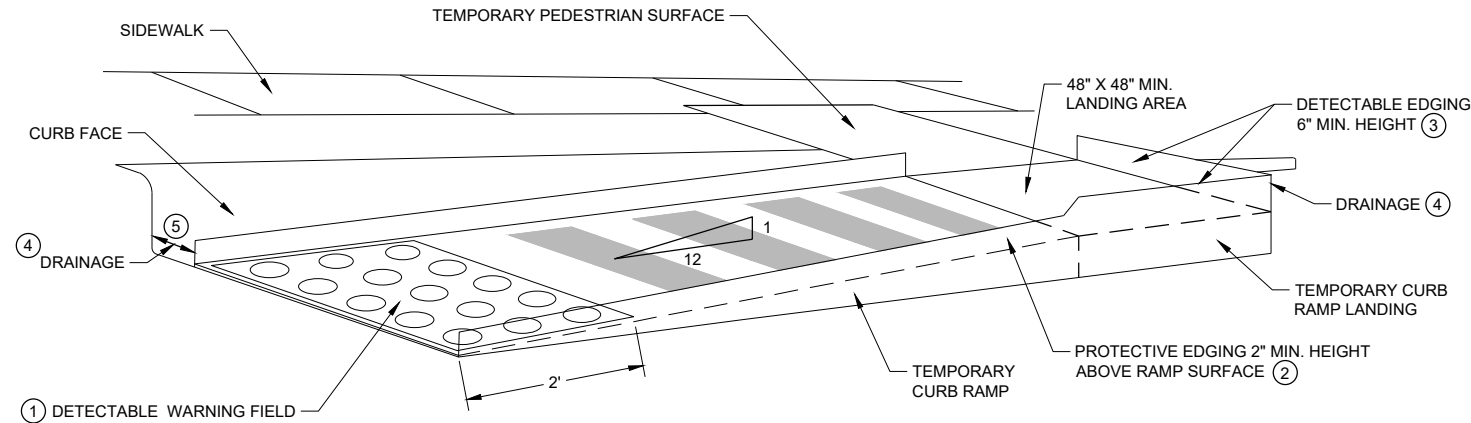


**TEMPORARY PEDESTRIAN BARRICADE\***

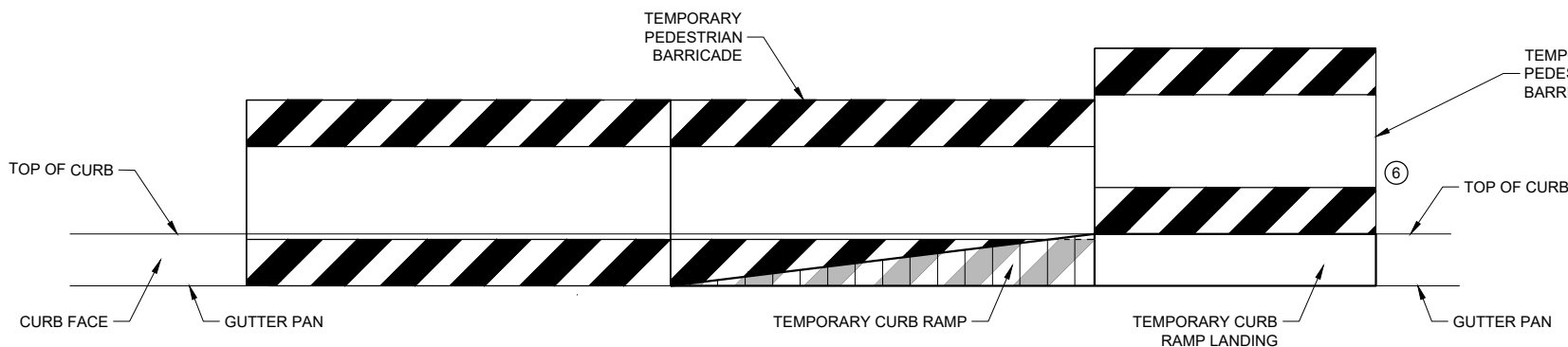
**GENERAL NOTES**

CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.  
 CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.  
 CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.  
 LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.  
 CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED 1/2". LATERAL EDGES MAY BE VERTICAL UP TO 1/4" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN 1/4" AND 1/2".

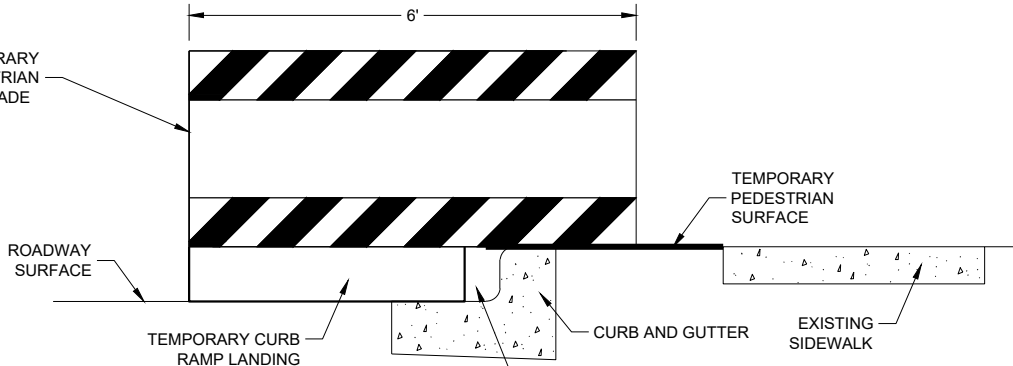
- ① INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.
- ② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). 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 DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
- ⑤ ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.
- ⑥ IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.



**PERSPECTIVE VIEW**



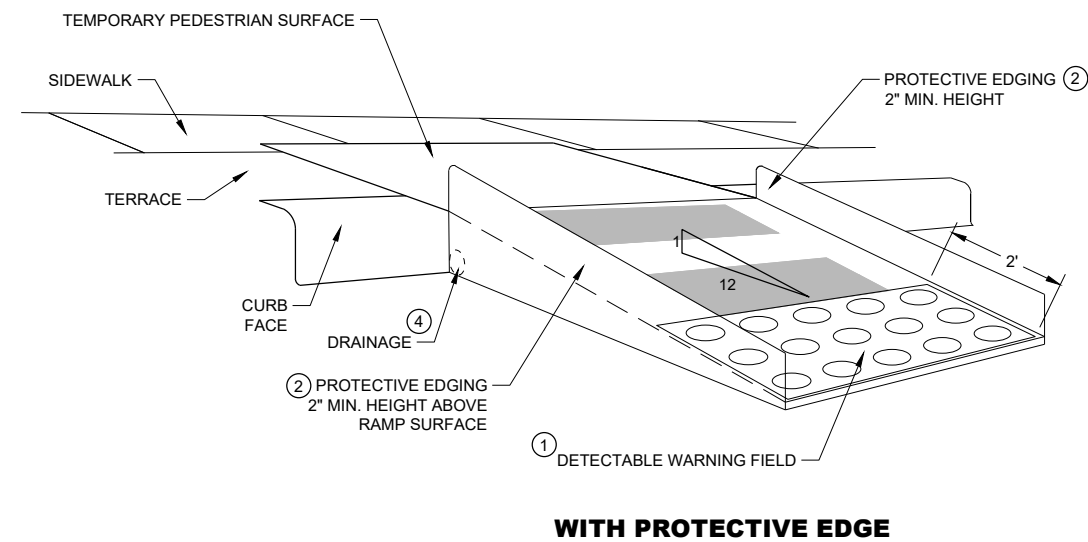
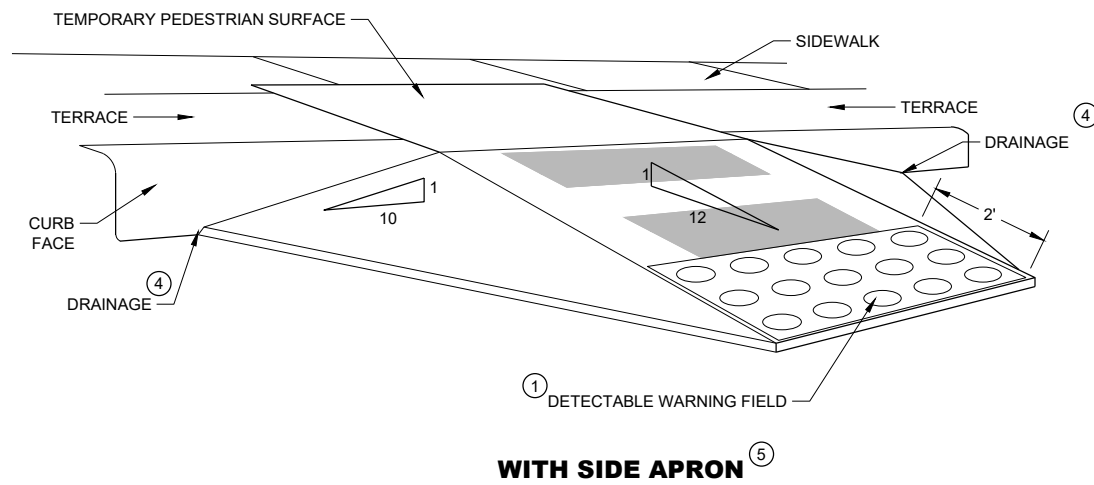
**FRONT VIEW**



**SIDE VIEW**

**TEMPORARY CURB RAMP PARALLEL TO CURB**

<p><b>TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION</b></p>
<p>STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION</p>



**TEMPORARY CURB RAMP PERPENDICULAR TO CURB**

**GENERAL NOTES**

CURB RAMPS SHALL BE 48" MINIMUM WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED 1/2". LATERAL EDGES MAY BE VERTICAL UP TO 1/4" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN 1/4" AND 1/2".

- (1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS
- (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) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
- (5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

### GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.











SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

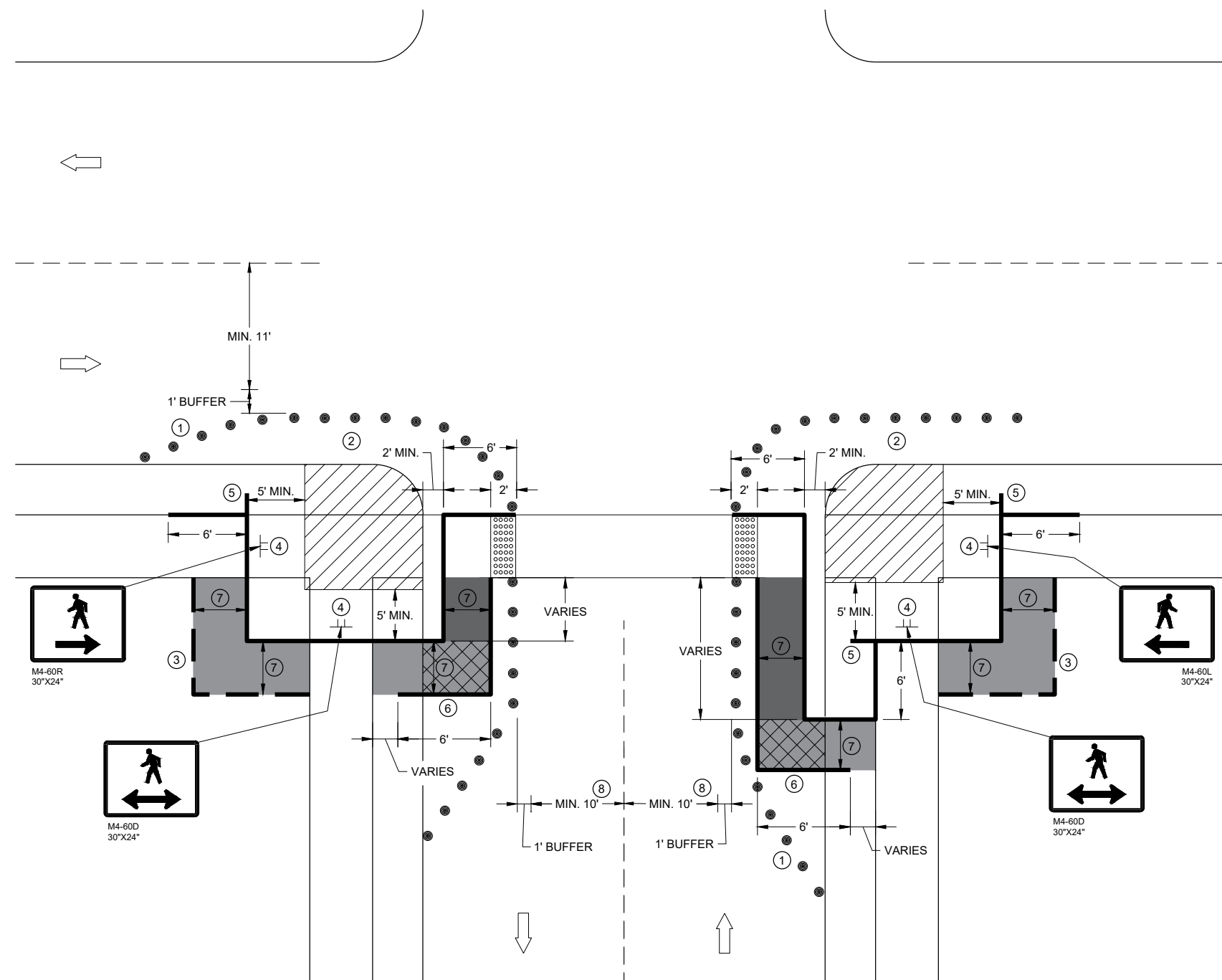
TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

- ① SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
- ② PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
- ③ USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
- ④ MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
- ⑤ PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
- ⑥ IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
- ⑦ 4 FEET MINIMUM, 5 FEET DESIRABLE
- ⑧ IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

### LEGEND

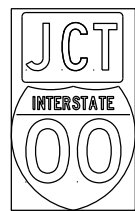
-  SIGN ON TEMPORARY SUPPORT
-  TRAFFIC CONTROL DRUM
-  WORK AREA
-  TEMPORARY CURB RAMP
-  TEMPORARY PEDESTRIAN SURFACE "A"
-  TEMPORARY PEDESTRIAN SURFACE "B"
-  TEMPORARY DETECTABLE WARNING FIELD
-  TEMPORARY PEDESTRIAN BARRICADE
-  OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
-  DIRECTION OF TRAFFIC



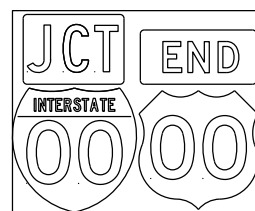
**CURB RAMP PEDESTRIAN TRAFFIC CONTROL  
SIDEWALK ON SINGLE SIDE**

<b>TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION</b>
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

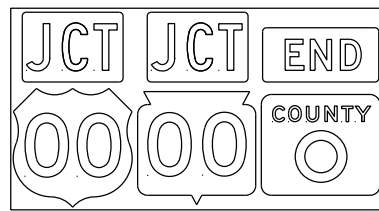
# TYPICAL ASSEMBLIES



J1-1



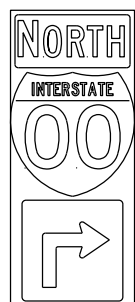
J1-2



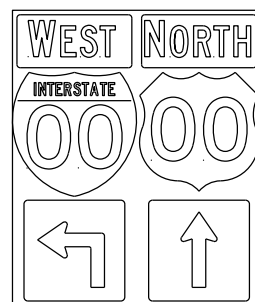
J1-3



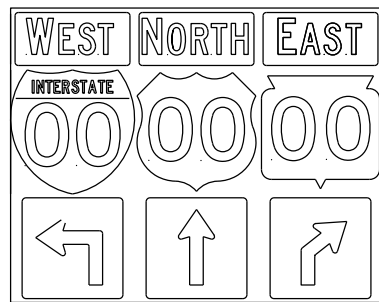
JR1-1



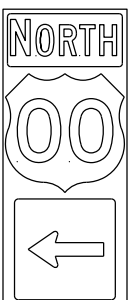
J2-1



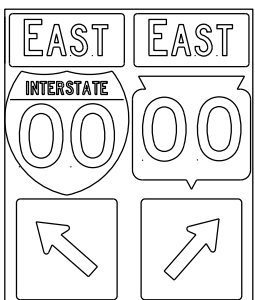
J2-2



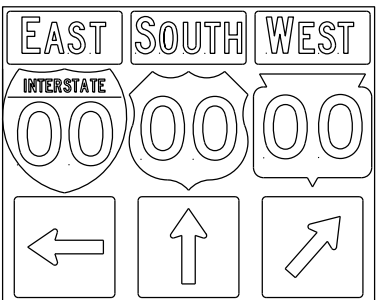
J2-3



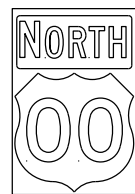
J3-1



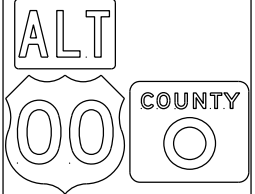
J3-2



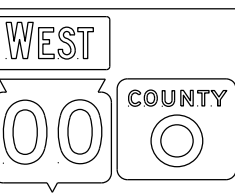
J3-3



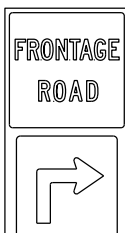
J4-1



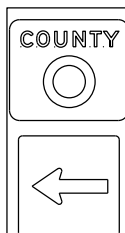
J4-2



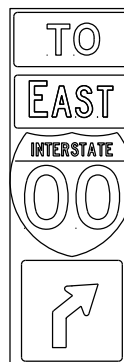
J4-2



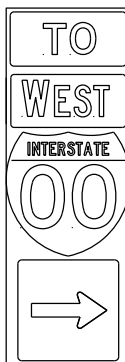
J12-1



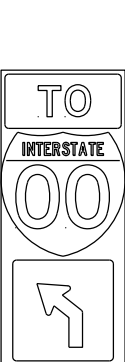
J13-1



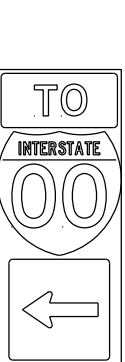
J32-1



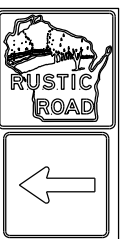
J33-1



J22-1



J23-1



JR13-1



JR23-1

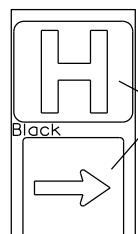


JR99-1



JV

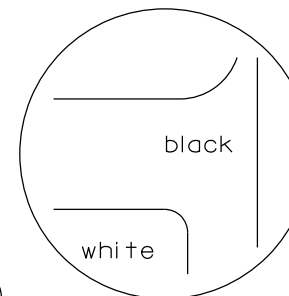
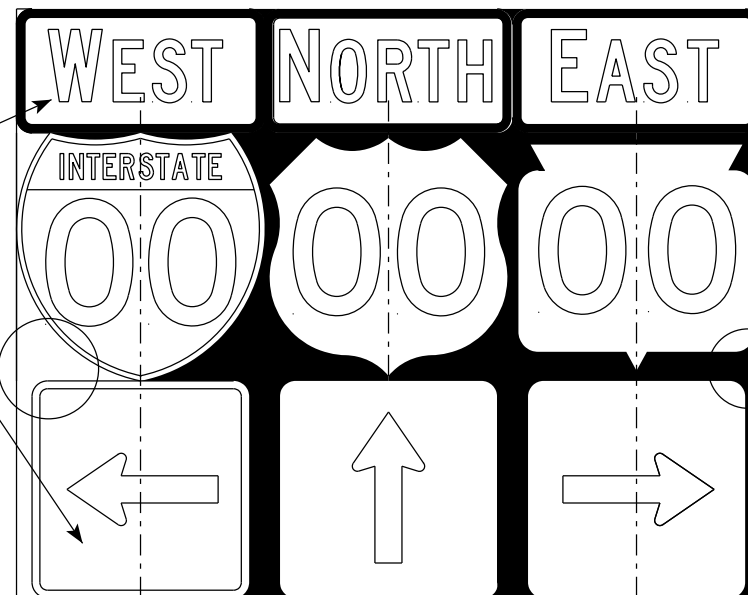
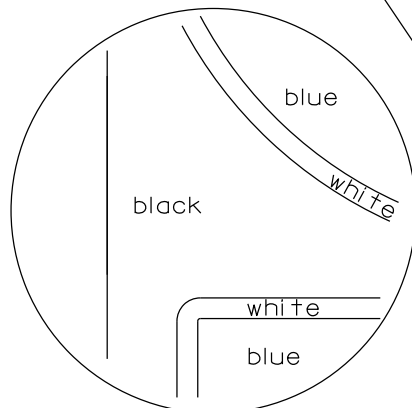
(Typical Vertical J-Assembly See Note 10 and 11)



JH-1

Blue Background

blue background with interstate



black background

## NOTES

- Signs are Type II - Type H Reflective
- Color:
  - Background - Black Non-reflective
  - Message - see Note 5
- Message Series - See Note 5
- Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
- The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
- Certain marker heads require the component pieces to be the same color. As an example, all the components used with an MI-1 Interstate marker shall be blue.
- Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
- Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
- Route assemblies that have 36 inch shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
- All Vertical J Assemblies are given a Sign Code of JV
- For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.

7

7

PROJECT NO:

FILE NAME : C:\CAEfiles\Projects\tr\_stdplote\_A21S.dgn

PLOT DATE : 18-MAR 2021 1:37

PLOT BY : mscj9h

PLOT NAME :

SHEET NO:

E

ROUTE MARKERS & COMPONENTS  
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

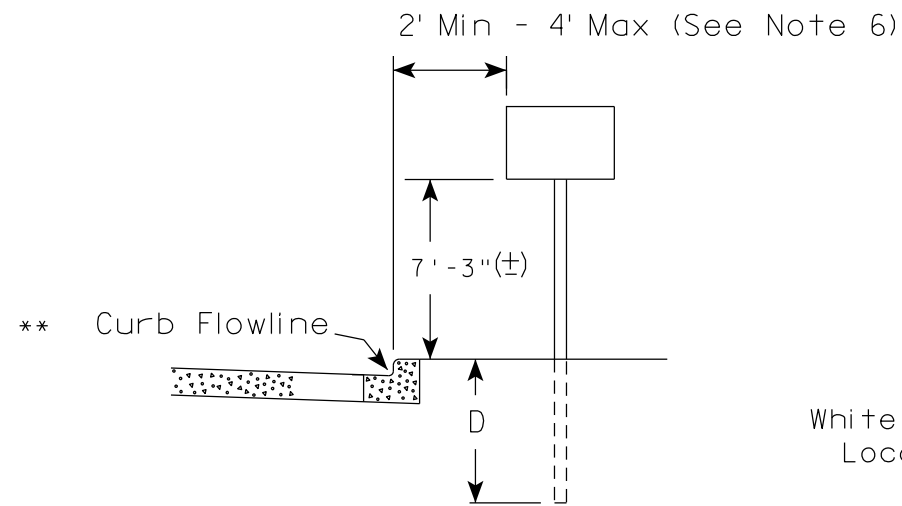
*Matthew R. Rauch*  
for State Traffic Engineer

DATE 3/18/21

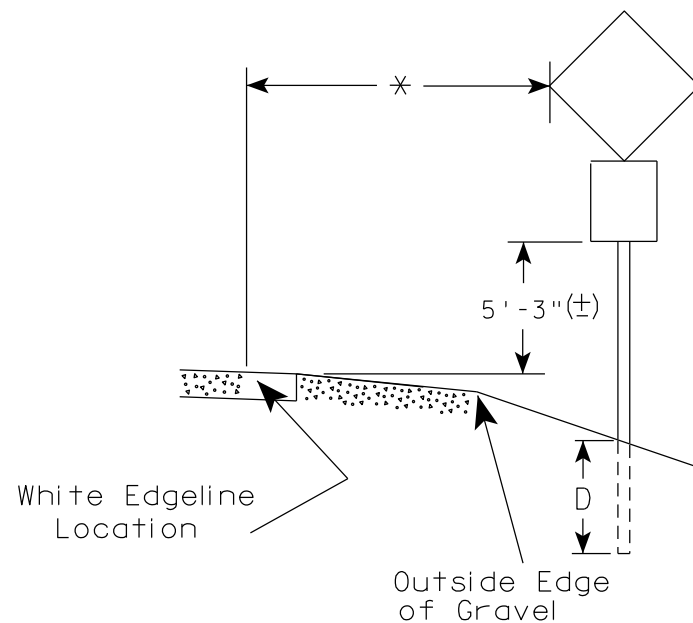
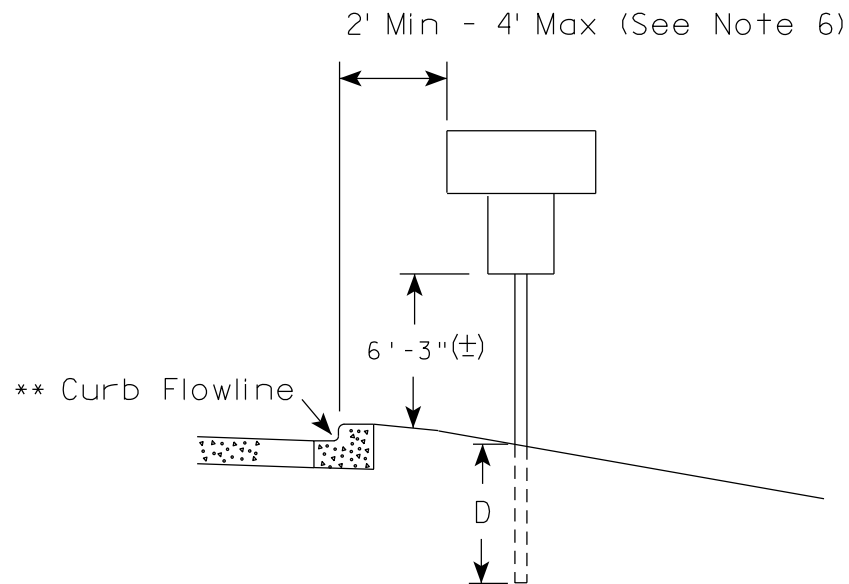
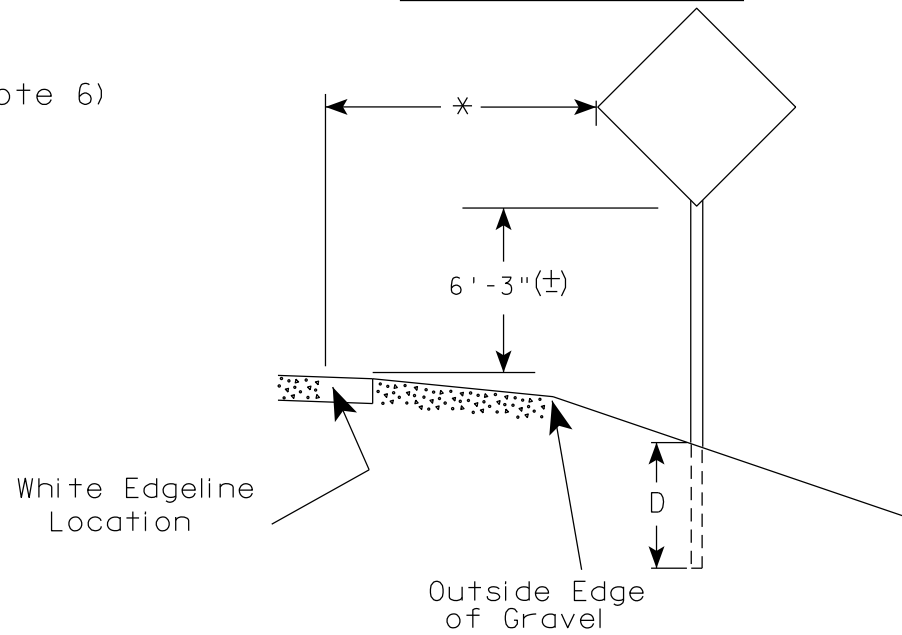
PLATE NO. A2-1S.9

WISDOT/CADDs SHEET 42

URBAN AREA



RURAL AREA (See Note 2)



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 directed by the Engineer.

POST EMBEDMENT DEPTH

Area of Sign Installation ( Sq. Ft. )	D ( Min )
20 or Less	4'
Greater than 20	5'

\* \* 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.

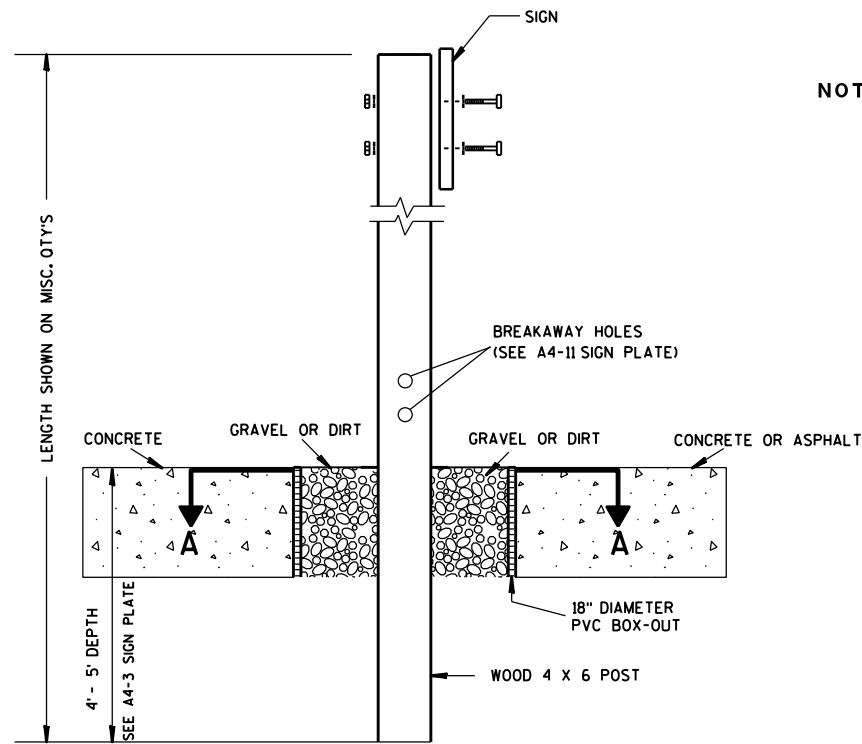
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

DATE 5/13/2020 PLATE NO. A4-3.22

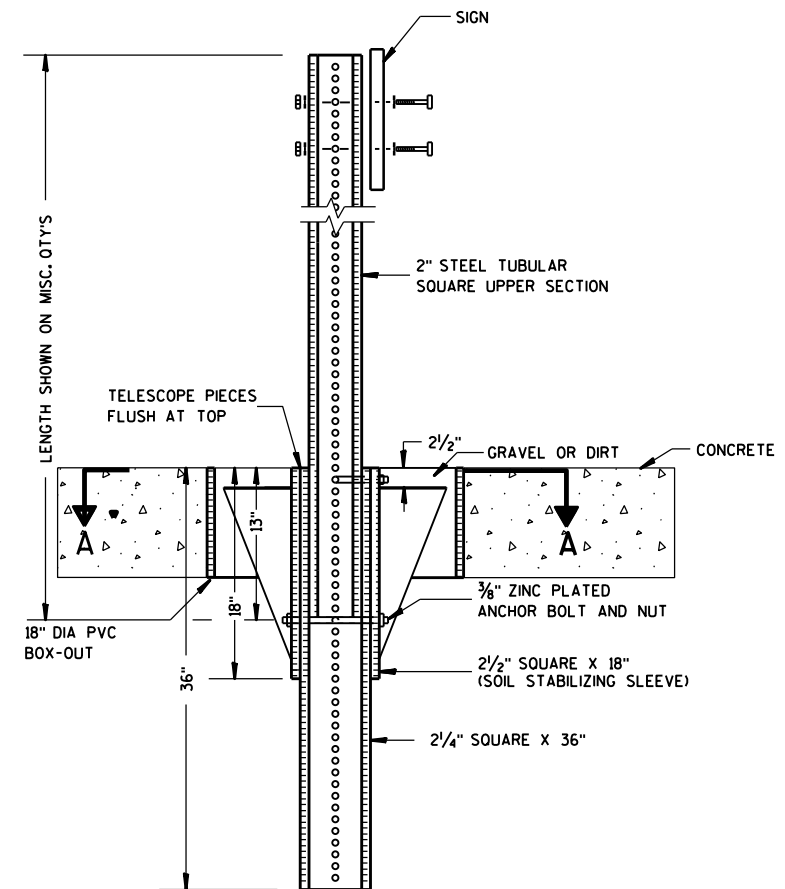




**ELEVATION VIEW**

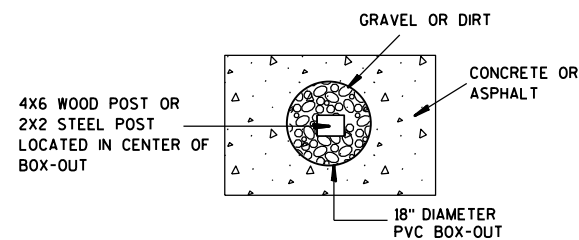
**DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT**

- 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**

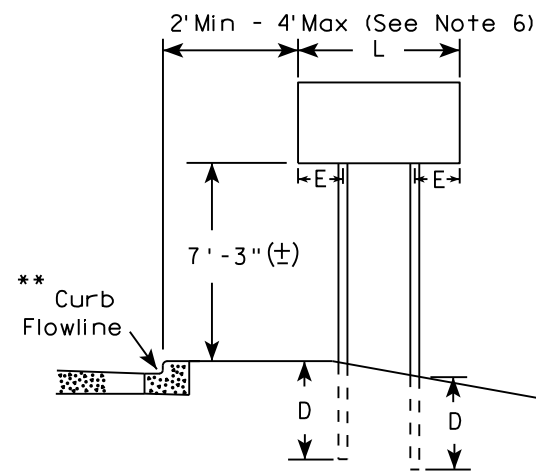
**FOR NEW CONCRETE/ ASPHALT INSTALLATIONS**

SIGN POST BOX-OUTS A4-3B	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED <i>Matthew R. Rauch</i> for State Traffic Engineer	
DATE 1/27/14	PLATE NO. A4-3B.1

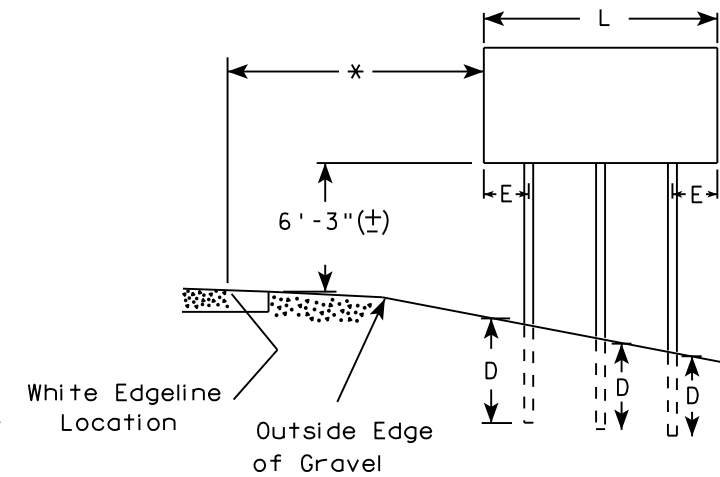
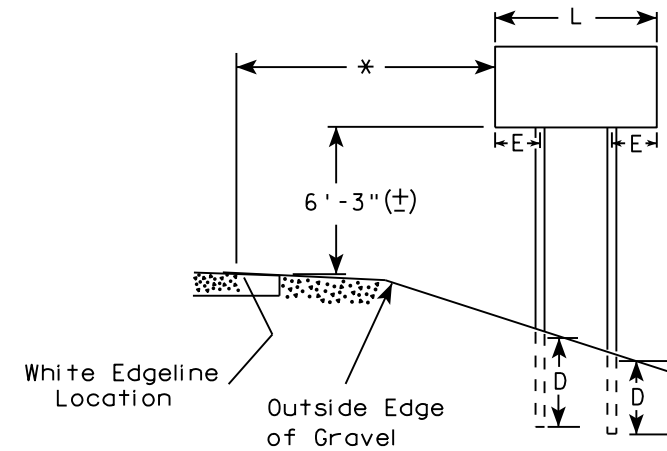
GENERAL NOTES

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" (±).

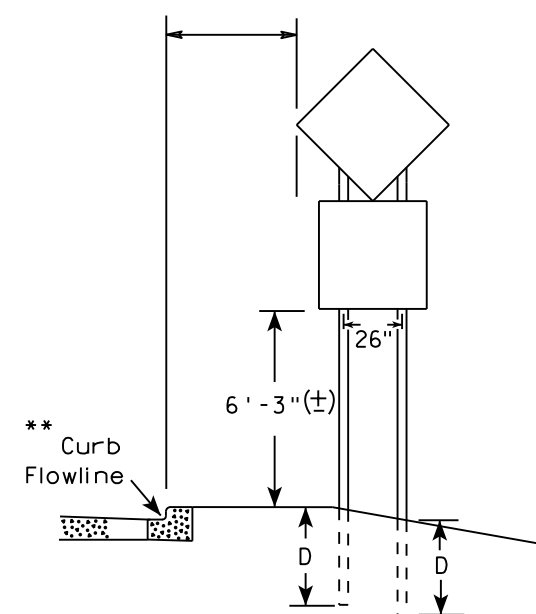
URBAN AREA



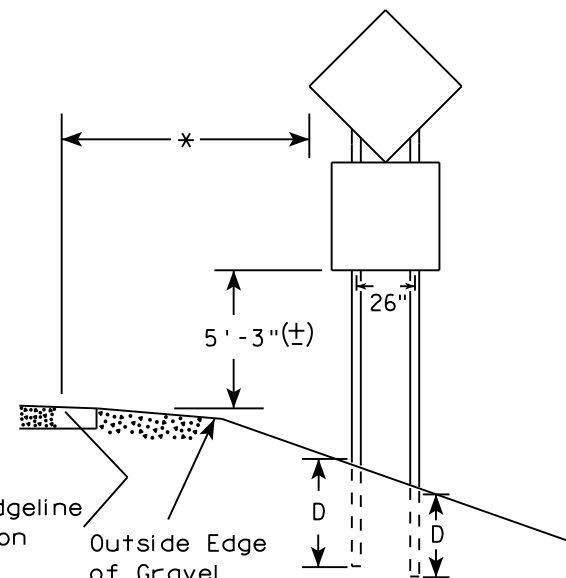
RURAL AREA (See Note 3)



2' Min - 4' Max (See Note 6)



48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

\* 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.

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
L	E
Greater than 48" Less than 60"	12"
60" to 108"	L/5

\*\*\*

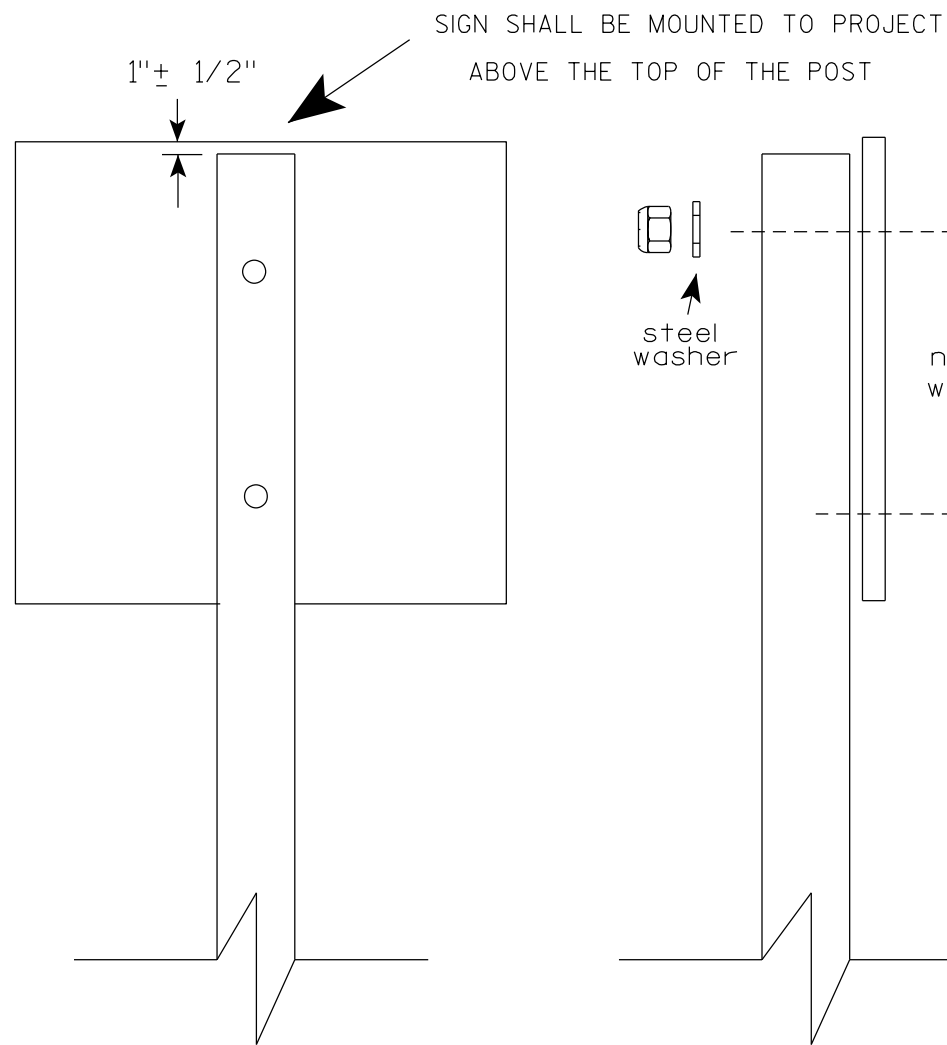
SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

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



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

- a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3
- b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)  
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)  
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL  
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL

1-1/4" O.D. X 3/8" I.D. X .080 NYLON

\* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS  
TO POSTS

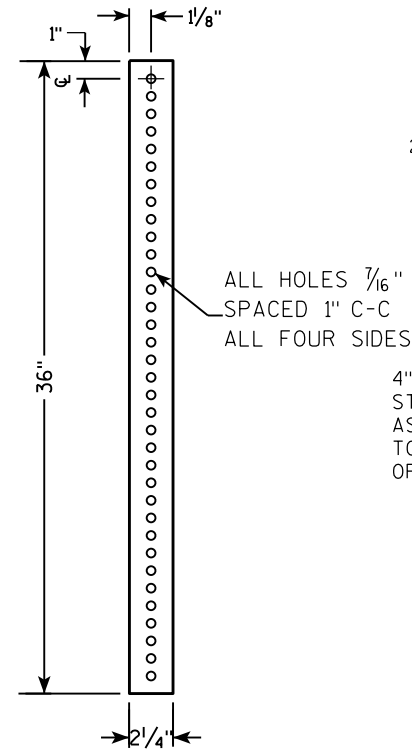
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R Rauch*  
For State Traffic Engineer

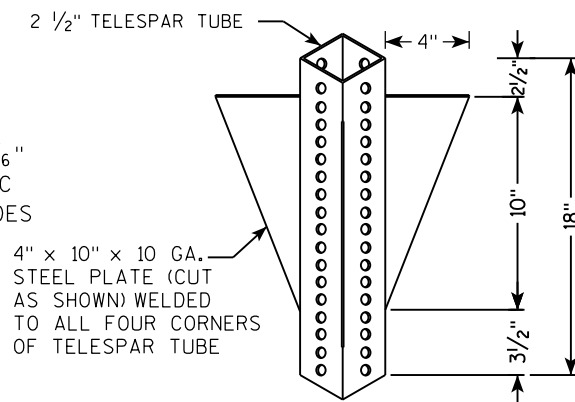
DATE 4/1/2020 PLATE NO. A4-8.9

**TELESCOPIC TUBING ANCHORS  
TWO PIECE SYSTEM**

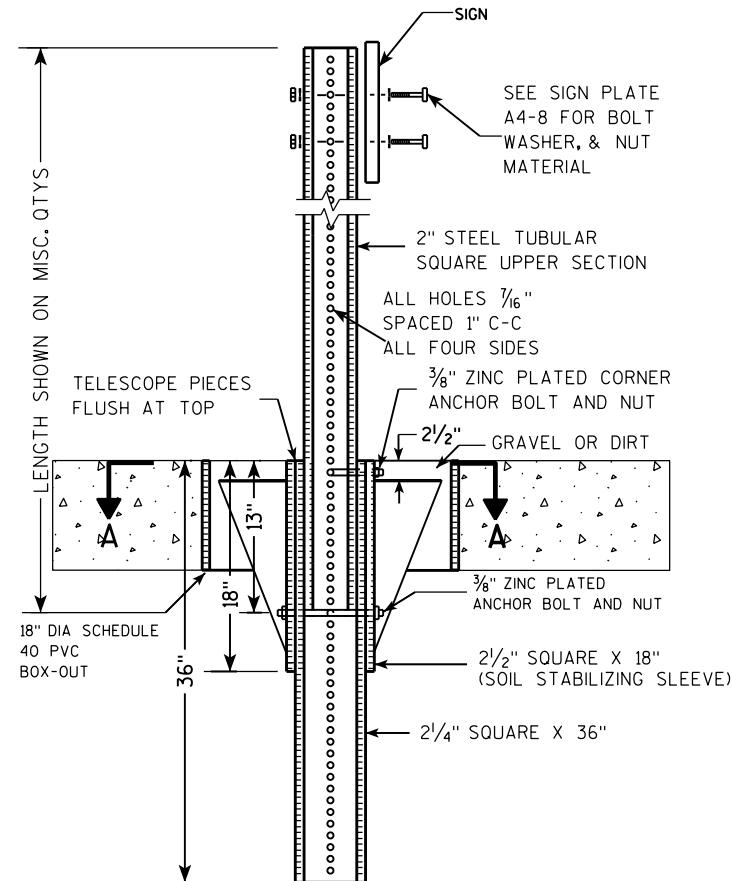
2 1/4" SQUARE  
12 GAUGE  
PERFORATED  
GALVANIZED FINISH



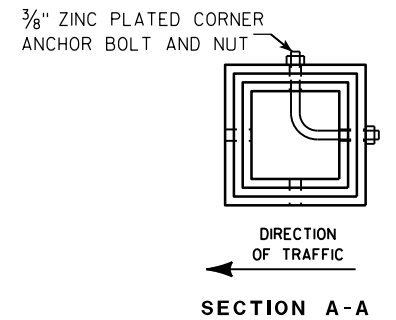
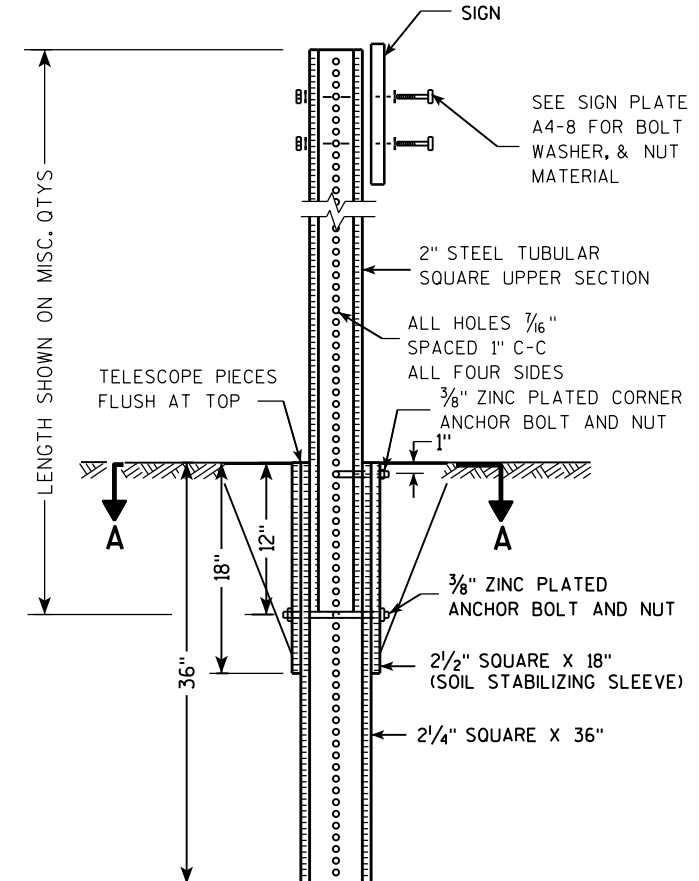
2 1/2" SQUARE  
12 GAUGE  
OMNI-DIRECTIONAL  
PERFORATED  
SOIL STABILIZING SLEEVE  
GALVANIZED FINISH



**DETAIL OF TUBULAR STEEL SIGN POST  
(IN POURED CONCRETE OR ASPHALT)**



**DETAIL OF TUBULAR STEEL SIGN POST  
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)**



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

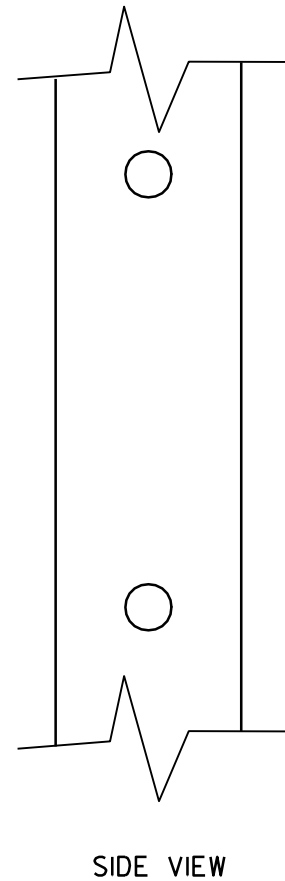
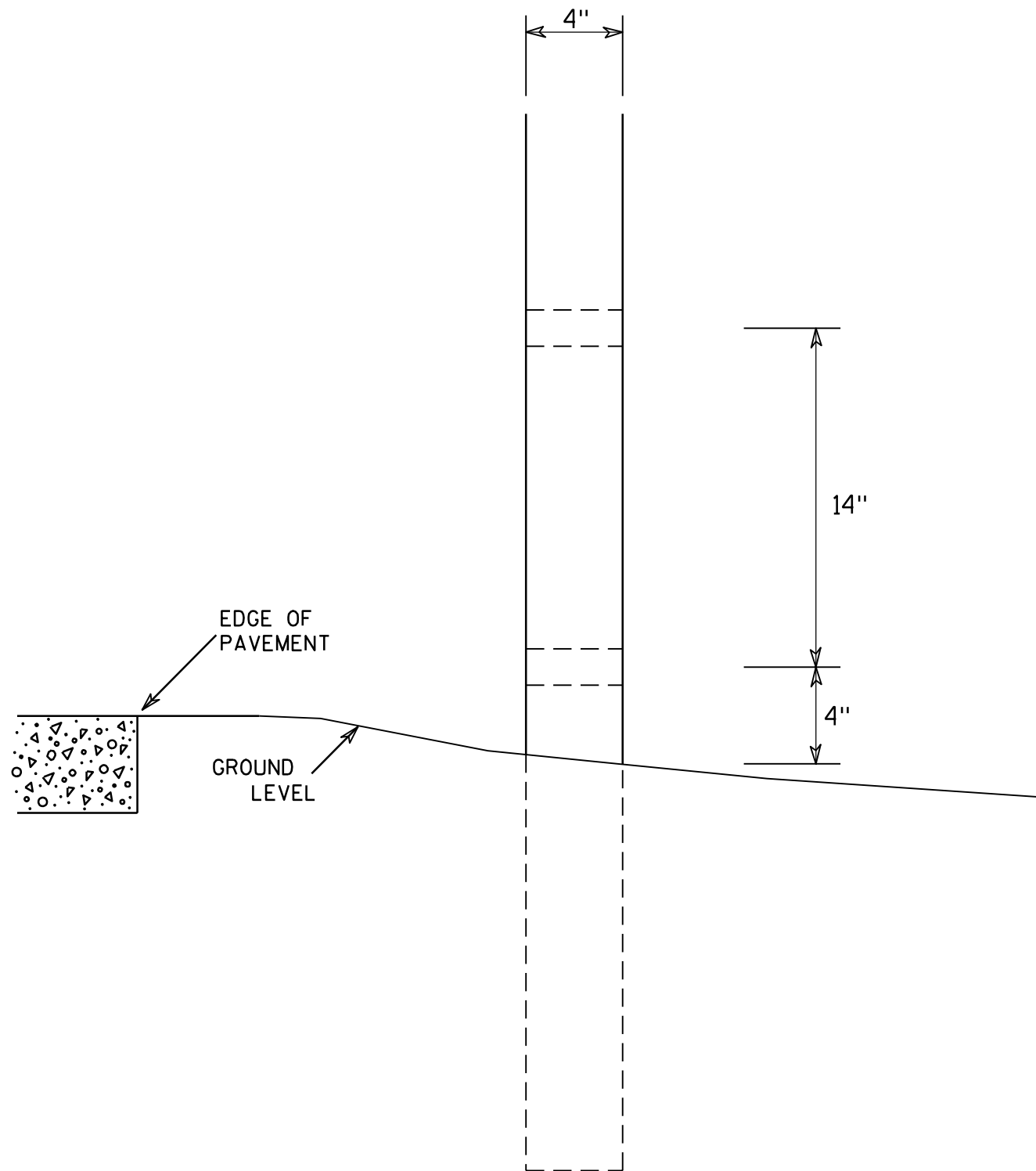
Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

**TUBULAR STEEL  
SIGN POST  
A4-9**

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

DATE 2/05/15 PLATE NO. A4-9.9



GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

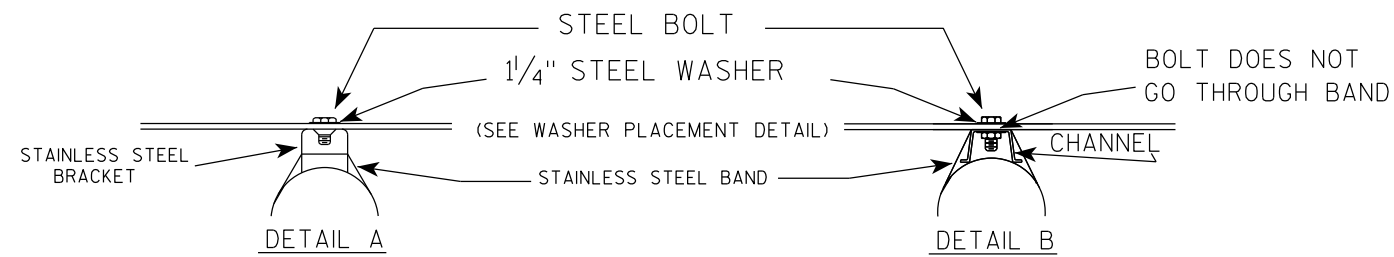
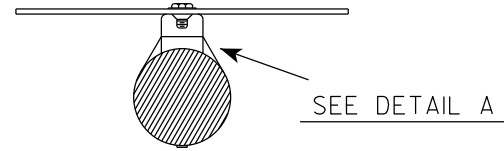
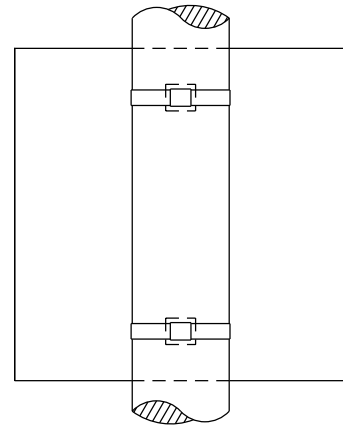
7

7

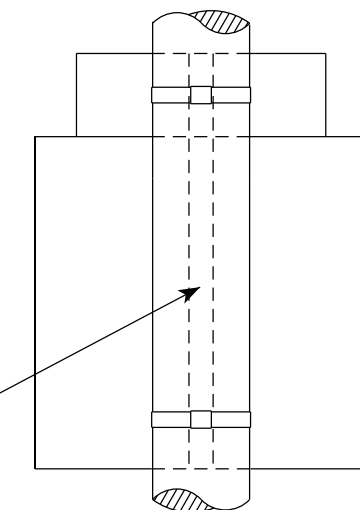
<b>4 X 6 WOOD POST MODIFICATIONS</b>	
<i>WISCONSIN DEPT OF TRANSPORTATION</i>	
APPROVED	<i>Chester J Spang</i> for State Traffic Engineer
DATE <u>3/27/97</u>	PLATE NO. <u>A4-11.2</u>

# BANDING

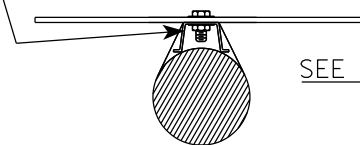
SINGLE SIGN



"J" ASSEMBLY

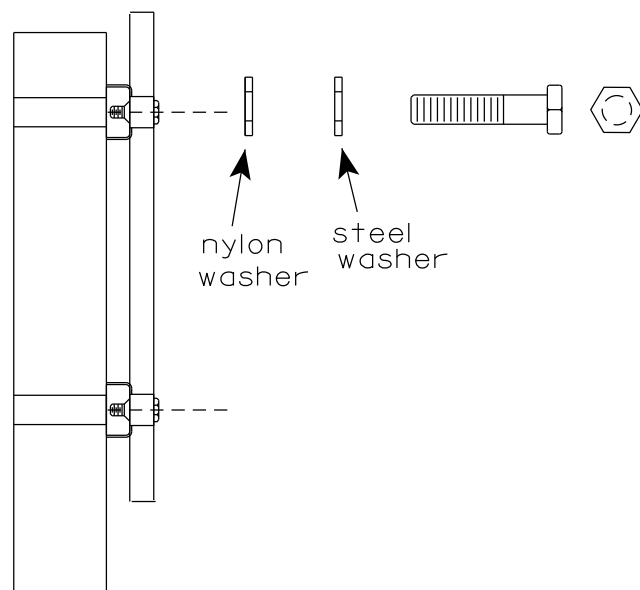


CHANNEL  
SEE TYPICAL PANEL  
INSTALLATION SHEET



- 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  $\frac{3}{4}$ " 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

WASHER PLACEMENT



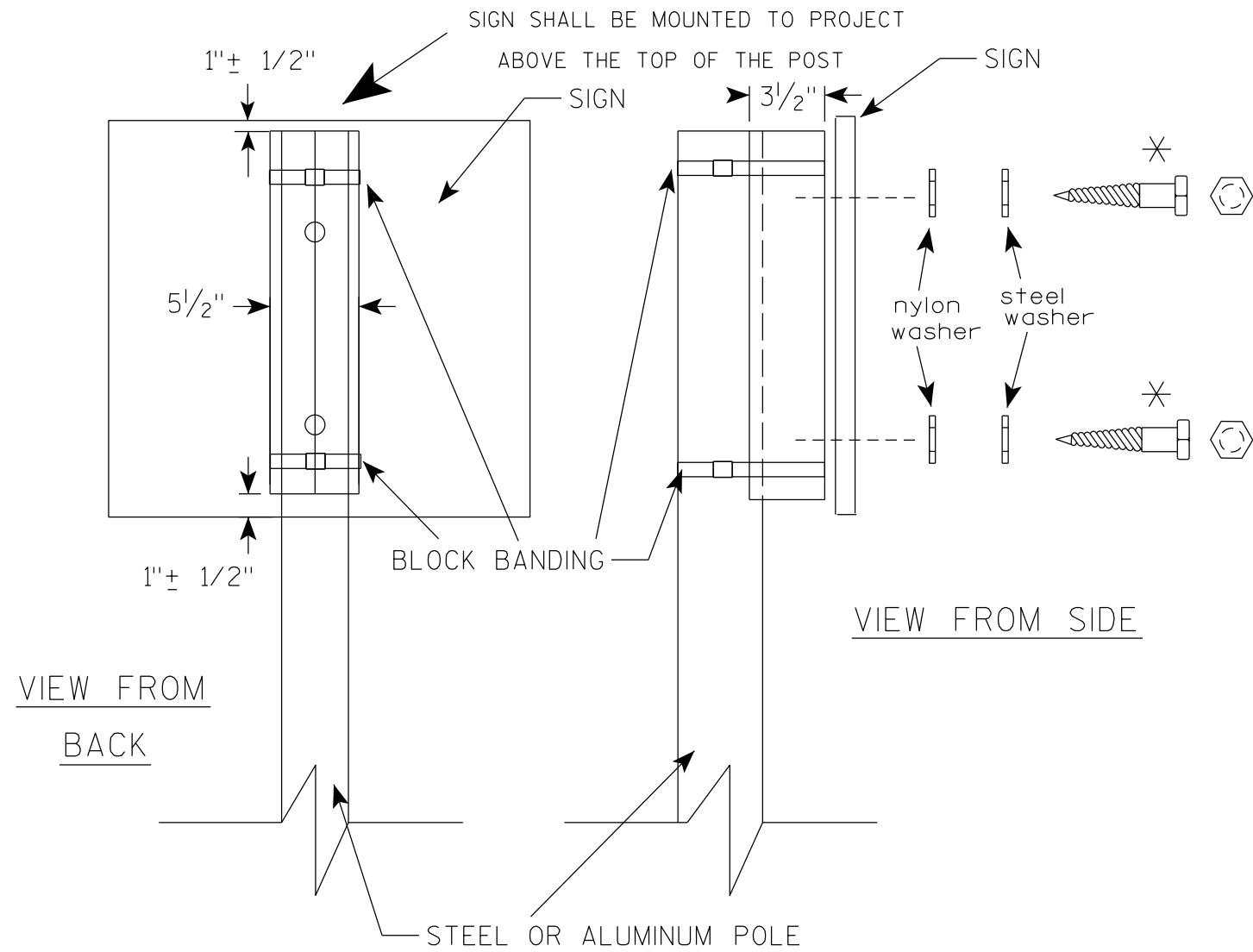
WASHERS (ALL POSTS) -  
 1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL  
 1-1/4" O.D. X 3/8" I.D. X .080 NYLON  
 FOR ALL TYPE H SIGNS

STANDARD SIGN  
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

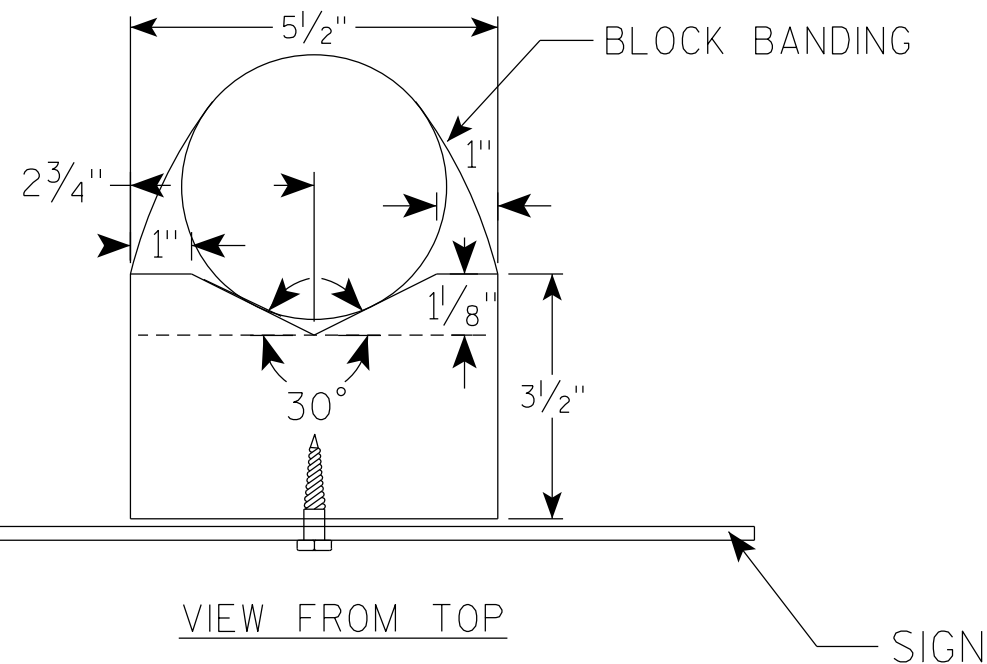
DATE 6/10/19 PLATE NO. A5-9.4



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, 3/4" 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 NORMALLY 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 1/4" O.D. X 3/8" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1/4" O.D. X 3/8" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

\* LAG BOLTS SHALL BE 3/8" X 2 1/2"



BLOCK BANDING DETAIL  
( V-BLOCK OPTION )

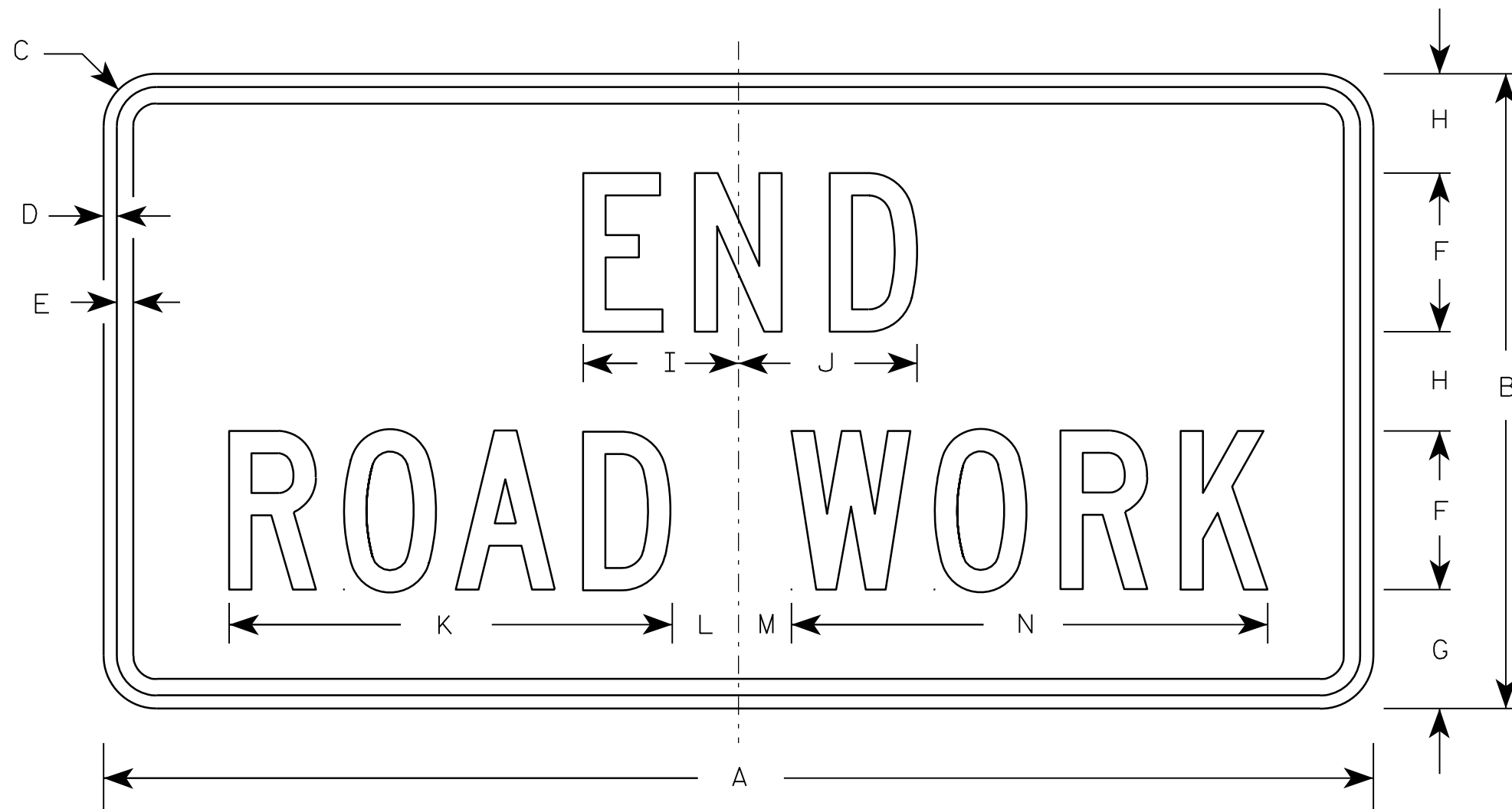
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R Rauch*  
for State Traffic Engineer

DATE 4/19/2022 PLATE NO. A5-10.3

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.



G20-2A

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 sq.
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:

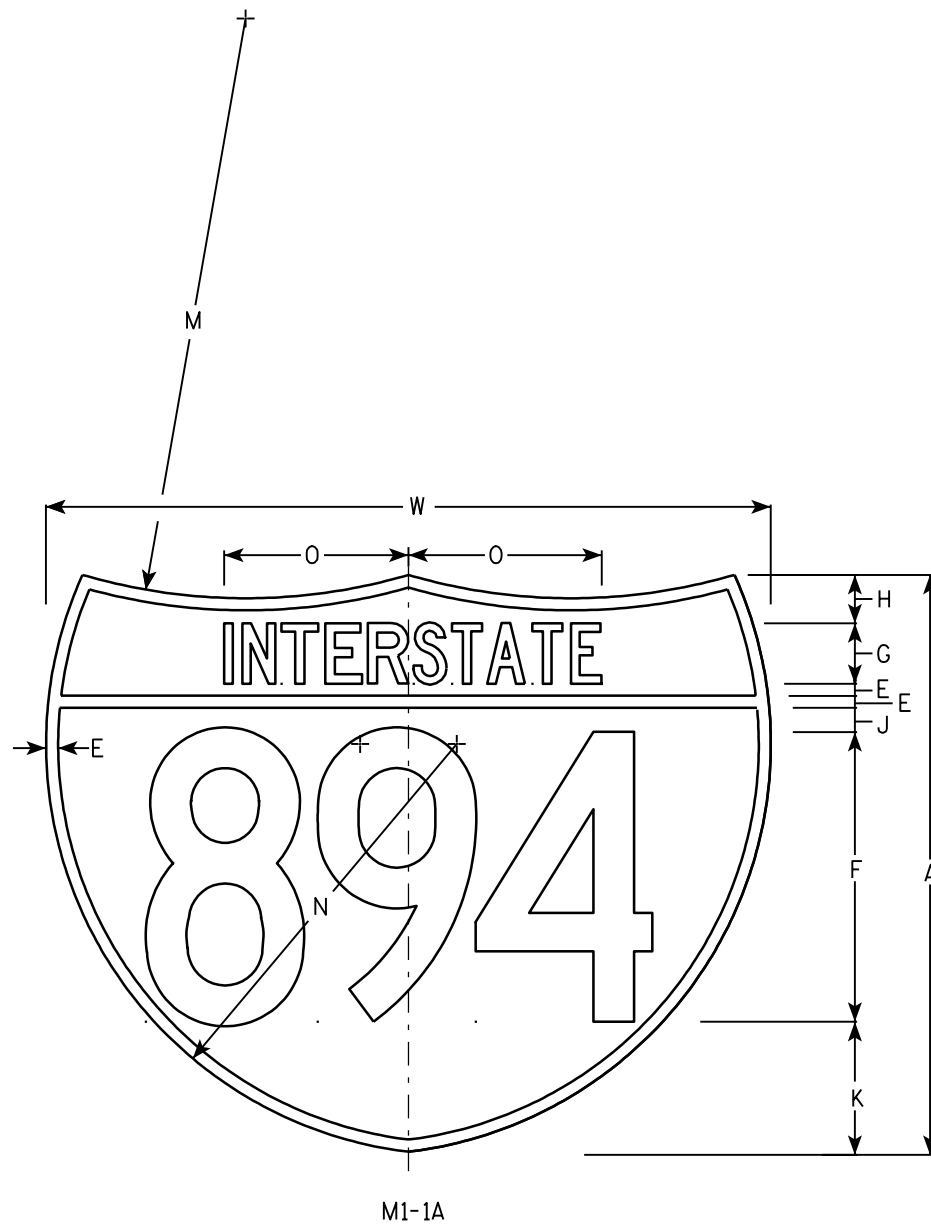
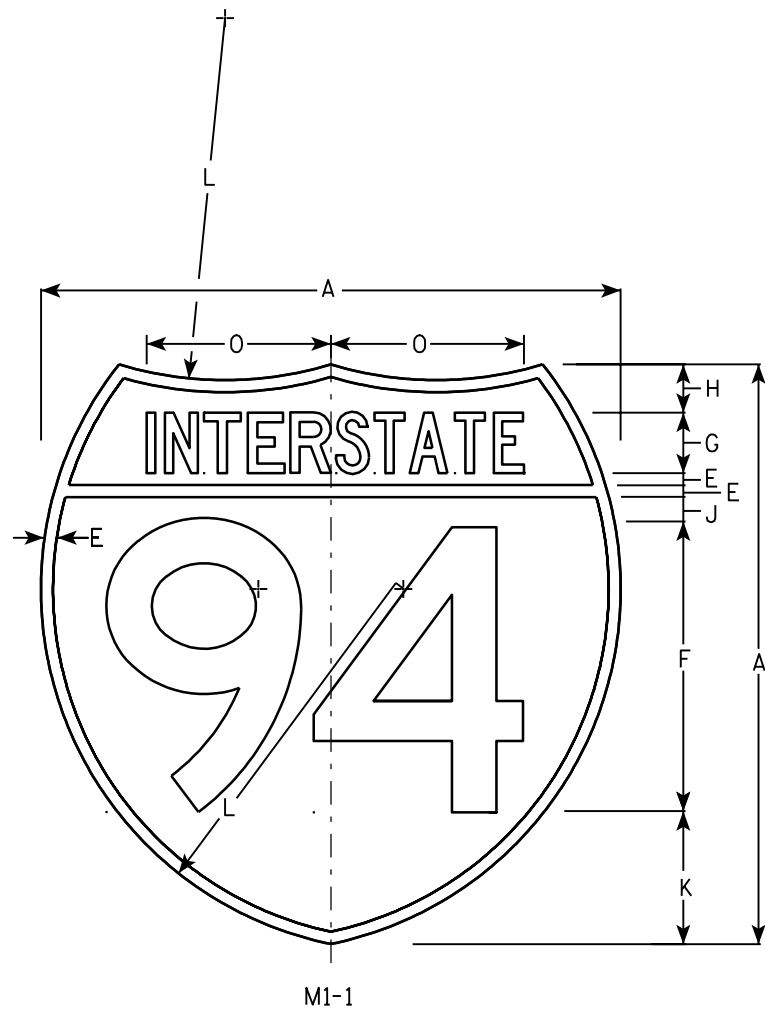
HWY:

COUNTY:

SHEET NO:

E





NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:  
Background - Top Red - Bottom Blue (See Note 6)  
Message - White - See Note 6
3. Message Series - See note 5
4. Substitute appropriate numerals & adjust spacing as per plate A10-1.
5. M1-1 - Numerals - D  
Interstate - C  
M1-1A - All copy - C
6. Permanent Signs  
Message - Type H Reflective  
Detour or other temporary signs  
Background - Reflective  
Message - Reflective

7

Metric equivalent for these signs are:

SIZE	M1-1	SIZE	M1-1A
1			
2	600 mm X 600 mm	2	600 mm X 750 mm
3	900 mm X 900 mm	3	900 mm X 1125 mm
4	900 mm X 900 mm	4	900 mm X 1125 mm
5	900 mm X 900 mm	5	900 mm X 1125 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	M1-1 Area sq. ft.	M1-1A Area sq. ft.	M1-1 Area m <sup>2</sup>	M1-1A Area m <sup>2</sup>
1																													
2	24				1/2	12	2 1/2	2		1	5 1/2	15	24	17	7 7/8								30			3.13	3.91	.36	.46
3	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05
4	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05
5	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05

INTERSTATE ROUTE MARKER  
M1-1 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

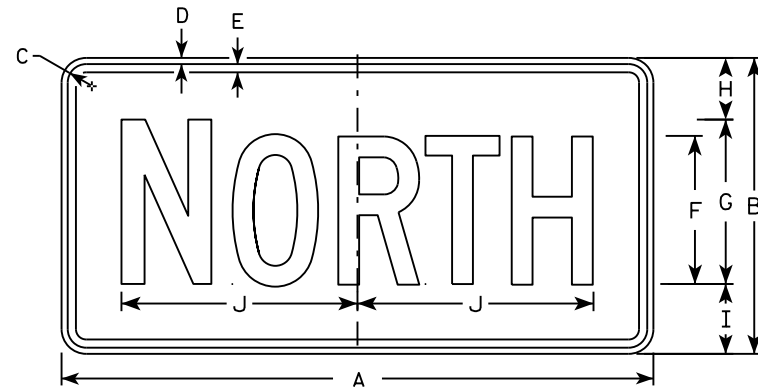
APPROVED *Matthew R Rauch*  
for State Traffic Engineer

DATE 08/23/05 PLATE NO. M1-1.8

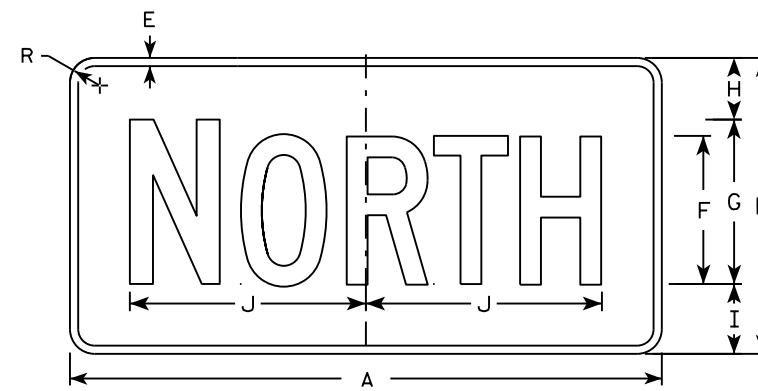
PROJECT NO: \_\_\_\_\_ HWY: \_\_\_\_\_ COUNTY: \_\_\_\_\_ SHEET NO: **E**

NOTES

- All Signs Type II - Type H
- Color:
  - Background - See note 5
  - Message - See note 5
- Message Series - C
- 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.
- M3-1 thru M3-4 Background - White  
 Message - Black  
 MB3-1 thru MB3-4 Background - Blue  
 Message - White  
 MK3-1 thru MK3-4 Background - Green  
 Message - White  
 MM3-1 thru MM3-4 Background - White  
 Message - Green  
 MN3-1 thru MN3-4 Background - Brown  
 Message - White  
 MP3-1 thru MP3-4 Background - White  
 Message - Blue
- Note the first letter of each direction is larger than the remainder of the message.



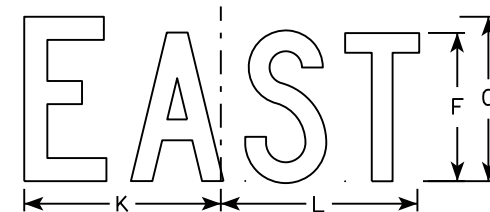
M3-1  
MM3-1  
MP3-1



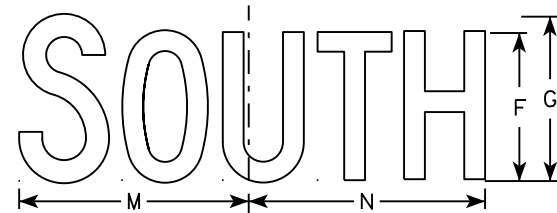
MB3-1  
MK3-1  
MN3-1



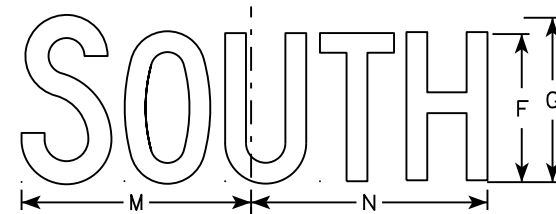
M3-2  
MM3-2  
MP3-2



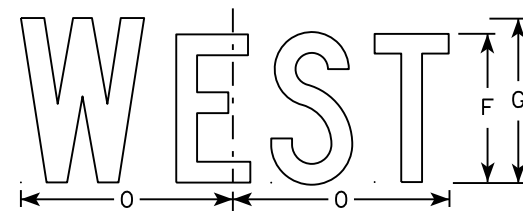
MB3-2  
MK3-2  
MN3-2



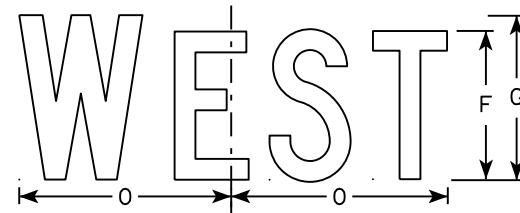
M3-3  
MM3-3  
MP3-3



MB3-3  
MK3-3  
MN3-3



M3-4  
MM3-4  
MP3-4



MB3-4  
MK3-4  
MN3-4

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

STANDARD SIGNS  
M3-1 thru M3-4  
SERIES

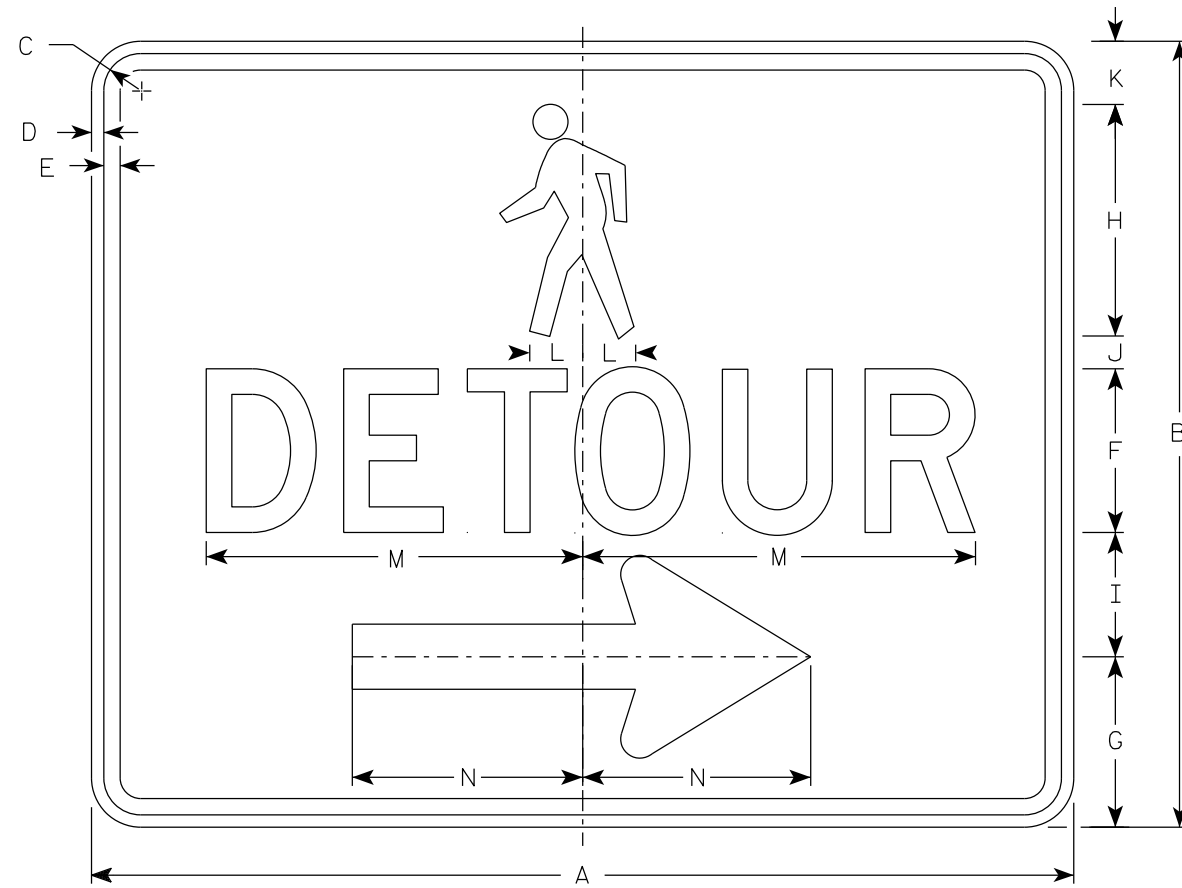
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

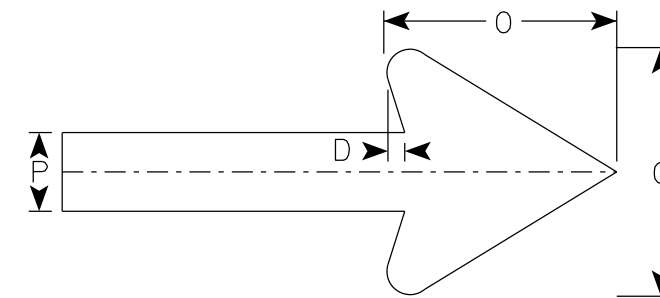
DATE 10/15/15 PLATE NO. M3-1.14

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.



M4 - 9BR



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

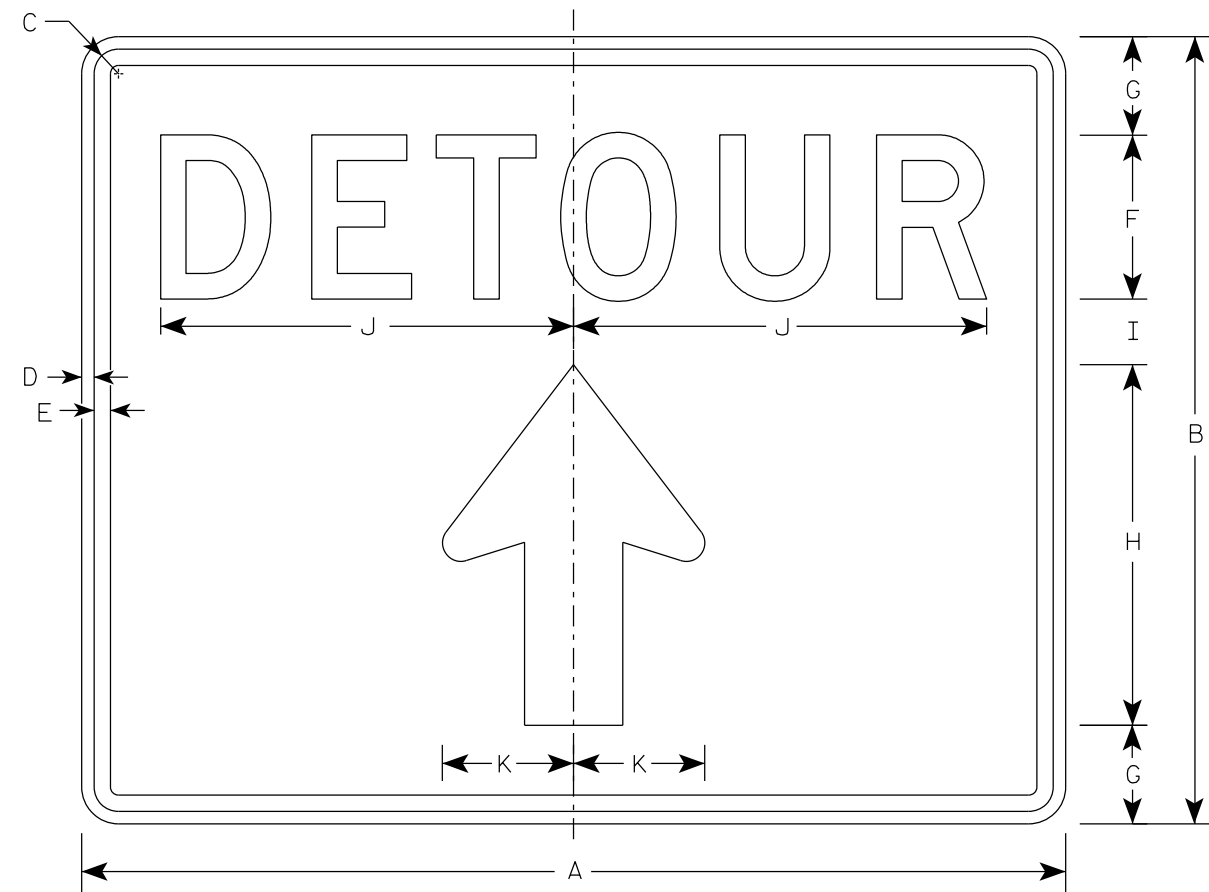
APPROVED *Matthew R. Rauch*  
For State Traffic Engineer

DATE 7/1/19 PLATE NO. M4-9B.2

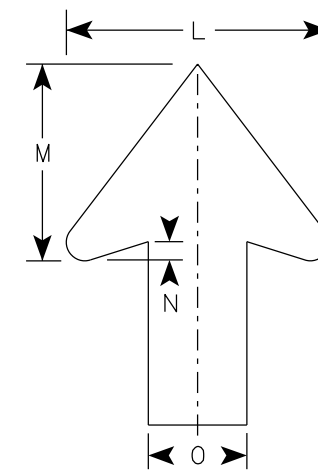
PROJECT NO: \_\_\_\_\_ HWY: \_\_\_\_\_ COUNTY: \_\_\_\_\_ SHEET NO: **E**

NOTES

1. Sign is Type II-Type F Reflective
2. Color:  
Background - Orange  
Message - Black
3. Message Series - D



M4-9RA

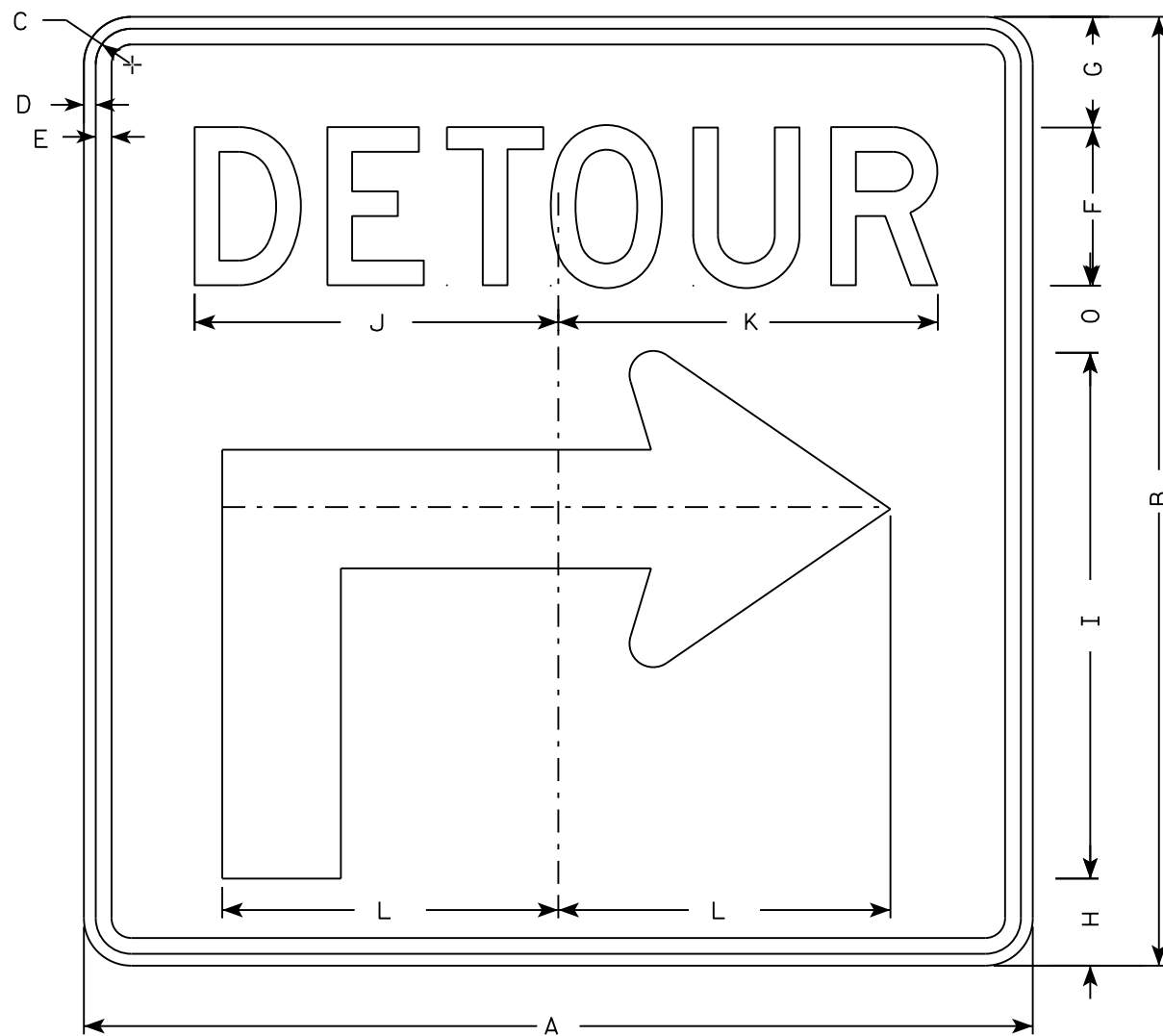


Arrow Detail

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

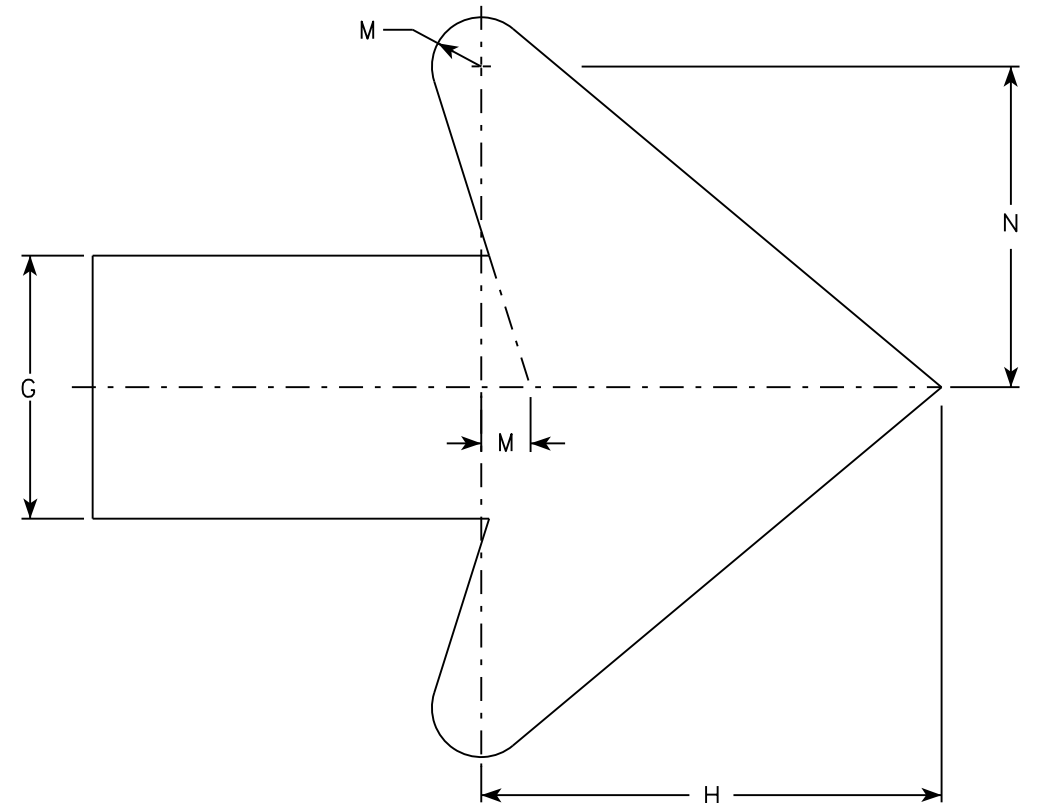
WISCONSIN DEPT OF TRANSPORTATION  
APPROVED *Matthew R Rauch*  
For State Traffic Engineer  
DATE 12/10/2020 PLATE NO. M4-9RA.1



M4-59R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:  
Background - Orange  
Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown when base material is metal.
5. M4-59L is the same as M4-59R except the arrow is reversed.



Arrow Detail

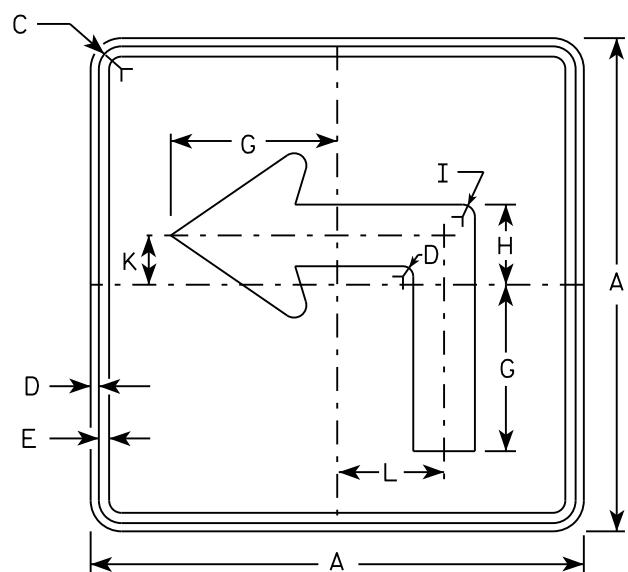
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	30	1 1/8	3/8	1/2	5	3 1/2	2 3/4	16 5/8	11 1/2	12	10 1/2	3/4	4 7/8	2 1/8												6.25
3	30	30	1 1/8	3/8	1/2	5	3 1/2	2 3/4	16 5/8	11 1/2	12	10 1/2	3/4	4 7/8	2 1/8												6.25
4	48	48	1 3/8	1/2	5/8	8	5 5/8	4 3/8	26 5/8	20 5/8	20 1/2	17	1 1/8	6 7/8	3 3/8												16.0
5	48	48	1 3/8	1/2	5/8	8	5 5/8	4 3/8	26 5/8	20 5/8	20 1/2	17	1 1/8	6 7/8	3 3/8												16.0

STANDARD SIGN  
M4-59 L&R

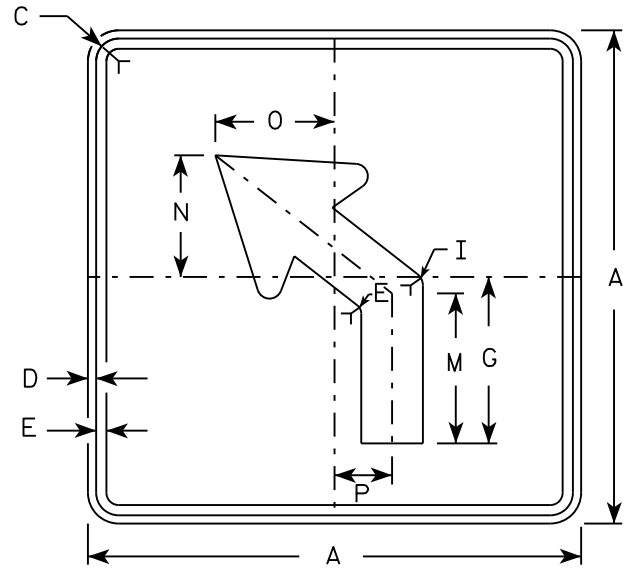
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

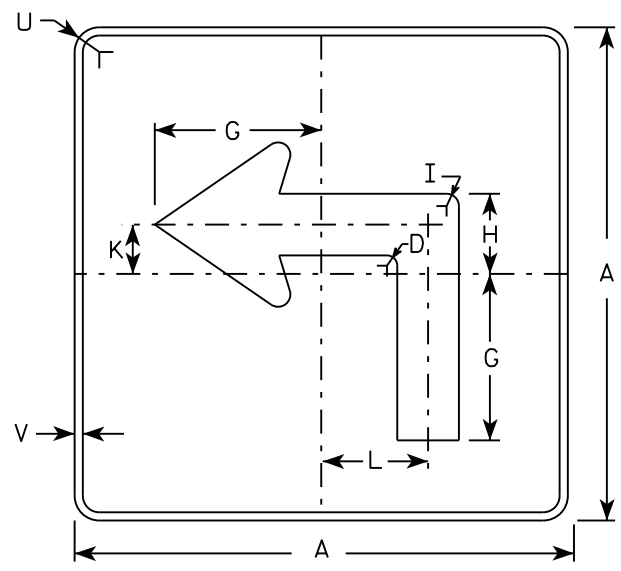
DATE 11/10/15 PLATE NO. M4-59.1



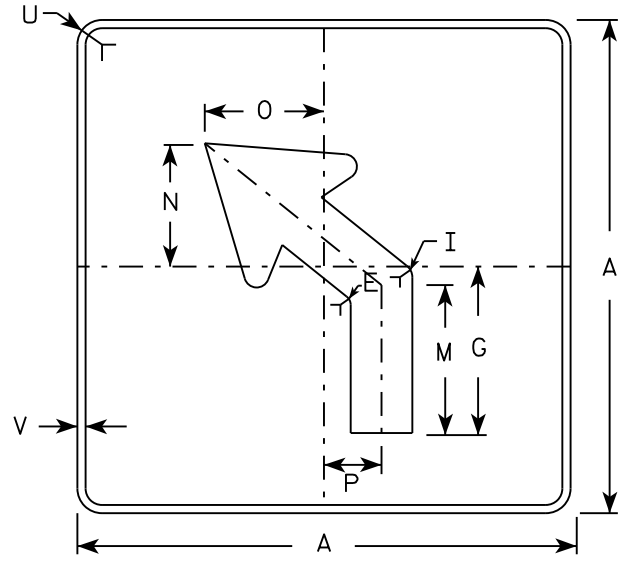
M5-1L  
MM5-1L  
M05-1L  
MP5-1L



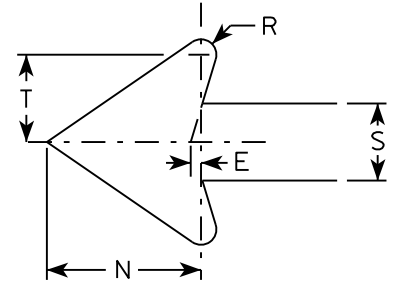
M5-2L  
MM5-2L  
M05-2L  
MP5-2L



MB5-1L  
MK5-1L  
MN5-1L  
MR5-1L



MB5-2L  
MK5-2L  
MN5-2L  
MR5-2L



NOTES

- Signs are Type II - Type H reflective except as shown
- Color:
  - Background - See note 4
  - Message - See note 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.
- M5-1 and M5-2 Background - White  
Message - Black
  - MB5-1 and MB5-2 Background - Blue  
Message - White
  - MK5-1 and MK5-2 Background - Green  
Message - White
  - MM5-1 and MM5-2 Background - White  
Message - Green
  - MN5-1 and MN5-2 Background - Brown  
Message - White
  - M05-1 and M05-2 Background - Orange - Type F Reflective  
Message - Black
  - MP5-1 and MP5-2 Background - White - Type H Reflective  
Message - Blue
  - MR5-1 and MR5-2 Background - Brown  
Message - Yellow
- M5-1R same as M5-1L except arrow points right.
- M5-2R same as M5-2L except arrow tilts right.

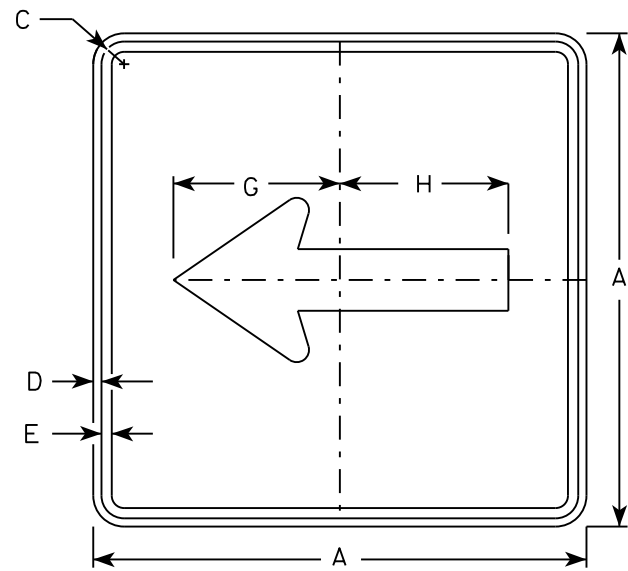
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3	1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25

STANDARD SIGN  
M5-1 & M5-2

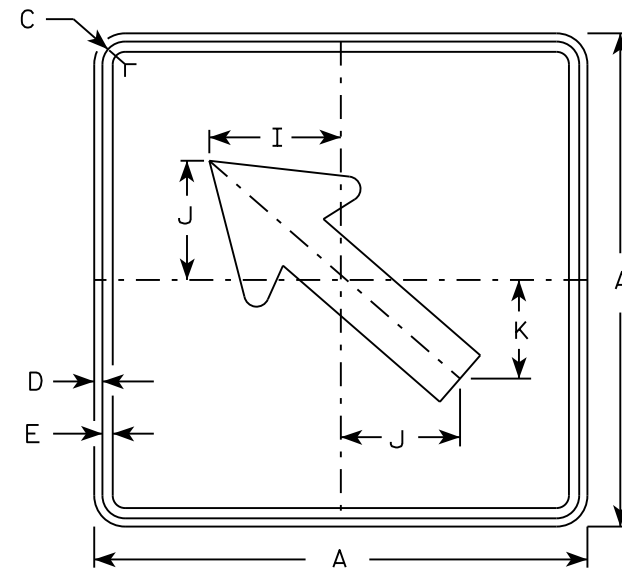
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

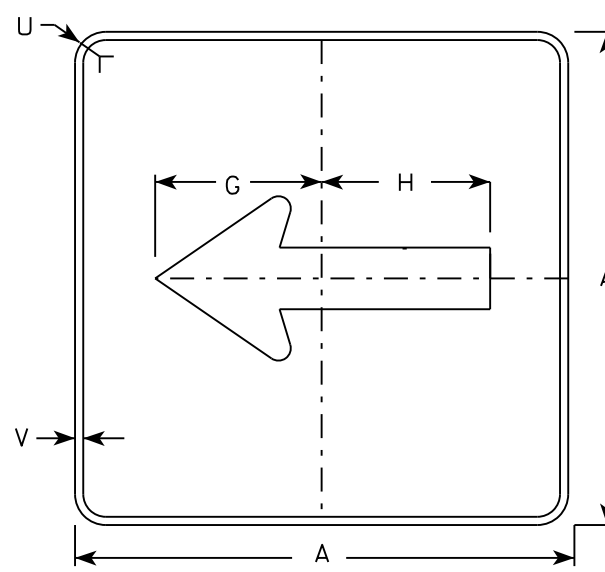
DATE 10/15/15 PLATE NO. M5-1.13



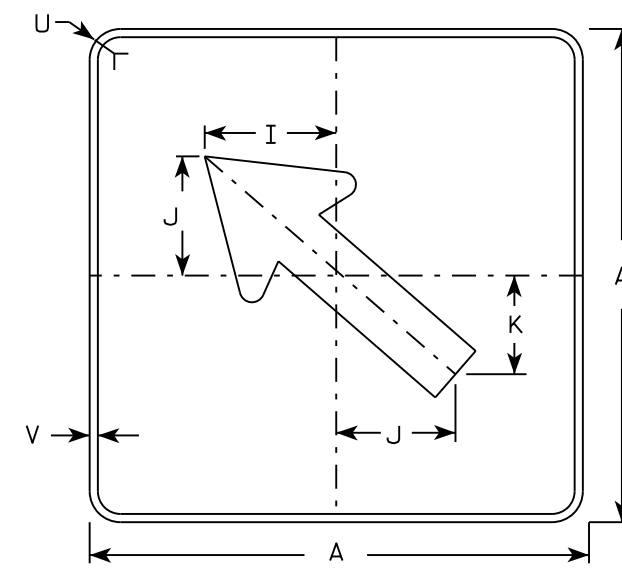
M6-1  
MM6-1  
M06-1  
MP6-1



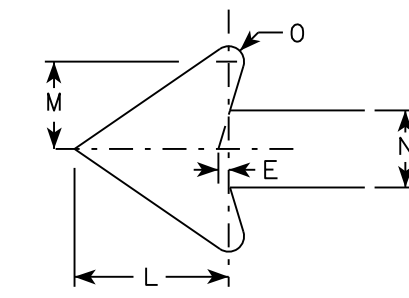
M6-2  
MM6-2  
M06-2  
MP6-2



MB6-1  
MK6-1  
MN6-1  
MR6-1



MB6-2  
MK6-2  
MN6-2  
MR6-2



NOTES

- Signs are Type II - Type H except as Shown
- Color:  
Background - See note 4  
Message - See note 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.
- 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  
M06-1 and M06-2 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

7

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

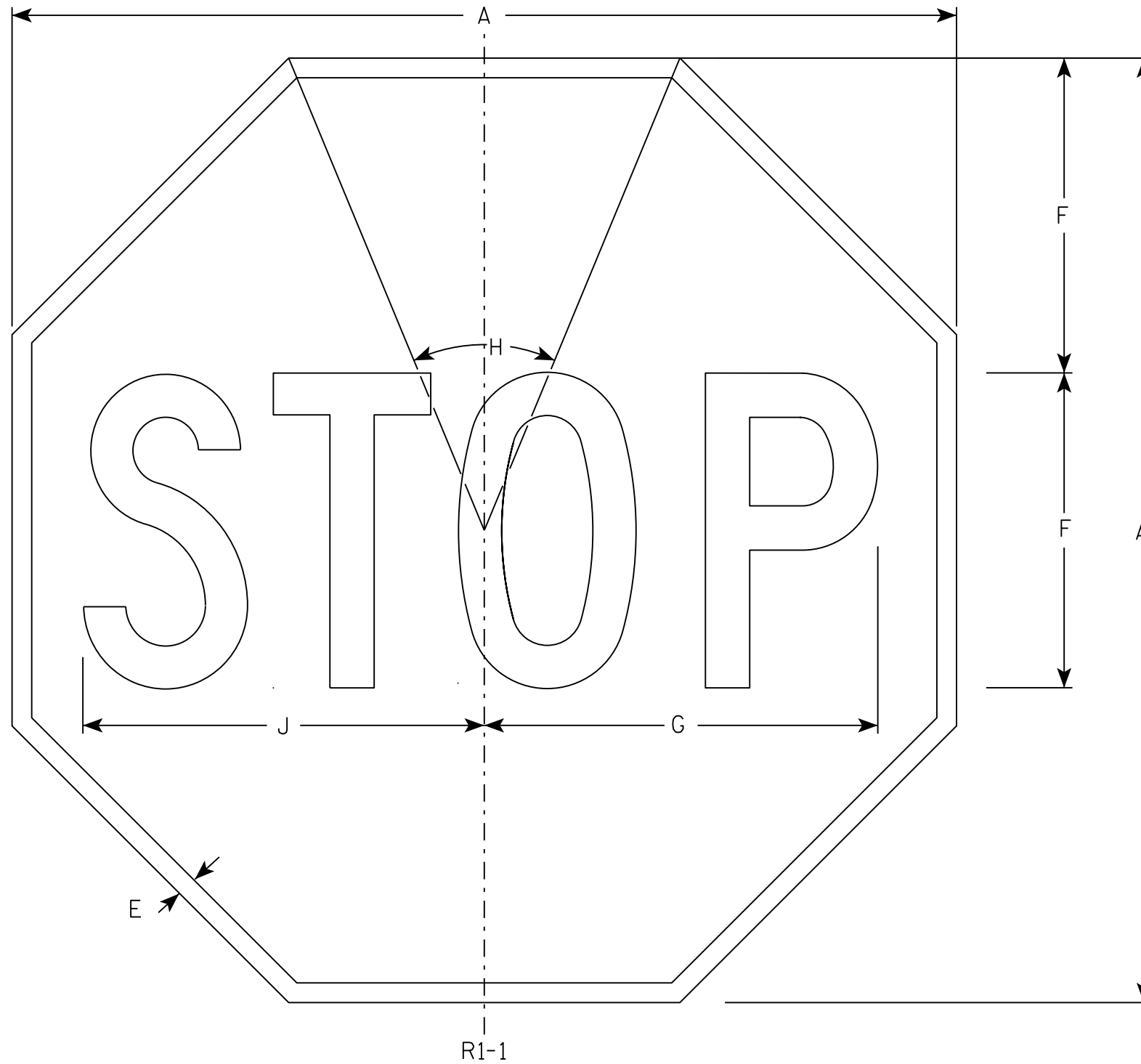
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

DATE 10/15/15 PLATE NO. M6-1.15

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



7

7

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

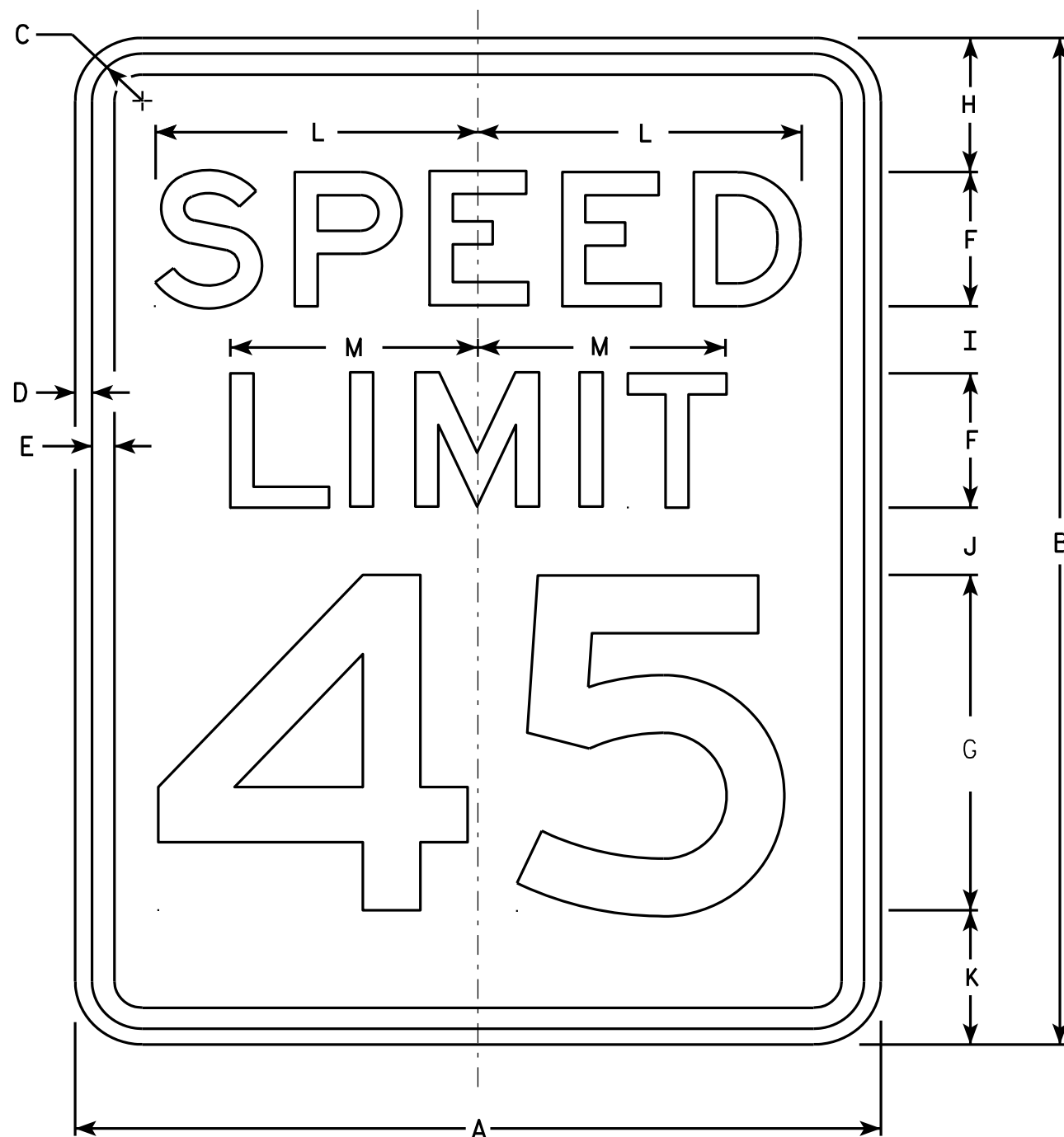
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

DATE 11/12/15 PLATE NO. R1-1.13

PROJECT NO: \_\_\_\_\_ HWY: \_\_\_\_\_ COUNTY: \_\_\_\_\_ SHEET NO: **E**





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.

7

7

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

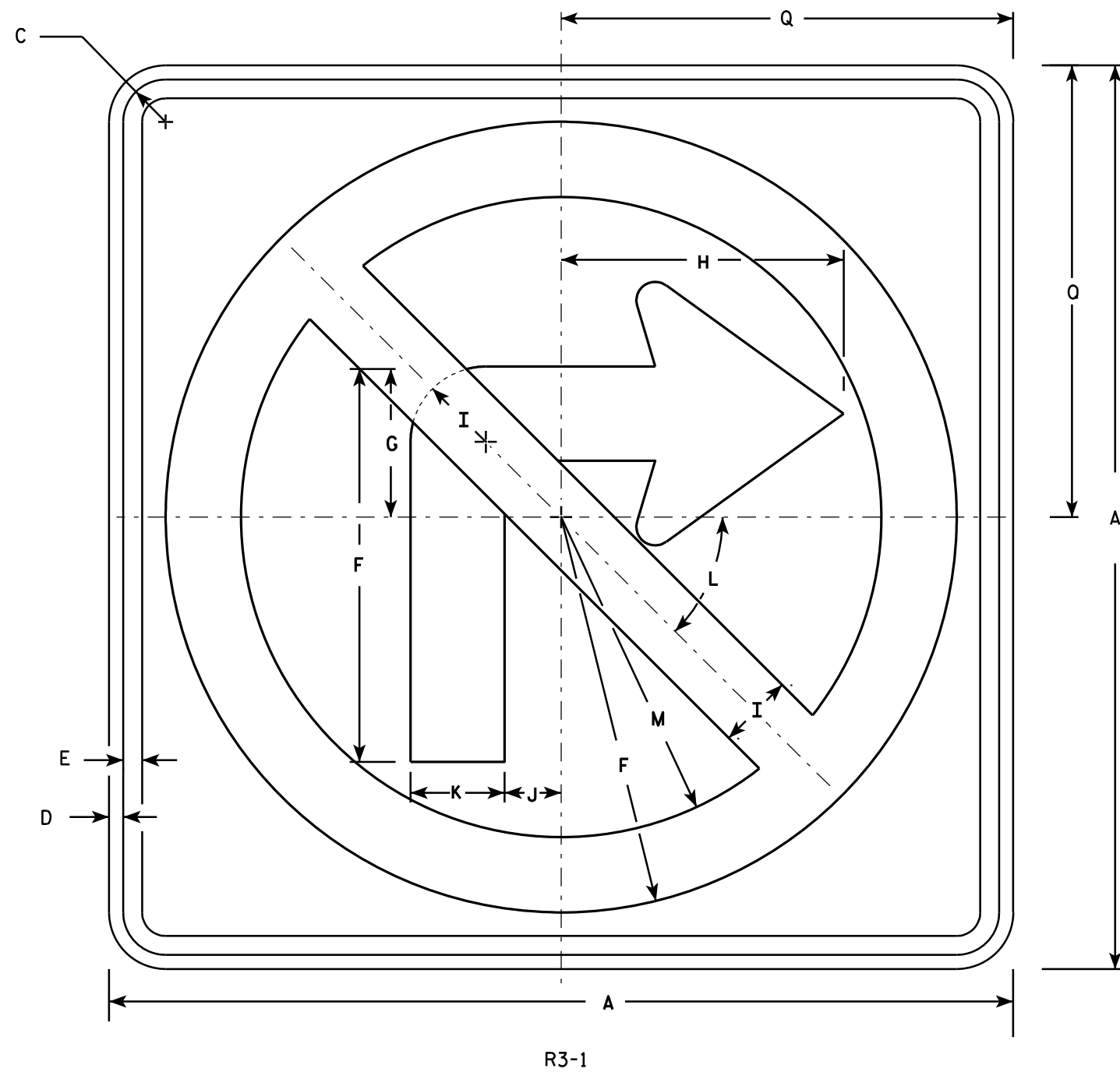
STANDARD SIGN  
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
For State Traffic Engineer

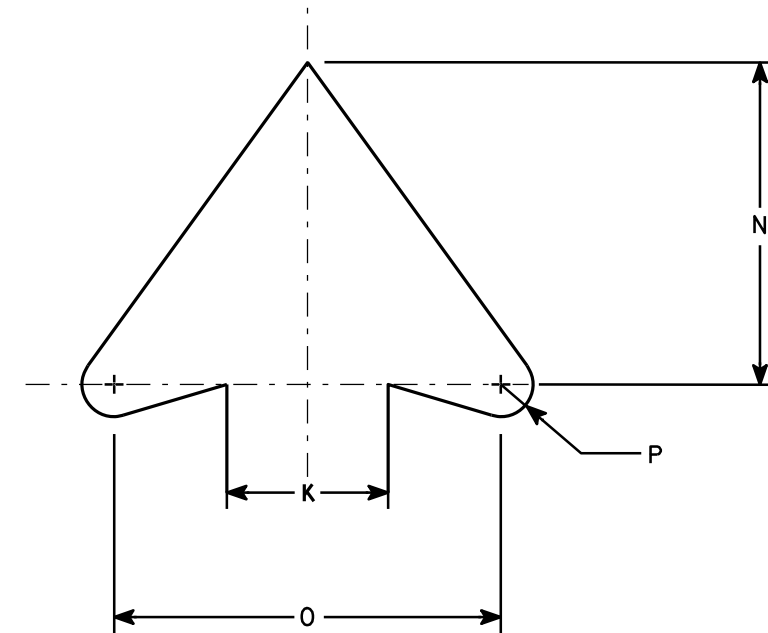
DATE 5/26/10 PLATE NO. R2-1.13

PROJECT NO: \_\_\_\_\_ HWY: \_\_\_\_\_ COUNTY: \_\_\_\_\_ SHEET NO: \_\_\_\_\_ E



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:  
Background - White  
Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45	8 1/2	5	6	1/2	12										4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2	12										4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4	18										9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

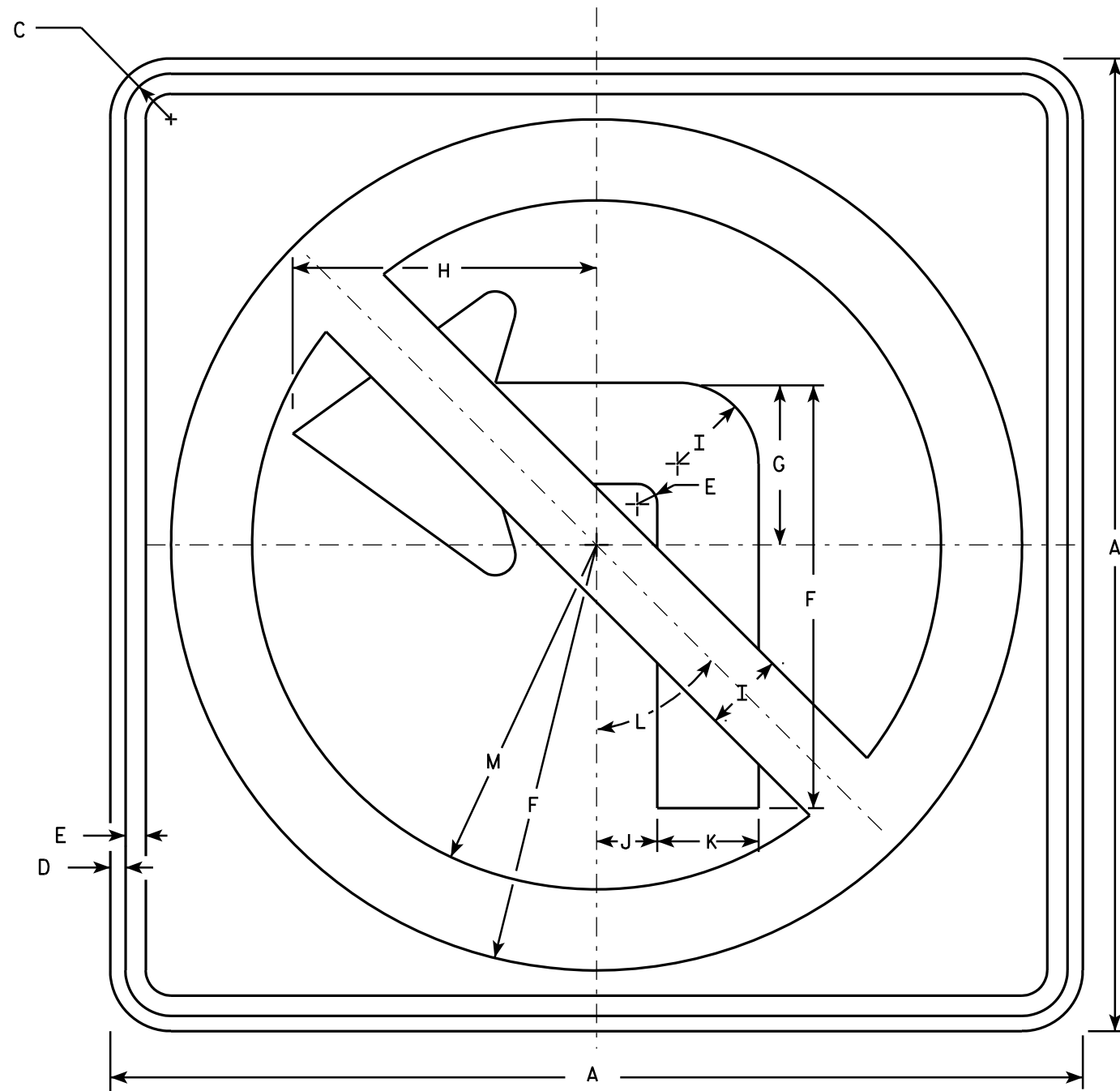
**STANDARD SIGN**  
**R3-1**

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-1.5

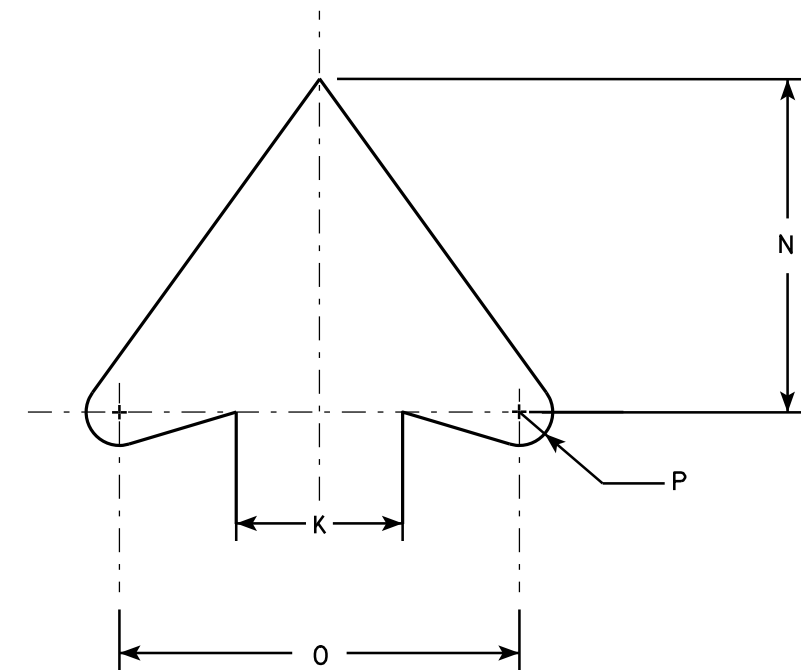
PROJECT NO: \_\_\_\_\_ HWY: \_\_\_\_\_ COUNTY: \_\_\_\_\_ SHEET NO: \_\_\_\_\_ **E**



R3-2

**NOTES**

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:  
Background - White  
Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. Ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

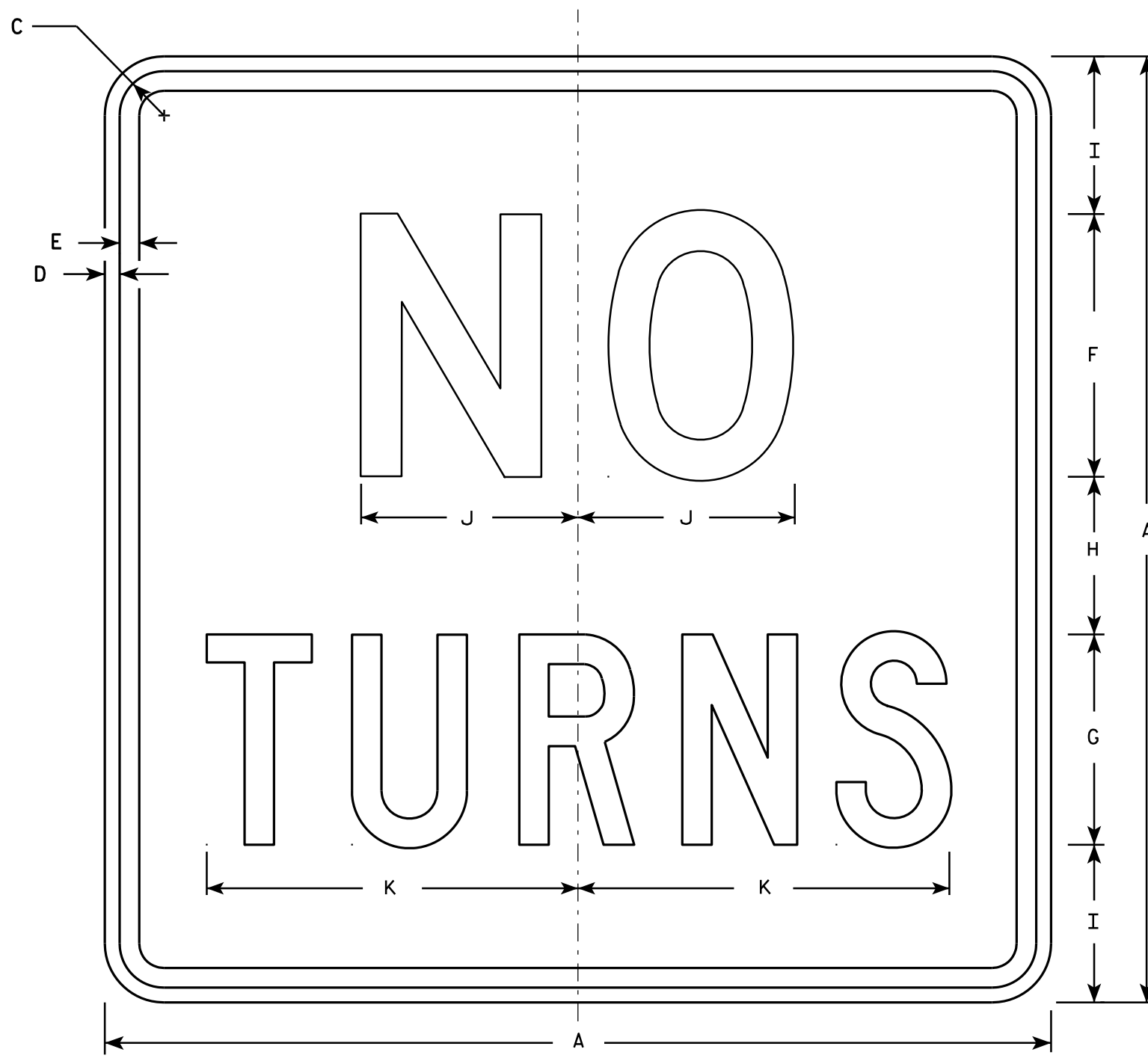
**STANDARD SIGN**  
**R3-2**

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
For State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

PROJECT NO: \_\_\_\_\_ HWY: \_\_\_\_\_ COUNTY: \_\_\_\_\_ SHEET NO: \_\_\_\_\_ E



**NOTES**

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:  
Background - White  
Message - Black
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D and Line 2 is Series C.

7

7

R3-3

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	3/8	1/2	6	5	4	4 1/2	5 1/8	8 3/4																4.0
2M	36		1 5/8	5/8	3/4	10	8	6	6	8 1/4	14 1/8																9.0
3	36		1 5/8	5/8	3/4	10	8	6	6	8 1/4	14 1/8																9.0
4	36		1 5/8	5/8	3/4	10	8	6	6	8 1/4	14 1/8																9.0
5	48		2 1/4	3/4	1	12	10	8	9	10 1/4	17 5/8																16.0

**STANDARD SIGN**  
R3-3

WISCONSIN DEPT OF TRANSPORTATION

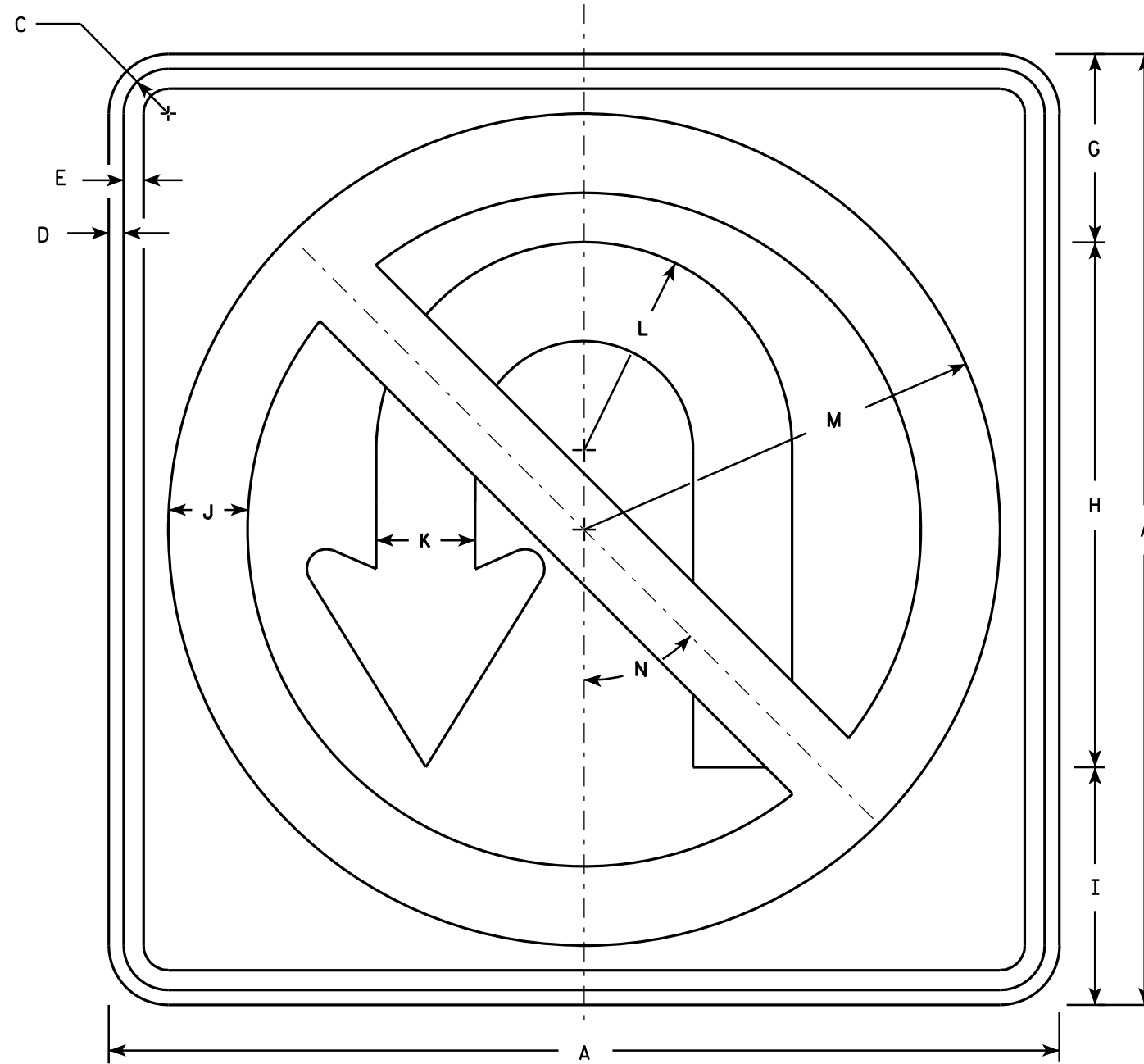
APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-3.10

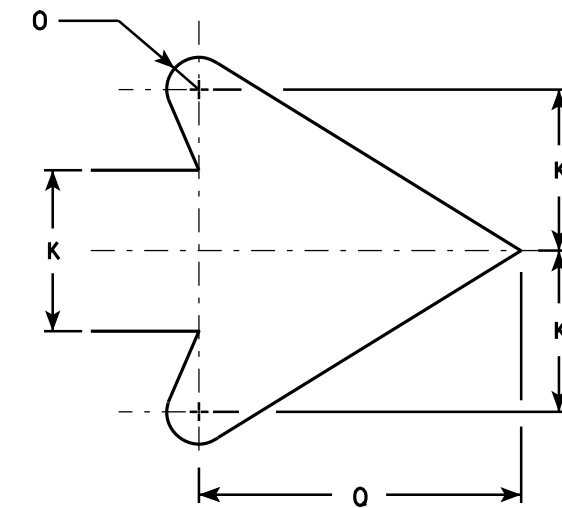
PROJECT NO: \_\_\_\_\_ HWY: \_\_\_\_\_ COUNTY: \_\_\_\_\_ SHEET NO: \_\_\_\_\_ E

**NOTES**

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:  
 Background - 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.



R3-4



ARROW DETAIL

7

7

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		1 1/8	3/8	1/2		4 3/4	13 1/4	6	2	2 1/2	5 1/4	10 1/2	45°	1/2		5										4.0
2M	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
3	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
4	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
5	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0

**STANDARD SIGN  
R3-4**

*WISCONSIN DEPT OF TRANSPORTATION*

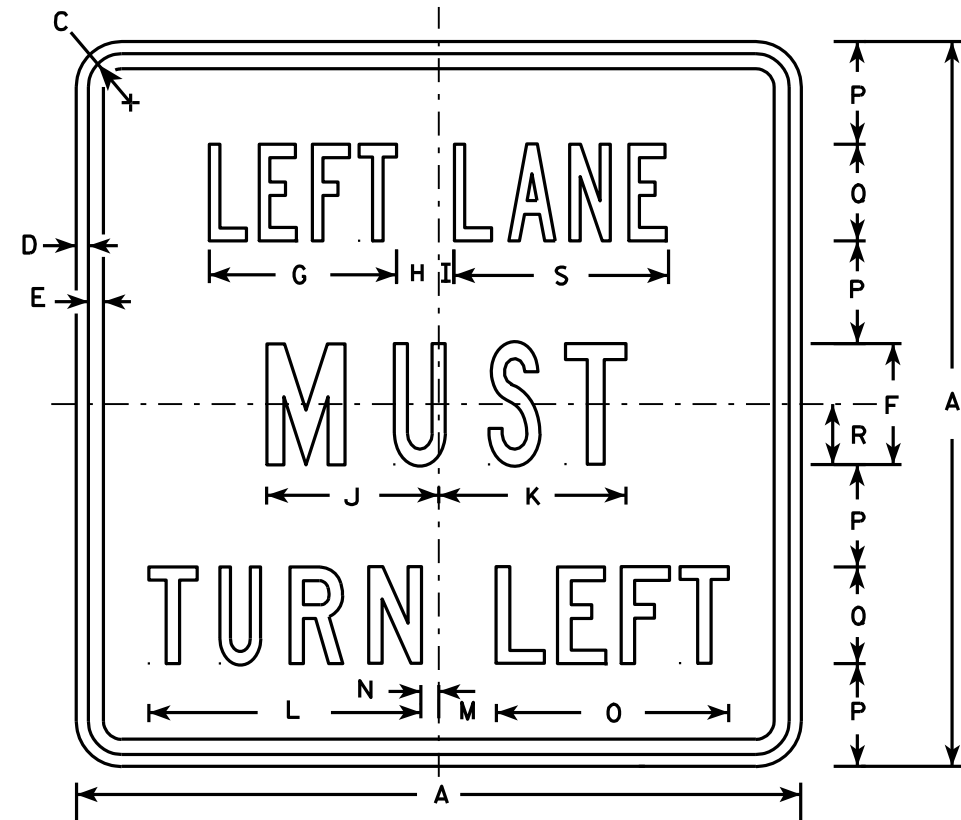
APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-4.11

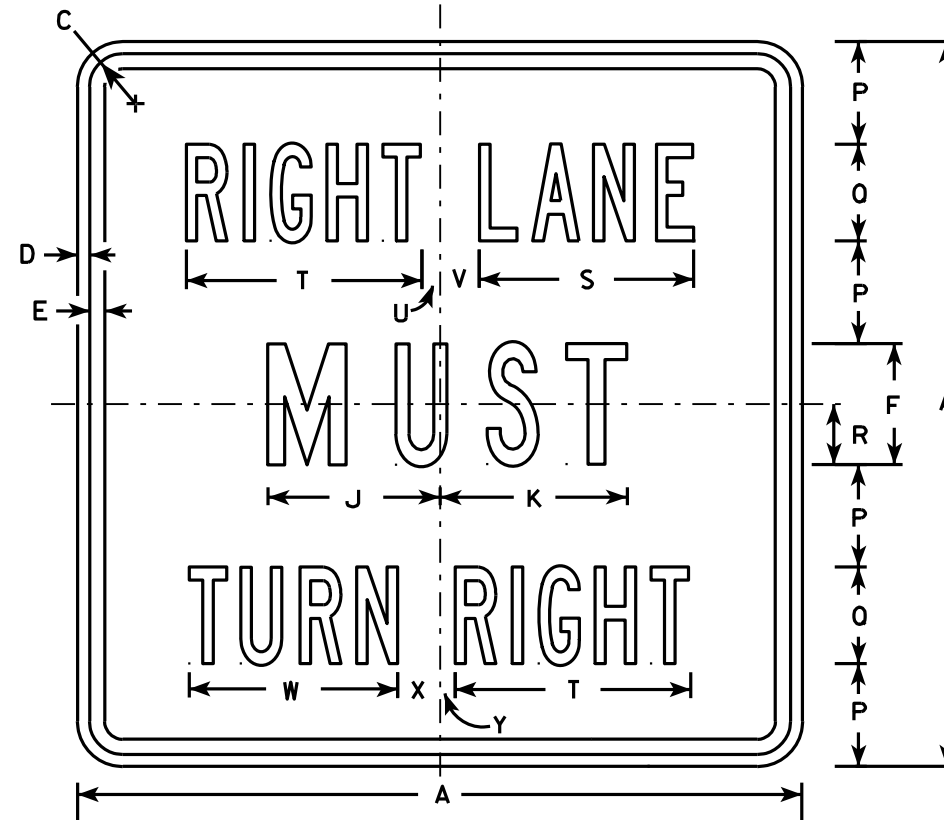
PROJECT NO: \_\_\_\_\_ HWY: \_\_\_\_\_ COUNTY: \_\_\_\_\_ SHEET NO: **E**

**NOTES**

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:  
Background - White  
Message - Black
3. Message Series - Line 1 is Series B.  
Line 2 is Series C.  
Line 3 on plate R3-7R is Series B and Series C on plate R3-7L.
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R3-7L



R3-7R

7

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
2S	30		1 3/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
2M	30		1 3/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
3	36		1 5/8	5/8	3/4	6	9 5/8	2	1 1/8	8 3/4	9	13 1/2	3 7/8	1 1/2	12 1/2	5	5	3	10 5/8	12	7/8	2 1/4	10 5/8	2 1/8	1		9.00
4	48		2 1/4	3/4	1	8	13 1/2	2 3/8	1 1/2	11 1/2	11 7/8	17 3/4	3 5/8	2 1/2	16 3/8	6 1/2	7	4	14 3/8	16 7/8	5/8	3 1/4	15 1/8	2 3/4	1 1/8		16.00
5																											

**STANDARD SIGN**  
**R3-7L & R3-7R**

*WISCONSIN DEPT OF TRANSPORTATION*

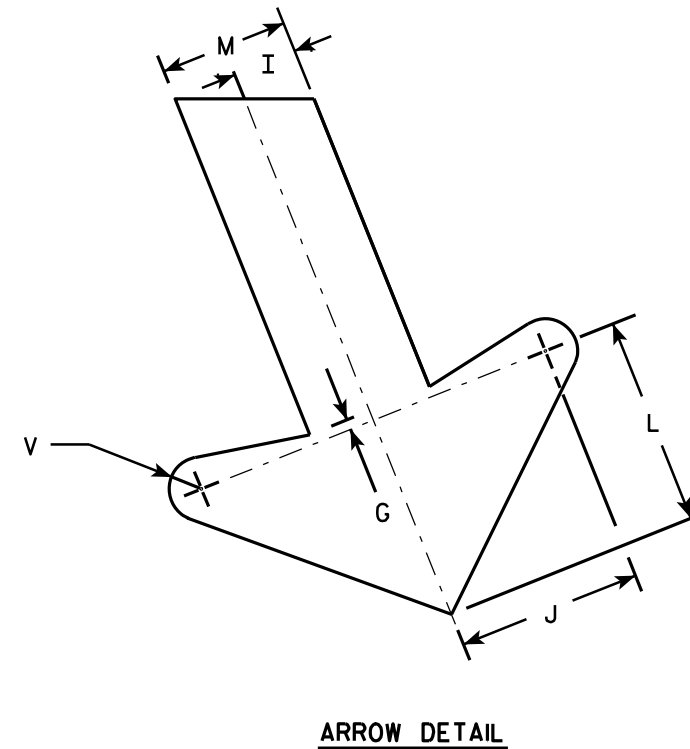
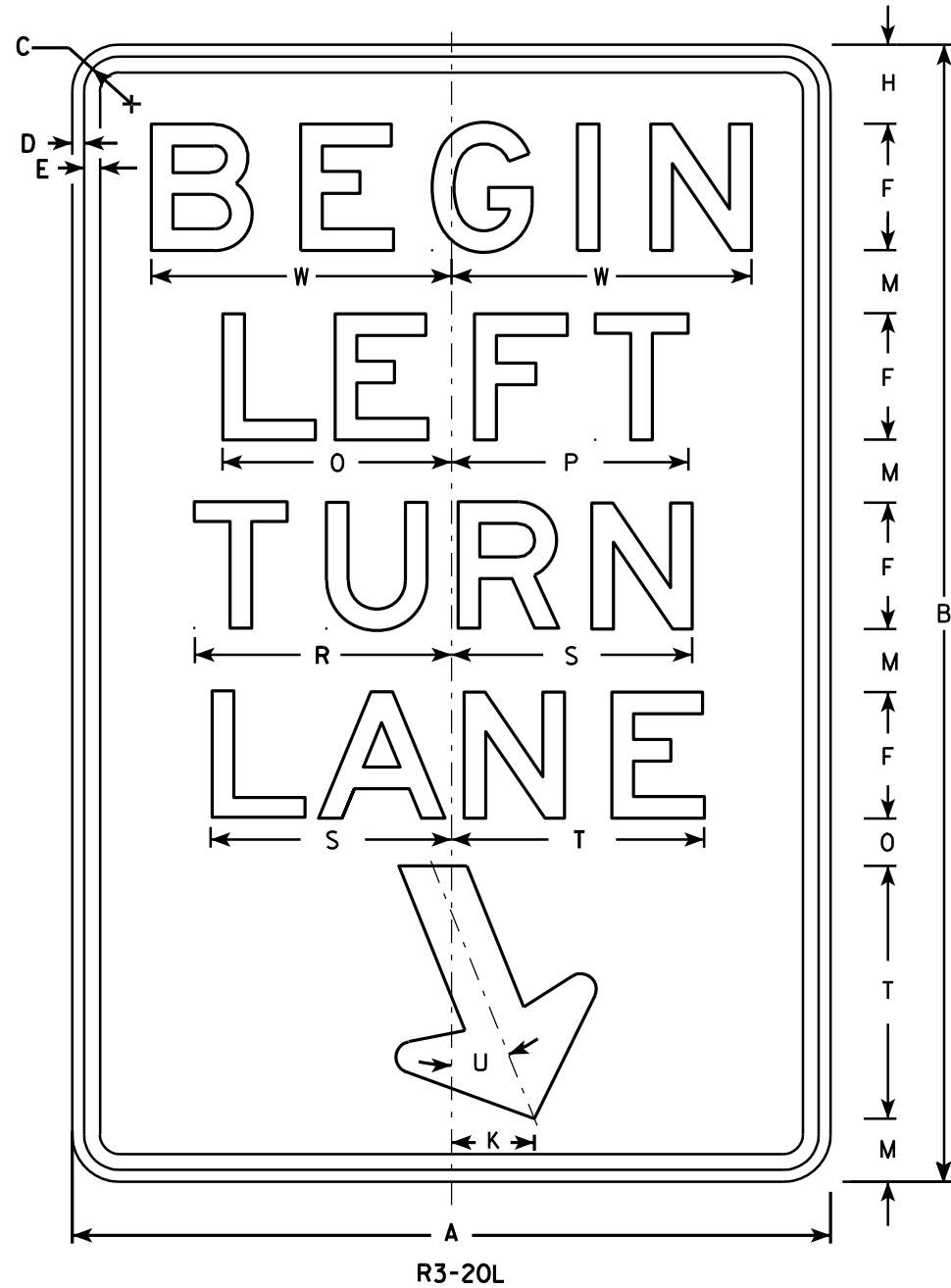
APPROVED *Matthew R. Rauch*  
For State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-7.3

PROJECT NO: \_\_\_\_\_ HWY: \_\_\_\_\_ COUNTY: \_\_\_\_\_ SHEET NO: \_\_\_\_\_ **E**

**NOTES**

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:  
Background - 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.



7

7

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																											

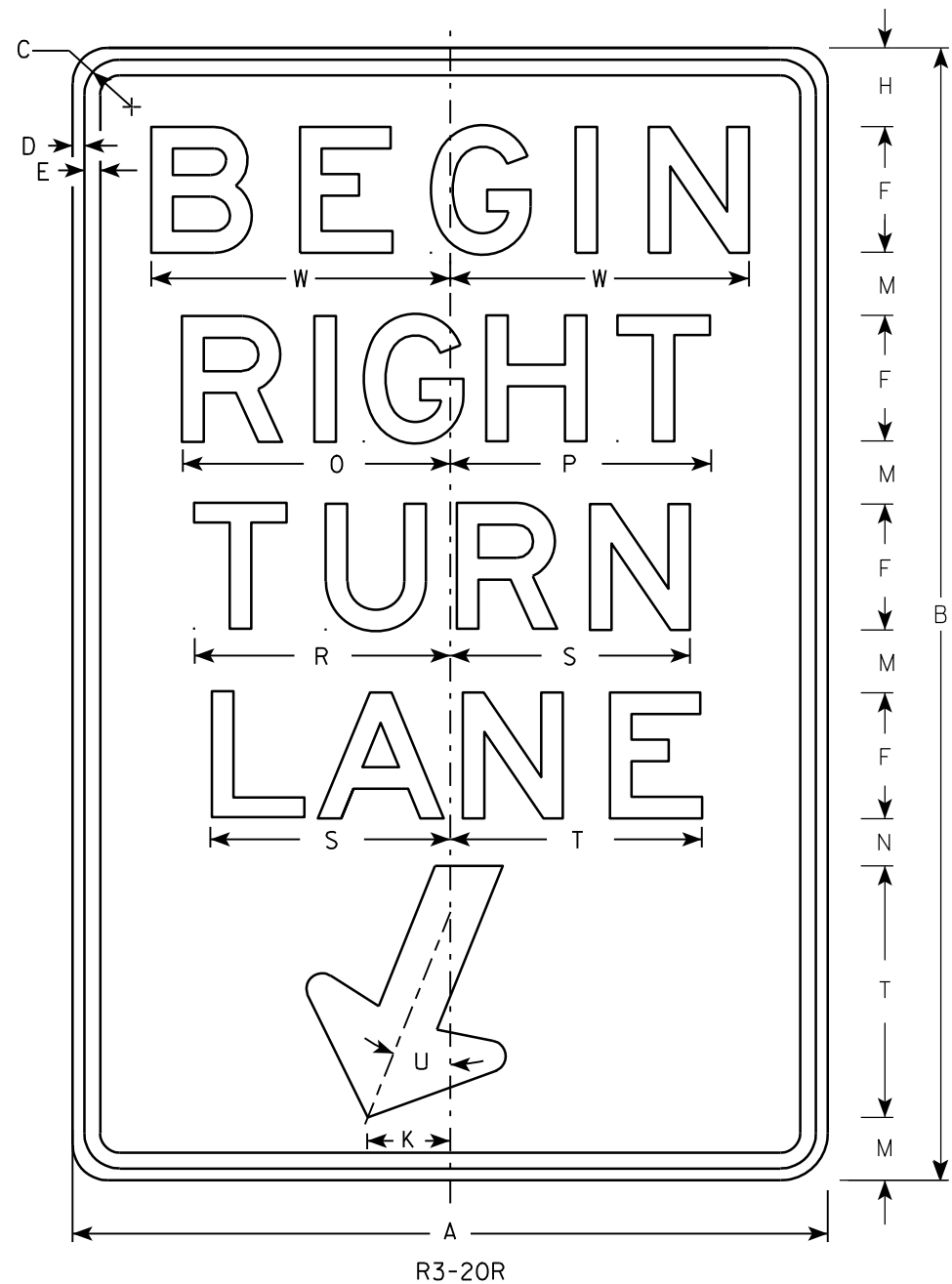
**STANDARD SIGN**  
R3-20L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20L.7

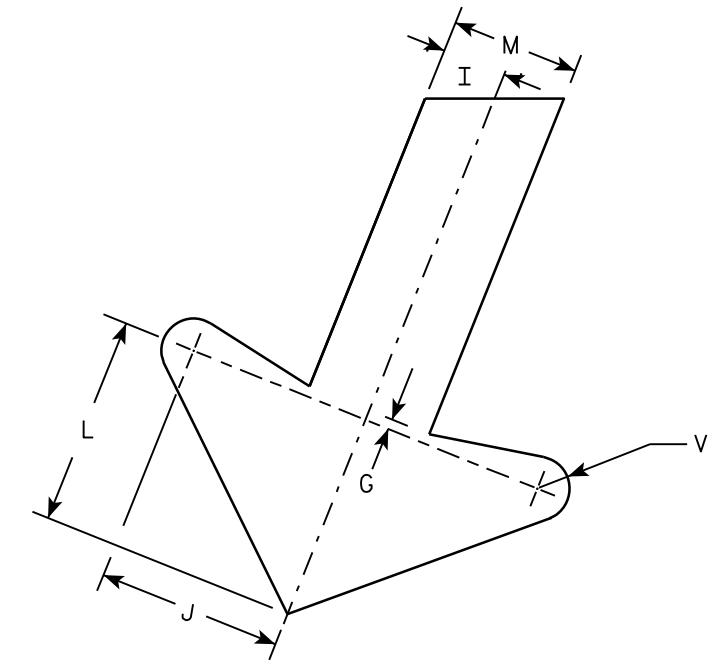
PROJECT NO: \_\_\_\_\_ HWY: \_\_\_\_\_ COUNTY: \_\_\_\_\_ SHEET NO: \_\_\_\_\_ E



R3-20R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:  
Background - White  
Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

7

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	
1																												
2S	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0	
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0	
3	36	54	1 3/4	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	12 3/4	12 1/2		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5	
4																												
5																												

STANDARD SIGN  
R3-20R

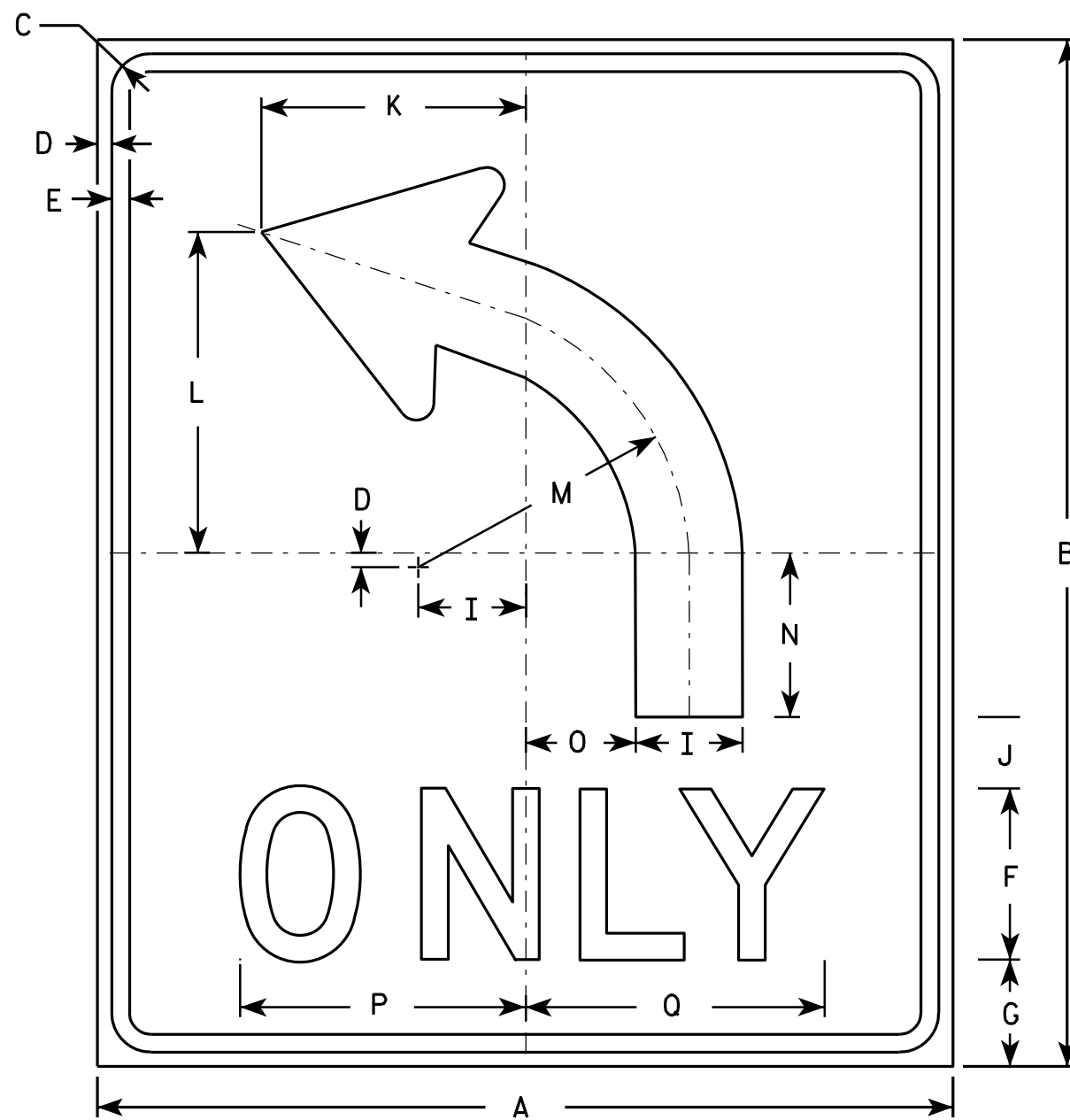
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
For State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20R.6

PROJECT NO: \_\_\_\_\_ HWY: \_\_\_\_\_ COUNTY: \_\_\_\_\_ SHEET NO: **E**

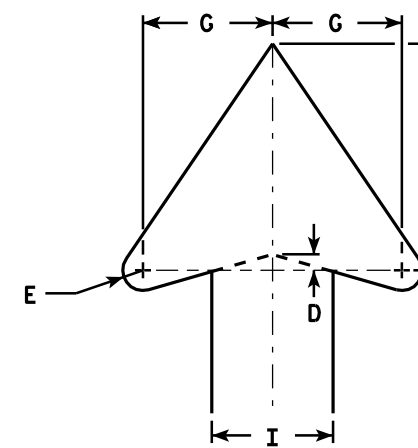




R3-50L

**NOTES**

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:  
Background - White  
Message - Black
3. Message Series - 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. R3-50R is the same as R3-50L except curved portion of arrow points right.



ARROW DETAIL

7

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	36	1 3/8	1/2	5/8	6	4	7	3 3/4	2 1/2	9 1/4	11 1/4	9 1/2	5 3/4	3 7/8	10	10 1/2									7.5	
2M	30	36	1 3/8	1/2	5/8	6	4	7	3 3/4	2 1/2	9 1/4	11 1/4	9 1/2	5 3/4	3 7/8	10	10 1/2									7.5	
3																											
4																											
5																											

**STANDARD SIGN**  
**R3-50**

*WISCONSIN DEPT OF TRANSPORTATION*

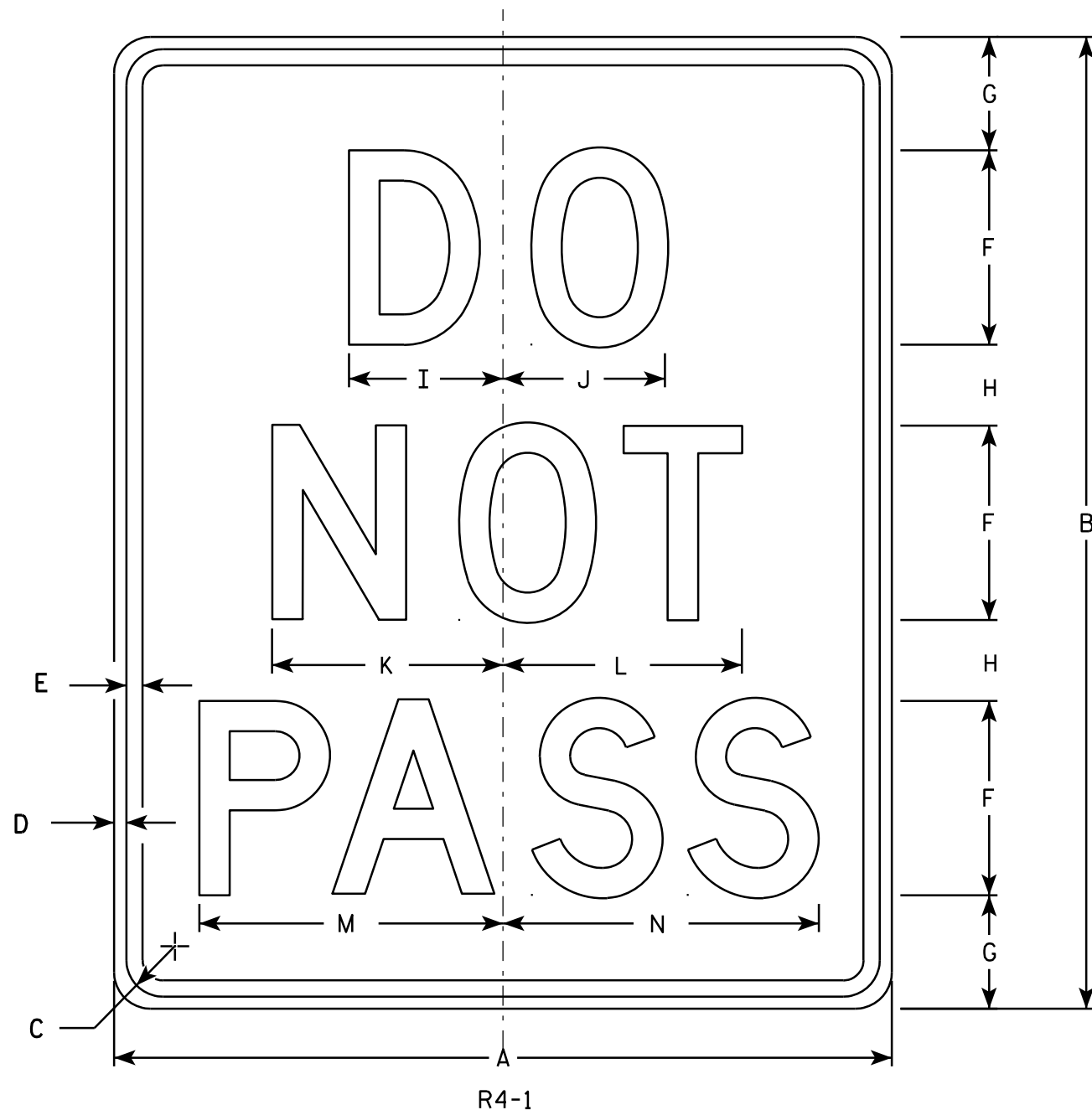
APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-50.2

PROJECT NO: \_\_\_\_\_ HWY: \_\_\_\_\_ COUNTY: \_\_\_\_\_ SHEET NO: \_\_\_\_\_ E

**NOTES**

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:  
Background - 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.



7

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	4	3 1/2	2 1/2	3 1/8	3 1/4	4 3/4	4 7/8	6 1/4	6 1/2													3.0
2S	24	30	1 1/8	3/8	1/2	6	3 1/2	2 1/2	4 3/4	5	7 1/8	7 3/8	9 3/8	9 3/4													5.0
2M	24	30	1 1/8	3/8	1/2	6	3 1/2	2 1/2	4 3/4	5	7 1/8	7 3/8	9 3/8	9 3/4													5.0
3																											
4	36	48	1 5/8	5/8	3/4	8	7	5	6 1/4	6 5/8	9 1/2	9 3/4	12 1/2	13													12.0
5	48	60	2 1/4	3/4	1	10	8	7	7 3/4	8 3/8	11 1/8	12 1/4	15 5/8	16 1/4													20.0

**STANDARD SIGN**  
R4-1

WISCONSIN DEPT OF TRANSPORTATION

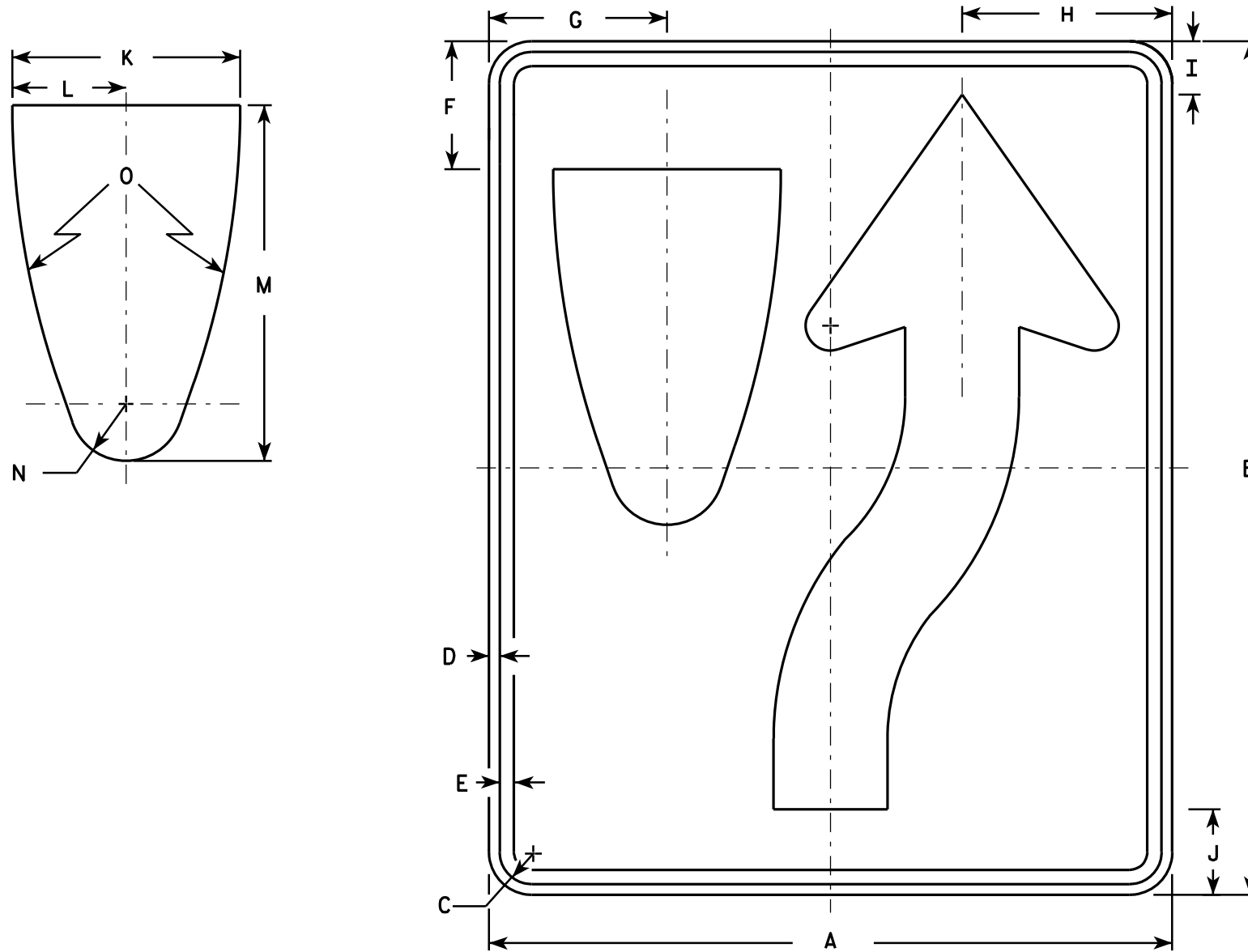
APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-1.7

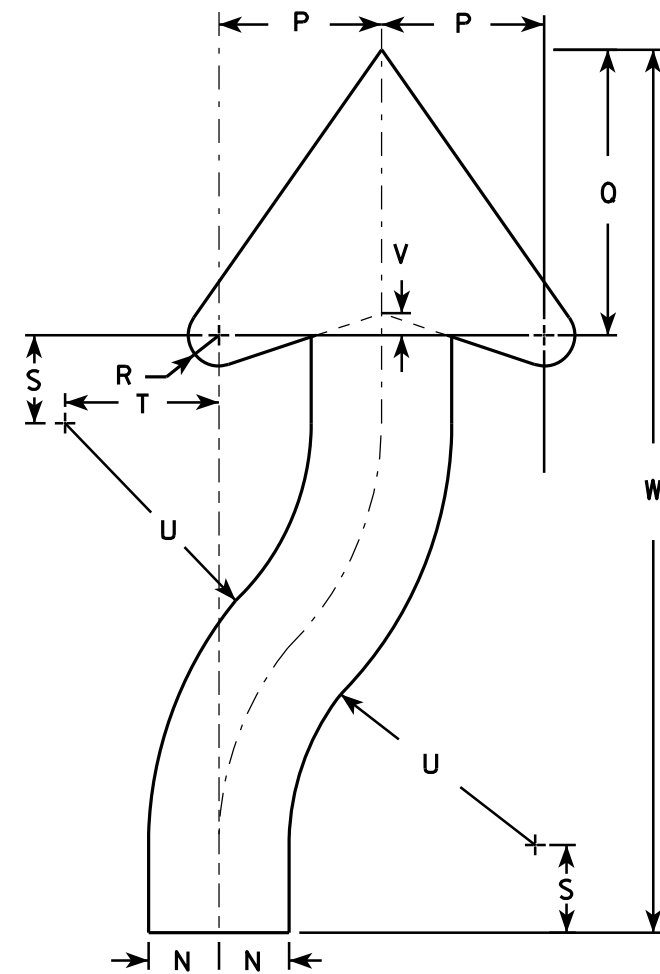
PROJECT NO: \_\_\_\_\_ HWY: \_\_\_\_\_ COUNTY: \_\_\_\_\_ SHEET NO: \_\_\_\_\_ E

**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.



R4-7



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

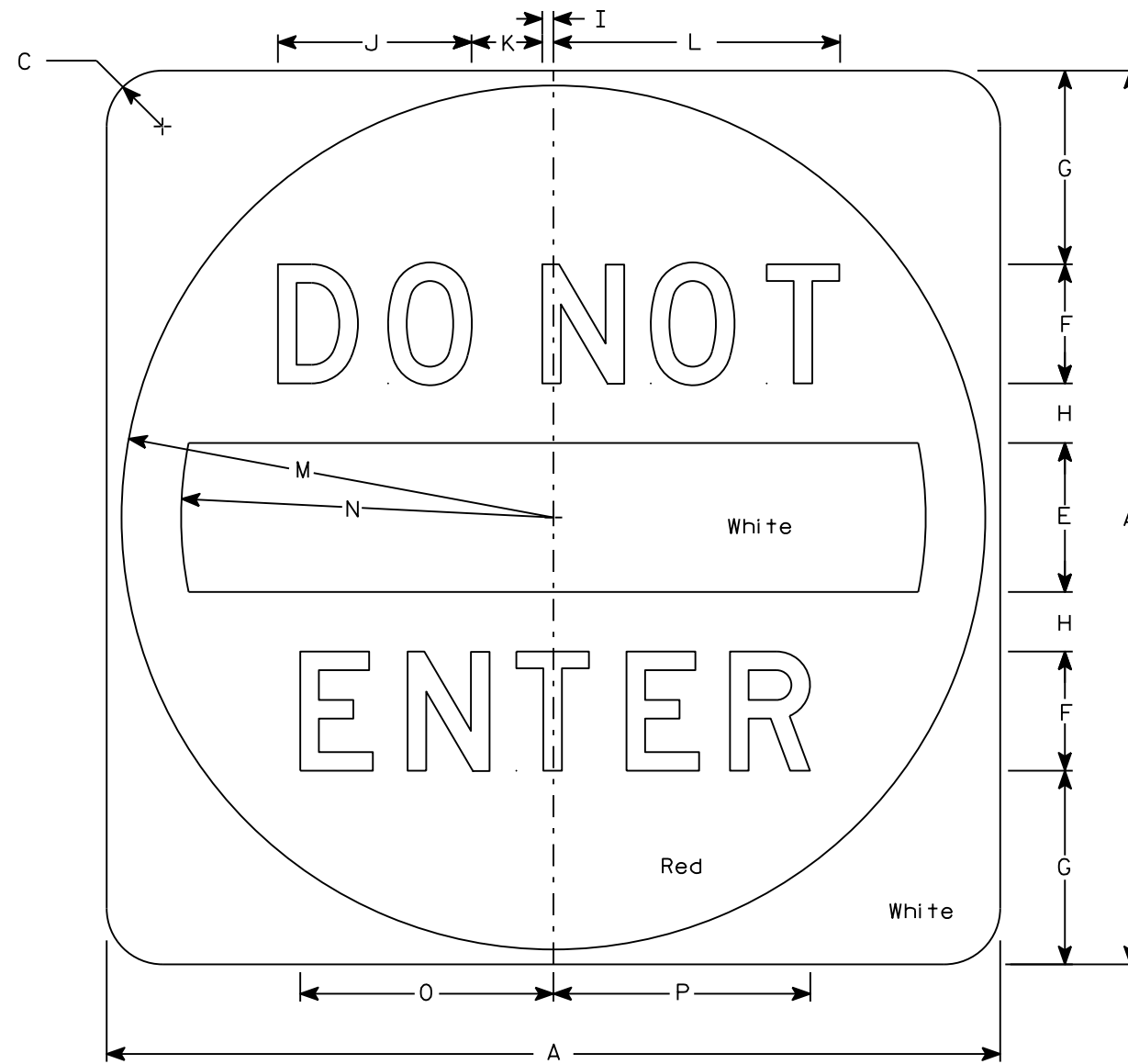
APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-7.8

PROJECT NO: \_\_\_\_\_ HWY: \_\_\_\_\_ COUNTY: \_\_\_\_\_ SHEET NO: **E**

NOTES

1. Sign is Type II - Type H Reflective
2. Color:  
Background - See detail  
Message - White
3. Message Series - D



R5-1

7

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8											6.25
2M	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8											16.0

STANDARD SIGN  
R5-1

WISCONSIN DEPT OF TRANSPORTATION

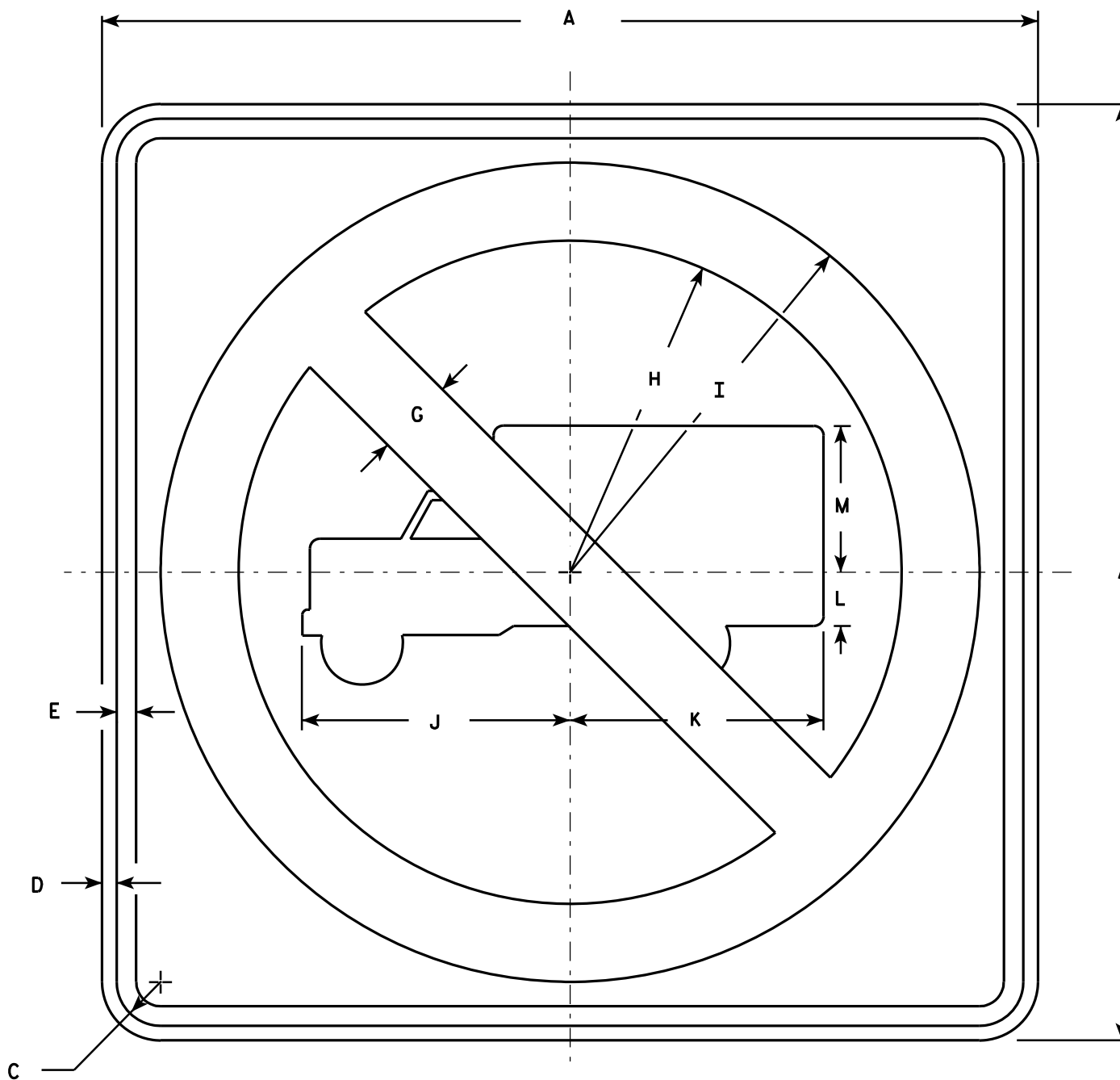
APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

DATE 3/15/18 PLATE NO. R5-1.16

PROJECT NO: \_\_\_\_\_ HWY: \_\_\_\_\_ COUNTY: \_\_\_\_\_ SHEET NO: **E**

**NOTES**

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:  
Background - 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. Circle & Diagonal - Reflective red.  
Truck Symbol & Border - Non-reflective black.

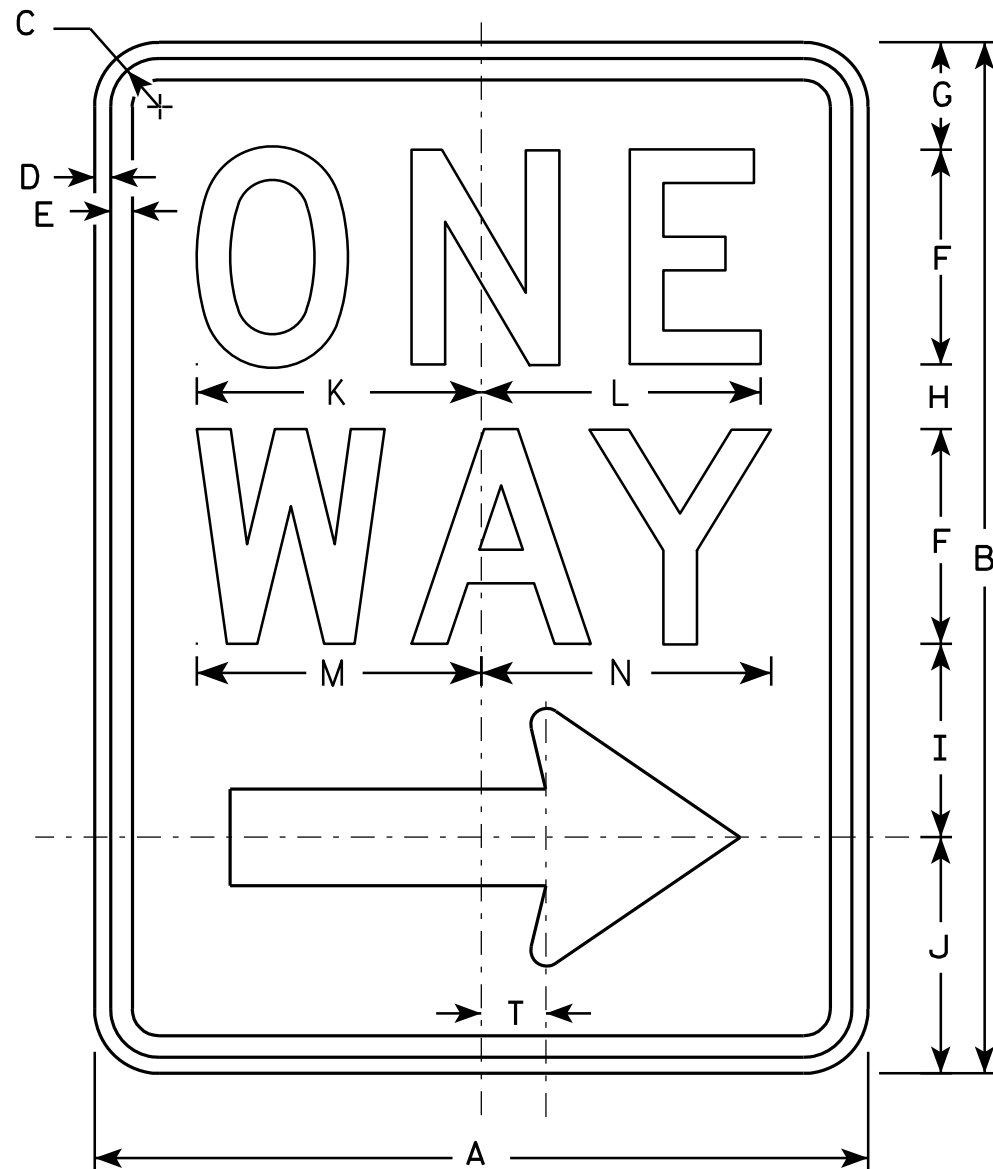


R5-2

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																											
2S	24		1 1/8	3/8	1/2		2	8 1/2	10 1/2	6 7/8	6 1/2	1 3/8	3 3/4														4.0
2M	24		1 1/8	3/8	1/2		2	8 1/2	10 1/2	6 7/8	6 1/2	1 3/8	3 3/4														4.0
3	30		1 3/8	1/2	5/8		2 1/2	10 5/8	13 1/8	8 1/2	8 1/8	1 5/8	4 3/4														6.25
4	36		1 5/8	5/8	3/4		3	12 3/4	15 3/4	10 1/4	9 3/4	2	5 3/4														9.0
5	48		2 1/4	3/4	1		4	17	21	13 5/8	13	2 5/8	7 5/8														16.0

**STANDARD SIGN  
R5-2**

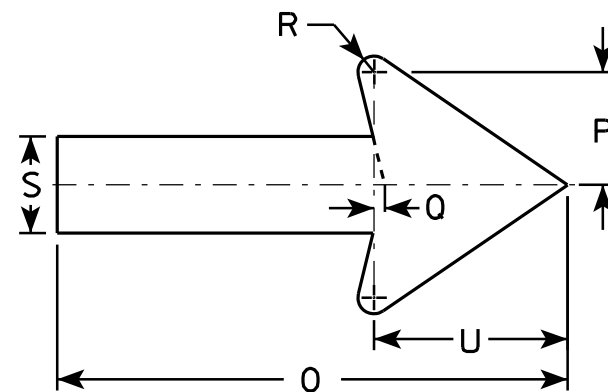
WISCONSIN DEPT OF TRANSPORTATION  
 APPROVED *Matthew R. Rauch*  
 for State Traffic Engineer  
 DATE 3/29/2011 PLATE NO. R5-2.6



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.



7

7

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
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

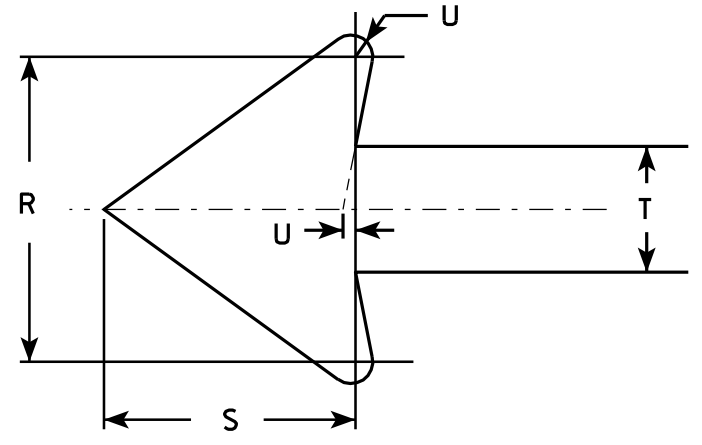
DATE 11/2/10 PLATE NO. R6-2.8

PROJECT NO: \_\_\_\_\_ HWY: \_\_\_\_\_ COUNTY: \_\_\_\_\_ SHEET NO: \_\_\_\_\_ **E**



**NOTES**

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:  
Background - White  
Message - Red
3. Message Series - See Note 7
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 as required & adjust spacing to achieve proper balance.
6. R7-2D (double arrow)  
R7-2L (left arrow)  
R7-2R (right arrow)
7. Lines 1, 3 and 4 are series C, line 2 is series B.



R7-2 \* - See Note 5

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 1/8	3/8	3/8	3	1 7/8	1 1/2	7/8	7/8	2	2 1/2	2	2	4 7/8	4 7/8	3 7/8	1 3/4	1 1/2	3/4	1/8					1.5	
2S	18	24	1 1/8	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	5 7/8	2 5/8	2 1/4	1 1/8	1/4					3.0	
2M	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	7 3/4	3 1/2	3	1 1/2	1/4					5.0	
3	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	7 3/4	3 1/2	3	1 1/2	1/4					5.0	
4																											
5																											

**STANDARD SIGN**  
**R7-2**

*WISCONSIN DEPT OF TRANSPORTATION*

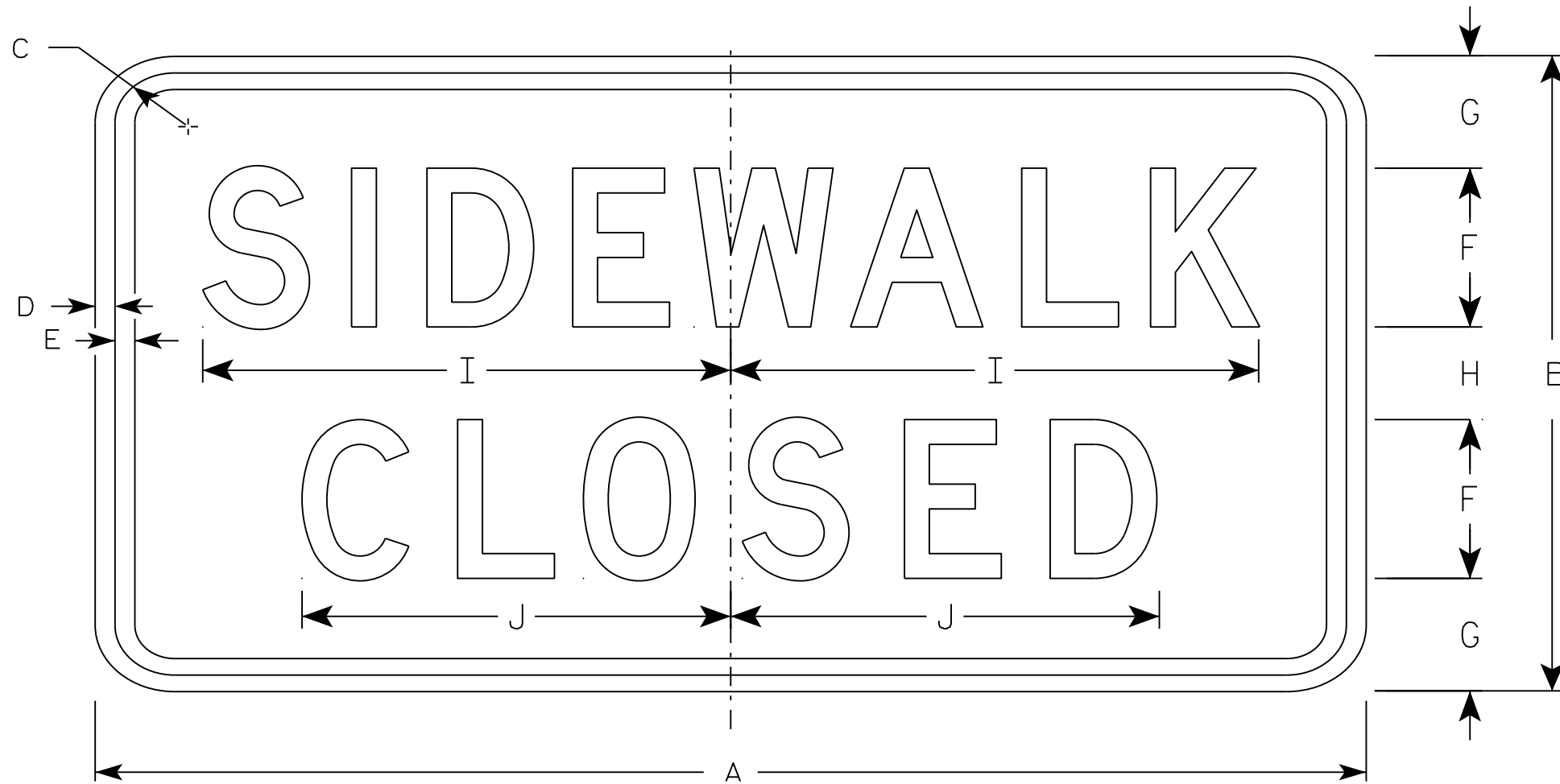
APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R7-2.9

PROJECT NO: \_\_\_\_\_ HWY: \_\_\_\_\_ COUNTY: \_\_\_\_\_ SHEET NO: **E**

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:  
Background - 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.



R9-9

7

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

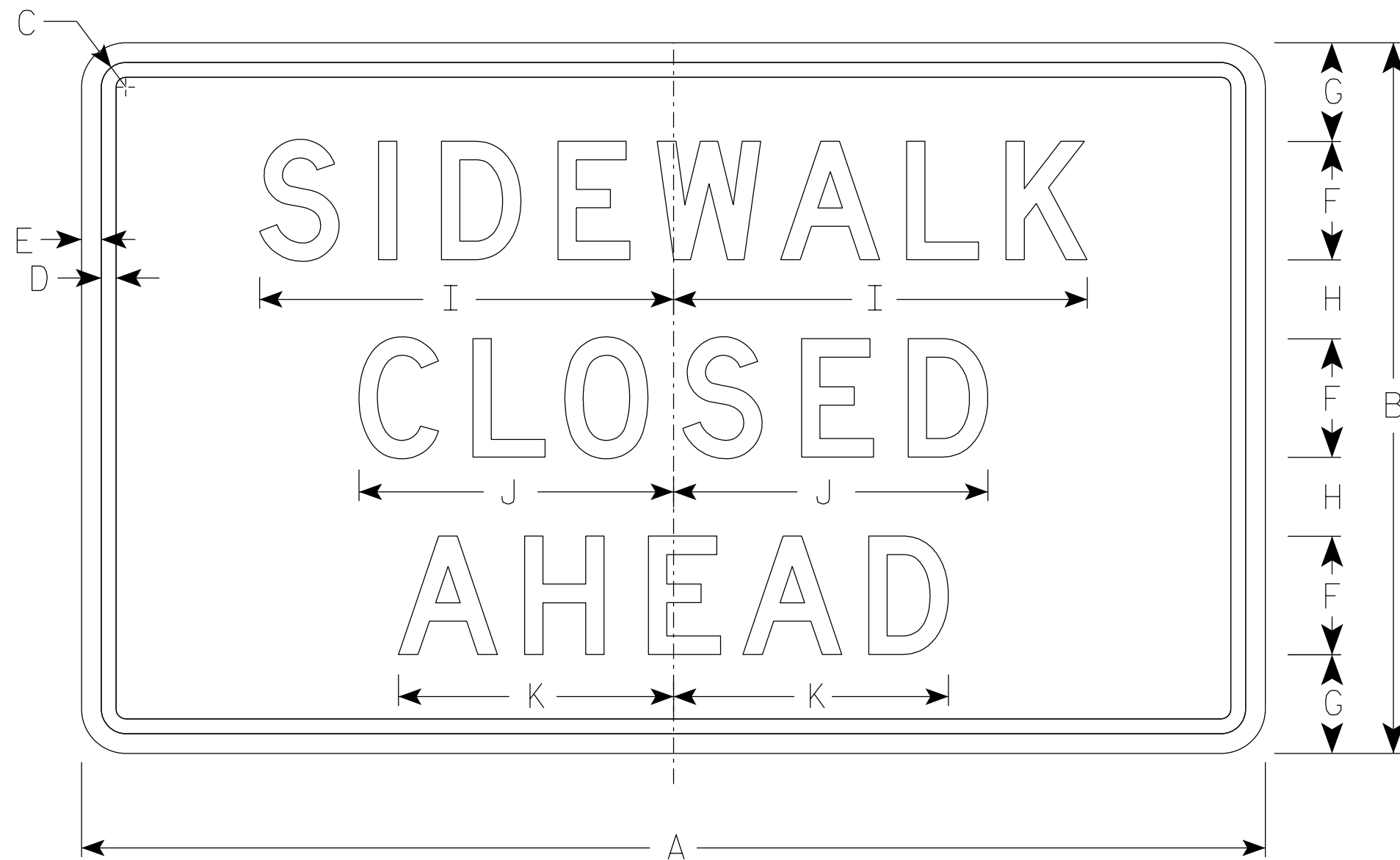
DATE 8/11/16 PLATE NO. R9-9.6

PROJECT NO: \_\_\_\_\_ HWY: \_\_\_\_\_ COUNTY: \_\_\_\_\_ SHEET NO: **E**



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.



R9-9A

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																											

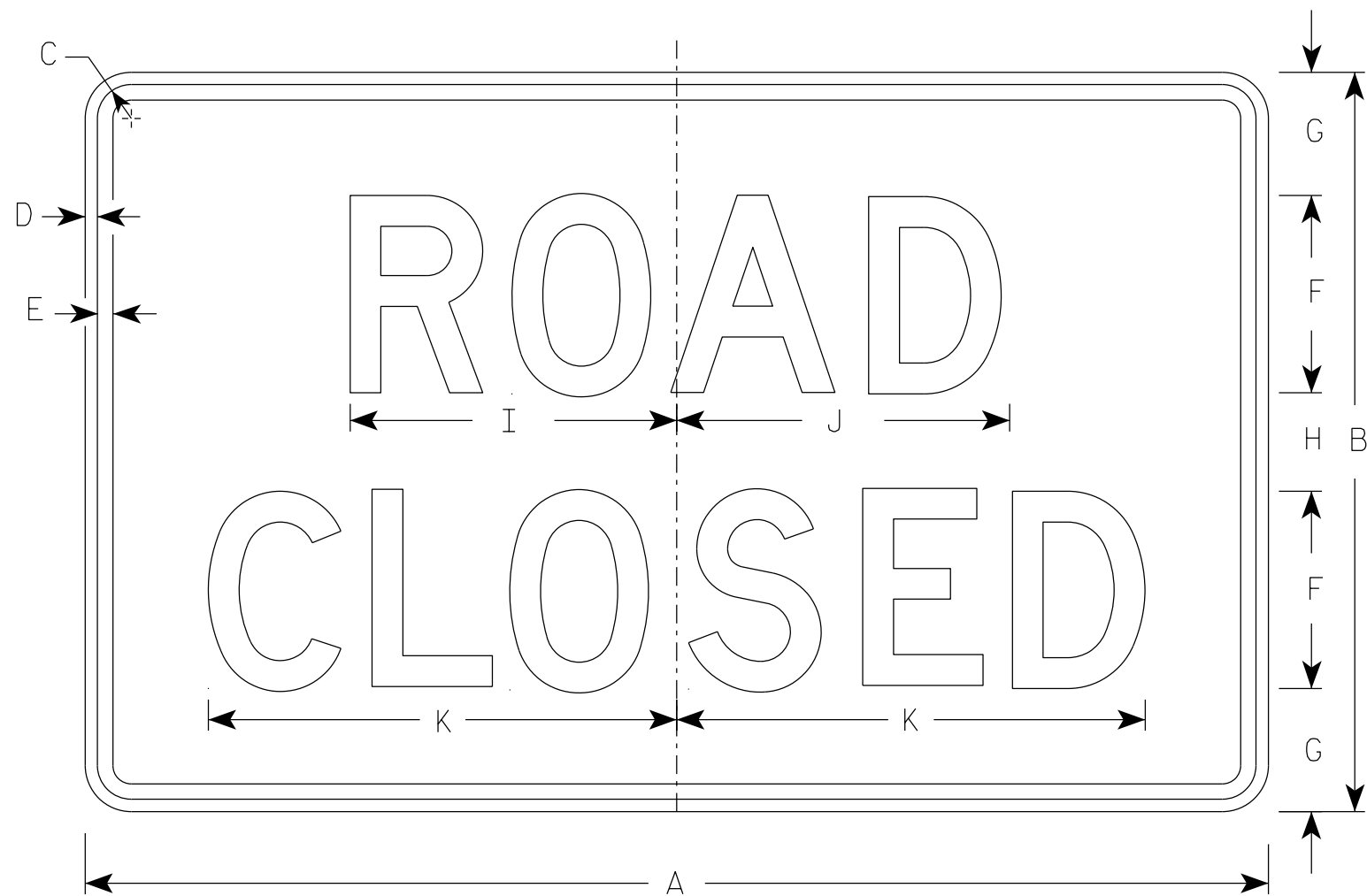
STANDARD SIGN  
R9-9A

WISCONSIN DEPT OF TRANSPORTATION

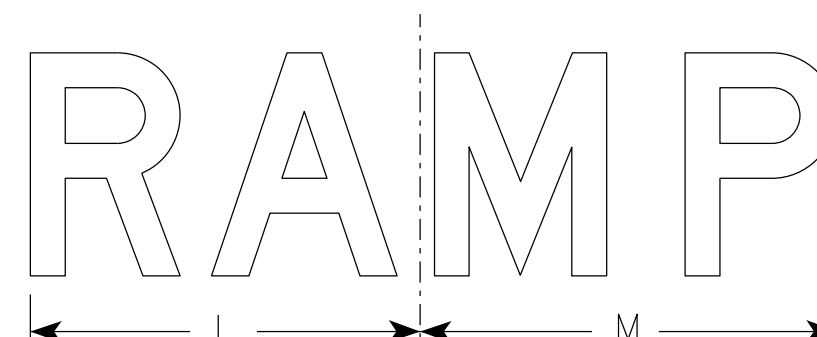
APPROVED *Matthew R. Rauch*  
For State Traffic Engineer

DATE 8/31/2020 PLATE NO. R9-9A.1

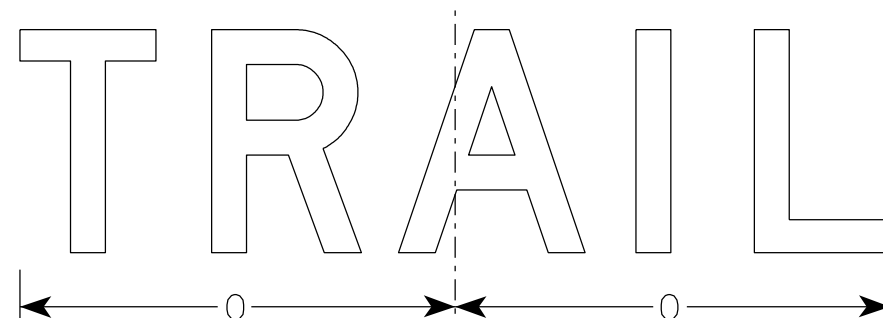
PROJECT NO: \_\_\_\_\_ HWY: \_\_\_\_\_ COUNTY: \_\_\_\_\_ SHEET NO: **E**



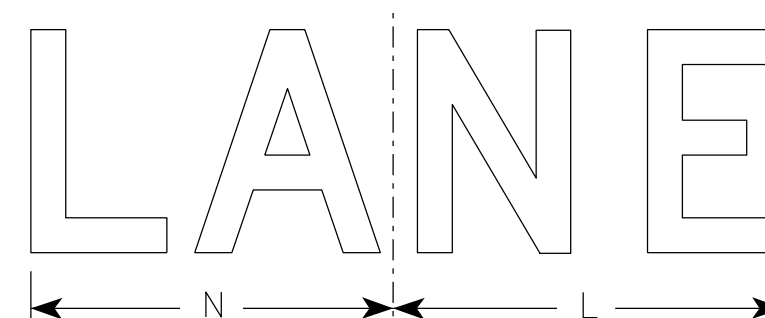
R11-2



R11-2R



R11-2T



R11-2L

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.

7

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
4	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
5	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0

STANDARD SIGN  
R11-2

WISCONSIN DEPT OF TRANSPORTATION

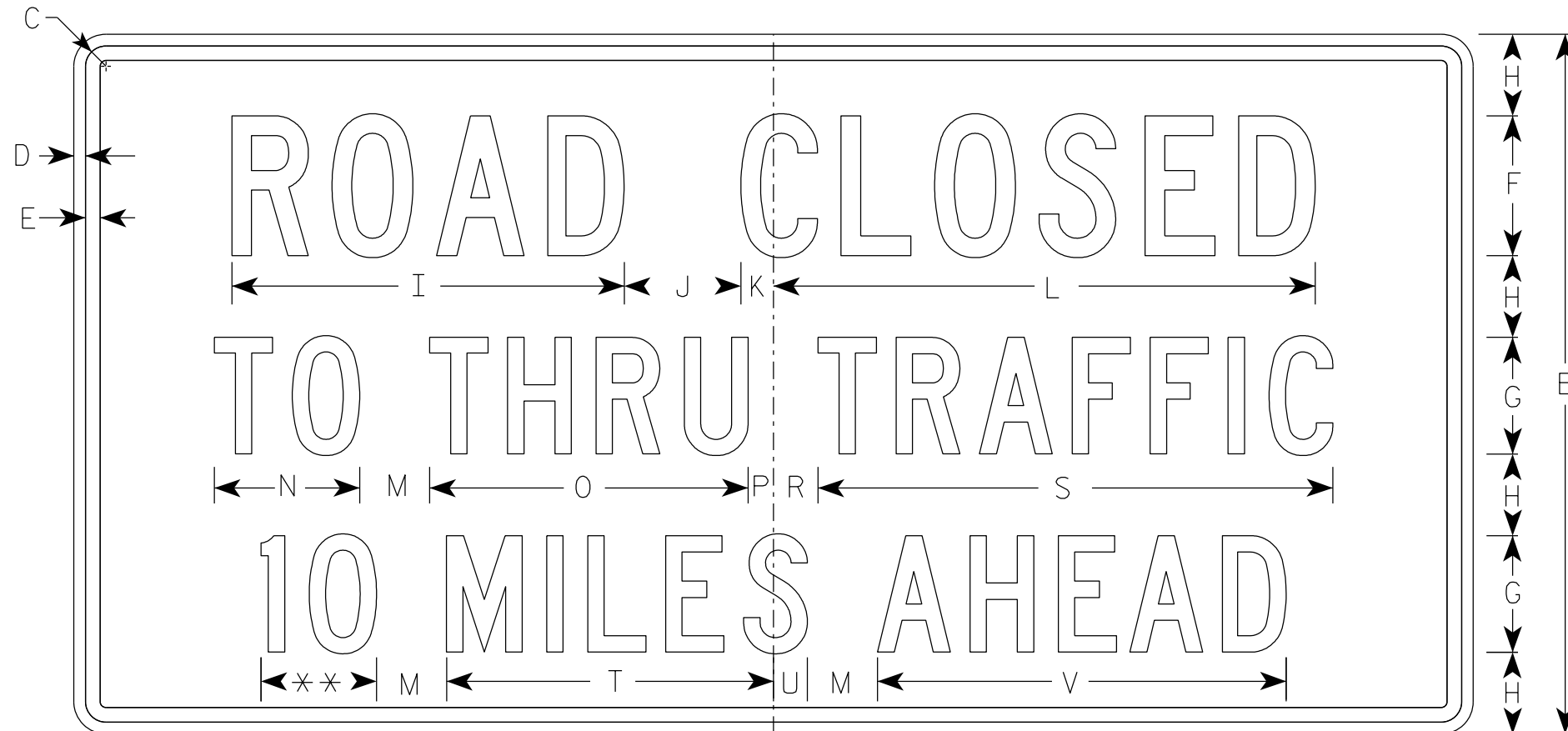
APPROVED *Matthew R. Rauch*  
For State Traffic Engineer

DATE 3/29/2021 PLATE NO. R11-2.11

PROJECT NO: \_\_\_\_\_ HWY: \_\_\_\_\_ COUNTY: \_\_\_\_\_ SHEET NO: \_\_\_\_\_ **E**

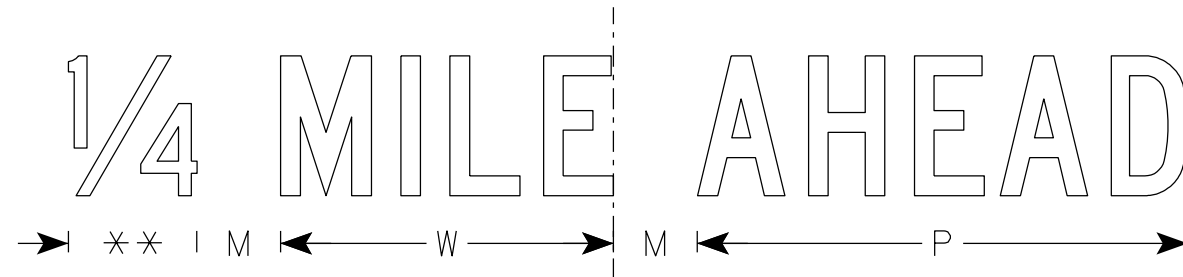
NOTES

1. Sign is Type II - Type H Reflective
2. Color:  
Background - White  
Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.



R11-3

\*\* See Note 5



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	18	1 1/4	3/8	3/8	4	3	2	11 1/4	3	1 1/8	15 3/8	2	3 3/4	8 1/4	5/8		1 3/8	13 1/4	8 3/8	7/8	10 1/2	7 1/8			4.5	
2S	60	30	1 3/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8			12.5	
2M	60	30	1 3/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8			12.5	
3																											
4																											
5																											

STANDARD SIGN  
R11-3

WISCONSIN DEPT OF TRANSPORTATION

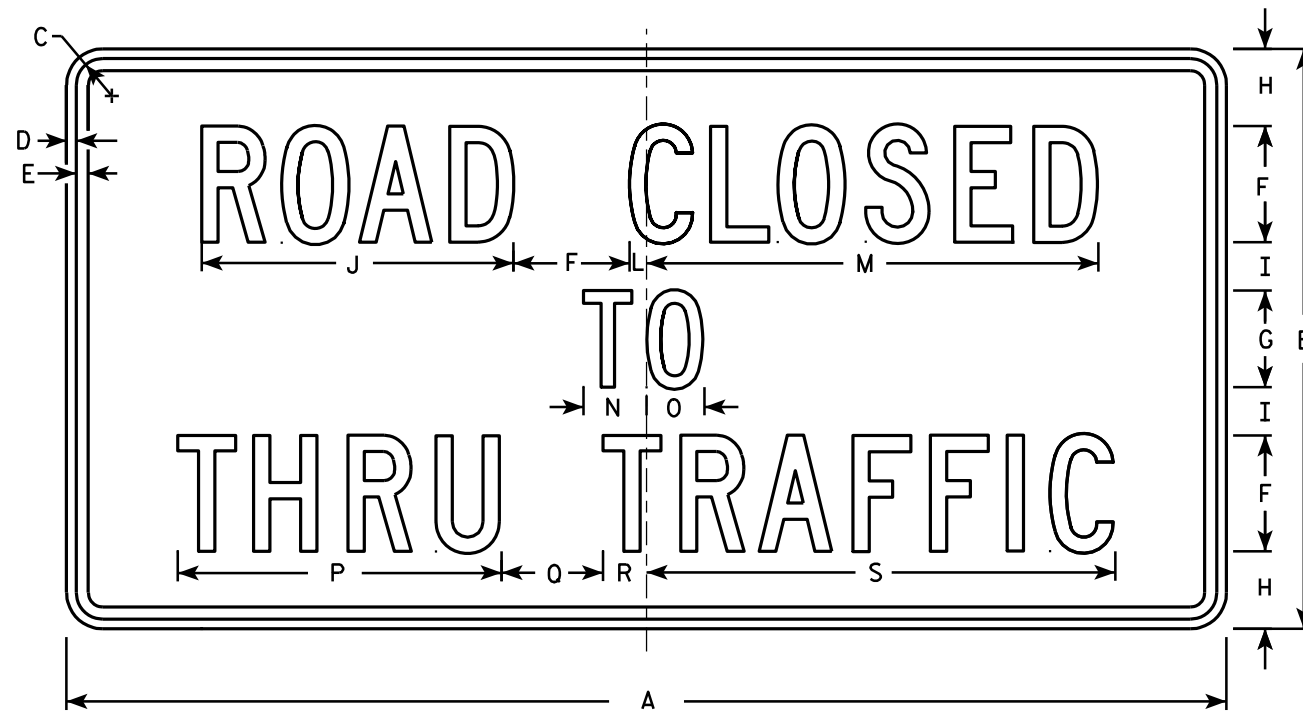
APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

DATE 6/14/2021 PLATE NO. R11-3.9

PROJECT NO: \_\_\_\_\_ HWY: \_\_\_\_\_ COUNTY: \_\_\_\_\_ SHEET NO: \_\_\_\_\_ **E**

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:  
Background - 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.



R11-4

7

7

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	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

**STANDARD SIGN**  
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Raush*  
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-4.3

PROJECT NO: \_\_\_\_\_ HWY: \_\_\_\_\_ COUNTY: \_\_\_\_\_ SHEET NO: \_\_\_\_\_ E

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:  
Background - Yellow  
Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W4-4P

7

7

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	2 1/4	1 1/2	8	1 1/2	3/8	10	6 1/4	2 1/4	2 1/4	6 1/4											2.0
2M	24	12	1 1/8	3/8	3/8	3	2 1/4	1 1/2	8	1 1/2	3/8	10	6 1/4	2 1/4	2 1/4	6 1/4											2.0
3	36	15	1 1/8	3/8	1/2	4	2 5/8	1 3/4	10 3/4	2 3/8	3/8	13 1/2	8 3/8	3	3 1/8	8 3/8											3.75
4	42	18	1 1/8	3/8	1/2	5	3	2	13 3/8	3 1/8	3/8	16 7/8	10 1/2	3 5/8	3 7/8	10 3/8											5.25
5																											

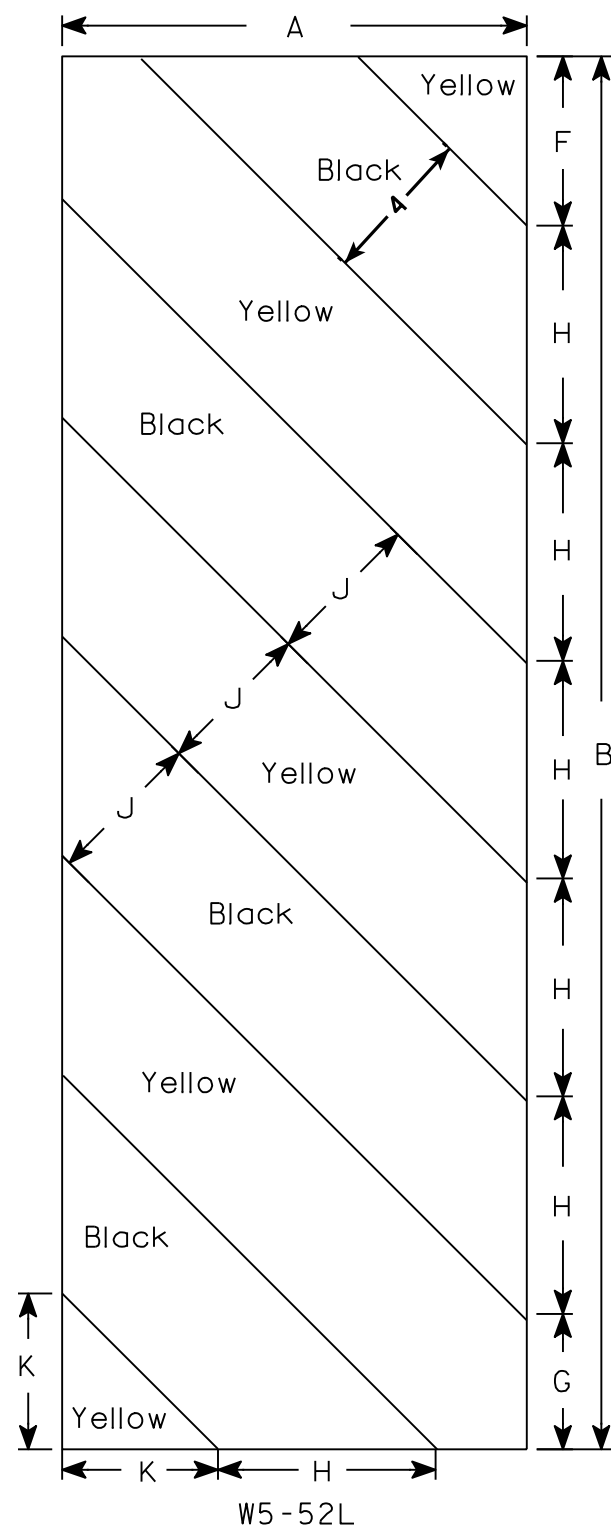
**STANDARD SIGN**  
**W4-4P**

WISCONSIN DEPT OF TRANSPORTATION

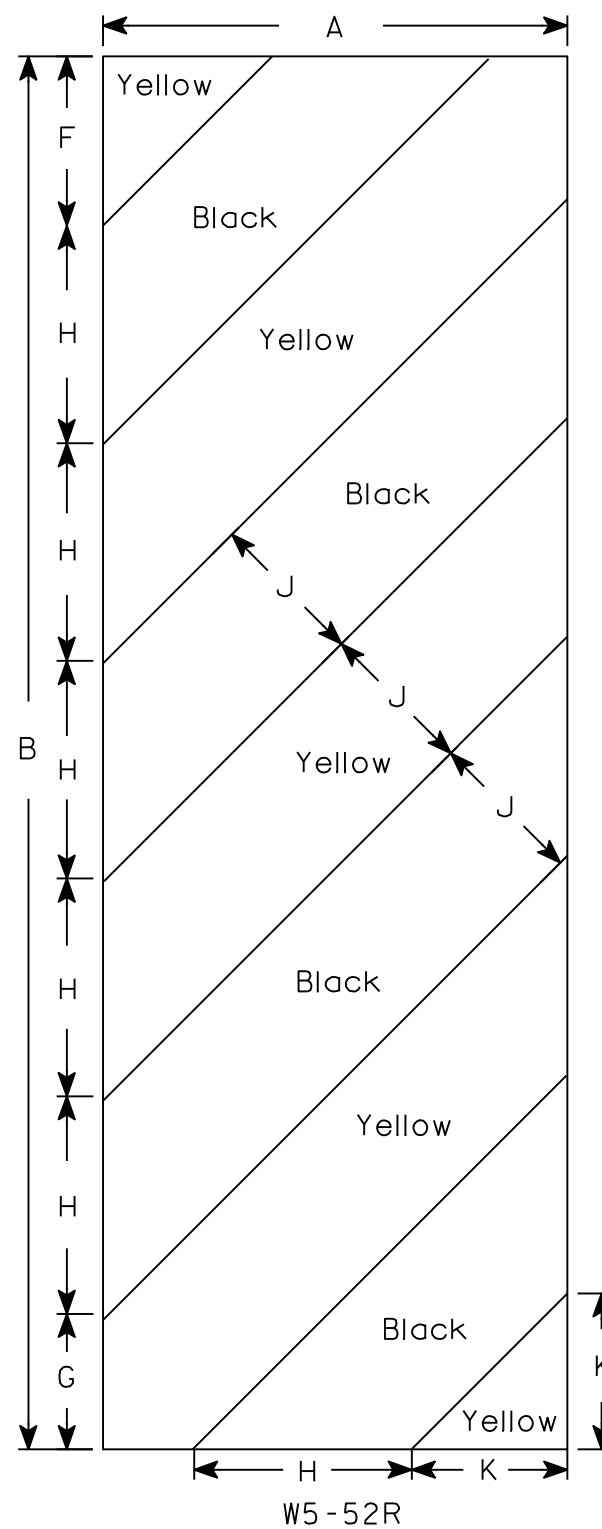
APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W4-4P.2

PROJECT NO: \_\_\_\_\_ HWY: \_\_\_\_\_ COUNTY: \_\_\_\_\_ SHEET NO: \_\_\_\_\_ E



W5-52L



W5-52R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:  
Background - Yellow  
Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Alternate colors of stripes as shown.

7

7

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																											

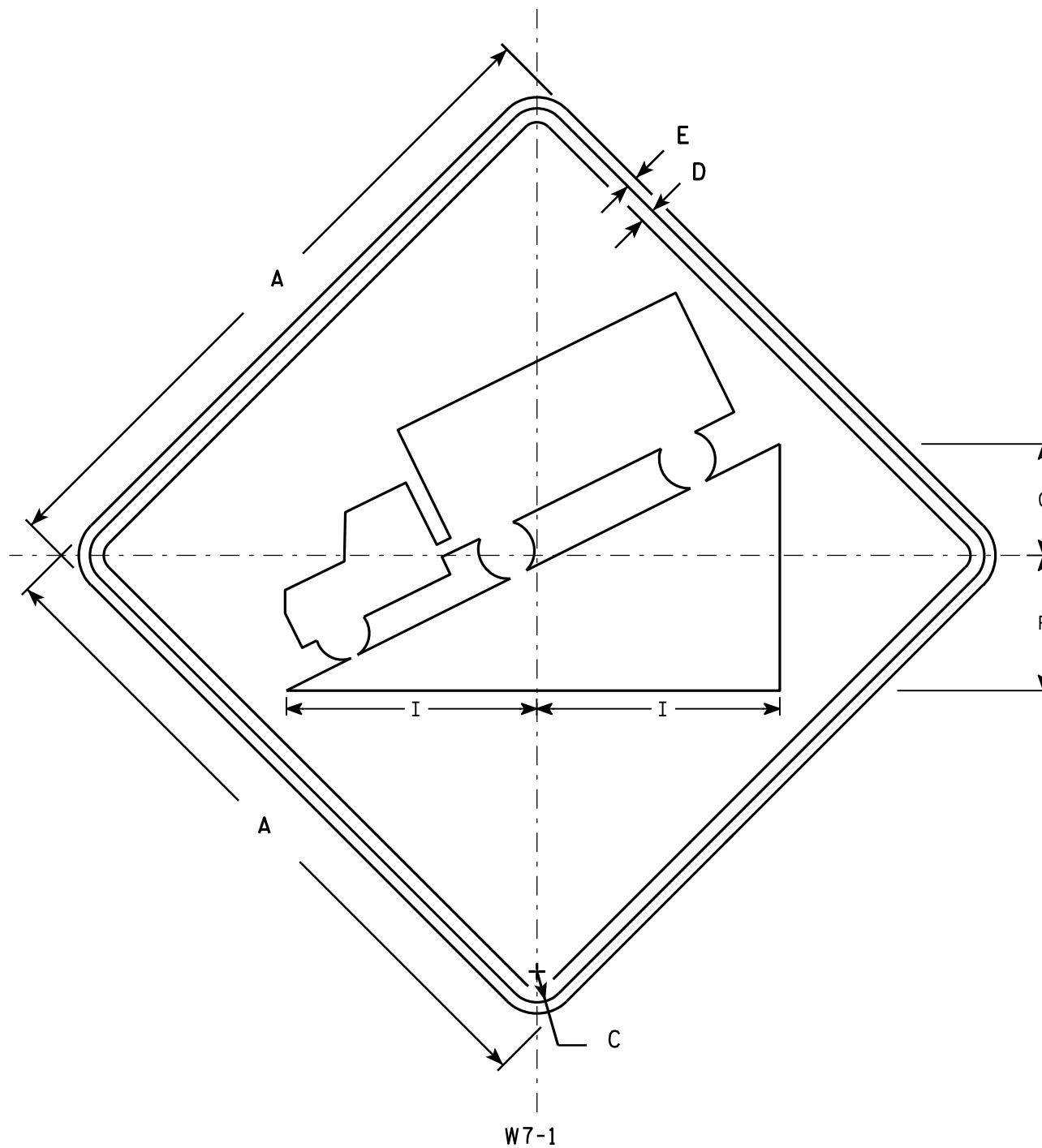
STANDARD SIGN  
W5-52L & W5-52R

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: \_\_\_\_\_ E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:  
Background - Yellow  
Message - Black
3. 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.

7

7

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	3/8	5	4		8 3/4																		4.0
2S	30		1 3/8	1/2	5/8	6	5		11																		6.25
2M	36		1 5/8	5/8	3/4	7 1/4	6		13 1/4																		9.0
3	36		1 5/8	5/8	3/4	7 1/4	6		13 1/4																		9.0
4	36		1 5/8	5/8	3/4	7 1/4	6		13 1/4																		9.0
5	48		2 1/4	3/4	1	9 3/4	8		17 1/2																		16.0

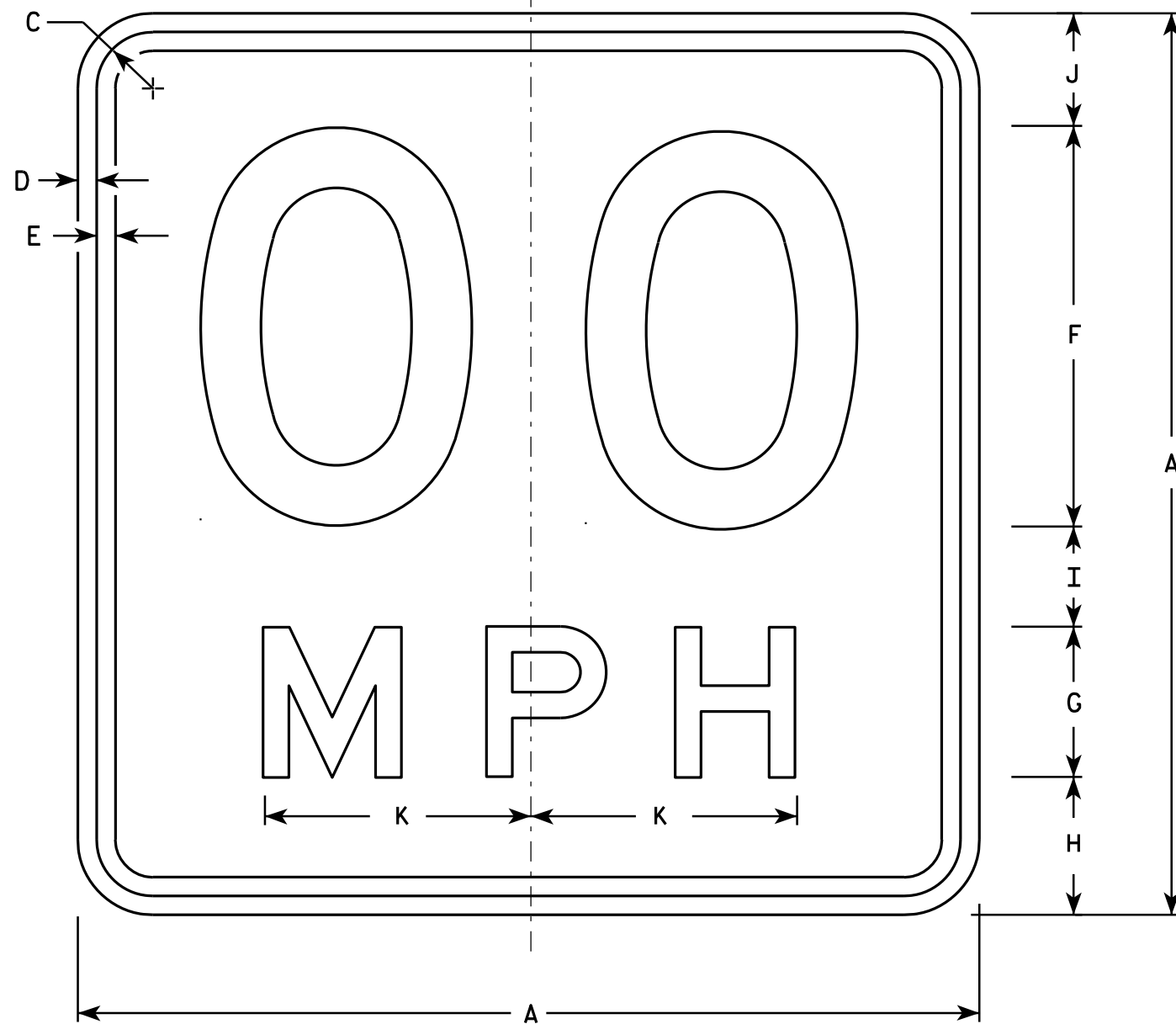
**STANDARD SIGN**  
**W7-1**

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED *Matthew R. Rauch*  
For State Traffic Engineer

DATE 03/12/13 PLATE NO. W7-1.13

PROJECT NO: \_\_\_\_\_ HWY: \_\_\_\_\_ COUNTY: \_\_\_\_\_ SHEET NO: **E**



**NOTES**

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:  
Background - Yellow  
Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D  
Line 2 is Series E

W13-1

\* For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.  
For 36" x 36" Warning Signs, use 24" x 24" W13-1 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	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
* 2S	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
* 2M	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
3	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8																4.00
4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

STANDARD SIGN

W13-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
For State Traffic Engineer

DATE 5/31/12 PLATE NO. W13-1.16

PROJECT NO:

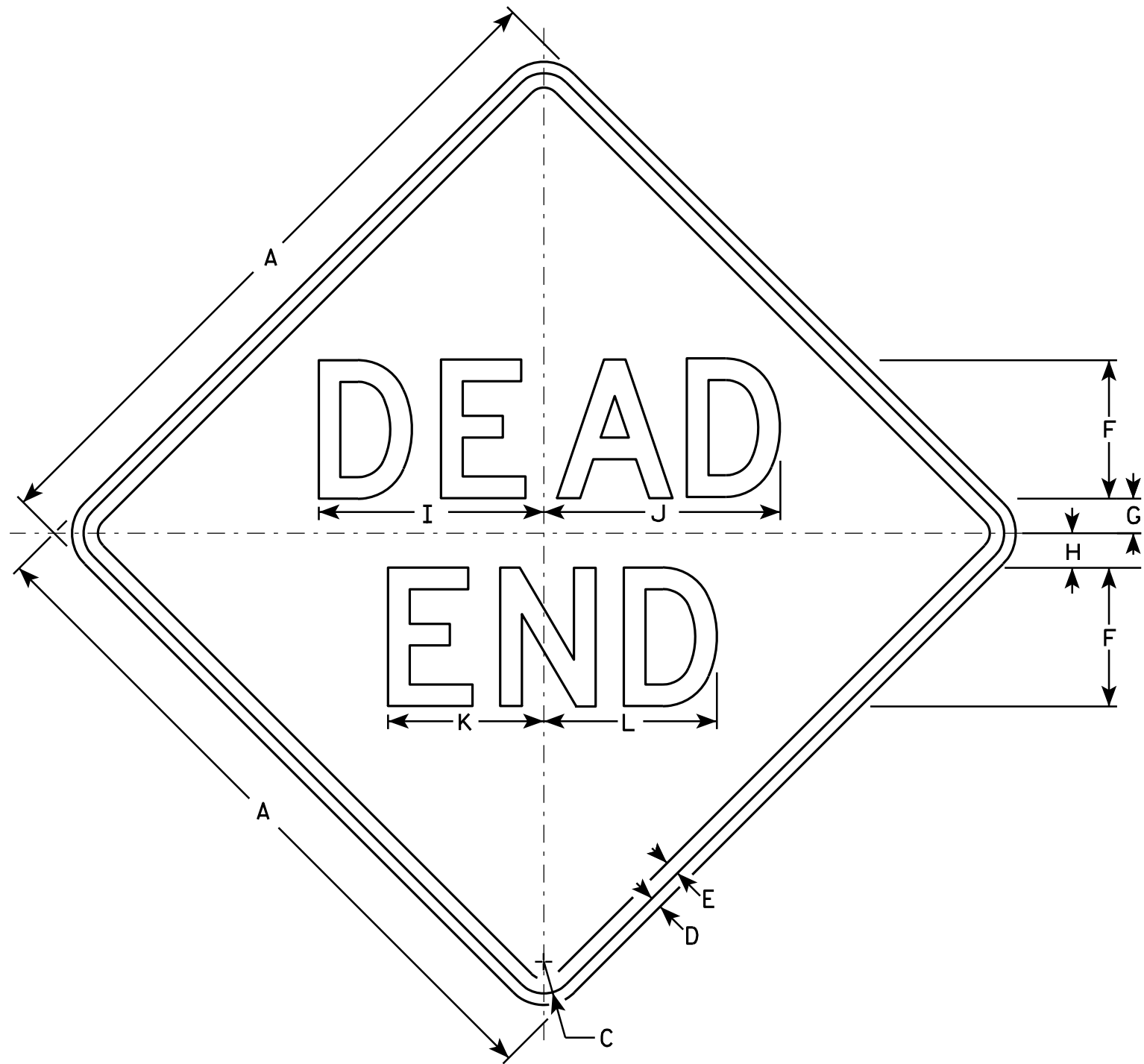
HWY:

COUNTY:

SHEET NO:

E





**NOTES**

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:  
Background - Yellow  
Message - Black
3. 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.

W14-1

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	5	1	2	8 1/4	8 5/8	5 5/8	6 1/4															4.0
2S	30		1 3/8	1/2	5/8	6	1 1/2	2 1/2	9 3/4	10 1/4	6 3/4	7 1/2															6.25
2M	30		1 3/8	1/2	5/8	6	1 1/2	2 1/2	9 3/4	10 1/4	6 3/4	7 1/2														6.25	
3	36		1 5/8	5/8	3/4	7	2	3	11 3/8	12	7 7/8	8 3/4															9.0
4																											
5																											

**STANDARD SIGN**  
W14-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W14-1.7

PROJECT NO:

HWY:

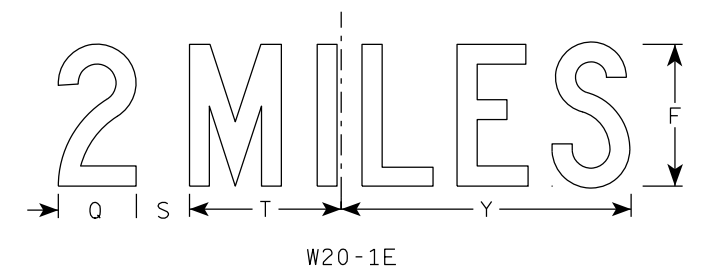
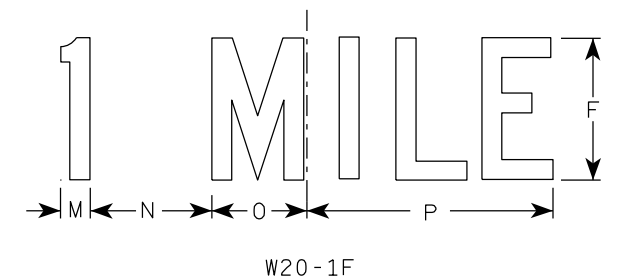
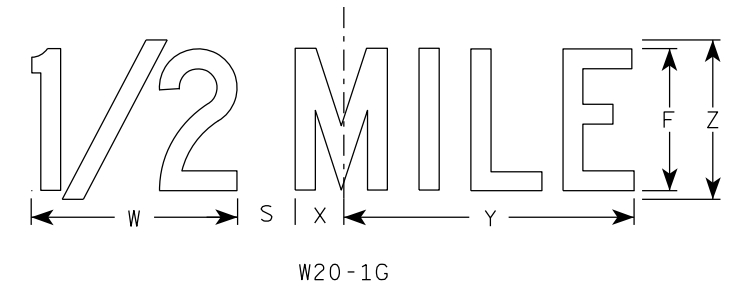
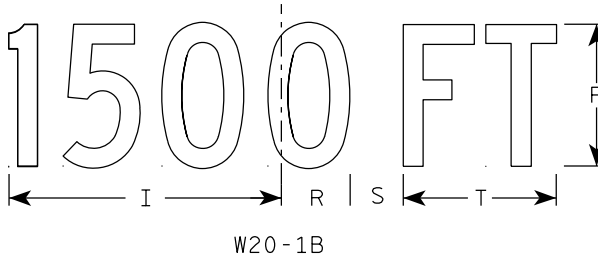
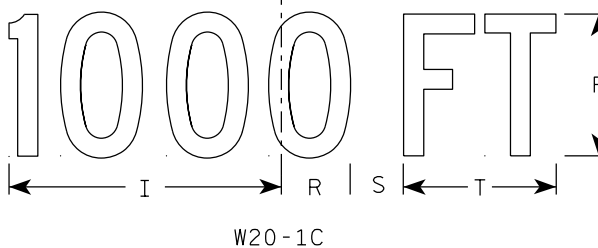
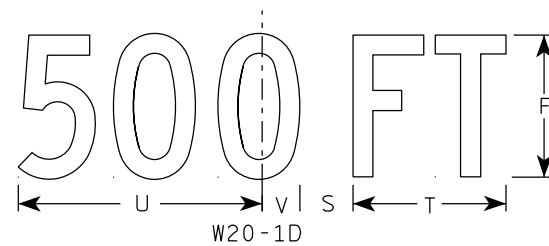
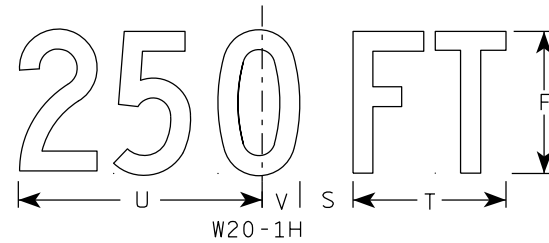
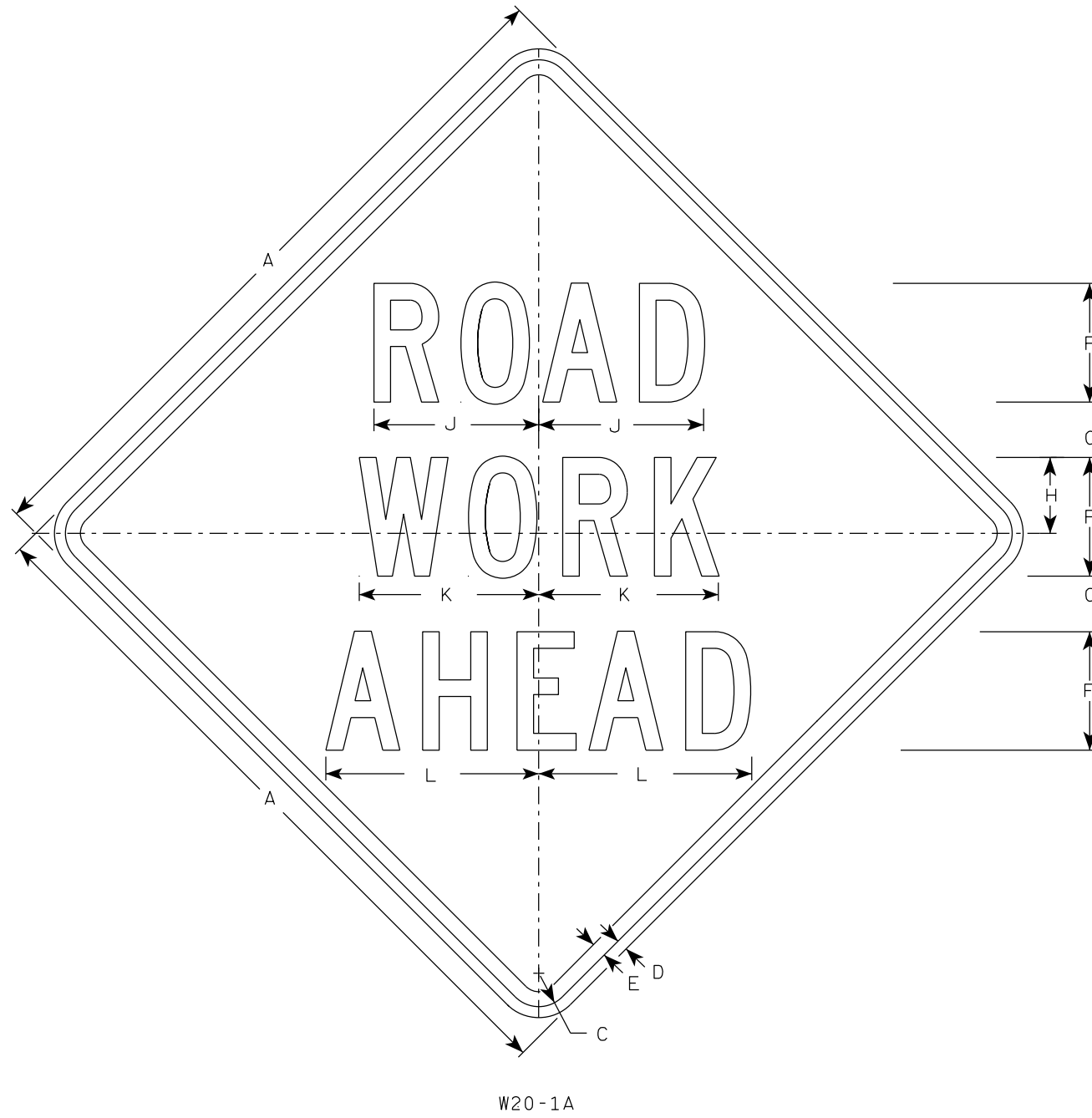
COUNTY:

SHEET NO:

E

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.



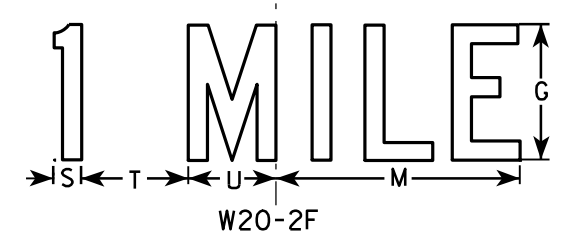
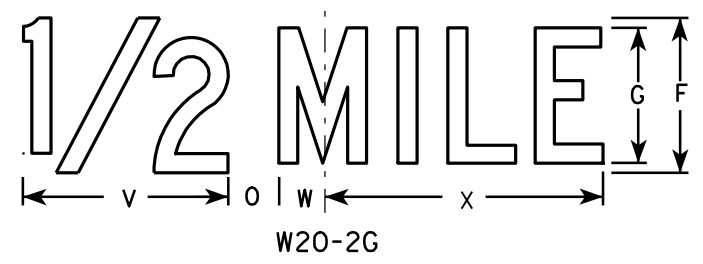
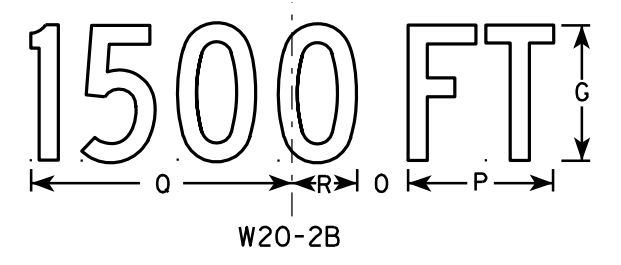
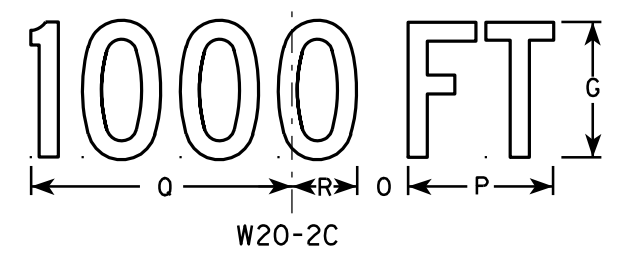
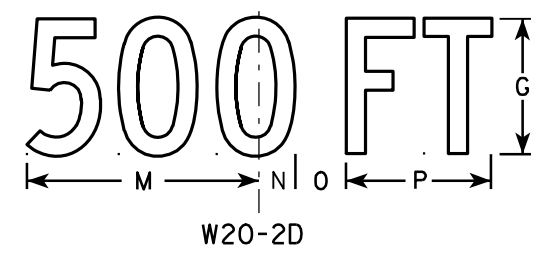
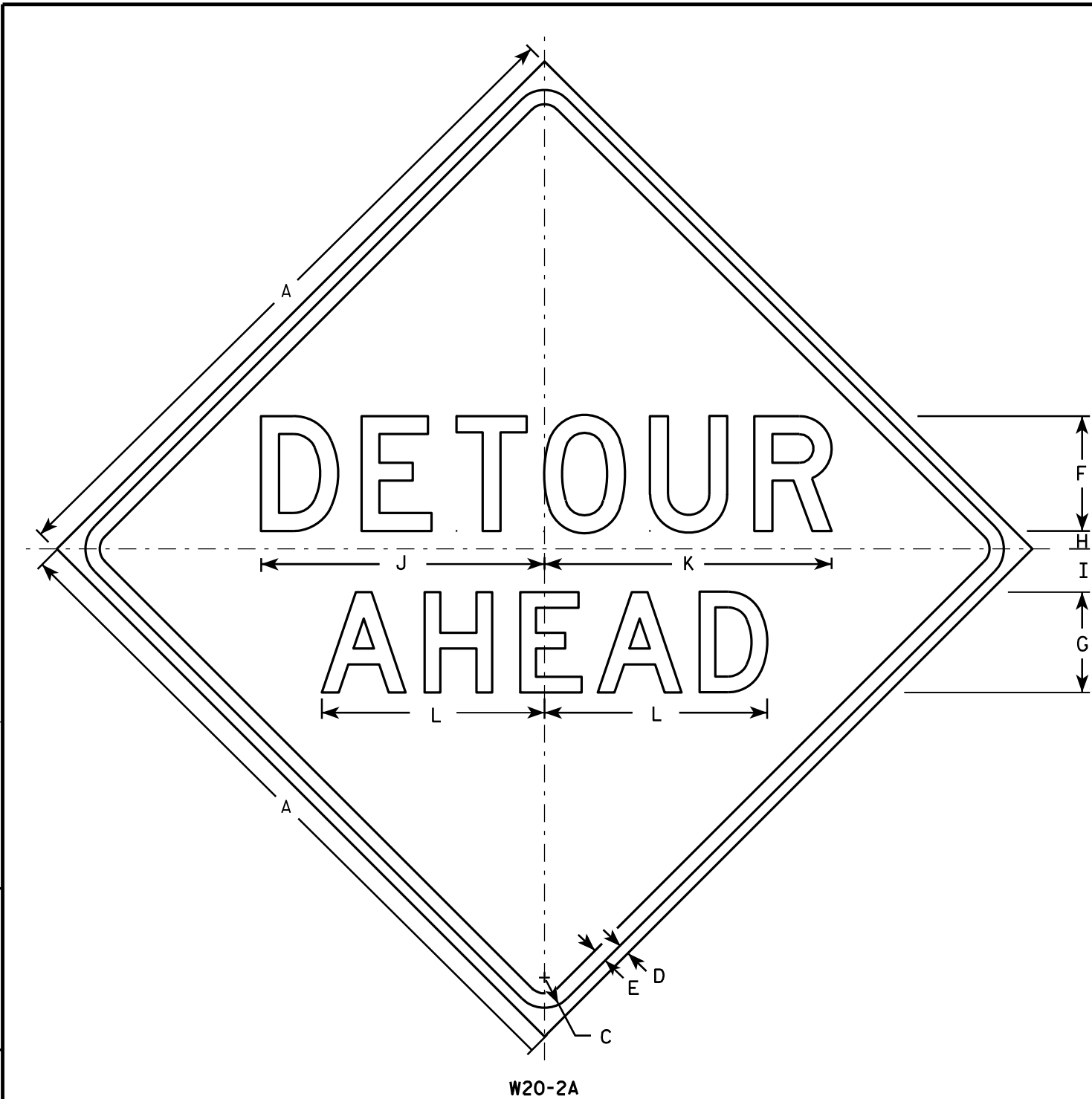
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	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



**NOTES**

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:  
Background - Orange  
Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.  
Line 2 is Series D for AHEAD and Series C for all other distances.

7

7

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	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

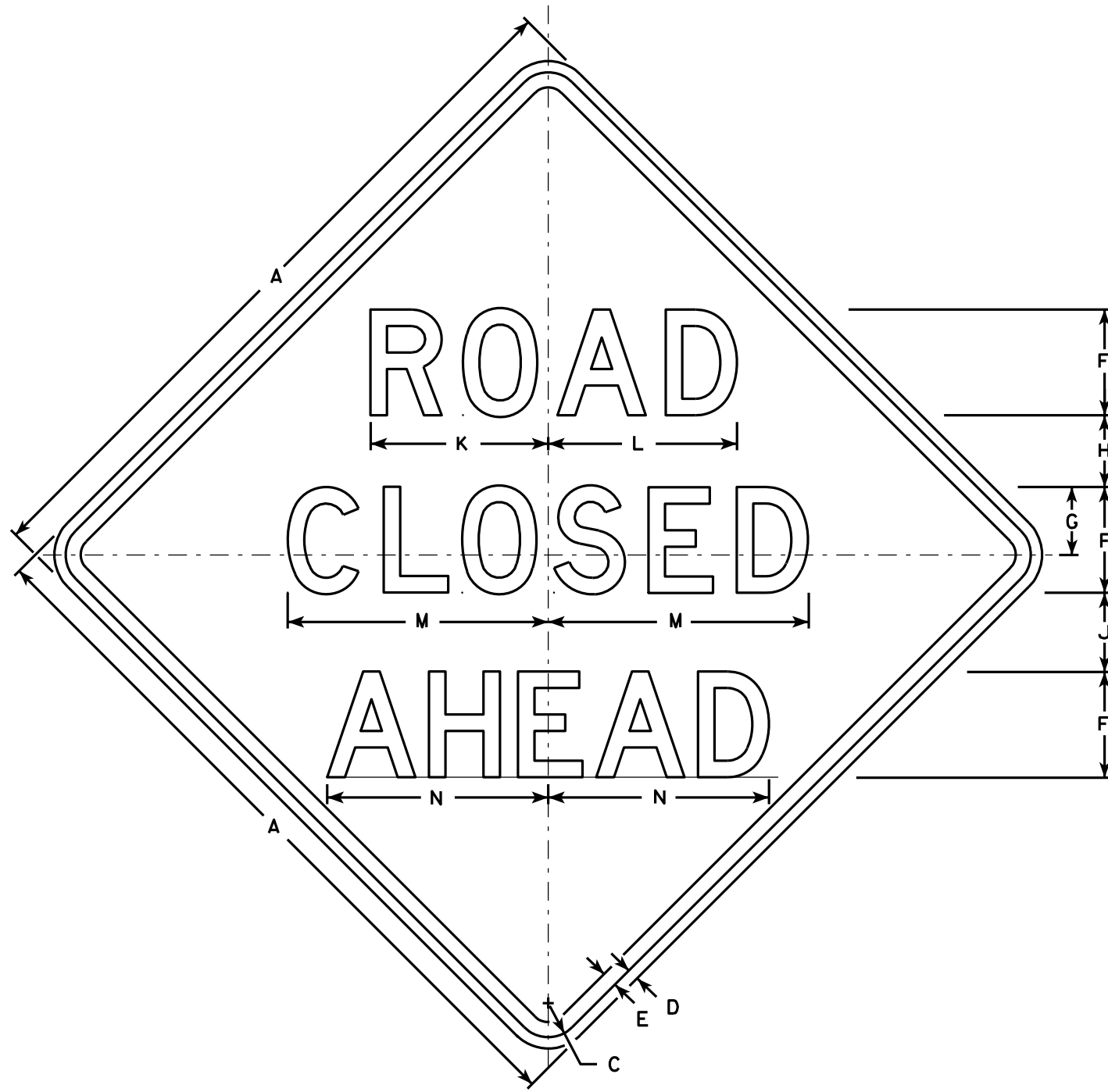
**STANDARD SIGN**  
W20-2A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

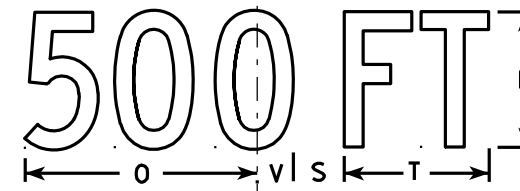
APPROVED *Matthew R Raub*  
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

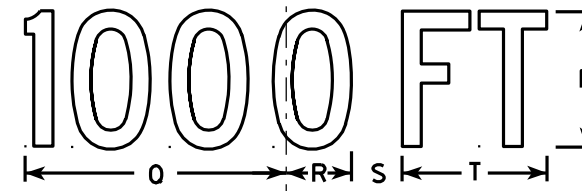
PROJECT NO: \_\_\_\_\_ HWY: \_\_\_\_\_ COUNTY: \_\_\_\_\_ SHEET NO: \_\_\_\_\_ E



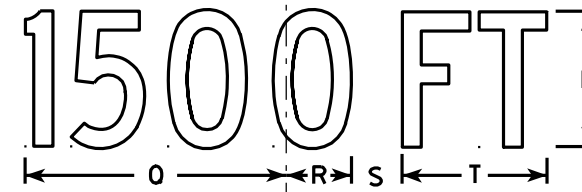
W20-3A



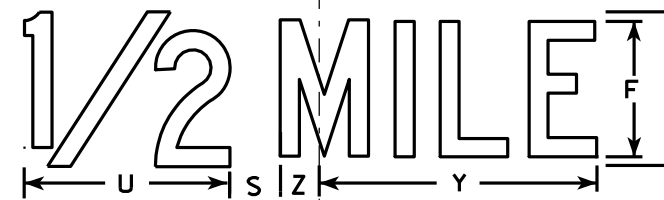
W20-3D



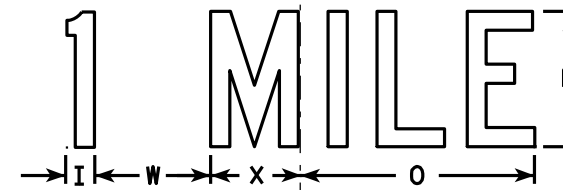
W20-3C



W20-3B



W20-3G



W20-3F

**NOTES**

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:  
Background - Orange  
Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.  
Line 3 is Series D for AHEAD and Series C for all other distances.

7

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

**STANDARD SIGN**  
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
For State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-3.7

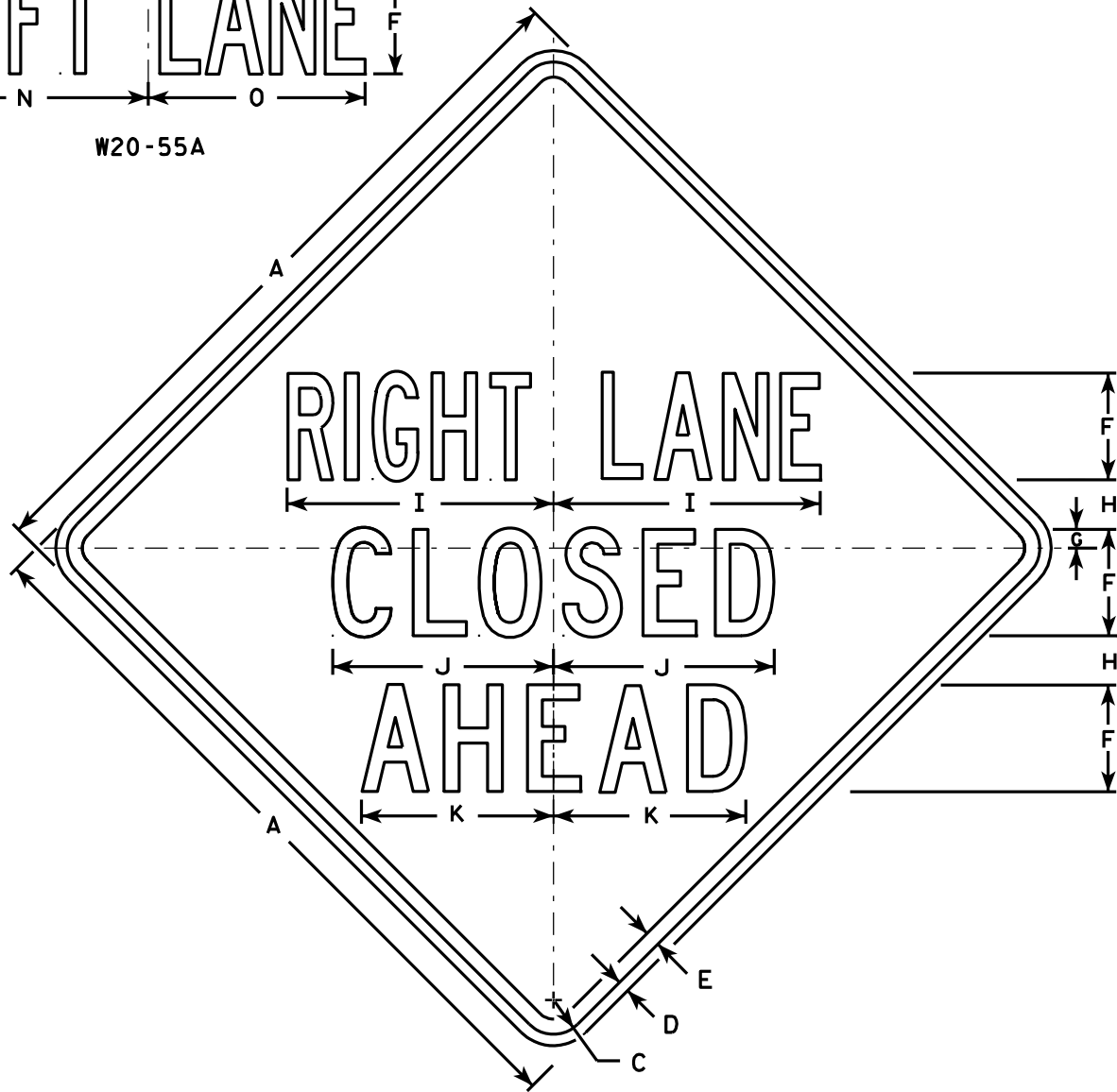
PROJECT NO: \_\_\_\_\_ HWY: \_\_\_\_\_ COUNTY: \_\_\_\_\_ SHEET NO: \_\_\_\_\_ E

CENTER LANE

W20-56A

LEFT LANE

W20-55A



W20-5A

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.

500 FT

W20-5D

1000 FT

W20-5C

1500 FT

W20-5B

1/2 MILE

W20-5G

1 MILE

W20-5F

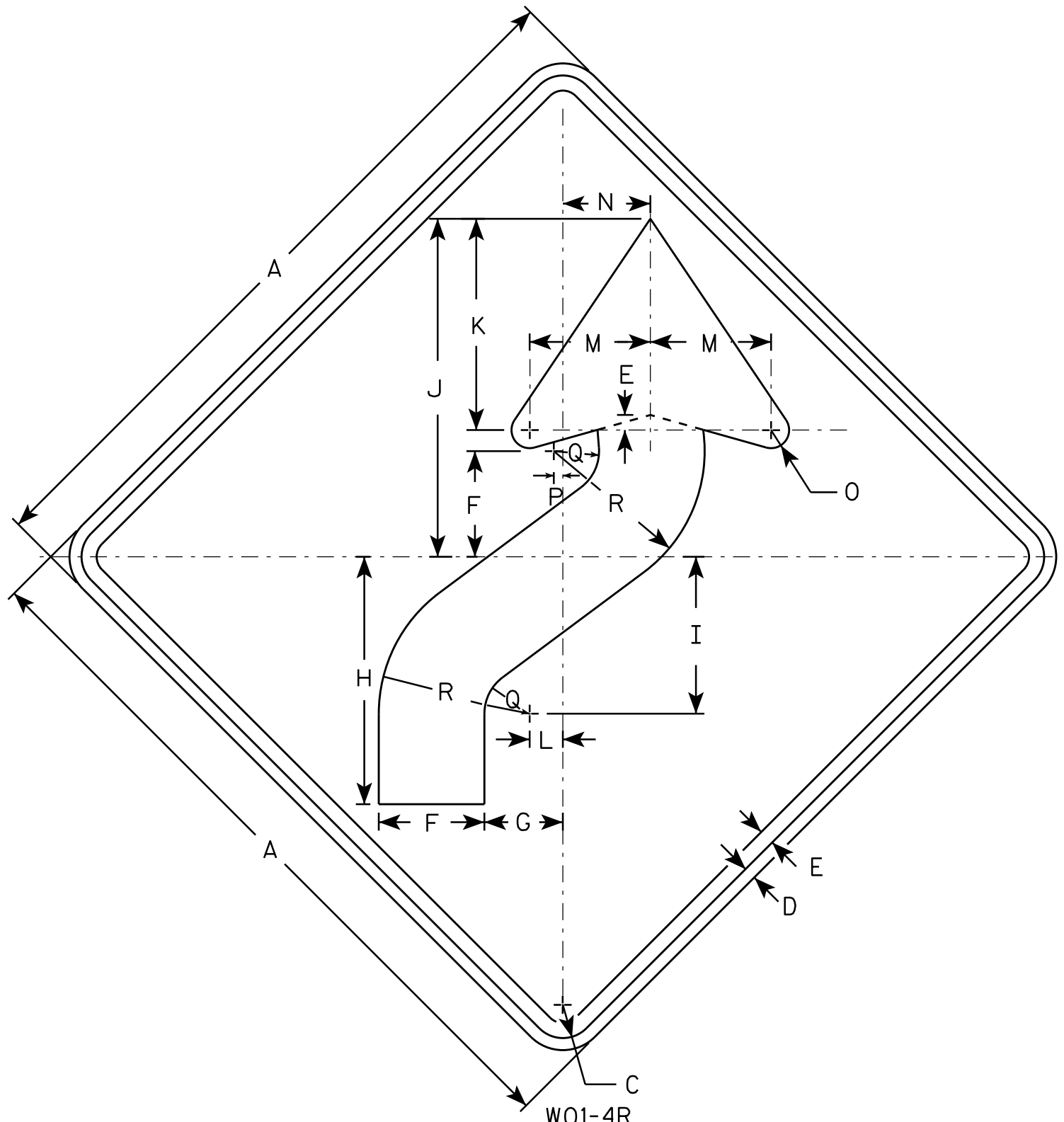
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	6	1 5/8	5/8	3/4	5	7/8	2 1/2	13 1/8	10 3/4	9 1/2	14 1/4	13 5/8	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 7/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	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

PROJECT NO: \_\_\_\_\_ HWY: \_\_\_\_\_ COUNTY: \_\_\_\_\_ SHEET NO: **E**

7

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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



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.

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W01-4R

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

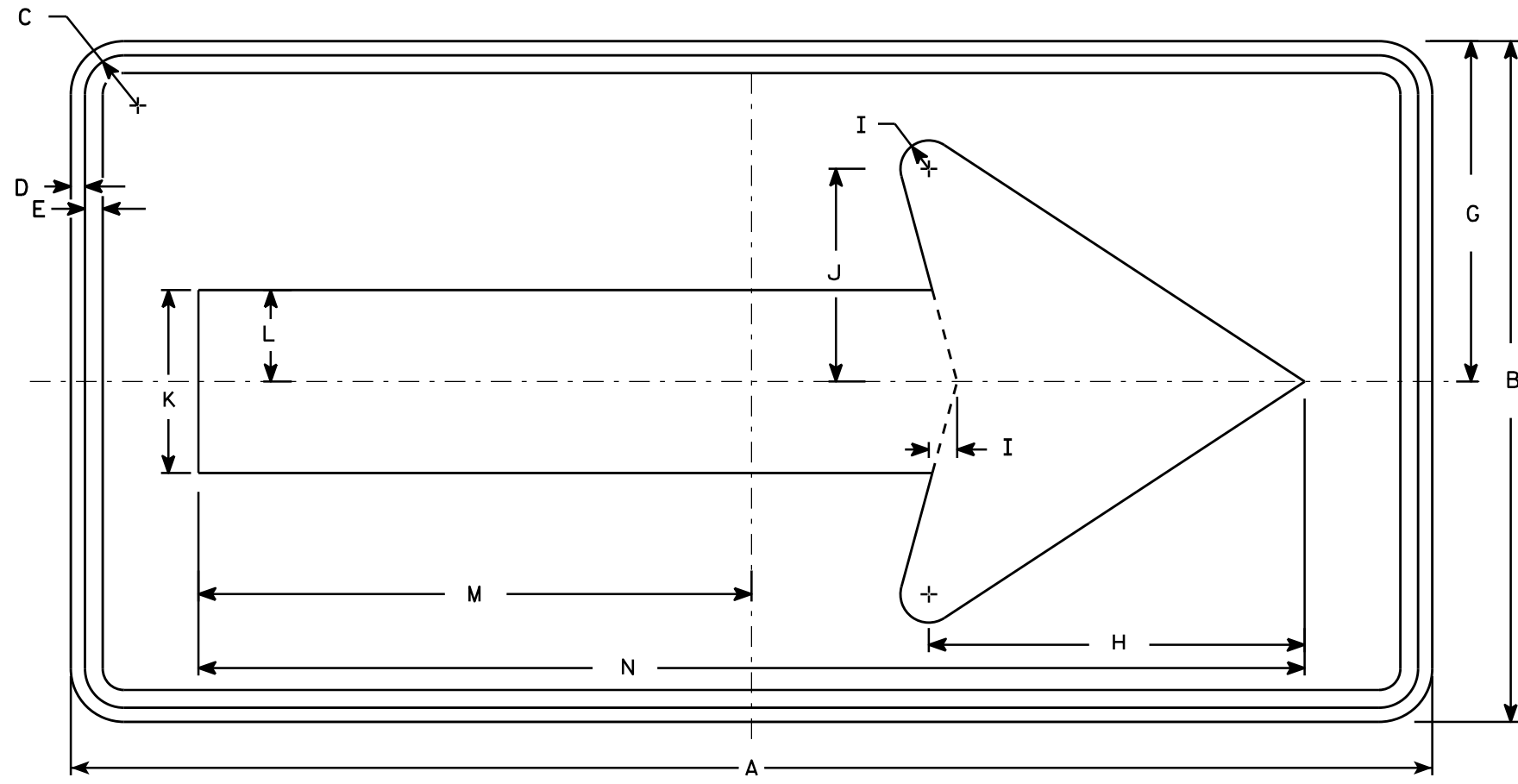
APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

DATE 11/18/13 PLATE NO. W01-4.1

PROJECT NO: \_\_\_\_\_ HWY: \_\_\_\_\_ COUNTY: \_\_\_\_\_ SHEET NO: **E**

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.



W01-6

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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

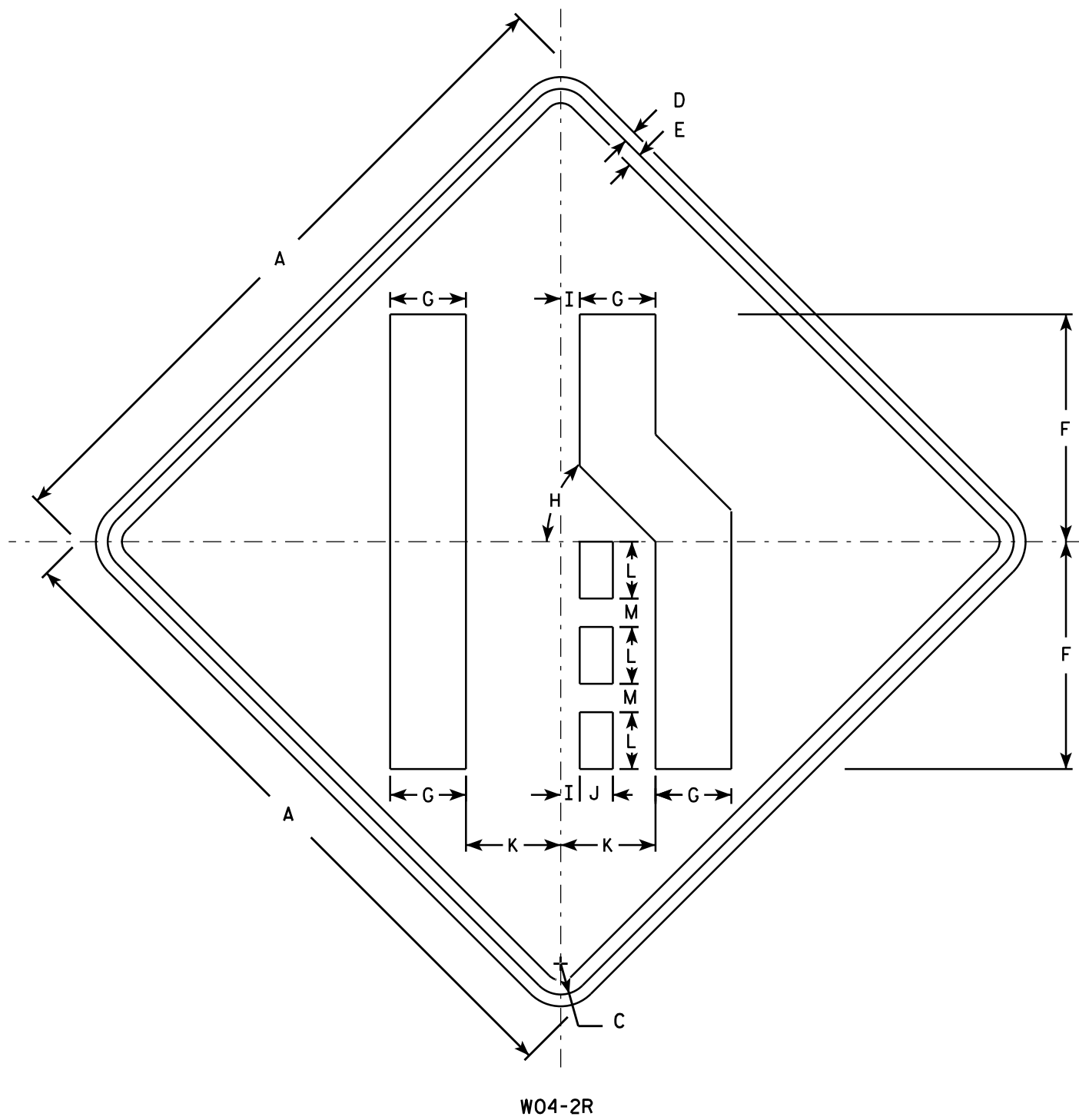
**STANDARD SIGN**  
**W01-6**

*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**



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 symbols are reversed along the vertical centerline.

7

7

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

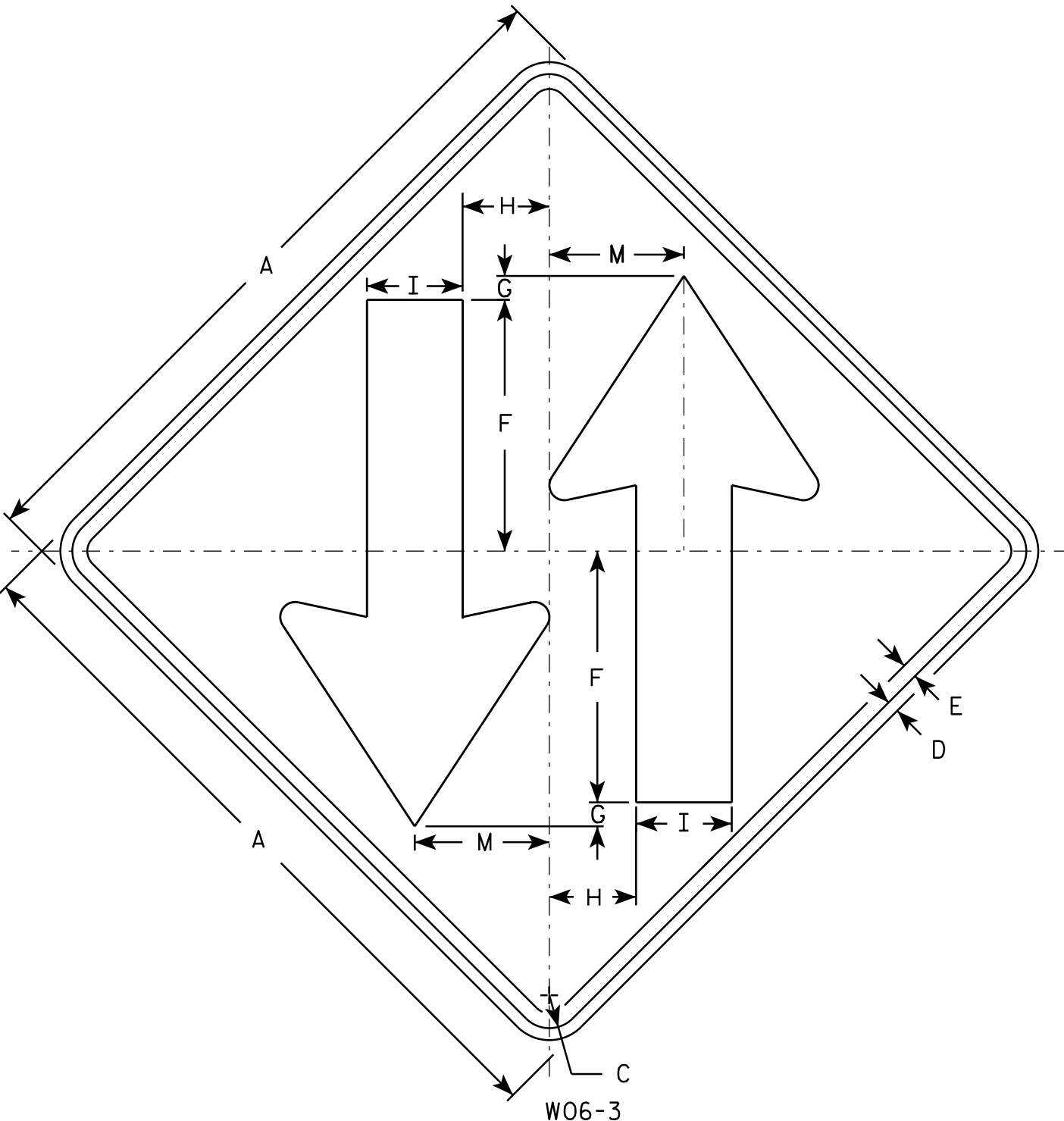
**STANDARD SIGN**  
**W04-2**

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
For State Traffic Engineer

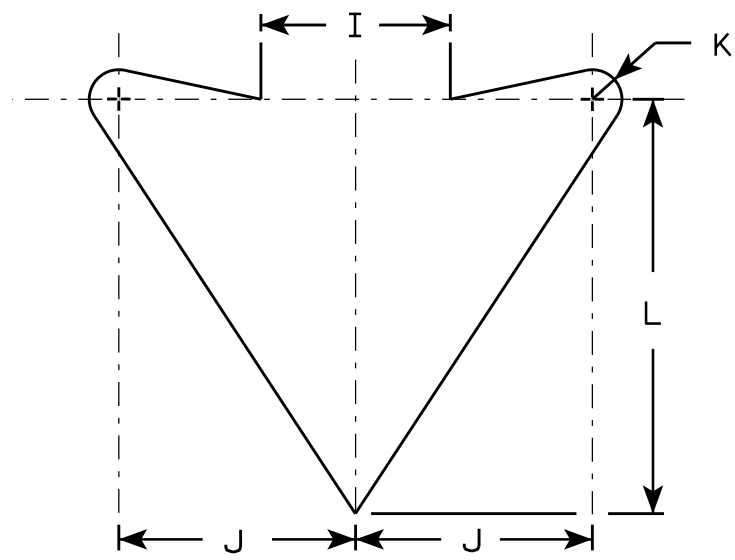
DATE 11/20/13 PLATE NO. W04-2.1





NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:  
Background - Orange  
Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	12	1	4 1/4	5	6	3/4	10 1/2	6 3/4														9.0
2S	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
2M	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
3	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
4	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
5	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0

**STANDARD SIGN**  
**W06-3**

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Raub*  
For State Traffic Engineer

DATE 11/20/13 PLATE NO. W06-3.1

PROJECT NO: \_\_\_\_\_ HWY: \_\_\_\_\_ COUNTY: \_\_\_\_\_ SHEET NO: **E**



## ***Wisconsin Department of Transportation***

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